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Newsletter Grist!!!

Hints on Painting

I trust that there are fellow members who, through preference or economics, do considerable restoration work on their cars, themselves. In certain phases of restoration it helps to be familiar with certain shortcuts, to save time and money. Having completed my Airflow's paint job, I have these hints to offer.

Much, but not necessarily all, of a paint job can be done by an average individual. Certain bumping and dinging operations are best done by an experienced boy man.

Lacquer primer is used by many body shops regardless whether or not lacquer is finally used. I obtained this in spray bomb form as I could so small sections of the car at a time.

Airflow paint is exceptionally thick as it contains an undercoat of a rust preventative which served also as a filler. Presence of rust, therefore indicates that a great deal of feathering out of the old paint must be done in order to obtain a smooth surface. It may be desirable to remove everything down to bare metal (as was my case) so as to minimize this feathering out operation. Substances on the market such as Bix, Wonderpaste, Zip Strip, and Stripese work well for this. A paste-type form is preferable on verticle surfaces.

I prefer to use a primer (at least an underprimer) which is a rust preventative type in order to maintain the advantages of the original. Conventional primer can be used on top of this. The spray bomb form is rather expensive, although convenient. After spraying out the bomb completely, I depress the cap in a device such as a drill press and completely release any excess propellant pressure. I then tap the can with a "church key" and pour the remainder into a small can. I brush painted this into cracks and crevices such as fender wells flanges and other places where moisture has, in the past, caused rust, or is likely to do so. Also, in places where a bomb cannot get to,

When removing paint via paint remover, by all means, do not use steel wool. A pad, such as "Chore Girl" works much better, lasts five times as long, and above all is self-cleaning. The same goes for vibrator sanders. Use self-cleaning abrasive paper.

Why do a half-job. Chrome strips are generally held on by an "X" clip. Some are "C"-shaped and snap over an inverted "C" — it being fastened to the body with sheet metal screws. Remove this chrome and you will do a much better job, as well as save a great deal of masking. When rusty water starts oozing out from under the chrome you will wish you had done so. Use a good grade of body putty and refrain from putting it on too thick, especially where the metal is subject to flexing and vibration.

If my Airflow was not originally painted with lacquer I would still prefer to use it. There is obviously more work involved in using lacquer and it doesn't normally have the luster of enamel. But, it lends itself more readily to spot spraying those scratches and nicks that come with crowds of onlookers who come to inspect the car. Sometimes they (and their children) can be downright disrespectful.

As all techniques have proponents as well as opponents I have tried to be sufficiently evasive in my above suggestions not to cause a feud. I hope they will serve to help some member who is struggling with his Airflow restoration, though.