

PAINT REMOVAL

by Russell Wade

If you have a notion of restoring an "Oldie but a Goodie" removal of aged paint can be a cause of much procrastination. To save this time wasting here are a few comments on systems I have used.

A Cautic dips (erroneously called acid dips) where you take your parts, usually panels or completely stripped body shells to a professional paint stripping firm, eg Metal Prep, Dandenong Victoria. this process removes all paint, rust, body filler, proofcoating etc from both sides of the metal which can produce interesting spiderweb effects on rusty panels. It can be done in a few days, but is fairly costly, but very cost effective. If there is any disadvantage it is the need to be ready to paint, rust proof the naked panels/shells the moment you get them home, a time consuming task to paint all the insides of cavities as well as visible surfaces.

B For those 100 and 1 mechanical odds and ends another method is molasses mix-

ture. I use an old heating oil tank (rectangular) with the top cut and all bungs and taps replaced by steel plugs. the mixture about 6 water to 1 molasses (mix with hot water to help dissolving initially) will remove paint and rust very slowly, but it actually removes metal. It eventually eats through the tank unless you use Stainless steel or fibreglass but mine has lasted 4 years.

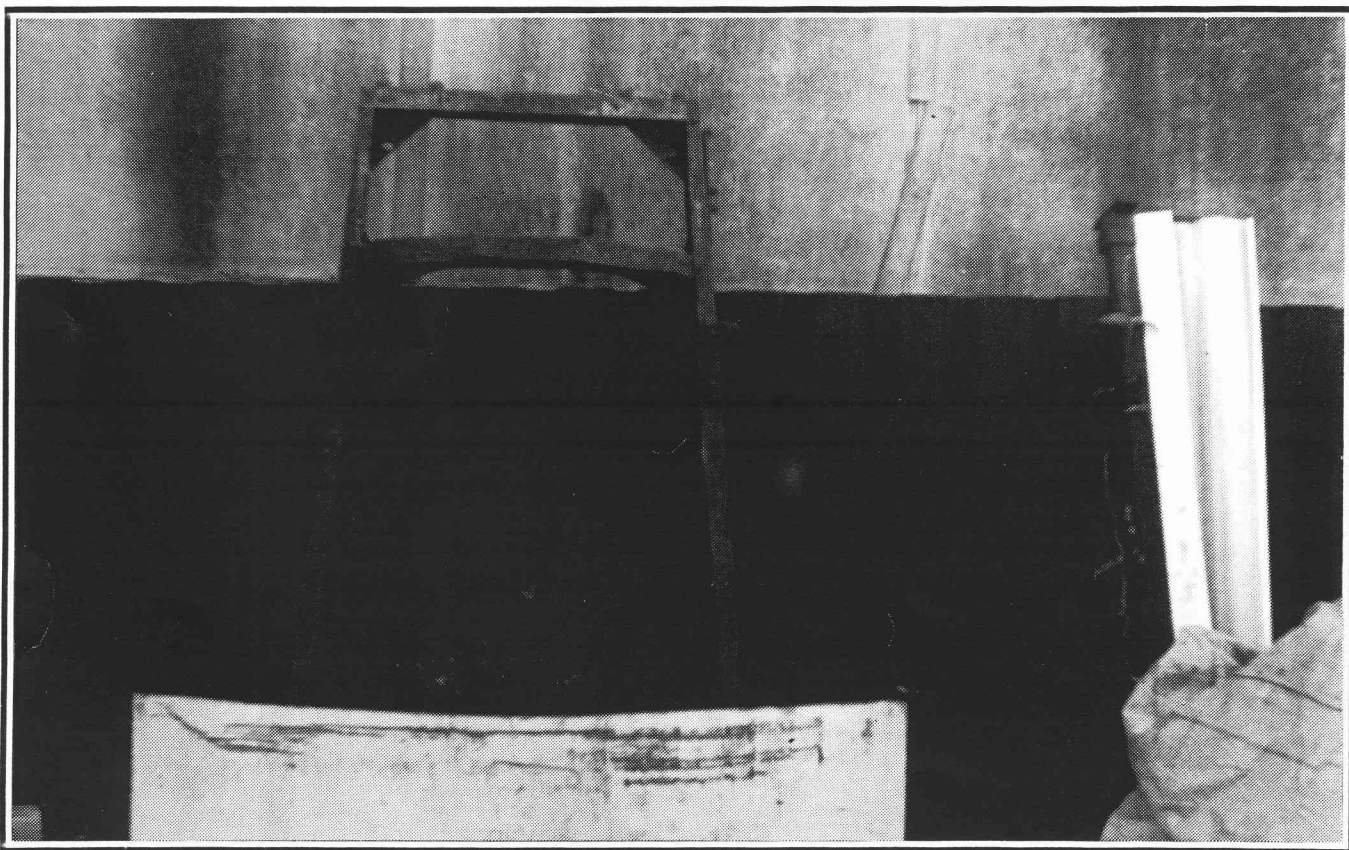
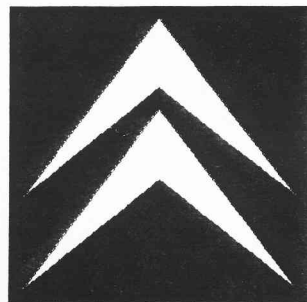
It is environmentally very friendly, but can smell a bit in hot weather. The parts need to be degreased first. I normally hang the parts on a wire for a month then check after hosing off. This will only work on iron and steel parts. Long parts may need to be done one end at a time, see Photo of 5CV chassis in the tank.

C Hot Air paint stripping guns will work well on panels. The worse the paint the better they work, but they may need a second go to remove undercoat. They produce very hot air, making it a cosy job on

a winter's night, but they could set fire to insulation/body deadner, rats nests etc, so always feel behind the panels before you go to bed.

You need a narrow paint scrapper say 3/4 inch with a sharp edge, old chisels work well, but handles are often uncomfortable. This is a surprisingly clean process as the old paint is fairly hard and dry.

No doubt there are other methods that suit individuals or specific circumstances so best of stripping luck.



Long parts may need to be done one end at a time, as in the 5CV chassis shown in the tank above.