

Has your Land Rover been molested? Before 'n' After to the rescue!

Customers often wonder (writes Chris Parkinson aka Mr. Before 'n' After) if my coating can be applied over a previous coating of Waxoyl or Dinitrol.

So in this "editorial style" ad I will look at this question in depth.

The quick answer is yes. My super powerful pressure washer will remove any previous coating of Waxoyl or Dinitrol that has not been applied well. Go to: www.before-n-after.co.uk/mcwaxoyl clip 7. For example if the dirt was not completely removed before the application. Also, a previous DIY or "garage" application will usually be less than a tenth of the thickness of a Before 'n' After coating and tend to dry out and lose its effectiveness after a year or two, particularly on scabby rust that has not been abraded off, as is usually the case, and my pressure washer will remove any coating that is not adhering well and remove the rust scabs.

"Molestation" with rust converters

Two particular "molestation" scenarios come to mind. One is the "Schutz over rust" nightmare and I will come back to this one further on.

Before I come back to Schutz, let's look at the other main scenario (which I can easily overcome): recently, a lot of local garages and independents are looking to get their share of the rustproofing action and have started to use Dinitrol. I believe they use Dinitrol because it is much easier to use than Waxoyl. This presents two problems, both of which I can easily deal with.

I believe that both of these problems stem from the fact that Dinitrol themselves and the garages using it, seem to have little confidence in Dinitrol's ability to work on existing rust and the Dinitrol promoted procedure is to apply their rust converter on rust before applying the Dinitrol. **But as I demonstrated in my July ad, rust converters do not penetrate to the seat of the rust and the rust will break through again, sometimes after only a year.** Whatever coating is then applied over the top is only as good as the rust converter itself, which as we have seen is not good at all.

Problem 1: Failure of the competitor's treatment

Lets look at the first problem. This morning I saw this post by "Bankz5152" on a Land Rover forum: "Had my 110 under sealed with Dintrol at the beginning of the year by (name omitted) but I've noticed recently quite a lot of it has now come off, especially around the rear cross member and the rear seat cross member, also peeling away in other places too. It's also not where its been pulled off by rough terrain either, literally just falls off with the tap of a hammer...."

I'm assuming that either the rust scabs were not properly removed or that rust converter was applied to rust and is now failing or that just Dinitrol on its own was applied without the rust scabs being properly removed. Just to be fair, I'm sure that the firm concerned will do their best to rectify the problem but will it be a lasting solution?

Here is a different kind of problem caused by the rust converter syndrome. I saw this last week on the Defender 2 forum. A Subaru owner, "SWH" asks what how he

Sell fast! Get top price!

The Before 'n' After transferable guarantee, given to thousands of Land Rover owners since the year 2,000. "If you see any rust coming through the coating within 5 years, bring it back and have it re-treated free of charge". A ten year guarantee was given on KLEENtected vehicles. Now 15 years later, not a single KLEENtected guarantee claim! The new CR coating also comes with 10 year guarantee. No-one else gives a guarantee like this. So why would you go anywhere else?

can patch up the areas of rust that are coming through on his car that was done with Dinitrol professionally.

(To be fair here, on a on a really rusty car that's been done by Before 'n' After, rust will eventually come through - although hopefully not before the 5 year guarantee on Before 'n' After improved waxoyl or the 10 year guarantee on the CR coating runs out.)

Bad advice from the Dinitrol "guru"

Anyway, to come back to my story, this is the reply by the resident "professional", Dinitrol guru (and "supporter" of the website): "Grind, wire brush, sand paper back etc rust. Treat with Dinitrol Converter RC900 aerosol. Then a layer of Dinitrol LT (penetrant cavity wax to help adhesion) aerosol.

Then a final layer of Dinitrol 4941 Underbody Wax aerosol....." Can you spot the problem? Apart from the fact that rust converters do not penetrate to the seat of the rust, there is no word about degreasing the areas first. Even on the areas where rust is coming through, there will still traces of Dinitrol and without a very thorough degreasing the converter just will not take at all.

My pressure washer can remove the useless converter

Go to www.before-n-after/mcwaxoyl clip 7 to see the power of the Before 'n' After pressure washer. In all cases where rust converter has been applied, my pressure washer is powerful enough to remove it. Any Dinitrol or Waxoyl or other which has been applied over dirt will also be removed. My coatings will then penetrate into any remaining traces of Dinitrol or Waxoyl or similar and form an amalgam with it and I can give the standard 5 year or 10 year guarantee.

Schutz over rust: a nightmare!

Now let's look at the "Schutz over rust" type of molestation. Schutz often mispronounced as shulz (the name of the "Peanuts" cartoonist), is the German name for protection. Lots of different firms make Schutz and it's a plastic coating, either PVC or polyurethane. 3M do a rubberised version. It comes in a can which screws on to a special compressed air powered Schutz gun. Applied over rust it's a disaster. It will hold up well for about a year and then the rust will start to break through. But even my pressure washer will not remove it until the rust has had time enough to fester and this could be up to 3 years or more. So then the question is: how much rust is actually under the Schutz. It may be too early to try to remove it. Any coating I put on top of the Schutz will only be as good as the Schutz which is not good at all if it has been applied over rust.

Many classic cars from the 60's and 70's have been molested with Schutz by now, leading to a loss in value in my opinion.

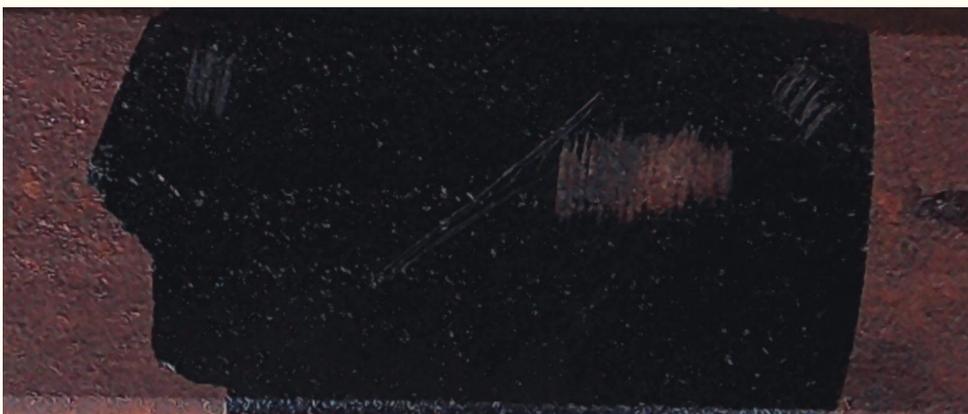
Book in to Before 'n' After, now to halt any depreciation of your Land Rover and see it rise in value. Use my online booking system. Its interactive, so always up to date.

Andrew Perry of Ashby de la Zouch says: "Since having my Defender CR coated it has been to Iceland for a gruelling 2 weeks of crossing rivers, and driving miles of very gritty volcanic tracks, with lots of rocks. On checking underneath on a ramp when I got home, not a single sign of any coating being rubbed or washed off. I am sure it will live up to your promise and last for the 10 year guarantee period. Arrived early to pick up my Defender, to find you in the final stages of cleaning it down. Very surprised and pleased to see how much effort you put into cleaning every last mark off the bodywork, and that you polished it all over. Have told others about your excellent service, and will continue to do so. I am sure it will help me sell when I finally get to old to climb into her, hopefully many years away yet. Value for money: 10 out of 10.

See testimonials since year 2,000 on www.before-n-after.co.uk See more about CR coating on page 171.

Rust converters in July's LRO....

In the July issue of LRO I showed you some tests I did on rust converters and the results should persuade you never to use them. The problem is that even on a relatively thin layer of rust they do not penetrate to the bottom of the layer. Meaning that sooner or later rust will break through again. (Usually in about a year). Just to remind you, I tested Dinitrol converter/primer which comes in a spray can, Dinitrol converter, Metamorphosis and Kurust. Kurust gave by far the best result but even in the winner (see photo on right) you can see quite clearly that there is uncovered rust where I have gently scraped away with a Stanley knife blade.



Even on the clear winner: Kurust, unconverted rust is uncovered by scraping.

You will love your day out in Warwickshire

We are just 2 miles from jct 2 of M6 and 4 miles from jct 20 of M1.

We work Saturdays and Sundays as well as week days. While waiting for your Land Rover to be rustproofed (around 6 hours) you can have a great day out in Warwickshire. Courtesy cars have satnav and aircon and my 21 page info pack gives postcode for satnav for all attractions. See videos about the local attractions on my website. Beautiful Georgian Leamington Spa (best shopping in UK?) - cultural, historical Stratford - pageantry at Warwick castle - more nature reserves than you can shake a stick at - Ryton

see 30 videos of attractions on: www.before-n-after.co.uk/attractions

organic garden -impressive aircraft museum and also roman fort at Baginton - biggest s/hand bookshop in UK? at Astley Farm - walking/cycling/boat trip on Oxford Canal - birding/fishing/sailing/sunbathing/windsurfing at Draycote reservoir - unbelievably good cooked breakfast and pick your own soft fruits next door at Malt Kiln Farm Shop - Market and Farmers Market days given for all the several local small towns. Motor Heritage Museum at Gaydon. Stately homes. Campsite with heated indoor pool.

Book in on www.before-n-after.co.uk or chris.beforenater@gmail.com

The Before 'n' After Job

- Thorough clean with "water blast" Mud and rust scale removed. (Only we can do this properly)
- Thorough drying out
- All chassis box sections, bulkhead, doors, wings injected with clear Waxoyl or CR
- Underbody and wheelarches coated with Black Waxoyls or CR coating.

5 and 10 year guarantees

On most vehicles I can give you this five or ten year guarantee: "If you see any rust coming through the coating within the guarantee period, bring it back and have it re-treated free of charge". Neither coating will wear off, not matter how much off roading you do. We will re-coat free of charge if any does wear off.

Prices:

Before 'n' After improved waxoyl prices: S/W base (90, Disco etc) £490 + VAT L/W base (110, RR etc) £520 + VAT. We use 20/30 litres of Waxoyl per Land Rover.

CR coating prices: S/W base (90, Disco etc) £580 plus vat (10 year guarantee) L/W base (110, RR etc.) £620 plus vat (10 year guarantee).



See more on page 171

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www.before-n-after.co.uk