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DIE OFFENE STRASSE

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Contributions to the newsletter are encouraged and should be in the hands of the editor by the 10th of each month for the following month's issue.

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The Passenger Seat

DEBRA STONER
NEWSLETTER EDITOR

Second Newsletter & Loving the Ride!

With my second newsletter under my belt, I can confidently say—it's much easier than the first! I love the title of the editorial column, The Passenger Seat, because, more often than not, that's exactly where I find myself.

As a passenger, I've made incredible friendships and explored remarkable places. From historic racing tracks to Treffens, Rennsport, and Parade, to last fall's unforgettable trip to Europe with fellow MORPCA friends, every journey has been an adventure. While I may not be one to spend hours in car museums or watch endless laps on a racetrack, I do love to explore!

Take Watkins Glen, for example—while others focused on the track, Anne Fowble and I set off on a bourbon-tasting trail, hiked hidden paths, and kayaked across Seneca Lake. And during our trip to France and Germany, while the "guys" hit car museums and tackled the Nürburgring, Patrice Hennessy and I wandered through Strasbourg, indulged in

local cuisine, and even took a culinary class making traditional Alsatian Christmas cookies. Experiences like these prove that being a "passenger" is just as thrilling as being a driver!

This March edition is packed with exciting content—social events, driving events, and two fantastic guest articles. One offers reflections on Porsche Motorsports, diving into the legacies of Ferdinand Porsche and Bernd Rosemeyer (you'll find their photos on the cover). The other, The 959 – Porsche's Technological Marvel, highlights the engineering brilliance behind the world's fastest street-legal production car.

Enjoy the ride!



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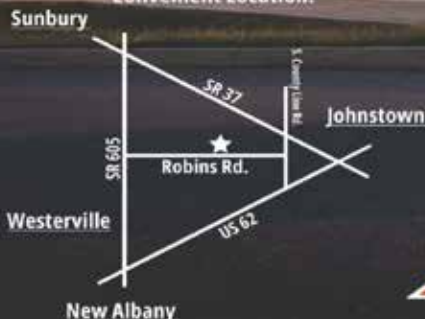
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PORSCHE

Der Fahrersitz

The Driver's Seat

Steve Eisenbrown
MORPCA President



Dear MORPCA Member,

Think Spring as the saying goes!

I hope everyone had a great Porsche driving **off-season**! Just like the first crocuses of spring, I'm seeing two-seaters popping up everywhere—some with their tops down—which brings joy to my heart. It also reminds me of the projects I had planned for winter but didn't quite get to! My main focus now is getting a couple of cars ready so my sons and I can head to VIR next week for the first club race of the year.

We have an exciting year of events ahead! In April, we kick off our first **Third Thursday, Dine & Drive**, and **HPDEs** of the season. Each month through October will bring similar opportunities, so I encourage everyone to take advantage of what the club has to offer. Visit our website for the latest event schedule: <https://mor.pca.org/calendar>. You'll also find an abbreviated schedule later in this newsletter.

A huge thank you to the following members for stepping into new roles for 2025:

- **Secretary** – Jennifer Reynolds
- **Newsletter** – Debra Stoner
- **Social Events** – Melinda & Frank Todaro
- **Insurance** – Dwayne Reynolds

Looking forward to a fantastic driving season ahead—**happy and safe driving!**

Steve



Fellow Porsche Enthusiasts of Zone 4

A new season of adventure and camaraderie is upon us! While the days are gradually growing milder, March still has a few winter tricks up its sleeve—so keep those snow tires on just a little longer.

Over the past few months, many of us have battled through seasonal bugs and are still navigating the ripple effects of the pandemic. But if there's one thing that stands out, it's the resurgence of energy within PCA Regions nationwide. Clubs are buzzing with fresh ideas, rekindled friendships, and a renewed passion for getting out on the road. Here in Zone 4, that enthusiasm is unmistakable, and I applaud the incredible work being done by our dedicated volunteers.

I've had the pleasure of attending several year-end celebrations and witnessing firsthand the excitement brewing for the year ahead. Unfortunately, winter weather foiled my plans to join the Motor Stadt Region's annual banquet, but I strongly encourage everyone to seize every opportunity to connect at these fantastic regional events.

This year is extra special—it marks 70 years of PCA! Celebrations will be happening across the country, with Parade as a major highlight. If you haven't yet, consider

making plans to attend! And don't forget to check out the event calendars of neighboring regions—you never know when the perfect chance will arise to put your Porsche through its paces.

Let's make this milestone year one to remember. Stephanie and I look forward to hitting the road and sharing in the excitement with all of you in 2025!

See you out there,
Dave Stetson, Zone 4 Rep



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By
Mike Stoner
MORPCA Vice President

We Changed the Date - by only one day!

Great Drives – Finger Lakes

July 24-28, 2025 (Thursday to Monday)

In order to drive the world-famous Watkins Glen International racetrack we moved our Finger Lakes event to begin Thursday rather than Wednesday and ending on Monday. Please mark your calendar – July 24 to July 28. It will be worth it!

The Great Drives Committee has planned :

- A welcome reception dinner the evening of your arrival.

- Drive the world famous Watkins Glen track (at highway speeds).

- Drive the original Watkins Glen road course on country and village roads. You will exclaim more than once: “they used to race on these roads?”.

- Feel the spirits of drivers at the Seneca Lodge Restaurant, a haunt for F1 drivers and owners from 1961 to 1980.



- Enjoy a day of leisure on your own or with others. Enjoy a spa day, visit the Corning Glass Museum, hike Watkins Glen State Park, or boat on one of the Finger Lakes.

- Have lunch at one (or two?) of the many award-winning Finger Lakes wineries overlooking one of the Finger Lakes.

- And a fabulous closing dinner on Saturday night at the Hotel.



- Stroll through the quaint and beautiful small towns of the Finger Lakes.

- Visit the Glenn H. Curtiss Museum with displays of some of this inventor's bicycles, motorcycles, automobiles and aircrafts.

- Tour the Sonnenberg Gardens and Mansion, an extensively preserved Victorian era mansion and its 50 acres of formal and informal gardens.





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Detailing Tips and Tricks by Mat Allison

SPRING INTO THE SEASON: CLEAN WINTER GRIME OFF YOUR PORSCHE

Winter can take a toll on your Porsche, but a meticulous detail will restore its shine and performance. Here's how to give your car the refresh it deserves:

- **Start with a pre-wash foam** using a foam cannon to loosen grit and salt, reducing the risk of scratches.
- **Use a pH-neutral car shampoo** with the two-bucket method and grit guards to protect your paintwork.
- **Focus on the undercarriage and wheel wells**, using a pressure washer and long-reach detailing brush to remove road salt buildup that can cause corrosion.
- **Revive the interior** by gently cleaning leather seats with a water-based leather cleaner, followed by a conditioner with UV protection to prevent cracking. Vacuum tight spaces like seat rails and air vents with a soft-bristle attachment.
- **Tackle brake dust** with a pH-neutral iron fallout remover to keep your alloy or ceramic-coated rims in top shape.
- **Protect your paint** with a professional-grade synthetic sealant or ceramic coating for a deep, hydrophobic finish.
- **Ensure crystal-clear windows** with a streak-free glass cleaner, and treat wiper blades with silicone lubricant for optimal performance.

With these techniques, your Porsche will be ready to turn heads on the road and at cars & coffee events.

Stay tuned for expert concours and car show detailing tips—then put them to the test at the **Arthritis Foundation Charity Auto Show in July**.

Register now:
<https://www.arthritis.org/events/autoshow>

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JULY 19th: MORPCA CONCOURS EVENT AT ARTHRITIS FOUNDATION CHARITY CAR SHOW

Showcase Your Porsche – Support a Great Cause!

Join us at the Arthritis Foundation Charity Auto Show (AFCAS) for a fantastic weekend of cars, camaraderie, and charity. The MORPCA Concours is a fun and casual way to display the Porsches we love while connecting with fellow club members. Porsche club members will judge the cars in a relaxed concours setting—no pressure, just pure appreciation!

Prefer to display your Porsche without competing? No problem! Bring your car and enjoy the show at your own pace.

Upgrade to the VIP Experience!

Take your experience to the next level with the Friends of the Arthritis Foundation VIP Experience—an exclusive two-day event designed for true car enthusiasts. Enjoy luxury, fine dining, live entertainment, and exclusive access while networking with fellow automotive aficionados.

Register with a charitable donation at <https://carshowpro.com/event/2153>

Want to get involved?

If you're interested in judging or assisting with the event, contact Mat Allison at mjallison1@gmail.com.

✧ **Event Dates:** July 17-19

✧ **Location:** MetroPlace Business Park, Frantz Rd/RT161, Dublin

✧ **Event Details:** arthritis.org/autoshow

Join us for a weekend of stunning Porsches, great company, and meaningful impact!



A detailed advertisement for Kraftwerks Performance, a car restoration and performance shop. The background is a high-quality photograph of a classic car engine, specifically a V8 with dual carburetors and a large cooling fan. The shop's name, "KRAFTWERKS PERFORMANCE", is prominently displayed in a bold, black and white box at the top center, with the tagline "The Combination of Art & Craftsmanship" below it. To the right, text lists services: "LN ENGINEERING PREFERRED INSTALLATION SHOP", "Restoration • Race & HPDE Prep", and "Transmissions • Engines • Custom Work". On the left side, several logos are stacked vertically: "PCA Member Since 1985", "PENNGRADE", "IN", "BRAID", and "M&K EXHAUST". At the bottom, contact information is provided: "Jeff Brubaker • PH 610-299-4443", "jeff@kraftwerksperformance.com", and the address "4797 Township Road #213 • Marengo, OH 43334". The website "www.kraftwerksperformance.com" is also listed.

MORPCA BOARD MINUTES

Jen Reynolds
Secretary

MORPCA MONTHLY BUSINESS MEETING MINUTES - 3/10/2025

Meeting called to order by Mike Stoner, Vice President, at 6:34 p.m.

Members in Attendance:

Steve Eisenbrown*, Mike Stoner*, Kevin Hennessy, Patrice Hennessy, Jennifer Reynolds*, Linda Grossglass*, Hal Grossglass, Vicki Kilbourne*, Doug Kilbourne, Akash Vaswani, Frank Todaro*, Jose Isern, Rex Schlagenhauf

* indicates voting members

PRESIDENT'S REPORT/CORRESPONDENCE by Steve Eisenbrown, President

Steve attended the PCA Presidents meeting. After the PCA dues increase in 2024 and region rebates were dispersed of which MORPCA received \$26XX, there was discussion about budgeting at the PCA level. PCA's Anniversary date for clubs to celebrate will be Saturday, September 13. There is an event on the club calendar for September 14. Steve noted that PCA Club Races can be found on YouTube, thanks to the efforts of Connor Henderson, one of MORPCA's former members and past Membership Chairperson and current PCA Club Racing Business Manager. PCA's 2025 Region Procedures Manual has multiple updates, most of which pertain to membership, insurance, and club racing.

Treasurer's Report by Vicki Kilbourne, Treasurer

Vicki reported that club financials have been updated. The CPA has 2024 taxes in progress. Waiting on the IRS to reply to our appeal regarding filing 2022's Form 990, which takes two months or more. Vicki commented that her Desktop version of QuickBooks (QB) may not transfer well when she buys her new laptop. It is difficult to find Desktop versions of QB with the alternative being Online QB, which is much more expensive. She and Mike will work together to ensure a cost-effective solution for club finances. Advertisers are making their payments.

Marketing/Advertising by Akash Vaswani, Chairperson

Akash announced a new advertiser went live in the February newsletter: Fine Shine Products, owned by a MORPCA member, now has a half-page ad offering a discount for club members. Other companies have expressed interest in ad space. There was discussion about possibilities with some vendors in the future who could partner by advertising and offering their space for events such as a Trickle Charge.

Standing Committee Reports

Membership by Linda Grossglass, Chairperson

Linda reported there were two new members, zero transfers in, and one transfer out for a total of 1,136 club members.

Newsletter by Debra Stoner, Editor

Debra could not attend the business meeting. Congratulations to Debra for publishing a newly designed newsletter! She thanked members who submitted newsletter content. The next deadlines are on or before March 16 and April 11. Debra encouraged guest writers and members to send articles and photos (captions of the event and the people are helpful).

Communications by Kevin Hennessy, Chairperson

Kevin reported the events calendar is current and up to date as of the business meeting. He updated and eliminated a number of unused email addresses and requested updates to the club's website content.

Social Activities by Frank and Melinda Todaro

Frank reported Melinda could not attend the meeting, and that all club events are arranged for 2025. The combined New Member Social/Holiday Party will move to 2026 with venues being considered, including Highbanks Distillery, Land-Grant Brewing, Crooked Can Brewery, The Makoy, and The Boat House.

Concours/P2O by Mat Allison, Chairperson

Mat could not attend but sent updates. He is talking with Chip Vance about the option of a Concours judged event at the Oktoberfest show. Mat confirmed the date of the MORPCA Concours Event at the Arthritis Foundation Charity Car Show as July 19th. Mat suggested drafting a short monthly "detailing tips and tricks" article to coincide with the ad for the car show to help promote the event and motivate people to participate and attend.

Driving Events by Kevin Hennessy and Mike Stoner, Co-Chairpersons

Kevin reported the May HPDE with NNJR is moving forward with registrations. Many volunteers are needed for driving events -- please consider volunteering. Fall HPDE registration is open. Frank reported he is looking for sponsors to partner for the DE. A club member has expressed interest in sponsorship possibilities. Tire Rack Street Survival/Maria's Message - No report. Drive & Dine - Jose reported five D & D events are scheduled in 2025, starting in the Amish Country in April and ending in Hocking Hills in October. Stay tuned -- events are subject to change. Great Drives Ithaca - Mike reported the date has adjusted to Thursday, July 24th, to Monday, July 28th, with an opportunity to drive Watkins Glen International (to be confirmed). Additional venues and restaurants are being finalized.

Technical by Jeff Brubaker, Chairperson - No report.

Safety by Chip Henderson, Chairperson - No report.

Old Business by Steve Eisenbrown - No report.

New Business by Steve Eisenbrown - No report.

The meeting was adjourned at 7:39 p.m.



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CHIEF INSTRUCTOR
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*Voting Board Members

We Need You

Join the Action — Volunteer for Mid-Ohio Porsche Club's Labor Day HPDE!

Feel the adrenaline, hear the engines roar, and be part of the action at Mid-Ohio Sports Car Course this Labor Day weekend! The Mid-Ohio Porsche Club is looking for volunteers to help make our biggest High Performance Driving Event (HPDE) of the year a smooth ride.

Whether you're a longtime club member or a first-time volunteer, we need your help with *registration, tech inspection, paddock organization, and grid management*. No experience? No problem! We'll match you with the perfect role—just bring your enthusiasm. Even a few hours of your time makes a big difference!

Join the team, get up close to the excitement, and experience the thrill of performance driving from the inside. Sign up today and help keep the action rolling at Mid-Ohio!

Contact Doug Blackburn to volunteer: volunteer@morpca.org



The 959 – Porsche's Technological Marvel

By Bob Tuch

The Porsche 959 was conceived when Porsche set out to develop an all-wheel-drive car based on the 911 platform for Group B rallying. However, by the time the 959 was ready, Group B had been canceled.

Debuting in 1986, the twin-turbocharged 959 became the **world's fastest street-legal production car** and was widely regarded as the most advanced road car of its time. Its **sequential twin-turbo flat-six engine**, derived from the **956 and 962 race cars**, activated a smaller turbo at low revs and a larger one at higher revs for smooth power delivery—a costly system rarely used today.

Producing **444 hp and 369 lb.-ft. of torque**, the 959 **hit 60 mph in 3.7 seconds** and reached a **top speed of 197 mph**. Beyond raw power, its **all-wheel-drive system** distributed torque based on conditions, sending up to **80% to the rear wheels** for optimal grip. Automatic **ride height adjustment** enhanced aerodynamics, and its **hollow magnesium alloy wheels** with an integrated **tire pressure monitoring system** were far ahead of their time.

Porsche chose **not** to meet U.S. safety standards, as the unfavorable Deutschmark-to-USD exchange rate made U.S. sales unprofitable. As a result, 959s were stored in **Foreign Trade Zones** until 1999, when influential owners like **Bill Gates and Bruce Canepa** helped pass legislation allowing their import.

Car and Driver's 1987 review *"What single word more accurately describes a car that combines race car performance with luxury sedan comfort that is equally adept at commuting through rush hour traffic, profiling in jet-set locales, negotiating blizzard-swept mountain passes and outrunning light airplanes? The Porsche 959 can accomplish almost any automotive mission so well that to call it perfect is the mildest of overstatements."*

Originally priced at \$225,000, 959s now **command over \$1.5 million** at auction.

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Der Auspuff

Reflections on Porsche Motorsports Steven K Clinton



There are many remarkable chapters in the biography of Ferdinand Porsche (1875–1951) whose career in automobile engineering history transcends decades of extraordinary achievements and progress, while also being linked to the drama of European political discord and two world wars. This month's view back through time focuses on a few short years in the mid-1930s where career of Ferdinand Porsche briefly crossed with one of the most splendid talents in motor racing history, Bernd Rosemeyer, a Grand Prix champion known as the Nebelmeister ("mist master").

But first some necessary background. By the 1930's Ferdinand had been long recognized as a genius of automotive engineering, contributing to major advances early in the 20th century such as the very first electric vehicles, as well as hybrids, and piston-driven cars for companies such as Egger-Lohner, Austro-Daimler, and Daimler Motoren Gesellschaft, which later merged with Benz & Cie to form the Daimler-Benz Company, with their joint products called Mercedes-Benz. Ferdinand left the company due to the lack of enthusiasm of the Daimler-Benz board for his promotion of small, lightweight, Mercedes-Benz vehicles.



The first car designed by Ferdinand Porsche in 1898, the P1, was electric and discovered in a barn in 2013, and is now in the Porsche Museum in Stuttgart.

In 1931, Ferdinand Porsche founded his consulting firm in Stuttgart as Dr. Ing. h.c. F. Porsche GmbH, Konstruktionen und Beratungen für Motoren und Fahrzeugbau (design and consulting services for motors and vehicles). Despite the exceedingly tough economic climate resulting from the depression in Germany, he was consulting for companies named: Wanderer, Zundapp, and NSU. Ferdinand subsequently established a subsidiary company, Hochleistungs Motor GmbH (High Performance Engines Ltd.), to develop racing cars. In parallel, Auto Union GmbH was formed, consisting of the struggling manufacturers Audi, DKW, Horch and Wanderer.



We now recognize the origin of the Audi symbol (the company name has been used since 1964). At this time Hitler had come to power and announced in 1933 his intention to "motorize" the nation and Ferdinand Porsche received a contract to develop the "people's car" or "Volkswagen".

We are not going to delve into the vast quagmire of German automobile companies and race drivers and the Nazi regime, other than the following history to frame the remainder of this piece. The German race driver

Hans Stuck (father of one of the great contemporary Porsche driver of the 1960s–1980s, Hans-Joachim Stuck) and Ferdinand Porsche approached Chancellor Hitler with a proposal for a slice of a government sponsorship for Auto Union, which was planned exclusively for the Mercedes racing program. They argued that for the glory of Germany, it would be better for two companies to take part in the racing efforts and defeat the dominating Italian Alfa Romeo and Maserati teams of the day. Hitler agreed and split the government subsidy equally between Mercedes and Auto Union. The Mercedes hierarchy was greatly angered, resulting in a heated battle for superiority on the Grand Prix circuit between the two companies until the onset of World War II. Hitler took a very personal interest in motorsport and the dominance of the Silver Arrows in the thirties served as propaganda for his Nazi regime.

Ferdinand was now a critical engineer of the Auto Union racing effort until late 1937 when increasing pressure to design and build military vehicles reduced his sporting role. The Auto Union Grand Prix cars were technologically innovative, rear engined, and true "industrial art." Only a little imagination is needed to envision the genetic link to our modern Porsches.

But race cars need race drivers, and Hans Stuck, who had been disregarded by Mercedes, became a principal chauffeur of the new Grand Prix Auto Union in 1935 and winning the team's first Grand Prix victory at Monza Italy later that year. Curiously, in late 1935 Auto Union enlisted a young motorcycle racing prodigy, essentially with no experience in car racing, Bernd Rosemeyer, onto the team. Rosemeyer's father owned an auto and motorcycle garage and repair shop providing Bernd with a mechanical acumen that pleased Professor



The Auto Union Type C, an audacious engineering feat, a V16 supercharged engine, which by 1936 grew to 6-liters, producing 520 bhp, allowing speeds of well over 200 MPH.

Porsche and the Auto Union mechanics. He immediately proved fearless at the wheel of the loose handling (oversteering) and demanding Auto Union but quickly adapted to the new sport. Indeed, Bernd won his first race, the non-championship Grand Prix of Masaryk (Czechoslovakia) a full 6 minutes ahead of Tazio Nuvolari, perhaps the greatest driver at the era, in the Scuderia Ferrari Alfa Romeo.



Nuvolari and Rosemeyer

Auto Union and Rosemeyer gelled quickly, providing immense success in the 1936 and '37 Grand Prix seasons. In 1936 Bernd was victorious in the German, Swiss, and Italian Grand Prix to become champion. In addition, he won the non-championship spring Eifelrennen Grand Prix at

the Nürburgring as well as the Coppa Acerbo in Italy, a 14 mile track now called the Circuito di Pescara, as well as the hillclimbs at Freiburg and Feldberg which were very popular at the time and contested by Grand Prix cars, earning the European Mountain Championship. His victory at the Nürburgring driven in fog and misty weather earned him the nickname Nebelmeister ("mist master"). In 1937, Rosemeyer was even more spectacular, but the Mercedes team had recovered from their humble season in 1936 and took the 1937 championship with their ace driver Rudolf Caracciola. A driver of unparalleled talent and amazing bravery Caracciola, who emerged in the late 1920's walked with a limp and stood with a lean, because his left leg was shorter than the right, having been broken in seven places after a crash in Monaco early in his illustrious career.

Bernd again showing domination of the Nürburgring by winning the German Grand Prix. Rosemeyer also won several 1937 non-championship events including the Vanderbilt Cup (U.S.), the Coppa Acerbo (Italy), and the Donnington Grand Prix (England). The Vanderbilt Cup at Roosevelt Speedway on Long Island was a unique race between the European Grand Prix stars and the Indy 500 teams that were ill suited for road-racing. Bernd also set a track record at the Avus Grand Prix in Berlin, a remarkable 171.75 mph, making it the fastest race on earth up to that time in history.

The legendary motorsport historian and author of the era, George Monkhouse, described Rosemeyer: "He had the most likeable and dynamic personality and was exceedingly popular with the crowds, being young, good-looking, dashing, and carefree. He was probably the fastest road-racing driver the world has ever seen." His popularity with the public was only enriched by his love life. In September 1935, Bernd met the famous German aviatrix Elly Beinhorn who was attending the Czechoslovakian Grand Prix at the invitation of the Auto Union team. In vic-

tory lane she congratulated Bernd who was immediately smitten with her. Elly was renowned throughout Germany for her aviation exploits, perhaps remarkably similar to our own infamous Amelia Earhart. She toured Europe extensively giving lectures on flying and travelogues. They were married in July of 1936 and their adventures in global air travel, such as their travels across Africa, when Bernd was not racing were followed intently by the public. Indeed, an attractive celebrity couple, the dashing and courageous racing driver, and the adventurous aviator.

In addition to the Grand Prix and hill climb efforts, Auto Union and Mercedes Benz were also engaged in a vicious competition to establish world land speed records and the new modern German autobahns were the ideal surface for such exploits in the late 1930's. In October of 1937, the rival teams, with their ace superstars, Rosemeyer and Caracciola, convened on a closed section of the autobahn to test their streamliners and challenge the records long dominated by British and American daredevils. The Ferdinand Porsche designed Auto Union streamliners emerged superior with Hans Stuck first breaking Caracciola's 1935

records, with Rosemeyer taking the laurels with a speed of 252.48 mph. Although great rivals on the track, Caracciola and Rosemeyer, had established a deep respect and friendship by this time.



Elly Beinhorn (center) with Bernd Rosemeyer and Ferdinand Porsche



Ferdinand Porsche leans over the Auto Union streamliner to converse with Bernd as he sets off on a land speed record attempt.

After the 1937 season's dust had settled, Mercedes and Auto Union, continued their rivalry with updated streamliners in late January, before moving on to the spring testing of the new Grand Prix cars. Competing on the Frankfurt and Darmstadt autobahn, early in the morning of a chilly overcast day, Rudolf Caracciola was first out. The revised streamliner (currently on display in the Frankfurt Mercedes Museum) completed a two-way run averaging 269 mph, establishing a new 1-mile speed record.



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A few hours later, Rosemeyer and his AutoUnion team took his shot. Caracciola advised his rival to reconsider, as gusts of wind were picking up as the morning progressed. Bernd achieved 267 mph warming up his V-16-powered ultra-low-drag Auto Union. On the first leg of his record attempt at an estimated 270 mph, an intense cross-wind bunted Rosemeyer's car slightly off line, catching a wheel off the pavement, and his streamliner tumbled out of control. The 28-year-old fair-haired Rosemeyer was flung from the cockpit. The exact spot where the "Silver Comet" perished with a broken neck is marked by a memorial at a rest area off the autobahn. A chapter in the life of Ferdinand Porsche that was intertwined with one the greatest racers in history came to a close.



The tribute and memorial to Bernd Rosemeyer at the southbound rest stop (kilometer 508) on the A5 autobahn south of Frankfurt at the site of his fatal accident while pursuing a land speed record in January 1938. The author at the site in 2024.

2025 Porsche Carrera Cup North America Season Taking Shape

Porsche Columbus announces its racing plans for 2025.

They support drivers who participate in the Porsche Carrera Cup North America. This is the premier single-make championship in North America, pitting identically matched Porsche 911 GT3 Cup cars together in races that often feature upwards of 40 drivers. The IMSA-sanctioned championship runs in conjunction with the IMSA schedule.

Porsche Columbus has teamed up with JDJ racing to support four drivers. Zachary Vanier Returns. Vanier Finished Third in the Championship During His Rookie Season with Three Wins.

Madeline Stewart as a rookie in 2024, where she finished 15th in a competitive championship. Madeline attended MORPCA's 2024 HPDE at Mid-Ohio where she coached our drivers.

Sabr  Cook a highly accomplished driver with experience across multiple disciplines, is set to make her mark in one of the most competitive championships in North America

17-Year-Old Paul Bocuse, He is the first junior driver to progress through the full Porsche single make ladder and into Carrera Cup.

2025 Porsche Carrera Cup North America Season Schedule

March 12 - 15, Sebring International Raceway, Sebring, FL

May 2 - 4, Miami International Autodrome, Miami, FL

June 13 - 15, Circuit Gilles Villeneuve, Montreal, Canada

June 19 - 22, Watkins Glen International, Watkins Glen, NY

July 31 - August 2, Road America, Elkhart Lake, WI

September 19 - 21, Indianapolis Motor Speedway, Indianapolis, IN

October 8 - 11, Road Atlanta, Braselton, GA

October 17 - 19, Circuit of the Americas, Austin, TX

You can follow on YouTube TV all races are broadcast.

You can also see the cars at our Third Thursday event on May 15, 2025 sponsored by Porsche of Columbus. Watch your email for details.





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The **Porsche Club of America's Club Racing program** is built for motorsports enthusiasts just like you—people with a passion for speed, competition, and the thrill of the track. This is your opportunity to get behind the wheel of a real race car, test your skills, and go door-to-door with other drivers on **legendary race tracks across the country.**

I know exactly how you feel because I was once in your shoes. And then, one day, through PCA, I found myself **on the grid at Mid-Ohio Sports Car Course**, surrounded by 40 other racers, all side-by-side, coming through the Carousel, waiting for the **green flag to drop.** I can tell you—there's **no greater rush** in the world! That was **21 years and over 100 race weekends ago**, and yet, every time I race, that same surge of adrenaline hits me all over again.

What About Cost and Safety?

Yes, racing **can** be expensive, but PCA Club Racing offers a **variety of classes**, from **budget-friendly spec series** to full-on **modern 911 Cup cars**, so you can race at a level that fits your budget.

And safety? While racing always carries risks, PCA **strictly enforces no-contact racing. Aggressive drivers are penalized** or even removed from competition. Plus, **every car must meet rigorous safety standards**, and **every driver must complete a licensing process** before ever taking the green flag.

How to Get Started

If you're ready to make the jump, visit **PCA.org** and download the **2025 Club Racing rulebook** under the **Club Racing tab.** Traditionally, you needed on-track experience through **HPDE or another racing organization** to apply for a PCA license. But now, **you can also qualify through an approved racing school**—check out the details below.

PCA hosts **24+ race weekends** a year at some of the **most famous race tracks in the world**—including **our very own Mid-Ohio Sports Car Course.** You can race as often or as little as you like.

Still Have Questions?

I'd love to help! Reach out anytime, and let's get you on track.

Hope to see you at the track!

Chip Henderson, MOR Club Race Chair

PCA Club Racing is pleased to announce our partnership with Autobahn Country Club, Eagles Canyon Raceway, and BMW Car Club of America as accredited PCA Club Racing race schools.

Each will provide an immersive classroom and on-track club race school experience that will give aspiring racers the preparation they need for their rookie event. Upon successful completion of the course the participant will be eligible for a PCA Rookie License. Note that each race school has skill criteria that is essential for acceptance to ensure each participant has the adequate seat time to be ready and able to be successful.

The traditional Rookie and Provisional License application procedures listed in the PCA Club Racing Rule Book remain as routes to earning a PCA Club Racing License

PCA Club Race License Application can be found here: <https://pcaclubracing.org/forms/>
PCA Rule Book: <https://pcaclubracing.org/rules/rulebook/>

Where and When-

Contact each race school for its calendar of race school dates, pricing, driver and car criteria.

Autobahn Country Club

Venue info: <https://autobahncc.com/>

Race School info: <https://autobahncc.com/academy-racing-school/>

Contact: Mike Gritter, mike@autobahncc.com

Calendar: <https://autobahnmembers.com/member-racing/>

Track car rentals are available: Spec Miata, Toyota GR86 Cup, and Radicals

2025 Race School dates: April 18-19, July 15-16, Sept 2-3

Location: 3795 CenterPoint Way, Joliet, IL 60436

Phone: 815-722-2223

Email: info@AutobahnCC.com

Eagles Canyon Raceway

Venue info: <https://eaglescanyon.com/>

Race School info: <https://form.jotform.com/213506316385151>

Contacts:

Brad Flack (GM), bflack@eaglescanyon.com

Seth Higgins SHiggins@eaglescanyon.com

Calendar: <https://eaglescanyon.com/events/>

2025 Race School dates: February date TBD, June 30-July 2, November 11-13

Track car rentals are available: Spec Boxster, TA2

Location: 7629 North FM-51, Decatur, TX 76234

Phone: 817-583-9476

Email: info@eaglescanyon.com

BMW CCA

Race School info: <https://bmwccaclubracing.com/club-racing-schools/>

Contact: Wayne Dobson wayneldob@aol.com, cell number: 610-781-7730

Calendar: <https://bmwccaclubracing.com/schedule>

Current 2025 Race School dates: March 27-28 at VIR, April 26-27 at CTMP,

September 17-18 at Watkins Glen, December 12-13 at Roebbing Road

HPDE suitable cars are allowed, Contact Wayne Dobson for local track car rental info



Kick Off the Year's First Third Thursday in Style!

April 17, 2025 5:30 pm

Get ready for an unforgettable evening with **MORPCA** as we gather for our first **Third Thursday of the year** at the stunning **Henmick Farm Brewery**! Picture this: a scenic drive leading up to a **beautiful 1860s barn**, a taproom pouring **freshly brewed craft beer**, and a lively atmosphere filled with great company.

Why You Can't Miss This Event:

Explore Henmick's Craft – Enjoy their signature brews, along with wine, spirits, and more in a **spacious taproom**.

Historic & Scenic Vibes – Experience the charm of a beautifully restored **1860s barn**, surrounded by the breathtaking countryside.

The Drive – Because every great MORPCA event starts with a fantastic drive!

Food & Fun – Snacks are on us! Plus, a **food truck** will be onsite for extra bites, and beverages are available for purchase.

Save Your Spot!

Tickets are **just \$1** – an unbeatable deal for an incredible night. Keep an eye on your inbox for the **registration email** to grab your ticket before they're gone!

Location: Henmick Farm Brewery, 4380 North Old State Road, Delaware, OH 43015

This is the **only** Third Thursday where beverages aren't included—giving you the perfect chance to **sample Henmick's finest** at your own pace.

So, mark your calendar, gather your fellow enthusiasts, and let's make this an epic start to the season. **See you there!**





Member Highlight – March

I reached out to Harry Bell, who shared photos of his impressive car collection. His 2012 Porsche 911S was a European delivery, with pictures from the factory and a scenic 2022 trip to Lake Como. His latest addition is a 2024 911S, and he also owns a Cayman GT4.



A passionate Porsche enthusiast, Harry and his family attended Rennsport, where they met several Porsche VIPs. Pictured is his son with Australian racing driver Mark Webber.



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For more information:

Bill Stevens 614-214-9732

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Pit Stop Updates: Who's New, Who's Moving, Who's Celebrating



MARCH ANNIVERSARIES 2025

50 YEARS

Harry F. & Carrie G. Bell, 44 years

40 YEARS

Stanley E. & Linda B. Johnson, 39 years
Richard J. Ruehle, 37
James S. Earnshaw, 35
David M. & Barbie Kristal, 34

30 YEARS

Jeff & Deb West, 30 years
William W. Richardson & Candace Ann Molyneux, 29
Scott E. & Deborah North, 27
Bruce K. & Alex Wentworth, 26
Craig Lewis & Lori McGuire, 25
Richard L. Miller, 24
John R. & Cathy Moore, 24
Eric & Sarah Laeufer, 23
Barry M. Knack & Danielle Davis, 23
Michael D. & Debra Stoner, 22
Brian M. Peterson, 21
Charles O. Moore, 21

20 YEARS

John M. & Jaime Weaver, 20
Nathan A. & Cari Erlinger, 19
Mark A. & Rhonda DeBolt, 19
Craig T. Smith, 18
William J. & Jan Eitel, 15
Mark L. & Lynda McPherson, 15
Susan Conner & John Schilling, 13
Keith D. & Katherine McMillan, 13
Joel Roberts, 13
William & Marie Cross, 13
Kenneth & Matthew Cho, 13
John R. & Marilyn Miller, 12
Robert L. & Darren Grundey, 12
Steven L. Goodyear, 12
Kenny A. Dodson, 11

10 YEARS

Steven & Marcia Eisenbrown, 10
Dave Douglas, 10
Bob Todd, 10
Brent Phipps & Robert McCoy, 10
Jeff Glancy, 10
Vinaya Reddy, 9
Randy & Terri Lady, 9

Gary & Janet Reiss, 8
John Tillman & Douglas Will, 8
Jim & Allyson Rauck, 8
Dave Bauer, 8
John Cornell, 7
Lea Anne & Roland Brooks, 7
David & Amy Durtschi, 7
Richard Rozzell, 7
Rusty Ranney, 7
Craig Carpenter, 6
Michael & Laura Lassen, 6
George & Carole Narouz, 6
Tom & Ryan Ades, 6

NEW MEMBERS

Craig Dyer, Orient
Thomas & Kyle McCartney, New Albany

TRANSFERS OUT

Jeffrey S. Anderson, to Mid South (MSO)

Harry and Carrie's most recent purchase! Congratulations for 44 years membership



C A L E N D A R O F E V E N T S

UPCOMING EVENTS		
DATE	START	EVENT
Mon Apr 14	6:30 PM	Business Meeting
Tentative Rusty Bucket Restaurant and Tavern, Easton		
Thu Apr 17	6:00 PM	3rd Thursday
Henmick Farm & Brewery 4380 N Old State Rd, Delaware, OH 43015		
Sat Apr 26	9:00 AM	Drive & Dine - Amish Country
Amish Door Village 1210 Winesburg St, Wilmot, OH 44689		
Fri May 9	12:00 AM	Spring HPDE @ MOSCC May 9/11
Mid-Ohio Sports Car Course, 7721 Steam Corners Rd, Lexington, OH 44904		
Mon May 12	6:30 PM	Business Meeting
Tentative Rusty Bucket Restaurant and Tavern, Easton		
Thu May 15	6:00 PM	3rd Thursday
The Vault - Byers / JDM Race Shop		
Sat May 24	9:00 AM	Drive & Dine - subject to change
Henmick Farm & Brewery 4380 N Old State Rd, Delaware, OH 43015		
Mon Jun 9	6:30 PM	Business Meeting
Tentative Rusty Bucket Restaurant and Tavern, Easton		
Sat Jun 21	9:00 AM	Drive & Dine to 3rd Thursday
Executive Storage Estates Plain City, OH 43064		
Sat Jun 21	6:00 PM	3rd T on Saturday - Suite 702
8450 Estates Ct Plain City, OH, United States		
Sat Jul 12	12:00 AM	Drive & Dine
National Packard Museum 1899 Mahoning Ave NW, Warren, OH 44483		
Mon Jul 14	6:30 PM	Business Meeting
Tentative Rusty Bucket Restaurant and Tavern, Easton		
Wed Jul 23	12:00 AM	Great DRIVES - July 23/27
Finger Lakes, NY		
Thu Jul 24	6:00 PM	4th Thursday (w/ BMW CCA)
Performance Luxury Sport 750 Colemans Crossing Blvd, Marysville, OH 43040		
Mon Aug 11	6:30 PM	Business Meeting
Tentative Rusty Bucket Restaurant and Tavern, Easton		
Thu Aug 21	6:00 PM	3rd Thursday
Horsepower Farms 4301 Home Rd, Powell, OH 43065		
Fri Aug 29	12:00 AM	Fall HPDE @ MOSCC Aug 29/31
Mid-Ohio Sports Car Course, 7721 Steam Corners Rd, Lexington, OH 44904		
Sat Aug 30	9:00 PM	Drive & Dine
Mid-Ohio Sports Car Course 7721 Lexington Steam Corners Rd, Mansfield, OH 44904		
Mon Sep 8	6:30 PM	Business Meeting
Tentative Rusty Bucket Restaurant and Tavern, Easton		

Event planning for the 2025 calendar subject to change.
For the latest details, go to <https://mor.pca.org/calendar/>.

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