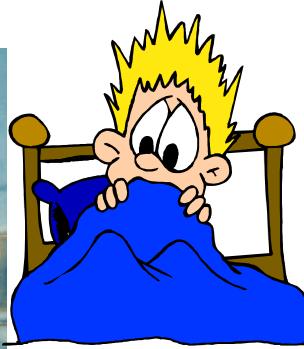




5. How to Fix **RUST** Permanently!



The Average Car Restorer's Nightmare

My car has rust - what is the best solution?? How many times is this question asked? Well, about every time someone buys an old car. What's the answer? There isn't **one** answer - **there are several answers depending upon what's rusted, how bad and your final objective.**

If the rust damaged area is structural then the answer is simple. Cut it out and replace the bad metal with new metal or replace the part. However, if the rust damage area is cosmetic only in nature the answer is not a simple one. You must first consider your objective. Are you restoring your car to Concours quality? Is your objective just a pleasant-looking "driver," or is your final objective somewhere in between?

Once this decision is made the course of action becomes clearer, especially if you understand what your choices are. The only "choices" you don't have are - do nothing or - use a normal body filler usually referred to as "Bondo®"

Never, never, never cover a rusted area with normal filler or any equivalent. That will just hasten the rust damage and make future repairs even more difficult.

AUTOMOTIVE Restoration & Maintenance

Let's look at the choices you do have:

- (1) Cut out the bad metal and replace it with a patch panel. (see lesson #6)
- (2) Remove all rust by sand-blasting the area, treat it with a rust inhibitor and then fill with a metal-based permanent filler (not Bondo®),
- (3) Brush away the loose rust, treat the area with POR-15® , then fill with POR-15 putty and/or fiberglass/POR-15 combination,
- (4) Remove all rust by sand-blasting the area, treat the area with POR-15, then fill with POR-15 putty and/or fiberglass/POR-15 combination,
- (5) Replace the part, such as a fender or trunk lid.

These are your 5 choices. **There are no other solutions that work!**

Which choice is best?

Of course, if you're after a Concours quality restoration, the answers are options number 1 and 5. You must cut out the bad metal and replace it or replace the part. For a non-Concours restoration, short of replacing the part, which of the other answers is best? Any will work very well, except for replacing the bad metal, only options numbered 3 and 4 will stop the rust permanently. There are no "rust inhibitors" that will stop rust. They will resist and delay its appearance but will not stop it.

If you are doing a frame-off restoration, then by all means use POR-15 as your base coat for frame, floors, inside doors, etc. They will never rust again if you follow the simple directions provided with the product.

If you've never heard of POR-15 you've missed one! I'm not a salesman for this product, but it is the ONLY product that really stops rust. I mean, it stops it! If you have a hard time believing me, just call Restomotive Laboratories at 800-457-6715 or 800-725-0260 and order a full-line color brochure with a "Starter Kit." Try it, and you'll be a believer.

Oh, by the way, you can use POR-15 on any metal item. Outside metal chairs, fences, gates, horse trailers, agriculture equipment - you name it.

Eastwood's "Encapsulator®" is a newer rust inhibitor that works excellent on clean metal that you plan to apply a finish paint. It is available from Eastwood Supply.

Got Rust? SMASH IT!!

with POR-15® Rust Preventive Paint

Stop rust **PERMANENTLY** with POR-15®, a rock-hard yet flexible coating that you can paint *right over rust!* Down by the road where the stones fly fast and hard, **NOTHING ON EARTH** compares with POR-15® for durability and strength. We guarantee it *unconditionally!*

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Prove It To Yourself! Try our Super Starter Kit **only \$14.95** Specify color when ordering

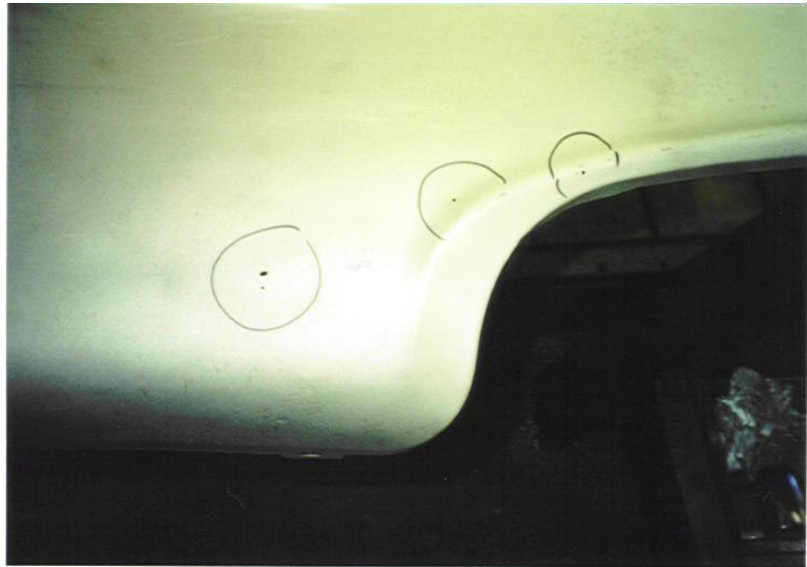
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The proper way to fix small rust holes.

This fender had three small rust holes



They were welded shut with the aid of a solid brass plate held behind the holes to prevent burn-thru.



The weld will not stick to the copper plate.



Sufficient metal was added during welding to raise the new metal above the fender metal.

This allowed the weld to be ground down even with the original fender metal.



Rust Removal

There are many ways attempted to remove rust from an old car, wire brush, chemical stripping, grinder-sander, and many other methods best not mentioned. But, the only way that really works for the average restorer is “media-blasting.” All the other methods are a waste of time and many parts are ruined by their use.

Media-Blasting equipment is very reasonably priced. An adequate system can be purchased for under \$400 from several suppliers. (TIP Tools 800-321-9260 Eastwood 800-345-1178)

A body “Rotor” as shown here is a real help and one can be constructed by the average craftsman from cheap easily-obtained materials for less than \$200.

Many good media-blasting products are available. One of the best is DuPont “StarBlast” that is readily available from your local supplier or over the internet. Once used, it can be swept up, sifted and then re-used several times.

- Kaiser Bill