



Let's Get Technical Burnell Curtis

I have been asked many times about what to do about chips in the paint on your Porsche. I will give you my opinions on the subject. You will probably get very different opinions if you ask others who paint cars.

First, the final result is defined as a "ten foot job", or a "four foot job". This means that you cannot see the repair from ten feet away or four feet, etc.

The worst that you can do with a chip is to do nothing. If the chip is through the color and primer is showing, then there is the chance that the metal is exposed, and then it is only time until corrosion will take place and you will have to repair the panel. Even though modern Porsches used galvanized steel, the galvanized film will oxidize and cause the paint to blister. Ever see a repainted Porsche several years later and it looked like it had fuzzy paint? That was the galvanized film oxidizing and blistering the paint.

The next best thing to do is to dab a bit of paint in the chip with one of the tubes of paint you can get from the dealer. They come with a small brush in them for applying the paint. This technique will result in maybe a "six foot job".

The next best opinion is available only to those who own a black, white, guards red, or speed yellow car. This paint is enamel and does not have metallic chips in it. After the paint that you have dabbed in has dried for several days, you can CAREFULLY sand the chip filling down with 2000 grit sandpaper wet with water. After the chip filling is flat, then the area can be compounded. The result can be as good as a "two foot job" but is best left to an expert because it is difficult to do the sanding without making a bigger mess that you started with. If you attempt

this technique with a metallic paint, then the paint will turn lighter because the pigment is sanded off but the metallic material is left behind. If you want to try this with a metallic paint, then after you dab the paint in and let it dry, then you can dab some clear paint in the chip hole until it is level with the surface. Sanding and compounding is done next. When done this way, a "four foot job" can be done but not much better because metallic paint needs to be sprayed in order to have the right amount of pigment and metallic showing. Dabbing it with a brush never gets it exactly right.

The last and best method is to fill the hole with plastic filler or glazing putty, sand it flat, spray the area with color, dilute the paint fifty percent and spray the edges, and then use a chemical that melts it in. If it is metallic paint, then the color is sprayed and then clear paint is sprayed, diluted fifty percent and sprayed again, and then the chemical sprayed to melt it in. All of this can be done with an air brush. This will result in a "two foot job", which is about as good as it gets. Professionals will not usually do this. Once they have done the filling and color painting, they will paint the whole panel with clear paint. This leaves a perfect job and is usually done on panels that have multiple, bad chips. If you have the intestinal fortitude to try this, I would strongly suggest that you practice practice practice on a useless piece of sheet metal.

By the way, if you have a Porsche (or any other car for that matter) and it is painted with a non metallic paint that is not clear coated and you take it to a paint shop for repair, they will almost always paint it with a base color and then clear coat it. You will not be able to tell the difference except that the clear coated paint will shine better and will fade less.

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