

Glare

Professional Polish Products

By Stu Oltman • Senior Technical Editor

Good things sometimes happen by accident. A few years ago, I came across a bottle of Honda Glare Professional Polish in a cabinet in GWRRA's back room warehouse. It had apparently been sent to us for the purposes of test and evaluation. Then-Editor Nick Hoppner advised me to take it home if I cared to. Not one to turn down a freebie, I took it home and stashed it away for a time when I'd exhausted my supply of the polishes I already was using. That was before I obtained my 1976 Gold Wing Limited Edition.

The Limited was in pretty sorry shape all around due to 30 years of storage and neglect. The paint, while not seriously scratched, was very dull with a lot of spider webbing in the surface. I tried most of the usual magic elixirs—various products from Mother's and Meguiars—in an attempt to restore the shine. It was looking fairly good, but the task involved hours of hand polishing, and I was beginning to fear damaging the paint with abrasives if I continued. That's when it dawned on me to drag out that bottle of Honda Glare I'd put away for a rainy day.

After washing and drying the bike, I followed the instructions on the bottle—rub a small amount into the paint until it disappears. This will remove oxidation and provide a high gloss. Of course, a high gloss is only produced when the surface becomes extremely smooth, so I was cautiously optimistic that the product's abrasives wouldn't damage the surface. But I needn't have feared, because the product contains no abrasives. It works through chemical action and actually bonds itself molecularly to the paint. The claim is that a proprietary chemical the company calls Glassplexin actually repairs the paint and creates the luster—each application builds on the one before.

After wiping the dried residue off the paint with a micro fiber towel, I was astonished at the result. The paint actually looked brand new, though faint spider webbing was visible under certain lighting conditions. Events I'll describe later took care of that, and a lot more.

Because the ad copy on the bottle indicated the product is effective on virtually all surfaces other than rubber and vinyl, I then tried it as a metal polish on the Wing's smooth, unlacquered carburetor intake runners and cylin-



der head covers. The rag turned black as you'd expect when polishing aluminum with any metal polish, though the shine didn't appear any brighter than after using other high quality metal polishes. But one thing I did notice was that months later, when I'd normally need to polish that aluminum again, those valve covers and intake tubes looked just as they had after polishing, even after repeated washings and more than 10,000 miles of riding. Interesting stuff, I thought. It acted like a cleaner, polish, and protectant, but without abrasives. So I abandoned my other polish products and tried Honda Glare on virtually everything I owned that was polished, plated, or painted. Though I readily admit other products have done a great job getting the scuffing out of a Wing's tank panels and bring up a great

shine, nothing I've used creates the luster that this product leaves on paint and many other surfaces.

The bottle lasted me over a year. When it was empty, I looked for more at a Honda dealer. I found it in limited supply at only one dealership, and the price—well, let's just say that I wasn't accustomed to polish products at that price level. But the performance of the product justified the price in my opinion, so I purchased another bottle and went back to work. That was the last time I saw Honda Glare for sale anywhere. It's still available, but most Honda dealers don't seem to stock it. After all, most consumers, whether they're polishing a car or bike, are usually accustomed to buying a \$6 bottle of liquid polish or wax. I don't go to extremes over my car, but I'm an absolute nut job over the shine on my bikes, especially my vintage models. And after using Honda Glare Polish, I was hooked.

Another Accident

A few months ago, I noticed a large ad in Wing World Magazine for a product with a name suspiciously similar to Honda Glare. Advertised simply as Glare, it turns out that the product (actually, a full line of products manufactured by Ultra 2000 Mfg. International Co., Inc.) is exactly the same as Honda Glare Polish. I contacted Ultra 2000 through the



Stainless steel fender before Glare treatment.



Stainless steel fender after Glare treatment

website in the magazine ad (www.Glare.com) and was advised of a host of other Glare products, each designed to solve other paint-related issues as well as those on vinyl and leather. As I was in the process of restoring a 39-year-old motorcycle in need of serious help, I requested the whole nine yards.

Doing the Impossible

The fuel tank and side panels on this vintage bike were scratched—in some places, down to the primer. There were also areas where the badly oxidized paint was worn thin enough that any type of abrasive polish would have worn right through to the primer.

I started with Glare's Knockout product, applying it with a 20 dollar, 6" orbital buffer that I'd purchased at Pep Boys. I'm no chemist, so I couldn't say exactly what makes the product's Glassplexin chemistry work. But work it did. I didn't think the luster could get much better. But I switched buffer pads and applied Glare's Micro Finish according to directions. Now I was looking at a virtually flawless finish, except in the areas where primer had been exposed. And on a bike this old, that's to be expected. Finally, I held the tank in bright sunlight and detected some faint spider webbing, so I switched buffer pads once again and applied Glare's Spider—designed to remove even the faintest trace of spider webbing. And it performed as advertised. The last step was to buff the tank with Honda Glare Professional Polish (Glare Professional Polish if purchased from non-Honda sources). This final step provides a hard, bonded coating that is claimed to protect against damage from bugs, bird droppings, etc. for five years.

But what enthusiast can keep his or her hands off the polishing equipment for five years? If Glare's various quick detailing products just don't satisfy the need to massage your bike, then feel free. However, Glare's detailing products such as Sahara will remove soils without harming the bonded coating. In fact, because they also contain Glassplexin, they'll enhance the luster.

I then went back to the '76 GL1000 LTD and performed the same magic. All the work I'd done with other top-name products was a waste of time, because the Limited's body pan-

els now shone like never before. I display that bike and others regularly at a local weekly vintage vehicle gathering. And I've been called a liar more than once when I tell onlookers that these bikes have not been repainted or re-chromed.

"Claying" the Paint

Several companies sell paint cleaning clay. It's a product that feels like Silly Putty, and it's designed to pick impurities out of the paint pores as it's rubbed over the surface. Why not just use a rubbing compound or other abrasive? We want to remove the dirt from the paint, not the paint from the primer. Clay grabs the dirt without affecting the paint surrounding it—usually. But when the clay has picked up dirt, there's a good chance that further use could scratch the paint. Enter Glare's Liqui-Clay. It's advertised to pick up debris, insects, and dirt particles like a magnet, and the folks at Ultra 2000, weren't embellishing one bit.

My wife's fire engine red Mazda Miata had a few discolored areas where bird droppings had sat for too long—love bug haters in Florida know what I'm referring to. Following the directions, I washed the areas and left them wet. Then I applied the Liqui-Clay. The original color came back, residual guano was removed, and the area around the stain was unaffected. Then a quick once over with Glare's polish sealed the deal.

Next up was a GL1800 that had just finished a trip. The fairing and headlamps were covered with insects that had performed a brave deed—the kind you don't have the guts to try twice. This mess would have taken quite a bit of work to scrub off with soap and water. So I simply wet the fairing and headlamps, applied Liqui-Clay with a damp cloth, and watched in amazement as the dried insect parts wiped right off, leaving no scrubbing marks anywhere.

The Final Test

The 39-year-old bike referenced earlier is equipped with stainless steel fenders. They looked like brushed stainless, though I knew they had a high luster when new. Could any of Glare's products improve matters?

Starting with Knockout and the orbital

buffer, I worked 12" sections at a time. I kept going over the fender until the product disappeared, then I repeated the treatment. The buffer pad turned black, and the fender now had a great shine, no longer looking brushed. But there were a few light scratches still present as well as heavy spider webbing. One more treatment with Knockout removed the scratches, and a final buff with Spider left the fender looking almost like a mirror. Bear in mind, there are no abrasives in Knockout or Spider, so how these products manage to perform these feats on metals is a mystery to me.

I then performed the same miracles on the machine's chrome pieces, including the fork sliders and headlamp ears. Bare aluminum engine covers responded the same way, and a final treatment with Glare Polish has kept them from tarnishing or becoming water stained.

Value Judgment

No doubt about it—Glare products cost more than many folks are used to paying for auto polish, assuming they even polish their autos or bikes. For many, products that mainly keep the environment from blistering the paint are good enough. But for those who like to keep their vehicles in virtually show condition, Glare products are worth every penny of their cost in my opinion. In fact, words alone are inadequate to describe the result—one needs to see it first hand. And what's better, unlike other products that need to be applied at least twice yearly for continued protection, the protection offered by Glare Professional polish lasts for a claimed five years and is enhanced with each use of Glare's vehicle wash or quick clean-up products. Of course, even with the bonded protection applied to the finish, the scrubbing action of your pant legs across the tank panels will eventually necessitate re-treatment with either Knockout or Microfinish.

Most of you know me as a skeptic, not given to wax poetic over every product that walks in the door. In fact I've ripped a few products a new one right here in these pages. So, I'm not about to recommend a product when other products that cost considerably less are equal to the task. And frankly, because that's the situation I've experienced with some other higher-priced polishing products, I expected to find the same thing here. But I was wrong to pre-judge these products. They shine and condition paint, chrome and other surfaces like nothing I've experienced before, and the protection lasts much longer than other products I've used. Additionally, surprisingly little product (and little effort) is required to get the job done, making Glare's products more economical than they might first appear.

If all of this sounds too good to be true, I promise you that it isn't. Check out the product line on Glare's website, or call them to discuss your particular polishing problems and needs. (www.Glare.com; (866) 374-5273.) ●