



# NON-STICK!

**We've been trying out an incredible underbody coating which off-roading mud simply refuses to stick to**

Defender went six times round the course at Billing

**Y**ou've been off-roading through axle-deep gloop. Before you go back on the road, you really owe it to other road users — and yourself — to wash that mud off. But you can't: unless you use a

pressure washer and take particular care, you'll leave a trail of mud behind you as you drive your Land Rover home.

Eventually, some of that mud you've picked up becomes a permanent fixture. It stays where it is, acting like a sponge every time you get your Land Rover wet. It holds water against the vehicle's underside like a wet poultice, and before too long rust sets in. It's all downhill from then on.

Well, it has been up to now. But we've been closely and exclusively involved in the trials of a revolutionary new underside coating which simply refuses to let the mud stick. And it works — it really does! The new coating, which doesn't even

have a name yet, is still secret. It's been developed by Chris Parkinson, the man behind Before'n'After rustproofing.

Chris doesn't muck about. His rustproofing business has been going since 1987 and there are hundreds of classic cars and older Land Rovers out there which have survived in rust-free condition as a result of it.

Even so, when he rang and asked if we'd like to help out in the trials of the new treatment, we were initially a little sceptical. After all, if you drive a vehicle through mud, some of that mud is going to stick, isn't it?

Well, no, actually — it doesn't have to. And after we'd seen the results of Chris' new process, we were not only amazed, but highly impressed.

At the moment, Chris is geared up to applying his new coating to new vehicles, and he'll be taking bookings for it from November. It can be used on older Land Rovers — as it was for our trials — but if it is to be properly effective, Chris has



to de-rust the underside of the vehicle first.

The older the vehicle, the more rust is likely to be present, and, needless to say, the de-rusting process costs extra. Chris reckons he'll be able to start taking bookings for older vehicles which need the full monty early next year.

So how does it work? Chris starts by thoroughly cleaning the underside of the vehicle with a pressure washer, and then, after getting the mud off, also getting rid of the incredibly clinging protective coating that Land Rover applies to all its vehicles. It's reassuring to discover that this takes a long time to get off! Then any rust is removed.

The next stage is the application of a very powerful anti-corrosive coating which is expected to remain effective for up to 10 years — and Chris also applies Waxoyl as a matter of course to the bulkhead, doors and box sections. Last of all comes the magic high-gloss non-stick top coat. Chris sprays it on, making sure it gets into every nook and cranny and completely covers the underside of the vehicle. What is in that coating is something Chris isn't prepared to reveal at present; all he's prepared to say is that it is pretty noxious, needs very careful handling, and isn't cheap!

Once applied, the coating doesn't look particularly special. You'd think you were looking at the clean underside of a new vehicle. So Chris plans to colour-match it to the vehicle's body — or to leave it black if owners prefer. The coating dries relatively quickly, but gradually hardens over the next few days into a chip-resistant finish. Chris guarantees that the coating won't peel off, but, if anything did go wrong, he'd re-coat it for you, free of charge.

In fact, the coating is fully effective as soon as the treated vehicle comes down off Chris' four-poster lift.

The vehicle selected for trials of the coating wasn't a new one, but a 10-year-old Defender 90 200 Tdi Station Wagon. It's owned by Nick Jennings of the

Hants and Berks Rover Owners' Club, and it gets used off-road. We mean properly. And that's why it was an ideal candidate for our trials.

Chris agreed to de-rust the underside of the Defender (though it wasn't actually that bad) and to apply his new coating around a week before the *LAND ROVER enthusiast* Show at Billing Aquadrome. That timing was critical. Nick was planning to take his family to the show and spend several days there, and he'd already booked a couple of slots on the off-road course. What he got was more than he'd bargained for.

In fact, we let Nick and his Defender loose on the off-road course on the Wednesday before the show opened. By the end of the weekend, he'd been round it no fewer than six times and — as everyone who was there will know — the weather made the course wetter and muddier as the days wore on. So there was plenty of gooey, sticky mud to drive through and to attach itself to the chassis frame, suspension, axles, inner wheelarches and vehicle floor.

The effect of the coating was quite staggering, and a full vindication of Chris Parkinson's faith in his new product. While the Land Rover's body was covered in mud, as you would expect after such treatment, the underside was almost unmarked. The mud had simply fallen off! We've tried to show you the proof in our photographs, but this is clearly one of those things that are best seen to be believed. Take our word for it, though: the sight of a Defender emerging from a mud-bath with that mud already beginning to detach itself is something you don't see every day.

And you won't see it every day,

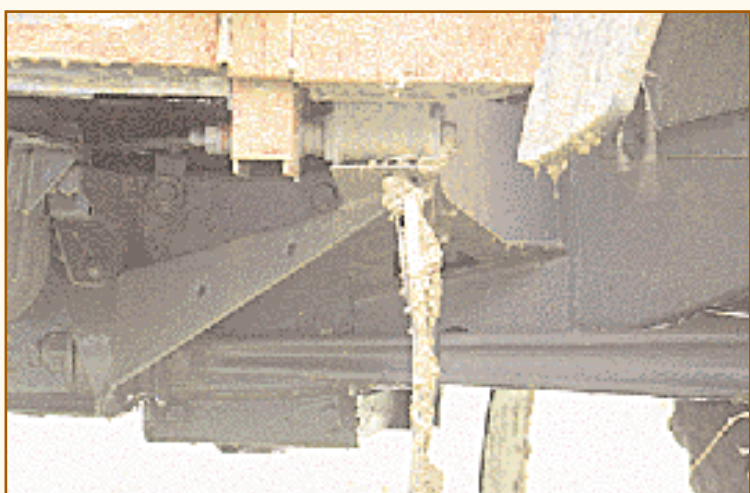
unless you get your Land Rover treated by Chris. You can contact Before'n'After on 01635 32068. The company is now located on the former Greenham Common airbase, near Newbury in Berkshire, and part of Chris' service includes the loan of a car while your vehicle is being treated. The loan car comes complete with a visitors' pack giving local maps and details of every conceivable local attraction. You can spend a pleasant day out in Newbury or in the Berkshire countryside while your Land Rover gets its underside coated.

Do it. If you want to keep your Land Rover's underside mud-free, this is the only simple solution. ■

Below: A couple of blobs on the rear axle — that's all!

Centre: Clean! And compare it with the state of the body panels

Bottom: The proof! Mud pours off after off-roading



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