

The Art of Pinstriping

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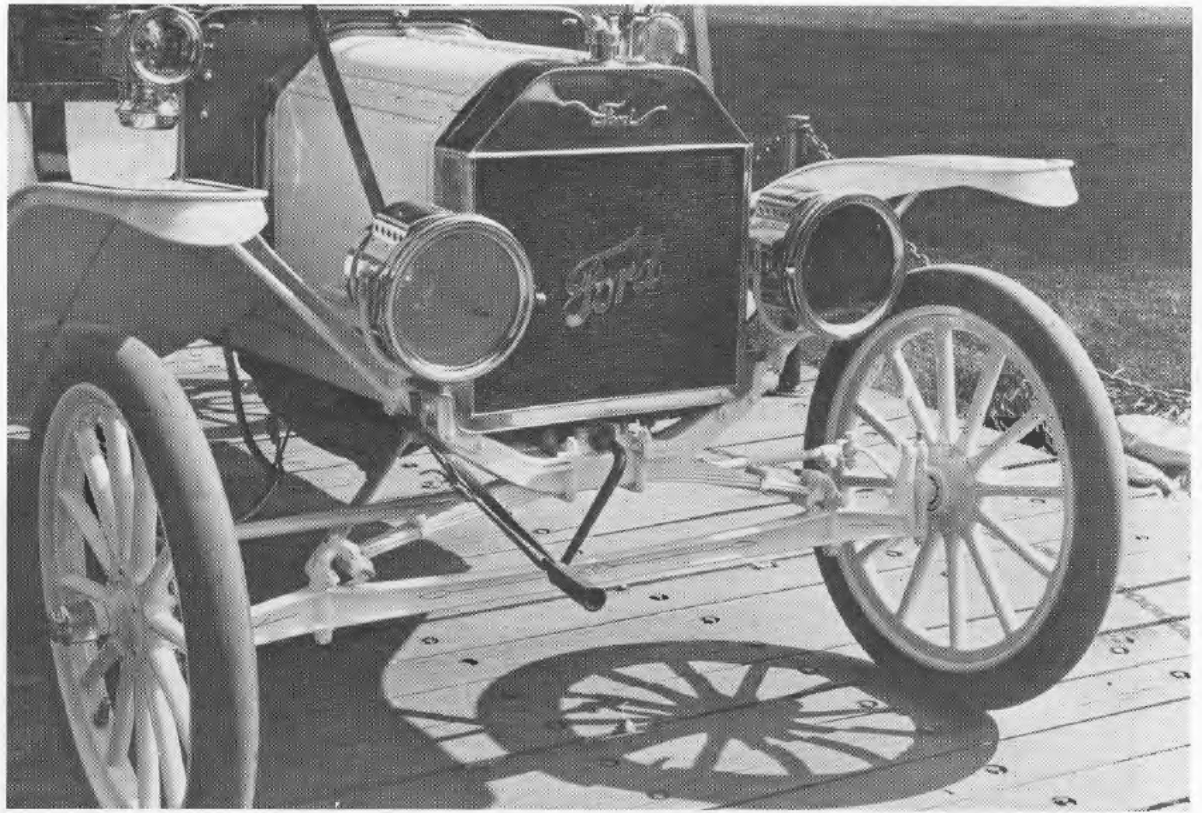
1909 Model T Roadster owned by Craig Bernard of Canfield, Ohio

This prize winning 1909 Model T Roadster is proudly owned by Craig Bernard of Canfield, Ohio. The car was sitting on a farm when he bought it and it was a real basket case. The parts

were scattered from the barn to the gristmill and that farm refused to yield all the pieces. It took five years of searching other sources to finally find all the parts to complete this great

car.

Craig did a ground-up restoration on the car, having to send parts to as far as California for brass repairing and polishing. Being a talented young man, Craig



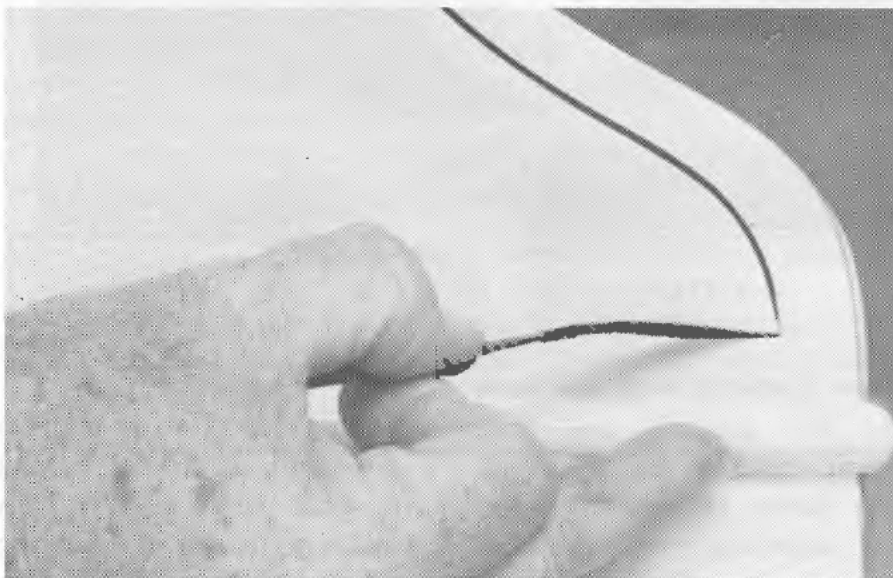
was capable of doing a lot of the work himself, including the fine diamond tufting genuine leather seats. After he had painted the body parts,

he asked me to take some pictures of the pinstriping. Being a professional photographer, I confirmed the time and figured I would

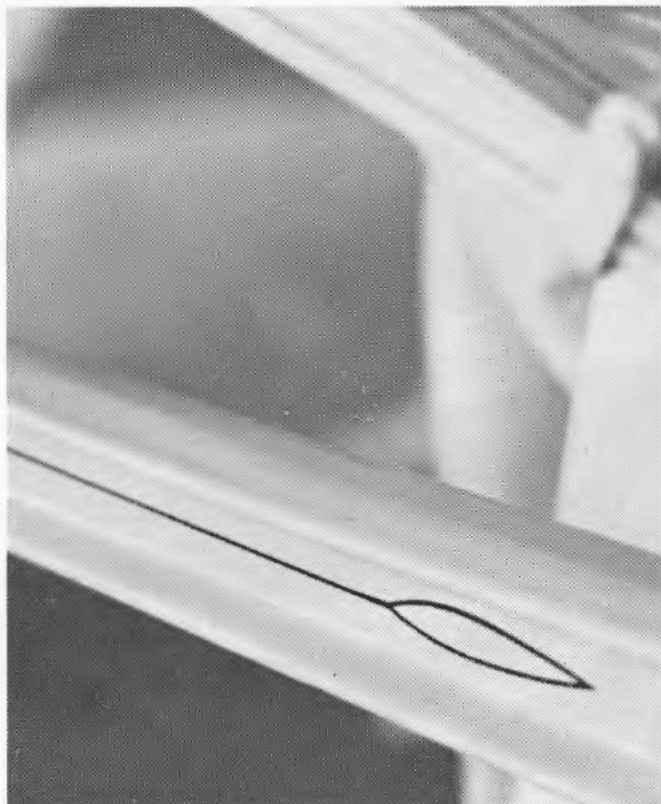
need about thirty minutes and two cameras (one for color and one for black and white), and that I would take a few shots and be on my way.

He had hired Mr. George Clark of Groovesport, Ohio, who is an expert pinstriper, to come up to do the car. Mr. Clark works for a fire truck plant and he had painted all those gold fancy designs on the fire trucks of yesteryear.

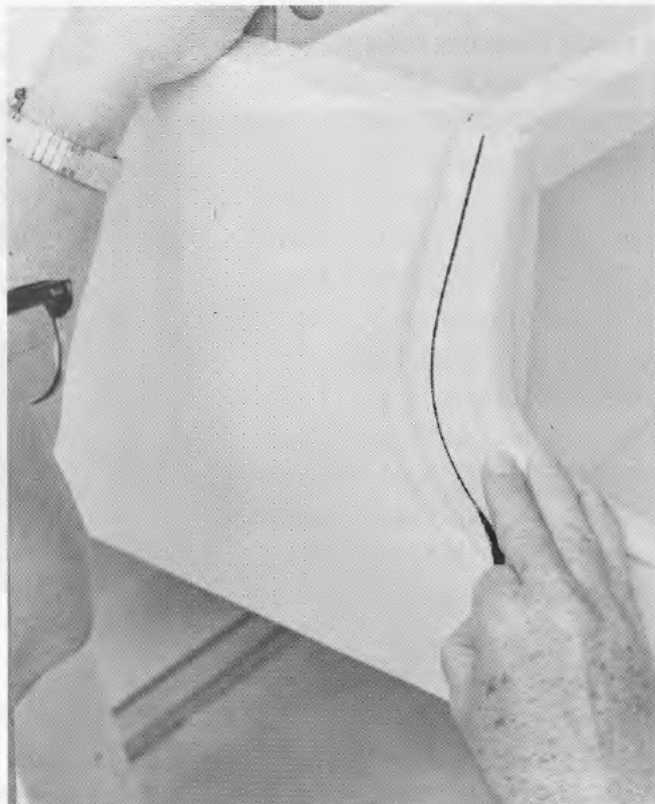
Mr. Clark had driven up to our area the night before so he could get an early start on the painting in the morning. By the time I arrived on the scene, a lot of the pieces were already done. There were



The bristles of this brush are 2½ inches long and are made from the hairs of a camel's neck.



A freehand design that is painted on the axle.



Notice how his fingers follow the lines of the body, permitting the brush to make a perfect line.

fenders, seats, and hood scattered out to dry all over the driveway. I tiptoed thru this maze, and Craig introduced me to Mr. Clark. I began tak-

ing pictures from about ten feet from where Mr. Clark was doing the pinstriping, in order not to disturb him. But as I was shooting, my mouth

was going faster than the camera shutter with questions. Mr. Clark is a very patient man (I guess you have to be to do that kind of work) and he carried on a conversation with me about pinstriping. Before long, I realized I had been getting closer and closer with my camera until I was shooting over his shoulder and from under his arm, and he never missed a stroke. Well, I became so intrigued with Mr. Clark's magic hands, that I stayed on for several hours just to watch him work.

Mr. Clark puts the paint on a palette, as every great artist does, and he uses a brush that

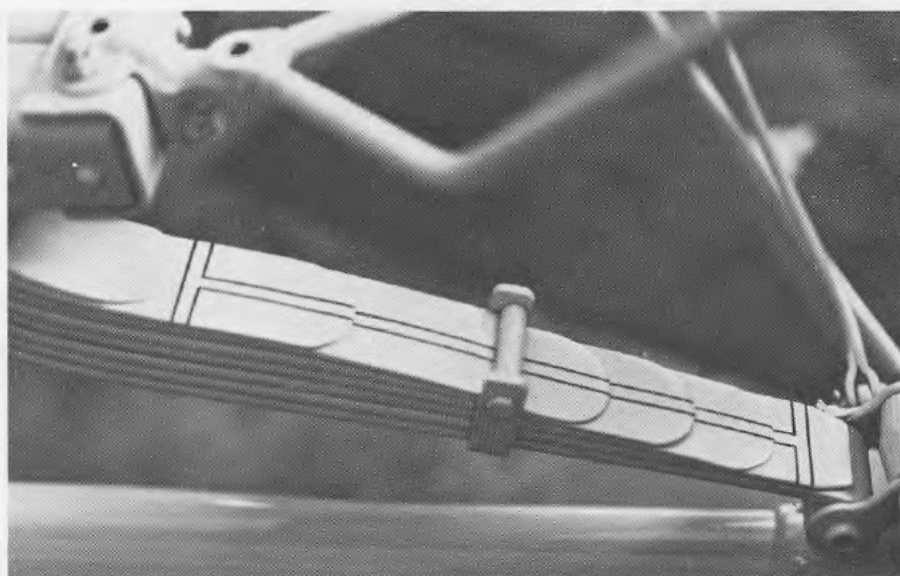


Mr. Clark gets into some very awkward positions while painting the curves.

is made from the long hairs of a camel's neck. The brush is very soft and the bristles are about two and a half inches long. The paint glides smoothly on while being guided by this master's hand. As he was striping the body of the car, which had curves going in all directions, I saw him assume awkward positions that I didn't think were possible for the human body. He did everything but stand on his head.

He uses his imagination when painting designs on the axles and springs. All of his striping is done freehand. He holds the brush between his thumb and index finger using the rest of his fingers as guides. His fingers follow the lines of the body, guiding the brush with exact precision.

He made a turntable to aid



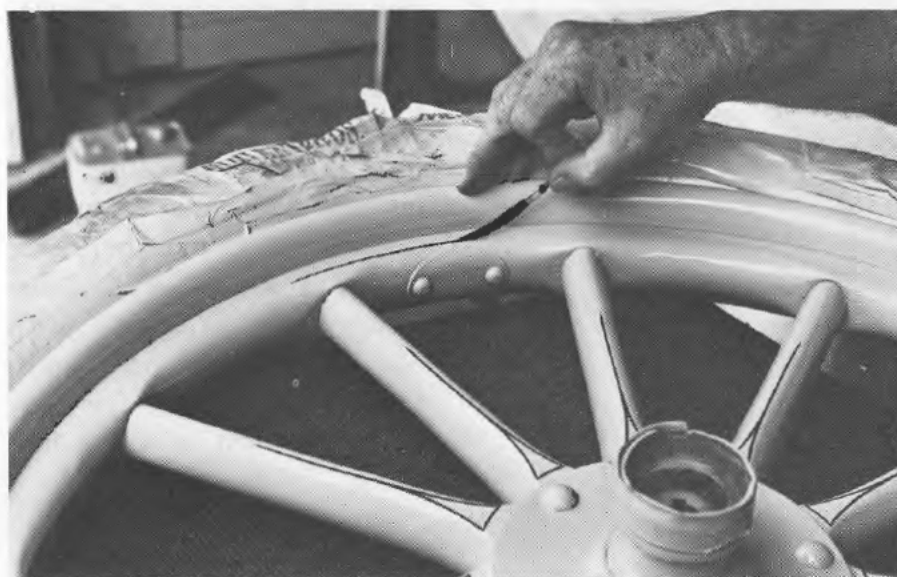
Notice the interesting design Mr. Clark painted on the springs.

him in painting the wheels. Instead of him moving around the wheel, he merely spins the wheel in front of him. He first stripes the spokes, making each one identical to the next. Then he does the first radial line, again all freehand, with just his magic fingers acting as guides.

Having completed the first radial line, he then places a second radial line very close to the first.

To paint perfect circles on the hub bolts, he first hollows out a stick of chalk, making the hollow fit the contour of the bolt. The hollow is then filled with paint and the chalk is turned upside down onto the bolt. This is done with extreme accurate aim, it touches and is lifted very quickly, leaving a perfect circle. That is the Grand Finale. Done at last. Wrong! Now he applies a second coat to all the pinstripes. A beautiful job done by a master artist.

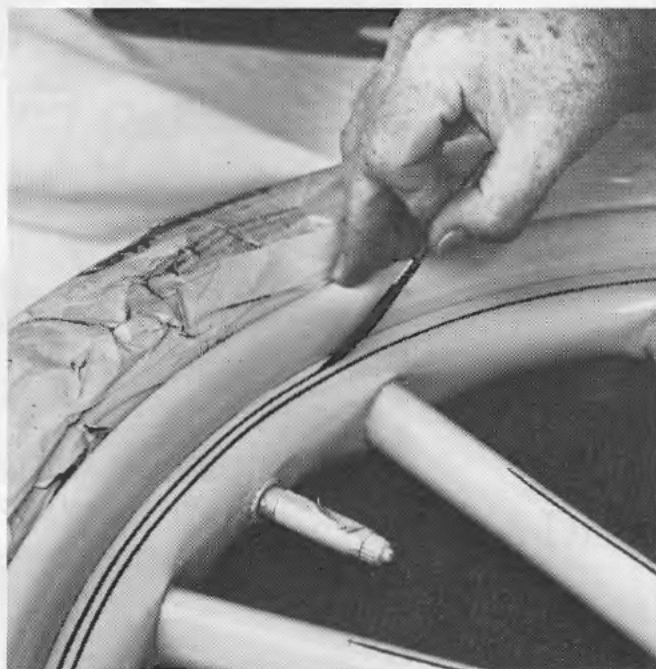
This 1909 Model T Roadster was put back together and within twenty-four hours after completion, it took First Place at Dearborn's "OLD CAR FESTIVAL" in 1976.



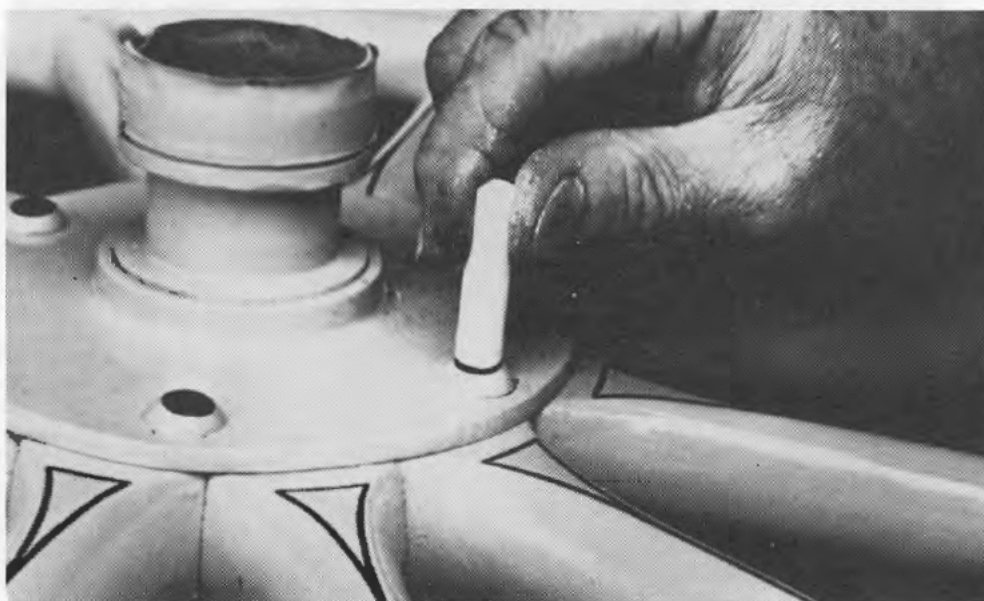
The spoke lines are now complete and the first radial line is started.



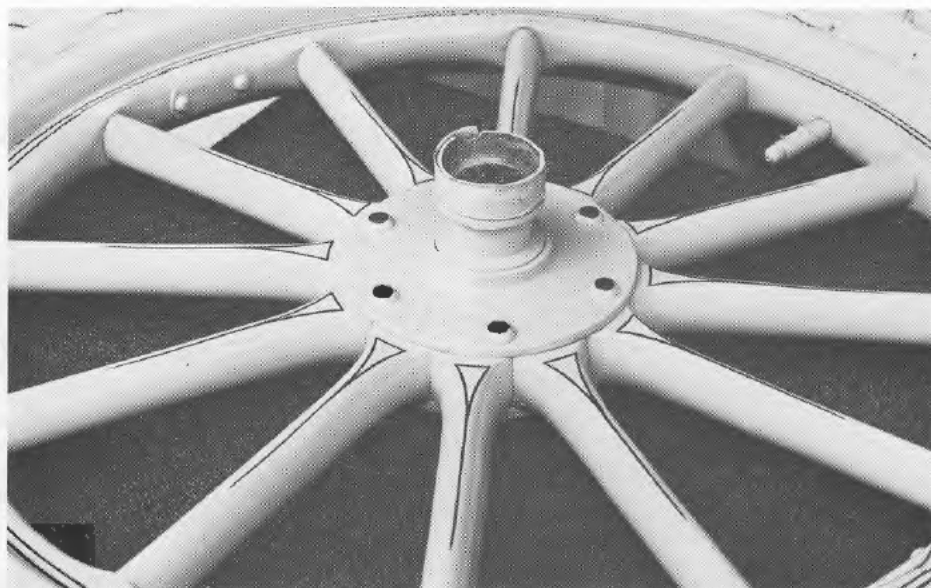
Having completed the first radial line, Mr. Clarke now starts the second radial line.



Notice how the brush is accurately guided by this expert hand.



A perfect circle of paint is applied to the hub bolts. This is accomplished by hollowing out a piece of chalk, making the hollow fit the contour of the bolt. The hollow of the chalk is then filled with the paint. The chalk is turned upside down onto the bolt with extremely accurate aim. It touches and is lifted very quickly, leaving a perfect circle.



The finished lined wheel, a real masterpiece.



THE END . . .