

# ***Schatten Rappen'***



Schattenbaum Region, PCA  
January 2021

*Keeping 2020 firmly in the rear-view...*



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Bob Helm photo



Fred Pack photo



Dan Petchel photo

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## On the Cover

The less said about 2020, the better. Thank goodness most of us made it through unscathed. Video still by Byron Veale.

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



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# Calendar of Events

January						
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						
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						

March						
S	M	T	W	T	F	S
	1	2	3	4	5	6
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14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

April						
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				1	2	3
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11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

May						
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						
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			

## Monthly Meetings

Sim racing with Dean Chapman February 17th.

Usually held third Wednesday of the month.

[Jimmy's American Grill](#) is our standard meeting place.

## Social Events

Right now, everything is up in the air due to the COVID restrictions in place on restaurants. We'll have a better idea of what will be possible as time goes on, vaccines get distributed, and the weather improves.

## Tours

Spring tour Gimmick Rally April 10 or 11

Tour to the Carlisle, PA All-Porsche Swap Meet May 1st.

## Concours

[Simeone Concours](#), Simeone Museum April 17th.

Peddlers Village Concours July 17th.

## Drivers Ed

Held at [NJMP](#), Millville NJ. various dates.

[Registration links](#) available on our website.

## Club Race

Held at [NJMP](#), Millville NJ. August 13th–15th.

Volunteers needed!



# Upcoming Monthly Meetings

## February Meeting: PCA Sim Racing with Dean Chapman

*When: Wednesday, February 17th, 7:00 pm  
Where: Zoom meeting, link to be delivered  
closer to the event — watch your  
e-mail!*

We are excited to bring you one of the best distractions from the pandemic raging outside your door: PCA Sim Racing. Join us as we welcome PCA Sim Racing's Dean Chapman, who will give us the lo-down on PCA's virtual race series. But be careful — it looks like it will be just as easy as "actual" racing to spend real money on this virtual thing!

From their website:

"Just as in real racing, sim racing requires preparation, training, and orientation to enjoy the hobby. Our Racecraft page will get you started with racing equipment, training, and orientation. As you might have guessed, it is possible to spend a nominal amount of money getting going, or also as you may have guessed, a significant amount of money. But as is always the case, proficiency comes with practice."

So get out of your rut without getting out of the house, and come join your Schattenbaum friends for a fun evening of car banter.

*Food and drinks may be available, depending on whether or not you went shopping recently...*





## Schattenbaum's Drivers Ed Events

Date:	Track:
March 18-19	NJMP: Thursday & Friday @ Thunderbolt
April 29-30	NJMP: Thursday & Friday @ Lightning
May 15-16	NJMP: Saturday & Sunday @ Thunderbolt
August 13–15 (Club Race weekend)	NJMP: Thunderbolt ( <i>Advanced DE run group only</i> )
October 14-15	NJMP: Thursday @ Thunderbolt, Friday @ Lightning
November 6-7	NJMP: Saturday & Sunday @ Thunderbolt

Registration is open for all events. For more details, visit [www.schattenbaum.org](http://www.schattenbaum.org).



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





## New Members

Name	Date Joined	Town	Porsche Year & Model
Kincel, Nate	Jul 2, 2020	Haddonfield, NJ	2004 911 Carrera 4S Cabriolet
Chen, Dihao	Jul 27, 2020	State College, PA	2014 Cayman S
Chen, Mingzhao	Jul 27, 2020	State College, PA	2014 Cayman S
Schonwald, Martin	Aug 15, 2020	Mount Laurel, NJ	2015 Panamera S E-Hybrid
Sasdelli, Edward	Aug 18, 2020	Newfield, NJ	2015 Boxster S
Vilotti, Gaeton	Aug 22, 2020	Atlantic City, NJ	2013 Boxster

### 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.

Contact Vice President and Program Chair Nick Katsikis 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 random Porsche-related pictures, or pictures from a recent Schattenbaum event, 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

Name	Anniversary	Town
Huff, Terrence	(30) August 1990	Langhorne, PA
Huff, Colin	(30) August 1990	Langhorne, PA
Christou, Andreas	(30) September 1990	Mount Lake, NJ
Christou, Diana	(30) September 1990	Mount Lake, NJ
Moheimani, Hessam	(25) August 1995	Westmont, NJ
Moheimani, Susan	(25) August 1995	Westmont, NJ
DeBroekert, Dean	(15) August 2005	Mullica Hill, NJ
Barile, Julie	(15) August 2005	Mullica Hill, NJ
Shiminske, William	(10) August 2010	Moorestown, NJ
McDonald, Jacqueline	(10) August 2010	Moorestown, NJ
Falchook, Jerry	(5) August 2015	Ewing, NJ
Sievers, Robert	(5) August 2015	Medford, NJ
Barling, Timothy	(5) September 2015	Mullica Hill, NJ
Drazga, Eric	(5) September 2015	Mullica Hill, 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](http://www.pca.org)





## Porsche Panorama

### Multiple Award-Winning Monthly Magazine

*Porsche Panorama* is the official magazine of the Porsche Club of America. A 160+ page glossy, full-color magazine that features the work of some of the most prominent automotive writers and photographers in the industry. When other magazines are shrinking in size, or printing on lower-quality paper, *Porsche Panorama* is doing just the opposite, bringing you feature stories about classic Porsches, Porsche personalities, and the latest new models from Porsche.

Sign up for a PCA membership today. It's the only way to get *Porsche Panorama*. Your \$46 annual membership breaks down to just \$3.84 an issue. Not counting the other myriad benefits of membership, it's an incredible value.

CURRENT AND BACK ISSUES ONLINE: <https://ww2.pca.org/panorama/current>



## PORSCHE CLUB OF AMERICA

## Meet our new executive board

### President: Arnie Cohen

It has been a great privilege to serve as Vice President for the past two years and now taking the step up to serve as President for the next two years is an even greater honor. I have been planning club member meetings and events for the past three years.



I currently own a 2012 Porsche 911 (991.1) and a beautiful Blue 2011 Panamera 4S. As a retired CPA I hope to add a different view for club spending and keeping the club profitable.

I live with my wife Cis and two dogs (Roxie and Farrah) and a Greenwing Macaw (Zoe).

The club has already planned the track events schedule for an exciting



2021 at New Jersey Motorsport Park. In the coming months we will be putting together some more interesting and fun events as the country opens back up from Covid-19.

### Vice President: Nick Katsikis

The role of club Vice President calls for filling some big shoes. I wish to continue the great things we do each year. The club has been very successful over the years and I have truly enjoyed all of our events and meetings. This has inspired me to become involved and do even more.

I have been a member of the PCA since 2014, and for the past two years have held the Concours chair, where we have hosted some great car shows at great venues. My love affair with German cars, especially Porsche stems

back to the numerous cars my father has owned. I am an avid car collector with 17 vehicles in my current stable. On the Porsche side, this include a 1983 928S, 1984 944, 1974 914 1.8 and 1975 914 2.0. I have a hard time letting go and have been fortunate enough to keep all my babies.

In my professional life, I am the Director of Operations for a large Hotel company that operates over 100 hotels in 30 states. I handle all aspects of the business at each hotel from day to day operations,



to financials, physical plant maintenance and most important, the guest experience. I feel that my 27 years of business experience will translate well into helping to manage the club. I look forward to the opportunity to serve as Vice President.



## Meet our new executive board *(continued)*

### Treasurer: Tom Stolz

I became a member with PCA Schattenbaum in 2015, when a Club member invited me down to a Drivers Ed. I thought it looked like a blast, driving around the track as fast as I could, with no police and radar traps ... what could be better?!

Not really certain where my love for Porsches began, but after graduating from college in 1977, and getting my first full time job with a public accounting firm, I bought my first daily driver, a 1976 BMW 2002. Soon after, I bought a 1976 911S with a credit card,

as my sunny day car. I drove that thing all over America, from Key West, to LA, to San Fran and Yosemite, to Oregon, and back. Marriage, kids, and becoming a CPA in 1982 was a "fun car" detour, until 2014 when a Club member suggested it was time for one again, a Carrera S. Everyone in the group at the track warned me of the slippery slope. That became a Spec Boxster, a trailer for it, and a Macan.

The common thread through this journey has been working as a practicing CPA,



and having an accounting office in Flemington for years, so I thought I would like to be helpful and give back a bit, with a stint as Schattenbaum treasurer. As a member, it's all about paying this fun forward and keeping the spirit alive, so I'm happy to join in and help.

### Secretary: Steve Rice

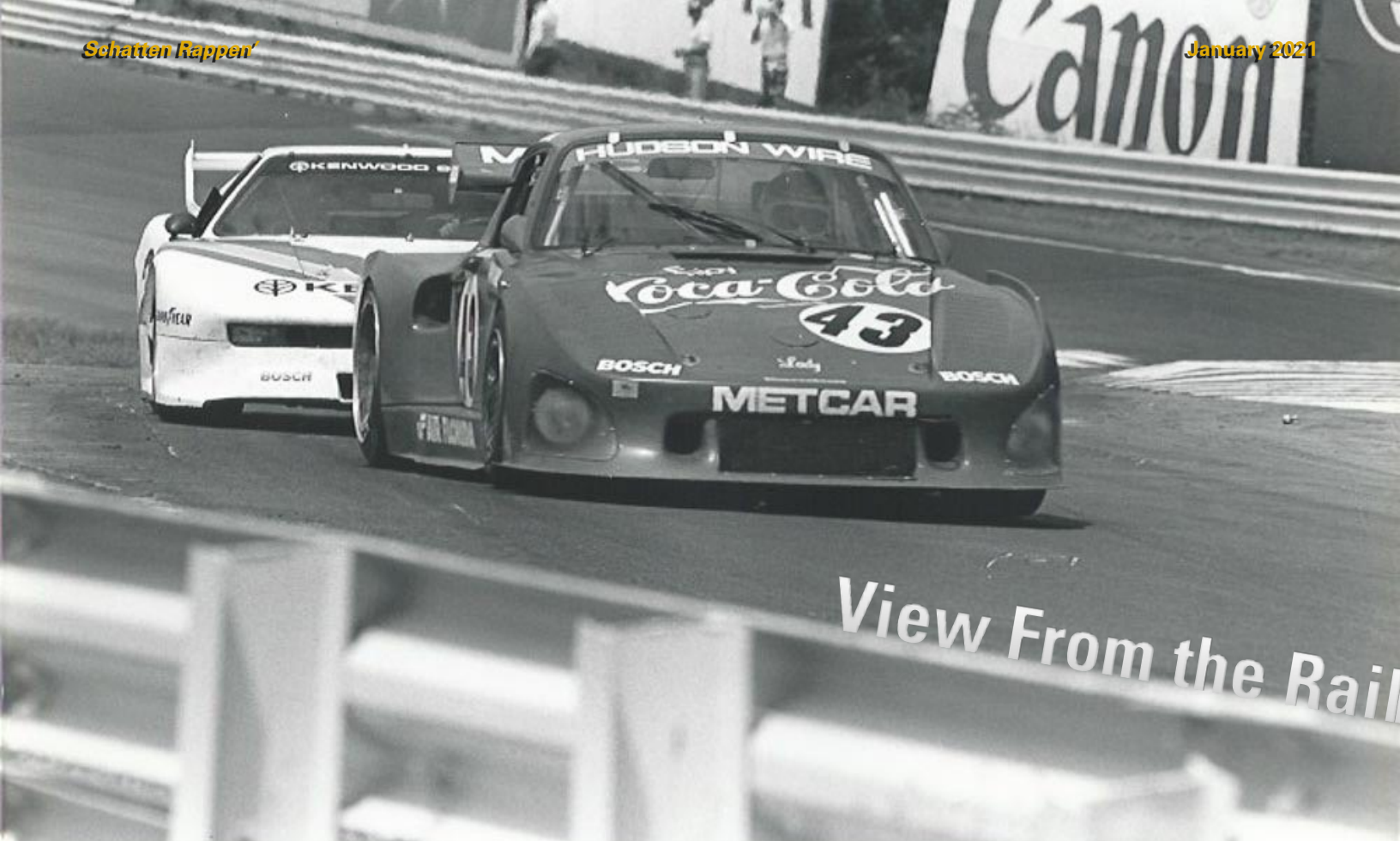
I've always been attracted to sports cars, and before college in 1969, I wanted a 1963 Corvette. I was \$200 short, and my dad convinced me not to go into debt. Instead, my first car was a 1966 Mustang, which I sold when I was headed to the University of Hawaii. I lived in Hawaii for eight years, and bought a 1976 Triumph TR6. After moving back to the mainland, I missed out on a 924 in great shape and in my price range. Instead, I purchased a 1980 Mazda RX7, which I had quite a few years. Over time, I married, started a family and entered the dark (SUV) ages.

Fast forward to the end of January 2017: I stumbled across this beautiful midnight blue 2007 Carrera 4 on Ebay. It was only 20 miles away. The guy I bought the car from (on the spot!) encouraged me to join PCA. I'm so glad I did.

I joined Schattenbaum in February 2017. Since then, I've been to practically every Schattenbaum meeting and function. I also volunteered for our Club Race, and was lucky enough to work in the timing booth, where I learned a lot. I've met some really great people and hope to meet many more.



I was surprised and honored when Mike asked me at our 2017 holiday party if I would be interested in becoming club secretary, since I hadn't even been a member for a full year. I happily accepted. I have attended and enjoyed every board meeting since, and am honored to serve again as secretary in 2021.



## What View? Part II

### Bob Helm

*It was good to get back to the Rail for the Club Race, and those photos are elsewhere, coming in a future issue. Here I continue my look at past events. Sports photographers love, indeed live for, taking great actions shots: the game winning goal, the great catch, the decisive moment. But that is just one small part of the sport and relies on a lot of factors, not the least of which is luck, and is why Sports Illustrated has 11 photographers at the Super Bowl.*

*This month I am focusing on people. Racing, particularly Sports Car racing, gives fans an intimacy with the participants you just don't find in other sports. At most races a ticket gets you access to the paddock area, the drivers, the mechanics, can even include autograph sessions, and in IMSA the fan walk.*





## View From the Rail *(continued)*



### Coke Adds Life!

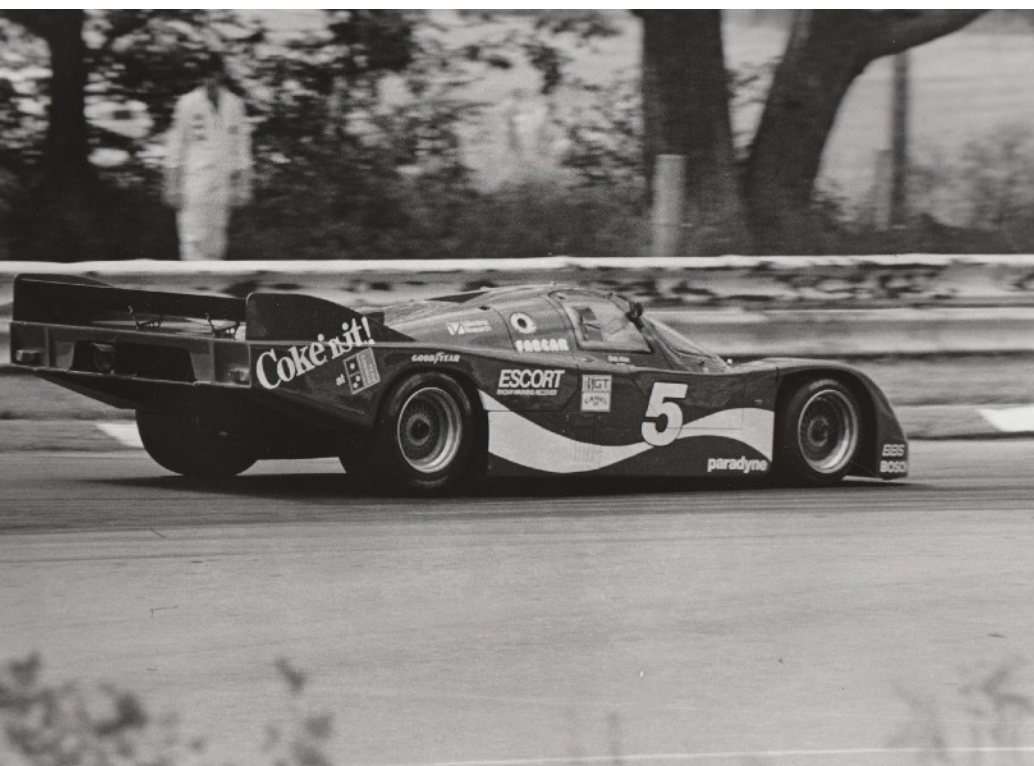
So if the focus is on people why are the first photos of the Coke Sponsored cars of Bob Akin? For one Coke is my drink of choice but mostly because it is probably the most famous livery in IMSA history (Brumos and Lowenbrow close behind) and Bob is the epitome of the Gentleman Racer that is the backbone

of IMSA. The Gentleman Racer is often defined as someone whose wallet runs much deeper than their talent pool and they fund the "Pro" Driver that shares the ride with them. That is not the case with Bob, a great driver, a true gentleman and a friend of Schattenbaum. I got to know him pretty well over the years and on several

occasions he was a guest speaker at our monthly meeting where we got the inside info on the sport. At one meeting a member asked him how one got to share a ride in his car. His answer was short and to the point. Two things were necessary:

- convince him you wouldn't wreck his car
- and a check for \$10,000.

Not much has changed over the years except the size of the check. Bob was taken from us far too soon in a racing incident in one of his historic race cars. He has been honored by IMSA with the Bob Akin Award, established in 2013 given to a Driver, mechanic, sponsor or team member for a passion for the sport, a history of success, and a high-level of sportsmanship.

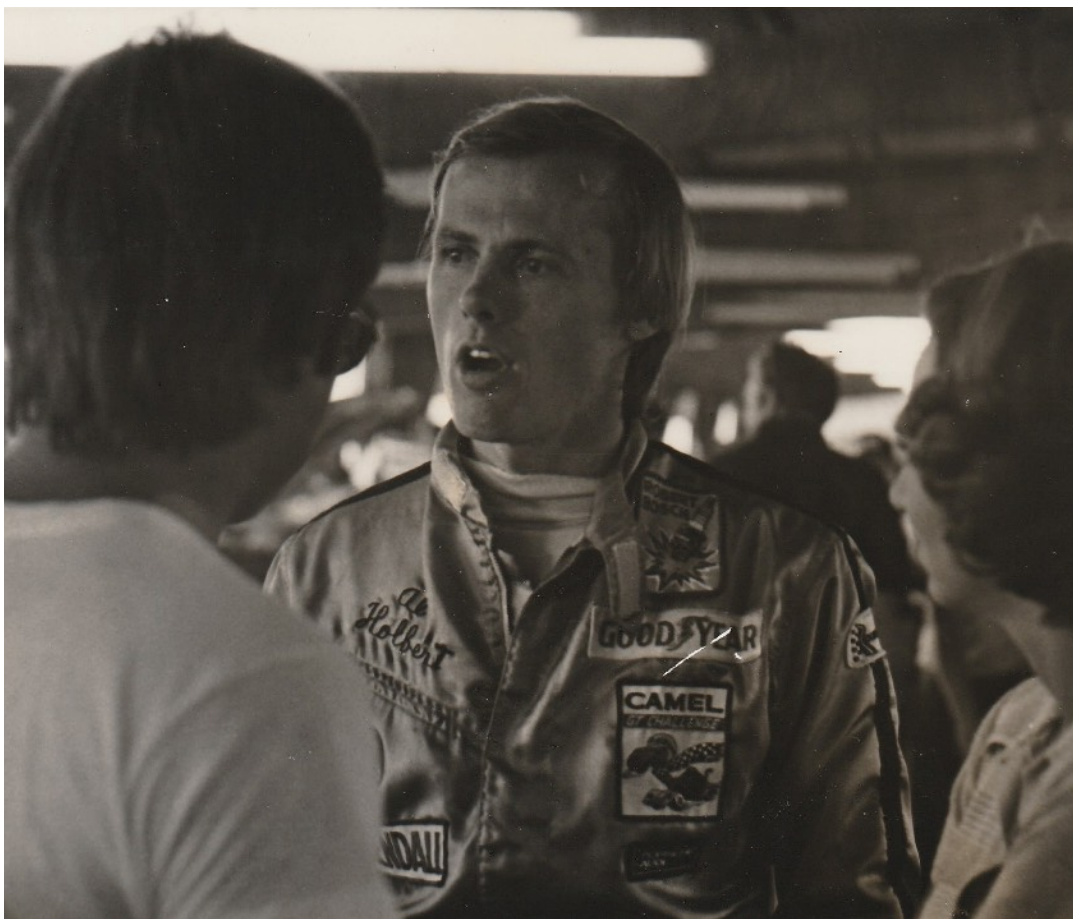




## View From the Rail *(continued)*

### Leader On and Off the Track

Al Holbert continued his father's tradition of racing success and is an IMSA legend. His first race car was a 914-6 and he went on to be head of Porsche racing in the US. Many of the 962's were built in his Warrington PA shop. I got to know him well as I was Schattenbaum President at the time and we had several events at his dealership and of course at the track. He wore many hats but was always accessible.



### From Racers to Owners

Bobby Rahal modeling an early prototype of the Cool Suit at Sebring the year after his Indy 500 win. Danny "On The Gas" Ongais, always accessible except to sponsors after Ted Fields sold (gave) him Interscope Racing. Never knew how many of his former Interscope cars existed till I went to Rennsport.





## View From the Rail *(continued)*



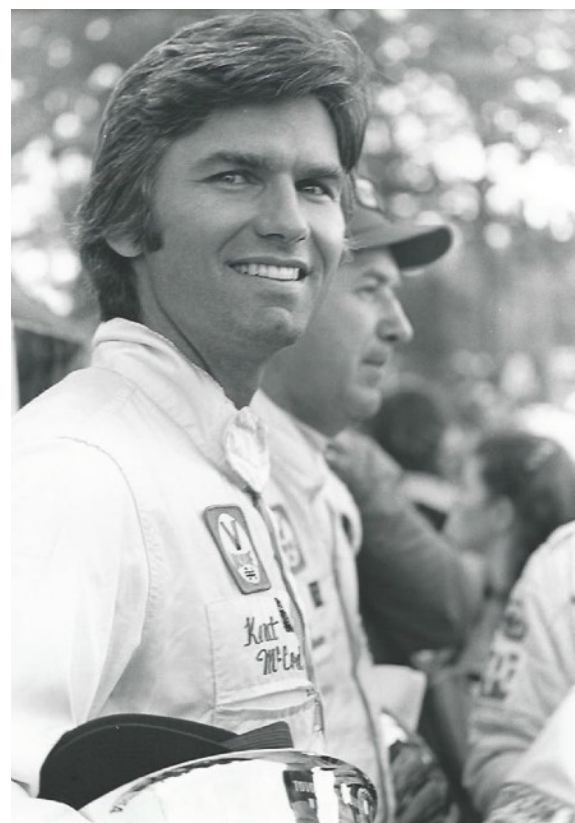
### Another Side

In photography we often look for contrasts and at the F1 Race at the Glen it was hard to not notice the contrast between the track marshal and Penthouse Racing Spokesperson Dominique Maure, he wearing white, her black, side by side facing different directions. Later that day along with another track photographer I had the opportunity to do some publicity photos of her for the track. The following weekend she was getting married. In the 80's both Penthouse and Playboy had an active sponsorship in racing and both had a presence at many races. Playboy was represented by Playmate of the Year Monique St. Pierre driving in the Celebrity Challenge race. Racing is not all grease, smell of racing oil and race rubber.



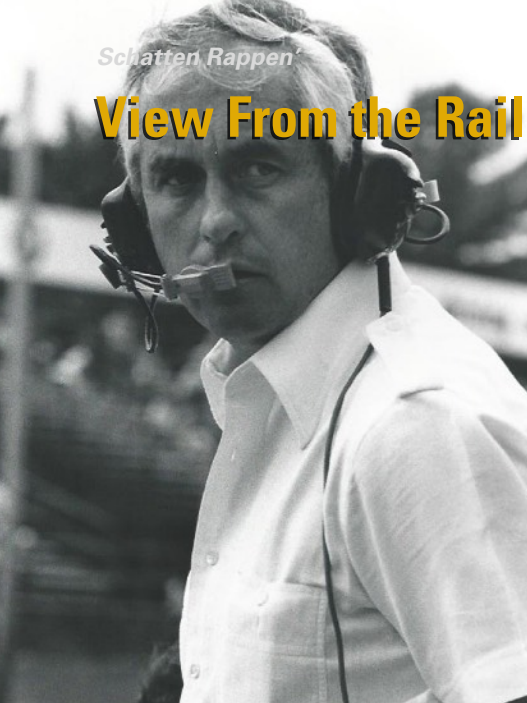
### Seeing Stars

The Celebrity Challenge race gives fans the opportunity to get close and personal with the Stars of Sports and Screen like Bruce Jenner, Kent McClure, Gene Hackman and many more.





## View From the Rail *(continued)*

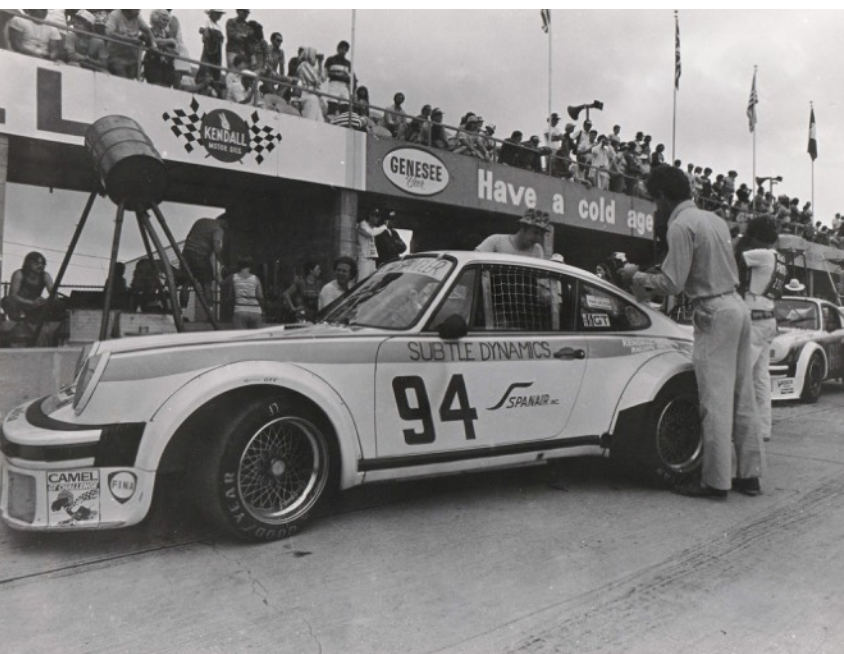


### Captains

One of the most recognizable people in the Racing industry is Roger Penske, this was taken at the last Indy Car race (my first Indy Car race) at the long gone Trenton Speedway. Indy cars are fast, but you have no idea until you see them at a short oval. They say photographers are known by the photos they show, not the ones they take. Very few have seen the photos of cars I shot

that day, or should I say the parts of cars I got. Back then crews didn't wear fire suits but polo shirts and slacks, and everyone on Team Penske wore brand new shirts at every practice session and the race. Branding has always been important to The Captain. The other iconic figure in the industry at the time was Rob Walker, F1 Team owner and major

contributor to Road & Track. Things then were hands on, stopwatch in hand at the Rail. His most famous driver was Stirling Moss. If you go to a major race today the garage areas look like "Clean Rooms" and Porsche mechanics wear white. Not so in the old days, they fixed things rather than just replacing them. He was a mechanic for the factory team.



### One of One

Sponsorship is an important part of the sport as racing does tend to be expensive. The 94 car was an IMSA entry by Steve Durst who had a local shop and was entered at the Six Hours at the Glen. Steve also was I believe a member of Schattenbaum (or Reisentoter) and spoke at a couple of our meetings. He and was a friend of Steve Oxenfeldt, friend, fellow photographer, Schattenbaumer and owner of Subtle Dynamics, and I believe this is the only entry in the 50 year history of IMSA to be sponsored by a Schattenbaum member.

*Part III will be on F1 at the Glen...*

# PACK AT THE TRACK

*Fred Pack, PCA DE instructor*



I'll see you at the track in 2021!  
You can always contact me at [fhp911@gmail.com](mailto:fhp911@gmail.com).

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## Life Goes On

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### Background Thoughts

I am writing this during the second week of September. The virus has killed more than 195,000 Americans, which is more than we lost in World War I and Vietnam combined. I took a COVID test since I had taken a very long road trip recently (details below) and it seemed like a good idea. I passed! I don't have the disease.

Regarding the virus, channeling Rick Blain (Humphrey Bogart) in the classic 1942 Casablanca, "it doesn't take much to see that the problems of three little people don't amount to a hill of beans in this crazy world". Our individual lives, and certainly our Porsche lives, are not central in any way to the monumental forces at play now in the world at large, and yet our lives here and now are all we have: life goes on.

### My New Cars

As I've written previously, at Schattenbaum's NJMP event in October '19 I was hit, wrecking my '11 Boxster S and myself. Even while I was sitting in the car waiting for the ambulance to take me to the hospital I had the thought that maybe at age 71 I shouldn't get a new high-powered Porsche track car – maybe I should get a low-power Miata and set it up for the track and also get a GT4 to replace the wrecked Boxster as my street car. I bought the Miata a week later and immediately had it sent off to a Miata race shop to get it trackified. As for the GT4, it took me a few weeks to find a Porsche dealer that had any GT4 allocations, but I did find one near Chicago and ordered it in December. It was due for delivery in June, but the virus intervened on me as in so many



# PACK AT THE TRACK (continued)



carefully since there is only meager storage space – much less than a Boxster's. We got to the dealership a few minutes after 9:00 a.m. on Monday. The showroom was packed with fancy Porsches including a Taycan Turbo S. My GT4 was right in the window, sharing floor space with numerous Boxsters, Caymans, 911's,

other people's lives. Delivery slipped to late August due to virus-based factory closings in Germany. Late August finally arrived. In planning for the trip to pick it up my first thought was the most obvious – fly to Chicago and drive home in the GT4. My second thought was to see if my friend Alfred (who bought my 1998 Boxster from me and drove it without incident until 2018 when one day the engine died) would like to join me. Al was thrilled with the idea. We would fly out together, pick up the P-car and drive back. My third thought was that we would take the Miata to Chicago, sharing the driving, then pick up the P-car and swap off driving the two cars back east – and this is what we did.

Our destination was the Barrington Illinois Porsche dealer. This is a bit west and north of Chicago. Estimated drive time: 12.5 hours. Our plan was to start 7:00 a.m. on Sunday and to arrive in time for dinner, and all went according to plan. The Miata is *very small*, as in tiny, so we packed very

Panameras and a spectacular 911 GT3 RS. We departed the dealership in the two cars a little after 11:00 a.m. I had realized that it would be impractical to drive past midnight, so we stopped for the night around 7:00 p.m. and resumed the next morning. We left Richfield OH at 8:00 a.m. and pulled into my house in NJ at 4:30 p.m. We traveled 1,700 miles in 3 days.

The GT4 is extremely comfortable, especially with the 18-way seats I got. I kept the revs below 5,000 rpm the entire way, yet the car had lots of acceleration and it feels very, very solid and planted to the road. Mine is Miami Blue, which is a very bold color. So far, I love the GT4.

## Track Thoughts

A few days after I returned home, I took the Miata to a non-PCA event at Summit Point Main. I love that track. The facility itself is nothing special but the track is, to me, magical. It combines a very long straight with

## PACK AT THE TRACK *(continued)*

some interesting intermediate-speed turns and an incredible twisty section.

Track driving is difficult – there is so much to do in so little time as the next corner comes rushing up to you. Here are some areas to think about

- Get on the gas early in the corner. This is key to a good exit speed onto the following straight.
- Don't coast as the corner approaches. Stay on the gas and then brake with no gap in between them (emotionally hard to do).
- Don't overbrake. Over-slowng the car at corner entry is the number one reason for poor lap times. In the 181 hp Miata you really don't want to brake too much because it takes a long time to recover that lost speed. (Much easier said than done, but very, very important.)

A lot of success in track driving comes down to “mind over mind.” You have to impose your conscious mind over your built-in unconscious mind – the one which is designed to keep you safe. You have to “become comfortable with being uncomfortable.”

I had a great time for most of the Summit Pont event – in a bit I'll get to the very un-thrilling conclusion and the lessons to be learned from it. This was a two-day event organized by a local high-end dealership which sells McLaren and Lamborghini. The event had lots of those cars plus some Porsches as well as Ferrari, Mercedes, Jaguars, Corvettes, Mustangs and at the bottom of the food



chain a guy in a prepared Mazda RX8 and my 181 hp Miata. The morning started off in serious rain. The track was quite wet. I was in the Advanced Group so I was expecting serious competition but the truth was they may have fancy cars but these guys were all terrible. I was passing everyone except for the guy in the 240 hp RX-8. The Miata was very good in the rain. There was a souped-up 911 with an 800+ hp GT2 engine and he was super slow. I had a great morning. By the afternoon the rain had stopped and the track dried fully. I was still passing most of the supercars, including that 911. Many of these “Advanced” drivers would belong in the Yellow group at best in a PCA event.

But then I ran into mechanical trouble. This was only my third track day in the Miata, so I didn't give the car a full going-over – *a big mistake*. I must have been supplied very low-end brake pads when my racing brake system was installed, because they wore down fully to the metal on all four front pads *after*



## PACK AT THE TRACK *(continued)*

*only two track days* in a 2300 lb car! If you've ever been to Summit Point you know that it has that very long straight, followed by a quite slow turn. At one point I had just about zero brakes left. Mistake number two was that I had felt braking irregularities on the previous lap but I decided to do one more lap. DUMB!! I should have pitted right away.

One important thing to store in your mind for every track you visit is the Plan B's – what to do in case of a problem. I knew there is an escape road at Turn 1. It is not advertised nor is it obvious to see but I knew about it. (it veers slightly to the left and then enters the skidpad.) It was long enough for me to get the car slowed down. I then re-entered the track and drove slowly back to the pits. Upon inspection it was clear that brake fluid had leaked out from one of the seals which was ruined due to being over extended because there was no pad material left. The car was undriveable since it had literally no braking ability at all.

I ended up getting a tow truck to take me and the car back to New Jersey. Mucho expensive!! I had violated two of my own rules: I didn't check the pad thickness before leaving home and also during the event, and I didn't go the event with a spare set of pads. After all, I had foolishly reasoned, "They only have two days of track usage

on them. They must be okay." Always be thinking.

I had already signed up for a Watkins Glen event which was a few days after Summit Point, but the Miata hadn't been repaired from its brake woes. What to do? The answer was obvious: I would break my solemn vow about not taking the new GT4 to the track, which is what I did. The car was fully broken in by that point, so off I went. Its 414 hp gave it plenty of speed on the straights and its braking and cornering capabilities are immense. I had a great time and have tremendous respect for the 718 GT4 and its non-turbo six-cylinder engine. I still babied it and never took it above 7500 rpm. Its redline is 8000. The most interesting feature is "Auto Blip." When you enable it, it automatically instantly and perfectly matches revs on downshifts – no more heel and toe!

*I'll see you at the track...*



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*Living the dream of driving at Daytona!*

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*Dan Petchel*



Sports car racing has been a very important part of my being for many, many years starting way back in my high school. I grew up in a small town in western Pennsylvania. Nothing unusual, for all the towns out there are small. The residents all love their football and “how you doing?” friendliness. Our town, though, had something unusual: two AC Bristol’s and a Bird Cage Maserati. Most of you may not know much about these two sports cars but in the late 50’s if you knew anything about sports cars, you would have known these were something special. Next out of your mouth would come “What in the world were these cars doing in a little town like this?”

The “Bird Cage” was a tube frame exotic race car, read expensive. The AC Bristol was a AC chassis with a six-cylinder Bristol motor, a forerunner of the AC Cobra. Need I say more. The owner of these cars was Archie Means the owner of Means Lumber

Company, the largest Lumber Company for 50 miles in any direction. Archie you see was a top notch sports car driver visiting all the track in the North Eastern part of the country during that period. He drove all the tracks VIR, Lime Rock. Cumberland, The Glen and a small little obscure airport race track along Lake Erie in New York state, Dunkirk. But I’m getting ahead of myself...

During my high school year’s, I made my pocket money along with my friend Joey washing cars on Saturday. We would start at the crack of dawn, driving to customer houses to pick up their cars, and then returning them complete. We could turn around a car in 30 minutes though we staggered the return to an hour and a half, picking up others cars so we wouldn’t give the impression we were short changing anyone. We always did Mr. Means cars, his being always new and top of the line, the finest in town. One of his cars had a 45 RPM record changer



## Petch Sez (continued)

installed and it played Rock and Roll when I was in the car — I did ask permission. We made a point not to speed, hot rod, or peel rubber with customer cars. There was respect for your elders in those days, also news travels fast in a small town. We were making \$40 or \$50 bucks each on a Saturday. Life was good...

Because of the trust Mr. Means had in me taking care of his cars, he asked if I wanted to come along to the upcoming Race at Dunkirk. I would change tires and do other odd jobs; he had a paid crew to handle the important tasks. These low-key races were sanctioned by the SCCA and were purely amateur events. In fact, over half the cars raced were driven to the event, with their numbers going on after arrival. A lot like the old DE days of the past. Saturday was practice and qualifying, and on Sunday there were two races per each class. At the end of the first day after most people had left the track, Mr. Means asked if I wanted a tour of the track. It turned out to be more than a



Tour, it was three hot laps in the Bird Cage! I swallowed the hook.

From then on I was sports cars guy having an MGA in college and an XK-E after. Then came reality, a job, a wife, a family, in-laws, more education with my only way to stay in touch with Sports cars was through Road and Track Magazine. I began fixing old sports cars and driving them, mostly British, but they always broke. That all changed were I meet Dr. Porsche's cars. I took a '68 912 Targa to my first DE at The Glen, beat on it for three days, driving it there and back home without incident. This time I swallowed the Porsche hook. During the following years after my first DE I built many 911's both street and track. My last old school car I built was a 1972 911E coupe with Turbo brakes and suspension and a 3.6 engine. I was completely happy doing DE where the rules are, "there are no rules": run what you bring.

Parallel to all of this, I began going to the Daytona 24-hour Race. I attended 25 years in row dreaming about the chance to drive that course. I had a





**Petch Sez (continued)**

belief that a Porsche team would run out of drivers willing to drive in the rain (it always rain) and there I would be with my Skip Barber provisional license in hand ready to drive. Back home in DE this is why I went out in every one of my sessions, even in the worst rain. I was preparing to drive the 24-hour Race. Everyone needs a to have dream, a goal. I know we could get into a discussion here about realistic goals, but reality is like "truth, beauty and the contact lens": it is in the eye of the beholder.

Guess what, the Porsche teams never came for me, but Rennsport II did. The reunion was going to be held at Daytona, and participants would drive the 24 Hour circuit! To do so though, you would need a PCA or equivalent race license. I was informed that a 15-year-old Skip Barber ISMA card wasn't going to cut it. What was I to do? I had a car, had the motivation and there

was a PCA Race before Rennsport at Kershaw SC. with a rookie school. I would be hopelessly out matched with the 3.6 in my car putting me in the GT Class. But to win or place was not my goal, only to get that piece of paper, my ticket to Daytona.

I Drove that year at Daytona, and fulfilled my dream to drive this Iconic track. Sure I got passed a lot for I was in the fastest Race group again. But my dream had become reality, I drove the 24-hour track.

Once was not enough, I was going back. This time I would have a competitive car, one that I could drive in the middle and upper groove. I had swallowed the hook, again. I drove the track again in two different H class cars, first in my RS America and then in my 996 race car. When driving the course, I could picture myself as if I were outside sitting in the stands. And



## Petch Sez (continued)



talking all the time: “Hard into the corners now, keep it tight to the inside, if someone wants to pass me let’s see how brave they will be on the outside ... squeeze gas on, now full!” Nothing like it in the world to play where the big boys play. I became a PCA Racer not really to race but to drive Daytona, but a PCA racer I now was.

Oh, one more thing. Remember when I talked earlier about the AC Bristol’s

that Mr. Means had. One was a street car solely, parked neatly in the garage. He had a niece who I dated from time to time. No big romance here but we got along well. It would seem that when we were going to go out on a Saturday evening, she would suggest we go over to Uncle Archie’s and borrow the AC!

*“I wish I could have loved that girl as much as I loved that car...”*





## Parting Shots



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### *In Memorium: Scott Pelletier, July 4, 1968 – August 21, 2020*

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In a tragic turn to an already cruel year, Schattenbaum lost one of our own last summer. Scott Pelletier was a relative newcomer to the Schattenbaum family (October 2018), but was on his way to being a key contributor, assisting in various Concours events during his time with us. He was taken far too early, and is missed greatly. You can visit [this online photo album](#) to see highlights from his personal life.





## Parting Shots *(continued)*

### From Scott's Obituary:

*Scott R. Pelletier of Marlton, NJ passed away suddenly on August 21, 2020. Beloved son of Annette Limoges and Donald Pelletier (Louann). Loving brother of Chris Pelletier and Brandon Pelletier. Scott is also survived by many loving aunts, uncles, cousins, friends and colleagues.*

*Scott graduated from Woonsocket HS in 1986 and joined the US Air Force. After his honorable discharge he attended and graduated from Burlington County Institute of Technology. After graduation, Scott and one of his best friends, Sung, started their business Triton Network Solutions. He loved the outdoors, especially skiing and biking, and truly cherished the time spent in nature.*



*To say he loved cars is an understatement, it was his passion. Scott was a current member of the Schattenbaum Region Porsche Club of America and was looking forward to becoming more involved.*

*In lieu of flowers memorial donations may be made to the St. Jude Children's Research Hospital at [www.stjude.org](http://www.stjude.org)*