



Through The Windshield

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October,
2010

Upcoming Events

Weekly Cruise In!

On the patio every Thursday evening
until Oct. 21st

October

12th	Board Meeting, 7pm
13th	General Meeting
16th	Fall Colours Tour
30th	Murder Mystery

November

6th & 7th	Antique & Nostalgia Show
9th	Board Meeting
10th	General Meeting, guest speaker, local historian, James Yaworsky

**Come figure out
WHODUNNIT!**



Fun on Wheels Car Show a Hit!

Our car show on Labour Day weekend was blessed with cool, partly cloudy weather; just perfect for a car show. And our supporters did not let us down. There were close to 400 vehicles registered at the show and an estimated 50 who attended the event but did not register their vehicles. The Car Corral was overflowing with the best selection of collector cars offered for sale that we have ever had at one of our car shows. There was a large selection and variety of auto related parts and miscellaneous

vendors as well.

All in all, the day was a huge success. Two large groups of people were given paid tours of our transportation museum and our "beer corral" did a brisk business. The 50's Diner breakfast buffet was a smash hit and our summer kitchen did an equally explosive business in the village with combined food sales from both outlets coming in at

(Continued on page 3)

Christmas Pot Luck Dinner

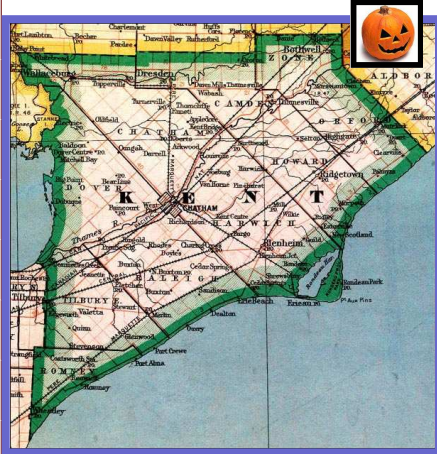
- **Note:** New format! Saturday evening, December 11.
- Members, volunteers and regular customers only
- Entertainment by Claudette Pinard
- Bar opens at 4p.m.
- Dinner served at 5:30p.m.
- Dressy casual

Inside this issue:

Our Shamrock	2
Shoot!	3
Saga/Restoration	4
Saga Continued	5
Education Desk	6
Pumpkin People	6
Poetry Page	7
Fun Pages	8-9
Misc.	10

We're Lucky to Have a Shamrock

The following is an excerpt from one of the books in our "library" titled, Cars of Canada. This chapter is called "The Pioneers," and it describes our little treasure, the Shamrock. Enjoy!



Wardsville is northeast of Chatham and southwest of London.

"Among the many automobiles claimed to have been Canada's first, one of the most frequently mentioned was built by a Wardsville, Ontario, stonemason named William Mimna. The machine was a singularly unsuccessful effort, apparently having acquired its unearned reputation from the fact that it survived largely intact into the 1930's. It was the subject of periodic newspaper articles and was mentioned in *Maclean's* maga-

zine. Sometimes it was called the Minna, or Mimna Bros. Nobody was very sure of the year it was made; one Wardsville resident thought it dated back to 1893.

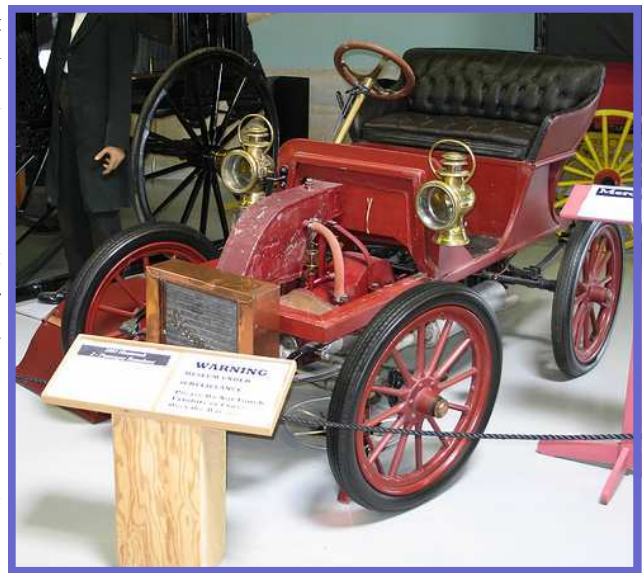
A source of the confusion is undoubtedly the fact that Mimna worked on his car for many years before completing it in 1904. Originally inspired by steam locomotives, he decided that the gasoline engine was the coming thing and that was what he built. A single-cylinder affair, put together with parts bought wherever Mimna and his brother Charles could find them—Montreal, Toronto, Hamilton and Detroit—the vehicle was called Shamrock the First. "Like all first models it wasn't exactly a success," William recalled years later. When it proved unable to climb hills, the homemade engine

was replaced by a French engine. But that wouldn't climb hills or go over 10 mph on the level either. By the time Mimna had won a lawsuit against the new engine's builders, he used to say, he had 'lost out to Mr. Ford,' and he sold the car. The buyer had trouble running it too, not helped by the system of clutches and belts used instead of a transmission. So the car was put away and preserved.

A Shamrock the Second was built by Mimna in 1914, probably from stock parts off other cars. It apparently didn't suffer from a lack of pep, as the only surviving story about it recounts how Mimna and a friend were hurtling along a country road one day when they hit a cow and careened into the ditch. After that, Mimna went back to stonecutting for good."



Mimna believed he had "lost out to Mr. Ford."



Our "Shamrock the First" as shown in our museum.

Mike and Geoff Shoot a Pilot!

A few months ago a filmmaker from Quebec was surfing the Internet looking for museums which may have a story regarding a restoration of an antique vehicle. The filmmaker called our museum who then referred her to Mickey Moulder. Mickey called the lady and advised that we really did not have a restoration project under way, but after giving it a little thought, he mentioned that perhaps there was an interesting story regarding the finding and restoring of two WW II Universal Carriers (Bren Gun Carriers), which were made in Windsor. Two of our members, Geoff Bottoms and Mike Timoshyk had recently located and bought these two units in Eastern Ontario and were going to restore one or both carriers and wouldn't that make for a nice story?

The filmmaker said she would present the idea to her producer and get back with Mickey. After about a week, the lady called and reported that her producer loved the story line. Geoff and Mike were then put in contact with the film maker and they began to work out a more detailed scenario including an idea from the

Producer to have Mike and Geoff work with a professional restoration shop called The Guild of Automotive Restorers in Bradford, Ontario. The idea called for Mike, Geoff and The Guild to begin the restoration process and the filmmaker would shoot a pilot. The pilot would then hopefully be sold to the Canadian History Channel and 13 episodes would be shot which would detail the entire story from the finding, restoration and re-birth of the Canadian WW II icons.

Mike and Geoff are off to meet with The Guild and the filmmaker in late September to begin detailing the pilot episode. Let's wish our boys good luck and let's hope that this project flies. It surely would make for a great story and good exposure for all involved.



The Bren gun Carrier in its current condition. The restoration should make for compelling TV!

Did You Know?

In 1901 the first Grand Prix race was won with an average speed of 46mph.

Car Show

(Continued from page 1) \$5,000.

In total, including raffle car tickets, the 50/50 draw which netted the winner \$1,230, the gate, tours, food, the gift shop, the bar, etc., we grossed over \$16,000 and netted approximately \$13,000 for the day. Not bad in a down economy.

Special thanks to all the wonderful volunteers who did yeoman's work before, during

and after the show and also a very well deserved thank you to our staff, who as always, went all out in a tireless effort to provide a professional and well thought out show. Onwards and upwards, folks!



Did You Know?

The first jack-o-lanterns were made in Ireland from hollowed out turnips. The Irish placed a piece of coal inside to light them.

Saga of an Automobile Restoration



Farmer Smith was driving his tractor along the road with a trailer load of fertilizer. Alex, a little boy of nine, was playing ball in his yard. He saw the farmer and asked, "What have you got in your trailer?" "Manure," Farmer Smith replied. "What are you going to do with it," Alex asked. "Put it on my pumpkins," said the farmer. Alex replies, "You ought to come and eat with us. We put vanilla ice cream on our pumpkin pie."

Hopefully many of you readers will come to Heritage Village to view not only the village itself, but on occasions when the antique cars are on display. But very few I'm sure, realize the time, effort, sweat and tears that go into one of these restorations.

My story begins in 1967 when I purchased this 1928 Overland Whippet Cabriolet Coupe, and a very much stripped sedan for the sum of \$330.00

Immediately, a very enthusiastic endeavor began to restore said vehicle, such as chroming the red shell, which had light dings, irons, and various other small parts.

Then parts were ordered from Nova Scotia to Denver, Colorado, and north as far as Provost, Alberta.

Then came the time to start on the body work, and after having a body shop keep the fenders for over a year, only to tell me they were too badly rusted, dented and bent. I sort of had the enthusiasm and ego deflated while putting a daughter through university, a son through college, paying for a house etc., all work was put on HOLD.

Eventually, I amassed sufficient funds to purchase a gas welding outfit (now well into the 70's), the enthusiasm again surfaced and began a more concentrated effort to repair the fenders and do the body work, sandblasted the frame and undercarriage, primed the body and even started applying the finish coat.

However, the finished product was not satisfactory to me and with little thought the project was on hold again.

Then, early in 1996, my son Douglas, got into a conversation with our then President of the HVSO, Joe Torjak of Belle River, who had operated a body shop, and Joe said he might, with some assistance (man power), consider taking the job on. So, last July-August we proceeded to strip the entire body and fenders to the bare metal and he redid my crude body work, and primed and finished the complete car with a lacquer finish.

Then another club member, Rob Clapper, recommended a top upholsterer, by the name of Edmond Nejak on Lincoln Rd. in Windsor last December. The upholstery and new top were applied, with a few cosmetics to be added such as trunk for the trunk rack, step plates for the running boards and other odds and ends.

(Continued on page 5)



An example of a 1928 Overland Cabriolet Whippet.

Saga...continued

(Continued from page 4)

This has been a brief scenario of the events since I acquired it (29 years ago), but there is much more history involved prior to when I got the car.

So far the earliest knowledge that I've found is of a man named Phil Duquette, from the Merlin area who owned the automobile. His daughter Jean (Haskett) now of Glenwood, Ontario, used the car to drive her mother around the area.

A man named Sunny Houston acquired the car, and eventually the motor threw a rod through the block and was then left in a garage in Merlin for years. Next, as far as I can establish, it became the property of Ernie (Tinker) Ford, a farmer in the Merlin area, whereupon it sat deteriorating further. Then Ernie Payne (a deceased HVSO) member of the Merlin area, bought the "heap" and again it sat, weathering for a period of time, until Gord McLellan of Wheatley and another friend (name unknown) bought the car and left it on the beach on Lake Erie. Here it sat as the sand drifted up, rusted the gas tank out, rotted the wooden spokes on the wheels, finished all the instruments in the dash panel and of course, the body metal and wood in general.

Finally Ken McKenzie of Maidstone and another friend Len Phillips (I think) bought said "heap" and an effort was started to restore same.

Ken replaced the rotted wheels, did considerable wood replacement on the body, and a new radiator. However Ken's partner tired of the project and Ken bought the other share of the car.

Ken eventually lost enthusiasm and sold the car to Ken Hunter, another HVSO member, then living in Cottam. However Ken became interested in snowmobiling, so sold a Model A pickup to Essex Farmers and the Whippet and a parts sedan to me, and invested in a snowmobile.

So when I acquired the car in 1968 here it was minus a windshield or frame, sun visor, front seat springs, inside, outside door handles, window cranks, stone shield under the rad, and useless rusted out gas tank, hood hold downs, and dash instruments. There were very few parts salvageable on the parts car.

Much, much more could be added but space will not permit any more. However, there are many people I wish to praise for their generosity, work and support: first of all, Joe Torjak, for the beautiful body and paint job, and of course Ed Majali for the upholstery and top. Fred Cowell and son for the mechanical certificate and trunk rack, and to Harry Bergman, who contributed numerous parts and supplies and the insurance appraisal. Ray Leach of Leamington for parts and information, Raymond Sanger of Alberta, Charlie Lee Cooksville and numerous members of the W.O.K.R. (Willy Overland Knight Registry). There are others I know but the above are foremost in my mind.

So all I can say is thanks so much for your efforts fellows, I don't think they were in vain, for I think this is a valued asset to the antique car hobby as a whole.

Thanks again, all.

Sincerely, Albert (Ab) Ives

The Whippet title was intended as a generic name for the broad class of vehicles..... which are light, fast, economical and stylish, yet inexpensively priced.





A typical hornbook from "back in the day." A sheath of paper was placed between the wooden frame and translucent horn.

True or False?

One purpose of elocution lessons was to help people learn to deliver bible readings.

True.



You are limited only by your imagination...

From the Education Desk

Noah Webster (yes, the dictionary guy) claimed that correct pronunciation of a word was as important as its spelling. Society agreed. In 19th century schools elocution lessons were a normal part of a child's day. Children used their hornbooks to recite for the teacher; the alphabet, letter combinations, and of course, the Lord's Prayer.

If a teacher wanted to have a little fun in the classroom, s/he would have the students perform tongue twisters instead. Our schoolhouse classroom is no exception. When a group comes to us for their "Pioneers for a Day" program, we conduct elocution lessons that not only include proper pronunciation, but good posture as well. Students are required to stand straight and tall; shoulders back, chin up, and NO FIDGETING! I stand there with "The Rod" to make sure my students perform well.

It usually takes only one brave soul to volunteer to stand next to his/her desk and have a go at it. After that, eager kids wave their hands in the air to be the next to

master the tongue twister a classmate just bungled. The following are only a few of the phrases we recite in the schoolhouse. See if you can do it!

- Plain plum bun (say it 3 times)
- Soldier's shoulders (3X)
- A skunk sat on a stump. The stump thunk the skunk stunk. The skunk thunk the stump stunk.
- I wish to wash my Irish wrist watch

And then, there's my favourite, which I ask the children's real teacher to stand up and read:

- You've no need to light a night light on a light night like tonight. For a night light's light's a slight light and tonight's a night that's light. When a night's light like tonight's light, it's really not quite right, to light night lights with their slight lights, on a light night like tonight.

Pumpkin People to Populate the Premises!

October is gorgeous at Heritage Village and some new folks are coming here to stay awhile. Introducing Pumpkin People! All are welcome to take part in populating or village with your own creation. It's easy! Just purchase a pumpkin, carve or paint the face, make a support/stand for it and add clothing (stuffed with straw), hats and accessories. Look for Mike Timoshyk's pumpkin people out by the

front gates. The village is big, so make a few! Invite your children or grandchildren to help out, and make it a family day when you bring your masterpiece to the village. There are benches where you may seat them, or place them in a standing position near the buildings, or even picnicking in the Boarding House!

Help us make the village a great family day destination.

Poetry

Nostalgia

Nostalgia is a foreign word to the young.
 They live for today and listen to the most current song.
 Only when the years begin to pass,
 You realize what NOSTALGIA is at last.
 It's those toys you used to play with 30 or 40 years ago,
 The ones that wind up seem to steal the antique show.
 The clothes you used to wear were so "neat" and "cool,"
 Are now worth a pretty penny to some fool.
 The music that was playing when you met your first love so true,
 Is now referred to as "oldies," who knew?
 The "Jive" that you were so proud when you finally accomplished each step,
 Is now retrospective with younger couples doing it with more pep.
 The "fifties" car that you bought when you turned 16,
 Is now collectible and part of the antique car show scene.
 So what is "NOSTALGIA" you may be surprised to know,
 It's all those possessions and memories that we valued so long ago.

Composed by Margaret Watson, 1984



"I was recently given my annual physical exam, and when the nurse weighed me, I was shocked to discover how much stronger the Earth's gravitational pull has become."

Dave Barry

Fun with Puns



Who doesn't love to roll their eyes at a good pun? Here are a few that you can toss around at the next dinner party you attend.

I thought I saw an eye doctor on an Alaskan island, but it turned out to be an optical Aleutian.

She was only a whiskey maker, but he loved her still.

A rubber band pistol was confiscated from algebra class, because it was a weapon of math disruption.

No matter how much you push the envelope, it'll still be stationery.

A dog gave birth to puppies near the road and was cited for littering.

Two silk worms had a race. They ended up in a tie.

A hole has been found in the nudist camp wall. The police are looking into it.

Atheism is a non-prophet organization.

Two hats were hanging on a hat rack in the hallway. One hat said to the other, "You stay here; I'll go on ahead."

I wondered why the baseball kept getting bigger, then it hit me.

The midget fortune-teller who escaped from prison was a small medium at large.

The soldier who survived mustard gas and pepper spray is now a seasoned veteran.

A backward poet writes inverse.

In a democracy it's your vote that counts. In feudalism it's your count that votes.

When cannibals ate a missionary, they got a taste of religion.

If you jumped off the bridge in Paris, you'd be in Seine.

Two fish swim into a concrete wall. One turns to the other and says, "Dam!"

SMILE!
*It really is
infectious!*



“Reganisms” to Ponder

The following are some sage words brought to you by one of our “Through the Windshield” readers. Enjoy the insights!

Socialism only works in two places: Heaven, where they don’t need it, and hell, where they already have it.

Here’s my strategy on the Cold War: We win, they lose.

The most terrifying words in the English language are: “I’m from the government and I’m here to help.”

The trouble with our Liberal friends is not that they are ignorant; it’s just that they know so much that isn’t so.

Of the four wars in my lifetime, none came about because the U.S. was too strong.

I have wondered at times what the 10 Commandments would have looked like if Moses had run them through the U.S. Congress.

The Taxpayer: That’s someone who works for the federal government but doesn’t have to take the civil service examination.

Government is like a baby: an alimentary canal with a big appetite at one end and no sense of responsibility at the other.

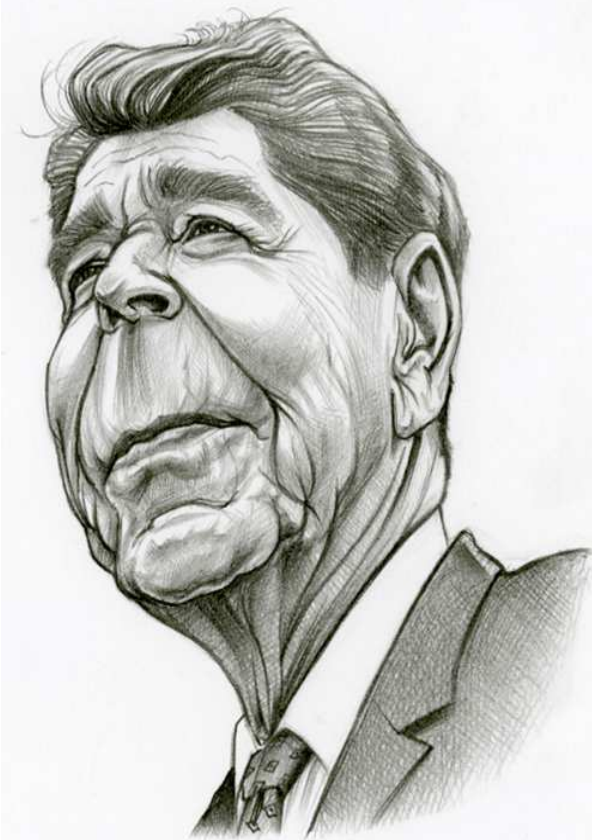
The nearest thing to eternal life we will ever see on this earth is a government program.

It has been said that politics is the second oldest profession. I have learned that it bears a striking resemblance to the first.

Government’s view of the economy could be summed up in a few short phrases: If it moves, tax it. If it keeps moving, regulate it. If it stops moving, subsidize it.

Politics is not a bad profession. If you succeed, there are many rewards; if you disgrace yourself, you can always write a book.

No arsenal nor no weapon in the arsenals of the world is as formidable as the will and moral courage of free men and women.



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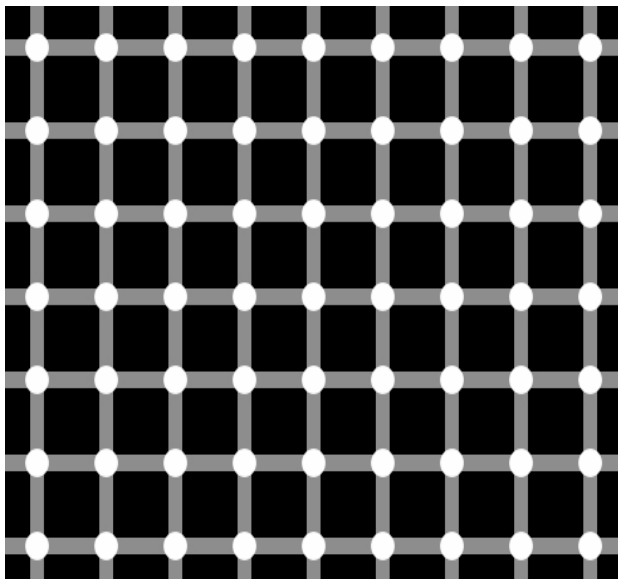
"Through the Windshield" is published in Essex County by and for the members of the Historic Vehicle Society of Ontario and the Canadian Transportation Museum and Heritage Village. Its purposes are to present business topics and varied items of interest, and to promote a spirit of cooperation amongst our members and families, as we strive to preserve our past in the present for the future. Any mistakes or errors in this newsletter are not necessarily the fault of the editor.



2010/11 HVSO Board of Directors

Chairman: Harry Bergman
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Secretary: Mickey Moulder
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Rick Laplante Karl Melinz
Jim Moir Dave Tanner
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Please remember in your prayers, Sam Higginbottom's sister-in-law, who passed away recently.



Left: Do you see the black dots?

Bottom: Are the horizontal lines parallel to each other?

Right: Is this form possible?

