




A very close-up image showing the fine crackled surface to the thickly pigmented dunkelgelb finish, through the areas of chipping one can see the original lightly granulated factory applied camouflage paint in the typical M.40 regulation slate grey finish. The tones of this helmet have become subdued due to extreme dryness and this completely untouched example speaks volumes about the passage of time and how it effects painted surfaces. One can clearly make out light rust bleed and it would appear that the red brown element of the sprayed camouflage finish was probably thinned to a high degree prior to application and has thus been applied in a semi red pinkish shade.

The close up of the wheel rim reveals that this was once painted in the very dark slate grey type factory finish and has had a subsequent coat of what appears to be dunkelgelb plus an over spray, in this case only being of one colour. When viewing close-ups of rust damaged areas it is amazing how the quality of the oil based paint has protected the steel and the rusted steel elements that have been exposed due to paint loss show great contrast in terms of rust and corrosion.

A road wheel for a German vehicle, again showing the factory applied light colour base that has been over-sprayed with thinned olive green type paint.





A close-up of the paint again shows the linear and fine red brown strokes, which have clearly been greatly over-painted by the heavily applied olive green finish.



A dramatic and unique interpretation of the three-colour camouflage having a vibrant tan yellow base over painted with olive brown paint. The paint appears very loosely applied and could have indeed been applied with a rag. This has been overlaid over violent dashes in a linear pattern of the typical red brown toned paint. The olive green paint, which was clearly thicker pigmented and thus heavy, has dried quickly over the slower drying base coat and created a wonderful crazed affect to the green areas.