



THE ROUTE 66 CAR CLUB IS A QUALIFIED 501c (3) CHARITY

January 2021

CLUB OFFICERS

PRESIDENT

Julie Metzner
928-699-5804

VICE PRESIDENT

Matt Mirabile
516-941-6167

TREASURER

Chuck Davis
954-695-8425

SECRETARY

Alana Velez
928-853-6629

MEMBERSHIP

OPEN

CRUISE DIRECTOR

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928-221-0869

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928-527-0057

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240-285-7776

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BOARD OF DIRECTORS

Maggie Bortree
928-607-6792
Jerry McGlothlin
928-853-0473
Jim Velez
928-699-1400
Robert Penhaker
928-527-6844

MEETINGS - General Membership meetings are scheduled for the second Wed. of the month. The next meeting is February 10th at Quality Automotive. 6:00 pm. Bring your own chairs. We also have the option of attending remotely. Details inside.

MEMBERSHIP – TIME TO RENEW. We are still looking for someone to fill the very important (and very fun) Membership position. If you are wondering what's involved, and might be interested, please contact Julie KBM.

THE LADIES' LUNCHEON– Scheduled every Tuesday following the general meeting. Contact Alana Velez 928-853-6629 for information and Covid updates

CRUISE DIRECTOR – Have ideas for a club activity? Contact John at RT66cruisedir@gmail.com

WEB-SITE - Is your classic car pictured in the *Member's Rides* section of the website? If not, why not? Take some pictures of it and send to Doug Bischoff at route66carclubweb@gmail.com

NEWSLETTER – What have you done with YOUR car lately? Going to an event? Contact Suzanne at edmonds02@msn.com

PHOTO FILE - Post your Car and Car Club-related photos to our Route 66 Car Club Pictures Google Photo File.
<https://photos.app.goo.gl/DaKdg7F17Zsg8fMb6>

Upcoming Route 66 Club Activities

For more information or to answer any questions, please contact
Julie KBM - 928-699-5804 rt66julie@gmail.com

1. Next membership Meeting Quality Automotive – Feb. 10th – 6:00 pm.

Remote attendance is now possible! To join the meeting from your computer, tablet or smartphone.
<https://global.gotomeeting.com/join/246306013>

You can also dial in using your phone. (For supported devices, tap a one-touch number below to join instantly.)

United States: +1 (646) 749-3122- One-touch: tel:+16467493122,,246306013#
Access Code: 246-306-013

We are in need of items to be donated for future raffles. We are not holding raffles at the meetings due to the sparse attendance. We are looking forward to the time when we are once again able to have our regular meetings, and we need to increase the items offered and create interest to increase the money intake for the charities. If you are out and about, and see something fun, unique, Route 66 or car related that you feel would help us maintain this important and popular program, or if you have something you already have that you think would be a great raffle item, let Julie know.

2. February Cruise. John is working on a cruise in Feb. Stay tuned.

Just a friendly reminder....



YOU MUST PAY YOUR DUES

IF YOU HAVE NOT RENEWED.....this could be your last newsletter. The bylaws state that if you are not paid by the 15th of February you do not get the newsletter and email notifications. **The time to write that check in NOW. Do not procrastinate.** Renewing members special rate of \$35.00 if renewing before Jan. 31, 2021. After that date, the regular membership rate of \$40.00 applies. Payment can be made in person, at the Feb. regular meeting, or by mail. Application form is attached at the end of the newsletter.

Other Activities - TBD

JANUARY

BIRTHDAYS

Frank Baker
Cathy Deibel
Linda Hewitt
Richard Federico
Sandy Hurt
Bill Peterson
Pat Weibe
Jacki Tait
Matt Mirabile

ANNIVERSARIES

Mark & Jackie Tait
Ed & Pat Weibe
Juergen & Judy Burmeister

A screen shot from our last regular meeting. Thanks to John for being our IT guy!



What's Under the Hood...?

By Julie KBM, President

I personally would like to thank you for renewing your membership with the Route 66 Car Club of Flagstaff for the year 2021. It is a new year and some new names and faces have volunteered to hold positions on the executive board. 2021 will bring us new challenges and I have faith we will meet these challenges together and come out a better club. I chose to run for president because I believe in the Route 66 Car Club of Flagstaff, in the history and the joy it brings to so many people, in so many different ways.

From the beginnings of the Chevrolet Corvair marque, then expanding to include older classic cars, and to today, where all car enthusiasts are welcome. I think that variety is the spice of life that makes it worth living. Next in our history was to become incorporated in 1983. Wow! 38 good years as a club, I think that is awesome. Then one step further, to become a qualified 501 (c)(3) nonprofit organization in 2010. Look at where we have been and then look to all that is ahead of us.... Unfortunately, I was not lucky enough to be a part of the wonderful car shows that were held in downtown Flagstaff for many years. I quickly found that the Club name is recognized. As I have participated in various car shows and events around northern Arizona, I am always greeted with great responses from others who had attended in the past. Our Club is remembered and the report is always positive.

I am committed to the purpose of the Club as written in our bylaws. I will focus on the main 4 pillars I refer to as the "4 C's", Cars, Community, Charity and Chuckles. I look forward to working with the executive board to continue this great club moving forward to create more memories and future history. Speaking of the board, we still have a few openings if you are interested in helping on the board, please let me know. Looking forward to working and cruising with you this New Year. Please feel free to contact me with any questions, thoughts, opinions and ideas.

Again, I thank you for renewing your membership and continuing with this great club.

Sincerely,

Julie KBM, President
928-699-5804
Route 66 Car Club of
Flagstaff
PO Box 30066
Flagstaff, AZ 86003



From your editor - I have received several positive comments on the article I posted regarding radial tires on wheels made for bias ply tires, so, in that same vein, I have tried to find similar articles. This one covers what covers. You know: PAINT. Photos added by me, as I like to look at pictures of cars.



History Timeline and Types of Automotive Paint

Posted: November 6, 2014 By: kensium

[Automotive Paint –History Timeline and Types of Automotive Paint | Eastwood Blog](#)

What is the first thing you notice when you see an old car or truck for the first time? If you are like most folks, the answer would likely be the paint. Not just the color but the overall condition of the paint finish. Does it have a beautiful, high-gloss shine or a pleasing, soft “patina” that only the hands of time and exposure to sun and weather can produce?

Of course, it is all subjective as we would fully expect a recently completed high-standards restoration to have a flawless, mirror like appearance. Conversely, a car or truck that is 40, 50, 60 years or even older and is still wearing it's factory applied finish is greatly admired and highly prized for its beauty even though it may be worn through to the primer from many years of being lovingly polished or even proudly displaying some runs or imperfections that it acquired at the hands of that production line painter so many years before. In fact, at many show events, an unrestored car or truck wearing its original paint will often command much more attention by admirers than a perfectly restored example.



Original- and really cool.



Definitely not original - and also really cool

What is all the more remarkable when we admire these old, preserved finishes is the fact that those paints weren't really all that great compared to what is available today. This is not to say that those paints were of inferior quality as the manufacturers generally used the best materials that were available with whatever the coatings technology of the period allowed. It is also important to consider that, as the decades progressed into the 1950's & 1960's, the time required to apply paint increasingly became a more critical factor in the assembly of a car and with the exception of some of the more expensive luxury cars, a few flaws such as runs, texture and overspray were considered to be acceptable and actually looked for by some show judging organizations today.

In the early days of the automobile, master furniture and carriage craftsmen painstakingly applied primitive oil-based enamel or varnish primer and finish coatings by *brush!* These finishes had somewhat poor opacity which required numerous coats for coverage and took weeks to dry. They used mainly ink pigments which all tended to be darker colors. These coatings did not withstand weather and sunlight very well and tended to become dry and brittle before long. Since those paint jobs didn't last all that long, in those days, it was common for an owner to get some paint at a hardware store or mail order catalog like Montgomery Ward along with a good horse hair or hog bristle brush and re-paint the car. With the idea of preserving the car, some folks even did it every year or so...by brush of course!

A number of manufacturers including Ford in the Model T line, used a combination of brushing, dipping and even pouring to fully cover and protect the various parts of a car or truck. The 1920s saw the beginning of the introduction to spray equipment and nitrocellulose lacquers and primers which were developed together to speed application and dry time to a week or less which cut down dramatically the time required to paint a car although they still required labor intensive and time consuming hand rubbing to achieve a shine. This was not especially true in the production of early trucks however, most 1920s to 1960's trucks were considered to be no-frills pieces of working equipment built to be

used and abused, not to be fussed over and pampered. A great example of this is with 1930's Model AA Ford trucks with that were built with dull, non-shiny, non-rubbed lacquer finishes. Rubbing-out was an extra-cost Ford AA truck option that according to a Ford service letter of 06-05-31; cost \$15.00 extra for the cab, cowl and hood while a pickup bed cost \$7.00. In addition to reduced dry times, nitrocellulose lacquers were more durable and allowed the use of brighter colored although more expensive pigments. Interestingly, although with constant improvements, the organic-based nitrocellulose lacquer was used by some manufacturers well into the later 1950s when it was replaced with the much more durable acrylic lacquers and primers which were synthetics.



1919 Ford Model T in a factory-correct paint scheme



1930 Ruxton - in a factory-correct paint scheme. They knew how to pimp stuff back then, too.

Appearing shortly after nitrocellulose lacquers were enamels or more specifically, alkyd enamels and primers. These were generally a thicker material which required fewer coats than lacquers and usually were baked onto a partially assembled vehicle body by passing it through a large oven. This baking hardens the enamel and “flows” it out for a great shine and greater durability. Many more brilliant colors were available with the enamels which became possible due to the use of organic pigments which were widely popular with some of the more flamboyant and attractive two and tri-toned 1950’s combinations. Eventually, the alkyd enamels too were replaced in the early 1960s by the new and superior acrylic enamels and primers favored by several manufacturers.



1959 Dodge Custom Royal Lancer. Some cars just need more than one color.

Of course as we all know, any paint finish has a limited lifespan and with the harsh conditions it is exposed to, it is remarkable that it can last as long as it does given adequate care. With time and exposure, even the best lacquers will lose their luster, shrink and crack while enamels will fade out and become dull and chalky. These shortcomings and a move toward greater environmental friendliness led to the eventual changeover by most car and truck manufacturers to new base-clear, water-borne systems in the late 1970's to early 1990s however this period was not without serious issues as many of us will recall the peeling clear coats of many vehicles from that era resulting in scores of cars and truck being repainted through factory warranty claims. Fortunately, the major paint manufactures quickly resolved those problems and the newer finishes are the most durable in history and require virtually no care to survive.

What does this all mean to the owner of a vintage car or truck today who is planning for a paint job in the near future? To begin with, lacquer, while still available, is very difficult to buy today and is actually illegal for sale in certain areas of the country especially California.

This is because of state and federally mandated VOC laws. VOC's are Volatile Organic Compounds which are chemicals found in paints and solvents that are considered harmful to the environment and living creatures. In addition, with the limited life of a lacquer or enamel paint job and the clear superiority of some of the higher quality modern paints, unless you are striving for 100% authenticity on your restoration, it would probably be to your advantage to choose one of the modern alternatives to lacquer or enamel.



2014 Porsche in color changing dip

With today's modern paints, there are two major choices suitable for use on a vintage vehicle; Single Stage Urethanes also known as Single Stage Urethane Enamels and Two-Stage Urethanes. These urethanes are extremely durable, chip resistant, and chemical resistant and retain their gloss without dulling or fading. The single stage products are only similar to the old air dry lacquers and enamels in that they are one coating with the color, gloss and UV protection all in one material and do not require a clear topcoat. That is, the color is all the way through. They are all 2K formulations which means that an activator must be added per the manufacturer's instructions which will chemically cure and harden the paint. They can be color sanded and rubbed out to provide that hard to describe yet pleasing, softer "polished bowling ball" look of a genuine lacquer paint job that looks so right on the rounded contours of a restored older car or truck. The two-stage products also known as "base-clear" are also 2K formulations requiring an activator but consist of a thin, no gloss color only film "base" which is sprayed on then top coated with multiple coats of urethane clear. The clear is then responsible for all the UV resistance, gloss and protection of the paint coating. While the two stage base clears do provide an attractive, deep, high gloss finish on more modern vehicles and the clear can also be color sanded and buffed to a glass-like surface, they often can be *too* glossy and look out of place on an older car.

Another two-stage, base-clear system is the “water-based” coatings that are rapidly growing in popularity especially in today’s VOC sensitive world. It should be noted however that it is only the color base coat that is water based. At this time, there are no known, successful water-based clear coats. They are still solvent based formulations although the paint manufacturers are working hard to introduce successful, water based clear product.

The End.



1939 Mercury custom – glowing in modern paint



1939 Mercury – all original – with a glow of its own.



ROUTE 66 CAR CLUB OF FLAGSTAFF



MEMBERSHIP APPLICATION

Membership is open to anyone with an interest in the automobile hobby. Owning an antique/classic/sports car or specialty vehicle is not a requirement for membership.

Date: _____

Membership: New ☐

Renewal ☐

First Name _____ Spouse/Partner/Sig-Other's Name _____ Last Name(s) _____

Your Birthday _____ Spouse/Partner/Sig-Other's Birthday _____ Anniversary _____
mo/day mo/day mo/day

Address _____ City _____ State _____ Zip _____

Home Phone _____ Other Phone _____ Cell Phone _____ Cell Phone _____

E-Mail _____ E-Mail _____ E-Mail _____

(Monthly newsletter sent to email addresses on file)

Car (s) Owned

Year	Make	Model/Body Style	No. Cyl.	No. Doors	Condition	Color
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____

I/We hereby apply for membership in the Route 66 Car Club. I/We agree to comply with all fundamental practices set forth in the by-laws of the **Route 66 Car Club of Flagstaff**

Signed _____

Club dues are \$40.00 for new members (pro-rated quarterly).

Please make check payable to Route 66 Car Club and send to:

Route 66 Car Club
P.O. Box 30066
Flagstaff, AZ 86003