

no. 14 Mar/Apr 83

No gate registration					DO NOT WRITE IN THIS SPACE	
Year and Make	No. Cyl.	Model, Body Style, Body Builder	Club entered* 1st & 2nd Choice	Class** S, P or E	Reg. No.	Score
			or			
			or			
			or			
			or			

**Make checks payable In U. S. funds to
"Michigan Region CCCA" and mail to:
Kathy Quinlan, Car Registrar
P. O. Box 2476
Dearborn, Michigan 48123**

I accept and assume full liability for any injury or loss to me or my property, agents or employees at any time, and from any cause on the premises of the show. I expressly release the management from any liability for such loss or injury, and agree to provide and pay for my own insurance.

Signature: _____

Date Received

Amount Received

Also Jun 12; the Frankenmuth Parade in Frankenmuth, MI. Starts at 1PM (be there at 10:30). Another very large affair. CALL Ned Fellers 694-7617 (Flint)

Sloan Museum Summer Fair; Jun 25, 10 to 6 and Jun 26, 8 to 5. This is a BIG event 800 cars. Ned says Sunday is the better of the two days, and he would like to arrange a group of 356's. Sounds like fun, so call Ned Fellers at 694-7617.

P.B. Tweeks Swap Meet; Jul 17 at their store in Indianapolis, IN. This is a good place to look for, or sell those odd parts. 6 hours is a bit of a drive, but worth it for the free beer. Call if you want me to pick up parts for you and save shipping.

356 Holiday; Labor Day, Sep 4 & 5; Waterville Valley, New Hampshire. Joel Horvitz's description makes this years holiday sound really special. Those who remember the good times from last year won't want to miss it. The registration and room reservation form is attached. I also received a letter from Doug Cramer; Elkhart, IN. The "Hoosiers" are planning a "convoy" to the Holiday, meeting in Toledo - date and time unknown. For details CONTACT Doug Cramer; 24711 Aric Way; Elkhart, IN 46517. Don't wait, plan on the Holiday NOW.

Donors to the "Forum" are Doug Cramer (as above) and Otto Weyer of Redford, MI. Thanks guys!

The 356 Registry is having a membership drive. If by some strange quirk of fate you don't belong, or know some other deprived 356 owner out there, send your name and address, car type (not necessary for membership), and 356 interests or abilities to: Membership Chairman; Tom Oerther; 5035 Salem Road; Cincinnati, OH 45230. Enclose a check for \$13 made out to : 356 Registry, Inc., and you're a member. The best deal around!

TECH TIPS RESTORATION IV - Your doors should be all finished, by now, and you can't wait to get started on the floor; or you have realized how insane this whole Porsche thing really is and have traded your pride and joy for a good running pinto. In the second case you need someone elses help, but in the first case, read on. Because summer is a very busy time, and I have a Porsche, or two, to restore myself, the bulk of the floor restoration information will come from an article I wrote for the Feb/Mar '81 Registry. I have revised the introduction somewhat, but you may still notice some redundancy in the areas of tools, research and welding. For the neophyte, however, these are areas that need to be stressed. The article will also be broken into two or three parts as space permits. So, before you change your mind.....

The goal in this article is to show how a floor may be installed to look exactly as original. Never mind all the short cuts and "it's OK for a driver" excuses. Anybody can throw in a floor pan; doing it right takes a little knowledge and a lot of care and patience. So you will find no brazing, or license plates pop riveted in, here. On the other hand, it is equally unnecessary to have a \$1200 MIG welder and some cosmic jig. In fact these two tools, if used without understanding, can do more harm than good; especially the rotisserie. I also do not believe in doing extra damage by welding and drilling holes for braces which will later have to be removed and repaired.



EINLASS



Einlass

1983 East Coast Holiday IX Registration Form

Name _____

Address _____

City _____ Zip _____ State _____

Phones (Home) _____ (Work) _____

Total number in Party _____ Children _____ Adults _____

Peoples Choice Concours Participation? No _____ Yes _____

356's Bringing to Meet (Year Model, etc.) _____

Fee Schedule

Please reserve by August 1st 1983

Registration (per family) \$20.00

Saturday Night Banquet

\$18.00 Adults

\$10.00 Children (12 and under)

Loon Mountain Tour &

Gondola ride \$4.00 each ticket

Box Lunch (please specify)

Ham & Cheese \$3.25

Roast Beef \$3.95

At Loon Mt.

Includes: Chips, Soda, & Cookies

Registration \$ _____

Banquet _____

Adult _____

Children _____

Loon Tour _____

Box Lunch _____

Ham & Cheese # _____

Roast Beef # _____

Total _____

☐ Check enclosed

Make Check Payable to 356 Registry Inc. - Joel Horvitz
Please mail to:

Joel Horvitz
112 Blueberry Lane
South Hamilton, Massachusetts 01982
(617) 468-1374



East Coast Holiday Condominium Reservation

I am with the 356 Porsche Registry Group and qualify for the following special condominium rates for the Holiday IX weekend September 2-4.

	2 night pkg.	Extra Night
One Bedroom (sleeps 2)	\$105.00	\$30.00
One Bedroom Dlx (Sleeps 2-4)	\$115.00	\$35.00
Two Bedroom (Sleeps 4-6)	\$160.00	\$50.00
Three Bedroom (Sleeps 6-8)	\$180.00	\$55.00

All condominiums include: Fully equipped kitchen with utensils * Living room * Cable TV * Fireplace. Babysitting service available. Sharing of Condominiums is encouraged.

Please enclose \$50.00 deposit to reserve your condominium, (Minimum stay is the two night pkg.)

Arrival date/time _____

☐ Check enclosed \$ _____

☐ Charge my credit card for one night's advance deposit

Departure Date _____

☐ Master Card

☐ American Express

Card # _____

Valid thru _____

Signature _____

Name _____

Address _____

City _____

Phones (Home) _____ (Work) _____

Mail Condominium reservations to:
Windsor Hill Condominiums
Jennings Peak Road
Waterville Valley, New Hampshire 03223
Att: Monica Renoux Hoyt

Windsor Hill Condominiums

9 Hole PGA Golf Course * Tennis * Hiking * Horseback riding

Now the preliminaries: this is not a weekend job, so plan your time and space. Next start reading, photographing and looking at all the ORIGINAL literature and cars possible; including yours if it has never been worked on before. At the same time disregard all the "repaired" cars and helpful hints from their owners. Also realize that the details of Porsche body construction varied from model to model. The early 356 is somewhat different from the late 356 which is different from A's and early B's, and the T-6 B's and C's are different again. Nothing major but you will need Brett Johnson's Restoration articles as the factory service manuals do not go into body detail like they do mechanical detail. You will also need a knowledge of sheet metal welding, so pick up a good book on auto body repair like Automobile Sheet Metal Repair by Robert L. Sargent, Chilton Book Co.; then spend some time practicing small, neat welds. Time to check your tool supply. In addition to the usual mechanical tools the following body tools are essential:

Oxy-acetylene torch - light weight with no. 1 tip

1/16 welding rods - 5 lbs (no brazing rods)

Pick hammer - about 10 oz, blunt tip

Toe dolly

Metal shears - compound action, right hand cut and left hand cut

Scribe - to mark the metal, not to keep your records

Chisel - long, thin, and sharp; can be made from an old, large screwdriver

Vice grip clamps - welding clamps, sheet metal bending clamps, C-clamps

Body jack - push/pull type; this is nice but really not necessary

You will also need:

Floor jack - any type; hydraulic, mechanical or scissor

Jack stands - 4; adjustable to 18 in, 3,000 lb capacity OK

2x4's - no, we are not going to build an English Porsche

Angle Iron - 2 pieces, 2"x2"x3' and 3 C-clamps to hold them

Sheet metal - 20 ga, mild steel; 2 sheets about 2'x4'

This is probably a good time to start on the car before your impatience causes you to chuck this article and do something foolish. First, what not to do: this is not the time to strip the car of every last nut and bolt and have it sandblasted (hopefully never) or dipped. That will come much later. Nor is this the time to cut off every piece of rusty metal, we will cut only as we need to and progress in steps. With this in mind, put the car up on jack stands. Put the stands under the suspension next to the brakes. Do not put the stands under solid parts of the chassis as this encourages warping the body. The suspension will help absorb the stresses the body undergoes as it is heated, reinforced and cooled, etc. Make sure the car is approximately level and the stands are square on the floor and suspension so the car is not teetering. To this end shake both the stands and the car and do not crawl under until you are sure. Also PUT THE TIRES UNDER THE ENGINE AND FRONT SUSPENSION, so if the thing does fall it's not on your head. Now carefully remove the carpet and all sound deadening pads. You will need these for replacement, patterns or matching carpet vinyl edges, etc. later. If you are not double jointed also remove the steering wheel.

If you had not previously assessed the situation, do so now. The first thing you will notice is that the floor is not the only thing that needs replacing (Murphy's Porsche Law). If it is the only thing rusted then you: live in Southern California, do not have a real Porsche or are lying. The rest of you will find the inner and outer longitudinals, tunnel, and a whole bunch of other stuff underneath, rusted. So you have nothing to attach that nice new floor pan to. Now order all those other sheet metal parts you were sure you wouldn't need.

Next is body alignment, especially critical on convertibles (here this means: Cabriolet/Speedster/Roadster) but you can warp a coupe body. Latch the top up securely on convertibles; then be sure the doors open and close freely and check the gap around the edge. You may have to repair the lower hinge area on the doors if they are rusty or weak. The techniques described later for butt welding, etc. should also be employed here. On convertibles you can fit wooden wedges between the door jamb and the top end of the door. Also long 2x4's wedged from under the dash to the firewall (in front of the engine) will keep the body from collapsing. If someone has previously welded in a "boiler plate" for the floor and bent the body, one way or the other, you will now have to cut it loose. At this point you may need a jack under the transmission cradle, to force the body back together, or the above mentioned 2x4's, to force the body back apart. CAUTION: the preload on your

jacks and braces must be checked and adjusted constantly throughout this whole operation. Remove half of the floor up to about two inches from the tunnel; do not cut into the tunnel, or the edges, yet.

Now a word on welding. Your new welding book should show butt welds, spot welds and lap welds. We will use a butt weld wherever we have cut a rusty piece off an original panel. Properly finished this is the closest approximation of the original piece. Most of the original pieces in a Porsche chassis were lapped over before welding. In very early cars many of these areas have a gas welded bead (lap weld), while in later cars these panels are mostly electrically spot welded to facilitate "high production". Be sure to practice butt welding and lap welding before starting on your precious Porsche. A spot weld can be approximated by the following "buttonhole" weld process: clamp the two pieces of metal together; with the torch burn through the top piece then weld the bottom piece to the top piece through the hole and then fill the hole with weld. These "spot welds" are placed about one inch apart and hammered flat against a dolly while still hot (fig. 1).

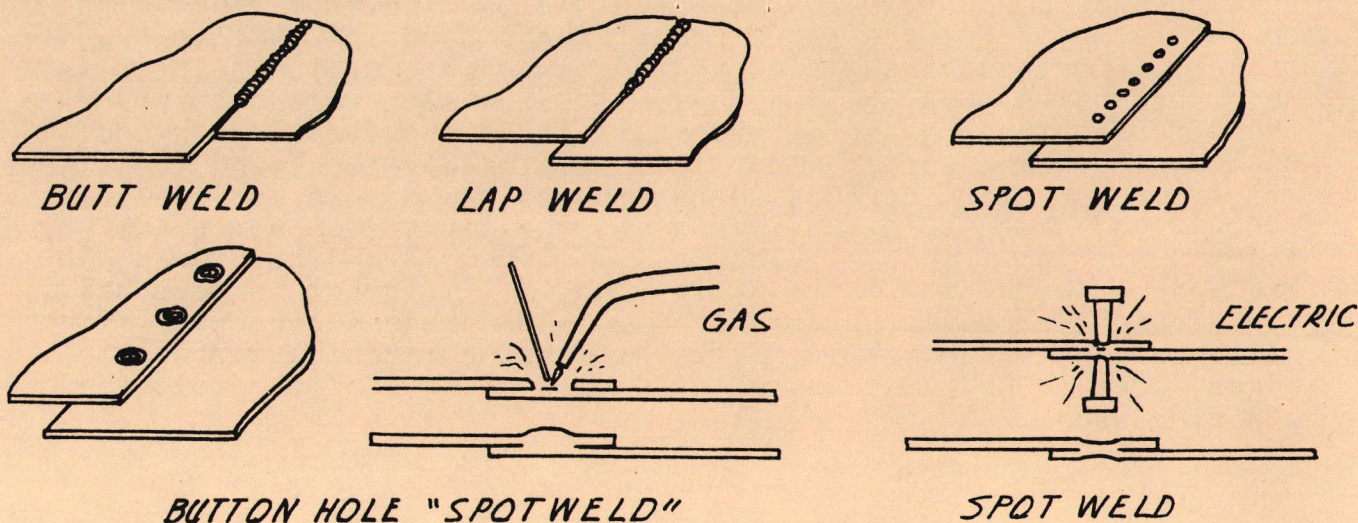


FIGURE 1

In our first actual "act of restoration" we will start on the inner longitudinal (either side). Measure the height of the vertical wall, from a remaining piece of the base flange to the first bend; about four inches (fig. 2). Use a pre-fab inner longitudinal repair panel or make one as follows. Take a 5"x28" piece of 20 gauge sheet metal; clamp it between the two pieces of angle iron with C-clamps and/or in a vice, leave one inch sticking out. Hammer the one inch end over 90° onto the angle iron (fig. 3). Cut away all rusty metal from the inner longitudinal until you hit metal that is like new. Clamp the above piece behind the remaining inner longitudinal using the same vertical distance that you measured above. Clamp the two pieces with vice-grips and scribe the new piece along the cut edge of the old longitudinal (fig. 4). NOTE: before welding; if you have a NOS Porsche part (ha, ha, ha), or a reproduction part with the green "protective" coating, remove the coating with lacquer thinner. This coating is not primer, nor is the surface properly prepared to hold paint. This coating is guaranteed to chip, peel or crack off in short order taking whatever you put on top of it along with it. Now you can clamp the new inner longitudinal edge to the old inner longitudinal; leave about a 1/16 inch gap, tack weld every five or six inches, then butt weld them together stopping every couple of inches to hammer the weld flat with hammer and dolly. Next follow the same procedure on the side panel (fig. 5). Use a long straight edge (angle iron or whatever) across the bottom of your new inner longitudinal and, if possible, a remaining chunk of the pedal panel (front bulkhead). This whole edge must be straight and level; remember this is what the floor sits on. Now fabricate the little joining piece between the inner longitudinal and the side panel and weld in place (fig. 5). Check body alignment and make sure doors open and close freely.

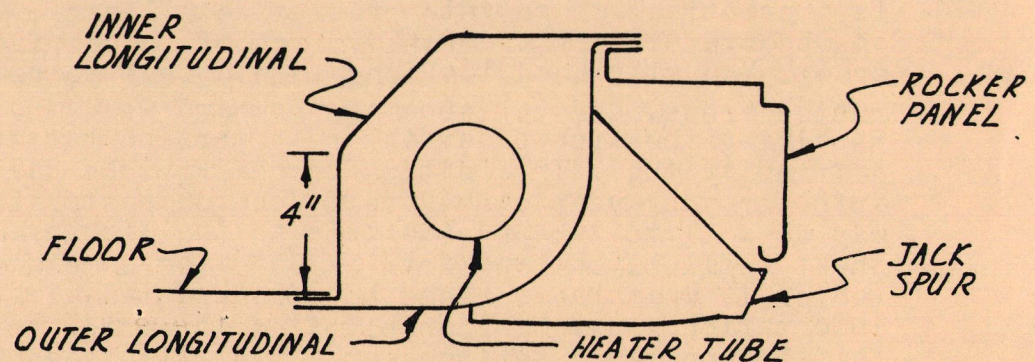


FIGURE 2

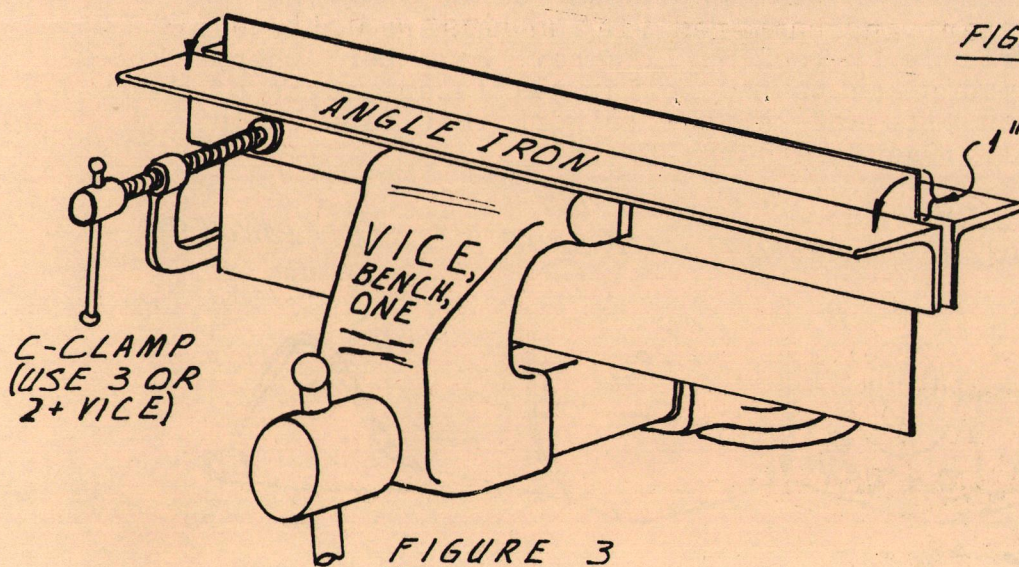
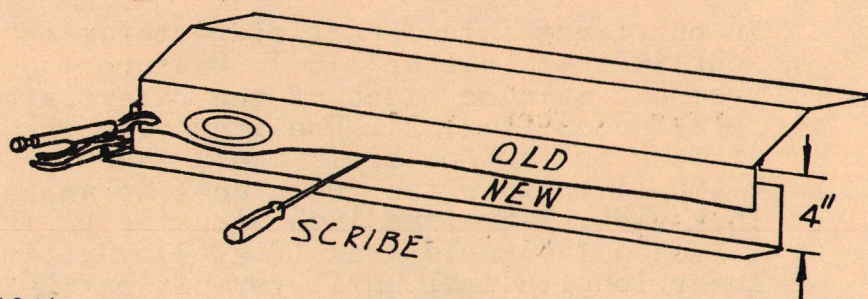


FIGURE 3



GENERAL DESCRIPTION

← FRONT

FIGURE 4

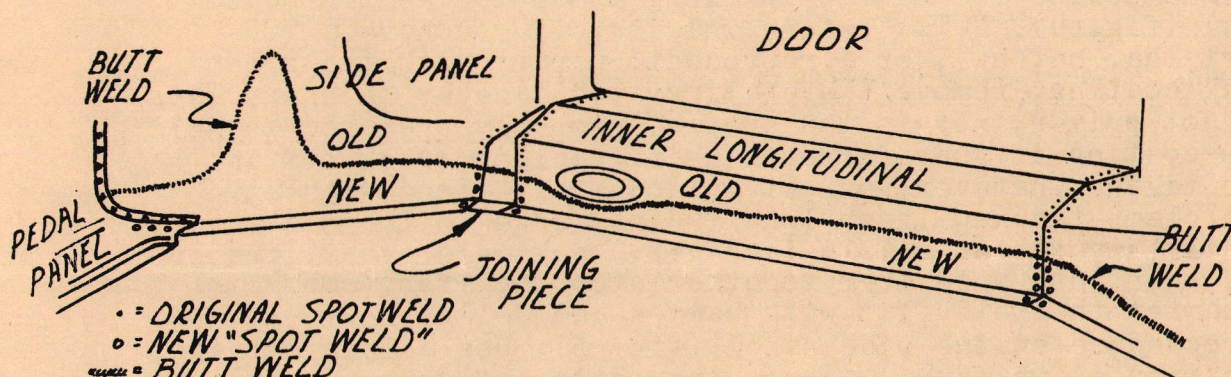


FIGURE 5

This side should start to look like something now, but the fun is just beginning. At the rear of the longitudinal there are multiple inner panels holding the heater tube and rear torsion bar tube. It is impractical to go into precise detail here, as models differ; so observe closely and repair each of these pieces in "logical" order. You will need the long thin chisel to reach and cut away rusted areas, and patience to form and weld in the required pieces. Repairing the area under the rear torsion bar tube may cause some difficulty (ha). In addition to the Porsche parts and shop manual info for your year car (Brett Johnson restoration articles) you may do well to take a side trip to the library. Look for a book on sheet metal layout and forming and also something on weldments (which is what the Porsche body/chassis really is). Armed with this information you will probably find it easier to form the area under the torsion bar tube from several small pieces rather than one large one. If the pieces are all butt welded and hammered out, this area will amaze your friends by looking like new. Remember, when you weld the newly formed piece to the solid, neatly cut edges of the once rusty body, you will not be able to work this final weld out with hammer and dolly; so take care. (fig.6)

356 A, B, C GENERAL DESCRIPTION

356 GENERALLY DOES NOT HAVE SPOT WELDED FLANGES

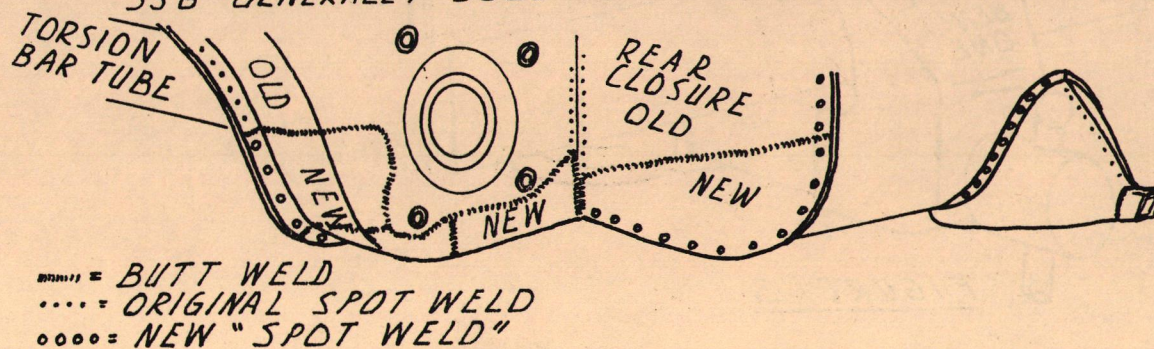


FIGURE 6

If you are real fast and real good you will have both sides done by the next article. Then we will take up heater tubes, outer longitudinals and, hopefully, the floor itself.

ADVERTISING: I have avoided crass commercialism as long as possible. In an effort to make this service more self supporting, without membership dues, I am going to try selling a little advertising space. Ads can range from business cards, up. Ads need not be Porsche related (but please nothing kinky, this is a family publication). Circulation is currently 125 eager, wealthy Porsche People in the southern Michigan area.



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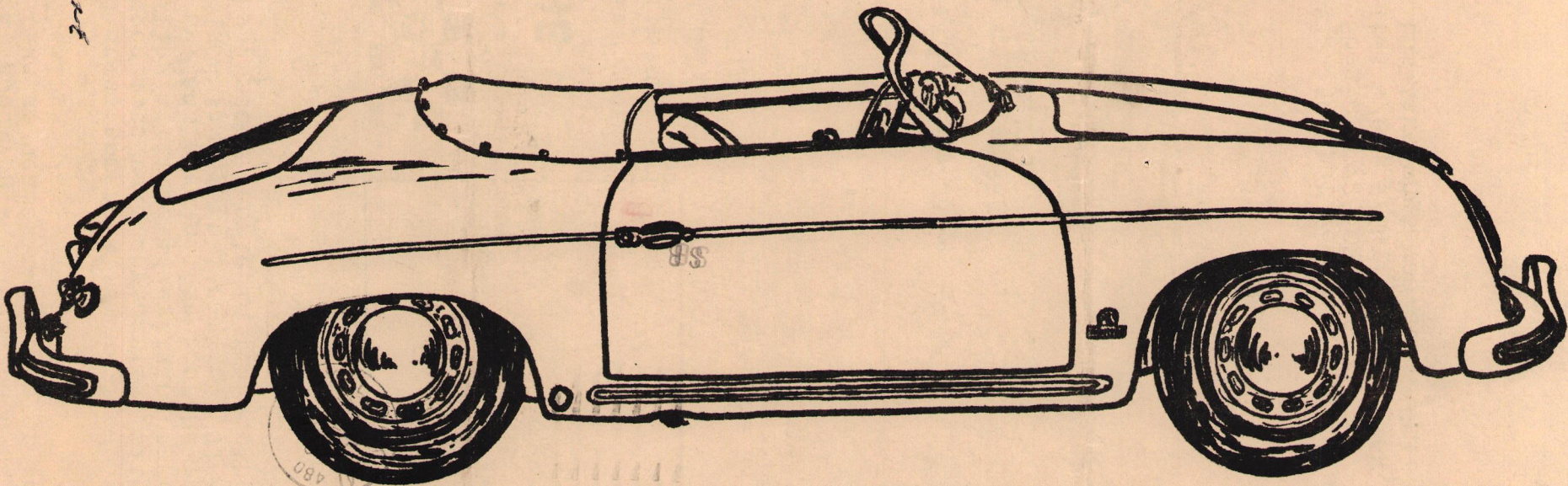
TRASH or TREASURE

WANTED: 356A bumpers. Car is a '59, but year and condition is not important. Call Ron Shearer; 725-0267

WANTED: Disc brake wheels dated 4/64, 5/64, 11/64, 12/64, 3/65, 4/65 prefer good chrome, but take what you have. Call Ron Roland 749-9804

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