

Prestige and Classic Cars.



Careful with bare metal!

Protecting historic vehicle bodies.

When it comes to restoring historic vehicle bodywork, sustainable corrosion protection takes top priority. It is therefore extremely important to avoid any contact between the stopper and the bare metal.

Times are changing. Also in the body manufacturing sector. How else could you explain the fact that today's car makers grant a 12-year warranty against rusting through? By contrast, the sheet metal of older vehicles often suffers heavily from moisture and humidity. When it comes to refinishing a prestige or classic car, sustainable corrosion protection therefore plays an all important role.

Until the 1980s, plastics and aluminium were only rarely used in the automotive sector. Vehicle bodies were mostly built from sheet metal, whose worst "enemies" on the road were rain from above and dirty splash water from below. The consequence: Quite a few cars had to be scrapped because they had turned into dilapidated and ugly "rust-heaps". One of the main reasons why the owners of prestige and classic cars have their cars repaired is their wish to save them from the same fate. After all, it is much easier today to protect the vehicle bodies against corrosion than it was decades ago.

Nevertheless, corrosion is an omnipresent danger – even there where you wouldn't normally expect it. It was above all the chemical properties of the former generations of sheet metal that made it easy for the rust to spread. Over time, even tiny rust spots unfolded their full destructive power.

It is important to counter the risk of corrosion already when preparing the substrate. Always apply a thin insulation layer between the bare metal and the stopper. Otherwise, the stopper acts like a dry sponge that absorbs the water and passes it on to the metal.



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Standox recommends a two-coat build-up consisting of an acid primer and a 2K filler. The acid primer has a passivating and corrosion-inhibiting effect. In combination with the 2K filler, it also provides excellent adhesion to the metallic substrate on the one hand and to the topcoat on the other hand. The 2K filler isolates sanding marks and pores and helps to even out the surface. It is the ideal basis for the topcoat.

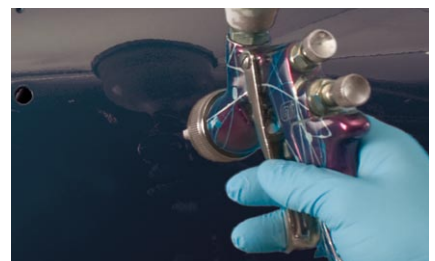
But be careful! Modern coating technology alone cannot guarantee the long life of a prestige or classic car. Instead, it is important to carry out all steps of the refinishing process with utmost care. This also means that an insulation must be repeated as soon as the damaged body part is sanded through to the bare metal – even if this happens only in tiny areas.

Bare metal should be insulated with Standox acid primer and Standox 2K filler in accordance with the specifications of the respective Standox coating system.

Plastic parts are also exposed to wear and tear and will age over time. Until the 1980s, however, PVC and ABS components were used much more rarely than is the case with modern cars. Integrated front and side parts made from hard plastic are an invention of the more recent past. The spoilers, grilles, bumpers and mudguards of prestige and classic cars were components in their own right, which were built like the rest of the car – from real metal.

Further information:

- Standothek: Perfect substrate preparation for brilliant results.
- Standothek: Plastics and How to Finish Them.



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