

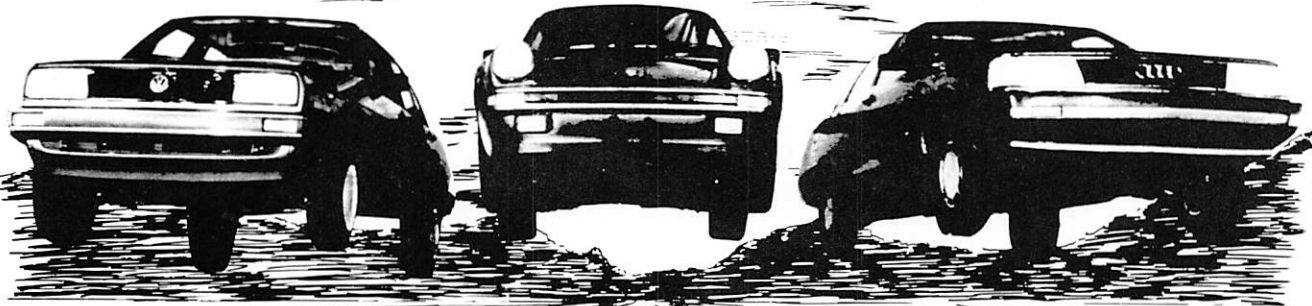
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JANUARY 1992



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PRESIDENT'S MESSAGE

Welcome to 1992!


I hope everyone had a happy holiday season. One of the highlights of mine was the Riesentöter holiday banquet. Once again, the Bay Pony Inn provided us with excellent food, service and accommodations. The company was wonderful as well. Thanks to the Perlbers for organizing such a great event. It truly was a special night!

Congrats to all of the annual trophy recipients. Rex and I were very surprised to be presented with the Mighty-Nitto award. Our bad situation at a September autocross was made better with the help of some sportsmanlike PCA people. We'd like to thank Janet Weger, Skip Chalfont, Chris Beery, and John Crowley for providing their cars when we needed a ride. There's more on trophy presentations in this issue.

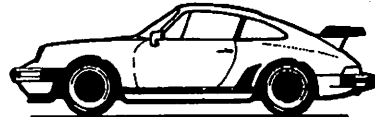
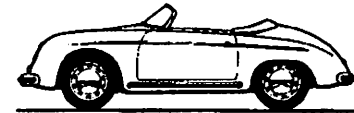
I am really looking forward to this year as President. I have received lots of encouragement and support from many of you on this endeavor, and I will do my best to make it a successful year for Riesentöter region. We have elected an excellent executive committee, with a good balance of new blood and experience. There are lots of new ideas and plans for '92, plus the return of many of our traditional activities, such as the "Track Clinic" coming up in February.

I cannot stress enough the need for member involvement to make the club run. The chairpeople have lots of work to do to get their events scheduled, set-up and run. They need your help, ideas and support. Our phone numbers are listed in the back of **DERGASSER** so you can contact us. We would like to hear from you.

Many of you may have already received a questionnaire from the Driver's Education group concerning the potential for a Racing Series event being sponsored by our region. We have a lot of concerns and questions about the feasibility of such an event and we need your input to help us make the right decisions for the club. Please take the time to fill it out and return it to Paul Johnston soon.

1992 is a special year for Riesentöter as this is our 35th year as a chartered region. In keeping with tradition, we are planning a special celebration of this anniversary. The spring social will be the center of the grand affair, with a car show and an anniversary autocross to make the weekend complete. The details will be available soon. Why not make this the year that you become more involved, too? Come join us at some of our events and help us celebrate our continuing success! 

Lisa



CHASE & HECKMAN, Inc. is a full service Insurance Agency/Brokerage featuring markets for Commercial, Life, Homeowners, and Automobile coverage including Exotics. New for 1991, we are pleased to announce an association with American Collectors Insurance. Please call John Heckman for details, or see him at the next club function.

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JANUARY

29 Vendor Appreciation Night, Paul Johnston Enterprises: 8:00pm

FEBRUARY

16 Track Clinic III, Paul Johnston Enterprises
26 General Meeting: Roundtable, location TBD

MARCH

25 General Meeting: TBD



Janet Weger with her Xmas present from the outgoing Exec!

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**WEDNESDAY, JANUARY 29 8:00pm
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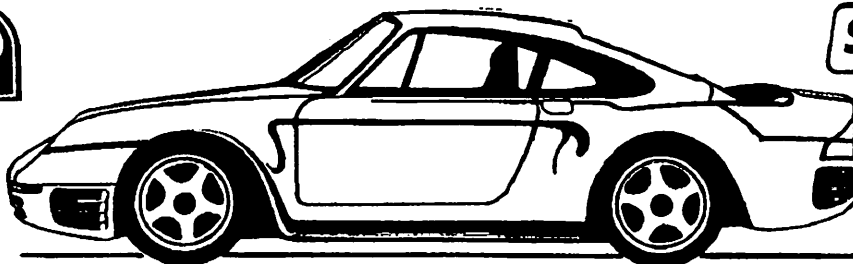
From King of Prussia:

Rt. 202 south past the West Chester Rt. 3 exit
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The first building on your right is 325 (if you get to the traffic light, turn around and try again)
Paul's shop is the next to last group of doors

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Post Script

Yes I know, the Past President is supposed to be like Dan Quayle, just a ceremonial position with little to do, but did you really think you had heard the last of me? Come now.

Well another very successful Holiday Dinner has come and gone. We were honored with the presence of our Zone Rep, Maury Hamill and his lovely wife Sue. They traveled from Radford, Virginia (which is but a 6 hour or so jaunt). And as I've noted in the past, those that didn't go missed an excellent affair. My thanks to the Perler's for doing an outstanding job and to all the people that donated gifts, not the least of which was John Baker of Leitzinger Motorsports. John and his wife Carolyn brought gift certificates for TWO sets of Bridgestones (neither were won by Debbie Cooper I might add). Some of the other donors managed to win their own gifts but were kind enough to decline them. There was an interesting and confusing incestuous exchanging of gifts between some of our sponsors with Paul Johnston, Bill Dougherty (DOG-erty?), Bruce Baker, Bob Koerbel, and others involved. Never did figure it all out, but somehow they seemed to win each others gifts.



Wayne Richardson and the Tattered Helmet

Congratulations also goes out to this years Riesentöter Award winner, Tony Bonanni. As I mentioned at the party, every so often we have someone that is always there when you need them. They are willing to do anything the club needs but always manages to blend in, refusing credit where credit is due. Tony is one of these fine individuals and it was my honor to present him with the award. Lets have a round of applause please.

Expect to hear lots about the Philly Vintage Grand Prix this year. I have been appointed Chair of the Car Club Committee and intend to keep us current on the activities.

Again, thanks for a great '91. ❧

Bill



Tony Bonanni - Riesentöter Award

'91 HOLIDAY BANQUET

Dining, Dancing, Awards and Romance!



Chris Beery
High Speed Driver Award



Brad Carle
Graduate - Bob Lamb School
of Modeling

Lisa Carle, et. al. Trip the Light Fantastic

'91 AUTOCROSS WRAP UP

Lisa Carle

Autocross series champions were crowned at the recent holiday banquet. This year, we presented the winners with heavy sweatshirts emblazoned with our region name on the back and the winner's name and class on front. These items were embroidered by Smith Locker of Collegeville, who can personalize just about any item of clothing you bring them. One correction to the published results - Richard Newton and Joe McGilloway were co-champions in the Men's Novice Class.

The William B. Schmidt Broken Crankshaft Trophy was also presented at the banquet. This award is given annually to the most improved novice autocrosser. As I have mentioned before, this year provided us with a most difficult decision because we had several good candidates. However, this year's recipient, Judy Carle, was exceedingly bad at the start of the season. Judy was more than 20 seconds off the time of her nearest competitor in the open class. She would brake in the straights, and then accelerate in the turns. It's safe to say that Judy was very confused.

Well, the season progressed and so did Judy. At our last event, she was less than six seconds off the time of the BEST competitor in the open class. What makes this performance even more impressive is that Judy has only been a licensed driver for a little more than three years. Congratulations to Judy Carle on a much improved season. ❄



**Rex & Lisa Carle
Mighty Nitto Award**



**Judy Carle
Broken Crankshaft Award**



RIESENTÖTER REGION

35th ANNIVERSARY CELEBRATION

Bob Russo

This coming year, 1992, will mark the 35th anniversary of our Region! Many of you may have been around when Bill O'Connell staged our thirtieth anniversary at the Radnor Hunt Club, or you may have attended when I organized the twenty-fifth at the Bell Tower (no longer called that), but **ALL** of you can be there for the thirty-fifth!! **GET SET FOR A BASH!!!**

The executive committee would like to celebrate the occasion of the Region's milestone with a special event weekend. This will be a multi-event weekend with invitations going out to surrounding regions to help us celebrate. It won't be a multi-regional event in the tradition of **PORSCHERAMA**, **CRAB**, Chesapeake Challenge, Rennfest, etc. but it will be a happening of sorts. The executive committee thought that it would be fitting to have our thirty-fifth anniversary weekend be called -- **THE GIANT KILLER WEEKEND**.

Tentatively, we are planning to schedule the **GIANT KILLER WEEKEND** around the Spring Social. Our idea is to have a car show in the late afternoon followed by our Spring Social. What we would like would be for our members to bring out their cars for all to enjoy. It is not necessarily going to be a judged concours, but, rather a representation of the many and varied cars owned by the members of Riesenötter. Hopefully we will be able to pull many of the **RIESENTÖTER FOSSILS** out of the woodwork as we did in the past. If necessary, we will run Charlie Beidler's picture on the cover of **DER GASSER** as we did last time to shame him into coming. Sunday morning we will have a special **GIANT KILLER AUTOCROSS**. Here again we would like to see a really fantastic turnout of cars. You don't have to be an avid dyed-in-the-wool autocrosser to enjoy this sport. The idea is to come out to participate in the weekend and if you happen to have some fun on the autocross course its a bonus. Although we are planning to use the lot at the NADC, if anyone has access to, or knows of, another site, please tell an executive committee member. It would really be

great if we had a nice large lot and could fill it with the largest turnout ever!

We know that devoting a whole weekend to a club activity is difficult, but we are hoping to make the weekend an event to remember. Of course, there is a great deal of work and co-operation needed for the event to run smoothly and be a success. Several people have already come up to me and volunteered to help. We really need the support of a large part of our membership. I hope that there are many of you who think that this sounds like a lot of fun and are anxious to attend as a participant and a worker. I would like to see as many of the long standing Riesenötters as possible come out to the **GIANT KILLER WEEKEND**. I know that the newer members of the Region will support this event and get involved! Remember, there is only one thirty-fifth anniversary. Let's make ours one to remember!!! Let's make the **GIANT KILLER WEEKEND** an event that people will talk about until the fortieth!!!

The executive committee hopes that we have the support of the membership for our idea. If you have any suggestions or opinions concerning the event, please contact anyone on the exec and let them know how you feel. We can make this weekend as jam-packed as the membership wants, but we have to have some input from you -- the members. If you would like to volunteer please don't be shy. Either see me at a meeting or give me a call -- we can use all the help we can get. Don't be afraid to volunteer. No experience is needed. We will train you and the salary is generous to say the least. (It is twice what the club president gets!) Also, if you have any ideas or contacts for sponsorship, please pass that information on to us.

**RIESENTÖTER — THIRTY-FIVE YEARS
OF SLAYING GIANTS**



PORSCHE TRADEMARK POLICY

By Luke Baer, Esq.

This article discusses a brief history of trademarks, the functions of trademarks, the need of a trademark owner to enforce its trademarks, and a brief discussion of Porsche's trademark policy and philosophy. I have prepared this article in the hopes that it may foster better understanding of Porsche's trademark enforcement activities.

A "trademark" is a name or symbol (or a combination of the two) used by a merchant to distinguish its products from the products of others. Important functions of trademarks are to protect the consumer and to provide incentive to manufacturers to improve the quality of products. By identifying the source of the product, the trademark allows the consumer to anticipate the quality of that product, based on reputation and experience and helps encourage the manufacturer to continue to meet that standard. If consumers could not trace products to their sources, a manufacturer would have little incentive to continue to improve its products. That incentive only works so long as a manufacturer can assure that its products

trademark is enforceable whether it is registered or not; registration simply makes it easier in some cases to prove the existence of a trademark and affords the owner some additional monetary damages.

Once a trademark is established, it is necessary for the owner to protect its trademark. In general there is no state or federal agency empowered to enforce trademarks, rather, that is left to the individual owners. Enforcing a trademark requires an owner to prevent unauthorized third parties from adopting its mark, or a mark that is likely to be confusingly similar. Importantly, trademark law allows an owner to enjoin not only the exact duplication of the trademark but also any variations which may be confusingly similar. The variant "Porsha," for example, has been held to be a confusingly similar variation of Porsche.

Unless the trademark owner stops misuses and unauthorized uses of its mark, the value of the trademark may be lost or eroded as a result of it becoming diluted or generic. A mark becomes "diluted" when an owner allows its mark, or variations of its mark, to be used by an unauthorized third party, even when that third party uses the mark

PORSCHE®

can be and will remain distinguishable from similar products of Competitors. Indeed, one could argue that absent an ability to identify the source or origin of products, products would tend towards a universally poor quality.

The use of symbols on property as an indicia of ownership has been traced back as early as 4000 B.C. when farmers first began branding their cattle. Merchants subsequently adopted the idea of placing symbols on their products as a method of tracing a product back to its originator. Since that time, trademarks have become universally accepted as an identification of the source and quality of a merchant's goods.

Because trademarks identify the source of a product, a trademark becomes a symbol of the goodwill of the owner's business. As a result, trademarks can be an extremely valuable asset to their owners. In order to adequately protect their rights, many merchants elect to register their mark with the U.S. Patent and Trademark Office even though there is no obligation to do so. A

without an intent to deceive consumers. Dilution of a mark chips away at the owner's rights because it narrows the protection a court is prepared to give to the trademark. For example, if Porsche allowed company "A" to use its mark **PORSCHE®** in connection with car care products without a license agreement providing for Porsche's supervision of quality, Porsche would have greater difficulty preventing any other company from using the Porsche marks in connection with similar products; this would be true even if the other infringer manufactured products which were clearly shoddy.

Trademark rights may be lost entirely when the trademark becomes generic. A mark becomes "generic" through failure of an owner to enforce unauthorized use and misuse of the mark, either by the trademark owner, the public or both. Misuse occurs when the owner or the public uses the mark as a noun (i.e., to identify an article) rather than as an adjective to identify the source of the product. A mark will become generic when it is treated as the commonly-used noun that identifies the actual *product* rather than as an adjective describing the *source* of that

product. Once a court finds a mark to be generic, the trademark owner loses all rights to the mark regardless of whether the mark is registered or not. Examples of words that were once protectable trademarks, but fell into the public domain as a result of misuse, include: aspirin, escalator, thermos, trampoline, zipper and cellophane. An interesting current example of a trademark owner going to great lengths to educate the public on this issue is XEROX®. XEROX devoted entire ads informing the public that the term XEROX should only be used as an adjective, followed by a noun, to identify the products made by XEROX.

Though a trademark generally consists of a word or a symbol used to identify the source of a product, in certain circumstances it is also possible for the "trade dress" of a product to identify the source of that product, and thus be entitled to trademark protection. The trade dress of a product includes the shape of a product, as well as the shape of the container or packaging for a product. Before the trade dress of a product will be protectable as a trademark under the Lanham Act, the shape of the product or container must be nonfunctional and the public must associate the shape with a single source.

In the case of Ferrari S.P.A. Exercicio Fabriche Automobili e Gorse v. Roberts, 14 USPQ2d 2013 (E.D. Tenn., 1990), the District Court for the Eastern District of Tennessee found that the shape of Ferrari's DAYTONA SPYDER™ automobile and TESTAROSSA™ automobile were not absolutely necessary and therefore not merely functional. In addition because the exterior design of Ferrari's automobiles had become so distinctive in the minds of the public, the shapes of the automobiles were found to be protectable under the law. In that case, the Defendant was permanently enjoined from making or selling "kit" cars which closely copied the exterior design of Ferrari's automobiles. A similar result can be expected for the well-known designs of Porsche's automobiles, in particular designs such as the Porsche 356, the 911 series and its successors, the Carrera 2 and Carrera 4, as well as the much publicized Porsche 959.

continued ▶ page 18

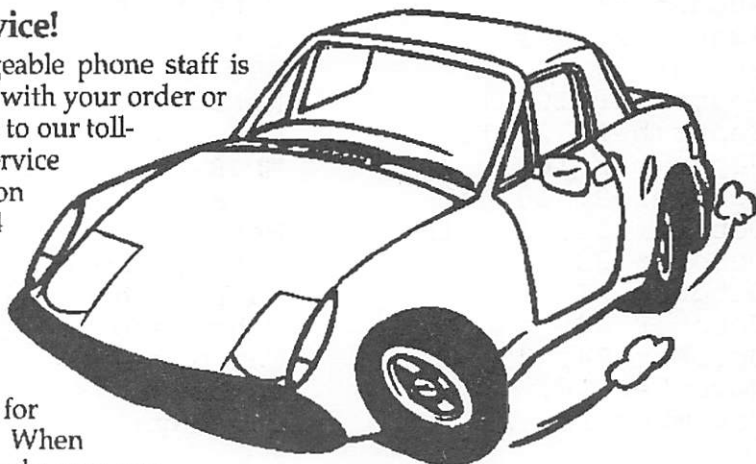
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TENTATIVE 1992 TRACK SCHEDULE

February 15, 16	Car Guys	Charlotte
March 7, 8	Car Guys	Summit Point
March 14, 15	Potomac	Summit Point
April 3, 4	Metro	Limerock I
April 3, 4, 5	NNJR	Bridge I
April 11, 12	Car Guys	Charlotte
April 23, 24	NNJR	Limerock I
May 1, 2, 3	Metro	Bridge I
May 2, 3	RTR	Pocono
May 8	Schattenbaum	Limerock
May 9, 10	Car Guys	Roebing Road
May 22, 23, 24 - Glen TT	NNJR	Pocono
May 25	Potomac	Summit Point
May 30, 31	Car Guys	Atlanta Motor Speedway
June 5, 6, 7	Potomac	Summit Point
June 8, 9	Niagra	Watkins Glen
June 25, 26, 27	Metro	Bridge II
July 4, 5	Car Guys	Summit Point
July 10, 11, 12	RTR	Watkins Glen
July 10, 11, 12	NNJR	Mid Ohio
July 24	Schattenbaum	Limerock
July 30	NNJR	Limerock II
August 8, 9	Car Guys	N. Carolina Motor
August 13, 14, 15	Metro	Bridge III
August 14, 15, 16	NNJR	Watkins Glen
August 21	Schattenbaum	Summit Point
August 22, 23	Potomac	Summit Point
August 29, 30	RTR	Summit Point
September 10, 11	Metro	Limerock II
September 12, 13	Car Guys	Roebing Road
September 16	NNJR	Limerock III
October 9, 10, 11	NNJR	Bridge II
October 16, 17, 18	Metro	Bridge IV
October 22	Jersey Shore	Limerock
October 23	Hudson Champlain	Limerock
October 24	Schattenbaum	Limerock
October 24, 25	Car Guys	Charlotte
November 14, 15	Potomac	Summit Point
November 28, 29	Car Guys	Summit Point

ON LINE

Paul K. Johnston

Well here we go again. Just when you got your favorite ride tucked away for the winter it's time to start thinking about the 1992 track season.

Despite my best efforts to get a date for the annual Pocono Spring Puddle Jumping and Rowboat Competition during the monsoon season in April we will have to settle for May 2nd and 3rd. While we are hoping for dry weather I am nevertheless in the process of purchasing a 10 million square foot tent and two dozen 50 million BTU space heaters just in case. We also have dates at Watkins Glen on July 10, 11, 12 and Summit Point on August 29 and 30. The other regions in our area have also secured dates for '92. A schedule of their events appears in this issue of **DERGASSER**.

In addition to a full track schedule 1992 will also be the first year for the Porsche Club Race Program. While this program is organized and overseen by PCA National the scheduling and planning of events is up to the individual regions. I have sent out a questionnaire to all of last years track participants in order to gauge the level of interest in our region for sponsoring a race, probably in conjunction



Jerry Weger Feels the Bite of a 944 Turbo Eating Air-Cooled Boxer Six!

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with our Watkins Glen Track Event. If you did not receive a questionnaire and would like to be included in our list of prospective participants please send your name, address and phone number to Johnston Enterprises Ltd. 325 Westtown Road, West Chester, PA 19382.

A lot of concern has been expressed regarding the class structure for the races. At this point, the rules have been revised and now include four classes for modified cars based on displacement and seven stock and prepared classes. The final rules will be available soon. I think almost everyone will find these new classes a lot more to their liking especially when it comes to cars that are slightly modified.

Please remember though, that while this is wheel to wheel racing it is supposed to be fun above all and not win at all cost type competition. You should be able to run your car in a race on the weekend and still drive it to work on Monday morning. Furthermore, even though you may not have the hot set-up to win you can still have a great time running with the other Porsches in your class that have a similar performance potential.

This years Track Clinic will be Sunday, February 16th. The program will consist of a segment for prospective track event participants and a segment for prospective race program participants. We also may have a guest speaker. A flyer will be sent (probably by the time you read this) with final details and registration information. This will be a good opportunity for anyone interested in Track Events or the Race Program to get all of their questions answered and give us back their input. ✖

'92 model year

928 GTS



911 TURBO



The following price list reflects the manufacturer's suggested retail prices for all 1992 U.S. model Porsche sports cars. Additionally listed is the MSRP for the 1993 model Porsche 928 GTS which will go on sale in the second quarter of 1992.

1992 MODELS

968 Coupe, Six-speed	\$39,850
968 Coupe with Tiptronic	\$43,000
968 Cabriolet, Six-speed	\$51,000
968 Cabriolet with Tiptronic	\$54,150
911 Carrera 2 Coupe, Five-speed	\$63,900
911 Carrera 2 Coupe with Tiptronic	\$67,050
911 Carrera 2 Targa, Five-speed	\$65,500
911 Carrera 2 Targa with Tiptronic	\$68,650
911 Carrera 2 Cabriolet, Five-speed	\$72,900
911 Carrera 2 Cabriolet with Tiptronic	\$76,050
911 Carrera 4 Coupe, Five-speed	\$75,780
911 Carrera 4 Targa, Five-speed	\$77,380
911 Carrera 4 Cabriolet, Five-speed	\$84,780
911 America Roadster, Five-speed	\$87,900
911 America Roadster with Tiptronic	\$91,050
911 Turbo, Five-speed	\$98,875

M.S.R.P.

1993 MODEL

928 GTS	\$80,920
---------	----------

M.S.R.P.

968 CABRIOLET



911 AMERICA ROADSTER



IN THE REARVIEW MIRROR

Debbie Cooper

For those of you who have missed reading about RTR days gone by, please accept my apologies. It has been a crazy year, new job, new house (it isn't yet a home -too new) and more work than I ever would have imagined. Poor Bill - he wonders if the list of "things to do" around the house will ever end. He is convinced that the house will kill him yet. So that's our historical update.

This is a very important year for Riesentöter! Some of you may not be counting or new members may not even know, but 1992 will be the 35th Anniversary of the Riesentöter Region of the Porsche Club of America. To be absolutely accurate, I should say that the Eastern Pennsylvania Region was chartered in 1957 and what is Riesentöter today was most of the original region. Loosely translated Riesentöter, means "giant slayer" or "giant killer". The

RTR HISTORY RETURNS

origin of this comes from the fact that back in the late 1950's, the little 356's were beating the pants off other well-established marks of Europe - hence the name.

Fortunately I attended the Grand Prix held in Fairmont Park and spent nearly an hour in the blistering heat talking to two members who were there during the early days - Harry Nowak and Jaures (Joe Squirrel Cage) Johnston. Boy I was like a kid in a candy store. They were telling about the early days of Eastern Pennsylvania Region, anecdotes about all facets of the club, including stories about Charlie Beidler's car. According to his chief mechanic Harry, Charlie needed a lot of help to keep his 356's running. Charlie I think you may need to come out and defend yourself! It's hard for me to know if Harry and Joe were telling the whole truth and nothing but the truth. Best of all, they said that they would graciously participate in any of the festivities during our celebration next year. Since 1992 is just around the corner, it's time to go through your garages and attics and pull out some RTR memorabilia and PLEASE GIVE ME A CALL. Bob & Maria

Holland - I haven't forgotten that you have some valuable goodies for me discovered during your last move.

On a more personal note and as an added bonus to attend the Christmas Banquet, all fossils (members for 20 years or longer) who have not received an official t-shirt, will receive their "awards" that night. To all of the members - fossils and pre-fossils (it is only a matter of time). I hope you all had a very happy and safe holiday season. See you in 1992!!! ✂



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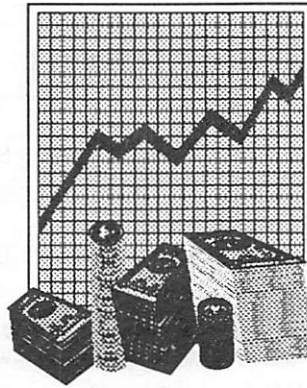
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Budget Report

January 1, 1991 to December 30, 1991

Starting Balance: \$12,644.24

Ending Balance: \$ 7,322.08



Budget vs. Actual for January - December, 1991

<u>Category</u>	<u>Type</u>	<u>Budget</u>	<u>Actual</u>	<u>Difference</u>
AUTOCROSS	Income	\$3,750.00	\$2,811.85	(\$938.15)
DER GASSER ADS	Income	\$6,200.00	\$7,490.00	\$1,290.00
GOODIE STORE	Income	\$5,220.00	\$4,218.00	(\$1,002.00)
INTEREST INCOME	Income	\$726.00	\$645.77	(\$80.23)
MEETINGS	Income	\$672.00	\$484.00	(\$188.00)
MEMBERSHIP	Income	\$180.00	\$165.00	(\$15.00)
PCA REIMBURSEMENT	Income	\$10,000.00	\$10,668.00	\$668.00
RALLY	Income	\$550.00	\$450.00	(\$100.00)
SOCIAL - XMAS PARTY	Income	\$3,800.00	\$2,970.00	(\$830.00)
SOCIAL MISC	Income	\$950.00	\$2,420.24	\$1,470.24
TECHNICAL	Income	\$50.00	\$65.00	\$15.00
TRACK EVENTS	Income	\$39,000.00	\$43,030.13	\$4,030.13
UNALLOCATED INCOME	Income	_____	_____	\$0.00
Total Income		\$71,098.00	\$75,417.99	\$4,319.99
AUTOCROSS SITE\FOOD	Expense	\$1,800.00	\$433.09	\$1,366.91
AUTOCROSS TROPHIES	Expense	\$1,875.00	\$3,239.40	(\$1,364.40)
DER GASSER MISC	Expense	\$300.00	\$218.30	(\$81.70)
DER GASSER POSTAGE	Expense	\$5,000.00	\$4,868.50	\$131.50
DER GASSER PRINTING	Expense	\$12,870.00	\$12,894.36	\$(24.36)
GOODIE STORE BUYS	Expense	\$5,000.00	\$4,687.45	\$312.55
MEETINGS	Expense	\$600.00	\$1,150.00	(\$550.00)
MEMBERSHIP	Expense	\$400.00	\$136.76	\$263.24
POSTAGE MISC	Expense	\$58.00	\$77.50	(\$19.50)
RALLY	Expense	\$550.00	\$495.39	\$54.61
SOCIAL - PICNIC	Expense	\$1,240.00	\$952.55	\$287.45
SOCIAL - XMAS PARTY	Expense	\$9,000.00	\$5,163.01	\$3,836.99
SOCIAL MISC	Expense	\$2,400.00	\$3,506.92	(\$1,106.92)
TECHNICAL	Expense	\$800.00	\$559.56	\$240.44
TRACK EVENTS	Expense	\$29,900.00	\$38,154.33	(\$8,254.33)
UNALLOCATED	Expense	\$1,000.00	\$4,223.03	(\$3,223.03)
Total Expense		\$72,793.00	\$80,760.15	(\$7,967.15)
Total of Income minus Expense		(\$1,695.00)	(\$5,342.16)	(\$3,647.16)

AT FULL SONG

John Williamson

An unprecedented streak was broken this past year. I'm referring to the strangle hold that Paul Magaritis had on the Tattered Helmet award. There have been multiple winners in the past, but Paul had enough multiple mishaps in any single year to have won the award many times over.

For you newer readers out there, the Tattered Helmet award is given each year to the member who distinguishes his or her self in the least distinguished manner. This year the award was won by a transplanted member, currently residing in Connecticut Valley Region territory, but remaining a faithful RTR dual member. I'm referring of course to Wayne Richardson who can be seen displaying his trophy on page four of this issue.

Wayne's story rivals the legendary feats of Paul. I'll give you the abridged version, no one could tell the whole story as well as Bob Russo did at the Holiday Banquet.

It seems that Wayne wanted to close the sunroof on his 911 which was parked outside in the driveway. He reached through the open window, turned the key on so he could close the roof, but unfortunately turned the key a few degrees too far. Being in a good state of tune, his boxer six sprang to life with just a tweak of the starter motor. Too bad the car was in gear! With Wayne holding on for dear life the car proceeded to plow through the garage door and was only narrowly shut off before ramming the 924 parked inside.

As Wayne stood surveying the damage, a 944 owner, interested in purchasing the 924, pulled up behind the 911

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in the driveway. Wayne enlisted his help in removing the garage door from the snout of the 911, and they proceeded to push the 911 back out of the garage. Unfortunately the driveway is somewhat steep, and the 911 began to gather momentum towards the 944. In a true display of human sacrifice for fabled Porsche sheetmetal, Wayne placed his foot behind the 911's tire, presumably to act as a wheel chock. The 944 owner, apparently oblivious to all this began to ask Wayne about the 924.

Eventually Wayne grew somewhat weary of carrying on a conversation with 800 or so odd pounds resting on his foot, and asked for some assistance in pushing the 911 off! In recognition for this feat, in the finest tradition established by Paul, Wayne was awarded the Tattered Helmet for 1991.

On a more serious note, Nick Plenzick Building Maintenance is a new **DERGASSER** advertiser. Check out Nick's ad, as well as the other ads in this issue. Support our advertisers, they support us. See you at Vendor Appreciation Night! ❄️

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Connie Sweigart

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Welcome to the following new members:

John & Brenda Bacino Landenberg	82 911SC
James Cox Devon	91 911C4
Donald Freese Glenside	87 944 Turbo
Timothy & Kathryn Histan Sellersville	56 356 59 Conv D
Bernard Nemeth Bethlehem	87 944
Charles Romano Sellersville	87 944 Turbo
Scott Smith Rosemont	86 930



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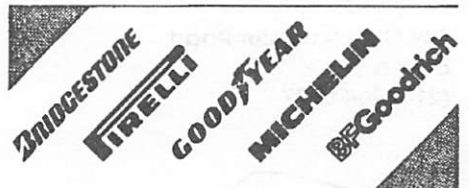
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AUTOCROSS

Brad Carle

The 1992 Autocross season is only 3 months away. Like last year, we are planning on 6 points-series events, including the Charity Autocross. We will start off the series with our ever popular autocross school. Plan on the school in April.

During the Christmas Banquet, several members expressed to me a genuine interest in the upcoming season. This includes new members who are looking forward to coming out and enjoying the PORSCHE driving experience. Many members also offered their help in the upcoming season, and gave me their phone numbers where to reach them. (It's amazing what a few overpriced beers will do.) Their help will be really needed and appreciated and I will be contacting them soon.

We aren't planning any changes in the car classifications and point modifications for this year. However, we will review them before printing them in next month's **DER GASSER**. We are still open to any recommendations for improving the indexing method for the ladies and novice classes. I think the best solution is to have a larger turn out at our events. So anyone out there who has not experienced autocross, come out and join the fun. Judging from the 1991 Charity Autocross, this years novice battle should be very interesting.

Our site this year will most likely be the Naval Air Development Center in Warminster. It's a nice lot with a nice new surface. It's only real downfall is the limited parking, which will be a problem for the Charity Autocross. If anyone out there knows of any other possible sites, please let me know.

The exact dates have not been finalized yet. We have to plan around other PCA events, along with events of other local car clubs. Stay tuned to this column in the upcoming **DER GASSER's** for more information.

If you have any questions or comments concerning the upcoming season, please feel free to call me, my number is on the inside of the back cover. ✂

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A trademark owner generally does not object when third parties use a trademark to truthfully advertise the sale or service of the trademark owner's products, provided that: (1) the advertisement is factually correct and does not mislead consumers; (2) the mark is used only in block letters (i.e., no design, logo or graphics of the owner is used) and must not be a dominant factor of the advertising or sign; (3) the mark is not highlighted or set off in any manner from the remainder of the phrase in which the mark appears; (4) the mark is used properly; and (5) the owner of the marks is clearly identified. This is commonly referred to as the fair usage doctrine. For example, an independent repair shop specializing in the repair of Porsche cars could state, "We specialize in the repair of Porsche® cars." It would be improper for that shop to advertise "PORSCHE specialists."

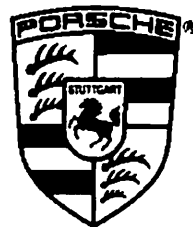
The most significant Porsche trademarks which have been registered by Porsche are **PORSCHE®**, **Carrera®**, **Targa®**, **Tiptronic®**, the Porsche Crest (shield) and **Porsche Design**. In addition, Porsche has trademark protection rights in the shapes of its models, in particular, the 356, 911 and 959 models.

Some of the most frequent responses I receive in connection with a request to cease the unauthorized use of a trademark is "Why are you going after me?" "My product is of high quality." "I give you guys a lot of free exposure." and "I'm just a little guy." As noted above, an owner of a trademark must enforce its trademarks against all persons misusing the trademark, friend and foe alike. An owner may not look the other way on an infringer simply because the infringer is a friend of or affiliated with the owner, because the infringer believes that its products are good and supportive of the owner's product, or because the infringer is a small business.

I am often asked whether Porsche will license the use of its trademarks. These requests are often supported by persuasive argument concerning the quality of the product or service, the commitment of the requester and length of time period that person has worked on or been affiliated with Porsche, and the love and undivided loyalty of that person to Porsche and its products. Though Porsche appreciates such support, Porsche follows a restricted licensing policy. We do so because of a fear of dilution of the Porsche marks and because Porsche lacks the staff to police a multitude of licensees.

Under trademark law, it is necessary for a trademark owner to monitor the quality of the product or service of the licensee. Thus, for example, if Porsche were to license a repair facility, Porsche would have to set and monitor facility, training and identification standards, similar to those established for authorized Porsche dealers. In addition, most state new car franchise laws do not allow or severely restrict a manufacturer's or distributor's ability to license independent facilities involved in the sale or service of motor vehicles. Thus, to the extent the person requesting a license is in the business of selling or servicing motor vehicles, Porsche is constrained by such laws.

In conclusion, in order for trademarks to continue to serve their purpose of protecting consumers and providing incentives to manufacturers to improve its products, it is imperative that the trademark owner enforce its trademark rights and ensure that the trademarks are properly used by the public. In order to enforce those rights against parties who intentionally try to mislead consumers, trademark owners must also enforce its trademarks against all unauthorized persons. It is in the best interests of all persons who appreciate Porsche products or who are affiliated with any business selling or servicing Porsche products to support a rigorous trademark enforcement policy.



EXEC MINUTES

The meeting was held at the home of Connie Sweigart. Those not in attendance were: John Kingham, Mark Terlecky, and Bill Dougherty. **Those who got lost were: Barb and Dennis, Bill O'Connell, & Don - who got the *most* lost.**

President: Bill O'Connell

An annual membership contest was announced by National with the winning region receiving a Carrera 2 for one month. To equalize the opportunities for any region to win, National came up with a very *simple* and *uncomplicated*. index calculated as follows: Growth x 100 over (0.03411 x Beginning size) + (2.0835 x the square root of the Beginning size)....!#!*

Vice President: John Crowley

The RTR car show at Cross Keys Center pleased the Real Estate folk and we're hoping that they'll help us with an AX site when needed. We had 50-60 cars and 800-900 hoagies! Other activities that day included a Flea Market and, if your car was German, a free bath at the AUTOBRUSH-STRIP-YOUR-PAINT Car Wash. John will investigate the feasibility of holding a meeting in the Allentown. Since the cost of the Audubon Inn is rising, John will research a new site to be near either the Fort Washington or King of Prussia Interchange.

Treasurer: Don Applestein

\$1600 has been paid to the Glen for guard rail damages incurred by an out-of-region participant. We have only been reimbursed 25%. Don has sent a dunning letter requesting the remaining \$ be sent within 30 days. Should the payment not be forthcoming he will discuss the matter with the individual by phone. (Should this fail....well, let's just say you don't want to mess with Don!)

Social: Barbara & Dennis Perler

To date we have \$975 for Novemberfest making the Club subsidy \$551. Two sets of tires have been donated to the Gøeper's Club for the Holiday Banquet. Barb is working to get other donations. \$250 is for the DJ whose hours will be 10 PM to 1 AM. \$15 per person is the allotted amount from club funds keeping the cost to members \$25. The number of participants for social events in '91 is about the same as 1990.

Autocross: Lisa & Rex Carle

We had 46 drivers at the Charity AX compared to 84 last year, but we collected \$800 more, finishing with a \$3800 total.

Tech: Bill Dougherty

Bill was home making the doughnuts for Saturday's Tech session. (the Exec meeting ended in half the normal time....)

Track: Bob Lamb

Bob and Bill Miller met with the new track chair, Paul Johnston, to facilitate the transition. Two firm dates have been established.

Membership: Connie Sweigart

Connie suggested a "Learn-To-Drive-In-Snow" event. This is a good idea if you live in Alaska, but real tricky to plan in advance if you live here. Russo mentioned using soapy tarps should the weather *fail* us. We all liked the idea and will continue working out the details.

Der Gasser: John Williamson

Bill O'Connell will be reimbursed \$25 monthly to cover part of the \$35-40 film and printing costs for Club photos. John has the price to print color covers and may propose 4 of these a year, using the top winners from the photo contest. Russo suggested getting sponsorship for the covers in exchange for an ad.

Goody Store: Mark Terlecky

Out partying!

Past President: Bob Russo

An article will appear in **DER GASSER** regarding the 35th Anniversary. So far, several people other than the Exec have volunteered their time. Bob's site preference is the PIR area rather than a Philadelphia venue.

Secretary: JANET LONG WEGER

With *all* due modesty, I, not John Williamson, am the *Creator* of the "RTR Fossil" T-shirt which became *incredibly* popular, *so* popular, in fact, that they have become CLUB TRADITION. We now give one of these *gems* to any ~~OLD~~ (20 year and over) member. Therefore, my responsibility is to have "Fossil" shirts ready for distribution at the holiday Banquet. Modesty does also prevail to say, that had not Mr. Williamson so *cleverly* coined the phrase "Fossil" - I might not have so *cleverly* thought of the shirt!

Next year I shall update the '89 RTR telephone directory.

Minutes are subject to approval at the next Exec meeting.

Respectfully submitted by JANET LONG WEGER ✂

GARAGE SALES

72 911E Targa, Blue/black, very original, extremely clean, straight car. Priced to sell, \$9800. Joe Nicoletta (215) 691-8759 or 1-800-622-8919 leave message. 1/92

74 911 Coupe, 76k, Silver, sport seats, 5 spd., NO air or roof, has 75 911S motor rebuilt by Galbraith with approximately 14k miles. Cylinder studs are pulling on #1 cylinder. Car is driveable. 74 911 parts motor available. Jack Kleiner 968-7813. 1/92

76 911S Targa, Red/red leather, great original condition, 101K, recent top end, new clutch, Carrera tens, pop-off valve, always garaged, just in time for spring, \$11,911. Herman Plenzick (215) 357-2961. 2/92

82 911SC, Platinum, recent paint, available for street or track or combination, recent top engine overhaul, long list of equipment, \$20,000 to \$25,000 depending on configuration desired, consider partial trade for 69-73 911 coupe - running or roller. Bill Dougherty 692-6039 8-6 M-F. 1/92

76 912E, Burgundy, used for daily transportation. 157K well maintained miles. Euro headlights, Koni's, MoMo steering wheel, 930 sway bar, lowered to Carrera height, AC, Pirelli P6's, updated sideview mirror. Asking \$9500. Thomas Ringwood 643-6761 (W) or 489-6793 (H). 1/92

76 912E Coupe, Brown/tan interior, alloys, sunroof, front & rear spoilers, cover, bra, spares including rebuildable engine, 2nd owner, non-smoker, 65K miles on new engine, \$9,950. Jeffrey Brueningsen, 690 Passer Rd, Coopersburg, PA 18036 (215) 282-2531. 2/92

89 944 Turbo S, Alpine white w/ blue leather. Rare and very fast. Mint condition. Low miles. Must drive to experience. Sold new - \$52,000. Must sell - \$26,000. Greg 343-5649. 1/92

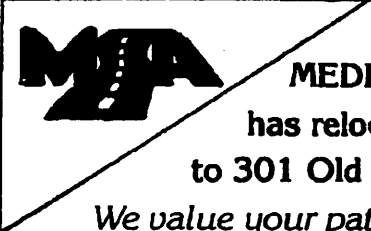
77 924, not running but great for parts, many new parts including: master cylinder, steering rack, timing belts, hoses, wiper motor, etc. \$2800 puts it in your driveway. Denny Waldman (215) 638-9434 or 480-2323. 1/92

Late style **930 Whaletail** - black, one black leather electric sport seat - very good condition. \$375 and \$300 respectively or BO. Bill Ridge (215) 458-8374. 1/92

911 Alternator, due to overstock from excess purchases at the Parade, I find I own an extra alternator. Porsche thinks it's worth \$1,085, I think it's worth \$325. What do you think? Bill O'Connell (215) 640-1675. 2/92 [ed.- is this a quiz, or is this for sale?]

Parts, 2-8"x16" 944/928 "ClubSport" forged alloy wheels - new in boxes - \$500 ea; 2-7"x15" & 8"x15" Fuchs forged alloy wheels with Comp TA R-1s, \$1200/set; 2-225/50 ZR16 & 2-245/45 ZR16 Comp TA R-1s \$150/set; Yamaha YCT-605 Tuner/Cassette Player \$200; Bilstein inserts for Boge front struts \$100 pr; F.O.B. William G. Cooper, 19 Jacqueline Circle, Richboro PA 18954 (215) 364-2466. 2/92

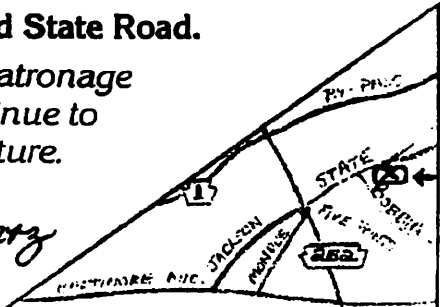
911 Parts 81-89, BBS wheels, 3 piece modular; A-arms & teflon bushings; Workshop Service Manuals; Eibach sport springs Carrera 2 or 4; rear KONIs, brand new, gas outer adjustment with spring perch; Radar Detector, BEL Express 3, cordless. Stephen Syderman (215) 624-1487 or (215) 535-0112. 2/92



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EDITOR

John Williamson
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Harleysville, PA 19438
256-9599

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325 Westtown Road
West Chester, PA 19382
696-2164 (W)

PAST PRESIDENT

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2801 Stoneham Drive
West Chester, PA 19382
640-1675 (H)

AUTOCROSS

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TECHNICAL

Bill Dougherty
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West Chester, PA 19382
692-6039 (W)

VICE PRESIDENT

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661-7771 (W)

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661-7011 (W)

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19 Jacqueline Circle
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364-2466 (H)

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Bill Vaughn
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635-2478 (H)

GOODY STORE

Mark Terlecky
12 Cobblestone Dr.
Paoli, PA 19301
296-5641 (H)

TRACK REGISTRAR

Bill Miller
5330 Laurel Avenue
Pennsauken, NJ 08109
(609) 486-0465 (H)

DERGASSER Photographer:

Bill O'Connell
2801 Stoneham Drive
West Chester, PA 19382
640-1675 (H)

DERGASSER Advertising Manager:

Jim Hartman
1157 Pugh Road
Wayne, PA 19087
293-1916 (H), 687-4801 (W)

35th ANNIVERSARY

Bob Russo
400 W. Monument
Hatboro, PA 19040
674-4756 (H)

Deadline for submitting articles and photos for publication is the monthly meeting (last Wednesday of the month), for publication in the following month's issue.

ADDRESS CHANGES should be sent to the attention of the editor.

DERGASSER is the monthly publication of Riesentöter Region, Porsche Club of America. Ideas, opinions and suggestions expressed are those of the authors.

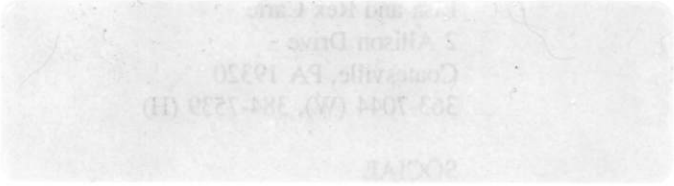
CLASSIFIED ADS are free to PCA members, non-members may submit ads for \$10/month, 5 lines maximum. Limited to Porsche cars, their parts and related items only, please. Ads should be sent to the attention of the editor, make checks payable to RTR/PCA. All ads are subject to editing for space considerations and the editor reserves the right to edit or reject any ad submitted.

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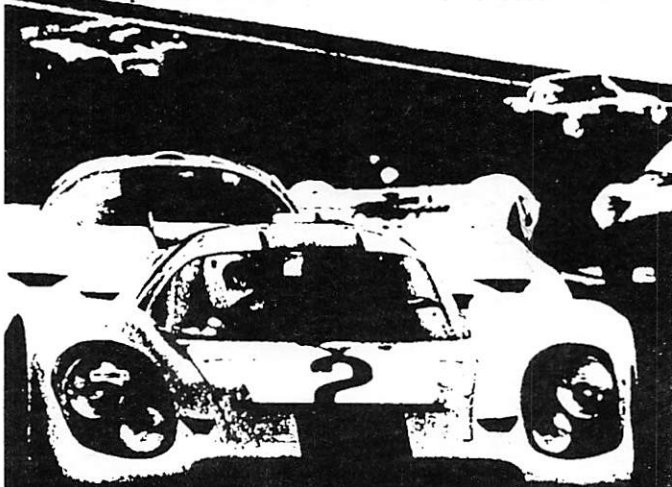
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