THE MODELLING MAGAZINE FOR CARS , TRUCKS & BIKES
www.modelcartruck.co.uk

MODEL

CAR TRUCK MOTORCYCLE WORLD

Issue 13 £7.00 UK $15.49 Canada $15.00 USA

ISSN 2754-4605
12
9 772754 460027
Guideline Publications

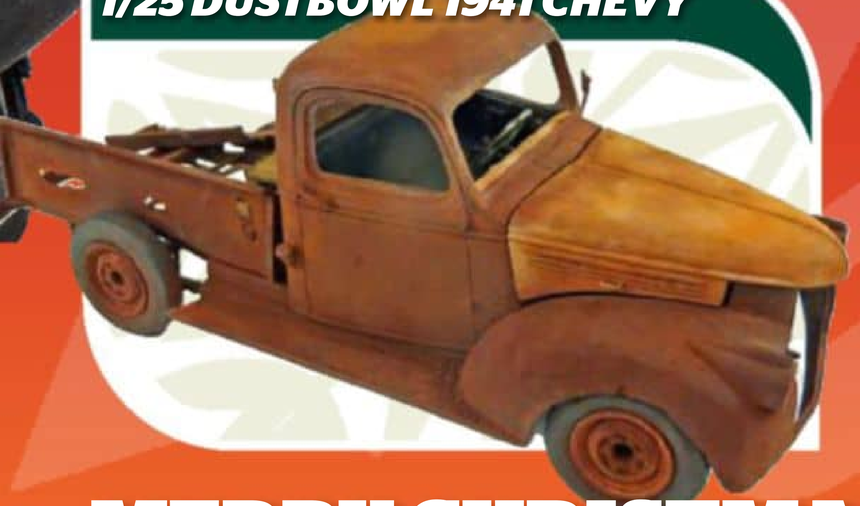
BELKITS C3 WRC DESERT DISCIPLE

RARER THAN RESPECTABLE IN THE EIGHTIES

1/12 HONDA NSR500

72 PAGES PACKED WITH NEWS, FEATURES & REVIEWS

1/25 DUSTBOWL 1941 CHEVY



1/35 RENAULT AHN2

1/24 VOLVO L495 N88

MERRY CHRISTMAS AND HAPPY NEW YEAR FROM US ALL!

KFS

KIT FORM SERVICES

Kit Form Services specialise in producing high quality 1:24th Scale Model Kits. Discover the range of model trucks, conversion sets, parts, accessories, etch & decals, all made in the UK, and shipped worldwide.

Visit our website to find out more.

NOW AVAILABLE:

LEYLAND REIVER TRANSKIT

BRAND NEW:

BEDFORD TM DAYCAB TRANSKIT

www.kitformservices.com

MODEL CAR TRUCK MOTORCYCLE WORLD

EDITOR:
Jon Tabinor
(Jon@guidelinepublicationsusa.co.uk)

ASSOCIATE EDITOR:
Steven Downes
(steven@guidelinepublications.co.uk)

MANAGING EDITOR:
David Grummitt
(david@guidelinepublications.co.uk)

SALES & MARKETING DIRECTOR:
Tom Foxon
(tom@guidelinepublications.co.uk)
Tel: +44(0) 7540153368

DESIGN:
Marmaduke Press

PRINTED IN THE UK BY:
Kingfisher Group

SUBSCRIPTIONS
4 ISSUES UK inland rate £25.00 pa
Europe £35.00pa R.O.W £39.00pa
Guideline Publications Ltd.
Dunstable Business Centre,
Office Suite no 2, Blackburn Road,
Houghton Regis, Bedfordshiire, LU5 5BQ
Tel: 01582 668411
Email: kim@guidelinepublications.co.uk

GUIDELINE PUBLICATIONS
SUBSCRIPTION AGENT FOR THE USA
Tom Foxon
Office: +44 (0) 1582 668411
Mobile: +44 (0) 7540 153368
Email: tom@guidelinepublicationsusa.com

DISTRIBUTED TO THE UK AND
INTERNATIONAL NEWS TRADE BY:
Intermedia www.inter-media.co.uk
via MarketForce (UK) Ltd.,
110 Southwark Street, London SE1 0SU
www.marketforce.co.uk

GUIDELINE PUBLICATIONS SHOP
Guideline Publications Ltd.
Dunstable Business Centre,
Office Suite no 2, Blackburn Road,
Houghton Regis, Bedfordshiire, LU5 5BQ
Tel: 01582 668411
Email: kim@guidelinepublications.co.uk
All distribution enquiries regarding the
NEWSTRADE and MODEL SHOPS
should be directed to Tom Foxon
+44(0) 7540153368 or 01582 668411.

MAGAZINE LICENSING & SYNDICATION
Guideline Publications Ltd and Guideline
Licensed Publications Ltd publish top
quality magazines, books & bookazines.
Guideline Licenced Publications Ltd
publishes a wide range of publications that
are available for licensing and reproduction
around the world. You can find out more
by contacting: Tom Foxon
Office: +44(0) 1582 668411
Mobile: +44(0) 7540 153368
Email: tom@guidelinepublications..co.uk
www.guidelinepublications.co.uk

Welcome
To Issue #13

Welcome to issue 13 of *Scale Car, Truck and Motorcycle World*. You may have noticed that this packed edition of your favourite automotive modelling magazine is arriving after Christmas, rather than before. So firstly let me wish you a belated Merry Christmas, and a very Happy New Year!

We decided to change the publication date of the magazine by a month, to mesh it with other titles in our range. If you subscribe then you haven't missed an issue, it will just carry on as normal. As ever a subscription is the best way to enjoy this magazine, ensuring it arrives fresh on your doorstep, ready to savor. But even if you prefer a trip to the newsagent, now your journey to the news stand on an otherwise dark miserable January will be brightened by finding this magazine waiting for you!

To welcome in 2026 this issue has a range of subjects and kits, some of which you will notice are a little different. The CaDa range of models is wide and diverse and with prices starting at around £5 to £10 offer an economical way to exercise the 'change is as good as a rest' maxim that we all need from time to time, as well as a potentially good way to encourage youngsters into the world of construction kits.

And for those who *woodn't* (I haven't given up puns for January you'll be relieved to know) mind a mix of traditional and modern, then EWA's laser-cut wooden truck kit offers another avenue for creativity too.

Back in the realm of plastic, we have a winter feast of offerings. Bill Horton's Corvette will get you going, while Eric Fontien's Pegaso is a classic bit of truck conversion, and uses scratch-built elements as well as 3D printed parts to excellent effect. Meanwhile Ilya Yut dusts off his finishing skills with a fetching Belkit's Citröen C3 and Kees Kamp returns with another of his utterly beautiful retro trucks that are always a pleasure to see, and demonstrate plastic modelling at its finest.

If you ever wondered why there's a dearth of modern F1 kits around today, Trevor Pask explains while recreating the 2009/10 season McLaren MP4-25. Huw Morgan assesses Italeri's new Lancia Fulvia (with a full build to follow) and builds ICM's Renault ANH truck, which is so French it should have a string of onions around it!

René Van De Hart is next, offering a king-size build of Hasegawa's 1/12 Honda NCR500, which won't be a drag to read. Then Manu Gill shows you how to finish your Mazda MX-5 in scale perfection. Nick Allen goes to town on a 1941 Ford pickup – which has only slightly less wear than your editor's car – showing that a photo can provide the inspiration for many happy hours of creatively destructive modelling.

Steven Downs' detailed diecast reviews follow, and Bill Horton returns to round off this issue in style with a superb Suzuki ECSTAR, offering tips on bike modelling that will be equally applicable to anyone wanting to get to grips with any two-wheeled modelling project.

So there's something for everyone in this issue, and what I hope it will do is to encourage you to spread your wings, have fun with your modelling and maybe try something a little different. As ever it's your articles, written by modellers for modellers, that make this magazine. So if you haven't ever thought of writing something, these dark winter months are perhaps the time to give it a try. What interests you will almost certainly interest the rest of us, so please get in touch and I'll tell you how you can get your article published here.

And with that, I hope you enjoy this issue, so onwards into a healthy, peaceful and perfectly plastic 2026!

Until then, all the best,

Jon Tabinor, Editor

Contents

Issue #13

08

18

10

22

1 EDITOR'S WELCOME

6 PITSTOP - HOBBY NEWS

8 LITTLE BLUE CORVETTE
Bill Horton's 1/15 'Vette C8 Coupé.

10 PEGASO
Eric Fontein's Pegaso 6x4 Recovery truck in 1/24.

16 E-DAY 2025 REPORT

18 DESERT POWER
Belkits 1/24 Citroen C3 by Ilya Yut.

22 NORSEPOWER
Kees Kamps' scratchbuilt Volvo N88..

26 RELIANT'S RAKISH RUNABOUT
Trevor Pask muses on Airix's 1/32 reissue.

27 SILVER DREAM TEAM MACHINE
Revell's 1/25 McLaren MP4-25 by Trevor Pask.

31 RENAULT PAS D'EAU!
ICMs 1/35 Renault ANH assessed and built by Huw Morgan.

33 BRICKING IT
Tim Quigley builds CaDA's 1/10 Mazda 787B C63007W

MODEL CAR TRUCK MOTORCYCLE WORLD

YOUR MAGAZINE FOR THE VERY BEST IN CAR, TRUCK & BIKE MODELLING

27

40

68

31

50

35

50 DESERT DISTRESS
NIck Allen is inpsired by a photograph and builds a crackingly crumpled 1/25 1941 Chevy pick up.

53 DIECAST NEWS WITH STEVEN DOWNES

62 MODELLIING AGAINST THE GRAIN
EWA's 3-D Mechanical Wooden truck.

66 I'M GONNA BE AN ECSTAR!
Bill Horton offers useful advice for motorcycle modellers with Tamiya's 1/12 Suzuki ECSTAR.

70 BOOK REVIEW AND COMING UP IN ISSUE 14

35 KING SIZE RACER
René Van De Hart lights up the centre pages with his 1/12 Hasegawa Honda NCR500.

40 MANU'S AMAZING MAZDA
Manu Gill demosntrates how to paint Tamiya's little 1/24 Mazda MX-5.

48 REVIEW
Huw Morgan lifts the lid on Italeri's new-tool 1/24 Italian rally classic.

33

PITSTOP

Your Guide to What's New

Model Car, Truck and Motorcycle World **aims to provide you with news about both plastic and diecast models. We invite manufacturers and producers of kits, accessories, conversions, decals, and diecasts to keep us informed about their current and proposed future releases, so we can feature them here. Please send any press releases, news updates, product details and bulletins to the Editor, Jon Tabinor, at** jon@guidelinepublications.co.uk **for inclusion in the next possible issue of the magazine.**

Italeri
1/24 500 Abarth 2008
Kit No. 3674 www.hobbyco.net

In 2007, Fiat introduced the successor to that iconic symbol of Italian automotive production, the Fiat 500. The design was immediately regarded as extremely appealing, featuring styling reinterpreted in a modern and contemporary way, while recalling the 'classic' Fiat 500 that first appeared in 1957. Based on the Fiat 500, the intriguing 500 Abarth version was also created, following in the footsteps of Fiat's historic small sports car produced since the late 1950s. The 'Abarth' differs from the model it is derived from through its distinctly sporty design and significant mechanical upgrades. Italeri's model is a re-release of the Fujimi kit and will no doubt be welcomed by car modellers.

Italeri
1/24 Bugatti Type 41 Royal Coupé Napoleon
Kit No. 13705 www.hobbyco.net

The Type 41 *Royale* is considered to be one of the most prestigious and luxurious cars ever produced – initially built on what might be termed an 'artisan' scale by Bugatti, with only six being built from 1929 to 1933. With its imposing and dimensions, it was also fitted with an engine that provided the largest displacement ever built of over 12,000 cm3. In fact Ettore Bugatti's aim was to create a car so prestigious that sales would be restricted to a very small, exclusive group of potential customers, which included the royal houses of the period. The six Type 41s shared the same chassis and engine, but differed in the configuration of the bodywork. Of the six *Royale* cars produced the *Coupé Napoleon* was the first in chassis order, notable for its elegant two-tone black and blue bodywork and highly sought after velvet interiors. It was Ettore Bugatti's private car for many years and is an icon of the automotive world. Italeri's kit is a new boxing of the Entex kit featuring new rubber tires and chromed parts.

Belkits
1/24 Toyota Yaris Rally 1 Hybrid Guanajuato Mexico 2023 – Ogier
Kit No. BEL026 www.hobbyco.net

As the new year broke, Belkits announced the release of this kit scheduled for April 2026, which will be avaible to pre-order very soon.

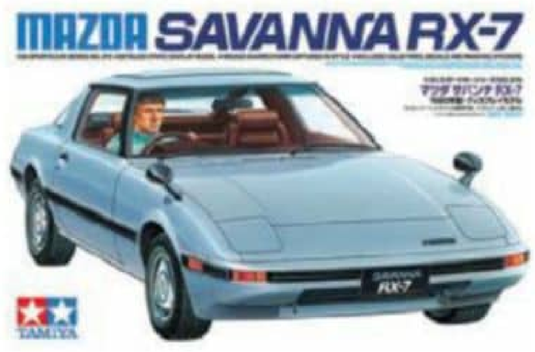
The long awaited Ford RS200s are also promised soon too, which will make a lot of rally fans very happy indeed.

Tamiya
1/12 Honda RA273 F1 Car with Photo-Etched Parts
Kit No. 12032 www.hobbyco.net

Tamiya has released an updated version of this kit, which comes with photo-etched parts included. This has an updated instruction manual with tyre painting instructions added, and a newly-added A3 size double-sided pamphlet with photos of the full-size car.
The photoetch has parts for there brake discs, radiator, oil cooler and steering wheel spokes. Metal transfers depict side mirror surfaces and meter rings, and there are springs for the shocks plus turned aluminium air funnels.

Tamiya
1/24 Mazda Savanna RX-7
Kit No. 24375 www.hobbyco.net

Another welcome update and re-issue from mid-December. This was originally released in 1981 as a motorised kit, but is now updated with sprue C changed in moulding colour from black to brown, new decals, instruction manual and packaging, plus newly-included masks.



Revell
New releases announced at SMW2025
www.revell.com

Several new or re-released items were announced at Telford's November ScaleModelWorld show. Available in January will be the :

1/24 GFLF Simba 8x8
Kit no: 07747

This specialist airport fire truck is a huge heavyweight at nearly 50cm long in this scale. Originally used at major airports like Frankfurt for lextinguishing large fires. The model is based on real-world data and will be released as a limited edition.

1/24 50 years of the Golf Mk 1 GTI Gift set
Kit no: 05623

Celebrating the 50th Anniversary of the classic Golf Mk 1 GTI Revell offer this special edition gift set, with changed bumpers, a colour scheme and number plate that match VW's own anniversary celebrations. The model can be built as both LH and RH drive and features the original single headlights plus the iconic red-framed grille. This kit should be in the shops in January, which is great news for boy racers (and hairdressers) everywhere.

1/25 '22 Corvette C8 Cabriolet
Kit no: 07750

A new cabriolet version of this has been announced for a February release – and to wet your whistle, you can check out Bill Horton's build of the coupé version on the next page!

1/32 Jaguar SS 100
Kit no: 07752

A re-release in the Revell Classic range in February is this 1935 racing car. The tooling is from the 1970s and is most likely the Matchbox kit. Nonetheless it's good to see it back.

Kit Form Services KFS
1/24 Skip Loader Kit
www.kitformservices.com

This is a newly revised and refurbished multi-part Skip Loader kit, consisting of high quality polyurethane resin, white metal, clear cast resin lights, metal chain, and plastic and aluminium rod and tube. The kit is accompanied by full detailed colour instructions.

The kit is a working model that allows builds in loaded, unloaded and tipping modes. The kit is planned for release in early 2026.

LITTLE BLUE CORVETTE

BILL HORTON TAKES REVELL'S RECENT 1/25 'VETTE FOR A SPIN.

As an auto modeler, I find the dearth of new models of current-day American muscle cars a bit confusing. While many low production exotics yield full detail model kits, more common cars like the Dodge Challenger and Ford Mustang are kit-poor. When I saw Revell was producing a full detail kit of the new mid-engined C8 Corvette, I was thrilled. I bought the 'US' version when it came out. The kit is a new production from Revell Germany, which is a good thing; if you've built any of their 'new tools' like the Porsche Carrera or Jag XKE you know what I mean.

My kit came in the 'US' style box, but the contents match what you'll find in the 'flat box'. There are a number of white styrene sprues, one in clear, and an extensive decal sheet (more on that later). Unusually for model of an American car, there is no 'chrome' tree, although the parts that should be 'plated' are on one sprue.

The new generation Revell instruction booklets are great, and this one is no exception. I followed the instructions pretty much step by step. The kit has full engine and drivetrain detail, although most of it won't be seen when you're done despite a posable engine cover.

My usual 'MO' with car models is to prepare and paint the body first, then do the majority painting of the rest via airbrush, followed by hand painting of details. This kit required little body prep; only a few faint mold lines needed attention. I left the rear valence on the sprue to paint, which resulted in a slight mismatch of the metallic paint. I painted the body with Tamiya Blue (TS19) over their primer, followed by the AK two-part clear, which was wonderful. After three coats, no polishing was needed.

Most of the rest of the parts were satin black, with some metallics as well. Through this process I discovered two shortcomings of the kit. First, there were no window masks. The shapes to be masked were unusual, as well. Since the 'glass' had heavy frosting on the areas to be painted, I hand-brushed them with Vallejo black (70.950) and a Winsor Newton brush, and it worked like a charm; you'll just need a steady hand. If someone ends up making masks for this kit, they'd be a good investment.

Secondly, the interior has a lot of two tone parts. The masking would be difficult, and the masking lines are not distinct. I painted the lighter color blue first, and did more hand painting with 950 with an overcoat of satin clear. Not ideal, but good enough for government work, as they say.

Sticking to the interior, I started there with the extensive decal sheet. The decals are first rate! They go down over raised detail without setting solution and with no silvering. There are many choices for the dash and computer decals, and there are duplicates of most markings in case you mess up. There are decals everywhere, including body top stripes that I chose not to use.

I tried another new product, AK Real Metal chrome over a black base for the wheels and headlight parts. It worked very well; I love the way the wheels turned out. I used two heavy coats over the black Tamiya lacquer base.

Final assembly was a breeze. I chose to discard the 't top' to better display the interior. The engine top looks great through the inner and outer engine covers. And the car sits just right. There are a ton of these 'low dollar' supercars around my Connecticut home and Revell captured the car perfectly. I'd say this kit compares well to a current Tamiya supercar kit; not quite as perfect but easily 85% of Tamiya, which in my modeling book is a very high grade.

I can't wait until their current generation Mustang joins it.

Winged Horse To The Rescue

ERIK FONTEIN CONVERTS SMTC'S 1/24 PEGASO DAY CAB INTO A MADRILEÑO TOW TRUCK.

In the 1/24 model world, kit manufacturers such as Italeri and Revell only model the major truck brands. For smaller truck brands, the modeller is dependent on either scratch-building, after-market parts, resin kits, and nowadays also 3D-printed prints.

SMTC (Spanish Model Truck Club) was of the opinion that Spanish Pegaso trucks should also be available in 1/24 – a great addition for the truck modelling community!

I immediately ordered two of their Pegaso models, the Mider with sleeper cab and the Tecno with day cab. When the models arrived, the boxes gave a very professional impression. All parts were neatly packed and the box was filled with foam **(photo 01)**. Upon further inspection, I found that there was still quite a lot of work to do to create a decent model **(photo 02)**: but if you buy this kind of kit, as a modeller you know it's going to be like an Italeri or Revell kit. The fact that you can build a unique model more than makes up for this anyway.

What is striking is that there are no instructions. These are provided by email, which is a very good idea in the current era of the conscious use of materials. Unfortunately, no further technical information is included, and as Pegaso trucks have not been on the market in all countries for a long time, it means that it's difficult to get some of this. Even hours of online searching provided me with insufficient information to, for example, make a correct chassis and engine. So I asked SMTC what kind of donor chassis, axles and engine I should use. The advice was to use a DAF or MAN chassis from Italeri as the axles and spring package are the most similar to most Pegaso models. The engine is also easy to use because the Pegaso has a six-cylinder engine.

All other parts, like the air tank, battery box, and fuel tank, that have to be mounted on the chassis are supplied with the kit, so that is no problem.

Because STMC supplies the instructions and kit description digitally, which makes them easy to amend, I have suggested they supply specifications, detail photos of the engine, chassis and axles with these, to ensure that the modeller can build a more realistic model.

Construction of the Pegaso Tecno Day Cab Recovery Truck

It was my intention to turn the Tecno into a recovery vehicle operated by a fictitious local Pegaso dealer, who uses it for their own service and repair work. The truck is a used tipper chassis on which the tipper body has been removed, and a crane installed by the dealer, with a recovery unit built on it.

First I started preparing the cabin for construction **(photo 03)**. I sanded everything, puttied and polished. This had to be done several times to remove the print resolution lines that can be overly obvious on 3D-printed parts. Then I re-scribed all the seams of the doors, between the bumper and the step, the window rubbers, etc. This makes these details stand out better when the model is painted. After all this work, the cab upper, its interior and the lower part of the cab was ready. The grill was unfortunately bent, so I heated it in boiling water and then clamped it to bend it back flat. I didn't have to do anything to the air filter and the sun visor because they were nice and smooth. A coupling has to be made at the bottom of the air filter, which disappears under the cabin and goes to the air filter. There was also more work to be done modifying the front fenders. These were also bent and were the wrong versions, namely for the Tecno with sleeping cabin (photo 04 & 05). I also added chassis mounts to the rear of the mudguards.

The supplied mirrors were of good quality but I didn't like them. On the internet it seems that Pegasos used several mirror variants of mirrors. I found the variant with the curved support the most interesting, so that's what I added **(photo 06).**

Making the headlights was a challenge. First the headlight units were hollowed out and then I filed the lenses to size so that they just fit in. I partially sanded away the printed contour lights/turn signals above the headlight units on the cabin. Two new ones were made from the flashing light lenses of an Italeri Scania 143 Streamliner **(photos 07 & 08)**.

AIRBRUSH READY HOBBY PAINTS

#SMSPAINTS

AUSTRALIAN MADE AND OWNED

SCAN TO FIND YOUR CLOSEST RETAILER

AVAILABLE NOW THROUGH HOBBY RETAILERS OR ONLINE AT

SCALEMODELLER.COM.AU

1/24 PEGASO TECHNO 6X4 RECOVERY

On the roof of the Pegaso is a rack with flashing lights, antennas and a company advertising sign.

When the cabin was sufficiently prepared, I went to the attic to look for a suitable chassis **(photo 09)**. The "chassis box" contained a beautiful and complete DAF 3300 chassis, the front axle steered and all wheels turned. An excellent starting point for a Pegaso Chassis **(photo10)**.

The chassis was completely stripped but not adjusted in length **(photo 11)**.

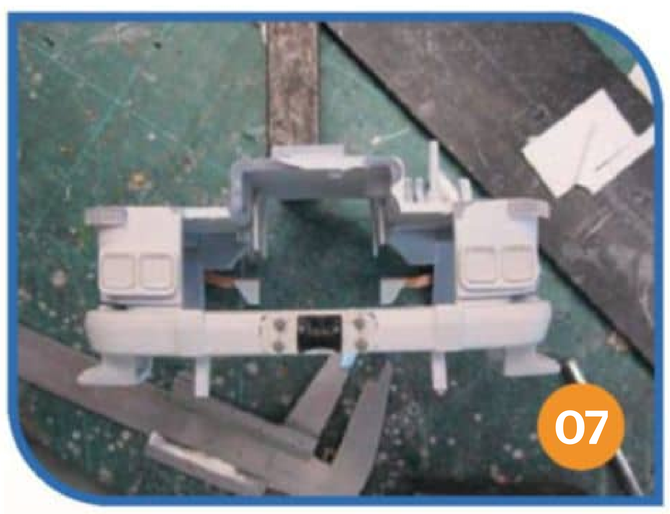
The engine was removed and adapted to look like the Pegaso engine. The manifold, turbo and exhaust have therefore been modified. Unfortunately, none of this is visible now the model is finished!

To mount the cabin to the chassis, I glued two plastic strips to the chassis where the bottom plate of the cabin rests. After much fitting and measuring, the height and position of the front axle was correct **(photo 12)**.

Then I made an auxiliary chassis on the chassis, which was reinforced with parts from the spare box. Then I built the Italeri Effer loading crane and placed it on the front of the auxiliary chassis. The crane was built according to the instructions, but details, such as all hydraulic pipes, were added **(photo 13)**.

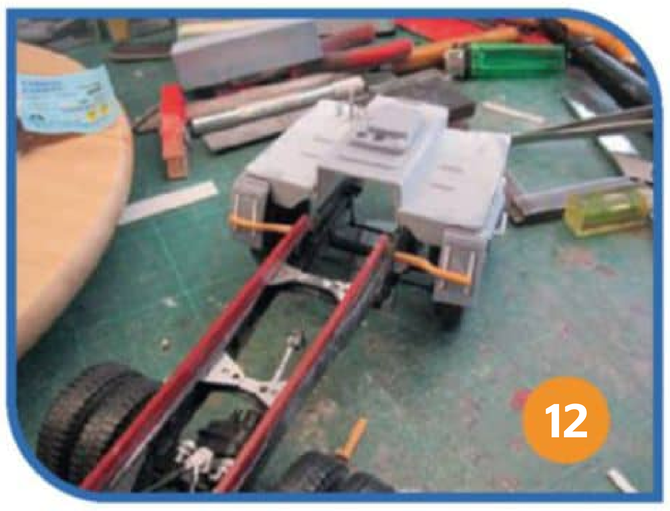
Next it was the recovery unit's turn. I built this completely according to my own design, using actual recovery trucks from the 80s as inspiration of course. Recovery trucks from that period were not yet the fully built boxed-in high-tech beasts of today. That's why I went 'back to basics', with an extendable heavy crane, two winches – one of which is a heavy pull type, storage cabinets, and various attachments and tools.

During the time my Pegaso was doing its job, recovery companies started using under-reaches that were lifted by the crane. In this way, defective trucks could be transported without damage. This was built up and installed behind the crane **(photos 14 & 15)** on the chassis **(photo 16)**. Long panniers were added



down either side for all kinds of tools and accessories and there is an open box with blocks of wood, chains, a shovel and broom etc **(photos 17 & 18)**. On the back of the recovery unit are two wedges to place in front of the rear wheels during the winches. These are mounted on the truck with chains so that the truck does not shift during winching **(photo 19)**.

After the recovery unit was ready, the battery box, air barrels and the fuel tank were mounted to the chassis. The battery box is very nicely designed and the lid can even be removed. After some sanding and filling, the fuel tank was also good enough to install **(photo 20)**.


12

13

14

15

16

17

The kit's air tanks were not nice enough though, so I used some from the spare box.

To give the Pegaso a more Spanish look, I did not use the supplied rims, but used the Trilex wheels from the Italeri accessory set. Unfortunately, the Italeri Trilex wheels are not quite correct, so they have to be adjusted. The front rims were opened up, the rings made and then assembled **(photos 21 & 22)**. The adjustment isn't that drastic but this is what the rims look like in real life. The rear rims were a bit more work, partly because I wanted a hub with hub reduction **(photos 23 & 24)**. I chose to use Italeri's vinyl tires – line profile ones on the steering axle and block

18

19

20

1/24 PEGASO TECHNO 6X4 RECOVERY

21

22

25

26

23

24

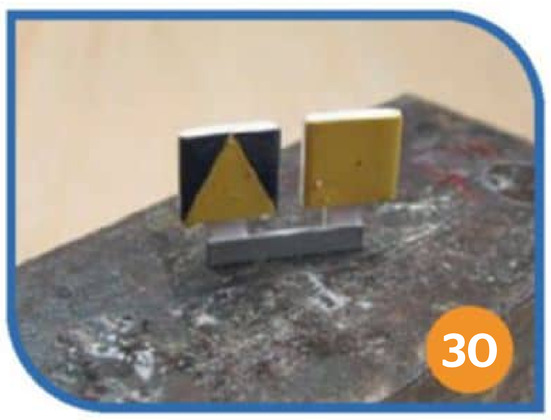
27

28

profiles on the pull axles. The tires were sprayed matt black to eliminate the vinyl look.

After all the construction was finished I had to choose a paint scheme and start drawing the details. For the colors I looked on the internet and I noticed that white and blue appeared regularly, which fitted nicely with the yellow of the Effer crane too. The cabin was sprayed white first as were the storage boxes, then the blue was added. The crane, the mechanical under reach and the lifting triangle were painted yellow **(photos 25, 26 & 27)**. I used a neutral, dark-grey for the chassis. To add a slick touch I picked out the wheel rims in the blue too, and finished the cab interior in a typically unfussy scheme of greys with black consoles **(photo 28)**.

Finding the decal text was difficult because my Spanish is not very good. Google informed me that José is the most common Spanish male name and Alvares the most common surname. Madrid is the Spanish capital, so this city and those names had to be used in the text. STMC gave the correct dealer description in Spanish giving me the work the dealer carries out, the dealership, and the maintenance, repair and bodywork they do. I drew the Pegaso logo and text in MS-Visio and then the decals were printed on a clear


30

31

decal sheet with a laser printer **(photo 29)**. A sign was mounted on the grill that indicates that the vehicle is being used for breakdown assistance. On the back and on the

29

battery box there are signs with the text El Camion Espanol, which means 'The Spanish Truck'. Two very Spanish details to add were the signs on the cabin. The yellow square one indicates a heavy vehicle and the blue with yellow triangle means the vehicle can pull a trailer or semitrailer **(photo 30)**. Various tools were now added to the recovery deck **(photo 31)** and with that Señor Alvares could be off to assist his clients!

The Pegaso is a special and typically Spanish truck. Thanks to the will and commitment of STMC it is now possible for modellers to build such models. So *Muchas Gracias Ustedes* STMC for your efforts – Thank you all very much!

WHY ADVERTISE IN

MODEL CAR TRUCK MOTORCYCLE WORLD

- Continued growth – Newsstand, Digital and Subscription sales
- Exceptional production and editorial quality
- Guaranteed editorial support for all advertisers
- Free posts onto our social media pages for all advertisers
- Competitive advertising rates
- Sponsorship/advertorial opportunities
- Magazine available in print and digital
- Active Social Media pages - over 200,000 followers
- Discounts for long term bookings

For further details and to discuss your specific requirements contact

Tom Foxon
Sales & Marketing Director
M: **+44 (0) 7540 153368**
E: **tom@guidelinepublications.co.uk**
Dunstable Business Centre, Office Suite no.2,
Blackburn Road, Houghton Regis, Bedfordshire, LU5 5BQ
T: **+44 (0) 1582 668411**

www.guidelinepublications.co.uk

Model Cars

3D-PRINTED CARS, COMMERCIAL BODIES AND ACCESSORIES IN 1/24

MODEL KITS IN 1/24 AND 1/25

Email: model-cars@outlook.com

Tel: 07446176096

www.model-cars.co.uk

DSC Showcases

A TOUCH OF GLASS!

The Finest Glass Showcases and Wall Display Cabinets for Collectors & Modellers

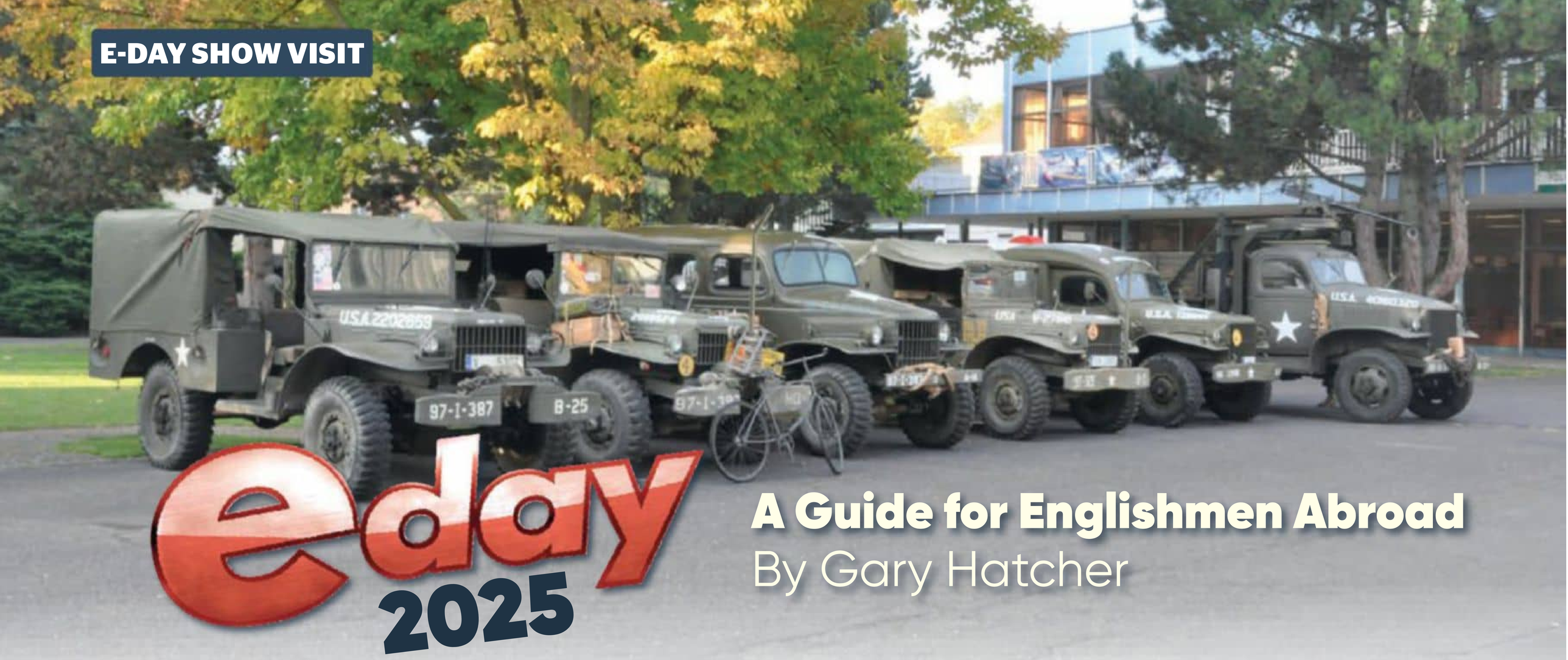
BIG OR SMALL, WE MAKE THEM ALL!
WALL CASES & SHOWCASES

find us on facebook

www.dscshowcases.co.uk

Call: 01635 34656 • Email: admin@dscshowcases.co.uk

Merrill Ville, Enborne Row, Wash Water, Newbury, Berkshire RG20 0LX



E-day 2025

A Guide for Englishmen Abroad

By Gary Hatcher

Eduard's international exhibition took place this year at the Zahrada Čech fairgrounds in Litoměřice, a town in the Ústí nad Labem Region of the Czech Republic with around 23,000 inhabitants - roughly the size of Beverley in the East Riding of Yorkshire. Located approximately fifty kilometres north-west of Prague, the town sits on the right bank of the River Elbe and boasts an attractive historic centre, good transport links, and free buses that converge at a convenient transport hub adjacent to the railway station - of which more, inevitably, anon.

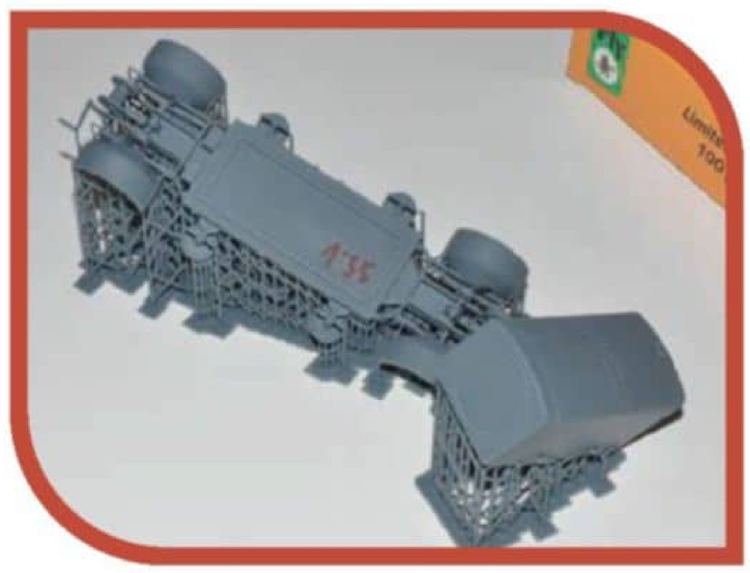
The venue formed part of a complex of buildings, halls, and industrial units covering a large area to the east of the town centre. Eduard's exhibition was held in Area A, comprising several halls arranged around a central square, offering ample space for this year's excellent displays and scope for future expansion.

This article aims to encourage readers to attend next year's event and to reassure those daunted by the perceived rigours of foreign travel that it is no more difficult to reach than Telford - it simply takes a little longer. Flying Ryanair from Luton proved cost-effective and as painless as commercial air travel can be. Clear directions provided by Eduard for the onward journey from Prague were supported by English-language signage at both the airport and Prague's central station. Do not be deterred by the onward travel: I have found myself far more bewildered by the hideous labyrinth that is Birmingham New Street station than at any point on the journey from Prague, and like the food, public transport is a fraction of the cost of its UK equivalent.

With setup for the show beginning on Friday afternoon, we arrived in Litoměřice on Thursday night, leaving Friday morning free to explore the town - or, in the case of this correspondent, the local railway station. On this occasion, it was graced not only by a break in the autumnal cloud cover but also by a fine selection of 1980s-vintage locomotives and a steady stream of freight traffic, which I was happy to observe between refills of excellent local coffee at the station buffet. The morning passed agreeably, spent refining my shopping list for the exhibition and photographing ancient Škodas on local services. One eastbound freight train featured a 1971-built Class 123, which proved the icing on the cake - after which it was time to head to the venue and set up the Guideline stand.

Every model show has its own unique stamp, so why do we recommend making the trip, and what does E-Day offer that you won't find anywhere else?

E-Day 2025 was a winning combination of exhibitions, demonstrations, and - most notably - shopping at local prices. The competition and display areas showcased an extraordinary breadth of talent and ingenuity, with nearly 1,500 models on show. Traders and exhibitors were spread across various halls surrounding the central square, which also featured a selection of military vehicles, a complete field kitchen, and other food concessions and facilities. Sadly, tied to the Guideline stand for most of the day, I saw only a fraction of the event. Nonetheless, the footfall was impressive, trading was brisk, and it was a genuine pleasure to meet many of our colleagues and partners whose products regularly feature in the pages of SAM.

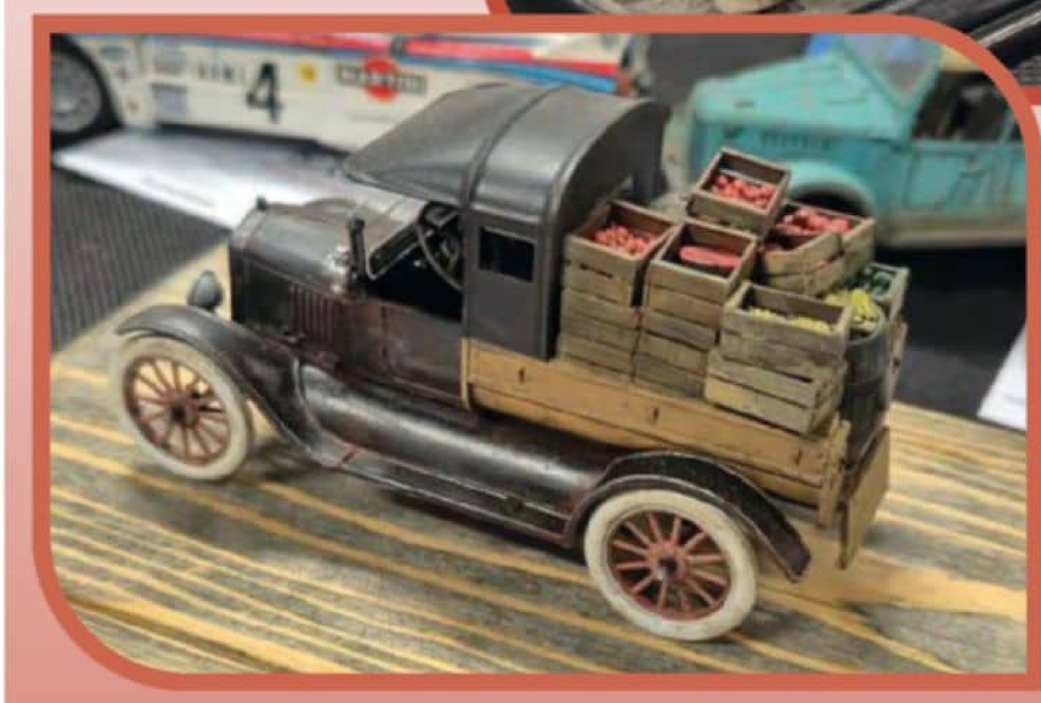


Our readers will be well aware of the remarkable phenomenon that is the Czech model industry, but seeing it all gathered in one place truly underscores the incredible contribution made by a couple of dozen companies to the modelling scene as we know it today. It is well worth the trip to experience it first-hand. The list of traders present was a galaxy of stars, with Eduard alone occupying an entire hall and offering their full range for sale. Other halls featured the likes of Aires, ASK, AZ Models/Kovozávody Prostějov, Brengun, Dead Design, Fly, Hauler, HGW, Lukgraph, Mark I, MH Models, Plus Models, RS Models, Special Hobby, and many others - each offering far more than they could feasibly bring to overseas shows, and all at local prices. This is worth bearing in mind when considering the overall cost of a visit. Eduard advise that next year it will be a three-day event, from Friday June 26, to Sunday June 28, and given the time it would take to browse the trade stands alone, one can only applaud this decision. The nature of the venue, and the possibilities offered by the space available have prompted the move to June, when the weather will be much more sympathetic, and Eduard have plans in play to increase the size and scope of the exhibition all round.

Guideline will be attending again next year, and in the lead-up to the event we will publish full details, including precise transport arrangements for reaching Litoměřice. So do yourself a favour - keep the dates free, book your travel and accommodation early, and treat yourself to an amazing weekend where the very best in scale modelling is complemented by advantageous prices, excellent food (no - really excellent!), and affordable travel. All in all, it adds up to an experience you'd kick yourself for missing.

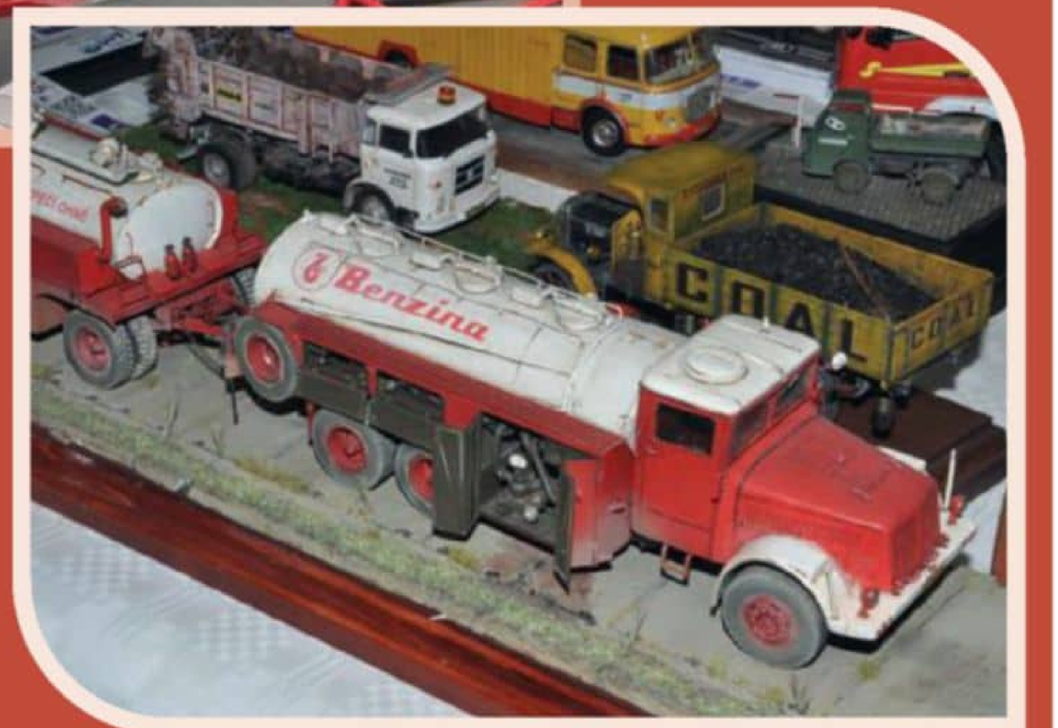
26-28 June 2026.

Keep The Dates Free.



Book Your Travel.

See you there in 2026!



DESERT POWER

Ilya Yut dusts off Belkit's lovely 1/24 Citroen C3.

As an armor modeller, I mostly focus on stuff with guns, but from time to time I also build civilian projects. I liked this model by Belkits. The parts fit well and there were no empty wheel arches like on some other kits. The kit also comes with a nice photo-etch fret, fabric for the seatbelts, chrome, and vinyl parts. The decals are also of good quality and go on very well. All in all it's a quality model!

The only downside was the plastic's reaction with superglue debonder, which almost ruined the model. Once the debonder contacted the plastic it became soft. When thisd happened I laid the model aside and asked Belkits for help. They kindly sent me replacement parts, but these then got lost in the post. Fortunately, after a few months, the plastic solidified and I managed to salvage the model using putty and sandpaper, although some finer details were lost.

This was my second finished 1/24 model. As you see, I did it heavily weathered, like I do with my AFV builds. A black finish with dust wouldn't be common for a tank, but for a civilian car this finish is perfectly good. To focus on weathering the black colour, I even ignored painting several parts with other colours as per instructions! Thus the model isn't 100% accurate, but I was happy with the end result that I achieved.

01

The model assembles well, requiring just a little filler in a couple of areas. When embarking on a painting project, it 's important to check this first, because a lot of the effects added later will make it hard to rectify any fit issues.

02

The model was primed with Ammo A-Stand lacquer black primer, which is sprayable right out of the jar.

03

Then the car body was airbrushed with a super glossy varnish using the Ammo Clear Lacquer + Hardener in a two to one ratio. This system provides a perfect glossy finish that is very strong and can resist even lacquer thinner to some degree. Just let it dry for twenty-fours hours before touching it with anything.

04

The interior was sprayed with satin varnish that was used to facilitate weathering rather than achieve a glossy finish.

05

Ammo Neutral Wash was used to emphasise the interior details. Its light-grey color nicely contrasts with the black base.

06

Then some dry pigment was applied to imitate dust. Excess was removed with cotton swabs.

07

All the interior parts could now be glued together. Note the PE brake discs, which are a nice touch by Belkits.

08

The decals were applied and fixed using Ammo Decal Fix and covered with another layer of gloss varnish. Note that at this step the clear parts were not attached because this gloss product is too aggressive for clear plastic.

09

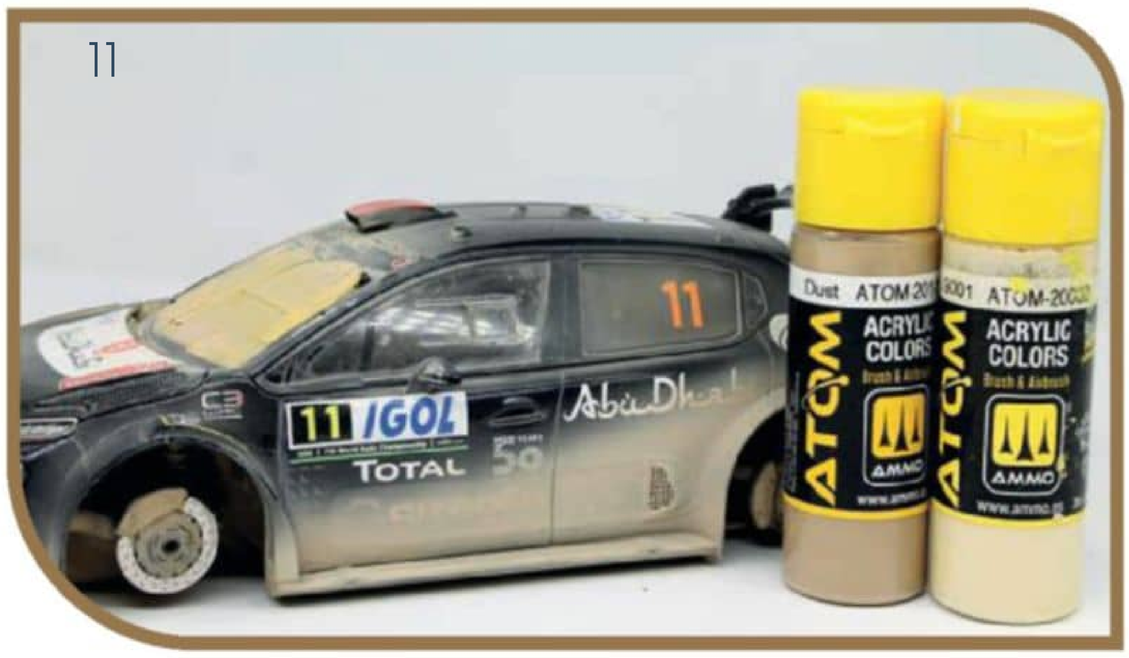
The same grey Neutral Wash was applied to the car body with a fine brush.

09

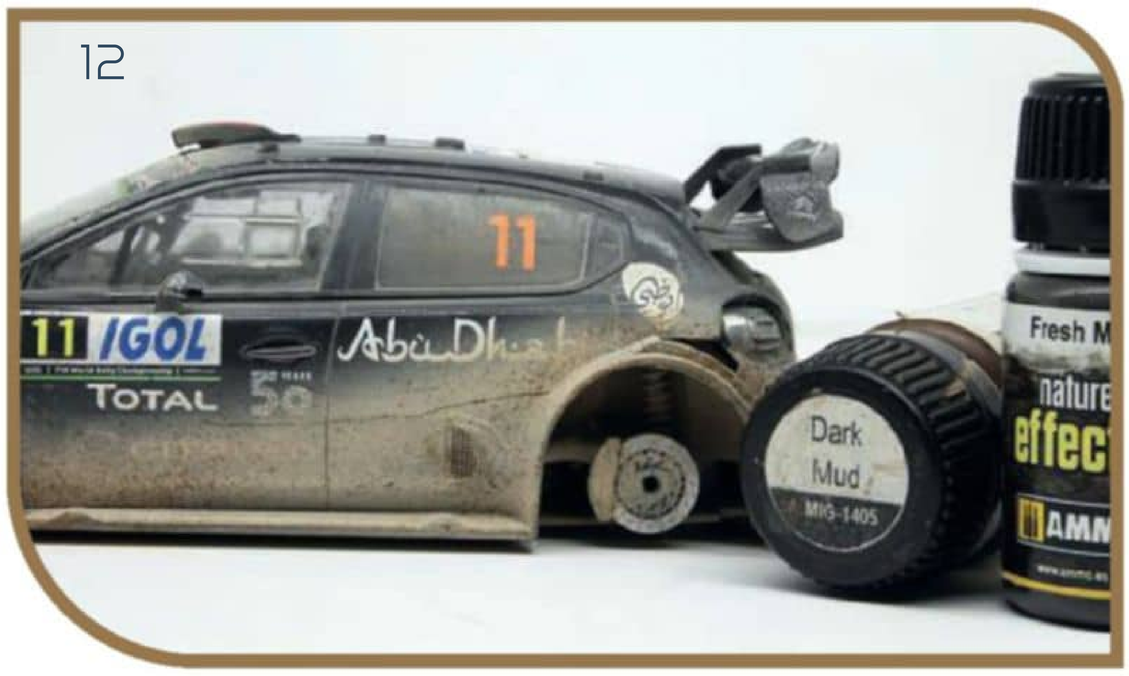
The lower parts received a coat of dust with Ammo Atom acrylics.

10

Then enamel paints were speckled over the uniform dust to make it look more interesting. This area won't be hugely visible, but I feel better when I know that it looks okay.



The same Atom acrylic colours were used for airbrushing dust onto the upper areas.

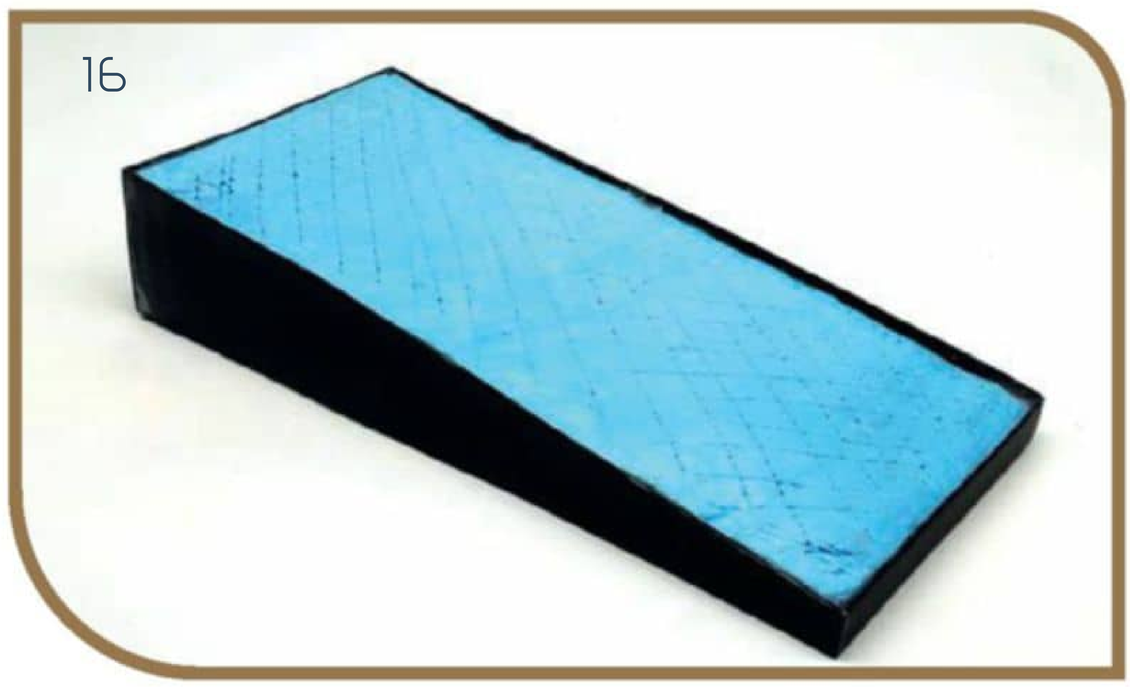


Darker toned Ammo enamels were once again used for speckling, although his time they will remain more visible! The long scratches were done with a tooth brush used to simply scratch the surface. The underlying glossy surface was strong enough to remain undamaged through this rough treatment.

The clean area of the windscreen was masked with masking tape, cut using an aftermarket photo-etch stencil. Dust was sprayed around it.

Once removed, I obtained a nice, realistic pattern on the windscreen.

Finally I added the inflation-valves to the wheels using 0.4 mm wire and gave them an enamel dust wash.



A small, angled base was cut from styrofoam with a hot-wire cutter and framed with black plastic.

The surface was smoothed and lighlty textured with DAS modelling clay.

Earth texture was added using VMS Smart Mud.

Dust was airbrushed on using the same acrylic shades applied to the model, in order to match the finishes.

Finally I added some tonal variation with heavily diluted enamels.

The model was glued to the base with superglue and the project was finished. The angled base gives the racing car a far more dynamic look than a flat base would..Overall it was a quick project and a nice break from my regular subjects and painting combinations.

CITROEN C3 WRC TOUR DE CORSE 2018

- Kit No: BEL-017
- Scale: 1/24
- Type: Injection moulded plastic with Photo-etched parts, pre-cut masks, metallic decals and vinyl tires
- Manufacturer: Belkits
- www.belkits.be

1/24 VOLVO N88

INORSEPOWER

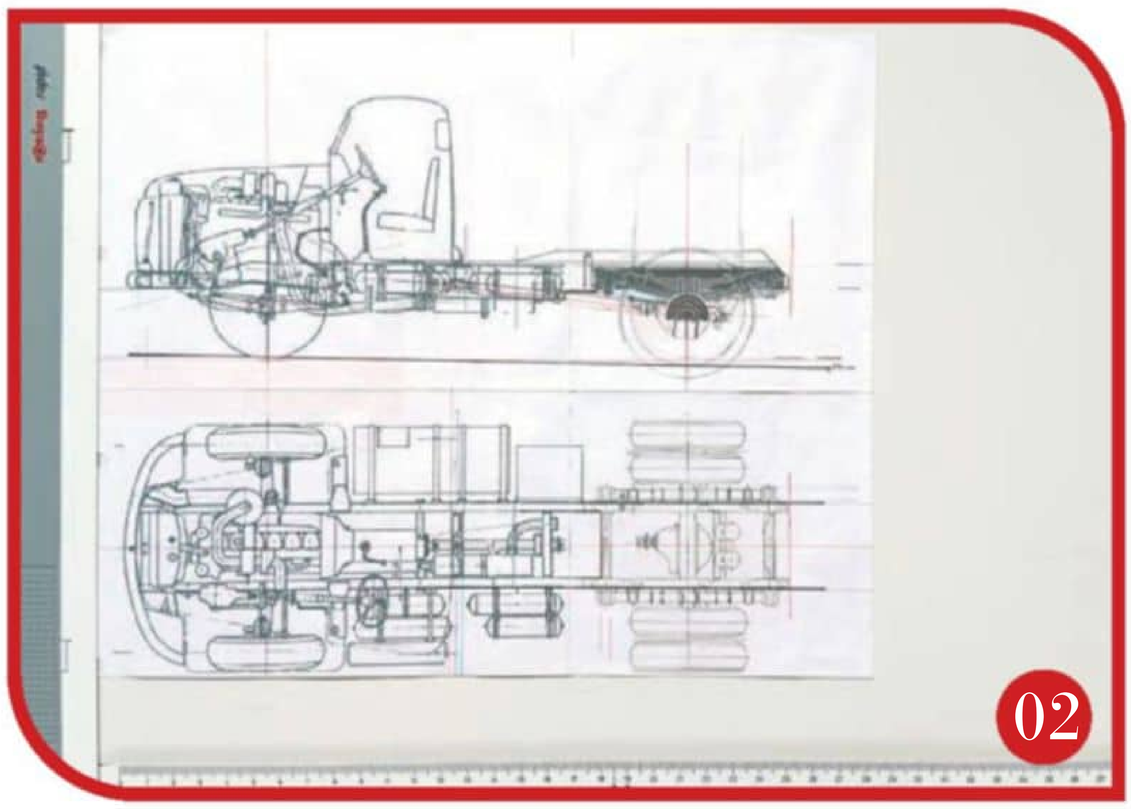
Kees Kamp's beautiful resin and scratchbuilt 1/24 Volvo N88.

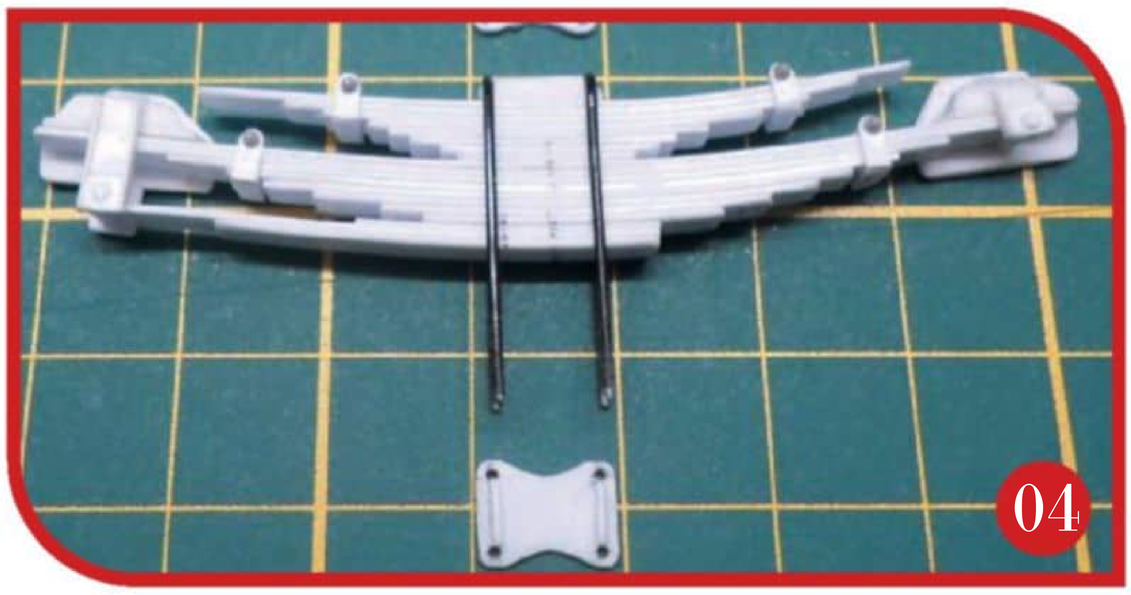
A few years ago I bought a conversion kit to make a Volvo Titan L495-N88. The master for this was made by Zeger van Hattem, and CTM (Czech Truck Model), a manufacturer of aftermarket kits and parts in 1/24, made master molds from these and cast a series of cabins in resin. The kit includes the cabin with interior and two photo-etch frets with logos, dashboard gauges and lamp glasses. Then of course the question arose as to what I was going to make with it?

The choice fell on the N88 of Schenk Tanktransport, This truck with the fleet number '7' is in the company museum in Papendrecht **(photo 01)**. It's a no-nonsense work truck from 1972, but with a special unloading pump behind the cab. In April 2021 I took pictures there and measured various things, and then with this information and various scans of drawings, I created 1/24 scale drawings **(photo 02)**.

The model itself could be broken down into subassemblies, and I started with the cabin. The cabs for the N88 were Nyström, a company Volvo acquired for their expertise. The casting of the kit's Nyström cab is of very good quality, and only a little clean up was needed to get a tight result.

First I made the flat windows, cutting them from 0.14 mm transparent styrene to the correct size. The rounded corner windows were simply cut from blister packaging with the right curve. A downside were the door hinges, because if you wanted to make the doors movable, they must be drilled through. These were very fragile and broke easily, so I made new hinges myself from brass tube and styrene strip. The

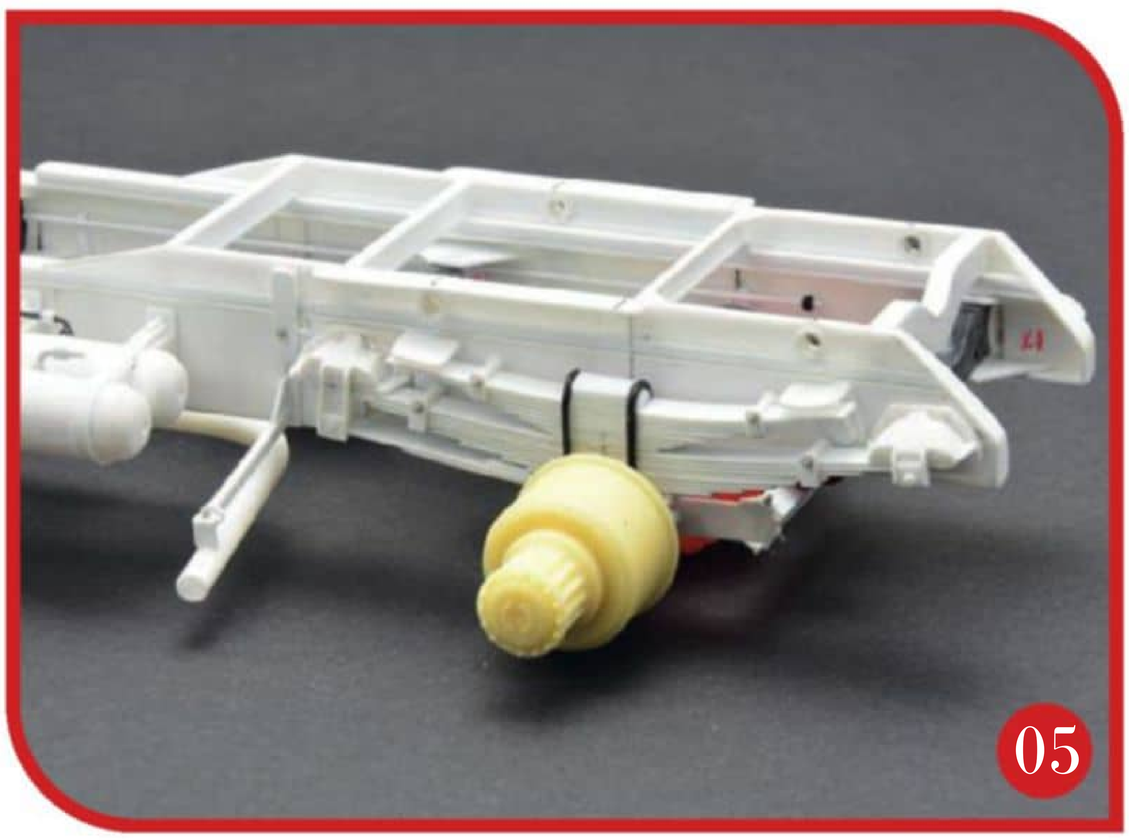




bonnet was also made movable, I reinforced the resin hinges here with the supplied photo etching parts.

The chassis was tackled next. Using a donor chassis from another kit was not an option with this vehicle because they are all more modern, so it became a scratch build project. I used brochures and photos online for this (truck restoration websites were a great source of information here) to try and recreate the chassis as accurately as possible.

The chassis beams were made using 1mm plate for the web and 5mm strips for the flanges, the crossbars were custom kit parts. For previous models I had already made a jig to build the chassis, and using this I could determine the height and position of the axles **(photo 3)**. The leaf springs were made from 0.5 mm thick plastic strip, with exactly the same number of leaves as the real truck **(photos 4 & 5)**.

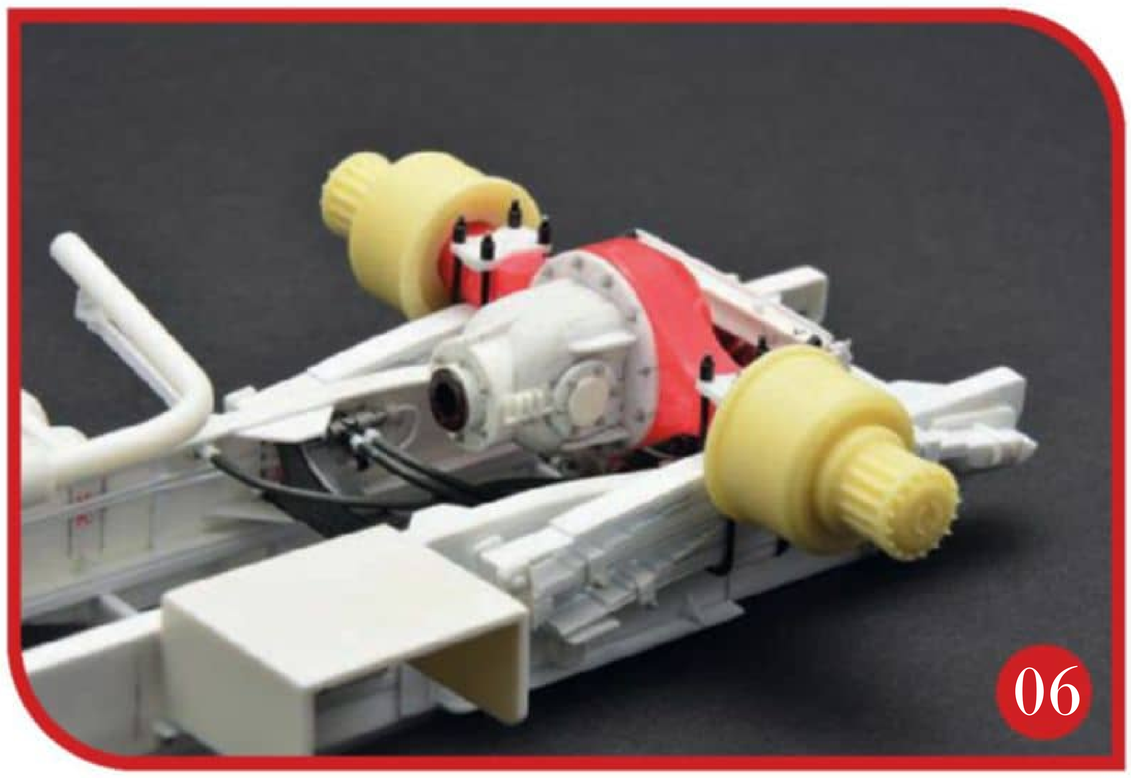


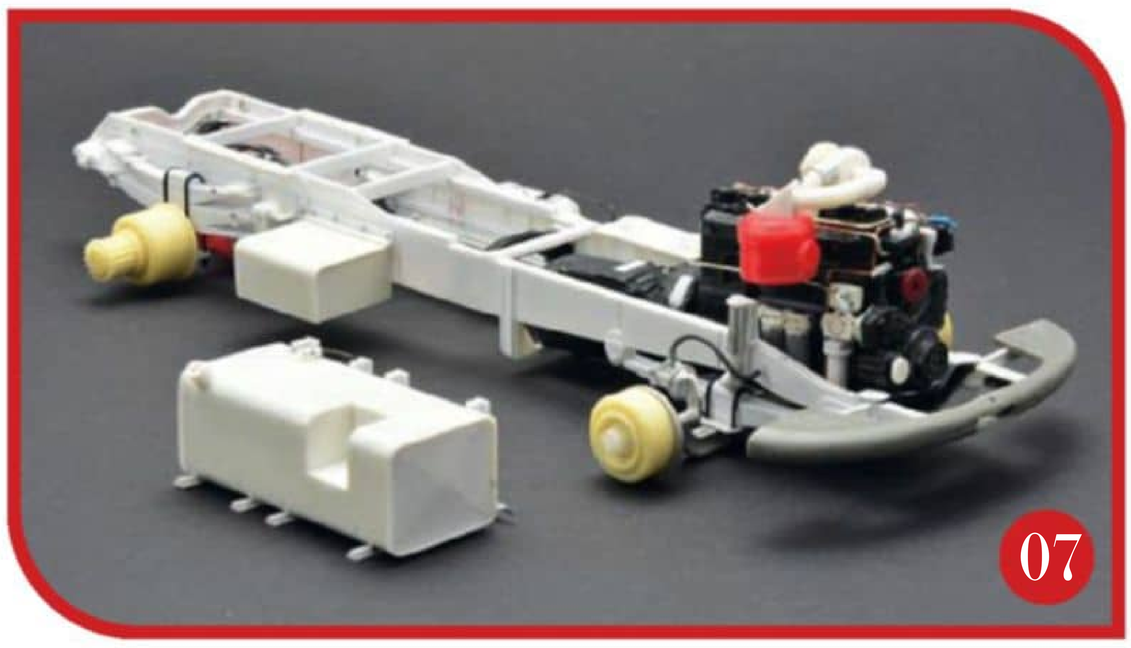
I used a KFS (Kit Form Services) white metal front axle and split rim rims with tires made from two-piece plastic Italeri parts – smooth-profiled ones on the front axle and the coarse profiles on the rear. The tank, battery box, differential and air barrels were all fabricated from styrene sheet and Evergreen profiles **(photos 6 & 7)**.

The chassis was also equipped with air pipes and power cables. For the couplings and pipes I used 0.6 mm copper wire and 1mm hexagonal glass beads drilled to take them

The rubber hoses were 1mm external diameter x 0.5mm internal diameter silicone tube, which is available in the fishing shops **(photo 8).** I also added all kinds of small details such as bolt heads from Meng.

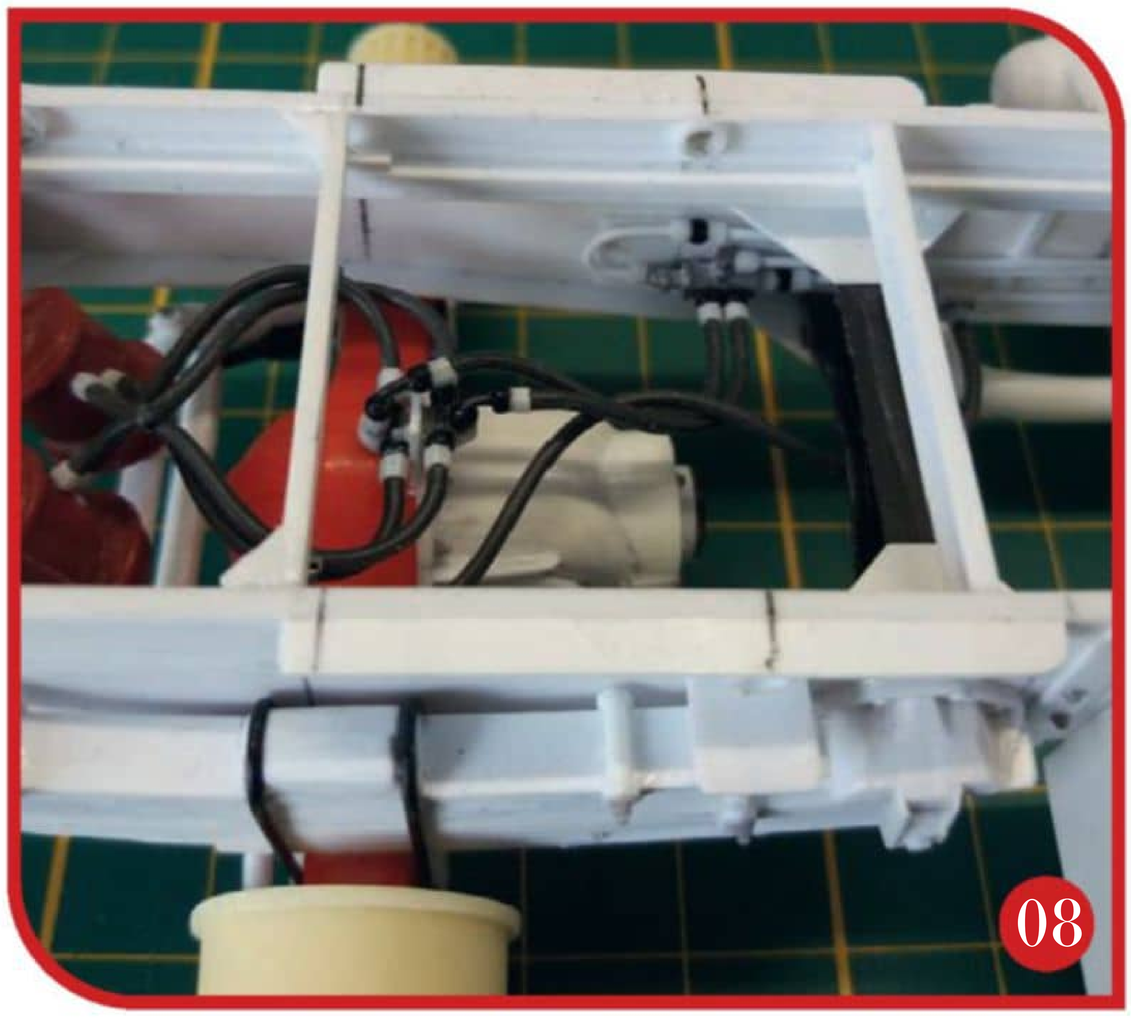
For the engine itself, a modelling friend gave me a donor engine block from an Italeri F12 kit. Using reference photos I adapted this to an older version of the 12 liter engine block

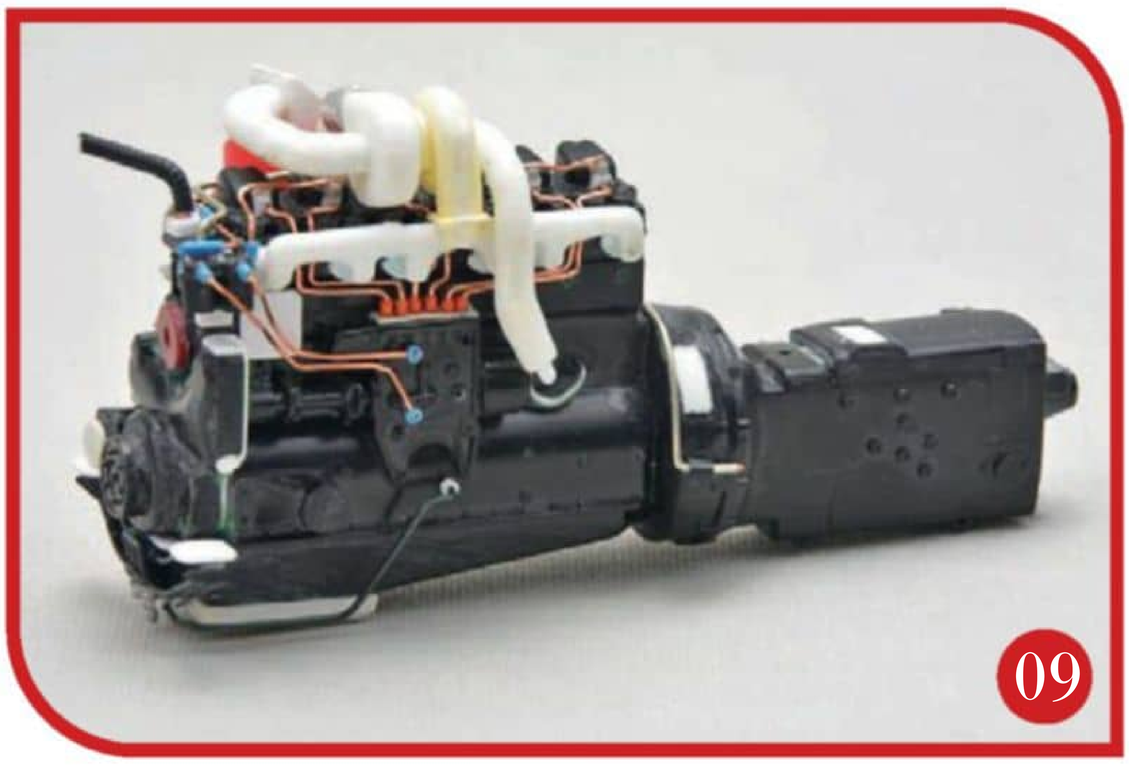




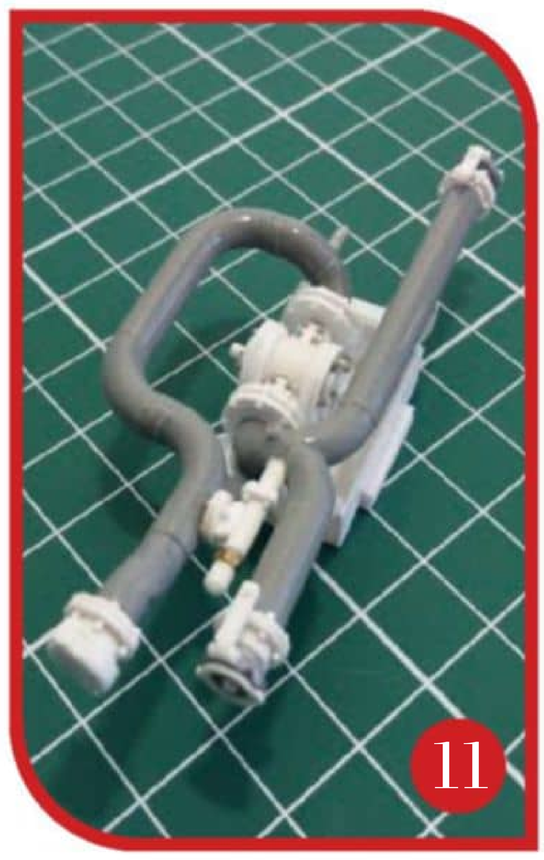
and provided it with fuel, air and oil pipes **(photo 9)**. Because this engine was not designed for this conversion, it was quite a challenge to get it to fit under the cabin – that is also one of the nice challenges of scratchbuilding: fitting and measuring, breaking down and starting all over again!

I had taken pictures of the unloading pump from directly above it, so I printed these to scale and, together with the dimensional sketches I had made, they were enough to get the right proportions. I started with the pump housing and built from there. Using hollow punches of various sizes I punched flanges out of 0.5 and 0.75 mm plastic sheet. The bolts in the flanges were then drilled through and made from 0.5 and 0.8 mm hexagonal styrene rod **(photo 10)**.
The piping was fabricated from 4.8mm diameter pipe with matching 45 and 90 degree bends **(photos 11 & 12)**. I ordered




09

10

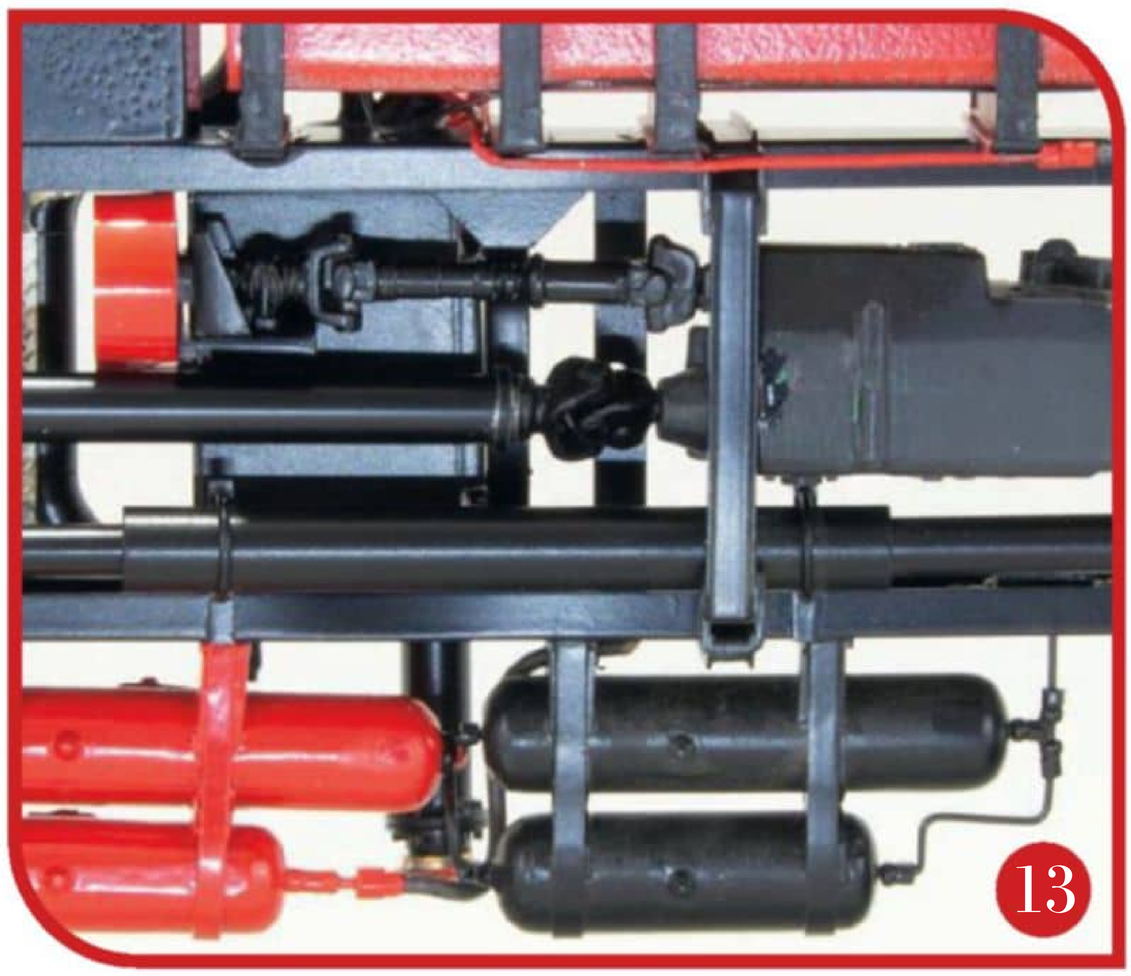

11

this from EMA model supplies in the United Kingdom. The pump was driven via the gearbox PTO (power take off), which I recreated with a piece of fine chain and a Cardan shaft, otherwise known as a universal joint drive shaft **(Photo 13)**.

Finally I arrived at the point where everything has to be painted, which is something I always have to push myself to do as I'm afraid of messing up all the work that's gone into it! After carefully degreasing everything, I gave all parts a layer of black bumper spray from Motip, this acted as a primer/ undercoat with good adhesion and prevented the plastic from showing through. The engine block was painted with Vallejo Emerald (70.838), followed by a light dry brush with black and light grey to accentuate the details.The chassis and pump were painted satin black, again a light dry brush with grey for the details.

The cab and the red parts of the chassis were painted with RAL 3020 Traffic red and finished with a layer of satin clear coat. The foil lid of an Almhof chocolate mouse dessert was used in the finishing of the seat upholstery – the aluminum foil from this has a beautiful texture. It was attached to the seats with diluted wood glue **(photo 14)**.

12


13

The seats were then sprayed first with Humbrol Insignia Red (153) and then dry-brushed with Crimson (20) to accentuate the texture.

14

The cabin structure and dashboard were painted with Humbrol satin Light Aircraft grey (166), then the dash had photo-etched dials and various switches added to match the like the real thing. Also added to the cabin were a wooden beam, a crowbar, a tool bag, and a Post-It note to the glove compartment (did it say “Buy more Almhof puddings” ? The Ed.) **(photos 15 & 16)**.

15

16

Finally decals, logos and detail parts were applied, and the model was complete. After almost 3 years of construction, the model was ready in March 2024.

This was the first model I built as a copy of a real truck. Usually I come up with colors and company names myself, so it was an enjoyable challenge to accurately replicate the real thing. I am currently building the corresponding tank trailer. That will be a 1960s Schwelmer fuel-oil trailer, I'll show you all more about that later.

Trevor Pask Revisits Airfix's 1/32 Bond Bug Reissue.

RELIANT'S RAKISH RUNABOUT

Following the highly popular 2023 re-release of the Beach Buggy in its Vintage Classic range, Airfix finally dusted down the moulds of its long-deleted Bond Bug kit in 2024.

The Bond Bug was a striking, but ultimately unsuccessful small British two-seat, three-wheeled automobile designed by Tom Karen of Ogle Design for the Reliant Motor Company. About 2000 were built from 1970 to 1974. The aim was to break with the slow, staid and unreliable image of previous three-wheeler Reliant cars. That a market for three-wheeler cars actually existed in the UK at the time relied on loop holes in vehicle insurance and driving licence regulations.

The small engines and three-wheel nature of the vehicles saw them classed as motor bikes not cars, which dramatically lowered the tax and insurance required to keep one on the road. It also meant that just a motor bike licence was required to drive one, not a full driving licence. And that could easily be got from the Post Office. Originally called the Rogue, the Bond Bug name came from Reliant's acquisition of the Bond Car company, and marketing the car as an urban Beach Buggy. The concept was sound. The Bug had a rakish modern style, was cheap to run and the low seated go-cart style driving position enhanced the sensation of speed.

Unfortunately, production models only came with orange fibre glass bodies, the list price was more than the entry level Mini. This was a real car in which a driver could pretend he was Michael Caine in the *Italian Job* film. While a real driver's licence was needed for it, a test was not that hard the 1970s.

The model.

The Airfix kit originally appeared in 1971 and was one of the final models to be issued in classic polythene bags with a paper header card providing both box art and instructions. This reissue reproduces the original Roy Cross artwork and includes version of the 1971 instructions with a new coloured section detailing the orange paint scheme. The decal sheet is of modern standard and includes the black window trim which was missing in earlier issues.

The one downside of the reissue is the use of the modern softish grey plastic rather than the harder and more workable white used in the 1970'. This is a minor distraction however.

As with the Beach Buggy, the kit is well moulded and detailed for a 1/32 model from the early 1970s. The Bond Bug was a simple vehicle which was essentially a fibre glass body attached to basic chassis with a small air-cooled engine and a conventional transmission to the rear wheels. The chassis is finely detailed, but has to be built up from separate very small components. These need a little cleaning up and lack positive location points. Assembling them without reference to the chassis as the instructions indicate is likely to result in a misalignment. Using the body shell as a jig to assemble the chassis is a better approach as this component has several relatively clear location points as a jig for the chassis and is the best way to avoid potential misalignments later in the build.

Apart from indistinct location points the main issue with the Bond Bug is that the model like the real car, is small, and many of the components are tiny. Assembling these, especially around the transmission and suspension is demanding and while this was a pocket money kit in 1971, I think it would have been strictly an adult project at the time. At times, I was frustrated with the kit, but modern glues and paints also help the project along, and with some patience a neat model emerges.

Recommended for anyone who wants an insight into what motoring and modelling used to be like. More of the same please Airfix!

SILVER DREAM TEAM MACHINE

Trevor Pask builds Revell's 1/25 McLaren MP4-25 and Ponders F1 Kits.

The McLaren MP4-25 was an F1 car raced by Lewis Hamilton and Jenson Button in the 2010 season. Hamilton and Button were something of a dream team with Button being the 2009 world champion and Hamilton the 2008 one. The car though was something of a stop gap in that 2010 McLaren had become a Mercedes customer team after the German engine manufacturer bought the Brawn team and re-entered F1 as constructor as well engine supplier. Nonetheless the car was successful. Button scored two wins and Hamilton three with the pair finishing fourth and fifth in the driver's championship.

The kit used in this project was issued by Revell in 2011 in two versions representing Button's and Hamilton's cars at different stages of the season. The kit is currently out of production, which is a huge shame given the popularity of F1 and the lack of other kits in 1/24 or indeed any scale. Revell was something of a stalwart of F1 kits from the mid 1990s when Michael Schumacher arrived on the scene until 2015/16. There was always a German connection with Revell's products – either driver, manufacturer or engine – but several kits were produced each year. Problems with licensing, especially with one team (who will remain nameless) led to all the kits being deleted in 2016 and no new ones have been produced since then.

'Modern' Formula 1 kits are a bit thin on the ground, so it's worth keeping an eye out for them.

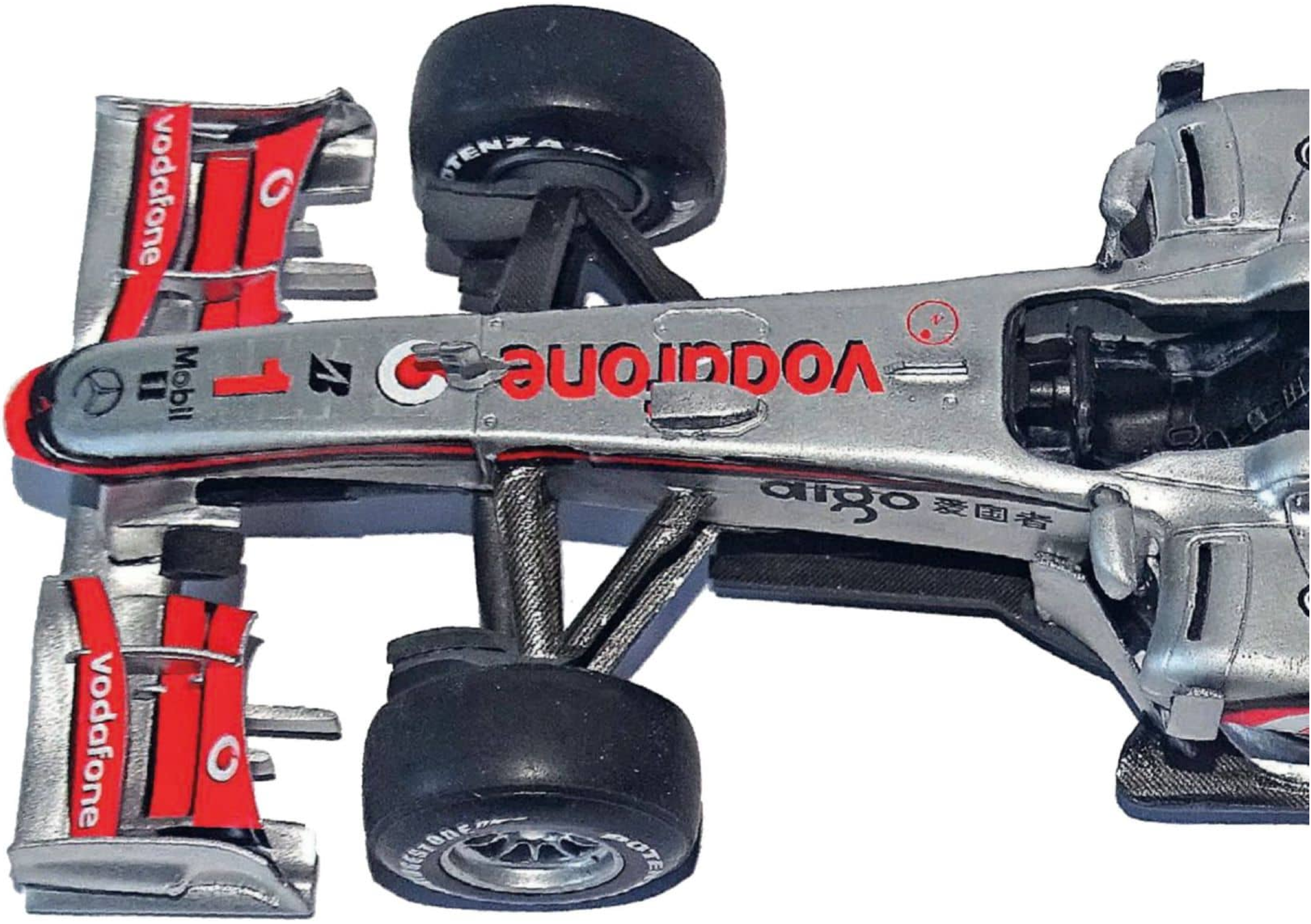
The difficulties with licensing F1 subjects affects all manufacturers, and as a result most new kits are 'classics' from the 1980s or earlier. These subjects are easier to licence, not the least because most of the tobacco sponsorship logos can be left off as they are banned in most countries where F1 kits have a market.

The Revell kits are, however, still not too difficult to find on the second-hand market, but the prices are going up steadily. Going against the trend, Revell's very first F1 kit, the 1994 Benetton driven by Michael Schumacher and Jos (father of) Max Verstappen was recently and unexpectedly reissued as part of a link up with a charity. It sold out immediately and already commands a high second-hand price. Hopefully this will encourage Revell to try and reissue more of their back catalogue.

The F1 teams however will need to co-operate with this. One team has taken a view not to be associated with 'toys' – immediately removing from sale many kits from the back catalogues of Tamiya, Hasegawa, Fujimi, Revell, and Italeri. This attitude also consigns to storage many of the moulds from earlier manufacturers such as Esci, Protar, Hasegawa and Modellers. Personally I think this is hugely disrespectful of the heritage of the marque and counterproductive, but then I am not a marketing expert.

Test fitting some of the major components. I was worried that the multi-part body shell would cause issues, but constant test fitting showed my fears to be groundless.

To the McLaren then. I approached this build with a little trepidation. I've had a couple of frustrating experiences with Revell F1 kits in the past. Their earlier F1s were a little awkward and looked slightly toy-like on the sprues, and this McLaren has a little of that feel about it too. The shape and feel of a modern F1 car simply did not seem to be achievable from the parts in the box – an impression not helped by the soft silver-grey plastic used in the kit. I was worried that because the body shell had been moulded in several pieces, the joint lines would look out of scale or detract in some way. This is also a problem with a couple of the earlier Hasegawa kits in 1/24. The solution of filling the joints is possible, but the design of the suspension on an F1 car often means that this requires the front suspension to be attached in a different way than intended in the design of the kit.



The undertray. In 2010, the regulations were that F1 cars had a wooden plank fitted to the undertray to reduce ride height and reduce maximum speeds. Here it has had its first coat of tan paint.

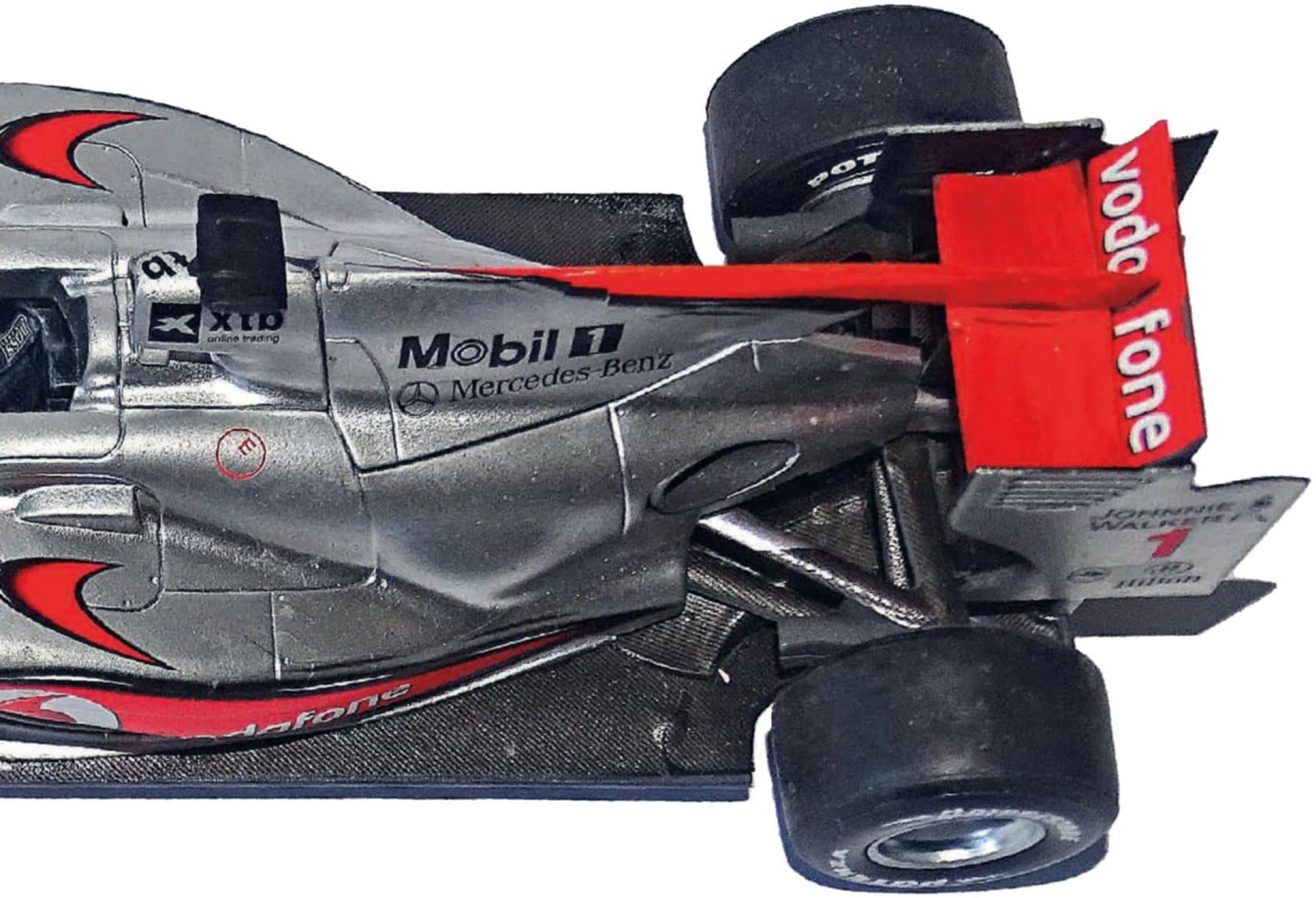
Fortunately, and to my great relief, test fitting of the major components revealed that they fitted perfectly. Some filling would be required on a few sink and ejector pin marks, but the model can be assembled as advertised with joint lines either being hidden or running along panel lines, which were visually the same as much of the engraved detail.

The kit's modular breakdown extends the underside too, and again test fitting was used to ensure there were no hidden surprises.

Despite the complexity of the shape of the car, the build process is straightforward, but time consuming. The nature of the subject means that all the parts need very careful preparation. There are some mould lines which need careful removal and some mould sink marks which require odd dabs of filler, sanding, priming and refilling. Virtually every component also needs painting and some decals applying before it can be integrated into the build process.

Fitting the engine block. Superdetailers could have a field day here, but I wanted the car closed up in race configuration.

Revell provides carbon-fibre pattern decals for all the suspension components, parts of the chassis and much of the cockpit interior. In terms of print quality the decal sheet is of aftermarket standard. The decals themselves though are rather brittle and require a smooth surface and lots of decal softening solution to adhere to the components they are designed for. Once on, they also need sealing in with a coat of satin or matt varnish. This is time consuming, especially

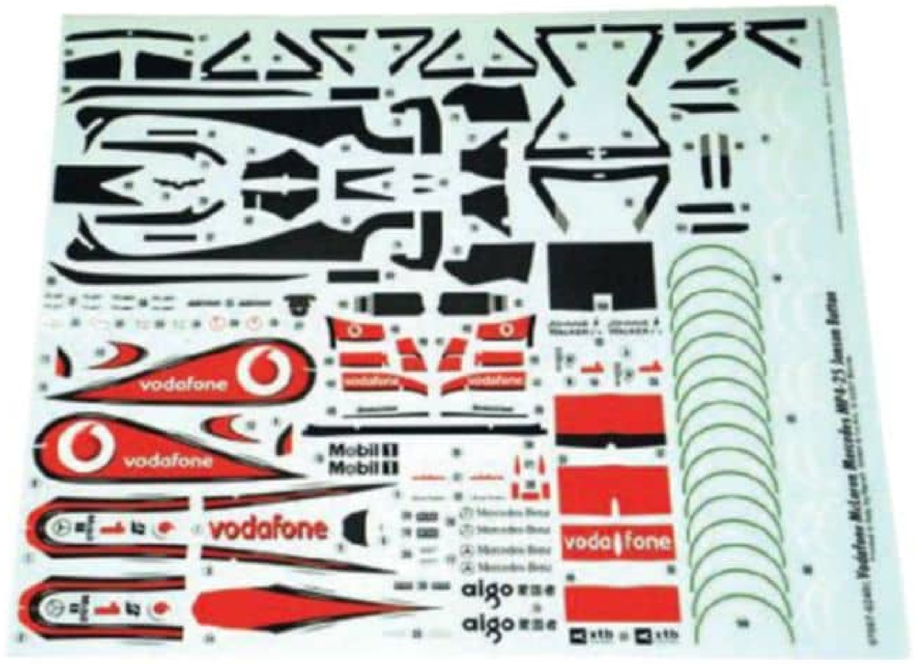


on the suspension components and the build required long periods of methodical, careful work with little apparent progress on the model.

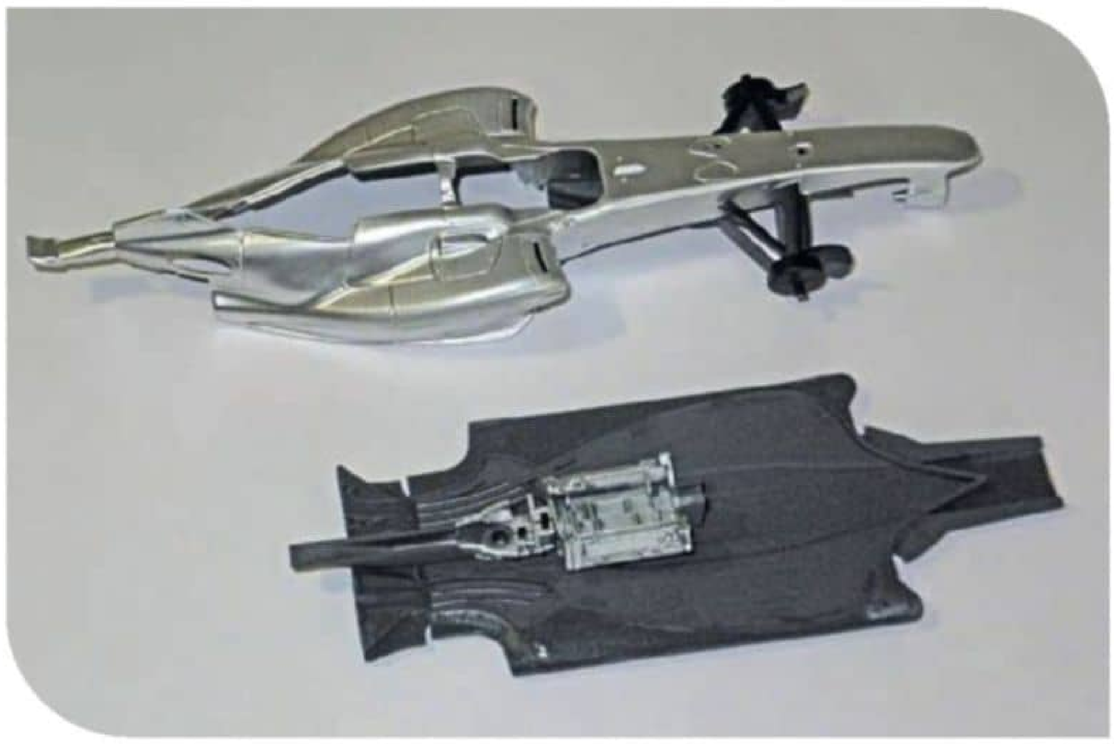
A mixture of Humbrol, Revell, Halfords and generic paints were used on the model. The Chrome Silver was from an automotive aerosol bought in a local pound (dollar for US readers) shop in my part of London. I tested it, over a satin-black base coat, on part of the body shell and was surprised to find that it was a match for the body colour.

The final coat of chrome paint on the body shell. A black undercoat helps the metallic paint 'stand up' and shine more.

Applying the decals on the body shell was a fraught experience as some of the larger images required repeated applications of Micro Sol and Set to get them to conform. As each decal was applied, I learned more about the nature of the material and the process became a little more routine. (A hairdryer is often a useful tool for applying decals to multi-curved surfaces, such as those found on a racing car. The Ed.)

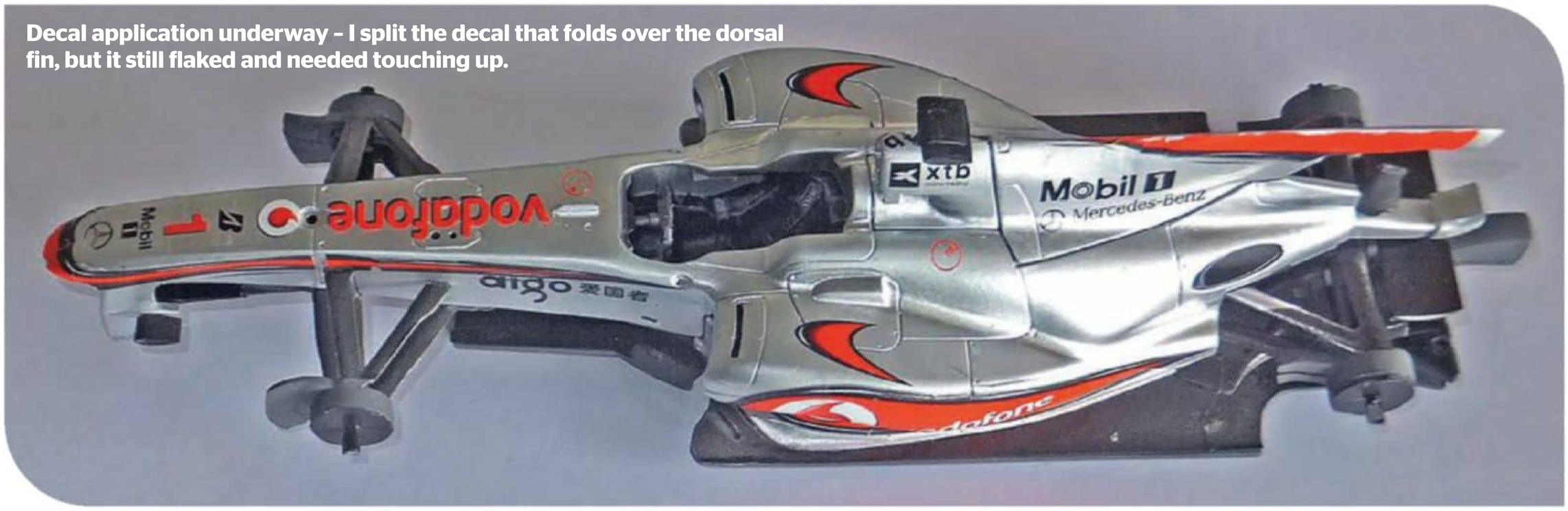


The kit's decal sheet is comprehensive but proved a little brittle over some of the tighter curves



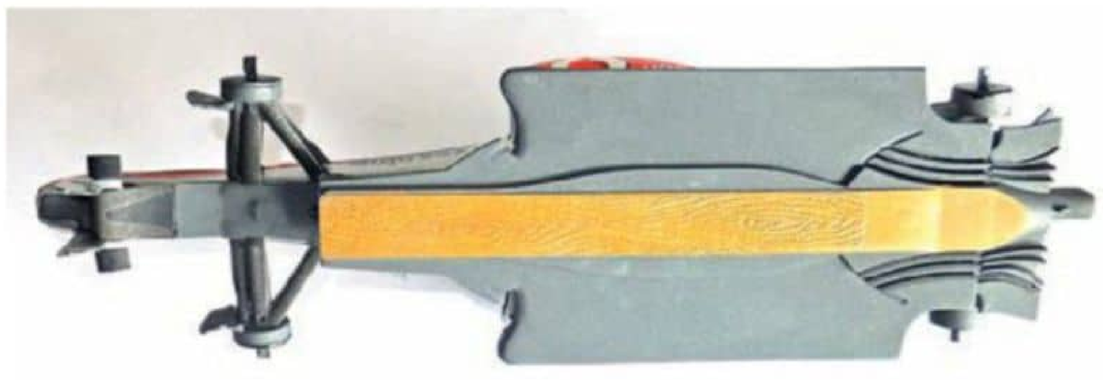
The body shell and undertray prior to the decal application process.

1/24 MCLAREN MERCEDES MP4-25



Decal application underway – I split the decal that folds over the dorsal fin, but it still flaked and needed touching up.

The only issues I had was the orange decal on the shark fin above the engine cowling. This was the last decal I applied. It is designed to fold over the fin. From the reaction of the other decals, I knew that this would be impossible, so I cut the decal in two to avoid the 180-degree bend. Even so, it still



The underside of the model fully fitted, with the plank painted in an approriate wooden shade.

cracked and when it was dry some areas of orange needed touching up. Revell recommends a specific colour from their range as a match, but it isn't an exact match. After some experimentation, I used the Revell shade as an undercoat, over which I added a thin layer of Dayglo orange from the Xtracolour range.

The finished model was quite fragile. To protect it, I mounted it in an AMT display case. To give the model a little context, I scanned the front cover of the 2010 British GP programme and put down an interesting area of it for the base. The model was secured to this by two spots of water-based glue under one front and one back wheel. The purpose of this is to be able to easily remove the model without damage if it ever needs repair or remounting in a different display.

The front wing was far easier to build as a subassembly, as it facilitated painting and decalling.

In summary, this was not a simple build at all, but one that was easier than I had feared just after I'd started it. The main areas of difficulty were the decals, but that always tends to be the case with some motorsport subjects. With hindsight, I would have added a few more details by replacing the decal seatbelts with photo etched replacements, but I am still satisfied with this out-of-the-box build. Hopefully this kit will reappear one day with others. As a series they covered an interesting period of F1, and they provide modelling challenges unlike few other subjects.

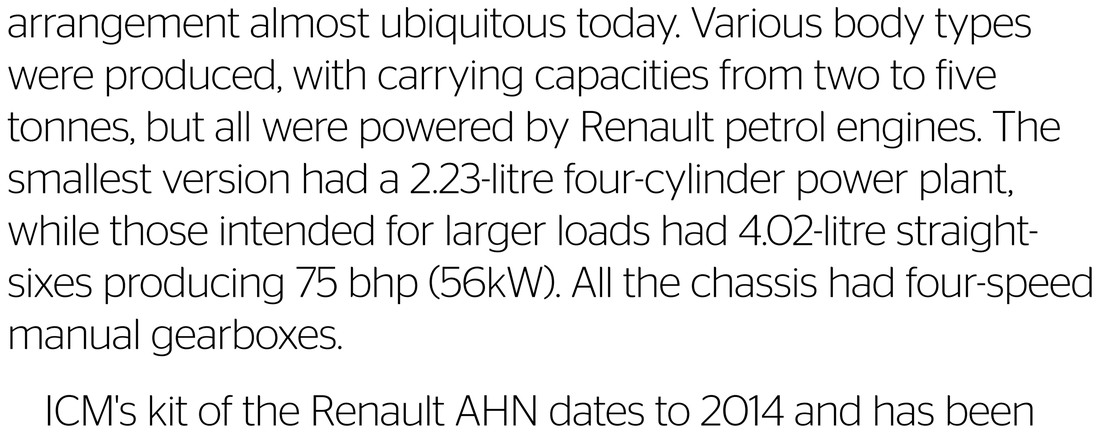
The sidewalls of the tyres needed a coat of Johnson's Klear before the decals could be applied safely.

Renault Pas D'eau!

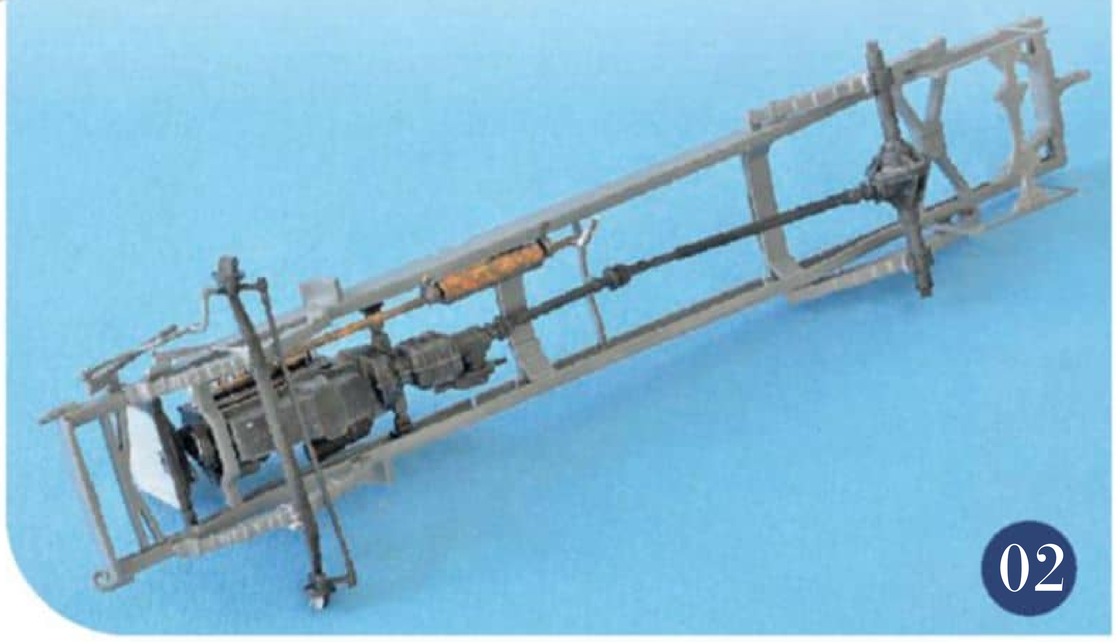
ICMs 1/35 Renault ANH assessed and built by Huw Morgan.

The AH series of Renault medium trucks were designed and developed from 1939 to 1947, seeing extensive French and German military use, with around 23,000 used by the Wehrmacht alone. Post-war they were repurposed and built specifically for the civilian market. The basic design was entirely conventional except for the flat bonnet-less front where the engine was placed between the cab seats – an arrangement almost ubiquitous today. Various body types were produced, with carrying capacities from two to five tonnes, but all were powered by Renault petrol engines. The smallest version had a 2.23-litre four-cylinder power plant, while those intended for larger loads had 4.02-litre straight-sixes producing 75 bhp (56kW). All the chassis had four-speed manual gearboxes.

ICM's kit of the Renault AHN dates to 2014 and has been released several times in different schemes – the kit built here is a 2022 issue. It has also appeared in Heller and Tamiya boxes. The kit is presented on eight frames having around 150 grey plastic parts and nine clear. While the parts count suggests a potential over complexity in the build, the whole thing actually goes together nicely: there is a serious amount of detail in the engine, interior and chassis. Four schemes are offered, in combinations of dark grey and bright blue and colour call-outs are for ICM's own acrylic paints, Revell and Tamiya.



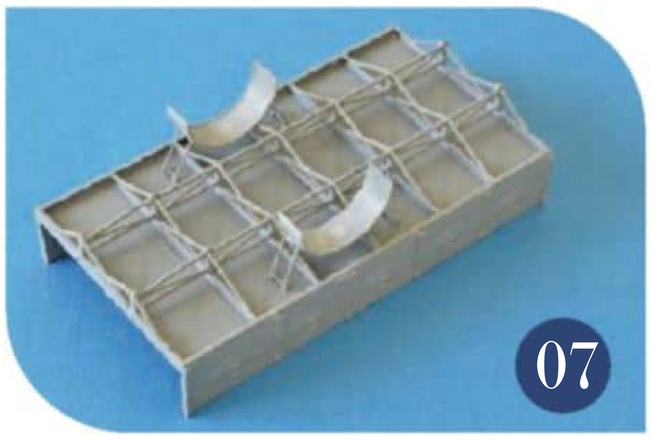
The build begins with the conventional ladder chassis with asymmetric cross members followed by the eighteen-piece engine and transmission **(photo 01)**, most of which will be invisible except from below. The engine was painted up with black and shades of aluminium and steel, the chassis with Mr Hobby Dark Gull Gray (H317), and the axles black. The running gear is next, with leaf springs, a live axle at the rear and a transverse beam axle at the front, dressed up with the steering gear and lever shock absorbers **(photo 02)**. Out of the box the kit only offers straight-ahead alignment of the front wheels, but wanting to add some more dynamism into the model, I gently bent the kingpins and stub axles to give a modest turn, tweaking the steering components to make them fit **(photo 03)**. The wheels were assembled with rims and brake backplates and painted matt black before fitting the tyres. These were scuffed up using wire wool, although the finished wheels were left off the chassis until after finishing.



The cab is next. This starts with a one-piece floor/engine cover to which is added the driver and passenger door steps **(photo 04)**. Given the reasonable detail on

the engine, it seems a shame that ICM haven't made the engine cover removable – there are a few photos of the engine on the internet, so adding further pipe and wiring detail would be feasible. The cab sides and front are next and here the instructions suggest the fitting of the clear glazing – I left this off until later to allow the interior to be painted grey with the panel centres highlighted with a diluted paler tone. The cab can be finished with the instrument binnacle and its decal, the pedals and gear lever and the fixed driver and passenger seats. Dirt was applied to raised areas and the floor using plaster dust, and the edges of the steps and centre tunnel were highlighted with a Pentel silver pencil.

The load bed is straightforward although a bit tedious with lots of delicate ribs to add to the deck **(photo 05)**, all of which need to be located accurately in shallow recesses, otherwise the longitudinal members won't fit. The rear mudguards have unsightly knockout marks on their inner faces, which need to be filled **(photos 06 & 07)**. The mudguards themselves are suspended on very thin struts, which need some care in alignment. The last major step (for two of the four schemes at least) is construction of the canopy framework over the load bed. This isn't particularly complex, but each part needs cleaning up, with the resulting assembly being very flexible and not that easy to handle **(photo 08)**.



With the main chassis/body/cab components complete the body and cab could be painted Mr Hobby FS15050, Blue Angels Blue (H328) and faded with several filters of progressively lightened colour. Streaking the surface with a downward blending of dots of brown, green and tan oil-paint dots then gave some indistinct stains. Hard rural use was simulated by adding some clay-coloured field mud texture using AMMO pigment powder mixed with AMMO's acrylic binder, parts of which were darkened with Burnt Umber oil paint.

I wanted to show the model in a French rural context so prepared a Fortunes of War plaster base of a cobbled street corner with grey primer and grey and earth shading. Rather than leave the model unaltered, I chose to leave off the radiator cover, as if it had suffered a significant water leak – adding a glossy varnish stain to the base to represent the water. Some visual interest was added by placing a figure of the village priest, from a MiniArt French civilians set, looking rather perplexed ...

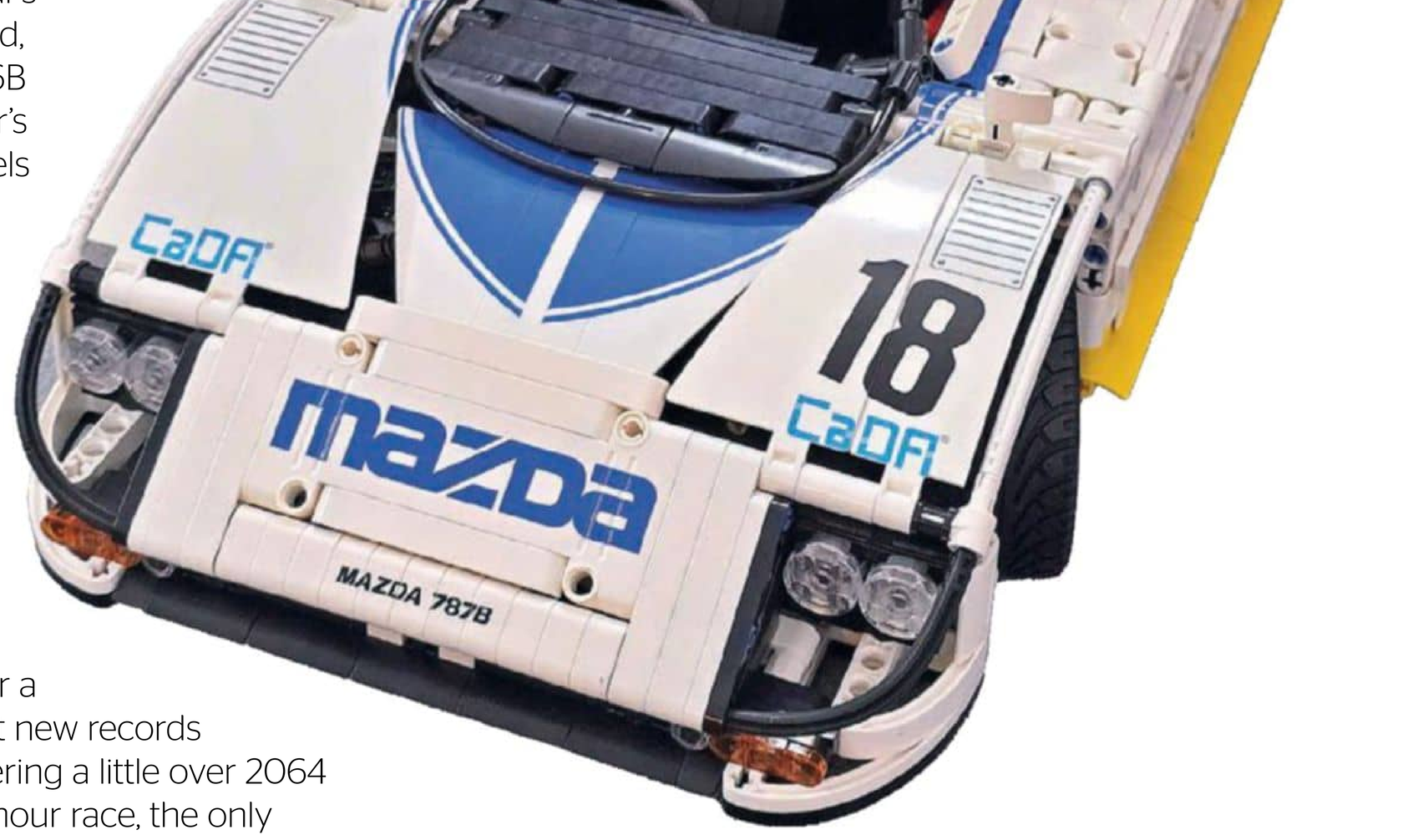
This is a nice kit of an unusual subject from an era not well served by current manufacturers.

BRICKING IT!

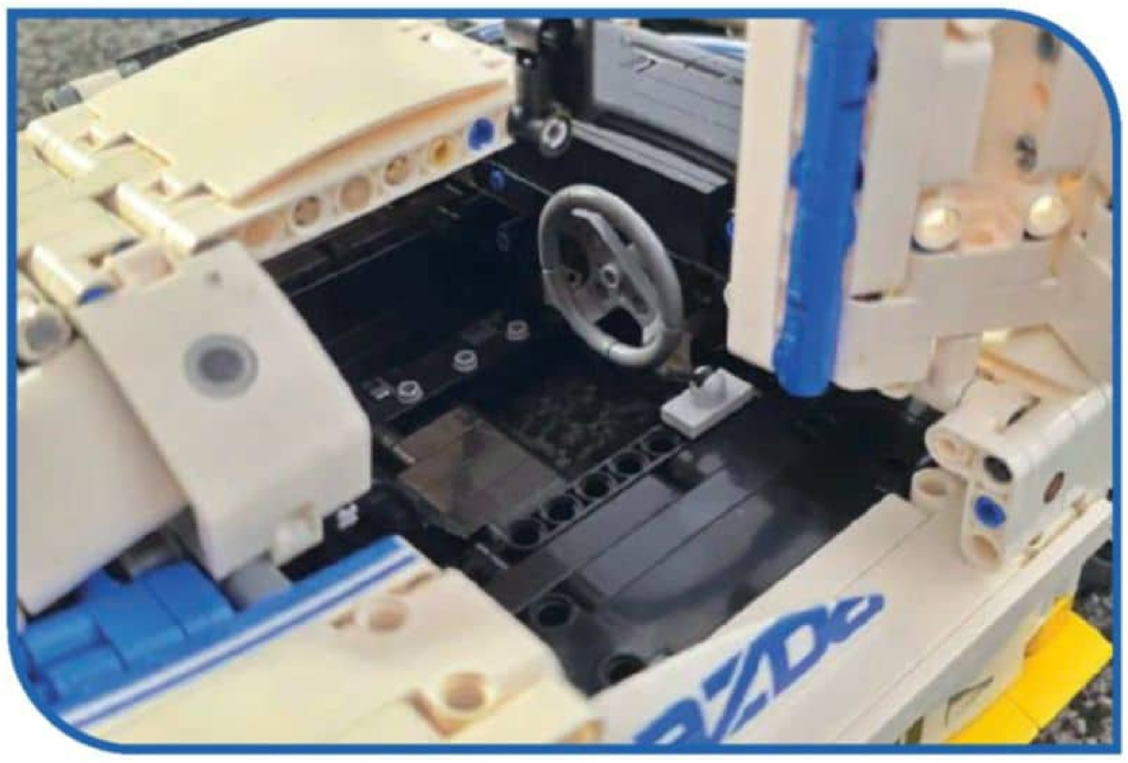
Tim Quigley Proves Not All Plastic Kits Need Glue with CaDA's 1/10 Mazda 787B C63007W.

The 24 Hours of Le Mans is the ultimate driving-endurance race and has been won nearly every year by a car with a reciprocating piston-engine. In 1991, Mazda turned that on its head and won against all expectations with the Mazda 787B powered by a Wankel rotary engine.

Enhancements to the previous year's 787 by the car's designer, Nigel Stroud, included carbon brakes, a fettled R26B rotary engine and changes to the car's geometry, which allowed wider wheels to be fitted. These changes, coupled with the famous reliability of the power train, ensured that not only did all three cars that Mazda entered complete the race, but were three of only twelve cars to do so that year. Johnny Herbert, who pulled a double shift at the end of the race, managed to finish a whole two laps ahead of the Jaguar that took second place. As well as clocking up the first win for a Japanese manufacturer, they also set new records on the recently modified circuit, covering a little over 2064 miles in 362 laps. Over the entire 24-hour race, the only faults on the winning car were a blown headlight bulb and a slightly overheating wheel-bearing.



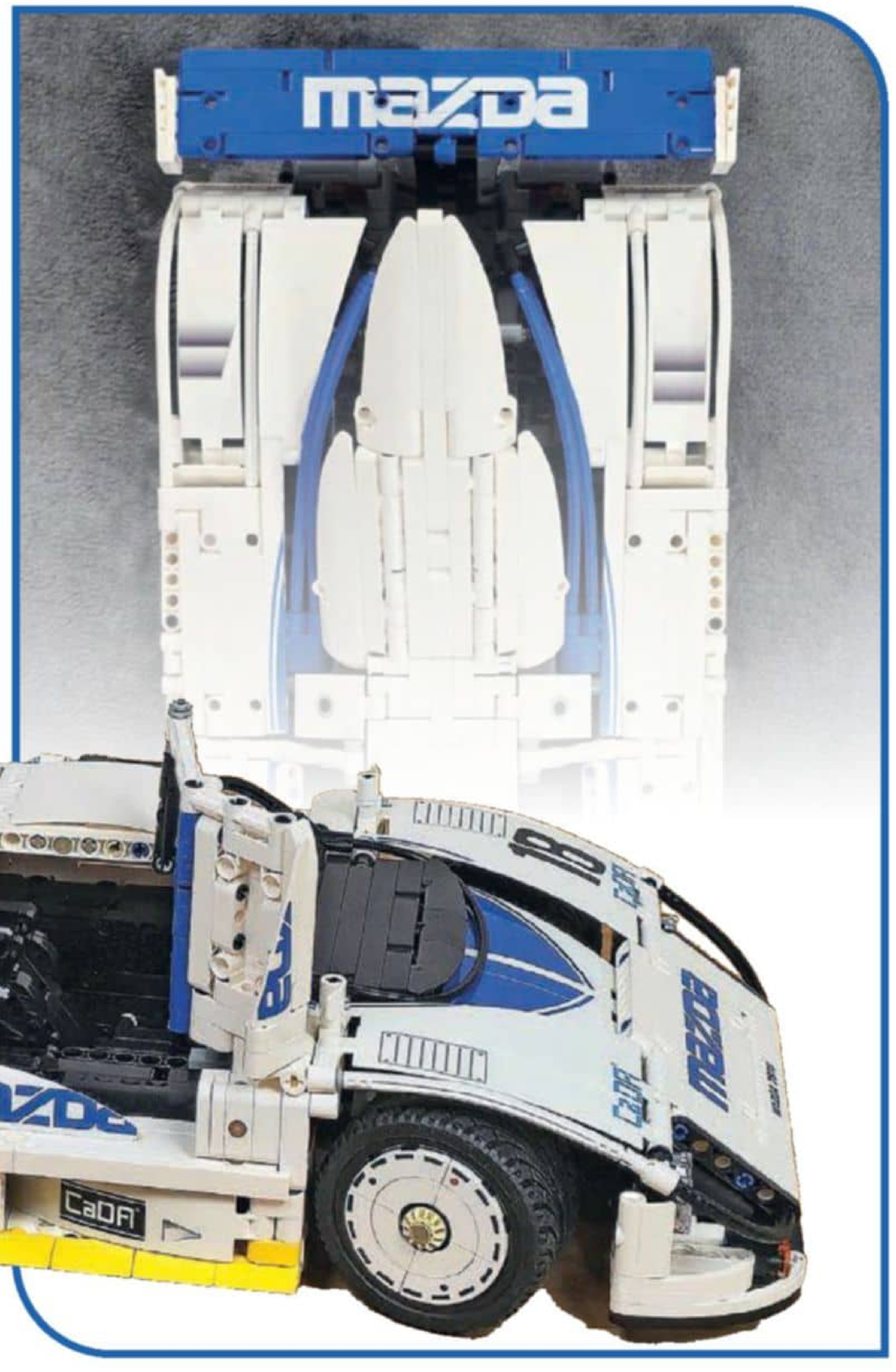
CaDA has immortalised this iconic racing legend in the way they do best, a highly detailed brick kit. Comprising 1797 pieces, this 1/10 model wouldn't look out of place on any car-enthusiast's shelf. Personally, I think I'd have preferred it in the bright orange and green livery of the winning car, but I can't argue that the white with blue stripes certainly looks the part. With a paint scheme this detailed, I'm glad to see that CaDA went with printed bricks rather than stickers, as getting the stickers



aligned would have been an exercise in frustration that would have taken some of the fun out of this engaging build. As I've come to expect from CaDA, all the pieces go together with the minimum of fuss and very securely, so you won't feel nervous picking this up and moving it around once built. The manuals are well detailed and thought out, with care to provide extra clarification on the trickier parts.

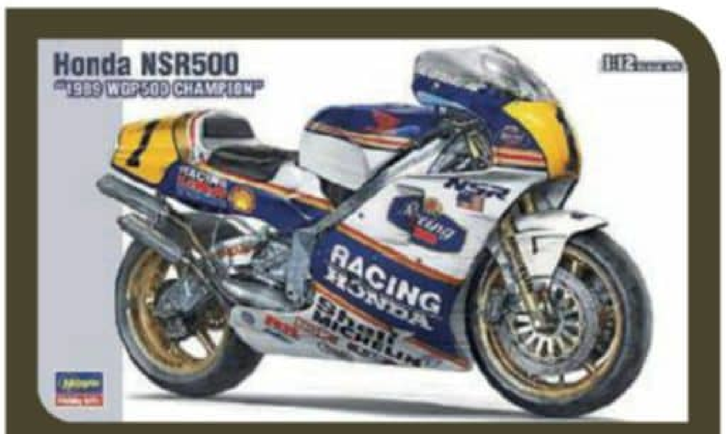
The challenges of recreating the lines of such a well-known motor-racing celebrity as the Mazda 787B with bricks can't have been easy, but with some interesting and novel approaches, CaDA certainly came very close. From the rather blunt, but unmistakable nose, over the cockpit roof, down the sleek lines of the engine cover and on to the massive rear spoiler, the end result is a fine-looking build.

The engine, clearly seen with the hinged engine cover in its lifted position, is modelled innovatively , and the finished build sits well on its suspension. The kit is ready to be upgraded to full remote-control function with the C63007W-D power system pack. The manuals clearly show how to retrofit this to the finished model, although I think I shall leave mine unpowered. That just leaves me with one final job of rearranging my shelves to accommodate it. I'm sure that's a task familiar to many of you!



King Size RACER

RENÉ VAN DE HART LIGHTS UP THE CENTRE PAGES WITH HIS 1/12 HASEGAWA HONDA NCR500.



Honda NSR500 1989 WGP500 Champion
Kit No: 21504 (Also listed as BK4)
Scale: 1/12
Type: Injection moulded plastic with vinyl tyres
Manufacturer: Hasegawa
www.amerang.co.uk

A friend of mine recently showed me the list of motorcycle kits he'd bought, with the offer that if I was interested, I could pick one. Being an avid aircraft modeller, with an occasional sidestep to racing cars, I was a bit hesitant. But when I noticed the Rothmans Honda on the list, a small fire inside me started to burn. In the mid-eighties, when I still watched motor racing, the Hondas with Rothmans livery were my favourite team!

As soon as I received the kit, I started with the build. It was my very first motorcycle kit and it was a subject I knew absolutely nothing about. My first job was browsing the internet for reference photos, especially of the exhausts, engine and brakes, as these were important areas for me. On Youtube I found a couple of videos about building the same kit. The main 'issue' was that the frame needed some modifications: the inside was moulded with an open inner side, which should be box shaped. This area was closed up using plasticard, and the Tamiya putty was used to fill the seams. **(photo 01)**

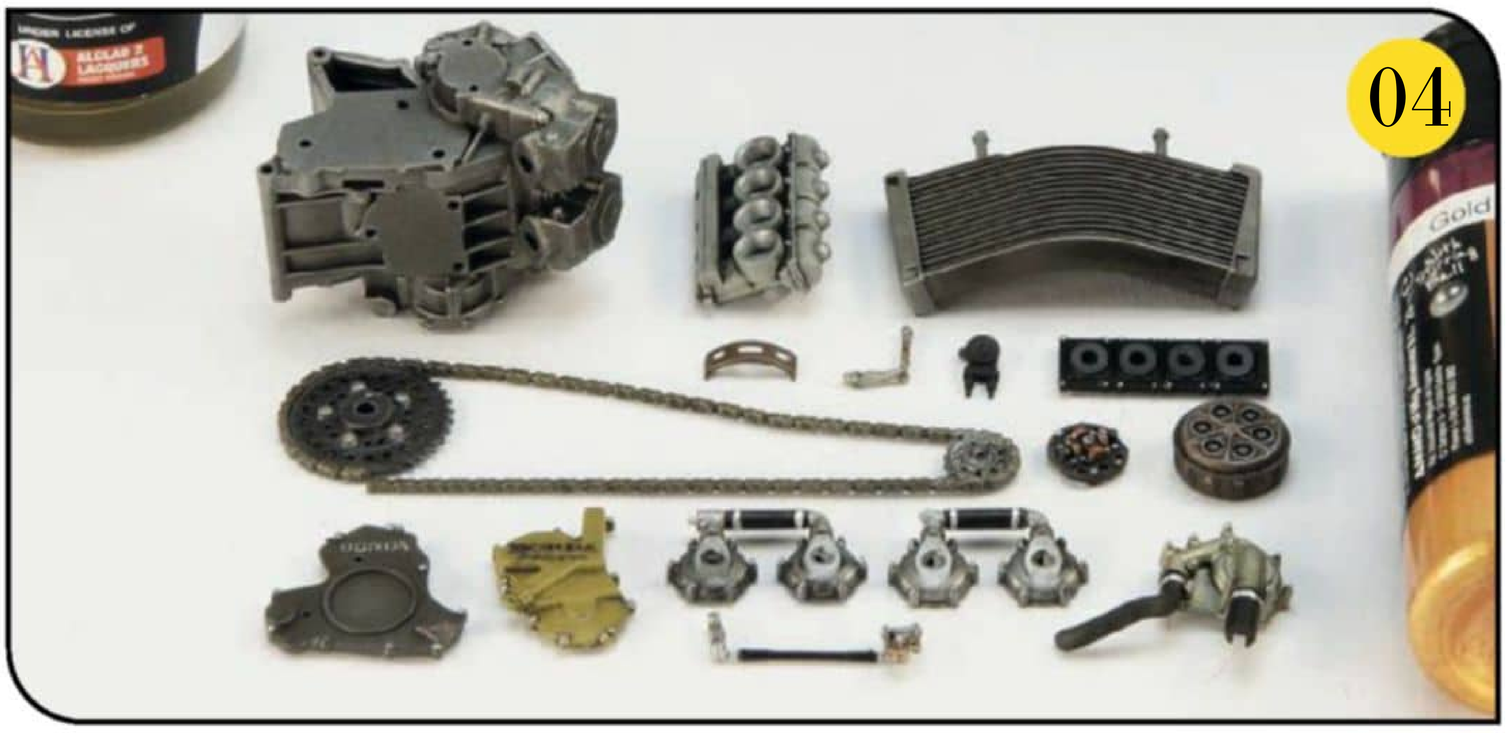
Next all the other frame parts were assembled too, primed black and airbrushed aluminium. Then I assembled the wheels and brake assemblies. These were built straight from the box and painted according to my reference photos. The painting instructions were a bit too generic in their colour choices, which proves that good reference photos can be invaluable. **(photo 02 & 03)** All the metallic paints I used were from the AMMO A-Stand range. The black primer clear coat, and both Aquagloss and 2K lacquer were from the same brand too.

My favourite part when I occasionally build a car is painting and detailing the engine. The engine on this model looked very nice and just begged to be painted in several different metal colours with a bit of weathering. The engine block was assembled and painted steel. All the smaller bits, which would be fitted later on to the engine, were painted separately. I tried to use as many different metallic shades as possible, as small variations between the colours can make the engine look much more interesting than just a single monotone. I suspect there weren't many metallic A-Stand shades that I didn't use! I also painted the sprocket wheel, drive chain and radiator at this point. **(photo 04)**

After the paint had dried, a few thin, protective coats of Aquagloss were airbrushed over all the painted parts.

A dark grey wash, a mix made from oil paint and white spirit was then brushed over all the parts. After a few minutes of drying time, the excess wash was wiped off. This helped give the engine more depth, but also imparted a used look. **(photo 05)**

An area I always seem to struggle with on my car builds, is achieving a



flawless, gloss finish. Somehow I always end up with a few tiny dust particles or some other defect. Since I started to use the paints from the Ammo Cobra range and their 2k gloss coat system, my results have improved significantly. All body parts and the fuel tank were primed grey, sanded smooth and painted pure white. The kit provides decals for the blue areas, but I decided that masking and painting was the way to go. **(photo 06)** The colour was made by mixing Tyrell Blue, black and a tiny drop of red.

After the paint had dried for twenty-four hours, I lightly buffed all the parts, mainly to sand down the slightly built-up paint ridges where the two colours met. The paint was smooth enough to apply the decals on without spraying a clear coat first.

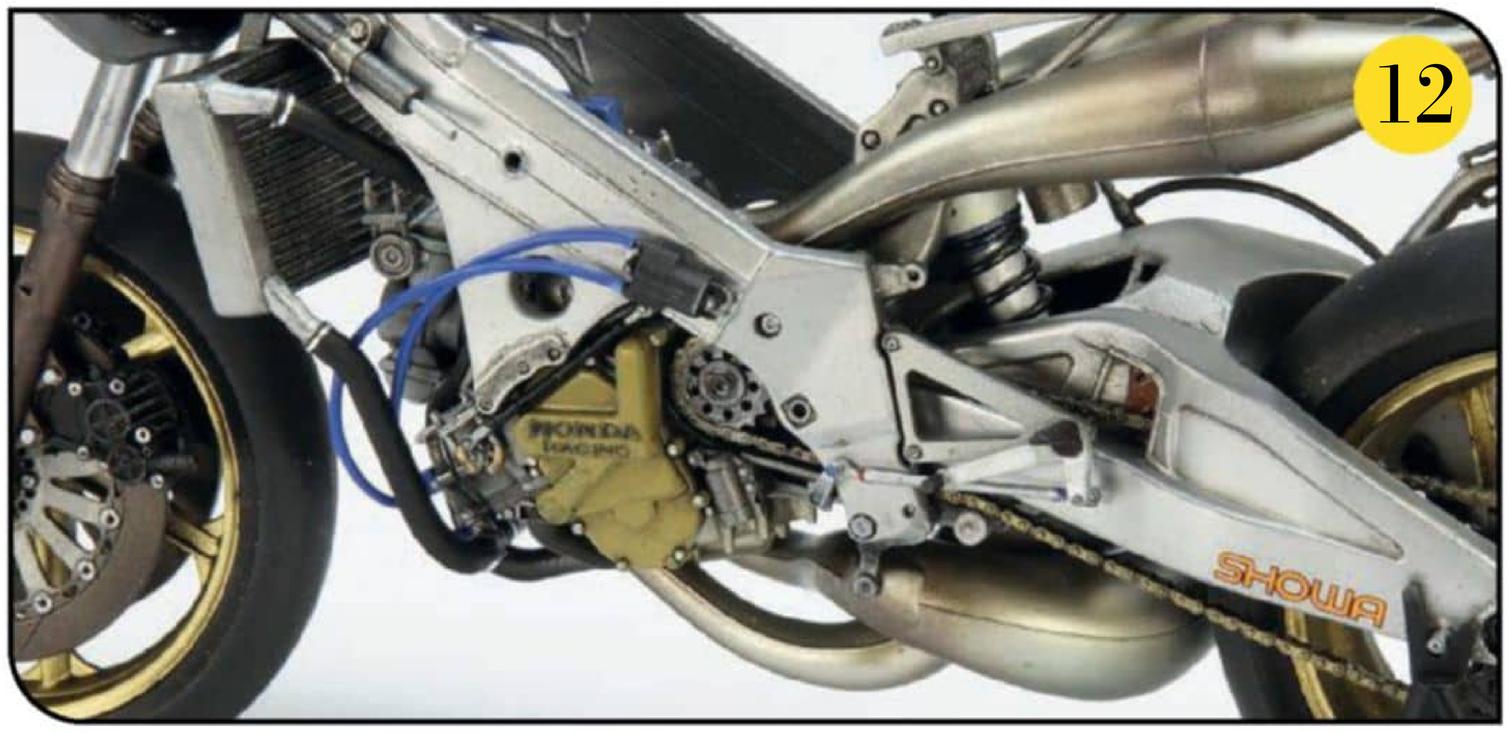
The kit didn't provide the actual Rothmans logos as decals on their sheet (presumably for licensing reasons, or because it was released in 2014 and tobacco advertising was banned. The Ed.). Tabu Design had an aftermarket decal set that addressed this, so it was ordered to fix that problem. Both the kit decals and those from Tabu went on without any problem. **(photo 07)** Once all decals were on and dry, a few coats of 2k lacquer were airbrushed on the parts, and they were set aside to fully dry for forty-eight hours. **(photo 08)**

Afterwards, the surface was wet sanded and polished where needed. I'm always very careful with the sanding and polishing process out of fear of damaging the paint and decals.

While the clear coat was curing, I had time to start assembling the previously-painted parts, which basically entailed fitting everything to the frame. **(photo 09)** The completed engine, chain, suspension and rear wheel assembly were fitted first, followed by the front fork wheels and radiator. **(photo 10)** The last large parts to fit were the four exhaust pipes, which were painted in several metal colours and Tamiya clear blue paint to give a semblance of heat discolouration. **(photo 11)** The wiring provided in the kit was a bit too thick for my taste, so I replaced it with thinner electrical wire taken from an old UTP and Scart cable. **(photo 12)**

The handlebars and mufflers were fitted next, followed by all the body parts and fuel tank. The final parts to fit were the seat and windscreen.

1/12 HONDA NSR500



I thoroughly enjoyed building this model, much more so than I expected. I was very impressed with the level of details and the fit of all the parts, and highly recommend this kit to anyone wanting to build their first 1/12 bike.

This was my first bike build and it will certainly not be my last.

JOHN AYREY
DIE-CASTS LIMITED

OVER 250 BRANDS
STOCKING 50,000 PRODUCTS
TRADE SHOWROOM IN
WEST YORKSHIRE
DELIVERING WORLDWIDE

OPEN YOUR ACCOUNT TODAY AT
WWW.AYREY.CO.UK

Head Office and Showroom
Discovery House, 8A Sapper Jordan Rossi Park
Otley Road, Baildon, BD17 7AX
Tel: 01274 594119
E-mail: enquiries@ayrey.co.uk

WE ARE - TRADE ONLY
COLLECTORS PLEASE CONTACT
YOUR LOCAL MODEL SUPPLIER

8A, Sapper Jordan Rossi Park
Otley Road, Baildon
West Yorkshire
BD17 7AX

1950 - 2025
CELEBRATING 75 YEARS OF
FRIZINGHALL MODELS & RAILWAYS
THE MODELLER'S CHOICE

Tel: 01274 747447
WWW.MODELRAILSHOP.CO.UK
Email: shop@fmrdirect.co.uk

BACHMANN AUTUMN 2025 ANNOUCEMENTS – PRE ORDERS BEING TAKEN

Item No.	Description	RRP	Our Price	Item No.	Description	RRP	Our Price
31-065	NER E Tank 495 NER Lined Green & Maroon *	£169.95	£144.45	35-803A	Class 31/1 5848 BR Blue **	£214.95	£182.70
31-066	NER E (J71) Tank 317 LNER Lined Black *	£159.95	£135.95	35-804	Class 31/1 31101 BR Blue **	£214.95	£182.70
31-069	NER E (J71) Tank 68260 BR Black (Early Emblem) *	£159.95	£135.95	35-822	Class 31/1 Refurbished 31188 BR Engineers G&Y **	£214.95	£182.70
35-075A	LB&SCR E4 Tank 514 LBSC Lined Umber *	£164.95	£140.20	35-827	Class 31/4 Refurbished 31423 J K. Jerome BR I/C **	£214.95	£182.70
35-076B	LB&SCR E4 Tank 2505 SR Maunsell Green *	£164.95	£140.20	372-031A	GWR 4073 Castle 5015 Kingswear BR Green (E)*	£179.95	£152.95
35-079A	LB&SCR E4 Tank 32473 BR Lined Black (Early) *	£164.95	£140.20	372-034	GWR 4073 Castle 5055 Earl of Eldon GWR Green *	£179.95	£152.95
35-080	LB&SCR E4 Tank 2487 SR Black (Sunshine) *	£164.95	£140.20	372-035	GWR 4073 Castle 4082 Windsor GWR Green (S/b) *	£179.95	£152.95
35-225	LMS 8F with Riveted Tender 8036 LMS Black **	£249.95	£212.45	E86019	NAA Propelling Control Vehicle 95301 EWS	£74.95	£63.70
35-226	LMS 8F with Riveted Tender 8233 LMS Black **	£249.95	£212.45	E86040	NAA Propelling Control Vehicle 94331 RES	£74.95	£63.70
35-230	LMS 8F with Welded Tender 48305 BR Black (Early) **	£249.95	£212.45	372-031A	GWR 4073 Castle 5015 Kingswear Castle BR Green (E)	£179.95	£152.95
35-231	LMS 8F with Welded Tender 48703 BR Black (Late) **	£249.95	£212.45	372-034	GWR 4073 Castle 5055 Earl of Eldon GWR Green *	£179.95	£152.95
35-235	LMS 8F Riveted Tender 48339 BR Black (Late) *W* **	£259.95	£220.95	372-035	GWR 4073 Castle 4082 Windsor GWR Green (S/b) *	£179.95	£152.95
35-782	Class 69 69013 Andy's Man Club GBRf Black **	£249.95	£212.45	31-393	Class 414 2-HAP 2-Car EMU 6079 BR (SR) Grn (SYP) *	£299.95	£254.95
35-802	Class 30 D5574 BR Green (Small Yellow Panels) **	£214.95	£182.70	31-394	Class 414 2-HAP 2-Car EMU 6089 BR Blue *	£299.95	£254.95
35-802A	Class 30 D5862 BR Green (Small Yellow Panels) **	£214.95	£182.70				

* Also available sound fitted
** Also available sound fitted and sound fitted deluxe

31-065

35-075a

35-822
35-225

We Buy Model Railway Items/Collections - Part Exchange or Cash
Servicing & Repairs - DCC Sound Fitting - DCC Decoder Fitting - Weathering - Buying Advice
OFFICIAL STOCKIST SOUND FILES SUPPLIED BY YOUCHOOS & DIGITRAINS
FREE POSTAGE over £225 (UK mainland only)
See more at WWW.MODELRAILSHOP.CO.UK
OPENING HOURS: MONDAY to SATURDAY 10.00 - 4.30

1/24 MAZDA MX-5 RF

MANU'S AMAZING MAZDA

Manu Gill Guides You Through FinishingTamiya's Cute Little Mazda MX-5.

The Tamiya 1/24 scale Mazda MX-5 RF model kit is a small masterpiece of engineering from the renowned Japanese model manufacturer. It features a comprehensive and accurate parts breakdown, sure to delight any scale model enthusiast with its superb fit. Among the assembly options, you can leave the roof open or closed, and choose between a left-hand driving position for the European and American versions, or a right-hand driving position (for the British and Japanese versions), with all the necessary parts included.

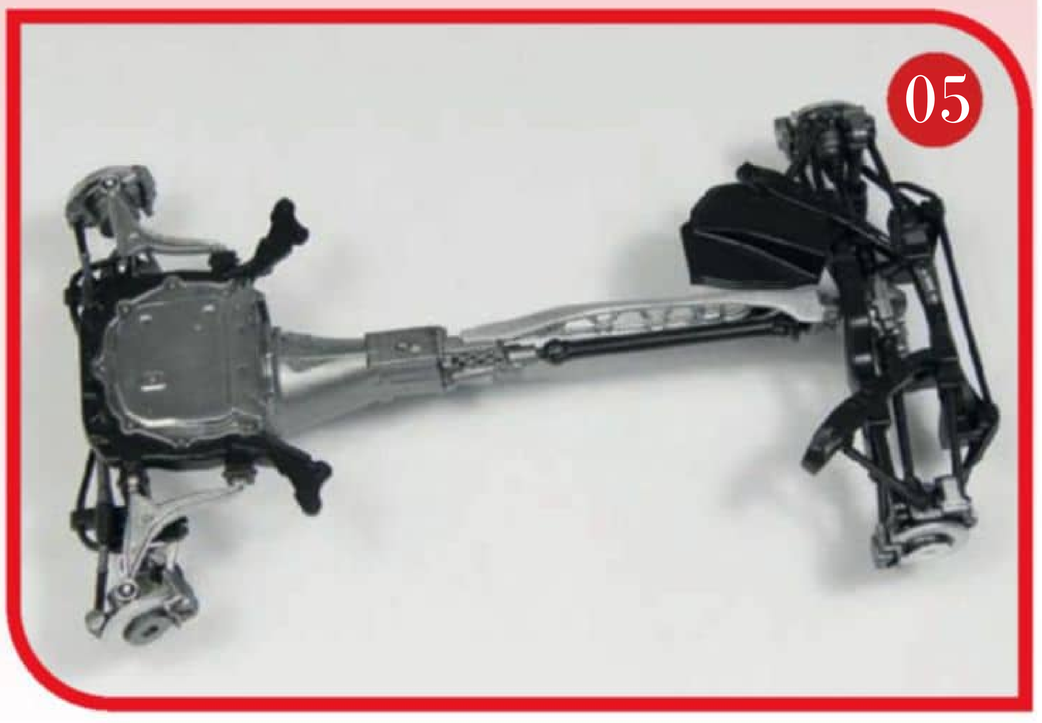
As a precaution, be especially careful with the upper roof rail to avoid breaking it during handling.

Mask the areas that will be black and paint the aluminum parts with Cobra Motor Alcoa Aluminum A.MIG-0345 diluted with Acrylic Thinner in the same ratio as before.

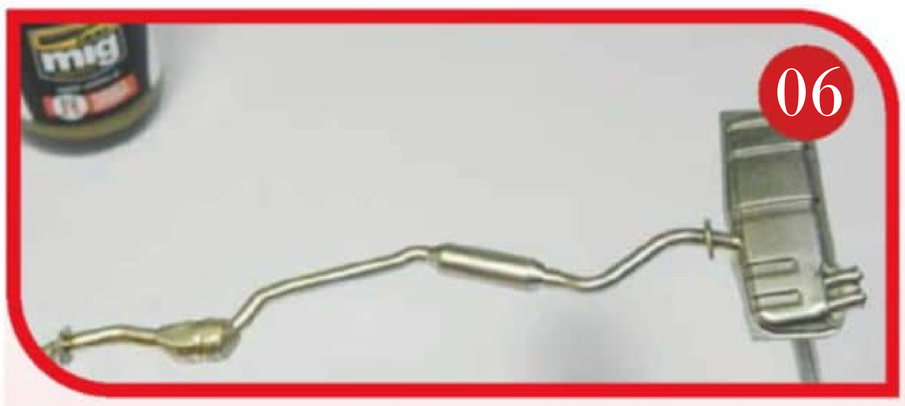
Mask and secure the parts for the painting phase.

Mask the aluminum parts and apply undiluted Metallic Silver A.MIG-0195.

Apply Cobra Motor Black Gloss Primer A.MIG-0342 diluted with Acrylic Thinner A.MIG-2000 in a ratio of seven parts paint to three parts thinner.



The painted and assembled chassis.



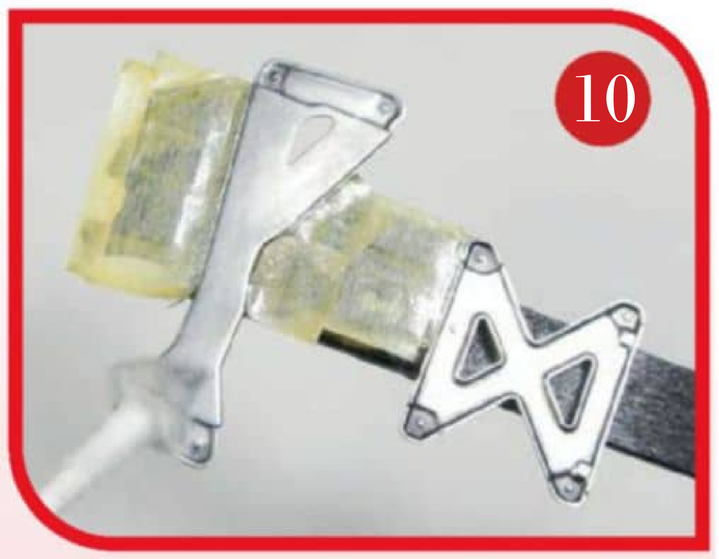
Apply A-Stand Gold Titanium A.MIG-2317 to the exhaust pipe over the Black Gloss Primer.

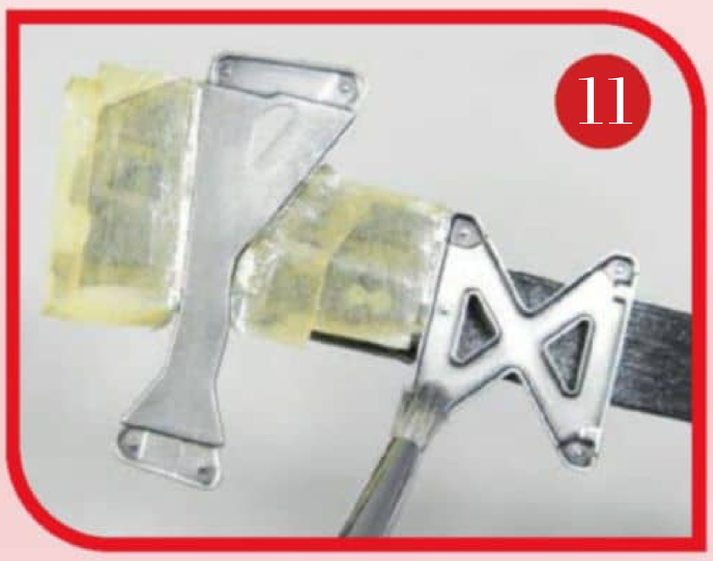
To simulate the burnt metal effect, first apply A-Stand Hot Metal Sepia A.MIG-2422.

Next, apply A-Stand Hot Metal Blue A.MIG-2421.

The effects achieved after finishing painting the exhaust pipe.

To simulate the chrome effect, soak a cotton swab with Chrome Effect for Black Gloss A.MIG-0343 and rub it on the surfaces previously primed with Black Gloss Primer.

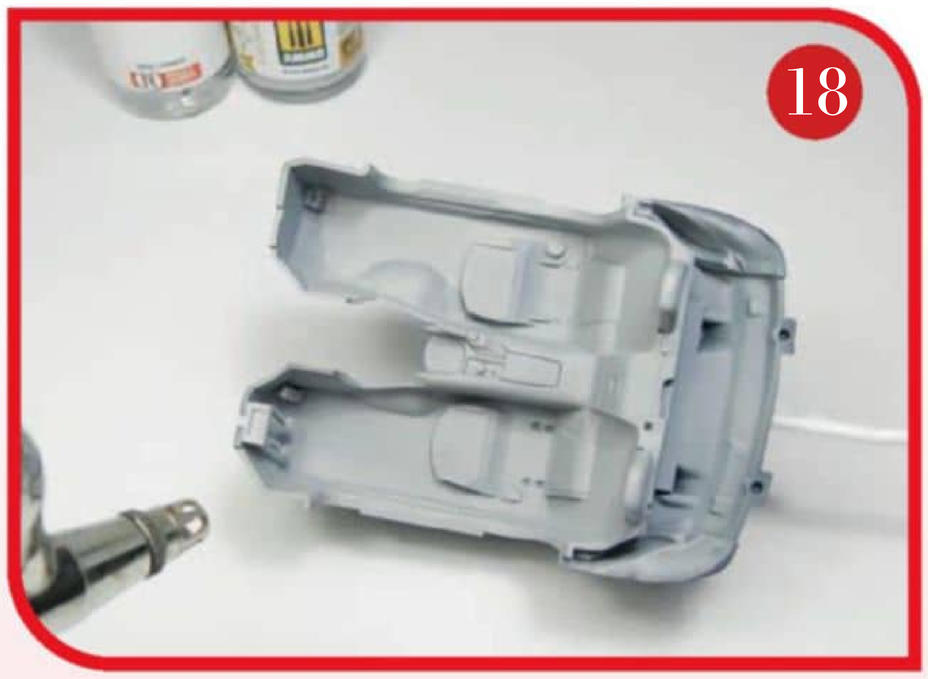




With the help of the 2 Drybrush Technical Brush A.MIG-8700, apply the Chrome Effect for Black Gloss to all the corners and recesses of the parts.

The result after finishing the application.

Apply Black Gloss Primer to the underside of the vehicle and mask the areas need to keep black.



Prime the interior parts of the passenger compartment with A-Stand Grey Primer & Microfiller A.MIG-2350 diluted with A-Stand Airbrush Cleaner A.MIG-2013.

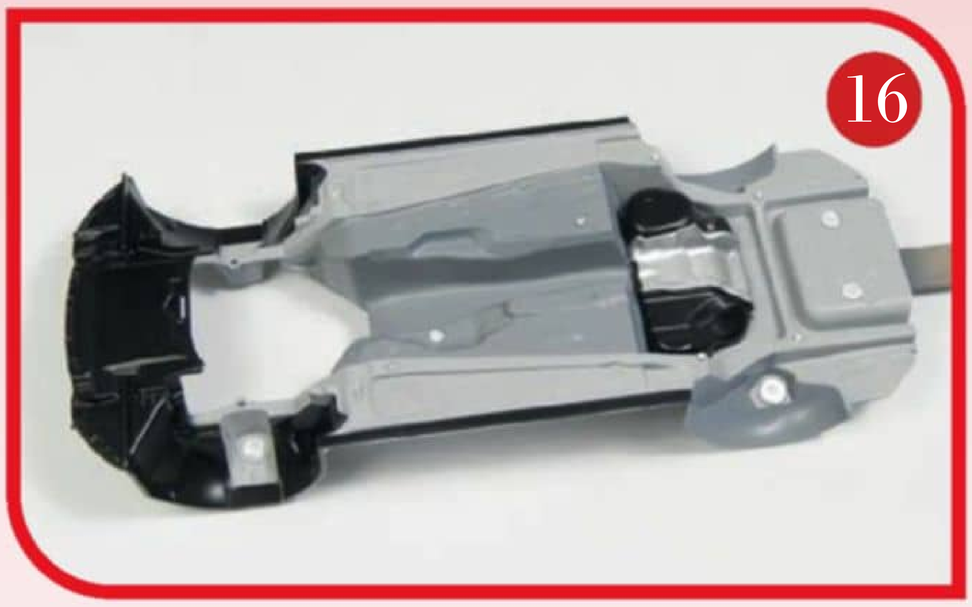
Next, paint the areas in light gray with Silver Gray A.MIG-0212 diluted in equal parts with Cleaner A.MIG-2001.

Next, apply Satin Black A.MIG-0032 diluted in equal parts with Cleaner.

Finally, mask the Silver Grey and apply Ocean Grey A. MIG-0245 diluted in equal parts with Cleaner.

Masked the Satin Black and applied Matt Black A.MIG-0340 diluted in equal parts with Cleaner.

Satin and matt effects achieved on the seat.

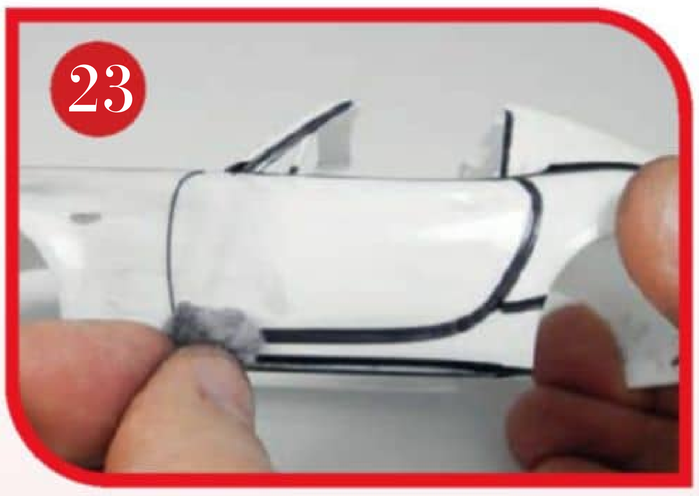


The underside of the vehicle after removing the masking.

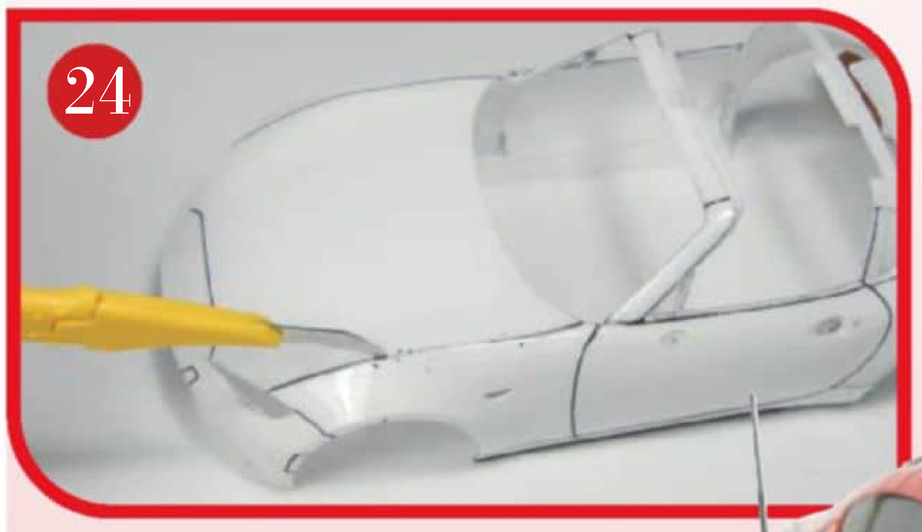
Assembled and finished underbody of the vehicle.

Add the interior and wheels to the underside of the vehicle.

Start the bodywork by giving greater depth to the panel lines. To see the lines better, mark them with a permanent marker and then clean off the excess by rubbing with cotton wool dipped in alcohol.



Polish the primer by rubbing it gently with Sanding Sponge 280 A.MIG-8558.

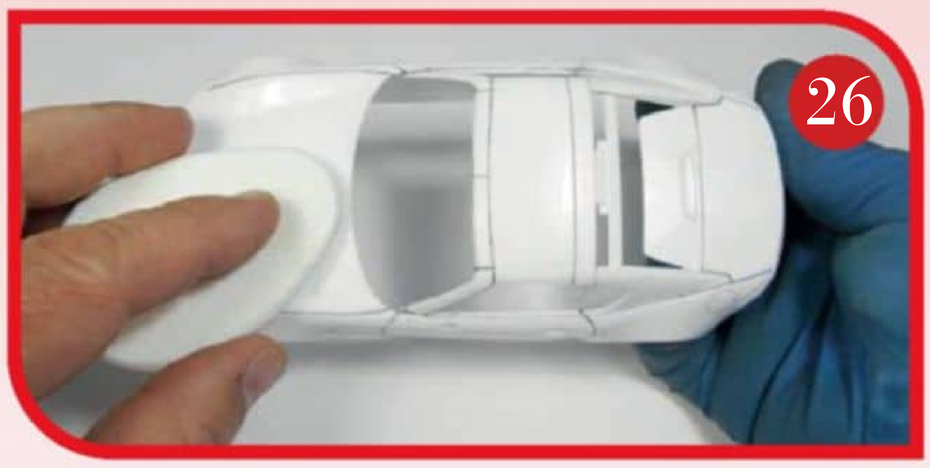


Slide the tip of a A.MIG-8694 hook blade along the lines of the panels to add more depth.

Paint the areas of the body in gloss black with Black Gloss Primer diluted with Acrylic Thinner in a ratio of seven parts paint to three parts thinner.

The mold line seems are also marked. Using grades 2, 3, and 4 of the Standard Sanding Stick A.MIG-8563, sand and remove theses marks until the surface is smooth.

Mask the Black Gloss Primer and apply the overall body color, Cobra Motor Rosso Corsa Racing A.MIG-0313 diluted with Acrylic Thinner in the same proportion as before.



Before starting to paint, clean the plastic surface with the Teardrop Sponge A.MIG-8562 dipped in alcohol.

First, spray A-Stand Grey Primer & Microfiller diluted with A-Stand Airbrush Cleaner to all exterior surfaces and visible interior surfaces.

On the red transparencies, airbrush Cobra Motor Red Transparent A.MIG-0360 diluted with Acrylic Thinner in a ratio of 2 parts paint to 1 part thinner to the inner side.

Polish the Ferrari Red with Polish Sanding Stick 4000 A.MIG-8566.

Mask all the shiny areas of the bodywork and apply satin black diluted in equal parts with Cleaner to the door frames and the lower part of the bodywork.

The bodywork after removing the masking.

Remove the masking and lacquer the bodywork with a mixture of 2 parts automotive varnish and 1 part catalyst.

The two interior door panels undergo the same painting process as described for the bodywork.

After letting the varnish rest for 24 to 36 hours, polish the surfaces with Polish Sanding Stick 4000.

Finish by polishing the shiny surfaces with Tamiya Compound Fine applied with cotton wool.

MINI MAGIC

SMS™
THE SCALE MODELLERS SUPPLY
www.scalemodeller.com.au

Building Hasegawa's 1/24 Mini Cooper Heritage Collection (1997) By Scott Taylor of Scale Modellers Supply.

Every now and then, a kit comes along that reminds you why you love this hobby. For me, building the Hasegawa's 1/24 Mini Cooper Heritage Collection (1997) did exactly that.

From the very first test fit, it was clear the tooling on this kit was crisp, clean and absolutely blemish-free. No flash, no warped parts, no "that'll need filling later" moments — just a delightfully precise bit of engineering. I didn't need to modify a single part; I was able to build it straight out of the box with smooth sailing all the way.

But the real focus of this project wasn't the build itself — it was the paint. I wanted to take a simple subject and use it as a canvas for a bit of paint magic, and this little Mini ended up being the perfect candidate.

I began the body with a coat of SMS Primer Surfacer Black (PLP02), which immediately gave me a solid, deep base to work from **(photo 01)**. Over that went SMS Mint Julep (PA33) — a bright, vibrant green that always looks fantastic **(photo 02)**. The real magic happened next: SMS Colour Shift Extreme Cosmic Dust (CN12) **(photo 03)**. This stuff is wild. When paired with Mint Julep, it bursts to life with shimmering oranges and golds, the complete opposite of how it looks when applied over Black. In the right light, the Mini shifts from the Mint Julep green base to warm metallic tones of the Cosmic Dust Colour Shift, a mesmerising effect that catches the eye every time. I

finished it off with SMS Super Clear to lock everything in and give it that smooth, glossy showroom shine and bring out more colour from the Colour Shift pigment.

Whilst the paint on the body was drying, the chrome pieces received their own bit of attention. To get a uniform mirror chrome finish to the parts I first painted them with Chassis Black (PL178), then gave them a coat of Super Clear (PL58) to give them the perfect glossy sheen for the chrome to go on, and finally HyperChrome Cold (CHM01). This gave the parts a much more realistic, uniform chrome finish that really elevates the final look.

For the roof, I wanted something clean to contrast against the flashy body. A base of White (PL02) followed by Pearl White Snow (PRL30) gave me a soft, pearlescent sheen that suits the Mini perfectly without stealing the spotlight. The interior followed a similar logic: Chassis Black and Mint Julep for the majority of the interior parts, with the seats first painted in Mint Julep then masked and painted White before receiving a coat of Pearl White Snow. It ties the cabin into the exterior in a subtle but satisfying way.

Even the underside didn't escape attention. After carefully masking sections, I used Chassis Black again and finished key details with HyperChrome Cold to give the mechanical parts some life without overdoing it. The end result is clean, tidy and visually interesting.

With all the painting finished, everything was assembled as per the final steps of the instructions, and the Mini was complete.

This kit went together flawlessly, the paint effects worked exactly as I hoped, and the final result exceeded by expectations. It was one of those rare builds where nothing fights you, nothing feels out of place or over-engineered, and everything simply clicked into place.

Sometimes simplicity brings out the best in a project. Building this Mini Cooper was about having fun with colour, letting SMS paints do their thing, and enjoying every step along the way.

SUBSCRIBE & SAVE

NEW LOOK!

MODEL CAR TRUCK MOTORCYCLE WORLD

SUBSCRIBE
4 issues from
£25
Available on the newsstands

4 issue subscription rate: UK £25 • Europe £35 • ROW £39

Visit: www.guidelinepublications.co.uk to subscribe

HIGH FIDELITY Fulvia

Huw Morgan lifts the lid on Italeri's much anticipated new-tool 1/24 Italian rally classic.

The Lancia Fulvia HF was an icon of international rallying in the late 1960s and early 1970s, winning the Italian National Championship every year from 1965 to 1973, and on the internationally, winning the classic Monte Carlo rally in 1972 – one of three wins which helped it to the International Championship for Manufacturers (the forerunner of the World Rally Championship) in that year. By 1973, it was beginning to lose competitiveness, despite winning the European Rally Championship, and by 1974 had been replaced by the equally-famous Lancia Stratos.

The Lancia Fulvia was produced in three forms – as a four-door saloon, a sport fastback (built by Zagato) and a lightweight two-door coupe, which was used as the basis for the rally-developed Fulvia HF.

Italeri's long-awaited, new-tool 1/24 Fulvia HF arrives in a typical Italeri lidded box with very evocative box art. A single scheme is offered, that of Sandro Munari and Mario Mannucci's car number '14' on its way to victory in the 1972 Monte Carlo Rally. There are a total of ninety coloured plastic parts in silver, black and red, together with a small photo-etched fret of twenty-two items including front grille, one-piece bonnet pins and small chains used to hold up the rear mud flaps. Glazing is supplied on a clear runner of thirteen parts, with the front and rear screens and side windows supplied on a single piece to fit inside the bodyshell. There are four synthetic-rubber tires with credible dry off-road tread, and a small piece of thin plastic card from which the mudflaps are cut and bent. Parts such as lamp bezels and wiper arms are produced in a 'chrome' finish, which is very shiny, and probably needs toning down.

The moulding is pretty reasonable as is the level of detail offered – perhaps not quite up with some other manufacturers – for instance the front suspension is rather simplified and the interior is a bit spartan – but should build up into a nice replica, which could be enhanced with some scratch building. The aftermarket is already showing signs of responding too, with paints and wheels already announced. Construction looks to be entirely conventional. A full build article will appear in an upcoming issue.

Many thanks to The Hobby Company Limited for the review sample.

Lancia Fulvia HF Rally Montecarlo 1972

• Manufacturer: Italeri • Scale: 1/24 • Kit no: 3670
• Type: Injection moulded with vinyl tyres and photoetch
• www.hobbyco.net

IONIC SMARTCOLORS

THE FUTURE IS SMART

AMMO

The inspiration for Nicks build was this fabulous photograph by Jacqueline Lummis

Desert Distress

NIck Allen finds inspiration in a friends photograph, finds a crumpled box and finds he's built a crackingly crumpled model.

The idea for this build came about following a print exhibition at my local camera club. One of the members had been to Australia and come across an abandoned and rusty pickup truck. She took several photographs of it and subsequently had a print made. I saw it at the exhibition and had one of those lightbulb moments: I just had to build it. I bought the print as a reference, took it home and did a bit of research on the Internet, identifying it as a 1941 Chevy pickup truck.

A crumpled box was located in the stash.

The kit was long out of production, but I was sure that I had it somewhere in the stash. I began moving boxes around searching for this elusive kit, and just as I was about to give up and ask modelling friends if anyone had the kit for sale, I found it! A Revell 1/25 1941 Chevy Pickup, kit 7668. The box was a little worse for wear and looked as though it had been wet at some point, but the kit was still in its plastic packaging and complete, even the decal sheet was pristine although that wasn't going to be used, apart from the licence plate.

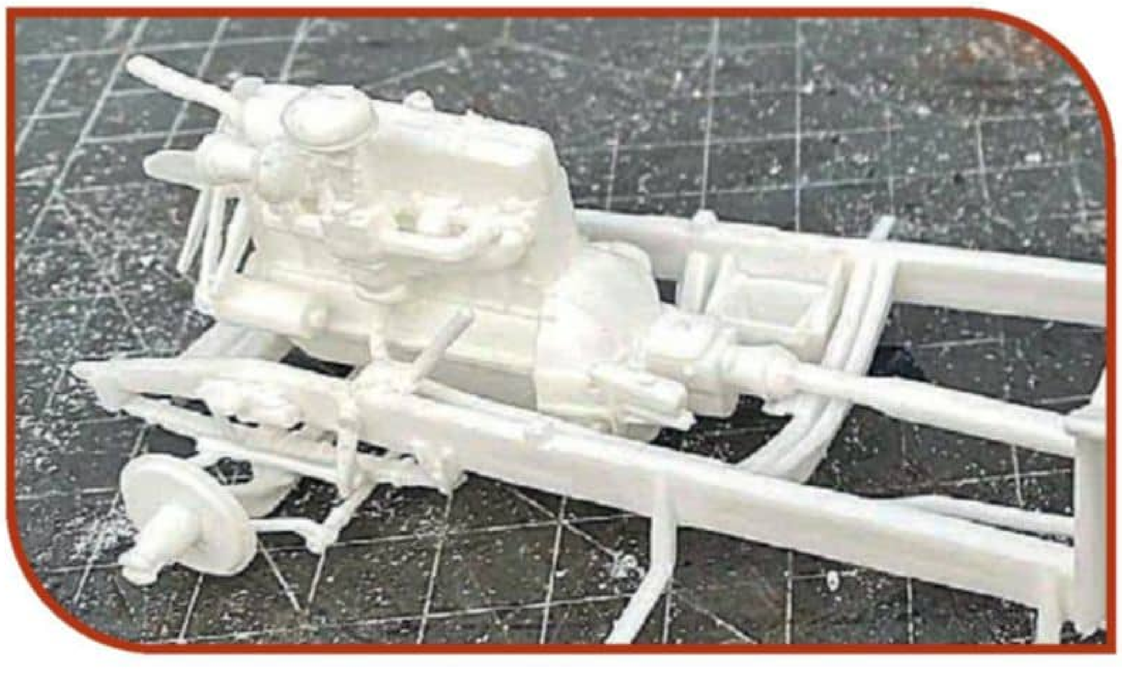
The original idea was to assemble the kit and leave off the pickup bed, as the photograph showed a flatbed had replaced the pickup bed at some point in its life.

Construction

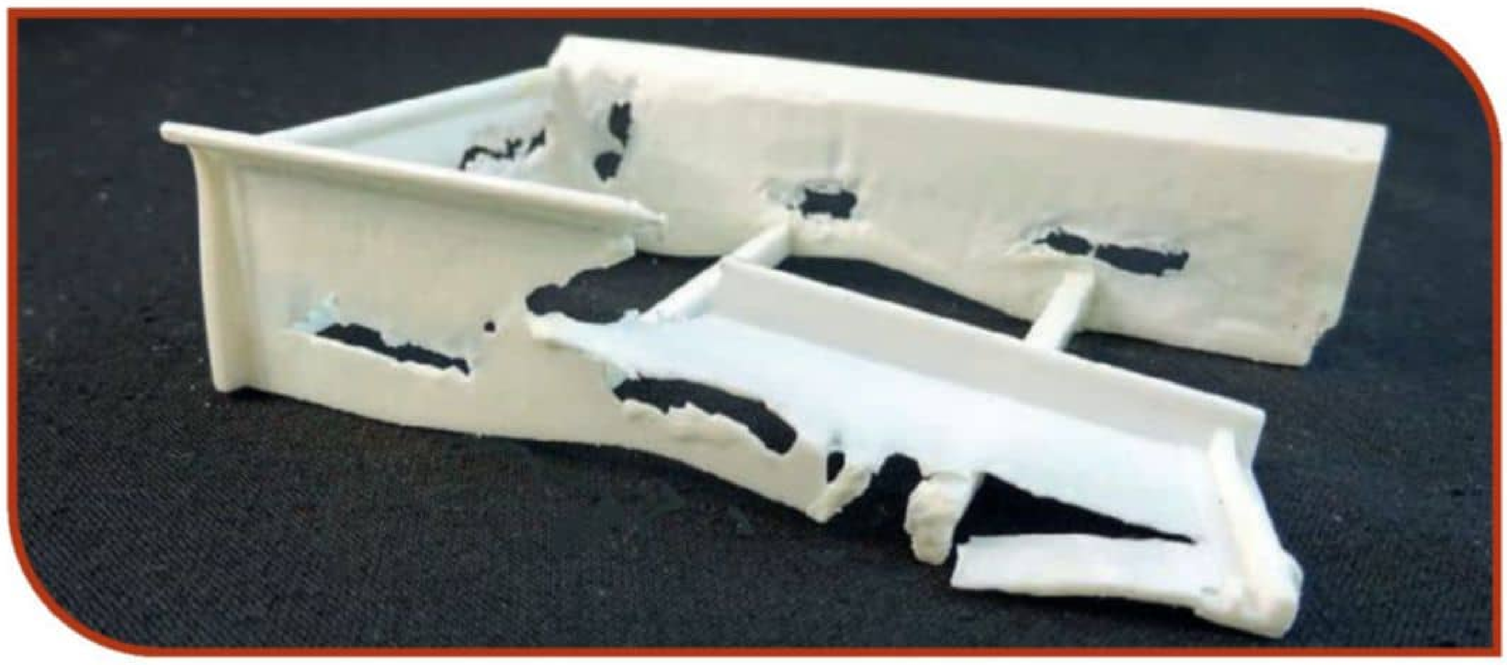
As I saw it, the kit would be broken down into three stages. They would be chassis including the engine, the cab, and the flat bed. I set about building the chassis. The only changes to the build as suggested in the instructions would be removing a section of the rear wheel arches to accommodate the flatbed. That done, I turned my attention to the engine, which incidentally, is a self-contained little kit. Once assembled, the engine was secured to the chassis.

The next step was to add the cab components. I began with the floor onto which I added the gear shift lever, handbrake, seat base, accelerator, clutch, and brake pedals.

For an older kit, the engine was very nicely detailed.



I used my motor tool and a bur head to thin down and distress the pick up walls.



The finished bed looked suitably 'dischevelled'. The hard part is making it look random.

The cab interior was constructed stock from the box, except for the large floor-mounted gear lever. I snapped this off early in the construction, so replaced it with a length of 1.5mm diameter brass rod, using the ball from the end of the original gear lever. Well, that was the plan, however, while I was drilling the ball to accept the brass rod, it pinged across the bench into oblivion. I never saw it again so I set about using a very tiny piece of sprue from the kit and attempted to round it off to resemble a gear lever knob. This was loads of fun, fumbling with fat fingers and a sanding stick.

That done, I added the handbrake and foot pedals, giving the whole floor assembly a thin coat of matt black. The door cards were also sprayed in matt black at this time and added to the cab construction. I then added the window winders and door handles, which pretty much completed the cab interior as far as I wanted. The original truck photograph showed a right-hand drive vehicle, but to change the kit to this would have been a nightmare, so I left it alone. The interior mirror was not fitted – I felt that someone would have claimed that a long time ago. I also decided not to fit any of the clear parts including the widows and lights as these were not present in the original photograph. At this point the cab was put aside, and left on the bench overnight. After thinking about the build overnight, I changed my mind and decided to use the kit's pickup bed rather than scratch build a flatbed.

The next day I was invited to attend a model making demonstration at the 'Museum of Making' in Derby. This was an ideal opportunity to take the workstation, and a small collection of tools. Once I was settled, I set about building and altering the pickup bed, adding damage and rust holes. The moulded wooden base of the pickup bed was removed leaving just the steel bearers behind. Final construction was conducted at this time which included the rear fender and exterior door handles.

Painting

The chassis and engine, cab exterior, pickup bed, and wheels were given a coat Vallejo Red Brown Surface Primer (74.605). When this was dry, I sprayed a mist coat of unscented hairspray as a barrier between the first and second coats.

Once dried, I applied a mist coat of Vallejo Surface Primer Grey (74.601) as this was as near to the shade in the original photograph as I could get. The idea was to use the 'hairspray' method, which allows the modeller to gently rub away the top coat of paint to expose the original paint, or in this case, rust. However, it did not work. Something went wrong. I decided to change direction and opened my box of MIG weathering powders. The finish of the paint was now going to be a little different than first anticipated, but it would still be in keeping for an abandoned vehicle in the desert.

I used a combination of weathering powders, which were Old Rust (P230), Standard Rust (P025), Light Rust (P024), Fresh Rust (P416) and Industrial City Dirt (P029), blending them together to look as though rust had built up over a long period. The engine was given a thinned coat of Vallejo Environment

Rust Texture wash (73.821). After what I originally thought was a disaster, the rusting process was beginning to come together.

Once happy with the effect, I sprayed a thinned coat of Vallejo Matt Acrylic Varnish (28.518) on all the exterior components. This was to protect the weathering powders and allowed me to add further dusting should I require it. The engine hood had also been given the same treatment, but I felt that the model required paint contrast, so the hood was given a brief sanding and a wipe down and then sprayed with a thin coat of Grey Surface Primer. Once this was dry, I stippled a combination of MIG weathering powers, using the same shades I'd used previously.

Small details like the crumpled number plate help add realsim.

The only decal I used was one of the licence plates. This was cut from the decal sheet and applied to a piece of thin aluminium (from a tray I found in the cupboard, which 'the boss' uses to freeze leftovers in). I used Solvaset decal solution to assist the decal to sit snugly on the aluminium and when dry, painted a small amount of Environmental Rust Texture just to age it, followed by a light dusting of Industrial City Dirt.

As I had removed all the moulded-on wood effect from the pickup bed, the bare chassis and bearers could be seen. Also visible was the upper part of the exhaust system, which was hollow on the inside, and would be seen. To cure this, I found an old piece of balsa wood strip. This was cut into small lengths, and glued together with thinned PVA. Once dry, one end was squared off to place next to the pickup bed bulkhead and the other end was chipped away to make it look as though it had been snapped off the bed. This was added to the bearer rails and secured with superglue. I gave the wood a highly-thinned coating of Vallejo Concrete (71.131) and then a very fine dusting of Industrial City Dirt). That just about completed the construction and painting, so now it required a base.

The Base

Bases aren't hard to construct. It's something to sit the model on, but it must be kept simple, otherwise, to me, it detracts from the model. My idea was a simple desert base, so out came an A4-sized picture frame from my stock. I found some foamboard, cut it to size, and inserted it into the frame, securing it with double sided tape. A friend at a model club offered me a small bag of sand and stones, just what I required. Thank you Alan, that's what friends are for!

I brushed on a liberal coating of PVA, scattered the contents of the bag over the foamboard, removed the excess by tapping the frame on the bench and set it aside to dry. It looked good but it needed something else ... tumble weed. I found a box of sea foam, which is used to form the skeleton of model trees before you scatter leaves on them.
I cut several pieces and attempted to form a loose ball, which is exactly what tumbleweed is – a bush, which blows about in the wind.

When dry, these were placed on the base and secured with PVA, and that was it, model and base completed. The wheels and tyres were given a little touch up here and there with various combinations of the weathering powders and set aside.

I've really enjoyed building this kit and base, and I've learned a lot about weathering. I'm happy with the result. Moreover, I hope you all find it interesting too, and hope you will try the techniques for yourself.

DIECAST NEWS

Steven Downes Rounds Up What's What From the World of Heavy Metal.

Fire Replicas
www.firereplicas.com

Fire Replicas started to develop their range of museum quality, highly detailed fire and rescue models more than ten years ago. In that time they have released almost 900 unique and distinct models. They cover modern and vintage equipment, each an exacting replica of the actual in-use fire truck on which it is based, capturing the unique features of the vehicle down to the smallest of details. They use a mixture of materials including high-definition resin, photo-etch stainless steel, rubber, clear and tinted plastics, and fabric to achieve total realism. Many of the well-known fire departments across the United States have featured in their releases to date, with more being added, while vintage equipment continues to capture the imagination of a bygone era.

In this issue, we take a look at six of the latest releases, covering both vintage and modern subject matter.

Fire Department City of New York 2016 Brush Fire Unit 2 – Staten Island (Item FR055-2)

The first model we will take a look at is Staten Island's 2016 Brush Fire Unit 2, based on an International 7400 4x4 truck chassis with KME body to offer excellent off-road capabilities, while accurately modelling the unique aspects of the in-use truck with the New York fire department. The model comes mounted to a plinth with clear dust cover to keep the model protected, and is comprised of over 400 individual parts. The cabin interior can be seen through the clearly glazed windows where all the essential features have been replicated, while the exterior of the cabin is shrouded with a protective tubular frame, while the bonnet is also protected from the front with a frame mounted to the bumper. Every marking and graphic found on the rear truck has been meticulously applied, and the rear pump panel, the heart of the model can only be admired, demonstrating the stills of the workers to perfectly align every single component flawlessly. Details include stokes basket, diamond plate body sides, anti-slip grating on the cabin steps, large fuel tank and upper storage area where we find a detailed hose bed, complete with rolled up tarp cover and dual booster reels.

Up top, we have moulded lay-flat hoses, dual booster reels and a storage area holding various cannisters.

The stainless-steel grill stands out, as does the winch hook and front hose hook-up.

The rear stainless pump panel has intricate detail of every control, dial and outlet, all perfectly aligned.

DIECAST NEWS

Fire Department City of New York 1959 Mack B Searchlight No 1 (Item FR113-1)

From a modern rig, we now go back in time to 1959 to take a look at a rather interesting support vehicle with the New York fire department: a Mack B searchlight truck adorned with no fewer than eight spotlights, four on each side of the H&H designed body to provide scene lighting. What catches the eye here is the way each of the lenses has been replicated to not only look realistic, but also to capture the inner-bulb detailing, complete with individual power cords. Running boards are located along both sides of the chassis, finished with a diamond-textured plate with a central walk-in design allowing easy access to the spotlights. Tiny photo-etch parts added to the model include slamlocks, hinges and cabinet latches for total realism. The cabin has a split-bench interior with authentic features, external chromed mirrors and window surrounds, MARS light and screen wipers. Looking at the front, there is a stainless etched grill topped with a bulldog hood ornament and Mack winged logo with diamond plate topped front bumper. Even the towing hooks have been replicated, while clear light lenses are inset into the front fenders, again cleverly replicated to hint at the internal bulb within. Fans of vintage fire equipment will not be disappointed with this searchlight rig, limited in production to only 400 pieces.

The grill really captures the aesthetics of the Mack B truck, a timeless classic, complete with bulldog ornament.

Each searchlight incorporates interior bulb detailing and an accurate exterior finish, with flexible power cable.

Port Authority of New York and New Jersey 2022 Spartan Metro Star Engine 75 – G.W.B. (Item FR191)

One of New York's landmarks is the double-decked George Washington suspension bridge. This spans the Hudson River, connecting Fort Lee in Bergen County, New Jersey, to Washington Heights in Manhattan, New York City. The Port Authority of New York and New Jersey are responsible for all fire and rescue operations from their command base at 220 Bruce Reynolds Boulevard, Fort Lee , home of Engine 75, a Spartan ER Metro Star. This exacting 1/50th scale replica captures all the features of the original, from the fully populated pump panel and upper storage areas to the side mounted extension ladders, accurately scaled for realism. Wherever you look, the smallest of details jumps out, and no matter how many times you look, there is always something new to see. Only 200 pieces have been produced, so it's not going to hang around for long.

All the essentials are present, like the folded Nightscan telescopic light, the booster reel hose and rolled hoses in the lower tray.

The cabin's superb exterior detailing includes the window surrounds, screen wipers and etched front grill.

The fully replicated pump panel is another example of just how much realism can be replicated in such a small scale.

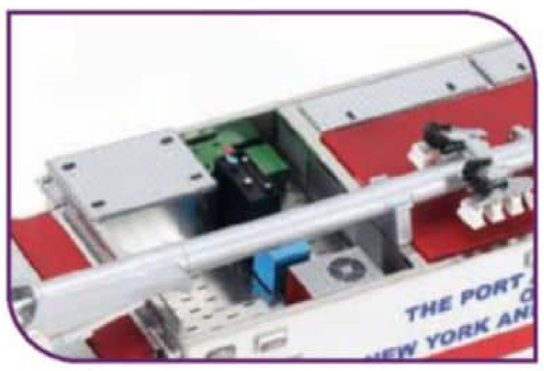
Port Authority of New York and New Jersey 2018 Spartan Gladiator Star Pumper/Tanker – G.W.B. (Item FR192)

Fort Lee fire also houses the colossal Tender 12, a Spartan ER Gladiator Star pumper/tanker. This has everything, starting in its spacious cabin with finished interior and exterior features that include air conditioning unit, beacons, light bars, mirrors, screen wipers and radio aerials. The front bumper has water pipe hook-up points, storage tray and width-marker poles. At the rear, a fabric cover hides the upper hose bay with a pair of access ladders and a number of light housings, all with realistic lenses. Up top is a fully replicated 28 ft 'Boomer' boom with integrated 6000 watt light-tower and 1000 gallon-per-minute monitor. There's also a cross-lay hose storage area with rolled hoses placed in the lower trays. The model's highlight is the pump panel. As with the other models under review, this is the area of the model which truly brings it to life, and captures so many of the smallest details. Production is strictly limited to 200 pieces, and it makes a great companion for Engine 75.

Once again, the pump panel is the highlight of the model.

The opposite side of the pump panel is sparce in comparison, but there is still plenty to admire.

The 28 foot 'Boomer' boom convincingly captures all the details.



The choice of materials for total realism, both in terms of detail and scale, is exemplified in the upper storage area.

Chicago Fire Department 1976 Mack MB High-Pressure Deluge Wagon 671 (Item FR197-671)

We now change location and time period to look at a rather unusual truck that served with the Chicago Fire Department. This 1976 Mack MB cab-over truck with fleet number 671 is a deluge turret wagon. The purpose of the turret wagon is to get as much water onto the scene as possible, so numerous inlet ports are needed to allow the twin turrets to direct the water flow. The Mack MB truck has been accurately transposed in 1/50th, with the custom Chicago Shop-designed rear deluge equipment fixed to a rear platform incorporating five pairs of supply inlets. The curved turret -piping design really catches the eye, modelled in its stored position with the stabiliser jacks raised. Other details include a pair of gearboxes, flexible hoses, battery box, control levers and photo-etch valve handles. Only 125 pieces of wagon 671 have been produced, supplied mounted to a quality covered wooden base with clear acrylic dust cover.

The cabin interior is finished in green, with individual windows with stainless trim standing out.

There are five pairs of supply inlets across the rear of the truck.

The turret design has been faithfully modelled, with nothing left to the imagination.

Massport Fire-Rescue – 2019 Rosenbauer Commander Engine 1 (Item FR205-1)

Rounding out the latest releases from Fire Replicas, is a modern rig in service with Massport Fire-Rescue, covering the Boston-Logan International airport. The 2019 Rosenbauer Commander pumper 'Engine 1' joins several other Massport models including a Cobra Aerial platform, and two different versions of the Oshkosh 8x8 Striker 4500 airport rescue and fire fighting vehicles. This latest addition is the perfect choice to expand the Massport fleet. It captures the detail and realism of the full-sized rig perfectly, from the pump panel, booster reel and upper storage area to the stowed rescue basket and upper storage compartments with rear ladder access. There is a light tower stowed on the cabin roof along with an array of light clusters and beacons.

After ten years, Fire Replicas continue to delight fans of fire and rescue equipment with a vast range of both modern and vintage equipment already released which continue to grow at a rapid pace. With many new models in different stages of development for release over the next 3-4 years, the future looks bright.

The heart of the truck is the pump panel, expertly rendered to look totally realistic to the original.

The smallest details haven't been missed: one of the aspects of Fire Replicas' models that make them leaders in their field.

There is plenty of equipment on the truck, like the light tower, booster reel, storage areas and stowed rescue basket.

Guideline Publications
PRESENTS THE

Spring SHOW

MAY 2026
9
SATURDAY

HAVERSTOCK SCHOOL
24 Haverstock Hill,
Chalk Farm,
London NW3 2BQ

FEATURING
TOY SOLDIER ✲ AVIATION ✲ MILITARY
FANTASY ✲ TRUCK ✲ CAR ✲ FARMER ✲ RAILWAYS

COME TO GUIDELINE PUBLICATIONS' SPRING SHOW!

- Europe's No.1 London Toy Soldier Show
- Large selection of traders covering all the modelling and collecting genres covered by our magazines.
- Free to enter competition. Come and display your models and receive constructive feedback from our team of experienced judges.
- Meet and discuss your hobby with our team of editors and contributors in attendance.
- Meet and talk to fellow modellers in a friendly setting. Talk to local clubs and share your enthusiasm with fellow hobbyists.
- Great public transport links and free parking on site.
- Browse the entire range of Guideline Publications and magazine back issues – complete your collection!

COMPETITIONS ✲ CLUB STANDS ✲ ENTHUSIASTS

£6 ENTRY · REFRESHMENTS & FOOD
SHOW OPENS AT 9.30AM. CLOSE AT 4.00PM • WWW.SPRINGMODELSHOW.CO.UK

Guideline Publications, Dunstable Business Centre, Office Suite no 2, Blackburn Road • Houghton Regis, Bedfordshire, LU5 5BQ
Call Stella: +44(0) 1582 668411 • www.guidelinepublications.co.uk • stella@guidelinepublications.co.uk

THE INTERNATIONAL SHOW FOR SCALE MODELLERS AND FIGURE PAINTERS

SMC26

SCALE MODEL CHALLENGE
2026 OCTOBER 17-18
SCALEMODELCHALLENGE.COM

1/24 1970 NISSAN SKYLINE 2000 GT-R

AMMO

AMMUNITION

Painting and Finishing Tamiya's 1970 Nissan Skyline 2000 GT-R with AMMO's Iosu Jimenez.

PART 2: ENGINE

In this second part of the article, we'll take a step-by-step look at how to paint the 160-horsepower, 2.0-litre inline six-cylinder engine of the 1969 Nissan Skyline 2000 GT-R.

Cobra Motor Paints are acrylic and non-toxic, making them very easy to apply with an airbrush or a paintbrush thanks to their self-levelling properties. They are highly durable and can withstand masking tape as well as the products used for decal application and weathering.

You can find the entire range of COBRA MOTOR PAINTS at these links. In addition, the AMMO YouTube channel offers video tutorials on how to use COBRA and every other AMMO products.

AMMO

Video

Tamiya's 1/24 Skyline is an excellent model, but your can use our article to paint and finish any vehicle just as easily.

It's not essential, but it is recommended to apply a coat of primer before painting the engine. The best primer shade to use before metallic colours is Satin Black A.MIG-0341.

Apply the engine colour thinned with approximately 50% Cobra Motor Acrylic Thinner A.MIG-2260. You can adjust the thinner ratio to your preference—the more you dilute, the more coats you will need to apply, but you'll have greater control over the finish.

AMMO

AMMUNITION

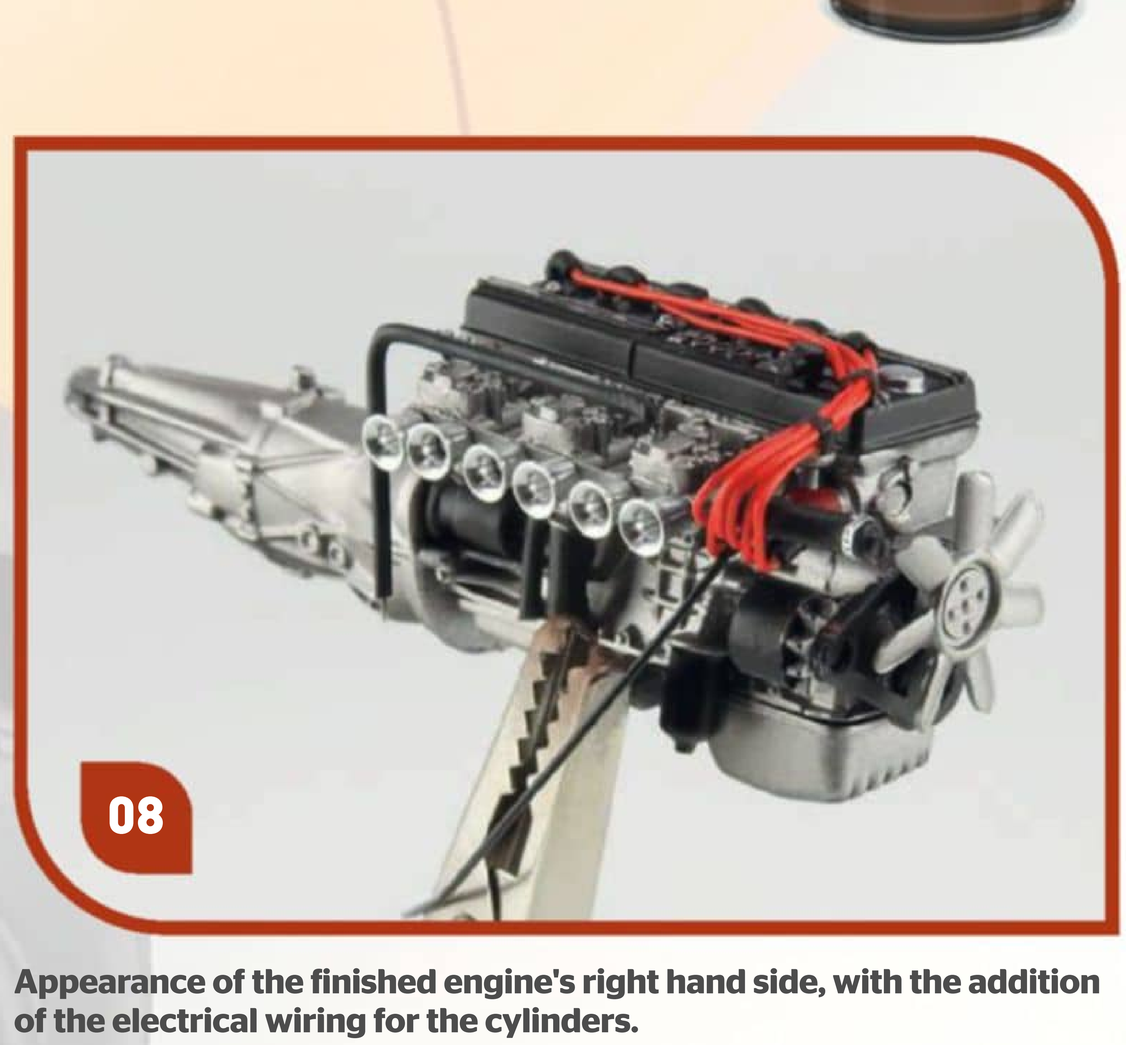
To darken the lower part of the exhausts, apply Mineral Grau A.MIG-0346 over the aluminium basecoat. The paint is touch-dry in 10-15 minutes.

Apply the paint undiluted; as it dries it will contract and self-level, leaving a finish free of brush marks.

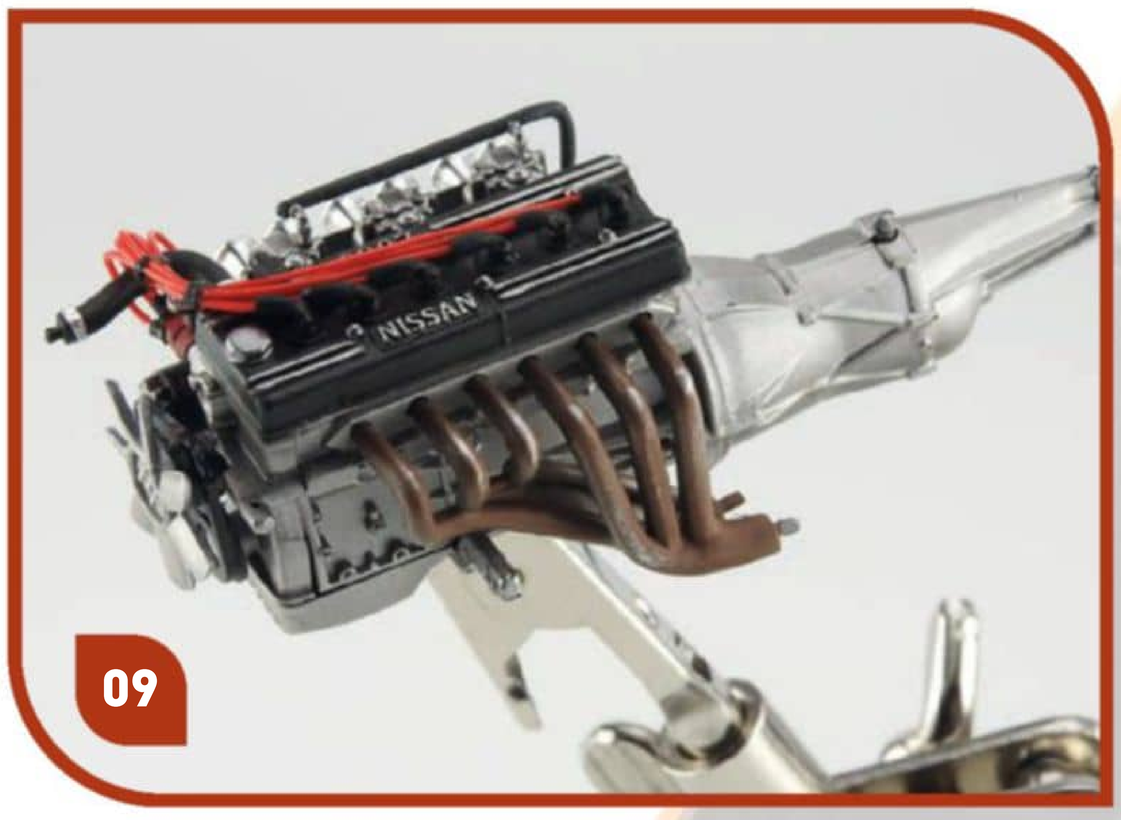
The top plate of the engine is painted entirely in Satin Black A.MIG-0341. Allow the paint to dry for 24 hours before masking so that it reaches maximum resistance.

You can easily achieve a used exhaust effect by applying thin layers of Exhaust Pipes A.MIG-0316 diluted with 80% Cobra Motor Acrylic Thinner A. MIG-2260.

The remaining elements in other colours are painted with a brush, taking advantage of the excellent brush application properties of Cobra Motor Paints.



Appearance of the finished engine's right hand side, with the addition of the electrical wiring for the cylinders.



Appearance of the finished engine's left hand side, with the addition of the electrical wiring and exhaust pipes

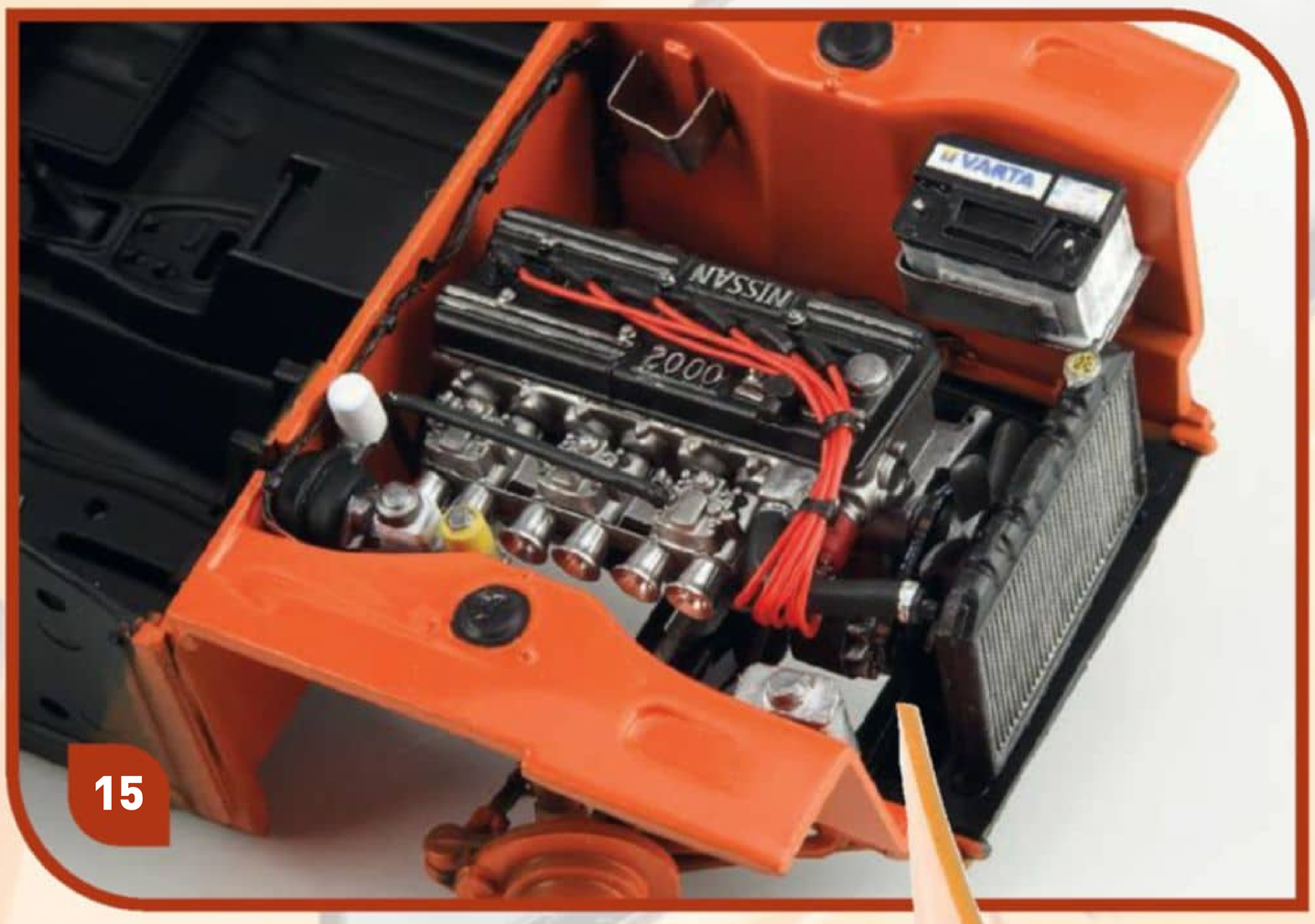
Leave to dry to the touch for about 5-10 minutes, then clean the structure areas with a fine brush slightly moistened with Enamel Odourless Thinner A.MIG-2018, leaving a very interesting and easy-to-achieve effect.

The battery is painted with Pure White A.MIG-0300 and left to dry for at least 12 hours before the next step.

The top cover is brush-painted with Matt Black A.MIG-0341.

To add a layer of dirt, apply a thin and irregular coat of a dark enamel product, for example Dark Wash A.MIG-1001.

To finish, add the labels, simply printed on ordinary paper. They provide an interesting and eye-catching detail.

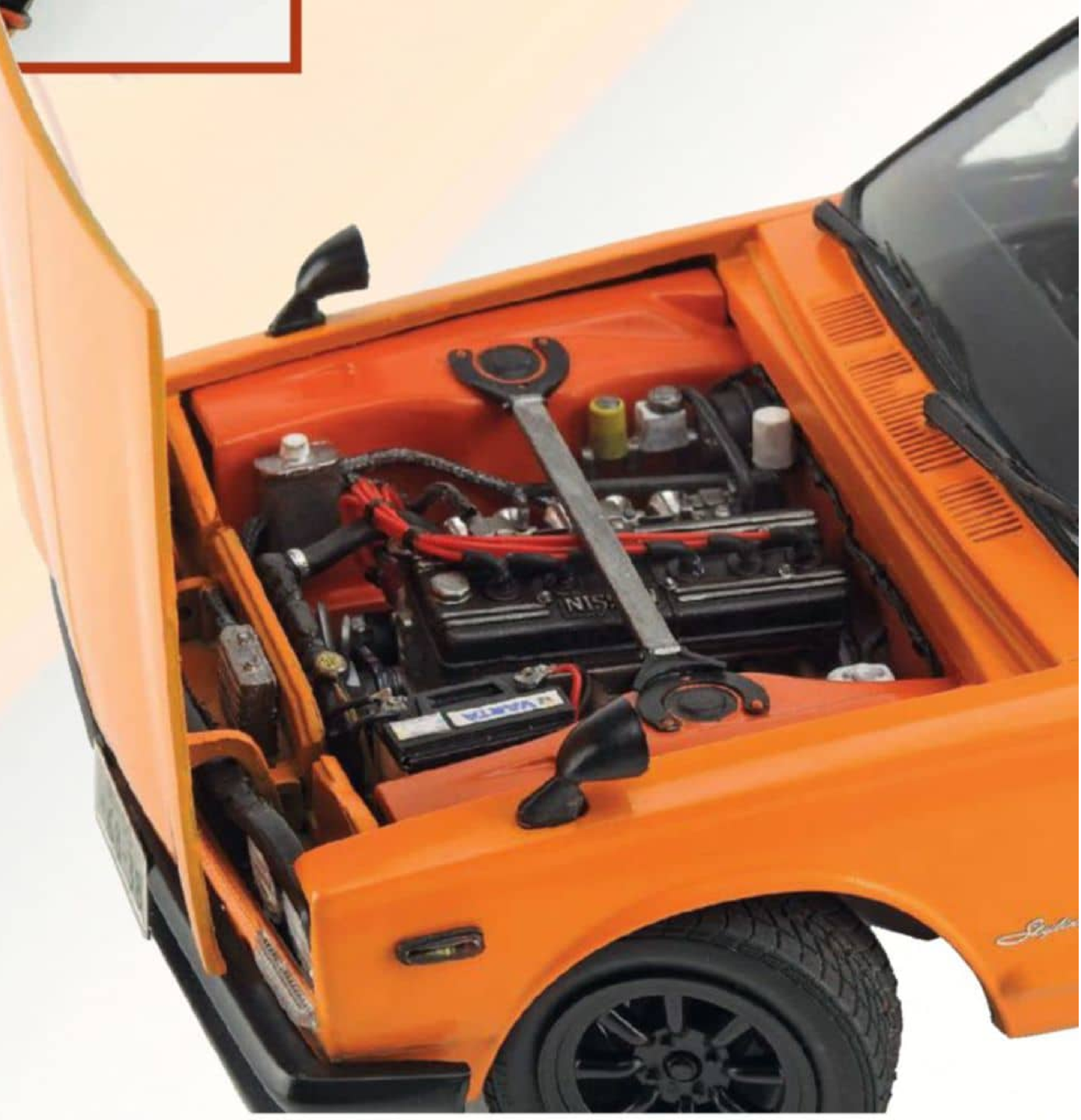


15

The last step is to place the pieces inside the engine bay. The remaining details are painted in the same manner described for the engine.

16

And that completes the engine.



In the next and final chapter we'll take a detailed look at how to paint the interiors and how to apply realistic weathering effects to the underside of the chassis. Don't miss the next issue of ***Model Car, Truck & Motorcycle World!***

Modelling Against The Grain

ECO WOOD ARTS 3-D Mechanical Wooden Puzzles are examined by Steven Downes.

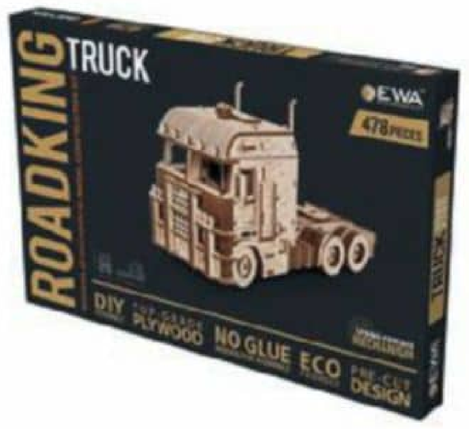
There are a number of 3D mechanical construction kits about from different manufacturers and the vehicles available show some impressive engineering. Up until now, I have not come across kits which closely resemble actual real-life equipment, so it was refreshing to see the range of models available from Belarusian company Eco Wood Arts, which included a cabover 3-axle tractor and a choice of three different 3-axle trailers.

The kits come with everything included in the box, and no glue is needed for assembly, which demonstrates the very impressive engineering of the parts that go into each model, They click together in a way that is both simple to achieve and at the same time effective enough to keep the model firmly assembled. In addition to the plywood sheets containing the parts, there is a metal spring, a piece of sandpaper, elastic bands, a piece of wax and a number of cocktail sticks. The sandpaper is used to remove any burrs from the gears and moving parts, while the wax lubricates parts that move, preventing them from binding up.

Anyone who has not tried building one of these kits before may be a little hesitant to snap out the parts in case of damage – I have to admit, I had the same feeling when I started work on my first wooden kit, but I needn't have worried as the parts push out very easily. There is also a tool included to allow smaller parts to be extracted from the plywood sheet. Some of the more fragile or important parts have been duplicated on the last plywood sheet just in case of a mishap. We will now take a close look at the 'Road King' tractor, the container trailer and the tanker trailer kits, constructing each to completion.

Cabover Truck 3-Axle 'Road King'

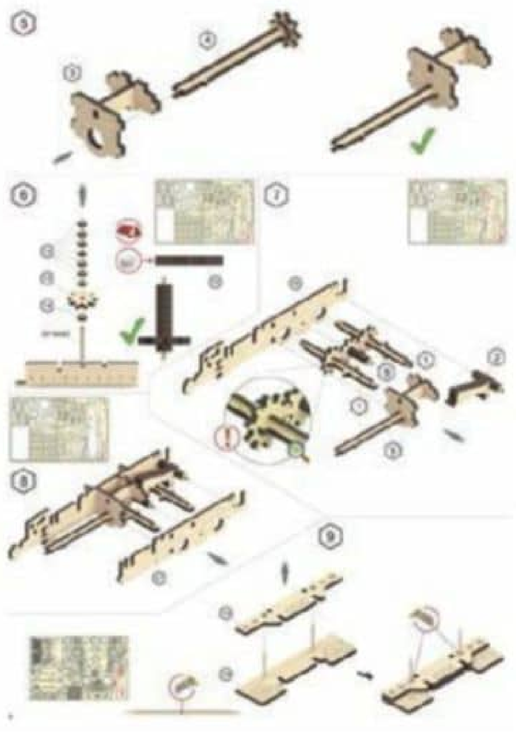
This kit consists of an impressive 478 parts assembled over ninety-one build steps. The mechanical puzzle has a metal coiled spring at its heart, winding it up to power the axles to allow forward and reverse movement of the finished model. Construction begins with the rear axles that have gearing so that both axles are driven. Wax is included in the box and is needed to coat the gears to reduce friction, while a small piece of sand paper, also included, is used to remove any burrs once the parts are removed from the plywood sheets. The rear axles are then installed into the chassis rails and cross members which strengthen the chassis, before the rear panel incorporating the mud flaps and fuel tanks are assembled, with cocktail sticks used to stack the parts cleverly, so that no glue is needed at any stage of the assembly. With the rear chassis frame complete, attention turns to the sleeper cabin which will hide the spring coil motor, and the front frame which encompasses the front bumper and steering front axle. Two levers are installed to select the movement and start/stop operations of the motor, before the main gearing parts are constructed, transferring the power from the motor to the drivetrain to the rear axles. Elastic bands are used to provide tension for the levers and latch on the winding mechanism, while the metal spring is wound onto a large cog with integral strengthening bars which forms the heart of the motor assembly.



The box art gives technical details of the finished model and what it should look like once built.

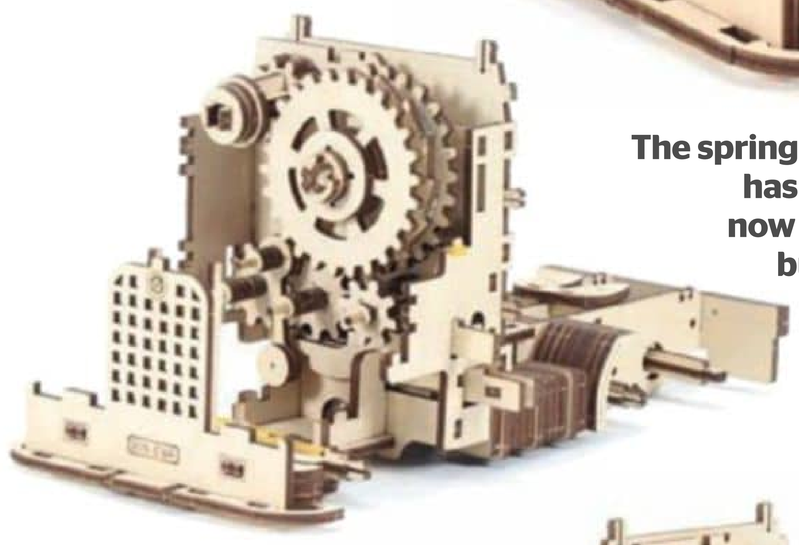
With all the gearing installed into the sleeper compartment, the next step is the construction of the steering front axle, where a shaft rises up, with a cog on the end operating the steering

system. With this is place, the rest of the cabin and front grill can be built up. The curved contours of the bumper are cleverly implemented by stacking similar shaped pieces on top of each other, with insets allowing light lenses to be installed. A pair of seats are then built and slotted in place on the floor of the cabin before the side panels are pushed into place to hold everything together. The cabin doors have a hinged mechanism, allowing them to be opened

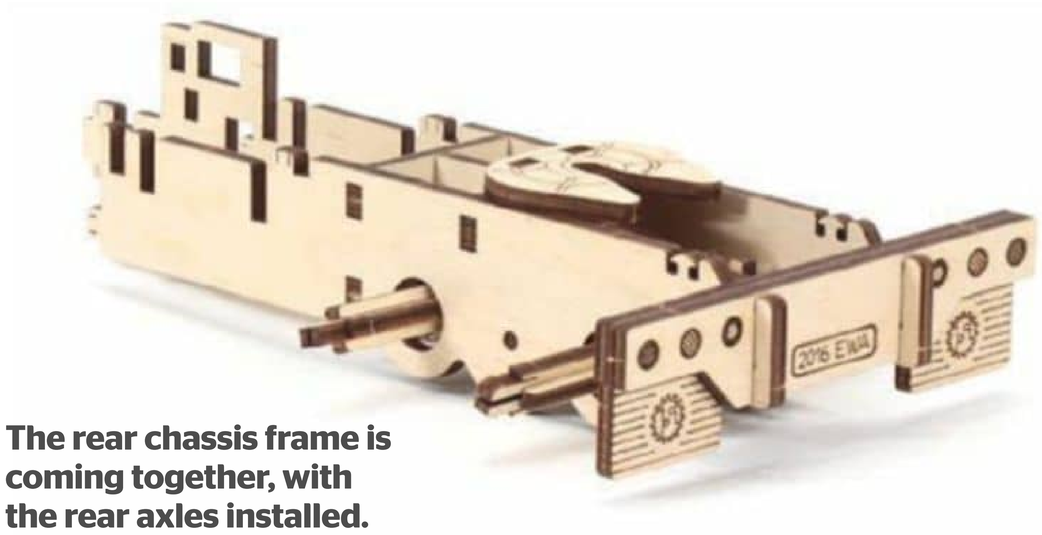


The instructions are simple to follow. I didn't encounter any issues with the build.

The front frame, grill and bumper are starting to take shape.

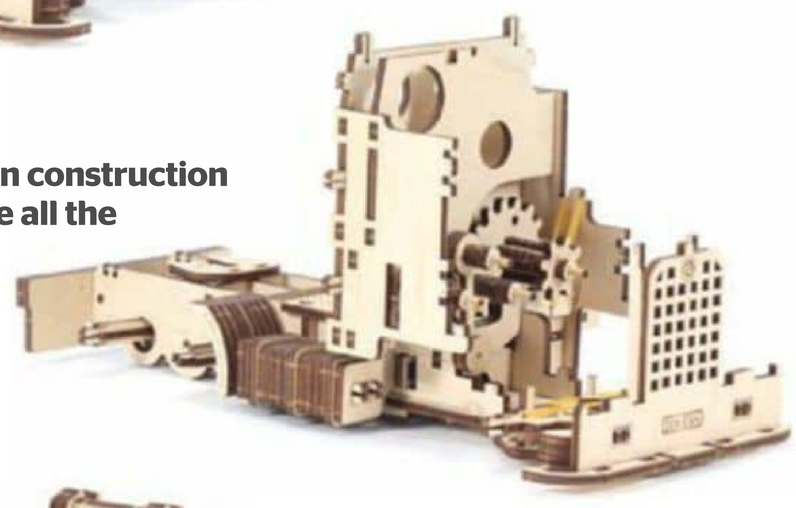


The spring motor and gearing has been installed, and now the cabin and front bumper can be built.



The rear chassis frame is coming together, with the rear axles installed.

The sleeper cabin construction has begun where all the magic happens.



The seats form the internal details of the cabin

The wheels are constructed from individual discs using cocktail sticks and friction to form the shape

for a better view of the interior where the dashboard, with surface engraved instrumentation and steering wheel are located. The roof panel is cut in a specific way to allow it to curve, forming the roof of the cabin with surface engraving adding a very neat pattern to the surface which is also

The contoured fuel tanks and wheel arches are cleverly formed from individually shaped pieces.

replicated on the sides of the cabin. With the truck almost finished, the remaining steps involve the construction of

Various gears that transfer the movement of the spring to the rear axles.

The contoured fuel tanks and wheel arches are cleverly formed from individually shaped pieces.

stacks that rise up on each side behind the cabin, and these are constructed from a number of small discs that stack onto a single shaped form to represent the silencer with its rough surface representing a heat shield.

the wheels, each formed from discs which are stacked to form the wheel shape with the edges cut in a way that allows a tread pattern to be formed. With the wheels installed, the only things left to fit are the twin exhaust

The metal spring coil is hidden within the main drive cog.

A winding key is included, storing behind the cabin once the motor has been energised. There are two levers on the side of the cabin, the upper one starts and stops the motor while the lower one engages the drive, or selects the neutral position. If care has been taken to sand and lubricate all the moving parts with wax, then the truck will move forward on its own power, and you can sit back and admire a very impressive model.

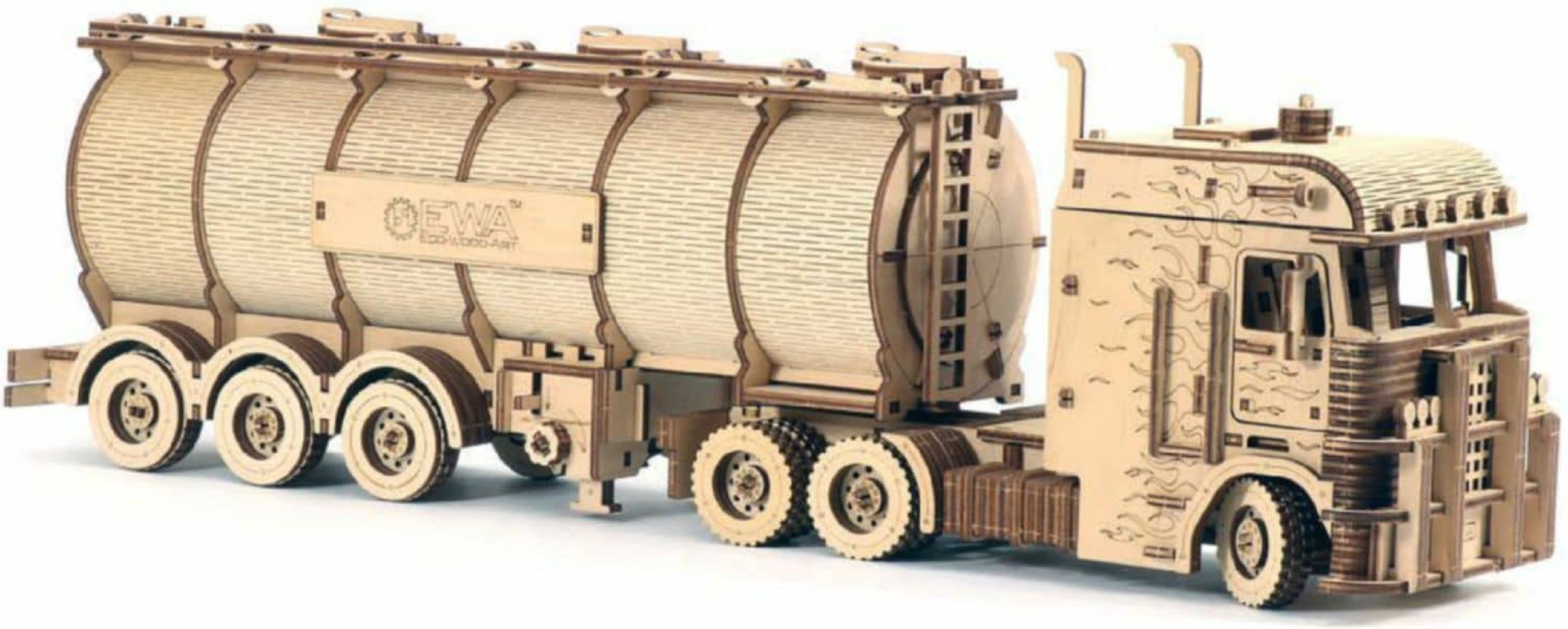
EWA WOODEN TRUCK & TRAILER

3-Axle Container Trailer

One of three trailer kits that work with the Road King tractor is a 3-axle container trailer, complete with two 20' containers. The kit comprises of 238 parts, and build is performed over twenty-eight steps, starting with the assembly of the axles and chassis rails.

Cross member supports are then added to provide a rigid chassis frame, along with a storage compartment with opening front door that clips into place at the rear of the trailer. The model also includes adjustable landing legs, using an elastic band to provide the tension to allow the legs to raise on their own once the operation lever is pushed. Extending the legs is achieved from either side by operating the knobs.

Next up is the construction of the curved wheel arches, using cocktail sticks to allow the parts to be stacked on top of each other. The final stages of the trailer involve the assembly of the wheels, again using cocktail sticks to stack the various discs that comprise the wheels. The surface texture of the discs forms a tread design which is a nice touch. The two containers are built last. A nice touch here is the ability to open the doors, with the four locking mechanisms fully functional. The box design is enhanced with outer panels to create the typical looks of a shipping container and the end result is very pleasing. All that is left to do is position the two containers on the deck of the trailer, and hook it up to the 'Road King' tractor.



3-Axle Tanker Trailer

The second trailer we will take a look at is a 3-axle tanker, with its distinctive curved design realistically captured. The build, consisting of 251 individual parts is performed over 40 steps, each simple to follow with the instructions identifying the location of the needed parts for each step. The chassis frame, landing legs and three axles are a similar construction as that of the container trailer, with a frame of circular supports forming the curved shape of the tank. The rectangular panels are cut in a specific way to allow them to bend, and this works flawlessly to form the curved side panels, while the end sections incorporate ladders, with the rear panel hinged, allowing it to open to access the interior. Walkways are incorporated on the upper section of the tank, along with a safety railing which folds down when not in use. Three upper access hatches are opening, just like on a real trailer and once complete, the trailer really captures the aesthetics of a typical tanker.

Tutorial

Painting wood with Wash and Fuel Stains

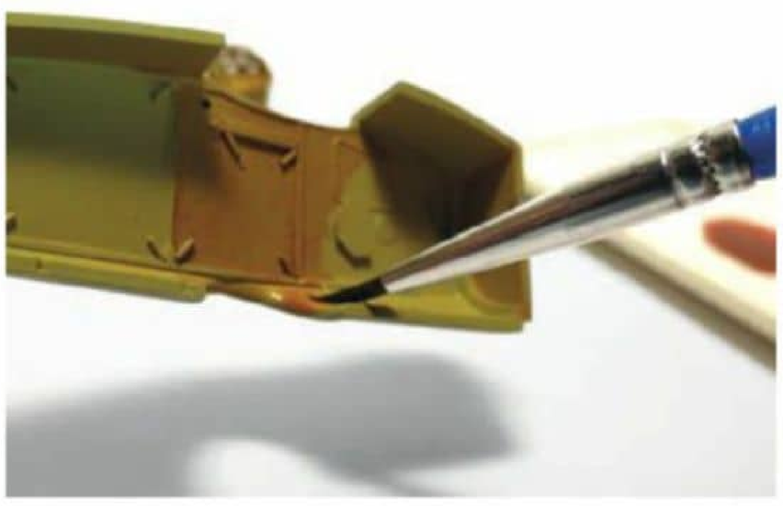
In the early days of aviation, the only available material for the construction of aircraft was wood. This tutorial outlines an easy method to create infinite tones that adhere to any specific project, and it is based on the use of an acrylic base, a Model Wash reference as filter to create wooden texture and the Fuel Stains reference as colored varnish. This tutorial focuses on achieving the most striking and beautiful of the tones, present in the vast majority of aircraft throughout WWII.

By Pablo Albornoz

1 Surface Primer Grey 73.601 is applied leaving the pieces to cure more than 24 hours so that the primer acquires its maximum resistance.

2 Base color. US Interior Yellow 71.107 is applied by airbrush, there is no need to dilute it.

3 Basecoat ready. Once the color is applied, it can resist well after 12 hours dry time, though it achieves its maximum resistance after 24 hours have passed.



4 Model Wash. Light Rust 76.505 is applied as a filtre over the US Interior Yellow, this will make it change to the desired tone, typical of these aircraft.

5 Second wash layer. After at least 15-20 minutes, another layer of Light Rust wash is applied with a thin brush, it is applied in lines to imitate wood texture.

6 Fuel Stains 73.814 are applied by brush, this will give the required depth and contrast as well as a great shininess; caramel-colored, it gives the model a great effect and resistance.

7 The parts are ready to proceed with the next step of the build. There is no need to wait for hours for them to be dry, 30 minutes are more than enough to continue working on them.

8 Different options. Changing the color of the base, or the wash color for the veins, the tone and type of wood that needs replicating can be achieved, always finishing with Fuel Stains 73.814. In the photo, other examples with such changes can be seen.

1/12 SUZUKI ECSTAR GSX RR

I'M GONNA BE AN ECSTAR!

BILL HORTON ENCOURAGES YOU TO TRY A TAMIYA MOTORCYCLE MODEL AND OFFERS USEFUL ADVICE.

I build many types of models, and one of my favorites is motorcycles. I have built many 1/12 and 1/16 Tamiya kits. I love the 'zen' of building them. They also do well in contests; four of my last five builds have won first place medals. Yet many modelers I speak with are afraid of building them. The build process is different, but I find it relaxing and fun. My current project is the newest addition to the Tamiya fleet, the Suzuki EcStar GSX RR road-race bike of world champion Joan Mir. I'm going to go through the process I use on the bikes, and I hope to tempt you to build one yourself.

There's a lot in the box!

There is a lot in the basic kit box (which represents a lot of value compared to the kit price). There are five plastic sprues plus separate cowl and fuel tank cover mouldings. There are also two rubber tires and a bag of hardware, not to mention vinyl tubing and the ubiquitous Tamiya orange-handled screwdriver. Then there are two decal sheets, masks for the two tone paint job, and even an adhesive 'rub strip' for the gas tank for an alternate version. Not only are there instructions, but also a colour booklet with some reference photos and decal placement guides.

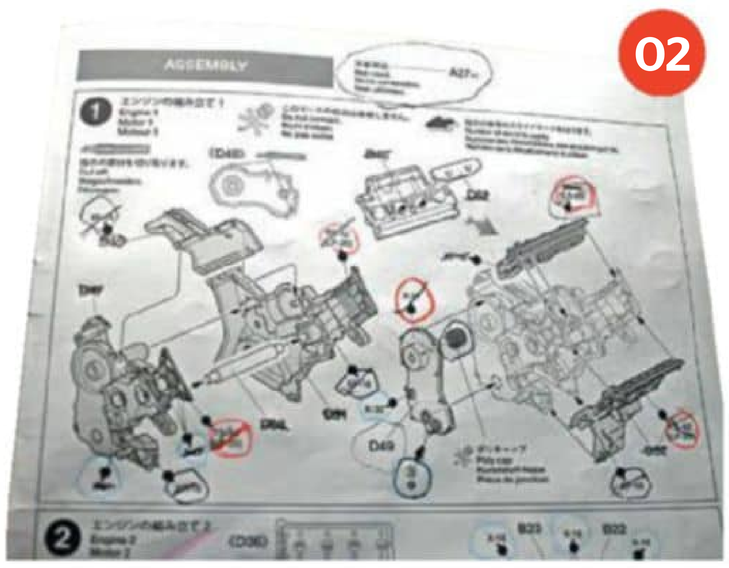
Several years ago I started purchasing the Tamiya 'front fork' detail sets that are a separate purchase. I find these are a good value considering the amount of detail added. This set includes a small plastic sprue, a photoetched sprue, plus a bag of machined metal parts. It adds detail to the exhaust and radiators as well **(photo 01)**.

You'd be well advised to have a good selection of Tamiya paints; this particular kit has more colours required than most of their kits. There is a lot of spray, airbrush, and hand painting involved.

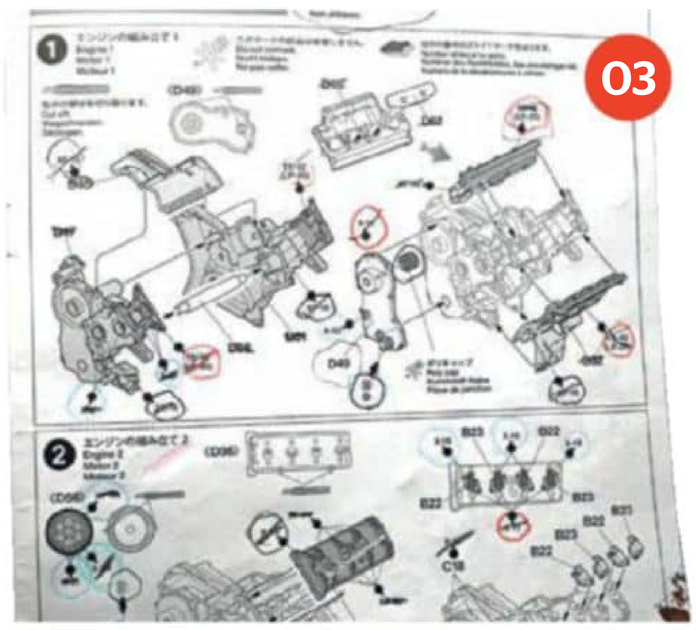
Where do you start?

The best place to start is with the extensive instructions. My method with these kits is to follow the instruction sequence with limited exceptions. For the most part, these are 'paint first, assemble later' kits. You can do limited building before painting – in this case the basic engine, frame and rear fork were assembled prior to starting to paint. The fit, of course, is perfect.

Due to the number of colours, I first identify the major colours used, and paint those parts on the sprues if not yet assembled. I do two or three colours at a time to use the airbrush efficiently, and when they're dry I clip them off



the sprues (with final trimming to be done later) and put them in a box. I use different coloured pencils on the instruction book to identify which parts I need to paint a certain colour **(photos 02 & 03)**. After a few nights I end up with a box of parts at least partially painted **(photo 04)**.



Many parts require additional paint colours; some as many as five or six more! I refer back to the instructions and start with step one. I do most of the 'little' colours with a brush; I have a steady hand and do well with brush painting. Some parts, like the cylinder

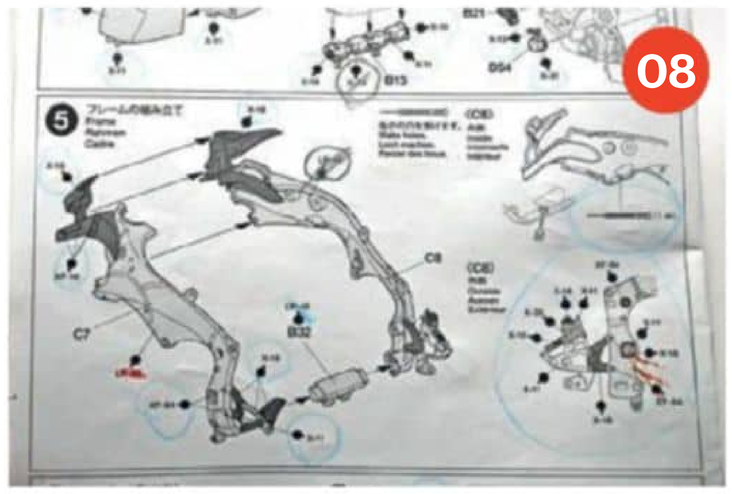
head, are masked and re-sprayed. I have a lot of fun with the detail painting **(photos 05 & 06)**. Once I get to a point where I can build a sub-assembly, I normally do that. With the Ecstar, the first four steps are for the basic engine, and that is where I started putting those detailed parts together. One trick many builders use is to use the Tamiya panel line enhancers as a wash; it really makes the metallic parts look more real.

You'll want several colours to be most effective. While the engine is drying and getting washed and touched up, I continue with the process. Again, for most of the build I follow the directions. Due to the parts fit, this is a good idea as you minimize your chances of having to rebuild an assembly or missing certain details.

The Basic Procedure

The zen I have developed is keeping the procedure modular; most of the bike kits assemble in the same basic way with limited exceptions **(photo 07)**. Normally, the engine is first, followed by the frame and rear fork/

suspension. After that, the front fork is installed followed by the bodywork and details. Don't rush and don't skip steps. One of the biggest issues is that the bike isn't that stable until the front fork is installed. I use a towel or cloth to rest the bike upon when working on it, thereby minimizing the fall and breakage risk. Leave parts that stick out, like foot pegs, until the end of the build. (If I skip a step, I circle it in the instructions so when I go back for a



final check I catch it. Also check the parts box and sprue for leftovers!) And when I'm done with a step, I cross it off. My instruction sheet at the end of a build looks like the markings of a madman ... and maybe it is... **(photo 08)**

The detail set uses a separate instruction page. Use it, and plan ahead, noting on the main instruction

page where the detail parts are to be used. On the Ecstar, this starts with a pre-painted spring on the rear fork, which disappears pretty quickly once the build progresses **(photos 09 & 10)**.

Some builders go a bit crazy with heat staining the exhausts. I think many efforts look overdone, and not quite realistic. On the Ecstar, the photos show little exhaust staining, so I just used

some gray Tamiya panel line enhancer on the weld lines and was satisfied with the result; it matched the reference photos **(photo 11)**.

With motorbikes, the wheels are something of a focus, so it's worth spending time to build these as subassemblies. Careful construction of the disc brakes and patience applying the tire decal will all pay dividends, and you'll need to have them ready before you can continue with assembly of the front and rear forks anyway **(photo 12).**

There are several construction spots that normally are a bit fiddly with bikes; installing that rear fork is one of them, with lots of screw holes to line up. Yes, it can be frustrating! I recommend something here I learned during my 20 year racing career; when installing screws or bolts, start them all before tightening any of them. This gives you a lot more wiggle room to install all the screws if they don't line up perfectly. Once they're all started, you can clamp them down with impunity. I like to make mine pretty tight, as I don't want the movable parts of the bike to flap around at will **(photo 13)**.

What a Beautiful Body!

With road racing bikes, the body panels are a mixed bag. They're a modeling challenge with multiple paint colours and decals, and when done right they make the bike look great. But they can be a challenge to align, and they also cover up some of that amazing detail, especially that painted and weathered engine. The Ecstar kit provides kabuki tape masks for the two tone paint job which do have to be cut out **(photo 14)**, but also work beautifully. I use a new Xacto No. 11 blade to do this. I used a mix of airbrush and spray can paint to do the Ecstar scheme,and keeping the parts on sprue attachments makes handling them much easier too **(photo 15)**.

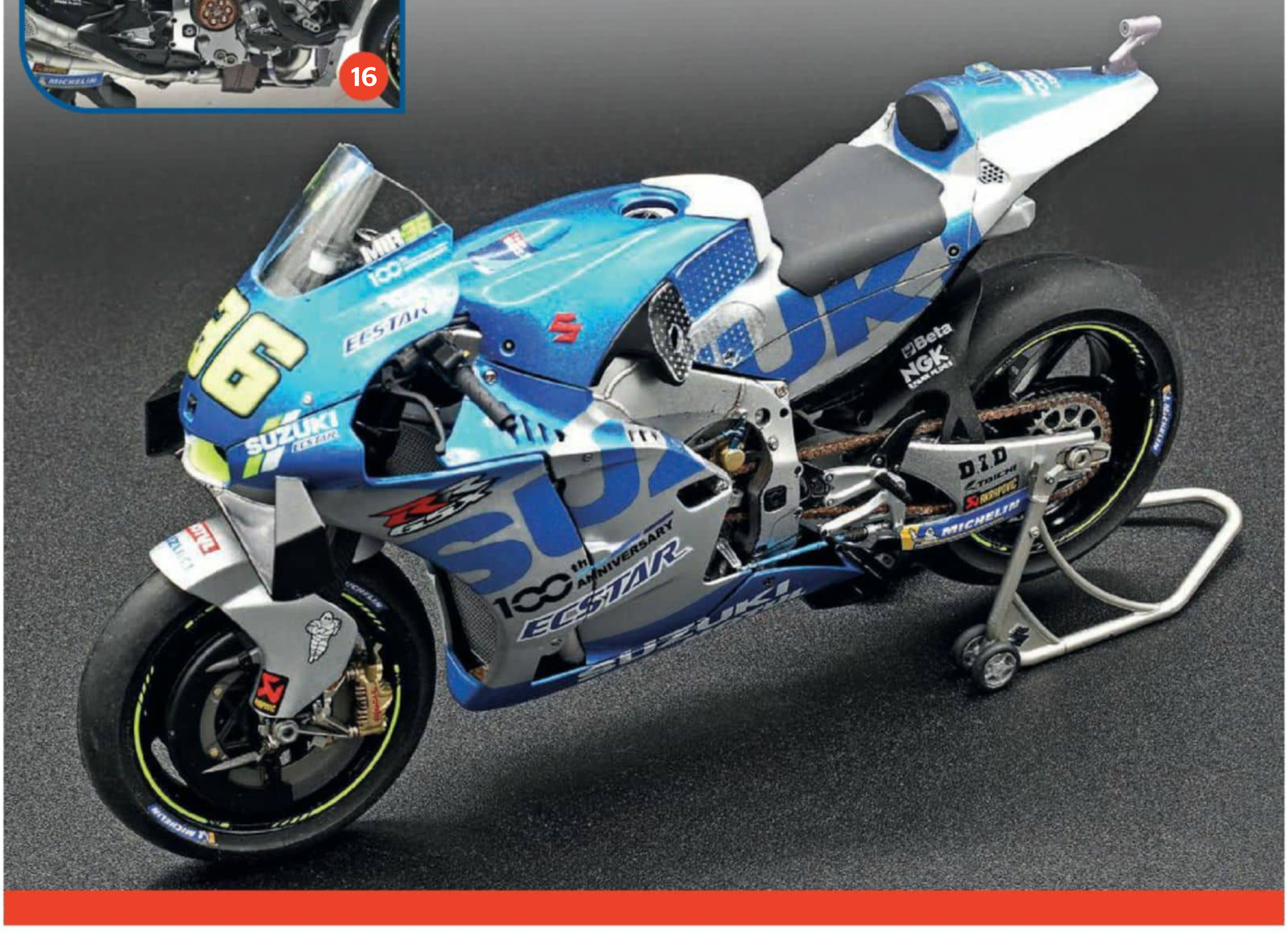
One of the tricks here is that some decals really need to be installed after the body panels are installed as they overlap panels. What I did was install the large Suzuki decals after the paint was done and seal them with TS13 clear, and install the other decals later in the build. I was happy with the results **(photo 16)**.

When you're happy, consider gluing the racing stand in place; that will make your finished bike even more stable. I think builder's biggest fear is dropping the bike! But if you're careful and take your time, that's unlikely to happen.

In closing

I was thrilled with my finished Ecstar. I loved looking at the bike as it was being built: with each added sub-assembly it looked even more realistic.

Out of everything I build, I feel the bikes have the best outcomes. If you've ever given thought to one, go buy one and give it a go. You'll be quite happy that you did!



BOOK REVIEW

Small World

A Lifetime of Model Making

by Peter D. Koch-Osborne: A4 softback; 144 pages; self published; Price: £15 including postage.

Please email peterkochosborne@gmail.com for details on how to order and pay.

If you enjoyed Peter D. Kock-Osborne's scratchbuilt 1923 Jowett in the last issue of this magazine, you will certainly enjoy his book chronicling his diverse modelling exploits.

Written in an engaging and very easy to read style, Peter details his journey into the hobby of model making, from a child in the 1950s all the way through to the present day. On the way there are some thoughtful asides on the nature of 'mistake making' and 'scale colour and sound' as well as detailed looks at his many builds, all of which are good old fashioned 'from scratch', or restorations of older models. Now granted, quite a lot of this book deals with railway modelling, but there is still plenty here for the modeller who just likes to enjoy good modelling, and see beautiful models built from the *ab initio*.

Peter also covers his modelling room, photographic backdrops, and how to work with brass sheet. If you ever want to know how to build a balsa boat hull or amphicar, then you'll find it here too – plus the undiscovered country of crewing the boat and car, but finding that while Barbie was over scale (something many people have thought in terms of modelling I'm sure!) but a 'Walking Dead' collector's figure and a cheap 'My Princess' doll were just right. The work to modify them does sound like something that Dr Frankenstein might have considered though.

What's nice about this book is that errors, problems and concomitant problem solving (or not solving) are all addressed frankly. As an editor and writer, and modeller, I know how hard it can be to create written content about your own work; and as someone who worked in print and publishing, it's good to see the author can turn his hand to a well-written and laid-out book too. The pictures are big enough to be useful, well taken and well lit. There's no fluff in here.

There are many modelling 'how to' books available nowadays, which often focus on specific manufacturer's products and using them, but this isn't one of those: this is a personal journey of a modeller who builds what he wants in scales that suit the materials he judges best to use. It's model engineering combined with good quality modelling, which requires the reader to read and comprehend what's going on – and that, in your editor's humble opinion, is no bad thing!

Coming In Issue 14...

1/12 Chevy Bel Air Coupe
1/24 Lancia Fulvia HF
1/25 Ford F350
1/24 IVECO Cowboy
and much, much more!
On Sale 30 April 2026

MODEL CAR TRUCK MOTORCYCLE WORLD

MOST-MODELS .COM

Most-Models.com is a Dutch webshop that can deliver worldwide with a passion for modeling with an extensive range of trucks, boats, trains, vehicles, aircraft, military equipment, paint and accessories.

Especially for the 1/24 & 1/25 truck builders we sell truck resin accessories.

SPECIAL DISCOUNT
for Model Car Truck Motorcycle World readers only
5% DISCOUNT
with code:
#NMTW2025

SCAN ME

For further information contact us on: E info@most-models.com

www.most-models.com

Find us: mostmodels

NEW RANGE
OF AIRBRUSHES

INNOVATOR
Gravity system | Two in one

An exclusive, precise and high-quality tool that will amaze you. This is a unique, ultra-light alloy model. Featuring both needle travel adjustment and air flow and pressure control, this airbrush is ergonomically designed and original. It features a dual independent action function with a gravity system and a floating nozzle system. It is easy to disassemble and clean. It includes a 0.2 and 0.3 mm needles, a 9 ml cup and a quick-disconnect hose coupling.

Ref. 90001

PROFINISH
Gravity system | Two in one

A multi-purpose and accurate airbrush that will meet all your requirements. The Profinish airbrush features a sleek chrome design with an innovative needle travel and paint control adjuster. With a floating nozzle, it includes an independent double-action gravity feed system. The set includes a 0.2 & 0.3 mm needles, three screw-on cups (3, 9 & 15 ml) and a quick-disconnect hose coupling.

Ref. 90002

EasyAir
Gravity system

A solid airbrush that conveys confidence and security as basic concepts. The EasyAir airbrush is the perfect standard model for those new to airbrushing techniques. Its solid, ergonomic design includes an independent, double-action gravity fed system; and a floating nozzle. The set includes a 0.3 mm needles, a 9 ml cup and a quick-disconnect hose coupling.

Ref. 90003

A breath of fresh air. Innovation in every detail.

Can you imagine a new line of airbrushes that combines the best features of the top brands?
Features include ease of use, quality, precision, a floating nozzle, innovative materials and a simple, rational cleaning process. We at Vallejo are delighted to present three new airbrush models designed to meet the needs of the most demanding professionals and facilitate the work of amateurs who want to start airbrushing.

Take part in the creative challenge:
#aerografiasinlimites #vallejoairbrushes

Follow us at **@VallejoColors**

acrylicosvallejo.com

Vallejo

Accessories and complements for hobby. This item is not a toy. Contains small parts.
Handle with care. Read the instructions before use. Not suitable for children under 14 years old.