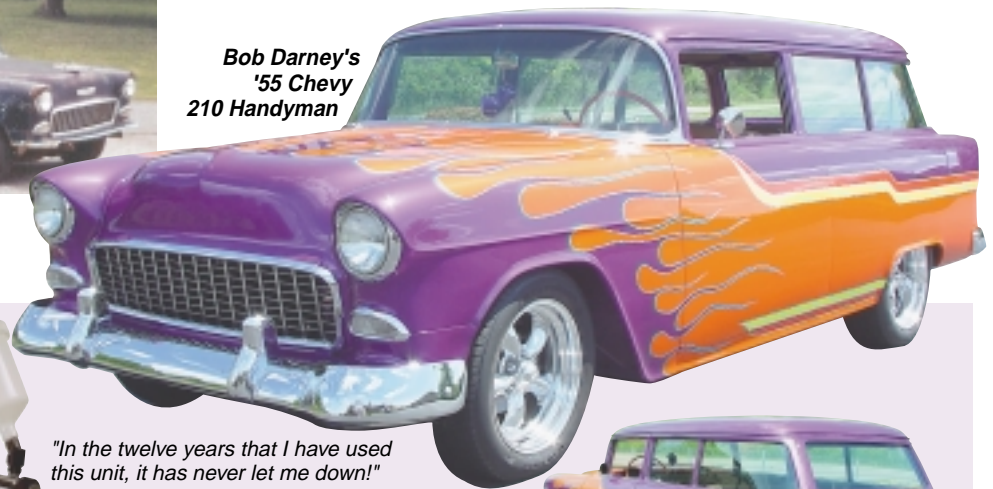


HVLP Turbine Success Story



**Bob Darney's
'55 Chevy
210 Handyman**



"In the twelve years that I have used this unit, it has never let me down!"

**No hidden secrets ...
just results
you can see!**



1955 Chevy was coated with nine (9) different House of Kolor paints using the TP-90GF Gravity-Fed Turbine System.

Ok, fellow enthusiasts ... check out my latest '55 Chevy 210 Handyman! I purchased this car in Flint, Michigan after hearing about it at a car show. This 3-speed, 6-cylinder had 70,000 original miles and was still being driven by the owner's daughter! The car now boasts a 350 Chevy engine and 700 R4 Trans. I custom-built the radiator core support to dress up the engine compartment; and well, 17 months later, this Chevy is back on the road!

You won't find any door handles or side stainless on this beauty. I've also removed the front vent windows and the '55 hood emblem and bird, and ran the rib all the way down the front of the hood. It has 17" wheels, 2" drop spindles and 1" lowering blocks, and a custom dash with '59 Impala steering wheel.

If there is one feature that makes you stop to check this ride, it's the paint job. I used the TP-90GF HVLP Turbine and nine different colors to paint this car - so I did a lot of mixing. The turbine is unlike using a conventional paint gun and air compressor in two important ways. For one, an air compressor can run out of air. And two, a compressor lets water and oil get in the paint. This won't happen with the turbine. You'll always have the same air pressure, from beginning to end, and the water and oil problem ... well it simply doesn't exist with the turbine. The conventional systems use 30 to 50 lbs. of pressure to operate. The turbine uses 4 or 5 lbs. of pressure for painting. This low pressure helps cut down the amount of dirt that gets blown around in your shop while you're painting. Now, if you have a fancy paint booth with all the filters and oil and water separators, then you probably don't have to worry about this. But if you're like me, you can really appreciate how clean and smooth this turbine runs. It is amazing!

I used the 1.0 mm needle and nozzle and .5 air cap that comes standard with the machine to spray four main paint colors. They are House of Kolor Chartreuse, Passion Pearl (purple), Ultra Orange, and Magenta. First, I painted the white base coat, then pearl colors, then clear coat (tri-color). By using the gravity-fed HVLP gun, I could mix up just a couple of ounces at a time to spray the small places. This really cut down on wasted paint. My paint cost was roughly \$1300, about half of what I would have spent using a standard pressure-fed gun!

So, if you want to paint one or two colors, or 9 or 10 colors like I did on this car, this unit will get the job done. In the twelve years that I have used this unit, it has never let me down!

After the clear coat was applied, the car was wet sanded using 1200, 1500, and 2000 grit paper, then buffed with my Makita Buffer. I have bought and used other tools from TP Tools over the years. Equipment like my Skat Blast Cabinet, Lincoln Welder, metal brake, Champion Compressor, Baldor Buffer, and various air tools also helped make this restoration a success! The service and technical support from TP Tools is outstanding!

With this custom-built finished, I already have my next project lined up ... a '55 Chevy, 2-door sedan. (You might call it a basket case.) I'm also restoring a '34 Dodge Pickup Truck. Look for both of these success stories in upcoming issues.

Bob Darney - Leetonia, OH
210 Handyman Owner, Enthusiast



After white base coat, House of Kolor Passion Pearl (Purple) was applied to the firewall and roof.



The second painting step included a coat of House of Kolor Ultra Orange to the cowl and sides of the Handyman.



The power plant of this Handyman includes a 350 Chevy engine with a 700 R4 Transmission. Darney carries the flame details throughout the inner fender wells including the smooth custom radiator.