



The **PROBUS** Club  
of Brentwood Bay

# BULLETIN

Volume 10, Issue 8— August 2010

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**Next Meeting**  
**Tuesday August 17 2010**

**Annual BBQ**  
**To be held**

**At**

**Glen Meadows Golf Club**  
**5pm cocktails for 6pm dinner**

Minutes of PROBUS Meeting 20th June 2010

The meeting was opened by President **Rod Heath** at 10.00 AM

Guests. **Ed Cruise** was the guest of **Irfane Fancy**.

**Speaker**

Our speaker was **Linda Chornobay** of Enabled Financial Solutions. This organisation is based in Victoria and is currently opening branches throughout BC. Founded 6 years ago by Ms Chornobay, a doctor's daughter with a background in medicine and legal matters, Enabled Financial Solutions specialises in claiming disability tax credits. Refunds can go back 10 years and the Company claims a 95% success rate on behalf of clients for a wide range of ailments the most common being arthritis, back/knee problems, heart and mental functions.

Ms Chornobay explained that their success was due to their ability to negotiate with the CRA whereas the public are often bemused in a tax maze when making claims or do not think they are eligible. Free eligibility assessments are available but to enlist the Company's services requires a fee of \$100 plus tax. According to the Company's website, "We know the process and get most people \$5000 rebates" an impressive claim but a lucrative one as Enabled Financial Solutions levy a 30% fee on the final rebate figure. For further information you can go online [www.enabledfinancial.ca](http://www.enabledfinancial.ca)

Brian Marshall thanked the speaker on behalf of the Club.

## **Events**

**Alan Anderson** reported that as there had been no response in attending a “Guys and Dolls” performance in Chemainus, this event is now cancelled.

The annual Club barbeque will be held at the Glen Meadows Golf Club on Tuesday 17th August. The bar will be open for 5.00 PM dinner at 6.00 PM and entertainment is being provided. There will be no PROBUS meeting in August.

## **Finance**

**David Howard** reported a satisfactory situation and it was suggested from the floor that the Club should consider a charitable donation. Such donations are usually made at the behest of the President.

## **Membership**

**Richard Wait** reported that we currently have 94 members, therefore membership is still open.

## **Sunshine**

**Alfred Panter** welcomed back into our ranks **Carl Mawby** who was attending after a long absence due to ill health. Regretfully **Morris Murray** passed away since attending last month's meeting.

**Alan Lewis** and **Steve Csima** were reported as being under the weather.

It was also noted that **Aleck Trawick** is recovering from a hernia operation and President Rod extended the Club's best wishes for a speedy recovery.

**50/50** winner was **Ernie Hutchinson** who told a joke on 'account' as he won't be attending the September meeting. Meantime **John MacDiarmid** told his joke after winning the June 50/50 which proved we were all deaf!

## **AOB**

**Alistair Crooks** informed the membership that **Norman Kerr** is getting betrothed in September and the club extends Norman and his new wife the best wishes for a long life together.

It is with regret we report that our honorary member **Len Shebeski** died on Tuesday, August 3rd. Len had been hospitalised for several years, enjoyed a game of bridge with PROBUS members, but had been confined to his bed for several months.

Len was 94. A Celebration of Life service for Len will be held at First Memorial Funeral Services Chapel, 4725 Falaise Drive, 10 am. Monday, 9th. August.

## **BIOGRAPHY of William Zonnenberg P Eng.**

Born in 1930 in the Netherlands , immigrated to Canada in 1951,  
Married in 1956, two sons and six grandchildren. Retired in 1985.

The second world war , the brutal occupation ,the near starvation and the early death of his father in 1944, all out of his control, were the causes to spur his ambition towards future self reliance and the start of a new life.

Education was recognised very early as the means to success ; with hard work and a top scholar to boot, he earned bursaries to keep him in university at very little cost.  
He graduated in 1951 in civil Engineering, majoring in Transportation.

He choose Canada as the land for his future.  
In retrospect the second best decision after education!

Of particular interest was the absence of the class system and the near elimination of the glass ceiling, deterring advancement, so predominant in Europe.

His first job ,was fresh from the boat in the fall of 1951, near Tilsonburg Ontario, not in engineering but in harvesting tobacco. Free room and board gave him the opportunity to save all his money which made him the owner of a residential lot in North York that same year.  
He built his first house there in 1952.

Without connections or knowledge where to find work he soon found out that an English work resume and recognition of his Dutch papers were prerequisites.  
The first was solved by jumping the fence at the Davisville subway station construction in Toronto. Standing uninvited next to the superintendent (The guy recognised by the white helmet) he offered advice regarding a de-watering problem under discussion. He was hired on the spot, first in an Italian labour crew then as a surveyor for the station layout. The next step was finding permanent employment with a written recommendation from the superintendent.

In a search for employment clues, he read an article by the Chief Engineer of the then Department of Highways of Ontario, in a trade publication and decided to pay him a visit regarding employment. A white lie to the then commissioner in the front hall of the Parliament buildings, that he was summoned by the Chief engineer ,brought him in front of a Mr Siddall in a matter of minutes. In reply to the Chief `s aggressive questioning ,“where did you come from , who let you in, who in hell are you,” he told him that he read his article about bridge design in the engineering magazine and decided to work for him !

“You do eh! Tell me who you are.” He looked at the invader and without a further word , he called the head of hiring in personnel and barked , “I am sending down this chap from Holland, what is your name again ---, hire him.”

When six months later Zonnenberg was let down by the bank for a mortgage for the house under construction , he looked up Mr Siddall again . This time to thank him for the opportunity, but insufficient income to secure the mortgage forced him to seek a job at double the salary elsewhere.

Mr Siddall asked only one question “if he liked what he was doing“, upon a confirmative answer he was told that his salary would be doubled immediately. Young Zonnenberg decided to stay.

A good start of an interesting career indeed! The time was May 1952.

At the same time he was offered a job as a construction superintendent for a large housing development in North York. This came about by being noticed by the developer who became interested in the construction methods being employed in the spare-time and week ends activities of the house building.

(The house was started in March and completed in October 1952)

The offer was turned down in preference for larger projects with the highway department, at a much lower salary without too much thought.

He obtained his licence from the Association of Professional Engineers for Ontario and rolled up his sleeves.

In a short time he was made head of highway intersection and interchange design for the province , still in Toronto. This entailed the development of geometric standards and supervising all intersection designs .

In 1956 the next major decision was made!

He married Lotte , a Dutch girl working for the Dutch consulate in Toronto.

She became undoubtedly a major positive influence in the rest of his life and his ambitions. Coming from similar background including the loss of her father during the war, they understood each other and formed an alliance, still working extremely well after 54 years. They started house keeping in North York ,a Toronto suburb, then In London where they had two sons, back to the Toronto area in 1972.

After functional intersection design and a period as construction supervisor in the London district he was promoted to Regional Design Engineer for the management of the road systems in S-W Ontario in 1967.

In time, his work in freeway and expressway design in Ontario was recognised by the Association of Professional Engineers for Ontario and was awarded Specialist status in the field of Transportation Engineering.

Promoted again in 1972 to Head office in Toronto , this time against his will, he became involved in policy matters and provincial budget control and development. He got disenchanted in this environment due to the politics and the departure from spending criteria on the basis of technical needs .

However you can make lemonade from “perceived” lemons.

A decision was made to buy a hundred acre farm near Georgetown Ontario.

Excellent to keep his two growing sons out of mischief and to speculate on value appreciation and land severance at the same time. It paid off !

He transferred the run down farm into a country estate within five years.

Also in Toronto he was involved with the planning for the first LRT in east metro as well as research in value for money projects and systems.

In 1980 he was asked to go to Indonesia for a planning and education project under CIDA with World Bank financing. A most interesting experience involving politics, corruption, culture clash and a recognition how systems and power bases work.

He completed the job in time, unheard of in the “third world” of things.

When asked, upon his return to Canada about culture shock, he replied,

” The shock is realizing that Canada with all its capital in know-how and its wealth in natural resources is plagued by political in-fighting and below normal efficiency.” He was well aware of the cost of political interference in infra structure planning in Ontario and became disillusioned with the lack of support in the ministry to change for the better.

Back from Indonesia in Toronto in 1982 he tried to form an alliance between Ontario based consulting engineering firms and the provincial Government for backing, to manage infra structure projects in South East Asia.

Self interest by major players and government bureaucracy outside the Transportation Ministry doomed this project, including his recommendation to set up a trade office in Singapore.

( Some one else in another Ministry took the clue and was able to open the Singapore office in 1986.!!!!)

Done with political interference, he took early retirement in 1985.

After studying all the location options, he and wife decided on waterfront in Sidney, BC and built their fourth house in 1987 at 10517 AllBay Road.

A good decision in terms of the real estate market appreciation while living on one of the most interesting waterfronts in the Victoria area.

Retirement has been interesting as well.

Although BC was chosen as the best choice it became very clear very early on that being from “away” or “the East”, a certain amount of suspicion is preventing acceptance of well meant technical advice in transportation matters and being rebuffed to offer pro-bono advice to local as well as provincial authorities as a result.

Anyway there was fun in trying, he constantly writes and still deals with politicians and has voluminous files and records to underscore the “I told you so” mishaps in the region.

On the recreational side it was sailing in the past on Lake Ontario in an Alberg 30 and in retirement in BC in a Catalina 30 exploring the coast and the Gulf islands. (Sidney-North Saanich Yacht club).

Hobbies were buying and selling Canadian antiques, camping and travelling, as well the restoration of two early Canadian pioneer homes.

More recent recreation involves sailing on the big ships, mostly the Holland America line, and travelling.

Since 2005 he is a volunteer medical driver.

We look forward to seeing you all at the annual BBQ to be held once a year at Glen Meadow Golf Course on August 17 2010.

We will meet for drinks at 5pm and dinner at 6pm

We still need more input from all members for better content in the Bulletin. See you all at the next meeting and try and bring a friend as a potential new member.

When you bring a friend to the meeting, please register his name and phone number/email address with the President so that we can follow up and hopefully get him to join the group. As you can see we now only have 89 members and are looking to increase this to the magic 100 number.

Any member that wants to add a comment or article for inclusion in the Bulletin should send the text or photo by email to the editor and it will be reviewed and included.

After a very successful year, we soon will meet to select a new group of volunteers who will be prepared to fill the various positions that become vacant at the end of our financial year in our PROBUS Club for the year 2010/2011.

The Annual General Meeting will be held on Tuesday September 21 and at which time we shall elect our new Management Committee.

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This Bulletin is also posted on the PROBUS website: [www.probus.org/5bclmbia.htm](http://www.probus.org/5bclmbia.htm)

THE CLUB MEETS ON THE THIRD TUESDAY OF EVERY MONTH OF THE YEAR  
IN THE CENTRAL SAANICH SENIOR CITIZENS' ASSOCIATION'S FACILITIES

**The next three meetings will be held on:**

**BBQ 17 August, AGM Sept.21 & Oct. 19 2010**