

Schatten Rappen'



Schattenbaum Region, PCA
July 2019

*Schattenbaumers
boarded the
S.S. New Jersey
for a tour, lunch
and a Concours*

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Byron Veale photo

Arie Cohen photo

Bob Helm photo

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On the Cover

Two years in the making, Schattenbaum's Concours at the Battleship New Jersey was truly an awesome event! Photo coordinated and taken by Bob Helm.

Articles and photos are always welcome — send to:
newsletter@schattenbaum.org

Current and past issues of *Schatten Rappen'* are available on our website:
www.schattenbaum.org



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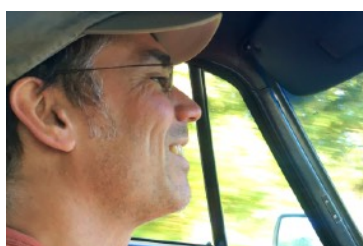
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Calendar of Events

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						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 the third Wednesday of each month.

July 17th: detailing demo at Mike Bono's shop.

August 20th: Cruise Night À La Mode

More details on page 5.

Social Events

Contact Claudia Debusman (social@schattenbaum.org) for more info.

October 13th: Oktoberfest.

December 7th: Holiday Party.

Tours

Contact Andre Kriete (tour@schattenbaum.org) for more info.

September 29th: Covered Bridge Tour (see promo on page 9).

October 19th: Porsches on the Boardwalk (see promo on page 10).

More details on page 14.

Concours

Contact Nick Katsikis (concours@schattenbaum.org) for more info.

July 13th: Peddler's Village concours.

Drivers Ed

Held at New Jersey Motorsports Park, Millville NJ.

Registration links available on our website.

July 25th-26th: Thunderbolt & Lightning tracks

August 16th – 18th: Advanced DE in conjunction with Club Race.

Club Race

Held at New Jersey Motorsports Park, Millville NJ.

Volunteers needed!

August 16th – 18th: Friday practice, Saturday and Sunday races.

Lots of great racing, fun for the whole family!

Upcoming Monthly Meetings

August Meeting: Cruise Night À La Mode

When: Tuesday, August 20th, 7:00 pm (or get there early to see all the cars!)

Where: Evergreen Dairy Bar, 1643 NJ Route 70 Vincentown, NJ 08088

Join us for Cruise Night À La Mode at the Evergreen Dairy Bar in Vincentown, NJ. There's always a bunch of car folks there, and lots of old and interesting cars in attendance, as they host a Cruise Night from 4:00-8:00 pm. Our Porsches add some diversity to the crowd! Everyone there had a great time last year. The food is good, but the Ice Cream is even better...

Food and refreshments will be available.



Evergreen Dairy Bar photos



Bob Helm photos

New Members for May & June

Name	Date Joined	Town	Porsche Year & Model
Freedman, Steve	05/20/2019	Doylestown, PA	2015 911 Carrera
Severino, Vincenzo	05/23/2019	Hamilton, NJ	2004 911 Carrera 4S Cab
Maresca, Michael	05/24/2019	Toms Rivers, NJ	1990 944 S2 Cab
Smotrich, Keri	06/18/2019	Voorhees, NJ	2003 911 Carrera
Lukianovich, Jeremy	06/19/2019	Marlton, NJ	2005 Boxster S
Eshelman, Joe	06/30/2019	Seaville, NJ	2015 Panamera GTS 1984 911 Carrera
Aksamit, Art	06/30/2019	Cherry Hill, NJ	2002 911 Carrera

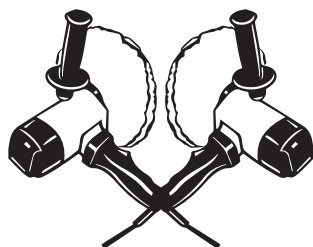
Join us...

Our Monthly Meetings are held on the second or third Wednesday of the month. We usually gather for snacks and cocktails at 6:30 pm, and the meetings start at 7:00 pm. We're looking for a new place to hold the meetings, as *BT Restaurant & Tavern* has closed.

We appreciate your patience as we resolve this situation.

Contact Vice President and Program Chair Arnie Cohen if you have an idea for a Monthly Meeting or other event:
vp@schattenbaum.org

OLD GLORY
DETAILING & PDR



www.oldglorydetailingpdr.com
609.433.6532



Photographers Wanted

Seen any cool cars lately? If you have taken any 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

Member Milestones for May & June

Name	Anniversary	Town
Carrington, Robert	40 (June 1979)	Yardley, PA
Carrington, Blake	40 (June 1979)	Yardley, PA
Breen, J	35 (May 1984)	Princeton, NJ
Breen, Susan	35 (May 1984)	Princeton, NJ
Brennan, John	35 (May 1984)	Williamstown, NJ
Brennan, Cecelia	35 (May 1984)	Williamstown, NJ
Noel, Don	35 (June 1984)	Somers Point, NJ
May, Nicole	35 (June 1984)	Somers Point, NJ
Brown, Chris	30 (May 1989)	New Hope, PA
Blaythorne, Hope	30 (May 1989)	New Hope, PA
Wadkins, James	20 (May 1999)	Mantua, NJ
Kaplan, Michael	15 (May 2004)	Princeton, NJ
Kaplan, Robin	15 (May 2004)	Princeton, NJ
Sasportas, Jonathon	15 (May 2004)	West Windsor, NJ
Niederoest, Linda	15 (May 2004)	Chesterfield, NJ
Diana, Paul	15 (May 2004)	Voorhees, NJ
Diana, Cathy	15 (May 2004)	Voorhees, NJ
Flynn, Kristi	15 (May 2004)	Princeton Jct, NJ
Traum, James	15 (May 2004)	Mullica Hill, NJ
Latrella, Thomas	10 (May 2009)	McKinney, TX
Lerman, Robert	10 (June 2009)	Allentown, NJ
Lerman, Kimberly	10 (June 2009)	Allentown, NJ
Bilbow, Melanie	5 (May 2014)	Medford, NJ
Bilbow, Michael	5 (May 2014)	Medford, NJ
Gale, Anne	5 (May 2014)	Ewing, NJ
Nall, daniel	5 (May 2014)	Princeton, NJ
Katsikis, Nick	5 (June 2014)	Sicklerville, NJ
Kling, Michael	5 (June 2014)	Exton, PA
Atkins, Gina	5 (June 2014)	Exton, PA

***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

Schattenbaum's 2019 Drivers Ed Events

Date:	Track:
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 www.schattenbaum.org .	



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



Schattenbaum's 12th Annual Schattenbaum Showdown

August 16–18, 2019
New Jersey Motorsports Park
Thunderbolt Raceway

Register from Monday, July 1, 2019
 See pcacclubracing.org/schedule/
 More details at schattenbaum.org



Presented by the Schattenbaum Region, Porsche Club of America



Upcoming Events “in the Zone” (Zone 1)

914 50th Anniversary at the CanAm Challenge, Mosport

When: Saturday August 3rd
Where: Canadian Tire Motorsport Park (Mosport)
Bowmanville, Ontario, Canada

914's from all over the Northeast USA and Canada will converge at Canadian Tire Motorsport Park (Mosport) on Saturday, August 3rd to take over the infield in a car corral show celebrating 50 years of 914 production. We'll take in a day of club racing, then participate in a driving tour, including a stop at Mark Henry's shop. Mark's 914world.com is well known to 914 enthusiasts. The tour will include a stop for dinner and conclude back at CTMP for a 914 camp out. CTMP is an excellent place to camp with modern bathroom/shower facilities. For those with more tired bones, there are all kinds of accommodations options, from budget to luxury.

On Sunday, August 4th, attending 914's will take to the track for parade laps, following a recreation of the 914 safety car

that paced the 1973 Canadian Grand Prix (the first use of a safety car in F1).

Admittance to the event including camping and parade laps is free for PCA members. Updates on events scheduling and the driving tour will be posted at pcaucr.org and on 914world.com.



We have invited some VIP 914 guests and look forward to bringing you updates on this in the very near future. Talk it up and get your 914 ready now to coordinate your own personal ramble to the track. Looking forward to seeing you there!

John Tipper, SIG914 Advocate, PCAUCR

Schattenbaum's Fall Covered Bridge Tour

Sunday, September 29 2019

Bob Helm photo



Bucks County Covered Bridge Society photo

What: Fall tour

Where: Bucks County, PA,
meeting at *Dunkin' Donuts*
1118 General Washington Memorial Blvd.
Washington Crossing, PA 18977

When: Sunday, September 29th, 2019, 10:00 am

Join Schattenbaum as we tour through beautiful Bucks County, PA. over several covered bridges, some of which date back to 1830. This will be a leisurely paced tour, so don't hesitate to bring your older Porsches as well. The tour is expected to last approximately three hours.

We will meet in the parking lot in front of the *Dunkin' Donuts* in Washington Crossing.

It's important for us to have a headcount and to be able to communicate to you any changes to this tour.

To sign up for the tour, please send a brief e-mail to tour@schattenbaum.org.





The Porsche Club of America Zones 1 & 2 and the 356 Registry are welcoming all Porsches and Porsche owners to the first annual Boardwalk Reunion at Ocean City, New Jersey, Saturday, October 19th, 2019. In celebration of the 50th anniversary of Porsche's 914, there will be a special display area just for them!

Come and take advantage of this unique opportunity to drive up onto one of New Jersey's most iconic Boardwalks. Meet and socialize with Porsche owners from all over, and enjoy all that Ocean City has to offer.

We'll marshal at Ocean City's Municipal Airport starting at 9:00 am, depart at 11:00 am under police

escort, and then park and hang out on the mile long Boardwalk until 4:00 pm. Many Boardwalk shops and eateries will be open, and the pristine beaches are just on the other side of the boardwalk railing.

A social at the charming Flanders Hotel will follow. We have a weekend room block at the Flanders for attendees at 20% off the usual rates (mention the Reunion!), plus alternate hotels. Registration fees are \$30 per Porsche.

For questions contact Chair Ellen Beck (Registrar), ebeck944@comcast.net, 301-788-0370; or Co-Chair Bob Gutjahr, robert.g.gutjahr@leidos.com, 703-992-4519.



From the Editor's Desk

Byron Veale

Getting the Hook in...

I've been fairly nostalgic in these columns so far. Not to worry, I have some forward-looking material in the works. But in the meantime: more nostalgia!

Up into my teen years my automotive hobby was primarily imaginary, experienced only through the pages of magazines, through pencil and paper (I can still draw a pretty mean Countach), or through assembling plastic bricks (and later, gears and axles and such) on my bedroom floor. My Dad wasn't totally oblivious to cars, having grown up with a family Taxi business. But his enthusiasm centered around things like washing his car on the weekends, or "did you see the new <insert model here> that just came out?" So here I was, sixteen or so, hanging around outside my friends' house waiting to go to some social function or another (read that "party"), when the garage door opens, and this fellow comes out carrying a few items, and proceeds to take a seat on a milk crate, and take a torch to the end of a crankshaft. Turns out he was heating it up to (I may get this wrong) get the key off the end of it. I asked him as much, as my curiosity totally got the better of me: here, in real life, was an event I had only read about before!

In the ensuing months, I was riding my bike over to my friends' house on the weekends, sometimes after school, like so many others like me. Only, once there, I took a left turn into the garage to go hang out with their pop! And what a garage it was. From the road, it looked unassuming, just another single-car garage on



Above: me, Ed Greatti, Dan and Kevin Waraksy, who used to print our newsletters, in Dan's garage (notice the whale tail hanging from the ceiling). Below: Dan and his 1960 356 "B" sunroof coupe, I think it was a Super 90, and still had its original silver paint on the dashboard.



another typical suburban split-level house. Once through the door, it was anything but. It kept going. Dan could get three cars in there, end-to-end. The one in the back was always the most interesting, as that was the latest project, getting all of the heavy-duty work done to it. He had his workbench back

From the Editor's Desk *(continued)*

Right: that's Anne's Turbo-look Cabriolet in the foreground, which started life as a '74 Targa; in the background is Dan's 1968 912 track car, updated to a long-wheelbase Carrera-look with a stout carbureted 3.0 in the tail

there too, with frequently-used tools and various categories of fasteners in bins just above, and if memory serves, a large wooden lever situated to make easy work of compressing valve springs. Higher up behind the workbench was the stereo-tape deck, usually tuned to 98 WOGL, maybe playing "Yakkity Yak" or B. B. King. To the left of the workbench was a library of shop manuals. On the opposite wall were various posters, exclaiming "Doppel Sieg" or "Nobody's Perfect" (loved that one, and I wasn't alone). Then there were the parts. They were everywhere! Lining the walls. Tucked into corners. Hanging from the rafters!

I'd help out in any way you'd trust a teenager in your garage. "Here, hold this light." "Go vacuum that out." "You've got small hands, see if you can reach in there and unscrew that." And I was in my glory, taking apart 911 interiors, or better yet 911 engines; helping lap valves; watching Dan weld in patch panels; sanding; and otherwise learning what it took to rejuvenate a neglected example of Stuttgart's handiwork back to good health.

It gets better: I also got to take road trips with Dan, to Swap Meets and Car Shows, up north (can't remember exactly where) for a Zone 1 event, and out to Hershey, which was like Dan's Mecca! There was one time where I almost got to drive his 924 Turbo to a car show up at Carnegie Center in Princeton, but his son Marc ended up waking up in time (darn!). Dan even almost had my sister convinced she should buy his 1960 356 sunroof coupe as her first car, something I tried to encourage; alas, she got a Honda instead which, with its five-speed, was pretty fun to drive in its own right, but nowhere near as cool as "bubbling around" in an old Porsche. Anne's '72 S Targa was stored in my parent's garage for a little while, can't exactly remember how that came to be. Dan even let me drive his '68 912 race car the mile-and-three-quarters over to my house, while he drove Anne's car. Yes, I was more than a little excited!

So that's how it all began. The hook was in, well and good. The rest is history, some of which will be covered in the next installment...



Above: Zone 1 Swap Meet & Concours somewhere in New York; I can't remember the name of the fellow who owned this beautiful 356 A, but I do remember getting a ride home in it! Below: pretty sure this wasn't a real RS, as a lot of long-hoods were done up this way back then.



Schattenbaum's 2019 Fall Tours: Bucks County Covered Bridges and Ocean City's Boardwalk Reunion

by Andre Kriete

Covered Bridge Tour, Sunday Sept. 29, 2019

Schattenbaum's Fall tour through Buck's county is scheduled for Sunday, September 29. The tour starts at 10:00 am. The meeting location is the *Dunkin' Donuts* parking lot in Washington Crossing. The address is:

**1118 General Washington
Memorial Blvd.
Washington Crossing, PA 18977.**

We will drive up the Delaware River towards Frenchtown before heading southeast, making a large loop over several covered bridges through beautiful, historic Bucks County, PA. The tour is expected to last approximately three hours.

It's important for us to have a headcount and to be able to communicate to you any changes to this tour. Please send a brief e-mail to tour@schattenbaum.org if you intend to join us.



Bob Helm photos



Schattenbaum's 2019 Fall Tours *(continued)*



Bob Helm photo

Boardwalk Reunion, Ocean City, Oct. 19, 2019

Our second 2019 Fall Tour will take us to Ocean City, NJ for the Boardwalk Reunion. Jointly hosted by PCA Zone 1 & Zone 2, and supported by the 356 Registry, Boardwalk Reunion will bring hundreds of Porsches to America's Greatest Family Resort on the South Jersey shore. Boardwalk Reunion is more than just a laid-back cars and coffee on the Boards — it's a unique opportunity to drive up onto and display your Porsche on one of New Jersey's most iconic Boardwalks, against an ocean backdrop that is simply spectacular. You'll be able to meet and socialize with Porsche owners from all over, and savor Ocean City at its most beautiful and peaceful time of the year.

All Porsche models are welcome, and there will be a special display area for 914's – the 50th anniversary of that model. This event requires you to [register on clubregistration.net](http://clubregistration.net) for a \$30 fee, no later than October 13th. Starting location is:

**Woodcrest Shopping Center,
1400 Haddonfield-Berlin Rd.
Cherry Hill, NJ 08003
(use Exit 32 from I 295)**

We'll meet at 8:30 am, and will marshal at Ocean City's Municipal Airport at 10:00 am. An hour later we depart under police escort, and then park and hang out on the mile-long Boardwalk until 4:00 pm, when all cars will move off Boardwalk jointly. There will be plenty of time to socialize, to shop and have lunch downtown or on the Boardwalk, enjoy free tech sessions at the Music Pier, walk the beach and take lots of great photos!

*For more information about either of our tours, please contact:
tour@schattenbaum.org.*



Andre Kriete photo

Cars & Coffee at Cherry Hill Porsche

Photos by Bob Helm

On May 19th, Schattenbaum got in on this trend that has swept the nation for some time now, meeting up at Cherry Hill Porsche to enjoy some hot coffee and some cool cars...



Above left: Sean Gallagher, Bob Malkin, Arnie and his wife Cis Cohen. Above right: Cherry Hill Porsche General Manager Amanda Hartung with Sales Manager Brian P. Dashner. Below left: it's 50 years of the 914 this year, and this orange example helps illustrate just how underrated they are...



C&C at CHP *(continued)*



Above left: a sunny Spring day was kind of a rare thing this year, but the weather gods smiled down on the Schattenbaumers gathering in Cherry Hill on this particular Sunday. Top right: as a result, the turnout was pretty strong. Above right: you never know what might turn up at one of these Cars & Coffee events, such as this TVR, which I believe is a Griffith from the mid-sixties.



Above left: over forty years separating them, but they're still instantly recognizable as siblings; which would you want to drive home? Above right: Cherry Hill Porsche was a gracious host, laying out a nice spread of morning munchies to fuel up the visiting car junkies; and if the caffeine wasn't enough to get your heart pumping, a brand-new GT3 RS should have done the trick!



Andre Kriete photo (center)

Above left: the sight of that dark green short-wheelbase 912 surely was a clue to passersby that there was something special going on at the Porsche dealership... Above middle: it's always fun to see Porsche's in the candy-coated hues. Above right: here's the part of the dealership where you can decide on what flavor you'd like your car to come in.



Schattenbaum Concours at the Battleship New Jersey

Arnie Cohen



Bob Helm photos

Above and right:
Tony Rich offers
parking assistance to
folks as they arrive.



Schattenbaum Region spent two years trying to arrange an event at the Battleship New Jersey; the result was well worth it! Informing the Security Guards upon our arrival that we would have 50 Club members and friends in 30 cars, all Porsches, elicited looks that said "sure ... no way!" Then Tony Rich drives in, and then Concours Chair Nick Katsikis drives in, then another Porsche and another Porsche and another. In ten minutes, we filled the dock and had to park cars in front of the ticket office. Each Porsche was nicer than the one before it. We covered all the models from a 911 Turbo, 911's, Caymans, Boxster's, 944, Macan, and 968.

We were put into three separate groups to tour the ship. The tour guides were ex-military volunteers and knew tons of information about the ship, more than we will ever remember.





Battleship New Jersey (continued)

We were taken through the enlisted men's Sleeping quarters; the Captains quarters; the Admirals Stateroom and sleeping quarters; the showers; the head (Bathrooms); and the Navigation Bridge of the ship. It was unbelievable, how thick the walls of the Navigation Bridge were! We learned about the various display screens and radar in the computer operations room. We toured the rear gun turret, checked out the SH-2F Seasprite helicopter, even sat on the Quad 40 mm gun and 20 mm guns. Rounding out the tour were the XO's quarters, the Dentist office and the engine room.

After the tour we had lunch on the port side Main Deck. After lunch our highly-esteemed club





Battleship New Jersey (continued)

Bob Helm photos



Arnie Cohen photos (center, and bottom row)



Battleship New Jersey (continued)



photographer Bob Helm took group photos in front of the guns.

Concours Judging was handled by Nick Katsikis. Special Battleship Prizes (Hats, a Piece of Deck with Certificate, and a Miniature Battleship) were awarded to the following winners:

- Dan Merton 1987 911 Cabriolet
- Mark Mazur 2007 911 4S

- Michael Thompson 1993 968
- Carl Blank 2015 911 Targa
- John Cody 2017 Boxster S
- Debra Sullivan 2008 Boxster S

We'd like to thank all of those who made this wonderful event possible, including our Board members, the staff and crew members of the Battleship New Jersey, and all of our members who came out for the day!

RADwood at NJMP

Words and photos by Kelly Turner

When going to the New Jersey Motorsports Park on June 8th to watch the 24 Hours of Lemons, I stumbled across the *RADwood* Car Show. *RADwood* is a celebration of the Eighties and Nineties lifestyle; their car shows blend period correct dress with automotive awesomeness. During the show, period appropriate music was played for the many attendees who broke out their spandex and fishnets and teased up their hair to commemorate the era.

PCA National was also at the event with a collection of Porsches from the era.

To find other *RADwood* events, go to: radwood.co.



Top right: Pete Tremper had his car on display with other PCA members. Above left: other Porsches at the show. Above center and right: a rather unusual looking Porsche that several members have all struggled to identify (bonus points if you know what it is).



Above left: the beautiful beast that I learned to drive as a teenager; oh the memories! Above center and right: plenty of other cars, trucks and bikes that we aren't sure if we'd like to remember or forget.

June Monthly Meeting: Appraisal Night

Words and photos by Arnie Cohen

Our June 19th monthly meeting was held at Jonathan Motorcars (4185 US 130, Edgewater Park, NJ 08010; jonathanmotorcars.com). Jonathan Motorcars has been in business for over 20 years and has a unique approach to finding, vetting and preparing its used car selection for resale. This process starts with finding the perfect car, and their process for finding their inventory involves sifting through 15,000 cars each week and heavily inspecting potential cars (VIN's are scanned, repair orders and history reports are researched, paint thickness is measured, and scratches, tears, and smells are noted). After purchasing the vehicle, their process continues by servicing and reconditioning them, including a 160-point safety check by their A-class Technicians, fixing any issues found along the way.

While the subject of the PCA meeting at Jonathan Motors was supposed to be appraisals, it felt like the topic was Rain, Rain, and more Rain! Diehard members drove to Jonathan Motors in the pouring rain, and they needed boat oars more than tires. The members that showed up were treated to pulled pork sandwiches and mac and cheese, and of course drinks. Jonathan Motors had some really nice and interesting cars for members to view.

If you get time, stop by and meet Andy and Pat, talk cars and also check out their spotless repair shop. All the employees and owners of Jonathan Motors could not have been nicer. As for the appraisals, Dan tried to make the best of the wet situation.

Thanks again for hosting us Jonathan Motors!



17th Annual Lobster Run

Kelly Turner



Bob Helm photo

On June 23rd, PCA Schattenbaum had its 17th annual Lobster Run, and the event was again a huge success that was sold out. The tour started at around 11am from two locations: one in the north at the Bordentown High School led by Dan Petchel and his granddaughters, and one in the south at the Red Lion Diner in Southampton led by Andre and Susanne Kriete. Approximately 7 cars started from the North and 18 from the South, which grew to 21 as cars joined along the way. After a fun drive across NJ, the two groups assembled in the private parking lot reserved for us



Kelly Turner photos



Bob Helm photos



17th Annual Lobster Run *(continued)*



Bob Helm photos



at about 12:30 at Bar Anticipation (703 16th Ave. Lake Como). They then made their way into a private room to enjoy great drinks and food as well as the company of 60 members from our club, the

largest Lobster Run group to date. Attendees also received a one-of-a-kind Schattenbaum t-shirt!

Thanks for Claudia Debusmann, Andre & Susanne Kriete, Dan

Petchel, Rob Lerman, Arnie Cohen, and others who helped to put on this fantastic event. We already look forward to it next year!



Kelly Turner photos

From the Rail



Above: Michael Furman photo class with a 1908 Renault

Racing From Another View

Words and photos by Bob Helm

Normally at this time of year I would be writing about the IMSA Sahlen's Six Hours of the Glen. In fact I am writing this at the Glen but like most sports there is more to the sport than being at the track, up close and personal where the smell of race rubber and oil fills the air. You don't have to go to far away race tracks to get the race experience and we are blessed with a great resource in our own backyard: The Simeone Foundation Automotive Museum near Philadelphia International Airport.

(By the way, Porsche won, the fifth consecutive IMSA win this year, an IMSA record.)

Founded in 2008 by Dr Fred Simeone, a long time car collector, racer and historian of the sport, his museum has a singular focus: Celebrating the Spirit of Competition. Not all competition but the unique history of Road Racing and Sports Racing cars that were available for sale to "regular customers" (if you consider the Vanderbilt's regular customers). The collection starts with 1908 and ends with 1970 when there was a move to true prototype cars. Separate from the main collection is a display of NASCAR's over the years. Winner of many awards, it is more than just a

collection of cars, it is a living collection with bi-weekly "Demo Days" where the cars are fired up and run on the Museum's back lot.

Demo Days are organized around a theme and cars are selected that fit the theme. Most recently three of the Demo Days were a LeMans theme, centered on three different periods of the race. The Days have evolved from a simple background introduction by Dr Simeone and a few laps around the back lot. Now they start with "Tech Inspection" where the unique technological contributions of the individual cars are discussed. Most people are surprised that features that we consider modern were actually introduced back in the Thirties, like a transmission where gears were preselected, like in the PDK, and only engaged when the clutch was depressed. After the Tech Inspection the cars are taken outside where the history of the events and the race history of both the individual cars and the model are discussed. The cars are driven for a few laps, and are available for close-up inspection and photography. Over the years the Demo Days have grown in frequency from once a month to twice a month and become much more in depth; attendance has increased.

From the Rail *(continued)*



Left: Porsche 917LH in the LeMans Display.
Bottom: Schattenbaum Members at the Hurley Haywood book signing.

year they have added a Summer Camp program for youngsters to learn about automotive technology and race car design. They have also had Michael Furman, the photographer for the museum's publication along with many of the best car collections in the world, teach classes on automotive photography. In addition to his world class automotive photograph he is also the publisher of *Coachbuilt Press* that specializes in Automotive books that are works of art themselves.

Complementing the Demo Days are the special events like the recent book signing by Brumos Racing legend Hurley Haywood, where Schattenbaum had a dinner attended by about 30 members, many of whom left with signed copies. Corvette Racing boss Doug Fehan and Porsche racing legend Vic Elford were also guest speakers. There was also a book signing by John Nikas, author of *Rule Britannia*, the story of the chaotic birth of the post WWII British Automobile industry. This

On August 10 the Demo day will be on the Nurburgring race track, one of particular importance to Porsche for its "Home Track" status and the many victories and records on the course nicknamed the "Green Hell" and star of many internet videos on track day "Incidents" where drivers learn the limits of their skill level the hard way. Demo day cars are ones from the museum's collection and the only Porsche in the collection, the 917LH never competed there, so it will not be one of the cars driven (It was at the LeMans Day and usually



From the Rail *(continued)*

is at the November People's Choice day where voting determines which cars are run). The cars that will be featured are a 1927 Mercedes Benz S-Type Sportwagen, a 1937 BMW 328, a 1938 BMW 328, a 1955 Mercedes Benz 300SL and 1956 Mercedes Benz 300SL, all interesting and innovative cars. As someone who has driven a few laps of the ring, been to a F1 race there and crewed for a car on a Regularity event (the German word is like 900 letters long) I look forward to learning a little of the history of the track that Wikipedia leaves out. Demo days start at 11:15 am and run till around 2:00 pm, doors open at 10:00.

The cars in the collection start with a 1908 Renault Vanderbilt Racing Roadster to the 1970 Porsche 917LH (Long tail) #3 "Hippy". As a good example of how cars have advanced is the Renault's "total loss" oiling system. The four cylinder engine had four sight glasses that showed how much oil you had per cylinder and the co-driver was responsible to keep them full as the oil was fed to the cylinder and then leaked out as there was no recovery tank. The 917 of course is a Porsche legend and 1970 was the first year Porsche had an



Above: Dr. Simeone introducing Hurley Haywood and Sean Cridland.

overall victory (the #3 car came in second but had the top speed on the Mulsanne) and the story behind the 917 is as interesting as the race itself. LeMans has had multi-class racing for years and by today's standards the 917 would be in the prototype class and the 911 cars in the GT class. Back then the prototype class was limited to just three liter engines and the 917 was over 5 liters, which was allowed in the sports car class as at least 25 cars had to be available for sale and theoretically street legal. The car had many problems that had to be solved to become a winner and one of the most important was the dissipation of the massive

amount of heat generated by the twelve cylinder engine. The horizontal fan made the design possible.

Today we look at the massive budgets that companies like Porsche, Ferrari and Ford spend on their race programs but that wasn't the case in the 70's. To build three prototype LeMans cars Ferrari sold half of the company to Fiat! To make the 25 917's immortalized in the photo of them all lined up at the factory they only had three actually completed when



At left: oil sight glasses on Brass 1908 Renault.

From the Rail *(continued)*



the FIA inspectors came to see them. When asked where the other 22 were they pointed to the parts to make them. The FIA said call us when they are built. When they came back the cars were lined up but most were not drivable. Big budgets didn't start until

the Ford vs. Ferrari battle started and only one side had the big budget: Ford. When Ford had a few too many windshields break they put spares on the corporate jet and flew them over. Ferrari just hoped they had all the parts they needed with them...

At top: Dr Simeone at Tech Briefing. Below left: Porsche 917LH at LeMans Demo Day. Below right: Cars of the LeMans Demo Day up close.



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.

Braking and Throttle

Two important elements to fast lap times are braking and throttle. The throttle part of that equation is obvious, but the brakes are just as important because applying them properly, at the latest safe moment before the oncoming turn allows the throttle (aka the gas pedal) to be fully depressed for as long as possible as the turn approaches.

Brakes

Over the years I've been instructing I have noticed a tendency for many drivers to be



Byron Veale photos



quite timid with their braking. For some psychological reason, many people are afraid to use the brakes to their maximum potential. I can only assume that they are afraid of "breaking the brakes".

I want to assure my readers that the brakes in Porsches can handle heavy-duty use quite well. Here is an experiment which I advise every driver to perform at least once on the track. Discuss this in advance with your instructor if you have one. On a long straightaway at the track

PACK AT THE TRACK (CONTINUED)



minimize the chance of brake fade. You do not want brake fade.

Throttle

The whole idea of driving on the track is to go as fast as (safely) possible. The throttle is the control in your car to go fast, right? So it stands to reason that you want to be pressing on the gas pedal as much and as long as possible, right? This means that a key to a

where you are going at least 80mph, look carefully in your rearview mirror to make sure that no other car is anywhere near you as you approach a corner. Do not do this on a public road; only on the track. At a substantial distance away from the corner, first push on (don't stab) the brake pedal for about a half-second. Then really press on it very hard. If the ABS starts pulsing, lessen your braking pressure a little. I'm sure you will be amazed at how powerful the brakes are in your car. You should then try to internalize this understanding and use it to delay your braking points appropriately whenever you are on track.

Two more braking things: 1) When the car ahead of you gets on its brakes, other things being equal you do not have to get on yours at that instant. After all, he is ahead of you! Almost certainly you can wait until you get to where he started braking – and quite possibly later. He may be one of the timid ones. 2) If you have progressed beyond novice level, there are two inexpensive brake system improvements you ought to make to your car. Replace the stock brake fluid with high-performance track-oriented fluid. There are numerous brands which are suitable. Also replace the stock brake pads in your car with track-oriented pads. These replacements are designed to operate at the high temperatures encountered at the track. Your race-shop or fellow Schattenbaum members can advise you. These changes will

good lap is to get on the throttle as soon as you can when in a corner, and this is in fact a central element of a fast lap. Many novice drivers sort of coast through the turns and wait until they are going straight before applying the gas – this is not the correct technique. It is usually possible to begin applying some gas even before the apex, and to be on full throttle shortly after the apex. You should try this technique. Be gentle with it, experimenting with the gas pedal. Start by applying only a small amount of throttle, then after a while use some more. See what happens. I think you'll be amazed at how happy your Porsche is when you are applying power while still in the turns.

And you'll be very happy as you zoom past other cars on the next straightaway!

Keep the shiny side up!



Petch Sez

Dan Petchel

Targattes, part #1



Dan Petchel photos

As some of you may know my granddaughters have begun helping me with my Targa Top business. They make a few bucks and I get some needed help. They are juniors in college, majoring in Business and are A students. Oh, did I mention they are twins. If you were to think they are

helping me with marketing, invoicing, the sales side of the business, you would be wrong. I am teaching them how to build Targa tops from the ground up. They are learning how to measure, cut



with a razor knife, use a bull grinder and drill guns. You get the picture, the blue collar side. They are also learning: how to pack a box so the contents don't get broken, how to judge good quality parts from bad quality parts, how to properly use hand tools, how to be consistent in your work within a quarter of 1%. As I tell them, "I am going to teach you the things you will never learn in Business School".

Working alongside of them I get to instill some sound business practices. A couple of examples: When an immediate task is completed and there is a pause, say while glue sets up, find something to do. It may be cleaning and prepping other parts, or maybe something as mundane as cutting cleaning rags. As they say at McDonalds, when you have time to lean, it's time to clean. Learning the practice of measure twice and cut once. Another sound business practice is to correct a problem once it is discovered. There is no such thing as canceling errors. Perfection comes being perfect at every step. Interestingly, with perfection comes pride in accomplishment, a trait which will transcend this job. You don't learn these traits in college, and maybe the opposite.



Petch Sez *(continued)*



Dan Petchel photo

Another good practice that I have taught the girls is that when problem is found, it isn't about laying blame. There probably is enough of that to go around, starting with me. It is about fixing the situation, using the experience as a challenge and taking steps to ensure it doesn't happen again. It has been nearly a year and so far so good with them learning the workings of a small business. However there is more.

I have been selling used Vintage Porsches parts before they were Vintage and building and restoring Porsches for over 40 years. I have taken maybe 200 cars with bad engines, worn out suspensions and brought them back to life, of that number thirty or so were 914s. Along with these I have built over 50 track cars. The idea was to put big engines and big brakes on old worthless chassis, long hood 911 and 912. This building of track cars lead me to the vintage parts business as if I didn't have enough to do. So what should I do with this knowledge and information I have? Let's see now, I have a 71 911E on the lift in the process of restoration, you with me so far? You got it, teach them to wrench. Part #2 will be the Targattes venture into mechanical restoration of suspension and brakes.

This ought to be fun ... but for who??

Parting Shots

Words and photos by Arnie Cohen

Princeton Porsche – Ultimate Garage Event

On June 27, Princeton Porsche, along with BXP Properties, sponsored an event at 101 Carnegie Center in Princeton, NJ. Called the Ultimate Garage Car Show, it featured live music, food trucks and a nice laid-back atmosphere. It was a really well-done event. There were mainly American muscle cars on display – i.e., old and older cars. However, a few individuals with Porsche's attended, and there was a tent set up under which Princeton Porsche provided a few cars to check out. I enjoyed seeing the GT3 RS, Spyder, Macan S, and a base Macan, and Princeton Porsche also provided literature for the taking. All in all, not a bad way to spend a random Thursday afternoon!

