

Three Five Six FORUM

No. 19 Fall 1984

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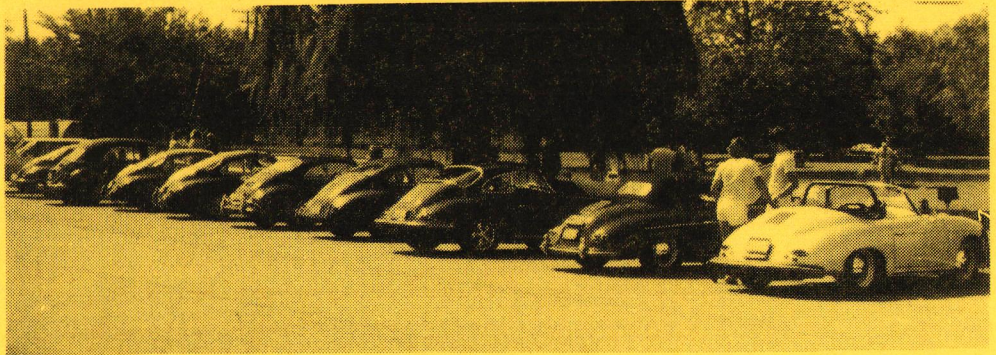
NEXT MEETING: Sunday, 28 Oct, our annual COLOR TOUR. Once again this is an "international" event with our invitation back to Canada. We will depart from the Sommerset Mall - Big Beaver (16 mi) and Coolidge - at 11 am.

NEEDED: A volunteer to make a Stateside route from Sommerset to the Blue Water Bridge in Port Huron, about a 1 to 1½ hour drive. Please call Ron Roland at above number, and BE SOMBODY.

ALSO: CALL Rob or Jocelyn Johnston at (519)627-5395, no later than 25 Oct. Rob and Jocelyn, along with Dave and Wendy Weston are planning a very nice event (I heard Rob is going to turn his pet pig into a sausage - before we get there) and they need to know how many to expect. There will also be a small charge of \$2 to help defray costs, but you don't have to bring anything either.

We have had what amounts to two meetings since our last Newsletter. First, of course, was our own PICNIC. Thanks again to Bill and Jean Demeter for putting on a fine event. This year more folks than ever showed up despite the cool weather. Eight 356s showed up; plus one VW Cabriolet with SC engine & transaxle and brake calipers, a 914 whose owner is still building his 356, and a borrowed 911S whose driver races a borrowed Speedster (where do you get friends like this?).

The picture shows the cars of the Johnston's, Stanek's (back from their victory at the Porsche Parade), Youk's, Skirmants', Nettlow's, Demeter's, Brown's, Roland's, and Robertson's; Weston's, Grewell's, Schafer's, Engelbrecht's, and Ed Clancy were unable to make the picture, sorry.



Interestingly, all these cars except two were red, and one of those was originally red. I am sure passers by thought this was an Italian car club. Remember when everyone wanted their Porsche painted silver?

Everyone enjoyed the friendly atmosphere and we hope to see even more folks at the Color Tour.



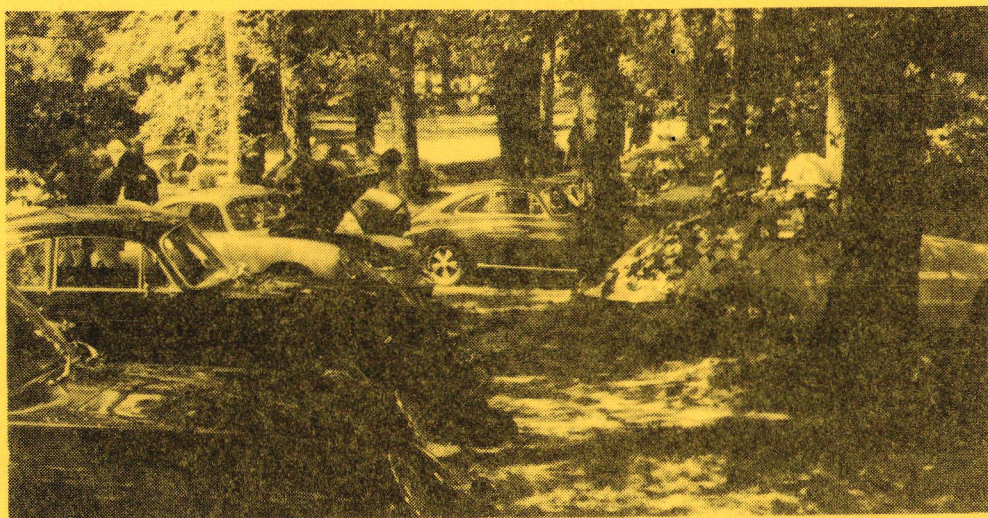
Our second meeting was the 356 HOLIDAY X in Williamsburg, Virginia. While nearly 13 hours driving time away, plus stops, no less than eight families from our group showed up, most driving a Porsche: Brown's, Nettlow's, Youk's, Johnston's, Weston's, Robertson's, Roland's and Jim Bulin. The schedule was similar to previous years, beginning Friday with registration and hospitality suite, running into literature and model car sessions in the evening, followed by movies. Saturday started off with an interesting tour (especially interesting if you were driving an, ah, illegal Porsche through "cop city") ending at the Berkley Plantation on the James River. Here, the Peoples Choice Concours was won overall by the beautiful black/red leather, '59 Carrera Deluxe Coupe shown below.

Saturday evening was the awards banquet. Fortunately, the Registry has avoided turning this event into an "Oscar" session, like some organizations. However, this year an award was overlooked: the Gummow Spark Plug Award. Traditionally the award goes to the Holiday chairman, this year Tami Keyser. Tami put on a fine, fun event requiring extra work, being far from her home



town of Columbus, Ohio. Everyone should write Jerry Keyser (address in the Registry) insisting Tami get the award she deserves.

Sunday morning there was a swap meet (but never enough early parts), followed by a tech session put on by Al Zim of Zim and Mayo. In between all the scheduled events there was plenty of time for talking meeting old and new friends and looking at the cars on display. Altogether, a thoroughly enjoyable way to spend one's vacation, especially if combined with a side trip enroute, before or after the Holiday festivities.

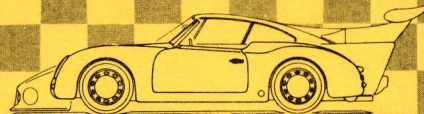


TECH TIPS: While you are waiting for me to continue the articles on Rust Restoration (trust me/checks in the mail/....) there is another BOOK you should pick up: Metal Fabricators Handbook by Ron Fournier, available at most local book stores like Dalton's. Those who have been around the race/

custom/prototype car scene for awhile will recognize the name Ron Fournier as one of the leading personalities in this business. Although not strictly restoration orientated, once you cut the rust away, the techniques and equipment used to fabricate new sheet metal are the same. This book is one of the easiest to read, and

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Ron Roland

even though you probably don't want to completely equip a shop to build cars, the ideas and principles presented are the most useful I have come across on the subject of restoration. How to pull a quarter panel on a Plymouth never interested me very much, but fabricating custom pieces for a race car makes for much more interesting reading and learning.

Speaking of learning, this is a good time to enrol in a NIGHT SCHOOL program. Looking at Charlie Brown's new race car and Bud Baxley's recently completed project, proves my theory that good sheet metal men are made, not born. They both went the route of night school and have done an excellent job reconstructing their cars. Don't give up, you can do the same for your car,

Silicone Brake Fluid: I have had several questions lately about this panacea. Best current information goes like this: Silicone fluid is compressible, apparently accounting for its unsuitability in disc brakes. Discs require more pressure, due to their lack of "servo effect" when a leading brake shoe engages a drum; one reason disc brake calipers have much larger pistons than drum brake wheel cylinders. (Disc brakes also do not have a check valve retaining some pressure to hold the shoes close to the drum.) The extra pressure required compresses the fluid before it presses the brake pads against the rotor. This is especially noticable in racing, as Vic Skirmants found out years ago. I tried it, early in the program, in a street '66 912 with similarly poor results. However, my old race car with Carrera drum brakes had silicone fluid installed by Vic, and it worked fine. How do big bore Corvette racers use it successfully? They have power brake boosters to compress it! SO: use it in drum brakes (as Pete Geiger is currently doing successfully). Use Castrol GT LMA (or a similar quality DOT 4 fluid) in disc brakes; and bleed them out once in a while! ... And we will wait for Bud Baxley's report on a secret, new, magic silicone fluid he is trying in his disc brakes.

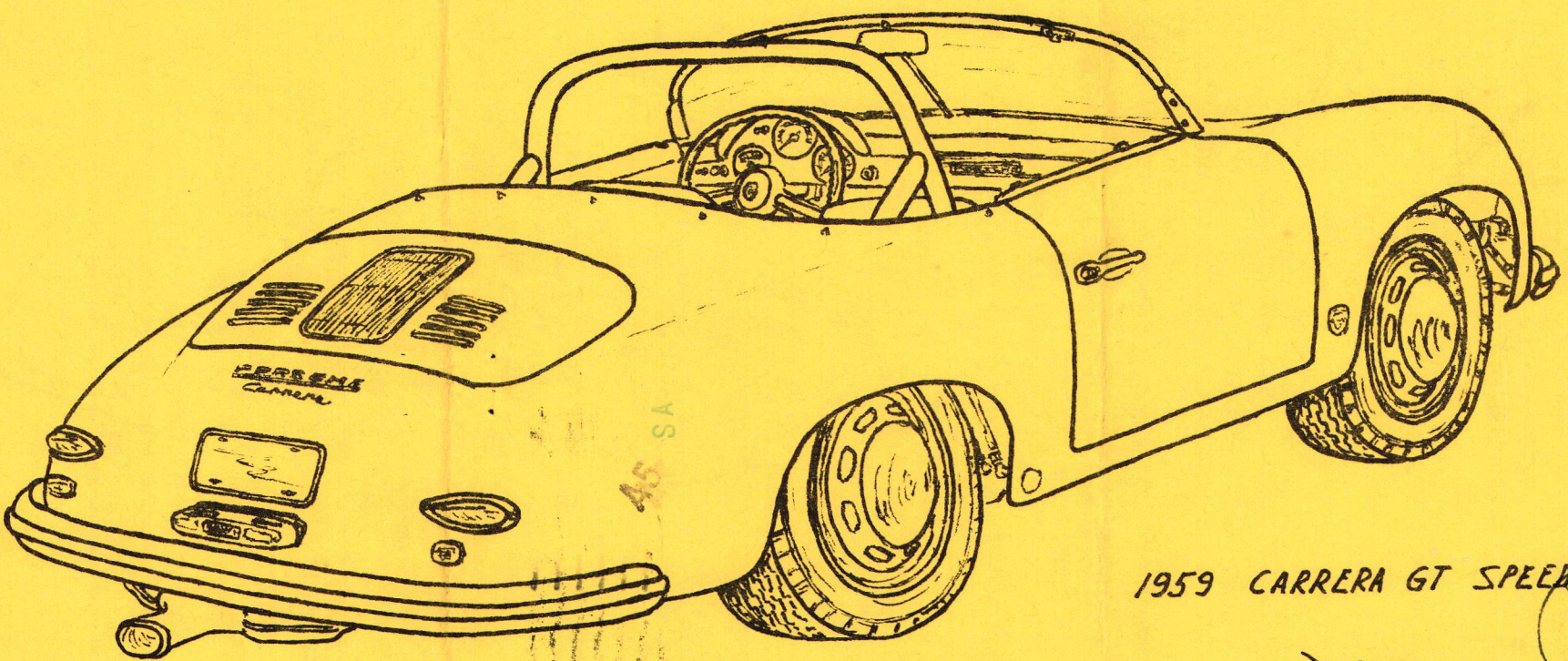
Leatherique: If your Cabriolet still has the original leather seats, or you are lucky enough to have a full leather interior, this may be what you are looking for if the finish is cracked and worn. The original colored finish on Porsche leather is lacquer (as in paint). Leatherique is a 4-step process that removes the old lacquer, rejuvenates the leather and applies a modern, water base finish that looks like the original but seems much better. Several size kits available, from about \$20 to \$100. Many colors available, or they will match your sample. This stuff really works! WRITE: The Clausen Company

1055 King George Road
Fords, New Jersey 08863

FOR SALE: Gas fuel cock "B" rebuilt like new (\$25) - Oil filler breather "A" exc. (\$10) - Rubber boor block "A" (\$2) - Valve cover, no vent (\$?) - Rear light lenses with chrome bezels, used (\$2 ea.) - 2 door windows, drivers side scratch. CALL Pete Geiger 391- 0229

This ad I will run for someone who may need an SC engine 1969 912 looks and runs great. Offers; cash or cash + trade. CALL: Wayne Osborn (419)729-5098

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1959 CARRERA GT SPEEDSTER



John Thomson
3471 Yellow Street
Ann Arbor, MI 48105

