

CENTERFOLD! STEVE HUSTAD'S 'SALLY'



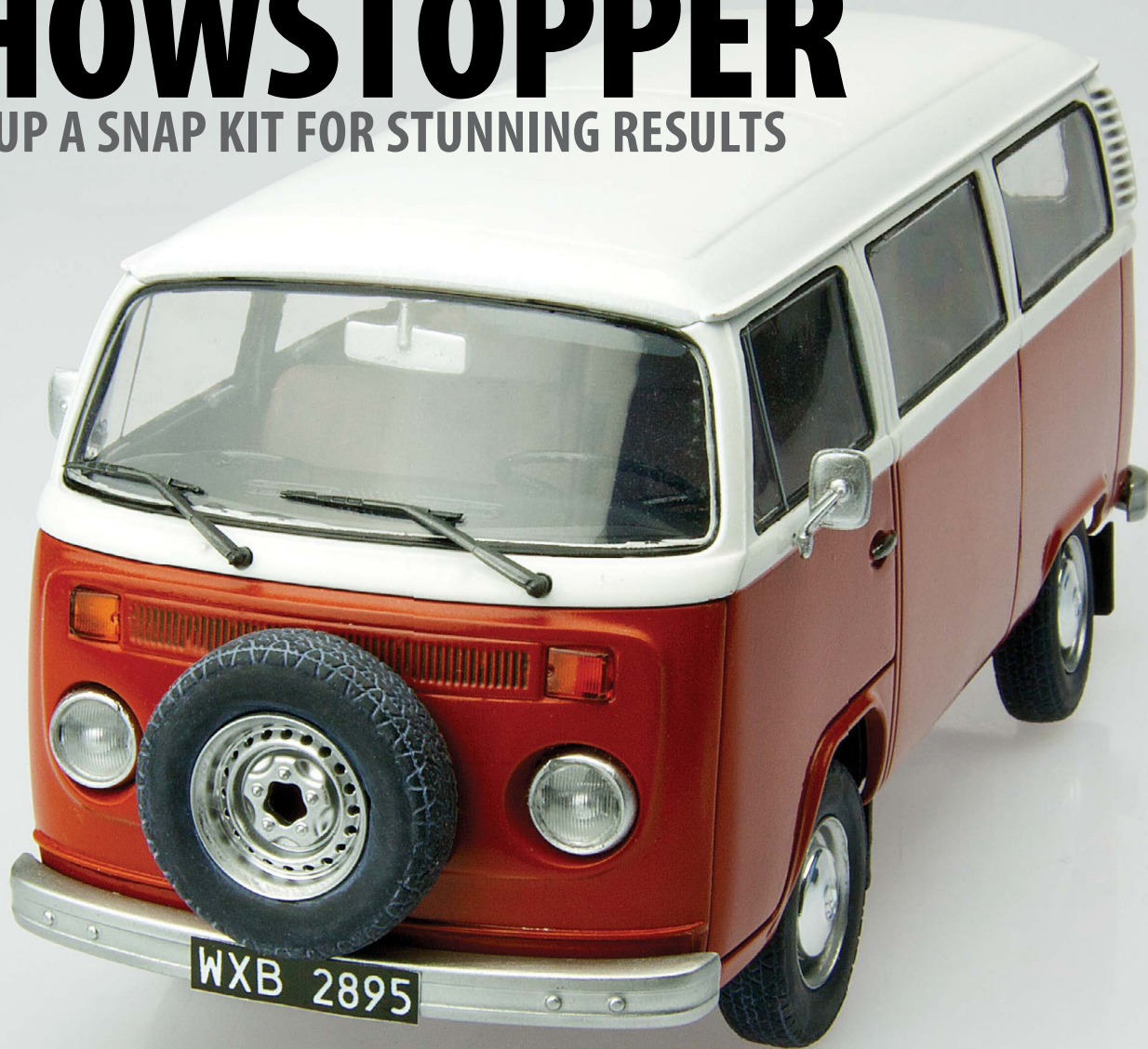
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HOW TO COMPLETE
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DETAIL YOUR WAY
TO STRIKING
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OPEL BLITZ

Kfz.305
Typ A 4x4



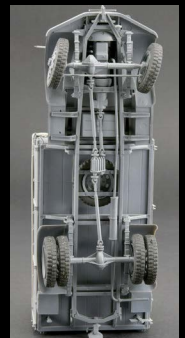
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Imperfect models, perfect projects

Learning is a life-long endeavor. For some, not knowing can appear to be a demerit, a strike that decreases the perception of their value. They aren't "in the know." For others, not knowing is a starting place, a point from which curiosity springs and the beginning of a journey leading from ignorance to enlightenment, from lacking a skill to possessing it, from misunderstanding to comprehension.

Recently, if you're paying attention to the talk of "artificial intelligence," you hear a lot about "reducing friction" and getting around the "grunt work." What you don't hear much about is how that friction and work are actually intrinsic to doing the thing you do well. Remove the time and energy involved in learning and you really haven't learned anything.

Consider scale modeling. Say, instead of using your airbrush to paint your model, you hand your model to someone else who knows how to airbrush and have them paint it for you. Now, you have an airbrushed model, but do you know how to airbrush? Are you better at it than you were before? Do the same with washes or pigments or — my stars! — snipping parts from the tree. Is that

your model or someone else's? More importantly, what have you learned?

Without friction, you'd never have crawled, walked, or ran. Elemental to learning a modeling skill or technique is the experience of doing, no matter how painful or boring. You don't know what part of building or painting or weathering a model will solidify your mastery of a skill or technique. Suddenly, after you've done it enough, you have an intuition, a knowledge that seems almost magical to those who don't have it, and you just do it.

Levels of skill will always exist, but don't let that prevent you from taking your scale modeling journey. (Heck, any journey, really.) When you don't know, be curious and try. Your model will not be flawless, but those imperfect models are your perfect projects. They teach you, sometimes in profound leaps, more often in imperceptible increments. The joy is in the doing, even when your model is frustrating. You'll thank yourself for the work, although it may sound like a grunt.



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▲ **CHRIS PATTERSON**
MANTECA, CALIFORNIA

Chris lived in Missouri when he drove by a rural car yard that inspired him to create a diorama for a local model show in 1/24 scale. The scene didn't win any awards but he said he enjoyed building it.

► **MIKE WARNER**
PENN YAN, NEW YORK

Mike has been an avid modeler of World War I aircraft since childhood, but says somehow the Revell 1/72 scale Sopwith Triplane eluded him until recently. "The rigging (stretched sprue) proved to be particularly challenging," he said. That's fair, considering that compared to its German counterpart (the Fokker Dr.I), the Sopwith's rigging is far more complex.





▲ **STEVEN MITCHELL**
CLERMONT, FLORIDA

Normally an armor builder, Steven tried his hand at the nautical genre with Tamiya's 1/350 scale *USS Fletcher* and Eduard photo-etched metal details, converting the ship into the *USS Leutze* with aftermarket resin parts and scratchbuilding. He also made two bases — one made of wood for the final display and the other from MDF for painting. Steven used a waterline marking tool before masking it with Tamiya 3mm tape. He used Tamiya masking tape for the complex dazzle camo. AK Interactive weathering pencils and black and brown Tamiya Panel Line Accent Colors provided dirt, rust, and salt stains.

◀ **JOHN COOK**
NASHUA, NEW HAMPSHIRE

John used a Revell 1/72 scale *Babylon 5* Eathforce Starfury kit to make his "Cursed Starfury." He re-scribed panel lines and added Green Strawberry thruster vanes, cannons, and cockpit parts. John installed a Madman Lighting Starfury light kit and mounted it on a 3D-printed launch gantry from Thingiverse attached to a homemade acrylic base.

▶ **DOUG WEBB**
SANFORD, FLORIDA

Doug built Eduard's 1/48 F-5E Freedom Tiger limited edition out of the box as VFC-13 *Fighting Saints*, U.S. Navy, NAS Fallon aggressor squadron. He coated the plane with AK Interactive Real Colors paints and Flory washes. Doug said, "The kit was a joy to build, the fit was great, and I love the paint scheme."



EXCLUSIVE CONTENT AT FINESCALE.COM



Mad City Modelers contest photo gallery

Modelers from Illinois, Minnesota, Indiana, Iowa, Michigan, and beyond made their way to Monona Terrace in Madison, Wis., for the Mad City Modelers annual contest. Quickly becoming one of the preeminent model shows in the Midwest, the contest saw 685 models on the contest tables. *FSM* was on hand to take photos of as many spectacular models as we could. Visit [FineScale.com/show-galleries](https://www.finescale.com/show-galleries) and enjoy!



FineScale Modeler Weekly is back!

If you haven't been paying attention, we've been rolling through the latest season of *FineScale Modeler Weekly*. Don't miss opening and looking inside the latest kits, discovering (or rediscovering) tools and techniques for use at your workbench, and hanging out with the *FSM* staff as they discuss what scale-modeling news has them buzzing. Join us at [FineScale.com/videos](https://www.finescale.com/videos) for all the latest *FSMW* fun!



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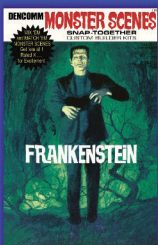
Luke Skywalker's Landspeeder



USS Enterprise 1:350 scale and lighting kit



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Compiled by Monica Freitag

AIRCRAFT

1/48 SCALE



Churchill's Flying Suitcase No. 48354

\$139.99 from ICM.

Focke-Wulf Fw 190D-9 Early Prod. JG 54

Grünherz basic kit No. 48035 \$TBA from MiniArt.

Focke-Wulf Fw 190D-9 Mimetal Prod. advanced kit No. 48048 \$TBA from MiniArt.

Junkers F13. Mid Prod. Military Service

No. 48011 \$TBA from MiniArt.

PZL M18B Dromader Polish crop duster (2 seater) No. 48002 \$85.99 from IBG Models.

PZL M18B Dromader Firefighter aircraft in Greek service No. 48004 \$85.99 from IBG Models.

P-47D-22RE Thunderbolt French Service basic kit No. 48047 \$TBA from MiniArt.

Do 217M-1 WWII RAF bomber No. 48276 \$128 from ICM.

Airfield of the American bomber group No. 48327 \$TBA from ICM.

P-47M Thunderbolt dorsal fin basic kit No. 48060 \$58 from MiniArt.

1/72 SCALE

Focke-Wulf Fw 190D-9 Jagdgeschwader 301 No. 72543 \$40.99 from IBG Models.



Sikorsky CH-54A Tarhe US Heavy Helicopter No. 72001 \$156.99 from ICM.

Mirage F.1CT No. SH72357 \$37 from Special Hobby.

CAC Boomerang Mk.I/II No. SH72539 \$35 from Special Hobby.



Military vehicles of the Armed Forces of Ukraine

DH.98 Mosquito NF Mk.XV No. SH72544 \$TBA from Special Hobby.



Supermarine Spitfire Mk.Vb Northwest Europe 1941-44 No. 72591 \$106.99 from IBG Models.

1/144 SCALE

MiG-21PF Fishbed No. 12664 \$12.50 from Academy/Model Rectifier Corp.

Rafale M No. 12655 \$14 from Academy/Model Rectifier Corp.

ARMOR

1/35 SCALE

German 7.5cm antitank gun PaK 40 Mid Prod. with artillery crew special edition No. 53010 \$TBA from MiniArt.

Dingo Mk.III scout car with crew No. 53088 \$TBA from MiniArt.

SdKfz 234/3 Schwerer Panzerspähwagen Stummel late No. 53046 \$TBA from MiniArt.

Kfz 2 German radio car Type 170VK No.

35488 \$50 from MiniArt.

Kfz 305 Opel Blitz Typ A 4x4 No. 556760 \$56.99 from Italeri/Model Rectifier Corp.

PzKpfw III Ausf M No. 84560 \$98.99 from HobbyBoss/Model Rectifier Corp.

British MBT Challenger 1 (MK3) No. 709611 \$89.99 from Trumpeter/Model Rectifier Corp.

Kfz.1 German Troop Carrier Type 170VK with canvas No. 53003 \$TBA from MiniArt.

1/72 SCALE

Military vehicles of the Armed Forces of Ukraine (SPz Marder 1A3, URAL-4320, BM-21 Grad) No. DS7205 \$51.99 from ICM.



Leopard 1A5 German Army main battle tank No. 13433 \$18 from Academy/Model Rectifier Corp.

AUTOS

1/35 SCALE

Doctors Coupe 1918 Model T No. 35830 \$51.99 from ICM.

FIGURES

1/24 SCALE



Gangsters No. 24054 \$23.99 from ICM.

1/35 SCALE



German tank crew winter uniforms No. 35249 \$17 from MiniArt.

Panzergrenadiers Set 2 No. 35484 \$19 from MiniArt.

1/48 SCALE

Los, los, los, attack! No. 35723 \$37.99 from ICM.

German & Romanian pilots with ground staff No. 49024 \$19 from MiniArt.

AIRCRAFT DETAIL SETS

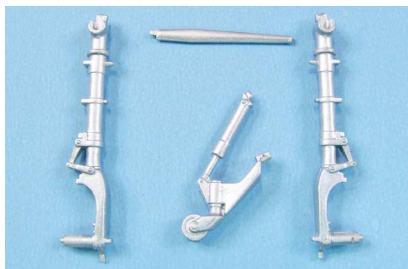
1/32 SCALE



Bf 109G-4/6/10/14 landing gear for Hasegawa No. 32194 \$22.95 from Scale Aircraft Conversions.

Bf 109F-2/4 G-2 landing gear for Hasegawa No. 32195 \$22.95 from Scale Aircraft Conversions.

1/48 SCALE



A6M5/5a Zero landing gear for FineMolds No. 48489 \$16.95 from Scale Aircraft Conversions.

Fairey Barracuda landing gear and wing fold support for Trumpeter No. 48486 \$21.95 from Scale Aircraft Conversions.

A-12 Avenger II USN/USAF landing gear for Model Collect No. 48487 \$34.95 from Scale Aircraft Conversions.

MiG-21F-13 landing gear for Eduard No. 48488 \$21.95 from Scale Aircraft Conversions.

Jaguar GR.I/IA landing gear for Airfix No. 48484 \$17.99 from Scale Aircraft Conversions.

Ki-43 II-III Oscar landing gear for FineMolds No. 48485 \$17.95 from Scale Aircraft Conversions.

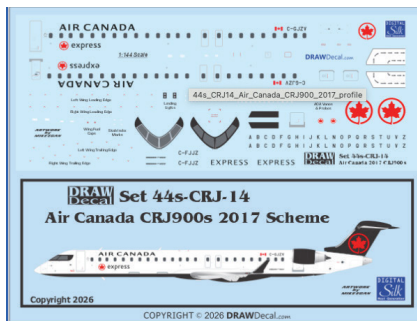
1/72 SCALE

Spitfire Mk.Vb 1941-43 early windscreen external bullet proof panel No. 80001 \$TBA from IBG Models.

Spitfire Mk.Vb 1941-43 later windscreen integrated bullet proof panel No. 80002 \$TBA from IBG Models.

AIRCRAFT DECAL SETS

1/72 SCALE



Air Canada 2017 Scheme CRJ900 No. CRJ-14 \$33; also available in 1/144 \$13.50 from Draw Decal.

Northwest Orient Cargo 707-351C No. 707-04C \$44; also available in 1/144 \$13.50 from Draw Decal.

U.S. Navy VRM-40 CMV-22B No. V22-03 \$13.50; also available in 1/48 \$17.50 and 1/144 \$9 from Draw Decal.

Kalitta Air 777-300ERSF No. 777-100 \$88; also available in 1/144 \$22 from Draw Decal.

Korean Air DC-10-30 No. DC10-23 \$44; also available in 1/144 \$15.50 from Draw Decal.

PAINTS



Gangsters acrylic paints set for No. 3098 \$TBA from ICM.

WWII French infantry acrylic paint set No. 3091 \$TBA from ICM.

MISCELLANEOUS

1/35 SCALE

Industrial tractor standard N Mod.

1936/38 No. 38102 \$TBA from MiniArt.

German Field Communications Point No. 53002 \$TBA from MiniArt.

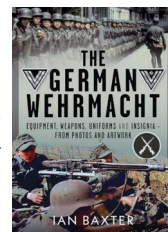
Werkstattkraftwagen Auf RSO/01 No. 35491 \$68 from MiniArt.

U.S. Bulldozer special edition No. 38115 \$71 from MiniArt.

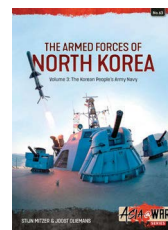
G-518 US 1-ton cargo trailer with canvas "Ben Hur" No. 35443 \$28 from MiniArt.

BOOKS

The German Wehrmacht, \$49.95 by Ian Baxter, 224 pages, hard cover, 43 color illustrations, 253 monochrome illustrations ISBN 978-1-03613-4-778; digital download ISBN 978-1-03613-4-785 \$29.99 from Pen & Sword/Casemate Publishers.



Armed Forces of North Korea Volume 3, \$29.95 by Stijn Mitzer, 80 pages, soft cover, 115 color photos, 27 color profiles, 10 B/W photos, 2 color maps ISBN 978-1-80672-218-1 from Helion & Company/Casemate Publishers.



Take the bus

Build a fantastic model from a simple kit

BY RAFAŁ LEBIODA



After Revell released its 1/24 scale Volkswagen T2 Bus (No. 07667), it was only a matter of time before one found its way into my workshop. An Easy-Click System kit, you're supposed to be able to build it without glue, which makes it accessible to novice modelers. With 109 parts, it's not a complicated kit. Taking the parts out of the box, I thought the T2 was well designed and offered plenty of detail, especially for what I wanted to do.

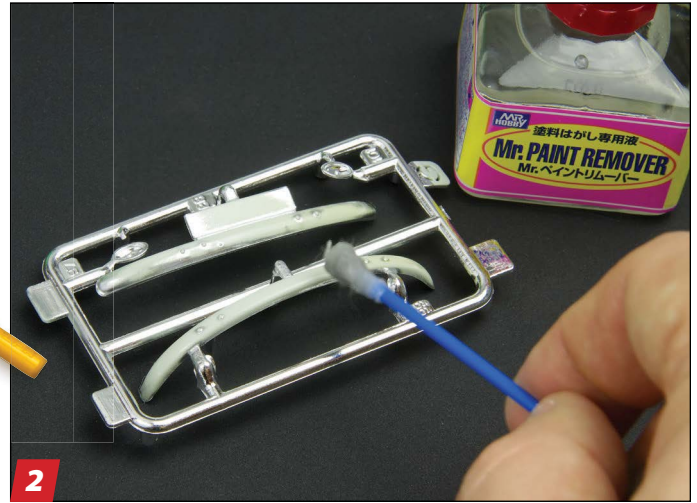
What was that, exactly? The character Waldemar "Nowy" Morawiec drives a T2 in the movie *Psy 2*, directed by Władysław Pasikowski.

I wanted to model that specific bus. Now that the Revell kit was in my hands, I had exactly what I needed to add the movie car to my collection. Could I turn this simplified kit into something other modelers would expect to come from a more complicated kit? I thought so.

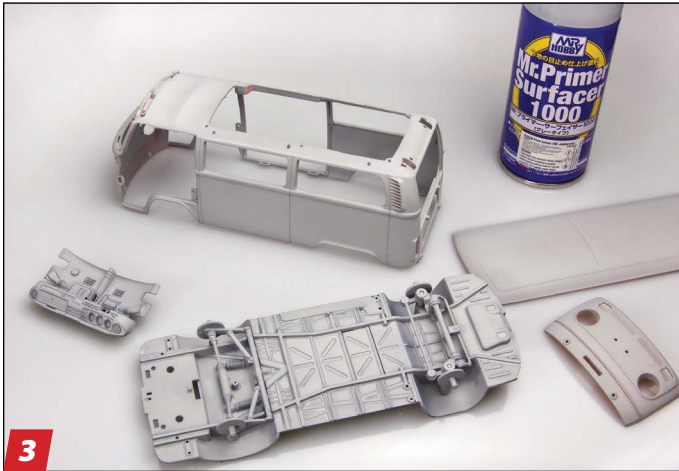
The microbus in the movie was a little worse for wear, though, and I didn't want a worn-out T2 on my shelf, but a car in its heyday — from the time before Morawiec owned it. That meant a nice, clean finish and just a touch of weathering with a smidge of detail work. That sounded just fine by me.



1 Probably not as unusual as it once was, I snip all the parts off the sprue before building. I know, I know. "How do you remember which parts go where and what number they are in the instructions?" I just do. After removing them from the parts trees, I wash the parts in warm water and dish detergent, rinse, and let them dry. Then I clean up any flash or mold lines with sanding sticks and a hobby knife.



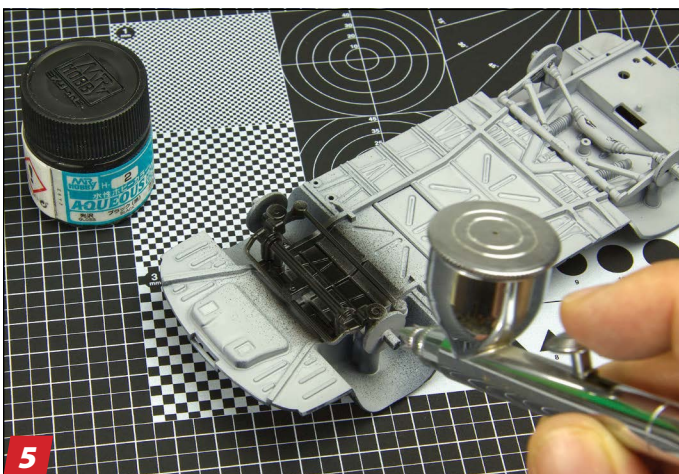
2 To remove the factory chrome on the bumpers, I swabbed them with Mr. Paint Remover. The chrome came off readily, and then I lightly sanded the parts to prep them for black primer.



3 I sprayed the body parts and chassis Mr. Primer Surfacer 1000. I make sure to start spraying off the model and layer the primer on in even strokes. The key is to paint in thin layers, avoiding runs. Two complete coats typically does it for me. I also find it helpful to use a rotating paint stand like those you can purchase from Tamiya or Mr. Hobby.



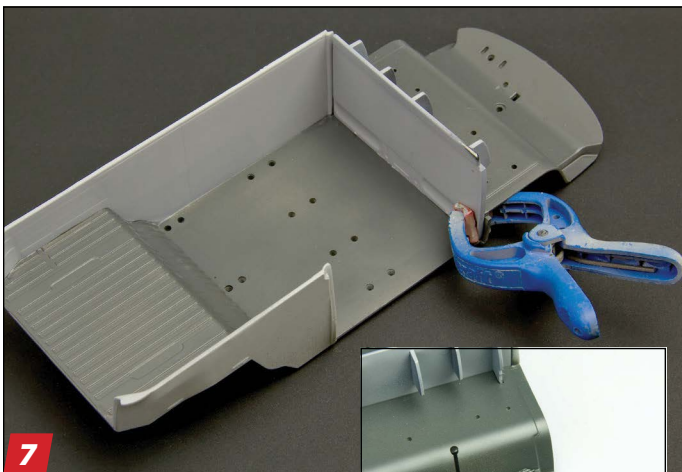
4 I use the same spraying process for smaller parts, too. Painting clips with sticks and a base have become essential for me. Convenient for holding and positioning parts, they also keep parts out of the way while drying.



5 After priming, I painted the chassis panel black on the roadside and Mr. Hobby RLM 66 Black Gray (No. H416) for the carpeted floor.

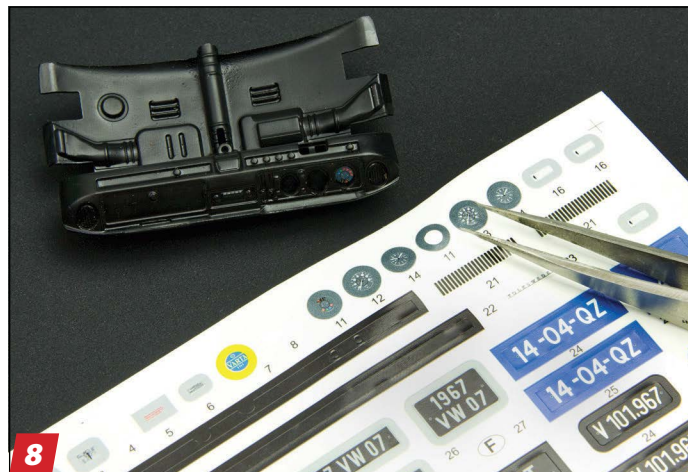


6 Because I was working on the interior and wanted to save a little time later on, I also painted the inside of the microbus body black gray. This would provide shadows for any spots I might miss and would act as an accent color for the rest of the interior.



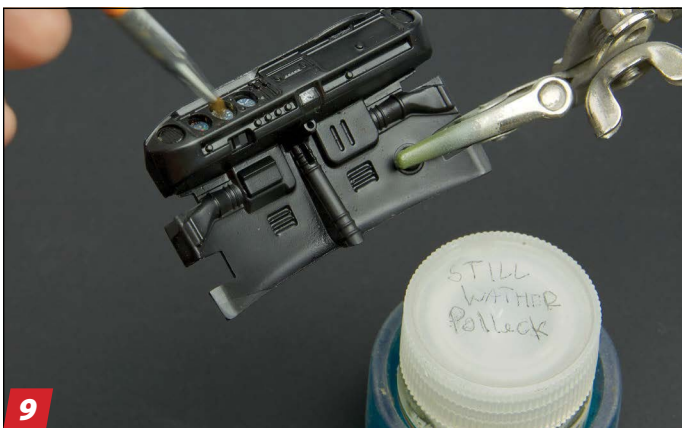
7

I painted the components for the interior Mr. Hobby Gray (No. H305) and then began assembling it. Rubber floor mats were made from a bicycle tire repair kit.



8

The dash received a coat of flat black and then I applied the sticker gauges to the instrument clusters. Remember, Revell developed this kit to be beginner friendly, so it included stickers instead of water-slide decals. Not my first choice, but they did the job.



9

Various ways exist for creating believable "glass" for gauges on instrument panels. After all the dials were applied, I flowed Vallejo Still Water (No. 26.230) into the depressions and set the dash aside, level, to allow the clear resin to dry.



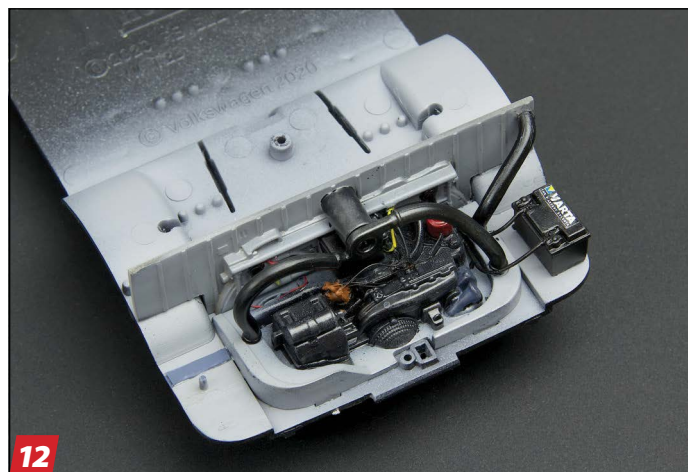
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Lastly, I masked the upper portion of the dash and airbrushed the lower area with the vent and firewall gray to match the rest of the interior.



11

The kit engine is molded as a single piece. A lot of it wouldn't be seen after the body was on, but the rear hood was separate, so it warranted some detailing. Following references, I added wiring and plumbing with fine copper wire affixed with superglue into fine holes drilled with a pin vise and micro bit. Acrylic paints helped pick out various engine details.



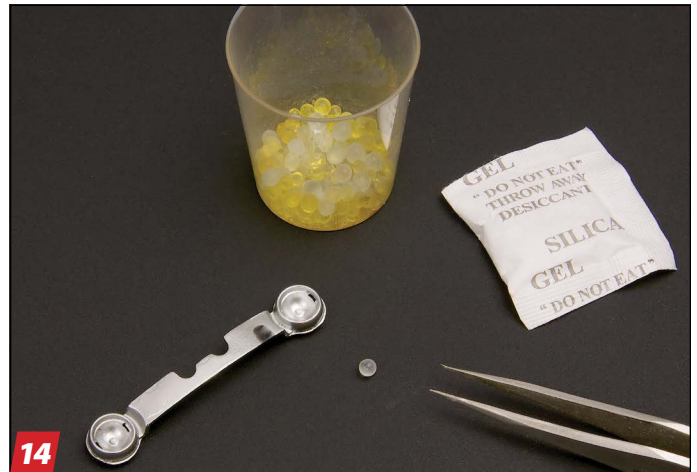
12

A wash of dark brown artist oil paint helped tone down some of the brighter colors and unify the overall appearance of the engine. While not a dirty mess, it does look like it's being used. Once inside the body, with the hatch open, it will look the part.



13

The exhaust system needed some work. I trimmed the end of the tailpipe and replaced it with a short length of 4mm-diameter brass tube. After priming and painting it black I applied rust-colored CMK pigments to imitate corrosion. The pigments are stippled on in layers, dark to light, setting each layer with mineral spirits.



14

An easy way to improve headlights is to place a bulb in the bucket. For the T2, I prepped the part with black primer and followed with Mr. Hobby Super Chrome Silver 2 (No. SM206). I cut open a package of moisture absorbing granules used for shipping and found two "bulbs" of the same size.



15

After supergluing the headlight bulbs in place, I airbrushed the part Super Chrome Silver 2 again and then brush painted the bulbs white. They'll look good behind the clear plastic lenses.



16

Even the best kit tires need prepping before use. I removed flash from the T2's tires with medium- and fine-grit sanding sticks and a sharp hobby knife. After finishing the cleanup, I washed the tires in warm water with liquid dish soap and set them aside to dry.



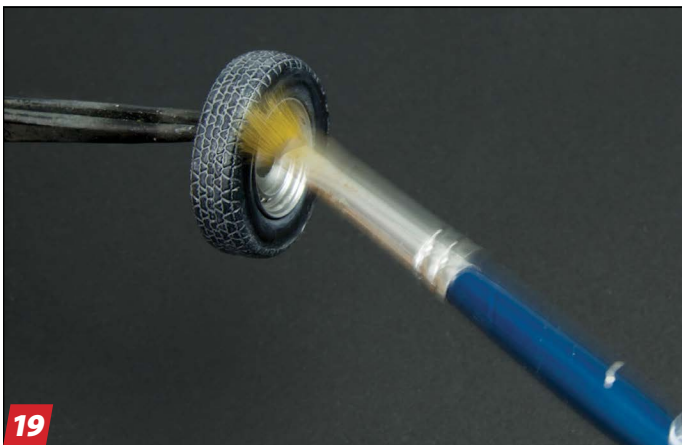
17

After priming the wheel parts Mr. Finishing Surfacer 1500 Black, I airbrushed them Mr. Color Super Fine Silver 2 (No. SM201) diluted a bit with Mr. Color Leveling Thinner. After the paint dried, I polished the parts with a soft cloth to bring up the shine.



18

I wanted the tires to look like they'd been driven on and a bit faded, but not excessively dirty. For this, I settled on mixing lamp black and zinc white artist oils for a light gray color.



19

After brushing the gray oil paint over each tire, I let it dry for 15 minutes before wiping off the excess with cotton swabs and a paint brush damp with mineral spirits. When I was satisfied with their appearance, I airbrushed the wheels with flat clear and set them aside until final assembly.



20

Of course, a lot of cleanup had been performed before I initially primed the parts (filling ejector-pin marks, removing flash, filling sink marks, etc.). But priming always brings out imperfections that you miss. I sanded those with fine-grit sanding sticks and then reapplied primer where needed.



21

I airbrushed the main body and all the doors Mr. Finishing Surfer 1500 White. After it dried, I masked the upper portion of the parts in preparation for the red to come. I painted the various body parts separately for better control and convenience.



22

For the red part of this two-tone scheme, I first airbrushed an undercoat of Mr. Hobby Brown (No. H7). This helped the final color be rich and vibrant. I then mixed the brown with Mr. Hobby Red Madder (No. H86), 2:1 brown to red, for the final color and topped the undercoat.



23

After the paint was dry, I airbrushed Mr. Color Super Clear (No. GX100) thinned with Mr. Color Leveling Thinner over all the body parts. Thin coats are the ticket to avoid any runs or build up.



24

The body parts were left to dry for more than 24 hours, after which I went over the gloss finish with 6000- and 8000-grit sandpaper. This polishing smoothed out any orange-peel effect and knocked down other rough areas that may have appeared. Remember, you're polishing the clear coat, not trying to sand into the paint underneath.



25 After cleaning all the parts with a soft cloth, I applied one more coat of Super Clear and let it dry completely. But I wasn't done with the gloss finish yet.



26 With a soft cloth and Tamiya Polishing Compound (No. 87069), I polished all of the body parts. This process creates an extremely smooth surface that resembles the paint on a new or well-maintained car. Just gentle, circular motions is all you need, and take your time. There's no rush. Just polish and relax.



27 Now that painting and polishing was complete, I assembled the rest of the V-dub microbus. I used superglue to attach the bumpers and Revell Contacta transparent part glue for the windows, headlights, and other clear pieces.



28 I mixed Mr. Hobby Weathering Paste Mud Brown (No. WP01) and Mud Yellow (No. WP04) and applied it with a brush to the undercarriage. Excess cleaned up easily with mineral spirits and cotton swabs. All of the handles, mirrors, and small parts were attached with superglue or Contacta, and the final step was to attach the wheels.



Final Thoughts

For me, my Volkswagen T2 turned out wonderfully. A simple kit is a great way to take a break from the more demanding projects on your workbench or if you need a breather between kits. What's more, the model you end up with doesn't have to feel like a one off or something that you're not as proud of. Put the same care into your finishing techniques, add a wire here or there, augment the tip of the exhaust, and before you know it there's a model that any of your friends are going to find as extraordinary as the others in your collection. **FSM**

HOW TO SPOT REPAIR PAINT

Repair lacquer even after spraying the clear coat

BY MARK JONES

A Tamiya 1/24 scale Aston Martin DBS had been in my stash for a few years, and I wanted to build it, but I couldn't decide on an exterior color. Green, black, and silver didn't inspire me. But Tamiya Mica Red (No. LP-42)? It looked close to the Fire Red Pearl Aston Martin offered in 2007. The color stuck with me and eventually I gave in and started the project.

The kit was molded in metallic black, so I sprayed a base of Tamiya Bare Metal Silver (No. AS-12) as a barrier. The Mica Red, I was sure, would gloss up as nicely as some of the other LP colors, but it didn't dry with the wet look that I wanted. Tamiya Clear Gloss (No. LP-9) fixed that aspect. All was going well until I noticed a flaw I thought would be simple to fix, but it turned out to be a little deeper than that.

▼ This Tamiya 1/24 scale Aston Martin DBS body came out great with a base color of Tamiya Mica Red and a couple coats of Clear Gloss. However, a small sag in the clear (near the bottom of the rear fender) pulled the metallic in the red, so a blemish was visible. Since it was under the clear, it couldn't be covered up. Here's how Mark Jones fixed it.





1 I used a Paasche VL airbrush with a No. 1 cone and needle. Thin the Tamiya lacquer approximately 1:1 with Tamiya Lacquer Thinner to start. The clear will get reduced a little more during the final coats.



2 Mask off the surrounding areas with thin, low-tack tape. Build up just enough color to hide the blemish. Here, I applied three light coats, each one a little higher than the last, and allowed each to dry for a couple of minutes to allow me to blend the color.



3 Let the final coat dry for 30 minutes before building the clear, thinned 1:1, each coat extending a little higher just like with the color coat. I let each coat of clear flash off for five minutes before airbrushing the following coat.



4 Then I reduced the gloss clear to about 3:7 paint to thinner and applied another three light coats to cover all of the clear, blending the edges into the surrounding areas. Be careful to not put so much on that it creates a run. The area over the repair has a nice gloss, but as the clear blend moves rearward it is not quite as wet looking. This is the goal.



5 Tamiya lacquers are forgiving, and edges blended nicely even without any polishing. Some might be satisfied at this stage. However, since I already polished the rest of the body, I wanted this section to match.



6 After letting the paint dry for a week, I was ready to polish. The longer you wait for the paint to dry, the easier this step will be. I used a set of polishing cloths ranging from 3,200 to 12,000 microns, wet-sanding the area for about a minute with each cloth. Remember, you're polishing, not trying to eat through into the plastic underneath.



7 Once the area had a uniform sheen, it's time for some polishing compound. I turned to Tamiya Polishing Compound Fine (No. 87069). Simply rub the paste into the affected area with a soft cloth until it disappears. Now the repaired panel matches the sheen of the rest of the body.



8 Lastly, I used a soft toothbrush under some running water to get the errant polishing compound out of the panel lines. Then I did a final wipe-down and buff over the entire body with Meguiar's Ultimate Quik Wax for a deeper and consistent shine. **FSM**



Upgrade a Revell EasyKit with 3D-printed parts, weathering, and a scratchbuilt base

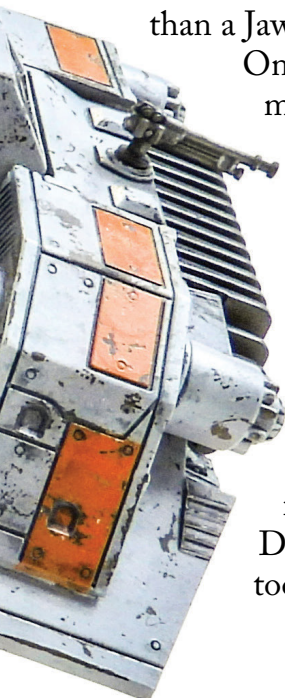
BY GRANT DALZELL

The Revell 1/52 scale EasyKit *Star Wars* Snowspeeder (No. 03604) hit in 2008 with the rush of products in the run up to *The Clone Wars* movie debut. It's a popular subject, making it an otherwise peculiar choice to roll out that year as a new tool.

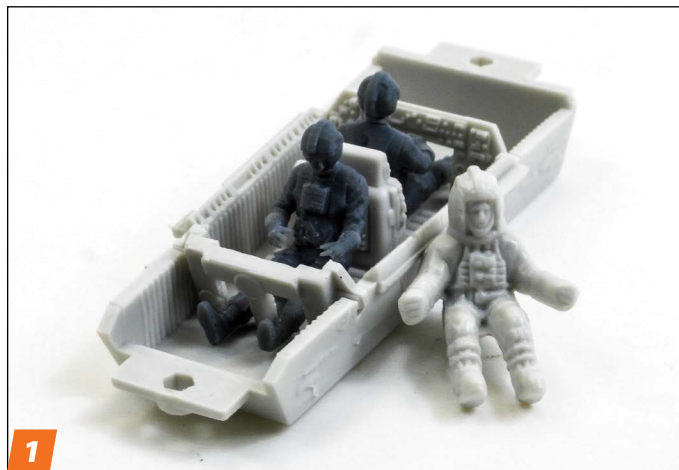
Unfortunately, being a simple kit with only 23 parts, it wasn't going to win accolades on the detail side of things, coming up shorter than a Jawa.

On the plus side, it was an easy model to assemble, and I'm not above looking for a Jedi in the rough. Some creative application of modeling know-how and this little kit had real potential. A base would go a long way to improving it, too, and I hit on posing the snowspeeder in flight.

Remembering what negative emotions lead to the Dark Side, I gathered my wits and tools and set to work.

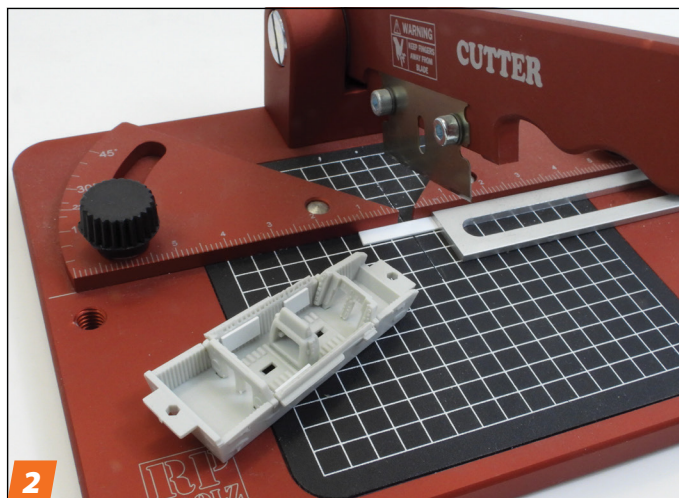


MOST SIVIVE



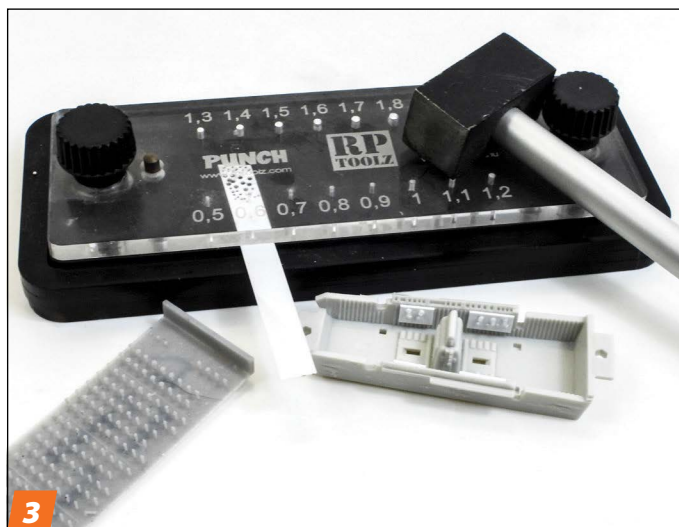
1

First, the kit pilot and tail gunner had to go. This guy apparently spent some time in the Sarlacc. Anyway, I 3D-printed suitable and far superior replacements from STL files I found online at Cults3D.



2

The cockpit was a sorry affair. I cut additional instrument panels from styrene strip and cemented them to the side walls.



3

For buttons, scopes, and the other sorts of textures you'd find in a *Star Wars* cockpit, I made variously sized discs from thin styrene sheet and a punch-and-die set. For switches and knobs, I turned to ANYZ 3D-printed 1/48 scale World War II Knobs (No. AND019).



4

Having had enough of detail work, I started on the base. I'd cut an expanded polystyrene (EPS) block to shape — more vertical than horizontal. I found tree bark that would look like stone when painted, and acrylic filler would begin the groundwork.



5

I ended up cutting the foam into blocks, stacking and roughing them into a cylindrical shape. The acrylic filler daubed and worked with a brush held the foam together and created a rough, rocky texture. I broke the bark into pieces and added them to the base.



6

Black primer from the spray can worked well, but I needed to be careful to make sure the foam underneath was completely covered. Solvent-based spray paints will melt Styrofoam. Airbrushing acrylic primer would have been safer.



7

The base was well underway, so I went back to the snowspeeder. Carefully, I used two different scribes pulled along Dymo or pinstripe tape to deepen the speeder's soft panel lines and add missing ones. It's important to work slowly for this process, because you can easily pull the scribe out of the line and mar the surrounding plastic.



8

I painted the instrument panels flat black, dry-brushed them with AK Interactive (AK) Natural Metal (No. AK11210), and picked out the buttons with Yellow, Red, and White Posca PC-1MR acrylic paint markers.



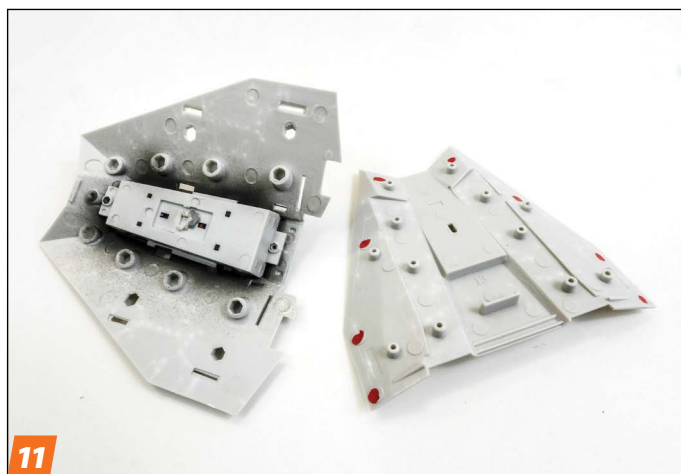
9

I brush-painted the crew, mixing AK Deep Red (No. AK11088) and Volcanic Yellow (No. AK11042) for the Rebel pilot orange. Gray Blue (No. AK11002), Off White (No. AK11426), and Black (No. AK11029) rounded them out. The canopy will obscure some aspects of the improved cockpit and figures, but the overall effect will heighten the model's visual appeal.



10

Revell engineered the snowspeeder to press-fit together. The cockpit fit into the top half of the fuselage from the bottom. Prior to fitting it, I airbrushed the front and rear cockpit shrouds and lightly dry-brushed them with AK Natural Steel (No. AK11210). Already it's looking better.



11

Ejector-pin marks would be visible on portions of the lower fuselage and in some cases affected the fit (marked in red). I shaved them flat with the back of a hobby blade and a medium-grit sanding stick.



12

The engine grille and flaps received a coat of Tamiya Dark Iron (No. LP-54) before being fitted to the snowspeeder's back end.



13

I cut my own masks for the canopy from Tamiya masking tape. Just place a small piece, burnish it down along the edge of the pane, and then cut with a sharp No. 11 hobby blade. The canopy itself didn't fit the best and needed a bit of convincing to seat properly.



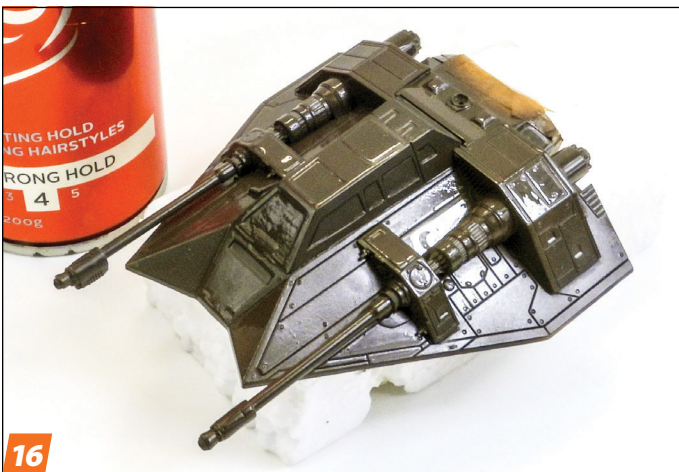
14

A simple upgrade to just about any scale model, whether it's a replica of a real or fictitious subject, is to drill the ends of gun barrels. In this case, I ground out the end of the snowspeeder laser cannons with a sharp, pointed diamond burr chucked in a rotary tool. You can also use a micro-drill bit and pin vise for the same effect.



15

I planned to use the hairspray technique to chip the snowspeeder's paint, so I masked the engine in back and primed with Mr. Mahogany Surfacer 1000 thinned with Mr. Leveling Thinner 70:30 thinner to primer.



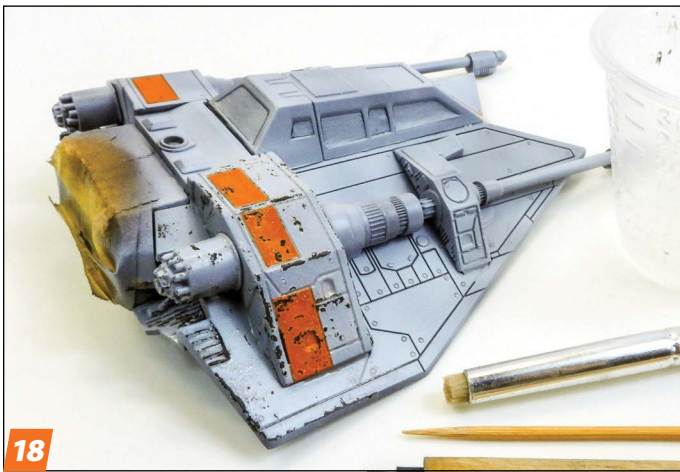
16

After the primer had thoroughly dried, I applied a liberal coat of aerosol hairspray (only a Sith lord would try to use mousse!) all over the model and waited for it to dry. It only took about 15 minutes.



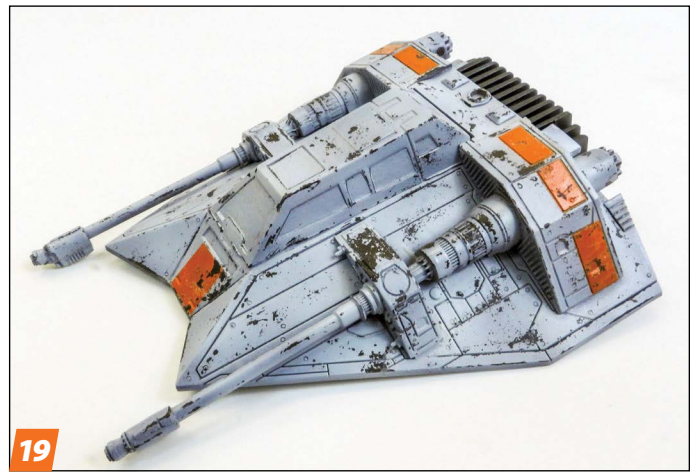
17

Mr. Hobby Light Gray (No. H-338) went over the hairspray. When it was dry to the touch, I masked the areas where the kit's decals would have gone. Those places were airbrushed a custom mix of Mr. Hobby Orange (No. H-14) and a touch of Mr. Color Fluorescent Orange (No. C-173).



18

Don't wait too long before starting the chipping process because the longer the paint dries, the harder it is to reactivate the hairspray. Second, use acrylic paints because it won't work with enamels or lacquers. I used water, a toothpick, and a couple of stiff brushes.



19

Before long, I had a snowspeeder that had seen plenty of dings and been banged up pretty good flying around Hoth's frozen surface. Speaking of frozen surfaces, I'd been neglecting the model's base.



20

I imagined a rocky promontory and airbrushed the base AK Rock Gray (No. AK11007). To add spots of color, I dabbed AK Graphite (No. AK11019), No. 8 Earth Red (No. AK11338), Portland Stone (No. AK11378), and Dark Blue (No. AK11022) onto the surface with a sponge.



21

Even on Hoth, I figured there had to be some sort of hardy plant life. Maybe lichens or something tenacious difficult to eradicate. I sourced STL files from MyMiniFactory.com, resized them, and made them on my 3D printer.



22

To make painting easier, I glued the resin plants to a scrap strip of balsa wood. For the color, I chose AK Imperial Blue (No. AK11180), Archaic Turquoise (No. AK11172), and Scarlet Red (No. AK11087), all three bright and a good contrast to the drab snowspeeder and rock colors. And remember, it's sci-fi, so anything goes!



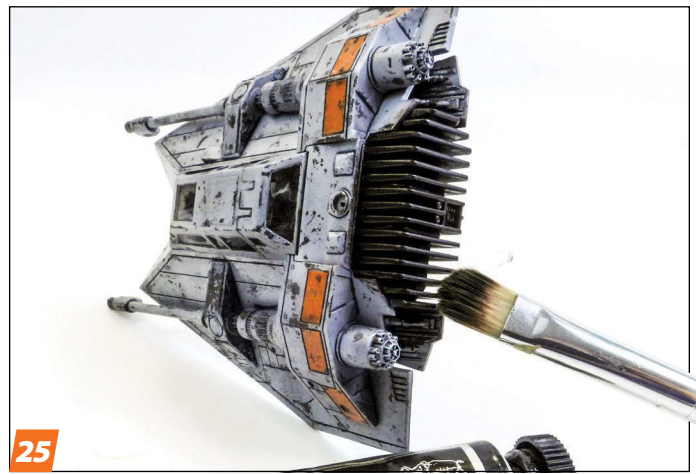
23

A gloss coat of Mr. Color Super Clear III (No. GX-100) thinned with Mr. Leveling thinner was applied to the model next. To pop the snowspeeder's panel lines and raised details, I applied AK Neutral Gray Wash (No. AK677) with a fine-tipped brush. Using a clean brush, Abteilung Odourless thinner was used to clean up the wash.



24

I wet the snowspeeder's underside with water and a brush, and then applied AK Smoke (No. AK10003) and Dirty White (No. AK10005) Weathering Pencils. With the color on the model, I stippled them with a paintbrush to create a dirtier surface.



25

The final touch for the snowspeeder was to apply Abteilung 502 Smoke (No. ABT005) oil paint to the engine grille and blend it into the previous paint with a soft, round brush for a grimy appearance.



26

I glued tufts of static grass and natural vines to the base — dead-looking, of course. Then I added the 3D-printed plants I'd painted earlier.



27

Lastly, I applied AK Terrains Snow (No. 8011) to select areas on the base. While the snow was still wet, I sprinkled AK Snow Microballoons (No. 8010) on those areas for a sparkly texture.



28

To mount the speeder I used 4mm round clear acrylic rod cut to length. I drilled holes in the model and base, supergluing the rod to the speeder, and using white glue with the base.

FINAL THOUGHTS

THE SNOWSPEEDER WAS

AIRBRUSHED Mr. Color Flat Clear No. 182) before mounting it on the base to dull it down, making it look more worn.

I really enjoyed this build because, in no small part, science-fiction (or science fantasy in this case) models really are limited only by your imagination.

This is not the best snowspeeder kit around, but don't let something like that put you off from building a model. Your modeling skills might be tested, and you might even come up against challenges you've never had to solve before. But you can overcome those with a little effort. The payoff is a model that is more yours than the kit manufacturer's, and unique to you. **FSM**



PLASTIC UNDERCOVER

By Jeff Bloomhuff

MIKE BLASKOVISH MERCER, PENNSYLVANIA

Prompted by a club build theme, Mike cranked out AMT's 1/25 scale Ford C-600 stake-bed truck with showroom shine. Dupli-Color and Rust-Oleum paints provided the pop, while wood-grained washi tape and Bare-Metal Foil were applied to the bed. Mike was proudest of the two-tone paint scheme and the scratchbuilt headache rack.





◀ **NATHAN KESKE**
RICHFIELD, OHIO

Youth builder Nathan moonlights as a tractor-pull photographer, which fuels his desire to build accurate pullers in scale. His Ford Super Modified 2WD pulling truck dubbed *Screamin Demon*, features a scratchbuilt frame and body made from sheet styrene.



◀ **KEVIN CECIL**
BURLINGTON, NORTH CAROLINA

Seeing the real car race at the 24 Hours at Daytona pushed Kevin to build this impressive Tamiya 1/24 scale Mercedes AMG GT3. He dressed the model in Zero Paints colors and Wynn's livery from SK Decals. It marks Kevin's first time applying carbon-fiber decals.



◀ **DON WOODWARD**
NORTH CANTON, OHIO

College football tailgating provides an interesting segment of car culture often combining utilitarianism, team color coordination, and one-upping your fellow fanatics. Don designed and printed his own decals for this 1/25 scale Ford Buckeye Bronco and 3D-printed trailer he designed. He stuffed a Ford engine into the curbside AMT kit. What's inside the trailer is still under review by the officials.

By Timothy Kidwell and Kendra Bell

**JOHN TOKAREWICH
BARTLETT, ILLINOIS**

The L'Arsenal 1/350 scale USS *Conyngham* sailed in with John, who scratchbuilt its refueling stations and added 3D-printed navigation lights. Scale Colors and Vallejo acrylics decorate the ship, which was in turn weathered with artist oils.



**VLADO JOVIC
GREENFIELD, WISCONSIN**

Vlado's Trumpeter 1/48 scale F-106 Delta Dart features an aftermarket ejection seat, missiles, wheels, nozzle, and decals. He finished the jet with AK Interactive Real Colors lacquers.



WILLIAM KIRCHMAYER
FORT ATKINSON, WISCONSIN

William combined a Great Wall Hobby 1/35 scale sWS halftrack, Tamiya Flakvierling 38, and Italeri trailer to model a mobile anti-aircraft gun. He scratchbuilt the gun mount, added Eduard photo-etched metal details to the Flakvierling, and painted with Vallejo acrylics.



▲ SERGIO BARRIENTOS
KENOSHA, WISCONSIN

Sergio primed his Bandai Master Grade Super Deformed Wing Gundam Zero gray, pre-shaded with Tamiya Sea Blue, and layered on shades of Vallejo blue acrylic paint. SMS Mecha Orange adds a blast of color, and Splash Paints Burnt Iron worked for the bare metal. Delphi decals completed the look.



▲ SCOTT PRIMEAU
HARRIS, MINNESOTA

Scott painted a Young Miniatures bust of Richard Winters from the *Band of Brothers* episode "Day of Days." He employed Vallejo and AK Interactive 3G acrylics. The grass came from various companies, and Scott sculpted the tree.

By Tim Kidwell

Let's call it "Sally"

Steve Hustad's 1/72 scale Mitsubishi Ki-21-Ib, code name "Sally," replicates an aircraft from the Japanese 25th Air Brigade Headquarters Flight at Obihiro airfield in Hokkaido, February 1943. Famously, General Douglas MacArthur complained that the initial name used for the Ki-21, "Jane," was the same as his wife's name, prompting a quick change to an acceptable designation. For his "Sally," Steve started with an ICM kit (No. 72203) and the accurizing began.

The cockpit and the interior beneath the dorsal "greenhouse" were mostly scratchbuilt with the kit parts serving as a base. Styrene strip, sheet, rod, and photo-etched metal parts added details. The instrument panel, foot pedals, and seat belts came from an Eduard set (No. 73-789). Where he could, Steve refined kit parts, like the floorboards, bulkheads, and seats, adding cushions made from epoxy putty to the latter.

He vacuum-formed the open canopy sections from the thin, clear plastic lid you find on boxes of greeting cards. The rest of the glass came from the kit, were refined for detail, and then painted using Eduard pre-cut masks (No. CX-638).

Steve cut the molded flaps from the wings and scratchbuilt replacements. He detailed them with styrene strip and rod, articulating them for additional interest. Similarly, sheet styrene boxed in the wheel wells, and Steve constructed sidewall and bulkhead details. Thin wire replicated plumbing inside the wheel wells, and it was secured with strips of wine-bottle foil cut to shape.

As you might expect, during cleanup and assembly, some panel lines needed to be re-scribed, while others were deepened, and even others had to be corrected. Steve marked fine rivets over the entire airframe with a pounce wheel.

Using a .3mm nozzle and air pressure set to 18 psi, Steve airbrushed the airframe Vallejo Model Air IJA Light Gray Green (No. 71.321). He added a bit of Vallejo Dark Green (No. 71.012) to the base color to paint shadows, and added a little Vallejo White (No. 71.001) to the base color for highlights. For the mottling, Steve changed the nozzle on his airbrush to .2mm and dropped the air pressure to 8 psi. He tinted Mr. Hobby RLM 71 Dark Green with Mr. Hobby IJA Green (3:1) and mixed that with Mr. Color Leveling Thinner, 4:1 thinner to paint. To help it spray well, Steve added five drops of Mr. Retarder-Mild to each airbrush paint cup he sprayed.

Artist-oil washes and filters added wear and tear to match references, and Prismacolor pencils replicated chipped paint. Steve airbrushed the exhaust stains and refined them with pastels.

No EZ Line for the antenna wires here. Steve went old school and stretched sprue for the lines and dotted them with white glue to represent insulators. **FSM**

Much of the Ki-21's cockpit was scratchbuilt with some details provided by aftermarket sets and the model kit.



ABOUT STEVE HUSTAD

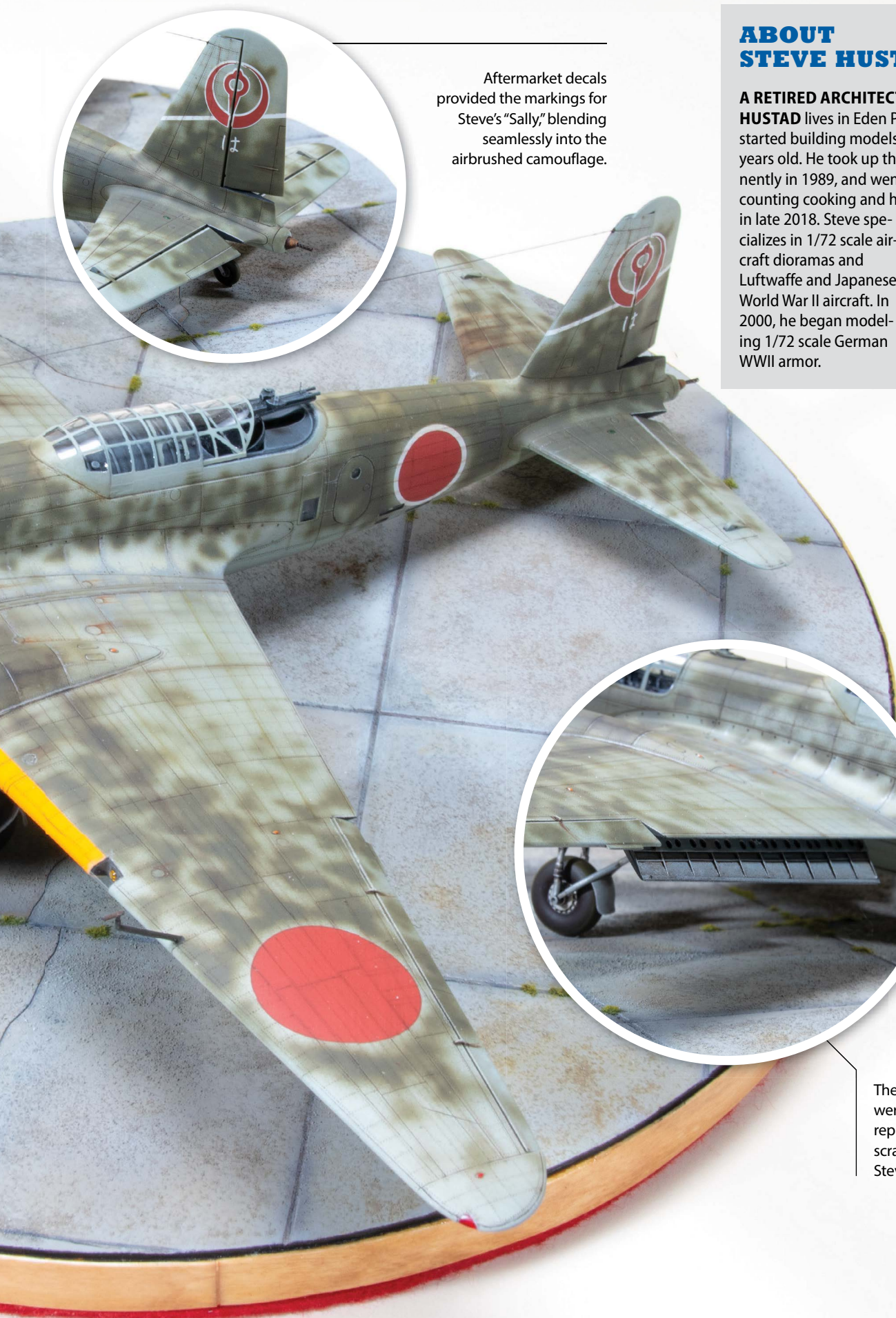
A RETIRED ARCHITECT, STEVE HUSTAD lives in Eden Prairie, MN, and started building models when he was 5 years old. He took up the hobby permanently in 1989, and went "full-time" (not counting cooking and house cleaning!) in late 2018. Steve specializes in 1/72 scale aircraft dioramas and Luftwaffe and Japanese World War II aircraft. In 2000, he began modeling 1/72 scale German WWII armor.



Aftermarket decals provided the markings for Steve's "Sally," blending seamlessly into the airbrushed camouflage.



The molded flaps were cut away and replaced by scratchbuilt ones Steve posed deployed.



A CAT WITH

Research uncovers possibilities for an unusual Tiger I // BY HARALD FITZ



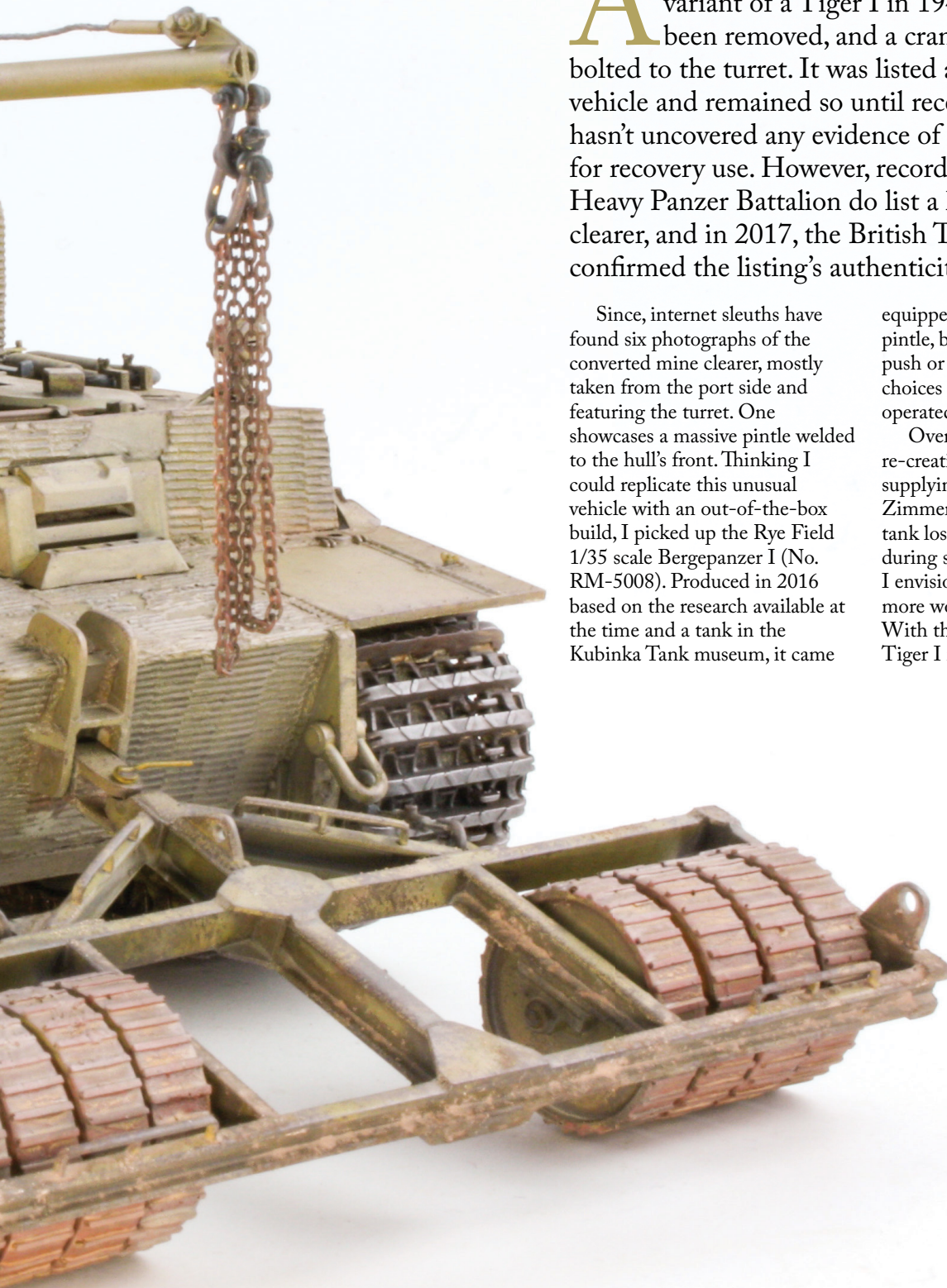
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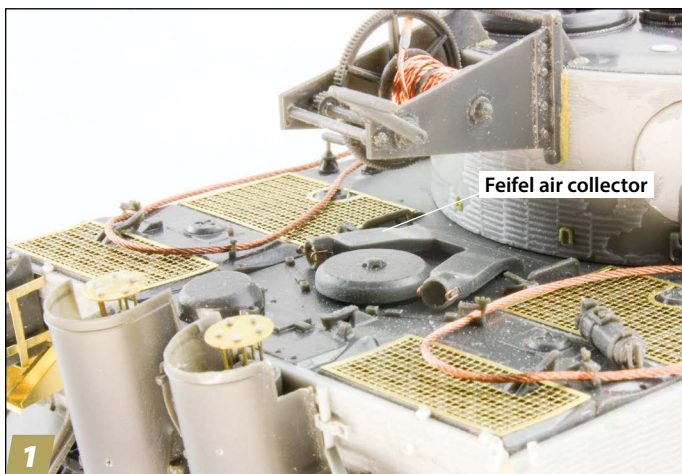
Allied forces in Italy discovered an unknown variant of a Tiger I in 1944. The gun had been removed, and a crane and winch were bolted to the turret. It was listed as a recovery vehicle and remained so until recently, as research hasn't uncovered any evidence of a Tiger I converted for recovery use. However, records for the 508th Heavy Panzer Battalion do list a loader/mine clearer, and in 2017, the British Tank Museum confirmed the listing's authenticity.

Since, internet sleuths have found six photographs of the converted mine clearer, mostly taken from the port side and featuring the turret. One showcases a massive pintle welded to the hull's front. Thinking I could replicate this unusual vehicle with an out-of-the-box build, I picked up the Rye Field 1/35 scale Bergepanzer I (No. RM-5008). Produced in 2016 based on the research available at the time and a tank in the Kubinka Tank museum, it came

equipped with a crane, winch, and pintle, but nothing for the tank to push or drag. I also thought the choices for how the boom operated were questionable.

Overall, the kit did a good job re-creating the Tiger I, even supplying a tool to apply Zimmerit (although the original tank lost most of the coating during service). But to get to what I envisioned, it was going to take more work than I anticipated. With the idea of this declared Tiger I in my head, I got to work.





1

Feifel air collector

The case commander's cupola on the turret dates the Tiger I as an early example, and the older Feifel air collector provided in the kit should be used. I removed the pipes on the manifold and opened the end with a drill bit. The holding clamps were made from thin copper wire.



2

Grenade launcher support

I shaped grenade launcher supports from sheet styrene and attached them to the hull's upper edges. Then I shaved the bolts off the parts of the Feifel air collector I didn't use and used them to detail the launcher supports.



3

Pistol port

Hooks

Zimmerit

Photos showed the pistol port on the turret rear welded over. I drilled an opening for the port and filled it with a styrene disc and made the weld seam around the edge with epoxy putty. I added a small bit of Zimmerit nearby and kept the photo-etched metal (PE) hooks.



4

Exhaust nozzle

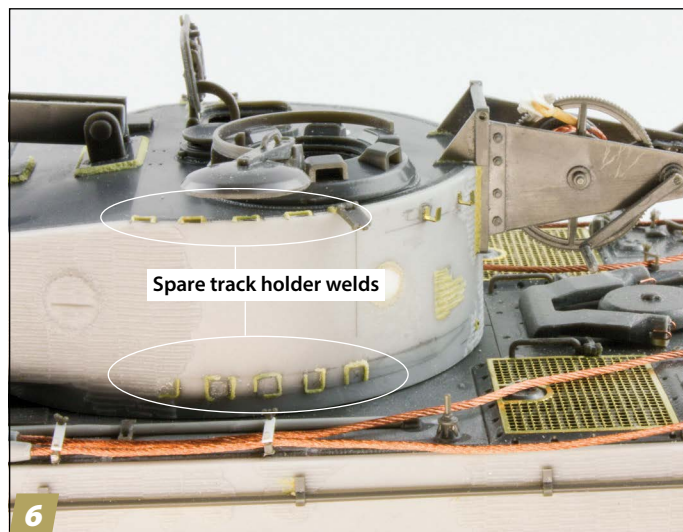
To match the Tiger I found in Italy, I moved the basic antenna base to the port side. On the starboard side, I made a cover for where the star antenna base once was from sheet styrene and modeled an exhaust nozzle for the radio equipment's generator from brass tubing.



5

Enhanced weld seams

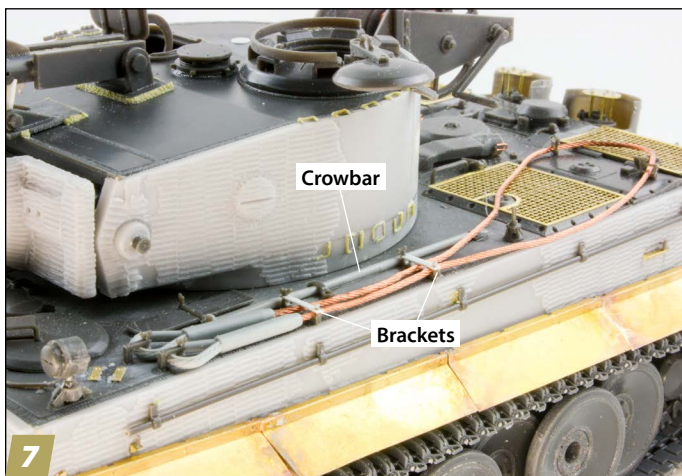
It is believed the Tiger I was converted back to regular service and then further modified. Here, I made a small round styrene disc to represent the welded-over opening for the roof antenna. I also added and expanded some of the weld seams with epoxy putty.



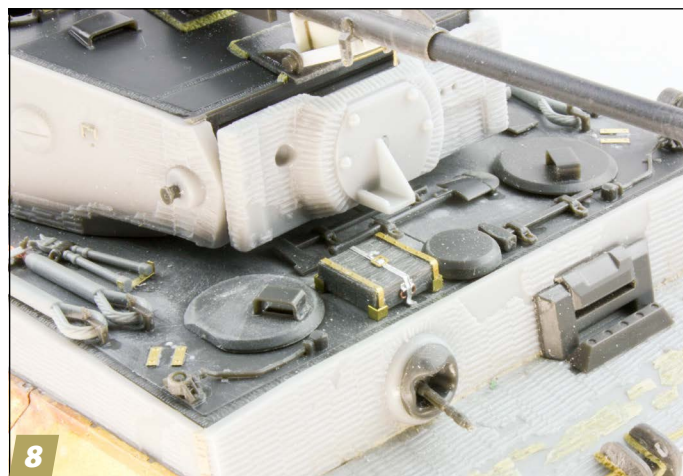
6

Spare track holder welds

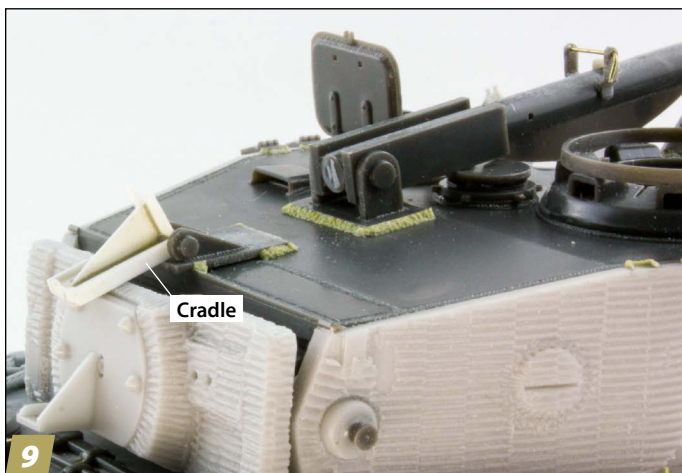
References show most of the spare track holders had been removed, but this wasn't evident in the Rye Field kit. I added the weld seams made from thin worms of epoxy putty carefully placed with tweezers in the appropriate locations.



With all the repositioned equipment, I noticed I would have to adjust the tow ropes, because they wouldn't fit properly on top of the hull. I moved the brackets forward a few millimeters and brought in a crowbar from my spares because one wasn't included with the kit.



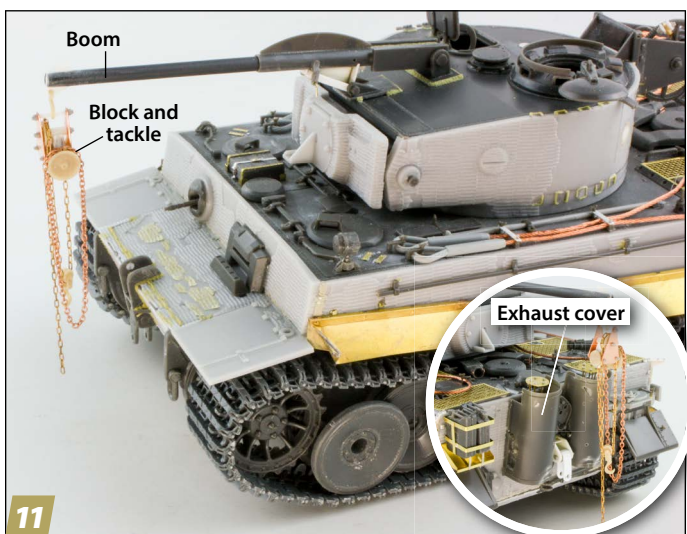
The kit positions didn't work with the tools after the other corrections I'd made. I filled the locator holes and drilled new ones for the wire cutter, shovel, broom, and hammer. I also shortened the hammer handle to fit next to the driver's hatch.



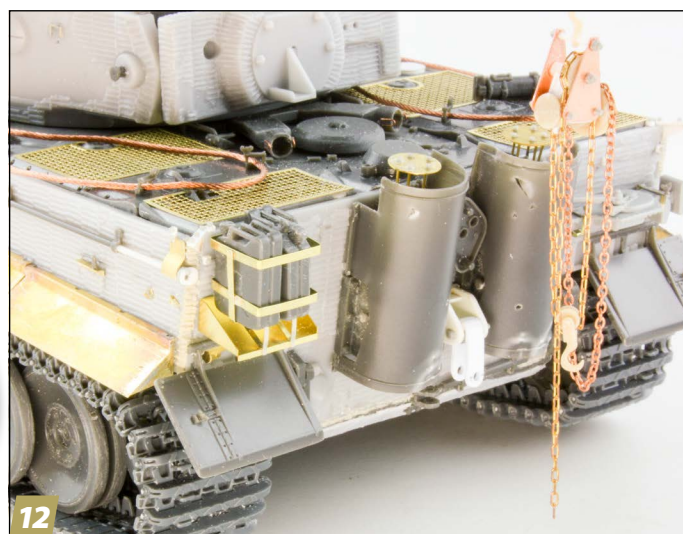
With the crane boom, I started to make larger diversions from the Rye Field kit, working from reference photos and my own educated guesses. First, comparing the cradle in photos, I made a new cradle from styrene sheet fitted to hold the boom horizontally.



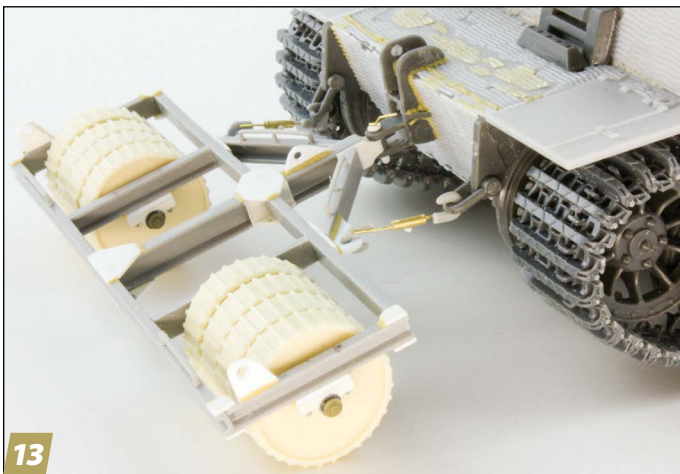
Wherever possible, I left Zimmerit off areas of my model to match references. ATAК developed a Zimmerit set (No. 35061) for the Rye Field kit that mimics the appearance of the tank in the Italian wartime photos. The Zimmerit parts fit without modifications.



The block and tackle came from an old Verlinden Panzer IV Bergepanzer conversion (No. 927). The boom's length means it could have been used with the turret turned forward or aft. I thinned the kit exhaust covers with a round burr chucked in a rotary tool before attaching them.

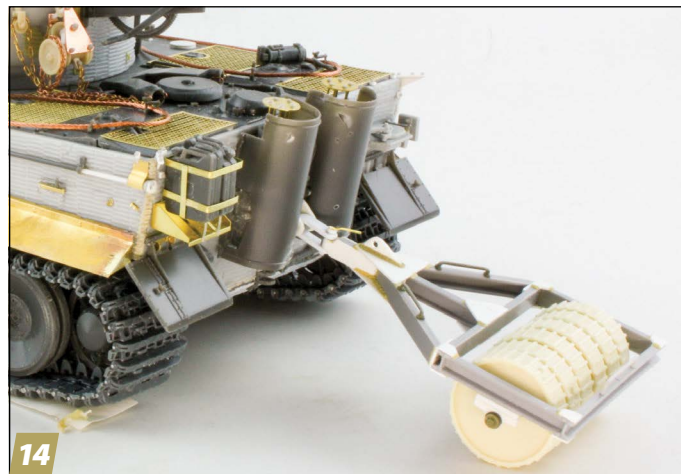


Photos of the Tiger I in Italy don't show a good angle of the rear pintle. After a lot of study, I came up with what was essentially a counterpart to the hitch assembly on the front of the tank, this one located between the mufflers.



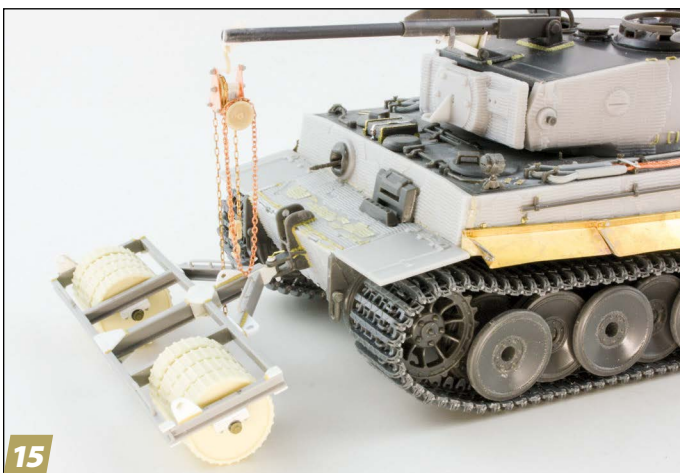
13

After studying mine roller systems, I imagined the Tiger I might have used would probably have been heavy and coupled to the crane. I built the frame from styrene U-channel stock and sheet. I made a master roller, poured a silicone mold, and cast the rest of the rollers from resin.



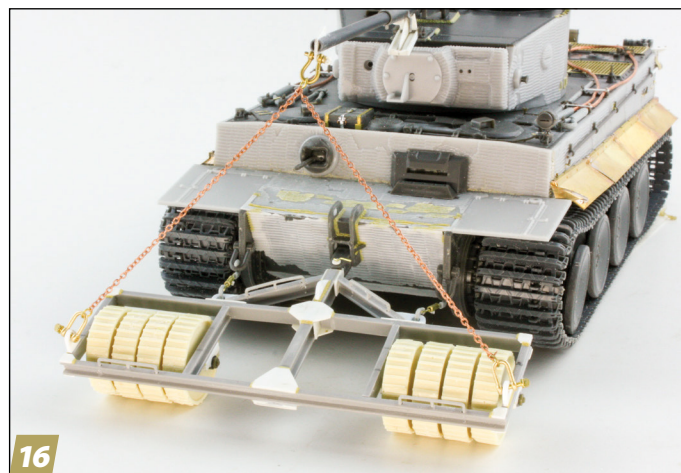
14

The front roller would likely concentrate on clearing antitank mines and a second roller would follow to concentrate on the area between the tank's tracks, clearing the way for any following. The same materials were used, and I just imagined what such a trailer might look like.



15

The roller frames certainly could not have been coupled to the tank without help. Then the block and tackle would be stowed on the hooks on the turret rear. After running cable or chain, the front rollers could be raised and lowered by the boom and winch.



16

I surmised a chain would be used to raise and lower the front rollers by the boom and winch. Weld seams were made with epoxy putty, and the two front turnbuckles are made from S-hooks sliced in half, brass wire, and plastic tubing. With the building complete, it was time to paint.



17

Photos didn't show any signs of special camouflage. Without any apparent number on the turret or other markings, I believed it was repainted dark yellow after undergoing modifications. Therefore, I started with a base-coat of Tamiya NATO Brown (No. XF-68).



18

I pre-shaded the recesses and transition areas with Vallejo Model Air Camo Black Brown (No. 71.042) and followed up with Vallejo Chocolate Brown (No. 70.872) in the deepest recesses.



19

I airbrushed Vallejo Model Air Dark Yellow (No. 71.025) over the whole tank in a thin layer, allowing the pre-shading to show through. In some areas, the brown beneath is completely apparent. I misted Vallejo Model Air Sand Yellow (No. 71.278) over the tank to tie all the colors together.



20

An overall wash of Ammo Brown Wash for German Dark Yellow (No. A.MIG-1000) helped pop details. In around the suspension arms and up under the fenders I applied Ammo Chipping Gray for Yellow Sand enamel filter (No. A.MIG-1505). Both effects started to give the Tiger I that used appearance we all strive for.



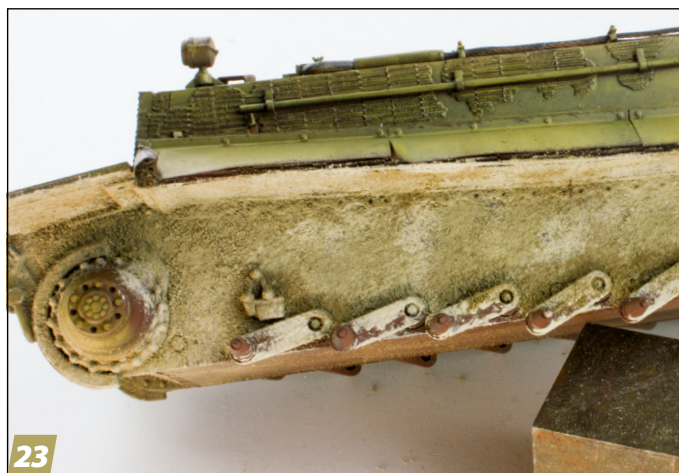
21

Round paint sponges are a staple in my workshop. They are perfect for applying Ammo Chipping (No. A.MIG-044) to those areas where paint has been worn away. Remember to blot off excess paint before touching the sponge to your model. You want the chips to look random and natural.



22

I returned to the gray filter for dark yellow and applied it to the whole tank. Note, a filter isn't as heavy as a wash and are meant to shift colors, not gather in recesses. I used a soft, flat brush, drawing the filter down on vertical surfaces and using circular motions on horizontal ones.



23

I dabbed Ammo Splashes Dry Earth (No. A.MIG-1750) up under the fenders, around the suspension, and along the lower hull. While it was wet, I sprinkled varying amounts of Vallejo Light Slate Gray (No. 73.113) and Green Earth (No. 73.111) pigments mostly up front and in back.

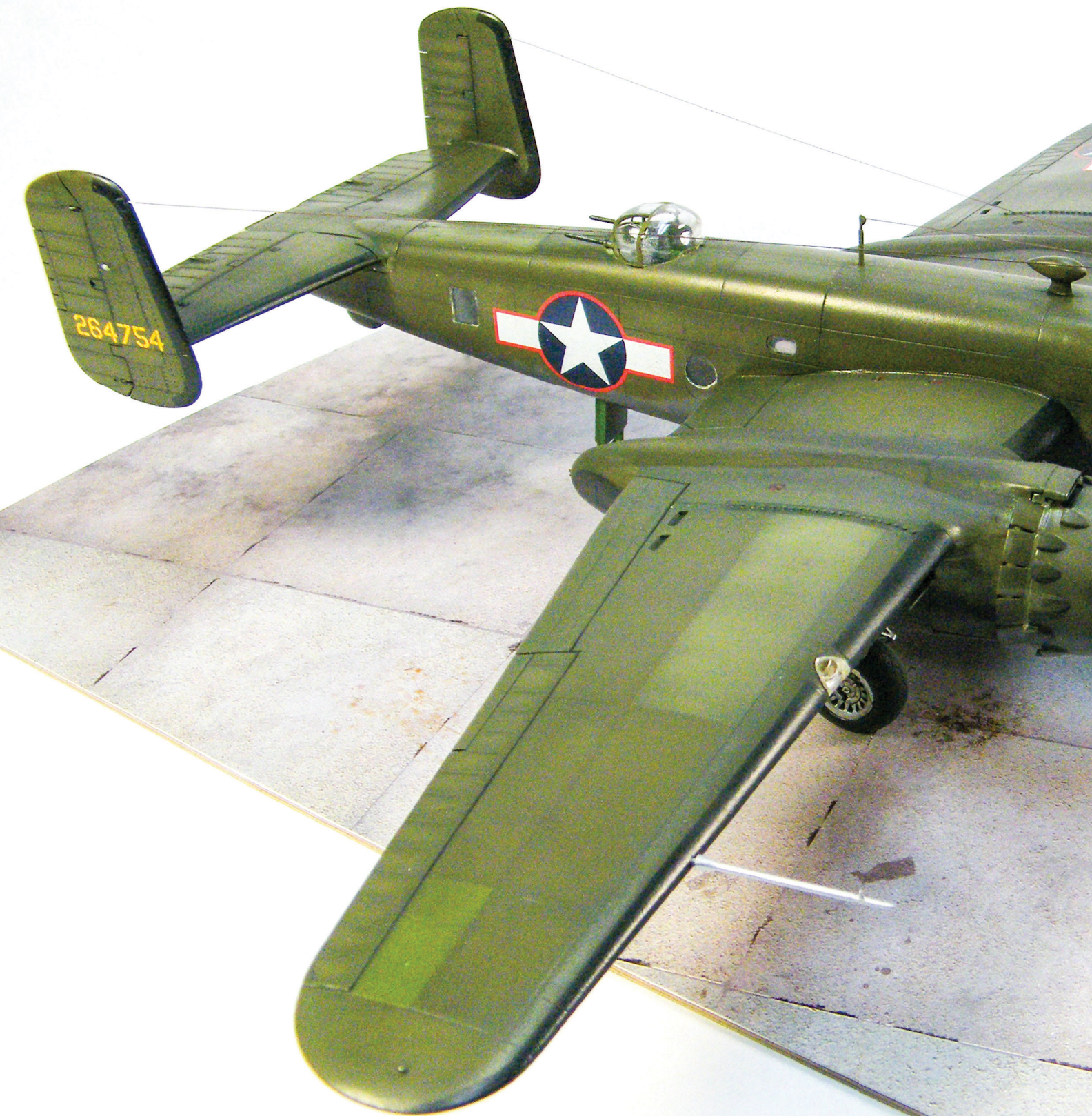


24

Lastly, after all of the other colors and pigments had dried completely, I airbrushed several mist coats of LifeColor Dark Dust (No. LC-LPW14) to tie all of the colors together. Careful not to overdo it — the object is to create an effect that makes the model look like a whole, rather than obscure the work that has been done. Then I created dirt deposits with pigments and held them in place with pigment fixer.

FINAL THOUGHTS

AT FIRST, I ONLY WANTED TO BUILD A MODEL out of the box, but my fascination with this mysterious Tiger I found in Italy drew me deeper and deeper into my research. The Rye Field kit served as a good base, and contained almost all the parts I needed. However, the research was incomplete. What the Bergepanzer I was actually used for is still debated, but I think I've built a replica of what it could have plausibly looked like as a mine clearer. Not what if, but what's possible. **FSM**



BIG DIF



Fundamental techniques improve a World War II bomber

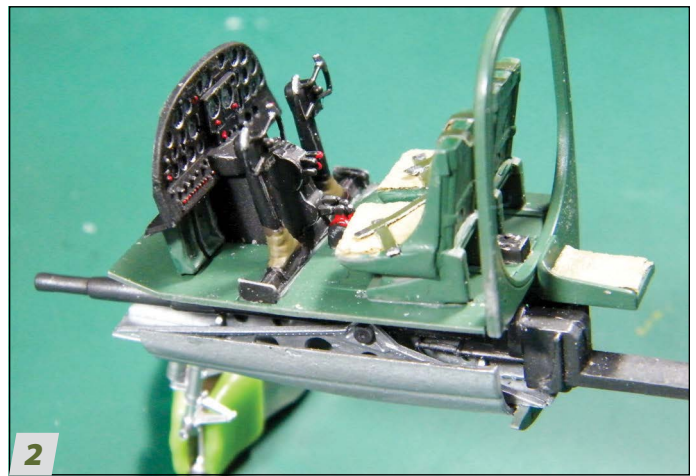
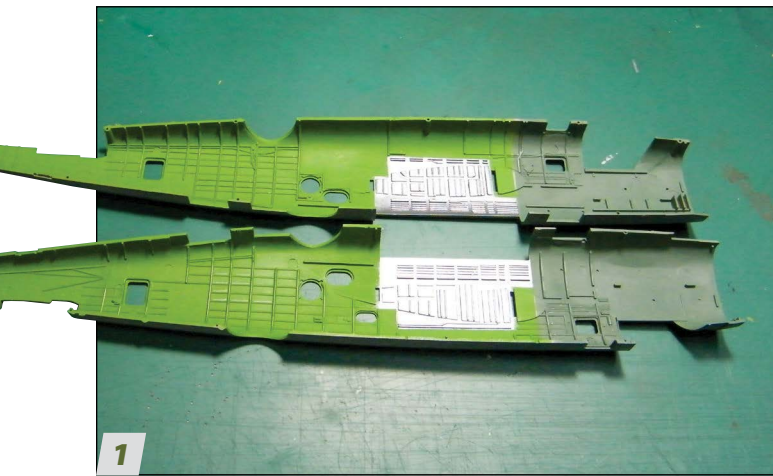
BY JOHN C. BACKENSTROSS

More than 10,000 B-25 Mitchell medium bombers, in several variants, were built, making it one of, if not the most recognizable World War II-era bomber. Produced by North American Aviation and powered by Wright R-2600-9 and then -13 radial engines, the B-25 served many capacities, from bombing runs to reconnaissance, to close support and ground attack. Of course, who could forget the Doolittle Raid? And yet, I had not built a model of one.

Determined to remedy that, I started poking around to see what was available in 1/48 scale. This was back in the early 2000s, and, oddly enough, there weren't a lot of choices, with Monogram, Accurate Miniatures, and Italeri being the main contenders. I settled on the Italeri B-25G (No. 2787) gunship with the shorter nose, a reboxing of the Accurate Miniatures kit with new decals. My wife bought it for me as a gift, and then, like so many things, it had to wait for its turn at the workbench.

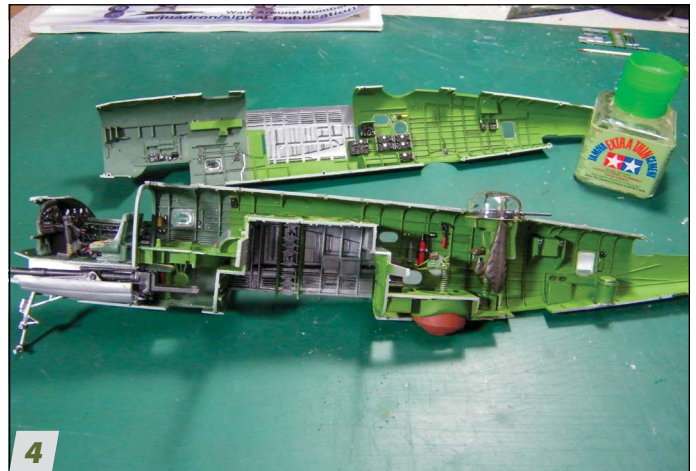
When its time eventually came, I limited myself to minor changes for maximum impact and finished it for the 77th Bombardment Group, Adak, Alaska, in the Aleutian Islands, 1943.

Small changes,
REFERENCE



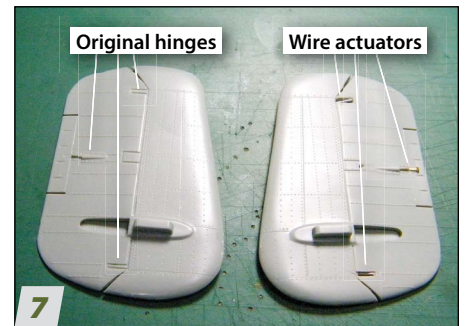
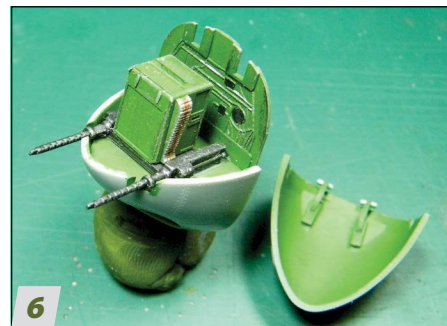
1 I began by airbrushing the interior walls of the fuselage halves Italeri Flat Interior Gray Green FS34151 (No. 43201AP), Flat Euro 1 Dark Green FS34092 (No. 4729AP), and Flat Aluminum FS37178 (No. 4677AP).

2 The cockpit received a flat Euro 1 dark green base coat, and I painted the forward instrument panel Italeri Flat Black (No. 4768AP). Dry-brushing and a silver pencil set off the details. I made the seat cushions from thin packing foam and masking tape served as the harnesses.



3 I built the upper and lower gun turrets and bomb bay assembly, added the windows to the fuselage, and painted the radio equipment. Lastly, I applied a flat black pinwash to the interior made of acrylic paint, water, and a dot of liquid dish detergent to help it flow.

4 Tamiya Extra Thin Cement worked perfectly to incorporate the subassemblies into the fuselage's starboard half. I let the glue cure thoroughly before attaching the port fuselage half.



5 The instructions call for 30 grams of weight in the nose, which is about the same as five U.S. quarters. There wasn't enough space to fit that much weight. I flattened a large fishing sinker in a bench vise and glued it in place with superglue. At this point, I kept my fingers crossed and hoped it would be enough. (Spoiler: It wasn't.)

6 I airbrushed the two .50-caliber machine guns in the nose with gunmetal lacquer and added the ammunition magazine before closing it up.

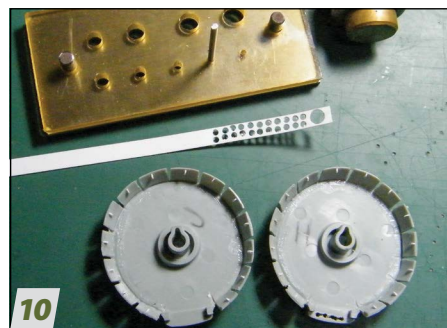
7 The rudder hinges just looked flat. I opened them up with a No. 11 hobby blade and inserted short lengths of .015-inch music wire to replicate actuators.



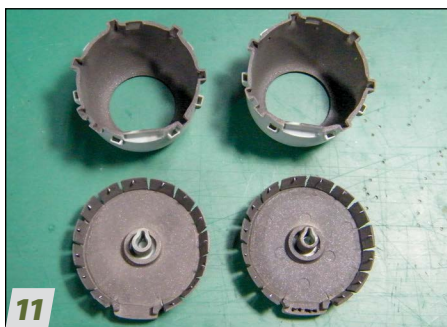
8 Mixing Italeri Flat Interior Gray Green and Euro 1 Dark Green 1:1, I airbrushed the featureless upper main wheel wells. Thin wire, 22 and 34 gauge, added some detail to the bare interiors.



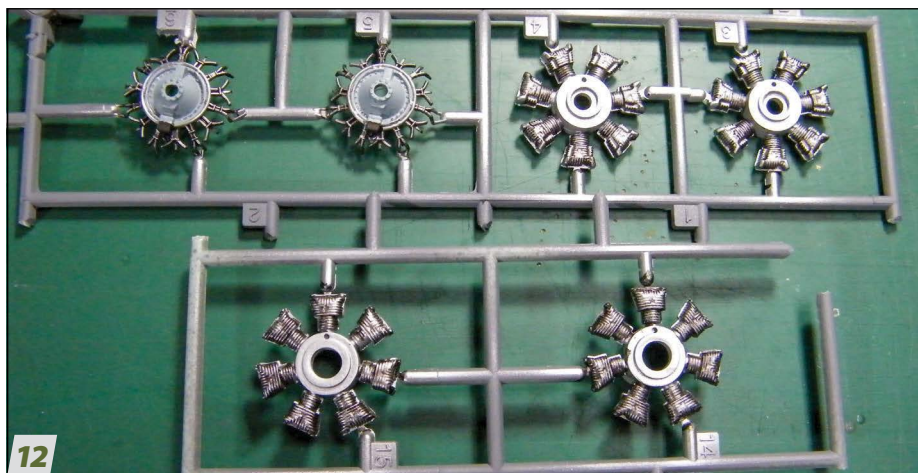
9 The kit cowl flaps come molded closed. That's not too exciting, so I separated the individual flaps with a razor saw. Then I ran a scribing tool around the inside of the cowl at the bottom of the flaps to thin the plastic. But not too much! You don't want them to break. Using tweezers, I tweaked each flap to the correct pitch and touched it with Tamiya Extra Thin Cement to soften and then harden in the new position.



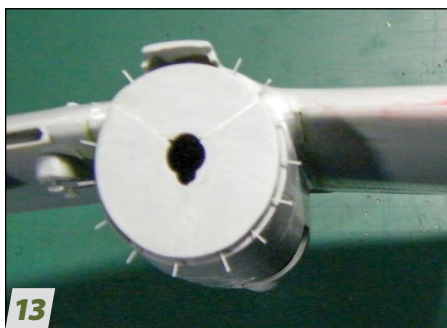
10 To make push-rod linkages for the cowl flaps, I tapped out .058-inch discs from Evergreen .010-inch-thick styrene strip (No. 107) with a punch-and-die set. Each disc was cut in half, centered on every flap, and cemented.



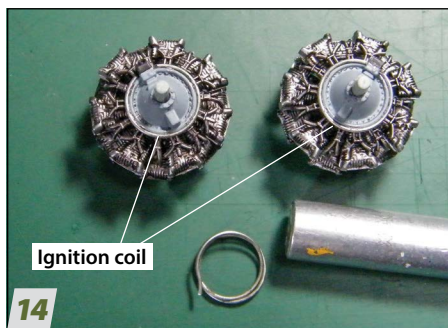
11 The interior of the cowl parts were airbrushed Tamiya Dark Iron (No. XF-84).



12 The engine cylinders and ignition harness were primed with Rust-Oleum Gray Primer while still on the sprue. After it dried, I airbrushed the parts Alclad II Dark Aluminum (No. ALC-103). After ample drying time, I followed up with a black sludge wash.



13 For cowl flap push rods, I stretched a length of sprue to approximately .010-inch diameter and cut it into 1/4-inch pieces. I drilled .025-inch holes in the forward engine nacelles and glued the rods in place with Tamiya cement. They'll be cut to their final length later.



14 To replicate the engine ignition coils, I wrapped a short length of .027-inch wire around a hobby knife handle and cut it to the proper circumference. I placed and set them with superglue.

WHAT IS A SLUDGE WASH?

A **SLUDGE WASH** is acrylic paint thinned with water and a dot of liquid dish detergent to help the wash flow instead of beading up. The ratio of paint to water can vary, but 1:9 is a good place to start. Rather than flow it along panel lines and details, you brush it on. No need to be too careful about it, because after the wash has dried, you use a dry cotton swab to rub away the excess wash, and use a damp swab for stubborn areas you need to refine. The benefit of an acrylic wash like this is that it is neutral and won't affect your underlying paint the way an enamel or artist-oil wash might.



15

I improved the scissor linkage on the main struts using a .030-inch drill bit, a No. 11 blade and needle file to open them up.



16

Then I ran .015-inch wire and attached it with superglue to replicate hydraulic brake lines on the main struts.

REFERENCES

B-25 Mitchell Walk Around, Lou Drendel, Squadron/Signal Publications, ISBN 978-0-89-74769-59

SOURCES

Evergreen Scale Models, www.evergreenscalemodels.com
Bare-Metal Foil, www.bare-metal.com



17

With the airframe assembled, I masked the cockpit, landing-gear bays, and engines with sponge and tape and sprayed everything Rust-Oleum Flat White Primer straight from the can. Then I pre-shaded panels lines with Tamiya Flack Black (No. XF-01).



18

The upper airframe received Italeri Flat Olive Drab FS34088 (No. 4315AP) as a base coat. I airbrushed the paint on in light coats, slowly building up the color, but allowing the pre-shading to still be seen. The wings' leading edges were masked and airbrushed flat black.



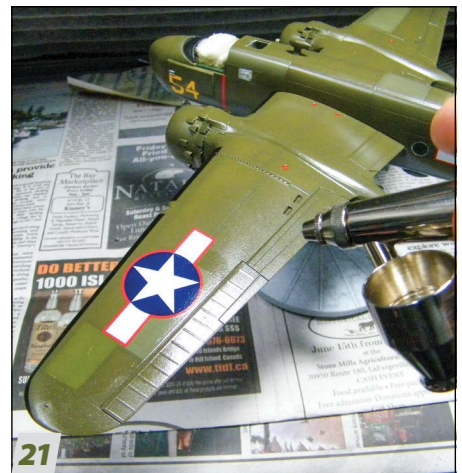
19

I lightened the flat olive drab with Italeri Flat White (No.4769AP), approximately 3:1 olive drab to white, and airbrushed random panels I'd masked off. This broke up the monochromatic finish and gave the appearance of fading paint.



20

I made canopy masks on a spare canopy supplied with the kit and then transferred them to the one for the model. I dipped all clear parts in Pledge Floor Gloss (PFG) before applying paint. You might use AK Interactive Gauzy Agent Glass Coat (No. AK893) or similar.



21

Before and after applying decals, I coated the bomber in gloss clear. I chose PFG; you use your favorite gloss clear. The point is to provide a smooth surface for decals to adhere to and prevent silversing and then protect them from further paint and weathering.



22 I made an artist-oil wash from one part Winsor & Newton Lamp Black and one part Oxide of Chromium and thinned 90% with odorless mineral spirits. I applied it to the airframe with a ¼-inch flat brush and cleaned up the excess with swatches from an old cotton T-shirt.



23 Similarly, I applied a wash on the lower airframe mixing Winsor & Newton Soft Mixing White and Lamp Black in a 2:1 ratio for a dark gray. Again, the wash was thinned with odorless mineral spirits and applied as in Step 22.



24 I painted the struts and wheels Italeri Metallic Flat Aluminum (No. 4677AP), and finished the tires with Vallejo Black Gray (No. 70.862). A black pinwash produced good contrast on the main landing gear struts and brought out the molded details. On the oleos, I prefer to use Bare-Metal Foil Ultra Bright Chrome (No. 004).



25 I loaded two 500-pound bombs into the bomb bay. Sadly, the kit did not include actuators for the bomb-bay doors, so I made two from .015-inch music wire.



26 To model exhaust stains behind the cowl flaps, I ground black and gray pastels into a powder and applied them with an old brush. When doing this process, always be careful to pull the pastels or pigments in the direction of airflow over the nacelle or wing and away from your starting point.



27 For the antenna wiring, I went old-school and stretched sprue. I was able to pull some fine .005-inch strands. Unsurprisingly, they were difficult to cement without melting the material. Thin superglue may have worked better. After the antennas were in place, I brush-painted them with a thinned 1:1 mix of Tamiya Dark Copper (No. XF-28) and Flat Brown (No. XF-10).

FINAL THOUGHTS

THE ITALERI B-25G KIT is satisfactory. While lacking in spots, that doesn't make it a bad kit. It means there's room for improvement, and you can do many of those by employing modeling skills you already have. If you've never used wire to add detail to a landing gear bay, here's your chance. In fact look for these opportunities with your next kit, and jump on one or two. You may be glad you did.

Remember the nose weight? It wasn't enough. It needed 30 grams. Even there, you can solve a tail-sitting situation by using a base. Pin and glue the nose wheel and no one will ever know — unless you tell them. **FSM**



Tips for building a **VINTAGE** **AIRCRAFT**

There are many reasons why we enjoy scale modeling. Some build for competition; some for relaxation; others to meet people; or all of the above. Deeply involved in this hobby with a vast network of modeling friends, I noticed at shows there are always more people that I do not know! When I chat with them, many build all types of kits — even those

outdated in terms of accuracy and molding — for their own satisfaction, not worrying about rivet counting or FS colors.

A model builder since I was about 8 years old, I still have a few “vintage” kits. One kit I built long ago that I considered one of my better attempts was the Matchbox 1/72 scale Ju 188 (No. PK-109). Back then, this kit hooked me



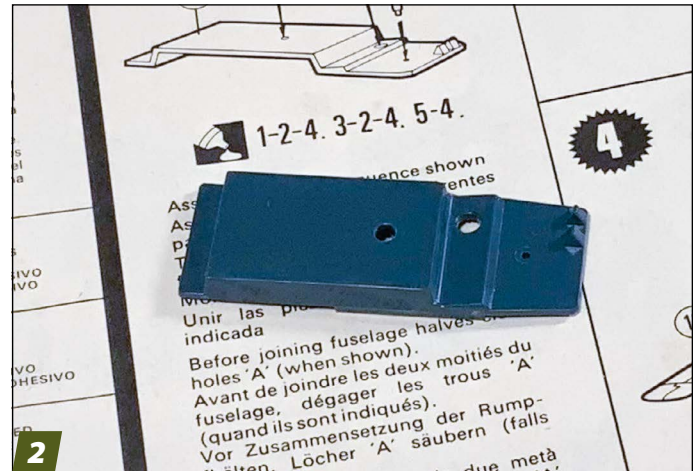
Don't scoff at decades-old kits.
Have fun with them!

BY HARVEY LOW

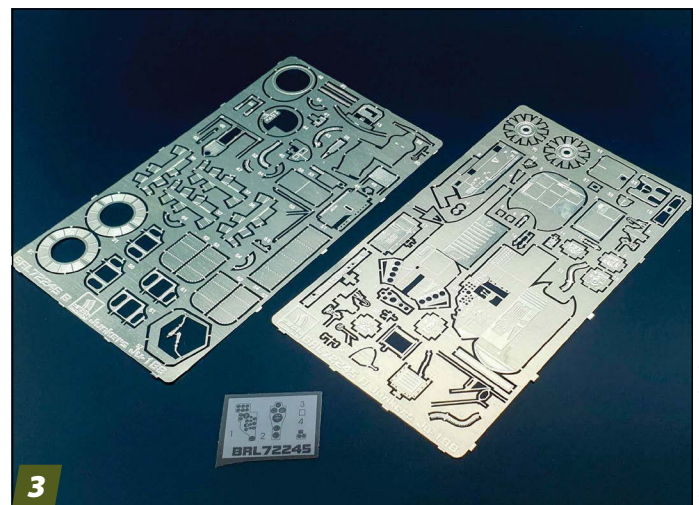
AGE KIT

with Roy Huxley's stunning box art, and it still does today. When I spotted one at a store for a super low price, I decided it was time to apply my current skills with new paints and techniques to replace that first attempt. So if you want to embark on a nostalgic, palette-cleansing build, not worrying about accuracy, here are a few tips to help you along your journey.

Here it is, my vintage Matchbox 1/72 scale Ju 88 kit. You're going to find a number of similarities among kits from the 1970s and earlier — faded, dilapidated boxes; oddly colored and brittle plastic; unhelpful instructions. It's all part of the experience!

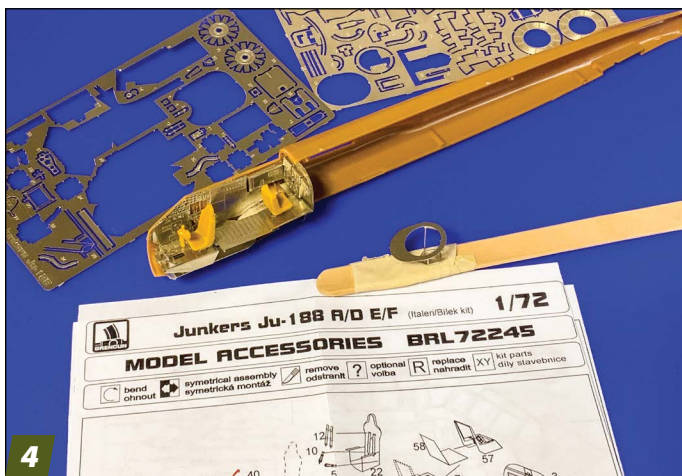


Yes, that rectangle is the cockpit, and it's a good example of what you'll often face in vintage kits: less detail and problematic part fits. Set the scope of your project. Sure, you'll want to add detail and correct problems, but determine how much you'll add and correct early on.



I definitely wanted more detail in the cockpit than the kit provided. Luckily, I had a Brengun photo-etched metal (PE) detail set for the Italeri 1/72 scale Ju 88. Fighting mission creep, I kept my eyes fixed on using only the cockpit details and left the rest.

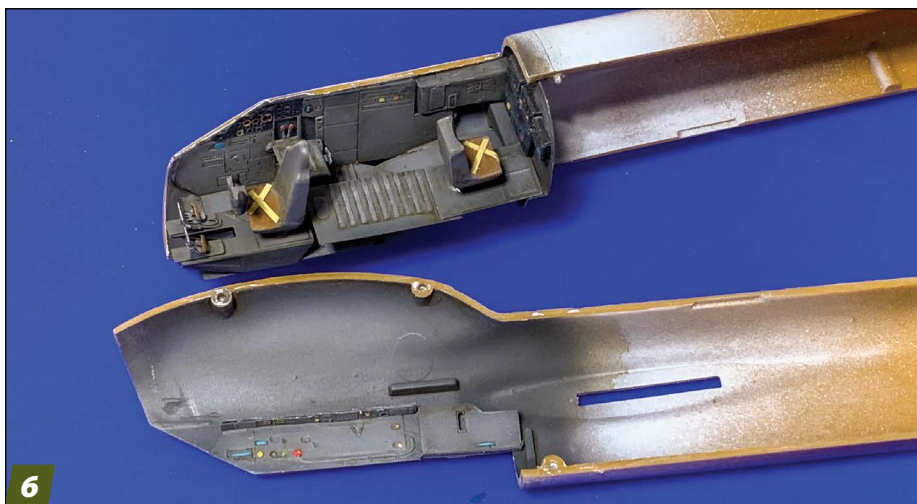
Photo by Jan Sobotka



4 As expected, the PE parts needed modification to fit into the Matchbox fuselage. The goal was not accuracy, but rather a nod to accuracy. You're not going to see a lot of this clearly through the canopy, but it goes a long way to showing there's more stuff inside than the bare cockpit did.



5 I find Tamiya Fine Surface Primer preferable to other primers. It covers well and shrinks down and doesn't obscure details. No reason to decant it — just spray it on straight from the can.



6 An airbrushed coat of Tamiya Dark Gray makes a good substitute for RLM 66. After a clear coat, I gave the cockpit a wash and detail painted with various colors so there would be something to look at through the canopy glass that would eventually enclose it.



Did someone say canopy? Rather than make my own masks, I reached out to Kit Masx (kitmasx.com) to see if it already had a mask set for the Matchbox Ju 188 or if it would consider making one. In less than two months, the company sent me a mask set made specifically for this kit. Now, that's service!

Get in the right mindset

Originally released in 1974, the Matchbox 1/72 scale Ju 188 came in those lovely off-orange, gray, and green plastic modelers of a certain vintage remember well, **1**. It was supposed to be an easily built model, and has since been replaced by much better and more accurate kits. It also has what I refer to as “trench” panel lines in brittle plastic, along with a poorly fitting canopy. Several windows on the real aircraft do not appear on the model, and the simplified landing gear emerge from bays devoid of any detail at all. Don't even get me started on the dimensional issues.

Anyway, you get the drift. The model evokes the idea of

the Ju 188 rather than replicates it, if that makes sense. But you'll find many kits of this era do just that. Calibrate your expectations appropriately.

Your project's scope

If you plan to accurize one of these old kits to modern standards, please put the plastic back in the box, close the box, and go buy a modern kit. You'll avoid a lot of frustration. Accepting you're not going to re-engineer your 50-year-old kit, you still have to decide how much time and money you want to invest in it. In my opinion, it should be minimal, unless it has a glaring omission.

Having said that, my biggest issue with the Ju 188 kit was its

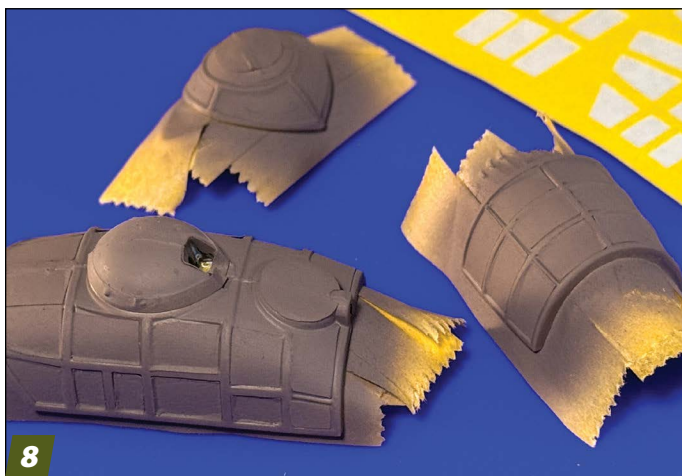
barren, featureless cockpit, **2**! It would have been a snap to build it out of the box, but I had the photo-etched metal (PE) Brengun Model Accessories Junkers Ju 188 Detail Set (No. BRL72245) in my stash with no home. While meant for the Italeri Ju 188, I could modify it for use with the Matchbox kit. Only so much of it would be seen through the canopy windows, and any improvement in detail was better than what currently existed.

The cockpit

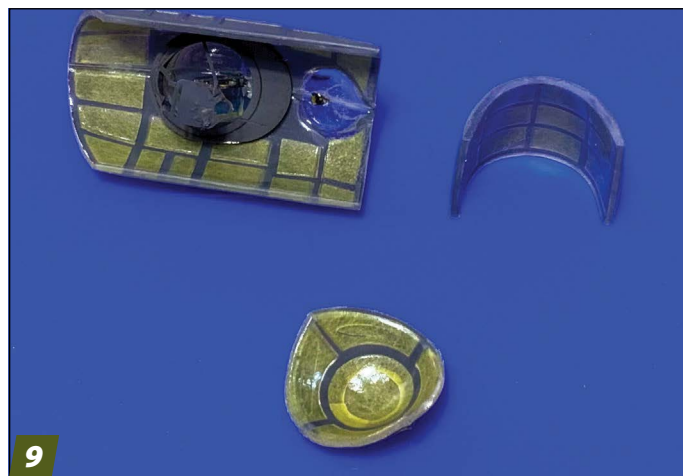
If you don't have a PE detail set or don't want to buy one for your own aircraft project, consider at least making some improvements like seat belts

made from paper or masking tape. You might be able to find decals, print some interior details on a color printer, or do a bit of painting. Whatever you're comfortable with.

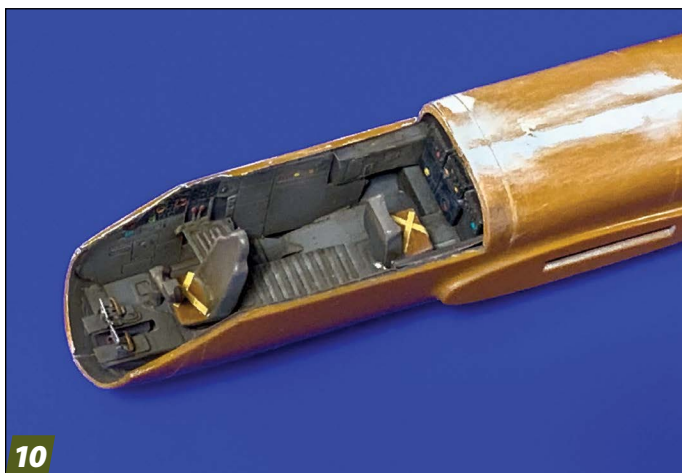
The Brengun PE set provided two metal frets full of parts and acetate for the instrument panel, **3**. While it offered a lot of detail options, many of them that wouldn't fit the Matchbox kit, I focused on just the cockpit parts. For those unfamiliar with using PE, you can remove the parts from a fret with a No. 22 rounded hobby blade or snips meant for cutting metal, like the Xuron photo-etch scissors (No. 9180ET). I cut the parts with snips to fit the Matchbox fuselage.



8 It's an old modeler's trick, but it's good to remember to paint the cockpit interior color on your canopy first and follow up with your exterior color. Normally, the cockpit frame will be the color of the cockpit interior, not the color of the aircraft exterior, and you'll see it through the glass.



9 The kit offered nothing for the gunner position in the canopy. I used the parts from the Brengun PE set to dress it up. Again, nothing major, but it added just a little bit more to what would have otherwise looked like an oddly empty area.



10 Get used to filling, sanding, and re-scribing details on old kits. It's a matter of life. The skills are at your disposal, and you're improving upon what's there. If you've never heard someone complain about "shake 'n' bake" kits (or maybe you have), a vintage kit definitely isn't.



11 Whether it's a modern kit or a vintage one, I turn to white glue, Weld-Bond in this case, to attach clear canopy parts. Hobby-specific canopy glue is another option. These glues allow you to place the part and avoid crazing or fogging the clear plastic.

When placing the PE, I was more concerned with it looking like there was detail as opposed to no detail. Accuracy was secondary to getting the appearance of a full cockpit, **4**.

I primed the interior with Tamiya Fine Surface Primer, spraying it right from the can. Even at this scale, the primer shrinks as it dries and does a good job of coverage without obscuring details, **5**.

Cockpit painting consisted of a coat of Tamiya Dark Gray (No. XF-24) to portray RLM 66. A thin wash of Winsor & Newton Raw Umber, diluted with Humbrol Enamel Thinner (No. AC7430), was applied over a gloss coat. After the wash dried, I applied a flat clear coat,

performed some basic weathering, and picked out the knobs and dials with various Vallejo acrylic colors and a toothpick, **6**.

Masking clear parts

You may not need die-cut masks, but it does make things easier. If you're looking to make life a bit simpler for yourself, Kit Masx specializes in making masks for older kits — including some that have been long out of production. I asked if the company would create a set for the Matchbox Ju 188, and it did! I had a set (No. 72-216T) in less than two months.

Printed on Tamiya-like wash tape, they applied quite

nicely onto the clear parts, **7**. The set provides masks for the main wheels and tail wheel, but not for the two missing windows on the underside.

Remember, when painting canopies, apply the interior color first over the masks, because this will be the color you'll see through the clear part after it's installed, **8**. Then go over it with the exterior color.

In addition to the PE cockpit details, I also installed the set's gunner position. Better to have something up in that bubble than nothing at all, **9**.

The fuselage was finally closed up and, yes, the cockpit looks a bit strange sandwiched between those orange plastic halves. That'll get fixed soon

enough. I made seat belts from tape and painted them a beige color for the final touch, **10**. With older kits, you're going to find you'll need to do a lot of filling and sanding, as you can see aft of the cockpit. It's a fact of life, so come to terms with it.

Weld-Bond white glue worked well for attaching the canopy. It's strong, doesn't leave any residue, and won't fog clear plastic parts, **11**.

Fixing other kit problems

You're going to find warped parts in old kits. It may have happened at the factory or might be from how the kit has been stored over the years. The Ju 188 tail was slightly twisted.



The Ju 188 tail was warped. To correct it, I dipped the part in boiling water for a few seconds and bent it back to shape. Don't dip a plastic part in boiling water for too long because you could damage it beyond repair.



Yep, time for more filling. On minor gaps, an acrylic filler like Mr. Hobby Aqueous Surfacer 500 makes for both easy application and cleanup. Paint it on with a brush and wipe off excess with a sponge or cloth damp with water.



After priming the airframe, I base-coated it all with RLM 65 *Hellblau*. No, this wasn't the color of the whole aircraft, but I was laying the foundation for easier painting later on.

To fix it, I immersed the tail in boiling water for a few seconds and bent it back to shape, **12**.

Note, I said for a few seconds. When performing a fix like this, you need to be careful, because old plastic can be unpredictable, especially with heat. Better to do repeated attempts between quick dips and letting the part completely cool than holding the part in the water for a prolonged period of time. That'll lead to disaster and you needing to fabricate a replacement.

A useful tip is to use Mr. Hobby Aqueous Surfacer 500 to fill minor gaps and seams. It's easy to apply, just put some on with a brush and then wipe it off, **13**.

Painting and markings

With the airframe fully assembled, I primed everything with white Tamiya Fine Surface Primer, just like the cockpit, and then airbrushed a base coat of AK Real Colors RLM 65 (No. RC271), **14**. This would be the belly color, but also the spots breaking up the splinter camouflage.

The two green colors for the Junkers' splinter camouflage were RLM 70 *Schwarzgrun* (black green) and RLM 71 *Dunkelgrun* (dark green). For the former, I used Tamiya Black Green (No. XF-27), and the latter was made by mixing 1:1 Tamiya Olive Drab (No. XF-62) and Khaki (No. XF-49), **15**.



In reality, the Ju 188 I was modeling would have had a splinter camouflage scheme that was dotted with RLM 65 on the upper surface. For the splinter colors, I used Tamiya acrylic paints, mixing the RLM 71 from Khaki and Olive Drab.

To achieve the spots on the splinter camouflage, I made small balls of poster putty and distributed them over the aircraft's upper surface, **16**.

Yes, technically, I did this in the reverse order. On the real airplane, the splinter camouflage would have been painted and the lighter RLM 65 *Hellblau* (light blue) splotches would have been applied over it.

But looking for a fast way to achieve the same effect, I stuck the poster-putty blobs randomly on the fuselage and wings. Then I airbrushed the splinter camouflage colors over the upper surfaces freehand — without masks — with a .3mm nozzle, **17**.

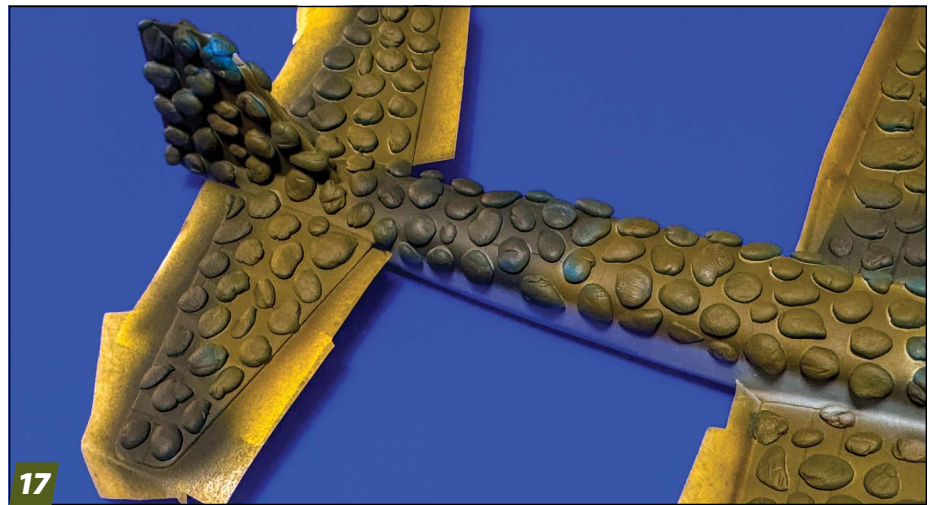
The decals in old kits don't often fare well with age. Again, it depends on how the kit and decals were stored, but they often yellow, crack, fade, or all three. My Ju 188 decals were useless. So I turned to Owl Decals 1/72 scale markings for *Generalfeldmarshall* Erhard Milch's aircraft. While you can try to recover old decals, turning to new ones usually means better printing and markings that settle with just a bit of setting solution, **18**.

Lastly, weather just as you would any other model. For this project, I picked out panel lines with a raw umber artist-oil pinwash and applied various pigments for exhaust stains and dirt underneath, **19**.



16

To make the light blue splotches on the upper surfaces, I needed poster putty. I'd make a bunch of tiny balls from the putty and stick them randomly to the top of the fuselage and wings. I would save time instead of painting the splinter, coming back in to spray the light blue, and then dealing with overspray.



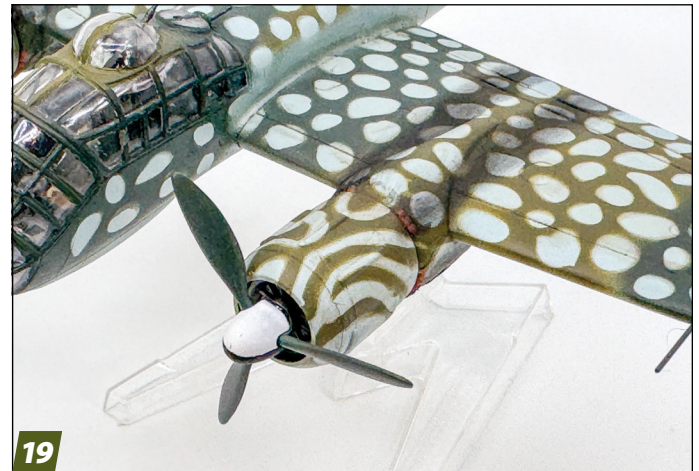
17

I airbrushed the splinter colors freehand, concentrating on getting straight lines, but not worrying about hard edges. The tape around the wings and stabilizers prevented overspray from getting on the airplane's underside.



18

The kit's decals were unusable. I replaced them with new decals, and I'd recommend you do that, even if you think the markings in a vintage kit might still work. You may find that some of them do, and others won't, and then you have a model with half of its intended markings.



19

You've come to the end of your build! At this point, finish your model with the sort of weathering you'd like to see it wear. I went with a basic wash and some pigments for exhaust stains and dirt. But you go as far as you like.

FINAL THOUGHTS

NO DOUBT, THE MATCHBOX 1/72 scale Ju 188 shows its age and has its fair share of flaws. What 50-year-old kit wouldn't? But it was a fun and rewarding build. If you appreciate the nostalgic aspect of scale modeling, or are looking for a challenge to improve a classic kit, take that trip down memory lane. Or, if you're younger, think of it as an exploration of what you could do with an older kit. Whatever your reasons, let's go over what you've learned:

1. Set your expectations. It's a vintage kit, and you shouldn't expect modern fits and detail.
2. Delineate the scope of your project. Look for ways to improve the kit and even use newer parts to do it, but don't go overboard.
3. If you have clear parts, don't be too proud to look for aftermarket masks to help you along.
4. Take fit and part issues one at a time and proceed carefully with your corrections to avoid irreversibly damaging a part that you'll have to scratchbuild a replacement.
5. Decals in an old kit are probably not worth saving. Try to find newer decals instead.

6. Enjoy your build! Take a break from the worry of precision and contests and perfect finishes. Give yourself the freedom to be creative and have fun. **FSM**



Tamiya Grumman F-14D Tomcat



Model photo by Robert Raver

My first thought upon seeing the new Tamiya 1/72 scale F-14D Tomcat kit was, “Wow! That’s a big box with a lot of parts! Inside, you’ll see the typically fine molding and detail emblematic of Tamiya kits. It allows multiple display options and incorporates clever engineering that enhances details and eases assembly.

This kit allows you to build one of five Tomcat variants and pick how you want it displayed. Choose before you start building. I wanted my F-14 loaded with ordnance and went with the VF-2 *Bounty Hunters* aircraft shown on the box. To display it ready for launch, I’d place the excellent pilot figures in the cockpit.

The cockpit went together without any issues. The separate parts for the control panels made applying the decals easier. With a little Mr. Mark Setter, the decals conformed nicely to the raised details.

After the cockpit, I bounced around cleaning up parts and building subassemblies. Overall, everything fit great, and I only used Tamiya Putty (Basic Type) mixed with Tamiya Extra Thin plastic cement to create filler to flow into a few small gaps. In most cases, gaps were my own doing from cleaning up parts.

Raised and recessed ejector-pin marks on landing gear, gear doors, and on the GBU-12 bombs were easily removed with a hobby knife.

Before joining the top and bottom fuselage halves, paint the center section of the top half black. There are openings in the

bottom part of the fuselage you can see into after the parts are joined.

Tamiya includes a mask sheet for the canopy and insides of the intakes. The shapes are fairly easy to cut out, although I would have preferred die-cut masks. (Maybe I am just spoiled.) I punched out the tiny circle (Mask M) with a punch set to cover the lens on the front fuselage pod.

The kit provides metal stickers for particular aircraft. I used one on the fuselage’s port side and think it is a great way to add subtle details that vary from one aircraft to the next.

You can leave the canopy, wing fairings, and air bags removable to alter your display. However, I found it difficult to get a good fit for these parts without gluing them.

The instructions refer to Tamiya spray paint, lacquer, and acrylic colors, but don’t provide how to finish with just one type. I use Tamiya acrylics exclusively. I came up with my own mixes for light ghost (1 part Sky Gray [No. XF-19], 3 parts Flat White [No. XF-2] and dark ghost (1 part Light Gray [No. XF-66], 1 part Dark Sea Gray [No. XF-54], 3 parts Flat White) gray that look close to references.

The decals went down well over a coat of Tamiya Clear and a little Mr. Mark Setter and Mr. Mark Softer to settle them. After the decals dried, I cut along panel lines and used a bit more setting solution to get them to settle better. The thickest areas with the most color printed on the clear film were the hardest to get down over details. I find Tamiya decals are often a bit thick, and I ended up wet sanding with 1500-grit sandpaper after a second coat of Tamiya Clear to blend them better into the surrounding areas. If you are going to

choose a fully loaded display option, like the VF-2 aircraft, expect to spend a lot of time applying all the markings to the bombs and missiles.

Tamiya has provided another excellent, state-of-the-art kit with its 1/72 scale Grumman F-14D Tomcat. It’s hard to argue with outstanding detail and lots of options for markings and display. I spent a little more time than I would have expected for a 1/72 kit of this size, most of it dedicated to decals and finish. I’m sure many aftermarket updates will be coming for this kit, but it is top-notch out of the box. I would recommend this kit for almost anyone. It can be built fairly easily and much of the work comes down to finishing.

— Robert Raver



Kit No.: 60795 **Scale:** 1/72 **Price:** \$50
Mfr.: Tamiya (Sample courtesy of Tamiya America) **Comments:** Injection-molded plastic (gray and clear); 278 parts (screwdriver; poly caps); masks; metallic stickers; decals **Pros:** Excellent detail; finish as one of five variants; multiple display options; detailed pilot figures **Cons:** Color callouts for too many types of Tamiya paints; removable parts fit could be better

Italeri Lancia Fulvia HF

In the world of rally racing, few companies have had the same level of success as Lancia. Its string of dominating cars started with the Fulvia. Produced from 1965–1976, the Fulvia coupe featured a narrow, 12-degree V4 engine driving the front wheels.

Prior to Italeri's new tool, 1/24 scale Fulvia kits were only available in resin. The Italeri 1/24 scale Lancia Fulvia HF Rally Monte Carlo 1972 plastic model kit features a fully detailed engine and suspension, a small sheet of photo-etched metal (PE) parts, and a beautifully printed set of Cartograf decals. While this is a rally-only version of the car, there are indications that a stock version may be in the works.

The kit's engine parts break down in standard fashion with the main block divided in half with a separate oil pan, cam cover, and front cover. The fan belt detail comes molded into the front cover, and it looks a bit chunky, so I narrowed it with a hobby knife and file to a more realistic size. Other bits, like the starter, oil filter, and distributor had mounting pins bigger than the respective holes and needed a little massaging to fit properly. There is an errata sheet correcting the locations for the distributor and oil filter, which are reversed in the instructions. Once past those minor obstacles, the engine builds into a good-looking replica.

The chassis pan also serves as the interior floor, which inevitably means there will be ejector-pin marks on one surface. In this case, they were on the chassis side. Thankfully, the marks, just proud of the surface, were in locations that were easily reached and sanded flush. Here, again, there were a couple of parts where pins were either too big or super tight. The instructions show drilling holes in the

rear wheel wells for mounting the roll cage, but they don't show the two that you'll need to add up front for the skid plate.

The details for this stripped-down rally car interior look right. The door panels and dashboard are accurately molded, and decals dress up the instruments and dash. I'm not a fan of decals for seat belts — they're two-dimensional for one, and these look too short. I think Italeri could improve the kit with cloth or PE belts. Even with the decal straps, PE buckles would have been an easy addition to the fret.

The body is molded with separate parts for the front and rear fascia. After careful study, I thought I'd be able to glue them to the body so they could be properly de-seamed and still slip the chassis assembly inside. It is doable, but be warned, it is a really tight squeeze. The parts fit quite well, as did the fender flares, so filling and blending was easy. I painted the Fulvia with Cobra Motor Colors Phoenix Red over Mr. Surfacer 1000 Gray. After a gloss coat, I made a mask for the hood using the template in the decal placement guide and painted it black. Not surprisingly, the Cartograf decals went on without difficulty.

The Italeri 1/24 scale Lancia Fulvia HF Rally Monte Carlo 1972 has a few minor issues with some parts fits, but nothing that a couple twists of a drill bit or strokes of a file didn't take care of. Overall, it builds into a striking replica of the 1972 Monte Carlo rally winner that will look great with my other Lancia rally cars.

— Mike Klessig



Kit No.: 3670 **Scale:** 1/24 **Mfr.:** Italeri (Sample courtesy of Model Rectifier Corp.) **Price:** \$81.99 **Comments:** Injection-molded plastic (red, black, silver, and clear); 132 parts (22 vinyl); decals **Pros:** Full engine detail; photo-etched metal parts **Cons:** Minor fit issues; poorly molded tailpipe



Model photos by Mike Klessig





Tamiya German 5cm Antitank Gun (PaK 38)

The PaK 38 was introduced in the late 1930s and played a critical role in Germany's campaigns during the first half of World War II. Even so, there haven't been many kits of this important antitank gun. The Tamiya 1/35 scale German 5cm Antitank Gun (PaK38) plastic model kit is the first non-self-propelled gun kit produced by the company since the 1970s! It did not disappoint, and is an extremely well-engineered kit with beautiful figures.

First, decide if you want to build the gun in a firing or towed configuration. I chose the latter because I wanted to have mine towed by a halftrack on my shelf.



Kit No.: 35392 **Scale:** 1/35 **Mfr.:** Tamiya (Sample courtesy of Tamiya America)
Price: \$25 **Comments:** Injection-molded plastic (dark gray); 157 parts (4 poly caps) **Pros:** Well engineered; excellent figures and gun accessories **Cons:** Small and delicate parts; no decals for the crew uniform patches

The instructions are clear and easy to understand, and the parts had little to no seams to clean up. However, this is a small kit with many tiny, delicate parts. When you do have to clean these up, be careful, so you don't lose or break them. I found this out the hard way when I added the gun shield and its braces. Tamiya has done a great job molding these delicate rods, but I managed to break one. Fortunately, I was able to repair it. You have been warned.

While building the carriage, I mixed up the orientation of the axle (it's not obvious in the instructions which side is up or down). I don't think the instructions can be made clearer, and it's a matter of checking and double checking. Fortunately, I recognized my error before the cement set.

The single-piece gun barrel had only a slight mold seam that needed cleaning up. The muzzle brake has one half molded onto the barrel and the other half as a separate part, making it easy to sand. Engineering the gun this way ensured a round barrel.

Interestingly, Tamiya molded the tires as separate slices rather than single parts to provide an accurate tread.

After building all the subassemblies, the instructions had me combine. I joined the trails together for the towing configuration. Tamiya also included extra ammunition canisters and shells, which was a nice touch.

Finally, the four crew members are beautifully molded and have clear locator pins and joins that ensure the torsos, arms, and heads all line up.

For painting, the instructions indicated the gun was painted in the typical early-war dark gray, but also mentioned yellow-brown for North Africa and dark yellow after 1943. I chose the early war color to match the halftrack it would be attached to.

The Tamiya 1/35 scale German 5cm Antitank Gun (PaK38) and figures can easily be built in a weekend. It would be a great way to cleanse the palate after a long, complex build. However, painting will take a while; the four crew figures took me longer to paint (10 hours) than the assembly process (eight hours). I'd recommend this kit for intermediate builders because of the small, delicate parts. Otherwise, you'll find it a dream to build.

— David Nelson



Model photos by Kyle Nelson

AMT 2021 Dodge Charger Hellcat Redeye

The AMT 1/25 scale 2021 Dodge Charger Hellcat Redeye wide-body kit brings the supercharged V8-powered, 797-horsepower sedan to scale modeling.

The Hemi V8 kicks off assembly and is, in my estimation, the most impressive part of the model. Well-engineered to be simple to build, it maintains a high level of detail. Block halves, cylinder heads, two-piece exhaust manifolds, supercharger, belts and pulleys, power steering pump, oil filter, starter, and oil pan are all separate parts. You rarely see an alternator that attaches to the engine in a kit, yet, here one is.

Included, too, are the coolant reservoir for both the supercharger and engine, fuse box, air cleaner with separate filter, and a four-piece radiator with separate fans. There's even a window washer filler neck!

Underneath, you'll find an individual driveshaft, well-molded exhaust, skid plates, heat shields, and plenty more. The suspension parts appear authentic, and you get posable front wheels. I had no issues with part fits at all.

The interior matches references, and I couldn't have been happier with the level of detail. It seemed like everything was included, from separate dash and door panels to bucket seats and pedals. Decals provide color for the instrument cluster, infotainment system, climate control, and

steering wheel. You also get duplicate markings for the steering wheel in case you mess one up. On the steering wheel, the decal includes a chrome border, but the SRT badging doesn't appear.

While the instructions provide interior color options, it suggests consulting the internet for more references. The kit molds the B-pillars into the interior side panel with an opening for the seat belt adjustment. It's a nice touch if you want to add seat belts, although none are provided. The completed tub interior mounts to the chassis at four large attachment points.

Five components comprise the body, whose lines look realistic with cleanly molded panel lines. I performed minimal sanding to prep for paint. There are no hinges for the hood — which you could view as a plus or minus depending upon preference. I like it because I can easily remove it to see the whole engine.

AMT provides a list of Mopar colors for the car, but no suggestions for paint companies. I wanted mine Jailbreak F8 Green and tried my hand at mixing it with Tamiya acrylics. I think I got pretty close.

The windows attach from inside the body and fit well. However, the clear plastic was a bit scuffed in my sample. It polished out just fine.

The chassis with completed tub fit into the body without difficulty. Basically a press fit, you just align four attachment posts and let the kit do the rest.

Similarly, the fascias, grille vents, and



Kit No.: AMT1325 **Scale:** 1/25 **Price:** \$38.49 **Mfr.:** AMT (Sample courtesy of Round 2) **Comments:** Injection-molded plastic (white, transparent red, clear, chrome); 178 parts (4 vinyl tires); decals **Pros:** Fully detailed engine; exhaustive interior; good part fits **Cons:** Some decals not included or can't be seen on the model; wheels require cleanup

headlights all pressed into place. You don't have to use glue.

By the time I got to the wheels, I was pretty spoiled. The kit is so cleanly molded, that it came as a surprise that I needed to clean up flash on the wheel spokes.

Decals provided marker lights and badging. You get duplicates for these in case something goes wrong. There seemed to be an opacity problem. Some of the decals didn't show up clearly or disappeared entirely when applied to the model. The SRT badge for the front grille is black, so added to the black grille, you don't see it. A chrome border would help it stand out. Also, there are no SRT decals for the prominent brake calipers or center wheel caps. The tire sidewalls appear a bit tall to me, giving the look more of a regular Dodge Charger than the enhanced Hellcat. But perhaps I'm picking nits.

I loved building the AMT 2021 Hellcat Redeye widebody. Round 2 did an amazing job replicating the car and engineered the heck out of this kit. Truly a step forward for the AMT brand. If you like modeling modern American cars, you'll want this.

— Caleb Horn





HobbyBoss British Challenger II

The third vehicle to hold the name, the Challenger 2 main battle tank first entered operational service with the British in 1998. Designed by Vickers and built by Alvis, Vickers, and BAE, more than 400 have been built and are used by the United Kingdom, Oman, and Ukraine.

The all-new HobbyBoss 1/48 scale British Challenger II MBT plastic model kit comes in a sturdy box with great cover art depicting the tank in a Northern European camouflage scheme. The kit builds into a tank on a training mission, with a prominent orange flasher on top as



Kit No.: 84852 **Scale:** 1/48 **Price:** \$49.99
Mfr.: HobbyBoss (Sample courtesy of Model Rectifier Corp.) **Comments:** Injection-molded plastic (light desert tan); 162 parts (16 poly caps); decals
Pros: Great fit; nice link-and-length tracks; thin skirts over the wheels; anti-slip texture **Cons:** No figures provided; drive sprocket does not attach with a poly cap

well as rearview mirrors mounted out front. I suspect the mirrors and flashing light would come off the moment a real engagement became imminent.

The plastic is molded in desert tan with no hint of sink marks, and any ejector-pin marks are hidden as the build progresses. The instructions consist of 20 easy-to-follow steps. I started by painting the road wheels. The wheels each sandwiched a poly cap that allowed them to easily slide onto the hull later in the build.

After completing the wheels, I set them aside and built both the upper and lower hull. Part fits were excellent, and every part had a clear attachment point with the exception the pesky bar (Part E5) in front of the running lights. I then painted the hull parts flat black followed with the camouflage pattern of NATO Black and Mr. Color Green (No. C303).

The link-and-length tracks fit well. With the running gear in place and the glue dry, I attached the upper hull to the lower hull without any difficulty.

The turret uses poly caps to allow the gun barrel to travel vertically. I struggled with the multipart gun barrel, but the parts aligned well, and they needed virtually no cleanup. Just take it slow and study the instructions to see you through.

HobbyBoss did an exceptional job rendering the

antislip texture on the upper turret and hull surfaces. I do miss having figures, but I attached the hatches with white glue in case I find some 1/48 scale modern British tankers needing a home.

Finally, I completed the painting, applied the decals, and applied a bit of weathering. I highlighted the lights and fire extinguishers and attached the rearview mirrors as my last step.

HobbyBoss re-entered the 1/48 scale armor market recently, and the British Challenger II MBT is a great addition to its fleet. With a modest parts count, this kit would be ideal for a beginner looking to give armor modeling a try, and serves as a good base for experienced modelers who like the scale.

—Harold Parsons



Model photos by Kyle Nelson

Monarch Models Konga

Monarch's new 1/35 scale Konga plastic model kit replicates the giant gorilla from the 1961 cult movie of the same name. Specifically, the model re-creates a scene from the end of the movie when Konga goes on its final rampage, having grown enormous. The kit builds quickly and has lots of fun details to paint.

In case you've never seen *Konga*, in it, Dr. Charles Decker, a botanist, returns to England after surviving a plane crash and spending a year lost in the African jungle. He brings back with him a baby chimpanzee named Konga and a secret serum derived from carnivorous plants that can rapidly enlarge living things. Yes, you can see where this is headed. Megalomania and personal grudges drive Decker to inject the formula into Konga. Oh, my! Now, Konga is a full-grown chimp. A second dose, the poor animal becomes a man-sized gorilla-like beast Decker uses to kill off rivals. A third dose, and Konga is now the size of a building and no one can stop him from rampaging through the streets of London except the British army.

It's the sort of campy sci-fi/horror movie license that lends itself to interesting, if niche, models.

Containing 28 parts, the kit builds quickly. Seven parts create the diorama base. The brick walls come molded in red styrene, and the large base is molded in green plastic. The fit is good on all of the parts, and I didn't need any filler for the walls. However, I filed the corners slightly to better hide the seam where the wall pieces join.

Konga himself is molded in fifteen bright orange parts. Here, I also found the parts fit together well, but I had to use a small amount of filler along the join where Konga's front and rear halves meet. Some putty in the figure's armpits eased the transition from the arms to the torso.

Konga's head is the most detailed part of the model, constructed from a main head with face, upper teeth, jaw, and lower teeth.

The head sculpt looks great and matches Konga on the movie poster



Kit No.: 465 **Scale:** 1/35 **Price:** \$71.99
Mfr.: Monarch Models (Sample courtesy of manufacturer) **Comments:** Injection-molded plastic (red, green, orange, yellow); 28 parts **Pros:** Quick build; beginner friendly; good details overall **Cons:** Head not representative of the one that appeared on screen

well. It doesn't, however, match his look in the film. Frankly, the poster illustration is a better rendition than what appeared on screen. On the other hand, if you were looking for a screen-accurate head, you won't find it in this kit.

The human figures are all molded as single parts, except for the woman who is screaming (Sandra in the movie) — her arms are molded separately from her body. The figures are molded in a light yellow color and exhibit fairly good detail overall, but the faces are on the soft side.

Painting went quickly with the help of the detail on the base and on Konga. I mainly used Monument Hobbies Pro Acryl. They are great for brush painting and thin and airbrush well, too. I airbrushed the base coat for the walls and Konga, and then dry-brushed with lighter colors to quickly pop details. I then went back and picked out single bricks one by one. Objects like the tree, windows, and door were all painted by hand after.

The grass, bushes, and tree detail all appear crisp. But, if you wanted bump it up, static grass and individual leaves would add a lot to the scene, should you want to go there.

All in all, I had a lot of fun building and painting the Monarch Models Konga. It's a wonderful option for any modeler at any skill level looking to add a monster to their collection. I spent about 30 hours completing the scene.

— Chris Cortez



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COMING EVENTS

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*All listed events were confirmed as active at the time of press.
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By Tim Boyd

Back in the saddle

Revell climbed up on two new Mustang annuals after a long hiatus to mixed results

Over the last six decades, there have been many 1/25 scale kits based on the 1969 and 1970 Mustang. So, what is it about these two Revell kits that justifies attention?

To start, these are the only kits that replicated the hardtop version of the 1969 and 1970 Mustang generation instead of fastbacks. Revell's 1970 version is also the only time the Mustang's luxury oriented Grandé hardtop found its way into a 1/25 scale kit. From the perspective of kit historians, these kits were notable as Revell's first venture back into 1/25 scale annual kits following their poorly received 1962 Chrysler annuals. Then there's the beautiful, period-relevant box art on both kits. Finally, consider that neither kit was reissued (albeit the body and roof were later repurposed in an inaccurate Funny Car kit).

These two kits shared many of the same parts, but not as many as you might expect. The 1969 kit miniaturized the 1/1 scale GT in its last year as a Mustang option until the nomenclature returned during the Fox-bodied Mustang era, while the 1970 kit captured some elements of the Grandé trim level. Both included a 428 Cobra Jet V8 engine paired with a through-the-hood Shaker air cleaner plus an alternate drag-style fuel injection setup. (The 1970 kit added parts for the factory air cleaner without the Shaker option.) As with many Revell kits tooled in the late 1960s, these engines lacked detail.

Molded separately, the rear axle and springs omitted shock absorbers. The front suspension included well-detailed separate lower control arms and coil springs/shocks but no tie rod or front links. Both kits provided four stock tires along with drag-racing slicks and skinny racing fronts. The stock wheel choices were GT wheel covers for 1969 and the standard

REVELL 1969 AND 1970 MUSTANG HARDTOP / CONVERTIBLE

Kit No.: H-1261 and H-1212

Introduced: 1968 and 1969; never reissued

Current Value: \$175 and \$125

slotted steel wheels on the Grandé. The optional five-spoke mags in both lacked realistic depth. Separately molded dual exhausts with quad tips or a pair of racing headers concluded underbody details.

The kits provided tub interiors with virtually no engraving for the door panels. The stock bucket seats included separate seat backs and headrests, and racing buckets were also offered. You received correctly shaped hardtop interior quarter panels, and a neat design touch was that the different convert-

ible rear quarter panels were molded together with the convertible boot. Most hardtop annual kits of the time only included the incorrect convertible treatment. An optional two-point roll bar finished the 11-piece interior.

The body itself was molded without the roof or windshield; a plated windshield frame and hardtop (with the Grandé's canopy vinyl-roof detail added for 1970) were separate parts. The Grandé

hood was revised, removing the Shaker hood scoop opening. A radiator wall added engine compartment detail, but missing in action were radiator hoses, a battery, and a brake master cylinder. The shape of the factory quarter panel scoop detail on the 1969 body was not completely accurate; optional quarter panel scoops, like you can find on the aftermarket, could have fixed the issue.

Bottom line? Honestly, from the perspective of a model builder, these are not great kits.

But for kit collectors and historians, one could argue with considerable justification that Revell's 1969 and 1970

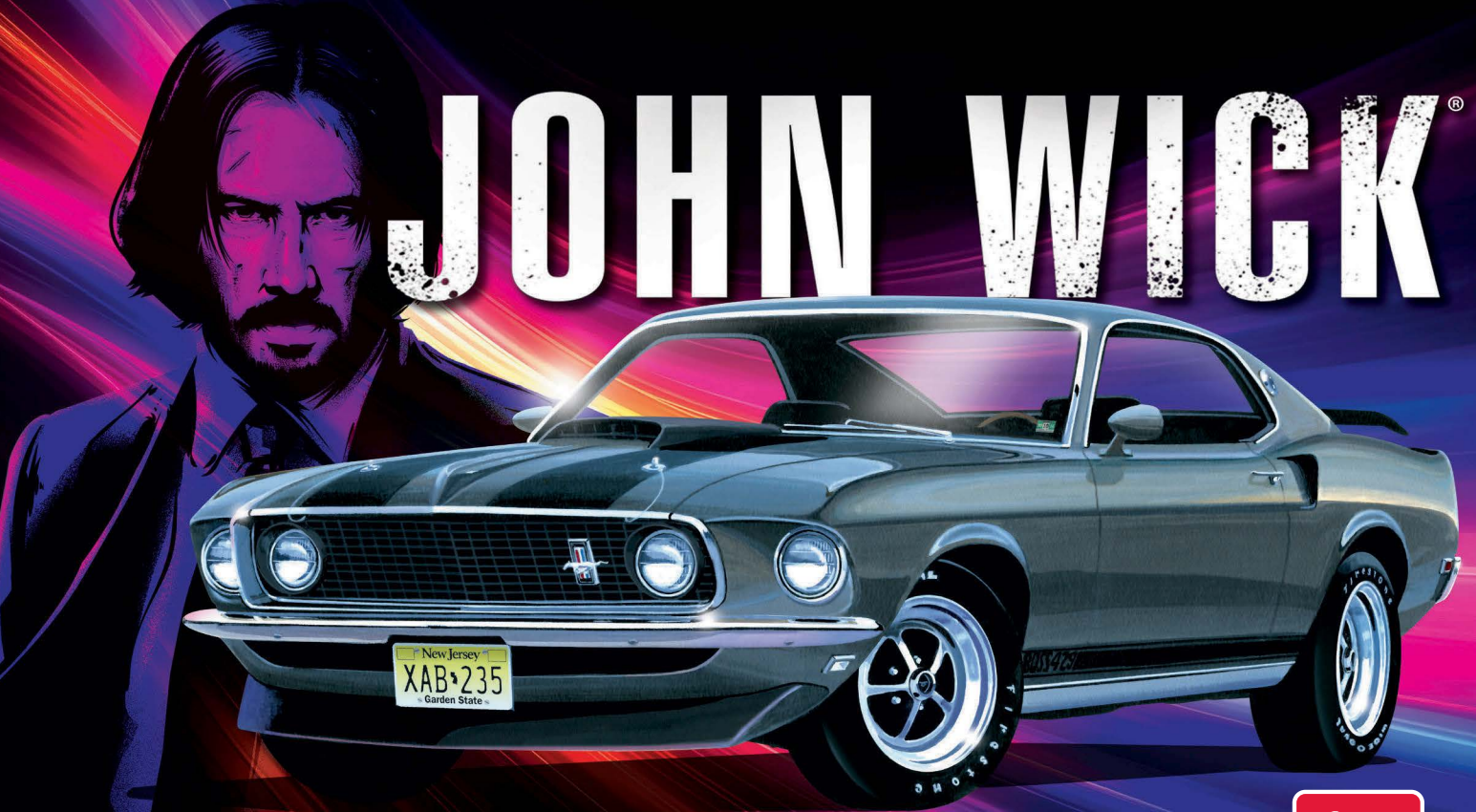
Mustang hardtop/convertible kits

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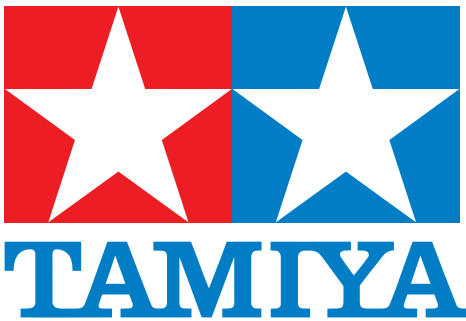
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CB1000F

Honda CB1000F



*The CB1000F is the latest addition to the storied Honda CB series, and makes a swift debut in the Tamiya 1/12 Motorcycle Series, too! *The flowing lines of the bike are captured sumptuously in 1/12 scale. *Features a detailed depiction of the liquid-cooled inline-4 engine. *Engine, suspension and muffler are screw-attached to the bike frame. *Integrated front fender and fuel tank parts.



This image shows the model in Wolf Silver Metallic (Gray Stripe). The taillights use clear red lens parts.

The headlight cowling is a separate, optional part.



Radiator grille and center stand parts are included. Solid synthetic rubber tires add extra realism.

