

# Schatten Rappen'



**Schattenbaum Region, PCA**  
**January-February 2020**

*Chuck Kuski's  
mystical shot  
earned him the  
top spot at  
Schattenbaum's  
Digital Slide  
Night 2019*

## In this Issue

Leadership Directory .....	3
Calendar of Events .....	4
Monthly Meetings .....	5
Drivers' Ed Calendar .....	6
New Members .....	7
Member Milestones.....	8
From the Editor's Desk.....	11
PCA National Open House .....	12
September Monthly Meeting .....	15
How to Win a Concours .....	16
Schattenbaum's 2019 Fall Tours .....	20
NJMP in October .....	30
Digital Slide Night 2019 .....	33
From the Rail .....	38
Petch Sez .....	42
Parting Shots .....	45



p. 14

Byron Veale photo



p. 17

John Bleimaier photo



p. 25

Bob Helm photo

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

©2020 Copyright Schattenbaum Region, PCA.

## On the Cover

Chuck Kuski's winning photo from Digital Slide Night 2019.

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

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





# Leadership Directory



**President**  
Mike Bono  
[pres@schattenbaum.org](mailto:pres@schattenbaum.org)



**Vice President, Programs**  
Arnie Cohen  
[vp@schattenbaum.org](mailto:vp@schattenbaum.org)  
[programs@schattenbaum.org](mailto:programs@schattenbaum.org)



**Treasurer**  
John Beidler  
[treasurer@schattenbaum.org](mailto:treasurer@schattenbaum.org)



**Secretary**  
Steve Rice  
[secretary@schattenbaum.org](mailto:secretary@schattenbaum.org)



**Past President, Goodie Store**  
Jack Fowler  
[pastpresident@schattenbaum.org](mailto:pastpresident@schattenbaum.org)  
[goodiestore@schattenbaum.org](mailto:goodiestore@schattenbaum.org)



**Autocross**  
Open  
[autocross@schattenbaum.org](mailto:autocross@schattenbaum.org)



**Charity, Sponsor Chair**  
Jeff Muller  
[charity@schattenbaum.org](mailto:charity@schattenbaum.org)  
[sponsor@schattenbaum.org](mailto:sponsor@schattenbaum.org)



**Chief Classroom Instructor**  
Pete Tremper  
[chiefclassroominstructor@schattenbaum.org](mailto:chiefclassroominstructor@schattenbaum.org)



**Chief Instructor**  
Pete Debusmann  
[chiefinstructor@schattenbaum.org](mailto:chiefinstructor@schattenbaum.org)



**Concours**  
Nick Katsikis  
[concours@schattenbaum.org](mailto:concours@schattenbaum.org)



**Drivers Ed Registrar**  
Jon Schepps  
[registrar@schattenbaum.org](mailto:registrar@schattenbaum.org)



**Insurance Chair**  
Bob Helm



**Membership**  
Scott G. Crawford  
[membership@schattenbaum.org](mailto:membership@schattenbaum.org)



**Newsletter Editor**  
Byron Veale and Natalie Veale (pictured)  
(Kelly Turner Assistant Editor)  
[newsletter@schattenbaum.org](mailto:newsletter@schattenbaum.org)



**Porsche Tech Support**  
Open  
[techsupport@schattenbaum.org](mailto:techsupport@schattenbaum.org)



**Safety Chair, Track Operations**  
Cliff Goldsmith  
[trackoperations@schattenbaum.org](mailto:trackoperations@schattenbaum.org)  
[tracksafety@schattenbaum.org](mailto:tracksafety@schattenbaum.org)



**Social Events**  
Claudia Debusmann  
[social@schattenbaum.org](mailto:social@schattenbaum.org)



**Tourmaster**  
Andre Kriete  
[tour@schattenbaum.org](mailto:tour@schattenbaum.org)



**Track Chair, Dealer Relations**  
Dan Petchel  
[track@schattenbaum.org](mailto:track@schattenbaum.org)



**Webmaster**  
Open  
[webmaster@schattenbaum.org](mailto:webmaster@schattenbaum.org)

Bob Helm, Arnie Cohen, Byron Veale and various photos

# Calendar of Events

January					2020	
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	

February					2020	
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

March					2020	
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				

April					2020	
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		

May					2020	
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						

June					2020	
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				

July					2020	
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	

August					2020	
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					

September					2020	
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					2020	
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					2020	
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					2020	
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 third Wednesday of the month.

Jimmy's American Grill is our standard meeting place.

## Social Events

Spring Social April 4th.

Oktoberfest October 11th (tentative).

Holiday Party December 5th.

## Tours

Porsche Swap Meet, Hershey PA, April 18th.

Lobster Run around June 14th.

Boardwalk Reunion, Ocean City NJ, October 17th.

## Concours

Corinthian Yacht Club, June 28th.

Peddlers Village NJ, July 11th.

Looking into something at the Seaview Hotel, maybe in August.

## Drivers Ed

Held at NJMP, Millville NJ.

Registration links available on our website.

## Club Race

Held at NJMP, Millville NJ.

Volunteers needed!



# Upcoming Monthly Meetings

## March Meeting: John Gaydos from Soul Performance Products

**When:** Wednesday, March 18, 6:30 pm

**Where:** Mike Bono's (new and improved) Shop,  
1722 Hurffville Rd (Route 41), Sewell NJ, 08080

We have invited John Gaydos, Performance Specialist from Soul Performance Products ([soulpp.com](http://soulpp.com)) to our monthly meeting. Before joining Soul Performance Products, John worked at a premier Porsche racing shop in Florida (AutoQuest MotorSports) where he developed hands-on knowledge of exhaust, ECU tuning, brakes, suspension/chassis development, aero and all the finer details of maximizing performance in all aspects of the Porsche platform.

He will be speaking specifically about exhaust systems Soul manufactures for various Porsche models and how they can change the sound and performance of your car. John will also detail Soul's involvement with PCA. Q&A on general topics of tailoring the driving experience via third party products unrelated to exhaust are also welcome.

The company is relatively local to Schattenbaum members; their manufacturing and installation facility is located in Willow Grove, PA. John will be bringing his 987.2 Cayman R for a sound demonstration in the parking lot.

Door prizes will be given out. Also on the agenda for discussion:

- any Safety and DE events coming up
- updates on Social, Concours and Touring Events.

*Food and Beer will be provided by the Club.*



Byron Veale photo

## April Meeting: Annual Spring Social

**When:** Saturday, April 4th, 6:00 pm.

**Where:** Tarantella Ristorante  
128 NJ-70 #7, Medford, NJ 08055  
609-714-9050

Get your Porsche out of hibernation and join us for our annual Spring Social!

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

The Club will provide the beer and wine!

See the promo on page nine and/or [schattenbaum.org](http://schattenbaum.org) for more details!



Arnie Cohen photos

# Schattenbaum's 2020 Drivers Ed Events

Date:	Track:
March 21-22	NJMP: Saturday & Sunday @ Thunderbolt
April 30-May 1	NJMP: Thursday & Friday @ Thunderbolt
July 23-24	NJMP: Thursday @ Thunderbolt, Friday @ Lightning
August 14-16 (Club Race weekend)	NJMP: Thunderbolt ( <i>Advanced DE run group only</i> )
October 15-16	NJMP: Thursday @ Thunderbolt, Friday @ Lightning
November 7-8	NJMP: Saturday & Sunday @ Thunderbolt
Registration is open for all events. For more details, visit <a href="http://www.schattenbaum.org">www.schattenbaum.org</a> .	



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





# New Members for October – November

Name	Date Joined	Town	Porsche Year & Model
Simon, Neal	10/01/2019	Hamilton, NJ	2002 Boxster
Vinett, Ira	10/02/2019	Pennington, NJ	1987 928 S4
Principato, Bob	10/03/2019	Haddonfield, NJ	2012 911 Carrera 4 GTS
Kelly, Ed	10/16/2019	Tabernacle, NJ	2008 Cayman
Heim, John	10/19/2019	Princeton, NJ	1970 911E Targa
Theis, Steve	10/20/2019	Ocean City, NJ	1991 911 Carrera 2
Shaner, Dennis	10/30/2019	Pottstown, PA	2019 Cayenne S
Di Mauro, Gary	11/01/2019	Newtown, PA	2001 Boxster
Spivak, Josh	11/14/2019	Marlton, NJ	2002 911 Turbo

## 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](mailto:vp@schattenbaum.org)

**OLD GLORY**  
 DETAILING & PDR



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



## Photographers Wanted

Seen any cool cars lately?  
 If you have 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](mailto:webmaster@schattenbaum.org)

# Member Milestones for October - November

Name	Anniversary	Town
Norat, E	45 (October 1974)	Egg Harbor Township, NJ
Weathers, Mary	45 (October 1974)	Egg Harbor Township, NJ
Dion, Michael	35 (November 1984)	Yardley, PA
Dion, Joel	35 (November 1984)	Mickleton, NJ
Leder, Scott	30 (October 1989)	Manalapan, NJ
Leder, Joan	30 (October 1989)	Manalapan, NJ
Sandford, Timothy	30 (November 1989)	Lambertville, NJ
Sandford, Stephen	30 (November 1989)	Bridgewater, NJ
Maricondi, Louis	20 (October 1999)	Mt. Laurel, NJ
Maricondi, Amy	20 (October 1999)	Mt. Laurel, NJ
Venesco, Richard	20 (October 1999)	East Windsor, NJ
Venesco, Carol	20 (October 1999)	East Windsor, NJ
Magill, Peter	10 (October 2009)	Newtown, CT
Magill, Zachary	10 (October 2009)	Newtown, CT
Withers, Michael	10 (November 2009)	Williamstown, NJ
Kalra, Sudhir	10 (November 2009)	Trenton, NJ
Jacobs, PJ	5 (October 2014)	Lumberton, NJ
Graff, Dale	5 (November 2014)	Mercerville, NJ
Graff, Karen	5 (November 2014)	Mercerville, NJ
Baruzzi, Bob	5 (November 2014)	Pitman, NJ
Baruzzi, Trish	5 (November 2014)	Pitman, NJ
<b><i>Are You Up to Date?</i></b>	Schattenbaum relies on the data that you provide to PCA National to keep in contact.	Please be sure your email and mailing addresses are up to date! Just visit <a href="http://www.pca.org">www.pca.org</a>



# Schattenbaum's Annual Spring Dinner Social



Dan Merton 914 photo

**Only \$31  
per person!**

Please join us at our annual  
**Spring Dinner Social**  
on **Saturday, April 4th**  
at **Tarantella's in Medford, NJ.**

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

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

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

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

**Reservations must be made by  
March 27th. Reservations via mail,  
phone or e-mail are not accepted.**

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



# Spring Tour to the Hershey Porsche-Only Swap Meet

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

We will have reserved parking, and food is available at the event. **Admission is \$25 per car**, to be paid when entering the Giant Center. Starting point is *I DON'T KNOW WHERE*, rain or shine.

**What: Spring Driving Tour**

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

**Where: Meet at TO BE DETERMINED, SOMEWHERE IN NJ**

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

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

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

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





Zatina Veale photo

# From the Editor's Desk

Byron Veale

## The Gunslinger

Turning 17 and getting my license sure was a watershed moment. Driving was, well, you know that phrase “Where have you been all my life??” Yeah, that. I was fortunate enough to have “wheels” available, although not of my own. A friend of mine had a ’72 Karmann Ghia, which I thought was the cat’s pajamas. And so I vicariously lived out some of my German “sports car” fantasies whenever I managed to get some time behind the wheel of this sharp-dressed (Italian suit!) cousin of the Beetle.

Green and rusty (as all air-cooled Vee Dubs were), my friend’s Ghia wasn’t what you would call “pristine”. And when we saw my brother’s friend’s aunt’s blue ’69 that seemed to be in better shape but had a blown motor, a plan was hatched.

“Why not take the motor out of the ’72, and put it in the ’69?” we pondered. Yes, in hindsight, it’s easy to see that there were actually lots of reasons not to do that, but in 1987, it was “damn the torpedoes, full-steam ahead!”

Armed with a copy of *How to Keep Your Volkswagen Alive: A Manual of Step-by-Step Procedures for the Compleat Idiot* (we were overqualified), with roughly 24 hours before I was scheduled to leave for a summer

Above: I couldn’t find any pictures of my friend’s Karmann Ghias, so here’s a shot of one of mine instead. Yes, the floorpans were rotted out...

stint at my sister’s art college, and with the phrase “four bolts!” ringing in our heads (what holds an air-cooled VW’s motor to the rest of the car), we jacked up the rear ends of both of those Ghia’s in my friend’s (gravel!) driveway, and got to work. As dusk approached, we had managed to get the new(er) motor most of the way into the blue car, but couldn’t get it the last few inches home. I was paranoid of damaging the transmission input shaft, or the clutch, or both. We pushed and we pulled and we cursed a blue streak, and just as things were looking totally bleak, our friend Marc says “Guys, why don’t we just call my dad?”

Genius. A brief dash into the house to make the call (“a cell phone, is that like a car phone you can carry around with you?”), a passionate plea for assistance, and the cavalry was dispatched. And like any good cavalry, it came in prancing on formidable horses. They emanated from the back of a long-hood 911. Dan drove up, quickly assessed the scene, spared us from most of the disparaging comments we had truly earned, grabbed the pea-shooter exhaust tips of that recalcitrant motor, and gave it a good shove. And like that, it was in, and our hero drove off into the sunset just as quickly as he came.

(FINIS)



# PCA National Open House

*Text and photos by Kelly Turner*

The PCA National office in Columbia, MD hosted a free open house on Saturday, September 14. It was a well attended event with a large number of attendees filling up parking lot after parking lot around the headquarters office with gorgeous Porsches of all ages and models. The event officially started at 10am with a welcome, and attendees could enjoy coffee while viewing the other cars, talking with one another, and shopping for Porsche clothing and merchandise. In my terrible estimation, there was probably at least 80 cars at the event, including a Speedster, a Spyder, a GT2RS, and even a “Caymera”, which the owner explained is his name for the car with the Cayman body and a Carrera engine that he built.

While I always love looking at the cars and talking to other enthusiasts, the highlight of the day for me was the office tour. Vu Nguyen, PCA Executive Director, provided guided tours of the office at a few times during the event. The PCA National office is not just your usual maze of cubicles, but is instead an amazingly cool space full of Porsche memorabilia. Vu's excitement and enthusiasm for the brand and the stories that he told about the PCA history and how the various artifacts in the office came into their possession was wildly entertaining.

Maybe those of you who have been involved with PCA for longer know more of its history, but it was all news to me. The PCA was started in the 1950's in the Washington, DC area by Bill Sholar. He was a commercial





# PCA National Open House (continued)



artist whose first Porsche was a 1953 356 Coupe. As Porsches in the US were very rare at that time, Bill decided that it would be a good idea to form a group with other Porsche owners so that they could meet and discuss the joys and struggles of owning these cars. In early 1955, he arranged the first Porsche club gathering at his house in Alexandria, VA. Thereafter, several Porsche owners occasionally got together through that spring and summer. In August 1955, Bill ran an ad in Sports Car Illustrated announcing that a Porsche club was being formed in the US. Unofficially, the group called itself “the gripe group”, and officially, they became known as the “Porsche Club of America”.

The first PCA official meeting was held on September 13, 1955 at Blackie's House of Beef in the Georgetown section of DC. While thirteen prospective members showed up to that first meeting, one member had to be asked to leave when it was discovered that she did not own a Porsche and instead

owned a Volkswagen. Bill Sholar was elected as the club's first president and with the help of a press release announcing the PCA in the Porsche factory magazine, Christophorus, its membership quickly grew to 189 by the end of January 1956.

## Porsche Owners Club

The Porsche Club of America is newly formed and, because of the large number of cars brought in by service personnel, it is somewhat difficult to contact owners.

The objectives of the club are as follows:  
*a.* The highest standards of courtesy and safety on the roads. *b.* The enjoyment and sharing of goodwill and fellowship engendered by owning a Porsche and engaging in such social and other events as may be agreeable to the members. *c.* The maintenance of the highest standards of operation and performance of the marque by sharing and exchanging technical and mechanical information. *d.* The establishment and maintenance of mutually beneficial relationships with the Porsche Works, Porsche dealers and service sources to the end that the marque shall continue to prosper and enjoy its unique position and leadership in sports car history. *e.* The interchange of ideas and communication with Porsche Clubs throughout the world. *f.* The establishment of such mutually cooperative relationships as may seem desirable with other sports car clubs.  
 1542 Mt. Eagle Pl. Wm. J. Sholar, Pres.  
 Alexandria, Va. Porsche Club of Am.  
 Potomac Region

Blackie's was started by Ulysses G. “Blackie” Auger Sr., who died in 2004 at age 83 from complications from a heart attack, and run by his children in its later years. It remained in business for 59 years and was sold in 2005. So while sadly you cannot literally sit where the PCA all began, you can, thanks to Vu and the PCA staff, get a feel for what it was like at that first official PCA meeting at Blackie's because there is a replica of a table at Blackie's at the PCA National





# PCA National Open House *(continued)*

office. Vu also managed to acquire two actual pictures that were hanging on the walls of the restaurant and placed other items on and around the table that are from the period. Yes, you are allowed to sit at the table.

The PCA National office was full of way too many other amazing items that you just have to see in person. There are many trophies from various races, including one from Le Mans. You can also see a log book actually signed by Porsche family members who took out “Ferdinand”, the Porsche that all new design ideas were tested out on prior to greenlighting them. Vu also has a large archive of most, if not all, of the 750 *Panorama*’s published to date.



The PCA National office is also a media center. If you are in the area and want to get glamor shots of your car, the PCA National office was built with an interior room that you can drive into to get pictures of your car surrounded by trophies and Porsche items. Vu just asked that you call with sufficient time in advance to coordinate arrangements for a photo session. In addition, Vu and his team have set up a video capture studio where they have filmed many how-to videos to help Porsche owners. Visit PCAHQ on YouTube to find all the wonderful content that they post, with some featuring our own Pete Tremper. *(Warning: only do this when you can safely let five or so hours pass unnoticed as you get lost in the content.)*

PCA National also provided a delicious catered BBQ lunch from Mission BBQ and gave away some amazing prizes in a free raffle towards the end of the event, including Coco Mats, Porsche sneakers available only to employees, and a set of new winter tires, for example. The raffle was a great end to a truly enjoyable day.

A special thanks to Vu Nguyen, Mariela Murphy (PCA National Events Manager), and the other PCA staff for hosting such a wonderful event as well as to the many volunteers who helped that day. The PCA National office is located at 9689 Gerwig Lane, Unit 4 C/D, Columbia, MD 21046, and their contact number is (410) 381-0911 if you want to visit. You’ll be amazed at how much this small staff is able to accomplish, and how welcoming and enthusiastic they are to PCA members. Vu will definitely keep you entertained for hours with his stories, and his energy is infectious. I strongly encourage you to visit and to attend the open house this year. I am happy to help organize a group drive down to the event this year if others are interested. In any case, I know I’m going!





# September Meeting: Concours Prep & Insurance Info

*Text by Arnie Cohen, photos by Bob Helm*

September 18th, 2019 was another beautiful night for a Club meeting at *Jimmy's American Grill*. The meeting started with Gerd Lengfeld giving a hands-on demonstration using his car to describe detailing techniques he uses to win many Concours events. Gerd brought products that he uses to get his car perfect. His special self-created brushes and sponges were presented to the large turnout of Club members in order to get the best cleaning of hard-to-reach areas. Questions were asked and Gerd reviewed detailing in detail to the group.

Next, the club members were treated to food and beverage provided by the club. Some members gathered around the outside fire pit.

An insurance presentation by Orlando Morales, Underwriting Manager for American Collectors Insurance, followed. Orlando talked about some of the items that members were most interested in talking about. Like, what if your car burned to the ground, and you didn't have the correct insurance, or in the correct amount? If you have an older, valuable car, you owe it to yourself to check your coverage. Replacement policy is only at fair market (book) value, not what your car is really worth. Orlando also brought some giveaway swag for the club members in attendance. Orlando is available to talk to at 856-382-3213, or you can e-mail him at [orlando.m@americancollectors.com](mailto:orlando.m@americancollectors.com).





# September Meeting: How to Win a Concours

*Text by Gerd Lengfeld, photos by Bob Helm, except where indicated*

*If you missed September's meeting, you're in luck: Gerd wrote an article covering everything he talked about at the meeting. So grab your terrycloth and your best wax, and get yourself ready to Concours!*

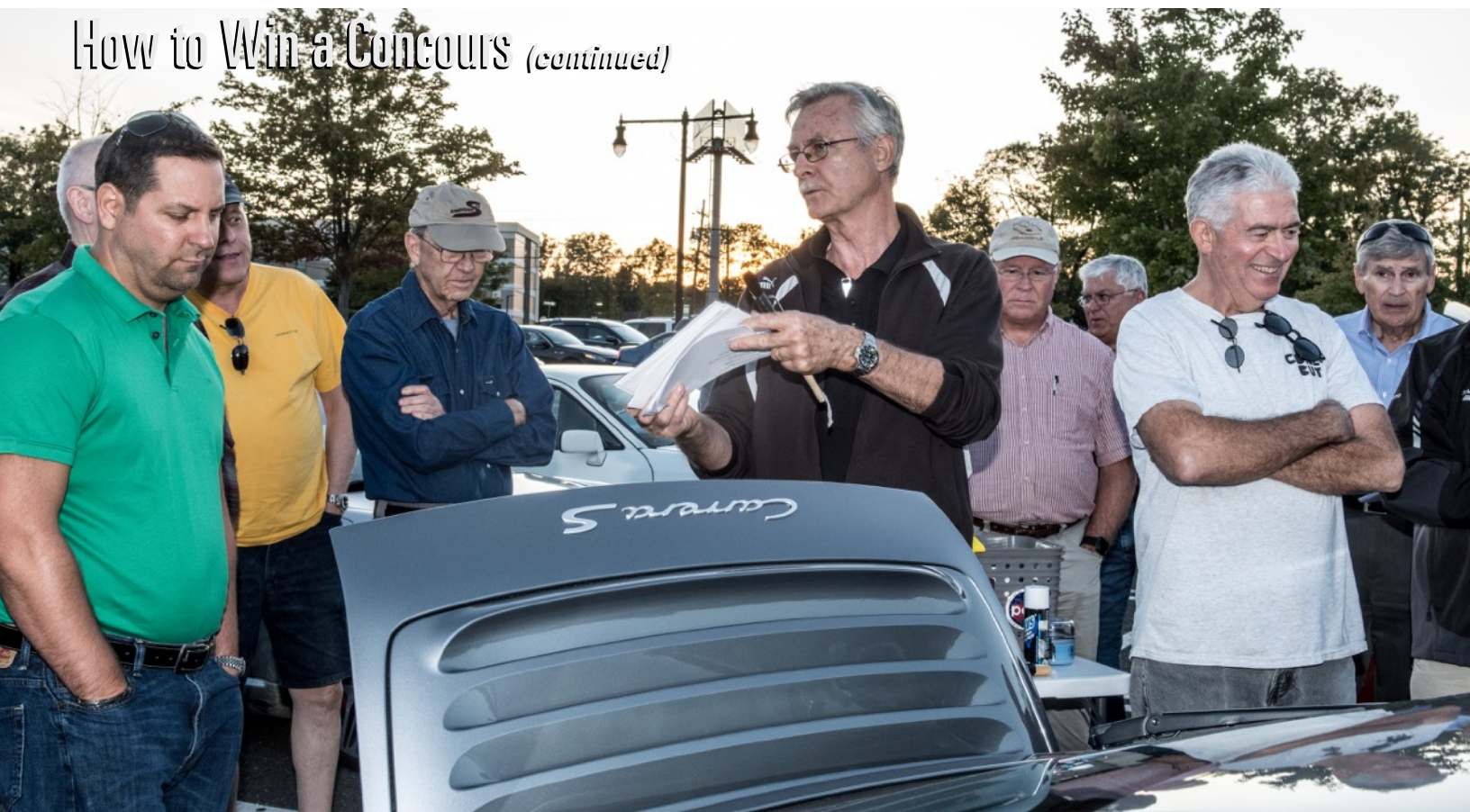
Concours can be a lot of fun, because you will meet many other car enthusiasts, pick-up detailing tips, learn about new products, and see many beautiful cars on display. In order to win, however, it takes many hours (often weeks) of cleaning, elbow grease and serious (my wife calls it fanatic) attention to very minute details. There will be no award for just attending as it has become practice in many other events. And I hope it will never happen!

My first participation in a concours was in 1999, when I was still a member of the Northern New Jersey Club. The concours was held on the grounds of the Ryland Inn, Whitehouse, NJ. My Boxster was still quite new and I thought I had done a very good job preparing it for the concours. But once I got to the location, I quickly realized that I would have no chance against the "seasoned" concours participants.





## How to Win a Concours *(continued)*



In the end, no cigar for me, but I was lucky because after the judging, the chief judge set down with me for half an hour and pointed out all the details I had overlooked (and there were many). He said, as a novice, my first attempt was really pretty good, and he also gave me some pointers on how to improve my performance and what products to use. His advice and encouragement prompted me to roll up my sleeves even higher and since then I have participated in many concours. Over time, I became quite familiar with the judging procedure, what judges are actually looking for, and what it takes to win.

There are different kinds of concours, ranging from “10 feet away judging” to a full regalia judging that includes every nook and cranny of the car. What counts is the overall cleanliness of the car and judgment is against the condition that the car was originally delivered in.

The famous Pebble Beach Concours 'd Elegance is the ultimate test, where even billionaires get nervous when the extremely knowledgeable judges take a critical peek under the bonnet of their just painstakingly restored \$20 million Ferrari.

For the rest of us mortals, there are fewer basic rules to adhere to:

- All windows must be closed, convertible tops raised and T-tops on
- No personal items can be left in the car
- Floor mats, seat covers, garage door openers, etc. must be removed
- Doors, trunk, glove box, fuel filler door, storage compartments must be opened by owner
- If engines are inspected, engine lid must also be opened



## How to Win a Concours *(continued)*

- Tool kit must be factory original or Porsche replacement parts; wrong tools or lack of tools will result in point deduction
- Spare tire will be inspected and if no spare, tire sealant can must be present
- Only exterior of wheels/inner rim/calipers will be judged
- License Plate brackets are part of the inspection
- Some concours require a fire extinguisher
- And, most important: THE CAR HAS TO BE SUPER CLEAN.

To obtain a first impression, judges usually do a brief walk around before the official judging commences. The actual judging procedure depends on the number of cars and number of judges available and what areas are being inspected. A time limit for the individual judging will be determined, again based on the number of registrants, number of judges present and scope of inspection.

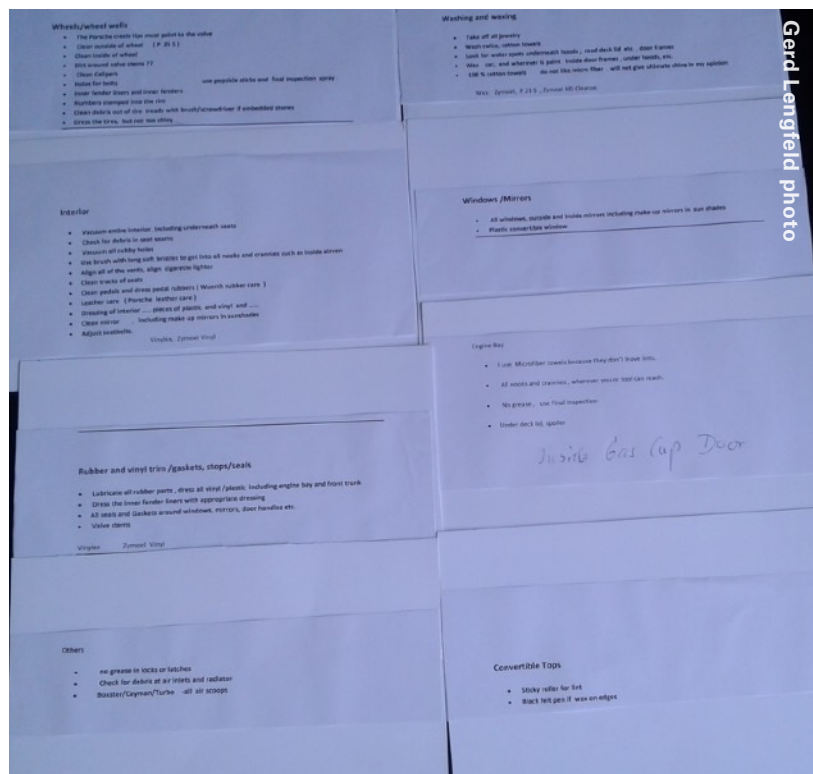
Over the years, I have developed a methodical cleaning routine and refer to cue-cards which lists all the individual chores to be attended to, such as paint, wheels, interior, glass, trunk, engine bay, rubber, vinyl, leather, and so on. This ensures that nothing is overlooked or forgotten.

It is imperative that the car is “concours ready” when arriving at the location. Anyone thinking there will be enough time to get the car in a concours condition within an hour or two before the judging commences is either an eternal optimist or David Copperfield, with a magic trick to turn the car from “flat to fluffy” in a few minutes.

There will be of course, brake dust on both the outside and inside of the wheels and on the calipers, and dirt on the inner fender liners and debris (such as stones or grass) in the treads of the tires from driving to the event. Also some nasty bugs might have hitched a ride on the way to the concours, or maybe a bird used the car for target practice.

Once I have unpacked all the cleaning products and being situated, I always begin cleaning/dressing the wheels/tires, calipers, fender liners and exhaust tips first. This will give the judges a favorable first impression during their walk around. And we all know, it is the first impression that often counts.

After that, there should be (provided the car was near spotless to begin with) enough time — although there





## How to Win a Concours *(continued)*

really never is — to take care of some dust, lint or debris which have mysteriously found the way into the interior, trunk or engine bay which, I could have sworn, were spotless when I left the house. From there on, it is in the hands of the judges and the tougher the competition is, the greater is the win.

### How to chose from the various car care products on the market

There are many good basic products for every imaginable application, but there are also some very high quality (though expensive) ones which can substantially elevate the overall appearance of your car. After some experimenting, I have found which ones work best for me, being easy to apply and effective. My favorites are: Zymoel Wax, Zymoel HD Cleanse, P21S wax, Zymoel Vinyl Care, Lexol Vinylex, Wuerth Rubber Care (silicone free), Porsche Leather Care, P21S Shampoo, Autosol Chrome Polish, Plexus plastic window cleaner, and Ardex Tire Hydress (silicone free).

These products work well for my cars which are twenty one and fifteen years old, and good weather/ weekend only drivers. Depending on the age of your car, whether it's a daily driver or "garage queen", your driving habits, and the condition of the paint and color, other products might be more suitable or effective. Many of the cleaning tools I make myself so I can reach into every crevice to be sure they are clean for a judge's "white glove" inspection. I have heard comments though, that some of my "self created" tools look like they belonged to the evil looking torturer in a James Bond movie.

A few words about microfiber towels: they are great to buff out wax, polish, etc. But in my opinion, they do not do a good job in bringing out the last bit of shine in the paint. Thus, whenever I use microfiber towels on painted surfaces, I afterwards go over the areas with a 100% terry cloth cotton towel.

To sum it up: to win at a concours requires diligence, dedication and many hours of detailing, checking and re-checking. There are no shortcuts because an experienced judge will detect any imperfection. A German proverb says it all: Ohne Fleiss, keinen Preis" which loosely translated means "no pain, no gain".

*PS: before you start cleaning, make sure you have an ample supply of band aids in your medicine cabinet because you will most likely cut or scrape your fingers or hands when reaching into the abyss of the engine bay or encounter a sharp edge in the metal.*



Gerd Lengfeld photo



# Schattenbaum's 2019 Fall Tours: Covered Bridges in Buck's County and Boardwalk Reunion in Ocean City

*Andre Kriete*

Schattenbaumers enjoyed two delightful tours this fall, first heading across the river to Pennsylvania to tour historic covered bridges, then to the Jersey Shore for a rare opportunity to drive on a real boardwalk!

## Covered Bridge Tour, Sunday September 29, 2019

Participants in our Annual Covered Bridge Tour were greeted with sunshine and free doughnuts at the *Dunkin' Donuts* in Washington Crossing, PA. This year, we had a record 27 cars participating. Tour-goers initially drove up the Delaware River towards Frenchtown before they headed southeast into Bucks County.



Patrick Monaghan photos





# Schattenbaum's 2019 Fall Tours *(continued)*

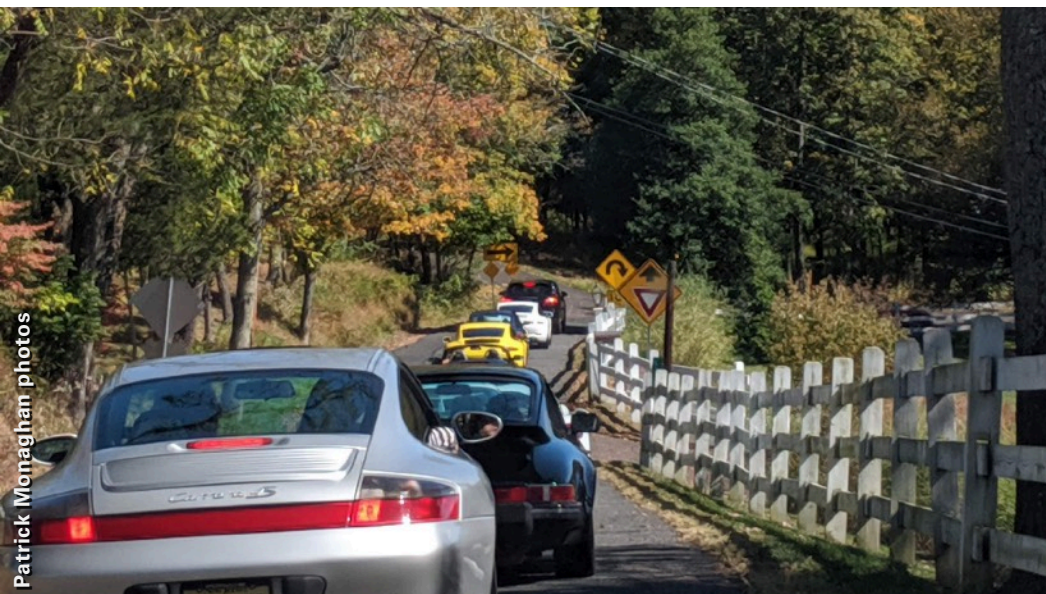


Bob Helm photos



Bridges we crossed included:

- *Erwinna Bridge*, the shortest covered bridge in the country, built in 1832
- *Frankenfeld Covered Bridge*, built in 1872, which spans 130 feet over Tinicum Creek
- *Loux Covered Bridge*, which was built in 1874 out of hemlock in the Town Truss style; this is one of the shorter covered bridges in Bucks County at only 60 feet long
- *Van Sandt Covered Bridge*, built in 1875, this bridge is 86 feet long.



Patrick Monaghan photos



# Schattenbaum's 2019 Fall Tours *(continued)*

Patrick Monaghan photo



Bob Helm, our club photographer, took snapshots of cars crossing the bridge ([available on his website](#)). Additional snapshots were provided by our new member Patrick Monaghan.



Bob Helm photos





# Schattenbaum's 2019 Fall Tours (continued)

Byron Veale photos

## Boardwalk Reunion, Ocean City, October 19, 2019

Sunshine also prevailed at our second fall tour to the inaugural Boardwalk Reunion in Ocean City, NJ. Jointly hosted by PCA Zone 1 & Zone 2, and supported by the 356 Registry, Boardwalk Reunion brought 325 Porsches to America's Greatest Family Resort on the South Jersey shore. Attendees traveled from the Canada boarder, the Carolinas and even as far as New Mexico to meet at Ocean City.

Top: floating in a sea of Porsche's. Right: I thought this 993 looked familiar (note the "Club Racing" sticker in the rear window), sure enough it belongs to Schattenbaum member John Maden.



Above left: a rare special-edition SC named after Porsche's test track. Below: one of the nicest 914's I've seen in person; love the 904-style combo gauge.





# Schattenbaum's 2019 Fall Tours *(continued)*



We marshaled at the Municipal Airport at 10:00 am, and departed an hour later under police escort onto the mile-long Boardwalk. There was plenty of time to socialize, have lunch, enjoy free tech sessions at the Music Pier, walk the beach and take lots of great photos!

For all who had to miss this event, it will be offered again next year. Be sure to mark your calendars for October 17, 2020.



Byron Veale photos

Top: getting the 411 on parading over to the Boardwalk, and what to do or not do once we got there. Above left: I met Wayne Flegler, who managed to shoehorn an SC 3.0 liter and subframe into the back of his 356, and who shared stories about working at DuPont during the same time as Pete Tremper. Above right: "I ... love a parade!" Below left: en route. Below right: "I can't believe I'm actually driving on the Boardwalk!"





# Schattenbaum's 2019 Fall Tours (continued)



Above right: John Maden with fellow Schattenbaumer Alan Halpern. Below left: this "Neun 11" picked up some stripes since it's last 2019 Schattenbaum Fall Tour. Below right: Bob Malkin with his wife enjoying the boards. Bottom right: I loved the "Vintage Cab" plate on the 964 of Liz and Rich from Reisentoter.





# Schattenbaum's 2019 Fall Tours *(continued)*



Middle row: Joyce and Peter Hunt were present with both their "Phatas" 991.2 Targa (see November 2019 issue for context) and one of their Cayman GT4's — they have a "his & hers" set!



Byron Veale photos





# Schattenbaum's 2019 Fall Tours (continued)



Byron Veale photos

Top right: looks like the passenger in this 356 spent too much time in the sun, they're dry as a bone! But, that green leather interior *does* look like a nice place to spend the day...





# Schattenbaum's 2019 Fall Tours (continued)



Byron Yeale photos

Above: another clever license plate found on an Iris Blue 993. Below left: a couple stops to admire the '87 Carrera Cabriolet of former *Schatten Rappen'* Editor Dan Merton. Bottom row: more interesting Porsche colors; I should have tracked the names down more thoroughly, but I *can* tell you that the '91 928 GT (bottom right) is dressed in "Coral Red".





# Schattenbaum's 2019 Fall Tours (continued)

January-February 2020

Bob Helm photos



This page: Bob Helm captured these 914's, the *Boardwalk Reunion* celebrating this model's 50 years. Below right: parading off the boards at the end of the day.



Byron Veale photo



# NJMP in October

Getting in some of the last track action for 2019



Above, left, below: it was cold enough that we closed all the garage doors for the drivers meeting; also (including next row below) there were a lot of 991.2 GT3's at this event!



Above left: Pete Tremper warned students not to go out hot on cold tires. Below left: new owner Tony Valenzano was happy to get his BRG Boxster out on the track. Below middle and right: being in the tower's shade made Angela want a blanket as well as the sweatshirt and cap she and Froggy already donned.





# NJMP in October *(continued)*



Above: some spots of blue peeked through that thick cloud cover. Below: two very different track tools, each exciting in their own right; that's Bill Lehman gassing up the GT4 he opted for.



Below: while getting a spot in the garage is especially nice in the summer, you can see Don Cox with Bob and Matt DiRenzo staying just barely inside in order to grab a little warmth from the sunshine.



Above: our super-approachable President Mike Bono, who was just thrilled I took his picture...



Above and below: Tom Holmes, Pete Tremper and Jeff Covert foreground; Pete Debusman, Bob Stein, and Jon Schepps at the back table.



Below: that's Pete Debusman checking brake pads (I think) before his next session.





# NJMP in October *(continued)*

Byron Weale photos



Above: more blue peeked out as the day went on. Below left and center: I was a little blue when my brake pedal went away going into turn nine, but felt a lot better when Schattenbaum Presidents present and past jumped in to try and address what was going on...



Above right: more assistance being offered, this time Instructor John Pepe offering Assistant Newsletter Editor Kelly Turner some tips on turn two. Below: sustenance with good company in the form of another super Shannon's lunch.





# Digital Slide Night 2019

Arnie Cohen



Byron Veale photos

Clockwise from top: VP Arnie gets the show on the road with his Power Point recap of Schattenbaum's 2019 events; Bob Carrington describes his entries; the winners circle, with Bob, Maria Bleimaier, Chuck Kuski, Judge Bob Helm, and of course Arnie, who managed to score an honorable mention!

Our annual Digital Slide Night was held at *Jimmy's American Grill* in Bordentown (next to *Mastori's Diner*). The event was packed, with members enjoying many great photos taken by fellow Schattenbaumers. Food and drink were provided by the club. A few new members showed up for this, our last regular club meeting of the year. Our own club photographer, Bob Helm, was the honorable judge of the night. Members photos showed Porsche's in many different lights. There were some shots of models from other marques. Believe it or not, there were some shots without any cars in them at all!



Kelly Turner photo



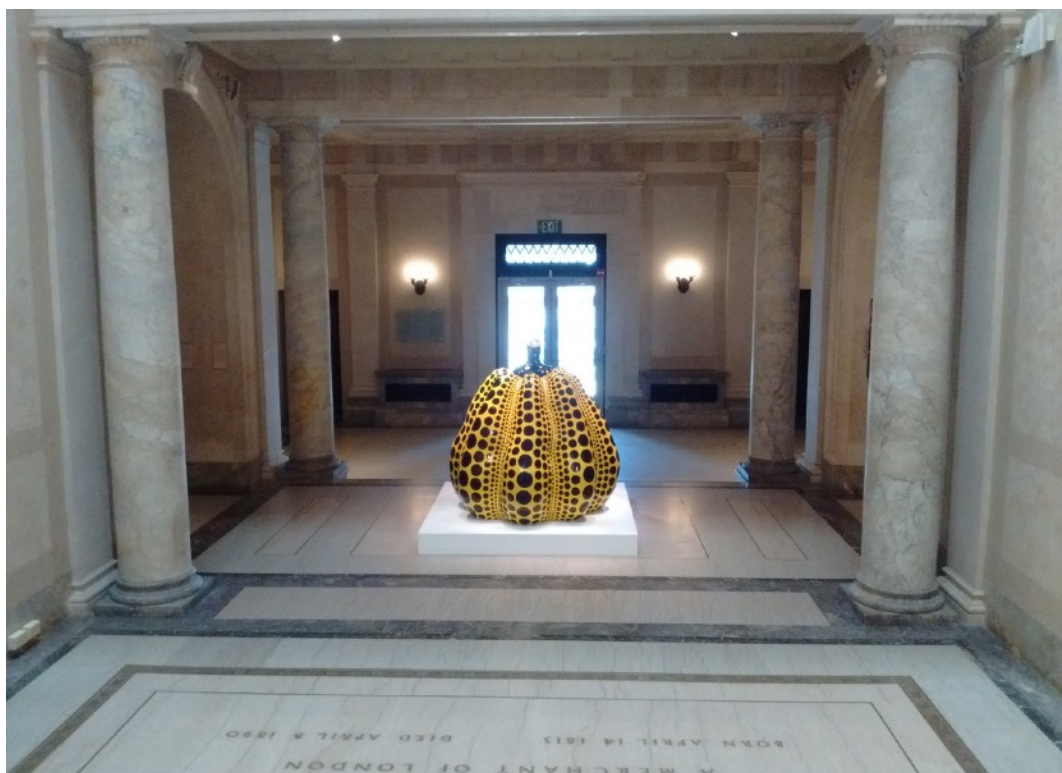
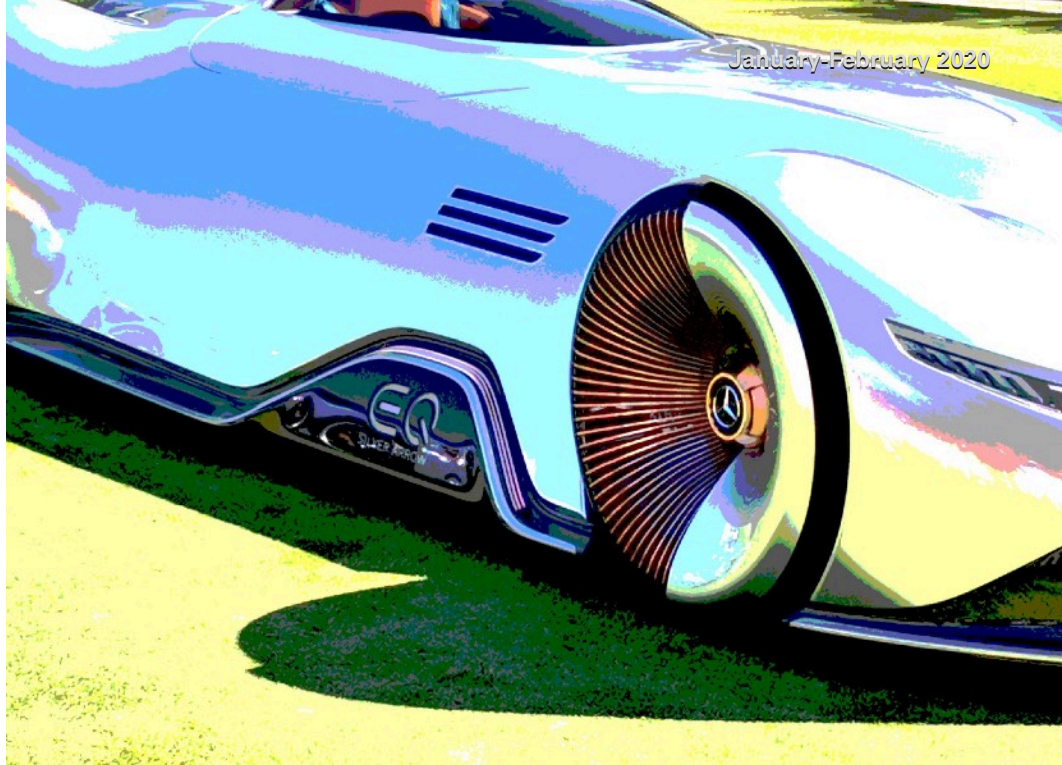


# Slide Night 2019 *(continued)*

It was great seeing members enjoying themselves, whether discussing the photos on display, or about our track events and other events we held in 2019. A Power Point presentation was given that highlighted some of the events that Schattenbaum held, such as:

- Drivers Ed events and our PCA Club Race, the Schattenbaum Showdown, at New Jersey Motorsport Park
- Concours Events, from the low-key Wash 'n Shine to Peddlers Village
- Tours to the Hershey Swap Meet, the Covered Bridges of Bucks County, and to Ocean City for the "Boardwalk Reunion"
- The Battleship New Jersey
- Parade Laps at our member's meeting at New Jersey Motorsport Park
- Parties every season, with the Spring Social, the summertime Lobster Run, Oktoberfest in the Fall, and our Holiday Party for the Winter
- Casual Ice Cream at the Evergreen Dairy Bar, and Cars and Coffee

Clockwise from top: Maria Bleimaier, winner, Digitally Enhanced; John Bleimaier, winner, General Interest; Maria Bleimaier's piece of Janis Joplin's 356; Chuck Kuski with some kind of reflective lawn ornament; and Maria Bleimaier's "Porsche and Procreation".





# Slide Night 2019 *(continued)*

## And the winners are...

- Overall winner:  
Chuck Kuski
- Digitally Enhanced:  
Maria Bleimaier
- General Interest:  
John Bleimaier
- Pieces of Porsche's:  
Chuck Kuski
- Porsche's in Motion:  
Chuck Kuski
- Porsche's in Motion, second  
place: Bob Carrington
- Honorable Mention:  
Arnie Cohen

Clockwise from top: Chuck Kuski, winner, Pieces of Porsche's; Chuck Kuski, winner, Porsche's in Motion; Bob Carrington, second place, Porsche's in Motion; Arnie's shot of Andy Crook, AKA "The Flying Brit", with all four wheels firmly on the ground.





# Slide Night 2019 *(continued)*

Hopefully, most of our members attended at least a few of our events. Let me tell you that we have a lot more interesting events planned for 2020. Please check out our Calendar of Events to learn more about what we have planned for the year.



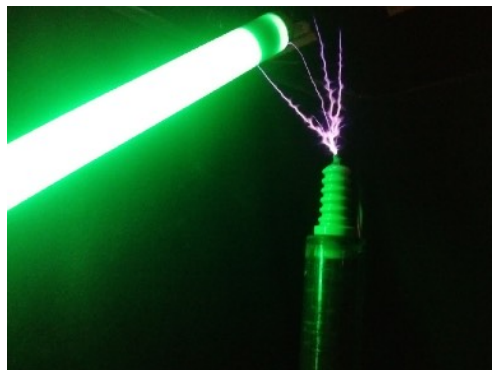
Clockwise from above: Arnie Cohen, Honorable Mention, Zoey the 14-year-old Greenwing Macaw with Arnie's 2012 Panamera; John Bleimaier captured Maria Bleimaier at work; Arnie getting sudsy; Lou Katsikis' mini-Bus, support vehicle for tiny Porsche race cars.





# Slide Night 2019 *(continued)*

Clockwise from left: Arnie Cohen snagged this shot of a 906 at a very eclectic concours; John Bleimaier captured this shocking photo; Mark Mazur found clouds on his frunk; Maria Bleimaier snapped the GT3-motored 991.2 Speedster; Arnie setting up shop before getting down to business; Cliff Goldsmith, the master of striking a pose; no, that's not a Porsche, it's a 1954 Volkswagen Rometsch Coupe, and you're not likely to see another for quite some time...







# From the Rail

---

*It was a very good year*

---

*Text and photos by Bob Helm*

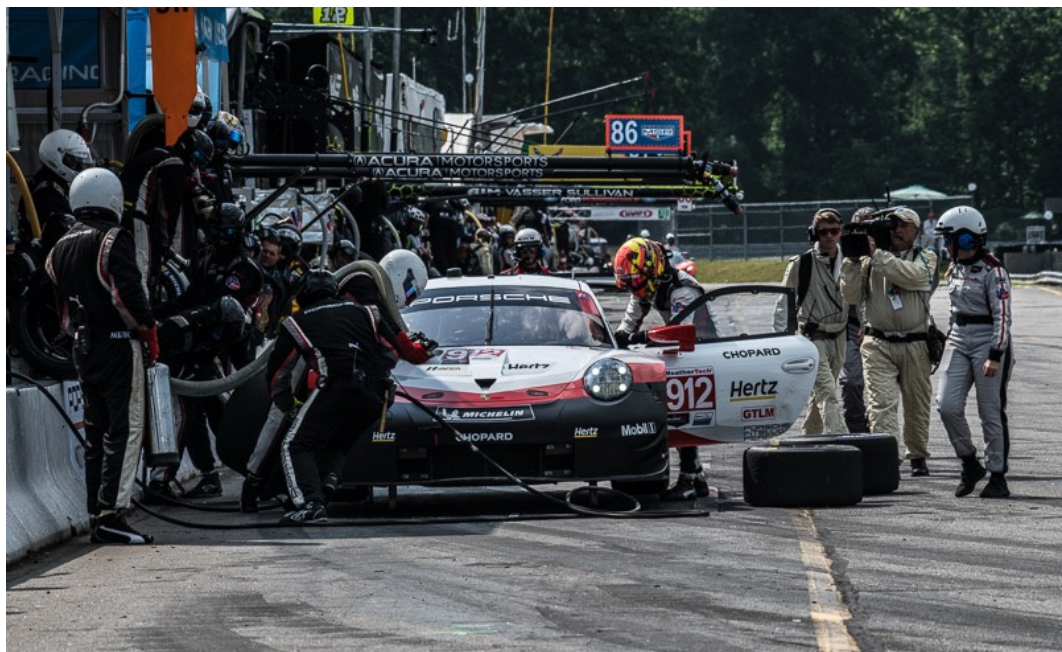
The start of a new season in any sport is full of changes and opportunities. For Porsche, 2019 is a hard year to follow, what with winning first and second in the GTLM Team Championship and the Manufacturers Championship while setting a record number for class wins in GTLM. Earning second in GT Daytona in a field with a record number of marques competing was a very respectable showing. With titles in two of the other top series, it was a great year for Porsche. In the GTLM Drivers Championship Earl Bamber, Laurens Vanthoor and Patrick Pilet took the three top spots. While he wasn't in a Porsche this year, local driver Trent Hindman won the GT Daytona Championship with Mario Farnbacher. At LeMans Porsche had two cars on the podium.





## From the Rail *(continued)*

For 2020 there are more changes to the field than normal with the withdrawal of Ford from the GT class and new cars for both Porsche and Corvette. The new Porsche RSR of course will look a lot like the previous model to all but the most observant fans while the new Corvette is the all new mid engine car that was rumored for the last decade. At Porsche the driver lineup will remain mostly the same for 2020, but at Corvette two of their long-term drivers, Jan Magnussen and Mike Rockenfeller, are being replaced by Jordan Taylor and Nicky Catsburg. Catsburg is new to the American scene, coming from driving for BMW in Europe for the last two years, but he has raced Corvettes in the past. Also new for 2020, the #3 and #4 cars will have different livery, the 3 car the traditional Corvette yellow and the 4 car a new silver with yellow accents. Porsche's #911 drivers for the season will be Nick Tandy, Frederic Makowiecki and newcomer Matt Campbell. The #912 drivers will be Earl Bamber, Laurens Vanthoor and Mathieu Jaminet. Cambell (Australia) and Jaminet (France) have been recent additions to the Porsche Factory Driver list. Pilet, 38, was announced as part of Porsche's IGTC program for the 2020 campaign, alongside Campbell and Jaminet. Long time factory driver Jorg Bergmeister and LeMans winner Timo Bernhard are now Brand Ambassadors, after serving as factory drivers for twenty years. Porsche will field four cars at LeMans this year.

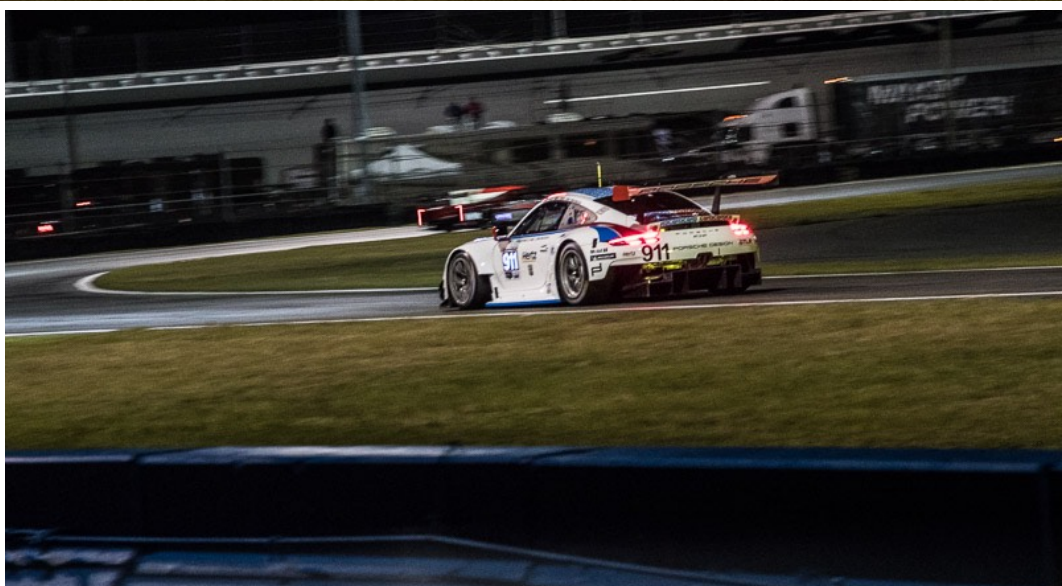




# From the Rail *(continued)*



Porsche will also have a strong commitment to Formula E, the open wheel formula class for electric vehicles. A series largely under the radar for most fans, and its NYC race held basically on a parking lot, the quiet cars have been the scene of some intensely competitive racing, according to people I know who have been at the NYC race for the last two years. One wonders how long





## From the Rail *(continued)*



before the major series all have E vehicles or hybrid entries?

IMSA and the FIA announced some schedule changes to this year's Super Sebring from last year. Combined with more fan improvements, this year's race should be an even more enjoyable fan event. The racing starts on Alan Jay Automotive Network 120 with the Michelin Pilot Challenge on Thursday, March 19. The WEC's 1000 Miles of Sebring on Friday, March 20, will take the green flag at noon, four hours earlier than the 2019 start. The



weekend events conclude with IMSA's 68th Mobil 1 Twelve Hours of Sebring presented by Advance Auto Parts, set for Saturday, March 21. The endurance race begins at 10:40 am EDT. A very full weekend of racing. Additional improvement to the facilities include a better defined parking plan and less confusing numbering for trackside RV parking.

The Green Flag will (as of this writing) soon be dropped at the start of the Daytona 24. The new season will hopefully be another winning season for Porsche.





# Petch Sez

*Dan Petchel*

## Values of Early Porsches

*Here is my take as to what is occurring with Porsche values and some predictions for 2020. Most of the Porsche publications echo what I see happening. Here's what I think will happen in the first six months of 2020:*

### 356 (1950-65)

Red line fourth gear and there are only four gears. These cars are unique and scarce, with few being made and production ending in 1965 with the 356 SC. At the beginning these cars were considered a glorified VW, definitely not today. Coupes are still somewhat reachable in the marketplace, though not open cars, which are bringing 10 to 20 times that of a coupe. The "driver-level" coupe may be an obtainable Porsche, but more so as an investment.

### Early 911's (1965-73)

Still in top gear. These "long-hood" cars have been, still are, and will be highly desirable with prices to match. Not an entry-level car but wait, there may be a couple alternatives to these, more in a little bit. I got a couple dogs in the fight here.

### 912 (1965-69)

Full throttle, hang on. The 912 has finally captured the interest of many. They are reliable, fun to drive, priced right and look like a 911. Here is your entry-level winner hands down.

### 911 (1974-77)

Half throttle here folks. Good candidate for back date with a 3.0 or 3.2. With a big engine and done right expect to have \$30k in. If you make a true Hot Rod add \$10k or more. This could be an entry-level for



Byron Veale photo



Zatina Veale photo



Byron Veale photo



Bob Helm photo



## Petch Sez *(continued)*

some people interested in Long Hood cars. These back dated 911 are going for less than a half of the real deal. These much maligned years have found a calling.

### 914 (1970–76)

Red line in 3rd Gear. For nice cars, the 914 is topping 944 in price with modified versions bring high teens. Not so much an entry-level car as it is a cult car. This is a open car that is big on the fun factor. Forget the 914-6, Pilgrims.

### 911SC (1978–83)

Top gear, no lift. The SC has come out of nowhere with pricing at the 3.2 Carrera level. The enthusiasts have swallowed the bait based on what publications have been printing and newbie's repeating. Ride the big wave if you are an owner. These SC for 30 years were the prime entry-level 911, and will continue to be. Still a four-star ride.

### 924 (1977–82)

Motor seized from idling to long. No demand and no interest. Don't look like a 911.

### 911 Carrera 3.2 (1984–89)

Idling in the parking lot. These 911 are viewed as heavier, less nimble, and with more electronics than an SC and thus are being looked down upon. I don't get it for they are the best. If you have middle money to spend, this is the car. Also, this car seems to be the weapon of choice for backdating now and as such a real candidate for entry-level if you want a long-hood.

### 930 Turbo (1976-77)

Full boost. The 76-77 3.0 have climbed to the top due to being the first Turbo 911, Very low production numbers and few stock examples still around are the primary reason. Entry-level, you are surely joking. These cars are bringing 993TT money. Wish I owned one.





## Petch Sez *(continued)*

### 930 Turbo (1978–89)

Idling in front of the 3.2 Carrera. Driven hard, wrecked, wide body copied, Euro version or modified beyond reason, these are five reasons and I have a couple more... However this being said, there is nothing like a 930 Turbo when it comes on boost. Stock is the key here. Got one puppy in the fight here, too.

### 944 (1983–91)

Half throttle. The 944 has become one of the Porsche entry-level cars. Four seats, 5 speed, low maintenance and good price. Doesn't look like a 911, but very recognizable in its own right.

### 928 (1978–95)

Stalled at the end of the longest line. Maybe a 93-95 will keep the breed alive. Sorry for the bad news, maybe in 10 years. Lucky I don't own one.

### 964 C2 & C4 (1989–94)

Redline every gear for the coupe and Targa models. Everyone overlooked this Porsche for years. No one liked the plastic bumpers with old style design. Yet this has turned out to be the last of the iconic designs. Doesn't matter if they leak oil, have a Tiptronic. It has Power steering, ABS, A/C that works, Airbags and power that pulls to reline. Not an entry-level car today unless you have a shoebox full of hundreds. The exception here is the Cab selling for size 5 shoe box. I've got a couple dogs here.

### 993 (1995–98)

Still pumping the brakes. These cars have many desirable features which drove up the pricing for many years. However, the puffy fenders don't cut it anymore, a true orphan. Some may not like me saying this but ... it is what it is.

### 964 & 993 Turbo (1991–98)

Nothing like a Turbo when it comes on boost. With looks and low production numbers, this is the top dog. Yes I have a dog here.





# Parting Shots

*Bob Helm captured the festivities at the 2019 Holiday Party*





Parting Shots (continued)





# Parting Shots *(continued)*





# Parting Shots *(continued)*

