

Three Five Six FORUM

no. 15 Sep/Oct 83

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NEXT MEETING: 16 Oct 83, our ANNUAL COLOR TOUR, this year with a new twist. Our drive will end with German cooking in Frankenmuth, Michigan. Currently there are 20 seats reserved at the Barvarian Inn for 12:00 noon, the number can be adjusted later if more wish to come. Please call me at the above number, as soon as possible, so I'll know what to expect. The meal is not required, of course, so please come on the tour anyway.....which departs from the Somerset Mall (16 Mi. & Coolidge) promptly at 9:00 (nine)AM!

OUR LAST MEETING(S). Looks like there has been quite a bit of activity during my four month "vacation". First the Carvinal of Cars, in June, saw about 10 Porsches, including a couple of new faces. Unfortunately only 3 cars went up for judging, so only one trophy was awarded: to Pete Geiger for his beautiful, red, '59 coupe.

Next, was our annual picnic, in July. Only 5 Porsches showed up, but with 25 people plus kids, folks were obviously driving the family sled, well they weren't all sleds, were they, John. Everyone had a good time and we owe a big thanks to the Demeters for use of the Grosse Pointe Woods park, the beer, and the effort to arrange the whole thing.

Third, was the zenith of the 356 calendar, THE HOLIDAY. No less than 7 families from our group showed up. I say families, rather than Porsches, because a couple of the Porsches were not up to the trip, and in our case, the Porsche became impractical after the baby sitters fell out. However, the other Stuttgart marque readily swallowed up the extras (2 kids, 1 rug rat, and the necessities to sustain them for a week), with a couple of disadvantages. First, it's thirsty V-8 only gets 17.5 mpg at 100 Km/hr (wow, I could have had a VW!). Second, Porsche, being from the west side of Stuttgart don't recognize cars built on the east side, as we found when Dick and Nancy Netlow smoked past us on 401. Nancy later explained that she had just completed the computations for their jump to light speed and Dick couldn't divert his attention. All we saw was a red blur as their '59 coupe went past us.

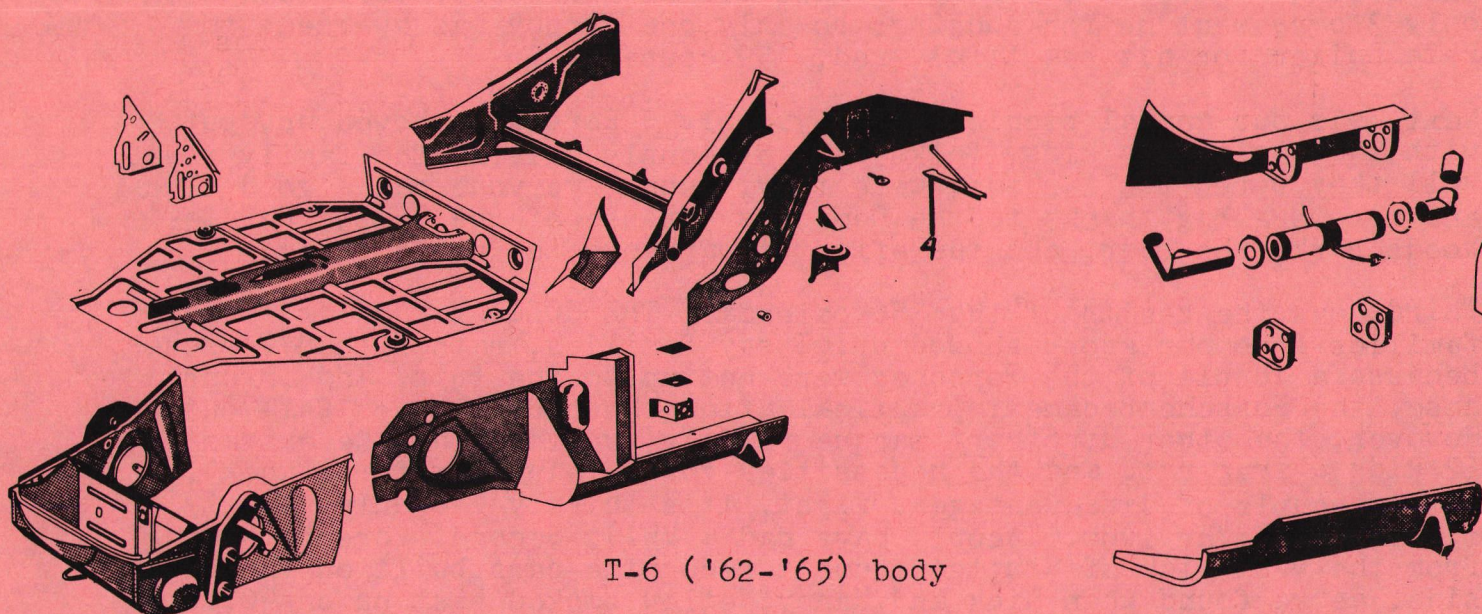
Anyway, the following day we were pleasantly surprised to meet three slower moving Porsches in Whitehall, New York. Soon we were joined by two more for the final leg through Vermont into New Hampshire. Then, on the long, winding, scenic mountain road leading to Waterville Valley, we found Dave and Wendy Weston, Tom and Melody Youk and Jocelyn Johnston all waiting for Rob Johnston to explain to the local constabulary why they should ignore funny little foreign cars doing crazy things.

Soon after we all arrived we met Ron and Sharon Robertson who had been on the road for a week already, no it was not a navigation error. Peter Dicks was next to arrive with son Sean. Peter was also driving a thirsty V-8, but his was from the 'right' side of Stuttgart. Later in the afternoon I ran into Jim Bulin who was staying two doors down after a last minute decision to attend the Holiday.

Saturday morning found everyone lined up for the *** Tour. There are

few sights more pleasing than a hundred, colorful 356s winding down a mountain road. We had a good view, since we started at the back with the ghetto cruiser. Karen really wasn't up to the spirit of this event, holding the baby and all, so we cut short the trip to the top of Loon Mountain to find a good parking place, under a tree, for the Concour. The parking lot proved a little small for the number of cars, but we can't always have the luxury of a set-up like Heath came up with last year. While viewing and judging for the Peoples Choice Concour was going on the braver souls took a gondola ride about a mile up Loon Mountain; I actually got Karen to go, and she liked it.

Saturday evening was the Banquet, a nice buffet. Ours was cut short when the baby decided to cut a tooth, and the baby sitter just would not do. Sunday finished up with a swap meet and tech session. All in all a great time, baby notwithstanding, with certainly the most beautiful scenery of any Holiday. Next years event is rumored to be in West Virginia; can hardly wait!



T-6 ('62-'65) body

TECH TIPS RESTORATION V : As it turned out you didn't have to be real fast, after all. Four months is plenty of time to do both inner longitudinals and the area under the torsion bars, so I hope you didn't lose interest. Anyway, we will press on from here starting with the heater tubes. As you can see above the factory parts manual pictures are some help, but not a lot.

Heater tubes will have to be repaired as you go here. Prebent and straight exhaust tubing can be obtained from J. C. Whitney or sometimes your local hot rod shop; then cut and weld together as needed. Also, thin wall electrical conduit makes a good corrosion resistant heater tube. On B's and C's, remove the cardboard insulator/muffler before welding. The rusty clamps will probably fall off in your hand; then just compress slightly, as in accordion, and slip out. Don't forget to reinstall it before you put the outer longitudinal on — I don't need any obscene phone calls in the middle of the night.

Assuming that you have now repaired the heater tubes, the bulkheads holding them in and the cups which hold the cardboard tube (fig. 7),

LONGITUDINAL INNER BULKHEAD

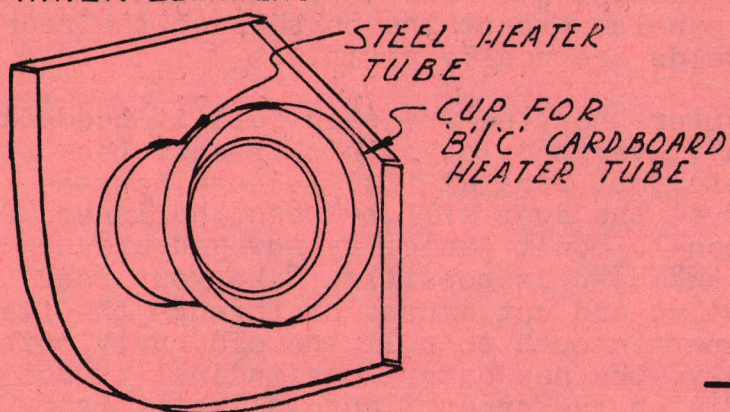


FIGURE 7

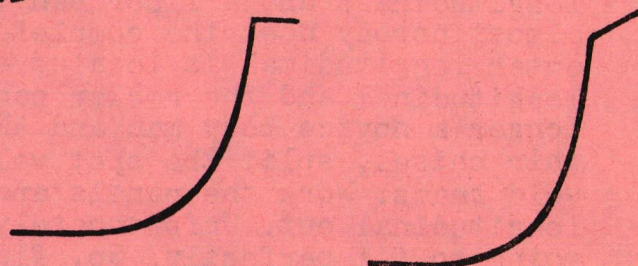


FIGURE 9

we are ready to do the longitudinal end closures. Small repairs are easily fabricated as above but for RUSTY Porsches you may do well to get the store bought pieces. The deep depressions on the front closing panel and the T-6 rear panel are especially difficult to form. Now, align, cut rust, realign, scribe new panel, final cut, etc. Use the bottom of the new longitudinal, remains of the old longitudinal, fender and imagination to properly fit these pieces. And just because you bought a piece measuring 2'x2' doesn't mean you have to use it all. Many of the front closure repop parts are made in two pieces and spot welded together to simulate the original; these parts are easier to handle if obtained not welded. Don't forget to remove the green "protective" coating; then use extreme care in fitting and butt welding the closures in place. The inner half of the front closure is fitted first then the outer half is lapped over it (this is the piece that folds back against the front fender and helps form the edge next to the door). The lap is secured with

FRONT CLOSURE - GENERAL DESCRIPTION

- ===== BUTT WELDS
- ORIGINAL SPOT WELDS
- oooo NEW "SPOT WELDS"

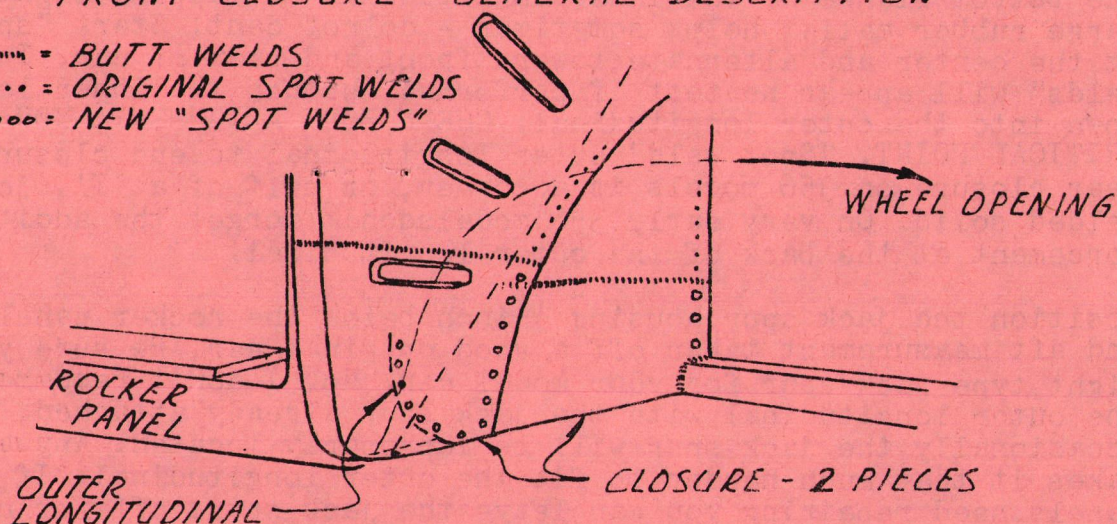


FIGURE 8

"spot welds" and everything is hammer and dolly finished. Finally, dress the welds with a body grinder or DA sander (do not grind excessively as this will weaken the welds). Remember, when all is said and done, these are the only panels, except the ones under the rear torsion bar tube, where the welds are really visible.

AH, the "longitudinals". remember when the guy said "all it needs are longitudinals and a floor pan"? Everybody says this is easy because almost nobody does the complete job. Look at fig. 1, note how the outer longitudinal is located at the door sill between the inner longitudinal and the rocker panel. Don't panic. By now you are no longer a novice body man and ANYTHING is possible. Take your long thin chisel, split the spot welds and cut around or through the flange weld beads. Work the panels apart enough to pull the old rusty outer longitudinal out. Unfortunately, the new outer longitudinal is not going to fit perfectly. So, flatten the upper flange slightly from 90° to 45° (fig.9) and force it up into place between the rocker and inner longitudinal; scribe, remove, cut and reinstall until the fit is right. Clamp in place, then roll tightly under car and clamp against new lower edge of inner longitudinal, scribe lower edge from inside car. Remove once more for final trim.

REINSTALL CARDBOARD HEATER TUBE IN B's AND C's. CHECK DOOR AND BODY ALIGNMENT. Remove green "protective" coating; install outer longitudinal between inner longitudinal and rocker panel, clamp the two longitudinal pieces together in the center with vice-grip welding clamps. "Spot weld" the flanges of the inner and outer longitudinal together. Make the "spot welds" between the "fingers" of the vice-grip welding clamps, and about one inch apart. Work from the center toward the ends, alternately; hammer and dolly each one flat as you go. Then bead weld the flange of the rocker panel to the completed longitudinal in several places, like the factory did. You can dress these "spot welds", also, if you wish. CHECK DOOR AND BODY ALIGNMENT HERE FREQUENTLY. Don't go so fast you warp things. If something does become badly warped and the doors won't open or close, STOP. You will have to cut things loose, readjust the preload with the jacks and braces and start over. Now wrap the outer longitudinal tightly around the heater tube bulkheads and clamp against the bottom flange of the inner longitudinal -- tapping lightly with a large rubber mallet helps sometimes - do not dent! Start "spot welds" at the center and alternate toward front and rear of car. The "spot welds" will appear neatest if performed through the inner longitudinal down into the outer longitudinal. CHECK BODY ALIGNMENT, YOU ARE AT A CRITICAL POINT. "Spot weld" outer longitudinal to end closures. The rear closure on 356 models is a corner, or half of a 'T', joint and is welded solid. On very early 356 models don't forget the additional reinforcement at the back of the outer longitudinal!

Position the jack spur housing $\frac{1}{2}$ inch below the rocker panel with fore and aft measurement taken off a good original car. Be sure you have the right type jack spur for your model car. No, I don't recommend buying the outer longitudinal with the jack spur already attached, because occasionally the jack spur will be improperly located. Anyway it just makes it that much harder to fit the outer longitudinal. If your rocker panels need repairing you can leave the jack spurs off for now.

You did it! you have one side like new. Piece-of-cake, right?

Now do the same to the other side.

Once both sides are done, carefully checking body alignment as you go, you can breath easier, because 75% of the structure is back in your car and you will really have to work at it to screw it up, from here. Screw up the alignment, that is, because we have now reached the tunnel(through which the light is just visible). If your car wasn't real rusty you may be able to just break the spot welds, remove the old floor and press on to the section on floor installation. But you would do well to read this anyway. Assuming you will have to repair the edge of the tunnel the same way you repaired the inner longitudinal, consider what's inside that tunnel.

The wiring harness (bad for the car if you burn); the fuel line (bad for you if you burn); etc. If you, especially as still an apprentice, do much, if any, welding on the right side of the tunnel it is guaranteed you will burn the wires up and have to remove them anyway. So remove them to start with, unless you like practice bleeding. Don't forget the big battery cable. To remove the wiring harness disconnect everything at the back of the car. Use wife's hair dryer to make everything plyable, if necessary. Wrap tightly with masking tape to streamline, and pull through. If it goes that easy don't tell me, I don't want to know. Disconnect the fuel line at both ends and blow out. On T-5 and earlier (1961) models remove the gas tank (unless you like real bleeding) so it doesn't drip on your weld and put out the flame.

Now, simply make the new tunnel edge like you made the new inner longitudinal edge — it looks the same, just shorter. The pedal panel (front bulkhead) is next (fig. 10). Note depression which floor sits on. Fabricating and welding this piece is the same hammer and dolly, vice/brake, and butt weld/"spot weld" process you have been using. The rear bulkhead, in front of the rear torsion bar tube, may also need repairing, although it is much heavier steel and often will not be rusty. All done? Finally you have that mythical Porsche that "just needs a floor".

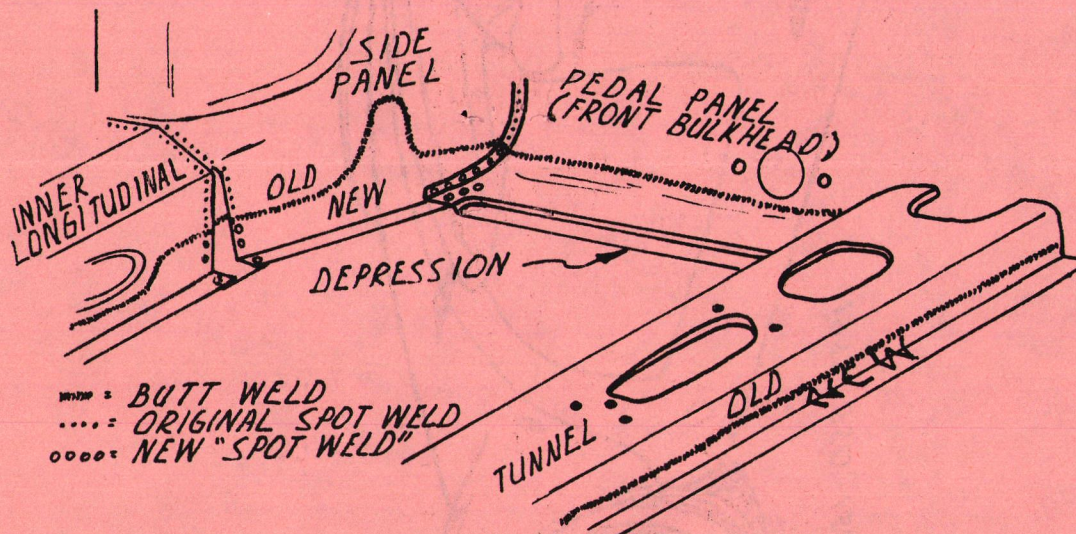
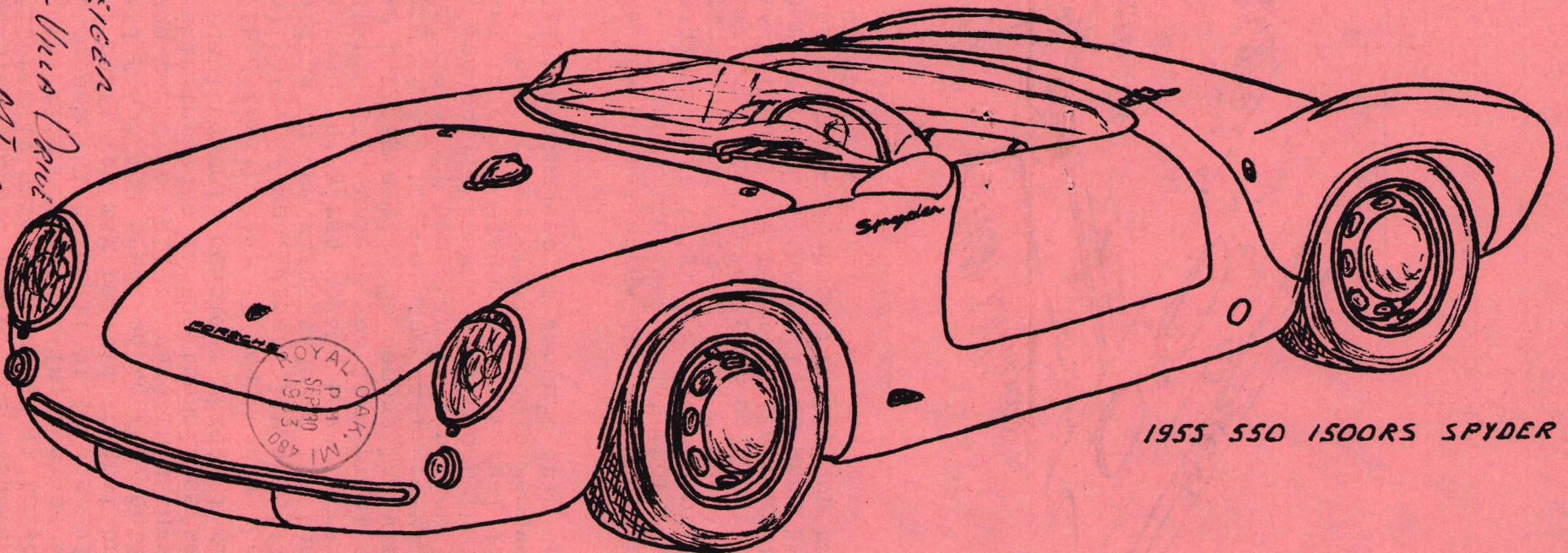


FIGURE 10

NEXT: "THE FLOOR"!

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