Franz West (1947-2012) was one of the most important Austrian contemporary artists, highly esteemed in the international art community. In addition to sculptures, environments and installations, the artist has been also known for his performances and graphic art. He became well known for his “Fitting pieces - sculptures”, free, portable, indefinable forms made of plaster, papier mâché and metal (Triska, 2004). Throughout his career his artworks were exhibited in important museums and galleries in Austria and abroad. In 2001, Franz West had a solo exhibition at MAK - Austrian Museum of Applied Arts / Contemporary Art in Vienna. During the performance called “Par Bleu” at the exhibition opening, he poured pink paint over his car and created the artwork on the spot.

While the object was on display at the MAK, visitors caused various kinds of mechanical damage to the pink paint layer. In the areas of cavities cracks and gaps were generated and pieces of paint were lost. After the exhibition the sculpture was stored and presented at the MAK Tower, a combat tower built during World War II, today used as a depository and exhibition area for the contemporary art collection. After ten years of presentation all the surfaces were covered with a layer of dust, and the tires of the car had lost pressure. Due to the drying process of the paint, cavities appeared between the paint layer and the glass surfaces. Dust, and the tires of the car had lost pressure. Due to the drying process of the paint, cavities appeared between the paint layer and the glass surfaces. The main aims of the conservation treatments have been the artwork preservation, improvement of its aesthetic state and condition, and the achievement of an aesthetically pleasing state. The main tasks were, therefore, consolidation of the pink paint, cleaning of the surfaces and the implementation of a support for the tires. To avoid future losses, the cavities between paint layers and the window glass had to be filled with an appropriate material. As the material should stay retreatable after ageing, retain its volume after drying and adhere to both the epoxy and the glass surface, different kinds of synthetic resins were tested regarding their physical properties and solubility. Comparing the test results, silicones were confirmed to be the most appropriate material. Cavities in the paint layer were then filled with one-component silicone sealant, Egosilicon 310®. Gaps in the paint layer were filled with sheets of coloured epoxy resin, EPO-TEK®, cut to an appropriate shape and attached to the car surface with silicone Egosilicon 310®. Treated areas were then retouched with acrylic colors (Lascaux®) by air brush technique. Furthermore the whole object was dry cleaned with the help of the vacuum cleaner and soft brushes and the support for the tires was installed. After the conservation treatment a concept was developed to avoid further damage by visitors and to ensure the long-term preservation of the object.