

Paint Rims.txt

Roger Hulett

Joined: 31 May 2004

Posts: 78

Location: South West France

Posted: Fri Dec 16, 2005 2:58 pm Post subject: Paul Dobbs and Paint

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Paul complains about painted wheel rims chipping and causing punctures.  
What is the best material with which to paint wheel rims so they do not chip  
?????

Roger Hulett

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Roger Moss

Joined: 31 May 2004

Posts: 242

Location: Leicester UK

Posted: Fri Dec 23, 2005 10:19 am Post subject: Painted rims

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Hi Roger H

Paul looked at the rims on my bike that had been "powder coated" some years back. Due to the use of tyre levers to change tyres, which is very frequent and expensive the way Paul rides, the "powder coating was extensively chipped. As the coating was thick, this left sharp edges of this brittle coating. Paul noted that he had known this cause punctures. I looked at it and decided he had a fair point. For racing, if I have unplated rims, I would in future get them phosphated only.

For a presentable road bike, then two pack polyurethane done in a commercial spray shop with correct safety gear is good, otherwise there is very little better than the traditional coach paint that can be hot sprayed or brushed. I am not really a paint specialist, but did run a spray shop as part of our old machine tool factory production.  
Happy Christmas and Kindest Regards to all.  
Roger

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Roger Hulett

Joined: 31 May 2004

Posts: 78

Location: South West France

Posted: Mon Jan 02, 2006 7:34 pm Post subject:

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Hi Roger M. Can you please elaborate on "hot spraying"  
HNY Roger Hulett

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Roger Moss

Joined: 31 May 2004

Posts: 242

Location: Leicester UK

Posted: Tue Jan 03, 2006 1:46 pm Post subject: Hot Spraying

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Hi Roger H

I may be showing my age here! Many years ago, I had a home built camper built from a MB Stuttgart 408 panel van. When finished, I wanted it painted nicely and decided I needed a professional job.

I took it to a traditional coachbuilders. They told me that although there were many two pack paint products available, the best result would be to hot spray coach paint. As far as I understand, consider the following.

The problem with most painting processes is the fact that the paint applied is quite thin and has to be built up in layers.

If you use a traditional coach paint applied by brush, (the name Valspar comes to mind) then you can achieve a good depth of very durable paint.

We have all seen the very remarkable results achieved by a talented and patient man with no more than a brush and a tin of paint.

As explained to me, the same brushing paint is heated till it is then thin enough to go through a spray gun with a biggish nozzle, and so can be applied in this way. Result, thick durable traditional finish with good even cover. I give them full marks, it was a great job and far outlasted the life of the vehicle.

As I explained, I used to have a spray shop, but to paint the machine tools we used to make. I tried many systems to get a good durable finish that would not chip easily and would be resistant to damage.

I found that traditional enamel paints would not stand cutting coolants and were too soft.

Two pack epoxy was a nice finish but was too hard, so that a knock would easily chip it.

I found two pack polyurethane the best as it did not chip easily but kept a good finish.

The preparation is very important. Start smooth, clean and free from grease.

Next a light spray over with polyester spray filler key coat

A light rub with fine abrasive paper dry to remove odd blemishes

Fill in any depressions with polyester filler (Car body filler)

Smooth down evenly.

If you have rubbed through in any place, apply another light spray filler and light de knob

Now you have a good clean grease free base coat, but the secret is that it is porous like coral and the top coat will partially wick into it and achieve a mechanical key.

Be sure to blow down well to remove loose dust

Now apply top coat.

I did bike parts like this and it came out really well, but in truth, the trick is

to get your base coat on correctly first.

This process gave a very durable and presentable job. I remember Ford engineers who had come to pass off machines we made for them remarking "I wish we could get such a finish on our cars"

The finish was better then required or expected for a machine tool in a factory, but then I had another agenda!

The operator would see that he was on the best looking machine in the area and would deem that he had been selected because he was the best operator. Hence his status was linked to the machine. He wanted to maintain his status, so looked after his machine. If it made the slightest squeak, he called maintenance. He checked all lubrication levels regularly. Often the operator would even buy his own polish and clean the machine like a car.

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Result. The operator maintained his status.  
Visitors to the factory were often taken to see this "example" of their modern plant" by senior managers, who got to know both the machine and also the operator on first name terms, thus further confirming his status.  
The reliability of an already very good machine was safeguarded by a vigilant and unpaid agent on the ground, thus its reliability record was excellent and it and it's makers kept a constant high profile.  
They have fancy names for such strategies now, but I call it common sense. Everybody wins! That can't be bad.

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Roger Hulett

Joined: 31 May 2004

Posts: 78

Location: South West France

Posted: Tue Jan 03, 2006 2:59 pm Post subject:

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Thanks very much, Roger. Very very useful. I am buying myself a compressor for Christmas and hope to start learning to paint spray shortly. Do you have any brand names for two pack polyurethane paint? Roger Hulett

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Roger Hulett

Joined: 31 May 2004

Posts: 78

Location: South West France

Posted: Tue Jan 03, 2006 3:01 pm Post subject:

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Sorry, polyurethane.

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Roger Moss

Joined: 31 May 2004

Posts: 242

Location: Leicester UK

Posted: wed Jan 04, 2006 3:18 pm Post subject: Paint manufacturers

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Hi Roger H

I used to use industrial paint and used Trimate  
I can not leave it here, no matter how much I want to get on with earning some much needed cash, so -----  
I was one of the early users of two pack polyurethane paint, and as I explained, it gives a very good result.

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After about 6 months, our main sprayer got asthma type symptoms immediately he got the slightest sniff of this paint.

I told Trimite they had a problem, but they denied it.

I did tests and called in HSE and proved that you can get sensitised to this paint, after that, a whiff and you struggle.

I set up air breathing masks like a diver.

The HSE wrote directives for industry based on my guidance notes.

So, it is good and you are not going to spray much, but leave the garage door open.

About a year later I was about 60 miles south of Calais and went into a garage. The owner showed me his brand new spray booth and filter mask headset. He told me that he had been spraying 30 years, but now he had bad asthma every time he tried to spray.

I told him that he had started to use 2 pack polyurethane paints (which contain isocyanates) about 6 months ago. He was shocked, how could I know? I explained and told him that his new spray booth and mask would not protect him. His mask was to filter out particles not gas and the free isocyanates were in the form of a gas. He was a good man, so I sent him an air breathing mask FOC from the UK. He told me that the French HSE had no knowledge of this problem at that time. An air breathing mask is like a welding flip up mask but with an air feed from the compressor via a good filter so you breathe air from a remote place. Reading all this, maybe I was wrong to suggest this paint. It is good but you need to use it with care to consider your health. The bit about the porous base coats is valid.

If you are buying a compressor, it might be of modest size. Do be sure to get a spray gun that is a low air type suitable for the output of the compressor. If the gun is too big, the compressor will work very hard and become hot. When it gets hot, then moisture tends to go through as a vapour and condense when you spray. Spraying a mixture of paint and water is undesirable.

I have not been

I suggest you look up the phone numbers of a few local car respray garages and ask what they use and where is the local supplier.

If you ask for help, they should respond positively.

If you find their national pride a problem, remind them that the Brits do not sell Wellington whisky. When they ask you to explain, tell them that we do not name a drink after a victor, but they produce Napoleon brandy to commemorate a loser. If we can be magnanimous in victory, then surely we should be able to put such pettiness behind us!

I suppose it depends how many Frenchmen are present and how big they are!

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