

Three Five Six FORUM

no. 16 Nov/Dec 83

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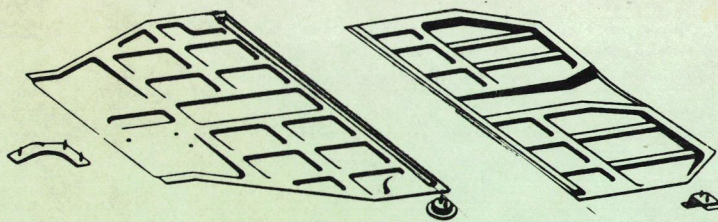
NEXT MEETING: 17 Dec 83, our ANNUAL CHRISTMAS PARTY. Time flies when you're havin' fun... Hard to believe it's Christmas time already. Karen Roland is hosting this year, starts at 8:00 PM "The Club" is providing beer and wine, but please call Karen (749-9804) so we know how many are coming and to coordinate a dish to pass. Everyone is invited, of course.

OUR LAST MEETING, the annual Color Tour must have had "The Right Stuff". Over 20 people showed up in ten cars, including a representative from the Triumph Club and a representative from Porsche+Audi. The weather held up fine for a, ah, scenic drive to Frankenmuth where everyone enjoyed dinner at the Barvarian Inn and shopping later at Bronners. Next year maybe we will go back to Canada.

Three Five Six supporters: latest to join this 'elite group' is Chuck Buysee of Kalamazoo; zoo, zoo.

BOOK REVIEW: Porsche: A Tradition of Greatness, by the editors of Consumers Guide; apparently written by Richard M. Langworth. The book is only \$9.95 at most local book stores. If the price and the title make the book sound like a cheap imitation of Karl Ludvigsen's fine book, Porsche: Excellence was Expected, you are right. The books only virtues are its low price and nice pictures. The rest is an effort to capitalize on the Porsche enthusiast who will buy anything with the Porsche name on it. Written by a Kaiser-Fraser expert who apparently never owned a Porsche until half way through this book, and checked by Gene Babow who either ripped off the editors or just disqualified himself as a "Porsche expert extraordinaire", the text is rife with error and the picture captions are no better. There are extensive pictures of 1954 356 Cabriolets and Speedsters identified as 356As, on page 69, B Roadsters are described as Convertable Ds, etc., etc., etc. In the text we learn that Gläser and Heuer were separate companies and that Heuer built early Speedsters (I guess they just bought the body badges from Reutter) as well as America Roadsters. The author makes three attempts to drop the Hirth roller bearing crank from the Super engine before finally getting it right on page 44. The whole 356 section is like this and the first mention of 911s states; "The last 356s were built at Karmann alongside the first 911s", the most elemental factory literature shows Karmann building only 912s until 1968; but by now I wouldn't expect the AntiPorsche to know this. Finally, I couldn't stand any more. I stopped reading and just look at the pretty pictures, which, as much as I hate to say it, are worth the 10 bucks. Unfortunately, you must encourage and profit the pushers of the other drivel to get the nice pictures. Personally, I've had it with "Porsche books" I think I will stop reviewing them and sell my soap box. Let's press on to a more pleasant subject, like rust.

RESTORATION VI Installing the Floor Pan.



356 reproduction floor pan with seat mounts for 356A and early B

Clever as you are by now, the first thing you will notice is that the floor is much wider than the hole it must pass through, especially since the repop floors give you extra material. So, using your jack and a 2x4 position the floor up against the bottom of the hole, overlapping the two pieces in the center (fig. 11) to form a transverse, structural tube. Scribe along inner longitudinals, pedal panel (front bulkhead), and rear bulkhead. Make your marks very carefully and re-check; then cut about $3/4$ inch outside this line to leave an overlap. Remember, the floor sits on top of the inner longitudinal (fig. 12). So how do you get a square floor into a round hole? Simple (ha). Bow the floor pans slightly (fig. 13) and slip in allowing a greater overlap in the middle. Slide the pans fore and aft until the proper overlap is obtained in the center and the floor sits on the pedal panel ledge and the rear bulkhead ledge. Take care not to bend the floor permanently! Now reflaten the floor as much as possible, use the jack and 2x4 under the bow. Carefully perform the final alignment and hold the bottom of the floor tightly against the tunnel. Begin the "spot welds" at the center, working fore and aft, side to side to minimize warpage. CHECK BODY ALIGNMENT OCCASIONALLY WHENEVER WELDING. When tunnel is finished, force the outer floor edges against the inner longitudinal and tackweld near the floor center "tube". "Spot weld" floor center tube together (fig. 11) starting at the tunnel and working toward the longitudinals. Alternate side to side, top to bottom to minimize warpage. Hammer welds as you go and try to keep floor pan halves pressed tightly together; difficult because you can't clamp. Now lap (bead) weld the floor solidly to the longitudinal, top and bottom, at the "tube".

Finish "spot welding" the floor edges as in fig. 14. Essentially you have four small pans to weld now. If you start in the far corners next to a weld and work toward the unwelded corner, alternating "pans", you allow for expansion and minimize warpage. Use the long

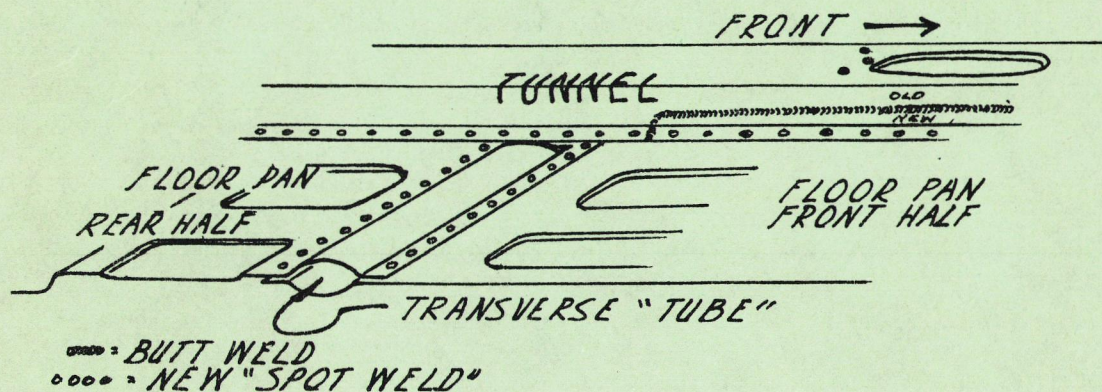


FIGURE 11

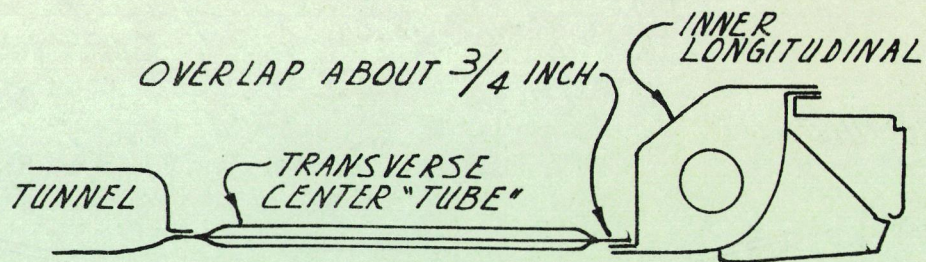
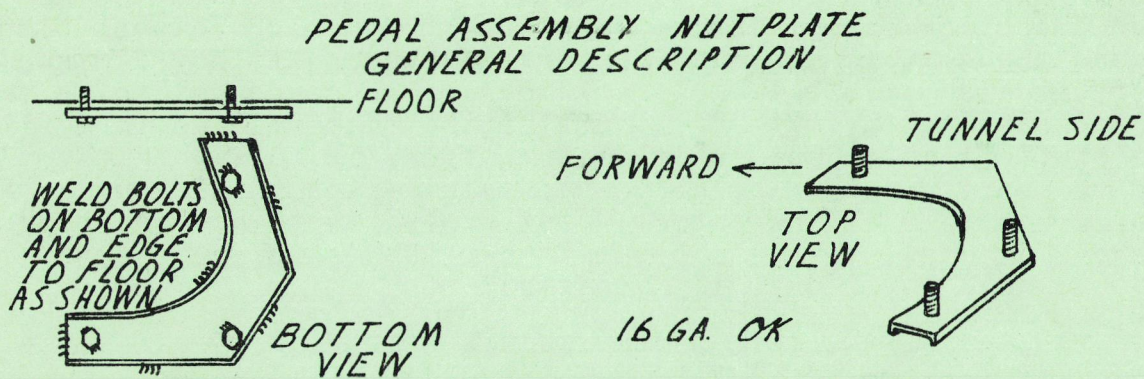
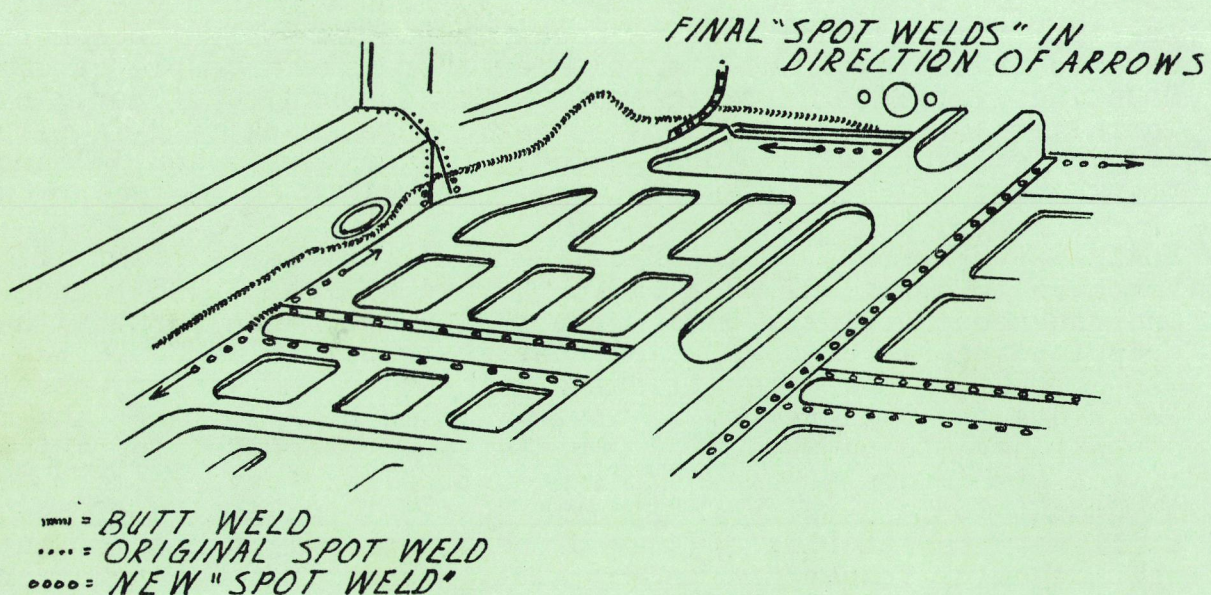
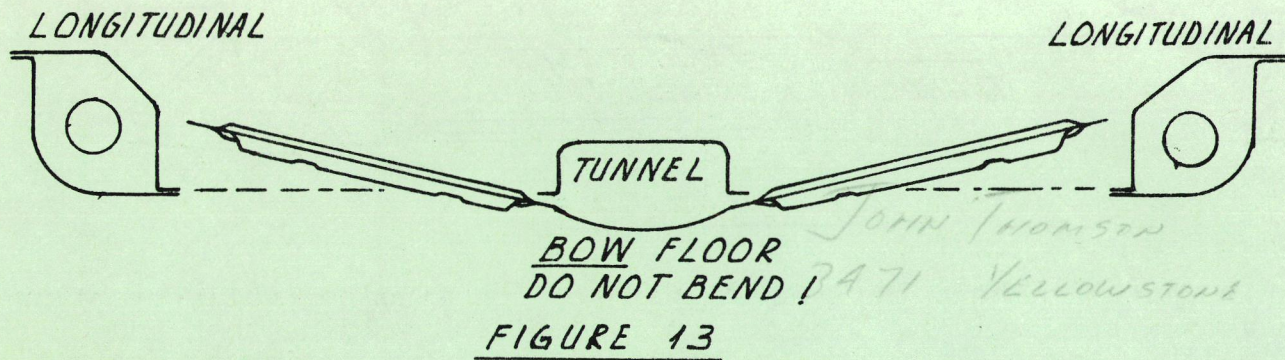


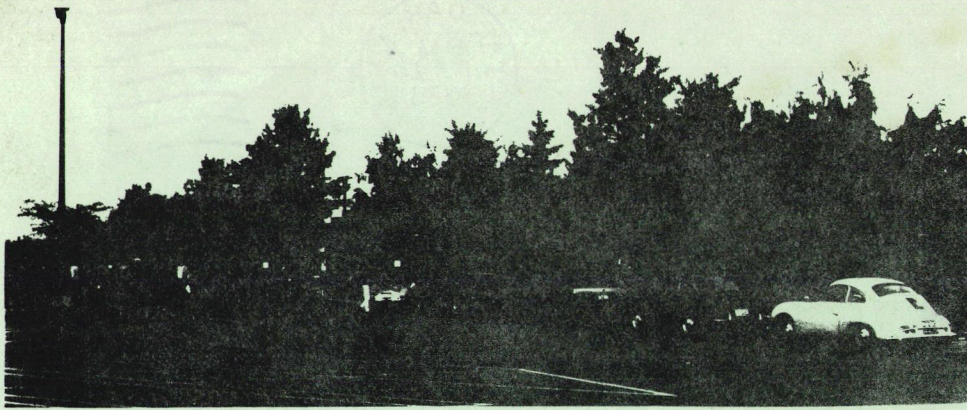
FIGURE 12

thin chisel to hold the pan against the longitudinal while starting several "spot welds", then go back and finish welding them and finally, hammer flat. This is not easy and takes patience. Install pedal assembly, mark and drill holes, remove pedal assembly and weld nut plate in from the bottom (fig. 15). Bolt seat rails to the tunnel and seat rail supports to the new floor mounts. If you have a late 'B' or 'C' (T-6), be sure to get the proper style seat mounts; the type with capture nuts rather than studs. Early 356 owners will have to investigate and improvise as there are a couple of different mounting systems, including just a bolt through the floor. Anyway, install seat as normal and align new mounts, tack weld in place, remove seat and rails. "Spot weld" T-6 rear mounts and 'A' and T-5 front mounts. 356, 'A' and T-5 are bead welded on the rear mounts.

Voila! New Porsche. Piece-of-cake, right? But let's paint it before you have to do it all over again. Remove all loose and burned paint and undercoating, etc. Sand, wire brush, etc. then scrub with metal-prep (phosphoric acid solution) per instructions. USE EYE PROTECTION AND RUBBER GLOVES. After flushing with water and wiping, use torch to assure that all seams are dry. A little heat is fine, the metal doesn't have to glow back at you. Let everything dry for a few hours if you are in doubt — everything must be bone dry. Primer: the best is Dupont Corlar (epoxy), although Rust-o-leum Damp Proof Red is still very acceptable; and may be better on original sheet metal still showing traces of surface rust. When primer is dry cover all seams with fibrous roofing tar, working well back into the cracks and crevices. This is critical as it prevents water from being siphoned into the seams and starting the rust process all over. Those of you fortunate enough to own Carrera GT's will now be ready to apply a coat of black Dupont Corlar. The rest of us prole's must first apply a couple of layers of 3M Body Schutz to the bottom, then the black epoxy. Inside should be body color, except black around the seat mounts; The Carrera GT owners are now finished. Everyone else will have to start working on sound deadening pads. Since locating the material, cutting the patterns and formfitting the stuff is a subject in it self, suffice it to say that you can use the roofing tar to glue your original pads in if you are fortunate enough to still have them. Just apply tar to pad and body (only where pad goes), allow to become tacky then stick pad to body. Use tape to hold until dry, if necessary.

Your Porsche bottom is now as close as possible to the way it came from The Factory. Next month we will approach "Restoring the Brontosaurus Tibia". Really, the next step is the "battery box", hear that Brett? Are you still out there?





COLOR TOUR '83



CAPTAIN EASY by Crooks & Casale

I CAN'T WAIT TO SEE YOU EITHER, HONEY.

ON THE PLANE BACK FROM THE RIVIERA, MCKEE TOLD ME I COULD HAVE THE REST OF THE MONTH OFF...

SO THERE'S NOTHING THAT SHOULD COME BETWEEN US BEING TOGETHER NOW.

OH, YEAH?

I HOPE ANGELA'S MADE HER TERRIFIC BEEF STROGANOFF.

WHAT THE DEUCE?

DON'T YOU KNOW WHAT KIND OF TROUBLE A YOUNG WOMAN LIKE YOU CAN GET INTO HITCHHIKING?

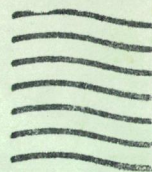
Crooks & Casale 5-23

Crooks & Casale 5-24

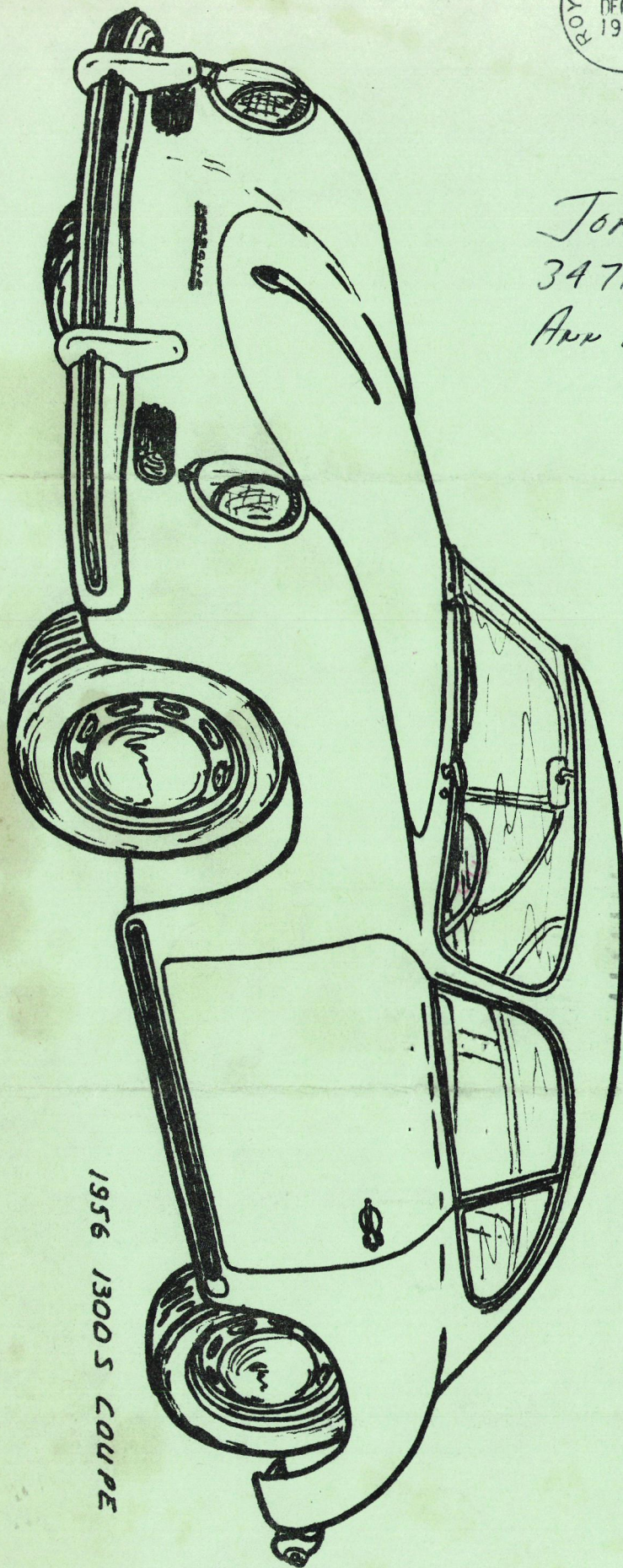
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Keep your eye on the small local papers for CAPTAIN EASY. This sequence appeared earlier this year in the MACOMB DAILY, and shows our hero driving what appears to be a T-6 B coupe.

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NEW HAVEN, MICH.
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JOHN THOMSON
3471 YELLOWSTONE
ANN ARBOR, MI ?



1956 LINCOLN COUPE