

Cavity waxes

Rustproofing fluid is probably the single most important product you'll ever buy for your classic. But which one will best protect it from the ravages of rust?

JOHN COLLEY

WHAT'S IMPORTANT?

PENETRATION: vital for two reasons. First, seams trap dirt and moisture, so the wax needs to penetrate and fill them up. Second, cavities on older cars will have shale and other dirt on the metal's surface. A good wax should seep through the mess and contact the metal below rather than simply cover the dirt. **ADHERENCE:** the coating should grip metal so that moisture cannot creep underneath. This is especially important in door bottoms, as there will be a vertical wax edge that water will try and get behind. It's also vitally important that the wax coating will adequately grip old, dirty, rusty surfaces too. **SHRINKAGE:** some waxes are heavily thinned with solvent to make them easier to apply. Once the solvent has evaporated it's vital that the wax covering is thick enough to protect the metal, instead of shrinking and leaving cracks and bare patches. **SELF HEALING:** debris is bound to find its way onto a waxed surface, probably scratching it. The best waxes are flexible enough to self heal if this happens, preventing further rusting.

THE TESTS

PENETRATION: we applied each wax over a seam measuring 50mm deep and 0.4mm wide. After leaving them a day, we checked how far they had penetrated. Less than 6mm meant no points, 6mm to 20mm got one, and more than 20mm got two. **ADHERENCE TO BARE METAL.** we treated nine 150mm x 100mm samples with each wax and put them in a salt spray cabinet for 500 hours, angled at 45 degrees. We checked how far the salt spray penetrated under the waxes at the edges. A maximum of four points was up for grabs for completely unaffected panels. **ADHERENCE TO RUSTY STEEL.** similarly we put nine pre-rusted samples in the cabinet too. Once deprived of further water and air, the corrosion converted to black on samples adequately protected from the salt water. Four points were available for the waxes providing the best protection against rust.

SHRINKAGE: after 500 hours we visually checked how much the wax covering had shrunk. A maximum of two points was awarded to waxes that didn't show any signs of shrinkage at all.

SELF HEALING: each sample was scored from corner to corner, to see how well the covering healed or prevented corrosion. If less than 10% of the line showed signs of corrosion, then the product earned two points. No points went to samples where more than 50% of the metal under the line was rusted.

WHY OUR TESTS ARE BEST

- ❖ We only test the products you buy. We don't test fancy pieces of kit that you can only dream about, just those things you really need to spend your hard-earned cash on.
- ❖ We test all products under real-life conditions. We consult with manufacturers to ensure that our tests are fair, and with experts to ensure that they are as scientific as possible.
- ❖ Manufacturers are given the right of reply, but our sole responsibility is to you, our readers. Our results are the truth.
- ❖ Our verdicts highlight best performers, best budget buys and best all-rounders, helping you to choose the products that are best suited to your needs and your wallet.

DINITROL 3125

PRICE: £12.04 for one litre
CONTACT: 01234 273388
PENETRATION DEPTH: 15mm
SCRATCH PROTECTION: 100%
PERFORMANCE: 13/14
IS IT WORTH THE MONEY? 3/6
OVERALL SCORE: 18120

COMMENTS: excellent all rounder. The panel looked the same when it came out of the chamber as it did when it went in. Only lost one performance point for not penetrating as well as some rivals.

