

TALLES FROM THE BLUE OVAL GARAGE

Polishing Stainless Trim

By MIKE WORTHY
Assistant Editor

Hi friend. Come on in. Just watch those extension cords going to the buffer.

Today I've been working on polishing the stainless trim on the old '67. You can sit on that milk crate over there and I'll show you how this works.

First, I start off with a motor. This can be from your grinder or just an old washing machine motor that you saved off Aunt Ethel's Speed King.

Now your going to need some supplies for this, and one good source for me was the folks at C&D Products. They sell adapters for that old motor as well as buffing wheels, compounds, and other trick stuff.

You will need two buffing wheels, Type 1 and Type 2 compound, and if you want to polish aluminum trim, you will need Type 4 compound as well as a clear protective spray.

Cousin Lefty asked me to tell you to wear gloves, mask and above all, eye protection. Cousin Lefty's wife, Megan Uptime, is doing much better this week after the big accident. Thanks for asking about her.

Instructions for stainless: First apply compound Type 1 to the buffing wheel. (Follow the instructions with the kit). Next, on wheel number two, apply compound Type 2. (Be sure to use a separate buffing wheel).

Begin buffing with wheel number one. Move the trim slowly across the turning surface applying very light pressure. (Let the machine do the work). If you have used a grinder or buffer before, you will remember that it has a tendency to grab the trim if too much pressure is used. Compound number 1 is a cutting compound and will take out most scratches producing a satin finish.

Once you are satisfied with the results, move to compound number 2 on a separate wheel. This will produce a mirror or chrome like finish. Take your time and be patient. Remember your eye protection should be in place when you turn on that motor.

Aluminum trim is much the same procedure except that you have to apply a lubricant on top of compound number one to cut through the anodized surface. Once you have polished the aluminum trim, protect it from the elements by using a clear coat spray.

See, wasn't that easy? For about 30 or 40 bucks, you can adapt a grinder and save on

the price of new trim.

This process also works well on stainless wheel covers, door plates and just about anything that isn't real chrome.

One other note: When you replace the window trim, make sure the retaining clips are in good shape. Don't use rusted ones because this will not hold the trim down tight and they can eventually rust stain a new paint job. Be sure to use a rubber mallet to lightly tap things in place, and above all, don't place pressure or pry using the windshield for leverage. Glass costs big bucks to replace.

I'll see you next month. Thanks for stopping by. I wrote down this address if you need some help with supplies: C&D Products, Rt. 8 Box 93, Piedmont, SC 29673. (Outside South Carolina toll free 1-800-255-0615).

Va. Mustang Supply Offers New Catalog

Virginia Mustang Supply of Broadway, VA has recently released its new, 1989 catalog containing 124 pages and more than 550 photos.

"Many photos and new items have been added over the last year's edition. We have tried to make it easy to read, whether you are a novice or an expert," said VMC spokesman Brant Halterman.

The catalog contains parts for 1964½-73 model Mustangs. Catalogs are available for \$3 each and may be ordered by writing Virginia Mustang Supply Inc. at 259 West, P.O. Box 487, Broadway, VA 22815 or by calling (703) 896-2695.

Halterman said a limited number of catalogs are also available free of charge to regional groups of the Mustang Club of America. MCA affiliate clubs may request a catalog by writing to Halterman at the above address and including a UPS address to which the catalogs may be shipped.

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