

# RUSTPROOF YOUR CLASSIC

Following a few basic guidelines will ensure your car's properly protected.

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## The Specialist

**Ian Allen**  
Rustbuster



Prices for their application service start at £250 for a Mini-sized car.

Tel 01775 630958  
[www.rust.co.uk](http://www.rust.co.uk)

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# WORKSHOP Rustproofing

**H**owever tidy your car is at the moment, it'll soon deteriorate if it's not properly rustproofed. Once a year, have a good look around the existing underseal and assess its condition. If it's dry and flaky, get it off. It's then up to you to make a call on the condition of the metal underneath. Remember that while you can treat surface rust, you can't treat advanced rot.

As long as the existing underseal is sound, overspraying it will soften and revive it. The biggest hurdle for the DIY enthusiast is access. Wheelarches aren't a problem, but the underside of the car is.

A four-post ramp is ideal, but even securely raising one side of the car on small ramps or axle stands is better than nothing. Bear in mind that if you don't do the job properly you'll only make it worse. In cavities, if you miss bits they'll rust twice as fast.

I contacted Ian Allen at Rustbuster to go through the company's application service on my Morris 1800. While Ian pointed out that there's nothing he was doing that couldn't be done at home, he stressed the importance of using the best equipment. Don't buy market-leading products and then waste them.

## Workgauge



**TIME (Minutes)**

**0360**

**COST (Pounds)\***

**0100**

\*Materials only

## What you'll need...

- Rustbuster can supply complete kits with rust converter, cavity wax, underseal, spray gun, drill bit, plugs and extension probe for about £70.
- Starter kits are available with a hand-pump spray, but they're not as effective as having a compressed-air feed.
- A good-quality, high-pressure gun is crucial to achieve the best atomisation.
- Wear the correct Personal Protection Equipment: goggles, mask and gloves.

## DRAPER ESSENTIAL TOOL



### Respirator

Twin filters, conforms to EN141.

**Item number** 44136

**Price** £21.45

**Tel** 02380 494333

For more information on the full range of Draper products and stockist details, visit [www.draper.co.uk](http://www.draper.co.uk).

## Thanks to

### Waxoyl

Technical helpline 08704 441111

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# WORKSHOP

## Rustproofing

### START



**1 Front arches**  
Raise the car and remove the front road wheels. You don't want anything waxy to come into contact with brake calipers or hoses, so use a plastic bag to cover them. If you do get anything on them, wipe off with brake cleaner.



**2 Loose debris**  
Go around the entire car and remove any loose, flaky underseal. Use a wire brush or a screwdriver to scrape it away. Think of it like preparing an area for paint – you need a decent surface for the treatment to adhere to.



**3 Rust converter**  
Once you're confident you've removed any flaky sections, go around and spray rust converter in those areas with surface rust. The converter is a single-pack epoxy – it dispels moisture and, obviously, converts rust. There's no 'build' to it.



**4 Stripe coating**  
Once the converter has flashed off, you can start applying the underseal. Stripe coating is a technique that enables you to load up the edges of seams or welded repairs using a brush. This gives better coverage on these areas than a spray would.



**5 Avoid weak spots**  
On this seam, for example, underseal would fall away from the sharp edge as it dried. This leaves that edge vulnerable. Choosing a product with good hygroscopic qualities means it'll penetrate into seams and absorb moisture.



**6 Probe around**  
Go around the car and use the spray gun with an extension probe to get wax into all the smaller areas you won't be able to reach when spraying the final coat later.



**7 Hard to reach**  
Even if you're not spraying into a cavity as such, applying cavity wax in this way enables you to get into awkward areas and 'fill in' those sections.



**8 Sill sections**  
If you haven't got access points in the sills, you'll need to create your own. With a car this size and a metre-long probe, an only needed to create one access hole in the middle of the sill using a 10mm drill bit.



**9 Smooth action**  
Insert the probe down the sill in one direction, and draw it out at a smooth pace. Repeat in the other direction to coat the entire sill. Choose a nozzle that gives a fine atomisation – almost like a 'cloud' of wax. This ensures the best coverage.



**10 Plug the hole** Dab some extra underseal around the drill hole to protect it, and then fill it with a rubber plug. These plugs will generally come as part of a rustproofing kit. If not, they're easy to source.



**11 Fill gaps** Having previously stripe coated the arches and used the extension probe to get into awkward areas, you can now use an aerosol to fill in the remaining gaps. Be sure to shake the can well to achieve the best atomisation and coverage.



**12 Spray carefully** Take your time and ensure you spray under the wheelarch lips as well. Be sure you're wearing goggles and a mask – you'll be thankful for them when you're spraying areas such as this, which are above you.



**13 The doors** If there aren't any suitable access holes, drill one into the bottom of the door. Mask the area with tape and use a centre punch to mark the spot you want to drill. Insert the probe fully and spray while drawing it slowly out. Plug the hole.



**14 Pillars and posts** With the doors done, move on to the A-, B- and C-posts. Drill access points if necessary and insert the probe upwards and downwards in turn on each post. Slowly withdraw it while spraying. Ian drilled an access hole for the C-post through the rear wheelarch.



**15 Complete coverage** The main coverage of undercoat is the last thing to be applied. You must have put in cavity wax and stripe coated the seams before this point. Here, Ian's applying it using an air-operated Schutz gun – this helps it go on as effectively as possible.



**16 Soft underbelly** The last step is to work along the underside of the car, coating the floorpans and other major areas not yet treated. This is where access is key – a ramp will really pay dividends. A pit will also be fine but ensure adequate ventilation is available.

## FINISH



**17 Fully protected** Wipe off any excess underseal that's been sprayed on to the exhaust system. While it shouldn't catch fire, it won't smell too pleasant. Check the bodywork, too – any overspray will soon go sticky. And that's it – one protected classic that should be around for a few more years. **CM**

