PAINT PREPERATION AND PAINT

This section is not wanted, if you need to keep a tidy dust free work place.

I think that after all the grinding out, and sanding down all the GEL cracks and embedded steel faults the rest would not be so bad , that was awful, I always get into such a mess , perhaps working in a space almost same size as the car its self does not help. Preparation for painting and painting is just as bad.
Oh how I long for a big workplace with dust suppression and polished and painted floors.
Like you see, on the TV restoration shows.
Not to be for me, so you have to work with what you have, after all the hobby is doing the restoration, or doing as much of it as you can yourself.
I worked on one part of the car at a time , I found it easier to work on the parts when still fitted on the car, but started with getting every thing as clean and oil free as possible, I did use rather a lot of Acetone on the clean up.
Some of the steel parts in the engine bay that cannot be removed were cleaned and painted in situ- I used Black and then masked that up with tape.
I also scrubbed and polished best I could all the Aluminium that will be left exposed. This was also covered over with masking tape to keep it from overspray,
The plan was to use Cellulose based paints, as they are more available now than ever before for restoration purposes and I would suggest the only system you can use at home.
The other systems of 2 packs have to be done by experts in a proper shop with all the required breathing equipment.
I used a 240 grit wet and dry paper but kept it dry , all over as a key for the first coat of Primer Filler, A drop of top coat will colour this so that you can see where you have rubbed back to when more coats are laid down and you start to cover repairs and correcting flaws. Several coats , lots of rubbing down later, its said to be good to leave primer filler some time, weeks to fully dry out, if a gloss goes on to soon it can trap moisture.
Bit of a balance really as the primer fillers like GRP are absorbent if left exposed.
A warm temperature is required for painting.
One paint supplier advised me to use an Etching Primer to start with, but that just has to be wrong for GRP but good for steel I would say.
When the body gets covered in primer and is rubbed out to a 400 Grit I took off the doors and bonnet to treat a separate paint projects, its good the car is still on wheels as it can get pushed out the way.
When it came to top coat I used a Triumph Primrose Pale Yellow,20389 as it was close as I could find to the colour I found trapped behind the rear number plate, the car had had several paint jobs over its life but only one coat of yellow paint was under the number plate. So I guess a factory colour.
Cellulose top coat is very forgiving, you can put coat after coat on, some say ten, but I found after a few coats and giving time to dry out some 600 grit wet and dry now to flatten out flaws was required before putting more coats on. You can get a finish shine with Cellulose if the last coats are mixed with lots of thinners.
Preparation and Primers can take weeks to get sorted; Top coats can be days.

THE FINISHED T60



Jackie going to the pub perhaps!



Graham and Geoff pushing the limits of Cross Ply's Prescott Hill Climb



Graham Flat out at Donnington Park Race Track



World champion 500cc -250cc bike racer, (in the eighties) Freddie Spencer. or “Fast Freddie"

With organizer of the Vintage Japanese Motorcycle club try out Jackie’s T60. Donnington Park.





Jackie and the T60 Both with"soft tops "on.

We use it as it was meant to be used and it's still holding up ok, nearly 13 years on.