

A NEW COAT FOR 29

By DAVID PARKIN

The Windscreen had been replaced after a large stone on the M62 and a lot of help from Jim. Next stop The Lakes, but first a call at the Airedale works.

"Carl... what do you think of this piece here?"

"Looks like rust has got under the paint on the scuttle. They say that it is caused by the stuff in the washer fluid sitting under the rubber. It never happened on the original TF because it didn't have washers."

"What do you think it might cost to put the paintwork right?"

"We could do you a nice bare metal re-paint for 5K!"

I have no doubt that it would be an excellent job but as I put in all the wrong numbers again last Saturday I will have to find a solution for a little less.

There are several small spots that require attention and the bonnet has signs of microblistering. Apart from the bonnet a total of only about one square foot on the whole car is in trouble but it would involve work on seven different panels. It really does amount to a total repaint by the time one's finished. If I stick to the same colour we needn't paint the scuttle.

What did Carl say "Jaguar Ocean Blue..NC10.. Berger 20959". Where's that manual..."Ah Two pack Acrylic."

I wonder what a normal coachbuilder might quote?

"This is it...a Naylor...It has one or two spots of rust, but I think it may involve painting all the panels to get a nice match"

The coachbuilder who had turned up in a 5 series BMW walked round with an undisguised expression of disinterest and said "There is an awful lot of work taking the thing to bits". "If you gave me the front wing I would do that for ...er...80 quid". "If you brought me all the bits and the tub on a trailer it would be ...er...1500 quid." You could tell he was less than enthusiastic.

"Thank you very much, I'll probably leave it till the winter when I can take it off the road and not miss any Club runs".

I wonder how many panels would have got scratched before the thing was re-assembled?

Anyway, if I am going to have to take it to bits why don'thang about where's the Chronicle?

"Hello ...Chronicle Advertisements? I would like to place an ad in the General Situations Vacant".

"Yes Sir Go ahead"

**" Skilled Auto Finisher Required
for private project**

Equipment and space provided.

Phone Gordon on 01959 533124."

"Right Sir that will be in Thursdays paper".

"Who's Gordon", said Sally.

"That's so that if anyone phones and asks for Gordon we will know it's a reply to the ad".

8.30 Thursday morning ...RingRing...Ring

"Hello can I speak to Gordon?" "My name is Ted and I am answering your Ad .. What is it that you are wanting to do?"

"I want to repaint a Naylor"

"I can help you, I have just close down my spray painting business due to the lease coming to an end and I am looking for something to do".

"Can you come and see me"

"Yes, I'll be with you at about 9.30"

9.29 and a red D reg. Mercedes 300 SL comes up the drive"

"Hello I'm Ted"

"Hello I'm David , Not Gordon, and this is it"

"Great, the bonnet has some microblistering, that is caused by..." He obviously new what he was talking about.

"We could make a good job of that".

"I have just finished restoring my XK150 and I did the Mercedes a couple of years ago".

"How long do you think it would take to do a total re-paint on the Naylor?"

"About a week".

"How do you want to work, a price for the job or by the hour?"

"By the hour I think".

"I'd prefer it that way Ted, then there's no need to worry if we find more to do than we first thought".

"When can you start?"

"How about Tuesday?"

"Fine.. See you 9.30 Tuesday.. cheerio".

10.40 Thursday morning ...RingRing...Ring

11.00 Thursday morning ...RingRing...Ring

12.15 Thursday ...RingRing...Ring

3.45 Thursday ...RingRing...Ring

All the calls were from people who would probably have been capable of doing the job and it was surpassing how many had been involved in restoring old cars.

The ad was obviously worded well because they all sussed what was wanted.

Tuesday morning on the dot the red Mercedes glides up the drive and I am already starting to clear the garage to allocate more space to the Naylor. Ted gets straight down to it and before long, with a brief glance at section 'R' of the manual, the bumpers bonnet lights and front wings are removed together with the inner front panels. We had great fun with the last bolt on the wings because it was hidden behind the accelerator pedal and refused to take a spanner. That was until we found that it had a protective cover like a plastic dome nut.

Back wings now and then the tank.

"Where's a can we can drain the petrol into?"

"Here's one..Oh dear! it's got a hole in it and I'm loosing half of it! Quick lets get it in the mower before it's all gone.

Doors now. The hinges are really very substantial. I can't see these breaking in a hurry!

5 o'clock, without stopping for lunch and car 29 was reduced to its component parts.

Time for a final cup of tea and another no sugar coffee for Ted and we could call it a day..

"Thanks Ted see you in the morning?"

"Fine , same time, cheerio".

Wednesday, it must be 9am because the red Mercedes has arrived.

" We'll need some paint and things, if you like I'll phone The Spraystore at West Kingsdown and then you can run up and get it".

"OK"

West Kingsdown near Brands Hatch is only about 10 miles and I find the shop on a small estate in the middle of the village.

"Jaguar Ocean Blue ,we can match that from a panel but we haven't got a formulation for the twin pack in that colour"

"OK I'll pay for it all together but I'll bring a panel in in the morning".

"Right Sir thats

Palinal 973 3+1 2K Primer Filler	9.99
Fast Universal Activator	6.95
Spraystore Deltron Direct Gloss 2 Litre	68.96
Deltron Hardener	28.13
Deltron Thinner	8.50
Tak Rag	1.20
PP100 Lightweight Filler	7.78
Farecla Rubbing Compound	6.69
Paint Remover 1Litre	5.14
Farecla 6" Compound Mop	6.67
Spirit Wipe 1Litre	6.37
Grinding Discs 5	3.75
Masking Paper 36"	14.00
Fibral Hand Pad Very Fine	0.75
Spray Schutz Aerosol (Underseal)	5.40
Perfect-it Microfine 1500 Paper 4	2.36

Less your discount of 69.22 that comes to 197.52 plus vat."

Back at the camp things are now looking interesting. Rubbing down has begun in earnest and the little areas of rust are being identified. It is obvious that we have made the right decision as



NAYLOR CAR CLUB
Never lost in the crowd !

A NEW COAT FOR 29.

LEFT.

"5 o'clock and 29 was reduced to her component parts"

BELOW.

"Starting from the back end the rear wings first , then the running boards"



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ABOVE

Postman Pat arrived on time bringing a packet from Naylors (Built last Christmas for Benjamin) Grandchild

RIGHT

Right Alistair....Dusters at 30 paces !!



none of the rust has bitten deeply into the metal so repair at this stage will be simple. Left to fester and in a few years things would get serious.

Calm down 29 none of this is going to hurt, just a little sanding here and there. Then we'll dress you in a nice new coat!

With the supplies from The Spraystore it is now possible to start stripping the bonnet and sorting out the stone chips on the rear wings.

"I'll be a little later in the morning David as I have a call to make"

"OK Ted, we appear to be making good progress, I'll pop up to Kingsdown and take the panel and then fetch the compressor from the factory".

10am Thursday and a green Astra van drives in with Ted at the wheel.

"I've brought my gun so we can get some primer on today".

"We'll do the spraying outside so the spraydust is blown away, if we do it in here it will fall back on the panels".

All day the priming, flattening, filling and blocking is laboriously carried on by Ted. I disappear into the office as I really must get some work done this week leaving Ted to wear his fingers to the bone.

3pm...Ring..Ring..Ring

Oh no, not another call for Gordon. That will be number ten.

"Shirley here, Shirley Burnhill." "Just wanting to know if you are going to make the Ripley Castle do on the 2nd?"

"I will if the car is back together".

"What are you doing to it?"

"A total re-paint".

"A WHAT?"

"A Total re-paint".

"You're not".

The conversation goes on for another 15 minutes and I then hand the phone to Sally. I hope the Cleckheaton Mill pays the bill otherwise the Northern Region subs will be going up!

Its 5 o'clock again so we push 29 back into the garage. A bit difficult this time as the centre is all masked up and we can't get at the steering wheel. Still, with the trolley jack under the back axle we get it in line and give it a good heave over the step.

"See you in the morning Ted, thanks it's looking good."

"Cheerio".

Friday, 9 o'clock and this time its a 205!

"The Wife told me to put some petrol in it."

"How many more have you got?"

"Only a couple of motorbikes".

Today is going to be exciting. Some finish colour is going to be applied.

We bolt the back wings loosely on to the tub as the best place to hold them for painting, and I bolt the two front wings together with spacers and mount them on a desk frame.

Whilst Ted is diligently flattening the last of the panels I am playing truant from the office again and painting the bumper irons with hammerite. I am allowed to do minor brush work provided it is on areas that do not show!

At last the Ocean Blue is poured into the gun. 50% paint, 25% hardener, 25% thinners. We made a measure out of stainless steel. Must get it accurate or it might never dry.

Empty the water trap, set the pressure, pull the trigger. Disaster. The pressure won't hold, but the compressor itself is holding up. Must be the length of hose. Out with the spanner, off with half the hose, Eureka...We have pressure.

Hiss...Hiss Ted checks the gun..we are ready.

Hiss...Hiss...Hiss. My goodness the speed. The gun moves like a smooth robot back and forth leaving a field of glorious gloss.

Am I pleased I got an expert, I would never have been able to do a job like that.

29's new coat was fitting like a dream.

Three coats on the front wings, the tub, the rear wings, the side panels and the inner edges of the bonnet and all the necessary priming done and its now 5.30."Coffee Ted?"

"Thanks"

"By the way Ted I've booked the MOT for next Friday at 9am do you think we'll make it?"

"Should be alright.. reckon we should finish about Wednesday"

"Jolly good ,See you Monday".

"OK bye"

32 hours of Ted's time so far and things looking really good. Still some change left from the 5K.

Monday. "Morning Ted how was Sunday?"

"Took the Jag to the do at Brooklands, had a fine day".

We moved all the pieces out into the daylight and Ted started to do some compounding to see how the finish was going to turn out.

'Brilliant!' The colour match is so good it won't look as if anything has been done.

More flattening and compounding proceeds until about 3.

"If you like to go down to my old place at Kemsing and ask for Fred he will lend you the accessory support frame which will make it much easier to paint the tank".

While I was away Ted completed the painting of the bonnet, doors and running boards.

Just the tank left so we adjust the frame, hang it at just the right angle and apply two coats.

The tank ends are being re-chromed so we will have to paint those later.

6pm, Ted has done 9 hours today, so time to clean the gear and pack it all away.

Must chase the front bumper that is being re-chromed otherwise I won't get an MOT on Friday.

Careful, if it gets much more exciting than this I shall go into incontinent mode!

Tuesday. "We'll finish the final bits of painting and compounding today" said Ted. "That will leave just the putting together and final Polish". All day long the sound of the polisher whirled, interrupted only when Ted noticed the almost imperceptible mark that required attention with the 1500 paper.

"I must pop over to Barking Ted to see a customer, I'll be back about 4. Anything you need?" "No thanks, I'll get on".

Thursday morning and Ted is on time as usual. Yesterday was his wedding anniversary so he went out for the day with his wife. They took the jag and had to call the AA because the immobiliser went caput!

We have still got to put 29 all back together so I have postponed the MOT till Monday to be on the safe side. I have recovered the bumper for the MOT and they have promised to complete it in a week when I take it back, together with the tank ends.

On go the doors, then the new rubber round the scuttle with copper nails. The side panels are lined up to make sure the rubber is in the correct place. Next starting from the back end the rear wings. first, then the running boards, then the front wings. The radiator was shaken into place. Then making sure the piping was in the right place all the bolts were tightened. Postman Pat arrived on time bringing a packet from Naylor's. New windscreen bolts, but the bumper bolts I wanted are to follow, so the old ones will have to go back for now.

"We were lucky with the weather David", said Ted as the rain started to pour down.

5 o'clock again, so its time to finish for the day.

"Should finish it in the morning, see you then".

"Cheers Ted"

Friday. Again 9am on the dot the van comes down the drive.

"We'll finish today David". Said Ted and promptly started polishing. The chrome strips go on the running boards, headlamps, side lights, windscreen supports. 'Oh dear' the new screws from Naylor's are not long enough! Door mirrors, upholstery panels, it's all looking fantastic.

"David try some of this vinyl gel on the piping, it will remove that old white polish". "You might as well try it on the rest of the

panels as well". With the inside looking pristine it was time to refit the hood.

"People don't realise how long it takes to take things apart and then put it all back together", said Ted. "It has taken us almost as long to do that as to do the painting".

"Right", said Ted "We'll reconnect the battery and try the electric's".

"Side"?

"One".

"Head"?

"Yes".

"Dip"?

"Nothing".

"Flashers"?

"Back ones only".

"The tail lights are ok".

"Fogs"?

"Yes".

"No, they've gone again".

"Ted I think it is probably due to the fact that I painted all the dumb irons and we have lost the earth connection". "Don't worry I can deal with that over the week end".

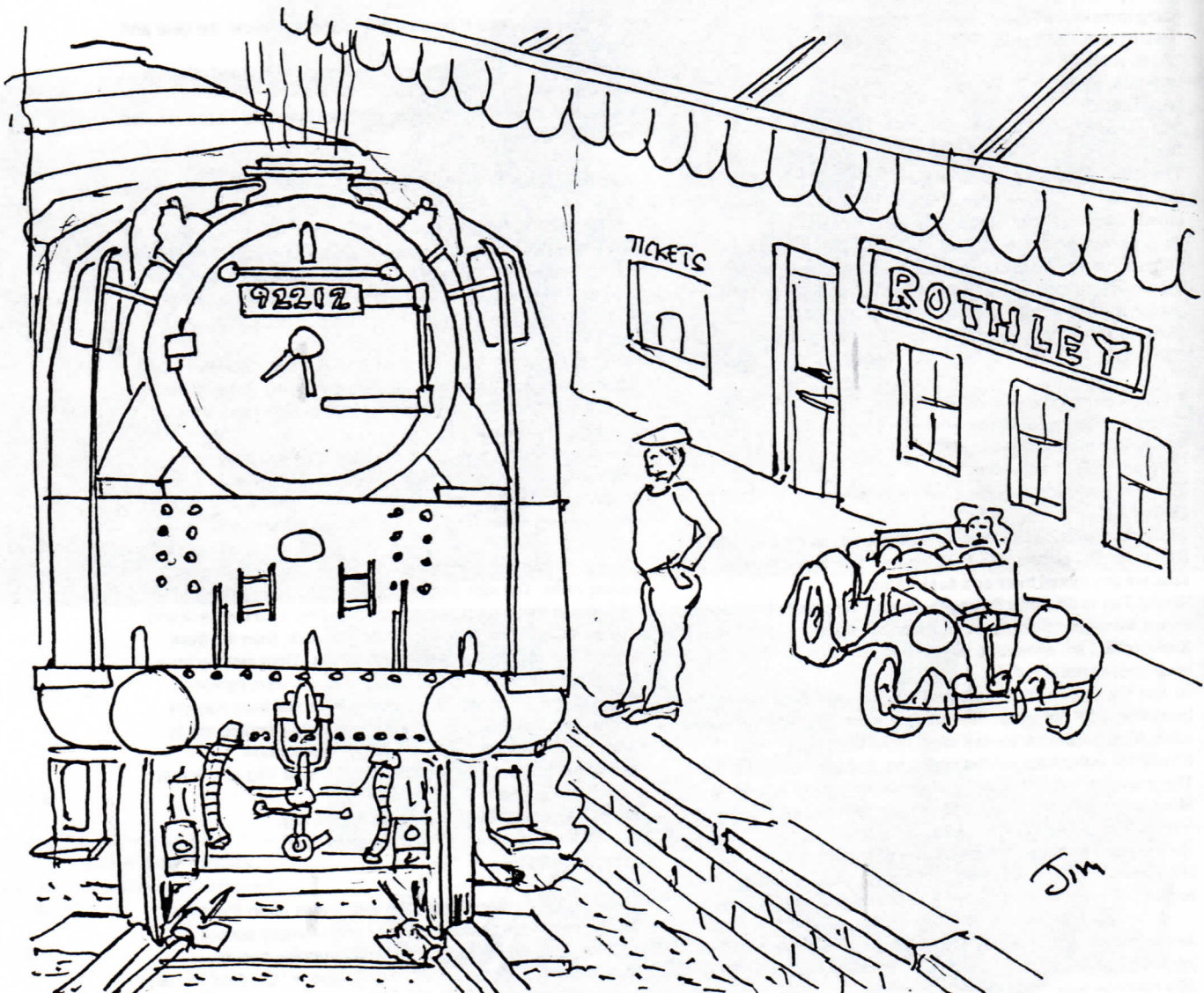
The last thing was to fit the side screens that I had had shot blasted and powder coated. John had said that the one I had welded up after it broke would not fit again, but it does.

"Ted, it is now 5, it looks absolutely brilliant and I am very grateful". "Time to go home".

32 hours last week and 33 this, that makes 65. 65 times 7, not bad! Still some change from the 5K.

I suppose if you Count the time I spent helping it was about a 100 hour job.

JIM on the BIRTHDAY WEEKEND



Never mind Dear, Size isn't everything !