



Connecticut Valley Region Porsche Club, the years 1970 to 1979

The Beatles may have disbanded in 1970, but CVR was going strong and continued to grow although not without some bumps along the way.

In 1970, Jack Tighe was President and *Challenge* editor with Jim Shelmerdine as Vice-President. In January a social chairwoman is added and her first event is a "Sweetheart Social". The Porsche Parade was held at Boston in August. CVR's Joe Sangiovanni won the Manhattan Trophy for -best in show- with his 1957 356A Coupe. Joe had been SCCA racing with Fred Locke and Don McCarthy for years. He quit racing to spend more time with his family, but needed a car activity. So he refurbished his old coupe. Joe did the job well, as befits a mechanical/chemical engineer with a doctorate! In November the Region's Annual Dinner (\$12 per couple) is held at Betty's Old Town House in Agawam, Massachusetts. For the first time regional elections are held at the dinner.

In 1971, Jim Shelmerdine was President, Dick Carroll was Vice-President and Tom Tyrer was Treasurer. Jim Hoffman was *Challenge* editor and it started to appear more regularly. Ashley Carroll retired as National Treasurer and became Chairman of the Finance Committee, a position he held for four years. Gymkhana was held at Riverside, Massachusetts in August. Ben Blake returned from Denver and introduced CVR members to the hand brake slide to cut corners. In July, the first booklet format of *Challenge* appeared, postage was \$.08. An article in the October Challenge talked about club officers' fears of a possible southern Connecticut/Fairfield County breakoff from the Region. Southerners are challenged to organize events -down there- and the Hartford types promise they'll come. In December, Linda Hostetler won an award for being the most active (only) female participant in Gymkhanas. The club banquet dinners are \$6.50.

In 1972, Jim Shelmerdine continued as President, Dick Carroll as Vice-President and John Henry became Treasurer. Jim Hoffman stays on as editor of *Challenge*. In January, the Region announces a contest for the design of a region badge. The winning badge design was a combination of those submitted by Jim Hoffman and Conrad Plyler. In August, the 11th Porscherama was held. The first backwards slalom was run. The Treasury balance was up to \$435 and the Region was incorporated in September. In November, It was suggested that the Region consider having an Autocross Chair.

In 1973, Jeff Hostetler was President (NOT the Giants QB - he's from West Virginia!) and John Henry was Vice-President. John -Ski- Stanislawski was Treasurer. Jim Hoffman continued as *Challenge* editor. On a sad note in January, CVR member Hal Wilson is shot down over North Vietnam. Connecticut State Commissioner of Motor Vehicles, Robert Leuba, joins CVR (it never hurts to know people in high places). *Challenge* was printed with its first stiff-paper cover. In October, Bill Turney proposed a year-long championship autocross series. At the Annual Banquet in November, speaker

Robert Leuba who spoke on 'The government's role in traffic safety from an enthusiast's point-of-view'. The treasury balance was down to \$405.

In 1974, Jeff Hostetler continued as President and Jim Hoffman was Vice-President. John -Ski- Stanislawski returned as Treasurer. John and Kim Henry were the *Challenge* editors. In January, gas shortages hit the region. SCCA planned to sell shares and buy Thompson Raceway. The calendar for the year, as of February, included four Autocrosses, a Tour and a Concours. At the 13th Annual Porscherama in January, there was a ladies only Driver's Education group.

In 1975, Ed Tobolski was President and Tom Zbell was Vice-President. Jim Corcoran was Treasurer. Jeff and Linda Hostetler were the Challenge editors. In January, the Down East Region proposes a train trip from Montreal to the Seattle Parade after a Maine clambake at a price of \$400 one way for two people and one car. CVR was invited to the Alfa Owner's Club Time Trial at Lime Rock in April.

In 1976, Sam Praul was President with Paul Virostek as Vice President. Jim Corcoran was Treasurer and Ed Tobolski the Challenge Editor. Nick Siena was named "Competition Chairman". In January, George Riley appeared to explain his "Motor Specialty Company" - the first recorded public sighting of Gerry/George, who later built a major collection of racing and other Porsches in Hardwick, MA. Sam Praul shows up in the first 930 Turbo seen on these shores and Ed Tobolski immediately renames his 356 autocross car "The Turbo Eater". (It turned out to be true!). The first paid ad in *Challenge* was placed by Porsche/Audi of Avon. Driver's Ed at Lime Rock in May, Ken Williamson's 906 (with airport gears) was the scourge of the day. In June, Gerry McCarthy, former guru of the Herb Wetson (nee Wetanson) racing team, resurfaces as Region Tech Advisor, setting in motion a relationship with CVR that continues to this day. Zone 1's 48 Hours of Watkins Glen came off without a hitch. Sam Praul had the only Turbo there. A 1957 Speedster is in the classifieds for \$2,000. (Argh.) In August, Bill ("Mr. Clean") Miller shows up for the region Concours and wins. He would later become a major Zone and National Concours player. Second Driver's Ed of the year at Lime Rock. Registration fee is \$15, and you get a couple of hours of track time(!). Al Holbert is the speaker at the Annual Banquet held in November at The Buckboard in Glastonbury, dinner is \$8.

In 1977, Sam Praul continued as President, John Mangum was Vice President, John Rhine was Treasurer and Ed Tobolski remained editor of *Challenge*. The schedule for the year included five Autocrosses, two Lime Rock Park Drivers' Ed days, two Tours, and one Rally. Nate Cantwell appears at a Monthly Meeting as a sales rep for Intrepid Unistructural Design (stainless steel exhausts for 911's). Classified has a '55 Speedster for \$1,200. (double Argh.) Ashley Carroll is appointed Executive Vice President of the National Club. In March, International Automobile in New Britain, Phil Gaudette's premier restoration shop of the day, restored a Carrera Speedster for Miles Collier (Naples, FL) for an assault on the SCCA C-Prod title in the car. Later, it is retired to the Collier Museum. Chip Hall imported a 904 from England in May to join his ex-Bruce Jennings Carrera Speedster. 356 Cabriolets are allowed at Drivers' Ed without roll bars for the first time. Stock Porsche FTD at the time trial was a 1:13.4 by Frank Carrington in his new Turbo. Zane Nevins ("the man from Ziebart") does the July Monthly Meeting, Ziebarting a car costs \$100+/- . Kent Schach sells four Minilites for a 911 for \$200. In August, there are 45 cars for Drivers' Ed II. Cost of the Lime Rock track is \$450 for the day. The Waterbury Republican sent a reporter to write about this new craze of

Porsches on the track. Don Mylchreest was featured for an off-track excursion in his 1965 C Coupe. (In those days, 356's spend as much time off the track as on, except for Ed Tolboski's - and Ed's nickname is "The Spinner"). The Porsche Parade was held in September at San Diego and CVR officers go to meet Ferry Porsche. In October, the last Autocross has a runoff with a Hoffman Porsche/Audi loaner of a 924.

In 1978, Sam Praul did another tour as President, joined by Mike Delasco as Vice President and Steve Theaker as Treasurer. Bob Clough was *Challenge* Editor, and Frank Carrington was Competition Chair. With Frank, there will soon be lots more competitive events. In January, Fast Eddie Tolboski finally does it: breaks his ankle in three places against a stone wall. Fortunately, he reports that the accident was on a toboggan, not in his 356 Coupe. Some are skeptical. In March, Rally was cancelled: the Region had no Rallymaster. Doug Bok advertised that he is looking for a 356 restoration project. (A start down that fateful road.) In May, some young hot shoe named Bruce MacInnes was introduced to CVR by Bob Sharp Racing. Over the next 20 years, perhaps half the Region will be Bruce's students at Skip Barber Schools or PCA events. The Zone 1 48 Hours at the Glen has a registration fee of \$32.50. Track time is starting to get expensive? At the Porsche Parade in July at Snowmass, Colorado, Gerry Sutterfield in his 917K (ex-Gulf-Wyer) and Dick Barbour in his IMSA 935 twin turbo, lead the autocrossers through their paces. In September, the Downeast Region held the first DER Volksfest (their version of Porscherama) and CVRers began a tradition of trekking to Maine for this fun event.

In 1979, Frank Carrington became President, Guy Farnsworth was Vice President, Steve Theaker continued as Treasurer and Bob Clough continued as *Challenge* editor. In March, the Region had 269 members. Zane Nevins showed slides of his factory Treffen, including 935 track time at Weissach, at the Monthly Meeting. The Ground Round in Glastonbury became the regular Monthly Meeting site, and will continue as such for the next several years. Drivers' Ed at Lime Rock in May sells out for the first time, even though entry fees were \$20 per day. Schattanbaum and Metro NY got one day each at Lime Rock for 1979. Other PCA Regions began to host events at tracks such as Bryar and Pocono, and CVRers began to trek out-of-region for track days. In July, the Porsche Parade in Reston, VA hosted a large contingent of CVR folk. Most caravan down together behind the Carringtons. The annual Picnic/Concours attracted 80 people. Participation was up at all Region events as Carrington pushes the Region ahead. SCCA racer Dave Geremia (now vintage racer - in both senses) of Waterbury advertised his new Durable Porsche Service in *Challenge*. In September, Porscherama was alive and well. Entries with hotel room and meals are up to \$88.75. The final Autocross in October had 28 cars entered.

The credit for researching and documenting the second 10 years of CVR history in this article goes to Linda Goodman (CVR member and currently contributing editor of the "From the Regions" in Panorama) and Prescott Kelly (President of PCA and CVR Historian). They collaborated in documenting the history of CVR up to the year 1999. The availability of information from the early years of CVR has gaps since it was based on *Challenge* which at the start of the club was infrequently published.