

Three Five Six FORUM

no. 7 Jan/Feb 82

ron roland 28140 26 mile rd. new haven, michigan 48048 749-9804

NEXT MEETING: 14 Mar 82, Sunday afternoon, about 2pm at Vic Skirmants' home. (27244 Ryan, 1/2 block N. 11 Mile Rd. 575-9544...for those of you out of touch for the last ten years). Now that the ground work has been laid, we are going to get real serious about '82 Holiday details (aren't we always real serious?). Otherwise, just the usual 356 small talk.

OUR LAST MEETING, was the annual Christmas party, attended by the usual hard core group of 356 Nuts. Although our mailing list is over 90, there seems to be a disproportionately small number of "active" 356ers. I wish someone would tell me what the fun is in owning a 356 that is never driven, never talked about with other 356ers and never allowed to associate with other 356s? Vic suggests that 356 fever is like entropy. Since there is a finite amount, some of us having so much take away from the rest, upsetting the balance. Anyway, if you really like your Porsche, and the rest of us oddballs who own them, YOU should join us occassionally. Enough of that, must be the lovely Detroit weather that is depressing my entropy. Maybe a week in Daytona.....

HOLIDAY UPDATE: The '82 Holiday plans do seem to be increasing entropy, with 10 helpers and more offers. Firm plans, so far, are for the **LOCATION** to be the University Sheraton in Ann Arbor (I hope the folks from Ohio will come!); across from the Briarwood Mall. The **SCHEDULE** will be Registration and Open House Friday, 3 Sep. Saturday, 4 Sep Tour (to Greenfield Village) and Concour, afternoon free, Banquet in the evening. Sunday will be primarily a Swap Meet. We are hoping to have a fantastic display of unusual and seldom seen 356s. Racers, please plan on bringing your car to the special E-Prod display (or G-Prod, Vic). Those of you with Gmünd coupes, Carrera GTs, Spyders, America Roadsters, 904s, etc please plan on Sunday morning 5 Sep for the display, if you haven't already planned on the whole event! Sunday, will also host the first 356 foot race!

Some of these events still need coordinators and we can sure use more helpers, whether you have some creative ideas that need expressing (like a 356 art show in the hotel lobby), or just want to be involved.

TECH TIPS: TOWING. Having a trailer (or access to one) these many years one tends to forget how the average guy moves a rusty Tub that doesn't run. Assuming, for any number of reasons, that you have decided to move your Porsche without driving it, and can't afford a trailer or the hawg to pull it, that pretty much leaves flat towing (flat refers to having all four wheels on the ground, rather than lifting one end).

The several things to consider when flat towing are: Tow bar, Attachment, Lighting, Mechanical condition, Protecting the front of the car, and Legal. First, Porsches are easy to tow. I have towed Porsches from one end of the country to the other, to races, from junkyards, etc. for many years. I have used everything from VWs to Corvettes, Pintos to Lincolns, and with virtually no problems. **MECHANICALLY:** be sure the



"... The Flight leader, Pickup 31, failed to brief all aspects of the mission which resulted in confusion on the part of the wingman as to the sequence of events just prior to the mid-air collision."

Pickup 31 was driving a late model pickup, towing

Pickup 32 in similar equipment, with a 10-foot chain. The mission proceeded normally until Pickup 31 braked to make an obviously unbriefed turn. Pickup 32 failed to see 31's signal and impacted 31's vehicle in the rear causing bumper damage. Pickup 31 then accelerated to avoid further contact, and 32 braked for the same reason, resulting in extensive bumper and grill damage to 31 and 32's equipment. Four more DIO's (Driver Induced Oscillations) of a similar nature occurred causing catastrophic fender failure, broken glass, and a punctured radiator. After the vehicles came to a stop, Pickup 31 debriefed 32 by jumping up and down on Pickup 32's hood, inflicting additional damage that looked like a 400-pound hail stone depression.

These guys are going to show you how NOT to do it, but what do you expect from a couple of fighter pilots?

brakes are free, there is oil in the transaxle (and it's in neutral), and the tires and wheel bearings are OK. The steering, as some believe, must NOT be locked. The Porsche will then follow easily at normal highway speeds. Accelerate easy with the small cars and plan ahead to brake or pass. With the bigger cars, don't forget your pride and joy is behind you. If your tow car is a Corvette with air shocks and L-60 Super Wide Roller White Letter Zoomie Specials, a Bra is necessary to PROTECT that original 20 year old factory paint; tires are an effective sand blaster! The LAW has never bothered me about towing without a license plate. But if you are the paranoid type check on that; and with your insurance co. With their usual "cover their risk" attitude, they will probably tell you to stay under your bed; it is safer, you know.

TOW BARS are relatively simple and can be made from materials easily available in the yellow pages, local hardware store, K-Mart, auto parts store, RV & trailer supply, etc. The illustrations shown here are for general reference. Steel tubing is lighter than channel, but requires welding. The channel iron type can be made with common hand tools and works fine. Be sure to use grade five bolts and ideally grade eight for the pivot, with a lock nut, since it must be loose and free to swing. The best solution is to cut and fit everything; clamp or bolt it together; then take it to a good welding shop and have it arc or MIG welded together.

Lights are a necessity if you are going to tow at night, and a veerry

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HEY FELLA,
WHICH WAY TO
CARMEL?

A black and white line drawing of a car, possibly a convertible, with a speech bubble coming from the driver's side. The speech bubble contains the text: "HEY FELLA, WHICH WAY TO CARMEL?". To the right of the car is a road sign on a post, featuring a shield with the number "24" and a small figure of a person standing on top. The signature "YOUNG" is visible in the bottom right corner. The drawing is done in a sketchy, expressive style.

ROLAND
1140 26 MILE RD.
NEW HAVEN, MICH.
48048

Pete Greeger
3610 Hi-Vue Dr.
Lake Orion, Mi.
48035

