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Auto Assets	02
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Fine Shine	22
Kraftwerks Performance	16-17
Middle West Spirits	21
NorthEnd Wrench	17
Performance Luxury	20
ReMax First Realty/Nathan Purdy	23
Rife' Autobody	22
Rodger's Garage	04
Road Keeper	26
Stoddards	13
Tidy Rides Car Detailing.....	14

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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CONTENTS

Der Passagiersitz	04
Der Fahrersitz	06
Fun Drive	08
Der Auspuff	10
Board Meeting Minutes	12
Board Members	15
MORPCA Nametags	16
Anniversaries / New Members	26
Events	27

The Passenger Seat

DEBRA STONER
NEWSLETTER EDITOR

Let it snow, let it snow, let it snow.

Having grown up in Wisconsin, North Dakota, and northern Japan, I have a genuine affection for snow. I'm not entirely sure why, since I don't ski, skate, or sled. Perhaps it's pure nostalgia. I love the quiet magic of a snowy night, the way fresh snow softens the world and turns even the coldest evening crisp and peaceful.

While our sports cars may be tucked in snugly for winter, that doesn't mean we have to hibernate. Cold weather won't deter me. I'm very much looking forward to the January 10th New Member and Holiday Party. So bring out the festive wear, embrace the season, and join your fellow PCA members for a warm, good evening, even if it's frosty outside.

A quick housekeeping note as we look ahead. Beginning in 2026, the newsletter will shift to eight issues per year, reflecting our quieter winter calendar. Rest assured, this does not mean radio silence. You'll still receive regular email updates to keep you in the loop until driving season fully reawakens.

Speaking of staying connected, I'll be doing a bit of friendly recruiting at the Holiday Party. I'm looking for volunteers to help take photos at events. No long-term commitment required. You can sign up for just one event and still earn heroic status. I'm also seeking a few members willing to be interviewed. If writing isn't your thing but storytelling is, you talk and I'll turn it into print. Consider it the easiest way to become newsletter-famous.



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PORSCHE

Der Fahrersitz

The Driver's Seat



Steve Eisenbrown
MORPCA President

Dear MORPCA Members,

Season's Greetings!!

We are closing out a very successful year in MORPCA. It has been my pleasure to serve as president again this year. I am looking forward to one more year in this role.

As you will see in the Year in Review Report, it was once again a busy year for the club. None of this happens without the fine group of volunteers who show up year after year to support these activities. Thanks to all of them! I would also like to thank the MORPCA board members (also volunteers as they haven't seen a paycheck in a while) for their continuing dedication.

We decided to push the New Members/Holiday Party into January this year to avoid all the football game conflicts in December. I look forward to seeing all of you at a new venue, The Boat House. We will also be announcing and handing out the 2025 Awards at that time.

Happy Holidays! Se safe out there.

Steve



Year in Review Report – 2025

Membership- Gained 83 new members for a total of 1181 at year end.

Charitable –

Food Drive- Porsche Columbus - we donated several carts full of food along with \$3,500 to Mid-Ohio Food Collective

Arthritis Foundation - raised \$2240 for that organization.

Labor Day DE - Hilliard Food Pantry donations: were \$480.

2025 Social Events –

Third Thursday events: 9 total events held

Month	Location/Host
April	Henmick Brewery
May	The Vault, Porsche Columbus race shop
June	ESE Open house – The Todaro's Storage Condo
July	Performance Luxury Sport
August	Horsepower Farms Chip & Mindy Vance
September	Octoberfest- Horsepower Farms
October	Meyer Shank Race Shop

NEW MEMBER SOCIAL/HOLIDAY PARTY - to be held in Jan 10, 2026

Driving Events:

The MORPCA Driving Events team of Jose and Kathy Isern, Sarah Beal, Dave Stetson, Bob Curley, Andy Welter, Ryan

Heidenreich, Mark Walters, Chip Henderson, Tom Todaro, Bill Stevens, Barbara Smith, Doug Blackburn, Ken Bigham, Frank Todaro, Mike Stoner, Hal Grossglass, Patrice Hennessy, and a host of other members helping out with Grid, Tech, Registration, Black Flag, Insurance, Dealer Liaison, planning, and wherever needed.

Spring HPDE

The MORPCA HPDE Crew hosted a successful 50/50 partnership with NNJR PCA for our joint May fully instructed 3-day HPDE at MOSCC with 90+ solo drivers and 50+ instructed drivers.

Great Drives - Finger Lakes 22 cars & 44 participants. Planning committee included Mike Stoner, Jose Isern, Dan Nettler, Vicki Kilbourne, Hal & Linda Grossglass. Participants enjoyed visits to Glenn H. Curtiss museum and Sonnenberg Gardens and Mansion along with parade laps of Watkins Glen International. Drive Leads and Sweeps included: Hal & Linda Grossglass, Ron & Pam Funk, Craig & Denise Norsted, Hans Blank & Marianne Klochko, Mike Ulrey & Leigh Penner, Gary & Julie Hickman led the way.

Drive and Dine

In 2025, the MOR Drive and Dine events drew strong participation throughout the season. The year began with the Amish Door Restaurant drive on April 26, which attracted 33 cars across four groups and a total of 52 people. On May 24, the Henmick Farm & Brewery event brought in 26 cars in four groups with 45 attendees. The Covered Bridges drive

followed on June 21, featuring 28 cars in four groups and 46 participants. The American Packard Museum event on July 13 included 24 cars in three groups and hosted 45 people. Attendance dipped on August 30 for the Mid-Ohio Sports Car Course drive, which had 14 cars in a single group and 23 participants. The season concluded strongly on October 12 with the Hocking Hills Fall Drive, the largest event of the year, attracting 48 cars across four groups and 76 people. Altogether, the 2025 Drive and Dine events totaled 173 cars and 287 participants.

Safe Driving School Club Participation

Andy Welter and his team of volunteers including MORPCA driving Coaches supported three (3) separate Maria's Message (Dom Tiberi -10TV) Safe Driving Days, 3 programs per day, at Safelite Autoglass Corp. campus instructing 100+ teens. Additionally, Andy and his team hosted The Tire Rack Street Survival all day teen driving clinic at Safelite Autoglass Corp. campus offering intensive coaching to 11 teens.

Fall HPDE

The MORPCA HPDE Crew hosted a successful end of summer fully instructed three-day HPDE at MOSCC with 145+ drivers registered, of which 40+ drivers received instruction from MORPCA. The HPDE weekend also combined with Drive & Dine that featured lunch-time track parade laps for D&D participants around the Mid-Ohio Sports Car Course-- all in support of the Hilliard Food Pantry and raised over \$480 for the charity. Included a campout weekend. Frank Todaro and Ken Bingham - Co-chairs;

Sarah Beal - Registrar; Tom Todaro - Chief Driving Instructor; Mark Walters - Tech Inspection; Bob Curley - Classroom Instructor/DE LITE; Bill Stevens, Tom Ades, Mark Metcalf, Doug Blackburn, Hans Blank - Grid and Pit out.

Trickle Charge Tech Events

January 2025 - we held an event at Byers/Porsche Columbus and covered new & certified used car sales along with a service demo and discussion in the shop.

February 2025 - we had a demo on (PDR) paintless dent repair, at UnDent Ohio in Lewis Center.

November 2025 - we had a presentation at Rife's Auto Body Grandview by Lake Speed Jr. covering motor oils and oil analysis.

Advertising and Marketing

In 2025, we ended with 16 full time advertisers, up from 14 in 2024, and double the 8 from 2023. Our low rates and wide reach to 1,100+ members, in both print and digital format, allowed us to grow the advertising base. Our best source of advertisers continues to be our own members, and we are proud to showcase their products and promote their offerings to the community.

In 2026 we aim to once again support the club's activities through this vital revenue stream.

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By
Mike Stoner
MORPCA Vice President

Why You Should Go To The Boat House in January

January has a reputation for being quiet, cold, and best spent at home. For MORPCA members, however, January is anything but dull. It is the month when we gather, reconnect, welcome new faces, and set the tone for the year ahead. That is exactly why MORPCA's New Members' Social & Holiday Party belongs on your calendar, and why The Boat House Restaurant is the perfect place to host it.

A Winter Evening Worth Dressing Up For

On **Saturday, January 10, 2026, at 5:30 pm**, MORPCA will take over **The Boat House Restaurant**, one of Columbus's most scenic dining destinations. Perched at the confluence of the Scioto and Olentangy Rivers, The Boat House offers sweeping nighttime views of the water and the Columbus skyline glowing just beyond the windows. In January, when the city feels hushed and reflective, the view feels especially striking.

Inside, the atmosphere is warm and welcoming, a perfect counterpoint to the winter night outside. It is an ideal setting to linger over conversation, enjoy a great meal, and spend time with people who share your enthusiasm for Porsche and the experiences that come with ownership.

Exceptional Value, Effortless Fun

For **\$60 per person**, you will enjoy a **full meal complete with drinks and dessert**, all without worrying about reservations, planning, or logistics. Simply arrive, relax, and enjoy the evening. Events like this are about removing barriers and making it easy to say yes, especially during the winter months when schedules tend to fill quickly.

This is also a wonderful opportunity for newer members to experience firsthand what MORPCA is all about. If you have recently joined, this event provides a low key, friendly introduction to the region. If you are a longtime member, it is a chance to reconnect with familiar faces and extend a warm welcome to those just getting started.

It's Not Just the Cars

One of the most consistent things members say about MORPCA is that the friendships are as meaningful as the cars themselves. The January social brings that truth to life. Conversations flow easily, stories get shared, and connections form naturally. You may arrive planning to stay for an hour and find yourself lingering much longer.

This is also the evening where you can catch up with friends you may not have seen since driving season wrapped up. Winter does not slow our community, it simply shifts us indoors for a bit, where the focus turns to people and plans.

A Preview of an Exciting 2026

The January gathering is also your first look at what MORPCA has planned for the year ahead. 2026 is shaping up to be an active and engaging year with something for nearly every Porsche owner.

Interested in learning more about car care? Our **Trickle Charge educational events** run from December through March. These sessions are designed to build confidence and knowledge in a relaxed setting. The next event will be held at **Auto Assets on January 31**.

Looking for a way to give back? Join us for a **Food Drive on January 31 at Auto Assets**, combining community service with club fellowship.

Love scenic driving with good food at the end? Our popular **Drive & Dines** return from April through October, pairing curvy roads with memorable meals.

Enjoy casual gatherings and seeing lots of Porsches in one place? Our **Third Thursday events**, running April through October, feature relaxed drives, food trucks, drinks, and plenty of conversation.

Want to stretch your car's legs on the track? MORPCA will host **two HPDE events at Mid Ohio Sports Car Course, June 26–28 and July 17–19**, offering a

safe, structured way to experience high performance driving.

Prefer a polished presentation? The **Arthritis Foundation Car Show, July 17–19**, is the perfect opportunity to showcase your Porsche while supporting a great cause.

Dreaming of a long weekend on the road? Our **Great Drives trip to the Laurel Highlands, July 22–26**, combines spirited driving with up-scale lodging and memorable dining.

A Special Opportunity to Give Back

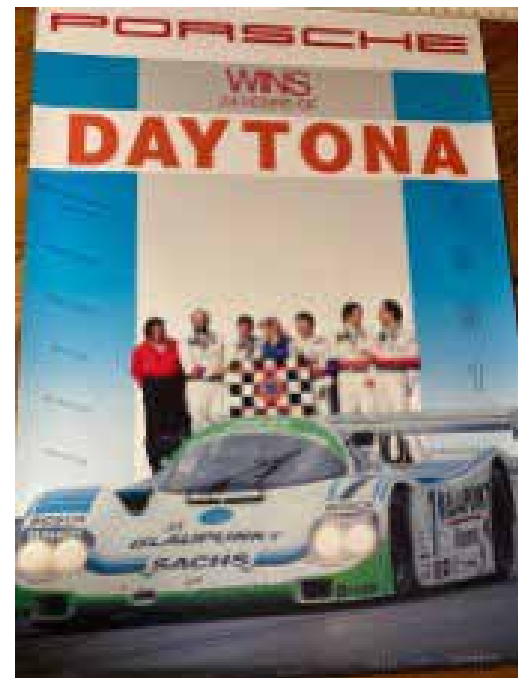
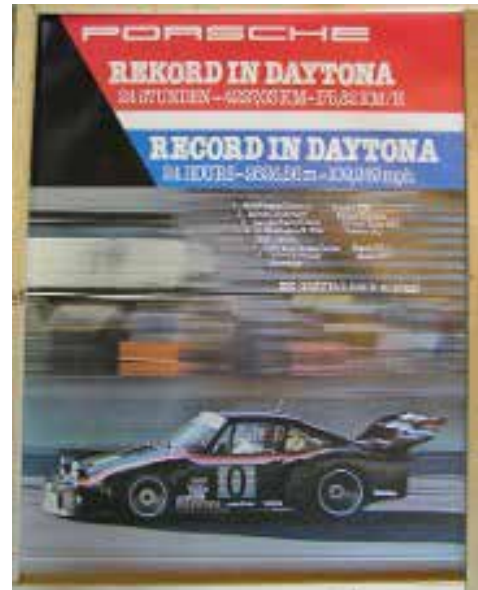
During the January 10 social, we will also host a silent auction featuring three vintage posters. Proceeds from the auction will be donated to charity, giving attendees a chance to take home a unique piece of automotive history while supporting a good cause. It is another way MORPCA blends enthusiasm for Porsche with generosity and community impact.

Start the Year the MORPCA Way

The New Members’ Social & Holiday Party is more than a dinner. It is a kickoff, a welcome, and a reminder of why we belong to this club. MORPCA is an active region with opportunities to learn, drive, serve, and connect throughout the year.

Registration closes December 28 at 12 noon, so do not wait. Secure your spot, make your plans, and join us at The Boat House in January.

As the Porsche Club of America motto reminds us: **It’s Not Just the Cars, It’s the People!**



Der Auspuff

Reflections on Porsche Motorsports Steven K Clinton



The General, The Bomb, and Sports Car Racing in Columbus

This month we explore the extraordinary story of a Columbus native who had significant impact on sports car racing in Columbus, and indeed across America, during the transitional years following World War II. However, it is a convoluted story of many twists and turns for a man who's impact on world history is perhaps even more substantial. It begins on November 15, 1906, when a Columbus, Ohio family of Erving Edwin LeMay and his wife Arizona Dove LeMay welcomed a boy, Curtis Emerson LeMay, to their family. Erving, a laborer, was not known to hold a job more than a few months at a time, first on railroads, then principally as an ironworker and handyman. The LeMay's moved around the country due to the whims of a fluctuating economy teetering on recession, from Pennsylvania, to Montana and California seeking better opportunities for a family that had grown to 7 children. They ultimately settled back in Columbus, and the rather rambunctious Curtis attended Columbus public schools, ultimately graduating from Columbus South High School.

Curtis was accepted to The Ohio State University, worked his way through college, and graduated with a bachelor's degree in civil engineering. While at Ohio State he was a member of the National Society of Pershing Rifles, a military-oriented fraternity whose mission was to foster traits of leadership, military science, and discipline. While pursuing his degree at OSU, he took flight training at Norton Field in Columbus, the first airport in Ohio (sold for housing in the early 1950s), and located just north of our current John Glenn Airport. Curtis joined the United States Army Air Corps (ROTC program) in 1928, and received a regular commission in the US Army Air Corps (the precursor to the United States Air Force) in January 1930. Hooked on aviation, he subsequently graduated from flight school at Kelly Field in Texas. LeMay's superior officers and mentors immediately appreciated that Curtis was a rarely seen prodigy in military arts, combined with an intensity, vision, and work ethic that quickly opened doors for advancement in the 1930's.



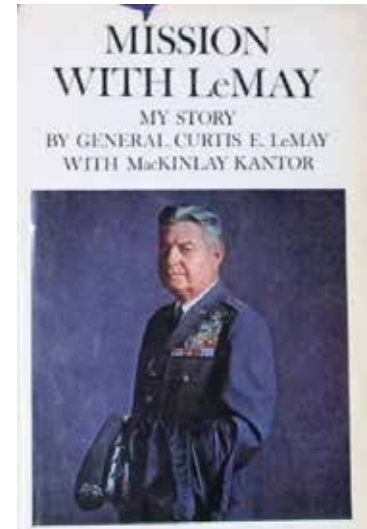
Given the limited space available in this motorsports article, I simply must try to summarize a remarkable and controversial military career during a critical epoch in world history. If interested, a detailed biography is



Current view of a LeMay home a century ago. 511 Welch Avenue. One of several Columbus homes for the LeMay family.

available from many “used book” sites (*Mission with LeMay* by Curtis LeMay and MacKinlay Kantor).

Among US military officers, LeMay was a very early convert to the vision that air power could decisively win wars, a concept not shared by many staid and entrenched officers in the 1930's military hierarchy. The Japanese attack on Pearl Harbor attack in December 1941 dramatically put to rest any argument. In the late 1930's, Curtis was assigned to Langley Field in Virginia, just as the Army Air Corps began receiving its first Boeing B-17 bombers. LeMay, enthusiastic about flying, was already an accomplished pilot and navigator, and taught himself to be a B-17 bombardier using the revolutionary Norden bombsight that proved to be critical in the upcoming war. This type of multidisciplinary and complementary training was a philosophy he implemented for aircrews under his command in years to come. Curtis, as the Air Corp's best navigator, also established early air routes to Africa and England, then developed formations and bombing techniques subsequently employed during World War II. At the onset of the war Major LeMay had emerged as a valued leader, but like General George S. Patton, LeMay proved to be a polarizing figure, equally respected and feared by the men serving under him. Early in the war he was assigned to England and promoted to Brigadier General and took command of the newly formed B-17 Flying Fortress 3rd Air Division. He was a perfectionist and showed little tolerance for anyone failing to always deliver 100 percent. LeMay was a stern commander, insisted on high performance standards, and personally flew in the lead plane on multiple hazardous missions over Germany along with those serving under him. He earned multiple nicknames, such as “Iron Ass,” “Bombs Away LeMay,” and some even more colorful. To ensure compliance and accuracy he courageously led several famous high-risk missions, including the Regensburg portion of the Schweinfurt–Regensburg mission in August 1943, where bombers flew beyond the range of escort protective fighter planes to strike deep into Germany hitting critical Messerschmitt plane assembly plants and the ball-bearing factories essential to the Nazi war machine.



General Lemay's efforts in Europe established his reputation as highly effective and relentless.



Two German fighters attacking head-on through a formation of B-17s of the 100th Bomb Group (Keith Ferris painting)

With the war with Nazi Germany trudging towards its ultimate conclusion, LeMay was transferred in late 1944 to the China-Burma-India theater and subsequently to the Pacific, where he directed the headlong assault against the fascist ultranationalist Japanese regime. As the stereotypical wartime General, rarely seen without a big Cuban cigar between his teeth, LeMay brought his brash and outspoken approach to bringing the war to its conclusion. The line “bomb them back to the stone age” is attributed to LeMay, as Japan was soon to realize. The infamous Civil War General, William T. Sherman (from Lancaster, Ohio), known for his destructive “March to the Sea”, and General

MORPCA BOARD MINUTES

Jen Reynolds

Secretary

MORPCA Business Meeting Minutes for
12/8/2025

Meeting was called to order by Mike Stoner,
Vice President, at 6:32 p.m.

Attendees: Steve Eisenbrown*, Mike Stoner*,
Debra Stoner*, Frank Todaro*, Melinda Todaro*,
Jose Isern, Linda Grossglass*, Hal Grossglass,
Alan Shultz, Jennifer Reynolds*
* Voting members

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

Treasurer's Report by Vicki Kilbourne, Treas-
urer: Vicki couldn't attend but sent her report.
Club financials for 2025 have been summarized
and are ready to be finalized. Mike and Vicki
will work together on transitioning bookkeep-
ing to using QuickBooks. The tax deadline was
met successfully, and Steve recognized the hard
work of the team, especially Debra Stoner, who
made the final submission. Budget line item
estimates for 2026 are requested before the first
week of January.

Advertising by Akash Vaswani, Chairperson:
Akash couldn't attend the meeting but sent his
updates.

Membership by Linda Grossglass, Chairper-
son: Linda reported there was one new member,
zero transfers in, two transferred out, and a total
of 1177 MORPCA members. Linda will discuss
with Akash and Debra the management of the
newsletter mailing list in order to help promote
MORPCA to potential members via our advertis-
ers' showrooms.

Newsletter by Debra Stoner, Newsletter Editor:
Debra is looking for content for newsletters in
2026. There was conversation about creating a
writing framework to make it easier for mem-
bers to submit content and ways to identify
member who could contribute potential content.
There are eight newsletters scheduled for the
year and Debra will coordinate the new printing
schedule with Baesman. Debra will work with
Akash to coordinate promoting advertisers in
electronic and print formats.

Communications by Kevin Hennessy, Chair-
person: Kevin couldn't attend the meeting. All
club emails are on schedule.

Social Activities by Frank and Melinda Todaro,
Co-Chairs: Invitations were mailed to new club
members to invite them to the New Member's

Social & Holiday Party on Saturday, January 10,
2026. Email to all members was to be sent De-
cember 9th; registration is open and five mem-
bers have already registered. The deadline
for registration is December 28th. Discussion
included facility layout, logistics, ensuring time
for Chairpersons to share information about
activities, and time for presenting club awards.
Frank will work with the venue to finalize the
event. Third Thursday Socials for 2026 are being
planned. A Third Thursday Social will be sched-
uled during the Arthritis Foundation Car Show,
with details to be determined. There was discus-
sion about a club bourbon tasting at 80 East, a
venue in Powell.

Concours by Mat Allison, Chairperson: Mat
couldn't attend the meeting but has scheduled a
concours-featured Trickle Charge for February
21st (see Technical, below).

Driving Events by Kevin Hennessy and Mike
Stoner, Co-Chairs: Mike reported the driving
events team is working with Mid-Ohio for secur-
ing contracts for improved dates for 2026. Jose
Isern is planning Drive and Dine events for 2026.
Planning for Great Drives 2026 continues.

Technical by Jeff Brubaker, Chairperson:
Frank reported there are two upcoming Trickle
Charge events. On January 31st, 10 a.m. - noon,
there will be a Trickle Charge at Auto Assets in
Powell. This event will include a Food Drive until
1:30 p.m. for members to drop off non-perish-
able food items. On February 21st, at Detail Pro
Shop in Plain City, there will be a Trickle Charge
to discuss show and shine for concours.

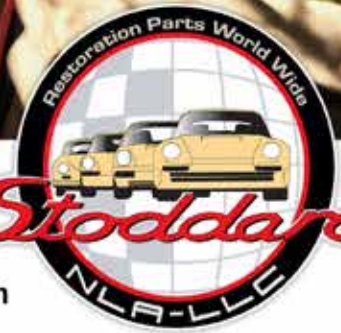
Safety by Chip Henderson, Chairperson: No
report.

Philanthropy by Mike Stoner, Chairperson: The
2026 Food Drive will be held Saturday, January
31st, until 1:30 p.m., at Auto Assets.

Old Business: No report.

New Business: Steve reported and recognized
Ted Zombek for his long-time role as MORP-
CA historian with a thank you for Ted's years of
service to the club. There will a search for a re-
placement for this club role. The MORPCA Year
End Report will be featured in this issue of DOS.

The meeting was adjourned 7:47 p.m.



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Mike Stoner

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Jennifer Reynolds

TREASURER*
Vicki Kilbourne

PAST PRESIDENT*
Dave Stetson

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MEMBERSHIP*
Linda Grossglass

ACTIVITIES*
Melinda Todaro
Frank Todaro

DRIVING EVENTS*
Kevin Hennessy
Mike Stoner

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CLUB RACE
Chip Henderson

CHIEF INSTRUCTOR
Tom Todaro

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*Voting Board Members

If you don't already have a PCA name tag, now is a great time to order one. They make introductions easier, save us all from the "I know your car but not your name" moment, and help new members feel welcome right away. Take a moment to grab yours before the next event.

Here is the link, you can have it shipped or arrange pickup,
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Curtis LeMay are often compared due to their similar "total war" philosophies, believing in maximum destructive military force to cripple the enemy's ability to wage war, even if it meant targeting civilian infrastructure and morale. Both Generals are associated with strategies that inflicted high civilian casualties as a means to end a conflict more quickly. During 1945, LeMay directed the infamous B-29 firebombing of Japan as well as the dropping of 'Little Boy' and 'Fat Man' atomic bombs upon Hiroshima and Nagasaki. It is estimated that LeMay's campaign in Japan killed more than 500,000 people and left more than 5 million homeless. Thankfully, the insolent and brutal military dictators of Japan finally acquiesced, and the unconditional surrender was achieved on Sept 2, 1945. When LeMay stood on the deck of the battleship *Missouri* to witness the signing of the peace treaty, LeMay saw to it that hundreds of his B-29s thundered overhead.

On a personal note, perhaps I owe a debt of gratitude to General LeMay, President Truman and the atomic bomb. Indeed, it is a rather conflicting concept. My father was a Marine stationed on the Pacific Island of Guam, preparing for the invasion of Japan (planned for Nov 1, 1945), an effort that is estimated to cost the lives of up to 5-10 million Japanese with perhaps a million Allied military casualties. The Japanese surrender, soon after the atomic bombs devastated Hiroshima and Nagasaki, avoided a bloodbath that could have easily included my father, and I would never have existed. History is full of "what ifs." Depending on where you stand, Curtis LeMay is viewed by some as a morally reprehensible war criminal, while others see a war hero who saved many more lives than he ended.



General LeMay with President Kennedy during the 1962 Cuban Missile Crisis.

His military career after war is quite extraordinary and I can only review some highlights. As the Iron Curtain descended and the Cold War emerged, LeMay became commander of the Strategic Air Command (1948-1957). He oversaw the relief effort known as the "Berlin Airlift," a massive humanitarian operation to supply West Berlin by air after the Soviet Union blockaded all ground and water routes in 1948. Subsequently, while serving as Chief of Staff of the Air Force, he called for the bombing of Cuban missile sites (rejected by President Kennedy) and pushed President Johnson for the sustained bombing campaign against North Vietnam. LeMay retired in 1965 and agreed to serve as pro-segregation Alabama Governor George Wallace's running mate on the far-right American

Watkins Glen Street Race 1952



Independent Party ticket in the 1968 United States presidential election winning 5 states and 13% of the popular vote. After the election, LeMay retired to Newport Beach, California, and he died in 1990 at age 83.

Now, why is Curtis LeMay relevant to motorsports? While fully engaged in the Cold War during the 1950's LeMay was also lending a hand to the fledgling Sports Car Club of America (SCCA). The returning soldiers stationed in Europe during the war

and after, brought with them an interest in European style road racing and sports cars such as Jaguars, MGs, Austin, and others. Indeed, LeMay had befriended a larger-than-life British sportscar builder, Sydney Allard, who invited LeMay as a guest of his team at the 24 hours of Le Mans. Allard's are known for their large American V8 engines in a light British chassis and body, and LeMay subsequently purchased one of the reserve Le Mans cars.



An Allard Cadillac at speed.

Road racing in the US emerged after the war with competition on public roads, blocked off for periodic events at places like Watkin's Glen (NY), Elkhart Lake (Wisconsin), Bridgehampton on Long Island, and others. Enthusiasm grew rapidly but ended abruptly with publicized fatalities of drivers and spectators, making liability a huge issue, and local and state lawmakers began to



General LeMay waves the starting flag at an SCCA event at a SAC base.

restrict racing. Efforts to build permanent racetracks was an expensive and slow process. The road racing was rescued by a "car guy," Curtis LeMay, who opened decommissioned WWII airfields for 3 years starting in 1952 for low-cost rental for racing events (to generate funds for the Airman's Living Improvement Fund). Although runways and taxiways provided little in the way of elevation changes and challenging corners, the treeless landscape gave competitors loads of run-off room, which LeMay imagined could be a selling point for enthusiasts racing on weekends in the same cars they drive to work on Monday. For several years, the SCCA had access to bases in many states,

including Ohio. Perhaps the most well-known is Sebring International Raceway (Florida) that continues to utilize runways that rumbled with B-17s back in the day. Indeed, one of the first events in late 1952 at Turner Air Force Base outside Albany, Georgia attracted over 50,000 spectators, considered the biggest-ever sports crowd in Georgia at that time.

General LeMay was never listed "officially" as a driver in a race, as his government bosses refused permission. The logic being similar to that of Hollywood movie studios who tried to prevent stars like Steve McQueen or Paul Newman from racing...they were too valuable to risk! However, LeMay was known to test his Allard in practice at events, with other well-known drivers at the wheel for the official race, such as SCCA president Fred Wacker.

Columbus, Ohio was the home of Lockbourne Army Airfield until 1974 and is now known as Rickenbacker International Airport. Columbus hosted two significant SCCA races counting towards the Sports Car Championship. The 1953 event was dubbed the Ohio



LeMay in his go-kart, with cigar, helmet unstrapped, and no goggles.
(*Road and Track Magazine*).



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One of many Porsches competing at Lockbourne and the formidable Cunningham race team driven by Briggs Cunningham and several others. His team arrived fresh from Le Mans to compete in Columbus. Briggs Cunningham finished his race career driving a Porsche (a story for later). He also won the Americas Cup Sailing race in 1958.

racing events and the program ended in 1955. However, the profits were significant. In two years, the profits enriched enormously the Airman's Living Improvement Fund, which most critics credit with helping keep qualified Air

Force pilots, mechanics, and crew members from leaving the service for more lucrative jobs in the private sector.

In the 1953 Lockbourne race, it is reported in the New York Times that over 100,000 spectators attended! Over 168 cars were registered for the event in multiple classes. Many of America's great road racing drivers competed in Columbus. Among them was Maston Gregory, the "Kansas City Flash", a future Formula 1 competitor, Indy 500 qualifier in 1965, and a 16-time Le Mans participant who was the winner in 1965, co-driving with future World Driving Champion Jochen Rindt (1970). Although precise and consistent records are unclear, it seems that Gregory finished second in the main event at Lockbourne with Bill Spear taking the win with an average speed of 92.6 MPH. He was reported to have set the fastest lap at over 100 MPH average in his Ferrari. Spear went on to secure the 1953 SCCA Championship. Bill Spear was one of the affluent amateur SCCA drivers of the



President's Cup being awarded to the great Walt Hansgen by General LeMay for winning the endurance race at Virginia International Raceway in 1961. Roger Penske was in 2nd place.

1950s, also a Le Mans (3rd place in 1954) and Sebring (3rd place in 1955) veteran.

As thanks for literally saving the SCCA in its time of crisis, General Curtis LeMay was awarded the prestigious 1954 Woolf Barnato Award, the SCCA's highest honor. In 2007, 17 years after he died, LeMay was posthumously inducted into the SCCA Hall of Fame.



This historical marker dedicated to General LeMay stands outside OSU's Converse Hall, which houses the campus ROTC program.

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



DECEMBER 2025 ANNIVERSARIES

40 YEARS

Richard W. & Brock Hinig, 35 years
David M. Buser & Katie McClain, 32
Gunther K. Lahm, 32
Nolan & Ben Fenwick, 32

30 YEARS

Gregg R. & Denean Marie Lewis, 30 years
Don R. & Sheila Parkhill, 29
James R. & Susan I. Amstutz, 27
Stephen P. & Lynne Smith, 25
Kyle & Andrea Hanson, 21

20 YEARS

Dr. Raymond D. Rheinbolt, 20
Jerry L. & Joan E. Riseling, 16
Ralph Walker & Jessica Devoe, 14
Richard M. & Judy Harmon, 14
David & Ann Wennberg, 13
John & Cathie Riner, 13
Eric C. & Fernanda Kohl, 12
Steve Schneider, 12
Guy R. & Tara Williams, 12
Doug & Vicki Kilbourne, 11
Joseph Paglione, 11
John Vottero, 11
Anthony Merritt, 11

10 YEARS

Carl Fernyak, 10
Chris Riner & Ron Lester, 10
Mitch Michel, 10
Anthony Liccardi, 9
Sam Stump, 7
Sean Butt & Morgan Gray, 6
John Saunders, 6
Michael McNamara, 6
Gregory & Jeremy Rodgers, 6

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UPCOMING EVENTS		
DATE	START	EVENT
Sat Jan 10	6:00 PM	Holiday Party & New Member Social
The Boat House, 679 W Spring St, Columbus 43215		
Mon Jan 12	6:30 PM	Business Meeting
Tentative Rusty Bucket Restaurant and Tavern, Easton		
Sat Jan 31	10:00 AM	Trickle Charge - Modern Porsche Service
Auto Assets, 356 W Olentangy St, Powell, OH 43065		
Mon Feb 9	6:30 PM	Business Meeting
Tentative Rusty Bucket Restaurant and Tavern, Easton		
Sat Feb 21	10:00 AM	Trickle Charge - Detailing
Detail Pro Shop, 8568 Industrial Pkwy, Plain City, OH 43064		
Mon Mar 9	6:30 PM	Business Meeting
Tentative Rusty Bucket Restaurant and Tavern, Easton		
Mon Apr 13	6:30 PM	Business Meeting
Tentative Rusty Bucket Restaurant and Tavern, Easton		
Thu Apr 16	5:30 PM	3rd Thursday (tentative)
TBD		
Mon May 11	6:30 PM	Business Meeting
Tentative Rusty Bucket Restaurant and Tavern, Easton		
Thu May 21	5:30 PM	3rd Thursday (tentative)
TBD		
Mon Jun 8	6:30 PM	Business Meeting
Tentative Rusty Bucket Restaurant and Tavern, Easton		
Thu Jun 18	5:30 PM	3rd Thursday (tentative)
TBD		
Fri Jun 26	6:00 AM	HPDE at MOSCC
Mid-Ohio Sports Car Course, 7721 Steam Corners Rd, Lexington, OH 44904		
Mon Jul 13	6:30 PM	Business Meeting
Tentative Rusty Bucket Restaurant and Tavern, Easton		
Fri Jul 17	12:00 AM	HPDE w/ NNJR & Metro (Tentative)
Mid-Ohio Sports Car Course, 7721 Steam Corners Rd, Lexington, OH 44904		
Sat Jul 18	12:00 PM	3rdT & Car Show @ Arthritis Show
Metro Place North, Metro Pl N, Dublin, OH 43017		
Sat Aug 1	8:00 PM	Call for Candidates
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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