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August 2025



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DIE OFFENE STRASSE

(The Open Road)

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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

This summer has been a whirlwind—family visits, baby showers, MORPCA fun, and even rowing more than last year. I can't remember the last time I was this busy, but I'm grateful to finally be back on my feet and active again!

A lot of those adventures included MORPCA friends, which made it all the better. I hope your summer was just as enjoyable. Personally, I'm more than ready for Saturdays full of football. Unfortunately, I'll have to settle for text alerts during OSU's first game, since I'll be volunteering at the Labor Day HPDE. (Pro tip: there's even a "Lite" option if you've been curious about track driving but don't want to jump straight into the deep end.)

This newsletter is a packed one! We've got three guest writers: Andy Trux with some MORPCA history, Steven Clinton reflecting on Porsche Motorsports, and Stephanie Bahr

sharing her perspective as chair of the Parade Art Show—plus all the usual favorites.

The photo I'm featuring this time spotlights Ron Funk and Dan Nettler. Ron stepped up as the "unofficial" photographer for the Great Drives, and Dan worked his magic to create beautiful soapstone coasters for attendees. Just another reminder that, as always, it's the people who make these experiences so memorable!



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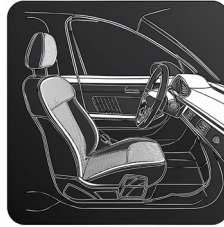
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PORSCHE

Der Fahrersitz

The Driver's Seat



Steve Eisenbrown
MORPCA President

Hello MORPCA members,

Where did summer go? It has been a whirlwind of activity in the club ranging from diverse social activities to on track fun. Hopefully something to meet folks interests. It's not over yet. Please make sure you look at the activities schedule on our website. The main site may be found at:

- <https://mor.pca.org/>
- A more detailed calendar is at <https://mor.pca.org/calendar/>
- It is also published monthly in the DOS newsletter.

I am happy to announce we have a new supplier for club name tags! Brian Peterson, a longstanding club member, has put together a website to order on-line from his business. The club endorses the use of this solution. Ordering may be found at our website at . <https://mor.pca.org/goodie-store/> This link will take you directly to Brian's ordering site. <https://roachtshirts.com/products/name-tag-1>

From there you may order one or more name tags. Brian can ship them or to save a few bucks they can be picked up at his business. We have requests for quite a while and now have this answer. Please take advantage of this offering.

Safe driving. See you soon.
Steve

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MID-OHIO REGION

Zone 4 at Porsche Parade by David Stetson

Zone 4 Folk, another Porsche Parade has come and gone, with about 25 people from our zone making the trek to Oklahoma City. The city proved a pleasant venue, with excellent museums, parks, the Oklahoma City Bombing Memorial, and Native American influences throughout. Driving tours went to fascinating places. Steph and I joined the tour to the impressive Chickasaw Cultural Center with its village and museum. (Steph, chair of the newly renamed Hans-Peter Porsche Art Show, could only get away that day—but the bonus was meeting Hans-Peter, his son Daniell, and grandson Tamino.) Other tours included a Good-year factory, the Pawnee Bill Ranch, Marland Mansion, and the Pioneer Woman Museum—all well received.

There were plenty of activities for Porsche Club Juniors, including helping judge the Concours. As usual, attendees were entertained all week, culminating with about 150 cars in the Parade of Porsches on Saturday morning and the Victory Banquet that evening. Zone 4 was well represented on the score sheet (full results in October's Panorama) and on Parade Staff. Thanks to everyone who volunteered their time during the week.

Next year's Parade will be in Lake Placid, NY—start planning now!

Parade 2025 Zone 4 Awards

Concours d'Elegance

Ohio Valley Region, Kenneth and Karla Brightman, First in Class, 2000 Boxster S

Southeast Michigan Region, Robert and Nita Tarchinski, First in Class, 1999 911 Carrera

Rally Sport Region, Francie and Phil Kish, Second in Class, 2024 718 Cayman

Western Michigan Region, Greg and Karlene Currie, Fourth in Class, 2017 911 Targa 4S

Art Show

Maumee Valley Region, Michael Soriano, "The (718) Spyder at Night," First Place in Photography

Ohio Valley Region, Ken Brightman, "Packing for Parade," First Place in Mixed Media

5K Run/Walk

Todd Griffey, Central Indiana Region, third in age group

Dave Stetson, Mid-Ohio Region, second in age group

Autocross

Rally Sport Region, John Thomson, Second Place

TSD Rally

Rally Sport Region, John and Diane Thomson, Second Place in R03 (Unequipped 2016 to Current)

Rally Sport Region, Phil and Francie Kish, Fourth Place in R03 (Unequipped 2016 to Current)

Central Indiana Region, Todd and Bonnie Griffey, Fifth Place in R04 (Unequipped 2001-2015)

Gimmick Rally

Rally Sport Region and Maumee Valley Region, John Thomson, Diane Thomson, Michael Soriano, and Lisa Soriano; First Place, Class 2 persons+

Golf Tournament

Western Michigan Region, Caleb Kiebert in the First Place foursome.

Newsletter

Maumee Valley Region, der Rückspiegel, Greg Armstrong and Sebastian Gaeta, Editors; Third Place, Class II

Central Indiana Region, CIRcular, Larry Clarino, Editor, Third Place, Class V

CONGRATULATIONS



Celebrating the dedication, passion, and excellence of our members at the 2025 Porsche Parade!

FUN DRIVE



By
Mike Stoner
MORPCA Vice President

Great Drives – Finger Lakes

As our 44 guests started arriving to the Ithaca Downtown Marriott ballroom, some of the faces were familiar and some new. Two were NOR members and two were FL residents who have ties to the Midwest. The cars ranged from hot two doors (GT4, GT3 Touring) to comfortable but capable SUVs (Cayenne Turbo, Cayenne Diesel).

After making the roughly 7 hour trip (from Columbus), the evening drinks, dinner and camaraderie were welcome and refreshing. The next morning, we drove a little over 2 hours to the Sonnenberg Historic Gardens and Mansion State Park in Canandaigua. Upon arrival we had a lovely simple but tasty lunch then we toured the gardens. Sonnenberg was the summer home for a wealthy NYC banker and his wife built in the late 1880's in a American Queen Anne style. She had extensive gardens built in various styles such as Japanese, Italian, Victorian and Colonial along with greenhouses, statues and fountains. The gardens are extensive, but the large front porch had some very welcoming rocking chairs with fans to create a summer's breeze. The mansion was just as alluring. Throughout the tour guides were interesting and had a wealth of knowledge including the significant numbers of volunteers and paid staff who maintain the gardens.



From Sonnenberg we drove nearly 90 minutes along Seneca Lake to Glenora Winery for drinks on the balcony overlooking the Lake followed by a delicious buffet dinner. On the way back to Ithaca, some stopped at the Seneca Lodge Restaurant for a drink while they tried to identify race memorabilia that covers most of the walls and ceiling.

The next day we drove to Hammondsport, home of the Glenn H. Curtiss Museum. Glenn Curtiss was a self-taught engineer, inventor, manufacturer of bicycles, motorcycles, autos, aircraft and aircraft engines. We had a private guide who was an aeronautical engineer and seasoned pilot who had a gift for storytelling as well as an extensive knowledge of Curtiss' life and accomplishments. Everyone enjoyed the museum. From there we drove a few miles to the Bully Hill Vineyards for a lovely lunch a few hundred feet above Keuka Lake. Some stayed for wine tastings or tours of the facility while others drove back to the hotel for a relaxing afternoon and a walk around Ithaca Commons, a pedestrian only area with numerous boutique shops.

The next day was a relaxing day-on-your-own. There were a wide variety of interesting attractions visited by PCA'ers including the Corning

Glass Museum (more interesting than it sounds), Watkins Glen State Park, several magnificent waterfalls within the city, countless wineries, distilleries and breweries, boat rides on the various lakes, Cornell University campus, and exploring some of the historic upstate small towns and villages.

The final day was the capstone as it included a drive of the historic street course and parade laps of Watkins Glen International. The street course was terrifying if you considered they

were **racing** each other in cars with wholly inadequate brakes, tires and suspensions by today's standards on country and village roads with bridge abutments, railroad crossings, bridges without guardrails and spectators lining the streets mere feet from the racing cars. The parade laps were a chance for some of us who have driven the track at speed to show the track, with all of its turns and elevation changes, to our spouses. The WGI pickup truck that led us around the track kept a very brisk pace and yet his brake lights never illuminated!

The Finger Lakes is a picturesque and relaxing vacation destination that might be worth another visit in several years!

Thank you to the following Great Drive committee members who made this possible:
Hal and Linda Grossglas, Jose Isern, Doug and Vicki Kilbourne, and Dan Nettler.





LAST CALL: Volunteers Needed for Labor Day HPDE at Mid-Ohio!

Our biggest HPDE of the year is almost here—August 29–31 at Mid-Ohio Sports Car Course—and we still need a few more helping hands!

No experience? No problem—we'll show you everything you need to know. Even a half-day shift makes a huge difference.

Roles still open: Tech Inspection, Registration, Grid, and Pit Out.

Ready to jump in? Contact Doug Blackburn at volunteer@morpc.org

Let's make this Labor Day weekend one to remember!

Labor Day Weekend HPDE at Mid-Ohio—track time, camping, and cookouts with MORPCA!

Join us for a fun-filled weekend of camping, cookouts, and camaraderie at Mid-Ohio!

Special Guest: Thanks to Byers Porsche Columbus, Madeline Stewart returns Saturday to provide pro coaching, analysis, and IMSA/Cup racing insights.

Thursday: Gates open at 5 PM for registration, load-in & camping setup.

Friday:
Advanced Solo Lapping on the new pavement.

DE Lite Program for first-timers (classroom, car tech, 2 on-track sessions with instructors).

Track Walk to learn the new surface.

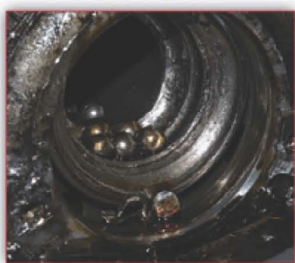
Sat–Sun: Traditional instructed & solo run groups with plenty of track time.

Sunday Afternoon: Wrap-up, plenty of time left to enjoy Labor Day Monday.

All manufacturers welcome (except non-Porsche 4WD vehicles & trucks). Bring your camper and your grill!

Go to clubregistration.net for information and sign up: <https://clubregistration.net/events/signUp.cfm/event/15539>

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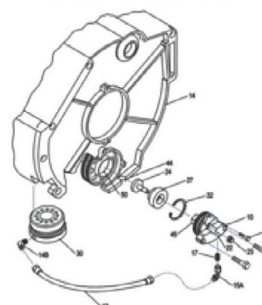


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MORPCA BOARD MINUTES

Jen Reynolds
Secretary

MORPCA Business Meeting Minutes for August 2025

Meeting called to order by Mike Stoner, Vice President, at 6:30 p.m.

Attendees: Steve Eisenbrown*, Mike Stoner*, Debra Stoner*, Vicki Kilbourne*, Doug Kilbourne, Dave Stetson*, Stephanie Bahr, Kevin Hennessy*, Jennifer Reynolds*

* indicates voting member

President's Report by Steve Eisenbrown, President - No report.

Treasurer's Report by Vicki Kilbourne, Treasurer - All financials are current and up to date. Of note, Great Drives Finger Lakes came out ahead of expenses. The Spring HPDE came out below expectations due to factors such as rising track costs and the Mother's Day weekend dates. The IRS has all of the club's necessary tax information and have extended their 90-day review. Mike thanked Vicki for her quick turnaround of reports.

Advertising by Akash Vaswani, Chairperson - No report.

Membership by Linda Grossglass, Chairperson - Linda couldn't attend the meeting but sent her report. July club membership included nine new members, one transferred in, none transferred out, 12 lapsed, and a total of 1157.

Newsletter by Debra Stoner, Editor - Debra thanks everyone for their submissions, keep them coming. She appreciates the photos, messages, and ideas and will follow up with members as needed. Of note: MORPCA membership name tags are ready to be produced for interested members and Steve E. will provide info to be published in the newsletter. Steve thanks Brian Peterson for developing a fresh update and taking on the name tag project.

Communications by Kevin Hennessy, Chairperson - Kevin reported that the new and improved name tag order page on the website is open for business and a few orders have been placed. The link for ordering: Mid-Ohio PCA Goodie Store - RoACH T-shirts. There was a transition to a new National PCA server and everything went seamlessly, and all information has been backed up for additional security.

Social Activities by Frank and Melinda Todaro, Co-Chairpersons - Frank and Melinda couldn't attend the meeting but sent their report. July's Third Thursday Social at Performance Luxury Sport in Marysville was a success with almost 90 attendees, which included around 15 members of BMWCA, our event partners. The event came out ahead of costs. The August Third Thursday Social is set for Thursday, August 21st, at Horsepower Farms in Powell. About 80 members are

expected to attend. There is no Third Thursday scheduled for September, as we have Oktoberfest back at HP Farms on Sunday, September 14th. On October 16th, the Third Thursday Social will be held at Meyer Shank race shop in Pataskala. That should be fun and well attended. Our Third Thursday socials have been popular this year and we plan to keep up the momentum by seeking new venues each year.

Concours/P2P by Mat Allison, Chairperson - Mat couldn't attend the meeting due to a prior commitment. Consensus for the MORPCA car show as part of the Arthritis Foundation car event was a success. The weather and threat of storms may have kept some people and their Porsches away. Mike noted there are opportunities for growth for the annual show and for club concours.

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

HPDE: Kevin reported that Frank Todaro is working on the Labor Day Weekend HPDE with 104 registrants. Challenges were noted, including the dates and increased expenses. Byers will be bringing Madeline Stewart and a Porsche to the DE. Ideas to increase attendance were floated. Kevin thanks Frank for all his dedication to making the HPDE a success. **Maria's Message/TRSS:** These events are on the calendar and need coaches and volunteer support. No experience necessary, training will be provided. Contact Kevin or Andy Welter if interested.

Autocross: The goal of running MOR Autocross events is still alive. Discussion included possible locations, including SafeLite and Fortress Obetz, that could be available as for venues.

Great Drives Finger Lakes: Mike reported this event was well attended and probably the most successful yet. Forty-four people, including members from Michigan and NOR clubs, attended the extended weekend. Many thanks to Mike and the Great Drives team for putting together the activities.

Drive and Dine: Jose Isern couldn't attend the meeting; however, everything is set for the Labor Day Weekend D&D to Mid-Ohio for Parade Laps for Charity. The final D&D of 2025 will be a drive to Hocking Hills.

Safety by Chip Henderson, Chairperson - No report.

Charity by Mike Stoner, Chairperson - As mentioned with Drive and Dine, money raised during the D&D Parade Laps for Charity at Mid-Ohio on Sunday, August 30th, will benefit Hilliard Food Pantry.

Old Business - No report.

New Business - No report.

The meeting was adjourned at 7:45 p.m.



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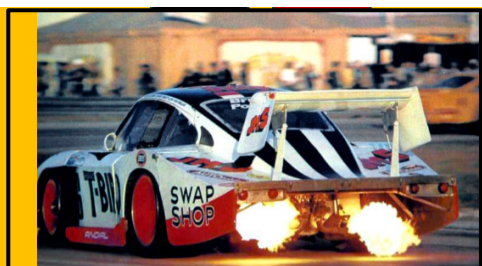
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**Der
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Reflections on Porsche Motorsports **Steven K Clinton**



A number of MORPCA members migrated west to the historic Laguna Seca Raceway (now WeatherTech) in Monterey for the fall 2023 Rennsport 7, an event providing a multitude of remarkable memories. Fresh shared experiences with friends and many flashbacks in time for me. Past visions of over 6 decades of Porsche racing experiences were resurrected from the deep vaults of my mind by the unique resonances and colors of the historic vehicles thrashing around the raceway, particularly enriched from a vantage point overlooking the glorious descent off the edge of the earth at the Corkscrew.

One particular Rennsport moment comes to mind as I contemplated the subject of this month's reflection. As the sun was descending on the second day of Rennsport, my watch affirmed what my legs were telling me. I obtained my 15,000 steps. I was dreading the long walk across the bridge, then over hill and dale, to the far parking lot where all those with non-Porsche rental cars had the pleasure of parking. There were a few folks on my route, and as the trail narrowed to a stairway up a hill, I stepped aside to let a younger gentleman go first, so as not to slow him up with my rickety right knee. He noted my shirt with the Indianapolis Motor Speedway emblem embroidered on the chest. At the top of the steps, he turned and asked if I have been to "The 500". I responded yes and that family and friends have gone for years. He enquired of me "what are your favorite races?" Little did he know that such a question could get me going for hours on end. I started with the great Ward-Rathman duel in 1960 as my favorite. He interjected in the middle of my response asking how long I had been going..... indeed, a long time. I mentioned the Golden Anniversary 500 in 61, the first win for Texan A. J. Foyt. Not wanting to overdo it, I skipped ahead to the famed Mears and Johncock finish in 1982 as particularly memorable. He agreed that the 82 race was indeed a classic. Then he said, "what about 1972?" I responded, "Ah yes, a great day for Mark Donohue after his bitter disappointment in 1971 when a mechanical failure ended his dominating performance." He looked over at me as we sauntered up a dusty roadbed, cracked a smile, and stated, "Mark was my father, I'm his son Michael, pleased to meet you."



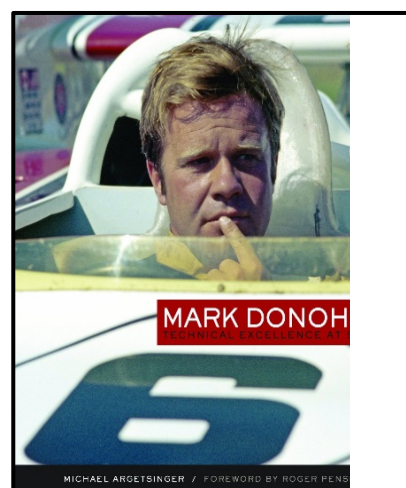
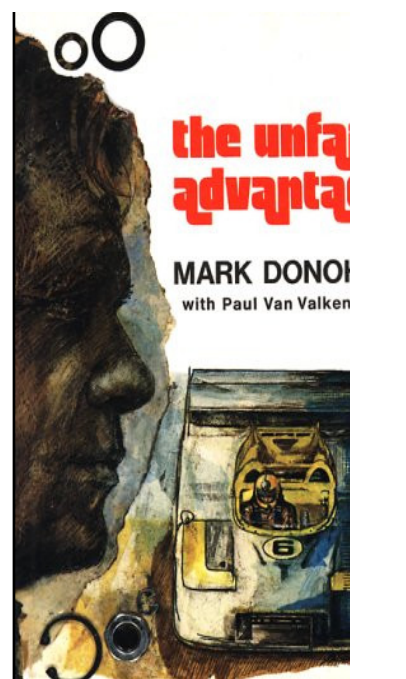
My recollection is that I first became aware of Mark Donohue in the mid 1960's as an up-and-coming driver in the SCCA-sports car championship and then Trans Am and Can Am. I particularly recall that every time the *Autoweek* newspaper articles mentioned his name, it always stated "Brown University graduate" or "university trained engineer." That was quite unique in the 1960's as Ivy League college graduates naturally moved on to lucrative careers in industry, business, and academics. The typical American race driver in those years, had

dropped out of school as fast as possible to wrench on old cars, labor in car shops, and sneak into racetracks grasping for opportunities. Mark was introduced to amateur sports car racing through friends at college, and he was soon itching to drive, and between classes of his senior year in 1959 he began racing a 1957 corvette and won the first race he entered. Mark was good, damned good, and soon was winning SCCA championships, benefiting from combining skills as a driver and mechanical engineer.

At this point let me suggest that the full details of Mark's career can best be appreciated from two excellent books. First, one entitled, *The Unfair Advantage*, is a superb autobiography (get the 2000 version extensively updated by his son Michael, then Michael Argetsinger's *Mark Donohue, Technical Excellence at Speed*.

By 1966, Mark was partnered with the aspiring entrapeneur Roger Penske, who had retired from driving to focus on his businesses and race teams, forming a profoundly complementary and productive enterprise. My first "in person" exposure to Mark was at the Indy 500, where the beautifully prepared Penske cars quickly established themselves as top competitors beginning in 1969. My father and I attended the July 4, 1971 opening of the new Pocono Raceway for a 500 mile race on the unique 2.5 mile tri-oval (the "Tricky Triangle") providing the frist Indycar checkered flag for Mark and the Penske Team in their McLaren M16.

During these years Mark, earned the nickname "Captain Nice," and Team Penske achieved success in various race series, including Trans-Am, NASCAR, Can-Am, and endurance racing from Sebring to le Mans. Indeed Mark amassed a totoal of 59 wins for Team Penske which remains, to this day, as the most for any Penske driver. Let us delve a little deeper into some of Mark's greatest achievements driving a Porsche. By 1970 Porsche was having grand success in endurance racing with the 917s, winning Le Mans overall in 1970 and at times indirectly competing in the very popular North American Can Am series with some modified 908s and 917 'Spyders' (roof removed) entered by privateer racers. By the fall of 1971 Porsche was serious about fielding a major Can Am effort and Penske, a sucessful Porsche racer in his early days, pursued the contract that was ultimately rewarded. Over the winter months of 1971-1972, Donohue worked tirelessly with Porsche in Germany to deveop the 917/10 chassis and turbo engine at Weissach. The effort was not without challenges, such as the "turbo-lag". It took too long for the boost pressure to build, taking an extra second or two to build up power on the exit of corners, was difficult to manage at intermediate throttle through varous corners, and lagged at throttle release. Donohue also attacked the aerodynamic and weight challenges, in part by secretly borrowing a series-dominating McLaren to dismantle and interrogate at the Porsche factory, returning the car to the owner in perfect shape. Ultimately the problems were solved, the 5-liter turbo engine producing over 1000 HP and in initial testing the new racer was several seconds below the Road Atlanta Can-Am track record. The 9-race 72 Can-Am season began in June at Mosport, soon after the Donohue-Penske win at Indianapolis. In spite of the fastest



Roger Penske and Ferry Porsche at The Glen Can-Am 1972

qualification time, the Porsche experienced a turbo problem, dropping to 9th, but recovering to 2nd, leaving the win to Denny Hulme and McLaren. In preparation for the next Can-Am, the team was testing at Road Atlanta when the rear bodywork came loose, resulting in a violent crash, severing the car in two. Thankfully Mark survived, rather shaken and with a severe leg injury that would keep him on the sideline for most of the year. Penske acted quickly to find a driver, and George Follmer, a past teammate of Donohue in endurance races was hired. In spite of no experience at Road Atlanta, no experience in a 917 of any kind, particularly the twitchy short wheelbase 917/10 with its steep power curve, George achieved a remarkable victory in the race.

I was fortunate to be at "The Glen" for the next race on the schedule. Porsche chartered a plane to bring its top ex-



The 1972 Porsche 917/10, George Follmer, and Roger Penske at Watkins Glen in 1972

ts over the pond. Unfortunately, it was not their best weekend, the team struggled and finished 5th with mechanical issues. Recovering quickly, Follmer won 4 of the next 6 races to win the Can Am Championship. Donohue returned to win the Edmonton race in the second team car.

With the benefit of experience, the Porsche/Penske/Donohue effort for 1973 delivered a dominating season with one of the most impressive race cars in motorsports history, the 917/30, a testament to engineering brilliance. Mark won 6 of the 8 races taking the championship. The 1,700 pound vehicle with the twin 5.4 liter flat-12 engine producing between 1,200 and 1,500 horsepower based on set up, provided profound acceleration reaching nearly 200 MPH in 13 seconds. "If you can make black marks on a

straight from the time you turn out of a corner until the braking point of the next turn, then you have enough horsepower" is a quote attributed to Mark. In 1975, the car was dusted off and Mark set the world's closed



Photo by Rainer Schlegelmilch



course speed record of 221 MPH at Telladega. To this day, Donohue's mastery of "the beast" and his contribution to the engineering and development of a car with such breathtaking performance is perhaps his greatest achievement.

A much publicised and anticipated race series was initiated in the fall of 1973 when most racing championships had concluded and gone into winter hibernation. Called the International Race of Champions (IROC), the 4-race series involved identical Porsche 911 Carrera RSR race cars and 12 leading drivers from series such as Formula One, Can-Am, NASCAR, and Indy. The cars were as

equal as they could be to emphasize driver skill, and randomly rotated among drivers, with 3 races at Riverside and a final at Daytona. Mark proved his driving ability by winning 3 of the 4 races and emerging champion in spite of intense competition from the likes of World Champions Emerson Fittipaldi and Dennis Hulme, Indy champ A.J. Foyt, and Richard Petty of NASCAR. One of the IROC cars is on the cover of this issue.

After such success and reflecting upon the dangers prevalent at the time, Mark chose at the age of 36 to retire and take on management for some Penske Racing endeavors. However, he was unsatisfied, and when Penske chose to take on Formula One, Mark stepped back into the ring to develop the Penske racer and test the waters at the Canadian and US Grand Prix events in the fall of 1974. It was at Mosport in Canada that I experienced my first conversation with Mark. Early on the Friday prior to the first practice, in the massive tent behind the pits serving as the garage, I found Mark, the only driver present watching the team prepare. Not wanting to be a pest, I simply remarked on how wonderful it was to have an American car and driver competing. He shook his head and with a smile commented on the great challenge ahead. In brief, the subsequent 1975 season was very competitive and difficult for a new team, but Mark achieved 5 top-ten finishes in the first 10 races.



The beautiful new Penske PC-1 grand prix racer was ready for Mark to develop and race by the fall of 1974.

In August of 1975, now 50 years ago, I was driving from upstate New York to Champaign Illinois, with my car stuffed with my worldly possessions for graduate school. A hot and sunny Sunday, windows down for a breeze, and the radio on when a brief news report stated that Mark was injured in a morning practice prior to the Austrian Grand Prix, he was taken to the hospital and unable to compete. It did not sound too serious. But, Tuesday morning brought the devastating news that Mark had passed. A deflating tire on the fastest corner sent him into a catch fence and over a guardrail with a post hitting his helmet. Although stunned and initially seeming well, an emerging headache and internal brain hemorrhage subsequently proved fatal. Death in motor racing at the time was all too common. Mark was so careful and seemed invincible. His loss gave me great grief. I celebrate his memory as a unique racer, one who combined great driving skill with an ability to communicate with designers and engineers in very precise and technical language to develop the most competitive race cars. I often wonder what we missed had he lived.

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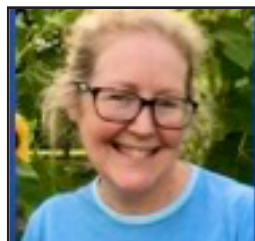
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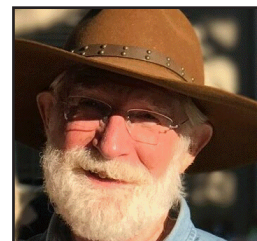
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August 30th Drive & Dine

Jose and Kathy Isern

Drive & Dine – Mid-Ohio Sports Car Course

This month's Drive & Dine takes us to an unforgettable destination—Mid-Ohio Sports Car Course! Jose and Kathy Isern are once again leading a scenic drive from Shawnee Hills up to the track, where the thrill really begins.

We'll take part in lunch-time parade laps on the legendary Mid-Ohio circuit, all while supporting a great cause—Hilliard Food Pantry. It's a unique chance to experience the track from behind the wheel, feel the excitement, and later stay to enjoy the roar of engines as our club hosts the weekend HPDE.

Lunch will be available at the track concession stand.

Don't miss it—RSVP by August 26th!

Save Oct 12th for the last Drive and Dine of 2025 to Hocking Hills.

Third Thursday Socials

Frank and Melinda Todaro

In July, MORPCA members gathered at Performance Luxury Sport in Marysville for a joint event with the BMW Club. Nearly 90 members turned out for a great evening. Guests were welcomed by dealership owner Bruce Daniels and manager Marc Snyder. Mr. Daniels shared updates on his planned project in southern Delaware County, which will eventually include a test track, training facility, and car garages—an exciting development that continues to move forward.

Looking ahead, there will be no Third Thursday event in September. Instead, mark your calendars for Sunday, September 14th, when we'll join the second annual Oktoberfest at Horsepower Farms. This free event will feature other German marques including BMW and Mercedes—watch for email details soon!

Then, for our October Third Thursday, we'll gather on October 16th at Mike Shank's race shop in Pataskala, Ohio. Stay tuned for more information on this special visit.

July Third Thursday
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It's Not the Cars, It's the People: A Journey Through MORPCA History

By Andy Trux

When Marilyn and I first joined MORPCA in 1976, the club had only about 100 members. Everyone knew each other, and many lasting friendships were formed.

Our introduction to MOR was a little rocky. At the time, we owned a new 1974 914 1.8. Some members (mainly 356 owners) wanted 914s banned from PCA, arguing that in Europe they were sold as VW-Porsches and had VW engines. That same group wasn't especially fond of the 911 either, insisting that "real" Porsches only had four cylinders.

Eventually, we were welcomed into the club and decided to be active members. With such a small group, everyone's help was needed, and teamwork built strong bonds. Over the years, both Marilyn and I held numerous elected and appointed positions in MOR, including President, Vice-President, Treasurer, Activities Chair, Oktoberfest Chair, Club Race Chair, Assistant Newsletter Editor, Charitable Giving Committee, and liaison to the Arthritis Foundation Auto Show—many for multiple terms.

Back then, Porsche owners were true enthusiasts.

The cars were rare on the streets, and we often waved or flashed headlights when passing each other—a tradition that, sadly, has faded.

Our newsletter, *Die Offene Strasse*, was a simple black-and-white publication of about 20–24 pages. It wasn't fancy and never won awards, but it delivered the essential news. It was supported solely by membership rebates from PCA National.

Events were plentiful. Each month brought a gathering, and the annual Oktoberfest rotated among MOR, EBR, OVR, NOR, and MVR. When MOR hosted, we staged the autocross at Powell International Raceway—a rather grand name for the track next to Murphy's party barn. It wasn't fast, just two ovals sharing a common side, and sometimes we patched potholes before we could run it.



One of my earlier cars '74 914

A turning point came with the introduction of Club Racing at Mid-Ohio. Racing at speed required a large team of volunteers, many of whom gave up entire weekends (and paid for their own motels) to make it happen. Club Racing was not only exciting but also profitable, allowing MOR to launch a charitable giving program that supported local organizations for years. Over time, however, profitability decreased as more regions added their own Club Races.

As Porsche's reputation grew through racing success and an expanding model lineup, MOR grew as well. Newer owners embraced water-cooled, front-engine, and multi-cylinder Porsches. While some traditionalists resisted, the reality is these models kept Porsche thriving, profitable, and at the top of their game. We know firsthand—that's why we own them! With membership growth, some camaraderie was lost. We once published a membership roster so we could easily connect with nearby members, but that practice ended due to privacy and security concerns.

Among our many cherished MOR memories:

- Two hot laps (as a passenger) in the YellowBird at a Club Race
 - Seeing Henry Payne driving his 904 on I-71 en route to Mid-Ohio
 - Watching Chuck Stoddard take his 917 around Mid-Ohio at speed
 - Being asked to drive Don Marsh's 550 Spyder to the Arthritis Foundation Show
 - Getting my first ever Ferrari ride with Kelly March at the wheel of Bob Fergus' 512BB
 - Visiting private collections and driving cars like a Jaguar XKE, NCRS 100-point 1963 Corvette split-window coupe, Camaro Z-28, and a 1953 Amelia Island-winning Buick Skylark convertible
- Truly, a car lover's dream!



Our 13th Porsche

The one thing that has always been true—and the reason we've remained members for nearly 50 years—is this: ***"It's not the cars, it's the people."*** ***You'll get out of your membership what you put into it."***

Don't get me wrong—the cars matter too. We are now on our 13th Porsche and have enjoyed every one of them. They've carried us to both coasts and countless destinations in between.

Editor's Note:

When Andy graciously submitted this article, Marilyn was still very much a part of his daily life. It is with deep sympathy that we now share the sudden passing of longtime MORPCA member and volunteer, Marilyn Trux.

A 25-year cancer survivor, Marilyn dedicated herself to giving back—attending cancer support groups and volunteering for the Arthritis Foundation Central Ohio Chapter, Brookhaven reunions, Mid-Ohio Region PCA, Scioto Sports Car Club, SPOHNC, and more.

She also loved to travel, especially trips to California to visit her sons and the grandchildren she adored. Among her most memorable adventures was flying with her mother on the inaugural Concorde flight from Columbus, Ohio to London, and returning on the Queen Elizabeth II.

In Loving Memory Marilyn Trux



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Art and Porsche Passion at Parade

By Stephanie Bahr

Enthusiasm for Porsches at Parade extends beyond driving and showing cars—it even includes the arts. This year's Amateur Art Show in Oklahoma City was dedicated to Hans-Peter Porsche, and will now carry his name going forward.

More than 50 pieces were displayed across categories including photography, studio art, artisan crafts, and youth entries. Submissions came from longtime participants—including one artist in her 90s who has entered for 44 years—and newcomers alike.

Awards included Best in Show, chosen by professional judges, and the People's Choice Award, which drew over 550 votes from Parade

guests. A highlight was the Porsche Family Award of Excellence, judged by Hans-Peter Porsche, his son Daniell, his grandson Tamino, and members of Porsche AG.

As always, the show was made possible by volunteers. Thirty members pitched in to set up, organize, and host the event. One surprise volunteer, Ann Rock of NNJR, stopped by to lend a hand and quickly became an invaluable organizer—she may even co-chair the show next year in Lake Placid.

Her words summed it up best: "My generosity with my time was rewarded when I got to meet the delightful Porsche family and make a great new friend—which reinforces the PCA motto: It's not just the cars, it's the people."



Porsche Family Award of Excellence

Mia McGaughey, Suncoast Florida Region

Young Artist Exhibition: Artisan Crafts, ReCycle, ReUse, ReArt

"Not My First Rodeo"

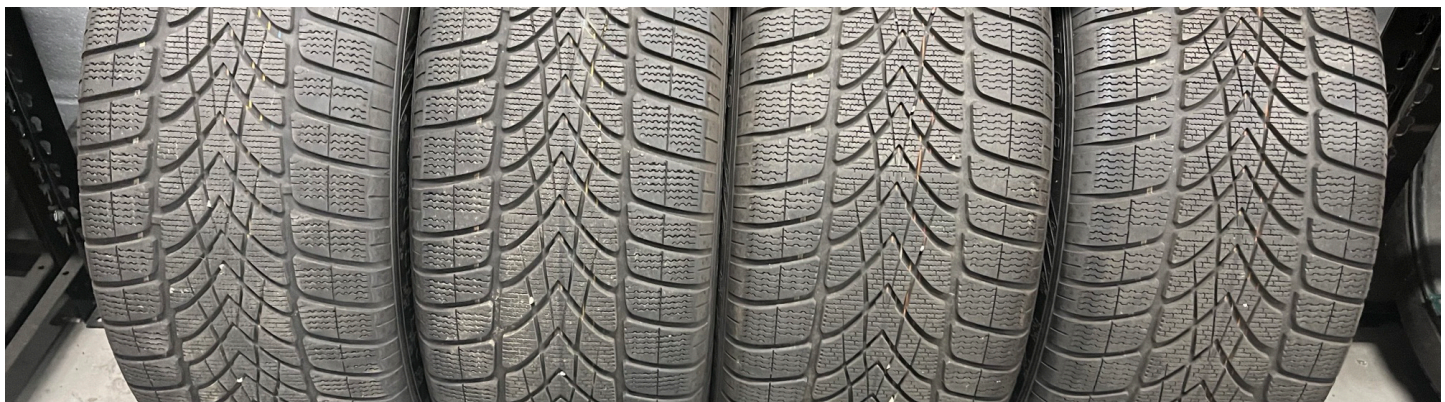
Mia was surprised and thrilled to receive her award directly from Hans-Peter and the Parade 2025 Amateur Art Show Chair

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



AUGUST 2025 ANNIVERSARIES

50 YEARS

Susan Sullivan, 42 years
Howard & Mindee Vance, 41 years

40 YEARS

William & Marilyn Murdock, 40
C. William & Sandra A. Campbell, 35
Jon M. & Mona Cope, 35
Bill & Todd Morgan, 33

30 YEARS

George D. & Sheila R Henderson, 30 years
John C. Brandt, 29
Robert E. Trinkner, 28
Doug & Jackie Harris, 27
Eric M. Carine, 26
Jeremy Lucas, 25
Zahid H. & Jennifer Siddiqi, 21

20 YEARS

David T. Chesrown, 20
John & Patricia Melvin, 16
Steven K. & Evan Clinton, 16
Jeffrey P. & Ken Rachel, 16
Wolfgang A. & Susan Lant, 15
Doug M. Danzig, 15
Jeff L. & Matt Recchiuti, 15

Shane & Jennifer Scott, 15
Jerry L. Begin & Kody Scott, 14
Charles & C. Kenneth Herrera, 14
Charles D. Moss, 14
Andrew J. & Sandra Welter, 13
John W. & Ann Fowble, 13
Jamie M. Reed, 13
William & Connie Schubert, 12
Mark & Anthony Brusadin, 12
Jeffrey Brake, 11
Matthew Scott & Jessica Frasure, 11
Jeff & Amy Perry, 11

10 YEARS

Michael Dunlap, 10
Ryan Arbogast & Angela Cook, 9
Aleksy Prok, 9
Jason & Valerie Brown, 9
Davey Stone, 9
Tim Montague, 8
Robert & Elias Tuma, 8
Drew Poulos, 7
Ron & Pam Funk, 7
Justin Harnisfager, 7
Dan Hubbard, 6

NEW MEMBERS

Allen D. Carnes, Columbus
Shaun Carron-Damico, Springfield
Jonathan Gluck, Worthington
Abel S. Joel, Dublin
Kyle Mullins, New Albany
Joseph A. & Victoria Nunnally, Delaware
Lanham J. Phipps, Pickerington
Joseph Timm, Urbana
Brian Wildermuth, Pickerington

TRANSFERS IN

Robert J. & Kathleen Appleby, from Ohio Valley (OHV)

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

UPCOMING EVENTS		
DATE	START	EVENT
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	12:00 AM	Drive & Dine
Mid-Ohio Sports Car Course, 7721 Steam Corners Rd, Lexington, OH 44904		
Mon Sep 8	6:30 PM	Business Meeting
Tentative Rusty Bucket Restaurant and Tavern, Easton		
Sun Sep 14	12:00 PM	Oktoberfest
Horsepower Farms 4301 Home Rd, Powell, OH 43065, United States		
Sun Oct 12	9:00 AM	Drive & Dine
Hocking Hills State Park 19852 SR-64 S, Logan, OH 43138,		
Mon Oct 13	6:30 PM	Business Meeting
Tentative Rusty Bucket Restaurant and Tavern, Easton		
Thu Oct 16	5:30 PM	3rd Thursday - MSR
New MSR Racing Headquarters, 3001 Etna Pkwy, Pataskala, OH 43062,		
Fri Oct 24	12:00 AM	NNJR VIR HPDE
Virginia International Raceway, 1245 Pine Tree Rd, Alton, VA 24520		
Mon Nov 10	6:30 PM	Business Meeting
Tentative Rusty Bucket Restaurant and Tavern, Easton		
Mon Dec 8	6:30 PM	Business & Annual 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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