

July / August 2017

SCHATTEN RAPPEN'



Schattenbaum Region PGA



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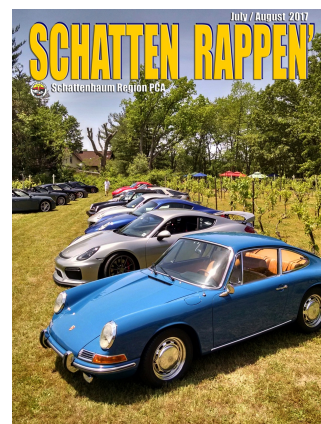
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On the Cover

A great day to park the Porsches in the vineyard. Paul Jacobs' 912 took 1st place at the Wine Tasters Concours in May. The event was held at Amalthea Cellars in Atco, NJ. The vineyard was first planted in 1976, and opened to the public in 1981. Photo by Dan Merton

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

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



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Monthly Meetings

July Meeting: Porsche Appraisals

When: Wednesday, July 19th, 7:00 pm.

Where: Bung's Tavern.

On July 19th members can have their Porsches appraised by our own team of Porsche value experts. Having a recent appraisal is a great benefit to owners should there be an insurance issue regarding the value of your vehicle. The July meeting will be a nice opportunity to learn the value of your Porsche and enjoy the summer weather, good food and fine cars. Join us at Bung's and have fun with your fellow Schattenbaumers.

We'll be serving complementary food and beer.



Byron Veale photo

August Meeting: Cruise Night

When: Tuesday, August 16th, 7:00 pm.

*Where: Evergreen Dairy Bar,
Route 206, Southhampton NJ.*

Join us for Cruise Night at the Evergreen Dairy bar in Southhampton, NJ. There's always a bunch of car folks there, and lots of old and interesting cars in attendance; our Porsches add a touch of class to the vehicle list! Last year the club paid for every member to have an ice cream sundae or cone to help beat the summer evening heat. Everyone there had a great time. The food is good but, the Ice Cream is even better!

We may organize a tour to the Dairy Bar; check schattenbaum.org for updated information!



Dan Merton photo

Schattenbaum's 2017 Drivers Ed Events

Date:	Track:
July 27-28	NJMP: Thursday @ Thunderbolt, Friday @ Lightning
August 18-20 (Club Race weekend)	NJMP: Thunderbolt (<i>Advanced DE run group only</i>)
October 12-13	NJMP: Thursday @ Thunderbolt, Friday @ Lightning
November 4-5	NJMP: Thunderbolt
Registration is open for all events. For more details, visit schattenbaum.org/driver-ed/driver-education/ .	



Dan Merton photos

Our Newest Members

Name	Town	Porsche Year & Model
Kent, Ed	Cherry Hill, NJ	2001 Boxster, Blue
Mansour, Tareq	Princeton, NJ	2017 911 Carrera S Cabriolet, Graphite Blue
Sanabria, Joshua	Haddon Heights, NJ	2011 Boxster S, Metallic Black

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

Old Glory Detailing and PDR
Detailing and Paintless Dent Repair at your location!
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Interior Cleaning and Shampooing

THE UNITED STATES OF AMERICA
 and the British Possessions
 CANADA NORVA SIBERIA SIBERIA
 DIVIDED WITH THE FRENCH
 and THE SPANISH TERRITORIES OF
 LOUISIANA and FLORIDA
 LONDON

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/

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

From the President

Jack Fowler, President

Building the Schattenbaum Membership

... I encourage you to contribute ideas on how to best promote the value of Schattenbaum.

Hi everyone! Hope you are getting into the swing of summer, and even though this weather has put us off to a slow start, I am ready to start enjoying every minute of it. I have already been out for a few scenic rides in my Porsches, and I really am excited to ride more in the coming weeks and months. I think this is something that all of us probably have in common, and is part of the main reason why we all joined and continue to participate in this great club. And speaking of joining this club, I have recently been discussing the topic of “membership” with many folks in the club, and with other PCA Presidents across PCA Zone 1. I wasn't really sure why this is an area that each club needs to focus on since we always seem to get new members, but some of these discussions got me thinking. There are many reasons why we want to keep attracting new members, and I am writing this month's article to encourage all of you to think about and contribute ideas on how to best promote the value of Schattenbaum.

Most members today that are part of Schattenbaum, or a similar club, join because they love their cars and want to share that excitement with other like-minded people. Traditionally, these car clubs targeted racers, but today, our club has become much more than just racing. Not that racing is not important, is certainly is, but with the introduction of four-door Porsches and some of the newer model Porsches, we have noticed that there are a lot of Porsche owners out there that are not focused primarily on racing. These owners value the performance and look of the Porsche brand. Many of these owners are interested in the social aspect a club provides. At Schattenbaum, we have some great subsidized social events, and we are always looking to do more.

Another reason we need to increase membership is that we always need more volunteers to help out throughout the year at our many social and driving events. New members are generally eager to learn and meet other people, so volunteering is a great way for them to get involved. They also can bring fresh ideas and knowledge into the club. Members

that have been around for a while also get a chance to share their expertise, experience and knowledge, something that new members can't get anywhere else. I know when I was a new member, the mentoring and knowledge I received from many existing members was extremely valuable and has enabled me to enjoy my cars even more – a huge benefit that new members may not even think about when they join a club like this. So, in short, I think everyone benefits by expanding the club's membership, and I think that as ambassadors for Schattenbaum Region PCA, we all have an opportunity to spread that word and encourage other Porsche owners to come out and see what we are all about.

I look forward to hearing what ideas you may have, and in addition, we continue to work with the PCA Zone 1 leaders to share what works in other clubs and what the Zone 1 team can assist us with. My job is to make sure Schattenbaum continues to be the successful, interesting, fun and well run club that it is for years to come. Of course, I can always use your help!



Touring Event to the Schattenbaum Showdown

Come join us Saturday, August 19th!

Join us for an afternoon tour to the Schattenbaum Showdown PCA Club Race at New Jersey Motorsports Park. This Tour will give members an opportunity to watch plenty of track action.

The tour will depart at 1:00 pm from the Starbucks at 480 Evesham Rd, Short Hills Town Centre, Cherry Hill.



Byron and Ben Veale photos

When:
Saturday, August 19
1:00 pm

Where:
the Starbucks at
480 Evesham Road
Short Hills Town Centre
Cherry Hill

We have planned the following activities:

- Drive to NJMP over scenic country roads
- Learn about Club Race categories & race car technologies
- Parade Laps (driving your car at relatively low speeds) on the track starting 5:30 pm
- Dinner at 6:30 pm (optional)

Optional Dinner: Tour-goers can enjoy dinner with the drivers, club members and visitors. There is a fee of \$30 per person, payable on site but you must reserve your dinner.

For more info and to reserve your dinner please email Andres Kriete:
tour@schattenbaum.org



Experience Porsche Club Racing: Volunteers Wanted

Bob Stine

The summer club racing season is upon us and our club race, the 10th Annual *Schattenbaum Showdown*, will be happening this August. We need volunteers to make this event a success and we're looking for your help. It's a great way to see our beloved marque in their natural habitat (on the racetrack) and get some time enjoying the comradery of our great Schattenbaum family. This event also raises funds that support all of our club activities, from holiday parties to charitable donations.

If you have ever thought of coming to a race, now's the time to get it on your calendar and help the club. The dates of the event are August 18 – August 20 (Friday – Sunday). This year's club race is again at our "home track", the Thunderbolt road-course at New Jersey Motorsports Park in Millville (njmp.com). It's a great track and was recently voted among the top tracks in Speed Sport Magazine.

What:
Volunteer at the *Schattenbaum Showdown*

When:
August 18, 19, and 20

Where:
**New Jersey Motorsports Park
Millville, NJ**

**Interested? E-mail volunteer coordinator
Bob Stine, secretary@schattenbaum.org**



Greetings from the Treasurer

Rob Lerman

Many of you may have wondered about the role of the Schattenbaum Treasurer. In fact, I am certain that this is always the first thing on your mind when you think of Schattenbaum. All kidding aside, the Treasurer in Schattenbaum is one of the four elected executive board seats with the other three being the President, Vice President and Secretary. The Treasurer's role is largely behind the scenes, but the role comes with very significant responsibilities that includes ensuring the club runs smoothly from a financial perspective and that its finances are managed responsibly. I am now in my fifth year as the Schattenbaum Treasurer and have learned a lot about how the club works.

Paying bills is one of the main and higher frequency tasks required of the Treasurer. Whether it is sending in deposits for social and track events, paying balances due to our vendors, paying for expenses that occur at our events (for example, the booze at our social events), or paying for supplies and other incidental expenses that may arise, these are all items that must be paid promptly.

Managing track expenses is yet another task. At the end of each year, contracts are signed with the track for the following year's events and we must begin to put deposits down. As the events approach, we must then pay our remaining balances in advance to ensure we remain in good standing with the tracks. During the events, expenses can be incurred and these also need to be dealt with. For example, when there are incidents that occur on the track resulting in damage to the track facilities, the Club is sent a bill. The Treasurer then must send that bill and collect the funds from the participant that caused the damage. Not exactly a fun task, but it is necessary.

Filing taxes: the Treasurer is responsible for ensuring that the Club's federal taxes are filed each year. The Club has an accountant, *Ahn & Associates*, that prepares the return. Schattenbaum is considered a 501(c) non-profit organization, but a filing is still required. The Treasurer also must file two documents with the State of New Jersey each year: a Charities Registration form and an Annual Report filing. If any of you have ever had the pleasure of dealing with the NJ State Charities

Office, you will understand how much of an arduous task the filing can be.

Lastly, the Treasurer is responsible for providing an update on the Club's finances at Schattenbaum Board meetings, including providing an overall year-end accounting. A detailed review of all club expenses and revenues are provided.

One last and perhaps important note, the Club's finances are not managed to make money. We hold our funds in conservative interest bearing accounts, such as savings and certificate of deposit accounts. No risks are taken with the Club's finances. Throughout my tenure as Treasurer, our accounts have remained quite healthy and have continued to grow. Having healthy accounts allows us to make substantial charitable donations each year and has helped the Schattenbaum board provide significant subsidies at club events as well as increasing member giveaways in the form of food at member meetings, hats, shirts, mugs and other many items.

If you have any questions about the role of the Treasurer or the Club's finances, please feel free to send me an email at treasurer@schattenbaum.org.

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

Schattenbaum on the Web

Keep coming back to our web site (www.schattenbaum.org), it's looking real good these days...!

We're also on Facebook

[Visit us on Facebook](#) and post something.

2017 Wine Tasters' Concours



On Sunday, May 31st, Schattenbaum Region hosted its Annual Wine Tasters Concours at *Amalthea Cellars* in Atco, NJ. There was a nice assortment of old and new model Porsches under a beautiful blue sky. The Club provided lunch and winners received Amalthea wines.

Thanks to Mike Sokoloff, Councours Chair for organizing the event and single-handedly judging all the cars.





The winners of the 2017 Wine Concours are:

Water cooled 911s

- 1st Place: Ignatius Wiratunga, '16 Dark Blue Metallic Turbo S Cab
- 2nd Place: Tony Rich, Seal Gray '02 Turbo Coupe
- 3rd Place: Ed Mayniew, Metallic Gray '08 Carrera S Cab

Air Cooled 911s (912)

- 1st Place: Paul Jacobs, Gulf Blue '66 912 Coupe
- 2nd Place: David Penick, Guards Red '96 C4S Coupe
- 3rd Place: Kevin Ryan, Metallic Black '87 Carrera Cab

Caymans and others

- 1st Place: Nick Katsikis, Bronze Metallic '83 928 S
- 2nd Place: Arnie Cohen, Guards Red '08 Cayman
- 3rd Place: Lou Seiden, Metallic Black '90 944 S2



Mike Sokoloff congratulates winners Ignatius Wiratunga, above, and Paul Jacobs, below.





Text and photos by Bob Helm



#216 Sudhir Kala Spec Boxster at the Top of the Boot (Turn 9)



#83 Hoyt Ammidon Spec Boxster at the Top of the Boot (Turn 9)



#414 Ian Bryant in Spec 944 after the Bus Stop

Memorial Day marks the unofficial start of Summer in the Northeast and also the regional start of racing on the professional and Club Racing schedule. Up till then most CR activity has been in the South with the exception of the CVR region April event at Lime Rock Park. Kicking off the season is the Zone One Region's Race at Watkins Glen (the Glen). A three day event, it is preceded by several Regional DE's and the Zone One 48 Hours of the Glen DE. DE events are not racing or racing practice events but many Club Racers do take the opportunity to test out the off season modifications and break lose the rust on their joints from a winter rest.

The Southern races at Sebring, Road Atlanta and Circuit of Americas saw limited participation from Schattenbaumers, but the Glen saw those numbers swell with sixteen cars being serviced by Provost Motorsports, several others by Bodymotion and others. Almost every Club Racer from our region was attending with most in the Spec Boxster and 944 Classes, a total of sixteen drivers. One of the longest-running Club Races at a historic track that is the scene of many significant Porsche victories and being in a great location for five of PCA's fourteen Zones, it also has one of the largest number of entries with over 250 cars. It is also one of the rounds of the Cayman GT4CS race series.

The Glen is an important round in the National Championship. In the beginning Club Racing was a series of stand alone races and many only competed in one or two local races. But as activity increased the number of event drivers participated in increased and they traveled further from their home base. There was also an increase in "Arrive and Drive" professional support services that would transport your car and provide race support far from home base. Today we have a mix of owner serviced and professionally supported efforts. With the greater participation grew a demand for some type of National Championship. That is easy to do in a pro series of ten races where everyone is competing in all events but more of a challenge in a series of 30+ races with some drivers competing in a few races and some in many more. Also a consideration is that most race weekends have a number of individual races for each class, often two or more Sprint races and an Enduro, so participation in five race weekends can be fifteen individual races. Not all races count towards the National Championship which is determined by points awarded in several

VIEW FROM THE RAIL *(continued)*



Above, top to bottom: #431 Laney Landstra leads the group thru the Bus Stop; #86 Pete Tremper at the Toe of the Boot; part of the Provost Paddock

categories. Each race weekend event earns five points as long as one race is finished. To finish you must be running on track when the winner crosses the Finish Line and subsequently cross the Finish Line. Position points are awarded for the top seven in class positions. Bonus points are awarded for each car that finishes in class behind you with a limit of Ten Bonus points. So a class winner would get five Event points, 10 Position points for First in Class and if five cars finished behind an additional five bonus points for a total of 20 points.

The best eight race point totals for each racer in all points scoring races for the year will count toward the National Championship. Ties for the first three positions are broken by the highest total in the 9th race then 10th race etc. A racer must successfully complete a minimum of five race starts in point scoring races to be eligible for a National Podium Award. With this system it rewards both on track excellence and regular participation. Someone who finishes 7th in a large field can earn more points than someone who wins in a smaller race (16pts vs. 15pts) and someone in a small class with no wins can win a National Championship with consistent participation.

The Clash at the Glen follows the traditional format of two Sprint Races and one Enduro, all multi class Races with three Sprint Run Groups and two Enduro Run Groups for a total of eight races for the weekend. The *Schattenbaum Showdown*, August 18-20th, features three Sprint Races and an Enduro with the same three and two Run Groups. One constant in the history of the Glen, regardless of series is that you always have a mix of weather and they almost always have rain as part of the mix. This year the weather was good for the first two days with rain of the third. Race results for all CR events are posted on line at pca.org/race-results and go back to 2010.



Lobster Run 2017



Jack Fowler

Hello Schattenbaum members. Sunday June 11, 2017 was our 15th annual Lobster Run to Bar Anticipation in Belmar NJ.

The weather was perfect, the Porsches were shiny, but most of all the people were great. We had a mix of long-time members and some new members. This event is combined with two tour groups: one from the south led by Andres Kreite, and another from the north led by Rob Lerman. The beautiful weather made for a nice drive through the back roads of NJ. After the driving tour we sat down for a great meal of lobster, steak, or chicken. I'd like to Thank Rob, Andres, and Claudia for arranging and managing such a great event.



Who we are: the DE crowd

I attended the Schattenbaum May Drivers Education (DE) event at Summit Point — a wonderful event — with a purpose in mind. I interviewed a few drivers to learn what they find appealing about our DE events, so that I could present their stories in 'Rappen. I have said before that I consider myself a DE evangelist, I want to "Spread The Word". Our DE track days are so exciting, eventful, thrilling, yet many PCA members have never experienced them. They own a superb Porsche but they've never turned a lap at the track. They are missing out! I hope some of them will read this article and will join us at the track.

Bottom line: people who do DE, love DE. Give it a try; it won't hurt your Porsche in any way and you'll have the time of your life.

Name: Arif Mohammed
Profession: Medical Doctor
Age: 36
Run Group: Novice

Why is DE important to you?

DE is more controlled and safer than street racing. Traveling to different tracks is fun. It is a fun hobby. I have learned a great deal, I now drive in a completely different style. I appreciate the fluid processes which are involved. It's also great to ride with an instructor, "to see what the finished product looks like. My goal is to learn how to be faster but still be safe."

Name: Bill Lehman
Profession: Design Engineer
Age: 72
Run Group: Instructor

Why is DE important to you?

"I used to race SCCA a long time ago then I stopped in 1975. I even got to the Runoffs. I had never heard of DE until 2008 when a friend told me about it and I was interested in getting back onto the track. I had a 2007 Cayman originally, then a Cayman S, and now a GT4. I just enjoy the driving. I get satisfaction in catching the guy ahead of me. There is a social aspect but it isn't high on my list."

Why is instructing important to you?

"I get a lot of satisfaction out of watching the students improve; most drivers want to improve. I like seeing them smile when they buy into you're telling them and it works."

PACK
AT
THE
TRACK
Fred Pack



I'll see you at the track!
 You can always contact
 me at fhp911@gmail.com.

Name: Will Chen
Profession: Engineer
Age: 40
Run Group: Novice

Why is DE important to you?

"I'm a tinkerer. I've put years into working on my car and improving it. I now have a fun street car/project car. It has been a 'sorting out' process. I'm proud: I built this. A friend introduced me to DE. I get exhilaration out of DE. Doing a turn well feels great. Passing someone is such great fun. A fumble is a learning experience. Track driving generates excitement and success when you do it well. It also generates fear. I don't want to jeopardize anything, I'm the family breadwinner."

Name: Fred Pack
Profession: Retired
Age: 69
Run Group: Instructor

Why is DE important to you?

"I was never interested in cars as a boy but then I went to school right near Lime Rock and got captivated. My friend owned an Alfa and I drove it at Lime Rock and Bridgehampton. In 1985 I got my first Porsche, a 944, immediately joined PCA (I've been a member for 32 years) and began DE. I loved it from the first. Track driving is a difficult skill and there is always more to learn. I really tried (and continue to try) to learn how to be good at it and worked my way up the run groups from novice to instructor in about 10 years. Being on the track is absolutely among the best times for me every season, and I've met many wonderful people over the years. The feeling of balancing the car at the edge of control is absolutely addictive."

Why is instructing important to you?

"I get tremendous satisfaction out of helping my students improve, and their positive feedback means so much to me."

(All interview responses are summarized, quotes are verbatim.)

PACK AT THE TRACK (CONTINUED)

What *not* to do at the track

I feel the need to mention some behavior that I saw recently on-track at Schattenbaum Drivers Ed events, which were very troubling.

Know the flags

The award-winning whopper for worst track behavior I have ever seen occurred in the Novice group at the end of Summit Point's main straight that leads to the sharp Turn 1. A car had spun off the track around the corner where approaching drivers could not see it. Consequently, the corner workers were very vigorously waving both black and yellow flags to alert drivers about the situation. Two cars were just ahead of me heading towards Turn 1. The straight is quite long, so we were all going in excess of 100mph. Those two cars STOPPED on the track near the flag station. This obligated my student to stop also.

Every DE event starts with a Drivers meeting during which the various flags and their meanings are described. The only flag which commands that drivers stop their cars on track is the RED flag. The YELLOW flag means that there is an obstruction of some kind on or near the track and the BLACK flag means that all cars are to complete their current lap and then exit the track into the pits. Every driver should know this, even rank novices, after all they heard about it earlier that morning at the Drivers meeting. I described the meaning of the flags in my most recent 'Rappen article. In the situation described above, the two cars simply remained stationary. After a bit I leaned over and honked the horn in my student's car and the two cars finally started moving. My first thought had been: Why don't the novice drivers know the meaning of the yellow and black flags? But my next thought was more profound: why don't the instructors know the meaning of the yellow and black flags? Instructors should know better. This incident could have had

horrific consequences. What if another car — who was doing as they should — crashed into the three cars that incorrectly stopped?

Know the passing signals

In the Novice group I saw a student give a passing signal by simply pointing his hand up to the sky with an outstretched finger — the "I am pitting-in" signal, with a pointed finger instead of a fist. This is dangerous because the overtaking driver could easily be confused by this ambiguous hand signal and probably had no idea which side he is being invited to pass on. Hand signals are the DEer's way to communicate to other drivers, and their message must be clear and consistent with protocol.

Know the passing signals, part II

Lastly in this list of DE errors I saw an instructor give a passing signal outside the passenger window. This gesture is very dangerous for a number of reasons, one of which is that the driver might be giving a contradictory signal at the same time. INSTRUCTORS: NEVER GIVE PASSING SIGNALS (Instructors should know this already).

The solid concern for following protocol and procedure is what makes our DEs so safe and enjoyable; that is why I want to call out these aberrations. Let's all be careful out there.



Dan Merton photo

A CELEBRITY IN OUR MIDST

Text and photos by Byron Veale

So I'm leafing through the June issue of Excellence magazine, and what do I see? An article on a sweet Boxster track car, tricked out with a 400-horse Carrera S motor, owned by our very own Fred Pack! If you can't get your hands on the back-issue (and don't ask for mine, I'm keeping it!), you can find it online at:
excellence-mag.com/issues/247/articles/modest-macadamia-monster



10th Annual!

SCHATTENBAUM SHOWDOWN

August 18 - 20, 2017

THUNDERBOLT RACEWAY

NEW JERSEY MOTORSPORTS PARK

**Registration opens
Monday, July 3rd 10:00 pm EDT
<http://register.pca.org>**

Bob Helm

**Presented by
Schattenbaum Region
Porsche Club of America**

**Find up-dates
and info at:**
www.schattenbaum.org

Franschhoek (South Africa) Motor Museum

Text and photos by Gerd Lengfeld

At the end of March, we packed our bags for another trip to Cape Town, South Africa, to visit our son and his family, who live in Somerset West, a suburb of Cape Town. They had made the long and tiresome trip from Cape Town to the US twice during the past one and a half years and now it was our turn to endure the limb-numbing eighteen hour flight.

Cape Town and the surrounding wine lands is a sought after vacation, and retirement area, primarily for Europeans. The scenery is simply breathtaking, food and accommodations are outstanding, and the wines offered from literally hundreds of wineries around Cape Town and the university town of Stellenbosch are delicious.

That the South Africa Rand is now quite weak against many major currencies is just the icing on the cake. From the time we arrived at the Cape Town Airport and the moment we cleared customs, the Rand had lost another 5% in value, because South Africa's President had, in the meantime, fired the very respected and capable Minister of Finance. This prompted wide spread public outcry and protests, and immediately affected the value of the Rand.

I can't even recall (maybe it was the amount of wine consumed, or it is my age) how many great vineyards we visited during our nearly three week stay, but one was of special interest to me. Its owner, Billionaire Johann Ruppert, Chairman of the Swiss based luxury-goods company Richmond Group (Cartier, Montblanc, etc.), is a well known car enthusiast, with a very fine collection of more than 300 automobiles dating back over 100 years. They are displayed in four beautiful large barns, specially built on the grounds of Ruppert's Franschhoek vineyard for the purpose. The cars exhibited change every six months, and there are at least 80 on display at any given time. This wonderful collection does not only contain the prerequisite automotive jewels every rich car enthusiast strives to have in the portfolio, but a good part of the collection is dedicated to cars we grew up with, owned and used as daily drivers and "family wheels": Alfa Romeo Berlina, BMW 2002, Mercedes 220, 170, Porsche 928, 912. DKW/Auto Union, MGB, Chevrolet, Cadillac, Ford Mustang and many more.



Franschhoek Motor Museum *(continued)*



Unlike many collectors who condemn their cars to be “garage queens”, Johann Ruppert believes that these fine cars must not languish in an exhibition and need to be driven. Thus, most of them sport a license plate, are registered for road use, and are exercised regularly throughout the wine-lands. This is not always a good thing though, because some years ago, his son took the F50 for an apparently too spirited drive, which ended in a huge crash. Fortunately, no one was hurt but for the F50, whose carbon fiber body shell and suspension were severely damaged (\$\$\$\$\$\$\$\$!).

Of course, no first class collection should be without the rarest of the rare examples of automotive history, and the Ruppert collection certainly delivers: Porsche 956 (driven by Jacky Ickx and Jochen Mass), Carrera GT, Mercedes Gullwing and Roadster, Ferrari F40, F50, Enzo, 250 SWB Berlinetta, 1966 275 GTB Long Nose, Jaguar D-Type, 1954 Maserati 250 F (driven by Stirling Moss and Mike Hawthorn), several rare Bugatti, a variety of McLaren including a 1971 M6 GTR, several Aston Martin of the 50's, BMW 328, Rolls — the list goes on. What caught my eye though, was a car from Austria, the 1935 Austro-Daimler Bergmeister (“Master of the Mountain”). This car was specifically built for hill climbing events and Ferdinand Porsche was involved in the engine design. Austro-Daimler also provided engines for the Zeppelin.

After touring the four pristine museum barns, it was time for a refreshment at the winery. Here in the US, car enthusiasts have cultivated “cars and coffee”. The South Africans are a step ahead though. There it is “cars and wine”. What could be better than a “pairing” of Porsche with Pinotage?

Not every car enthusiast has, of course, the pocketbook of Mr. Ruppert, and my son introduced me to a friend of his who has a much smaller collection, but nevertheless is as much of an enthusiast. My son's friend Les, who lives in the midst of the city of Cape Town, is blessed with enough (very rare) garage space for a few cars. A red 1968 911 S sunroof coupe shares the space with a 1969 Alfa Romeo 1300 Spider and a new



Franschhoek Motor Museum *(continued)*

supercharged, sinister looking, black Lotus Elise. The Porsche was acquired by Les a few years ago and the odometer shows 28,000 KM. The real mileage, however, is unknown. Given the age of the car, 128,000 KM is more likely (i.e. just broken in). Since he bought the car, Les has begun some restoration work; however, his busy schedule often precludes him from making as much progress as he would like to. The 911 looks quite solid, and the real issues are mostly of cosmetic nature.

He took me for a drive through some Cape Town side streets and the car sounds fabulous, shifts smoothly and

pulls strongly. It is hard to believe this car is sixty years old. It is definitely a car for someone who enjoys driving a basic and pure automobile, instead of letting all the modern electronic nannies take over while listening to the “composed” (a more elegant word for FAKE) engine sound piped into the interior. (Even Porsche follows this, in my opinion, ridiculous trend in the automotive industry to turn cars more and more into rolling computers; this was the reason I decided last year not to buy a new 991 but instead keep my 2005 997 S and add a 1998 993 Cabriolet).

The silver/black/black Alfa Romeo convertible does not run at this time, due to a blown head gasket, which is quite common for an older Alfa, but relatively easy to fix. Otherwise, it seems to be in a very good condition. The supercharged Lotus Elise is of course more modern, but is also a very basic and pure automobile. The high revving Toyota engine has vastly improved overall reliability and these light-weight, very nimble cars are a delight to drive. However, piloting such a low, small and very fast car through the heavy Cape Town traffic is not for the faint of heart, and the rock-hard suspension guarantees a monthly visit to the chiropractor. Thus, it sometimes takes long rests in the garage. I noticed there is still some space left in one of Les' garages, and I think a classic BMW Boxer motorcycle would fill it perfectly!

After savoring automotive history, we ended the day with an outstanding Braai (South African for barbeque) expertly prepared by Les and his wife Silvia, and of course a glass (or was it two?) of “high test” red wine. Even Chef Ramsey would have given a thumbs up.

Thanks again to Les and Silvia for inviting us to their home and for the ride in the 1968 911 S, a classic example of perfect automotive engineering and design.



Petch Sez

Dan Petchel

A dog in the fight

I must keep current on pricing and trend in my business. One can't count on last year's likes and dislikes. Following several websites and sources, I am struck by how dumb (could have said uninformed) most buyers and followers of Porsches are. They believe that because a car is "special order paint" from Porsche, it is worth twice as much as a more common color. People don't know what a show car is verse a driver and mix the two. Buyers don't understand the value of Outlaws and that there are degrees of these modified cars. Newbie's don't know how poor 911 engines used to be (and some may argue still are). People still don't realize that too many of even a good thing cheapens the product and, thus, lessens the value. Lastly, people think older cars are better than the new ones.

Let's get it straight.

People only believe half of what they read and all of which they find on the internet. Thus, they make decisions based on:

1. Opinions. Believing opinions are facts. Read Pano and Excellence, but stay away from the hype "over the top stories" of builds, they are all over priced.
2. Number of pictures. If five pictures are good 25 must be better. Pictures lie and give buyers a feeling of security. The only thing that pictures do is make the car look better than it really is. Someone must put eyeballs on the car.
3. Walk around videos. Still don't know what you are looking at. To get the facts you must see lots of cars and ask lots of questions. Look at real and Outlaw cars. Attend Porsche car shows and look at cars in person.
4. Contrived rarity. A Sportomatic '74 911, one of only 200 made is still a dog. Whereas buy a '74 911 Carrera with about 1000 made and you got something. A rare paint color is worth 5% add on.

5. Carfax. Regard a Carfax as half truths. Many ways to hides the truth. TMU is one of the ways. TMU by the way, "True Mileage Unknown".
6. Euro models are best. You can't verify mileage, lack of features of USA cars, mechanical parts are different, 911s up to 1982 were not fully galvanized. How do you like the sound of a Euro car now?
7. The amount money spent on a car by seller. A car is only worth what it is worth. You shouldn't pay for the seller's mistakes; I have covered this before.
8. Matching numbers. How do you verify, there is only one way. These early engines struggled to go 60k miles and if they did, they caught fire in the driveway. Thus, most were replaced. There is some value with an original engine but one can't beat a 3.2 engine in and early light weight car. How does 245 hp sound? Now you got it all and the start of an Outlaw driver.
9. New cars are not as good. They are actually better in every regard. So you say why don't they hold their value. Two words sum it up: "too many". Look at it a different way, more Porsches for us to enjoy.

Oh, "Dog in the fight" refers to someone who may like the car being discussed or sold and are, therefore likely to be biased. I have always had a "Dog in the Fight" by the fact I have always owned several Porsches at the same time. I have owned bad factory examples, rusty cars, bad engine cars, you name it. I have seen the good ones and the bad ones. These experiences have made me an expert, not standing on the side lines repeating what others say.

And the tip of the month I have for you: buy factory wide bodies and low production numbers. Contact me anytime.

From the Webmaster

Bill Coulter

Janis Joplin's 356 recently sold at auction for \$1.76 million. We've just learned the new owners got more than they bargained for. You'll never guess what they found under the seat.

Marina Pushkareva photo



It turns out Janis was an avid club racer. (But the rumors about her and Dan P. are not true.) She wrote some additional verses of her favorite song but lost them in the car and they never got recorded. Your intrepid webmaster has obtained exclusive rights to these lyrics, the long lost verses of the song "Mercedes Benz".

Oh Lord, won't you buy me an F-three-fifty?
My trailer's too heavy, I need a dually.
Worked hard all my lifetime, and diesel's not free,
So Lord, won't you buy me an F-three-fifty?

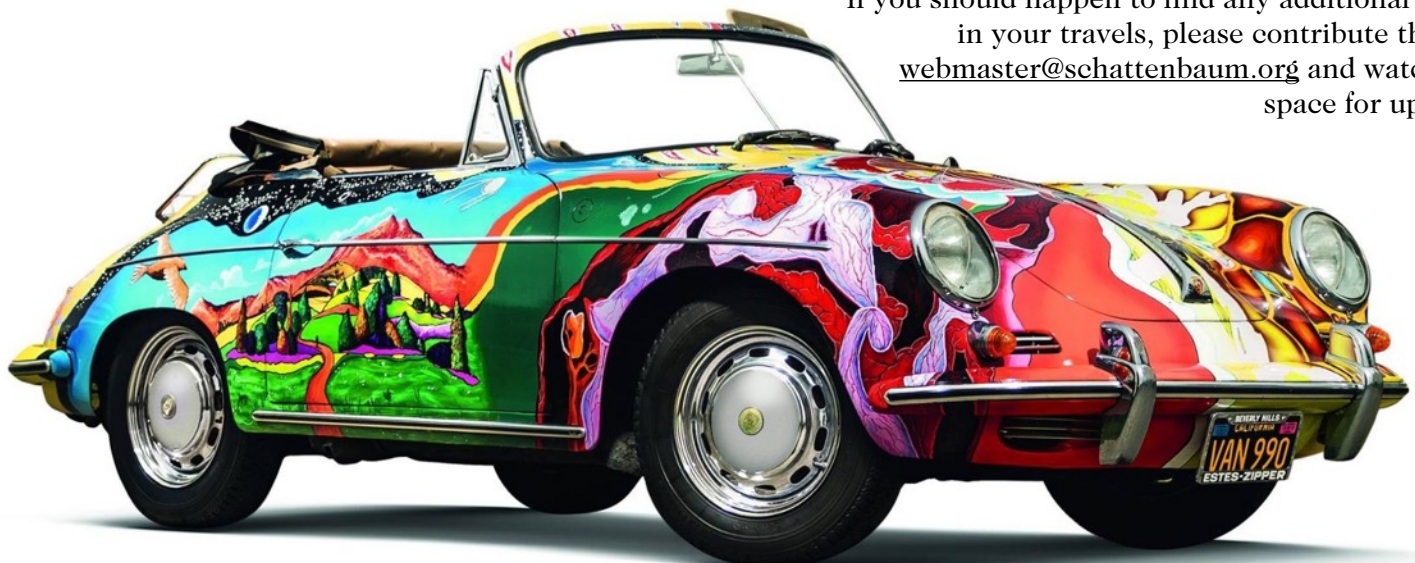


Marina Pushkareva photo

Oh Lord, won't you buy me new rotors and pads?
My friends all out-brake me, it makes me look bad.
I won't overheat them, cuz that would be sad,
So Lord, won't you buy me new rotors and pads?

Oh Lord, won't you buy me a new set of tires?
My car tries to tell me, it's what she desires.
She's slipping and sliding, it makes me perspire,
So Lord, won't you buy me a new set of tires?

If you should happen to find any additional verses in your travels, please contribute them to webmaster@schattenbaum.org and watch this space for updates.



Parting Shots

Text and photos by Byron Veale

Here is a sampling of the track cars that participated in our Drivers' Education event at New Jersey Motorsports Park on June 29th and 30th. It was pretty hot, but what do you expect for New Jersey in the summertime...?! No major incidents and good camaraderie made for a great event.



Clockwise from top right: I believe Miami Blue is the color of this new 718 Boxster, and it's really rather stunning; air-cooled cars representing; this '79 911 Turbo (930) was my instructor's car, and I had to give him "props" for still tracking what is now a very desirable car in the collectors' market; more props go out to the owner of this 993, which was prepared to a super-high level.



Parting Shots *(continued)*



Above, clockwise from top left: for such a limited-production car, it was great to see three examples of the Cayman GT4 used as intended; not all attending were in Porsches, and it's nice to see Alfa Romeo back on our shores; the owner of this 997 GT3 gets the award for "most aerodynamic license plate"; the folks in this motor home demonstrate how to "do" track events in style!

At right: you could purchase prints of your car out on the track, if you were willing to hunt through hundreds of thumbnails...

