



*Car Care for the
Perfectionist!*TM

**A DETAILER'S HANDBOOK
FIRST EDITION**

In My Garage

Thank you for taking the time to learn from this detailer's manual. I've made every effort to provide you with as much information as possible so your results are without equal and the process is fun.

You, the enthusiast, created this manual. It is the result of the many questions and comments from GRIOT'S GARAGE car care customers. I thank you and encourage you to continue to send me comments and suggestions so the next edition is even better. I have developed a car care system comprising complementary products that produce superior results. My intent was to create products that are easy to use, gentle towards the many different applications of your car, and safe for you and the environment. This is not a shortcut guide, but the proper way to use our product line so you can enjoy its maximum benefit. In order to produce perfection you must take your time and enjoy the process. Maintaining your vehicle to perfection through our car care system can become a wonderful way to escape the pressures of everyday life and have some fun. After all, that's what this manual is all about. So read on, learn a little and most of all...

Have fun in your garage!™

A handwritten signature in black ink that reads "Richard". The script is fluid and cursive, with a prominent initial "R".

Richard Griot



*Car Care for the
Perfectionist!*[™]

**A DETAILER'S HANDBOOK
FIRST EDITION**

GRIOT'S GARAGE, INC.
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This detailer's handbook was written by Richard Griot and Mark Greene.

Many thanks to all of our customers and friends who donated the use of their automobiles for photographs used in this handbook.

CAUTION

Please read this disclosure statement before you start any project — it will make my attorney happy...

The information contained in this handbook should be used only as a guide, and is not intended to warrant or guarantee any results that you may experience with GRIOT'S GARAGE, INC. products or anyone else's. Proper car care can be complicated due to the many different materials (both interior and exterior), types of paints, interpretations of our application methods or techniques, and including, but not limited, chemical reactions with previous products you may have used. You may not experience the same results as me. When in doubt, always use common sense.

The liability of GRIOT'S GARAGE, INC. shall not exceed the purchase price of this handbook. GRIOT'S GARAGE, INC. assumes no responsibility, expressed or implied, due to misuses or misinterpretations of the information supplied in this handbook; or for any injury that may occur due to the suggestions and information offered in this handbook.

Our entire product line is guaranteed for life, and you may return it at any time if you are dissatisfied for a full refund. This handbook is a collection of notes I've gathered from years of experience and you may do with them whatever you please. I hope you enjoy it. Now go and have some fun in your garage!
Richard Griot



A DETAILER'S MANUAL

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*"Strive for perfection
in everything. Take the
best that exists and
make it better. If it
doesn't exist, create it.
Accept nothing nearly
right or good enough."*

*Sir Henry Royce,
co-founder of Rolls Royce.*

Perfection Is In The Details

GETTING STARTED...

There are many terms in the world of car care. Most have been misused and misunderstood due to marketing efforts and errors. So that the descriptions used in this handbook are consistent and clear, I've provided a list of terms and will define their meaning and use.

Acid Rain: Chemicals in the air that are contained by moisture or rain. These chemicals normally reside as hydrochloric acid, within a water droplet, on your paint's surface. As the water evaporates the concentration of acid becomes greater and eventually etches your paint; leaving behind a circular mark. This mark, underneath a magnifying loupe, will look like an etched crater. Leaving your car unattended under intense sunshine after a rain only accelerates this process. Paint Cleaning Clay or polish should remove these marks. However, some marks cannot be removed and may have penetrated the clear coat entirely; polishing will make them less visible.

Brake Dust: The brake pads on your car slowly wear down due to the friction against the rotors or drums. This creates a dust which sticks to the wheels. It usually looks black and is heavier on the front wheels as this is where most of your braking effectiveness is done. This material is damaging to the finish of your wheels and should be removed on a regular basis or it may permanently damage the wheel finish. Most wheels are clear-coated and may be waxed to make the cleaning process much easier.

Car Wash: A cleaner used to remove surface contaminants from your vehicle. Most car wash products use alkalis and/or sodium which can remove wax, glazes, natural oils and may accelerate paint oxidation. Our Car Wash is pH balanced and created with biodegradable ingredients which release dirt and contaminants, then disperses them for easy removal.



The Max Wax

Companies that advertise 100% carnauba in their wax aren't being truthful. The truth is, the *maximum* carnauba content of a quality carnauba wax is about 30%. Carnauba is rock hard, and to apply it easily to your paint's surface you need petroleum distillates and naphtha to make it workable. We push the envelope with 33% carnauba content.



Carnauba: A naturally water resistant substance derived from the Copernicia Cerifera plant. May be used in a paste or liquid form and applied by hand or machine. In its natural state, carnauba is rock hard and needs petroleum distillates to soften it so it is workable when applied to the paint's surface.

Clear Coat Paint: A clear paint that is applied over a base color coat providing a shiny brilliant surface. Most vehicles today have clear coats. Once you rub through a clear coat the base color coat has no brilliance, shine or depth.

Clear Coat 2-3 mil

Color Coat 1-2 mil

Primer 2 mil

Metal 20 mil

Contaminants: Particles of dirt, grime, bird droppings, acid rain, hard water deposits, calcium, tar, oil or any substance which adheres to your vehicle's surface. Sometimes invisible to the eye. If left alone, they may permanently etch the paint. Removable with Paint Cleaning Clay.

Clear coats protect the color coat. Careful polishing is required so damage does not occur to the clear coat.

Detailed: Used to describe a vehicle which has been cleaned, polished, waxed and dressed with a protectant. Implies every part of the vehicle has been cleaned and treated, including door jambs, the engine compartment, wheels (fronts and backs), and the entire interior space.

Direct Drive Polisher: Direct drive polishers operate at high speeds and work well to remove layers of paint, orange peel, and overspray. However, they induce high heat and can cut through paint very fast, especially if used with wool bonnets. Most detail professionals use this method for fast detailing; however, it creates even more swirl marks which are usually hidden with a glaze. After your first car wash you'll see these swirl marks when the glaze is gone and be very disappointed. My rule of thumb: Never let anyone touch your car with a direct drive polisher, especially using a wool or cotton bonnet. You can polish and wax paint better yourself using our Random Orbital Polishing Kit with foam pads and our Machine Polish. Inferior polishes will scratch paint.



Stay Out of The Sun

If at all possible, work on your vehicle in the garage or at least in the shade. Be sure the surface is cool to your touch. You'll avoid water spotting and your car care products won't dry too fast, making it easier to remove them.

Perfection Is In The Details

GETTING STARTED...

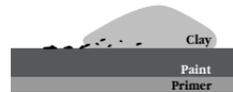
Glaze: A petroleum based liquid, usually made of carnauba waxes and silicones that fill small surface scratches and swirl marks. It dries fast and may be difficult to remove if excess is allowed to dry hard. Glazes may be applied by hand or machine. Filling ability generally only lasts a matter of days before swirl marks and light scratches reappear. Washing your vehicle accelerates this process.

Orange Peel: A bumpy look to a painted surface, similar to the skin of an orange, due to poor paint application. May be removed by wetsanding or machine polishing.

Orbital Polisher: A machine, usually with variable speed settings, used to apply and/or remove polishes, glazes, waxes and cleaners. An orbital polisher rotates in a random, circular motion in addition to moving back and forth in small increments while orbiting. This machine provides a safer application method than a direct drive polisher and does not introduce heat on the paint surface. Best if used with foam pads; wool and cotton terry bonnets could be harmful.

Oxidation: Damage done to unprotected paint due to prolonged exposure to sun, acid rain, and severe weather elements. The paint's appearance looks dull and chalky. In many situations there is good paint underneath the oxidized surface that may be exposed by polishing.

Paint Cleaning Clay: A soft pliable bar of abrasives suspended in a clay used to remove contaminants from a painted surface. Clay must be used with a lubricant such as Speed Shine® which allows it to move smoothly over the surface. Some clay is very abrasive and will scratch paint. Our Paint Cleaning Clay is extremely mild.



As the clay slides over your paint, it picks up contaminants that are stuck to the surface!

Polish: An abrasive liquid which removes thin layers of paint, smoothing out the surface and eliminating swirl marks, scuffs, over spray, and light scratches. Polish may be applied by hand or machine.

Pressure Washer: Gas or electric powered water sprayers which provide a very strong stream of water for cleaning. Be very careful using a pressure washer on your vehicle. Too much pressure will damage paint and may even remove paint and undercoating in wheel wells. Great for



cleaning engines; however, cover electrical components and paper or vinyl decals. Beware of forcing water into areas where it won't drain.

Rail Dust: Small particles of metal created by railroad car wheels running on the metal tracks. These particles become airborne and land on vehicles being transported via rail cars. When moisture combines with these metal particles the iron rusts, creating small rust spots visible with a magnifying loupe. Remove rail dust with with Paint Cleaning Clay or polish.

Rubbing Compound: A very harsh polish used to reduce the thickness of paint, knock down major orange peel in paint, or remove heavy paint oxidation. Used by hand or machine. Generally not safe for clear coats or modern ultra-hard paints.

Single Stage Paint: A paint where the color coat is the final layer of paint. You can tell if your paint is single stage by rubbing a small amount of polish on the paint with a cotton cloth and seeing if paint color shows up on the cloth. If no color appears, it's a clear coat.

Color Coat 2-4 mil

Primer 2 mil

Metal 20 mil

Single Stage Paint.

Swirl Marks: Small surface scratches created by using rough or synthetic towels and/or wiping dirt across a painted surface. Sometimes also referred to as spider webs. Easy to remove by machine polishing.

Synthetic Wax/Paint Sealant: A non-organic based wax used to seal paint with a thin barrier. Color, clarity and depth are sacrificed for so called "greater protection".

Water Spots: Calcium deposits, especially in hard water, act just like acid rain to damage your paint. See acid rain on page 6.

Wax: A protective substance, natural or synthetic, which provides a thin layer of protection over paint, metal or wood. Wax can come in paste, cream, or as a liquid. Pure wax should contain no abrasive.

Knowledge Is Power

SURFACE EVALUATION...

Where do I start? A very common question that is asked me by many customers. First things first; walk around your vehicle and determine the level of cleaning and detailing you want to do. A fast cleaning with Speed Shine®: fifteen minutes. A proper wash: thirty minutes. A little rubber, vinyl and tire dressing: ten minutes. To properly clean the paint, polish and/or apply a protective coat of wax: one to three hours. Each involves a different requirement and time dedication. Special situations like removing overspray, large amounts of tar, detailing the engine bay or interior can take minutes or hours depending on your level of perfection. One thing is for certain, our products will produce excellent results in the shortest amount of time. Whatever your commitment, begin with the paint. It's the largest area with the most visual impact.

PAINT CONDITIONS

I've diagrammed several situations at left which indicate various levels of paint condition. I would recommend getting a loupe of 10 magnification or greater so you can truly see your

paint's condition, and what each of our products do to correct the defect. Usually you'll only have to contend with paint which has surface contaminants like dirt, grease, road oil, tar, and bird droppings. (Bird droppings should always be removed as soon as possible as they contain highly acidic concentrations which will permanently etch your paint, sometimes within minutes.) If you run your finger tips and palm gently over the paint's surface you'll feel small bumps or roughness. These contaminants may be removed with Car Wash, Speed Shine® or in more severe cases Paint Cleaning Clay. Your objective is to create a surface which is as clean and smooth as possible before polishing or waxing.



Contaminants that are hard to remove with polish, yet vanish easily with Paint Cleaning Clay.



Swirl marks can be removed by machine, bidden by band.



Light scratch. Polish in area to reduce visibility.



Learn to live with this moderate scratch. Removing it would mean reducing the paint thickness.



Deep scratch through to primer. Nothing you can do except use touch up paint.

SWIRL MARKS

The next level of challenge involves minor surface scratches, swirl marks, spider webs, scuffs and rock chips. These imperfections are



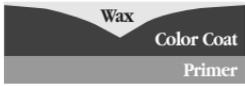
caused by automatic car washes (which I never recommend), wiping the car down when dry (which drags dust and dirt across the surface), using harsh towels when drying the vehicle, leaving car covers on a dirty surface under windy conditions, or using harsh cleansers, abrasives, polishes and waxes. These conditions can be corrected with Fine Hand Polish or one of our Machine Polishes depending on their severity. Several coats of Best of Show Wax® can also "hide" these conditions.

DEEPER SCRATCHES

More severe scratches, acid rain etching or oxidation require a good cleaning, claying, polishing and waxing. The only way to *completely* eliminate scratches is to remove a thin layer of paint down to the base of the scratch. This is not the best method as you always want to keep as much paint on the car as possible. In many cases you don't need to get down to the base of the scratch. Simply rounding off the "V" of the scratch (see diagram below) and filling the remaining crevice with Best of Show Wax® will reduce the visibility of the scratch substantially. The Car Care System I've developed was



Initial Scratch before polishing and waxing



For deep scratches to be less noticeable, round off the "V" and "fill" the crevice with wax.

created to allow you to integrate the cleaners, polishes and waxes and work in small increments, evaluating as you go.

Professional detailers usually like to work much faster with direct drive polishers. This practice, however, can have dire consequences over time. I've seen many cars go down the road with huge swirl marks left by aggressive polishes and direct drive polishers. This damage is usually hidden with glazes and wax, only to be exposed as you wash your car and the glaze or wax wears off.

Step One

A PROPER CLEANING...

If I can pinpoint one step that gives the greatest benefit over an automobile's *entire* life, it's keeping your car's surfaces, the glass, trim, paint and wheels clean. There are two types of cleaning. The first is a thorough wash to keep the surfaces clean and free of road grime, tar, oils, bird droppings, industrial fallout, and other contaminants. The second is cleaning when you're in-between serious washings and you don't want to get out all your supplies. For this, Speed Shine® is the product I use most often. Why? It allows you to clean your entire car in about 15 minutes and leaves behind a deep shine that looks "just waxed". It's fast, fun and it won't harm glass, plastic or rubber trim. Simply grab a couple 100% Cotton Polishing Cloths, spray a small area with a misting of Speed Shine® and use one towel for the first gentle wipe, removing the majority of surface dust and dirt. It's very important to be gentle with your initial wipes as dirt on the surface can scratch your paint if you wipe too hard. Use the second clean towel to buff the surface dry. Keep turning your towels so you have a clean surface against the paint.

I go through about six 100% Cotton Polishing Cloths per cleaning. Work from the top down and finish up with door jambs and lower valances. It's important not to let Speed Shine® dry on the paint. Again, work in small areas, top to bottom, making certain that the surface is cool. The last area I clean with this method are the wheels, but use a Disposable Wipe Down Towel here because brake dust can stain your cotton towels.

You won't believe the results. It's fast and easy. Perfect for cleaning in the garage when the weather is bad. Great on boats, race cars at the track, as a final prep before a concourse judging, painted cabinets, motorcycles, chrome, bicycles, and any painted or clear coated surface. I carry a bottle in my trunk for unpleasant bird hits or on road trips where a quick clean up is required. If you travel in your car and like to keep it clean on the trip, take along a bottle for fast cleanups.



Top Down

When cleaning, work from the top down. You won't contaminate clean areas and it will leave the dirtiest part of the vehicle for last. Dry the car the same way leaving the lower rocker panels and rear for last. Use one of our Disposable Wipe Down Towels for door jambs, wheels, trunk and engine.



THE CAUSES OF SWIRL MARKS

Every time you wipe down, dust off, or wash your car, you run the risk of putting minute scratches (often referred to as swirl marks) into the paint. The most frequent question I receive is, where do swirl marks come from, how do I avoid them and how do I get rid of them? Here are some ideas. While swirl marks are inevitable, they are more frequent on daily drivers. I've seen terrible swirl marks on the most cherished garage queens, however, and here's why: Any time you push an object across a painted surface you'll induce micro scratches. Small dust and dirt particles act like sandpaper. Even some towels, if made from polyester fibers, will scratch paint. Here are some common causes of swirl marks:

- Car duster, if used on very dirty surfaces and pressed too hard.
- Dragging a car cover over your car, especially if it's dusty or dirty (the car or the cover).
- Wiping down a *dry* car with a dry towel with the intent of keeping it clean. This is the most common cause of swirl marks
- Infrequent rinsing of your wash mitt or sponge while washing the car.
- Using a dirty chamois to dry the car.
- Using towels for drying and/or wipe downs that are not suitable for paint finishes
- Not thoroughly rinsing the vehicle before washing.
- Not thoroughly cleaning the vehicle before drying.
- Using an automated car wash or drive-through car wash.
- Using harsh polishes, waxes and cleaners that create more scratches!
- Direct drive polishers or a poorly designed random orbital system.

WASHING THE VEHICLE

When you are ready to begin washing be sure you are in a shaded area and the vehicle's surface is cool. If the surface is hot, the water or soapy water will dry on the paint and spot. If you've been out driving, wait an hour or two and let the car cool down. Your engine heats up the metal surfaces around it and the wheels and brake components will also be too hot. Spraying cold water on hot wheels and brake rotors may damage them.

Step One Continued

A PROPER CLEANING...

Place one ounce of Car Wash per two gallons of fresh water into your clean wash bucket. It's important to use the proper amount of cleaner. Like all our car care products, less is more. Too much will strip wax off your paint. If you have access to warm water, use it. The increased temperature will improve the cleaning ability of the Car Wash. Rinse the car thoroughly. It's best to rinse using a steady flow of water, not a fine mist. I start with a strong blast into the wheel wells, then move to the top and work down, spraying the wheels last. Avoid rinsing with high pressure or strong pressure washers. They can blast water into seals, under trim and may even damage paint. The idea is to loosen dirt and rinse as much away as possible.

Now, starting with the top and working your way down, begin cleaning. Using a Boar's Hair Brush, Sheepskin Wash Mitt or our 100% Cotton Wash Mitt, saturate it with lots of Car Wash and work in small areas. For instance, do half of the top and rinse off the soap. Then move to the other half. By concentrating on smaller areas you'll do a more thorough job and be able to focus on trouble spots. Use gentle strokes in a back and forth motion. With every rinsing, rinse your brush, too. Even the smallest contaminant can get lodged into a mitt or sponge, creating scratches and swirl marks. This is why I like the Boar's Hair Brush so much. A quick dip into the Yellow Wash Bucket, a shake and everything falls off. The heavy stuff sinks to the bottom of the bucket and you're safe. With bristle applicators, however, I've found that where the brush is dragged across the paint, that area will be clean, but then just a "hair's width" away might be dirty. This is why some of you prefer our Sheepskin Wash Mitt.

If you notice large tar spots, bird droppings or any contaminant stuck on the paint here are several removal tips: First of all, be gentle. Saturate a 100% cotton towel with full strength Car Wash and carefully wipe the area. For stubborn tar, use 3M Adhesive Cleaner in the same manner. Remember, as you break up these contaminants, they contain minute bits of abrasive material that scratch paint. Even bird droppings contain sand and seeds that will scratch. Our Paint Cleaning Clay works well, also; you can learn more about it in the Polishing chapter of this handbook.

Clean the vehicle in this order: Top, front hood, the front, fenders, doors, rear deck, rear fenders and the rear. This is usually going from the least dirty parts to the most dirty. If the car is very dirty, you may want to rinse your Yellow Wash Bucket half way through and add fresh Car Wash and water. Do the tires and wheels last. You can learn



more about cleaning tires and wheels in the next chapter.

When you do your final rinse, use a flat stream of water. You may even want to remove your spray nozzle and use our Rubber Hose Nozzle and let a nice broad stream of water flow over the surface. This leaves a lot less water on the surface and allows you to dry the vehicle faster, reducing water spots and frequent chamois wringing or towel usage.

CONVERTIBLE TOP CARE

While being enormously fun, convertibles pose a whole set of challenges when it comes to caring for their tops. Most tops are made of a plastic vinyl or polyacrylic/polyester canvas. The rear window on most tops is a clear vinyl while some are glass. Care for these materials requires some extra time and thought.

Vinyl tops are easy to clean. Car Wash will remove most of the dirt and oils. Spots may be treated with our Interior Cleaner. Use a soft Horse Hair Brush to agitate the stain and wipe it clean. Follow up by misting a Blue Detail Sponge with our Vinyl & Rubber Dressing and apply a light coating over the entire top.

Canvas tops require more work. Dust and dirt settle into the weave of the fabric and, if left over time, will start to break down the fiber. Interior Cleaner is a safe choice as a cleanser. Saturate the canvas, use our soft Horse Hair Brush to loosen the dirt and then rinse until the run-off is clear. Avoid stiff polyester brushes or toothbrushes as they may damage the material. Don't use cloth, lamb's wool or sponges on these tops as they will leave lint. Be careful around the vinyl window and wipe it gently. Use our Dimpled Synthetic Chamois to dry the top by laying it over the canvas and pressing down. Avoid dragging it over the top. Allow the top to air dry. Treat any rubber seals and fittings with Vinyl & Rubber Dressing.

STAINS ON CANVAS TOPS

Stains, bird droppings, chemical fallout, and grease are tough to remove. Work on these as soon as possible so they aren't allowed to set in. Avoid scrubbing the stain area. Spray the stain with our Interior Cleaner and rinse with water. Be very gentle and if you must, use our soft Horse Hair Brush and very gently agitate the stain and rinse it away. Take your time and work in small areas. Be especially careful around the stitching and rear window.

Step One Continued

A PROPER CLEANING...

WINDOWS IN CONVERTIBLE TOPS

Fogged and scratched plastic windows are the biggest complaints I hear about. The fogging you see on polyvinyl windows occurs when the plasticizers in the material evaporate due to UV light and heat exposure. These plasticizers keep the material soft and flexible. Keep the sun off this material with a car cover whenever possible, and keep it clean!

Be careful around the window during your regular washing. Don't use terry towels or paper towels to dry it, either. They will scratch. Dry with our Dimpled Synthetic Chamois or soft 100% Cotton Polishing Cloths.

While being enormously fun, convertibles pose a whole set of challenges when it comes to caring for their tops... Care for these materials requires some extra time and thought.

Use our Plastic Cleaner for regular cleaning. It has special lubricants to suspend the dirt while cleaning your polyvinyl window. Spray the product on the window and wipe in a quick upward motion. Refold or turn over the cloth frequently so dirt and grime are not dragged across the window. If the window is scratched, fogged or stained, use Plastic Polish with our cotton pad to make your polyvinyl window look new again. Follow up with the Plastic Cleaner and a 100% Cotton Polishing Cloths. Use gentle wipes. Use a dry cloth to buff. Don't forget the inside as well. If the rear window is glass, use our Glass Cleaner and Lint Free Towels.

You may also use your Random Orbital Polisher and an Orange Foam Pad with Plastic Polish to remove scratches and fogginess from your polyvinyl windows. The high speed of the orbital will speed up the process without damaging the window. Make sure you clean it first with Plastic Cleaner. To avoid getting cleaner on your top, use thin plastic sheeting, available at paint supply stores. This is a great way to protect tops during polishing and waxing, too.

MAINTENANCE AND CARE

Unfortunately, the worst thing you can do for your top is to keep it down. The constant rubbing of the material on itself and the top's mechanism creates wear spots and the rear vinyl window gets wrin-



kled and scratched. Some simple thoughts to prolong its life.

To avoid the vinyl window rubbing against itself or other parts, place our soft 100% Cotton Polishing Cloths on both sides of the window. Don't use terry cloth as it is too rough and will scratch.

Keep the roof's mechanism clean of grease and oils. When lowering the top manually, be careful of the folds and creases. Avoid putting your top down wet as mildew and mold will grow. If you are considering a car cover for your convertible, purchase a Noah™, Evolution®, WeatherShield™, or Dustop™ style cover. Cotton or cotton flannel car covers will leave lint behind.



Daily Top Care

Use a rolling tape brush, designed to remove lint from clothing, on your canvas top. A quick daily rolling will remove surface lint and dust and cut your cleaning requirements down drastically. It's fast, easy and safe for this delicate material. Use a car cover whenever the vehicle is left out in the sun. A Noah™ fabric cover is best as it doesn't give off any lint.

Step Two

WHEELS & TIRES...

If there is one thing that makes your vehicle look great, it's clean wheels and properly dressed tires. This is usually the dirtiest area on your vehicle. Yet keeping them clean is a quick and simple process. Even if your rims have complicated spokes, we have a Wire Wheel Brush or a Three Finger Detail Mitt that will cut your cleaning time.

I recommend wearing a pair of our Latex Gloves when working around your wheels. Brake dust and road tar is hard to remove from your fingers, nails, and hands. You never know what chemicals may be entering your skin, too. When I venture out of the garage, I also don't like my hands looking like I need a personal grooming class. Plus, if the temperature outside is cold, your hands stay warm as well.

CLEANING THE WHEEL WELLS AND TIRE RUBBER

Rinse out the wheel wells before you start. Otherwise, as you randomly spray the tires and wheels you will invariably loosen crud that will drip on your freshly washed wheels. Use the strongest pressure and degree of water you have to knock out the dirt and crud that gets caked up in the wheel wells. Spray the wheel well with a degreaser like Oil & Grease Cleaner and use a stiff brush to loosen dirt, mud and tar, then respray. If possible, remove the wheels to gain better access and be sure the vehicle is safely situated on a jack stand and wheel chock. Using one of our Disposable Wipe Down Towels, dry the wheel well surfaces and brake parts. Wait to dress the well until you've finished cleaning the tires and wheels. Never use the same cleaning sponge on your wheels that you use on your paint! You don't want to contaminate your paint with the type of grease, grime and dirt that's on your wheels. Before your final rinse of the wheel well, spray your tire with Rubber Cleaner. This product is a safe, biodegradable cleaner that removes old silicone, road grime, waxes and tar from your tire. The Rubber Cleaner prepares your rubber for the use of protectants and dressings. This is important because it will allow our Vinyl and Rubber Dressing to penetrate deeper into the rubber for better protection and provides clean, professional results. If you have been using silicone-based rubber dressing in the past it is even more important to remove this product before applying our Vinyl & Rubber Dressing.

Apply the Rubber Cleaner in a shaded area and make sure that the rubber is not hot to the touch. Spray the cleaner directly onto the surface and let it sit for one to two minutes before working it in. Do not



allow the cleaner to dry on the surface. Use either a stiff bristle brush or a 3M Scotch Brite pad to scrub the surface of the rubber to properly clean it. When you are finished, do a final rinse of the wheel well and then the tire. Other great applications for the Rubber Cleaner include using it on exterior rubber trim, plastic or vinyl parts.

CLEANING WHEELS

A question I often hear is "Richard, could you make a wheel cleaner that I can just spray on and hose off?" That would be nice, the only problem is that wheel cleaners that strong are also strong enough to etch or damage your rims, not to mention what they can do to the environment. Even though you have to use a sponge or wheel brush to help break up the brake dust on your rims, our Wheel Cleaner is completely safe. It will loosen road tars, grime, and brake dust and make removal quick and easy. I even added a special scent that makes it pleasurable to use, too.

One of the challenges in designing a quality Wheel Cleaner was creating one that was as safe to use on your wheels as on your skin. I've tested other wheel cleaners where the toxic smells alone nearly required a respirator during use. Those cleaners usually have a pH level so high that if you used it on an anodized rim like on an older Porsche, the alkali would probably etch the rim. Our Wheel Cleaner is a non-toxic, environmentally safe product that is properly pH balanced and cleans the dirtiest of wheels. GRIOT'S GARAGE Wheel Cleaner is also factory approved by BBS! I am very proud of this as BBS is one of the world's premier wheel manufacturers and suppliers to the Ferrari Formula One Team.

There are different types of applicators available to use on your rims. For normal and painted rims, our Boar's Hair Wheel Brushes and Three Finger Detail Mitts work best. I usually use one of the Boar's Hair Brushes first to break up the initial brake dust and grime on the rim.

The Boar's Hair Wheel Brush by itself will usually clean the wheel very well. If you are really picky about cleaning your wheels, like me, I would use the sponge that is included with the Wheel Cleaner or one of the Three Finger Detail Mitts to follow up. The Mitts are great because your fingers just slip in and enable you to maneuver around curves and crevices of the rim easier.

If you have wire rims, our Wire Wheel Brush works best for cleaning. It is shaped like a cone and will allow you to get into those tight spots to clean the fronts and backs of your rims. Use it gently and keep plenty of Wheel Cleaner on the surface while scrubbing.

Step Two Continued

WHEELS & TIRES...

HOW TO USE WHEEL CLEANER

Before applying Wheel Cleaner make sure the wheels are cool to the touch. NEVER apply any type of cleaner to a warm or hot wheel. Your wheel's paint or finish will suffer over a period of years. When your rims are cool to the touch, start by completely dousing them with water. This will allow the Wheel Cleaner to be carried to remote areas that might not otherwise be reached by spraying the Wheel Cleaner on a dry wheel. I also think the extra amount of water allows the cleaner to penetrate the brake dust and road grime easier.

Next, work on one rim at a time and spray an even amount of Wheel Cleaner over the rim. Agitate the cleaner right away with a sponge or brush and rinse off as soon as you are finished. It is not necessary to let the Wheel Cleaner sit before agitation, this will also prevent the cleaner from drying on the rim which is another no-no. Use a second application of Wheel Cleaner for extremely heavy build-up that may not have come clean the first time.

For tight areas around wheel lug nuts, valve stems, bolts, etc, you may use our small foam detail pads or small boar's hair brushes. Don't use tooth brushes as the plastic bristles will scratch polished and painted surfaces. Dry the rims, especially if you are working on a hot day in warmer temperatures. You do not want the water to dry on the rim and create water spots that could damage the rim. To avoid staining and leaving excess oils and brake dust in your cotton towels, I would use our lint-free Disposable Wipe Down Towels for drying the rims. The towels absorb a lot of water and are thick enough to dry out and be reused if not too dirty. This will save your nice towels as invariably there is always some brake dust that never seems to be totally washed away.

PROTECTING AND DRESSING THE TIRES

Protecting and dressing tire rubber is simple: use Vinyl and



Cool Those Rotors

It is important that your wheels and brake rotors are cool to the touch when you clean them. Cold water can shock the hot metal of your brakes and wheels, causing serious damage. If your wheels are too hot, the cleaner can bake onto the surface and be difficult to remove. After a drive, wait at least an hour before you clean.



Rubber Dressing! It is completely silicone free, contains no petroleum distillates or waxes, and will clean and protect your tire rubber better than any other rubber protectant on the market. The Vinyl and Rubber Dressing also contains UV light blocking agents to protect the tire rubber from cracking, fading and hardening. The problem with many other tire dressings is that they contain silicone to provide a shiny "wet" look to the rubber. Rubber isn't supposed to be shiny. These heavily-laden silicone products also attract dust and dirt and give off a greasy mess when brushed up against. Tires and rubber trim are supposed to have a non-greasy, satin finish. You'll never see a shiny tire or rubber trim on the concours circuit. Dressings that contain silicone are unable to penetrate the tire rubber because the silicone prevents it from doing so. As a result, you are not getting true protection to your tire rubber (this means it will still crack, fade and harden prematurely). Because our Vinyl and Rubber Dressing contains no silicone, it will produce a professional finish and leave behind a protective coating on the rubber. It will also hold up better in the rain since it penetrates the rubber rather than sitting on its surface.

The Vinyl and Rubber Dressing is easy to apply using our Blue Detail Sponge. You can use a 100% Cotton Polishing Cloth, but the cloth will absorb more of the dressing and you will not get as much coverage with each application. With a Blue Detail Sponge, the dressing stays near the surface of the sponge and provides a smooth, even distribution over the entire surface. The slits on either side of the sponge allow for a better grip and keep your fingers from getting dirty. Simply spray a light coat of Vinyl and Rubber Dressing on one side of the Blue Detail Sponge. Work the sponge in a buffing fashion around the tire rubber, re-apply the dressing to the sponge if more is needed. Using this method, you will see your consumption of dressing drop by at least 50%! Keep buffing out the Vinyl and Rubber Dressing until you produce a satin finish. If you would like to produce more of a "wet" look to the tire rubber, apply the dressing a bit heavier to the detail sponge. Then work the sponge no more than one to two passes across each unprotected section of rubber, re-applying more dressing as needed. Do not buff the dressing into the tire rubber. Use smooth, clean strokes. The results should be a heavier coat of dressing that will provide a glossier look to the tire rubber. Keep the dressing off the tread. Wipe away any excess from wheels with a clean 100% Cotton Polishing Cloth.

Step Two Continued

WHEELS & TIRES...

POLISHING AND WAXING WHEELS

Most modern rims have a painted, aluminum base coat followed by two or three layers of clear coat. These types of wheels should be treated just like the paint surface on your car; which means you should wax them on a regular basis. This provides maximum protection and makes cleaning the wheels much easier. I would recommend using our Best of Show Wax®. It is a liquid-based carnauba wax that is easy to apply and will provide a durable finish for your rims. The Best of Show Wax® is safe to use on all wheels, including clear-coated machined aluminum, anodized wheels, chrome and non-clear coated polished aluminum or magnesium wheels.

Should your painted wheels have small surface scratches and need polishing, use Fine Hand Polish. Using a 100% Cotton Polishing Cloth, work in small areas and wipe the polish off before it dries. Tar or overspray can be removed using Paint Cleaning Clay first, then Polish. Follow up with Best of Show Wax®. You can apply the Best of Show Wax® by hand using our Wax Applicator Pad. Using a cloth will allow you to work the wax around all the curves and crevices of the rim. Allow the wax to dry to a light haze and then buff it off with a clean 100% Cotton Polishing Cloth.

NON-CLEAR COATED MAG WHEELS

For *non-clear coated* aluminum and magnesium wheels, use our Mag Wheel and Aluminum Polish. The polish will remove even the toughest oxidation from these types of rims and restore a factory polished finish.

The Mag Wheel Polish is for non-clear coat wheels only! If you are not sure whether your vehicle's rims are clear coated or not, consult with the manufacturer of the rims or car dealer. To use the Mag Wheel and Aluminum Polish, I would recommend applying with the 100% Cotton Disposable Wipes. The disposable wipes are nice



Fast Wheel Cleaning

Use Speed Shine® for fast wheel cleaning. Using simply spray the wheel with Speed Shine® and wipe away the dirt with a Disposable Wipe Down Towel. It's a quick way to spruce up your vehicle's looks. Be sure the wheels and rotors are cool and wear latex gloves to keep your hands clean and protected.



because you can throw them away when you are finished, which means no washing, and you don't have to worry about loading up a cotton cloth or towel you might use on your paint with stains and polish residue.

If the polish has separated, stir it until it is creamy. Apply a very small amount of polish to the cotton wipe and rub it gently in a circular motion until black residue appears on the wipe and rim. Buff out the polish residue with a 100% Cotton Polishing Cloth or wipe making sure not to let the polish dry on the rim.

The Mag Wheel Polish is so versatile you can use it on a variety of surfaces. Silver, gold, brass, copper and stainless steel can all be polished to perfection. It is water soluble which makes it easy to rinse off after use and is ideal for automotive, household, marine, and aircraft applications. You can even apply it by machine! For machine application there are several options. The best option is to use our Felt Polishing Cones with a variable speed drill or die grinder. Wear eye protection! Wipe a small amount of polish onto the cone and work in small areas, wiping off the polish before it dries. If the polish sprays or splatters you've put too much on. Be careful around the valve stem, lug nuts (if the wheel is still mounted) and along the edge of the tire. An easier way to polish is to remove the wheel and work on a bench top.

Mag Wheel Polish can also be used with our Random Orbital Polisher and the Orange Polishing Pad. I have polished out many aluminum race car tubs with this method. Just spread the Mag Wheel Polish on the pad like butter on bread. Work back and forth on the panel until you see the panel starting to shine. The Mag Wheel Polish residue should be black at this point. Now simply buff out with a cotton terry towel. (I've even placed the cotton terry towel on the orbital and continued to buff, although you will still need to do the final buff-out by hand.) For more aggressive polishing, a lamb's wool pad works well, too. Just take off the Orange Polishing Pad and put the lamb's wool directly on the backing plate and follow the directions as stated above.

THE FINAL TOUCH

For a final touch, use Under Carriage Spray to detail the wheel wells. This product provides a shine to an often neglected area with very little effort. Perfect for plastic-lined wheel wells, painted or undercoated areas and frame rails. Simply spray a light mist around the wheel well and you're done. This is one of the few car care items which contains silicone, but it provides a nice look as if you've spent hours cleaning the wheel well. It is perfect for SUVs where the wheel opening is large and you see a lot of this area. Be careful of the overspray mist as it makes garage floors very slippery!

Step Three

SAFE DRYING...

Sounds silly. How to dry your car. Uh, well uh, you drag the towel across the paint until dry. Right? Yeah, that's right. For those of you that care about your paint's finish, read further. Most of the scratches and swirl marks you'll notice appearing in your paint are a result of wiping the car down when it's dry or drying your vehicle improperly. There are a few no no's in drying your paint's surface. The most important factor is making sure the car is clean. If your chamois or towel has any dirt on it after drying, you didn't clean the car properly. Even the smallest amount of dirt, when trapped on a chamois or towel, will put micro scratches into your paint. While not noticeable right away, over time these scratches add up and produce toweling marks, swirl marks, micro scratches and spider webs.

Never use a towel with polyester in it. Polyester, no matter how soft the towel feels, is hard on a microscopic level. Polyester scratches show up as toweling marks, longer scratches versus the usual, small round swirl marks you normally see. So, how do you avoid scratches? Check the care tag on the towel for polyester content. If the tag is no longer in the towel, use the burn test to be sure. Never rub your towel hard on the paint to remove the dirt and sap you failed to remove during washing. Be especially careful when removing bird droppings. In addition to them being very acidic, they contain bits of dirt, seed and small rocks which, when rubbed over the paint, will scratch. Moisten the dropping with water or Speed Shine® to loosen the deposit. Then carefully wipe away, turning your cloth frequently to avoid dragging the residue over the paint.

All our towels and cloths are made from 100% cotton and are sewn with cotton thread. To ensure your towels and cloths provide you with years of enjoyable use, wash them frequently in hot water with a cold water rinse. This will reduce lint. Avoid using fabric softeners and "dryer softening towels" as they leave behind a chemical residue that inhibits the cotton from picking up moisture. Don't use bleach unless absolutely necessary as it, too, cuts the life of your towels by breaking down the fabric.

SYNTHETIC AND NATURAL CHAMOIS

If you enjoy using a chamois, either natural skin or synthetic, wet the chamois first in lukewarm water and then use it. Chamois are safe for paint, glass and trim if they are kept clean and stored properly, away from exposure to dust and dirt. When drying your natural Stay



Soft Chamois, lay it flat and stretch it slightly back to its original shape. Then allow it to air dry. Unlike the natural chamois, a Dimpled Synthetic Chamois should be stored moist back in its container. Keep all your chamois clean by not using them on wheels (brake dust) and oily areas such as the rocker panels of the vehicle. For dirt-prone areas like these and door, trunk and engine jambs, use our thick, lint-free, Disposable Wipe Down Towels.

The proper use of a chamois is to lay it out flat over the wet area and pull it across the paint. All chamois leave behind a small amount of moisture, depending upon the relative humidity and warmth of the day. Use a 100% cotton towel as a backup to dry these tiny droplets.

DON'T FORGET THE DETAILS

To dry door jambs, trunk and engine gutters, I use 100% Disposable Wipe Down Towels. These areas tend to be dirty and I don't like staining my dry towels or chamois. Don't forget the underside of the hood and trunk so they don't continue to drip on your dry car. Wipe along the bottom of the door and especially around the hinge area. Be careful not to pick up any grease from the hinges and spread it around. After using the disposable wipes for the door jambs, finish up by using them to wipe down the engine. Do this step last, when the disposable towels are damp. They'll pick up more dirt and moisture.

If you used a Dimpled Synthetic Chamois to dry your car, use it to quickly wipe down the interior of the car. It is especially gentle on the dash and wood trim while it is still damp. Plus it leaves behind no lint!



Finger Tips & Palm

Use your finger tips and palm when evaluating the paint surface. You have many more sensory nerves here than on the back of your hand. Avoid rubbing on a dirty or dusty surface as this will create scratches. Clean the surface first and then let your fingers and palm tell you the condition of the paint. If you have a lot of contaminants on the surface, you will hear an audible dragging noise from the paint. After using Speed Shine® and Paint Cleaning Clay, the noise will disappear, and the contaminants have been removed.

Step Four

POLISHING...

There are many misconceptions regarding polishing and what the term means. Simply put, when you polish, you remove very thin layers of paint. With our polishes, especially with Machine Polish #3, the

PAINT CONDITIONS



Contaminants that are hard to remove with polish, yet vanish easily with Paint Cleaning Clay.



Swirl marks can be removed by machine, bidden by hand.



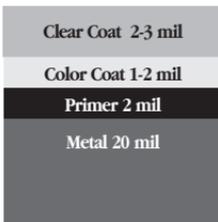
Light scratch. Polish in area to reduce visibility.



Learn to live with this moderate scratch. Removing it would mean reducing the paint thickness.



Deep scratch through to primer. Nothing you can do except use touch up paint.



Clear Coat Paint.



Single Stage Paint

thickness of paint removed is not measurable, but you can see the scratches disappear! Polishes have varying degrees of very small particles which act like the sand on sandpaper. As the polish moves over a surface, these particles remove the material they are moving over. Ideally you want a polish which is just strong enough to eliminate or reduce the visibility of the scratch, and that's it. Too aggressive of a polish and you remove more paint than is necessary and risk putting additional scratches in the surface. You don't have to worry about "paint removal" or "burning through" with our entire product line.

Our polishes are sold in various gradations. Machine Polish #3 is a micro polish where the polishing granules break down into smaller and smaller particles for ultra-fine polishing. Machine Polish #1 is our most aggressive polish, however it is about half the abrasiveness that is found

in other paint polishes. The abrasiveness of Fine Hand Polish is between Machine #3 and #2 due to the fact that your hand is not able to exert the same pressure on the paint as an orbital can. In many cases if you are using our product line for paint polishing, the reduction in overall paint thickness will be immeasurable.

Scratches are tiny grooves left in the surface of your paint and come from a variety of sources. Some of the sources are: dirt particles which have been dragged over the surface while wiping down the car without the proper amount of lubrication; hard objects like articles of clothing rubbed against the paint; boxes left



Initial Scratch before polishing and waxing



For deep scratches to be less noticeable, round off the "V" and "fill" the crevice with wax.

on the fender or trunk; the simple act of rubbing a finger over a dusty dirty car; even inferior polishes, (trust me, I've tested many) when rubbed by hand or machine, can do put more scratches into the paint than you originally had!

If the scratch is so deep that you can see the primer paint or metal, or it goes through the clear coat on two stage paint, the only correction is to use touch up paint. If the scratch is not deep but can be felt with your fingernail, the best way is to polish the

scratch in a perpendicular motion to reduce the visibility of the scratch. (Essentially it is not worth reducing the paint thickness to get down to the base of the scratch and eliminate it entirely.) If the scratch is less serious (swirl marks, toweling marks, and automatic car wash scratches) these are easy to remove. The idea is to remove enough paint around the scratch so the bottom of the scratch is now level with the surface of the paint.

REMOVING OLD WAX

Should you want to remove old wax, you may use more Car Wash or our Paint Prep that removes polysilicones, oils and wax. This is important. *If you've used other products which contain silicone and paint sealants, our polishes and waxes may not adhere to your paint or may appear hazy.* Test a small area. If the polish or wax smears, hazes and doesn't wipe off cleanly, there is probably a silicone laden sealing product on your paint. Paint Prep will remove this and here's the proper way to use it:

Again, work in small areas, from the top down. Don't use Paint Prep on glass. Should you get any overspray on glass, immediately clean it off with water and dry. Spray onto the paint and let it sit for a minute or two. Don't allow it to dry on the surface. Using a wet, 100% cotton cloth, wipe over the area. Follow up with another wet cloth and then wipe dry. Your paint is now ready for Paint Cleaning Clay, polishing and waxing.

BEFORE POLISHING, REMOVE SURFACE CONTAMINANTS

After you've washed your vehicle, run your fingers and palm over the paint. If it feels rough, instead of being totally smooth or if you

Step Four Continued

POLISHING...

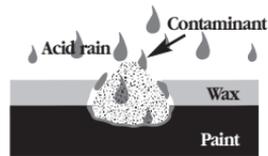


As the clay slides over your paint, it picks up contaminants that are stuck to the surface that even polish can't remove!

Even though you've washed the car, these contaminants won't come off. There are some polishes on the market advertised as "paint cleaners" that are a lot of work and still can't remove these contaminants! Before you polish or wax your paint these contaminants must be removed to insure maximum life from your wax and make your polishing easier.

Don't make the mistake of waxing over these contaminants. These contaminants, on a microscopic level, look like volcanoes on your paint and will not accept a wax barrier like a smooth paint surface. These "contaminant volcanoes" now act as a conduit for acid rain and take its harmful effects right to the base of the paint! If you don't remove them before you wax, you simply cover them up, leaving them to attack the paint. In all my years of testing products there is only one way to remove these contaminants safely. (It also is the easiest!) Use our Paint Cleaning Clay! This product is amazing. While there are many different grades of clay, some are very course and will scratch paint. Our clay is extremely mild and will remove a variety of surface contaminants including: paint overspray, tree sap, bug residue, tar, dirt, oil, hard water deposits on paint and glass and brake dust, *without* removing wax or scratching your vehicle's paint. How does it work? The clay is pliable and sticky and acts like an exfoliate, lifting away contaminants. It must be used with a lubricant, allowing it to slide across the surface. Our Speed Shine® is perfect as it not only contains a liquid wax, but has high lubricity.

hear a "friction" sound then the surface has contaminants which need to be removed. Oils, dirt, brake dust, tar, and acid rain deposits from the environment form tiny particles which stick to your paint. Over time they build up and form an invisible layer. (Although you can see it with a 10 time magnification loupe.) This is what you are feeling and hearing when you touch the



These contaminants, on a microscopic level, look like volcanoes on your paint and will not accept a wax barrier like a smooth paint surface. This allows acid rain to seep into your paint which, over time, can cause permanent etching.



I like to wear latex gloves when working with clay so it doesn't stick to my skin or get under my fingernails.

HOW TO USE PAINT CLEANING CLAY

Start by removing the plastic wrapper, and tearing off about one quarter of the bar. Knead it into a ball and pat it into a flat pancake shape. Speed Shine® plays an integral part of the claying process. It provides the lubricity that the clay needs to glide across the paint. Working in small areas (around two square feet), start by spraying the clay in your hand and then the two foot section with Speed Shine®. Now wipe the clay back and forth over the surface, making sure you keep your speed up. You don't need to rub hard. A few passes will do it. If the clay starts to stick to the paint, it's an indication that you need more Speed Shine® on the paint. For larger specs of tar or overspray you may need to make more passes and press down a little harder. You'll feel the clay move more easily as it cleans the surface. Wipe the area dry with a clean 100% cotton cloth (I prefer our 100% Cotton Polishing Cloths). Now feel. Your paint's surface should feel silky smooth! While doing an average size vehicle you will need three or four cloths for wiping off the lubricant and excess clay. Don't allow the Speed Shine® to dry on the surface. Work from the top of the car down, doing the lower valances and the rear of the car last. These areas tend to be the dirtiest.

As you use the clay, the patty will flatten out. Keep kneading it in to a ball and re-flatten. This keeps the contaminants suspended in the clay away from your vehicle's paint. Your initial ball of clay should do the entire car several times unless it is very dirty. When the clay is looking pretty grimy, discard it and tear off another piece. An eight ounce bar should do your car 10 to 15 times. If you see any large chunks of tar, dirt or sap in the clay, pick them out. If you drop the clay, pick out the chunks and discard them so they don't scratch, if you can't, discard that piece of clay. When you store the clay, put it back into its container, spray in a few squirts of Speed Shine® to keep it moist, and seal the lid tightly.

Paint Cleaning Clay works on any painted surface and is safe for all cured paints. Use it on painted wheels, chrome bumpers, hard plastics and



Our Clay is Safe

Our Paint Cleaning Clay was developed to be extremely mild. There are other "clays" I've tested that are much more aggressive and scratch the paint. These scratches look like the paint has been "fogged", especially on black clear coats!

Step Four Continued

POLISHING...

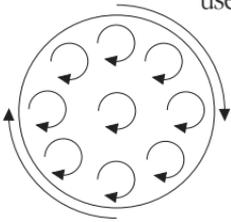
metal trim. On glass it will remove most water spots and calcium deposits. Clay also works to remove old dried-on wax residue from plastic and rubber surfaces. The Speed Shine® won't harm plastic, rubber, chrome or any exterior surface. Once you're done with the clay you're now ready to polish out any scratches or swirl marks you want to remove. Or, move on to waxing if the surface is scratch-free.

THE BEST WAY TO REMOVE SWIRL MARKS

The best way to polish out scratches or remove oxidized paint is with a random orbital machine. This is where many of you get scared. I know what you're thinking. Don't machines put those terrible swirl marks in my paint? Yes, if you use the wrong machine and the wrong polishes. I've developed a safe, fast and fun system that you can't mess up. But first, let's talk about polishing machines. The Random Orbital Machines that I sell are professional duty machines. They're perfect for the weekend user or the professional detailer. They have enough torque so it won't bog down and stall like other random orbitals. Direct drive polishers on the other hand are the ones that you've heard all the horror stories about. They are normally seen in paint shops and used by professional detailers. They rotate in a single action like a drill, and operate under high heat and very high speed conditions. Combine this with a heavy polish, a wool or cotton bonnet (Even a foam pad!) and they will remove paint very quickly and burn through the paint in thin areas and edges. You can also spot the work of one of these machines by looking at the side of a vehicle and seeing uniform buffing marks going down the side. The paint literally has uniform scratch marks everywhere. The owner never really sees these swirl marks when he picks up the car after a detailing because they use fillers and glazes to cover them up. But once you

wash the car for the first time, and wash the glazes and fillers away, the swirl marks appear! Now you're left wondering, did I do that just by washing my car?

Our orbital machine operates in an orbiting motion while also spinning around. Even at the highest speed setting, the system I have developed over the years is completely safe. You can still scratch paint with an orbital machine if you use the wrong bonnet and products. However,



Our orbital machine operates in an orbiting motion while also spinning around.



with my specially designed foam pads and my extra-gentle micro polishes, you can enjoy all the benefits of machine polishing while eliminating the labor intensive part. It is my opinion that there is not another method, not by hand or machine, that can perfect the paint to the level that our Random Orbiting Polishing System can achieve. Period. So let's move on to the unique foam pads.

FOAM PADS ARE SAFE

Our specially developed foam pads, combined with our machine polishes and waxes, allow the paint to remain cool. Cool paint reduces (with our product, eliminates) the fear of burning through your finish. It is important to use a *separate* pad for each machine polish or wax.

You can still scratch paint with an orbital machine if you use the wrong bonnet and products.

This way, no contamination occurs between the pads. You wouldn't want to use a polish pad to apply a final coat of wax! The pads can be marked on the side or back with a permanent felt pen to keep them separated. Center the foam pad on the machine's backing plate and press the hook and loop fastener into place. While manually spinning the pad, pour your Machine Polish #3 onto the pad like pancake syrup all the way out to the edges. Spread it out with your finger over the entire surface, like you would put peanut butter on a piece of bread. If you apply the polish to the pad in thin rings, the polish will leave thin "polished" rings over the surface of the paint, while other areas will remain unpolished. You don't need much. In fact, if you're getting splatters while polishing, you have way too much product on the pad. Always start with the least abrasive polish - Machine Polish #3.

SAFE MACHINE POLISHING

Place the pad on to the paint surface, set your speed wheel to four and turn on your machine. Make an imaginary square on the area you are working and start in the upper left hand corner. Go across to the right (see diagram below) then drop down and go to the left. When you



Watch That Cord

When using a machine orbital polisher, drape the cord over your shoulder so as not to drag it over your vehicle's paint. Keep both hands on the machine at all times and always start and stop the machine with the pad on the paint surface.

Step Four Continued

POLISHING...

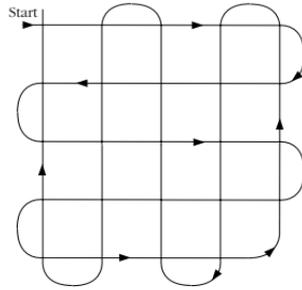
reach the left side, drop down and go to the right. When you can't go across the panel anymore, start going up and down in the same fashion. Operate the orbital so that the backing plate is rotating at approximately one revolution per one or two seconds.

Let the weight and motion of the machine do the work. You may press down in areas needing more polishing. After several passes, turn off the machine while it is still on the paint and lift off the paint as it slows down. Don't lift the machine off the paint without turning it off or you may spray product all over the place or your foam pad may fly off the backing plate. What you are trying to do is distribute the polish or wax evenly and cover every part of the panel. Keep going in this motion until all of the liquid is evenly

distributed and has just about disappeared. I like to pass over an area six to eight times. (Complete the imaginary square three or four times.) By working the product onto the panel and thinning it out, you won't be taking off as much with your towel and your elbow grease will be reduced substantially. Wipe off the excess with a 100% cotton towel. (I prefer a terry cloth towel for polishes, and our 100% Cotton Polishing Cloths for wax.) Taking off the polish while it is still damp is easier; allowing the polish to dry will be harder. You decide.

As you get used to the machine, you may want to increase the speed. I personally like to operate at speed six for our polishes. It allows me to lean into the machine if I want and remove deeper scratches without stalling the pad on the surface. On the other hand, when applying Best of Show Wax®, I select speed three or four because there is no abrasive in it and the pad spins more freely.

After your first pass with Machine Polish #3, examine the surface closely. If the scratches aren't gone you may need another pass, but always start with Machine Polish #3. It is a final polish that will remove many imperfections on the first pass. If you would like to remove even more imperfections, use Machine Polish #3 one more time. You may use Machine Polish #3 as often as you want. It is the most fool-proof way of polishing your paint. When you start with Machine Polish #3 it also lets you evaluate what type of paint you have. Even with all of my years of



Working in this pattern ensures you get complete coverage. Overlap the areas you are polishing so the results are even.



experience, I never start off with Machine Polish #1 or #2. Why? Because paints come in various hardnesses. Softer paints are easy to polish and you'll notice a dramatic improvement with just one pass of Machine Polish #3. Ultra-hard paints may require you to increase the speed, and bear down harder to remove swirl marks. Don't worry, it's O.K.

Sometimes you may need to use Machine Polishes #1 & #2, for deep scratches or heavily oxidized paint. When using these products you may see minute scratches in the paint caused from the granules of abrasive. This is normal. Remember, to remove a scratch, you have to get down to the bottom of the scratch, and that means removing paint (microns at a time) in the surrounding area. Your subsequent steps, Polish #1 to #2, then #2 to #3 will remove these minute scratches.

HAND POLISHING

Some areas aren't accessible with an orbital and these need to be hand polished. Or, if you are still concerned about using an orbital and you choose to hand polish the entire car, the process is the same. Use a foam pad for normal polishing or a cotton pad for more aggressive polishing. I offer several hand-held pads which are perfect for hand polishing.

Again, use the polish sparingly, work in small areas and use the cross-hatch method. (Go in one direction, and then rub in a perpendicular direction.) If you have a deep scratch, the best way to remove it is to polish it out using perpendicular strokes over the length of the scratch. The challenge with hand polishing is to keep the pressure even and the coverage thorough. As with machine polishing, be careful around trim, so as not to get polish in cracks, on rubber or in seals. As you work, the polish should almost disappear. If you're wiping off a lot, you are wasting product and making the job much too hard. Take your time when working by hand. It's hard work and easy to get a bit tired, thus missing areas. Work in small sections. If you're working on heavily oxidized paint, keep several clean polishing pads handy and keep turning your cloths, working with clean areas. You can get excellent results by hand, but don't think you will remove every swirl mark. The time involved, and the effort, is just too great. There is still not a better way to a perfect finish than with our Machine Polishing System. Even if you don't want to polish your paint by machine, waxing it by our Random Orbital Polisher will ensure better coverage, take less time and the results will be far superior to hand waxing.

Step Four Continued

POLISHING . . .

SPECIAL CARE FOR CLEAR COAT PAINT

Most new cars are finished in clear coat paint. In the past, the final layer on cars was a pigmented single-stage oil-based paint. When polishing this kind of paint you were working on the pigment, and saw it come off on your pads and polishing cloths. It gave you some working room and you could see exactly what effect your polish was having.

Newer technology paints are water-based for environmental reasons and are much harder. This is normally referred to as a two-stage paint. The first coat (on top of a primer, of course) is the color coat. This is protected by a thicker layer of clear polyurethane or urethane paint, providing protection and gloss. The color layer is very thin while the clear-coat is much thicker to provide the protection while giving your vehicle a glossy look. Many clear-coats contain a UV protection to stop fading. While this provides a great look, the clear-coat shows scratches much more than a single-stage finish. Why? Think of it like scratching a piece of glass. Every pit and scratch is noticeable, especially in black.

You'll know you have a clear-coat by rubbing with a white cloth and polish on an out-of-the way area. If color comes off, it's not clear coated. The most important thing to remember with clear-coats is to avoid strong abrasives. This includes strong paint cleaners, and absolutely no rubbing compounds!

CLEANING YOUR POLISHING PADS

Cleaning your foam and cotton pads is simple! All our polishes are water soluble. First wet your pads with lukewarm water. If the pad isn't very dirty you may clean it with warm water. If it looks dirty or there is a large build-up of polish, take some Interior Cleaner and spray a small amount on the pad. Use your fingers and lather up the pad, then squeeze the pad together, freeing the pad of the dirt and polish. Rinse thoroughly and wring out. Dry the pad by standing it on its side. Don't store a wet pad in a sealed bag as it will mold.



Rubbing Compound

Fast cutting abrasive known as rubbing compound is best left on old single-stage paints. It is far too harsh for clear-coat, and modern paints and will leave your paint scratched and damaged.



Step Five

WAXING...

Waxing your vehicle is an important part of preserving its appearance. With proper care, there is no reason why original factory paint can't last the *entire life* of your vehicle. The goal is to protect the paint's surface while providing color, depth and clarity so the paint-work looks stunning.

A carnauba-based wax is still the best choice. Even though you've been bombarded by ads that would tell you otherwise, carnauba-based waxes are still the concours enthusiast's wax of choice.

Carnauba wax comes from the Brazilian plant, *Copernicia Cerifera*, which is farmed for its vegetable-fat type of wax. This wax coats the leaves and actually swells when it gets wet. This allows any moisture to roll off the leaf and be directed down into the plant's root system. It also preserves any moisture within the leaf from evaporating out. In its raw form, carnauba is as hard as a rock, and needs naphtha, petroleum distillates, and other oils to make it into a workable liquid or paste form. Those that advertise "100% Carnauba Wax" are being less than truthful as that would either come in the form of a brick (and as hard as one, too) or in the flake form you see below. (The flakes are still, rock-hard and unable to be applied to paint.)

The barrier created by carnauba-based wax naturally protects your paint from the harmful UV rays of the sun which is probably the most harmful element out there. Though nothing can create a shield against acid rain and toxic bird droppings, our carnauba-based waxes do provide enough of a barrier for you to remove these unwanted foreign deposits quickly before they cause damage to your paint. With its dense properties, the maximum amount of carnauba you can put into a wax is about 30%. Any more and the product becomes too hard to apply and take off once dried. Our waxes contain the maximum amount of carnauba possible while providing excellent removal characteristics.

SYNTHETIC WAXES

Carnauba Wax is one of nature's most complicated compounds. Its elements are so complex that man, in his infinite wisdom, still has not been able to duplicate it. To produce a cheaper wax, companies have fallen back on synthetic waxes and marketed the *heck* out of them. I've seen ads where they've lit the hood on fire! (*Big deal, our wax can withstand that.*) Hit the paint with a laser beam! (*Yawn.*) Wax just once a year!!! (*You've always bated the color of your paint anyway.*)



Whatever the paint sealant or synthetic wax I've tested long term, I haven't been impressed.

I'm often asked why we don't offer a synthetic wax or paint sealant. While these products tout a longer period of protection, they don't provide the rich color, depth and clarity of our carnauba-based waxes. Synthetic products are created from polymers and acrylic resins. These products are especially poor on darker finishes where the clarity is just not there. (You'll easily see hazing with this type of product.) In a nutshell, if you don't care about your paint, and you need protection from the harsh cleaning chemicals found in car washes a paint sealant may be the way to go. However, when the surface has been washed correctly, by hand with Car Wash, I've seen no long term protection by going with a paint sealant versus our Best Of Show Wax®. In addition, the color, depth, and clarity of Best of Show Wax® is without equal.

PROPER WAX APPLICATION

Again, preparation is key to waxing. You want to be sure that you're applying wax to a clean surface. If during your wax application you see anything other than wax on your pad, you haven't cleaned properly. Wash, clay, and wax. In that order. If you need to remove swirl marks then polish between the clay and wax steps.

For hand waxing with Best of Show Wax® or Carnauba Wax, apply your wax with a foam applicator. Cotton pads or cotton cloths work but these are more aggressive, soak up more wax, and may actually induce small micro scratches. Be sure your paint surface is dry and cool. Apply some wax to your pad and wipe the it on in the same manner you applied your polish. Straight lines, back and forth and

then up and down. When you apply the wax to your pad, spread it evenly over the surface of the pad. A little goes a long way. The wax should almost begin to disappear as you wipe it on. If you have to remove a lot of product when you wipe it off (look at your polishing cloth) you are using too much wax. Work in small areas. I start with the roof, do one half, let the wax begin to set up or haze, and then wipe it off using a 100% Cotton



Don't Mix Your Wax

Carnauba and synthetic waxes don't always mix well. If you've used a sealant wax, or a lower quality grade wax, strip it off using our Paint Prep before using our carnauba wax. Otherwise the wax won't adhere well or you'll notice hazing and smearing.

Step Five Continued

WAXING...

Polishing Cloth or our Disposable Wax Removal Towel. Avoid using anything with polyester as this will scratch. If you wipe the wax off and it smears around, it's not set-up enough. Work in sections. Do a fender, then wipe it off. Don't cover the entire car and then go back to wipe it off. The wax will set-up too much and be difficult to remove, plus dirt has a chance to settle on your paint and that can also put a micro scratch in your paint.

HAND WAXING TRICKS AND TIPS

If you are having a problem with hazing, smearing or a dull look after removing excess wax here are some tips to help. Hazing usually happens when you've applied too much wax under a high humidity condition and the moisture is caught underneath the fast drying carnauba wax. The paint's temperature being cooler than the outside air speeds up this process by allowing the top of the wax to harden quicker. If this happens to you, you should let the wax fully set up more before removing it. Another way to deal with it is to keep a spray bottle of distilled water or Speed Shine® handy. Spritz the surface and wipe it with a dry clean 100% Cotton Polishing Cloth. The excess wax will adhere to the droplets and be carried away with the cloth. If neither of these tips work, it has been my experience that the paint has a paint sealant or a silicone based synthetic wax that is causing a reaction with the natural carnauba based waxes. If this occurs, you must strip off the old paint sealant or a silicone based synthetic wax with Paint Prep, and then apply Best of Show Wax®.

If you want to enhance the depth and clarity, apply several coats of wax. Allow each coat to cure for at least 12 hours. In preparation for a concours event I once put six coats of our Best of Show Wax® on a finish. Another trick is to put a very thin layer of wax on and let it set up for 2 hours. Then, without wiping it off, go back over the dry wax with another layer of wet wax. Allow it to haze and



Wax In The Nude

It may sound silly but it's safe. Be aware of jewelry and clothing with metal buttons, rivets and zippers. It's easy to accidentally rub them up against the car and scratch the paint. Your neighbors, who already think you're car craaaazy, will just have to look the other way.



remove it. While this makes for a lot of work, the finish will be thick and rock hard. You can eliminate a lot of work by taking off the wax with our Wax Removal Bonnet and our Random Orbital Polisher.

WAXING WITH AN ORBITAL MACHINE

There is not a better way to apply our carnauba-based waxes than with our Random Orbital Machine. The added depth, evenness of color, and clarity are unsurpassed. Imagine being able to go over a particular area about one hundred times more than doing it by hand. Applying wax by machine allows you to "burnish" the wax into every paint pore, so your wax protection will last at least twice as long.

Start by centering the foam pad on the machine's backing plate and press into place. Spinning the pad with your hand, apply the Best of Show Wax® onto the pad like pancake syrup all the way out to the edges. Spread it out with your finger over the entire surface, like you would spread peanut butter on bread. If you apply the wax to the pad in thin rings, the wax will leave thin wax rings over the surface of the paint, while other areas will remain unwaxed. You don't need much. If you've put too much on the pad, it will be hard to distribute the wax thinly and evenly over the panel.

Place the pad on to the paint surface, set your speed wheel to 3 and turn on your machine. Make an imaginary square on the area you are working (normally I start with a 1/2 of a hood) and start in the upper left hand corner. Go across to the right (see diagram below) then drop down and go to the left. When you reach the left side, drop down and go to the right. When you can't go across the panel anymore, start going up and down in the same fashion. Operate the orbital so that the backing plate is rotating at approximately one revolution per one or two seconds. Let the weight and motion of the machine do the work. What you are trying to do is distribute the wax evenly and cover every part of the panel. Keep going in this motion until all of the wax is evenly distributed and has just about disappeared. If you've applied too much at the start, it's o.k. Just keep working the wax in until it has almost disappeared. I like to pass over an area six to eight times. Turn off the machine while it is still on the paint and lift it off the paint. Don't lift the machine off the paint without turning it off or you may spray product all over the place or your foam pad may fly off the backing plate.

By working the product into the panel and thinning it out, you won't be taking off as much with your towel and your elbow grease will be reduced substantially. Wipe off the excess with our 100% Cotton Polishing Cloths. They are still the best towel I've tested for

Step Five Continued

WAXING...

removing wax and achieving total clarity.

You'll still need to hand apply wax around areas the orbital can't reach. Be sure to overlap the areas so you get good coverage.

MACHINE WAXING TRICKS AND TIPS

You can also use the orbital to remove wax! Use our micro fiber Wax Removal Bonnet over a clean Orange Foam Pad. Turn on the orbital to the #4 speed setting and let the machine do the work. You'll remove at least 90% of the wax and all you'll need to do is a light buffing. If there are places where the wax is thick, (and there will be some) simply keep a spray bottle of distilled water or Speed Shine®

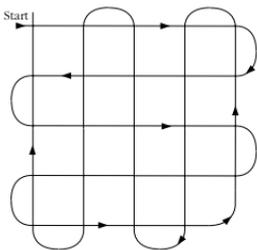
You can mix our Best of Show Wax® and Machine Polish #3 to create your own custom polish/wax if you need a polish finer than Machine #3.

handy. Spritz the surface and wipe it with a dry, clean 100% Cotton Polishing Cloth. The excess wax will adhere to the droplets and be carried away with the cloth. If you are having a problem with hazing, smearing or a dull look after removing excess wax, follow the tip under "Hand Waxing Tricks and Tips".

If you enjoy using our paste Carnauba Wax instead of the liquid Best of Show Wax® you can still apply it with an orbital. Warm the wax up in the microwave so it becomes soft and creamy. Spread the wax on the pad with a butter knife and apply as you did above.

You can mix our Best of Show Wax® and Machine Polish #3 to create your own custom polish if you need a polish finer than Machine #3. Start with 80% Wax and 20% Polish. Play around and find out which combination works best for you.

While our waxes and polishes normally do not leave a white residue, you can remove old, dried, excess wax and polish from trim, seams and rubber moulding using a few squirts of Speed Shine® and a soft Boar's Hair Brush. Don't use a toothbrush. The hard plastic bristles will scratch paint, plastic and chrome. Another trick is all natural peanut butter. Yes, peanut but-



Working in this pattern ensures you get complete coverage. Overlap the areas you are waxing so the results are even.



ter. The peanut oil will dissolve dried-on wax. Wipe away the excess oil, spritz with clean water and treat with Vinyl and Rubber Dressing. Be sure to use *creamy, all natural peanut butter*, though, and not chunky! Sounds silly, but it works.

Most of all, have fun with your Random Orbital Polisher. You'll find so many uses. Polish glass with our Glass Polish, plastic with our Plastic Polish, aluminum panels with our Mag Wheel Polish, fiberglass boats with our Machine Polishes. The list goes on and on.

CARING FOR CHROME

When chrome comes back from the platers there are absolutely no swirl marks in it. Yet it's easy to put swirl marks in it with polishes that are too abrasive. If your chrome is swirl free and does not have any rust pits or corrosion setting in, use Chrome Polish. It's abrasive free formula cleans chemically to provide the safest way to remove stubborn residue that a car washing can't. Using a chrome polish with abrasive will leave swirl and buffing marks in otherwise perfect chrome. To restore pitted chrome, remove rust specks, and to restore chrome that has been neglected awhile, our Mag Wheel Polish is the polish to use. To apply, clean the surface first with Car Wash. Use a 100% Cotton Cloth or our 100% Cotton Disposable Wipes. Apply Chrome Polish to the cloth and wipe gently, frequently turning your cloth. Don't allow the polish to dry. Use a clean, dry cloth to remove any excess polish. Work in small areas. Use a horse-hair brush to remove excess polish from cracks and seams. Follow up with Best of Show Wax® to protect the surface.



Less is More

When using our car care products remember that less is more. I've concentrated the ingredients so you don't have to use much. In fact, using too much product will make your work harder and wastes time. So as you're playing, keep in mind that a little goes a long way. Our Best of Show Wax® is a perfect example, use thin coats!

CLEANING AND POLISHING GLASS

If your windows have water spots on them, it is probably due to trace elements of calcium and other minerals left behind after water evaporates. If left untreated too long these elements can actually etch the glass permanently. I have a couple of solutions for you. Try Paint Cleaning Clay or our Glass Polish. Usually the clay will remove spots and pick-up the same contaminants that attach

Step Five Continued

WAXING...

themselves to your paint. You may use Speed Shine® which will leave a thin layer of wax on your glass, helping water bead off. For tougher problems use Glass Polish.

You may apply Glass Polish with a damp Terry Cotton Polishing Pad or by our Random Orbital Machine and an Orange Foam Pad that we sell. (I prefer the Random Orbital Machine for large areas). Work in small areas and wipe the majority of the Polish off with a damp cloth, then use dry cloth for final buffing. A final pass with Glass Cleaner should remove any remaining residue. The Glass Polish works best when your applicator is damp, as it is water-based. If your glass is pitted, or has deep scratches, these cannot be removed with polish. I've yet to find a product which removes scratches in glass. Glass Polish is safe for glass but should not be used on tinting film which is applied to the inside of windows. For tinting film use Plastic Cleaner. Learn more about Plastic Cleaner, Plastic Polish and interior care later in this book. Always test a small area first with glass polish. There are some windshields and mirrors that have a thin plastic coating or a blue tinting that will come off or scratch. Glass Polish is for glass only!

The exterior windows should be the last thing you clean on the car. Spray Window Cleaner on a Lint Free Towel, saturating it well. By spraying it on the towel instead of the window you'll conserve products and avoid getting it on your paint and trim. Follow up with a dry Lint Free Towel. I continue to test other formulas and methods, but there is still nothing better than our Window Cleaner combined with our Lint Free Towels.



Step Six

DRESSING...

Once you've finished with your waxing the next step is to dress the vinyl, rubber and plastic trim. This will set you apart from the rest and put that final touch on your vehicle. The rubber seals around windows, doors, door handles and mirrors are exposed to the environment and will be the first thing to deteriorate, long before your paint will. The chalky white appearance or brown dulling of rubber indicates lack of care and attention. Our Vinyl & Rubber Dressing is not a silicone-based product and you'll notice it remains dry to the touch in just minutes after application. Most other dressings are silicone based and will remain greasy and attract dust and dirt within 24 hours! While silicone may hold up better in the rain, over the long haul isn't great for rubber or trim. Our product is water based and safe for *all* rubber *and* plastic trim.

For small areas, use a soft 100% Cotton Polishing Cloth, cover your forefinger and saturate the cloth with Vinyl and Rubber Dressing. Another useful tool for these small areas is our Pop Swabs. The tube is filled with dressing and the foam applicator is a perfect size for detailing small areas. Carefully wipe the dressing over the rubber with an even application. Several applications may be necessary if the rubber is brand new (most likely still has the mold release agent on it) or very old. The proper result is a satin finish. Avoid over-application which produces a shiny, wet look. Keep shifting your finger position in the cloth as it gets dirty. Vinyl & Rubber Dressing has a UV inhibitor in it and with repeated application creates a nice protective barrier for your rubber and plastic trim.

For hard plastic moulding, trim, bumpers or grillwork, clean well during the car washing step. For smooth plastic you can either apply wax or treat it with Vinyl & Rubber Dressing. To apply the dressing on these larger areas I prefer using our Blue Detailing Sponge. Spray the dressing directly on the sponge and then apply it evenly over the surface. This method is fast, easy and the dressing goes right where you want it. Plus, I've put a slit in the middle so they are easy to hold on to and keep your fingers clean.

PLASTIC BUMPERS AND TRIM

Many cars since the early 1980s have porous plastic bumpers and trim. Over time the sun dries these out and they turn gray or white. If Vinyl & Rubber Dressing doesn't help try our Bumper & Trim Reconditioner. This is a great product for making these areas look new



again. It works as a paint to darken the plastic. Clean the area to be reconditioned with our Paint Prep, dry and apply. The shoe polish applicator makes it mess free. Allow to dry and you're done. Care for the reconditioned bumper with Vinyl & Rubber Dressing.

GREAT LOOKING TIRES, AND UNDER THE HOOD.

Use your dressing-laden 100% Cotton Polishing Cloth (the one you used to do the rubber trim items) to dress the rubber seals around your doors, trunk and engine area. Using a saturated cloth gives you a controlled application. I do these areas last as they tend to be dirty. This will keep these seals soft and working well. Don't forget any plastic or rubber seals, tabs, moulding, etc. Most of these items keep moisture out of places you don't want it, and by keeping these items dressed they will not only look good but work for many years. Don't stop at the engine seals, Vinyl & Rubber Dressing is also great for the black plastic parts and rubber hoses around the engine compartment.

Your tires take more abuse than any other part of your car. The last thing I do on the exterior is dress the tires with Vinyl & Rubber Dressing. Use a Blue Detailing Sponge and keep it separated from the ones you use on the interior and other exterior trim parts. They will get dirty over time but you can clean them with a little Car Wash and warm water. Spray the Blue Detail Sponge, not the tire, with dressing and wipe around the tire. Spend some time working the dressing into the rubber and you'll achieve a nice satin look, the way a tire ought to look. If your tires are new or haven't been treated in a while, several coats may be needed. And don't forget the rubber valve stem.



Keep Your Toothbrush In Your Mouth

Use a horsehair brush to clean excess polish and wax from cracks and trim. The toothbrush for your mouth is made of plastic and will scratch paint, chrome and plastic. While you're at it, always remember to keep your detailing towels, cloths, brushes and sponges separated by the chemicals you use them with. Wash them separately, too. Use the same cloths for polishing, a separate one for waxing, etc. This will reduce cross contamination and give you better results.

Step Seven

INTERIORS . . .

Once you've finished the exterior it's time to move inside. The first step is a complete vacuuming. Start with the headliner if it's a felt or fabric material. I don't always vacuum the headliner but it's worth doing a couple times a year, if only to remove the head lice. Use a brush attachment to *lightly* pull out the dust and dirt. Too much suction could cause the fabric to pull or stretch. Working down, attack the seats next. If the seats are leather or vinyl, use our soft Horse Hair Interior Brush to loosen the dirt and crumbs that are trapped in the seams. For cloth seats, it's best to use the Nylon Carpet Brush to get the fibers raised so the vacuum can pull more dirt and dust out. Use our Micro Brush Attachments on the vacuum to clean vents, dashes, consoles, and other nooks and crannies. The wood trim in most vehicles is covered with clear coat, lacquer or polyurethane, which is very easy to scratch. Vacuum first with our Micro Brush Attachments, then use a damp, soft cotton towel or our Synthetic Chamois to remove any smudges. Finally the floor mats should be removed, shaken, and then the fibers roughed up a bit with the Nylon Carpet Brush so the vacuum can pull up debris deep down. If any stains or grease spots exist, spray some Interior Cleaner on them and scrub with the Nylon Carpet Brush. Wipe the spot with a damp towel to remove as much of the Interior Cleaner and foreign residue as you can. Continue to clean and dry the spot with a different dry towel. (I prefer to use a white terry cloth towel so I can see how much of the dirt I am pulling up.) Allow the floor mats and carpet to air dry before returning the mats to the vehicle.

At this point I like to use our damp Dimpled Synthetic Chamois to completely wipe down the rest of the interior. It works great for dashes, seat backs, and doors, as it leaves behind no lint. The Sheepskin Wash Mitt or the Micro Fiber Dust Mitt also make excellent dusters. Both mitts don't just push dust and dirt around but they grab and hold on to it.

CLEANING VINYL

Most vehicles have some sort of vinyl in them. While being very durable, vinyl attracts dust and dirt and holds onto oils. Thankfully, it's very easy to clean. Saturate a clean cotton cloth with our Interior Cleaner. Wipe the surface, turning the cloth frequently as you see the cloth getting soiled. Remove the remaining Interior Cleaner with a clean, damp cloth. Let the vinyl air dry or wipe up the remaining moisture with a dry towel. Follow up by applying Vinyl and Rubber Dressing to all vinyl and plastic surfaces, including the dash. Use it sparingly and work into the surface so it has a nice satin finish.



CARING FOR LEATHER

There are two types of leather: vat-dyed and spray-on dyed leather. With vat-dyed leather, the color is obtained by immersing the hide in dye. With this process, the color penetrates completely through the leather! With spray-on dyed leather, the color is "painted" on. While this produces a more even color, some of the natural grain of the hide is lost and the overall life of the leather is diminished. Normally a painted-on dye will wear off at the stress points. (You may think this is just dirt buildup, but on close inspection the painted-on dye will be gone!) No matter how hard you try to clean these cracked areas, you can't clean the area where the dye has cracked off. If you own a European car most likely the leather is vat-dyed (yeah!). U.S. and Japanese manufacturers tend to use the spray-on dyed leathers (boo!).

Before treating any leather with Leather Care or Leather Rejuvenator, use Interior Cleaner on the leather the same way you would on vinyl. In fact, Interior Cleaner is safe for all the surfaces in your car. After you've cleaned the leather examine it closely. If the leather is old, stiff, dry or cracking, our Leather Rejuvenator is your best solution. While it may temporarily darken the color, its penetrating formula will rejuvenate and soften the fibers deep down in the leather. After a few days the treated area will lighten a bit. Test a small area first to ensure you are O.K. with the look. If the leather is newer, use our Leather Care. Both products are applied the same way. These products are different than the lanolin based leather products. First, our oils can penetrate deeper than the lanolin-based leather products, and if you have any perforated, leather our leather products won't leave behind the white residue in all of the perforations. And don't worry about water getting on your leather interior. It won't hurt it as most leather is tanned in water!



Warm It Up

Our leather care products will work better if put in the microwave until warm. Like-wise, warm the leather up, too. This opens the pores in the leather and allows more product to penetrate deeper. Let the heater run for a bit or park the car outside to warm the leather.

Apply Leather Care using a Blue Detail Sponge or our 100% Cotton Polishing Cloths. Apply the product to your applicator and wipe the surface, rubbing the product into the leather. As with all our car care products, don't use very much: a little goes a long way. Allow the product to sit

Step Seven Continued

INTERIORS...

on the surface for several minutes. Now, using a clean cloth, wipe the excess product off. For a deep feeding of Leather Rejuvenator, apply a liberal amount to the leather and let the product soak in overnight if possible. (Sometimes I've found my hands work better as they keep the product warm and I can massage it into the leather as well.) If you're not going to be driving the car soon, repeat the application of Leather Rejuvenator if possible. You'll notice the leather getting softer and softer with each application. Keep the windows cracked so any excess evaporating product can circulate.

CLEANING FABRIC

Use our Interior Cleaner on upholstery the same way you would on vinyl and leather. It's safe to saturate the cloth and dab with a clean cotton towel. Avoid wiping back and forth. For more aggressive cleaning our Upholstery Brush should be used. You may use a wet-dry vacuum or a hair dryer to remove any excess moisture. Don't allow the fabric to get too hot though. A final air drying is best. Keep the windows cracked a bit to allow the moisture to evaporate.

CLEANING GLASS

Crystal clear glass. This is a pet peeve of mine, and judging by many of the letters I receive, it's your concern, too. Many of the plastics used in today's interior vent a stubborn chemical film which, combined with oils and dirt in the air, create a haze on the inside of glass. Besides being a driving hazard, it's just no fun looking through dirty glass.

For crystal clear glass start by spraying Window Cleaner on our Lint Free Towel and saturating it well. By spraying it on the towel, instead of the window, you'll conserve product and the mist won't fall on your newly dressed dash, doors and seats. Keep a dry, Lint Free Towel handy for the final drying. Window Cleaner is alcohol based with no dye, or cover-up scent that gets left behind on the



What's That Film?

That terrible film on the inside of your windows is from plastics used in interior parts, your body oils, over-application of interior cleaners and dressings that evaporate into the air. Heat adds to the problem. Try keeping your windows cracked after dressing the interior or for the first few months after your new car purchase.



glass with other window products. In fact, you can let our cleaner evaporate on a piece of glass and you won't see any residue or impurity "ring" left behind.

Why use our Lint Free Towels? Paper towels and newspaper (grandfather's old way) are made with glues which break down with cleaners and leave behind glue residue and paper "lint". (Not to mention the ink from newspaper gets all over your hands.) If ink is getting on your hands you can bet it's leaving behind a film on the glass as well. Lint Free Towels are designed to hold moisture, and won't break down or rip. Spun and woven from polypropylene they won't give off any lint either.

I've tested many cleaning formulas, towels, and disposable wipes. And I can honestly say there is no other combination that works better than our Window Cleaner when combined with our Lint Free Towels. As a side note, my father used to be in the scientific optical business. When joining two lenses together to form an achromat, the glass surfaces have to be perfectly clean. You'll be happy to know that our Window Cleaning formula is the same one used to join lenses together in a "clean room" for the last 30 years.

If your windows are tinted with film, use our Window Cleaner, and switch to our soft 100% Cotton Polishing Cloth for an extra gentle wipe. This film is made of Mylar, be very delicate as it will scratch easily.

OH, THAT SMELL!

If you like the smell of leather or vanilla, try a few squirts of our Interior Car Scent. Spray it under the seats after cleaning. Just a few squirts a week will keep your car smelling like new. I like to saturate a small sponge or a piece of soft leather and place it under the seats near the rear heater vents. Or, pour some Leather Interior Car Scent in to a small plastic container and let it sit in the car over night. The next morning you'll think Santa has left you a new car.

If your interior is suffering from being a rolling fast food cafeteria and there is always a lingering odor from french fries, spilled milk, misplaced diapers, and wet pets. Use Stinky-Be-Gone. This product absorbs odors and eliminates musty, stale air. Reduces even noxious oil and gasoline fumes! The bag of porous volcanic rock contains Zeolite®, an odor neutralizing mineral. Lasts forever. Use it in your car, garage, basement, closets, laundry room, everywhere! It's nontoxic and environmentally safe. Throw a bag under the seat and forget it. When it stops working, just place it out in the sunshine and it will recharge itself.

ENGINE BAY...

A clean and tidy engine lets you spot developing oil and coolant leaks, allows your engine to run cooler, and impresses the heck out of your mechanic. We have a great assortment of cleaning products and tools for the many different finishes under your hood. I can tell you that a clean engine bay will ensure your mechanic will take extra care when servicing your vehicle. Additionally, a vehicle you're trying to sell will sell faster and get you more money if the engine is spotless. With some regular attention, this needn't be a dirty, messy and time consuming task.

If you plan on doing an entire cleaning of the car, do the engine first and you won't have to worry about overspray onto your freshly detailed exterior. Our Engine Cleaner will remove wax from the vehicle's paint so protect those areas you don't want affected or plan on rewaxing. If the car is already clean, use painter's plastic to cover fenders, bumpers and the windshield. Start by cleaning away any debris, leaves, pine needles or stray rodents. Use compressed air if you have it or a brush. Protect sensitive parts in your engine from moisture by covering electrical connections, distributors, or carburetors with plastic, using elastic bands to hold them in place. Clear plastic wrap works well, too, as it sticks to itself.

CLEANING THE ENGINE

Having the engine compartment warm makes the greases and oils softer and easier to remove during cleaning. If Engine Cleaner steams up when applied, the engine is too hot. If it's too hot, cleaners and water will evaporate too quickly and may stain sensitive plastics and painted metal parts. Not to mention you can burn yourself. If the underside of your hood is uncovered painted metal, you may use Car Wash or Engine Cleaner to clean it. Just remember to rinse it well when using Engine Cleaner. If it has a sound deadening cover, brush the area off and wipe with a damp towel. Some underhood coverings are almost felt-like and attract dust. Use a vacuum brush attachment and vacuum the surface. Spray the entire engine with Engine Cleaner, and agitate the different surfaces with the correct brush. Use a horse hair brush for painted areas, nylon for plastic parts, brass for aluminum parts, stainless steel for steel parts. We have a set of Four Detail Brushes for this task.

After you agitate the Engine Cleaner with a brush, gently flush clean the engine bay with water and blow dry with compressed air. If you don't have compressed air, remove the plastic covering you put on and dry all the accessible parts with a Disposable Wipe Down Towel. Start the engine and allow the heat to aid in drying.



DRESSING THE ENGINE

Your car looks impeccably maintained on the outside—why not do the same under the hood? When the engine is totally dry, and free of grease, spray Engine Gloss on all plastic and rubber parts and it will leave a clear, thin coating without yellowing. Gives a "factory new" look to all of your hoses and wiring looms. It restores tired looking black plastic parts instantly, and makes multi-colored wiring look incredibly vibrant! If you spray it on water hoses just remember you can't pinch the hose afterwards or the Engine Gloss will crack and craze. For hoses you plan on pinching use our Vinyl & Rubber Dressing. Engine Gloss will repel dust and make "engine wipe downs" a breeze. If you show your car, let this be your secret for a fabulous engine compartment.

Vinyl & Rubber Dressing may also be used on all rubber hoses, connectors and parts to enhance their appearance. However the look is not as permanent as Engine Gloss. Use the same application method as the interior, spray a cotton cloth Blue Detail Sponge and wipe. You may opt to use only dressing and omit the Engine Gloss application, however the Engine Gloss will really make your old faded plastic parts and wires stand out. For cleaning detailed areas try our alcohol Pop Swabs. These cleaning tubes direct the cleaner directly to the area needed. Perfect for today's intricate engines.

Projects You Can Do

RESTORATION...

There are many small restoration projects which don't involve major body repair or the knowledge of a carrozzoria. By keeping up on small repair and restoration projects you'll cut down on big bills later. With today's complicated vehicles, there are fewer projects you can do. Here are some fun ways to enjoy your weekend and have fun in your garage.

EXHAUST MANIFOLDS

When you don't want to take the time to paint a cast iron exhaust manifold, try our Manifold Dressing. Rub the dressing onto the manifold working it in with a Detail Brush. Start your engine and the heat will cure the dressing. Now your manifold will have a natural, cast iron look. Drawbacks? Periodically, you will need to touch it up. Otherwise, it will maintain its look for years with very little upkeep.

For more serious manifold restoration try our High Temperature Paint. This paint won't flake or discolor, and is easier to apply than a spray. This application is easy, with minimal fuss. Just clean thoroughly with Paint Prep and a wire brush, then apply two coats of paint with a foam brush. Now the worst looking part of the engine will always look presentable. For maximum adhesion and durability, sandblasting your manifold is optimal but not necessary. I've had great results in the field by cleaning the manifold, while it's on the car, with a stiff stainless steel brush before applying High Temperature Paint. This is an easy way to give your exhaust manifold a detailed look. Three colors: Cast Iron Gray, Flat Black or Bright Aluminum. You won't be disappointed in these. 16 ounces will paint four manifolds.

PAINTS AND PROPER APPLICATION

When choosing a spray paint to do any restoration work there are two items to watch for. One is the nozzle. The spray nozzle is more important than you think. Most spray cans use a cheap tiny nozzle which spits paint out in an uneven stream. It's also uncomfortable as the small head presses into your finger after prolonged use. Our wide-top premium nozzle not only feels good but lays down an even full stream of paint, reducing the possibility of drips and runs. The second factor is using a CVC free and ozone friendly paint made from the highest quality chemicals and containing a high solids



content. This provides you with dense coverage and even coats. Spend a little more on quality paint and your project will last longer and look professional.

WHEEL RESTORATION

Finally you can restore your alloy wheels to the original color and luster with a factory look finish. Our spray paint matches the original equipment manufacturer's (O.E.M.) color of Mercedes, BMW and other European car companies, and after market wheel manufacturers. The Silver Metallic is easy to spray and gives a uniform finish. Requires the use of Clear Lacquer to achieve proper depth, color, and long life protection. Do it yourself, save money, and get the proper color!

If you don't have a bead blasting machine take your wheels (without the tires on) to a blasting shop and ask them to use walnut shells, or glass beads to remove all the old paint, rust and crud. Do not sand blast your wheels as this will create pits that can't be filled in with primer. Clean the wheels with Paint Prep before application of any wheel paint. Tires that have had any type of silicone dressing over the years will most likely cause the paint to "fisheye" unless they are properly prepared. Handle the cleaned wheels with gloves. The oil from your hands will contaminate the surface to be painted. Let each coat dry for 24 hours, if you don't, cracks may occur in the clear coat. The best way to paint rims is to put them on our Pneumatic Sit-On Creeper (make sure to cover the seat with plastic first) and spin the wheel around so the job is uniform and run-free.

Keeping Up

MAINTENANCE...

Tending to your car shouldn't stop after you've washed and waxed it. In fact, you can reduce the frequency of your washes and waxes by removing dust, bird droppings, and tree sap on a daily basis. I carry a small, 8 ounce bottle of Speed Shine® and a 100% Cotton Cloth in my trunk for emergency clean-ups. Bird droppings can etch your paint in a matter of minutes; so remove them fast. Spray some Speed Shine® (or water if you don't have anything else) on the dropping and allow it to loosen it up. Very gently, wipe away the mess. Birds eat seeds, sand and who knows what, which may be great for their bowel system, but these elements will scratch your paint. I also carry a small bottle of Window Cleaner and some Lint Free Towels for fast, on-the-road window care.

PROPER CAR DUSTER USE

Car Dusters are great to remove surface dust between washings, and remove the majority of dust before you use Speed Shine®. The important thing to remember about the duster is to use them for what they were designed for: removing light surface dust. If your vehicle is wet, very dirty, has oils, road grime or tar on it, don't use a duster. Start at the top and wipe gently in long strokes. Don't rub hard or bear down on it! A minute or two every evening is all it takes. You can prolong your need to wash the car by using a duster. The duster's cotton threads are treated with wax which attracts dust and traps it. The dirtier it gets the better it works. With regular use a duster will last for years. It can't be washed so when it's really black, purchase a new one.

REPAIRING ROCK CHIPS

You can repair those annoying rock chips and deep scratches that have gone down to the primer. Here's how. Start by purchasing the correct factory touch up paint from your car dealer. Most cars have a paint code inside the engine compartment. Your dealer's parts department can help you with this. Most touch-up paints come with a built in applicator brush. The problem is these brushes are more suited to painting your toenails than applying the proper amount of paint to a small chip or scratch. Again, preparation is key.

Clean the area, removing any oil, grease, dirt and old polish and wax. Use Paint Prep to strip away old wax and grime. If the chip is down to the metal and any rust has begun use our 3M Rust Avenger



and Rust Eliminator Tool. The Rust Eliminator Tool uses tiny glass fibers to brush away surface rust and deposits of dirt and wax. Its small surface gets into the chip, avoiding any damage to the surrounding paint. The Rust Avenger delivers a pinpoint application of a chemical which attacks the rust and destroys it. It also acts as a primer for paint application. To fill in paint chips and enjoy pinpoint accuracy and great paint flow use our Touch Up Paint Applicators. You can bend the plastic handle for hard to reach spots, or give you a better angle to apply paint to the chip. You'll even be able to soak up paint with the tips if you've over-filled your chip. Dip the end into your touch-up paint and touch the chip gently with the Applicator. If you over-fill the chip, use a clean Applicator to dab up the excess paint. If you have clear-coat paint, apply the pigment (color coat) first, let it dry and follow up with the clear coat. Try to avoid driving your vehicle for at least 24 hours after making a repair and wait about two weeks before applying wax or polish. Want to go to the next level of repair and create a smooth and almost invisible repair, read on.

SCRATCH REPAIR

Deep chips, nicks and scratches or to smooth out the above chip repair, requires a little more work. Prepare the surface as described in the previous section on chip repair. Fill the area well with paint so the repaired area is above the surface of the good paint. Allow the paint to cure for 48 hours or more so it is completely dry. Don't hurry up the process with a hair dryer or heat gun. Now you want to level off the paint.

Purchase some 2500 grit wet/dry sanding paper. Soak it in water overnight. Find an eraser. (The pink kind that is slanted on each end and is about $\frac{3}{4}$ " x 2" long.) Place the sanding paper around the eraser. Now wet the area to be worked with clean water. You can also use a bit of Car Wash for extra lubrication. Keep the area well lubricated by flushing with clean water during the entire process. Start by gently going back and forth. What you are trying to do is bring the raised level of the chip repair down to the level of the paint. Go slowly. Some of the surrounding paint will begin to look dull. Don't worry, you'll be able to correct this later. Try to work only on the area you've touched up. Dry the area and feel it with your finger tip. If it's still raised, work some more until it's flush.

Finally, use our Fine Hand Polish or Machine Polish #3 to bring back the paint's luster. Follow up with wax and your finish will look new again.

Keeping Up Continued MAINTENANCE...

CHIP AND SCRATCH PREVENTION

This clear, protective shield works excellent at protecting painted areas that are more prone to chips and scratches. I cringe every time I hear a high-heel shoe hit a painted door sill or a rock glancing off my hood. I've had this protective shield on my wife's Suburban's door jambs for years now, and I could peel it off at any time and the paint would still look brand new. Use it on front ends, air dams, around tire wells, inside door jams, along door sills, painted bumpers on station wagons and sport utility vehicles. We also sell a clear protective shield for headlights and fog lights as well

Simply clean and prepare the area to be protected with Paint Cleaning Clay and Fine Hand Polish. Cut the material to the length required and warm it up with a hair dryer. This makes it more pliable and easy to work with. Spray the surface to be protected with the Positioning Spray. This allows you to move the material in to place. Avoid touching the adhesive backing as it is extremely sticky and the oils on your fingers will make an imprint on the backing. Use the squeegee which comes with the spray and smooth out the surface. Any remaining bubbles or spray will disappear after 24 to 48 hours. It's available in 2" or 4" widths, 12 mils thick. Now you at least enjoy your next ski trip without worrying that every little rock you hear is damaging your paint.



INDEX OF PRODUCTS...

Products mentioned in this handbook are referenced below by their part number and can be ordered by calling 800-345-5789 or visiting www.griotsgarage.com. When I mention a product within this handbook, I capitalize the first letter of the product's name so you can tell it is a product we sell. An example is: Speed Shine or Blue Detail Sponges. Have fun with the finest car care products available.

Product Name	Product #
100% Cotton Polishing Cloths	14600
100% Cotton Disposable Wipes	92398
100% Cotton Dry Towel	11113
100% Cotton Hand Towels	11823
100% Cotton Towels Set of Five	11100
100% Cotton Wash Mitt	11111
100% Cotton Wax Towel	11112
100% Terry Cotton Polishing Pads	11835
3m General Purpose Adhesive Cleaner	15900
3m Rust Avenger and Tool	50303
Alcohol Pop Swabs	14850
Best of Show Wax® 16oz	11171
Blue Detail Sponges	11205
Boar's Hair Brush	66073
Boar's Hair Brush & Handle	10220
Boar's Hair Detail Brushes Set of Three	15520
Car Duster (large)	11203
Car Duster (mini)	11201
Car Wash 16oz	11102
Car Wash One Gallon	11103
Carnauba Wax 8oz	11154
Chamois Cleaner 16oz	11140
Chrome Polish 8oz	11132
Cotton Swabs (1000)	15703
Dimpled Synthetic Chamois	15400
Dispenser For Wipe Down Towels	55522
Disposable Wax Removal Towels (50)	14805
Disposable Wipe Down Towels	55520
Dispenser For Wipe Down Towels	55522
Felt Polishing Cones (7)	10225
Fine Hand Polish 16oz	11165



Finest Sprayer	11122
Finest Water Hose Nozzle	92548
Finest Water Hose Nozzle & Shut Off Valve	11590
Foam Swabs (10)	10226
Foam Swabs (200)	15706
German Squeegee	34610
Glass Polish	11177
Heavy Duty Water Hose 3/4"	94750
Horse Hair Leather and Interior Brush	15515
Interior Cleaner 35oz	11104
Interior Cleaner One Gallon	11105
Leather Care 16oz	11142
Leather Care 8oz	11143
Leather Rejuvenator 8oz	11141
Leather Scent	11150
Lint Free Towels (150)	14910
Long Handle Boar's Hair Brush	92547
Machine Polish 1 16oz	11161
Machine Polish 2 16oz	11162
Machine Polish 3 16oz	11163
Mag Wheel & Aluminum Polish	11155
Metal Polishing Cloths & Replenisher	10223
Micro Fiber Dust Pick Up Mitt	50585
Oil & Grease Cleaner 35oz	11128
Oil & Grease Cleaner One Gallon	11130
Orange Wax Pad & Holder	11212
Paint Cleaning Clay 8oz	11153
Plastic Cleaner 8oz	11185
Plastic Polish 8oz	11186
Porter Cable Random Orbital	10625
Positioning Spray & Squeegee 4oz	77896
Professional Water Hose	10503
Protective Shields 1/2" (Door Edge)	77633
Protective Shields 2"	77890
Protective Shields 4"	77892
Rubber Cleaner 35oz	11136
Rubber Cleaner One Gallon	11137
Rubber Hose Nozzle	45205
Sheepskin Dust and Wash Mitt	10222
Short Handle Boar's Hair Brush	92546
Shut Off Valve for Finest Water Hose Nozzle	92563
Speed Shine® 35oz	11146

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Speed Shine® 8oz	11144
Speed Shine® One Gallon	11148
Stay Soft Chamois	11101
Stiff Nylon Carpet & Upholstery Brush	15508
Stinky Be Gone (1 Bag)	92316
Stinky Be Gone (3 Bags)	92318
Telescoping Squeegee	81257
Thick White Foam Pad	10627
Thin Orange Foam Pad	10626
Three Finger Detail Mitt	11838
Touch Up Paint Applicators	50406
Ultimate Yellow Wash Bucket	66070
Undercarriage Spray 35oz	11138
Undercarriage Spray One Gallon	11139
Vanilla Scent	11151
Vinyl & Rubber Dressing 35oz	11169
Vinyl & Rubber Dressing 8oz	11173
Vinyl & Rubber Dressing One Gallon	11175
Vinyl & Rubber Dressing Pop Swabs	14948
Wall Mount Wringer	89800
Wax Removal Bonnet	11536
Wheel Cleaner 35oz	11106
Wheel Cleaner One Gallon	11107
White Wax Applicator Pads (2)	10237
Window Cleaner 35oz	11108
Window Cleaner One Gallon	11110
Windshield Wash One Gallon	11133
Wipe Down Towels & Dispenser	55523
Wire Wheel Brush	15501
Wringer With Red Basin	84610

Remember to Have Fun

Working on cars is meant to be fun and relaxing. For me, it lets me escape from life's daily demands, focus entirely on the task at hand, and bring tranquility back to an otherwise demanding world. Should you read this manual and still have questions, remember we're here to help. I want to make sure when you're using any of our products, that you always have fun in your garage. *Keep sending me your thoughts, ideas and comments so I can continue to improve our products.* Now, go and enjoy your precious free time and...

Have Fun in Your Garage!™,

A handwritten signature in black ink that reads "Richard". The script is fluid and cursive, with a large, prominent "R" at the beginning.

Richard Griot

for more information:

800-345-5789

www.griotsgarage.com

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