



## NEW LOOKS FOR OLD FORDS

### Painting Preserves Cars and Lessens Repairs

It was Peter Pan—or someone else—who said that "A Ford is as old as it looks—though some of them look much older than they really are." If a man is judged by his Ford—then some of us are condemned already.

There are two ways of painting a Ford. One is to take the car to the local paint shop—and pay the bill. The second method, which is usually more quickly put on—and more quickly worn off, is to buy a can of paint, and slop the paint on the Ford yourself.

Let's consider the cost of having the Ford car repainted.

#### Standard Prices for Ford Repainting.

With present labor conditions, varying so much in different parts of the country—there are now several Flat Rates for labor charges, and the prevailing rate differs in various localities. The most general rate is probably now based on the price of \$25.00 for a complete motor and transmission overhaul. At this rate, the cost of painting a Ford is as follows:

Repaint and revarnish chassis only	\$12.00
Repaint and revarnish car—touring or runabout	25.00
Repaint and revarnish coupelet	35.00
Repaint and revarnish Sedan	45.00
Repaint and revarnish body only—touring or runabout	15.00
Revarnish body only—touring or runabout (on chassis)	5.00
Revarnish body only—Sedan or Coupelet (on chassis)	12.00
Refinish deck of torpedo runabout	1.50
Refinish fenders, metal shield, running boards, hood—off car—each	.75

In some communities, where the cost of labor is very high; the prevailing flat rate for labor is about 25 per cent more, and these prices are about 25 per cent higher.

If the Ford is painted by a professional painter, he will probably use Primer Color, and Finishing coats; and he will take from a week to ten days to do the work.

If the fenders of the car are rusty and discreditable looking, one may wish to install a set

of new fenders. If this is done, one can have the body of the car painted by a real painter; and then do the finishing up of the chassis painting. There is not much to painting the chassis—beside the painting of the fenders.

Before painting the chassis, however, it is essential that the parts be given a good cleaning, as the paint will not stick to grease, or to oily surfaces. The axles and other parts should be sponged off with gasoline, after the car has been washed, in order to remove every speck of oil and grease.

#### Ford Paints.

The dark, blue-black shade, which is standard finish on Ford cars, can be obtained by the use of these paints, which can sometimes be obtained from the Ford Motor Company, through its dealers.

No. F113, Blue ground, used for the first coat

No. F115, Body blue color varnish, used for second and third coats.

No. F751, Body varnish, clear, used for fourth coat.

No. F104, Quick drying, black fender paint, used for fenders, running boards, chassis, and touch-up jobs.

If the painting of the body of the Ford Sedan or Coupelet is only a little dull, then it will be sufficient to give the car a coat of clear body varnish. This varnish will form the wearing surface, and will protect the color coats of paint. A coat of varnish, every six months or a year, may be real investment in paint protection, and an economy in the care of the car.

If the car has only been in service about a year, and the finish is not too badly chipped or cracked; it will probably be sufficient to give the body, one coat of body-blue color varnish, and then finish up with one coat of clear varnish.

A can of the quick-drying, fender black, for touch-up jobs, should be always kept in the garage, and ready for quick and easy use. The Ford fenders, and especially the running boards, soon become scratched and worn; and

gasoline, until every suspicion of oil has been removed.

are now ready to scrub off the old paint with sand paper, emery cloth, or steel wool. Sand paper can be purchased at the hardware store in package form, and is handy in preparing nooks and corners for painting, where it is difficult to use sand paper or emery cloth. A large part, of the success of a painting depends on the care and skill with which one prepares the surface for the painting." Did you get that? No matter how often, or how much paint one would use in painting the Rocky Mountains, they would still be rough, wouldn't they?

Get a dozen sheets of sand paper, of varying grades and use the coarse grades first. Then work up with the finer grades, in order to remove deep scratches, which might show up on the finished surface.

When the old paint is in really bad condition, it is better to remove it entirely, and get right down to the metal, by burning off the old paint by means of a gasoline blow-torch. The hot flame of the torch cooks and sizzles the old paint, which can then be scraped off with a putty knife. However, even a gasoline blow-torch has mighty little effect on baked-on enamel.

The use of the gasoline blow-torch is most important when the amateur painter has smeared on so many coats of paint that the thick paint has begun to chip and flake off. The torch will get right down to the real metal, and this will eliminate the tendency to chip and peel.

Another method, of removing the old paint, is by the use of some such paint remover as Taxite paint and varnish remover. This is often a much easier way. The baked-on enamel, of radiators and hoods, and fenders, does not need to be removed by the use of Taxite; but just well sanded down.

After the surface of the car has been cleaned with Taxite, or with sand paper, the car should be carefully washed off and dusted, to remove all traces of dust from the sand papering. A good painter spends as much, or more, time in preparing the surface, than in the actual application of the paint.

Get a good brush, even though it does cost more. It is very difficult to do a good job of painting, if one has to stop every few seconds to pick brush hairs off the paint.

#### Air-Drying Enamel

The latest fashion, in Ford finishing, is the use of an air-drying enamel, instead of the old-fashioned style of Primer, Color and Finishing coats. The old way takes longer, and sometimes trouble is experienced in the peeling off of the paint, under the exacting requirements of automobile use.

The air-drying enamels hold their lustre well, and stick to the body very well. As this method seems to be preferable, from both the standpoint of appearance and of economy, it is the one used by the writer.

Apply one coat of auto primer, and allow this to dry for 24 hours. Rub lightly with fine sand paper, dampened in raw linseed oil. Then dust off.

Apply one coat of auto enamel.

#### Many Good Enamels

Among the splendid auto-enamels, that are easily applied by the amateur painter, are Old Dutch Auto enamel, Johnson's Auto-Lac, Da-Cote Motor Car enamel, and Nu-Back Ford Car enamel.

#### Application of Paints and Enamels

When applying paints and varnishes, take plenty of paint on the brush, and apply it quickly, beginning at the front of the car, and working towards the rear. Of course, the painting of the body and the other hard-to-reach parts should be done first. And the mudguards and running boards should be painted last, so that one will not need to reach over any finished surfaces, when applying the paint. Also, one should work from the top of the car downwards, so that any 'drippings' or 'running' of the paint will be covered over, as the job progresses.

When painting such vertical surfaces as the sides of the body, use horizontal strokes of the paint brush, so that any tendency, of the paint to run, will tend to fill the fine grooves left by the brush. Thus the force of gravity is utilized in smoothing off the finished surface of the paint.

Work up one panel at a time and, after each panel has been painted, go over it and work out any 'drips' or 'runs', which may have appeared, due to the use of too much paint or varnish.

#### Painting Procedure

If one intends to paint the Ford the same color as before, and if the old enamel is not in too bad condition, it may be sufficient to use one coat of body blue color varnish, and one coat of clear varnish, to give a good appearance.

When the painting is done from the metal up, then of course the primer coat, of blue ground, should be used. Then two coats of body blue color varnish are usually applied. This is finished off with one coat of clear varnish.

After the coat of body blue color varnish has been applied and allowed to dry for 24 hours, the surface can be rubbed down with a handful of sea-moss, which can be purchased at any hardware or paint store. This sea-moss is very soft and smooth, and will not scratch the surface. The moss will remove the gloss, so that the final coat of clear varnish will have a chance to get a better grip and stick more tightly.

After the surface has been rubbed, the surface should be dusted carefully; and then the finish coat, of clear varnish, applied. Then close the garage doors, and give the varnish not less than 24 hours—and more if possible—to dry and harden, before taking the car out on the road.

A good washing, with clear, cold water gently applied, tends to harden and set the varnish; and it is a good plan to wash the car, before subjecting it to road dust and mud.

The final touch, in the painting job, is to put the car owner's initials, in neat letters, on the sides of the doors, or on the body panels. These letters should not be more than an inch high. Plain, neat letters are generally considered to be the best taste.

scratches in the enamel finish of the hood and fender,—as ordinary paint cannot be made to match-up with the baked-on enamel. However, a thin, striping brush can be used, by a skillful painter, to touch up places where the enamel has been scratched off; and which would otherwise rust, and tend to cause the adjacent enamel to flake and peel off.

#### Striping

Nearly all expensive cars are lavishly striped—but striping is an art which requires skill and practice. Fine striping looks very nice but, even if you paint your car yourself—you had better give a real painter \$5.00 to put the striping on it.

A wide-bladed, ruling pen, such as is used for mechanical drawing, can sometimes be used with a ruler for putting on some of the striping. But it is quite a trick.

#### Sedans and Coupelets

In choosing the color scheme for a Ford, it is natural that such typical, all-weather cars, enclosed car models, as the Sedan and Coupelet, should be more conservatively painted, in darker hues; than such more pleasure car types, as the touring and Ford runabout. And, of course, the rain-bow is the limit for such sport models as Ford speedsters and Ford racing cars. Bright colors are sport colors, whether for tennis, golf, or motoring—so sport cars should be bright cars.

In painting the Sedan and the Coupelet, one must consider the light gray upholstery of the interior—unless seat covers are used. The enclosed models are the heavy and masculine part of the Ford family, and so should be more soberly attired in dark shades of blue, black, or green. Red is practically never used for an enclosed car finish. Red is a strong color, and so much of it would rather "strike one in the eyes."

For the touring car and roadster, one must not forget the black or gray top, in considering the color combinations. For the touring and roadster models, such serviceable colors as dark green, dark blue, or dark red, together with such utilitarian colors as battle-ship gray, or khaki, can be used.

Instead of using striping on a car, the raised moulding or beading, around the edges of the doors and panels of the body and near the edges of the fenders, is sometimes outlined in a different shade or different color. These body mouldings can be outlined in black to match the fenders; or a special shade can be used on both body and fenders.

#### Color Fundamentals

In choosing colors, to express one's personality on the car, one must give some consideration to color harmonies. We should select colors which are complementary to each other; and avoid 'rabid' colors, which tend to give a cat-and-dog fight effect.

There are three primary colors—red, yellow, and blue—and all other colors are derived from them. White and black are not really colors. White is really a combination of all colors, while black may be said to be an absence of all colors.

When used 'raw', without being toned down at all, these primary colors are a little too vivid for auto use. And it is usually desirable

to use two shades of one primary color, or the shades of two primary colors. The shades, of any two primary colors, will blend perfectly. But, the shades of all three primary colors cannot be used together.

In choosing colors, we can use a green body, which is a mixture of blue and yellow, and use blue wheels and trimmings, with a stripe of gold and brass fittings in the car.

In addition to the three primary colors of red, yellow, and blue—there are the 'in-between' colors, which are composed of combinations of the primary colors. Thus, orange results from red and yellow. Green from yellow and blue. And purple from blue and red.

Now each primary color is complementary, or 'friendly' to the color produced by the combination of the other two primary colors. Thus, blue is complementary to the secondary color, orange; which is a mixture of the other two primary colors, red and yellow. And the secondary colors have complementary colors in their turn.

Some tasteful color combinations include blue and white—as white wheels are light and artistic in appearance. Also, a blue body, with natural wood, or yellow chassis and wheels. Blue-green to red-orange, olive to orange, and orange to dark green, are unusual combinations that can be used. So is the combination of orange and black.

Sometimes, one can have the top recovered with a different kind of fabric, such as khaki, or tan, instead of the standard black or gray mohair. Even if a new top covering is not used, the outside of the top can be improved by the use of a top dressing. And top dye can be used on the inside of the top, to eliminate the faded, discolored appearance.

The use of plate glass, in the rear curtain light and the replacing of cracked and broken celluloid lights is also of great importance in giving the top a neat and natty appearance, which will harmonize with the newly painted Ford.

#### Preparations for Painting

Removing the wheels makes the under sides of the fenders and the chassis much more accessible, but it is not really necessary to take off the wheels for an ordinary painting job—though most professional painters do so.

The beginning of any good painting job is an unusually good cleaning of the chassis and of all parts of the car. Even the top and the upholstery should be brushed, and then wiped off with a damp cloth. If this is not done, then dust from these parts may be disturbed and distributed over the painted surfaces of the car, before they have had a chance to dry.

Also, the floor of the garage, or shed, in which the painting is done, should be cleaned and kept a little damp, so that when the one who is doing the painting walks around, but little dust will be raised and deposited on the freshly painted car.

The car should now be washed with soap, and rinsed with plenty of clean water. The under sides, of the fender and chassis, should be well cleaned, so that the paint, which is to protect these parts from rust, will have a chance to stick. If any parts are still oily or greasy, they should be scrubbed and washed

will rust and look dingy—if not frequently touched-up and painted.

A 'touch in time saves nine,' it also saves a rust and breakage of fenders and other parts. Properly protected with paint should almost indefinitely. Allowed to rust, and will soon be corroded through the sheet metal—and the fenders will soon be hanging in tatters and tatters—in a manner that is only too often seen.

#### Paint Now.

Now, in the early spring, is about the best time of the year to paint the car. When the roads are muddy, the car can best be spared a few days necessary to give the paint a chance to dry and harden.

If left until later in the summer, the car is almost sure to be needed every day. And the car will be rushed out on the road, before the paint has had a chance to become hard enough to resist dust and wear.

Painting the car in the Fall has a disadvantage that the snows and rains of winter have a tendency to remove the gloss and high polish; so that the car will be drab and dull, just when the car owner most wishes the car to look its best.

It is best not to paint the car in very cold weather, especially if the garage in which the car is kept is not warmed. The varnish will not flow smoothly and evenly, if the air is very cold. Also, if the weather is uncomfortably cold, it is humanly certain that the car owner will not use as much care in cleaning or in painting the car, as he will if the weather is more comfortable.

#### Butterfly—or Working Bee

Much of the appropriateness, of the choice of colors and finish, depends upon the use to which the car it is to be put. If the car is to be used for pleasure only—when the owner is off duty; then it stands to reason that the car will be most used in pleasant weather. And such a butterfly car is best regaled in butterfly colors.

However, if the car is used as a means of all-weather, personal transportation; then a more drab and serviceable hue will be fitting. Generally speaking, a fine, piano-like finish is wasted on cars which are used for happy-go-lucky pleasure and utility, and are left exposed to all sorts of weather.

#### All Fords Look Alike

In order to achieve big production, with resulting low cost, it is necessary for the Ford Motor Company to paint all cars the same way, in the same standard, sombre hues. No doubt this is the best color, for the average Ford. But, for one's individual car, why not liven up the Ford with a more delightful color of one's own?

It would be a dull world, if every man wore black suits and black neckties—and the roads will soon be dark indeed, unless we put a little variety into Ford coloring.

#### Theft Protection

When the Ford is painted a little different color from the others, it is much less likely to be stolen. Thieves do not like to be conspicuous. And if your car is painted in a different color, then the thief cannot drive the car on the road, until the car has been re-

painted. And repainting the car is a bigger job than the average joy rider, or ordinary thief, cares to take—especially as there are so many Fords of ordinary appearance standing around that can be taken instead.

With the Ford thus arrayed, in individual colors, it is possible to recognize one's own Ford—without referring to the license number. Nearly all large, expensive cars are finished to suit the color choice of the owner—it is only we buyers of thrift cars who have to take what we can get in colors. But we can change the color!

#### Rain-Bow Stuff

Ordinarily, the standard Ford finish is a two-color job—though the body is painted such a dark blue, that it looks almost as black as the baked-on enamel of the jet-black fenders.

But, there is no reason why the contrast cannot be made a little more obvious, and a dark blue body—with the black enameled fenders and hoods, is the way that the writer likes to paint his own Ford cars.

I once painted my Ford runabout a most beautiful, cornflower blue—like that of a June sky. It was the kind of blue that makes one feel gay. And gladdened the eye—as far as one could see the car—which was quite a distance.

But, when a beautiful girl refused to ride in the beautiful blue car, saying that "It killed her complexion", I resolutely seized a paint brush in one hand, a can of dark paint in the other, and, with tears streaming down my cheeks, went to work to paint the Ford a less jazzy hue.

Some of you reckless Lotharios would say, "Why didn't you get another girl?" but then, if you could see me, you wouldn't have to be told that I am homely.

Another time, I tried painting the Ford a nice, cream-white. But this looked too much like a bath-tub—a place where one is ashamed to be seen. (Editor's Note: No wonder the author didn't sign this story.)

Another nice color combination is white or yellow wheels, together with a dark blue body, and black enameled fenders and hood. As the lighter colors do not show the dust and mud so readily, it is usually preferable to use the lighter colors for the wheels and running gear, and the darker shades for the top and body of the car.

#### Hood Enamel

As the hood is provided with louvers or slots, and as oily vapor sometimes comes out through these slots and discolors a light enamel; it is generally better to leave the hood a dark shade. The effect, of the heat of the engine, on the paint of the hood, must not be forgotten. This engine heat will soon fade and discolor ordinary paint and varnish.

It will be noticed that the hood and fenders of the Ford car are finished with black enamel, which is baked on. Now this baking is important, as it gives a hard, smooth finish that is practically impossible for anyone to achieve with ordinary hand painting. For this reason, if the enamel of the hood and fenders is in reasonably good condition, it is better not to smear it over with ordinary paint.

It is almost impossible to fill up cracks and