

# Typ 356 Northeast News

The newsletter of Typ 356 Northeast vintage Porsche® club



Volume 8 Number 4 - September 2006

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links

[www.Typ356NE.org](http://www.Typ356NE.org)

## News

**Presidents message** This month's message goes out to our membership with a great deal of joy for our season of sensational events and a great deal of sadness for the losses our club has endured.

I have been so pleased to see the way our members have banded together in an effort to comfort the families of both Joel Horvitz, who recently lost his five year battle with cancer and Adrian Martinez, twenty-two year old son of former club member Angel Martinez. Joel's death touched the hearts of not only Typ356ne members but of the entire 356 community, many of which knew, respected and loved him. His positive attitude and desire to help anyone and everyone will be missed and not forgotten.

The loss of Adrian to his family I'm sure was devastating. I've been told by those who knew him that he was a wonderful young man with a most promising future. We can only hope and pray for the family during this time of great mourning.

On a more positive note, our club events have gone quite well this season. This in part due to the weather co-operating and also in part to the great response of our members. Most recently, the ECH was well attended by Typ356ne members and all had a great time. Much of it was like a Typ356ne event since we got to spend so much time together.

As I write this, we look forward to our Founder's Day event coming up on Sunday August 27th. On September 16th we will be focusing on the tech session at Meister Restoration in N. Barnstead, NH which will also be our drive for the annual Drive Your Porsche Day.

For the adventurous, the Ski Roundtop Swap Meet in Lewisberry, PA is scheduled for Saturday September 23rd and of course there is our 2nd Annual 356/912 Connecticut Drive on Saturday October 14th. George Nelson has also invited the group out to his place in Milton, MA on a date To Be Announced.

It seems to me that Typ356ne is strong and well and having a great time here in New England.

**KTF**

**Bob**



President DiCorpo at Founders Day

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Check the Photo Gallery  
link above for more  
photos of most events  
reported – more photo  
credits too!



Joel Horvitz, a person as special as his Spyder, surrounded by Typ 356 Northeast members at the Williamsburg East Coast Holiday in 2004.

With a handful of others, Joel helped found the 356 Registry and is rightfully a member of its Hall of Fame. This experience was generously shared as Typ 356 Northeast came into being. He could be proud of helping create this hobby and especially pleased at seeing the personalization the regional groups have contributed.

A few words can't sum up a life's intricate relationships – but they can trigger memories and return Joel to our thoughts. (ed.)

On August 6<sup>th</sup> Joel Horvitz went for his last ride. This early and long time treasurer of the 356 Registry was well known for his work and his easy going charm owned some of the most interesting cars we love including his blue Spyder and his A Carrera coupe. On that August day he was joined by his family of three kids, their Mom and his grandchild, many non-356 friends and at least a dozen 356's driven by their owners, two 911s and a Boxster (all driven by 356 owners). Joel didn't drive on this last ride. Brian had arranged a driver for him since he was in a long, heavy Cadillac instead of a light, fast 356.

Joel and I grew up in Fall River, Massachusetts and reconnected in adulthood through our mutual love of Dr. Porsche's first car. And now as we both should be entering that final third of life, Joel has left us too way soon. It was about five years ago at the Porsche Rennsport Reunion in Lime Rock, Connecticut when we learned that Joel had serious problems. He had tried to get an appointment with a fellow 356'r doctor but the secretary told him the next opening was in several weeks. That wasn't right, so Joel called Dr. Roy Ruff directly and Roy had him in the office that day. After seeing Joel and not liking what he saw, Roy got Joel booked with a top Boston specialist right away. The diagnosis was stage four lung cancer (Joel never smoked). Through the miracle of modern drugs, some luck and the fact that GOD DRIVES A 356, Joel stayed with us for almost five more years which is amazing considering how far the cancer had advanced.

We'll miss you dearly Joel, and we all know that your kids will miss you even more acutely. We know that you'll keep the 356 faith while looking down on us. Drive on my friend. Tom Coughlin

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(from thoughtful pieces on our web-site)

...It was not a coincidence in the Porsche World that Joel was buried on Founder's Day. He was an original and founder, long before I even knew what a 356 was. I hope we can provide a memorial to honor his contributions to our Club. Roy Ruff

■  
...I remember him being very excited when the regional Typ 356 NE Club was formed and telling me how much he enjoyed seeing the passion and energy of the newer members. This really pleased him to no end. It is his everlasting smile and his kind generosity that I will remember the most of Joel, a true Keeper Of The Faith. Go in Peace my friend. Rainer Cooney

■  
(kind words from an e-mail about the web-log Joel's son set up to keep friends updated on Joel's condition.)

"...A number of you may already know however, I wanted to make sure that this is widely disseminated as there are many people on this list whom my father counts amongst his closest friends. The 356 community has been a large part of his life for a very long time and I know that a lot of you care for him very much. As I have been involved for (literally) as long as I can remember, a lot of you have come to be my friends as well and I know that this is one of the kindest, most caring groups of people anywhere. We meet through a common interest but that's not what really keeps us together..." Brian Horvitz

(August 7)

I was quite stunned and, as some of you saw, at quite a lack for words when I saw the member turnout at my father's funeral yesterday. The Porsche collector community has been such a tremendous part of his life and a great source of friendship for both him and me that I know he would have been humbled by the showing. I can only say thank you as having you all there really touched me and I know he was smiling -- did he ever do anything else?

Brian Horvitz

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More photos on our  
web site

8 Porsche and a dozen members and friends were on display at the Bay State Antique Automobile Club's **Endicott Estate Car Show** in Dedham, Mass. The July 9, 2006 event warped up the Independence Day week which it's been doing for most of the events' 40-plus years. There's judging but most Typ 356 Northeast'ers don't.

Vendors, Flea Market, Corral of cars for sale and a whole lotta cars and trucks again represent a heck of a show. As a barometer / trend-line of the old car hobby there's my top ten:

Open-air sound systems at car shows are still unintelligible  
Corvairs are making a comeback  
The tools you'll never need are the best flea-market bargains  
It's about time for a big Woodie sale



Tulis' Roadster, with it's renovated door, rejoined the fray. Photo by Swenson

The Packard guys aren't getting any younger (but they're having fun)  
The best cars for-sale bargains were cars you wanted twenty years ago  
The Hot Rods sure show off the enormous hours invested well  
Most of the flea-market vendors would be better off selling Fleas  
The older the truck, the better (if you're looking, not riding)  
Sports car guys barely make this scene, until you count Corvettes.

Thanks to **Bill Sooter** for organizing our group's attendance

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More photos on our  
web site

July 16, 2006 in an effort to add a little culture to the club calendar, a hearty group of Typ 356 members and guests, motored west to the Berkshires, for the second annual "**Len Cannizzaro Journey for the Culturally Challenged and Picnic**" on the grounds of the summer home of the Boston Symphony Orchestra --**Tanglewood**. Although it was a warm drive, once there, the temperatures moderated as the wine began to flow. Some members were even seen napping during the performance, as the soothing music lulled them into a coma.

Special thanks to club members **David Ohanian** and his wife **Suzanne**, for a fabulous cookout at their home following the concert. Many of us decided to spend the night in the area. A great job Len, David, and Suzanne.

### **Peter Crawford**

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More photos on our  
web site

I suppose there are many others who never attend certain events. **The July 23<sup>rd</sup> Typ 356 Northeast Picnic** hosted by **Christine** and **Greg McManus** has usually been it for me. A birthday in the family has kept me away from the awesome chicken, etc., prepared on a grille worthy of a Food Channel program.

Rain deterred some little cars from the pre-meal drive, but not their drivers from joining the lunch line. Actually 5 braved the passing rain. Greg Graham coordinated the event.

Arriving following the prescribed route we were passed by a green cabriolet running like a **scalded cat**. Apparently engine-builder Rainer was test driving the McManus' ride with its 8 plugs, fuel injection and distributor-less ignition. (More at the September 16<sup>th</sup> T356NE Tech Session at Meister Restorations.)

Now I too can attest to all the rave reports from previous picnics were absolutely correct -- great food, hosts, nifty Victorian home and (no surprise) great companionship.

### **Ron Swenson**

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"The" grill Photo by Swenson



Hosts Christine and Greg McManus

More photos on our  
web site

The **East Coast Holiday** headline might read Big Success With More Than \$1000.00 Collected for the Jimmy Fund.



The 2006 ECH in Mystic, CT from August 17 thru August 20 was a very pleasant surprise to many attendees. A lack of communication prior to the holiday, led to a bit of skepticism about the organization of this event. It was soon clear to those attending that the organization of this holiday was way above average and a wonderful time was had by Typ356ne members in attendance.

One of the biggest highlights for our group was the generosity of 356 Registry members as \$1050.00 was donated to the Jimmy fund in the name of **Joel Horvitz**. A very impressive poster was put together by **George Huff** with pictures and tributes to Joel attached. An album of tributes was also part of the display, along with envelopes and a box to deposit them in. Our thanks go out to George for all of his work and effort on this project. The work of Ed Hyman of the SCR should also be mentioned. Ed was so involved in helping to collect for the fund, that he actually went table to table at the Saturday dinner promoting contributions from Registry members.

Our first night in Mystic, twenty-five Typ356ne members had our own **night out** having dinner at the Fisherman's Restaurant in Noank. The food was excellent as was the camaraderie. It was like a Typ356ne event all by itself.

Friday morning, **Bill Collins** led a group of us around the country roads of Southeastern Connecticut. After our drive, we returned to the Headquarters Hotel, The Marriott, for the ECH Literature Show. There were some interesting items there, but the show did not have a sufficient number of vendors. Of course it wasn't the LA Literature Meet either.

On Friday evening, the Mohegan Sun Casino was our destination. Twenty of us boarded a shuttle bus and ventured off to follow "The Sun." The Sunburst Buffet that is at the Mohegan Sun was incredible. All you could eat of top quality food and the cost was covered by our bus ticket. After using a ten dollar wheel certificate supplied by the bus company too, it was like they paid and fed us for our trip to the casino. Of course our hopes of going home rich were sadly destroyed after a few pulls of the slot machine handles. We all did have a great time however!

The **Concours Event** began at 9:00 AM Saturday morning. Some of the most beautiful 356's in the country were there. Approximately **120 cars** were on display. Three Typ356ne members received prizes for their cars. Congratulations to **Hank and Judy Hanmer** for their second place award in the B coupe division and to **Erling and Maren Falck** for their first place trophy in the Speedster Class. The other winning car was a third place in the Speedster Division and is owned by a couple from Fall River.

Saturday afternoon brought us a three hour tech session with a panel of top 356 providing answers to our questions. John Paterak, Gerry McCarthy, and Jim Newton were some of those presiding. The dinner on Saturday evening was an outstanding event with good food and unique entertainment, supplied by a German Folk Dance group.

All in all, it was a great time and well planned. Our thanks go out to Don Ross of the SCR for all his hard work putting it all together.



Erling Falck - first place trophy in the Speedster Class



Hank Hanmer - second place award in the B Coupe Class



Bob DiCorpo - third place in the Speedster Class



Larry Sorgi led a group of day-trippers to the concours bringing the total Typ 356 Northeast cars attending over 20.

## Bob DiCorpo

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More photos on our  
web site

**Founders Day** number **ten** (at least 9) on August 27<sup>th</sup> involved two of the original 7 who responded to **Gary Resnick's** mailed invitation.

Gary noted the original 7 have grown twenty-fold in the decade since 1997's Plymouth gathering.

To celebrate this anniversary a return trip to the **Westport Winery** followed a pleasant if cloudy south coast drive. Bill Sooter coordinated the event including the lunch tasty lunch. 37 members and friends participated in the event, held on its rain-date so members could attend Joel's service – a founder in his own right.

So who was at both our first and most recent event with Gary? Jim Heaney.

## Ron Swenson

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<http://www.356meeting2007.com>

As announced during the 31<sup>st</sup> International Porsche 356 Meeting in Padova, the **32<sup>nd</sup> International Porsche 356 Meeting** will take place from May 17<sup>th</sup> to 20<sup>th</sup> 2007 in Sitges – Barcelona – Spain. Their website features the program, registration form and the conditions of admission. Host Casas welcomes Typ 356 Northeast members and encourages our participation in this event. (If getting there is half the fun... Ed.)

<http://www.porsche-club356spain.com>

**Andreu Casas** President Porsche Club 356 España Passeig de Gràcia, 58 pral.08007 BARCELONA SPAIN( +34 93 215 93 316 +34 93 215 88 65)

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Founder and member 0 – Gary Resnick Photo by Swenson

## ***In Porsche History***

97 Years ago, on September 19, 1909, the guiding light of the motorcar company - **Ferry Porsche** - was born.

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55 years ago, The "Old Professor" Dr. Ing **Ferdinand Porsche, Sr.** dies at 75. (Registry)

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55 years ago, first "split windshield" 356 Cabriolet made. (Registry)

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55 years ago, Porsche 356 technical innovations include the world's first synchromesh transmission. (Registry)

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55 years ago, Porsche 356-002 wins LeMans 1100cc class. (Registry)

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50 years ago, the 10,000<sup>th</sup> 356 rolls off the assembly line. (Registry)

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45 years ago, the Karmann Coachwerks is employed to make the "Hardtop", which is a Cabriolet body with a fixed hard roof - nicknamed "Notchback". (Registry)

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It certainly seems like our Board is going out of its way to keep us on the road and entertained this year.

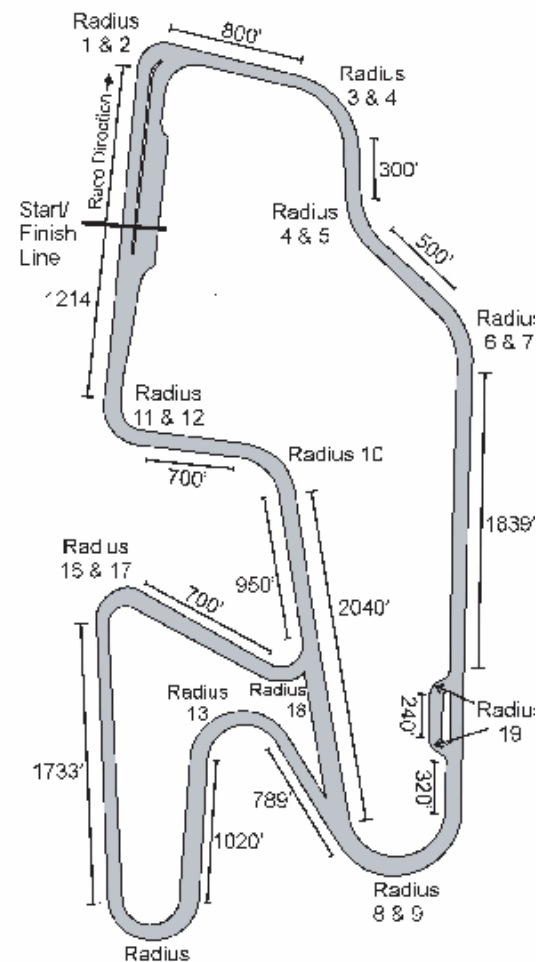
In less than a week, 18 Typ 356 NE members, their guests, and their cars head west to **Watkins Glen**, New York, and the **US Vintage Grand Prix Festival**. The 400 mile drive winds through southern New York State to this world famous venue. We will depart on Thursday morning and arrive at our festival headquarters hotel in Corning eight hours later.

On Friday our group will take part in the **Tour De Marque** celebration, as Porsche is this year's featured marque. Limited to only **one hundred vintage Porsche's**, the tour will start the day at the Wings of Eagles Air Museum. The group then motors to the track for a brunch, and several parade laps, before heading downtown to Watkins Glen, and two laps around the **original road course**. Later in the afternoon there will be a re-creation of the races from the 40's and 50's on this same downtown course. On Saturday and Sunday, the Grand Prix activities continue up at the track.

This promises to be as big an event as we saw at the first **Rennsport Reunion** at Lime Rock in 2001.

Each participating Typ 356 attendee will be proudly displaying a magnetized car sign, which we had made especially for this event, as we will have **more members in attendance** than any other vintage organization.

**September 7<sup>th</sup> to 10<sup>th</sup> ZIPPO Watkins Glen Vintage Races**  
contact: **Peter Crawford** [pcrawford@typ356ne.org](mailto:pcrawford@typ356ne.org)



The Glen

The **Meister Tech Session** is coming up quickly on Saturday, September 16, 2006 at 10:00 a.m. **Rainer Cooney** and **Jerry Draco** from Meister Restorations in Alton, NH present another in their great series of tech sessions.

Rainer will discuss **Greg McManus'** fuel injected, twin-plug, electronic ignition 356 engine project and his favorite tool, the spot welder for part of the tech session.

If you have specific technical questions for Rainer and Jerry to address at the tech session to event chair, Tom Gentz via email at: [tbgentz@typ356ne.org](mailto:tbgentz@typ356ne.org).

Additionally, Rainer promises to cook his wonderful meal after the session is completed.

Route(s) for our **Drive-Your-Porsche-Day** run to Meister's shop will be



organized as the time draws closer.

### September 16<sup>th</sup> T356NE Tech Session - Meister Restorations

contact : **Tom Gentz** [tgentz@typ356ne.org](mailto:tgentz@typ356ne.org)

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[www.glenmoorbythesea.com](http://www.glenmoorbythesea.com)

**3-Day Coastal Maine Tour** Mid morning on Friday Oct 6<sup>th</sup> the drivers of 15 Porsches from Typ 356 Northeast will begin a weekend coastal trek in Maine.

On Columbus Day weekend, a busy foliage and tourism weekend, we were able to book rooms in Camden, Maine's **Glenmoor By The Sea**.

Friday will include a leisurely drive north on the Maine Turnpike to Portland, then Route 1 through Bath, Wiscasset, Damariscotta and Rockport to **Camden**. After check-in and relaxing on the porch overlooking Penobscot Bay, we dine at Chez Michel.

Saturday, we'll continue on Route 1 to Belfast, Bucksport, and Ellsworth, then on to Bar Harbor and **Acadia National Park** then return to Camden.

Sunday, the event moves to the **Owls Head Transportation Museum** for their annual Foreign Car Festival and Antique Air Show and front row parking reserved for our Porsches. It promises to be a great long weekend.

### October 6<sup>th</sup> to 8<sup>th</sup> 2006 3-Day Coastal Maine Tour

contact : **Bill Collins** [bcollins@typ356ne.org](mailto:bcollins@typ356ne.org) 603-425-6129 (H)

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### Upcoming Events

- Sep 8-10, 2006 Watkins Glen - Zippo US Vintage GP
- Sep 16, 2006 T356NE Tech Session - Meister Restoration
- Sep 23, 2006 4th Annual Vintage German Auto Swap Meet (PA)
- October 8, 2006 Fort Adams Car Show
- Oct 6-8, 2006 3-Day Coastal Maine Tour
- Oct 14, 2006 912/356 Gathering
- Oct 14, 2006 T356NE Tech Session – George Nelson's

Check the Schedule of Events at [www.typ356ne.org](http://www.typ356ne.org). Remember to check your e-mail for last minute event updates.

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A reminder for those checking our Schedule of Events – activities labeled **T356NE** are “our” events – we either entirely or partially create the event. For example; T356NE Tech Sessions wouldn't exist without our members and T356NE at German Car Day includes an annual picnic hosted by member Tom Tate. Fort Adams Car Show, on the other hand, is produced by someone else and we attend. Does it



Glenmoor By The Sea's view of Penobscot Bay.

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matter? Not much, though we want to acknowledge the effort contributed by the fellow members who host & create our unique events.

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### **BOSCH 7" H4 Headlight Conversion**

Bulbs not included. Replace your sealed beam units with improved lighting clarity and sharpness. Dramatic improvement over original lights.

The 4<sup>th</sup> Annual **Vintage German Swap Meet at Ski Roundtop** (near Lewisberry Pennsylvania) is September 23<sup>rd</sup>, 2006. It features stuff for **Porsche and Volkswagen** up to the mid-70's. Admission is **free**, unless, of course, you'd like a vendor's table.

The contact for more information is **Mike Moody** at 717-502-8820.

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## ***Reviews - books, sites, &c.***

[Classic-service@proscce.de](mailto:Classic-service@proscce.de)

Porsche Club News 2/06, the June internal Porsche AG magazine of Worldwide Club Support devoted five pages in two articles to their **Porsche Classic Customer Centre**. Located at the Zuffenhausen this is where Porsche offers services from a check-over to maintenance, repair and restoration. Access to original tools, documentation and test equipment is available at the location where the cars originally were built.

Club News reports on the service process starting with a "broad cost estimate" that is updated with a more "accurate cost estimate" when the vehicle is disassembled. Time for the work is not taken into account when the work is commissioned. For your confidence you get regular reports on the current state of the project.

All engines pass through their unique engine test bed workstation. When complete, a log of all the work is provided along with a "birth certificate" and special engraved badge. Special tools and the "vast experience of Porsche engineers" is "guaranteeing the **perfection** of the work carried out".

The second article describes how **Porsche Classic Customer Centre** has been presenting their services at trade fairs like Retro-Mobile in Paris. They show-off a Targa restoration in progress. It's been through their cleaning procedure – first is a dip in their special alkaline bath removes all the paint. This is followed by priming in a "cathodic immersion bath". Naturally the dip tanks are represented by model replicas at these shows. Their show display does feature a "living workshop", craftsmen doing actual restoration tasks in person – like creating a special wiring harness. Classic parts advice and Classic documentation are available at the shows. Unfortunately for us, the ten upcoming venues don't include locations outside Europe.

**Ron Swenson**

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<http://hometown.aol.com/derwhite/Derwhites356LiteraturePage.htm>

Listings in **DerWhites 1956** Factory Accessory Catalog:

1. QA 21 - Foglights, amber lenses, bumper mounted (\$26.20).
2. QA 21a - Foglights, amber lenses, body mounted (\$26.20).



body mounted QA 21a's - lovely

## **Tech Session – on line**

*Tech Session – on line is brought to you by*  
**Mainly Custom by Design**

**Powder Coating** in February 2006, I hosted a tech session on both Powder Coating and Gold Cad Plating at my home. The attendees seemed to enjoy the hands-on session. Below, I discuss the entire process. If you have any questions, contact me.

### **Gold Cad Plating Procedures**

#### **Safety Equipment:**

Goggles  
Mask  
Rubber gloves  
Clothing that covers your full arms and legs  
Always pour water into acid, not acid into water!!)

**Parts:** I use Caswell's systems. They are located in Lyons, NY at:

- Caswell's Copy Cad (bright Zinc) 4 ½ gallon kit plating system. Caswell does provide excellent customer support! They also have an on-line board. Caswell cost: \$313.50.
- Caswell Yellow Chromate Concentrate, enough for a 4 gallon bucket (note: I only use a two gallon Yellow Chromate for dipping) for the Gold Cad look: Caswell cost: \$29.70.
- Caswell Rectifier: I have a 25 amp rectifier, but currently, my rectifier is too large for the nuts and bolts plating that we do. Caswell cost: \$315.00.
- Caswell Plating Manual is very useful for background information and covers all plating processes. Cost: \$22.00
- Six gallon Painter's buckets (I ordered the Caswell buckets as they have twist off lids to keep the solutions from spilling in the garage). Cost at Caswell: \$13.20 ea. The buckets are used for the following processes:
  1. Acid dip (Note: always pour water into acid, not acid into water!!)
  2. Rinse water (not distilled water) (Note: you will use the rinse bucket between each and every plating step of the process!! If you skip the rinse, you will contaminate the next solution!)
  3. Plating solution
  4. Gold cad dip

<http://www.caswellplating.com/index.html>

<http://www.caswellplating.com/kits/zinc.htm>

<http://www.caswellplating.com/kits/rect.htm>

<http://www.caswellplating.com/kits/complete.htm>

*Disclaimer: TYP356 Northeast, the 356 Registry nor the author are responsible for any issues that occur from this process. Use your manuals and common sense to perform this process. You are dealing with your life and those of the persons with whom you share the road.*



A stern host Tom Gentz sends Dick Chiasson to the penalty box at gun-point.

- Brass picture frame hanging wire. I used Ace Hardware's thinnest solid strand brass wire. It's approximately the diameter of a human hair.
- Turkey baking temperature gauge with the pointed end: Used to check the solutions temperature. Be sure to rinse and wipe dry the temperature gauge as you will contaminate your plating solutions by dipping the gauge in multiple solutions. I have an ACU RITE thermometer that has a scale from 0 degrees F to 220 degrees F.
- One gallon of muratic pool acid. I used Ace Hardware's muratic acid.
- Seven gallons of distilled water. Four for your plating solution and two for your Caswell Gold Cad solution, and one more gallon of distilled water to refill the solutions.
- Digital timer with seconds, not a wind up kitchen timer. I have a Presto digital timer.
- Two fish tank heaters. I prefer stainless or titanium heaters due to the chemicals. Plus, if you buy a glass or ceramic heater, it may break if you hit them against a hard object. Stainless or titanium will not break and will hold up. Get the ones that you can set the temperature and it will stay consistent. 300 watts is okay. I prefer the 500 watt heaters, especially for the plating bucket, as the four and one half gallons will take a while to heat up for your plating job.
- Bench grinder with a 6-inch fine wheel for polishing your parts. Matt Blast from Eurometrics uses a nylon wheel.
- Glass bead blasting cabinet for rusty parts.
- Air compressor with a blowgun nozzle. Set the air pressure to 80 pounds.

#### **Process:**

**Cleaning:** Clean the part by a 6 inch, fine wire wheel on a bench grinder, or by bead blasting at 60 to 80 psi. Your finish here will directly affect your plating finish. More pits from more rust will mean an uneven plating finish. Shine on the part produces a brilliant result.

Wire the parts using copper or brass wire. I prefer brass, as it doesn't have a lacquer coating to keep the wire from corroding. For heavier parts, you may have to use thicker, more sturdy copper wire.

**Acid Dip Bucket set up:** Dip for two minutes into 1 part muratic acid (pool acid) and three gallons of water (I do not use distilled water in the acid dip bucket) to remove the last bits of rust from the cleaning process. This bucket is room temperature.

Rinse in water for ten seconds. I do not use distilled water for the rinse water. Nor do I use a Caswell bucket, just an old dry wall gypsum bucket. Rinse water is room temperature.

**Caswell SP Cleaner-Degreaser solution set up:** I use a crock-pot



set to high to get the Caswell Cleaning solution up to 180 degrees F. Caswell says at least 110 degrees F.

Proceed to the Caswell SP Cleaner-Degreaser solution that further cleans the parts from grease and finger smudges. This solution should be 180 degrees F. Agitate for 20 seconds in the solution to maximize the cleaning power of the Caswell product. Caswell says to soak the parts for between three to ten minutes to remove the fingerprints and grease.

Rinse in water for ten seconds.

**Plating bucket set up:** Using a five gallon painter's bucket, mount the plating bar across the bucket and connect the negative wire to the hammered over end of the plating bar (see plating bar below.) I use alligator clips on the wire. This is where you hang your cathode, or the part that will receive the negatively charged molecules of the plating material. In this case Zinc.

Hang the Caswell Copy Cad (zinc) anodes over the side of the bucket and attach the red (positive) wire. I drill a hole approximately 3/8's, almost 1/2 way down the 4 x 8 inch anode. I drill off center so it will not turn over during the process and disturb the plating being done. Loop a piece of copper wire through the anode and twist the end with a pair of pliers at the top, then make a loop at the other end of the wire to hang over the bucket's top. I place two 4 X 8 inch anodes on one side of the plating solution tank and wire them together. I have not tried to place one anode directly across the plating tank from the other one, but that would save turning the parts.

The plating takes place via electroplating or movement of Caswell Copy Cad molecules from the anode to the part you are hanging from the plating bar.

Proceed to hang the parts on your plating bar in the plating bucket. The plating bar is a cleaned copper pipe hammered flat at each end and bent to a 90-degree angle to stabilize over the plating solution. Wrap a cleaned length of copper wire around the middle of the plating bar with a hook on the end. When you wire up your parts, you will make an eyelet on the end of the wire and hang the eyelet over the copper wire hook. The copper wire hook should be one half inch away from the top of the plating solution so you can maximize the number of parts you plate in each session. Clean the plating bar with a red Scotchbrite pad to remove the anti-corrosion lacquer finish to reduce corrosion before you begin plating each time.

A DC rectifier produces the electrical circuit. The Copy Cad Caswell kit comes with a 1-1/2 volt power source like your cell phone charger. I chose to fine-tune my plating process with a "tunable" rectifier, so I could dial in the amperage. Those of you with electronic skills could make a DC rectifier with a rheostat and have a cheaper piece of equipment.

So, now you have the part (electrode, or negatively charged item) and the anode (positive charged item) that will allow the Zinc molecules to move from the anode to the part.

The solution is Caswell's Copy Cad product that is mixed with distilled



Now a skilled plater in his own right, Chiasson's reputation is further polished!

water and a Caswell Brightener. Measure appropriately from the directions on the containers.

Use a fish tank heater to get the Copy Cad solution up to 90 degrees F per the Caswell directions.

This is what took me two years to figure out, with Matt Blast's assistance. Matt is the owner of Eurometrics in Groton, MA. He remanufactures Weber double and triple throat carbs and Porsche mechanical injection systems.

Once you have hung your parts into the plating solution, turn the rheostat down, so only a small number of bubbles are coming from the parts. Plate the parts for eight (8) minutes on each side, or 16 minutes in total. So, after the first 8 minutes, I have to turn the parts to get maximum plating depth on both sides of the parts.

The key is having the power down low and a length of time for the plating process to transpire and the longer length of time. I was getting inconsistent results until I visited with Matt and we exchanged notes. I was using too high amperage and the anode was "glopping" on the parts, creating "burns" or what looked like dirt on the parts.

The instructions in Caswell's plating manual discuss using light bulbs and calculating the square inches of the part's surface. For the life of my, I could not follow those directions. But, this small number of bubble process does work!

Rinse the parts in water for ten seconds.

Proceed to the Gold Cad tank if you want the Gold Cad look. If you want "silver" plating, then stop here and blow off your parts and hang them up to dry after the rinse.

**Gold Cad bucket set up:** Heat the Caswell Gold Cad solution to 80 degrees F.

Note: of all the chemicals in Caswell's Copy Cad system, this is the most dangerous, so do not inhale the fumes or let the solution touch your bare skin!

Dip the plated parts in the Gold Cad bucket for 35 seconds to achieve the best gold coloring.

Rinse the parts in water for ten seconds.

**Blow-dry the plated parts:** Hold the wet parts up and gently blow off the beaded water from the rinse process. If you do not blow off the parts, you may get a stain on the parts from the water.

Hang up the parts for further drying.

Note: be sure to organize your parts, sub-assemblies, and nuts and bolts in Ziploc plastic bags for easy retrieval. Plate your parts in a sequence. Ask me how I learned this.

**Tom Gentz**, Technical Director

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## Typ 356 Northeast Travel Kit (TTK) - Part Donation Update

Our 2002 needs (and is getting) a few more bits & pieces. Thanks for donations of both **valve springs** and some **generator parts**. We could still use:

- wheel bearings
- (wheel bearing) seals
- brake hardware kit (springs, etc.)
- regulator(s)
- (clutch cable) lock nuts, clevis

contact : **Bill Collins** [bcollins@typ356ne.org](mailto:bcollins@typ356ne.org) 603-425-6129 (H)

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Favorite Tool: **Spot Welder**

**Rainer Cooney** of Meister Restorations in New Hampshire favorite tool is the spot welder. To learn more about the use of Rainer's favorite tool, you need to attend the Tech Session, Saturday, September 16, 2006 at 10 a.m. at the shop.

Next Newsletter, a full report on Rainer's favorite tool will be delivered if you were unable to attend his tech session."

**Tom Gentz**, Technical Director

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**Mainely Custom by Design, Inc.** is dedicated to producing quality Porsche specialty products at reasonable prices. Our products are designed to fulfill the needs of the Porsche enthusiast, who take pride in their Porsche. Engine, Body, Suspension and accessory parts are available at:

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356/912 Fuel Pump Block-Off Plate is manufactured from solid 6061 billet aluminum, using the latest CNC machine process.

Our Fuel Pump Block-Off Plate will allow you to completely remove the manual fuel pump, when installing an electric fuel pump.

I first encountered an **Ethanol warning sticker** on a gas pump in July - it noted that up to 10% might be blended into the fuel. Generally I prefer **corn** -- fresh, husked and grilled with a little olive oil -- hold the butter. Somehow I thought alcohol in the fuel, if it escaped from Brazil, would be an issue for pick-up trucks in Nebraska. No so.



Excellence Magazine, September 2006, in a tech article by **Jim Pasha** titled "**Ethanol and Porsches**" notes E85 (85% bio-based alcohol) has some advantage - octane, renewable source, and more disadvantages less power and worst - corrosion in cars not specifically designed for it's use. No Porsche is compatible with **E85**. Pasha stresses don't use it in a Porsche. If you get it by accident get rid of it, fast -- and dilute it with what we used to call gasoline. (Unless you have a Flexible Fuel Vehicle-rated-car no car is compatible.)

Per Pasha "up to 10% may be used in any vehicle" but above 10% "is not approved by any vehicle manufacturers." He goes on to say Ethanol should be avoided, the alcohol can separate if standing for a long time and corrosion could set in.

Car and Driver points out that they only splash a little gas into the cocktail so people won't drink it and states won't impose the booze tax. Can we call it **E<10?** Will it give **two-buck chuck** a run for its money?

Let's hope pumps are correctly labeled (i.e. there's no ethanol in pumps not labeled) and you can avoid it when you try. It may be the only fuel available in your area. Being only as educated on the subject as reading a couple articles, I'm inclined to want to run a couple tanks of real gas (E-zero) through the cars before winter storage. I'll be watching to see if they scrape the little stickers off the pumps when the winter fuel blends show up.

**Ron Swenson**

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## Members

You may have noticed the following at the end of members@ e-mail in the last month or so. "You are receiving this mail because you are subscribed to the Typ 356 NE mailing list - to unsubscribe send an email to members-unsubscribe@typ356ne.org "

You can also contact the Membership Chair with the same request. We spend a bit of effort to keep that e-mail on topic and at the same time open and free-flowing.

**Ron Swenson** Membership Chair [rswenson@typ356ne.org](mailto:rswenson@typ356ne.org)

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### New Members:

**Alan Mowry**, Chatham, Massachusetts, 1964, 356 SC, coupe

**David Affonso**, Somerset, Massachusetts, 1970, 911T, Coupe, 1988, Carrera, Cabriolet

**Roderick deGreef**, Windham, New Hampshire, 1961, 356 B, roadster, 1963, 356 B, coupe

**Robert Rathe**, New York, New York, 2005, 911S, Coupe

## For Sale / Wanted

**Parts and cars for sale (22Feb06)** "I have decided to sell my entire collection of 356/912/911 parts and cars. Serious inquires only .Price \$200,000 + range. I will supply descriptions. And pictures. These parts are located in the great state of Maine. Building and land housing

payment or anything else to do with these classified advertisements.

Caveat Emptor, if only to stay in practice.

Occasionally For Sale / Wanted items are included from Typ 356 Northeast's members@e-mails. Please let us know if they are no longer current.

Ads run three times unless renewed or removal is requested

the parts and cars is also available." Parker Tyler 207-453-2168 v8n2

**For Sale: 356b parts book**, original worn. **356b workshop manual**, original worn. **'69 912 owners manual**, original & nice. '82 911SC Owners Manual, original, nice. \$80 for the lot, or trade for a perfect '62 356b S90 Roadster. Plus misc. Volvo, BMW, etc. Pick up in Topsfield.

Alex Dearborn [alex@dearbornauto.com](mailto:alex@dearbornauto.com) Office: 978 887-6644 v8n2

**For Sale:** Panos, Excellence mags ,Christos , 356 models, 911 models and a Distler model for sale –cheap ( I will take them to the 356 holiday) Gary Resnick [garyr356@aol.com](mailto:garyr356@aol.com) v8n2

**Wanted:** Really wanted to go to the swap meet but missed it (miss-itis) due to family obligations - anyone has 1 or 2 **chrome tips** - exiting the bumperette for a B/C. – must be in very good shape Fran De Leo v8n3

**For sale:** Euro Bursch exhaust- like new, Aircraft seat belts black – pair, B/C day/night mirror, Cibie fluted lenses, Pair of rear Bilsteins shocks for a B/C- like new, 4 -4.5 chrome rims in fair shape. Fran De Leo v8n3

**Wanted:** One last thing- Anyone know where I can locate a **Fiat 500-Cinco**??? If you see one over the next few months let me know. Fran De Leo v8n3

**For sale:** I have listed my **65 C sunroof coupe** for sale on ebay. I have done this simply because I have many other demands on my time and energy right now, and I know from past experience that I will sell the car after I finish restoring it, so I may as well sell it now so the buyer can pick the color! It is in primer and ready for paint. To save you from unnecessary mental wear and tear, I will tell you that the reserve is in the teens. I won't be letting it go for a bargain basement price, as I still have some interest in seeing the project through to completion. Ebay item number : 4636254665 Detailed description: <https://home.comcast.net/~walterpiescik/RustyText.htm> Walter Piescik [walterpiescik@comcast.net](mailto:walterpiescik@comcast.net) v8n3

## Sponsors

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phone / fax

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Route 28, North Barnstead, New Hampshire 03218  
Rainer Cooney

[ggn356@comcast.net](mailto:ggn356@comcast.net)

617.333.0275

### G. N. Engineering

1238 Canton Avenue, Milton, Massachusetts 02186  
George Nelson

[www.foreignintrigue.com](http://www.foreignintrigue.com)  
[mgrishman@foreignintrigue.com](mailto:mgrishman@foreignintrigue.com)

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### Michael Grishman

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