

TUF

THE ULTIMATE FINISH

ISSUE 20 OCTOBER 2017



**YOUR ULTIMATE
FINISH WINNERS**

20TH
ISSUE
SPECIAL EDITION

A NEW ERA FOR BODYSHOPS

SPIES HECKER CELEBRATES 135 YEARS

RESTORATIONS SHINE WITH AXALTA

GLOVING UP FOR CHARITY



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Message from the **MANAGING DIRECTOR**

This issue of *The Ultimate Finish* magazine is a celebratory one and we are extremely pleased to be publishing our 20th issue.

Here at Axalta, we are very proud of our magazine and its decade-long success in highlighting the achievements of our outstanding customers, staff and products.

Our industry is ever-evolving, and in this issue we look back on how things have changed since *The Ultimate Finish* was first published in 2007. From significant technological advancements to a growing sustainability focus, Axalta has been at the cutting edge of industry evolution.

While we consider how far we have come, we are proud this year to celebrate 135 years of Spies Hecker. This history-making date reminds us that we are responsible for a legacy and we continue to strive to lead the industry in developing new technologies and better paint systems for our customers.

We know what our products are capable of achieving, but we continue to be amazed by the end result when applied by our talented and dedicated customers, as shown in the Your Ultimate Finish competition. The competition entries were outstanding, and while it's always difficult to choose the three best, the judge, John McCoy-Lancaster, couldn't go past this year's winners, showcased on the cover and on pages 6-9.

Sincerely,

Steven Brett
Managing Director
Axalta Coating Systems



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Do you have a great story?

We'd love to hear it!

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10 Years of *The Ultimate Finish*

A DECADE OF CHANGE

The Ultimate Finish magazine has reported on a decade of advances and changes in the refinishing industry since the first issue was published in 2007.

Since *The Ultimate Finish* magazine was first published 10 years ago, the refinishing industry has evolved to meet new challenges, from changing paint effects and exacting customer expectations, to socially responsible practices designed to impact the way our customers do business. We continue to bring newer technologies, coatings and processes to significantly improve turnaround times so that bodyshops can better meet the demands of their own customers.

Advances in technology have allowed bodyshops to re-think work processes and optimise their work-flow.

“Water-based paint and the different products out there are faster drying,” said Tony Savva from Mangano Body Repairs in Queensland. “This has helped us to meet expectations as customers want their cars turned around faster.”

However, this doesn’t mean that shops can turn over more cars, Tony said. “From a paint perspective, the process is sped up but some of the newer colours take more time and effort – the processes are more complex. For example, three-layered pearl is very common.”

For bodyshops, the changing technology means that they can produce jobs with more confidence and at a faster pace than previously. Painters can produce colour and be ready to paint more swiftly than a decade ago, relieving the bottleneck that historically occurred in the bodyshop.

“Colours used to be stored in a database format,” said John Nettleton, Axalta’s Product and Colour Manager for Australia and New Zealand. “However, today we use a spectrophotometer, a colour reader to select the shade and variant from Axalta’s library of colours. This gives a lot more precision to the colour selection. The technology is continuing to get smarter and smaller – it will soon be on Wi-Fi and accessible via a smartphone using our next generation software.”

Evolution of bodyshop businesses

As the industry has changed over the years, bodyshops have had to evolve in order to remain competitive.

“I’ve been dealing with paints for a long time now,” said Don Santarone of Crash Supplies in South Australia. “It’s a tough industry, the car manufacturers have variants, all different shades. It’s testing for the painters, it’s a tough gig.”

“As we’ve gone from solvent to water-based paint, and with the software behind the spectrophotometer getting better and better, the technology has changed what we do dramatically,” Tony added.



The covers of issues 1 to 20 of *The Ultimate Finish*

Sustainability of our industry

Sustainability is also a driving change that has gained significant momentum in the last decade, with customers demanding more sustainable and socially responsible offerings.

In response, Axalta continues to deliver environmentally efficient products and processes. The most notable advances have been in waterborne coatings that have allowed the industry to move towards products that require fewer coats, materials and energy, helping to reduce the impact on the environment.

“Fifteen to twenty years ago we still had people applying acrylic lacquer, which is the oldest of technologies, where you could potentially work your way around a car ten to fifteen times,” explained John. “The movement to 2K technologies sped up the process and reduced the number of coats significantly.”

As we look forward to another 10 years, Axalta is already working on the ways we can support our customers with new technologies and new systems. Watch this space!



Competition judge John McCoy-Lancaster



To celebrate the 20th issue of *The Ultimate Finish* magazine, Axalta launched the Your Ultimate Finish competition, which saw some outstanding entries.

Competition judge John McCoy-Lancaster reviews the three winning restorations and describes what makes them incredible works of art on pages 6-9.



Scan the QR Code to see images of the winning entries.



The 1965 Mack Truck was completely transformed

Your Ultimate Finish - Third Place Winner

MACK TRUCK RESTORATION IS A HIT

We are always proud and surprised at the variety of vehicles we find when we look around at how people use the Axalta range of products, writes John McCoy-Lancaster. This notable vehicle is no exception. It's time to congratulate Matt Stephenson and Mick Drew from MLS Truck Repairs in Riverstone, Sydney for their excellent Mack Truck restoration.

The choice to restore an old truck is becoming more and more popular with car enthusiasts. This is evident at any show of old machinery across the country. Nothing stands out amongst the less imposing restorations more than a big red truck. The crew from MLS Truck Repairs have truly excelled with their outstanding restoration of the 1965 Mack Truck illustrated here, well deserving of their third place in this competition.

This excellent example of mechanical attention to detail is truly part of the family – it has only ever had one owner/ operator, who approached Matt from MLS Truck Repairs to restore the truck to its former glory for the vehicle's special 50th anniversary. The restoration wasn't a quick project. To achieve the outstanding result required a lot of work – there are a lot of big panels and a very large chassis that are all on show. The truck required many new parts and a substantial amount of time dedicated by Matt and his team.

The restoration of this old beauty became a community event, with locals getting together to fundraise and support the project. After nearly two years the restoration was complete. Using Nason Industrial paint, the truck has been transformed.

Matt said, "This is not something where you can take shortcuts. Everything had to be pulled down and we had to stretch the resources we had to get the best result we could."

It is very clear that a lot of love has gone into the restoration of this truck, and a lot of time has been dedicated on weekends and after hours to finish the job. The hard work was well worth it – the truck is now proudly on display at special events where many admirers fall in love with the beautiful red paint and highlights.

"We love the chrome, we love the spirit and we love seeing an old workhorse being shown off. What a beauty."



Sunny Warby (Hall of Fame truck driver) and the award-winning Mack Truck restoration team

Your Ultimate Finish - Second Place Winner

AN INDIAN DREAM IN MAROON

The dreams we have can often lead to truly amazing creations, writes John McCoy-Lancaster. So when we considered the custom bobber motorcycle that John Naismith submitted for this competition, we thought about how much creativity went into this build.

A bobber can be a custom styled motorbike from the 1930s to the present day. Typically, construction includes stripping excess bodywork and making the bike look like a vintage motorcycle. To aid the removal of unnecessary waste and weight, building a bobber involves removing all superfluous parts, such as the front fender, and shortening the rear fender (which is where the name came from: being a bob-tail).

A bobber motorcycle is typically constructed from more than one existing bike - also called a bob-job.

John's bike not only has a reduced weight, it is also a combination of different bikes. The main base is a 1924 Indian Chief. This is a rare bike on its own, but John has combined this with a 1944 bike to give a totally unique outcome. The bike is painted Indian Maroon.

John said, "One of my mates had a 1940s piston in a box with this colour and I just fell in love with it. So that's the colour I chose for my bike."

When John bought the bike he admired it where it sat for three years, then bit the bullet and rebuilt it from the ground

up in 12 months. However, it was during those three years that he had a lot of ideas and sourced plenty of new and second hand parts from around the world.

The bike has a 1200cc Chief motor with a three-speed gearbox. The paint is a luscious Imron Elite Fleet Line paint with direct gloss. The Indian decals are proper gold leaf, painted onto the bike freehand.

The high quality of the final product is a tribute to the creativity and attention to detail of the team from Premier Truck Painters in Western Australia. The bike is registered and we look forward to seeing John on the streets with this beauty.



The body of the 1924 Indian Chief is very rare. Decals are handpainted in gold leaf



John Naismith on his custom bobber



The bike is finished in Imron Elite Fleet Line paint





Your Ultimate Finish - First Place Winner

A CLASSIC CADDY WITH A MOD

This restoration showcases what can be achieved with dedication to detail, and a commitment to perfecting a look in keeping with the original vehicle, says John McCoy-Lancaster.

The first place winner of Axalta's Your Ultimate Finish competition is a beautiful Fontana Rose 1961 Cadillac Coupe deVille, proudly owned by Don Santarone from South Australia. The car oozes class and with its long flanks and little fins on the rear, the car has a shape that people can't get enough of. When we contacted Don as part of the judging process, he said that every time he takes the car out it turns heads.

Don has gone to extreme lengths to ensure the restoration of his classic Cadillac results in a car that looks and drives even better than it did when it left the dealership showroom floor 56 years ago.

The intent was always to restore the car as one that is driven and appreciated, not one admired from afar. The car has conditional registration in South Australia and that lets Don, and whoever is cruising with him, enjoy beautiful sunny drives on club runs and other special events. Don's passion for the car comes through strongly as he relates how much fun it is to drive a big-finned car. "It's like riding along in a big lounge chair."

This Cadillac is all class. The name DeVille came from the French language meaning "of the town". The 1961 model was a new body, after the famous 1959 big fins that the designer, Harley Earl, wanted to see on the top end of a General Motors vehicle. This car has a different approach and was fully restyled and re-engineered. Many think it is even more beautiful than the late 1950s cars that are so valued amongst collectors and enthusiasts.

While admiring the beauty of the car's body, it is amazing to think that a car of this era came with power everything: power brakes, windows, seats, steering, mirrors and more.

The striking Cadillac is a powerhouse of a vehicle that is admired wherever it goes - a testament to the exacting paintwork with a touch of pearl to give it luminance.

This 325hp car has a 390 cubic inch GM four-speed automatic V8 engine. It rides on a coil suspension at each corner, with a four-link set-up on the rear. The wheelbase is a whopping 3.28 metres – all coming together to make it a great car with a smooth ride.

"The colour development was the hardest part of the build," says Don, "but it was great to be able to use the colour swatches and match it as close as possible. I think we used about five to six spray-outs just to get the colour right."

The team at the paint room at Crash Supplies used all Spies Hecker products, from epoxy primer, high build primer, base coat and high build clear. And it's the clear top coat that really shines in the sunlight. Don shared that there is a little bit of



ERN TWIST



The paint has a touch of modern day pearl to make the Caddy sparkle



The attention to detail is evident in the stunning interior

modern day pearl in the paint just to make it really sparkle and give that special look.

Knowing what the colour was going to be and knowing it was going to be a real standout, the team worked hard on the preparation. When you're working with long, big panels like this car has, there is a need to ensure that every one of those curves and the highlights with the bodyline are going to show cleanly. It also makes a difference when the lines of the car are not separated by stainless steel trim. The preparation and undercoat was perfect to show off the beauty of the body.

They used Permahyd® Hi-TEC Basecoat 480 waterborne paint to complete this immaculate job. Most restoration professionals would never think to paint a classic car in waterbase. And certainly not one that has long or big panels like this Caddy. Check out the size of the bonnet or the bootlid. Then let your eyes run down the length of that rear quarter panel. The guys took the paint back to bare metal to ensure that Don's car will be safe and rust-free for 50 or 60 years.

Don told us that he would like to thank Joey at Smithfield Collision Repair Centre for helping him with this project. The details that the team also considered, such as the interior and ensuring those stainless Cyclone turbine hubcaps were all carefully refreshed, have made a noticeable difference to the total package of the vehicle.

The judging team admired all the work that has gone into the restoration. The smiles and waves Don receives whenever he takes the car out on the Adelaide streets are a testament to this exceptional restoration.



Don Santarone and the winning Cadillac Coupe deVille



The specially designed premises are modern, streamlined and energy efficient

Kerrigans Accident Repairs

CHOOSING TO MAKE A DIFFERENCE

Their reputation for quality smash repairs spans more than 50 years, but it's been the last decade with Matthew Reynolds at the helm that has turned Kerrigans Accident Repairs into an energy-efficient repair shop with a heart for the community.

Two years after Matthew Reynolds bought Kerrigans Accident Repairs with Wayne Puckey and Aaron Burgess – who also jointly own Symes Accident Repairs in Doncaster East – he rebuilt the 1970s style shop in favour of a sleeker, more resourceful facility.

Located in Lower Templestowe, Melbourne, the innovative facility's design is founded on energy-efficiency and smooth productivity. The shop is equipped with variable speed drives in the oven and compressors, has 115 solar panels on the roof, LED lights, and 20,000 litre water tanks that are plumbed to the wash bay and toilets.

Matthew has used the Standox brand of paints since his first day in the industry in 1983. "I believe in Standox for their brilliant colour-matching tools. I have a philosophy that if a paint company spends millions of dollars designing and researching colours, then that is the company we should be dealing with."

Meanwhile, Matthew's decision to focus on energy efficiency is practical. "This is all a choice we made. Why not make our shop as energy efficient as possible? It saves money; if the sun can give you electricity, why buy power made from coal?," he explains.

The design for the facility also had to take into consideration the landscape challenges. "Our building cuts into the hillside, so we're three metres below ground level," Matthew says. "We wanted to design the shop so that we could cater for a

number of cars in repair at one time and still be able to move them freely through the shop, since we can only have access doors at the front of the building."

"Why not make our shop as energy efficient as possible? It saves money; if the sun can give you electricity, why buy power made from coal?"

The result is a modern, streamlined panel beating and smash repair bodyshop, equipped with state-of-the-art technology, making Kerrigans Accident Repairs a premium repairer for Melbourne's north-eastern suburbs.

They're also active supporters of their local community. "We support the Templestowe Bowling Club and the Rotary Club, and for years we've sponsored the pony ride at the annual Templestowe Village Festival, which is really special," he says.

Territory Business Manager - Michael Kirchner

Distributor - All Cars Paint Supplies, Victoria

Paint System - Standox

Porirua Motor Body Repairs

INDUSTRY WOMEN LEADING THE WAY

New Zealand bodyshop Porirua Motor Body Repairs is leading the way in industry equality, with women making up nearly 40 per cent of their staff – a rare employment statistic in the industry.

For bodyshop owners and Standox customers Sam Mackie and Shane Eager, employing women makes perfect sense – for the benefit of their customers and their business. They employ Sam's wife, Wendy Arnold-Mackie, an accomplished, well-respected painter who also runs the paint shop.

"Wendy is very highly regarded as a quality painter and, to be fair, she helped to sway our opinion about the great value of women in the industry," says Sam. "After we started working with Wendy, we really didn't think about it anymore."

Wendy manages and mentors adult apprentice Tatiana Massey, who brings more than just her apprenticeship knowledge to the role.

"When we hired Tatiana, we advertised for an apprentice or a labourer to join the team, and we had five guys and Tatiana apply. To be honest, Tatiana was better in person and better on paper. And the fact that she's a qualified mechanic is handy as well," Sam explains.

The rest of the female team is made up of Melissa Fitt, a trainee panel beater, and Shane's wife, Angelique, who runs the office.

Although the paintshop is tucked away and few customers have the opportunity to view the women at work, Wendy's reputation ensures that some customers specifically request her to paint their vehicles. In addition, when Wendy's father

retired and closed his panel shop, many of his customers naturally migrated to Porirua Motor Body Repairs in the confidence that, with Wendy, they would continue to receive quality work.

Porirua Motor Body Repairs is a friendly, family-run affair.

For Sam and Shane, having a gender-balanced workplace brings a lot of benefits.

"There is a balance to the conversation and there are situations thrown up all day long that benefit from a woman's view of the problem – I think sometimes the women bring a bit more thought and consideration into how to solve the problem, rather than acting first and thinking later," Sam admits.

And when Sam mentions to people that his wife is a painter, he's quick to correct them when they assume she 'fluffs around in the paint shop'.

"I tell them she runs the ship."

Territory Business Manager - Aaron Baty

Distributor - Resene Automotive & Light Industrial

Paint System - Standoblue



Wendy Arnold-Mackie manages the paint shop



The Porirua Motor Body Repairs' team is nearly 40 per cent female

Spies Hecker

CELEBRATES 135 YEARS

Since launching in 1882, Spies Hecker has evolved from a coach varnish company to a global brand of advanced paint technology. This year, Spies Hecker celebrates 135 years as a world leader in vehicle refinishing.

1882-1940 FOUNDATION YEARS

135 years ago, brothers Adolf and Moritz Hecker teamed up with brothers Adolf and Hermann Spies to found the Anglo-Continental Varnish Company in Cologne, Germany.

As automobiles advanced, Spies Hecker moved from the manufacture of clear varnishes to ready-to-use high grade paints, marketed under the PERMANENT brand.

PERMALOID nitro-cellulose paints were introduced, and spray guns replaced time-consuming brush techniques.

1940-1980 EXPANSION YEARS

Following Germany's Great Depression and World War II, Spies Hecker built an innovative facility in Cologne.

In the 1960s, colours gained popularity, leading to the creation of the Colouristic Department.

In the following years, the company began exporting paint to the Netherlands, Denmark, Greece, Italy and France.

During this time, Spies Hecker supplied the leading paint of the time – PERMANAL air-drying resin – and pioneered the 2K system of base paint and hardener.

1980-2017 ADVANCEMENT YEARS

From the 1980s, Spies Hecker evolved with advanced paint and tool technology that included 2K mixing systems, two-coat systems and the launch of the first spectrophotometer.

In 1985 Spies Hecker launched in Australia with over 50 systems being installed by 1986, followed by a New Zealand launch in 1989.

The launch of the first waterborne paint basecoat system Permahyd 280/285 in 1994 and Permahyd Hi-TEC in 2010 saw a new direction in environmentally responsible coatings.

In 2015, the Phoenix colour retrieval software was launched and the brand celebrated 30 years in Australia.



Spray guns replaced brushes as part of the application process



Colour selection was an art that took time and specialist skills



The introduction of the spectrophotometer and Phoenix colour retrieval software simplified colour selection processes



Street Rod Overhaul

CUSTOMISED CAR GLEAMS IN SPIES HECKER

When Jeff Whalan began building his 1932 Ford three-window Coupe from scratch, it was a labour of love. However, he didn't quite expect that the vehicle, finished in Spies Hecker, would take 10 years to complete!

Jeff points out that his car is a replica, and though he hunted for an original at first, he was pleased to discover the benefits his replica bestowed.

"The beauty of the replica is that it's a fibreglass body, meaning it didn't have any rust, which saved a lot of work," he says.

"I've restored cars before; the first car I restored was a 1962 EK Holden, which I still have. I did that in 1977 when I was seventeen, straight out of school. I drove it in car shows and won a few awards, then I took it off the road in 1990, with the hope of giving it its third rebuild – but it's still sitting in the carport!"

Perhaps part of the reason why his EK is still on the blocks is Jeff's beautiful Coupe restoration. He has also restored "a couple of replica XY Falcon GTs" in his time, which he has sold, but in 2007 he decided he wanted to build a street rod.

"What I wanted to do was a little bit different. Hotrodders can be set in their ways, so the cars have to be either black or red – and I didn't really conform!" he laughs.

Jeff refinished the vehicle in a stunning shade of pearlescent silver using solvent basecoat. Jeff, who is based on the Gold Coast, says he worked closely with Dennis from Oz Trade Supplies, who was instrumental in helping him pinpoint the ideal colour.

"It's my own colour; I knew what I wanted and other paint suppliers couldn't quite get it right. I went to Spies Hecker and they mixed some sample pots, and then adjusted it to suit my requirements until we got the perfect shade," he says.

"I'm so happy with the finish. When I painted the car and took it out into the sunlight, it just popped and I thought, 'wow – this is what I'm after'."

The colour did raise some eyebrows amongst hot rod enthusiasts, he adds.

"I got a few looks, but I always wanted to be different without being ridiculous," Jeff says.

"It's like driving a brand new car out of the showroom, because everything is brand spanking new. The suspension is modern and the rear end is out of a Jaguar. I've entered it in thirteen shows and I've come home with thirteen awards. It's got a real prestige look, which is probably why it keeps winning!"



The car was finished in a pearlescent silver shade



Jeff built the entire vehicle from scratch



The car has been entered into 13 shows and won 13 awards



The wall mural brings a bit of Byron Bay flair to the business

Simmos Automotive Accident Repair

A NEW ERA OF BODYSHOP

Step into a bodyshop where customers are guests, the walls are internally transparent glass and a vibrant coffee shop guest lounge welcomes you upstairs. Simmos Automotive Accident Repair in Byron Bay is taking vehicle servicing to a new standard.

Owner Andrew Simmons and his father, Warren, who founded the store almost 50 years ago, have spent the last three years consolidating their two business sites – a bodyshop and a mechanic – into one incredibly unique premises.

“We’ve designed the new premises to be one hundred per cent visual and transparent for our guests and our insurer relationships,” Andrew explains. “When you stand at our front reception, you can look through our office wall and see into the shop, and when you’re doing a pick-up, you can look into our vehicle departure alley and see the quality control process on the wall behind the vehicle.”

The friendly staff of 45 treat their customers as welcomed guests, and truly give them the VIP treatment. The new premises boasts a waiting lounge and modern café upstairs for customers to relax in – or wait for their car to be fully hand-washed and detailed in the future car wash service – and is open to the public.

In addition to an interior wall mural with Byron Bay flair, guests are greeted by another special piece of art, the front counter is constructed from trees that grew on-site.

This sustainability mind-set is a focus of the shop, being fitted out with a lighting system that bounces light between floor and ceiling to conserve energy, and a rain water system to supply the workshop equipment.

For over a decade, Andrew and his father have used the Permahyd waterborne system. Andrew says the support from the Axalta Consultants is outstanding. “I can’t speak more

highly of them; Axalta has a commitment to its clients. The support system is top-quality,” he says.

“We’ve designed the new premises to be one hundred percent visual and transparent.”

Another strength for Simmos Automotive is their community commitment and fundraising initiatives. Warren has also received the NSW Government Community Service Award, which he holds very gratefully.

Of their facility, Andrew says their aim is to create a service-based environment. “It’s a one-stop-shop that’s female-friendly, process-driven and totally transparent.”



The friendly staff of 45 offer the highest level of customer service

Territory Business Manager - Stephen Morris

Technical Consultant - Jason Farrow

Distributor - Oz Trade Supplies

Paint System - Permahyd Hi-TEC

Smits Group

PERMAHYD HI-TEC TRAILER

Axalta's New Zealand importer, Smits Group, has taken customer service to a whole new level with their custom-built demonstration trailer. The Permahyd Hi-TEC trailer is fully kitted out to allow Smits to effectively demonstrate the latest in waterborne technology.

The trailer was fully customised to demonstrate the benefits of Permahyd Hi-TEC.

The trailer, launched on 15 May 2017, was the initiative of Smits Group Branch Manager Andy Gough, who identified that there was an opportunity to build a custom trailer that could be towed to any paint shop to demonstrate the Permahyd Hi-TEC system, without interfering with the work being done in the shop.

The fully equipped trailer travels all over the South Island. The painters get to use the Permahyd Hi-TEC products in their environment with the Smits Group Technical Representatives showing them the correct way of using the waterborne system from start to finish.

"It is beneficial for the painters to see the advantage of the Permahyd Hi-TEC product in their environment," says Dihang Wu, Smits Group Marketing Executive. "The trailer provides all the materials needed to the job, including a heated stirring bank. It also showcases some of the many support products the Smits Group distribute."

The trailer eliminates restrictions technical professionals encounter when they visit paint shops. At any kind of shop in any location, Smits Group is able to provide consistency in the demonstration and showcase the high quality of the Permahyd Hi-TEC waterborne system in controlled conditions.

"We want to lead by example," says Dihang, "and set the standard as a distributor. It's a creative solution and very professional way to undertake highly technical demonstrations of a great waterborne system."



The trailer showcases Permahyd Hi-TEC in optimal conditions



The trailer is equipped with everything a paint technician needs

Axalta's European Excursion

EXPRESSION OF INTEREST

We're off to Germany in Sept 2018 and we'd love you to join us!

Includes Automechanika Frankfurt, OEM factory tours, Axalta's European manufacturing plant tour, sightseeing, plus plenty of opportunities to network with like-minded repairers.

9 - 15th September 2018

Register your interest

Please call Danny on 02 8818 4344
or email axalta-information@axaltacs.com
More information will be made available in early 2018.



Wilson's Panel Works

A TRIUMPHANT RETURN FOR CLASSIC VEHICLES

Wilson's Panel Works in Toowoomba, Queensland, are no stranger to the challenges and triumphs of vintage vehicles. Taking on several restorations a year, the skilled and enthusiastic team recently used the Cromax 6000 refinish system to complete three stunning and unique projects.

Robert Wilson, who founded Wilson's Panel Works in 1979 with his wife, Kym, has been doing restorations since the day the doors opened. While most of their time is occupied by insurance repairs, as well as operating Wilson's Towing, the 12-strong staff welcome the rewarding work of rejuvenating classic cars.

Manager James McCallum says restoration projects can be lengthy, however the reward is seeing the final product on display at car shows.

And, it's just one way the team are giving back to the picturesque town that is passionate about classic cars. The staff volunteer to judge at the Holden Club car show, offer their towing services at the Queensland Raceway V8 Supercars events, and even take their tow trucks to the local kindergarten.

Where other bodyshops shy away from restoration work, James says it's been a case of working them into the busyness of every day.

"Otherwise, they would just sit in the corner for years," he laughs. It's this reputation for quality and care that keeps restorers – and other customers – coming to their door.

Final touch for hand-crafted 1920s motorcycle

Word of mouth brought mechanic Damien and his custom-made 1924 Howard Twin Cylinder motorcycle – which he built from scratch using sketches he made from photographs and newspaper clippings – to Wilson's Panel Works for its final finishing touches.

"He wanted people to be able to imagine its history, so we left the defects in the frame," says James. "But when it came to the fuel tank, that had to be immaculate; he wanted it to be the gem in the crown."

After its characteristic black topcoat was applied, the tank was sent away for a classic freehand red pinstripe before James and his staff finished it flawlessly with Cromax's high gloss 3050S Chromaclear.

"The owner runs an exhibition every year for his bikes here in Toowoomba, which he calls the Howard Collection," says James. The motorcycle will go on to be a family heirloom, with the owner planning to pass it down to his daughter.

Award-winning red hot rod restored to glory days

Thirty years ago, the Model T Ford – built and converted into a hot rod by its owner in 1987 – won Top Car at the Queensland Hot Rod Show, and had been invited back for an anniversary showcasing.

“The vehicle was in good condition, but the original paint product had failed, so we stripped it back, tidied it up and gave it a fresh finish,” James explains.

The Wilson’s Panel Works experts turned back the clock for the stunning hot rod, restoring its original Monza Red high gloss finish and stunning the owner.

“He was really taken aback by the gloss and the depth of colour from the Cromax paints, and the level of technology behind paint these days,” says James. “He was so impressed by the finish.”

“He was really taken aback by the gloss and the depth of colour from the Cromax paints, and the level of technology behind paint these days.”



The Model T Ford was stripped back and given a fresh finish



The 1924 Howard was built from scratch using sketches



The Wilson’s Panel team welcome the challenge of classic restorations

Disaster to delight for 1930s Ford Model A

Originally, the owner of the vintage hot rod, who has been bringing restorations and rebuild work into the bodyshop since it opened, was after “just a few touch-ups”.

However, further investigation revealed that the vehicle had been previously restored by an amateur, creating a host of complications.

“He only wanted certain sections fixed, but we kept digging up more and more problems, so it turned into a full off-chassis rebuild,” says James. “What should have taken a few weeks turned into 18 months!”

While James says in the beginning the owner wasn’t overly concerned about the quality of the vehicle, as it was just for his own collection, the Model A turned out as perfect as any show car. Finished in a full gloss black, the owner drove away in a brand-new vintage restoration by the Wilson’s Panel Works team.

Territory Business Manager – Stephen Morris

Technical Consultant – Scott Town

Distributor – Brisbane Refinish Supplies

Paint System – Cromax 6000

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Punch Powertrain Solar Team

DRIVING THE FUTURE OF CARS

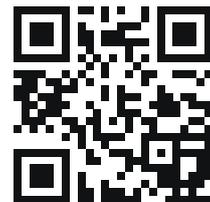
While Axalta's team is dedicated to helping our customers restore cars of yesteryear, we are also focused on the future. This commitment to industry innovation has led Axalta to once again support the Punch Powertrain Solar Team to achieve its ultimate goal of winning the 2017 Bridgestone World Solar Challenge.

Axalta's commitment to innovation led to our ongoing involvement with the Punch Powertrain Solar Team.

From 8 to 15 October 2017, some of the most promising engineering students from around the world will gather in Darwin with their custom designed and built solar vehicles to compete in the biennial Bridgestone World Solar Challenge. The competitors will travel 3,000km from Darwin to Adelaide in their solar vehicles, which can only be powered by solar energy or stored kinetic energy from the vehicle.

The Punch Powertrain Solar Team consists of student engineers from the University of Leuven in Belgium. The team's vehicle design was augmented by the Axalta team, who developed the new-look paintwork in white, blue and green using Cromax Pro. They worked with the student team throughout the production process to achieve the best appearance and optimal weight for the carbon fibre car body. The vehicle was painted at Axalta's Training Centre in Mechelen, Belgium.

Scan QR Code to follow Punch Powertrain Solar Team's progress.



The team livery includes a boxing kangaroo



Punch Powertrain Solar Team 2017

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Truckworks

WHERE HEAVY VEHICLES BECOME WORKS OF ART

Truckworks Australia not only supplies quality smash repair and rebuild services for heavy vehicles, it's also Australia's sole importer of American Peterbilt trucks, sourced all the way from Texas. And while every customer leaves Truckworks Australia with a polished showroom finish, many get a show-stopping design, too.

A premium repairer for leading truck insurers NTI, Lyndon Reynold established his Adelaide-based bodyshop in 1990 with his wife, Sharon. They offer a range of services, including heavy transport towing and repairs, as well as building custom tow trucks for customers.

"We import the bodies from Miller Industries in Tennessee, and we marry them to the chassis here in Australia, and then do all the modifications, chassis strengthening and complete the build for our customers," explains Lyndon.

The other side of Lyndon's business is American Truckworks, whose imported and customised Peterbilt trucks have generated a sensational social media following.

"We bring in new Peterbilt trucks from Texas and do the conversion to right-hand drive, and sell them in Australia and New Zealand," says Lyndon.

It's in the final finish of these heavy vehicles that the talent of Truckwork's 20-strong staff shines.

Using the Imron Fleet Line range and the Centari 6000 refinishing system, the trucks are given a stunning, glossy finish in brilliant illustrations – designs that Lyndon has been personally sketching up for almost 40 years.

"The ideas come into my head and I just play with them, and I get inspiration from American truck shows," he explains.

Axalta's Imron Fleet Line, specifically formulated to withstand the rigours of heavy transport vehicles, is ideal for Peterbilts. "We were having trouble matching paint colours, so we switched to Imron Fleet Line. The whole package is good and we're very happy with it," he says.

The final effect is so spectacular that many Truckworks customers show their heavy vehicles at truck shows. "They're a mid-life crisis truck; they're the biggest boy's toys around," laughs Lyndon. "People like to add extras like stainless steel and lights to their trucks too, which we can fabricate onsite."

The popularity of Lyndon's trucks is evident. Their Facebook page boasts over 8,300 followers, an average of 20 shares per new post and plenty of light-hearted interaction and sales interest, which Lyndon says is because the trucks are "sexy, and people like sexy-looking trucks!"



Detailing on one of the supersized vehicles

Almighty Industries

TRUCK BUILDERS BECOME BIG BUSINESS

In 2003, Almighty Industries opened its doors as a small husband-and-wife business. Today, it's the industry's largest employer in western New South Wales, and is expanding every year, courtesy of its commitment to quality and an outstanding apprentice recruitment program.

Owners and founders Todd and Jenny Raffen have celebrated numerous prestigious business awards in their 14 years as truck body fabricators and specialists in custom truck fittings and solutions. They have expanded from a staff of one, to now employing 36 people, and counting.

Located in Orange, Almighty Industries has a diverse client base that spans from small and medium businesses through to the State and Federal Government, as well as major truck dealership companies, such as Isuzu and Hino.

"I've been using Nason Industrial for years, because it's easy to work with."

Their range of services is just as diverse. "We build tipping bodies, table tops, service bodies, tilt trays, and supply and install cranes, just to name a few things," explains Todd, who uses Nason Industrial coatings.

"I've been using Nason Industrial for years, because it's easy to work with and the finish is great. We don't have any comebacks for respraying either," he says.

It's not just building 'out of the box' trucks that Almighty Industries excels at. An expert engineering and drafting team design custom vehicles or fittings to any clients' specifications.

Over the years, Todd and Jenny have built their brand name using television and print media, and stay relevant in today's culture with a 1,000-strong following on Facebook.

Their focus on quality services and brand development has won Todd and Jenny several Banjo Business Awards, including two 'Business of the Year' top honours. This year, Todd was also a finalist in the Western NSW Regional Business Awards 'Business Leader' category.

Todd's award-winning leadership extends to mentoring young people, adding two to three apprentices to his team each year through his own recruitment program. "I've been running it for a long time, and over the past eight years or so we have had close to ninety per cent retention rate," says Todd, adding that his apprentices make great employees.

"They learn the culture of the business and our expectations, and where our quality standard is from the beginning," he says. "That follows through when they become tradespeople, and that makes a great team."

Territory Business Manager - Anthony Thrift

Technical Consultant - Steven Viney

Distributor - Wallaby Crash Supplies

Paint System - Nason Industrial



The range of services Almighty Industries offers is diverse, including tipping bodies

Smits Group

STEP INTO THE RING FOR CHARITY

On 13 May 2017, Axalta's New Zealand Territory Business Manager, Aaron Baty, strapped on a pair of boxing gloves and stepped into the ring to participate in the 'Steps for Life' charity boxing match. Aaron's participation was made possible through the sponsorship support of Axalta importer, Smits Group and involved 12 weeks of gruelling training.

The Axalta team and corporate sponsor, Smits Group, supported Aaron through his campaign.

Aaron participated in the fight night to challenge himself while raising over \$2,500 for a worthwhile charity.

"We trained three mornings a week at 5am for one and a half hours. It was the hardest thing I have ever done in my life but it was great – it was a lot of laughs and I enjoyed being involved in the charity with the kids," Aaron said.

Axalta import partner, Lyndsay Smit, of Smits Group, sponsored Aaron's participation, which included paying for his training at Monty's gym and a corporate table at the event. On the night, Aaron was cheered on by his colleagues and customers who came out in support.

The hard work paid off, and Aaron brought home the win with a Technical Knock Out in the Third Round.

"I would one hundred per cent recommend it to anyone who has the opportunity to participate," Aaron said of his experience. "It is so rewarding and the self-confidence you get is great."

Fight Against Obesity 2017 raised money for the Monty Betham Steps for Life Foundation. The charity was founded by professional boxer and former rugby player Monty and his sister, Chante Betham-Spencer.

Steps for Life fights childhood obesity through a specialised, proactive programme that works with overweight high school age youth and their families to reduce obesity and live healthier lifestyles.

Childhood obesity is a concerning issue, with one in nine New Zealand children being obese and one in five overweight. Obesity in childhood and adolescence is connected with increased medical issues and death rates in adulthood. The Foundation focuses on giving families the information they need to make long-term changes to their lifestyles and to reach their full potential.



Twelve weeks of training culminated in a heart-stopping three round match



Monty Betham (Charity Founder), Axalta's Aaron Baty and Andrew Purdon (Head Trainer)

RECOGNITION AWARDS

25
YEARS

AXALTA

Western Suburbs Body Works **JINDALEE, QLD**

STANDOX

Symes Accident Repairs **DONCASTER EAST, VIC**

SPIES HECKER

Hume Smash Repairs **LANSVALE, NSW**

M&A Body Works **WOODRIDGE, QLD**

Spot On Panels Sunshine **SUNSHINE, VIC**

Williams Body Works **WARNERS BAY, NSW**

CROMAX

Boonah Panel Repairs **BOONAH, QLD**

Concord Smash **CONCORD WEST, NSW**

Le Mans Carbay Body Repairs **PETERSHAM, NSW**

Wizard Auto Repair Clinic **TARINGA, QLD**

20
YEARS

STANDOX

CNR Autobody **BANKSTOWN, NSW**

Jacob Body & Paint **WODONGA, VIC**

SPIES HECKER

A Class Auto Refinishers **WAUCHOPE, NSW**

McDonald Smash Repairs **SANDGATE, QLD**

Evan's Bodyworks **CROOKWELL, NSW**

Impact Smash Repairs **MOSS VALE, NSW**

Riordan's Paint & Panel **MILDURA, VIC**

Werribee Accident Repair Centre **WERRIBEE, VIC**

CROMAX

Goldmark Body Works **NAMBOUR, QLD**

Unley Motor Bodies **UNLEY, SA**

15
YEARS

STANDOX

Straightline Paint & Panel **BROOKVALE, NSW**

CROMAX

Car Re-Co **CROYDON, NSW**

Chas Greenwell Smash Repairs **SHENTON PARK, WA**

Marineware **COOMERA, QLD**

The Bump Shop **GORDONS, PNG**

10
YEARS

STANDOX

Kwinana Smash Repairs **MEDINA, WA**

SPIES HECKER

Carisbrook Collision Repair Centre **SALISBURY PARK, SA**

SAS Smash Repairs **GATESHEAD, NSW**

Swavley Smash Repairs **BELMORE, NSW**

CROMAX

C&A Smash Repairs **ROUND CORNER, NSW**

Color Tech Systems **MORLEY, WA**

Creative Paint & Panel **PRESTON, VIC**

Fremantle Accident Repair Centre **BEACONSFIELD, WA**

Kelly's Panel Refinishes **MILDURA, VIC**

Michel Signs **SHEPPARTON, VIC**

Sydney Vintage Car Restorations **CROOKWELL, NSW**

25
YEARS

LE MANS CARBAY BODY REPAIRS

Le Mans Carbay Body Repairs has been operating in Petersham, Sydney for 28 years, and using Cromax for 25 of those years. The shop specialises in repairing and spraying all makes and models, and Director Rocky Ianni and his team of eight rely on the dependability of Cromax. "We prefer to use something that is reliable – that way the job gets done properly the first time," says Rocky. "The finish is high quality. When the product works well, your labour also works well. Your turnaround is efficient and the client is happy."



Le Mans Carbay Body Repairs values the Cromax quality

25
YEARS

COUNTRY-STYLE QUALITY

Boonah Panel Repairs, located in country Queensland, has been a dedicated Axalta customer for 25 years. Owner Jason Beasley relies on the consistent quality of Cromax products to keep his diverse range of customers happy.

"We do everything from restorations to painting caravans and insurance work," explains Jason. "For us out in the country, the binder system helps us. We use limited amounts of tint and we don't have to have a huge stock to keep us going – that works really well for us."

"Possibly our biggest challenge, being a small country town, is that you feel like you are doing a job for a friend every time, so we need to keep the standard up high."

Jason and his four staff value the ease and familiarity of Cromax, and they know they can deliver a good quality job every time.



Jason Beasley and his team at Boonah Panel Repairs celebrate 25 years using Cromax

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