

NEW MODEL TRUCK WORLD

1/24



VOLVO F86 Scratchbuild

ISSN 2635-0416



9 772635 041017



07

Guideline Publications

Volume 01 • Issue 04

July/August 2021

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1/24



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Greenland Design Ltd
www.greenlanddesignltd.co.uk

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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

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All distribution enquiries regarding the NEWSTRIDE 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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Two Editorials for the price of one!

Welcome to Issue four of Model Truck World, the home for all things model haulage related. Summer is here with hopefully the weather to prove it, but if not there is always modelling to be done.

What sort of modeller are you though? Do you stick to one kit, or do you have several kits on the go all the time? Do you 'park' one up, half-built, when the next tasty morsel arrives? Perhaps you only build in one scale, or build literally anything if it grabs your interest? The beauty of our hobby is there is no right or wrong way to do things and there are always new things to try, even for those who have been modelling for years. I'm always amazed by the effort our contributors put into their builds and it's a joy to share them with you.

This month we bring you a tremendous ICM Zil-131 AC40 built as a Chernobyl fire engine by Nick Allen, a flawless Volvo F86, scratch built by Alistair Johnson, as well as a highly realistic abandoned VW Transporter by Carlos Muñoz de Bustillo.

In other news, I'm taking up a new role as Associate Editor for this very title, so I'll be in the background of the magazine, supplying content for both the printed material and the social media for the magazine, as well as working on other new projects for Guideline Publications.

Finally, sincere apologies to the Gaydon Model Truck Festival team for printing the wrong dates for this world class event in the last issue. The show will take place on Saturday 14th and Sunday 15th August 2021. I'm going to need a towel to clean this egg off my face. And also a big apology to our fantastic illustrator Sam Pearson, who we have been calling Adam ... Somewhere in the world a very confused Adam Pearson is being congratulated for his superb truck illustrations. However you model, we hope you enjoy this issue of Model Truck World and feel inspired to try new things.

All the best Col'



Talk about big shoes to fill. I am honoured to have been asked to continue the excellent work that Colin has done as editor, and I hope I won't disappoint him, or you of course, our readers.

I'm Jon Tabinor. I've built models for almost fifty years and been writing for the last three or so. Normally my models have wheels that retract, so I freely admit that I'm on a learning curve. I did find myself looking at truck wheels and fuel tanks on the M6 yesterday, mentally making notes about weathering patterns and surface finishes, while the revelation from my dad that my grandad worked for Foden shows there may be hope yet in finding traces of diesel in the DNA.

You'll all be able to enjoy my initial steps in truck building soon too and I hope you can teach me a few tricks, because modelling is always a learning curve. Fortunately I am being looked after (or watched closely as they 'prefer' to call it) by a brilliant team here: Col' whose assistance is very much appreciated; Emma, our talented designer who makes the mag shine; Tom and David from the group management team and our MD, Alan, whose combined experience provides a solid foundation.

While I suspect my own building efforts might not be great, I can promise the same commitment to excellent truck modelling and information in a magazine that aims to bring you the best. Not just to show what others can do, but to inspire and show what you can do too.

Cheers Jonners



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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

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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 jon@guidelinepublications.co.uk

A&N

 www.an-modeltrucks.com

  **'A&N Model Trucks' on Facebook.**

Now in stock at A&N are the multimedia chassis sets to complement their extensive 1/24 FM and FMX cab range allowing you to build rigid vehicles. These sets include photoetched metal chassis rails, with resin and photoetched metal parts to give a highly detailed model.

The range now features:

- 8x4 twin steer (2+2 axle layout) steel sprung.
- 8x4 Triderm (1+3 axle layout) with a rear-steer lifting axle with air-sprung rear axles.
- 6x4 construction chassis steel sprung suspension.
- 10x4 (2+4 axle layout) with the two front axle steering, and the rear axle lifting steer axle with the rear axles on air.

There is an insert photoetched metal set to enable the builder to extend the chassis and wheelbase as required. When you combine the Chassis sets with one of the FM or FMX cabs, D13 engine set and the additional kit you will not need a donor Italeri model for any parts.

Also released are some 0.2mm etched mudflap sets for DAF Kenworth and Volvo, with more companies to be added to the range.

Finally, some more good news: A&N are re-mastering the popular 1/24 DAF XF 106 cab kit.



Heller

 www.heller.fr

Memories of -  and  are rekindled with the upcoming release of this newly tooled Renault Estafette in 1/24. Available from July in both civil (ref. 80743) and police (ref. 80742) versions. Translated as 'Courier', the Estafette was produced between 1959 and 1980 and sold more than 500,000 units, so there's bound to be a colour scheme or version out there for you! This is an all-new tooling of something that's as French to the French as the Transit is to the British. A review and build will follow as soon as it's released.

And you may have also missed Heller's re-release of the Volvo F12-20 & Timber Semi-Trailer, and the F12-20 Globetrotter & Container Semi-Trailer a month or two back. Both are presented in the rather unusual 1/32 scale, explained by the fact that they may have started life in the '80s as Humbrol/Heller Bobkits. Heller says the moulds have been revised, so it will be interesting to see how.



Italeri www.hobbyco.net

The 1/24 IVECO Turbostar 190.48 Special (ref. 3929) has been re-released with new parts and decals. Italeri's kit of this stalwart Italian tractor unit should now be widely available. Checkout our in-box review in this issue.

This will be the subject of your tyro editor's first truck build, so watch this space!



ICM www.icm.com.ua

1/35 G7107 WWII Army Truck - Kit No: 35593

Like London busses, Chevrolet 5t cargo trucks always arrive in pairs it seems, with ICM hot on the shoulders of MiniArt in announcing their own kit. This appears to offer a slightly different configuration from MiniArt's kit with a higher sided cargo compartment and hoops for a canvas roof. A release date of early July is expected, and we'll give it a fuller review when we have our hands on one.



1/35 WWII British Trucks - Kit No: DS3511

Also due for immediate release is this three-kit combination of the W.O.T 6, W.O.T 8 and Leyland Retriever General Service (early production) models.



MAX-Model www.max-model.it

'Max-Model' on Facebook.



Italian Decal company Max-Model continues to expand their range in multiple scales.

New items in the range include several stripe and livery packages for the new Herpa 1/87 Iveco S-Way including markings for Abarth Racing, the S-Way launch livery, French stripes and the 'Edge' package.

New 1/87 full operator decal sets have been produced for Olano Transport to fit the Herpa S Class Scania, while for Obermair Transporte there is a full livery set.

For the Renault truck models are some new factory decal sets in 1/87 and in 1/24 for the Italeri R360 Limited Edition models and the Turboliner range.

MiniArt

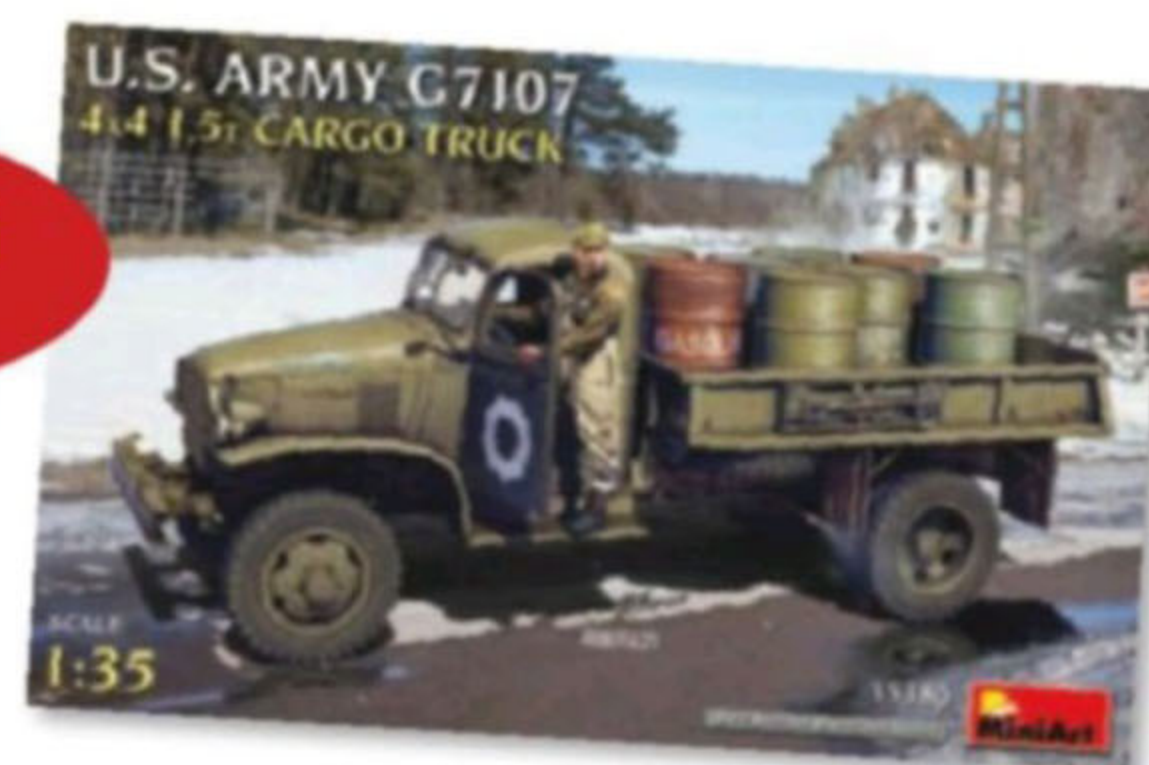
 www.miniart-models.com

BREAKING NEWS AS WE WENT TO PRESS!

1/35 U.S. Army G7107 4X4 1, 5t Cargo Truck - Kit No: 35380

MiniArt say their plan is to make a whole series of the Chevrolet G-506 trucks, and they have started with one of the more common types, the metal welded trayed G7107 4X4 1.5t cargo truck. The kit has four marking types and includes a driver and the eight barrels as cargo that it carries on the rear tray. More information to come, but suffice to say that MiniArt's popular kits sell out quickly, so you'll need to be quick when they are released.

BREAKING NEWS



Modellers Resource

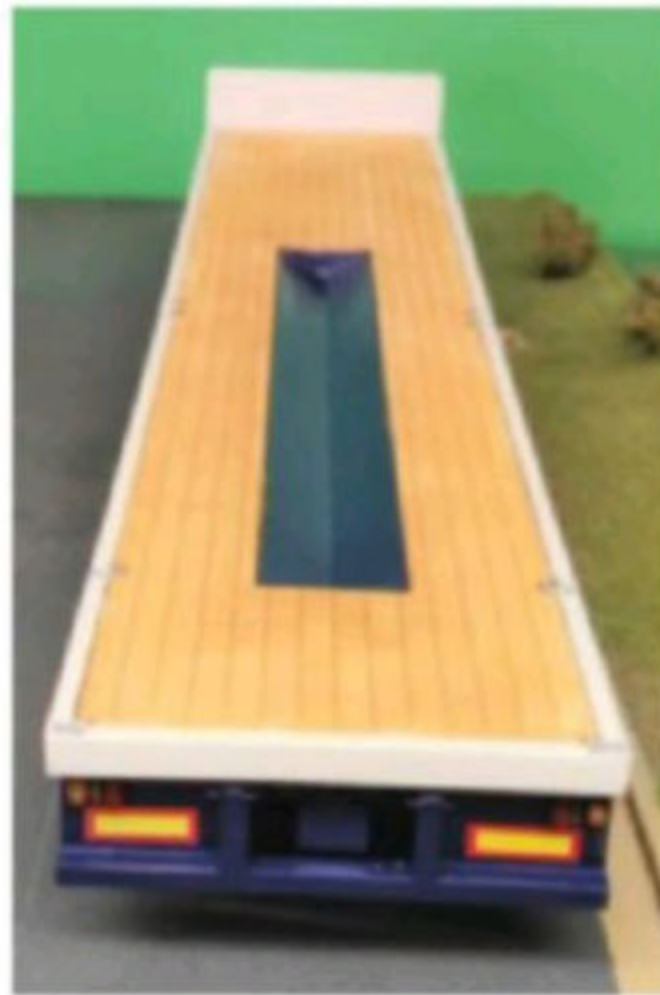
 www.modellersresource.co.uk

 or look for 'Modellersresource.co.uk' on Facebook.

Modellers Resource have re-mastered their York trailer kits improving the build and detail. There are new photoetched parts, decals, side marker lights and Rubbolite rear lights.



A 40ft Skeletal with option to fit 40ft, 20ft and 30ft containers, or the 40ft flatbed with laser etched wood

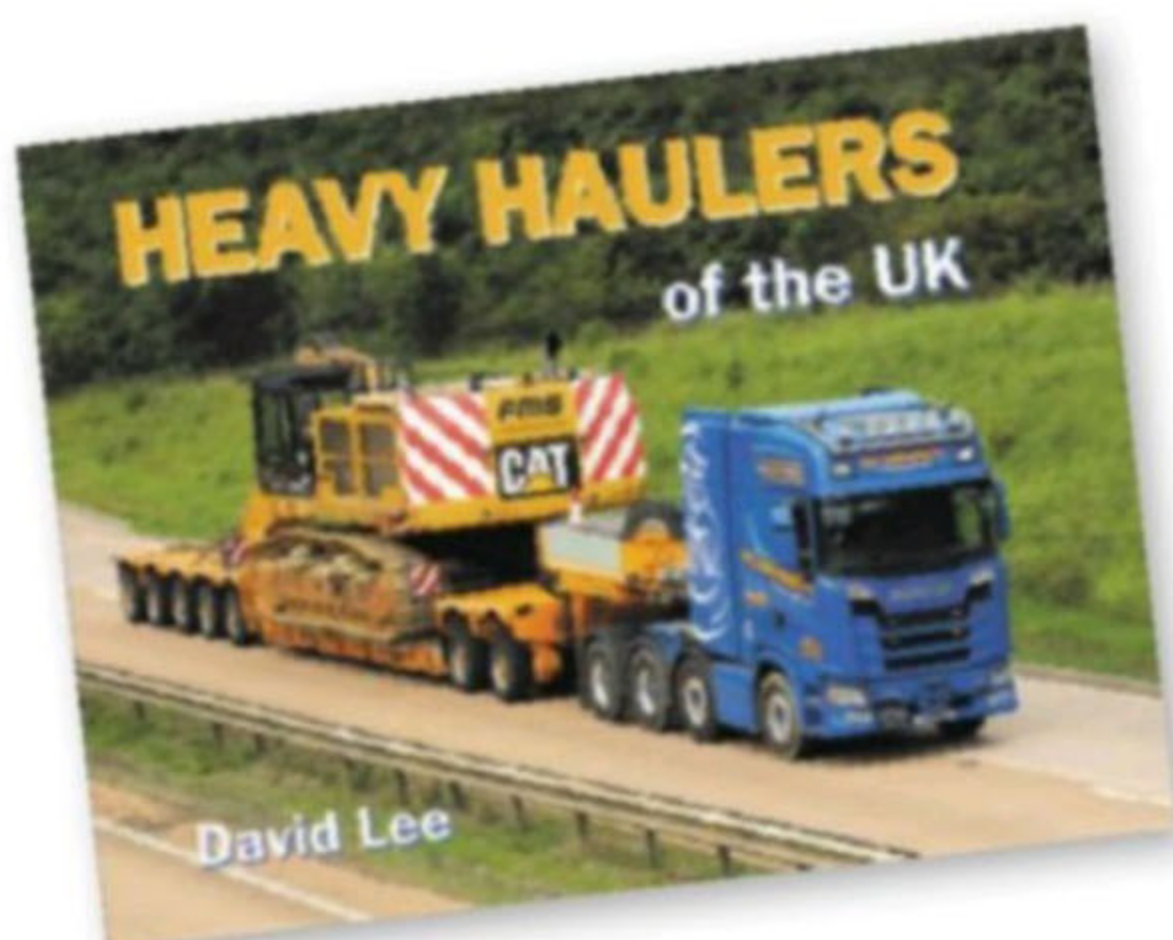


Nynehead Books www.nynehead-books.co.uk

Heavy Haulers of the UK - 200pp, Hardbound, landscape format.

Inspiration might lie within this book for your next project. Published at the end of November 2020 by Nynehead Books under its Roundoak imprint but perhaps missed by many due to the pandemic, David Lee's new tome pays homage to the operators and vehicles of the UK's heavy haulage industry.

With 200 pages, the book features 380 pictures with detailed captioning. The book lists 119 companies and their vehicles, from the largest of fleets to single operators hauling heavy and large loads of many various types from across the four UK home countries plus the Irish Republic. These are presented in alphabetical order and feature locations from the extreme south-west of the country to the Scottish Highlands. Many enthusiasts contributed their work for this volume and their input is clearly evident.



operators hauling heavy and large loads of many various types from across the four UK home countries plus the Irish Republic. These are presented in alphabetical order and feature locations from the extreme south-west of the country to the Scottish Highlands. Many enthusiasts contributed their work for this volume and their input is clearly evident.

Rally Models/ Tarmac Truck Models

 Look for 'Tarmac Truck Models' on Facebook.

Rally Models continue to expand their range of 1/50 decals and parts for truck modellers.

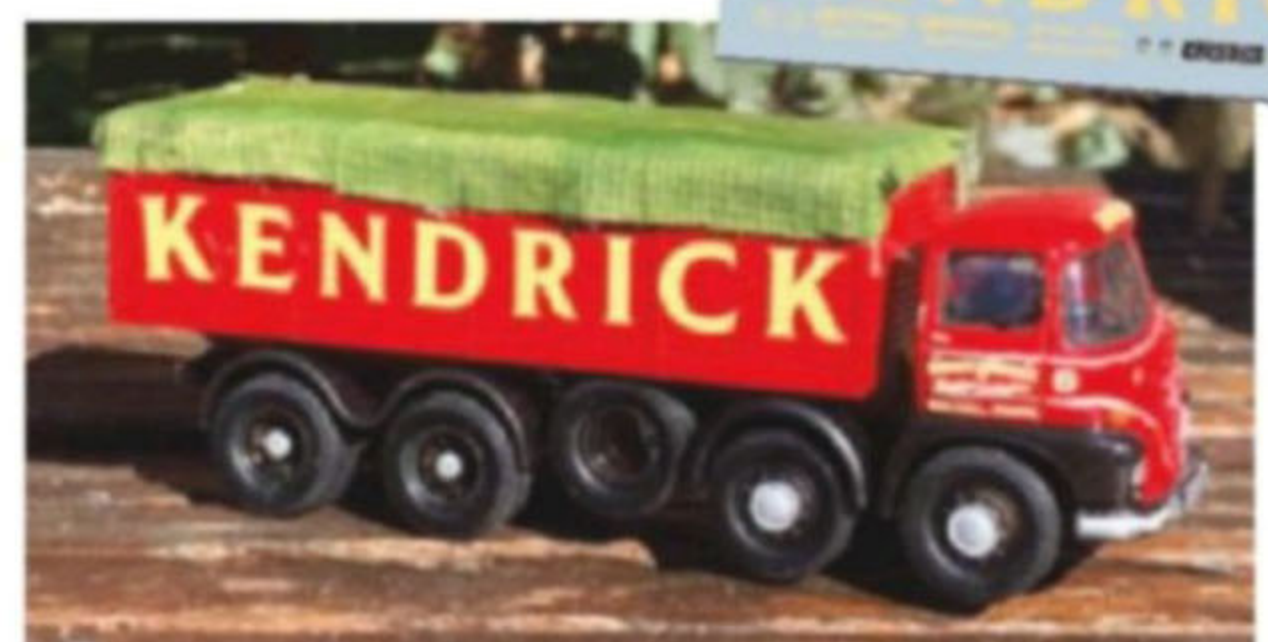
A 3-D printed accurate Neville ribbed tipper is now available to convert the Corgi Foden S21 'Mickey Mouse' with decals for a Hoveringham Gravels vehicle. Also released are detailed 3-D printed mirror sets for the S21 in both grey and black. These options are also available built, decals only, or decals, tipper body and mirrors.

A decal set allows the well-known preserved lorry 4249DH from Walsall company Kendricks to be created using the 1/50 Corgi model.

Tarmac Truck Models can also supply these as built and finished models ready to display.

There is a limited stock of the Hoveringham Gravels book still available, this is full of pictures and information on the company and the fleet of vehicles they ran.

A book on the History of Tarmac should be ready late this year or early in 2022 and will be full of pictures and information on the transport fleet, while future release plans include Foden S21 'Mix Concrete' decals in 1/50 to fit a converted Corgi S21.



Revell

www.revell.de

The reboxed MAN 7t Milgl (ref. 03291) is now available with markings for four military vehicles.

The Revell 1/24 VW Transporter T.1 is now available as both standard 'bus' kit (ref. 07675) and the 'Camper' variant (ref. 07674).



RTI

www.roadtransportimages.com

'Road Transport Images' on Facebook.

Road Transport Images have the following resin 1/76 cabs and bodies now available:

- COM9 Commer Superpoise 15cwt Pick Up complete kit
- IVE4 Iveco Stralis Hi-Line Cab, designed to fit onto a modified Oxford or Corgi 1/76 chassis
- SED8 Seddon Atkinson Strato (Iveco) Cab, for an Oxford or Corgi 1/76 Chassis
- B65 Narrow Ribbed Aggregate Tipper Body
- T22 Fairground Amusement Arcade Trailer

Their decal range continues to expand with the following new sets:

- Fisher Renwick Manchester - London Steamers
- Billy Bowie Special Projects Kilmarnock
- Harry Lawson Broughty Ferry

Decal sets are available to suit the expanding range of fairground showman style bodies and trailers too. RTI plans to attend the Gaydon Show on 14 and 15 August with their complete range and we look forward to seeing them there.



Robbo's Scale Models

www.robbo-scalemodel.com

'Robbo's Scale Models' on Facebook.

Robbo's Scale Models from Australia have released a 1/25 Ford L900 Transkit, consisting of a cab, hood, floor pan, dashboard and two grille options.



Strato Models

f Look for 'Strato-Models' on Facebook.

Work continues on the Tatra 815 NTH in 1/24 and some test photoetch has now been made and trialled. We suspect that this will be very impressive. More news as it comes in.

The Airbrush Company

www.airbrushes.com

f Look for 'The Airbrush Company' on Facebook.

How about creating rust and corrosion effects on your models and creations? The Corroded Metal set from Flake King creates real rust and corrosion on your models for some amazing weathering effects.



Pg 2

TEAM MINI RACE TRUCKS

We build 1:14th scale replica models of full size race trucks and can also build 1:12th legend cars, 1:10th pick-up trucks and Scalextric size trucks.



Team Mini Race Trucks

f Look for 'Team Mini Race Trucks' on Facebook.

It's always nice to see a new name and Team Mini Race Trucks specialise in creating RC race trucks in 1/14 scale and other vehicles too.

Check out their advert in this issue.

Events

Gaydon Model Truck Festival

**Saturday 14 August 2021 - 10am-5pm
& Sunday 15 August 2021 - 10am-4pm**

**There are competitions in all scales
and Best in Show.**

Email: ashleycoghill@aol.com
British Motor Museum, Banbury Road,
Gaydon, Warwickshire, CV35 0BJ

Stoke on Trent Model Show

Sunday 15 August 2021 10am - 4pm

Adults £4, Concessions £3, Accompanied under 16's free.

**There is a competition, free parking
and refreshments on site.**

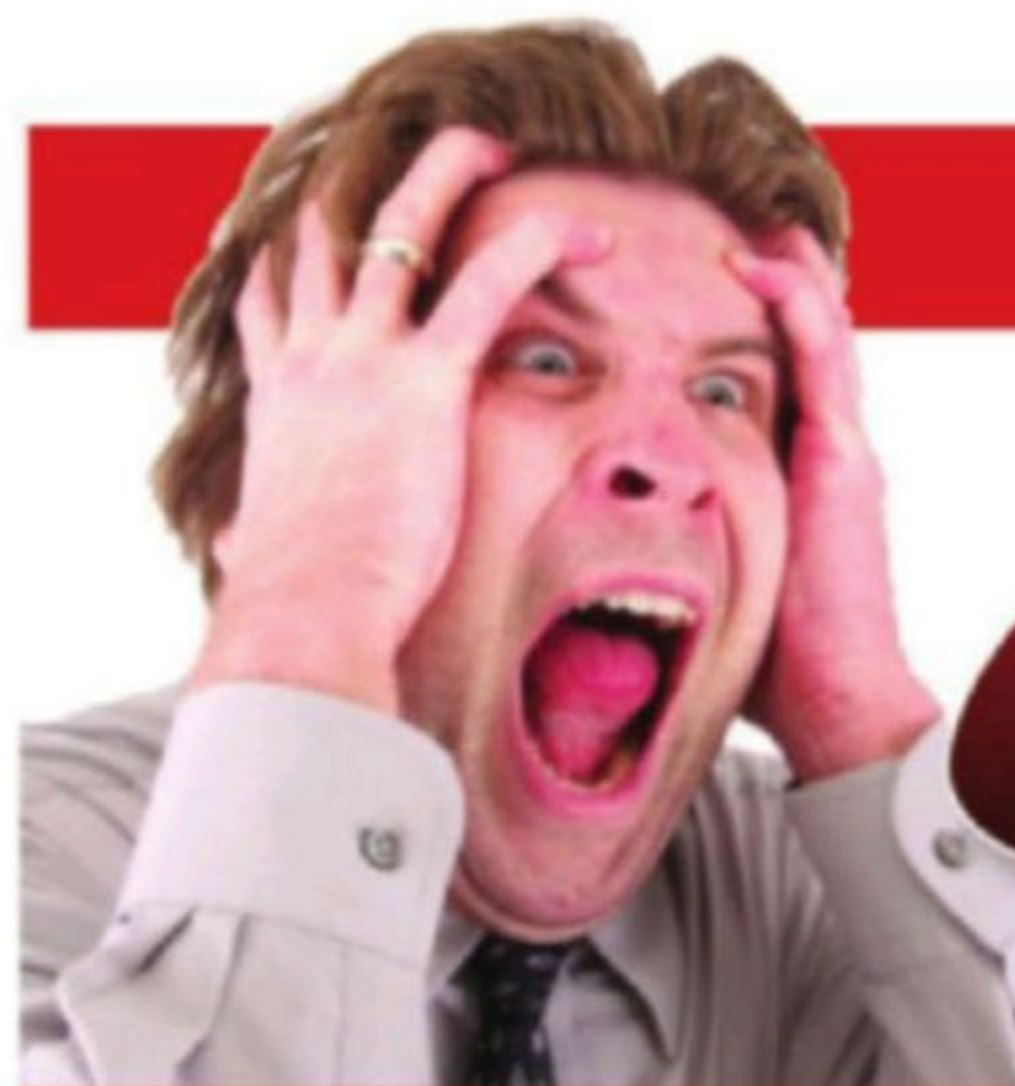
Email: ipmsstokemodelclub@gmail.com
Prestwood Centre, Staffordshire County Showground,
Weston Road, Staffordshire, ST18 0BD

If you have a model show or truck related event planned and want to share the details in the pages of Model Truck World then let us know at jon@guidelinepublications.co.uk



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Swedish DIY

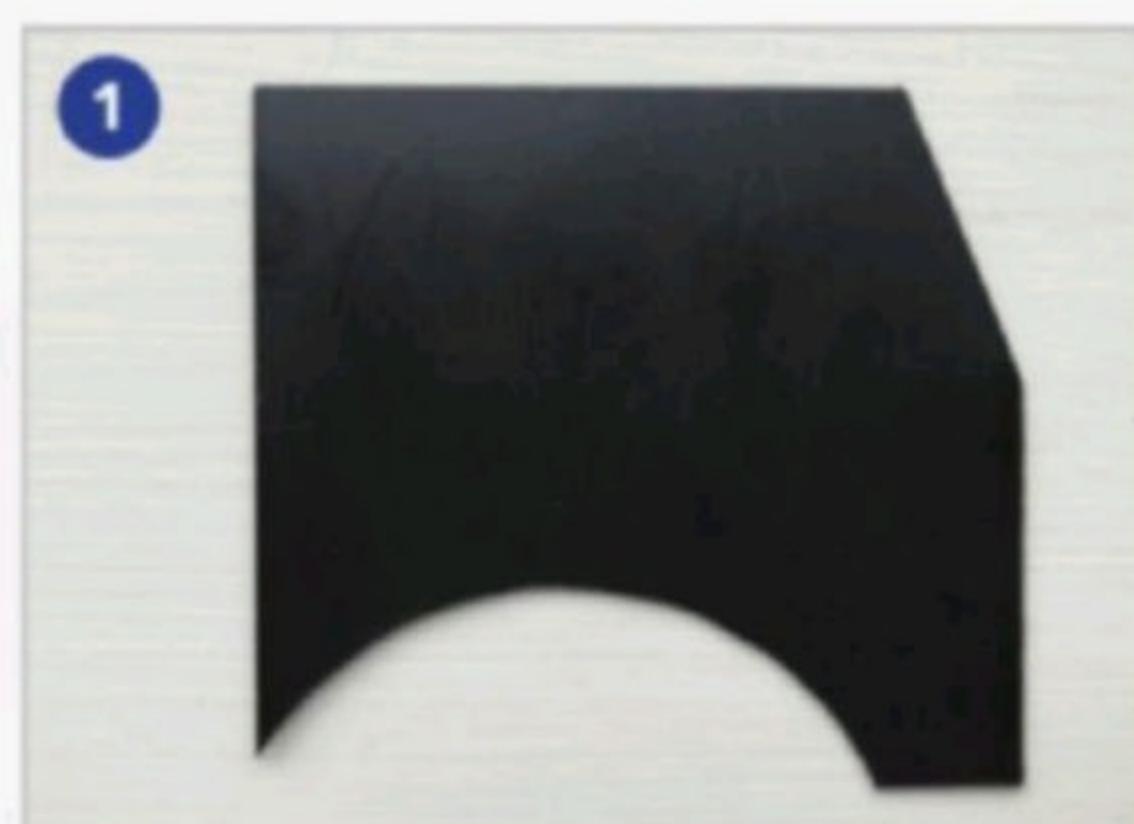
Alistair Johnson scratch builds one Volvo F86 in 1/24, and then another.

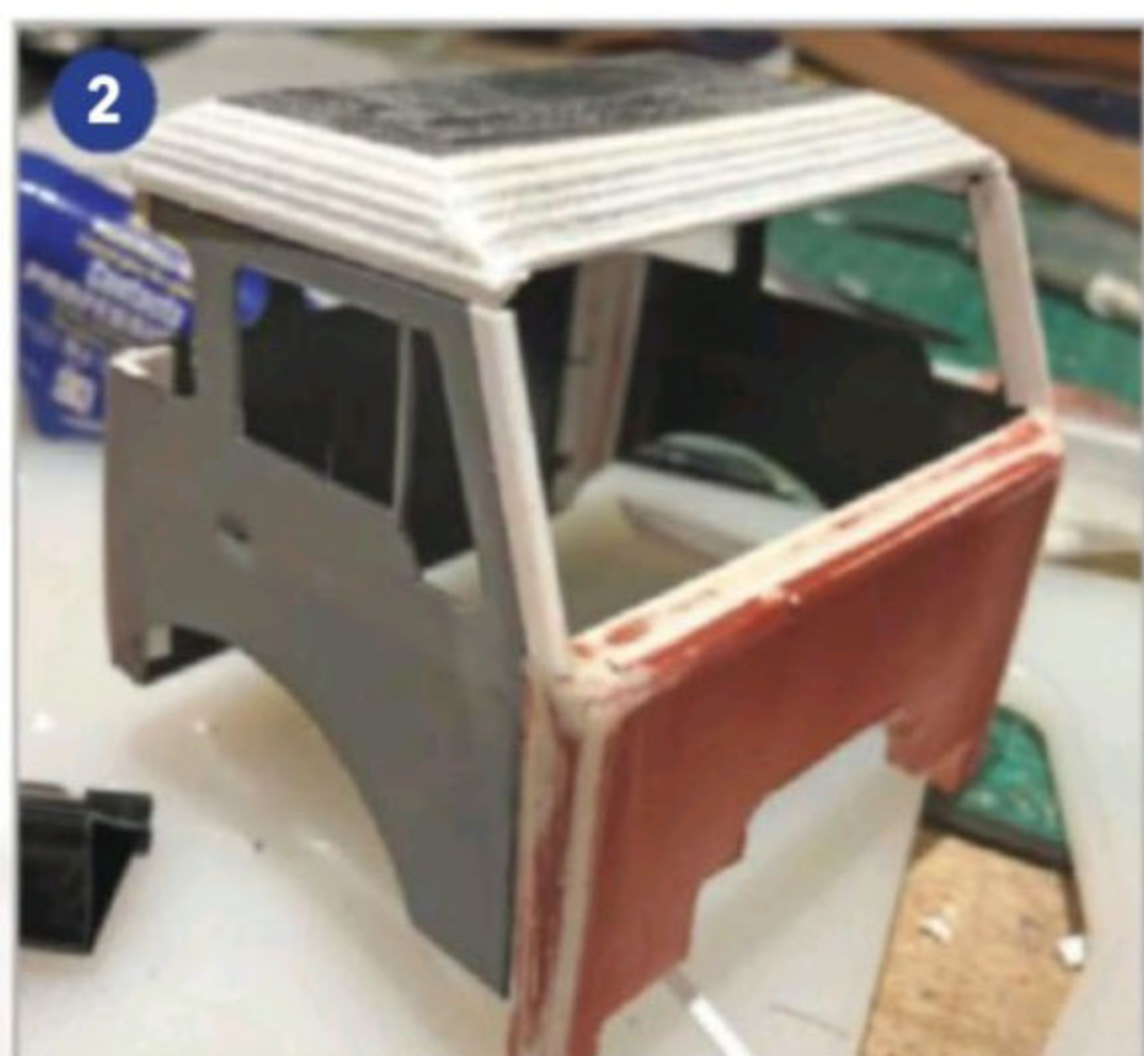
As modellers, we're really spoiled for choice nowadays. However, there are always gaps that we want filled with one kit or another. My particular 'gap' was the Volvo F86, the much-loved bubble cab from the 1960s and 1970s which forged the way for foreign truck manufacturers to gain a foothold in the UK. Over the years, I had hoped someone, somewhere might produce this truck as a kit but nothing materialised. So, I began studying the design of the cab, to see if it would be possible to build this model from scratch and with the final acceptance that no kit would be immediately forthcoming, I set about making tentative plans for a scratch build.

At this point, I have to manage your expectations. I'm not driven to super-detail, primarily down to having a very limited supply of patience and my skill set is well behind that of many others (I think many of us will disagree here, Ed.). My very simple view is that if the finished model looks about right then that is good enough for me. Don't get me wrong, I'm hugely inspired by models of others that are technically correct

and able to focus on the finer details of our hobby, unfortunately that's not my cup of tea! So, I've decided to focus on the exterior look and finish alone.

My method is to try and get the best set of scale plans available, and after an extensive online search I turned up a set of drawings which were close to what was required. To double check the scale before creating my own design drawings, I try to





find a sharp side-on photo of the cab and focus on working out the scale via the tyre.

Once this 'photo tyre' to 'Italeri tyre' scale is worked out, I then draft all of the profile drawings required. Time spent doing this is always worthwhile as ultimately these drawings will drive the quality of the build and from repeated bitter experience I try now to avoid rebuilds.

With the work bench cleared and drawings to hand, I ensure that I have the right tools before starting. A Stanley knife for the main cutting with a scalpel for the finer cuts, both with fresh blades, are a must for scratch building. A metal ruler is essential for straight-line cuts as is having a metal set square for right angle cuts. Finally, I use fine-point tweezers to help position material in the more constrained spaces. I use an old piece of laminate flooring as a good solid cutting surface. And that is basically it for tools.

A good supply of the right materials also improves the quality of the finished build. Over the years I've been fortunate to build up a stock of Evergreen strip and plastic card and these are my 'go to' materials whenever scratch building. I normally also need loads of filler, usually preferring the MMD green putty which needs to be in good workable condition, and not dried out and semi-solid. I started working on the easier panels, such as the sides. If I can get a solid start with something that looks right, it gives me greater confidence for the stages to come.

1mm plasticard was cut into squares, including a spare, then the measurements from the scale drawing are transposed onto these as accurately as possible. These are

then cut to shape with the Stanley (**photo 1**), with fine detail cuts made with the scalpel. At this point, I try to incorporate any profile into the panel. For example, with the F86, the cab shell tapers in from top to bottom, in a sort of a cone shape, so the sides needed to include this. I scored the inside of the panel halfway up and gently bent it inwards.

Confidence boosting sides complete, it was onto the front panel. This section is straight with no curve so was also one of the easier ones to make. From the windscreen downwards the panel's thickness decreases so I laminated three pieces of plasticard, cut to different lengths. This was then shaped and filled. Windscreen 'A' columns were added, aligning them against the sides to ensure the correct angle (**photo 2**). To complete the panel the windscreen's rubber seals were made using fine Evergreen rod (**photo 3**).

When making the rear panel to complete the cab shell, I had to incorporate a significant bend from top to bottom to mimic its taper inwards toward the roof which helps form the 'bubble' look. The roof dimensions helped to identify how much of a bend was required, and as before, it was scored and bent to shape. Finally, air vents were added.

I glued all four panels together to make the shell, using internal strengthening and positioning rod and then left them to harden for a week. Then the slow process of cutting and sanding the model to define its corner curves then began. At first, it was the razor saw for the larger cuts, then various grades of sandpaper and filler to smooth the corners into the right shape. Once

complete, the window rubbers were added using Evergreen rod again, as well as rain gutters round the door (**photo 4**).

Happy with the completed shell, it was onto the roof. The base rectangle shape was created using strip (**photo 5**), then layers were added to create the flat-top pyramid shaped tapered shape. I sanded and filed this to shape, priming it every so often as this highlighted immediately any area still needing attention (**photo 6**). The final addition was a KFS cab-top headboard which was blended in (**photo 7**).

The grille was one piece that I wanted to be as accurate as possible given how prominent it is to the look of an F86. An Evergreen strip rectangle surround was made to the correct size and depth. For the grille itself, I used a Czech Truck Model (CTM) F10 grille cut to shape. I'm conscious that the number of squares on the actual F86 grill are greater than those on a F10 but I was happy with the look it provided (**photo 8**). On reflection, I could have used two F10 grilles offset with each other which would create a more correct look, but that is now an idea parked for the future. The Volvo name and badges came from CTM with the 'F86' badge made from a combination of 'F10' and 'F16' ones.

The cab was painted using Halfords primer and paint, rubbing down between coats. On this build, there are four coats of gloss to bring up the shine, but also to help fill any small gaps the filler didn't get to. I tend to leave the paint for two weeks before starting on the signwriting. Yes, signwriting! I'm aware most people prefer to use decals but all my models have been hand





sign-written over the years. I've developed the technique over time (and I guess in the early years it was driven by the need to save money on decals!) I'm lucky to have a reasonably steady hand and armed with a fine brush and some tape I can achieve results that I'm happy with (photo 9).

The task I was dreading though was the glazing. The windscreen and door windows were no problem, but the rear quarter windows were an absolute nightmare. Their curvature was in every direction and nothing I did seemed to fit correctly. It took several days with multiple attempts to get these to work and even now I'm not totally happy. If an aftermarket kit ever comes out, I'll get a set to replace my poor effort.

The cab floor was fabricated from plasticard using online reference photos and it's not really that different from other contemporary lorries, a basic dash and seats with a large engine 'hump'. It really makes one sympathise with drivers of that era and what they had to endure daily, more so as the F86 was considered quite modern for its time! A detail I always add is a cloth on the cab dashboard; it was a staple of the driver's tool kit for clearing the windscreen through the winter months. Wings were now added from strips of plasticard bent to a curved shape.

The chassis donor was an Italeri Scania 142M kit with an additional steer axle added on one of the builds. So far these models

do not include an engine, but at some other point I may come back to this and see what can be built. Clearly fitting a Scania V8 might not have been appropriate for the F86!

Primed, glossed and left to harden, the cab shell was then added via some basic mountings. A flat bed platform body was added made from plastic and Evergreen strip (photo 10). The load was formed from

a balsa wood shell covered with wooden rectangles to replicate fish boxes, and I bought an ink and stamp set to print the fish company name on these. Tarpaulins were fashioned from an industrial hand towel and watered-down PVA. With final assembly complete some light weathering was applied in the form of some dry brushing and that was basically that.

When I started this project, I always had the Lochinver Fish lorry in mind. But, as is sometimes the case, things change and mid-way through building the cab, I became aware of a second F86 from Kinlochbervie that I definitely wanted to add to my collection. This created a dilemma as to which to build. While the thought of a second build was not hugely attractive, I tried to go with the attitude of using what I'd learned in the first build to improve the second, which I think was the case.

In reality, I'm just happy to have finished the F86 project and doubt there will be any more... although that's what I said after the first build! 🚚



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in 1:50 scale



Autocar

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Learn more at www.firereplicas.com.

Model Truck World Profiles

SCANIA R143M Streamline

• By Sam Pearson

Production: 1987-1998

Engine: Scania 14.2 Litre V8 450Bhp Turbo Air to Air Charge Cooled

Gearbox: GRS900 14-speed gearbox

Gross weight: Single truck; 18 - 25 tons, combination vehicle weight; 40 tons



Scania R143M

M509WOK operated by Astran Cargo.



Scania R143M

222BK operated by Ben Kemp Ltd.



Scania R143M

WIB3477 operated by Dukes Transport Ltd.

Scania R143M

M500AGS operated by Frans Maas.



Scania R143M

FL7995 operated by Reich Transport of Liechtenstein.

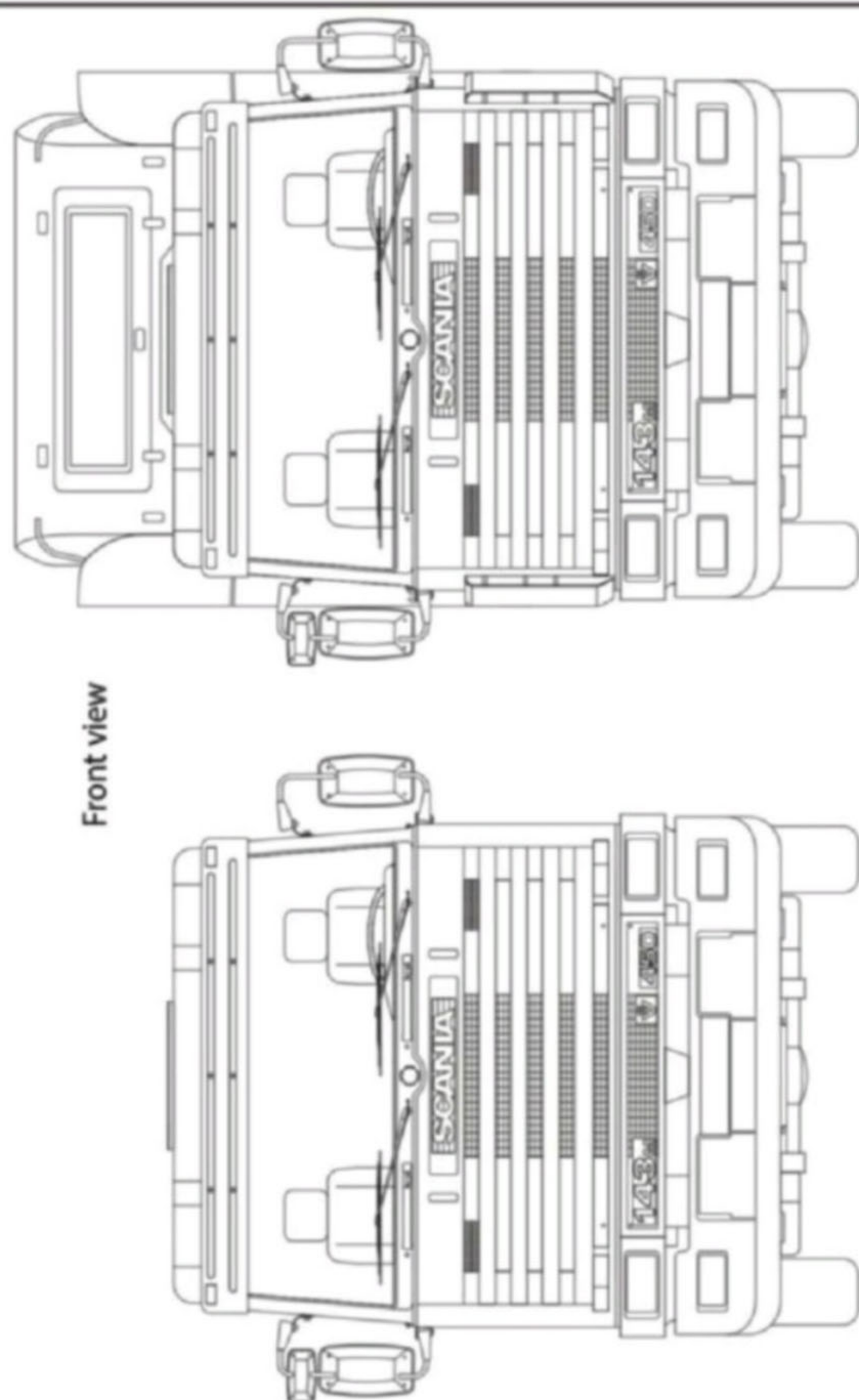
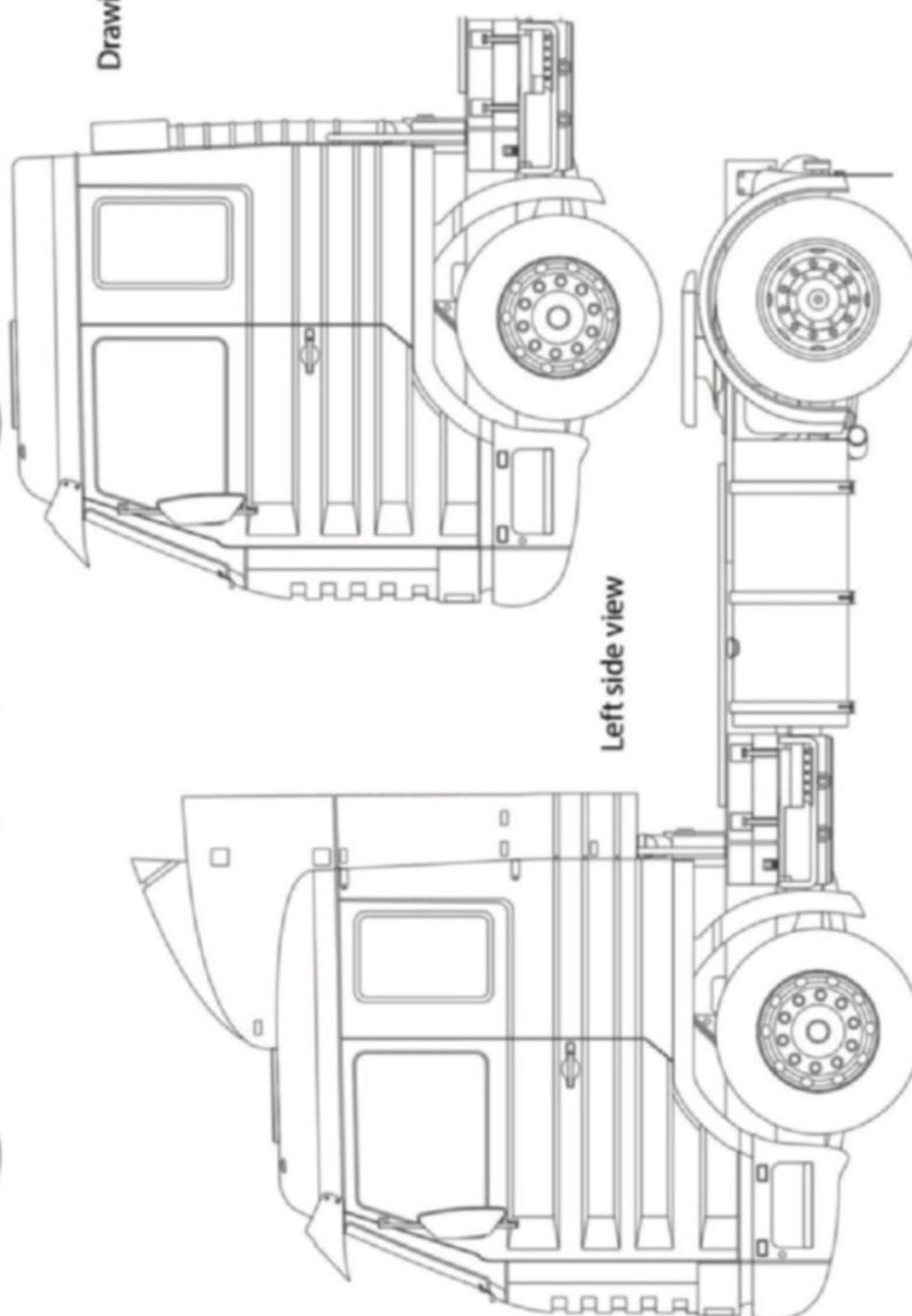
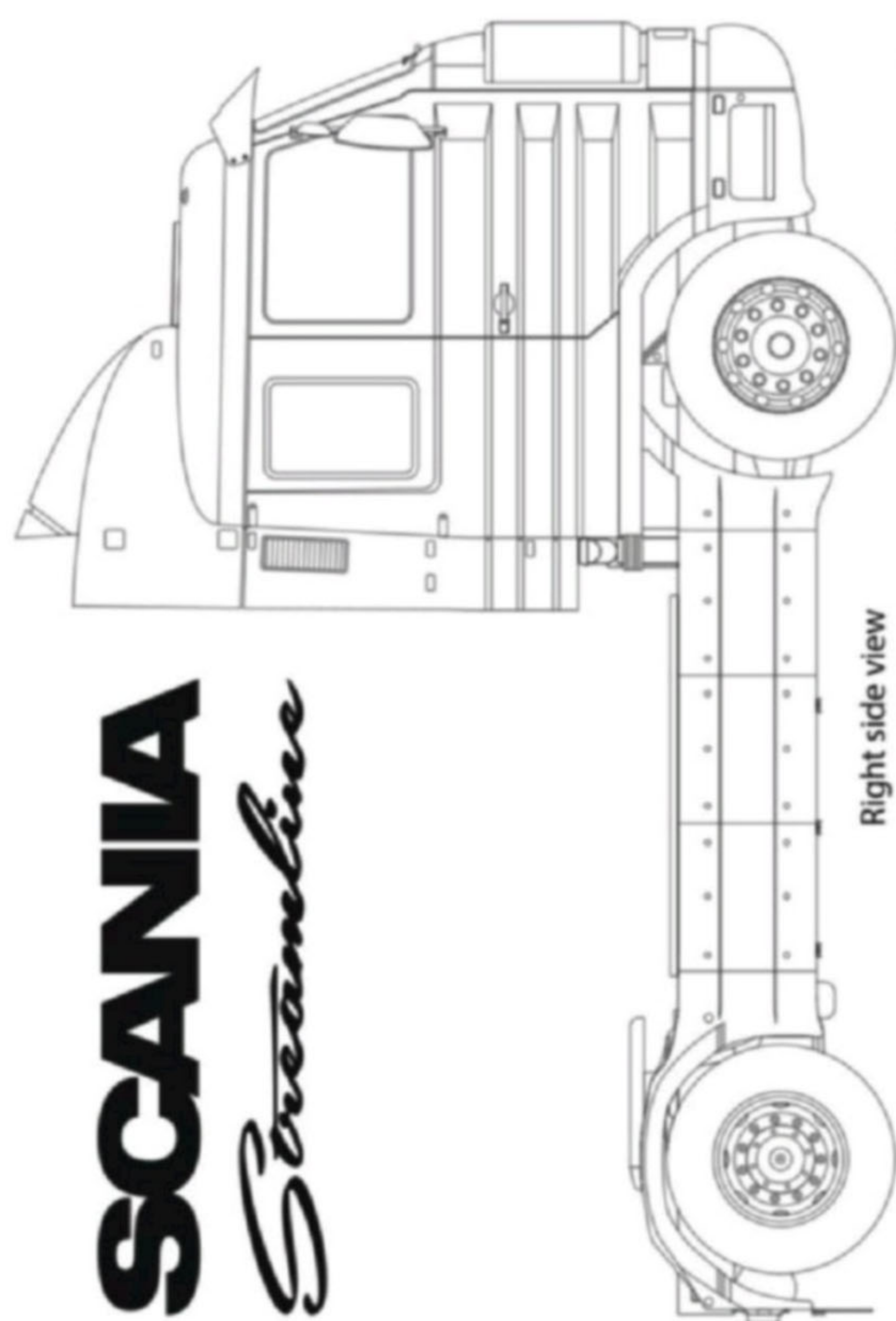


Scania R143M

TKZ4176 operated by Steve Swain.

SCANIA

Streamline



Metres 1/50 scale

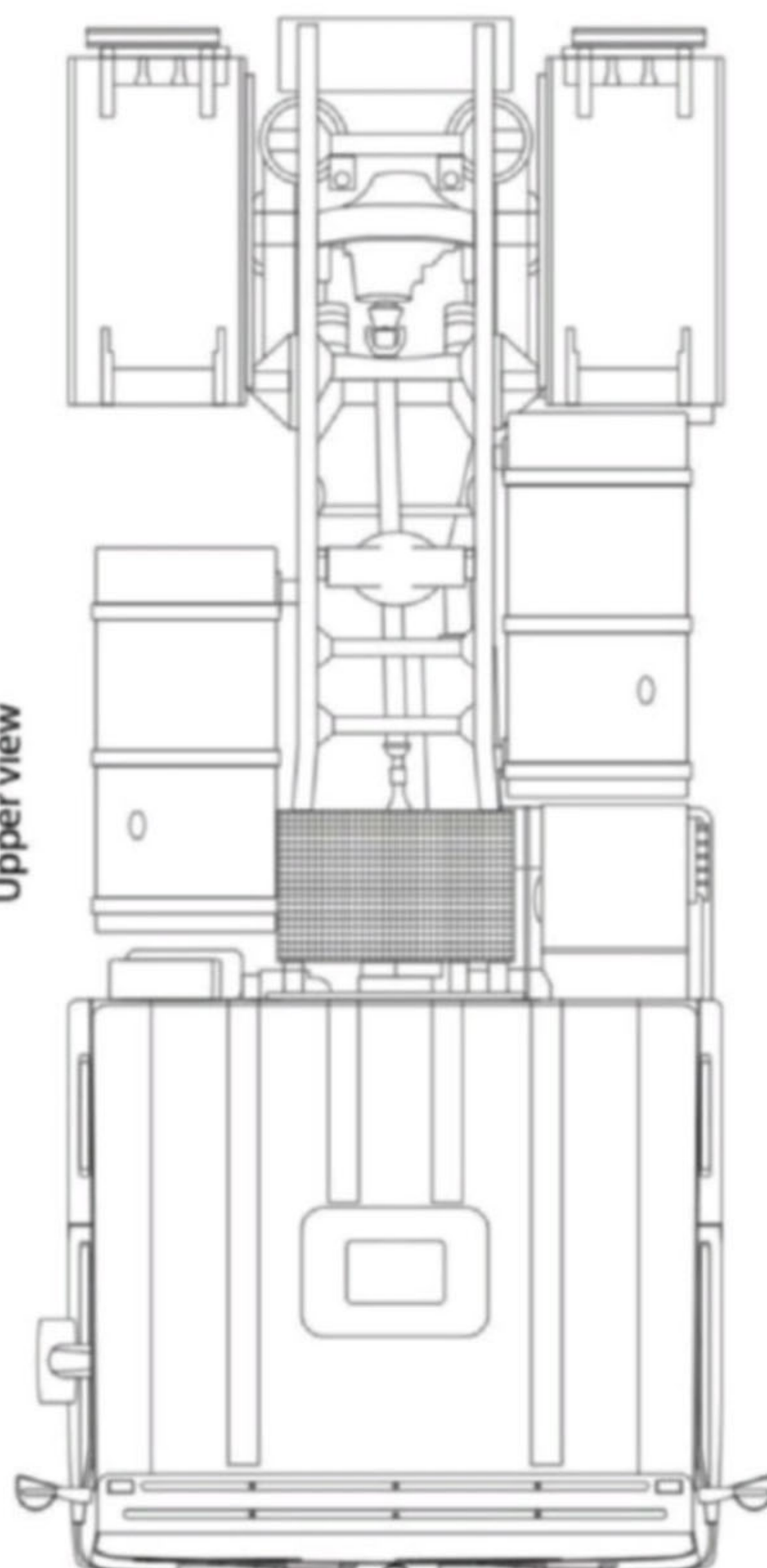


Feet



Drawings by Sam Pearson

Upper view

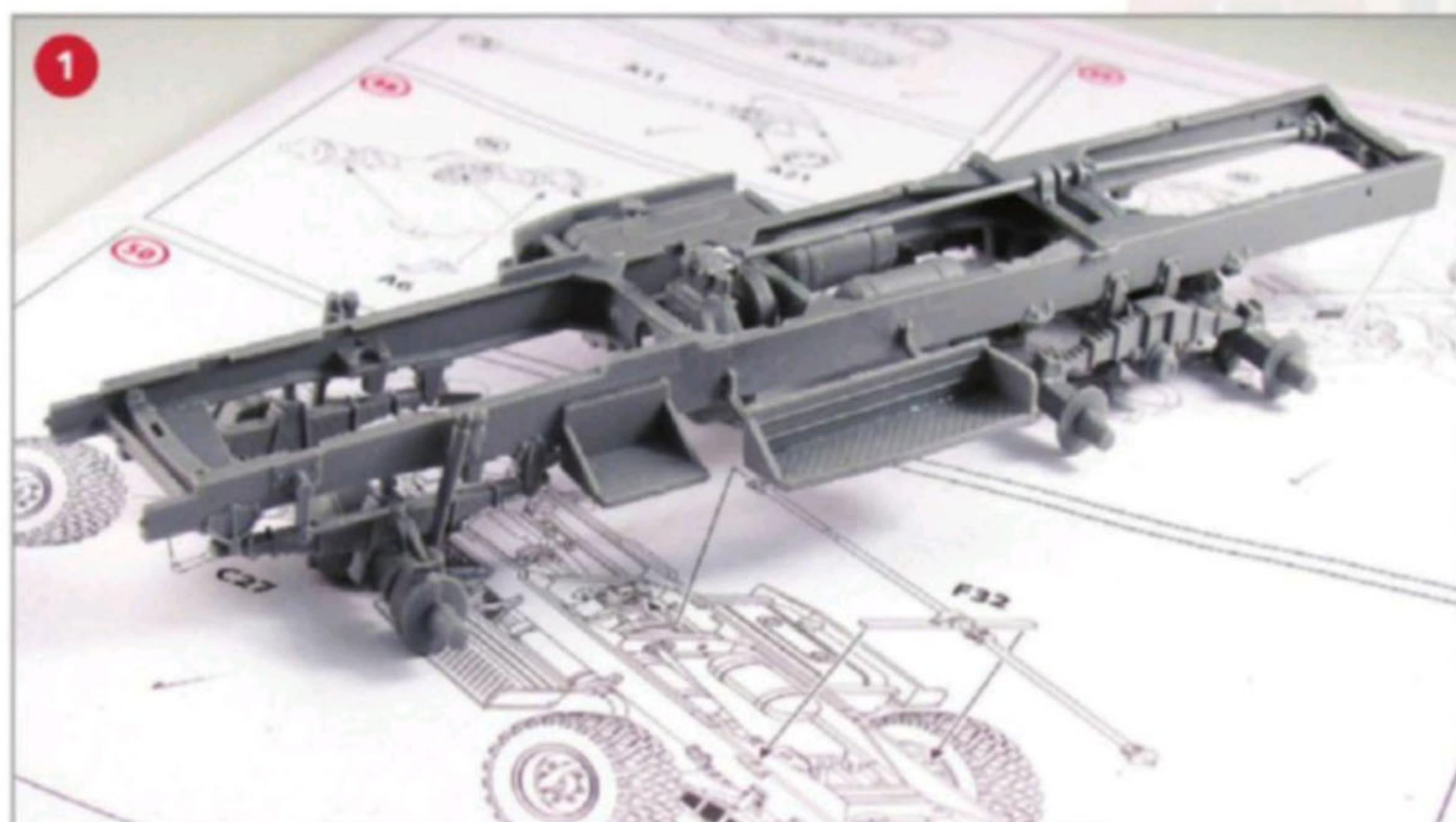




FORSAKEN & FORGOTTEN

Nick Allen builds ICM's 1/35 Zil-131 AC40.

Having been a firefighter for just short of 27 years, fire trucks have been a huge part of my life. As a modeller for more years than I care to remember, being asked to build this kit by the editor was like my birthday and Christmas rolled into one. But rather than build the kit straight from the box, I wanted to build it as a vehicle which had been left outside in all weathers in a compound with hundreds of other vehicles for many years after receiving high doses of radiation following the Chernobyl disaster on 26 April 1986. The editor agreed to my request, so the idea was born.



The Zil-131 was the main all-road truck of the Soviet Army during the 70s and 80s with serial production starting in 1967. The basic model was used mainly as personnel transport but numerous special versions were built on the chassis, both for military and civilian use.

The AC-40 137A variant came from the Pryluky fire fighting equipment plant. It had a 100-litre water tank and the fire monitor on the roof could be controlled from the cabin. Trucks of this type are still used by fire departments of the former Soviet Union.

The kit contains 295 parts, but as this chassis is used for various models by ICM, some of these are not used and these are shown clearly in the instructions, giving



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plenty of items for the spares box. A decal sheet is provided allowing the modeller to build four different versions of the truck. Some of you will be pleased to know that photoetch is not provided or necessary with this kit. The Instructions are in the form of an A4 booklet taking you through 145 construction stages. There are colour callouts,

but I must admit I didn't follow them too closely, mainly because of the weathering I was planning, but also as I tend to refer to reference photographs of the real thing where I can. On with the Build ... Stages 1-19 deal with the basic chassis construction. Care taken here will pay dividends making sure the chassis is straight (**photo 1**). Stages 20-28 deal with the construction and installation of the engine. This is a miniature kit in its own right, so if you want to spend the time detailing the engine, even in 1/35 scale there is plenty of scope to do so. The suggested colour for the engine is aluminium, but I used a thin coat of Vallejo Oily Steel (70.865) together with a thinned wash of Vallejo Game Wash Black (73.201). This served the purpose as the engine won't be seen when the bonnet is down, but at least I know it's there and it's been painted. I made the engine separately and held it over until the chassis was painted.

Stages 29-51 deal with the final chassis parts and the construction and fitting of the drivetrain. Take care to build the rear axles in the correct orientation, otherwise you will have problems further along the assembly, especially fitting the suspension arms, parts A1 (x4) and A3 (x2). Once the drive train was installed and the chassis completed, I opted to airbrush the complete chassis using thinned Badger 'Stynylrez' Black Primer (SNR-403). I do not use a topcoat over this

paint on the chassis, as it's good enough as is and provides a superb base for weathering (**photo 2**).

Once the chassis was dry, I fitted the engine assembly (**photo 3**). The wheels are the same colour as the chassis, black, and with this build they were painted and weathered separately before being attached to the painted chassis (**photo 4**).

However, I have since built another Zil-131 chassis and I added the wheel hubs onto the axles during the chassis construction as the tyres simply slip over the rims without a problem. As with all kit construction, you choose to adhere to the instruction's building regime or simply please yourself to jump stages.

Stages 52-84 deal with the cab construction, both interior and exterior (**photo 5**). I opted to build the interior and then find suitable paints to use. The colour suggestions in the instructions are light green for the interior paintwork such as dashboard and door cards. There's room for a little artistic licence here as the dashboard can either be the same colour as the vehicle exterior which the Russians call Fire Orange, or you can use olive green, Russian Green (and there are several shades of that colour), or grey. I went for Vallejo Russian Green 4BO (71.017). For the seats, the instructions suggest leather or again there's an option to use Black, I chose AK Interactive Brown Leather (AK3031), which was then lightly scuffed with a hard brush and weathered slightly (**photo 6**). The floor and firewall were given a thinned coat of the Stynylrez black, hand painted and then dusted with several AMMO weathering pigments to simulate heavy use on various locations throughout Chernobyl while in service. Using these products is relatively easy but they require



6




7

a little bit of technique as they can easily be overused with the effects becoming rather false. Once the interior was painted, it was masked to protect the work and then painted the exterior using Vallejo Flat Red (70.957). I chose a flat colour as the references I had showed the vehicles were sun bleached and rusty. Also because of the weathering effects I planned, a flat colour was ideal to provide a key for them to stick to. I overpainted various parts and panels using several shades of red to replicate how different metals weather and rust.

I wanted to give a feel of the vehicle being stored outside for several years in various extreme weather conditions, so I chose to add a 'crackle' paint effect on the upper surfaces. This was achieved by spraying a coat of clear Vallejo Crackle Medium (70.598) over the upper surfaces of the model with a paint topcoat immediately airbrushed over that. The liquid and paint dry at different rates causing the paint to

crack giving the effect I was after (**photo 7**). To ring a few changes, the radiator grille employs a little artistic license as it's painted in a Russian primer colour (**photo 8**). I have a photo that clearly shows a replacement grille fitted to one of the fire trucks. Obviously, there was no time to complete the painting process before it turned out to Chernobyl (**photo 9**).

Stages 85-145 deal with various sub-assemblies associated with the rear body such as pump, ladders, suction hose tubes, and locker handles which took most of the build time on the model. Stage 86 also sees the fitting of the final cab parts, including lights and wipers.

For the vehicle's marking, the white stripes on the sides and on the bonnet and rear, denote a fire truck of the Russian State Fire Service (**photo 10**). The instructions suggest a white stripe on the sides in three sections, but all the references I have show one continuous stripe, so I went with that. Unfortunately, the white stripes are not included with the decal sheet and must therefore be created by the modeller. I simply 'guestimated' from my references, masked the paintwork and sprayed the stripes, doing the same with those on the bonnet and rear too. The cab's front doors are also spray painted, as with careful masking it can be done. I decided not to add the various nomenclature decals on the doors and sides or the licence plates as all the vehicles in the


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compound had had them removed; possibly to make them less recognisable by families of former crews?

I left off some of the parts supplied with the kit because in all honesty two of the roof marker lights pinged to wherever these things go and were never found again, and the same thing happened with a pair of locker handles from the vehicle side.

However, in real life these vehicles were vandalised with parts stolen or removed so it doesn't look out of place. After adding some slight damage to the vehicle, I wanted to add more but was scared of ruining the build, so left things alone.

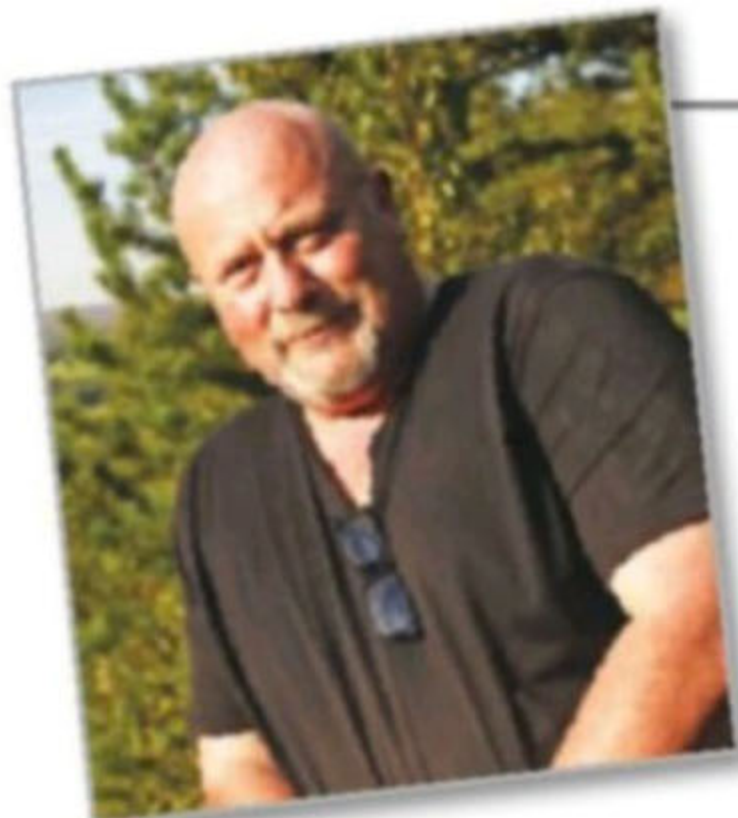
Would I build another?

Yes. It's a beautiful kit to build and I've already bought the 'Chernobyl' kit that comes with figures. Would I recommend this kit? Certainly, it has its challenging areas but what kit doesn't. As a former firefighter this kit has afforded me a tremendous amount of pleasure, so roll on the next challenge. 


10

Meet the Modeller:

Chris Cooper - IPMS UK Truck SIG leader



It's doubtful that anyone won't know the name of Chris Cooper, a modeller synonymous with truck modelling in the UK. Like all of us though, Chris had to start somewhere, so we thought it would be interesting to ask just where did it all begin...?

I can actually answer that one almost to the day. I was in hospital in Scarborough and I can remember being on crutches that Christmas. I was seven years old so it has to have been October or November 1971. My dad, an air force officer, who dabbled a bit himself, brought me an Airfix kit, a 1/72 Junkers Ju87 Stuka and a tube of the old-style stringy glue. I never looked back. I've modelled ever since. In fact writing this I've just realised that it will be 50 years this year. How the heck did that happen!

Fast forward a few years. I'd built aircraft, like most modellers, but also military vehicles. In 1986, at the tender age of 22, I became a truck driver and almost immediately started going continental. I guess at that point I started wondering whether I could get models of my trucks. As luck would have it I was driving an ERF C series at the time which wasn't available as a model apart from a white metal kit which I built. I've still got it somewhere but it badly needs restoring. After discovering the original TMW which I generally bought in one of the BP truck stops, usually Penrith or Carlisle, things started to snowball.

At around the same time I discovered model clubs and started going to shows. My skill level soared as it was the first time I'd been able to actually speak to other fellow modellers. I went to early incarnations of IPMS Scale Model World when it was still at Donington and it's probable that I was an IPMS member before becoming a solely truck modeller. I still am. Along with Neil Cooke and others, we started the Truck SIG (Special Interest Group) within IPMS which allows us to display at SMW. Truck modellers aren't very well catered for at mainstream shows simply because we're a

very small part of the modelling fraternity in general but we try to get the message out there. Via shows and internet forums I'm fairly sure that I network with most of the truck modellers around. And of course there's Gaydon.

As for my subjects, I have an ongoing project to build models of all the trucks I've driven which keeps getting hijacked by other things that take my fancy or commission work. I also tend to build models of the trucks that I was familiar with during my continental career. It's nostalgia I think. I also like older trucks from before my time and have built those few that are available via kit or transkit. I'm fed up with bending Airfix's ear about bringing out a British truck in my capacity as the Truck SIG leader. At a recent SMW our SIG display had the theme of 'British trucks'. I hauled over the current 'Mr Airfix' and pointed out that not one truck kit featuring in our Best of British display actually originated in erm... Britain. 

Don't forget that this year's

GAYDON MODEL TRUCK FESTIVAL

will take place on Saturday 14 & Sunday 15 August 2021.

There are competitions in all scales and Best in Show.

For more details email: ashleycoghill@aol.com

Look out of the

TRUCK SIG AT SCALE MODELWORLD 2021

Saturday 13 & Sunday 14 November 2021

For more details email: scalemodelworld@ipmsuk.org

(final confirmation of the show will be announced August/September 2021)





Radio Control



EFFICIENTLY GNARLY, MEIN ALTER!

Neil Hawkins converts Dickie Toys 1/14 Volkswagen T2 'Kombi' Transporter to RC.

A few years ago, I saw several YouTube videos filmed at some of the many large RC model shows in Europe that featured the famous VW Type 2 Transporter van. I owned a full-size 1971 model 'Devon' campervan version about 25 years ago and so have always had a soft spot for this type of vehicle.



I had no idea where to get a model in 1/14 scale, or if one even existed. Then I came across two for sale last year at a local show I attended with Congleton RC Trucks and The National Association of Road Transport Modellers. These were simple friction-powered toys from German company Dickie Toys (**photo 1**). One was boxed and the other in a new, but unboxed, condition. I purchased the cheaper of the two because I had no idea how to convert them. After a look through my spares bin and stripping the model down that evening, I found a way of converting it cheaply, and then regretted not buying the other. I have since brought two more that were for sale in Home Bargains for just 13 each.

A few weeks later I began the conversion. The model is typical of the injection-moulded 'kidult' toy market with numerous screws in the bottom holding the floor to the body. The click-fit 'glass' pushed out with a good push, and all the

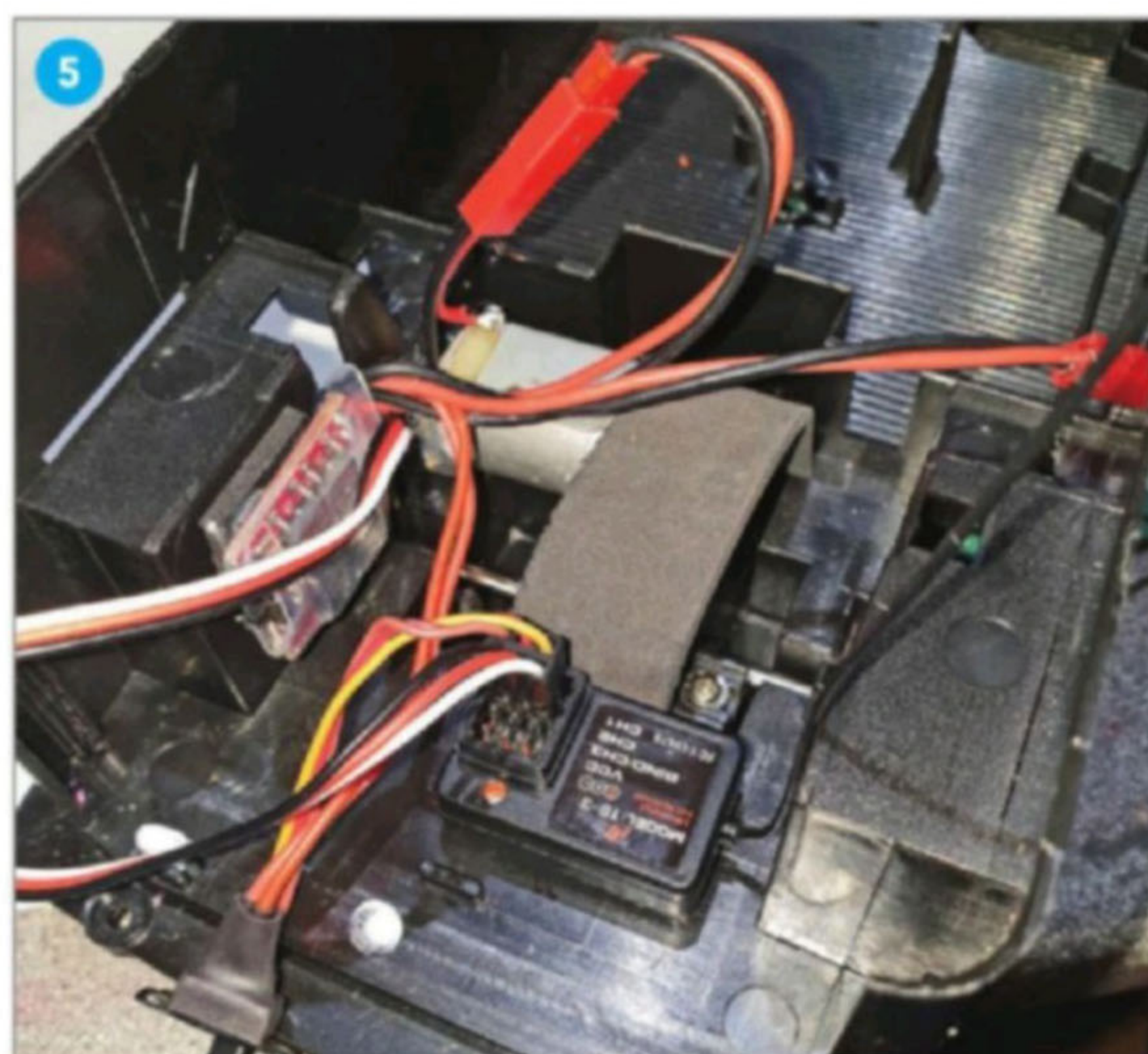
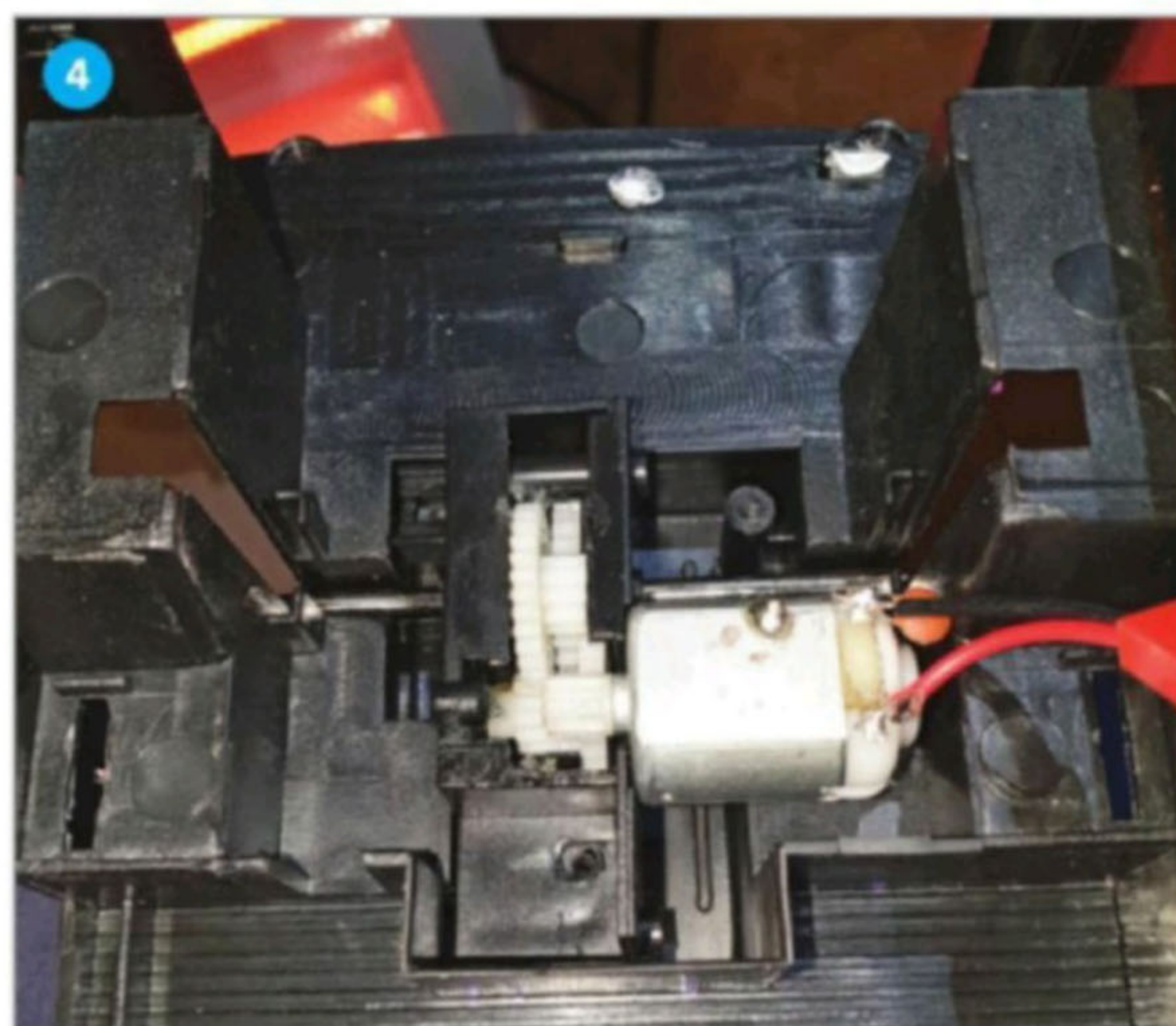


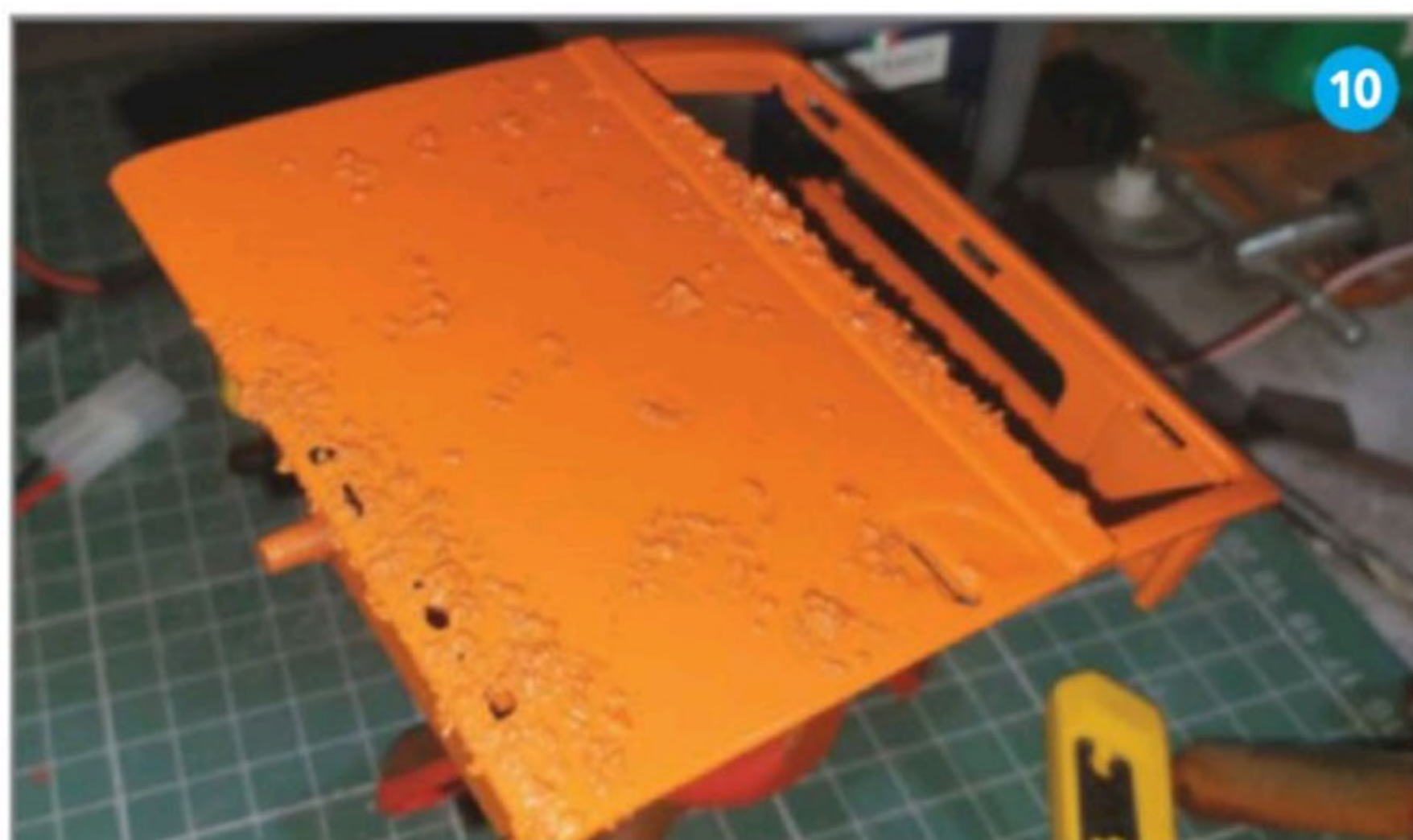
doors were openable and easy to click off (**photo 2**). The main thing going against conversion to RC was the fact the tyres were plastic. I'd seen a picture on the Internet of an orange VW van with a beacon on top that looked like a German council vehicle (it was probably a German fire service 'Feuerwehr' response vehicle. Ed.). It was a later version, but it looked the part nonetheless, so I did away with the roof rack and surf boards (**photo 3**). A look in the spares bin and at the paint supply revealed I would not have to buy much to convert the toy.

My first move was to unbolt the friction-powered axle assembly and then wiggle and pull the wheels off the axle shaft. I then unbolted the large flywheel from the side. A suitable motor with the correct pinion gear was tested and then mounted (**photo 4**). I found it gave a decent scale speed although it lacked a differential to aid steering, which was a pity but not a deal breaker. A cheap 10-amp ESC (Electronic Speed Control) was attached to the motor and a three-channel pistol grip radio was installed along with a homemade battery pack after re-assembling the gearbox back into the model (**photo 5**).

Attention then turned to the steering. The kits toy-heritage manifested itself here as it was of a ratchet-based system. You would set it to the desired position, push the friction powered toy and watch it go round and around. To free it up, a tab that was part of this setup was removed from the floor pan. Next a section was cut away between the front seats to mount a mini-servo and the rack was modified and a drag link installed. All was wired up and test fitted (**photo 6**). It worked, although at full steering lock it was slightly held back due to the lack of a differential.

A start was now made on painting. My aim was to give the van a well-used and abused look, so I took my Dremel tool





and a burr to various parts of the bodywork and doors to add some rust holes (**photo 7**). Other blemishes and filling were then done to all the parts which were washed in soapy water and allowed to thoroughly dry before being given a coat or two of Halfords red oxide primer (**photo 8**). To give it a realistic rust look, I applied water to strategic areas and then liberally coated them with coarse sea-salt flakes and let it dry again (**photo 9**). Topcoats of Halfords VW Orange were then sprayed over the entire model, and it was left for several days for the paint to thoroughly cure (**photo 10**). The sprayed parts then had a good, soapy wash using a toothbrush to remove the salt and rough paint. This allowed the primer underneath to show though in a nicely random 'rusty' fashion (**photo 11**). It looks good but it will I think benefit from an airbrush-applied weathering session when I next set the shed up for airbrush use. To light the van, I obtained a KNT light set from AsTec Models in Clevedon. For just £12 it gave you all the lights you could need. All the bodywork's lights were held in place with push fitted pegs, so the headlights were removed and the peg hole drilled out to 3mm diameter. An appropriate 3mm LED light was mounted into the hole so its tip was flush to the body's outside and it was hot glued into place (**photo 12**). I then stuck the transparent lens cover back on with clear glue after first painting the lens reflector cup in the body silver. The wiring was shortened and the front wires were run across the inside of the rooftop to the RC engine bay (**photo 13**). I covered up this cabling later with a homemade roof lining. I had to drill two holes behind the rear lenses for the indicators and side/brake lights. Reversing lights were also fitted and lenses for these were made from scratch as none were included on the model. A non-working roof beacon was dug out from my spares bin and had the happy accident of also exactly matching the one I saw in the photo (**photo 14**). Once attached, detail painting was now carried out and some door cards for the rear made to add some realism. The glass was now cleaned and re-fitted.





It was now a case of re-assembling the model and trying not to trap wires! I made a simple battery pack from rechargeable batteries plus a spare (**photo 15**). These were sized to fit through the rear door to sit on the shelf as no room was available now in the engine bay (**photo 16**). I may exchange this for a smaller LiPo (lithium polymer) battery later if the mood takes me.

This conversion has created something a little different to take to shows and is a refreshingly nice change from larger RC model kits. It was not too difficult to do and you can build one for less than 70 even with all the bits brought new, which seems like a bargain. I have two more in stock to do, so maybe it's a 'DoKa' pick up next? I also have a few Bruder construction toys to convert in the future along with a 1/14 H2 Hummer to possibly stretch. This was great fun and just goes to show that RC need not be expensive if you put your mind to it. 🚐



Tekno

Offerings from Tekno this month include a Scania Next Generation P Series 580-V8 Garbage Truck, a MAN TGS vacuum truck in Kroll or Tip liveries, a J&G Riddell Scania Torpedo Topline tractor and a Scania 3-Series Torpedo 6x2 tractor as the Tekno Event model for 2021. Tekno have also released some new truck loads, consisting of a pallet of Ytong wrapped product, a stack of planks and a pallet of blocks.

76163 - 1/50 Scania 580-V8 Garbage truck in Sejer & Sonnichsen decoration.



Item 76580 - 1/50 MAN TGS vacuum truck in Kroll livery.



Item 76602 - 1/50 MAN TGS vacuum truck in TIP livery.

Item 81280 - 1/50 Scania 143 Torpedo tractor Tekno Event 2021 Model.



Item 76283 - 1/50 Scania Torpedo Topline tractor in J&G Riddell livery.



1/50 Three new truck loads, blocks, planks and Ytong pallets.

Mammoet

www.store.mammoet.com

The latest release from Mammoet is a 1/50-scale model of the Mammoet Mercedes-Benz SK 3550 8x4 tractor, produced for the thirtieth anniversary of Mammoet Germany by IMC Mo



Drake Collectibles

www.thedrakeshop.com

Drake collectibles have added several interesting loads to their offerings, ideal for displaying on the back of a Drake trailer. For full details, check out their online shop.



Item 29023-02 - 1/50 Faymonville CombiMax trailer set.



Item 2106/20 - 1/50 Liebherr MK88 Plus mobile crane.

Conrad

www.conrad-modelle.de

New announcements from Conrad include a new colour design of the Liebherr MK88 Plus mobile construction crane in the company colours of SPT Kranarbeiten and a reproduction of the Faymonville CombiMax trailer set.



Fire Replicas

www.firereplicas.com

New releases in the 1/50 Oshkosh airport fire and rescue equipment include two configurations of the Striker 4500 ARFF 8x8 truck for Dallas/Fort Worth International Airport, one fitted with Snuzzle and the other with roof turret. Joining these releases are two International MPV 4x4 vehicles for the New York Police Department, ERV-1 and ERV-2 (Emergency Response Vehicles).

MarGe Models

www.margemodels.com

The first decorated samples of the new range of Scania R500 trucks in 1/32 have been shown. They are being produced in two formats, 4x2 and 6x2 chassis, initially in three colour combinations of white, dark grey and red (shown here), while there is also a red 'Nooteboom' edition of the 6x2 planned. They are expected for release later this year.



Oshkosh Striker 3000 ARFF Vehicles

Fire Replicas www.firereplicas.com

Fire Replicas, a US-based company produces some of the most exacting 1/50-scale models on the market, each strictly limited in number and perfectly matching the real in-use vehicle it is based on, down to the smallest of details. They have a reputation for the most accurate, museum grade replicas of fire engines, vintage trucks and airport fire fighting vehicles. Each presented in a quality custom display case with etched nameplate.

Up for a closer look are two of the latest generation Oshkosh Striker 3000 airport rescue and firefighting trucks (ARFF), one depicting the Baltimore-Washington International rescue truck 432 and the other, the Chicago O'Hare International Airport truck 658. Also

produced are BWI truck 431 (75 pieces), BWI truck 435 (50 pieces), Chicago Midway truck 651 (50 pieces) and Chicago O'Hare truck 654 (75 pieces).

A range of materials are used in the construction of each model, including stainless steel, high-definition resin, rubber

and plastics, each perfectly chosen to give the most realistic true-to-scale finish to match the original with hundreds of parts going into each and every model. They are handcrafted and assembled by a very highly skilled team. The cabin interiors are fully kitted out, down to the logood headrests on

BWI 432 INFO

Manufacturer: **Fire Replicas**

Item No: **FR096-432**

Ltd Edition: **75 pieces**

Scale: **1/50**

Price: **\$329.00**

Below:
The Striker 3000 BWI 432 is configured with Snuzzle boom and bumper turret.



Below:
The level of detail is ridiculously high, with the smallest of details replicated down to parts that are only a millimetre or two in size.



Above: The Snuzzle boom with piercing tip has all the hydraulic and hose lines fitted, with the head positioned in the stowed position.



Above: Silver decking stands out against the red base colours, with the model perfectly matching the in-use fire truck, right down to the exhaust layout and equipment.



Above: The rear access ladder is shown in the raised position with tiny catches modelled.



Above:
Based on the same Striker 3000 6x6 chassis with a different configuration to the BWI release is truck 658 for Chicago O'Hare.

Chicago 658 INFO

Manufacturer: **Fire Replicas**
Item No: **FR096A-658**
Ltd Edition: **75 pieces**
Scale: **1/50**
Price: **\$329.00**



Right:
The replica really captures the new looks of the latest generation Striker 3000 ARFF and Fire Replicas have nailed the implementation.

the seats. All lights are made from multiple parts with photoetched bulb detailing, not to mention some of the smaller parts, like the catches fitted to the tank lids on the upper area, and on the rear access ladder highlighting attention to the smallest detail.

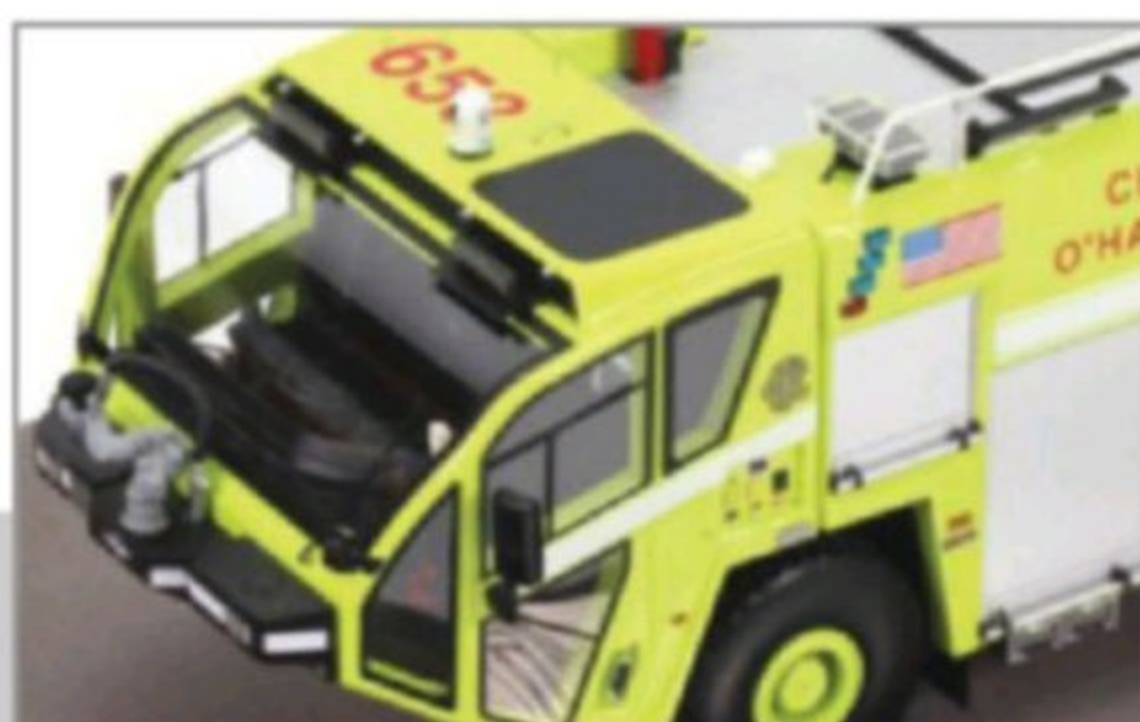
Stainless steel is used for many of the detailing parts, like the various perforated

panels and deck gratings, mud flaps, cab steps, engine venting, screen wipers and even the window trim. All safety railings and access steps are metal and true to scale. The Snozzle boom on the BWI truck has all hydraulic and supply lines fitted, as does the bumper turret. The models come mounted to a felt covered wooden base with Perspex

dust cover along with a fitted nameplate detailing the fire department details and insignia for the finishing touch. For full details of these, and the other models in the Fire Replicas program, check out their website. www.fire-replicas.com



Above:
Still available are the larger Striker 4500 8x8 ARFF vehicles decorated in the Massport Fire Rescue colours at the Boston-Logan International Airport, truck 3 with bumper and roof turrets and truck 4 with Snozzle.



Above: The cabin is finished to highlight the interior details, with stainless window trim adding to the realism.



Above: The lighting on each truck is different, another example of the small differences that really make these models stand out.



Above: The paint finish is of a very high standard with every decal perfectly placed by hand.



Above:
MAN TGS NN and Mercedes-Benz Arocs
trucks with gritters and snow ploughs.

MAN TGS NN & Mercedes-Benz Arocs Gritter Trucks

Conrad www.conrad-modelle.de

German model manufacturer Conrad continues to release interesting truck combinations and configurations, like the two models shown here: a MAN TGS NN rigid 6x2 chassis with rear steering tag axle in a communal orange decoration and a Mercedes-Benz Arocs with 6x4 chassis finished in the well-known Eurovia fleet colours. Both are kitted out with winter road maintenance equipment.

The MAN has an all-year round configuration, with a typical dump body which can be tipped and fold down side panels to aid loading. It is fitted with a Palfinger knuckle boom crane that has a full range of movement, carrying a hook at the tip with extending and lowering stabiliser supports. The gritter system is a self-contained unit which can be detached from the truck bed and interestingly, for this version, there are no support legs to pose the gritter frame once removed, a curious omission on this particular release.



Above:
The MAN TGS NN is a tipper truck at heart, with detachable gritting unit.

Below:
The gritter unit on the Arocs uses new tooling, permanently fixed to the truck chassis.



Above:
The front plough has both height and angular movement, complete with small width markers.



Above:
The Eurovia decoration is neatly applied, with the front plough being removable.

Arocs INFO

Manufacturer: **Conrad**
Product Reference: **78236/0**
Scale: **1/50**
Price: **€124.95**

MAN INFO

Manufacturer: **Conrad**
Product Reference: **81206/0**
Scale: **1/50**
Price: **€139.65**

Both models have a front plough which incorporates a metal frame which has both height and angular adjustment to either side of the chassis. Self-fit width marker boards need fitting and the unit clips into place on the mounting plate affixed to the bumper. The Arocs model, with its 6x4 chassis configuration has new tooling that I have not seen before, with a different design of gritter assembly which is permanently connected to the chassis frame. The cover can be removed, and the rear spreader head can be raised with a neat sign-board fitting into place. As it is a Conrad model, it is left to the collector to fit the side mirrors and aerials. 🚧

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CUT 'N' SHUT

Cab Constructor

Neil Cooke chops up a classic from KFS to make a classic from Leyland in 1/24.

The inspiration for this build came about while trawling the Internet for ideas to build the KFS Leyland T45 resin transkit (**photo 1**). Most of the kits that I have seen built have always used the cab as designed, namely as a high datum sleeper cab but, as I have a thing about cutting up rare resin cabs, I thought that it would be a challenge to convert mine to a low datum cab.

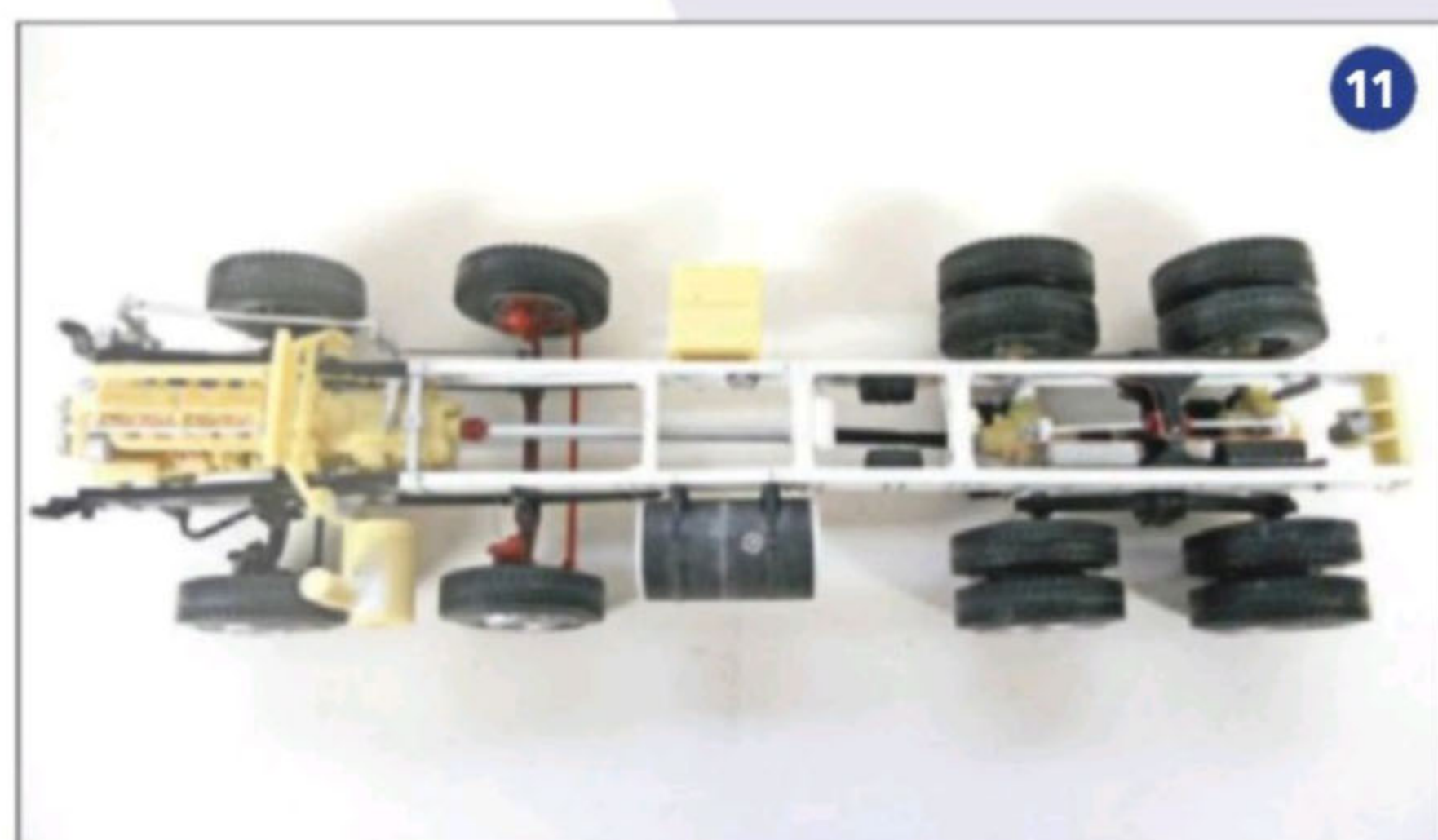
The cab is designed to fit onto a modified 1/24 Italeri Volvo FH-16 kit chassis so that's where I started. The basic chassis was built up as per the instructions but with the engine just loosely fitted. The front suspension springs in my kit were missing (I'd probably used them on

another project) so I had to use a set of spare rear ones from the spares box. The KFS resin cab was then loosely assembled onto the chassis to give me an idea of what needed to be cut from where (**photo 2**).

I started the cab lowering process by removing the infill piece across the front

that sits between the lower edge of the front panel and the top of the indicators. I then removed the same amount of material from the rear part of the cab floor so that everything sat lower on the chassis. The next job was to cut the bottom of the cab sides to allow the front wheel arches to fit. If done





correctly, the arches should line up with the cab floor again (**photos 3 & 4**).

With the cab now lowered (**photo 5**), I was all prepared to build the model as a 4x2 tractor unit but, as is always the case, I sat and thought about how difficult it would be to turn it into a day cab. Out came the razor saw again and within a few moments, I had removed the rear cab wall and trimmed the sides down to suit (**photo 6**). There was a little bit of fettling to do around the side

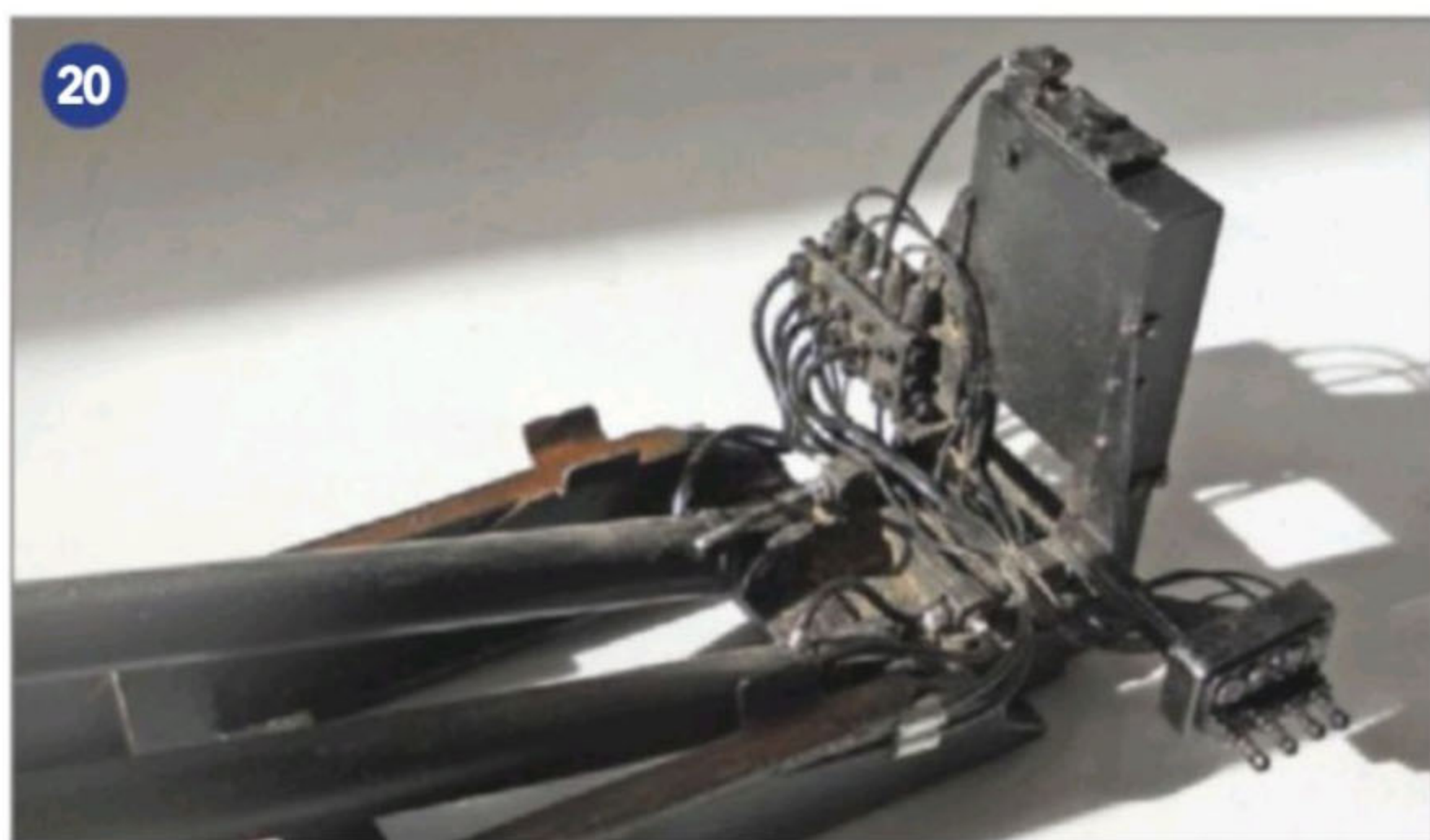
windows as they taper slightly but nothing too complicated (**photos 7 & 8**).

It was at this point that I started to think about turning it into an eight-wheeler so it was back to the Internet for some ideas on what body to fit. I did consider a tipper body or a brick carrier, but eventually decided on a KFS hook loader instead (**photo 9**).

I was lucky enough to find some specification sheets and some detailed chassis photos as well as some good

reference photos for the hook loader which was a great help. The idea was to just build it as a 'clean' truck but, after some discussion with a fellow modeller, I decided to attempt the 'dark art' of weathering. Having never really attempted it before, this was going to push my limits!

The first job was to stretch the chassis which was done with a KFS TQ88 CNC milled chassis kit. The rear bogie was made up using old Mercedes Benz suspension



parts (**photo 10**) and a pair of resin axles from the spares box before being detailed with bits of copper wire and fishing line to replicate the pipes and hoses etc (**photo 11**). The second steer axle and fuel tank both came from the spares box along with another set of Volvo rear springs. The sides of the chassis rails were detailed with Meng rivets and bolts (**photo 12**). Mudguards were a mixture of resin ones for the second steer axle and modified plastic ones from the old Cardi tanker kit for the rear (**photo 14**). I also decided to substitute the Italeri Volvo engine for the KFS 'Eagle' diesel one, a lovely kit in itself but now sadly discontinued

(**photos 15 & 16**).

Once the chassis and cab were ready for painting (**photos 17**), the next task was to look at the hook loader kit. This is already very detailed but has lots of potential to add extra piping and wiring to fully replicate the real thing. It assembles in such a way that it can be made fully operational and posed in any position required (**photos 18 & 19**). I started off by building up the basic loading gear before adding some hydraulic lines using telephone wire and flexible rubber tubing (**photo 20**). I found it easier to paint and detail the loading gear as I went along as some of the hinged parts are pinned and

heat swaged together. Painting was done with Halfords 'rattle can' Appliance White and Black, as I find them easier to use than an airbrush (**photos 21 & 22**). I took the opportunity to do some dry brushing around some of the exposed edges where the paint might get worn off during normal use. This was done with some Tamiya Chrome Silver (X-11) and Red Brown (XF-64) paints (**photo 23**). I did try to add some oil and grease in certain places but I'm not quite sure how successful that was as it doesn't show up very well. (Maybe we need a tutorial series here to teach us lesser mortals? - Nick, we can certainly help. Ed.). I used the same



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method for painting and weathering the chassis although I did use some AMMO by Mig Rubble (A.MIG-3013) and Europe Earth (A.MIG-3004) weathering pigments to add some dust and dirt into the inner recesses of the chassis (**photo 24**).

The next job was to look at the skip body and work out how to detail it. I started off by priming it grey and spraying the inside of the skip with an brown paint from Halfords before using a small brush to wet certain areas and sprinkling them with salt. This was then sprayed with a Halfords' Blue and allowed to dry. The next job was to rinse the salt off to expose some of the brown paint below. That was the theory, but Halfords paint is waterproof when dry and I ended up having to scrape the salt off.

That actually worked quite well as it scratched a lot of the surrounding paint too which gave a nice worn look. Some of the salt also accidentally stayed in the body and kind

of 'leaked' into the paint creating an unusual look in one corner, just as if something nasty had been dumped in the skip and left.

I then mixed up a very thin wash of the Tamiya Red Brown paint and applied it liberally inside the skip body before wiping it off with a tissue. The rest of the skip body was weathered in a similar way and I tried to get the dirt and grime where it would naturally accumulate. As I have said before, I have no idea about weathering but it seemed to work out okay and looks fairly realistic (**photos 25 & 26**).

With the weathering, I tried to aim for the look of a slightly older truck that has been refurbished and/or resprayed and is now in the hands of a small, local skip hire company. The regular driver is quite proud of his truck and tries to keep it looking tidy but the constant trips to



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the local tip means that it is a bit of an uphill struggle.

KFS transkits can be hard to find, but that doesn't mean one can't still ring the changes with them to make different configurations. The main thing is to find decent references and plan each phase - even if you do change your mind several times! 📧



PUT YOUR FOOT ON THE GAZ!

Ilya Yut creates a miniature work of art from MiniArt's 1/35 AA Truck with crane.



Having lived in Russia for 30 years, I have had first-hand experience with Soviet, and then Russian-made vehicles ... and they are really bad. Ugly, unreliable, unsafe, uncomfortable, and so on. But they are relatively cheap to buy and repair (and oh boy, they do need repairing) and some of them have very serious off-road capabilities. It doesn't matter either if a design is 100% native or derived from foreign vehicles, such as this GAZ truck was from Ford's own AA truck. Nonetheless, when it comes to scale modelling, I'm far more eager to get my hands on a Soviet/Russian vehicle than I ever was in real life.

This version, with a three-tonne crane, was recently released by MiniArt and is essentially a combination of their pre-existing kits. It looked very unusual, however, and appealed to me more than a regular truck with a cargo bed.

The kit is very complete straight from the box (**photo 1**) so the modifications that I made were rather minor. Most visible is perhaps the tyre sag. The tyres are fully plastic and I simply pressed them a bit against a warm (not hot!) iron and sanded here and there. Several photoetched parts were replaced with sheet plastic, and I also rebuilt several fragile details on the crane that had totally broken by the end of the weathering process. The kit is definitely not for a beginner because it has a number





of fiddly, fragile parts, while fitting the cabin and bonnet doors is a bit of a challenge too.

To mount the crane, there were two options in the kit: attach it inside the cargo bay (**photo 2**) which gave scope for more painting effects with wood textures, but potentially obscured the crane itself; or mount it to the chassis frame directly which allowed for a better view and, perhaps, a cleaner look. I asked my Facebook friends for 'advice' and the majority voted for direct attachment (**photo 3**).

With construction complete, I could turn to the painting. The idea was to make a civilian truck in bright colours with some wear and tear. I started with applying a layer of rust over the metal parts and wood over the beams on the frame. I used several brown and rust tones and a mix for wooden colour. No need to be too precise with colours at this stage (**photo 4**). Note that GAZ-AA roofs were not metal but rather

made of artificial leather and thus it had been painted black and masked with Tamiya tape before painting rust around it.

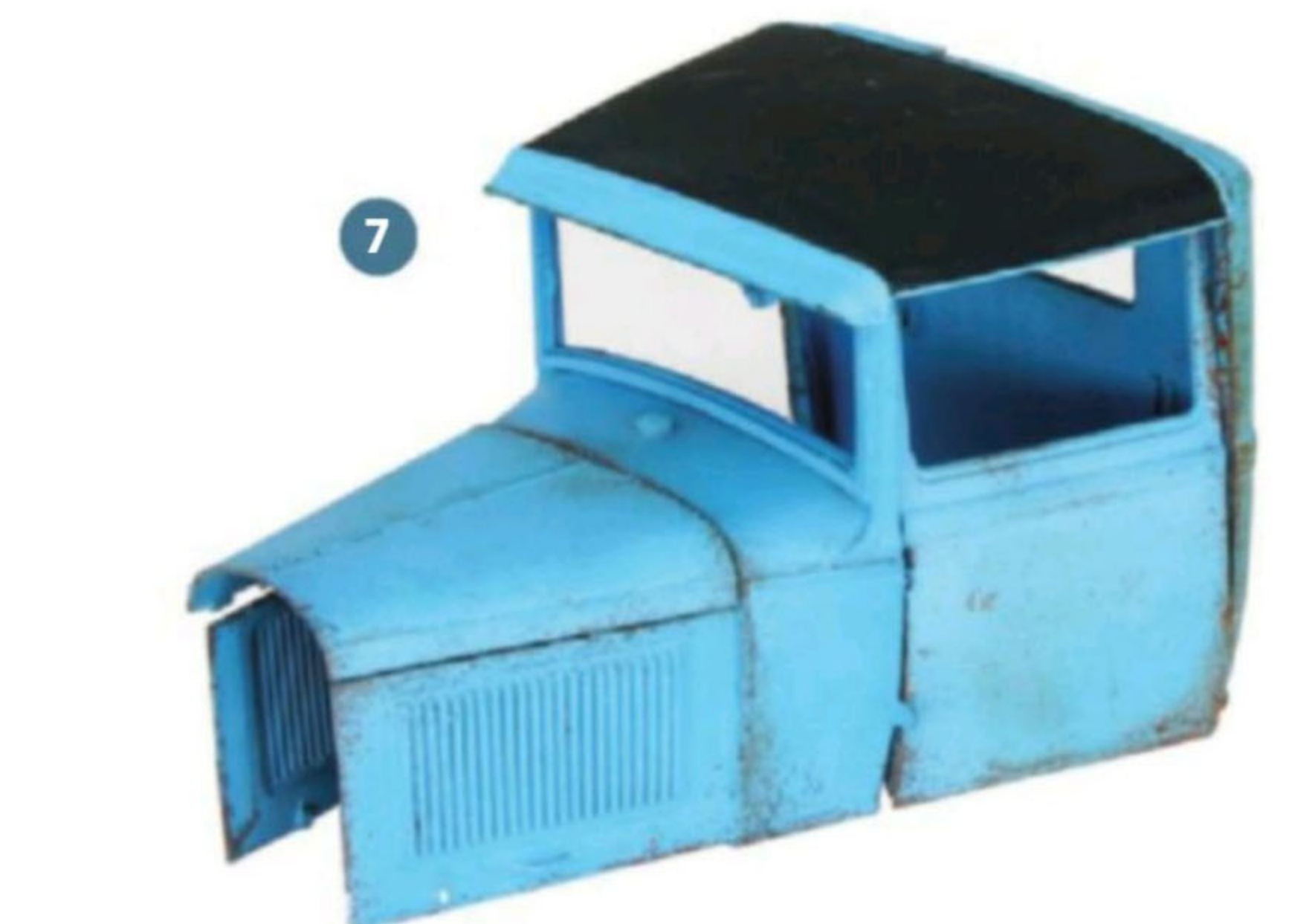
I favour the hairspray method to create general wear and tear on my vehicles and this is why the rust undercoat must be applied first as this process reveals the first layer of paint (**photo 5**). The technique can be divided into just a few operations. First, airbrush a medium layer of a water-based hairspray, or in this case AMMO Chipping Effects (A.MIG-2011) (that probably explains a lot about your hairstyle Ilya, Ed.); let it dry completely. You can blow air from your airbrush and smear it with a big flat brush to speed up the process. Once you are sure it's completely dry, airbrush the top colour – black in this case. Let it dry thoroughly (you can spend this time cleaning your airbrush) and then, finally, to achieve the chipping effects, apply tap water with a brush and remove the paint with a stiff paint brush, a

toothbrush, toothpicks or whatever you find fit for the task. The idea is to gently loosen the paint with the water so the hairspray starts to dissolve and flake off randomly shaped and sized bits of paint. It's a simple process but requires some practice to make it work without it looking overdone or too contrived.

As ever, practice is the key and the 'less is more' philosophy will pay dividends too, but with time it can become an extremely useful and creative tool and here the rust and wood started to appear from under the black paint (**photo 6**).

The same method was then applied for the driver's cabin, but I used Tamiya Sky Blue (X-14) this time. While the hairspray method gives a nice wear pattern, more refined chips and minor fixes can be done with a small sponge or fine paintbrush (**photo 7**).

Once everything was dry, I sealed this work with a layer of thinned Tamiya





Clear (X-22 clear). The satin surface improves the flow and helps control most of the weathering steps that follow, the first of which is oil paint washes (**photo 8**).

For the black areas I used AMMO's Buff (A.MIG-3517) oilbrusher, while for the blue ones, Dark Brown (A.MIG-3512) and some brown oil paint was employed. I diluted them with odourless enamel paint thinner (available at artists' and model shops) and applied with a brush. I find that the oil washes are more predictable and controllable than branded enamel ones, but they do take more time to dry. The vehicle's interior is very simple and I didn't feel the need to excessively weather it as I felt it would not be too visible (**photo 9**).

The next step was to apply streaks of grime and rust. I used AMMO's Light Rust wash (A.MIG-1004), Abteilung 502 Faded Dark Yellow (ABT502) and Wilder Weathering Oils Black Brown (LS09) oil paints. All of these are excellent for producing these kinds of effects. My method was to blend them with a flat brush to create an overall grimy film, and for individual streaks, to apply the oil paint with a thin brush (**photo 10**).

At this stage I decided to add some chromatic variations to the blue. For this I used artist's blue oil paint. I applied small portions here and there and then blended it to make the panels look distinct (**photo 11**). Small rust areas were applied with a variety of oils and enamel products from both AMMO and AK Interactive. If you like rust effects, as I do, you tend to buy

them all as they each have a use and I'd rather have them in the paint box and not use them, than vice versa (**photo 12**).

The next process to tackle was adding the dust. This was started with thin layers of two Tamiya acrylics lightly sprayed on the underside to get a general base for further effects (**photo 13**). Then AMMO Airfield Dust (A.MIG-3011) and North Africa Dust (A.MIG-3003) pigments were applied (**photo 14**). I use them both as dry powders and also mixed with thinner when they act as a 'dust wash' and they are very handy for replicating dust that has found its way into all sorts of nooks and crannies (**photo 15**).

The final touch of the truck weathering was adding several drops of spilt fuel around the fuel tank cap. Having opted for a light blue bodywork, with a rather austere black chassis, I wanted the crane to really stand out. It was after all the main talking point of the model, so while it needed to look just as used and abused as the vehicle it also had to have real visual appeal. Yellow is the complementary colour for blue and will also sit nicely with darker shades, while allowing the weathering to really stand out. Perfect!

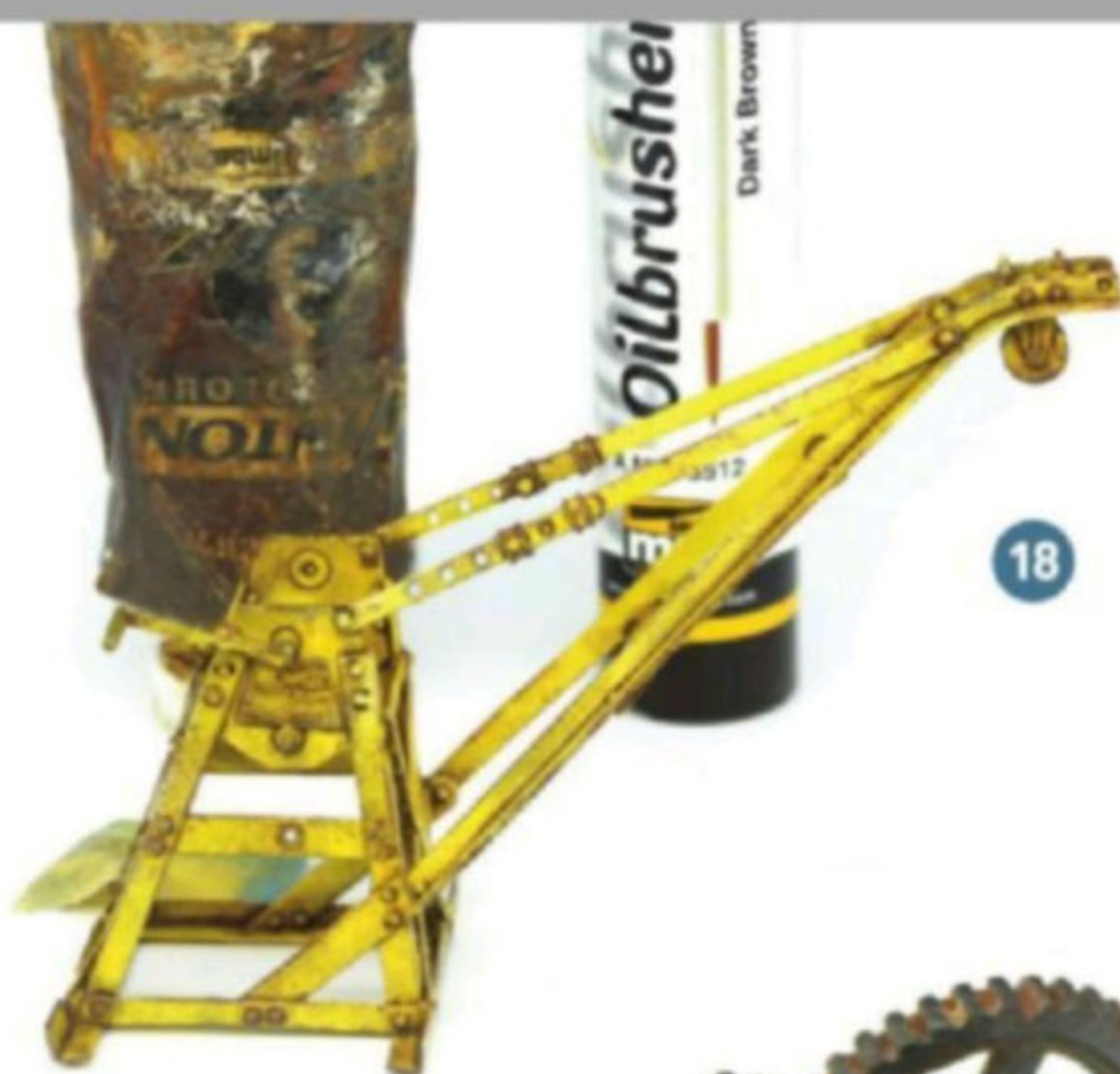
The crane was painted and weathered separately before gluing to the model as





this made it far easier to handle and access its intricate framework. Once again, I started with a layer of rust tones (**photo 16**). Then, it was sunglasses time with a base layer of bright Tamiya Yellow (XF-3). I used the same hairspray technique on the crane as for the bodywork and again minor corrections were made with a sponge and fine paintbrush (**photo 17**).

This was followed by dark brown wash (**photo 18**) to add some contrast to the bright yellow, as well as dirty things up more. Rust was added next with oil and enamel paints (**photo 19**). The winding gears were painted separately. Although only a small element of the crane, they are worth spending time on to get the 'look' right. I started with a dark grey base, then a rust wash and finally some metallic polishing powder on the teeth to give a used, but dulled sheen (**photo 20**). Finally, the gears



and other parts were added to the crane and some dust was applied to blend everything together and give it a similar final finish to the truck itself (**photo 21**).

It still took a little time to put everything in place and make final corrections. But with that all done, the truck was finished. Although it's marketed under MiniArt's military range, this type of model can easily be finished as a civilian truck with just a change of livery, allowing the modeller free reign to really go to town with various weathering effects. 🚚

WEATHERING PROCESS USING PIGMENTS

Here we show you an easy step-by-step process for creating a realistic look of dry mud and dust on a truck, using Vallejo Pigments and Vallejo Thinner to fix them.



1 If you want a realistic finish on a model, you need to work with a good base. In this case the truck was painted using Model Air paints and some Vallejo Washes.



2 Chipping effects can be depicted using 71.042 Dark Brown Camo, applied with a brush and sponge.



3 With Dark Rust 76.507 you can create subtle streaks and traces of rust on the bare metal.



4 In some places the rust may accumulate more due to humidity and rain.



5 Now you can recreate the effect of dust washed by the rain over the vehicle's roof using Model Air Sand 71.244 and blending it over the model surface with a brush using Vallejo Thinner.



6 You can repeat this process around edges and in the recesses of the model.



7 The final result must be balanced, with the dust placed in logical areas.



8 Avoid too much symmetry when applying these effects as this would be unrealistic. Using actual objects as reference is a good way to prevent this happening.



9 Before starting with the pigment application, add a final coat of dust using Loam Beige 71.245, Sand 71.244 and Brown Grey 71.248.



10 Using several shades adds more interest and dynamism to the model.



11 For the same reason, it's best to use several shades of Vallejo pigments in the next weathering steps, all using Thinner 71.161 as a fixative.



12 Like before, the areas on the model should be moistened where you want to represent the dry, accumulated mud; especially on the wheels and the bottom of the cargo bed.

Using a flat brush you can deposit the pigment directly onto the model, the excess can be removed using a fibrous, stiff brush.



The process can be repeated using several Vallejo pigments, or even by mixing them, until you are happy with the result.



The Mighty Servant

Chris Cooper recreates an unusual 1/24 Renault Magnum.

I've spent a fair amount of time in the Transport Fabrications yard in Acaster near York where my company has work on trucks done. The owner, Dave, and I have a fair bit in common - we are both old school transport men with an interest in old trucks. Dave had been badgering me for a while to build a model of his Magnum, but being an engineering type he knew exactly what he wanted and wasn't going to be fobbed off with any old Magnum. He is also restoring a Scammell Constructor, a thing of beauty which I've long admired. So, after a couple more twists of the arm I offered him a deal: he provided the kit and I'd build it for him for expenses ... and a drive of the Constructor when it's finished. I didn't realise until later that I'd played into his hands, as he was after a new driver or two for his show driving team.





The Magnum was at Dave's other yard at Brighton Airfield where he plays with the rest of his 'toys' at the weekend. So, I went down there to get some photos of the truck and, of course, for a guided tour of the rest of the yard where there are a fair number of other interesting items (I may yet agree to drive them for him). Dave provided an Italeri Magnum Mk I which is an older kit with the old-style plastic tyres you glue in halves.

After some discussion we agreed that as their newer Magnum Mk II model has the new-style rubber tyres, and because I needed two chassis anyway, we'd also get a Mk II kit and I'd build them together. My idea was to assemble the Mk II cab and insert the older kit's Mk I grille as that appeared to be the only difference. Most of the two kits' sprues are identical anyway, the main changes being the front grille and dashboard with a couple of other minor details. Dave's Magnum is a fairly rare tag-lift. These are a challenge because unlike a mid-lift where you can just cut the 4 x 2 chassis and extend it slightly, for a tag-lift you have to cut the chassis, shorten it to get the drive axle wheelbase, and then add the tag lift behind it. My method involved measuring up the wheelbases between axles when I was at Brighton and then I built up the two chassis from the kits (**photo 1**). One had axles fitted and was then shortened to get the correct drive axle wheelbase. The other had a generic KFS resin lift axle set installed where the drive axle should have been. I then cut off the tail of the first chassis. Now it became more complicated.

The KFS lift axle set is a louvres casting, but you have to be careful because the wheel centre doesn't line up with the actual axle. It's about a quarter of an inch (6mm) off to one side. To get the correct wheel spacing you have to take that into account. I needed to cut the tail off the second chassis, including the lift axle set up at absolutely the right place to add it to the rear of the first chassis and maintain the correct spacing. This was also complicated by the fact that I also needed enough space at the cut on both to be able to splice them together. Once done, it worked out pretty well. It's a tiny bit out, but only I know that (**photos 2 & 3**).

I then added both sets of mudguards after having to nibble away a bit of the resin kit to get them to fit. Eventually I had





a chassis with axles, engine and prop shaft I was happy with (**photo 4**). I then went back to the instructions and actually started looking at them (proper modelling then! Ed.). I built most of the remaining chassis as per the instructions apart from adding a KFS sliding fifth wheel (**photo 5**). I left off the spare wheel on one side and the diesel tank on the other because Dave's wagon has a diesel tank on either side, and neither is the same size as the kit ones (which are identical). Fortunately, in both cases they are smaller, so I built up both tanks and then cut them to fit the gaps on either side (**photo 6**). The cuts were then disguised with a wrap of 5 thou plasticard and they were slotted into place on either side (**photo 7**).

As the paint scheme on this truck is fairly simple, I primed the chassis and sprayed the whole lot red. The wheels are chrome silver and they were sprayed and added too, so I now had a rolling chassis. I then made and added plasticard mud flaps and the extra treadplate that adorns the rear end using KFS etch treadplate. As luck would have it, the rear lights mounted on treadplate are the European 'hamburger' style ones. I sourced a set from Czech Model Trucks and added a reversing, and fog light from Little Lenses stock (from Little Cars) which looked the part (**photo 8**). Next, I installed the lower part of the front grille followed by the side skirts which required shortening slightly to match Dave's truck. Work then turned to the cab.

The usual dilemma arises here, can the cab be put together without the interior which makes painting so much easier? I had a look and decided it could, so I stuck all the cab panels together (**photo 9**) then primed and sprayed the yellow area. This was masked off and I sprayed all the rest in red. It's an easy paint livery so that operation didn't take very long (**photos 10 & 11**).

Unfortunately, at this point, the North Yorkshire winter decided to put in an appearance and with temperatures well below zero, things were put on hold as spraying in those temperatures and getting a decent finish is all but impossible. Eventually the weather improved and with the cab exterior painting complete my attention moved to the cab interior. M&G provided a right-hand dashboard board which also included some other parts to fit the underside of the cab floor and a steering box. These were put in place and the remaining interior constructed following the instructions.

I'm not a huge fan of super-detailed interiors as most of it isn't visible from the outside, and hardly anyone looks anyway. I finished off a basic interior and offered it up to the cab shell. At which point I realised that the Magnum cab has an inward slope at the bottom edge ... oops!. Fortunately, I managed to wriggle it in without upsetting any of the glazing or door panels, and even more fortunately on this kit, the windscreen goes in from the outside which was a great help.

With the cab joined to the chassis, I started to add the peripherals (**photos 12 & 13**). I generally pin things as mirrors as it makes them far less prone to being knocked, or to dropping off later. I drill a 1mm hole at a suitable place into the item and CA in a small piece of metal rod. Once secure, I drill a matching hole into the cab side and superglue the item into place. Once the windscreen was in place, I fitted mirrors, sun visor, windscreen





wipers and grab rails. The holes for the windscreen wipers and grab handles below the windscreen have to be filled and re-drilled to suit a right-hand drive vehicle. That just left the items that Dave had added to the original.

The prototype's lightbar and roof-mounted air horn came from MCA, while the amber beacon came from Steve Bridge at Modellers Resource. Several new items were made out of photo-etch treadplate from KFS including a large treadplate chain storage box which acts as the catwalk. I cut the treadplate to shape and bent the sides up, soldering the corners so I had an open box (cheers Mick!). To this were added three separate lids, like the original, with lengths of solder for hinges.

The kit's suzie gantry wasn't very elaborate, so I simply scratch built a new one from scrap and added sockets for the air, electric and ABS lines (**photo 14**). The lines themselves are made from solder wrapped into coils around a wooden skewer and painted the appropriate colour. I use solder because you can set into it the sag effect noticeable on the real thing. The sharp-eyed observer will notice that the suzie ends are currently missing as I intend to build a trailer for this model.

Last but not least, the real Magnum has a metal wash basin attached to the back of the cab, which is fed by a water canister that slots into a treadplate socket above it. I scoured my spares box for something conical to use as the basin and cut a round hole into a small piece of plasticard to accept it. The rest was made from plasticard and airbrushed with Alclad Chrome over a gloss black, shine-enhancing, undercoat. The water canister itself was scratch built from more scrap plasticard. The decals as usual were home made using my increasingly aged ALPS printer and really looked the part. Dave is delighted with his model which means I can now badger him to get on restoring that 1/1 scale Scammell, because it really needs driving. 🚚





My Old Van's a Dust Trap

Cor-blimey! Carlos Muñoz de Bustillo cleans up with a trashed VW Transporter in 1/35.

Built by Volkswagen between 1979 and 1992, the T3 Transporter was, at the time, a rather fashionably angular restyle of their classic Camper 'Kombi' van and a popular vehicle in both civilian and military use. It was marketed under various name plates worldwide including the 'Transporter' or 'Caravelle' in Europe, 'Microbus' in South Africa, and 'Vanagon' in North and South America.

Takom's 1/35-scale kit dates from 2014 and was released in two boxings: a bus version and a tray backed twin-cab. Both had military markings, but its ubiquity allows it to be easily finished in civilian colours. I decided to make the model in a diorama as an abandoned wreck. I love this type of scene as it allows me to add a myriad of discarded details, and effects that nature creates in textures, as vegetation, and through natural weathering.

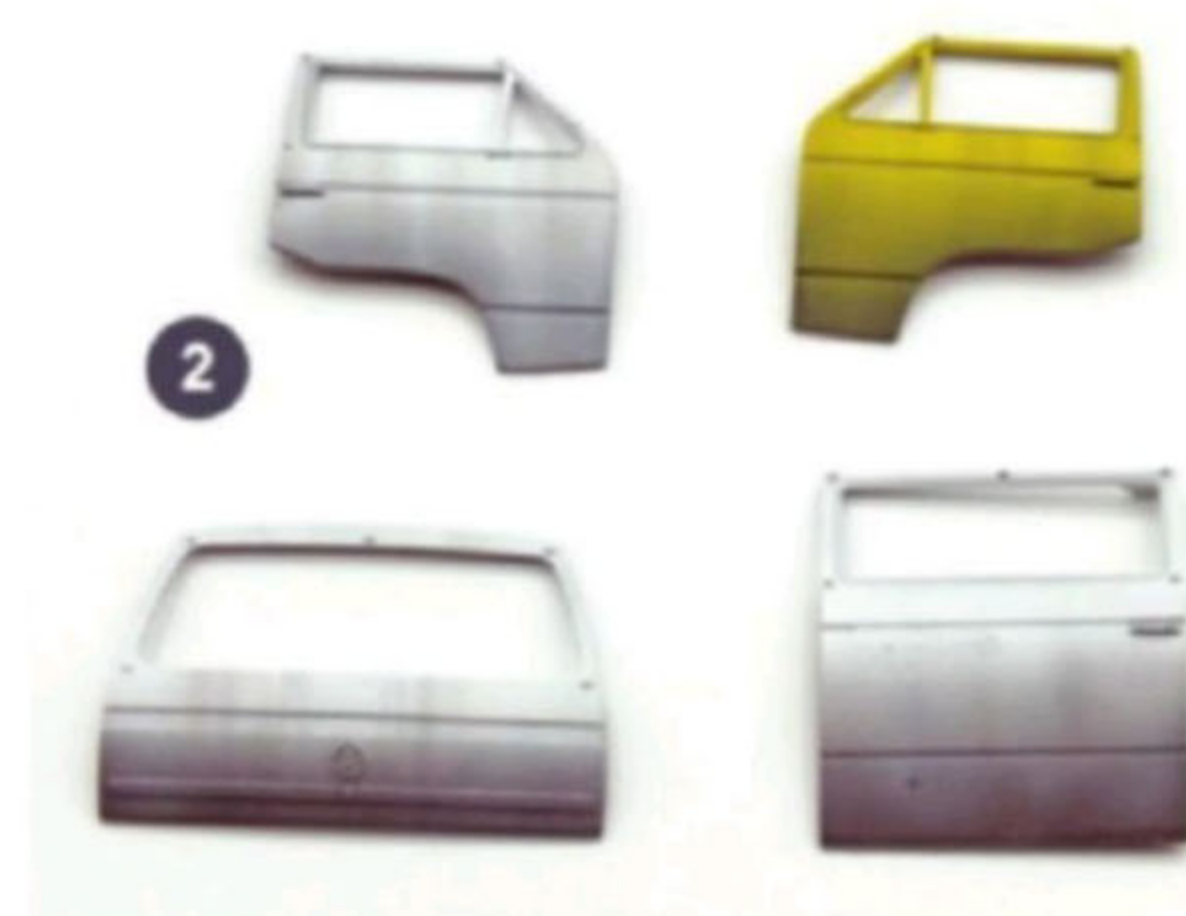
The kit itself presented no real problems in construction, as you might expect from a modern CAD-tooled model (**photo 1**). Once assembled, I added a few dents and pitting to the body to make it look more dilapidated and then primed it with a grey primer.

I then used a 'chiaroscuro' shading effect of black and white to give more depth to the



final top shades (**photo 2**) before adding the three main body colours which I applied in thin layers to allow the underpainting to show through (**photo 3 & 4**).

To mimic the van's broken seats, I 're-upholstered' the seats with vegetable paper, attached with glue diluted with water. Once dry, I poked through the paper where it seemed logical to create some damage.





The painting began inside these tears using yellow and orange to simulate the seats' sponge filling and then continued by adding a grey colour for the cloth itself. Several washes were then applied to give the seats a dirty, worn and stained final look (**photo 5**).

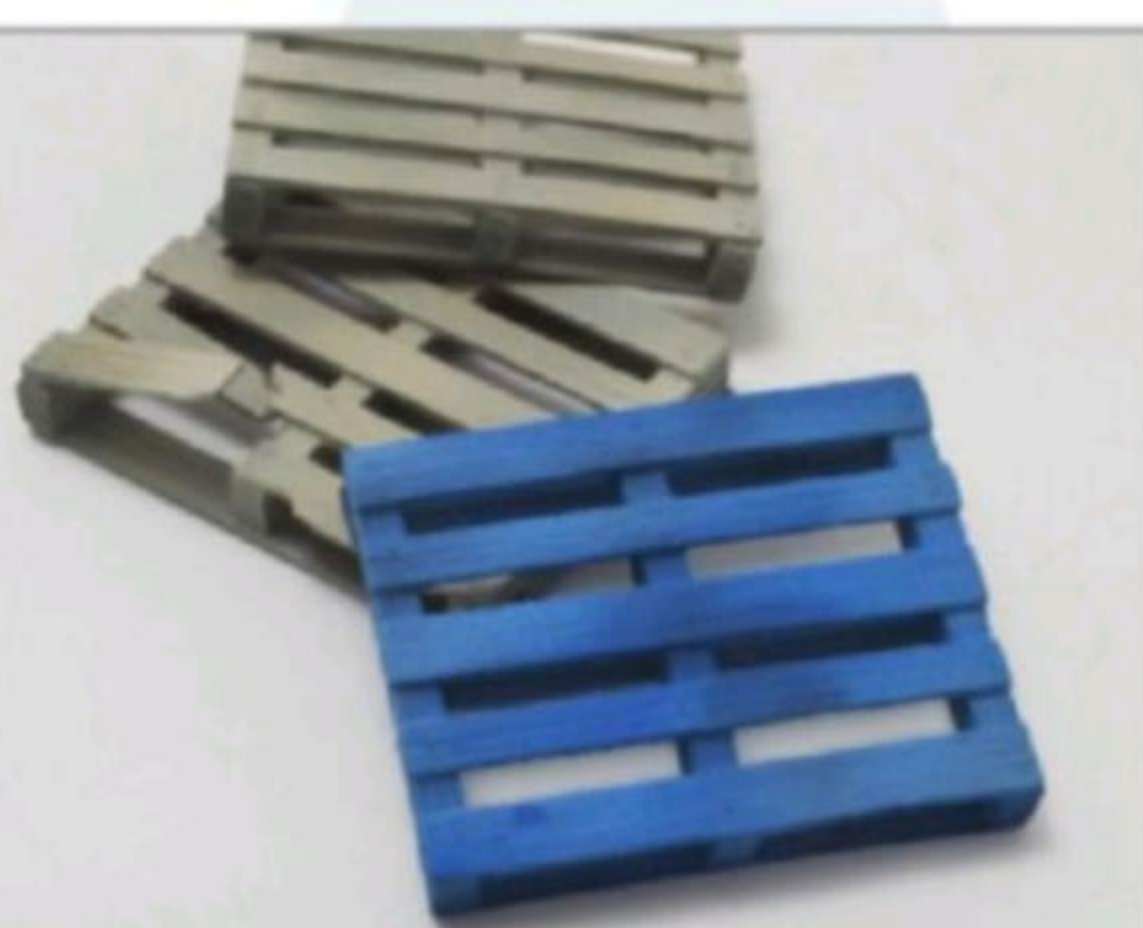
I painted the transporter's insides AK Interactive's Real Color Rubber Black (RC022) and washed it with very thinned Abteilung 502 Dust (ABT003) oil paint (**photo 6**).

The painted external bodywork took its place in the 'weathering workshop' after spraying a layer of AK's Ultra Matte Varnish (AK183) to protect the paint and give what was to come a key to grab onto. A very diluted layer of AMMO General Dust (F249) was applied next to pull the colours together (**photo 7**). Weathering continued by adding chipping with a sponge or, for finer marks, a small brush, to apply AK Interactive Chipping Colour (AK711) in areas of high wear or damage. Spot washes followed using AK's Wash Dark Brown (AK045) and Wash Light Rust (AK046) (**photo 8**).

To create a dusty effect, a highly diluted coat of AK's Real Color Buff (RC014) was selectively misted over areas of the vehicle, creating an uneven powdery look. To age the wheel hubs, I chose Wash Dark Brown (AK045), Wash Light Rust (AK046) and Light Dust Pigment (AK040). The tyres used a coat of Rubber and Tires (AK720) and were then dirtied with a brush using Splatter Effects Dry Mud (AK8027) (**photo 9**).

To finish the aging and wearing process, I turned to AK's Weathering Pencils, using those contained in the Chipping & Aging (AK10042), Rust & Streaking (AK10041) and Dirt & Marks (AK10044) sets (**photo 10**).

With the van looking suitably filthy, I needed something to sit it on. 10mm thick carving foam was cut with a steel rule and bricks scribed in to create a broken wall. Over this I selectively applied a layer of AK

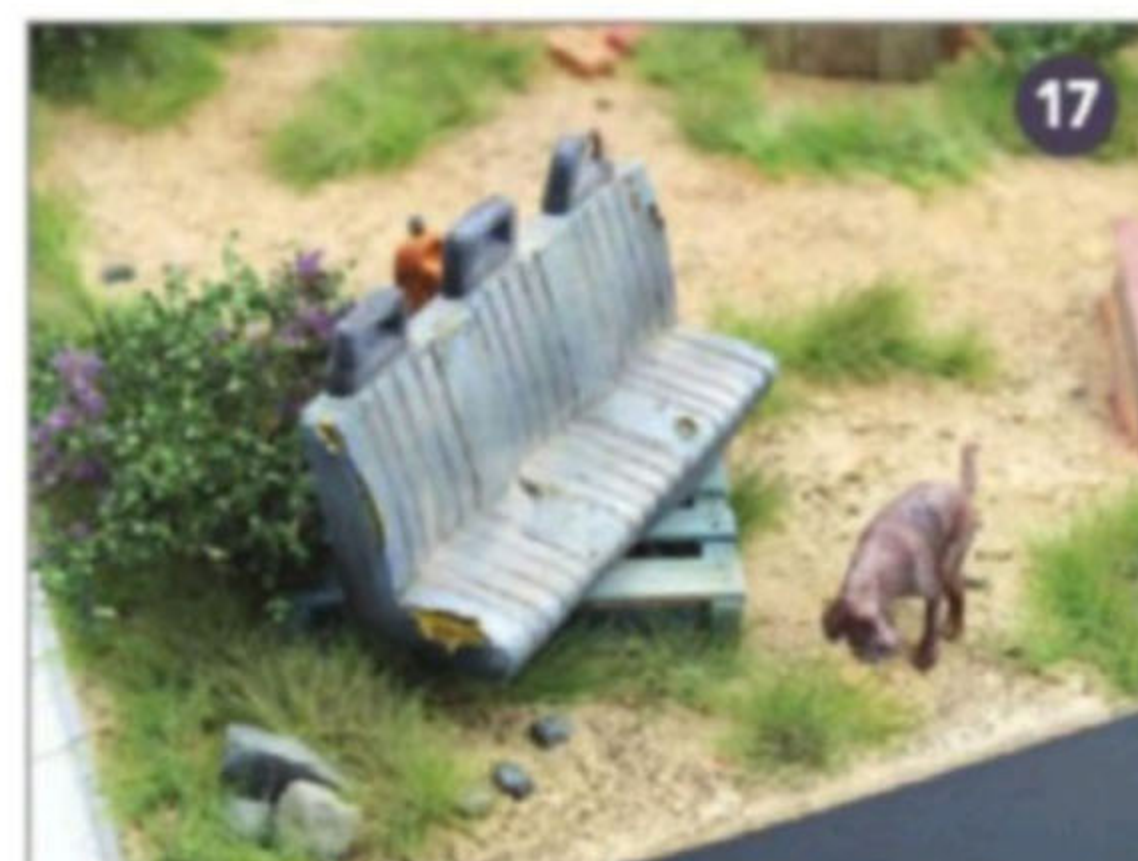


Interactive Terrain Concrete (AK8014) to give the effect of render, and with the same materials, I made the capping tiles and the piece of fallen wall too (photos 11 & 12).

To paint the bricks, I used an array of reddish-toned colours, mixing them to match photographic references. As a contrast I left the cement render pale grey and then applied several dirty brown and green washes to create the final shabby look and attached it to the base (photo 13).

To fully give the air of a forgotten corner of a yard, Macone Models accessories were strewn around the scene. Wheels, pallets, a wastebasket, plastic drums, metal drums, bottles, cans and other bric-a-brac were painted using a selection of colours and then weathered with washes of Wash Dark Brown and Abteilung 502 oil paints (photo 14). These were then placed around the scene in a random fashion which was of course carefully curated, several times! (photo 15).

To try and make the shattered glass, I applied to a thin layer of white glue some of AK's Ice Sparkles (AK8037) and, once dry I cut and shaped them to simulate the effect of a broken windscreen as closely as possible (photo 16).



The base onto which all of this was strewn was created using an air-drying modelling putty and AK Neutral Texture for Rough Terrain (AK8025) to give a rough surface. It was painted in earthy browns and once the vegetation was in place, weathered with oils. As a final touch, with the van in place, I added a few extra bits and pieces

including a rat, and a dog who is definitely not bothered about minding his 'business'! (photo 17).

Takom's Transporter is an easy build and allows the modeller to let their imagination run wild as these vehicles turn up in just about every situation. This project let me exercise my weathering and diorama skills and I'm really happy with the result. 🚚





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IN THE BOX

Kaelbe Z6R
'Jumbo'

Reviewed by Tim Upson-Smith.



Kit No: HLP72033 • Scale: 1/72

Type: Resin with photo-etch and clear printed film

Manufacturer: Hauler • www.hauler.cz

Hauler from the Czech Republic has very much satisfied modellers' needs over the years for more unusual and obscure subjects and this new release is no exception!

The Kaelbe Z6R3A was a three-axle, four-wheel-drive tractor, developed in 1936 especially for heavy-duty transport for the Deutsche Reichsbahn-Gesellschaft (DRG). Nicknamed 'Jumbo', only one example was thought to have been built, which was mainly used together with the Culemeyer road trailer. The Z6R3A was handed over to the DR fleet in November 1937 and given the DR number '70071'.

'Jumbo' was used for the heavy transport of items such as transformers, steel beams for bridge construction, boiler systems for ships and locomotives, castings for presses, and railway wagons. It survived the Second World War and was listed in the British Occupation Zone, but its ultimate fate remains unknown.

Hauler's box features a photo of the completed model and inside there are 21 resin castings protected in a bag. A separate bag holds the photo-etched fret with 25 items, a small decal sheet and printed clear film with the window outlines. The A4 instruction sheet gives a very brief history, a parts layout, nine construction stages, and two colour schemes.

The tractor's main body is an impressive, if weighty, single casting onto which is glued the chassis and axles. The cab comprises three resin castings with some photo-etched interior details. While construction looks



pretty straightforward, the main issue will be separating the parts from the casting blocks. When working with resin it's always best to wear a mask, so as not to inhale the resin dust working with it creates. There are a few tiny gas bubble holes in the castings, but nothing that a drop of super glue won't remedy!

Both colour schemes are overall grey; although one is described as dark grey and the other black grey. There are no colour notes for the interior, but with a little imagination and some research into contemporary vehicles this should be easy enough to solve.

This kit looks like it will be a simple build of an usual one-off prototype. If 1/72

isn't your scale, Hauler has also released versions in 1/120 (TT) and 1/87 (HO) scales, while Hauler's sister company Brengun have released a 1/144 version too. Both companies also offer the 40t and 80t Culemeyer trailers in all these scales, so you can show your Z6R tractor unit towing a load, which will make an impressive looking model in any scale!

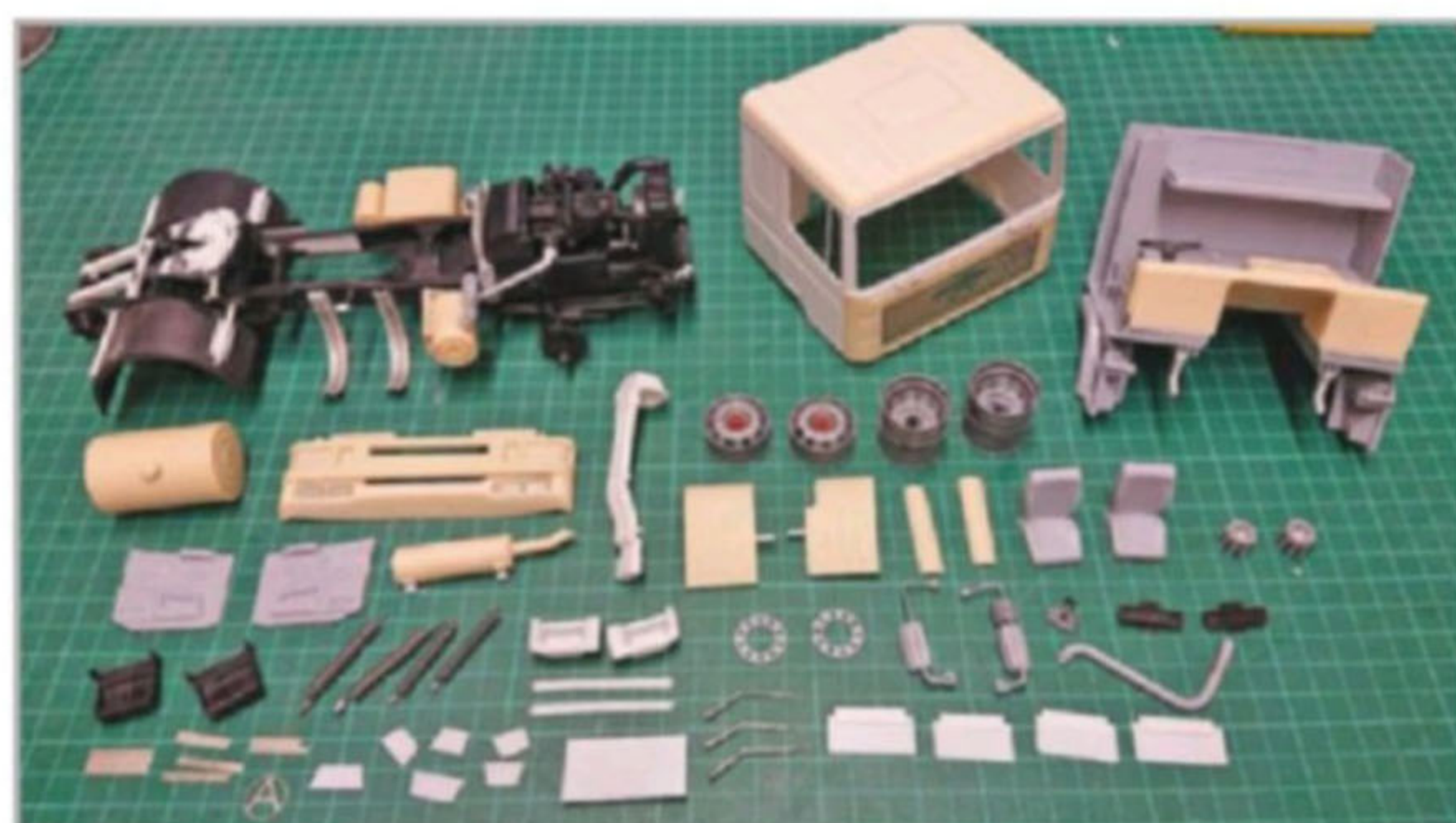
Many thanks to Hauler for supplying this kit. A full build will feature in a future issue. 📷



IN THE BOX

Not such a DAF
idea after all...

Andrew Bell uses the KFS Transkit for a simple makeover.



The KFS Strato Transkit is a great conversion, taking the ugly (in my eyes) DAF 95 cab kit and turning it into a good-looking British truck. Mine is one of the later editions of the transkit, with an improved front grille.

Starting with the chassis, I chopped the rails behind the gearbox crossmember, and grafted on some Volvo FH 12 rails left over from another build. This gave me a short wheelbase, steel-sprung chassis, typical of a UK general haulage truck of the time. Scratch-built fifth-wheel run-up ramps, rear wing stays, and mud flaps were all that were added to the chassis, in addition to the resin and white metal parts from the Strato transkit. I also fitted modified Italeri hubs.

The cab can be built with either the kit roof or the supplied resin roof. I opted for the lower version, as this is more suited to the 4x2 chassis. The resin right-hand drive dashboard is a perfect fit on the floor pan with the rest of the build being much the same as the DAF kit. I did find the fit of the front wings problematic, but this was possibly due to me leaving them until the very end and not having enough room to hold them while gluing!

Searching around for a simple colour scheme, I happened upon a picture of a low roof 4x2 Strato in demonstrator colours. This was similar to a 401 which is on the show scene, but with the red and yellow stripes going in the opposite direction for some reason! I struggled to find a suitable blue paint, but eventually settled on Tamiya Mica

Blue (TS-50). It's not perfect but also not too far off.

The chassis is Halfords Gloss Black, with Halfords Dark Grey bumper paint on the plastics and Halfords Appliance White and Aluminium for the remainder of the parts. Decals were home made on my ALPS printer.

Contrary to the KFS instructions, I find the best method of dealing with the photoetched badging is to spray-paint it black, wait until the paint has hardened, then carefully scratch off the raised areas

with a sharp scalpel, leaving sharp edged shiny text behind. They were then added to the cab using Deluxe Materials Glue 'n' Glaze, a strong PVA glue that's perfect for this type of work.

Among other more involve projects, it is nice to do something relatively simple, without complicated decals or huge amounts of scratch building. This was one of those models for me and highly satisfying. I am now very tempted to follow this with the matching Seddon Atkinson 401 in demonstrator livery, watch this space! 🚚



IN THE BOX

Iveco Turbostar 190.48 Special

Reviewed by your editor.



Kit No: 3926 • Scale: 1/24

Type: Injection moulded with vinyl tyres

Manufacturer: Italeri • www.hobbyco.net

The DNA of Italeri's latest incarnation of their Iveco tractor must go back thirty years, which is almost as old as the vehicle itself. The TurboStar was one of Europe's original muscle trucks and sold well through its lifetime. The better fuel consumption and lower initial cost of the 330bhp and 360bhp version meant there were the most popular models in Britain, but the 420bhp or 480bhp 'big-hitters' will probably be remembered fondly by anyone who drove them.

As a novice truck builder, opening this box was somewhat of a revelation. I only wish that Italeri had been tooling their aircraft models in the late 80s to this standard, as overall the parts seem extremely well moulded, with sharp detail and no sign of any flash or mould wear. This boxing comes with sprues moulded in white, black and dark grey. The wheel hubs are moulded in silver and are not chromed as has been the case before. A new sprue provides what I believe are the specific parts for the 'Special' variant: large side panels, new rear mudguard tops, new walkway tread plates, and infills to lower the tops of the front wheel arches. The tread plates have nicely raised pattern detail and the undersides of mudguards have small arrows cast into them to ensure correct parts orientation - which for me is a godsend! Grilles and louvres are cleanly moulded and there's texture inside the cab to represent the carpeting. The seats are open backed and will need closing. The transparent sprue is extremely clear and is separately bagged for safety.

In fact, all sprues are either individually or twin bagged, so the parts arrive in top notch condition, which for a kit that could be built unpainted is no bad thing.

My second reaction was that Italeri had included a branch of kelp in this kit, but this turned out to be the dangly bower of vinyl tyres. These have attachment points on the inner edges of each tyre wall, so these should be hard to see. Several sprues are shown in the instructions as having parts not for use, which I assume is a legacy of this kit being used for 32, 38 and 42 variants. The instructions themselves look clear enough even for a tyro like me to follow, although I did have to search for how the cab attaches to its chassis hinge points as it's buried within the step 12 diagrammatic. It seems to me that this is a rather important part of the construction to be so hidden.

Colour callouts are linked to Italeri paints, but names and FS references are given too, so finding alternatives is simple. The rear of the fold-out instructions has a full colour decal placement guide using the kit box art graphic, and the decals themselves are

glossy and thin with the registration of the two optional multi-colour liveries perfectly registered. Both schemes are white with either yellow/grey trim or blue/yellow. Several nations' licence plates are included on the sheet as are TIR and speed limit markings. Cabin instrument decals are also there, as are the 'IVECO' and 'TurboStar' logos in silver. Rear view mirrors are also in silver, but this is the same slightly flat colour, so they are best replaced with chrome tape or foil. I think they were given as chrome stickers in previous boxings, perhaps a reader can confirm?

Does this kit make me want to dive in? Yes. Will it be fun? It looks like it. Am I slightly scared? Definitely. Have I found a photo of a really cool Italian all-black Special with turned-metal effect rear-cab louvres and chromed side panel cheat lines? Yes.

I think I've picked a great model as my first truck build. If this is what Italeri do with their truck kits, then bravissimo!

Many thanks to The Hobby Company and Italeri for the review sample. 🇮🇹



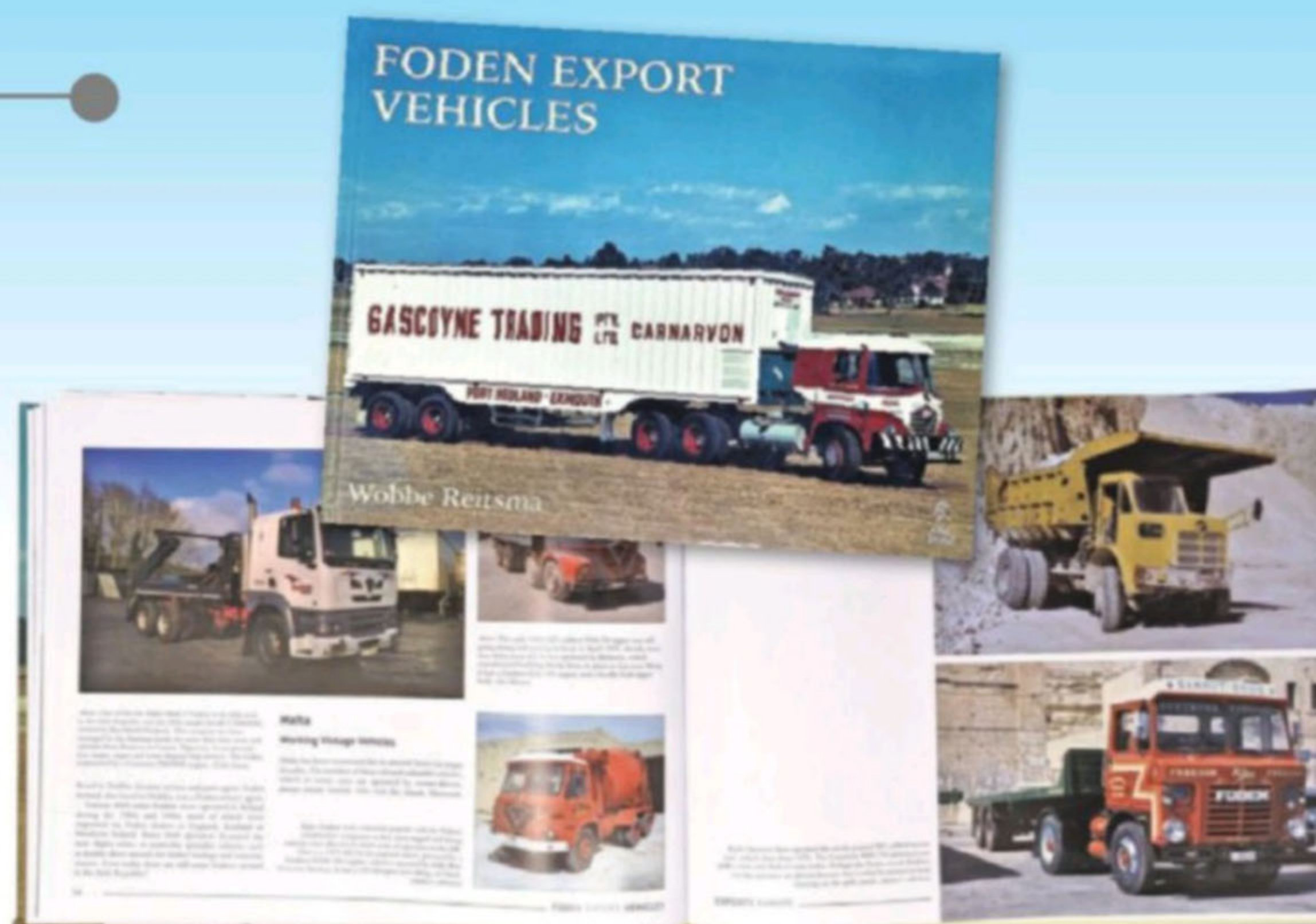
Foden Export Vehicles

Author: Wobbe Reitsma

Publisher: Old Pond Publishing, 2017

ISBN: 978-1-91045-6-767

Format: Hardback, Landscape, 267pp



The Illustrated History of Seddon Atkinson Trucks & Buses

Author: Nick Baldwin

Publisher: Haynes Publishing, 1990

ISBN: 978-0-85429-7-061

Format: Harback, Portrait, 128pp

One of the things that all modellers need is inspiration. Sometimes the modelling zeal which normally courses through the veins can ebb and when this happens there are a couple of remedies. Stop and do something completely different until the pulse quickens once more or start looking for new stimulus. In my case, as your new editor with little to fall back on, I was looking for a stimulus full stop. One of the things I do as an aircraft modeller is try and latch onto the history of something; it's a way into a subject and leads one off down different paths that usually result in plastic being cut and glued.

I started wondering about how many army surplus trucks were sold off post-war and used on civvy street. This developed with the mention of my grandad working for Foden in the late 40s, but in a fit of cloth-earedness I misremembered my dad's words and ordered a book on Seddon. Hence Nick Baldwin's excellent appetite-whetter. Feeling suitably idiotic when my dad corrected me, I went in search of Foden-related inspiration. With a partner from South Africa, and a Kiwi ex-wife, Wobbe Reitsma's book on export Fodens looked the part and was also duly ordered.

Both came from the best-known online book site and were £12 and £22 respectively. Not bad for what's inside at all. Both books are packed with good quality photography. The pictures are black-and-white only in the Seddon book but there's plenty of colour in the Foden one. The Seddon Atkinson volume has the occasional line drawing of chassis types and bodywork as it narrates the history of Lancashire's finest up to 1990, ending with the rather sad and prophetic words, 'who knows what the future may bring?'

Foden Export Vehicles is far glossier with period photos galore. It covers exports to all locations post-World War II but with brief mention of their steam driven vehicles pre-war where relevant. There are subjects aplenty in here and little details stand out like South African-built S20 cabs having subtly different door, grilles and windscreen shapes, exactly the kind of stuff modellers like. With 364 images (about half of which are colour), it's a proper 'cup of tea and biscuit' read.

Both authors are well respected, and their knowledge and enthusiasm shows through in heaps in these titles. Sometimes books don't need to be new to appeal, they just need to be good, and these are excellent. 🍪

Coming in the September/October issue of...



1

Big Ken - Kenworth W924 SAR

1/16 • Graham Green, our man in Brisbane, looks back on a 30-year-old classic.



2

Albion Super Clydesdale

1/24 • James Dean goes 'Giant' from his normal 1/48 builds.



3

Cogito Ergo Sum

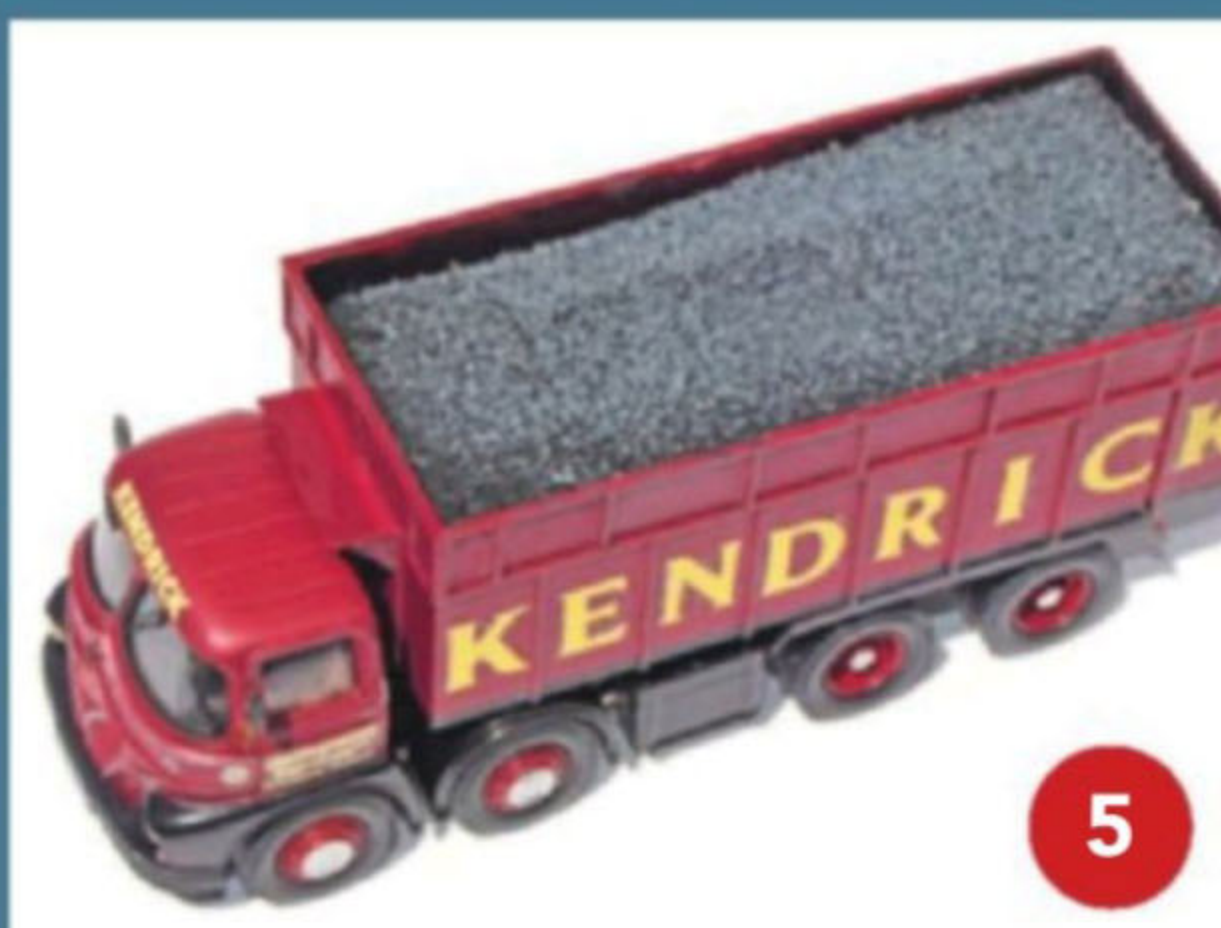
1/24 • Andrew Bell builds the well thought of 1/24 KFS AEC Ergo tractor.



4

NASCAR Track Truck

1/25 • Trevor Pask gets racey with ERTL's Ford F-150.



5

Tiny Tip-Top Tipper

1/50 • Rich Ellis turns Corgi's Foden S21 tipper into a Kendricks classic.



6

Where's the propeller go?

Your editor cuts his teeth on an IVECO and will truck no laughter...

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'd love you to write for us. Model Truck World is only as good as its contents. Here are a few useful pointers if you want to contribute to the magazine. Please do contact us if you need more information or want to pitch an idea.

- Please write in Word, or Google Docs or Pages, and please include your name, contact address and email in that document too. If you write directly in an email, there's a danger it will be lost.
- Between 800-2000 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?
- You don't need to write in perfect English, we edit and proofread everything we receive. We want your story, not your grammar.
- Please include your model's scale, who the kit manufacturer is and their reference number. Details of the manufacturer for any transkit, upgrade or conversion you may have used and any reference numbers will prove useful for anyone who fancies making a model like yours too.
- 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?
- Don't assume that we know things. Please include any details, however small, that may be particular to that truck. These are really useful to add flavour and interest to your article.
- Photographs are really important. The model should be clean and free from any dust and debris (cat hairs, spider webs, tumbleweed, limpets - that sort of thing). Photos will pick these things up too, so it's worth giving everything a quick check before your shoot.

- Photographs, including build photographs, are best taken against a smooth, plain white background, so please avoid using an old bed sheet or similar item.
- A few photographs taken on your modelling bench are fine in moderation but try and avoid too much clutter around your subject.
- Photographs should be well lit. Daylight is perfect, or some daylight balanced bulbs in a couple of lamps. Avoid heavy shadows. Cloudy, bright overcast is better than bright sunshine for preventing these.
- The pictures need to be in focus too, as well as level where possible. No need for funky camera angles. If you are shooting with a DSLR, a tripod, and high number for better depth of field are perfect.
- You don't need a super expensive camera as most smart phones are incredibly capable. Please don't use the zoom though or take them from ultra close-up as this can cause blurring.
- If you have reference photographs of your subject include those as they add extra interest. You need to own the copyright or have the copyright owner's permission.
- Name and number your pictures in order (ie 'IVECO Build_01'). 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 jon@guidelinepublications.co.uk. Send a quick covering email so we know what's coming and then please use a file transfer service like WeTransfer (www.wetransfer.com). Many of these services are free to use, and it makes moving large picture files much easier than sending a huge number of individual emails.**

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

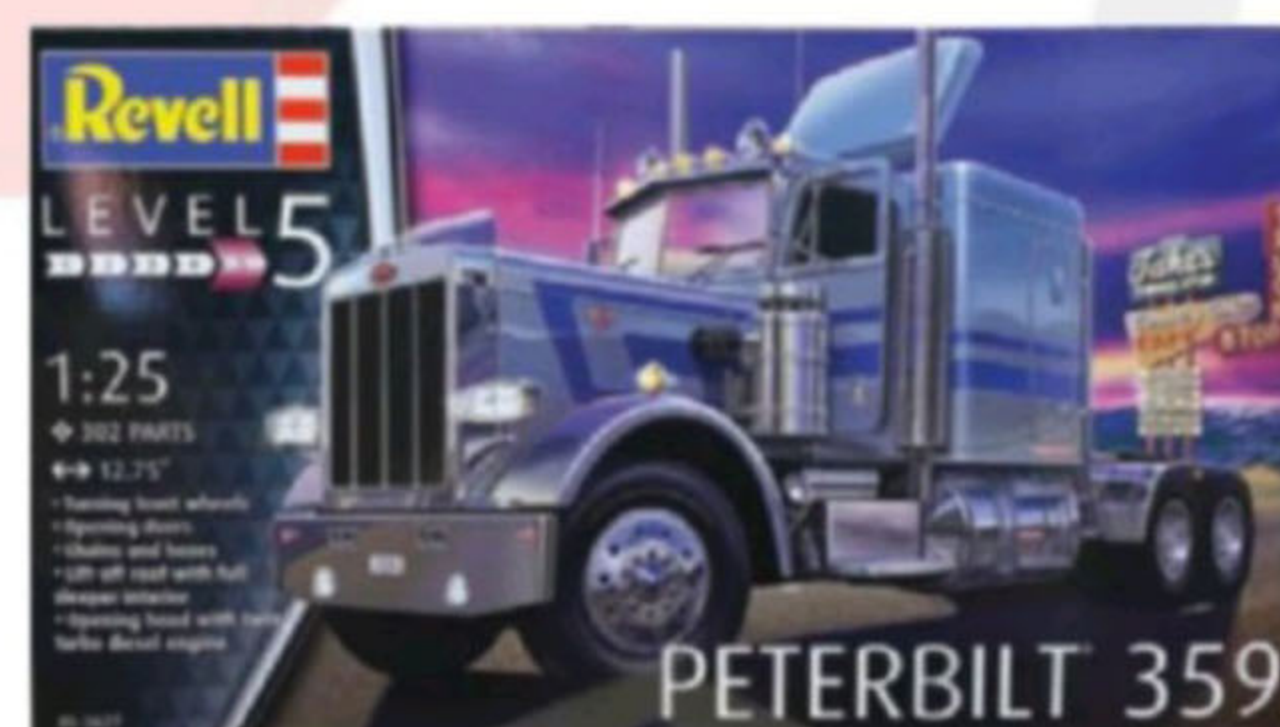


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