



**Report Card:**

2003 Ferrari 575 M Maranello F1 (Silver)



**DISCLAIMER:** Use of Adobe Photoshop.

The 'cover' photo of this publication has been digitally altered with Adobe Photoshop 6.0 to mask existing damage to the lower left corner of the vehicle's front lip. (This damage can be seen 'untouched' on Page 24.)

All other photographs are **UNALTERED** except for the addition of a frame and watermark, and any necessary contrast adjustments.

Registration plates have been masked in accordance with our client confidentiality policy.



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## 1.0 Enrolment:

This 'Minor Correction Detail' was performed for the owner of a local Auckland law firm. The vehicle was delivered to us at 6pm on Friday evening, with a view to having it completed in time for a Ferrari Owners Club meeting later that weekend.

This Ferrari 575 M Maranello was imported into New Zealand from Italy "brand new" in 2003, and the current owner has been its guardian for most of this year. It is fitted with a Sequential Manual Transmission (commonly referred to as an "F1 gearbox"). This was the first Ferrari model to mate such a gearbox with a V12 engine.

With this brief history lesson out of the way, let us now take a closer look at our latest 'student'.



This was the condition of the 'Prancing Horse' on arrival. We promise to keep the equestrian metaphors to a minimum, but clearly this specimen had been "ridden hard and put away wet"!



The wheel rims appeared to be in especially poor condition...



...with a nice collection of bonded brake dust and tar.



Although it looks bad, most of the problems suffered appear to be simply 'dirt' rather than defects in the paint.



And someone has kindly left some wax behind to help with the detail ☺





## 2.0 Remedial Tutelage:

The first step in resolving any kind of deep seated blemish is always to wash away the exterior dirt and grime. While this is a relatively simple and straightforward exercise, it is the process that is most frequently done incorrectly. As a result, poor 'wash technique' is the **primary** cause of paint defects such as scratches and swirl marks. As we provide a comprehensive wash stage as part of our 'Correction Details', the various stages are detailed below.

### Engine Bay

To begin, the engine bay is detailed. On arrival, it was in relatively good shape...



...with only a light dusting of dirt over most surfaces.



This was 'wiped' clean with Meguiars APC rather than 'wet washed' and plastics protected and dressed with 303 Aerospace Protectant.



## Wheels & Arches

The wheels on this vehicle were really letting the car down in terms of appearance. They warranted removal from the vehicle and a comprehensive clean! By the time the sun had set on Friday night, we were well underway with the rear wheels.

The first picture shows the state of the wheel straight off the car, while the second image represents the state of the same wheel after a thorough cleaning and scrubbing with Meguiars NXT shampoo.

To fully clean the leftover tar and etching that the brake dust had left on the inner rims, we used Menzerna Wheel Gel 7.5 from Germany. This product is ph neutral and completely safe for all wheel surfaces.



Having the wheel off also gives us the opportunity to completely clean the brake calipers.



Menzerna 7.5 was used again for this application.



Bright and early on Saturday morning, we resumed with the front rims.



Clean!



And front wheel wells. Notice the grime on the black arch liners. This was scrubbed clean with Meguiars All Purpose Cleaner.



This gave excellent results.



Of course, the front of each wheel didn't get missed either, though the process was much easier with a gentle shampoo being all that was required.



Then each wheel was protected with a coat of Poorboy's Wheel Sealant...



...inside and out.



This provides a layer of protection for the rims much like wax on paint, and ensures that future cleaning involves much less effort!





## Grilles, Vents & Badges

Next up, each of the various vents and badges around the vehicle were thoroughly cleaned with All Purpose Cleaner and a Meguiars 'Slide Lock' detailing brush.



...and grilles that a regular wash mitt wouldn't reach.



One last task remains before commencing the wash stage – covering the twin intakes to prevent water pooling in the air boxes. Plastic bags work as well as anything.



And finally, the vehicle's body work is rinsed off at high pressure to clean off any loose dirt and grime.

The paint may well look clean after this, but notice the color difference in the paint around the prancing horse emblem on the boot where the APC has been worked in... There is still plenty of dirt left to remove!



## Foam Bath

The vehicle was next treated to a bath of Meguiars Hyperwash Shampoo applied via an AutobriteUK Foam Lance. Hyperwash has an incredible 400:1 dilution ratio and a tiny amount produces large quantities of very thick, clinging foam.



The foam was left to dwell on the vehicle for 5min which gives it an opportunity to dissolve the grime and loosen it from the vehicle's surface.



And then rinsed clean.



## Hand Wash

With as much dirt as possible removed from the paintwork without direct contact, it was time to complete the wash process with a hand-wash via a Lambswool Mitt and Meguiars Shampoo Plus.



A lambswool (or microfibre) mitt should always be used for ‘contact’ washing of a vehicle’s painted surfaces. Particles of grit and dirt on the paint are the **primary** cause of swirls on modern vehicles with clear ‘coat paint’. Regular sponges cause the grit to be trapped against the surface of the paint and dragged across it. (Even worse still are the brushes at self-service or automatic carwashes.) The plush mitt however will draw the dirt away from the paint surface, deep into the fibers of the wool, thus preventing it from inflicting further damage.

Also notice the separate buckets for ‘wash’ and ‘rinse’ action. This is the safest and most effective way to clean a vehicle’s paint. The Mitt is soaked in the 60° C Shampoo Plus solution which has a “*Low-Suds / High-Lubricity*” formula and then worked over the vehicle. After each panel, the Mitt is cleaned off in the ‘rinse’ bucket, dislodging any dirt picked up off the car, before being re-soaked in the shampoo.





If you consider the use of two buckets 'overkill', look at the state of the rinse bucket after completing the wash.



Would you consider wiping your car with anything soaked in the bucket on the right?



## Clay Treatment

The final step in ensuring a perfectly clean paint surface is the removal of bonded contaminants with a detailing clay bar. This process can remove tar spots, tree sap or industrial fallout, all of which contribute to making the paint surface rough to the touch and dull to look at. In this instance, a Meguiars 'Mild Detailing Clay' bar was used with Meguiars Last Touch (diluted 1:1) as lubrication.



This particular car was almost completely free of bonded material, with an almost perfectly smooth feel to it after washing off the surface dirt. Accordingly, the 'Mild' bar was all that was necessary.





And as you can see, very little contamination was removed from the paint.



The vehicle was then given a final rinse off with the pressure washer...



...and then patted dry with a Sonus Der Wonder Microfibre Drying Towel.

The 'Der Wonder' really is in a different league to the myriad of other drying solutions that we've tried. Two of these will completely dry a large vehicle without any need for wringing out excess water and to top it off, they're the softest and safest towels we've encountered for removing water without inflicting scratches in the paint.



With the vehicle's exterior now in a perfectly clean and dry state, it was moved inside to begin a thorough examination of the condition of the paint and to determine the best method of correction to produce a perfect finish.



### 3.0 Initial Assessment:

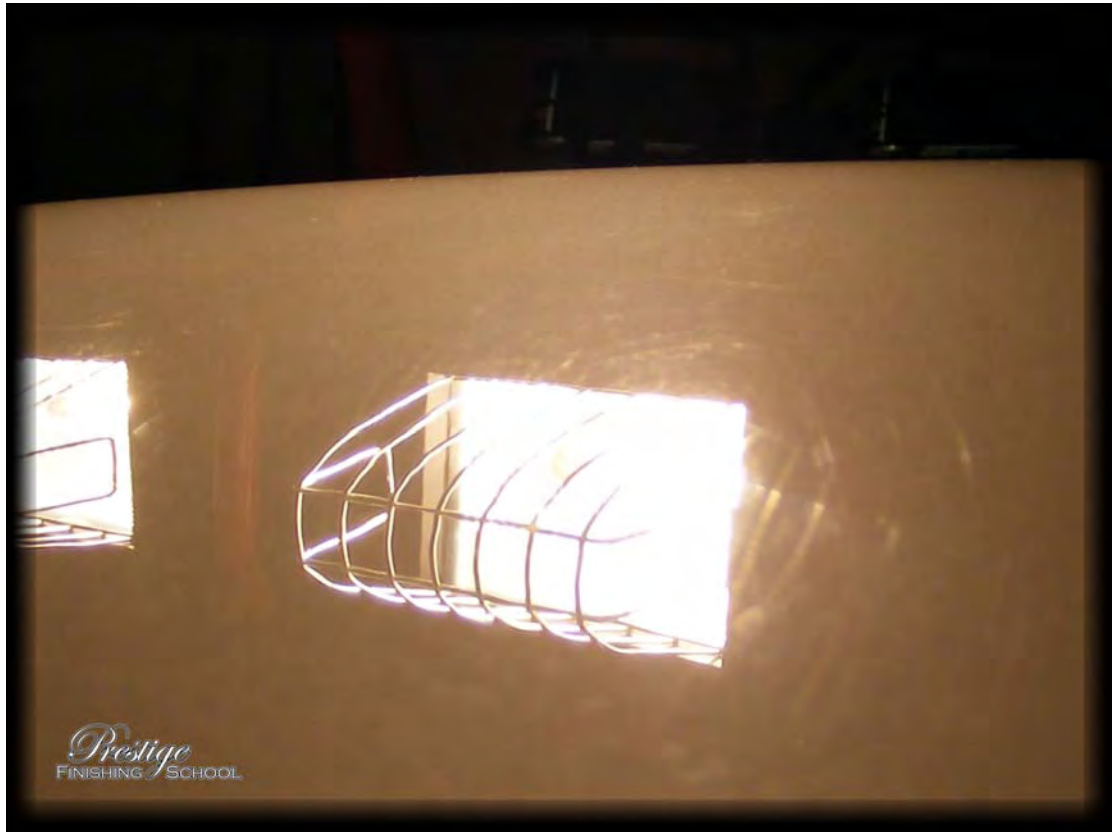
At this point, we get to see and understand the true and unadulterated state of the vehicle bodywork. Without the benefit of any (defect masking) wax and under the unforgiving twin 500W Halogen lights, the paint surface was holding up reasonably well!



The vehicle's trim is masked off with purpose made 3M painters tape. This serves to protect the trim pieces from being stained with residue during the polishing process. Additionally, it prevents damage to badges and sharp edges as well as preventing dusting from the polishing stage from getting into gaps and requiring re-cleaning.



There was evidence of some minor swirling of the paint, especially here on the roof...



...and on the boot lid.



There are a number of small deeper scratches around the vehicle. These would require heavy compounding and cutting, prior to polishing in order to remove them and unfortunately this was beyond the scope of this “Minor Correction” detail.



Nevertheless, we are confident that we can make this car shine!





## 4.0 Minor Correction

Again, we commenced with the bonnet. We performed all of the machine polishing with a Meguiars G220 Dual Action Orbital Polisher and W8006 Polishing pads.



We started out with our mildest polish, Meguiars M80 Speed Glaze.



...this gave great results on the bonnet.





But the swirling on the roof necessitated stepping this up to M83 “Dual Action Cleaner Polish”



...which finished down nicely, allowing a generous “working time” and enabling us to achieve a jewel-like finish.



The M83 was also used to remove some of the lighter scratches, such as this one under the wing mirror on the passenger's door.



Even the best looking panels were showing faint evidence of light swirling when examined extremely closely



...and these were corrected to a perfectly blemish free finish.



This image gives an indication of the shine and reflectivity achieved during the correction stage.

Silver vehicles are especially good for looking 'passable' when dirty, but this very same attribute makes it notoriously difficult to make them really shine – and even more challenging to capture on film!



## 5.0 Finishing (Part 1)

With the paint now in the best possible condition, we turn our attention to protecting the mirror-like finish from the elements and enhancing the gloss. In this case, our client has opted for the absolute best protection that we offer.

Blackfire's "Wet Ice over Fire" paint protection system comprises a base coat of "All Finish Paint Protection", a synthetic sealant employing the latest advances in polymer bonding. This must 'cure' on the vehicle's surface for at least 8 hours, and is then topped with two separate coats of "Midnight Sun" Carnauba wax. (Also separated by minimum 8hr curing period.)

The sealant was applied by machine, on a Meguiars Finishing Pad.



The machine application helps to prevent too much sealant being worked into the paint (which makes it difficult to buff off) and ensures uniform product coverage.



This was buffed off with a plush microfibre cloth, and left to set.



## 6.0 Interior

While the Blackfire sealant was curing, we set about cleaning up the interior of the vehicle. It wasn't in especially bad shape, but it certainly wasn't up to standard!



Some areas were more heavily soiled.



Nothing a good vacuum won't see to though.





Unfortunately, there were some unsightly stains on the floor mats.



These were removed with a weak concentration of All Purpose Cleaner, and a Meguiars Interior Surface Detailing brush.



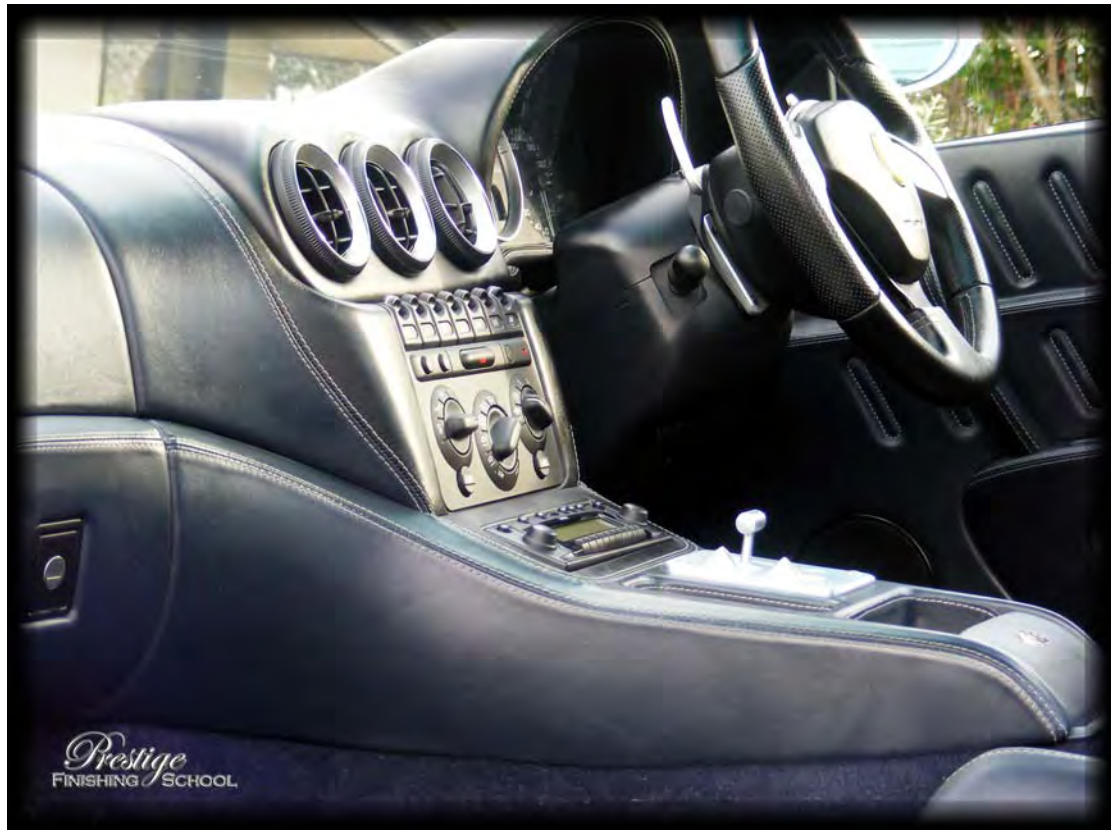
The leather interior was completely cleaned and the hides conditioned.



That brand new Terry Cloth shows up exactly how much dirt was removed from the leather by the time we'd finished!



And the results speak for themselves, with the interior now looking much more representative of its hand-crafted, original condition.





## 7.0 Finishing (Part 2)

We now turn our attention to the 'little things' that really embody the essence of top level motor detailing. For example, the removal of any leftover masking tape residue.



...and the cleaning up of earlier attempts to 'wax' or 'polish' black plastic mouldings and trim pieces!



By this time, the vehicle is ready for the application of its first coat of Carnauba wax. This is applied by hand, using a foam applicator and buffed off with another deep pile microfibre buffing cloth.



The wax builds on the reflectivity and adds a visible 'glow' to the paint.



Exhaust tips were cleaned up with Meguiars NXT metal polish.





And tyres dressed with Blackfire Long Lasting Tyre Gel.



In addition, all glass was cleaned, inside and out with Meguiars Glass Cleaner Concentrate.





## 8.0 Final Showing

All that remains now is to roll the vehicle out into the sunlight and indulge ourselves in a few choice pictures before the final application of wax that would ensure protection of the car's paint for months to come.









Completing this detail was at times frustrating, but ultimately a deeply rewarding exercise. The color of the vehicle doesn't lend itself to dramatic, bold imagery that can often be showcased with black or red vehicles, but instead projects a more subtle demeanor that can be gazed at for hours, and each time delight the viewer with a new glimmer or nuanced reflection.

With the owner expressing equal measures of amazement and delight upon taking delivery of his Italian thoroughbred, we look forward to our next project. In the meantime, we are proud to present another top class graduate from the Prestige Finishing School!

