



## Maintaining your Collector Car Paint

After spending many dozens of hours sanding and polishing your new paint to make it show quality (covered in a previous article), a couple of seasons have gone by. You have parked your car for the winter and have some spare time and start to clean the old friend up. You discover that even after all the precautions you have taken there are some blemishes that have appeared. You run your hand over the finish and it doesn't feel as smooth as it did after the new paint job. Not to worry, this will help get that paint looking like new again. Follow these steps and you will have the paint on your Classic looking great.

**WASH** - The first step is to wash the car with warm soapy water. Dish soap will remove oil and pitch (and any wax) where wash/wax products are too mild and leave a lot of this behind. Wash/wax is fine for light cleanings and won't remove all of the wax. For those of you that don't want to get your car wet there are a number of waterless cleaners that work okay. Either blow dry or Chamois the car dry. After drying the car, clean all the jambs with a damp cloth to remove any excess water, dirt and dust.

**INSPECT** - After the finish is dry it's time to inspect and mark with tape any areas that will require more attention. For this step I use a 300W to 500Watt quartz lamp to closely inspect for flaws. By flaws I mean oil, grease, road tar, pitch, overspray, acid rain spots, surface scratches, pollen or anything else that wasn't removed during the wash.

**REMOVING OIL, GREASE & TAR** - Using a soft cotton rag and a quality wax and grease remover solvent will take care of removing any oil or grease easily. Wax and grease remover solvent will not attack the paint. I buy 10lb bags of baby diapers from a cleaning service for my paint projects (cleaned of course). If you discover road tar, use the same solvent to remove those contaminants as well. Road tar will require extra rubbing and picking. For really dried tar globs, I will also carefully use a plastic spatula to scrape it off with the help of the solvent melting it. If not sure what solvent to use go to your local auto paint specialty store and they will head you in the right direction.

### **REMOVING GRIME, POLLEN AND**

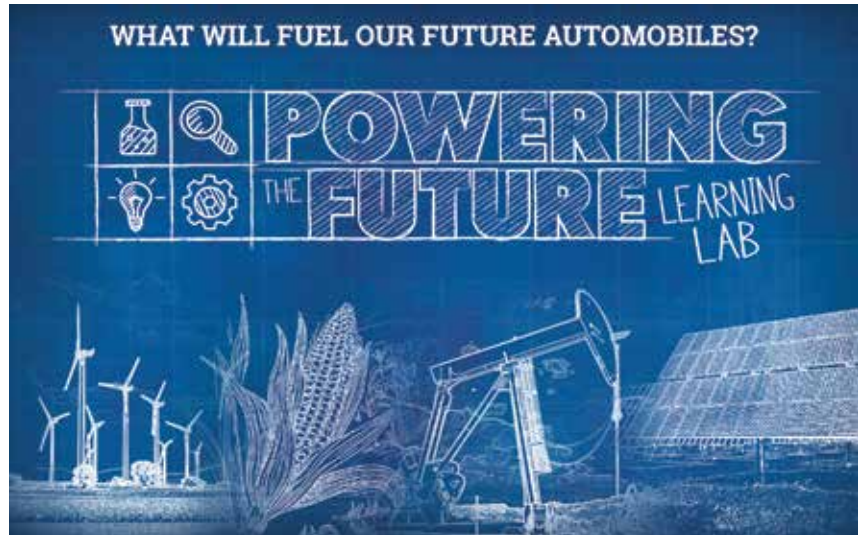
**OVERSPRAY** - These are the contaminants that give your finish that rough feeling. An indicator of these contaminants being present is that it will not allow a clean cloth to slide down your finish like it used to. A lot of times you probably won't even notice this condition being present. The finish just loses a bit of its lustre and doesn't look quite like it once did. To rid your finish of these elements, use an overspray clay bar. This will also be available at your local auto paint store or possibly at the local parts store. You will also need a spray bottle of Quik Detailer or Speed Shine wax. To start, tear off a chunk of clay that will fit comfortably in the palm of your hand and fingers and knead it to soften. Spray about a 2'x2' area with the spray wax and start working the area with the clay in a long back and forth motion. Some pressure is required depending on the contaminate. During this process look at the clay and you should see that it is removing the residue on the paint indicating a darker color. If it is overspray, you will see the color of the paint that has landed on the finish that you have now removed. When you think you have removed it all wipe it down with the soft cloth and look at the finish. It should be very slick and not have any trace of any contaminants. If it does, re apply the cleaner and re clay. While doing this step be VERY careful not to drop the clay on the ground. If you do you should start over with a new piece as you may have picked up a spec of dirt that could scratch your paint. Go over the entire surface with this process. Typically the top surfaces will be much dirtier than the sides. After this step, go over the whole car again with the quartz lamp and again mark areas that need attention and also to make sure that the claying step is complete.

**REMOVING SCRATCHES & MARS** - By this time the areas you marked with tape that need attention are probably mostly removed. These last areas will require a little more work than the others described already. To complete this step you will need the 3M 3-step buffing products. There are many levels of scratches. I will start with the most minimal and work my way to the deeper more difficult ones and their remedies. Let's

start with #2 3M finish compound. Fingernail scratches (usually around door handles) are one of the more common light scratches that can be removed with this compound. Squirt a small amount on a rag and rub the affected area until the scratches are removed. If your car doesn't have a clearcoat on it you will see the color of your paint on the rag. Don't be alarmed, it won't hurt the finish. It is simply eliminating the blemish. With #2 3M it would be very difficult to go through the paint rubbing by hand. With that said if you can feel the scratch with your fingernail we will need to try something else. We'll save that one for future article.

**RENEWING THE SHINE** - Now that the paint finish is free of any contaminants or marks, it is time to give it the new paint look again. Using a random orbital buffer with the #2 3M pad, buff the entire car. The random orbital buffer is easy to use and won't catch any pieces of the car and tear them off. Make sure the buffer is in contact with the surface before turning the machine on. Turning it on before it is in contact causes the pad to spin at too high of an rpm and can cause damage. After this step blow and wipe the finish clean of residue (including door, hood and trunk jambs). There is another step you could perform with #3 3M finish glaze but I don't notice much of a difference by leaving that step out. You are now ready for the wax. I use Mequiar's NXT Generation Tech wax 2.0. Follow the instruction on the container. Apply with an applicator pad, let dry and buff clean with a micro fiber cloth, making sure there isn't any debris on the cloth as to not damage the surface. Throughout the season I use Mequiar's Quik Detailer or Griot's Speed Shine for touch ups. Your car's finish will now shine like new again.

Submitted by Kim Pierce



America's Car Museum has added a display on one of their long ramps to focus on the history and the future of motor fuels and approaches to transportation. The grand opening was held on April 12th, 2018. PNR-CCCA attendees included Renee Christ, Jerry and Keenon Greenfield, Nancy LeMay, and Brian Rohrback.

The primary focus of the exhibit is to provide a learning experience such that the trade-offs among the various fuel types could be seen and the full costs of electric versus gasoline versus diesel can be compared. There were a lot of "I didn't know that" moments. Even



better, for the inaugural event, students who had participated in designing the displays were on hand from several STEM schools in the area to be docents for the exhibits. Paul Miller, the new CEO

for the museum was on hand to provide introductory remarks and Nancy LeMay provided ribbon-cutting expertise.



Renee Crist



Photos courtest of  
LeMay Museum &  
Brian Rohrback

*Definition: STEM is an educational program developed to prepare primary and secondary students for college and graduate study in the fields of science, technology, engineering, and mathematics (STEM). In addition to subject-specific learning, STEM aims to foster inquiring minds, logical reasoning, and collaboration skills.*