



CPR CLASSIC EAST, e Letter

Often copied, never duplicated, always late.

January 2019

MEET THE CPR CLASSIC EAST CRAFTSMEN

Sometimes as I start to write the eLetter, I get so excited about all of the new people and vendors that we meet here at CPR Classic East each week, I often forget what we do here and the great guys who do it for CPR. So, I am going to dedicate this eLetter exclusively to what we do here.

The CPR CLASSIC EAST website, cprclassiceast.com, has been updated in the last month or so to reflect our purpose and to allow you to surf the site easier. The primary change we wanted to make to the site was the addition of our Craftsmen Profile, a photo and short bio of each guy who works with us. After all - they are the ones who make what happens at CPR work! To this end, our professional photographer was in the shop last week taking photos, and the Craftsmen Profiles should be on the website shortly.





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WHEN CPR STATES “RESTORATION USING ALL SHOP OR JUST ONE”, THIS IS WHAT WE MEAN.

John, has been working on his Porsche for years, but he reached a point where he did not have the equipment to verify that his 911 was Factory Straight. John felt there were many signs that pointed to an impact to the rear of the 911, and he was uncomfortable continuing with his restoration until he answered the “straightness” issue.

John called around to other restoration shops closer to him, but none were willing to just do a frame check and repair for him.

John called CPR Classic East.

As soon as CPR could open up access to our Porsche only frame table, we called John and made arrangements for him to bring his Porsche 901 body shell to us for a check.

While there was noticeable impact damage the frame alignment came into factory spec quite quickly. With a little pulling and persuading, John’s 901 body was in factory spec.





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YOUR NEW AFTER MARKET BODY PANELS DON'T FIT.



These owner purchased panels don't fit. Never would. Never could. Clearly, the Craftsmen in the CPR Classic East Metal Shop can make them fit this 354 correctly. That in itself is not the problem. The problem is, that the customer was not told by the manufacturer of this rocker panel, that it would not be a direct fit item - and it would take considerable work to make them fit properly. It is bad enough that we at CPR have to correct the problem, and charge the customer for a short coming of the company who sold these panels. It could be much worse if the customer was going to install this rocker panel him/herself. I can only imagine the rage, when a customer in installing this, reached the point we did - It don't fit!

Sad truth, we probably could have made the panel from scratch cheaper than fixing this one. That is not always true for every non-factory replacement panel, but more than we would like to see.

TIP - If you are going to install panels that you order, try ordering it from a Porsche authorized dealer. Factory stamping is usually crisper and more accurately stamped. If you have no other choice, ask the non-factory manufacturer of a panel if it will fit, and if it doesn't, what is their remedy. You may find out more with this Q&A than you want to know.



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THE TRIPLET 901'S ARE BACK AT CPR.

The three 901/911 bodies are back from being stripped to bare metal and E-coated. These two processes leave the body framework in a fantastic condition for a great starting point of any Porsche revitalization. These two processes attack and eliminate 98% of the rust on every surface of the Porsche panels - inside and out.



E-coating is, in our opinion, the premier process and approach to restoration. This gives CPR, and in turn our customers, the confidence to state that their Porsche received the ultimate “state of the art” rust prevention longevity.





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Leading Basics and Installation Guide

by Troy Smith

Body Mechanic/Fabricator

In this article we will be taking a closer look at some leading basics on a restoration project vehicle.

The purpose of this article is to explain how to professionally install and finish lead repairs using proven techniques. This can be the difference between a quality repair, and a repair that could fail in the future.

Disclaimer: Before we begin, all standard safety precautions should be followed when working in a shop environment. Common sense rules the day!

In *Image 1*, you can see that the area we will be working on is the factory seam where the rocker and the quarter panel meet, just above the jack post. This area has been cleaned, prepped and is ready for the lead work to begin.





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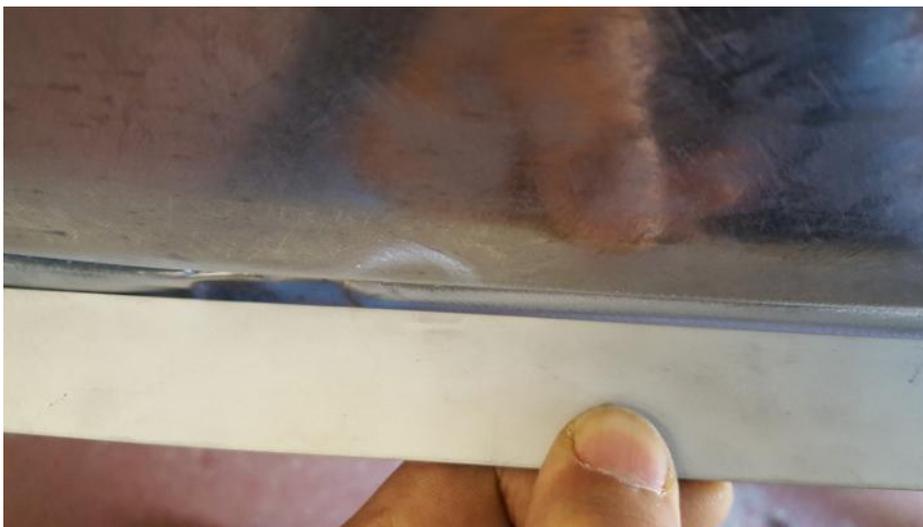
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In *Image 2*, you can see the seam on the left but you can also see on the right, that the rocker edge is below flush in relationship to the quarter panel and the bottom door edge. We will be addressing both of these issues during this repair.



In *Image 3*, take notice of the 3/32" gap, that at just few feet away looked negligible, but up close looks clearly out of place.



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Image 4, shows some of the basic tools we will need to do our lead installation. From left to right, we have a smoothing paddle, tallow, our lead, a brush and Flux-N-Solder™ (the tinning product, which will be referred to simply as flux for the remainder of this article) followed by our heat source.



Image 5, I have already applied flux to the area making sure to flux a larger area than the repair requires in all directions (more on this later). Now, in this image I am heating the flux just enough to reach its melting point - around 612°F. The propane torch that I'm using here burns at around 3600°F. So finesse is key from here on out. Taking my time I warm small areas with the torch until the flux



flashes. Then I message the flux with a wire brush to ensure 100% adhesion through out. This is the most important step of this type of repair. If the flux does not stick properly, then contaminants like paint or fillers are likely present. These contaminants can effect the finish of this repair and even the finish of the final paint job.



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Image 6 shows the entire area has been fully “tinned” and is ready to accept our lead.



In *Image 7*, you can see that I have already started applying the lead. Like before, lead has a very low melting point so I work in small areas making sure not to over heat the base metal or the lead. Too much heat will warp the surrounding metal and the lead will simply liquefy and drop off.



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In *Image 8*, I have taken the smoothing paddle with the tallow as a lubricant, and smoothed out the lead making sure that I have slightly over applied lead in all directions. Over applying will ensure a complete repair during the finishing stages of this repair. Now I will repeat this process down to the end of the rocker, doing an area of about 6" each time.



Image 9, shows some of the basic tools we will need to metal finish our lead installation. From left to right we have a hand block, 2 body files and 2 inline sanders. Note: lead is a contaminant and is not intended to be sanded. Most of the finishing will be done with the body files to keep the dust down. The sanding is used only as a visual guide to locate the highs and lows, like you would when doing traditional body work.



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In *Image 10*, I have started to file down the area while checking for any potential imperfections along the way.



In *Image 11*, you can see the repair is almost complete. Most of the extra lead has been removed and the lead has been feathered out in all directions. Now we need to double check the accuracy of the work done so far.



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In *Image 12*, we are taking a closer look at our accuracy. We can see the the area that was the lowest in the beginning is now slightly too high. This will better match the natural contours of the door, but does require a little more filing.



In *Image 13 and 14*, the metal finishing has been fine tuned to match the shape of the body and our repair is now complete.



Some closing thoughts... Controlling the heat is key to this type of repair. Once heat control is mastered, lead work can be done on vertical surfaces like this and in this case in particular, slightly over hung or upside down.

Thank you and good luck on your own restorations... 



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WE NEVER KNOW WHAT WE WILL FIND

When a Porsche goes into disassembly here at CPR
... we always encounter the unexpected.



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

CPR CLASSIC EAST
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