

356 CAR

California Alta Region

November/December 2008



Fall Festival lineup in the Laguna Seca Corkscrew

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356CAR MONTHLY MEETINGS

1st Saturday San Mateo Breakfast

8:30 AM

Mimi's Cafe, 2208 Bridgepointe Parkway, San Mateo, take Mariners Island Blvd exit just east of Hwy 101 on Hwy 92, head north, turn right on Bridgepointe Parkway, restaurant is on the right. Contact Michael Hodos at mehodoss@mac.com or 650-326-1621

2nd Saturday Sacramento Breakfast

9:00 AM

Marie Calendar's, 5525 Sunrise Blvd, East Sacramento, Hwy 50 east to Sunrise Blvd, head north about 4 miles just past Madison Ave, restaurant is on the left. Contact Wayne White at w2consulting@sbcglobal.net or 916-863-5144

3rd Saturday Hollister Breakfast

9:00 AM

San Juan Oaks Golf Course, Hollister, 156 east off of Hwy 101, 4 miles past San Juan Bautista, right on Union Road, right to the golf course. Contact Jack Biersdorff at jbiersdorff@aol.com or 831-636-3046

1st Tuesday Santa Cruz Dinner

6:30 PM

The Point (formally Portola House), 3326 Portola Drive, Santa Cruz. From Highway 1 Exit 41st Avenue. Go South on 41st Avenue ~2 miles (towards the beach). Turn right on Portola Drive at the four-way stop intersection. Proceed 5 blocks to the restaurant on the left. Contact Steve Douglas at soquelglen@prodigy.net or 831-239-1291.

5th Saturday Central Coast Breakfast

9:00 AM

Spanish Bay Golf Course Clubhouse, Pebble Beach, enter 17 Mile Drive via the Pacific Grove Gate, mention the Porsche Breakfast for free entrance. Contact Diane Morrill at 356goodiestore@usa.net or 831-375-4442

Cover photo: Mark Hoag

356CAR Logo Items

Wear your colors proudly!

356CAR clothing is now available with our new logo. Many styles and colors to choose from, including women's styles. Available by mailorder and at some breakfast meetings.

Details and order form on the website.

www.356car.org



President's Message

By Jenny Derich

Hello to all of you 356CAR members!

Our club is growing and growing as word spreads throughout the Porsche 356 community. I hope you never pass up an opportunity to invite an owner to attend the nearest 356CAR breakfast meeting. We're trying to make every gathering as much fun as possible.

Speaking of which, please join me in welcoming the following new members:

Danielle DeSilva, Rancho Cordova
John Eaton, Palo Alto
Fredric Finkelstein, New York City
Dana and Irmela McDaniels, Novato
David and Moira Jacobs, Fremont
Roger and Alexis Quiring, San Francisco
Henry and Thea Ramirez, Santa Cruz
David and Betty Ross, Los Angeles
Tony Singer, Carmel Valley
Jim and Linnea Stimpson, Colfax
Al Weidman, Feather Falls
Jeff Weidman, Carmichael
Tim and Joann Wilson, Folsom

There have been some significant changes in the 356CAR board since our last newsletter. Jim Hardie, who has been involved with the board since "Flipper was a minnow" (to borrow one of his wittiest expressions), has resigned from the board and his position as Treasurer/Membership Chairman. His experience and dedication will be missed and we appreciate all the hard work he has done for the club over the years.

I have appointed Fred Huberty as the new Director/Membership Chairman. Elaine Cannon has agreed to assume the role of Treasurer in the interim. Fred has already provided us with the new membership email address 356CAR@sbcglobal.net for membership status inquiries and information changes. He will be contacting members that have not renewed and encouraging them to do so. We also hope to publish a voluntary contact roster in the near future.

Our next board meeting conference call will be at 7:30 PM on Thursday, November 20. If you are interested participating or

just listening in feel free to contact any board member a day or two in advance for instructions on how to join us.

2009 is already shaping up as another fun-filled year of Porsche activities as evidenced by our Calendar of Events – Palo Alto Concours in April where Porsche will be the featured marque; North Meets South hosted by Southern California club in Solvang in May; Gathering of the Faithful in Hollister in June (don't miss this one!); Monterey Historics in August where once again Porsche will be the featured marque.

Just a reminder that Event Chairman Barney Speckman is always open to ways for us to enjoy the fun and fellowship that comes with owning our wonderful cars. Please send him your suggestions for new activities and events!

As the year draws to a close, please do take the time to thank and patronize the vendors who support our club by advertising in the 356CAR Newsletter. You'll note that we now also display their links on our 356CAR.org website.

By the way, you'll note in this issue that we're privileged to have received special permission from Porsche AG and Karl Ludvigsen to print an excerpt from Mr. Ludvigsen's recent Christopherous article on the early days of Porsche in the US. Best sure to give it a read.

Well, that's all for now. My very best wishes to you all for a healthy, safe and happy Holiday Season and New Year! Be safe out there and enjoy "happy trails" until we meet again.

Jenny Derich

Are you getting your 356CAR emails?



We have begun a new service to keep CAR members informed of events of interest and latest news by email. These flyers supplement information in the newsletter. If we don't have your email address you will miss out! Update your contact information at 356CAR.org website member's page: www.356car.org/member.html

(All information remains private)

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CLOSE UPS & SCHEDULE OF EVENTS

By Michael Hodos

San Mateo Toy Drive & Tour of the Mozart Collection – December 6

Bring an unwrapped \$10 toy or a \$10 donation for Toys for Tots to the San Mateo 356CAR breakfast then join us for the drive to Palo Alto and an unique opportunity to visit John Mozart's restoration facility.

The Mozart assemblage of vintage automobiles includes a number of vintage Porsches including an RS61 Spyder, several 356s and the last 912 Targa produced. The collection also includes a number of competition cars, several of which are actively campaigned today (including a couple of Alfa Romeo Giulietta Spiders and a Ferrari Daytona). Mozart Development, 1068 E. Meadow Circle, Palo Alto 94303. Directions and maps will be provided.

Sacramento Holiday Party – December 13 @ 2-5 PM

Join the Sacramento 356CAR contingent for their traditional kick-off of the holiday season. Hosted by Rich Swenson and Judy Hanna in their home at 4880 Trails End Road, Cameron Park, 95682. RSVP to Judy Hanna at 356cutie@pacbell.net or 530.672.2117.

Bring a dessert or heavy hors d'oeuvres, your own libations plus \$5 per couple to help cover costs and a \$10 gift to exchange. Casual attire. Parking is limited so carpool if possible.

Note: No 356CAR Sacramento breakfast meeting on this date.

Event dates and locations are subject to change. Always check www.356car.org for the most up-to-date event information.

December 6 **San Mateo Breakfast Benefit Toy Drive & Driving Tour**

Bring an unwrapped \$10 toy or a \$10 donation for Toys for Tots. Close Ups additional information.

December 6
11 AM – 1 PM

Tour of Mozart Collection

Mozart Development
1068 E. Meadow Circle
Palo Alto 94303 following the San Mateo Breakfast. An unusual opportunity to visit John Mozart's restoration facility and assemblage of vintage automobiles.

December 13
2–5 PM

Sacramento Holiday Party

At the home of Judy Hanna and Rich Swenson, 4880 Trails End Road, Cameron Park 95682. RSVP to Judy at 530.672.2117 or 356Cutie@pacbell.net. See Close Ups for additional information.

2009

March 7

26th Annual Porsche Literature, Toy/Model, and Memorabilia Swap Meet

At the Los Angeles Airport Hilton Hotel, 5711 West Century Boulevard, 9 AM to 2 PM. Admission \$10 at 9 AM or early bird admission \$30 at 7:30 AM. Over 225 tables of collectibles.. For vendor information contact Wayne Calloway, 1504 East Cedar Street, Ontario, CA 91761 or call 909.930.1999. See LALitandToyShow.com for additional information and related events throughout the weekend.

March 8

All Porsche Swap Meet and Car Display

3001 Red Hill Avenue, Costa Mesa. Sponsored by the Porsche 356 Club. Display parking \$20 donation. Swap space \$40 per space donation. Admission free. Proceeds benefit Orange County School District's children's charity. Contact Bob Lee at Robert.B.Lee@nsc.com or 858.414.3523 for vendor reservations.

April 28

Palo Alto Concours

Porsche is the featured European Marque. Owners interested in exhibiting their cars should contact Larry Adams at oldcarnut@aol.com or 650.345.2232, or Mark Gersh at magersh@earthlink.net or 408.242.0893.

May 28-31

North Meets South Solvang, CA

Event headquarters will be The Royal Scandanavian Inn, 400 Alisal Road (805.688.8000). This year the town will be closing one of their main streets to accommodate the concours. Watch www.Porsche356Club.org and www.356CAR.org for additional information.

June 28
8:30 AM

Gathering of the Faithful

San Juan Oaks Golf Course 3825 Union Road, Hollister 95023. Parking on the lawn behind the clubhouse followed by a reception and then brunch at 11:30 AM. Watch www.356CAR.org for details to follow.

August 7-9

Monterey Pre-Historic Races

Mazda Raceway, Laguna Seca. A laidback weekend of vintage racing. Officially a non-spectator event, admission is \$6 per car collected at the County Park Gate. Infield parking and a full schedule of races on Saturday and Sunday as many of the drivers and cars use the track time to prepare for the following weekend. See www.laguna-seca.com for additional information.

August 14-16

Rolex Monterey Historic Automobile Races

Mazda Raceway Laguna Seca. Porsche is the featured marque this year. See www.laguna-seca.com for additional information.

September 27

Rector Motor Car Company 5th Annual People's Choice Concours & Swap Meet

1010 Cadillac Way, Burlingame, 94010. Co-Hosted by 356CAR and the NorCal912 group. Watch www.356car.org or contact Michael Hodos at mehodos@mac.com or 650.326.6121 for additional information

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Tour of Bertolotti Cars

By Michael Hodos

When Rich Amico let it be known that his good friend John Bertolotti was willing to have us visit his cars, little did most of us know what to expect. While a few of us had seen some of John's cars from time to time on various driving tours, very few of us had seen all the cars at one time in one place. By the way, when I was making the arrangements for our visit John made it very clear he would prefer that we not refer to his cars as a "collection" because he drives every one of them as often as possible . . . a point he re-emphasized during our tour: "If I can't drive them then I don't own them!"

And what a tour this turned out to be! Jaws dropped once we were inside the relatively nondescript structure near the San Jose Airport as we walked through the small shop area and row upon row of Brass Era antique cars came into view. Soon John was leading us among them as he shared with us interesting details (history, significance, anecdotes, displacement, drive and compression ratios, etc.) of each vehicle. Literally every question asked, no matter how technical, was answered!



While the following list is impressive, it doesn't begin to communicate the grandeur of seeing all the cars together, especially the many cases where there were multiple examples of each make: Bissel, Buick, Cadillac, Chandler, Ford, Locomobile, Marmon, Maxwell, Mercer, Oldsmobile, Packard, Pierce Arrow, Pope Hartford, Rambler, Reo, Simplex, Stearns, Stutz Bearcat, Thomas Flyer . . . not to mention four Model T Speedsters and more than a dozen early motorcycles!



A Carrera in the corner behind two Model T Speedsters.

Then, after an hour and a half spent among the antiques vehicles, with a wave of his hand John directed us toward the other side of the building where the vintage vehicles are stored with the comment, "And you guys know all about those!" Here again the list doesn't really communicate the wonderful group of classic vehicles we saw including Alfas, Austin Healys, Jaguars, MGs including two TCs, Morgan, Bugeye Sprite, and an impressive group of Porsches: 356s (5) including an A Carrera coupe, 911s (4) and 912s (2), not to mention several postwar American classics.

It was nearly three hours after our arrival that the last of our group finally departed for home. Throughout our visit John and his son Reid were ever the gracious hosts, good-naturedly responding to each and every inquiry no matter how mundane. Our special thanks to John Bertolotti and Rich Amico for making this wonderful tour possible.



A small portion of the antique treasure trove.

Tech Session: Do It Yourself Diagnostics & Repair

By Tom Sansone

Following the November 8 356CAR Sacramento breakfast meeting, 20 vintage 356s jammed the parking lot at Ted Blake's restoration shop. Club members came to learn how to perform diagnostics and repair. Ted Blake and his two trusty side kicks, Darrell Bailey and Paul Frame, presented a well-prepared primer on how a 356 owners can spot and repair common problems with our 40-60 year old cars. They supplied a playing card to each in attendance and a list of the topics to be covered during the tech session: Fuel leaks, peddle cluster adjustments, electrical problems, shifter linkage problems, and front suspension problems.

As usual there were plenty of cars in Ted's shop to ogle. There was a Convertible D on a rotisserie receiving some sheet metal surgery; a Coupe that had been restored 15 years ago but had not been driven since until the owner recently decided to do a "refresh" and put back on the road; and a Cabriolet just returned from the painter ready for re-assembly.

There was also a very nice Coupe for sale that was once owned by Ted Blake himself. Leave it to those guys to find ways to impress the club with the history of the cars and the foibles of the restoration process.

Between the cars was a set of tables filled with parts the threesome used as visual aides. Paul Frame picked up a Zenith carburetor and held it above his head. He said, "Fuel leaks are one of the most dangerous problems you can have and one of the easiest to spot and repair." He explained how the Zenith carburetors leak when the O-ring under the jet cover plate gets brittle with age and cracks. "The sides of the carburetor will be wet and stained with leaking fuel. You can see and feel it. The O-ring must be changed but don't go to ACE Hardware and buy an O-ring to fit the cover. The O-ring must be fuel resistant or it will swell and leak again." He cautioned the crowd not to over tighten the bolt securing the cover plate. The bolt can easily strip the threads in the carburetor. "Just snug it up and let the O ring do its job."

Darrell added how looking at the engine and feeling the fuel lines can help an owner diagnose the problem of leaking gas. "Look at the carburetors. Touch them. Do you see or feel wet spots? Touch the rubber connecting hoses to the fuel pumps, the fuel filters and the fuel lines. Are they wet? Do your fingers smell of gasoline? If so, you have a leak that could result in an engine fire."

Darrell explained how it is a simple process to replace aging rubber fuel lines with new lines and new hose clamps. As Paul reached for a fan shroud to use as an example Darrell continued, "Reach behind the fan shroud where the steel fuel line separates and leads to each carburetor. There is a connecting rubber hose that you cannot see but you must check for leaks." He went on the make the point, "This is something an owner can diagnose and fix with little effort." Incidentally,



Paul Frame demystifying carburetaion for the attentive crowd.

while new fuel line is available from most automotive parts stores the special O-rings should be bought from 356 vendors to get the correct size fuel-resistant rings.

Next Darrell picked up a starter. "Do any of you have trouble starting your car? There is an inexpensive fix that will help your cars start and save wear and tear on your ignition switch." Paul handed Darrell a starter relay that is manufactured and sold by Joe Leoni, also known as Mr. 356 Electrics. "This relay can be very easily installed on your starter and save you lots of headaches." Darrell then demonstrated how the small silver box with several wires coming out could be attached to a 6-volt starter and wired to the solenoid and the starter connections. "The ignition switch sends a low amperage signal to the relay; the relay then sends a message to the solenoid to accept the large amperage current from the battery and engage the starter. The ignition switch does not forward the large amperage from the battery to the starter. This reduces stress on the expensive ignition switch."

Mounting instructions from Joe Leoni come with the relay switch. Although Joe maintains that the relay can be installed on the starter while the starter is mounted to the transmission Paul added, "It's a lot easier to install if you remove the starter from the car." The guys then pulled a playing card from a hat and the one with the matching card won a door prize: a 6 volt starter relay made by Joe Leoni! Those who did not have the matching card emitted a load, disappointed moan.

Darrell then picked up a shifter with a shift mount attached. He asked, "How many of you have a rattling noise in your shifter?" Several hands went up as he continued to explain how to eliminate the rattle. "There is a plastic bushing under the shift mount and inside the cup on the end of the shift rod. This bushing gets soft and allows a vibration in the shifter. This movement creates the rattle." These soft bushings need

to be replaced with an inexpensive plastic bushing available through 356 vendors. Paul demonstrated how to detach the shift mount and find the bushing. He passed around a soft bushing and a new bushing so people could feel the difference. Then the guys pulled another card and gave away a new bushing. Another moan rose from the crowd.

The topic then turned to testing front ends for excessive play. Greasing the link pins and the king pins are important maintenance items for your car and should be performed with the car off its wheels. Get the car in the air to grease the link pins. This takes the pressure off the joints and allows the grease to flow between the metal parts. Because reaching the link and king pins can be difficult, a lot of do-it-yourselfers skip this part of the maintenance package. Big mistake! If you don't grease the front end on a regular basis (some recommend every 1500 miles) wear will take its toll. The steering function of the car will suffer and excessive wear patterns will show on the tires.

To check for excessive front-end play, Ted got down next to a front tire of a car on jack stands. He said, "Grab the tire at 12 o'clock and 6 o'clock. Try to move the tire in and out by alternately pressing at 12 o'clock and 6 o'clock. If there is movement you should tighten the link pins. With a wrench, loosen the lock nut on the back of the each link pin. There are two link pins - one on the top and one on the bottom of the king pin. Tighten the link pins until they are tight and then back each one off just a bit. Tighten the lock nuts and try to wiggle the wheel again. If it still has movement, you may need to rebuild your link and king pins."

Next Ted described the test for lose tie rods. "Grab the tire at 3 o'clock and 9 o'clock. Give it the same shake. If there is movement, the tie rods need to be replaced because there is no adjustment in a tie rod. If your front tires/wheels moves in all directions then you need to tighten your wheel bearings." Darrell held up a front wheel spindle and bearing. The adjusting nut was attached. He demonstrated how to tighten the nut and then determine how tight is tight enough. "Tighten the nut and then check to make sure the washer under the nut can spin in place with a little force. If it cannot spin, then the nut is too tight and you need to back off the adjusting nut."

One of the guys in the crowd told an anecdote about wheel bearings. He had a friend who was doing some self-maintenance on his 356. The friend repacked the front wheel bearings and re-installed them. The friend was so pleased with his self-reliance that he drove across town to show off the job he had just completed. They looked at the wheels together. Smoke was rising from each of the front wheels. He then asked his friend "Did you tighten those bearings good and tight?" The guy said, "Oh yes. I really leaned into them." The morale of the story for wheel bearings is: Sometimes a little play is better than no play!

All in all this was an excellent tech session. We asked a lot of questions and Ted's guys have a real comfortable way of presenting some intimidating information. Those who are inclined to try some of their own maintenance were given some very helpful pointers. Those who are less inclined were convinced to leave it to the professionals!

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With our cars appreciating in value so dramatically in the last few years, it seemed prudent to reproduce the following article written by Holly Bromberg, the late founder and former CEO of Leyland-West Insurance Brokers, Inc. Reprinted with permission.

Collector Car Insurance . . . it's all about Agreed Value!

By Holly Bromberg

When the collectible cars you own are only driven occasionally for pleasure drives, club events, special excursions, maybe 1,000 or certainly under 5,000 miles a year, non-business purposes, etc., it is time to enroll them in a "collector car" insurance program.

If you are insuring these cars under a standard insurance policy, you should expect problems with claims. Be prepared to deal with a claims adjuster who doesn't understand why using a repair shop of your choice or using original equipment (OEM) parts can be extremely important. Standard auto insurance policies do not guarantee a *value* for your car at the time of loss. If you wouldn't take your favorite automobile to any shop for service, the same is true for its insurance.

There are a few specialty insurance brokers who provide automobile insurance policies designed to cover collectible automobiles for pleasure driving only. If you qualify, their premiums are usually a fraction of the cost of a standard insurance policy. Insurance company underwriting guidelines may include driving usage, special care for the car (such as how it is garaged), good driving records, and few if any youthful drivers. A few brokers market policies nationwide, often including coverage for spare parts and towing.

First and foremost, your policy should be underwritten by an insurance company admitted to do business by your state insurance department. The insurance company should be "A" rated by Best's Key Rating Guide. The auto policy should be written using policy forms approved by your state insurance department.

The number one source of confusion is physical damage policy coverage. If you can obtain a policy using the correct policy form, you'll hit a home run. Insurance companies will use one of three different policy forms. They are generally known as Actual Cash Value, Stated Amount or Stated Value, and Agreed Value or Agreed Amount. Each of these three forms is different, misunderstood and frequently misrepresented by insurance agents.

Most collectible automobiles have stable values and slowly appreciate over time. Because the values are stable, an Agreed Value insurance policy should be obtained to protect your collectible automobiles. Under an Agreed Value policy, if your car is stolen or totaled you will receive the Agreed Value listed in writing on your auto policy. Ninety-five percent of all standard insurance companies do not offer an Agreed Value policy.

ACTUAL CASH VALUE

This form of coverage is typically provided by standard auto

policies. The insurance company claims adjuster ultimately decides what your collector car is worth at the time of the loss. While you may have some input, if you do not agree with the claims adjuster, the insurance company claims adjuster decides the final claims settlement. If you do not agree with the claims settlement, you may have no alternative but to seek legal action, or if specified in the policy, arbitration.

STATED AMOUNT OR STATED VALUE

This policy form is frequently and easily misunderstood. It is often used on collector car policies. Most insurance agents typically represent it as being the same as Agreed Value. It is not! The Stated Amount form states the insurance company will pay the *lesser* of:

1. The Stated Amount, or
2. The cost to repair the covered auto not to exceed the Stated Amount, or
3. Actual Cash Value

The Stated Amount helps determine the premium cost. It does not guarantee you a settlement amount that reflects the value of the car at the time of loss. The Actual Cash Value language allows the claims adjuster to settle your loss for an amount less than the Stated Amount. Sadly, most insurance agents are unaware of this detail. Most agents, unaware of the actual policy language, will insist if your collector car is stolen or totaled, you will receive the stated value. Wrong!

AGREED AMOUNT OR AGREED VALUE

This is the only policy form guaranteeing you in writing what amount you will receive if your Porsche is stolen or totaled during the policy period. Note there is no Actual Cash Value clause in the form. The Agreed Value form states the insurance company will pay you the lesser of:

1. The Agreed Value, or
2. The cost to repair or replace the covered auto not to exceed the Agreed Value.

The Agreed Amount should be reviewed carefully with your agent before the policy is issued. Your agent and you must agree together upon the Agreed Amount before the policy is issued. The Agreed Amount should represent the true market value of the car at the time the policy is written. If the market value changes during the policy period, the Agreed Amount can be changed by endorsement. Before policy renewal each year, the Agreed Amount should be changed if necessary to reflect current market value.

EXTRAS

Once you find a program or two offering Agreed Value for physical damage coverage, compare the extra coverage. In addition to the car's Agreed Value, a few programs allow you to schedule special items such as original Rudge wheels, Nardi steering wheels, original matching luggage and special stereo equipment. Many programs only allow you to drive 2,500 miles annually, but some offer different mileage plans up to 5,000 miles a year, as well as different physical damage deductibles. Some have warranties and restrictions allowing you to drive the car only to special events and car club events. Read the application carefully.

9 Ask your agent about policy warranties and restrictions before

you apply. Each program is a little different. Find one suitable for your driving needs.

CLAIMS

The most common types of claims are not from total wrecks or theft. Most claims require you to take your the car to a shop for repairs. Will your insurance company allow you to have your car repaired by a qualified repair shop of your choice that charges more money than a less qualified shop? They should. Will your insurance company pay more for the repair shop to use OEM parts if available? Many large insurance companies have been sued and lost enormous law suits because they failed to repair damaged cars with original parts. Make sure your car is repaired using OEM parts if available.

Insurance company claims practices vary widely. Having an Agreed Value policy, an agent with claims authority and an insurance company that understands the insurance risk is of paramount importance. If your favorite car is stolen or totaled, you will know in advance how much you will receive.

OBTAINING A COLLECTOR CAR POLICY

Many collector car programs will require you to have at least one other car in your name for everyday use. Be sure the coverage limits for both liability and uninsured/underinsured motorists' coverage provided by the auto policy covering your everyday car(s) match the same coverage limits provided by your collector car policy. The medical payments limits may vary depending on what the insurance company's filings offer.

A few unethical insurance agents will tell you not to obtain a separate collector car policy because their auto policy or personal umbrella/excess policy will not allow it. This is misleading and simply not true. There are two key provisions

these policies may require of a collector car policy:

1. The limits of liability coverage provided by the collector car policy must be the same or higher than those provided by the everyday auto policy.
2. The insurance company issuing the policy must be "A" rated.

I have yet to see an auto or umbrella/excess policy requiring anyone to insure all of their automobiles with one insurance company. If necessary, ask the agent to show you where their policy states you cannot secure a separate auto insurance policy for your collector car. Don't hold your breath.

CONCLUSION

Obtain an Agreed Value Collector Car policy through a reputable insurance agent or broker who understands the collectible automobile business. That way you won't lose any sleep over how a future claim will get settled. Your agent should have a solid relationship with the insurance company underwriting the collector car policy. A few agents have claims authority to help the insurance company settle claims quickly to your complete satisfaction. Better agents are actively involved in the collectible car hobby. Many participate in various car clubs' activities. Does your agent have any long-term commitments to any car clubs or car manufacturers?

Why settle for less? If your current insurance agent cannot offer you a Collector Car insurance policy with an Agreed Value form, find a new agent. Read your policy carefully and shop around. Spend time comparing all aspects of an insurance policy - not just its price - and make sure the Collector Car policy suits your driving needs.

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TECH NOTES – Clutch Cable

Replacement

By Bill King

The Porsche 356 clutch cable is a simple part designed to connect the clutch pedal in the front of the car to the clutch release arm in the back of the car. The cable is made of numerous fine wires that are twisted together to form a flexible cable approximately six feet long with threaded end pieces swaged on each end. This simple design does not require routine maintenance and is very reliable over long periods of time. Some Porsche owners may disagree on the reliability statement but I will touch on some of the issues that can cause problems as I describe the replacement.

When do you replace the cable? The most obvious need for a new cable is when there is a total failure. However, before a clutch cable breaks there are usually signs of potential problems. Unless one of the threaded ends breaks off, the cable will usually fail slowly as the individual strands begin separating one at a time. One indication of a potential failure is the need to frequently adjust the clutch pedal free play. This problem occurs because the cable is stretching as its strength is compromised by the failing strands. Another indicator of potential failure is stiffness or binding while operating the clutch pedal. Occasionally the failing cable strands can be heard rubbing on the metal cable housing when the clutch is depressed. If you experience any of these symptoms don't chance a total failure. Replace the cable as soon as possible.

Begin your replacement project by procuring a new cable from one of the several vendors servicing our cars. There are several cable lengths and end sizes available. These vary according to the model and year of your car. Describe your car to the vendor to insure you receive the correct cable. I was talking to an enthusiast recently who had carried a spare cable in his tool kit for thirty-five years. He had a cable failure recently and proudly pulled out the "new" part thinking how wise he had been as a youngster only to find out the cable was too long. Whoops - wrong year!

With the proper cable in hand, jack up the back of the car, place it on jack stands and remove the driver side rear wheel. You will need to remove the floorboard on the drivers' side as well. I remove both front seats to make room for maneuvering. Remove the lock nut and adjusting nut from the clutch pedal cable (photo 1). It helps to remove the actuating rod from the throttle pedal for more access. It also helps to be a contortionist and to have long fingers while working in this tight area.



At the rear of the car disconnect the clutch cable from the clutch release arm (Photo 2). Pieces used to attach the cable ends vary



according to the year so save everything for reuse. Forewarned is forearmed: Some of the special nuts found on older models are very hard to replace if you lose them!

When the cable ends are loose you can pull the cable out from the rear. If the cable has broken you will have

to pull the remaining half from the front. Occasionally you cannot pull a cable from the rear. If it does not want to go, cut off the rear fitting off the end and pull it out from the front.

Before replacing the new cable there are a couple of things that need to be done. At the front pedal cluster you should clean out all of the junk that accumulates there. Use your vacuum or air hose to clean between the pivot points and place a couple of drops of oil on the bushings. Be sure to lubricate the swivel piece where the cable end pushes through and is attached to the adjusting nut. Always use high quality grease. If this part is not kept well lubricated the clutch pedal will become stiff and the cable can flex during the application of the pedal. The flexing will cause the cable to fail where the threaded end is swaged to the cable.

Also, in the rear check the condition of the short clutch cable housing. This housing is sometimes called the Bowden tube. The condition of this housing is important to insure good clutch action. You do not want water to enter the housing and allow rust to form. Check the housing for wear at the cable exit end and inspect the rubber housing cover for tears or cracking.

The clutch cable housing comes in several configurations so be sure you replace it with the proper version. Removal and installation is very simple. Install the new cable from the rear. The factory manual says to fill the clutch housing tube with grease until it runs out at the front exit. I feel there is usually enough grease remaining in the tube and I just lube the cable heavily as I push it through the tube from the back. This is a messy job so rubber gloves and a lot of old rags are recommended. The new cable slides easier if you start by inserting the cable through the flexible housing while the housing is not installed in place. Once the cable is pushed into the front attachment point you can install the flexible housing by bending it until the ends slide into their attachment points.

At this point you need to reinstall the adjusting hardware that you removed from the old cable. In the rear be sure to replace the rubber boot that shields the cable end from water as it exits the clutch cable housing. Do this before you attach the cable to the clutch release arm. Once the cable ends are reassembled you need to adjust the pedal free play to $\frac{3}{4}$ " to 1". Secure the lock nuts, clean up the mess and your clutch cable worries will be behind you for years to come.

PRODUCT REVIEW – Copello Machining (Tools, Etc.)

By Michael Hodos

John Copello is a third generation tool and die maker who literally grew up in a machine shop. The way he tells it, "My brother and I spend many a day destroying my dad's tools!" By the time he was 12 years old he was doing serious lathe work for the family-owned business. Today he specializes in lathe and millwork and lives for what he calls "can you make this" jobs.

Some time back John purchased a '59 Karmann Ghia only to discover that parts for the early Ghias were virtually impossible to find. Sound familiar? He soon became the only person in the USA who makes (versus imports or has manufactured offshore) parts for those cars.

It didn't take John long to discover that the Porsche 356 world had many similar issues so with the encouragement of Clark Anderson, Bob Garreston and others he began developing and manufacturing what is today a growing catalogue of Porsche 356 parts, specialized tools and services.

To date here some of the Porsche 356 products John offers:

- Knobs for every B and C car, each artfully manufactured of aluminum and powder-coated to match the originals perfectly.



- Anco-style wind deflector wings that clip to the window frame.



- C battery retention bracket, powder-coated of course.

- Headrest kits that include everything required (including gorgeous stainless steel retention screws) except the covering upholstery.



- Specialized tools, all fashioned out of stainless steel. These include but are not limited to clever four-way escutcheon removal/installation tools and what John calls his Super-Multi-Do-Everything Tool.

John also does powder-coating and custom machine work, such as the four-cam head and engine parts he's currently manufacturing for Bob Garreston.



John Copello can be reached at Copello Machining, 16880

American River Drive West, Sonora, CA 95370 (209.536.1449). Give him a call!

Do you have a neat product that you think might be of interest to fellow Porsche 356 owners? Send your suggestions for product reviews to Michael Hodos at mehodos@mac.com.

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