The Paint Spot Newsletter

(July 2012)

The first thing I’d like to bring to everyone’s attention is the fact that it’s July and With that said, please note that when you look at your Matrix calendar………**THAT’S McQUEENY COLLISIONS CORVETTE YOUR STARING AT!**

Now is the time to get your photos together if you’ve done something cool enough for the upcoming 2013 calendar. Ask us or one of the drivers for the entry form, and if you have any questions, please call me………wouldn’t it be cool to see 12 vehicles all from Paint Spot customers!

The new tee- shirts are out, and they are AWESOME! We’ve got an order in and expect them in a matter of days. Ask the drivers or call the store.

**Update:**

The water borne issue continues to be “misrepresented” and totally “lied” about.

I am exposed to tons of literature from various sources and read everything I can get regarding this industry, but specifically “the water borne hoopla”. Last month I gave you quotes from a vice president at PPG. Right after I finished that newsletter, one of you gave me a copy of “Super Chevy” (May 2012).

Now I have to tell you that I would have much rather read the article on the 427 Tri Power Nova, under the “Old School” title, but because yet another idiot “Patrick Hill” decided to get stupid and misrepresent the water borne rules, I read his article. I need to mention that his source is also mentioned……….Guess who……..PPG! “Photos by the author & courtesy of PPG”, is exactly how it reads. The article starts on page 46 (I implore you to read it). The first tidbit of stupidity comes in the very first paragraph (this dude don’t waste no time), where it says “Lacquer based paints gave way to solvent based paints, which have now given way to water based or waterborne paints”. Here’s my issue with that statement…….Since when is acrylic lacquer thinner (and that’s what we used when we reduced lacquer paint) NOT a SLOVENT! You are some kind of moron if you don’t know that!

That’s my point, nobody (except apparently me) verifies this non sense, but then again, I’m one who notices little stuff like telephone poles in the background of old western movies (before they were ever invented), and a column gear shift in the park position of a speeding car movie scene!

I’ll even “one up” this Bozo: Lacquer reduced one to one (just like base coat), could be wiped off easily with its reducer (just like base coat), and when cleared with urethane clear (I used DAU 75, or Imron clear, which I was told at the time would not work) held up every bit as long or longer than what we use today………and I did it back in the eighties! Now think about it, THAT “WAS” BASE COAT/CLEAR COAT! (They lied back then just like they’re doing right now!) There was two problems with lacquer #1………IT WAS TOO CHEAP! And #2……… if you didn’t use what “they” said couldn’t be used, lacquer didn’t last long (but neither would base coat without a good clear over it).

The very beginning of the third paragraph starts off “California is one of the several states that has outlawed solvent – based paints in automotive use”. THAT MY FRIENDS IS AN OUT AND OUT LIE!

I just said so, and further more, I included the laws governing the VOC compliance in a previous newsletter. Again it is PPG spewing this bull shit in an effort to scare you into making them fat profits! Further more, if what I’m saying is not the truth, then it is me who needs to be dragged through the court system. To that I say BRING IT ON, I’ll EVEN SIGN MY NAME TO MY NEWSLETTERS TO MAKE IT EASIER!

On page 48 the article takes a little turn backward to let you feel a little comfortable using the rest of the PPG stuff that apparently they haven’t quite got around to making in “water based” form. “In either application (speaking of solvent and water based) are still solvent based, because these materials already meet the tougher environmental rules for airborne pollution”. Really? In a state where solvent based is outlawed, how the hell is that possible? Oh, I know………..It’s because you don’t have a compliant water based version of those materials, so you have to use that stuff………HOW CONVIENIENT!

You say it has to be water, then you say unless it “meets the tougher environmental rules”. If that don’t prove the point that they’re lying, I can’t imagine what would!

This guy just gave us a glimmer of the truth “UNLESS IT MEETS TOUGHER ENVIRONMENTAL RULES”……..That’s exactly what Matrix, Lusid, and a whole host of other companies (who by the way, **DO** have waterborne) have been saying for along time! That is also why I’ve made it my personal crusade to inform you NOT to replace existing systems with H2O. **COMPLIANT ALTERNATIVE:** **MPB-LV (Coast to Coast)**

He also talks about waterborne covering in three coats…….Really? The waterborne I use covers in ONE COAT!

He also mentions the single speed reducer for his PPG……..Really? I use REAL water with mine!

Here’s what nobody wants to talk about (except me, because although we have waterborne, I don’t want to sell it to you), what do you do when (God forbid) you have “fish eyes?............You wipe all the paint off and start over again!

I can’t believe how much time I’ve spent on this stupid subject, but I’ve had to. Some of you have made the switch, and some of you have already switched back to solvent. To you, I say “I told you so”, and that’s what you get for not verifying the facts! Everyone complains about cost, so who the hell covered all that expense? Did you find a way to get the customer to cover it……JUST LIKE PPG?

OMG, (Obama Must Go) let’s talk about something important.

**STAINING:**

Virtually nobody is complaining about this problem, but when I ask about whether or not they have noticed “yellow stains” where repairs have been done, and specifically on white vehicles, they all say “yes, we have seen that, but we thought it was something we did”!

We have had this occur several times at Slix, and with all of the polyester glazing putties (not just specific ones). We first had the problem over a year ago, and the putty was EverCoat #416. It was during the winter, and we figured (probably just like you) that we used too much hardener. I called the tech line for Evercoat and was told that,” we definitely used too much hardener and to use less”. We did, and we thought the problem ended there………..it didn’t!

Since The Paint Spot is connected with Slix (via, yours truly), Slix is kind of a “proving ground” for a myriad of products. We have gone on under the premise that “less is best”, and especially with “poly putties” and experienced this problem with several (if not all) polyester putties. Through a process of elimination we have eliminated “primers”, “body fillers”, “applying over painted surfaces”, “cleaners”, “applying over primers”, “reducers”, “moisture”, “contaminants”, “sand papers”, “rags/towels”, and “brand names”.

Also, beware of the labels that say “stain free formula”, THEY STAIN TOO, which leads me to the conclusion that “stain free” means……You don’t pay anything extra for the staining! Besides, if they weren’t aware of problems, why do they have that on the higher priced labels?????????? Hummmm!

We have also found that there are only four manufactures of polyester fillers, and only two manufactures of the hardener. NONE of them are saying a word! I have got some “heavy hitters” researching this issue and as of yet, nobody’s admitted anything. I will keep the pressure on until I get to the bottom of the cause. For right now my money is on the HARDENER! I think that makes the most sense, and it’s not hard to see where because of economic issues as well as some political, and natural disaster situations, it’s not inconceivable to think that the manufactures would have tried to seek “alternate suppliers” for chemicals and components used in the making of their hardener. “Peroxide” is commonly used, and the yellowing bares a striking resemblance to a girl’s hair when she tries to “go blonde”! LOL!

**Here’s what the problem looks like:**

On a white painted surface, you’ll see a “yellowish” spot where you used glazing putty. The problem usually takes a few weeks to show itself, and one thing we have concluded, is that the sun has something to do with manifesting the issue. One vehicle that we did was a Toyota Tundra that had fender flares. The repair area was on the left bedside and continued into the fender well where the flare mounted. We could clearly see the yellowing everywhere except where the flare was mounted. The flare had protected that area from the sun, and therefore the yellowing was non existent.

**What to do about it:**

First of all I personally don’t ever use poly putties, so I have never had the problem with my body work. For the rest of you , I can tell you that if you think because the problem is under the base coat and the cured clear coat, all you have to do is prep it, apply a “piss coat” of color, and re-clear the panel……….DON’T DO IT!!!!!!!! IT WILL COME BACK………AGAIN!!!!!

There are only a couple things that we’ve found will work. Either strip all the putty off and level the area with primer surfacer or apply a coat or two of MP-1000 as a sealer, then re-coat and clear.

**On fresh repairs** (not the one that comes back because of the yellowing) I would:

* Use as little hardener as possible, but enough to “harden” the product.
* Let it dry as long as possible.
* Use MP-1000 as a sealer prior to paint. (let it dry)
* Call The Paint Spot if you see any of this. It is NOT you, and together we can get to the bottom of the real problem, but I need your feed back!

**Very Important Read This:**

Many of you are using the “RSC 220” clear and what we’ve found is that because this clear is an “Economy” type product, it has limitations.

Recently I have experienced as well as some of you. “Milky” lines in our clear coating. We’ve also noticed that the “flow out” of this particular product is all but non-existent.

The reason is that this clear has only three hardener choices, RSA 225 (fast), RSA 226 (medium), and RSA 227 (slow). With the weather being abnormally hot (156 year record broken in Brownsville, TX.) We have gone past what the RSC 220 can handle.

Many of you are also spraying in “less than optimal” conditions, such as “poor environment”, insufficient air supply/quality, humid booth, or moisture in your air lines. These are all contributing factors. If you couple that with the fact that an “economy clear” is obviously made with “cheaper” resins and solvents, this heat wave makes it next to impossible to get a “clean” and “glass like” finish with this clear.

*If you are used to cutting and buffing your work to get it to look good, you’re loosing money! Put two full wet coats of MS-52 on, and deliver the job. If that doesn’t work……………LEARN HOW TO PAINT! (or call me and make me put my money where my mouth is.)*

This situation showed itself best at “Auto Pro” in San Marcos. Mike called me out to examine the situation. I was reluctant to “throw the RSC 220 under the bus”, because to that date, I had never had a complaint on that clear, not to mention the fact that the only clear we ever use on collision work at Slix, **is** the RSC 220. We found several other issues, and some of them had to do with moisture, so that’s where I focused. The problem continued. In the mean time I got a call from one of the Matrix guys, and he asked me if I’d experienced an issue with the clear, and I told him no, still thinking it couldn’t be the RSC 220. The very next day, Slix experienced just exactly what Brian had informed me was happening, white milky spots and stripes in the clear coat.

Now first of all, as you’re reading this you have to realize both how honest I’m being as well as Matrix, It would be a “cold day in hell” before you got one of the other guys to be that “forthright” and “proactive” on finding “the problem”, “the cause”, and “the solution”, and before anyone even knew there was a problem!

**Furthermore, in dealing with the shops down south it was uncovered that all the other companies including PPG were experiencing clear coat failures!**

Brian explained to me that until we had this record breaking weather, and only in certain places around the country, the limitations were unknown, and that to “change” the formula, or come up with a slower hardener, would take the “cost effective” RSC 220 to a “cost prohibitive” status and without the extreme hot/humid conditions, the RSC 220 performs perfectly!

He suggested going to the next clear up (which carries a lifetime warranty), the MS-52, which utilizes the MH hardeners, that includes the MH-008 “extra slow”.

I took the MS-52 out to Auto Pro and worked all day painting (for free), and the results were astonishing! Don’t take my word for it, ask Mike. I don’t care what or who’s clear you’re trying to sell, or for how much it costs, I’m willing to bet those guys will throw you out of their shop! They are “hands down” sold on Matrix MS-52 Clear! (That was for you guys at Auto Pro……….not too shabby for a “white boy” huh!)

**Footnote:** Independently we tried a TranStar product called “appearance Improver”. cost $17.09 / 8oz. (using 2oz. per sprayable quart of clear)which adds flow time to clear in hot weather, but also adds to the low cost of RSC 220.

**Results:** It worked beautifully with the RSC 220

**Footnote:** We also tried the MH-008 extra slow hardener with the RSC 220

**Results:** It performed beautifully with the RSC 220 (cost $51.70 / quart)

**Summary:** The RSC 220 sells for $75.00 per kit

The addition of 2 half pints of appearance improver brings the cost to $109.18 per kit

The addition of the MH-008 brings the cost to $126.70

**The total cost per kit of MS-52 (with a lifetime warranty) is $125.00 / kit**

**OPTION:** Use the PPG “Shop Line” **With no warranty** for even more $ per kit than the RSC 220…………And take your chances!

The Paint Spot will credit any user that experienced problems with the RSC 220 back towards the purchase of MS-52. We will need your remaining RSC 220 and Hardener to do so!

In conclusion I want everyone to know here and now, that when I approached the “Auto Pro” problem, my first diagnoses was WRONG and I am man enough to admit that. At the same time, my refusal to “give up” and willingness to do what not many in this business would, is what lead to the solution and will no doubt take customers like Auto Pro farther than they ever imagined possible.

Kudos to Matrix and especially Brian Lynch for not just “sweeping this under the carpet” or telling the end user “you can’t paint in this extreme weather”, like the other paint companies did.

Accompanying this newsletter please read the MP-1000 promotional flyer (it truly is an awesome product). Also, check out the “here’s what they are saying” comment and know this…………..does PPG,Dupont,or Sherwin Williams give a “rat’s ass” what users / jobbers think?

“Whatever It Takes”

(And Mike Duran, I think you know that’s not just our saying)

Rick Ciotti