

Special Report

driver's door caused by a rogue seat belt on the day of the event.

As for why the owner elected to go with the base coat/clear coat finish, the primary reason had to do with the longevity of the finish. Like you, he didn't want a finish that would need to be replaced a few years down the road. That finish, of course, would have been lacquer, which hasn't been improved upon since the transformation into acrylic lacquer. Like the old stuff, acrylic lacquer will still check and crack. All it needs is time.

My reasons for using a base coat/clear finish was first, the finish would require some color sanding and buffing, and second, I wanted the finish to be durable. Because this was a metallic finish, using enamel was out. If you color sand and buff a metallic finish that was sprayed in enamel you run the risk of producing a finish that is mottled because the process of color sanding exposes the metallics and can change the appearance of the finish.

Spraying a base coat/clear coat finish eliminates the possibility of mottling because what you are color sanding and buffing is the clear coat and not the metallic color coats underneath.

You didn't say what color your Corvette is going to be sprayed, but if the finish is a metallic I would strongly urge you to use a base coat/clear coat finish.

If the finish is non-metallic, such as a black or red, you can use enamel with a hardener or a single-stage urethane to refinish the car. Apply at least five coats then color sand and buff the finish using 1000-grit, 1500-grit then 3000-grit sandpaper before compounding the finish to a very nice shine.

Advice on Removing a Protective Oil Coating

In response to James White's question (February) regarding removing protective oil from a car body after it has been dipped to remove paint and rust; I would offer the following solution.

HoldTight 102 is a terrific after-wash for most blasting applications and may be a good application for James' situation. It is a surfactant (reduces surface tension) and when used correctly, will leave a contaminant-free surface with no residue to interfere with coating adhesion. HoldTight 102 is somewhat like soap, but unlike soap, it will not leave a residue when dry.

It also offers a three- to five-day window to get the body in primer.

Stacy Stone
Chesapeake Soda Clean, Inc.
Millersville, Maryland

Thanks, Stacy. Your help and expertise is always welcome. I would suggest

calling Chesapeake Soda Clean, Inc. at 410-271-2652 or visiting their web site at www.chesapeakesodaclean.com to get more information on HoldTight 102 and for product ordering information.

Generally, I Wear a Respirator

Everything I have been told about spraying base coats and clear coats is that one should wear a respirator with a fresh air supply. In your DVD, "Painting Techniques, Stage II," it appears this is not the case. Correct?

Bill Eggener
Via email

The mask I wore in that DVD series is a 3M Half Face Respirator #7082. This unit is rated for spraying both base colors and clear coats so it is a very safe way to go. I prefer wearing a fresh air system when spraying large projects, like the car I refinished in the DVD, but due to the number of electrical cords we have to route around the shop during filming I have found it far simpler to forgo the fresh air system. Something I should add is that when not filming I also wear a respirator any time I mix paint.

Editor's note: For more on Larry's series of how-to DVDs, visit his Web site, lpbodyworks.com or call 806-359-9783. ■

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— Ted Kade, Editor

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