



# SPECIAL EFFECTS

## SO WHAT'S ON IT?

- Spanish Gold Kandy fading into Apple Red Kandy
- Orion Silver pinstriping
- Cobalt Blue Kandy KBC05 lower half
- Orion Silver base under blue
- Flo-clear UFC35 clear coat

All products are available directly through MotorActive or via House of Kolor Stockists throughout the country. Visit [www.houseofkolor.com.au](http://www.houseofkolor.com.au).



WANT A TRICK CUSTOM FINISH WITHOUT DISHING OUT THE BIG BUCKS? HOUSE OF KOLOR HAS COME UP WITH A SOLUTION THAT TICKS ALL THE BOXES

STORY BY LIAM QUIRK PICS BY HOUSE OF KOLOR

**T**wo tone is officially back, and the concept has experienced a huge resurgence in the past few years. Two wicked colours on your pride and joy is now the thing to sport.

It's been growing for quite some time now, and our previous project car STREET was partial to a House of Kolor two-tone job. Many more have been since then, including Owen Webb's own VE daily.

Now, this VE GTS that House of Kolor had on its stand at this year's Summernats has received the two-tone treatment. When you look at all three of these cars, it pretty much sums up why two-toned jobs on late-model Commodores are so popular; they just suit them so damned well.

It's not just the killer looks that are drawing people to the dual-colour finish. There are many other factors, and the biggest one is the minimal financial outlay.

In essence, you're really only painting half a car, and provided your base

is strong and in good condition, this could by all rights halve your costs. In the case of STREET, Owen's VE and this GTS, owned by Andrew Spira, all three retain the factory colour at one end or another. Only 50 percent of the vehicle at best is the recipient of any major work.

So, it's going to cost you less than a full respray, and it's quicker and easier to do. But, the advantages of a two-tone job don't finish there. The appeal of a bi-tone paintjob is almost immeasurable, and you can guarantee that it's going to draw more looks than most single-tone custom resprays.

It's busy and exciting enough to draw people in, but not so overdone that it makes them revisit the last meal they ate like airbrushing and extensive murals can.

## WHERE TO BEGIN

In the case of this lucky GTS, it began life as a factory black unit – a tough-looking bit of gear in its own right. After a few days of enjoying the stock



First up, the factory clear coat is blocked off and the whole car is sanded smooth, which is just the way it would be if the whole car was getting resprayed. The bumpers and all other exterior adornments must be removed, and then the design can be marked out

car, the novelty wore off and its proud new owner Andrew started looking for ways to make his car stand out.

It takes a brave man to hit a brand-new car with a sanding block, but that's precisely what Andrew had Xquisite Customs do. The car was stripped down, and by that, we mean the bumpers were removed and anything else hanging from the car (mirrors, lights, handles, lock, etc) was placed aside out of the paint's reach.

With nothing in the way, the clear was blocked off the factory paint, and the whole car was sanded smooth as if

it were being painted as a whole. From here, the design can be marked out with thin tape and masked up using a thicker tape.

With the design marked out, the car has the base colour laid over it. In the case of Andrew's GTS, the car was having a few different candy-style paints splashed over it, so before any of these went down, a layer of Orion Silver was sprayed to ensure a more vibrant finished product.

Once this is cured, the body colour went down. The top half of the car is still

the factory black, but the lower half is now Cobalt Blue, which is almost similar to Holden's Impulse Blue – just better.

The blue is a lot brighter and more dynamic in the sunlight, which suits this custom job like a glove.

**BREAKING UP**

So, by now, the car is made up of two main body colours. Some will pinstripe the body line to separate the two colours, but for the GTS, the HOK crew decided to run with some old-school-style scalloping to define the two.

There's still a bit of pinstriping in the gaps that the scallops don't fill and even around the scallops themselves, and for this, the Xquisite guys used the same Orion Silver that went down under the Cobalt Blue lower half.

The scallops are comprised of two main colours – a Spanish Gold Kandy on the majority of the front door that gradually fades into an Apple Red Kandy rear half.

The use of these two super-bright colours breaks the black and blue up very nicely. The resultant colour

scheme is something more akin to the finish on a Hot Wheels car than that of a daily driver, but rest assured, that's exactly what the GTS is.

**CLEAR AS CRYSTAL**

With the car in colour, all that was left to do was lay a clear coat down over the whole lot to seal the deal. Getting back to our three example cars, all were treated to an entirely new clear coat that is of far superior quality to the factory clear coat.

The factory clear coats can be quite thin and lacklustre, and in some cases,



With the design marked out, the top half of the car (or whatever half is not receiving paint) is masked off



Masking off is an intricate process and very time consuming, but if a two-tone job is going to work, you need to make sure you get it right. There's never an 'it'll do' or a corner cut, and that attitude gets the best results



The first colour to go on the car is Orion Silver that will form the base colour for all three candy paints. As Owen explains, a vibrant base colour like the Orion silver will make the hue laid over the top appear clearer and more vibrant



Over the top of the silver goes the Cobalt Blue Kandy, which is making up most of the car's lower half

not perfectly flat. It all detracts from the finished product. Crappy clear was never going to plague the GTS, though.

Layer upon layer of Flo-Clear was applied over the factory black top half, the Cobalt Blue lower half and the graphics for an undeniably custom and attention grabbing, but classy and understated, finished product.

With the clear dry, the car can be cut back, buffed and polished as normal. As you can see from the pictures, this brings up a killer shine and a depth that a factory paintjob simply can't provide.

Even though we know that it's only the lower half of the vehicle that has been given attention, the whole car looks like it has been party to a full respray, which is going to ensure it stands out.

**DONE AND DUSTED**

All products used in this job were chosen not because they look spectacular and work marvellously with one another, but also because they're extremely practical and sensible for street cars.

None of the colours are hard to match should (God forbid) anything

happen to the car, and the clear coat is even more durable than it is glossy. So, stone chips, tar and bugs won't bother the front end.

On top of this, it retains its high-gloss finish quite well, so you can go that little bit longer between washes and know that the car is still going to look a million bucks.

What the two-tone job has done is immediately enhance the car. When you factor in the price of the car or even the price of a full custom job, it is next to no money. On top of this, Andrew has a show-quality paintjob

that's perfect for street use, and a very unique E-series to boot.

This simple procedure is perfect for late-model cars, as you've seen through our three case-study vehicles, and possibly the best bang-for-your buck aesthetic modification you can make to a car next to rims and ride height.

To find out more about HOK's 'Affordable Killer Paintjobs', visit [www.houseofkolor.com.au](http://www.houseofkolor.com.au). For custom work from simple to all out, contact Xquisite at [www.xquisitecustoms.com.au](http://www.xquisitecustoms.com.au). **SC**

Now, it's time for the masking to be peeled back to reveal the pinstriping and scalloping. Another layer of Orion Silver is added here, and this acts not only as a base for the candy paints filling the graphics, but also as a defining pinstripe



Out comes the tape once more and the graphics are masked up



This is what the car looks like before the Flo-Clear clear coat is applied. Even at this stage, it's apparent how vibrant the colours are. Notice that the factory-black top half is getting cleared as well



In the sun, the colours gel so well it's almost unfair. The top half of the car looks much better for a decent coat of clear and the candy lower half springs to life at even a hint of direct sunlight, yet it is still classy enough to pass as a factory colour.

The Orion Silver pinstriping and candy scalloping divide the two colours nicely, and the burst of colour is quite refreshing