



# DER GASSER

Riesentöter Region Porsche Club of America

## MAY 1970

The following letter was written by one of our members, William Gruver, when his fiancée's order for a Porsche 914 was cancelled one month before delivery.

Dr.-Ing. H.C. Ferdinand Porsche  
VW-Porsche Vertriebsgesellschaft mbh  
7000 Stuttgart N. Postfach 946  
Hedbronner Strasse 67  
West Germany, Europe

Dear Dr. Porsche:

Recently my fiancée placed an order for a Porsche 914 on Tourist Delivery as stated on the attached sheet. On April 8, one month before delivery of the car in Osnabruck, we received word from our dealer that the order was cancelled. According to the local Porsche-Audi distributor there has been a production cutback at the Karmann factory due to problems with quality control which has resulted in complete suspension of the Tourist Delivery Program for this year and a delay in filling other orders.

I have been a Porsche owner and PCA member since 1965 and I can appreciate the need for effective quality control. However, the decision to suspend Tourist Delivery and cancell orders which were previously confirmed is detrimental to the reputation of Porsche-Audi and its dealers in the United States. Those of us who order through the Tourist Delivery Program have usually made extensive plans well in advance of our vacation and, in our case, the entire trip was planned around use of the 914.

My fiancée and I had originally considered purchasing the 914 (with US safety standards) from a German dealer, Autohaus Glinicke GMBH in Kassel whom we contacted during our trip to Germany this past December. However, following the advice of our dealer and members of PCA we chose to place the order with John Stein Motors, who has given us very fine service during the past several years. Fortunately I was able to stop sale of my present 356 SC (after having paid for advertising, a bank loan, and found a buyer).

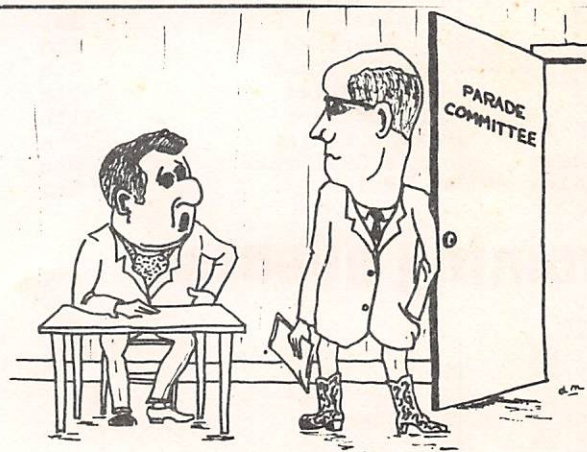
However, my fiancée and I are being married in Germany in mid-May and, as noted before, we have made extensive plans based on picking up the 914 in Osnabruck on May 11-13 and delivery to the port of Bremen one month later. Rental of a comparable car will now cost us over DM 2000 (DM 36 per day and 36 pf per km with Hertz or Avis) The inconvenience and cost to us is far greater than one might realize.

I feel that an injustice has been committed against my fiancée, myself, and others who ordered through the Porsche-Audi Tourist Delivery Program and steps should be taken immediately to correct the situation. Furthermore, I am writing to you, Dr. Porsche, directly for reinstatement of the attached order for delivery by May 13th to Osnabruck with either John Stein Motors in Wilmington, Del. or Autohaus Glinicke GMBH in Kassel. Your attention to this letter is greatly appreciated.

Sincerely yours,

William A. Gruver III  
Instructor in Electrical  
Engineering  
Moore School of Electrical  
Engineering  
University of Penna.  
and  
Aerospace Engineer  
National Aeronautics  
and Space Administration  
George C. Marshall Space  
Flight Center

We shall try to continue to keep you posted on the outcome of this situation.



"After the Get-Acquainted Cocktail Party, the Tuesday Cocktail Party, the Clambake, the Beer Blast and the Victory Party, will anyone show up for the Events?"



AS FAR AS THE PARADE IS CONCERNED YOU CAN GET ALL THE DETAILS FROM PANORAMA OR CALL DOT HOWARD (828-5537). WE WILL REPEAT THE PROGRAM HERE.

Sunday, June 28	Registration, Concours preparation
Monday, June 29	Concours, Cocktail Party, Banquet, Entertainment
Tuesday, June 30	Rallye, Cocktail Party, Banquet, Square Dance
Wednesday, July	Autocross, free day, Tours, Clambake
Thursday, July 2	Autocross, free day, Tours, Beer Blast, free night
Friday, July 3	Tech Session, Victory Party, Banquet

PLEASE NOTE THAT IF YOU ARE NOT STAYING AT THE MARRIOTT FOR THE DURATION OF THE PARADE THE TOTAL COST OF ALL NIGHT AFFAIRS IS \$35.00 - EVEN IF YOU ATTEND ONLY ONE AFFAIR YOU HAVE TO BUY ALL TICKETS.

The monthly meeting of the Riesentoter Region of PCA will be held on Wednesday, May 27, 1970 at 8:30 P.M. There is a strong possibility of a speaker on auto cosmetics for the evening.

REMEMBER THE SPRINT FOR PCA ON JUNE 14 AT CHRISTMAS VILLAGE. SEE THE APRIL ISSUE FOR THE MAP ON DIRECTIONS.

## The answers to some questions frequently asked by our sponsors

### HERSHEY HILLCLIMB RESULTS APRIL 25/26, 1970

TII	Fred Remick	4th
TIII	Dave Baker	6th
EPI	Paul Sweigart	2nd
EPI	Dick Sweigart	4th
CP	Dick Shuck	1st
MII	Jim Haas	1st
MII	Dick Merriman	6th
FII	Steve Syderman	4th
FII	Sandy Sadtler	7th
FV	Jay Schneider	11th
FV	Charlie Keller	8th
Ladies	Connie Sheldrake	8th
Ladies	Jan Remick	3rd

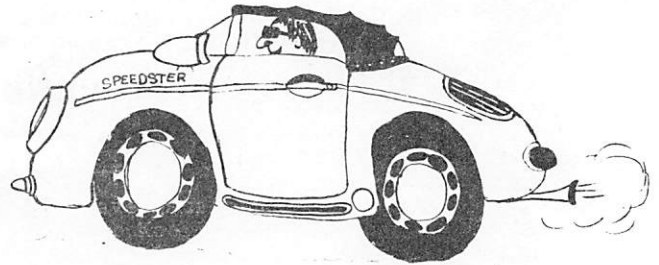
## coming events

### DVSA

May 24	BMC
31	CCA
June 7	CSCC Champ.
21	BMC
28	CCA Champ.

May 23-24	PHA Hill Climb, Jefferson
30	Trans Am, Lime Rock
June 6-7	PHA Hill Climb, Duryea
14	PCA Sprint, Xmas Village
20-21	PHA Hillclimb, Tuscarora
21	Trans Am., Bridgehampton, L.I., N.Y.

# Loyalists:



### INTERNATIONAL PORSCHE SPEEDSTER CLUB

Yes, there is such an animal. We got this information from the "die Porsche Kasette" The objectives are to pool together in offering technical assistance to each other, locating hard-to-find 356A parts, part discounts, insurance advice and benefits and generally enjoying the great cars that speedsters are. Membership dues are \$5.00 per year and \$10.00 initiation fee which includes membership cards, subscription to Newsletter and cloth patch. For more information write:

International Porsche *Speedster*  
Club  
P.O. Box 1001  
Boulder, Colorado 80302

### NEW MEMBERS

Don A. Mayerson (Evelyn)  
1115 Dixon Lane  
Rydal, Penna. 19046

1970 911S Targa  
Corporate V.P.

John M. Brennan Jr.  
143 Harrison Avenue  
Glenside, Penna. 19038

1963 1600 N Coupe  
Mech. Designer

G.R. Oslin  
582 Brookwood Road  
Wayne, Penna. 19087

1966 911 Coupe  
Engineer

### FACTS OF INTEREST

914 roll bar is SCCA approved as is.  
914 production has stopped to rid them of the bugs.

# FOR SALE

1964 - 356 Convert Parts: left door \$65., AM FM Bloupunkt Radio \$50., 2 black front seats \$65., Speedometer \$8., - 900 parts: windshield wiper motor \$35., front and rear bumper guards \$5. each, front hood \$40., half shafts (2) \$50. 2 red vinyl front seats with head rests \$125., 2 black vinyl front seats \$100., dash pad \$10., battery cable \$5., speedometer cable \$8., clutch cable \$5., 1 Jack, MacAfee Alum. 15 x 5½ wheel with 165 x 15 Semperit tires - 60% tread \$50., rear window \$30., front and rear turn signal lights \$20. each, front right fender \$45., front and rear torsion bars \$10. each,, red, black and beige jump seats with trim \$25. each.

Contact

Herbert Barrett, 892 Spring Valley Dr.,  
Springfield, Pa. 19064 215/KI 4-8985

Red Formula V, Auto Dynamics, fully race prepared, VW engine, modified to 130 h.p. built by Ray Heppenstall, very fat Good-year racing tires, Porsche brakes, upholstered seats, never pranged, very healthy car.

Contact

Steve Syderman, phone-at work TE 9-7496  
Home - JE 5-0112

1957 Porsche Speedster, Ex-factory hill-climb car, new paint & undercoating, 5½" rims with fat Goodyear racing tires, new heavy duty clutch, 200 h.p. plus, Corvair spider engine with rebuilt supercharger, four speed positraction rear, Koni's, decambered, roll bar, light weight but no rust, ready to sprint, includes tow bar, excellent mechanical condition.

Contact

Skip Chalfant, phone 215/363-6763  
Don Baumann, phone 215/647-2340

Porsche Carrera GT Speedster, fresh engine with fresh crank, special clutch, Webers, hillclimb gears with limited slip, re-worked suspension. 5.00/9.20 Goodyears on alloy wheels. Wide brakes, 1600 lbs. Full street equipment except part of exhaust. Fresh paint. No rust. 17 class firsts in 22 autocrosses in 1969. Always top 10% overall. Never beaten by 911. Docile enough for street use.

Contact

George Foulds, 2005 Longcome Dr., Wilm.,  
Delaware, 19803 215/HU 5-1121 and 7081  
days.

57 & 58 Speedster bodies, 356 B&C coupes for parts, C or super 90 engine transaxel disc and drum brakes, 4½ x 15 disc brake wheels, 155 x 165 x 15 radial tires, AM and AM/FM radios, many other miscellaneous parts.

Contact

Bob Koerbel, phone - 215/527-2370

63 S Cabrolet, rebuilt engine transaxle, reasonable offer

Contact

Bill Brooks, phone - MU 8-4728

1958 Speedster, excellent condition, completely rebuilt, painted March 28, 1970, yellow enamel, new interior, rebuilt 912, 20,000 miles, chrome wheels, wood steering wheel and knob, AM/FM radio, SCCA approved roll bar, Michelin tires, bursche exhaust and decambered, new Tonneau car cover, custom soft top, matching hard top and aluminum frame sliding windows; chrome in excellent condition, strips and emblems, new battery, electric tack and luggage rack. Speedster seats in good condition. \$2400.00. Miscellaneous parts: rebuilt 1600 super ready to install and drive away, \$400.00, transaxle, \$150.00, 57 coupe doors, top, tail end, right front end and misc. parts, reasonable prices.

Contact  
Mr. Jerome D'Arcy, 514 Spring Grove Lane,  
West Chester, Penna. 215/692-5057

# WANTED

Set of four 5½ or 6" Drum Brake Wheels,  
Aluminum or Magnesium.

Contact

Skip Chalfant, phone - 215/363-6763

911 Manual

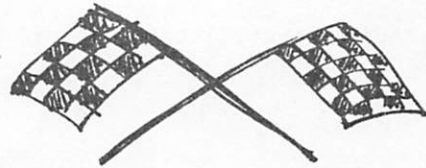
Contact

Jan Remick, phone - 368-0344

1968 or later black head rests,

Contact

Herbert Barrett, 892 Spring Valley Dr.,  
Springfield, Pa. 19064, 215/KI 4-8985



"Donald - don't turn over 6000 rpm on  
the back 40!"



# It's different. Vive la différence!

## Action! Excitement!

The following has been published in several other regions newsletters and originally in "der Riesenbaum" of the Redwood Region.

### WORDS ON WHEELS

What does Dr. Ferry Porsche have to say about the ostensibly controversial 914? Commenting on the Porsche-VW relationship in an Autocar interview (Jan. 29, 1970), Dr. Porsche said:

"We probably would not have acted the same way with any other Manufacturer (on use of the VW411 engine), but you should not forget that Porsche and Volkswagon have been fellow travellers for a long time. The bug is our child. An old child it is, but it comes from a fancy home! Actually, VW and Porsche belong to the same family. We have participated directly or indirectly in every existing Volkswagon...."

"Last year, our output was around 15,000 units. Had we been able to make them, we could have sold 20% more. But Porsche will never go beyond the limit we have now reached. We want our cars to remain exclusive, rare. Our development will go on, but not with what we consider our own motorcars. We won't make more 911S, but we will move ahead with the 914S along with Volkswagon: 30,000 units of this new model will be built in 1970. One out of four (7,500) will be fitted with our own six-cylinder engine."

"For the same reason we don't intend to ever make anything but sports cars. We are specialists, and we want to remain specialists...We still believe that a true sports car must have a midship engine."

## taste is the name of the game

### CHRISTMAS VILLAGE SPRINT RESULTS APRIL 19, 1970

#### CLASS I

1.	Dave Kauffman	96.30 T
2.	Bob Koerbel	96.40 T
3.	John Chatley	96.50 T
4.	Bill Smith	96.78 T
5.	Don Hollander	96.97 T
*6.	George Howard	97.16
*7.	George Bordash	98.12
8.	Vern Lyle (Novice)	98.15
9.	Herb Barrett	98.33
10.	Chuck Walter	98.35
11.	D. Resnick (Novice)	98.73
12.	Bob Bean (Novice)	110.59
13.	E. Goodman (Novice)	111.95

\* George Howard's actual time-95.26 (added time for racing tires)

\* George Bordash's actual time - 96.20 (added time for racing tires)

#### CLASS II

1.	Al Derecola	100.31 T
2.	Jim Haas	DNF

#### CLASS III- Ladies

1.	Judy Smith (Novice)	110.56 T
2.	Vicki Chatley (Novice)	DNF

#### NON PORSCHEs

1.	Jay Schneider FV	97.32
2.	Charlie Keller FV	99.41
3.	D. Derecola MG	102.87
4.	Bill Gildersleeve VW	110.09

## Losing Can Be Luscious.

### OFFICERS

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