

Schatten Rappen'



Schattenbaum Region, PCA
November 2019

***After another successful
Schattenbaum Showdown,
we raise a glass to toast our
good fortune, and to
continue a tradition...***

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Bob Helm photo



Arnie Cohen photo



Byron Veale photo

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On the Cover

After another successful Schattenbaum Showdown, we raise a glass to toast our good fortune and good friends we have met on the road... Photo by Pete Debusman.

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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Calendar of Events

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

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

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

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

Monthly Meetings

Usually held the third Wednesday of each month.

November 20th: Digital Slide Night at Jimmy's American Grill.

More details on page 5.

Tours

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

November 30th: Philatrunk for Philabundance with Riesentoter (see promo on page 9 for more details).

Drivers Ed

Held at New Jersey Motorsports Park, Millville NJ.

November 9th & 10th: last one of the year, a rare weekend event at Thunderbolt.

Registration links available on our website.

Social Events

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

December 7th: Holiday Party (see promo on page 10).

Hope to see you at the Holiday Party! Come out and celebrate, it's our blow-out sendoff social event of the year!

Concours

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

We'll cook up more fun Concours events for 2020. Keep your eyes on your e-mail, schattenbaum.org, and Schatten Rappen' for all the details.

Club Race

Was a big success, lots of fun, had great weather, if a little hot.

Volunteers were fantastic, we couldn't have done it without you!

Time to start planning for next year...

If you couldn't make it, be sure to do so next year!

Upcoming Monthly Meetings

November Meeting: Digital Slide Night

When: Wednesday, November 20, 7:00 pm

Where: Jimmy's American Grill (next to Mastoris Diner), 140 Route 130 South, Bordentown, NJ, 08505

Calling all amateur photographers out there! Join us for one of our most popular meetings of the year. Come to our November meeting to share your best digital photographs with your fellow Club members. Wow the crowd with beautiful images of classic old Porsches or dramatic racing-action shots but be ready for some good-natured wise-cracks too.

Compete with your fellow club members for prizes! Each entrant is limited to 12 entries, brought on a USB flash drive. They will be loaded onto a laptop for projection. Our panel of judges will select 1st and 2nd place winners in these categories:

- Porsches in Motion
- Porsches at Rest
- Pieces of Porsches
- Digitally Enhanced Photos
- General Photographic Excellence (any subject)

The top photograph, which must be Porsche-themed, will be awarded the Grand Prize Winner and will be featured on the cover of Schatten Rappen'. We'll be serving complementary pizza, and beer.

It's the last monthly meeting of 2019!



Bob Helm photo

Chuck Kuski photo

Bob Helm photo

December Meeting: Annual Holiday Party

When: Saturday, December 7th, 7:00 pm.

Where: The Stone Terrace
2275 Kuser Road, Hamilton Square, NJ
609-581-8855

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

See the promo on page 10 and/or schattenbaum.org for more details!



Byron Veale photos

Schattenbaum's 2019 Drivers Ed Events

Date:**Track:****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



New Members for July – September

Name	Date Joined	Town	Porsche Year & Model
Wilson, David	07/06/2019	Princeton Jct., NJ	2006 Cayman S
Whyte, Hugh	07/10/2019	Holland, PA	2012 911 Turbo S
Seeley, Eric	07/13/2019	Sicklerville, NJ	2018 718 Cayman
Willoughby, Jeremy	07/15/2019	Pennington, NJ	2018 911 Carrera GTS GT 2003 911 Carrera Cabriolet
Singer, Brandon	07/16/2019	East Windsor, NJ	2006 Boxster GT
McHugh, John	07/17/2019	Lumberton, NJ	2018 Cayenne Platinum Ed.
Colluci, Mike	07/19/2019	Mt. Royal, NJ	2017 718 Boxster
Propper, Gus	07/23/2019	Mount Laurel, NJ	2018 911 GT3
Fried, Kent	08/19/2019	Phoenixville, PA	2004 911 GT3
Davis, Stephen	08/26/2019	Hopewell, NJ	2002 Boxster
Tavarez, Hector	09/06/2019	Egg Harbor, NJ	2002 Boxster
Peterson, Samuel	09/19/2019	Medford, NJ	2018 911 Carrera S
Monaghan, Patrick	09/30/2019	Plainsboro, NJ	2017 Macan GTS
Valenzano, Anthony	09/30/2019	Shamong, NJ	2001 Boxster S

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 July – September

Name	Anniversary	Town
Hartman, Cathy	45 (August 1974)	Egg Harbor Twp, NJ
Hartman, Robert	45 (August 1974)	Egg Harbor Twp, NJ
Burdge, Thomas	30 (July 1989)	Hillsborough, NJ
Burdge, Linda	30 (July 1989)	Hillsborough, NJ
Graziano, Roger	30 (August 1989)	Cocoa Beach, FL
Page, Maureen	30 (August 1989)	Somers Point, NJ
Nansteel, Mark	30 (September 1989)	Egg Harbor City, NJ
Dilazzero, Dennis	25 (July 1994)	Vineland, NJ
Dilazzero, Jeffrey	25 (July 1994)	Vineland, NJ
Weiss, Richard	20 (July 1999)	Cape May Court House, NJ
Nolan, Benjamin	15 (July 2004)	Elmer, NJ
Nolan, Cyndi	15 (July 2004)	Elmer, NJ
Pennock, Lawrence	15 (July 2004)	Vincentown, NJ
Pennock, Vicki	15 (July 2004)	Vincentown, NJ
Zaso, Ray	15 (July 2004)	Voorhees, NJ
Devone, Anella	15 (July 2004)	Voorhees, NJ
Griffith, John	15 (August 2004)	Haddonfield, NJ
Griffith, Kyle	15 (August 2004)	Haddonfield, NJ
Criscito, Michael	10 (July 2009)	Rumson, NJ
Tidalgo, Rita	10 (July 2009)	Rumson, NJ
Figueroa, Jorge	10 (July 2009)	Gladwyne, PA
Figueroa, Fernando	10 (July 2009)	Morrisville, PA
Wiratunga, Ignatius	10 (July 2009)	Hainesport, NJ
Reedy, Brian	10 (August 2009)	Reading, PA
Reedy, Sarah	10 (August 2009)	Reading, PA
Goldsmith, Cliff	5 (July 2014)	Marlton, NJ
Griessmayr, Pascale	5 (July 2014)	Philadelphia, PA
Salah, Jawad	5 (July 2014)	Moorestown, NJ
Keppel, Ron	5 (August 2014)	Trenton, NJ
Keppel, Karen	5 (August 2014)	Trenton, NJ
Mortgu, Nick	5 (August 2014)	Riverton, NJ
Lippincott, Beth	5 (August 2014)	Riverton, NJ
Stolz, Shane	5 (September 2014)	Flemington, NJ
Stolz, Thomas	5 (September 2014)	Flemington, NJ

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

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

Please be sure your email and mailing addresses are up to date! Just visit www.pca.org

Mark your Calendar: Saturday November 30th, 10:00 am

Phil-a-Trunk



Schattenbaum PCA is pleased to join Riesentoter and other car clubs for the Phil-a-Trunk Event to benefit Philabundance (philabundance.org), the Delaware Valley's largest hunger relief organization, acquiring, rescuing and distributing food to 90,000 people weekly in 9 counties in PA and NJ. Schattenbaum members will meet at 10:00 am at the Woodcrest Train Station parking lot (exit 31 from I295, at the crossing of Merion/E Essex Avenue), to caravan to Citizens Bank Park in Philadelphia.

From Jeff Walton, Riesentoter President:

"We would like to invite you to participate in Phil-a-Trunk, a literal food drive. We are asking any and all car clubs in the Philadelphia region to participate in the kick-off event of WMMR Preston and Steve's Camp Out for Hunger that helps fill the food banks of Philabundance.

"All we would need to do is have your members fill up their cars with non-perishable food items and bring them to the stadium. They can just follow the "About" link on philatrunk.com to get more information. Under the registration form there is a donation field, and any funds provided by members go towards your club's totals. Those proceeds must be in by November 9th so Philabundance can buy the food. We ask that you please register just so Riesentoter knows approximately how many are coming; we might need to get another parking lot for additional cars.

"Food trucks will be on hand, and a few vendors. RDS Automotive (rdsautomotivegroup.com) is our premier sponsor.

"About 11:00 am Riesentoter will be sending over each club to drop off their food at Philabundance, where it will be unloaded and weighed by volunteers. So far we have Riesentoter, you guys, Audi, BMW, Ferrari, Jeep, Mopar, Mustang, and SCCA clubs joining us."

All the info can be found on philatrunk.com. We hope you can join us for this worthwhile event!

When:

Saturday, November 30th, 10:00 am

Where:

**Woodcrest Train Station
200 Tindale Drive
Cherry Hill, NJ 08003**

E-mail tour@schattenbaum.org for more details.

Most Needed Items

Philabundance keeps a list of its highest food priorities, which helps the hunger relief organization to provide the most nutritious food to those it serves.

- Peanut Butter & Jelly
- Cooking Oil
- Canned Tuna or Meat
- Canned Fruits & Vegetables
- Canned Stews & Soups
- Oatmeal/Breakfast Cereal
- Whole Grain Pasta
- 100% Juice
- Rice
- Boxed, Non-Refrigerated Milk
- Macaroni & Cheese
- Canned/Boxed Pasta
- Canned Chili

Schattenbaum's Annual Holiday Banquet

Saturday, December 7th

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

Where to go:

The Stone Terrace

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

thestoneterrace.com/directions

Please join us for a fabulous evening that will include:

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

*There will be door prizes and a photo show of our 2019 events!
Festivities will end at 11:00 PM.*

The club is subsidizing a large portion of the bill, so the cost to members *is only \$50.00 per person.*

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

To make reservations and payments go to our website: schattenbaum.org



For more information contact Claudia Debusmann
609-714-9049 or social@schattenbaum.org

From the Editor's Desk

Byron Veale



Dipping in a toe, then "SPLASH" and I'm in the deep end...

It all started out innocent enough. My automotive affection (affliction?) landed me in Dan's garage, playing with Porsches. I was able to act out some of the adventures I had read about in the pages of car magazines. In the end, things got pretty serious...

While one of Dan's Porsches was not in the cards (believe me, I tried), I did manage to score an air-cooled German "sports car" as my first set of wheels. It was a 1971 VW Karmann Ghia, rusty as all get-out. Cost me \$400 to buy it. Cost me \$700 to insure it. Liability only. But it was mine, bought with money I made mowing lawns. Kept it on the road the same way too; did you know a "Lawn Boy" occupies approximately the same amount of floor space as an early V-Dub passenger seat?

A key development in my journey involved my Uncle Casey. My Mom's oldest brother, he was another "father figure" at a key time in my life. Not formally educated beyond the eighth grade (in the 1940's), he was still smart, and clever. He worked well with his hands: he helped build the Delaware Memorial Bridge, could draw real well, and got gigs playing accordion. In short, he was one of my heroes. And that was even before this fateful conversation:

"On my way to work, I saw an old Porsche for sale at one of the shops I pass ... would you want that car?"

See, Uncle Casey had a history of helping his car-junkie nephews get their fix. Once was with an Austin Healy, a second time with an MG. In addition to helping with the initial purchase, he'd get entangled with keeping them on the road as well. While he wasn't specifically afflicted with this car-loving disease, he did have an interesting stable: a Bug, a Chrysler that filled our garage from end-to-end, and a '66 Chevy C10 with three-on-the-tree. Maybe this made him sympathetic to our plight. Either way, dangling a 911 in front of 20-year-old *"forethought what??"* me was only gonna go one way...

Even Mom got in on the act. The car was in South Jersey, near Shiloh. I was up in Lawrenceville. A flatbed was not in my budget. I *did* have a



Above left: the '66 at home, in my driveway, instead of in an impound lot... Above: operation "nothing to see here, move along!"

Mea Culpa

Hi folks. You might be wondering, "What happened to the September issue?" Well, actually, you're looking at it. We had some "production issues" that delayed things to the point where we decided to double-up this month. So, apologies while we get things ironed out, in the mean time I hope you enjoy this issue, and as always, we're open to your contributions!

From the Editor's Desk *(continued)*

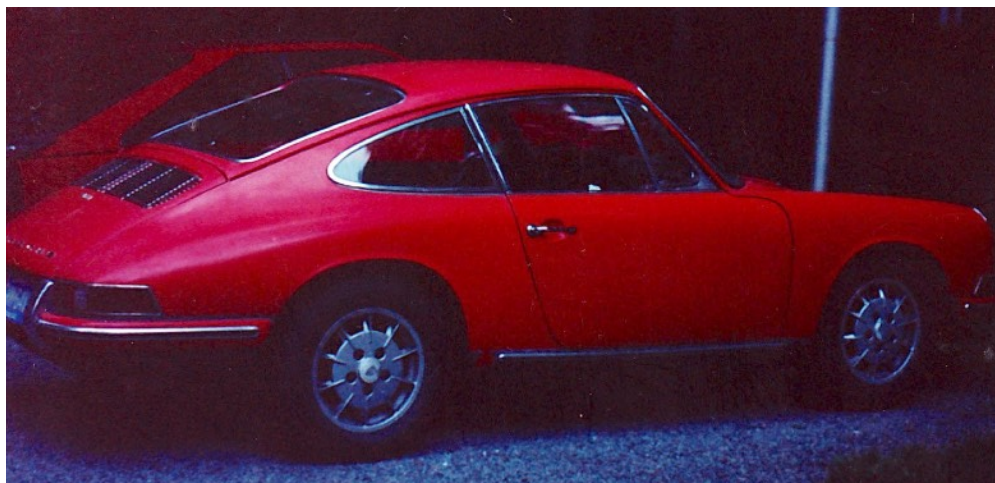


current set of plates, attached to an old, loud, red German car with the engine in the back. Luckily, the dice I rolled didn't come up snake eyes!

When Dan learned of my activities, he was quick to spell out just what I had gotten myself into, educating me on the costs associated with rebuilding 1966 911 motors. Pistons and cylinders alone were what I thought an entire rebuild would run. Seems I would be starting my Porsche journey from somewhere deep in the hole...

It wouldn't be the only mistake I'd make along the way, but all in all I've come out ahead. Astute readers of this column may recall how a year ago, I recounted my first exploits as Schattenbaum's Newsletter Editor. The fact is, if I hadn't joined Schattenbaum when I did, and didn't learn Desktop Publishing so I could fill the role of Newsletter Editor, I never would have gotten my first job right out of college for a small publisher in SoHo, and who knows where my career might have gone. I'm curious, if there are any successful English majors out there, how'd you do it? I had to make it by learning something entirely else...

So, mistakes or no, I feel very fortunate to be where I am today. I hope I am able to continue this run for a good long while...



Above and below left: I got a set of Mahle "gas burners" from Dan, modestly-sized wheels that were decidedly high-tech, being made out of magnesium; note the silver Honda Civic in the background, instead of Dan's black 356; note too the red Nissan, which ended up being the subject of another hair-brained brilliant project of mine, wherein I rebuilt its turbocharger. Above: Uncle Casey by my Ghia, with his BMW 325es in the background.



A follow-up fit for a "King"

Hi folks. Remember that crazy 911 at the Radwood show in the last newsletter? Well, we were contacted by a member who could provide more information about it. Louis Seiden reported:

"The mystery Porsche at Radwood was parked next to my mystery Mercedes. They are both Koenig-Specials."

The Porsche was listed on "Bring a Trailer" back in 2016. Louis' Mercedes won best of Radwood Philadelphia in 2018. You'll find more info and a video on this award-winning beast at mbworld.org.

Your VP

Arnie Cohen

It has been a great privilege to serve as the Vice President of Schattenbaum for the past year. It's been so interesting to plan club events and then watch them become reality. I really enjoy seeing the club members enjoy the different events that we have done throughout this past year. Some of these events include: Parade laps for members at New Jersey Motorsport Park, Concours event at Peddler's Village, The Battleship New Jersey drive and tour, and the many annual functions that we have, such as the Lobster Run and Spring Social. Members wanting and asking us to do more events has been very rewarding.

I have been a member of the club for many years and took advantage of the social events without getting involved. I wanted to use this as an opportunity to ask other who have a desire to help out to please reach out to me to get involved. It has been a really fun and rewarding experience for me, and want to share this with others as I urge members to also participate. I look forward to participating at and helping out with more, different events for next year, and hope to see you there!

I also wanted to thank the rest of the Board for helping with so many activities that we have had during the year.

As for cars, I currently own a 2012 White Carrera 911 and 2011 Blue Panamera 4S.

Editor note: I've got to give our Vice President a special shout-out, thanks again for all the articles Arnie, keep 'em coming!



Above: "Proud Papa" Arnie at NJMP in July with his 2012 Carrera, hot off of a lunch run to Shannon's. Below: a means of protecting his investment, Arnie's car is equipped with this "Millennial Anti-theft Device", A.K.A. a stick-shift, and with a nod to Spinal Tap, this one goes to seven...



Peddler's Village Concours

by Arnie Cohen

Arnie Cohen photo



The weather gods were with us and Saturday July 13 was a beautiful day to have our Concours event at Peddler's Village in the Bank of America Parking lot. We had about 30-plus cars that came to the event in clean, clean form to be judged by Gerd Lengfeld and Nick Katsikis. Each car was nicer than the car before it. A GT3 and a white Porsche 964 Cup Car were the hit of the show. Rudy Samsel from guyswithrides.com took his Boxster apart to show off the clean engine, and he also had the documentation, bill of sale, and other items available. Most people never

Clockwise from left: the iconic Water Wheel at Peddler's Village; Panamera GTS fronting a row of 911's; Gerd Lengfeld checks out an early 911 Targa; Gerd, Nick and Arnie busy judging; Rudy Samsel's Boxster on display, with Nick and Gerd checking it out.

Bob Helm photos



Peddler's Village Concours *(continued)*



get the opportunity to see the engine of a Boxster since they are mid-engine and it's hidden, but not at this Schattenbaum Concours Event. Other cars there were a black GTS Panamera, 914, 911's, and Boxster's. In addition to enjoying seeing all the cars and chatting with others there, attendees enjoyed soft pretzels provided by the club.

Clockwise from top left: Carmelo Gaudite's 964 Cup took best in show; a row of air-cooled 911's; some water-cooled 911's; water, air, water, air (50 years of 914 still, by the way); ladies in the shade on a sunny day in July; and if your day wasn't bright enough already, soft Philly pretzels should have done the trick.



Peddler's Village Concours *(continued)*



Prizes were awarded to winners in the following classes. *(Please note: if your name is misspelled, sorry, I'm trying to decipher Gerd's notes!)*

- 991-992's: Robert Henuset
- Water Cooled: Randy Franzen
- Air Cooled: John Sierooki
- Boxster: David Beebe
- Specialty: Carmelo Gaudite.

I want to thank board members Pete and Claudia Debusmann, Bob Helm, and Nick Katsikis for supporting this club event.



Left column, top down: a little chaos reigning as the judges assemble to give out the awards; Gerd, Nick and Arnie with Robert Henuset (second from left); with Randy Franzen; and with John Sierooki. Right column, top down: the judges with David Beebe; and with best-of-show winner, Carmelo Gaudite.

July Meeting at Mike's

Arnie Cohen



Arnie Cohen photos



The July Schattenbaum monthly meeting was held at Mike Bono's Shop *SMC Performance* (1722 Hurffville Road, Sewell NJ) on July 17th. Mike readied the shop by bringing out all the race cars and other cars that he is working on and lined them up outside of his shop to welcome those driving up for the event. Members had a chance to view up close many Porsche race cars owned by Mike, Dan and a few other club members. What a great sight for pictures to start the meeting!

Mike and his employees did a *great* job getting the shop ready for another excellent demonstration by Jeff Capps from *Dynamic Perfection Auto Detailing* (dynamicperfection.com). Jeff had worked on a black 997 prior to the meeting that looked better than when new, and Mike parked it along with the race cars in front of the shop for people to view.

Jeff demonstrated his magic on a black Carrera deck lid. He started by using his *Rupes* polisher and describing the different pads he uses to the members.

At left: Melanie Bilbow and Cliff shortly before Jeff's demonstration started. Below left: Jeff Muller and John Beidler. Below: new member John Mchugh (*I hope I got that right*).



Byron Veale photos

July Meeting at Mike's (continued)



At left and below: the amount of work Mike's son Julian has in this Audi TT, and the level of said work, is pretty insane. Below left and bottom left: the meeting in full swing, with Mike at the helm. Bottom right: a look inside the bell housing of a 996 transmission.



Byron Veale photos



Arnie Cohen photo



This was very interesting for DIY-ers. He also told about different microfiber towels and that they also have different applications and thicknesses. Jeff said that his preference for chemicals on this particular job is the *CarPro Eraser* to start the process and then the *Essence Xtreme* product. Of course, this was just a demo, and he would use different techniques,



chemicals, etc. for different cars and finishes.

Mike also left a transmission out on a car to show members the IMS bearing and clutch assembly on the lift. Mike also had a few engines for members to view. Mike informed members that if they needed tech for Driver Education events, his shop can get that done along with other service needs for their Porsche.

The club provided beer, drinks and food for the attendees to enjoy.

I want to again thank Mike, his employees and Jeff Capps for the great event.



Top left and right: Jeff Capps demonstrates his handiwork on an old deck lid (that's new member Jeremy Lukianovich far right). Middle left: Claudia with one of the types of beverages available. Middle right: the skies turned threatening, with a dust cloud blowing off a nearby hill. Above: this prompted some members to skedaddle; not sure who's maroon 993 this was, but it looked and sounded fantastic...

July @ NJMP

We had another great DE in July, good weather and good company. If you've never tried one, you should join us for the next one!



Byron Veale photos



Clockwise from top left: everyone on their phones; a great t-shirt; Tom Stolz ready for action; a funky-looking moth on the door at Shannon's; what looks like Henna is actually one of Kelly Turner's tattoos; that's Macaire on his phone next to his black GT, and that's Ken Golden's Boss 302 in the foreground, both nice guys; impressive factory aero on this Vette; as such, Vette's are popular track cars; the Union Jack is flown by Andy Crook, but his entire car was flying at 2017's Summit Point club race (he was back out Saturday and Sunday thanks to Tom DiCesare and Brandywine Motorwerks, and also won workers choice award!).



July @ NJMP (continued)



Byron Veale photos



Top two rows: Carmelo Gaudite says this 964 Carrera Cup car was Andial's "parts car"; one of 45 brought into the country for an abandoned US Cup series, it's exceedingly valuable, and yet here he was taking it out onto Thunderbolt; in fact, in a moment of questionable judgement,

he even let me drive it, although I barely got it out of second gear and limited myself to the roads around the paddock (it felt real tight, and sounded wonderful). Row three: I had never seen a "BRG" Boxster before, and wasn't sure if it was a factory color (I've since seen a

couple more); I found this one quite striking, looked like it was in great shape. Hard to believe the earliest ones are twenty-plus years old now... Bottom row: at the end of Thursday, the vintage racers descended on Thunderbolt as we packed up and headed to Lightning.



July @ NJMP (continued)

Byron Veale photos



Clockwise from top: weather for our day on Lightning was pretty great this year, especially when compared to last year (look for "Lightning at Lightning" in the [November 2018 issue](#)); President Mike, Bob Stein, and Mark Calzaretta chatting in the garage, away from the heat, and where Mike earlier was doing a

quick emergency repair on my throttle linkage (thanks again Mike!); Don Cox and his GT4, which says a lot about how Porsche makes great track cars, as Don was both an engineer with Penske on the 917-10, and a Corvette engineer for a major part of his career, even worked with the "father of the Corvette" Zora

Arkus Duntov ("we didn't like him and he didn't like us" is how Don put it, as Don's R&D group I guess was tasked with bringing some of Zora's many flights of fancy back down to earth); John Pepe's tongue-in-cheek license plate cracked me up; a pair of 996 track cars, in naturally-aspirated and Turbo flavors.



July @ NJMP (continued)



Left and below: Tom Stolz's friend John Tracy brought his 1984 Carrera Targa to the event. This car is pretty immaculate, especially considering how it's 35 years old. Most all of the paint is original. In addition to just maintaining it fastidiously, John has dropped the motor for a full top-end refresh, and he's also recovered the seats, actually doing the upholstery work himself!



Above: Don Cox wasn't the only one piloting a blue Cayman GT4 at this event, as evidenced by Andrew's specimen here. Right: my car at the end of a fantastic couple of days; I felt really fortunate, really content when I snapped this shot, our track days are really quite the blessing...



August Meeting: Cruise Night À La Mode

Kelly Turner photo



Arnie Cohen

For the month of August, Schattenbaum mixed things up. Instead of a formal meeting, members met at the Evergreen Dairy Bar in Vincentown, NJ for a "Cruise Night À La Mode", enjoying cool cars and cooler ice cream on a hot August night. The theme for the evening was "Who Doesn't Want Ice Cream With Temperatures in the 90's?"

After an intense weekend of Club Racing, Schattenbaumers enjoyed just getting together, talking Porsche's and eating free ice cream provided by the club! The Dairy Bar's usual Tuesday Cruise Night was lightly attended, so Schattenbaum cars took over the lot. There was a very broad range of Porsches, spanning GT3, GT4, 911 (young and old), Cayman and Boxster.

Schattenbaum wants to thank the Evergreen Dairy Bar for providing us with the delicious ice cream and delightful location.

Arnie Cohen photos



Cliff Goldsmith photo



Kelly Turner photo

Schattenbaum Showdown 2019

Byron Veale



Byron Veale photos

The Schattenbaum Showdown is our premiere event, the crown jewel of our calendar. It's three days of automotive excitement that has us in the national spotlight. Our volunteers, from both Schattenbaum and PCA National, work very hard to make it come off smoothly. They do a bang-up job at it. So raise a glass to the hard-working folks who make our Club Race as good as it gets, and say a prayer they all come back to do it again next year...!

Clockwise from top: drivers meeting for the racers in the garage; Julian & Michael Bono and Michael Curtis working scales; Cliff makes a new friend at the drivers' meeting; this Spec Boxster campaigned by Bernard Nussbaumer looks like it was left abandoned in a jungle for a while...



Bob Helm photo

Schattenbaum Showdown 2019 (continued)



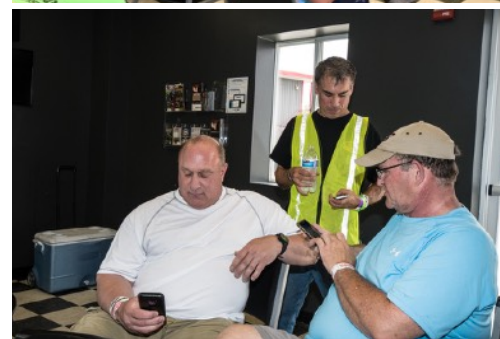
Bob Helm photo



Clockwise from above: Arnie also served some time working the grid; you know it got hot, being in Jersey in August, so the umbrella holders provided the racers a little relief; Registrar Jon Schepps looks on as Chief Classroom Instructor Pete Tremper gives the 411 to the DE drivers; some of whom had questions; *Club Racing News* Editor Skip Carter spoke Saturday morning; people are way too



Byron Veale photos except where indicated



Bob Helm photo

into their phones these days; we had a camp set up grid-side, with an awning to help beat the heat; it was decorated with some suitable signage (banner-age?).



Schattenbaum Showdown 2019 (continued)

Byron Veale photo



Blue Race Group - Sprint Race 1

Overall Position	Position in Class	Car Number	Driver Name	Class	Best Time	In Lap	Description
1	1	202	JAMES COUNTERMAN	SPB	1:33.375	8	97 BOXSTER
7	7	410	JOHN BEIDLER	SPB	1:35.286	9	98 BOXSTER
14	14	83	HOYT AMMIDON	SPB	1:34.660	4	99 BOXSTER
16	16	113	JEFF COVERT	SPB	1:35.938	4	99 BOXSTER
23	23	120	MICHAEL THOMPSON	SPB	1:38.729	8	97 BOXSTER
26	26	219	ANN DEANE	SPB	1:46.907	2	99 BOXSTER

(Find all results at peachclubracing.org)

Top: Brandywine Motorwerks crew members work hard to replace a Boxster's transmission well into the evening hours. Below: more teams of Boxsters in a quiet paddock, some tucked under their covers, waiting to be called into action.



Bob Helm photos

Schattenbaum Showdown 2019 (continued)



Byron Veale photo



Byron Veale photo



Bob Helm photos except where indicated

Top left, middle right, and below: lots of Bob Helm's wonderful action shots, including some where the action got out of hand; given the

oversteer tendencies of 911's, I'm guessing it's Mark Weining's Euro SC that's wrong-way-around below left. Top right: Pete Debusman takes the checker; he was first in H class in all of the sprint races. Middle left: Bill Coulter crosses the line; he was first in I class two out of three times.



Schattenbaum Showdown 2019 (continued)



Clockwise from above: Froggy on grid duty, helping to keep all of the races on schedule; that's John Pepe in the foreground giving the "five minutes" signal, which is in turn relayed up the length of the grid via Froggy and Bill Lehman; President Mike Bono saying a few words of thanks at the Friday night volunteers' dinner at the nearby Greenview Inn; Arnie's waving while enjoying Saturday night's banquet, celebrating all of the racers that earned a place on the



podium (Schattenbaum wants to thank Cherry Hill Porsche for sponsoring this Awards Night Dinner!); looks like the folks from PCA National were enjoying the banquet too.

Yellow Race Group - Sprint Race 1

Overall Position	Position in Class	Car Number	Driver Name	Class	Best Time	In Lap	Description
13	3	94	KEN AGENA	SP3	1:33.367	10	89 944 S2
22	6	613	JEFFREY MULLER	SP3	1:35.447	3	94 968
26	4	419	DAVID DUNIGAN	SP2	1:39.802	5	87 924S
28	1	78	STEVEN SMOTRICH	D	1:39.704	3	S 78 911 SC
29	6	88	LUIS ORTIZ	SP2	1:41.186	9	83 944

Schattenbaum Showdown 2019 (continued)



Bob Helm photo

Red Race Group - Sprint Race 1

Overall Position	Position in Class	Car Number	Driver Name	Class	Best Time	In Lap	Description
8	4	416	HOWARD ALTMAN	GTB1	1:28.523	8	11 CAYMAN S
17	1	125	PETER DEBUSMANN	H	1:30.066	9	S 99 996 C2
18	7	87	MICHAEL EMBLER	GTB1	1:28.994	5	12 CAYMAN S
19	1	412	BILL COULTER	I	1:32.719	2	P 99 996
21	2	501	CLIFF GOLDSMITH	I	1:33.236	8	S 02 996

(Find all results at peacubracing.org)

Top: it took a lot of effort (and patience!) from John Beidler, Bob Helm, and a wealth of others, to pull off this dramatic shot of all the Spec-Boxsters.

Below: with some effort from Mike, Cliff welcomed sponsor Meyer Capital Group to his fenders; he strikes quite a pose, doesn't he?



Byron Veale photo

Arnie Cohen, Bob Helm, Kelly Turner photos

Schattenbaum Showdown 2019 (continued)



Byron Veale photos

Blue Race Group - Sprint Race 2

Overall Position	Position in Class	Car Number	Driver Name	Class	Best Time	In Lap	Description
2	2	202	JAMES COUNTERMAN	SPB	1:33.702	12	97 BOXSTER
4	4	83	HOYT AMMIDON	SPB	1:34.512	12	99 BOXSTER
10	10	410	JOHN BEIDLER	SPB	1:36.290	12	98 BOXSTER
14	14	113	JEFF COVERT	SPB	1:36.847	5	99 BOXSTER
16	16	461	THOMAS LEE	SPB	1:35.622	14	97 BOXSTER
23	23	120	MICHAEL THOMPSON	SPB	1:38.532	11	97 BOXSTER
26	26	219	ANN DEANE	SPB	1:56.812	3	99 BOXSTER

Yellow Race Group - Sprint Race 2

Overall Position	Position in Class	Car Number	Driver Name	Class	Best Time	In Lap	Description
19	4	613	JEFFREY MULLER	SP3	1:36.227	14	94 968
26	1	78	STEVEN SMOTRICH	D	1:39.784	14	S 78 911 SC
28	4	419	DAVID DUNIGAN	SP2	1:39.936	13	87 924S
30	5	88	LUIS ORTIZ	SP2	1:41.170	16	83 944

(Find all results at peacubracing.org)

Below left: I am a major fan of these D- and E-production 911's (if you've seen my car you know why). Below right: Delaware's Mark

Weining, who's grandson (?) had a too-close encounter with my jack stands while on his scooter...



Schattenbaum Showdown 2019 (continued)



Byron Veale photos



Clockwise from above: Jerry Adler grabs a photo while working the grid; Bob DiRenzo in the garage; Past President Jack Fowler in a rare

moment between helping out one place or another; Tom Stolz's Macan was pressed into service as the Pace Car, after the Subaru broke;

Steve Rice being a goofball; Bob Helm, on the other side of the lens; Tom Stolz worked hard on the grid all weekend.



Schattenbaum Showdown 2019 (continued)



Bob Helm photos

Red Race Group - Sprint Race 2

Overall Position	Position in Class	Car Number	Driver Name	Class	Best Time	In Lap	Description
9	4	87	MICHAEL EMBLER	GTB1	1:28.404	9	12 CAYMAN S
13	5	416	HOWARD ALTMAN	GTB1	1:27.875	11	11 CAYMAN S
16	1	125	PETER DEBUSMANN	H	1:30.365	12	S 99 996 C2
18	1	412	BILL COULTER	I	1:32.157	10	P 99 996
20	2	501	CLIFF GOLDSMITH	I	1:32.404	19	S 02 996



Byron Veale photos

Blue Race Group - Sprint Race 3

Overall Position	Position in Class	Car Number	Driver Name	Class	Best Time	In Lap	Description
1	1	202	JAMES COUNTERMAN	SPB	1:33.569	4	97 BOXSTER
8	8	461	THOMAS LEE	SPB	1:35.566	12	97 BOXSTER
9	9	410	JOHN BEIDLER	SPB	1:35.643	15	98 BOXSTER
12	12	83	HOYT AMMIDON	SPB	1:35.098	3	99 BOXSTER
17	17	113	JEFF COVERT	SPB	1:36.372	4	99 BOXSTER
20	20	216	SUDHIR KALRA	SPB	1:37.504	5	97 BOXSTER
23	23	120	MICHAEL THOMPSON	SPB	1:40.238	15	97 BOXSTER

(Find all results at peachubracing.org)

Schattenbaum Showdown 2019 (continued)



Byron Veale photos

Above: racers congregating for the drivers' meeting in the garage. Below left: John Gaydos from *Soul Performance Products* had some of their wares on display, you can check them out at soulpp.com if you're looking for headers, exhausts, sport cats, intakes, motor mounts, the list goes on and on...

Below right: *Porsche Conshohocken* brought this beautiful 718 Cayman down to the event; you can find one for yourself here on their website.



Arnie Cohen photo

Schattenbaum Showdown 2019 (continued)



Byron Veale photos

Yellow Race Group - Sprint Race 3

Overall Position	Position in Class	Car Number	Driver Name	Class	Best Time	In Lap	Description
14	3	94	KEN AGENA	SP3	1:34.534	19	89 944 S2
23	4	419	DAVID DUNIGAN	SP2	1:40.611	8	87 924S
26	6	88	LUIS ORTIZ	SP2	1:40.398	9	83 944

Red Race Group - Sprint Race 3

Overall Position	Position in Class	Car Number	Driver Name	Class	Best Time	In Lap	Description
7	3	416	HOWARD ALTMAN	GTB1	1:28.127	10	11 CAYMAN S
16	1	125	PETER DEBUSMANN	H	1:31.006	6	S 99 996 C2
18	8	87	MICHAEL EMBLER	GTB1	1:30.395	2	12 CAYMAN S
20	2	412	BILL COULTER	I	1:33.592	4	P 99 996

(Find all results at psaclubracing.org)

Schattenbaum Showdown 2019 (continued)



Bob Helm photo

Byron Veale photos except where indicated

Clockwise from above: John Pepe is “master of his domain” when his domain is the grid; this Ford GT is an authentic race car fresh off a tour of Europe, and is loud as all get-out (while on track it made my head reverberate right through my helmet!); a 991.2 Cup Car, another very “basic” ride for DE (in case you can’t tell, that’s sarcasm); *Cherry Hill Porsche* brought this fantastic 2018 GT3; that’s General Manager Bryan Dashner showing Mike how yes, some folks still want three pedals in their sports cars; gotta dig the yellow A/C vents; the GT3 made for a great Pace Car for the Parade Laps (note the minivan & SUV gridded up); a good guy, Bryan even hung out at our “camp” site by the grid.



Bob Helm photo



Arnie Cohen photo (center)

Schattenbaum Showdown 2019 (continued)



Orange Enduro - Enduro (60min)

Overall Position	Position in Class	Car Number	Driver Name	Class	Best Time	In Lap	Description
1	1	202	JAMES COUNTERMAN	SPB	1:33.994	2	97 BOXSTER
5	3	94	KEN AGENA	SP3	1:34.173	25	89 944 S2
7	4	83	HOYT AMMIDON	SPB	1:35.193	21	99 BOXSTER
11	7	461	THOMAS LEE	SPB	1:36.166	10	97 BOXSTER
13	8	410	JOHN BEIDLER	SPB	1:37.125	19	98 BOXSTER
16	11	113	JEFF COVERT	SPB	1:37.975	10	99 BOXSTER
22	14	216	SUDHIR KALRA	SPB	1:37.828	14	97 BOXSTER
24	16	120	MICHAEL THOMPSON	SPB	1:41.940	32	97 BOXSTER
25	4	88	LUIS ORTIZ/ JEFF MULLER	SP2	1:41.729	7	83 944
27	18	219	ANN DEANE/ DAN DOMAN	SPB	1:39.586	18	99 BOXSTER

(Find all results at pcaculbracing.org)

Below, left to right: Robbie Provost looks like he’s having a good time; Club Secretary Steve Rice yuks it up on the back of one of the golf carts; Social Chair Claudia Debusman ventured over to the turn five grandstands to catch some of the cars she helped to grid while they were on track.



Arnie Cohen photos

Schattenbaum Showdown 2019 (continued)



Byron Veale photo



Bob Helm photos

Top: up in the tower, I worked with Joan McHugh, Roland Nieves and Tim O'Brien, Bob Carrington was also assisting, especially when it came time to pack up all the equipment! Above left: Art McHugh, Joans husband, manned the PA for the event. Above right: the fronts (as opposed to the backs) of Tim, Roland and Bob. Bottom: the green flag waving for the Enduros to begin, Orange (left) and White (right).

White Enduro - Enduro (60min)

Overall Position	Position in Class	Car Number	Driver Name	Class	Best Time	In Lap	Description
10	5	416	HOWARD ALTMAN	GTB1	1:30.157	33	11 CAYMAN S
13	6	87	MICHAEL EMBLER	GTB1	1:31.352	5	12 CAYMAN S
17	1	412	BILL COULTER	I	1:33.334	30	P 99 996



Byron Veale photos

(Find all results at peacubracing.org)

Schattenbaum Showdown 2019 (continued)



Byron Veale photos



Above left: Joyce and Peter Hunt showed up in this beautiful gold Targa, with which they like to have fun, note the custom "vanity" plate they had made up; they also own a pair of his-and-her Cayman GT4's! Above right: I'm not sure if this RS

America made it out on the track at all, but it still was a sight for sore eyes (only 701 of these rare creatures were made). Below and bottom right: John Pepe doesn't only flog a Miata; the other answer to his "what to drive?" question is this

Boxster Spyder, which got a thumbs-up from one of the NJMP locals (okay, okay, no thumbs, I know). Bottom left: "Is that your car, or the box it came in?" (I have a soft spot for these boxy old Volvo's, especially a survivor as nice as this one.)



From the Rail



The Big Picture

Text and photos by Bob Helm

For most sports photographers, the allure of shooting their favorite sport is the action photo, the big play, the decisive moment, and being where the action is. Getting that shot is its own reward, and it should be because it ain't easy. A typical road course has seven to twelve corners, and some tracks like Sebring have even more — seventeen to be specific. Getting that perfect shot is challenging for a number of reasons. For example, each corner has multiple good shooting positions. Add in other complications, such as deciding what focal length lens to use, the sporadic nature of the dramatic moments, and the limited number of laps, the odds are staggeringly low that you will be at the right place at the right time with the right lens and looking at the right spot ready to catch the perfect photo opportunity. Depending on the course, the lap time can be as short as 52 seconds

Top: electricity was in the air for Club Race weekend, though thankfully no lightning was! Below: electricity was also in John Pepe's scooter, making for an efficient way for him to get around the paddock.



From the Rail *(continued)*

Right: John Pepe manned the grid, among other things, the entire weekend. **Bottom left:** Cliff Goldsmith, Bill Lehman, and Jon Schepps. **Bottom right:** Mr. Pepe again, Tom Stolz's back, and Claudia Debusman; Tom and Claudia also manned (personned?) the grid all weekend.

(Lime Rock) to 1:42 (Watkins Glen GTLM class), and race lengths range from 30 minutes to 24 hours. That great shot, the defining moment, can happen anyplace at any time during the race, and of course, you can only be in one location. You need to be constantly alert and ready with the right gear to capture the shot when it happens. Thus, like photography in most sports events, you need to learn to be satisfied with good.

There is, of course, more to the event than just the on-track action. Capturing the off-track action is all part of the story, and the goal as a photographer is to capture the total event. That is why in Steve McQueen's *LeMans*, much of the film is dedicated to showing more than just the on-track action, and the film's most memorable line (and there weren't that many lines) was uttered over a cup of coffee. The film captures the behind the scene preparations for the race along with the fans camping, for example. For many race fans, the best part of the event is camping at the track. The camping paddock is like an RV show with everything from the latest Prevost Class A luxury motorhomes to 30 year old trailers and every type of tent available. My neighbor at the Glen had a 30+ year old pop-up they got for a few hundred dollars,



but they replaced it this year with a "newer" old one. Most tracks are in remote areas with hotels an hour or more away, with "special" pricing for the event that often seems pretty high. While the cost of camping at the track may be lower, the real allure is the time spent at the track with people who share the same love of the sport and similarly enjoy the sound of waking up to the roar of race engines without any commute time to the track. When I first went to the Glen in '75, camping was



From the Rail *(continued)*



Above: Pete Debusman, Pete Tremper and Bob Stein at our "home base" next to the grid. Right: David Dunigan on a popular choice for infield conveyance.



Left: Max Aleksak manning the grill in the Provost tent. Below: Jeff Covert and John Beidler also in the Provost tent, possibly going over data from an earlier race.



From the Rail *(continued)*

Right: Tony Rich and Arnie Cohen, likely delivering water to thirsty volunteers around the track. Below right: Peter Sterns and Jeff Muller, also under the Provost tent. Bottom left: Schattenbaum Tourmeister Andre Kriete at work in the timing tower. Bottom right: James Clemens on the podium.

free. Now most tracks know that it is a big profit center and charge a modest fee (\$70-200 for the event, trackside higher). But as we know, it's not about the cost – it's about the experience.

At our annual Club Race this year, I took more time to shoot pictures of the people that make the event possible and show some of the behind the scenes activity to help show you the great on-the-track action as well as to give you a feel for the off-the-track fun. All race workers are PCA members and volunteers (except corner workers), and we welcome additional volunteers next year for those of you that want to feel the excitement of a club race event and enjoy the weekend helping to make it happen.

I hope you enjoy my photos.



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.

Technical Issues

Note to readers: this article discusses technical issues about engines and transmissions. I hope you will find it interesting and worthwhile. I will appreciate hearing from you to let me know if you would like me to continue writing about technical topics from time to time or stick to my usual track driving subjects.

Torque and Horsepower

You own a Porsche. You love it dearly since it is worthy of that love, and it is truly a work of art and a high performance car. Maybe you take it to the track, maybe it's your daily driver, or maybe you just show it off on the Parkway, but regardless of what you do with it, you certainly want to be able to hold up your end of the conversation at the watering hole.

The terms "torque" and "horsepower" get tossed around quite a bit, but they are often misunderstood. In this article, I will try to explain them. In the simplest terms, torque is a force, while horsepower is force over time.

Torque

Torque is a twisting force, like what you apply to a wrench when you tighten or loosen your wheel lug nuts. It is measured in foot-pounds. If you have a wrench that is one foot long attached to a nut, and on the other end you place a ten-pound weight, you are exerting a torque of ten foot-pounds. If you replace the one-foot long wrench with a two-foot long wrench and the same ten-pound weight, you will have a force

of 20 foot-pounds. This is the principle behind a breaker-bar: the longer the bar, the greater the torque for the same applied force.

Torque can be multiplied as above, which is also what gears do. The engine in your car is applying torque to the flywheel. That torque goes into the transmission, where it is channeled through a series of gears and transformed at the other end into a different amount of torque (and speed), which depends upon the gear you have chosen to engage. The simplest way to visualize this is to consider a multi-speed bicycle with a derailleur system. Connected to the pedal are two chainrings, as the front set of gears are called in bicycle terminology. Let's say that the larger chainring has 30 teeth around its circumference, while the smaller one has 20. Let's say there are also two gears in the rear gearset, with teeth per gear of 20 and 10. If you select the larger gear (CASE A) in the front (with 30 teeth) and the smaller gear in the rear (with 10 teeth), each revolution of your feet will cause 3 revolutions of the rear wheel (30 divided by 10), but if you select the smaller gear (CASE B) in the front (with 20 teeth) and the larger gear in the rear (with 20 teeth), each revolution of your feet will cause only one revolution of the rear wheel (20 divided by 20). You will have three times as much torque in Case B as in Case A.

The above illustrates why a car can start up a hill easily in first gear, but not at all in fifth gear. The underlying torque (twisting force) of the "engine" (your feet on the bicycle and the engine in

PACK AT THE TRACK (CONTINUED)

the car) is being multiplied more in the lower gear than in the higher one, just as in the use of the breaker bar, to overcome the downward force of gravity due to the hill.

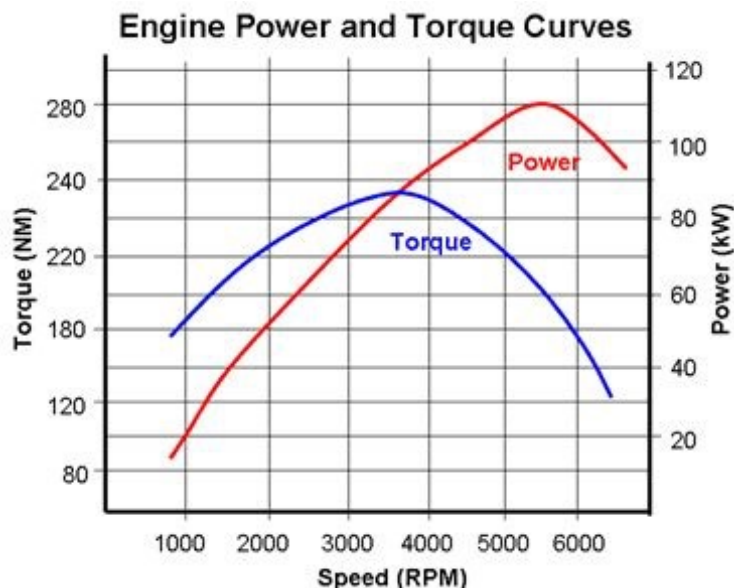
Horsepower

Next, let's consider the internal combustion engine in its simplest case – a one-cylinder, two-stroke engine. Each time the piston approaches the top of its stroke, the spark plug fires, setting off a mini-explosion creating an enormous pressure in the cylinder, which pushes the piston down. This downward motion is transferred to the crankshaft as a certain amount of torque, which causes it to rotate. If this engine is firing 1,000 times per minute, it is delivering 1,000 of these “torques” to the crankshaft every minute.

Car engines today are always 4-stroke, meaning that there is only one explosion for every two rotations of every cylinder, so a six-cylinder Porsche 911 is delivering 3,000 of these “torques” for each minute that it is at 6,000 rpm.

You may remember from grade school that James Watt invented the steam engine in the late 1700's. (Actually, he didn't invent the steam engine; he significantly improved on earlier designs.) Steam engines are “external combustion” devices because the combustion occurs outside of the cylinder in a boiler. By contrast, in the “internal combustion” engine, the combustion occurs internal to the cylinders. Watt wanted a means to measure the power of his engines and to relate it to the number of horses that they could replace since he received a royalty on that basis. He concluded that a horse could lift 33,000 pounds per minute, so he called that “one horsepower”, meaning that a certain torque applied consistently for a minute, would become the standard measure of the power an engine could deliver. Power is torque produced over time.

If we go back to the bicycle example, we saw that the gears allow the torque to be multiplied. In the exact same ratio that the torque is multiplied, the distance accomplished per revolution of the rider's feet is reduced, so the power exerted is the same regardless of the gear choice we make. For example, if in the



above bicycle example, we pedaled twice as fast, then we could stay in the lower gear (so we could get up the hill) and potentially we could get there in the same time as we would in the higher gear. However, there are two problems with attempting that: (a) we can't pedal that fast (just as the engine can't exceed its rpm limit); and (b) we can't get to the top of the hill in the higher gear at all because the lesser torque available due to that gearing is insufficient to overcome the opposing gravity force, which tries to push the bike down the hill.

If you look at torque and power graphs for an engine, you see that the torque rises as the rpms increase, and then it falls off beyond some point in the rev-band. That means that the efficiency of each explosion rises to a peak at a certain rpm, and then falls as the revs increase.

Since power is torque produced over time, the power will increase more or less linearly as the revs begin to rise and will continue to rise as the rpm increases even after the torque begins to fall because the increase in revs outweighs the loss in torque. At some point on the rev-band, the power begins to fall even as the revs increase, because the torque is falling faster than the revs are increasing.

I hope you have enjoyed this discourse into Torque and Horsepower.

Happy Motoring!

Petch Sez

Dan Petchel

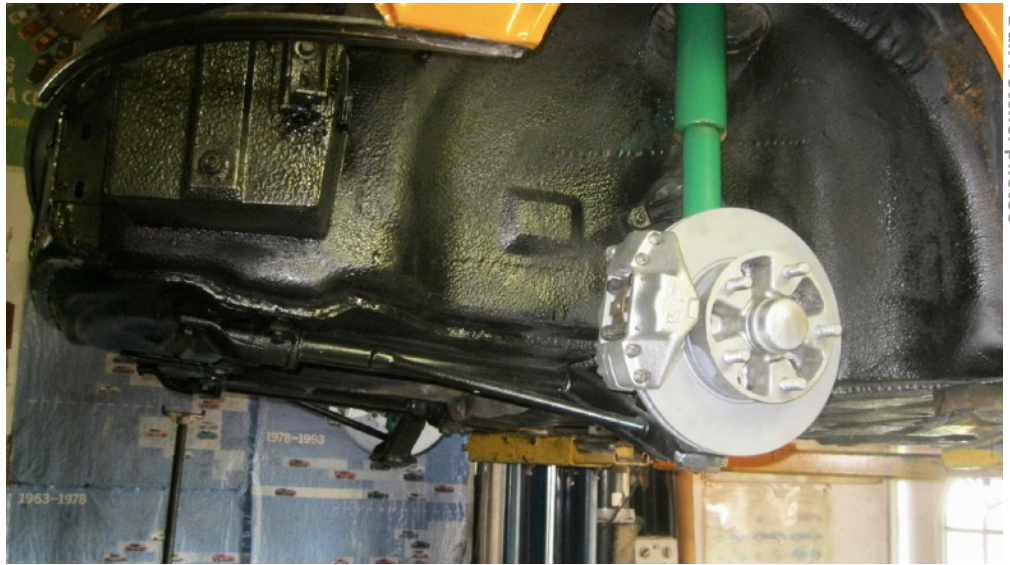
Targettes, part #2

It all started as a simple idea for me – I thought that my Targettes (my two granddaughters) should learn some general automotive repair skills. Little did I know that it would develop into what it is now. The Targettes are now deep into the Targa Top trade and doing quite well. Currently, I have an older '71 911 on the lift that I am in the process of restoring, so I thought it would be a good project for the Targettes to help me on since the next step to be done on it is to update the brakes and suspension. It was a perfect teaching opportunity. What could go wrong?

It took a few minutes to explain what we were going to do and position the cars height on the lift at a good working level. I instructed one the girls to grab the 11 mm brake wrench out the toolbox. There was silence, then a wandering over to the wrench drawer. One of them asked, "Is this the wrench, Opa?"

At that moment, my whole adventure turned to a nightmare, and I knew I was in deep trouble. The girls knew the tools from the Targa Top side: drill, screw gun, rivet gun, hammer and dolly, bull grinder, scraper, vice pliers and yes, razor knife. But never had they ventured into specialty tools needed on the mechanical side. The truth is that I am not sure that even you Porsche owners reading this article know what this specialty tool looks like and why it is needed.

The brake wrench is a small combination style wrench beefed up and with a notch missing from the



box side. It is designed so it can be inserted past the brake line and used with force without stripping the fitting, which is very tight. See pic #1. Without this tool, you are guaranteed to destroy the brake line and/or fitting.

After this episode, I realized that I had to spend some time first going over the tools that we would be using. The plus side to all of this is that they would be getting two things the knowledge and the skills. The critical tools for this job aside from the one already mentioned are:

- Pickle fork: used to remove tie rod end and ball joint (pic #2)
- Ratchet combo wrench: removal of upper shock nut (pic #3)
- Impact screw driver: loosen frozen screws (pic #4)
- Impact gun: loosen suspension bolts (pic #5)
- Brake bleeding jug: bleed brakes (pic #6)

Petch Sez *(continued)*



Dan Petchel photos

As each new task would come up, I would spend time going over the tools needed and how they were to be used. This took some time, and the job was longer than it would have been had I done it myself. It was worth the time. I am not sure the girls will ever be fully restoring a 911, but I am sure there is a good chance they will be changing brake pads. They don't lack the motivation to do so and now they sure have the knowledge and skill to do it right. Even if they take their car in for service, they will have the knowledge of what is involved in a brake job and talk knowledgeably.

The job turned out well as you can see from the pictures, and yes, they got their hands dirty. They didn't mind. Next time that their Boxster need a brakes, I am sure the Targettes will step up and do the job.

There is one question left unanswered in this whole discussion. Do you have the same knowledge and skills that the Targettes have?

Maybe it is time for a Tool Time Monthly Meeting...



Parting Shots

In Memoriam: Joe Druding, August 12, 1945 — August 22, 2019

Schattenbaum took a hit this summer, with the passing of Joe Druding, one of our own, a Schattenbaumer for many decades, and a genuinely good guy. That photo on the cover was Pete Debusman's idea, he reminded us that Joe had a tradition, you had to cap a track event with a beer. So that toast was in Joe's honor; little did we know just days later we'd be toasting his memory...

I've rounded up a few "Joe Stories", some funny anecdotes from fellow club members. There's likely a whole lot more out there, but these should spark memories of time spent in his company, or if you didn't have the pleasure, should give you an idea of what a character he was. And what character he had.



From Mark Miller, via Pete Tremper:

Mark was looking to buy a differential Joe had for sale. Evidently Mark couldn't or wouldn't offer Joe the full amount he was asking. So he asked Joe if he would take less. Without saying a word, Joe calmly took the differential from Mark, put it back into the wooden box he kept it in, and proceeded to nail the lid shut!

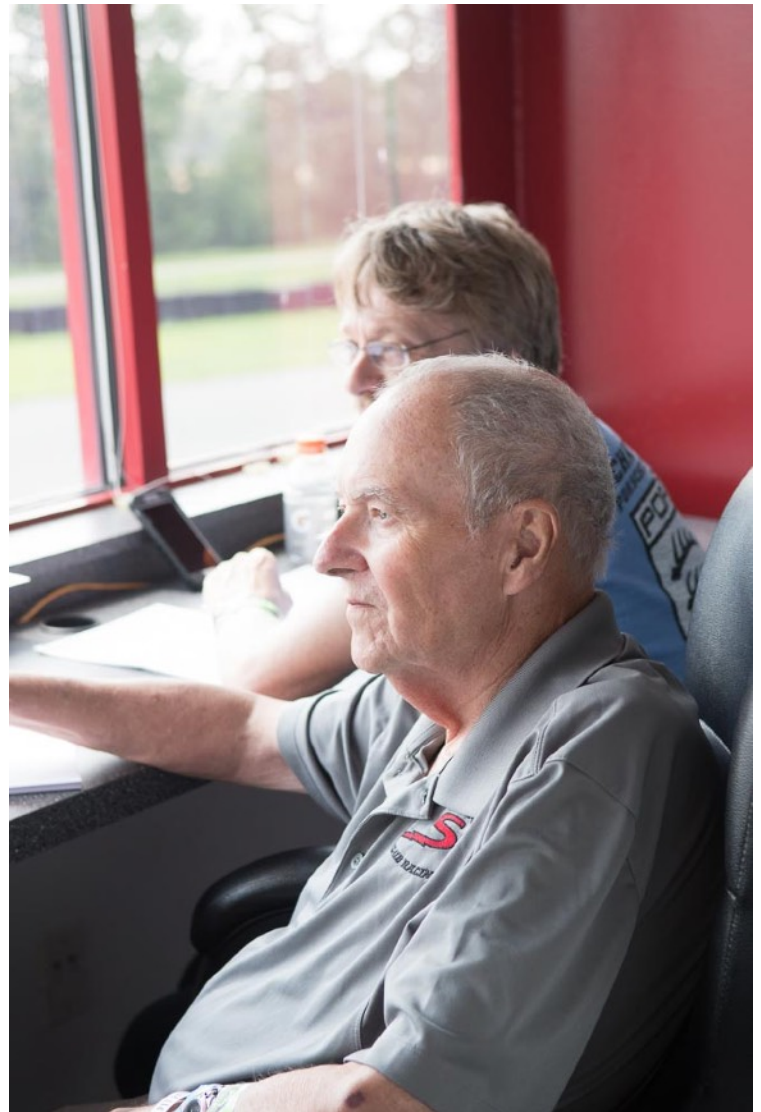
Top: Joe took "Best of Show" at our June 2018 Wash 'n Shine. Right: Joe and Mike talk tires at Mike's shop back in March of 2017, the last time we had a Car Care Clinic there.

From his online obit:

Joseph J. Druding, 74, of Medford, New Jersey passed away on August 22, 2019. Although determined and always maintaining a positive attitude and good sense of humor, he lost his fight to survive pancreatic cancer.

Joe was an avid race car enthusiast and has been a member of the Porsche Club of America (PCA) since 1975. He owned and raced several cars of his own participating in events at many tracks (e.g. Mid-Ohio; Watkins Glen, NY; Pocono Raceway, PA; NJ Motor Sports Park, Millville, NJ; Lime Rock, CT; and Joe's all-time favorite he called a "real race track" Summit Point, WV). As a nationally trained driving instructor for PCA, he taught many students in race car driving and driving instruction. He was also a member of the Sports Car Club of America (SCCA) since 1979.

Meeting with college buddies at a different diner on Wednesday mornings for breakfast, Joe looked forward to "solving world problems" with them. Joe also enjoyed breakfast at the Marlton Diner sitting at the counter socializing with friends and employees. Joe is survived by his loving wife, Marlene Druding (Atkociunas), one brother, James Druding and his wife Barbara Druding.



From Cliff Goldsmith:

It's I think 2017... I was working at the Schattenbaum Club Race, and was assigned to work inside the timing and scoring tower. I was working with Joe.

When I could, I would run my car in the DE (Drivers Ed) sessions in-between the races. I had just advanced up into the white (intermediate) run group. Before one session, I asked Joe to watch me and give me his honest opinion about how I was doing out on the track.

After the session ended, I went up back to the tower and asked Joe what he thought about my driving. Joe responded without missing a beat: "Well, you give point-bys very well!"

I remember everybody in the tower started laughing ... including me.



Top: Joe working the tower at the 2018 Schattenbaum Showdown. Above: another great Cliff pose, but notice the name (upside down) on that torque wrench in his hands...




From Jon Schepps:

I'm sure many of us have had the benefit of having Joe as a driving instructor at some point. Mine was after a couple years of doing DE events and I asked Joe if he would ride with me at Summit Point to give me some pointers. I had only been there once or twice and Summit was his favorite track. After a few laps he wanted me to go through Turn 9 faster. At that time T9 had a substantial dip right at the apex. You could avoid it by staying a couple of feet off the inside curbing, which is what I usually did, or by getting right up to the curbing.

This time around as we come out of T8, Joe encourages me to get on the gas, which I did, and tuck in tight to the curbing, which I didn't. Coming off the dip, the car gets light. The back end comes around and I'm heading towards trees and rocks on the inside. I counter-steer and now I'm pointing at the tire wall on the outside. As I frantically try to get the fishtailing under control all I hear from Joe is "WHEEEE". While I was terrified, he was actually giggling and enjoying this!

Fearless or crazy? Probably both. But he was a great driver, instructor and mentor.

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Car Has PCA Log Book - Class GT2		

Ask for Joe
jos.druding@gmail.com 856-983-1616 Home 856-305-1522 Cell

04 GT3 FOR SALE - PICTURE.docx

Top: Appraisal Night at Bung's Tavern, July 2018. Above: the flyer Joe posted at NJMP selling his 996 Cup Car; it's still available, if you or someone you know might be interested let us know...



From Your Editor:

Joe had a way with words. He was my instructor for my very first DE. I had had my license for about twenty years at that point, and being a car nut who read a lot, thought I knew at least a couple of things about how to drive. "Off-ramp antics" and all that.

Joe helped me with my understanding of how little I did know, namely when it came to where I was positioning my car through the corners. As I came through Thunderbolt's turn seven, he informed me that I had missed the apex by "about eight feet"; in other words, *totally*.

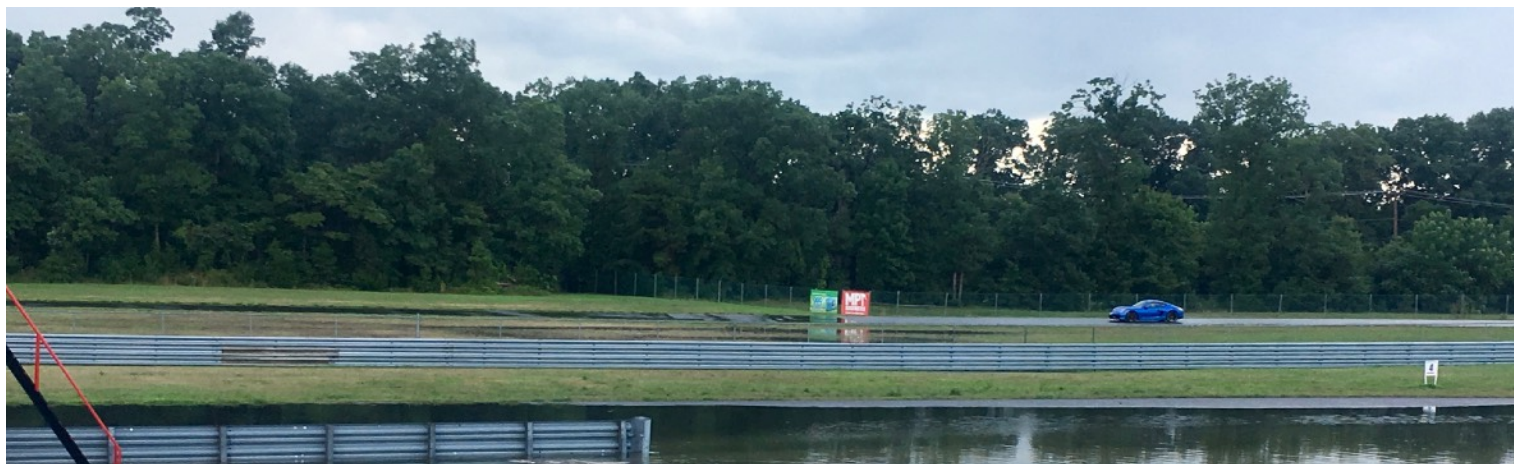
Yes, he had a way with words. Later, as I got more laps under my belt, he remarked on my improvement: "You're getting better, that time you only missed it by three feet."

By the end of the event, I did manage to get him laughing, pretty hard too (my driving was rather comedic), which Dan later told me was an indication that I was doing all right...

I'm bummed I'll never get to make him laugh again.



Top left: my instructor Joe by his car at my first-ever DE back in June of 2014. Top right: with Schattenbaum Historian (and 904-restorer) Tim Kuser at our September 2018 monthly meeting. Above: at the bar chatting with Rob Lerman that same night.



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Clockwise from top: Joe arriving in his Cayman GTS to a flooded course at our July 2018 DE event, when we had "Lightning @ Lightning"; Joe and Marlene at our 2018 Oktoberfest; the thank-you letter we got for our donation in Joe's name to the Edith P. Mitchell, MD Research Fund at Thomas Jefferson University/Jefferson Health.

Dear Schattenbaum members,

Thank you so much for your outpouring of kindness, and for your generous donation in Joe's name to Jefferson Hospital. The club meant a lot to Joe, so it means a lot to me to have your support during this difficult time.

God bless,

Marlene