

Three Five Six FORUM

no. 1 Jan 81

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

NEXT MEETING: 8 Feb 81 at Charlie Brown's 38901 Ann Arbor Trail
1/2 mile west of Ann Arbor Road
1/4 mile east of I-275 (exit at A.A. Rd.)
Lost? Call 464-2580

PURPOSE: Bulk order parts for your 356 at discount.
Bring your sales catalogs.

OUR FIRST MEETING was in mid November and about 25 Porsche nuts came by to see if there really were people in Detroit still interested in cars for the sake of cars. All manner of machinery appeared, from assorted tubs to a Jag and even a Dino. Everyone had one thing in common, though; an appreciation of neat old sporty cars — since there don't seem to be any neat new sporty cars.

The purpose of the meeting was to establish the ground work for an informal organization to promote and protect the 356 Porsche. The 356 Registry is doing an excellent job nationally (internationally) but something a little more direct seems to be needed. There are a suprising number of 356's around this area; and quite a diversity not found elsewhere except, perhaps, Southern California.

Hopefully, our group will be able to promote the use and preservation of the 356 (when was the last time you saw a 356 at a car event, much less on the street?) through a common meeting ground and some good, fun car events. So far we have listed about 65 356 owners (families); there are a great deal more cars than that, though, as more and more 356 owners become "multi 356". The 356 syndrome is definitely contagious.

About 50 people have been contacted, so far, and virtually everyone was enthusiastic, although some were reserved due to past club experiences. The general consensus seems to be for a loose and informal group. This will work fine as long as there are 356 folks willing to spontaneously volunteer their services and talent.

What are some of the things you always wanted to do with, or to, your Porsche. Share your ideas and experiences with the rest of us. What do you think about events like: tours, rallies, autocross/gymkana, swap meet, concours, treasure hunt, progressive dinner, garage tour, tech session; any ect's?

This circular will provide a forum if you have something to say, from technical to just a good story. Just send it in and we will print it. Also drawings and cartoons would be neat. And if anyone out there has editorial ambitions this may be your chance to run a low pressure, fun Porsche publication.

So bring what you have to Charlie Brown's on Feb 8 and let's talk about it. Remember this is the peoples Porsche group, so it's up to all of us.

TECH TIPS:

Rust is always the number one enemy and in the rust capitol of the world most people have stopped driving their Porsche in the winter and, therefore, altogether. Due to the residual salt left all year round and the large amount of water to keep it in solution, this is the only way to assure a rust free car; although I have heard of cars rusting out in heated garages in Michigan.

There are, however, those who wish to drive their Porsche and may profit from the following:

If you are restoring the car and definitely intend it for daily use consider welding all the overlapped, spotwelded panels underneath solid. This may only be done with the interior out and all burnables removed. This is also irreversible for a concours restoration as the original appearance will be lost.

At any rate all loose, cracked, brittle undercoating must be scrapped off. Heavy surface rust may be removed with muratic acid (used to etch concrete floors before painting). This must be thoroughly flushed with water and neutralized with a baking soda solution. BE SURE TO WEAR GOGGLES AND RUBBER GLOVES. Next wash all bare metal with metal prep (phosphoric acid solution) per manufactures instructions — this may be obtained at your local auto paint store. Now be sure everything is completely dry; use compressed air, heat lamps, a light torch flame or a weeks time. Don't burn the paint.

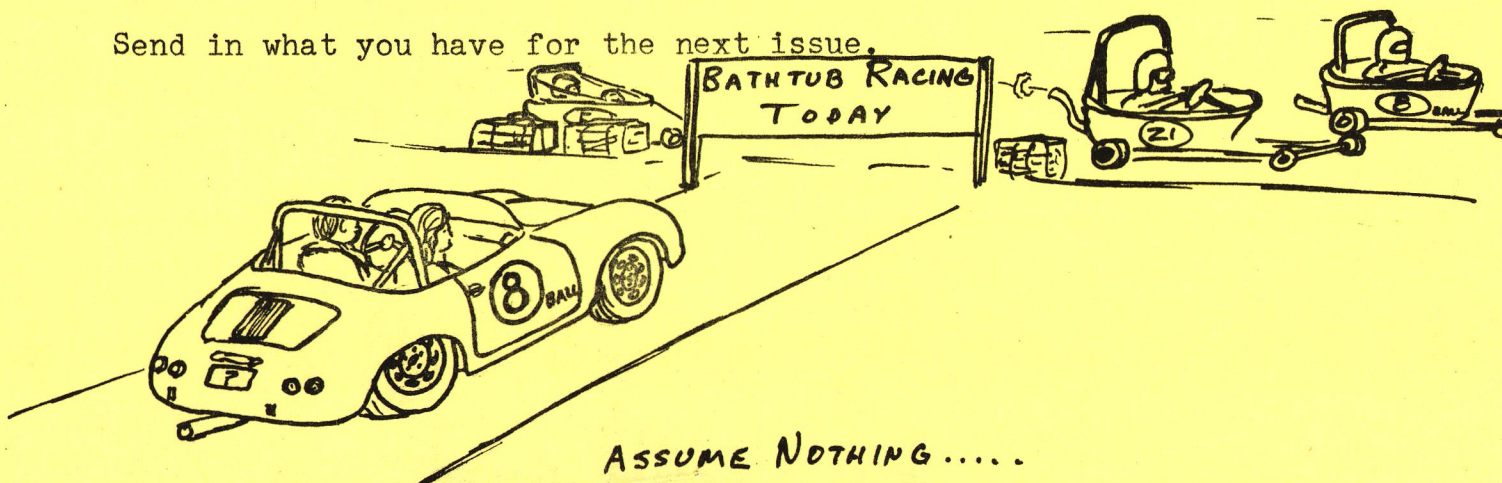
The best primer on clean or new metal is Dupont Corlor epoxy. Next best is Rustoleum Damp Proof red, especially if there is some residual rust. Use a thin coat first to promote seam penetration by capillary action, followed by a heavier coat for durability.

After primer is thoroughly dry spread a medium coat of fibrous roofing tar on all underbody areas packing generously into nooks and crannys. Be sure the seams (if not welded solid) are thoroughly covered. Again let tar dry completely.

Finally, paint with something glossy, like black Rustoleum, or best, a two part epoxy like Dupont Corlor. The end result is a totally sealed underbody which is easy to sponge off and check for deterioration per factory recommendation.

FOR SALE, WANTED, LOST & FOUND, ETC.

Send in what you have for the next issue.



ROLAND
28140 26 MILE RD.
NEW HAVEN, MICH.
48048



JOHN THOMSON
3471 YELLOWSTONE
ANN ARBOR, MI