

Three Five Six FORUM

No. 17 1st Quarter '84

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NEXT MEETING: April 29, Sunday afternoon about 3 PM "Spring Enthusiasm Session". I will host (address above) for lack of a better alternative (the better alternatives being at drivers school, business conferences, etc.). I hope the rest of you can make this date because most of the other dates around this time are holidays, races, or whatever. Bring a 6-Pac, your questions, answers, tall tales, etc. Ted Stanek and Bud Baxley will have information on participation in this years CARNIVAL of CARS at the old Packard proving grounds (now Ford) in Utica.

Our last meeting was so far back I have forgotten most of the details (my how time flies when you're havin fun!). Suffice it to say that all those clever enough to attend the Christmas Party had a good time.

SCHEDULE: 10 Jun 84 CARNIVAL of CARS. This giant show, put on by the Classic Car Club of America, is definitely worth attending. This year we are finally an official club entrant under the 356 Registry banner. Ted Stanek 268-9840 and Bud Baxley 694-0174 are coordinating the event. We have been asked to supply 5 judges for the assembly line style judging (no real experience is required). RACING. As usual WATERFORD HILLS ROAD RACING INC. will be running their 6 race series, but with a different schedule this year. The first race is 5-6 May; second is 9-10 Jun; third is 7-8 Jul; fourth is 28-29 Jul; fifth is 25-26 Aug; and sixth is 29-30 Sep. There has been some talk about ^{having} us out for a 356 Porsche or vintage Porsche weekend. If someone is interested in following up on this please give me a call. Editorial: Under SCCA rules, this is the last year for E-Production; to be moved into GT-4 next year. GT cars next year will also be allowed tube frames and fiberglass bodies similar to stock cars, spelling the end of production car racing as we have known it. If there are any Porsches being run 5 years from now they will probably have Chevy engines (Pat Ertles worst fears have become reality) and be run at Mt. Clemens. Does this mean that the fiberglass Speedster replicas win after all?

I suppose this is a mixed blessing of sorts. While us old timers will no longer be racing Porsches (and some not racing at all, unable to afford the cost of a new, cosmic, tube frame special), there will be no more Speedsters cut up into race cars. The Speedster, originally conceived as a club racer, has finally been relegated to strictly touring/museum status; but it's active racing life transcends all others

356 HOLIDAY X will be held this year in Williamsburg, Virginia over Labor Day weekend - 31 Aug - 2 Sep. More information will follow when I receive it. The chairman is predicting a record turnout and a restriction may be placed on registration. I certainly hope this proves to be unnecessary since that is contrary to the spirit of the Registry, and begins to sound like some other organizations I know. Anyway, watch the Registry and this news letter for registration forms and plan to register early!

TECH TIPS: BRAKES - Since the battery floor restoration article is still in process (only 3 years now) let's take a Spring break (pun intended, why am I the only one laughing?). This is a good time since everyone is getting their car out of storage and brakes are one of those "out of sight, out of mind" items. Since Porsche brakes are so good they do not get much attention, therefore a little preventive maintenance goes a long way. The purpose of this article is not to detail a complete rebuild but, rather, hit some of the potential trouble spots.

First, whether you have disc or drum brakes you should bleed them out, completely flushing the system once a year, two years at the most. Use a good fluid like DOT 4 Castrol GT LMA (Low Moisture Absorption); a pint or two to completely flush the system is not that expensive. Note: if the 7mm (across the flats) drum brake bleeder screws don't move easily, heat them with a torch and gently free them rather than breaking them off. Once broken the only way I have been able to remove the stub is to weld a small bolt to it and carefully unscrew it. This requires complete disassembly and is a lot of trouble!

Trouble: if you noticed the fluid only dribbling out of the bleeder screw, or worse yet not coming out at all, you have probably also noticed that the car darts from side when the brakes are applied. Bad brake hoses! A very common and insidious problem, especially on drum brake cars. Maybe one of you chemical engineers can tell me why the brake hoses swell and plug up inside; I don't know why, but they do, making for very erratic braking. If you think the car has the original hoses, or they look very old replace all four. New ones are not that expensive and you would replace them at the same cost on your Ford, wouldn't you? Again, heat the flare nuts to avoid twisting the steel lines in half; also carefully inspect the steel lines for rust and kinks.

Square Drum Phenomenon: That pulsing or thumping when you push on the brake pedal is caused by a high spot or out of round drum. Disc brakes develop similar problems, but usually not on Porsches. Before having the drums turned at a RELIABLE machine shop inspect carefully around the dust holes, especially on 'Bs'. It is very common for excess corrosion to develop between the aluminum drum and iron liner, forcing the liner to rise up from the drum. This is evidenced by a high, usually shiny spot, generally next to one of the dust holes. Turning on a brake lathe will remove the high spot, of course, but may not completely eliminate the pulsing pedal as distortion of the liner may now occur in this area. Inspect any replacement drum carefully before you buy it as it may be no better than the one you have. Don't forget the 4 foot bar to tighten the rear drums.

While you have the drums off inspect the wheel cylinders. Any seepage is cause for rebuild, of course. The little rubber cups are readily available from any auto parts store or brake shop separate from a complete rebuild kit and correspondingly cheaper. Size is 3/4 inch equals 19mm. For a master cylinder you will need a regular rebuild kit. The cylinders, honed with a small brake cylinder hone and thoroughly cleaned. I have never had any problems with the few pits that usually remain. If the pitting is severe I would replace the cylinder. An unusual problem I once encountered was a hole rusted from the outside in that began with salt accumulation under the little spring detent for the adjusting wheel.

Disc brakes seem to encounter two problems commonly: worn out

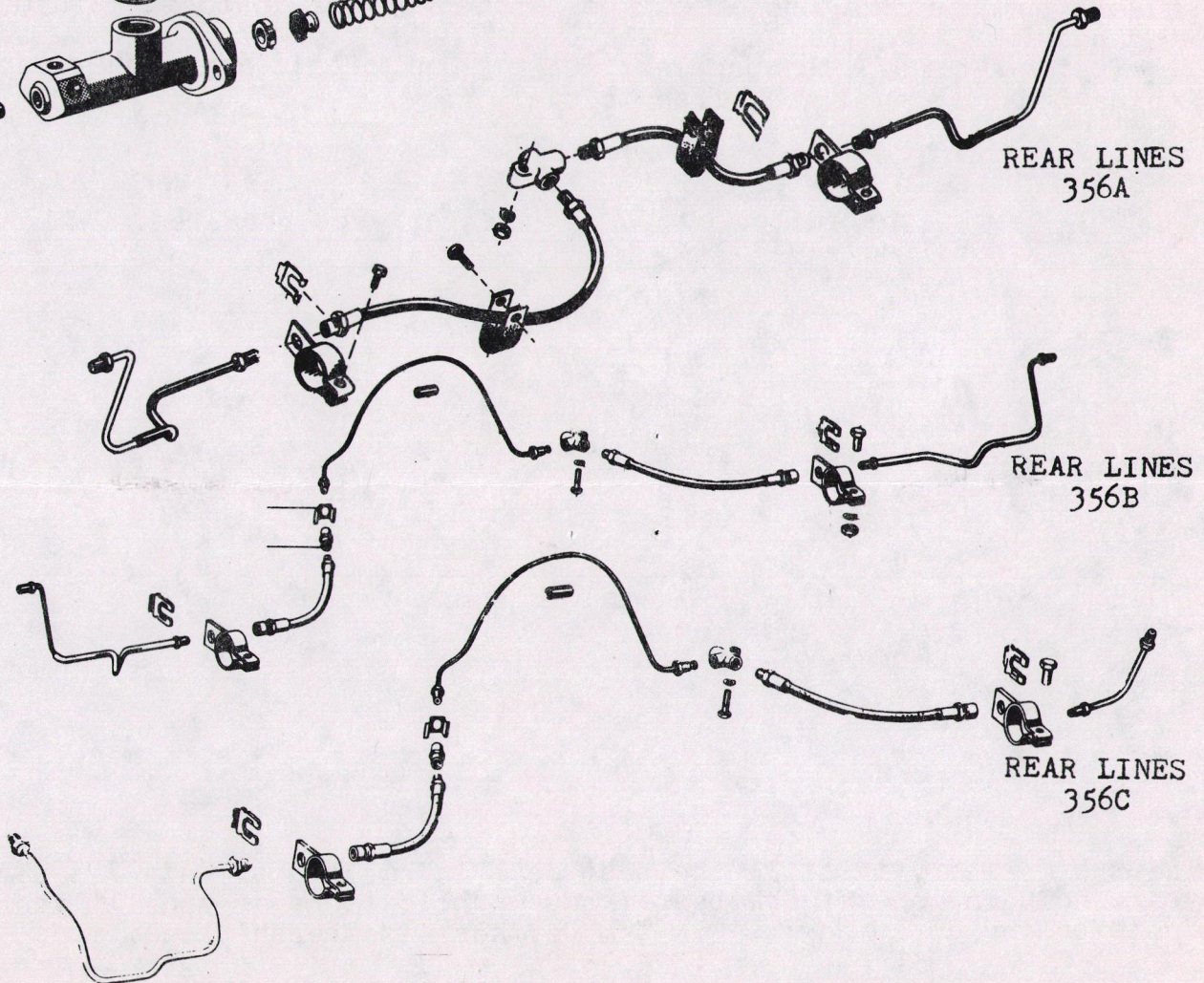
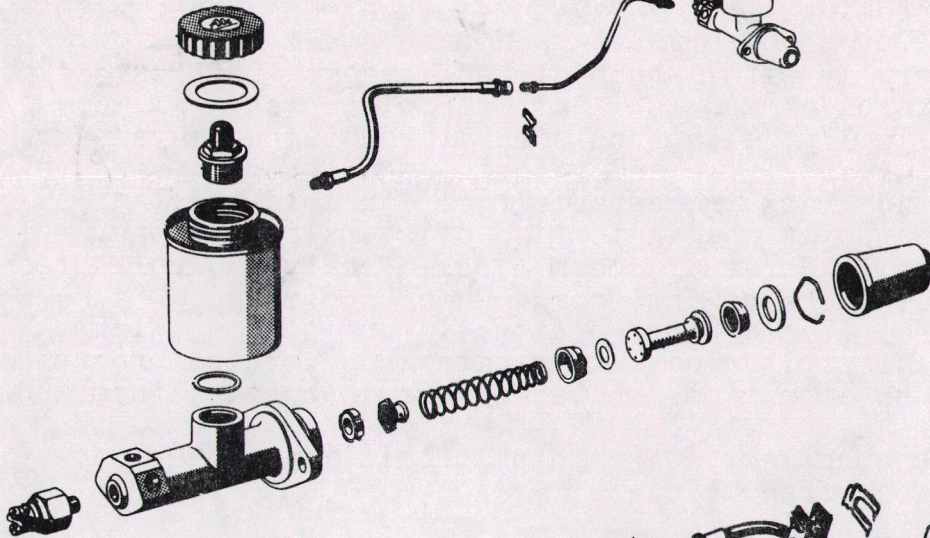
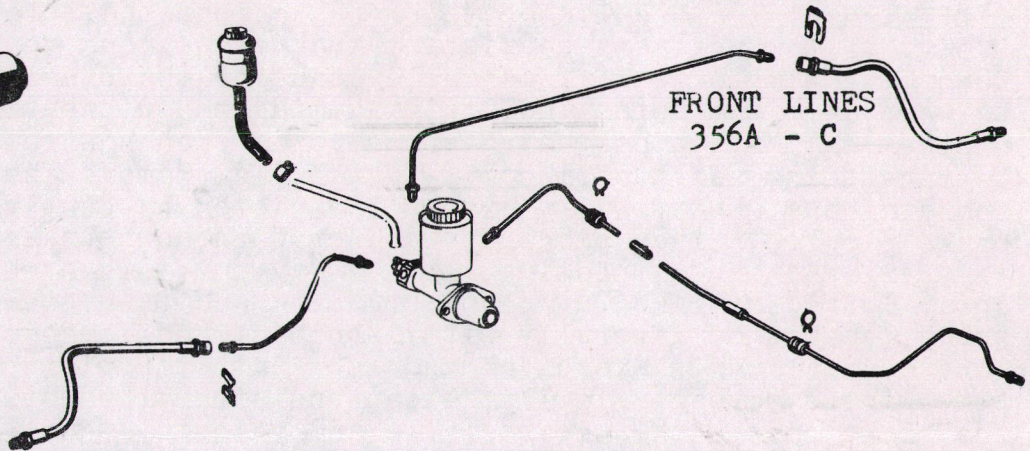
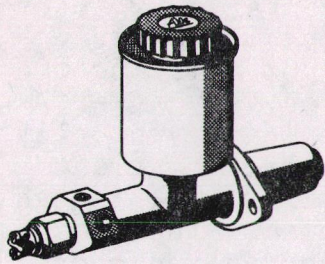
pads and sticking pistons. There is nothing unusual about the pads wearing out you say? True, but that is not the way the "problem" is presented. Usually it is "The brakes must be frozen because I have to push so hard on the pedal to stop the car". This invariably turns out to be pads worn down so far that the steel backing plates are pressing against the anti rattle springs, therefore not allowing the little remaining pad lining to press against the rotor very effectively. If you are very persistent and very strong you can eventually force the pad to wear at an angle, causing the steel backing plate to wear into the rotor and truly jamming the piston. Usually, though, pistons only stick on the return stroke, when you release the pedal. To cure this, short of a complete rebuild, remove the pad and corresponding dust boot. Fully extend the piston by gently depressing the brake pedal. A $\frac{1}{4}$ inch piece of wood or worn down brake pad will prevent the piston from coming all the way out. Clean the piston with spray lubricant like CRC 5-56, or WD-40 and fine steel wool. Now spray the piston liberally with lubricant and force the piston back into the caliper. "Exercise" and lubricate the piston several more times the same way. Finally, clean rust from the working "ways" for the brake pads with a coarse file and reinstall dust boots. Be sure you put good or new pads back in, especially if the old pads got real hot. That, of course is one indication of sticking pistons. In addition to a sluggish car that doesn't roll freely and pulls to one side all the time, smoke coming from a wheel accompanied by a great deal of heat indicates a stuck piston. If one piston sticks it is a good idea to use this clean, lubricate and exercise process on all the pistons, one at a time, while you are inspecting them and the pads.

That covers all the problems I can think of, if anyone has anything to add please feel free to call.

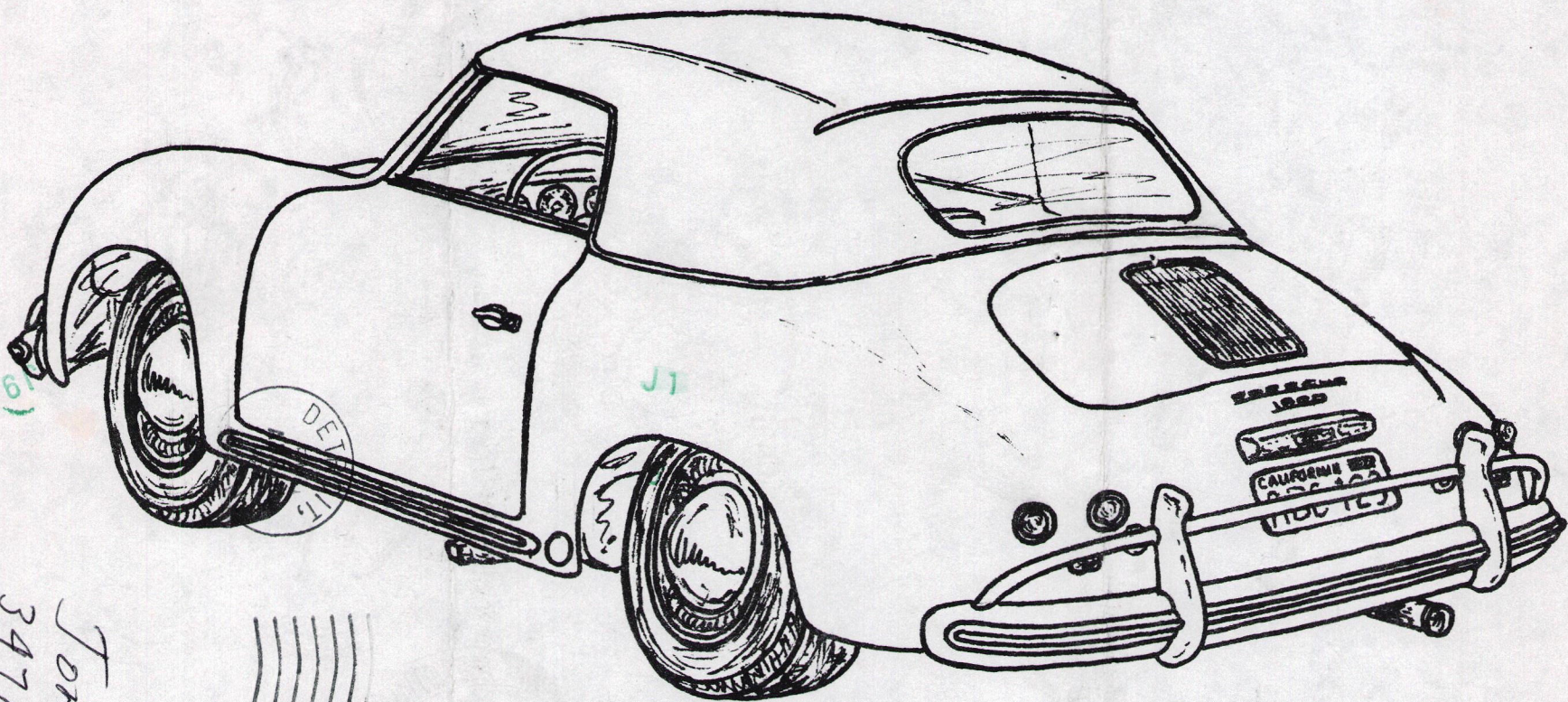
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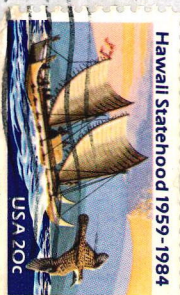
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