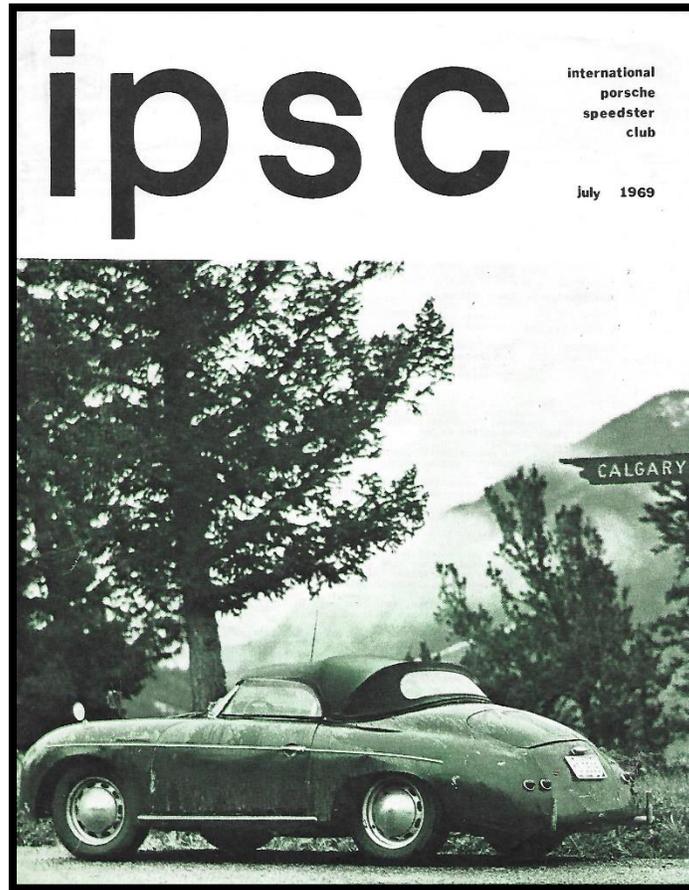


OVERSTEER



February 2017

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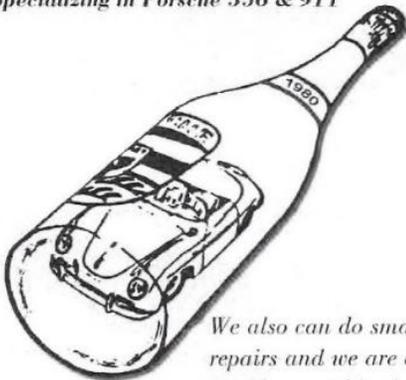
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Front Cover: Cover shot of the July 1969 issue of the *International Porsche Speedster Club* magazine. (Story pg. 5).

NEW: 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 account at:

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

NEW: Membership Roster

The new roster was recently sent to everyone on the Club e-blast list. Please check the information listed for your name. If your entry needs a correction, addition or deletion contact Valerie Conway by February 1st. (If you do not use e-mail and want a print copy sent to you, call Valerie Conway at 303-440-7835).

Cal's Corner: Club Historian

OVERSTEER 25 Years Ago, February 1992

Cover Picture: Number 163, the 356 coupe La Carrera Panamericana class winner and trophies built by Porsche Specialists in Boulder, Colorado.

Restoration Blues: Mike McDonald hit a deer and wrecked his nice 1960 T-5 coupe in 1988. T-5's are rarer than Speedsters, only 8,600 were made between September 1960 and 1961. The crowning glory of the series were the GT cars built for competition with the 4-cam motor, but some with pushrod motors. Aluminum door/hood/engine lid skin, plexi-glass windows, lightweight seats, no sound absorbing material, roll bar, 50 percent larger front brakes, big fuel tank, and louvered rear deck lid, mostly add on/take-off parts. Mike decided to upgrade his as much as possible while rebuilding. He got a real tank and repro brakes. Seats, windows, roll bar and interiors were secured and deck lid louvered. Car currently in body shop.

La Carrera Panamericana: The "Porsche From Hell" Part II. Jack Gurry and Gerry Wallace drive the 1955 356 coupe to the starting line, October 25, 1991. The starter uses his fingers on the windshield to overcome noise...five, four, three, two, one. Thirty seconds apart the cars start, 119 of them. Two 550 Spyders, a 300 Mercedes Gullwing and a 300 Roadster. Three C types, a Lister Jaguar and a Lister Knobbly, Allard, Morgen, AC's, Lancia, Corvette, plus Olds, Caddies, Chrysler, Ford, Buick– you get the picture. 19 Alfas and 29 Porsches, over an hour to get them all started. Ron Appleton, Wayne Sturm and Tom Conway are there as support crew. At the end of the first day, Jack and Gerry were first in Sports Minor class and fifth overall– wow. Car had a couple of minor problems–loose carb base and broken shock bolt. October 29th a 500S Kurtis roadster leads, second is another Kurtis, third is a C-Jag which spins out, and the 356 is third and 10 seconds behind. October 29th, still third but 24 seconds behind because of a 360 degree spin. October 30th–final day–cars at full speed for 25-30 miles over an uneven road surface and bridges which leave the lighter cars airborne at speeds near 150 mph. Jack and Gerry in the 356 finish first in class and third overall !!!!!!!

Encounter of a 356 Kind: Steve Smith first saw her January 1977. Not the best he had looked at but traded a '70 Audi for her. 15 years and many miles later she is undergoing some bodywork.

Trading Post:

–'65 C Coupe. Excellent, numbers matching, tool kit, \$22,500.

Coming Up Events:

–February Meeting at Elks Lodge, Littleton

–March: Upholstery Clinic, Swap Meet & Chrome Clinic

Cal Ensor



President's Message: February 2017

No, I'm not the Rocky Mountain 356 Club president (cue applause).

Our January meeting featured a talk by Erik Bergman, Regional Manager of the popular collector car insurance company, Hagerty.

Recall that on the last day of the 2008 East Coast Holiday, a tail gating and texting kid ran into my beloved 356. It was raining, and between the EMTs ("Mr. Gifford, is your pulse rate always 150?") and the police officer, I was soaked to the skin. The collision missed the engine by an inch or so, so I drove my 356 back to the hotel.

As I stormed through the lobby on the way to my room for a dry change of clothes, a man on his cell phone stopped me. I heard him say, "Yes, I have him right here and will tell him."

Calling me by name, he told me that he was from Hagerty and for me to take the 356 to the shop of my choice and they would cover it. A great weight was lifted from my shoulders. I did, however, feel some guilt, because I had only recently changed my insurance from USAA to Hagerty.

How did he know my name? I was an old guy, soaking wet and probably looking as if I could do bodily harm with no remorse. Not much to go on.

Long story short, Stoddard had a Celette Bench and got the job. I received pictures of the progress every few weeks and the 356 was returned via transport the following April.

Erik's talk was frosting on the cake. They had me hooked eight years ago.

Unintended Consequences

The treasurer's financial report, State of the Club 2016, noted a \$593 reduction in the balance for the calendar year. I was aware of the trend and recommended that the club increase dues to \$40 per year effective January 1, 2017. That would be the first increase since 1993. Valerie concluded her report with the statement, "To survive we need to continue to 'Pre\$erve our Re\$erve." I concur.

In a meeting January 8, 2017, the Board of Directors voted for a two-tier \$30/\$40 dues split based on whether the member was receiving a digital or paper copy of *Oversteer*. The unit cost of each print *Oversteer* is \$2.70 based on the current monthly order of just over 100 copies.

At first glance, the board action seems reasonable. The two-tier dues structure helps level the actual cost of *Oversteer* delivery to our members. However, many of the significant "costs" of *Oversteer* cannot be measured in dollars. We are an all-volunteer club, and many hours are required to get each issue into the hands or screens of our members. Much of the effort is the same, regardless of whether the journal is digital or paper.

During my watch, I heard very few complaints about dues. Most of the members receiving digital copies understood that the savings in printing and postage went into the RM356C treasury and helped cover other club expenses. I have no way of knowing the extent to which the BOD considered potential unintended consequences of the split dues policy, but I would offer some thoughts for their consideration.

Splitting the dues \$30/\$40 obviously results in a loss of club revenue when compared to an across the board increase to \$40 per year. Assuming that the number of members requesting digital *Oversteer* remain the same, the club treasury will suffer a \$360 per year loss with all other factors remaining the same.

However, there is little likelihood that the financial situation will remain static. With an incentive in place for members to switch from paper to digital, the number of copies printed could fall below the printer's threshold (we're close to that point now), and the unit price would increase. If and when this occurs, the club would experience yet another decline in the financial reserves due to the higher cost of printing.

The irony is that by increasing the dues for only those members receiving paper journals, another dues increase could be required sooner rather than later. Another consideration is that of bookkeeping. Under the old system, accounting was simple: Dues x Membership = Income from Membership. Beginning February 1st, members will be paying one of two amounts.

Did the BOD proponents of split dues understand these issues when the vote was taken? I wasn't there and don't know. At the present time, 38 members receive the digital *Oversteer*, and just over 100 receive printed journals. What is clear is that the 2017 split dues schedule benefits about a third of the members but creates additional work for two of the officers and disadvantages the club as a whole.

Skeet Gifford, Past President
Rocky Mtn. 356 Club, Inc.

Meeting Minutes: January 7, 2017

The monthly Club meeting was held on January 7 at Cinzzetti's Restaurant in Northglenn, Colorado with eighteen hardy members in attendance. Vice President Bob Little called the meeting to order at 11:00 a.m.

Harry Shriver, who recently joined the Club with his wife Irene, was introduced. He owns a ruby red 1960 coupe and is anxious to participate in Club events.

Folks were reminded that Tom Conway is hosting a Carquip Tech Session (7191 Arapahoe Rd., Boulder) at 9:00–12:00 on Sunday, January 22nd. Contact Tom at (303) 443-1343 if you need particulars.

Erik Bergman, of Hagerty Classic Car Insurance gave an informative presentation on the company and its facility at 1010 Johnson Road, Suite 150, in Golden, CO. Hagerty is the largest car insurer in the world and Erik handles northern Colorado. He works with 400 agencies and feels they are very competitive in their coverage and pricing. They offer a valuation service that provides an agreed on value for the car. Their valuation book is updated three times a year. If a car is in an accident, they try to use NOS parts. Dennis Callan uses Hagerty for his 356 cars, and recently had to have a rock dent repaired. He remarked that it was one of the best insurance experiences he has had.

Hagerty has an open use policy that allows a car to be driven as much as you want. They have found that owners of older cars tend to take better care of them and also keep them garaged. Hagerty has a roadside policy that covers all cars in a household and all drivers. Hagerty also requires tow companies to use flatbed trucks equipped with straps–no chains! The Company also has a parts locator service for policy holders.

Erik can be contacted at 303-229-7287 if you'd like him give you a quote. Hagerty will insure a vehicle at any stage of restoration and will cover spare parts. They now host on their premises the monthly "Cars and Coffee" that was formerly held in Lafayette, CO. They are able to accommodate up to 442 cars on their lot. In addition, they have a couple of classic cars on display in their basement and these change frequently. C'mon down and take a look.



With there being no further business the meeting was adjourned at 12:55 pm.

Respectfully submitted,

Mike Crane, Secretary



2017 Board of Director's Meeting

A BOD's meeting was held January 8th at the home of Bob and Judy Sutherland from 12:00 pm to 4:00 pm. A delicious lunch of locally-made gourmet pizza, beverages, and a big plate of fresh baked brownies was served before getting down to business.

Those in attendance: Bob Sutherland, Dennis Callan, Gary Moschetti, Dave Scott, Norm Miller, Dick Bartlett, Al Gordon, Bob Little, Richard Beasworrick, Mike Crane, Tom Conway, and Valerie Conway. Dennis Callan was chosen to be Board Chairman.

The next task was to elect officers: Chris Carlston (Vice President); Dick Bartlett (Treasurer); Mike Crane (Secretary); President (Open). As no member volunteered to be President, a short list of members who might fill the position was discussed, with Dennis agreeing to contact the individual(s)*.

Valerie Conway presented the "State of the Club 2016" and 2016 year-end financials. (See pg. 7). A discussion ensued about how best to control the Club's largest expense—*Oversteer*, and increasing revenue. Individual line items from the 2016 profit & loss statement were discussed. Dick Bartlett agreed to construct a 2017 budget. We're still waiting to receive notification from the IRS of the Club's status as a 501 c 7, a 'social or recreational organization' (Form 1024) since reapplying after incorporating. Valerie will complete the 2016 tax returns.

The BOD's voted to adopt a two-tier membership dues increase. Effective February 1st, dues for members receiving print *Oversteer* will increase to \$40.00 per year. Members receiving e-*Oversteer* will pay \$30.00 per year. (See pg. 1 for further explanation).

The option of having a guest speaker and/or presentation at every monthly meeting was discussed. It was agreed that presentations can be interesting and informative, and that some meetings are best left unstructured so that members can socialize. No changes were made to the current meeting format.

Other items discussed: how best to increase membership (place small ads in other Porsche publications and/or cultivate with Colorado 356 *Porsche Registry* members not currently RM 356 members); possibly hosting a 4-Club drive in early autumn; and hosting new members at an upcoming monthly meeting. It was announced that a club in Cedar Rapids, IW had committed to hosting a West Coast Holiday in late August 2017 (no further details were available).

Other agreed upon volunteer assignments: Dick Wilson (Tech Article Coordinator); Jerry Medina (Goodie Store); Chris Carlston (Webmeister); Gary Moschetti (Events Coordinator); Theni Moschetti (Social Media Coordinator); Paulette Haggan (Alternate *Oversteer* Mailer); and Valerie Conway (Publisher-*Oversteer*, Advertising, and Membership Chair).

Valerie Conway reviewed treasury procedures, and handed over archived financial records, to incoming Treasurer, Dick Bartlett.

With no further business to discuss, the meeting was adjourned at 3:45 pm.

Meeting minutes submitted by Valerie Conway.

* *Tom Conway has agreed to be the Interim President.*

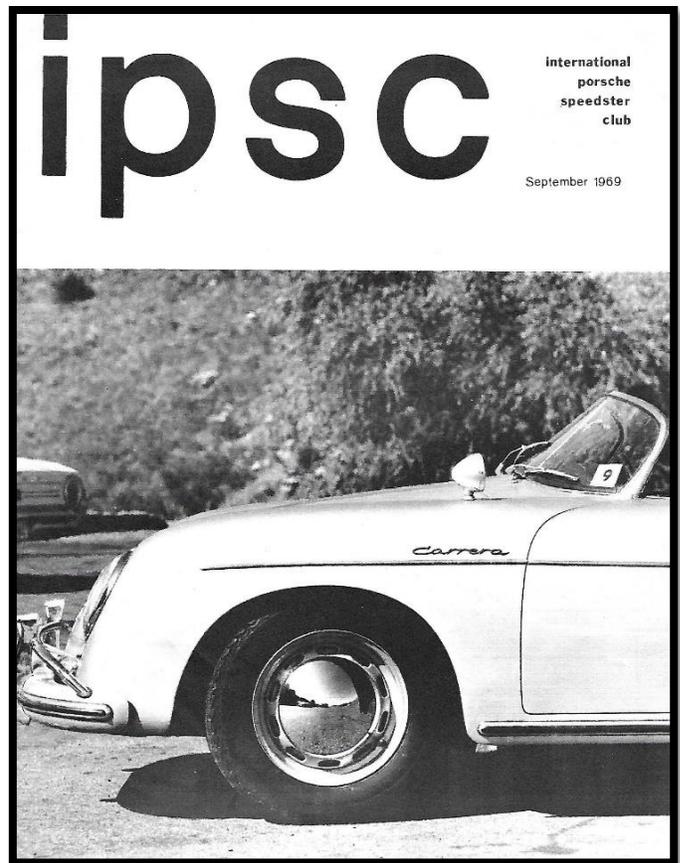
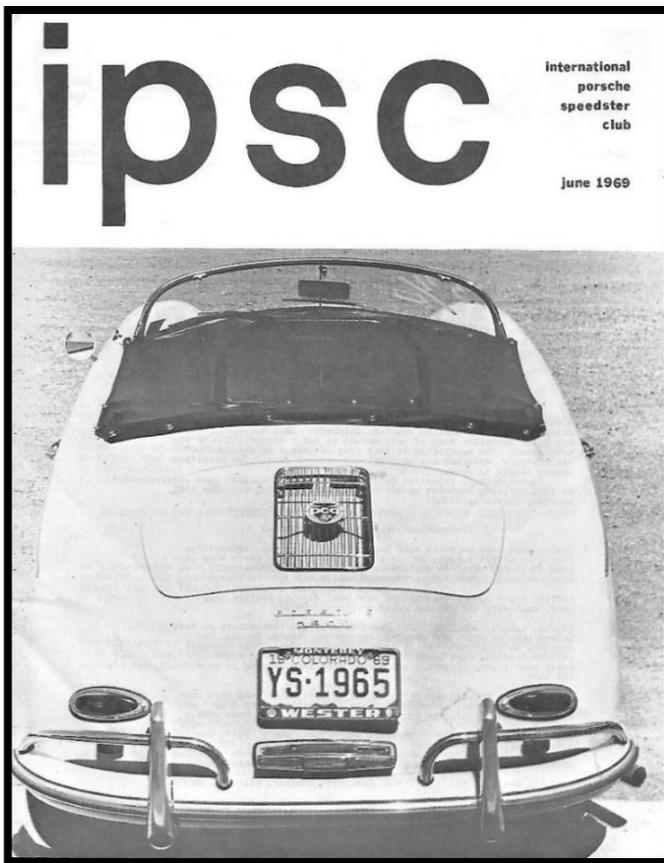
From the Archives of Tom Conway

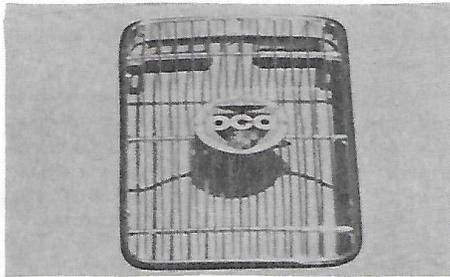
Around February 1968, a group of Speedster owners—Marty Gorce, Bob Schumacher, John Walcott, Ralph Inman, Phil Hansen, Kip Gilbert and others, decided to form the *International Porsche Speedster Club* (IPSC) in Boulder, CO. They hoped to expand the club to an international level based on the distinctive ownership experience of the iconic Speedster.

Marty Gorce was the driving force behind the club, as well as the editor of the glossy-covered newsletter. Dues were \$5.00 a year with a \$10.00 initiation fee that included a membership card and cloth patch. Speedster ownership was the only requirement.

When Larry Myers opened the doors to his new shop in 1969, he hosted the IPSC's meetings. He always had a large, impressive stash of 356 parts and some Speedster racecars, along with Jim McMillian's 550A Spyder. That year, Bob Schumacher acquired a Carrera GT Speedster for \$3,000.00.

Marty kept the club going for a couple of years, while footing the \$100.00 monthly bill for the newsletter. But he just couldn't keep up with expenses. He joined the service in 1970, and the club ended. It fun while it lasted!





Next Event

The next event for IPSC is the 14th Annual Porsche Parade, Anaheim, California, June 24th to 28th.

The Orange Coast Region of PCA is hosting the 14th Annual Porsche Parade in Anaheim this year. The events of the parade include Concourse d' Elegance, Rally, Autocross, Gymkhana, Drivers School, Tech Session, Banquets, cocktail parties and lots of good socializing with other Porsche owners. In addition to all this, there will be tours of Dan Gurney's Eagle Factory, Briggs Cunningham Automobile Museum, Disneyland, etc.

The Parade will be an excellent place to meet prospective members and gain national recognition for the club. Also, we plan to contact some of the Southern California Porsche specialty manufacturers and distributors concerning discounts to club members and newsletter advertising. For those of you who aren't fortunate enough to make the parade, our July issue will feature a complete coverage of the Parade events.

Contact me for any further details.

Hasta luego,

Ralph Inman

Last Meeting

Our June 3rd meeting was called to order at 7:45 p.m. by our proposed president, Marty Gorce. The first order of business was proposals from the group in attendance of how to reach Speedster owners and recruit new members. Various ideas were expressed from contacting owners at the Porsche Parade to newspaper ads.

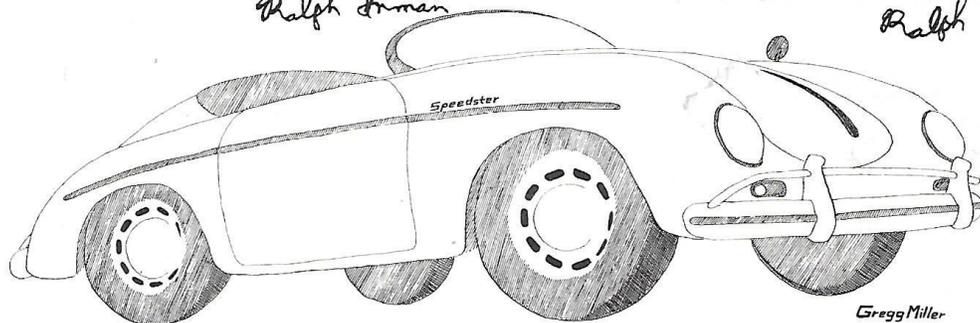
Rare parts availability was discussed and Marty mentioned he was searching for a suitable casting shop to run off "Speedster" emblems. Bob Schumacher is looking into the possibility of having fiberglass hardtops made for interested members. In conjunction, Marty is looking into having sidecurtains made for the hardtops. I am looking into the possibility of manufacturing a replica of the "Seebring" fender mirror that was original equipment on Spyders. These mirrors are not available anywhere, and they look great on Speedsters.

The treasurers report was read by Bob Schumacher, and Bob expressed his desire to have members pay their dues in order to take full advantage of what IPSC has to offer.

The highlight of our June meeting, for me at least, was a tour of Larry Meyers' beautiful new shop. Larry has goodies hanging on the wall, hidden in corners, and tucked under work benches that would make any mechanically oriented Porsche owner drool. Thanks to Larry for supporting the club, providing his shop for our last meeting, and for that good ole Budweiser.

Respectfully submitted

Ralph Inman



www.rmrpca.org



WWW.PORSCHE356REGISTRY.ORG



State of the Club 2016

Why is it important to care about the Club finances? We need to maintain a healthy financial reserve to fuel our fun. For things like deposits for events, meeting expenses, donations, Goodie Store inventory, insurance, paying vendors, and unanticipated expenses (i.e., incorporating).

2016 Income:

- A) Membership Dues: \$3,920.80 (2015 = \$3,722.00).
- B) Paid Memberships: 121 (2015 = 117).
- C) Advertising: \$2,200.00 (2015 = \$2,010.00).
- D) Goodie Store: \$2,633.00 (2015 = \$16.00).

2016 Expenses:

- A) Print *Oversteer* was our largest expense at \$3,794.00. (2015: \$4,432.00). Average cost per issue was reduced to \$2.70 from \$3.15 (2015). Cost reduction was achieved by reconfiguring *Oversteer*; eliminating nonpayers receiving free print *Oversteer*; and increasing advertising revenue*.
- B) We rejuvenated our Goodie Store with Club 30th Anniversary merchandise at a cost of \$3,014.66 minus sales of \$2,633.00; leaving an inventory asset of \$381.66** to be sold in 2017.
- C) Our largest unanticipated expense was a \$400.00 filing fee to the IRS after incorporating July 15th; and needing to be re-designated a "social or recreational organization" (Form 1024), along with receiving a new tax ID number. Ouch!

2016 YE Balance Sheet December 31, 2016

Year-End Balance 2015:	<u>\$ 8,796.37</u>	Beginning Balance Jan. 1, 2016:	<u>\$ 8,796.37</u>
Checking:	\$ 1,098.64	2016 Income:	\$14,202.06
Cash-on-Hand:	\$ 200.00	(Adjustment)	.01
Money Market:	<u>\$ 6,704.10</u>	2016 Expenses:	<u>(\$14,995.70)</u>
Year-end Balance Dec. 31, 2016	<u>\$ 8,002.74</u>	Year End Balance Dec. 31, 2016	<u>\$ 8,002.74</u>

As a small recreational club we're headed in the right direction having eliminated waste, increased revenue, and implemented cost savings. Many small clubs like ours fail each year because their processes are not reviewed and revised. To survive we need to continue to "Pre\$erve our Re\$erve."

Valerie Conway, 2016 Treasurer
Rockymountain356club@gmail.com

* (*Oversteer* net expenses minus advertising: 2016 = \$1,594.00 or \$1.25 per issue. 2015 = \$2,422.39 or \$1.71 per issue).

Profit and Loss Statement - 2016

1/1/2016 through 12/31/2016 (Cash Basis)

Category	1/1/2016-12/31/2016
INCOME	
Advertising-Rcvd.	2,200.00
Christmas Party-Income 2016	1,665.00
TOTAL Christmas Party-Income	1,665.00
Club Meeting-Income Cinzzetti's	3,648.00
TOTAL Club Meeting-Income	3,648.00
Donation-Income HPR Parade Laps	120.00
Raffle	12.00
TOTAL Donation-Income	132.00
Goodie Store-Income	165.00
Grille Badges	1,910.00
Ladies Shirts	75.00
Name Badges	68.00
Pins & Stickers	350.00
Postage-GS Purchase	65.00
TOTAL Goodie Store-Income	2,633.00
Interest Inc	3.26
Membership Dues	3,932.50
PayPal Fee	-11.70
TOTAL Membership Dues	3,920.80
TOTAL INCOME	14,202.06

EXPENSES

Uncategorized	0.00
Bank Charge	55.65
Christmas Party-Expense 2016	2,465.04
TOTAL Christmas Party-Expense	2,465.04
Club Event	
Club Banners	242.95
Dinosaur Fossil Drive	0.00
Insurance	
Edelweiss Drive	0.00
TOTAL Insurance	0.00
Spring Safety Clinic	-110.51
TOTAL Club Event	132.44
Club Meeting-Expense	28.31
Cinzzetti's	3,970.04
July 4th Flags	24.59
Volunteer Appreciation	42.82
TOTAL Club Meeting-Expense	4,065.76
Donation-Expense	
Ability Connect Concours	250.00
CU-Denver Engineering	200.00
HPR Parade Laps	120.00
TOTAL Donation-Expense	570.00
Goodie Store-Expense	81.42

Profit and Loss Statement - 2016

1/1/2016 through 12/31/2016 (Cash Basis)

Category	1/1/2016-12/31/2016
Grille Badges	1,714.18
Ladies Shirts	595.62
Names Badges	51.95
Pins & Stickers	536.54
Postage-GS Purchase	34.95
TOTAL Goodie Store-Expense	3,014.66
Incorporation-2016	625.87
Office Supplies	70.69
Club Postage	18.80
Treasurer-Webmaster	64.48
TOTAL Office Supplies	153.97
Oversteer Printing	1,953.01
Oversteer-Expense	278.58
Oversteer-Postage	1,562.41
PayPal-Fee	10.80
Steamboat Drive 2016	
Expense	4,523.75
Income	-4,523.75
TOTAL Steamboat Drive 2016	0.00
Website Expense	107.51
TOTAL EXPENSES	14,995.70
OVERALL TOTAL	-793.64

\$	8,002.74	2016 YE Balance
\$	(8,796.37)	2015 YE Balance
\$	(793.64)	2016 YE Net Loss
\$	200.00	Cash-in-Hand
\$	(593.64)	Balance
\$	381.66	Goodie Store Asset
\$	(211.98)	Adjusted 2016 Net Loss

Gary Bergman
President



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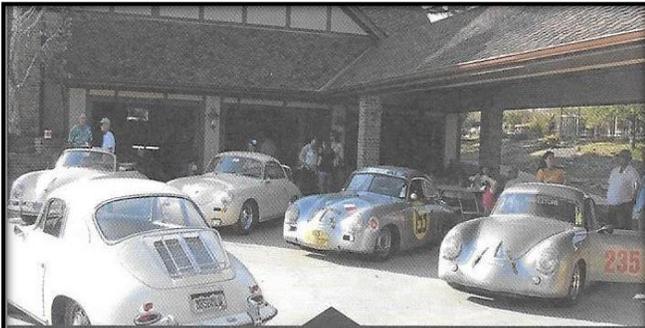
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TECH SESSION

How to replace a clutch cable

by ART HOLTZMAN

Metropolitan New York Region

1. Most properly, this is a 2-man job. It can be accomplished by 1 alone but it is considerably more difficult that way, and the job won't be as satisfactory. We will discuss the different techniques as we progress. (Note that the second man need not be skilled labor.)

2. Tools required:

2--10mm wrenches

2--14mm wrenches

Grease gun, or a can of grease

Spares:

1--8mm aft end clutch cable

Spherical nut & locknut (14mm hex)--(if break is at aft end)

If break is at forward end, the nuts will be found under the accelerator pedal linkage. The spares described should always be carried in your car.

3. Remove floor mats, including center tunnel mat. Remove floorboard on driver's side. At this point, you can determine where the thing came apart. But it doesn't really matter. The job is just as

difficult one way or the other. If it's intact up front, undo the nuts with your 10mm wrenches.

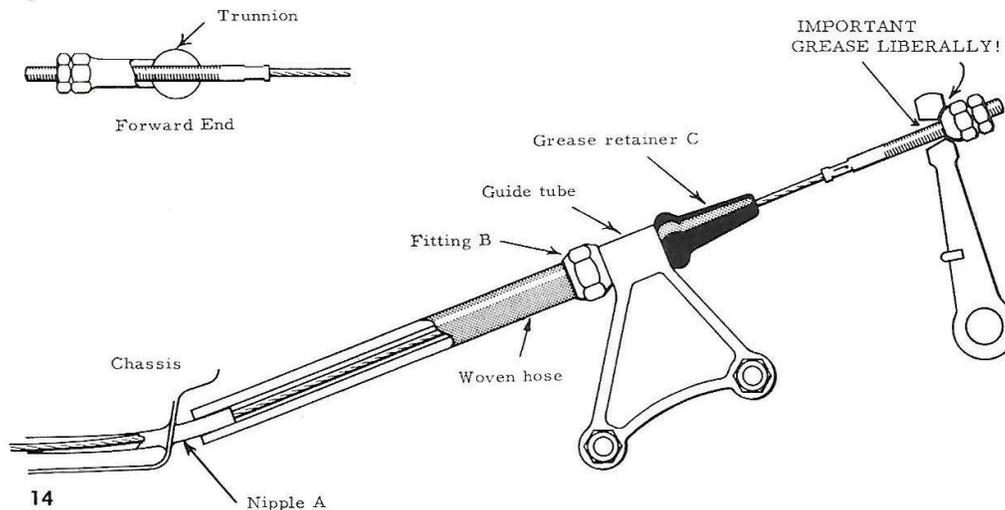
4. Jack up car at driver's side and remove left rear wheel. The stock Porsche jack will go high enough to allow all but the stoutest underneath.

5. At this point have your assistant go into the cockpit and feel where the cable enters the conduit in the center tunnel; he'll need to know this a little later. You slide underneath, reach up and grab the end of the cable. If it broke at the aft end, there will only be the broken end hanging out of the rubber grease retainer (C). This is easy. If it broke forward, you'll have to reach a little further and get the spherical nut at the clutch arm "eye." Proceed to remove the cable. In the event the front fitting hangs up at fitting (B), remove the woven rubber tube from nipple (A)--actually the end of the conduit--and wiggle this tube about while pulling on the cable with one hand. This should free the cable. Crawl out from under, then take one

look backward for the grease retainer (C) which was lost when you whipped the end of the cable out.

6. Apply grease gun to nipple (A) and fill entire conduit with grease. During this operation, the assistant is stationed at the forward end of the conduit to feel when the grease emerges from it. If you have no grease gun or no assistant, the cable must be thoroughly greased before installing it (contrary to instruction 7). When the cable is installed, it whips about quite a bit under the car and on the ground. A completely clean and dry cable won't pick up grit. A wet one will. A greased cable with grits on it is still preferable to one with no grease at all. All the operations which are easier with help can nonetheless be carried out without it. It's worth the effort though, to recruit your wife, sister, mother, or bystander for the unskilled labor.

7. Put the new spherical nut and locknut on the aft end of the new cable, leaving only a few threads showing at the fitting. This is so that



if the cable ever breaks at the rear again, there will be enough threads left on the end for you to simply back off on the front adjustment and gain enough length to put your spare spherical nut and locknut on the stub. Make sure that the cable is completely free of oil or grease, grab it from the front end, and crawl back under. If you forget to take the grease retainer (C) with you, have the assistant hand it in.

(If you don't have the mechanical arrangement on the end of the clutch arm as shown in the illustration, adapt this procedure to the device you do have.)

8. Making full use of the joint between the wrist and elbow, feed the front end of the cable from back to front through the eye of the clutch lever. Next feed it through the grease retainer and thence into the guide tube (D). It will shortly appear

at the end of the woven hose. At this point, station your assistant at the pedal end of the conduit. He is to place a finger over the hole to prevent your pushing out the grease as you push the cable through. When he has located the hole and is all ready, you loop the cable once around in order to get a good grip on it (illustration) and offer up the front of the cable into the aft end of the conduit (A). This will go in nice and smooth, if somewhat slowly. When you have about 18 in. left on your end, not yet through the eye, stop. Slop some grease onto the remaining portion and inside the grease retainer. Continue to feed into the conduit. When the assistant feels the cable emerging from the tube, have him grab it and pull it through slowly as you work the loop out and put the woven hose back onto the nipple. Put the grease retainer back into

place on the guide tube. Put the wheel back on and let the car down.

9. In the cockpit there is a loose end. Remove the trunion from the clutch pedal lever arm, and make sure it's clean and has no trace of rust on it. Grease it thoroughly (all over), grease the hole it goes into (all over) and put it in place. Put the nuts on as shown in the illustration. Adjust nuts properly for your particular clutch. For a finger clutch, set the free play at 3/4 in. and disregard the pedal stop. For cars which originally had Hausermanns but were converted to finger clutches, the pedal stop should be all the way up, or else removed completely.

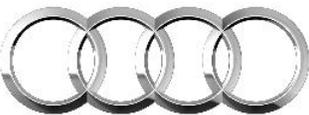
10. The job should have taken 45 min., give or take 10.

*Reprinted from Porsche Panorama--
February 1962*

Submitted by Chuck Fishback



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Book Review

DARING DRIVERS, DEADLY TRACKS

By Brian Redman

This is one book I just love, and why not. It covers 2 fantastic elements. Racing in the 60s-70s and Brian Redman.

I have met Brian 2 times over the years. Both at Daytona. Once right before the race in 1981 when he was driving a 935 for Bob Garretson. They won the race! The second time was later in years when he was reporting on the race for the media. Both times I met him he had some very funny things to say. He seemed like such an easy going guy with a great sense of humor. He was until he got in the car on the track. Then it all changed. He was a fierce competitor.

Brian started racing in his late teens in a Mini. He ran local events and did really well. He continued to race other used sports cars that he could barely afford. He was working in the family grocery business and hated it. In 1965 that all changed.

Charles Bridges noticed Brian and thought he was willing to support him in racing. Charles purchased a used Lightweight E-type and this allowed Brian 12 wins, one second and an accident where he did not finish. From this point on Brian started getting factory drives, most well-known driving for Ford in their GT40. From there he started picking up rides with Porsche driving their 908.

In April of 1969 Brian received a call from Porsche. "Herr Redman," said the voice from Porsche, "Please do come and test ze new 917." Strange, I thought, why ask me when they have six factory drivers within easy reach of the Stuttgart headquarters? Caution made me hesitant. "I'll just check my calendar and call you back in an hour," I said with sincerity, as if I were touched to be so honored. Immediately I telephoned my Porsche co-driver, Jo Siffert, in Switzerland. "Seppi, have you tested the 917?" A

long silence followed. Finally, "No, no, Bre-an, we let the others find out what breaks first." I suddenly found my calendar completely full.

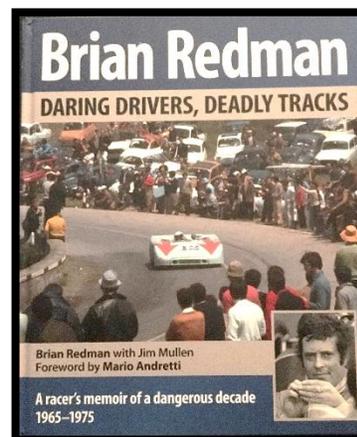
For this book Brian has picked his favorite race tracks to talk about. He explains all the races at each track and the cars he drove at those certain times. He drove many, many different makes over the years. However, Porsche was his favorite.

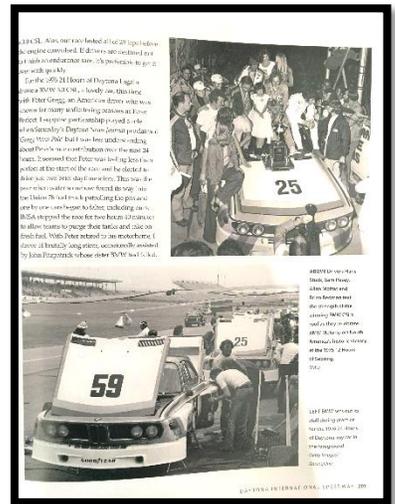
He gave great praise for all the racers he drove with and competed against. However, one race in 1976 driving a BMW CSL in the Daytona 24 Hours, he had some not nice things to say about a driver. That driver was his team mate Peter Gregg. Anyone who knows Porsches knows who this man was. Redman and John Fitzpatrick drove the entire race except for 2 hours where Peter stepped in. In the end they won over all. Minutes later Peter comes out of his trailer home to stand on the podium and give a great speech about winning the race. He was basically an arrogant prick!

Brian went on to race in Formula 5000's and take 4 titles. He developed the Cooke-Woods T600 Lola and won the IMSA Championship in 1981. There was nothing he could not drive and win in.

Sooooooooo-please buy this book. You will not regret it. Just a wonderful read. Also I would do it just to support Brian. Wonderful driver and wonderful guy!

—Dave Scott





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ANSWER PG. 17

Calendar – Meetings – Events

2017	SUN	MON	TUE	WED	THU	FRI	SAT
FEBRUARY				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				

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			

Monthly Club Meetings: Held the first Saturday of the month at Cinzetti's 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.cinzettis.com.

February 4th: CU-Denver FSAE Prototype-Car Competitors. Host: Skeet Gifford.

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.

EVENTS: 2017

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

–February 18th: **Vehicle Vault Car Collection Tour & Perfect Landing Lunch**. Parker, CO. Hosts: Liz & Al Brower. (See flyer pg. 15).

–March: TBD. **Brown Palace Brunch & Anschutz Western Art Gallery Tour**. Denver, CO. Host: Mike Crane.

–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.

–April 23rd: Annual "**Spring Safety Clinic**" at Bob Fuller's garage. Denver, CO. Hosts: John Hawkins & Bob Fuller.

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

*Vehicle Vault Car Collection Tour
& Perfect Landing Restaurant*
Saturday, February 18, 2017
10:00 AM
Hosted by Al & Liz Brower



Join us for a visit to this premier auto museum located at 18301 Lincoln Meadows Parkway, Parker, CO, followed by a lunch at the *Perfect Landing Restaurant* at Centennial Airport. The *Vehicle Vault* opens at 10:00 AM. Please arrive no later than 10:15 as the 1 to 1-½ hour guided tour begins at 10:30.

Best to enter the area from Lincoln Ave., turning south onto South Twenty Mile Road, and proceed to the roundabout. Turn right onto Lincoln Meadows Parkway and then left into the parking lot. The facility is in a white building with a two-story glass entrance. (South Twenty Mile Road is about 5 miles east of I-25 and Lincoln Ave. and about ½ mile west of Parker Road.) Directions to *Perfect Landing Restaurant* will be provided at the *Vehicle Vault*.

R.S.V.P. by February 10th to rockymtn356club@gmail.com, and prepay \$9.00 for the *Vehicle Vault* admission and guided tour to: Valerie Conway, 4582 Four Mile Canyon, Boulder, CO, 80302 **OR** pay via PayPal: www.rockymountain356club.org, go to “Coming Events” tab and click on “Buy Now”.

Visit <http://www.vehiclevaultco.com/vintage-classic-cars-museum-in-parker/>.

Club Classifieds

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.



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Visit us on Facebook: Theni Moschetti, Social Media Coordinator. theonikaziani@gmail.com.
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Club Roster: Valerie Conway, Membership Chair
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Events: Gary Moschetti
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Goodie Store: Jerry Medina
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Valerie Conway
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4582 Four Mile Canyon
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