

# PAINT PROBLEMS? HERE'S WHAT I USED

By Hugh Cain

Over the past few years, I have painted several motorcars. Some were in a yellow scheme, the others were in an orange paint. Like many of my fellow motorcar restorers, I have noticed a wide range of yellow paints available. Depending on who the paint was manufactured by there might be at least one, two or three shades of the same paint listed as equipment or safety yellow or orange.

My last car was a prime example of that. I painted the MT19 with "safety yellow" paint. Later on a motorcar meet, I compared the color of my car to several others and found this color to be almost a "lemon yellow".

The car I am working on now is being repainted with DeRusto brand paint. I am using "caterpillar yellow," which is listed as "gloss golden yellow" at the same time. At first I thought this color would be too far to the orange side of the yellow chart. However, now that I have a good base coat on the car, I feel this paint will be just about right.

I have used Glidden, Pro-Tech, Krylon and DeRusto paints in the past, plus a few I don't remember. Now that I have tried DeRusto's 893, gloss golden yellow, I would say it is very close to the shade Fairmont used.

What is one to do when working with an aluminum cab, such as found on our motorcars, and Zinc Chromate paint is no longer widely available? Several of the paint manufacturers make a product for priming galvanized metal and aluminum. They also make a product for priming rusty metal. However, the rusty metal must be treated before being painted.

Speaking of rusty metal, what to do about it? Well, I've sanded it, sandblasted it, steel-wire-brushed it, and still have seen the rust "bleed" through after being primed and painted. Hopefully no more. I found a product called "Ospho" at my local paint store. It has been used with fine results on very rusty metal by other restorers, so I tried it. Results?

We'll have to wait and see.