



PROBUS CLUB OF COLLINGWOOD

P.O. BOX 601 COLLINGWOOD, ONTARIO L9Y 4E8

NEWSLETTER

FEBRUARY, 2016

NEXT MEETING THURSDAY MARCH 3, 2016 – BEAR ESTATE HALL - 10 A.M. - 12 NOON

MANAGEMENT COMMITTEE

PRESIDENT: JOHN MEGARRY

SECRETARY: AL WALLACE

MEMBERSHIP

GERRY DeLESKIE

VICE PRESIDENT BOB MACNAIR

TREASURERS: MIKE MARTYNUIK

PAST PRESIDENT: PAUL NATALE

SOCIAL: GREG GEEN

SPEAKERS; RUBEN ROSEN

NEWSLETTER: ERIC SKEOCH

ANNOUNCEMENTS

President Megarry welcomed all on what appeared to be the return of spring. (We were mistaken.) John was firmly nudged away from the podium by Ian Godwin who launched us into the National Anthem.

John regained control and introduced guests Rick Feltron and Barry Jack, and new members Bill Franks (returned), Mike Mills and Doug Smith.

On a sad note, John announced that long-time Probuser Hugh Helliwell recently died. There will be a private family funeral. The club will make donations in Hugh's memory.

Just prior to the publishing of the Newsletter we learned of the passing of another of our members, Ron Mutch. Ron looked after our golf programme for many years, and like Hugh will be missed.

SOCIAL COMMITTEE REPORT

Social Chair Greg Geen reported that the visit to the water filtration plant had been an unfiltered success, but that the snowshoeing venture on George's trails had to be cancelled. [It was subsequently revived at Bud Christensen's farm where the snow in the bush was apparently sufficient for slogging through. As far as we know most members emerged from Bud's forest.]

Scheduled events are as follows:

Feb. 11-Curling Bonspiel (Tom Chisholm)

Feb. 14 -Valentine's Day Dinner (Jim Worts)

April 6 –Visit to the Honda plant (Richard Orviss)

May 31 – Rock and Bowl challenge (ie. Bowling)

July 27 -Mama Mia at King's Wharf Theatre

SPEAKERS REPORT

Reliable Ruben Rosen's roster of speakers:

March – Jeff and Susan Potts –The Shipyard Accident of 1969

April – Basil Kalymon Prof. Ivey School of Business, and advisor to Minister of Trade and Economic Development, Ukraine

May –Brock Godfrey - Fraud and Internet Theft.

PROFILE SANDY WHITE

Sandy was born in South Niagara in 1949 and raised in Port Colborne (Lock 8 of the Welland Canal). His grandfather started a general insurance brokerage and along the way Sandy's father offered to "help out for awhile". 34 years later he was still at it.

After high school Sandy headed to the west where he attended Simon Fraser University studying geography. This was followed by a year or so working in the bush surveying for the Pacific Great Eastern Railway and making little campfires while the crew waited for the helicopters to rescue them. The death of Sandy's father in 1971 necessitated a return to Port Colborne where, like his father, he "temporarily" went into the family business. This time it lasted 43 years, though there were some side jobs along the way.

For example, in 1987 Sandy was appointed to the Peace Bridge Authority, a 10 member international board of 5 Americans and 5 Canadians who manage the operation of the Peace Bridge over which 40 billion dollars of trade pass each year. He served on the board for 6 years and was there when the bodies of 28 American soldiers from the War of 1812 were discovered and

repatriated. Another memorable event during Sandy's time on the board was the delicate removal of a 175 foot barge which had become wrapped around one of the bridge supports.

In the 90's Sandy became involved in the forming of the Port Colborne Centennial Rotary Club. During his term as President the club sponsored two homes through Habitat for Humanity, an experience which Sandy found extremely rewarding. Later, Sandy served as Tour Director for Go Ahead Tours out of Boston, taking groups of Americans throughout Canada.

Incidentally during the seventies, Sandy met Mary, a Peace Bridge customs officer who was searching his vehicle. When the search turned up nothing illegal, Sandy proposed and shortly thereafter they were married, Sandy assuring her at the altar that they would not be staying in the Port Colborne area for long. I gather naively believed him. Anyway it worked out and they have two sons, Laird, golf pro and Chris a Director of Canadian Operations for a travel company.

In 1978 Sandy commissioned and built the Challenger, a 65 foot steel schooner which he sailed out of Toronto. It was a lot of fun and led Sandy to agree with the old adage - "A boat is a hole in the water through which you pour money." The boat is still operating out of Toronto harbour, though she is now 101 feet long, has three masts rather than two, and is owned by someone with deeper pockets than Sandy and Mary.

In 2010, after 43 years *temporarily* in the insurance business, Sandy and Mary retired and moved to the Collingwood area where they have found new friends and a host of activities in which to participate. They have found Collingwood to be an "incredibly welcoming community."

SPEAKER GLAD BRYCE

As Ruben indicated in his introduction, Glad Bryce is clearly a woman of wide-ranging talents. She is a water colourist, a community activist and an actor in murder mysteries, a psychotherapist, and an author. She has degrees in sociology from York, Uof T, and Boston College. She was with us

to talk about her book *First In, Last Out – The RCAF Women's' Division 1939-1945*.

Glad wrote this book after a chance meeting with a woman at a University Women's Club dinner. The women had served in the RCAF Women's Division during the war and commented that there were no records women who had served in the RCAF during the war. The story might not ever be told if someone doesn't tell it.

Thus began a research project which took Glad into hours and hours of interviews with women who had served and had memories they were eager to share.

The creation of the Women's Division stemmed from the government's belief that women would fill crucial support roles in the war effort. The logo for the Women's' Division was - *We Serve That Men May Fly*.

Glad began her presentation by commenting that it was unfortunate that our club was all men, since much of her information might focus on details which might be of more interest to women. I don't think that was the case at all. Her stories and her excellent photos perfectly captured a real story of camaraderie and dedication which all of us might otherwise not have known and appreciated.

The women of the W.D. began to meet regularly after the end of the war to share their stories

There were, for example, regulations on uniforms, including the evolution of hats from the "tea cozy" to more suitable ones. Skirts rather than trousers were de rigueur, though W.D. mechanics were permitted to wear coveralls. Hair was to be kept in "soft curls and waves and kept off the collar.

Of course there were many marriages along the way, often with RCAF men. (We saw the photos.)

When Queen Elizabeth was presented with a copy of Glad's book, she was drawn to photos of women driving trucks, a role she herself filled in the war.

Glad's presentation was extremely interesting and extremely well delivered. She was thanked by Ruben and presented with a Gerry DeLeskie pen set.

The 50 50 winners were Keith Cameron and John Nell.

