

# ***Schatten Rappen'***



Schattenbaum Region, PCA  
November 2018



***SPECIAL***  
**TRACK-VA-GANZA**  
***ISSUE***

## Ind this Issue

Leadership Directory .....	3
Events Calendar .....	4
Drivers' Ed Calendar .....	5
New Members .....	6
Member Milestones.....	7
Holiday Banquet .....	8
2018 Executive Board Ballot .....	9
From the Editor's Desk.....	12
Daytona with the Carrington's .....	13
Cinco de Mayo at Summit Point .....	18
NJMP June .....	20
NJMP July .....	24
Schattenbaum Showdown 2018.....	28
Pack at the Track .....	37
Parting Shots .....	39



p. 13



p. 24



p. 28

Bob Carrington photo

Byron Veale photo

Bob Helm photo

*Schatten Rappen'* is the official newsletter of Schattenbaum Region, Porsche Club of America ("the Club"). Articles published herein are the opinions of the authors and not necessarily shared by the Club or its officers. The Editor reserves the right to edit all materials prior to publication. The Club, its officers, contributors and the Editor do not accept legal responsibility for any errors or omissions that may be made in this publication. Porsche®, the Porsche Crest®, CARRERA® and TARGA® are trademarks of Porsche AG. Contact the Editor for advertising rates and information or visit the website: [www.schattenbaum.org](http://www.schattenbaum.org). Advertisements in this newsletter do not constitute an endorsement by the Club or its officers.

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## On the Cover

There was lots of great racing at this year's Schattenbaum Showdown! Photo by Bob Helm.

Articles and photos are always welcome — send to:  
[newsletter@schattenbaum.org](mailto:newsletter@schattenbaum.org)

Current and past issues of *Schatten Rappen'* are available on the website:  
[www.schattenbaum.org](http://www.schattenbaum.org)





# Leadership Directory



## President

Jack Fowler  
pres@schattenbaum.org



## Vice President

Mike Bono  
vp@schattenbaum.org



## Treasurer

Rob Lerman  
treasurer@schattenbaum.org



## Secretary

Steve Rice  
secretary@schattenbaum.org



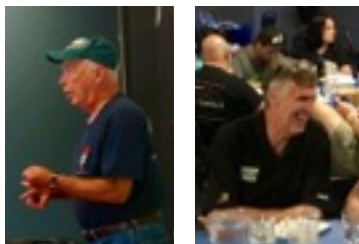
## Autocross

Mike Bono  
autocross@schattenbaum.org



## Concours

Nick Katsikis  
concours@schattenbaum.org



## Drivers Ed/Chief Instructor

Pete Tremper, Pete Debusmann  
ci@schattenbaum.org



## Drivers Ed Registrar

Jon Schepps  
registrar@schattenbaum.org



## Dealer Relations

Dan Petchel  
track@schattenbaum.org



## Goodie Store

Jack Fowler  
goodiestore@schattenbaum.org



## Membership

Scott G. Crawford  
membership@schattenbaum.org



## Newsletter Editor

Byron Veale  
newsletter@schattenbaum.org



## Programs

Mike Bono  
programs@schattenbaum.org



## Social Events

Claudia Debusmann  
social@schattenbaum.org



## Tech Support

Dan Petchel  
techsupport@schattenbaum.org



## Tourmaster

Andre Kriete  
tour@schattenbaum.org



## Track Chair

Dan Petchel  
track@schattenbaum.org



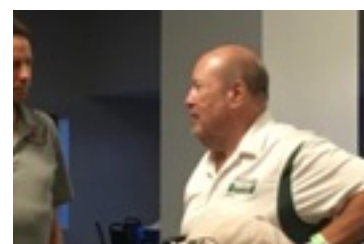
## Track Safety

Cliff Goldsmith  
tracksafety@schattenbaum.org



## Webmaster

Bill Coulter  
webmaster@schattenbaum.org



## Insurance Chair

Bob Helm

# Monthly Meetings

## December Meeting: Annual Holiday Party

*When: Saturday, December 1st, 7:00 pm.*

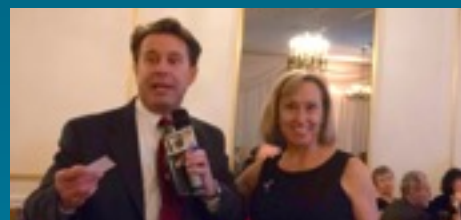
*Where: The Stone Terrace*

*2275 Kuser Road, Hamilton Square, NJ*

*609-581-8855*

Please join us for a fabulous evening that will include: cocktails and hors d'oeuvres at 6:00 pm; sumptuous buffet dinner at 7:00 pm; DJ music for your dancing pleasure; and an open bar.

See the promo in this issue and/or [schattenbaum.org](http://schattenbaum.org) for more details!



Bob Helm photos







Byron Veale photo

## Schattenbaum's 2019 Drivers Ed Events

The board is working hard to make next year's track season even better!

Dates and tracks TBD.

Be sure to check out our January issue for more updates...

For more details, visit [www.schattenbaum.org](http://www.schattenbaum.org).



Your trackside garage & suite awaits you.  
For more information & to book a tour: (856) 327-7201



# New Members for September & October

Name	Date Joined	Town	Porsche Year & Model
Prebich, Jonathon	09/01/2018	Haddonfield, NJ	2007 911 Carrera S
Kawash, Joseph	09/12/2018	Cinnaminson, NJ	1987 944
Brackup, Alan	09/15/2018	Yardley, PA	2016 Cayman GTS
Smit, Joost	09/22/2018	Zurich, ZH	1980 911 SC Targa
Michael , Tyler	10/09/2018	Flintstone, MD	2005 Race Car
Pelletier, Scott	10/18/2018	Evesham Twnshp, NJ	2014 Cayman
Thomasson, Harold	10/22/2018	Mt. Royal, NJ	1989 911
Balasubramanian, Murali	10/25/2018	Princeton, NJ	2015 Cayman
Marzocca , Domenic	10/29/2018	Cherry Hill, NJ	2008 911 Carrera S

## Join us...

Our Monthly Meetings are held at Bung's Tavern, 2031 Rt. 130 S, Burlington, NJ. We usually gather for snacks and cocktails at 6:30 pm, and the meetings start at 7:00 pm.

For driving directions, go to:  
[bungstavern.net/](http://bungstavern.net/)

Contact VP and Program Chair Mike Bono if you have an idea for a Monthly Meeting or other event: [vp@schattenbaum.org](mailto:vp@schattenbaum.org)

**OLD GLORY**  
DETAILING & PDR



[www.oldglorydetailingpdr.com](http://www.oldglorydetailingpdr.com)  
**609.433.6532**



## Photographers Wanted

Seen any cool cars lately? If you have recent Porsche-related pictures, from a recent Schattenbaum event or not, please consider submitting them with descriptions for [our website](#) and [our Facebook page](#).

Send full size photos as attachments to  
[webmaster@schattenbaum.org](mailto:webmaster@schattenbaum.org)



# Member Milestones

Name	Anniversary	Town
Gelfand, Jeffrey	45 (October 1973)	Cherry Hill, NJ
Douglas, Jordan	45 (October 1973)	Cherry Hill, NJ
Tiedeken, William	25 (September 1993)	Cherry Hill, NJ
Tiedeken, Brett	25 (September 1993)	Cherry Hill, NJ
Britton, Thomas	25 (September 1993)	Voorhees, NJ
Britton, Doreen	25 (September 1993)	Voorhees, NJ
Kalokitis, David	20 (October 1998)	Robbinsville, NJ
Kalokitis, Stacy	20 (October 1998)	Robbinsville, NJ
Cajumas, John	10 (September 2008)	Tabernacle, NJ
Codella, James	10 (September 2008)	Crosswicks, NJ
Rich, Anthony	10 (September 2008)	Newtown, PA
Rich, Jennifer	10 (September 2008)	Newtown, PA
Falgiano, Doreen	10 (September 2008)	Chesterfield, NJ
Brenowitz, Jay	10 (October 2008)	Milltown, NJ
Bartwink, Norman	10 (October 2008)	Milltown, NJ
Contarino, Mario	5 (September 2013)	Pilesgrove, NJ
Yadlon, James	5 (September 2013)	Hamilton Square, NJ
Yadlon, Rachel	5 (September 2013)	Hamilton Square, NJ
Scheurich, John	5 (October 2013)	Sewell, NJ

***Are You  
Up to Date?***

Schattenbaum relies on the data that you provide to PCA National to keep in contact.

Please be sure your email and mailing addresses are up to date!  
Just visit [www.pca.org](http://www.pca.org)

# Schattenbaum's Annual Holiday Banquet

## Saturday, December 1st

at the same great location as in the past:  
The Stone Terrace in Hamilton, NJ

### *Where to go:*

#### The Stone Terrace

2275 Kuser Road,  
Hamilton Square, NJ  
609-581-8855

[thestoneterrace.com/directions](http://thestoneterrace.com/directions)

### **Please join us for a fabulous evening that will include:**

- Cocktails and hors d'oeuvres at 6pm
- Sumptuous buffet dinner at 7pm
- DJ music for your dancing pleasure
- Open bar

*There will be door prizes and a photo show of our 2018 events!  
Festivities will end at 11:00 PM.*

The club is subsidizing a large portion of the bill, so the cost to members *is only \$45.00 per person.*

Payments will be accepted via PayPal only, and *must be received by November 23rd.*

To make reservations and payments go to our website: [schattenbaum.org](http://schattenbaum.org)



For more information contact Claudia Debusmann  
609-714-9049 or [social@schattenbaum.org](mailto:social@schattenbaum.org)



# Schattenbaum 2019-20 Executive Board Ballot

Schattenbaum members, our club executive board is elected for a 2 year term. The current board's term is nearing an end, requiring us to elect a new slate of officers for 2019 & 2020. This is your ballot to approve or disapprove the recommended candidates. Please note directions to fill out this ballot below.

Based on our by-laws, the immediate Past President assembles and chairs a nominating committee. The purpose is to review potential candidates and assemble a slate of recommended executive officers for the next term.

Accordingly, the nominees were announced at our October member meeting (on Sunday, October 14th, 2018, at our Oktoberfest monthly meeting). Members in attendance voted in the affirmative to accept this slate for presentation & vote to our entire membership.

Ballots must be received by Friday, November 23, 2018. The new officers will be announced at our December member meeting, which is the Holiday Party on December 1, 2018.

***Ballots must be received by Friday, November 23, 2018***

**Primary Member's Name (required):**

.....

**PCA Membership # (required):**

.....

☐ **Michael L. Bono for President**

☐ **Arnold Cohen for Vice-President**

☐ **John Beidler for Treasurer**

☐ **Steve Rice for Secretary**

**For your vote  
to count,  
your ballot must  
be sent to:**

**Jeffrey Muller,  
Past President,  
Schattenbaum PCA  
1 Melville Dr.  
Medford, NJ 08055**

# About the 2019-20 Executive Board Candidates

## Michael L. Bono, Candidate for Club President

I started my Porsche sickness when I was 23 years old, living in Phoenix, AZ. My first Porsche was a 914 with a 935 wide body kit. After restoring it as much as I could, I traded it for a basket case early 911. After moving to New Jersey, and as my truck fleet washing and janitorial cleaning business took off, I decided it was time to restore my car.

In 1999 I found an ad for 911 parts out of Bordentown, NJ in Panorama. After calling the number and explaining what I needed for my car I headed to Bordentown. When I arrived at the address I was greeted by none other than Targa Dan (Petchel). Dan looked at my car and said, "Not for that car." I said, "What do you mean?" He said, "that is not a 1992 964 C2 as you told me. That is a 1982 911SC coupe that

someone has added a body kit to as well as cutting off the top to make a convertible." He added, "I don't waste my parts on FRANKENSTEINS!" Embarrassed, I somehow smoothed him over (or maybe, overpaid for what I needed) and Dan helped me in my journey with the car, and we became friends. The car was later featured in one of his articles on Frankensteins.

I was introduced to Drivers Ed in 2007, which eventually got me into Club Racing and the need to repair cars that I continually damaged. I got involved in a body shop to help cover the repair costs. I started doing various repairs and paint work for fellow members. As my hobby grew so did my shop. I now own and operate SMC Restoration and Performance in Sewell, NJ. We



Bob Helm photo

restore Porsches as well as repair and track-prep them.

If elected, it will be my privilege to serve as Schattenbaum's President. But first I need your vote!

## Arnold Cohen, Candidate for Vice-President

The role of Vice President is an important one. Having watched from the sidelines Jeff, Jack and Mike in the role of Vice President and then President during the past few years, I feel that the club needs more of the same good leadership to follow in their examples. The more one is involved, the more one gets out of the Club and the more fun it is being a member.

I've been a Schattenbaum PCA member on and off since 1995. Having gone to many of the social events, activities and worked at the Club race for many years as a volunteer, I have enjoyed it more each year. It amazing how well Schattenbaum runs the events and the Club Race. How members work together to provide an excellent experience for everyone. Having

been on the sidelines for so many years, I want to take a role in making the club better, which will be hard. I hope to rise to the challenge of this role within the club.

The club has been very successful, and bringing new views and ideas is always good for any organization. As with most clubs, I am looking to get more members involved in events and leadership.

Having been a Porsche Club of America member since August 1995, I have owned multiple Porsche's over the years, including three 911's, two Boxster's, and currently own a 2008 Red Cayman and a 2011 Panamera 4S. As far as my career, I am a retired Certified Public Accountant, and have worked in many companies,



Arnold Cohen photo

global, public and private, offering management and financial advice to bring them success. I will bring this knowledge to Schattenbaum as Vice President, and look forward to the challenges that await.



# About the 2019-20 Executive Board Candidates *(continued)*

## John Beidler, Candidate for Treasurer

I have been associated with PCA literally since I was born. My father was a founding member of the Riesentoter region, and was National President in 1963. So not surprisingly, I caught the bug also. In 2001 I bought a Porsche Boxster, and began my long journey with Schattenbaum.

I have been a member of Schattenbaum for many years now, and have served as an officer

in many capacities. I have previously been the Treasurer, the Vice President, the President, and the Head of Track Operations. I also have been racing a Spec Boxster for quite a few years. Finally, I have a 2003 911 that I use as a daily driver.

If elected, I would be honored to once again serve as your Treasurer.



Byron Veale photo

## Steve Rice, Candidate for Secretary

I've always been attracted to sports cars, and before college in 1969, I wanted a 1963 Corvette. I was \$200 short, and my dad convinced me not to go into debt. Instead, my first car was a 1966 Mustang, which I sold before my senior year in college, as I was headed to the University of Hawaii. Afterward, I wound up living in Hawaii for eight years, eventually buying a 1976 Triumph TR6. After moving back to the mainland, I missed out on a Porsche 924 that was in great shape and in my price range. Instead, I purchased a 1980 Mazda RX7, which I had for quite a few years. Over time, I married, started a family and entered the dark (SUV) ages.

Fast forward to the end of January 2017: while on Ebay just for fun, I stumbled across this beautiful midnight blue 2007 Carrera 4. It had all the options, and was only 20 miles away.

The guy I bought the car from (on the spot!) encouraged me to join PCA. I'm so glad I did.

I joined Schattenbaum in February 2017. Several weeks later, I attended the March DE. Since then, I've been to practically every Schattenbaum meeting and function. I also volunteered for our Club Race, and was lucky enough to work in the timing booth where I learned a lot about how the races were run. I've met some really great people and hope to meet many more.

I was surprised and honored when Mike asked me at last year's holiday party if I would be interested in becoming club secretary, especially since I hadn't even been a member for a full year. I happily accepted. I have since attended every board



Steve Rice photo

meeting and done my best to keep accurate meeting minutes. I honestly enjoy the board meetings and would be honored to serve again as secretary in 2019.

# From the Editor's Desk

Byron Veale

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*Schattenbaum doing what it does best...*

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Hello again everybody. It's a given that our club has a strong affection for track events. And with good reason, as they go a long way towards funding many of our other social activities. It's a win-win situation. And so, given all this, I've tried to put together something special for you here, with highlights from most all of this year's track activities.

I mentioned how the hook was in once I heard from Dan about how PCA gives its members the opportunity to get out on a racetrack. As someone who's been a car nut since he was knee-high to a Cragger mag wheel; who had Walter Mitty dreams in elementary school; who's fifth-grade article on "What Kind of Car Would I Be?" included valve sizes and camshaft duration; the notion of actually driving on A Race Track seemed too good to be true. So I think I've found a good club to be a part of, and am very happy to share this track-day enthusiasm.

I'm pretty confident a lot of you will appreciate this issue as much as I've enjoyed putting it together. With track events being some of our most popular events, hopefully this translates into a majority of you enjoying this special feature.

And of course, if you have any issues or recommendations or anything, feel free to let me know...!



Byron Veale photos

Above: arriving at my first Summit Point DE, the weather was less than stellar. The experience, however, very much was stellar! Below: watching my potential-future-track-car (see page 26 for more details) pull off into the distance; bad-mouth turbochargers all you want for their lack of instant response, you can't fault them for the horsepower they make...!





# Daytona with the Carrington's

*Bob Carrington photos*

In January of this year, Bob Carrington and his wife Diane ventured to the sunny climes found in Daytona Beach, Florida, to enjoy the racing action found down there. Bob's not bad with a camera, and so offered to share with us some of the sights he encountered along the way.

Left and below: yep, that's Hurley Haywood, reunited with his Daytona-winning 1973 911 RSR. Bob shared a funny story about how, as he and Hurley are getting pictures with the car, a security guard comes up to them, sternly asking them something like, "Do you know who's car this is?" To which Hurley answers, "Why yes, this is *my* car." The security guard didn't say much after that...



Below: Swap Shop 934.5/935, took third at Sebring in 1981.



Below: Adobe Road-sponsored 997 GT3 Cup car, campaigned by The Racers Group.

Below: 993 SuperCup emblazoned with the tread pattern of Bridgestone's S-02 tire.





# Daytona with the Carrington's *(continued)*



Clockwise from above: Diane and Monsieur Bibendum, A.K.A. "The Michelin Man"; Diane and Helio Castroneves, who transitioned from racing IndyCars to sports cars this year (and whose previous championships include the 2007 season of Dancing with the Stars!); Juan Pablo Montoya showing Helio details of the latest Acuras; Bob grabbing a selfie with Justin Bell; Bob grabbing a selfie with five-time Le Mans winner Derek Bell!





# Daytona with the Carrington's *(continued)*



Clockwise from center image above: similarly-hued Lamborghini and Nissan entries; detail shots of Porsche's mid-engined 911 RSR; Bob told me how every year, team Audi makes one of these gag team posters, this one a play on the movie *Star Trek: the Wrath of Kahn*; one of the Audi R8's was christened Peggy Sue.





# Daytona with the Carrington's *(continued)*



Above: Ford's wild and wicked Ford GT, in street clothes; and in its racing suit; for the street, it dons these fancy, lightweight carbon fiber shoes. Right: the 1966 Lola T70 MkII Spyder of the late Dan Gurney, shot through a tiny hole in a fence; then cleaned up by Bob to surprising results.



Left and below: a parade of historically significant, or at least just plain neat, Porsche race cars.





# Daytona with the Carrington's *(continued)*



Above: detail view of an Acura headlight.



Above: Acura in the garage.



Above: Castroneves' ride for the weekend.



Above: bodywork from an Acura prototype.



Above: more Acura bodywork.



Above: parts retrieved from the course.



Left: Preston Henn's Swap Shop 962, which he, A.J. Foyt, Al Unser (Sr.), and the late Bob Wollek took to victory at Daytona thirty-three years prior to these photos being taken.

Below: the "big daddy" Corvette, the ZR-1.



Below: a Triumph TR-3.



Below: Porsche fun meter, pegged of course!





# Cinco De Mayo at Summit Point

*Text and photos by Byron Veale*

This past Spring, I made my first trip to Summit Point, the only “out-of-state” track at which we have been holding a track event for some time now. It’s a decidedly different experience for those of us used to NJMP.

Traveling to the track, particularly the last five miles or so, I was saying to myself, “where the heck...?” It’s kind of in the middle of nowhere. It’s also a larger complex, with three different tracks on-site.



Bob Stine looks happy to be at the track!



Bob Carrington's willing to hang back to avoid complicating things.



Tom Stolz's Spec Boxster getting outgunned by a GT4.



Larry Schmidt's Martini-flavored SC; he talked me through the carousel.



Kaz in the green 944 was enjoying his inaugural DE.



Sudhir Kalra's not-quite-a-wallflower Spec Boxster.



# Cinco De Mayo at Summit Point *(continued)*



I'm a sucker for a GT-style 914-6, and this one looks real clean.



My possible future, as presented by Ben, who runs an '87 Carrera like mine (kinda).



Do you think the 3.8 liter GT3 is destined to be a future classic? I'm inclined to believe...



Above: after a great day at the track, we watched another kind of track activity, namely the Kentucky Derby. Right: all-in-all, the drive on the Turnpike following Jon Schepps home felt hairier than most anything experienced on the track!

We were at the main circuit, a two-mile, ten-turn road course not too dissimilar to NJMP's Thunderbolt course. It was a real challenge but great fun to learn a new course. And we had the special bonus of being able to bone up on our wet-weather driving! Actually, the conditions weren't terrible. Well, I say that as someone who runs on street (not R-compound) tires... And as with all of our events, the camaraderie was the main highlight!





# Cinco De Mayo at Summit Point *(continued)*

## A Focus on Etech Photo

You may have noticed at our track events a couple of fellows working hard at hunting down vantage points around the venues, braving the elements, risking their valuable equipment, and printing out and displaying contact sheet after contact sheet. All this effort is spent in an attempt to bring you photos that make you look like some kind of a driving god.

I wanted to share Etech's work with you, and so here you go, on these pages are selections they shot at our Summit Point DE. I'll let them tell you a bit about themselves:

*"We have been shooting motorsports since 1991 with film. We used to have a trailer that was a portable darkroom. Many nights staying up processing film till 3 or 4 am and printing 11x14 contact sheets to be displayed at the track."*

*"Our founders Brad Schwab Senior and Bob Hartman used to race motorcycles in the 80's. They founded the company so they could still enjoy being at the track without putting their lives on the line. I grew up at the track and have great*

*memories standing on top of our van shooting the banking of Daytona. We are based in Maryland and travel as far as California (Sonoma, Laguna Seca, Willow Springs), Wisconsin (Road America), and Florida (Daytona and Homestead)."*



# Cinco De Mayo at Summit Point *(continued)*



Remember your corner workers: their "vigilance" enables our fun!



Brad Schwab, etechphoto.com photos

A reminder, "it's not just about the cars, it's about the people".



Who says you can't have fun when it rains??



What I said about Etech making us look like heroes? Yeah, that.



Brad pointed out the finer points of shooting cars in the rain...



Byron Veale photo

...so I tried it; this is why you stick with the professionals!



# NJMP June

*Text and photos by Byron Veale*

June's track event was pretty ideal; the weather was great, sunny and warm, sure, but for a big ol' slab of asphalt in New Jersey in the summer time, not ridiculously hot and humid! No major incidents, and your truly "graduating" to the White run group, was the icing on the cake.



I laugh when I see pictures of clouds like these, it always reminds me of the opening credits to "The Simpsons"!



As cold and damp as it has been lately, it's quite nice to look back on these sunny days, smiles, and thumbs-up from fellow track enthusiasts.

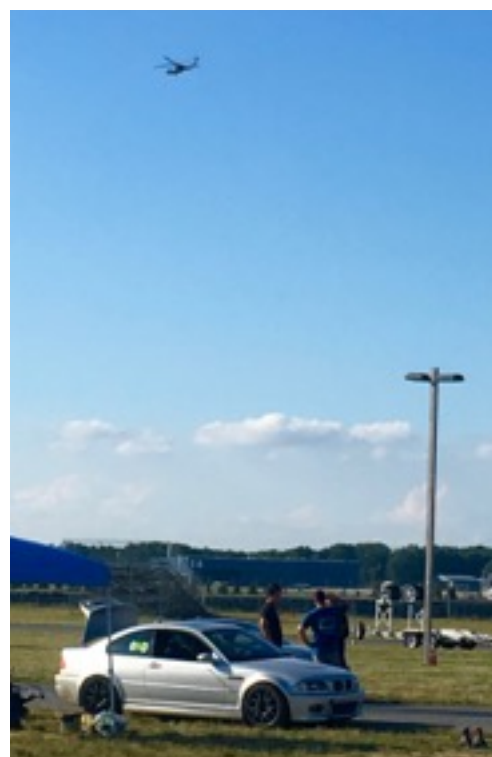




# NJMP June (continued)



Clockwise from above: the garage is a good place to beat the heat, Cliff and Kelly will vouch for that; I've said it before, but it's really great to see folks still taking their air-cooled Porsche's out on the track, despite the kinds of price tags you might see on rarer numbers like this 993 S (notice the "twin-grill" decklid?), although the owner sure did go to great lengths to protect the paint; being right next to the airport, the track isn't the only place you'll find interesting things flying around; two similar takes on the same formula, with the Cayman GT4 (in a gorgeous shade of blue) representing the modern, "factory" approach, and the turbo'd NSX an older-schooled, "renegade" (or possibly "hand grenade") approach; Pete Tremper imparting his knowledge and experience on the next crop of drivers.





# NJMP July

*Text and photos by Byron Veale*

The July DE was also pretty great, weather-wise; well, at least Thursday was (read on for more details). But for me, a "mechanical" left me on the sidelines after about fifteen minutes total track time. But I can't complain too much, others made out worse...



Top: the day dawned full of promise. Above, two of the faster rides you'll see circulating the track, Pete Tremper's 964, and Mike Bono's (or should I say Dan Petchel's? I can't keep track...) 996, the 411 car, so-numbered by Dan because that was the number to call when you



needed "information" (didn't hurt that it was also one of VW's model designations). Below, if you think Mike doesn't push hard enough out on the track, here's your proof otherwise; he literally "drove the wheels" off the thing, or was just a spoke-and-a-half away...!





# NJMP July *(continued)*



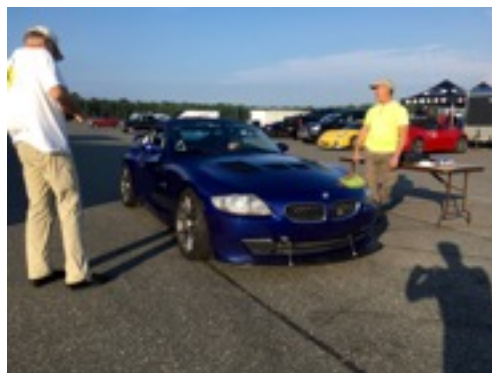
Top: Cliff's ready for business at first light, all he needs are some customers. 2nd row: Mike and Hoyt give a student a hard time before "graduating" him; how many board members it takes to change a wheel bearing; Mark Miller and Bill Coulter. Above: my garage-mate Rob was adjusting to having four wheels under him on track instead of just two (he raced motorcycles extensively). At left: Past President Jeff Muller and his son-in-law Luis, two examples of the Muller 944 family dynasty.



# NJMP July *(continued)*



You never quite know what's going to pull up in the tech line! This Panoz *did* have the rest of his bodywork with him...



This BMW Z4 M wore an inconspicuous "TRD" badge on its fender; the owner wouldn't let on but I'm thinking 2J-Z...



I had a nice chat with Matt, the driver of this 1LE SS, and his father; who says foreigners and domestics can't get along??



Folks take this whole "track car" thing to many different levels; I chuckled when I saw this thing parked at the steak house later on!



The attendee list says this fellow's name is Ian, though I would have sworn he told me something else; either way, nice guy.



Now it's not just Corvettes we have to look out for, it's 700-horse Camaro's dusted with goodies from Chevy's racing department...



Below: some folks *do* show up to the track with stock rides! For our illustrious President Jack, his immaculate 993 was pressed into



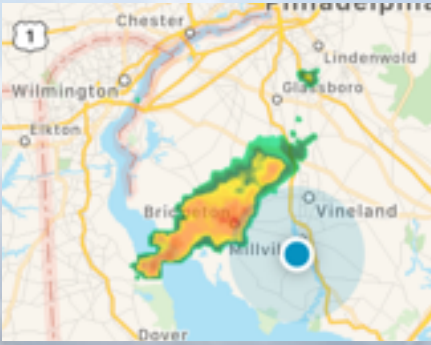
service as a delivery wagon, hauling precious tee shirts emblazoned with the club's logo.

At left, Peter and Evelyn shared a car that's near and dear to my heart, as I have one of these Mazdaspeed 3's as my daily driver. And if the values of air-cooled 911's price me away from tracking my Carrera, I might have to resort to a little "Zoom Zoom" action. They aren't slow, especially when fitted with an intercooler the size of your apartment's air conditioner!

A late-model "stock" car, these "cooking" Carrera's are not too far off the pace of Porsche's eighties *wunderkind*, the 959!







## Lightning @ Lightning!

So Friday's weather was much more "interesting" than Thursday's. We had a very fierce, very local (see map at left) storm come through that had us playing "Survivor" in the garage (second row, below) as it pummeled the paddock. Pit-out and the front straight were submerged under at least a half-foot of water (third row, below). Then the sun came out (bottom row), and we got to play again for a while ... until the same thing happened again! It was quite a display, so impressive I decided I'd try to capture it on "film". If you look closely above Claudia's yellow Beetle (this image), you'll see I was successful...!



Jack wanted to keep his precious 993 dry!





# Schattenbaum Showdown 2018

Text by Byron Veale



Byron Veale photo

The Schattenbaum Showdown is the crown jewel of our club's track program. A ton of planning, coordination, and blood, sweat, and tears go into pulling this off, and this year's event seemed to go off

without a hitch. A big hand deserves to go out to Jack, Mike, Dan, Pete, Pete, Jon, Bob, Cliff, Claudia, Tom, Bob, and okay, I think you get the idea, but also to countless others who pitched in and made it happen.



Bob Helm photos

Above: a small part of the "army" of volunteers, these troops (many of which were, or showed up with, Mike's sons) attending to the business of getting all the cars through technical scrutineering — don't want any cheating going on out there!

Below: three different approaches to club racing, with Brent Asplundh's factory race car (GT3 Cup); Alex Haile's 993 GT2 look-alike that started life as an '86 930; and Pete Debusman's relatively simple 996 he runs in H class.



Byron Veale photos



# Schattenbaum Showdown 2018 *(continued)*



Above: according to the results on PCA's website, Jeff Muller had a great weekend, coming in fourth, third, and second in the



sprint races, and first in the enduro; that's John Beidler's Spec Boxster in front, and that might be Robbie's new rig I spy behind the canopy;



judging from their apparent popularity, Spec Boxsters are a boon for folks wanting to race on a budget;

Byron Veale photos



Above: I spent a bunch of my time helping out Tom Stolz and your Social Chair Claudia



Debusmann with the grid, who were great fun to hang out with — if you get a chance, ask



them about "number 9"; the grid stayed busy with all manner of neat cars coming through.



Above: when it comes to laying out this page, I'm kind of "winging it"! "Dad jokes"



aside, the hardware run by these "amateur" racers is pretty heavy-duty. Below: Cliff, Tom,

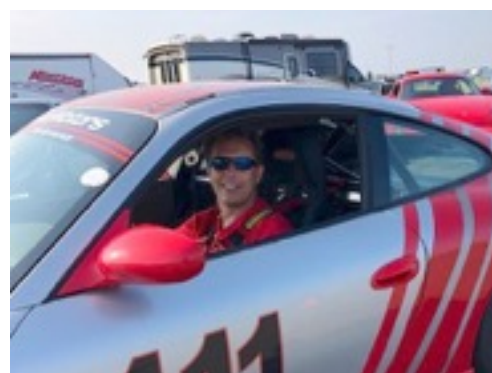


and Jack looking ready for action (411 looks pretty good on our Prez, doesn't it?).

Bob Helm photos



Byron Veale photos



Arnie Cohen photo



# Schattenbaum Showdown 2018 *(continued)*



Byron Veale photos



Top: the heaviest hitters; would you like that race or street flavored? Above: John Pepe on "splitter" duty; sounding like a swarm of angry bees, racers anticipate the green flag. Below, three across was not

uncommon. Bottom: an attempted pass on Lainey Landstra goes awry, and ends up in an off-road excursion, and the loss of at least a few positions...





# Schattenbaum Showdown 2018 (continued)



This page highlights how fortunate we are to have Bob Helm "on staff" here. Top and above left: you can see just how close the racing gets, to be expected I guess when the cars are so similarly prepared. Above right and below left: Hoyt Ammidon's "steal your face" Boxster stands out against



the crowd; he had a good weekend, coming in first, second and fourth in the Sprint races, and fifth in the enduro. Bottom: the location of the wing stays are a dead giveaway to just how unique the light-blue FABCAR 993 is; compare with Tom Kholer's red 993; vintage group action.





# Schattenbaum Showdown 2018



Above: Bill Coulter in for a pass as he begins another lap, he's had a bit of a rough year, with "mechanical" issues with both his car and his person

(continued)



Byron Veale photos

(you'll hear more in an upcoming issue); it was interesting to watch the different approaches drivers took through turn five.



Above: at first I thought the above was from the vintage races, then I realized they're E-class 911's (you can see the water-pumpers just ahead); Jeff Muller passing a yellow flag. Below: CW Skillman had the second-



fastest car of the event (best lap was less than two-tenths behind Brent Asplundh's), but a mishap with the wrong size tires being put on his GT3 Cup car made his car undriveable, and put him out of contention.





# Schattenbaum Showdown 2018 *(continued)*

## PCA Takes a Vintage Approach

Two years ago, PCA dipped its toe into the “Vintage Racing” waters, with an eye toward offering owners of the rapidly-appreciating classic Porsche’s their own sandbox to play in. This year, Vintage Racing came to *The Showdown*. From the PCA Club Racing site:

*“We offer a new environment for you to start racing your vintage car again or if you have been racing in the usual PCA classes, a place to run with similarly prepared cars instead of against 400+ HP cars.”*



Above: there you have it folks, a 356 that’s not just appreciating in somebody’s garage, but is getting used by Michael Ballo “as Porsche’s



should” out on track; it had some kind of mechanical issues fairly early on Saturday (that’s engine wizard Peter Dawes second



from right, by the way); it got resolved, and the car needed some testing, resulting in one of the most “eclectic” grid pairings ever!



Above: again, applause is due for Chip Reichhart racing this 1967 911S, the value of which has likely tripled over the last five



years or so; two liters, Webers, and high compression makes for an exciting package; seeing these green gauges makes me



nostalgic for my first 911, a 1966 and a real cream puff (just ask Dan about it!), but it got me in the club, for which I am truly thankful!



Above: I must’ve taken 100 of these panning shots, lo and behold...



...some of them actually came out all right!

# Schattenbaum Showdown 2018



(continued)



Byron Veale photos



Above and left are three of the fastest cars on the Vintage grid: Donald Jacobs (#51) kept his 914 at the head of the pack for all three races; Mark Weining (#7) was always on the podium, taking the second spot twice with his Euro-spec '82 911SC; and Shane Seace (#766) brought his 1976 911 home fourth twice, and second in the last race.

Right and below: Vintage racers assembled for their own awards ceremony at the base of the tower; according to [the Club Racing website](#), all points awarded go toward the "hardware" drivers get at the end of the event, there is no season-long points chase; quite the variety of cars in the Vintage group, with 914's, short- and long-hood 911's, and that lone 356 represented.





# Schattenbaum Showdown 2018



(continued)

Byron Veale photos

I did a massive double-take when I spied this little bit of history that showed up to the *Showdown*, courtesy of Riesentöter Region's Carl Tallardy.

"In the mid 1990's Dave Klym, principal of FABCAR, approached IMSA with the idea of building a tube-frame mid-engine 911 GT car. They insisted on the stock wheelbase, front and rear overhangs, and roofline. The motor was also limited to 3.4 liters (911's raced 3.8 liter engines at the time). FABCAR hired Lee Dykstra to design the car. He started with a clean sheet of paper. The only Porsche parts used were the engine and taillights.

"FABCAR built two of these cars. Chassis number one was built for Marvin Epps, a Porsche Club racer from southern California. Its first race was the Daytona 24-hours. A crank trigger issue ended the race early. Chassis number two was built for Tom Hessert from New Jersey and was campaigned by Alex Job racing. The car was driven by Hurley Haywood and Tom Hessert, and won the Watkins Glenn 6 Hours. It is currently being raced in Porsche Club events."

(Information courtesy FABCAR and Alex Job Racing.)



Top: from this angle, you can really see just how low the custom chassis enables this "993" to go; vented fenders, splitter and dive planes at the front corners indicate some further development since the 1990's. Second row: it's a little hard to see through the rear window, but in there is something that Carl says was critical to the car's evolution, which is a flat engine fan, like the 935's used, which does a much better job at cooling, compared to the original vertical fan positioned close to the cabin bulkhead; legend Hurley Haywood (who dined with us at the Simeone Museum, stay tuned for details) helped bring the car home first at Watkins Glenn. Above: the cabin was reconfigured to accommodate the motor in the back seat; that giveaway rear wing, complete with an air-jack fitting. Below: pics from Sebring in 1996 taken by URY914 on the Pelican Parts forums.





# Schattenbaum Showdown 2018



(continued)



Byron Veale photos



## FABCAR Technical Specifications

- Engine: 3.4 liter flat 6 cylinder
- Horsepower: 365+
- Wheels: BBS 11x16 Front, BBS 12x16 Rear
- Tires: Goodyear slicks
- Wheelbase: 89.5 inches
- Track: 57.6 " front, 57.4 " rear
- Ground Clearance: 2.5 inches
- Weight (wet): 2160 lbs.
- Fuel Capacity: 26.4 gallons
- Brakes: Porsche/Brembo calipers with Alcon floating rotors, Tilton Pedals with bias adjust
- Shocks: Penske Racing 2 way adjustable
- Fuel Cell: custom Fuel Safe with ATL dry-break filler, surge tank and reserve system
- Gearbox: Hewland DG-5 racing (5 speed)
- Chassis: fabricated steel tube
- Suspension: unequal-length control arms with pushrod and rocker-activated front shocks and springs; fully cockpit-adjustable anti-sway bars; center-lock hubs
- Bodywork: Porsche 993 in carbon fiber
- Aerodynamics: FABCAR rear wing, front splitter/spoiler
- Engine: Motec fuel injection, slide-valve throttle bodies
- Safety: IMSA-spec roll cage and fire system
- Instruments: full Pi Research dash and data acquisition
- Misc: full airjacks, race electrical system

(Info courtesy CBRacerX on the Pelican Parts forums.)

## Track Tidbits

Did you know, when at NJMP, you can tune in to 105.5 FM to stay abreast of track operations, including the PA announcements? Additional details are available on the NJMP website, at [njmp.com/about-njmp](http://njmp.com/about-njmp).

Did you know, in addition to hotels in the area, there are rooms available for rent right on the NJMP premises. The VIP Suites, as they're known, are super-convenient (I was able to use one as camp for the Club Race), not very expensive, and the balcony of which serve as a great place to take pictures from (ask me how I know!). Find out more at [njmp.com/accommodations](http://njmp.com/accommodations).

Did you know there is an app and related website that you can use to stay on top of a race's timing, results, schedules, and entries, in real time? It's called Race Hero, and it's easy to use. Simply launch the app (or go to [racehero.io](http://racehero.io) and select "launch web version"), find the race you're looking for, and it will show you a list of the entrants in their current running order, with details like fastest lap, amount of laps back, and more.

Pos	Driver	Lap	Time	Laps	Back
10	WILSON HASETT	1:10.462	1:10.462	1 LAP	2
11	WILSON HASETT	1:10.462	1:10.462	1 LAP	2
12	WILSON HASETT	1:10.462	1:10.462	1 LAP	2
13	WILSON HASETT	1:10.462	1:10.462	1 LAP	2
14	WILSON HASETT	1:10.462	1:10.462	1 LAP	2
15	WILSON HASETT	1:10.462	1:10.462	1 LAP	2
16	WILSON HASETT	1:10.462	1:10.462	1 LAP	2
17	WILSON HASETT	1:10.462	1:10.462	1 LAP	2



# PACK AT THE TRACK

*Fred Pack*



I'll see you at the track in 2019! You can always contact me at [fhp911@gmail.com](mailto:fhp911@gmail.com).

## Truly Miscellaneous Ramblings

*Since I haven't been to the track over this summer I don't have new insights. This column is mostly historical stories, but it ends with a small thought about Porsches so that it will earn its place (I hope) in a magazine about Porsches.*

### Le Mans 1955

It is 63 years since racing's worst tragedy, and likely few of my readers know much about it, but racing devotees ought to, and besides it is a fascinating story. The fast cars that year were the superb Mercedes 300SLR, the Jaguar D-type and the Ferrari 121 LM. The biggest names in racing were participating, such as Juan Manuel Fangio, Stirling Moss (who is still alive at age 88), Pierre Levegh, Phil Hill, Mike Hawthorn, Masten Gregory, Paul Frere and John Fitch.

The tragedy occurred during the first set of scheduled pits stops in the early evening. Throughout the history



Slot Forum International (slotforum.com) photo

of the 24 Hours of Le Mans, which started in 1923, the pits were not separated from the racing surface, they were simply an area on the right-hand side of the track. Lance Macklin in an Austin Healey stayed to the right to get to his pit. Mike Hawthorn, in his much faster Jaguar, was also pitting and outbraked Macklin (due to the Jaguar's disk brakes). Macklin, to avoid hitting Hawthorn, moved to the left into the path of Pierre Levegh's Mercedes, which was going 150 mph. The impact was so profound that Levegh was killed instantly and his Mercedes disintegrated, shooting much of its debris into the main grandstand on the left which was barely separated from the racing surface. More than 85 spectators were killed and almost 200 injured.

There were a number of after-effects; Mercedes withdrew from racing and did not re-emerge until 1994. Le Mans was redesigned by 1956 to widen the track and include a pit-wall, separating the pits from the racing surface. (Author's note: it is hard to believe that it took a tragedy



Sports Car Digest (sportscardigest.com) photo

## PACK AT THE TRACK (CONTINUED)

of this degree to cause installation of such an obvious safety measure.) Numerous countries outlawed car racing, and in others there was a move away from using public roads as tracks and instead towards purpose-built race tracks. Our own Watkins Glen track migrated from city streets to the current location in 1956 due to numerous deaths. The last Mille Miglia ("thousand miles"), which had been run on public roads between Rome and Brescia and back since 1927, was held in 1957, during which a crash killed the Ferrari driver Marquess de Portago, his navigator and nine spectators. The Targa Florio in Sicily, also on public roads, which had been run since 1906, came to an end in 1977 after an almost annual series of deaths.

Pierre Levegh, whose Mercedes caused the Le Mans horror in 1955, shared the car with an American, John Fitch. It could have been Fitch onboard instead of Levegh. During World War II, he was a very successful fighter pilot, and on his return to the USA after the war he took up car racing and was quite successful, even winning at Sebring in 1953 in a Chrysler-powered Cunningham. He became the manager of the new Lime Rock track when it opened in 1957. He developed a life-long interest in auto safety after the horror of the 1955 Le Mans race and invented numerous safety devices, the most significant of which is the Fitch Barrier, the sand-filled barrel we see often on roadsides. This invention is known to have saved thousands of lives.

John Fitch lived on the Lime Rock property and died there at the age of 95. I had been very privileged to have known him during the 1960s when I went to high school in that area and got interested in racing.

More on John Fitch: in 1952 and '53 he raced a 356 at the Nürburgring; in 1959 he drove a factory 718 RSK at Sebring for a 5th overall; he drove a 904 at Sebring



Sports Car Digest (sportscardigest.com) photos

in 1965 and '66 and invited me to spend those races in the team pits. It is one of the highlights of my life.

### Spare tires

My 1973 914 had a spare tire, as did my two 944s and '84 911, but in recent years Porsches have not been equipped with them for weight and packaging reasons. Rather they come with an air compressor and an aerosol can of goo which is "supposed to" plug a leak. I was never very happy about this, and installed a mini-doughnut type spare tire in my two most recent Porsches. My shop installed a bracket in the front trunk and it is securely mounted there. Today's tires are so much less likely to get flats than in years past, but they do happen once in a while, and it was my turn recently when I was 70 miles from home after a business meeting. The tire was punctured far beyond the ability of the goo to be effective, which meant that if I had not had the spare the car would have been towed to a shop and I would surely have had to wait overnight (or longer) in a motel to get a new tire. It was a rainy night and I was wearing a suit and in no mood to mount the spare tire myself. I called AAA and 90 minutes later I was driving home, happy to have had the spare on board.

A few years ago I was getting ready to go to Summit Point for a DE event. Since I take eight track tires with me I didn't feel that I needed the spare tire in the car; after all, it adds maybe 30 pounds of weight to the car, right? If anything happened, I would have a boatload of spares right on hand, right? When I got to the track the afternoon before the event I left all my stuff at the track and drove to the motel. Guess What? The next morning the car was leaning forlornly on a flat tire, and I had no spares at all! I did finally get to the track, several hours late. I strongly recommend having a spare tire, and keeping it in the car at all times.

*Keep the shiny side up!*



# Parting Shots

*Photos and text by Byron Veale, except where indicated*

Humor is a good thing. When you laugh or even smile, your body releases these feel-good endorphins, you're happier, more likely to spread that happiness around, all of a sudden the world's a better place. Here we see instances of folks out there making the world a better place, by giving us something to smile or laugh about. If you see something funny in your travels, snap a photo with your phone, and e-mail it to us at [newsletter@schattenbaum.org](mailto:newsletter@schattenbaum.org).

Right, top row: Hoyt Ammidon's Shrek mascot, and some useful "if found..." instructions. Right, second row: Pete Tremper's tongue-in-cheek "sponsor", and a hint at his taste in music. Below two rows: a stickered-up Camaro ZL-1; and a motto on the back of Frances' shirt that I think most of us can get behind!



## Parting Shots *(continued)*



Above column: one could debate the value of having Minions on your pit crew, but decorating your car with them is probably safe.  
 Right column: I mentioned earlier how much work I put in to practicing my panning shots, and you can see here how well it paid off; you can imagine how difficult it was to capture Claudia's diesel Beetle out on the track....!

