

# ***Schatten Rappen'***



**Schattenbaum Region, PCA**  
**March 2019**

*Bob Helm returns to Florida for both  
Daytona and Sebring, catch all the  
details in "From the Rail"*

## In this Issue

Leadership Directory .....	3
Calendar of Events .....	4
Monthly Meetings .....	5
New Members .....	6
Member Milestones.....	7
Drivers' Ed Calendar .....	8
Spring Social .....	9
Tour to Hershey .....	10
From the Vice President.....	11
February Meeting: Trivia Night .....	13
A Lesson From My "Misadventure" .....	15
From the Rail.....	18
Pack at the Track .....	22
Petch Sez .....	26
Parting Shots .....	28



Bob Coulter photo



Bob Helm photo



Jon Schepps 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.

©2019 Copyright Schattenbaum Region, PCA.

## On the Cover

Looking past Porsche's RSR with a Brumos tribute livery, we see one of Brumos' last race cars. 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**

Mike Bono  
pres@schattenbaum.org


**Vice President, Programs**

Arnie Cohen  
vp@schattenbaum.org  
programs@schattenbaum.org


**Treasurer**

John Beidler  
treasurer@schattenbaum.org


**Secretary**

Steve Rice  
secretary@schattenbaum.org


**Past President, Goodie Store**

Jack Fowler  
pastpresident@schattenbaum.org  
goodiestore@schattenbaum.org


**Autocross**

Open  
autocross@schattenbaum.org


**Charity, Sponsor Chair**

Jeff Muller  
charity@schattenbaum.org  
sponsor@schattenbaum.org


**Chief Classroom Instructor**

Pete Tremper  
chiefclassroominstructor@schattenbaum.org


**Chief Instructor**

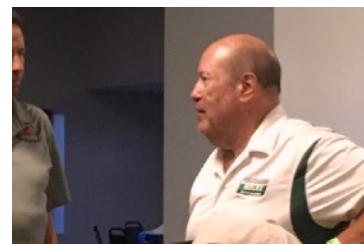
Pete Debusmann  
chiefinstructor@schattenbaum.org


**Concours**

Nick Katsikis  
concours@schattenbaum.org


**Drivers Ed Registrar**

Jon Schepps  
registrar@schattenbaum.org


**Insurance Chair**

Bob Helm


**Membership**

Scott G. Crawford  
membership@schattenbaum.org


**Newsletter Editor**

Byron Veale  
(Kelly Turner Assistant Editor)  
newsletter@schattenbaum.org


**Porsche Tech Support**

Open  
techsupport@schattenbaum.org


**Safety Chair, Track Operations**

Cliff Goldsmith  
trackoperations@schattenbaum.org  
tracksafety@schattenbaum.org


**Social Events**

Claudia Debusmann  
social@schattenbaum.org


**Tourmaster**

Andre Kriete  
tour@schattenbaum.org


**Track Chair, Dealer Relations**

Dan Petchel  
track@schattenbaum.org


**Webmaster**

Open  
webmaster@schattenbaum.org

# Calendar of Events

January							February							March								
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S		
			1	2	3	4	5						1	2					1	2		
6	7	8	9	10	11	12		3	4	5	6	7	8	9		3	4	5	6	7	8	9
13	14	15	16	17	18	19		10	11	12	13	14	15	16		10	11	12	13	14	15	16
20	21	22	23	24	25	26		17	18	19	20	21	22	23		17	18	19	20	21	22	23
27	28	29	30	31				24	25	26	27	28				24	25	26	27	28	29	30
															31							

April							May							June								
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S		
	1	2	3	4	5	6					1	2	3	4						1		
7	8	9	10	11	12	13		5	6	7	8	9	10	11		2	3	4	5	6	7	8
14	15	16	17	18	19	20		12	13	14	15	16	17	18		9	10	11	12	13	14	15
21	22	23	24	25	26	27		19	20	21	22	23	24	25		16	17	18	19	20	21	22
28	29	30						26	27	28	29	30	31		23	24	25	26	27	28	29	
															30							

July							August							September								
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S		
	1	2	3	4	5	6						1	2	3		1	2	3	4	5	6	7
7	8	9	10	11	12	13		4	5	6	7	8	9	10		8	9	10	11	12	13	14
14	15	16	17	18	19	20		11	12	13	14	15	16	17		15	16	17	18	19	20	21
21	22	23	24	25	26	27		18	19	20	21	22	23	24		22	23	24	25	26	27	28
28	29	30	31					25	26	27	28	29	30	31		29	30					

October							November							December								
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S		
			1	2	3	4	5						1	2		1	2	3	4	5	6	7
6	7	8	9	10	11	12		3	4	5	6	7	8	9		8	9	10	11	12	13	14
13	14	15	16	17	18	19		10	11	12	13	14	15	16		15	16	17	18	19	20	21
20	21	22	23	24	25	26		17	18	19	20	21	22	23		22	23	24	25	26	27	28
27	28	29	30	31				24	25	26	27	28	29	30		29	30	31				

## Monthly Meetings

Usually held third Wednesday of the month. *No April meeting (Spring Social instead)*. Standard Meeting place: BT Restaurant & Tavern.

## Tours

Tour to Hershey Swap Meet April 20th. Lobster Run June 23rd. Covered Bridge Tour September 29th. Porsches on the Boardwalk October 19th.

## Drivers Ed

Held at NJMP, Millville NJ.  
Registration links available on our website.

## Social Events

Spring Social April 6th. Oktoberfest October 13th.  
Holiday Party December 7th.

## Concours

Battleship NJ, June 8th. Peddler's Village September 15th. Looking into some other things for May and/or July.

## Club Race

Held at NJMP, Millville NJ.  
Volunteers needed!



# Monthly Meetings

## March Meeting: Porsche Models, Big and Small

*When: Wednesday, March 20th, 7:00 pm.*

*Where: BT Restaurant & Tavern (formerly Bungs Tavern)*

For March our topic is Porsche Models Through the Years. We'll have lots of pictures and information on their various models from their rich history of making some of the finest cars ever, for drivers and racers alike.

*Attention all hobbyists:* Bring out your model cars to be judged in our "People's Choice" car show. A Door Prize will be awarded to the member with the winning model car.

*There will be complimentary food and drinks.*



Byron Veale photos



## April Meeting: Spring Social

*When: Saturday, April 6th, 6:00 pm.*

*Where: Tarantella's, Medford, NJ.*

We will start at 6:00 pm with hors d'oeuvres, followed by a family-style dinner and dessert.

The Club will provide the beer and wine!

*See our promo elsewhere in this issue for more details.*





# New Members for November & December

Name	Date Joined	Town	Porsche Year & Model
Shroff, Armeen	01/05/2019	Hamilton, NJ	2017 911 Carrera
Tucci, Frank	02/12/2019	Cherry Hill, NJ	2017 Cayenne S
Millington, Chris	02/14/2019	Moorestown, NJ	2008 911 Carrera 4S
Frischkorn, Ron	02/16/2019	Hamilton Twnshp, NJ	2014 Panamera GTS



Byron Veale photo

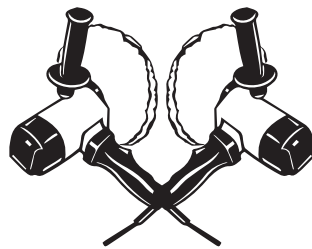
## Join us...

Our Monthly Meetings are held at **BT Restaurant & 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: [btrestauranttavern.com](http://btrestauranttavern.com)

Contact Vice President and Program Chair Arnie Cohen 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](http://our website) and [our Facebook page](http://our Facebook page).

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



# Member Milestones for January & February

Name	Anniversary	Town
Mollenhauer, E	40 (January 1979)	Marlton, NJ
Kakaley, Teri	40 (January 1979)	Marlton, NJ
Pease, Clinton	25 (January 1994)	Northfield, NJ
Dedek-Pease, Victoria	25 (January 1994)	Northfield, NJ
Dalton, Bill	25 (January 1994)	West Long Branch, NJ
Dalton, Billy	25 (January 1994)	West Long Branch, NJ
Guzzo, Matthew	20 (January 1999)	Sewell, NJ
Bethke, Alan	20 (February 1999)	Medford, NJ
Smith, Thomas	15 (January 2004)	Bel Air, MD
Smith, Laurie	15 (January 2004)	Eastontown, NJ
Lerner, Steven	10 (January 2009)	Ambler, PA
Lerner, Andrew	10 (January 2009)	Ambler, PA
Misuraca, Joe	10 (February 2009)	Pennington, NJ
Kohler, Thomas	10 (February 2009)	Philadelphia, PA
Dunn, Richard	5 (January 2014)	Allentown, NJ
Dunn, Erik	5 (January 2014)	Galloway, NJ
<b>Are You Up to Date?</b>	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 <a href="http://www.pca.org">www.pca.org</a>

# Schattenbaum's 2019 Drivers Ed Events

Date:	Track:
April 25-26	NJMP: Thursday @ Thunderbolt, Friday @ Lightning
May 9-10	NJMP: Thursday & Friday @ Thunderbolt
July 25-26	NJMP: Thursday @ Thunderbolt, Friday @ Lightning
August 16-18 (Club Race weekend)	NJMP: Thunderbolt ( <i>Advanced DE run group only</i> )
October 17-18	NJMP: Thursday @ Thunderbolt, Friday @ Lightning
November 9-10	NJMP: Saturday & Sunday @ Thunderbolt
Registration is open for all events. For more details, visit <a href="http://www.schattenbaum.org">www.schattenbaum.org</a> .	



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





# Schattenbaum's Annual Spring Dinner Social



Dan Merton 914 photo

**Only \$31  
per person!**

Please join us at our annual  
**Spring Dinner Social**  
on **Saturday, April 6th**  
at **Tarantella's in Medford, NJ.**

***Get your Porsche  
out of hibernation  
and join us!***

We will start at **6:00 pm** with  
hors d'oeuvres, followed by a family-style  
dinner and dessert.

**The Club will provide the beer and wine!**

Please use the link to PayPal on our  
website ([schattenbaum.org](http://schattenbaum.org)) to make  
your reservation and payment.

Reservations must be made by  
March 29th. Reservations via mail,  
phone or e-mail are not accepted.

***If you have questions, call or e-mail Claudia Debusman:  
(609)-714-9049, or [social@schattenbaum.org](mailto:social@schattenbaum.org)***



# Spring Driving Tour to the Porsche Swap Meet in Hershey, PA



**What: Spring Driving Tour**

**When: Saturday, April 20, 2019,  
departing 7:45 am SHARP!**

**Where: Meet at BT Restaurant & Tavern,  
2031 Rt. 130 South, Florence, NJ**

Once again, *Schattenbaum* is offering a Spring Tour to the *Porsche-only Swap Meet* in Hershey, Pennsylvania. This is the largest show of its kind, with over 650 vendors and 1,000 Porsches expected.

We will have reserved parking, and food is available at the event. **Admission is \$25 per car**, to be paid when entering the Giant Center. Starting point is *BT Restaurant & Tavern*, rain or shine.

**The estimated driving time is 2.5 hours, including a coffee break. To avoid traffic, we will depart BT's at 7:45 am. Please arrive no later than 7:30 am.**

## **Please Note: PCA has established best practices for tours, here are some reminders for participants**

- Please plan to meet the group 15 minutes before the departure time to sign insurance forms and get instructions about the tour
- If you join us late on our way, you are not part of the tour until you sign the form; we will make an effort to find a parking opportunity for the caravan (depending on the traffic situation), latecomers can sign the form at the next stop
- If you purposely leave the caravan, you are not part of the tour anymore
- If you get lost, use the phone number we provide and we will try to reconnect with you
- The tour ends when we reach our final destination (driving back is typically not in a caravan)
- Obey all traffic laws.

**If you have any questions, please contact Andre: [tour@schattenbaum.org](mailto:tour@schattenbaum.org)**



# "And Now for Something Completely Different"

By Arnie Cohen, Vice President, *with apologies to Monty Python*

## *iPhone tips for new or still-learning users*

With the recent holiday season and everyone getting a new iPhone (or still learning how to use the one they got 5 years ago), I wanted to provide a few iPhone tips and little known items would be particularly helpful to our PCA members.

### Mouse

If you press and hold the Keyboard down, it goes blank and becomes a mouse. This makes it easy to navigate to a word in a sentence instead of using your big greasy fingers to try to select the right part of the sentence or text to edit. This tip is especially helpful during the quick oil and brake fluid changes!

### Low Power Mode

If you're out on the track all day and won't be able to charge your iPhone until you get home or back to your room, you can put your iPhone in low battery (power) mode. This will save you battery life, and help you to maybe make it through the track day. To do this, go to Settings, then the Control Center where you need to select "Customize Controls". Then find the "low power mode" icon and make sure it is turned on.

### Hiding Photos

If you have photos that you don't want the world to see as you are flipping through your camera roll, such as pics of your last crash or your getting beat on turn one, then you need to know how to "hide" the photos. When hidden, the photo does not delete from your phone, but it is in a hidden folder on your iPhone that you have to go into to be able to see it. To hide a photo in your camera roll, go into your photos and click on the offending photo. Then tap the "share" button, which is the little box with an arrow pointing up from it. Then scroll through the bottom line of icons that starts with "Copy" until you see "Hide". Confirm that you want to hide the photo. To see it again, go back to your Albums, scroll down to "Hidden" and click on that folder. Shhhhhh!!!! It's our secret.



# "Something Completely Different" *(continued)*

## Scanning Documents

Let's stay that you are sitting around waiting for your run group and you want to scan a document, such as to share your run times with your wife (good husband, good good husband). To do this, launch the Notepad and click on the new note icon (it looks like a box with a pencil in it). Next hit the + button (actually a circle with a plus in it). Select Scan Document and take the picture. The app will then focus in on the relevant text for the picture (e.g., your run times), and edit out all the surrounding "noise" (e.g., your buddies doing, well, what your buddies do). Hit Save and Done, then find it in your notes and send it off to your better half.

## One Hand Left or Right Keyboard

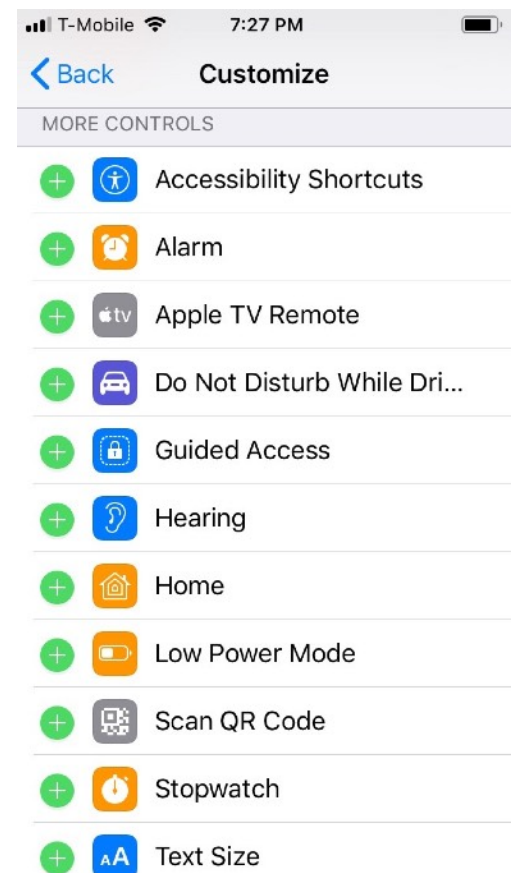
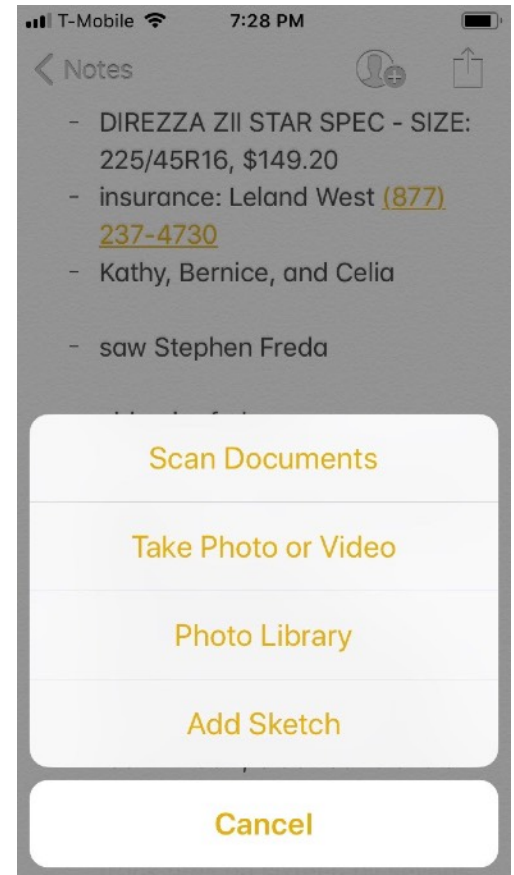
Some members like driving with one hand while texting with the other. Of course, I don't recommend this, but if you must .... your iPhone can be set to left handed or right handed keyboard mode. When writing a text with the Keyboard displayed, you will see either a globe or emoji towards the bottom left corner. Hold this button down, and the keyboard settings option will pop up. From here, pick left hand or right hand keyboard.

## Do Not Disturb while Driving

I hope everyone is using this function while on the track. There's nothing more annoying than your wife calling to ask you to pick up some milk while going into the serpentine part of the course. This can be done by going to the Setting, then Control Center. Next select Customize and then Customize Controls. Find "Do Not Disturb While Driving" and turn it on. I think this was put on the iPhone just for our members. Thanks, Apple!

Hope these tips help you, and see you at the next meeting or event. As always Drive Safe !!!

*Arnie*





# February Meeting: Trivia Night

Arnie Cohen



Arnie Cohen photo

With the weather forecast calling for snow, we ended up having to reschedule the February Meeting. We held the meeting a week late. But, by moving the meeting back a week we were unable to have our highly-anticipated Game Show Host Pete Debusmann. All his great questions will have to wait another year, or maybe we can have another Trivia Night Meeting later this year.

My instructions and directions were to try and get 60 to 70 trivia questions for the meeting, not realizing that this meant 60-70 Porsche-only questions. So, the questions were general knowledge questions, with a few Porsche questions in the mix. The groups enjoyed the questions, and the winning table won Coffee mugs, Glasses or Shirts.



Cliff Goldsmith photo



# February Meeting: Trivia Night *(continued)*

Members really just need to come to meetings to have fun, get some food, drink, just talk about Porsches' ... and maybe win some prizes!

Arnie Cohen photo



Cliff Goldsmith photo



Arnie Cohen photo

Cliff Goldsmith photo





# A Lesson From My "Misadventure"

*Text and photos by Bill Coulter*

Wham. One moment I'm riding my bicycle across the paddock, healthy and strong. The next moment, I'm on the ground. Something's wrong with my ankle. I can't put any weight on it. What do I do now?

It's six in the morning, still dark outside and wet from overnight rain. Not the kind of dark we have in the suburbs, where there's so much light around you can't see the stars. This is real darkness. The kind you get in the early morning hours in a field at a race track in the wilds of West Virginia when there's heavy cloud cover. I've crashed my bike into a large traffic cone in the middle of the road. I'm far from my trailer, halfway across this large paddock, and there's nobody around.



This is when you find out what PCA is really about. All due respect to the magazine, the website, the newsletter, the tours, social events, slide night, appraisal night, drivers ed, and yes, even club racing — these things are not what makes Schattenbaum, Schattenbaum.

I hopped on one foot across the paddock to the trailer parked next to mine and knocked on the door. "John, I need your help."

"Bill?" The answer came, "What's going on, are you alright?"

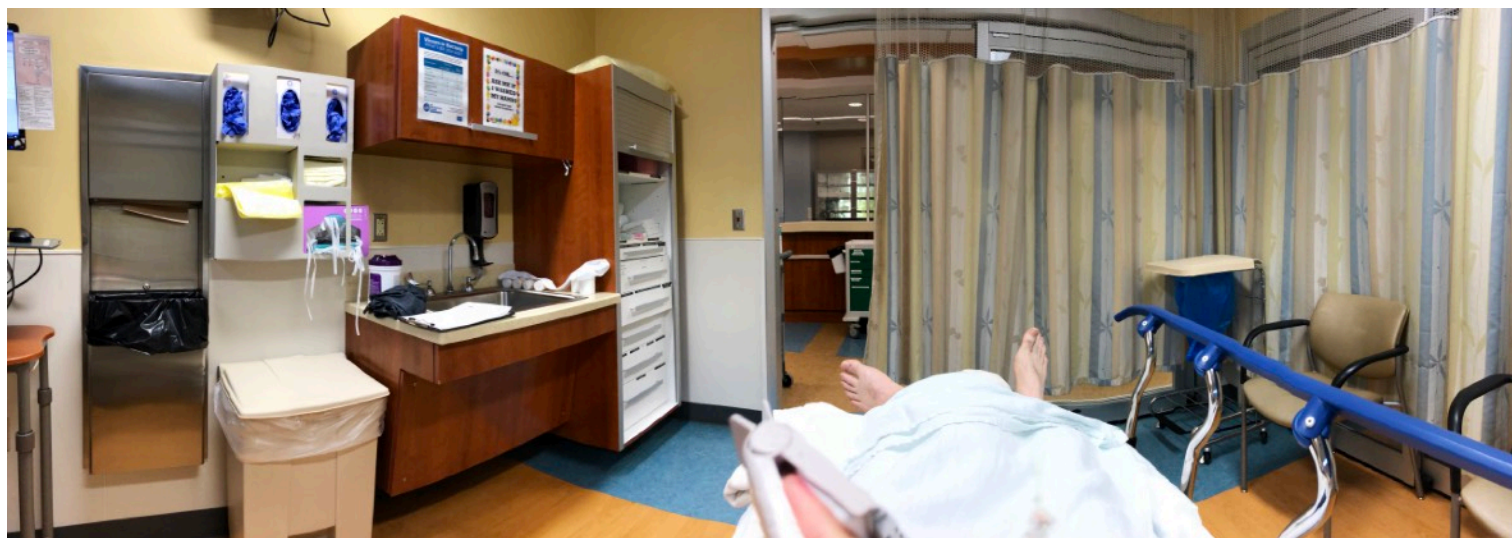
On the track, we compete. Tough competitors, we race clean, but push hard. Being faster than the other guys is our passion, and we work at it. Off track, Schattenbaum's racers are a tight-knit group of real friends. We have over a dozen guys at the club races in our area. Our camaraderie when grilling, eating and drinking together under the Schattenbaum and Provost banners only scratches the surface. We coach each other and share the latest ideas for mods and tweaks to our cars. We're a team. Anyway, back to the story...

"John, I think I need to go to the hospital."

"Sit here, give me one second, Bill."

John quickly woke up another of our friends and got 911 on the phone. I was not alone. I was intensely cared for by a quickly growing number of the smartest, most capable, and most successful people I know. This moment right here is what it means to be one of Schattenbaum's club racers.

# My "Misadventure" (continued)



While we're waiting for the ambulance, you should know a couple things about me, dear reader. Like any good entrepreneur, I've always had at least three occupations at any one time. Beside my real job and club racing, my secondary career for the past six years has been as a part time volunteer EMT with my local fire department in Evesham, New Jersey. If I wasn't at the track this weekend, I'd have been on the ambulance in Evesham. If you call 911 for an ambulance in Evesham on the weekend, there's a 50% chance it will be me responding. I've seen my share of ankle patients. Today, I get to see this ambulance thing from the other side of the equation.

"I really hope one of you is a Paramedic," I pleaded as the guys from the ambulance approached, "Something for the pain would be great right about now." Thankfully one of them was a Paramedic, not just an EMT, so they were able to give me something to take the edge off. I think they enjoyed having one of their own as a patient.

Rewind to Friday practice and I was in second place on the time sheet, just a couple tenths from the lap record for "I" class cars. I had fresh tires and high hopes for Saturday's races, but it was not to be. Instead, my ordeal was just beginning.

And the support that I would receive from my friends in Schattenbaum was also just beginning. Throughout the morning, several people checked on me in the ER. When I was released, one of the guys picked me up at the hospital and brought me back to the track. It turns out that my ankle injury was a tri-malleolar fracture, which is a serious injury. The ER reset it, but surgery would be required later. One of the other racers has recent experience with a foot injury, and he reached out to recommend what he thought was the best place for orthopedic surgery. He then went well above and beyond by taking hours out of his Monday to bring me something I never heard of called a knee walker. Thanks to him, I could then roll around my house instead of crawling.

Rothman did the surgery back home the next week, and I now have a titanium "internal fixation" in my ankle. Recovery has been slow and painful. Weeks later, I'm still in a cast, still can't sleep, and still have to keep

13:40

**RACE HERO** MENU

**BLUE**  
PRACTICE 2 PRACTICE

**PROVISIONAL RESULTS**  
SUMMIT POINT - MAIN  
MAIN CIRCUIT - 2 MI (CW)  
09/21/2019 10:40AM

00:23:26 Show Overall Sort by Position

POS	LAP TO PI	BEST LAP
1	#77 RYAN MAGRAB 6 FASTEST!	H 5 / 1:20.455
2	#412 BILL COULTER 10 0.115	I 3 / 1:20.570
3	#157 JIMMY MARTIN 6 0.174	I 5 / 1:20.629
4	#125 PETER DEBUSMANN 13 0.635	H 13 / 1:21.090
5	#169 AL BURKE 8 0.892	SPC 7 / 1:21.347
6	#37 EVAN CLOSE 11 1.784	E 6 / 1:22.239
7	#55 ANTHONY BROWN 12 1.799	G 7 / 1:22.254

LIVE
RESULTS
SCHEDULE
ENTRIES



# My "Misadventure" (continued)



my ankle elevated above my heart almost all the time. But I'll get better with time.

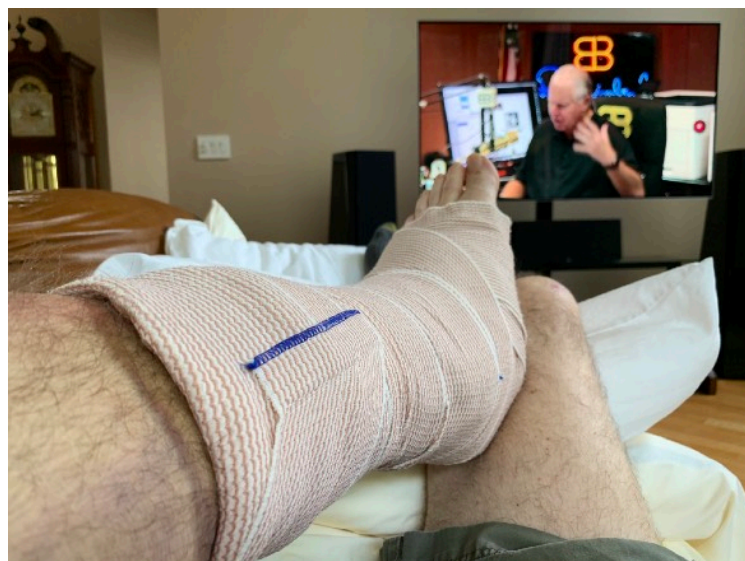
If you're a racer, you know that there's a lot of physical work involved throughout a race weekend. You have to not only load and unload the car but also deal with three sets of tires, four cans of fuel, all your safety equipment, and your camping gear. It's a lot of stuff! If you're in the middle of one of these weekends and suddenly you're disabled, you need a lot of help loading back out. It's common for people to team up to push somebody's car up onto their trailer is routine, but the help I got from my friends at Schattenbaum goes so far beyond that. How do I even describe what my friends did for me here?!

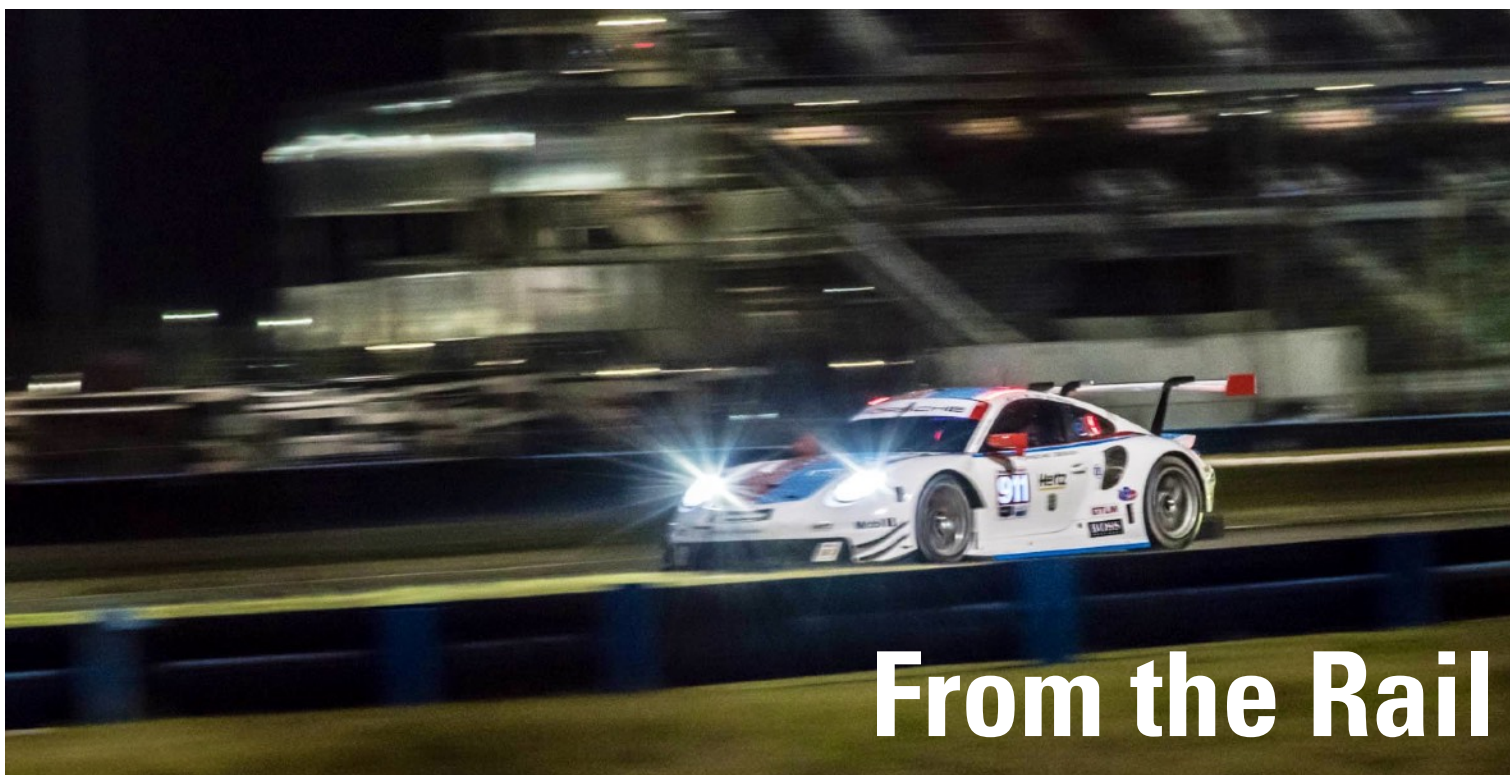
Well, they fed, watered, and watched me as I was laid up at the track for the rest of the weekend. Then they packed up and loaded everything and drove me home in my rig. Not only could I not drive, but I had to keep my ankle elevated above my heart in the back seat. My home was over 200 miles, a four hour drive, from the track, so it was no small task to get me and all my stuff home. When we get to my house, it is not over. The trailer needed to be unloaded, the car put in the garage, the trailer unhitched and parked, and the list goes on... This is no small task, but they were happy to help because you see, that is what Schattenbaum is really about.

So, what did we learn?

1. Don't ride your bike when you can't see where you're going.
2. If a hospital tries to give you Ketamine, demand something else.
3. Remember what that famous old guy said, "Those friends thou hast ... Grapple them to thy soul with hoops of steel."

*Thanks Schattenbaum friends!*





# From the Rail

*...Winter in Florida*

*Text and photos by Bob Helm*

From my earliest interest in Porsches and racing the Daytona 24 Hr and the Sebring 12 Hr races were on my must-do list. For many years job requirements conflicted with the Daytona race but after my parents moved to Clearwater I had a good excuse to go down in Mid March for the Sebring race, and it became a regular part of my “family” trips for three years. Years later Daytona was now an option but that was the year after most of the night racing was done under Full Course Yellow for reason of very dense fog. Did I want to go down for a race with such iffy weather conditions? A couple of years later I said yes. It was an unbelievably COLD weekend in Florida. The following year I returned to 90-degree days for the entire weekend, didn't bring enough short sleeve shirts. Camping at the track is the way to go as a four season wardrobe is close at hand.

This year the weather gods were not shining on Daytona. Eighteen hours of the race were run in the rain, sometimes light often heavy. The rain lasted 25 hours ending long after the race. This was the second race I have been to that was ended early because of weather, the other being Petite Le Mans a few years ago. At Petite the early Checker found Porsche in the lead not only Class lead but overall; such was not the case here as Porsche was just off the podium at the Checker.

The early checker came after a lengthy Red Flag for a multi car incident on a restart that put a Lamborghini on the infield grass on the start finish straight. The car was buried axle-deep in mud. The ground was so saturated that the Roll Back recovery truck couldn't get near it. Recovery was only accomplished with the aid of two tow ropes and the hope that they would not break. The story of the race in short was the rain, lots of rain.

The week after Daytona is the PCA Club Race at Sebring, a great event usually with one of the largest fields. Between the race groups and the DE they have had as many as 400 cars and one year they had a night race. The last two years the fields have been decreasing and this year it was a little over 200 cars. Several reasons have been suggested, one has been the introduction of the Vintage race series to the Club Racing calendar. Perhaps another is the cost of racing at Sebring. Sebring is a WWII airfield and much of the racing is on 1940's concrete runways and parking ramps that have suffered the toll of decades under the unrelenting south Florida Sun. Critics of Sebring often suggest that it needs to be repaved, heresy to long time traditionalists who regard the rough, original surface a part of the track's character. Watching cars race flat out thru turn 17, the roughest part of the track with only one or two wheels making contact with



## From the Rail *(continued)*



the racing surface is part of the appeal. The saying in the racing world is if you can survive the 12 Hours at Sebring you should do OK at LeMans. The track is also not forgiving with very few run off areas. Combine the travel distances, track surface wear on consumables, lack of runoff and over enthusiasm of some drivers and you get far more “incidents”, expensive incidents and higher overall costs. Well worth it considering the historic nature of the track but I am sure it affects how often you repeat.

One of the attractions of the Club Race is the combination of the Club Racers with a number of IMSA Pro Drivers and IMSA Gentlemen Racers who will be competing in a few weeks in the 12 Hour. While for the Club Racers it can be an expensive event, for the Pros it is some of the least expensive track time they can get and on a track that they will compete on in a few weeks. Nothing like seeing Patrick Long driving a former Flying Lizards GTLM car.

One the endearing parts about Sebring is how little the track has changed over the years and this year we are seeing major changes in the spectator area, not the racing surface. This year is not a typical Sebring in that it is the first “Super Sebring” with the addition of the 1000-Mile FIA WEC race to the traditional 12-Hour. This is not the first time a WEC and IMSA races shared the same race weekend. When the Circuit of the Americas opened a few years ago it was a joint event. Of course the FIA considered their World event the premier event and got top billing and claimed the main event slot on Sunday. Unfortunately no-one told us locals and many fans left after the “Supporting” race. To add to the FIA’s

embarrassment IMSA rules require teams in supporting races leave after their event, most would anyway but Sunday found the paddocks for both the IMSA and Continental races nearly empty with some transporters departing just before the race began. That lasted for two years and was a shame as the racing was good and it was the only times those years that the 919 competed on US soil. This time they learned their lesson and left the classic event as the top billing in its traditional time. (The one year the race was canceled because of the gasoline crisis, thousands of fan still showed up ... party on!) Initially the planning was for two back-to-back 12-hour races. First the traditional 12-hour event would be run and two hours after the checker the green flag would drop on the WEC event. That was changed because two “12 Hours of Sebring” on the same day might be confusing, the track may not be ready in time and no one might be watching (remember Sebring is a mix of race and spring break).

The revised format has the races on Friday and Saturday with the WEC race going first. Back in 1960’s and ’70’s the FIA had the World Sportscar Championship which ran as part of established races and was where the 935’s and 934’s competed and won. At concours events you will see many 69-72 911’s displaying World Sportscar Championship decals in the passenger side rear side window which was standard on all 911’s those years. This year fans will see two world-class endurance races in one weekend with record crowds expected. Advanced ticket sales have been well ahead of traditional levels and they are adapting to improve the fan experience.



## From the Rail *(continued)*

Introduced this year is a day parking area in what previously had been camping (where I traditionally camped). The hotel has been rebranded as part of the Sheraton chain and received an exterior facelift and I assume interior upgrades as well, and more grandstands have been added.

Wayne Estes, the President and General Manager, summed up the improvements:

*"We dressed up the front of the facility's grounds, upgraded fencing (an on-going process), updated retaining walls and tire barriers (also an on-going process), given the suites a make-over, built a new restroom and shower facility for Green Park, added lighting for the track and paddock, added two viewing mounds, created a new podium for Sebring's 12 Hours champions, added much improved signs, increased the size of many reserved parking spaces, installed dump stations for RV's, updated the vehicle fleet, and much, much more.*

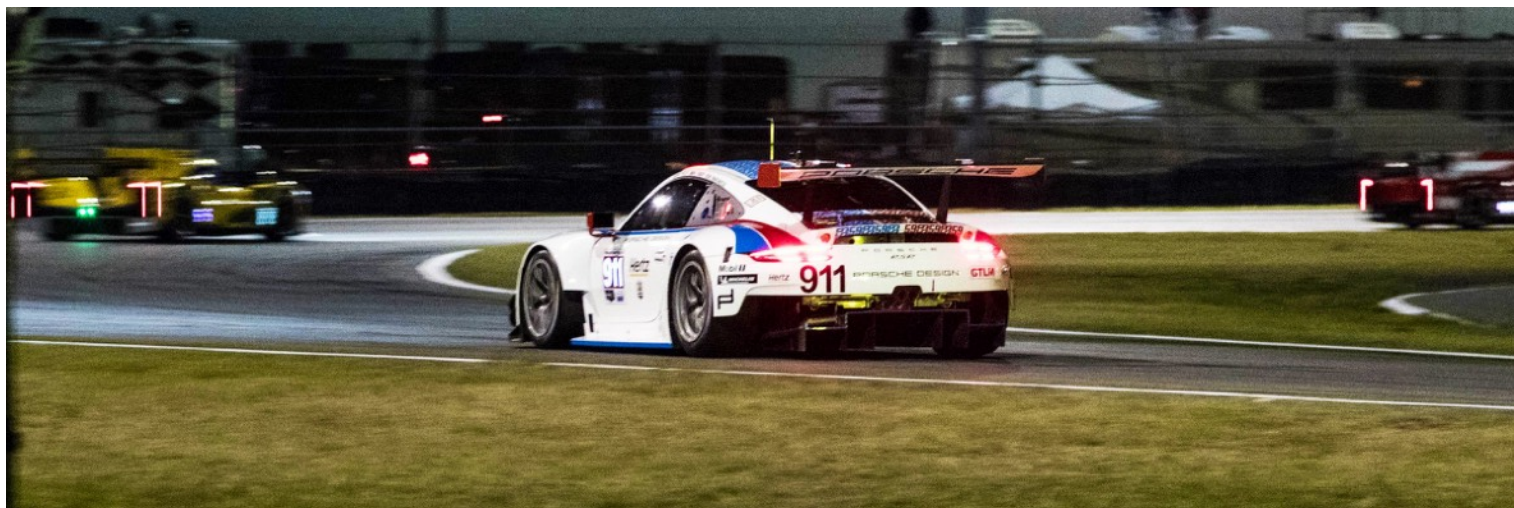
*"But nothing is as big a game-changer as the Gateway To Green Park bridge project. The full impact of this new two-lane vehicle and pedestrian bridge will not be known until we go through a race with an all-new traffic situation between Green Park and the Midway.*

*Add to that an entirely new, additional endurance race featuring the greatest sports cars in the world and 2019 will be a Sebring Experience unlike any other.*



*"We want to ensure that as many people as possible have a chance to see the action, so we are creating the Marathon Coach Fan Zone in Turn three (Kristensen Corner). Phillip McGee, our assistant director of Maintenance, reshaped the viewing mound in Turn three, drivers' right, to enable us to elevate a 15-row grandstand that will provide a clear view from Turn one all the way to the bridge at Turn five. We are moving the giant video screen from the Midway to face this grandstand.*

*"Phillip also reshaped the viewing mound at Turn nine (Fangio Chicane), lengthened it toward Turn seven so that we could place another 15-row grandstand on top of that mound.*





## From the Rail *(continued)*



*action from some previously non-existent vantage points. (Please, no tents or other viewing obstructions. Remember! Respect your neighbors.)*

*“Obviously, this bridge will open Green Park to a whole new audience, and for that reason, we plan to experiment just a bit more and take the Spring Brake Party Zone to Green Park. Our team plans to present some great music and other entertainment, like the traditional bikini contest, in this location.*

*Consider these two grandstands experiments. If people like them, we will do more. If they reject them, we will go back to the old way in 2020. We are trying this because so many have asked us to provide better viewing for the fans who want to see the race.*

*Some say grandstands are for ballgames and NASCAR races, but what sets Sebring apart from other sportscar venues is the lack of natural elevation. I also would argue that we never placed grandstands in such spectacular viewing areas.*

*“And then, when the bridge neared completion and landscape designers were planning what kinds of shrubs and trees should occupy the hillsides on the ramps, we took one look and realized this bridge presented us with the best viewing mounds in Sebring history. So, we sodded them and we will let fans spread blankets on the slopes and see the*

*“Like the grandstands on top of the viewing mounds, this is an experiment in 2019, and if our guests like it, it gets to stay in 2020.*

*“We will introduce Day Parking in 2019 to accommodate the myriad cars that will enter the property on the two biggest race days, Friday and Saturday. For some, it will create a bit of a change, meaning where you may have pitched your tent in past years will need to shift a little further east, just beyond the Sheriff’s Midway compound. This will not impact anyone’s traditional plots trackside, and it certainly will not change any reserved parking areas.”*

*Since I won’t have my traditional camping spot available I guess I will be getting there a little earlier than usual to find a good spot. Should be a great weekend of racing that will long be remembered.*



# PACK AT THE TRACK

*Fred Pack, PCA DE instructor*



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

## *You Really Should Try a Track Day With Your Porsche*

*My regular readers will hopefully indulge me again for re-running a slightly updated two-part series of columns devoted to first-time and novice track drivers. (Plus, it's the off-season and there isn't much action to report.)*

I am happy to announce the winner: Jim Yadlon was the first (and in fact the only) person to contact me and say that Dooley Wilson played the piece "As Time Goes By" in the classic film "Casablanca".

Since you're reading this in *Schatten Rappen'* it's a pretty good bet that you have a Porsche. Many of Schattenbaum's members participate in our DE (Driver Education) track events but very many more don't. Schattenbaum has about 500 members, and mostly the same 100 or so people attend our DE's – along with 15-25 first-timers. This means that many (most?) members have never participated in track days. *You guys are missing out! You should join the fun at Schattenbaum DE days.*

I have been writing this *Pack at the Track* column for many years and mostly I concentrate on track driving technique so that track-interested readers can learn how to go faster safely on the track. **This column**



Byron Veale photos

**focuses on the neglected, much larger group – those who haven't taken themselves and their Porsche to a DE day.** I want to start by proselytizing: You own a Porsche. You probably love it dearly. If you haven't had it out on a race track you have been missing one of life's great joys – the fun, excitement and thrill of driving on a track in your wonderful Porsche. I can't properly convey in words all the sensations you'll experience so I can only hope that my enthusiasm will cause readers who haven't attended a track day to sign-up for one or more of Schattenbaum's many DE events in 2019. The rest of this article discusses *Things You Should Know*.



# PACK AT THE TRACK (CONTINUED)



It is now the off-season – track driving is finished for 2018. It's the perfect time to be thinking about 2019. Now is the time to be getting ready to drive your Porsche on a race track.

## Things You Should Know

### *DE events are non-competitive*

You go at your own pace; no one will pass you unless you give them a signal that you are comfortable being passed at that moment.

### *You will not be alone*

You will have a qualified instructor with a two-way communicator in the car with you to guide you and talk to you throughout the event.

### *When are the DE events and how do I sign-up?*

The full 2019 track schedule is on the [website](#) and will be printed in the RAPPEN'. Registration is done online at [MotorsportReg.com](http://MotorsportReg.com).

### *Your Car*

Your Porsche is ready to hit the track if it has been properly maintained, with one possible exception (see below). *You will not harm your Porsche in any way by driving it on the track!* PCA requires that all DE entrants get their cars 'tech-ed' before each event. This is a no-cost technical inspection provided by some of Schattenbaum's approved local Porsche dealers; or you can have it done by independent mechanics. Bring a blank copy of the Schattenbaum Tech Form (available on [the Schattenbaum website in the DE section](#)) to the inspection and be sure to have the shop fill it out and put their stamp on it. If you haven't had your car recently serviced I suggest that you take it to your regular shop for a going-over before taking it to the tech procedure. It is strongly recommended to have the brake fluid flushed at least annually. Have the shop also check the wheel bearings, tire tread and brake pad adequacy, and whatever else they suggest. In this way you'll sail through the official tech with no problems – this is important because



## PACK AT THE TRACK *(CONTINUED)*



recommend the full-face type, but it is not required. Other than the helmet you don't need anything special. You'll have to wear long pants and a long-sleeve shirt. (Sometimes if it is very hot, short sleeves are permitted.) I strongly suggest sunglasses because it can get very bright on track. A folding chair is very useful. Bring water. Depending upon the season it may get very hot or very cold, or even both. Be sure to bring coats, sweatshirts, etc if it seems like it might be cold. Track events start early each day – usually 7am – so it may be quite cold. Be prepared for rain with suitable hats, coats, etc. I always have a few towels with me, just in case. Some of the tracks, such as Lime Rock and

there isn't much time between the tech-day and the DE event in case your car does need any work. Your Porsche does not need any special parts or alignment or anything to give you a wonderful track experience. If it's in good shape it is ready to go. Remove the driver's side floor mat – this is a requirement: it might get tangled up with the gas pedal.

The one exception to your Porsche being track-ready relates to convertibles: 911 Cabriolets must have a rollbar installed; Boxsters of the 986-type (2004 and older) need a rollbar extender (contact [bkauto.com](http://bkauto.com) and perhaps other suppliers) unless you are pretty short (learn about the “broomstick” rule).

### *Guys and Dolls*

Very few women participate in DE events. There is no rational reason for this. The fun and thrill of track driving is equally appropriate for everyone, and there definitely are some female track junkies and instructors, but not many. A thought: If you are female and love your Porsche, consider attending a DE event. I predict that you will get hooked immediately.

### *What to bring*

You will need a helmet. Helmets must be “Snell approved” and the sticker must say 2010 or 2015. I

NJMP, have food stands. Others, such as Watkins Glen, do not, but there are lunch places in town nearby.

### *How the day unfolds*

A few days before the event you'll get a confirmation email from Schattenbaum telling you important information and what time the track gate opens. (Each event has a registration closing day: you must register by that date. Sometimes events are sold-out so don't wait too long.) It's a good idea to be there when the gates open since there's quite a lot to do before the event begins and





## PACK AT THE TRACK (CONTINUED)

you'll want to be ready to go when it's your session. At the gate you'll have to sign the track's liability waiver. (Sorry, but accidents do happen and the track assumes no responsibility.) After you have made your way to the paddock area, you must go to Registration, where you'll sign Schattenbaum's liability waiver (yes, you have to sign both of them) and be assigned to a "run group" – run groups are assigned based on your amount of track experience, and you'll be given a colored wrist band corresponding to your group. As a beginner, you'll be in the 'green' group. You may be given a work assignment as well. Next, go back to your car and empty out everything from the cabin and trunk. Then take your car, helmet and pre-event inspection tech form to the Tech Line whose location will have been announced on the PA, where your car will get a quick safety going-over by Schattenbaum people. If you've been told the name of your instructor, try to find him/her and introduce yourself. If not, your instructor will find you at some point before your first track session.

### *Another resource*

Schattenbaum's "[A Beginner's Guide to Drivers Education](#)" has more useful information.

### *The most important thing*

The most important thing is to relax and let yourself have fun. There is a lot going on at a track day and the track experience is very intense, so it's easy to get stressed. Concentrate on being relaxed so that you can soak it all in and enjoy your day. Your instructor and the class sessions you'll attend will tell you what you need to know out on the track in order to have a safe and fun time. My next column will discuss some track driving basics to get you ready for your exciting First Day at the Track.

*Feel free to contact me at [flp911@gmail.com](mailto:flp911@gmail.com) with any questions.*



# Petch Sez

*Dan Petchel*

## Trivia Quiz 5 Questions

Since many of you may have missed the last monthly meeting, I thought I would offer a taste of my meeting Trivia Quiz.

1. What size engines were available in a 914?
2. Where was the engine located in the first Porsche?
3. What is the other name for Guards Red?
4. What was the first model with ABS?
5. What kind of carburetors were used on the 1970-71 911?
6. In what model years did Porsche start and end production of the Targa?
7. What kind of transmission did a 914 use?
8. A 924 (original model) used what engine?
9. How many model years was the 911 SC on sale for?
10. What was the first Porsche street car to use disc brakes?
11. Who designed the balance shafts used on the 944 engine?
12. What was the first model year Porsche put flares on a car?
13. Why was "356" chosen for Porsche's first design?
14. In Porsche's A1 Black color, what color is added to give it the special deep tint?
15. In what model year did Porsche first build water-cooled cars?



Byron Veale photo



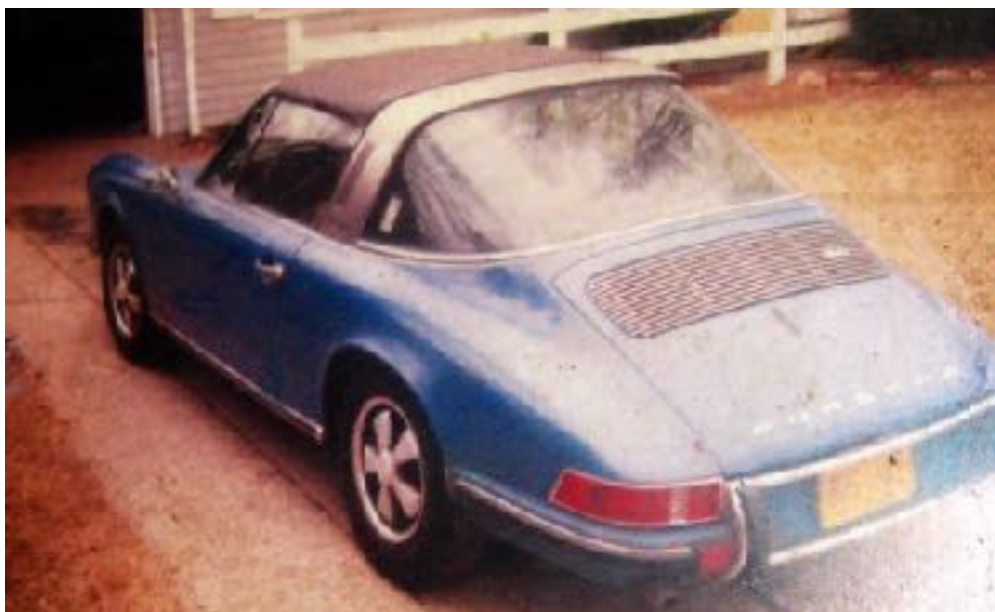
Bob Helm photo



# Petch Sez *(continued)*

## Trivia Quiz 5 Answers

1. What size engines were in 914's? In liters, they had 1.7, 1.8 and 2.0; even the 914-6 was a 2.0.
2. Where was the first Porsche's engine? The very first Porsche (1948) was mid-engined; the engine was moved to the rear for production versions.
3. What is the other name for Guards Red? India Red, it's the same color red, but this name was used first.
4. What was the first model with ABS? The 944, they also beat the 911 to getting power steering and air bags.
5. What kind of carburetors were on 1970-71 911's? They were Zenith's, a triple throat design used only on the 2.2 T engines.
6. In what model years did Porsche start and end production of the Targa? 1967 and 1994 (original model with removable roof panel).
7. What kind of transmission did a 914 use? A 901 or 912, with a flipped ring and pinion so the cars wouldn't go backwards!
8. A 924 used what engine? An Audi 100 four-banger.
9. How many model years for the 911 SC on sale for? Six, Model Years 1978-83.
10. What was the first street Porsche to use disc brakes? The 1964 356 C.
11. Who designed the 944's balance shafts? Mitsubishi Motors. They were designed to reduce engine vibration.
12. What was the first model year Porsche with flares? The 1973 Carrera RS.
13. Why was "356" chosen for Porsche's first design? Porsche did not want people to know this was their first design!
14. What's added to Porsche's A1 Black color to give it its special deep tint? Blue.
15. Porsche first built water cooled cars in what model year? 1977 (924).



Dan Petchel photo

# Parting Shots

At the January monthly meeting, we had a bonus topic: celebrating Dan's birthday!



Arnie Cohen photo



Arnie Cohen photo



Jon Schepps photos

