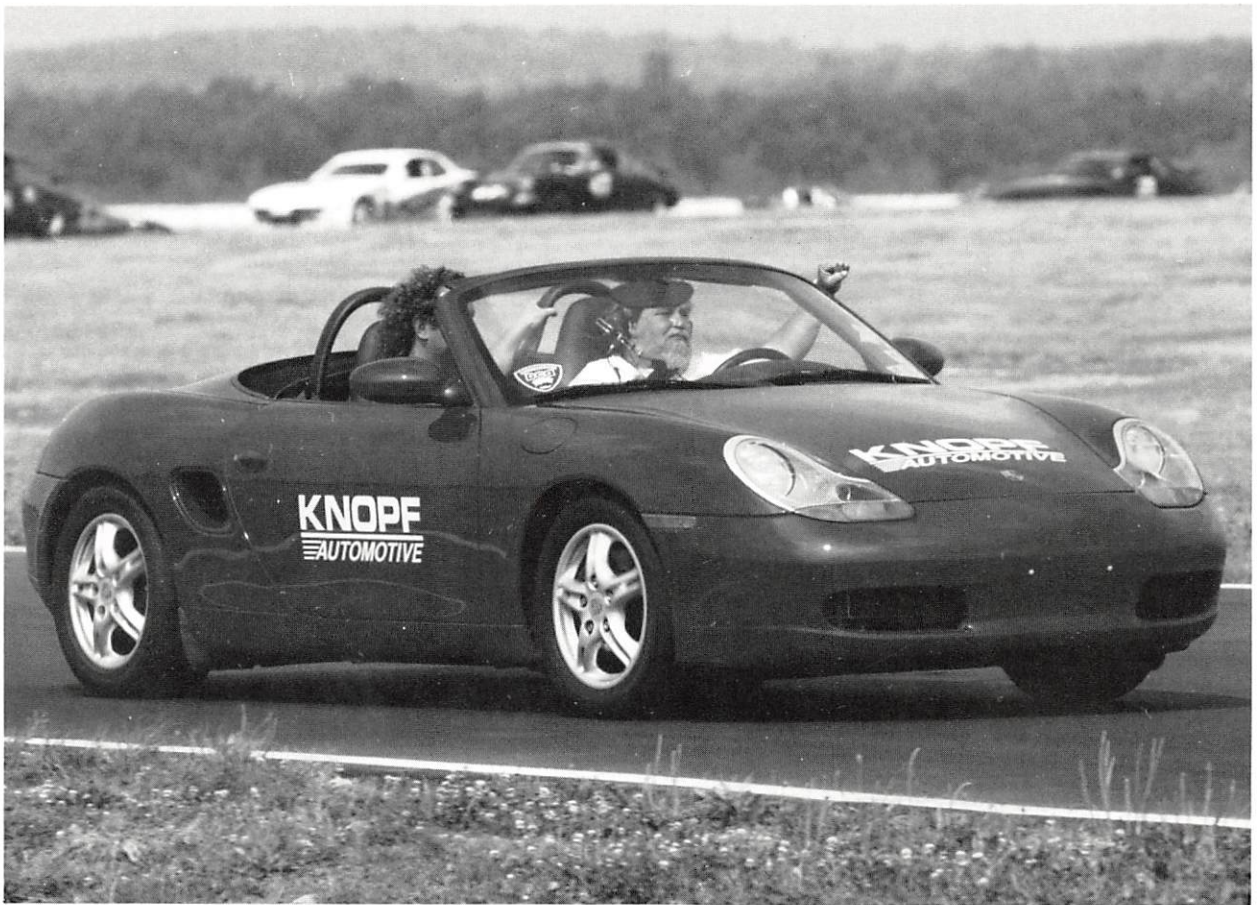


Der Gasser

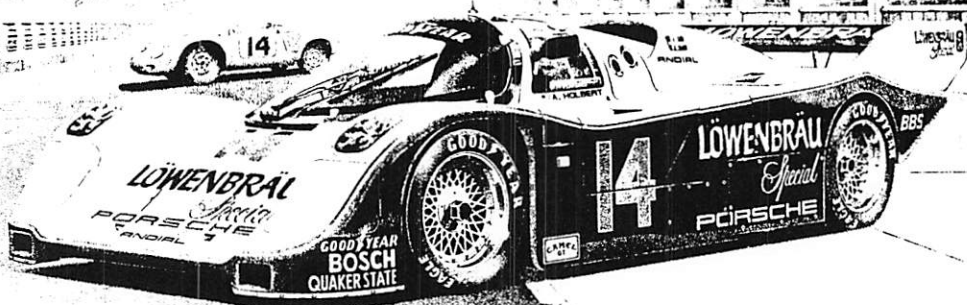
OCTOBER 1997



Riesentöter 40th Anniversary 1957 - 1997

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President's Message

In 1968, while a sophomore at Radnor High School, my father gave me a wallet. It wasn't much of a thing, really, just a piece of black cowhide folded in the middle with a length-wise pocket down the seam for bills. (It was empty.) Being 15 and an unemployed, full time 'student' (term used lightly), my wallet rarely had more than about three or four dollars in it at any given time. Why some moron would want to steal it out of my gym locker two years later, I'll never know. I usually had just enough money in it so that Garth Borel and I could cut lunch once in while and hit the local drive-thru in his MGB. Garth always had money because his parents let him work. I could have just carried my paltry sum around in my pocket, except that my wallet had a feature that I really liked: A photo pocket. And not just one photo pocket, but a double sided one of eight that would unfold like a snake to reveal 16 photos. Like one of those shady characters on some street corner somewhere who opens his trench coat to expose row after row of 'genuine' Rolex watches for sale, I could open this wallet at waist level and the photo pockets would unfold and hit me in the calf.

Now most kids who might have had 16 photo pockets to fill up would probably not worry too much about it. They'd have the cursory picture of Mom & Dad, maybe a school portrait or two of their brother or sister, action shots one each of Barfy and Whiskers the family dog and cat, and probably a favorite baseball card or two stuck in there that they could take out and read when they were really bored, which for most 15 year olds is most of the time. For the really advanced adolescent, there might have even been a picture of, dare I say it, a special girl. And if this collection didn't fill all the empty pockets, so be it. There would just be some empty ones.

I, on the other hand, was not like other 15 year olds. No baseball cards for me. Barfy and Whiskers? I could see them when I got home from school. Pictures of my family? Are you nuts? I spent most of my time trying to separate myself from them. I *had* to see them when I got home from school. Why would I want to carry a remembrance of them in my hip pocket? Girls? At 15 I rarely dated any one of them long enough to ask her for a photo. Nope. For me, it was obvious what I had to put in those pockets: Pictures of cars!

By age 15, I had been subscribing to *Road & Track* and *Car and Driver* magazines for a couple of years and had kept every issue I had ever received. Never being of the opinion that some day my collection of magazines would be worth more to someone else than they were to me, I received great pleasure from painstakingly cutting out of them various pictures I liked, gluing those pictures to the back of obsolete 'business' cards left over from my off-set printing press lessons of 9th grade shop class, and inserting these into my wallet. Choosing each picture carefully (after all, I only had 16 chances to get it right), each picture meant something to me. Probably not to anyone else who may have seen them, but this was my boredom I was overcoming, not theirs.

My friend Tom Cahill who lived in New Jersey and who I knew from summers at the shore had a cobbled-together Austin Mini Cooper S. We thought his Mini Cooper was pretty cool, so I had a

picture of one in my wallet. Cahill had two goals in life. One was to hurry up and turn 17 so he could get his license and stop having to drive illegally when his parents were away. The other was to buy a set of Minilite wheels for his Mini. I had a picture of a Minilite wheel in my wallet, too.

Mark Donohue was an ever present force in Trans Am back in those days driving the Sunoco blue Roger Penske Camaros beautifully prepared in nearby Newtown Square. Complete with yellow Minilite wheels, I had a lovely color picture of Mark in action.

When in post-WWII times has a red Ferrari not been of major appeal? In those days there was a red 275 Le Mans running around the Main Line at which I would stick my ear out my school bus window just to hear on those mornings when I would be blessed with seeing it transporting it's owner to his work. Yep, in the wallet.

For a time there was a dark green 427 Cobra which sat on one of the local used car lots. Outside. Unattended. Gorgeous. Asking price \$7,500. Sometimes on a Friday or Saturday night, my friend Cue Birmingham who, unlike Cahill, had his license, would borrow his mother's T-bird and we would go stare at the Cobra. After about an hour or so of this and trying to figure out how we could possibly get our parents to buy this thing (Really, Dad. I'll get straight A's and cut the grass 'til I'm 40, just Pa-leeze buy this car!) we would hit the local drive-thru. I had a photo in my wallet of a 427 Cobra with the top up.

Oddly for me, with 16 spaces to fill up I had no Porsche pictures in my wallet. For some strange reason, Porsches and I had not yet encountered each other in any personally significant fashion. Maybe fate was waiting until 1974 when I would get my first one, the 356 I have today. I did, however, have one thing in that wallet relative to Porsches. One of the car accessory companies of the day had been running a lovely color ad in the magazines for walnut shift knobs showing several rows of knobs with each one having a different marque's logo depicted on the top. I cut out the Ferrari, the Cobra, and the Porsche logos and pasted them on a card in that order. This picture, more than any other, stands out in my memory. Some sort of mantra, perhaps. I would like to own a Ferrari and a Cobra someday. And I always want to own a Porsche. Until the day when I can have my dream collection, I will enjoy the privilege of owning my Porsche. Here's hoping you enjoy yours.

Fond regards,

John Heckman

Down The Pike

OCTOBER

29 Club Meeting, Bent Elbow Tavern, Fort Washington, PA
7:30 Topic: Election and Tech Quiz

NOVEMBER

9 Porsche, VW, Mercedes Mobilia Swap Meet, Embassy Suites, Philadelphia Int'l Airport

DECEMBER

13 Holiday Banquet, Doylestown Country Club

FEBRUARY

4 January Meeting at the Philadelphia Auto Show

1997 TRACK EVENTS

NOVEMBER

15-16 Summit Point (Driver's Ed, Host - Potomac)

DECEMBER

6-7 Sear's Point (Club Race, Host - Golden Gate)

DER GOODY STORE

Robin Zelinskie, Prop.

We have the new 40th Anniversary Riesentöter jackets on display, RTR decals, T-shirts, sweatshirts and "IZOD"-type shirts with the exclusive Fred Bonsall RTR artwork. We also have fire extinguishers, RTR hats, racer tape, posters and other great items. We can order T-shirts, sweat shirts and ceramic mugs with the photo of your choice on them.

See you at the next meeting!

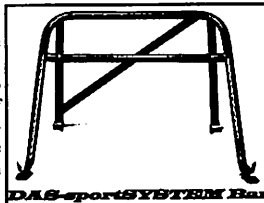
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Leasing your car?, this is the roll bar for you! Whatever the situation may be, this PCA approved roll bar installs in your 911/993 without any modifications, no fine print! The bar is specially designed to bolt into existing holes and does not require any cutting, drilling or additional holes or any other changes to your cars upholstery. Construction features tig welding on seamless steel tube, loads are carried by the strong rocker sections, not the floor, and the original seatbelts remain usable. This bar will remove and leave no sign it was ever installed.



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Driver's Ed & Club Race Drivers!

- Save your back, make trailering life simpler! Use our zinc plated trailer tie down hooks on your 911/944, easy to install, \$45 pair.
- Super trick pea club race approved window net kits, \$349 installed in your 911/993/944 or do-it-yourself with our new at home kit! \$279 or just buy the net...\$58, many colors and styles to choose from. Alternator safe, pea club race legal, kill switch kits also available.
- Get glued to the road...911/993/944 Fully adjustable front & rear anti-roll (sway) bar kits, special pricing all summer long, ends 9/30/97.

Porsche Service Reminders

- While you wait oil & filter change services! We'll use Agip's premium oil, genuine oil filter and a friendly technician.
- Clear your head, or at least your control units with our "hammer" tool for on board diagnostics, used on your C2,C4 and 993.
- Has your air conditioning lost its cool?? AC service and repairs with r12 and the new stuff r134, and EPA certified technicians.

Club Meeting Info

SpeedZone was great - Where were you?

Our September meeting at SpeedZone Allentown was a fun night. The business meeting was quick, we all got a million turns driving on the track and we enjoyed drinking numerous sodas courtesy of the Club. Riesentöter originals Jack and Ginny Case joined us trackside. Special thanks to Jack and Ginny. You were very kind to make time in your busy schedule to join us for a night of car stuff.

October - ELECTIONS! COME OUT AND VOTE!

Our October meeting will be held on Wednesday, October 29th at the Bent Elbow Tavern, 582 Bethlehem Pike, Fort Washington, (215) 646-2228. The meeting begins with the social "Schmooze" at 7:30 and the actual business portion of the meeting begins at 8:00. The Club will provide "light snacks." Highlights will include the following:

- The Annual Executive Board Elections
- Technical Quiz (As prepared by our Techmeister - Mark Winkel). Prizes will be awarded for the Tech Quiz - Best Finish and Worst Finish! (Just don't ask what the prize is for the worst finish.)
- Model Car Display from Don Thune - Scale Visions. Need an idea for Christmas? See Don!

November/December

Hope to see you at the FANTASTIC Holiday Banquet to be held at the AWESOME, AWARD-WINNING Doylestown Country Club on Saturday, December 13th. Our member, Rick Newman, is really working hard to assure a super night to mark our 40th Anniversary. For those of you who would like to stay in the area overnight, here is the listing of several local spots that can accommodate your needs:

Inn at Fordhook Farm - (215) 345-1766, 105 New Britain Road, Doylestown

Pine Tree Farm - (215) 348-0632, 2155 Lower State Road, Doylestown
Warrington Motor Lodge - (215) 343-0373, Routes 611 & 132, Warrington

January, 1998 - to be held February 4, 1998

Wednesday, February 4th has us back at the Philadelphia Auto Show - COURTESY OF RTR MEMBER, SAUL KUHN! WOW! OK, everyone please mark your calendars now with this date! You can count on a "How many things can you wear on your body that say Porsche?" contest. Better start planning your wardrobe now! This event will be open to each member with one guest. Thank you Saul Kuhn and Bill O'Connell for agreeing to repeat this popular event! Details in upcoming *Der Gassers*!

If you have any questions about the meetings, Holiday Banquet or any other event, please feel free to contact any of our Executive Board members. We are happy to speak with you. Our phone numbers are on the last page of *Der Gasser*.

Pictures taken at Vision Porsche Audi - Due to technical difficulties, there has been a delay in producing the pictures from this event. Our best people are working on the problem. Please be patient!

Melissa Plenzick, VP

THANKS FOR A GREAT YEAR

Hard as it may be to believe, the '97 season has come to an end. Did you have fun this year? Did you get enough track time? Did you try out the new Skid Pad training we introduced this year? Did you learn anything about driving? I hope the answer to all the above is a resounding YES!

Ms. Vicki and I want to thank everyone that pitched in to help her as Registrar and me as Track Chair (not the least of which was Saul at Fort Buick-Pontiac [and soon Mazda] for the latitude to accomplish a lot during working hours). For us it was a hectic year but a great one. However, due to my promotion to General Sales Manager of all three franchises, I'm not sure I can devote the required time to the program. As such, I decided to bow out gracefully and Mike Andrews has agreed to take the helm. Please support him at least as well as you did me. I will be back to assist Ms. Vicki with Registration, so you are not entirely rid of me.

Regards,

Bill O'Connell
Riesentöter Track Chairman

DRIVING AWARD BALLOT 1997

As the Driver Education season comes to an end, the time comes to think of the High Speed Driving Award. This is traditionally given to the person that displays the most improvement in his/her driving skills. It is not a speed contest, nor a nice person contest. It is a most improved driver contest. This year, to insure I get sufficient input, the participants get to cast ballots. Superneato, huh? The requirements are simple, you fill out the form with the candidate's name, a brief reason why you think this is a swell idea, and, to keep this from becoming a popularity contest, your name. You CAN nominate more than one person, but you can only nominate any given person one time. Anyone in any group is eligible for the award, and anyone in any group is eligible to nominate. So, got a favorite driver? Been watching someone get better by leaps and bounds? Want to nominate yourself? Think this is a dumb idea? Whatever, let me know by October 31 please.

Send your ballot to: Bill O'Connell, 2801 Stoneham Drive, West Chester, PA 19382

HIGH SPEED DRIVING AWARD CANDIDATE:

NOMINATED BY:

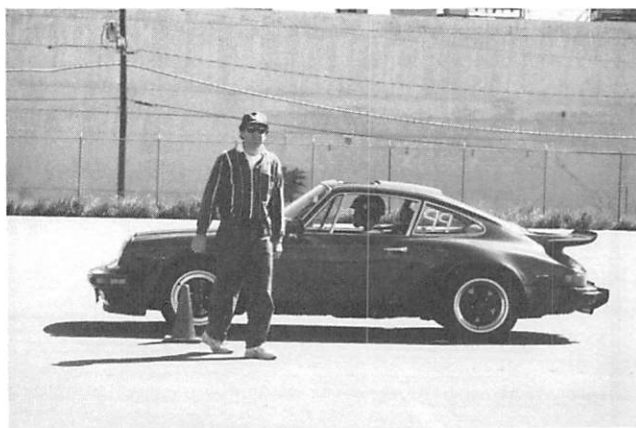
BECAUSE:

**Autocross - The most fun you can have with
your clothes on (and with \$16 bucks)**
by Nick Betegh, Autocross Co-Chair

The August 10th event turned out to be one of the best and most competitive events of the year with great sunny weather, as I ordered it. The only glitch was that the porta potties were never delivered, even after calling the company. A new format was developed for this event providing a handicap to the cars using street tires against others using "R" rated tires. The drivers were divided into NOVICE and STANDARD within all the Porsche clan. The Non-Porsches were classified as OTHERS. Each group had 4 runs to have the best count for awards. The results of the August 10th event are as follows:

NOVICE:	James Walcott	1st place	1:02.946
	Len Mancini	2nd place	1:04.108
	Scott Miller	3rd place	1:05.417
STANDARD:	Bob Wiegand	1st place	1:00.904
	Jason Mahoney	2nd place	1:01.336
	Perry DePietro	3rd place	1:01.810
OTHERS:	Geoff Ehrman	1st place FTD	1:00.633
	Steve Ashcraft	2nd place	1:00.997
	Larry Poll	3rd place	1:01.428

September 21st will be a date to remember. The timing equipment worked flawlessly (finally) and for the first time Porsche drivers equaled in numbers against non-Porsches. Bob Wiegand designed the course, which proved to be fun and challenging. It also marked the first time that neither the AX chair nor the Co-chair have placed in the winner's circle. Bob, looks like we have taught the young autocrossers too well. We also had the opportunity to see Betsi and Vern Lyle rip around the course in



Geoff Ehrman supervising the starting line. (Photo courtesy Nick Betegh)



Dennis Angelisanti in perfect control. (Photo courtesy Nick Betegh)

record time. If you have never seen these two in action, you should come out and see their eyes light up when they get into their racer and rev the engine. They are in a league of their own. The event ran so well, that we managed 5 runs each with fun runs in the afternoon. Competition was so close that placing was determined by hundredths of a second. The results are as follows:

NOVICE:	Scott Miller	1st place	51.519
	Anthony Saeli	2nd place	51.683
	Kevin Gildea	3rd place	54.000
STANDARD:	Jason Mahoney	1st place	50.499
	James Wolcott	2nd place	50.789
	Perry DePietro	3rd place	51.318
OTHERS:	Jeff Denmeade	1st place FTD	48.815
	Bill Tessar	2nd place	48.869
	Jeff Denmeade	3rd place	49.301
		(2nd car)	
FTD:	Vern Lyle	FTD	40.989

The next and last event of the year will be October 12th in Camden and I hope that many of our members have received notice of this one way or another. I have sent cards out to all members that I had addresses for, so if I missed you, I apologize. Next time if you are interested in AX, call me, or Bob Wiegand and we will give you the scoop on this great sport. Please look early next year (February) for schedules and sites for 1998. I welcome comments and suggestions from everyone to make the next season even better than this one.

The Good Old Days?
by Ray Calvo, Allegheny Region

I'm sure many of you old timers remember the good old days, when you could do car repairs and troubleshooting with only a test light, screwdriver, and pair of pliers (also, the days when normal people could buy a NEW Porsche). Well, before you start weeping too much, how many of these problems are occurring on the newer cars?

- Rusting out in 1 to 3 years, just from the morning dew.
- Not being able to drive around town without fouling the plugs.
- Having to change oil every time the temperature changed by 20 degrees.
- Worrying about blowing up the air box anytime the car "popped" (CIS owners).
- Having an engine putting out less than 1 HP/cu. in. and not being able to drive it under 5000 RPM.
- Adjusting distributor points on a hot engine (distributor points --remember them?).
- Being bothered by every gust of wind when on the interstate.
- Having every piece of rubber disintegrate in 2 to 3 years.
- Not having a decent heater or A/C (actually, I might take back the part about A/C).
- Breaking a clutch or accelerator cable.
- Living with puddles of oil under the engine after 50,000 miles.

So think about these things before you say "they don't make them like they used to." All I can say is my '84 Carrera is far superior to my old '76 911S.

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John Crowley's Award-Winning Black & White Cheesecake

- 1 15.5 oz package Brownie mix (Pillsbury Thick & Fudgy Chocolate Chunk brownie mix)
- 2 tsp instant coffee
- ½ tsp ground cinnamon
- 1 4 oz jar carrot or prune baby food
- ½ cup + 2 tbl sugar divided
- 4 tsp all purpose flour
- 1 tsp vanilla extract
- 2 8 oz blocks of cream cheese, softened
- 2 large egg whites
- 3 tbl milk, divided
- 2 tbl un-sweetened cocoa
- cooking spray
- 9 in springform pan
- chocolate syrup (optional)

Preheat oven to 425°

Combine first four ingredients in a bowl, making brownies according to instructions. Firmly press mixture into the bottom of a 9 inch springform pan which has been coated with cooking spray. Set aside.

Combine ½ cup sugar, flour, vanilla, and cheese, beat at medium speed until well blended. Add egg whites and 2 tablespoons of milk. Beat well. Combine ½ cup batter, 1 tablespoon milk, 2 tablespoons sugar, and cocoa in a small bowl, stir well.

Spoon remaining batter alternating with cocoa batter into prepared pan. Swirl together with tip of sharp knife.

Bake at 425 for 10 minutes. Reduce oven temperature to 250 and bake for 45 minutes or until almost set.

Cool completely on wire rack. Garnish with chocolate syrup if desired.

(To reduce fat, substitute low fat brownie mix, skim milk, and 1 8oz block each of fat-free cream cheese and Neufcha-tel cheese.)



Riesentöter 40th Anniversary On-the-Road Jacket



*"Zuffenhausen"
regimental stripe
lining*

*brass
snaps &
zipper*

In the complex and everchanging world in which we live, we wear what we wear to let people know who we are and where we stand. Ultimately, we must bear full accountability for the impression we create. We are simply people living a motivated life style, trying to make a fast, clean fashion statement and then get on with our lives. The truth is that all we want is a comfortable jacket for driving our Porsches which can keep us warm and dry when we are not. If someone mistakes us for Hans Stuck, Hurley Heywood or Lilian Bryner, so be it!

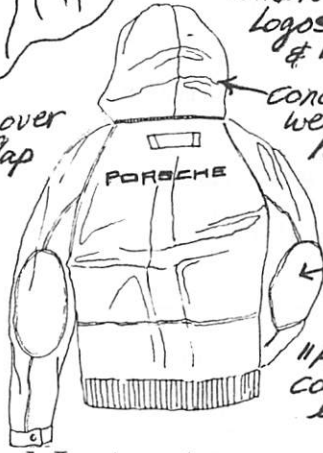
John Ponsall

*"Zenith Blue"
weather proof
outer shell*
\$80.



*embroidered
logos front
& back*

*snap-over
wind flap*



*concealed
wet-weather
hood*

*elbow
patches*

*"Arena Red"
contrasting
liner*

Members and Instructors....

\$10.00 more gets your name embroidered in script. See Robin Zelinskie at the Goodie Store (Instructors talk to Bill O'Connell).

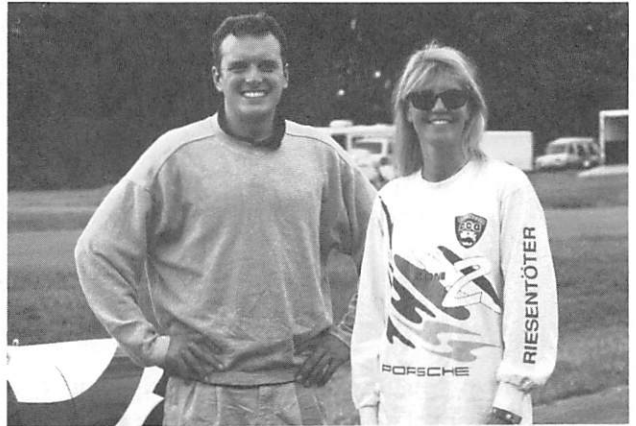
P.S. A big thanks to Riesentöter Tony Elchaar!

Track Event Highlights by Bill O'Connell, Track Chair

THE TRACK EVENT FROM HELL - POCONO AUG '97

Seemed like a good idea. Tons of people wanted to sign up for the Driver's Ed event on the Friday before the Club Race. Normally we have just enough instructors, this time we would have tons of them. Plus, since most of the drivers came up through the Driver's Ed ranks, they all know the drill and things will flow like lava. Just goes to show you how wrong a person can be. Maple syrup would have been a better thought. Got the bright idea to create new run groups to cover the excess of experienced drivers. Seemed to work out OK except for some of the egos. Seems that some of the folks that have not flagged for a while had their noses a tad out of kilter, especially since they are now RACE DRIVERS. We tried to hire flaggers but unfortunately they could not attend on Friday. Shame, because far and away the majority of the problems revolved around this exercise. Some of the highlights include the person running the radio sitting on the wall at his turn with the headphones hanging between his knees - gee, wonder why that corner didn't respond? Then there was the "turn X clear" with a car parked by their turn. This could go on forever, but suffice it to say when you add the problem of folks not being where they should be, it seemed like days between run groups. Interestingly enough, the lower groups performed better than the more experienced groups.

Now to be fair, most of the people did just fine and understood that with 10,000 drivers everyone needed to pitch in to make sure it all went smooth. The others? Well at least one will not be back next year. Seems he was pretty sure he was a very important race car driver and started shaking a stick in the direction of the ladies running registration telling them "don't push me." Surprise, surprise, they didn't tell me about it at the time. Probably just as well since I'm sure I would have reduced



Colin Dougherty and Robin Zelinskie at Jefferson Circuit.
(Photo courtesy Tony Bonanni)

myself to his level. But as I said, he will not be back next year. Those of you that attend these events are quite familiar with the little disclaimer on the form "Riesentöter reserves the right to reject any application." Well unsportsmanlike behavior falls under that proviso.

So, what now? What did we learn from this? Lots. First, when a group fills up, it's filled up. Instead of creating more groups, just return the application. Second, when the event is full, as soon as people start problems, give them the option of being a good citizen or taking the rest of the day off. This way, the folks that came to have a good event will have just that.

To all those that suffered, my apologies. Rest assured, any event I run in the future will not be run like this.

ON TO "BIGGER" AND BETTER THINGS - JEFFERSON CIRCUIT '97

OK, picture this: 3 billion folks at Pocono, delay after delay. Will you ever get some track time? Fast forward to Jefferson Circuit. Hired flaggers, 40 some people, and - TADA - some wonderful folks from the Washington-area BMW Club that teach, live and breath THE SKID PAD. Whoa, can you spell FUN? If you didn't get enough track time here, it's unlikely you will ever be happy. By Sunday afternoon almost everyone had packed up and gone home to get some rest. Between their track time and skid pad time they were worn out. The event ran like clockwork and no one embarrassed themselves. What more could you want?

Thanks to everyone that pitched in to help. These events don't come along all that often but when they do they are great.



Flying around Jefferson Circuit at the Driver's Ed event.
(Photo courtesy Tony Bonanni)

ANNOUNCING

Something that's been missing from the Auto Insurance Market Place:
O.N T.RACK C.OVERAGE
for the price of collector car insurance!

Have you thought about participating in P.C.A. Drivers' Education Events but were concerned about your automobile insurance company's exclusion of coverage when you take your car **O.N T.RACK**? "Oh, I'll just *self insure* it."

Have you thought about the premium savings of insuring your car through one of the collector vehicle, select auto, or specialty car policies on the market today but dislike the restrictions placed on the use of your car? "Whadya mean I can't drive my Porsche to work once in a while?!"

Have you attempted applying for one of those other policies but were turned off by all the paperwork? "What am I, a circus animal jumping through all these hoops?"

We think we may have just what you've been looking for: a limited mileage (2500 or 5000 miles annually), high liability, agreed value, low deductible, full coverage automobile insurance policy whose only use restriction is no *racing*. It's priced like the others, is easy to apply for, AND it provides **O.N T.RACK C.OVERAGE** for Drivers' Education Events! We at **CHASE & HECKMAN, INC.** call it the **O.T.C.** Policy. You'll call it peace of mind. Call us for a quote today. We think you'll be glad you did!

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Pocono '97 - The Club Race by John Chatley, Club Race Chair

First of all, I once again want to thank all Riesentöters and their friends who helped make the weekend that, according to some very knowledgeable sources, was one of the BEST Club Racing events to date. Trust me, compliments like this are not given lightly.

The weekend of August 16th and 17th provided a very nice, but somewhat unusual, two days for our 6th Club Racing weekend. Weather-wise, the weekend was beautiful and rain-free (well almost) with pleasant temperatures and low humidity. The "well almost" and "unusual" descriptions apply to a mini tornado-like wind and rain storm (50 - 60 mph) that managed to destroy our 40' x 120' banquet tent, among other things, in the span of about 15 minutes. However, through the efforts of caterer Frank Famularo and his crew, we picked up the pieces and 200 or so hardy souls enjoyed a great dinner under a beautiful evening sky.

Until about 10am Sunday morning, everything went so well that it was almost scary. With the help of our Chief Steward Monte Smith, who was assigned by PCA, we were 5 to 10 minutes behind schedule only once or twice. Mark Winkle and his group began Tech Friday afternoon and by Saturday morning a majority of the cars were teched, which made the usual Saturday morning chaos a thing of the past. Vicki O'Connell and staff held Friday evening Registration which also alleviated the Saturday morning "crunch" at trackside. Tracy and the "Grid Chicks," this year with the help of some guys, did another fantastic job getting cars gridded and out onto the track without confusion. Once again, Ron Lego, et. al. provided flawless timing and scoring. Thanks to all!



Club Race Chair John Chatley presents Larry Herman with his trophy and Champagne at the Pocono Club Race. (Photo courtesy Bill O'Connell)



Racing through the road course at the Pocono Club Race.
(Photo courtesy Gordon L. Jolley, Motorsports Photography ©1997)

I want to also thank all of the National and local sponsors without whose involvement, the Club Racing series could not survive. I want to especially thank Knopf Automotive who provided the beautiful red Boxster Pace Car for the weekend (expertly driven by Bill O'Connell).

This year we had a record registration of 168 cars. Groups 3 and 4 were nearly at our 45-car capacity. We were fortunate to have flagging handled by George Skelton and his superlative RCA group from the Glen.

During Sunday morning's Group 4 qualifying, one of our friends from nearby Schattenbaum, Mike Keller, hit the wall coming out of Turn 1. Mike sustained serious injury and was taken by helicopter to Lehigh Valley Medical Center. Although still in serious condition, Mike is improving slowly at Bryn Mawr Rehab in Malvern. We all wish him a full recovery. I wish to personally and publicly thank Dr. Harry Kinzi, a Club Racer from Central PA Region and also the Pocono Emergency Crew at Station 2.

After making some time adjustments, we completed four very exciting races with 20 individual class winners. Fred Bonsall did his usual superb job with the trophies and everything pretty much went off without a hitch. As I understand it, we had only three "incidents" according to the Steward. Considering the number of incidents at some of the other Club Races this year, all participants and workers deserve high marks.

If we are to maintain our reputation, we need more worker participation next year. Pocono is a serious, high-profile event and we are always looking for new faces with fresh ideas. With a membership of over 900 people, we should be able to get out more than 20 - 25 workers. If you have any interest, please give me a call.

In closing, I want to sincerely thank all of you that made Riesentöter and me look good.

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87 911 Carrera, Red/Tan interior. Texas Car. All options. All records. Second owner, excell. cond. 82K mi. Paul Heinrich (610) 399-9143 (home), (800) 282-5827 (work) ^{8/97}

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89 911 Targa, Rare Velvet Red Metallic/ Black interior. Short shift, auto heat control, rear wiper, sport shocks, spoilers. Garage kept, excellent cond. 33K mi. \$30,500 Call Joe (610) 584-4821 ^{9/97}

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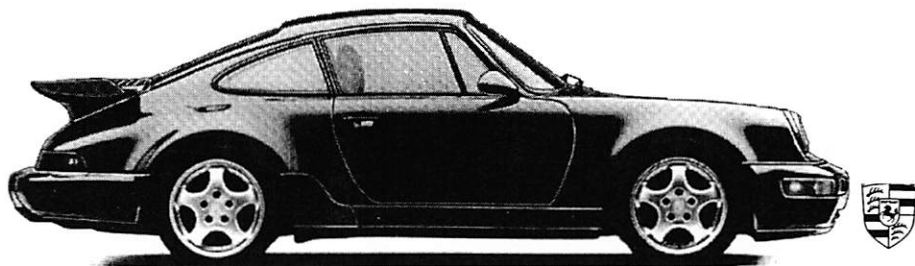
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