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March 2017

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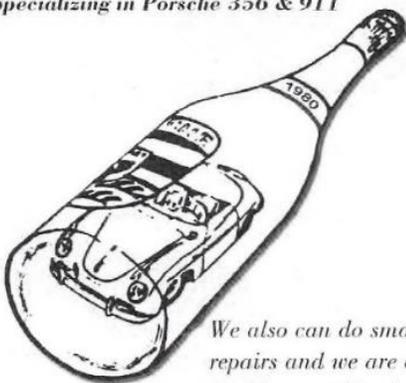
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Front Cover: Tom Conway during the Annual "Tech Session" held January 22nd. (Photo by Brent McGhghy).

Membership Renewal Information

Effective February 1, 2017: Dues are now **\$40.00** per year for members receiving print *Oversteer*, and **\$30.00** per year for members receiving e-*Oversteer*. (If you wish to stop receiving print *Oversteer* and change to e-*Oversteer* before your next membership renewal date contact Valerie Conway).

Your membership renewal date will be stamped above your *Oversteer* mailing address when the date nears. (If you receive e-*Oversteer* I'll send you an e-mail the month before your renewal).

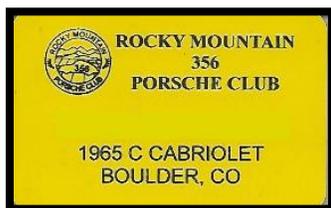
Your "Membership Renewal Date" (MRD) is also listed on the new Membership Roster.

Pay dues using Club PayPal: www.rockymountain356club.org
Click On: "Contact Us - Membership - Buy Now" **OR**
Send check payable to: "Rocky Mtn. 356 Club"
Mail to: Dick Bartlett, Treasurer
25824 Gateway Drive, Golden, CO 80401-9601.

Questions?: Contact Valerie Conway, Membership Chair:
303-440-7835 or rockymtn356club@gmail.com

Membership Roster

The Membership Roster was sent February 1st to everyone on the Club e-blast list. If you do not use e-mail and want a print copy sent to you, call Valerie Conway at 303-440-7835.



Need a Club Name Tag? Contact Jerry Medina:
jmedina356@comcast.net

Cal's Corner: Club Historian **OVERSTEER 25 Years Ago, March 1992**

–Cover picture: Nancy Smith's '57 356 black coupe, de-chromed and de-bumpered.
–Upholstery Clinic: Don Bongiorno explained proper use of different materials in our 356's.
–Pinewood Derby: 10 cars checked in for the March 4 event at the Elk's Club track.
–Reflections of a Retired Trustee Greg Young:
For the last three years Greg was a 356 Registry Trustee, appointed by a "self-appointed nominating committee" and now deemed "unqualified" by the same committee.

The Registry publisher Jerry Keyser was paid \$92,000 to produce the magazine including editing, printing, postage, distribution; and his own labor. Jerry was one of the club founders, and published a great magazine for many years. Greg believes that the Registry now needs a paid publisher, compensation based on his labor only. Publication costs itemized.

–More business-like, radical thoughts:
Dear John: (John Jenkins?)

Geoff Fleming finds that only 10 percent of the club membership do any 356 maintenance at all, let alone drive them. He appreciates concours cars, but only if drivable and driven- not museum pieces. Greg has no garage and not even a driveway. He claims the world record for most engines and trannys changed at curbside. And he included a curbside picture of his coupe completely covered with a blanket of snow.

–Encounter of a 356 Kind (continued):
Steve Smith discovered ELFRINKS in the glove compartment of their '57 and learned a lot including that a 'C' engine had been installed. Bought the last windshield in town, used too small a cord when installing it and tore the rubber so that later it leaked.

–La Carrera Panamericana:
Ron Appleton discussed acquiring gear sets to allow 150 mph at 7000 rpm. After all car, did 140 mph with former gears. While installing gears found a leaking brake line in the tunnel. Lucky.

–Trading Post:
SCCA GT2 911 some assembly required. \$7,500.
1962 356 B coupe S90S \red. Very good \$13,500.
Selling Out: Dave Scott Inventory. \$7,000.

–Down the Road:
March 6: RM356PC meeting—Elk's Club Littleton.
March 15: Swap Meet at Carquip.
March 28: Chrome Clinic at Classic Chrome.



–Cal Ensor –

President's Message: March 2017

Every year as February comes around the depth of winter is somewhat depressing. Tax time, football is over, I never could get behind basketball, although I played for a couple of years. If I think of past driving events, like the Steamboat Drive, I can conjure up dreams of an endless summer driving with Val in our 356.



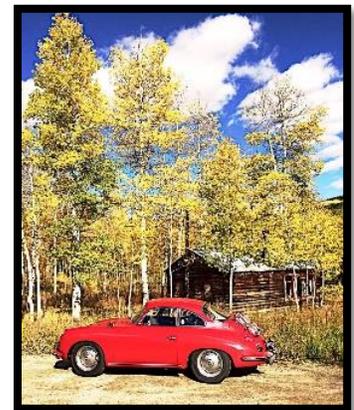
I try to be grateful for a lifetime of involvement in owning, driving, racing and repairing Porsche cars. It has been 55 years with various levels of involvement. Throughout that period, a lifetime of friendships evolved, and our club was organized.



For most of us, had we not purchased our Porsches twenty or thirty years ago, we could not afford our cars today. We purchased our 356's because we knew they were a special vehicle. The body lines are as contemporary looking today as when they were when new. Sitting in them, driving our little cars, feels like an extension of ourselves, something hard to describe. Something you do not feel in other cars.



Most of the seventies I was driving a '64 SC Bali Blue coupe. I remember the smiles of young women (that always feels good), but the best smiles were always children. Their eyes would light up and sometimes they just had to bounce up and down with excitement, not unlike our first impression.



Let's have fun in our special cars, and be grateful for what they have brought to our lives and all our special friends.

Tom Conway, President
Rocky Mtn. 356 Club, Inc.

Meeting Minutes: February 4, 2017

We had a very full agenda beginning with the installation of the new Club Officers, and presentation of the outgoing president's gift to Skeet Gifford.

President Tom Conway gave a brief synopsis of the Jan. 22nd "Tech Session".

Al Brower talked about the Feb. 18th *Vehicle Vault Tour & Perfect Landing Restaurant* lunch. Driving maps to the restaurant will be handed out at the museum. See event details flier on our website www.rockymountain356club.org. Go to: Coming Events.

Details of the upcoming Tuesday, March 21st *American Museum of Western Art-Anschutz Collection*, and lunch at the historic *Brown Palace Hotel* will be e-blast, and the event flier is on pg. 15. Host Mike Crane has scheduled a private tour for our club, and we need a minimum of 20 participants to guarantee the tour. RSVP by March 7th.

Date Change: The Annual Spring Safety Clinic date has changed to **Saturday, April 15th**, 10:00-2:00. More information soon. Hosts: John Hawkins and Bob Fuller.

The revised Club Roster was e-blasted to all members on Feb. 1st. If you do not use e-mail, a printed roster can be mailed to you. Future revisions will occur as needed. Contact Valerie Conway, Membership Chair, if your contact information has changed since Feb. 1st. rockymtn356club@gmail.com.

We were once again delighted to have the University of Colorado-Denver Formula SAE international student design competitors be our guest presenters. FSAE is an international student design competition organized by SAE International; a global association of more than 138,000 engineers and technical experts in the

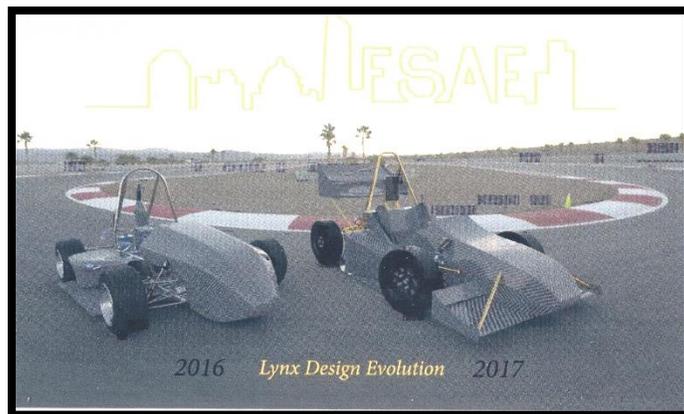
aerospace, automotive and commercial vehicles industries.

The concept of the competition is that a fictional manufacturing company contracts a design team to build a small, competitive, Formula-style race car. Students design, manufacture, and test a prototype vehicle based on a set of rules to ensure safety, but more importantly, to push the limits of engineering and technology.

Teams are judged on design, cost effectiveness, business presentations, and car performance. Acceleration, auto-cross, skid pad, endurance, and fuel efficiency races will be held in June 2017.

Started in 1978, Formula SAE has evolved into one of the top student engineering competitions in the world; and is structured to promote excellence in engineering, manufacturing, design, development, management, marketing and finance. <http://lynxmotorsports.org/>.

Invest in the future—donations accepted at: www.gofundme.com/lynxmotorsports17.



There being no further business the meeting adjourned at 1:00 p.m.

Respectfully submitted,
Valerie Conway, Membership Chair

2017 Annual “Tech Session”

Hosted by Tom Conway, Carquip

&

Chris Pohlod, Simple Automotive Solutions (SAS)

Story by: Gary Moschetti

Photos by: Brent McGhghy, Ann Curry Sanchez, Thenl Moschetti & Skeet Gifford

The Club’s 2017 Event Calendar was put in gear with our first event on January 22, the Carquip & SAS Tech Session in Boulder. The warm hospitality and good cheer of Tom and Val Conway have made this annual affair extremely popular with the entire Membership! And, since we’ve all been cooped up for what seems like months, the event is also perfectly timed to remind us there really will be a spring and a ton of 356 fun is just down the road!

Tom and Val, along with their neighbor, Chris Pohlod, of Simple Automotive Solutions, opened their shops to about forty-five enthusiasts who did not seem at all disappointed by a mountain of great breakfast burritos, green chili, rows of donuts and gallons of good coffee. One thing about Tom, there’s no bad food and no bad coffee! If there was a crumb left, I didn’t see it. Even the weather was cooperative. Sure, my driveway was still full of ice but on this day no jacket was required; the sun was out and the roads were dry.

There was so much chatter and good spirits in the shop that we probably could have gone on for hours. But then Tom presented us with a completely disassembled engine and very engaging tale about a (slightly) bent connecting rod. And, as with any mechanical issue, there are the ensuing questions of what caused the rod to bend in the first place and of course, what happened because it was bent? Tom went over all those things in thorough and entertaining detail. Everyone came out a little bit wiser and better informed about the mouse in our car.

Looking around the room as Tom spoke, I thought of the years of experience and incredible knowledge expressed in the faces in our Club. It reminded me of what an extraordinary Membership we have—and how lucky I feel to be part of it! There must have been at least a dozen World Class 356ers in that room alone! There’s a bunch more in the Club who weren’t there. But we’ve never been about being “better than”; it’s simply an awareness of the tremendous pride that comes from being a Member of this little, wonderful, sometimes goofy, Rocky Mountain 356 Club.

Big Thanks to Tom and Val and Chris for a great Tech Session!







Judd Johnson brought his 1959 Fiat Abarth to the "Tech Session". Fun car!

Judd writes: The previous owner managed to find a record of its production in archives of the Italian Motor Club, but no details, just serial and production numbers. The total number of these cars fabricated is unknown, but is only in the hundreds.

This one is believed to be one of the cars in the Team Roosevelt racing collection and was ultimately sold to parties unknown. (Roosevelt Automobile Co. in Washington D.C. was the Eastern U.S. distributor for Fiat Abarth in the sixties.) Somewhere around ten years ago it was returned to Italy where it was "restored".

In 2012 an individual by the name of Samuel Cardonsky discovered it and reimported it to the U.S. bringing it to Colorado. I purchased it from him in 2014.

The interior is very close to what it should be. The Record Monza seats are original, as is the steering wheel. The engine bay has the proper components including such things as a very difficult to find air cleaner and an aluminum alloy pan. Unknown without disassembly, is whether it still has the stroked billet crankshaft, which allowed these engines to be turned to 8,000 rpm.

The alloy body is in fair shape, but it certainly has its share of filler and comes nowhere near to matching the fit and finish of a 356. It weighs in at about 1,200 lbs. Horsepower is unknown, but possibly as high as 57, but I doubt it. It

came with non-functioning instrumentation, and senders for some are unobtainable, so I have managed to fit VDO replacements and develop an electronic interface to match the requirements of the gauges, one of which I had to rewind because it was "fried". So at this point everything works!

I'm trying to find documentation to determine if it is numbers matching, but given the lack of records keeping that went on between Fiat and Abarth, that is probably next to impossible.



Gary Bergman
President



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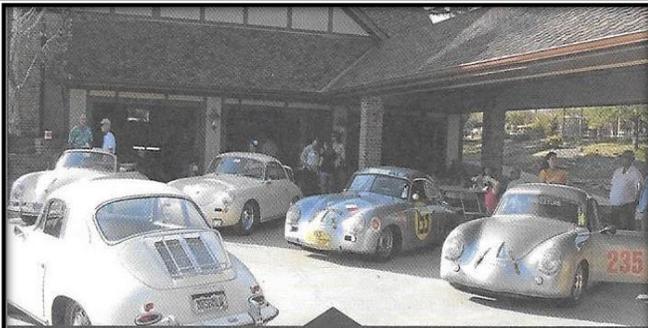


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"Tech Tip"

Furnished by Dick Wilson, Tech Article Coordinator
Reprint from Oversteer - February 1995

NEW PORSCHE "356" SPORTS CAR

By Gunther Molter

Translation by John Whitten

A new sports car--created in the mind of a man serving 22 months as a political prisoner because of a man he once befriended-- that is the Porsche "356". The designer and craftsman who gave the world the famous Auto Union race car and the Volkswagen, so popular today in America, brings forth his latest achievement, only to pass on before the car reached its success pinnacle.

When Dr. H. C. Ferdinand Porsche celebrated his 75th birthday, 40 race drivers from Western Germany and Switzerland rolled up to his Solitude Palace, near Stuttgart, in 40 Porsche "356" sports cars.

Including the all-time European champion, Rudy Caracciola, they had come to congratulate the old doctor.

The new Porsche car, a passenger sports car of new and well-integrated design, born during a period of European poverty and need, primarily incorporates tested European construction principles.

The old doctor had 22 months to plan the new car. This was the period when he was a prisoner of the French, and his imprisonment provides an interesting story.

On September 15, 1945, representatives of the French Minister of the Interior, at that time a communist, invited Dr. Porsche to Baden-Baden, in the French Zone of Germany, to discuss plans for the French version of the Porsche Volkswagen.

Rather than being met by representatives of the government

the French Surete greeted Dr. Porsche with a warrant for his arrest, based on an accusation of the French automobile producer Peugeot.

This is the same Peugeot whom the doctor, by personal intervention, had saved from arrest by the Gestapo during the war. Peugeot had been visiting the Volkswagen factory at that time and a number of his own machines, which had been requisitioned by the Nazis, were blown up during his visit.

When the tide turned, Dr. Porsche's influence in preventing Peugeot's arrest was taken as evidence he had been in collaboration with the Gestapo. Dr. Porsche's imprisonment was the result.

After serving his 22 months term he returned to the lovely Austrian countryside around Gmund, resuming work with fitting sarcasm:

"I was so hungry in those French prisons that I got over my gallstone trouble, but the old heart suffered considerably from the 22 months," he said.

Porsche quickly got over his disillusionment and soon surprised the automobile world with a new sports car. Using and profiting from his experience with the Auto Union racing car and the Volkswagen, he developed a fast passenger car.

Powered by an air-cooled engine, it had a top speed of 140 kilometers per hour--86.8 mph. As interesting as the performance of this Porsche "356", are the unusually safe road qualities--

always a characteristic of Porsche design.

The "356" engine, developing 40 hp at 4,000 rpm, is mounted in the rear and has four cylinders, stroke of 64 mm and bore 73.5 mm.

The four cylinders are horizontally opposed in two pairs at right angles to the direction of travel. This is a development of the Volkswagen motor. Displacement is slightly more than one liter, 1089 cubic centimeters.

Additional features include high-performance cylinder heads with a new type of combustion chamber, hanging valves, membrane pump has feed, two down-draft carburetors with an accelerating pump, and two dry air filters.

The electrical system is six volts, and as on the Volkswagen engine, cooling is by a blower. The oil cooler is multi-tubular and lubrication is by pump.

The chassis is a box type unit frame made of sheet steel which, with a sheet steel body, makes an unusually sturdy and stable unit.

The Transmission includes a single-plate dry clutch and an easy shifting gear mechanism with four forward speeds and one reverse.

The front wheels turn exactly parallel and are suspended on transverse torsion bars, damped with hydraulic shock absorbers.

Rear wheels are mounted on half-length swinging axles, fastened with guiding struts and transverse torsion bars. Hydraulic brakes reach all four wheels. The gasoline tank holds 50 liters, permitting a range of 700

kilometers -- 435 miles. The tank and spare tire are under the front hood.

There are two body models, a streamlined sedan and a streamlined convertible. Each has two comfortable, individually adjustable seats with a large luggage compartment built behind them. If requested, the car is shipped equipped with special seats for children or one adult instead of the luggage compartment. A one-piece broad, curved windshield provides excellent visibility. Warm air heating and adjustable ventilation improve driving comfort by controlling the temperature in the car under all climatic conditions. Equipment also includes electric turn indicators.

At present, the Porsche shop is producing 70 cars a month at Stugart-Zuffenhausen. The price, in Europe, is about 9800 Deutsche Mark, or \$2,300.

When we met Doctor Porsche at Germany's first post-war Grand Prix on the Nurburging, we handed him a copy of America's Motor Racing Magazine **Speed Age**, with our earlier story entitled *Dr. Porsche and the Silver Arrows of Germany* (*Speed Age*, August 1950).

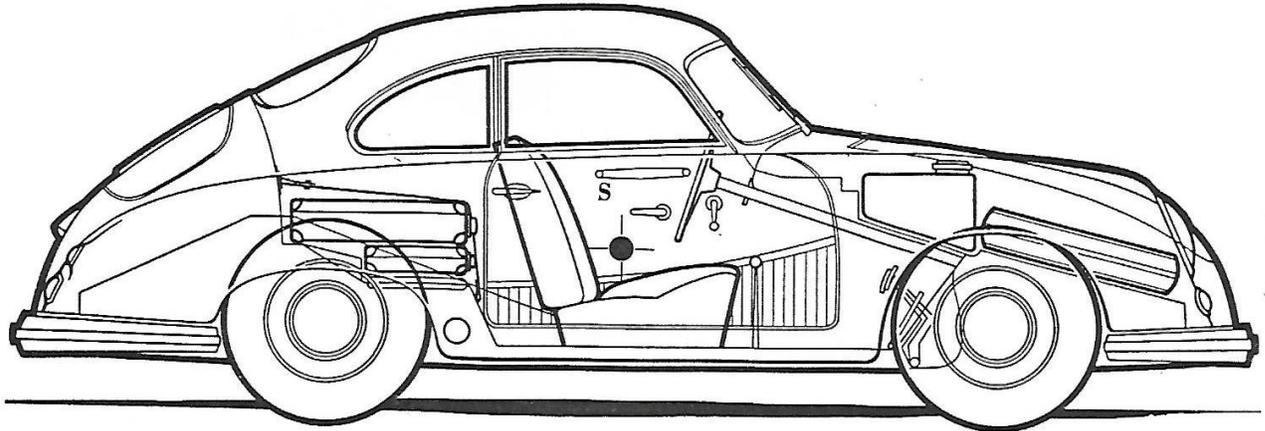
He was pleased, and a few days later showed us two of his sport cars being crated for shipment to the U.S.A. Their destination was Hoffman Motors of New York City, an importer of the Porsche "356," as well as the Volkswagen.

Thus, in the combination of a bantam "people's car," 22 months in prison and a 75 year old genius, America can now see one of the smartest of post-war European sports cars.

As this issue was going to press, Author Gunther Molter notified Speed Age of the death of Dr. Porsche. The genial and retiring automobile designer will long be remembered for his great contributions to the motor sports world and the ensuing benefits to the motoring public. For his life story, see Speed Age, August 1950.

--Reprinted from *Speed Age*, May 1951.

These cutaway drawings show details of the late Dr. Porsche's final creation—the "356" sports car—which is featured on the cover of this issue of *Speed Age*. The new Porsche car is expected to be very popular in the United States.



WELCOME NEW MEMBERS!

Gary Bergman
Neil & Sarah Goldblatt
Eric Heczko
Theni Moschetti
Bob & Catherine Salipante
Harry & Irene Shriver

David Eisenstein
Bruce Grant
John & Andrea Jenkins
Bob & Lynn Pflasterer
Peter Shayle-George
Phil & Jorja Shuey

David & Jan Gifford
Rob Hawkins
Jack Lalan
Jim & Bethani Ploegstra
Leonard & Shirley Scrantz
Fred & Linda Veitch

Inviting all New Members to please join us at our April 1st monthly meeting held at Cinzetti's Italian Market Restaurant in Northglenn. We'd love to hear about you and your Porsche experiences. Meeting details on the Calendar-Meetings-Events pg. 14. Hope to see you there!

Valerie Conway, Membership Chair

Need a club name tag? Contact Jerry Medina: jmedina356@comcast.net.

Joe Leoni - "The Master"

Joe came into Carquip the spring of 1997, asking me about pistons for the engine he was building for his '63 356 Coupe. In the process of discussing the merits of S-90 forged pistons and the original cast iron barrels that Porsche used in the A, B & C cars, Joe noticed some of the original electronic components I had in my inventory. He asked me if he could borrow some of these components to study their design and measure each electrical component's design capacity for an electrical book he was contemplating research on.

This was the beginning of a long relationship that ventured through numerous avenues that became beneficial to all 356 owners, nationally and internationally. Joe's book that became available through his fledgling company, *356 Electronics*, became the known 'bible' of all things that were 356 electronics.

He began with the T6 B and C cars, and went on to include the A and Pre-A cars. As these cars had gotten older, Joe came up with the fixes for such things as brighter 6-volt headlamps, relays that help preserve the ignition switch, and giving more direct current to the 6-volt starter. With some of his simple, cost-effective remedies the idea of having a 12-volt 356 faded from popularity and convinced me that 6-volt cars operated just fine with some of the components Joe had designed.

Joe is an electrical engineer retired from teaching at the Colorado School of Mines in Golden, CO. His reputation from his acclaimed books of 356 schematics, have been accepted by mechanics and restorers as the last word in electrical problem-solving on 356's.

Joe traveled for years putting on seminars for East and West Coast 356 Holidays. He has worked relentlessly helping restoration shops and Porsche repair people in Colorado. We all feel blessed to be able to pick up the phone and ask him to help troubleshoot the latest glitches on re-wiring a 356. He has always been, "Johnny on the spot," for anyone in the RM356 Club that needs help, and continues to contribute much to my learning anytime I need help on a project.

Joe has always been willing to trade his labor for parts that he knows someone will need in the future. He has given his labor generously and economically to keep cars running. Joe keeps a collection of properly rebuilt generators, original rebuilt regulators, and various rebuilt electronic components, and provides these hard to find items for customers across the 356 world. He has spent countless hours answering questions and donating his time to help finish cars that might not otherwise get to completion. And for Joe, it's never been about the money, it's always been about 'passing it on'.

RM356 Club members want to thank Joe for the tremendous effort and time given by him to keep our 356's alive and well. We wish to honor Joe with a lifetime honorary membership.

Thank you, Joe!

-By Tom Conway



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Inc & Exp Last Year - Jan 2017

1/1/2017 through 1/31/2017

Category	1/1/2017- 1/31/2017
INCOME	
MEMBERSHIP DUES	367.66
TOTAL INCOME	367.66
EXPENSES	
Bank Charge	2.00
CLUB EVENTS	
Vehicle Vault	-25.32
TOTAL CLUB EVENTS	-25.32
CLUB MEETINGS MONTHLY	
Club Meeting Income	
Cinzzetti's	-306.00
TOTAL Club Meeting Income	-306.00
Club Meeting-Expense	
Cinzzetti's	306.00
Guest Meals	16.53
TOTAL Club Meeting-Expense	322.53
TOTAL CLUB MEETINGS MONTHLY	16.53
Gifts	75.89
Misc	30.00
OVERSTEER	
Advertising Inc	-950.00
Postage Exp	116.75
Printing Exp	124.84
TOTAL OVERSTEER	-708.41
TOTAL EXPENSES	-609.31
OVERALL TOTAL	976.97

Balance Sheet Year to date - As of 1/31/2017

Account	1/31/2017 Balance
Bank Accounts	
Checking #2031	1,992.63
PayPal	82.98
Savings #2058	6,704.10
TOTAL Bank Accounts	8,779.71
OVERALL TOTAL	8,779.71



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BOOK REVIEW: Dave Scott

“PORSCHE: THE RACING 914s”. By Roy Smith

This month I decided to head in a new direction. I know we all love everything 356 but once in a while you have to take a look at something different. That is the history of the racing 914s.

For many people over the years the 914 has been sort of the unloved child of the family. Many people don't understand the cars or haven't had any real exposure to them. In their day they were very ahead of their time.

This is a new book and it is nicely done. The author goes into the past history of Porsche's racing cars. All of them have been mid-engine. In the late 60's the 911 was still relatively new. It was doing pretty well on the race track but as we all know the handling was still being sorted out. Porsche was finally dominating with the new 917 so they knew the benefit of the mid-engine layout. They had just formed Porsche-Audi in the US and needed another car to help boost sales. Enter the 914.

As most of us know the 914 started out as part Volkswagen and part Porsche. Volkswagen wanted a new sporty car and Porsche needed a lower priced entry. So Volkswagen got the 1.7 litre 4-cylinder out of their new passenger car while Porsche used the 2.0 litre 6-cylinder from their 911T. Both cars were great but at that time the public looked differently at things. Porsche customers at the time were snobs. They could not stomach the thought of their new car having any connection with a low priced Volkswagen. Soooooo Porsche decided if their new 914/6 started winning races the public would start embracing it.

The book picks up in the spring of 1970 with the factory starting to prepare 914/6s for racing in the big time. Development moves forward at a fast pace and the cars become competitive. Porsche quickly realizes that these cars might be better at winning races than the 911. The handling was much better and they were just as reliable as the 911. In June a 914/6 comes in 6th overall in the 24 Hours of Le Mans beating all the 911s. WOW!

In the fall of 1970 the factory comes out with the 914GT. This is the car they think will dominate the 2 litre class in racing. For racing everything needed to be lightweight. The interior had no carpeting, no radio, the dashboard had items deleted. The handbrake was relocated between the seats. Steering wheels were changed, door panels lightened, seats became plastic, larger gas tank, external front and rear trunk lids became glass-fiber with cross-supports of balsa wood. The engine was pushed from 110 HP to 220HP like the

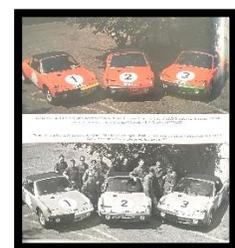
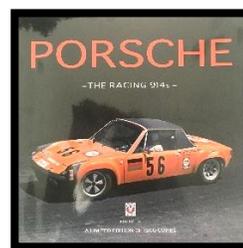
906 race car. The body received fender flares with much wider rims and tires. This was now a car that could win races.

As these cars started hitting the tracks around the world Porsche made plans to have a new flagship road car. It would be called the 916. This would be a street legal version of the 914GT. It would have the new 2.4 litre 911S engine, 911S brakes, and light-weight body panels. This new model would outperform the 911. It would be their most expensive road car offered to the public. Then it was put on hold.

The sales department and some higher ups in the Porsche organization decided they could not have the lowly 914 outperform the 911. The 911 was their flagship model. So the 914GTs did not continue to receive the performance updates they deserved that the 911 continued to receive. By 1973 we had the 911RSR and the rest is history.

I found this book to be really informative. It covers all the racing around the world that these fine cars participated in. I owned a 1974 914 2.0 years ago and have very fond memories of that car. It was maybe the best handling car I have ever owned. I ran it in an autocross series in the summer of 1981. There were 8 races from Denver to Fort Collins. I won every one of those. Not because I was the best driver but because no other type of car in my class had a chance. The handling was just beyond the competition.

Jump out of your comfort zone and buy this book. Anyone that really likes Porsches will find it very interesting. It makes me want to own one again. Of course the 914/6 models are now very expensive. They should be!



Calendar – Meetings – Events

2017	SUN	MON	TUE	WED	THU	FRI	SAT
MARCH				1	2	3	4
	5	6	7	8	9	10	11
	12	13	14	15	16	17	18
	19	20	21	22	23	24	25
	26	27	28	29	30	31	

2017	SUN	MON	TUE	WED	THU	FRI	SAT
APRIL							1
	2	3	4	5	6	7	8
	9	10	11	12	13	14	15
	16	17	18	19	20	21	22
	23	24	25	26	27	28	29
	30						

2017	SUN	MON	TUE	WED	THU	FRI	SAT
MAY		1	2	3	4	5	6
	7	8	9	10	11	12	13
	14	15	16	17	18	19	20
	21	22	23	24	25	26	27
	28	29	30	31			

2017	SUN	MON	TUE	WED	THU	FRI	SAT
JUNE					1	2	3
	4	5	6	7	8	9	10
	11	12	13	14	15	16	17
	18	19	20	21	22	23	24
	25	26	27	28	29	30	

Monthly Club Meetings: Held the first Saturday of the month at Cinzettis Italian Market Restaurant, Northglenn, CO from 10:00 AM to 1:00 PM. Breakfast & Lunch served at 11:00 AM. \$17.00 per person (excluding beverages). www.cinzzettis.com.

March 4th: TBD

April 1st: “New Members Meeting.” New to the club? We’d love to meet you and hear about your Porsche experiences. Host: Valerie Conway, Membership Chair. (See meeting location above).

EVENTS: 2017

–**March 4th:** “Cars & Coffee”. Hagerty Insurance, 1010 Johnson Road, Golden, CO 80401, from 9:00 a.m. to 11:00 a.m.

–**March: 18th:** “Tubs & Grub” at the Egg & I Restaurant. 8:00 am snow or shine. Located at 2630 W. Belleview Ave., Littleton, CO 80123. www.theeggandirestaurants.com. Hosts: Bob Sutherland & Jerry Medina.

–**March 21st:** *Brown Palace Hotel Brunch & Anschutz Western Art Gallery Tour*. Denver, CO. Host: Mike Crane. See flier pg. 15.

–***April 15th:** Annual “*Spring Safety Clinic*” at Bob Fuller’s garage. 10:00 AM-2:00PM. Denver, CO. Hosts: John Hawkins & Bob Fuller. (*The date has changed).

Use our Club PayPal Account to pay membership dues, make Goodie Store purchases, and pay deposits for event participation: www.rockymountain356club.org.



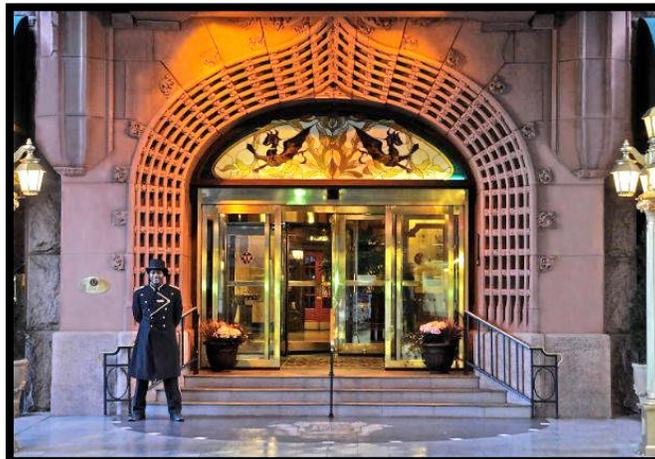
“I need something to make me feel better. Can you prescribe a Porsche?”

**Tour the Anschutz Art Collection
and
Lunch at the Brown Palace Hotel
Tuesday, March 21, 2017
10:00am - 1:30pm**



Join your host, Mike Crane, for a visit to the American Museum of Western Art to view the fabulous Anschutz Collection housed in the historic Navarre Building at 1727 Tremont Place across from the Brown Palace Hotel in downtown Denver. The artwork covers the history of the development of American Art pertaining to the West from the early 19th century through the age of industrialization and includes examples from the various schools that contributed to that development. At least 20 people are needed for the event to occur. R.S.V.P must be received by March 7 to rockymtn356club@gmail.com, and prepay \$10.00 per person for admission and guided tour to Val Conway, or pay via PayPal: www.rockymountain356club.org, go to "Coming Events" tab and click on "Buy Now". Parking can be a problem so it's recommended that you use valet parking at the Brown Palace Hotel (\$15 for 4 hrs).

After the tour we'll walk across the street to the Brown Palace Hotel for lunch at Ellyngton's where space has been reserved.



Club Classifieds

For Sale: Solex Carburetors. Complete set of remanufactured Solex 40. P11-4, solid shaft, with cadmium-plated hardware, by 356 Carburetor Rescue. With all accessories. \$2,200.00. Jack Lalan: gofastjack03@comcast.net or 303-887-7101.

Storage Space for Lease: 5,000 sq. ft. of heated interior storage and work space with running water, electricity, compressed air and bathrooms. 2,500 sq. ft. of fenced outside parking. Near I-70 and I-25. Bob Fuller at 303-333-3320 or e-mail Bob@Fullerarch.com.

Luggage Straps for Porsche 356 for Sale: These straps are made one at a time as ordered. American top grain leather, stainless steel buckles and nylon stitching. All straps are 1-1/4 inch wide to fit ALL styles of luggage racks. Created just like the originals but with better materials. These will last for many years and will greatly enhance the appearance of any 356. Black or Tan. Price: \$120 + shipping. Dusty Johnson at 928-515-3029.

For Sale: 1957 Speedster Replica: Burgundy. Less than 7,000 miles. Vehicle was built by Vintage Speedsters, Inc., Hawaiian Gardens, CA. Powered by a 1600 VW engine, single carburetor, with front disc brakes and rear drums. Includes full cloth top, slide-in curtains, and two tonneau covers. Seats and dash are tan leather, with matching deep Brazilian wood steering wheel and interior top-of-door panels. Vehicle has been serviced regularly, has antique plates, VIN (1132023376), and is classified as a 2-dr 1973 VW convertible. Chrome rims, new tires, radio, seat belts, belt molding (correct Porsche molding), heater/defrost, and moon hub caps. It is a joy to drive, and low maintenance. Last driven on the Club Edelweiss Lunch Tour, May 21, 2016. \$19,000–OBO. Call Anne or Aaron Sanchez (970) 353 2250 or (970) 988 9083 Email: aaron@ahsanchezandassociates.com or sanchzsons@aol.com

For Sale: 1957 Speedster: Email for pictures and history. \$235,000. Eugene Binder @ harshchemicalagent@gmail.com.

For Sale: 1932 Buick Highboy Roadster: Recently completed. Original 1932 frame with metal Brookfield body. Buick 401 nailhead engine, Winters HD quick-changer rear end, turbo transmission, and Continental tires. Exceptionally clean workmanship. 1st Place winner of “American Classic” Award at “West Fest”. \$45,000. Paulette Haggan at p.haggan@comcast.net or 970-302-7753.



Online Goodie Store

30th Anniversary Club Merchandise (1986–2016) “BUY NOW” using PayPal.
Go to: www.rockymountain356club.org and click “Online Goodie Store”.

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Please send all content (technical and restoration tips, articles, photographs, and classified ads) to: rockymtn356club@gmail.com. Use Microsoft Word (.doc), and .jpg for digital images.

Deadline for receiving content or to edit content is the 15th of the month.

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Chris Carlston, Webmeister. ccarlston@gmail.com.

Visit us on Facebook: Theni Moschetti, Social Media Coordinator. theonikaziani@gmail.com.
www.facebook.com/rockymtn356club

Club Roster: Valerie Conway, Membership Chair
Request a copy at: Rockymtn356club@gmail.com
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www.rmrpca.org



WWW.PORSCHE356REGISTRY.ORG

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Vice President: Chris Carlston
720-456-5601 or ccarlston@gmail.com

Secretary: Mike Crane
970-215-1666 or organicmike1@hotmail.com

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303-526-2522 or richardbartlett@comcast.net

Past President: Skeet Gifford
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MEMBERSHIP APPLICATION: Contact: Valerie Conway, Membership Chair at rockymtn356club@gmail.com OR send check payable to: **RM356Club**, Dick Bartlett, Treasurer, 25824 Gateway Drive, Golden, CO 80401-9601. Membership Dues are **\$40.00** (USD) per year if you wish to receive our club magazine, *Oversteer* by U.S. Mail. **\$30.00** (USD) for e-*Oversteer* via e-mail. Porsche ownership not required for membership.

Name(s): _____ Street: _____

City: _____ State/CO: _____ Zip: _____

Contacts: Telephone #'s: _____ or _____ E-mail Address: _____

Valerie Conway
RM 356 Club Membership
4582 Four Mile Canyon
Boulder, CO 80302

