



Mini-Convention



Cape Girardeau, MO

Earlier this year, at the 2017 “Go For It” Dr. Vinyl Convention, Clifton Gentry, Dr. Vinyl of Southeastern Idaho and associate of Southeast MO & Southern IL, invited me to join the Dr. Vinyl crew in Cape Girardeau, Missouri for their mini-convention the first week in June. I happily accepted his invite and I’m glad I did! The Gentry’s mini convention was extremely instructive and positive.

The convention would officially start at 10:00am Thursday morning. Prior to that, Clifton, and I met up early that morning to setup everything we needed for demonstrations & door prizes. Clifton’s wife Laura also joined in by preparing & bringing food, snacks and drinks for later in the day. Once his crew arrived we were all set for a great start to this convention!

Clifton opened by welcoming all of us and introducing me to his team. We handed out





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TOPICS OF DISCUSSION

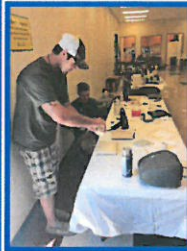
PROPER PREPPING PREVENTS PROBLEMS

As we were talking about different cleaners and preps (such as Silicone Remover, Pro Strip, Lacquer Thinner, Molding & Stripe Prep, Whip it, Franks Cleaner and Surface Prep) I found out that their favorite all-round cleaner is a product by the name of “Awesome”. The reason I’m mentioning that in this article is because I don’t want to keep this *awesome* product a secret from all of you out there in the field. I’m very familiar with “Awesome” as I’m using it for EVERYTHING in my household. It just works on everything! The best thing about “Awesome” is the price. One bottle of Awesome costs \$1.00! Yes, you read it right - One

NEW PRODUCT INTRODUCTION

**DURAFLEX, XR-10, XR-12,
COLOR LOCK & COLOR NIX**

I introduced and demo the products above and we compared the different heat cure compounds, air dry fillers and



CHIPBUSTER 3-N-1

I have to admit I didn’t give the Chip Buster 3-N-1 enough attention in the past. Personally, I just love the way Chip Buster 3-N-1 works on faded plastic and paint scratches. Highly recommended for every technician

Other Demonstrations included **Stain Removal, Windshield Repair with Delta Kits, Velour Repair** methods and **Plastic Repairs with the Hot Stable Gun!**

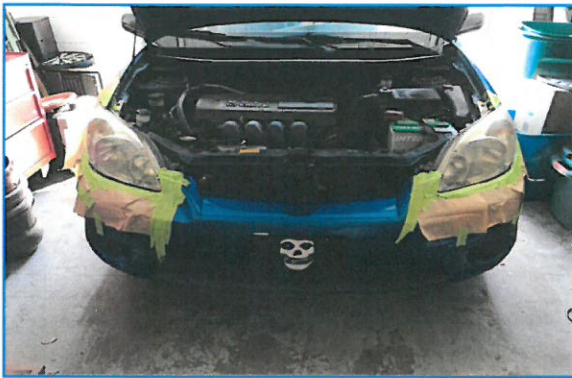
Dr. Vinyl of Southeast Mo & Southern IL



Left to Right: Clifton Gentry, Jeremiah Shands, Matt Banken, Caleb Gentry, Alan Jennings Jr., Dakota Clyburn, Trey Wren and Shanon Jamieson.

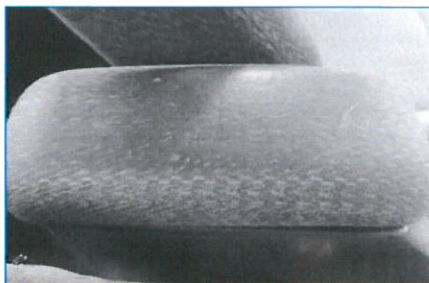
Photos From The Field

The before and after photos below were submitted by our newest Dr. Vinyl member **Craig Custer** Associate of **Sean Gonzales, Dr Vinyl of West Central Florida.**



Those headlights look like new Craig! Thank you for the pictures!

2017 Interior training before and after photos



Stain



Removal



Fabric Repair & Stain Removal



Leather Repair



Vinyl Repair



Photos From The Field

The photos below were submitted by
Deshawn Shaw, Dr. Vinyl of Greater Las Vegas,
showing a before-and-after of a convertible car top dying, from tan to red.
Great Job Deshawn! Thank you for sending us the pictures!



BEFORE



AFTER



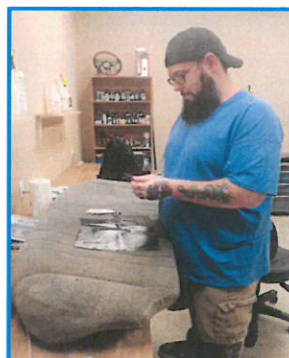
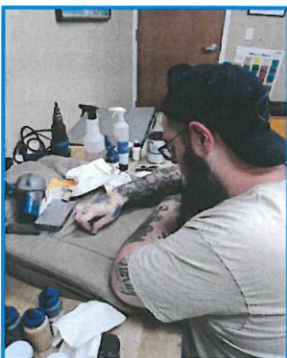
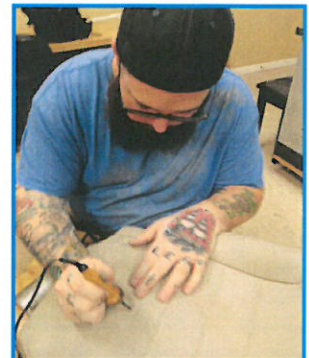
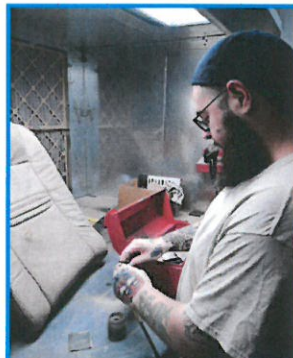
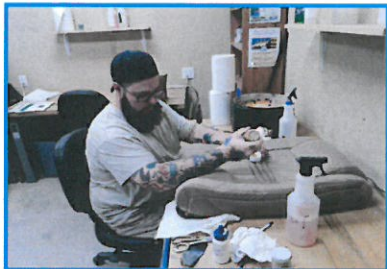
May 2017 Interior Training

Craig Custer



Craig Custer joins Sean Gonzales, Dr. Vinyl of West Central Florida, as an Interior Repair Technician. Craig has some experience in the upholstery business and retail customer service. Prior to Dr. Vinyl, he worked at **h.h.gregg** furniture, appliance and electronics store. Craig sees Dr. Vinyl as a great business opportunity and can't wait to get started in the field. In his free time, Craig like spending time with his wife, Anna, and playing, as well as watching, hockey. **Go Tampa Bay Lightning!**

We are glad you joined us Craig! Welcome Aboard!



“The ladder of success is best-climbed by stepping on the rungs of opportunity.” - Ayn Rand

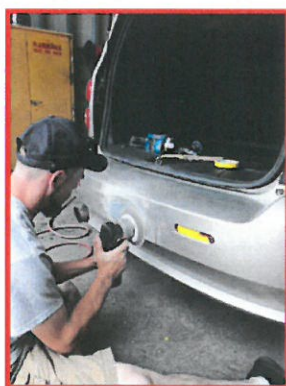
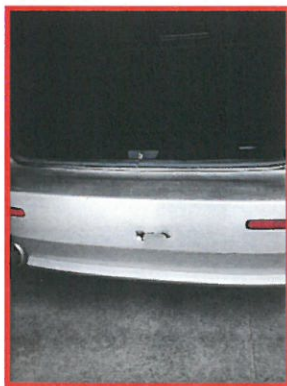
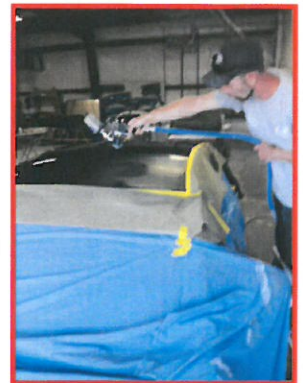
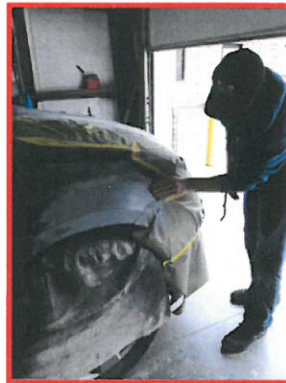
May 2017 Auto Paint Repair Training

BRANDON THOMAS



The Doctors Touch is happy to welcome **Brandon Thomas**. **Brandon** joins **Steve & Jeannie Oakes, Dr. Vinyl of Hampton & Newport News, VA**, as a Paint Repair Technician. Brandon and his fiancé, Krystale, have three children: Glen - 8, Peyton - 8 and Skyley - 6. Brandon says he was looking for a long-term career change, and he feels The Doctors Touch is just what he was looking for. In his spare time, Brandon enjoys fishing, working on his car & playing with the kids.

Welcome to The Doctors Touch Brandon!



Blending Techniques

In the paint department, refinishing a panel — or refinishing a panel that has a repair in an adjacent panel — is one of the most common paint procedures performed. With today's highly complex colors having metallics, pearls and combinations of color enhancements, the technician's job of matching colors has become very difficult. To meet this challenge, several paint techniques have been developed to blend the new color into the old color. If the match is slightly less than perfect, the eye is tricked into not seeing the subtle changes. In fact, many paint companies recommend that all repairs be blended to speed productivity. Although some painters still panel paint colors, to ensure color will match, "blend-it-and-send-it" has become the standard.

Color Match Issues

Though manufacturers standardize all their color formulas, not every factory-painted car precisely matches that color standard. If a color is applied at multiple manufacturing locations, each location may have a slightly differing color tone. Though paint companies try very hard to identify and correct their formulas for that variance, it is not always exact. Many paint manufacturers provide variance decks to help match the more common color variations, which has become very helpful. By comparing the variable formulas to the vehicles color, a "blendable match" can often be found.

There are also many other possibilities that may cause the color to be off. As examples, over- or under-pouring when mixing the formula, poor spray gun adjustment or improper spray technique, improper reduction, even mixing to the incorrect formula, or a corrupt toner deck—can each cause mismatch.

If the painter is familiar with the color that is being applied, and is confident that it will match the existing color, then mixing and blending the color with the fastest blending technique (such as the "Standard" blending" technique) will usually produce a satisfactory match. (More on blending techniques later.) However, if the color is a difficult one or one that the painter has had trouble with in the past, the best method, to tell if the color will be a blendable match is to make a spray-out-panel . By spraying a panel with the color that is to be applied to the vehicle, then comparing it to the vehicle , the painter can determine whether the color is blendable or not.

Clean-Clean-Clean

Huh, you say? You are correct: cleaning the vehicle has nothing to do with the color match of a blend. But it can be very frustrating to put in all the time and consideration on the vehicle's color and blend technique, and then notice multiple dirt nibs that must be corrected before delivery.

Next, tack off the area to be painted with a new tack cloth, and then with a second one. Tack off the masking paper surrounding the paint area, and just before painting the vehicle, tack the air hose off, so random dust that it may have picked up will not drop into the paint.

All these precautions, that can be taken prior to applying the blend, will pay in less detailing, or even avoiding a repair that may otherwise be needed, just because of dirt.

Blending Techniques

While I am sure there are many variations on the three types of blending that will be discussed here, I'll review these techniques that most often used: Standard Blending, Reverse Blending, and Wet-Bed Blending

As paint colors became more sophisticated, and with it the problem of mismatched colors when panel-blending was used, painters decided to extend the new paint into the old color. Multiple coats were used (3 to 4) with the first coat, which was extended 4 to 6 inches into the old panel. The next coat was extended 4 to 6 inches beyond that, and the third also extended beyond the second.

Continued...

Continued...

After the repair and blend area is sprayed to full coverage, it is best to use a color-corrected light to check that all areas, are fully covered, especially tricky areas, such as fender edges and recessed areas that may not have been sprayed directly.

The painter should also consider the areas where the blend ends, especially on the final coat. (This goes for all the spray techniques.) If the blend is ended abruptly in a straight up and down line, it is more likely to be seen; so if the blend is instead staggered or done at an angle, the blend's end point is less likely to be noticed. The car's design, or where shadows naturally fall, can be used to the blend's advantage. Ending the blend in a staggered line, under where the side mirror normally casts a shadow, also helps hide a blend.

Gun Technique and the Blend

Though gun technique is important in all painting, the blend has some of its own challenges, not the least of which is overlap. For years, a 50% overlap was sufficient to cover without streaking the paint; but as highly metallic colors became even more popular, painters found that a fuller coverage was needed, and most paint manufacturers and paint gun makers now suggest a 75% overlap is better. Also, it was found that many painters tended to fan the gun at the end of the blend; unfortunately, this would cause the metallic's to orient incorrectly and cause a visible line, sometimes referred to as a "halo". To combat the poor orientation, it is better to keep the gun perpendicular to the paint surface and off-trigger the gun. This can be a bit tricky at first, but with practice the skill of slowly letting the trigger off prevents the problem. The metallic's orient correctly because the distance to the surface is correct.

Reverse Blending

The Reverse Blend was developed to combat the problems listed above. As colors such as silver, gold, and bronze, for examples, became even more difficult to spray, the reverse blend was developed.

Though the reverse blend overlaps each coat by about 4 inches, the same as the standard blend, the difference is that the first coat is the one that extends the farthest: 12 to 14 inches into the adjacent panel. The second coat is blended four inches less, and the third yet four inches less than the second. The same techniques as the staggered blend line, 75% overlap, and off-triggering should be used with this technique.

To combat problems such as halo, visible blend line, and poor metallic orientation, paint manufacturers developed products often referred to as the orientation coat. One of the problems that occurred with highly metallic colors, such as silver, is that the metallic flake would gather in even small scratches left when prepping the panel to be blended. These metallic streaks could not be corrected with detailing, and would need to be re-sprayed.

A clear orientation coating was developed, that could be sprayed onto the panel being blended, to keep metallic's from gathering; painters found that halos were also reduced with an orientation coat. Thus, the Wet-Bed Blending technique was developed.

Wet-Bed Blending

To use the wet-bed blending technique, the painter sprays a full wet coat of orientation, or wet bed, over the entire panel to be blended. Then the color is applied using the reverse method. This technique allows the color to be sprayed onto a tacky surface, where any small scratches have been filled with the orientation coat, and the metallic will orient correctly. Halos, though not always eliminated, are markedly reduced.

Don't become careless with prep, thinking that the orientation coating will cover scratches. Though it does help stop metallic streaking, good prep cannot be overlooked. Follow all the paint manufacturer's recommendations for the proper surface preparation for the paint system that you are using.