

Schatten Rappen'



Schattenbaum Region, PCA
July-August 2020

***Another Schattenbaum Showdown
is in the cards, August 14–16***



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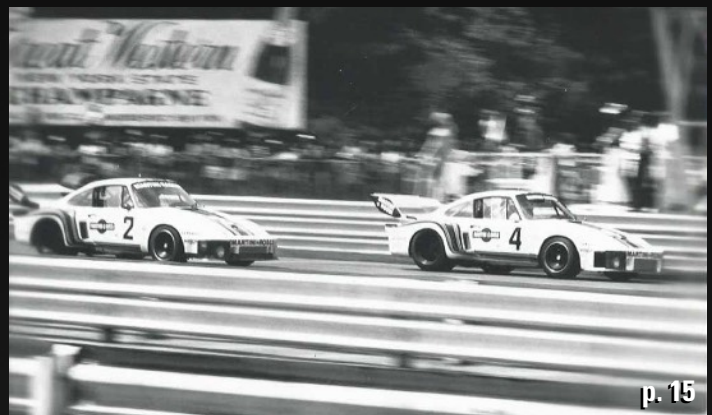
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Byron Veale photo

Bob Helm photos

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On the Cover

August is the time for our signature event of the year, the 13th annual *Schattenbaum Showdown*. Photo by Bob Helm.

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

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



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Bob Helm, Arnie Cohen, Byron Veale and various photos

Calendar of Events

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.

Cruise Night at the Evergreen Dairy Bar August 25th.

Social Events

Oktoberfest October 11th (tentative).

Holiday Party December 5th.

Tours

No-contact Porsche Gimmick Rally — the event is officially over, but the driving directions are available if you want to get out of the house...

Bucks County Fall Tour October 3rd.

Boardwalk Reunion, Ocean City NJ, October 17th.

Concours

Porsche's and Polo September 13th (rain date September 27th).

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

August Meeting: Cruise Night at the Dairy Bar

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

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

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

Food and refreshments will be available.



Annie Cohen photo



Kelly Turner photo



Cliff Goldsmith photo

Schattenbaum's 2020 Drivers Ed Events

Date:	Track:
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 www.schattenbaum.org .	



Presenting the 13th Annual
Schattenbaum Showdown
Sponsored by Cherry Hill Porsche
August 14–16, 2020
**New Jersey Motorsports Park
 Thunderbolt Raceway**

Register from Monday, June 29, 2020
 See pcacclubracing.org/schedule/ and schattenbaum.org

 Schattenbaum Region, Porsche Club of America  Porsche Cherry Hill

Bob Helm photo

New Members for June

Name	Date Joined	Town	Porsche Year & Model
Rowinski, Caesar	June 2, 2020	Wanaque, NJ	2019 911 Carrera GTS
Stepp, Mike	June 25, 2020	Cherry Hill, NJ	2017 Cayenne
Hesser, Bob	June 27, 2020	Yardley, PA	2019 911 Carrera 4 GTS



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



Member Milestones for June and July

Name	Anniversary	Town
Tremper, Pete	40 (July 1980)	Clayton, NJ
Tremper, Bettye	40 (July 1980)	Clayton, NJ
Orlando, Ron	35 (June 1985)	Monmouth Jct., NJ
Orlando, Andrea	35 (June 1985)	Monmouth Jct., NJ
Raccaro, Mark	30 (June 1990)	Princeton, NJ
Raccaro, Nancy	30 (June 1990)	Princeton, NJ
Leder, Jeffrey	30 (July 1990)	Freehold, NJ
Leder, Cathy	30 (July 1990)	Freehold, NJ
Brennan, Heidi	25 (June 1995)	Bordentown, NJ
Martino, Joe	20 (June 2000)	Seaville, NJ
Martino, Kathryn	20 (June 2000)	Seaville, NJ
Merton, Daniel	20 (July 2000)	Laurel Springs, NJ
Crable, John	20 (July 2000)	Moorestown, NJ
Jacobs, Krista	20 (July 2000)	Moorestown, NJ
Kralik, Leonard	15 (June 2005)	Mercerville, NJ
Kralik, Maryann	15 (June 2005)	Mercerville, NJ
Merton, Ruth	15 (July 2005)	Laurel Springs, NJ
Abbruzzi, A	10 (June 2010)	Moorestown, NJ
Abbruzzi, Alyson	10 (June 2010)	Moorestown, NJ
Au, Alex	10 (June 2010)	Haddonfield, NJ
Hanrahan, Danai	10 (June 2010)	Mount Laurel, NJ
<i>Are You Up to Date?</i>	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

Member Milestones for June and July *(continued)*

Name	Anniversary	Town
Eilenberg, Thomas	10 (July 2010)	Millville, NJ
Eilenberg, Hugo	10 (July 2010)	Annapolis, MD
Riehm, Roger	5 (June 2015)	Haddonfield, NJ
Riehm, Roger	5 (June 2015)	Haddonfield, NJ
Collins, Gary	5 (June 2015)	Burlington, NJ
Wijnen, Wim	5 (June 2015)	Moorestown, NJ
Balzer, Philip	5 (June 2015)	Voorhees, NJ
Solomon, Michael	5 (June 2015)	Bear, DE
Abate, Russell	5 (July 2015)	Marlton, NJ
Morreale, Anthony	5 (July 2015)	Lawrenceville, NJ
Vila, Jill	5 (July 2015)	Hamilton Sq., 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

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

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 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

From the Editor's Desk

Byron Veale



Mike Bono photos

Renn Sport

Here's a fluff piece for you all this month, I had some work done on the car over the winter, it's got more of an "RS" vibe now, looks pretty great...

There's an additional oil cooler plumbed in up front, mounted in an RS-style fiberglass bumper. There's some more fiberglass out back, with a ducktail and another RS-style bumper. I didn't think I'd end up with a ducktail, I originally was thinking of a '74 Carrera-style tail. There are an awful lot of ducks out there, but in the end the notion of dropping an additional few pounds off the back of the car sold me on the idea. The combination chopped roughly 50 more pounds off the car, biased toward the back, so that's exciting.

Some of that weight loss was gained back by the addition of 930 calipers and rotors. But the confidence these beauties bring makes it well worth it. Dan conjured up some for me, recommended them after I had "long-pedal" issues at the October DE. Ran them at the July event, they felt wonderful.

The additional oil cooler worked great too. Ordinarily when running track events my oil temps would creep up toward (never actually into) the red. At the July event, the needle hovered on or just above the third line, with temperatures around 90° and lots of that wonderful New Jersey humidity.

One final addition to the car, for track use only, was a set of Hoosiers. Mike had a set that still have life in them, and after I thoroughly flat-spotted one of my front tires ("ABS"? That's a type of plastic, right?), I

tried them out on Lightning. Those of you already using them, you already know this, but man do those things stick! I wasn't using these tires anywhere near full capacity, but like the brakes they too were very confidence-inspiring, and after leaning on them through turns two to five I got a couple of point-bys from some faster cars. Quite a hoot!

Hope you all are having fun with your cars. See you around...



Byron Veale photos

June Meeting: Good for the "Soul"

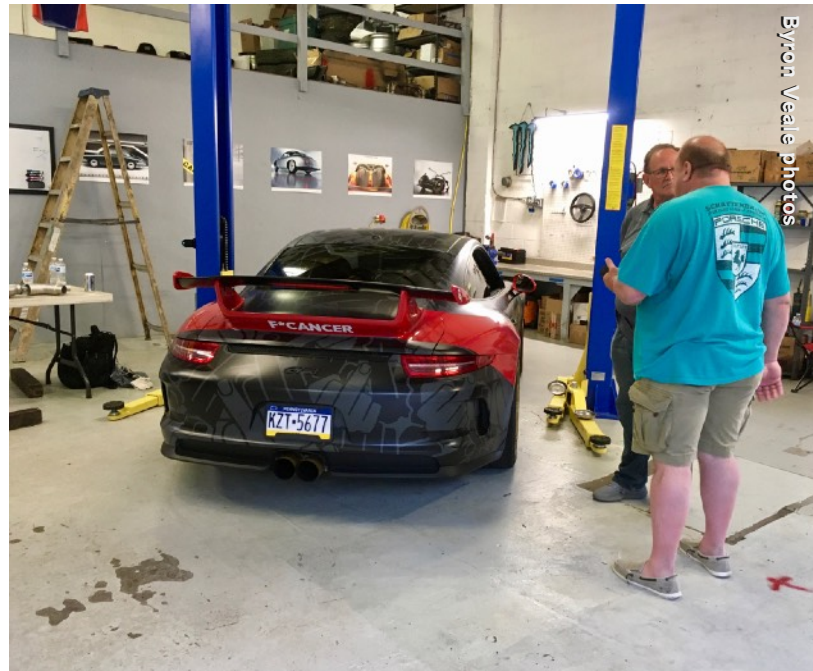
Arnie Cohen



Bob Helm photos

Finally, after months and months of no meetings, events or anything else thanks to Covid-19, we had our June meeting at Mike Bono's shop. What a great turnout! With excellent weather Mike and his staff did a great job getting cars and his repair shop in top shape. The display of really nice clean cars for sale was a history lesson for Schattenbaum members, as one or another of us owned most of the cars present at one point in time.

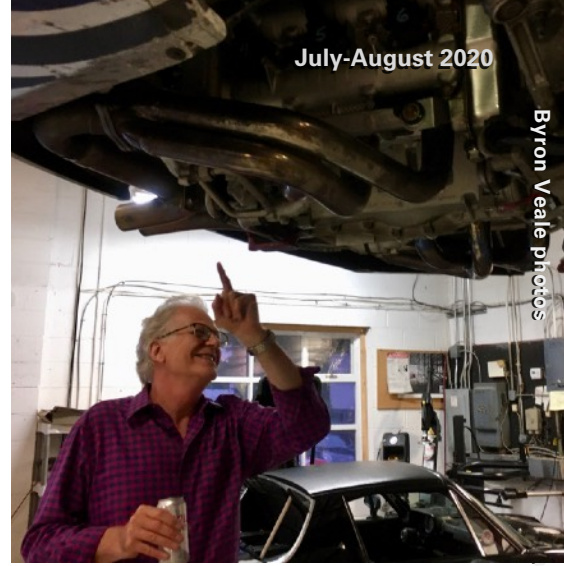
We were treated to a presentation by John Gaydos and Evan Fiorentino of *Soul Performance*. Soul detailed the performance advantages of their weight-optimized exhaust systems available for most Porsche's, how you can lighten the entire muffler system using their products and also get a great sound. Additionally, Soul is able to flash the ECU unit to liberate up to 110 for some cars. Soul brought with them a GT3 "F* Cancer" race car outfitted with one of



Byron Veale photos



Good for the "Soul" *(continued)*



their systems installed. Mike had it up on a lift for members to see underneath.

On the other lift was Joe Druding's race car for members to ogle. It is such a clean car. Tires were pulled for visual examination of the engine, suspension and brakes. Mike conducted mini seminars about the cars on display, covering items needed and items completed.



Top: Joe Druding is no longer with us, but his car is still "in the family" under Bob Stein's care; his car also is still immaculate, as Tom Stolz discovers.

Right: Jeremy Lukianovich has transformed his Boxster into a turbo terror.

Below: Pete Tremper's hot rod 914-6 was his track ride for a long time; check out the collection of signatures on his dashboard!



Good for the "Soul" (continued)

Byron Veale photos



Another feature of the meeting was the new wrap of Mark Calzaretta's number 17 race car by New Age Powder Coating & Vehicle Wraps, what a great job by a local wrap shop. The car really pops wearing its new reptilian skin pattern.

Thanks again to Mike for hosting the event!

Top: Mike's son Matt wheels Mark Calzaretta's Cayman into the garage, giving us all an auditory delight; the car sounds fantastic!

Right: Matt brings me an early Christmas present, a ducktail from Dan; Bob Helm, Sean Gallagher and Melanie Bilbow.

Below: an SC in a great color with Turbo-fans; and Jules' tricked-out TT.



Schattenbaum Newbies

"Down the Shore"

Text and photos by Mark and Angela Johnson

This past February on a recommendation from my barber, I joined the PCA and also signed my eleven-year-old son up for the youth program. My wife's 2006 Boxster S was a 29th wedding anniversary present purchased late last summer. (When you find a great Porsche, any convenient excuse should be employed.) We were looking forward to participating in some Schattenbaum meetings and events this spring until ... COVID-19 drastically changed the social calendar.

I was happy to see an email plug for the recent No-Contact Schattenbaum Gimmick Rally between the Absecon and Barnegat lighthouses. My wife was interested as well and it offered a great opportunity to leave the boy and dog home with food, water, and X-box. "Do you want to drive or navigate?" "I'll navigate," my wife replied. EXCELLENT! The holiday weekend weather was forecast to be warm and beautiful. I spent some time studying the driving directions and Rally questions. Google Maps satellite view gave some interesting clues and I made some careful notes.

As our adventure morning began, Angela was packing some water bottles, light snacks, and sun protection. I told her that I had studied the route and "wanted to show her my notes." She wasn't the least bit



On Gimmick Rallies

A recent PCA webinar inspired us to organize a Gimmick Rally. According to Dan Petchel, Schattenbaum had one some 45 years ago. It was time for an update!

A Gimmick Rally is typically a non-competitive, fun event, but can additionally be timed, where participants meet at a location, start in 3-5 mins intervals and stop by at checkpoints. Using driving instructions and a scoresheet you have to find obscure landmarks, answer questions (can include math questions, trick questions) and solve puzzles.

The whole situation with the pandemic suggested to organize it as a "Non-contact" event, allowing anybody interested within a period of a week to drive, answer questions often related to landmarks and take pictures. In the planning phase we wanted to make sure that not all landmarks can be found by driving the tour "virtually" using Google Streetview. Initial questions were very specific, but more challenging as the rally went on, and some locations of landmarks were not directly on the route. As an example, in their article the Johnson's mention one question, which was "Who is living at the terrace?" which referred to the street name of "Natalie's Terrace," off the main course in Absecon. The Johnson's did a great job and got all questions right! Congratulations!

—Andre, Schattenbaum Tourmaster



"Down the Shore" *(continued)*

interested in my "Mission Brief" and started to get a bit agitated at my insistence. Thirty years of marriage have trained me when to DUMMY-UP and not ruin the whole day over details. After a quick fuel stop, we zipped down the AC Expressway to begin our adventure at Absecon Lighthouse.

Slowing to city speeds, the convertible top retracted and our wide-brimmed hats and smiles were firmly affixed. As we were taking our first picture at the giant fish (Atlantic City Aquarium), a passerby remarked, "Pretty car! I'd take a picture of it too." Wow. It was the first of many turned heads and kind remarks along the way. We shared a few appreciative glances and waves with other Porsche drivers as we made our way along the route. Unfortunately, we weren't able to find any other Porsches for photograph bonus points.

Question 1 was answered after Question 2 and Photograph 1, and so it went. We were doing pretty well and feeling pretty good about ourselves when we started second guessing color interpretations. Is that third fish color red or pink? Is that entrance door next to the artwork blue or purple. Or, as an extra trick, do they mean the yellow garage door that is the artwork canvas? Don't let the game spoil the adventure. We were having a great day!



Questions 3 (Google Maps Hint!), Question 4, and Question 5 were seemingly easy with a good lookout. Turn right onto N Shore Rd for 1.3 Mi ... I zeroed the trip odometer and we proceeded in search of the "Terrace." Can't find it! There's the Blue Star Memorial "on right". Could Ten Acres somehow have computer spell-corrected to Terrace? I don't see any interesting mailboxes at the Ten Acres Motel and its "residents" didn't seem mentionable. Uh-oh, we are missing something. After expanding our search in the nearby area and retracing the route THREE TIMES, we settled on an obscure side street sign "Natalie's Terrace" but never saw her or her mailbox! Later at home my son guessed, "It must be crimson red."

Angela spotted the base of a tall monument through trees to snag question 10. She did a great job navigating and spotting along the way. One of the biggest challenges along the way was finding a restroom. No luck at the *Tuckerton Seaport and Baymen's Museum* but they kindly pointed us to the nearby County Park. It only cost us seventeen fat rain drops on the Porsche from a rogue passing cloud. Most of the remaining questions were answered and pictures were obtained.

We can't wait for the next Gimmick Rally and hope to see you along the route!

Peddler's Village Concours Event

*Text by Arnie Cohen and Nick Katsikis,
photos by Arnie Cohen and Bob Helm*



Another very successful Concours event at Peddler's Village

On July 11th, the Schattenbaum members came out in force and took over the parking lot of the Bank of America in Peddler's Village with some amazing Porsche's. All clean. Washed and ready to be Judged.

Judged by our own Concours Chairman Nick Katsikis, with help from Scott Pelletier and Lou Seiden adding up score sheets, the process was very effective and quickly done.

This year we had categories for Air-Cooled, Water-Cooled and Boxster/Cayman.

Most impressive was Gerd Lengfeld who took home two prizes, one for his air-cooled 911 and one for his water-cooled 911.

There were roughly a total of 35 cars and with great weather, our hopes were that everyone had a good time and will be back next year.



Peddler's Village (continued)

July-August 2020





View From the Rail

View? What view?

Text and photos by Bob Helm

The view at all the tracks

It is difficult to come up with ideas for a column titled “View from the Rail” when the view at every track, every day, in all directions, is the same! No people, no race cars and no stories to tell, much less ones that are timely and somewhat interesting (I hope).

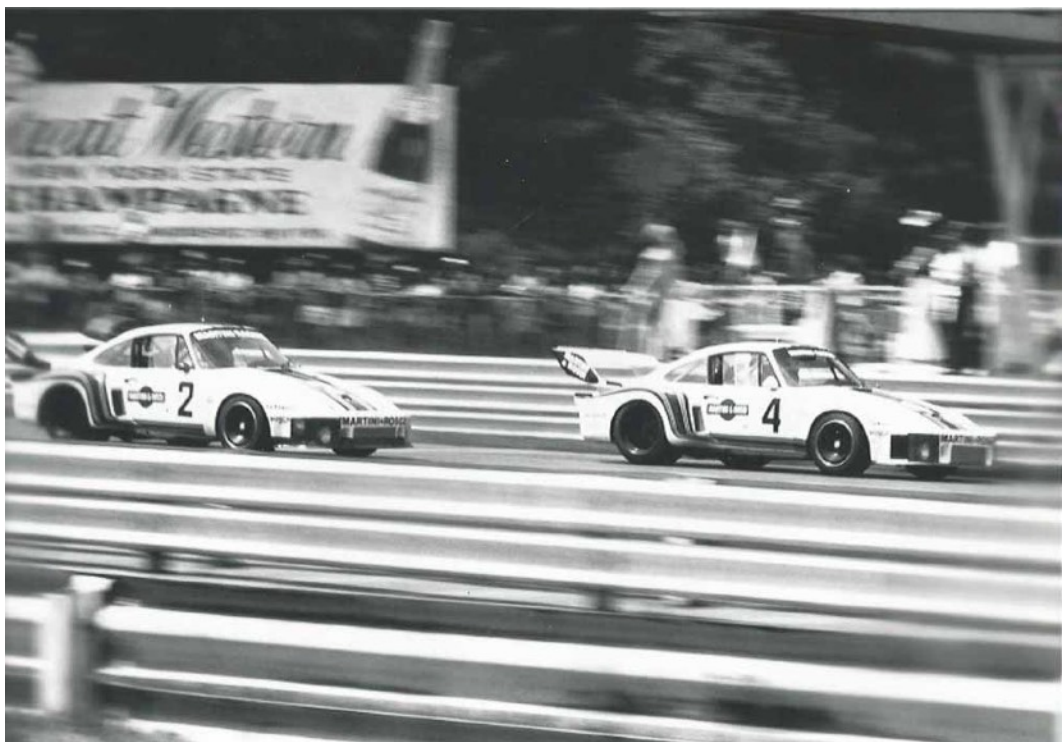
So what to write? They say every image tells a story, sometimes it is clearly understood, sometimes not but there is always a story behind the photo and going back in the archives I found some of my favorite photos and will try to tell some of the stories behind them. With 30 years of shooting motorsports I have quite a few. And with most of those years pre-digital, I dug out some old prints and went to the flatbed scanner and the slide scanner.

935's at Watkins Glen

This was the US debut of the 935 at Watkins Glen six-hour race, which was a round in IMSA and the sole US round of the International World Championship. At the time *Panorama* only covered the two Florida races and Road Atlanta.

Betty Jo Turner, editor of Pano, wrote the articles and her husband Leonard did the photography. Since Watkins Glen was a ways away from their base in Atlanta, was significant, and since I had been to the Glen I asked if they would like photos and article. They arranged for my first credentials for a US race (I had a couple in Germany).

The original photo is in color but they didn't do color back then. At that race I also met Jack, another photographer there. We had a lot in common. I worked at the time in the retail side of the camera industry and Jack worked for Kodak, and we were both presidents of the local regions of our car clubs, mine Porsche, his Ferrari. Over the next two years we became friends, and I found out he was in charge of the Glen's team of photographers! He invited me to join them for the F1 race in October and I did both races from then until the track closed.



At the time they didn't have Full Course Yellows and the 935 was so superior that it had a seven-lap lead when they pitted for an anticipated brake change. They did not anticipate the calipers welding shut and needing a to change the suspension on both cars! They left the pits seven laps down. They finished first and second, which was when this photo was taken. The following year they had a fully built suspension in the pits for each car, ready for a quick change. They were not needed.



935's in Glen garage

Not all the interest is on the track and the garage was always crowded with fans. At the time the team areas were separated by wire fence and the middle section was for fans. Like NASCAR they charged extra for weekend access. Porsche had the first box on the East side of the building. The difference between the 70's and present day is vast. In the day there were many teams working past midnight and sometimes till two in the morning, and fans were watching. I loved the composition of the cars as they just sat in the garage. I shot this in both B&W and color because the subject was mostly B&W, but I prefer the color shot for the subtle color in the tail.



When the Pits aren't the pits

Pit area was far more relaxed then compared to now. First up is Rolf Stommelen and his mechanic in pit lane prior to a practice session. Rolf died driving a 935 in the IMSA six-hour race at Riverside. Next is Jacky Ickx finding a convenient seat for some shut eye. Both Rolf and Jacky had distinguished careers in both sports cars and F1.



Drivers Ed

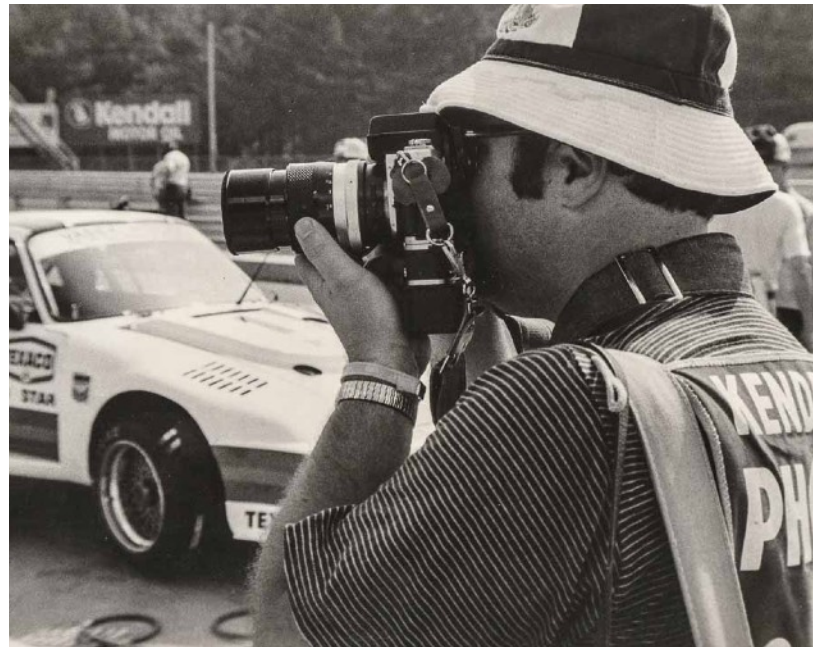
Of course not all the track events were professional races. This was taken at the first Zone one 48-Hours of the Glen DE. DE events were not common and I think Schattenbaum only had one at Lime Rock the year before this. It was fully booked. This was one of the last track events where you saw a number of 356's, both race and street, and the 914's. My photos of this event were featured in *Christophorus*, the Porsche Magazine.

Coordinated in actions and in color

One of my favorite photos of the era, this was the Dick Barbour 935 driven to a 2nd Place finish at LeMans a few weeks before by Dick, Paul Newman and Rolf Stommelen. The car sold in 2016 for just under \$5 million. For me it was a major significant race because it was the first time I had ever used camera with a motor drive. In the years since every SLR camera has had at least three frames-per-second drives, the top pro models 12 to 20 fps drives. But for years I used “Thumb Drive” — the one on my hand, not the computer one! I shot college basketball, baseball, football track and motorsports that way as only Nikon’s top camera took a motor, which was more expensive than the camera. Both had to go back to Nikon for a custom fit. The Nikon F2 was their first camera with a drive that did not have to be fitted. I had picked up a “Salesman’s sample” F2 the day I was leaving for the track. Ever since every camera I’ve used has had a drive.

This photo doesn’t look too different from current practice but the crew uniforms were not Nomex Fire suits, just cotton overalls. The standard crew attire then was blue jeans, sneakers and cotton crew shirts. Dick Barbour is at the rear of the car and Bob Garretson has the Windex can. It was also the beginning of a long friendship with Bruce Anderson, team manager and PCA Tech guru for many years, who helped with getting me credentialed at Sebring the following year.

I would be remiss if I didn’t say why it was one of my favorites. First is I always like color harmony in a photo and at the time this was the only team where such harmony was possible, with the crew uniforms matching the car color. Today the factory Porsche and the #3 Corvette have harmony between the car and uniform colors. The second reason is the use of leading lines makes any composition stronger and all the lines formed by people draw you into the photo. The last reason is this shot could not be done today due to the changing of the rules on pit access, combined with the pit strategy built on FCY as I had to be in the pit area of the adjacent car, which would not be allowed today.



Dashing young man

Always the fashionable photographer, yours truly as photographed by Steve Oxenfeld. In pit lane at the Glen with the F2, Drive and a 135mm F2.8 lens — I didn’t own a zoom at the time. Steve and I drove up together in my VW Type 3 Fastback and the combined value of the camera gear was more than the car.

Well, I have a few thousand more to share ... next issue!

Parting Shots

Schattenbaum in the early days

*RJ Wilmoth
National Historian
Porsche Club of America*

PCA Regions Are Made, Not Born

by Dathene Love, Fran Schafer, Bill Keller
Schattenbaum Region

It hardly seems as though a year has passed since "Schattenbaum" became official. The idea was actually discussed during the early part of 1973 since our "Shade Tree Racing Team" began to grow in size, and most of the "members" were Porsche enthusiasts located in the central and south Jersey areas, which was kind of a no-man's land between northern New Jersey and Riesentoter regions. Growth of unofficial "TEAM" into an official chartered region was the obvious next step if additional prospective members were available and we could maintain our fun and fellowship atmosphere.

Many people have worked long and hard to make the idea a reality. To those who laid the groundwork—Schattenbaum owes its birth; to the present members whose enthusiasm, Esprit d'Corps, and willingness to work have made our Region the success it is—Schattenbaum owes its life.

But—back to the beginning! The first step was writing to Executive Secretary Jane Nestlerode for information. Next, permission was received from the surrounding regions, after which 500 letters and questionnaires were sent out to Porsche owners in the area. Over 100 replies were received which was the signal to "GO". A meeting place was scheduled for August 7, 1973. It was really happening! The hours of digging up the names of Porsche owners; folding letters; stuffing envelopes; licking stamps; writing out 500 names and addresses and looking for a suitable meeting place had paid off. We were on our way with over 80 people in attendance that first night and it was difficult to tell who was more enthused—the organizers or the prospective members!

On September 22, 1973, the charter petition with 42 signatures was sent to Louis B. Marable, President of P.C.A. On November 13, 1973, our charter was presented and Schattenbaum Region, P.C.A. was official!

Since the first meeting in August 1973, the best description of the membership has been "active and enthusiastic." Each meeting has been attended by 40 to 75 people, while our membership has now climbed to over the 125 mark! There have been three tech sessions; three driving schools, one of which was at Lime Rock race course; a Halloween costume party; rally and picnic; two "mini parades"—one to a local German American Club Oktoberfest,

From: RJ Wilmoth

Date: 5/30/20 9:47 PM (GMT-05:00)

To: president@schattenbaum

Subject: Old Panorama article

Hi Mike,

I've been doing some research in old Panorama's and I came across this article on Schattenbaum in the early days.

—RJ Wilmoth



Quad-Region Autocross picnic-awards parking at Tim Kuser's House (Estate is more applicable!)

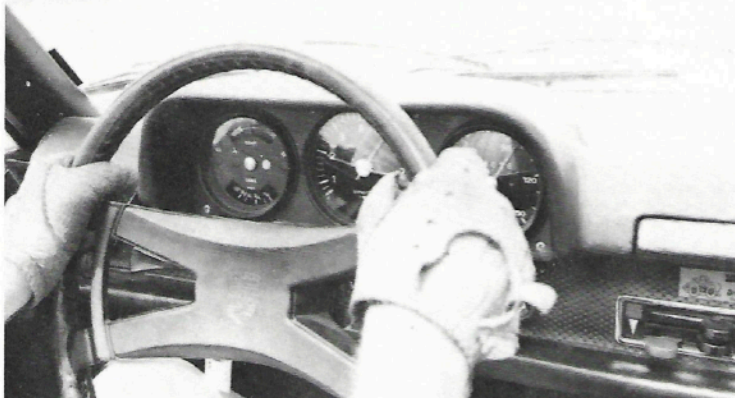
the other to a Memorial Day Picnic. We have been participating in the Quad-Regional Time Trial series with Riesentoter, Jersey Shore and Northern New Jersey Regions, hosting the final event of the series on a huge runway at McGuire AFB and the trophy presentation—picnic at Kuser's Estate. We have Schattenbaum Tee Shirts and Jackets; and a tremendous amount of "Schattenbaum Pride".

One major source of that pride is our newsletter, "Schatten Rappen". Our monthly publication is professionally printed, but put together by a small but extremely talented, hard-working and dedicated staff. These are the "midnight-oil-burners" who somehow manage to make order out of chaos once a month, and do a consistently remarkable job. At the recent

Pocono Parade our newsletter won first in its class, a tribute to the ability of our staff.

In the past year we've had a great variety of guest speakers including Steve Durst (our own Regional Member, too!); Al Holbert; and Roger and Kathy Bohl, who were previous National Rally Champions and winners of the Mexican 24-hour International Rally.

Our success, we feel, has come by offering a wide variety of events to our members: Rally, speed, tours, social, tech, and most of all—fun through Porsche activities. The pride and enthusiasm of our old and-most important- new members will take us many years ahead and keep Schattenbaum one of the strongest and most active PCA regions. You'll be hearing from us.



Happiness is 5000 in fifth at a speed event! Bill Keller's 914-6 at Pocono. Photo by Chuck (White Knuckles) Gilbert.



Al Holbert, guest speaker, at Schattenbaum meeting.

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NOVEMBER, 1974/'75