

REAR



**D.I.Y ENGINE PAINTING:
Brush it on for spray gun results.**

The call came through from Casey at White Lightning Speed Shop that the engine in the Ranch Wagon had failed. Not the best news but that's cars for you. Since the engine had to come out for a rebuild we had a think about what we would do in regards to engine paint. A call was made to Rob at Permanent Painted Coatings Of Australia (PPC) in Sydney and the decision was made to paint the old block and manifolds with POR-15.

This product has been manufactured for over thirty years in the United States and has been supplied by PPC in Australia for fourteen years. I first used POR-15 on a '57 Oldsmobile project of mine five years ago. The floor of the Olds was covered in surface rust and also had quite a few pinholes under the pedal area on the drivers side. The floor was not bad enough to be replaced but did need attention before I fitted the carpets and trim. After using the four step system the floor came up looking like a treat. My choice was to go for the black finish and after the job was completed, the floor was a full gloss black with no rust pinholes as the paint had filled in the holes as stated completely.

The end result was that I did not have to have the floor blasted or complete any welding which was a bonus considering I had only the weekend to pull the carpet and trim, repair the floor and reassemble for the drive to the office on Monday morning. A word of warning! The instructions clearly state, "do not allow POR-15 to get on your hands because it will not come off." Yeah, yeah, yeah I thought, I have been around paint for years and it always comes off with a bit of thinners or turps. Wrong! I had black fingertips and nails for weeks, I looked like a confused Goth, this paint really does stick and you have to let it literally wear off.

Once the Cleveland was cleaned up and on the engine stand Casey and I set about the task of painting the block, heads, sump and associated parts. The instructions were simple and easy to understand. The can that PPC supplied was quite small (1 pint / .473 ltr) and we both wondered if this was enough paint for the job. It turns out that it was and with paint to spare. The coverage capabilities of POR-15 was the first thing we were impressed by. We purposely applied the paint with a brush to prove that anyone can achieve a great finish

on their engine and parts even without an air compressor and spray gun. None of the parts to be painted were primed. only cleaned. We simply applied the paint straight over the old paint on the block, heads and parts. The paint was easy to apply needing only one coat but we applied a second just for the sake of a deeper finish. The paint did just as Rob said it would, once brushed on it seemed to flatten out and even the rough cast finish of the block and heads came up smoother looking and with a degree of gloss.

In today's world of water based paints that never seem to cover anything, it was a pleasure to use what reminded me of the enamels that my father used to use on his custom cars in the distant past. Rob explained to me that the reason for the great coverage was due to the high amount of pigment in the paint (80% solids) this high amount of solids also allows the paint to flow better, which in turn ends up in a better finish. Painting the engine took around three hours and was well worth the effort. You need to give POR-15 some extra time to cure, so don't be looking at assembling the engine the same night you paint it, the best way is to leave it for a

What is POR-15?

POR-15 is the product that changed car restoration permanently and is used by car builders and enthusiasts worldwide. POR-15's non-porous coating keeps moisture away from metal permanently. The secret lies in the curing process. Most paints dry through evaporation, but POR-15 dries faster when moisture is present.

Now add to that POR-15's incredible hardness, toughness and flexibility and you have a coating that is practically indestructible. This coating system has been manufactured for over forty years and is now sold in fifty two countries around the world. The range is aimed at home based car builders and enthusiasts that like to carry out their own work with a minimum of equipment.



1 The dismantled engine had the welsh plugs removed and we wire brushed the heads, block and sump.



4 The dummy assembled engine is solvent washed down to remove any grease, oil or wax. This is very important to ensure paint adhesion and a step that a lot of people don't spend enough time on, so don't rush it!



5 "Stir it, don't shake it" states the instructions, this for two reasons. One is that POR-15 has such a high amount of pigment in the paint that stirring is the best way to bring the pigment/colour all the way up to the top of the can. Two is that by shaking the can you run the risk of creating air bubbles in the paint and therefore the paint will not flow on as smoothly with the brush.



2 Casey dummy assembles the engine to paint. This prevents any chance of paint entering the piston bores and internals.



3 These shots show that some of the old paint still remains, we have simply removed any loose and flaking paint.



6 Casey starts painting straight over the bare metal and old paint with a small \$10 brush

GARAGE CRAWL

long as possible, the instructions advise to try and leave the engine for up to six days before starting it, but forty eight hours will do at a minimum. Another point is that once Casey started to assemble the engine he was amazed that when he would clean the assembly lube from around the block and head area with cleaning fluid that the POR-15 did not soften or wipe off like some other cheaper engine paints will.

Next up we tackled the manifolds with the can of Brilliant Aluminium heat paint that PPC had supplied us with. The manifolds were in poor and dull condition so we gave them a quick going over with a wire brush and a wipe down with solvent. The instructions advise that if

your manifolds have a great deal of rust on them, they should be blasted first. A lot of local workshops have the ability to bead or sandblast small items for you at a reasonable charge.

Once again we brush painted here but the heat paint can be sprayed if you wish and thinned for such an application. The heat paint went on easily and smoothly with the brush in no time and with no fuss. The end finish was smooth and very clean looking. Once again the coverage was impressive to say the least.

In summing up, the POR-15 products were easy to use (keep it off your hands though) and did exactly what Rob assured us they would. The paint covers extremely well, is a pleasure

to use and the end result is a great look with no fuss. The friendly team at PPC are happy to help with any questions that you may have in regards to your next rusty project so do not hesitate to give them a call.

The POR-15 range also includes Leatherique (for rejuvenating tired leather seats and even vintage suit cases like the kind I like to pick up at swap meets), fuel tank repair kits, rust preventive paints, body filler, rust patch repair kits and even workshop floor sealers. You can call PPC and they will send you a free restorers catalogue that is packed with colourful images and product information. Phone 02 9999 0122 or visit www.ppcco.com.au for product and reseller information.



7 POR-15 is easy to apply, it covers really well and if applied lightly doesn't drip or run. If you brush in one direction as per instructions the finish will be a lot smoother.



9 With the engine painted and left to dry, we turned to the manifolds. They were in a poor and dull state but after two coats, they came up looking a treat. We then allowed the manifolds and engine forty eight hours to dry.



10 After two full coats of the engine, we used just 1" out of the 500ml can. this is great value for money.



8 After just one coat, the Cleveland is looking great in Ford corporate blue.



11 The end result is a smooth sprayed on looking finish combined with a vibrant colour.



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