

Wax On Wax Off

BY GLEN DONALDSON

I shall blame our Editor Fid, as I saw Rosie after being buffed and polished by a Pro and reading his and Bob Craske's articles about the process (*Ragtop - Summer 2009 - Ed*), I started thinking that maybe I should re-think the waxing and polishing process I have used on the Spitfire & TR7 for the last 25 and 17 years?

When I was very young I was introduced to Meguiars waxes and the two-step process of using the polish, doing the whole car, then doing the whole process over again using the pure carnuba wax. Now this did take up the better part of half a day and the weather had to be just right, because high humidity seemed to cause streaks and smears, plus constant brow wiping and shirt changing from me... ah yes the Zen of car waxing and pore cleansing! It took a while, as both times you did it panel by panel, let it dry then buff off with two cloths (cotton diapers actually) and later, once you had recovered and showered, you were rewarded with a deep dark shine that seemed rock hard. You can see why Fid's description of how he and Tush watched Rosie get buffed, while in comfy chairs, beverages in hand etc., got me thinking.

Over the years I have also used Meguiars Car Cleaner Wax on the daily cars – gets the road grime off – ease of use and a consistent product. However in the last few years I have found that the finish was just not lasting as well as it had even though the cars are washed regularly and well cared for. I did contact Meguiars with one of their Car Care Prescription Offers – basically they wrote back that what I was doing was correct. I tried the Meguiars Gold Class wax – it went on easily and buffed off well – but the finish did not last on the daily car. The TRs



were still getting the full two-stage treatment at this point. Even the Meguiars N/X was given a whirl, but with no real lasting value. These test waxes now come in useful for cleaning the bumper on the back of the Spitfire, as she does tend to get cloudy now and again.

Summer of 2009 sees me testing some Mother's Carnuba Wax on a new ride that was going to be garage kept and summer driven. It went on well – followed directions to a T. However I was not happy with how much time and effort it took to buff out – it was almost like doing the two-step above. Plus the finish just did not seem to last and you can imagine how that ride was babied her first summer.

Spring 2010 and I decided to try out Auto Glym – must be good made in UK to ISO standards – the Queen and Phil use it on their cars – while the corgis play and Aston Martin, Morgan and Jaguar also endorse the product. The new ride gets treated to the High Definition Wax – this

gets applied to the whole car with the special dampened application – allowed to sit for 10 to 15 minutes. Then is buffed off with the special red micro-fiber cloth that comes along in the H-D Kit. Let me tell you I was mightily impressed by this product – lovely deep shine and was a joy to work with no streaking etc. This wax also has the benefit of having no abrasives in it so, on paints that require a more delicate touch, I really liked this. Plus the whole process of waxing the car was done in less than 2 hours – and at my age that gives me a few more hours to relax and enjoy life. I did use the H-D Wax on the Spitfire and it gave me great results as the old paint is still in good shape and I liked the low abrasive part, as in some areas I know she is wearing thin.

The TR7 seemed to need a little more help, as she was looking grimy and hazy on the upper surfaces. Some long time TTC



members will recall that back in 1993 when I took on the TR7 as a winter project that all the upper surfaces looked like velvet. That my friends we saved from the spray gun by using Meguiars Body Scrub a few times before the Polish and Wax. This time I tried the Auto Glym Super Resin Polish on the TR7 – as it is like a car cleaner wax – cleans and waxes in one easy go. It was similar in use

to the H-D wax – but was just put on with a terry cloth applicator – whole car gets waxed – wait 10 to 15 minutes then buff off with a micro-fiber type cloth. Again less than 2 hours and she was looking spiffy and more free time for driving etc. A few weeks later though and under the lights in the warehouse the uppers were looking cloudy again – hmm what to do. Managed to get some Auto Glym Ultra Deep Shine polish – well I was passing Halford's (*UK car & bike store - Ed*) at the time. With some good old elbow grease the paint took on a deep dark shine again – I think the uppers were just getting grubby from the TR7's limited use this past year. As she was washed and stored for the winter she once again has the magical russet brown glow.

The Super Resin Polish has now been used on the daily Honda and VW and I am impressed with the ease of use, it's gentle cleaning action and the length of time it lasts between applications. Both these cars are washed regularly – with the soft bristle brush and clear water or every few weeks with a car wash soap – one lives in the garage (why we keep a daily in a garage is beyond me???) and they both bead up nicely. Similar application time – whole car let sit for 10 minutes then buff with special cloth and a nice smooth finish with a good deep shine.

Now maybe that is part of the secret, a good wax and a good micro-fiber type cloth to buff it off with. I found the m-f cloth does not get loaded up with the wax like the cotton diaper can do. I did try drying cars with the new fancy absorbent m-f cloths – but felt I got a better and faster result with the soft terry cloth bath towel. I stopped using a chamois years ago as Rolls Royce claimed that the chamois would pull wax off the painted surfaces. Now one area



I really like the new micro-fiber cloths for is cleaning glass or buffing it clean – first I use a damp m-f cloth then buff dry with a dry m-f cloth. I found those aerosol glass cleaners or auto ones are something I would rather not breath in or have sprinkled on my dash etc. The whole “use in well ventilated area” put me off, if things are really bad go and mix up some vinegar and water and wash those windows so they sparkle. That I know as fact, as I spent 5 years cleaning windows going through university and buying a Spitfire.

The good news is that Auto Glym is available in Canada now at Canadian Tire – just watch for the sales and give it a test or two. They carry a full line of tire dressing, vinyl and rubber care, applicators, washes etc., so the Family can fill your stocking with glee or Glym this Holiday season. **RAGTOP**



There are many products on the market to make your car look nice and shiny, some better than others. It looks like Glen has found a good combination of long lasting shine and ease of application. Here are some reminders from Kevin Hamill of GTA In-Detail, “stay away from silicon based products”, always use microfibre cloths and, most importantly, “the shine comes from a well prepared paint surface NOT the wax, which only serves to protect the paint”. The proof is above, see Rosie after paint preparation, NO WAX! If your car looks dull or has swirls before you apply wax, then your paint needs buffing first. – Ed