

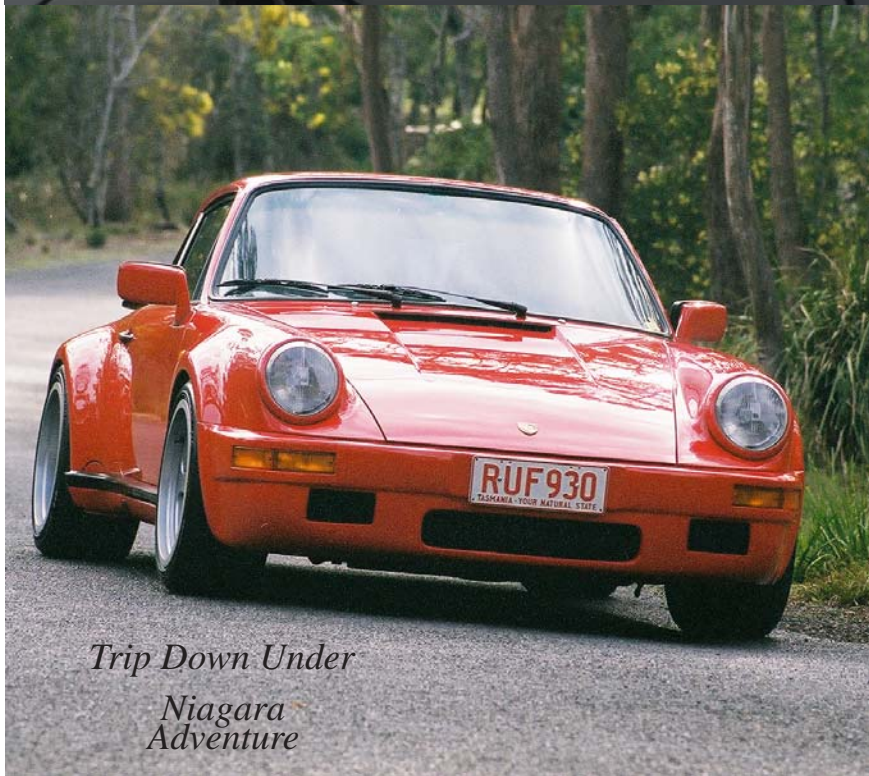


# Northlander

Newsletter • North Country Region • Porsche Club of America  
January 2005 • Volume 28 Number 1

## *In this Issue*

*Jack Saunders, Enthusiast  
of the Year*



*Trip Down Under  
Niagara  
Adventure*



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# Northlander

Newsletter . North Country Region . Porsche Club of America  
January 2005 Volume 28 Number 1  
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## On the Cover...

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**Yearbook:** **OPEN**, yearbook@ncr-pca.org



# CALENDAR

**Jan 9, Parade Planning Party**, Johnson Residence, Wolfeboro NH, Don and Sandi Johnson, rsvp requested at (603) 569-3337

**Jan 15, After Holiday Yankee Swap**, New Asia Restaurant, Newington NH, Ellen Beck, rsvp requested at (603) 778-9522

**Jan 22, Tech Session, General Maintenance**, Sports Car Workshop, Arundel ME, Matt Romanowski, tech@ncr-pca.org

**Feb 5, Tech Session, Restoration / Open House**, Paul Russell and Co., Essex MA, Matt Romanowski, tech@ncr-pca.org

**Mar 12, Tech Session, Suspension Theory**, Exotech, Plaistow NH, Matt Romanowski, tech@ncr-pca.org

**Apr 2, Tech Session, Electronics**, Precision Imports, Manchester NH, Matt Romanowski, tech@ncr-pca.org

**May 5, Tech Session (Tent), Concours Preparation**, Porsche of Nashua, Nashua NH, Matt Romanowski, tech@ncr-pca.org

**May 27-29, Drivers Education NCR**, NHIS, Scott Martineau, driver-ed@ncr-pca.org

June 11, AX (Tent) NER, Ft. Devens, Bill Brinkmann, bill@the-brinkmanns.org

**June 24 -July 1**, 50th Annual Porsche Parade, Hershey, PA

**June 19, AX #1 NCR**, Ft. Devens, Colin Blake, autocross@ncr-pca.org

**July 23, AX #2 NCR**, Ft. Devens, Colin Blake, autocross@ncr-pca.org

July 31, AX (Tent) NER, Ft. Devens, Bill Brinkmann, bill@the-brinkmanns.org

Aug 7, AX (Tent) NER, Ft. Devens, Bill Brinkmann, bill@the-brinkmanns.org

**Aug 15-16, Drivers Education NCR**, NHIS, Scott Martineau, driver-ed@ncr-pca.org

**Aug 20, AX #3 NCR**, Ft. Devens, Colin Blake, autocross@ncr-pca.org

Aug 28, AX (Tent) NER, Ft. Devens, Bill Brinkmann, bill@the-brinkmanns.org

**Sept 8, Drivers Education NCR**, LRP, Scott Martineau, driver-ed@ncr-pca.org

**Sept 17, AX #4 NCR**, Ft. Devens, Colin Blake, autocross@ncr-pca.org

Sept 18, AX (Tent) NER, Ft. Devens, Bill Brinkmann, bill@the-brinkmanns.org

Oct 2, AX (Tent) NER, Ft. Devens, Bill Brinkmann, bill@the-brinkmanns.org

**Oct 10-11, Drivers Education NCR**, NHIS, Scott Martineau, driver-ed@ncr-pca.org

**Note:** Dates for Autocross and Drivers Education are tentative at time of publication. Please watch this space or check the website at [www.ncr-pca.org](http://www.ncr-pca.org) for updated calendar information.

## FROM THE DESKTOP

By Tracey Levasseur



Bill asked me to write a piece for the first 2005 issue and I thought that was very nice of him. Then I realized he just wanted to take time off for the holidays. I'll have to watch that guy closely in the future!

As one of the newest NCR members I have a lot of catching up to do as far as activities are concerned. Fortunately, as co-editor I was one of the first to see the 2005 Events Calendar. That has helped me plan a strategy to work all my hobbies in to 2005. At a glance I would say don't try to reach me through the entire month of May!

Anyway, I will tell you more about myself in another issue. Right now I'll highlight some of the interesting events this year that you just might catch me at. You'll know me, I'm the one with the Jag-U-ar. Yeah baby!

Here in the northeast those of us who aren't fortunate enough to migrate to warmer climes have to put up our sports cars during the winter months. The NCR Events Committee takes this into consideration when planning. Tech Sessions in January, February and March will keep you from standing in your garage staring at your hibernating car (I know I'm not the only one that does this!). Tech Sessions are conveniently located in various states to encourage members to attend. Tech Session #1, General Maintenance will be at Sports Car Workshop in Arundel, Maine. That's just a lug nut's throw from my house so you may spot me there.

When the snow recedes the sports cars emerge from the garages just in time for a Spring Rally on May 1. After reading last month's Rambly article I really want to try the rally. However, I may need a rally partner, as my other half is not good with riddles and even worse with giving directions. On May 15 NCR hosts the Car Control Clinic at NHIS. If the clutch is replaced in the 911 by then I want to learn how to drive a sports car properly. (*Editor's Note: Or would that be "...how to drive a proper sports car"?*)

The DER announced late last year that they *would* be hosting the Zone 1 Concours & Rally at Fort Williams in Cape Elizabeth, Maine on May 20, 21 and 22. This three-day event, though sure to be a crowd pleaser if the weather cooperates, will take a lot of volunteers to pull off. We NCR members will most likely be asked to help out. Though I have another hobby conflict that weekend I will plan to help and participate when I can.

One of my favorite automotive events (besides watching the Barrett-Jackson Auction) is the car show. Generally speaking a local car club sponsors a "car show" and cars are judged by spectators, called the "people's choice." The "concours" usually has knowledgeable judges who go through each car with a fine-toothed comb. The stakes are usually higher in the concours as some offer cash prizes in

continued on page 10

# FROM THE PRESIDENT

By Janet Leach - President



I hope you are having a happy holiday season. This is my first column since I was Membership Chair, and I am in search of a title. I was trying to find a common element in some of my varied interests: Porsches, hockey and golf, but the right idea hasn't come to me yet. Watch this space. In my new role, I am pleased to have the support of our board members and committee chairs. Collectively, we have an expansive breadth of knowledge among these individuals. I have only been a member since January 2000, so there is a lot more to learn, see and do. I recently attended the Zone 1 Presidents' Meeting in Latham, NY, with Jim Gratton and Loosey and Colin Blake. A separate workshop for webmasters, conducted by PCA Webmaster Eric Monterastelli, was held in conjunction with the Presidents' meeting. I enjoyed meeting many people from other regions, including the Canadian regions of Upper Canada, Rennsport and Acadia. Zone 1 consists of 18 regions, and representatives from 16 were in attendance. Out of the 13 Zones within PCA, Zone 1 accounts for 23 percent of the total membership. I've always been fascinated with facts and statistics, and you never know when some of this stuff might be helpful on JEOPARDY! Look how far Ken Jennings went with his knowledge of trivia. If there had been a category dedicated to Porsches, I might have beaten him on the buzzer.

The NCR Board and Committee Chairs held our Annual Planning Meeting in early December, and we believe we have a great selection of events to offer you in 2005. The Calendar is in this month's *Northlander*, and it is similar to a balance sheet; it is a snapshot in time. Please refer to our website at [www.ncr-pca.org](http://www.ncr-pca.org) for the latest updates. Many dates and events have been finalized, but there is still room for more, including social events. If you have an idea or suggestion for an event, please contact our Social Chair, Steve Robbins at [social@ncr-pca.org](mailto:social@ncr-pca.org).

If you have been to several Porsche Parades or are planning to attend your first one in Hershey this year (I fall into this category), please join us at Sandi and Don Johnson's on Sunday, January 9. Don wrote a couple of excellent articles in 2004 about the many Past Parades that they have attended. This gathering will be a great opportunity to ask questions and will get you in the spirit to register for this year's Parade. The November *Panorama* has a preview of the event, and you can refer to information online at the official website: <http://www.pca.org/parade/2005/>. We hope to have a great North Country Region presence in Hershey; some of our members will be planning the various events, including the Gimmick and TSD Rallies. It's almost in our backyard, within a day's drive of our region.

Ellen Beck is organizing a Post Holiday Yankee Swap Meet on January 15 at the New Asia in Newington. This should be like no other Yankee Swap you've ever attended and could be a very spirited event. Bob Gutjahr from the Chesapeake Region, will be the Master of Ceremonies.

continued on page 26

# THE STARTING GRID

Lisa Roche - Membership



It is my pleasure to be assuming the position of Membership Chair. I have been a member since 1992. I have an '89 944 and am quite active with the club in many of the activities including autocross, drivers education, rallies, social events and have co-chaired the annual car show for Toys for Tots since 1999. I have attended one past Porsche Parade that was held in Mont Tremblant, Canada and plan on attending this year's Parade that is being held in Hershey, PA.

The club offers many different types of events to appeal to all of the members and the emphasis is always on fun. I look forward to meeting you at an event soon!

## New Members

Michael Sluka  
Bedford, NH  
1997 911

Frank Flanagan  
Judy Flanagan  
Pelham, NH  
2002 Boxster S

Tim Melanson  
Cindy Melanson  
Wolfeboro, NH  
2004 911 C4

Mick Myles  
Joyce Myles  
Weare, NH  
2003 Boxster

Luigi Minoletti  
New London, NH  
1999 996

Richard Rosato  
Concord, NH  
2005 Cayenne S

Charles Vadakin  
Anne Vadakin  
Rye, NH  
1989 944

Jack Herman  
Karen Herman  
Andover, MA  
2005 911 C4S

Brian Yevick  
Chris Yevick  
Merrimack, NH  
1978 930

## 5 Years

Robert Tuttle  
Matthew Tuttle  
Exeter, NH  
1981 911

## 2 Years

Meghan Desfosses  
Alfie Desfosses  
Portsmouth, NH  
1996 911 Carrera 2

Carole Owen  
Greg Owen  
North Hampton, NH  
1968 912

## 1 Year

Blair Budday  
Jennifer Christian  
Bedford, NH  
1989 928

Richard Leehr  
Karen Meeker  
Portsmouth, NH  
1986 930

Scott Rouillard  
Portsmouth, NH  
1998 Boxster

Buck Howe  
Amherst, NH  
1977 911

Alex Orr  
Manchester, NH  
1987 944

Eric Tetler  
Rebecca Tetler  
Derry, NH  
2000 911



# NCR BOARD WERKES

Doug McIninch - Secretary



## MEETING MINUTES October 12, 2004

On October 12, 2004 seven board members and eleven club members met at the Cat'N Fiddle in Concord, New Hampshire to conduct business.

**President's Report/Correspondence:** Jim welcomed everyone and reported that there had been no correspondence from PCA to report. In his general remarks he did call for a board meeting on November 9, 2004 to complete the final preparations for the Annual Meeting and Banquet on November 13, 2004.

**Secretary's Report:** The minutes of the September board meeting were accepted as distributed.

**Treasurer's Report:** The distribution of the Treasurer's report and figures had been delayed due to the schedule of the NHIS DE event on the day of the board meeting. As many board members had come directly from the track to the meeting they did not have the figures, and the acceptance of the Treasurer's report was deferred until the next meeting.

**Membership:** The technical difficulties of receiving the membership information from PCA were discussed. PCA is working on improving the situation. Presently NCR's membership is at 511.

**Northlander:** Bill Kallgren updated the board in his assumption of the *Northlander* editorship. Judy Hendrickson has been extremely helpful in producing the *Northlander* and helping Bill in the takeover. Bill will report on the Annual Meeting and Banquet in the January *Northlander*.

**Advertising:** The production problem in getting out the *Northlander* in 2004 has resulted in some advertisers' checks being held beyond their expiration dates. Kevin will use this opportunity to physically return the checks to our advertisers and have a renewed contact with them to discuss the 2005 *Northlander*.

**Website:** Loosey had nothing new to report.

**Safety:** All have been safe since the last meeting.

**DE:** Jerry Austin provided a detailed review of the DE events of the year. He recommended allowing non-Porsche cars into our DE events in the Black and White run groups. This led to a lively discussion concerning how other clubs have handled the technical aspects of pre-track and at-track inspection of off brand cars. The debate was concluded with the decision the DE Committee should come back to the Board with specific recommendations as to how this should be handled.

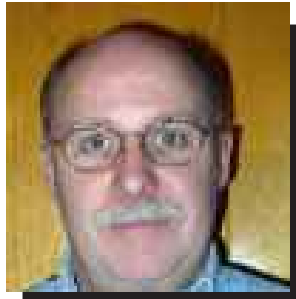
Ellen Beck provided a report for Peter Faili confirming that NCR has developed a great corps of trained and dedicated DE instructors. NCR has 40 of the 150 nationally trained DE instructors.

**Charity:** Lisa Roche reported that 35 cars participated in the Toy-For-Tots Car Show. There were over \$1,080 in cash receipts in addition to the many toys that were

continued on page 30

# TRACK TIME - 2004 WRAP UP

By Jerry Austin - 2004 DE Chair



*Editors Note: Everybody please rise and give Jerry Austin a warm round of applause for a successful year of Drivers Education events. Jerry has stepped down as chair of the DE series, replaced by Scott Martineau and Bob Pickul. Scott and Bob have a full calendar of events planned for 2005; check the calendar and this column often for full updates from Scott and Bob.*

I decided to provide the members with a summary of our 2004 DE program. We did three events at NHIS and one at Lime Rock for a total of 8 track days in 2004. We had a total of 274 different participants from 13 regions. A total of 59 people were first time participants of any DE event and of the 59, 34 were NCR members. The following is a breakdown of the regions we drew from, including one repeat participant from the Pacific Northwest (PNW).

CHS = 1	HVR = 3	PNW = 1
CNY = 2	MNY = 5	POC = 1
CVR = 54	NCR = 122	OTH = 4
DER = 13	NER = 64	
HCR = 1	NNJR = 3	

Table #1 Zones of Participation

I also thought it would be interesting to summarize the variety of cars that were registered.

911 (incl. 930, 964, 993 and 996) = 171	928 = 6	Ferrari = 2
912 = 2	944 (incl. 951) = 67	Spec Miata = 1
914 (incl. 914-6) = 14	968 = 5	Formula Ford = 1
917 (replica) = 1	986 = 22	Spec Racer = 2
924 = 4	Audi RS-6 = 1	
	BMW = 2	

Table #2 Cars Used at NCR DE Events

Laurie Sanborn in the Bowl



Financially the club did well and made a surplus near \$10,000 from the DE program. The DE group was also responsible for the MAW charity event at our May event at NHIS, which was a great success. In addition, we did a total of 21 track samplers throughout the year which we collected \$25 each. NCR will generously match all of that



money and donate it to MAW-NH. I also want to thank our generous DE sponsors, Porsche of Nashua and Ira Porsche. Please be sure to mention how much the club appreciates their support when you visit either business.

We had a very safe and fun year with zero accidents. This is an amazing feat when you consider we had 880 individual track/people days. Estimating 85 miles per person per track day, that is 74,800 miles on the track at speed. This is a testament to the excellent program that the NCR track committee provides as well as the quality of our instructor corps.



Judy Hendrickson's 914

Speaking of instructors, NCR had an all day training session in May. We trained 38 instructors to the new standards established by PCA National. This brings the total of NCR "Nationally Certified" instructors to 51. When you compare that to a total of 229 instructors nationally certified, you can see how incredible our instructor team is. I want to thank Ellen Beck for making this

possible. She worked with PCA to write the training and then did the training for our May event. In fact she traveled to other regions to do training for them so she is probably responsible for half of the certifications.



Blair Talbot in the North End Chicane

Thanks again to all of the NCR members who assist in making our DE program one of the best in North America!

Concord, NH  
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From the Desktop (continued from page 4)

addition to trophies. Both events delight the eye with impressive examples of automotive engineering. In addition to the concours sponsored by DER, NCR will hold its annual Toys For Tots Car Show tentatively scheduled for September 10. Members are encouraged to bring a toy for charity, spit shine their cars and display them to the eager public. Also on the 2005 Events Calendar is the Exotic Car Show in Merrimack, New Hampshire hosted by New England Viper Club on June 25. I might actually get to exhibit two of my cars at this show.

NCR Autocross begins June 19. I've run the "slalom" once with my car in another club and I describe it to friends as an amusement park ride you have total control over. It's exhilarating and once you've tried it you will never again be able to pass traffic cones without the urge to weave through them.

It's amazing how many NCR members participate in Drivers Education. The DE season kicks off May 27 at NHIS. Though I doubt I'll be ready for DE in 2005 I will definitely make the trek to NHIS to watch and learn.

There are many other events posted on the 2005 Calendar. Be sure to take the calendar out and stick it on the refrigerator so you won't miss out on the fun. I sincerely look forward to seeing new faces as well as catching up with the familiar ones from last year.

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# TWO FOR THE ROAD

By David Churcher



“Two for the road.” Isn’t that the title I used for the article on the trip to Europe and Nuerburgring with Martin? Yes. But this is another “two for the road” ... this time to Tasmania. Cilia was unable to come with me so I went with “the other women” in my life. Helmi. My daughter.

This trip was prompted by my mother. Mum is now 87 and feeling the need to have her family around for a sort of reunion. The timing coincided with my sister’s return from a world trip, the wedding of some friends in Tasmania, and the recent discovery of the LMK-917. So Porsche was a part of this trip...a few times.

I had arranged with Andrew and Anthony of Kraftwerkz to visit them when I arrived in Melbourne. The LMK factory is about 100 kilometers north of Melbourne, just a little west of Hanging Rock (*Picnic at Hanging Rock*, the movie), and right in the middle of some great wine country. Andrew had given me directions and indicated that their shop was the most inconspicuous place on the block. It was. Just goes to show good things come in small packages. The factory looks like just another small business but the give away is a small silhouette of a 917 on the front of the building. Once inside it is a real car factory...three 917s in various stages of assembly, new projects leaning against the wall, a Renault V8 monoposto racer, tools and parts all around, and atmosphere. Atmosphere? Yes, this place is exciting! You can feel the energy in those 917s.

New projects? I heard the guys were planning a Ferrari 512LM. They are. But already existing is a CanAm version of the 917, and, oh my goodness, a 908 replica. I had to ask if there was perhaps a saturation point in the market for such replicas. Andrew figures his potential market is at least the same as the Ford GT40 replica market. Interesting point. I know I want to be one of their customers but so far I cannot decide between the 917 and 908!

So how are these cars built? What about the engineering? These questions were big in my mind. I arrived in awe of what Kraftwerkz were doing and left even more so. The information on the original 917 was gleaned from many sources and many persons volunteered help. There is a close community of car builders down there doing various restorations and replicas. One



Photo Courtesy of Kraftwerkz

908 Body Under Construction

shop is building a 917 flat 12 motor. Just for the heck of it. Andrew received a Porsche drawing of a 917 chassis from a helpful enthusiast. Someone loaned a seat. Albums filled with photographs provided information. All this, plus a lot of work by Andrew on the drawing board and then suddenly, there was the LMK.

We sat and sipped tea and talked cars. September north of Melbourne gets cold about 6 PM. The radiator (heater) was on, and the tea tasted good. We talked of cars and trips; I discovered Andrew and I worked in Montreal at the same place in 1966. We talked of trips to the USA. The guys had been in California heading for Texas and Florida with a car in tow, friendly Americans loaned them a trailer for the trip. Indeed, a couple of stories like this unfolded. See, Porsche people. Nice people.

We left for the drive back to Melbourne and dinner. I left, as I said, with a feeling of awe...this was one of those days, again. Once in Melbourne we did what one must do — a pub dinner with a bottle of Aussie red. Super!



*Rene Pickett,  
David's Mum*

On to Tasmania, and the reunion and wedding. I also discovered my dear old Mum had not been tootling around in Bronwyn's MG as she had told me. It was a BMW. Ah, well. At 87 years old MG, BMW, they're all the same. But Mum knows what a Porsche is. She told

me Bronwyn's husband has one and he fixes old cars as a sort of second business. Well, this story unfolded in to another of those days.

I called Bronwyn to get some more details on the Porsche and the business James had. Surprise! Their son, Gavin, would take me out in the Porsche if I liked and we could visit James at the shop. The Porsche turned out to be a superb 1986 RUF with RH drive. James had found it as a German spec car sold in Japan. He bought it and now it lives in Tasmania. See the photographs (*Editor's note: You will find a photo of the RUF 930 on the front cover of this edition.*)

We took the RUF out for a spin and a photo op. As we descended in to the reserve (park) I realized we were on the course of the Trevallyn hill climbs. Back in the 1960s as a young man I used to go up there to watch the races. *Deja vu.*



*Lunch at Greens Beach with Jill and John  
Grubb (aka the Grubbies), Tasmania*

The MG name came up again. Mum was correct. They do have an MG. Several in fact. James brings in MG RV8s and reconditions them. Most of them went from the UK to Japan where they are a great success. What

continued on next page

## Two for the Road (continued from previous page)

is an MG RV8? It's a MGB with a Rover aluminum (Buick) V8.

More Tasmanian Porsche stories? Oh yes. I went to the car museum in Launceston where they have a 911, a 944, and a 356. Nothing too special in all that. I looked at some of the other nostalgia at the museum like a C type Jaguar, a '58 VW bug, and a library of Targa Tasmania photographs. The book was Aus \$165, a bit pricey and heavy too.

But oh, glorious photographs! The Targa is quite an event, world class. The Porsche Museum sends down a few cars every year. This last event they had a 550 Spyder and the Arbarth Carrera.

About 10 years ago there was quite a bit of fuss about a Ferrari F40 in the Targa being crashed. I met the owner, Chas, briefly about seven years ago



*Chas Kelley Opens the Garage*

while visiting a friend in Melbourne. The same friend arranged for me to spend some time with Chas on this trip and to see his car collection. Once again I have been treated to a special day: Chas and Robin hosted Helmi and I at the house for a few hours to play with the toys. See the photographs. Chas is a very hard working business man but with time and passion for his cars. He is a Jimmy Clark enthusiast and has so much memorabilia in the office and his toy room, including a Jim Clark driving suit, helmets from various famous drivers are lined up, several Ducati bikes, a Weber manifold, etc. What a wonderful collection! And the house is an architect's delight. A Dutch architect had 'free reign' to design the house and show off the cars. He did a super job. If I had more time with Chas would I have spent it looking at the '65 Mustang? Nope. I would have cooked dinner in that wonderful kitchen.

So there is the Porsche story. The trip, as I mentioned, included some sentimental visits. We went to Bruny Island where I have not been since I was 7 years old. We had a number of sumptuous meals, the Taste of Tasmania festival was not on but the restaurant industry keeps the spirit going all year. The wine is expensive because of the Australian business methods (cartel), but it is excellent. The arts are thriving and indeed the quality of art is fabulous. We saw an exhibition of Philip Kuruvita photographs...stunning ([www.kuruvita.com.au](http://www.kuruvita.com.au)). The economy is booming down there and the country is becoming more American each day. They called it "The Lucky Country" and it still is. I called it "home" and sometimes still do. However, it is wonderful to be back in the USA. This *is* home.



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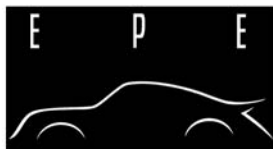
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# PORSCHEPHILE PROFILE JACK SAUNDERS

By Bill Kallgren

*Editor's Note: This article is the first in a series of stories bringing you, the readership of the Northlander, closer to fellow club members. If you or somebody you know has an interesting story to tell, the Northlander would like to hear about it. The inaugural subject of this series is none other than Jack Saunders, recognized at the North Country Region Annual Banquet as the Doug Hendrickson Enthusiast of the Year.*



*2004 Enthusiast of the Year  
Jack Saunders*

The *Northlander* was lucky enough to sit down with Jack between driving sessions at the October Drivers Education event held at New Hampshire International Speedway to learn a little bit of the life story of this octogenarian. Indeed the entire idea of a member of the month article really germinated when Jack showed up at DE event having coordinated his return trip from visiting his son in Atlanta such that he would arrive at Lime Rock for the September DE event. Jack drove through the remnants of Hurricane Frances to arrive at the track on time for the DE event with his 944 still packed with golf clubs and camping gear.

Although Jack is now living in the White Mountain region of New Hampshire, life for Jack started in a much different environment. Jack is a native of Brooklyn New York, and as a city dweller, Jack's exposure to the "Great Outdoors" was limited to sliding a Flexible Flyer in Lincoln Terrace Park while growing up. From this simple beginning in the heart of the city you will now find in Jack an enthusiast for outdoor activities both summer and winter.

While growing up in the public school system of the big apple, Jack was very interested in aviation and the engineering disciplines. Applying himself well, Jack was accepted at Brooklyn Technical HS where he was able to study the foundations of engineering while the clouds of war gathered on the horizon. At the outbreak of WWII Jack, at the age of 18, was accepted to Kings Point, the U.S Merchant Marine Academy where he approached his studies at the academy with the same focus and dedica-



*Under the helmet you will find a  
broad smile*



tion he continues to apply to all of his interests, including driving his Porsche.

With great passion and commitment, Jack graduated from the Academy at the top of his class and found himself suddenly thrust into one of the most dangerous assignments of WWII, as a sailor on a Liberty class merchant ship, sailing between the US and Europe. Most particularly, Jack was an engineer in the engine rooms of this slow moving target, the prey of the German submarine fleet's dreaded Wolf Pack. With a top speed of about 14 knots, the Liberty ship was essentially helpless against the submarine threat and relied on convoys to convey cargo safely to the theater of operation. Although Jack's training included lifeboat drills and featured swimming exercises under burning oil, being in the bowels of a Liberty ship during an attack meant little chance for survival. Indeed while off Gibraltar, Jack's convoy did come under attack with several ships being lost. With a thirst for more action, Jack quickly joined the US Navy and found himself assigned to a Destroyer with continued action throughout the war.



*Photo By Don Maskell*

*Liberty Ship - SS Jeremiah O'Brien*

With the outbreak of peace in 1945 Jack was once again a civilian and found himself back in his native New York where he quickly applied to and was accepted in the highly respected City College of New York. In 1950 Jack received his engineering degree and moved into the world of a design engineer for General Electric where he was able to feed his thirst for aviation through the design of jet engines. In the 1960's and 1970's Jack worked on a number of projects including the propulsion system for the A-10 Warthog. Low and slow, the A-10 continues to bring its pilots home from dangerous missions no doubt due to the efforts of the engineers including Jack Saunders who have a first hand appreciation for the difference that a well designed piece of hardware can make.

In the early 1970's Jack found himself drawn to the great outdoors with a sense of continued adventure in new areas. If you have a chance to sit down with Jack for a few moments you will find that there are a wealth of stories hiking through the seven continents including such fabled locations as Kilimanjaro in Africa, the Andes of Bolivia and the soaring peaks of Nepal.

At the tender age of 70 Jack once again sought a new outlet for his enthusiasm and decided it was a good time to hone his skiing skills by becoming a ski instructor and ski patroller, working at Waterville Valley. Of course the competitive nature of Jack could not be held back and he quickly took up ski racing, a passion that continues to this day. Indeed it is rumored that Jack makes the occasional trip to the continent to take on the best skiers of the Alps on their home slopes. Unfortunately the *Northlander* could not verify this rumor as Jack was called to grid for another on track session. Is this Superman? We are not sure; however just before donning

continued on next page

## Porscheophile Profile (continued from page 17)

his helmet Jack did divulge that since the 1970's he has followed an Asian macrobiotics nutrition method for eating with specific diet depending on ailments. Ancient Chinese Secret then?

Next time you are at a track or an autocross event, keep a windward eye peeled for Jack Saunders. You will find him behind the wheel of #18, a black 944, possibly at the back of the pack but always at the forefront of adventure.



## PARADE PLANNING PARTY

<i>Date</i>	<i>January 9, 2005</i>
<i>Time</i>	<i>2:00 - 5:00 PM</i>
<i>Location</i>	<i>Johnson Residence, Wolfeboro NH</i>
<i>RSVP</i>	<i>Don and Sandi Johnson (603) 569-3337</i>

Here is your opportunity to learn more about Porsche Parades – what, why and where. Come to the Johnson's in Wolfeboro on Sunday, January 9 from 2 to 5 PM. Ask questions, watch videos from past Parades and find out about the 50<sup>th</sup> Parade coming up in June 2005 in Hershey, PA. Learn how you can be part of the "action" by attending and experience a Porsche Parade. You will be "hooked," Guaranteed! Snacks and beverages will be available. The address is 10 Lary Road, Wolfeboro, NH and the phone number is (603) 569-3337. Also, email address is [maus930@metrocast.net](mailto:maus930@metrocast.net). RSVP to above phone or Email

### **From South**

North on Rt. 16 (Spaulding Turnpike) exit 15 onto Rt. 11 west, north on Rt. 28 towards Wolfeboro.

### **Or**

North on Rt. 28 from Manchester area towards Wolfeboro. Entering Wolfeboro, left at T (facing Weston Auto Body). You are still on Rt. 28. At blinker (War of the Rebellion Statue on left), pick up Rt. 109 (straight ahead). After passing through town take a left on OLD LAKEVIEW TERR. Immediately before the LAKEVIEW INN. Then turn left on LARY RD — 10 LARY RD is on the next corner with Jayhawk Flag

### **From North or West**

I-93 to Ashland, Rt. 25 East thru Holderness, left turn on Rt. 25B east toward Center Harbor, left on Rt. 25 toward Moultonborough, right on Rt. 109 toward Wolfeboro. Entering Wolfeboro, turn right on OLD LAKEVIEW TERR, (just past LAKEVIEW INN) then left on LARY RD – 10 LARY RD is on the next corner with Jayhawk Flag

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# NIAGARA ADVENTURE

By Alan Porter



It is hard to imagine that Lois and I have been married 25 years. Back then life was carefree; we could take off in the 914 anytime we felt like it, but nowadays we really have to plan a road trip. So we decided a perfect one would be to drive around Lake Ontario and end up at Niagara Falls, the honeymoon capital of the world, to celebrate our 25<sup>th</sup> wedding anniversary.

We loaded up our 1991 Carrera Cabriolet with what little we could fit, road maps of our route and a magnifying glass to read them. We took off on a Friday morning for a week of driving on as many back roads as possible, dreaming of keeping the top down, staying at beautiful hotels on the water everywhere we stop and no responsibilities.

To start the trip off right we picked up Route 100 in Bellows Falls, Vermont, one of the best touring roads in New England, and headed for Burlington. Unfortunately, it started to rain right away (the weather was perfect the rest of the week) and we traveled most of the first day with the top up and the defroster on. Route 100 is still a road made for sports cars with very little traffic and many beautiful vistas, especially with the low hanging fog. We arrived at the Wyndham in Burlington just as the weather cleared. We watched a magnificent sunset over Lake Champlain and enjoyed an intimate if not very good dinner at the hotel.

Saturday morning with the top down we headed up the lake crossing over to New York via Grand Isle. This is an area where my brother lived for years, it has many views of the lake from either side of the road. In between are small Vermont villages and farms reminding us how much we always liked the area. Crossing into New York we headed up to the St. Lawrence Seaway with our first stop being the Eisenhower Lock. One of seven locks along the river, which we soon learned handles more commerce than the Suez and Panama Canals combined, it is only open for seven months a year. We continued on to our next destination, which was Alexandria Bay in Thousand Islands, New York. Thousand Islands is an area I had always heard about and really wanted to visit. It's a section of the St. Lawrence separating New York from Canada. There are actually over 1800 islands, ranging from very small to miles long. Almost all of the islands have summerhouses on them, some of which take up the whole island. For instance Bolte Castle, built in 1904, has 112 rooms and is truly spectacular with a grand boathouse



*Ferry to Kingston*



*The Falls*

that can take a boat with a 60-foot mast. Thousand Islands has always been a big summer resort area for New York elite and has a very glorious and impressive history. We spent two days taking boat tours, learning some of the local history and seeing famous people's houses. We spied where Abby Hoffman was hiding out and the island headquarters for the Bones and Skulls Club, a secret Yale organization whose distinguished members include Bush and Kerry. The border between the

two countries zigzags between the islands never crossing over land but making for a very open border.

One of the good parts about driving a Porsche convertible is there is no extra room, so we never could go shopping. Monday morning we headed for Toronto stopping first in Clayton, New York (the home of thousand island dressing which we did buy a bottle of and found room for in the glove box!). We visited the Antique Boat Museum, dedicated to Gold Cup Racers and some of the greatest wooden boats. On display is "Pardon Me" a 42 foot long Garwood powered by a 16 cylinder

supercharged Dodge-Packard engine and a racing hydroplane with a 3000 hp Rolls Royce Merlin Motor. We went for a ride in an old woody, I got to ride in the 3<sup>rd</sup> cockpit. I asked the driver how he got the job of giving rides in such a beautiful boat. He said he was retired and did it as a volunteer. Hell I would pay for that job!



*Need for Speed*

We crossed into Canada by taking a short ferry ride to Wolfe Island where we went through the smallest customs imaginable. We drove 11 ki-

lometers across the island and then took another 45 minute ferry ride to Kingston, Ontario. There we picked up Route 33 towards Toronto, where we found our favorite spot of the whole trip. Driving along all of a sudden the road ended and we had to take another ferry across a bay where we met some locals who said we should visit Lake on a Mountain in Glenora, Ontario. We had lunch in a beautiful European style Bistro on the banks of this lake the Mohawk Indians called Onokenoga or Lake

continued on page 22

of the Gods. Truly one of those pleasant surprises that a road trip can produce, Lois and I both decide that Glenora is a place we could live.

We arrived in Toronto about 8 pm a little shell shocked being in a big city after days of wandering through so many back roads. Our hotel room was on the 23<sup>rd</sup> floor overlooking the lake, which looked just like an ocean. Tuesday morning we walked around Toronto including going up the CN Tower where there is a glass floor on the 117<sup>th</sup> observation level. We found it hard to walk on though all the little kids seemed to have no fear at all.

We headed toward the falls that afternoon taking Lake Shore Road for many kilometers. Our favorite town was Oakville, a waterfront town reminding us of Marblehead. We continued on through wine country to the Sheraton in Niagara where Lois had booked a spectacular room on the 22<sup>nd</sup> floor directly over the Canadian falls. The room had two stories of windows with a sleeping loft. It was one of the nicest hotel rooms we have ever stayed in. On Wednesday, August 18<sup>th</sup>, our anniversary, we did all the tourist attractions of the falls. We went behind the falls and rode on the Maid of the Mist. Though the falls are certainly one of the wonders of the earth and the



*At the Lake*

Niagara River with its Class 6 rapids beautiful, we especially liked the butterfly conservatory with over one hundred thousand butterflies flying all around and some of the prettiest botanic gardens we have ever seen. There is so much history in this area, from battlefields of the War of 1812 to the dare devils that went over the falls and crossed the river on tightwire. Touring the Beck Hydro Electric Plant brought home just how powerful water can be. The area is spectacular and I am sure Kodak has made a fortune just on the pictures that have been taken of the falls. That night we had a romantic dinner in our room that was just about perfect. We celebrated 25 years of a great marriage in style.

Thursday morning was raining when we crossed the Peace Bridge in Buffalo and stopped at the house Lois was born in on Niagara Street in Buffalo. Her family only lived there a couple years before moving back to Massachusetts. We took the NY Thruway stopping for a late lunch with an old friend who owns a business in Cicero, New York. We left around four and headed down to Troy, then east to Bennington, Vermont, the home to *Hemmings Motor News* among other things.

Friday morning we wound our way home through Keene and Peterborough back over the roads we had taken a week earlier. The trip was 1350 miles total, over 900 of which I estimate we drove with the top down. The Porsche drove flawlessly the whole trip. It drew compliments and started conversations wherever we went. I wonder what kind of Porsche we will be driving in 2029 on our 50<sup>th</sup> anniversary.





*My other car is a  
Porsche!*

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## 2005 PARADE NEWS UPDATE

If you haven't been to a Parade before and want to learn more about it, join Don and Sandi Johnson on January 9th at their home in Wolfeboro for the NCR Parade Planning Party. Details and Directions can be found on Page 18.

For updated information on the 50th Annual Porsche Parade, visit the Official Web Site at <http://www.pca.org/parade/2005> or use the link from the North Country Region web site at [www.ncr-pca.org](http://www.ncr-pca.org)

### Registration Information

The 2005 Parade Committee is proud to announce that Hershey will be the first Parade to conduct electronic registration for all interested participants. We are very excited about using PCA's new online system that has been designed to streamline the process for registering. Opening day for registration will be **Tuesday, January 18, 2005**. Online registration will be available at **8 a.m. Eastern Time**. There is no need to log on exactly at 12 noon; all registrations until midnight eastern time will have an "equivalent postmark" time.

To register on-line you will need a current PCA logon ID and password. Complete information on obtaining a logon ID can be found at <http://www.pca.org/NewUser.asp>. To be ready to access the Parade registration site when registration opens, please take a few minutes to try out your logon, especially if it is new or you haven't used it for a while. If you have a problem with a new logon ID, contact the National Office at [admin@pcanational.org](mailto:admin@pcanational.org). For help with existing [pca.org](http://www.pca.org) accounts contact the webmaster at [webmaster@pca.org](mailto:webmaster@pca.org).

For those not comfortable with submitting their registration online, be sure to mail your registration in on Tuesday, January 18, 2005.



## AFTER HOLIDAY YANKEE SWAP PARTY

<b>Date</b>	<i>January 15, 2005</i>
<b>Time</b>	<i>1:00 PM</i>
<b>Location</b>	<i>New Asia Restaurant, 99 River Road, Newington</i>
<b>RSVP</b>	<i>Ellen Beck 603-778-9522</i>

Holiday traditions. Everyone has them. Your aunt's nutty fruitcake, the tacky ornaments you put on the tree, the red sweater you don for the round of parties in December- all bring back the joys of the season. For 2005, NCR is starting a new holiday tradition deep in the darkness of the New England winter when your spirits need a boost and the fruitcake's been thrown out, the ornaments put away, and the sweater is in moth balls for another year.

We're calling this new tradition a Yankee Swap "After Holiday" Party, but unlike previous years in NCR, it will be more about pure unmitigated piracy than just subdued swapping. Expect to see mild mannered, polite New Englanders transformed into happy-go-lucky Robin Hoods in which constant and continuous thefts of holiday plunder will be the norm. Think fun and frenetic, and plan on attending this gala affair at the New Asia restaurant in Newington on January 15, 2005.

Here's how it will work: All members (and their guests who want to play) are asked to bring a WRAPPED Porsche or automotive related gift valued between \$15 and \$25. Before dinner, you'll place your gift on our After Holiday Gift Table for scrutineering and also place your name in our raffle fish bowl. Following our sumptuous buffet banquet at New Asia, the name drawing will begin. The first person drawn will go the table, choose a gift, and then OPEN the wrapped gift for all to see. The following names drawn have the option of going to the table and opening an unwrapped gift or stealing from ANYONE who already has a gift in his/her possession. If your gift is stolen, you have the option of picking another wrapped gift or stealing from any of your fellow North Country members. Only three steals are allowed on each round, and if that fourth person is victimized and comes up empty handed, then he/she must go to the table and open another gift. Confused? Our Master of Ceremonies, Bob Gutjahr, will explain all and keep the action moving. He has run this PCA Piracy evening for Chesapeake Region for years, and is now bringing it to the North Country.

First, a word about gifts. Try to buy and wrap something you would want to steal and not a rusty set of lug nuts you couldn't give away at the Hershey Swap Meet. In his many years as an MC, Bob has seen all sorts of strange and wondrous effluvia out there, to include anatomically correct Santas that have nothing to do with Porsches but pop up in a most embarrassing fashion and terra cotta flower pots with decoupage Porsche crests. Ugh. So bring something you'd be proud to see stolen a zillion times over the course of an evening. And it happens. Every year there are one or two gifts that are stolen at least 20-25 times.



And now a word about stealing. New Englanders are a very polite and friendly bunch, and initially it will not be unusual to see some reluctance to affront a friend by stealing a valued gift- even amidst the more cutthroat NCR members like Matt Romanowski and Jay Gratton. Such reluctance will disappear with successive rounds, until virtually everyone in the room will be jockeying for their favorite gift on the next steal. No one will have his or her feelings hurt, and the more you steal the more fun and exciting the evening becomes.

The New Asia restaurant in Newington is the location of all this carnage, so plan to arrive promptly at 1:00 PM on January 15<sup>th</sup> for the buffet. We'll overflow the table with our gifts, eat hearty, and then start the steals at around 1:45. The extensive and yummy lunch buffet will cost \$10 per person and you can pay at the restaurant.

Please RSVP to Ellen Beck at 603-778-9522 before Friday January 7<sup>th</sup>, so we can set the room size accordingly. And don't forget to bring a great gift!

New Asia Restaurant, 99 River Road, Newington, 603-431-3121. Exit 4 off the Spaulding Turnpike/Route 16, less than a mile north of the Fox Run Mall.

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## From the President continued from page 5

Once again, Matt Romanowski is presenting a great slate of Tech Sessions. The first event is on Saturday, January 22 at Corey Jacques' Sports Car Workshop in Arundel, ME; General Maintenance will be the focus. A separate Tech Session flyer will be mailed to all members and will include the registration form for Zone 1 Tech Tactics, March 5 and 6 in Springfield, Massachusetts.

We currently have two positions open for Committee Chairs: Yearbook and Charity. Please review the job descriptions in this issue. If you would like to get involved in the club in either of these capacities, please let me know.

As you can see from our January offerings, we are getting a running start on a new year of activities. I hope you will come out and join us.

## HELP WANTED

North Country Region currently seeking individuals to head up two important committees. If interested, please contact Janet Leach at (603)433-4450 or email at [president@ncr-pca.org](mailto:president@ncr-pca.org)

### **Charity Chair**

North Country Region has established a precedence for excellence with our charity programs. Last year charity groups Make-A-Wish Foundation and Toys-for-Tots were recipients of the generosity of North Country Members. The Charity Committee will work alongside our Concours and Drivers Education Committees on these important activities. The chair will help coordinate the club event with the recipient charity as well as publicizing the events within the local news media as well as neighboring PCA regions. Furthermore, the committee is encouraged to expand the club's role in local and regional charity events by identifying appropriate causes and working with appropriate event committees on additional projects.

### **Yearbook Chair**

Each year, North Country Region hosts a wide variety of activities including charity events, drivers education events, rallies and rambles, the ever favorite autocross series, car control clinics and social events. Working with each committee, the reporters from the Northlander and our club photographer, the Yearbook Committee is responsible for putting together a comprehensive scrapbook of the club's activities for the year. At the conclusion of the year, the Yearbook is submitted to the Yearbook competition at the annual parade. If you are an avid scrapbooker, this is the position for you.

# NCR TECH INSPECTORS

Edgar Broadhead, Safety Chair



The following individuals have been appointed as Tech Inspectors for those region members who enter track events that require inspection prior to the event. Unless indicated otherwise, the Tech Inspection is provided as a free service to North Country Region members who bring the inspection form that accompanied their registration packet for driving events. If you experience otherwise, please let any of your Board Members know of the circumstances.

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**Foreign Intrigue**  
Berwick, ME 03901  
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**Jerry Austin**  
222 Rockwood Drive  
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207-245-5166

**Ray Ayer**  
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contributed. After some discussion it was VOTED: To use up to \$1,200 of club funds to pay for the various Car Show awards and expenses.

**AX:** Colin reported on the Z-1 AX that NCR hosted. Approximately seventy-five cars participated in this Zone wide event and dinner. Everyone's help made this another NCR run AX success that has become the mark of NCR's AX program.

NCR's fourth AX attracted 49 cars despite the heavy rain. The standard format had to be modified to accommodate the severe weather.

**Social:** Steve Robbins discussed the plans for the upcoming Annual Meeting and Banquet. He also reviewed the upcoming Picnic and Bi-Plane Ride event he has set up for October 16, 2004. In combination with the Sunday, October 17, 2004 Seacoast Rambly set up by Jay and Matt, it should be a great Porsche weekend.

**New Business:** Janet Leach/Jim Gratton distributed a list of 2005 Committee Chairs. There was a brief discussion of vacancies.

Amy Charpentier brought every one up to date on the Ballots and Nominating Committee work.

Jim Gratton announced that the 2005 Planning Meeting will be at 9:30a.m. on December 4, 2004 at Janet Leach's house.

There being no further business the meeting was adjourned.

Doug McIninch, Secretary

## MEETING MINUTES November 9, 2004

On November 9, 2004 five Board members and five Club members met at the Cat'N Fiddle in Concord NH to conduct Business.

**Welcome/Remarks:** Jim Gratton has received a letter from Botho von Bose regarding touring. It is recommended that the lead car, end car and every 6th car have a radio in them for communication purposes. It has been documented that these activities tend to be referred to as having an accordion effect.

The Zone 1 Concours and Rally will be held in 2005 at Fort Williams in Portland, Maine. DER is hosting with Henry Hoeh as chair. It will be in May. We have not been officially contacted by Henry to assist but feel that it will come in time.

Zone 1 Presidents meeting 11/19 - 11/21. Attending will be Jim, Janet, Colin and Loosey. The Blakes are attending for a Webmaster program. Discussed funding for additional food and extra room. It was noted that the VP budget should be able to cover some of those expenses if not all. Judy H. noted that if there are any issues that should be brought to the National Board meeting 1/29/05 that they should be raised at this Zone 1 meeting.

\* The March 2005 Zone 1 Presidents Meeting will combined with the Tech Tactics weekend in Springfield MA.

**VP Report:** Annual Banquet: Banquet Head count as of that morning was 89. Linen colors will be black, red, and gold. Discussed agenda items for that evening and necessary acquisition of the banners.

**Secretary's Report:** The October Meeting minutes were approved.





**Treasurer's Report:** was accepted. Jim also mentioned, at this time, a correspondence item received from NER complimenting NCR's DE registration process and the ability of online payment. Thank you Pete. Pete requested that any outstanding bills for 2004 be submitted for reimbursement in this current year. All Chairs should submit their 2005 Budgets to Pete before 12/1 so they can be compiled for the budget planning meeting being held that evening. Pete, Doug, Janet, Miriam, and Jim will be getting together at the Gratton's the evening of 12/1 to discuss. A proposed budget should be ready for the planning meeting at the Leach's on 12/4. It was suggested that Pete submit to Chairs their 2004 budget versus actual usage to assist in their planning for 2005. It was noted that Scott Martineau, Assistant DE chair should be added to the DE mailbox on ncr-pca.org.

**Membership Report:** Amy has stepped down for 2005 Membership chair. Lisa Roche has agreed to take on the position. Current membership total is 503. Amy and Matt have compared NCR's listing to National. They have found 2 errors and will be communicating them with National to be addressed. Affiliates are being given their own number now that national is using a new system. There is no apparent connection between member's number and affiliate's number.

**Northlander:** Last issue for 2004 is coming together and should be finished up after the Annual Meeting.

**Advertising:** Nothing new to report. Bill K mentioned that he was planning to include an article each issue focusing on an advertiser. It was discussed that the 3 major sponsors, Porsche of Nashua, IRA Porsche, and NTB of Portsmouth should receive thank you plaques that can be hung in the reception/showroom areas for 2004. Kevin will be completing that activity and presenting them to the sponsors.

**Website:** Loosey is looking for Banquet information and follow-up pictures as soon as possible along with new calendar items as they are created.

**Safety:** New Tech inspectors have been added. One each in Maine, New York and Cape Cod. Reported we were safe for 2004.

**DE:** Detailed Job description has been completed by Jerry Austin for registrar position. John Lucier and Paul Frucci will job share the position for 2005. The 2005 NHIS dates are on the website. An update was requested on the carry over issue regarding allowing Non-Porsches in upper run groups. The DE Committee has not met yet so this will be deferred until the January Meeting.

**Charity Chairs:** Rick and Marie Keller have stepped down for 2005. We need to advertise the position in Northlander and on website.

**Fall Rambley:** Matt gave statistics - 64 adults, 6 or 7 children, lots of people, great weather. There were \$915 receipts, and \$512.73 in expenses. Jim discussed making a donation to Laudholm Farms. It was voted to make a \$100 donation. A letter from Jim will go with the donation.

**AX:** Dates for 2005 are on the website. Nothing else to report.

**Biplane rides:** 12 cars approximately 20 individuals, fun event overall.

**Tech sessions:** Matt & Jay working on sessions. Matt asked if we wanted to consider another Monarchs Game this year. Discussed a new Monarchs policy on tickets that would benefit NCR from having to purchase a set amount up front. Matt needs to confirm and will bring findings to next meeting.

Additionally questions were raised if we should be doing a high performance driving session like last year. Discussion was to try to coordinate the activity with the DE committee.

continued on next page

**Yearbook Update:** Looking for statistical information for 2004 for NCR membership and activities. David Churcher is willing to be the official photographer for 2005. David will bring the rough draft to banquet but needs assistance to complete by end of March.

**New Items:** \* Discussed January 15th Yankee Swap & after holiday party. Board decided to let Ellen coordinate the event.

\* Don and Sandi want to hold a pre-parade prep party/meeting at their home on January 9th. Open house style from 2-5 on a Sunday to help build the excitement since this parade is right in our backyard and a number of NCR members are involved with activities.

There being no further business the meeting was adjourned.  
Respectfully submitted as based on Miriam Dunster's notes.  
Doug McIninch, Secretary

### ANNUAL MEETING MINUTES November 13, 2004

On November 13, 2004 more than ninety Club members and their guests met at the Pat's Peak Ski Lodge in Henniker, NH for the Annual Meeting and Awards Banquet.

**President's Welcome:** At the commencement of the evening Jim Gratton warmly welcomed all those in attendance for this festive evening.

**By-law Amendment:** After the initial welcoming Jim Gratton read the proposed by law amendment and asked Amy Charpentier, as Chairperson of the Nominating Committee, to report on the results of the voting on the By-Law amendment. Amy reported that more than two thirds of the votes received were in favor of the amendment. Accordingly, it is recorded that the By-Laws are amended as follows; Article VI sections d) and o) as amended shall read as follows:

*d) The Board of Directors shall consist of the Elected Officers, the Past President, the Newsletter Editor, the Membership Chairperson and the Webmaster*

*o) Each member of the Board of Directors shall have one vote, except the President who will vote, in person or by proxy, only in the event of a tie.*

**Election of Officers:** Jim Gratton then asked Amy to report upon the Ballots received for the Officers to be elected for 2005. Amy reported that Janet Leach was elected as incoming President, Miriam Dunster as Vice President, Pete Petersen as Treasurer and Doug McIninch as Secretary. The new officers present were introduced to the membership.

There being no further business to be conducted the meeting was adjourned in favor of the pleasures of the Annual Banquet.

Respectfully submitted,  
Doug McIninch, Secretary

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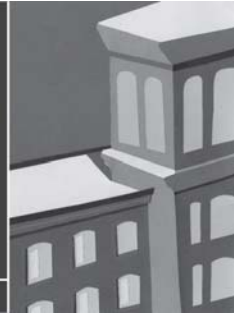
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