



17

Chuck Stoddard - Porsche's Mister America

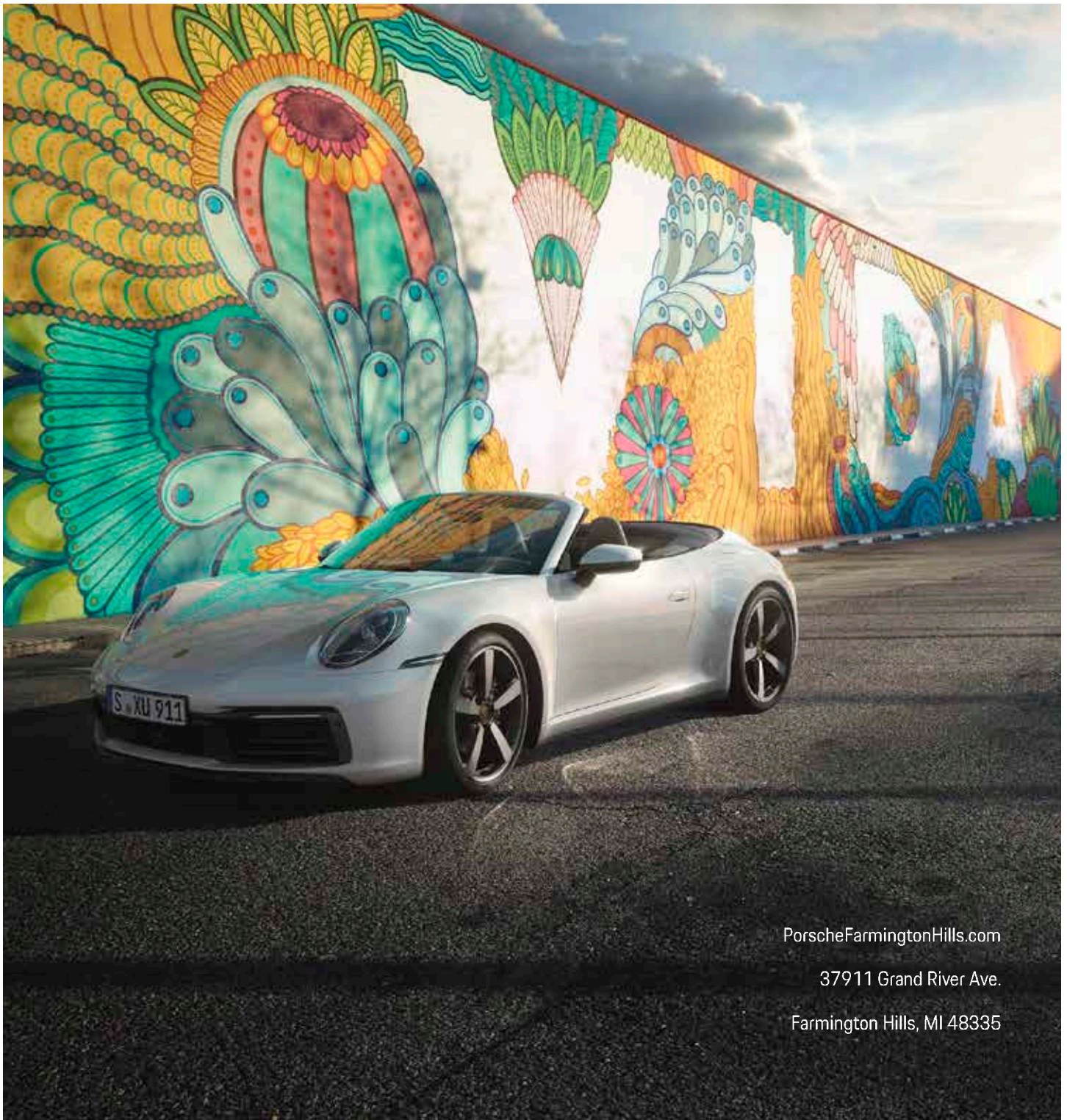
**UPCOMING SEM AND PCA SPONSORED EVENTS
SEE DETAILS INSIDE**



4

*President's
Column*

PCA and the SEM Board of Directors are monitoring the COVID-19 situation very closely for its impact on member safety and region activities. Watch for E-Blast updates and check the online calendar at sem.pca.org to verify the event schedule.



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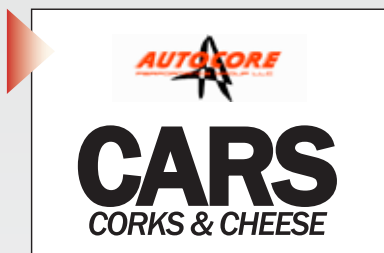
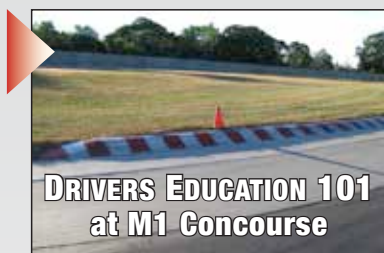
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Porsche of Farmington Hills

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ON THE COVER:

Chuck Stoddard's Porsche 917 and personal car collection.
Photo by Ludvigsen Partners
See Article on page 15

President's Column



BY GRETUS HOOGESTRAAT

We Are on Our Way

Dear SEM Members

Your PCA team is closely monitoring the coronavirus situation and we understand regions and members have concerns. **In all things we do, first and foremost are the health and safety of our members, volunteers and sponsors.**

As you have seen and heard, a large number of public events are being cancelled in an effort to mitigate the risk of contracting and spreading the virus. That is the reason why SEM postponed the Lingenfelter Car Collection and Munk's Motors Tech Session events. Depending on how the situation develops, we might need to postpone or cancel more upcoming events. Please keep an eye on our online calendar and for E-mails coming from the SEM region.

Resources PCA is closely monitoring for updates and information:

- CDC Health:
<https://www.cdc.gov/coronavirus/index.html>
- CDC Travel:
<https://www.cdc.gov/coronavirus/2019-ncov/travelers/index.html>
- WHO:
<https://www.who.int/emergencies/diseases/novel-coronavirus-2019>

My First Sports Car

I would like to take the opportunity to write about my first sports car. We ran a series of articles on this topic in the P4 a couple of years ago that I had forgotten about. My first car/sports car was a NSU TT/S. I was 16 years old when I bought the car. In Germany you had to be 18 years old to get a license for a car or motorcycle with more than 50cc. That gave me two years to modify and fix the car up to my liking.

NSU Motorenwerke AG, or NSU, was a German manufacturer of automobiles, motorcycles and pedal cycles. NSU was founded in 1873 and acquired by Volkswagen Group in 1969. VW merged NSU with Auto Union, creating Audi NSU Auto Union AG and ultimately Audi. The name NSU originated as an abbreviation of "Neckarsulm", the city where NSU was located. It leaves one wondering where the name Audi TT comes from?

The base vehicle was an NSU TT, 1100cc with about 75 hp that came with 2 Solex carburetors. I replaced the cylinder head with one from a TTS which was 1000cc, but 94 hp and came with 2 Double-Solex or 2 Double-Weber carburetors.



NSU TT



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The result of replacing the intake gooseneck pipes with short pipes (requires cutting the firewall) and adding a sport exhaust brought it up to 120 hp. Compared to the gooseneck, the short Intake pipes provided more power in the upper RPM range which was vital with the gear ratio of the Spiss transmission. Negative camber, rolling the side panels for the 7 1/2" wheels and other body modifications were a given.

Later on the NSU's of two friends and my orange one were repainted in Red and White with the Coca-Cola logo. Coca-Cola paid for it!!!

Around the Zone Article

Towards the back of the P4 you will find the column "Around the Zone" written by our Zone 4 Representative Lori Schutz. After reading her article I need to mention that she talked about PCA's efforts to incorporate more Charity into our events. Look at the Western Michigan Region, they are way ahead of us regarding helping people in need. It is just a little here and there. How do you feel about Amber Door's (WMI) approach? Would you agree with her?

April and May Events

At this point in time we don't know which events will be happening, postponed or need to be canceled. Bear with us and monitor our region calendar at sem.pca.org.

Thank you and stay safe,
Gretus Hoogestraat,
SEM President

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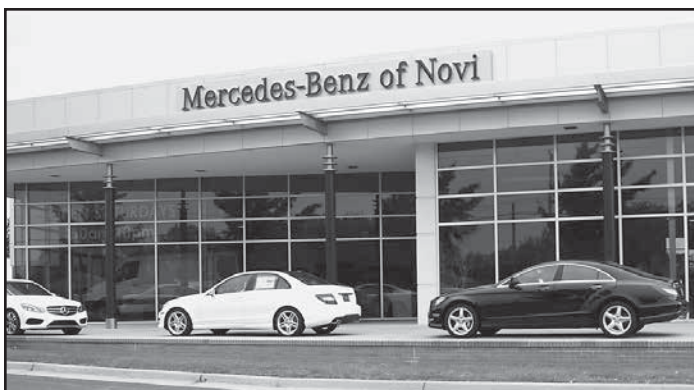
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2020 SEM/PCA CALENDAR

APRIL

- 2 Board Meeting
- 4 ~~Munk's Tech Session - Postponed~~
- 19 am DE-101
- 19 pm M-1 Garage Tech Session
- 25 am ~~Swap Meet - Postponed~~
- 25 pm Autocore Tech Session

MAY

- 2 DE #1 at M-1 Concourse
- 7 Board Meeting
- 9 *Devil's in the Details
- 16 Street Survival School
- 17 Spring Tour
- 29-31 *Detroit Grand Prix
- 29-31 *PCA Car Corral at the Detroit Grand Prix
- 30 Caravan to the Detroit Grand Prix

JUNE

- 4 Board Meeting
- 12 DE #2 at Waterford Hills
- 13-20 *North American International Auto Show
- 14 *Cars R' Stars - Packard Proving Grounds
- 20 Solstice Tour 2020
- 21 *Eyes on Design
- 21-27 *Porsche Parade
- 28 Waterford Hills Family Day

JULY

- 9 Board Meeting
- 11 *Gilmore Car Museum Deutsche Marque
- 18 Progressive Dinner
- 24-26 *Concours at St. John's - Car Corral

* = Not an SEMPCA Event

All dates and events are subject to confirmation

ATTENTION MEMBERS

Stay abreast of the latest PCA/SEM News!

Please log-in to pca.org (Membership/My Account/Edit tabs) to verify your contact information is up to date.
Numerous members have missing or incorrect E-mail addresses.

***Please refer to the online calendar at
sem.pca.org for the latest updates***

BUSINESS MEETINGS

Business meetings are typically held on the first Thursday of the month at various locations.

Please note: for anyone interested in attending future Business meetings, please contact any board member.

Editor: Mark Vander Eyk

Submission Deadline: 15th of the month

Address: Mark Vander Eyk, P4 Editor
604 Cherry Tree Lane, Rochester Hills, MI 48306
Phone 248-652-6073 • E-mail: p4@sem.pca.org

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P4 Editor
Mark VanderEyck
248•520•2292
e-mail:
P4@sem.pca.org



Zone 4 Representative
Lori Schutz
972•890•7405
e-mail: zone4rep@national.pca.org



Webmaster
Erik Ohnberger
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PORSCHE

Braking Skills

BY TOM FIELITZ

Of all the driving skills that are taught, braking doesn't seem to get the emphasis it deserves. Yet if you consider how often we use the brakes and the impact good and bad braking has on car control and smooth driving, it deserves serious consideration and skills improvement.

The basics behind the force of braking is the conversion of kinetic energy, which is the stored energy of an object in motion, into heat energy that is then dissipated by air flow. Beginning with the horse and carriage, brakes consisted of a lever pressing a wooden block against the carriage wheel since the horse had limited ability to slow the carriage by itself. In 1902 Ransom E. Olds demonstrated a band brake against the rear axle and won the Blue Ribbon Contest and brake advancement began. But, it was 1898 when Elan Sperry designed his electric car around front wheel disk brakes. In 1902 F. W. Lanchester patented his spot disk brake system and in 1907 Herbert Froot improved on the system with asbestos lined brake pads. In 1918 Malcolm Lougheed (later changed to Lockheed) applied hydraulic brakes for the 1921 Duesenberg. Ford was the last manufacturer to adopt hydraulic brakes in 1939. In 1925 Dusenbergh adopted four wheel brakes but at that time brakes were applied with cables to each brake. In 1921 power assist was developed and in 1946 Studebaker adopted self-adjusting brakes designed by Wagner Electric. In 1969 Kelsey Hayes designed anti-lock brakes, called Auto-Linear for the Lincoln Continental Mark III and in 1971 Bendix designed anti-lock brakes for the Chrysler Imperial.

Porsche brakes also have a fascinating history because the technology between race cars and production cars often had a shared parts cross over. The initial 356 cars from 1948 to 1951 had drum brakes operated by Bowden cables with leading and trailing shoes designed by ATF. Racing 356 models shared the same brake layout. The racing cars of the period, the 550 and even the Formula 2 used drum brakes with cooling fins which also appeared on the 356 B. But in 1962 Porsche designed disk brakes with an out rigged disk and with the caliper mounted inside the disk. This was introduced on the Carrera 2 and the Formula 1 race car. The 356 C brakes were significant, being ATF developed from Dunlop patents and were on all four wheels. These bakes were essentially carried over into the 912 and 911. In 1966 internally vented brake rotors appeared on the 911S. In 1974 cross drilled brake rotors were used on the Carrera 3.0. Taken off the racing 917 models, the Big Red four piston brake caliper was fitted to the Turbo models. ABS braking was first fitted in 1983 to the 928S. The racing one piece or monoblock aluminum brake caliper, with quick release retaining clips, was developed for the 908. I also had those calipers on the front of my 1970 914-6 GT, with extra thick pads that could last a whole 24 hour race. In 1996 monoblock brakes were used on the first generation Boxster. In 2001 the big advancement taken from racing was PCCB or Porsche Ceramic Composite Brakes for the Turbo and GT2. In 2015 the Cayenne Turbo S received ten piston brake calipers.

The skills of braking are as complex and demanding as any other driving skill. My favorite reference book, *Ultimate Speed Secrets* by

Ross Bentley, references braking on 28 pages. My favorite quote is from Sir Jackie Stewart who said learning how to release the brakes was the critical skill used in his racing success. It all comes down to maximizing the amount of force that can be applied to the tires and their grip of the road surface.

This is often referred to as the friction circle because there is a graphical depiction of braking, cornering and acceleration forces that act in harmony to keep tire traction at its maximum. Being smooth, and therefore being fast, depends on understanding and controlling this harmony. Braking is the key element in the transition of entry, cornering, and exit speeds of corners. There are two key skills that need to be practiced and mastered. One skill is trail braking, releasing brake pressure as the car enters the corner. It is not, as some practice it, applying the brakes until the apex although there is the occasional exception. The other is applying the brakes as the transmission is down shifted, also known as Heel and Toe downshifts. With the advent of the DCT paddle shifters this skill has almost become obsolete. Some would also say that with sophisticated ABS, threshold braking, braking at the limit of tire adhesion has also become obsolete. Though I would argue that skilled braking, just under the limit of ABS control, is more effective in managing brake release. The objective in braking and cornering is to make a seamless transition from braking to acceleration. Remembering that smooth is fast is to maximize the skill of maintaining momentum and cornering speed. Releasing brake pressure as the car enters a corner maximizes tire grip through the transition of forward speed to corner speed. Releasing the brake pressure smoothly is just as important as the point where brake pressure is totally released. Using your ankle as the brake pivot point, rather than your flat foot and full leg pressure, will greatly aid in modulating the brake pressure and feeling the feedback of threshold braking. Do that wrong and the attitude of the car in terms of understeer or oversteer will compromise corner speed and exit speed even though it may feel smooth.

Remembering that the function of brakes is to transform speed into heat brings up the point that there is an optimum temperature for effective braking. Brakes that do not come up to optimum temperature range are just as ineffective. Over using and overheating the brakes will make them less effective and increase wear. To maximize heat dissipation, it is important to use brake pressure hardest when the rotors are turning their fastest and shedding heat most effectively. Brake balance between front and rear is the true key to the superiority of Porsche brakes. This is accomplished by matching caliper, brake pad, rotor and brake master cylinder engineering and of course the grip of the tires. Street driven cars have to operate with compromised engineering to be safe in both track and road use. Hone all of your braking skills in every day driving, your car will thank you and so will your passengers.





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Sunday April 19, 2020 - *M1 Concourse*

Classroom Session start time 10:00 am

This is a 'How to begin' for first timers. So, if you have ever been curious about DE and are thinking about trying these events, this will put you on the right path.



Let's face it. Driving is a learned skill. We've all had our basic drivers training when we got our state license. But think about how much your driving has improved since then. Years of practice in a range of situations and conditions has been your teacher since those early years. The same applies to driving cars as you approach the higher limits of their capabilities. Practice and coaching is how anyone improves at any skill.

The Porsche Club of America's High Performance Drivers Education events (HPDE or D.E. events) are designed to be a safe, controlled place to learn and practice the proper techniques of car control at higher levels. Our DE-101 event will cover how to register, prepping your car, prepping yourself, and what to expect.

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April 25th 2pm - 6pm
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Chuck Stoddard

Porsche's Mister America

When it seemed that Porsche had forgotten about the car that had made its reputation, Chuck Stoddard decided to act. The company that still bears his name is just one tribute to the man who was a point of reference for all things Porsche.

By Karl Ludvigsen



Thanks to Karl Ludvigsen and the Porsche 356 Registry (www.porsche356registry.org) for allowing us to republish this article.

That morning in 1976 wasn't pleasant in Pelham Manor, an enclave on New York's north side. Down in Princeton, New Jersey, L. Scott Bailey, majordomo of *Automobile Quarterly*, was trying to put my Porsche history book to bed. He called me in Pelham to say that his distributor was unhappy. Too many words, he said; Scott wanted me to cut the copy by 15 percent.

Whoa. This was a blow. What could I do? I figured that I could probably comply by deleting all the contemporary press comments about the Porsche models that I'd included. I put them in to give a flavor of the way the cars were regarded at the time by independent observers. But needs must win out, and I said I could do that.

Meanwhile, Bailey had another thought. He called Chuck Stoddard and told him about his problem. Scott knew that I had

been in touch with Chuck during the book's development, and that he had reviewed much of its content for me. It was too big, Bailey said. It had to be shrunk. What did Stoddard think?

"Well, Scott," Chuck replied, "if you just do the very best book you can, we will buy it."

This was enough for Bailey, who shrugged off the distributor's warning and proceeded with the launch of my original version of *Porsche: Excellence Was Expected* in 1977. It was enough because when Stoddard used the word "we," it was clear that he was speaking for America's Porsche pushers, but not in a presumptuous way. Stoddard had made his business the survival of the original Porsche, the Type 356, and was deeply respected by the community, not only for this commitment but also for his deep and sincere knowledge of all things Porsche.



Top: In a "take no prisoners" pose, Chuck Stoddard announces his arrival to rival sports car racers. His smooth style and good preparation would bring results. *SCCA Archives at IMRRC* Above Left: Given the name *Tweetie Bird* and liveried accordingly, this snappy Siata-Crosley was Stoddard's first racing mount in 1956. *SCCA Archives at IMRRC* Above Right: First in class (G Production), 20-lap race at Watkins Glen, September 25, 1959. Chuck is behind the wheel; Les Mogge, a mechanic at Stoddard Imported Cars, was his pit crew for the weekend. *SCCA Archives at IMRRC*

(continued on page 16)

Charles A. “Chuck” Stoddard first became aware of Porsche when he was a scholarship student at MIT in 1950, at the age of 20, as he explained to interviewer David Conklin:

One little luxury was to go to the co-op store once a month and buy a couple car magazines. I bought an issue of *Motor Trend* and inside was the first published picture, at least in this country, of a Porsche. I didn’t even know what the name meant but I read the specs on the car. It had an air-cooled engine in the rear. It was aerodynamic and would go almost 100 mph with 44 horsepower. As a student, I was really impressed. I made a little pact with myself that someday I would find out who these guys were that designed this car.

Stoddard had that opportunity in 1961, after notching two SCCA National Championships driving an Alfa Romeo Giulietta Spyder.

Alfa took notice. They were very supportive of my efforts and sent me a ticket to Italy. I rented a Fiat 600 and drove up to Germany. I knocked on Porsche’s door and said, ‘Hey, I want to know all about you guys.’

Since I couldn’t speak a word of German, I was directed to the tourist delivery office. The lady I talked to was Evi Butz, who was later to become Mrs. Dan Gurney. She took me to meet the sales manager, Wolfgang Raether. I said, ‘I want to talk to a couple of your engineers. I want to know how you do this stuff.’ He listened to me... he told me to wait a minute and went out and brought in another guy: ‘This is Mr. Porsche.’

In those days, he was just Mr. Porsche. In fact, he was often referred to as ‘Junior’ around the factory. I got to know him very well. He was intrigued by what I was interested in and said if he could ever help me, just let him know. I went back to Germany almost every year after that and would knock on his door and he would invite me in. The best thing he ever did was introduce me to Helmuth Bott, the chief engineer at Weissach. We became friends, a wonderful and exceptionally talented natural engineer.

This was a tribute to the forthright and genial demeanor of this tall, open-faced, and deep-voiced Midwestern American. As a trained engineer and automobile dealer, he was easily on the wavelengths of men like Porsche and Bott, who valued his views about the American world of Porsches. An example was the insight he offered to me about the career of the remarkable Speedster of the 1950s. “The cheaper Speedster tempted some customers into a Porsche,” Chuck said. “Some of them became enchanted with the Porsche driving experience, but soon hated the cold and leaky Speedster. Many soon stepped up and traded for a ‘real quality’ Porsche coupe. The unexpected consequence was that many used Speedsters became available at very low prices and were snapped up by budding low-budget SCCA racers. Their Porsches began showing up in quantity in weekend events, which gave tremendous Porsche exposure to the sports-car crowd.

Here Chuck Stoddard had ample experience, for he was an active and successful racer of sports cars. “I got involved with an MG TD that I bought from a classmate,” Chuck related. “He got a job in another part of the country and couldn’t take his MG. He gave me a good deal and I thought it was the greatest thing in the world. That furthered my interest in sports cars. I was involved in the SCCA back then, which started near Boston with maybe a couple hundred members when I joined.”

“Chuck says he raced to bring attention to the cars he sold,” former dealership employee Bob Kendall later wrote in a dossier



Hammering up “Thunder Valley” at Elkhart Lake in the Alfa Veloce. Road America was Stoddard’s favorite track, and he was very successful at it. *SCCA Archives at IMRRC*



Chuck’s tow car was a 1958 Pontiac Bonneville 2-door hard-top with the 348-ci (5.7-liter) “Tri-Power” engine) and a 4-speed manual transmission, which he installed himself. *SCCA Archives at IMRRC*



Porsche 550 RS Spyder serial 550-141 was metallic blue when Stoddard owned it. Here it is at Road America on June 23, 1963. *SCCA Archives at IMRRC*

about Stoddard’s career. “Maybe so. But he raced his MG TD and Siata Spider before starting his dealership. His preparation philosophy was, ‘If the car isn’t ready to race, don’t put it on the trailer.’ Back in the day, it was not unusual to see extensive preparation and rebuild work going on in the paddock. This only puts a driver further behind in getting through tech, practice, and racing. Chuck had the advantage of owning a dealership with service lifts and parts. But he worked on his race car only in the evenings—like other amateurs.

“His approach was thorough,” Kendall continued. “He used only the best equipment. For example, the tie-downs used to secure the race car to the trailer were aircraft-quality stainless steel control cables with brass fittings. In addition to checking the race car’s log book, Chuck taped a legal pad page filled with his ‘to do’ list to the windshield. The list was long and it was completed before the car was loaded.”



The wide Stoddard smile that was so engaging was held just in check for this shot with his Giulia TZ at Daytona in 1965. *SCCA Archives at IMRRC Daytona International Speedway*

"I built and prepared my own cars," Chuck said. "I had no interest in being a hired driver. Even in those days you could do that—and some drivers did. But I wasn't interested in racing a car that I didn't know and hadn't prepared."

I took advantage of Chuck's preparation skills at an early stage of his career. In 1952, I was a freshman at MIT and he was a senior. Our paths only crossed because the university had the Motor Sports Enthusiasts Club, which I naturally joined because I was driving an MG TC. At its doings I met Stoddard, whose

mount at the time was a 1949 Studebaker Starlight Coupe. Bought new, it looked standard, but under the hood were many modifications, and in the cockpit were a plethora of controls and gauges, including a set of flashing lights that showed when and whether each spark plug was firing.

Planning to race my TC, I conferred with Chuck because I wasn't sure about the state of its engine bearings. He knew where we could find out: a Boston garage with a pit used by SCCA racer Paul Timmins. This was the "Mouse House," in a row of lockups to which Stoddard had a key. We rolled the TC in one night and, under the lights, dropped the pan and replaced the rod bearings. Chuck remembered this escapade and referred to it in a recent email to me.

Stoddard's own racing began in 1956, with his acquisition of an engineless Siata Spider. He installed an overhead-cam Crosley 750cc engine of his own preparation into the pretty roadster, and it took him to class wins at the Put-in-Bay road races in 1956 and '57. For 1958, he switched to an Alfa Romeo Giulietta Spider, beginning a long association with the Italian marque. For this and a subsequent Giulietta Veloce, his busiest seasons were 1959 and '61, when he won two SCCA class championships.

Chuck Stoddard raced a Porsche for the first time in the 1963 season, driving a 550 RS Spyder that Ernst Vogel had used to win the Austrian Hill Climb Championship in 1958. Harry Blanchard drove it in 1959, followed by Millard Ripley in 1960, the owner before Stoddard. The metallic blue Spyder brought Chuck some good drives, one blown engine, and at least one class win.

Picking up with Alfa again, Stoddard shared a seat with Jim Kaser in a works-supported Giulia TZ coupe at Sebring in 1964. Of the four cars entered, theirs did best, placing 13th overall and first in GT 1.6 liters. The following year he was partnered by Gaston Andrey in another works TZ but got involved in an accident.

After the 1964 Sebring success, Alfa Romeo asked Chuck to campaign a Giulia TZ in SCCA races. Alfa sold him works tester Consalvo Sanesi's factory mule test car, which had all the latest mods. Racing this superb giant-killer through 1964 and '65, he won a class championship in the latter year. "I bought the Giulia TZ for \$6,000 from the factory. After nearly three racing seasons, I sold it for \$6,000 and I thought that was a good deal."

"Chuck was a 'gentleman driver' in three senses," recalled Bob Kendall in his retrospective of Stoddard's career. "One, he wasn't a dirty driver on the track; two, he didn't cheat on the rule book; and three, he gave back to the sport by instructing at driving schools and other volunteer activities. He was Area 4 Governor for the SCCA in 1962 and 1963.

"Stoddard was not above taking a Penske-like 'unfair advantage,'" added Kendall. "As a car dealer, he could write off much of his racing budget as advertising and promotion expense. He had insider access to factory special tools and technical information, wholesale price access to a full parts bin, and a large, well-lit garage with hydraulic lifts.

(continued on page 22)



Another view of the successful Stoddard Alfa at Road America in September 1964 shows the modest promotional message allowed by the SCCA. *SCCA Archives at IMRRCAction Limited, Rockford, IL.*



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He had ongoing business relationships with specialty vendors like machine shops—useful when a quick turnaround was needed. He understood mechanical engineering, was naturally simpatico with a car, and had plenty of greasy-nail/skinned-knuckle experience. All this gave him a considerable advantage over the average weekend warrior.”

“Skinned-knuckle,” for sure. Chuck got into cars when he bought a Model A Ford for “about five dollars” and got it running to make his trip to school easier near Washington, Connecticut. He still had it during high school, where he “did reasonably well and fixed some cars for the faculty.”

He told David Conklin about his beginnings at MIT in an interview for *Excellence* magazine:

I majored in mechanical engineering with an automotive option. About graduation time, various manufacturers sent representatives to the school looking for young talent. I got invitations to Detroit and other places for interviews. I thought Studebaker was the greatest American car, so I went to South Bend, Indiana, and to Cadillac and several other places. On the way back east, there was a little company called Thompson Products, which is now TRW. They said, ‘Why don’t you stop in Cleveland and we will pay for your hotel room?’ I stopped and it was a really interesting place. I have been in Cleveland ever since.

Stoddard wasn’t far from home in 1954–55 when he served in the Air Force at Wright-Patterson Air Force Base near Dayton, Ohio. He worked on aircraft piston-engine reliability and service protocols before returning to Thompson. As Stoddard further explained to Conklin:

I was an engineer working for Thompson Products and fixing cars on the side at night. I did a guy a favor and fixed his Jaguar. He told me that I ought to be a dealer. I said, ‘Yes, but I don’t have the money to buy *one* car.’ Later, he visited S. H. Arnolt in Chicago, who was an MG distributor. They were having lunch together one day and he said, ‘You should look up this guy in Ohio.’

Stanley “Wacky” Arnolt called me and asked if I wanted to be a dealer. I had a good job at the time, but I didn’t have the money. He sent me a truckload of brand-new cars—two MGs, two Morris Minors—just on my word over the phone. He said, “I will send you the title when you send me the money.” In less than a year we had rented a facility and sold some 50 to 60 cars. It became a business.

In July 1957, Chuck started Stoddard Imported Cars in Willoughby, Ohio. He rented the site from a disappointed Tucker dealer—a happy coincidence with rear-engined six-cylinder cars—and later bought the store. “We went from two guys to about ten in three years,” Stoddard recalled. In addition to Arnolt’s imports, “I had Isetta, BMC, Porsche, and Alfa franchises from Max Hoffman. The backbone of the business was service. We decided that if we would sell anything, we would fix it, no matter what happened.” Settled as he now was, Chuck married Louise, with whom he had two children, Anthony and Linda.

“In 1967,” Bob Kendall wrote, “Chuck purchased his first new road car: a gleaming black/black 911S that was washed daily and parked prominently by the main door. The car was special ordered with a roll bar, close-ratio gearbox, 100-liter fuel tank, and a sport kit that added 10–15 horsepower. It sat outside the dealership on rainy days and was a ‘nearly daily’ driver for much of its early life. Forty-odd years on it was still in factory-original, unrestored-but-pristine condition.

“When the 914-6 was introduced,” Kendall added, “Chuck bought one, another gleaming black/black version. He drove it from Ohio to California and back with his son Tony.”

“We never saw an Interstate, and we never put the top up,” Chuck recalled. “This car has even more goodies and has gone through several iterations including 917 brakes inside Fuchs 7 x 15 wheels. It has variously been a 2.0-, 2.1-, 2.4-, 2.8-, and finally a 3.2-liter car.”

In 1973, when he was technical chairman of the Porsche Club of America as well as a Porsche+Audi dealer, Chuck Stoddard was instrumental in calming the anti-914 lobby mounted by some Porsche-philies. Challenged to prove that a 914 was a Porsche, Stoddard asked his questioner to remember that the Porsche office had designed the original Volkswagen and asked him to consider the 1951 Porsche.

“That car had a hot-rodded VW engine,” he noted. “It had VW suspension; it had a VW steering box; it had a VW crash gearbox; it was carefully assembled with a few re-machined parts and a very nice body on it. On the front of it, it said ‘Porsche.’ And as Dr. Porsche made a little more money and people bought his cars and respected his ability, he further developed that car.”

Nobody questions that the 356 models are Porsches, added Stoddard. Then he related the way the 914 was developed by Porsche and the extent to which Porsche’s own components were used in it.

“The concept, the design, the critical dimensions, the chassis, the suspension, the transmission are all Porsche. So anybody who says that a 914 is not a Porsche is misinformed,” Stoddard concluded. “A 914 is a lot more Porsche than the original Porsche was. They never started with a clean drawing board on the original 356.”



Stoddard made sure that his personal 911S and 914-6 had the “Porsche” décor on their sills. He’s exercising it here at a Porsche event. *SCCA Archives at IMRRRC*

(continued on page 23)

In the 1960s, Chuck Stoddard had a feeling that “we should see what we could do to support the 356 customers.”

When Volkswagen America formed the Porsche+Audi organization, the dealers never got anything older than a 912 in terms of support—no parts books, workshop manuals, literature, nothing. They assumed that anything older than 1969 was unwanted history. So we went out



The Stoddard 917 gets a well-deserved feature position in his personal collection. He personally restored this well-raced ex-Soler Roig racing machine. Also at the collection's center is the Porsche 914-6 that he bought hot and made even hotter. *Ludvigsen Partners*



A fast but controversial Elva-Porsche deserved a place in the Stoddard collection by virtue of its unique engineering and racing prowess. *Ludvigsen Partners*

and bought the inventory from some terminated dealerships that had leftover 356 parts, sent out a mailer, and before long it became a significant part of our business. Eventually it outgrew the dealership!

When 356 parts began drying up, we bought everything we could find from South Africa to Spain, France to Japan... wherever we could find 356 parts. We were buying 356 parts from Volkswagen of America and they couldn't figure out where they were all going. They used to order them special for us from the factory. We kind of emptied out the factory.

I went to Ferry and said, “I'd like permission to republish the 356A parts catalogue and make some of these parts.” We signed an agreement and made some parts. Over the years, the business prospered. In 1970, we had about 43 employees and 19 of them were in the parts department. That kept me interested in the business, because I was making parts, not just selling cars.

In the early 1980s, Peter Schutz took charge of Porsche. Hearing of this fellow in Ohio who was selling so many 356 parts, he paid a visit to Willoughby. This resulted in an offer from Porsche to buy his parts business. At the time, Stoddard demurred but, as Chuck would say, “One thing led to another. They came back in a few years and bought the whole place. So I ended up working for Porsche for a while.”

What Porsche definitely didn't get was his collection of the company's cars, which he described to me as “my capital.” They had their own building on the estate that Chuck created in Novelty, Ohio, around 1984. He also had an industrial building elsewhere where he kept all the spares and the workshop he used for the restoring and rebuilding of his Porsches.

Settling in at Novelty as well was Cynthia, whom Chuck married in 1991. They first met in 1978 when he was in Taiwan to recruit sources of 356 parts. Cynthia became his purchasing correspondent in the English language. “We had not even one day apart for 28 great happy years,” she recalled, “and I don't remember that we even had one bad day!”

I was thrilled when I heard that Cynthia was an early Bentley customer for my new four-volume *Excellence Was Expected*. I'd been in touch with Stoddard about several aspects of the new work, especially the creation of the 911. “Chuck appreciated and cherished your friendship,” she wrote, “and especially during his



Porsche Type 356s are prominent in the Stoddard collection, with an America Roadster in the background next to a grey Gmünd coupe. *Ludvigsen Partners*

(continued on page 24)



Stoddard in action with his 917 at the Daytona Rennsport Reunion in 2007. *Ludvigsen Partners*



Cynthia and Chuck mug for the camera at an event. Ever the engineer, Chuck had his writing implements at the ready. *Cynthia Stoddard*



Chuck and the author share a word at the launch of the 2003 version of *Excellence* was Expected, held at the Stoddard parts premises. *Ludvigsen Partners and Cynthia Stoddard*



In a late image, Chuck was still getting around, but needed the help of a bespoke three-wheeler. He was not to be denied his mobility. *Cynthia Stoddard*

last few months while he was waiting anxiously and excitedly for your new edition of *Excellence*—and how happy he was when the new books finally arrived. He first went through them all briefly in a short time and then began to read page by page in detail. He kept making comments like, ‘Wow, good for Karl. He is not only good, he is beyond excellent!’”

One of the last favors that I did for Chuck was to visit a British collector to see a Porsche 907 that he was thinking of buying. It was the genuine article all right, I reassured him. He soon had the rare racer in his garage. Stoddard always had an eye out for interesting Porsches, as the factory knew well. He related one such instance:

I would go to the factory two or three times a year. Once I was in the race-car department looking for some parts and this 917 was sitting in the yard. Well, that stopped me cold. Later, I was inside talking to one of their people about parts and a guy came in dressed immaculately in a black suit, speaking German. I didn’t understand what it was all about but after about ten minutes he left and the person behind the counter asked, “Want to own a 917?”

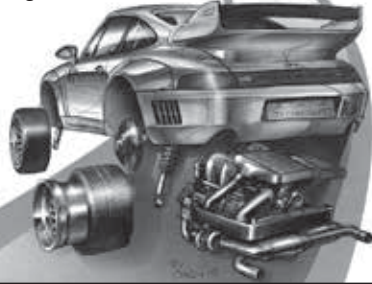
It turned out that Alex Soler-Roig, a Spaniard, owned the 917. He was the guy dressed up and on his way to Graham Hill’s funeral. He was well respected as a racer. He raced the 906, 910, 907, and 908, and he bought the 917 new. They said that he had just told them to sell it. “You are standing here, we know you like this stuff, and you would be our first choice.” In those days, used race cars weren’t worth very much, so it was in Cleveland in three days. I totally rebuilt it and have driven it in about 30 races. As they say, “There’s no substitute.”

The author is grateful for the help of Cynthia Stoddard in the preparation of this profile. He also had access to the writings about Stoddard by David Conklin in Excellence, and Carl Goodwin. Through Duke Argetsinger and Josh Ashby at the International Motor Racing Research Center he had access to both images and the dossier on Chuck’s career prepared by Bob Kendall in 2009.

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Southeast Michigan Region Family of PCA

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Several SEMPCA scheduled events are postponed and a few canceled, however support for our communities continues. Michiganders have opened their hearts and set up available resources for those in an array of situations.

The link below may educate, help, and assist those in various situations that have been affected by this virus.

<https://www.bridgemi.com/michigan-health-watch/michigan-families-can-get-food-cash-internet-during-coronavirus-crisis>

The resources were created by:



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I hope that everyone pulls through this horrible situation safely. We are looking forward to you joining us on the first safe and available event.

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Business Meeting Minutes* 03/05/20 by Fred Young

MARCH 5, 2020

In attendance: Board Members: Gretus Hoogestraat, Fred Young, Howard Gilson, Lucas Phan, Walter Crump, Michael Cohen, Lisa Molzon and Steve Carbary. Officers: Jim Williams, Erik Ohrnberger and Chrissy Crowe. Members: Jon Woods and Lauri Williams. Absent with notice: Marc Molzon and Mark VanderEyck.

Call to Order: 7:00 p.m. by President Gretus Hoogestraat.

Minutes: Moved by H.G. and L.P. to approve. Motion passed.

Financial: Jim Williams - Tax filings are to be done. Minor adjustments are to be made to the financial report. Motion to approve the financial report by S.C. and M.C.. Motion passed.

Membership: Lisa Molzon - Primary membership is 738 and associate is 411 for a total of 1149. It is holding steady. A program to enlist new members will be presented next month.

P-4: Lisa Molzon - The P4 is entered in a PCA national newsletter contest. Lisa went over the April P4 content. It was moved by H.G. and W.C. to publish the website P4 in color for a modest cost. Motion approved. A proposal was also reviewed to publish the P4 in color at a 50% increase. It was taken under advisement to be examined at a later date.

OLD BUSINESS:

Report - National Board of Directors Meeting and Presidents 101 - Gretus Hoogestraat - PCA President Tom Gorsuch went over meeting minutes and finances by tele-conference. Presidents 101 was informative in nature dealing with various issues. Drones are banned from all PCA events.

Report - Zone 4 President's Meeting- Gretus Hoogestraat - Basically a recap of Presidents 101.

Report - Zone 4 DE Meeting - Steve Carbary - There was a general discussion of DE events and Street Survival School along with improving events. Simulated Racing was instituted to get younger people involved and also serve as a winter pastime.

March 21: Lingenfelter Open House: Chrissy Crowe - It was moved by H.G. and L.P. to pay the deposit to Lingenfelter and give the PCA charity rebate along with any donations to Special Olympics. Motion passed

April 4: Munk's Tech Session: All set.

April 19 am: DE-101 School: Steve Carbary- To be hosted at an M-1 Concourse garage. Flyers and posters are available.

April 19 pm: M-1 Garage Tech Session - No report.

April 25 am: Swap Meet - Michael Cohen - In need of help to set up.

April 25 pm: Autocore Tech Session: - No report.

May 2: DE #1 at M-1 Concourse: Steve Carbary - Contracts are signed.

May 16: Street Survival School: Gretus Hoogestraat - The Michelin subsidy was questioned.

May 17: Spring Tour: Lucas Phan - It was moved by L.P. and H.G. to make a deposit to the restaurant. Motion passed. The route needs to be re-checked before the tour.

May 29-31: Belle Isle Grand Prix: Gretus Hoogestraat - A number of people have signed up as volunteers for the car corral along with the caravan and hotel. It is on Clubregistration. net.

June 12: DE #2 at Waterford Hills: Steve Carbary - all set.

June 20: Solstice Tour 2020: Lisa Molzon - Initial preparations are in the works for a morning drive. An ad will be forthcoming.

June 28: Waterford Hills Family Day: Fred Young - An ad will be submitted for publication. Details being firmed up.

July 18: Progressive Dinner: Host homes are needed.

August 16: Picnic and Concours: Nothing to report.

Charities: Chrissy Crowe - The charity for the holiday party is still active. The possibility of Safe House is under consideration for next year. The online Goodie Store is only active through the SEM website as the national link is still under construction

Webmaster: Erik Ohrnberger - The website was submitted for national competition. Everything is up to date.

Event Reports: Fred Young - None needed.

NEW BUSINESS:

Member Robert Tarchinski made us aware of a lecture at Cranbrook Art Museum on April 5th. It is entitled "Cars: Accelerating the Modern World". It will be incorporated in an e-blast to members.

Meeting Adjourned at 9:05 p.m. - Moved to adjourn by W.C. and S.C. Motion passed.

Refreshments and Location: Thursday, April 2 - Howard Gilson
Thursday, May 7 - Lisa Molzon

= Not an SEMPCA Event

Respectfully Submitted: Fred Young - Rev. 3-10-20 *Subject to ratification at the next Board Meeting



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SEM/PCA Member Anniversaries - April 2020

Thanks to the SEM/PCA webmaster Erik Ohrnberger, we are pleased to now be able to recognize membership anniversaries each month.

Congratulations to all who have a membership anniversary this month!

Anniversaries are noted by the date the primary member joined PCA. Please let us know if we've made an error or omission.

YR Name(s)	YR Name(s)	YR Name(s)	YR Name(s)
MARCH correction	14 Rick Schoonover	5 Ronald & Sue Harmon	2 Hadrian Rori
35 David Nikolas	14 Robert & Kristina Dunne	5 Jim Bennett	2 Jeremy Lamb
APRIL	14 Brian Wright	5 Richard & Erin Crossley	2 Kenneth Bassey
54 Victor & Barbara Skirmants	12 Kenneth & Sandra Borg	5 Tom Van Esch	2 Craig Koza
41 Frederick & Catherine Lavery	11 James & Carol Hearrell	5 Dan & Julie Schaitberger	1 Johannes Deimer
34 Jeff & Darlene Escue	10 Michael Shanlikian	5 Jason & Jilian Verbrugghe	1 Stephan Rossel
34 Stephen & Lorraine Krawetz	10 Shant & Van Saroukhanian	5 Tom Balames	1 David Barko
34 Glenn & Lynda Shaw	10 Andy & Lucy Rosenberg	5 Ulrich Gollwitzer & Krista Paxton	1 Block Wolfgang
33 Marco & Carol Marinello	9 Hugh Victor	4 Christopher Sable	1 Jonathan Garshott
33 Jeffrey & Susan Sadowski	9 Carl Guyatt	4 William Robert & Jeanne Molzon	1 Michael Hammond
31 Terry & Brad Swick	9 Galen & Phyllis Bulles	4 Nicholas & Kyrstin Ritsema	1 Barry & Lana Mentzel
30 Michael Proach	9 Brian Barton & K Baker	4 Jeff Campbell	1 Peter Waeltermann
27 Mark & Jordan Birmholtz	8 Robert & Sandy Krzeminski	4 Jim Cowper	1 George Lippett
24 William & Antoinette Kreager	8 Michael & Teresa Natzke	4 David & Rea Corcoran	1 Michael Sexton
23 Douglas & Janet Gaffka	8 Sven Bauer	3 Steve Arens	1 Ken Vassallo
23 David & Diane Burton	8 Scott & Sandy Henderson	3 Lee Karson	1 Joel Piaskowski & Eva Fischer-Piaskowski
22 Marc & Judy Metzger	7 Christopher Sterling	3 Wilhelm Tirado & Eugenia Ferraro	1 Alexander Hollins
22 Erik & Ann Brandt	7 Ken & French Waller	3 Jason Dworin	1 Patrick Stapleton
22 Richard & Denise Ellsworth	7 David & Brenda Pelka	3 Paul Nawrocki	1 James Davis
21 Ken & Angie Ebel	7 Michael & Lindsay Nehra	3 Nick DeGalan	1 Atze Comello
16 Charles & Susan Payne	6 Ralph & Janet Gordinier	2 Michael Pickman	1 Chris Gartlan
16 Miles Rozell & Peggy Parent	6 John & Ikhlas Khani	2 John & Christina Fair	1 Addam Ebel
14 Ricardo Garza	5 Paul Lee	2 Mike Szumlinski	1 Phillipp Salm

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FOR SALE: 1984 PORSCHE 911 M491 TURBO LOOK WIDE BODY: Guards red with black leather. 64,525 miles. Sport seats, alarm, sunroof. Extremely good condition, excellent paint. A/C blows cold. New Michelin Pilot Sport tires. Clean Carfax. Runs, looks, drives excellent \$64,900.

Email michael@sellyoursportscar.net
or call 248-227-8604 (1/20)



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Contact michael@sellyoursportscar.net
or 247-227-8604 (3/20)

FOR SALE: 2011 PORSCHE 911 CARRERA CABRIOLET: Platinum silver/ stone gray. 35,137 miles. PDK, Sport Chrono, Sport steering wheel 19" Turbo II wheels, power heated/ventilated seats, Bluetooth, Bose, navigation, more. Detailed service records, window sticker, clean Carfax. \$49,500.
Contact michael@sellyoursportscar.net
or 248-227-8604. (3/20)

FOR SALE: 1995 PORSCHE 911 CARRERA COUPE: Black. 6 speed manual. A/c, 17" wheels w/ colored crests, traction control, 8 way power seats, cruise. 139,100 miles. Detailed service records, engine rebuild. excellent condition, Clean Carfax, \$44,900.
Contact michael@sellyoursportscar.net
or 248-227-8604. (3/20)

FOR SALE: 1993 PORSCHE 968 CABRIOLET: Guards red/ cashmere leather. 6 speed manual, 63,316 miles. New convertible top, power seats, ABS, Nakamichi audio, tool roll, books and records, Clean Carfax. \$16,900.
Contact michael@sellyoursportscar.net
or 248-227-8604 (3/20)

FOR SALE: 2013 PORSCHE 911 CABRIOLET: Triple Black, 7 Speed manual. 28K miles, Sport Chrono, Navigation, PASM, Carbon interior pkg. \$57,500
Contact michael@sellyoursportscar.net
or 248-227-8604 (4/20)

Welcome New Members:

Jack and Marsha Beckman
Rosemarie and Philip Hurst
Chris Smith
Frank Laura (Transfer)
Mike Spenner
Mike Swanson
Aaron Whittaker

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Around The Zone



BY **LORI SCHUTZ**, ZONE 4 REPRESENTATIVE



Hi Zone 4 Friends and Family,



Your region presidents and I met for our annual Zone 4 Presidents Meeting on February 22nd in Toledo. I'm thrilled to share that all 12 regions were represented by your President, and in many cases, also your Vice President. This speaks volumes to the dedication of your leaders and solid succession planning. We spent the day with our National Treasurer Craig Kugler, who gave a presentation from the Executive Council of PCA National. Ron Carr, our Region Procedures Chair, and Michael Soriano, our National Awards chair, also gave

presentations. We ended the day with a great sharing session, and I'm sure they will all bring back a lot of ideas to your boards.

I had the pleasure of attending the Winterfest Banquet with Western Michigan Region and the Annual Banquet with Motorstadt Region last month. Fun times sharing details about upcoming events for this year. Amber Door from WMR shows off their Charity Bucket, which is passed around at every WMR event and meeting. Since 2009, they have collected and donated over \$18,000 to their region charities-- \$1, \$5, \$10 and \$20 at a time. How about that! Are you doing the same?



As many of you know, I am a National Staff Scrutineer for the PCA Club Race Program. I worked my first race of the season in Austin at the Circuit of the Americas the last weekend in February. Zone 4 was represented by members and drivers from the Mid-Ohio Region. Congrats to Chip Henderson (far right) for his 2nd place trophy in the Sprint races, and first in the Enduro.

Lori - Your Proud Zone 4 Representative - zone4rep@national.pca.org



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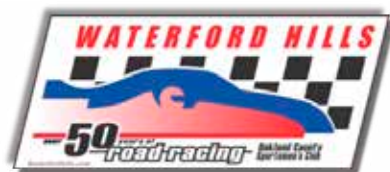
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Bring the wife, kids, grandkids, friends and neighbors – All are welcome.



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For further information call: Fred Young at (586) 566-3193 or frederickyong73@gmail.com

Go to waterfordhills.com for Maps and their Website

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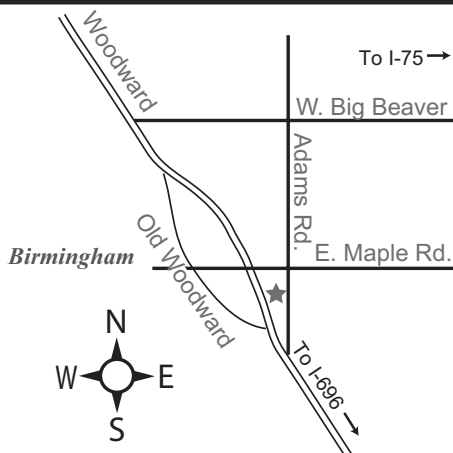
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