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## A 1941 Buick Special and A Very Special Man

- Vince Truant

**This article was contributed by our member, Nancy Peterson. It has fascinating details of the '41 Buick that we remember as her father George Clayton's very special Buick.**

As a long time collector of "Straight 8" Buicks (1931 thru 1952), one of my personal favorites is the 1941 Buick Special Estate Wagon (model 49). Many folks would correctly place this Buick within the category of "Americana treasures" known as a "woody wagon." The 41 Buick Estate Wagon offered a custom-look, handsome design (body by Hercules of Evansville, Indiana) hand built quality and a wide range of unique engineering features and accessories including dual carburetion which came with a flexible conduit between the grille and air cleaner to deliver cooler air to both carburetors. This feature was later refined and popularized on certain GM muscle cars of the late 60s and known as "ram air." Many other engineering features and amenities distinguished the new 1941 Buick, and in particular the Estate Wagon, from other vehicles of its day.

While Ford and certain other manufacturers produced the most Woody Wagons during the 1930's and 1940's, Buick produced some of the finest. 1941 represented Buick's second year of Woody Wagon production and the vehicle was only available in the Special series. However, for added strength the frame was that of a 1941



George Clayton with the Buick in Fairbanks

model 51C (Super Convertible Sedan). The Buick Estate Wagon for 1941 was equipped with fine and durable tapestry carpeting, high quality leather and a heavier body weight than much of the competition. Buick's Estate Wagon was priced at \$1,463 or 50% above the price of a 1941 Ford Woody Wagon. Given its higher price, Buick produced only 838 Estate Wagons for domestic sales and 12 for export in 1941.

I began the hunt for a 41 Buick Woody Wagon over 25 years ago in 1987. When antique car club records revealed that less than 8 remained I knew it was not going to be a simple task to locate one of these terrific vehicles. The search for a 41 Buick Woody did result in the discovery of a low mileage all-original 1946 Pontiac Woody in 1999. We gave the Pontiac a home and today it resides next to the 1941 Buick Estate Wagon that we finally found in May, 2011 in Fairbanks, Alaska.

When we located our 1941 Buick Wagon, I could not have been more pleased. It was a car that had been off the radar screen, so to speak, and was not listed in any of the antique car club rosters. It was a running, driving vehicle with all original wood and interior. Jeff [Barney], the fellow selling the car on eBay described the car accurately. During our lengthy conversation he answered all my detailed questions and emailed many photos. We made the deal over the phone that day.

Four weeks later, our 41 Buick Wagon arrived safely from Alaska. It was shipped



The restored Buick at Truant's in Maryland

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This newsletter is a publication of the Vernon L. Nash Antique Auto Club of Fairbanks, which is the farthest north region of the Antique Automobile Club of America.



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If you have material you would like to contribute, please contact our editor, Rick Larrick, at the club email: [vlnaacf@gmail.com](mailto:vlnaacf@gmail.com)

If at first you do succeed, try not to look too surprised.

## Pope-Toledos in the Far North

-by Nancy DeWitt, Fountainhead Museum

In August of 1908, a Pope-Toledo arrived in Fairbanks on the Steamer *Cudahy*. It would be the first automobile to be driven in the young town, but it was not the first Pope-Toledo to arrive in the far north. In 1907, Stanley Searce and Captain J.B. Hubrick each imported a Pope-Toledo into Dawson City, Canada.

The Pope-Toledo brought in by Hubrick, a roadhouse owner and Dawson's cable ferry operator, was to be used for a motor stage line between Dawson and Granville. The big 7-passenger, 40-HP car was "... fitted with extra large tires and accompanied by large quantities of repair parts and supplies, including wood alcohol and glycerin to mix with the cooling water to prevent freezing." "There was a tremendous scramble for rides on the first day," reported *The New York Times*, earning Hubrick \$500 in receipts. The "Red Devil" was kept busy all summer shuttling miners for \$10 a ride.

*Automotive Topics* boasted of the Pope-Toledo's northern performance in a February 1908 article (apparently considered Dawson part of Alaska):

The Pope Motor Car Company, who take great pride in the fact that the Pope-Toledo is operated over the northernmost stage route in the world and which is located in Alaska, are amused over a long newspaper story being circulated to the effect that little



Bobby Sheldon poses with the first Pope-Toledo in Fairbanks

or nothing is known of Alaskan road and climate conditions from an automobile standpoint. The Pope-Toledo people say: "We expect to have several more of our cars in Alaska this year, our cars already there are making such a fine record, due to the fact that the Pope-Toledo method of steel treatment makes the steels we use climate-proof."

The Pope-Toledo that arrived in Fairbanks later that year was a 1907 Type XV 50-HP touring car. David Laiti, owner of the Golden Gate Hotel, and his chauffeur had it on the roads by August 6, causing much excitement and entertainment among the townspeople. It only took 24 hours for the maroon automobile to earn the nickname "Red Devil." An article in the *Fairbanks Daily Times* had this colorful description of Laiti's maiden voyage to Fox at 3 AM:

He made the round trip in 80 minutes traveling time. One old-timer who was a guest tells about it. He says the bloomin' thing is ten feet long, and could make 50 feet in a jump. It would hit a raise in the road, fly up, jump up and forward 60 or 80 feet, hit bottom and bounce. He said he was sure they struck bedrock 20 times. He said he crossed the Tanana River when the ice was going out, mushing, and had run up against many inconveniences, but he had to ask to get out and walk back when they had covered about three miles of the return trip at the rate of 50 miles per hour,

By April 1909 the Red Devil had changed hands. Garage owner Jack Baird continued to run it to Fox before selling it to Dave Courtemanche later that year. Courtemanche used



The Fountainhead Museum's new Pope-Toledo, a 1906 Type X11 7-passenger Touring, is identical to the first Fairbanks Car. It is currently being restored.

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it to transport passengers between Fairbanks and Ester.

A second Pope-Toledo was brought to Fairbanks around 1910 by Jack Sale, a jeweler who had moved from Dawson to Fairbanks in 1906. Sales had purchased Hubrick's Pope-Toledo and barged it down the Yukon from Dawson. He sold it for \$500 to Robert Sheldon, who noted "it was out-of-time and otherwise in bad shape and not in running condition." After repairing it Sheldon used the Pope-Toledo as a taxi for two years. He then sold it to the Tanana Valley Railroad, which reportedly had Fred Lewis convert it into a truck to run on the tracks. Both of the Fairbanks Pope-Toledos were still here in July of 1922, but that is the last record we have of them.



The Hubrick Pope-Toledo, as photographed near Dawson City

After years of searching, the Fountainhead Antique Auto Museum is pleased to announce that we have acquired a Pope-Toledo to display in our Alaska gallery. We know of only 10 or so surviving Pope-Toledos, and just a mere handful of those match the models that made it to Fairbanks over 100 years ago. Our 1906 Type XII 7-passenger touring is identical to the Hubrick-Sheldon car, with a lovely Roi de Belges body. It is now at Murray Motor Car in Monroe, WA, where it is getting a freshening before we ship it to Fairbanks next summer. Its arrival—105 years after the first Pope-Toledo graced our streets—will certainly be worthy of a celebration.

### BORED NOTES FROM BOARD AND MEMBERSHIP MEETINGS IN JANUARY

- Marvin Wright met with the Board and procedures for selection of the Most Improved Vehicle Award were discussed.
- Ron reported that we have received a letter from the IRS on our tax exempt application. It basically said "we're working on it..."
- Membership rolls were discussed and it was moved and approved that all non-paid members as of the March Board Meeting (3/12) will be dropped from the membership roll.



1965 Ford Mustang Raffle Car

- The budget for 2013 was moved and approved at both the Board and Membership Meetings. It is published in this newsletter on page 5.
- Raffle Car work and ticket sales were discussed.
- Later in the month, Rochelle held a Program Planning Meeting. The 2013 Events Calendar will be discussed at the February Membership Meeting. The "final" schedule will be published in the March Newsletter.



USIBELLI 150 TON DUMP TRUCKS

#### 2013 JOINT MEET IN HEALY

Vernon L. Nash Antique Automobile Club to host The Antique Auto Musers of Alaska

June 14, 15 & 16

Lodging Friday and Saturday at the Denali Park Hotel

BBQ Friday evening at the Otto Lake Pavilion

Car Games on Saturday Morning

Saturday Afternoon:

**A Private Tour of the Usibelli Coal Mining Operation!**


Awards Banquet at the Black Diamond Café, Saturday Evening

Mark your calendar and reserve a room at the Denali Park Hotel NOW to secure your desired bed configuration; payment is not due until you check-in & you may cancel with a four day notice! View the hotel website at [www.denaliparkhotel.com](http://www.denaliparkhotel.com); or email: [stay@denaliparkhotel.com](mailto:stay@denaliparkhotel.com); or phone: 1-866-683-1800 or 1-907-683-1800. For a 10% room rate discount, either book online or identify yourself as a member of the car group. Questions? Contact Scott or Linda Grundy for details at 1-907-457-3526 or email [grundy@mosquitonet.com](mailto:grundy@mosquitonet.com).



- Tuesday, Feb 12th—  
BOARD MEETING: Meeting at 6:30pm at Sam's Sourdough, with dinner before.
- Thursday, Feb 14th—  
MEMBERSHIP MEETING at 7pm (Dinner B4) at The Bakery Restaurant. Come celebrate Valentine's Day with Scott!

# February, 2013

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12 BOARD MEETING Sam's Sourdough 6:30 pm	13	14 MEMBER MEETING The Bakery Restaurant 7pm Mtg (dinner B4) 	15	16
17	18	19	20	21	22	23
24	25	26	27	28		

## President's Headlights - Scott Culbertson

I want to start by saying Thank You to Rochelle Larson for running another great events planning meeting. Seventeen members showed up and enjoyed pizza and took up the task of outlining the 2013 driving session. We do not have a PPC (Primary Point of Contact) for all the events and we will be asking members to step up and share in the driving and take the lead on an event or two.

Another summer activity that we did not discuss at the events planning was wedding season. Every year after we get our cars out onto the road, folks are reminded of how beautiful

old cars are. The club receives a half dozen or more requests for an "old car at a wedding". This kind of activity is strictly between you the car owner and the wedding party. The club does not try and make any arrangements.

Last year I left a message or two for a member here or there letting them know someone was interest and if they wanted they could contact the wedding party. That's it ; I don't promise anything or make any dreams come true. It would be very helpful to me if I could make a list of members who wish to lend themselves and



their car to weddings. That way when the requests come I can proceed with a little more clarity. So over the next several months I am going to be asking members and if you don't want to that's fine and if you do I will put you on the contact list.

See Ya at the meeting.

## Member Advertisements



**For Sale:** 1/ea 6v Overdrive Solenoid for Warner OD Trans fits 1949-56 Ford—Works \$75.

**For Sale:** 1/ea Grill for '70 Chev pass car, new but dirty \$10.

**Wanted:** 12v OD relay for Ford Overdrive.

Contact Ross 451-8749/email : [rossbeal@gci.net](mailto:rossbeal@gci.net)

*Member Ads are FREE to members—get your ad to the editor by the 20th for publication in the next newsletter*

**FOR SALE:** 1938 Ford flatbed. Truck has new valves and guides, rebuilt carb, distributor, fuel pump, radiator and new front and side glass. Price \$6k. Call Charlie 590-2715



## Anniversaries



- 1- Ed & Laurel McLaughlin
- 2- Dick & Joni Ellsworth
- 7- Ryan & Lisa Kingry
- 12- Squeeky & Marion Benham
- 12- Dan & Ellie Tempel

## Sunshine Club



Tracy reports on cards sent -

- Dave & Deborah Rockney: a sympathy card for Dave's father's death. Sent 1/8/13
- Ben Carpenter: a get-well card on 1/10/13
- Dan & Ellie Temple: A thinking of you card, as Ellie's father is very ill. Sent 1/24/13
- Ron Frey: A thinking of you card, for his brother; on 1/24/13

Tracy McLeod is the Sunshine Contact. Please give her a call or send her an e-mail if you know of a club member who could use a little "sunshine". She says she is in the process of creating more cards to send out on behalf of the club. Tracy can be reached at home: 456-7877

## Birthdays



- 6- Darnell Weaver
- 8- Vonna Husby
- 9- Lupita Miller
- 11- Claudia Hall
- 12- Mebble Hansen
- 14- Richard Gresham
- 15- Debra Dussman  
Eugene Wescott
- 16- Fred Husby
- 18- John Smith
- 20- Cindy Lyon
- 27- Shirley Franklin
- 28- Ardis Bourque

## 2013 Adventure Before Dementia Tour Dates

**Where:** To Dawson City for their Canada Day celebration & Eagle for our Independence Day celebration.

**When:** Sat. June 29th through Sat. July 6th

Mark your calendar now and contact Scott Grundy for details regarding this fun and leisurely tour of two very historic communities! Call Scott Grundy at 457-3526 or email [grundy@mosquinet.com](mailto:grundy@mosquinet.com) for info.



## 2013 Budget Adopted at January Membership Meeting

	2012 Budget	2012 Actuals	2013 Budget
<b>Income</b>			
Interest Income		0.35	
<b>Membership Dues Income</b>			
AACA Mbrshp Dues Income	4,700	0.00	0
VLNAAC Mbrshp Dues Income	3,500	3,521.00	3,500
<b>Total Membership Dues Income</b>	8,200	3,521.00	3,500
<b>Event Revenue</b>			
Carlson Center Car Show Income		0.00	1,200
Christmas Dinner Collections	1,150	1,070.00	1,100
Other Events Income		95.00	
<b>Total Event Revenue</b>	1,150	1,165.00	2,300
<b>Merchandise Sales</b>	750	283.25	500
<b>Raffle Ticket Sales</b>	12,500	14,170.00	12,500
<b>Sponsorships &amp; Donations</b>	2,000	1,200.00	1,200
<b>Other Types of Income</b>			
Fifty/fifty Ticket Revenue	750	590.50	600
Member Name-tag Fines	50	44.00	50
Miscellaneous income		50.00	
<b>Total Other Types of Income</b>	800	684.50	650
<b>Total Income</b>	25,400	21,024.10	20,650
<b>Expense</b>			
AACA Dues Expense	4,500	0.00	0
<b>Administrative Expenses</b>			
Deposit over/short account		-3.00	
Historian Supplies	100	0.00	100
Insurance	150	0.00	150
Merchandise Expense	750	677.00	500
Mini Storage Fees	700	636.00	700
Miscellaneous Expenses	200	1,380.99	200
Office Supplies	200	0.00	200
PO Box Rent	150	180.00	180
Postage, Mailing Service	100	19.15	100
<b>Total Administrative Expenses</b>	2,350	2,890.14	2,130
<b>Event Expense</b>			
Car Show Expenses	2,000	1,539.16	2,000
Christmas Dinner Expenses	4,500	3,877.64	4,500
Joint Meet Expenses	500	0.00	1,000
Misc. Events (not Christmas)	2,500	1,670.59	2,500
<b>Total Event Expense</b>	9,500	7,087.39	10,000
<b>Charitable Donation Expenses</b>			
Fifty/Fifty Charitable Donation	600	600.00	600
Other Charitable Donations		400.00	400
<b>Total Charitable Donation Expenses</b>	600	1,000.00	1,000
<b>Newsletter</b>			
Newsletter Postage	350	164.64	350
Newsletter Printing Expense	500	60.76	500
<b>Total Newsletter</b>	850	225.40	850
<b>Raffle Expenses</b>			
Other Raffle Expenses	500	1,038.25	1,000
Raffle Car Expenses	500	737.26	700
Raffle Car Purchase	4,500	4,500.00	4,870
<b>Total Raffle Expenses</b>	5,500	6,275.51	6,570.00
Sunshine/Memorial Expenses	200	98.58	100
<b>Total Expense</b>	23,500	17,577.02	20,650
<b>Net Income</b>	<b>1,900</b>	<b>3,447.08</b>	<b>0</b>

## The problem with the gene pool is that there is no lifeguard

(Continued from page 1)

down the AICan Highway (approximately 2,243 miles) to Seattle. A couple of days later it was shipped approximately another 3000 miles from Seattle to Lutherville, Maryland. (For reference, the AICan Highway was constructed during WWII to connect the contiguous United States by road (through Canada) to Alaska. Initially the road was unpaved and remained that way for many decades. Only recently could it be said that the AICan was fully paved.) My wife Karen, my brother Gary and I were all together for the Buick's arrival. In looking the car over it was clear the car had good "DNA" and although it would need restoration it was a 100% complete and solid automobile.

At 3:00 a.m. the next morning I began cleaning and detailing the car as I wanted it to look as proud in the garage as it could when antique car friends came to see this very "special" Buick Special from Alaska.

While everything on the car would need attention, I became focused on the history of the car because of certain items that had been added to the car at some point very early in its history. These in-



George Clayton arrives in Fairbanks in 1992 in the '41 Buick Special Woody Wagon he had stored in California since 1957

cluded the base of an old camera mount protruding through the roof, side step plates for easy access to the roof, extensive old transformers and old electrical equipment in the lower rear section of the body, a labyrinth of old wiring harnesses extending in one large connection to the rear bumper area along with a massive tow hitch that had been surgically implanted through the original rear bumper. Jeff, the seller, had told me about these items before I bought the car but it was unclear why these items had been installed. Later that day I called Jeff who said he understood that the car had been originally purchased by Warner Bros. or perhaps 20<sup>th</sup> Century or another "movie company" in Los Angeles.

I was pretty sure the car had not been owned by Warner Bros. Yes, Warner Bros had owned a 41 Buick Woody like this one, however, that particular car was now owned by friends of mine, Jim Miller and his family in Toronto. (Just a short side note: Jim Miller was truly one of the great folks involved in the old car arena that made every experience a better one because of his involvement).

The Warner Bros. 41 Buick Woody had been used in such movies as *Mildred Pearce* with Joan Crawford, *The Big Sleep* with Humphrey Bogart and *Cool Hand Luke* with Paul Newman. But the car we bought was different in color and serial/engine numbers. For the next few days I made no progress in uncovering our car's history until I removed the lower front seat cushion just to have a look and do a bit more cleaning. Covered in heavy dust I found an old Alaska insurance card bearing the names of George and Virginia Clayton. I went to work through the telephone com-

pany and the internet and was soon on the phone with their son, Greg Clayton, and subsequently their daughter, Nancy Petersen in North Pole, Alaska. They were terrific!

I was greeted openly and kindly by Greg and Nancy and was captivated by wonderful stories and insights about their parents, who had recently passed away. Additionally they provided me some insight into the history of the 41 Buick Woody, including that it was previously owned by a famous TV cowboy, either Roy Rogers or Gene Autry, from whom their Father bought the car in 1957 in Southern California. They even shared a photo taken in 1957 showing George as a young father with his three young children (Nancy, Greg and Christine) standing next to the 1941 Buick Woody Wagon. The photo was said to have been taken on the day the car was purchased by the Claytons. It would be interesting to one day determine how, in 1957, George came to locate and buy this 41 Buick Woody.

In further discussion with Greg, Nancy and also good friends of the family, Carlo Zanazzo plus Bill and Joyce Chace, I realized that so much more had happened beyond just the acquisition of a long sought-after Buick Woody. Through the above folks, I felt as if I was meeting George Clayton who owned this car for approximately 50 years, had a fantastic career in aviation and raised a truly special family. I learned that George loved his family, friends, aviation, antique cars (especially a Model T known as Old #16 and Straight 8 Buicks), and that he lived life fully.

Over the next few weeks, I received articles, notes, photos and general information about George, a pilot whose family's involvement in flying began in 1907. He married Virginia, a flight instructor and during his own career was an aircraft mechanic, bush pilot and flew professionally (737s) for Wien Air Alaska. Just amazing! He is remembered by many for



VLNAACF Club Members greet George on his arrival with the car in Fairbanks in 1992



CLASSIC CAR—George Clayton rests on the hood of his 1941 Buick Estate Wagon Model 40, which he drove up the Alaska Highway recently.

Photo from a feature article in the Fairbanks News Miner on April 11, 1992

## All the world is a stage and most of us are desperately unrehearsed.

his "harmonica serenades" which he played over the airplane's P.A. system when flying for Wien Air. A truly energetic, high personality man, whom I thank for preserving a 1941 Buick Woody that eventually came our way. The many stories about George and his family have found their way into discussions with friends and family. My intent is that these stories will be maintained with the Buick well into the future through the scrapbook of materials I have assembled about the car, as well as George, and the Clayton family.

Since the Buick came to Maryland, every component of this Woody has been addressed to include: a full repaint back to its original Royal Maroon color and every piece of wood has been refinished. The body fit is very good but, as you might expect with original wood, in one or two small places there is minor warping. However, I view this as "patina". It is my understanding that the bodies of most 41 Buick Woody's were made of white ash structural wood with darker mahogany inserts on the exterior door and tailgate for accent. However, this Woody sports the special order white ash door inserts to match the white ash structural wood. Among collectors today, these are known as "blonde" Woody's given their total lighter color wood bodies vs. the darker mahogany door and tailgate inserts. Other work completed on this 1941 Buick includes all new roof covering over the wooden roof slats, new chrome, correct red Spanish grain leather, carpeting, a re-wood-grained dashboard, new engine turned dash panels, instrument facings, steering wheel, complete cloth woven wiring harness, an original 41 Buick NOS front floor mat, suspension components and a completely rebuilt 1941 Buick engine with dual carburetion. We left the interior roof camera mount in place while the side step plates and other equipment were removed but will be kept with the car for those interested "down the road" We hope George approves of the work that has been done. Many folks are to thank for the work to our 41 Buick Woody but especially Max Corkins of Lewistown, PA., Dave Preett of Glen Rock PA., Todd Librandi of Harrisburg, PA., D&L Automotive, State College, PA., and Lewis Jenkins of No. Wilkesboro, N.C.

While the above work on the Buick was underway, my research on the history of the car continued. I contacted the Roy Rogers Family Foundation and the Gene Autry Museum. The Gene Autry Museum was not able to help. However, a repre-

sentative at the Roy Rogers Family Foundation acknowledged that a Woody, such as I described (and sent photos) was used in certain older Roy Roger's movies, in particular, the movie *UTAH* filmed circa 1946/47. This was particularly interesting because a long time close friend, Hank Reus, had also called about that time to explain that he had just seen the movie *UTAH* on TV and that the details fit with the 41 Buick Woody he had just seen in my garage. By the way, since 1966 Hank has been a terrific friend and someone that is always willing to get involved and help others in this hobby. Vital to the future of our hobby is that each of us displays that philosophy to others. It is largely owing to Hank that the old car hobby became so enjoyable for me.

Over the ensuing weeks, I stayed on touch with the Roy Rogers Family Foundation and approval was received to use the "Double R" Bar Ranch", logo which many of you know was the name of the Roy Rogers' ranch. The logo is not yet on the car but should be sometime in the future when we find the right person to do the lettering. The "Double R" logo will serve as a tribute to Roy Rogers as well as my parents whose names both began with the initial "R." (Rita & Reno). In the 30s, 40s and 50s Woody's, of all makes, often displayed on their front doors the name of the business, estate, winery, ranch etc with which they were affiliated. Therefore, having a door logo will also fit with period correctness.

In discussion with the Roy Rogers Family Foundation, I asked about the camera mount and all the other equipment I noted earlier in this article. It seems that Republic Studios or Goldwyn Studios filmed much of Roy Rogers' work and the supposition is that Republic installed the camera mount and other equipment (referenced above). It is likely during the late 40s / early 50s that the Woody was used as a "camera car" following its earlier use in front of the camera. For those of you who wish to see the movie *UTAH*, it can be ordered through Netflix. You will enjoy the wholesome nature of the entertainment, the story line and the number of times that a certain 1941 Buick Woody is on screen. Going forward I hope to learn more about the history of our 1941 Buick Woody and perhaps other film or film production connections to this interesting antique auto.

A small point of interest is that in 1941, Buick used wide white wall tires on a majority of its automobiles, especially its more expensive models. However,

based on old photos as well as in the movie "UTAH" it ap-

pears that the Woody always had black wall tires and so today, our 41 Buick Woody has new black wall tires maintaining its more masculine and rugged Western look.

Anyone of us with an interest in antique automobiles would be fortunate to find a 1941 Buick Estate Wagon. However, the best part of the search in finding this vehicle in particular, became clear when I researched the history of the car and discovered George Clayton and his family. While, George is no longer with us, his stories remain and I find them very interesting.

Time and space in this article do not allow me to do justice to George's experiences and accomplishments. Perhaps another article sometime.

I am thankful to George's daughter Nancy and son Greg as well as his friends Carlo, Bill and Joyce (referenced above) for taking their time to tell me about George and the Clayton family going back to the early days of aviation in our country. Particularly interesting were stories that revealed George as the first civilian to travel the AICan Highway in its entirety (in 1943, in a 1940 Buick) and his homemade device that allowed him to burn diesel oil to operate his Model A Ford and drive cross country with friends after graduating from high school in the late 30s.

We are enjoying the 41 Buick Woody these days especially with my 5 yr. old Grandson Nick, who calls it, "the friendly woody" but I call it "George". Looking forward, my brother Gary and I plan to drive this 41 Buick Woody to car shows in our local area or just for enjoyment on good weather days. When the Buick is at a show, it will be displayed with highlights of its history and a focus on George Clayton, a very *Special* man.



George Clayton driving the '41 Buick

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### NEXT MEETINGS

**This month the membership meeting is at The Bakery on Thursday, February 14th (Valentine's Day). Meeting starts at 7pm; most members are there for dinner by 6pm.**

The Board Meeting is at 6:30 PM at Sam's Sourdough Café on the Tuesday before the membership meeting. This month it is on Tuesday February 12th / Dinner is B4. Everyone is also welcome to attend.



1941 Buick Special Woodie Wagon



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