

# CLASSIC DRIVER

## The G|techniq System

Advertisement Feature



**You can approach car-care in two ways: polish it once and forget it, or lavish time and energy on concours-winning paintwork - every weekend... Robert Earle of G|techniq believes he has a formula to keep both camps happy...except that our polishing enthusiast will have to find something else to do come Saturday.**

This is because one application of the company's smart surface nano-technology-based paint systems has been independently verified to outlast high-end carnauba waxes and polymer/PTFE treatments by as much as 10 times.

The 'nano' - or really teeny-weeny to the non-technical - bit is the key. It's the super-fine cutting and polishing of existing paintwork by the company's **pSystem** first-stage polish that gives an optimal surface for further treatment. **G|techniq** calls it *microfine*, and what that means is a finish post-polishing that is, basically, 'smoother' than after conventional treatment. Nano-technology ensures that microscopic surface variations are rounded and smoothed with no scratching or swirling.

**G|techniq** describe this as 'what you see is what you get' and it means the car (or luxury yacht, or aeroplane) is now ready for the next stage: application of the company's **cSystem**. This, nanocrystalline, coating isn't a wax or PTFE finish, it's a coating that bonds to the surface of the paint, now perfectly prepared with **pSystem** polish.





I was able to view the process at first hand when nearby [Aston Martin Heritage Specialists Chiltern Aston Centre](#) dropped a **V8 Volante** round for the **G|techniq** treatment. As delivered it was in a moderate condition with some swirling from washing and a few deeper scratches. After measuring the paint thickness the **G|techniq** technicians produced a flawless and deep gloss finish using **pSystem** which is further enhanced by the application of **cSystem**.

The result veritably glowed with health. Not only does this mean an end to the weekly or monthly waxing routine (Earle says that many of his customers enjoy this and **cSystem** takes wax as readily as untreated paint) but it also makes your car stay cleaner for longer, a cinch to clean and because the coating is incredibly thin and hard makes the build up of unsightly swirls caused by washing much less of a problem.

The process was born in the high-end marine industry, with a requirement for super-yachts to retain their \$multi-million shine after seasons in the Med or the Caribbean. **Earle** and company founder **Drew Gill** were also interested in high quality cars, so it was inevitable that the automotive application followed. The company can also treat **windcreens**, **fabric roofs**, **interiors** and **wheels**; all from the premises just a short drive from the M25 motorway.



Sitting in the workshop alongside the V8 was a metallic black **Porsche Boxster**. Once having seriously swirled and scuffed paintwork, the car was now in pristine condition proving the effectiveness of the process.

It's not just for used or older cars; **G|techniq** can treat your new possession before you've even driven it. The **G|techniq** system is used by demanding customers such as the **P1** and **Segrave** supercar clubs who have found it the best system available as well as **Peninsula Hotels** fleet of custom **Rolls-Royce Phantoms**, and some **Ferrari** and **Maserati** dealers around the world.

Earle believes that's the best way of looking after paintwork in the long-term. Give him a call and find out for yourself, on +44 (0)1923 264344, or email: [robearle@gtechniq.com](mailto:robearle@gtechniq.com)

For further information, see [www.gtechniq.com](http://www.gtechniq.com).

With grateful thanks to Dominic at the [Chiltern Aston Centre](#).

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Photos: **G|techniq**

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