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# Die ffene Strasse

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## DIE OFFENE STRASSE

(The Open Road)  
Published Monthly by the

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Happy Holidays!

As I work to get this newsletter out before the end of the month, the universe has decided to test my resolve. The electricity has been out for nearly twelve hours, it's cold enough to see your breath indoors, and I'm typing in layers like I'm preparing for a ski trip. On the bright side, I am extremely grateful for our two guest writers this month: **Dick Harmon** and **Chip Henderson**, who graciously shared some entertaining driving adventures. Their stories may inspire you to dust off your own.

I've exercised a bit of editorial privilege (as editors do), trimming and polishing their submissions. If you don't normally see yourself as a writer, please don't let that hold you back. Send in your story anyway—I promise to do my best to make sure it's easy and enjoyable to read. Think of it like bringing a casserole to a potluck: you bring the ingredients, I help with the presentation.

November tends to be a quieter month for the club. Hopefully you were able to enjoy the colors of fall, whether through a scenic drive or the more vigorous form of leaf appreciation: raking. We were able to squeeze in a mid-week getaway to Hocking Hills in November. The Boxster needed a new tire, so we took the electric car instead. It didn't disappoint—just a smooth hum along the curves, like a silent roller coaster with better views.

A Porsche may be what initially brings us together, but I'm convinced it's the shared love of feeling connected to the drive—and of course, the friendships that form along the way. Here's to more stories, more miles, and more memories in the year ahead.

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# FUN DRIVE



By  
**Mike Stoner**  
**MORPCA Vice President**

It is Thanksgiving Eve as I write this. Because this is a Porsche Club newsletter, I want to say how grateful I am for our Region and for the friends I have made over the 19 years I've been active. We are fortunate to have an enthusiastic, highly engaged membership with many opportunities to participate throughout the year.

## **MORPCA Holiday & New Members Social** – January 10, 2026

This year we are moving our annual holiday party from December—a month filled with social commitments and football conference championships—to a calmer January date. This event is a must-attend for longtime members to reconnect with friends, and a command performance for newer members to meet people and learn about our activities. Look for an email invitation soon!

## **Trickle Charge**

Typically held one Saturday morning per month from roughly November through April, Trickle Charge gatherings are hosted at local shops to learn about automotive topics. These informal, informative sessions have included presentations regarding detailing, wheel alignment, Certified Pre-Owned cars, and more. It's a great way to expand your knowledge in a relaxed setting.

## **Drive & Dines**

During the warmer months, José Isern leads us on scenic routes featuring beautiful, curving, undulating Ohio roads. These Saturday or Sunday morning drives conclude with lunch and offer a wonderful excuse to get your Porsche out—whether solo or with a passenger. They're also an excellent way to meet fellow Porsche enthusiasts and discover great driving roads. (If you're familiar with Route 555, you know what we mean.)

## **Third Thursdays**

From April through November, Frank and Melinda Todaro host monthly social evenings at various locations—businesses, private residences, yacht clubs, and more. It's yet another opportunity to

uncover the Porsche, drop the top, enjoy a drive, and then relax with fellow members over drinks. Dinner is typically available from a food truck. In October, we visited the Meyer Shank Racing shop—and yes, it was every bit as impressive as it sounds.

## **HPDE (High Performance Driver Education)**

You may already consider yourself an excellent driver—many of us do—but HPDE events provide a safe, structured environment to refine and test your skills. Classroom sessions and in-car instruction are provided, with your instructor communicating through an in-helmet system. Passing is only permitted after the lead car signals with a hand out the window, ensuring safety even as speeds approach 150 mph. After your first DE, you'll understand why top speed is one of the least relevant measures of skill or enjoyment. Trust me. This year, we tentatively plan to host an instructed DE at Mid-Ohio Sports Car Course in June, as well as tentatively co-hosting one in July.

## **Great Drives**

This annual long-weekend social and driving event allows you to stretch your Porsche's legs in beautiful countryside, while enjoying exceptional lodging and memorable meals. Designed for both drivers and navigators (though a navigator is not required), Great Drives offers both spirited driving and relaxed camaraderie. This year's event is expected to take place in late July, with southwestern Pennsylvania as the likely destination.

## **Volunteer Driven**

**All** MORPCA activities are made possible by volunteers—we have no paid staff. Across PCA as a whole, only a handful of staff positions exist. Everything we do is driven by members who choose to get involved. We encourage you to volunteer; the rewards are well worth the time and effort.





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**PORSCHE**

# Operation Corkscrew

By Chip Henderson

## The Plan

Pulling out of the driveway with a race-car-laden trailer is always a milestone moment. After weeks of preparation—wrenching, planning, packing, and more wrenching—it was finally time to leave home. Ahead lay 2,400 miles and one of the most famous racetracks in the world: Laguna Seca. Operation Corkscrew was a “GO”.

The plan was simple: haul our 944 Turbo to Monterey, spend a long weekend at the PCA “Kahuna at Laguna,” and return to Ohio. Naturally, we added a side adventure—Bonneville Salt Flats.

## The Salt Flats Adventure

A funny thing about the salt flats is that the surface changes day-to-day. Some days, after a long dry spell, it has a hard, flat surface, not unlike asphalt. However, just a little bit of rain can turn the salt into mush – or an actual lake.

We arrived at Bonneville to find the surface somewhere between crust and mush—an inch of flaky top layer with a firmer base beneath. We asked each other the only appropriate question:

**“Should we?”**

**“We’ve done dumber things.”**

A salt-prep truck rolled up. Instead of kicking us out, the driver pointed us toward the safest place to try a run—safe for everyone except us, of course.

It wasn’t long before we had the car unloaded and ready for a test run. I drove first because it was my idea and Connor still had a long life to live. The car was wearing a set of Toyo RA-1’s mounted on Fuchs that serve double duty as transport wheels and race rain tires. We figured the extra tread on the Toyo’s would be better than the slick Hoosier R7’s. In hindsight, I don’t think it would have mattered. As I accelerated away, the car immediately felt sketchy. The crusty top layer of salt started slipping around under the tires and as speed increased, the movement became more frantic. As I slowly approached double-digits the skittery feeling increased dramatically. Then a representative from the self-preservation department in my head spoke up. **“Dude, this is a bad idea.”** So, I eased off the throttle, carefully turned around and headed back to the trailer.

**“How fast?” Connor asked.**

**“Not even 100.”**

He tried next. Same result. We settled for slow passes, hero photos, and a salt-covered memory.

On our way out, we stopped by a small group of trailers parked on the salt. These folks were part of the motorcycle speed week team there to support the event. Parked in front of a trailer was one of the speed run bikes. It looked like someone built it in their garage using spare parts from different motorcycles. When I asked about it, the owner said she built it in her garage using spare parts from different motorcycles. I couldn’t imagine riding that thing, with its impossibly narrow handlebars, at any speed on the salt. We left with a new level of respect for these speed demons – and a couple free t-shirts.





## Laguna Seca

Racing Laguna Seca has been on my bucket list since I was a kid watching Can-Am cars dive through the Corkscrew on a black-and-white TV. The track is short and full of elevation changes—fast, wild, and unforgiving.

The Corkscrew is an experience: high-speed entry, blind crest, hard brake, a left that turns into a steep downhill twist. Get it wrong and you find a tire wall or a two-story gravel drop. Get it right and it's one of the best moments in North American racing.

A veteran racer offered one piece of advice:  
**“Turn in earlier and more than you think you should.”**

He was absolutely right.

## The Race Weekend

I drove the Saturday sprints and reset the track record for our class.

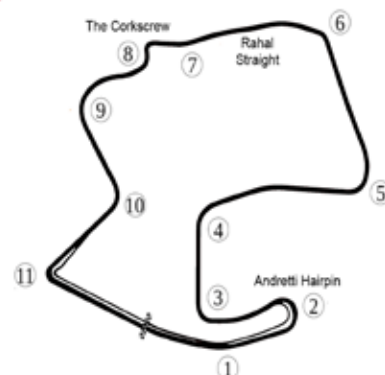
That night, Connor said, “Since you’ve got the record, I’ll put the old tires on and take it easy.” I don’t want to take it from you.” While a very noble gesture, I was having none of it. “Nope, you go out and drive your race. Don’t hold anything back.” On his third lap, he shattered my record by almost two seconds.

***Moments later I received a text from the Chief Steward of the race with a laughing emoji, “That didn’t take long...”*** No, it certainly didn’t. But if someone is going to break my track record – who better than my son in my race car?

Connor went on to finish the race, taking first in class – cementing his hold on the record and topping off an amazing race weekend. As a bonus, we were able to put a running, undamaged race car back on the trailer. Next was the long drive home.

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## Journey Home + Reflection

Four days and many audio books later, the trailer rolled back into our driveway—race car intact, driver slightly worn out. Laguna Seca checked off the bucket list, Bonneville explored, and another adventure recorded.

Bucket-list trips are risky and complicated, but they all share one goal: have fun. We didn't hit top speed on The Salt, but we chased adventure across America and carved through the legendary Corkscrew.

Mission accomplished.

*"Momma always told me not to look into the eyes of the sun.  
But momma, that's where the fun is."*

— **Bruce Springsteen**

What's your next adventure?

Chip



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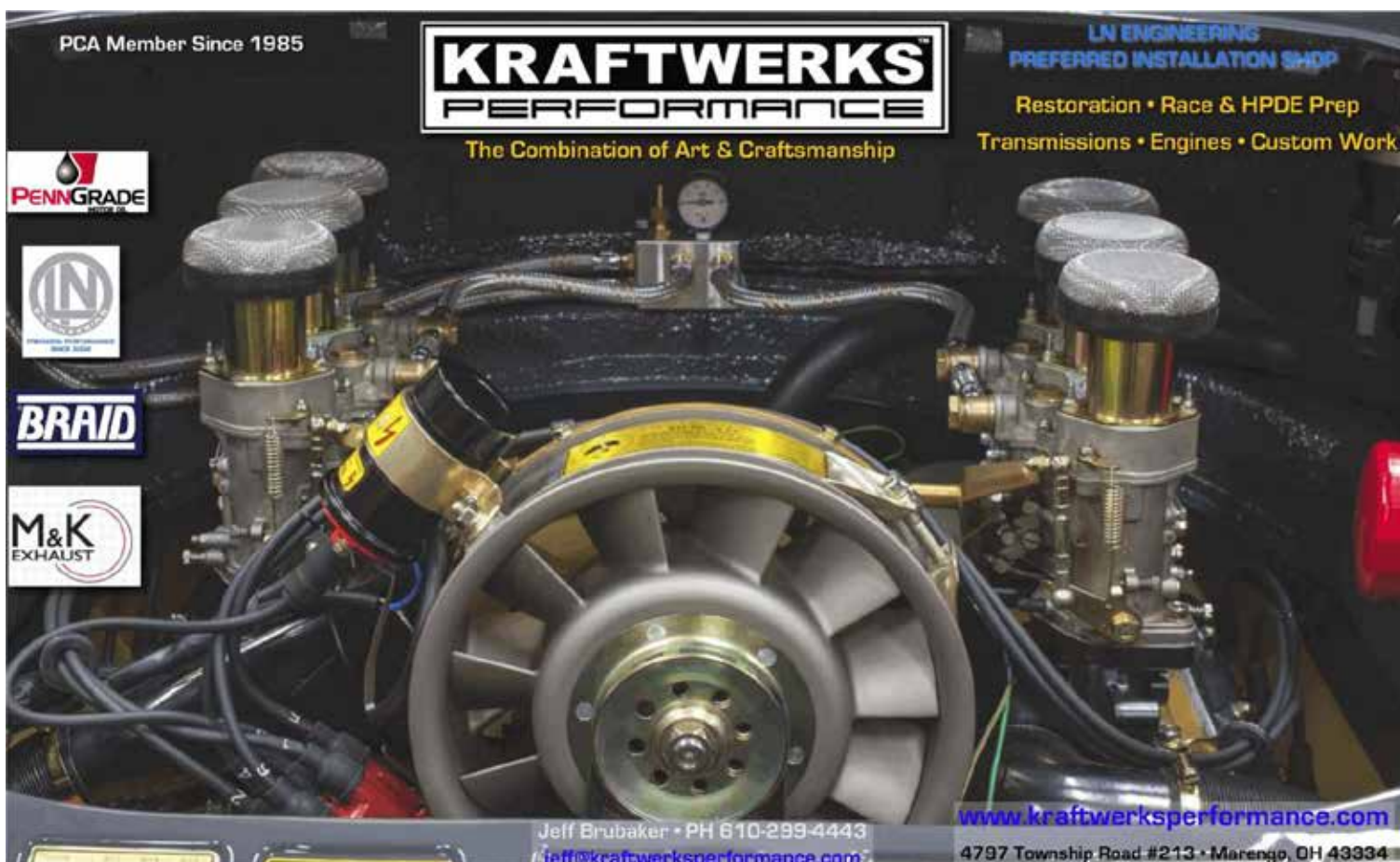


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# MORPCA BOARD MINUTES

Jen Reynolds  
Secretary

MORPCA Business Meeting Minutes for 11/10/2025

Meeting was 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, Chip Henderson, Kevin Hennessy\*, Patrice Hennessy, Jose Isern, Frank Todaro\*, Jennifer Reynolds\*  
\* Voting members

**President's Report** by Steve Eisenbrown, President: No report from National. Steve made a motion to proceed with filing Form 990 by November 15th as well as searching for a new accounting firm to assist with next year's filing. There is no liability with this year's filing, and Mike and Debra will determine how best to file. All present were in favor of the motion (Mike abstained from voting). Steve presented a policy regarding conflicts of interest for MORPCA board of officers. The policy is stated as part of PCA's Corporate Policy, Procedures, Guidelines and Codes. All board members and National staff will sign an annual statement acknowledging compliance of the policy. Statements were signed and filed with Steve.

**Treasurer's Report** by Vicki Kilbourne, Treasurer: Vicki and Frank are working together to submit final payments for the Fall DE. In all, the DE didn't breakeven but a strong team effort got us close.

**Advertising** by Akash Vaswani, Chairperson: No report.

**Membership** by Linda Grossglass, Chairperson: Linda couldn't attend the meeting but sent her report. There were seven new members, one transfer in and one transfer out, for a total on 1181 MORPCA members.

**Newsletter** by Debra Stoner, Newsletter Editor: In an effort to reduce costs and the need for content, Debra proposed a revised newsletter schedule with eight issues per year. Discussion included the impact on scheduling announcements for events and the effect on advertising. Debra will follow up with Akash on advertising.

**Communications** by Kevin Hennessy, Chairperson: Club emails are being sent as scheduled.

**Social Activities** by Frank and Melinda Todaro, Co-Chairs: The New Member Social and Holiday Party is scheduled for Saturday, January 10th, 2026, 5:30 - 9:30 p.m., at The Boat House in Columbus. Discussion included the drink and food menu and cost per person. A motion was presented to set the price at \$60/person. The motion passed.

**Concours/P2O** by Mat Allison, Chairperson: Mat couldn't attend the meeting but sent his report. He can resume contributing to the newsletter with articles about car detailing.

He has additional ideas like hosting a Trickle Charge Saturday about car detailing, a MORPCA Cars & Coffee event, and/or a MORPCA car show/meet with judging. Mat and Frank are discussing expanding the MORPCA presence with a social at the Arthritis Foundation charity car show in July.

**Driving Events** by Kevin Hennessy and Mike Stoner, Co-Chairs:

**HPDE:** Frank reported that a HPDE weekend at Mid-Ohio Sports Car Course is tentatively reserved for June 26 - 28, 2026, which fits in well with the club calendar. Discussion included hosting both DE and PCA Club Racing during the weekend, and the potential logistical and scheduling issues identified. A combined HPDE event with MORPCA and NNJR is being proposed for July. Frank will meet with the HPDE team for further input.

**Drive & Dine:** Jose Isern reported there were five D&D events in 2025, with 173 cars and 287 people.

**Great Drives:** The Committee is beginning planning for 2026 with drives to Pittsburgh, Fallingwater, Kentucky Knob, and Flight 93 Memorial identified as possible destinations.

**Trickle Charge** by Jeff Brubaker, Chairperson: Jeff couldn't attend the meeting, but the Trickle Charge - Motor Oils on Saturday, November 8th, at Rife's Auto Body Grandview was well attended.

**Safety** by Chip Henderson, Chairperson: Chip is working with the National Safety Chair to receive and review safety updates.

**Philanthropy** by Mike Stoner, Chairperson: No report.

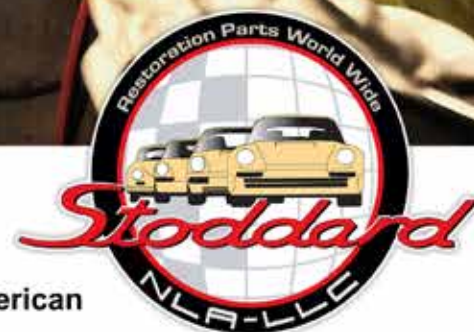
**Old Business:** Steve requested summaries of information from the chairs for the club's year in review report.

**New Business:** Dave recommended creating two new MORPCA committees. The first is a standing nominating committee instead of forming a temporary ad hoc committee for board elections. Discussion involved identifying potential board members and encouraging volunteerism within the club. Dave's second suggestion was to create a safety committee to support the Safety Chair and increase safety for all club events. Mike suggested Dave bring more information to an upcoming meeting.

The meeting was adjourned at 7:58 p.m.



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# MORPCA BOARD MEMBERS

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Steve Eisenbrown



**VICE PRESIDENT\***  
Mike Stoner



**SECRETARY\***  
Jennifer Reynolds



**TREASURER\***  
Vicki Kilbourne



**PAST PRESIDENT\***  
Dave Stetson

## STANDING COMMITTEES

**MEMBERSHIP\***  
Linda Grossglass

**ACTIVITIES\***  
Melinda Todaro  
Frank Todaro

**DRIVING EVENTS\***  
Kevin Hennessy  
Mike Stoner

**TECHNICAL\***  
Jeff Brubaker  
Matt Scott

**NEWSLETTER EDITOR\***  
Debra Stoner

**P2O/CONCOURS\***  
Mat Allison

**COMMUNICATIONS\***  
Kevin Hennessy

**CHARITY\***  
Mike Stoner

**DEALER LIASION**  
Steve Eisenbrown

**TEST DRIVE**  
Available

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## APPOINTED COMMITTEES

**CLUB RACE**  
Chip Henderson

**CHIEF INSTRUCTOR**  
Tom Todaro

**AUTOCROSS**  
Ryan Heidenreich

**OFF ROADING**  
Jeff Glancy

**RALLY/TOURS**  
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\*Voting Board Members

# An American Driving Perspective of New Zealand

## By Dick Harmon

I had been on New Zealand roads for less than five minutes when every cell in my body screamed, “You’re on the wrong side!” Meanwhile, locals zipped by as casually as if reversing decades of muscle memory were no big deal. My 3,000-mile, two-month driving odyssey didn’t make me an expert, but it did gift me a collection of observations—some surprising, some terrifying, and all delightfully entertaining.

And no, this adventure did not involve a Porsche. When you’re renting for two months, practicality rules. My goal was simply to secure a vehicle that cost less than buying one. What I didn’t expect was that you could actually drive 3,000 miles in New Zealand and see substantial chunks of both the North and South Islands in the process.

### 1. Give Way or Give Up

New Zealanders have solved something American engineers still treat as an unsolvable puzzle: the four-way stop. They simply... don’t exist. Even actual stop signs are rare. Instead, one direction is labeled “GIVE WAY” and the other continues without hesitation.

It sounds like chaos, but it isn’t. Traffic flows beautifully. You approach, assess, and share the road like a functioning adult rather than an angry contestant in a social experiment. Every time it worked, I found myself whispering a quiet “bravo.”

### 2. Unleashing the inner Mario Andretti

The speed limit is 100 km/h (about 62 mph). Except where it isn’t. Cities are slower; some small towns aren’t. Many roads are so sinuous you never reach 100 km/h—though the signs still insist you can.

This creates an interesting phenomenon: there is effectively no speed limit. You simply drive as fast as nature, courage, and suspension allow. Every curve becomes a dare. The roadside signs kindly advise: “Slow down on bends” and “Reduced speed reduces damage.” These are less warnings than cheerful reminders that your choices have consequences.

### 3. The Roads Are Postcards

Even if you’re not trying to drive like you’re late for a rally stage, the scenery will seduce you. Ocean cliffs, mountain passes, meadows quilted in sheep, single-lane highways hugging curves like a well-set camber—New Zealand roads beg for spirited driving. Every route feels like a bucket-list drive waiting to be discovered.

### 4. Drivers Who Know What They’re Doing

Perhaps because of the country’s remote geography, perhaps because navigating two-lane mountain passes requires it, the average New Zealand driver is skilled. Most are confident, smooth, and courteous. That said, the cost of a mistake can be steep—sometimes literally. Many roads offer no berm, no shoulder, and no guardrail. A misjudged turn may end in the ocean or a 1,000-foot freefall. No bungee provided.

### 5. No Moose, No Deer, No Panic

New Zealand has exactly one native land mammal: the bat. (File this away for your next trivia night.)

That means no elk, no deer, no wandering bovines waiting to leap into your headlights. The roadkill menu consists mostly of possums and a few unfortunate hedgehogs. Their possums are cuter than ours, but they are invasive and destructive—especially to the beloved kiwi bird. Locals will cheer and possibly buy you a beer if you happen to contribute to pest control accidentally.



Good luck running this at 100 km/hr



This road features ball bearing gravel for budding rally drivers and this was my only straight section



“We don’t need no stinkin’ berm or guardrail to interfere with the scenery.”





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## 6. Playing Chicken on the Bridges

Picture a single-lane bridge in a tight valley or behind a blind bend. You cannot see what's coming, and the GPS is laughing silently. To give a sporting chance of surviving this game, one direction is designated as the right of way direction and is simply denoted by an arrow. It works surprisingly well.

If there is an unfortunate accident resulting in injury, all medical costs are covered by a central insurance pool separate from medical insurance. Everyone is covered, even tourists. No, you may not sue for additional compensation. Automobile rental, including all insurance was surprisingly inexpensive.

## 7. The Price of Fuel is the Price of Pain

Paradise has its tolls. In 2018, gasoline was \$5.70 USD per gallon. Suddenly all that spirited driving becomes reflective driving. You begin to understand why people hike so much in this country.

## 8. The Left-Hand Problem

Left-hand traffic is not complicated in theory. In practice, your brain will betray you in new and humiliating ways.

Turn signals? Wipers.

Lane changes? Wipers.

Returning home? More wipers.

My muscle memory rewired itself so thoroughly that I now approach every car wondering where the steering wheel went. Fortunately, the accelerator and brake pedals remained where God intended.

## 9. Nature Reshapes the Roads

With volcanic soil and relentless rain, parts of New Zealand are constantly sliding, flooding, or collapsing entirely. It is not unusual to round a curve and discover the road simply... isn't there anymore. Their transportation department will never go out of business.

## 10. RVs: The Final Boss

For all their competence, New Zealanders haven't solved one universal problem: slow rental RVs driven by foreign tourists. Two-lane roads with occasional passing lanes allow one or two cars through—but never enough to clear the backlog of frustrated locals behind them.

If you feel the urge to demonstrate your newfound Mario Andretti skills, just wait until you see a passing lane sign. You'll understand the surge of hope in every Kiwi heart.

## Epilogue

Driving in New Zealand doesn't just teach you how to stay on the left—it teaches you to be present. Every bend is a choice. Every bridge is a negotiation. Every possum is a public service.

The country trusts its drivers, and that trust is contagious. I came home more confident, occasionally mistaken about which side of the car to enter, and forever grateful that no one reversed the accelerator and brake.



There is a beautiful track facility near Hamilton. You can "run what you brung" or rent a variety of vehicles. A sign posted at the top of Mt Victoria in Wellington indicated the local auto club was able to shut down the road and use it for their version of the Pikes Peak Hill Climb.







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



### **NOVEMBER 2025 ANNIVERSARIES**

#### **60 YEARS**

Rodney V. & Brandon E. Pozderac, 52 years

#### **40 YEARS**

Scott F. & Robert Sturges, 38 years

John L. & Michael B. Turner, 37

Guy C. & Linda Philips, 34

Jack & Sue Dingle, 34

Kevin F. & Patrice K. Hennessy, 33

William A. & Philip R. Metais, 33

Stephen & Paula Young, 32

#### **30 YEARS**

Paul H. Blom, 30 years

Maury J. Walsh & John Sidorenko, 29

Tom Rathburn, 26

Ed Petry & Kyle Magill, 23

Michael F. Cunningham, 22

Richard & Deborah Gottlieb, 21

#### **20 YEARS**

Mathew & Kathy Allison, 19 years

Joe A. & Vickie Grieshaber, 18

Phillip D. & Elizabeth C. Leffel, 18

Joel & Cate Roscoe, 15

James L. Pierson, 15

Carol L. Hawkins-Dally, 15

Timothy L. Matyac, 14

Karen R. & Nickolas England, 13

#### **10 YEARS**

Robert Palmieri & Eunice Mock, 10 years

Roberto Santini, 9

Greg Figg, 9

Andy Livingston, 8

Ted Saneholtz, 8

Nancy Postle & Sam Shamansky, 8

Shawn Organ, 8

Jack Schmidt, 6

Benjamin Fineberg, 6

Eric Sagun, 6

Chad Gilsinger, 6

Dale Kanner, 6

#### **NEW MEMBERS**

Michael Alan Freitas, Columbus

John R. & Sandra Guthrie, Sunbury

Teruo Iwasaki, Pickerington

Jeffrey Alan Knott, Granville

Shawn Riley, Worthington

Mark Romanchuk, Ontario

Mike Waller, Delaware

#### **TRANSFERS IN**

Palmer & Savannah Crampton, from Ohio Valley (OHV)

#### **TRANSFERS OUT**

John D. Matheny, to Ohio Valley (OHV)



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

UPCOMING EVENTS		
DATE	START	EVENT
Mon Dec 8	6:30 PM	<b>Business &amp; Annual Meeting</b>
Tentative Rusty Bucket Restaurant and Tavern, Easton		
Sat Jan 10	6:00 PM	<b>Holiday Party &amp; New Member Social</b>
The Boat House, 679 W Spring St, Columbus 43215		
Mon Jan 12	6:30 PM	<b>Business Meeting</b>
Tentative Rusty Bucket Restaurant and Tavern, Easton		
Mon Feb 9	6:30 PM	<b>Business Meeting</b>
Tentative Rusty Bucket Restaurant and Tavern, Easton		
Mon Mar 9	6:30 PM	<b>Business Meeting</b>
Tentative Rusty Bucket Restaurant and Tavern, Easton		
Mon Apr 13	6:30 PM	<b>Business Meeting</b>
Tentative Rusty Bucket Restaurant and Tavern, Easton		
Thu Apr 16	5:30 PM	<b>3rd Thursday (tentative)</b>
TBD		
Mon May 11	6:30 PM	<b>Business Meeting</b>
Tentative Rusty Bucket Restaurant and Tavern, Easton		
Thu May 21	5:30 PM	<b>3rd Thursday (tentative)</b>
TBD		
Mon Jun 8	6:30 PM	<b>Business Meeting</b>
Tentative Rusty Bucket Restaurant and Tavern, Easton		
Thu Jun 18	5:30 PM	<b>3rd Thursday (tentative)</b>
TBD		
Fri Jun 26	6:00 AM	<b>HPDE at MOSCC</b>
Mid-Ohio Sports Car Course, 7721 Steam Corners Rd, Lexington, OH 44904		
Mon Jul 13	6:30 PM	<b>Business Meeting</b>
Tentative Rusty Bucket Restaurant and Tavern, Easton		
Fri Jul 17	12:00 AM	<b>HPDE w/NNJR &amp; Metro (Tentative)</b>
Mid-Ohio Sports Car Course, 7721 Steam Corners Rd, Lexington, OH 44904		
Sat Jul 18	12:00 PM	<b>3rdT &amp; Car Show @ Arthritis Show</b>
Metro Place North, Metro PI N, Dublin, OH 43017		
Sat Aug 1	8:00 PM	<b>Call for Candidates</b>
A Board function - no actual meeting, see a Board members for details.		

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

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