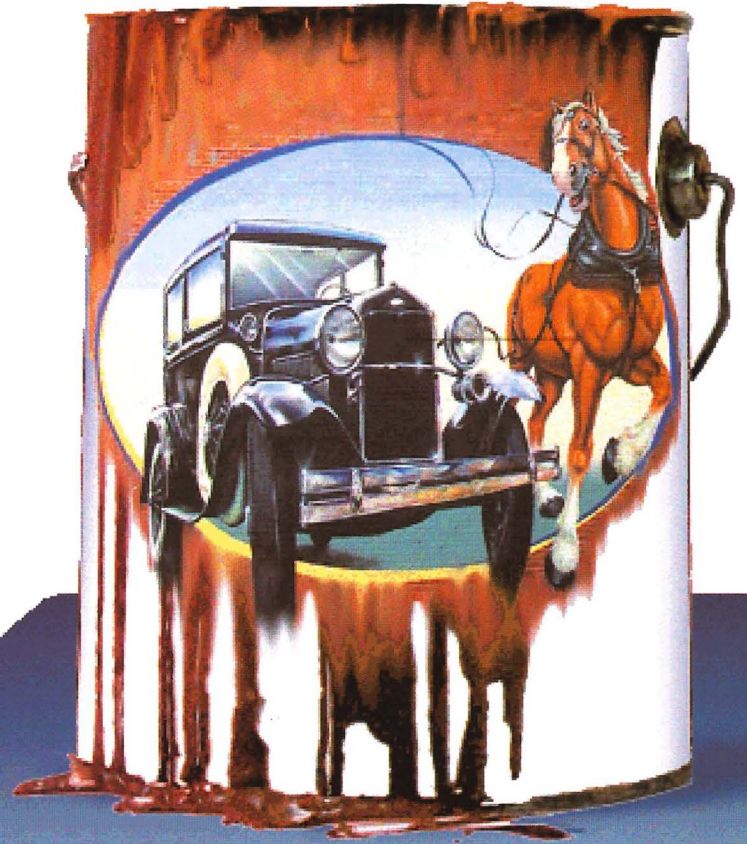


Mural Guide



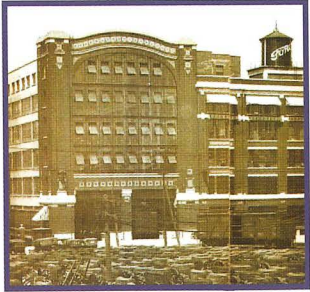
LICENSEE OF FORD MOTOR
COMPANY OF CANADA, LIMITED

FORD CITY

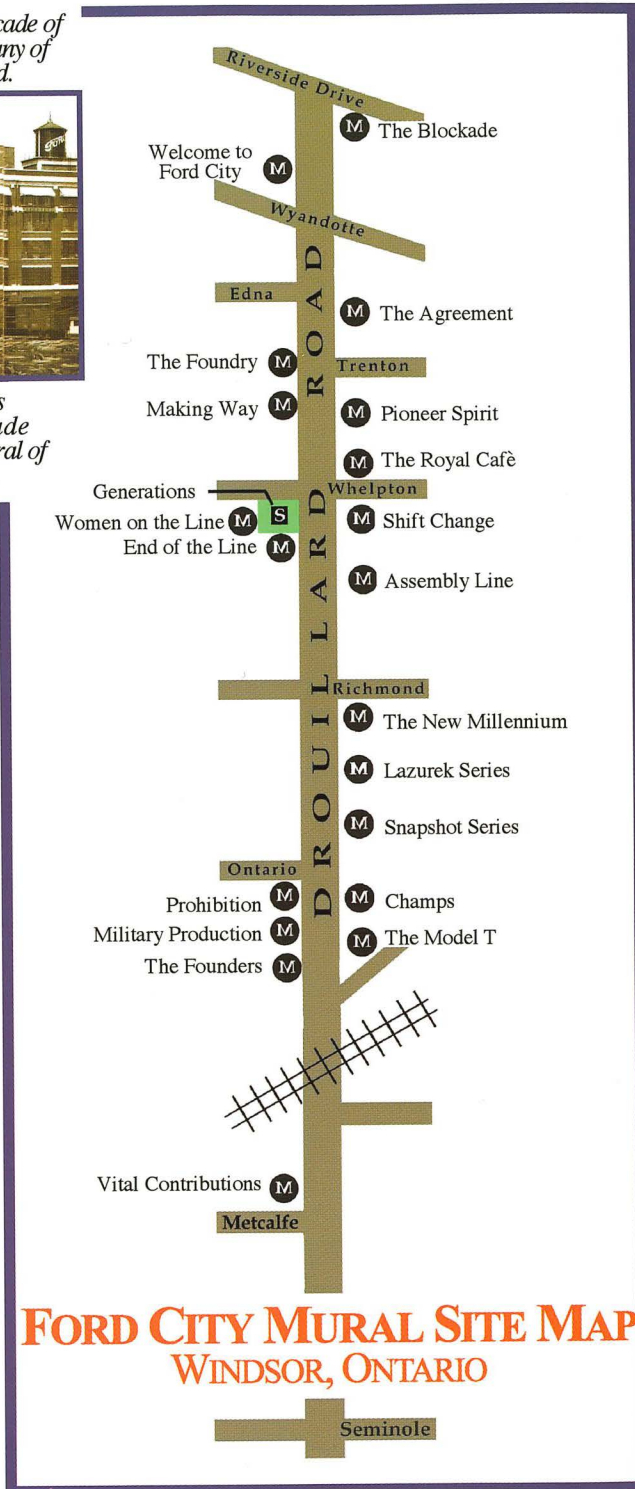
Greater Drouillard Revitalization

Windsor, Ontario

Original building facade of
Ford Motor Company of
Canada, Limited.



Look for this
recurring facade
theme in several of
the murals.



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OUR STORY

“Art infuses personality into locations and makes them ‘places’ where people want to be.”

*–David Sucher, author,
City Comforts: How to Build an Urban Village*

With this thought in mind, stakeholders in a storied quarter of Windsor once known as Ford City, determined in the 1990s to breathe new life into their neighbourhood by drawing – literally – on the heady days of its early success.

The district became etched in history books when, in 1904, local entrepreneur Gordon McGregor established a partnership with Henry Ford. McGregor’s commitment to build automobiles in a converted wagon factory gave rise to Ford Motor Company of Canada, Limited and gave birth to the nation’s automobile industry.

As the company grew, so did the community. In 1912, Ford City was incorporated as a village and, three years later, it was recognized as a town. By 1929, Ford City evolved into the city of East Windsor. And with amalgamation in 1935, it became part of Windsor.



photo by: Fred Lazurek

Drouillard Rd. bustling with activity in the 1950s.

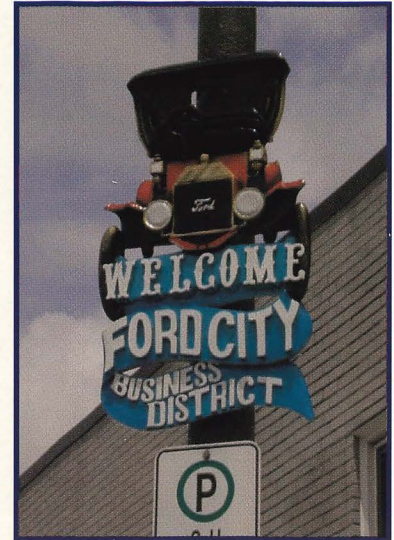
The area’s fast-paced growth continued until the mid-1950s when Ford of Canada moved its head office and assembly operations to Oakville, Ontario. This precipitated years of decline in the cradle of Canada’s auto industry.

But in 1979, Our Lady of the Rosary Church and the East Windsor Citizens’ Committee established Drouillard Place, a community centre devoted to improving the quality of life for residents. In 1996, Drouillard Place and the Ford City Business Improvement Area formed the Drouillard Road Redevelopment Committee. In partnership with

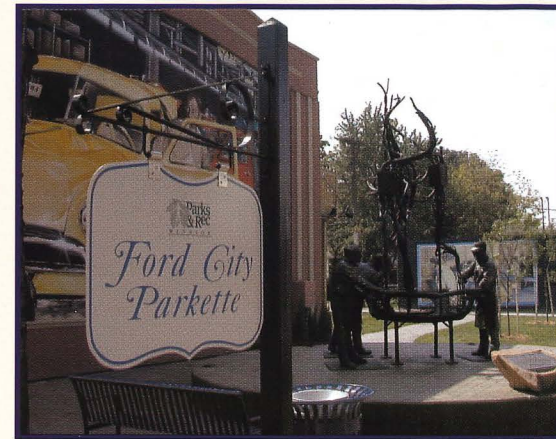
Human Resources Development Canada, the City of Windsor, the Canadian Auto Workers union and Ford Motor Company of Canada, Limited, the Ford City/Greater Drouillard Revitalization project began.

To enhance an improved infrastructure and redesigned streetscape, project staff designed and manufactured distinctive three-dimensional banners that identify the district. In addition, 36 outdoor murals were

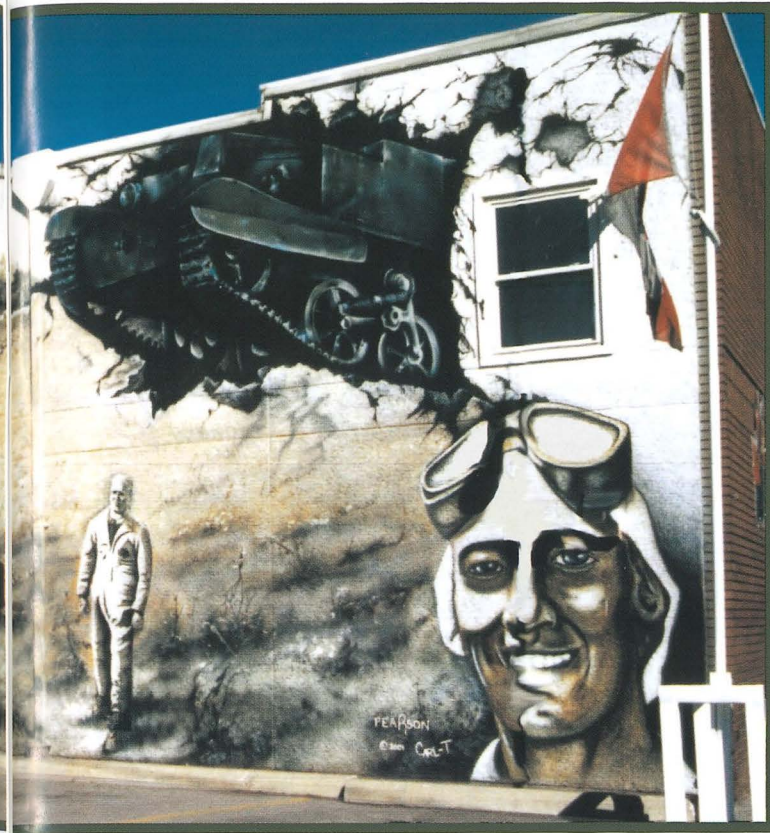
erected on 20 sites – highlighted by a 4.3 metre bronze statue. These works serve to honour and preserve the area’s place in Windsor’s history, and that of the global auto industry.



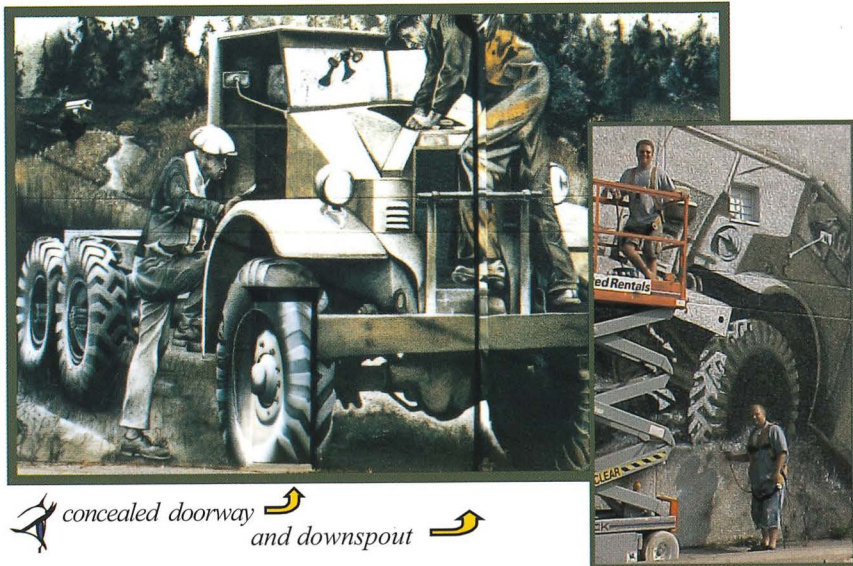
Three-dimensional pole banner



Ford City Parkette – honouring auto workers – 2001



3D "Windsor Carrier" on Dibond, mural on pebbled stucco wall 24.3m x 5.5m

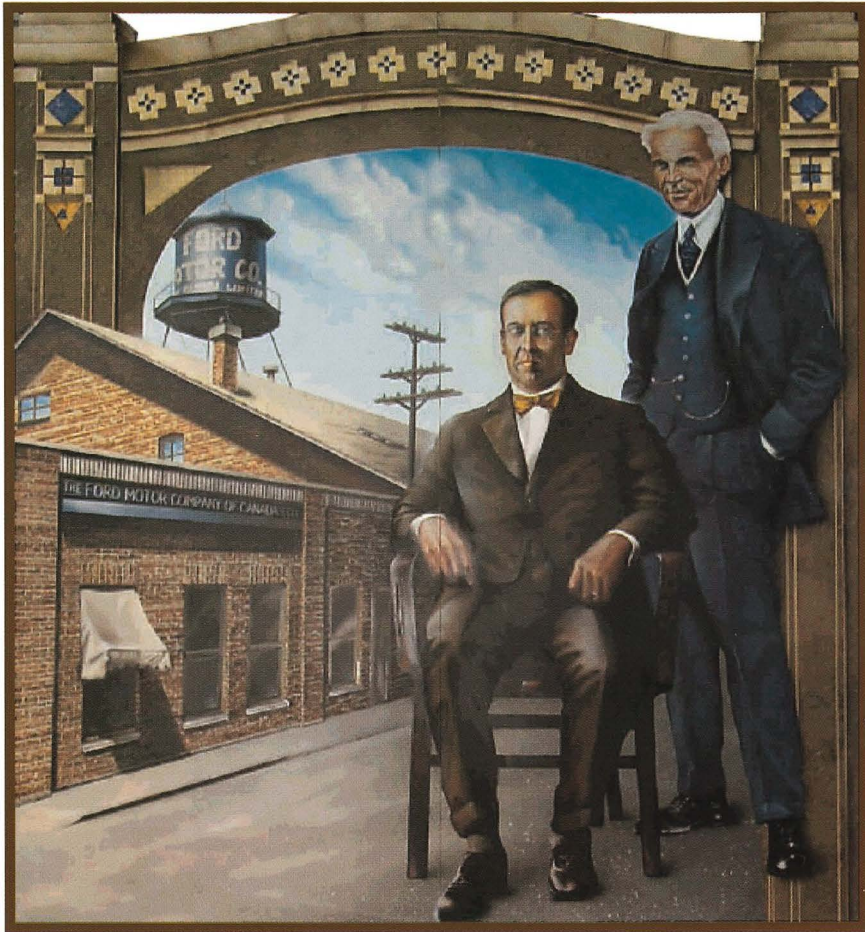


concealed doorway and downspout

VITAL CONTRIBUTIONS

This mural is dedicated to the 16,000 Ford Motor Company of Canada, Limited employees who engineered, built, inspected and tested military transport for the British Empire in WWII. Military land vehicles – including the *Windsor Carrier*, depicted here – were pushed to their limits in the tangle of brush, muck and sand of what is now Ojibway Park. Test drivers like Wilfred Renaud, far right, who had a brother and sister in the Canadian armed forces, attached a profound sense of responsibility to their jobs. Their contributions were vital to the war effort.

Artists: Ryan Pearson, Carl T. Haskell & Mark Williams – 2001



3.4m x 4.3m on Duraply

THE FOUNDERS

In 1904, Walkerville Wagon Works Ltd. president Gordon McGregor (seated) met with Henry Ford to discuss building the “horseless carriage” in Canada. That meeting established the Ford Motor Company of Canada, Limited, and gave birth to the Canadian auto industry. McGregor’s factory near Drouillard Road and Sandwich Street (now Riverside Drive) was converted to Model C production and, in its first year, produced 114 units.

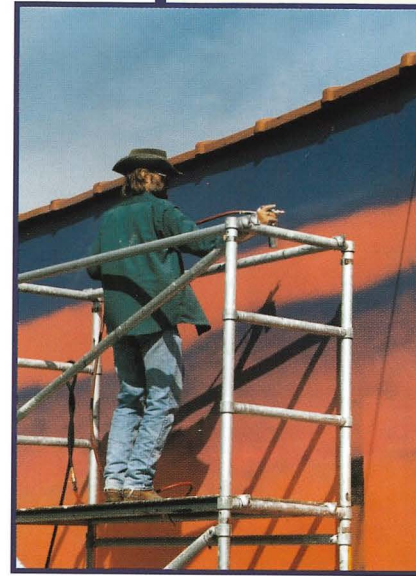
**Artists: Mark Williams, Donna Jean Mayne
& Steven Johnson – 1999**

THE MODEL T

“ I will build a motor car for the great multitude. It will be large enough for the family but small enough for the individual to run and care for. It will be constructed of the best materials, by the best men to be hired, after the simplest designs that modern engineering can devise. But it will be so low in price that no man making a good salary will be unable to own one – and enjoy with his family the blessing of hours of pleasure in God’s great open spaces.”

Henry Ford – 1908

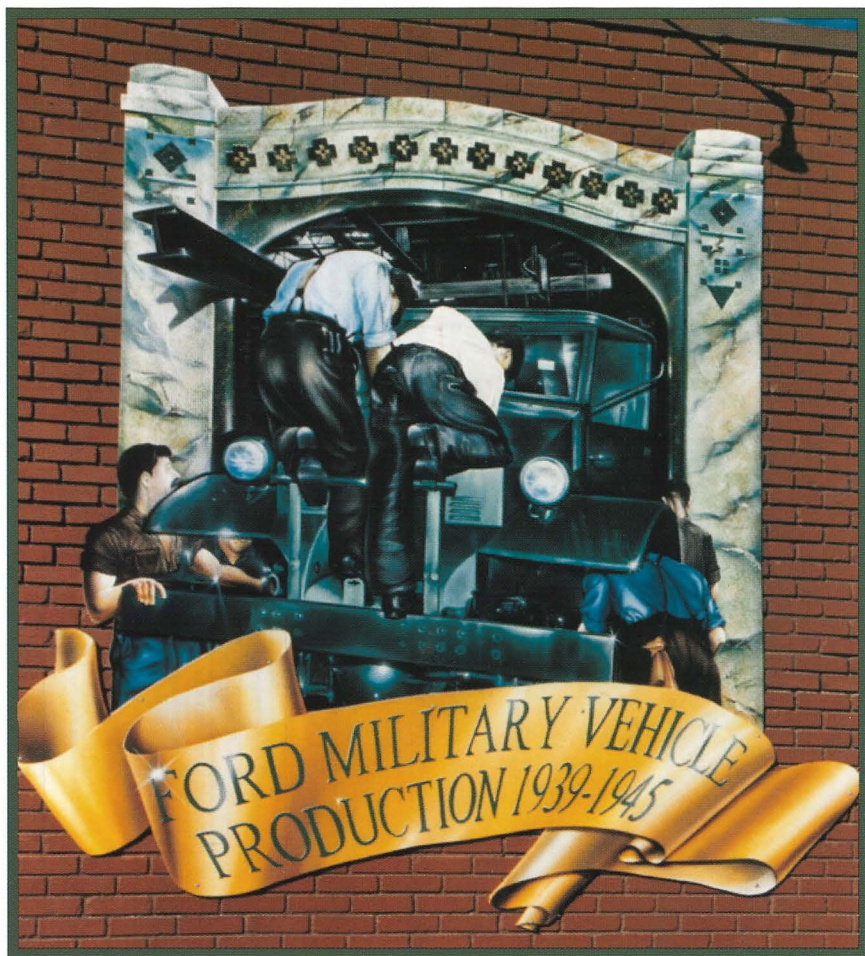
**Artists: Glen Donaldson
& Diana Goddard – 2000**



Project participants learned to use a variety of airbrushes to create murals. Lettering however, was applied by hand.



14m x 5.5m on stucco




3.4m x 3.4m on Duraply

MILITARY PRODUCTION

In September 1939, Canada entered the Second World War. Recognizing conflict was possible, Ford engineers – in cooperation with the Canadian government – had already begun preparing for military production. By April 1942, civilian production had been discontinued and all Ford's resources were committed to the war effort. As a result, Ford Motor Company of Canada, Limited became Britain's largest single source of military land transportation during World War II, supplying nearly 400,000 vehicles.

Artists: Yong Sheng Xuan, Mark Williams & Donna Jean Mayne – 1999

 Margaret's actual 155 cm frame comes just below her painting's knee.

3.7m x 7m on Dibond



CHAMPS

Fighting against the odds, Margaret Sidoroff used her textbook form and unwavering integrity to advance the sport of boxing – for women *and* men.

Under the tutelage of another Ford City hero, former Canadian amateur welterweight champ Josh Canty, Margaret won a Canadian women's amateur title and three world professional championships. She went on to become the first coach of the Canadian National Women's Boxing Team. Also employed as a teen counsellor, Margaret has been a role model for Drouillard Road children, sharing with them her skills and encouraging them to pursue excellence in *their* chosen arenas. For such dedication and generosity, she received Windsor Woman of the Year honours in 2001.

Ford City native, Alex Borshuk, captured the world's attention under the name, 'Al Delaney'. He became Canadian heavyweight boxing champ in 1941 and held the title until 1945. En route to his title, Borshuk met the legendary Joe Louis in 1934 and lost – but not before breaking one of the Detroit's molars. At the time, Louis remarked that he'd never been hit so hard.

Artist: Donna Jean Mayne - 2001



19.8m x 4.6m on brick

PROHIBITION

“Prohibition – and the Roaring Twenties – was that wild and hysterical age that ushered in speakeasies, blind pigs, flappers, bootleggers and gangsters...

It was a time when, on this side of the Detroit River, one could see the rumrunners guiding old jalopies loaded down with bourbon and Canadian whisky across the ice in the dead of night...

It was a time when one might spot young women with kiss curls and long scarves skating across the river – their undergarments stuffed with booze...

It was a time when this was a stomping ground for small-time newspaper vendors and cabbies suddenly making it rich in the so-called export business of selling booze...

It was also a time when the big guns of the liquor trade – the Purple Gang, ‘Scarface’ Al Capone, Harry Low, Cecil Smith, Jim Cooper – could be seen watching over their shipments down at the government docks in old Ford City...

It was a time when one could walk into a pool room in Ford City, slap down a bet on a horse, buy a drink, and maybe even dance a little at the back...

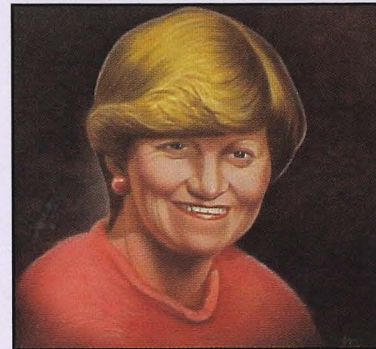
There has never been a time to match the colour and charm and tragedy and triumph of this period...”

Marty Gervais, author of *The Rumrunners*

Artist: Steven Johnson
 assisted by Mark Williams, Mike Mascarin, Steven Lauzon
 & Glen Donaldson – 1999

Community Snapshots

These paintings depict community members, past and present, whose concern for and dedication to this neighbourhood continue to inspire.

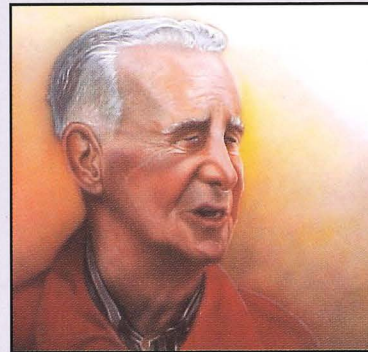


MARINA CLEMENS

Drouillard Place, a community service centre established to improve the quality of life for area residents, was in its infancy when Marina Clemens took directorship in 1980. Responding to the needs of the community, Marina helped initiate a Family Resource Program providing information,

referrals and crisis counselling, as well as educational and material assistance.

Marina’s strong will and influence helped drive the Ford City Revitalization Project to fruition at the turn of the 21st century. More than just fresh paint and new pavement, the project restored neighbourhood pride by shining a spotlight on the achievements of its residents and their contributions to Windsor, Canada and the world.



LOUIS N. GOUIN

Known for his warm handshake, beguiling sense of humour and vibrant wardrobe, Louis N. Gouin made public service his vocation; evidenced by his work with such organizations as The Society of St. Vincent DePaul, Alhambra, Knights of Columbus and St. Leonard’s House. As coordinator

of the Ford City Business Improvement Area and a valued member of the Drouillard Road Redevelopment Committee, Louis helped rally support for important neighbourhood initiatives.

Artist: Steven Johnson – 2001

SCOTT GEGESKY

Scott Gegesky, site manager of Ford's Windsor operations during the 1990s, was an integral force behind Ford City's revitalization project. Recognizing the positive impact art has in the workplace, Scott had the insight to realize it could also inspire a community. As a result, Mark Williams, a Ford employee, was made project art director in 1998 and within three short years, a 14-foot bronze sculpture, 20 mural sites and several street banners were erected under his guidance.



Artist: Mark Williams – 2001

THERESA LATOUF



Recruited into the EWCC's Education Committee in 1969, Theresa Latouf became one of Ford City's most effective community activists. Dedicated to improving the lives of local children, Theresa was instrumental in the creation and development of the new Holy Rosary School and Community Centre. Theresa and her fellow Education

Committee members utilized creative community action to encourage responsible decision-making by school boards, city council and the local police and fire departments. Ford City children had a local school to attend, community centre to play in, and a pool to swim in because of the committed action of Theresa Latouf and the many women who worked with her.

Artist: James Levergood – 2001

CHARLIE WESTON

Of all the police officers assigned to Ford City, the name Charlie Weston ranks high among the likes of Albert "Topy" Maisonville, Hector Lariviere, Charlie Johnson, and John Mahoney. After returning from overseas where he served with the Essex Scottish Regiment in WWII, Charlie joined the Windsor Police Force in July, 1945. Known as "the street of the League of Nations" because of the many nationalities represented in the neighbourhood, Charlie once recalled that Drouillard Road was alive with "a hum of activity." Bookmakers and blind pigs were a concern, but Charlie remembered the area "for the most part, being orderly and requiring little policing." His most challenging and memorable assignment came two months after he joined the police department – the celebrated 99-day Ford strike. Charlie eventually rose to the rank of deputy chief and retired after 35 years of service.

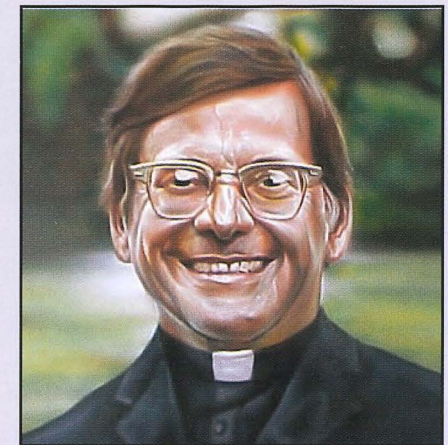


Artist:
Donna Jean Mayne – 2001

REV. JOSEPH N. ROSS, M.S.

'Father Joe', as he was affectionately called, is a LaSalette Missionary who served at Our Lady of the Rosary Church from 1969 to 1978. Deeply involved with the Ford City community, youth knew Father Joe as a friend, mentor, counsellor, guide and priest. He touched the lives of hundreds of young people who looked to him for a helping hand, a listening ear, and most of all, a loving heart.

Artists:
Sergio Mazzotta
& Mark Williams – 2000





MONSIGNOR LAURENDEAU

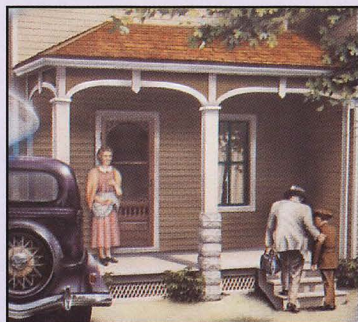
On September 8, 1917, Ford City Police Chief "Topy" Maisonville roared out the Riot Act on the steps of Our Lady of the Rosary Church (previously known as Notre Dame du Lac), marking the arrival of the parish's third pastor, Rev. Francis Xavier Laurendeau. Appointed by London Diocese Bishop Michael Fallon

who favoured a higher profile for English education, many parishioners feared the new priest would be anti-French.

French Canadian parishioners were as determined to see him ousted as English supporters were to have him stay. But Father Laurendeau's kind, gentle nature proved stronger than sticks and shovels brandished by those who opposed him. Within a year, he won the hearts of all parishioners and the parish grew. Numbering 3,000 members, Our Lady of the Rosary was believed to be the largest Roman Catholic parish in Ontario at that time.

Artist: Mary Beth Broughton – 2000

HOUSE CALLS



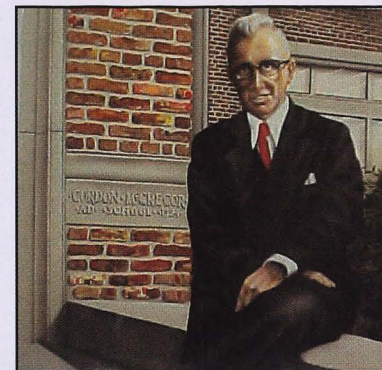
Dr. George George opened his medical office at 1052 Drouillard Road on September 1, 1934. For more than 50 years, he worked with and for the people of the neighbourhood. Esteemed for his devotion, and love of life, the general practitioner was particularly renowned for his generosity. Though many of his patients were impoverished, he always saw that their medical needs were met. Dr. George retired in January of 1986 at the age of 78.

Artist: Donna Jean Mayne – 1999

MR. K.C. HORTOP

Remembered for his sincere and caring ways, Mr. Hortop was the first principal of Gordon McGregor School. From 1924 to 1955, he supervised the school with compassion and understanding, helping children from immigrant families adapt to new lives.

Pupils at Gordon McGregor School helped complete this painting. Their thumbprints form the building's bricks. Additional inspiration was derived from photos taken by Drouillard Road area photographer, Mr. Fred Lazurek.



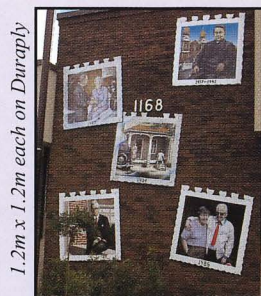
Artist: Donna Jean Mayne – 1999

GINO & ELIZABETH MARCUS

Concerned with the downward spiral of their neighbourhood, Gino and Elizabeth A. Marcus worked tirelessly in acquiring parkland to provide a safe play area for children. The Marcus' are best remembered as the founders of the East Windsor Citizen Committee (E.W.C.C.). This committee gave birth to Drouillard Place, the Drouillard Road Athletic Association, and was a partner in the original design of the Community Centre and Holy Rosary School. The Community Centre was renamed the Gino A. Marcus Community Centre in memory of Gino who died in 1996.



Artist: Steve Lauzon – 1999



All of the Community Snapshots are arranged in collages on the Gino A. Marcus Community Centre.

THE LAZUREK SERIES

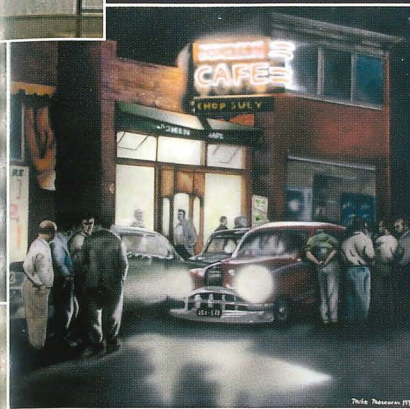


15.3m x 4.3m on Duraply & Dibond

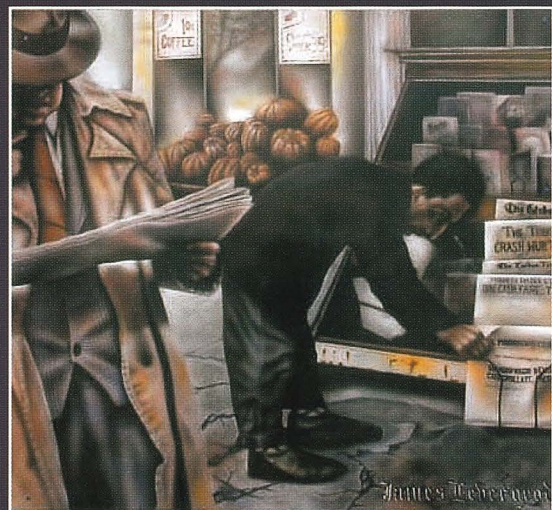
Just after WWI, Theodore "Fred" Lazurek emigrated from Romania with his parents who, along with many others from the region, sought the employment opportunities Ford City could offer. Fred followed in his father's footsteps and became a photographer. Enthralled and inspired by its cultural diversity, Fred saw Ford City as a true community where everyone knew and cared about each other. Working from his home studio on Drouillard Road, he captured the essence of post-WWII life in East Windsor. A free spirit, unconcerned with fame or fortune, Fred was obsessed with recording images, taking delight in commonplace scenes like a group of boys hanging out at the Temple Theatre, or the neighbourhood knife sharpener on his daily rounds. His photos inspired revitalization project artists to create these vignettes of life on Drouillard Road, as seen through Fred Lazurek's lens.



BOYS AT THE THEATRE
by: Carl T. Haskell & James Levergood – 2001



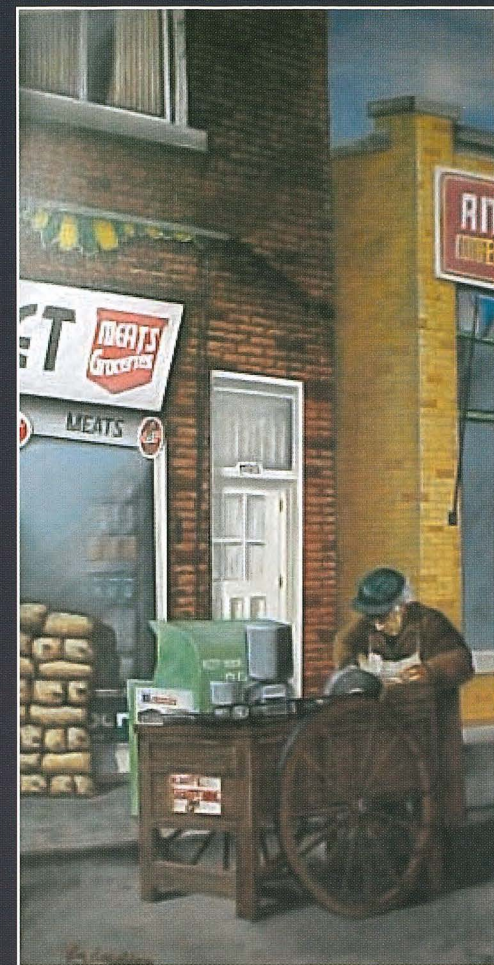
NIGHT SCENE
by: Mike Mascarin – 1999



NEWS STAND
by: James Levergood – 2001

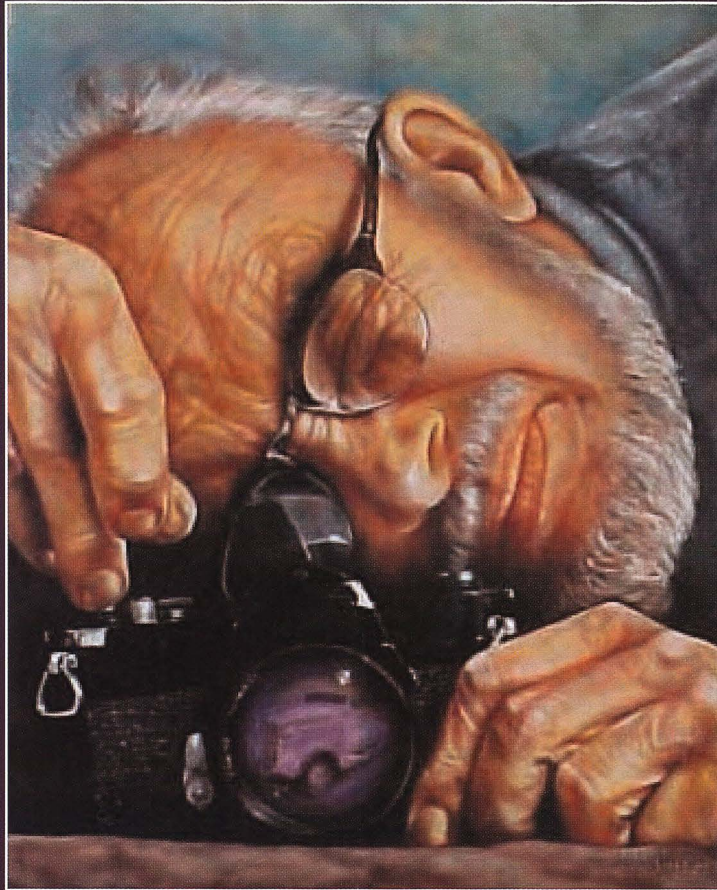


THE RECYCLER
by: Ryan Pearson – 2001

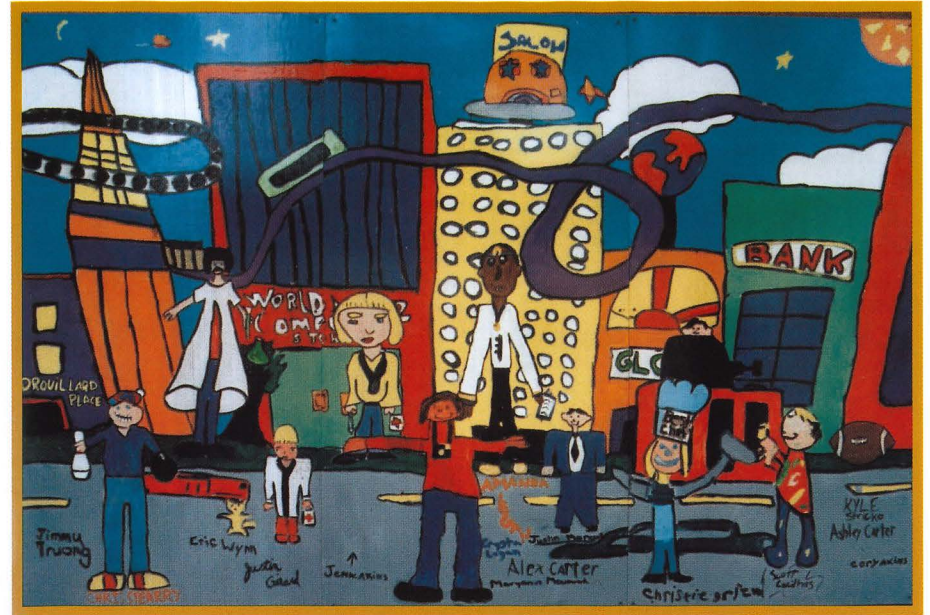


KNIFE SHARPENER
by: Glen Donaldson – 2000

cont'd from page 19... **THE LAZUREK SERIES**



FRED LAZUREK
by: Jo Anne Weston – 2001



3.7m x 2.4m on Duraply

THE NEW MILLENNIUM

Since its inception in 1979, Drouillard Place has, through its many programs and services, enhanced the quality of life in the neighbourhood. In this mural, painted under the direction of local artist Sergio Mazzotta, several area children from the summer day-camp program have colourfully portrayed their ambitions.

Depicted within a futuristic backdrop are a lawyer, professional bowler, doctor, chef, scientist, veterinarian, explorer and artist.

Artists:
Sergio Mazzotta with
area resident children – 2000






2.4m x 2.4m on Duraply

ASSEMBLY LINE

In 1913, the revolutionary concept of mass production began with the Model T car. In that year, with Henry Ford's perfected assembly line, 1,400 employees were able to produce 12,125 cars and 304 delivery trucks. This mural depicts the labour intensive work of the assembly line during the mid-1940s.

Artist: Yong Sheng Xuan – 1999

 *Painting on portable surfaces allows artists to paint indoors. Before they are installed, the panels are finished with an automotive top coat that protects the mural.*

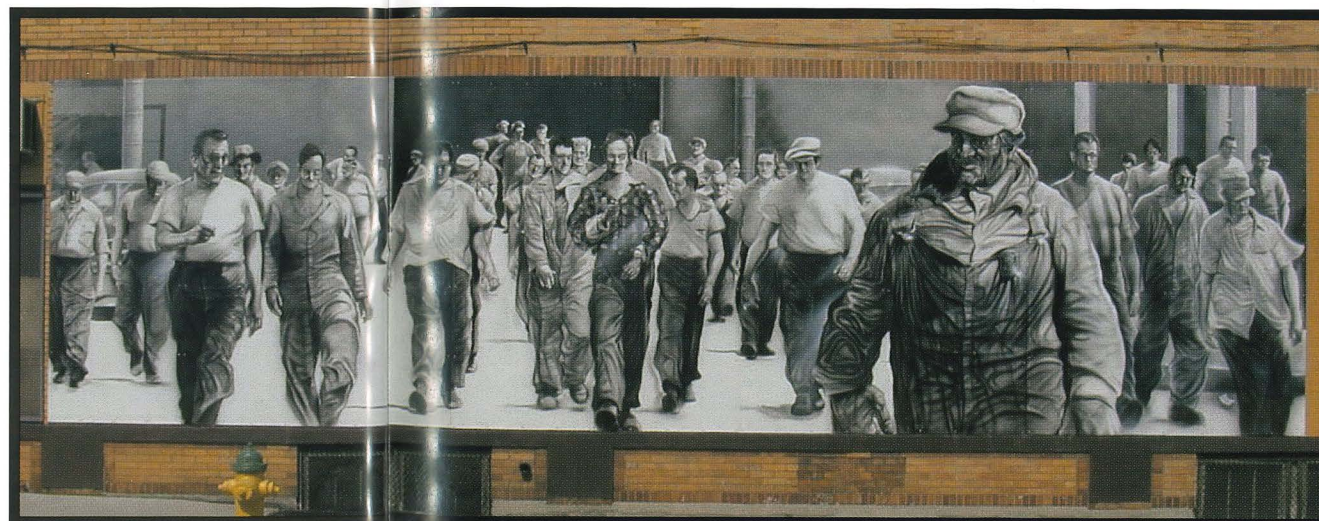


SHIFT CHANGE

The auto industry's incredible success created a boomtown climate on Drouillard Road. In its heyday, the neighbourhood bore daily witness to thousands of workers spilling from the gates that connected it to Ford Motor Company of Canada, Limited. This depiction of workers exiting the Whelpton gate was inspired by a photo shot in the 1950s by local photographer Fred Lazurek.

Artist: Steven Johnson – 2001

11m x 3m on Dibond





1.2m x 9m on stucco

END OF THE LINE

This 1949 Ford Tudor Deluxe represents the fruit of the workers' labour depicted in *Generations*. It rolls off the line to join the more than three million vehicles built at Ford's Windsor assembly plant between 1904 and 1954.

Artists: Mark Williams & James Levergood – 2001

These life-size figures were made with clay and then cast in bronze. Because the sculpture is so life-like, passersby would often mistake the artist and welders for the figures they were working on.



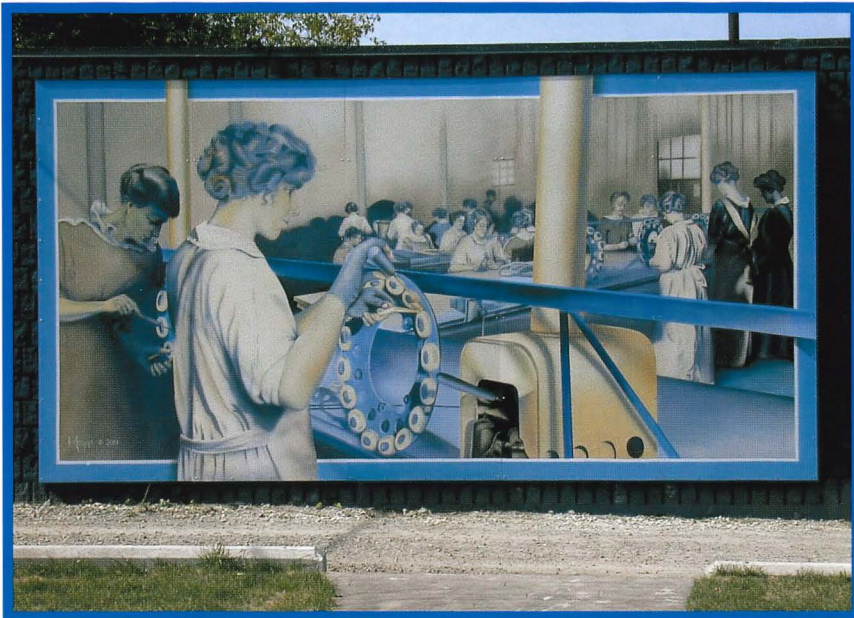
GENERATIONS

Since the dawn of the 20th century, countless families such as the Jacques, Gaudettes and McGuires – whose descendants are depicted here – have lent their skills to Canada's auto industry. This sculpture by artist and Ford journeyman Mark Williams is dedicated to the generations of Canadians who helped put Windsor on the map, and the world on wheels.

Artist: Mark Williams – 2001



Statue height – 4.3m in bronze



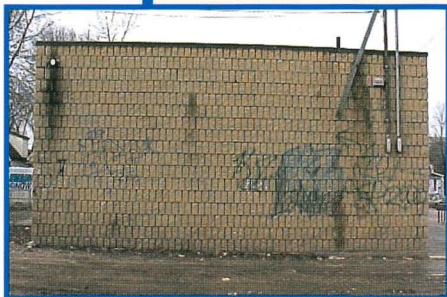
6m x 3m on Dibond

WOMEN ON THE LINE

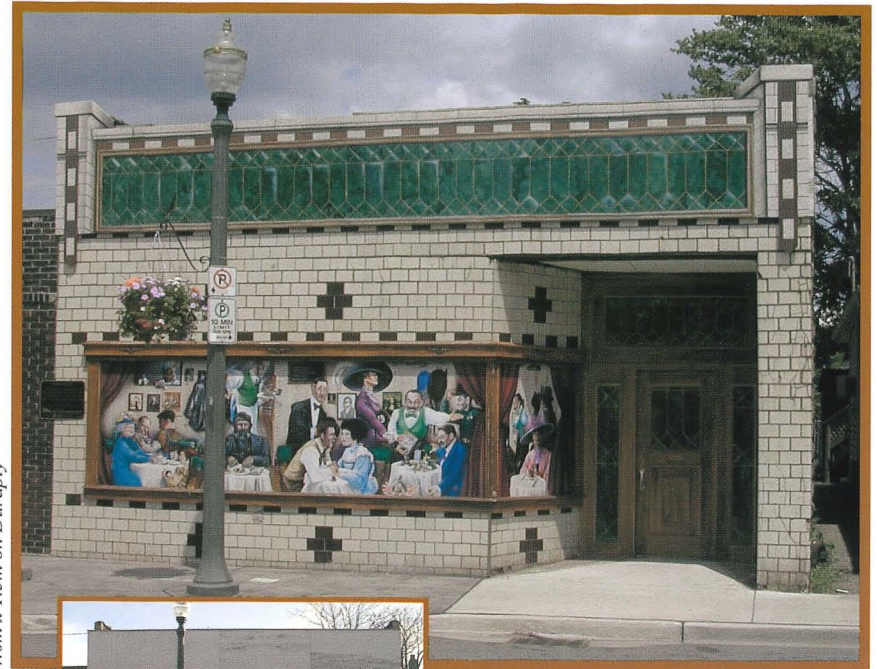
In the early 1900s, women at Ford Motor Company of Canada, Limited were relegated mainly to clerical positions. In 1915, the magneto winding room was the only factory floor department that employed “girls”. The women depicted here are winding and soldering spools of copper which, along with mica, steel, cotton, varnish fibre and lead, were used to build magnetos – vital components of early ignition systems. While the magneto disappeared long ago as technology advanced, the contributions of women have increased significantly. Today, women are employed in every facet of vehicle production.

Artist:

Donna Jean Mayne – 2001



Walls selected for murals often have graffiti, but are generally not vandalized after installation.



4.6m x 1.5m on Duraply



Along with the mural, faux windows, tile and oak trim helped transform the look of this boarded up building.

THE ROYAL CAFÉ

The Royal Café was one of many diners located in Ford City. It was popular with local residents as well as Ford workers. At lunch, the daily specials would be placed on the tables before the workers arrived so they would be able to eat quickly and return to work on time.

Artists:

**Steven Johnson
& Mark Williams**

**Faux Effects: Donna Jean Mayne,
Mike Mascarin &
Steve Lauzon – 1999**





8.2m x 7m on brick

MAKING WAY

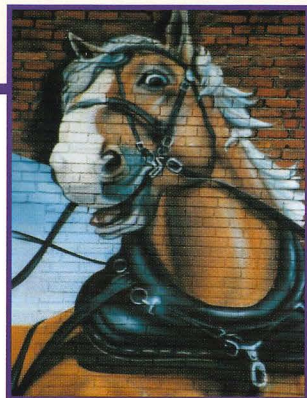
Ford Motor Company of Canada's entry into the automobile industry fuelled society's transition from one brand of horsepower to another. Few knew the importance this would have for the Canadian economy in general and the City of Windsor in particular. In fact, few knew how popular the automobile would become and how profoundly it would affect our lives.

Artists:

Donna Jean Mayne & Mark Williams – 1999

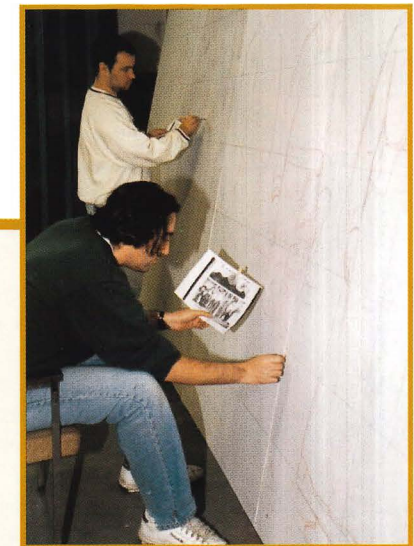
By the early 1930s, Ford Motor Company of Canada produced more than one million vehicles. A standard body Roadster could be purchased for as little as \$515.

"Captain", a Belgian work horse from a local county farm was used to help depict this scene.



4.9m x 2.4m on Duraply

Gridded references were used to enlarge and sketch the murals.



PIONEER SPIRIT

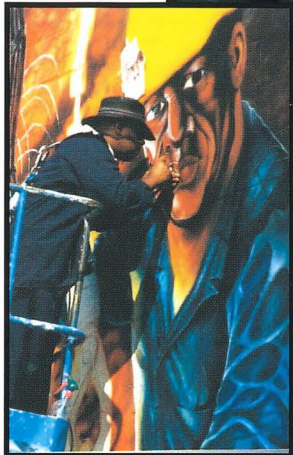
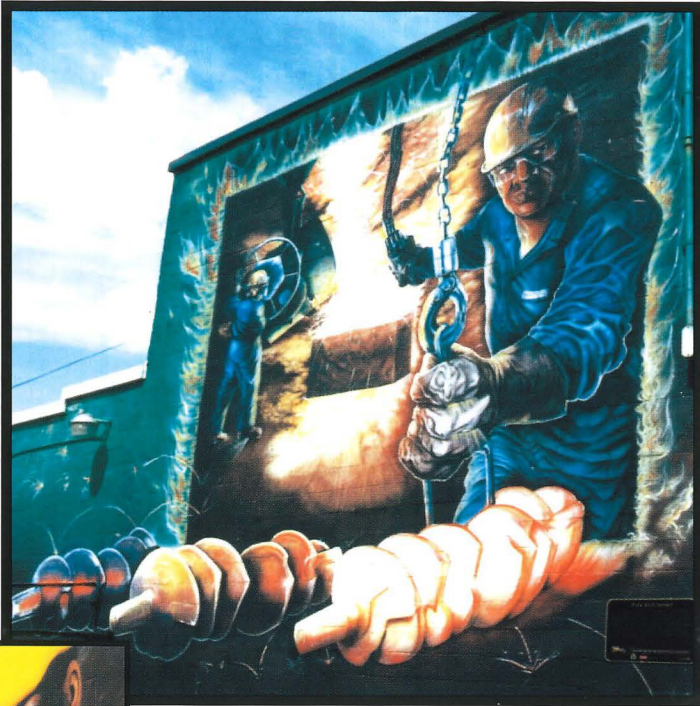
Before becoming an industrial town, the area known as Ford City was predominantly a Francophone community in the mid-1700s. Early settlers farmed narrow strips of land stretching back from the Detroit River for more than a mile.

Francois Drouillard acquired a parcel of land (just east of Drouillard Road) during the 1820s and along with the neighbouring Maisonvilles, provided a right of way for the establishment of Drouillard Road in the early 1860s.

Artists:

Sergio Mazzotta, Mike Mascarin & Steve Lauzon – 2000

6m x 7m on cement block

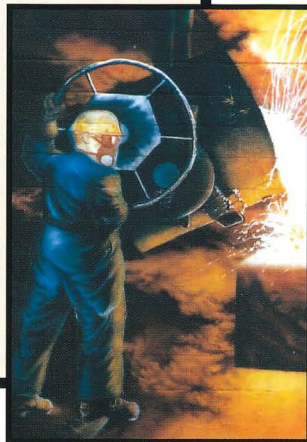


THE FOUNDRY

Exposed to furnaces, which melt scrap iron and steel at extreme temperatures, foundry workers require skill and stamina. Despite the job's demands, generations of employees have streamed through the gates of the Ford Windsor Casting Plant to

provide for their families. Built in 1934, the plant has been a primary source of high-quality castings which now contain 95 per cent recycled materials. The plant currently employs over 1000 people, producing 2.5 million crankshafts and 1 million cylinder blocks annually.

Artist: Steven Johnson – 2000



Lyle's figure is a three-dimensional carving. ➔



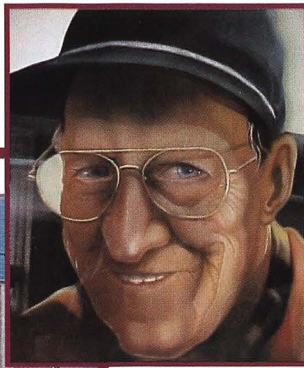
2.1m x 3m on Duraply and sign foam board

THE AGREEMENT

When the United Auto Workers (UAW) Local 200 and Ford Motor Company of Canada, Limited agreed to binding arbitration, it spelled the end of the famous 99-day strike of 1945. It also began a new chapter in labour relations. The resulting *Rand Formula*, ensured union security by declaring that all workers must pay union dues since all workers benefit when unions negotiate contracts on their behalf. It also ensured that work would continue for the length of a collective agreement and made the union institutionally responsible for the workers. This principal governs unions to this day.

Depicted here is retired Ford foundry worker and union representative, Lyle Dotzert, recounting the historic handshake between Ford's Wallace Clark (right) and the UAW's George Burt Roy England, president of Local 200 holds the signed contract, February 16, 1946.

Artist: Steven Johnson
Lettering: Glen Donaldson – 2000



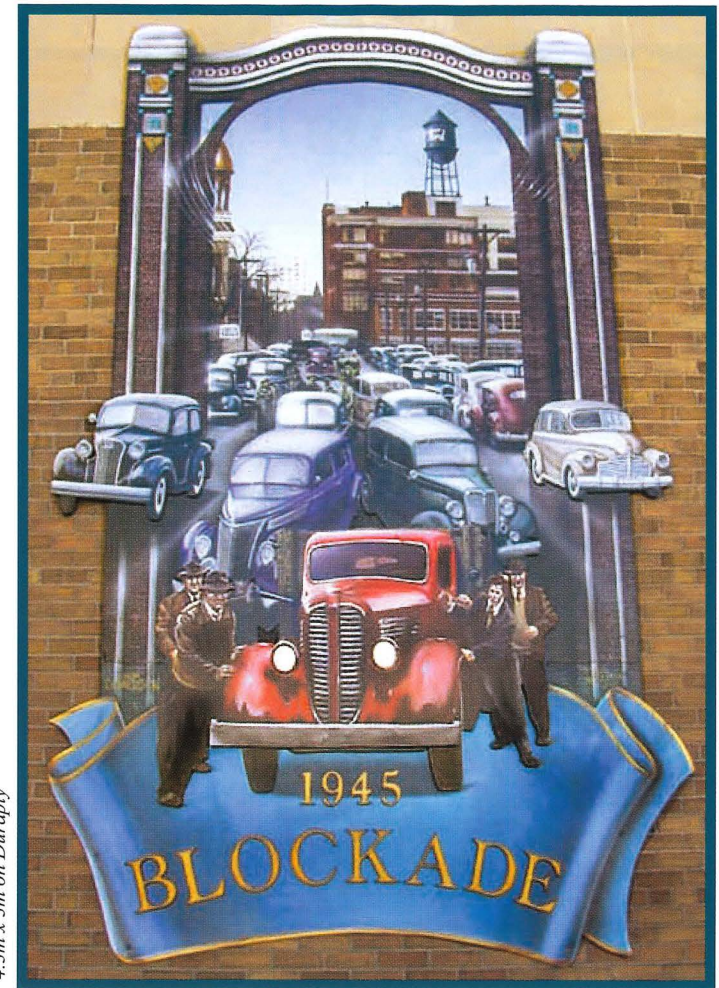
9m x 7.6m on Dibond & brick

WELCOME TO FORD CITY

What began as a small French-Canadian farming community in the mid-1700s, blossomed into the birthplace of Canada's automotive industry at the turn of the 20th century. The life of Ernie St. Louis paralleled the latter-day events that influenced his neighbourhood's evolution. He was born in 1916, one year after the area was incorporated as the town of Ford City. In 1917, a riot at what is now Our Lady of the Rosary Church marked the emergence of new community leadership. In the years that followed, immigration enriched the population. In 1925, Chrysler Canada Ltd. was established. Four years later, Ford City was renamed East Windsor. General Motors of Canada arrived in the 1930s, along with another name change. Amalgamation made East Windsor part of Windsor. The Great Depression inspired a make-work project that created a neighbourhood landmark – the Drouillard/Wyandotte Subways. The 1940s saw Ford of Canada convert its plants to wartime production. The post-war period brought about a 99-day strike that secured the area's place in labour history. The 1950s ushered in years of decline after Ford moved its headquarters and assembly operations to Oakville. Like countless other area residents who witnessed these events, Ernie dedicated himself to reviving the neighbourhood. He helped promote the East Windsor Citizens' Committee, a non-profit organization founded in 1967 to aid area residents and to enhance life in the neighbourhood. Here, Ernie stands with his restored 1935 Ford, welcoming all to explore and experience Ford City's rich heritage.

Artists:

Steven Johnson, Mark Williams, Ryan Pearson,
James Levergood & Donna Jean Mayne – 2002



4.3m x 3m on Duraply

THE BLOCKADE

September 12, 1945 United Auto Workers (UAW) Local 200 went on strike against Ford Motor Company of Canada, Limited. When word came in early November, that the Windsor Police Commission requested outside reinforcements from the province, 8,000 workers from other Windsor plants joined the 10,000 strikers. To prevent violent confrontation, protesters created an auto barricade on Sandwich St. East and the first block of Drouillard Road. For three days nearly 2,000 cars blockaded the entrance to Ford's powerhouse. This event led both sides to agree to binding arbitration, which helped end the 99-day strike. When the cars were moved, not one was reported to have been damaged.

Artists: Sergio Mazzotta & Glen Donaldson – 2000

ARTISTS:

Mark Williams, Art Director: A journeyman with Ford Motor Company of Canada, Limited, Mark's work graces the walls of the auto maker's Windsor plants. His participation in the project was entirely underwritten by Ford.

Donna Jean Mayne, Co-ordinator/Artist Instructor: Donna Jean is a University of Windsor graduate, having majored in visual arts. She also attended Detroit's Center for Creative Studies.

Steven Johnson, Artist Instructor: Steve is an award-winning illustrator and caricaturist. His work has appeared in numerous local business magazines.

Mary Beth Broughton, Artist: Mary Beth is self-taught and works primarily in acrylics and pencil. Detail is a hallmark of her work.

Glen Donaldson, Artist: Employed in the graphics industry for more than 20 years, Glen's specialty is hand-lettering.

Diana Goddard, Artist: Diana studied at the West Virginia University College of Arts, where she earned a Master of Arts degree. Her work has been recognized by the Windsor Printmaker's Forum.

Carl T. Haskell, Artist: Self-taught, Carl's work is introspective and features bold use of colour.

Steve Lauzon, Artist: A budding illustrator, Steve is self-taught. He excels in drawing the human form.

James Levergood, Artist: James, who is self-taught, has considerable experience with various media – particularly oils.

Mike Mascarin, Artist: Mike is self-taught and comfortable with many styles. However, his specialty is comic book illustration.

Sergio Mazzotta, Artist: Sergio is a Sheridan College graduate of animation. He also teaches youth and adult art classes.

Ryan Pearson, Artist: Ryan studied illustration at Sheridan College and specializes in assemblage art.

Jo Anne Weston, Artist: Jo Anne holds degrees in fine arts and education, having graduated from the University of Windsor. Her experience ranges from sculpture to airbrushing hockey helmets.

Yong Sheng Xuan, Artist: Trained in Beijing, where he also taught art, Yong Sheng is an accomplished illustrator of children's books and magazines.

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**And the countless other organizations and individuals that
assisted in providing materials, research and insight.**

Select Photos by:

Lou-Ann Barnett, "Dreams in Motion"

Cover & Booklet Design by:

Donna Jean Mayne, Friede Reed & Steven Johnson

For More Information Please Contact:

The Ford City Discovery Centre at (519) 254 4055

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LICENSEE OF FORD MOTOR COMPANY OF CANADA

FORD CITY

Greater Drouillard Revitalization



Sculpture & Mural Sites
Drouillard Rd.
(between Riverside Dr. & Seminole St.)
Windsor, ON
Canada



MAP BY: DONNA JEAN MAYNE