

NEW MODEL TRUCK WORLD



8 WHEEL ATKINSON DEFENDER • Craig Rennie



Guideline Publications

Volume 01 • Issue 03

May/June 2021

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1/24

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Design

Greenland Design Ltd
www.greenlanddesignltd.co.uk

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Guideline Publications

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Distributed to the UK and International news trade by:

Intermedia www.inter-media.co.uk
via
MarketForce (UK) Ltd.,
110 Southwark Street, London SE1 0SU
www.marketforce.co.uk

Guideline Publications Shop

6 Kensworth Gate
200-204 High Street South
Dunstable, Bedfordshire, UK, LU6 3HS
Tel: 01582 668411
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All distribution enquiries regarding the NEWSTRADE and MODEL SHOPS should be directed to Tom Foxon +44(0) 7540153368 or 01582 668411.

Printed in the UK - Kingfisher Group

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Welcome

Musicians often talk about that difficult third album and here we are with issue three of Model Truck World, a mixture of vans of various sizes and trucks with cranes, along with some more classic style conversions and builds, not quite a musical harmony, more a crescendo of creation and an 'earworm' of inspiration. This is joined by our usual backing of news, reviews and information.

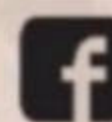
One of the things about model making and collecting of any kind is that on the whole it tends to be a solitary pastime, especially when we consider the last eighteen or so months we've been through. With this in mind it is great to start to be able to mingle with others, meaning that model shows can be planned with some hope of them actually happening. Guideline Publications have always considered shows to be an important part of modelling and we often attend a good number of shows in both an official and unofficial capacity. We want to know about your shows, so if you are planning one then let us know when, where and what time along with any other important information about competitions, themes or if you are supporting a charity. We'd be very happy to include the information in future issues of Model Truck World, just email the details to **colin@guidelinepublications.co.uk** or write to us at the address at the front of the magazine. Please don't forget to let us know if you change your plans so we can pass that information on too.

Perhaps we'll see you at an event in the near future, please feel free to say hello and let us know what you think of the magazine, after all ultimately we produce Model Truck World for your entertainment.

All the best

Col

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Stop Press...

It is with regret that we have taken the decision to cancel our June shows, the **London Toy Soldier Show and the London Plastic Modelling Show on 26 and 27 June 2021**. The dates are very close to the planned 21 June lifting of COVID restrictions by the UK government and the continued lack of clarity with regard to social distancing regulations and other rules around mass-gathering events leaves us in a very vulnerable position should the situation change further. Moreover, the majority of our traders and visitors from Europe are currently unable to travel to the UK and this has meant a large gap in those able to attend. We are confident that our **December shows, the London Toy Soldier Show on Saturday, 4 December and the London Plastic Modelling Show on Sunday, 5 December 2021** will take place as planned. We have already taken on additional space for both shows to ensure we can maintain any social distancing guidelines that may be in place then and to ensure we have enough space for everyone to enjoy the shows. We have updated both web sites with the December booking form for traders and clubs.

Published by Guideline Publications, Unit 6, Kensworth Gate, 200-204 High Street South, Dunstable, Bedfordshire LU6 3HS.
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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 ISSN 1364-419X

Guideline Publications

If you have any truck or model related news items and would like to share them in the pages of Model Truck World or have truck or model products you would like us to review please contact colin@guidelinepublications.co.uk.

Strato-Models

Strato-Models are to reissue their high-quality Detroit Diesel 6 v61 engine which is ideal for those wishing to add fine detail to their latest project. In addition, the promised torsion bar and suspension sets will be entering production soon.

Strato-Models can be contacted via their Facebook page.



Zvezda - www.en.zvezda.org.ru

Work on the new 1/35 four-wheel drive KamAZ K-4350 'Mustang' truck kit has been completed, meaning that we will soon be able to get our hands on this versatile military truck. The fact that the K-4350 has a load limit of four tons and started production in 1995 means that there will be plenty of variations of this workhorse to model.



ZetaKit

The team at ZetaKit have some new products under development, although they are to be marketed by partner companies rather than directly by themselves. The first is a 1/50 IVECO-MAGIRUS 330-30 with a moveable tipper. This is being produced exclusively for Modelmarris.com. The kit will consist of a variety of materials including resin parts, 3D-printed elements, photoetch, rubber tyres, and acetate glazing produced by thermoforming, as well as brass. The kit will also include decals to provide a complete package.

Those with a taste for much larger scales will be interested in the forthcoming 1/18 Fiat 682 T4 - which is currently receiving the final adjustments to the CAD drawings prior to production. Needless to say, the kit will be formed of literally hundreds of parts to bring a highly detailed model which will be available in limited numbers via PAS (Personalizzazione Automodelli in Scala).

ZetaKit can be contacted via their Facebook page.



Schapermodelbouw - www.schapermodelbouw.nl

Those looking to put something a little different behind their 1/24 truck model will be delighted by Schapermodelbouw's introduction of a Faymonville glass trailer. This is being produced as a complete kit, so will include wheels, tyres, air tanks and decals, enabling you to recreate an accurate model of the Faymonville FloatMAX semi-trailer.



A&N Model Trucks - www.an-modeltrucks.com



A&N Model Trucks have introduced a series of new kits for use alongside their range of Volvo FM and FMX new generation trans-kits. These are complete photoetched brass and resin kits that will not require the use of a donor kit. The range includes a new and detailed D13 engine and gearbox with various axle and suspension options. These will include:

- Volvo 6x4 leaf sprung chassis
- Volvo 8x4 tandem (2 front steering axles) leaf sprung chassis
- Volvo 8x4 tridem chassis (trailing lifting steering axle) with air on rear axles
- Volvo 10x4 chassis with 2 front steering axles and trailing lifting steering axle on air

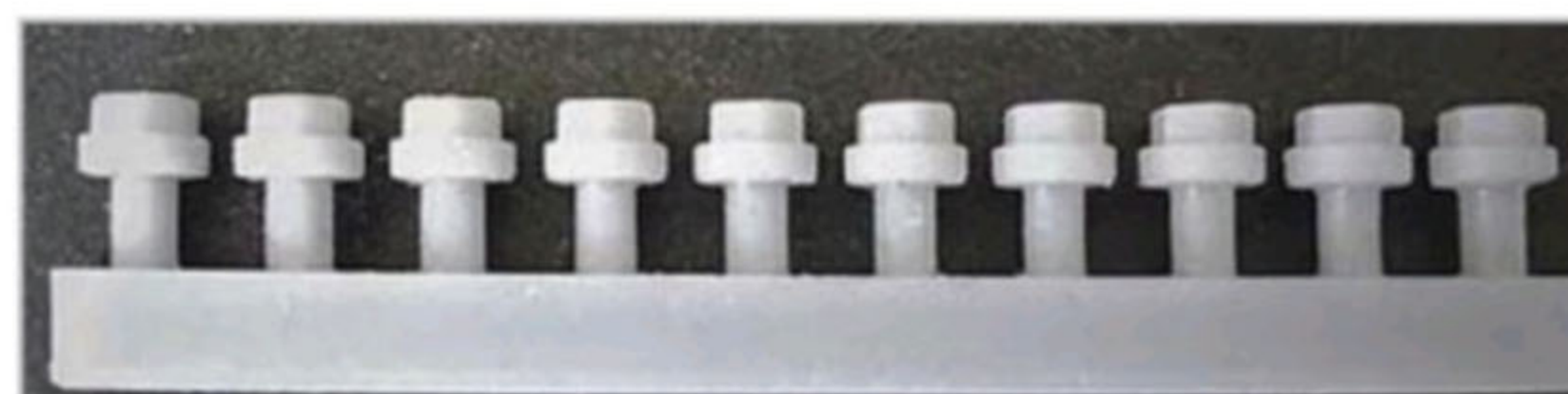
In addition A&N have also introduced their Swedish D13 6-in-line diesel Euro 6 engine as a standalone item with the automatic gearbox and radiator included. Although initially designed for use in their Swedish construction truck chassis kits, it can be fitted to Italeri's Volvo FH4 kit as well. The resin set is based on 3D-printed master patterns, resulting in a kit formed of 47 highly detailed resin parts along with three photoetched parts. The set is also supplied with full English assembly instructions.



Nordic Truck Details - www.nordictruckdetails.com

The expansion of the Nordic Truck Details range of 1/24 resin parts and accessories continues apace with the addition of some newly available items:

- Turbine-style steer axle rims. The hubs and centres are separate, thus saving a difficult masking job.
- Ribbon-style fenders with detailed holders for a twin wheel.
- Aloca super single wheels.
- Trailer hubs with highly detailed wheel stud and nut sets.



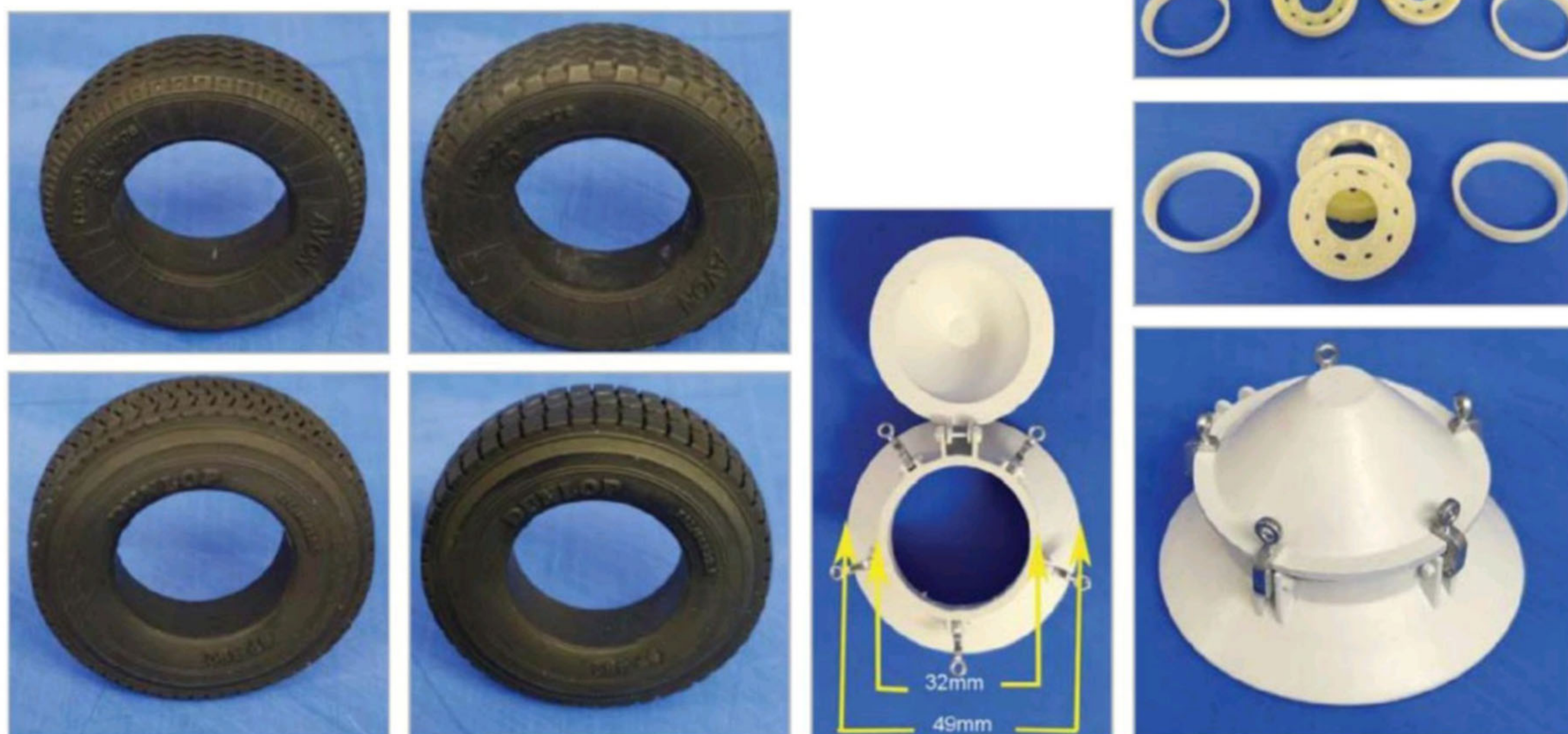
Modellers Resource - www.modellersresource.co.uk

Modellers Resource continue to work on the 1/24 Ford Cargo sleeper cab, as well as the Ford Mk1 Transit transit and conversion. Development of the King and York trailers continues alongside these as well.

New 1/24 resin items from Modellers Resource include:

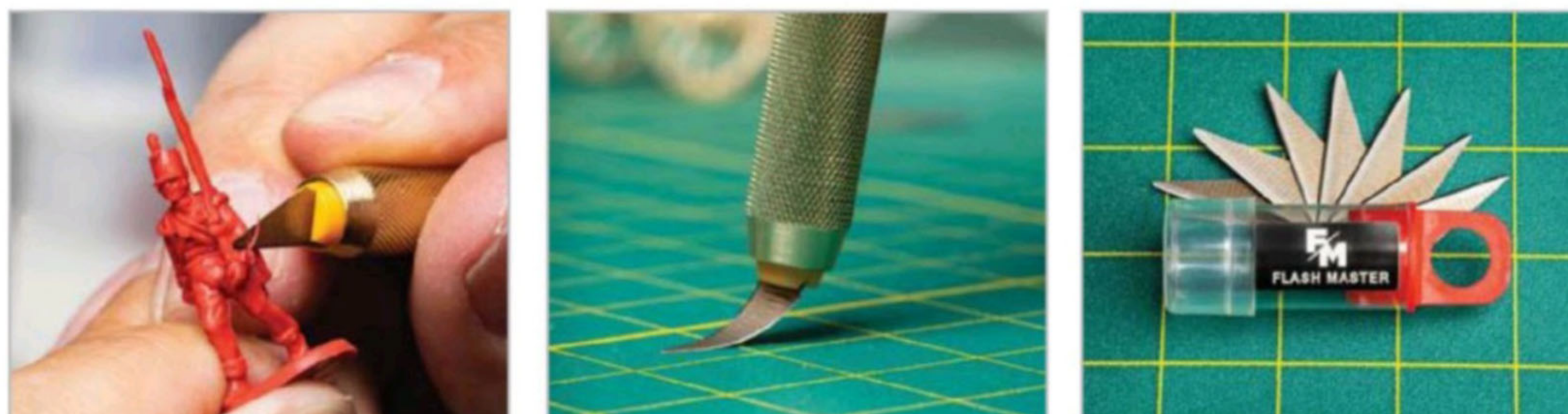
- Modern style Steel 22inch wheels in steer and drive sets
- Older style 22inch resin Split rim type wheels in drive and steer sets
- Dunlop SP 382 steer tyres and drive tyres
- Avon 22x11 resin steer and drive tyre sets.
- A new tanker rear discharge port with a 49mm flange and 32mm port in resin with metal clamps

Modellers Resource would welcome any suggestions on wheel and tyre sets you would like to see in order to help them expand their range of wheel and tyres.



FlashMaster - www.flashmasterhobby.com

One of the things that is unavoidable on any model kit, especially those items reaching vintage status, is flash and mould lines. Attacking the lines of raised plastic that crosses those highly detailed parts with a scalpel blade results in slips and judder marks on the part instead of a nice clean surface. Flashmaster is a new tool designed to eliminate mould lines with minimal effort. Initially intended for use on polythene figures, which typically suffer from some horrendous flash and mould lines issues, the Flashmaster is a flexible metal blade that slots into the standard X-Acto-style knife handle. The flexibility means the blade can access the hardest to reach areas and returns to its original shape afterwards meaning it won't snap when over exerted like a scalpel blade. The Flashmaster is available in packs of 10, 20, or 40 supplied in a handy case so you'll always know where to find them.



Czech Truck Model - www.czechtruckmodel.com

Czech Truck Models have introduced a series of four new items in 1/24 which will be a great help to those who like to go the extra mile when it comes to detail. The sets solve the trouble of forming the various joins and junctions in truck pneumatic lines.

- Universal Air Valve Set (ref. CTM 24230)
- Straight Fittings for Air Lines (ref. CTM 24231)
- Elbow Fittings for Air Lines (ref. CTM 24232)
- Tee Fittings for Air Lines (ref. CTM 24233)



Rally Models Truck Parts

Rally Models have introduced some new decals and parts for 1/50 truck models. The emphasis of these releases is on trucks from the Tarmac group, both past and present, including companies that have been added to the Tarmac group of companies. These items include:

- A 1/50 decal set for a Volvo FH4 'National Road Planners'. The set includes markings for the tractor, trailer and Wirton Planner decals. Decals for a Cliffe Hill quarry Foden S21 in 1/50, with enough decals to produce two models, a Cliffe and a Cliffe Hill livery for the Corgi Foden S21 model.
- Denniff decals in 1/50 to allow you to re-paint the Corgi model, with three versions available to make a mixer or a choice of tippers using the Corgi high-sided version or a Neville U body tipper. The Neville body is also available in a 3D-printed high detail part to enable the conversion of the Corgi model.

The range also includes some highly detailed 3D-printed mirror sets for the Corgi Foden S21 model that are much finer than the original parts. Rally Models also have some interesting 1/50 items in development in the form of a Neville body and decals to enable you to build a correct Hoveringham model on the Corgi Foden S21, as well as a decal set for Walsall company Kendrick.

Search 'Tarmac Truck Models' on Facebook or email andy@rallymodels.co.uk.

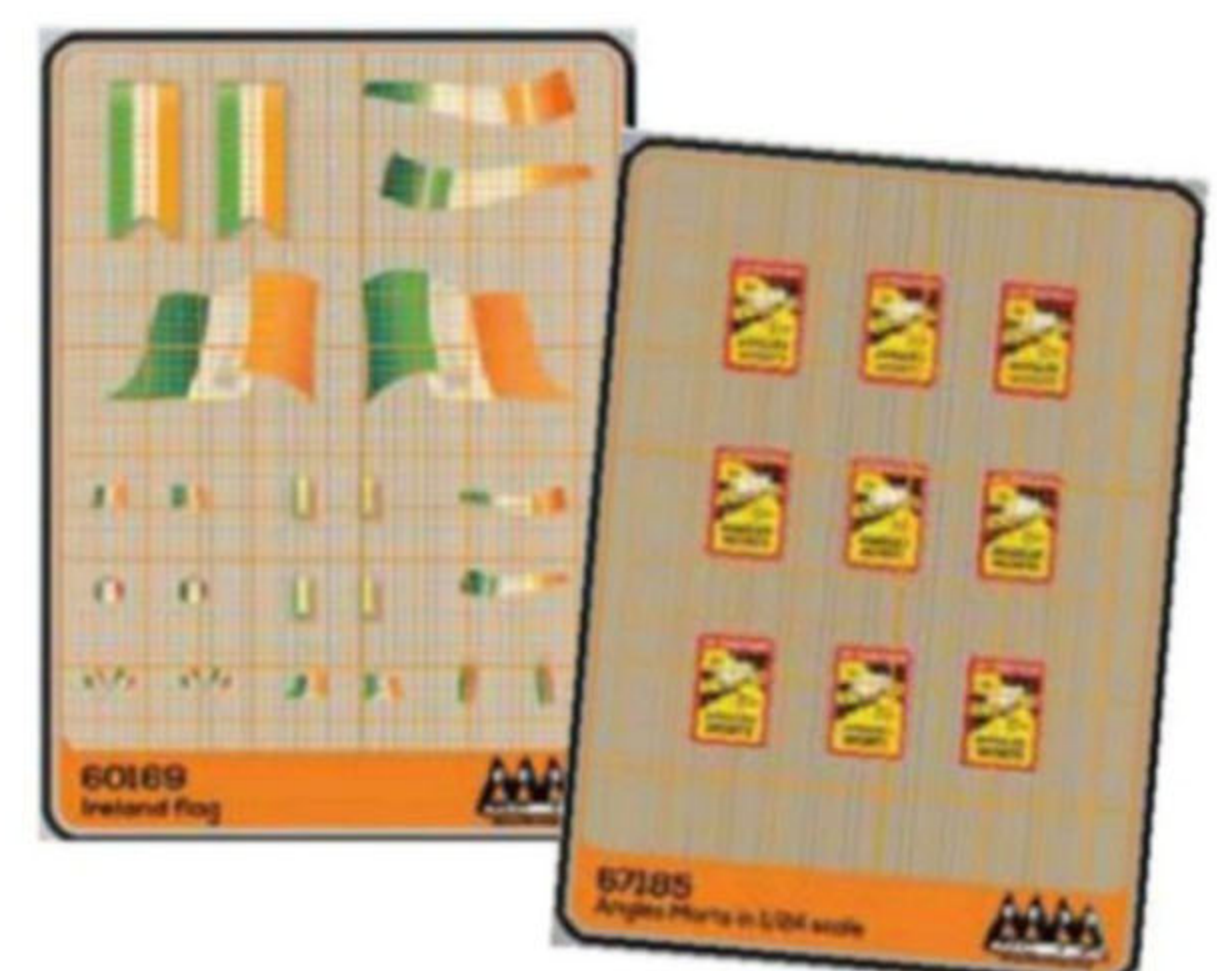


Max Models - www.max-model.it

The Max Models decal range continues to expand in all scales. In 1/87 several new European operator sets have been added, including Schubert Transport for the Scania SJP Vis & JN and El Mosca for the FH4, with XPO decals for the Renault T as well.

The 'Angles Morts' blind spot stickers legally required in France come as decals in both in 1/87 and 1/24.

A variety of flag decal sets in both 1/24 and 1/87 have also been added to the range allowing you to produce a custom paint scheme.



Fantasy Print Shop - www.fantasyprintshop.co.uk

The modelling legend that is Fantasy Print Shop have released a bundle of highly useful solid colour decals which should prove highly useful to modellers of all subjects. It is often the case that a small section of colour is needed that is just too small to mask accurately, but by cutting the solid sheet to the required size or using one of the fine decal stripes the issue can be overcome. The star decals will come in useful for customising projects and the use of all of these products is only limited by your imagination. Needless to say the decals themselves are delightfully thin, with great colour density as well as being precisely printed. Definitely something to keep as a stock item in your modelling supplies.

Grass Green Solid Colour A5 (ref. FP224).

Mid Blue Solid Colour A5 (ref. FP225).

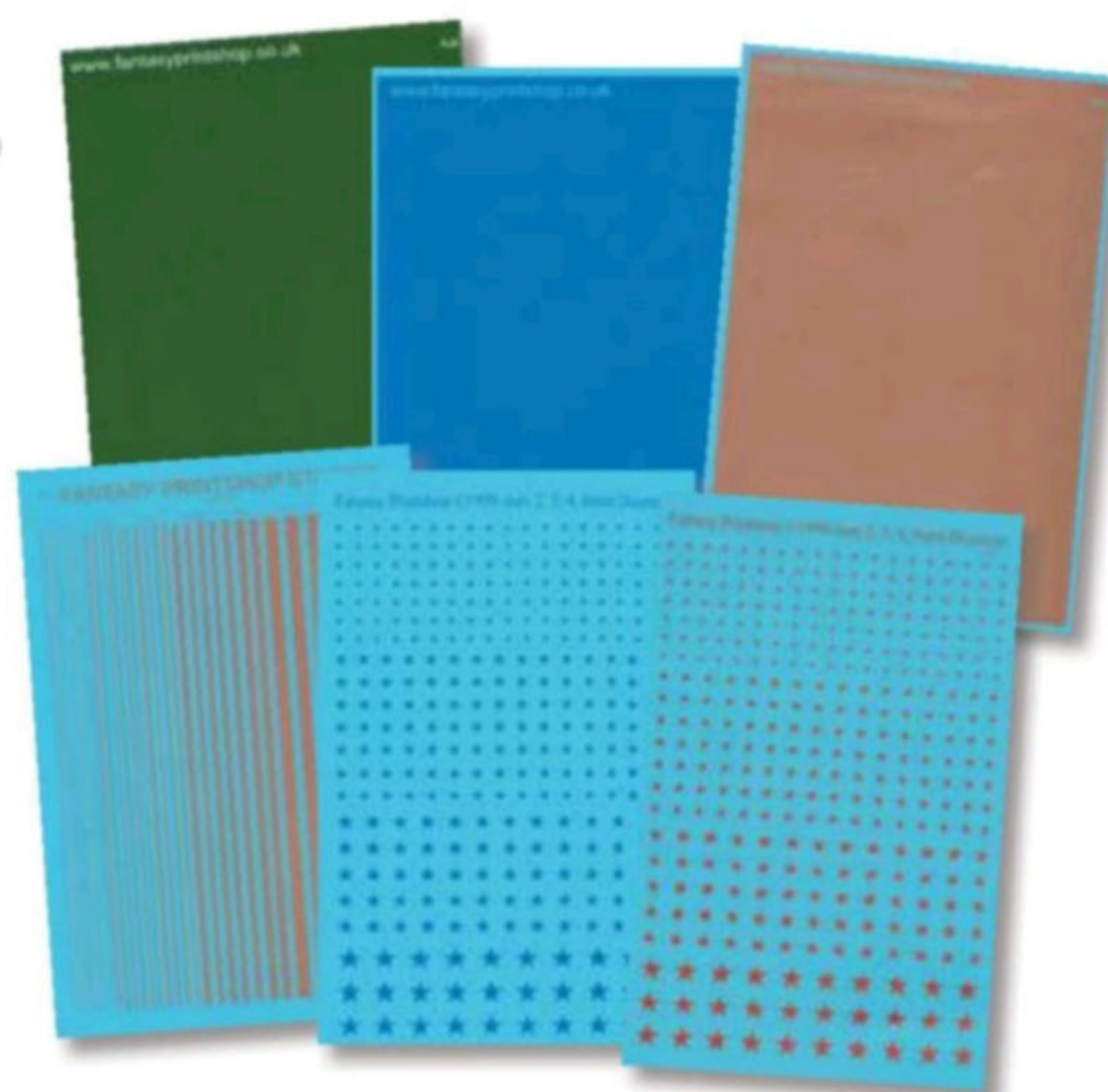
Mid Blue Stripes (ref. FP617).

Mid Blue Stars (ref. FP505).

Metallic Bronze (Copper) Solid Colour A5 (ref. FP219).

Metallic Bronze (Copper) Stripes (ref. FP618).

Metallic Bronze (Copper) Stars (ref. FP506).



Road Transport Images - www.roadtransportimages.com

First, we apologise profusely to Road Transport Images as we erroneously stated last month that their range was produced in 1/72, when it is actually exclusively dedicated to 1/76. Sorry for any confusion we may have caused.

Road Transport Images have re-organised their BRS transfers on their website with pictures of the decals now visible.

Fans of cement tankers and construction-based subjects will be pleased to know that RTI have added some complete kit sets to the range to allow eight-wheel Blue Circle Cement tankers to be built. The kits include the cab, chassis, body, wheels and decal sets:

- KIT9a Leyland T45
- KIT9b Scammell Routeman
- KIT9c ERF B series

In addition to this development for some new items for the RTI range continues. These projects include an Iveco Stralis cab, Commer Superpoise 1.5t, a range of Mercedes Benz Sprinters and some showman-style bodies, as well as some new tipper trucks as well. 🚚



RTI plan
to attend the
Gaydon show
in August with
their complete
range.

Events

Gaydon Model Truck Festival

**Saturday 12 June 2021 - 10am-5pm
& Sunday 13 June 2021 - 10am-4pm**

***There are competitions in all scales
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British Motor Museum, Banbury Road,
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Stoke on Trent Model Show

Sunday 15 August 2021 10am - 4pm

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Email: ipmsstokemodelclub@gmail.com
Prestwood Centre, Staffordshire County Showground,
Weston Road, Staffordshire, ST18 0BD

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M84 MIRA Walk Through Van

1/32 • By Ramón Segarra Guerrero

The Daihatsu Mira, which is also known as the Cuore, Domino and more recently the Charade, is a kei (micro) car-type vehicle built by the Japanese car maker Daihatsu. It comes with a variety of options and chassis variations, with the latest variant having four models: 'Mira', 'Mira AVY', 'Mira Gino' and 'Mira VAN'. The Mira is the latest successor to the line of cars starting with the Daihatsu Fellow of 1966 and was originally introduced as the commercial version of the Cuore. The name 'Mira' means goal or purpose in Latin. For the domestic Japanese market commercial versions (Mira) sold alongside the passenger car (Cuore). The commercial version had temporary rear seats which fold completely flat and are easily recognized by the luggage rails in the rear side windows. As with the previous generation of vehicles, a version with switchable four-wheel drive was available for the Van body (chassis code L71V). The engines were originally carburetted and either naturally aspirated or turbocharged with an intercooler. These offered 38 PS (28 kW) and 52 PS (38 kW) respectively. The turbo version was originally only available as a Mira (three-door commercial), and was introduced two months after the regular version. Transmissions were either four- or five-speed manuals, with a two-speed automatic also available for the naturally aspirated versions.



Model

This kit, the '84 MIRA Walk through Van' (ref. 41024-800) is from the owners' club collection of model kits from Arii in 1/32 scale (**photo 1**). The kit consists of very few pieces divided onto two sprues, one in yellow plastic and another in transparent plastic for the windows. The tyres are made of rubber. The kit is supplied with a very striking decal sheet. Assembly is a quick process, with the fit of the pieces being acceptable, but the detail is very basic, especially inside the drivers cab. In any case, it is a very curious and interesting model (**photos 2 & 3**).

The kit contains a single option allowing you to build a van-bodied civil transport vehicle. I chose to make the classic yellow version. To ease construction and painting I divided the model into several modules, which consisted of the cab, dashboard, chassis and cargo platform (**photo 4**). I chose not glue the clear plastic pieces at this stage to save masking.

Paint and Weathering

The first step was to prime all the parts. I used Mr. Surfacer 1200 primer from Gunze (SF286), to provide an even surface to paint on (**photos 5 & 6**). Next, I airbrushed Medium Yellow (71.002) from Vallejo's Model Air range over the entire surface of the vehicle and provided highlights by adding increasing amounts of White (71.001), also from Model Air, into the airbrush cup as I worked, thus obtaining the different highlight rises (**photos 7 & 8**).

The next step was to paint the different elements of the vehicle in the required colours, rubber, turn signals, seats and other objects using Vallejo acrylic paints, sometimes employing mixtures to achieve the colours I wanted. The seat was painted in a dark leather shade and I then altered the colour with a lighter tone to add scuffs on the upholstery while the base colour was still wet. I painted the rims of the wheels with Chrome (77.707) from the Vallejo Metal Color range. I used the same shade for the door handles and for the side footrest. The tyres were painted with Dark Rubber (70.306) from the Vallejo Panzer Aces range. I painted the dashboard in various browns and the cabin floor in dark grey. I also enhanced some of the raised detail using a brush with paint slightly lighter than the base colour to add highlights, this effect being especially noticeable in the relief of the walls and ceiling of the van (**photos 9 & 10**).



I used washes of earth-coloured oils dissolved in White Spirit to dirty the floor of the interior of the van, letting the oils accumulate to increase the sensation of dirt (photo 11). I applied various filters with oils in different shades such as orange, yellowish green and others, prepared with White Spirit to provide a variety of colours to the bodywork. I marked the different sections of the bodywork with a Burnt Umber oil paint wash to draw out the panelling. The highlights were enhanced with a light grey, Naples Yellow and White oil paint.

All of the oil paints used were from the Titan range (photos 12 & 13). I then went on to place the decals supplied with the

model, using both Microset and Microsol for both the instrument and control panel (photo 14), as well as the Octopus logo on the sides of the van and the licence plates (photo 15). Next I airbrushed a couple of coats of Vallejo Satin Varnish (70.522) over the entire model. The model was now ready for the next phase of weathering with washes. I also installed the windows and other clear parts in position.

I prepared a Sepia and Brown Titan oil paint wash, diluted at 50% in White Spirit, and applied it throughout the model, removing the excess with the help of a brush soaked in White Spirit, thus highlighting all the raised detail of the vehicle. I also used

the wash to add some light areas of dirt. Since this is an urban road vehicle, I decided to dirty the wheels with a light dust as well. I used a wash mixed from Ochre Yellow and White oil paints for this and let it accumulate in the relief of the tyres. I decided not to chip the paintwork or add rusty areas as I did not think the use the vehicle had would produce wear of that type. With this step the vehicle was finished (photo 16).

This was a very interesting model due to its peculiarity, although it is lacking in detail, but it also has a lot of possibilities. I really enjoyed the assembly of the MIRA and especially the painting process. ☺



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Model Truck World Profiles

Iveco Turbostar • By Sam Pearson

Production:	1984 to 1993 (over 50,000 produced).
Engine:	6 cylinders in line of 13.798 cm ³ supercharged with intercooler with a power of 330 hp / 360 hp / 377 hp / turbo intercooler version with 480 hp ZF. V8 turbo (without intercooler) with 17,174 cm ³ and 420 hp.
Gearbox:	ZF ECOSPLIT with 16 synchronized gears / Fuller gearbox with 13 gears featuring quick engagement.
Gross weight:	18 tonne.
Wheelbase:	11ft 5in wheelbase (6x2).
Drive type:	4x2 / 6x2.



Iveco Turbostar 190.33

MM654TA based at Grottaglie, operated by the Marina Militare Italiana.



Iveco Turbostar 190.48

E2168 operated by van der Veen of Drachten.



Iveco Turbostar 190.48

9121CRI operated by the Croce Rossa Italiana (Italian Red Cross).



Iveco Turbostar 190.48

E924BRM 'Ellie Marie' operated by Eddie Stobart.



Iveco Turbostar 190.48

MD837954 operated by Scuderia Ferrari of Maranello, as seen at the 1992 Portuguese Grand Prix at Estoril.

Iveco Turbostar 190.48

HH5362 unknown owner, seen in the Netherlands.

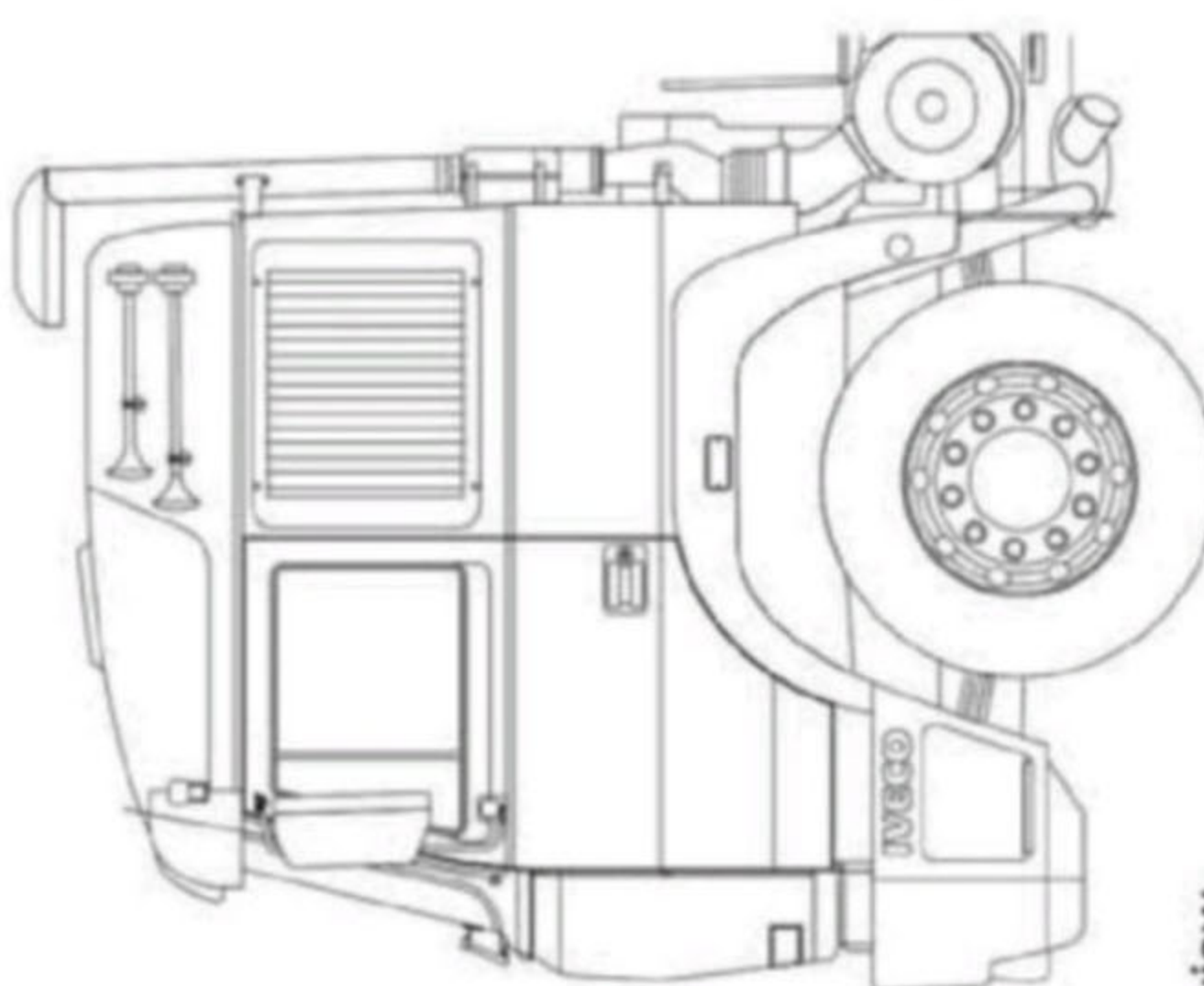


IVECO

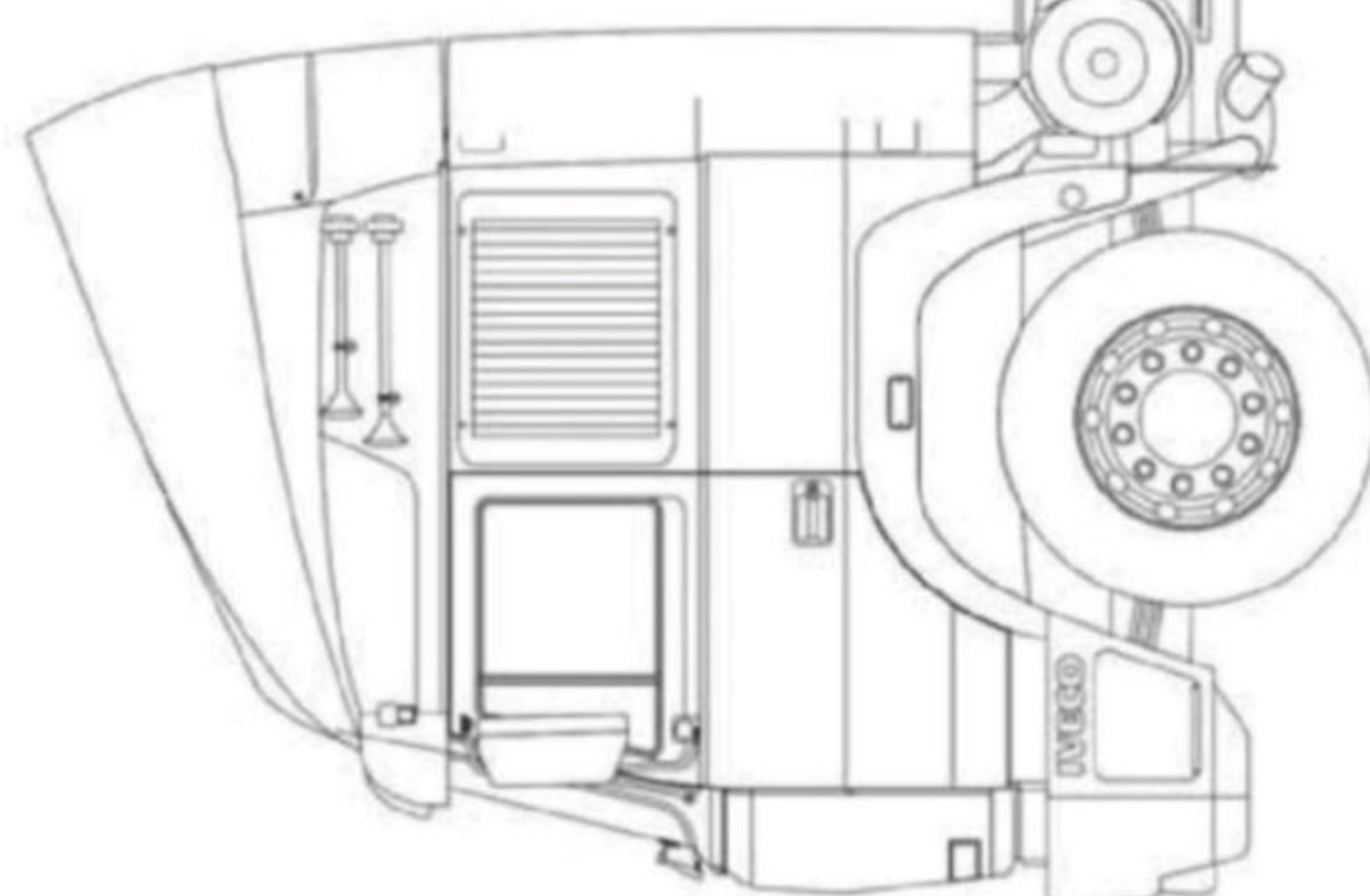
TurboStar



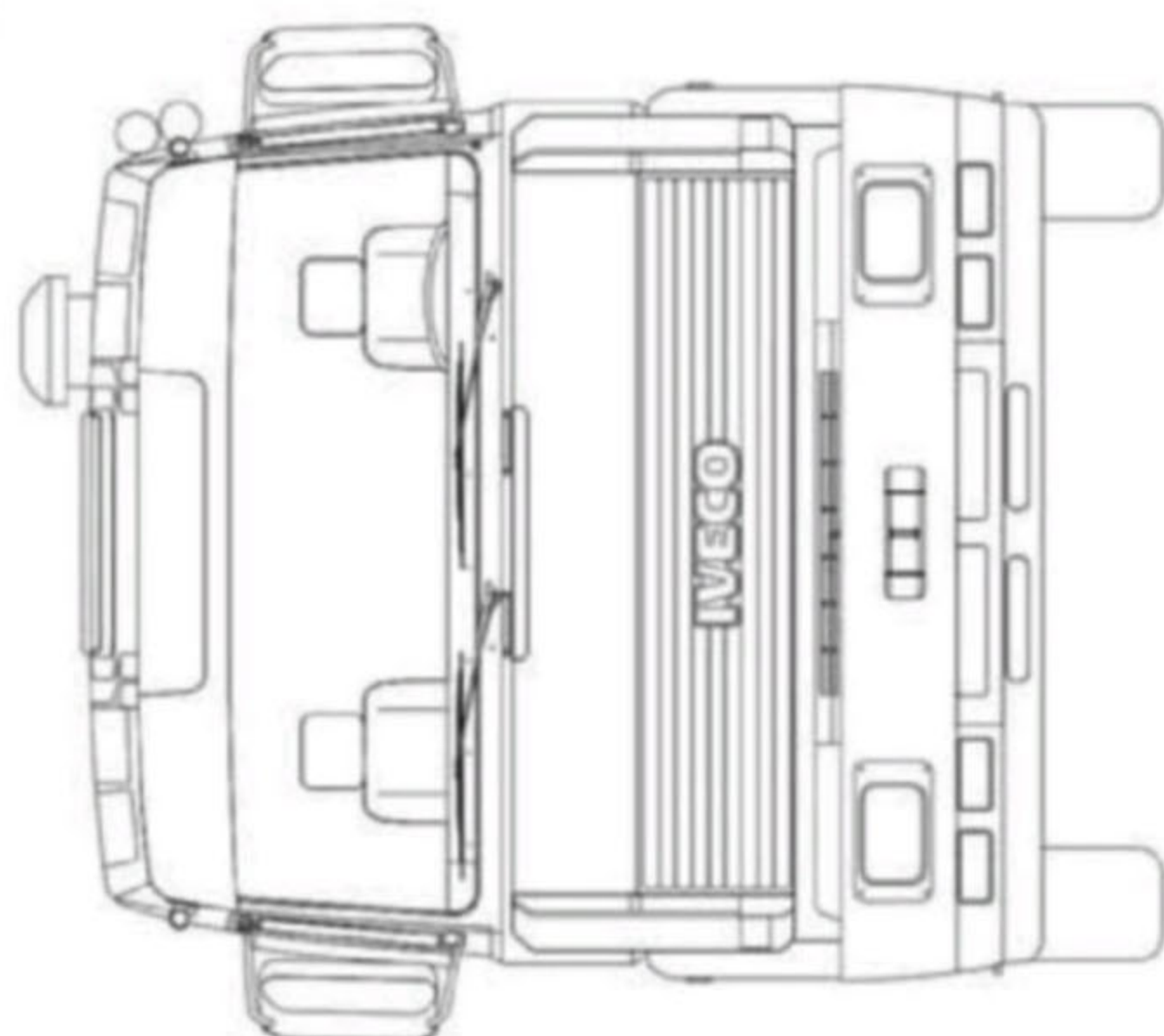
Right side view



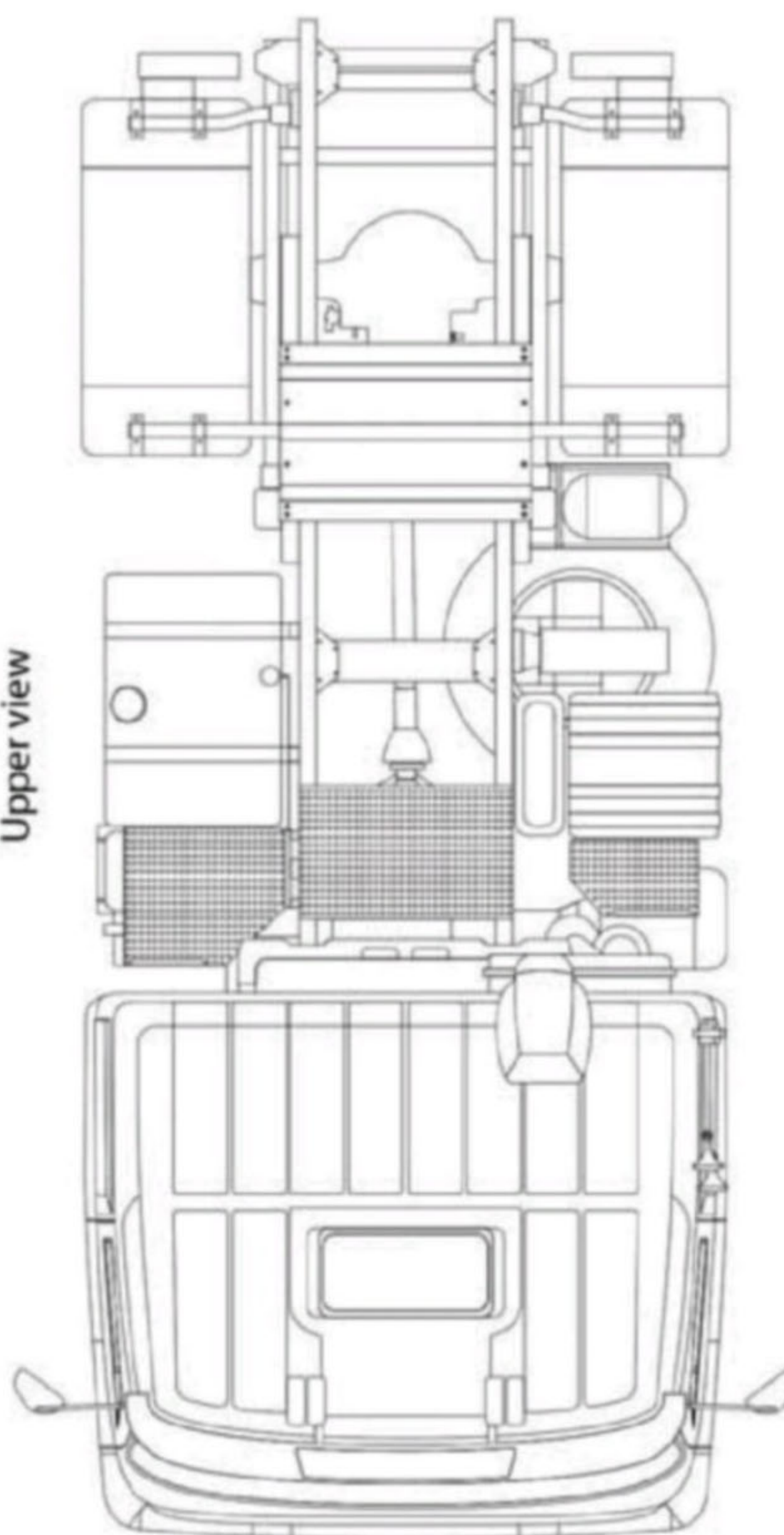
Left side view



Front view



Upper view



Metres 1/50 scale

Feet

Drawings by Sam Pearson



50s Era International Metro RM150 Van

1/25 • By Larry Read

This Metro step van model includes some typical factory options found on the RM150 version, such as a heater, interior sun visor, cab rear partition with sliding door, bi-fold full width rear doors, rear access, spare tyre basket, dual rear wheels, longest available 134" wheelbase, and front and rear shock absorbers among other details.



1
Modifications to be made to achieve the '50s era styling: shorter side windows, wider and more forward-located sliding doors, fender flaring, as well as lowered/sculpted headlight and parking light detail.



2
International Metro vans, in various sizes, capabilities and lengths, were one of the most popular North American delivery vehicles in the early post-war period when I was growing up in Montreal. I've always enjoyed dual-rear wheeled trucks, from 'big rigs' to delivery trucks and these heavier versions of the ubiquitous International Metro vans were available through the '50s and '60s utilising their traditional curved shape bodies with dual rear wheels, usually seen in the longer wheelbase versions and often supplied with the optional 'square back' bodies allowing for full width access rear doors.

The '50s era of Metro vans loosely resembled their '40s era predecessors but introduced a wider stance, a wider grille for enhanced cooling air-flow, a wider and lower headlight position, a lower interior floor (now featuring a 6' floor to ceiling height), shorter front side windows allowing for wider and more forward positioned sliding side doors (now encroaching on the front fender wells), column gear shift, all aimed at greater carrying volume and enhanced 'walk through' capability for 'multi-stop' operation.

When 1st Gear offered their 1/25 '40s era Metro smaller capacity van model, I was fortunate to locate a damaged NAPA (an auto parts company) version very inexpensively.

Initial development of the hand-formed, soldered sheet-brass body.





4 Addition of the soldered brass side protector rub-rails, as well as the opening fuel filler door.



5 Forming of the interior floor detail with its opening engine access cover.



6 Early chassis development with the soldered brass steering I-beam front axle.

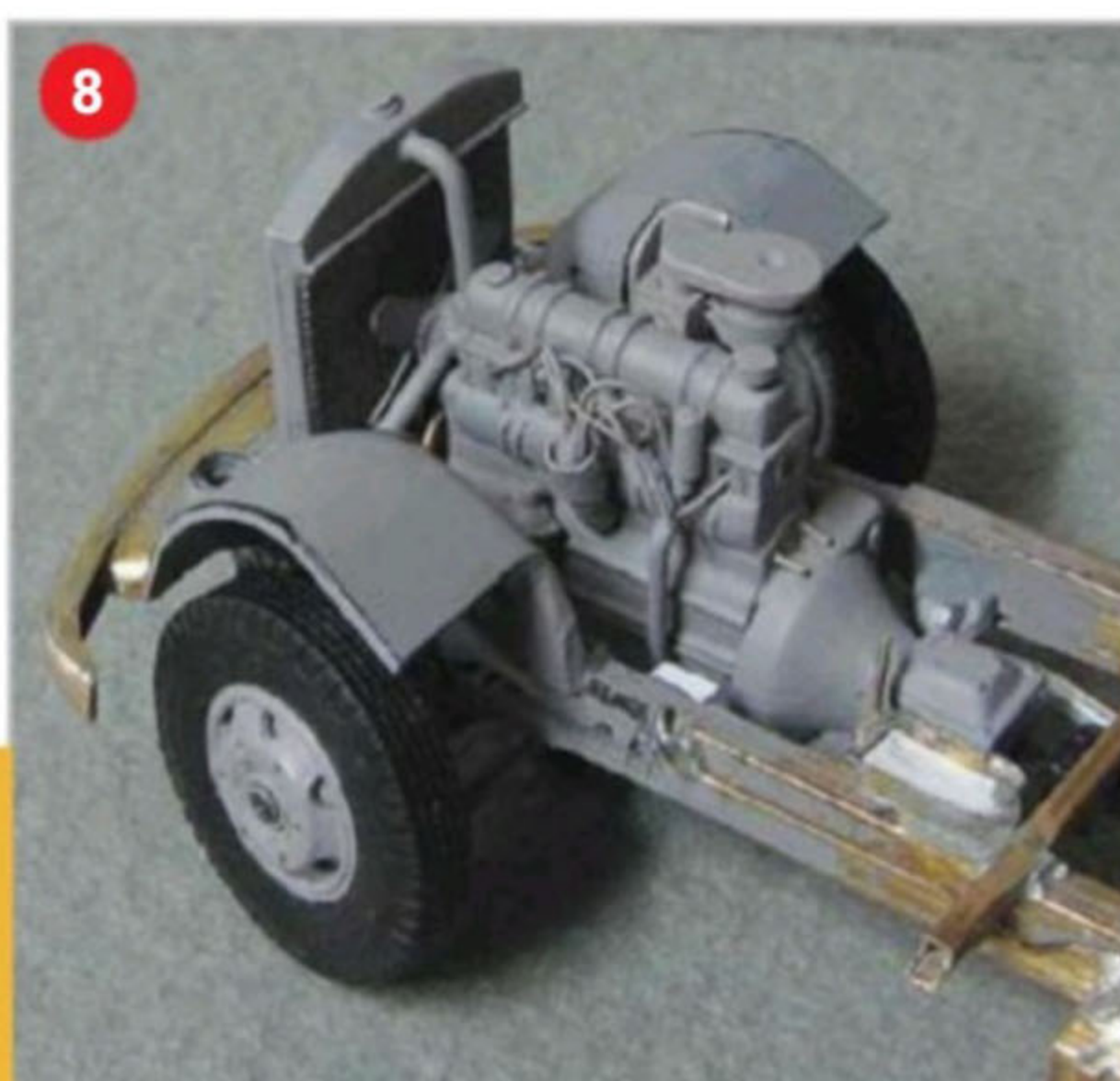
It whetted my appetite to build this larger, later version using mostly soldered brass. This is my favourite model building medium as it maintains durability even as fine details are added. Once I had acquired enough effective reference, however, I soon realized that the conversion would be a good deal more involved than I'd first expected.

Ultimately, I was only able to directly use the windshield frame area with the wipers and glazing, the headlight bezels and their lenses, the safety brake lever, the steering wheel and the tyres from the original 1st Gear model. All the other components from the donor van model were either found to be unsuitable or required extensive modification. I tend to build my model in modules, bringing all of the sections together at the end to form the completed item.

Soldered-brass scratch-built components include most of the body shell, bi-folding rear doors (including a working latch), body side rub rails, front and rear bumpers, rear fenders, all chassis frame structure, the front steering axle and its ancillaries (rendering it pose able), leaf springs and their shackles, all shock absorbers, rear spare tire support, fuel tank, battery box, grille name plates, front and rear directional signal bezels, column shift components, engine wiring, all door



7 Early rough scratch building of the International 'Silver Diamond' six-cylinder motor and the test positioning into the frame.



9 The rolling brass chassis with most of its accessories sorted out. There'd still be lots of time to be spent in the filing and cleaning up of excess solder and other jobs.



10 Most of the main assemblies shown together. Most of these parts were either completely scratch built in brass and styrene with the rest being extensively modified to be appropriate for the RM 150 shape and styling.



11 The last test fitting of the various assemblies together before disassembly, final finish priming and painting.



12



13

The lower body colour was applied first, alongside the painting of wheels, chassis and motor.



14



15

The addition of the upper body colour, shown with the standard grey painted interior assemblies as well.

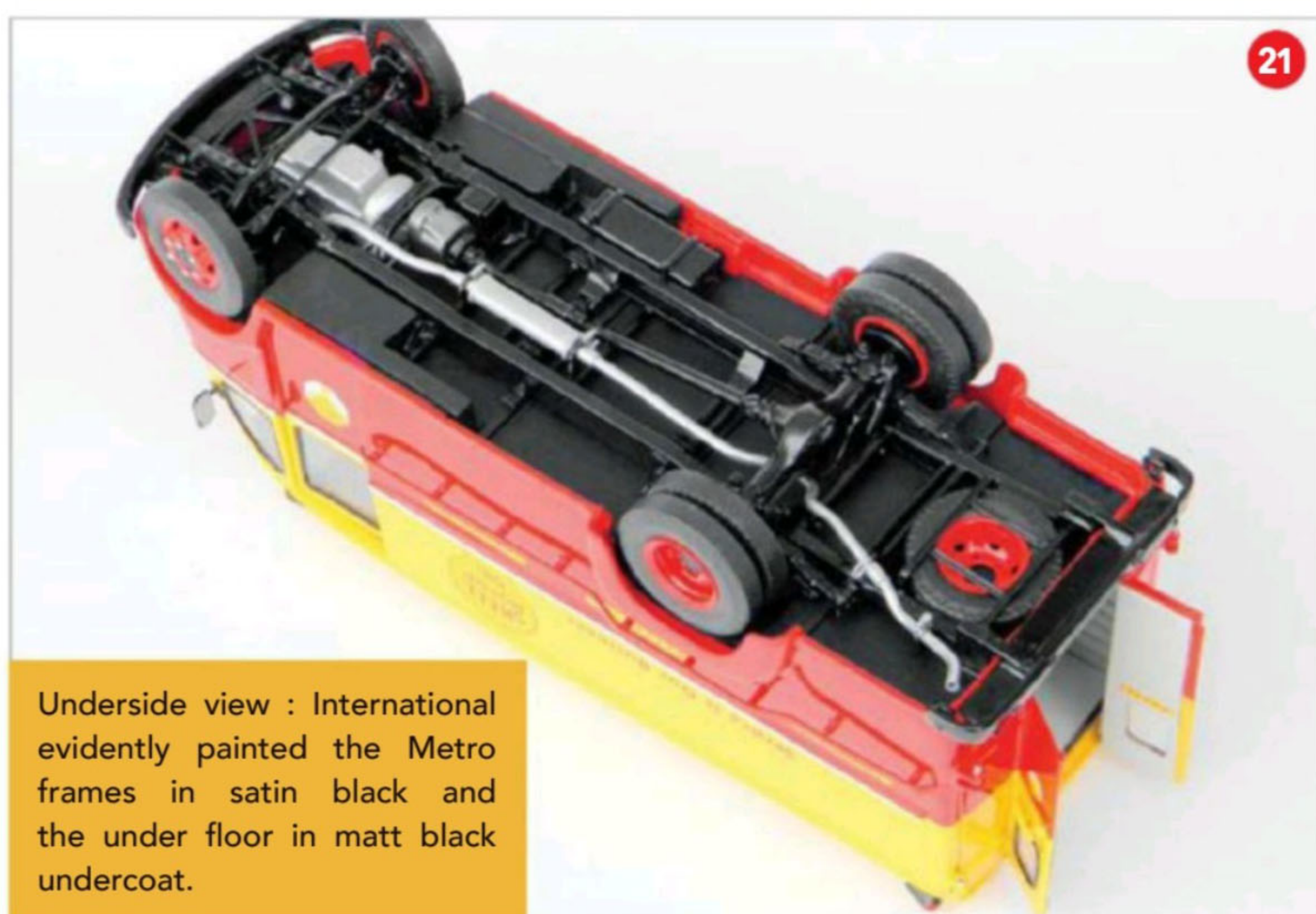
The attaching of the front floor detail showing the open able engine cover. I figured I'd better photograph this detail now (both open and closed) since it might be quite difficult to demonstrate clearly once the body was installed.



Soldered brass, opening fuel-filler door.



The opening of interior appendages: the engine cover as well as the sliding cargo-area door.



Underside view : International evidently painted the Metro frames in satin black and the under floor in matt black undercoat.



Just some of the reference used to make sure that the model was as accurate as possible.

handles, rear view mirrors, open side vent with screen, opening fuel-filler door, and a front bumper mounted licence bracket, to name but a few.

Polystyrene scratch-built components include the complete cab interior (floor, dash, opening engine access cover, cab partition including its transverse sliding door, sun visor, and windshield wiper vacuum motors), the rear van interior (including its ribbed walls, headliner, inner fender wells, inner rear door and insulation surfaces), the rear outer axle stubs and their brake backing plates, front brake drums, battery, wider '50s style grille, roof mounted marker lights, tail lights, and the complete IH 'Silver Diamond' engine shape (including its pulleys, radiator and belts). Polyester components include the front fender flaring, headlight body shaping and the spare tyre (from a simple modelling-clay mould). Metal wire components include front parking light

bezels, radiator fins, wheel details (lug nuts and '50s style pre-tubeless tire outer rim snap-rings), brake lines and window gaskets. Finally miscellaneous materials include rubber front brake hoses, epoxy lenses, striping tape (grille bars and name plates), zinc front body underlay panel, aluminium tubing for exhaust system and dash gauge bezels.

The main body paint is finished in automotive two part base-coat/clear-coat over 'Rust Check' primer, with small details picked out using various Testors, Tamiya, and Humbrol paints. Graphics are Microscale decals, normally used in HO and N model railroad building.

A local group of capable modellers with whom I socialise had chosen, as a build-theme, to each build a model of various vehicles from the historic Trans-Canada Shell 4000 Rally (held annually through the '60s and early '70s). The completed models were to form a group presentation at an upcoming model contest venue in the spring. Wishing to participate in the 'build-theme' at least peripherally, my model depicts a lubricant, tyre and battery delivery-service vehicle for Shell Oil Canada. 🚚



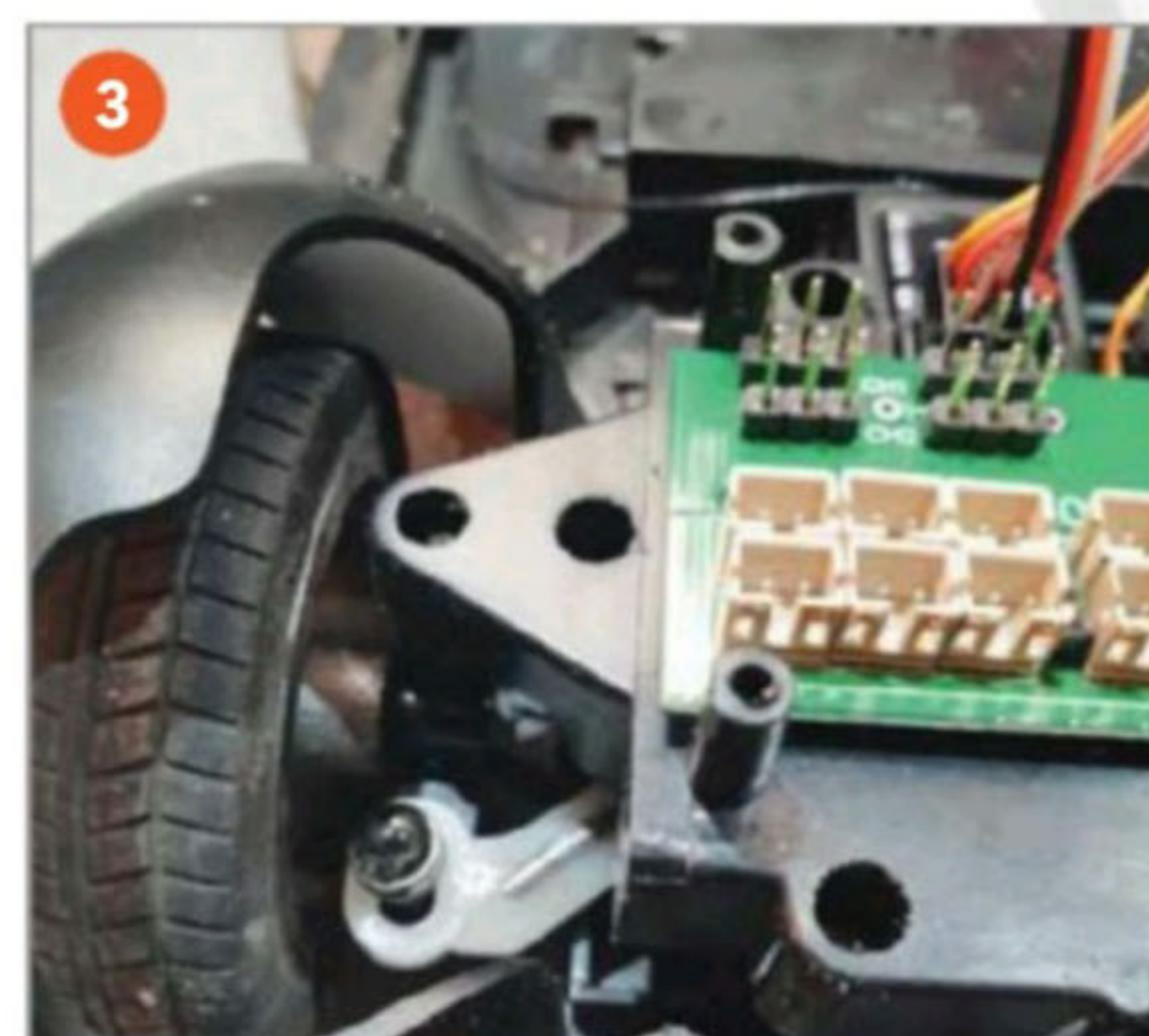
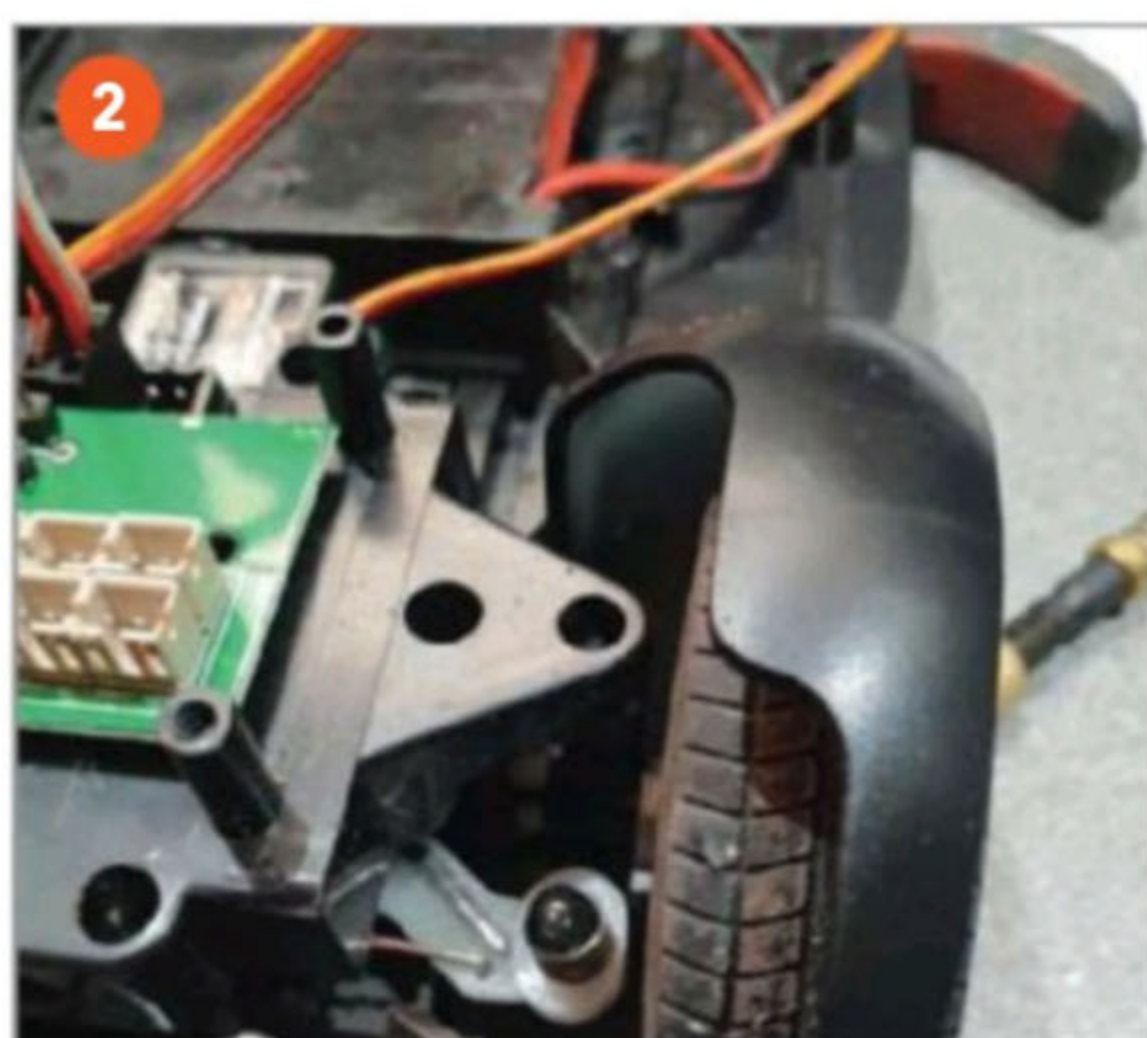


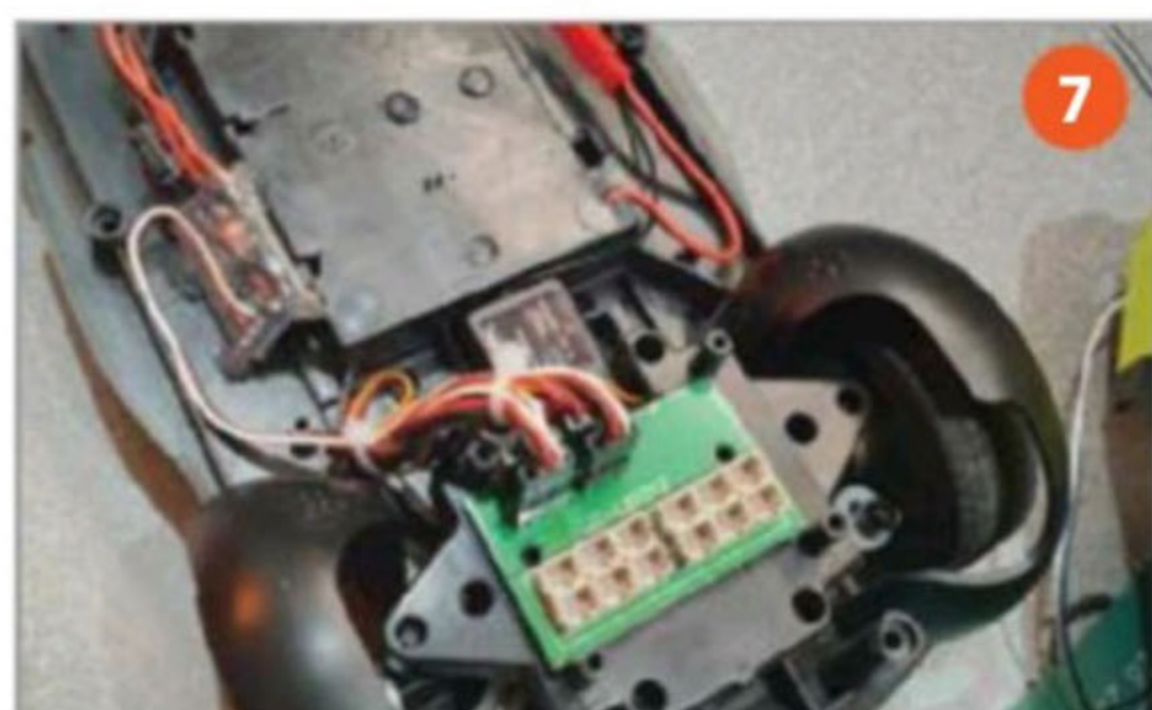
Rastar Range Rover Conversion Article

Not that Sort of Escort...

1/14 • By Neil Hawk

I often go to a local mid-week evening auction and have picked up several interesting models and related items over the years. On one occasion, I spotted a Rastar Range Rover for sale without radio equipment. That did not concern me as I would convert it to a decent 2.4ghz radio and remove the crude original electronics anyway. The Range Rover screamed 'Escort Vehicle' at me as soon as I set eyes on it. Such items rarely make much money at the auction, so I decided to bid on it. The gavel fell at £1.50 plus the buyer's premium of 50p, making for a great bargain.





A session on eBay resulted in the addition of a 10 amp speed controller for £5, an Orange light bar for £6, a mini servo for £5 and a three-channel 2.4ghz pistol grip style radio and receiver for £18.

Over the next few weeks I set about the conversion which I hoped would be reasonably straightforward. The chassis screws were removed to access the interior. The steering is housed in a plastic enclosure that consists of a small motor and relevant plastic parts. I kept the motor and threw away everything but the enclosure and the tie bar between the two wheels. I then mounted the new servo (**photo 1**) with a push rod bent to shape and hooked through a pre-drilled hole onto the tie bar. The front suspension is sprung via coil springs on the king pins. A small amount of the chassis was removed to increase the amount of steering lock available (**photo 2 & 3**). My attention now turned to the rear end and the drive assembly.

I left the motor and drive as it was, but removed the basic electrics. The 10-amp speed controller was wired to the model

motor by installing a JST plug wire to the motor terminals and then fitting that to the speed controller (**photo 4**). The servo wire from the speed controller was then routed to the receiver and the other wire fitted to the battery. The steering servo wire was also plugged into the receiver. A charged battery was then plugged in to check the electrical installation, with the receiver bound to the transmitter. Everything seemed to work as planned. I did have a light set kicking about in the spares box, which I fitted to the front end of the Range Rover but I found this to be a faulty item, so a KNT light set was ordered from Aztec Models, who I find a godsend for projects such as this.

I did not paint the body as it was in pretty good condition, so I just gave it a good polish with T-Cut (**photo 5**). The light bar was now attached by drilling holes in the roof and screwing the bar into position from the underside and later plugging the connector into the receiver. The battery box under the chassis usually housed standard AA batteries (**photo 6**), however I wanted to use a battery pack so out came the Dremel and burr. A 6-volt pack was found in the workshop and fitted into the modified area. However, when powering up again I found the light bar did not work at all. It was not getting enough power, so I contacted Component-Shop (www.componentshop.co.uk) to see if they could supply a pack with an extra battery on the terminal end of a 6-volt pack to make

it 7.2 volts. They could and soon sent me what I needed. I then cut out one side in the battery compartment to accept the extra battery cell. Everything was then powered up and worked beautifully. The body was housed out behind the light lenses to accept the LEDs from the KNT light set and these were then hot glued into place. Wires were shortened where needed. Everything was then tidied up and re-assembled followed by a thorough testing (**photo 7**).

A good friend, Daniel Ellis, produced the computer cut vinyl for the graphics and I applied these to the model (**photos 8 & 9**). I decided to go for a personal number plate. The finished model appeared at a number of shows, including Convoy in the Park at Donnington in 2019, where it had the honour of escorting Raymond Harrison's ALE Faun Trojan, an unfinished Unipower truck and abnormal load trailer around the layout and around the pit area outside. It definitely turned some heads that day.

In all, this was a very rewarding model that cost very little money at £60 to complete and was not too time consuming. This sort of project is a good way to get into RC for someone on a tight budget. I have since converted two BMW cars into unmarked police vehicles which just sit on layouts at shows and catch out 'illegal' activity, as well as generally blocking the odd road junction. It adds a bit of fun and helps keep everyone entertained. ☺



How to Apply: **GRAPHICS & DECALS**

In the RC community we all take pride in our builds and want our truck to look as close as possible to the real vehicles we see every day on our roads and motorways, so here at Snap2 RC Truck Graphics we provide standard and custom decals to make your RC models stand out from the crowd.

Here is a quick step-by-step guide on how to apply our decals and graphics so you can get the most out of your hobby.

How to Apply: **RC TRUCK GRAPHICS**



Step 1

To make sure your decals apply to the desired surface nicely you must first make sure the area is dry and clean of dust and debris. It is recommended that you clean the area with an alcohol cleaning wipe then dry the surface with a clean dry cloth or kitchen towel.



Step 2

Once you've decided where you want your decal to sit, peel the white backing sheet off and position your decal onto your RC model. Once in position rub over the transparent transfer sheet with a cloth or flat squeegee to flatten out the decal, avoiding air bubbles.



Step 3

Once your decal is in position and smoothed out slowly peel the transparent sheet off the surface, and your decal has been applied to your RC model.

The finished graphic in place



How to Apply: TYRE DECALS

- Step 1** ► Clean your tyres with an alcohol swab making sure the area is totally clean then leave it to fully dry.
- Step 2** ► For the vinyl to bond to the tyre you need to warm the tyre slightly before you apply your decal. This can be achieved with a cool heat gun or warm hair dryer.
- Step 3** ► Once the tyre has warmed up, peel the white backing sheet off the decal and position it on the tyre, smooth out the decal to release any air bubbles. Leave the decal to bond for 1-2 hours.
- Step 4** ► After two hours have passed gently peel the clear transfer sheet away from the tyre. 📺



For more information or general enquiries you can contact: snap2@snap2products.co.uk
 Graphics & Decals made by David Hudson • www.snap2rctruckgraphics.co.uk



Product guide

Step by Step



How to use Weathering Effects

Art. 73.812 (40 ml) / 26.812 (200 ml)

Black Thick Mud

Very dark color, seen in earth similar to peat, which is very rich in vegetal substratum, such as found in wooded and humid areas in the north of Europe. This mud shade is a very dark color, perfect for depict the mud in wooden and humid areas, over a base or diorama or directly on the vehicle.

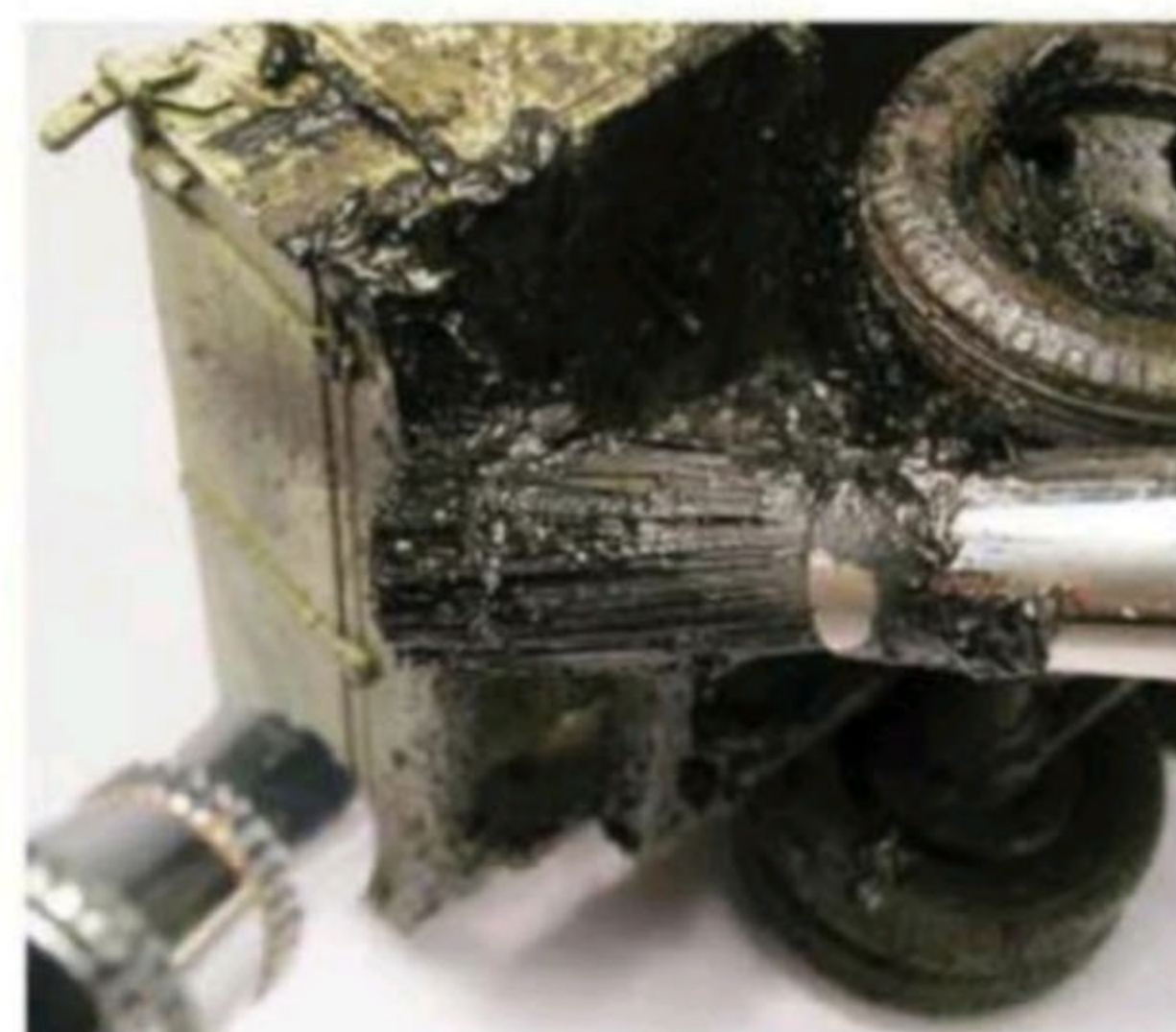
By Chema Cabrero



1 The consistency of this product is perfect for depicting accumulations of mud without adding plaster or similar products.



2 It can be used directly, in this case applied with a brush, over the bottom and wheels of a truck. In some places, like track tires or any part of the vehicle which is in contact with the ground, you can remove the excess of mud, but try preserving its basic shade.



3 With an airbrush you can blow air over a brush moistened with the product, creating heavy splash effects on the model.



4 The thick mud splashes also need a logic for their placement on determinate parts of the model. With the Vallejo Thinner 71.361 you can thin down the Thick Mud for blending or just for creating gradations of density between accumulated mud and splashed areas.



Conrad

Conrad has released details of three new truck releases in their 1/50 programme which include a MAN TGS NN 6x2 truck with front fitting snow plough and rear gritting body with Palfinger loading crane, finished in an orange decoration, while a Mercedes-Benz Arocs 6x4 truck with plow and gritter platform has been finished in the Eurovia decoration. Joining them is a MAN TGS Euro 6 four-axle rigid truck with Palfinger PK 200002L-SH knuckle boom crane in the distinctive Alpes Azur Levage company decoration.



Mammoet

WSI Models has produced a limited-edition replica of the new tooled two-axle Nooteboom Euro low loader which is paired with a Volvo FH4 6x2 tractor (ref. 410267_000). It is available now from the Mammoet online shop - www.store.mammoet.com



Fire Replicas

Three vintage Mack trucks in various colour combinations are available from Fire Replicas. Each model is constructed from a number of parts in various materials to get the most accurate and realistic model possible, a true museum-grade replica. Production quantities are very limited.



Mack B-81 Tandem-axle Tractor 1/50 (ref. FR102).

Tekno

The latest news from Tekno includes Scania and DAF tractor rigs, some with trailers. They have also announced the development of the Volvo FH05 and FH16 05 in three cabin variants consisting of the Globetrotter, Globetrotter XL and the XXL. The first models of the new fifth edition trucks are already in production and can be pre-ordered by visiting the Tekno website www.tekno.nl



Scania Next Gen S650 Highline 4x2 - Jarno van Leent Transport 1/50 (ref. 80938).

Scania Next Gen R-series Highline 6x2 - Jens Petersen 1/50 (ref. 76460).



Scania 4-series Topline with NTM refrigerated trailer - Ola Jacobsson 1/50 (ref. 80770).

Scania 3-series Streamline with tank trailer - Svend Dahl 1/50 (ref. 81180).



DAF XF Euro 6 Super Space with curtainsider semi-trailer - Meeus Transport 1/50 (ref. 81310).

Nooteboom

A new tooled Nooteboom Euro-PX two-axle low loader has been produced by WSI Models in 1/50 which is paired with a Scania S Highline 6x2 tractor (ref. 583.30.26). It is available from the Nooteboom online shop - www.nooteboomshop.com



Mercedes Benz Arocs 8x6 Stream Space

with Faymonville Combimax Trailer

Conrad have produced a new 1/50-scale model set containing the newly tooled Mercedes-Benz Arocs Stream Space SLT 8x6 tractor with Faymonville CombiMAX trailer components.



Below:
The latest truck tooling from Conrad features the Mercedes-Benz Arocs 8x6 tractor with Stream Space cabin.

Looking around the truck, the first thing you see is how high the cabin rides in relation to the front wheels with plenty of clearance. The front axle has a very impressive range of steering, with the second axle having a reduced range of movement which is independent of the front axle. The two rear axles have some oscillation movement to them to simulate suspension with nicely moulded tyres fitted to the decorated wheel rims.

The tower behind the cabinet features a number of components including the fuel tank, air canisters, cooling system, hidden exhaust stack, ladder, rear facing lights with silver painted lenses and four coiled service lines. The side slotted grille is nicely formed with the stream Space cabin having



Left:
The new model from Conrad has been finished in the striking colours of the Spiegl company.



Above: There are some nice features on the rear tower and good detailing of the side grille.



Above: The main load floor can be telescopically extended in length for carrying larger loads.



Above: A number of connection parts are supplied which cleverly fit to the ends of the line modules.



Left:
The Faymonville
CombiMAX trailer
parts allow for several
different configura-
tions to be set up.



Above & Right:
The model really does
look good, whichever
trailer configuration
you choose.

INFO

Manufacturer: **Conrad**

Product Reference: **78246/0**

Scale: **1/50**

a simple but effective modelled interior with left-hand driving position. The fifth wheel coupling allows any Conrad brand trailer to be connected and there are two different rear drawbar hitches (one already fitted, the other loose in the box with the mirrors and aerials which need fitting). At the front, the bumper has a drawbar towing bracket with cover integrated into the lower bumper, while the front grille has the distinctive pattern with prominent Mercedes-Benz logo.

The main Faymonville components in the box are the gooseneck, a three-axle line and a five-axle line module with telescopically extending low-loader bed with integral loading ramps and quick connect linkage. The modules are presented pre-configured and the collector needs to fit

the end sections to the modules depending on how they want to set up the trailer, with several different options available from the parts as shown here. The standard 'universal coupling heads' are predominantly used but there are several end sections that have the quick-connect system along with the rear panel that has printed lights and warning markings.

The gooseneck can be hydraulically adjusted with spare tyres fitted in the storage area and metal support bars allowing it to remain upright when not connected to a tractor unit. Metal cover plates are included which slide into the grooves on the inside recess of the modules to present a flat surface and there is a set of four wide marker boards which can be fitted to the trailer. 🚚



Above: There is a three-axle line and a five-axle line module with end panel displaying the lights and markings.



Above: One configuration is to link the two modules together, shown here with the plates fitted along the centre.



Above: Another option is a low loader with three-axle module at the front and five-axle module at the rear. It is also possible to omit the front module, connecting the floor directly to the gooseneck.

MAN TGS NN & TGX GX Trucks

Conrad continues to release interesting truck and trailer combinations, like this MAN TGS NN three-axle rigid truck with Meiller three-way tipping body and two-axle tipping trailer. The truck has oscillating rear axles and a steering front axle which achieves a very tight turn radius with fuel tank and air cannisters fitted to the chassis. The cabin has a replicated interior with self-fit mirrors which fit in place easily, as does the roof aerial. The blue and silver combination complement well with the black door handle, upper trim line and black access steps. The front grille is nicely detailed with the prominent MAN logo and insignia with the sun visor also sporting the MAN logo. The Meiller tipping body is fully operational, with fold-down side panels and a pivoting tailgate allowing the body to tip in any of the three directions with a clever ball and socket system. The same system is deployed on the trailer which also has oscillating axles and an adjustable landing leg.



INFO

Manufacturer: **Conrad**

Product Reference: **81182/0**

Scale: **1/50**



INFO

Manufacturer: **Conrad**

Product Reference: **80202/0**

Scale: **1/50**



The latest generation MAN TGX GX tractor is the centre point of this truck and trailer combination, based on a two-axle chassis with the new front grille design which is striking and nicely engineered. The front axle has a full range of steering movement with an oscillating rear axle, pivoting fifth-wheel coupling and side skirts protecting the fuel tank. The usual self-fit side mirrors and aerials need adding to complete the look, and these are easier to fit than on some previous models from Conrad. The decoration is impressive, with the lion mural standing out on the sides of the cabin with chrome air horns and spotlights mounted to the tall cabin which has a modelled interior.

The truck is paired with the Schmitz-Cargobull three-axle tipping trailer which has the 'We Will Rock You' slogan printed on the sides of the dump body which has conventional rear tip operation with multi-stage hydraulic cylinder and pivoting tailgate, not forgetting the access platform with fold down ladder. The model is finished in a metallic grey colour with the Bärnreuther company markings. 🚚



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1

The cab assembly prior
to being closed up.

URAL 4320

WITH KS-2573 CRANE

Trumpeter + Balaton Model Conversion

1/35 • by Štefan Pásztor

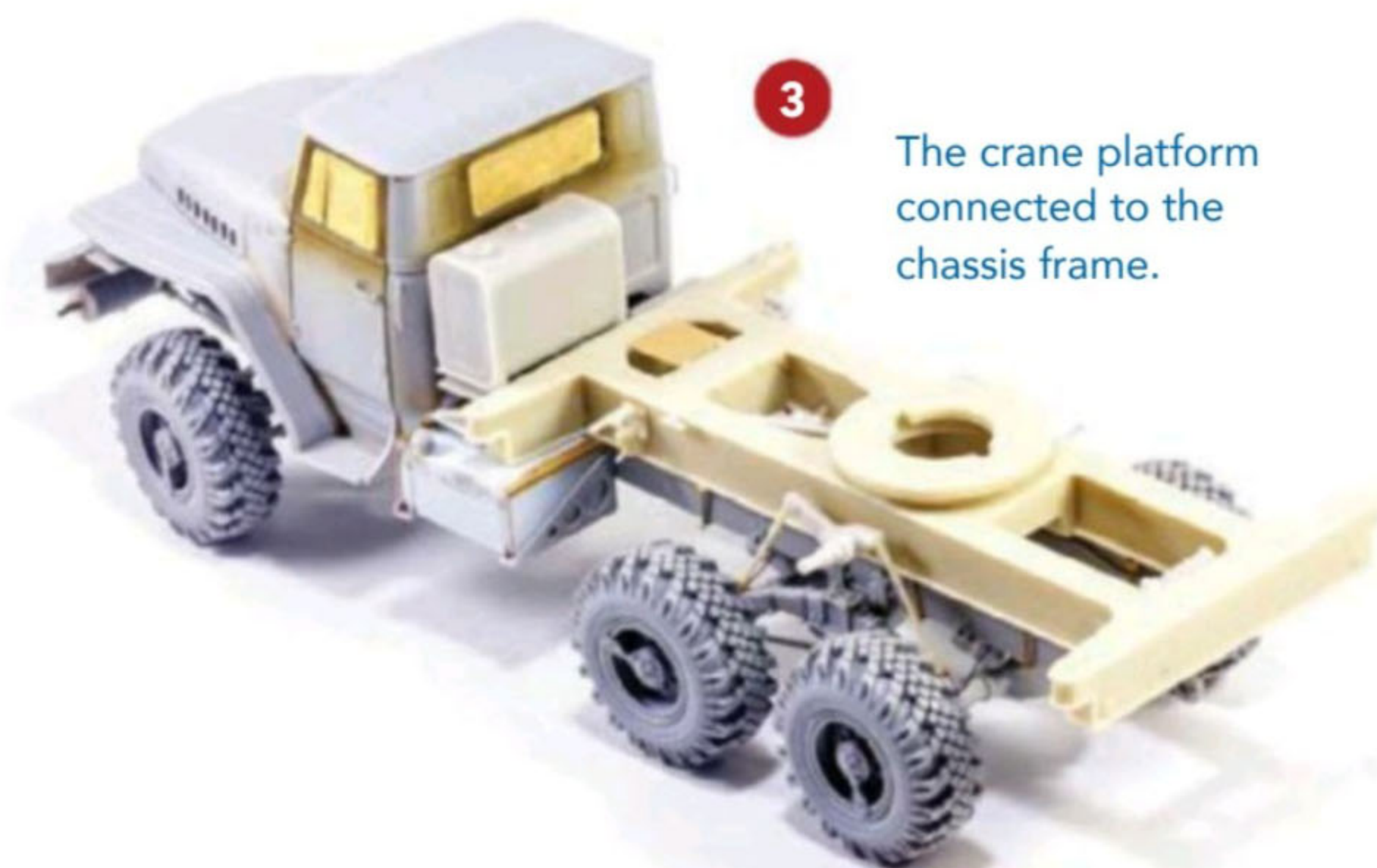


The Ural 4320 was designed as a military multi-purpose vehicle as a replacement for the Ural 375D. It was introduced by the Ural automobile plant in Miass, Russia during 1976 with production still continuing to this day, meaning that it is no surprise that more than a million of these robust trucks have been produced. The 4320 is renowned for its fantastic rough terrain ability, as well as for its simple maintenance requirements. This is coupled with its superb load-carrying capability meaning that it has found favour in roles as diverse as fire-fighting, garbage collecting, well drilling or as a mobile auto crane, which is the model I decided to build. Power is delivered by its eight-cylinder 10.85l YaMZ-740 engine which produces 210 (220) horsepower, permanently sent through a five-gear transmission to all six wheels.



2

The completed cab with mudguards, bonnet and frame in place.



3

The crane platform connected to the chassis frame.



Usually I began construction with the cab and its interior. Before fixing the rear part and the doors, I painted and weathered the interior lightly. I added a fuel can to the interior, which is a rather simple affair. When I was satisfied with the interior's overall finish I secured the rear wall, passenger's door and roof in place. I didn't fix the driver's door in place because I wanted to be able to pose this open when the model was complete. I then added the bonnet, mudguards, footboards and front fender to the cab. This assembly was subsequently connected to the chassis frame to which I added some basic hydraulic and pneumatic pipework. One of the interesting features of my chosen vehicle was that the exhaust was moved to underneath the front fender. I replicated the pipe work from thick pewter wire. Obviously, I had to drill a small hole at its end as well. After completing all plastic parts from the kit, I moved to working on the resin parts for the conversion.

The first resin part prepared was the biggest, this being the crane platform. The part showed visible layers from the 3D-printing process, which needed to be sanded lightly to remove them. This type of problem appears on most of the parts cast

from masters made on 3D printers where the raster is visible to some degree on the surface. Sometimes a coat of one or two solid layers of surface primer over the part can disguise this, other times sanding is required.

I'd sourced some wheels from a fledgling Russian company called MiniArm as the new resin wheels supplied as part of Balaton's conversion were not suitable for my chosen vehicle which had massive tyres. In order to fit these new wheels properly I needed to turn a slot on the inner part of each wheel for the plastic disk on the Trumpeter kit parts as there wasn't a better way to fit the new wheels to the chassis. My next step was to fix the support legs in place. I retained the upper resin parts of the pistons but changed the lower movable parts for new items made from stainless tube which removed the need to clean or paint the parts. All of the hydraulic pipes were made from lead wire of different diameters, a process which took some time to perfect.

Unfortunately, the upper part of the conversion set contained far more manufacturing defects which required rectifying. The first thing I had to fix was the rear winch compartment's deformed walls.



4

The complete lower assembly.



5

The noticeably deformed resin walls of the winch compartment.



6

The visible raster marks on the 3D-printed cab roof.

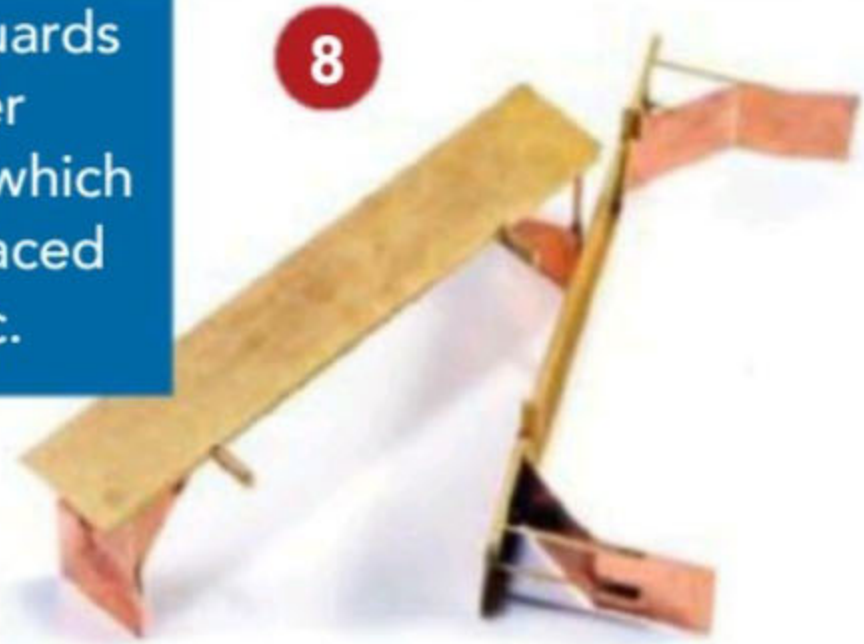


7

The cab walls, formed from thick photoetch, in location.

The mudguards with copper mudflaps, which I later replaced with plastic.

8



9

The visible deformation of the original crane boom and the new part made by 3D printing.



10

The crane arm details.



The upper roof part appeared perfectly cast without any deformation, but when dry-fitting it to the four sidewalls of the compartment the deformities of these parts were revealed.

The largest areas of warpage were corrected using hot water from a tap, the smaller warps being bent to shape when fixing them in place with super glue. The panel lines were refreshed using a small saw blade. The crane's cab roof had the most visible raster lines of all the parts, especially in the corners. After fixing these I could move in to bending the crane cab from the photoetch parts provided. The manufacturer used much thicker brass sheet to create the photoetch for cab, which is a huge advantage as it holds its shape perfectly and it is not as vulnerable to damage when manipulating it. The last step on the crane platform was to install the massive fenders. Part of the conversion's mud flaps are supposed to be made from clear plastic, the same material as the cab's windows, but I decided to make them from thin copper sheet. I found that the copper sheet was prone to falling off, so I remade new ones from the thinnest Evergreen plastic sheet.

Finally, it was time to approach the problems with the crane's arm. The arm was warped in two directions and as such its inner part was practically unfixable, so I created my own new part using a 3D printer. The new part that was made had significant raster marks, but after using MRP filler and sanding and polishing it, the surface was even better than rest of the kit. The other parts that I needed

from the old arm were cut from the resin item and moved to the new 3D-printed arm. A longitudinal stiffener was made from the same Evergreen plastic sheet as mud flaps. The inner part of the arm's piston was also changed for a stainless steel one, but on this occasion I used a larger diameter tube. I also added some cables to the arm to complete the building process.

Paint

Before applying any paint to the model, I always bring all the various multi-media surfaces together in one base colour using several thin layers of my favourite MRP airbrush surface primer. This base paint uncovered a few small surface defects which I had to repair and repaint with primer before the model was fully ready for paint.

I painted the whole model with black paint and then I pre-shaded it with white paint. This process takes a bit of time, but it creates a pleasing variety of shades. I left the crane platform black because there was no reason to pre-shade a surface which would remain black.

First, I painted the wheels. I used Soviet Protective Green for the wheel hubs, then covered them with MRP's masking putty. The tyres were painted using Flat Rubber paint for tyres.

The crane was painted with yellow paint (MRP-28) and light blue (MRP-44) was used for the cab. The platform was lightly oversprayed with the

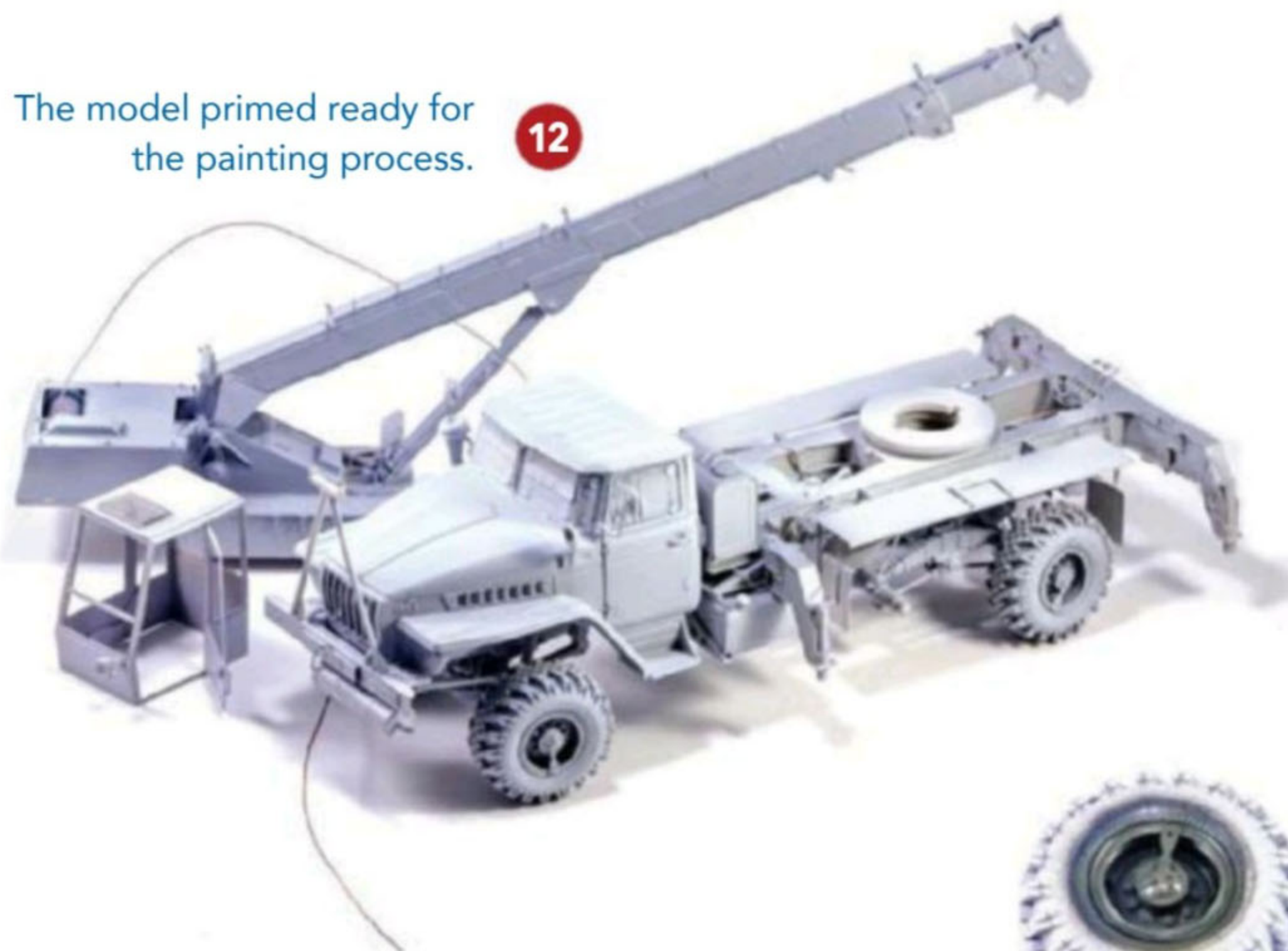


11

The completed model before painting.

The model primed ready for the painting process.

12



13

Black and white paint preshading.

14

The steps I used to paint the wheels using masking putty, from left to right.





15 The completed, painted model before the weathering process.

Flat Rubber paint I'd used for the tyres to highlight some of the detail. The metal parts of mudguards were oversprayed with rust-coloured paint to get that worn, older effect. Small details were brush-painted using Vallejo paints.

Weathering



16

Spraying streaks and cloudy fields using a mix of 40 per cent MRP transparent paint with 60 per cent flat varnish. The flat varnish in the mixture causes the pigment used in later weathering steps to attach more readily to these areas than to the glossier areas.



17

More intensive pigment attachment during filter application.



The next step was critical. The chipping on the crane should not be overdone as there would not be too many abrasions and scratches.



18



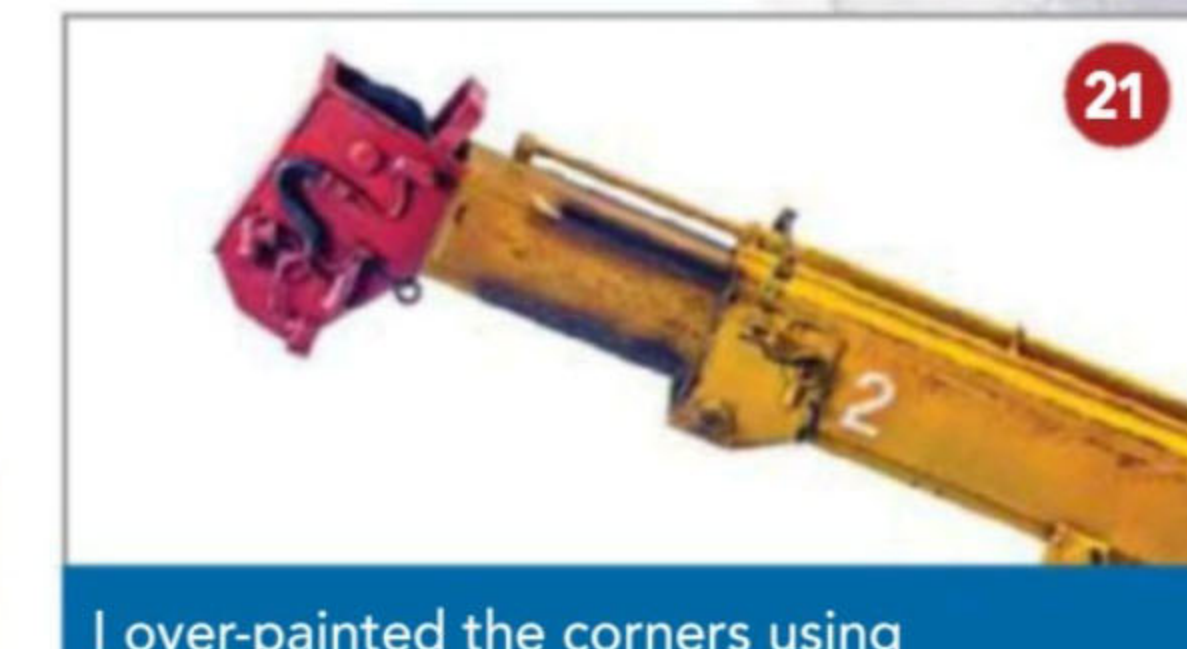
19

The abrasions were painted using a sponge and thick dry brush, then a thinner brush was used for the detail.



20

Larger abrasions were painted on the inner movable crane arm.



21

I over-painted the corners using transparent paint for exhaust stains, mixed with rust-coloured paint in a 50/50 ratio before adding some oil and grease effects.



22

The next step was to create fading. I applied dots of oil paint in several different tones to the surface.



23

These were then blended into the surface using vertical brush strokes. On flat horizontal surfaces these dots were just blended.



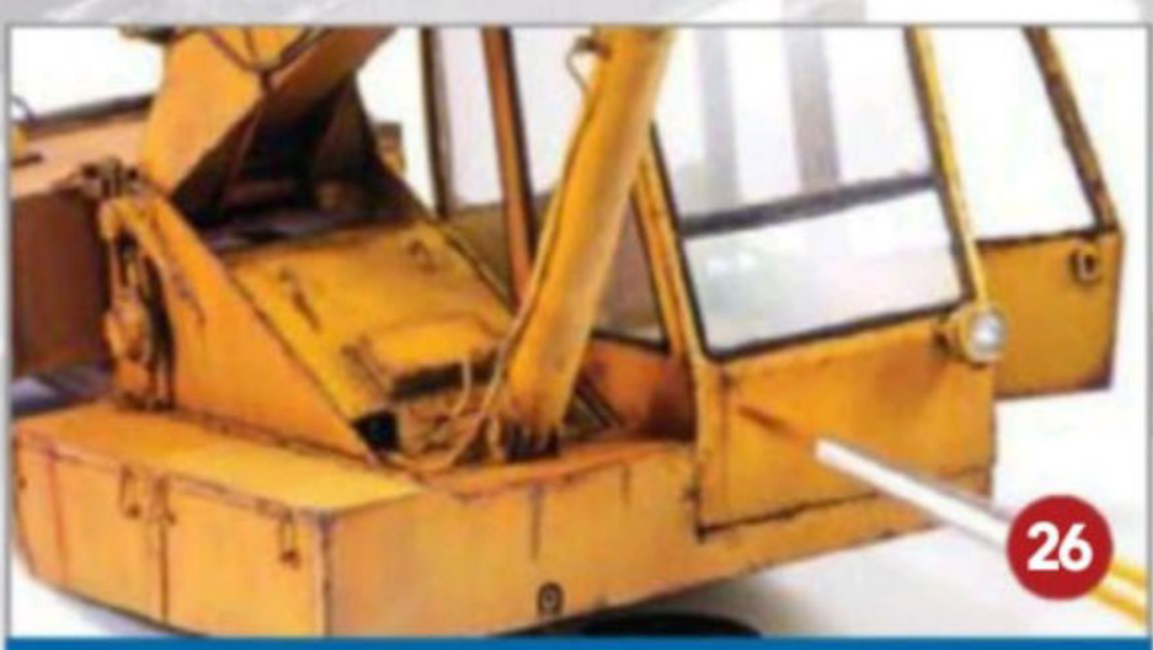
24

On pure yellow surfaces like this one it is very important to highlight details using a wash. I prefer thinned oil paint.



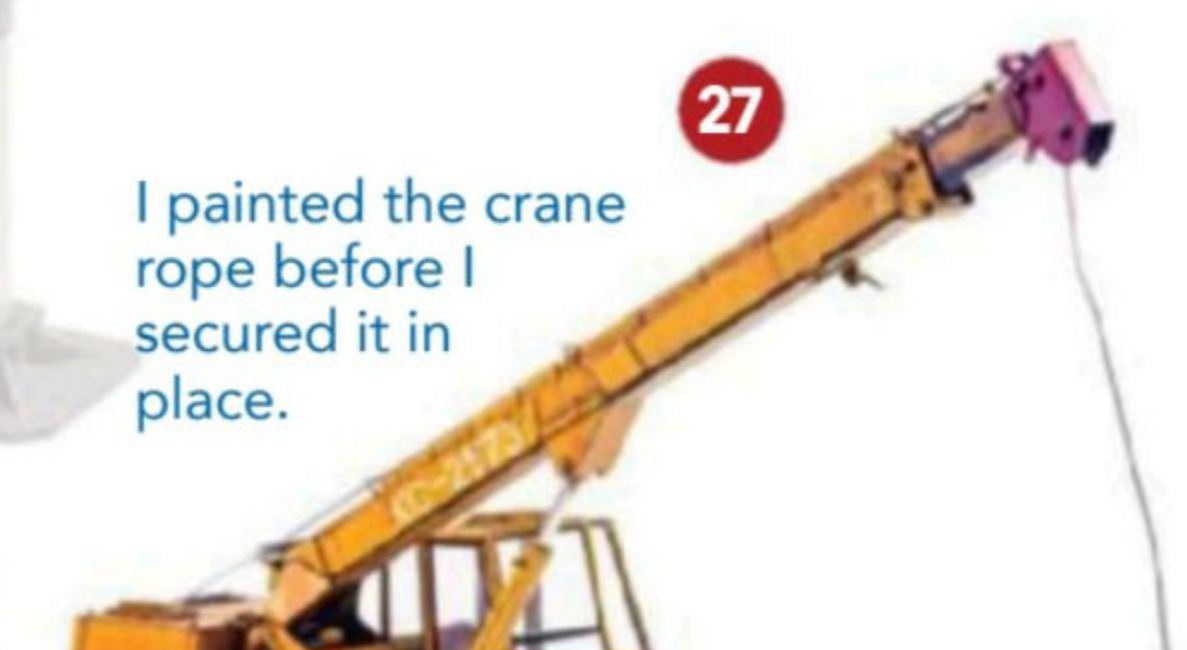
25

I applied a very small amount of rust-coloured oil paint on the most worn areas, which was blended to add some depth to the scratches.



26

I added some streaking away from the edges and scratches using oil paints washed from the edges in a vertical direction.



27

I painted the crane rope before I secured it in place.



28

It was necessary to add a little bit of wash in some areas.



29

I then added a dust residue on the surfaces using oil paints.



30

The most time consuming step of weathering the crane was applying small dots of thinned oil paints systematically to all of the surfaces. As with fading, it is also very important to choose the right oil paints and the sequence of applying them. Dots which are too big or incorrectly placed can be easily removed with an almost dry brush.



31

I basically used the same steps when weathering the cab and the chassis. I began with filters, choosing different tones to vary the effect.



32

I added several layers of brown filter to the crane platform to begin with dusty look and added a red filter to the mudguards to achieve a rusted effect.



33

At this point I wanted to check the effect by test fitting the painted assemblies together.



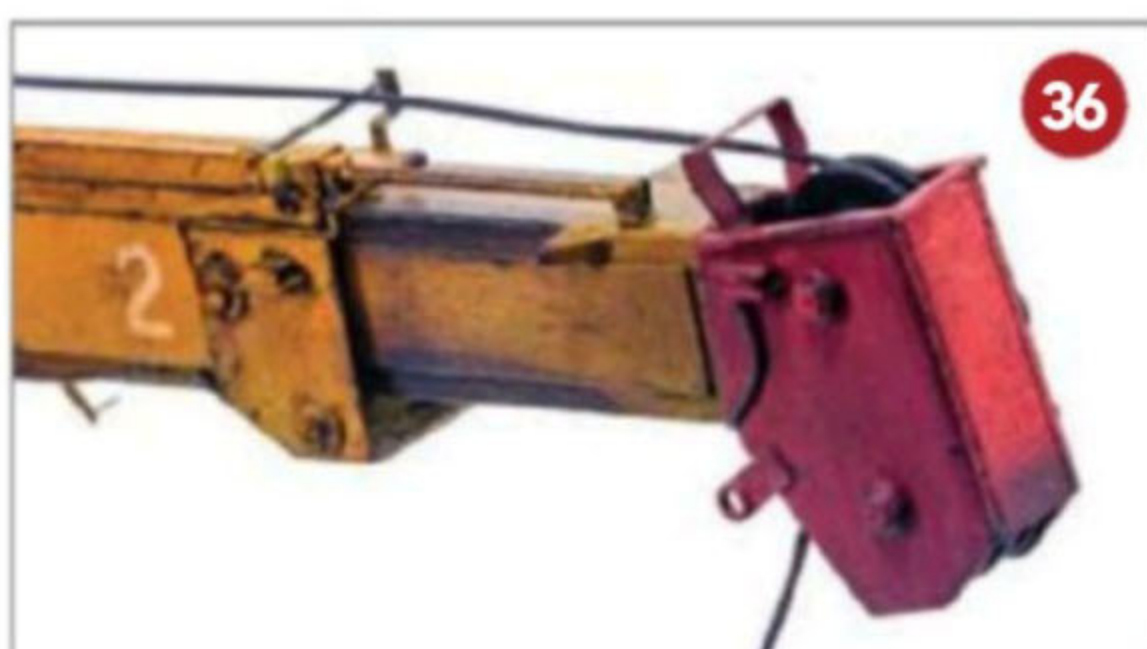
34

I faded the paint on the cab using white oil paint.



35

I used several earth colours on the platform.



36

I applied oil and grease mixed from a range of oily agents, wet effects and dark oil colours to the worn inner part of the crane arm.



37

A few oily marks were also added under the crane arm's piston.



38

I painted light and dark blue abrasions on the cab using fine brush. I tried to paint them in a significantly less obvious manner than on the crane itself.



39

Then I applied a dark contrast wash to the cab mixed from oil paints.



40

As on the crane, there were lot of oil paint dots applied, but light tones were used in this area.



41

I added a few layers of oil paints to form a base coat below the mud.


42

I applied some dust residue to the support legs while the oil paints on the chassis dried.


43

As a base below the areas of thicker mud I decided to spray flat Tamiya Buff (XF-57).


44

I was not entirely certain how I would achieve the dried, caked mud effect I wanted, so I prepared a small plastic test sheet recreating the surface of the model.


45

On the flat Tamiya base I applied mix of MIG Medium Density Mud Splashes - Loose Ground (A.MIG.1752), Nature Effects - Light Dust (A.MIG.1401) and MIG Rubble pigment (A.MIG. 3013) by brush.


46

When the mixture had dried it was oversprayed with Vallejo Crackle Medium (70.598). I recommend using an older airbrush for this as the Crackle Medium is hard to remove from the airbrush as it was designed for use with a brush.


47

After few minutes the layer of mud starts to crackle.


48

It is very easy to remove redundant mud from chosen areas using cotton swabs. Settled mud was fixed by Petroleum ether, but it also can be fixed by Pigment Fixer.


49

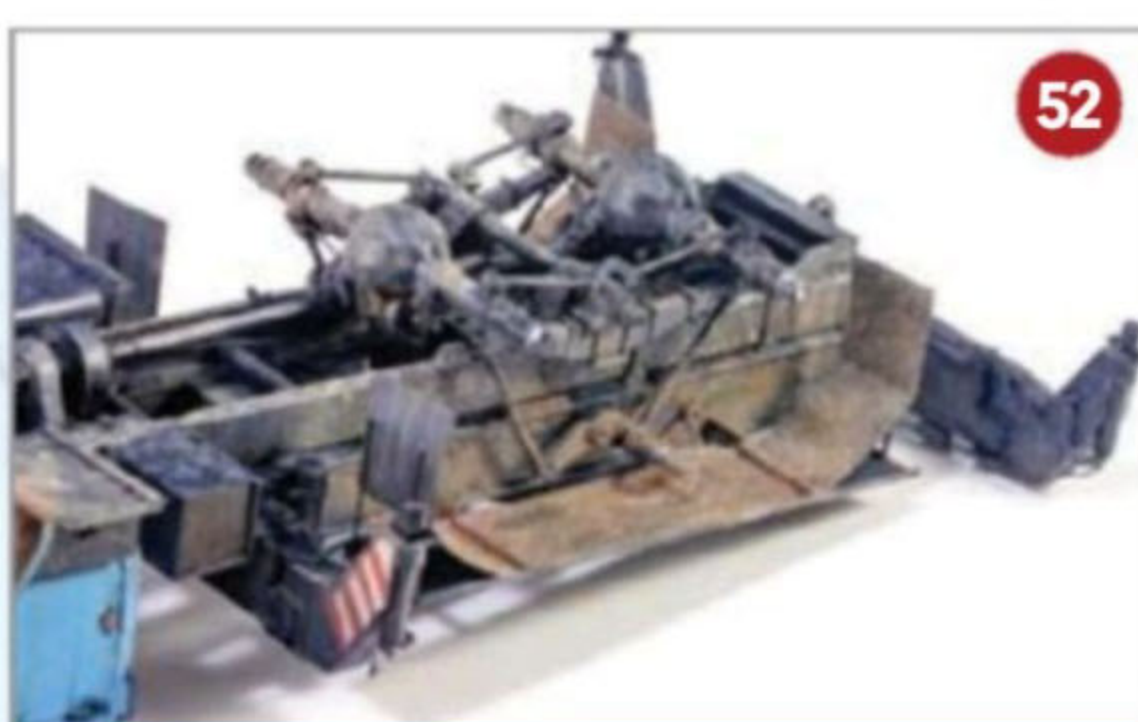
As soon as I was absolutely confident in the process I repeated it on the chassis, where mud would collect the most.


50

I speckled larger amounts of earth-coloured oil paints to the chassis frame.


51

I also did the same on the mudguards under the cab.


52

I also used the same process on the inner side of the crane platform mudguards.


53

Then I applied liquid earth and dust agents to the tyres using a brush.


54

After drying I removed the dust from the sides of the tyres and tread using a silicone tool.


55

I speckled some small oil paint dots and blended them in.


56

To finish off I created dirt around the windscreen wipers and added final details such as a pallet and traffic cones behind the drivers cab, along with tools, cigarettes and a magazine in the crane's cab. 🚚

Meet the Modeller:

Jan Roseky

Few readers will need introduction to the truck modelling works of Jan Roseky and, of course, his modelling guidebooks. Jan was kind enough to spare some time and answer a few questions for us.

Q. When did you first start modelling?

A. It was quite late actually. It was back in 1998 and I was 13 years old. I felt quite old already for picking up the hobby as I thought it's something you do from a much younger age and I hadn't touched any glue for plastic before that. I spent my whole life with Lego until then.

Q. What inspired you to start making truck models?

A. I was collecting die-cast cars and I wanted some trucks in the collection but there were none available except for the 1/25 die-cast Peterbilt from Revell back then. The only way to go was to start building my own trucks if I wanted more. My dad gave me the Italeri Scania 144 (ref. 712) for Christmas and that was my first kit I ever built.

Q. How do you choose your subjects?

A. It's different with every model and depends on what is the purpose of the model. Since I started working on my books, about eight years ago, the choice was affected by the book, how it fits with within the chapter and the scheduled timeframe. That is a little unfortunate, but it is part of writing a book because you need to build what makes the book content sensible and not necessarily what you would like to build.

When not working on a book the choice can still be affected by many aspects. At first I build what I like, which is not surprising and that is mainly American trucks between the fifties and seventies and European trucks from the seventies to nineties. I keep many ideas and notes in an Excel spreadsheet where they evolve, with reference material and the required aftermarket parts being collected. When there is time to start a new thing, I usually start something from that list. I also like good kits. If a kit is good and promises an easy-going build, a new project starts that can easily 'jump the queue' and I start building, although it may not be a dream from my list. Building is about having fun and I sometimes need to relax between more serious topics. I should also say that I prefer to have just a few

models in progress. I do not like to start new things when the old ones are not finished.

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

A. It is wise to ask the question in this way and include research in the timeframe because often it takes years for me just to collect enough reference material. The research phase can be the longest and the most challenging part of the whole build. It depends on the depth of the project. There are some models I want to build with as much detail as possible, with a correct engine and suspension parts and everything. I collect photos, brochures, drawings, manuals and restoration photos. I talk to owners, visit them and take all the photos I need. This usually involves many scratch-built, 3D-printed and photoetched parts and finished prior to the build so it can easily take a few years. On the other hand, sometimes I just pick up a box and build as per the instructions, finishing the project relatively quickly, within just a few months or so. Of course, as I mentioned above, there are some areas that I am interested in. That means I focus on them all the time. I keep an eye on some Facebook groups or discussion forums and each time there is a good picture I save it. Every time I see the vehicle in real life, at an old-timer show or anywhere else I take the photos I think I may need. Over the years I have created an extensive archive so year after year it is all much easier and quicker because the archive is growing and missing pieces of information are being filled in. I was struggling with a lot of reference for the old American trucks. Then I found myself in the Iowa80 truck museum. I have spent four days there altogether taking photos and exploring the vehicles, engines, transmissions and all the bits and pieces they have there. So now when it comes to something old, I just pull out the right set of pictures, you know. To me all the research is quite a complex activity and a hobby on its own. Furthermore, I collect classic trucks so when I need anything for the F89 Volvo I am building I just go to my shop and work from the real vehicle. It is all one big passion and it's difficult to say where the research for the models stops and where the research for the real vehicle starts.



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

A. I did a few that were very challenging for me way back then. My Australian Mack Magnum tractor would probably be what I would call the most challenging thing so far because of my lack of experience and the reference material and skills I needed. I must admit that with the new-found skills and all the technology I have available now, with 3D printing and photoetched parts, modelling is becoming less of a challenge and the only real challenge I face now is the lack of time. I have my job, I have my family, and together with my friend I run the Czech Truck Model company. I have written a couple of books on truck modelling and restore classic trucks and I also need to sleep as well, so I wish a day had fifty hours. I spend a lot of time planning each project and making sure I will be able to complete it in a reasonable timeframe. If not, I do not start building.

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

A. I love it all really. Research, building, painting, I love it all.

Q. What is the most challenging part of the modelling process for you and why?

A. To have enough reference material on a particular subject. I usually require a lot and not just to make the model look good but for me to learn about the vehicle itself. For some vehicles it is difficult and it takes time. When you build older trucks that were not so common and are not shown at truck shows as frequently, it takes time to gather enough information and reference. My job is a design engineer at Ricardo, so I see inside the vehicles a lot and I want to have all the technical aspects of a model correct.

Q. Who is your modelling inspiration and why?

A. At the beginning it was Günter Bönisch from Germany, a great model builder who had his website gb-scaletrucks.de back around the year 2000. For me it was a real centre point of the modelling world at that time. Günter has helped me a lot with all sorts of questions I had. I was a young boy back then and he was already an experienced model builder, but he had loads of patience with me, and we have exchanged many, many emails about building model trucks. He is one of my modelling fathers. Since my first visit to Jabbeke in 2003 I have basically watched the whole community. There are many great model builders in Europe and all around the world and everybody has something special or unique that I like, and I am hesitant to name some and leave out others. One guy that stands out from the crowd for me is Jean Paul Guyot. I met him a

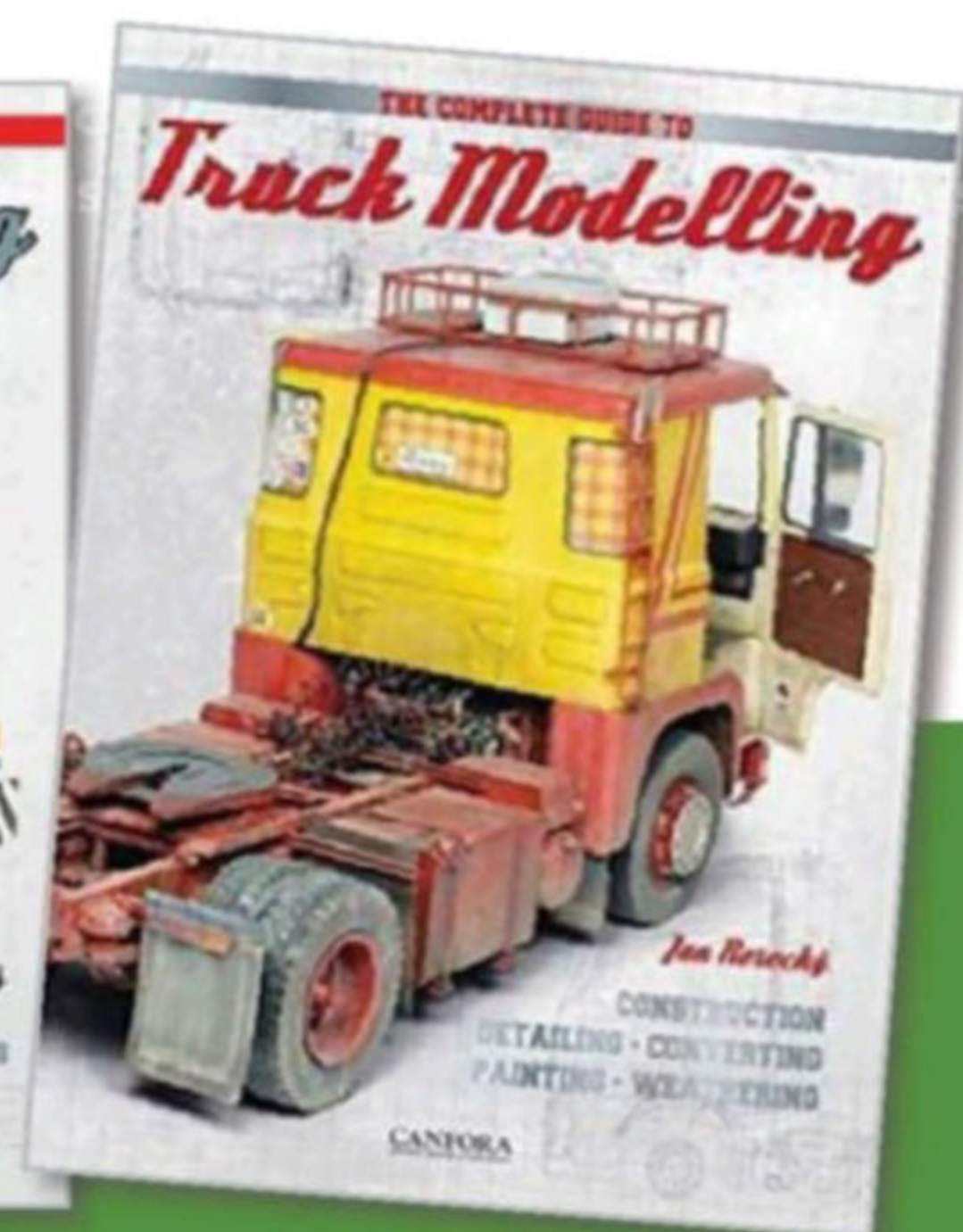
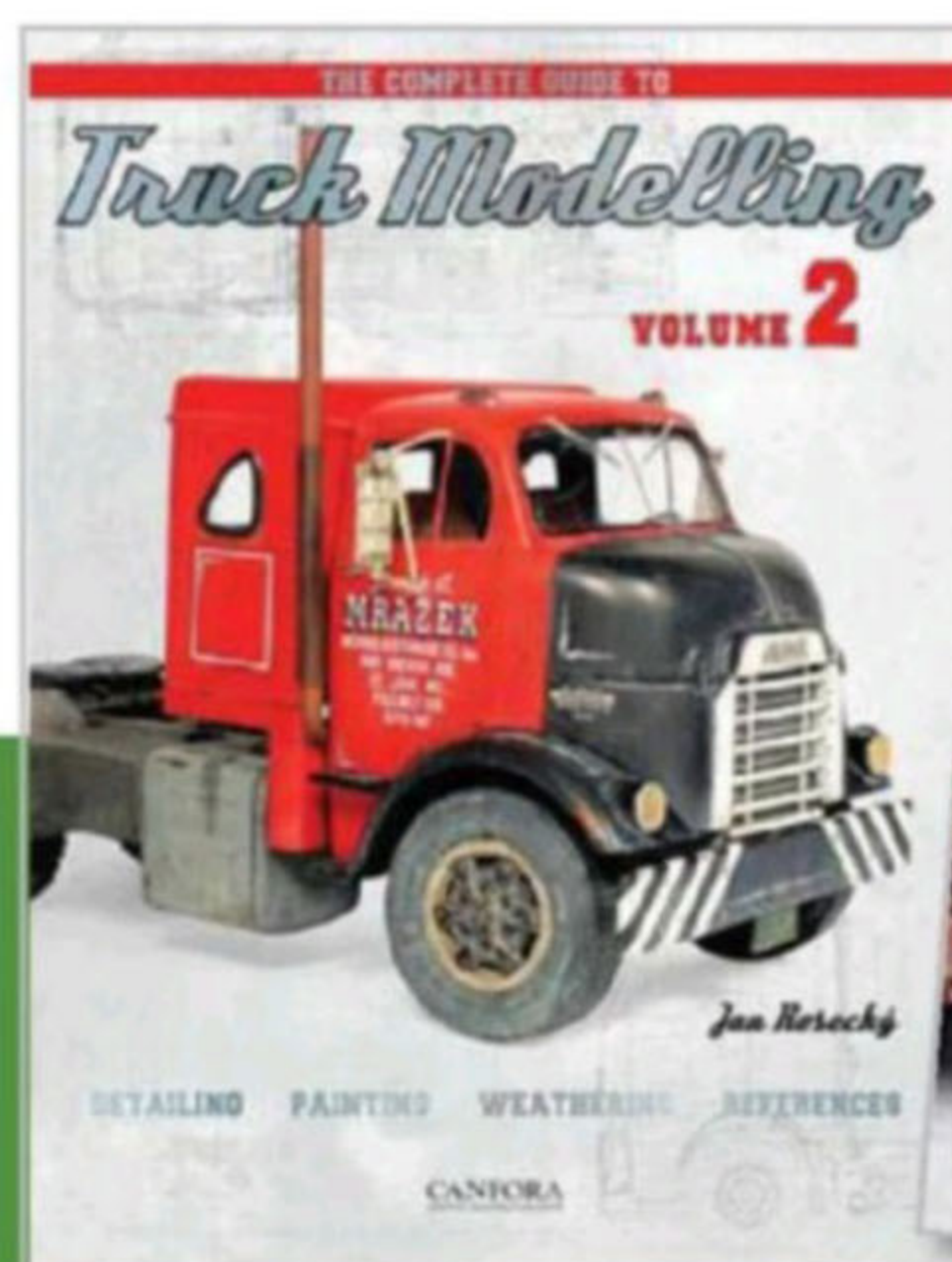
few times in Jabbeke and he does fantastic job in scratch building and also painting his models. Unfortunately, my French is poor, so we have only exchanged a few sentences with the kind help of his wife, but I always like to spend some time at his table during the show. Of course, I must mention our Czech team. They are all great model builders and it is very inspiring to have such people close: Ladislav Petřík, Jan Sklenička, Jiří Hübner, Karel Krejčí. I love the work of Pavel Behenský, another Czech guy, who builds his own cabs and makes a limited-edition resin kits of old American trucks. I am into engines, transmission and all sorts of chassis detailing that you actually do not see much in the world of truck models, but Clay Kemp does fantastic job of his own on all sorts of North American racing cars and equipment. And there are always the big names in the military modelling that are a fantastic inspiration for painting and weathering. Mike Rinaldi, Sergiusz Pęczek, Kristof Pulinckx and Mario Eeens and I can't forget to mention my teacher, Jiří Ščučka, in this list.

Q. What is the best modelling advice you've ever been given?

A. I can't think of any particular one. Advice is good but the most authentic thing is to learn from your own mistakes. It is a very physical thing when you apply too much glue or try and spray a paint that is too thick. It is not so easy to express that in words. You have to try it, mess it up and try to do better next time.

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

A. I would like to build detailed models of the Michigan wheel loader and the tracker excavator from the KFS kits and weather them properly. I have both and I am slowly collecting parts and ideas for them. Another thing is a heavy Canadian logging truck. I would also like to build something heavier, a Pacific, Mack or a Hayes, but if not, I think I would make do with the Dan Models Kenworth logger which is not that big but otherwise a beautiful kit. A great thing too would be one of the CSAD Czechoslovakia Faun HZ 40.45 tractors. A great legendary truck but I am still missing some references on them and still haven't figured it all out yet, although the cab is basically the Italeri DAF NTT (Magirus) and I have a spare one already. I have also recently purchased the MAD Modelle Mega windmill transporter kit and I would like to build that one too. These are the biggest ones, but the list is long, of course. There are actually two that I am working on at the moment: a detailed Volvo F89 with my own scratch-built frame, suspension, engine and cab, and a classic Michigan-style centipede truck and trailer combination. 🚚





Vintage 8-Wheeler Atkinson Defender

1/24 • By Craig Rennie

I had been building 1/24 scale trucks for a number of years but stopped around 2004 when I had to change my priorities. A few years ago I recovered some of my old builds from storage, cleaned them up and put them back out on display. This re-ignited my interest in modelling and I began building again.





Having got married in 2017, my wife and I had a vintage eight-wheeler Atkinson Defender at our wedding owned by well-known Dundee firm Harry Lawson tankers. My new father-in-law had driven for them for over forty years and this made it possible for us to have the use of the tanker for the day. A build of the tanker from our wedding was a must but had to wait as there wasn't a conversion kit in production at the time. A call to Howard at KFS confirmed that the Atkinson Borderer kit would be reproduced in the future and my name was placed safely on the reserve list.

The usual Volvo donor kit didn't seem suitable for the project due to the age difference between the Atkinson and Volvo FH. I decided that it would be better and a bit more fun to start from scratch and have the kit built almost entirely from aftermarket and spare parts. I began with the chassis rail kit and metal twin steer conversion from KFS. As always these were very good quality and required little cleaning up. The chassis frame was drilled and a KFS air and valve kit fitted to add more detail. The chassis kit is an excellent option for any scratch-built or conversion project and can be easily adapted as required. A bolthead kit was also added to the outside of the chassis rails to enhance the detail. The metal twin steer

set was added to the front of the chassis and assembled relatively easily. A set of appropriate wheels were recovered from the spares box, tidied up and made ready for adding when required.

A rear suspension set and worm drive axle along with a Gardiner engine was ordered from Modeller's Resource; this again was very good quality and fitted together well. Obtaining a Gardiner engine was a stroke of luck as the real Atkinson's operated by Lawson's had Gardiner engines fitted, the wedding tanker having a Gardiner 180. The kit proved to be straightforward and offered plenty of detail when built. I finished this off in olive green and silver with some basic weathering. The rear suspension was then added. Being an older vehicle, the twin spring suspension kit from modeller's resource was ideal along with the worm drive axle, the rear-most axle being trailing. KFS hubs were added along with the wheels to finish the chassis off.

The Atkinson conversion cab was good quality. After it had been cleaned up, the cab was primed and sprayed with rattle cans in Lawson's distinctive green livery with a white roof. Due to the real life Atkinson being fully restored to a very high standard and in almost showroom condition very little, if any, weathering was required for the cab and bodywork. The windscreen on the Atkinson cab proved to be one of the most challenging aspects of the build due to its shape, which is rounded at the corners and also curves slightly round each side of the cab, with a few practice shots and the odd swear word I managed to get it to fit

reasonably well.

With the cab, suspension, engine and wheels assembled and the chassis finished off in bright red from a rattle can, the only outstanding part to make was the tank itself. I did consider building the tank from scratch using some drain pipe and end caps from B&Q, but this ended up looking disproportionately large when sat on the chassis. In the end I went for the Italeri 'We are Family' tanker (ref. 3911) as a donor. I cut a section off the tank section to the correct length and assembled it with the kit end caps. The ladder assembly was also gleaned from the kit and the mesh walkways made from plastic mesh from my local Hobbycraft shop. The tanker was sprayed from rattle cans in metallic silver and the end caps sprayed the same green as the cab. A KFS chassis locker was added and some tanker accessories parts such as valves and pipe junctions installed for extra detail. The piping for loading and unloading liquids from the tanker were constructed from plastic tubing I had in my spares box and fitted to the sides of the tanker. Chris Moxham provided an excellent set of decals which finished the project off nicely.

Having completed the project it now has pride of place on our display case alongside our wedding picture, taken next to the real Atkinson. A future project will be another Lawson tanker but maybe this time one of the modern Volvo FH tractor units with modern tanker. Harry Lawson now run an exclusively Volvo fleet, having mainly tanker transport and some curtain sider work, throughout the UK. 🇬🇧





Brindley Volvo FH

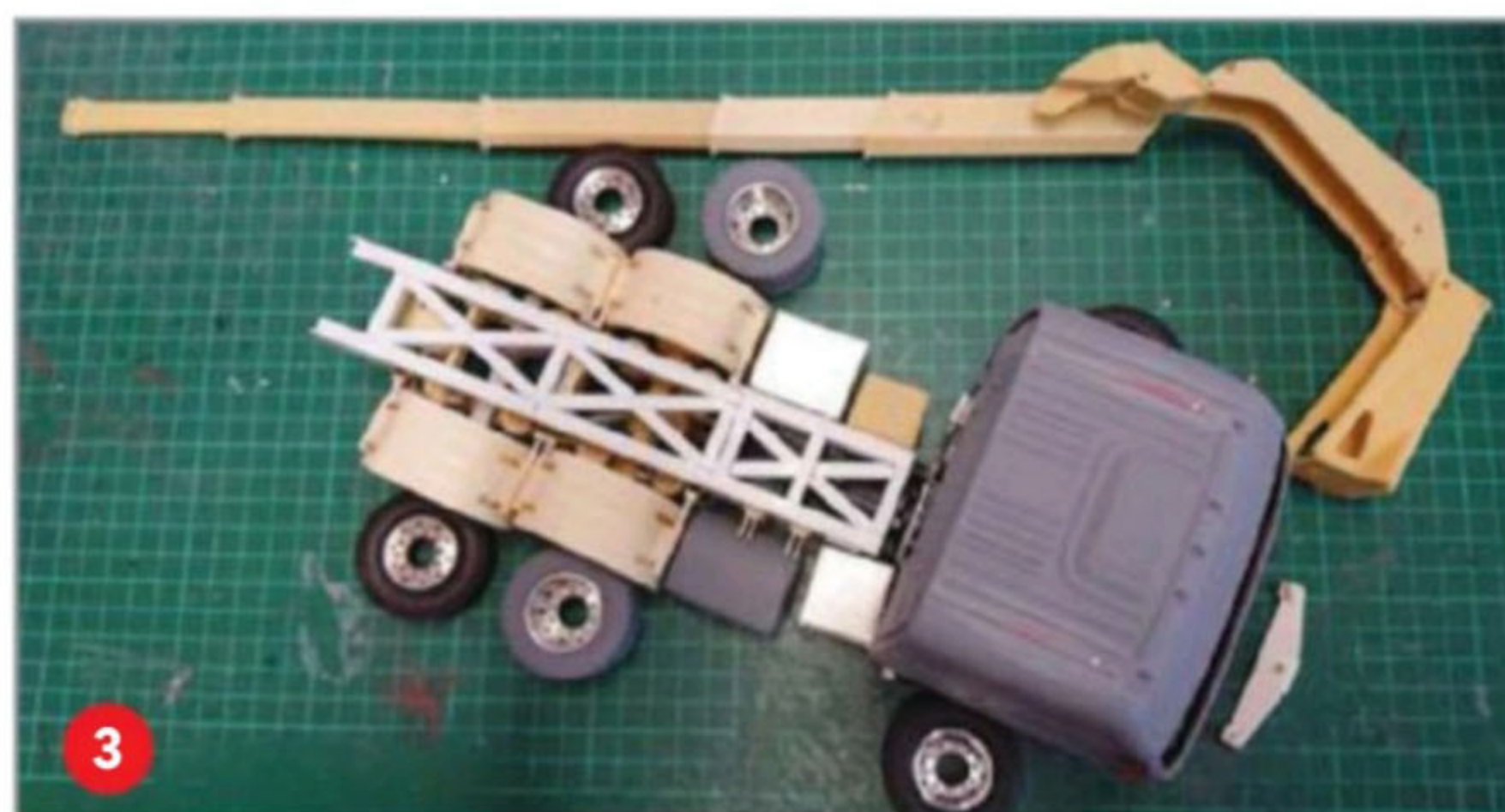
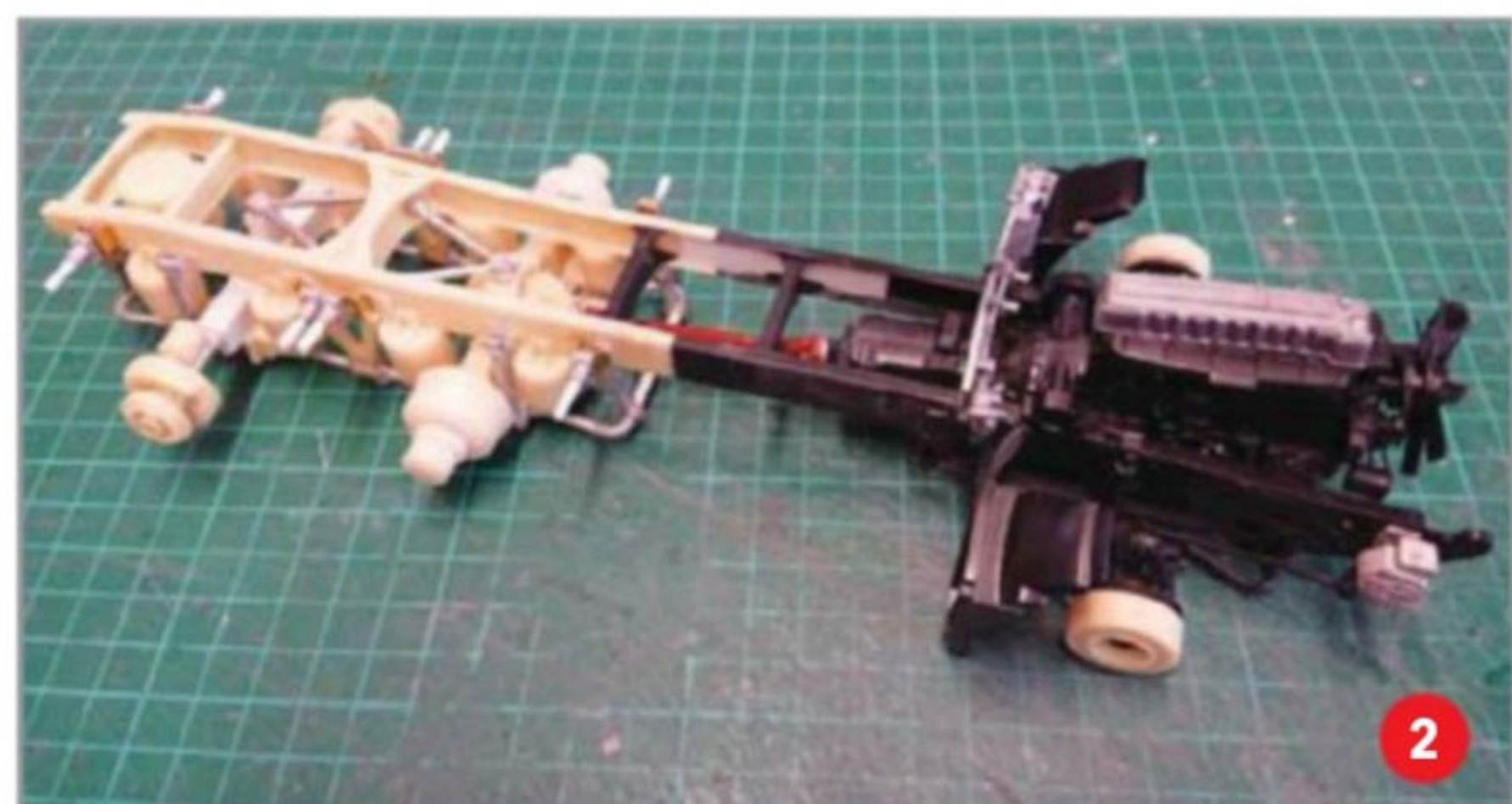
1/24 • by Andrew Bell

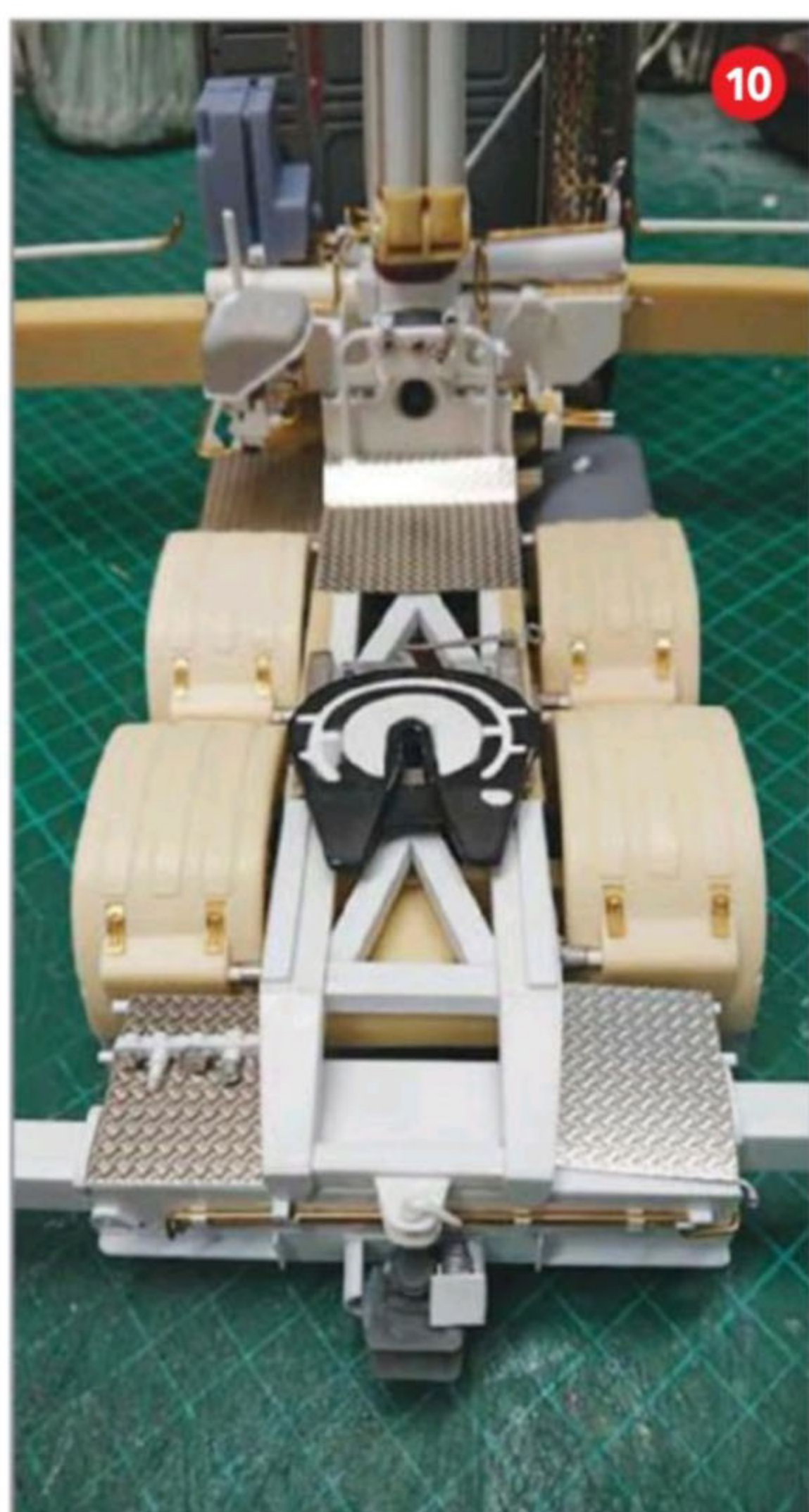
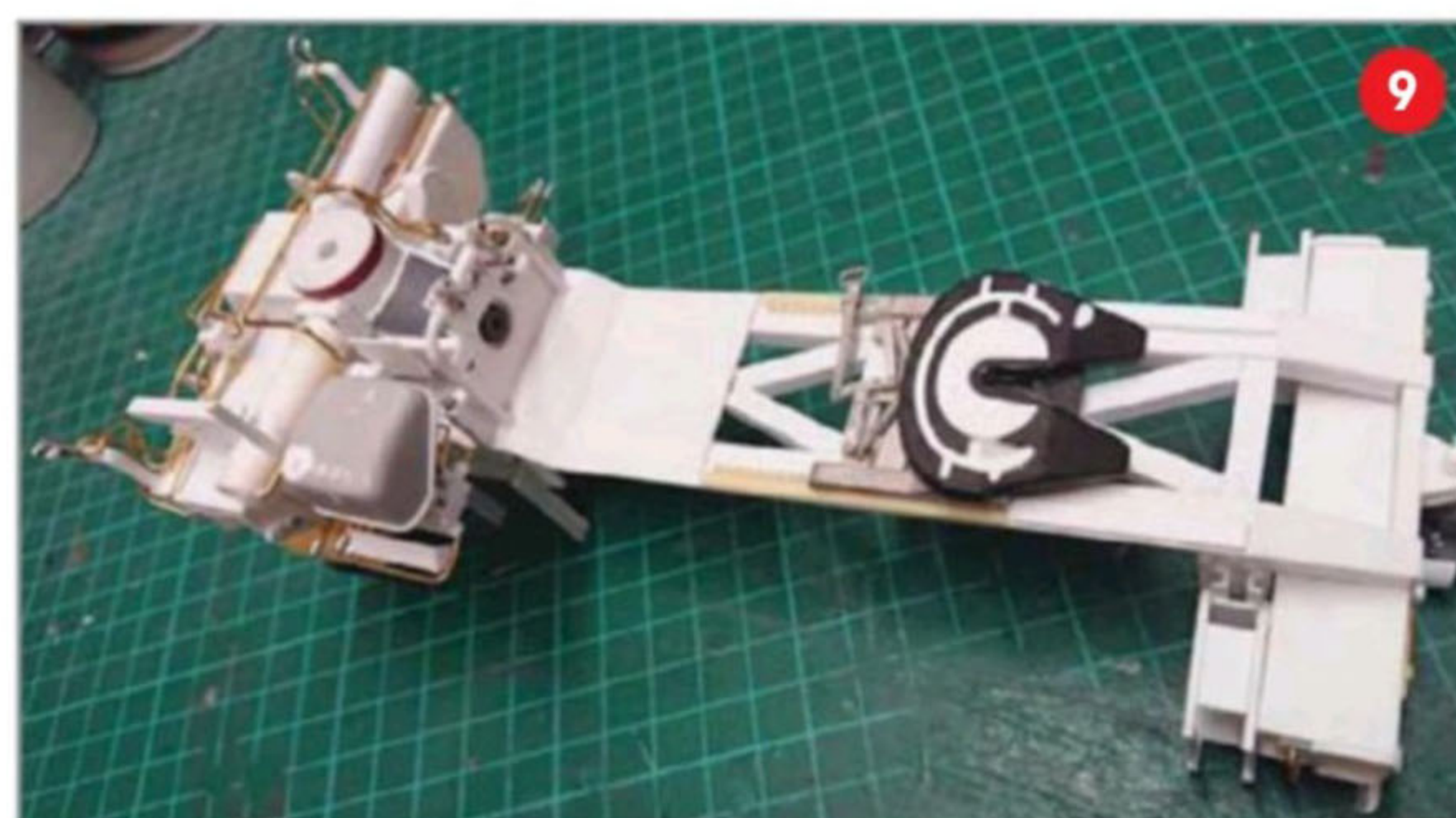
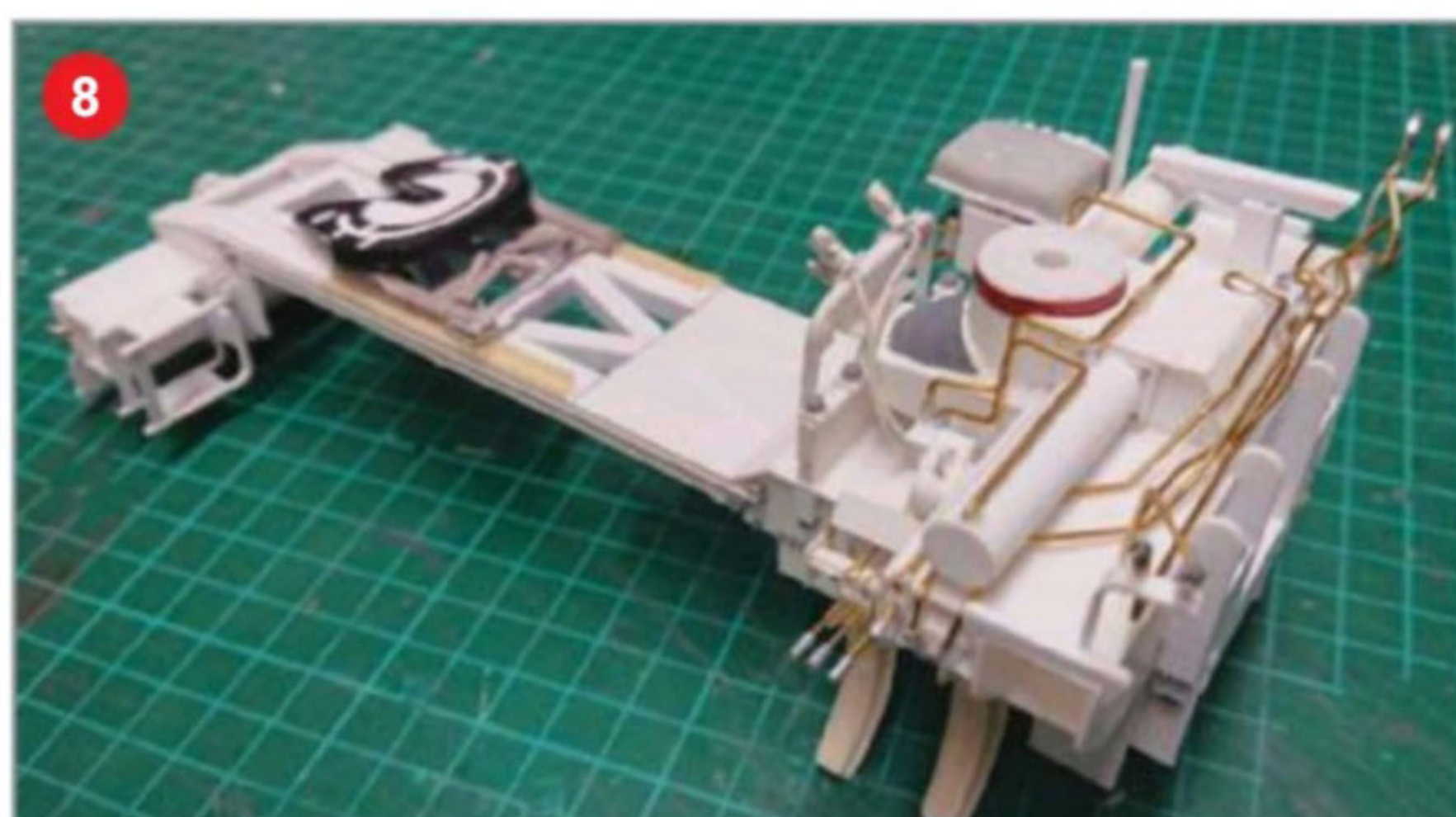
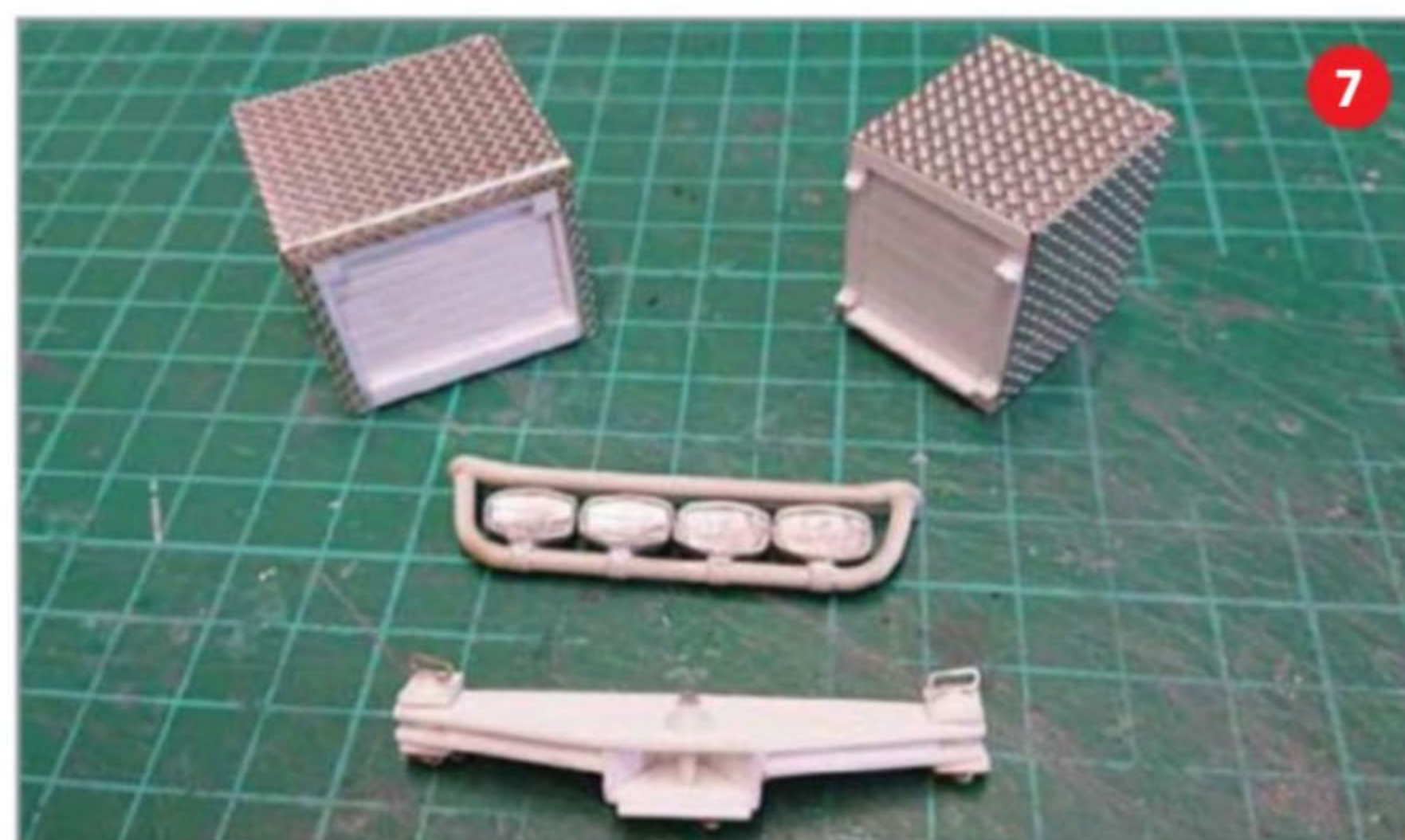
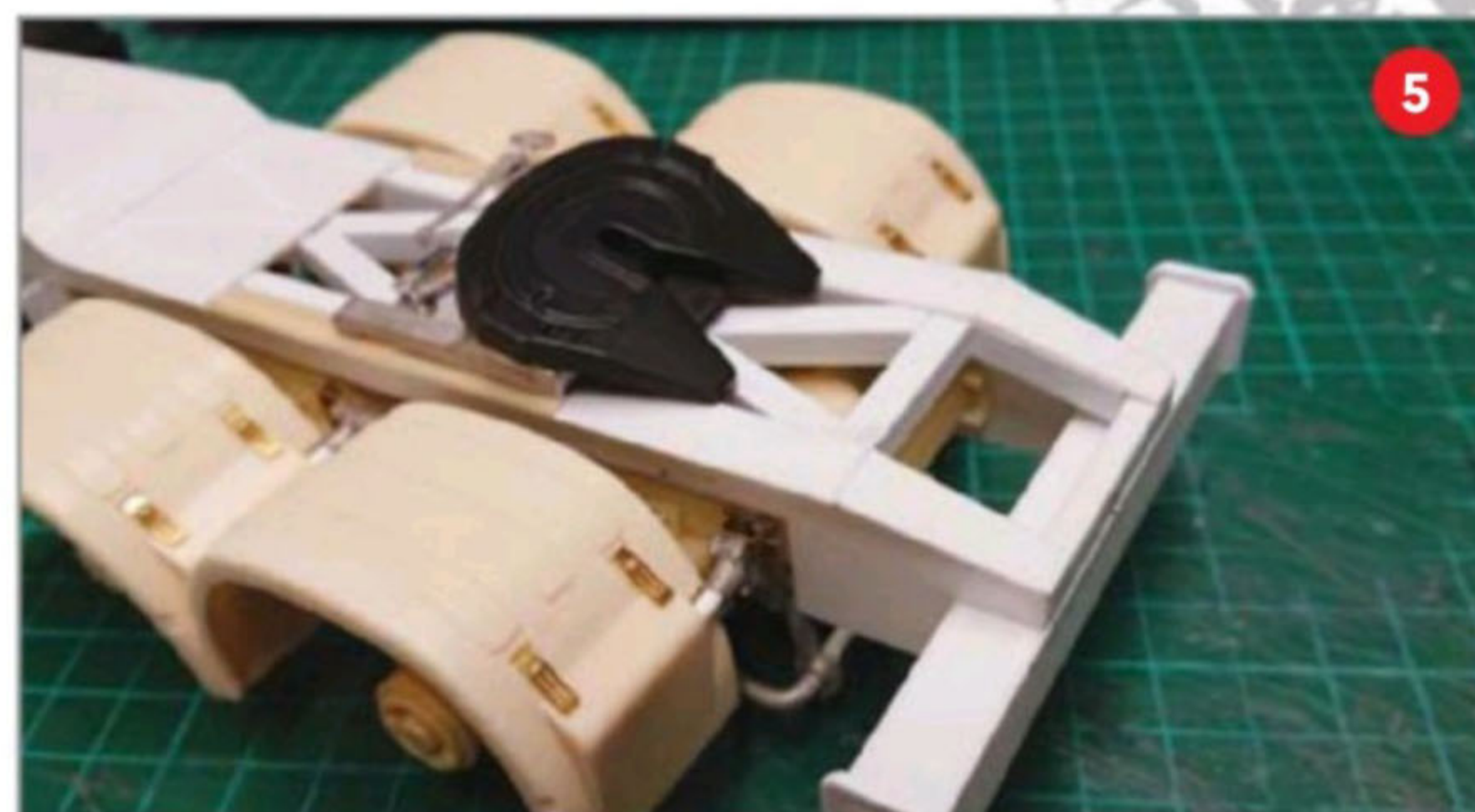
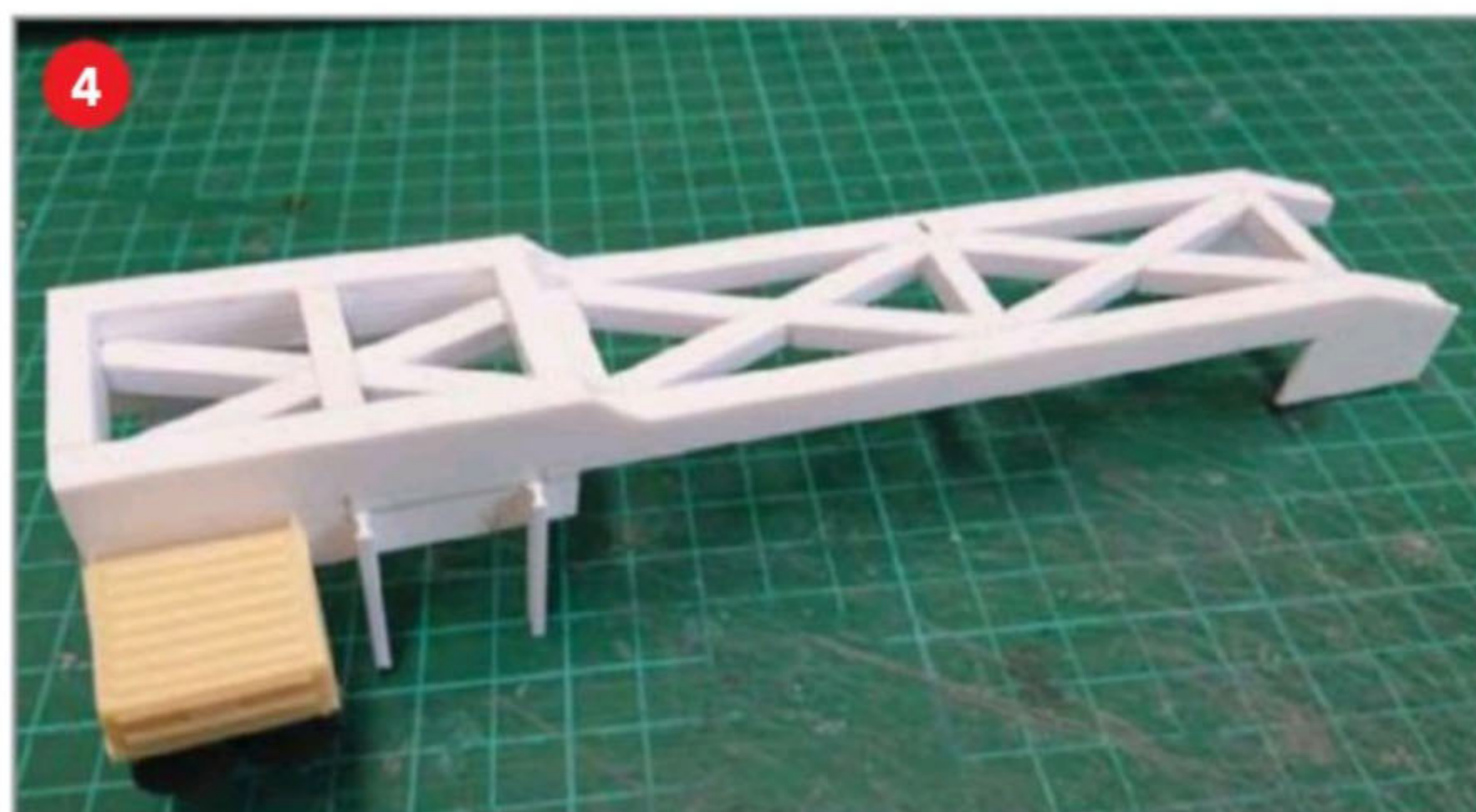
Many MTW readers will know I took the plunge and bought a MAN F2000 restoration project in May 2018 as you can never have enough toys. One of the first things I managed to do with it, post-MOT, was to break down in catastrophic fashion just a couple of miles down the road late on a Friday afternoon on a busy road in Nuneaton. Helpfully, following some pleading phone calls a knight in shining green and red paint arrived in the form of Danny Brindley and his much-loved Volvo FH complete with low loader trailer.

My poor F2000 was duly limped onto the back and unceremoniously left at the back of his yard, having disgraced itself and costing me yet more hundreds of pounds to put right. One big favour deserves another so I set about building a replica of the heroic FH. In among restoring the F2000 this took me about eighteen months to complete, making it a very long build by my standards.

The basic chassis build started with a KFS Volvo double drive conversion kit, with the rear differential swapped to the second axle, replacing this with a straight tag axle (**photos 1 & 2**). M&G do a tag axle conversion, but it is only suitable for the earlier Volvo models. MCA aluminium wheels, KFS drive tyres, plus a mixture of M&G, A&N and KFS hubs were added.

As Danny's Volvo FH was fitted with a crane, the truck chassis is substantially reinforced with a heavy sub-frame and side plates. The basic frame was constructed with Plasticard sheet and square tube section (**photos 3 & 4**). This was left removable until nearly the end of the build, to make it easier to add detail.

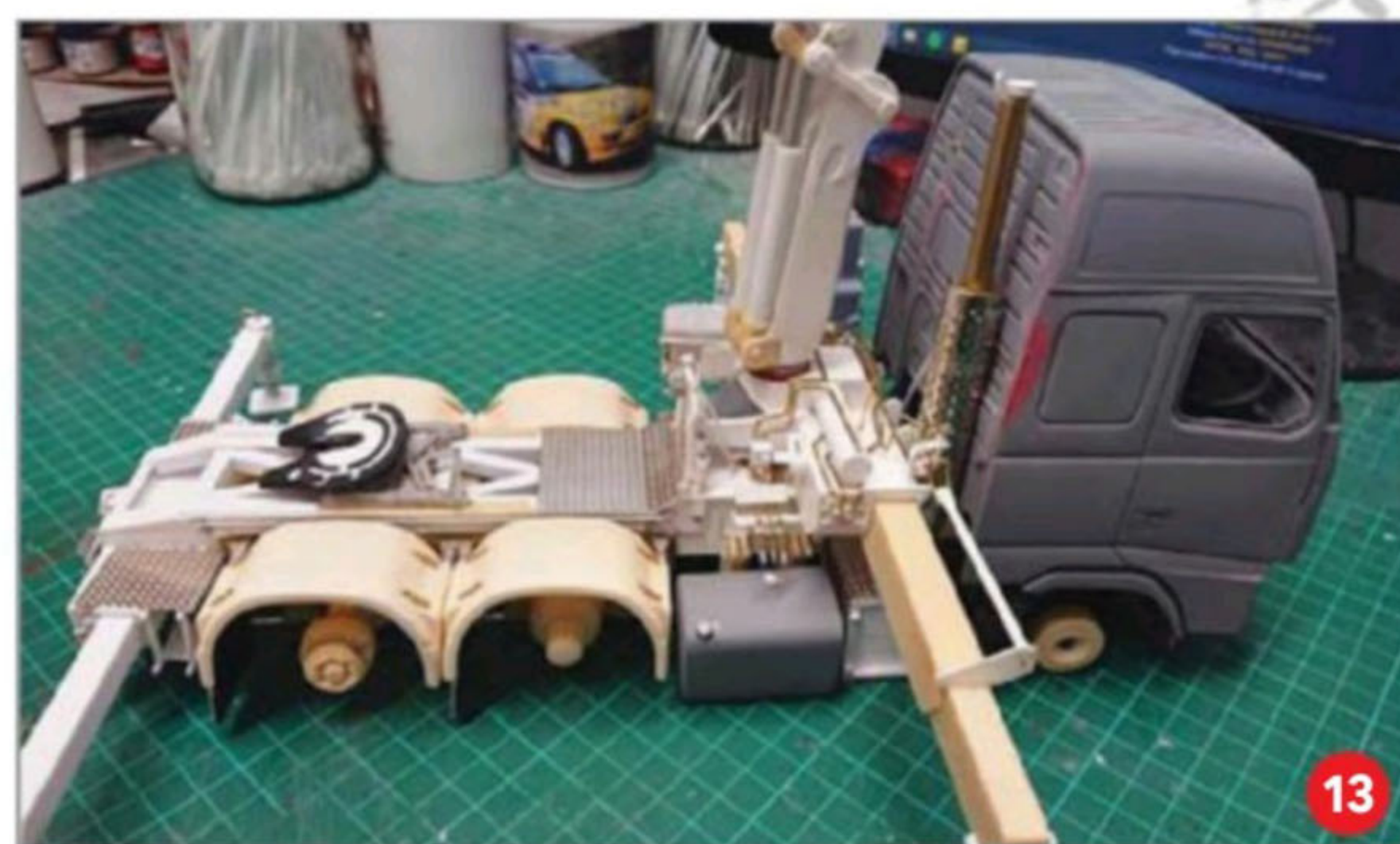




I already had a UK Modellbau resin 100t/m crane kit in the stash, as well as a KFS resin crane kit. The Fassi 450XP fitted to this Volvo is somewhere between the two, being a heavy crane with lots of extensions like the UK Modellbau kit, but using slew rams, like the KFS kit, rather than the slew ring in other. I spent a great deal of time trying to work out if I could merge the two kits and basically concluded the bottom half of the crane would have to be scratch built, including most of the support legs. This meant not using any of the KFS kit parts and the main extending section of the boom could be taken from the five smaller sections of the UKM kit.

Before starting on the crane, I fitted M&G resin rear wings and brackets (**photos 5 & 6**), a resin battery box, along with a heavily modified M&G fuel tank, and two scratch-built chassis lockers. These were skinned with KFS chequer plate (**photo 7**). Once satisfied I could fit all the chassis components within the wheelbase (I really should have just measured the real truck), I turned my attention back to the sub-frame, starting at the rear. Two cross beams were added to house the legs, building light brackets, crane leg pad storage and rear couplings around them (**photo 8**). Moving forward, a combination of parts from M&G and KFS sliding fifth wheel parts were fitted, plus an Italeri fifth wheel plate (**photos 9 & 10**).

The crane build started with the bottom bracket from the main lift rams in the UKM kit, dictating the width of the new upright, then working down over from there. Circular sections were constructed using Italeri wheel trims stacked up, the rest assembled from various Plastruct sections. I constructed the base with a hole for the pin in the bottom of the main upright, meaning it could be posed in whichever position necessary later. The front leg housings were built to fit the resin UKM parts. These were then fitted with scratch-built legs and feet, with aluminium tube for the rams. The second section of the crane was similar to the UKM kit, but again I concluded it would have to be scratch built as the width was incorrect for the lower part and it seemed a shame to cut it up for this reason. I used some of the plastic knuckle linkages from the kit which saved a lot of time. The rams in the first two sections of the crane were purposely built over length, rather than making it foldable



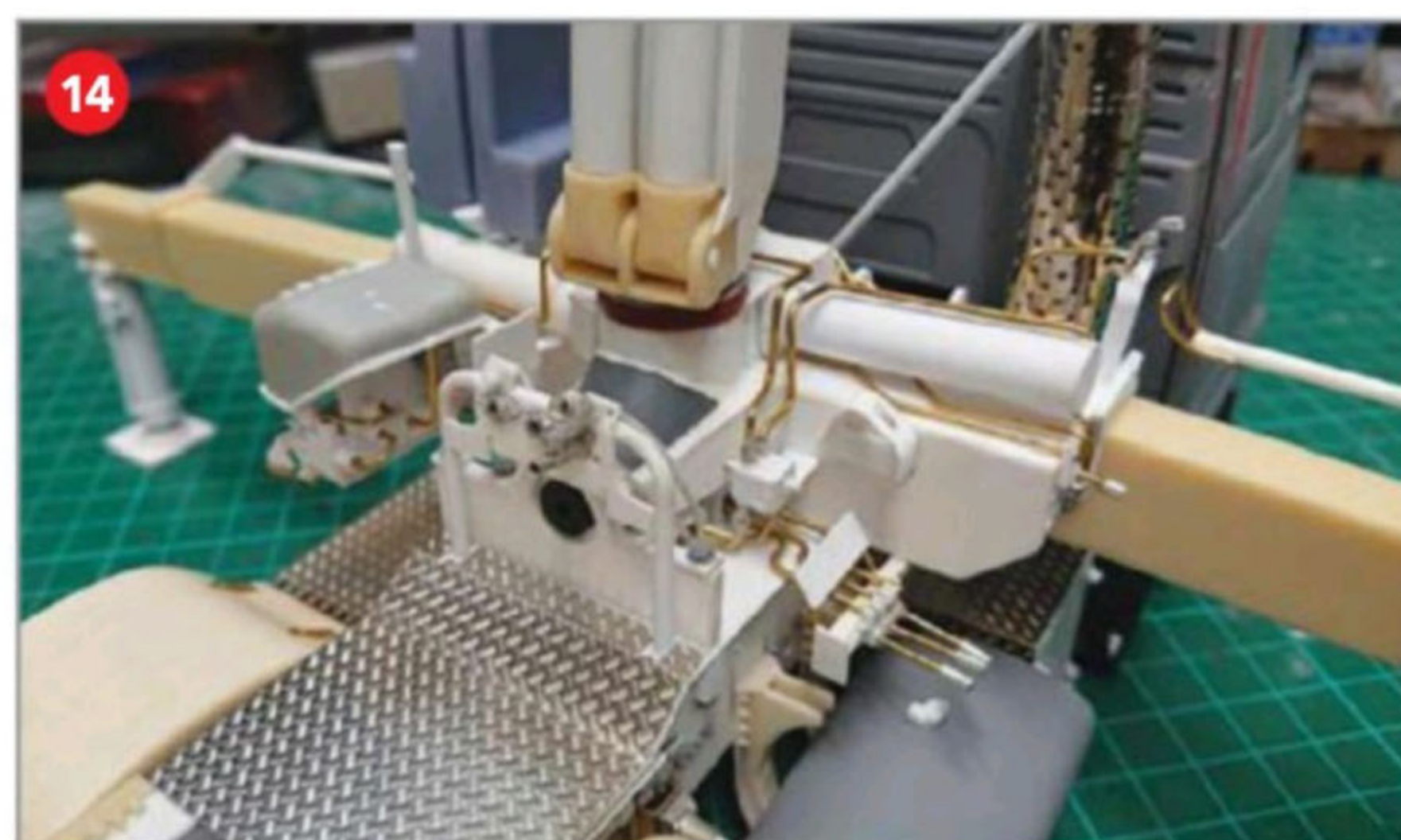
and trying to hold it in position, I opted to make the ram insert the correct length to hold the arm up itself (**photo 11**).

I drew the uniquely shaped Fassi hydraulic oil tank in CAD, then had it printed in 3D by a friend (**photo 12**). The black cover to the right of this is modified from an Italeri Scania exhaust part, with Slater's plastic lettering replicating the embossed FASSI wording. Lots of additional work went into detailing the various steel pipework, levers, brackets, and fittings around the base of the crane with this taking longer than the crane itself. I used several packets of brass rod just to recreate the pipework in this section. Just enough room was left for me to squeeze in the KFS Eminox stack on the offside with a scratch-built bracket.

Moving rearwards along the truck again, more pipework detail, crane control levers and a Suzie frame were added along with a 3D-printed VBG coupling. Other details included Suzie couplings at the rear for drawbar trailers, chequer plate chassis infills, along with more pipework and bracketry for the rear legs (**photos 13 & 14**).

The front of the truck is fitted with Kelsa light bars, the top one coming from MCA, fitted with A&N spotlights, the bottom one is a modified Italeri part. The front tow hitch was scratch built to fit where the Volvo towing eye sockets would be.

The crane arm was the last part to be detailed, mainly because I could not work out how it was piped. Much studying of pictures later and I eventually worked out that the cylinders are essentially 'daisy chained' together. My attempt is not identical to the real truck, but close enough and looks like it would work. I used a KFS white metal shackle, some copper chain from eBay and photoetched hooks to make the lifting chains. The double extension ladder was scratch built, sized to fit where it would normally be carried above the battery box and tool locker on the nearside. The container is an Italeri kit (ref. 3888) built straight from the box (**photo 15**). 



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LONDON PLASTIC MODELLING SHOW

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We are confident that the London Plastic Modelling Show on Sunday December 2021 will go ahead as planned. Of course, we will continue to monitor the situation and ensure that we follow government advice. With this in mind, we have booked additional space to ensure that you can enjoy the show in a relaxed manner. All our editors will be present, including our two new editors of New Model Truck World and New Model Farmer, who will be available to speak to and offering some tips and advice.

We will also be holding our annual competition with new categories to include model trucks, tractors and farms machinery, as well as an expanded fantasy and sci-fi section.

A host of excellent traders - don't forget your wallets and purses!
 Meet Jason Salkey aka Rifleman Harris from ITV's Sharpe

Meet and chat to our editors
 Demonstrations throughout the day
 Club Tables - The best club table will win the Regis Auckland Trophy
 Club Tables - Free with four free tickets
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Atkinson Borderer Melling

1/24 • By Rich Ellis

I am always looking for pictures online and in books as inspiration for a build with one of my regular searches being 'trucks of Liverpool'. I found a picture of a well-worn Atkinson Borderer in the livery of Melling Roadways of Liverpool driving down the Dock Road. I liked the work-worn look of this lorry and decided on it as my next project.



I could only find this single image of the truck, but I asked for some information on a Facebook group for old Liverpool Lorries and got passed some additional information. I have since found out the driver in the picture is Dennis 'Muff' Murphy who worked for Melling and unfortunately died in an accident while at work in the docks over thirty years ago.

John Holcroft had a KFS kit that he had part built for sale at a reasonable price and so a deal was done and this kit was mine. I contacted Dodgers Decals for the simple decals that I would need for this model. I disliked the idea of the use of a Volvo Chassis as suggested for this transkit, so I started with a Modellers Resource CNC chassis set. The borderer has straight chassis rails, so my model was built the same using a mixture of the CNC cross-members and ones from the transkit. The Volvo donor chassis that John had supplied was stripped of its engine which was altered to look more in keeping with that of the Atkinson, although not much detail was added as the cab is fixed in place.

I also kept the axles and springs from the Volvo chassis. The front springs need altering to replicate the Atkinson items and John had done this already saving me a job. The transkit has the ancillary parts for the chassis like the batteries and diesel tank which follow the design of the Atkinson parts faithfully. Rear light supports from the transkit were glued in place with CTM light lenses at the back. MAN mudguards and supports were used at the back as they were more suitable than the Volvo ones recommended. The donor Volvo supplied the air tanks and some basic plumbing was added to the chassis. I had seen an Atkinson at TruckFest and had taken lots of reference photographs of the chassis and cab to help with the build.

I used KFS resin split rim wheels all round and a set of Eaton rear hubs along with a more period correct York fifth wheel from KFS. The whole chassis, wheels and hubs were given a coat of Poundland Silver Wheel Spray after a coat of primer. The wheels had a coat of dark brown and hairspray to give them a worn, chipped look. The chassis was received an overall wash to make it worn and dirty and KFS Susies were added to the chassis to complete it.



I then progressed onto the cab interior, adding the dash, seats and steering column to the floor. I painted the floor and dash black along with the inner door panels in line with the pictures I had. I wanted a cluttered cab so raided the spares box and added a suitcase along with a range of tools and bits which I painted before adding to the cab to make it look busier.

I made some blankets to go on the engine hump, a common practice to insulate the driver from the noise and cold draughts that were a feature of these old cabs. These were created with model aircraft tissue fixed in shape with PVA glue and water mixed in equal parts which was then painted with matt colours when dry before being dry brushed to bring out the detail. The seats are a brown leather colour with the passenger one bolted to the back wall of the cab, while the driver has a suspended seat. This is a nice touch and allows you to cut the door open on a build should you wish. Final details were added to the inside of the cab. I was told the driver did nights out occasionally using a couple of planks of wood and some foam across the seats for a make-shift bed.

The cab shell was primed and the roof given a coat of Halfords Appliance White. I brush painted the blue as the real truck was brush painted when it was brought by Melling. The decals went on the doors and headboard with some satin varnish over them as I didn't want a glossy showroom finish.

I lightly sanded the areas that would be prone to wear, so the primer underneath showed through to give the worn look I wanted. At the back of the cab the water and power steering bottles were plumbed in with some rubber cable following the pictures I had taken at TruckFest. I painted the window rubbers black and added the glazing, which is a job I hate, but it went well following the instructions and by simply taking my time. I always use GS Hypo glue as it has a needle applicator and doesn't fog the clear parts. Lights, wipers, and mirrors were added to complete the cab. The radiator surround was painted in matt white with silver painted over the etched parts to matt them down. I followed this with a coat of red on the Atkinson A to finish. The cab was then set square onto the completed chassis. I wasn't happy with the headlights supplied with the kit so some etched examples from Modellers Resource were used for a more realistic appearance. They fitted nicely in the etched bezels from the KFS kit. Melling Roadways ran from Liverpool Docks on containers and I plan to add a period-style York trailer when they are available again. ☺





Italeri IVECO Hi-Way 480 (E5) (Low Roof)

1/24 • by Andy McCabe

The IVECO Stralis Hi-Way 480 truck has been produced in Italy by IVECO since 2002, powered by a 480hp, six-cylinder in-line engine with modern pump nozzle injectors. It is fitted with a Euro Tronic gearbox with either full or semi-automatic mode along with a high performance decompression exhaust brake known as the Iveco Turbobrake.

The Italeri kit has eight sprues of injection moulded plastic, 217 parts in total, seven rubber tyres, one piece of mesh, one chromed adhesive sheet, one clear sheet, and one assembly, painting and marking booklet with colour call outs for Italeri paints as well as Federal Service (F.S.) numbers. This should build into a striking model of the Iveco Hi-Way.

The build begins with the assembly of the various tanks which fit into the chassis. The chassis construction then commences by fitting these tanks and cross beams. The rear axle is then assembled and fitted to the chassis along with its anti-roll bars

and suspension. Reaching step 6 in the instructions brings us to the engine build and this is a big engine and nicely detailed straight from the box. The engine assembly continues through to stage 14 which sees it installed in the chassis producing a very impressive assembly when painted and, even in this scale, it is a large chunk of machinery.

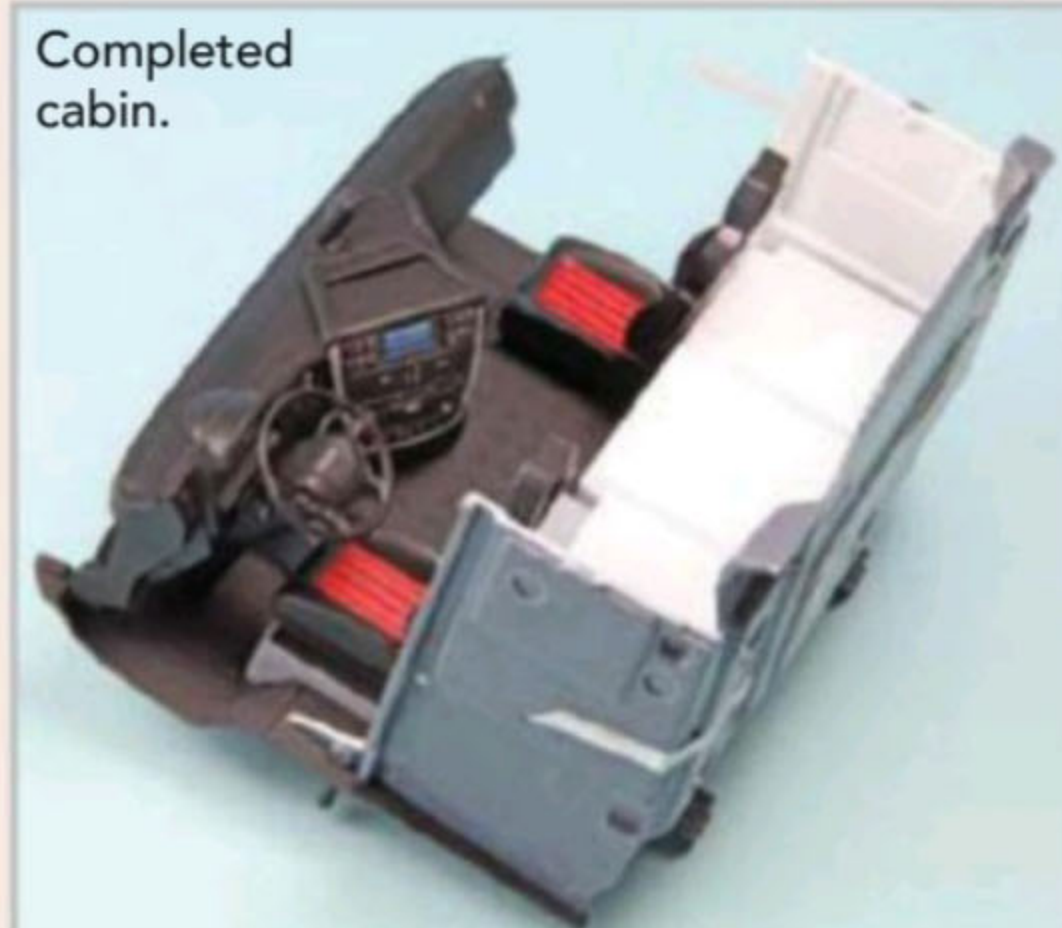
The forward axle and steering mechanism are up next. These are produced by means of melting the various links together instead of gluing them so that the steering becomes moveable, although the tie bar link between the two brake discs is a bit flimsy and bends when moved under load. Work now moves

on to assembling the fuel tank and rear cab support along with the mud guards, all of which are pre-painted before fitting to the chassis. The fifth wheel and walkway plates are now fitted to the chassis and, finally for the chassis stage, the wheel hubs are sprayed silver, and the wheels are assembled and fitted to the chassis.

Work on the cab interior now commences by assembling the dashboard and seats, painting and decaling them with the items provided in the kit and then fitting them to the cab floor. The rest of the cab interior is then assembled around the cab floor, with the crew berth cover and side and back wall being pre-painted with a spray can before



Cabin back wall modification.



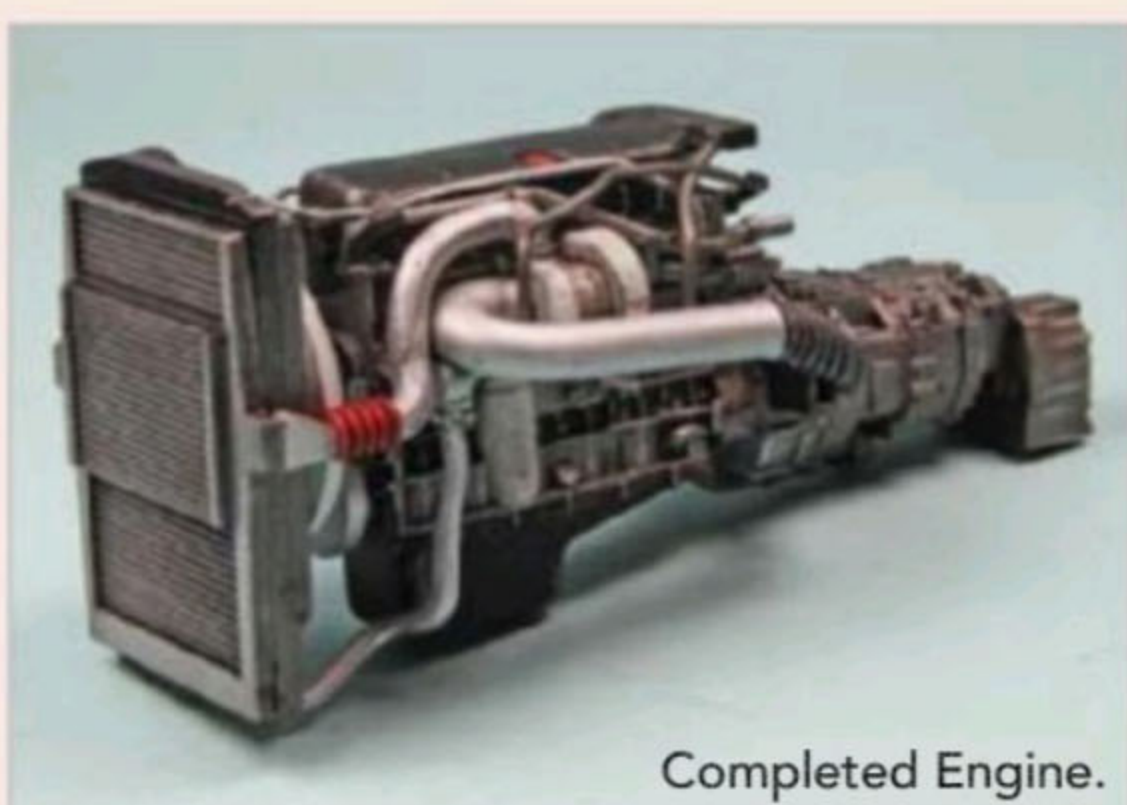
Completed cabin.



The dashboard - Decals are supplied for the instruments the rest is hand painted.



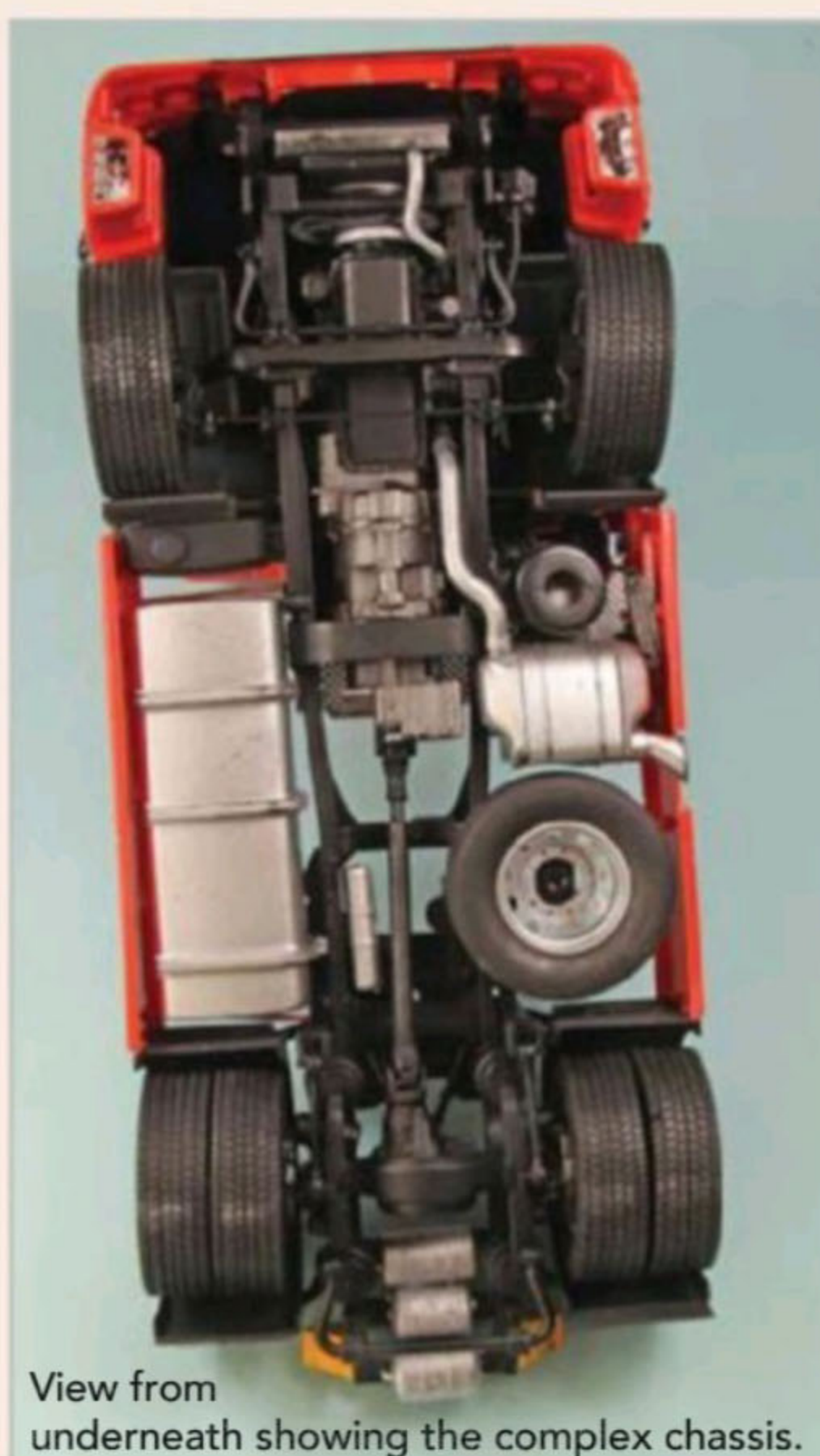
Completed Chassis.



Completed Engine.



What you would see in your rear view mirror!



View from underneath showing the complex chassis.

assembly as was the cab ceiling. It's worth noting that the cab back wall, part number 32D, needs to be cut down as it is too big. This is not mentioned in the instructions, but the cab roof will not fit if you do not cut it down to size. There is a guide mark on the back of the part to help you to do this. The windscreen is then fitted to the cab front which in turn is fitted to the cab assembly.

The door fittings were installed next, followed by the driver and passenger door/cab side parts. These and the cab back are fitted to the cab assembly, with the roof being installed to complete the cab. Before I fitted the rest of the parts, I masked off all of the windows and applied a coat of primer followed by a sprayed on coat of Testors/ModelMaster International Orange (12197).

I now fitted the air intake and wing mirrors, which is where the chrome stickers come in for the wing mirrors. The plastic mesh sheet supplied is for the intake on the front grille for the radiator. A pattern is supplied in the instructions to help cut the mesh to the right size, but to save cutting the instructions up I photocopied the relevant pages and used them instead. The radiator inspection panel can be modelled open or closed. The cab is then fitted to the chassis and the decals applied. The kit comes with two colour options, the first being for the All Blacks Stralis 480 E5 or a Magirus 450 E5. The front bumper and crew access steps were now assembled, painted and fitted. I added the vacuum hoses and electrical cables to the rear of the cabin, which I formed from coiled electrical wire and the model was finished.

It has been some time since I made a civilian truck kit as the majority of the ones I make are military. Construction is basically the same, it just has a brighter paint scheme. This is an impressive model from Italeri and very striking in its orange paint scheme. I had no problems during assembly and the parts went together very well, although getting hold of Italeri paints in the UK is not easy and not made any easier due to the current Covid situation as model shops are not open to visit, so everything has to be ordered on-line with the resulting postage costs being more than the value of the paint. In most instances I could only use what I already have which fortunately was the correct(ish) colour.

My thanks go to Italeri for the review sample kit. 🇬🇧



Product guide

Step by Step

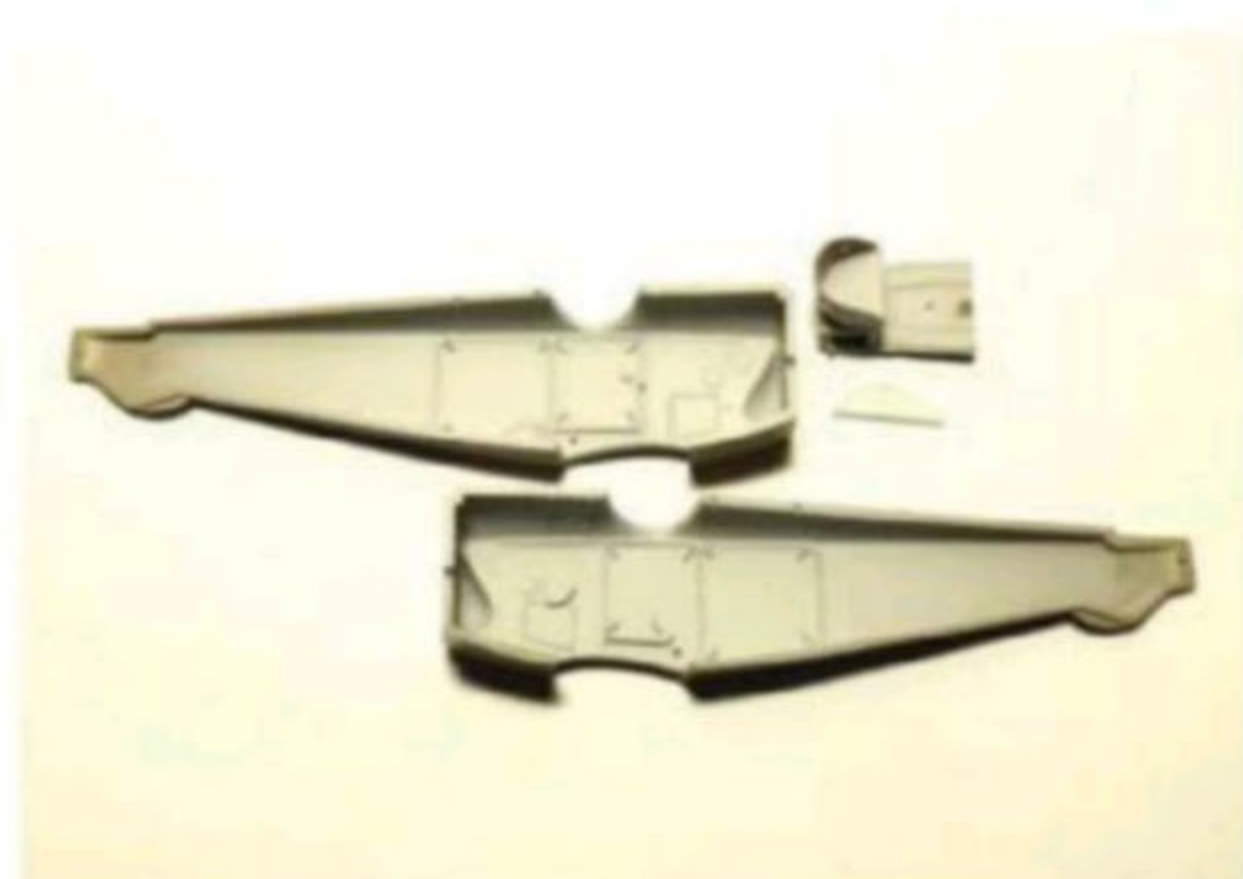


Tutorial

Painting wood with Wash and Fuel Stains

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

By Pablo Alborno



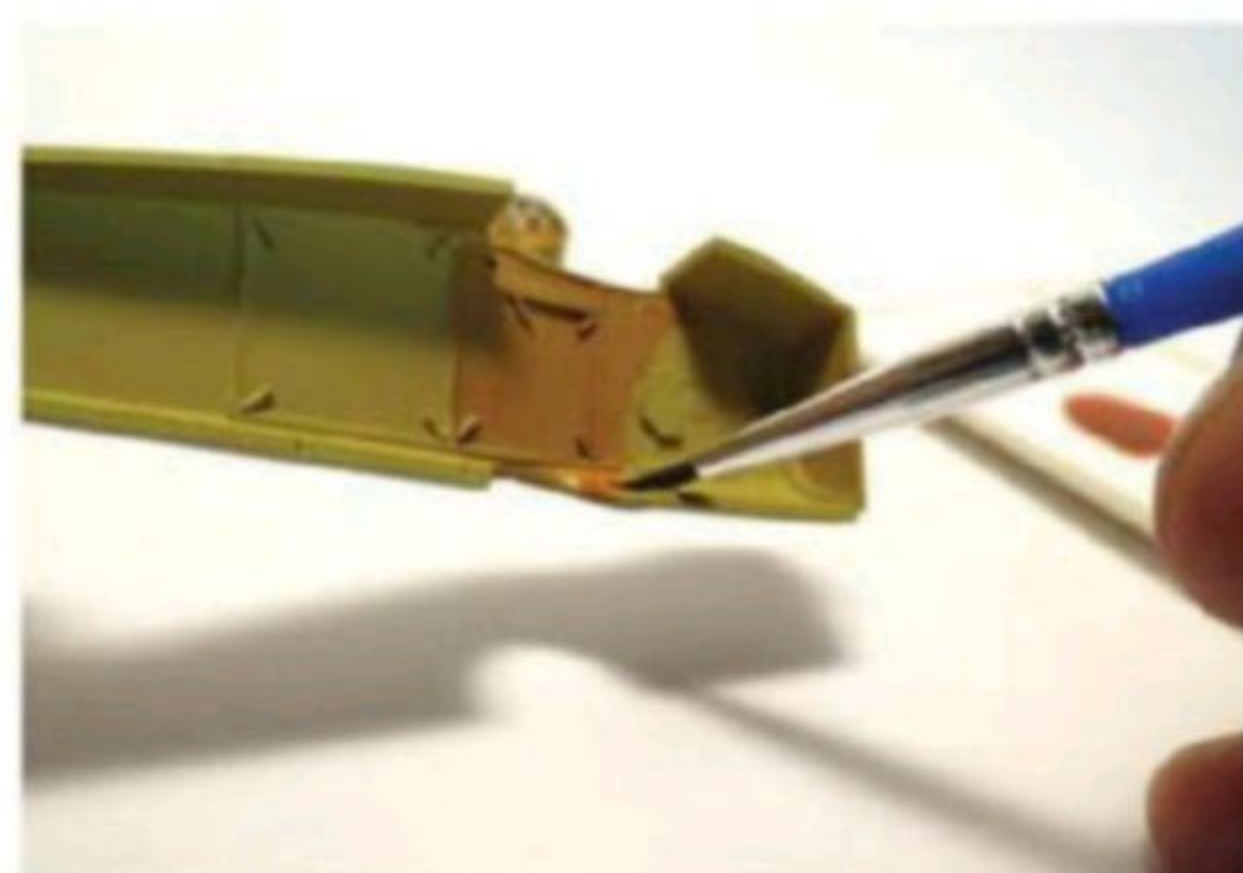
- 1 Vallejo Grey Primer 73.301 is applied leaving the pieces to cure more than 24 hours so that the primer acquires its maximum resistance.



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



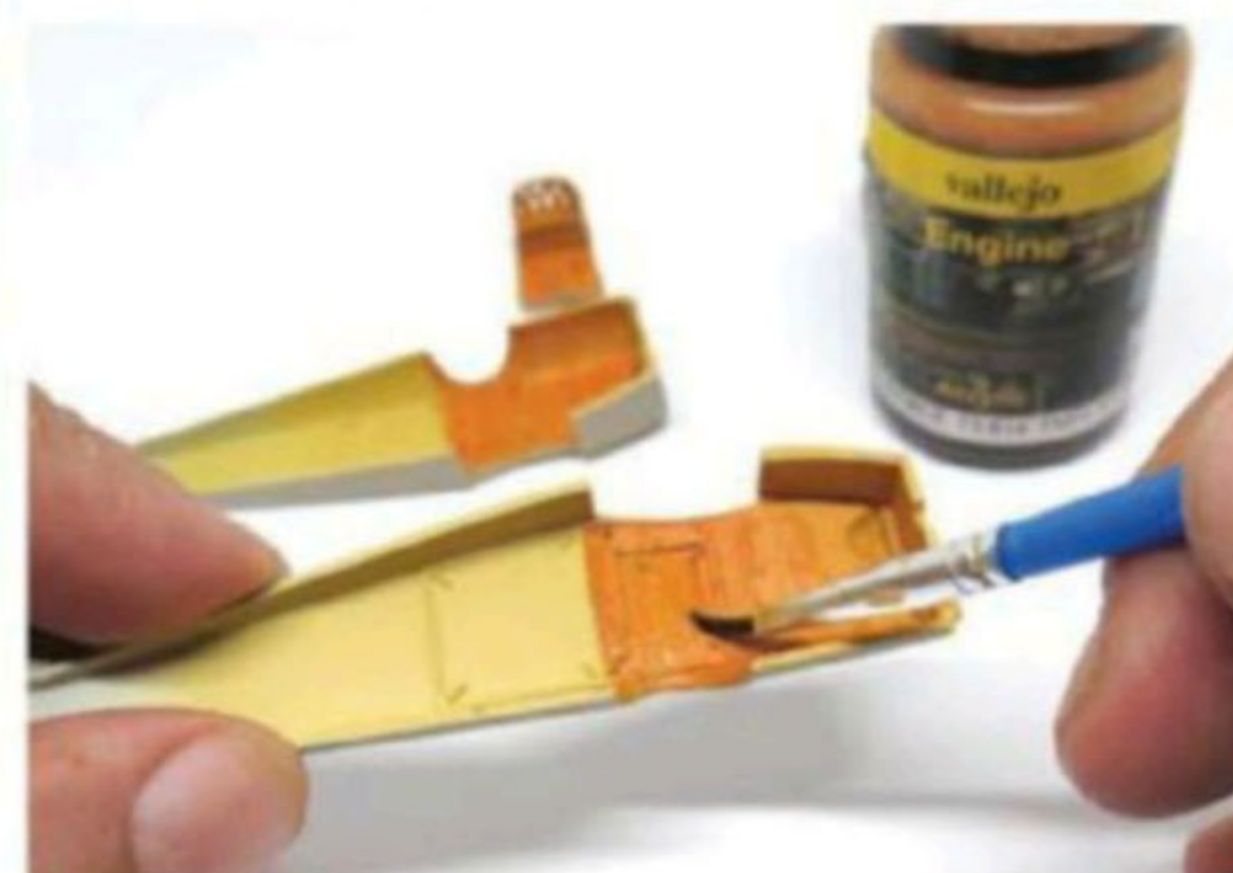
- 3 Basecoat ready. Once the color is applied, it can resist well after 12 hours dry time, though it achieves its maximum resistance after 24 hours have passed.



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



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



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



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



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



IN THE BOX

Heller Citroën Fourgon

1/24 (ref. 80768) • By Trevor Pask



The Citroën Fourgon Type H is a French design classic. A simple front wheel drive utility van, the vehicle was in continuous production from 1947 and 1981. The 473,289 vehicles built became synonymous with French street life in the same way the Mini and the double-decker bus did in England or the yellow cab in New York.

There is an old Movitone newsreel from the 1950s of Mike Hawthorne doing a flying lap of Le Mans in a Jaguar on a practice day when the racetrack was still a public road. At one point on the flying lap, after weaving in and out of a couple of cyclists, he swerves to miss a Type H going about its business on a workday. "Typically French!", Hawthorn exclaims. In the 1970s, possibly the same Type H is again minding its own business delivering cheese or wine at the start of the Steve McQueen film Le Mans. It is in shot just before McQueen parks up to reflect on the crash which almost killed him the previous year.

The design and styling of the Type H was inspired by 1930s' aircraft such as the Junkers Ju 52 and Ford Trimotor. These designs created the world's first practical airliners by using a distinctive corrugated panel construction. Relatively simple tools were needed to press ribs into sheet steel. This added an inherent rigidity to panels which could then be bolted together to form strong box like shapes. The effect was not pretty, but the structures were lightweight and provided a lot of usable internal volume. A non-aviation exemplar of this technique was the Type H, a distinctly unattractive, but enduring and practical vehicle.

Although production ceased forty years ago, many of the vans continue to have useful working lives. A common use is for conversions into mobile catering outlets. The inspiration for this project came from frequent lockdown visits to Kew Gardens near my home in West London. Most of the

indoor areas of the gardens were closed due to social distancing measures, but one of the outdoor takeaways allowed to remain open was a converted Type H. The artisan coffee and cakes it sold were expensive even by London standards, but it provided a connection with a more normal life in deepest lockdown and was the inspiration for this project.

In looking around for a kit of the Type H, I originally tried to locate the example produced by Ebbro. Unfortunately, when I looked neither of the versions of the Type H Ebbro produce were available. Undeterred, I checked the Heller range. I assumed that Heller, the 'French Airfix', would have produced a kit of the Type H at some point. They had and the kit was still in production.

I ordered a kit online without checking its history. Many Heller kits in the current catalogue were tooled in the 1960s and 1970s and, while good for the time, they are now a little dated when judged against modern standards. I expected the Type H to be part of this generation but was surprised to discover that the kit was recently tooled in 2015. It is well detailed, and several generations beyond any other Heller kit that I have experienced. The kit comes with alternative parts to enable the modeller to build the two main production variants of the Type H, the 1957 and 1964 models. These two variants shared the same engine and body design, but differed primarily in cowlings, windscreen and rear window, as well as dashboard design. All these differences are catered for in the kit and I opted for the

1964 version as, understandably, this is the more common surviving type. It was also representative of the artisan coffee van at Kew which I had on hand for research.

There are two slight downsides with the kit. One is that it is moulded in a soft light grey translucent plastic which is not particularly easy to work. A very sharp knife, or a pair of specialist sprue clippers, are required to remove many of parts safely. There is little in the way of flash or visible ejector pin marks to remove, but some of the sprue attachment points are prominent and the soft nature of the plastic makes cleaning up difficult. The second slight problem with the kit is that some parts have sprue numbers which are different to those listed on the instruction sheets. Most of these can easily be spotted, some being direct reversal of components from the left and right side of the vehicle, but test fitting everything is recommended with this kit.

Minor criticisms aside, the construction of the kit follows the features of the real vehicle. The Type H is essentially a box built up from flat panels. My advice is to follow the sequence suggested by Heller in adding panels to the flat bed of the van, but always to think one or two steps ahead and constantly dry fit the next panels in the build sequence. This enables the later components to act as an assembly jig. This is important because the sides of the model need to be assembled in as true a manner as possible to ensure the final pieces fit. Like the real vehicle, the model is only a solid structure when all the sides of the box are in

place. Until that point is reached a degree of caution is needed during handling.

Generally the kit assembles well, although some of the tolerances are exact and constant test fitting is required, especially where components are painted before assembly. The only area where I encountered more than niggling problems were when mating the engine and front suspension assembly to the chassis. The location points are tiny and careful work is needed to ease the block into a correct position. The radiator cowling is also a snug fit and it is crucial to test fit this component as it is moulded in clear plastic as it is an integral piece with the windscreen. The cowling lacks a positive attachment point to the chassis, but it is important not to simply opt for the most obvious snugest fit as this may have serious implications for the fit of the roof and the separate doors. One solution is to temporarily attach the doors with masking tape and manipulate the cowling to get a good fit before committing to cementing any components into place.

Painting is a continuous process throughout construction. Type Hs tended to be finished in very basic colours, any shade you like so long as it is grey. To fit in with my reference example, I chose the classic mid-grey as suggested by Heller, although it is worth noting that brick reds, bottle greens and ochre yellows were also used on the vehicle. The corrugated nature of the Type H construction means that overall grey can be far from boring. Like all working vehicles, Type Hs collect scuffs and marks, the corrugated surface of the panels collecting debris and reflecting light differently. To try and recreate this, and add character of the model, I pre shaded most of the components with Matt Black, then sprayed them with Halfords Grey Plastic Primer which was a good match for the medium grey on the Kew Gardens vehicle. Some panels were then hand painted Humbrol Medium Grey (27). This was a slightly darker shade than the base colour and was in keeping with the

different coloured panels evident on the Kew example. My suspicion is that damage or repairs can result in whole panels being replaced or repainted with some new panels not matching the sun faded originals.

Humbrol Medium Grey was also used in a few places to add simulate patch repairs to the vehicle, with Aluminium (56) representing odd scuffs and paint chipping for areas yet to be fixed. Further texture and depth were added to the model with a sharp artist's charcoal pencil. This was used to shade the recesses in the corrugated panels. It is important not to be too heavy handed with this technique by applying too much charcoal. However, in moderation, a little shading can emphasis the shape and character of the model. The underside of the model and wheels received a thin coat of Humbrol Black Enamel Wash (AV0201). This leaves a dark residue in the recessed detail which creates a shadows and texture and adds to the visual interest of the model.

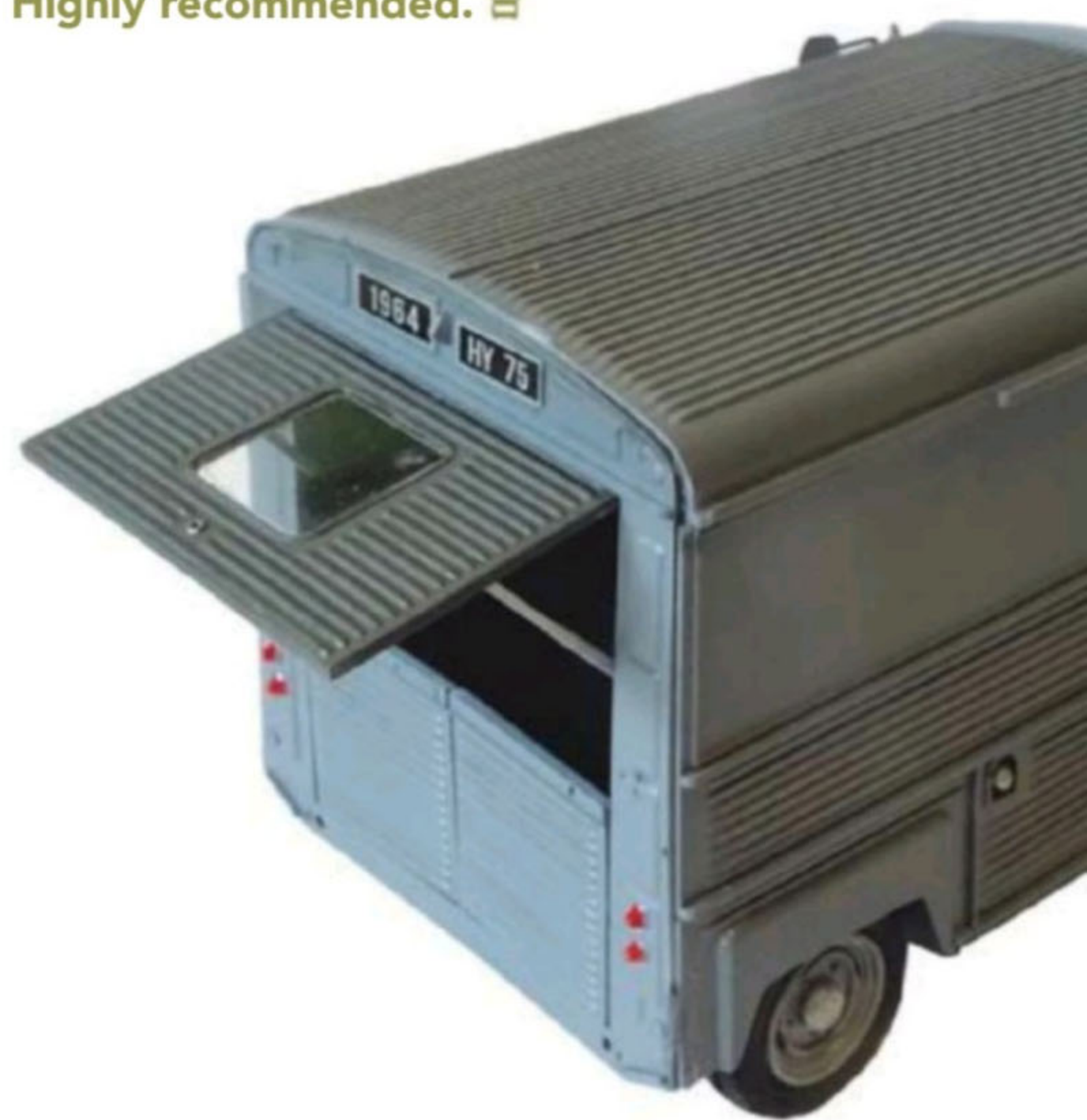
Heller provide options for all doors on the vehicle to be modelled in an open or closed position. I chose to finish the model with the driver and passenger doors open, but with the side door and most of the rear doors closed. This showed off the detail in the cab and seemed to offer the best potential for adding the Type H to a diorama which will be a follow-on project to this one.

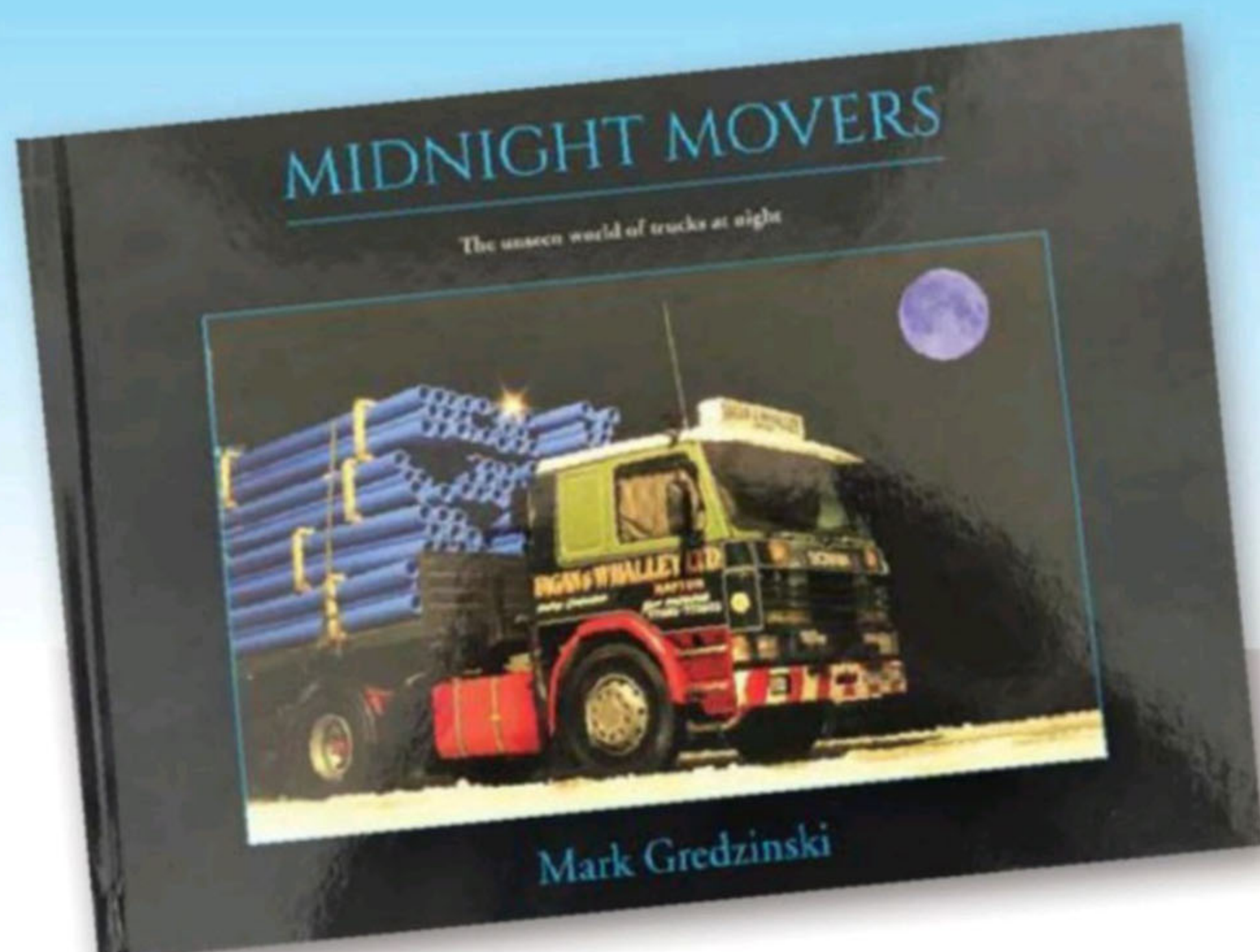
The trickiest part of the build was attaching the numerous minor details such as the windscreen wipers, door handles, fuel tank filler caps, headlights and so on. These are all tiny components and given the size of the attachment points to the sprue, require careful separation to avoid damage. The softness of the plastic helps considerably in this respect, but it is advisable to attach a piece of masking tape to the pieces before attempting to cut them from the sprue. This guards both against damage and the potential loss of a piece in the carpet pile or some other black hole.

Heller provide a small, sharply printed decal sheet with alternative registration

numbers for the two 1957 and 1964 models. To guard against problems with adhesion, I applied two coats of gloss varnish to the surface of the model where the decals were to be placed. A coat of matt varnish was then applied after the decals were dry to seal them in and restore a uniformly dull finish. The final step in the build was to airbrush a light dusting of Humbrol Sand (63) over the underside, lower sides, and wheels of the model to create the sense of a vehicle earning its living in the dusty streets of small provincial French towns. The Type H was a working vehicle and subject to its fair share of grime.

In summary, this is not a kit for the beginner, but there is an awful lot of modelling in the box. The sale price is very modest by modern standards and the kit is ideal for anyone who wants a challenging or different modelling experience. That is how I approached the project. Not my usual subject or kit manufacturer, but all the more enjoyable for that. Highly recommended. 📧





Midnight Movers

Author: Mark Gredzinski

Publisher: Accurate Dragster

Price: £25.00

ISBN: 978-1-83820-7-304

Format: Hardback 302 x 215mm landscape format, 144 printed pages

As a young man Mark Gredzinski would sneak out at night on his pushbike with his tripod and 35mm camera to visit the truck parks in and around Walsall in the English Midlands. Mark has now selfpublished his first book which contains a number of the photographs he produced throughout the 1980s, featuring period trucks at night. The book is a heavy hardback coffee table book at 302mm by 215mm with 144 pages in full colour. The photos are cleanly reproduced, sharp and in focus. The book covers both old and new trucks of the period, including the clean and the hard-working. This captures a lost time and the night photography makes this book different and a most interesting read.

I have had this book for a few months and keep finding myself being drawn to taking it from the shelf to have a look. There is a narrative which runs through the book and every photograph has an informative caption describing where the image was taken and interesting details about the truck featured.

This is a quality, hardback book, which is printed in full colour on heavy glossy paper with over 200 images to browse. I fully recommend this book and look forward to more books from Gredzinski and Accurate Dragster. It is worth noting that this book is limited to a single print run and as such is likely to be in high demand. The book is available to buy directly from the author at

www.accuratedragster.com 



Coming in the **July/August** issue of...

1



ICM Zil-131 AC40

1/35 • by Nick Allen

2



**Italeri 'TransFab's' Renault Mk I
Magnum Conversion**

1/24 • by Chris Cooper

3



KFS Leyland T45 resin conversion

1/24 • by Neil Cooke

4



Takom Abandoned VW Transporter

1/24 • by Carlos Muñoz de Bustillo

5



Miniart GAZ-AA with Crane

1/35 • by Ilya Yut

6



Volvo F86 Scratchbuild

1/24 • by Alistair Johnson

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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