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modeller



1001 NIGHTS

BERNHARD LUSTIG'S
KAMPFGRUPPE AT
THE CROSSING



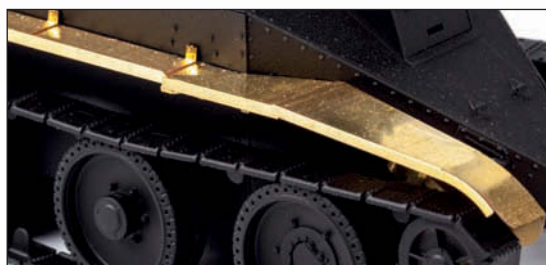
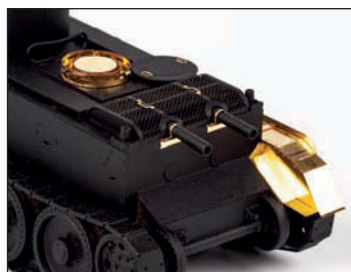
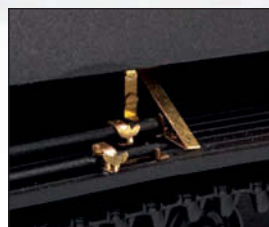
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1001 Nights





Long-time contributor
and diorama master
Bernhard Lustig
returns showcasing the
Kampfgruppe '1001 Nacht'



1:35

Heavy bombing of the Alkett factory in Berlin in November 1943 reduced the production of Sturmgeschütze (STUG) in a dramatic way. The Germans were forced to find a solution to fill the production gap. It was decided to move production out of the Reich to be safer from allied bombing. The choice fell to Böhmischo-Mährische Maschinenfabrik (BMM) in Prague, but due to the production facilities BMM was not able to switch production from their 10 – 12 ton vehicles to 24-ton Sturmgeschütze easily. In December 1943 decision was taken to develop a light assault gun by BMM within 13 tons of weight, based on the 38 (t) chassis, armed with the 7.5 cm Pak 39, with a L/48 barrel without muzzlebreak and 60 mm frontal armour, while the side and rear armour should only be 20mm thick.

By the end of January 1944 a wooden mockup was presented to Heeres Waffenamt. Three prototypes were produced in March 1944. Production started in April 1944 with about 20 vehicles. The first order to BMM was for about 1000 vehicles, increased later to 4000 vehicles including Bergehetzer and Jagdpanzer 38 Starr. In early summer 1944 Skoda (Plzen) was also involved in the Hetzer production and got an order to produce 2000, enlarged in October 1944 to 3000 of these tank destroyers. Skoda production started in July 1944.

During production both production lines constantly modified and improved parts of the 'Hetzer'. Up to the end of WWII BMM produced 2,047, Skoda at least 780 vehicles. Hetzers first entered service with 731st Heeres Panzerjäger Abteilung in July 1944 and saw service on all fronts as the main Panzerjäger of the german army.

Kampfgruppe 1001 Nacht

In the book 'Endkampf um das Reichsgebiet 1944 – 1945' the author (Axel Urbanke) describes the history of the 'SS-Jagd-Panzer-Abteilung 560 zbV' from January 1945 – May 1945 and influenced the idea for my diorama. This unit was one of the final Waffen-SS units who received the Hetzer, and because I wanted to build a late war Hetzer, it fitted perfectly together. This unit was formed in January 1945 with three tank destroyer companies equipped with 14 Hetzers each and a 4th Company with Stug III, Pz. III and recovery vehicles. From 24th February 1945 they belonged to a intervention reserve which were to be used against Russian tank spearheads in the area east of Berlin. During March 1945 the unit was disbanded and attached to 'Kampfgruppe 1001 Nacht'.

The Aufklärungsabteilung 'Speer' and a company of the SS-Fallschirmjäger-Battalion were also included in the Kampfgruppe. They found their first action near Genschmar, northwest of Küstrin (East Pomerania) on 27th March 1945. Main action target was to crack the soviet ring around the fortress of Küstrin. German troops were encircled there since 22nd March. The night attack, ran unexpectedly quickly into trouble, so the SS-Jagd-Panzer-Abteilung 560 zbV was pulled out of line on the 28th March because of heavy losses of vehicles and infantry.

The battalion was moved to the area near Seelow afterwards and awaited the soviet offensive against Berlin, which started on 16th April. They fought their last battle on 3rd May together with Tigers from a unknown schwere Panzerabteilung. Two Tigers, two Hetzers and two Sturmgeschütze were lost there.

During their short history of only 10 weeks the SS-Jagd-Panzer-Abteilung destroyed 284 russian tanks, 147 antitank-guns and 150 other vehicles. They lost 14 of their own tanks completely, while 18 vehicles had to be sent for repair.

Let's start to build the Hetzer:

I had some Dragon kits and a Eduard kit in my stash. In direct comparison I preferred some details of the Eduard chassis, while the whole gunmantlet and the roadwheels are better in the Dragon kits. Of course ABER photoetch shouldn't be missed off either.

I combined several parts which are characteristic for early Hetzers like the stowage box for S-hooks or the exhaust along with features from late vehicles like the loops for camo material. Eduard offers several idler wheels in the kit so I chose the late version with four holes.





Parts from Eduard and Dragon were combined to get the best of both Worlds. Roadwheels and the gunmantlet came from Dragon, while main parts of the chassis were taken from the Eduard kit. ABER PEs, Adler's Nest MG 34-barrel and a Armorscale barrel refined the kit as well. On the picture the Hetzer is shown with the Dragon plastic exhaust in combination with the shield from ABER, which was removed later to swap to a Moskit exhaust, which is unfortunately no longer available.



I saw the main challenge being to create a correct Skoda paint pattern. My friend Harry Steinmüller from MXpression did detailed research to produce stencils for BMM as well as Skoda versions. Just as my build was finished, a parcel with several stencils arrived and I was lucky to test one on my model. Compared with lots of Hetzer pictures I can say MXpression did a very authentic job. Now six airbrush masks for BMM-, Skoda-Hetzer as well as 'Hetzer Starr' are available.

Let's start painting the Hetzer:

I always start painting my models with black primer from Ammo (A.Mig-2023), followed by a layer of white primer (A.MIG-2022) to achieve preshading effects. I found out that this is a better solution than using only black primer, because the model tends to be too dark. Otherwise if you would take only white primer, you will miss the depth on air intake grilles and the like.

Next comes the camo puzzle. Harry Steinmüller suggests starting with green, while I started, I don't know why!, with darkyellow. The lower hull behind the tracks was painted in Red Primer (A.MIG-921).

Next step is to cover the vehicle with all the stencils carefully placed together like a puzzle. Some parts like the gunmantlet were a bit tricky, but with the help of MXpression Panzerputty you can easily fill gaps. When everything is in place you can remove the parts which have to be painted in green. The masks have to be applied again when green overspray is done. I suggest repositioning them in their former locations on the MXpression-sheet to avoid confusion.

The places where camo loops and tool clamps are placed require the masks to be cut and covered afterwards with Panzerputty to avoid an unwelcome overspray.



The Hetzer got a baselayer in 'Sabbia' from Lifecolour (UA 217), before all the MXpression masks were accurately fixed to the surface. The masks which cover the green spots were removed first. I couldn't find the green tone which I was searching for. This is why I mixed it from several Tamiya colours. Now you can add the masks for the green spots again and remove the masks for the red-brown areas. Panzer Putty from MXpression helped to cover hinges and toolclamps to avoid an unwelcome overspray.

The red-brown spots were painted with 'Panzerbraun' Lifecolour No 082.



Dark yellow scratches and tiny dots were painted with the help of a good Windsor & Newton Series 7 brush (00). At the beginning this looks a bit overdone, but most of them were toned down later with darker colours. Balkenkreuze are drytransfers from Archer.

Oilcolours were used to create most of the weathering. On a white ceramic tile I mixed Schmincke 'Transparent Orangeoxyde', Schmincke 'Transparent Brownoxyde', Rembrandt 'Permanent Madder Deep', Darkbrown and Lampblack oil colours to my basic paint mixture. This mix is suitable for rendering, stains, chips etc. The effects differ the more you change the colour combination. More 'Transparent Orangeoxyde' gives a more rusty sheen. More 'Transparent Brownoxyde' look like oilstains. More 'Permanent Madder Deep' looks like Red Primer showing.



My Hetzer got a pin-wash with 'Brown Wash for Darkyellow' (A-MIG 1000)

Note the painted 'dummy' driver's vision slots to fool enemy snipers.



The exhaust was painted with Lifecolor Rust tones, oversprayed with Ammo „Chipping Fluid“ and painted in my green colourmix. Chipping was done by a needle and a flat brush.

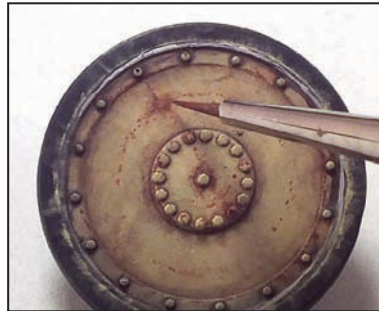
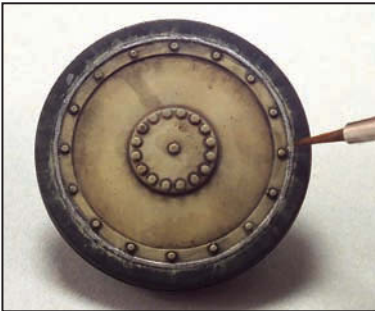
The hatches were painted in 'Red Primer' colour from Ammo. A pinwash with sand coloured Enamel paints creates a nice effect on the Red Primer.





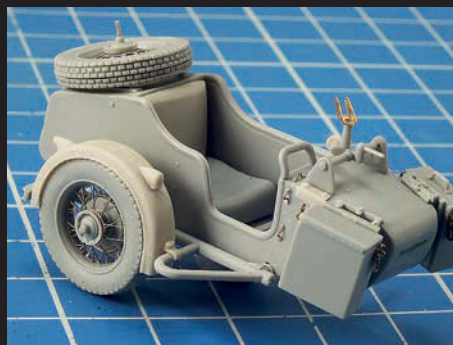
First the Friul-tracks got a bath in 'Metal Burnishing' from AK-Interactive, followed by a decent washing with 'Trackwash' enamel (AK 083). Several sand coloured Pigments, fixed with Pigment fixer were applied on the outer side of the tracks.

Like the hull the chipping process the wheels started with dark yellow dots, followed by a pinwashing with dark colours, like 'Winter Streaking Grime' from AK (AK014). A dust wash was given around bolts etc.



Where the rims touch the track, bare metal can be seen. I applied 'White Aluminium' (ALC-106) from Alclad to simulate that effect. Some deep chippings and scratched were painted in my basic-oilpaint mixture, with a higher percentage of 'Permanent Madder Deep'.





The scene called for another vehicle. To get harmony in the diorama, the size of that vehicle should be well selected. A tank, truck or a Kübelwagen didn't work but a motorcycle fitted perfectly with the small tank-hunter. The Zündapp KS 750 with sidecar is my favourite, Greatwall from China offers a nice kit with sharp details. Sovereign 2000 offers a detail set to refine the KS 750 in some areas. I used that but without doubt it can be built straight out of the box with good results.

Tie-down cleats and toolclamps were taken from my PE spares-box. The Zündapp shield was taken from an old Showmodelling PE-set and wiring was done by 0.25 mm soldering wire. License plate-decals are from Sinsengumi.jp (MCD306).



Both vehicles are connected by the interaction of the figures. The officer, standing on the motorcycle talking to the tankers is completely sculpted by myself (except the head, which came from Alpine). For a perfect connection to the motorcycle as well as the Hetzer, exact and countless dryfittings were necessary. The motorcyclist is scratchbuilt too – again with a head from Alpine.





I sculpted the rider completely except the head and the left hand. The head came from an Alpine Motorcyclist. Sculpting figures takes time and patience but is one of the most rewarding aspects of modelling.



MG-Gunner:

The figure is based on a Dragon figure, converted with Magic Sculp

Officer and Schütze:

Both figures were taken from the Alpine-figureset 35153. The Officer got a head from another Alpine figure.



The torso of my tankers were taken from a Tamiya Ardennes Tiger kit. Heads are from Alpine and Pegaso.

Sculpting your own figures is time-consuming but the pinnacle of modelling a diorama and conveying the story or atmosphere to the viewer.



The walls were built with Styrofoam, while the roof was taken from an old Verlinden kit.



For a long time I've had in mind to build a diorama with a rail-road crossing, easier said than done.

I spent hours of research looking for pictures of manual gates. I have a lot of railway books on my shelves with lots of inspiration for railway crossings and stations, but finding detail photos of gates was a real problem. There are no detailed aftermarket gates even in another scale to refer to. Luckily I found a good example on one of my cycling trips so I was able to take measurements and catch all the details on camera.

The inspiration for the gatekeeper's house I found in the book 'Adieu Deutsche Reichsbahn'. Styrofoam enables you to build up a house like this in a short time. The roof was taken from an old Verlinden house, while the door came from Custom Dioramics.

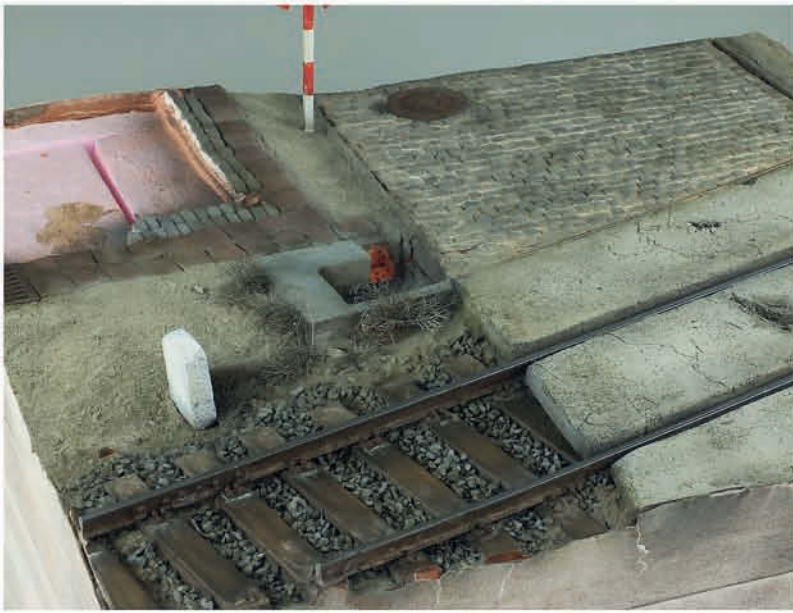
I used the railway tracks from Trumpeter which are easy to get for a fair price, but I added some details like bolts to make it more accurate.

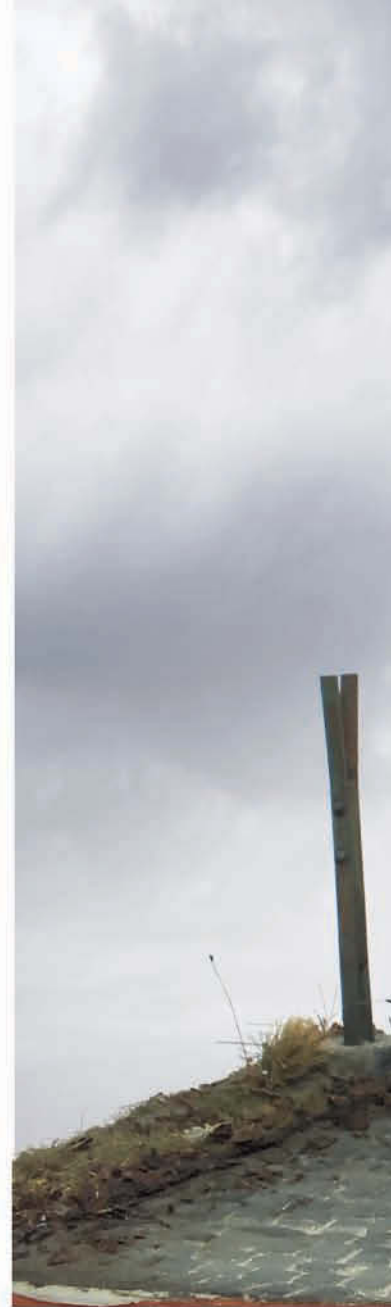


The railway gate is completely scratchbuilt after taking details from one I found whilst out cycling.

Small ballast stones were filled into the railway bed and fixed with 'Sand & Gravel Glue' from Ammo (A.MIG-2012).







I must confess that this little diorama took such a long time to realize from the first idea to the last brush stroke because I changed poses and number of figures several times. Even the colour of the Zündapp changed two times, but in the end I was happy with the result.





TOPLESS TOYOTA

Modelled by Lukasz Orczyc-Musialek

Until now, the 1:35 modern light truck modelling market has been dominated by Meng with two Toyota models that most of us know of. In addition, for the more advanced builders, resin models from Mig Production were available, but their availability was definitely limited and only occasionally seen on the second hand market now. Of course, there are also some vehicles that fall into the pick-up/civilian category but they are rarely built. The 'Technical' is definitely a Toyota in most people's minds.



AK INTERACTIVE HAVE LAUNCHED INTO THE KIT MARKET
WITH THEIR OWN RANGE OF TOYOTA TECHNICALS

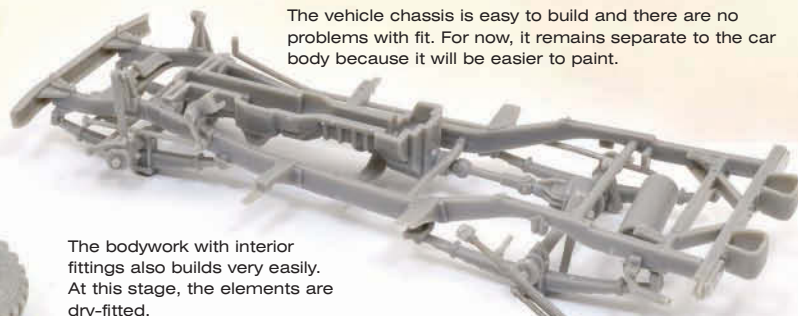
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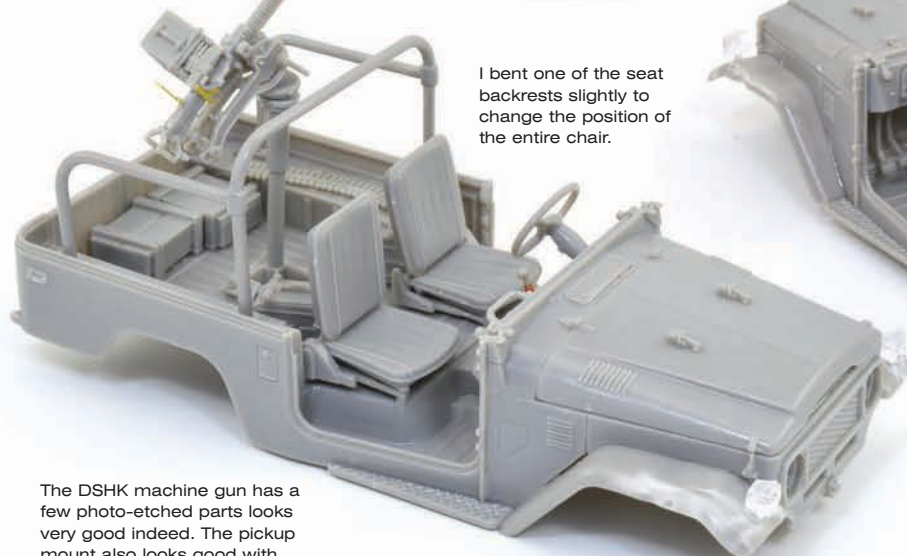
AK offers a choice of 2 sets of tires to be used in the model - one set with a civilian tread and the other with a military one.



The vehicle chassis is easy to build and there are no problems with fit. For now, it remains separate to the car body because it will be easier to paint.



The bodywork with interior fittings also builds very easily. At this stage, the elements are dry-fitted.



I bent one of the seat backrests slightly to change the position of the entire chair.



The rear handrail/roll-bar adds some sportiness to the vehicle. It is not necessary to install it but I decided it looked

The DSHK machine gun has a few photo-etched parts looks very good indeed. The pickup mount also looks good with detailed mounting bolts. You can also add some additional weld seams to it for extra detail.

Front fenders were slightly damaged, gently squeezed with flat pliers.

The kit situation changed in early September 2022 when AK Interactive launched two surprise models boxed as 'FJ43' but remarkably similar to Toyota's with that designation (LWB Landcruiser). One model with a hard top and the other open model with the possibility of dismounting the windshield and mounted a machine gun. While the first is also suitable for some civilian use, the second is a typical military vehicle that begs to put some heavier weapons in it's cargo area - Dshk, .50 cal or even some ZPU or recoilless gun. Endless possibilities. I had the pleasure of getting an early release of this kit to be built and presented on my Youtube channel. I chose the version without a roof and planned to prepare the model as a standard pickup truck for some undefined rebel group. I decided to keep the Dshk weapon mount.

The first thing I needed to do was find some reference material. While the vehicle itself is quite easy to find as a civilian vehicle,

photos with its military use are not so readily available. In addition, a dozen or so versions of this vehicle add to the confusion but somehow I managed to collect a set of photos to base the build on from which I copied some non-standard details.

The whole construction of the model took me exactly 7 hours and I did it in one day off work. On the one hand, it is quite fast, but on the other hand, it is not a big surprise when we see that the number of parts is sensible. The construction time also tells you about the quality of this model - I didn't encounter any construction problems along the way, and the moulding is at the highest level. The amount of part preparation is minimal and practically everything is up to the legendary Tamiya standards.



The silver and black primer from AK Interactive did a perfect job of base coating the model before the colours.



Before the red (with a touch of gloss varnish) was shot on the model, I sprayed it with a chipping product.



I do not know if such a cloth was common, but for visual interest I finished one of the seats with a tartan check. A steady hand and a good brush are the basis for this task.



When fitted, the seats contrast well with the body colour.



Rims were painted black and tyres in Rubber black. Pay attention to the prominent letters on the tires.



Chipping was made with a little water and an old brush. Here and there I used a toothpick to make long and thin scratches.



Airbrush painted yellow and brown spots were next. I did not do it very carefully, trying to give the individual character of the 'rattle canned' vehicle.



Decals from the kit add little touches of finesse, such as on the dashboard.



From electrical insulating tape, I cut thin strips to place on the headlight glass (to help hold the glass in place if damaged).



Rear lights painted with acrylic paints and special transparent paints from AK.

Reflecting on painting, I noticed that the vast majority of modellers choose the colour of the boxart. Blue looks very good on this vehicle but I thought red also did a job well, and the additional embellishments of yellow spots made it even more attractive. My inspiration was a photo found on the internet - different colours but the same idea. You can presume that the driver wanted to make his Toyota 'individual' and decided to add some "camo". As he had limited resources in the form of a yellow and brown spray can the effect is as good as he could hope to achieve.

Apart from the interesting paint and destroying it using strong chipping, I decided to add other elements that will personalize this model even more. The first was the replacement of one tyre in the set of wheels with the civilian version. Colouring one rim in white also added an interesting touch. Also one wheel was placed on the front of the vehicle as a spare. As we are talking about the wheels, it is needed to mention about a small upgrade I did to the tires. I



decided to cut a piece of the tyre creating a flat area to increase the contact surface with the asphalt. Of course, after this action it looks much better and practically without additional costs I made the effect that is usually achieved by using resin wheels. There will probably be some aftermarket wheel sets for this model, the more so if the AK fulfills its announcements with two more models on this chassis, but for now I'll settle for my idea.

The matter of tyres is already sorted, but I was still missing the most important visual. The cow skull was what I was looking for. Fortunately, Mantis Miniatures has such an element in its sets and I was able to add it to my model. It looks great and I couldn't think of anything better to embellish this little vehicle.



Weathering-ready model. All elements were dry assembled without the use of glue at the moment.



The Dark Brown wash worked well with the base colour of the model. I diluted it with white spirit.



The entire dusty and slightly muddy appearance of the chassis was built-up using Buff Pigment and Paint as a primer.



The wheel is almost ready. Wipe the tread so that it suits the ground on which the vehicle was driving.



I checked the alignment of the individual wheels on the model. The white rim is placed on the more visible side of the scene.



The machine gun has also been weathered with rust and dust.

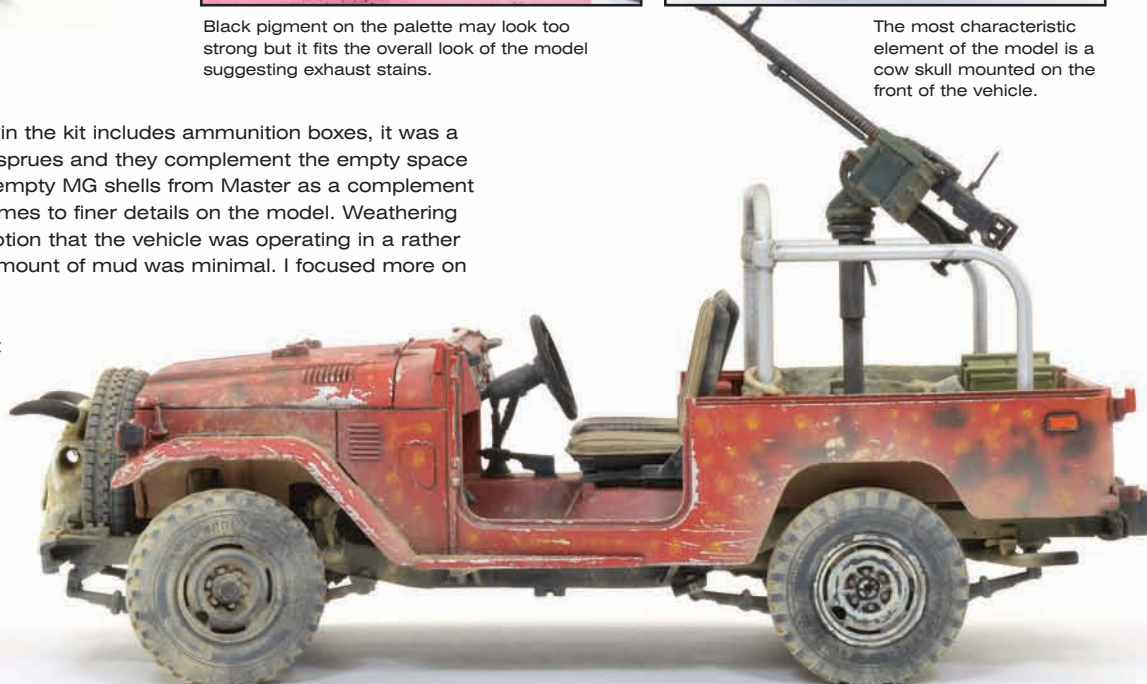


Black pigment on the palette may look too strong but it fits the overall look of the model suggesting exhaust stains.



The most characteristic element of the model is a cow skull mounted on the front of the vehicle.

The additional equipment in the kit includes ammunition boxes, it was a pity to leave them on the sprues and they complement the empty space perfectly. Finally, I added empty MG shells from Master as a complement and final touch when it comes to finer details on the model. Weathering was based on the assumption that the vehicle was operating in a rather dry environment, so the amount of mud was minimal. I focused more on the dust which was rather essential for a realistic finish. Basically I applied it with an airbrush but supplemented it with pigments. In this way, a good-looking coating was created, which I additionally secured with a fixer.



I wanted to present the model on a base that would not detract with the amount of details and at the same time tell a story. After talking to a friend, he suggested that I should build a section of pipeline. It was a great idea and I decided to implement it. The simplest solutions are the best, that's why I used plastic tubes that I had in my box of elements useful for dioramas. These are the containers for make-up brushes that my wife gave me; they've waited for their time to come and this was it! Appropriate painting and colouring with pigments turned these pieces of plastic into a well-worn 3-channel pipeline. In addition, I made a base for them using metal profiles and mounted the whole section on a stand.

The base itself 'evolved' unplanned. I accidentally damaged the finish while carrying it and that made me change the way I'd present it. With different tools and techniques (if you can say so, damaging the paintwork) I have brought the same urban damage to the base as the model. Small pictures of Toyota reference and printed logo completed it.

Coming back to the surface of the base, I added a bit of cracked earth, some sand and asphalt. Everything was sprinkled with the right amount of pigment and in a few hours my base was ready.



I used a crackle finish product from AK Interactive to make a dry and cracked surface. In addition, I also sprinkled sand and added a few clumps of dried grass.



Again I reached for AK diorama paste and made the road surface easily and effectively.



I printed the front inscription onto paper which was carefully torn out and glued to the edge. I burned the edge and splashed a diluted wash so that it looked in-keeping with the damaged theme.



The small photo is one of 4 that appeared on the bottom plate. I made scratches and small holes with standard modelling tools.



I made all of these scrapes with a small drill. I glued the photos with PVA adhesive.



Here I also worked with a small drill and hammered in an old rusty nail.



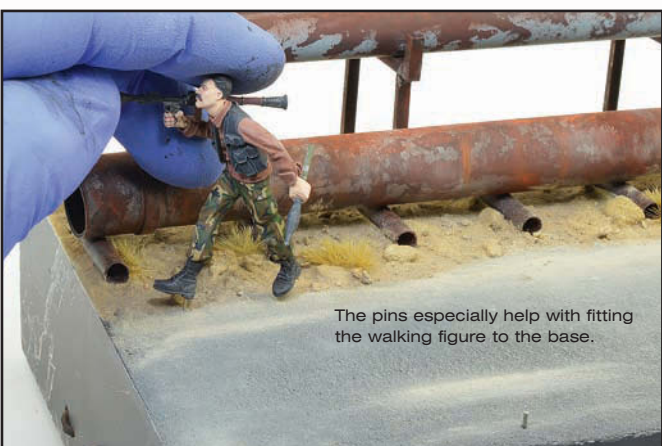
I find small pads on the underside of a base help with moving and picking up the finished piece.



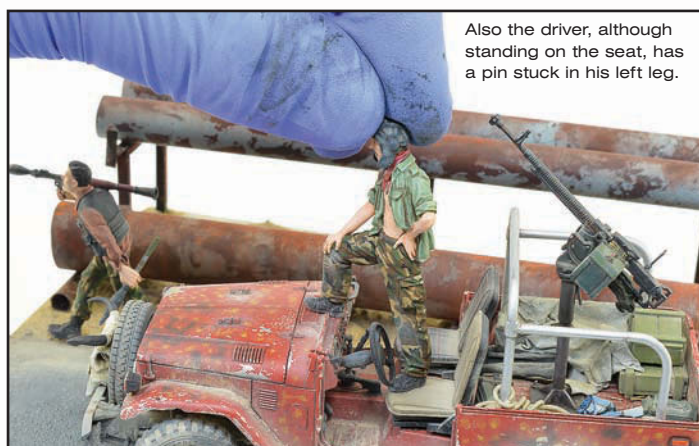
I rubbed the tyre tread with a finger and a silicone tip to make it look like the vehicle is driving on hard asphalt.



In the surface of the base I drilled holes for pins to provide positive fixing points for the figures and model.



The pins especially help with fitting the walking figure to the base.



Also the driver, although standing on the seat, has a pin stuck in his left leg.

The last element that was necessary to close this project were the figures. Initially, I thought about only one, but after reflection, I 'figured' that two rebel soldiers would be reasonable and logical. Both figures are resin with some small improvements I made on my own. I think both fit the design very well, but the driver is the leading figure and the most eye-catching character. His silhouette and positioning make him an eye-catching feature, more of a focus than the Toyota itself.



This is where I finished work on this project. The whole process can be seen in more detail on my COLDEMONSpl YouTube channel. If you have a moment, check it out along with more of my work.

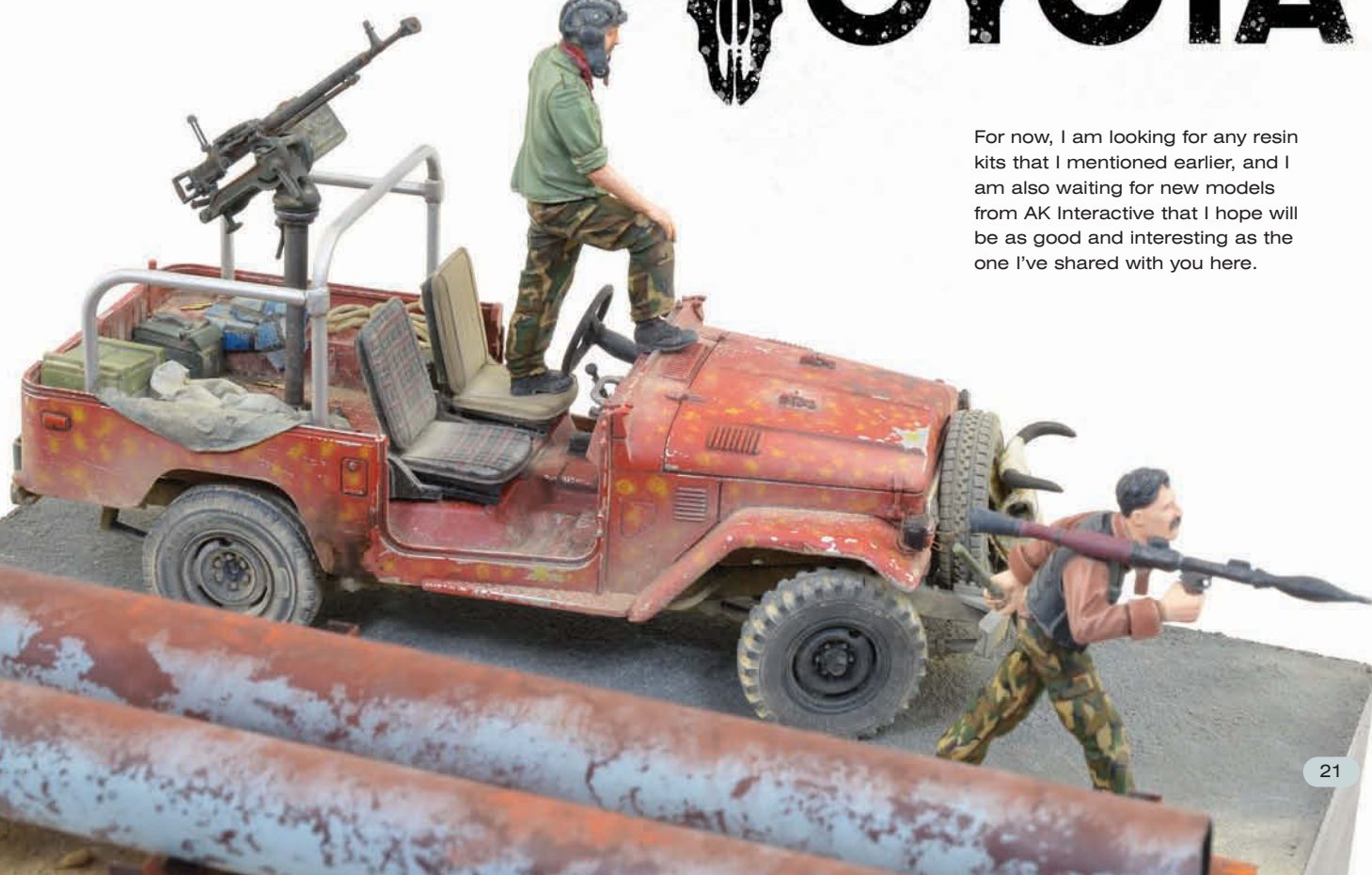
Summing up, I must say that this vehicle awakened my appetite for pickups leaving me wanting more. Complete freedom in the construction and equipment, then in painting and building entire scene is a great opportunity for some artistic license and for me to build an interesting collection of these colourful vehicles.





TOPLESS TOYOTA

For now, I am looking for any resin kits that I mentioned earlier, and I am also waiting for new models from AK Interactive that I hope will be as good and interesting as the one I've shared with you here.





Want to super-detail Tamiya's R35? Thomas Morgan has done your homework

After my protracted Renault D2 project, I was delighted when in 2020 Tamiya issued another French subject - the Renault R35. This light two-man "char" was designed for infantry support and not anti-tank combat. As such its APX-R turret was armed with the 37mm SA18 gun (of World War I), and a Reibel 7.5 mm machine gun. And it suffered the common French handicap of an overly tasked commander, who was also loader and gunner.

The R35 was ordered in large numbers, with almost 1400 produced by 1940. Hence several variations in construction and a legion of camouflage schemes can be found. For modellers, a wealth of photographic evidence exists, from both French and German sources, in print and online media

As a Tamiya kit, this promised to be a quick and casual build . . . but I managed to complicate it. I enjoy painting flamboyant French liveries, but I also like to model subjects less "mainstream." The earlier R35 camos were multi-coloured lobules separated by narrow "liners", which were almost always black. I choose to portray the much less common yellow liner. I even found an example, char No 50254, with an entirely different pattern on its turret.

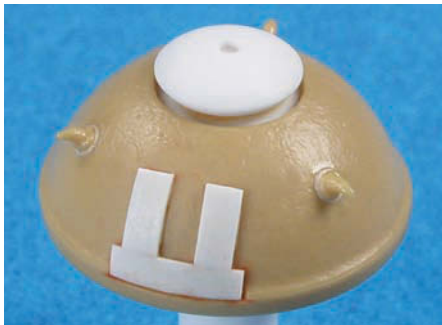
In 1938 the APX-R1 turret was introduced, the one kitted by Tamiya. The most obvious difference from the earlier model were the vision ports - flush "episcopes" replacing the protruding bulbous "diascopes." My No 50254 had the initial turret, in addition to some early production features.



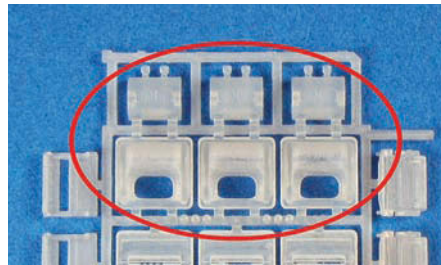


Char léger modèle 1935 R

1:35



Work began with the turret, specifically its cupola. The vision slit's inaccurate cover was replaced, and the ventilation cap opened. I turned this in my handheld motor tool from a disc of .060" card.



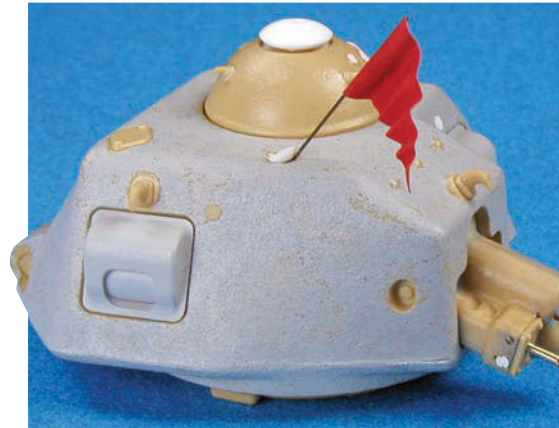
I was afraid I would have to scratch build the prominent diascope, but fortunately Niels Henkemans of ETS35 includes them in one of his 3D printed sets for the R35. They were printed by Shapeways.com, and although I did not like the hard translucent resin, they fit perfectly. Incidentally, the diascope from the old Heller R35 kit also fit well with minimal trimming.



I shuttered one scope with a section of 0.188" tube. The lenses were punched from decorative craft foil. I think I should have used a less vibrant colour.



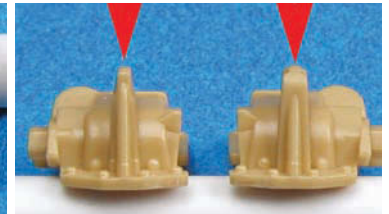
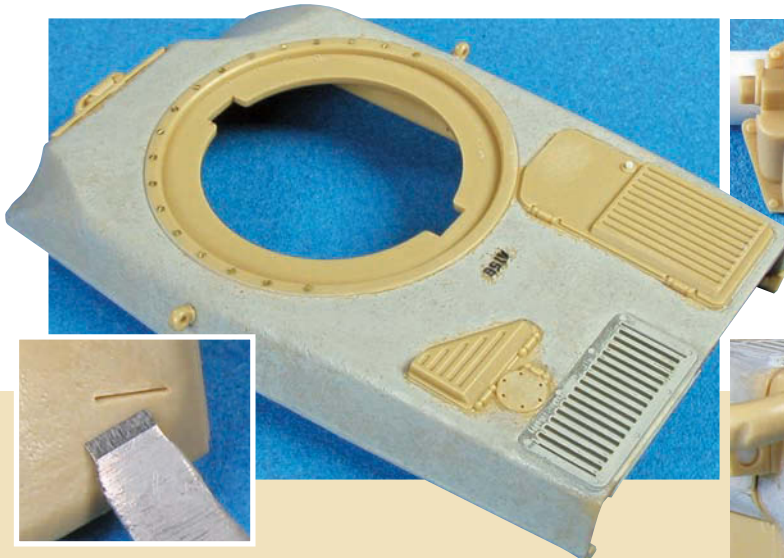
The seams around the diascope, as well as the rivets securing them, were often puttied over. Renault commonly filled recessed fasteners on some of their products (such as the D2) but the material was often lost. I filled the gaps with Perfect Plastic Putty. It is water soluble and can be smoothed even after



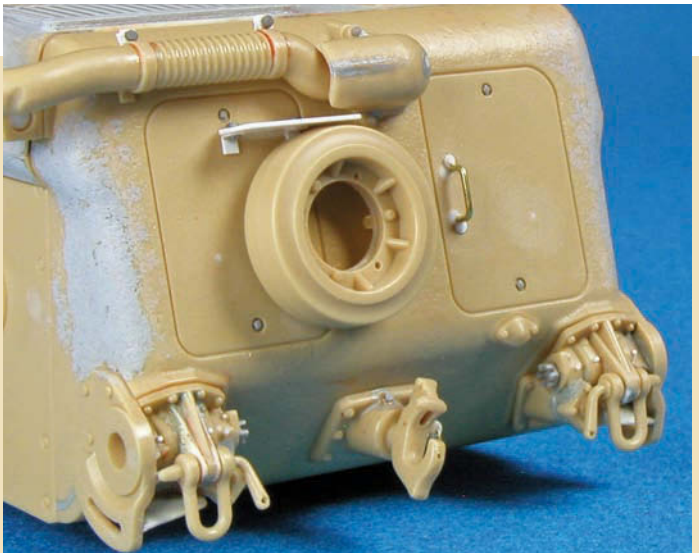
I get great satisfaction from replicating the various casting features of the French turrets and hulls of the period. The cast texture itself is Mr. Surfacor 500 dabbed on with a soft brush and kept thin with Mr. Color Leveling Thinner. The ground down casting plugs are punched card. I used to think that the prominent ridge along the lower edge of the turret was a weld joining the top and bottom halves. It is in fact a casting seam. It should be in a single horizontal plane, and not follow Tamiya's curved join line. It is a thin strip of .005" card embossed with the knurled end of pin vice, then smoothed with thin cyanoacrylate.

I also opened the signal flag port; very few R35s were equipped with radios. And to match my earlier production No 50254, the anti-aircraft machine gun pedestal was removed from above the rear hatch.

Lastly the guns were addressed. The MG barrel was replaced with brass tube, and its housing detailed with a thinned face plate and an Aber PE screw. The 37mm gun is a length of .100" rod, thinned and drilled.



The stern received some obsessive detailing and correcting of the oddly (for Tamiya) mismatched track tension housings.



The turret ring is moulded with raised nuts. These should be screws, flush or slightly recessed. I used some from a Verlinden PE set, but Aber's would be another option. I did not replace those covered by the turret.

The rectangular radiator grill on the engine deck should also have flush screws; and 16 louvers rather than only 13. Here again ETS35 offers a 3D printed correction. Care was needed to carve out the original and this was facilitated by thinning the deck from beneath. Good photos of the engine deck are rare, but foundry marks are sometimes evident. These were sourced from Archer's M4A3E2 resin decal set.

The driver's vision slits are too shallow. I deepened them with a piece of razor blade.

Various rivets and bolts were replaced or added with Master Club resin ones, including the large, slotted hex nuts on the tension housings. The spare wheel had a prominent vulcanization seam on its tyre, nicely represented in the kit. The wheel's simplified bracket was replaced with an ETS35 part, although it is barely visible once the spare is mounted. The ends of the shackle pins were drilled, to eventually accept fine retention chains. Some of the heavy exhaust shields showed a mould seam and casting plug. Note the red tail light tucked under the exhaust pipe.



The muffler warranted some attention, beginning by moving it forward a few millimeters. Voyager PE part was substituted for the overly thick heat cover, although I replaced its bizarre Phillips head fasteners. New clasps were fashioned from strips of .005" card, and Grandt Line nuts.

The elaborate exhaust brackets were tediously made with the same thin card, as were the tool racks. The various available PE sets include these items, but I detest soldering and prefer to struggle with styrene. Note the inconsistent casting seam added along the bulbous edge of the hull. Unlike the turret, this one does follow the joint line of the kit parts.



The tools on the left side include pry bars, shovel, sledgehammer, and pick-axe handle; all modified Tamiya parts or scratched.

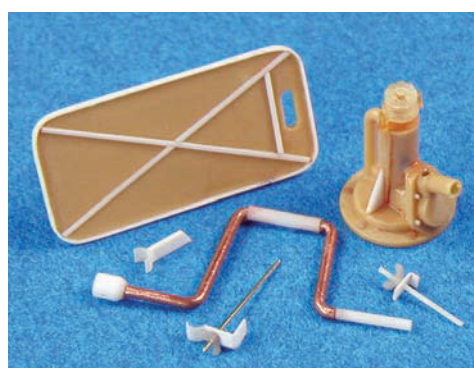


In front of the tools is a "bucket & brush" box. Tamiya depicts it welded to the hull; it was not. It had an unusually large latch. Buckets must have been quite valuable in the 1930s. Richard Cathelin informed me that the R35 Technical Notes indicate the lenses of the position lights were red and clear (white), and recessed. I drilled the light and slid in a length of white rod with Tamiya Clear Red on one end.

At the far end of the fender is the driver's hinged and armoured rear-view mirror. Tamiya moulded it closed but should have made it a separate piece, to allow the option of being open. ETS35 has one, but I built my own from card, tube, and a Bronco wingnut. The punched disc of reflective foil will be glued after painting.

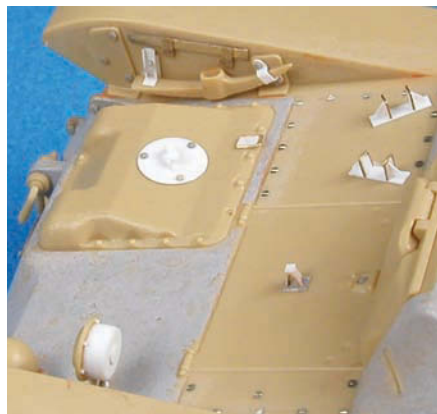


On the right fender sits a long "chain" box and an open "tarpaulin" box. I added a few details to the former and replaced the thick walls of the latter with thin card. I also added the hull loops for the two straps.



Detailing the jack apparatus at the rear was a challenge, but rewarding, especially after the components were painted and weathered. The moulded-on frame was removed from the base plate, and new edges and ribs added. I destroyed the crank attempting to refine it, so crafted a new one from copper tube and drilled rod. The kit's bottle jack is good, but to be different I retracted the ram and added the knobbed saddle from the ETS35 set. As much as I dislike soldering, I was forced to replace the delicate frame with Voyager PE. Bronco wingnuts and .005" strip made up the tiny clamps.





The distinctive features of the R35 bow and glacis plate warranted attention, and some corrections. As with the turret ring, Tamiya moulded raised bolts on many of the panels. These were replaced with flush PE screws. As found on some R35s, I obsessively aligned all the screw slots.

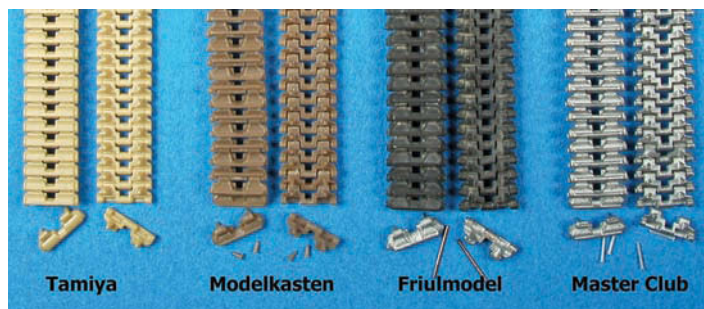
I refined the klaxon mount and added its cable. The horn's face is adequate, but a PE replacement would be more detailed. Neither the Voyager nor Passion Models sets include one. Hex nuts were added to the armoured Guichard light. Clamps were made from .005" card for the pick-axe head on the right fender and the axe on the left. I could not find a single photo showing the axe in place, so I left it off. The metal strips above these tools are "curettes à chenille" - track scrapers. Mine are from the Passion Models PE set.

The kit represents the prominent nuts on the final drive castings as puny rivets. These were replaced (and added to) with various Master Club flat and conical hex nuts. I found that instead of drilling holes for all of them, I could cut the heads from their shanks and secure them with Tamiya Extra Thin Cement (dark green cap); much less troublesome than using CA. Note the brass anchor tab for the shackle pin chain.



I had already applied the camouflage base coat when I realised I had completely forgotten the applique metal plates on the glacis - merde! These were fitted over the differential and sprocket shafts in the early production run, including my No 50254. Fortunately, they were just bolted on, so it was a simple fix. Some trivia - the rivet missing from the upper corner of the differential cover allowed the hatch to open completely.

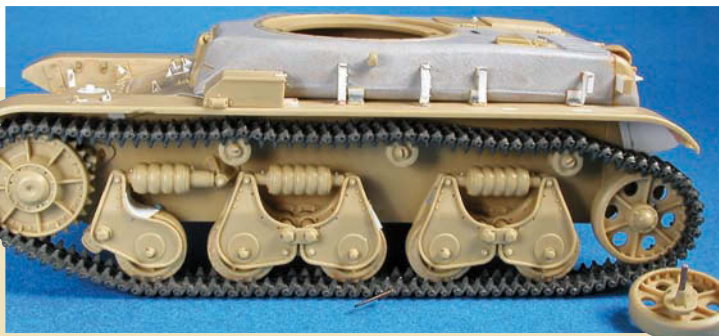
Another error I made was adding the rest for the driver's hatch, on the glacis. It was absent on No 50254, so I removed it.



The R35 Technical Manual notes 128 links per run, and a track tension resulting in a slight "sag" between return rollers. Tamiya's link-and-length runs have 125 links and preformed sag. Several after-market tracks are also available. The Modelkasten plastic set (SK-39) is an excellent fit to the kit sprockets. The Master Club metal set (MTL35187) was a disappointment, with significant casting sideslip and imperfect fit. I settled on the Friulmodel metal offering (ATL-168) which fit the sprockets and have the prominent recessed pin ends that the kit links lack. I prefer pins of .015" brass wire and made a simple jig to cut them all to the same length.



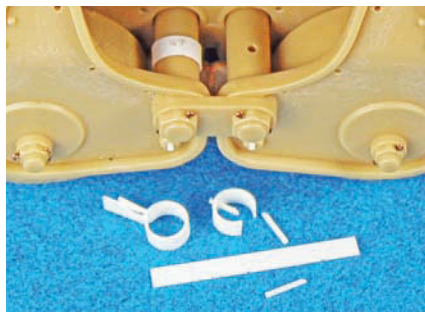
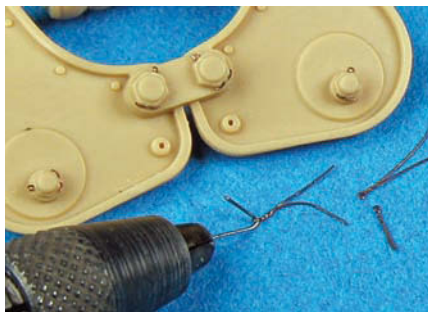
In keeping with the theme of an early production R35, I needed to back date the idler wheels to ones with open holes. I drilled them out, then tediously smoothed the faces with small pieces of my homemade sanding sticks. These are varying grits of Tamiya sandpaper glued to plastic strips and can be cut to any size or shape.



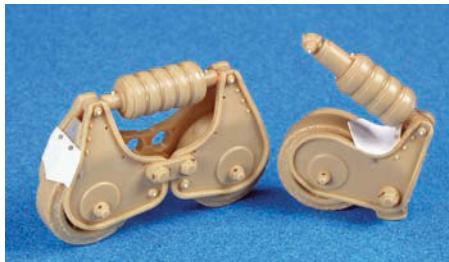
To create the correct sag with the after-market tracks, the idlers were made adjustable; by replacing the idler arms' stumpy axles with strong brass tubing.



I would have struggled to paint the road wheels once in the bogies. To paint them separately, I removed the bogie axles and substituted removable ones. I used ETS35 parts, but styrene rod would suffice. The rubber on the road wheels was noted to "disintegrate" rapidly, and this is well evidenced in contemporary photos. Apparently, it was a factor in the decision to use all metal wheels in the later R40 variant.



I added cotter pins to the bogie housings by simply twisting fine .004" copper wire and hiding the coil within the hex nut. The real task was drilling the small hole. Tamiya's robust spiral "fine pivot drills" of .2 mm and .3 mm are excellent for such work. Collars were added to the bogie suspension arms; .005" strip curled in boiling water and clipped into place. The hubs on the return rollers were corrected with a deep groove and a tiny hex nut.



The bogie mud scrapers are an interesting feature. Their multiple compound curves are distinctive . . . and difficult to replicate. Tamiya's solution was to ignore them. This is not a bad option, for as time passed the scrapers were removed (or lost) in no specific pattern. Some PE sets include them, but I cannot imagine how they could be formed into the proper shapes. Mine are .005" card curved, embossed, and sworn at until I surrendered and left a few off. Their shapes can be better appreciated under paint.

French fancy: painting and weathering

As mentioned earlier I wanted to copy an atypical R35 livery, one with pale rather than dark border lines between the camouflage colours. I found two good photographs of one specific example, with the additional anomaly of a distinctly different turret scheme - No 50254 of the 9e Bataillon de Chars de Combat (9e BCC).

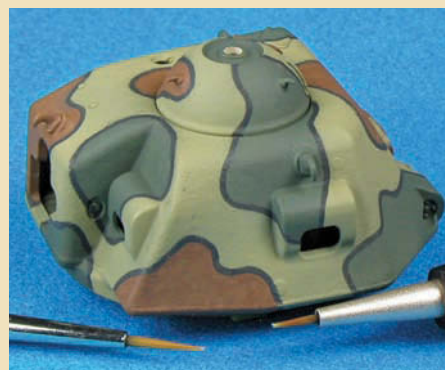
My primary reference source for French AFV camouflage is the indispensable "Peintures de Guerre - Un Siècle de Camouflage de l'Armée Française" by Danjou & Seignon. It is out of print but will hopefully be reissued.



I usually start an elaborate scheme with the turret. Being small and easy to handle it lets me practice techniques before tackling the more challenging hull. I have never been able to map on paper the camo pattern of a multifaceted turret; instead, I plot it on a spare. Using a soft lead pencil and alcohol-based marking pens allows for easy corrections.



The turret had a standard Renault factory pattern of green, beige and brown separated by a black liner. I began with a base of "réséda" (grey green) using Tamiya Dark Green (JGSDF). Masks of Blu-Tack and tape were followed with "jaune d'ocre" (yellow ochre) of Tamiya Dark Yellow 2, built up in light mists to achieve some shadowing from the dark base. Silicone tipped brushes really help to manipulate the sticky Blu-Tack.



The "terre de sienna" (sienna) is brushed Vallejo Model Color Beige Brown. Adding a touch of Retarder Medium made it surprisingly easy to apply. If I were to do it again, I would simply brush the two darker colours over an ochre base.

The margins of these lobules do not have to be perfect, as they will be covered by the border lines. As black is a little too stark in scale, I used dark grey - Humbrol 67 Tank Grey. As an enamel it was easy to correct and refine the edges with a brush dampened in thinner. Note, before the liner an acrylic satin was applied, for two reasons; the liner brushes more smoothly than on matt, and Humbrol thinner will erode the Tamiya paint. My favourite is Vallejo Premium Satin Varnish.



I kept the weathering to a minimum, just enough to add character . . . and mask any painting flaws. I certainly did not want to obscure the distinctive camouflage after all my effort. Moreover, these chars were not extensively battered and worn. And as the two-man crew accessed their stations via the glacis and engine deck, the turret was relatively unabused.

The weathering was applied over a satin clear coat and used the currently popular techniques: enamel pin-washes, oil streaking, sponge chipping, pigments, graphite and even a little old fashioned dry-brushing.

The Friulmodel tracks were treated with AKi Metal Burnishing agent, brush "stumped" with AKi Dark Rust acrylic, then sprayed with MIG Tracks Wash enamel. Earth pigments were scattered then fixed with MIG Pigment Fixer. Finally, the cleats were sanded back to bare metal and burnished with graphite. With the weathering done and the tracks in place, all that remained was to add the tools and final fussy bits.

The tarpaulin is silicone treated tissue. This realistic technique was described by Brian Balkwill in 2006 - archive.armorama.com/features/1001/index.htm. The sheet was painted in Tamiya Khaki, then rolled and stained with MIG Shadows Military Green and Grime. Scraping the edges imparted a more worn look.

The hull camo was approached in the same way as the turret, but free-handed without the need for preliminary mapping. I used the Dark Green (JGSDF) for the "vert foncé" (dark green) and brushed Vallejo Panzer Aces Leather Belt as "sépia". After the satin clear coat, came No 50254's feature light liner. It was not a true yellow but rather a very pale green, described as "vert d'eau" (sea green). I mixed Humbrol 90 Beige Green and 38 Lime Green, and found it brushed more smoothly by adding some clear gloss. Still, there were frustrating brush marks but these, and the slight pixelation of the markings, vanished under the subsequent weathering. The registration numbers were graciously printed for me by Laurent Deneu of HistoPic decals.



I fail with PE belts and straps; I can never get them to look right. Instead, I use strips of the silicone tissue, brushed with VPA Leather Belt. The PE buckles are from Black Dog with .006" brass wire pins, chemically blackened. Once in place they get a coat of satin varnish and are shadowed and edged with burnt umber and ochre oils.

Lastly, I challenged myself to add the chains for the shackle pins. None of the R35 aftermarket PE sets include correct ones, if any. I used fine PE chain from Hauler. Getting the 2-dimensional metal into position and draped properly was beyond tedious. Multiple pieces broke and chemical blackening agents actually dissolved the ultra thin brass. I surrendered and left some off, as seen in period photos.



Merci...

I am especially grateful for the assistance of Richard Cathelin, Laurent Deneu, Carlos Rocafort and Stephen Tegner.





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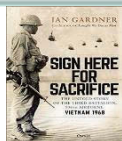
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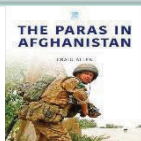
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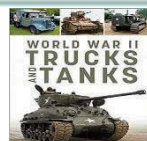
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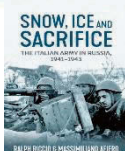
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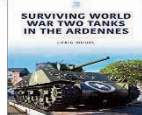
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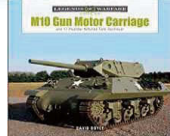
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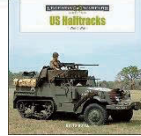
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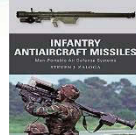
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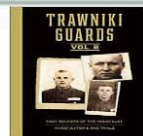
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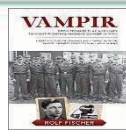
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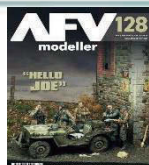
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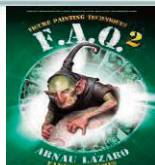
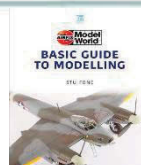


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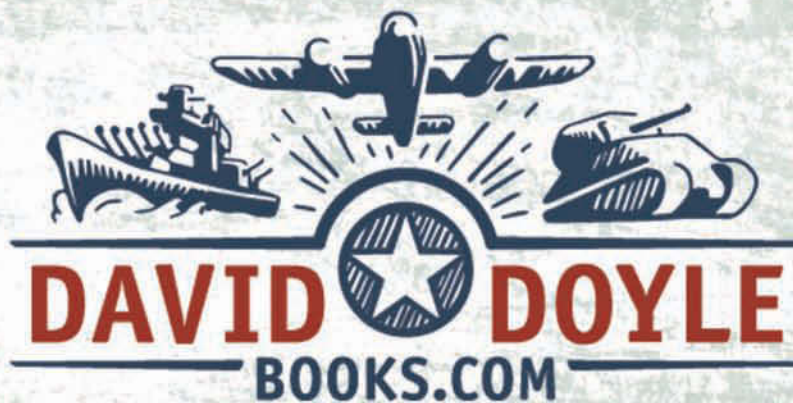
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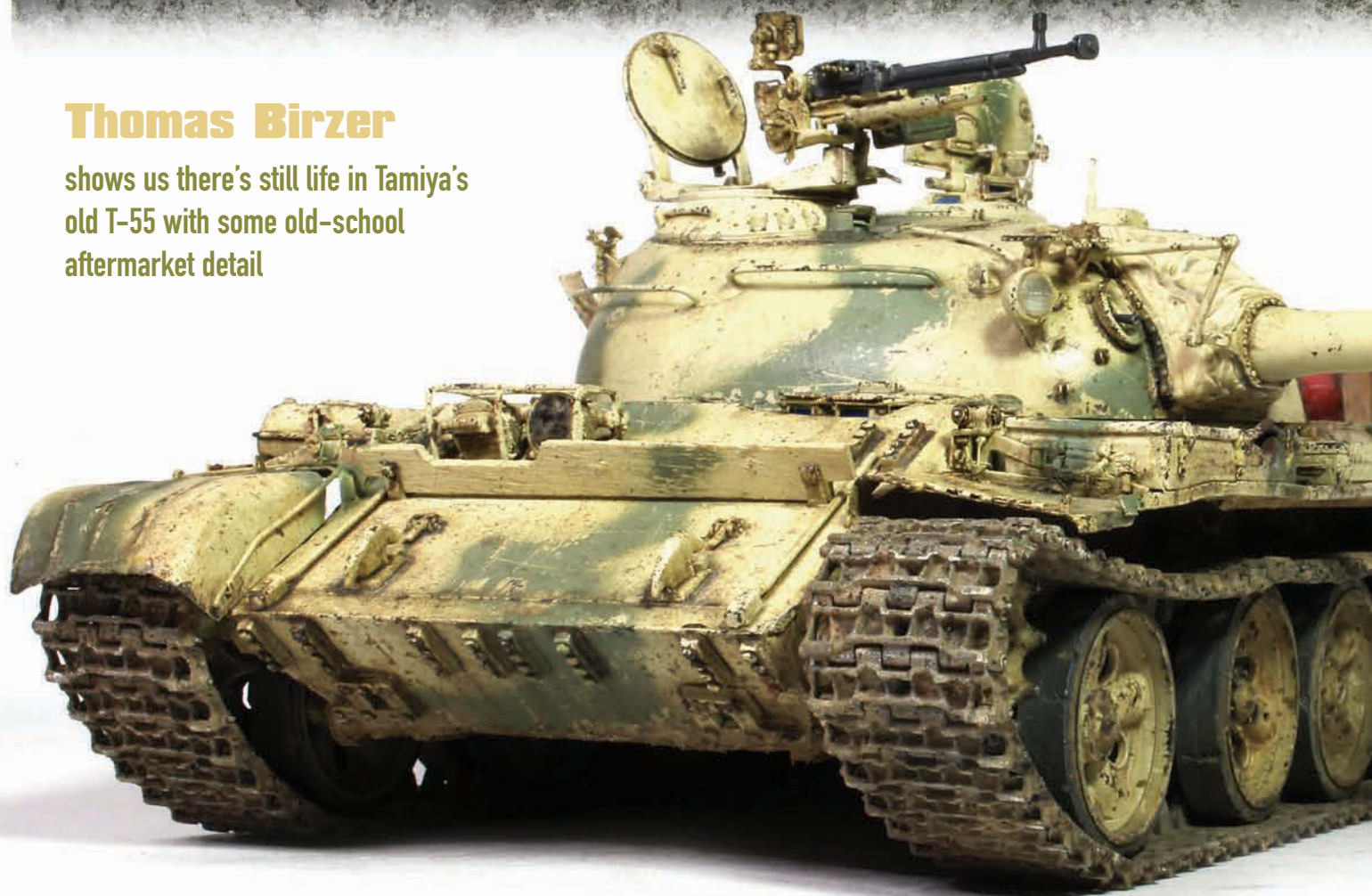
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THRIFTY FIFTY FIVE

why 'shell' out on a new kit if you've got stuff in the stash?

Thomas Birzer

shows us there's still life in Tamiya's old T-55 with some old-school aftermarket detail



From a modellers' point of view, worn out T-55s, T-62s and T-72s from the Syrian conflict are particularly attractive subjects, you can really let off steam with weathering. There are now some new and very detailed kits of the T-55 from Miniart and Takom, but with good etched parts, the good old Tamiya kit can be raised to this contemporary level, or even higher. In 2011, Tamiya included an aluminum barrel and a basic set of etched parts from ABER with their old T-55A. This increases the kit price somewhat, but the level of detail is absolutely up-to-date so there's no reason not to build your old treasure in the stash with some old-school additions.





Here we go

It's best to first take a close look at the instructions with a build involving photoetch to get an idea of which parts of the basic kit you have to replace or modify and plan your assembly.



Even if the processing is sometimes very time-consuming, with etched parts you can simply add super-detail which isn't possible to mould in plastic or resin.



For such a small item as a single fender the modeller needs at least several hours of patience but the results are worth it.



Some parts are really very delicate, but in the end you will be rewarded with a very realistic armour model with a high degree of finesse difficult to achieve by any other means. For etched parts that are to be bent or distorted later, it is best to solder them as I have found CA glued connections tend to break repeatedly resulting in a bit of a mess. Elements such as the fender-mounted stowage box are mini-projects in themselves with the damage adding greatly to the whole character of the subject vehicle. The fuel barrel mounted on the rear of the T-55 was made from thin copper foil. The barrel is super-stable due to the soldering and can easily be dented without falling apart again into its component parts. The idea of the 'Shell' branding was something I'd seen on an on-line image.

In my opinion, an absolute must on T-55/T-62 and variants is to add the fuel lines of the additional tanks. Not as much effort as you might think at first glance, but the added realism effect is enormous. The 12.7mm DShK MG was left over from a previously built Miniart

T-55 where many parts were not used from the super-detailed kits. Among other details, a rudimentary interior was also easily installed into the Tamiya turret, which of course has a positive effect when the large hatches are posed open.



Because of the turret interior parts I had spare from the Miniart kit, the viewer won't just see emptiness through the hatches.

The kit MG is actually not bad, but its counterpart from Miniart is just that bit nicer.

No track type looks more realistic than workable single-link tracks. It doesn't matter if they're metal, plastic or resin.

In order to be able to dent the reserve barrel realistically, I soldered it together out of thin copper foil.

The wiring of the side lights and the weld beads bring an additional 'plus' in realism.



The fuel lines for the additional tanks can be made from thin wire with little effort.

The paintwork and weathering

The base coat is a very light colour mix of Tamiya XF-2 "White" + 30% XF-60 "Dark Yellow". The green camo patches were painted onto a coat of hairspray with XF-65 "Field Grey". This was followed immediately by the chipping and the scratches in the green camo patches. It is important to ensure that the fine holes in the engine deck grills are not covered with hairspray and paint. I only noticed that at the very end when looking at the pictures. Luckily, this was easily remedied by dabbing with a stiff bristled brush. You don't want to risk overheating the engine! As always, I followed with the usual colour filters and pin-washes to bring the surfaces to life. Of course, a moderate soiling of the drive-train and the lower hull area could not be missed. I textured areas of the lower hull with a plaster/water/acrylic paint mix. After drying, a few colour nuances were applied with oil paints, not much is visible behind the large road-wheels but enough to spend a little time.

Then I painted the oil drum at the rear in the Shell colours, this gives a nice contrast to the drab colours of the tank. In addition, the barrel received the appropriate decals from the "Oil Drum Markings" set by Star Decals.

The DShK was given a slight metallic sheen by gentle drybrushing with silver paint (graphite pigments would also work for this). Tamiya's MG isn't actually too bad but the Miniart version is super-detailed and I had one spare to use from a previous project.

Dust pigments, track links and other accessories are placed on the fenders as final touches.

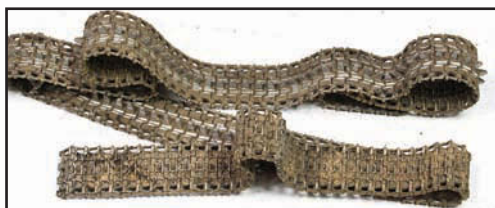
The tracks

There are now superb workable, single-link tracks using 3D print technology, I will definitely use these in the future but this time an OMSH (Friul ATL-01) white metal track from my stock is used. You could also use the RMSH T-72 track (ATL-11) with a suitable Drive sprocket. This type of track was also used on the T-55.

To ensure good adhesion to the metal, the tracks are painted with light grey aerosol primer straight from the can. This is followed by a wash in a brown oil paint. All possible shades of brown are suitable, but also earth tone shades. "Burnt Sienna" should only be used if you want the tracks to appear rusty, perhaps on an abandoned tank. Sand-coloured pigments, such as "Gulf War Sand" from MIG, are sprinkled onto the track links into the still-damp paint finish. This gives a quite nice random, realistic effect when the tracks are dry. Finally, I sanded down the contact surfaces on both sides with sandpaper. This is an obvious advantage to using metal track. With resin or plastic tracks you have to show this effect with metallic paint.



Friul white metal tracks add to the old-school approach of the project; I had them so I used them!



Most lower hull weathering is obscured by the large road-wheels but still worth doing nevertheless.





Conclusion

Tamiya's T-55 is pretty much a vintage kit now, but with the addition of the etched parts from ABER, the level of detail has definitely increased to the 2023 level. I don't need to say anything about the legendary fit of the kits from the premier Japanese manufacturer. The etched parts from the Polish manufacturer ABER promise a highly detailed 1:35 scale T-55, better to build them than push them to the back of the cupboard!

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HIS IRAQI BM21 MULTIPLE ROCKET LAUNCHER

1:35

ROCK

IT



Kit: Trumpeter 1/35 BM-21 Grad
Multiple Rocket Launcher 01028

Upgrade: Def.Model resin wheels
DW35060



A Multiple Rocket Launcher System is an artillery system that contains multiple launchers that are attached to a single mobile platform. Rockets are self-propelled in flight and have different advantages over conventional artillery shells, such as a longer effective range, lower recoil, typically a considerably higher payload than an artillery platform of similar size, or even carrying multiple types of warheads.

Unguided rocket artillery is notoriously inaccurate and slow to reload compared to cannon artillery. A multiple rocket launcher helps compensate for this with its ability to launch multiple rockets in rapid succession that can easily deliver saturation fire on a target area.

The Soviets have produced self-propelled rocket launcher platforms since the late '30s, with the famous Katyusha, up to the present day, with the grad 21 system, the model in question here, on the platform of the Ural 375d truck.

The Trumpeter model confirms the quality reputation of the brand, offering a very solid kit, obviously any kit can be improved, but in this case I decided on an 'Out-Of-The-Box' assembly.

Drawing inspiration from a couple of photos that appeared on the web, representing a vehicle that belonged to the Iraqi army, I reproduced some damage in the front and added the beautiful Def.model resin wheels with weighted effect. On some wheels I highlighted the tread wear, especially on one of the two front wheels



I decided to divide this model into subsets, of course I started with the cab interior...



To be able to close the cab and paint it with the rest of the truck, the interiors were painted, taking as a reference the numerous photos found on-line, using Tamiya XF-89 Dark Green 2 as the base and XF-49 Khaki for the seats. The accumulated dirt was reproduced with a heavily diluted wash of Ammo Thick soil enamel



once dry, the unwanted excess was removed with a make-up sponge



To give a solid base to the model I chose two primers from Mr. Hobby, the Mr Surfacer black for the frame, and the mahogany brown for the superstructures to give a warmer underlying shade, during this phase you can correct any cleaning errors and marks left on the model, which the grey plastic of the kit could hide.

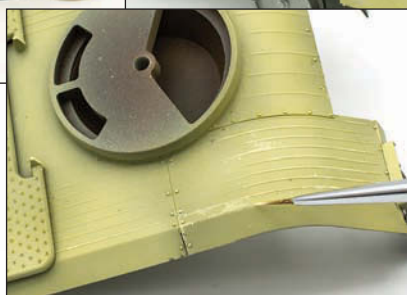


It's time to apply the base colour. To get a pale yellow, typical of Iraqi vehicles, I mixed 60% Dark Yellow Tamiya XF-88 and 40% Cream Yellow by AK Real color, to get a smooth finish a few drops of Tamiya clear X-22 (020) were added to the mix Ok, now you will have an Iraqi Grad 21 in German Dunkelgelb... DAMN !!!

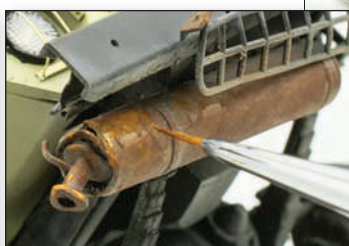
To turn the colour towards a more yellow, warmer shade I used a couple of oil paint filters by diluting to 90% in white spirit, the colours ABT010 Yellow and Ammo Sunny Flesh AMIG3518 applied with a wide brush. Once dry, the model turns out to be a much more satisfying shade.



Let's start giving depth and contrasts. With a mix of Vallejo acrylic paints made with 90% pale sand and 10% yellow, all the protruding parts were highlighted, also starting to trace the first layer of light scratches



I put aside the superstructures for a while and begin to weather the chassis, basically through a layer of dust, airbrushing the enamel AK Landing Gear Dust Effect, after a few minutes the excess is removed with a brush moistened in white spirit, until the desired effect is achieved.



the superstructures were fixed to the chassis, except the rocket launcher, and I could begin to paint the details such as the exhaust. On top of the layer of enamel dust, now dry, I laid down a layer of Lifecolor Shadow Rust, extremely diluted in water, overlapping different layers, lightened at the end with Lifecolor Light Rust Shadow.



A fairly fast, but above all valid and realistic way to make scratches is the one obtained by tapping a sponge against the surface. It is always mandatory to blot the excess colour on paper before starting to 'tap' to avoid creating overly heavy and unwanted scratches. For this model I used the Vallejo Pale Sand, adding to every 10 drops of paint, 2 drops of AK Drying retarder to lengthen the workable time of the colour. The general effect on the model is convincing and above all not too exaggerated.

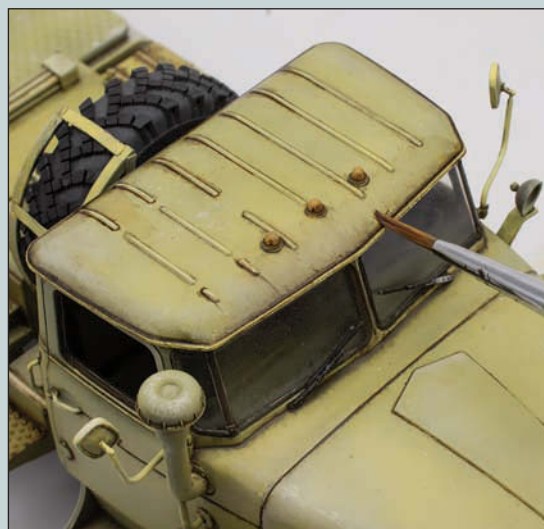
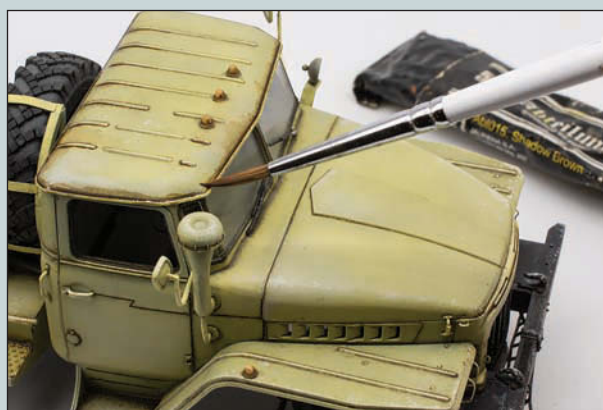


...but it is only the beginning, with a brush, if necessary harmonize some of the scuffs and scratches, creating wider paint peeling.

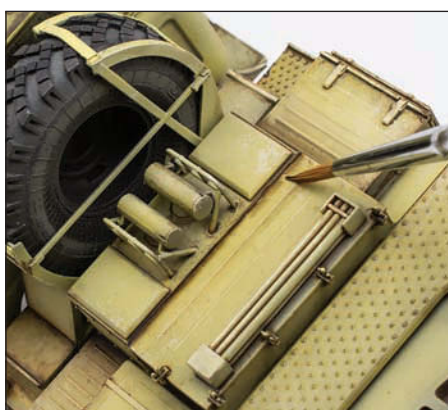
Next giving depth to the details with an enamel wash 'Dark Brown for German dark Yellow,' applying it almost pure, shortly after remove the excesses by blending with a brush soaked in white spirit . Some areas will need more applications based on the contrast you want to achieve.



To break the monochrome yellow, some panels have been highlighted with oil glazes, applying the colour 'Yellow Bone', taken directly from the tube, then blended with a brush without using thinner, and with horizontal movements, following the edge of the panel we will thus obtain a highlighted effect, giving simultaneously the idea of discoloured and faded paint.



Traces of dirt are added to the recesses with the oil colour 502Abt Shadow Brown which will also create streaking.

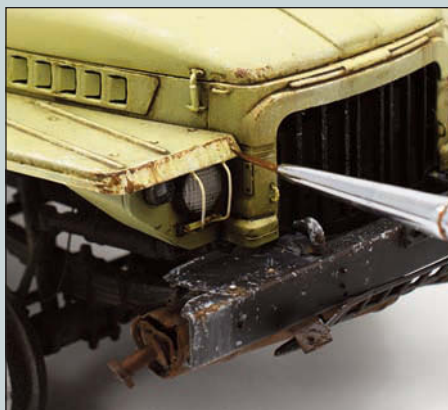
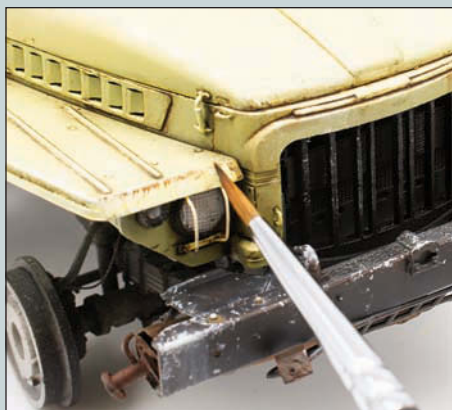


More areas receive the shadow brown oil colour treatment.



One of my favourite stages is damaged layers of paint! Obviously, an abandoned vehicle, which fought in urban environments and treated with little care will have noticeable damage. I made these scratches exclusively by hand, using a good quality brush, and using a couple of drops of Ak737 acrylic retardant, added to the chosen colour, in this case the Dark olive green Ammo F-503. I know, maybe I'm nostalgic, and probably I could have

achieved this result with half the time using the various chipping fluids, but this is a technique that I love to control and that I always use. A suggestion that I can make is to start with small scratches, gradually building a shape that is in harmony with the geometries of the subject, and to be as asymmetrical as possible



To make the rust I used oil colours and acrylic colours, starting with small quantities of 502 Abt 'Rust' oil colour on sharp edges, in this case mudguards, then blended with a brush soaked in white spirit, "breaking" the edges of the dots and creating small streaks. When drying is complete, the deepest rusty scratches have been reinforced with Vallejo Hull Red acrylic colour.



Before placing the rocket launcher, the most intense traces of grease and dirt were reproduced, with Warm Dirty Grey from the Streaking Brusher series by Ammo



The rocket launcher system was painted and weathered as the truck, except for large areas of rust on the launcher tubes. The base of the rusty areas is Lifecolor 'Rust Base' diluted with water, these colours have a very strong pigmentation and it is advisable to apply more diluted layers built gradually.



After processing with acrylics it was time for enamels to liven up the tones, first with an enamel wash of Ammo Light Rust blended with white spirit.



The tyres were the final work, painted with the AK 3rd Gen 'Rubber Black', subsequently, with very diluted Buff the dry dust accumulated around the rims was reproduced. Using a make-up sponge, dipped in AK 3rd gen.flat black acrylic I carried out a sort-of dry brush on the tread and ribs on the wall of the tyres. It is important to almost completely dry the make-up sponge of paint before performing this stage.

The finished wheels were mounted and the final few details such as the tail lights were painted completing my Bm21.

It's great to focus on the painting of an OOTB build now and again to try some fresh techniques...and just have some fun!





ROCKIT





BM21



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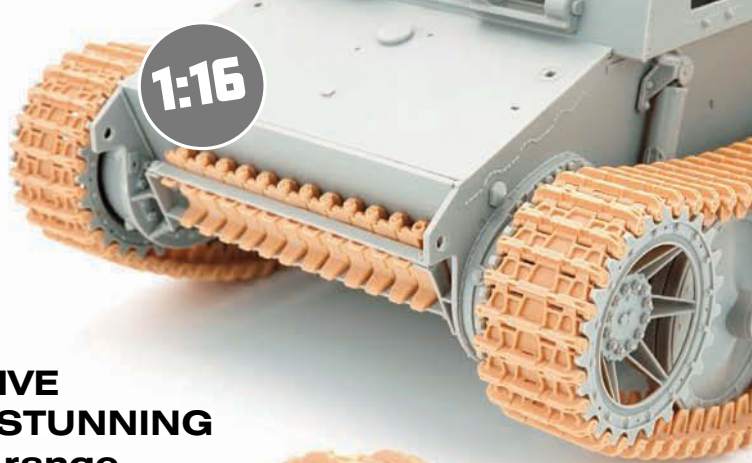
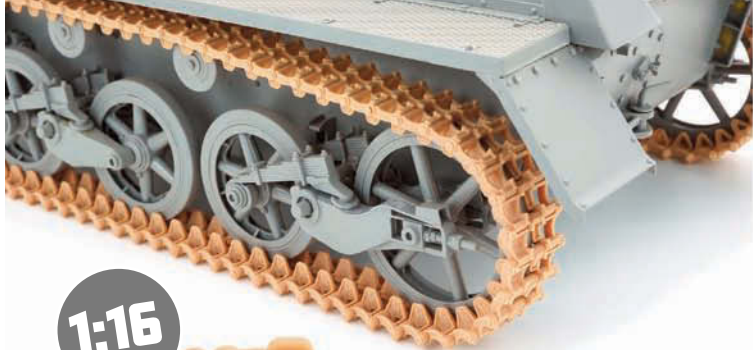
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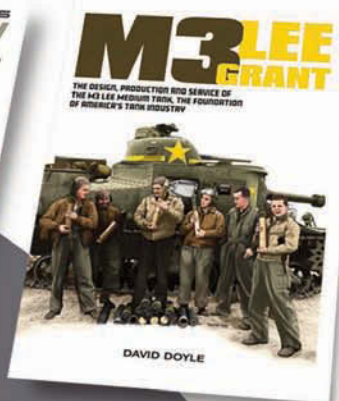
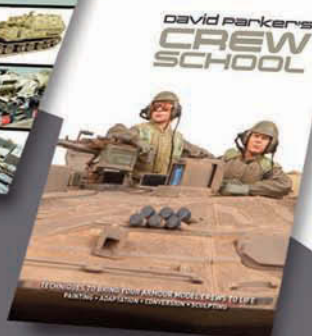


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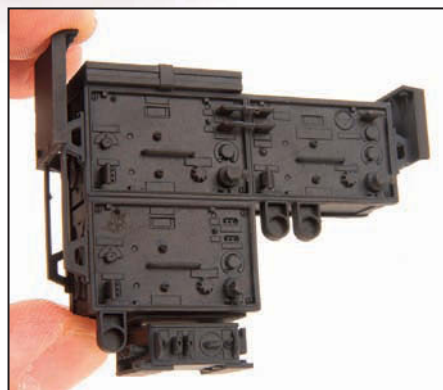
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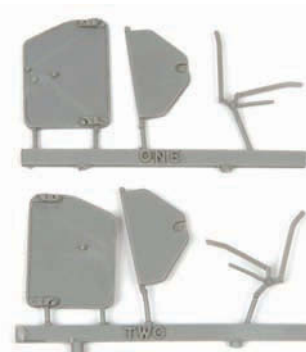
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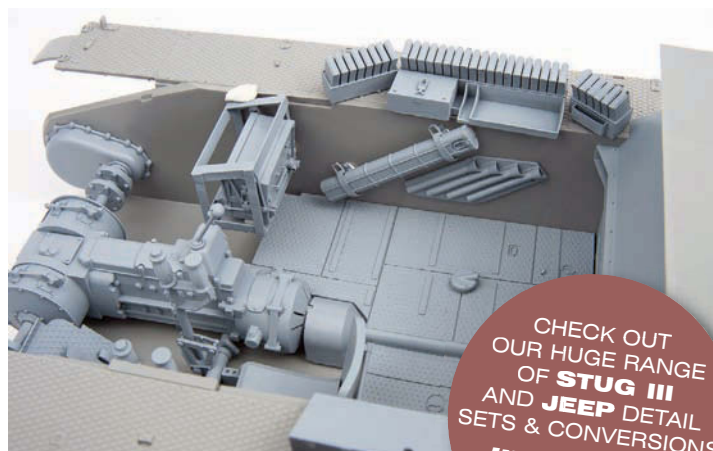
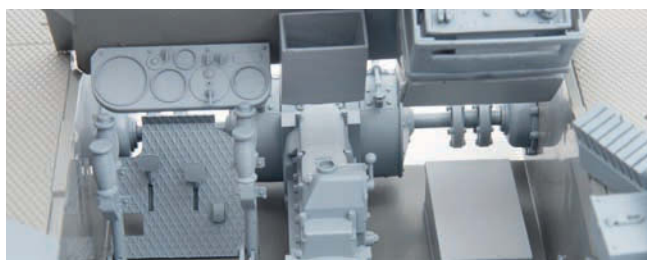
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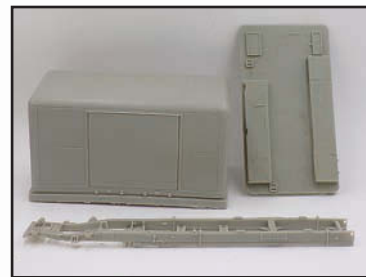
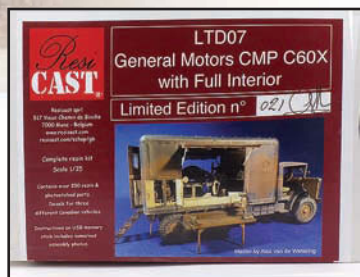
Canadian MILITARY PATTERN

In 1940 there was a need for a range of mobile workshops to keep pace with the movement of a modern mechanized army. It was decided to equip the trucks with an enclosed workshop which offered shelter against rain and dust and effectively protected the machines installed therein. However, it was necessary to turn to a 6x6 tractor to carry the weight and maintain acceptable off-road performance. In 1942, the Lindsay type house body cab was chosen as it was light, easy to produce and had the required advantages. A very wide variety of repair or maintenance was possible ranging from precision parts manufacturing to heavy metal fabrication, woodworking and electrical repair. Approximately 2,500 C60Xs were produced between 1942 and 1945. Their use continued long after the end of WWII in several European armies.

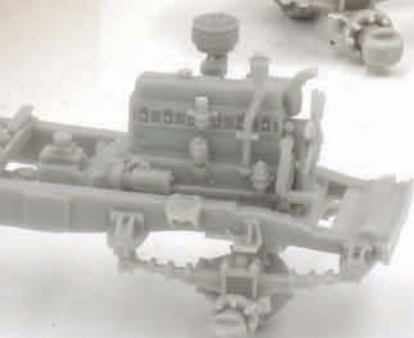
Resicast offers us an exceptional 1:35 kit in a limited and numbered edition. My copy is number 021. Inside the box, a little surprise: no assembly plans!

C60X

A USB key is provided where you can find the plans and various period photos, as well as articles about the vehicle. This digital manual may seem disconcerting but it quickly proves to be a real asset thanks to the possibility of zooming in on the various assembly photos. Much more traditional is the box containing more than 350 resin parts grouped in numerous small plastic bags, a photoetch fret, a decal sheet to represent 3 different Canadian vehicles, and a piece of transparent plastic to represent the glass parts.



The resin moulding is excellent, free of bubbles and free from distortion, the assembly looks good ! I found no real difficulties in the assembly, the parts fit perfectly, especially for the chassis, which is not always the case in resin kits.



I decided to make a "fully open" vehicle, like some aircraft modellers who open all possible hatches to show the interior of the aircraft. I assembled the engine which has a sufficient level of detail for what will remain visible once the bonnet is open! The modeller can add some plumbing and wiring if they want to remove the engine from its housing but for this project, I didn't see the point. Next comes the assembly of the workshop cabin.



No difficulties here but it was necessary to establish the sub-assemblies to paint the interior before closing-up and painting the exterior. The machine tools, the compressor, the vices and the drills were assembled and primed with "MMS003 grey primer" from MMP. After a night of drying, a fine coat of MMP117 "High Low Vis. Light Grey" was airbrushed on. I felt that the grey lacked the desired bluish tones so I applied a filter with Abt. 502 255 Payne Grey oil colour.





The whole thing was patiently painted with different tints from MMP, AMMO washes and sponge chipping referring to the documentation on the USB supplied or found on-line. The metal parts are treated with AK's "True Metal" paste which I particularly like to give metallic shine.

The interior of the cab is painted in MMP 023 "US Army Khaki Drab". A dark wash reveals the relief detail, some scratches and pigments give an impression of an operational vehicle. I took the opportunity now to paint and weather the chassis before placing the workshop body. Considering the level of dirt I wanted to show here I didn't labour too long building layers of effects. The same goes for the engine of which you can only see a small part through the open bonnet, it was glued to the chassis before gluing the cab.

The interior of the workshop is painted in MMP001 "White". An Ammo "Interior Wash" is applied in the hollows and a dark brown scuffing was done on the areas worn by repeated crew contact and a dusting with Mig Productions pigments. The tyres were painted with MMP040 "Tire Black1" which gives the rubber a new look. A "Black wash" from Ammo brought out wheel details. The machines and the various elements are then glued together before reluctantly closing the whole thing and putting the roof in place.



To start the painting phase of the body, I primed the whole vehicle with MMP Grey Primer. I like to try a new technique each time I make a model. With several recent models I had been painting with a freehand speckle technique to give depth to the base coat. I was again inspired by aircraft modellers and some of the paint weathering done with "mottling" stencils to experiment with a new technique. I used an Alexyen stencil to enrich the base colours of the vehicle.



Using my Badger Patriot airbrush, I sprayed the base coat in MMP 023 "US Army Kaki Drab". I mixed a few drops of the base colour with a little MMP116 "Light Grey" sprayed through the stencil and randomly on the different panels of the body. Two or three passes, each time lightened with a drop of MMP116 "Light Grey" are necessary to obtain a satisfactory effect. The effect must be noticeable, but not too much, otherwise the result will be unrealistic. I recommend adding a single drop of light paint to each pass so as not to exaggerate the effect. The "wave" camouflage is airbrushed freehand without masking, with the MMP105 "Worn Black grey Tires/Camo", well diluted and at especially low pressure to obtain nice blurred edges.

The same technique again is used with the stencil and base colour lightened with each drop of MMP 016. Caution is even more important with these two tints, as the contrasts can quickly change if too much light colour is added! After a good night's drying, I airbrushed a light veil of VMS gloss varnish. This is the first time I have used VMS products and I must say I am completely satisfied! The coat dries to the touch in a few minutes, but it is better to wait a little longer for it to dry thoroughly. I then applied the decals provided to represent a 2nd Canadian Corps vehicle in 1944-45. After two thin coats of gloss varnish, a final coat of satin varnish is applied to avoid a shiny effect on the decals.



Before this last coat of satin varnish, I made masks for the "wiped" areas of the windscreen. This satin coat will make the unprotected parts appear a touch dusty.

The various bolts, rivets and other relief details were picked-out with a fine brush using very thinned base colours of MMP116 "Light Grey". Some superficial scratches were made with the very thinned base colour, on both the khaki and black parts. Deeper scratches are made with dark brown with a brush or sponge. AMMO "Black Wash" is then applied in the hollows and around the reliefs. After drying, the excess product is removed with a brush soaked in thinner. A second pass was necessary on some places where I was not too happy with the result.

The tyres were painted in MMP 040 "Tire Black 1". As I wanted a high level of dirt on the lower parts of the truck, I didn't apply any wash to bring out the reliefs. I went straight to the application of a veil of MMP043 "British Portland Stone" on the whole chassis and

wheels to give a first dusting effect. A generous coat of "Heavy Mud Dry Light Soil" and "Heavy Mud Thick Soil" is brushed onto the chassis and wheels to represent the dry mud build up. The application of two different shades breaks up the uniformity that would have been achieved with a single shade. When the product is dry to the touch, I remove the excess either with a make-up sponge slightly soaked in thinner, or a brush soaked in thinner, or just my wet finger! Here, I concentrated on the sides of the tyre and on the tread of the tyre since I was going to place the truck on a hard surface like a cobbled road or concrete slabs... To give an impression of damper mud, I applied a strongly diluted wash of "Fresh Mud 1402" from Ammo in some hollows, of the rim in particular. A high dilution allows the product to disperse by capillary action and to have a convincing effect.

Since the stencil staining technique meant that I didn't have to use the oil dot technique to enrich the shades, I decided to put in a few traces of AMMO's "Green-Grey Streaking Grime". I use a fine brush to apply more or less fine lines in a random way. I then blend with a special flat brush, soaked in thinner. I used AMMO "Streaking Dust" for the lower parts of the truck and used the same method but from bottom to top this time. It would have been better to do this step before using the mud, but it works in that order too! On the flat parts of the roof I used Ammo Streaking Dust again to give a dusting effect. After applying the product, I

used a brush soaked in thinner to blend the stains or to make the paint flow into the hollows. I chose not to apply the mix in all the hollows to vary the effect. I then made splashes using an old brush and AMMO "Heavy Mud Dry light Soil" and "Heavy Mud Thick Soil". Spills are inevitable. If the spills are too high on the body, they can be removed with a brush moistened with thinner. Some of these splashes are pulled downwards with the same specific brush used before, to vary the effects.

It was then time to assemble the various sub-assemblies or fragile parts that had been put aside, as well as the remaining tools.



I decided to place the vehicle on a simple base to show it off. On a photo frame I spread filler that can be found in any DIY store. The plaster is smoothed very thin with a spatula. After drying, I engraved the paving with a metal ruler and the back of a cutter blade. Some of the plates were damaged, shifted by simple engraving or scraping with the blade. After the traditional MMP primer, I sprayed a light coat of MMP 006 "Light Tan" over the entire floor. I then reworked some of the blocks with the basic colour and added MMP 116 "Light Grey" to shade the different stones. To simulate the presence of gravel in the concrete, I used the "speckling" method with MMP 093 "Ocean Grey RAF", MMP 086 "US Army Sand", MMP 019 "Dunkelgelb". This consists in splashing the surface with an old brush. Final touches with oil colours and some select areas of moss deposits, grass tufts and fluid stains have the base complete.





C60X



Not Just War

**Scale Model Meeting
Ukraine-France, Kyiv, August
13th, 2022**



Since the Russian attack on independent Ukraine on February 24th I felt strongly to personally act on the principle of democracy everyone deserves and set up several missions in March to help Ukraine at war and their refugees, with the support of many of my friends.

As a scale modeller, I also wanted to create a solidarity event through our hobby, on the occasion of my second visit to Ukraine in August.

To the great surprise of the Ukrainian modellers and manufacturers, I proposed and organized, before leaving France, a scale modelling meeting with the enthusiastic support of the president of the IPMS-UA, Andrii, and the store manager of Hobby DN Ivan Reshytko, and the brands Master Box, ICM and USCP (Ukrainian Scale Car Production).

The exhibition was held on Saturday, August 13 in Kyiv at Hobby DN. Because of the air alerts, for security reasons, it was limited to about twenty people, excluding visitors. But it was the first event here since 2019, after two years of Covid and six months of

war the event was very welcome by the modelling community. The aim of the exhibition was to celebrate Ukraine rather than through the sufferings of war, but as a free country, full of creative, hard-working warm people, and among the most skilled in our hobby. It was an opportunity to showcase their growing role in our scale model market over the last ten years, with already more than ten companies: MB, ICM, Mini Art, Mikro-Mir, Dan Models, Roden, Reskit, Skif, and many other talented producers.

Most of them are currently working in terrible conditions ! The exodus of Mini Art to Poland and the loss of a number of their production moulds and tools in the south-east of Ukraine, the death under fire of the main illustrator of the brand Roden, or the incredible creativity of Master Box, less than 80 km from the front and about to market a set of 2022 Ukrainian fighter figures which should now be available.

With this second mission there was also a gesture of solidarity with the Ukrainian people, the intensity of suffering I was able to measure during travel in Borodianska, Irpin and... Butcha, or working with humanitarian organizations that host 70% of Russian speaking Ukrainians.



Report by
Jean-Louis Maupoint



It can assure you, after this trip in the northern suburbs of Kyiv, that the capital faced very hard times at the end of february and in early March. The incredible reactive action of the Ukrainian army saved the desperate situation, the first Russian tank wrecks being visible less than 5 km from the city centre. I was excited by the technical level of the models presented, including many conversions and even full scratch builds in all categories. In the armour classes many contemporary subjects could be seen and even a few in the aircraft classes.

Here are some of the armour subjects on display to give a flavour of the standard of modelling on display. I was very impressed in Ukraine and then back in Krakow and Prague by the dynamism of our hobby in Eastern Europe. In Prague alone, more than ten hobby shops for a city of 1.3 million inhabitants! The number of (very) young modellers attending the IPMS-Ukraine courses and clubs would be the envy of clubs in Western Europe, the hobby is buoyant with a new generation of enthusiasm.

Our friends at IPMS have organized an online 2022 contest including several countries. A French group quickly joined this 'on line' competition in mid-August following the meeting with our friends in Kyiv with some awards heading across to France! Many thanks to the IPMS UA for the extraordinary welcome, to the Hobby D.N. store (a refugee in Kyiv since 2015, originally located in the Donbass), and to the ICM, MB and USCP brands who supported this Ukraine-France meeting with so much enthusiasm. A big 'thank you' to the Musée des Blindés de Saumur for it's support through the gifts and prizes brought to Ukraine and to AFV Modeller for sharing our story about the strength of the modelling community.

LRDG/SAS CONVERSION

1:16



LRDG / SAS Crew Bring the vehicle to life with these crew figures which are sold individually.

SAS/LRDG conversion sets

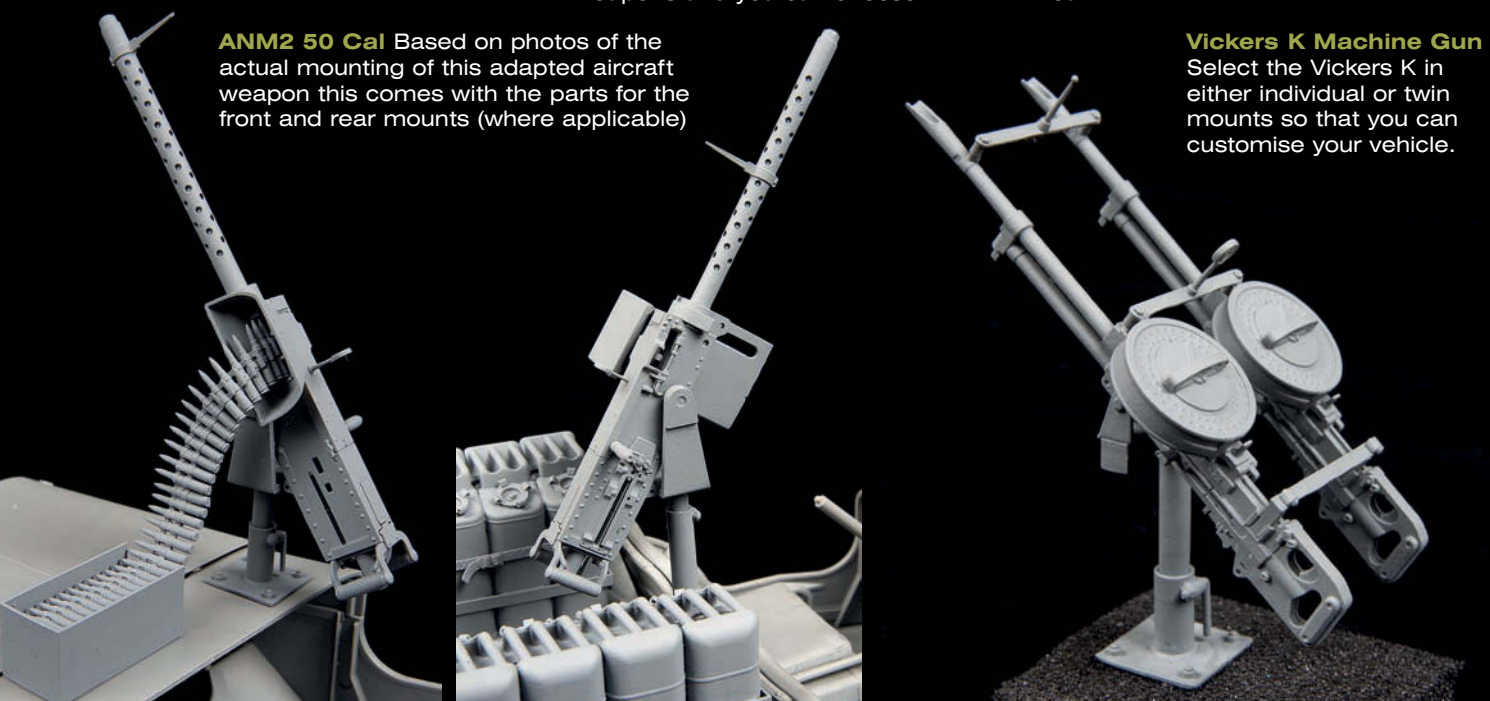
With the wide variations in the set ups for these vehicles we have tried to maximise the choice you have to set up your model by selecting from our "Parts Bin". Build your model around our base stowage set which provides the rear Jerrycan racks, the front bonnet Jerrycan racks, condenser can for the front grille and sun compass. You can then add the additional front fender jerrycans with a choice of US pattern or German cans. Then its the fun bit, picking the weapons and you can choose

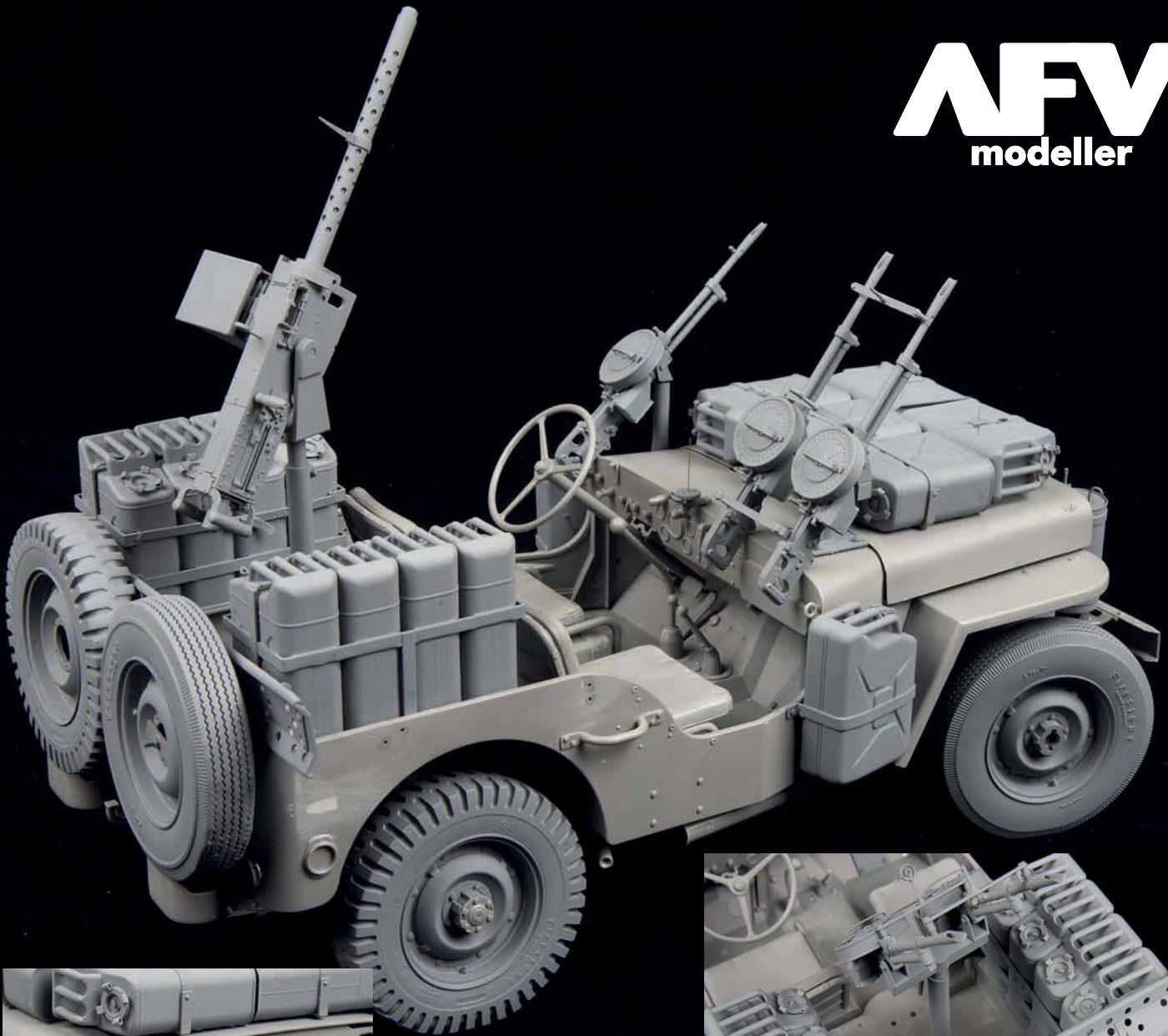
between two versions of the ANM2 .50 Cal machine gun, the early bow mounted version with its spectacular ammunition feed or the later version with side mounted ammunition box which was mounted both on the bonnet and in the back of the vehicle. We also have a choice of twin Vickers K mounted front or rear and single Vickers K that can also mount front or rear.

ANM2 50 Cal Based on photos of the actual mounting of this adapted aircraft weapon this comes with the parts for the front and rear mounts (where applicable)

Vickers K Machine Gun

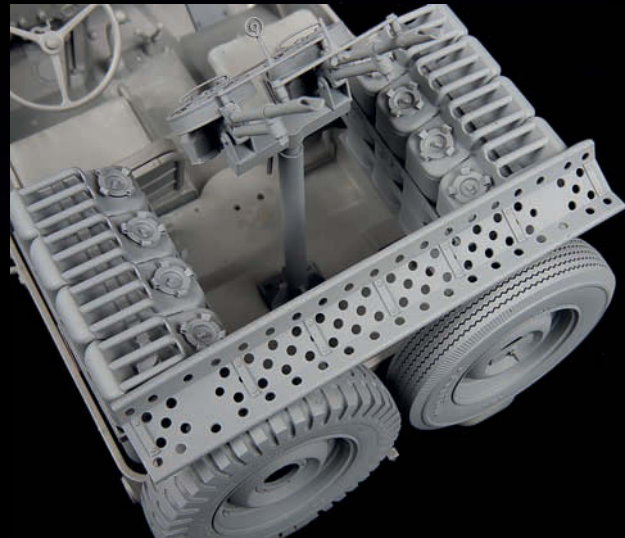
Select the Vickers K in either individual or twin mounts so that you can customise your vehicle.





Dented Condenser Optional dented version of the condenser can.

Sand Channel Another frequently carried piece of stowage



Weighted Military Pattern Wheels
Set of 5 wheels with detailed sidewalls 4 weighted and one spare to upgrade the Takom kit and designed to take the kit hubcaps.



Weighted Civilian Pattern Wheel
LRDG / SAS Jeeps are often seen with a civilian pattern tyre fitted, this single weighted wheel allows you to replicate this.



Spare Wheels Available with either Military or Civilian pattern tyres to allow you to customise your stowage.

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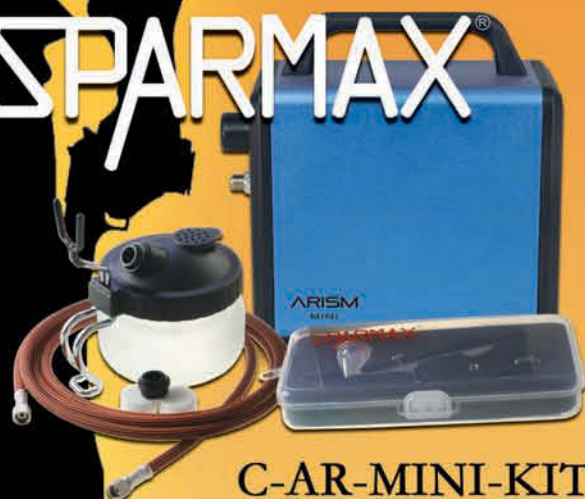
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