

*Burgee – May 1992*

PRODUCT REVIEW, Bob Robb

## Protect All

It's possible that you've seen some of my work. It's evident by the spots of primer showing through the paint on my car. You can also tell I've been hard at work by the fiberglass showing through the gelcoat on my boat. I scrub, polish and wax too much.

How much is too much? I can assure you that if you keep a car or boat for more than perhaps three years and religiously keep it polished, you will scrub right through the paint or gelcoat because of the abrasive quality of the polish. Each polish job removes a little of the finish.

I reached the point of letting my car and boat stay dull for fear of destroying the finish. Then I was introduced to a product called Protect All. The literature made some pretty hefty claims, and having been jerked around many times in the past, I had developed a healthy skepticism. Protect All didn't jerk me around.

First, one thing they are emphatic about is that Protect All isn't a rubbing compound. It will not remove oxidation, that dull, chalky film that sun and smog pulls from your paint or gelcoat.

My car had no oxidation, so I followed the instruction: spray it on, smear it around, wipe it off, and in a matter of about fifteen minutes I had my entire car shining like an all day wax job. It was so easy—almost fun—that I gave it another coat the next day. I did the windows, the plastic and rubber, the mirrors, the chrome, the tires and wheels. I was having a ball!

That was about two months ago and the finish still has a great luster.

I'll never use an abrasive wax or polish again.

The next test was the boat. The front of the flybridge was oxidized, so I used a fine grade rubbing compound and scoured it clean. The rest of the boat was dull, but was not oxidized. I soon had the entire cabin and bridge Protect All'ed, hardly working up a sweat.

The luster that Protect All produces is beautiful. After the rains of last month, I expected the boat to be dull and needing another application. The front of the cabin and flybridge was dull, but the vertical sides were still as bright as before. I soon had the entire cabin sparkling again.

In an almost fatal bit of energy, I Protect All'ed the entire port side of my 34'ers hull. Even with Protect All that's a tough job, But it was well worth it. It looks great and is resisting discoloration much better than the other side. Protect All will not stand up to the abrasive effects of under way bow wake water. It is gradually scoured off. But that is such a small area, it is of little consequence.

The boat's stainless steel side rails, stanchions and handholds have always been a problem. They develop brown stains in a week or so after cleaning and polishing. Poor grade stainless, I suppose. In a test, I cleaned all the rails and Protect All'ed one half of them on the starboard side. It has been two months at this writing, and the rails are blotchy brown everywhere except the treated half of the starboard rails.

Protect All passed every test. It does what its manufacturer claims.

You can work up a killer sweat scrubbing, polishing and waxing your way right through your paint and gelcoat, or you can spray, wipe and shine with Protect All and still have time to go messin' around in your boat.

Adam Huber, President of Protect All says, "For best results, we suggest you wash all vehicles thoroughly before using Protect All the first time. Protect All leaves an anti-static, water repellent, lustrous shine.

And, Protect All's new UV Blocker aids in preventing fading and deterioration of finishes caused by the sun's ultra-violet rays.

Thanks for trying Protect All."

You can find Protect All at your local marine hardware chandlery or call toll-free 1-800-322-4491, Order Code BU31. Protect All products are available in 16 and 32 ounce spray pump, and 1-gallon jugs. See the Protect All ad in this month's Burgee Magazine for complete information.