

Three Five Six FORUM

No. 20 Spring 85

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

NEXT MEETING: Carnival of Cars, Sunday 9 Jun 85. Be sure to have your car judged, even if you don't consider it "concours", since the number judged determines the number of trophies. TED STANEK will be coordinating this event for our group (but send the attached entry directly to Michigan CCCA). Ted needs three more judges, as each participating club must provide 5, call TED at 268-9840. Judging is an interesting experience with over 700 cars to look at; sort of like a 5 lane assembly line. And no complaints from the participants since there is no way they can find you afterwards. ALSO- bring a picnic lunch, cooler, blanket, chairs, etc., as necessary. Lots of fun.

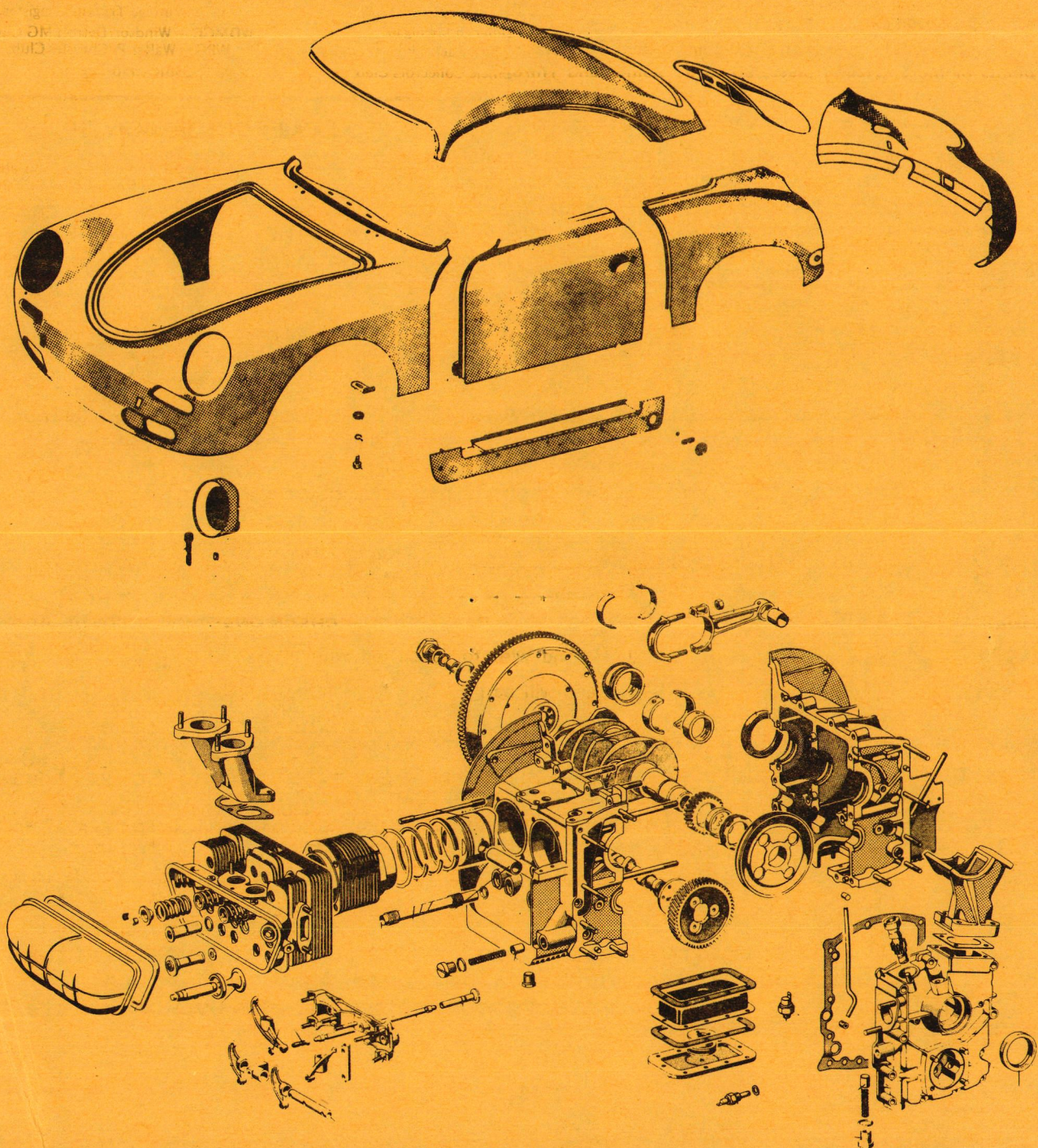
The rest of the Summer looks like this: Watch the Tubs win at Waterford Hills Road Racing; May 4-5; Jun 1-2; Jun 29-30; Jul 27-28; Aug 24-25; Sep 28-29. This is some of the best road racing you will see, with cars you recognize, and right in our own back yard. Also in our own back yard is the Detroit Grand Prix Jun 21-22-23, nothing more needs to be said about the only Grand Prix of the United States. If all this gives you the urge to try your own hand, AND you are a Porsche Club of America member, their drivers school and time trials are Jul 13-14. It looks like Mike Montgomery is the guy to call at 285-1869. Also early in the Summer is the Sloan Auto Show; a big all makes event in Flint. I don't have the date so call NED FELLERS at 694-7617 for details. Another date I don't have is for the annual P.P. TWEEKS Swap Meet in Indianapolis. It is always in the middle of July so call me and I will have it by then! This event gets bigger and better every year and makes a nice (if somewhat long) Sunday drive, if you plan it on the back roads of Ohio and Indiana rather than the Interstates. There is also a party that precedes it on Sat evening at a predetermined motel. Expect a 356 PICNIC locally sometime in July or August also (TBA), and, of course, the Premier 356 event of the year the HOLIDAY over Labor Day weekend Aug 30-31 & Sep 1, this year in Newport, Rhode Island. That should keep you busy for a while, it sure will for me!

OUR LAST MEETING was an unqualified success. Called rather hastily, we had a good turn out plus several call ins. The bottom line was that we raised \$400 for the EASTER SEAL TELETHON. I did not get to present this as a challenge to other car clubs, as I had hoped to, but next year we will plan a little better. Perhaps a drawing to see who gets to go down to Channel 4 and make an official presentation, live (but unfortunately at about 2am). Overall, I think our group can be really proud of the results. Thanks to all those involved.

Going back even farther, was our Annual Christmas Party. John and Judy Grewell had been trying for some time to host an event against my erratic and arbitrary scheduling, and once they got around me they really did it up right. Everyone even got their own chocolate Porsche.

Even even, farther farther back (too far for me to remember, sorry Rob) was the Fall Color Tour. I do remember, though, that we had a fun drive to Canada, lead by Ron and Sharon Robertson; but this year Rob Johnston didn't display any of the latest Canadian driving techniques! The tour ended with a nice buffet put on by the Canadian Connection at the Johnstons.

I mention these events, even though they are ancient history, because a few people went to a lot of trouble so that the rest of us could have a good time. If you all want better scheduling and reporting, though, I am afraid some ambitious soul will have to step forward. My other commitments keep growing, leaving less and less time for the 356 Group; and one of these days, maybe no time at all! Ideally 3 or 4 people could whip out a nice newsletter in an evening or two, if they divided the work. One person can do it in a day or two, if they have only one 8-5 job and less than 3 kids. I will help along the way.



PACKARD PROVING GROUND (NOW FORD) VAN DYKE @ 22 MI. UTICA

HONOR ROLL OF PARTICIPATING CLUBS

AABC — American Austin Bantam Club
 AACA — Antique Automobile Club of America
 ACCCC — Antique and Classic Car Club of Canada

EV-8C — Early V-8 Club
 FC — Falcon Club of America
 FCA — Ferrari Club of America
 Gury Restorers Club
 C Corvette Set
 g Sport Car Association
 bile Association of Canada
 ex-Terraplane Club
 Affiliates Group
 Owners Club International
 istic Auto Club
 ptus Club
 ntinental Owners Club
 A Restorers Club
 Benz Club of America
 serati Club
 maso Owners Association
 wners Club of America
 ners Club International
 n Owners Group
 wner of Michigan
 Scat Pack Club
 ehicle Collectors Club

NAMGAR — North American MG Registry
 NCRS — National Corvette Restorers Society
 NEMGTR — New England MGT Registry
 OCA — Oldsmobile Club of America
 OPEO — Oakland-Pontiac Enthusiasts Organization
 PAC/MCP — Packard Automobile Classics/
 Motor City Packards
 PI — Packard International
 PCA — Porsche Club of America
 P4-6C — Plymouth 4 - 6 Club
 POCI — Pontiac-Oakland Club International
 RROC — Rolls-Royce Owners Club
 SAAC — Shelby American Automobile Club
 SDC — Studebaker Drivers Club
 TA — Thunderbirds of America
 TAC — Trans Am Club
 VCCA — Vintage Chevrolet Club of America
 VMCCA — Veteran Motor Car Club of America
 VTCA — Vintage Thunderbird Club of America
 VTR — Vintage Triumph Register
 WDMGC — Windsor/Detroit MG Club
 WPC — Walter P. Chrysler Club
 356R - 356 Registry

GENERAL ADMISSION (U.S. funds)

\$2 donation per person, at gate; children under 12 free

For persons wishing to attend Carnival of Cars without registering a car. Free for children under 12 years of age. No pets or bicycles are allowed!

JUDGING

Judging starts promptly at 9 am. Cars must be on the field at that time in order to be judged. Eligible vehicles must be original, or restored to original condition. Cars are competing within their designated club or, if a previous Carnival of Cars first place winner, in the senior class.

The entrant will drive his registered vehicle with his club in one lane past various judging teams. Each team will examine its assigned areas of each car.

Competing cars will be judged on a 100-point system: First place, 90 points or more; Second place, 80 to 90 points; and Third place, 70 to 80 points.

Only cars registered for judging and passing through the judging lanes may continue once around the test track.

Judging forms will be returned upon request, but please enclose a stamped self-addressed envelope when sending in your registration to the judging registrar, Kathy Quinlan.

Persons interested in judging at "Carnival of Cars" are asked to contact Don Gale, head judge, at 313-626-4954, evenings.

NOTE: You will NOT receive a confirmation of registration. A registration ticket will be given to you on arrival at the gate.

CAR PARTICIPATION FEE

- Judging — \$ 8. (U. S. funds) for each car and all passengers until June. No refunds after May 29.
 — 12. (U. S. funds) for each car and all passengers after May 29. No refunds.
 (NO REGISTRATIONS ON DAY OF MEET)
 Exhibition (display) — 8. (U. S. funds) per car and passengers (as space permits). No refunds after May 29.
 — 15. (U. S. funds) per car and passengers on day of meet (as space permits).

Only cars registered for judging and passing through the judging lanes may go once around the test track at the former Packard Proving Grounds.

CAR REGISTRATION FORM — 22nd Annual "CARNIVAL OF CARS" — Sunday, June 9, 1985 — Rain or Shine!

Name _____ (Last) _____ (First) Insurance Company _____
 Street Address _____ Policy No. _____
 City, State & Zip Code _____ Expiration Date _____
 Phone at home _____ at office _____

CHECK ONE:

- ☒ I belong to a participating car Club (see list above) and wish to be parked with my Club.
☐ I am a previous Carnival of Cars first place winner and will be parked in the Senior car area.
☐ I do not belong to a participating club, but my car meets Exhibition class requirements (see opposite page). I wish to park in the area for display (no judging).

CHECK ONE:

TO BE JUDGED?

- ☒ YES ☐ NO
☐ YES ☐ NO

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.

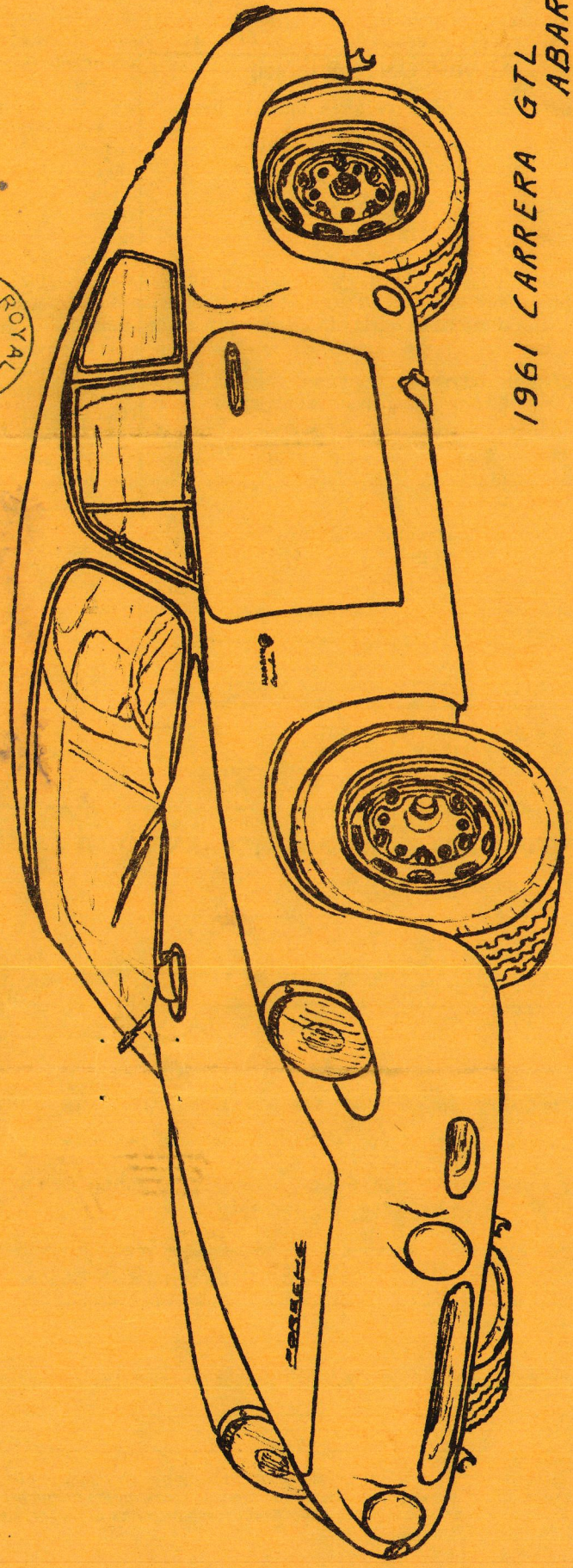
Signature: _____

Date Received

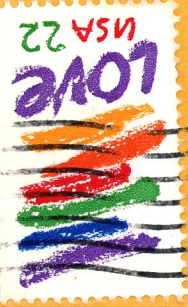
Amount Received

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

ABARTH
719 ARERRA 1961



ROYAL
OAK, MI
MAY 10
PM
1985



PETE GEIGER

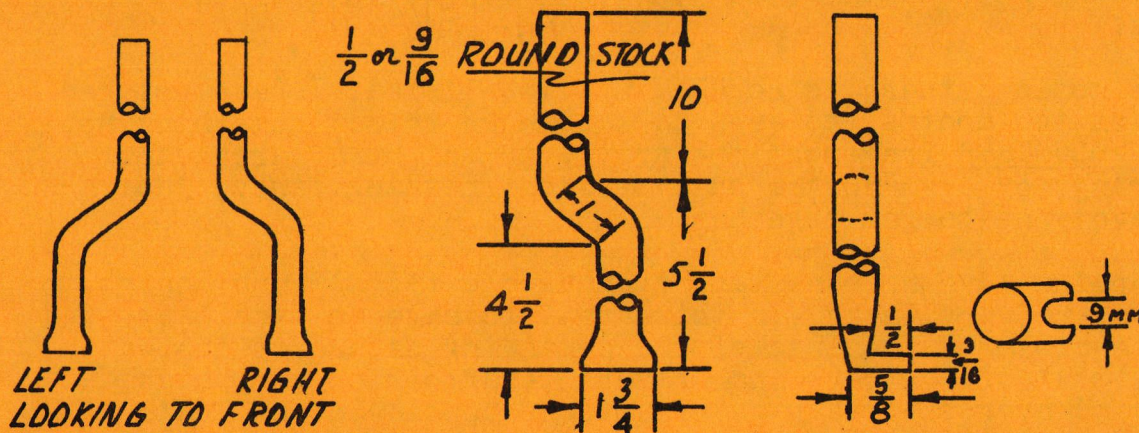
3610 N. Villa Drive

Lake Orion, MI 48035

"good" used door you find will probably turn out to be rusty to boot. Remember, doors were individually fitted to 356 bodies, the edges leaded for perfect fit, then the serial number stamped in them so they would not get mixed up at the factory. So, changing doors is a lot more involved than just removing hinge pins, if you could find a good door.

First, when removing doors always remove the hinge pins. Removing the hinge (via the bolts) is a great waste of time; the original alignment will be lost forever and trying to reassemble the hinges, shims, nut plates, bolts and flimsey, sagging doors is a lesson in frustration you don't need at this point.

So, assuming the worst case, remove the upholstery, glass, winding mechanisms, window frames (good time to rechrome these, if necessary), rubber bits and pieces, etc. Remember to use heat on reluctant nuts and bolts on the window frames (rather than breaking them off). Now that you have a much lighter shell, knock out the hinge pins. This may require a little heat, don't forget to remove the aluminum hinge cover plates first. The pins must be started with a drift punch, but a neat 'crows foot' may be made to continue the removal as follows:



Using 9/16 round steel rod, heat and bend appropriate offset for right and left side, about 1 inch. 90° from offset, heat and flatten rod to 1 3/4 wide by 3/16 thick; then bend rod observing 4 1/2 inch dimension. Now, observing 1/2 inch depth of foot, file 9mm notch using rat tail file. Crows foot fits around shank of hinge pin, and drives against base of head on upper pin. Lower pin may be driven out all the way with a drift punch, through the hole provided in the rocker panel (disregard if you don't have rocker panels).

Generally, there are two door inner structure styles; '57 and earlier, and '58 and later. The early doors have a high mounted latch and are much more hand made looking, while the later doors have the mid-mounted latch and more mass production looking stampings. There are many detail differences between very early doors, Speedster doors, Roadster doors, etc., but basically doors are pretty much the same as far as rebuilding goes.

The main pieces of the inner structure are: hinge end, latch end, bottom, and inside (for lack of better names). This is pretty much self explanatory by noting where the various pieces are welded together. Usually it is just the lower part of these panels that are rusty, although, I have repaired doors that had no bottom and were rusty to the top of the latch end. Anything is possible, if you bleed enough.

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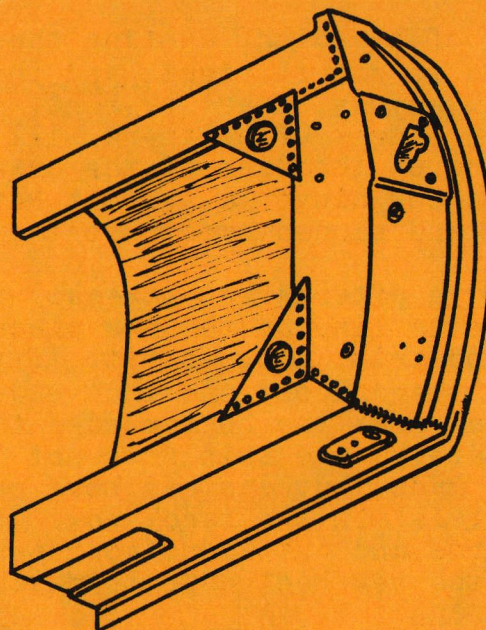
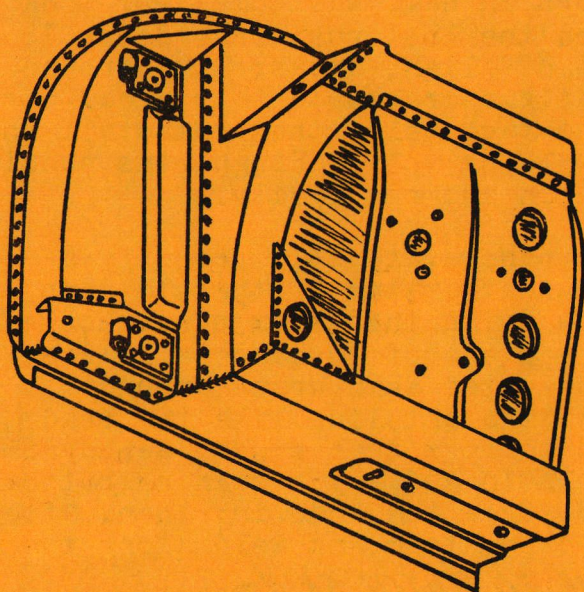
I must be sniffing too much Porsche rust lately, judging from the mistakes I keep making in this newsletter. First, I predicted that the 2003 World Champion driver was about a month and a half away (from mid December). A week and a half would have been closer, arriving the morning after the Christmas ^{PARTY} at Charlie Brown's. Strike two is that this world champion will be a girl! (see how much fun a 356 party is) And strike three was about paying Mother Nature back for the nice weather in Nov and Dec. Well we certainly doubled the deficit, as this was the first winter, I can remember, that it was safe to drive a Porsche through.

OUR LAST MEETING; anyway, we owe Charlie and Joyce a big THANKS for hosting a very nice Christmas Party, as the 10 or so couples attending can attest to. Everybody brought a dish (of food) to pass and a two months supply of Porsche talk. But the real fireworks started the next morning.

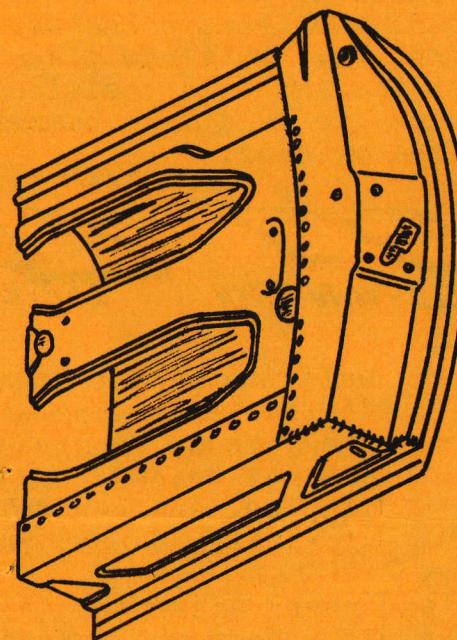
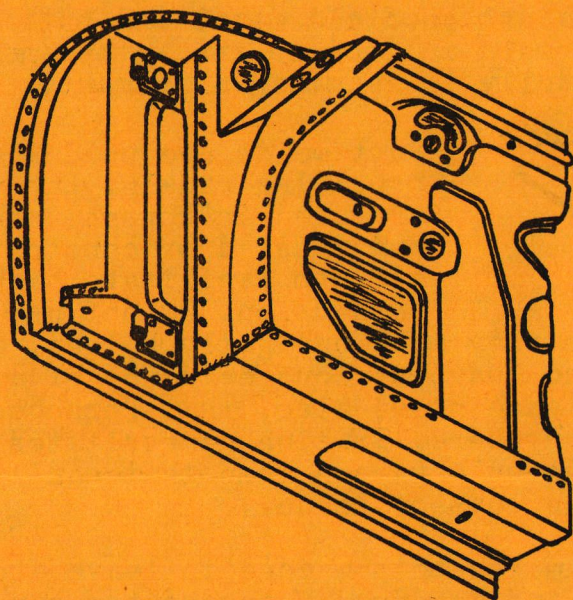
You may have noticed there is no NEXT MEETING listed. I have not had time, the last two months, to even call someone to set something up. How about a VOLUNTEER (remember the Army?) to set up a garage tour for this Spring, or even just a bull session; nothing fancy, just an excuse for everyone to get together.

RACING: In Spring a young mans (and even us old f**ts) fancy turns to Waterford. We are very lucky, in this area, to have an excellent road racing course close by. Because of the demanding nature of the Waterford course, most of the cars and drivers tend to rank very high nationally; and over the years a very strong contingent of Tub's has built up in E-Production. Waterford has a 6 race season, generally the last weekend of each month, the first race starting in mid May.
1: 14-15 May; 2: 28-29 May; 3: 25-26 Jun; 4: 30-31 Jul; 5: 27-28 Aug.
6: 24-25 Sep. Racing is part of what Porsches are all about, come out and join the fun.

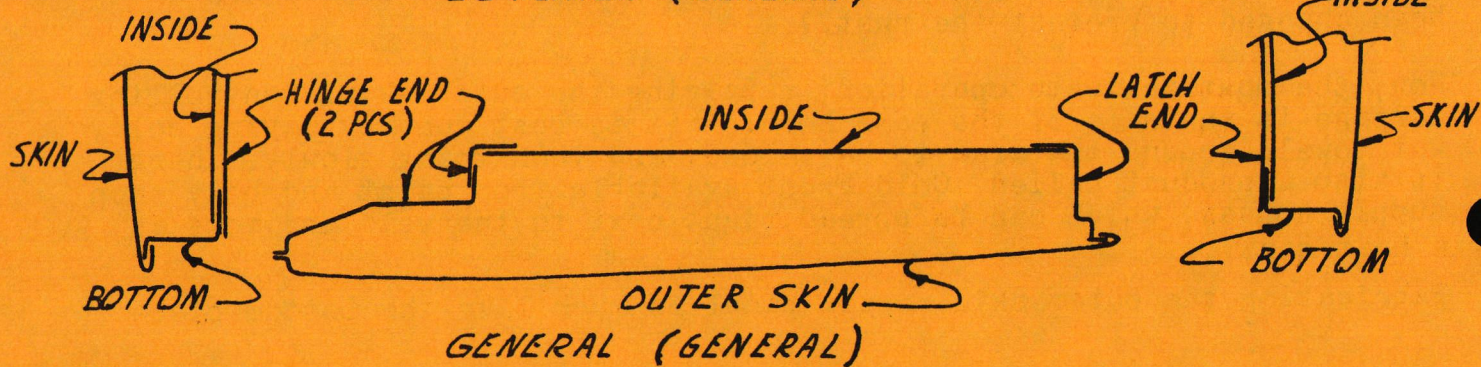
TECH TIPS RESTORATION III - Now that you have all those wonderful, shiny tools (some of them anyway?) and the weather looks so nice, you probably can't wait to get out and do something to the old Tub, right? Well, What? We could rip out that boiler plate floor, or knock all of the bondo out of the body..... but maybe we better plan this first! Any rusty 356 you are welding together needs a jig to check body alignment, especially if it is an open car with no top to tie the front and rear halves together - the doors are an excellent, ready made, checking jig. If you have a car that is not very rusty, the door bottoms may still be bad. Or, you may want to keep driving that "solid" boiler plate special for a while, but the sagging doors are a real pain in the side (pun). So let's start on the doors. Yes, question in the back; why not just change doors, thats the way you did it on a Cheeby once? That would be possible if you could find a perfect, no rust door. But then why not let some guy who doesnt have a door have that one, because aligning and fitting the new door (or worse yet, the perfect used door) will be as much work as repairing yours. And, the



'57 & EARLIER (GENERAL)



'58 & LATER (GENERAL)

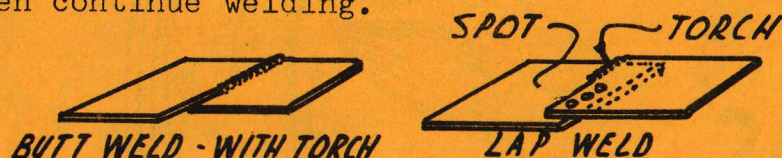


Speaking of bleeding, cutting those doors in half was some job; took two tries to get it right, and they were the last rust-free doors I had, too. Anyway, start by ^{straightening any} bent, or out of align, areas; like around the lower hinge. Often there will be fatigue cracks in this area. carefully line up the edges of the cracks and tack weld, then reinstall the door to check hinge alignment before welding solid. Hinge pins should be filed and sanded smooth so they slide in and out easily.

If you have aftermarket (tweeks) repair panels, this is probably a good time to line up the new piece with the remains of the old door bottom and trim, etc. to fit. If you are doing this from scratch, put a 90° bend, about one inch wide, in a piece of 20 guage mild steel. This bend forms the bottom edge that the outer skin wraps around. Unfortunately, the skin does not form a straight line like the bend you just made, but instead bows outward to form that smooth, aerodynamic body that is all the rage, now. Use the skin and any remaining bottom as patterns and cut along your new bend, from the ends in; then, after curving the new bent edge to match the skin, trim and weld along the bend.



Once this piece is made, it can be clamped on the old bottom and a line scribed; then remove the new piece and cut old bottom along the scribed line. Now, butt new piece up against good old metal and butt weld; first tacking into position, then weld an inch or two, stop and smooth/shrink the weld with hammer and dolly to maintain alignment, then continue welding.



Butt welds are used when repairing panels. Lap welds are used in Porsche chassis and inner door construction, etc. to facilitate high production. Do not use lap

welds to repair a panel as they make unsightly bulges, are difficult to work with, and leave obvious evidence of a micky mouse repair job. Please note, also, that Porsches are not brazed together, anywhere. Brazing necessitates lapping, and generally ends up a warped lump that can't be straightened out, requiring lots of bondo.

Refit door and check alignment, also trim the bottom edge to leave about a $\frac{1}{4}$ inch gap with the rocker panel. The inside edge of the bottom can be repaired the same way, although the lower edge of the inside panel should be repaired before the new bottom inner edge is installed. (Is this starting to sound like a giant Rubik's cube? Only the colors have been changed to protect the rust.)

Now, the most delicate operation; repairing the outer skin. Controlling warpage is the name of the game here. This is best done by laying cold, wet towels around the area to be welded, and then going slowly. There is also a product called Cold Front available from paint and body shop supply houses, which can be spread right next to the weld and acts as a heat sink.

Fabricating the outer skin repair panel is much like the bottom piece.

Using the same 20 gauge steel, bend over about 3/4 of an inch; this will later be trimmed and bent over the bottom edge. When the fold is completely bent over 180° and hammered flat against the bottom edge, the curve of the door skin will automatically follow, so the cutting and welding drill is not required here. Next, bend the step in the front edge. Lay the new piece over the old skin, carefully lining up the front step, then clamp the lower fold tightly against the bottom edge and scribe a line on the old skin. Remove the new piece and cut the rusty section of the original skin off along the scribed line. Reinstall the new skin, as above, butting it, this time, against the original skin. BE SURE TO LEAVE 1/16 OF AN INCH, PLUS, FOR EXPANSION, and start tacking. Hammer/dolly and cool each tack to limit warpage. Tack from the center toward the ends alternately; tacks should be no more than 2 inches apart. Now, the two pieces can be welded solid. Take care that warpage is controlled throughout the process, and don't over shrink - take your time, this is not GM and Porsche was not built in a day.

Finish folding the new skin lower edge over the bottom edge, using a hammer and dolly. Check the gap between the rocker panel and new skin, the gap should be 1/8 of an inch, or 3mm, according to the factory. The latch end is finished the same as the lower edge, by bending over. several small tack welds can be used to hold these edges in place. The front edge is essentially a flange, spot (lap) welded to the hinge end of the inner structure (which may need to be rebuilt, using the above procedures). The spot welds can be simulated with a buttonhole weld as follows: clamp the flanges (lap) together, burn through the top panel with the torch, then weld the lower panel to the top panel through the hole; finish with hammer and dolly.

The outer skin may now be metal finished; as well as the inner structure if you don't wish to have externally visible welds, when people look under your doors (watch it, fellow). Metal finishing consists of necessary hammer and dolly work with appropriate heat, until everything is straight. Finally the welds are ground and filed smooth and any necessary leading accomplished. This finishing process will be dealt with, in greater detail, at a later date.

Your doors should now be like new, as well as making excellent alignment jigs for the dreaded "floor project" starting next issue.

FOR SALE: '65 SC Cabriolet 160 996. Stored 10 years, sound body but looks bad. good floor, excellent original longitudinals, good black leather and engine. Needs battery box, some sheet metal work, paint and assembly. \$4,500 for a \$15,000 car. 749-9804

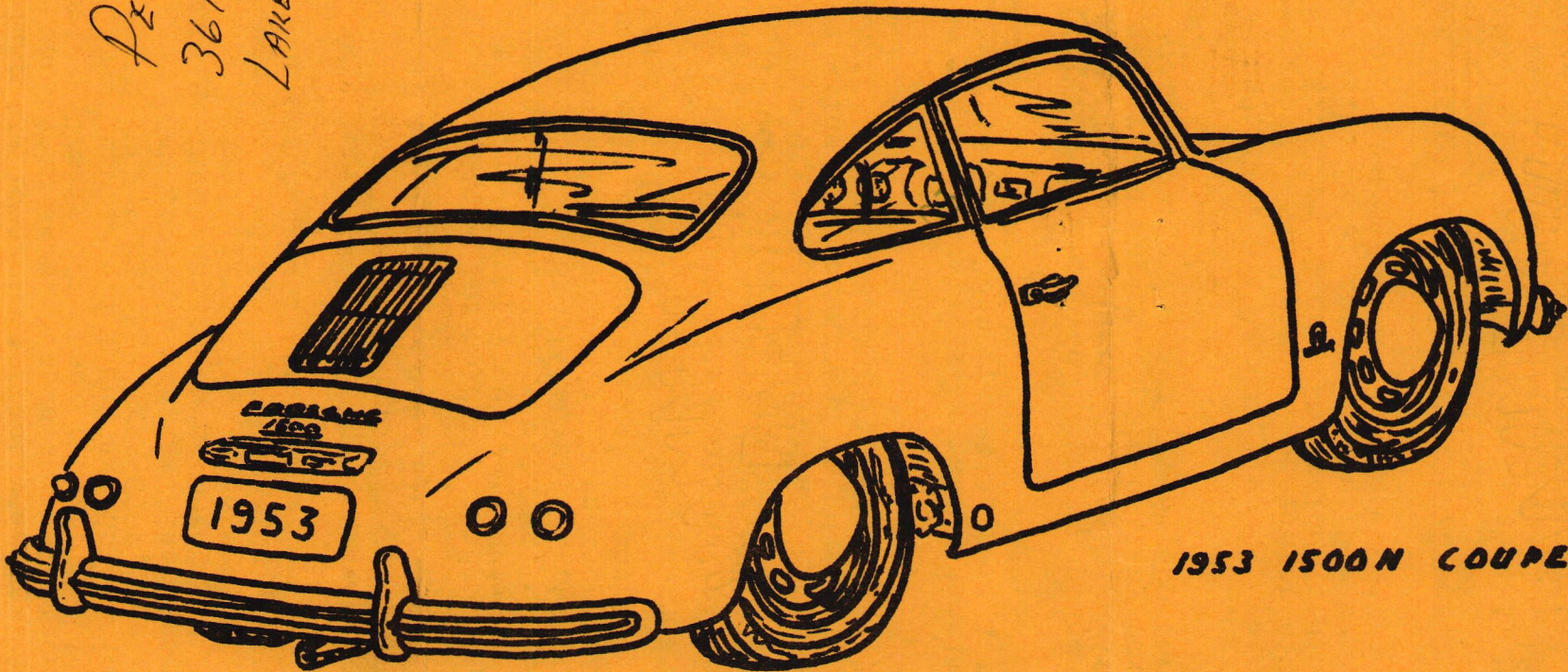
'59 Coupe 106 157. Original 1600 Super, European model with short bumper guards, kilo speedo, Speedster side trim, etc. Silver/green. Excellent floor. Needs longitudinals and other rust repair. Excellent engine with recent 1750 kit and valve job. Sound car, drive it home. \$1995 749-9804

'76 Audi Fox Wagon. Very trick car: 1.7L eng., Weber, header with 2" Turbo exhaust, Bosch 026 dist., Repco brakes, etc. all less than 15,000 miles. New Sachs shocks, ball joints, front wheel bearings. 6x13 BBS style wheels, 185/70 Kléber tires. Wheels, bumpers, steel spoiler, painted to match light yellow car. Brown interior, AM/FM, air, tinted glass 4 spd. \$2,495 or offer includes original 1.6 FI engine. definately must sell 749-9804

ROLAND
28140 26 MILE RD.
NEW HAVEN, MICH.
43048



PIETE GEIGER
3610 HI-VILLA DRIVE
LAKE ORION, MI 48035



1953 1500N COUPE