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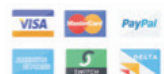
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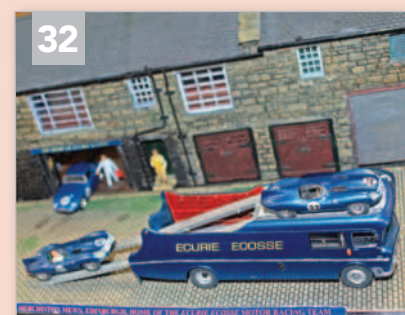


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Welcome!

to issue six of Model Truck World, your home for all things model haulage related. I'm writing this almost exactly two months after the Gaydon show, which seems hard to believe as it was such a splendid affair. It was a real honour to be made so welcome, and to meet many of you in the flesh. Hopefully my enthusiasm made up for my paucity of truck knowledge! In this issue we'll feature some of the work from the NARTM show held at Gaydon, with Robert Wilson also providing a splendid build in 1/50.

Speaking of shows, we will be at Scale ModelWorld in Telford on 13 and 14 November at the Guideline Publications' stand, so please come and say hello. We will also be at the London Plastic Modelling Show on Sunday, 5 December and would love to see you there too. Please see the advert in this issue for full details of this event. A big thank you to James Dean and Ilya Yut too, for their kind permission to use photos of their models in this advert.

I'm also pleased to announce that this issue sees the 'test drive' of our new Model Car And Motorcycle World magazine with a free eight page sample in the centre. I know many of you also build things with four and two wheels, so we hope you enjoy this taster, and if you'd like to write for that too, please drop Colin Pickett an email at colin@guidelinepublications.co.uk

In the 1940s and 50s a phrase was coined to describe and promote public understanding and support for the nation's aviation industry: air mindedness. Given the recent news I wonder whether as truck modellers we should start to use the phrase 'truck mindedness'. I have certainly gained a much fuller understanding of, not only, how trucks work, but also of how trucking works through my interactions with you, and I wonder whether as modellers we should be less afraid to show and talk about our work to the general public. My experience is that people are genuinely interested, and with the lockdown-generated resurgence in modelling as a hobby, now might be the time to evangelise, encouraging others to give the hobby a go and raise the profile of trucks and trucking further.

Hopefully this edition will deliver another container full of interest. Robert's Scania shows just what can be done with a metal kit in a smaller scale, while Kees Kamp's decidedly un-festive use of Christmas baubles results in a 'cracker' of a model. Andy Bell's four pages provide a longer read, literally, with his magnificent test vehicle, and I follow on with some fancy-schmancy seats and the cab interior of the IVECO in part two of MTW's own sit-com. Diecast news follows, of course, and we are then 'overtaken' by cars and bikes before the NARTM report returns us to 'six-plus wheels good' territory. David Cassell's Commer C punctuates things further followed by a full stop at f-stops with a short guide on photography. Memories of Sheffield steel are re-sharpened with another smaller-scale build from James Dean, and then Martin Stadler's fine work makes a quick cameo, if only to inspire you further. Finally, our resident remotely controlled modeller, Neil, tips his hat, and truck, to the end of the issue with a fine conversion. Reviews and news in our Walkaround section help grease the couplings and keep everything running smoothly.

As I am also writing this almost two months away from Christmas. But with this issue being the one that you will no doubt be leaving downstairs for Santa to read, I find myself doing that most October of things and wishing you all a very Merry Christmas and indeed a Happy New Year.

Cheers,
Jonners

P.S. I'm always on the lookout for contributors - so if you want to write for the magazine, please just email me at jon@guidelinepublications.co.uk or come and join us on Facebook on the Model Truck World Contributors page.

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ICM www.icm.com.ua

More news from the Ukraine that will keep Nick Allen happy, and probably delight many others too. In preparation for imminent release are the following models:

1/35 Model T 1910 Fire Truck with Crew (ref. 35606) and American Fire Truck Crew (ref. 35622)

The Model T was produced by the Ford Motor Company and became the first mass production car. The first example was built in 1908 and the cars were produced in many different types. Some 1914 production cars were converted into fire trucks. ICM now adds a crew to its recently released Model T fire engine, and these figures will also be available separately.

1/35 G7117 Truck with Soviet Driver (ref. 35594)

A new variant of the famous Chevrolet one and half tonne truck is due. The G7117 with the front mounted winch (the previous release, the G7107 was winchless). ICM have also hinted they may release these kits with American or British drivers too in the future.

1/35 Soviet Six-Wheel Army Truck with Shelter (ref. 35002)

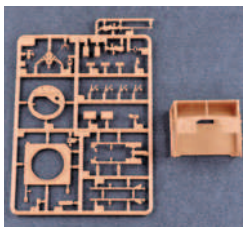
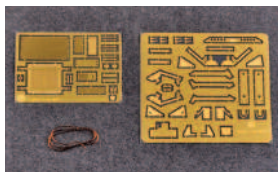
Also out soon is this newly tooled model of the K4320D variant of the Kamaz 4310 truck. While this kit may only appeal to 'truckers in camouflage', it might hint at a new line of 1/35 Kamaz trucks, with some civilian variants too. Given ICM's track record at getting the maximum use from their parts, we can but hope.



I Love Kit www.ilovekit.com

1/35 M923A2 Military Cargo Truck (ref. 63514)

The M939 Truck is the U.S. Military's 5-ton 6x6 heavy truck. The basic cargo versions can carry a 10,000lb (4,500kg) cargo load over all terrain in all weather. They have been in service since the 1980s.



I Love Kit is an offshoot of Trumpeter and Hobbyboss. Its new tool model will hopefully bring a smile of relief to builders of the older Italeri kit that has several issues. This new model features a slide-moulded cab, photoetch detail parts and hollow rubber tyres with what looks like very nice tread detail and no attachment nibs.

Also due soon is the M923A1 without the Central Tyre Inflation System.

Robbo

 www.robbo-scalemodel.com
 or look for 'Robbo's Scale Models' on Facebook.

Robbos Models in Australia have released a resin 1/25 Peterbilt 351-281 conversion for the Revell 359 kit. This comprises a resin hood with radiator grille, separate wheel arches and a pair of headlight pods with mounts. Two different front bumpers are also included in the set.



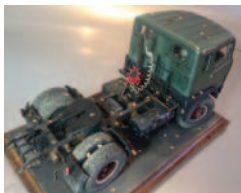
Love GT40 modelworks

 www.alsoldatino.com or look for 'GT40 Modelworks' on Facebook.



Italian company Love GT40 Modelworks has released a Transkit in 1/24 to make the Fiat series 682, 690 and 693 lorries. These use the Revell Bussing or Krupp as donor kits, as they give the best period chassis base. This series was one of the most prolific Fiat trucks and was also built in Nigeria under licence. This resin Transkit comes with full instructions, including several pictures to aid construction. A photoetch badging sheet is also available separately to add extra detail.

Love GT40 Modelworks can also supply the correct style Trilex wheels as cast resin parts.



MW Models www.spanglefish.com/MwModels

MW Models supply workshop equipment cast in resin in 1/76 scale. Aimed at bus modellers, the parts, which come painted and ready to use, will be suitable for haulage yards and workshop dioramas. The range includes workshop benches, lockers, and equipment in 4mm scale. MW Models also have parts to add detail to the Oxford Diecast 1/76 Ford Transit tipper model with a resin Hiab style crane, small-locker body, and full-workshop body with roller-shutter doors. The company is also looking at adding parts in the larger 1/43 scale in 2022.



For a full PDF or paper catalogue please email MWMModels@yahoo.com

Triglav models

 www.triglavmodel.com

f Look for 'Triglav Model' on Facebook.

Triglav produces a range of models and decals over several scales that concentrate on ex-Yugoslav civilian and military vehicles. A new release from this Slovenian company is the TAM 5000 DV truck in 1/72 scale. It will also be available in 1/35 scale soon.



Lee Searles 3D-Printing

Available via eBay from username **G O L D** or via email **searleslee@hotmail.com**



Best known for railway accessories, Lee Searles has started producing items for truck modellers in 1/76 and 1/50 scale, in the form of fairground trailers. Items available include:

Simulator trailer in 1/50 or 1/76. A 3D-printed tri-axle artic trailer as seen on many fairgrounds and shows, with simulator pod, entry and exit platforms with handrails, wheels, and pay booth. Decals available include Red Arrows, RAF Typhoon, Top Gear, Star Wars, Tron, Back to the Future, and Only Fools and Horses.

Also available are a twin-axle funfair pay-booth trailer 3D-printed in 1/76 or 1/50, and a temporary site office container in 1/76.



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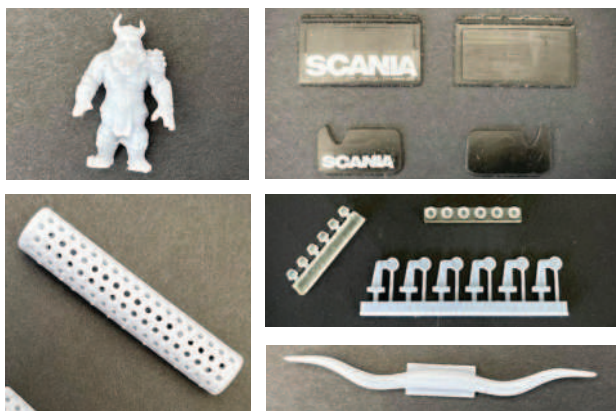
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Nordic Truck Details

www.nordictruckdetails.com

or look for 'nordictruckdetails.com' on Facebook.

Nordic truck details have released some detail parts in 1/24 scale. These consist of a resin Volvo Viking mascot (with two Vikings per pack) to sit on the mirror arm or cab roof; a resin exhaust heat shield with the holes drilled out, ready to paint and fit; and trailer 90o marker lights with clear, amber, or red lenses. Also newly available are Scania 4/R mudflaps in flexible resin with waterslide decals, Nordic Truck Details are also stocked by Most Models in the Netherlands, please see their advert in this issue for contact details.



MAX-Model

www.max-model.it

or look for 'Max-Model' on Facebook.

Italian company Max-Model continues to add decals and 3D-printed details to their range. New items include a 3D-printed decal of a spinal board and 3D-printed details for an ASG model, including a detailed headboard, TIR plates and suitable registration plates. Both are 1/87 scale.

New 1/87 decals are also available comprising Sarantos Volvo FH4, Rizo Trans Scania S, Panzeri Bresola trailer decals, Escher Volvo FH4 company livery, and Scania S decals of Angers France.

In 1/24 scale decals are released for Scania Griffin hot colour for the R5, a Volvo F10/12 red factory stripe with F10 Turbo 6, F12 Turbo 6 grille badges, early style engine power door badging, VOLVO legend for the cab front and dashboard decals.



Modellers Resource www.modellersresource.co.uk

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

The 1/24 Ford Cargo will be available as a complete kit consisting of a 4x2 chassis complete with steel sprung suspension, correct axles, wheels with a V8 Cummins and ZF gearbox. This will be a tractor unit but will be easily to extend to make a rigid or for the modeller to add an axle. The cab will be made available to purchase as a separate kit and should be simple to convert to a day cab. Modellers Resource also stock 7.5t wheels and suitable axles, so you can build the 7.5t cargo version too.

The 1/24 King low-loader trailers are close to completion and should be available very soon. New items include highly detailed 1/24 Susie couplings, with four male and four female airline ends that can couple and uncouple as needed, along with ABS and electrical couplings that also have separate covers that can be glued open or closed. Susies are a neglected area on builds, so these are very welcome additions.

Also new is a photoetched set of 1/24 rope hooks and cleats, consisting of 80 hooks and 36 cleats that are easy to bend to shape and glue under and vehicle body.

The 1/24 Volvo F7 cab Transkit release is now expected in early 2022, along with the Ford Transit Mk1 conversion parts. A re-release of some of the ex-KFS Transkits is also planned for 2022.



Zvezda www.en.zvezda.org.ru

Like the Dreadnought arms race of the early 1900s, national honour is being contested in the world of 1/35 small, utility, cab-over vehicles. Revell of Germany has their VW T2 'Camper', Heller has the Renault Estafette almost ready to release, and now Russian company, Zvezda, has upheld Slavic honour with the announcement of a new tooled UAZ 3909. A vehicle that is ubiquitous in Russia, it has been built since 1958 in several dozen versions. This one, nicknamed the 'farmer' is a combi-type van carrying six passengers and 450kg of cargo. From the CAD shots we've seen the model looks to be the post-2000 production version with new style wing mirrors.

Sadly, with no Jacky Fisher to push through a model of our own classic Bedford CA, we are, alas, not in the van of the 1/35 van race. 🚚



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76ATK003 Atkinson Borderer Flatbed Trailer British Rail (Oxf) £17



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76ATK005 Atkinson Cattle Truck L Davies & Sons (Oxf) £13.50



76DAF03CT DAF 105 Skeletal Trailer Freightliner (Oxf) £19.50



76DXF002 DAF XF Euro 6 curtainside - "Wreford's Transport" (Oxf) £22



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76SCT006 Scania Car Transporter - ECM (Oxf) £31.50



76SCL001 Scania Crane Lorry "D R Macleod" (Oxf) £16.50



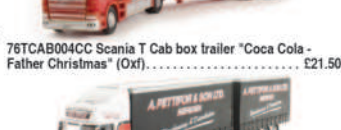
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76VOL4005 Volvo FH4 (G) Flatbed Trailer P McKerrall & Co Ltd (Oxf) £21.50



76VOL4007 Volvo FH4 (G) Nootboom Semi Low Loader Cadzow (Oxf) £21.50



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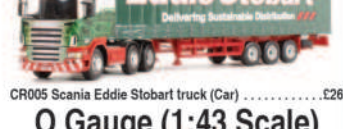
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CR005 Scania Eddie Stobart truck (Car) £26



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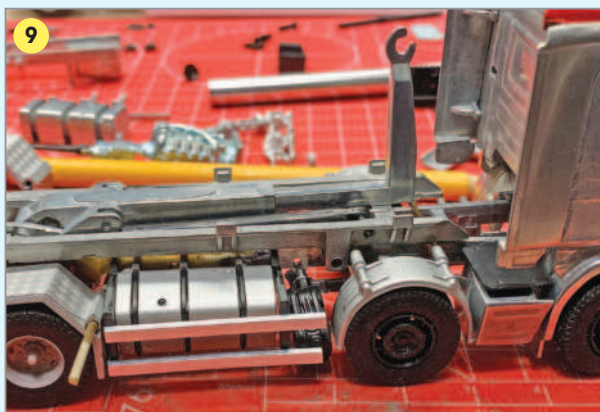
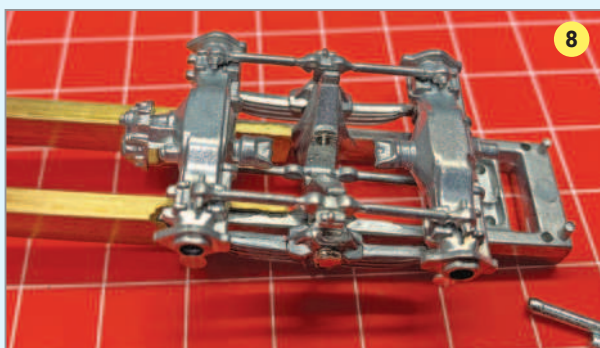
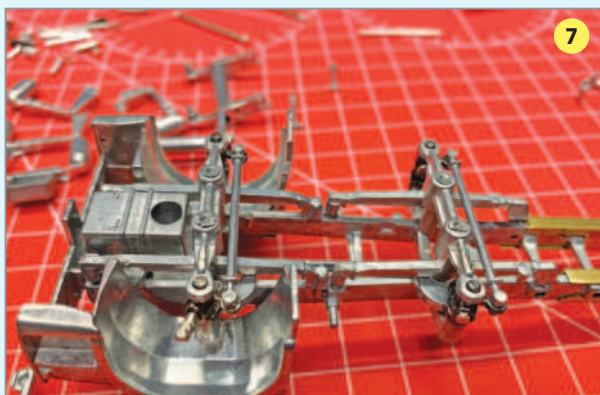
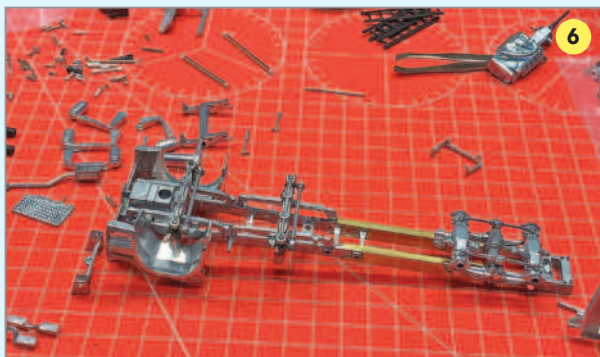
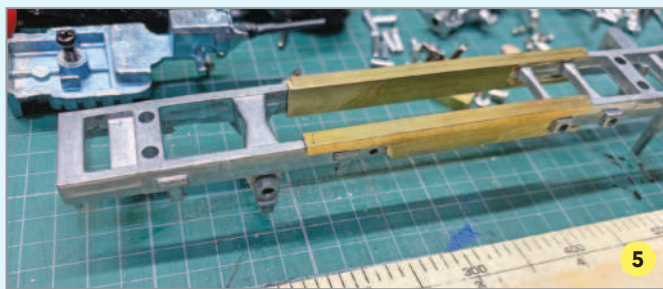
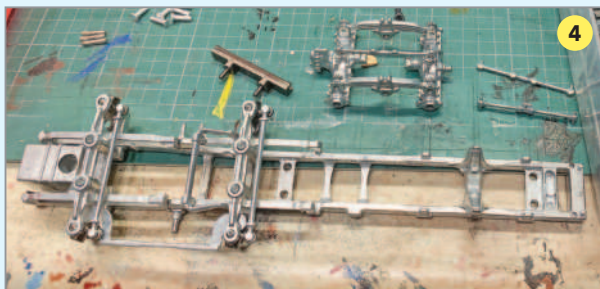


SURPRISE SCOTTISH SCANIA

Robert Wilson converts a 1/50 Tekno model or three as an extra special gift.

A wee while ago I built a model for a friend's then-partner's birthday. It was a Volvo FH4 with a logging trailer and it was a fairly simple build. In June 2020 she asked me if I could make another model as a present for her brother. I asked her to send some pictures and got a bit of a shock when I saw what would be involved: it was a Scania R6 8x4 with a double trailer. I mostly build white metal kits of British trucks in 1/48 scale from the 70s and 80s, so this modern Scania was a bit out of my comfort zone. However, over the last few years I've also tried some of the new Tekno kits which are 1/50 scale with a mixture of diecast and plastic parts. They have a good selection of newer European vehicles, and most can be modified to suit right-hand drive. Research revealed no kits were available to match the subject, so a bit of alteration and scratch building were required. I could buy a Scania 6x4 with an A-frame three-axle trailer, which had the two bulk skips and a hook loader set (photo 1). This was a good starting point, but it didn't include the right cab. A second kit had this, but not the right air kit. A third kit was bought to get an eight-wheel chassis. Other bits, like light bars, the low bar, beacons and a right-hand-drive conversion, all came from separate Tekno pieces. This gave me about two-thirds of the parts. The remainder would need modifying from existing components or scratch building. The girl's brother worked at Bowman's yard at Duiskey, near Fort William, and as the model was to be a surprise, I arranged a Saturday visit when he was off. Bowman, a family-run business, provides the area with a first-class skip and recycling service as well as other transport needs. Gary Bowman was very helpful answering





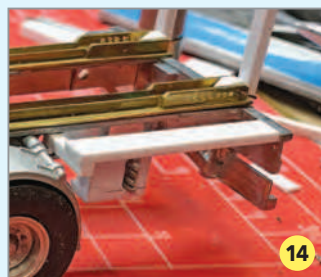
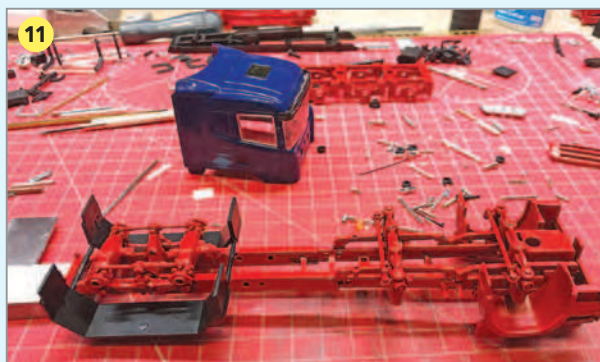
my questions and allowed me to photograph and measure the truck and the trailer (**photo 2 and 3**). Armed with wheelbase lengths and the sizes of tanks, I set about producing a few working drawings, and made a start.

My first task was to lengthen the chassis. The third kit's one was for a tipper and was still too short for the skip and hook loader gear (**photo 4**). I always try to cut the chassis where joints will be hidden by tanks or wheels and find that 0.25"x8" brass hollow stock is best for these extensions as it allows existing chassis beams to be filed down to slip inside it (**photo 5**). It is also much stronger than plastic and less bulky. Tekno's kits don't come with instructions, so for someone like me with no truck 'background' the need for pictures and measurements is paramount to get things in the right place. Luckily, the axle centres on the chassis' front and back sections were correct so all that was needed was to get the distance between the second and third axles correct. The next step was to test fit the front twin-steering and rear double-drive axles (**photos 6 and 7**). Again, the lack of instructions, a load of fiddly bits, and pins of various lengths and diameters made even simple steps a matter of trial and error, although I'm sure experience with these kits will make things simpler in the future. I have heard some modellers saying kits they have bought have missing parts, but with three kits to combine into one model I at least had all the basic parts. Holes were drilled at various points along both sides of the chassis rails to receive fuel, AdBlue, and air tanks, as well as the side guard rail brackets (**photo 8**). The rear mudguards came as one part which would normally fit into grooves on the chassis. To suit the lower height for my truck I had to split the wings, drill out the points where the joint sections were, and add brass rod to fit them. A tool tray was also scratch built to replicate the one from the truck. After temporarily adding the wheels, all the chassis parts were test fitted. The cab required a few alterations as the exact cab was not available. The air kit was a combination of one from the Tekno low-cab kit, and one from a Corgi Topline model. Both were cut, glued, filled and sanded before being etch-primed. The front bottom grille/bumper section also needed to be altered (**photo 9**) because all the Tekno kits have the standard double spotlights on the bottom bumper, whereas my subject had a shorter bumper without spots. I cut the bumper to size, filled the spotlight holes, and shaped it to something similar to the truck. It was then filled and sanded before coating with primer. The cab and chassis were primed and painted (**photo 10**) to suit the Bowman's 25-year anniversary colour on this truck which was a different colour of blue to the normal dark blue used on the fleet.

With the cab and chassis in hand, I could concentrate on the trailer. This was where the bigger challenges lay. The kit, as supplied, had a tri-axle with the front axle being a bogie coupled to the truck with an A frame set up, and a double axle at the rear. This was nothing like the

tri-axle trailer I required. A few hours of cutting, filling, adjusting and plenty of head-scratching later, I had something to work with (**photo 11**) and a plan of how I was going to achieve a reasonable representation of this trailer. It would probably have been easier just to scratch build the chassis, but I wanted to keep some of the kit's detail. The top rails of the trailer that the second skip slides into were created using brass U-section with a wider section used at the back and front ends of each rail. These wider sections were drilled to represent the holes for the locking





block pins (**photo 12**). The blocks were then cut from plastic rod (**photo 13**) and drilled to take pins made from short pieces of brass wire, cut and bent to shape.

More holes were drilled along the chassis rails to accept the mudguards, side-guard rails, and the tube for the 'easy sheet' top cover system. Brass section was used to represent the retractable towing frame with a white metal eyelet (**photo 14**) for the hitch and plastic card was added to detail the trailer frame and control box. The 'easy sheet' was another challenge. After a bit of puzzling, I decided to simplify it and used brass rod bent at each end to go into aluminium tube. I used plastic card and section to build the frame and the box to fit the sheet into, then I cut the aluminium tube to size and wrapped onto it a strip of curtainside material from KFS. I have used this on other models for sheets on tipper trailers and the texture looks fine on 1/50 models even though it's sold for bigger 1/24 curtainside trailers. I glued tubing to both ends of the sheet, rolling one end around once, and rolled up the other completely to meet it. Brass rod was then inserted to the lesser end, with the other end of the brass rod located in the aluminium tube already installed on the chassis (**photo 15**). The real thing would have a flexible joint half-way down the sheet system, something I could have copied if I'd worked out how to create hinges in the middle of the brass rails. However, I couldn't figure out how to do this without it looking bulky and out of scale, so I decided the straight rod would be fine and with some extra detail, such as hoses, it might





not be noticed. I used four strands of wire to represent these, taped onto the brass with thin strips of Tamiya masking tape. Once it was all painted semi-gloss black and added to the model, it looked okay (**photo 16**). The trailer was primed and set aside while I adapted the existing hook loader system to include the 'easy sheet' at the front. This was done again using my trusted brass box stock sections (**photo 17**). The front end was cut and filed to accept the brass and additional brass parts were made to suit the support brackets at the base of the system. Plastic sheet and section were used to construct a tray for the sheet in the same way as the trailer, with the sheeting system again being a copy of that on the trailer (**photo 18**). The cab interior was painted with a Tamiya mid-grey, a few bits of tartan were used for the bunk and the curtains, and a right-hand-drive interior was bought from Heilan Toys N Collectables of Invergordon (**photo 19**). The bulk skips themselves were built out of the box, primed, painted (**photo 20**) and the decals added.

All the parts were painted using Halfords' aerosols, while smaller details like wheel nuts were brush-painted with Tamiya or Humbrol paints (**photo 21**). Light bars, beacons, wheel trims were all added to match my reference photos. The cab decals were made by A3 Decals in Holland, which were good quality and arrived in good time (**photo 22**). I made the other decals for the tanks, hook loader, easy sheet, chassis rails and skips at home, designing them on my computer and printing them onto clear film. Once all the details had been added. I sealed everything in with a coat of Microgloss.

The completed model was mounted into a Perspex case and packed for delivery to my customer. She was originally going to give it to her brother for his birthday in October, but as soon as I saw the pictures I suggested Christmas, so the delivery was made at 6pm on Christmas Eve!

This conversion was a lot of work and there were a few 'choice' words at times but the comments I received from the driver and others more than made it all worthwhile. Having overcome all the problems this project presented I should really build another for my own collection now. 🚚



IN THE BOX

1947 PD-3751 Siverside Bus

Reviewed by your editor.



Kit No: 816 • Scale: 1/35

Type: Injection moulded with vinyl tyres

Manufacturer: Roden • www.roden.eu

Finally pulling up at the *Model Truck World* stop, Roden's new kit of this piece of iconic Americana looks very good. Box art, reminiscent of Edward Hopper's style, gives a lovely twilight scene of recruits arriving at a training camp, a task which these buses performed throughout World War II.

Inside are thirteen runners in flash-free grey plastic and a very clear transparent one, together with a small photoetched fret, decals, a colour painting guide, and black-and-white assembly instructions. The builder will need to like assembling seats, because there are 37 of them, over four full runners, plus two half runners worth shared with the six combined hubs and tyres - that's 136 components. You'll need to sit down after building that lot. The front lights are supplied as clear parts, but not the rear clusters, so these will need mock glazing.

Detail is good throughout, although some parts need mould lines removed, and that includes the sides of seat backs too unfortunately. There are ejector stubs too that will need removing, especially on the two-part overhead storage rack assembly.

A nice rendition of the Detroit Diesel 6-71 engine can be viewed through the openable rear engine compartment doors, and the port side has a photoetch grille with a replica of the air conditioning 'pony motor' behind it.

The model has a lower single chassis pan onto which suspension, differentials and wheels attach with the engine bearer. A separate upper pan makes up the bus

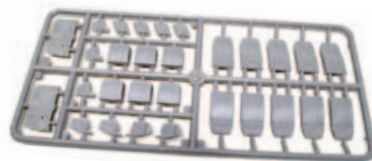
floor, onto which the seats and driver's cockpit go. The body work is made up of separate sides, a front, and upper rear and assemblies around this. I suspect it won't be possible to make this up as a single shell first (to ease painting) because the inside each side panel are support ledges for the seat subassemblies. The side windows all attach from the outside which is, at least, a help in masking. The passenger door can be displayed open or closed, and to round off, the photoetch set includes the flat, shaped plates upon which the greyhound decals, which grace the coach sides, sit.

The instructions are a little vague in some areas, but do have a useful parts map. Colour callouts are lettered and keyed to Vallejo paints, although most of the shades are fairly generic. Only Vallejo Medium Blue (70.963) will need a proper match, and this is RAL5019 Capri Blue.

Decals give one colour scheme but cover several different Greyhound Lines routes. Each of these is covered with a different registration, and destination decal (although Chattanooga is misspelled with only one 'o'). The first marking option has large 'Northwest Service Command USA'

titling on each roof side, and fortunately these are spelled correctly on the decals, so don't panic when you see 'Servise' on the marking diagram! My decals are printed with the white just a little mis-registered but look to be usable nonetheless.

This looks like it will make up into a striking model with a little patience and care, and a full-build article will follow in due course. 📧



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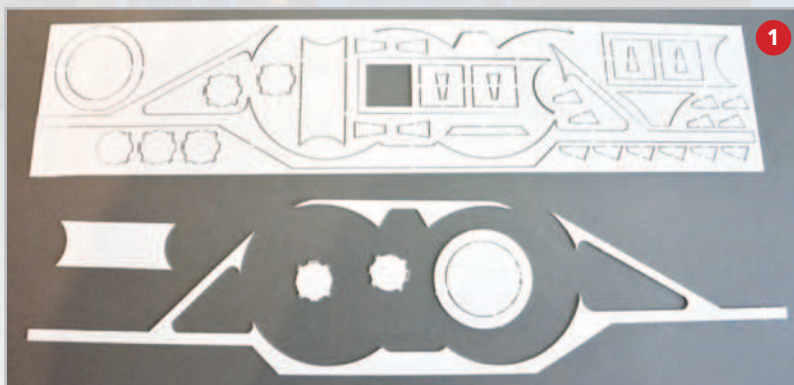
Swedish SPHERE OF INFLUENCE

Kees Kamp creates an unusual 1/24 Scania LS 110 Super powder bulk trailer.

A few years after being given two kits, an Italeri Scania 142 canvas truck, and a J.C. Lescrenier Scania LS 111 resin kit, I started thinking what I could make with them. Because the kits were a present to me, I wanted to do something special with them, and with the 1/50 scale Tekno cement truck from my youth in mind and an article about such a truck in a Dutch model magazine, I had an idea. Talking to a friend at a model show, we began to wonder how that truck would look in 1/24 scale. As a result, I started making scale drawings of the bulk tanks and the trailer using the article and photos as a reference. The drawing of the trailer was then converted to an AutoCAD file which was used to make a CNC milled trailer chassis frame (**photo 1**).

The Cab Unit

The quality of the Scania resin cab was very good, needing just a little clean-up of flash from the window openings. I glued the cab parts with 2k epoxy glue which gives enough working time to adjust the parts to the proper place (**photo 2**). The cabin interior roof liner was fabricated using 1mm plastic card, painted flat black, and covered with a piece of perforated screen protector sheet. The rest of the cabin from the Italeri kit was then assembled, painted and decaled (**photo 3**). The chassis was built as per instructions, except for the front end of the





chassis rails which were modified to fit the cab and bumper, and the fuel and air tanks came from the resin kit. Sander spreaders for the front of the rear mudflaps built from scratch were added, and full plumbing and wiring was added using various materials such as copper wire, rubber cord and fishing wire (**photo 4 and 5**). I also used the KFS air valve set. I glued the valves to small pieces of 0.5mm plastic sheet with superglue, making it far easier to glue them to the chassis rails. The kit-provided rims were used with Italeri's two-piece styrene tyres: smooth tread ones for front and tag axle, coarse tread for the drive axle. The rear wings were modified to duplicate the 70s' style metal wings with rubber edges. I made a jig to cut off 5mm of the edge, so these could be painted separately.

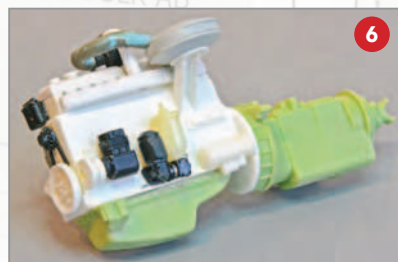
The Powerplant

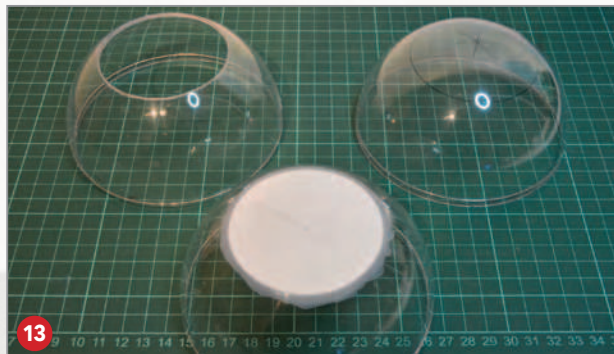
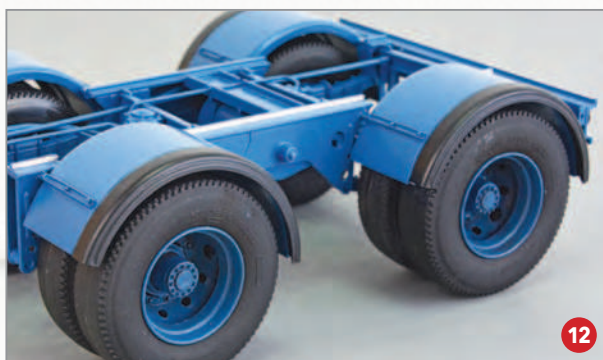
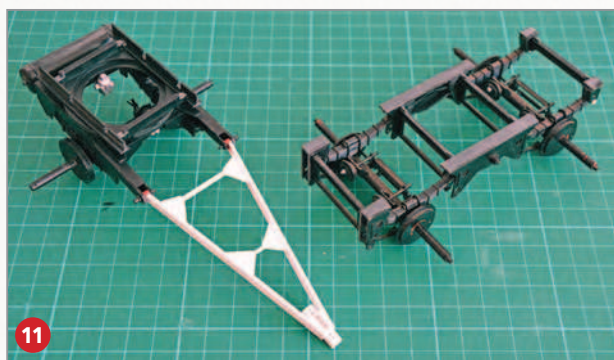
The engine block was missing from the kit I'd been given, so I used an AMT Cummins block as base for the 11L Scania engine. The resin oil pan and gearbox and, in a similar magpie-vein, various other left-over parts were all gathered and used to convert it to the Scania unit. I also added the power take-off and a drive shaft from the gearbox to the air compressor. A brochure, pictures and various Internet sites from restoration companies were very helpful in recreating all this (**photos 6 and 7**).

The Truck Bodywork

Clear Christmas balls with a 90mm diameter were used to make the bulk powder tanks themselves. The tank bottom hemispheres were made using balls from a deodorant roller, attached with epoxy cement (**photo 8**). Pictures from the Internet were extremely useful as reference when fabricating the tank supports and both the outlet and pressure pipes. With this information at hand, Evergreen profiles and styrene sheet was used to construct these items. These types

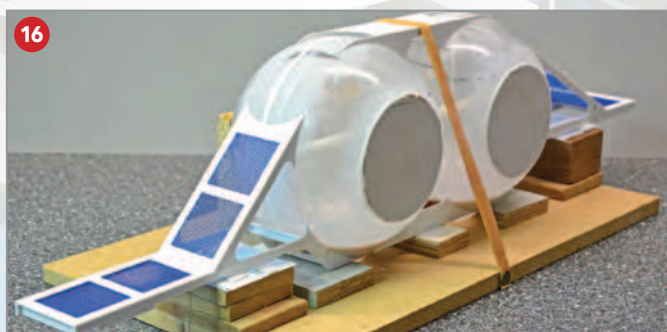
of trucks were also equipped with a heavy duty, chassis-mounted air compressor, so to replicate this I used a 1/18 Harley Davidson engine block (from a job lot of kit engine parts I bought years ago), upgrading it with details like a cooling fan on the rear, an air cleaner and pressure gauge. Various sized Meng Model bolt heads were also added for finer detailing (**photos 9 and 10**).





Bringing Up The Rear

The trailer's front suspension came from the Italeri kit with a scratch-built drawbar, and the rear suspension was taken from an Italeri 40ft container trailer kit (**photo 11**). The Italeri wheel rims were modified by drilling out the hubs of the outer wheels, with more Italeri two-piece smooth type tyres fitted to all three axles. Spare AMT hub caps were added to the inner wheels (**photo 12**) and that was the end of the easy part. For the trailer's bulk powder containers two 120mm diameter Christmas baubles were trimmed on each side to a width of 102mm, which equates to 2.45m at full size (**photo 13**). I then made a jig to mark their centrelines on the balls and inserted a tube in the longitudinal direction with supports to keep the balls in alignment. Despite all this, it was still a challenge to attach them together accurately (**photo 14**). The bottom of each sphere had not been allowed for in my CAD drawing, so I had to cut the frame into three pieces and sand the recesses in the chassis beams for a proper fit. To keep everything straight I made another jig to do this (**photo 15 and 16**). The front and rear suspensions were also kept separate so I could paint them separately from the tank body. Then I started detailing, adding access lids, ladder and platform, handrails, valves, tubes, and hoses for the pressurisation and unloading system (**photo 17 and 18**).





A Lick of Paint

Once the major parts were built, I took them apart to facilitate painting. I primed everything flat black to start with using bumper spray which has a good adhesion and is nicely opaque. After that I added a coat of grey primer and at last the cab and chassis were painted with custom-mixed spray cans using a picture in a Scania brochure as the reference for the colour shades (**photo 19 and 20**).

My livery, the 'SVE Bulk AB' is a fictional company, with the decals printed at home using my inkjet printer and decal film. After I applied the decals, I finished with a coat of satin clear lacquer to bring everything together and give a scaled gloss finish. The engine was airbrushed Humbrol Matt Grass Green (80) and weathered with some matt black and silver dry brushing, as well as some pigment powders (**photo 21**). These powders were also used to add some dirt to the chassis (**photo 22**).

Time To Juggle All The Balls At Once

After the paint had fully dried and hardened all the sub-assemblies could be reunited, with fiddly external detail parts such as roof rack, beacons, mirrors, ladder, hoses, grab handles, screen wipers, and lights all added now (**photo 23**). I made the front and rear light glasses from Czech Truck Model (CTM) resin lenses and when all parts were fitted, I airbrushed a light coat of road dust at the sides and rear of the model to give a slightly dirty 'in use' look.

The model was finished in March 2018 just before the 'On The Road' Jabbeke show. I was very pleased that all my hard work paid-off as in competitions that year the model received four awards. At Jabbeke it took first place among the scratch-built kits and won the CTM Top Technical Feature award. At Gaydon it took second place in Scania and first place in Best Trailer. 🚚



Not bad for a load of balls!



‘BRAKING’ BAD

Andy Bell creates a 1/24 test rig with a lot of stopping power.

The nature of my job as a VCA Type Approval Engineer means that I get to drive a wide variety of vehicles, from the everyday such as cars, buses, tractors and trucks, to more unusual things like hearses, fire engines and amphibious buses. Usually I only drive them for a short time until testing is complete, then I move on to the next one. This vehicle, however, is a resident at my workplace and having driven it regularly over a few years, it had to be modelled!

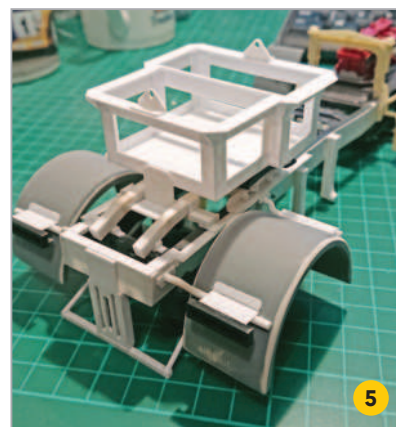
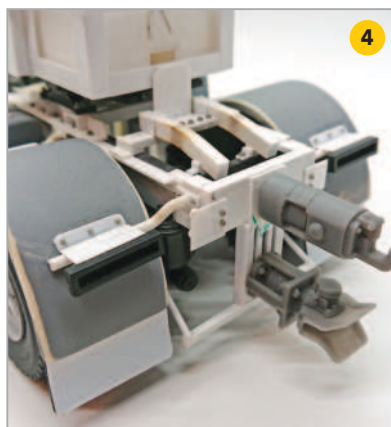
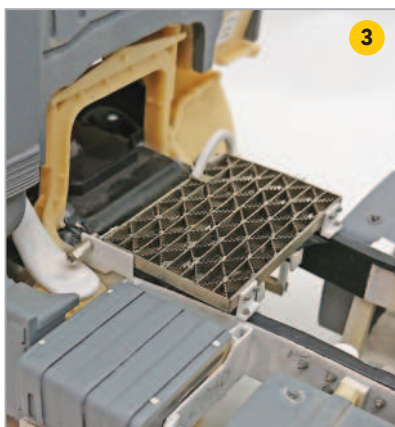
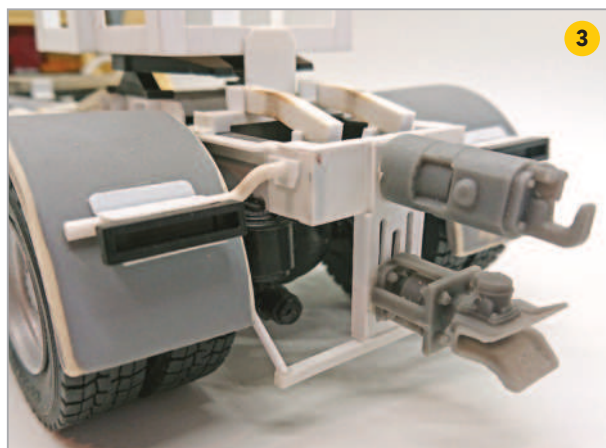
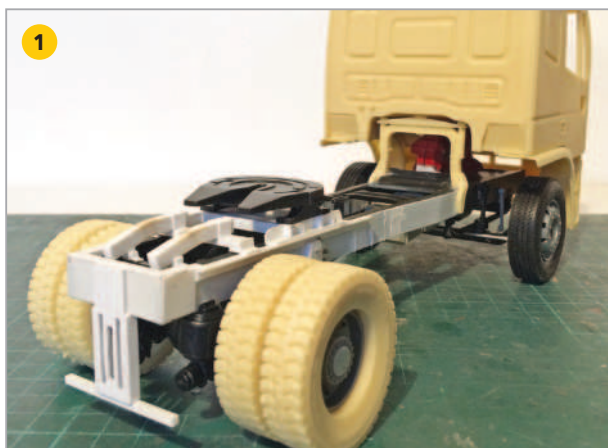
The truck itself is a left-hand drive Seddon Atkinson Strato (really an Iveco in all but badge) which was built too late for an emissions legislation cut-off, never making it onto the road, and hence not being registered (the interior still has some of the blue ‘delivery’ plastic on the headlining). It replaced a Scania 110, which is now in preservation with Keltruck, and has spent its whole life at the MIRA vehicle test track, where we use it for a range of tasks. Mostly it tows trailers for brakes or steering tests and because the ballast box

is removable, it can be used as an artic too. It is used for ‘drag testing’ on trucks, where the test vehicle is towed with enough force to simulate a long incline and must brake against this force. This is always a spectacle and has resulted in a brake fire more than once! I have also used it as a recovery truck to collect a moped from the track, and for jump-starting electric vehicles – yes, really – so it’s quite the all-rounder.

I chose to model it in its ballast box configuration as this is a bit more unusual, although usually this setup is only required

in real life for heavy haulage. The trailer is representative of several full-drawbar trailers which we have tested. And, yes, I can confirm I am not very good at reversing combinations like this!

Construction began with an Italeri DAF XF chassis, removing the moulded-on components, cleaning up the rails and skinning it with thin plasticard. The rear suspension front hangers were then re-modelled to represent the real ones more accurately (**photo 1**). The rear end of the chassis also had additional structure added



to it, to which the towing load cell attaches at the top, and the VBG drawbar coupling at the bottom. This is fitted on slots, so it is reasonably straightforward to adjust in height. I could find nothing suitable from aftermarket suppliers, so I drew both in CAD and had them 3D printed (**photo 2**). Twin diesel tanks were then fitted, along with a scratch-built fifth wheel subframe and rear run-up ramps. The engine block was taken from an old DAF kit, really just to fill the space in what is essentially a 'kerbside' kit. After installing a host of additional air tanks around the propshaft area, I modified the brilliant, but fiddly, KFS photoetch walkway to create the catwalk (**photo 3**). This was also fitted with trailer susie couplings, which the susies are connected to when using the

truck in drawbar configuration. The trailer susies are then connected at the back end of the chassis (**photo 4**).

The ballast box was slightly awkward to scratch build, as the two weights used in it are different sizes and the frame needed to be built to fit around them. I had hoped to use right-angled plastic stock section to save time but ended up using flat plastic strip for every piece (**photo 5**). I also scratch built a battery box carrier bracket, along with the cut-off switch. Other alterations to the chassis and transkit parts included modifying the exhaust outlet and converting the air filter housing to turbo pipe (**photo 6**).

The Strato resin transkit itself is easy to build, although I had to take the unusual step of converting a right-hand drive dashboard

to a left-hand drive (**photo 7**). I added the indicator and wiper stalks, along with handbrake and switch detail. In the centre of the cab is an aluminium frame which holds two air gauges and a laptop docking station. Behind this is a set of valves and regulators used to alter the air pressures sent to the trailer, as well as operating the trailer brakes independently. One lever simulates a red susie breakage (it's best not to hit it accidentally as you arrive at a sudden stop!). There's a complicated piping arrangement at the back of the cab with additional valves which physically enables all this.

Other general detritus in the cab includes spare shackles and pipes. Tie wraps and gaffer tape are also never far away. A fire extinguisher is also fitted to the dashboard top for emergencies (**photo 8**).

On the back of the cab is a TV-sized LCD screen in a weatherproof box (**photo 9**). This displays the readout from the towing load cell, letting the driver of the towed truck know if they are applying the correct amount

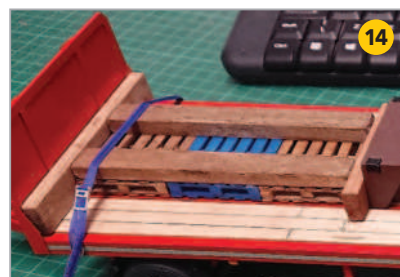
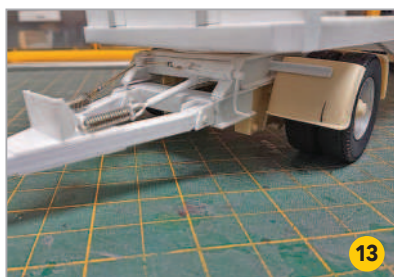




of braking effort during a 'drag test'. A black cable running up the back of the cab leads to a GPS receiver, giving an accurate speed reading for the test work (photo 10).

The truck's tyres are painted with yellow stripes, this makes it easier to tell if a wheel is locked when braking on a low-friction surface. It took several coats of yellow paint before it adhered to the rubber surface of the Italeri front tyres (photo 11). The rear tyres are KFS resin ones so were simpler to paint.

The trailer was scratch built using M&G resin hubs, wheels and tyres, as well a M&G side guard brackets, KFS toolboxes and a KFS suspension (photo 12). The towing eye and two-tonne steel weights were provided by Modeller's Resource using my own CAD drawings (photo 13). The load was set back from the front of the trailer with wooden sleepers made from balsa strips glued together. The pallets were also scratch built from balsa and basswood sheet. I painted one blue (photo 14) to resemble the random assortment of pallets we acquire in the yard over time. The reason for shifting the load rearwards is to keep axle loadings correct and the wooden dunnage prevents sixteen tonnes of steel making a trip forward under braking! I made 32 edge protectors for the steel weights (photo 15) using metal chequer plate folded so the pattern is hidden on the inside, each with four strips of half round strip to create the lip at each end. Together with what seemed like endless amounts of KFS ratchet straps to hold the whole load down (photo 16), I think this all took longer than the rest of the build put together (but it looks fantastic - Ed). The yellow pipe running from the trailer's rear axle to the cab is an air pipe for a gauge which shows the brake pressure applied (photo 17 and 18). The model was completed with a couple of 'Brake Testing' signs which are a requirement for the track, as if you couldn't spot this combination without them! (photo 19).





I was really pleased with the finished model. By using a rare kit to build a rare truck in a rare configuration, I have a unique creation. It did mean though I spent a long time at the Gaydon Model Truck Festival this year explaining a long story about a very long vehicle to many puzzled onlookers! 🚚



TRUCKER'S LUCK

Jon Tabinor tries a few new things in the second part of his 1/24 IVECO build.

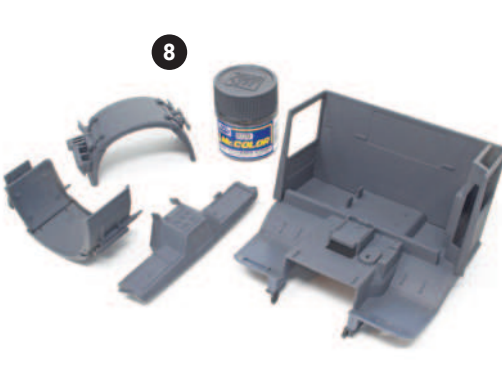
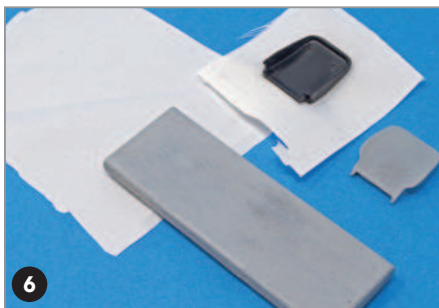
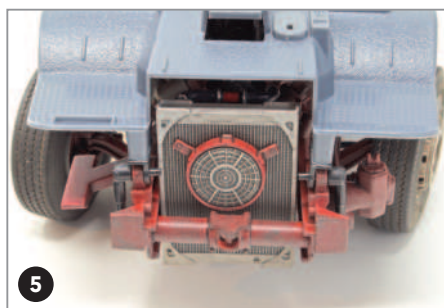
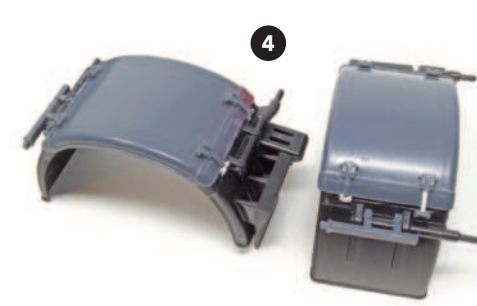
PART 2

Things started off pretty badly for episode two of your tyro truck-building editor's efforts. I realised

I hadn't assembled the rear wheel arches and mud flaps so after consulting the instructions I test fitted them and discovered I'd got both front flaps on one and both back flaps on the other. I was not happy (**photo 1**). After removing the relevant flaps and re-fitting them, I found I had them pointing in the wrong direction (**photo 2**). I decided to see if this made any difference as to how the side panels would fit (**photo 3**). It didn't thankfully, but I needed to repair a few details on them that had been broken when I first forcibly removed them. Some plastic card soon had that sorted and the mud flap straps were fixed (**photo 4**).

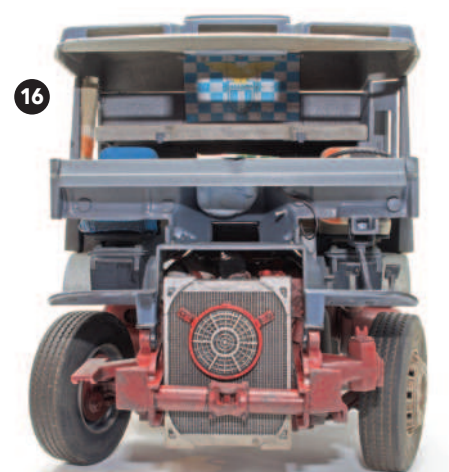
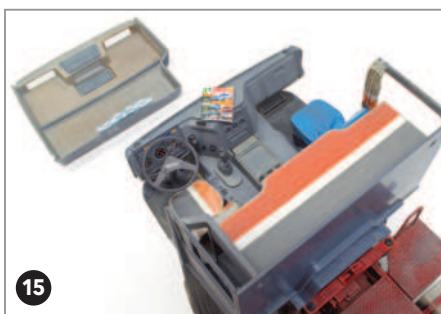
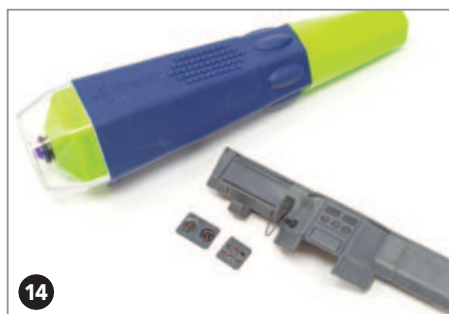
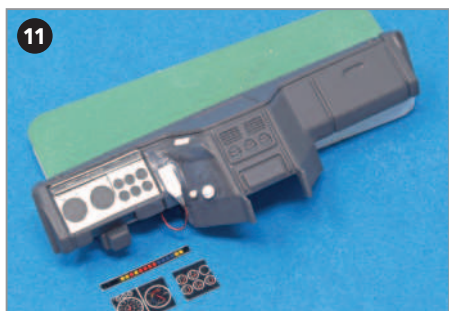
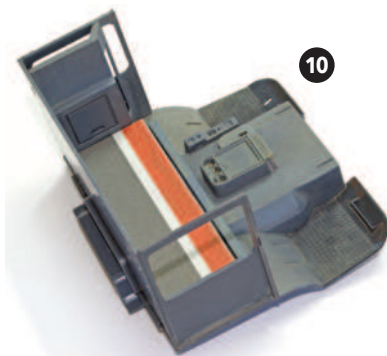
Having discovered that things on this kit could often look deceptively okay, I thought it might be wise to check that the cab floor would fit into its hinge points now, rather than once it was all lovingly built and painted. I was unsurprised to find that these two cab hinge parts needed some tweaking to get them to fit in between the chassis points, but at least the anchoring spigots fitted through them without any fuss (**photo 5**).

I wanted to make a bit of an effort with the cab, to show a used space that was tired and worn through use rather than neglect. Max Decals had been kind enough to throw in a bonus set of IVECO upholstery cover decals to my order (Grazie mille ragazzi!) and I felt that the kit parts needed some sort of texture to make the most of these. I settled on some fine texture synthetic fabric ('removed' from a non-essential part of my light cube!). This could be glued to the kit seats and bunks with Tamiya Extra Thin cement and trimmed once dry (**photo 6**). With some detail added to the underside of the top bunk, these parts were then primed with some Mr Surfacer 1500 and the seat bases could be assembled and the huge central seams cleaned up too (**photo 7**). The main cab components were now assembled and airbrushed, together with the wheel arch sub-assemblies, Mr Color JMSDF Cleated Deck Color (C609) - a rather pleasant darkish medium grey (**photo 8**). The seats and bunks were painted creamy-white and then the Max Decals were applied (**photo 9**). These are rather thin and need some care but settled down perfectly into the fabric texture with a generous application of Mr Mark Setter beneath them.



The cabin was now weathered using AMMO Oilbrusher Medium Grey (A.MIG-3509) to give the grey a used, faded look. Dry brushing in several shades of acrylic warm greys also pulled out textures

and edges. AMMO Acrylic Wash Neutral Grey (A.MIG-0710) and Dust (A.MIG-0713) were used to add layers of cab dust and sandy soil- especially on the floor (**photo 10**). I added some more refined detail to



the fascia panel, making a proper instrument panel from plastic card for the kit decals to sit behind, plus a few knobs and buttons that online photos showed (**photo 11**). Neither kit steering wheel seemed to match the ones in the photos I found, so I scratch built a new centre for this too. The passenger's seat was covered with a seat cover using a blue Nitrile glove, cut and super glued over the kit parts. This was simply washed with a mix of dark grey and matt varnish and looked pretty good (**photo 12**).

Other embellishments for the cab included a curtain for the rear cabin window, made from the same fabric as the seat upholstery. A Lazio FC flag was printed to go on the rear cab wall and attached with Tamiya tape strips painted dull silver to look like duct tape, and a copy of Italian car magazine Volante was made to be placed somewhere inside at some later point. These parts were suitably weathered using the same method as before, as was the fascia which had its details picked out in black acrylic. The ceiling of the cab was weathered using Burnt Sienna oil paint to suggest a few years of chain smoking creating a tarry miasma in the roof space (**photo 13**). The kit instrument decals were cut into sections, applied to some white plastic card to make them easy to handle, and then attached to the painted new front panels using Bostic UV-cured adhesive. This cures to be glossy and clear and mimics the dial 'glass' well (**photo 14**).

With everything in place in the cabin, and the magazine left casually on the dash, I was rather pleased with the whole thing. I'd add more detritus, but this lorry has been 'spruced-up' for sale, so it's meant to be pretty empty, if only 'man-tidy'. The orange upholstery adds a bit of colour and I'm pleased that the dashboard has some interest now too (**photo 15**).

The wheel arches weren't forgotten. I scrubbed black oil paint into them, then removed most of it to leave a darker patchy finish that looks to me like plastic that's been outside and has weathered. Once again, the Dust wash was used heavily to show an accumulation of dirt around edges; this contrasted nicely with the dark base, and I'll confess I probably overdid it a little (**photo 16**).

A final check of the cab roof revealed that the Lazio flag would be just visible, and there it was. Cab done (**photo 17**).

The next issue will reveal what the final colour will be, and what happened when I remembered the seatbelts. Restrain yourselves! (if you can). 🚚



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Tekno

www.tekno.nl

New Tekno announcements include several different 1/50-scale trucks, featuring tractors, heavy haul and truck/trailer combinations.



Volvo FH12 Rigid with Two-Axle Trailer, Gam Bakker BV livery (ref. 80934).



Scania R730-V8 Topline Rigid with Three-Axle Trailer in Simon Loos livery (ref. 81414).



DAF XF Euro 6 Super Space Cab 6x2 Tractor with Weeda's Peaky Blinders Markings (ref. 75523).



Mack F886 SX Tractor in Chris Miller Colours (ref. 71593).

Conrad

www.conrad-modelle.de

In their final newsletter for 2021, Conrad has announced several additions to their 1/50-scale truck range. These include a tipper truck and a wrecker truck which join the recently announced historic Mercedes-Benz bonneted truck with articulated trailer and heavy haul Mercedes rig. These are all expected to be available from dealers in November.



MAN TGS NN 4x4 Dump Truck (ref. 81165/0).



Mercedes-Benz Arocs L Streamspace with EMPL Bison Recovery Body (ref. 78198/01).



Mercedes-Benz Arocs SLT Stream Space 2.3 Heavy Haul Tractor (ref. 78001/04).



Mercedes-Benz LAS 2624 with Meiller Tipping Trailer (ref. 1058/02).

LATEST DIE-CAST NEWS



Mercedes-Benz Actros MP5 Giga Space 6x2 Twinsteer (ref. 04-2117).



DAF CF Sleeper Cab MY2017 8x2 Tridem Rigid with Hooklift System (ref. 04-2115).



Scania R Highline CR20H 4x2 with Three-Axle Reefer Trailer in DLG Logistics BV Livery (ref. 01-3537).



Scania S Highline CS20H 4x2 with Three-Axle Reefer Trailer in Aubert & Fils Scheme (ref. 01-3475).



Volvo FH4 Globetrotter XL with Falcom Wrecker Body (ref. 01-3465).

WSI Models

www.wsi-models.com

WSI Models continue to release a varied selection of 1/50-scale models, both modern and vintage. New releases include tractors, artic reefers, vintage Volvo rigids, a Volvo wrecker, DAF Hook lifter, and for lifting fans, the Liebherr LTM1500-8.1 mobile crane in Mediaco company colours.



Volvo N88 Torpedo 4x2 Classic (ref. 04-2076).



Volvo N88 Torpedo 4x2 Classic (ref. 04-2103).



Liebherr LTM1500-8.1 Mobile Crane in Mediaco Livery (ref. 51-2084).



20 Ft Mediaco Shipping Container (ref. 01-3492).

IMC Models

www.imcmodels.eu/en

IMC have been busy developing new trucks, along with some more unusual items, all in 1/50 scale. These include authentic loads to enhance trailers and accessories, such as a Fassi F32 crane which can be used in a number of different ways, such as by installing it onto the chassis of trucks or onto the bed of ballast trailers for example. 🚚



Fassi F32A Light-Weight Loader Crane (ref. 33-0181).



Liebherr Branded Covered Load (ref. 33-0148).

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to daily drives and rides, Rally to Motocross, Cruisers and Customs.

Basically any type of model car or motorcycle you can think of. As a
lifelong petrol head and biker as well as a modeller, I'm excited about
editing this magazine - a chance to share a passion for subjects with both
four and two wheels. We at Guideline believe it's a first for the UK market
and something we hope will prove popular throughout the modelling
world on all continents. If you would like to contribute to the magazine
please feel free to contact us using the email below, you will be very
welcome. So please join us as we look forward to bringing you a slice of
a scale petrol-powered heaven.

Col'

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- Please tell us the scale of your model.
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Belkits www.belkits.com

A cornerstone of rally car modelling, Belgian company Belkits produce some most desirable subjects. New releases include the 1981 Rallye Monte-Carlo Opel Ascona 400 (ref. BEL019) driven by Jochi Kleint and navigated by Gunter Wanger, while the 1982 car driven by Walter Röhrl and navigated by Christian Geistdörfer is also available (ref. BEL020). Modern tastes will be satisfied by the impending arrival of the Citroen C3 WRC 2017 (ref. BEL018) of Craig Breen & Scott Martin, along with the winner of the 2018 Tour de Corse, Sébastien Loeb and Daniel Elena's Citroen C3 WRC 2018 (ref. BEL017). These all make for impressive models.

Future releases include a 1/24 Hyundai I20 (ref. BEL021), as well as legendary Group B car, the Ford RS200 (ref. BEL022). A pair of Renault rally cars, the Megane Maxi (ref. BEL023) and Clio Maxi (ref. BEL025) will see fans of this French brand rejoice.



Hasegawa www.hasegawa-model.co.jp

Hasegawa bring us a trio of the finest two-stroke powered 1/12 bike kits. The Japanese domestic market marvel that is the Kawasaki KR250 'KR250A' (ref. 21512) was a forerunner of the Kr.1 and Kr.1S, and contains all the Kawasaki styling cues for a late 1980s bike. It should make for an interesting build. The Yamaha TZR250 '1KT' (ref. 21511) is bound to spark interest in the European market as it was an official import and provided the first real sports bike experience for many Generation-X riders. Another machine that was only available in the home market, the Suzuki RG400 'Gamma -Late version' (ref. 21739) in blue and white livery along with 'under cowl' (fairing) will allow the famed RG500 road bike to be modelled with a slight tweak of the decals. This kit is a worldwide limited edition, so expect stocks to run out quickly.

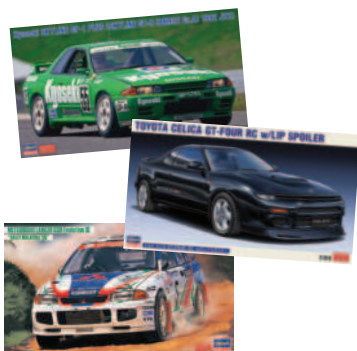
The rotary-powered Mazda Savanna RX-7 'SA22C' (ref. 21143) is a definite modern classic, so the introduction of this new 1/24 kit is bound to spark excitement.

Slightly less mainstream is the early version of the Japanese Isuzu 117 Coupe (ref. 21144) in 1/24. Produced between 1968 and 1981, it should make for an interesting subject and should also appeal if you have a passion for all things from Italian designer Giorgetto Giugiaro.

Toyota's Celica GT-Four RC needs no introduction and this 1/24 limited-edition re-release (ref. 20536) has a front lip spoiler allowing the JDM-style model to be produced...

...To fully realise those JDM fantasies you need a Nissan Skyline, and although this is the Japan Touring Car version, it wouldn't be hard to create something different. The 1/24 Kyoseki NISMO Skyline GP-1 PLUS (Skyline GT-R [BNR32 Gr.A] 1992 JTC) 1992 Japan Touring car Championship Team Car No.55 (ref. 20534) driven by both Anders Olofsson and Takayuki Kinoshita is a limited-edition re-release and is worth snapping up quickly if you have a thirst for one.

Mitsubishi's Lancer GSR Evolution III is a rally legend in its own right, so this 1/24 kit of the Kenjiro Shinozuka's third-placing car from the 1996 APRC Rally of Malaysia (ref. 20537) should prove popular. There is a huge range of aftermarket decal schemes too should the kit markings not inspire.



Italeri www.italeri.com

Recently released is this classic road racer, Barry Sheene's most famous mount, the Suzuki RG 500 XR27 in 1/9 (ref. 4644). In its famous Heron Suzuki race colours of red, yellow and black, it will make a stunning addition to any collection.





AutoArt www.autoartmodels.com

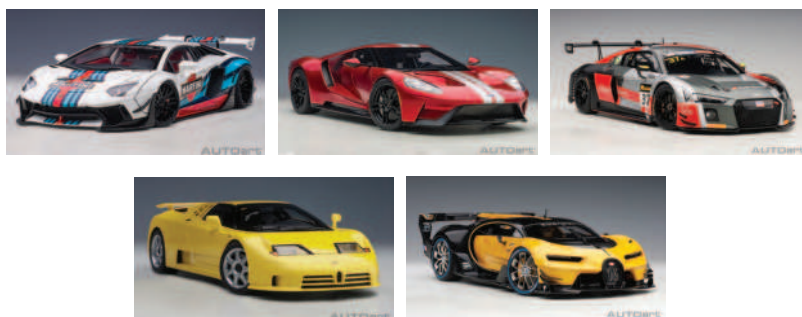
AutoArt's models feature some of the highest quality and detail available in the medium. The 1/12 Ford GT 2017 (ref. 12106) in liquid red with silver stripes captures the original supercar perfectly. As you would expect, the model features opening doors and engine cover with a fully-detailed interior inside.

AutoArt's Lamborghini Aventador come in a wide range of colours, with all their usual quality and features. The Liberty Walk LB-Works Lamborghini Aventador limited edition in its Martini livery (ref. 79185) must make for one of the most stunning additions to any 1/18 collection however.

Produced between 1991 and 1995, the Bugatti EB110 SS was the essence of the reborn Bugatti brand, and this stunning yellow 1/18 replica should form the centre piece of any collection of Bugattis (ref. 70918).

A Bugatti Vision in a livery based on one from the Gran Turismo video game is always going to make a popular subject for both model collectors and gaming fans. The realistic representation of carbon fibre against the bright yellow paintwork creates a stunning 1/18 replica of this eye-catching supercar (ref. 70989).

The #37A Audi A8, driven by the three-man team of D.Vanthoor, R.Frijns and S.Leonard won the 2018 Bathurst 12 Hour endurance race. Resplendent in its red and graphite scheme, this 1/18 model (ref. 81800) looks every inch the winner too and should make a superb replica for any Audi or endurance race fan.



IXO Models www.ixomodels.com

IXO's latest 1/18 diecast releases feature the incredible Group B rally car, the MG Metro 6R4. Finished in the vivid blue and white Computervision sponsorship applied to factory-supported cars; the model is available in three sets of race colours, each representing a different car from the 1986 RAC Rally.

#10 M. Wilson and N. Harris (ref. 18RMC068A.20)

#4 T. Pond and R. Arthur (ref. 18RMC068B.20)

#14 D. Llewellyn and P. Short (Ref. 18RMC068C.20)

The 1990 season saw Toyota's World Rally Championship effort represented by three Celica GT-Four ST165. IXO have produced a 1/18 replica of each car in the colours worn during the campaign for the 1990 San Remo Rally.

#2 C. Sainz and L. Moya (ref. 18RMC069A.20)

#7 M. Ericsson and C. Billstam (ref. 18RMC069B.20)

#19 A. Schwarz and K. Wicha (ref. 18RMC069C.20)

New to IXO's Premium X range of models in 1/43 are the Renault Clio RS Line 2019 Orange (ref. PRD594) and Renault Clio RS Line 2019 Blue (ref. PRD595).

Lada's rally exploits are often overlooked in model form, but this 1/43 diecast may help redress that, depicting the Lada 2105 modified for rallying by VFTS (Vilniusskaja Fabrika Transportnyh Sredstv). Both versions currently available represent 1984 1000 Lakes Rally cars, each in their own colour scheme.

#63 N.Bolshikh / I.Bolshikh (ref. RAC348)

#42 S.Brundza / V.Neyman (ref. RAC349) 



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Bburago

 www.bburago.com

With its matt green metallic paint, it would hard not to be impressed with Bburago's new 1/18 Lamborghini SIÁN FKP 37. The large scale allows for a tremendous level of detail, including accurate renditions of the original's carbon fibre and leather - all visible through opening doors, bonnet and engine cover. Capturing the aggressive and luxurious feel of the supercar, this model should be an instant, collectable classic.





BELKITS Ford Fiesta RS WRC 2017

1/24 (ref. BEL012)
By Andy McCabe

The Ford Fiesta WRC is a World Rally Car built by the M-Sport World Rally Team for use in the World Rally Championship during 2017. The Fiesta WRC is powered by a turbocharged 1.6-litre Ford EcoBoost engine and a six speed sequential gearbox. The car was successful from its début, winning the 2017 Monte Carlo Rally, the first round it entered, taking a total of five wins in its first season. The Belkits model is a truly mixed media kit containing plastic, photoetch, rubber, fabric, masks, decals and metal parts. The plastic parts are very nicely moulded with crisp detailing, while the etched and metal parts have excellent detail. The decals are printed by Cartograf, which of course means they are spot on. This is a very comprehensive kit that was going to take time to build.

My build began with the removal of the moulded exhaust from the floor pan and its replacement with a new one from the sprue, which is almost the right diameter. I also replaced some of the moulded-in wiring in the cockpit, however these were the only modifications I made to the kit. The sump and lower half of the gearbox represent the engine installation while the suspension is fully detailed, front and rear, with the brake discs having etched metal faces. Much of the detail painting was carried out whilst the parts were still on the sprue because there are many small parts that could be lost if removed prior to painting. When fully finished the chassis looks very impressive, it's a pity it is hidden underneath the two deflector plates.

The driver and navigator seats were next. These have fabric seat belts with etched buckles along with etched frame parts and decals, which look impressive when coupled with the carbon fibre decals for the backs. The rest of the cockpit can now be assembled. Belkits have left nothing out with regards to detail on the interior of this kit and when finished it is really quite remarkable. Decals are supplied for the steering wheel and instruments and there is even a cordless ratchet gun and jack supplied next to the spare tyre. The spare tyre is held in place by a webbing strap and buckles similar to that

supplied for the seat belts.

The roll-over cage and door side panels were fitted into position and that completed the interior for now. This assembly was then glued to the chassis and put to one side. Work now commenced on the body by drilling out holes in the locations shown in the instructions.

The one-piece glazing for the front and rear windscreens and the two side windows was masked, with the unmasked areas sprayed matt black. Chrome thermal self-adhesive stickers were applied to the rear windscreen and the two side rear screens before the glazing was fitted to the body shell. At this point the instructions show fitting the chromed front and rear light clusters, but after some thought I decided not to fit them just yet as the body is covered in decals and the bodywork has to be sprayed Gloss Aluminium. The decals were applied by closely following the sequence given in the instructions. A decal softening solution is required to help them conform to the curves of the bodywork, constantly revisiting and treating them to ensure that no ripples were left. Once the main decals were applied I sprayed the shell with a couple of coats of gloss varnish.

Now I fitted the Chrome head and tail lights, etched radiator grille and bonnet vents, etched fairings to the side and bumper, aials, a vent and domes to the

roof. There are then some more decals to fit on the front, side and rear windscreens and the bodywork. These are mainly small sponsorship logos that are best fitted once the bodywork is almost complete.

The rear spoiler was assembled, painted, decaled and fitted. The Tail Light glazing was masked inside where the reversing lights are and then sprayed internally with Tamiya Clear red (ref. X-27). When dry these were then glued into position with Micro-Krystal clear, as were the headlamp parts. The bodywork was now fitted to the chassis and the front spoiler skirt installed with the final two etched parts fitted to the underside.

This particular kit also has the option of fitting night race parts, a headlamp unit that fits on the bonnet.

There is a huge amount of detail in this kit, which could only be improved by adding a full engine. I did have to read the instructions thoroughly several times to get the assembly method and sequence correct in my mind.

This is a lovely kit of the Ford Fiesta WRC, which oozes quality from opening the packaging to the finished product. I am highly impressed with the completed model, which was a pleasure to make, and I highly recommend it. 🏆

How to Build and Paint a CAR ENGINE

By Nestor Espinoza

Without doubt the engine is one of the main focal points of a car model. In this article we will see how easy it is to build and paint a car engine using Ammo products to produce an engine to be proud of. This example is made using the beautiful 1/12 Shelby Cobra 427 'Caravan', from the Model Factory Hiro range.



The first step is to polish the chrome finished parts such as the cylinder covers. For this task we use the step 6 side of the Multipurpose Sanding Stick (ref. A.MIG-8564).



The pieces that we don't want to remain chrome are sanded to eliminate the shiny finish coat and allow a little more grip for the paint to adhere.



These pieces are painted with Alclad II Metallic paints. First a coat of Gloss Black Primer (ref.A.MIG-8210) is applied to prepare the surface. Then the colour coat of Polished Aluminum (ref.A.MIG-8204) is airbrushed onto the parts. After that a protective coat of Aqua Gloss Clear is used (ref. A.MIG-8212).



The pieces are glued with Slow Dry Cyanoacrylate (ref. A.MIG-8013), using the Activator (ref. A.MIG-8037) to accelerate the drying once the C.A. is applied and the parts are lined up.



The pieces that are made up of two halves are glued and the join line is filled with Arming Putty (ref. A.MIG-2040).



Again the Multipurpose Sanding Stick is useful to sand and polish the join line. Use the sides in order from Step 1 to 6 to get a smooth finish.



All the metallic non-chrome pieces can be painted with Alclad II paints, as we did before. In this case we use Stainless Steel (ref. A.MIG-8217) and Gold Titanium (ref. A.MIG-8216). Always use a primer coat of Gloss Black Primer first and finish off with a protective coat of Aqua Gloss Clear (ref. A.MIG-8212).



Those engine parts that receive an amount of dirt and exhaust can easily be weathered by rubbing a little Black Pigment (ref. A.MIG-3001) onto them.



The polished metal areas can be represented by rubbing a small amount of Polished Metal pigment (ref. A.MIG-3021) onto them with a flat brush.



The lines, angles, and raised detail is enhanced with a wash using Black Night (ref. A.MIG-1611) and Neutral Brown (ref. A.MIG-1614) Panel Line Wash. First apply the wash with a fine brush, allow it to dry for 5-10 minutes and then clean the excess wash away with a brush slightly moistened with Enamel Odourless Thinner (ref. A.MIG-2018).



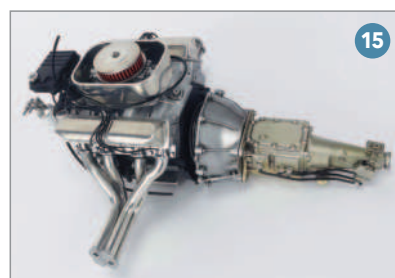
The small aluminium pieces are airbrushed with acrylic Matt Aluminum (ref. A.MIG-0194).



After the paint has dried they receive a wash with Black Night (ref. A.MIG-1611) to enhance the angles and raised detail.



Once the parts are dry and you are happy with the finish achieved on the pieces they are ready to glue in place.



The final look of the engine. It is a really simple and enjoyable process, which adds life to the very heart of your model. 🏎️



ULTIMATE

Modelling Products

Ultimate Decal Setting Solution

UMP offers three different grades/strengths specifically formulated for all aspects of decalling - 'Normal' for normal decals on regular surfaces, 'Strong' for normal decals on hard to conform surfaces with strange angles and irregular shapes and then the 'Extra Strong' for those stubborn decals like Shunko on tough, demanding and irregular surfaces. Ultimate Decal Setting Solution is for the most difficult and irregular surfaces to be found on models. It completely softens the decal, allowing it to conform perfectly to surface irregularities without distortion. Ultimate Decal Setting Solution actually makes the decal look like part of the painted surface.



Ultimate Modelling Products Weathering Pigments

These are made from the highest grade pigments available. Our pigments are extremely versatile and can be used to create dirt & dust, rust, burnt out effects amongst many others for AFV, cars, motorbikes, sci-fi and most genres of modelling. They can be set in place with either a thinner, matt or gloss varnish to seal in place. They can also be used to create a variety of weathering effects including mud and ground effects etc. using a PVA based glue, and bulked up using static grass to add texture.



Ultimate Polish System

This has been produced using technically advanced formulas to bring you the absolute best four step polishing program for your models. This is for one of each stage of the Ultimate Polish System - #1 Compound, #2 Polish, #3 Wax, #4 Shine & Ultimate Polishing Cloth - Colour may vary.



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Mammoet

www.store.mammoet.com

Mammoet's new 1/50-scale releases are all based on a theme of customisation. It is interesting to see resin used more in these models because it reduces tooling costs when compared to die-cast, making smaller production runs practical.

Manufacturer: **IMC Models**

Ref: **410257_000**

Scale: **1/50**

Price: **€59.00**



Mammoet Pool Car

When working on site, a pool car is often used to transfer the workers to and from their accommodation, so it is interesting to see the release of this resin model. It comes complete with a lifting frame, allowing the car to be transported on the back of a ballast trailer. The model is static, screwed to a plastic base with lifting gear connected, ready to pose being lifted.

Mercedes-Benz Arocs 6x4 with Seven-Axle Nootboom Lowloader & Fassi Crane

This interesting release is a mixture of metal and resin parts. It is specially designed to transport the ballast and equipment for the Liebherr LTM1500-8.1 mobile crane.

The tractor unit is a Mercedes-Benz Arocs with opening cabin doors, good interior cabin detailing, a steering front axle, and fifth wheel coupling to connect the trailer. The trailer comprises a fixed storage container over the gooseneck, with the trailer bed equipped with a frame that accommodates the various components from the LTM1500-8.1 model. It is finished off with a rear-mounted Fassi loading crane used to position the pool car.

The model packs a punch detail-wise, particularly the fully functional crane, complete with control module and access platform.



Above: Out of the box, the specially designed custom trailer has been authentically captured.



Above: The Arocs tractor, complete with opening cabin doors is a good companion for the trailer. There is even a driver figure supplied in the box.

Manufacturer: **IMC Models**

Ref: **410256_000**

Scale: **1/50**

Price: **€249.00**

Right: The functional loading crane is a nice addition, and when coupled with the separately available pool car, an accurate loading configuration can be shown.



Above: The heavy haul 8x4 Mercedes-Benz Arocs tractor, shown with ballast box fitted.

Mercedes-Benz Arocs 8x4 with Ballast Box & Fassi Loading Crane

Another new release featuring the Fassi loading crane is this heavy-duty 8x4 tractor with rear ballast box. The model has a working fifth wheel, allowing the ballast box, complete with integrated loading crane, to be fitted or not as desired by the collector.

The cabin features opening doors with a figure supplied that can be fitted. The front and second axle have working steering, and the rear tower module is highly detailed with

a clever use of a photoetch panel for the cooling grille. The ballast box has an open centre section that's ideal for tool storage, and two lifting chains are also supplied. The crane has extending outriggers, but these are impractical in the configuration shown because they are unable to be lowered enough to provide any support. This is not a major issue however, as they can be removed.



Above: The crane can be posed in several positions and has a single-stage telescopic boom with hook, while the frame has extending outriggers with jacks, that can be lowered.

Manufacturer: **IMC Models**

Ref: **410277_000**

Scale: **1/50**

Price: **€149.00**



Left: The collector has the option of fitting the ballast box. This clips on using the fifthwheel coupling.



Above: The rear tower incorporates the fuel tank, cooling system and air canisters, complete with access ladder and rear facing lighting.



Below:
The Nootboom Redline Series Euro-PX Trailer with Scania S Highline 6x2 Tractor.

Nootboom Euro-PX 2-Axle Lowloader with Scania S Highline 6x2

The latest model released by WSI Models for Nootboom is the new-tooled two-axle Euro-PX low loader trailer. This is shown here finished in the Redline series, paired with a Scania S Highline 6x2 tractor unit with Nootboom markings.

The trailer features Pendle-axle linked steering which has a shallow range of movement. The excavator trough has detachable covers at each end, with four separate wide-load marker boards which can be fitted as desired. The load floor telescopically extends to increase its length with a metal outer frame, and a nicely textured plastic insert representing the wooden deck planks. The gooseneck connects with the load floor but does not have any hydraulic adjustment and is instead modelled static. The opening storage box is a nice touch, with permanently fitted side boards and a spare wheel.

Not surprisingly, other company painted versions of the model have started to appear paired with different tractor units, and this one is likely to be a popular addition to any Nootboom fleet. 🚛

Manufacturer: **WSI Models**

Ref: **583.50.26**

Scale: **1/50**

Price: **£150.00**



Above:
The trailer axles have a limited range of linked steering.

Right:
The tractor unit has a high-quality finish with plenty of fine detailing.



Above: The rear module has an excavator trough with detachable panels and wide-load marker boards.



Above: Telescopically extendable load floor allows the trailer length to be increased.



Above: The gooseneck can be detached from the load floor and has a functional storage box and spare wheel.



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67020
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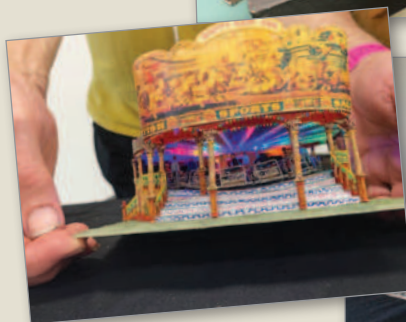
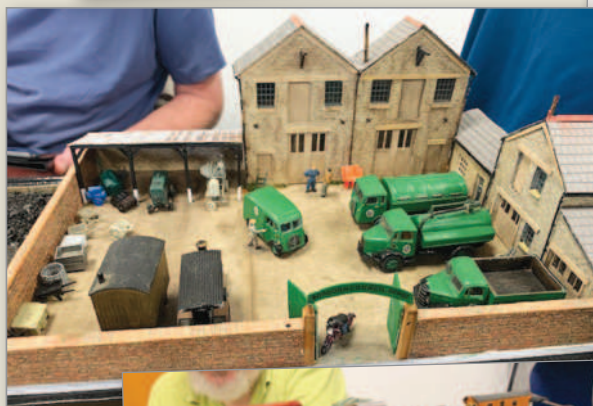
The National Association of Road Transport Modellers Gaydon Show 2021, 14-15 August 2021

Robert Wilson gives a personal view of the show and the history and ethos of NARTM.

This year's NARTM show was a milestone in the current uncertainty we are treading through. Nonetheless a good turnout of exhibitors put on a cracking show over the two days, with a good spread of exhibits in various scales. Our location within the overall show was a bit out of the way resulting in less footfall through the hall compared with our normal location but in COVID times the overall attendance figures could well have been down compared with a normal June show year. Personally, it is a 900-mile round trip to display at the show, a fair commitment you might think, but the members of NARTM group are always welcoming. The origins of the group go back to April 1983. A Scout unit from a deprived area required funds to take the lads to summer camp. To achieve this the club founder and the scout master decided to run a model show 'Railroad 83' to raise the required funds. All the exhibitors had club or display names, for example the Model Bus Federation (MBF), the Miniature Armoured Fighting Vehicle Association (MAFVA), the British Model Soldier Society, the Mailed Fist Wargames group and so on. The only one without a name was the display of commercial vehicles. So, after setting up on the Friday night, the chap with the lorry models went home and came up with the NARTM name, producing a sign using Letraset rub-down letters on a piece of white card as a mickey-take. The show raised more than the required funds and all the Scouts were able to go to summer camp.

A couple of months later NARTM received an invite to display at a local boys' club hobbies night. By the end of the evening, we had five people wanting to join the club, that they have never heard of before, so we could not let them down. The plan was formed to have actual club meetings at the local Tramshed Museum in Ashton-under-Lyne.





Posters were put up in the model shops in and around the Manchester area and we had fourteen people turn up on the first night with a selection of model lorries made from cardboard, plastic kits and even one chap who brought a selection of 1/50-scale lorries made from machined steel. We started to get invites to display our models.

With the membership starting to get bigger it was decided to start a newsletter. This was a typed sheet, or three, run off on the Scouts' Gestetner, a hand-cranked duplicator in the front room of the 'committee', which now consisted of the president/founder and the club secretary (the Scoutmaster). The next thing was a club logo. This was designed by the founder with the United Kingdom outlined and

then crossed with a paintbrush and a craft knife with the outlines of two lorry fronts surrounded by an outer ring representing the side wall of the tyre tread. Due to intermittent production of the newsletter, an editor was found who turned it into an A5 format using a photocopier for production. After a couple of years business commitments took precedence and the editorship was handed over to another club member. He in turn improved the quality of the newsletter, adding better graphics and colour. Health issues intervened and the challenge was taken up by the current editor who not only rebranded it from newsletter to a 40-page gazette, still A5 in but now in full colour. While he knew very little about trucks or models, he certainly knew his stuff about printing. Originally, he only planned to do it for twelve months (four issues) but has thankfully stuck with us for the last ten years and done a superb job.

At its height NARTM had 250 members nationwide plus modellers from five other countries around the world, including Finland, Norway, Canada, Australia, and the Netherlands. We are now down to about four-fifths of the club membership at its height. Club members model in most scales from 1/152 to 1/3, but those who regularly seem to put pen to paper are those who model in 1/76 scale and 1/50, followed by a loyal few who do want to build in 1/24.

Members attend many shows up and down the country, be they actual model shows, vintage vehicle rallies or model railway shows. We also have four area branch meetings, usually held once a month in Wales, Barnsley, Alsager (South Cheshire), and Manchester and at most get-togethers there is a theme to follow.

We all enjoy building models and taking them along to any show that gives us the opportunity to share our work with others is a bonus. We aren't a competition-based club, but we aim to raise our standards on every 'next project'. Like most groups we have a range of ages within our membership which reflects in the variety of models we produce. I prefer to build white metal kits in 1/48 scale, usually of Scottish trucks and lorries from the 1970s and 80s. Within the group, however, I am in the minority as most members prefer to build in 1/76 scale which matches OO scale model railways. The wealth of railway layout material available in this scale lends itself to having what's needed to set models into a realistic setting with many dioramas on show this year. With 1/76 scale you have the option to put just one vehicle into a small diorama or create a street scene using several that can cover a table, something that is often not possible with larger scale models.

Personally, I have been building models for about twenty years now. One of the joys of the NARTM show is the ability to see work in other scales from one's own. It's surprising what you can see and learn if you take off your 'scale blinkers'. A model truck is a model truck no matter what scale it is built in, and for me every day is a school day where we can all learn from one another.

Next time you come to the model show at Gaydon, why not give the NARTM a visit too. If the pictures from our 2021 Gaydon show assist or encourage anyone to try something different (or better still, to take up model building) that would make all the effort and commitment we put into the hobby worthwhile.

The club gazette is produced on a quarterly basis. Club subscription for UK members and BFPO addresses is £17 per annum and £30 for the rest of the world.

For further information or to join, please contact:
The Membership Secretary, Colin Foster,
Universal Solution 4 Business, 268 Victoria Street,
Newton, Hyde, Cheshire. SK14 4DT
Tel. 0161 3678999 or Email: nartm@us4b.co.uk







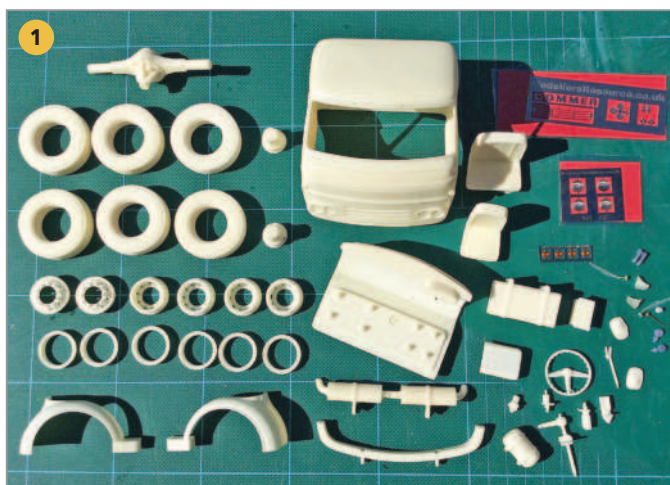
MORTAR, MORTAR EVERYWHERE...

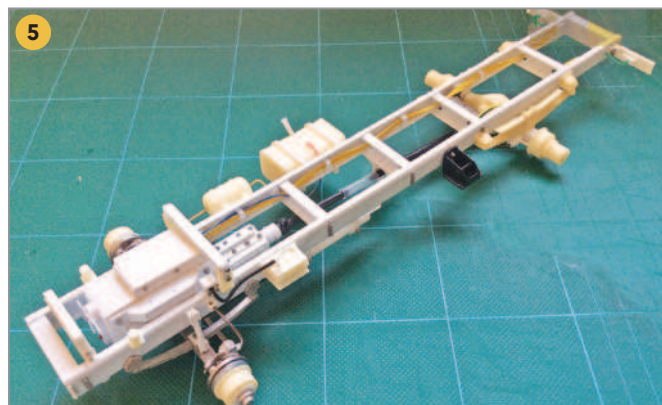
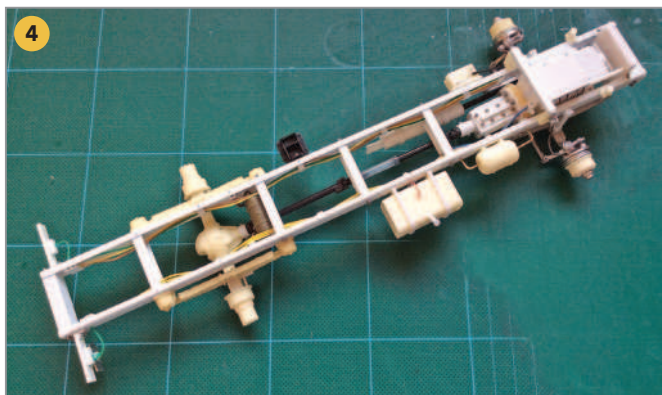
David Cassell's 1/24 Commer C is visited by a slightly different Marley's Ghost.

I've had a soft spot for the Commer C Series since I was a boy in the 1960s. Near where I lived there was a Rootes Group dealership called Blackshaws that sold them and I can recall passing their garage, seeing new chassis-cabs parked outside waiting for bodywork and painting.

Nowadays I tend to concentrate on modelling vehicles operated by Marley, a company I had a 43-year association with. Some years ago, I came across a black-and-white photo in a 1960s' Commer brochure of a Marley C Series four-wheeler. More recently I was given photos of a derelict Marley Commer literally sitting on the ground in the famous Rush Green Motors scrapyard in 2018. I bought the 1/24 C Series cab kit from Modeller's Resource as soon as it was released (**photo 1**), so I could build a Marley Commer.

Usually I begin a model with the chassis, but this time the body was the first area to tackle. I had a spare resin flatbed body kit, designed to fit a four-wheeler, produced by Kingdom Trucks several years ago. Rather than use this itself, I decided it could serve as a pattern to build my own body for this and other future projects. It was very similar to the body in my photo so needed little modification. I created the framework using various Plastruct profiles, adding a tailboard which the kit didn't include (**photo 2**), as well as a step in the body's offside behind the cab that my photo revealed. Meng Model plastic nuts and bolts were used to





give extra detail and rope hooks, fashioned from bent brass wire, added to the underside. With the body complete it was primed and given four coats of Halford's Vauxhall Flame Red (453654). Plank-effect plasticard created the load bed, and headboard and tailboard insides. This was sprayed aluminium before being glued in place (**photo 3**).

The chassis was a simple ladder-frame design. Calculating that it needed to be 350mm long,

I cut pieces of Plastruct 90519 I-beam to length and then removed a top and bottom flange from each creating accurate C-shaped rails. I cut four x 30mm crossmembers from the same stock and drilled wiring holes in them. The front and rear crossmembers were cut from 9mm square tube. These were all glued in the correct locations, using the body and the cab to mark the axle positions. This was then left to dry, weighted on top to ensure everything stayed straight and level. I used a generic rear differential and rear springs from Modeller's Resource, and at the front I added their white metal narrow-track steering axle. The diesel tank, battery cradle and air tanks were added from the cab kit (**photo 4**).

My spares box failed to provide a suitable engine, so I fabricated a 'dummy' one (**photo 5**), a gearbox, and radiator from leftover bits and pieces. It just needed to fill the space under the cab, but I got carried away adding detail which can't actually be seen on the completed model! (Nothing wrong with that – Ed.) Brake cylinders were piped-up using thin computer wire, which was also used along the insides of the chassis rails for the rear light clusters' electrical connection. I could now correctly position the kit cab mounts.

Many Commer C Series were fitted with the famous two-stroke engine with distinctive under-bumper exhaust system, which is included in the cab kit, but neither of my reference photos showed this on Marley ones. Reckoning they probably had Perkins engines, I scratch built an exhaust system running along the left hand side of the chassis (**photo 6**). With the chassis complete, it was primed and given four coats of Halford's Satin Black (468835) for a semi-gloss finish.

The front and rear hubs, 20"x10" resin wheels and tyres all came from the Modeller's Resource range. After priming, the wheels were sprayed Vauxhall Flame Red with the wheel nuts brush-painted aluminium. The hubs and tyres were sprayed Satin Black, then dry brushed in various shades of grey to pick out the tyre tread and sidewall detail (**photo 7**). The exhaust system was painted aluminium and then dry brushed in various matt browns to replicate rust.

The resin cab is a superb rendition of the real one, with a lovely little photoetched ventilation grille to attach under the windscreen. I felt the radiator filler flap on the front still needed a little more prominence, so I added a small piece of thin plastic card with rounded corners. Bolt heads were also attached to the corners of the front grille panel with strips of micro-rod behind the grille, mimicking detail seen on the real lorry. The side windows lacked a strip dividing them from the front quarter-lights, so I used thin plastic rod for this (**photo 8**).

After cleaning to remove casting residue, and once primed, I sprayed the roof with Halford's Ford Polar Grey (452904). This was left to harden, masked off, and the rest of the cab received four coats of Vauxhall Flame Red. The inside of the cab was brush painted a matt grey, with matt beige for the headlining. Mudguards and front bumper were painted Satin Black to match the chassis. The cab interior was built as per the instructions,



painted matt black with the floor under the seats painted matt grey, as was the seat piping (**photo 9**). The dashboard and instrument were painted matt white and gauge decals added. Further detailing in the form of scale maps and cigarette packets (the cigarettes were thin slivers of plastic with a touch of brown paint for the filter tips). I made the driver a lunch bag basing it on a bag my dad used to take to work when I was small. In the back of the cab is an oilskin coat, worn when unloading in wet weather. This was cut from leftover window blind fabric and painted accordingly with some dirty weathering. I then added the mirrors, wipers, headlights, sidelights and indicators to the outside of the cab. The photoetched 'COMMER' lettering was given a light coat of aluminium paint before being attached using varnish rather than glue.

I decided to add a load to the lorry (**photo 10**). One photo showed the vehicle being loaded with sacks of 'Marleymix'. This was a premixed mortar that just required water to be added and was very popular back in the 1960s. It came in yellow paper sacks with black seams on the ends. The photograph showed the sacks being 'handballed' onto the lorry, without the use of pallets.

Fortunately, I had bought several resin sack 'stacks' at the 'On The Road' model show in Jabbeke a couple of years earlier, and these were ideal. After spraying them white to underpin and enhance their yellow topcoat, a liberal application of Humbrol Matt Cote (AC5601) gave a good flat finish (**photo 11**). The black seams were then added with a fine brush. I was fortunate to find an old illustration of a Marleymix sack logo, which I reduced on a colour copier and glued onto each sack in the top layer (**photo 12**). The real load would have been protected with a canvas tarpaulin. To represent this, I soaked a paper hand towel in PVA glue and folded it over six of the sack stacks that had been glued to the body. Once dry, it was painted in a Humbrol matt green shade, followed by dry brushing with matt white, grey, light green and beige to give a well-worn look. I then roped it on with some model boat thread, tied around those wire rope hooks underneath (**photo 13**). The two stacks at the rear of the load are removable and can be placed next to the model to show unloading or loading in progress.

The final, somewhat important, stage was to give the Commer its Marley identity. A roof mounted sign was fixed to many of the lorries back then. It was usually straight, but the Commer had a curved version. I made this from black-painted 30 thou plasticard and added mounting brackets. A Marley logo was cut from an old brochure and glued onto a piece of thin plasticard. The letters and 'Marleyman' logo were trimmed out with a sharp scalpel blade and glued to the sign. Another similar logo was added to the tailboard. Some 'Royal Warrant' (by appointment to The Queen) decals were applied to the cab doors, as these were still visible on the lorry residing in the scrapyards. In my black-and-white photo the lorry had fleet number '1199', so I made mine '1200' and gave it the registration number from the scrapyards lorry, DKL621C. I made the 1960s-style plates using Slaters' 3mm plastic letters for an authentic appearance (**photo 14**).

This was an enjoyable project enabling me to realise a long-cherished wish but would not have been possible without the excellent cab kit from Modeller's Resource. That derelict Commer in the scrapyards can now live on in my model. 🚚

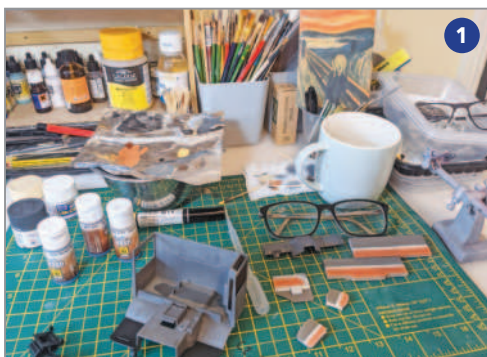




Taking Better Photos for + **MODEL PHOTOGRAPHY**

A few simple tips from the Editor.

The Smart Phone, the DSLR camera and Social Media mean it's easier than ever to share your work, such as on our Facebook page. We also welcome submissions for possible publication in Model Truck World. Here's our guide to effective model photography to help you show your work at its best, whether it be documenting work in process or shooting that fully finished masterpiece.



1

Cleanliness is Next to 'Modliness'

Make sure your model or parts are clean before photographing them. A soft brush can be used to remove dust and hairs, or you can use your airbrush as a blower. Photographs tend to highlight these things, especially when doing close-up work. Make sure your background is clean too, especially if you are using a plain coloured sheet.



2

Location, Location, Location

We like our articles to have as many 'in progress' pictures as possible. But they need care. Essential materials in the shot showing a process are great, but we want to see your model being built, not your messy workbench! This chaotic shot distracts attention making it difficult to see what's happening. It's enough to make you 'Scream' (**photo 1**). Two minutes tidying gives a much clearer idea of what's going on. The picture is taken from a better angle (**photo 2**), and it can be cropped further to 'zoom' in if required (**photo 3**). It will put a smile on the viewer's face.

A few shots taken on your workbench will add interest to the story. But if you can, it's better to have a set up to take cleaner photos. It could be a little light cube or tent, like the ones you can find online (**photo 4**). They aren't expensive and give a nice clean background. But you can also use a sheet of white card with some lights (**photo 5**). White fabric is okay too, but it needs to be ironed or smoothed out, and with a matt, fine texture or this can show up in the pictures.



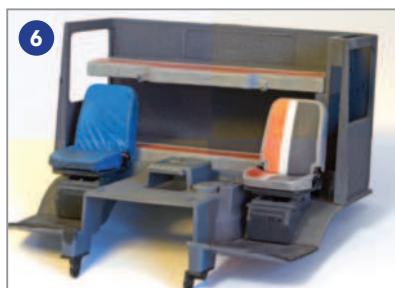
3



4



5



Lights, Camera, Inaction

Plenty of light, and the right kind too, is needed for good photography. Bright, diffused daylight is ideal, so investing in daylight-balanced light bulbs will help. These give a cooler-coloured natural light and when compared to old-fashioned, yellow tungsten bulbs, and the difference is obvious (**photo 6**). Smart Phones and modern cameras will compensate for the light's 'colour' but it can still throw colour hues and tones and make for strangely tinted shadows. You can also buy specialist daylight lamps from art shops, and these are just as good, if not better. They are also good for modelling, as they give truer colours when painting and cause less eye strain.

A single light shone directly on your model creates harsh, deep shadows and highlights that can be too bright (**photo 7**). Using a pair of lights that you can angle and keep them a little further back makes the light more even (**photo 8**). Adding a few more lights spaced around the model means your subject will be evenly illuminated, giving a nice uniformly lit photo. With a light cube you shine the lights through the translucent white sides and top to create the diffused illumination you need. Spend a few pounds more and you can buy a light tent with built-in lights, and that makes life a lot easier.

Is that Damon Albarn in the background? No, it's just Blur.

Words like 'depth of field', or 'f-stops' relate to how sharply focussed your image will be from its foreground all the way through to its background. The higher the f-stop number, the greater the depth of field, meaning more of your photo will be in focus.

Trucks by their rather long nature, especially when fitted with a load, are easy to photograph with a nice sharp cab at the front and the rest of the truck progressively blurring as it tails back into the picture. That's caused by a shallow depth of field. Smartphones are actually quite good at giving a good, deep depth of field, especially if you stay around 25cm to 30cm away from the subject, so the electronics don't think you are trying to shoot a close-up and just focus on the immediate foreground.

With a DSLR, especially if you shoot in 'auto' mode, the camera takes the fastest exposure it can (to prevent camera shake giving a blurry image). In most cases this means that the f-stop number of the camera will be quite low, so the lens aperture is open wider to let more light in meaning it needs less time to take a properly lit picture. But the depth of field is shallow and your truck, apart from the windscreen wipers, is blurry! These three pictures show a shallow depth of field, a medium one, and a deep one. The enlargement in the top left of each shot shows just how sharp 'blur' is at the back of each image (**photo 9, 10 and 11**).



To prevent this you need to take that most 'un-modellery' of steps and read the camera instructions. This will show you how to manually set the f-stop and exposure controls. There is a big 'but' here though: you will probably need a tripod to stabilise your camera, as the exposure times needed with high f-stops tend to be too long to hand-hold the camera without it shaking. A remote control to take the photo also helps. For example, in this image the f-stop is f 25, which needs a 2.5 second exposure (**photo 12**).



But It's All Done In Photoshop, Right?

At Model Truck World we actually prefer shots to be sent to us 'vanilla' without post-production effects. High-resolution jpegs are absolutely fine. Any improvements or corrections can be handled during the design and production process.

'You'll all suffer, I'm going to be... a STAR!' *

To submit an article and photographs to use, please email a sample photograph or two and accompanying write-up to the Editor at jon@guidelinepublications.co.uk or if we ask you to send a full article and set of pictures, please use the free file transfer service www.wetransfer.com.

*Had Withnail followed this simple guide, he wouldn't have been so mauve (and neither would his photos).

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LONDON PLASTIC MODELLING SHOW



LONDON PLASTIC MODELLING SHOW

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



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



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



Meet and chat to our editors



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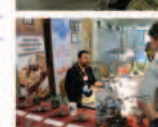
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ERNEST'S ATKINSON BUILT IN EARNEST



James Dean builds a 1/48 Heavy Goods white metal kit of a childhood memory that became a passion.

When I was a boy, my dad took me to Ernest Thorpe Transport of Thurgoland near Sheffield to look at their restored Atkinson Borderer GMA200K and take measurements for a scratch-built 1/24 model. Ever since that day, Ernest Thorpe has been my favourite haulier, with their red-ringed slogan 'The Service That Satisfies' and traditional livery gracing a classic British fleet. With the white nudge bars, their Atkinson Borderers were a unique sight. They still stand out today in the same white, green and red livery, although they are now an all-DAF fleet. I visit the yard whenever I can nowadays and could happily spend hours there.

I have always wanted to build a classic heavy goods Atkinson white metal kit in 1/48 scale. I can 'just' remember the one my dad built, so this had to be special by making it as realistic as possible. With fantastic period photographs constantly surfacing on social media, I could finally see how the working fleet looked in the past, with wear and tear from the steel-hauling business the company is renowned for. I had good reference photos for DXG948K, a 1971-registered Borderer (**photo 1**). These showed a slightly worn state with rust coming through the bumper and the odd battle scar, so I wanted to create something similar on my model.

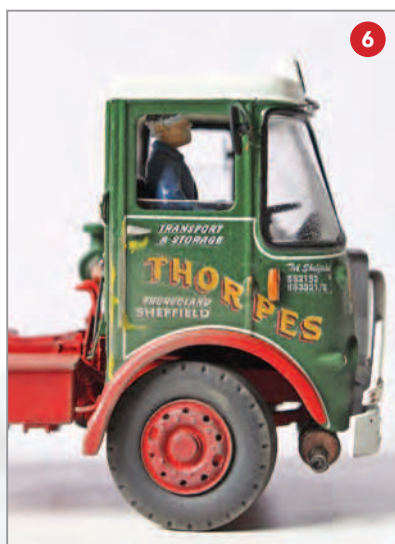
To make way for the large toolbox Thorpe fitted to their lorries, I started my build by removing most of the cast detail from the chassis, together with the spare wheel carrier and batteries. The toolbox (**photo 2**) was scratch built using plastic with a fuse wire locking catch, and the fuel tank had a 10 thou plastic lip added to its edges

with new brackets. The chassis received bolt heads, wiring and plumbing enhancements, as well as resin mudguards and front wheels, both from the spares box (**photo 3**).

The main challenge was the drivetrain for which I scratch built a master (**photo 4**). I believe that most Thorpes Atkinson Mk2 Borderers were Gardner powered with David Brown gearboxes. Both items were resin-cast from the master, so I could make more later. These were not a complete success with the odd air bubble, but I'll perfect this in the future and I'm happy how it turned out. I detailed the gearbox with a mounting cross member built from 10 thou plasticard, and a susie gantry and fine details were added later.

The cab now received attention (**photo 5**). The rear wall was stripped, and I added my own water tank, window rubbers, handbrake and fuse box wiring. The inside wall was drilled to resemble the pegboard-type material found inside Borderers. Fellow modeller, Ashley Coghill, kindly sent me the original white metal Thorpes nudge bar and radiator grille with the famous logo. The original transfers he sent came in handy when commissioning new ones from Paul Robson, who, as usual, did a superb job creating new decals in one of the original designs (which is slightly different from the restored livery we know today). These were carefully applied and sealed with clear varnish along with pinstriping from M&G Mouldings (**photo 6**). The tractor was finished off with a driver, an engine cover blanket, tools, and some paperwork on the dash. Tax disks were added to a tiny scratch-built holder as a final flourish.





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When weathering this model, I tried to replicate the images I had of the lorry. I also took inspiration from other Thorpes lorry photos that showed worn paint on the doors with yellow bleeding through from beneath. Most of the weathering was done using Tamiya weathering powders after lightly spraying a matt varnish coat. The engine received silver chipping to replicate flaking paint, while the exhaust had rust added with general marks and scratches applied over the chassis and oil leaks underneath (photo 7). I also added the lightest of scratches to the toolbox lid, although it's not easy to see in the photos, with rust around the catch. Fuel spills were made by rubbing black weathering powder down the tank then overcoating with clear gloss varnish. I cut paper masks for where the wipers would clean the screen, then lightly dusted the uncovered glass with matt varnish.

The photograph of DXG948K showed it pulling what looks like a Boden trailer of 34 to 38 feet in length. This was completely scratch built from plastic with resin suspension, wheels and tyres (photo 8). For the deck I used wooden barbecue smoking 'paper' which is really thin and has a fine

wood pattern. It just needed the plank lines to be scribed in. This was edged with plastic C-section with the upper lip removed. Brutal filing recreated the dented sides from years of being loaded up in steel factories. Rope hooks made from bent fuse wire were superglued to the cross members, while the delicate landing legs were also scratch built. I added a front headboard built from stacked coffee stirring sticks to represent planking and edged with plastic strip. Tiny Boden badges were made from Milliput for the side raves and painted green, as a decal didn't really represent their raised surface well. I must treat myself to a magnifying glass one day as this literally gave me a bad headache.

The trailer accidentally took on a naturally curved stance which was nice and after painting and decaling, I gave it a good coat of matt varnish before weathering. Heavy chipping and rust were applied along the side raves, mostly to the high edges and corners, as were central 'I' beam tops, and the fifth wheel rubbing plate was 'greased' with black paint. The wooden deck was dirtied up with a black wash to indicate plenty of scrapes from forklift trucks.

The trailer had to have a load and, of course, it had to be steel. Bike spokes were cut, painted at the ends, and glued to wooden planks made from matchsticks (photo 9). These were stuck to the trailer and secured in place using chains with scratch-built chain binders (photo 10). I also made the metal box section that Thorpes added to the sides of their trailers to help secure the load, the long vehicle plate at the rear and number plate. It's nice to have a real steel load on this model and so far, it hasn't collapsed under the weight.

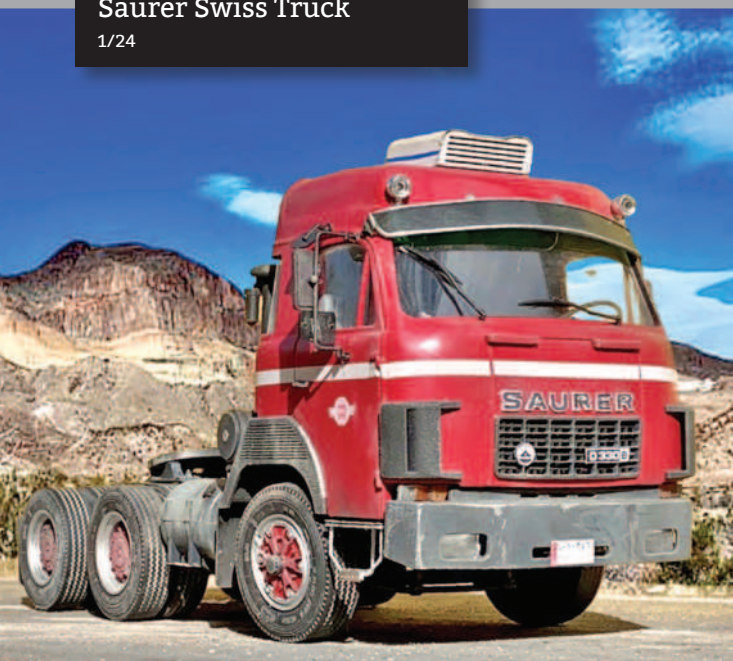
I recently visited Thorpes after I was asked to bring the model for the guys there to look at. I met Mick and Martin Thorpe who were impressed with it and, thanks to Martin, I learnt a lot about the fleet. I didn't know, for instance, that Atkinsons were sign-written before moving to stickers with the Seddon Atkinsons. I visited again the next day and took some photos of the model in the yard with their full-size fleet in the background (photo 11).

This was a big, but very enjoyable, project of a model I'd always promised myself since I was a child. It won't be the last Thorpes either. 📷



11





Sweet & Saurer

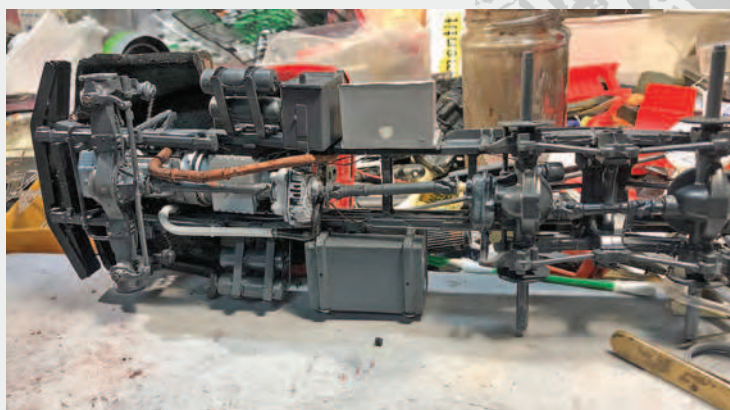
Fantastic Saurer Swiss Trucks 1/24 from Martin Stalder.

Many modellers might have seen the work of 'Modellbau Truck' on social media and having been entranced by the finish and realism of his work, I thought it only fair as Editor to show some of Martin's work here. So, while this isn't quite a normal 'Meet the Modeller' I hope you will enjoy this brief introduction to his inspiring modelling. Over to Martin.

“ As I'm Swiss, I have waited a long time for any 1/24-scale Saurer truck kits to be available, especially the overland cabin and canopy cabin versions. I have been building models of all kinds, but mostly trucks, for about 35 years. In the 80s I learned truck mechanics and while I have not worked in the trade for a long time, the diesel has stayed 'in the blood'.

While a day cab Saurer cabin was available in 1984 as a limited-edition resin kit, back then the quality was nowhere near as good as today's resin cabins, like the ones from KFS. Nevertheless, for years this was the only way to build a Saurer at all. Blizzard Print of Schwyz, a 3D-printing studio, finally came to my rescue, realising the possibility of building a Saurer in 1/24. Both the cab prints needed a lot of work, especially sanding. The printing material was very hard, so I used several grades of sandpaper, from coarse 240 to finer 600 grit, until the





typical 3D layers were smoothed out properly. With the long-bonnetted canopy-cabin version you have to attach the window rubber seals and rain gutters yourself. This wasn't too difficult using Evergreen plastic profiles installed with two-part epoxy adhesive. As a basis for the two models, I used either a 1/24 Mercedes or DAF chassis from Italeri. The remaining Saurer parts such as the air filter, engine and exhaust system were then scratch built. The planetary drive axles are special Saurer ones, so no other ones can really be used. These would be a laborious task to scratch build, fortunately, these drive axles are now also available as 3D parts from Blizzard too. Fitting the cabin to the chassis is a complex process and many adjustments need to be made.

Saurer trucks can be found on every continent. A heavy-duty 6x6 export version served as a basis for the livery on the Saurer canopy-cabin truck, while the overland Saurer was finished as one of the 60 sold to trans-continental hauliers, Orel Balkan Trans, which they used on their Iraq routes.

Experience of working with roughly-cast materials was very useful for these two builds, but in the end, unique models resulted which are unlikely to be seen elsewhere. ”





A Model That Doesn't Quite 'FALL' Together...

Chris Cooper appraises Revell's 1/24 Revell Volkswagen T1 Bus kit.

Developed from the Beetle in the late 1940s, the first version was manufactured from 1950 to 1967, and was designated 'T2' to differentiate it from the 'T1' (Beetle). Nowadays it's confusingly known as the 'T1' after Volkswagen renumbered things around 1990. Many variants were built, including a panel van, a pickup, and of course, the famous camper van. There were also hybrids combining facets of more than one type - the 'Kombi' had easily-removable seats to give a cargo space. This Revell kit (ref.07675) portrays the 'Transporter' minibuss, a vehicle with three rows of seats that nowadays might be called an MPV (**photo 1**).

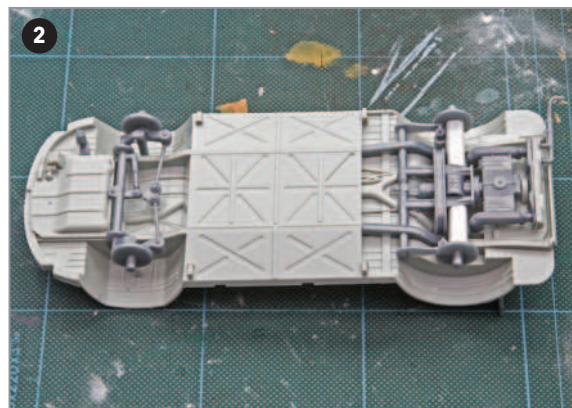
Revell's end-opening box disgorges several sprues including one chromed, two clear, and a set of rubber tyres. Large, colourful, easy-to-read instructions show all the paints needed plus a sprue map. The latter is useful as many of the parts cater for different versions and are marked 'not for use'.

Construction began with an upper and a lower floor pan. A rudimentary suspension and axles go onto the underside of the lower one (**photo 2**), while a rather nice representation of the engine sits on its rear, upper side. The upper pan is the cabin floor onto which the seats and vehicle controls attach. I airbrushed the lower pan assembly

black and then sprayed the engine compartment white ready to accept the engine which I added after assembling and painting it (**photo 3**).

Apart from the black-painted driver's floor, most of the interior is white as part of the two-tone overall colour scheme. I decided on maroon for the other colour because I had some available. So, after assembling the seats they were sprayed maroon and matt varnished once dry to tone them down. These were added to the floor with the gear lever, handbrake and foot pedals, and the two pans were glued together to complete the interior (**photo 4**).

The instructions now tell you to construct





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the bodywork around the interior, but this leads to the old problem of when to paint it. You can't construct it separately as it requires the floor pan for rigidity, and you can't fit the floor pan afterwards. Furthermore, this outer shell forms both the interior and exterior of the vehicle and needed painting on both sides, so installing them before spraying wasn't going to work. The bodywork's nine parts were, therefore, individually primed and sprayed maroon (**photo 5**). Normally I'd apply the white first, but this way made for easier masking everywhere of the second colour.

Life now intervened when I woke up one morning without the use of my right hand (I'm right-handed). Ever heard of 'wrist drop'? No, neither had I! (Damage to the radial nerve causes the wrist to remain bent down - Ed.) After a two-month recovery period, I was raring to get back to the bench. At least the paint had thoroughly hardened, because the painting body parts before installation means there are ample opportunities to damage them, but I managed to get the rear

doors and the sides on without fuss.

The dashboard comprises a combination of chrome parts and decals which look very good. This is added to the nose panel which attaches to the floor pan's front. Revell tells you to install the steering column and wheel to this too. Don't! The foremost part of the floor pan tilts upwards, and you can't add the front panel with this column attached, as it won't clear this. I attached the panel (**photo 6**), and then the column afterwards. It's awkward but do-able. The driver and passenger front doors and the offside double doors are the last exterior panels to fit. Revell's basic hinges allow the front doors to be operable, but they get in the way and result in gaps around the doors when left closed.

The model now just required its details. After touching up any assembly damage to the external panels, I decided to apply a coat of varnish to blend this in, so picked up the model to take it outside. Reaching for my spray can, disaster struck! I dropped the model nose-first onto the concrete floor of my 'mancafe'. The front panel caved in breaking all three windscreen supports. The side doors disappeared and the two side panels came loose. After a minute or two of colourful 'Old Norse' (we don't do Anglo-Saxon up here in the Danelaw), I took stock of the wreckage (**photo 7**).

I could repair most of it, but the broken windscreen supports would make realignment difficult. I re-glued the side panels and doors to support the front panel. Then I lined this up with the windscreen supports, clamped them, and applied copious amounts of superglue. The fractures were disguised with more touching-up. A gap around the passenger door was big enough to drive a lorry through, but it could

have been worse.

After a coat of varnish, it was left to dry. Next morning, I inspected the model and decided it wasn't going in the bin (**photo 8**). I'd seen worse, although it wouldn't win any prizes, so I added the remaining details.

This left the glazing, which installs from the outside, and Revell gives an option to pose them open too. The glass parts have lugs that fit into raised 'hinges' but these are somewhat overscale and lumpy. I simply removed the lugs and attached them with white glue. The front door windows weren't a great fit, but the accident may have caused this. The instructions suggested chrome window surrounds, but the Internet showed that although some were chrome, the majority were black, so I applied this with a marker pen.

A well-detailed decal sheet provides options for several European countries and the USA. I'd initially considered converting the kit to right-hand drive, but the dashboard didn't lend itself to this. I chose the Dutch registration option mainly because their white-on-black older plates were similar to older UK ones.

Overall, this is a nice kit to build, let down by the profusion of body shell panels, nine in total. It was probably down to manufacturing constraints, but made life more difficult. A right-hand drive option would have been nice too. Modellers often say they will drop everything to build a new kit, but usually they don't include the model too. ☹



8



Anyone for Dennis?

Dennis Buses and other Vehicles

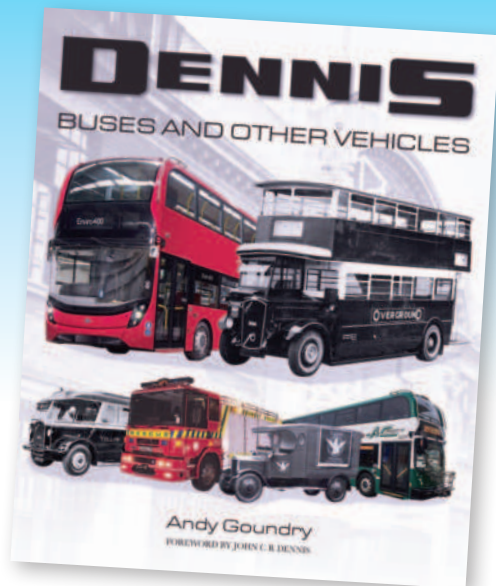
Author: Andy Goundry

Publisher: Crowood Press

ISBN: 978-1-78500-7-071

Format: 215 x 260mm portrait, 192pp, perfect bound

Price: £29.99



This well-illustrated book by ex-senior engineer, Andy Goundry, was published in the spring of 2020, but perhaps missed by many (including myself) due to slightly more distracting events. It traces the 125 years of Dennis, bringing their story almost up to date with the May 2019 sale to Canadian company, NFI Group.

The book charts the rise of Dennis from small beginnings in the late 1800s with their first motorised tricycle named the 'Speed King'. In 1903 they built their first bus and the following year, their first lorry. The Great War saw them concentrate on lorry production for the army and the interwar years saw diversification into municipal vehicles and buses like the Ace and Lancet. After Max lorries and Churchill tanks in World War II, Dennis entered the post-war years building more buses, more Maxes and the Paxit. Finally, Goundry does not shy from the troubled later years of the twentieth century and early years of this century resulting in the company's eventual renaissance under the Alexander Dennis Ltd and the successful Enviro bus range.

And of course there were the fire engines...

Mention the name 'Dennis Brothers to any firefighter and they'll probably reply with 'Fire Engines'. I spent 27 years riding and driving them, my first ride in anger as a young fireman being a fifties-era Dennis F24 Pump Escape with Liverpool Fire Brigade during the early seventies - they certainly had longevity in those days. When I retired in 2000, I attempted to trace my first love with a view to restoring her. Sadly, I was informed that the whole fleet of 1950s' appliances had been taken to a scrap yard and dissected for their component parts: brass and aluminium being the most sought after.

In 1908, Dennis built their first fire engine, a product which would become synonymous with the firm for many years to come. In 1916 the Dennis N-Type was built, originally used by the City of Coventry. Modellers may remember the N-Type kitted by Airfix in 1/32 scale, and it was later also modelled in 1/16 scale by Bandai. A vehicle, DU 179, still exists and is presently cared for by students at the London Royal College of Science and may occasionally be seen taking part in the London to Brighton vehicle rally, and the Lord Mayor's Show. Dennis fire engines had a long and distinguished career with the last fire engine being built in 2007.

Andy Goundry tells this story with the authority of someone who was 'there'.

From humble lawnmowers to tricycles and quadricycles, vehicle engines, and lorries to a prototype self-driving bus and a prototype hydrogen fuel cell bus, Dennis sold vehicles worldwide and became a trusted vehicle manufacturer. They've been leaders in vehicle technology, a truly remarkable company, and this book is a fine single source history of their endeavours. While not aimed at the modeller per se, it is an excellent source of inspiration and would not disgrace any Christmas tree if left beneath it, suitably wrapped (in fire engine red of course!). Treat yourself or drop a big hint to your significant other. 🚒



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PRODUCT REVIEW

Iwata Eclipse Takumi Side Feed Airbrush and the Airbrush Company



Reviewed by David Grummitt, Managing Editor, Guideline Publications.
Editor, Military Modelcraft International and Fantasy Figures International.

I have been a long-time fan of the top-quality airbrushes produced by Japanese company, Iwata. I have owned an airbrush for some twenty years now and have used them to paint everything from 1/16-scale tanks to 1/35-scale figures. The finish you can achieve with a quality airbrush cannot be replicated by hand.

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I was intrigued when earlier this year Iwata announced their new range of Takumi airbrushes. As the promotional material explains: 'Mastering a craft might take a lifetime. Hours of practice and years of study until the hand and the mind become one: until there is no distance between the imagination and the materials. In Japan, such skilled artisans are called Takumi.'

While Iwata don't claim that their new Iwata Eclipse Takumi Side Feed airbrush will transform you into a Takumi, the brush has been designed and developed by such skilled artisans. It features a redesigned, compact body style that makes it exceptionally balanced in the hand. This, combined with a new gravity-assisted side feed cup and siphon cut lid improves paint flow, making the Takumi remarkably responsive. The two-piece 0.24oz/7ml cup design disassembles for easy cleaning and siphon cut lid helps reduce paint build-up (a smaller 0.10oz / 3ml cup option is also sold separately). The airbrush features a crown cap, which allows you to get closer to the subject for much finer work, a wide,

adaptive main lever, and a quick flush cutaway pre-set handle, which enables you to control the amount of paint released into the nozzle in a precise manner. I have had my new Takumi brush for a few weeks now and I'm very impressed. I was a little concerned about the side-feed cup, but the engineering is such that the connection is perfect, and a small blanking plate allows it to be mounted on either side of the brush for either left or right-handed users. The brush feels more compact and comfortable in my hand for longer periods of spraying than the HP-C-Plus I am used to working with. I have tried it with Tamiya, Vallejo and AK Interactive acrylics and it performs beautifully. The large side cup contains enough paint to spray large areas, while the 0.3mm needle is fine enough to spray tight, clearly demarcated camouflage patterns freehand. I have to say this is a hugely impressive brush and at a retail price of around £200 it represents superb value for money. The Airbrush Company also offers a second-to-none after sales service, while all Iwata products have a five-year warranty meaning you can invest with confidence in a superb product.

With Christmas, Scale Model World and the London Plastic Modelling Show all fast approaching and whether you are a truck modeller or a multi-subject modeller, if you are in the market for a new airbrush, I would thoroughly recommend Iwata's Eclipse Takumi Side Feed airbrush. 

Available from www.airbrushes.com

Ref: ref. IW-ECL-350T)

Manufacturer: Airbrush Company

www.airbrushes.com





TOP tips!

1/14 Tamiya MB1850 Tipper Conversion by Neil Hawkins.

I recently purchased an LESU RC Skid Steer Loader kit (photo 1) which I've yet to build. I decided I also needed a working tipper truck to tow and carry the completed model when built. Also, as the RC Truck Nationals were only a few months away, I wanted something new, yet both quick and cheap to build using parts I mainly already had in stock.

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A browse through the Facebook Marketplace pages unearthed a Tamiya Mercedes Benz 1838/1850 cab for sale locally, and this was ideal for what I had in mind: a short-wheelbase tipper truck. I considered chopping it down to a day cab, but decided this would be too costly in time, and would leave less room to hide the electronics. This cab was stripped of paint using De-Solv-it Brush-On Graffiti Remover and repainted using a Halfords white spray can. I built a basic chassis using, what I think was, some Scania 4x2 rails and cross members, with the front cross member and cab tilt bracket sourced from a Mercedes 1838/1850 kit found online. The front bumper and lights (**photo 2**) were modified to look like an earlier bumper, while the dash and seats were painted and detailed using a





decal set purchased from eBay (photo 3).

To complete the chassis, I installed a spare front and rear axle unit with its springs and joints, along with a prop shaft found in the spares bin. A complete gearbox and Carson 'Poison' motor together with a ball bearing set were also from my spares. An old tank was found and used. Rear Mercedes mudguards, a pair of side lockers and a battery tray were fitted, and all were later given a coat of Halfords paint (photo 4 and 5).

The tipper frame (photo 6) was fabricated from alloy u-channel purchased from B&Q and Wickes. Superglue was used to bond these parts and then 2.5mm holes were drilled into some of the joints and tapped with a 3mm x 0.5mm pitch tap. Grub screws were then inserted into these with glue to give more strength (photo 7).

The main body panels were made from laminated plastic sheet with steel plate stuck to the inside using two-part epoxy glue. These were cut to size using a band saw and sanding machine. Recesses were cut in this to conceal the plastic RC aircraft control-surface hinges (photo 8). After the outer lamination was applied, and a capping strip from B&Q was added to the upper edges of the drop sides (photo 9). Alloy angle with reinforcements from scrap angle made up the corner posts (photo 10). The headboard was made up in a similar fashion to the side boards, but it was topped off with a mesh plate I bought at a local show. Holes were drilled into the drop sides and pegs installed

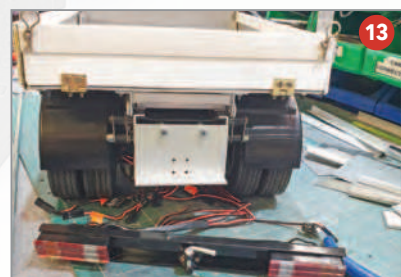
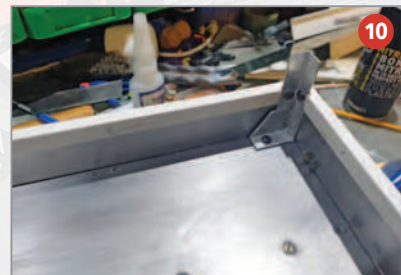
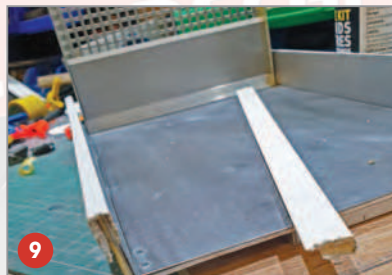


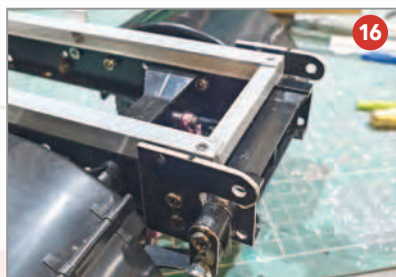
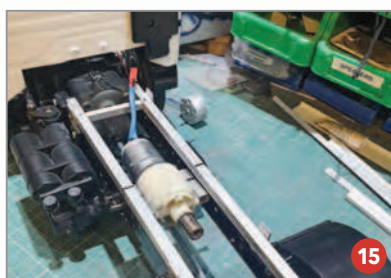
in the corner posts. 'R' clips could now be used to hold them shut. A test fit of the body was now done to check all this worked (photo 11). I cut 8 x 8 x 8 x 1mm U-shaped alloy channel and fixed it to form the chassis spacer and I used brass hinges to attach the rear tailboard for strength.

I had purchased some side lockers from Phil Oakes at The Ribble Valley RC Club, so these were used to fill the gaps in the chassis (photo 12). The rear bumper was made using scrap channel and kit lights installed (photo 13). A towing bracket obtained from a guy called 'Scania Dave' on Facebook finished this off, installed on a rear chassis plate also made from spare alloy.

Attention now turned to the screw-ram pivot bracket. I tried to make an underbody tipping arrangement (photo 14) but lacked the space because the GT Power set also needed to be installed there. Rear body tipping hinges were made using old trailer chassis rails with more Tamiya fixings utilised for the tipping hinge pin (photo 15). A 'test tip' was now made to ensure all was running smoothly (photo 16). The upper part of the tipping gear was made using threaded rod, drilled at one end on my lathe and then side-drilled with a 3mm tapped hole for a grub screw (photo 17).

This attached to the driveshaft of an N20 motor and gearbox with a custom housing made from yet more alloy scrap. Pivots using the ever-reliable Tamiya fixings allowed the housing to rotate in the brackets. Once the assembly was installed on the





chassis (**photo 18**), the upper part of the ram was made using T-nuts and alloy tube (**photo 19**). I knew this would be a little bit too tall with not quite enough tilt, but there was no room for expensive hydraulics. One day I may alter the upper and lower pivot brackets to give more lift and possibly fit an acme threaded bar for more speed. The N20 motor was operated by a small Electronic Speed Controller powered via the battery using the spare channel on the receiver. With it all assembled a test tip was performed. It's not a perfect solution, but it does the job for now.

The body was now painted Bobcat Orange and the chassis painted Halfords Gloss Black after applying suitable primers. Cab steps were fabricated using cut-down RC aircraft hinges and some scrap chequer plate. This budget solution worked very well, because being hinged, it was less prone to damage on rough ground.

I now turned to the electronics. A GT Power sound and light unit was installed together with the relevant LED bulbs, plus a few extra ones too. This is a relatively complex process, so for those wanting to know about the intricacies of how this is done, I'd recommend searching YouTube for tutorials on the unit. A speed controller, Turnigy power switches for the auxiliary lights, and other sundries were all installed as part of the running gear (**photo 20**). Rear spotlights, beacons and an air-conditioning unit were also fitted. For the radio, I used the same Flysky I6s unit that I used on my Linde H40D forklift truck that featured in the first issue of Model Truck World. It is a ten-channel unit that is both easy to use and reasonably priced.

My good friend, Raymond Littler, sent me some accessory parts (**photo 21**). These looked good combined with the pallet load kits he'd also sent me to build. I would recommend his wares; you'll find him on many of the RC Truck Facebook pages. Rear flaps and number plates from Snap2Graphics added some realism to the model (**photo 22**). I made yet another trip to Leek signs and once again, they did a great job with the decals to represent a fictional Cheadle-based company (and anyone who quips that North Staffordshire is indeed a 'tip' will be removed from my Christmas card list, or perhaps added! - Ed, a proud Newcastleian). While at the UK RC Truck Nationals this year, I decided to purchase some chunky-treaded Lesu tyres from the Model World stand to aid traction in the digging area. Sadly, the underslung battery did not help with ground clearance, but there was nowhere else to place it. A set of 3D-printed rear hubs have now also been installed as part of ongoing improvements.

Nonetheless, the model still turned a few heads at the show and will be just the thing to transport that Lesu Skid Steer Loader I have to yet build. I hope to have a review of that kit for you in the New Year. 🚛

Coming in the January/February issue of...



1 Tow, Nailed

1/24 • Eric Fontein lifts the mood with his Volvo F407 tow truck.



2 Blue Riband

1/24 • Chris Cooper finds life is sweet with his KFS Marathon.



3 Gull Grey

1/50 • Corgi's Foden Tipper gets a tone down from Rich Ellis.



4 Foxtrot Hotel

1/24 • Andrew Bells give us his take on the Italeri model.



5 Mix'n'Match

1/14 • Neil Hawkins tumbles lots of parts together in a (radio) controlled manner.

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 transit, 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. **We need plenty of in-progress photos too!**

- 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 f 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.
- **Please see our 'How To' article on page 47 and 48 for tips on taking better photographs.**
- 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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