

January 2016

SCHATTEN RAPPEN



Schattenbaum Region PCA



SCHATTENBAUM'S CALENDAR of EVENTS

is now exclusively on the website.



Please visit the website for all of the most up-to-date information - bookmark us and visit often!

Events are added throughout the season-

www.schattenbaum.org

Update: Schattenbaum's Charitable Giving Program

By Peter Debusmann

Each year Schattenbaum Region PCA makes charitable contributions to organizations based on member inputs and board of director guidance. At the final board meeting of 2015 the board directed the treasurer to make donations to three organizations as described below.

Our first gift is \$1000 to the **Michael J. Fox Foundation** for Parkinson's research. This donation was made in the name of Bill Keller, a charter member of Schattenbaum who recently passed away. His family requested donations to the foundation in lieu of flowers.

Our second donation was \$500 to the **Millville rescue squad**. The members of the rescue squad are at all of our track events at NJMP and have always provided prompt professional service. If you would like further information about their history or mission please visit their website at www.mrsems.com.

Our final donation was an additional \$500 for the annual **"Coats for Kids"** drive. Kevin Marcus (on left in photo) represented the Club and provided the donation at an event on December 5th when more than 500 local children visited NJMP to enjoy their coats for kids holiday program hosted by the NJMP Green Flag children's charities. Cumberland county elementary and middle school students, selected by their school, chose a brand new winter coat, a pair of gloves or mittens, a hat or scarf, and a book or two then enjoyed a hot healthy lunch plus a visit with Santa. Corporate sponsors, Green Flag Committee members, and racers donated each item to the drive.

Three worthy charities were selected for donations



If you have any suggestions for next year's recipients please contact our president, Jeff Muller via e-mail at president@schattenbaum.org.

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WELCOME NEW \$CHATTENBAUMERS\$!

| | | |
|--------------------|------------------|-----------------|
| Aron Adams | Medford, NJ | 2006 Carrera |
| Vasillios Christou | Pennsville, NJ | 20016 Cayenne |
| Kevin McCabe | Mullica Hill, NJ | 2015 Cayenne |
| Rob Cruz | Cherry Hill, NJ | 2004 Carrera |
| James Marino | Mt. Laurel, NJ | 2008 Carrera |
| Gerald Rotonda | Cherry Hill, NJ | 2016 Cayman GT4 |

On The Cover

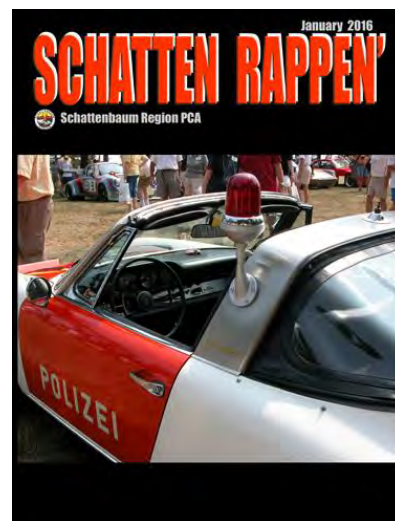
Not an average Targa with a soft rear window. Do you have a Targa? If so you don't want to miss the Feb. monthly meeting!

Photo from a past Porsche Parade by Dan Merton.

**Articles and photos are welcome
– send to:**

newsletter@schattenbaum.org

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



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MONTHLY MEETINGS AND UP-COMING EVENTS

February Monthly Meeting Topic Targa Top Care, Repair and More



WHAT: Monthly Meeting
WHEN: Wed., Feb 15 @ 7:00pm
WHERE: Bung's Tavern

Join us for a night to talk about Targa Top care and repair – and possibly a few other tech-related topics.

Schattenbaum's own Targa top repair expert and *Porsche Answerman* Dan Petchel will discuss and demonstrate how to care for and repair your Porsche's Targa Top.

Time permitting, there will be opportunities to pose your tech questions to experts in the crowd that are always willing to help (or at least give you an opinion).

Get off the couch, brave the cold and join us at the monthly meeting.

Don't skip diner to attend a monthly meeting - Come out and enjoy Beer and Pizza at 6:30pm
For driving directions go to Bung's website: <http://bungstavern.net/>

If you have an idea for a meeting topic, please contact our Program Chair and VP Jack Fowler vp@schattenbaum.org

MARK YOUR CALENDARS -
The always popular Lobster Run is scheduled for June 12

March Monthly Meeting Topic History of Schattenbaum Region PCA and Model Car Show

WHAT: Monthly Meeting
WHEN: Wed., March 16 @ 7:00pm
WHERE: Bung's Tavern

Schattenbaum Region was established in 1973 – we turn 43 this year!

Join us for some trips down memory lane as some of our long-term members talk about the early days of Schattenbaum Region PCA.

There will be a presentation (Bob Helm may have to bring his 35mm slide projector for those vintage images) and a lively discussion is promised!

We invite members to participate – if you have photos or memorabilia from the Club's early days that you'd like to show please contact Jack Fowler
vp@schattenbaum.org



photos by Dan Merton

Schattenbaum's Tour to the Simeone Museum – November 2015

By Dan Merton with photos by Andrew Taylor



The long anticipated Schattenbaum Tour to the Simeone Foundation Automotive Museum in Philadelphia took place on a beautiful Saturday in November. The museum opened its doors for a themed presentation on “Das Beste von Deutschland”, followed by a demonstration of the cars outside. A selection of German cars were viewed in all their glory on the back lot where attendees could get up-close to the cars and see them driven by Dr. Fred Simeone and his staff. The large crowd was wowed by a 1927 Mercedes Benz S-Type Sportwagen, 1937 BMW 328 (true barn find), 1955 Mercedes 300SL Gullwing and – what we really went to see – the 1970 “Hippie” Porsche 917 LH.



After the outside activities members had a chance to tour at their leisure the impressive collection of cars in the museum.

Thanks to S-baumer and Simeone volunteer Bob Malkin for his assistance with this event and to Dr. Simeone and his staff for hosting a great day of unique and historic German cars.



Concours Corner

Mike Sokoloff, Concours chair

Looking back at 2015 and ahead to a New Year

By the time you read this, the days are growing longer and we can look forward to getting our cars prepped for some fun driving and showing off our pride and joy - if we can just make it past January and February. Thankfully, they aren't the shortest days on the calendar because they are the most brutal, coldest. I certainly am not a winter/cold weather guy.

2015 was another good year for the club and for concours participation at our annual events, the Winery Concours, Wash'n Shine, and now standard annual event, our Car Care Clinic. There were some great cars to be seen among our small chapter – from perfect 356s to newer GT2s, GT3s, and Turbo S'. We had a

miniconcours in September at a new venue that unfortunately I was unable to make and participation was strong. It is the board's goal to have as many members show up to the monthly meetings and special events as possible. If there is anything you would like to do, a topic to cover or things you would like to see, we are always looking for new ideas as we plan our schedule for 2016. Please let me, Jeff or Jack know via email or even better yet, when you see us at an event. We recently added a past president of another region out west to our board to help foster those discussions and I heard some good new ideas at the recent board meeting.

I tried a couple of new products this year because I changed the color of my car to the most difficult from a concours standpoint, black (and not metallic which is a little easier) with black wheels. Even while keeping the car out of the rain or snow and garaged 24x7 doesn't keep even the most minor dirt or pollen from showing. So you have to keep on top of it, but when it is clean with a fresh coat of wax, there is no better color and shine. To attempt to do this, I tried a different kind of protection for the paint on the wheels. As you know if you are a concours enthusiast, there are two types of protection categories for your paint; natural (waxes-preferably with a high carnauba content) and artificial (sealants - some type of polymer). The advantage of waxes is they have the most brilliant shine and the advantage of the sealants is they are longer lasting. Because of the abuse wheels take (especially black ones) I decided to see if I can get longer lasting results on my black wheels with a sealant after being disappointed by the wax being gone from my wheels after 2 washes. I liked the results - they were nearly as shiny, and the protection was still there after more than a month. As a matter of fact, I liked the results so much I used it for the entire paint surface of my wife's (and my rain) car and it looks great. I'm less obsessed with how that car looks, but still will not take it to an automated car wash that touches the paint.



Another new product I am using now is a paint cleaner (less aggressive than a clay bar that some people like) which functions as a prewax prep that gets out very minor surface imperfection and scratch and is extremely gentle. It goes on easy and for every time I wax the car I will use it except if it gets more severe issues and I need to go to a slightly more aggressive hand glaze. My milk carton full of products is now at the point of borderline insanity as there are 3 levels of what most refer to as polish, 3 washes, and 2 waxes, not to mention something else for virtually every other type of surface inside the car and out. If you ever want a specific product recommendation, just ask.

Hope you had a happy holiday season and New Year. Looking forward to another fun year for Concours at Shattenbaum.

PRESIDENT'S MESSAGE: *Porsche, bringing people together*

Jeff Muller

As you read this, we're closing PCA's 60th year of celebrating the Porsche marque and more importantly, the people that go with it. I'm honored to lead the Schattenbaum region into its 42nd year. I would be remiss to not thank the board members who make everything come together. Next time you see one of them, do me a favor and give them a personal "thanks". They're already underway working on plans for upcoming meetings and events to make 2016 a memorable year.

2015 has seen new faces join our PCA regional family, and we welcome you. I encourage you to involve yourself with the club and partake in our events. Highlights of the year for me include meeting a charter member (who had not attended a meeting in many years), reconnecting with several long time acquaintances, finally converting one of my closest friends into a Porsche owner, and meeting the young family with mom's daily driver (a 996 cab) aptly licensed "socrmom". All of us joined by the admiration of the cars Porsche.

As a family we've celebrated member milestones with 40 and 50 year members as well as seen some losses. Most recently the loss of charter member Bill Keller who joined PCA in 1960. Our sincerest condolences to Bill's family and know we appreciate his part in the legacy of Schattenbaum.

And for a few "random" thoughts...

I've been looking closer at the region's membership list. It's intriguing to me the number of members with multiple Porsches. Equally interesting is the small contingent of members driving the likes of a Panamara, 928, and seemingly less and less 356's and 914's. I'd encourage those folks to surprise us during one of our "Wash n Shine" meetings (or any other meeting!). I'm encouraged that the 356 folks are still out there with the recent showing at some recent meetings.

What a small world it is. As I mentioned, I've been perusing the membership list. Surprise when I found an address on my street in Marlton (Pickwick Dr). Due to differing schedules I've never met one of our members having lived across the street for several years.

So as we enter 2016, be on the lookout via our website or Facebook for upcoming events and activities. I look forward to seeing everyone new/old/reconnecting in the New Year and remember... *Porsche there is no substitute and it's not just the cars, it's the people.*

Our board has already started to make plans for 2016 and we welcome input from all members.

Please email any of our Chairs if you have an idea for an event or would like to help out on our existing events.

Participating as a volunteer adds another opportunity to enjoy club activities and meet new friends who share your passion for Porsches. You can find email addresses for all of the Chairs at the front of each newsletter and on our website www.schattenbaum.org



VP's Message: Schattenbaum the Club

Jack Fowler

Hello Schattenbaum club members!

We had great fall weather and pre winter as 2015 winded down. There was plenty of nice weather to extend the driving season. But as we all know, it won't last

forever. Hopefully the El Nino weather pattern sticks around and limits the snow accumulations. As we enjoy the mild weather extended into the New Year and hopefully all winter long it's not too late to complete your winterization of your favorite car. Below are a few steps I use to prepare my car for a long winter.

Thanks for all your support during the 2015 season.

If you have any meeting, event or newsletter suggestions please email me at
VP@Schattenbaum.org

Winterization tips and things to do

- Change the oil and filter
- Overinflate tires 40% -50 % higher to avoid flat spots
- Crack your windows
- Fill the fuel tank and top off fluids (add fuel stabilizer)
- Place a damp dry compound like damp dry in trunk and car
- Check your coolant level in water cooled cars
- Place some moth balls outside of car to deter mice from making a home
- Wash and wax the car
- Remove your mats and or carpets
- Store your car in a dry location
- Consider a battery tender (many good ones on the market)

Club Racing at Daytona Gets Interesting

By Bill Coulter

"Are you Bill?" the big guy in the driver's suit asked.

Startled, I looked up from working on the car, wondering if things were about to get ugly in the blue garages at Daytona.

"I'm Todd," he said, "in the other 'I-class' car. Nice to meet you. I couldn't just let you have it."

"What?"

"The championship. I saw you were registered for Daytona and told my wife, I can't just let him walk away with it. I have to go to Daytona. If he goes and I don't go, he'll win both races, score 20 points and win the championship."

"The championship?"

"You mean you really haven't done the math? On Rennpoints? The I-class championship comes down to you and me, this weekend."

"It does?"



I quit looking at Rennpoints long ago because it always seemed to predict me coming in last. It was depressing. Apparently, I should have been paying more attention recently. Things have changed this year. The upgrades we did to the car last winter forced me to move from H up to I-class, and I was able to get some professional coaching this year. The car has been great and coaching is a whole other story so let's just say I've been winning a few lately.

A quick text to Pete, who is a certifiable genius with this sort of thing, asked him to help me figure out what's going on with the championship points.

He was the perfect person to ask. Turned out that when we arrived in Daytona, Todd, in the 806 Cayman, led me by 15 points in the PCA Club Racing I-Class National Championship points standings. Third place was mathematically eliminated, way behind the two of us. The only way I could win the championship was to win both points races this weekend. The points races are the second of the two 40-minute sprint races on Saturday, and the 90-minute Enduro on Sunday. If the 806 car wins the points-paying sprint race on Saturday, he clinches the championship. If I win the sprint, it all comes down to the Enduro on Sunday, winner take all.

Well, ok then. Nothing like a little competition to get you motivated. More than a coffee mug at stake this time.

Neither Todd nor I had been to Daytona before. Fortunately, pro-racer Corey Freidman did an excellent chalk-talk on Thursday and Ron Zitza led a track walk. Both were tremendously helpful but driving the 31-degree banking takes some getting used to. We've all seen it often on TV, but somehow it's different in real life. It looks like a wall – a very steep and very tall wall. It doesn't look like it's wide enough for two cars to go side by side. When you're out there, it feels like you're sideways. Sight angles are limited. You're going faster than you've ever gone in a straight line and now you have to steer into these insanely banked turns at speeds from 120 to 160 MPH, while weaving your way through slower traffic and watching for faster traffic, all at the same time.

It gets interesting because a little steering goes a long way on the banking. Go down too low and the transition from the banking to the flat apron upsets the car terribly. Go up too high and, well, you don't want to go up too high.

I did a 2:11 in early practice. Todd did a 2:10. Later I did a 2:08. Todd did a 2:07.

Meanwhile Schattenbaum member Sean, apparently unfazed by driving sideways on a wall, is about to set a new lap record for SPB class at Daytona, and he's offering to help me. So I followed Sean around for several laps in practice, improving my

Continued next page>>

DAYTONA Continued

line through turn 1, turn 3, turn 4, turn 6, the bus stop, etc, etc. I finally got down into the 2:07's. What did Todd do? You guessed it, 2:06.

It was close but Todd won the first sprint race (the one that doesn't pay points). He finished third overall, first in I class. I finished fourth overall, second in I class. An H car (just a few tenths slower than me) got around us both at the start. Todd passed him promptly, but I was stuck behind the guy for half the race. By the time I got around the H car, there wasn't enough time left to catch Todd. I could feel the championship slipping away.

So at the start of the second sprint race, I was determined to keep the H car behind me, I focused on that and succeeded. Todd and I pulled away from him, it was just the two of us, everyone else was either considerably faster or slower. I started behind Todd and stayed there for the first half of the race. We worked our way through traffic, passing slower cars on the high banks and in the infield. Then it got competitive. I lost track of how many times we swapped the lead back and forth, with lead changes in lap 8, 10, 11, 13, 14, 15, and on the 16th and final lap.

Ask any club racer, it's not everyday you find competition this tight and swap the lead this many times. You can race skillfully for years without ever getting this close to a national championship. In some ways this was the single most exciting race of my brief career. We both made our share of mistakes, pushing too hard, slipping and sliding around, and we both took advantage of the other's mistakes for passing opportunities.

I was close behind on the final lap when we came through the bus stop, where Todd had normally been a little faster than me. But this time, he started to spin, first this way, then the other way, then in a giant shower of dirt and sand he slid sideways out of the bus stop into the infield. I stayed in the throttle, took the lead, came around NASCAR three and four, then the tri-oval, to take the checkered flag first in class. WooHoo!

So now it all comes down to the Enduro. I have to beat Todd again. Whoever wins the Enduro, wins the championship. Or so we thought. Suddenly things changed in Sunday morning practice. There was a third I-class car racing this weekend, a Bodymotion Cayman, number 47. He was behind us on Saturday and we blithely assumed he'd be behind us on Sunday. I was out in practice Sunday morning playing lead and follow again with Sean, calmly and carefully honing my lines, when out of nowhere that 47 car came blowing past us. Oops.

Back in the garages after practice there's Mike Bavaro, the owner of Bodymotion and a highly regarded driver, wearing a driver's suit for the first time this weekend. "Was that you in the 47 car?" I asked. Yes, it turns out Bavaro is co-driving the 47. He'll be in for the second half of the Enduro. You can picture me furiously texting Pete again. "What happens if the 47 car wins? What if he's second or in-between me and the 806? Suddenly it's not so simple. Now what?!"

Apparently not sharing my utter panic, Pete recalculated. After the sprint race, Todd and I are tied up in the points. It doesn't matter where the 47 finishes, I just need to beat Todd. And I'm starting right behind him of course.

You have to refuel in any 90 minute Enduro and you burn a lot of fuel at Daytona due to the nature of the track. If you stop too early or too late, if you don't add enough fuel during your pit stop, you can easily run out of fuel in cars like ours. Todd is with Speedsport Tuning, they'll be doing his pit stop. Dawe's Motorsports has agreed to do mine.

PCA Enduro pit stops are actually more complicated than some might imagine. You must stop once and spend five minutes in the pits, but you don't want to spend any more than five minutes, because those precious seconds are hard to earn out on the track. If you spill even one drop of fuel, you're disqualified. Five minutes sounds like a long time compared to the 2.5 seconds Formula 1 teams spend when they "box-box-box," but it's actually not as easy as you'd think for us amateurs to get everything done and comply with all the rules in five minutes.

We had been racing for about 45 minutes and I was about seven seconds behind Todd when I came in for my pit stop, which ran a little long. His pit stop did not run long, so it wasn't looking good for me as the laps wound down. Oh well. Second place in the national championship is still a great accomplishment, right? *Right?*

Then with just over two laps to go, I came through NASCAR turns three and four past a white car down on the apron. I couldn't believe my eyes. "Was that the 806?!" I was screaming into the radio. No response. Now I'm looking all around but I can't see him anywhere. One lap to go. Through the infield and out onto the backstretch, I still can't see Todd and I have no idea what's going on. And then I saw him.

The 806 car was limping through no-mans land beside the bus stop. That's definitely him. I'm on the final lap. All I have to do is come through NASCAR three and four one more time and the win is mine, the championship is mine. I'm holding my breath, my own fuel gauge is near zero, the fuel light is on. I'm listening for the slightest little strange sounds but my car is flawless, thanks to Robbie and Max at Provost Motorsports. I took the checkered flag, the win and the championship.

Todd came around to congratulate me after the Enduro. He's a standup guy, a terrific competitor, unbelievably fast but clean and safe about it. I consider him a new friend. We're both looking forward to next year and I'm sure he'll be working just as hard as I will to improve and prepare for the inevitable rematch.

See in-car videos from the races at
www.youtube.com/barebodkin

Pack at the Track

Words and photo by Fred Pack

Some Personal Reminiscences

It can get difficult to create new and interesting columns after writing them so often for years. This is particularly true in the off-season when there is nothing happening at the track, so I was particularly pleased when the basis for a column appeared just a few feet away from me.

I spend my winters in Vail Colorado skiing every day. (As I've mentioned there are many similarities between track driving and skiing.) One day last year I noticed a man on the mountain who I thought looked a lot like Derek Bell. I wasn't sure if it was him, but it sure looked like him. For those who don't know that name, [Derek Bell](#) is one of the great 20th century race drivers – he won Le Mans 5 times, Daytona 24 hours 3 times, was 2-time World Sports Car champion, and had many other triumphs. He usually drove for Porsche. You may also remember him from the years when he provided commentary for the Formula 1 races broadcast on Speed Channel. (His position later was occupied by David Hobbs.) He is the father of Justin Bell, who also has many track accomplishments.

The next day I was on the chairlift line when I realized that the Derek Bell lookalike guy was about to get on the lift just ahead of me, so I called out 'Derek'. I figured if it was him, he would turn around to see who was calling for him; if it wasn't him, he wouldn't turn around. He turned around! I then said, "I'd like to talk to you. Please wait for me when you get off the lift." He did wait for me and we chatted for a few minutes.

In the late 1990s Derek rented himself out to PCA regions as an expert driver/coach at DE events. Naturally, I signed up for this. The thought of having a 5-time Le Mans winner coach me in my '73 914 at Lime Rock with its 95 horsepower was irresistible. After about 15 minutes he asked me if I'd like him to take a few laps. As you can imagine that was icing on the cake. He drove so smoothly it seemed magical. When the session was over, Dom Miliano, whom some of you may know as an author and photographer extraordinaire (his work is often in Excellence) asked me how the ride had gone with Derek driving. I blurted out that it was as if the car was on ice skates, gliding around the track – that was how it felt. You can see how happy I was with the experience in the above photo of Derek and me.

By a year later I had sold the 914 and gotten an '84 911 with 200hp, and again Derek was available as a DE coach at Lime Rock, so I signed up again. He complimented me on my driving (which made me **very** happy) but he wondered if I would have the skill to handle the situation if anything went wrong. I was kind of hurt by this remark but as I thought about it, I realized that he was completely correct – if I got into a serious skid, in truth I probably didn't have the skills to handle it. Then, as in the previous year, Derek drove for a few laps. Again, the car glided around the track like magic. I was so impressed! During one lap on Lime Rock's Downhill, the car went into serious oversteer – the rear was angled quite a lot to the left. Derek made a few deft steering wheel corrections without breaking a sweat, and we proceeded as if nothing had happened. Again, I was so impressed!

Later that day I had the chance to have John Morton drive the '84 911. He doesn't have quite the accomplishments of Derek Bell, but he has a serious record: an overall win at Sebring, class win at Le Mans, as well as Can-Am and ALMS drives. John Morton is also responsible for the chicane at Lime Rock: In practice for the 1988 Camel GP, driving a Nissan GTP car, he crested the Uphill with such speed that the car did a backflip and landed upside down pointing backwards on the track. Fortunately he was hardly injured. Since then, the fast cars use the chicane at Lime Rock going up the hill; we still use the traditional Uphill at our PCA DE events. John's driving style was the absolute opposite to Derek's – he wrestled the car around the track. The steering wheel was in constant motion during the turns – right full rudder in left turns followed an instant later by serious left lock. It was thrilling to behold but I was afraid my tires wouldn't last another 2 minutes. I can't comment on which method gave better lap times – Derek's ballet dance or John's manhandling.

I'll end this reminiscence with a Derek Bell moment which will stay with me forever. We were approaching Turn 1 at Lime Rock in my '84 911; he downshifted from 5th gear to 4th and then moved his hand to the steering wheel. In doing so, he bumped into the windshield wiper control, so the wipers started moving. (This same thing happened to me many times – in a rare design mistake, Porsche didn't leave enough room between the steering wheel and the wiper control stalk.) I laughed outloud at Derek's mistake.

Later on he told me that certain Porsche race cars of the era used that same steering wheel/wiper stalk layout, and that factory drivers in races would sometimes accidentally turn on the wipers. Porsche management didn't want to re-engineer the layout, so the drivers took matters into their own hands and would snap off half of the wiper control with pliers when no one was looking.

You can always contact me at fhp911@yahoo.com.



Derek Bell and the author.



WHEN TIRES REALLY MATTERED

Text and photos by Bob Helm

According to legend, the first car race was shortly after the second car was completed. That was soon followed by the first race series organizer, an ever thickening rule book and escalating costs. That led to cries for cost containment and the creation of Spec series where the emphasis would be on the driver and not the technology in the cars. An important component of the spec series was use of a spec tire so that everyone was on the same rubber and that is pretty much the rule in many series ranging from PCA and SCCA Club races up to F1.

Tire companies have a major investment in auto racing as well as a major market and advertising opportunity but to realize the potential benefits they need to win. With spec racing that is pretty much not an issue. The tire companies pay big money to sponsor a series plus with the major pro series they also pay a significant fee to have access to the paddock so that they can supply tires to the teams along and also incur significant expense of transporting, mounting / balancing and selling. Those costs normally would exceed the profit of tires sold. The payoff is when their brand wins and the drivers tell how great the XYZ tires performed. There is one major pro series where there is competition between tire companies. Limited competition but still competition.



In the IMSA Weather Tech United Sports Car Championship, formerly the Tudor United Sports Car Series, you have four classes on track at the same time. Three of those classes have Continental as the spec tire. The fourth class, the GT LM does not and while most competitors run Michelin they also had Falken and at times Dunlop. IMSA takes great efforts to maintain a hierarchy of performance so that the classes differ in performance by a predetermined amount with the Prototype cars being the fastest followed in order by Prototype Challenge and the two GT classes (LM and Daytona). In the history of IMSA that is the way they finished with a Prototype always winning overall. Once it was the slower P2 car that won (of course it was a Penske Porsche Spyder). That simply was the way of the world until Petite Le Mans in Oct. when the Michelin shod LM cars led much of the race and won overall.

Why did a Michelin car win? The simple reason was it was a better tire in the rain than the Continentals the other classes used but it goes a lot deeper than that. In both Europe and the States they go head to head with other brands so they actually have to compete. Second would be the fact that Porsches are production based rather than tube frame purpose built race cars and as such they provide a more waterproof environment for the driver. A dryer driver is a faster driver. Most importantly Michelin's Motorsports division has Techs assigned to each team to provide assistance on how to set up the car for maximum performance from their tires. Michelin also does not SELL any tires to the teams that they support, they LEASE them. All the tires are returned after use and are accounted for by serial number along with a log of how many laps, weather and track conditions etc.

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TIRES Continued

Unlike the tires that we buy for our street cars (or Club Race cars) the tires for a Porsche are different than the ones that go on a Corvette. The reason is simple the difference in front engine, rear engine and weight put different stress loads on the tires. The tech people are ALL volunteers with other jobs at Michelin; one designs the molds tires are made in, another works on developing tire compounds etc... They share technical but not competitive team information.

Another advantage Michelin has is in the tire rules that IMSA has. If you follow F1 racing you hear Steve Machett describe the tire compounds used in the race. In F1 they have two dry compounds, an intermediate rain and a full rain. The dry compounds are described in terms of hardness and they vary from Hard to Super Soft with Parilli picking two for the teams to choose from. For IMSA they supply two "dry" and one wet compound. The selection process is different than in F1. Rather than hardness they look at temperature as the tires have an optimal temperature that they look to run at and based on weather, track conditions etc. they pick the one with the best performance for expected conditions. Since they compete with other manufacturers they are more experimental in their compounds and they have developed a wet tire that is a slick and used as an intermediate wet as well as a dry tire. In F1 the wet tires have to be used as manufactured but in IMSA they can modify tires by widening and deepening the grooves on the rain tires plus they can customize each tire for best performance.

Continental has no incentive to do that as in class they are going to win. At this race there was because the amount of rain was unprecedented with over 9 inches in a 48 hour period without any break. Road Atlanta has many elevation changes and at times entire corners were under water. Sometimes the rain was heavy, sometimes light but it never really stopped. Even when the rain let up there was a lot of water drainage due to the elevation changes. At several times GT cars led the race but it was a long race so a GT getting an outright win was a possibility but by no means a lock. At one point the conditions were so bad that they did Red Flag the race (cars went back to pit row but the clock kept running) and many speculated that the race would be called but after a lengthy wait it resumed. Darkness made conditions more difficult as visibility was much worse and the only thing that would be accomplished by continuing was risk to drivers and cars so the race was called. After the race Scott Pruett said "We weren't racing, we were just trying to survive. General consensus was it was toughest race of the season.

During the off season major construction on the drainage system was done but in the rain the tires will still be a major factor.





Petch Sez

Dan Petchel

The Bubble

People keep asking me, when is the Porsche's price going to get sane again. When is the bubble going to burst. I have been buying, selling, restoring and driving these cars for a long time, hopefully I have some good insight. What is driving the Porsche market is both real and artificial.

First real driving forces, the Porsche enthusiasts the people who grew up dreaming of owning Porsche when they came of age. The kid with a Slantnose Guards Red 930 poster on the wall; the kid who knew a neighbor with a Porsche; and the kid who's best present at Christmas was a 911 Model car. These kids who are now adults have become a very formable market driving force, make no mistake.



The second real driving force is the limited production of early cars. Porsche was a small car company producing very few cars a year and that coupled with terminal rust problem, lost many cars to the scrap yards. This has caused a real crunch on the number of cars available.

The third factor is the classic insurance companies encouraging owners to insure cars for more than they are truly worth. This is based on the higher premiums due to higher value placed on the car. Wish I would have thought of this, brilliant. This is a true self-fulfilling prophecy, prices just keep on climbing. The practice is likely here to stay.

The forth, some might call the darker side, are the flippers and brokers. These people aren't true

enthusiast but fill the room providing competition, and artificial demand. If you're a seller you love them and a buyer you curse them. In their defense, this may prove that our cars have been undervalued. These people don't know the difference between a 911 and 912 but they know how to say "numbers matching". These people will lessen in numbers soon when they can't find cars to flip. The herd is thinning even now.

Presently, cars are selling at near asking price. So, in truth people are paying real money and cars are changing hands. There will never be a bubble burst, though you can count on a 10-20% correction to price. This is because the four groups discussed, only one will lessen, the flipper will leave room.

Petch's many contributions to Schattenbaum were recognized with a special presentation at the 2015 Holiday Party.

A print of a Targa – *What else?*



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