

# The Driving Force



A QUARTERLY PUBLICATION OF THE BUICK DRIVING ENTHUSIASTS - VOLUME 20 — NUMBER 1  
Spring 2015 - First ISSUE OF 2015

*Ride along as the BDE roars ahead*





Some random pictures from the BCA National, the Columbia River Tour and the After tour.

Note the chap trying to put in his side curtains in the pouring rain.





## **Shifting gears with the Directors**

***Rhatt Spencer, Senior Director***

Hello Fellow BDE'ers,

Our most sincere condolences go out to the Greene and Cover families. To lose my spouse is the worst thing that ever happened to me and I'm sure that Guy and John are finding their way through the same situation. It may help a little to think of the 23rd Psalm which says among other things, that "we go through the valley of the shadow" we don't go around and no one is going to come and take us away.....we go through the valley. Our heartfelt sympathies and best wishes are yours. We wish you speedy recoveries.

The calendar says we're getting closer to Spring and cruising weather. You could fool me, what with all the ice and snow and cold wind. (For you Floridians and South Georgians, ice and snow occur when the outside temp is 32F or lower.) But on to happier thoughts. The Tour roster is almost full at 58 cars. I'm sure there will be more and some cancellations, but it appears that we will have a good group. For your amusement, here is a "what the heck do I do now" moment. The guy who had agreed to do the pier fishing activity for us has moved away and, guess what, he won't be available to do the fishing thing.....so.....What the heck do I do now???? I haven't figured it out. But I will. One idea is to have a second general membership meeting or maybe another Board Meeting.. LOL another thought is to ask Bruce K to address the group for 20 minutes on the subject of silence and how good it is for us. Oh well, another good idea goes up in smoke. I could tell some jokes and at least two things would happen:

1. Most of you would never speak to me again and
2. Dave Snyder would be asked to go to court and have me banned from future BDE events and the entire Earth.

So I've got to get busy.....Maybe I can find an afternoon Prayer Meeting. Jimmy Knapp will know, I'll call him.

Everyone stay warm and healthy and send a note to Guy and John. Every little bit helps.

All the Best to all of you, Rhett

***Skip Petsch, Middle Director***

Hi Folks

So sad to hear of the latest deaths in the BDE group. They will be missed by all. Please keep the families in your prayers.

Looking forward to the Outer Banks Tour. Warm weather and good people has to be a good time.

I don't think old man winter is ever going away. We are supposed to get snow here tonight. I have had enough, and I know you folks up north have too.

I have been working on the 2016 tour. We have been checking out places to go, trying to find interesting things to do.

We just got back from PA . I took my granddaughter to a father/daughter dance at her school , she is 10 yrs old. What an experience. We had a good visit with family, even though the weather was very cold and snowing,

Keep those Buicks warm, *Skip Petsch*

***John Daily, Junior Director***

Kathy & I have finalized our " hub hotel" for our 2017 BDE tour to the Traverse City, MI area. It will be Shanty Creek in nearby Bellaire. In order to keep rates as low as possible, we are looking at early May & hoping the cherry trees will be in blossom. That no one can predict the weather , has been evidenced by our current trip to Florida where it has been cool & windy, but we will see. We were able to visit the Sherman' s in Lakeland & the Wood's in the Clearwater area. At least the weather was livable as opposed to Michigan where it has been cold ( ie -25 actual temp) & snow.

Sorry to hear about the passing of two of our members recently. Hope all is well with the rest of you. Will see you in N Carolina in May. It's currently snowing & 20 in Norfolk, VA where we are today.

John Daily

***Keith and Wendy Horsfall- Editors***

Where has the time gone? We took over the editing of the newsletter in September 2000 and this issue is our 59th. We still enjoy producing it and have no intention of retiring. Dear Members, we do enjoy receiving stories about your Buicks that we can include in the newsletter. Please consider writing a story and sending it by email along with a few pictures.

**Isabel Lenny, Membership chair**

"Does anyone have anything good to say about this winter?" I don't, as I do not like the cold temperatures, the snow, the ice, and anything else that comes with it. We only have a few months to go before we can start planning for the BDE National on the Outer Banks.

Ed and I were very saddened to learn of the passing of 4 of our BDE family - Barbara Greene, Alverta Cover, Brian Hall, and James DeRusha. Our sympathies go out to their families. What fine people they were and we were pleased to have had the opportunity to know them."

Isabel Lenny

Please Welcome The Following New Members

Ken and Barbara Talley, BDE # 417, 1535 Newland Rd. Chesapeake, VA 23322  
Eldon and Mary Nyhof, BDE # 418, 50-76th Avenue, Zeeland, MI 49464

## **We will elect a Junior Director and a Secretary in North Carolina.**

We have one candidate: Frank Cwikla, BDE #302, Friendship, Wisconsin.

Hello fellow members, I am proud to be running for the position of Junior Director. We live in Wisconsin, so we don't use our Buicks until the weather gets nice. I love to work on my Buicks. When we go on any tours we always drive our cars. We have been to almost all Buick Nationals. We love to go on the driving tours and meet all the nice people from all over the country and Canada. Our last trips were to Portland for the National Meet and After Tour, then to Bryan, Ohio for the BDE Fall Tour. They were both great tours. We had a great time with all the people that were on the tour. Right now we are in Mesa, Arizona for the winter. I miss going to the garage to work on my cars.  
Frank Cwikla



Connie Brumbaugh (BCA 19939 BDE 143)

Hello BDE members. Once again it's coming to the time of year when elections will be held for various offices in the division. I am putting my name on the ballot for secretary for the next 2 year term. As I just retired from the BOD last May after serving 3 years as a Director, I still like to remain involved with the division and keep it active. Darrell and I toured for the first time in 1999 and have attended many of the National and Fall Tours since. I hope to be able to continue serving the BDE in this position. See you in Nags Head in May!



### **Hi Buick "buds"**

**Not too sure how many received the (official) announcement about the pending nuptials of Col. John Hannon & Jennifer Hus? That's right the date Oct. 10th, 2015 has FINALLY been set for "our own" charming couple to be joined in the sacrament of matrimony. This is for real. We heard it from the prospective groom's lips just last night and he said it was okay to "share the good news". In other words it's ready for publication. Peace & God Bless the Happy Couple, S & B**

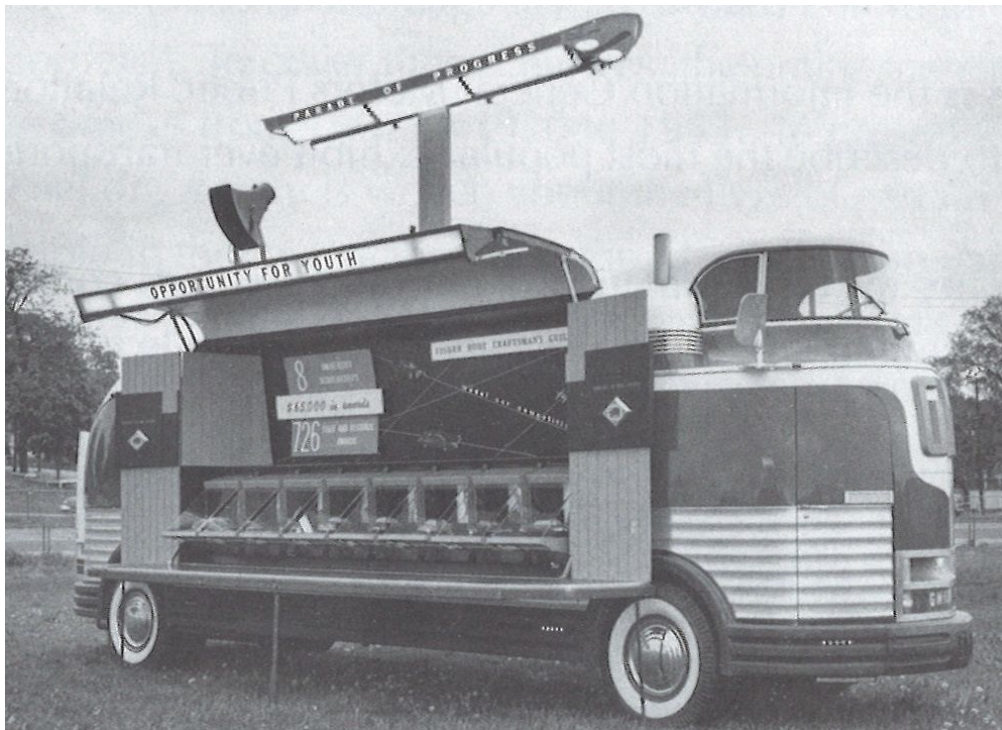
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Seeing as many of the BDE Members saw one of the Futurliners under restoration in 2004 during our 10th anniversary I thought you would find this interesting. Thanks to Hemmings and Daniel Strohl. ( the one sold at Barrett-Jackson in January for \$4,000,000.00 and all the money went to the Armed Forces Foundation which helps military personnel who are hurt protecting the USA was restored in Quebec Canada by 4 guys, who took it to Barrett Jackson 4 years ago and sold it for \$4,000,000.00).

*Futurliner No. 10 to go on National Historic Vehicle Register, finds permanent home. Futurliner\_04\_1000, Photo by Marc Bochy.*



General Motors didn't build its Futurliners to sell to the general public. It didn't build them to race. It didn't build them for the military. It didn't build them as design studies or as concepts designed to embody the future of transportation. General Motors didn't build the Futurliners for any entity other than General Motors. But it did build them for the public. It built them to be seen and to make a scene. It built them to inspire awe and wonder. So it's fitting that one of the remaining Futurliners will soon enter a permanent and public record, the National Historic Vehicle Register.

One of 12 behemoths that GM built starting in 1939 for its Parade of Progress traveling show, Futurliner No. 10 has

perhaps remained in public view the longest of all the Futurliners. Its initial tour of duty – in a slightly different configuration that included more glass in the canopy and that likely used a GM 4-71 two-cycle diesel engine for power (though one of the original-configuration Futurliners used a 451-cu.in. gasoline engine) – only lasted one year, 1940, but more than a dozen years later, when GM decided to again canvass the country with the Parade of Progress, No. 10 and the other 11 remained ready to once again hit the road.

Not without some modifications first, though. The overall dimensions of the Futurliners remained the same – 33 feet long, 8 feet wide, more than 11 feet tall, and more than 12 tons heavy – but GM decided to swap out the diesels and their attendant manual transmissions in favor of military-grade 302-cu.in. GMC straight-six gasoline engines backed by Hydra-Matic automatic transmissions. The whitewall duallies front and rear remained, as did the driver's up-high and central steering position, but based on feedback from the previous Futurliner pilots, GM scrapped the bubble canopies and replaced them with panoramic windshields, more sheetmetal to shield the drivers from the sun, and air conditioning.

Futurliner\_06\_1000 Futurliner\_07\_1000, Futurliner No. 10 with its exhibits. Photos courtesy Futurliner.com.

According to Bruce Berghoff and George Ferris's book, *General Motors Parade of Progress & A Futurliner Returns*, Futurliner No. 10 hauled around a couple of displays for the Parade of Progress: Three Dimensional Sound, which demonstrated "how binaural sound helped build better cars;" and Opportunity for Youth, which included winning model cars from the Fisher Body Craftsman's Guild and explained how budding car doodlers could enter the contest. Pretty much every weekend from April 1953 through July 1956, the dozen Futurliners and almost as many support trucks crisscrossed the continent, headed north in the summer and south in the winter. In all, they hit up 35 states and three Canadian provinces in nearly 150 stops.

The end of the Parade came not when the Futurliners quit, but when GM did. As Berghoff and Ferris wrote, a number of factors combined brought it to an end: rising costs, diminishing returns, other opportunities for more targeted marketing, and the rise of network television. GM executives decided to donate two to the Michigan State Police, then apparently sold the rest to Dick Knapp, whose Anchor Motor Freight company transported GM's show displays across the country.

Knapp apparently had no interest in the Futurliners other than to sell them off at a profit; among the buyers was musician Vic Hyde, who bought No. 10 and thought he'd convert it into a tour bus. He quickly changed his mind – he couldn't insure the Futurliner for the road – so he sold it to Goebel Brewing of Detroit. Goebel then repainted No. 10, installed a sound stage on one side of it and a beer dispenser on the right, and toured Michigan and surrounding states with it from 1957 through 1960. It then went to Detroit-based developer Pulte Construction Company, which intended to use it to promote a Florida subdivision, but No. 10 threw a rod on its way south, prompting Pulte to sell it to Dreisbach and Sons Cadillac in Detroit.



Futurliner\_05\_1000, Futurliner No. 10 in its Dreisbach and Sons livery. Photo courtesy Futurliner.com.

Dreisbach, which already had a couple other Futurliners, repainted No. 10 white with the company and Cadillac logos on it and used it to promote the dealership on Grand River Avenue in Detroit for a number of years. Then sometime in the late 1970s or early 1980s, a restaurant developer bought the Dreisbach Futurliners, added a couple more to the collection, and proposed cutting off the front ends to turn them all into a themed restaurant in Chicago. Instead, concept car collector Joe Bortz bought the five from the developer and kept them in a field outside Chicago until he realized he wouldn't be able to restore all four of the Futurliners, he said. So in 1993 he donated No. 10 to the National Automotive and Truck Museum of the United States in Auburn, Indiana, and sold the other four.

Futurliner No. 10 then hung around outside of the museum until 1998, when Don and Carol Mayton of Zeeland, Michigan, decided to take on the vehicle's restoration for NATMUS. The museum would retain the title to the Futurliner and help fund its restoration, while Mayton would gather a team of dozens to volunteer for the effort, assisting Mayton with transportation, research, parts acquisition, and general labor. Throughout the project, Mayton's team turned up original documents related to the Futurliners and started an outreach program for the hundreds of people who drove and worked alongside the Futurliners during the Parade of Progress.



Eight years after they began the restoration, Mayton and the team called it done. Even before they finished it, though, they began to show it, starting with the 2003 Eyes on Design show in Detroit, and they have kept it on the road ever since, taking it as far west as the Pebble Beach Concours d'Elegance in 2008, as far south as the Amelia Island Concours d'Elegance in 2006, and



to dozens of shows and events in between. One of the most memorable was the Ames Performance Pontiac Nationals in 2011, when it took to the dragstrip at Summit Motorsports Park and recorded a blistering 45-second quarter-mile time.

Futurliner\_01\_1000, Futurliner No. 10 on display at the Kalamazoo Air Zoo. Photo courtesy Futurliner.com.

Now, according to Mayton, Futurliner No. 10 has been selected for induction into the National Historic Vehicle Register, established earlier this year to document important vehicles in American history. To go on the register, a vehicle must meet one of four criteria: It must be associated with an important event in automotive or American history; it must be associated with a significant person in automotive or American history; it must be distinctive based on design, engineering, craftsmanship, or aesthetic value; or it must be the first produced, last produced, or be among the most well-preserved or authentically restored surviving examples. Selection to the register involves a complete documentation of the vehicle, including a fully referenced narrative of the vehicle's provenance and full photography, which will then be placed in the Library of Congress. No restrictions are placed on subsequent use or sale of the vehicle.

Previous vehicles placed on the Register include the Tucker "Tin Goose" prototype, the last remaining World War I Cadillac, the first Meyers Manx dune buggy, and one of the six Shelby Cobra Daytonas.

In addition, once Futurliner No. 10 returns from its current trip to Washington, D.C., for the documentation process and display during next year's Washington D.C. Auto Show, Mayton said that it will have a new permanent home at NATMUS. The museum had previously been unable to bring the Futurliner inside because it didn't have large enough doors, Mayton said, leading his group to seek other winter lodgings for the Futurliner. In the past, it has



stayed in the AACA Museum, the Sloan Museum, and the Gilmore Museum, among others, while it awaited show season.

The Washington Auto Show

will take place January 23 through February 1. For more information on it, visit [WashingtonAutoShow.com](http://WashingtonAutoShow.com). For more information on the National Historic Vehicle Register, visit [HistoricVehicle.org](http://HistoricVehicle.org). And for more information and photos of Futurliner No. 10's restoration, visit [Futurliner.com](http://Futurliner.com).



Written by Daniel Strohl From Hemmings News, Nov 19th, 2014 at 8am. Thanks to Ed Lenny for sending it to me.

**These pictures are from the 2004 BDE tour hosted by Del and Bobbie Cutter.**



## 2013

### How to get a Buick equipped with the Oldsmobile 307 to perform.

The Riviera models equipped with the Oldsmobile 307 V8 are well known to be “sluggish”, to say the least, so a few modifications were needed to improve the performance.

First step, a 50 mile trip from our home in Alliston to our favorite muffler shop in Oakville, Ontario. The owner Linton Parkin has performed many exhaust jobs on our various vehicles over the years. We cut off the original single exhaust system ahead of the convertor and installed a new lighter free flowing convertor, 2 ½” pipe to a Magnaflo dual outlet muffler and Linton custom bent new 2 1/4 “ tail pipes, aligning them with the frame. This made quite a difference both in response and sound.

Second step, spend some time on the computer checking for more ideas from the many “Oldsmobile” performance improvement sites. Then spend more time on Edelbrock’s site and Summit Performance’s site, and finally, making up a list of items to change under the hood, both to improve the performance and appearance.

This list included a new performance intake manifold, gaskets, new chrome valve covers, chrome alternator and chrome air cleaner with a KN filter.



We were heading to Florida and it made sense to stop at the Summit store in McDonough, Georgia. We arrived there on January 27, 2013 and WHAT A PLACE!!! This is a huge store, with lots of professional people willing to help. We met Rob, who was patient with his “virgin customers” and helped us through the process of ordering parts for pick up in 2 weeks. They had almost everything in stock and we got to inspect it prior to repacking it for pickup on our return trip home in February. I would definitely recommend this speed shop to anyone who is looking to improve their ride.

Third step, a visit to Ray, my GM technician at Ernie Dean Chevrolet, Buick, GMC in Alliston, who works on all our Buicks and does a fantastic job. We had discussed our project prior to us leaving for Florida and he was ready willing and able to make the changes. Ray installed all the supplied parts and set up the engine. The Riviera spent a month in the dealership. I was allowed to work with him on small projects. We replaced the inoperative air injection pump, (we did consider removing the A.I.R. system but changed our minds as it would have required some modifications to the carburetor and removing the pipes into the cylinder head looked like a super hard job). We replaced the noisy power steering pump, an inoperative EGR valve, some burnt vacuum hoses and a pinched PCV hose. All the mounting brackets at the front of the engine were cleaned and painted.





Fourth step, I had ordered and received all the “plastic bumper” pieces which break very easily (the new pieces are fiberglass) and we had them installed and the whole car repainted in 2012 Buick White Diamond Tricoat.

Now she was ready for her first long trip to the 2013 Riviera Owners Association International Meet in Lexington, KY. then on to South Bend, Indiana for the BCA meet in July 2013, Davison, Michigan in August 2013 for the McLaughlin Buick Club of Canada Homecoming meet and finally to Rhode Island in October 2013 for the Buick Driving Enthusiasts Fall Tour.



When we visited Rhode Island, that completed our visits to all 50 states, most of them by Buick.

I am happy to report that the car performs much better and climbs mountain roads with ease. It was money well spent.

Keith and Wendy



**Coming Buick Events to watch  
for in the Future**

**2015 BDE National Tour -  
Kill Devil Hills, N.C. May 10-15**

**2015 BCA National Meet -  
Springfield, MO June 10-13**

**2015 MBCC Homecoming,  
Manitoulin Island, August 12-15**

**2015 BDE Fall Tour, Orlando,  
October 19-23**

**2016 BCA 50th Anniversary  
Celebration - Allentown, PA**

**2017 BCA National Meet -  
Milwaukee, WI**





**Sadly, a new member who joined at their first tour in Corning, James DeRusher, BDE #413 passed away in December 2014.**



**On January 21 another angel went to join our Lord. Barbara Greene, loving wife of Guy, passed away in San Antonio. Barbara was a wonderful asset to the BDE, always willing to jump in and help at the tours. She will be missed by the members of the BDE.**

**Our heart goes out to our Chaplin, Guy Greene, and the family**

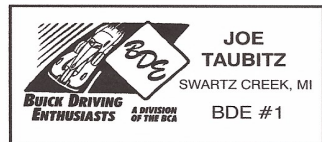
**On February 5, yet another angel went to join our Lord. Alverta Cover passed away suddenly after a massive heart attack. She**

**was the wife of John Cover, who had stepped up to offer his services to the BDE as a possible new director at our elections in May. We will miss Alverta on our tours.**



**On Wednesday, February 18th in Australia, long time member Brian Hall passed away. He and Linda made the trip from "Down Under" frequently to attend BCA and BDE events. He and Linda were with us on the "After Tour" from Portland. When they arrived home he was diagnosed with full blown lung cancer. He contracted pneumonia and went into hospital on Friday the 13th. We sure will miss them on tours.**

**Our thoughts and prayers go out to Linda and family**



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BDE # \_\_\_\_\_  
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## **Bell's Buick Parts**

**Buick Parts 1918-1958**

**Ann Bell**

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**More Travels with our Buicks by Keith Horsfall**

**43<sup>rd</sup> Annual McLaughlin Buick Club of Canada Homecoming**

**August 6 -9, 2014 – Muskoka, Ontario, Canada**

Wow!!, after a 7800 mile trip to Portland Oregon for the Buick Club of America National meet, we arrived home on August 5, we slept in our own bed after 25 nights in hotels, and left home on August 6, to drive north to Bracebridge to play cars with our Canadian car family. Eric and Cynthia Luks were our hosts this year. Talk about taking a chance, they have never attended a Homecoming, yet they volunteered to run this one, and after day one, it looked exciting. Eric and Cynthia have a vintage 1923 McLaughlin and live in a 1924 vintage house in Port Carling. They are heavily involved in the “Dippy Boat Organization”.



The Dippy is a disappearing propeller boat that was built in Port Carling in the early teens and the factory was right below the Luks home on the water. Eric and Cynthia had a lot for us to do. On Thursday, our first stop was a short drive over country back roads to Gravenhurst where we boarded the Royal Mail Ship Segwun for our two and a half hour lunch cruise on Lake Muskoka. Returning to the dock we met two late arrival couples, Bob and Doreen Ward and Bill and Rosalee Hamilton, who had decided not to partake of the boat ride. We drove a very short distance to



“Grace and Speed”, the Muskoka Boat and Heritage Centre. This is a beautiful museum all about the boats and heritage of the Muskoka Lakes and the many beautiful resorts on the lakes. In fact, it was back in the late 1970’s when Wendy and I met the Luks at Windermere House where we holidayed each summer for two weeks. It was nice to re-kindle our former friendship. From the museum we drove along more back roads to the Muskoka Airport to visit the “Little Norway Museum” honouring the airmen from Norway who trained at this airport during WWII. After a short visit, back in the Buicks for another short drive to the Butson Boat Restoration Shop. They repair wooden boats, mostly the ones built in Muskoka over the years. Boy, if you think restoring a Buick costs a lot, try a boat on for size! After a short visit during which we enjoyed homemade butter tarts, we returned to the hotel to freshen up before dinner at Patterson Kaye Lodge, a nice buffet meal in a very nice setting. We drove along a river past nice homes and past “Santas Village”, a long standing Muskoka attraction. After dinner we returned back to the hotel on our own.



Friday morning dawned cool and dry with a promise of sun and warmth. We departed the hotel on a fairly long tour of the area, including driving past some of the long standing guest hotels in the area, including Windermere House, the oldest golf course in Muskoka, Windermere Golf and Country Club (I played many games there in past years). It is a nice course. We also drove past Cleveland House and the Baldwins resort. This long tour eventually led us into the town of Rosseau where the road was lined with cars parked on both sides while their owners visited the Rosseau Market, located at the bottom of steep hill in Hwy 141. This market was the reason for our visit. We had reserved parking behind the Crossroads Restaurant where some of our people ate lunch while some of us ate from the vendors in the market. There was entertainment on the stage and children playing in the sandy beach. We also walked up town and visited antique stores and the local general store and even had Kawartha Dairy Ice Cream. We departed the parking lot at 2 p.m. and drove a short distance to visit a car restoration shop owned by Tony Hawkgrigg who, when he retired from his job as a mechanic, fell into the restoration business. He had a beautiful 1957 Special there and the owner was there too. His 57 had been restored to the same condition and color as the car his parents used on their honeymoon. Tony also had some street rods in the shop and a VW which runs at Bonneville, to raise money for Sick Kids Hospital. We picked up a couple of English chaps at Tony’s, Bob Findlay (who has a cottage close by) and his pal Jerry Rowe, in their 1953 Super Convertible.

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DuVernet, a local photographer of Muskoka boats complete with a slide show.

From this shop we continued on our Muskoka tour and drove into the parking lot of the JRW Marriot Hotel for a quick viewing of the entrance. Our next stop was the home of Bill Gray, a member of the family behind Maple Leaf Mills. A very interesting old house built in the 1800's. Our next stop on the tour was at the shop of Matt Fairbrass, who restores marine engines and he was very interesting to listen to. It was then time to head to Ella's restaurant in Port Carling for dinner and a talk from Tim



Saturday, our final day started with our McLaughlin Buick and Buick autos representing 6 decades, Bill and Marlene McLaughlin, 29 McLaughlin, Bill and Rosalee Hamilton, 38 McLaughlin, Keith and Glenda Corby, 41 McLaughlin, Larry and Pam Splane, 56 Buick Special, David and Sonia Bishop, 63 Riviera and Wes Ebbs, 75 LeSabre, leading our parade of vehicles into Port Carling. These 6 cars were allocated special parking privileges at the Muskoka Lakes Boat Show. The rest of the cars parked at the library, which was a short walk from Eric and Cynthia's home where lunch was available from noon till two p.m. Their



children and spouses did the cooking of the burgers and brats. Cynthia had laid on chips, veggies and cold drinks, then dessert. We all walked down to the boat show and saw the 6 cars get parked, then explored the area, seeing many beautiful wooden boats. It makes you wonder what it costs to restore one of these pieces of Muskoka history, and we thought restoring cars was expensive! At least we get to drive ours on trips of some distance and are not locked into three lakes. Anyway, the saying "the only difference between men and boys is the price of their toys" rings true when it comes to Muskoka boats. At the dock



were two beautiful boats that were built for the McLaughlin family. We visited the nice Muskoka Lakes Museum near the locks too and took a walk up Main Street to visit some stores. About noon, we made the climb up the hill to Eric and Cynthia's home for the aforementioned lunch. They had erected tents and had enough seats for us to sit and enjoy the sun and each other until the food was ready. After lunch we visited Eric's boat house to admire his "Dippy" and his Ditchburn cruiser. We headed back towards



the hotel and made a stop at an art gallery in a garden. Our banquet was booked at the River Edge restaurant in Bracebridge, down on the river. Our directions were hampered by a detour and we all got lost (except Bill and Marlene who walked a short distance). The room was hot and was upstairs, but the food was good when it arrived. We had gifts for everyone and had fun giving them out. Paul Doddington, a local resident and a good friend of the Luks' entertained us with vintage films from the 1930's. I gave out long service awards to Wes Ebbs, 44 years, Harold MacQueen, 37 years, and Bob Ward, 40 years. I delivered one to Bruce Forster, 39 years, in Fenlon Falls on the way home and gave one to David Mitchell, 44 years, at the board meeting in Sep-

tember. The recipients were all very surprised, which was the point.