

NEW MODEL TRUCK WORLD



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Actros Profiles**

**Meet the
Modeller**

**End of the Road?
Kiss Tour Truck
1/32**



Tow the Line

1/24 CONVERSION • Erik Fontein

VOLVO N88 RECOVERY

**LATEST
NEWS &
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1/14

A Learning Curve

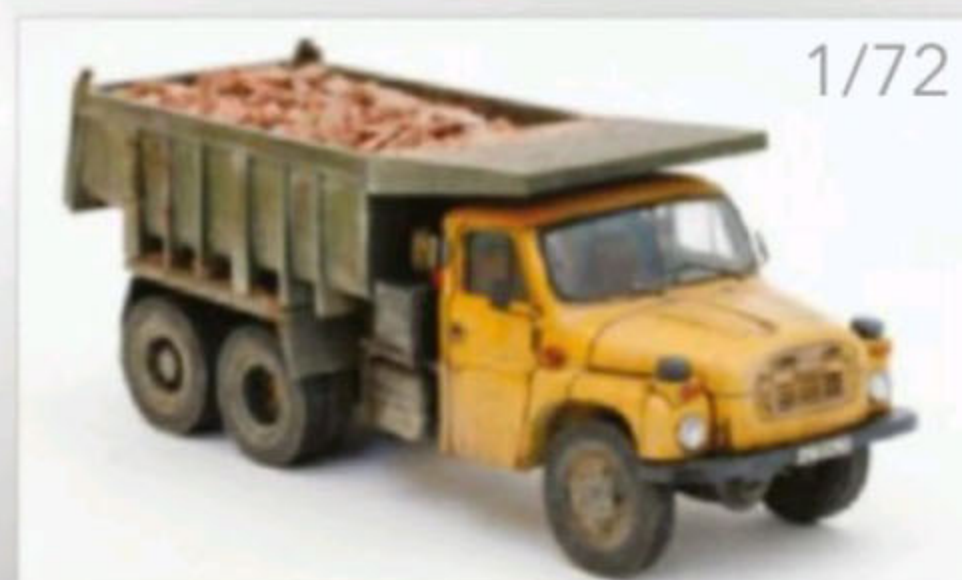
Neil Hawkins



1/24

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1/72

Tatra 148 S1

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1/24

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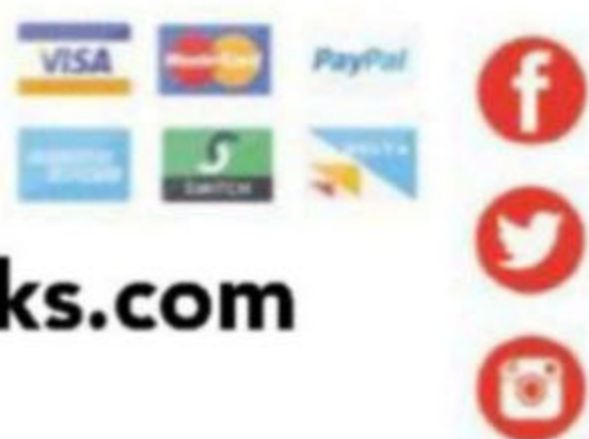
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Publisher

Guideline Publications
www.guidelinepublications.co.uk

Managing Director

Alan Corkhill

Editor

Colin Pickett
Email: colin@guidelinepublications.co.uk

Sales and Marketing Director

Tom Foxon
Email: tom@guidelinepublications.co.uk
Mobile +44 (0)7540 153368

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Guideline Publications Ltd.
6 Kensworth Gate
200-204 High Street South
Dunstable, Bedfordshire, UK, LU6 3HS
Tel: 01582 668411
Email: kim@guidelinepublications.co.uk

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Larry Weindorf
c/o For The Historian, 42 York Street,
Gettysburg PA 17325
Tel: 717-685-5207
Email: larry@forthehistorian.com

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Tom Foxon
Office: +44(0) 1582 668411
Mobile: +44(0) 7540 153368
Email: tom@guidelinepublications.co.uk
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Welcome

Welcome to issue two of Model Truck World. First of all, thanks for the warm reception and positive comments received for issue one, it's been great to hear what you think of our efforts and we hope we can continue to live up to your expectations.

One question that's been on my mind on the lead up to this issue is what makes a truck a truck? Obviously the articulated and larger commercial vehicles easily comply with the idea, but what of the smaller end of things? Does a van fit the category? What about a pick-up truck? To my mind I'd like to broaden the definition as far as possible as long as there is something in the build that inspires or interests, perhaps a new technique or an old one that's well executed. Let us know what your feelings are on our Facebook page www.facebook.com/TruckModelWorld.

We've had a fair amount of interest in contributing to Model Truck World, something we can only encourage. To help we've included a short guide to contributing in this issue, which explains the dos and don'ts to help you get your model in these pages.

This issue contains a few new features we hope you'll like, such as a set of profiles and plans drawn by the talented Sam Pearson, along with an interview with John Murphy, the master craftsman behind some stunning wooden truck models. More traditional modelling materials are the basis of the beautiful classic lines of the Volvo N88 tow truck by Erik Fontein, which is joined by a rather different radio control Scania build by Neil Hawkins. In among those treasures, we have some equally as amazing builds by our talented contributors along with the usual blend of news and reviews.

We hope you enjoy this issue and that it helps to inspire and help you get the most from truck modelling.

All the best

Col'

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Guideline
Publications

AirGraphics - www.air-graphics.uk

AirGraphics produce a range of 1/72 vehicles intended for use on airfield dioramas but contain easily enough detail to please most truck modellers. The kits are formed of resin parts and are ripe for conversion to other versions.

Current and future releases include the following treats:

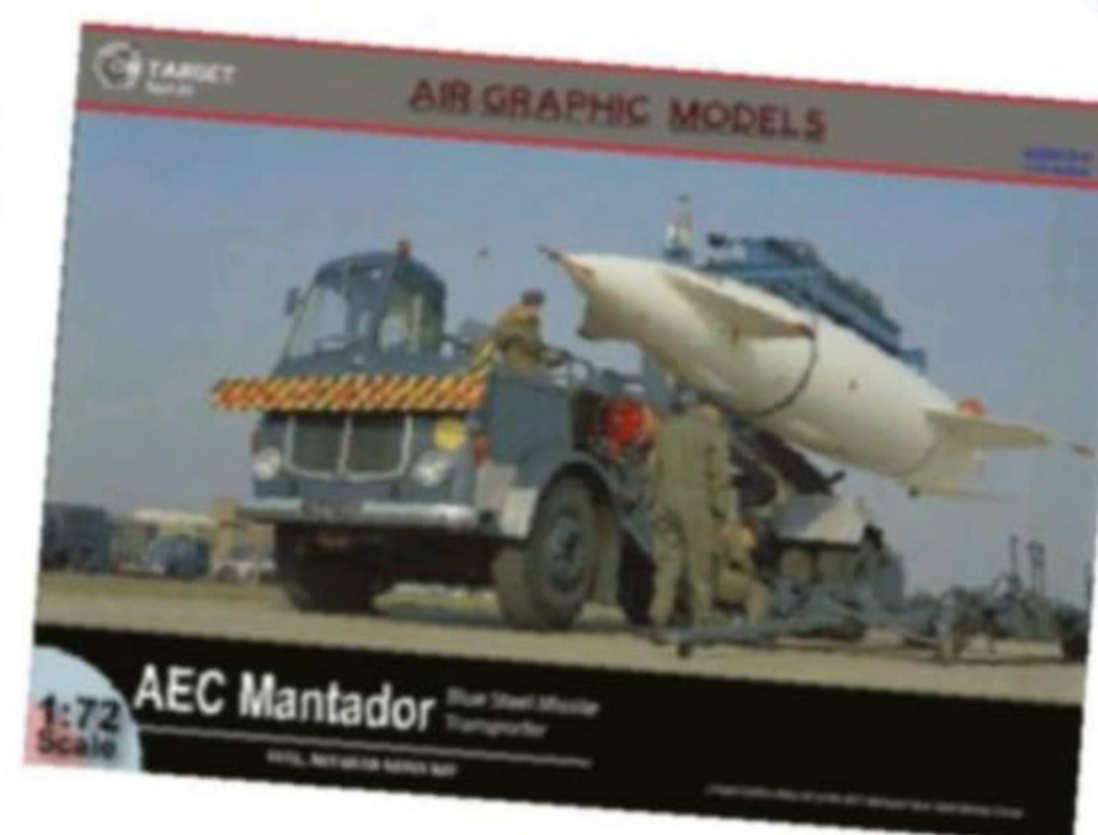
AEC-Matador-Blue-Steel (ref. AIRS72.00)

Bedford RL 4t GS Truck (ref. MV-1003)

Unimog Airfield Tow Tractor (ref. GSE-7206)

International ACCO 2.5t GS truck Australian Armed Forces (ref. MV-1004)

1/72 Leyland Hippo MkII/III airfield refuelling truck (ref. GSE-7203).



IBG Models - www.ibgmodels.com

IBG models have provided renderings of their forthcoming 1/72 Scammell Pioneer SV/1S Heavy Breakdown Tractor. Even in 1/72 IBG have gone all out to produce a highly detailed model of this versatile wrecker which will stand conversion to civilian use among other numerous options.

ICM Model Kits - www.icm.com.ua

ICM have some interesting new releases planned for the coming months in 1/35. Although the majority are military focussed they will, of course, bear conversion to their civilian variants and versions in post-war use making for some different and attractive options. In addition, a number of crew and drivers sets will become available allowing you to add scale to your model, whilst the British Trucks Diorama set should allow you to provide a setting for your vehicles too.

Leyland Retriever General Service (ref. 35600)

Leyland Retriever General Service (early production) (ref. 35602)

Model T 1914 Fire Truck (ref. 35605)

Model T 1914 Fire Truck with Crew (ref. 35606)

G7107, WWII Army Truck (100% new moulds) (ref. 35593)

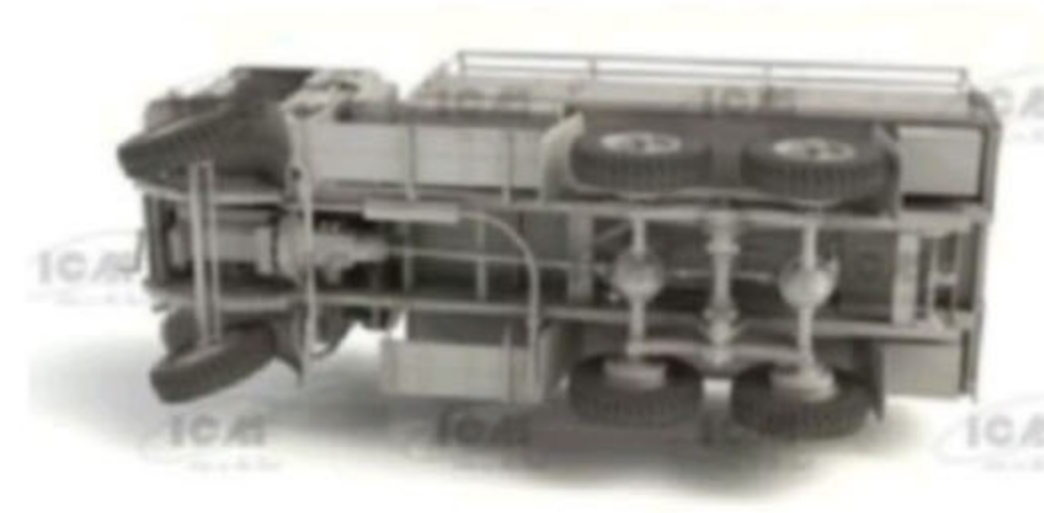
G7117 with WWII Soviet Drivers (ref. 35594)

BM-13-16 on G7107 base (ref. 35595)

BM-13-16 on G7107 chassis with Soviet crew (ref. 35596)

American Fire Truck Crew (1910s) (ref. 35622)

WWII British Trucks Diorama Set (ref. DS3511).



Italeri - www.italeri.com

Joining Italeri's range of 1/24 Show Trucks is the Scania R730 Streamline (ref. 3952). The kit features a new 'super decals' sheet along with chrome self-adhesive markings and details, alongside additional chromed parts and some new mould tyres, all of which should make for a stand out model.

Over the coming year Italeri intend to release the items below, swelling the ranks of Euro trucks further.

IVECO Turbostar 190.48 Special (ref. 3926)

Scania R143 M500 Streamline 4x2 (ref. 3950)

DAF 3600 ATi Wrecker Truck (ref. 3953)

Scania S730 Highline 4x2 (ref. 3927)

Volvo F16 Power-Truck 470 (low roof) (ref. 3954)

Scania 143M 500 6x2 canvas truck (ref. 3955)

Mercedes-Benz SK 1844LS V8 (ref. 3956).

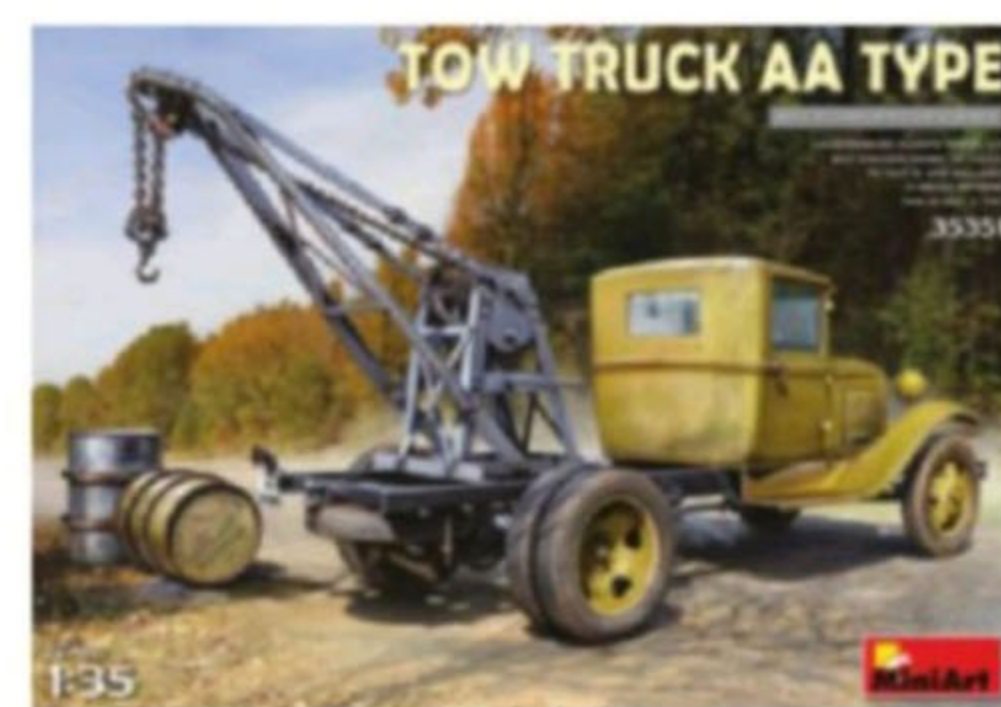


MiniArt Models Ltd - www.miniart-models.com

MiniArt have released a 1/35 Tow Truck AA Type (ref. 35351), a subject which is already proving popular. This highly detailed kit includes their excellent AA truck model with the additional parts to add a three-ton service crane to the rear deck. The kit also has two types of platform boards which can be posed open or closed, while the detailed engine can be seen by posing the bonnet in the open or closed position. Likewise, the doors have the option to be left open to expose the highly detailed interior. The kit also includes four decal options and photoetch parts as well as two 200-litre oil drums with all the different choices making it ripe for adding to a diorama.

The addition of a trailer and two civil schemes makes MiniArt's 1/35 German Truck L1500S with Cargo Trailer (ref. 38023) a highly attractive proposition. The kit has a high level of detail in the interior including the engine, transmission, braking and steering system. The option to expose these and the driver's compartment is provided by the opening doors and bonnet. MiniArt have included a set of wooden barrels to use as a load and it is worth noting that these are also available separately should you want to add more (ref. 35590).

Other recent additions to MiniArt's range that may prove of interest to those who wish to pose their trucks in dioramas include their 1/35 Toolmakers (ref. 38048) which provides two mechanic figures and a workbench with a number of tools commonly found in many garages. These will be joined by a set of 1/35 German Repairmen (ref. 35353) which contains two figures with a number of general purpose tools to help add detail. Another more esoteric item is the set of 1/35 Plastic Trash cans (ref. 35617) which may prove useful to make up a load or add detail to a scene containing a more modern 1/35 truck.



Revell - www.revell.de

Revell have announced the re-release of their DLK 23-12 Mercedes Benz 1419 F/1422 F10 Fire Engine (ref. 07504). The 1/24 kit comes with a fully operable Metz turntable and rescue cage, as well as a scale 30-metre rescue ladder. The injection moulded kit also includes a detailed Mercedes-Benz six-cylinder engine and detailed chassis. Adding to the line-up of 1/35 trucks is the re-release of the MAN 7t Milgl (ref. 03291) which is due for a June 2021 release date.

The Revell 1/24 VW Transporter arrives in droves this coming year in various versions of the T.1 and T.2. The most impressive colour scheme must go to the VW T1 The Who Magic Bus (ref. 05672), a special edition which is due for release as a gift set in April 2021. The VW T1 Bus kit, which has been upgraded with new parts, arrives as two versions: the standard kit (ref. 07675) which should be on model shop shelves as you read this and the gift set (ref. 67675) which is due in June 2021. The VW T1 Van in Dr. Oetker paintwork (ref. 07677) is due for release in June 2021, while the gift set version (ref. 67677) arrives in August. The new tool easy-click VW T2 Bus (ref. 07667) should be available by the time you read this, while the gift set version (ref. 67667) will be with us in May. The ever popular VW T2 Camper arrives in 1/24 easy-click model form (ref. 07676) in July as a conversion from the aforementioned bus with the gift set joining it in November (ref. 67676).

As always the release dates mentioned are subject to issues outside of Revell's control and they are at pains to state that the images they have provided us with may not be the configuration, mark, markings or colour scheme of the item depicted as the products are undergoing development at the time of announcement.



Strato-Models - www.facebook.com/Strato-models-408627816226450

After a great deal of hard work Strato-Models are pleased to announce completion of the development stage of their forthcoming Diamond T721C model. With only the instructions to write and the packaging to design as well as a little fine tuning, it hopefully won't be long until the 1/25 kit is available. Needless to say, the final kit will be a small series production resin affair packed with detail. After numerous requests Strato-Model will be re-introducing their torsion bar suspension set for Kenworth trucks. Strato can be contacted by messaging them via Facebook.



Road Transport Images - www.roadtransportimages.com

The 1/76 Road Transport Images range has been expanded further with the introduction of a Foden S40 Motor Panels cab and a fine-ribbed bulk tipping body with choices of four different cabs. These include the AEC and ERF versions of the Motor Panels cab as well as a Guy Vix-Ant and a Rowe Hillmaster cab. These are very welcome additions as they haven't been available for a few years. Additional waterslide transfer sets for Oliver Hart and Sons, Coppul, Lancs and Scottish Plant Hirers are also available.

A number of new complete kit deals have been added to the Road Transport Images 1/76 vehicle range and are now available on their website. Each kit is provided with everything needed to complete the vehicle: a resin cast cab, resin body, resin cast chassis, white metal wheels, resin cast load, and waterslide transfers are all contained in the box. Full instructions giving guidance on construction and painting are also supplied.

The kit deals include:

ERF KV Queen Mary Luton Trunker complete with Birds Eye transfers (ref. KIT6)

Austin K4 1950 1200 gallon three compartment tanker with National Benzole transfers. (ref. KIT7)

Bowaters Paper AEC Mk.III 8 wheeler with deep rave platform body and paper load. (ref. KIT 8A)

Aylesford Paper Mills Maudsley Meritor 8 wheeler with deep rave platform body and paper load (ref. KIT 8B)

Reed Paper Foden S20 8 wheeler with deep rave platform body and paper load. (ref. KIT8C).



ERF KV Queen Mary 'Fish Fillet Special' In Box Review 1/72 (ref. Kit6) • by Rich Ellis



Road Transport Images have also re-issued the 1/72 ERF KV Queen Mary 'Fish Fillet Special', this previously only available as a limited run model but has now returned as a complete kit (ref. Kit6). The ERF KV with its streamlined Luton body on an eight-wheel chassis must have turned heads in the late 1950s.

Road Transport Images offer the modeller a modular system for their kits and this complete model in a bag has all the parts needed to complete the 1/72 model. The chassis is their generic eightwheel item and needs the wheel arches modifying to fit inside the deeply skirted body. Instructions are a single side of A4, very comprehensive and easy to follow. The chassis is cast in a cream colour resin with the cab, body, and cab interior in white resin. There is some work required to remove flash and the casting blocks, but they are

easily dealt with. There are faint lines cast on the body to help with the paint scheme and decal placement. The cab captures the rounded KV cab and the oval grill is finely formed. The window openings will need the flash removing from them but this is thin and will cut away easily. Some tidying up round the wheel arches will be needed with a sanding stick. A basic interior tub is included for the cab, along with vacuum formed clear glazing and a small etched steering wheel.

The chassis is basic but this won't be seen under the body. A brass rod is supplied for the axles with a set of detailed white metal wheels. The body is a large single part that will need you to add some structure to prevent the part bowing or warping. A complex system using balsa wood and cocktail sticks is discussed in the instructions, but I'll try and build a plasticard system.

Road Transport Images recommend paints from the Humbrol enamel range (Matt Blue 104 and Matt Black 33) along with Mercedes Brilliant Silver. Birds Eye decals are included and two pictures on the instruction sheet will aid placement. They include all the white parts of the paint design along with the wording on a clear decal sheet. The kit comes in a zip-lock bag with all sections individually bagged. Mine came via the post and looked like Royal Mail had kicked it around a car park in the rain, but RTI packed the model superbly and even with the best effort of the delivery company it was intact and undamaged. Full marks to RTI for the packing. I have had a look for references and can only find one black-and-white image online of these lorries. This kit should make a cracking model and is a big change in scale for me.



Zvezda - www.en.zvezda.org.ru

Zvezda are pleased to announce the imminent release of their 1/35 K-4326 Russian four-wheel drive injection moulded plastic truck kit. To provide some idea of what to expect they have shared some 3D renders of how the kit is expected to look on completion.

Matho Models - www.mathomodels.com

Belgian company Matho model produces a wide range of model accessories ideal for addition to your model truck or scene to add extra realism and enhancement. The latest additions to their range include a set of photoetch letters 1.5 – 2.0mm which are suitable for use with all scales (ref. 80008). These could prove useful for making signage or even adding badging to trucks. Other items include Shop Front Signs (ref. 35120) which in addition to the obvious signage applications could also be used on boxes and cartons to add realism. The more modern Warning Floor Markings (ref. 35118 and Warning & Danger Signs (ref. 35116) could be used to enhance trucks and dioramas as these stripes are in common usage. Matho products are available through a wide range of suppliers or directly from them via their Internet site or their eBay shop.



Tamiya - www.tamiya.com

Mercedes-Benz Arocs 4151 8x4 Tipper Truck 1/14 (ref. 56366)

Tamiya's legendary 1/14 truck R/C range expands to include a new kit in the form of the Arocs 4151 8x4 dump truck. Continuing in their realistic construction style the kit includes a realistic chassis coupled with a body and cab featuring cab rails, intake duct and other fine details. Separate parts recreate the side mirrors and visor, while the roof features a recreation of the light pods on the visor which can be fitted with Tamiya's separately sold LEDs for additional realism. The kit also features a realistic tipper bed with metal frame which can be moved with the additional Actuator Set (ref. 56545). The kit also has a three-speed transmission which can be controlled via a four-channel R/C transmitter which will also need to be added to complete this impressive R/C model.



Mercedes-Benz Unimog 406 Series U900 (CC-02) (ref. 58692)

This 1/10 assembly kit recreates the 406 Series Unimog as released by Mercedes Benz in 1963. While not fitting in with the usual scale of RC trucks that we feature being in 1/10 rather than 1/14, the Unimog deserves mention with the full size vehicle being a legend in real world terms. It is based on the ladder frame CC-02 chassis which is designed for superior durability in a wide range of offroad tasks. The distinctive Unimog shape is created by the use of a polycarbonate body with a plated depiction of the front grille included along with additional parts for the fuel tank and side mirrors. The kit also includes block pattern tyres and red ABS wheels with a representation of the bead lock design.

Ammo by MIG Jimenez - www.migjimenez.com



Super Pack 8
- Metallics Solution Set
(ref. A.MIG-7809).

This pack contains twelve different products designed to help the modeller achieve a highly realistic metallic finish. While the box art might have you thinking that it is only intended for Science-Fiction modellers the contents are applicable to most modelling genres. The set also includes a Quick Tipssheet, which runs through the basic uses of the various products to help you make the most of the set. Well worth investigating if you need to produce realistic metallic finishes.

Gun Metal Acrylic (ref. A.MIG-0045) 17ml
Steel Acrylic (ref. A.MIG-0191) 17ml
Metal Slag Modelling Pigment (ref. A.MIG-3020) 35ml
Silver Oil Brusher (ref. A.MIG-3538) 10ml
Alclad II Magnesium (ref. ALC111/A.MIG-8214) 30ml
Alclad II Burnt Iron (ref. ALC121/A.MIG-8209) 30ml

Brass Acrylic (ref. A.MIG-0197) 17ml
Warhead Acrylic Metallic Blue (ref. A.MIG-0196) 17ml
Gun Metal Modelling Pigment (ref. A.MIG-3009) 35ml
Gun Metal Oil Brusher (ref. A.MIG-3535) 10ml
Alclad II Steel (ref. ALC112/A.MIG-8213) 30ml
Alclad II Chrome for Plastic (ref. ALC107/A.MIG-8205) 30ml

Czech Truck Model Accessories - www.czechtruckmodel.com

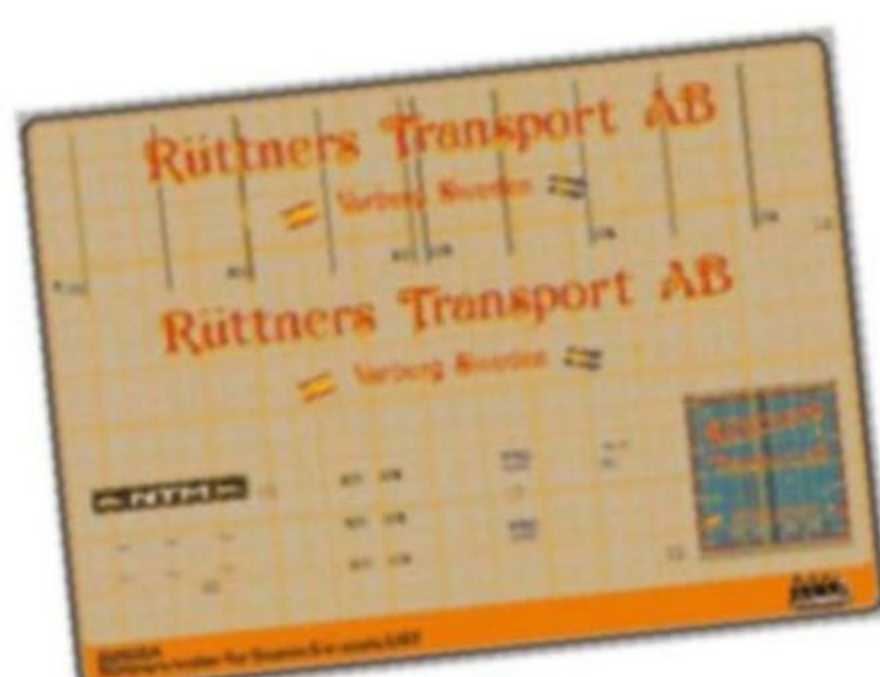
All four of the new 1/25 Mack Cruiseline sets are now available on the CTM website allowing you to add a good deal extra detail to your model, the sets are:

Mack Cruiseline detail set (ref. CTM 045)
Cruiseline interior (ref. 24221)
Cruiseline badges (ref. 24222)
Cruiseline lights (ref. 24223).

In addition, CTM are about to release a set of resin air valves and a series of three new truck plumbing fitting sets in the form of tee fittings, straight fittings and elbow fittings.



Max Model - www.max-model.it • by Rich Ellis



Max Model of Italy continue to expand their range of truck decals across all manner of scales with new sheets including a set of logos for Renault, Mercedes and DAF in silver, white and black to suit various scales. Dropping in size to 1/87, Max-Model have series of new decals depicting Rüttner's Transport AG cabs and trailers (ref. M62612a). These are joined by some Volvo Trucks Ireland graphics which are again a full truck and trailer set. Going up into 1/24 Max-Model have also released some cab stripe sets in blue for the Scania 4 series and a 142 King 5000 stripes set in pink, which are also available in 1/87. The Volvo F12 'GoldRush' decal set in both 1/24 and 1/87 should prove popular. Another useful addition from Max-Model is some custom style Scania 164 graphics in 1/50. The yellow lines on the images are not on the decals but are to help protect their copyright.

Modellers Resource - www.modellersresource.co.uk • by Rich Ellis

Great news for fans of the Blue Oval as work is continuing on the 1/24 Ford Cargo cab conversion. Modellers Resource tell us that it will be available as a sleeper cab as well. Not all the parts are included in the images we have at the moment, so there is much more to follow. Next for the Ford fans is news on the long-awaited 1/24 Mk.1 Transit conversion to give the Italeri Mk.2 a revised front end and other parts to backdate the kit to the earlier model. This conversion has evolved to now include a complete body shell with rear doors instead of the tailgate on the Italeri donor kit. The conversion kit will include a correct dashboard and photoetch details. Also in the pipeline is a re-issue of the York tandem axle trailers. The masters are being completely overhauled and re-made with a flatbed and container skelly due. Smaller accessories available soon are some light bars, this is a great addition as they are hard to get with the only readily available item being a modern version in the Italeri accessory pack. These will be joined by a number of new smaller items including some metal ERF period wheel trims. These can be polished and will look fantastic on the ERF A series transkit. There is also some 35mm diameter low loader/ step frame wheels and tyres in resin to suit the Modellers Resources ROR hubs.



Nordic Truck Details - www.nordictruckdetails.com • by Rich Ellis



Nordic continue to expand their range of parts for the Volvo F88/89 to include an air intake snorkel for behind the cab, while the bumper with spotlights reported in the last issue is now available for purchase. For fans of custom Scania's Nordic have produced a resin custom V8 twin exhaust stack, a large V8 logo sits between the two upright holders and it includes the resin T and corners to allow you to add the straight pipe using plastic or polished metal tube. A set of six resin slam locks have also been added to the Nordic range, which are ideal for addition to any custom build. Nordic inform us they are eagerly awaiting the new Italeri Scania S class as they are planning to produce a range of custom parts including a Wildbar-style bull bar. To help trailer builders Nordic have produced two sets of TIR loops, both the round and rectangular style, which can be purchased in packs of ten, while their drop-side type handles are available in packs of four. Another item that will come in useful for the trailer builder is the addition of a set of Hendrikson Connex air suspension units. Each unit is made up from four parts, creating an axle set suitable for low loaders, step frame cube and low-liner type trailers. Since the announcement in the last issue, we have received pictures of the components of the complete Scania 110 day cab set. This set does not require a donor kit although you will need to source some tyres but we understand the tyres from the Italeri accessories set fit. Nordic are also in the process of developing CAD drawings for a complete plant vehicle kit in 1/24, a Volvo L90H wheeled loader. Nordic promise this will be a highly detailed complete resin kit.

Robbo's Models - www.robboasscalemodel.com • by Rich Ellis

Robbo has recently released a conversion kit for the Australian Atkinson COE in day, ¾ sleeper and full sleeper cab which is built using the AMT cab over donor kit. It is worth noting that there is an Aussie-cabbed Atkinson on the UK rally scene, constructed from a cab grafted onto a borderer 4x2 chassis as a result of R.Hansons placing an order for a rigid eight tipper from Atkinson with the Australian cab in 1968. Robbo also offer the smaller 4870 International Atkinson transkit. These are quite basic trans-kits and will need work by the builder to get the cab and donor kit to fit together and require some extra work to add the necessary detail. Please note that Robbo is currently in the process of moving location so some unavoidable delays may occur.



Ultimate Modelling Products Ltd - www.umpretail.com



Ultimate Modelling products have announced the addition of a brand new range of weathering pigment powders to their stable of products. The pigments are high grade and available in Sand, Sandy Earth, Mud, Dirt, Earth, Light Rust, Rust, Ash, Moss and Black, making them ideal for the creation of dirt and dust, rust, as well as burnt out effects to name but a few ideas. In addition, it is possible to set the pigments in place with either a thinner or matt or gloss varnish. They can also be used to create a variety of weathering effects including mud and ground effects using a PVA-based glue and bulked up using static grass to add texture. Ultimate have created bundle sets of all ten pigments or alternatively you can buy them in two different sets of five as well as individually.

Events... Gaydon Model Truck Festival - 14th & 15th AUGUST 2021

This year's Gaydon Model Truck Festival is planned to take place on Saturday 14 and Sunday 15 August, making for a great two day event at the British Motor Museum, Banbury Road, Gaydon, Warwickshire, CV35 0BJ. If you would like a table to display your models, you will need to contact Ashley Coghill at ashleycoghill@aol.com for further information and to book your table. This is the best model truck festival and table space is hotly contended. Each year exhibitors travel from all parts of the UK and across Europe to attend this annual event. There are competitions in all scales and the highlight of the weekend is the crowning presentation of Best in Show.

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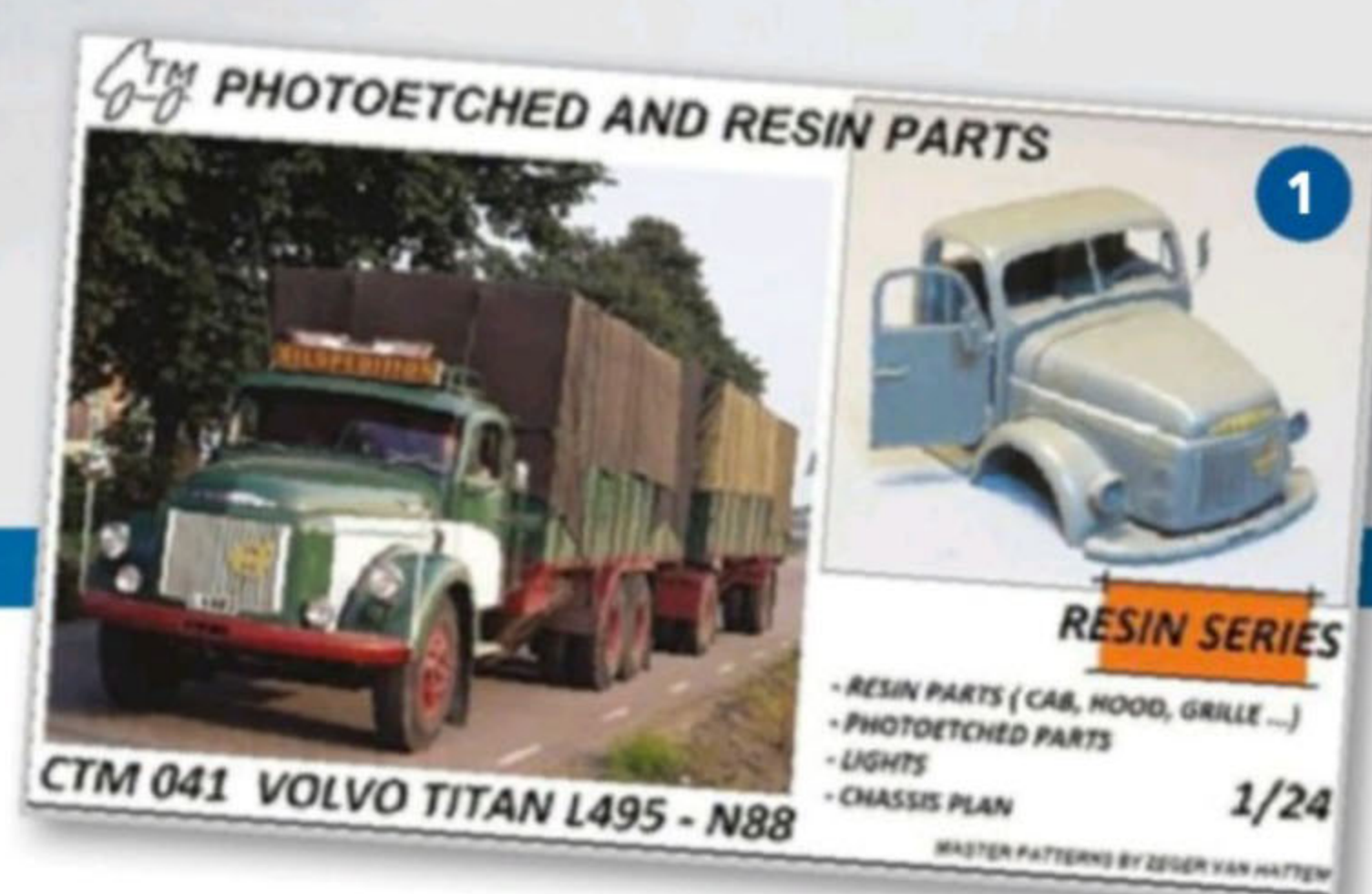
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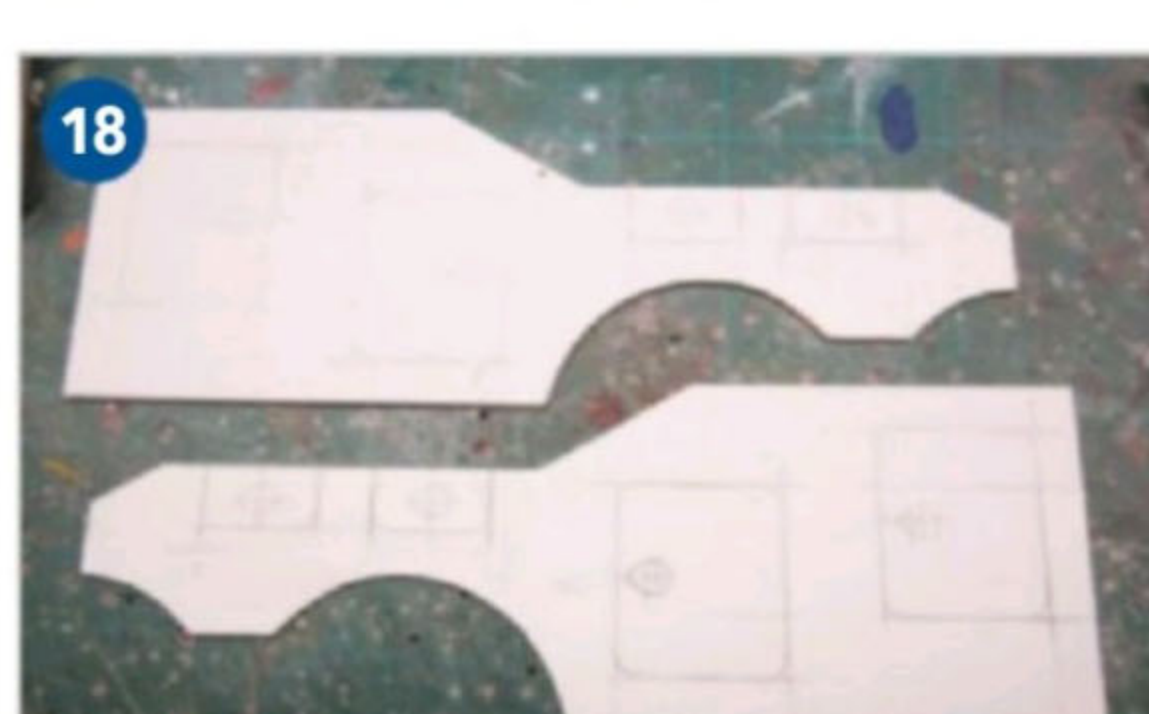
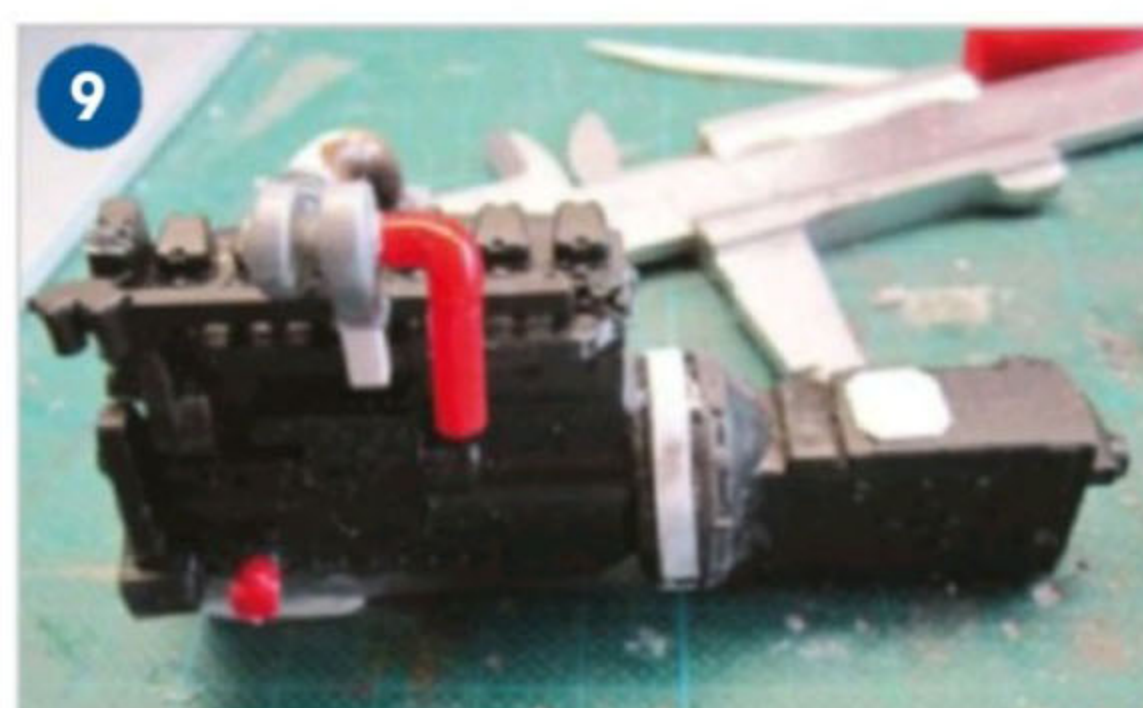


Volvo N88 with EKA recovery unit

1/24 • By Erik Fontein

Long before I had the resin kit on my desk, I already knew what I wanted to make of this conversion kit by Czech Truck Model (www.czechtruckmodel.com) (**photo 1**). Obviously my N88 would be recovery vehicle in keeping with my other models, but what kind of one? Which version? And in which colours? In order simplify things I wanted to tell this story pictorially so that you can see how I build my models.



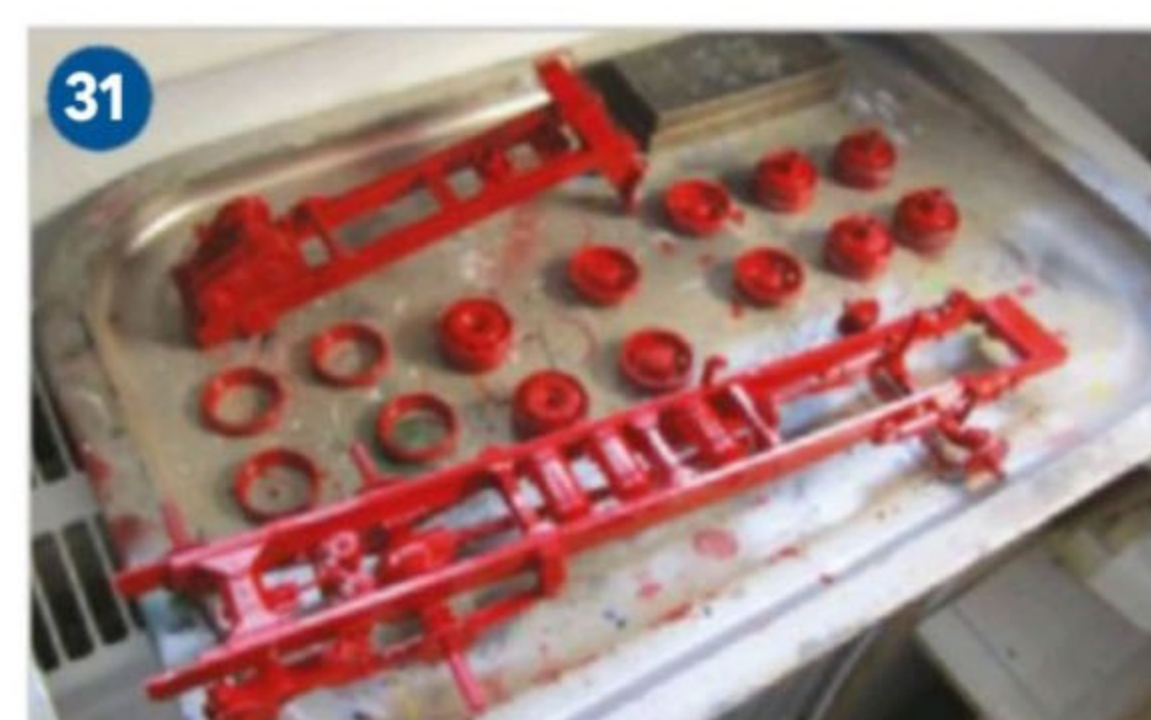
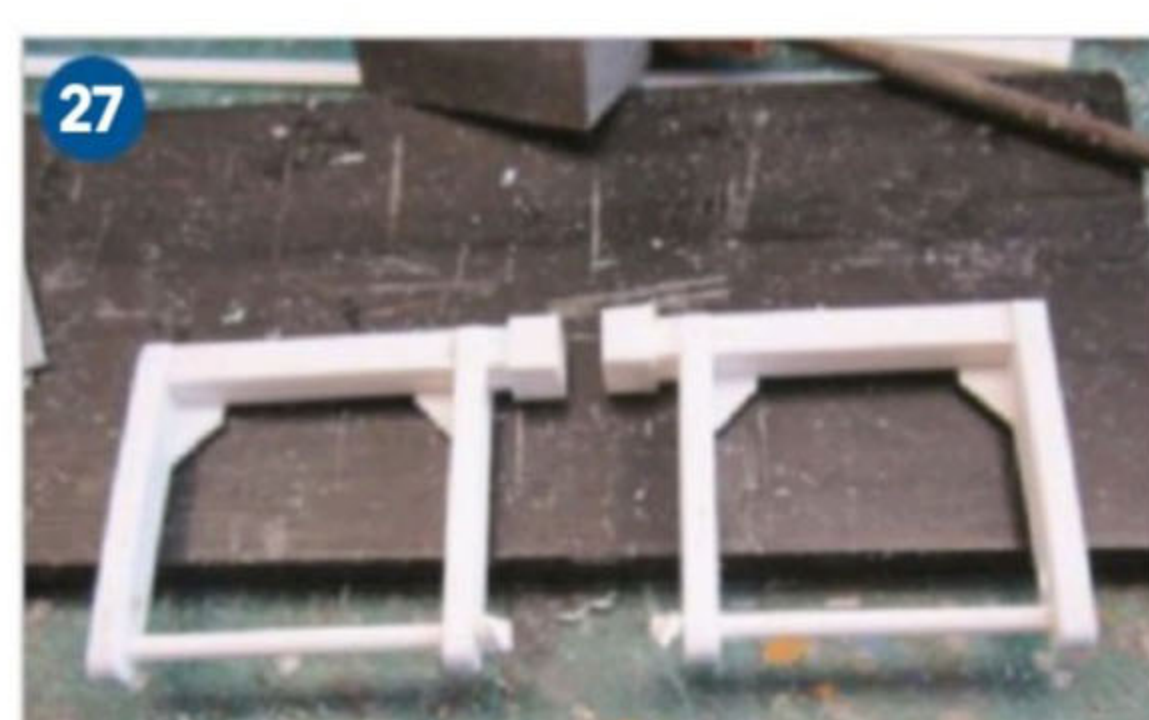
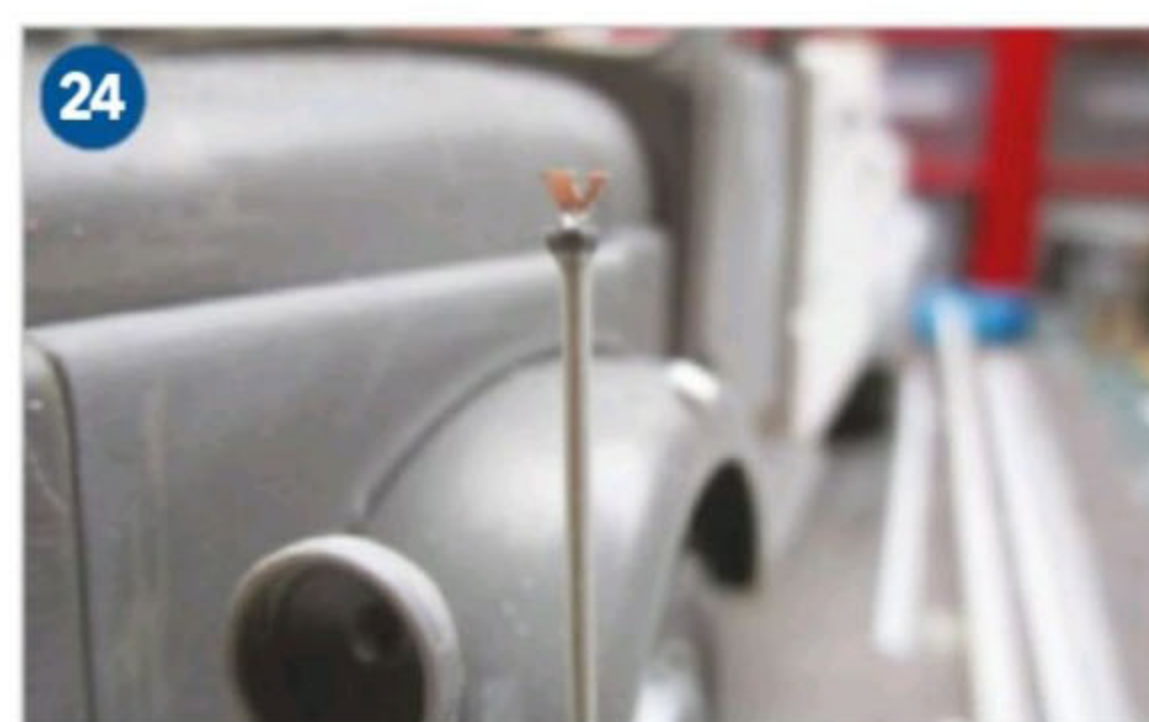


The KamAZ-54112 was extremely popular. The masters for the N88 were made by Zeger van Hattem, with Jan Rosecky at Czech Truck Model producing the resin kit from it. The resin kit consists of the cab, fenders, bonnet, bottom plate, dashboard, steering wheel, seats, grille and headlights (**photo 2**), so basically everything needed with the exception of the chassis and the engine which I sourced from an Italeri Volvo kit (**photo 9, 10, 11, 12 & 13**). The quality of the castings is simply superb and with the necessary attention the doors and the hood can be opened. Two drawings of the N88 are also included, one with original dimensions and one with the dimensions converted to 1/24 (**photo 3**). This is sufficient to make your own chassis (**photo 4, 5 & 6**) although it is important to check everything fits as you work (**photo 7 & 8**).

The N88 was widely used as a recovery vehicle in Sweden, but only a few have been used in the Netherlands. As far as I know, none has been fitted with an EKA unit. In a village near to my home is a company called The Gallery, which restores cars and sells exclusive sports cars from their showroom.

The company has a classic closed truck to deliver the restored and exclusive sports cars to their customers. That gave me the idea to build the N88 in the colours of the fictional truck restoration company, 'The Truck Gallery'. With this sturdy Swede, the company collects the wrecks and delivers the restored truck to the customer. The Truck Gallery has imported the N88 from Sweden and built it up completely so that it is a typical Swedish recovery truck.

The recovery unit is an EKA from the same time period as the N88. The EKA recovery unit is partly self-built and also formed of parts from the Italeri BRO recovery unit (**photo 14, 15 & 21**). The cabinet structure is completely self-made. I used styrene sheets and Evergreen profiles for the chassis, recovery unit and cabinet construction (**photo 16, 17, 18, 19, 20, 25, 26, 27 & 28**). The 6x2 drive with hub reduction not only has a smaller turning circle but is very practical on slippery roads. By slightly pulling the rear axle you have more traction on the driven axle. Sand spreaders are in front of the driven axle, which is common modification in Scandinavian countries.



The front bumper has been replaced by a weighted one with a winch mounted in it (photo 23). There is no ball or light on the width poles, but the V of Volvo (photo 24). You actually only see these lights on restored old timers. The oldest versions of the N did not have flashing lights on the fenders, as they were mounted on the mirror bracket, just above the mirror. Later models, like my model, had the flashing light on the corner of the cabin. But because my version is just being driven regularly on modern roads, it also has flashing lights on the fenders and roof (photo 22). The interior is finished in colours in keeping with the period (photo 33, 34 & 35).

The colour scheme is also typical for car from this time. The Scania's 110/111 and

Volvo's N88 were often painted in this style (photo 29, 30, 31, 32, 36 & 37). The decals were drawn on computer and then printed with a laser colour printer on decal paper. Two timeless icons were placed on the grille, the Volvo logo and the skating girl used by an oil brand from that time. Behind the windscreen is the participants' sign from the Volvo old timer tour 2020 (photo 39).

Now complete, this Volvo N88 with EKA recovery unit is an eye-catching advertising object for my imagined truck restoration company 'The Truck Gallery' (photo 38). On my YouTube channel you can see several videos about how I build my models, including, of course, the construction of my Volvo N88 (Scan the QR code with your phone). ■





Model Truck World Profiles

Mercedes-Benz Actros MP1 Megaspacer

By Sam Pearson

**TRUCK
of the Year
1997**

Production:	1996-2003
Engine:	Six-cylinder 12 litre engine; 313 - 428 horse power or eight-cylinder 16 litre engine; 471 - 571 horse power
Gearbox:	Manual 16 speed or fully automatic
Gross weight:	Single truck; 18 - 25 tons, combination vehicle weight; 40 tons
Wheelbase:	3300 to 5100 mm



**Mercedes-Benz Actros
MP1 Megaspacer 1843**

KSN2100 operated by Gütrans
Internationale Spedition of Wicked.

**Mercedes-Benz Actros
MP1 Megaspacer 1843**

73BQX31 operation by Rives
Dicostanzo of Toulouse.





Mercedes-Benz Actros MP1 Megaspacer 1848

22383KA operated by
Transcontinental of Kiev.



Mercedes-Benz Actros MP1 Megaspacer 1840

BNHV17 operated by Doorenbos
Transport B.V. of Bosward.



Mercedes-Benz Actros MP1 Megaspacer 1843

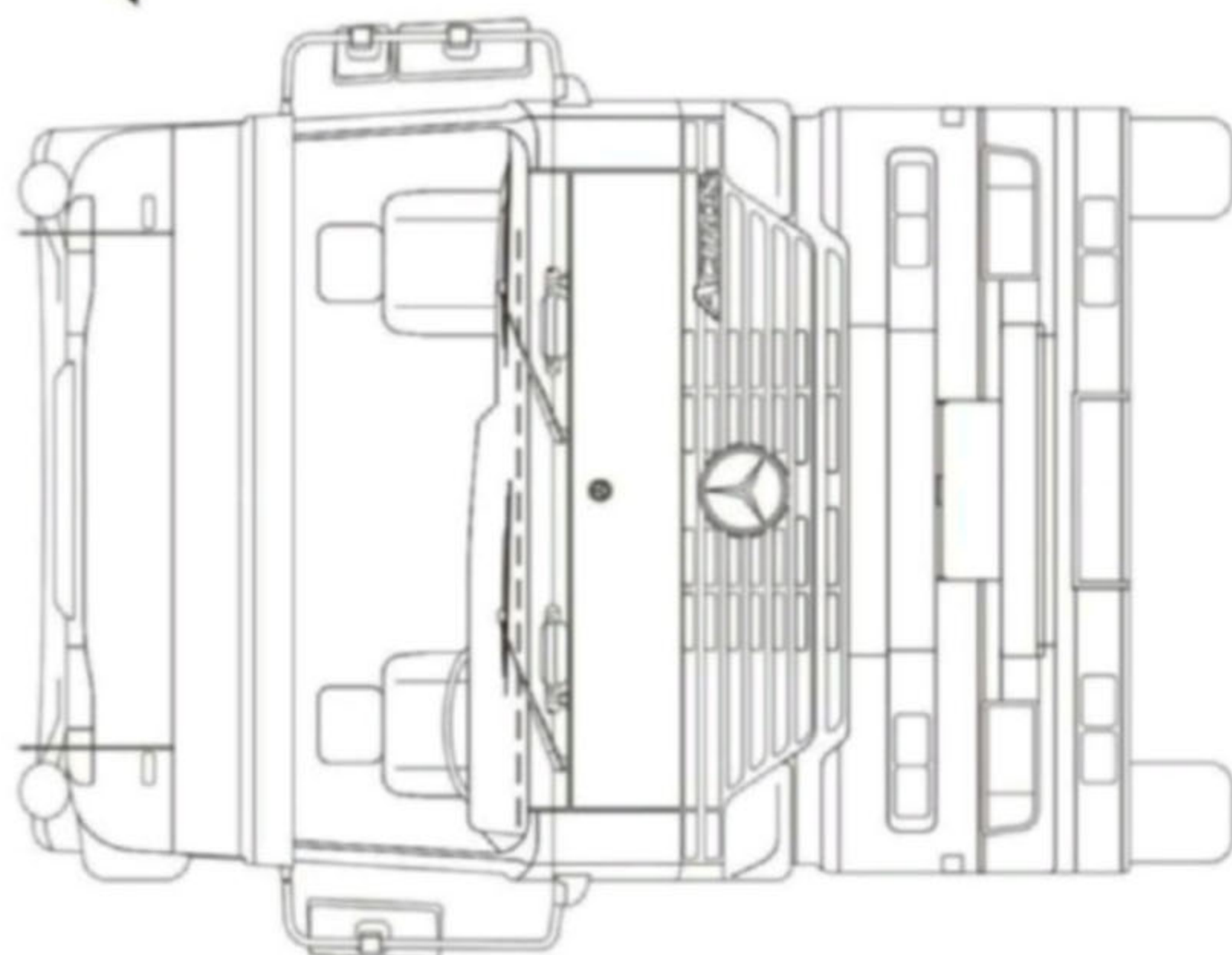
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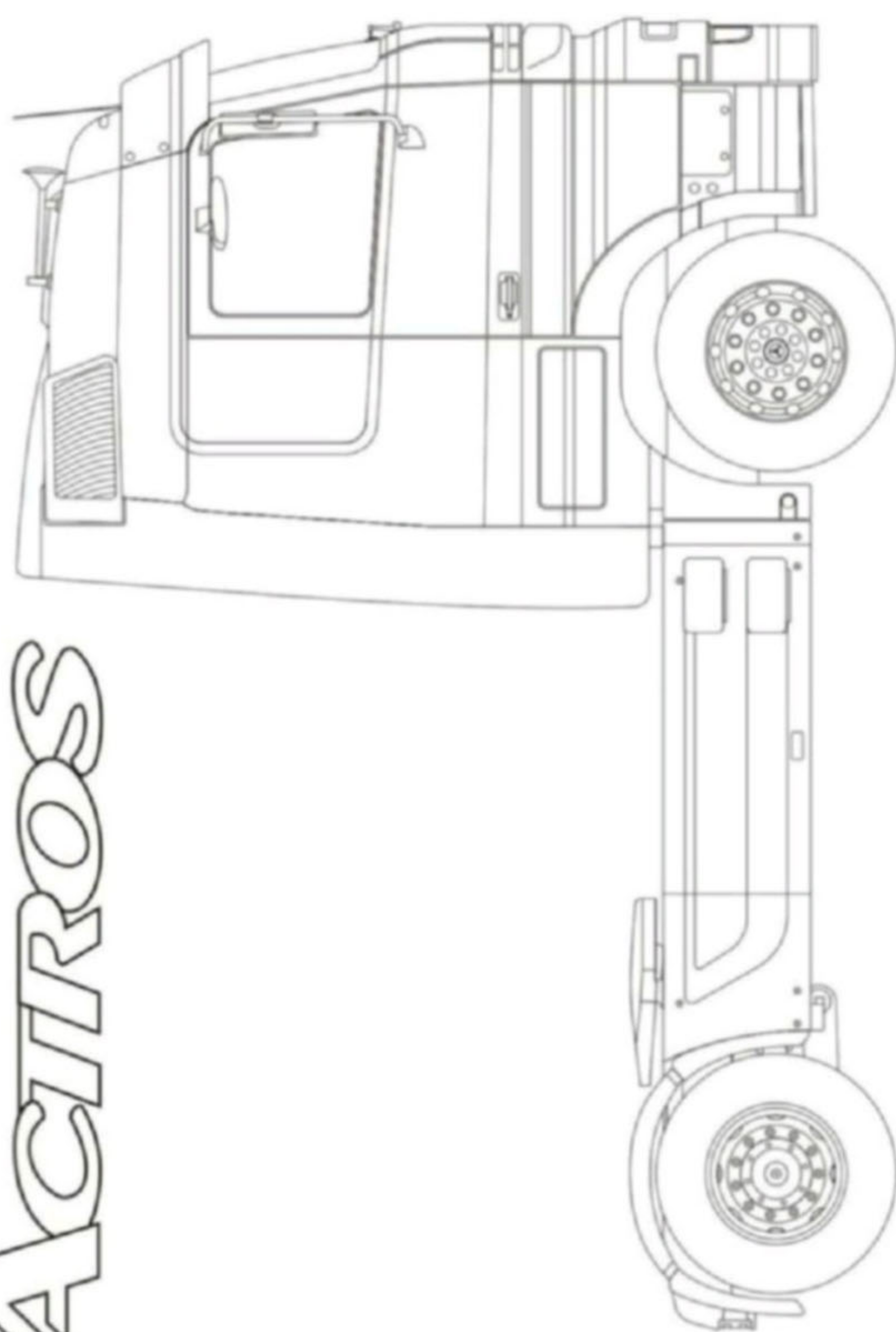
Mercedes-Benz Actros MP1 Megaspacer 1840

2442E operated by Trans-Europa
Logistics of Emmen.

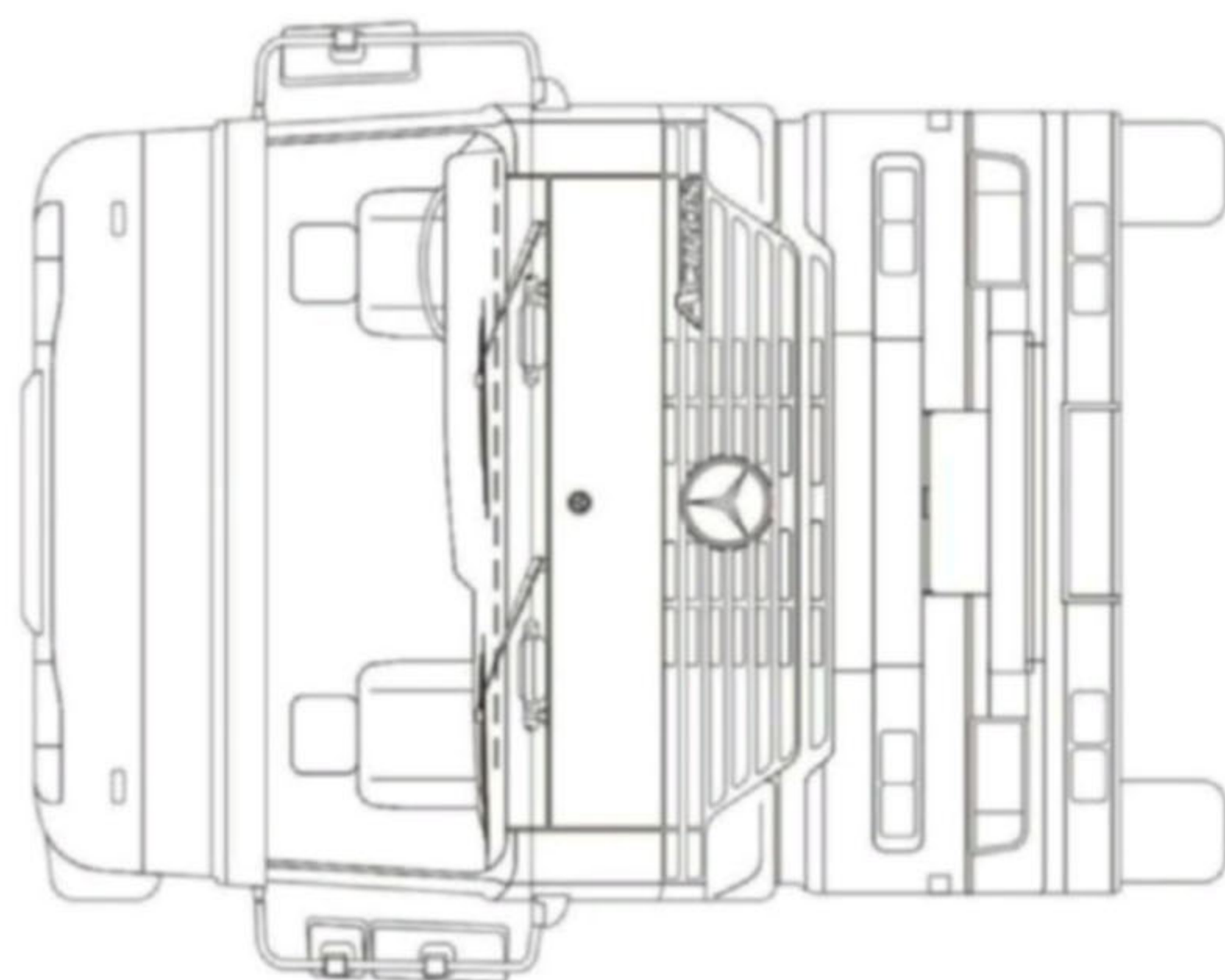
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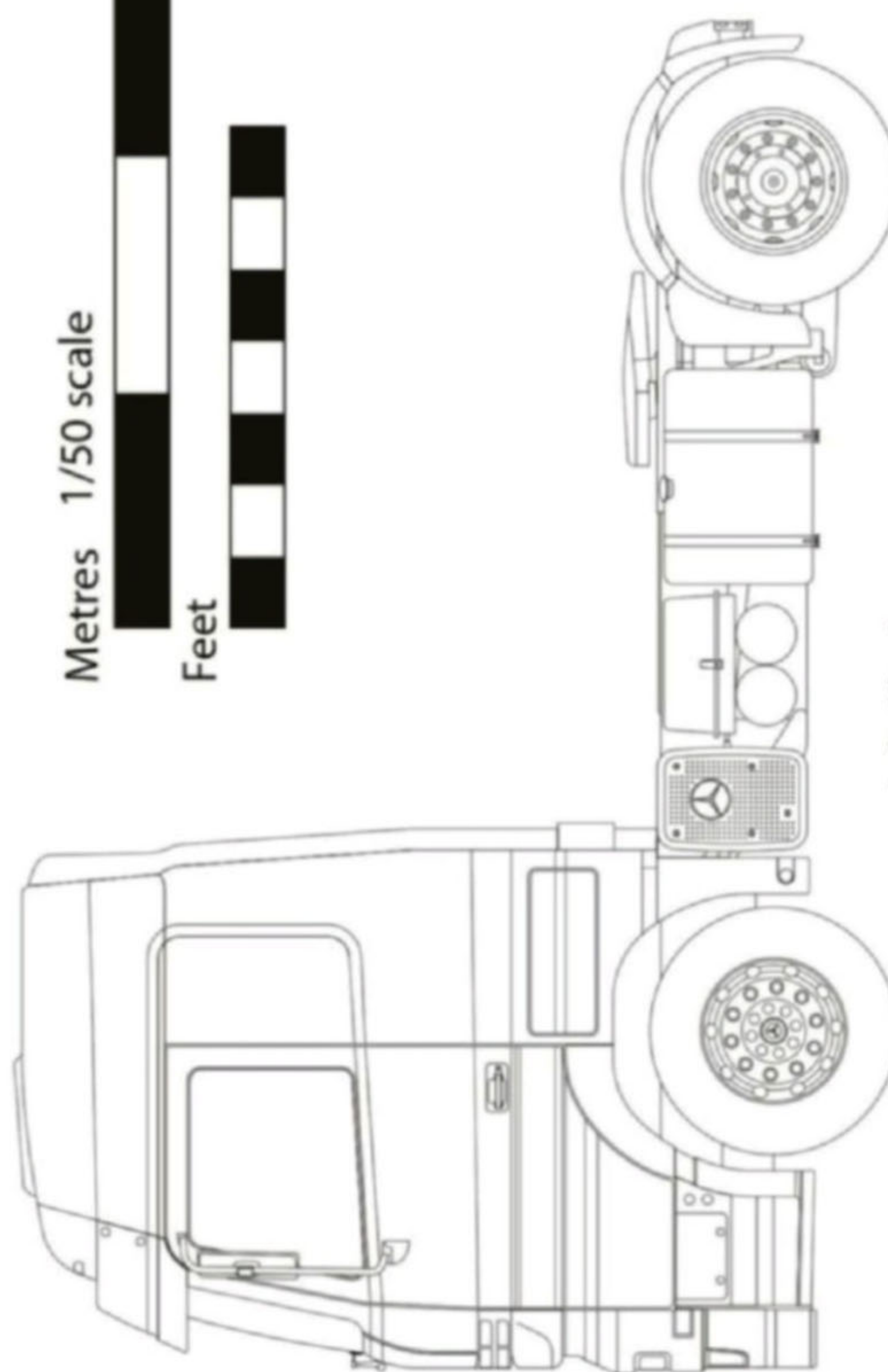
Front view, right-hand drive configuration



Right side view



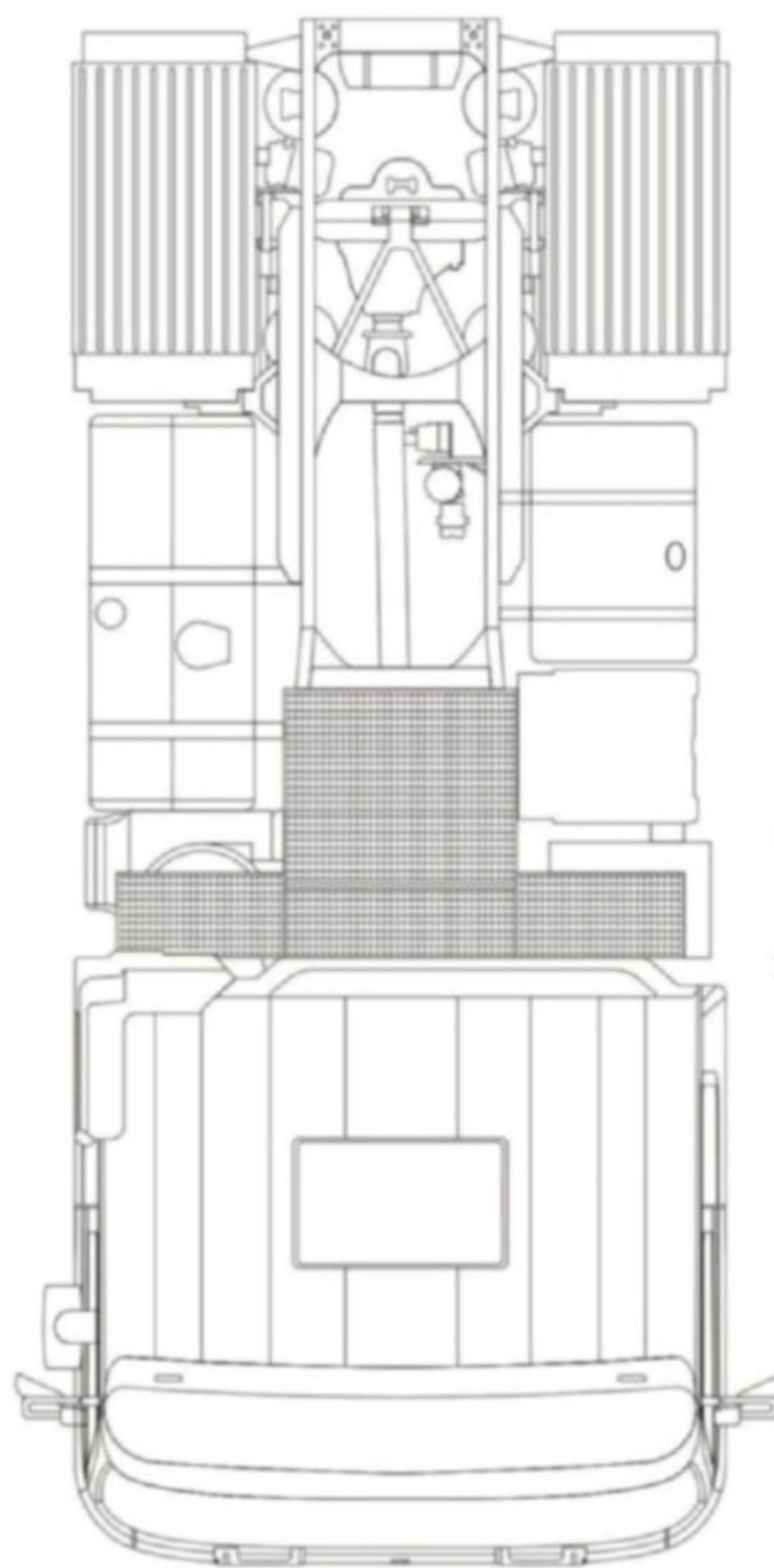
Front view, left-hand drive configuration



Left side view

Metres 1/50 scale

Feet



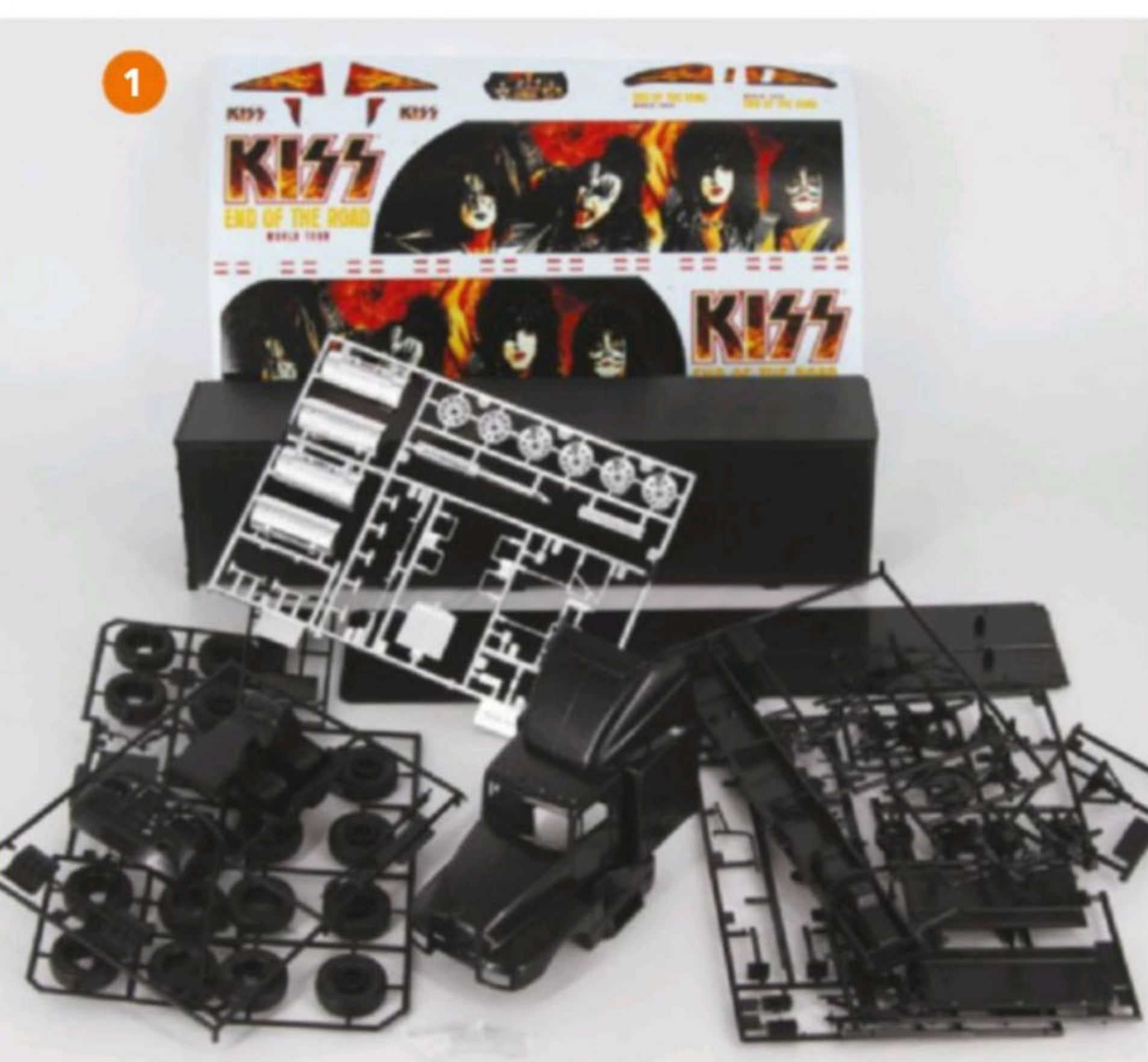
Upper view



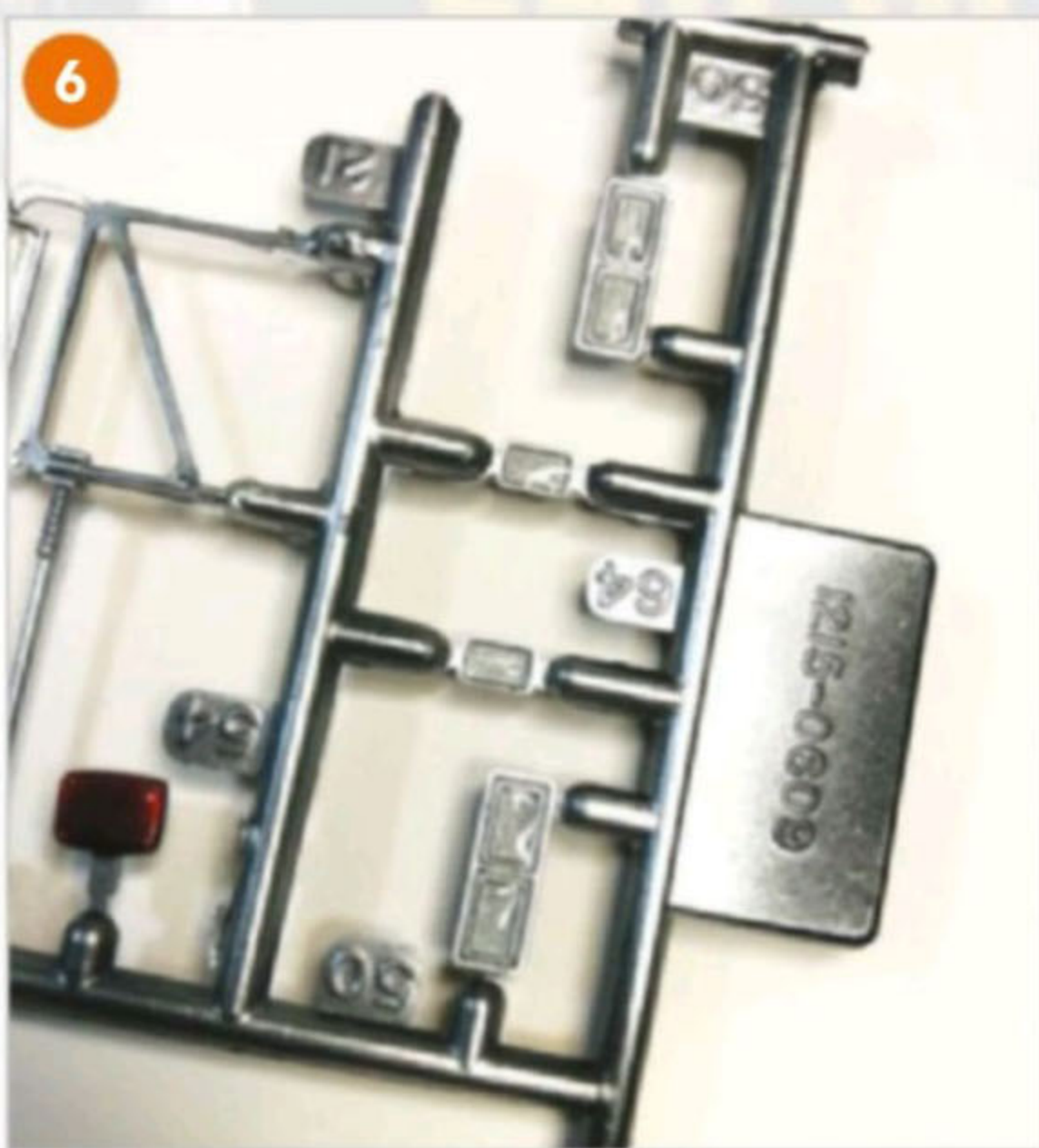
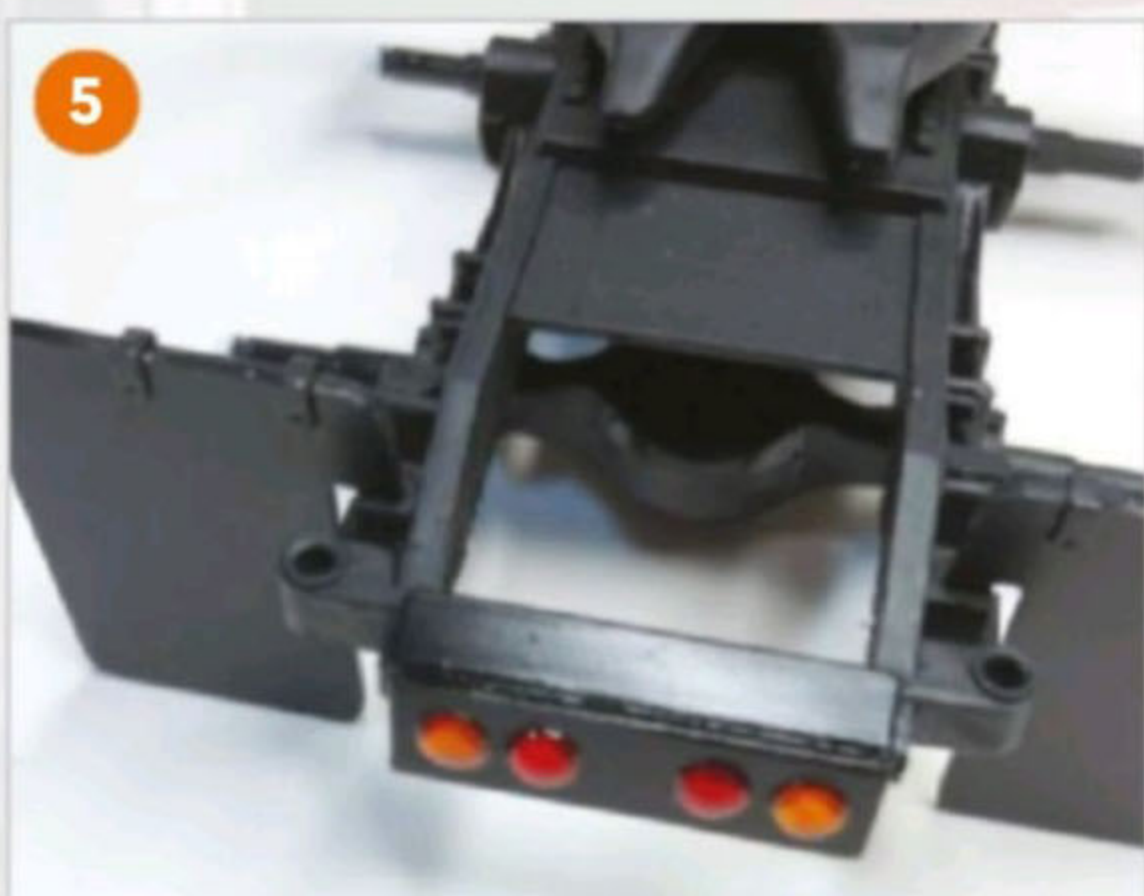
End of the Road?..

Revell's KISS TOUR TRUCK

1/32 (ref. 07644) • By Colin Pickett



In 2020 Revell released a revised and brightly decorated version of their 1/32 Kenworth T600 and trailer to celebrate and commemorate the final tour by rock band Kiss. This tour was bought to an early close by the global pandemic making the kit an interesting reminder of the times, literally the 'End of the Road'. Originally one of the Monogram range of Snap-Tite truck models, the kit arrives in a box covered in Kiss graphics with parts moulded in black, with a sprue of chrome parts, and all this joined by a huge sheet of decals (photo 1). It is worth noting at this point that the kit's age is starting to show a bit, with some flash and seam lines to be found on the majority of parts. The first task I set myself was to clean the parts up with a range of sanding pads to remove the worst and most visible issues.



The kit tyres are formed from plastic which isn't an issue as personally I prefer this to the vinyl tyres we normally find. They do, however, lack a sidewall on the inside, which is a real horror as this can be seen from underneath. To address this issue on the front wheels I used a compass cutter to make some disks of a suitable size to fit in the open space from thick plastic card, and then cut a hole in these to match the size of the hub. The disks were then glued in place and the edges rounded off to make them match the shape of the tyre. Once painted they look acceptable enough (photo 2). The rest of the wheels fit to double axles so the hollow of the tyres couldn't be seen, but to make sure I glued the tyres together, opening to opening and ran some filler into the gap just leaving an impression to show they are individual tyres. The tyre tread is very shallow and by the time I'd removed the moulding marks and seam lines there was no way they would pass an inspection. The wheels themselves were painted white using an airbrush and several light coats of Vallejo Model Air White (71.001), sealed with a coat of gloss varnish before a wash of light grey provided shadow detail.

One of my personal dislikes is the toy-like chrome parts that are often provided with model trucks, and this kit is no exception. A look through the Internet found that thick household bleach has the ability to dissolve the chrome finish, so I placed a section of chromed sprue into a Ziplock bag with a small amount of bleach to test the claims. I find it is always best to test a theory first before committing all out. Finding the claims to be correct, I added the rest of the sprue and kit parts to the bag with more bleach and let it do its work. The bleach left the gloss black undercoat behind but that was fine as I planned to paint the parts with chrome paint anyway. I prepared each part for use, airbrushed them gloss black and then sprayed Vallejo Metal Color

Chrome (77.707), using several thin coats, before following this up with Vallejo Metal Color Gloss Varnish (77.657). When this had fully dried, I used a wash of black oil paint to provide shadow detail, wiping off the excess with a cotton bud (photo 3).

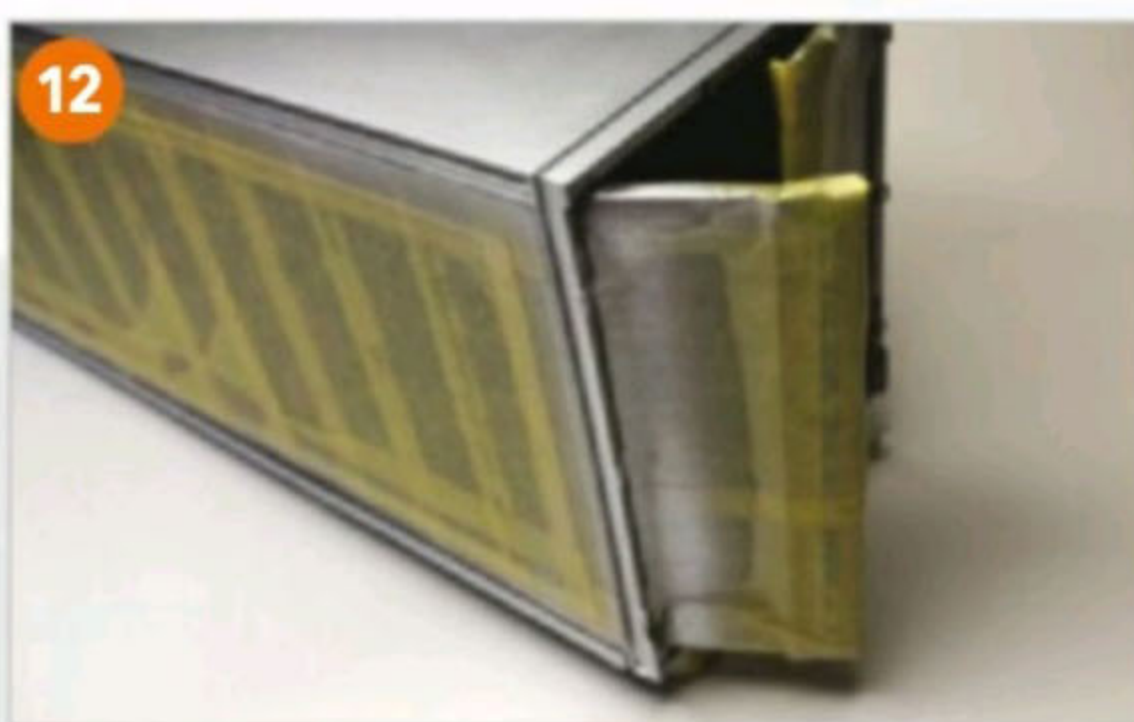
Construction of the chassis came next, though this is a one-part moulding so in truth it is more a case of fitting a few detail parts to it. I enhanced the catwalk by using a small piece of Baremetal aluminium foil to replicate the polished surface before using a wash of black oil paint on it. The underside of the bonnet area and the chassis where the engine would sit is completely open on the kit, meaning it would have been possible to see through from wheel arch to wheel arch. This was remedied by making a plastic card wall for the area which I fitted to the chassis and painted matt black (photo 4). I wasn't overly pleased with the way the trailer fits to the fifth wheel. Revell leave a plastic stud sticking up for the trailer to hitch on, which looks wrong if you only have room to display the tractor unit, so I removed this and drilled a suitable hole in the fifth wheel to take a length of metal rod I fitted to the underside of the trailer.

All of the lights in the kit are supposed to be either painted or formed using decals. I wasn't convinced by either option so used some stick on lenses I'd found in a hobby shop and painted them Tamiya Clear Red (X-27) and Clear Orange (X-26) as required which looks far more acceptable to my eye (photo 5). The headlights lacked a lens, so I filled the empty opening with UV curing resin glue.

When this is cured with the tiny UV torch provided it forms a solid clear bubble of resin which is not dissimilar to a lens, so ideal for making up glass for small light fittings (photo 6). I decided to use Tamiya Clear Red to replicate the Kenworth Badge on the front grill as this looked more effective than the decal (photo 7).

The cab is moulded in one piece, with all the interior parts slotting in the underside. I decided to prepare and paint this before progressing too far. The windbreak on the top of the cab needed a fair amount of test fitting and trimming as well as clamping in place to get a decent fit, prior to an application of filler to hide the small gaps left behind. A coat of primer was used to show any defects I'd missed before a few coats of Tamiya Black (X-1) were airbrushed





on, followed by a coat of gloss varnish to provide a flat shiny surface on which to apply the decals (**photo 8**).

The interior is quite basic, as you'd expect for a Snap-Tite kit, though a decent decal supplies the dashboard detail. I decided to add some simple plastic card pedals to the floor as these are completely missing, but apart from that left things stock. I also added some seatbelts made from black electrical tape. I painted the interior as set out in the instructions, using a little imagination on the bed section. I used a series of oil paint washes to make shadows and dry brushed some highlights to give the parts some depth (**photo 9 & 10**). The

interior of the cab was painted medium grey using a brush. The windscreen has some black lines for the framing, which need to be painted on. I cheated and used some black decal stripes that I had in my spares. The interior parts and windscreen fitted well with no need for trimming or adjustment and once glued were left overnight to fully cure.

Assembly of the trailer was pretty straightforward (**photo 11**) with the only problem being the alignment of the top to the chassis. Try as I might, I couldn't get the front corner to line up if the back corners were square. In the end I decided to make sure the back corners fitted properly as these would be the most obvious. As with the cab, the trailer was given a couple of coats of Tamiya Black followed by a coat of gloss varnish. I then masked off the parts I needed to remain black so I could airbrush some Vallejo Metal Color Aluminium (77.701) onto the roof and edging (**photo 12**). This was then followed by a coat of Vallejo Metal Color Gloss Varnish (77.657).

I started off the decal application process with some of the more simple items, things such as labels on the mudguards and number plates (**photo 13**). These were fixed in position with some gloss varnish. The larger decals were floated into position on a bubble of water which I then absorbed with a tissue. An application of Vallejo Decal Medium (73.212) helped to

settle the decals into and over the details on the surface. The decal medium has an alarming habit of making the decals blister and wrinkle. Don't be tempted to interfere at this stage, simply allow it to run its course as the decals will settle down and become flat. The only decals that gave issue was on the cab, as there is one which is supposed to go over the air intake on the driver's side, yet nothing I could do would get it to perform as I wanted. In the end I decided to hand paint the flame effect, not ideal but it works. Overall the decaling process took a couple of afternoons. Once they had fully dried, I used a couple more coats of gloss varnish to fix them in place. With the painting and decaling completed, I had the simple job of final assembly, adding all the small parts I'd set aside. I particularly like this section of model building as the truck starts to come alive. On this kit the process was simplified with it being a Snap-Tite, though I did use superglue to add extra security.

Overall it's a reasonable kit, with effort it looks very convincing and builds into a reasonable replica of the T600. Due to its nature it is simplified, making it ideal for bringing those from outside the hobby on board. Revell continue to produce a great range of rock trucks and a question I always ask myself when completing a particular kit is "would I build another?" In this case it's a definite yes. If the right boxing came along I'd have to make it, but I'd also have to add lots more detail too. ■





A Learning Curve

Scania Congleton RC Truck

1/14 • By Neil Hawkins

The questions you are most often asked at various shows and meets by people are “How much is that”? This is usually followed with “How much”! before an excited “Can I have a go?” You probably know the answer to the first question and no one in their right mind is going to entrust that sort of money to someone they just met or someone’s ‘little star’ who’s only interaction with radio control vehicles is to repeatedly ram a £5 toy version into furniture at high speed.





I am fortunate to be a member of several RC truck clubs, one being the Ribble Valley RC Truck Club that meets every second Saturday of the month in Leyland, Lancashire, and my local one, Congleton RC Trucks at Worrall Street, Congleton in Cheshire. They meet every last Saturday of the month. Based in a Scout hall, we do not have a massive running area, but we do have a good, but limited carpeted layout with various buildings and roadways. We also attend some local shows around the area.

I have had the idea to build a 'Training Vehicle' to give interested people a taster session in RC trucking for quite some time. I contacted our 'El Presidente' Les Millington and put the idea to him. Soon a message was put on to our Facebook page for parts donations. Within a few hours our members pledged many items.

Within two days, one member pledged a whole truck! **(photo 1)**. After pinching myself, I contacted the member to see if he was serious. The response was that he was being very serious. By the next meeting, the truck was handed over along with lots of members donated RC parts **(photo 2)**. The parts I didn't need were re-sold to fund other components that were needed.

I arrived home and made an immediate start on the project. The beauty of building

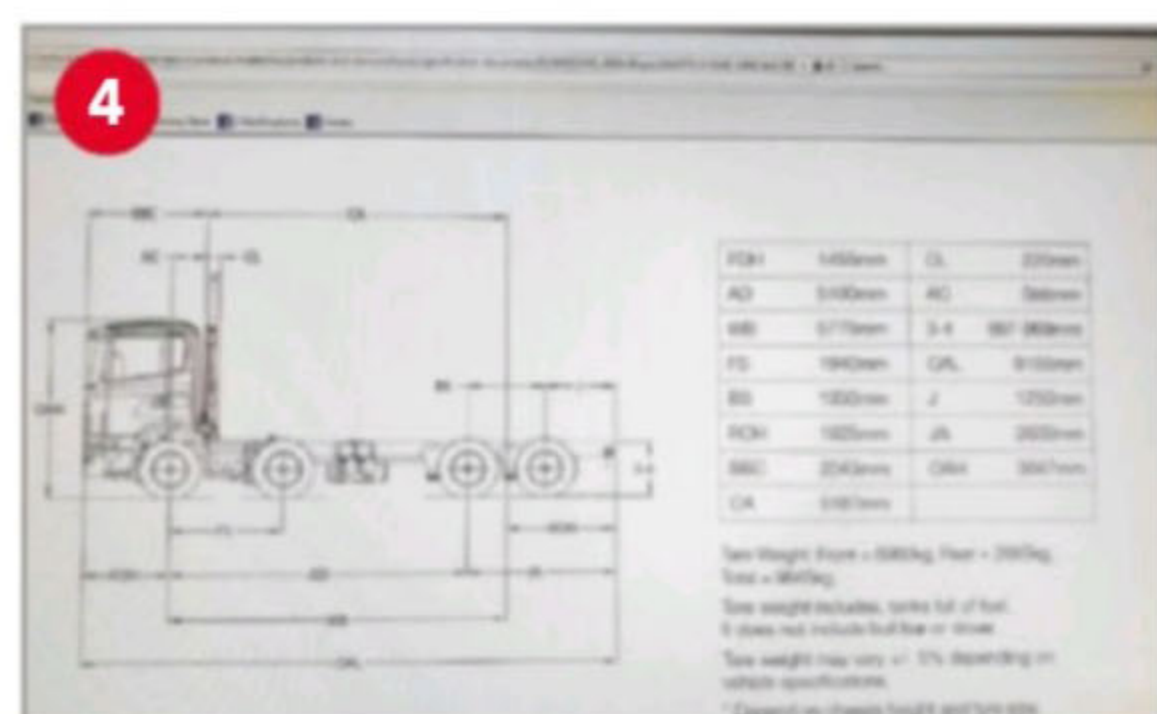
RC is that, opposed to static kits, they can be stripped and modified relatively easy **(photo 3)**. Tamiya ones especially have many interchangeable parts and the aftermarket parts market is growing rapidly and has a great deal of variety.

I stripped everything you can down to the last nut and bolt. The window glass was black and not in brilliant condition but useable. There was no interior and I had no intention of buying another set of glass anyhow. The chassis had been stretched to accommodate a flatbed. Both parts were poorly made and modified so they were put in the resale pile. It was obvious that blank chassis rails were needed and some aluminium for the body. I also discovered that the rear suspension was not the usual leaf spring arrangement. It was made up very crudely from butchered front suspension parts and the original axles. It was now obvious someone in the past had tried to make a 6x4 from a 4x2 tractor unit on the cheap, but to be clear this was not the previous owner. It was still a very generous donation and could be made into a nice, reasonably cheap truck with some work.

Luckily I had a Scania project that I planned to convert to airbag rear suspension so used the parts that were surplus from that project. I also had spare chassis cross members in stock. A look on the internet

came up with line drawings to help with the chassis wheelbase **(photo 4)**. I also obtained blank chassis rails and measured. They were cut to the correct length and all the holes drilled on the pillar drill. I used a 2.5mm drill for the threaded holes and a 3mm tap with 0.5mm pitch was also employed, with a 3mm drill providing the holes for the other bolts and screws. I colour coded the relevant marks, so I did not drill the wrong size hole **(photo 5)**. A rear bumper was fitted made from alloy channel for the rear, with holes drilled to mount the kit lights **(photo 6)**. I had enough spare parts in stock and enough money from sales to buy the alloy sections and other sundries to make an 8x4 rigid. I obviously had to mark out the holes for an extra axle. With the holes drilled, I then bolted the chassis parts together. The axles and gearbox were stripped, cleaned and all the bronze bearings changed for ball bearings. They were then greased up and re assembled **(photo 7)**.

The stock motor was thrown into the sales bin in favour of a Carson Poison motor for more torque and slower speed. The rear axles fitted as per the usual kit, but the front axles needed an extra knuckle joint and drag links to operate as they should. A metal gear servo was mounted mid way on the chassis and covered with a fuel tank, which would





then perform the steering task.

After an initial paint the gearbox now went in place with a servo to operate the gear change, which was set to the Tamiya kit manual settings (**photo 8**). The prop shaft needed stretching, but this change was not long enough to warrant a prop carrier bearing, so an alloy tube was cut and side holes drilled and tapped to accept grub screws. Then the kit shaft was cut in half and the halves inserted into either end, placed between the axle and gearbox and adjusted as needed before thread locking the grub screws in place.

The cab was dismantled and all the paint stripped with De Solvit brush on graffiti remover. This does not affect plastic and works quickly. Then a bit of wet and dry followed with a thorough wash and a coat of Halfords white primer applied. The chassis was painted at the same time. The white parts on the model received a coat of Halfords appliance white, the red came from a can of Halfords Volkswagen Mars red.

The lighting was kept simple by using a KNT light set. A donated speed controller, battery and a Planet T5 5 channel transmitter and receiver were now all installed. I mounted a pair of donated 3D printed battery pack clips on a homemade alloy frame in the cab, along with the other electrics (**photo 9**). A Tunigy switch was also installed to operate the auxiliary lights. This operates off a servo wire plugged into channel 5 on the receiver and the other wires wired to the battery, then the items needing power were wired

to the unit. It is basically a relay switch that is operated from the toggle switch on the transmitter (TX). This works independently from the KNT light set. Where possible, heat shrink tubing, cable clips and ties were used to keep things neat and tidy (**photo 10**). On the transmitter, I installed a gate on the throttle/gear left hand stick so you can only select two forward gears and one low gear reverse to hopefully avoid some accidents (**photo 11**).

As I didn't have a suitable saw to cut the alloy body frame at the time, I made a trip to Essex to see a good friend of mine for a long weekend as he had a band saw that was capable of accurate cuts in alloy (**photo 12**). A few hours in the workshop saw the frame cut along with some scrap plywood board cut to complete the body. Back home the metal work was assembled and painted in the same Halfords red (**photo 13**) and the wood base marked up to look like planking. Then this was bolted to the chassis using the pre-drilled and tapped holes (**photo 14**).

Attention then turned to the graphics. I used a local company, Leek Signs, for the job. Matt at Leek produces the graphics for the coach company I work for. I gave him a rough idea on what was required and let him have free reign on the design. The model was left with him and after he had emailed me several designs, I settled on the one you see (**photo 15**). It was collected with all the graphics ready mounted. A 'Really Useful Box' Xmas tree box was then modified to transport and store the completed truck.



The model was presented at the next available meeting. I'm glad to report the model was more than anyone was expecting to see **(photo 16 & 17)**. My idea was to show what could be achieved with the basic kit and extra parts, but to keep it simple and as cheap as possible. We have now been kindly donated a Hercules Hobby Mercedes Actros tractor unit, which has been built but unpainted to use as another training truck. When I complete that project we can offer scale C and C+E training.

Ribble Valley RC Truck Club - Wellfield High School, Yewlands Drive, Leyland, Lancs, PR25 2TP.

- First Saturday of the month. Search Tamiya Trucks for Facebook page.

Congleton RC Trucks - The Scout Hut, Worrall Street, Congleton, Cheshire, CW12 1DT.

- Last Saturday of the month. Search Congleton RC Trucks for Facebook page. ■



Meet the Modeller:

John Murphy

When we think of model trucks we usually conjure up thoughts of plastic kits and resin conversions, however John Murphy produces some of the most amazing truck models from wood. Careful crafting and machining in his workshop results in timber trucks that really impress. We had a chat with John to find out some more:

Q. When did you first start modelling?

A. I started making models in 2013. I read quite a bit and I found a book about model making. This made me think it could be a good hobby for me.

Q. What inspired you to start making truck models?

A. I started to buy books about model making and I found one called Tremendous Toy Trucks by Les Neufeld. This book has plans and instructions for building about ten different trucks. I built them all and got hooked on model making in the process.

Q. What inspired you to use wood for your models?

A. I use wood as my material of choice because I've been a carpenter since 1979. I know wood and I know what I can do with it.

Q. How do you choose your subjects?

A. I build models of the trucks I see on the roads every day. I also like to build models of construction machinery as I've been surrounded by them all my working life. I also get plenty of suggestions from the people who follow me on Facebook and Instagram.

Q. How long do you spend making a model from design to completion?

A. I would generally spend about 20 to 40 hours searching the Internet for information on the real machine I intend to model. I then look for a spec sheet to provide measurements. I also study photos and videos to give me a good understanding of how the machine works. Building the model itself can take anywhere from 40 hours for a trailer to 300 hours for a heavy crane. An articulated truck and trailer will take between 100 to 140 hours depending on how complicated the trailer is.

Q. What is the most challenging subject you've made?

A. The most challenging model I've made so far was a JCB 3cx digger. To replicate the shape and size of the various components wasn't easy. I like my models to work in the same way as the real machine and it wasn't easy to do in 1/20 which is the scale I use for all of my models.

Q. What is your favourite part of the modelling process?

A. My favourite part of the modelling process is adding the final details such as lights, exhaust stacks, mirrors, beacons, air horns and all those little pieces that individually don't look like much but collectively they bring the model to life.

Q. What is the most challenging part of the modelling process?

A. The most challenging part of model making for me is making tracks. The parts are small and numerous. If they are not made accurately the tracks will bind and break when you try to move the machine. The first set of tracks I made was for a Caterpillar 390F L excavator. This is a 90-ton machine, with over 400 parts in that set of tracks. Thankfully they worked just fine.

Q. Who is your modelling inspiration?

A. There is one model maker I admire immensely. His name is Richard McBride and he can be found on Facebook. His models are fabulous. He is so talented he made a model of Big Musky (the largest dragline excavator ever built) entirely from old photos. It's got to be seen to be believed.

Q. What would be your ultimate 'dream' model to make?

A. My ultimate dream model would be the Liebherr Ltm 11200. It's a 1200-ton capacity mobile crane. I estimate it would take me 400 hours to build. Cranes have always been my favourite piece of machinery. I would also build a fleet of trucks and ballast trailers to run along with it. Maybe five rigs carrying the various parts for the crane. It would be about 1500/2000 hours in total. I'll do it someday when I can find a spare year or two. ■

Many thanks to John for taking the time to chat with us. More pictures of his tremendous models can be found on his Facebook and Instagram pages.



Conrad

Conrad has announced a number of interesting MAN truck models, many of which are now available from specialised model dealers. Three different MAN TGX tractor rigs have been released, each accompanied by a Faymonville trailer and finished in a white decoration with red stripe. The combinations include 6x4, 8x4 and 10x4. A rigid three-axle MAN TGS NN truck with Meiller three-way tipping trailer is now available in a blue and silver combination, complete with two-axle tipping trailer and there is also a two-axle tractor with three-axle tipping trailer.



MAN TGX XLX Euro 6C with four-axle Faymonville Telemax extending Trailer 1/50 (ref. 76194/0).



MAN TGX XXL Euro 6C with Faymonville Variomax Trailer 1/50 (ref. 76195/0).



MAN TGX Euro 6C with Faymonville Variomax two, three and five-axle module Flat Bed Trailer 1/50 (ref. 76213/01).

MAN TGX GX 4x2 with Schmitz tipping trailer in Baernreuther decoration 1/50 (ref. 80202/0).



MAN TGS NN with three-way Meiller Tipper body & Towed Tipping Trailer 1/50 (ref. 81182/0).

Mammoet

Hot on the heels of the Trojan 8870 heavy haul tractor in Mammoet markings, which sold out within days of release, comes another version of the Trojan, this time decorated in the ALE colours, a company which has been taken over by Mammoet.



Trojan 8870 Heavy Haul Tractor with ALE markings 1/50.



Scania Next Gen S-series Highline with three-axle refrigerated trailer 'Thomas Boers' 1/50 (ref. 80910).

Mack F700 with three-axle curtainsider semi-trailer 'San Jose' 1/50 (ref. 70360).



Volvo FH01 Globetrotter XL with three-axle curtainsider trailer 'Weea' 1/50 (ref. 75521).

Volvo FH LNG Globetrotter with resin gas trailer 'Jongeneel' 1/50 (ref. 76168).



Volvo FH04 Globetrotter truck and trailer with resin bodies 'Jepsen, Michael' 1/50 (ref. 74995).



Scania Next Gen S-series Highline 6x2 'Ronny Ceusters' (ref. 76423).



Volvo FH12 Globetrotter XL '70-year edition' 1/50 (ref. 80926).



MAN TGE van 'Tekno' (ref. 80963).



Scania Torpedo 144-530 tractor 'Vd Werken Flowertrans' (ref. 81000).

NZG

Only two months into 2021 and Tekno have announced a number of releases including Volvo FH, FH01, FH04 and FH12 tractors, an old timer Mack F700 classic, Scania Next Gen and Torpedo tractors and Tekno decorated MAN TGE van.

Scania 730S 4x2 Tractor

When NZG released the first 1/18 truck it was unclear how popular the model would be, but excellent sales of the Mercedes Benz Actros, which has now appeared in a number of different colour decorations, including the mirror-cam update, have proven very popular, so it is not really a surprise that NZG would look to produce another brand of truck model.



Right:
The latest release in the 1/18 trucking range, the Scania 730S finished in a black decoration.



Right:
Side skirts protect the fuel tanks with nicely etched upper walkways, coiled service lines and a locking fifth wheel plate.

Available in either white or, as reviewed here, black, the Scania 730S is the latest release in the 1/18 programme and is another example of the excellent engineering and choice of materials to produce a stunning replica. Getting it out of the box, you cannot fail to be impressed with the heavy weight, indicating that many of the model's parts

have been produced from die-cast which is always good to see. The two-axle chassis has a drivetrain from the gearbox to the rear axle along with several air bottles inset between the chassis rails. To the rear, there are a pair of wheel chocks in their holders with a pivoting fifth wheel plate which has a working pin puller handle. There are several platforms behind the cabin, one from photoetch which is separate in the box, allowing the Scania to be fitted with the Lohr car transporter body. Fuel tanks are fixed to each side of the chassis, protected behind side skirts with



Above: The upper spoiler can be adjusted in height which is a nice touch.



Above: The front grille is comprised of fine perforated panels which look good, lifting to allow the interior detailing to be seen.



Above: Both cabin doors can be opened, revealing the very nicely modelled interior.



Left:
The protective mesh really enhances the appearance of the truck, hinging down to allow the cabin to tilt.



Above:
Separate accessory set containing side bars with marker lights and a choice of hinged protective frame, or chrome underside bar.



Left:
The silver accessory set gives the model an interesting look.

access steps integrated into the left side, below which is the exhaust pipe. The front axle has functional steering and appears to be sturdier than the front axle of the Mercedes. What is nice here is that there is a steering linkage up through the cabin floor which connects with the steering wheel, so as the wheels are turned, the steering wheel moves. The range of movement is very limited but it is a nice touch.

Behind the cabin, there are four service lines, two with pin style ends and two with a different type of connector. There is a raised frame to keep the lines tidy when not connected to a trailer and in order to tilt the

cabin, the lines need to be uncoupled which is easily achieved, with the front grille hinged to lift up revealing the interior detailing. The mesh panels in the grill are finely etched and do look good, allowing glimpses of the interior panel. All lights are produced from clear or tinted plastic with orange indicator and red brake lights. There is a light bar fitted to the roof along with a pair of air horns and a roof window allowing light into the cabin to help to highlight the interior detail. This is seen once the cabin doors have been opened and you are greeted with a tan-coloured interior with dashboard, steering wheel, hand controls

and foot pedals. The seat armrests on both driver and passenger seats can be lowered or raised and behind the seats is the bunk bed with roofline storage compartments adding to the interior detailing.

Interestingly, NZG has also released an accessory set which incorporates a front frame with mesh panels, hinged to allow it to fold down to open the front cover and this screws into place on the underside of the bumper. Alternatively, you can fit a decorative chrome bar below the bumper with matching side bars, complete with marker lights. As shown here, the accessories enhance the overall aesthetics of the truck. ■



Above: The fifth wheel plate pivots, with working pinpuller lever.



Above: The engine block at the heart of the chassis has been faithfully reproduced.



Above: The entire cabin can be tilted forward to uncover the engine area.

WSI Models - In Development

WSI Models have released details of a number of 1/50 truck projects that are in development for release during 2021.

Mercedes NG/SK1/SK2 Generation Classics

In the Classics range, WSI has announced the Mercedes NG (Neue Generation) and SK (Schwere Klasse) generations. The project includes the development of different cabins, including the EuroCab and 'Grossraum' cab with a wide range of options, features and accessories like grille versions, bumpers, spoilers, fenders etc. Heavy haul fans will not be disappointed with the project including heavy-duty tractors with options including three different towers, four heavy duty bumpers and wheelbase options from 4x2 to 12x8.

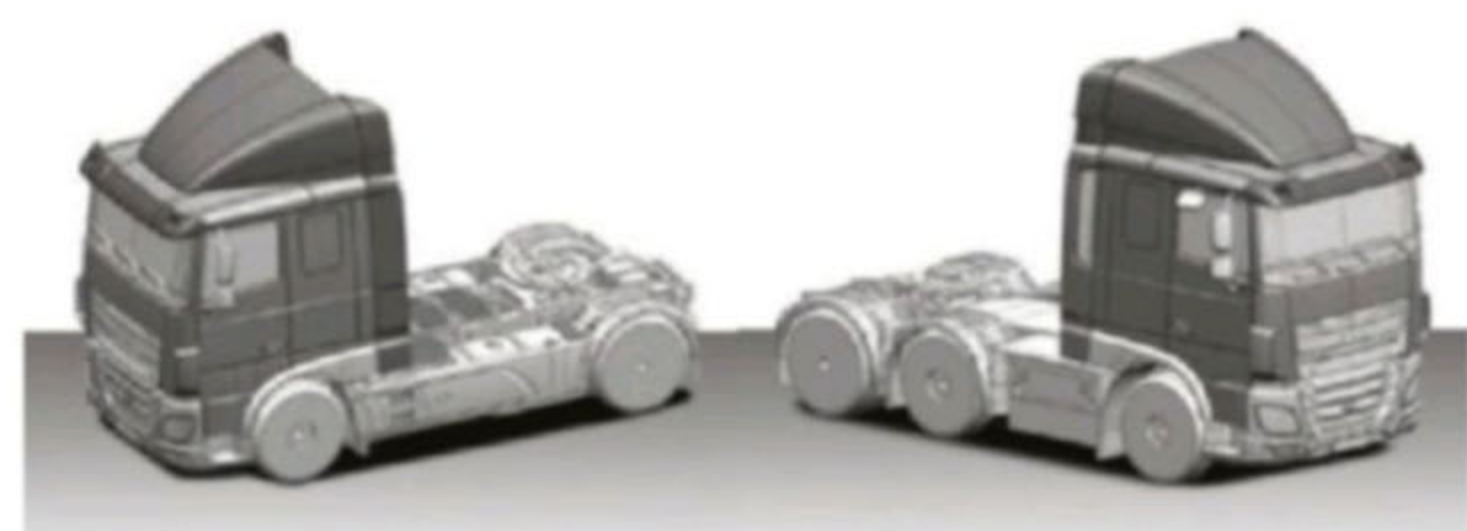


Renault T Tractor

Starting with the Renault T and Renault T-High cabin options, a range of trucks will be available in all axle configurations, including both tractor and rigid trucks with other cabin options, including low roof sleeper, C and K series added in the not-to-distant future.

Scania XT Tractor

Development of the Scania XT has now finished with a number of models in production for release soon in the 'Premium Line' and for exclusive customers. There are a host of options including all Scania cabin and chassis configurations.



DAF Euro 6 Comfort Cabin

WSI has added another cabin option for the DAF Euro-6 generation with the development of the Comfort Cab so expect a diverse range of models to come, not only tractor rigs, but also tippers and hooklift combinations.

Volvo Fifth Generation FH and FH16 Trucks

With Volvo poised to begin delivery of the new 5-series FH trucks, WSI has been working on 1/50 scale versions in the background ready to release at the same time. Both FH and FH16 models will be available with three cabin options, new spoiler sets and side skirts, along with a heavy duty bumper option.



Volvo FH XXL Cabin

Two premium line releases are due soon of the Volvo FH and Volvo FH16 XXL Demonstrator which feature the all-new XXL cabin. For Europe, there is the FH XXL 6x2, while for Australia there is the FH16 XXL 6x4 which includes a Roobar in chrome and photoetch, and rounded chrome fenders, the typical configuration for Down Under.

Nooteboom Twin-Axle Euro-PX Trailer

For Nooteboom, WSI has redeveloped the twin-axle Euro-PX trailer which has a new detachable neck with a stable connection to the floor to accommodate heavier model loads along with an extending floor. The first release will be in the Nooteboom 'Redline' series.





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FFI

Fantasy Figures International is the number one international magazine for hobbyists and miniature painters. Covering the genres of Sci-Fi, Fantasy and Historical miniatures, Fantasy Figures International brings together under one cover the best painters and modellers from across the world.



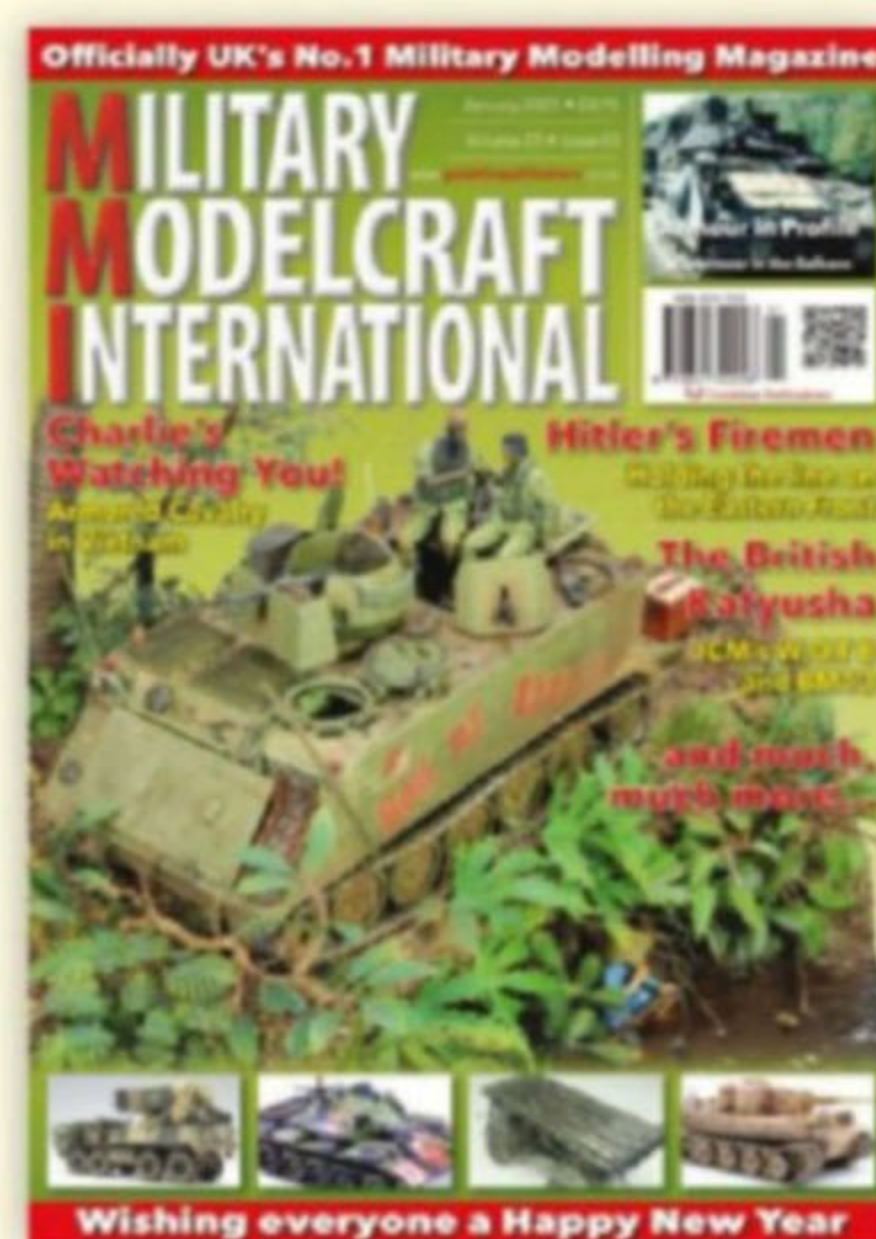
TSCI

Toy Soldier Collector Int prides itself on being the "go to" magazine for collectors of toy and model figures of all shapes and sizes with in-depth reviews on all recent releases within the hobby, from the "high end" pre-painted museum quality metal figurines to the unpainted plastic figures.



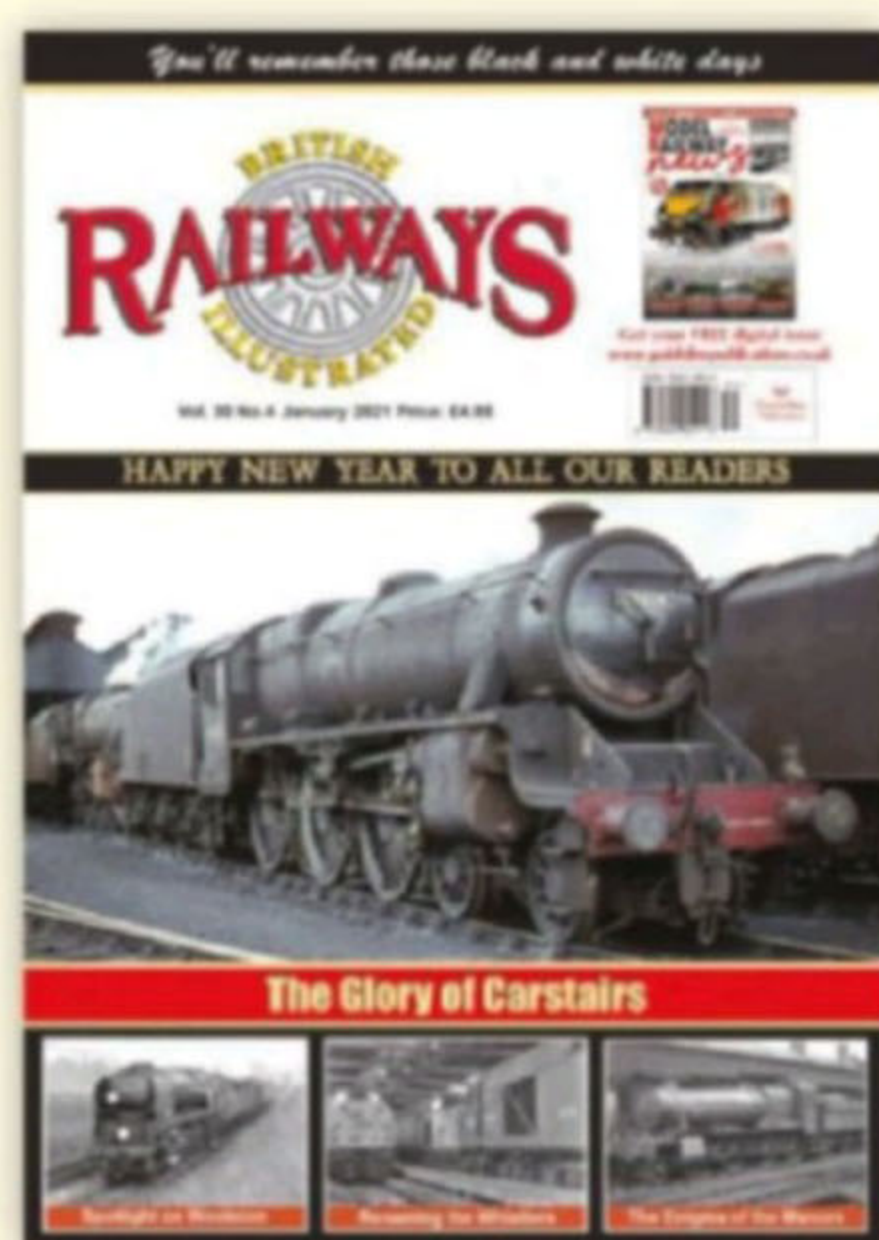
SAM

SAM is the Number one selling Aircraft Modelling magazine, with world-class content. Every month SAM is packed with build features, news, reviews, and in-depth research articles. We cater to every taste in aircraft modelling, from 1/144 to 1/24 and from the earliest days of aviation to contemporary aircraft.



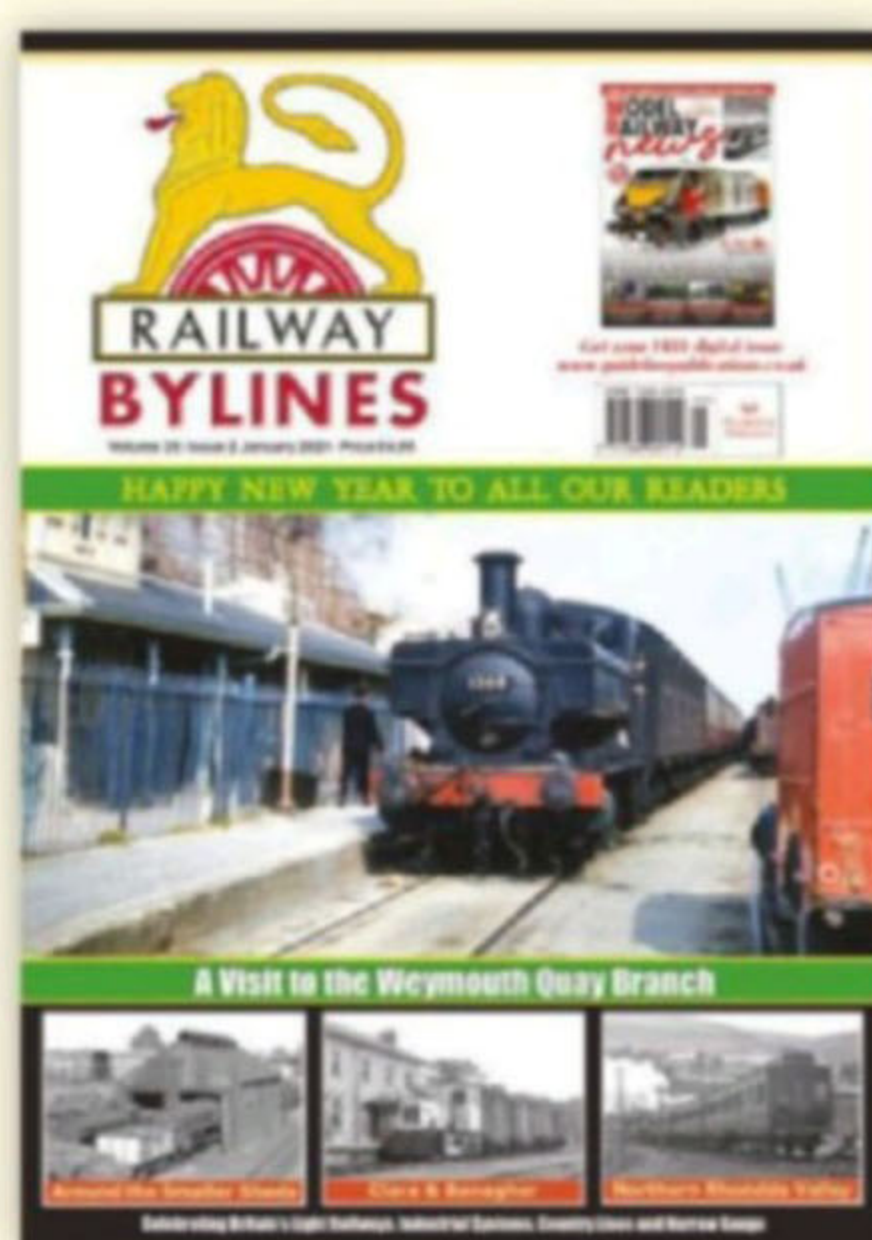
MMI

MMI brings you the best in armour and diorama modelling under one cover with the best modellers from across the world. Step-by-step articles demonstrate the tips and techniques with which you can lift your own modelling to the next level. From the newest releases to detailing and improving classic kits.



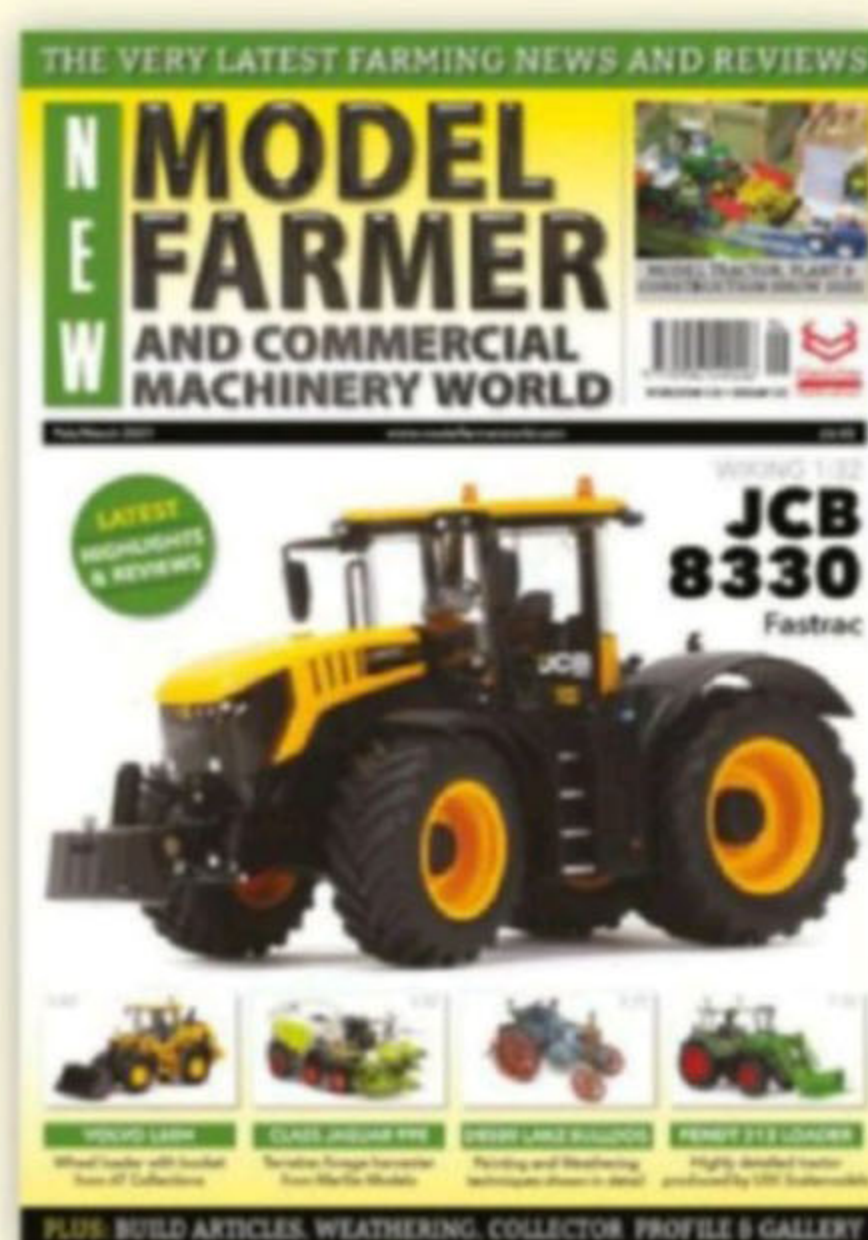
BRILL

BRITISH RAILWAYS ILLUSTRATED, has a good helping of nostalgia with some humour thrown in; concentrates on the steam and early modernisation era of British Railways, 1948 to the 1970s (diesel and electric) but also features subjects and themes from the 1930s and the Second World War.



BYLINES

BYLINES in the title is very deliberate; homely branch lines serving villages and country towns, industrial lines serving mills, foundries, works, quarries, mines and ports, together with their often ancient locomotives and their correspondingly elderly and eccentric stock.



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ROBERT SUMMER Mercedes Actros MP.3 & Stepframe Trailer

1/24 • By David Early

I have always liked the traditional look of the Robert Summers fleet, so this had been on my 'to do' list for a while. They undertake a variety of general haulage work, so have great selection of loads for their trailers and I thought the roof trusses load was among the most impressive. Starting with the tractor unit, I used the 1/24 Revell MB Actros MP3

Kit (ref .07425). I have built a few of these kits in the past and have found it one of the best in terms of assembly (**Photo 1**).

The first job is assemble the cab as normal, with the outer shell first and then the inner cab. The Modellers Resource RHD kit consists of the top half of the dash only and goes together without any problems. Next item is the chassis which is assembled in two

parts so it can be extended fairly easy. I used a spare chassis rail from a previous build with the chassis being extended to give it a total length of 270mm.

The rear axle was then installed following the instructions. The Kit Form Services universal axle was next to be installed and as with all of the Howard kits it went together with no issues. The fit is superb and the axle





can be positioned in the raised or lowered position. As this was to be built as the MP3 version of the Actros, I opted to use the P&B exhaust and add-blue kit. The fit of these parts was good, but the parts did require a little cleaning up of the casting flash. The parts arrive with only the most basic of instructions in the form of a sheet of paper with some pictures. Although this was fairly easy to follow for an experienced modeller, someone less experienced will find it harder but it is still well worth the effort **(Photo 2)**.

The KFS jost sliding fifth wheel, along with the kit front axle and engine were installed next. As this is a 6x2 mid lift, the air intake has to be modified. I used an old air filter cylinder from a Scania kit as the basis for the new part, modifying the inlet of the kit part and fitting it to the Scania cylinder **(Photo 3)**. A simple L-shaped bracket fixes the air intake to the chassis and I used a bendy straw to create the tubing that connects this to the engine. The air filter stack was cut into two pieces in order to fit it onto the new air filter assembly. It

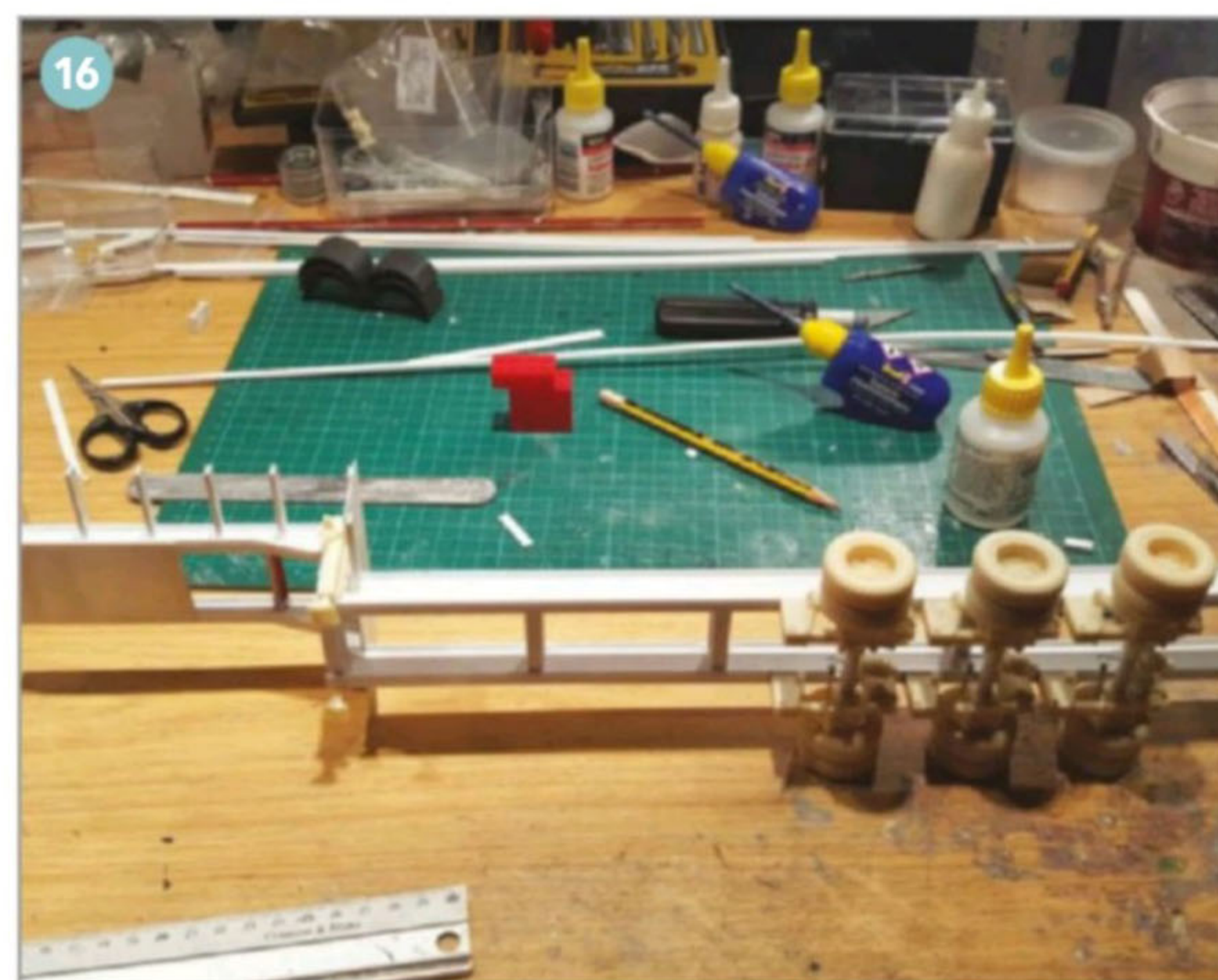
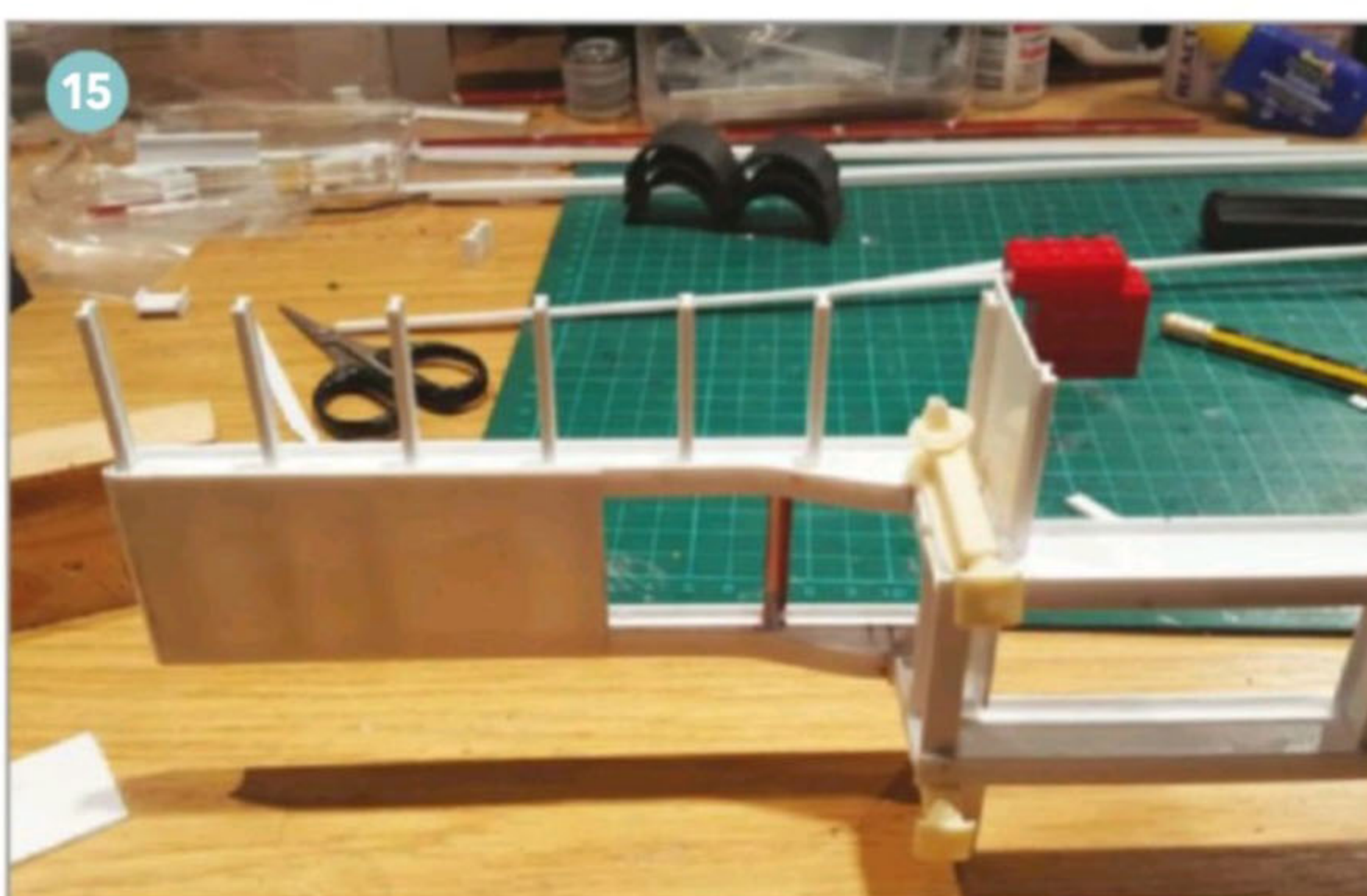
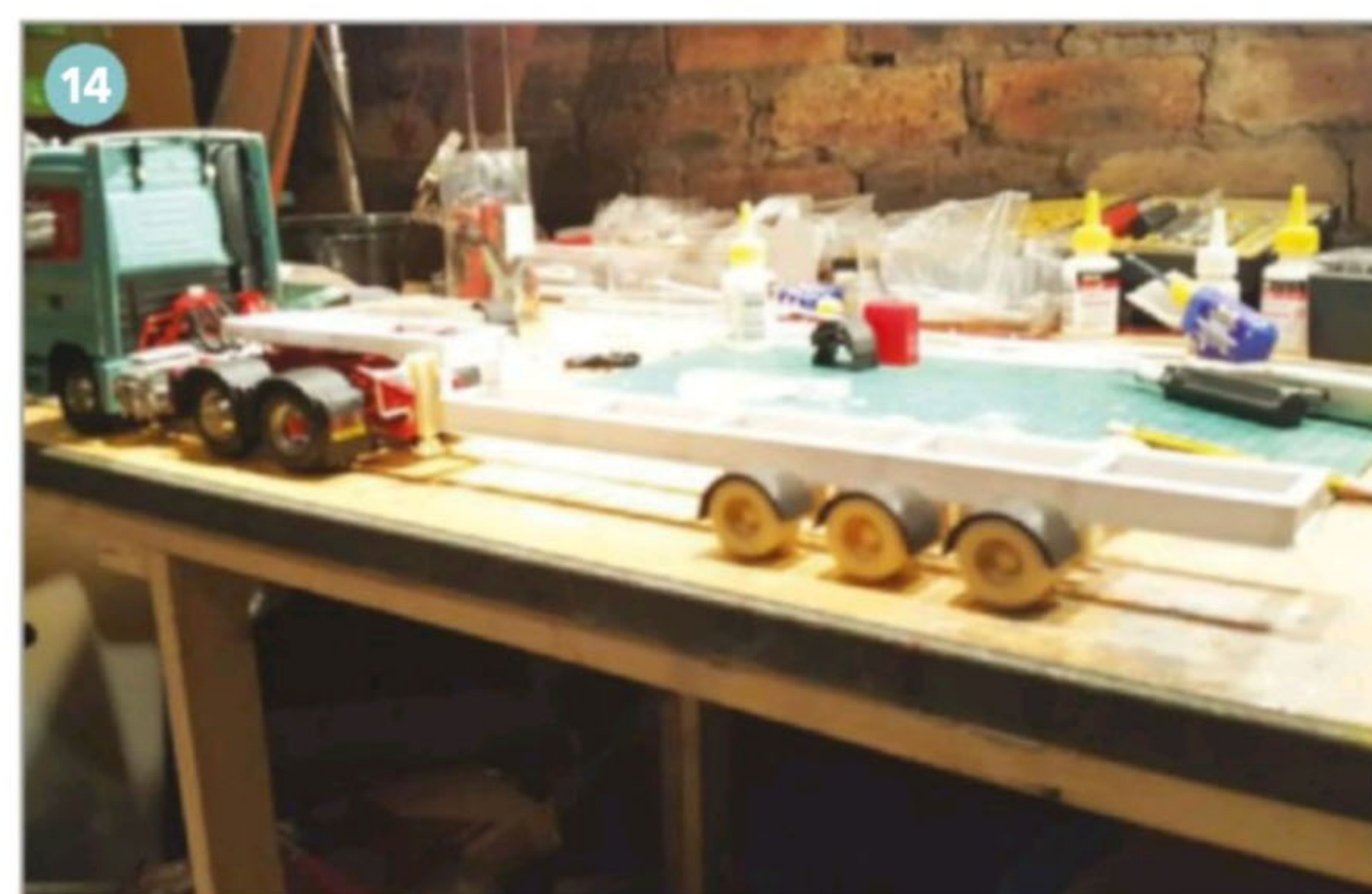
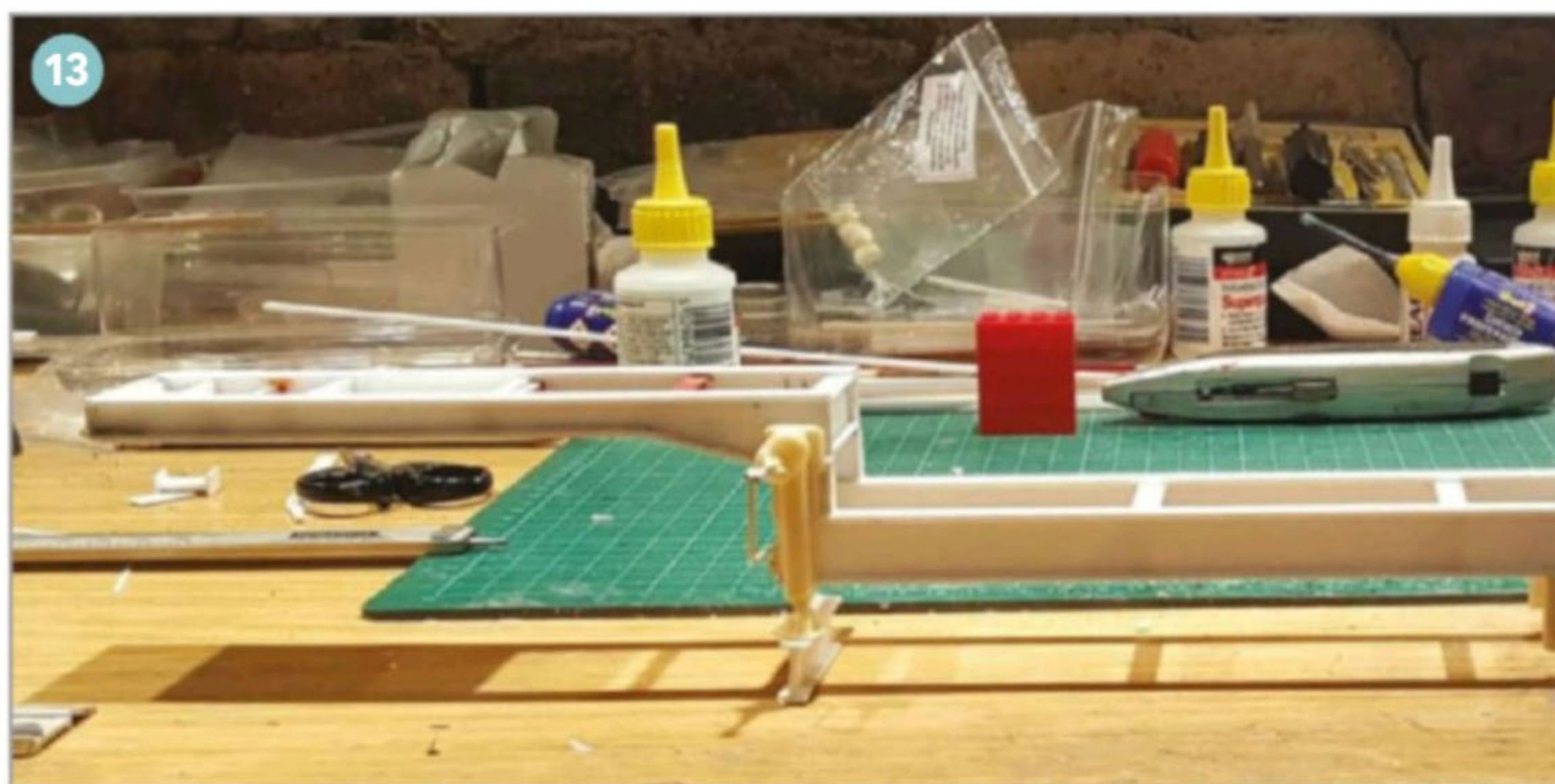
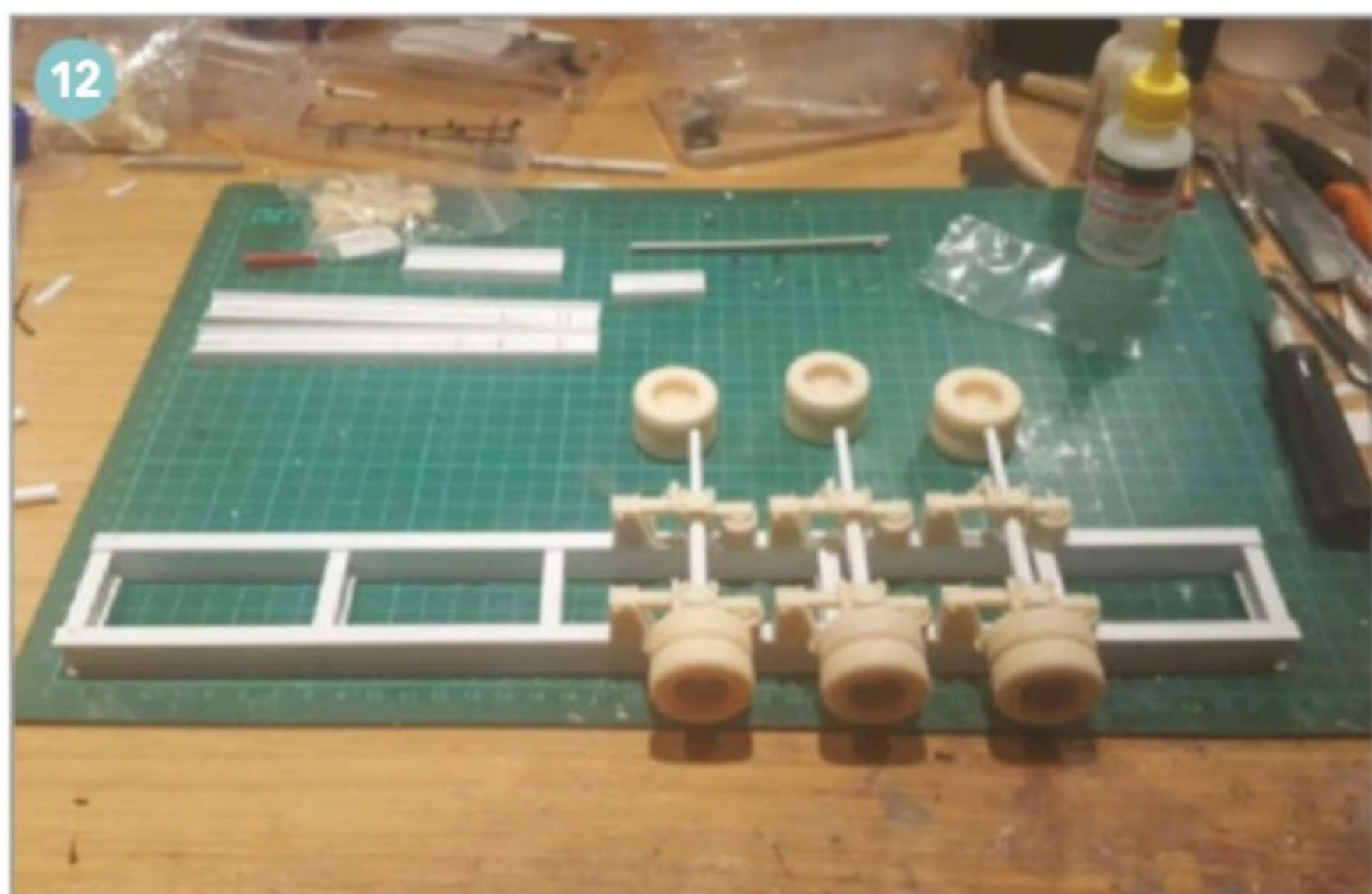
was time to get some paint on the unit, so in preparation I applied a coat of primer. Once this was dry, I painted the cab Rust-Oleum Mode High Gloss Pure Aqua (AE0240010E8) and Humbrol Gloss Red (19), with the top air kit being painted Humbrol Gloss White (22) **(photo 4)**. This was all set aside for a week to let the paint fully harden. The chassis was also painted gloss red. I spray painted the fuel tank chrome, while other details such as the air bags and Add-Blue unit were picked out in matt black **(photo 5)**. The taillights and indicators were painted with Tamiya Clear Red (X-27) and Clear Orange (X-26) as required. Once the paint had hardened I applied the decals, which I'd obtained from Roger at Dodger Decals, who did a superb job yet again **(photos 6 & 7)**. Next came the job I had been dreading, applying the pinstripes. I started with the corners then fitted the lengths in between. Needless to say this is a time consuming process, but with patience they do make a difference to a model. After the pinstripes had dried I sealed them with a clear coat of Humbrol

Gloss (35), which was allowed to fully dry over a few days.

I was now in a position to assemble the cab. I didn't tend to add much detail to the inner cab, however I did make and fit a set of curtains formed from some tissue paper. Spotlight bars were added to the front of the cab. The lower bar is from a spare from an accessory kit, while the top I made myself using metal rod curved to shape **(photo 8)**. The bars were then fitted with KFS oblong spotlights, all of which were sprayed with chrome paint **(photo 9)**. A simple sussie rack was assembled from different grades of solder painted satin black and installed onto the chassis. The only problem I had with the kit was trying to attach the pins for the cab tilt hinge. On previous Actros kits you could mount the cab then install the grille, but on the MP3 you have to install the grille from behind. I tried a few times unsuccessfully but decided to sit the cab on its mounts instead of using the hinge **(photo 10)**.

After finishing the tractor unit I set about building the trailer. At first I thought about





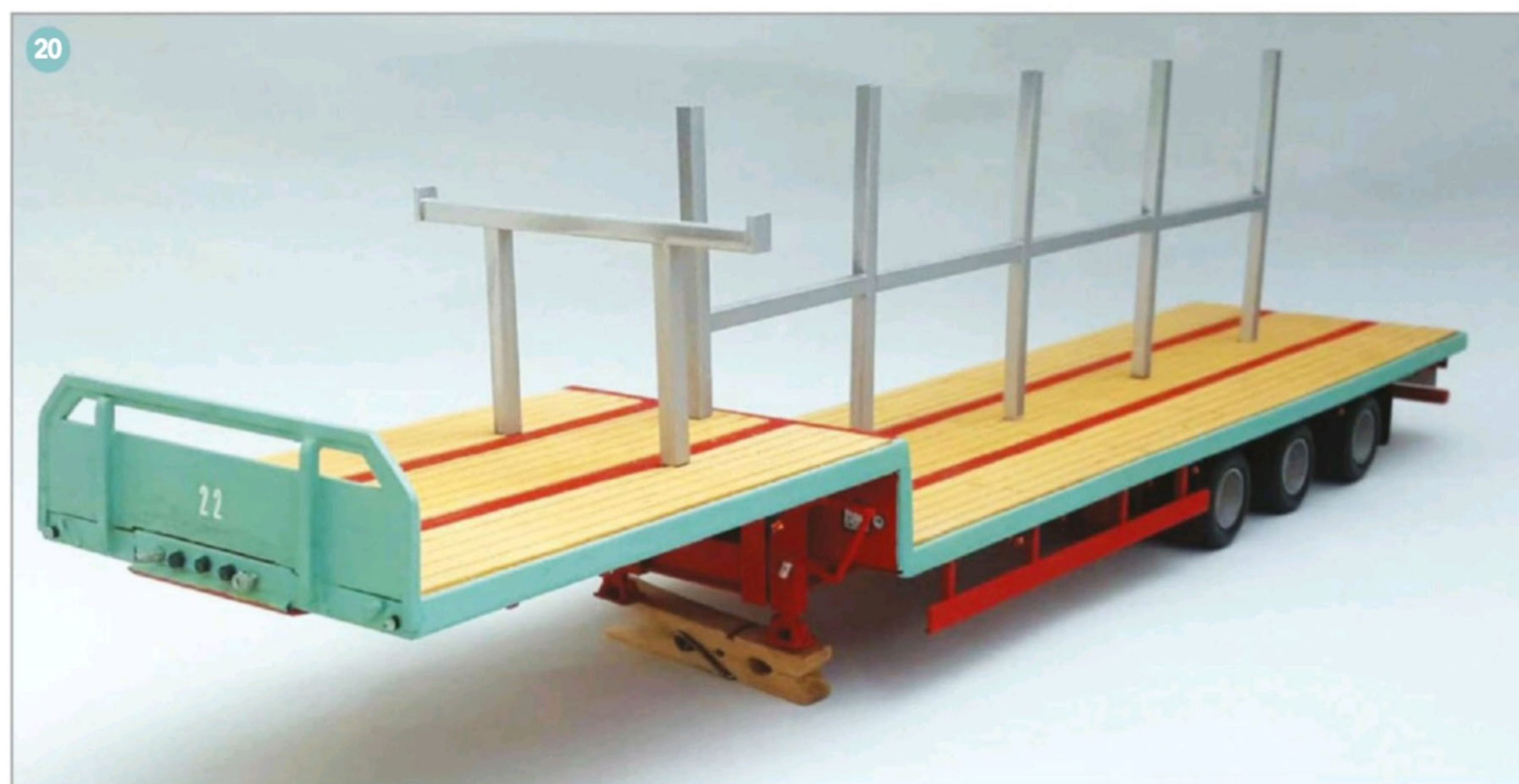


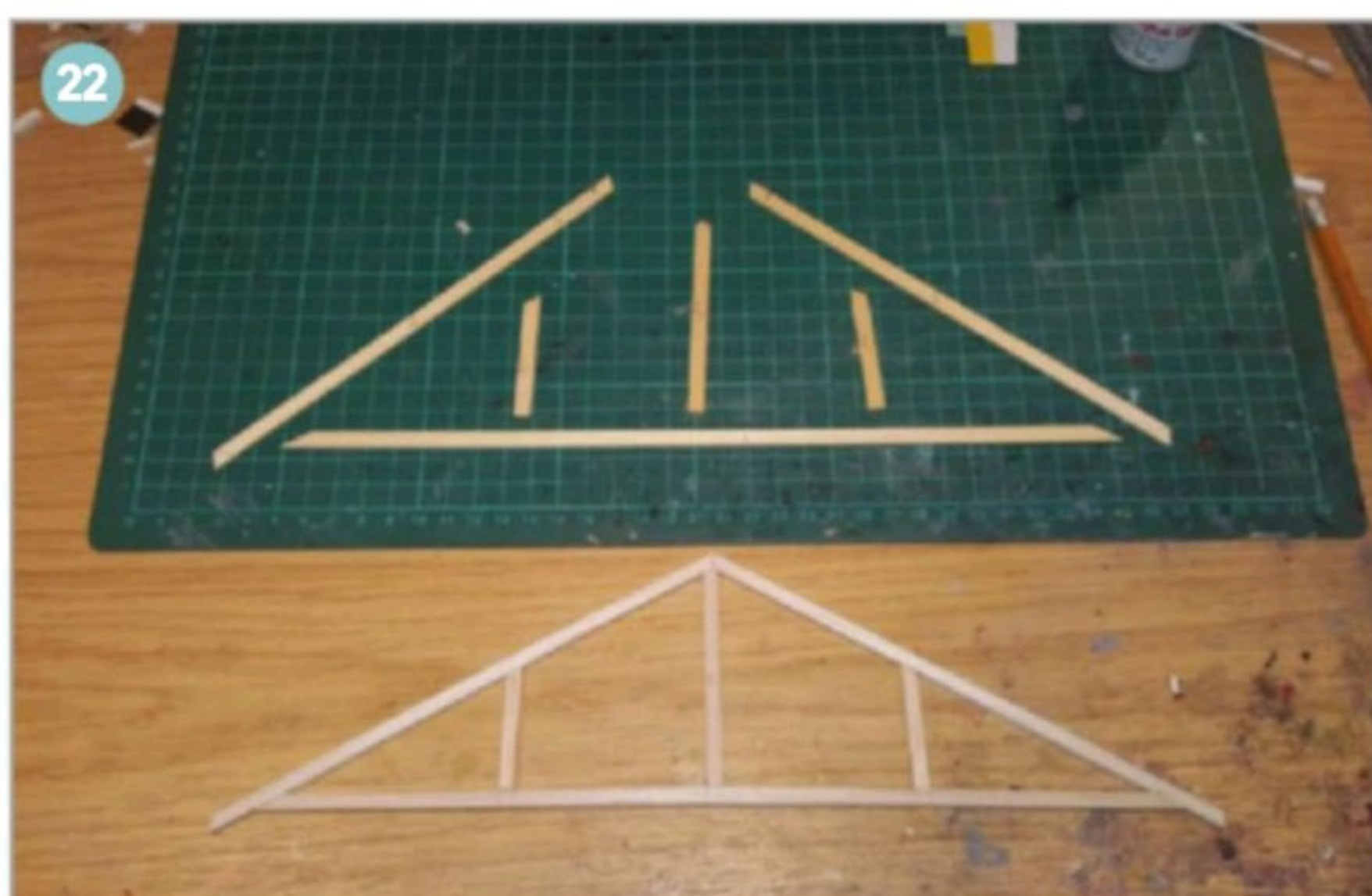
using the Revell low loader kit as a base for the Stepframe trailer but decided not to and scratch built the trailer myself. First, I built the chassis in two sub-assemblies: the top deck plastic beam sections were built to 155mm and the lower deck beams were cut to 365mm, which works out to a scale 40ft at 1/24. Both assemblies are simple box construction **(photo 11)**. This is made much easier by using my Proxxon table saw. I consider this the best tool I have ever bought and although a little pricey, it's worth every penny.

I then fitted out the trailer assembly using the KFS low ride suspension and axle set, along with a set of resin wheels, which were assembled as per the instructions **(photo 12)**. These were a superb fit and needed nothing more than a wash before assembly to remove any traces of mould release agent. After building and cutting the top deck chassis rails the KFS resin landing legs were installed **(photo 13)**. After the glue on both assemblies had fully dried, I offered the trailer parts up to the tractor unit,

making sure the lower deck was level. Taking a measurement from the upper deck on the fifth wheel, I found that a standard size 10mm plastic 'I' beam was required to join the two assemblies together **(photo 14)**. At first I had planned to use plastic pipe for the shape of the mudguards but decided to go for a simpler flat mudguard held in place with a metal rod instead. Square plastic profile was used to provide the support pins for the load **(photo 15 & 16)**.

The trailer was painted using the same Rust-Oleum Mode High Gloss Pure Aqua as the cab, but after it had dried I sealed it with a coat of clear satin **(photo 17)**. Balsa wood sheet was used for the wooden floor and then inscribed to simulate the decking planks **(photo 18)**. The various pins were painted in Humbrol Silver (11). The wheels were painted Humbrol Satin Black (85), Silver and Red for the hub axle **(photo 19)**. The M&G white metal lights were painted with Tamiya Clear Red Clear Orange as with the other lights. The side marker lights came from a KFS photoetch set.





Now the trailer was finished (**photo 20 & 21**), I started to make up the load, after searching the Internet for images of roof trusses, I found that there were more than a few designs to choose from. I admit to choosing the ones you see as they seemed the easier option to build. Using the Proxxon saw again I undertook the multiple cuts in the balsa wood strips I had selected (**photo 22**). This process proved more time consuming than I had bargained for, taking more than a few nights in the model room. The monotony of the task was broken up by building smaller trusses and filler pieces to make up the load (**photo 23 & 24**).



To sum up, this build was challenging on many fronts, from stretching the tractor unit chassis to scratch building the trailer and load, but all things considered I really enjoyed the build process and I am pleased with the outcome.





Parts Used:

Tractor Unit

- Revel Mercedes Actros MP3 kit (ref. 07425)
- KFS Generic Mid Lift Axle
- KFS Spotlights Oblong
- KFS Jost Sliding Fifth Wheel
- KFS Photoetch Lights
- KFS Pin Stripes
- Modellers Resources Rear Wings
- Modellers Resources RHD
- P&B Add Blue Kit
- Dodgers Decals

Trailer

- KFS Low Loader Suspension
- KFS Low Loader Resin Wheels
- KFS Resin Landing Legs
- KFS Evergreen Profile
- M&G Trailer Lights
- Balsa Wood Sheet for Timber Flooring

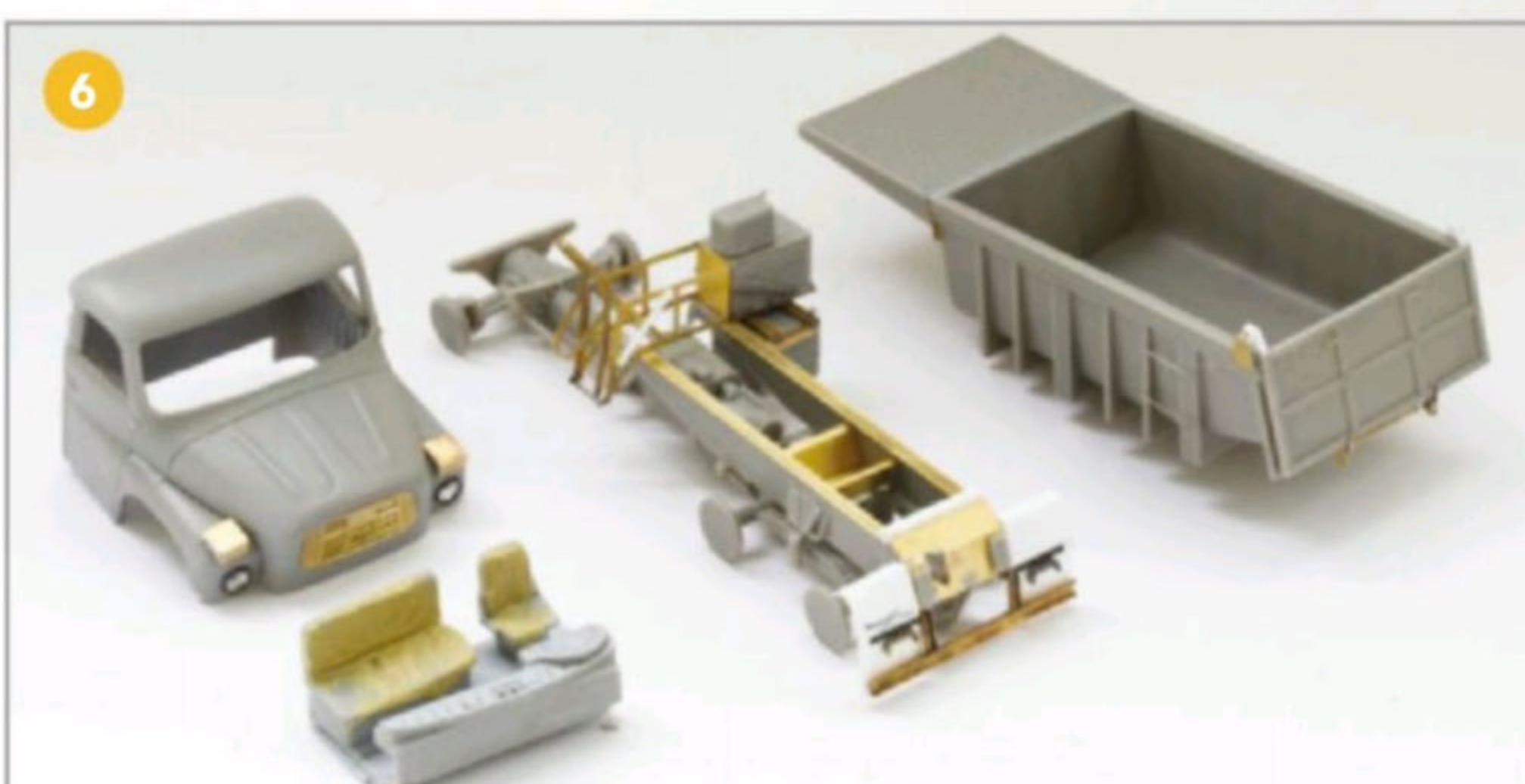
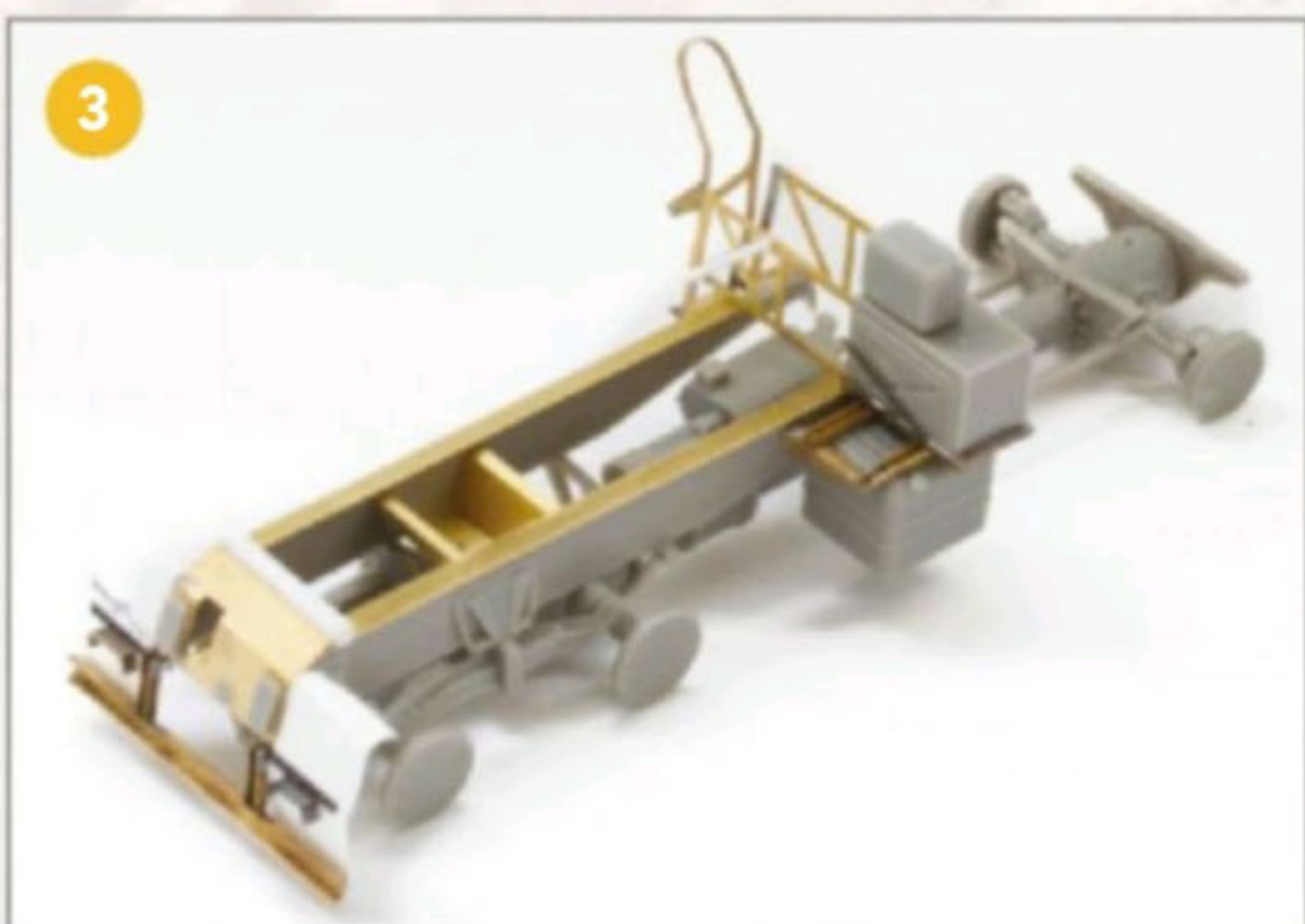
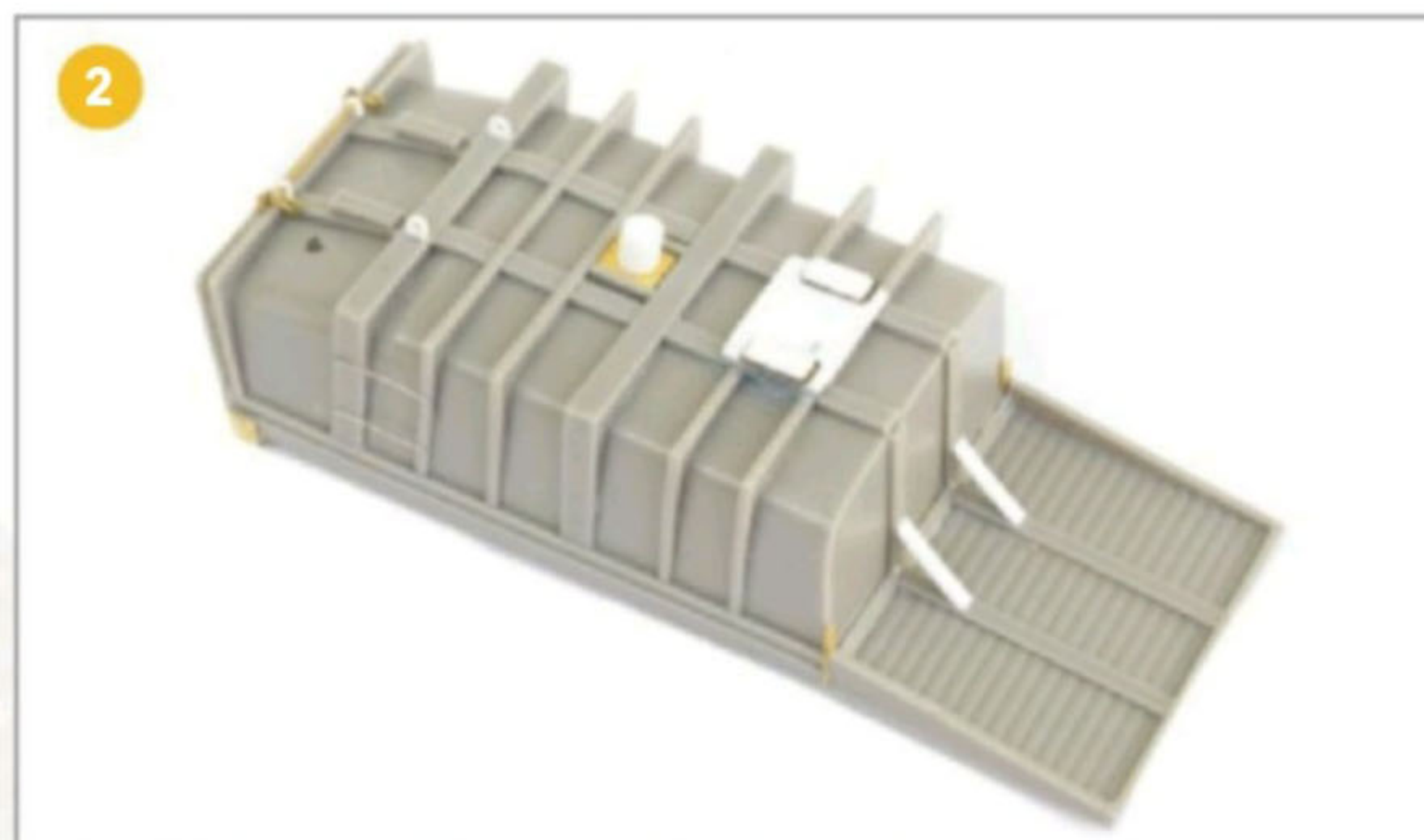
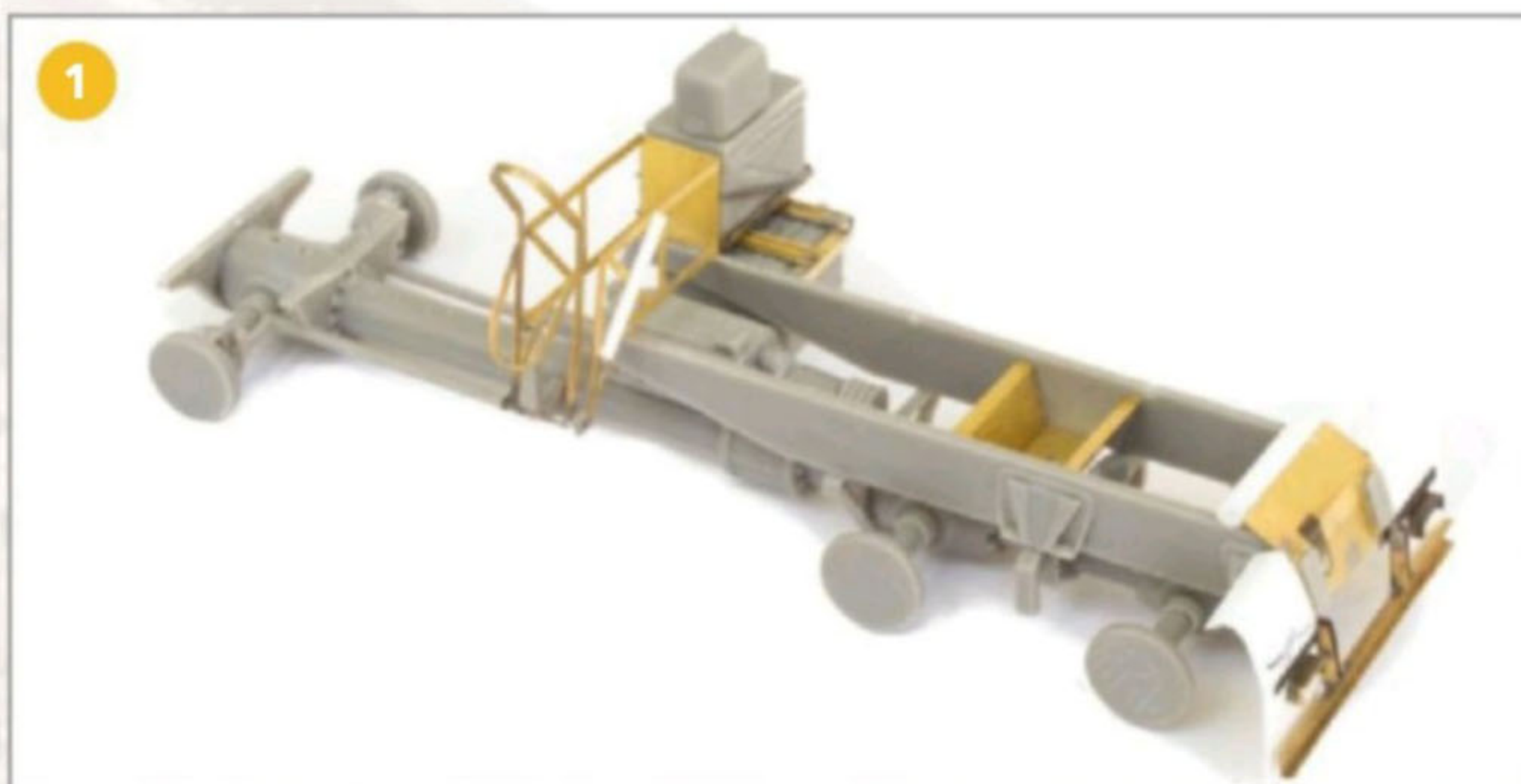




TATRA 148 S1

1/72 • By Ihnat Pamazkou

Tatra 148 is a technical and exterior development of the previous model the Tatra 138. The base of the vehicle is a backbone frame made of steel which is designed for high-torsion stiffness. All the other parts of the vehicle, such as the engine, transmission, suspension and cab, are then attached to this frame. Another particularity of this vehicle is its incredibly high level of mobility, which is achieved by All Wheel Drive (AWD) and by the use of walking beam type axles with an oscillating axle shaft. This gives the vehicle the distinctive 'clumsiness' of the wheels when the truck is empty. The next important thing is the engine. It is a diesel V8 with 12.6 litre displacement and torque output of 810hp, which also has aircooler. These factors make this truck very popular in regions with a cold climate, where they are to be found used on oil field developments and the like. Drivers love this reliable and maintenance-friendly vehicle. The construction of the truck is very simple and experienced mechanical engineers have no problems with its maintenance.



This particular 1/72 model kit is produced by Brassica Models (ref. K72007) (<http://brassicamodels.com>). The kit parts are formed of light-grey resin and is supplied with photoetch, wet transfers and transparent resin parts for making headlights, parking lights and brake lights. The resin is of a high quality, being cast without any defects of air bubbles. Unfortunately, the kit has number of issues, the main one being the glazing for the cab, which is provided as a single vacuum moulded part. The sidewalls to the cab are also far too thick for the scale which ruins the effect of the model if you build it straight from the box. A number of details are simply missing from the kit or have been overly simplified, while I found the instructions to be hard to understand. In order to understand the model and the instructions better I found it useful to have a set of reference photographs ready.

I began with adjusting the chassis frame. I made a few additions and alterations including rear mudguards, adding a bumper made from spare photoetch and some scratch built brake lights (**photo 1**). I installed an axle for the tipping body (**photo 2**), while the tipping body itself received some further improvements including rubber dampers, mounting hinges, support struts for the rear and ladders on sides (**photo 3**). Additionally, from spare photoetch, wire and plastic card, I created the tipping body locking system according to the photographs I could find (**photo 4**). The top hinges to the rear of the

tipping body were also made of plastic card because the photoetch items provided in the kit didn't look similar to those in my references (**photo 5**).

The interior of the cab was assembled without improvement apart from the addition of driver and passenger seat covers. The headlights were changed to those produced by Russian company Elf as these were an improvement over the kit parts. The biggest effort on the model went into the glazing of the cab. I cut out each window from the vacuum moulded part and then test fitted each window to its location in the cab. I ground down the sides of the cab as far as I could to make them closer to scale thickness and glued the windows in place. The window rubber was made of 0.1mm wire, a task I doubt I'll be repeating in future in 1/72 scale. This operation leaves no room for mistakes as the window rubber is glued onto the edge of the transparent parts. Accidentally touching the glazing with glue means the whole part would be damaged and needs to be replaced (**photo 6**).

The painting process commenced with priming. For resin kits I prefer to use Alclad Microfiller by AMMO (ALC309), as it flattens small rough areas and sticks to the resin really well (**photo 7**). Initially I wanted to paint the truck blue. However, I wasn't happy with the colour I'd chosen so decided to remove the paint and start again, this time with a colour matching that of the original truck. The cab was painted in a brilliant orange, made by mixing Mr. Hobby Orange (H14), Cream



Yellow (H34) and Yellow (H329) acrylic paints (**photo 8**). The body was painted using the hairspray technique. First, I applied a coat of darkbrown paint, followed by a layer of hairspray and two layers of a green shade made from a mixture of Tamiya Flat Green (XF-3) and Olive Green (XF-58) (**photo 9 & 10**). Since the Mr. Hobby paints were gloss and the Tamiya colours I used matt, I applied several layers of Micro Satin clear (MI5) by Microscale to achieve an even finish (**photo 11**). The smaller parts, such as the window rubbers, door handles and so on, were painted by hand using a brush.

The first stage of weathering, applying a wash, was made with diluted Abteilung 502 oil paints (**photo 13**). After that I applied a further layer of hairspray to the model and followed that with highly diluted Tamiya Buff (XF-57). As a result, I had a nice, varied base for the following weathering processes. I used the dusty colour as a base for the weathering and intensified the contrast by using Abteilung 502 oil paints of suitable dusty colours. The contrast achieved by applying the wash decreased considerably as a result of these actions, so I repeated the wash in localised areas.



13



I decided to load the tipping body with scale bricks. The sides of some bricks were painted with a dark colour and the upper surfaces with a lighter one to help the load resemble a demolished stove or kiln. Crumbled bricks were added on the wings of the vehicle over the rear wheels and on the front part of the body and fixed there with white glue (**photo 14**). The base is made of plaster plates. All the scratches were applied manually with a knife and tweezers. This was then painted with Tamiya acrylic paints and weathered with Abteliung 502 oil paints. ■

14





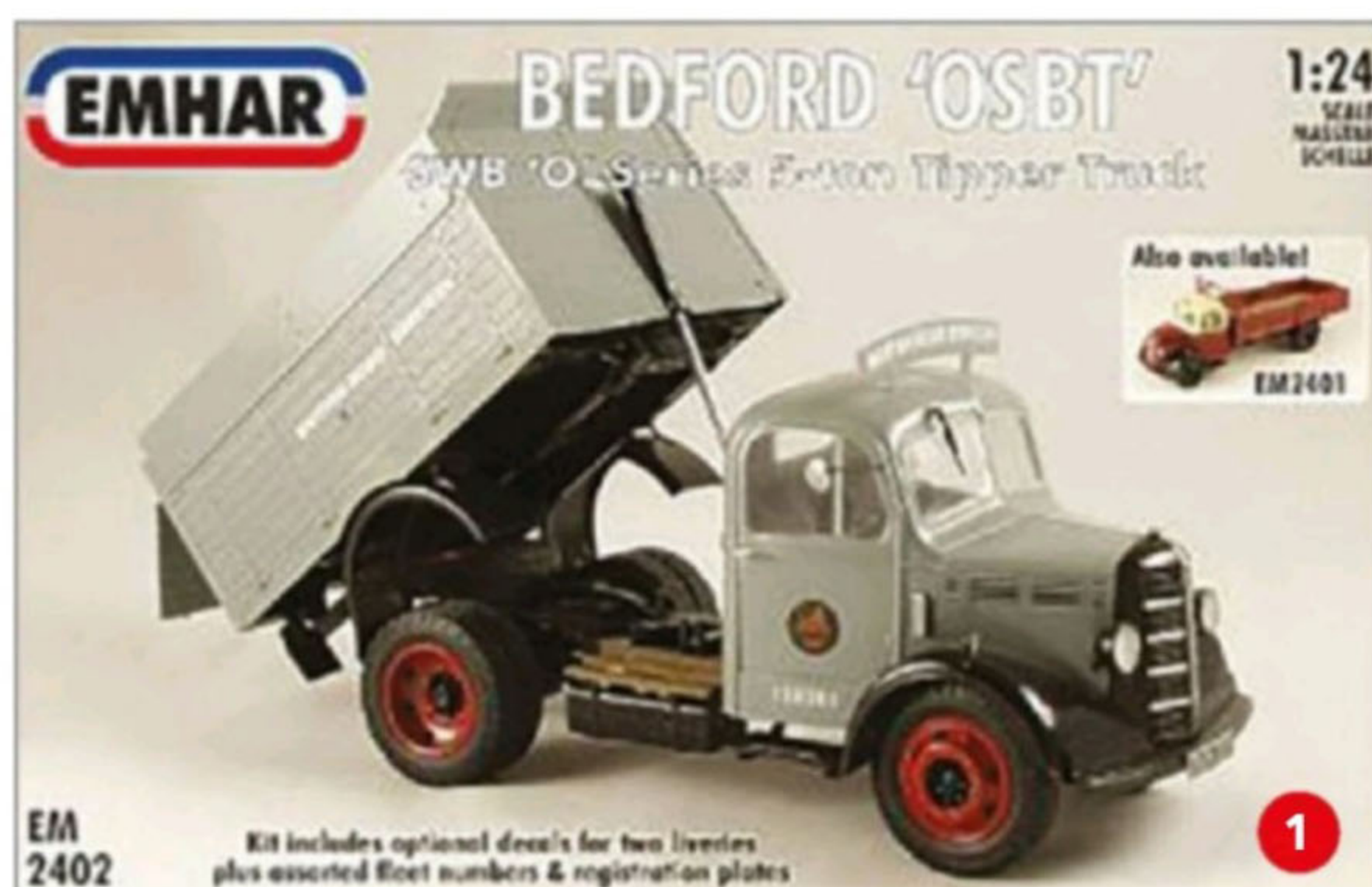
Emhar Bedford OSBT Tipper

1/24 (ref. EM2402) • By Patrick Wickham

I tend to add another dimension to most of my builds as I like to see them as I would want to in their full size form (**photo 1**). This kit was built exactly as shown in the instruction booklet, however I did leave the decision of having the tipper body in 'parked' down or raised to the last moment, as the instructions tell

us it has to be in one fixed position or the other. The build started off with constructing the chassis, into which I installed the engine prior to fitting the five wheel/tyre combination parts. I also added whitewall to the tyres using a new UNI (Mitsubishi Pencil) POSCA colouring Paint in a Pen in white acrylic (**photo 2**).

Having completed this, I shifted my concentration onto the tipper body, leaving painting the chassis to later. Once it had been assembled, I brush painted the completed tipper body interior in a matt sand finish and added coffee stirrer sticks to the tipper floor to replicate the load bed and brushed on a clear wood varnish. I then went around the





outside tipper body and brush painted the raised metalwork in a matt black, although, as I'm not practiced in painting the raised wood area to look like wood, I cheated and used some of my own home-printed 'Woody' decals between the metalwork. When the tipper had completely dried, I applied the kit decals along with some I found in my spares box, a process I followed with a brushed-on clear gloss coat (**photo 3**).

I left the cab in the bare grey plastic as it came supplied in the kit and sprayed on a clear dull-coat. I added a brown painted interior and the kit dashboard decals, the windscreen glass, the rear side mirror and one windscreen wiper on the driver's side to finish the cab exactly as I remember them as a boy. The doors can be fitted open or closed or, if you are so inclined, you can hinge them yourself. Fitting the cab to the chassis was next and easy as it fitted precisely all the

way round. I had to sand and shave down the bonnet and bonnet sides as they were slightly too long, something that was evident only after fitting the grille shell around the radiator to the fixing points at the front of the chassis. I'm pleased to say that this was the only place any slight modifications had to be made during the build.

The tipper body was to be fitted next, again a simple task achieved by fitting it to the pins/brackets on the rear of the chassis, resulting in an easy rise and lowering of the tipper shell (**photo 4**). The only thing to do now was to decide how the two hydraulic rams were to be mounted, one short in the down position and one long in the raised position. I fitted the short ram to the front of the tipper shell, carefully on the two small pins provided, so to have minor tilt movement. As the longer ram had the top hydraulic piston casing the same as the

short one, I cut it off and replaced the shaft with a small diameter alloy tube, carefully measured to fit in the raised position. This was attached by the top tube end to the short 'closed' ram and at the lower end into the cup provided on the raised bracket on the chassis behind the cab (**photo 5 & 6**). This sounds complicated, but when you have the parts in front of you it is quite a simple modification. I then needed a load to put into the tipper body. On hunting around the garage, I found some small slate chippings which would be perfect for the task and so I used those (**photo 7 & 8**).

This is a superbly produced kit by EMHAR; all of the parts fit together well without any flash on any of the components and make into a model you would be proud to display in a prominent position in your cabinet. ■





Revell VW T1 Samba

1/24 (ref. 07399) • By Rafał Zbigniew Lebioda

The VW T1 Samba Bus is an automotive legend. The silhouette is so popular and recognisable that it is permanently inscribed not only in automotive history but in pop culture as well. The beautiful, oval shapes of the neat mini-bus attract almost everyone's attention. The Revell 1/24 Volkswagen T1 Samba Bus is not new as it was released almost twenty years ago and has had a few re-editions and related releases. Apart from the Samba, Revell have also released other versions of this vehicle, including a larger 1/16 kit. Revell have produced a well-developed model which captures the look of the T1. The parts are free from any distortions and it has a good level of detail, as a result the kit consists of quite a significant number of parts.





From the beginning I decided that I wanted to build a replica of T1 Samba in a slightly tired condition with visible signs of age, rust and scratches. I opted to take a modular approach to this build in order to allow completion of the assembly at the end after adding all of the intended defects. I started by assembling the model as described in the assembly instructions such as the floor pan with components like the suspension. I prepared and painted the many small parts separately in order to make them easier to finish and install. The interior elements, such as the various items of equipment and seats, were left aside for later installation after finishing and painting. The model has a nice imitation of the flat four air-cooled engine which I built and painted separately. I installed it in the engine compartment at the rear of the vehicle at the very end of the build. I wanted the body of the Samba to look quite wrecked and to do that I used several modelling

techniques. I started by combining the parts into larger modules, leaving the door, rear hatch and roof separate. I applied a grey undercoat of Mr.Hobby 1500 Surfacer (SF289) with an airbrush on the modules to provide a base to work from. Then I made a base with Mr Color Hull Red (C29) to act as the primer paint that you might find on an older vehicle. I intended this to serve as an uncovered layer to be seen under the scratches had been made. This red-brown undercoat was applied in layers with each having a touch of light grey added to provide shading and diversify the shades.

Once I had completed this phase I applied an overcoat to the whole body with a glossy Mr.Hobby paint from their C series. This provided a hard, durable surface and importantly it dries quickly. This meant that I could move onto the next stage of the paintwork work quite quickly. I applied hairspray to the surface of the body and roof by decanting it from the spray can into a container before using my airbrush to apply it to the Samba in a controlled manner. This provided me with a surface that was susceptible to scratches to provide the worn look I wanted. I

then started to apply the final blue paint. Starting with my own mixture of dark blue paint, I applied the paint gradually in thin layers to allow me to slowly differentiate the base colour from the lighter shade of blue, which I had selected

from the Mr. Hobby H Series palette. I also airbrushed the roof white. When the paint had dried, I moistened all the painted surfaces with water using a wide brush. After waiting about a quarter of an hour, to allow the water to activate the hairspray, I started to make scratches in the paintwork by using toothpicks, a sharpened stick, an old toothbrush and brushes with trimmed hard bristles. I made the scratches in appropriate places for wear and damage to be found. Once this had fully dried, I then coated the damaged parts with Mr. Hobby Matt Varnish (C189). Now I could proceed to the next stage, fitting the previously prepared parts to the interior, including the glazing into the body and roof. I installed the main door with the option to open or close it. In order to add some colour variation, the hatch covering the engine was painted green and given scratches in the same manner as the other body parts. The final treatment was to apply a wash on the surface of the model with shades of yellow and light brown on the roof and darker colours on the sides of the vehicle. I painted the wheel rims

by applying hairspray over a brown undercoat before painting them white and weathering the surface to make them look tired and damaged. I wiped the tyres with a grey wash made from oil paint to obtain a faded effect. The final step in this build was to mount the bumpers, mirrors and other details. The model was complete and I have to admit to being pleased with the final effect. ■

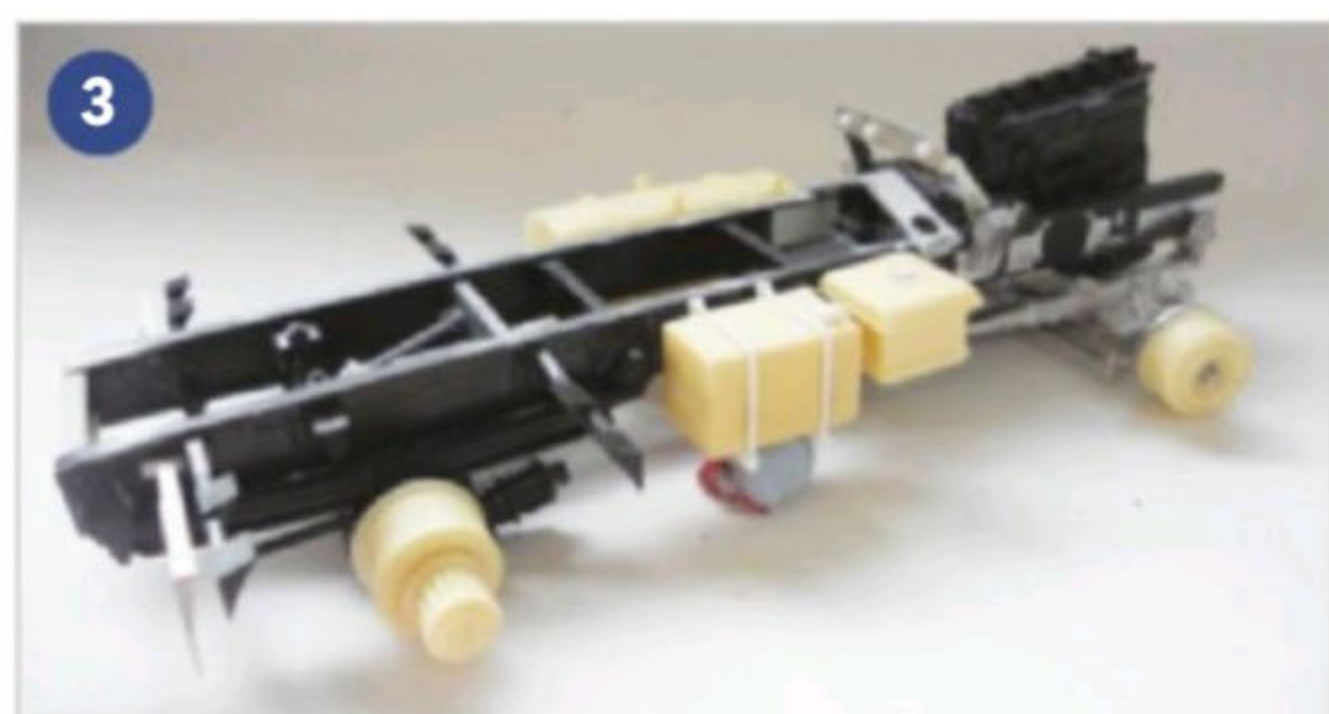




Atkinson Borderer with York 'Big Chief' Trailer

1/24 • By Neil Cooke

A little while ago I was fortunate enough to get hold of one of the last batch of MK2 Atkinson Transkits from Kit Form Services (KFS) before they were discontinued. This kit consisted of a resin cab complete with dashboard, seats, and interior fittings, as well as some chassis parts such as fuel tank. Several white metal parts, a photoetched brass fret with nameplates attached, and a small sheet of decals are also supplied. The kit is designed to fit onto an Italeri Volvo kit chassis, albeit with some alterations (**photo 1 & 2**).



I started off by cleaning all of the resin with Fairy Power Spray to get rid of any mould release agent that may have been present. This is very important as if not removed correctly it can ruin the paintwork. I'm sure there are several modellers reading this that will utter many expletives when I mention 'fisheye'. This happens when a contaminant on the bodywork causes small blemishes or craters in the finished paintwork. This leaves no other option but to rub down and start again which is very annoying.

As this Transkit required the use of an Italeri Volvo chassis, I had a quick look through the stash to see if I had anything suitable. What I found was the complete rear end and engine left over from a previous build along with some bits of spare chassis rail. Now I could have used a brand new kit but not wanting to waste anything, I decided to use the spare parts along with a new white metal front axle and springs. The chassis was built up to the suggested wheelbase and enhanced with some resin hubs and split rim wheels along with a York 'Big D' 5th wheel, all of which came from KFS (**photo 3 & 4**). This was joined by a home-made hydraulic oil tank (**photo 5 & 6**). I then test fitted all of the parts together prior to starting the painting process (**photo 7, 8 & 9**). The parts were then primed and finished off with some Halfords Ford Radiant red.

Once primed (**photo 10, 11 & 12**) and sprayed (**photo 13 & 14**), the cab was built up as per the instructions and had a custom made set of decals from Chris Moxham applied. These were then sealed onto the surface with some Johnsons Klear floor polish (**photo 15 & 16**). The whole thing was then given a light coat of matt varnish to dull it down a little to give it a used look. The cab was then fitted to the chassis and the whole thing given a light weathering. Now I don't confess to being any good at weathering but I don't think it has turned out too bad for a beginner.





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The trailer started off with hours of research on the Internet to find suitable photos and dimensions to be able to draw up a plan. I was lucky enough to be given a copy of the original sales brochure for the trailer which was a great source of useful information, including how the automatic tailgate release mechanism worked. The body was built up with various thicknesses of plastic sheet and Evergreen profiles and fitted with a false floor. This serves two purposes as it not only keeps the body nice and square and prevents any distortion over time, but also means that a smaller amount of material is required for the load, thereby keeping the weight of the finished model down to a minimum. The trailer body was fitted to a CNC milled chassis that came from Modellers Resource, which in turn was fitted with some M&G landing legs and white metal suspension parts as well as some resin hubs and split rim wheels from KFS. Once it was sprayed and weathered to match the truck (photo 17), I added some real coal that was broken up to a suitable size to simulate the load (photo 18).



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18



REVELL Queen Tour Truck Puzzle • (ref. 00230)

When it comes to getting people involved in model making anything goes. In the same vein that snap-fit models are a great introduction to the hobby, this style of model has a place. Three dimensional puzzles are not a new phenomenon, but they do allow for some interesting subjects to be created without the need for specialist tools.

The truck arrives in a high gloss cardboard box full of thick printed card sheets with the parts already punched out for use, all you need to do is pop them out when called for by the instructions. The set also includes eighteen plastic wheels, hubs and axels.

The instructions are a full colour affair, starting off with an introduction to the band with a potted history along with some

photographs. I'm no stranger to building things, flat pack furniture doesn't scare me, but I did find it vital to follow the steps carefully. Don't remove parts from the card before you need them as you'll soon lose your place. You start off making the tractor unit chassis and build it up by carefully folding the parts as indicated until you have the shape of the cab formed. Once things are slotted together its quite a sturdy structure,

though if you plan to pass it to someone as a toy you might want to use a little PVA adhesive to make things more solid. In no time you end up with a passable replica of a Kenworth T600 unit. The trailer is next, with a one-piece box unit with opening doors at the rear. The use of the plastic wheels does allow for the truck to be 'driven' around a flat surface. In all it took about three hours of concentrated, uninterrupted building to make the truck, without resorting to using anything else but the card tool provided in the box. Scaling out at around 1/32, the truck is an impressive size at just under 600mm long.

There are several groups of people who would be interested in this truck. First, fans of Queen as it builds into a great item of band memorabilia and, second, those looking for something to build, either newcomers to truck modelling or those stuck in an environment where it is just not possible to make a 'real' model but who would like something to keep them occupied. Good clean fun and who knows where it might lead, some of those more involved card and paper scale truck models look pretty impressive. Credit is due to Revell for thinking outside of the box, perhaps we might even see this scheme on one of their regular 1/32 plastic tour truck kits. •



Product guide

Step by Step



Tutorial

Decoration of miniature bases with Vallejo Scenery

Vallejo Scenery products are perfect to decorate bases, this way the miniatures will make a greater impact with decorated plinths.

By Ángel Giráldez



1 Reference Fantasy Tuft – Turquoise SC432 is used to decorate this dungeon base.



2 With tweezers the tuft is peeled off the adhesive plastic.



3 The tuft is placed on the base.
NOTE: If a greater adherence is required, white glue can be used, though all the Vallejo Scenery products are self-adherent.



4 Final result.



IN THE BOX

ICM Studebaker US6 with WWII Soviet Drivers

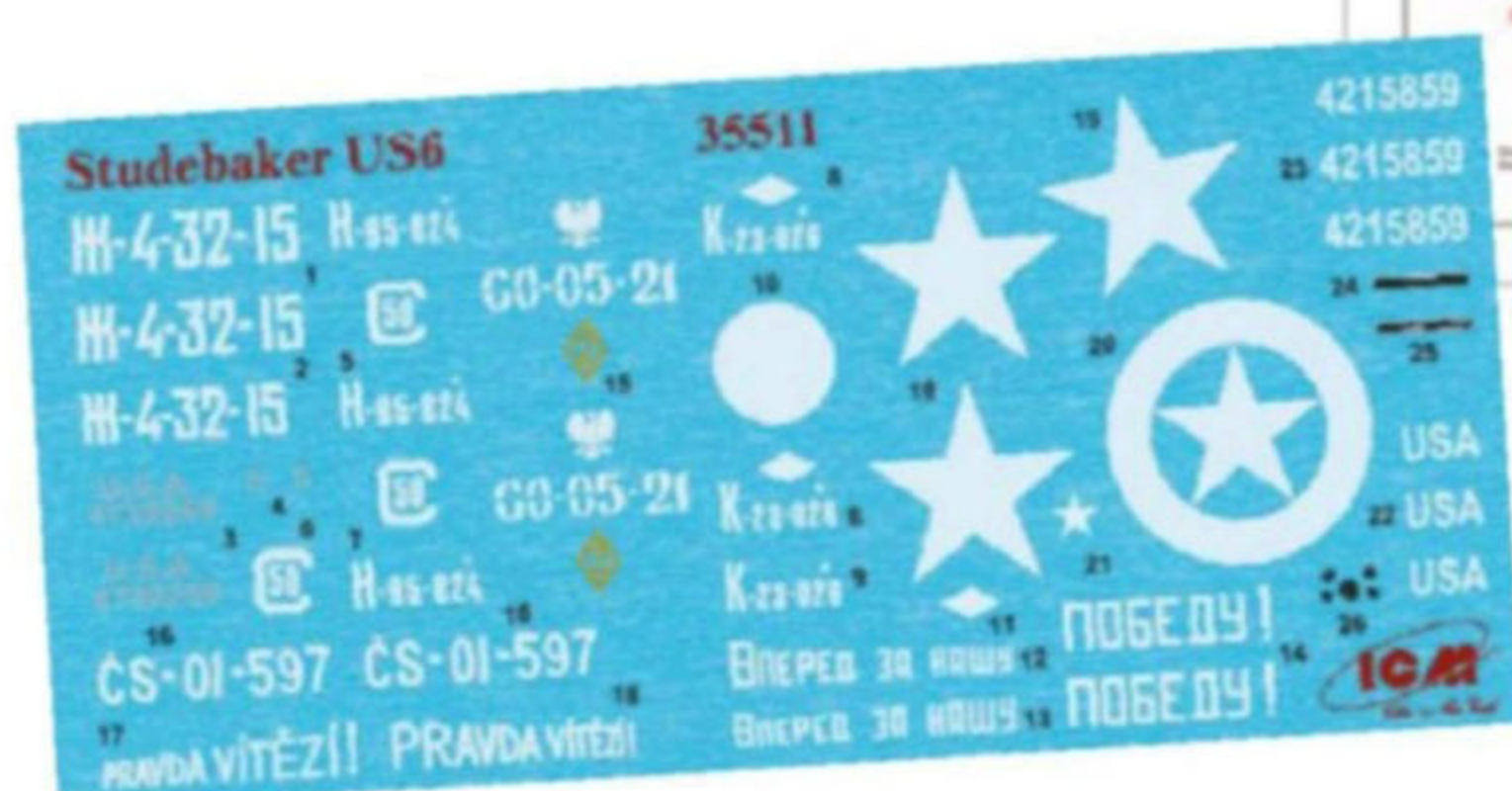
• 1/35 (ref. 35510)

The US6 provided sterling service to the US armed forces and many others under the Lend Lease agreement before then going on to be acquired by civilian users when its service life was finished. This gives truck modellers the chance to convert and modify the US6 to create some different and imaginative vehicles.

The ICM kit is a great starting point for this venture. A brand new tooling with sharply moulded parts and fine detail, the truck itself is made up of 214 parts which include a detailed engine and interior, as well as a well detailed chassis. The kit includes several options within it, such as the ability to have the doors opened or closed and the tailgate raised or lowered. The bonnet can be positioned open or closed as well, making this kit ideal if you decide to go all out with additional detail. It is also possible to have the canvas top supports raised or lowered though there isn't a canvas cover included in the kit. I did find some small amounts of flash on some parts and a couple of ejection towers, but nothing that a bit of time with a sanding pad wouldn't deal with and as truck modellers we have seen so much worse. One of the positives is that the kit comes with plastic tyres rather than vinyl. The windscreen

and side windows are crystal clear and free from any moulding defects. The kit is supplied with decals to represent Soviet, Polish, Czech and USAAF use if you decide to head down the military route. It is also worth mentioning that thirteen additional parts make up the two Soviet military driver figures who could be easily modified to represent civilians. A huge amount of work

has gone into the US6, ICM have gone as far as to represent the grooves on the rear of the steering wheel, as well as a battery and spark plugs in the cylinder head. Overall this is a superbly put together package that can be built as a great replica from the box or utilised as the basis for a model showing the Studebaker in its peacetime role. ■



IN THE BOX

Motorhead Tour Truck

1/32 • Kit No: 07654 • Type: Injection Moulded Plastic • Manufacturer: Revell

Does one approach this kit as a modeller or as a fan of heavy metal music? Probably the latter, as if you want a detailed scale replica of a specific vehicle this is not going to tick any of the boxes. If, on the other hand, you have a teenage son who is obsessed with the band then it's just the thing to brighten up a corner of his bedroom and enhance his vocabulary.

The kit itself is of 1980s vintage and everything about it is geared towards ease of build. It is designed, in fact, not to need painting, and it is at this point that the modeller inside you will have to decide if you can live with ragged seams across the

chrome parts or if the project warrants some serious extra effort with the metallisers. No doubt your headbanging son – or daughter – will have an opinion. 'Just get it done...!'

Of course there is ample scope for making an excellent model if you put your mind to it. Despite the fact that components like the cab, chassis, and the trailer box are moulded as single pieces the moulded detail isn't at all bad and the tyres, thanks be, are injection moulded and not the annoying vinyl items so beloved of some East European manufacturers.

I would personally like to go to town on this kit – sand and fill the chrome parts that

need joining, pimp up the one-piece interior a little – a little 'kipple' on the dashboard – and then weather it the way one would a military vehicle, with a nice dirty black-brown underframe and those impressive decals covered with the dust of the road. But it's not to be. It will join the Airfix Heinkel He 111 (also in Motorhead scheme) in pristine condition. ■

VERDICT:

Not bad for a 1980 tooling - and worth it to many for the decal sheet alone.



1/35 (ref. 35519) •

ICM AC-40-137A Soviet Fire Truck

There is something undeniably attractive about the rugged design of Soviet-era vehicles, and the ICM AC-40-137A definitely has that feel by the bucket load. Based on the Zil-131 chassis, this fire truck has true cross-country ability. Despite its advancing years, the ICM AC-40-137A is still in use today in some former Soviet countries.



This new ICM kit is based around 295 parts of injection-moulded plastic across eight sprues, along with along with seven vinyl tyres. ICM have produced an amazing level of detail, including the pump in the rear locker which can be shown open, a detailed interior with separate window winders and door latches, as well as ladders and other

fire-fighting equipment that can be seen on the exterior of the truck. The parts themselves are cleanly formed with sharp detail and free from any moulding defects. The box also contains decals for four different vehicles, all in the standard red and white scheme but with a variety of markings. The A4 instruction booklet is easy to follow, with clear diagrams for each step joined by full colour painting profiles. For a 1/35 truck the parts count is impressive and should provide for hours of entertainment resulting in an outstanding model which will make for an attractive proposition for collectors of fire-fighting vehicles. ■





The Complete Guide to Truck Modelling Volume 2

Author: Jan Rosecky

Publisher: Canfora

Price: £29.99

ISBN: 978-9-19847-7-573

Format: Paperback 280mmx210mm, 176 pages

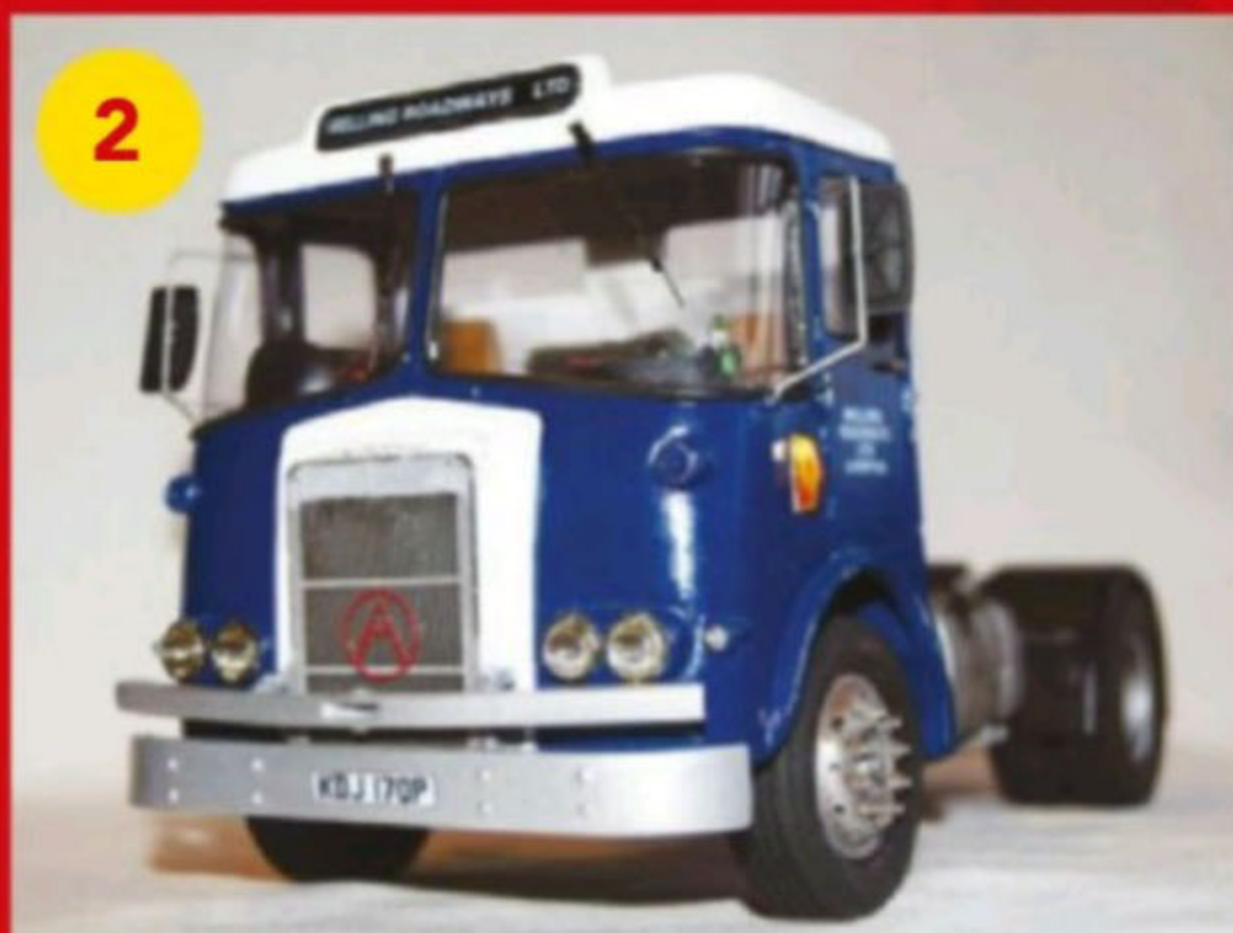
Continuing where volume 1 left off, in this volume Jan Rosecky provides a detailed and highly informative look at the methods he uses to create his amazing truck and vehicle models. Working across fourteen chapters, the reader is provided with a step-by-step guide to getting the best results from items such as decals and photoetch, as well as showing the best way to build and detail chassis frames for conversions. As can be seen from the cover, weathering features prominently, with explanations on the most effective way to use the myriad of products on the market to produce realistic scale effects, all backed up by a useful reference section with photographs of the real thing. Adding detail to cab interiors is another area often overlooked and this is also covered in depth, providing a superb source of information and ideas. All of this is then put into practice, with the author producing seven vehicles (six trucks and a tractor) demonstrating the various methods shown to great effect. As if this wasn't enough to have you scuttling to your workbench, a gallery of some outstanding completed trucks models brings the book to a close. I found this to be one of the best model making books I've read for a very long time and have already adopted a few of the modelling techniques covered. I can see this being a book that I'll return to repeatedly, making it a firm workbench companion. ■



Coming in the **MAY/JUNE** ISSUE of...



1
Ural 4320 with KS 2573 Crane
1/35 • by Štefan Pásztor



2
Melling's Atkinson Borderer
1/24 • by Rich Ellis



3
Rastar Range Rover RC Conversion
1/14 • by Neil Hawkins



4
'50s era International Metro RM150 Van
1/25 • by Larry Read



5
Atkinson Defender Vintage 8 Wheeler
1/24 • by Craig Rennie



6
Brindley Volvo FH
1/24 • by Andrew Bell

Please note that contents may change due to unforeseen circumstances, although we always try to maintain the same content quality.

PLUS: our usual updates on kits, diecast, collectables, radio control, accessories, book reviews and more.

How to Contribute to Model Truck World...

We've had a few people ask how they can go about sending articles about their models to Model Truck World. Here are a few useful pointers if you feel like you want to contribute to the magazine.

- About 800-1500 words is fine. Explain how you built your model and any problems you had. Did you need to make any changes? What was the best bit about building it? What was the worst bit?
- We don't need you to write in perfect English, we edit and proof read everything we receive to help out with such matters.
- Small details are useful, please include details of who the kit manufacturer is and their reference number. Again details of who the manufacturer was for any upgrades or conversions you may have used and again any reference numbers will prove useful for anyone who fancies making a model like yours.
- Include a background story to your model if there is one. We love to hear if your uncle drove a particular truck or you used one as a wedding car. Perhaps you have a special reason for building that very vehicle.
- Please tell us the scale of your model.
- Don't assume that we know things. Please include any details that may be particular to that truck will be useful.
- At the risk of sounding like a teacher, it really helps if you put your name on the Word document, just so we know who to credit.

- Photographs are really important, the model should be clean and free from any dust and debris (cat hairs, that sort of thing).
- Any photographs, including build photographs, are best taken against a plain white background, so please avoid using an old bed sheet or similar item.
- Photographs should be well lit, daylight is perfect and avoid heavy shadows.
- The pictures need to be in focus too, as well as level where possible. No need for funky camera angles.
- You don't need a super expensive camera as most smart phones are incredibly capable.
- If you have reference photographs of your subject include those too (if you own the copyright) as they add extra interest.
- Number your pictures in order by number. If you can write a short list of captions to help us know what is happening in the pictures it is really useful.
- Send the completed article and pictures to **colin@guidelinepublications.co.uk**. If you use a file transfer service like WeTransfer it makes moving large picture files about much easier than sending a huge number of individual emails and many are free to use.
- We do pay for any articles we use, it may not buy a new truck but will help towards buying a model at least.

We really do look forward to seeing the trucks you build and hope that you feel like sending us your amazing models to feature.



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