



# The AHOOGAH HORN

Volume 27 Issue 03

Watchung Valley Region of the Model "A" Restorers Club

March 2007

## Painting Parts and Components

I find myself constantly unbolting and rebuilding various parts on my Model A. I think it gives me a feeling of accomplishment to continue to improve the car. This is probably true because it is possible to undertake small projects without taking the car off the road for long periods of time. Often times the parts need to be cleaned and rebuilt prior to painting. But how best to prepare the part for painting to get long-term protection? There are steps that can be taken to insure the best results. Standard painting practices employed by professional painters focus on four key areas. Surface preparation, how to insure optimum adhesion of the coating, corrosion resistance and topcoat aesthetic appearance are all critical to insuring long term performance. In this article I will touch on each of these areas. Let's take a look at each of these critical areas.

### SURFACE PREPARATION

After degreasing the parts it is usually necessary to remove rust and old paint to inspect the part to insure it is sound and fit for purpose. Usually, this is done by bead blasting, sanding or by using a wire wheel. Complete removal of grease, rust and paint is essential to enable the anticorrosive primer and paint to stick to the part. Once the part is back to bright metal carefully inspect the part for fatigue or cracks. If it is a suspension part consider have the part magnafluxed to identify any defects. If the piece is in good condition it is necessary to clean it.

### WIPE-DOWN BEFORE PAINTING

Two points here. As soon as the part is blasted it is necessary to prime the piece immediately before any oxidation takes place. Oxidation will contaminate the part and can be avoided by blasting the part and applying the paint within two hours. If you can't paint the part today don't complete the blasting or sanding until you can. Wait until next time and sand-sweep the part and continue with the painting procedure. Once the part is blasted to bright metal the next step is to wipe the part down thoroughly with a clean



cloth and proper wipe-down solvent. This will remove all contaminants like sanding or blasting residue that will prevent the primer from properly adhering to the part. It will also remove oil from your skin. Most surface preparation solvents are fast evaporating solvents so that they flash off the surface quickly. Don't use a slow evaporating solvent like mineral spirits. I use a product called LPS PreSolve Degreaser sold by WW Granger. I prefer it because it doesn't have a strong smell. I am able to bead blast the part and wipe it down in my basement shop without driving the entire family out of the house, very important.



### CORROSION PROTECTION

With the part cleaned to bright metal and solvent wipe completed the next step is to lightly wipe the part with a tack rag to remove lint or dust. Tack rags are available at any paint store. Now for the paint. Two part epoxy primers are your best bet to prevent corrosion. They contain anticorrosion pigmentation to prevent rust. The cross-linking that takes place in the epoxy coating will insure the coating is hard, abrasion resistant and will adhere well. This is the best option but requires a heck of a lot more work to apply. If you are removing the generator mounting bracket or the muffler bracket it is simply not practical to use a two-stage primer and drag out the spray equipment. If you are painting the entire chassis the part is large enough to support the effort but a small part is simply not worth the time and effort. I will typically use an aerosol primer with anticorrosion pigmentation to protect the part from rusting. There are many products that will do the job. I use Rust-Oleum Rusty Medal Primer. It is available in a convenient aerosol can and appears to have anticorrosion pigmentation in it. If the part has pitting this primer will have sufficient film built to allow several coats to fill the voids. Sanding between coats to fill quit a lot of pitting without leaving too much paint on the surface. Follow the manufacturers directions for over coating intervals to insure that each coat has sufficient time to allow the solvent to evaporate and to cure all the way through the paint film to be hard and

**Check out our web site at [www.heavenlymud.net/AhoogahHornWeb](http://www.heavenlymud.net/AhoogahHornWeb)**

The Ahoogah Horn is a publication of the Watchung Valley Region of the Model "A" Restorers Club, a non-profit organization established in 1980, and is dedicated to expanding and maintaining interest in the Model A Ford.

The Watchung Valley Region of the Model "A" Restorers Club is an affiliate of the Model "A" Restorers Club. Membership in the club is open to all. Ownership of a Model A Ford is not a condition of membership.

easy to sand. At lower temperatures I usually allow more time between coats. When I apply paint from an aerosol can I find the best results can be achieved by spraying a “tack coat” first. That would be a *THIN* coat of paint to wet out the surface. Let it dry for about ten minutes. Then apply the “flow coat”. The tack coat will work almost like glue to hold the flow coat in place. Consider this one coat of paint because the “flow coat” will blends together with the “tack coat” to form one coat. Allow lots of time to dry and cure. If you rush too many coats in the same day the paint will not cure. Proper priming with optimum film thickness will insure optimum resistance to corrosion (read rust resistance). This anticorrosion pigmentation in the primer will get the job done if the primer is thick enough to protect the part from moisture.

TOP COAT APPLICATION

As stated above a two-part topcoat like linear polyurethane will last longer and be more abrasion resistant. However, for small parts I use Rust-Oleum Semi-gloss black. Shake the can well; spray a “tack coat”. Wait 10 minutes and then spray the “flow coat”. I think this in combination with the rusty metal primer does a very good job to protect the part and looks very good. It is not as hard as I would like it but it is fine as long as the total paint film thickness is adequate. I have found that Rust-Oleum sprays out and lays out better for the first three quarters of the aerosol can than the last quarter of the can. This is due to the fact that the propellant in the can does a better job breaking up the paint at the nozzle and it helps lay out

the paint better on the part. As the volume of air in the can is reduced it doesn't do quite as good a job of laying down the paint on the part. Now, don't let this scare you. It is not that dramatic a difference. If you are spraying the generator mounting bracket or suspension part it works just fine. When spraying the highly visible valve cover the best results can be insured on the last coat by sanding the valve cover with steel wool and using a new can of engine enamel. It is also helpful to have



several aerosol cans of paint on hand to insure you don't run short. It is also a good idea to have extra aerosol paint nozzles in your paint toolbox. Once you finish a can of paint clean the nozzle by inverting the can and purge the paint from it. Then remove the nozzle and save it for future use.

PROPER SPRAY BOOTH

The laws governing environmentally sound spray booths today are quite stringent. Proper air handling equipment, air filtration, fresh air fed hoods for the applicators etc are quite expensive. State of the art booths will have enclosed waterfalls or down draft systems to capture all volatile organic

compounds (solvents). At the company where I work we have a \$450,000 spray booth that has climate control from 40° – 100°F. At my house.... well not exactly. But then again I am not spraying cars every day. We are talking about small parts here. I also do quite a lot of the small parts restoration in the winter so I need a way to spray the parts outside in very cold condition. Spraying inside is not an option no matter how small the part is. In general, I step outside in to the back yard and spray the part. For parts this works fine regardless of the temperature. Start with the part and paint at room temperature. Step outside and spray the tack coat let it hang in the garage for 20 minutes then back outside for the flow coat. Let it dry for about two hours in the garage or protected area to flash off most of the solvent and then put the part in the basement to finish curing. Over time I have worked out a place and procedure that works fine.

PAINTING RACK AND DRYING ROOM

The challenge in painting a small part for the Model A is in holding the part in one hand while spraying it with the other. I usually take a piece of coat hanger wire and fashion a hook. Even with this it is difficult to hold the part in one hand and spray with the other. If the part is large it can be a real acrobatic act to do both. Taking a lesson from the professionals it is much easier to build a rack to allow the part to be suspended while you control the spray gun or spray can. This will give you much better control over the flow and leveling of the paint. It will be much easier to keep the

**Watchung Valley Region of the Model “A” Restorers Club / 2007 Officers**

- Director:** Lou Della Vecchia 973-476-4619
- Vice President:** Tom Fritz 908-580-0502
- Treasurer:** Larry Littman 908-276-8346
- Secretary / Editor:** Dick Bettel 973-966-2947
- Membership:** John Bedner 732-388-0894

Club meetings are held on the second Tuesday of every month at 8:00pm

Greenbrook Manor Nursing Home  
303 Rock Ave  
Green Brook, NJ

The Ahoogah Horn is the official newsletter of the Watchung Valley Region of the Model “A” Restorers Club. It is published monthly and is provided to officers and editors of other car clubs upon request. The Ahoogah Horn solicits articles and other contributions of material from members and other sources, and welcomes other club newsletters to reprint its articles, giving credit to both the author and the publication. News concerning club activities, membership and other information may be sent typed or PC form to the following address:

Dick Bettel, Editor  
170 Crescent Road  
Florham Park, NJ 07932-2234  
973-966-2947

Email: AhoogahHorn@heavenlymud.net

Submissions must arrive by the 15<sup>th</sup> of the month to assure publication in the next issue.

© Copyright 2007  
**Watchung Valley Region of the Model “A” Restorers Club**  
All Rights Reserved

nozzle 10 inches from the painting surface regardless of the shape of the part if it is hanging on something. But who has the space to built a rather large rack maybe six feet high and eight feet long? I didn't but eventually found a way to set up a rack and take it down until the next painting session. I simply took two six-foot stepladders out of my garage and set them up about six feet apart in my back yard. I then bought a standard wooden closet rod from the local home center. The closet rod is clamped to the top step of the two ladders and the parts are suspended from the closet rods. It makes it much easier to focus on how the paint is flowing on the part without trying to

hold the part and hold the gun or can. Once the part is painted it takes minutes to disassemble my "high tech" painting rack. If you



only have one ladder I am sure you can take a piece of 2 x 4 and fabricate the other end to

hold the closet rod in place. As far as a drying room is concerned I needed to find a way to hang the part in a protected area that was highly ventilated. This would allow the solvent to evaporate from the paint film. Professional drying rooms usually have lots of fresh air

ventilation and 70° temperatures to get the job done. Not possible at home. I originally would hang the part in my garage to dry. It was always in a bad place so not a good situation. I looked for a better location. I quickly realized that my basement door to the outside was perfect for drying purposes.

It is out of the rain and warmer than the winter temperatures outside. Not everyone will have an area like this but a rod in the garage will work as well. I hope this has been helpful as you continue to restore your Model A. Good luck and good painting.

©3/2/04 Steven R Schultz All rights reserved. Reprinted from Meshing Gears with a few changes. *Thanks Steve*



### Minutes of the meeting

Following Debbie's informative talk on Touring Class judging, there was a short break for goodies. Lou then opened the 323<sup>rd</sup> meeting at 8:49pm..



### Upcoming Events

**36<sup>th</sup> Annual Swap Meet & Car Corral** (formerly Cowtown), 03/25/07, Sharptown, NJ.

**Automatic Switch AACA Show**, 05/06/07, Hanover Rd, Florham Park, NJ. Contact Phone: Anne Klutkowski at 732-388-3029.

**Millburn Classic Car Show**, 05/20/07, Millburn NJ.

**American Truck Historical Society Metro Jersey Chapter Show**, 06/03/07, Automatic Switch Hanover Rd, Florham Park, NJ. Contact Phone: Tom at 973-539-7145.

**4<sup>th</sup> Annual Club Picnic**, 07/??/07, 1:00pm to 6:00pm at The Bedners's, 82 Ravine Drive, Colonia, NJ 07067. Contact Phone: John Bedner at 732-388-0894. The club will supply dogs, burgers and soft drinks, bring something to share. Exact date to be picked at the April meeting.

**Das Awkscht Fescht**, 8/03/07 to 8/05/07, Macungie Memorial Park, Main Street, Macungie, PA . You must register by 07/01/07. Contact Phone: 610-967-2317 . The Club will be going on Saturday August 4, 2007. Meet at the diner on Rt. 22 at 8:30. Call Lou for info 973-476-4619.

**New England Model A Ford Meet**, 09/14/07 to 09/16/07, Sturbridge Host Hotel, Sturbridge, MA. Contact Phone: Jo Johnson 978-807-9081.



### Treasurer's Report

Larry reported an ending balance of 2145.81.

### Secretary's Report

Due to February's weather, I've pushed all programs forward one month, so check to see when your program is due. Check out the new regalia section on the Ahoogah Horn Website. There are many items for sale with the clubs logo on them.

#### Membership

John said all members were paid up!

#### Old Business

Lou said there was no news yet on what the nursing home would like for their 2006 gift.

#### New Business

Tom Petersen reported that America on Wheels museum is scheduled to open in the spring of 2008.

#### Technical



John is looking for a 26-27 "T" bumper. Vince is looking for an enclosed trailer that will fit his Model T (7 ft high)

#### Programs:

**April: Vince Delisi**                      **July: Art Hall**  
**May: Lou Della Vecchia**            **August: George Harbt**  
**June: Tom Fritz**                         **September: Bill Koeth**

**The member giving the presentation is responsible for bringing the refreshments.**

#### 50/50

Dave Zuckerman won \$8.00 in the 50/50.



#### Adjournment

Adjournment? Yeah he did that, but I can't remember when. Sorry!

ADS ARE FREE FOR MEMBERS AND WILL RUN UNTIL YOU CALL TO CANCEL. SEND TYPED OR CLEARLY WRITTEN COPY TO:

DICK BETTLE, 170 CRESCENT ROAD, FLORHAM PARK, NJ 07932-2234.  
 YOU CAN ALSO E-MAIL ME AT A HOOGAHORN@HEAVENLYMUD.NET

# The Ahoogah Horn

Watchung Valley Region of the Model "A" Restorers Club  
170 Crescent Road  
Florham Park, NJ 07932-2234



Address Corrections Requested  
Forwarding Service Requested

## **Next Meeting:**

**April 10<sup>th</sup>**

**8:00 p.m.**

**Greenbrook Manor Nursing Home**

**303 Rock Ave**

**Green Brook, NJ**

## **April Meeting:**

**Vince DeLisi**