



Mike Heywood's old Beetle had been repainted in a dark green over the original L380 Turkis paint. While many would have attempted to strip off the remains of the repaint, Mike chose to embrace the Patina, and gave the car a body-off preservation build. (Courtesy Joss Ashley)

Justin Heath's Notchback is a fine example of embracing the unique Patina bestowed upon a car by leaving the faded repaint layers, instead of stripping back to the original. Justin's car features a full show-quality build underneath. (Courtesy Melanie Perron)



CHAPTER TWO

Buying a Patina project vehicle

Now that you've figured out exactly how you want your finished Patina build to look, we can get down to the nitty-gritty of sourcing the right vehicle. The aim of this chapter, is not only to point you in the right direction of where to look for Patina cars and Buses, but also to give you tips on inspecting a car yourself, distance buying – including having cars appraised, figuring out shipping and a description of each model when it comes to problem areas, rust damage, and poor repairs.

Finding cars locally

If you live in most parts of Europe – or any other cool/cold and damp climate, especially areas where they salt the roads in winter – then finding a Patina car locally that's in good enough shape to build into a Patina ride is probably quite unlikely. If you're based

somewhere like certain parts of the USA, Northern Scandinavia, or, more specifically, an area where the climate is quite dry, then it's still possible that you could find a car right on your doorstep. Although it may seem completely crazy that, in this internet age where everyone seems to know the value of everything, there are still early Beetles and Buses being discovered with alarming regularity, and picked up for a few hundred, up to a few thousand, dollars.

Even if the owners of these cars – who likely parked them in a backyard because they stopped working,



Antoine Puygranier was lucky enough to find an early Turkis Ragtop Beetle practically on his doorstep; finding solid original paint cars in Europe is rare. (Courtesy Antoine Puygranier)



Different paint colours react in different ways to the heat of the sun. Karl Fennell's Mango Green/Seagull Grey Bus has little to no fade at the front and much more on the passenger side than the driver side. This points to this side and rear corner being positioned where most of the sun's heat was for a few years. Had this been a darker colour, such as Titian Red, it would likely have lost a lot more paint. (Courtesy Karl Fennell)

of paint is usually the first to go – it's closer to the sun after all – it's not uncommon to see two-tone Buses that have none of the upper half colour on them, due to years of baking in the sun. If you're looking to faithfully re-create Patina on the upper half of such a Bus, you'll need to apply the correct coloured primer layers, followed by the lower half colour, then the upper half colour.

Moving back to the example of a correct Patina fade on a Split Bus, when it comes to the upper nose area on a two-tone Bus, you'll see that the area underneath the windscreen surround bears the brunt of the sun exposure, with the heaviest fading at the top, after which it can gradually fade to thick original paint. This all depends on the rest of the Bus – maybe it sat for 40 years with one side facing the main midday heat of the sun. This can result in vehicles that have virtually no perceptible Patina on one side, and literally no paint on the other.

As you give your project the initial clean and appraisal, you'll likely wash off some of the milky layers of dead paint, exposing more Patina in the process. Take good before and after pictures of the washing process, so you can see if there's any extra fading – you'll be able to carefully study these pictures on your computer to see a pattern of



You can clearly see that Volkswagen painted two-tone Buses in the lower colour first, followed by the upper colour on Michael Schramm's Sea Blue/Cumulus White 13-window Deluxe. (Courtesy Michael Schramm)



When attempting to convincingly blend paint onto a car like Nick Bevis' Turkis Bug, you'll need to match the paint to several different areas and carefully mask up large areas when adding paint.
(Courtesy Andrew Thompson/AThompsonsPhoto)

etter to put in the leg work in advance, and even to use a paint supplier who is far away from where you live if other people have used them and can offer a recommendation. Speaking from experience, if the colour match is wrong, it will stand out a mile and no matter what you try to do to match any Patina, it just won't work.

When it comes to getting paint mixed, the only time that you should ever get paint mixed to the original paint code is when you're painting underneath parts of



Volkswagen used different primer colours on different coloured cars, as well as two different coloured primer layers – matching both primer colours as well as the topcoat will result in a much better finish. (Courtesy @10ft_Doug)



Nick Bevis made the decision to go with a Brick Red TMI interior in his Turkis car; this would never have been an option when the car was new, but it works well. (Courtesy Andrew Thompson/ATHompsonsPhoto)