

CPR CLASSIC EAST, e Letter

Often copied, never duplicated, always late.

August 2017

RECENTLY OVERHEARD:

During a shop visit the conversation between two visitors.

Visitor #1 - "What is that black stuff?"

Visitor #2 - "Looks like some kind of a hard seam sealer."

Visitor #1 - "What does it do?"

Visitor #2 - "Suppose to stop rust, but nobody uses it anymore. Too time consuming and expensive."



To that I say -*"you bet cha!"* CPR Classic East goes to the extremes to keep the Restored Porsches we do "restored for a long time." We still use seam sealer because it is the right thing to do for our customers.

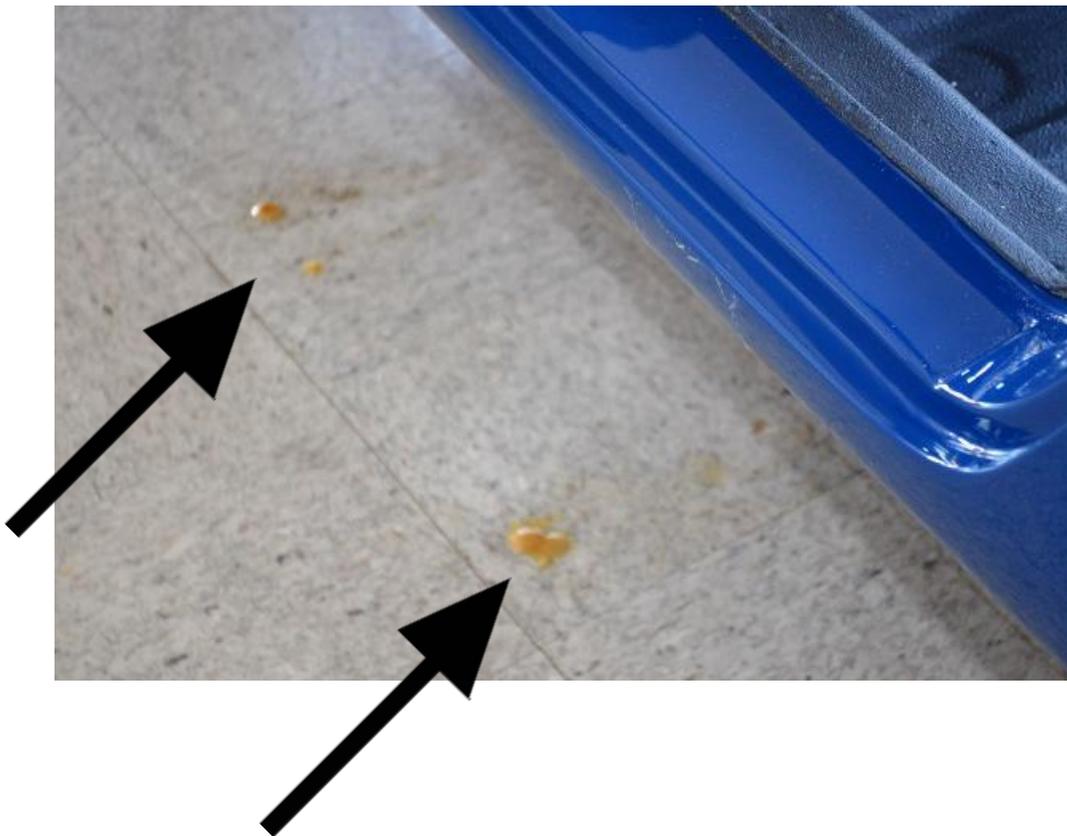
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SO WHAT THEN IS THAT STUFF?

The stuff dripping out of the body panels all over the floor is “Body Wax”. One more thing CPR Classic East does to protect your restoration investment from rust. A long wand with a 360 degree nozzle, a thick sticky coating is sprayed into all of the Porsche unibody hidden structures. It sticks to the inner panels and prevents moisture from reaching the metal body components. How do you know when you have applied enough body wax? It runs out on the floor.



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CPR CLASSIC EAST SUMMER APPRENTICES

Our summer 2017 apprentices have finished up with our program *“Introduction to Automobile Restoration”*. This year Marc Verwiel (left) and James Higginbotham, (right) spent time in each of the CPR Shops working with our craftsmen. They were exposed to the mechanics of an automobile, dis-assembly and assembly, metal work, fabrication and welding, paint preparation, block sanding and priming body panels, as well as final finishing techniques. Josh Pritchett, CPR General Manager, provided Marc and James insight on the complexities of shop and inventory management. Marc is on his way to Colgate University as a fall freshman, while James will be graduating from Anne Arundel College this fall.



Marc Verwiel and James Higginbotham

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We all enjoyed having Marc and James with us. They are both very thoughtful, articulate, young men who will do well in their future endeavors.

WHAT KEEPS A PORSCHE CONVERTIBLE TOP FROM LEAKING?

Well, it is not Magic. Over time, the cloth tops on all convertibles begin to become porous. They will leak water even though the top still looks serviceable. From the maker of StarTron, the Enzyme Fuel Treatment, (which by the way we love) comes *Starbrite's Waterproofing*.

This is great stuff which works on most fabrics, canvas, nylon and even leather. I spent an afternoon applying it to my leaky 15 year old Hartz top. It then was able to shed water from a torrential down pour perfectly. I could not be more pleased. It was a lot less expensive than replacing the top.

I used a spray bottle to saturate the top, small areas at a time. Then I worked the liquid into the top surface with a paint brush. I worked it in one direction, then at a 90 degree direction to make sure it was evenly applied. If a spot dried up before I completed the brush, I just sprayed more waterproofer on.



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WHILE WE ARE ON A CAR IMPROVEMENT THEME...

Let's talk about a *Clay Bar* and what it can do for the appearance of your Porsche. Regardless of how often you wash and wax your car, or what type of soap and wax you use, your paint will get dirty. A clay bar will help remove the dirt from your paint. If you wax your car, you will find using a clay bar is simpler and will produce great results.

Teach your fingers how to detect dirty paint. Lightly run your fingers, or the back of your hand, over your un-clay bared paint. Then do it after using the clay bar. You can really feel the difference in smoothness.

Wash and dry your car. Start with a good spray wax detailer. Most of the high end products contain a finely ground Carnuba Wax in suspension, so shake it



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well and often. Holding the clay bar, soften it with the heat in your hands and flatten it out until about the size of your palm. Working a small area at a time, spray on the wax and lightly massage it into the paint with the clay bay in the palm of your hand. Work it until the wax liquid is almost dry. Using a Micro Fiber Cloth, (be sure to remove the sewn on tag as it will scratch the paint) buff the area dry. When your Micro Fiber Cloth gets too wet - use a new one. After massaging the area, look at the contact surface of the clay bar. Is it darker than when you started? That is dirt. Fold the clay bar and work it into a new flat surface and start on the next area. When the clay bar gets real dirty, throw it away and buy a new one.

That is all there is to it! You will love the results



Until next time, thank you for your support!
"The CPR Crew"

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