MODEL TRUCK WORLD FOR TRUCK MODELLERS, COLLECTORS & ENTHUSIASTS

NEW MODEL TRUCK WORLD

HOW TO PAINT AN OLD TRUCK
Part 1 • An AMMO guide

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- Gaydon Model Truckfest Report
- Diecast News

WOAH GINAF!

Zeger van Hattem's 1/24 scratch-built masterpiece

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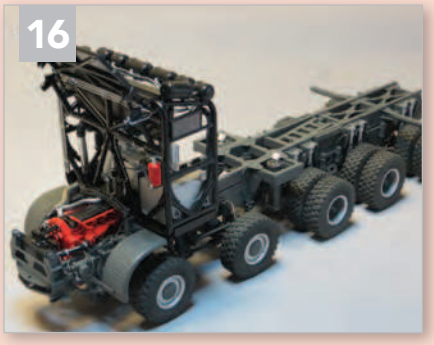

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Welcome!

Welcome to Issue Ten of Model Truck World, your home for all things model haulage related. Sadly, unlike the film of the same name, we won't have Bo Derek in this issue, but we do have 'Moore'. More excellent truck modelling that is, which I think is what we all want anyway.

Although it seems crazy to call it the Autumn edition when, as I write this, we have just had forty degrees of summer sizzle here in the UK, we will soon head into the season of damp mornings and the long shadows of cooling afternoons, when the modelling bench starts to look more tempting again as the siren song of summer pursuits fades. And what better way to fan the flames of plastic passion than with a cuppa and a leaf through Issue Ten (I never claimed to be E.L. James and fifty shades of grey to 'you lot' is what you paint the tarmac base for your latest Scania…)

It was great to see so many of you at the Gaydon show in June, and equally nice for me to put faces to names from overseas too. I've come back with a rash of ideas for new articles and if I've not dropped you the promised (and dreaded) email yet, it's coming!
In this issue I've rung the changes a little in terms of articles, with longer ones that hopefully are a more substantial read. Our cover subject, Zeger's fab GINAF, will be split over this and the next issue because there's too much to do justice to in one go. Chris Cooper continues his mission to build each and every truck BRS used, but anyone who saw his Gaydon display will know that it is a noble and worthy quest.

The second part of Neil Cooke's assessment of the new Italeri Scania pulls in here too, and I think it's a good balanced view from a modeller who knows his stuff. Larry Read clears customs checks for smuggling maple syrup in from his native Canada with a stunningly done big-truck static model conversion using an RC base, while Mick Russell does what he does best, creating beautiful models of obscure subjects that are a pleasure to behold. Our Radio Control feature from Teri Wilde is the first in a series of movie trucks, and I think it's nice to show that the RC side of things can be equally creative in subject matter.

We also present a photo essay on the Gaydon show as well as the 'runners and riders' who made the winners' enclosure. I have to say the standard was superb, and perhaps it takes an 'aircraft modeller outsider' like me to tell you this, but truck modellers know how to build really good models! I'm not sure if there's another genre that covers the range of building and finishing techniques in quite the same way as truck modelling, and there is a passion for the subject matter that belies its apparent 'everydayness' that might make even E.L. James blush a tad!

You'll notice that Model Car and Motorcycle World has now left the humble garage that were our centre pages, and will appear washed, waxed and polished in its own right in October now. So please do consider a subscription as it will be well worth waiting for.

Finally, and as I know you've been waiting to turn the page, I'll sign off now by simply saying that I hope you enjoy reading this issue as much as I did putting it together and with that - 'Happy Modelling!'

Cheers

Jonners

P.S. I'd love to hear from you if you want to write for the magazine. Just email me at **jon@guidelinepublications.co.uk** or come join us on Facebook on the Model Truck World Contributors page.

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LATEST NEWS & REVIEWS

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

ARM

Look for **'ARM Anjou Resine Modelisme'** *on Facebook*
or via email **anjou.resine.modelisme@sfr.fr**

ARM have now produced transkits for the new Italeri Scania S model, and these are a Concept-style sleeper cab, a Scania P Cab highline-cab transkit, and a Scania T cab Vlastuin-type conversion.

A limited edition pair of 1/24 plant models will be available around Christmas time too, in the form of a 6x6 Grader as a fully detailed and complete kit, and a container lift/carrier with movable boom, and an extending arm with a lift head that will be adjustable to suit different container sizes. To pre-order these kits please email ARM before 15th September.

ICM www.icm.com.ua

In spite of the continuing war in Ukraine, ICM keep releasing their models and the latest to whet our appetites is a 1/35 civilian kit of the Chevrolet G7107 Cargo Truck (ref. 35598). The load bed can be finished in a variety of ways and includes a canvas hood. The kit contains markings for four civilian vehicles, with one in an 'army-issue' olive drab and the others in brighter schemes. Number plates are provided for a Post Office truck, Minnesota in1946, a 1960s Michigan truck, a 1970s Iowan one, and a Missouri vehicle from the same decade.

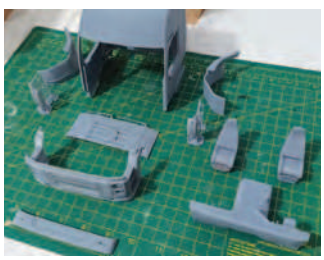
To help paint the truck ICM have also released an Acrylic paint set for USA Cargo Trucks (ref.3019).

In other 1/35 news, the Unimog S 404, German military truck (ref. 35135) will be released in August, while in 1/72 scale a new APA-50M (ZiL-131) Airfield mobile electric unit truck is released (ref. 72815), and while this is of course intended for airfield dioramas, we think it will also be of interest to smaller scale truck modellers too.

JS Diseño Mecánico

Look for **'JS Diseño mecánico'** *on Facebook*
or via email **guisesansone@gmail.com**

This Argentinian company is developing a range of 3D-printed vehicles, all with a South American flavour. The VW Constellation 4x2 tractor unit is not well known in Europe. It is however the flagship truck produced by Brazilian manufacturer Volkswagen Caminhões e Ônibus (a subsidiary of MAN) since 2005, and is aimed squarely at the South American market. The kit will be a complete model with detailed and correct chassis including the engine and transmission. It will also feature a high-roof tilting cab and detailed interior.



KFS

www.kitformservices.com *or via email* **info@kfsuk.com**

As they get into their stride, more kits are becoming available again, and it was excellent to see them doing well at Gaydon too. Newly re-released is this 1/24 fully operational crane kit based on the HIAB 205 design (ref: TQ-14).

This now has aluminium rod and tube ram pistons and improved pictorial instructions. It can be purchased with either a working brick grab kit, a working log grab, or with a working clam-shell bucket, each of which also includes operator's seat and controls. Or it can be purchased as just the crane for a slightly lower price.

Also reappearing is the 1/24 Bedford RL 4x4, 4-Ton GS truck (ref. TQ223). This military vehicle was based on the S-Type, but did also see use in 'civvy' hands, converted to breakdown trucks, water trucks or just for general use.

Love GT40 modelworks

www.alsoldatino.com
or via email
info@alsoldatino.com

Love GT40's 1/24 Fiat 170 resin transkits are now available. These consist of a cab shell, interior parts, a rear-cab air intake, wheel arches, front bumper and grill. This transkit is designed for the Italeri Magirus or Iveco Cowboy kits, and Love GT40 can also separately supply correct 'Trilex' wheels and tyres to compliment the transkit.

Robbo

www.robbosscalemodel.com

Look for **'Robbo's Scale Model'** *on Facebook*
or via email **robbosscalemodel@gmail.com**

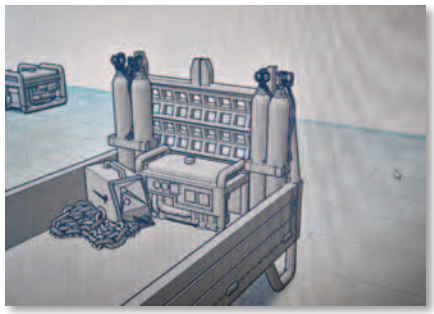
Robbo Scale Models in Australia have two new conversions in 1/25 resin available. The first is a Kentucky bunk unit for the AMT kit of the Ford LTL, and the second is for a Transtar 400 sleeper cap, again to convert the AMT International Transtar kit.

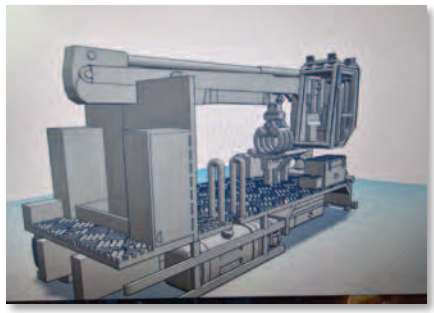
Miniature Haulage

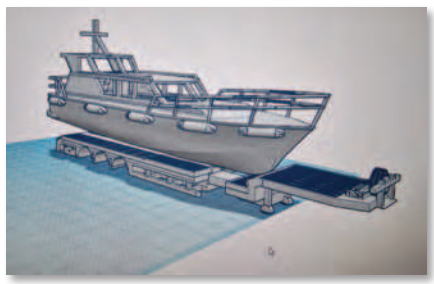
www.miniaturehaulage.com

Look for **'miniature haulage creations** and **miniature haulage (MHC)'** *on Facebook.*

New 1/76 items include Ford Transit 'builders' body, a boat trailer with a cabin cruiser load, and a rigid-bodied heavy-duty log loader and crane.







Rally Models

Email **andy@rallymodels.co.uk**

or look for **'Tarmac Truck Models'** *on Facebook.*

Rally Models is producing some decals for our own Mr Ellis to represent a midlands company, R.A Davies, who operated smart, black Fodens with gold lettering. These will be suitable for the Corgi S21 tipper model. R. A. Davies Fodens had the high-sided Neville tipper body, and Rally Models also offer these too. Both the decals and tipper body are available from Rally Models.

Modellers Resource

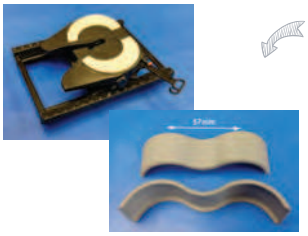
www.modellersresource.co.uk

or look for **'modellersresource.co.uk'** *on Facebook.*

Two 1/24 Ford cargo kits are now available, both of which come with full instructions. The first is a full 4x2 chassis kit with a sleeper cab, Cummins engine, rear-drive axle and suspension, front-steer axle with wheels and tyres, decals, and photoetched parts. The front of the chassis is resin and back is CNC plastic, which is long enough to build as a rigid. The cab will be easy to convert to the day-cab variant, while the seats are cast as right-hand drive, but could easily be converted to left-hand-drive. The parts are well cast, bubble-free, and this looks like it will build into a nicely detailed model.

The second option is the cab-only set, which has a pair of rear-cab mounts, a chassis mounted battery box, air intake canister, and diesel tank. This set isn't designed to fit any specific chassis but Modellers Resource have various wheel, axle and chassis sets that could be used.

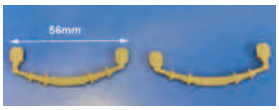
Also new are CAD-designed front chassis sections with the same front-cab mounts as the 1/24 Italeri Volvo kit and the same profile as Modellers Resource's 12mm CNC chassis. These allow transkits designed for the Volvo to be used without buying the entire kit, or for the modeller to use up those surplus Volvo cabs from other transkits they have made!

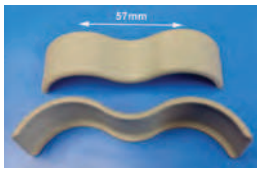


The resin 1/24 Jost 37E low-lube fifth wheel and air-assisted slider set is now available.

These useful 1/24 47mm or longer 56mm front springs allow the modeller to choose their steering axle spacing. They measure 12mm from the chassis bottom to the base of the axle mounting.

For older 1/24 British lorries there is a new set of 'Seagull-style' pressed-metal double wings with a 57mm axle spread.





MAX-Model

www.max-model.it

Look for **'Max-Model'** *on Facebook.*

Max Model have new 1/50 markings for the Iveco TurboStar Special 190-48 in its white cab scheme (ref. M64311W).

New 3D-printed items include 1/24 Orange and Red Marker Lights (ref. M808A) and this handy set of Dashboard Accessories France (ref. M767F). The latter are printed on both sides too. Generically scaled, but equally useful, are the Pre-Spaced Rivets (ref. M711A).

Spanish Model Truck Club

Email **spanishmodeltruckclub@gmail.com** *or look for* **'Spanish Model Truck Club'** *on Facebook.*

Our Newsmaster has now bought two of the Pegaso cab kits – a Tecno sleeper, and a Mider sleeper (day-cab versions are also available of both trucks). Ordering was straightforward and the models arrived protected by shredded paper in a sturdy box, with smaller parts in Ziploc-type bags.

The printed 'resin' is quite soft, but has hardened over the past weeks, but here are a few bubbles and imperfections that will need to be made good. The subtle differences between the two lorries are reflected with different grills and the cab shell details. Also purchased were chassis-detail sets, which include correct wheel rims, fuel and air tanks, battery box, and exhaust. Some 4x2, and 6x2 chassis sets are due for release to complement these cabs.

An Iveco Eurostar with normal or high roof is available now, and future plans include a 1/24 Pegaso 2080 and 1/43 Volvo F88.

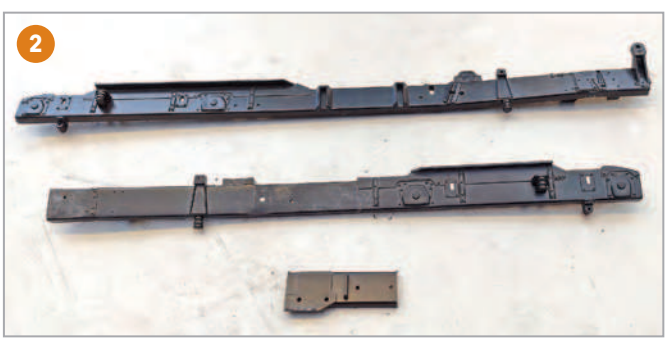
Full of EASTERN PROMISE

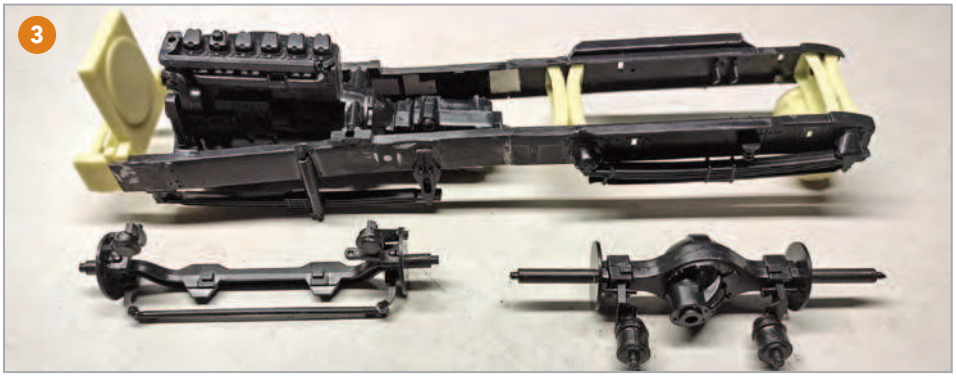
Chris Cooper (he/him) gives some 'trans' advice with his 1/24 ERF A series conversion.

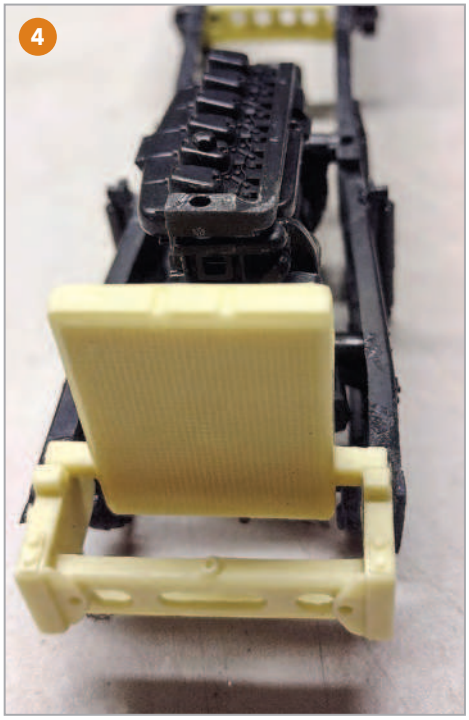
For my next project I thought I'd build something straight from the box. Well, two boxes in fact, just to make it slightly challenging. I have a KFS (now Modellers' Resource) ERF A series transkit in my stash, which rounded off an ongoing project of mine nicely (**photo 1**). The donor kit was an Italeri Volvo FH and I'd used all mine up with other transkits. Fortunately, a colleague was selling one, so I snapped it up (Cheers Andy!)

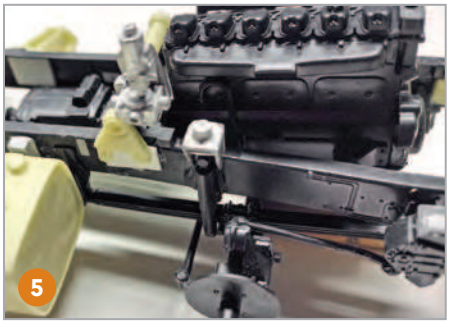
The parts of a resin transkit always benefit from being scrubbed in warm soapy water before assembly and then being left to dry. This gets rid of any residue from the casting process, which can affect paintwork later. There's nothing worse than getting fisheyes in paintwork at a crucial stage.

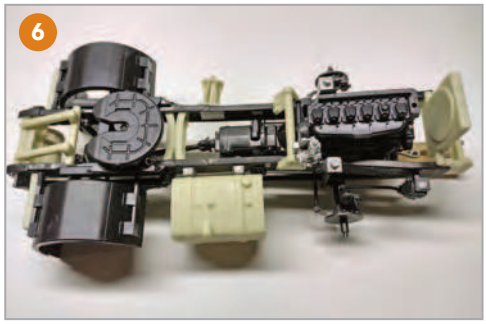
The other important thing with a transkit is to look at both sets of instructions at the same time. Our editor thinks I never look at instructions! (I just get other people to build models nowadays… I look at the instructions and then 'instruct' them to ignore them. - Ed.) As you are building two kits into one, the transkit instructions will tell you where to modify the donor kit. You don't want to go too far and find you should have added part 'X' earlier in the











build. Normally with a transkit you assemble the chassis as far as the suspension, which allows you to measure the wheelbase, and then cut as required, while maintaining its rigidity.

However, with this A series transkit chassis cross-members are included, so the conversion starts at an earlier stage. I had to cut the kit's chassis rails before construction and remove quite a lot of the Volvo detail (**photo 2**). Once this was done, the chassis could be constructed using both the kit and transkit parts. A good tip here is to not fit the rear axle until you have shortened the prop shaft to fit (**photo 3**).

The finished chassis now had a basic engine, cross members, and a radiator and front end, modified using the transkit parts to protrude out beyond the cab front on the finished truck (**photo 4**). I added the axles and moved the steering box and linkage from left to right, checking it wouldn't foul the cab later. To do this I removed the protruding knob from the steering box and glued it back on at the other side. After filling the hole where it was, I simply turned the whole thing upside down and reattached it (**photo 5**).

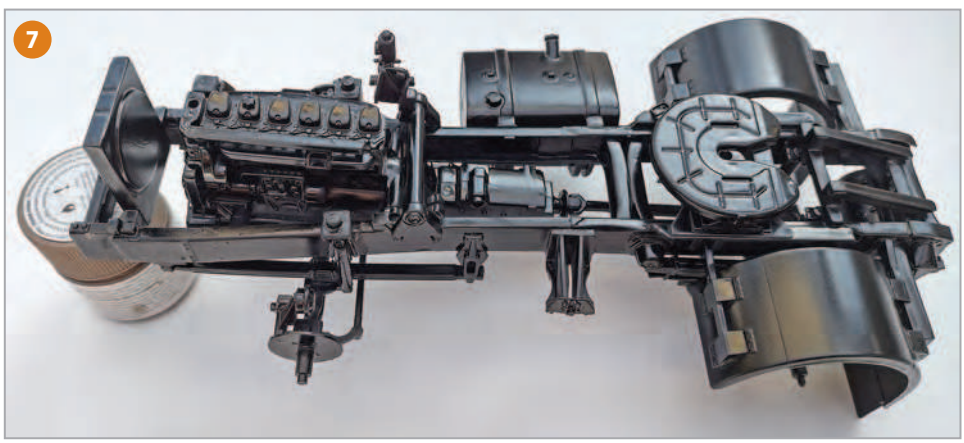
A fuel tank, run-up ramps, the gearbox mount, cab mounts, air tanks and spare wheel carrier from the resin and metal transkit parts were all now attached, as were the mudguards and fifth wheel from the Volvo kit (**photo 6**). The chassis could then be primed and sprayed gloss black (**photo 7**). One thing about my BRS theme is that the chassis were all gloss black which makes life a bit easier. The cab liveries on the other hand were a different matter.

BRS has featured quite heavily in my recent builds. The mythical beast that was BRS changed in organisation several times over the years. Originally a nationalised industry formed in 1948 at the same time as British Rail, it quite quickly became de-nationalised in the mid-fifties. At this time, its well-known red livery was used nationally, with each vehicle's serial number indicating which region and yard it was based at. This changed around 1970 when each region was allocated a different colour: Southern was orange, Eastern was brown (**photo 8**), Western had red with yellow lettering, while Midlands were blue. The North-Eastern region utilised orange liveries, while the North-Western had red with white lettering.

I had two possibilities in mind for this build, having seen photos of ERF A series in both Western and Eastern colours. As I already had a red vehicle, I tended towards the Eastern one, but had doubts as to whether I could recreate the rather horrible, mucky brown colour. On investigation, Tamiya Flat Earth (XF-52) seemed a decent match, so that was what I used.

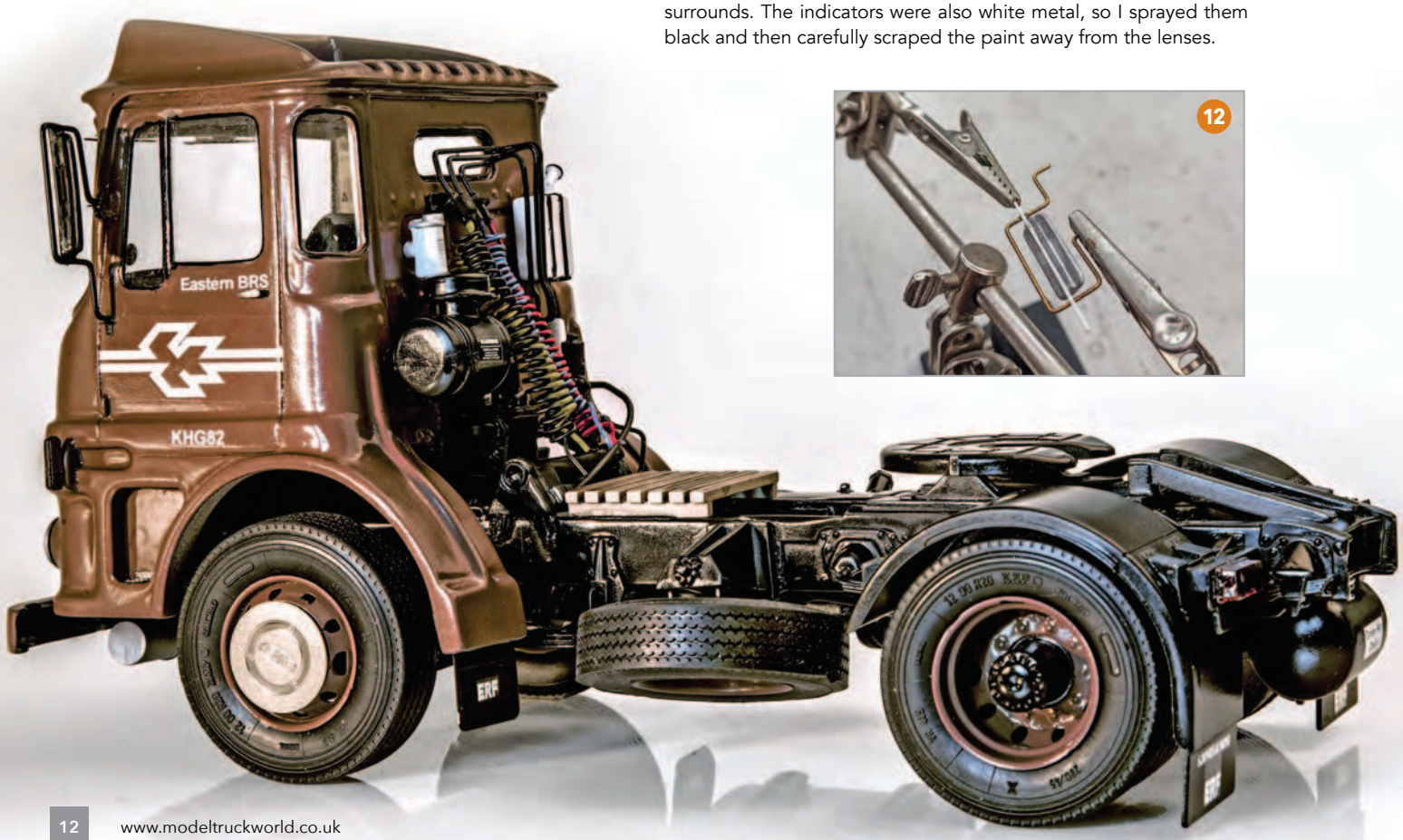
I primed and sprayed the cab exterior, and wheels, leaving them to dry while I assembled the cab's interior (**photos 9 & 10**). This was a combination of resin and white metal parts with decals for the dash dials and tax discs. Some paint flaked off the seats, but I touched them up well enough to not be noticeable from the outside. The inside of the cab was hand painted, so masking wasn't necessary. Once dry, it was decaled and given a couple of coats of lacquer (**photo 11**).

Glazing transkit cabs can be a real chore, which I may have alluded to before. The transkit provides templates to cut to, which should fit the windows, and the rear windows dropped in nicely; the curved ones on the corners so much so, in fact, that I didn't even need to



glue them. The side windows were also okay, but the windscreen was a different matter. It was curved at each end, and this became a major stumbling block. I cut a piece of cardboard exactly to size, which went in perfectly, but when I transferred it to the clear plastic, it just wouldn't fit. I think it's partially because the cardboard bent much more easily than the plastic and because the side locating points aren't very pronounced, which allowed the plastic to spring out. I also cut too much off the corners on more than one occasion and may have uttered a few words in Old Norse at this point ("By Odin's Ometer!" - Ed.). Perseverance paid off though and eventually after several attempts I got it to fit. Needless to say, I was very careful handling the cab after this as I really didn't want to push the windscreen out again.

The floor pan was a good push fit into the cab, so all that was left was to add the peripherals. The windscreen wipers were photoetched pieces which went on well, as did the white metal door handles, which I polished up slightly along with the headlight surrounds. The indicators were also white metal, so I sprayed them black and then carefully scraped the paint away from the lenses.



These were then picked in appropriate clear red and orange paints. The unusually designed wing mirrors had arms that needed bending to match a template in the instructions. Then the mirrors themselves had to be attached using a bit of plastic rod. It was quite fiddly to get the angles right because I couldn't just sit them on a flat surface to be glued and had to use 'third hand' alligator clips instead (**photo 12**). The detail on the front grille is made up of photoetched letters and surrounds, which I primed and sprayed white.

Satisfied the cab was done, it was placed on the chassis and the front bumper and wheels were installed. I added some random cabling and piping using flexible tubing left over from a Tamiya motorcycle kit (**photo 13**). Some items needed to be placed on the cab's rear, such as the header tank, the power steering fluid reservoir, and air intake (**photo 14)**. I added piping to the suzie gantry and added suzies made from painted solder. Mud flaps were placed all round and finally the number plates were fitted.

This was a straightforward build. The trucks of yore were much simpler than those of today, and therefore much less cluttered. It looks good and adds to my BRS collection. I'm still not sure about that mucky brown colour though…

GAYDON MODEL TRUCKFEST 2022 COMPETITION RESULTS...

A special mention this year for Spencer McGinty, twelve years old and already a real talent. It was great to see such an enthusiastic young modeller! His Iveco was so good that your editor has not only retired his own model, but has himself retired to a retreat to concentrate on building ships in bottles from breeze blocks and odd bits of Meccano.

Small and Mid-Scales

Best Scania
1. Pascal Gerrits (Dawsons 113)
2. Jon Short (G Webb R series HI-hline)
3. Alan Tallantyre (Tarmac T-cab tipper)

Best Volvo
1. Pascal Gerritts (Tschody FS7)
2. Andrew Reed (F12 Globetrotter)
3. Stephen Gee (Brackmills FH 6x4)

Best Other Makes
1. Pascal Gerritts (KNRM Unimog)
2. Martin McKenna (Mercedes tipper)
3. Alan Fixter (Mercedes LPS1418)

Highly Commended Andrew Reed (DAF 3600)

Best British
1. Pascal Gerritts (McBean ERF)
2. Chris Rischer (Roll-On Transport Beaver)
3. Andrew Reed (Beresford ERF European)

Highly Commended Mick Mixxy Russell (Land Rover)

Best Heavy Haulage
1. Pascal Gerritts (Sunters Titan)
2. Stephen Gee (Brackmills Volvo FH)
3. Martin McKenna (Scania & Lifeboat)

Best Replica of a Real Truck
1.Pascal Gerritts (KNRM Unimog)
2. Jon Short (Sutherlands Shellfish Scania)
3. Michael Heery (Garlick Haulage AEC Recovery)
3 Jimmy Scott (Stobart fire!)

1/24 - 1/25 Scales

Best 'straight from the box'
1. Ken Worth (Volvo F12)
2. Ron Johnson (MAN TGX)
3. Roger Bennett (Bedford OLB Tanker)

Highly Commended Mark A Reeves (Ford Transit)

Best Conversion
1. Ladislav Jouda Petřík (DAF 95 - Cummins)
2. Trevor Stringer (Bedford O type 6 wheeler)
3. Rupert Howard (Diamond Reo)

Highly Commended *Chris 'Wolfie' Cooper (Bedford/trailer BRS)*

Best Scratch Built
1. Ian Williams (Oshkosh M1075 10x10)
2. Zeger van Hattem (Ginaf 10x8 dump truck)
3. Jan sklenicka (Tatra 813)

Highly Commended *Alistair McLaughlan (Tri-axle dump trailer)*

Best Scania
1. Jim Tomaszewski (Essex International 140)
2. Vinny McModels (Scania demo 112)
3. Andrew Coulthart (Astran 142)

Highly Commended *Mick 'Mixxy' Russell (T Cab NBOverland)*

Best Volvo
1. Jan Rosecký (CSAD F89)
2. Zeger Van Hattem (FMX)
3. Andrew Bell (Les Clarkson FH4)

Highly Commended *Andy Lee (Gillards FH 6x4)*
Highly Commended *Jim Tomaszewski (R&G F12 Globetrotter)*

Best DAF
1. Ladislav Petrik (DAF 95 - Cummins)
2. Jan Sklenicka (Van Bentum 95)
3. Vinny McModels (6x2 3600 Space Cab)

Best Mercedes
1. Adam Berkes (Actros MP4)
2. David Early (Cadzow Actros 6x4)
3. Chris Emsden (2448 6x4)

Best British
1. David Cassell (Seddon Atkinson 400 Marley)
2. Truck Modeller Neil (AEC/Marathon recovery)
3. Roger Bennett (Bedford KM/trailer BRS)

Best Other Makes
1.Ladislav Petrik (Iveco Eurotech)
2. Zeger Van Hattem (GINAF mining truck)
3. John Holcroft (Renault R370 Brooks & son)

Highly Commended *Ron Johnson (MAN TGX)*
Highly Commended *Spencer McGinty (Iveco Turbostar)*

Best US/Australian
1. Jan Rosecky (GMC Crackerbox/Multi-axle trailer)
2. Ian Williams (Oshkosh M984 wrecker)
3. Ken Worth (Peterbilt 359)

Highly Commended *Rupert Howard (Kenworth mixer)*
Highly Commended *Alistair McLaughlan (Rubber Duck Mack/tanker)*

Best Heavy Haulage/Plant
1. Zeger Van Hattem (Volvo N88/low-loader)
2. Carl Barlow (Seddon Atkinson Strato/low-loader)
3. David Early (Mercedes Actros 6x4 Cadzow)

Best Trailer
1. Jan Rosecky (Multi-axle steel trailer)
2. Andrew Bell (Smooth sided tipper)
3. Michael Heery (Italeri Tipper)

Best Custom Truck
1. Truck Modeller Neil (Volvo F12 Globetrotter)
2. Darren Lees (Scania Golden Griffin)
3. Scott Gray (American Autism truck)

Best Resin kit/transkit
1. Ladislav Petrik (Iveco Eurotech)
2. Zegar Van Hattem (Volvo N88)
3. Jan Rosecky (Volvo F89)

Highly Commended *Gareth May (AEC)*

Best Replica of a Real Truck
1. Mick Mixxy Russell (Scania T Cab NBOverland)
2. Zeger Van Hattem (GINAF mining truck)
3. Andy Lee (Volvo FH 6x4 Gillards)

Highly Commended *David Early (Scania R560 Fraser Haulage)*
Highly Commended *Tim Mann (MAN TGA Jackto Transport)*

Odd Scales
1. Chris Cooper (Leyland retriever 1/35)
2. Tim Mann (Magirus 1/35)
3. Martin McKenna (Dennis fire engine 1/35)

Highly Commended *Chris Rischer (Bedford MW mobile shop 1/35)*
Highly Commended *Carl Barlow (Faun Elefant 1/35)*

Open Classes (for any scale of model)

Best Showroom Paint
1. Adam Berkes (Mercedes Actros)
2. Truck Modeller Neil (Scania S730)
3. Pascal Gerritts (ERF McBea)

Best Weathered
1. Ian Williams (Oshkosh M1075)
2. Zegar Van Hattem (GINAF 10x8 dump truck)
3. Jim Tomaszewski (Scania 140 Essex international)

Highly Commended *Mick 'Mixxy' Russell (Ford D series)*

Best Vintage
1. Roger Bennett (Bedford KM/trailer BRS)
2. Truck Modeller Neil (AEC/Marathon recovery)
3. Andrew Reed (Beresford ERF European)

Highly Commended *Ron Bennett (Bedford O type Bartletts)*

Best Diorama
1. Martin McKenna (There's a hole in the bucket)
2. Ron Johnson (Bricks & pallets yard)
3. John Holcroft (Brookes' yard)

Civilian Light Commercial
1. Mark A Reeves (Ford Transit beavertail)
2. Andrew Reed (Ford Transit Watkinsons)
3. John Holcroft (Austin minivan)

Highly Commended *Truck Modeller Neil (Ford Transit)*

Jonathon McKenna Memorial Best Junior
1. Spencer McGinty (age 12)
2. Charlie Emsden (age 16)

Best Newcomer
1. John Murphy
2. Stephen Gee
3. Spencer McGinty

Spencer McGinty's lovely 1/24 Italeri Iveco won the JONATHON MCKENNA MEMORIAL BEST JUNIOR AWARD.

Please see pages 38 to 40 for a full photo report.

SCANIA S730 HIGHLINE 4x2

1:24 scalascale

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IT3957 Volvo F12 intercooler low roof with accessories 1:24

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IT3956 Mercedes Benz SK 1844 LS V8 1:24

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Ginormous GINAF!

PART ONE

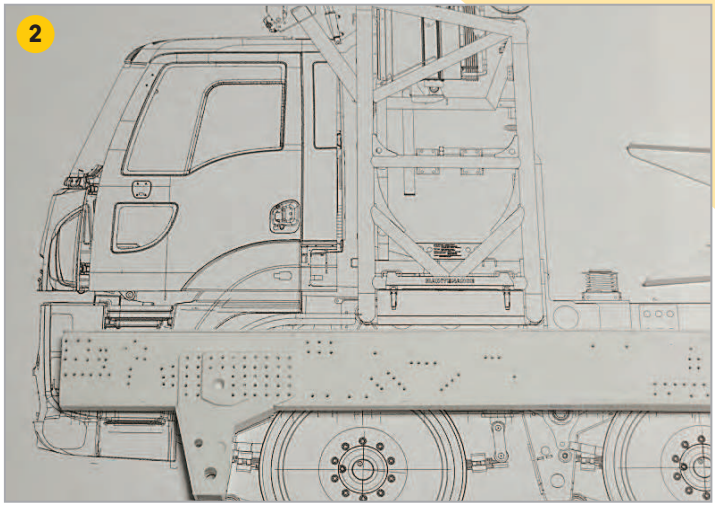
Zegewr van Hatten's marvellous 1/24 scratch build of this behemoth of a dump truck.

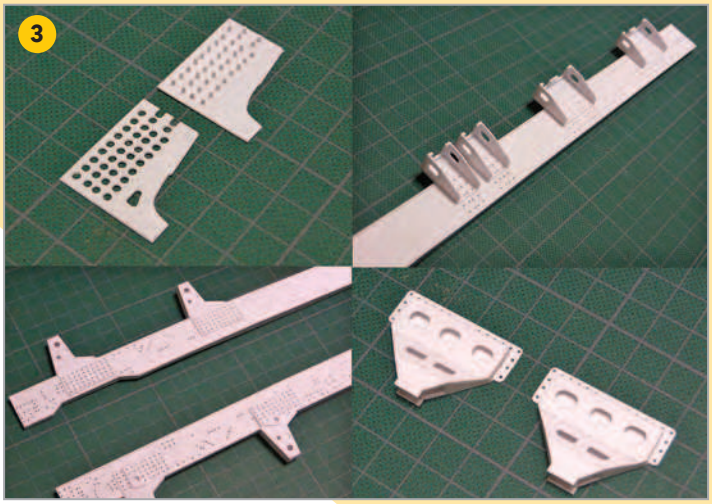
Only seventeen of GINAF HD5395TS were built, most of which were used in South American and Russian mines. They are very impressive trucks when you are standing next to them: almost 12m long, 3m wide and 4m high, with a loading capacity of 70 tons and a total weight of no less than 95 tons. There are five axles, three of which are driven and three steerable. Under the cab is a Cummins QSX15 engine with 610 HP and a ZF automatic gearbox.

Having already built several heavy five-axle vehicles, the idea came up to build something very special for once. I had seen these impressive GINAF Mining trucks on the Internet, and they seemed like something to build in 1/24 (**photo 1**).

Like almost all my models, this one was 1/24 scale and was completely scratch built because there are no kits available that even have some of the parts I needed. It's all done by hand with no more than a hobby knife, a ruler, and a hand drill.

The first problem was finding information as even online there's little to be found except for some photos. I could not find any details regarding its construction let alone drawings or plans. Fortunately, via a friend, I was able to get in touch with the truck's designer. After I emailed explaining my plans, including pictures of GINAFs I'd already built, some doors began to open. The designer was very enthusiastic and gave me every possible cooperation, sending numerous PDF drawings with which I could immediately start building the chassis. Moreover, he invited me to visit the GINAF



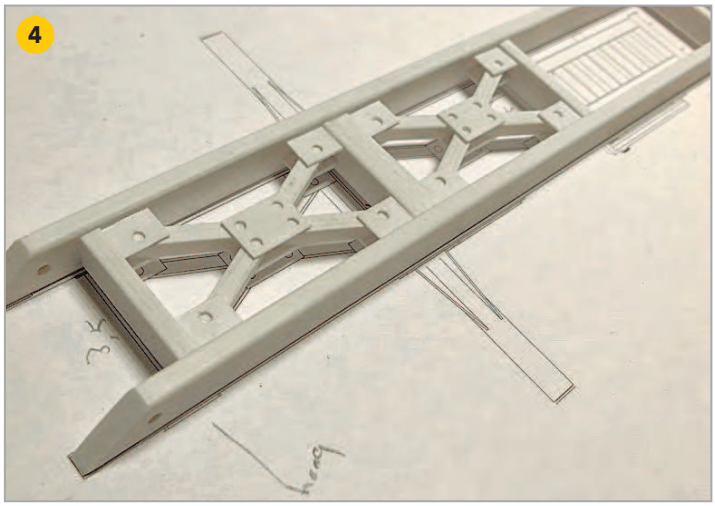


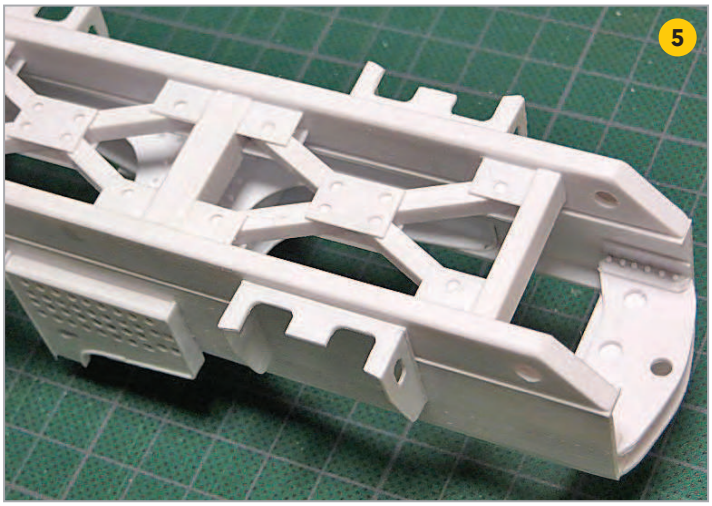
factory, which of course I did, and was able to take many useful reference photos there.

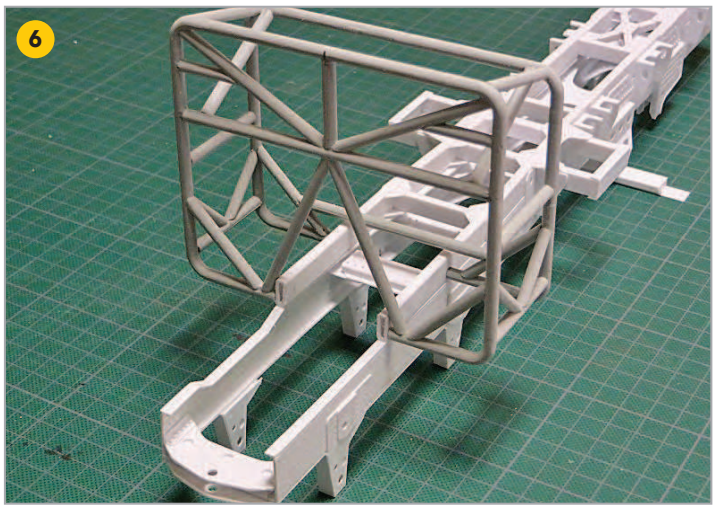
Throughout the entire project, whenever I couldn't figure something out, I only had to send an email, and drawings or photos of the relevant part would be supplied within a short time. I can safely say that without this tremendously helpful cooperation, I could never have built this model.

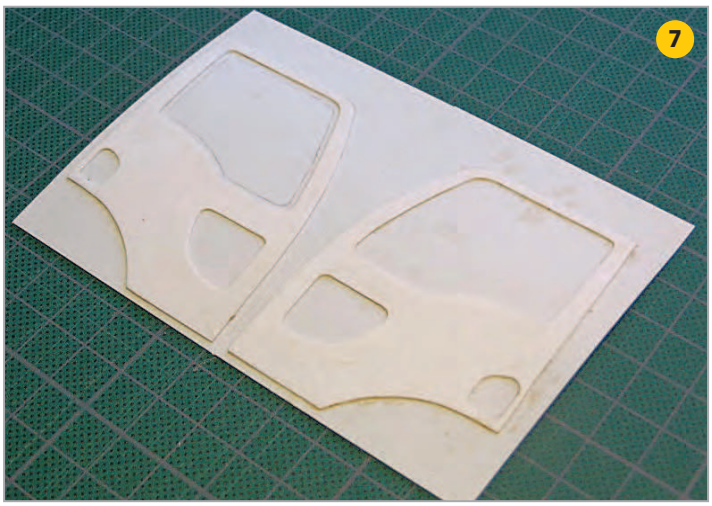
Construction of the model started, as almost always, with the chassis. Thanks to the drawings, not only was I easily able to determine the exact dimensions of all the parts, I could also drill holes in exactly the right places to take all the 'bolts' later. To make a chassis beam, I printed the appropriate part of the drawing onto paper and then stuck it to a sheet of styrene. With a hand drill I first drilled all the holes, and then cut out the part. This formed the vertical part of the chassis beam against which the top and bottom would be glued later. All crossbars and all mounting brackets were made in the same way, so that everything could be glued together afterwards (**photo 2 & 3**).

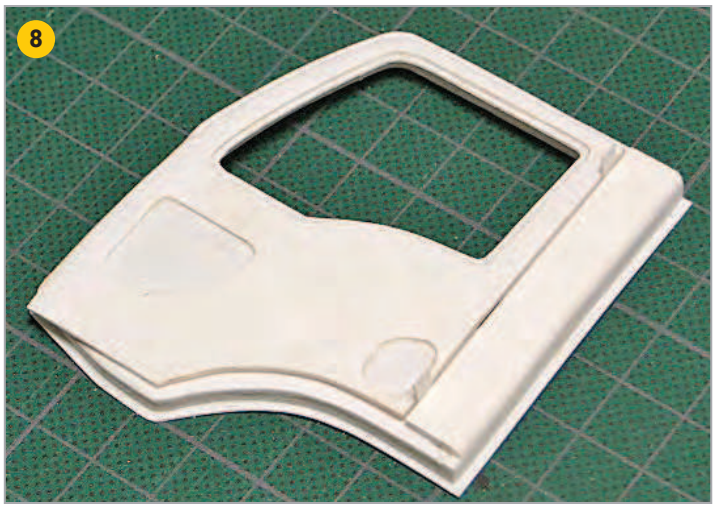
Drilling all those holes was time-consuming and while I haven't counted exactly how many there were, on the entire chassis there must have eventually been a few thousand. With the chassis ready, I immediately built the auxiliary chassis on which the tipper would be attached (**photo 4 & 5**). This was not glued to the chassis yet as it still needed to be 'plumbed' with all its pipes, hoses and cable. The next thing to build was the tower behind the cabin where all kinds of components would attach later, such as the fuel and hydraulic tanks, air tanks, air filter, and exhaust, as well as the radiator because

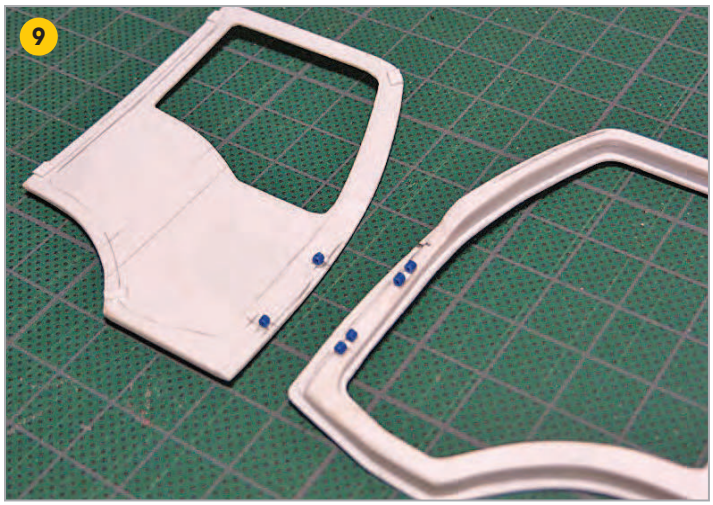


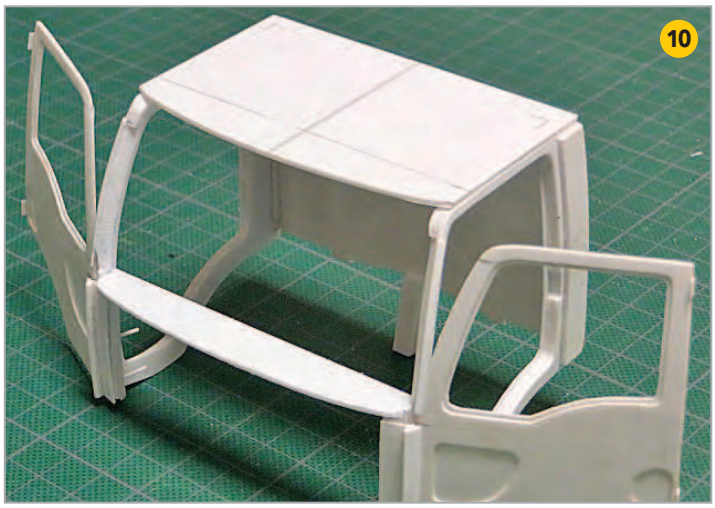


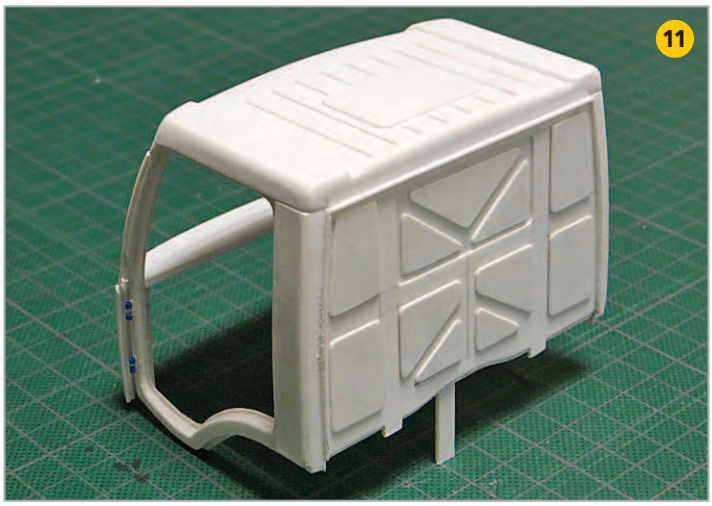


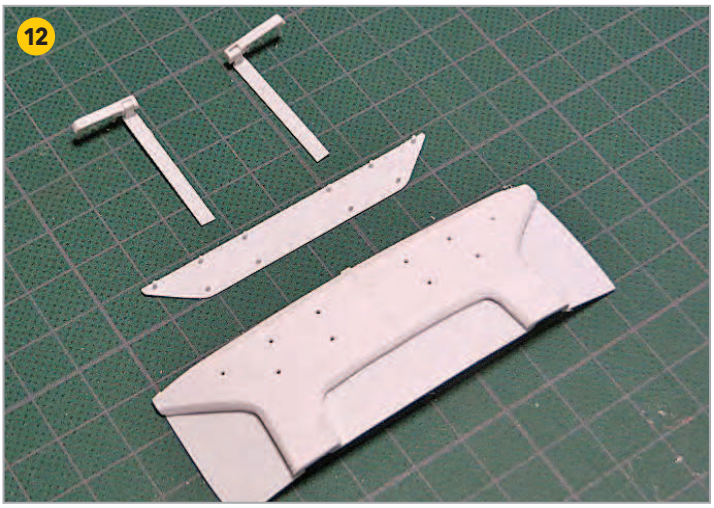


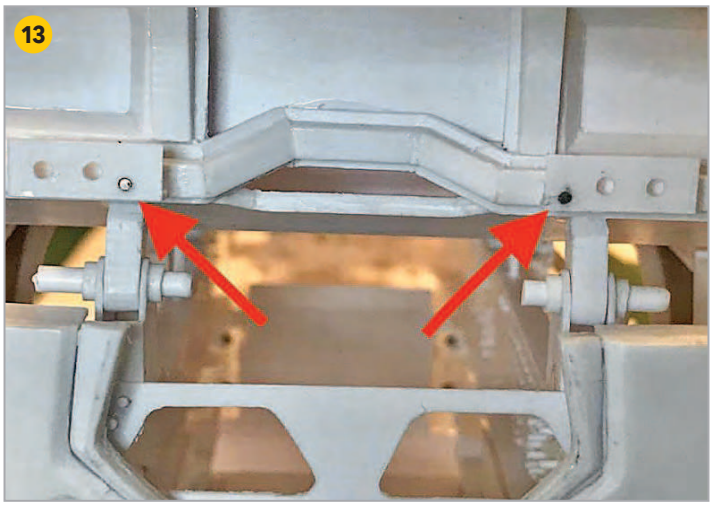












it was too big to mount under the cabin (**photo 6**). On a 'normal' truck, these parts hang on the outsides of the chassis, but in heavy, rough terrain this would make them very vulnerable, hence they are all mounted in this higher, and safer, location. I made the tower from the sprues of the Italeri Volvo FH kit as they had just the correct diameter, and the curves of the corners were just right. After only a few evenings of fitting and measuring, the tower was ready.

Building a chassis like this does take time, but because I'd already built several of them, it wasn't that difficult for me. That changed, however, with the cabin. Despite having already built several, they remain a challenge every time. This was especially the case here, as I wanted to be able to open and close the doors and the front on this one. As a result, I spent considerably more time thinking through how everything would be built than in the actual building itself.

I always start with the sides with a cabin build, which in this case were the doors. Then I work from the outside in (**photo 7 & 8**). The doors consisted of different layers glued together to get the right shape and curves. Once again, I used sections of the drawing tacked to the sheet styrene to cut them out exactly. Then I attached this cut-out part onto another sheet of plastic and cut around it. Gradually a door is built up from different layers in this way. Thereafter the door jambs were next, made in the same fashion.

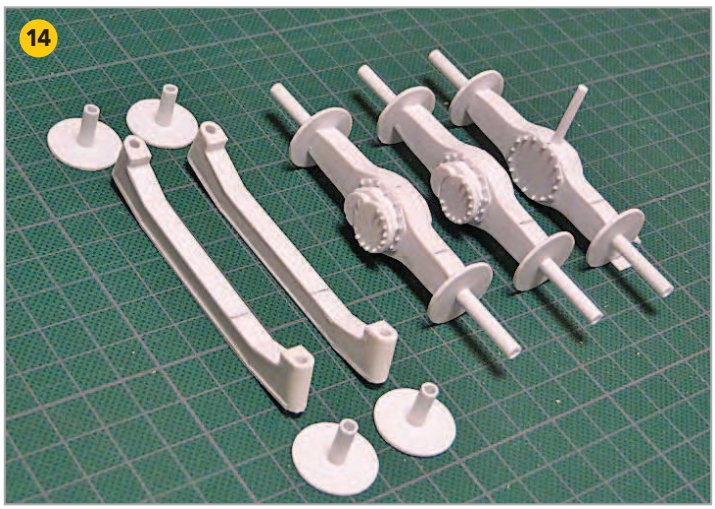
The trickiest parts of the cabin were the door hinges. With a classic truck, these are usually external and building them isn't too difficult. With a modern truck like this, these hinges are internal and hidden, making replicating them far trickier. I found that a lot of trial and error was needed to determine exactly where the hinges should be placed,

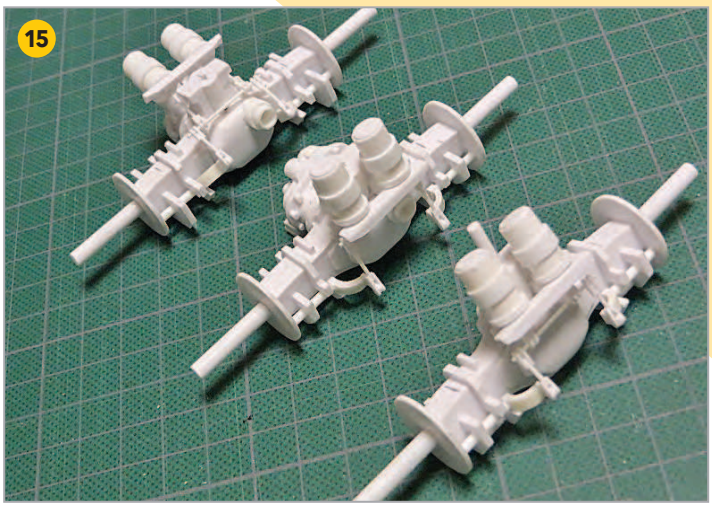
because the doors must have sufficient space to rotate freely but must also have a nice door seam when closed. The part of the door in front of the hinges naturally turns inwards and shouldn't come into contact with anything, even when the paint is on (**photos 9 & 10**). In addition, I also had to think of how I could still access those hinges because the doors would only be hung after painting. I solved this conundrum eventually by making the cabin corners as separate parts too, which were only attached after mounting the doors.

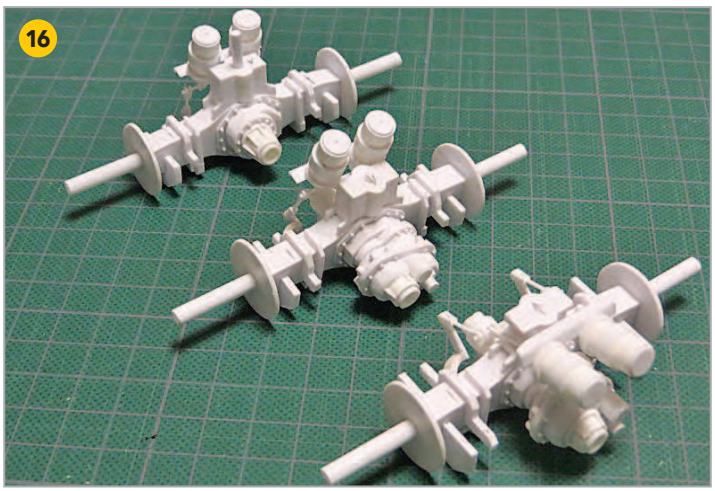
Once both sides of the cabin were finished, things became easier. The rear of the cabin was flat and was built up from several layers glued together as was the roof (**photo 11**). The last challenge was the front which also had to be able to open and close (**photo 12**). Fortunately, the hinges here were very similar to those of a Volvo FMX, which I had built before, so the 'brain work' for this had already been done.

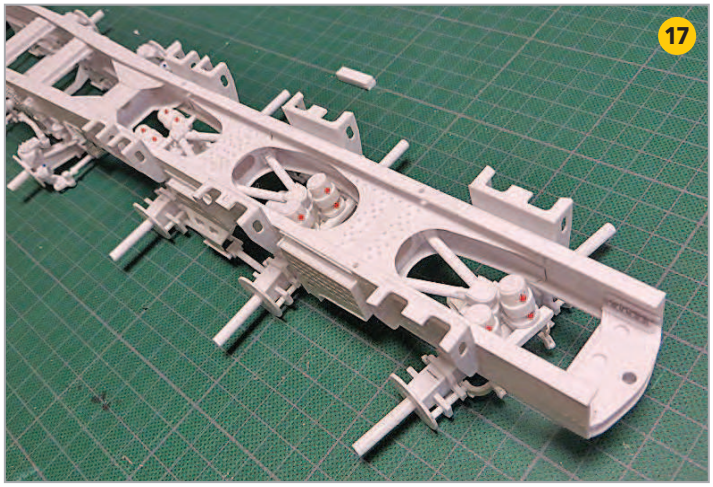
What did take time to figure out was how to keep the front neatly closed so it always remained in exactly the right place. When you make such small hinges, there'll always be some play in them meaning the front could hang slightly skewed, which doesn't look very nice. The solution was (as is often the case) quite simple: I'd found some very small 1mm x 1mm magnets online, which were built into the hinged front, and the part of the cabin where it touches. It now closes perfectly and stays exactly in the right place every time thanks to the magnets. (**photo 13**)

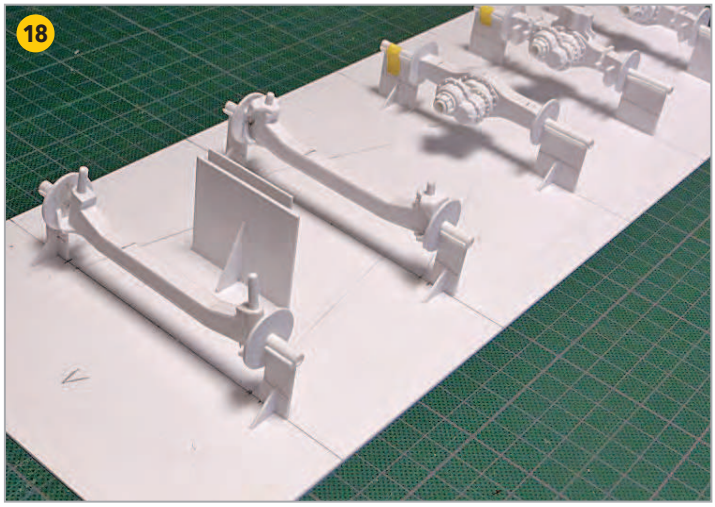
The next step was reproducing the front and rear Sisu-built axles. Thanks to the many photos and clear drawings I was able to replicate these fairly well. With the rear three powered axles, I started with a 4mm

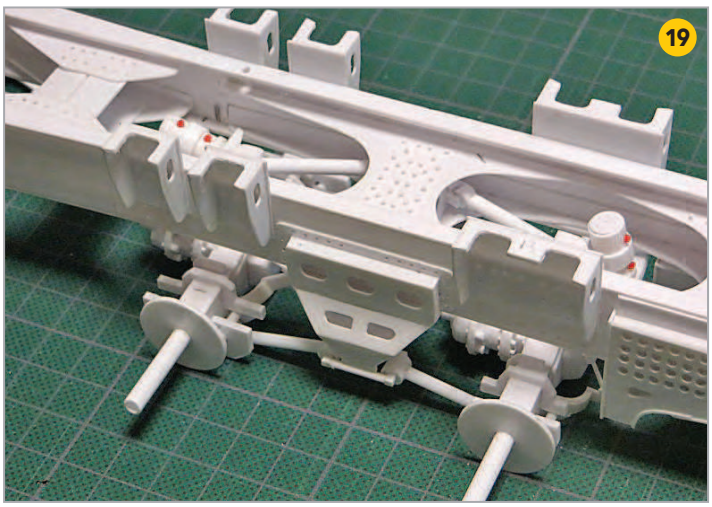


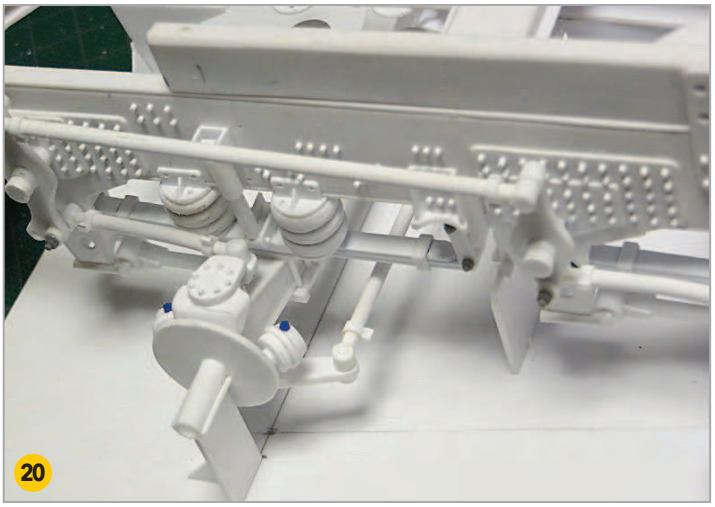






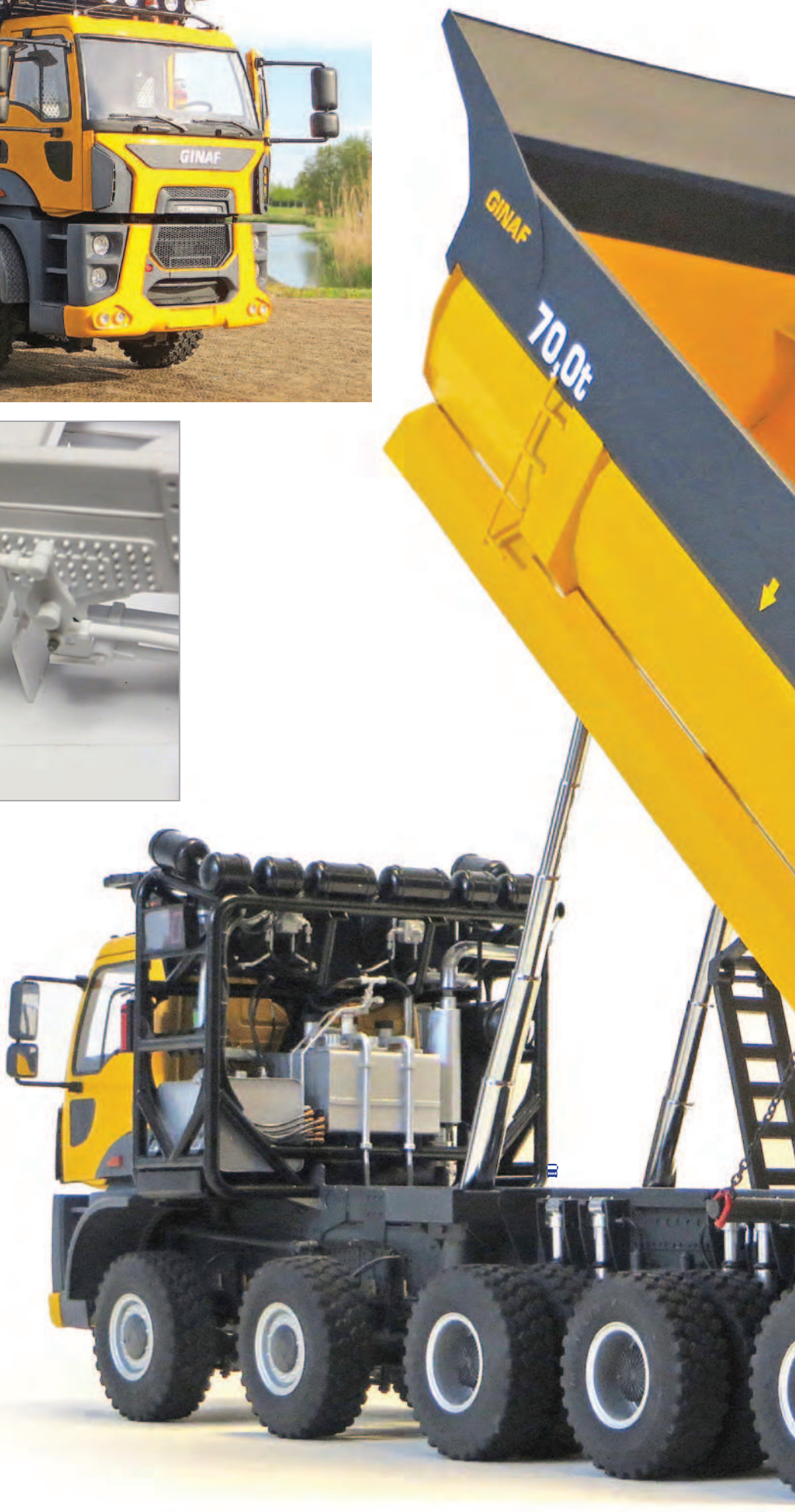


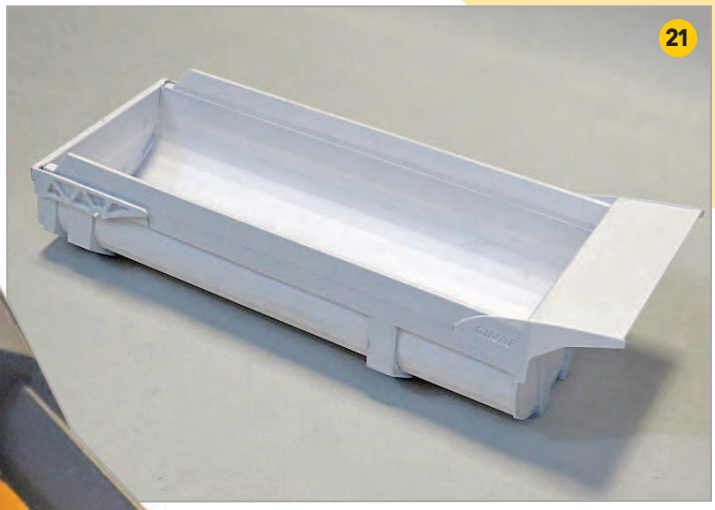


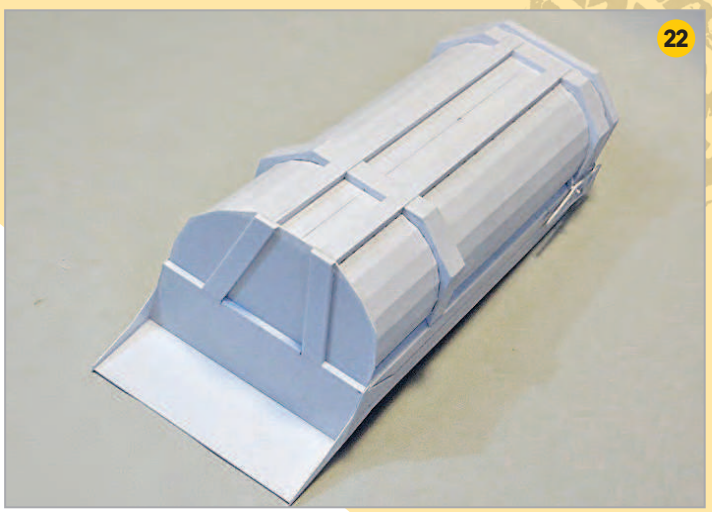


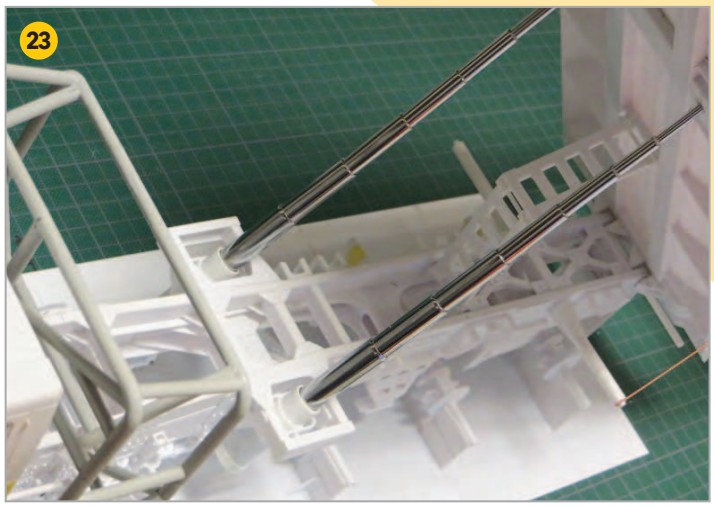
diameter plastic tube around which the wheels would rotate (**photo 14**). Then the details, such as the differential housings, brake cylinders, and the like were attached on to, and around it (**photos 15 & 16**). The last axle had to be steerable, so I installed a vertical plastic rod at its centre point on which it could turn (**photo 17**).

The front axles were a little simpler because they are not powered. For these I made a correctly shaped square tube from









1mm plastic, with the attachments for the wheels at the end. Because I didn't have wheels yet, but still had to align the axles in the right place and at the correct height, I made a jig in which the chassis and the axles could be mounted (**photo 18**). Using this I could locate all the axles precisely, after which I could immediately start making all components for the steering, the suspension and other details (**photos 19 & 20**).

Thanks to my designer contact, I had also received a factory drawing for the dumper body and after scaling it to 1/24, this was not too difficult to make. The body consisted of many straight parts, which required careful measuring and accurate cutting. Once this was done though it was fairly easy to glue together (**photos 21 & 22**). I wanted it to tip like the real one, by means of two hydraulic cylinders, so to replicate them I shortened two telescopic poles (**photo 23**).

With this the main parts of the truck were complete, and I could turn to the internal details and finishing, which I will describe in the next issue.

Ginormous GINAF!
IN THE NEXT ISSUE
PART TWO

Part 2

THINGS SCANIA ONLY GET BETTER

Neil Cooke continues his two-part assessment of Italeri's new Highline.

I've now had a chance to build Italeri's new kit, so in the second part of the review I'll describe how it goes together.

In the first part of this review (Model Truck World May/June 2022 Issue 9), I mentioned that the kit chassis is basically a Scania 4 Series with a few alterations. I'm sure that most of us have built one of these over the years, so all I'll say is that it's the usual two chassis rails with three, or four, cross-members, and an engine guard-cum-cover which are assembled to form the standard frame. Added to that are the rear airbag suspension, a rear axle, front springs, a working steer axle, and some wheels. This created the basic rolling chassis. The engine was built following the instructions, albeit with some filler added to a huge join line along the top of the engine, with the new style rocker covers added (**photo 1**). It was then placed in the chassis and connected to the rear axle with the prop shaft. There was nothing too spectacular there, although I left the engine loose so I could remove it to paint later (**photo 2**).

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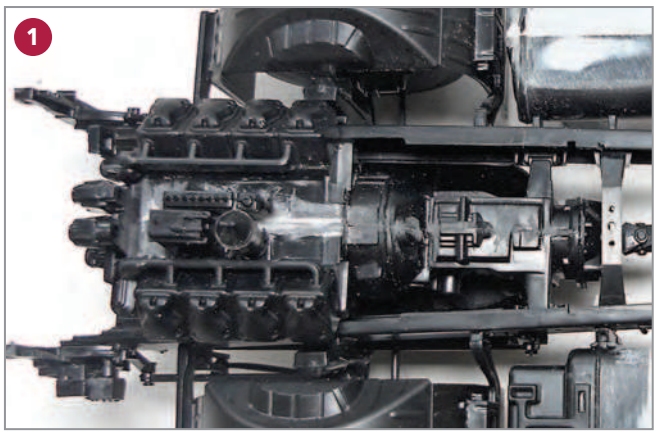

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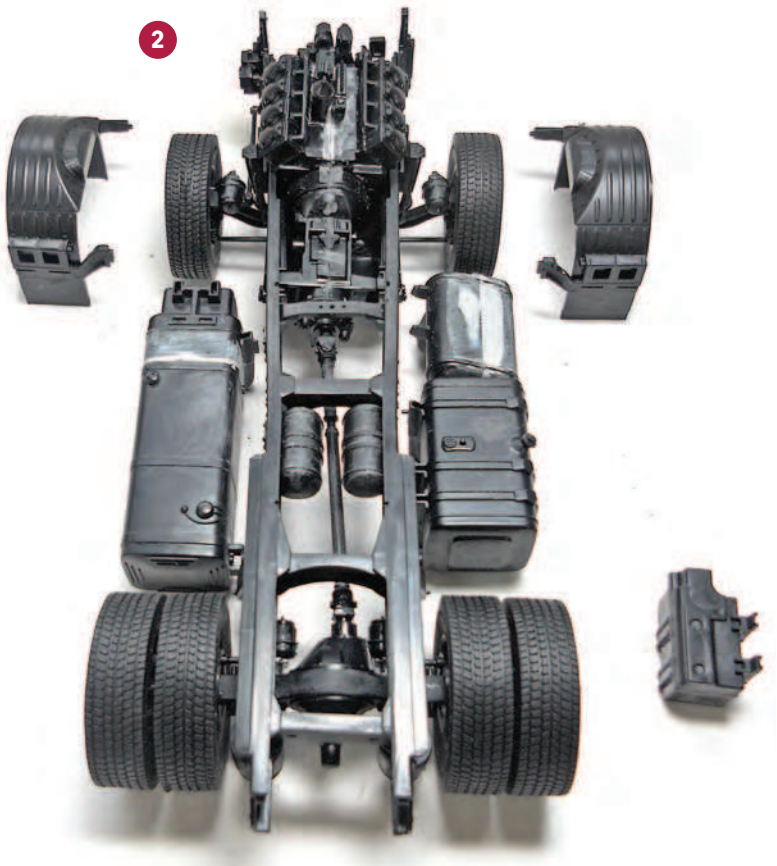

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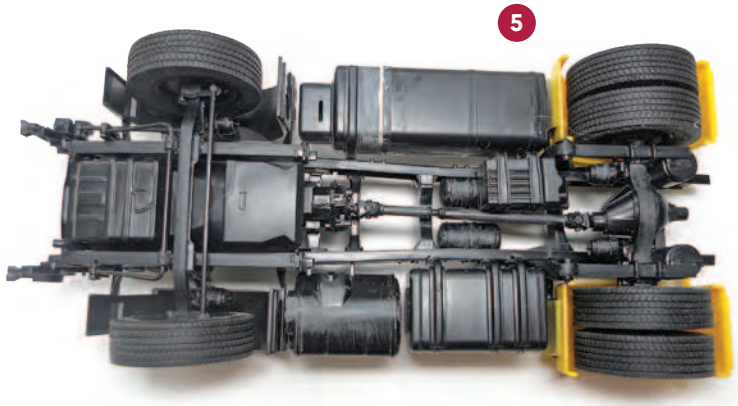
It was at this stage that I could start fitting some of the new parts. I assembled the fuel tanks and exhaust can, but found I needed to fill some of the joints as they were a poor fit (**photo 3**). One could leave these 'as is' because the side skirts hide a lot of it, but I like things to be right. A new set of cab mounts attach to the front of the chassis, as do some new inner-wheel arches over the front wheels. These arches need a new hole drilled at the front of the chassis rails, but rather than give exact dimensions to show where, Italeri provides a simple drawing showing a rough area to poke a knife into. These really do need to be in the right place as they connect to the outer-wheel arches, which in turn connect to the front bumper, and that has to fit onto a specific location on the front of the chassis (**photo 4**). If you get this wrong, it could cause problems later on (don't ask me how I found this out). At least the old R Series kits had two holes that provided a positive fit for the inner arches.

There is a new AdBlue tank that fits underneath the chassis, which needs fitting before the large fuel tank as one of the brackets acts as a spacer. The other fuel tank needs more new holes drilled into the chassis to mount it, while the exhaust can fit into some existing slots (**photo 5**). A new rear cab mounting bracket seems to hold the cab level rather than leaning back as many of the older R Series kits did. Once completed, the chassis was primed and then sprayed a dark grey using Halfords' spray cans. This was actually a Volvo colour, but don't tell anyone! (**photo 6**)

With the chassis in hand, I could make a start on the cab. Many modellers like to construct the cab shell first, paint it, and then slide the finished interior inside afterwards to reduce the risk of getting any glue on the finished paintwork. Most of the time this works, but a couple of kits call for the interior to be built up first and the cab panels assembled around it. This is one of them. As an experiment though, I decided to test fit some of the parts together and see if it could be done (**photo 7**). So, having built the basic shell, I found that adding the interior in sections might actually work, although until I came to the final assembly, I couldn't be totally sure. What could possibly go wrong? (This was a rare case of Welsh optimism. - Ed.)

The cab shell mouldings are very good indeed with sharp details and a good fit, although some parts suffered from some shrink marks from the injection-moulding process (**photo 8**). Some of these were quite deep and needed filling, especially on the sides of the air kit as these will be very much 'on display'. I opted to display the driver's door and the bonnet open on my model because it's the best way to show off the inside-front panel and the interior. The dashboard was especially nice and would reward careful painting and detailing to look very realistic (**photo 9**). The rest of the interior is to a similar



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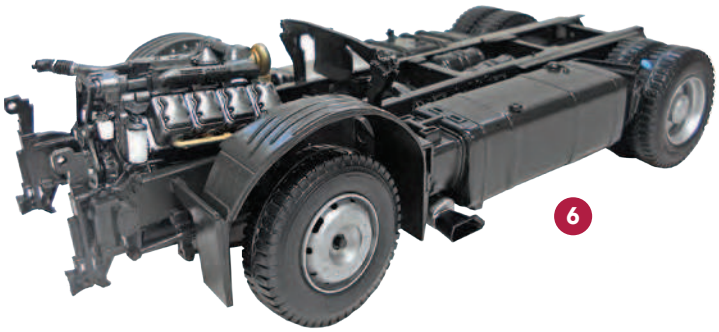

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standard; the new seats come with photoetched seat belts and have their controls moulded into the base (**photo 10**). The door cards feature nicely moulded speaker grilles and control panels on the top. There was plenty to keep a 'detail freak' like me occupied for a few hours.

The instructions call for the main colour for the cab, side skirts, and rear mudguards etc. to be Vallejo Gold Yellow Metallic (62.042), which is an airbrush-ready paint. As I don't have an air brush, I decided to see what I could find in Halford's paint range. Needless to say, there was nothing that came anywhere near the correct colour, so I opted for Fiat Broom Yellow (199026). This was applied over a coat of yellow filler-primer, as I find that gives the best result. The interior parts were then painted using Tamiya acrylics simply because I prefer those to anything else (**photo 11**). I used an online conversion chart to pick the correct colours based on the Italeri colour codes in the instructions and, once dry, I started on the assembly.

Because I'd opted to have the driver's door open, that made my experimental 'whole cab' method of assembly slightly easier. I found that by gluing the inner roof section and rear panel together, they could be added through the bottom of the cab and fixed in place quite easily. After fitting the side windows, the door cards were next to go in, before the floor pan was fitted. Now came the tricky part: the dashboard needed to be passed in through the driver's door and located before the seats could be added. It was a bit fiddly, but it worked. Finally, the two front pillar sections were attached before fitting the windscreen (**photo 12**).

One thing that I did like about the cab was that the sides of the air kit at the rear can be fitted without their support brackets. This allows the brackets to be painted separately beforehand, which makes life much easier (**photo 13**). There was also a handrail, a winding rod – used to alter the pitch of the roof spoiler – and some electrical sockets that were moulded integrally with the cab-mounting bracket. It was nice to see some of these smaller details being included as part of the kit, especially as there was also a 'susie' bracket included for the airlines. This was, in fact, the only place where I made an addition to the standard kit by adding some airlines made from thin, painted solder (**photo 14**).

Italeri include a lovely little photetched brass fret with the kit, which contains the front-grille mesh as well as various badges and the seatbelts for the interior too. It seemed a little thicker than some of the aftermarket photoetched parts I've used onother models, and it was sometimes consequently a little awkward to release some of the parts. But that also meant that the mesh was stronger and less prone todamage. These parts could be painted before fitting to the front grille, although care was needed to not block the holes with paint. These photoetch parts were a nice addition to the kit, although I suppose some less experienced modellers might struggle with them. There is also a small sheet of self-adhesive chrome


14

stickers which provides the mirrors and some Scania badges. The latter were supposed to be stuck over the moulded lettering on the front and rear of the cab, and the mirror parts were meant to go over the 'glass' in the plastic mirrors. I only used the stickers for the mirrors but fitted them behind the glass instead as they looked so much better that way (**photo 15)**. The sticky badges were discarded in favour of the black ones supplied on the decal sheet. The decals themselves were very good, cleanly printed, with very little carrier film around the edges. When applied with Micro Sol and Micro Set, they sat perfectly over the moulded letters. I tried adding the other decals to the sides of the cab but, although they were equally lovely to use, they didn't show up very well on my paint scheme so were ultimately discarded.

Sadly, when it comes to the headlights, there is no other way to describe them other than awful. I tried to do some creative painting to make them resemble the real thing, but with limited success (**photo 16**). I used a combination of chrome pen, flat aluminium paint, and semi-gloss black and worked from a photo of the real thing. The problem is, I believe, that the moulding is too flat to do much with it. One of the aftermarket companies has already released a resin replacement which looks a lot better.

15

16

Once the cab was complete, it was added to the chassis along with the lower bumper and side skirts. It was at this point that I found out that those inner-wheel arches were slightly out of position. That meant that the bumper wouldn't sit level, and that one of the side skirts wouldn't fit correctly. In hindsight, I'd suggest a better method might be to fit the inner-arches to the outer-arches first, and then fit these to the chassis. I posed the truck with the front grille raised and the corner sections open but, as the brackets are rather flimsy, I could imagine these easily breaking off so I may glue them shut at a later date. The other problem I've found is that if you pose the cab with the driver's door open, the interior panels don't fit up to the edge of the door opening and leave an unsightly gap. I tried to hide that with some creative painting, but ideally it needs filling with a small strip of plastic.

In conclusion, apart from the issues raised above, and a couple of small problems with the fit for which I may have been to blame, this was quite a nice kit to build. The cab assembles into a reasonably accurate and detailed piece, but it is a shame that the engine and chassis aren't to the same standard. I built this review model straight 'from the box' at the request of the editor, but the next one will be much, much different. Yes, I have indeed bought another one and it will feature a host of aftermarket parts. Watch this space…

With thanks to Italeri for the review sample.

Product guide

Step by Step

vallejo

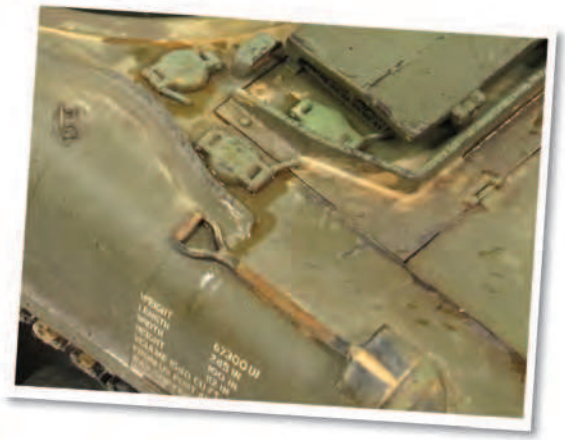
How to use Weathering Effects

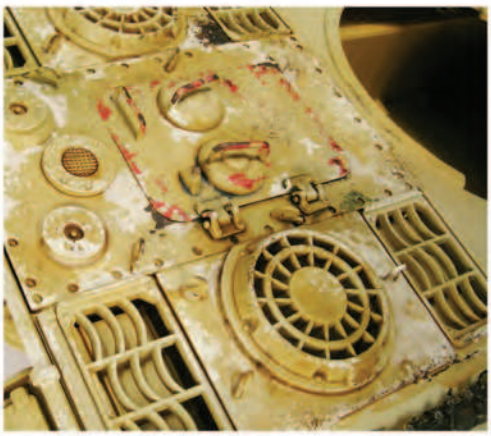
Art. 73.813

Oil Stains

Oil stains are common around engines, hinges and all the moving parts of vehicles. The color and the shiny look of the stains give the model a realistic aspect. Oil Stains can be applied in the shape of spatters, drips or traces in specific areas.

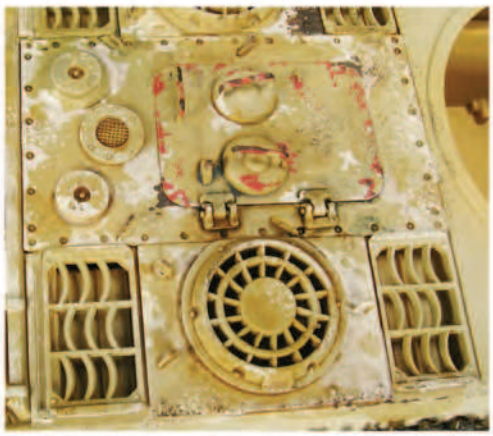
By Chema Cabrero





1 In this example we will add some Oil stains on the engine deck of a German Panther tank.

2 This part of the engine deck is a logical place for these effects, because crew and mechanic maintenance teams work frequently on this surface.



3 With oil used as a lubricant and on some areas, it is logical to spill or leave traces in work zones.

4 We now apply the product, in the form of drops or traces, around some components or around the hinges.

5 It is important to remember that despite the random generation of stains of this nature, logic informs us of its appearance and shape.

6 Drops, splashes and accumulations by capillarity are often the most realistic features that the product offers us: following the pattern of an actual application will result in a satisfying final aspect.

GAYDON MODEL TRUCK Festival 2022

BEST IN SHOW

GAYDON MODEL TRUCK FESTIVAL 2022 BEST IN SHOW

1/24 GMC Crackerbox and Multi-axle trailer by Jan Rosecky.

Images by kind permission of and © Jan Rosecky 2022

SMALL SCALE

MID SCALE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FERRYSPEED


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180


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D.R. MACLEOD

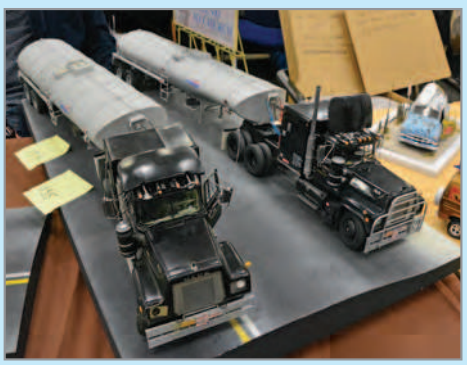

Astran
SCANIA

LARGE SCALE


BARLOWS


MAERSK


Hepworth



GAYDON MODEL TRUCK Festival 2022

GAYDON MODEL TRUCK FESTIVAL 2022 RESULTS
on page 14

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One (Twelfth) in a ZiL-lion

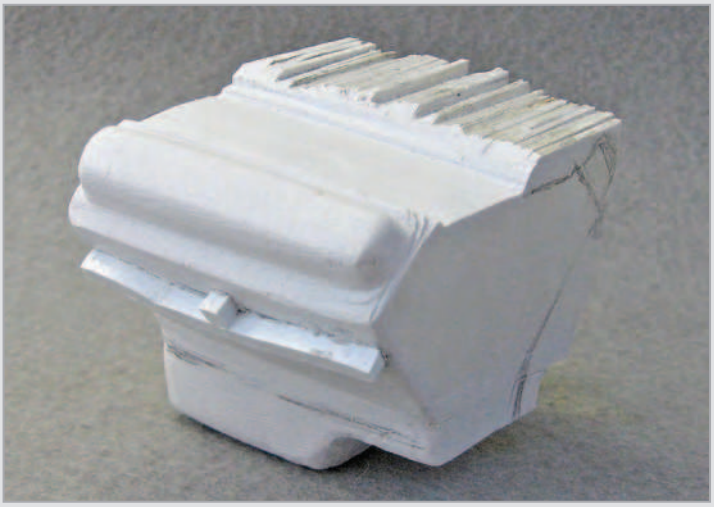
Larry Reed demonstrates that the unlikeliest start can often lead to the most fantastic museum-quality results.

I've always admired dual rear-wheeled trucks, but my taste has often been offbeat, sometimes leading to the accumulation of information on vehicles that are not typically seen in North America. Until recently, I enjoyed watching Russians taking pride in their automotive history, restoring vehicles, and even producing many outstanding 1/43, 1/24, and 1/8 models.

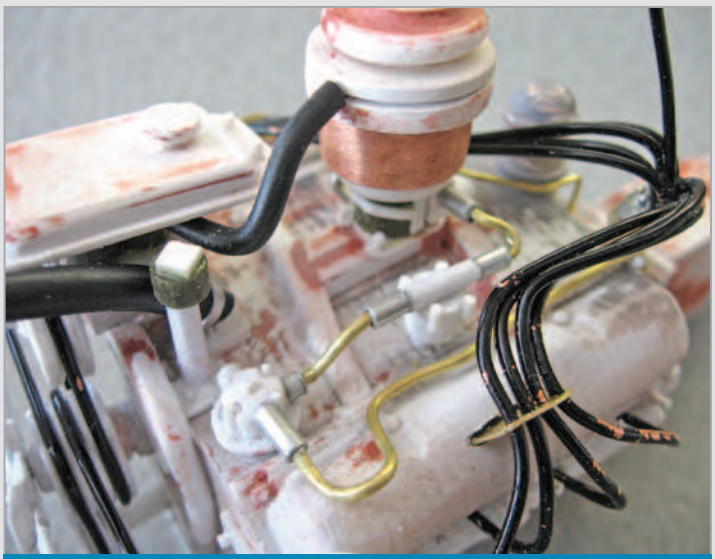
Russian ZiL-130 trucks were mass-produced from the mid-sixties until the midnineties and featured a good deal of Western design influences such as wrap-around windshields and V8 motors. Over the last few years, I'd collected copious reference material on those Zil-130 trucks, including dimensions, specifications, and photos. Just before the Covid pandemic I'd purchased a Kingkong RC 1/12 ZL-130 4x2 FR Layout Tractor Truck with Metal Chassis kit (minus all of its electrical and mechanical RC components) with the intention of converting it into a

The Kingkong 1/12 RC body and chassis as supplied, without any of the RC 'gubbins'. The 1/43 kit by its side gives an idea of size.

Copious references were assembled over a period of time, which allowed me to add as much or as little detail as I chose.

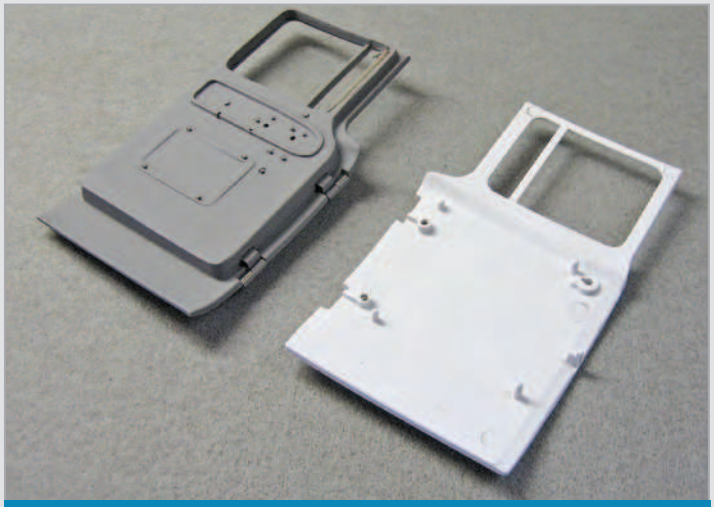


The motor was loosely positioned, to check its fit, between the beginnings of the brass wheel well inner liners as well as the unfinished radiator.

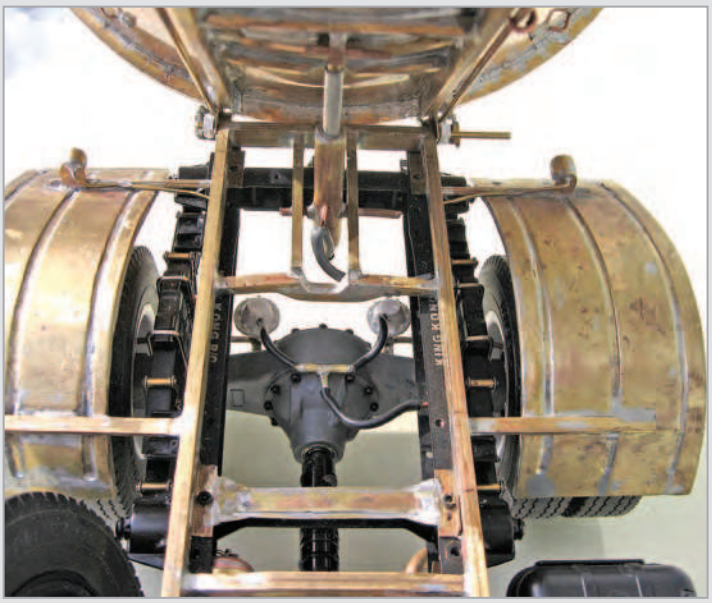


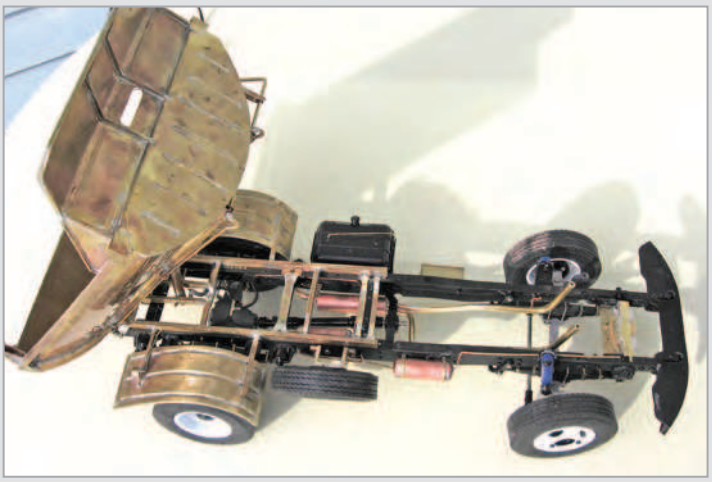
The scratch-built Zil 130 V-8 motor. I started with a laminated block of styrene, and used a rotary tool, files, and sandpaper, to form the basic block with transmission. Various hand-fabricated lines, pulleys, and accessories were then attached.

The highly overly simplified kit interior and front wheel wells compared to the scratch-built replacement driver's seat. This featured correct proportions and simulated the tubular framing too. The interior floor, rubber mats, and dashboard all had to be replaced by new, more accurate parts.

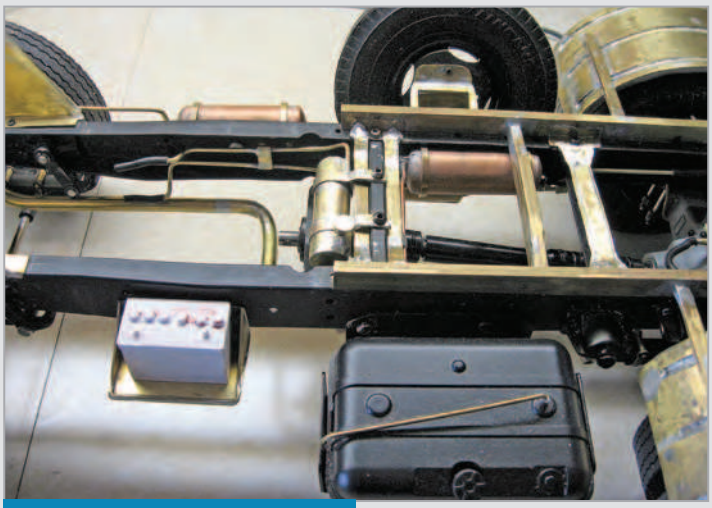


The inner door panels were also fabricated to include the inner window panels and would use hand-formed window cranks and door releases to add more detail.

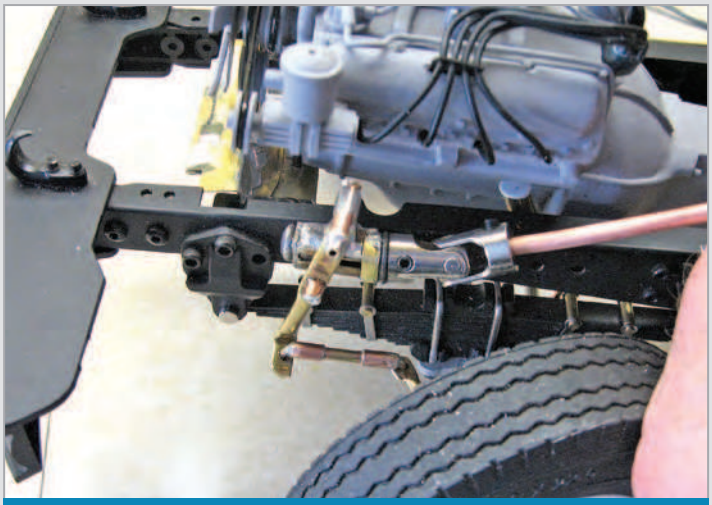




Forming the standard Zil 130 dump body using soldered sheet brass. Various solders, each with different melting points, were used to avoid later parts from overheating and releasing previously soldered assemblies.



Using my photographic and technical references, the dump body cradle and actuation mechanism was also hand made from soldered brass as were various cross-members and details. The battery and battery box were made from both polystyrene and brass.



The working worm and sector steering box, pitman arm and drag-link were recreated from brass. The steering shaft uses a universal joint connection to the steering box.

Detailing the engine bay comprised a new, accurate plastic firewall with the necessary wiring, coil, and voltage regulator from brass. Further details included a small firewall maintenance lamp, working hood hinges, a new brass radiator and bonnet hold-down latch. The underside of the bonnet also had the intake plenum chamber added.

highly detailed static model . Using my previously acquired dimensional references, I was able to easily adjust the toy's proportions to a more-accurate 1/12 size. Then using soldered brass, I proceeded to fabricate the iconic Russian rear dumper body and its chassis support cross members. I constructed poseable dump hydraulics and a working tailgate with its actuating gate-locking mechanism.

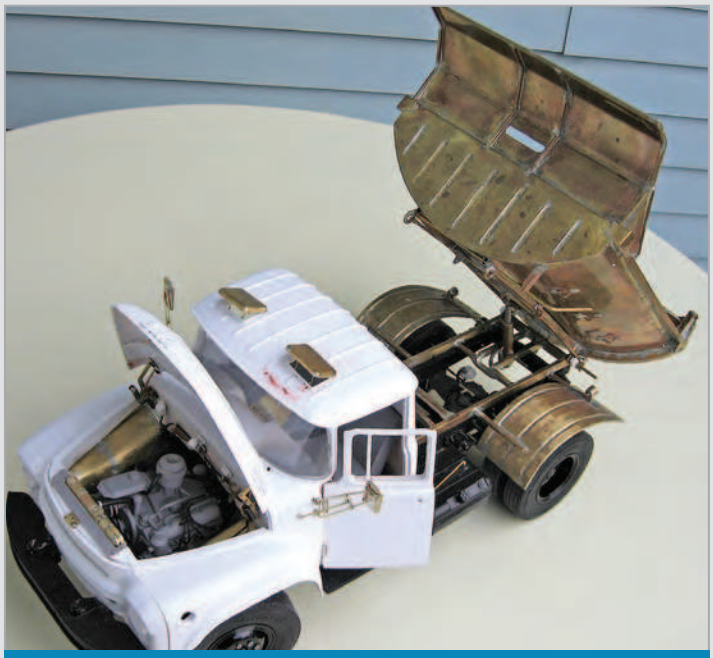
I made a laminated polystyrene plastic block and, using my rotary tool, I carved a simulated engine and then formed its various accessories. The totally scratch-built engine and engine compartment included a new polystyrene firewall with all its simulated electrical components. Brass stock and wire were used to simulate cabling, the inner fender wells, the functioning bonnet hinges, the radiator, and several other details. The bell housing, transmission, power take-off (PTO), and drive-shaft safety brake were also scratch built from polystyrene, as were the rear axle air-brake housings.

The kit's cabin was replaced with a totally scratch-built one too, using polystyrene for seats, inner door panels, dashboard with gauges, defroster vents, and other smaller details. The replacement floor featured the raised seat mount, ribbed floor matting, pedals, gear lever and safety-brake levers. Brass sheet was used for the opening glove box door, passenger-side dash grab-handle, various knobs, and steering column. The cab's exterior had brass operating roof vents added, as well as opening door-vent windows, and hood hinges. The bonnet's inner ducting was recreated from plastic, and I attached new trumpet horns, and an embossed front 'logo'.

As well as its new cross members, the chassis was also kitted out with a plethora of

The opening roof air-vents were fabricated in brass.

The dashboard and instrument panel were replaced with new polystyrene versions, while the opening glove-box door, as well as the various knobs and grab-bar, were all brass. The cab floor and 'rubber' mat were both fabricated in polystyrene as well as a driver's folding sun-visor from plastic and stiff wire.



Before priming and painting, the main assemblies were lightly fastened together to check their fit and tolerances.

newly fabricated brass accessories: the air pressure reservoir tanks; all air and hydraulic lines; a hydraulic fluid reservoir, battery box; dual-exhaust headers funnelling into a single muffler-cum-tailpipe assembly; and a functioning steering-wheel activated steering box with prototypical universal joints, pitman-arm, and drag-link.

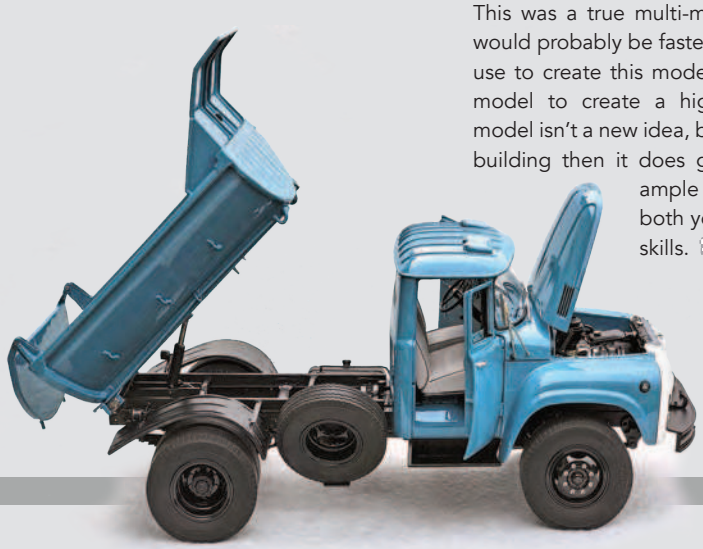
Painting consisted mostly of a Tamiya Flat Blue (XF-8 or Ts-15) basecoat with automotive two-part gloss clear-coat varnish. Tamiya Semi Gloss Black (X-18 or Ts-29) was used for the chassis, and Dupli-Color AC Silver (10-0126) was the base coat for the engine, transmission, and other 'running' parts. Small details were picked out using an assortment of Tamiya, Testors and Humbrol paints.

The body work and interior were painted as subassemblies, to ensure that everything was properly finished. The two-part varnish gave everything a deep, but not overly lustrous, shine which looked about right.

Like the superstructure the chassis was finished 'clean', which I prefer as it allows everything to be far more visible.

Conclusion

This was a true multi-media model, and It would probably be faster to list what I didn't use to create this model! Using a large RC model to create a highly detailed static model isn't a new idea, but if you like scratch building then it does give a canvas that's ample enough to stretch both your imagination and skills.



WSI models

www.wsimodels.com

More 1/50 releases from this Dutch company, with a number of tractor and trailer units in different liveries, of which the Scania S Highline features prominently. As ever these can sell out quickly though!

Scania 3 Streamline 4x2 with three-axle reefer trailer in Steiner markings (ref. 2-2286).

Renault Trucks T High 4x2 tractor unit with three-axle volume trailer in Jan Hug Transporte livery (ref. 02-2907).

DAF XF Super Space cab MY2017 4x2 tractor with three-axle reefer trailer in Bischof markings (ref. 02-2860). N.b. WSI's website image of this model appears to be their Scania S and trailer in Buchs Lenk livery (ref. 02-2775).

Scania S Highline CS20H 4x2 tractor with three-axle volume trailer in Inter-span colours (ref. 02-2886).

Scania S Highline CS20H 4x2 tractor with three-axle volume trailer in Ruud Gagens livery (ref. 02-2878).

Scania S Highline CS20H 4x2 tractor with three-axle reefer trailer in Horber colours (ref. 02-2827).

Scania S Highline CS20H 4x2 tractor with three-axle reefer trailer in R&R Regez livery (ref. 02-2894).

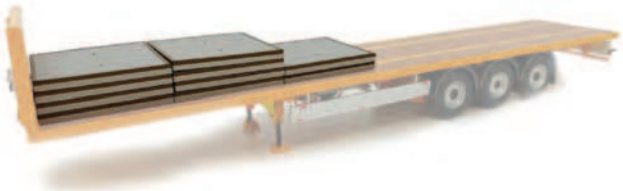
New releases from Conrad in 1/50 include a Bucher 2015-model CityFant 6000streetsweeper on a Mercedes-Benz Actros MP03 chassis (ref. 72212-06-L).

Marge Models

www.margemodels.shop

As a final note, and relevant for those wishing to order directly, Marge Models' office and warehouse will be closed for their well-deserved summer holiday from 5 August until 29 August.

Also now available is the Mercedes-Benz Arocs Streamspace 2.3 heavy-duty 8x6 tractor unit in SAT Industrie-Abbruch markings (ref. 78001-04).



For fans of longer models, the MAN TGX XL 6x4 tractor with Goldhofer DLZ6 heavy-duty semi-trailer livered for Dortmund-based Voss International transport (ref. 70155-0), is now available too.

Conrad models

www.conrad-modelle.de

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In 1/87 Tekno have released the Scania Next Gen S-series Highline 4x2 with three-axle trailer in DHL Parce's distinctive scheme (ref. 207132A).

Tekno

www.tekno.nl

New releases from Dutch company Tekno include some very eye-catching trailer liveries and a really sweet cab unit in the Truckstar Legend range.

And also a Scania Streamline 143-450 rigid marked with a three-axle trailer in the livery of van der Hout / Soonius Transport (ref. 054024Hd+).

In the 1/50 Truckstar Legends range comes this Scania 141 V8 cab unit in Piet van Drunen colours (ref. 011000A+).

There is a 1/50 Volvo F16 rigid truck with two-axle in the markings of Holm Pedersen (ref. 133100Hb+).

There is a Scania 141 cab unit with linked rail-car curtainsider trailers in Broersma markings, again in 1/50 (ref. 011102Hb+).

Also released in 1/50 is a DAF 2800 with two-axle Netam-Freuhauf box semi-trailer, liveried for Simon Loos Transport, Storage and Distribution (ref. 152128Ac).

In 1/50 a Scania R-series Topline with two-axle gooseneck trailer has been released in Stirnimann livery (ref. 099088A).

Fire Replicas 1/50

www.firereplicas.com

American company and specialist in all-things 'pompiers americains' have these new 1/50 models available.

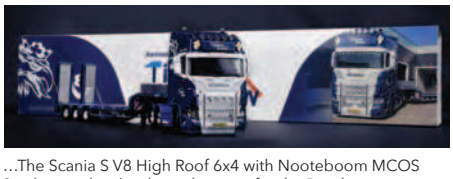
Classic 1959-60 Chicago Fire Department Mack B85F/Magirus trucks are now available to order with both 146 foot ladders for Trucks 2, 3, 8,and 39; as well as 100 foot ladders for Trucks 10, 30, 45, and 59.

Ferrara Hazardous Materials Technician Units (HMTU) model 2015 and 2018 vehicles have been released liveried for the New York Fire Department Squad 8, and for FDNY engine numbers 44, 165, 250 and 274.

1968 FDNY Mack CF trucks are also now available in the guise of Engines 10, 46, 82, 85, and 227.

The later 1981 versions of the CF in yellow liveries makes fine companion pieces, and an be purchased marked as Manhattan10 or 58, Bronx 41, 45, or 85, and finally as Brooklyn 236.

The BME Wildland Model 34 Type 3 International 7400 4x 4 vehicle has also been released in 1/50 and is available in three distinctive schemes: the Los Angeles County Fire Department Engine 44, the United States Forestry Service, and in the livery of the California Governor's Office of Emergency Services.



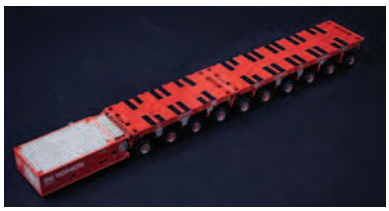
…The Scania S V8 High Roof 6x4 with Nooteboom MCOS 3-axle semi low loader with ramps for the Dutch company Tijssen Bouw (ref 32-0167) is newly released.

In Kristian Rytter livery, IMC present their Scania XT Middle Roof 6x4 with Nooteboom MCOS four-axle semi-low loader with ramps (ref. 32-0168).

IMC model

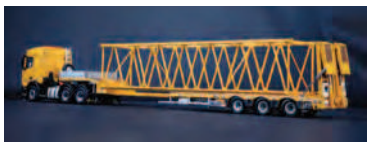
www.imcmodels.eu

Several highly detailed 1/50 releases from IMC are announced including the unusual SPMT, which for a truck modelling magazine seems somewhat like 'Model Snail World' doing a feature on a slug! However, we digress…



Basically, large powered flat-bed trailers that will steer in any direction, which can be linked together in tandem or parallel to carry loads of up to about a gazillion tons, the Scheuerle Self-Propelled Modular Transporter (SPMT) and their Power Pack Units (PPU) are seen anywhere ultra-large loads need moving with precision.

IMC's new model has this unique vehicle in its 6 axle SPMT and four-axle with PPU configuration in the markings of civil engineering company, De Romein (ref. 32-0185).



A Scania XT 6x4 cab with Nooteboom MCOS three-axle semi-low loader with ramps is available as a Yellow Series Convoi Exceptionnel version (ref. 33-0188). N.B the boom section load shown in the image is NOT included with the kit.

The Scania R SERIES 6x 4 with Nooteboom six-axle semi-low loader with covered train load, in Seishin livery is also released (ref. 31-0257).

Coming soon will be a model of the Mercedes-Benz ACTROS Streamspace 6x4 cab unit in the attractive livery of Peter E. Nielsen (ref. 32-0181), as will a new model of the rugged Titan 8x4 heavy hauler in Sarens livery in the fourth quarter of this year (ref. 20-1072).

TERRAFORM

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PULLEY THE OTHER ONE!

'ARC-ening' back to the Eighties, Mick Russell recovers well and creates a 1/24 wreck!

Many moons ago I worked at ARC (now Hanson) based at Edwin Richards Quarry, near Dudley in the West Midlands. The garage recovery vehicle they used there always caught my eye. It was based on an old mixer-truck chassis, and the vehicle body was essentially fabricated 'in house' (this was back in the days when we did that sort of thing!) A Harvey Frost crane had been installed onto the back and it had been painted and liveried, again all 'in house'.

Sadly, I had only one photograph, which I'd taken in the mid-eighties, which happily was of the rear of the vehicle (**photo 1**). Yet by chance, a photograph also appeared on a Facebook page. It was posted by one of the many drivers I have built models for over the years and was taken from the front of what looked like the truck when freshly painted, or at least close to (**photo 2**).

The model started about six years ago with a KFS 1/24 AEC Mantador cab, which I modified to create the later high-datum cab by adding 4mm of Plasticard to the bottom

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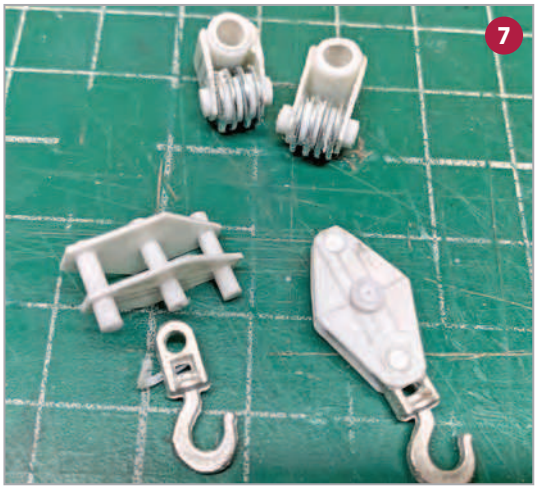
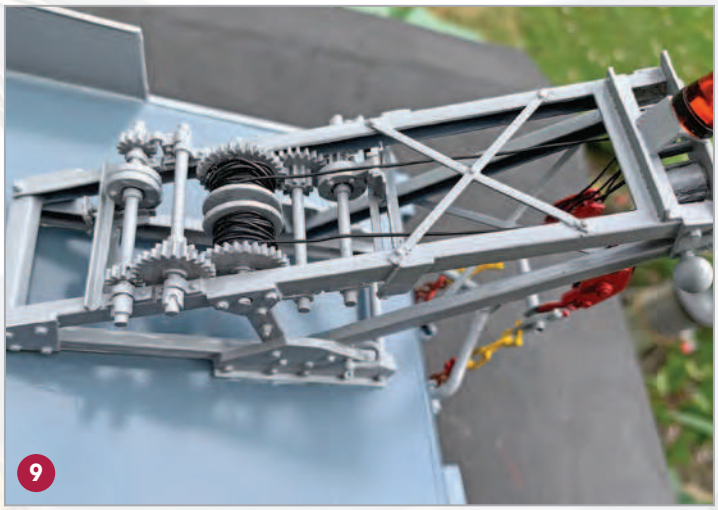
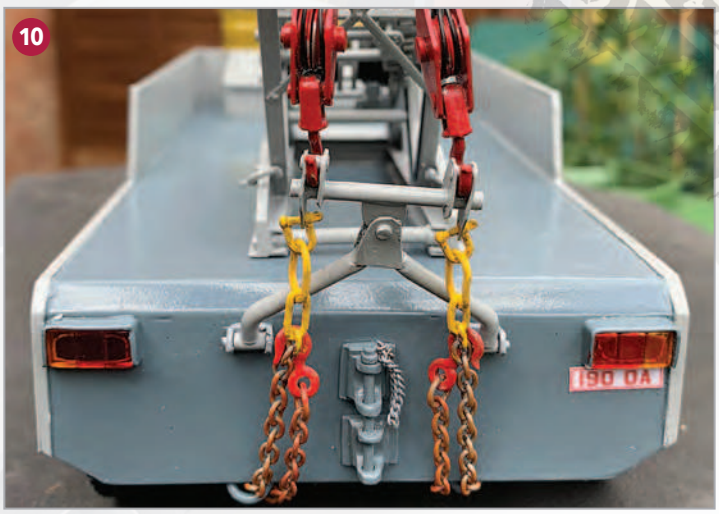
of the cab (**photo 3**). The grille was scratch built using plastic profiles and strip. Once happy with the result, I cast it in resin, which was not a massive success, but I got one useable casting for my efforts.

It then sat on the shelf for years! But after some commissions had been built, health issues had occurred, and fresh pictures had emerged, it finally hit the workbench again. The chassis is part second-hand DAF double drive and part second-hand Volvo chassis front joined and strengthened with plasticard. A set of old Italeri wheels and tyres were found from the spares box to set the chassis level. A basic body and frame for the crane were fabricated from Plasticard and now it was time to tackle the crane gear itself (**photo 4**). My first attempt was somewhat lacking in correct detail, so this was 'retired' (**photo 5**). Attempt number two came together with a lot of help from Howard Whitehead of KFS, who supplied me with information, as well as detailed photographs he had taken of the Harvey Frost crane (**photo 6**). I purchased the recovery set from KFS which includes a lot of very useful pulleys, shackles and other bits, and I also purchased a mixed packet of toothed cogs from an auction site. The pulley shackles were scratch built using plasticard and white metal hooks from the recovery set with washers sandwiched in between together with some plastic tube (**photo 7**).

I also tried various cables and rope in several sizes to represent the real thing's pulley system, none of which worked or sat right to my eye. I settled for plastic-coated wrapping wire, which, given the complexity of the system, worked well, I think. The result is, I feel, now a much better representation of this iconic recovery crane than my initial version (**photos 8 & 9**). I added a toolbox from the Emhar Bedford Recovery Truck kit (ref. PKEM2404) and some bent wire for handles. I scratch built towing eyes and light recesses, and found some appropriate rear-light lenses, which were all added to the body. The front bumpers were fabricated from Plasticard, and Little Cars headlights were installed into holes cut in the bumper. In the front-view photograph I have, there are four spotlights below the bumper. However, these never lasted very long on the real thing, so I left them off. An upright-exhaust stack was made using a spares box resin exhaust. To this was added a plastic tube bent by heating and it was all positioned on a basic frame I made to sit up the rear of the cab. After the fuel tank, three air tanks and some plumbing were added to the chassis, and it was time for paint.







The chassis was primed and then painted Tamiya Light Grey (XF-66). This is a darker grey than the bulk of the body, which was a custom-made model paint using a sample of genuine old paint as reference. Another custom-paint mix was acquired for the cab colour which is classed as 'Mustard'. The white roof was painted first and left to dry for a few days, before masking and spraying the Mustard. The body was first painted with the custom pale grey and left for a few days before being masked and sprayed with Tamiya Light Grey on the flatbed and just down the back (**photo 10**). The crane and cradle were also painted custom grey, but the crane frame is the Tamiya Light Grey inside. An MCA aluminium air horn, scratch-built aerial, and KFS beacon were added to the roof once it was thoroughly dry.

The cab's interior was painted the appropriate cream colour, with brown leather seats and engine cover. The dashboard, steering column and wheel were black and the whole interior was treated to a little dry brushing to show some wear and tear. Finally, the crane was 'wired' correctly, rusted chains had D-links and loops added, and it was all attached to the cradle at the back of the body. Homemade decals were created and applied to finish it off.

After such a gestation period, it was nice to finally finish this model, and I'm very happy with the outcome.

step-by-step GUIDE

CREATING AN ABANDONED TRUCK: PART ONE – THE ENGINE

AMMO's Iosu Jimenez presents the first part of this weathering How-To series.

Video tutorials:

Titans sprays:

In the first article of this guide about the finishing products and techniques used to create abandoned trucks or vehicles, the model I have chosen is the Italeri 1/24 Iveco Turbostar 190-42 (ref. 3939), but you can use the same techniques on any other plastic kit or diecast model. I will describe the step-by-step process of weathering an old engine.

Acrylic products:

The first step, of course, is to assemble the engine. You can add the ignition harness cables from copper wire if you wish to add a little more detail.

Titans Hobby sprays are quick drying and durable. They are perfect for priming or creating a matt base coat. Here Light Grey (TTH 102) is being sprayed on as a primer layer.

The next step is to apply a coat of acrylic Polished Metal (A.MIG-0192). It's best to apply these paints diluted with 60 per cent Acrylic Thinner (A.MIG-2000) in several thin layers. I then let this dry for at least twelve hours.

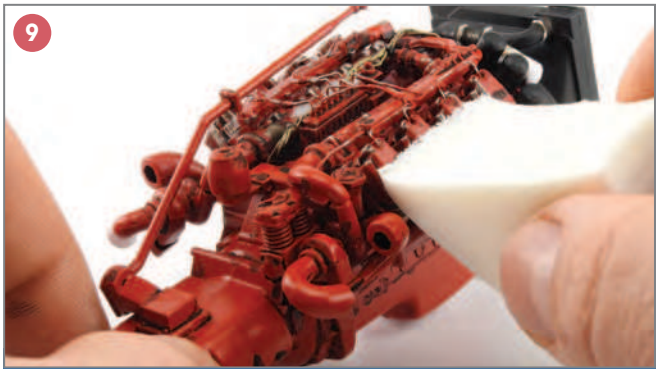
Next, I apply two coats of Scratches Effects (A.MIG-2010) chipping fluid and let each coat dry for about ten minutes.

Then I painted the engine in its actual colour, in this case it's Red (A.MIG-0049).

After leaving this to dry for about fifteen minutes, I can begin to create the scratches. First, the surface is wetted with water, then I gently rub the areas where I want to chip the paint with a small stiff brush. You can also use a cocktail stick to get smaller chips and scratches.

When the chipping is finished a thick protective coat of Satin Lucky Varnish (A.MIG-2052) is airbrushed at a low pressure, about 1 Bar or so, with the airbrush tip close to the surface to give a thick, wet and glossy coat. This needs an hour to dry.

Next, I apply a wash around the details with Dark Wash (A.MIG-1008) using a fine brush and let this dry for a quarter of an hour.



I can then clean off the excess with a cloth or a special Remover Sponge (A.MIG-8561).

In areas where the sponge won't reach, I can remove any excess with a small brush dampened in Enamel Odourless Thinner (A.MIG-2019).

Next some old and rusty chipping can be added with a fine, pointed brush using Chipping (A.MIG-0044) acrylic paint.

Small dots of paint are applied close to each other until I'm happy with the final 'shape' of the chipped area.

The next step is to apply some oily dirt, brushing on Oilbrusher Dark Brown (A.MIG-3512) in the areas I want the dirt to be.

Then I can blend the dirt marks using a brush wet with Enamel Odourless Thinner (A.MIG-2019).

A realistic effect is created by making the dirt accumulate in the deepest areas and by vertically streaking the grime too.

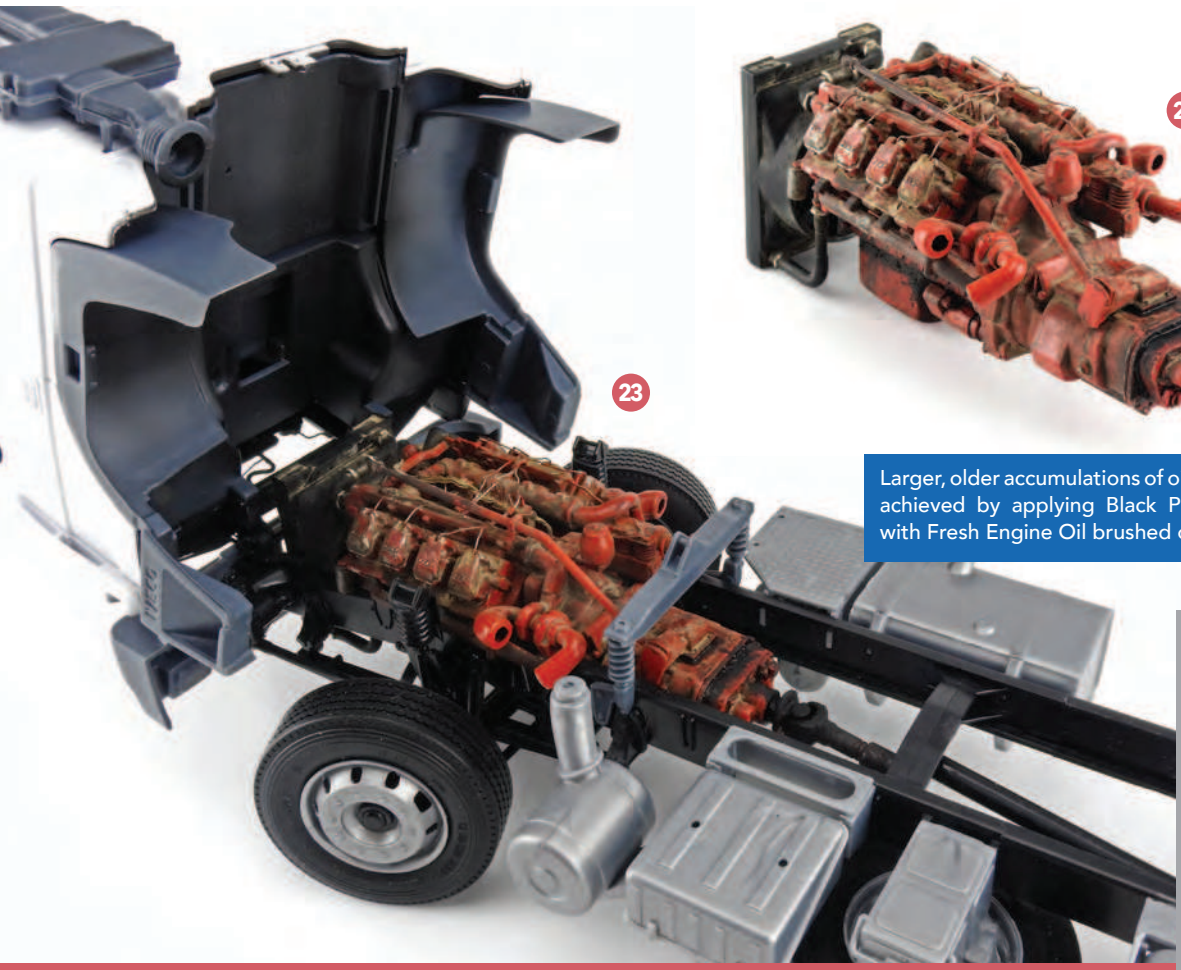
To represent the dust and dirt I use Dark Earth (A.MIG-3007) and Europe Earth (A.MIG-3004) pigments, and these will also help in creating greasy effects afterwards.

The pigments are then wetted with Enamel Odourless Thinner and given 20-30 minutes to dry.

I then rub away the excess pigment with the Remover Sponge or a fine brush where the Sponge won't reach.

The next stage is to apply oil and grease stains using Effects Brusher Fresh Engine Oil (A.MIG-1800). I apply this in areas where I want to represent fresh oil staining. Applying it over the dark pigment creates very realistic greasy stains.

Finally, some small oil stains are made by flicking the Fresh Engine Oil over a cocktail stick to replicate various splashes and spots.



Larger, older accumulations of oil and grease are easily achieved by applying Black Pigment (A.MIG-3001) with Fresh Engine Oil brushed or splashed over it.

In the NEXT ISSUE of Model Truck World,

PART TWO

I will continue this guide, describing the next weathering steps.

Part One:

EAST BOUND AND DOWN

Teri Wilde does full 1/14 (Buford T.) Justice to the Snowman's Coors-Carrying Rig from '*Smokey and the Bandit*'.

1

In keeping with a 'movie' article, a long time ago in a model shop far away...

Almost 30 years ago, I pre-ordered my 1/14 Tamiya King Hauler (ref. 56301) in June 1993 from Beatties in Meadowhall, Sheffield, and was waiting outside their door on the morning of the UK release (**photo 1**). I'd ordered it as a package deal with the Acoms three-channel radio package and the Tamiya electrical lighting kit. Originally it didn't get built how I really wanted it to, but after sitting on the shelf for twenty years I decided it was time for it to undergo some drastic changes (**photo 2**). What I really wanted to replicate was the Kenworth W900 that featured in the 1977 movie, *Smokey and the Bandit.*

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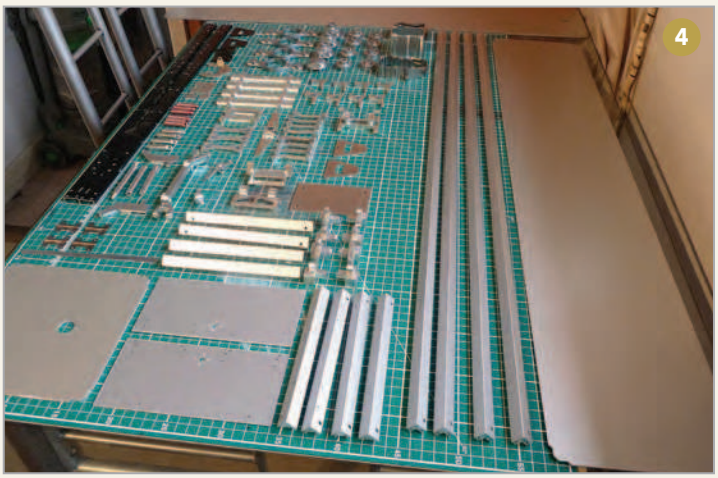
The first thing to notice about the King Hauler is that it doesn't actually look like any particular truck. It's almost a cross between a Peterbilt 359 and Kenworth W900, which I believe was because licensing and copyright issues meant a generic look was required. It also meant I needed a lot of custom-CNC machined parts, which I had to design and have made, because when I started making changes to the model back in 2014 there weren't a lot of aftermarket parts available.

I began by firmly defining what I wanted, and what the result should look like. I wanted this to be the best it could be, and I wanted it to have as many alloy upgraded parts as possible. To this effect, I spent hours, days, even months ordering parts that were available and designing parts that were not. The obvious starting place was the chassis,



so I ordered cross-members, axles, transmission and wheels all in alloy, as well as steel drive shafts. I also procured button-head bolts for a cleaner look and servos with alloy cases. That was the chassis parts gathered (**photo 3**).

But that was only the beginning! I wanted all the alloy parts to be the same shade of black, and the only solution I could come up with was anodising them all at the same time. I had to pre-plan the trailer box and all its alloy parts too (**photo 4**). These needed test-assembling and any physical changes to be made to them before they went off to get anodised.

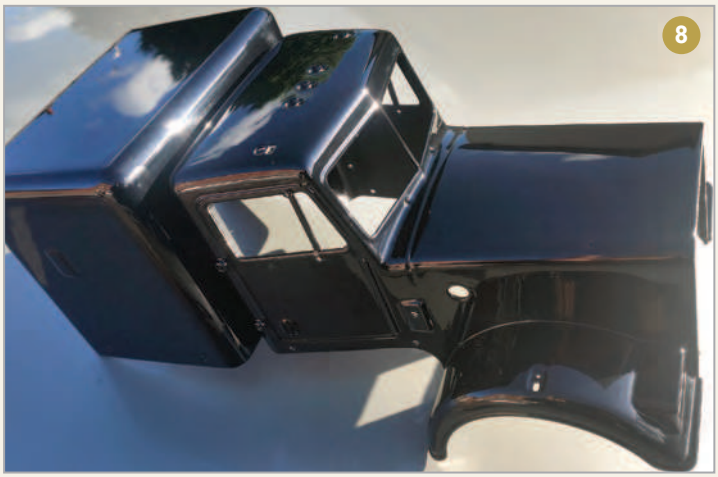
Even before the alloy parts were sent to be anodised, I'd already started to plan the cab modifications to make sure that any parts for this that needed anodising were also ready to send too. The main challenge with the cab was altering its generic look to that of a Kenworth W900. The two main focal points would be the grille and headlights. The headlights needed changing from a single square version to twin headlights. The only twin-round headlights I could find were a little small and I didn't like them, so I made my own alloy headlight buckets from a King Hauler rear bumper (**photos 5 & 6**). I managed to find a guy in Australia who could make me a W900 three-bar grille and a 'bow-tie' bumper (**photo 7**). They'd need a final polish to get the machining marks out and have a deep shine, but all-in-all I was pretty happy.

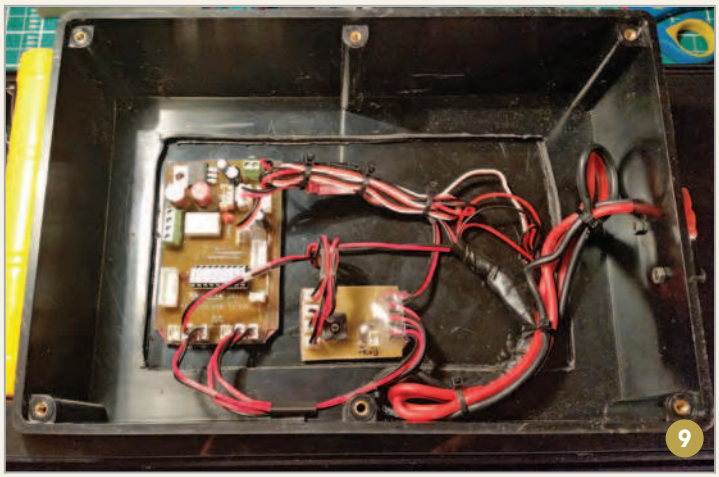
The cab needed a little modification to accommodate the twin headlights before painting. As I'm not a great painter, I did all the preparation work and took it to a friend who has a car-body repair shop for a professional and perfect finish (**photo 8**). I kept the cab separate from the sleeper unit to make painting and assembly easier. The gold-vinyl graphics also needed measuring and were then ordered from a RC-truck graphics maker.

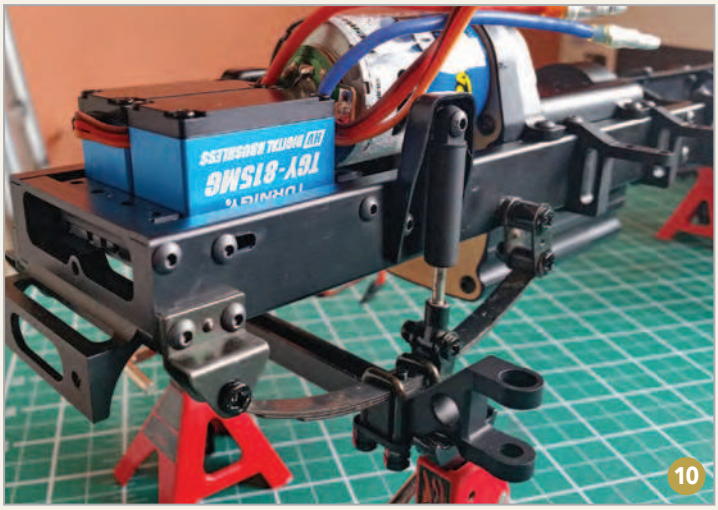
It was now time to consider the 'electrics'. I considered Servonaut and Beier, but I wanted to stay as faithful to Tamiya as possible, so settled on the Tamiya Multi-Function Control Unit (ref. MFC-03) for sound and lights. I chose the '03' over the '01' mainly because it had the main-beam flash function I wanted for the twin headlights, but it did have other functions that the '01' lacked too. The sound and lights for the main tractor unit were straightforward, but the trailer was a little more complicated. I wanted a wireless connection between the truck and trailer so there was no 'hand-of-god' needed to unplug any physical electrical connection or uncouple the fifth wheel. I sourced a system from a small supplier called SS-Tronix who also supplied two-component subboards to control the electric trailer legs and rear lights with (**photo 9**). I didn't want to take all this time building a truck with a lot of time and money invested in it to then have it all controlled by a cheap transmitter and receiver, so my choice of radio was the Spektrum 2.4Ghz system. I'd used that brand in other RC models without any issues so trusted it.

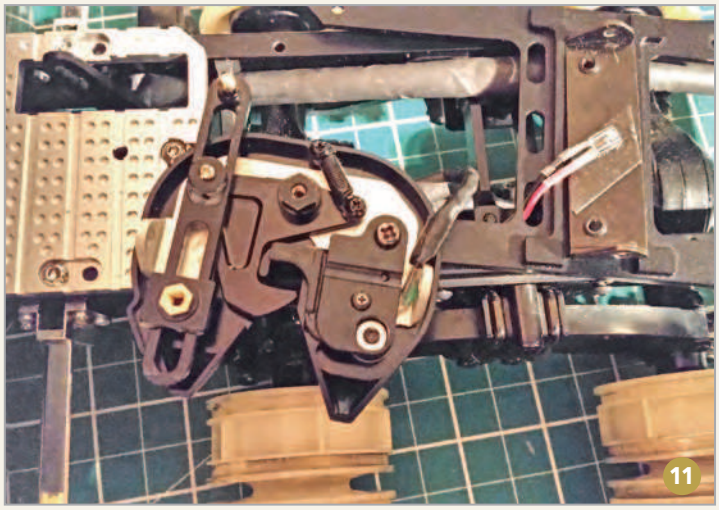
After what seemed an aeon of sourcing, designing, painting and preparing everything: it was time to assemble everything, which I hoped would go smoothly after the amount of planning I'd put into the project. The obvious starting point was the chassis. I was very happy with the decision to anodise all the parts because it looked fantastic, especially with the matching transmission and servo. The button-head hex bolts just topped-off the clean look too (**photo 10**). The wiring to the rear was installed during the chassis assembly, and this included the MFC fifth-wheel switch and SS-Tronix wireless infrared-sender diode (**photo 11**).

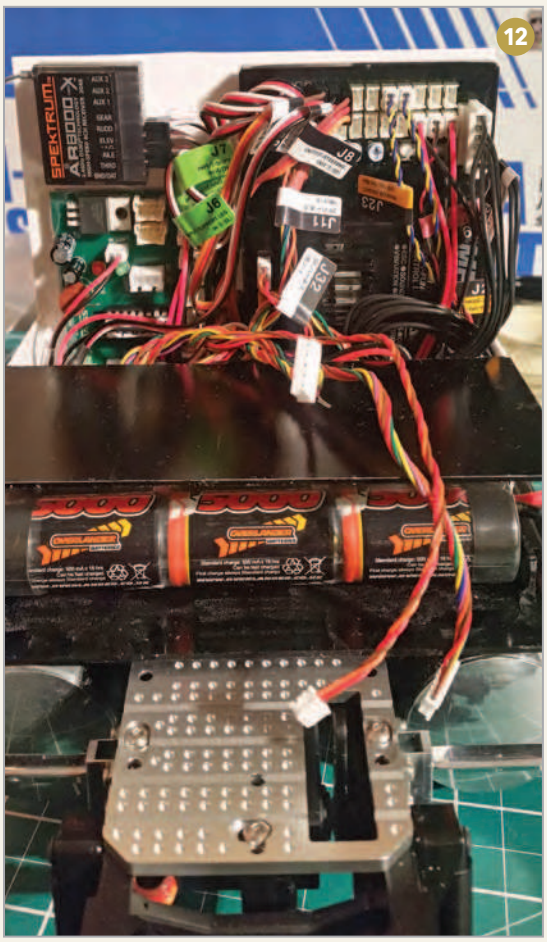
The cab and sleeper floors were now fitted so I could mount the main electrical components of the electrics (**photo 12**). Things became a little stressful here because movement of the two-foot-long chassis increased the risk of scratching the anodised parts. I made a structure from some 1.5mm polystyrene sheet to mount











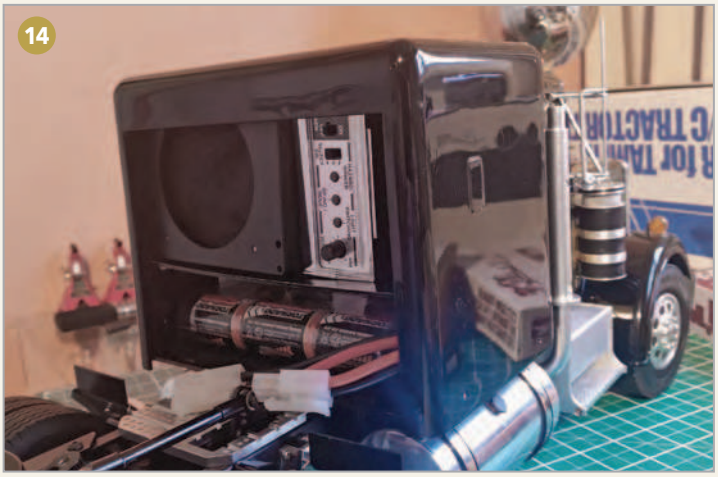
the Multi-Function Unit (MFC), receiver and wireless sender. The wiring that ran from the rear lights and the front bumper were then fed through the sleeper floor ready to be connected to the MFC. The next step was to wire-up the cab section with the indicators, headlights and roof-marker lights. Again, I had to manipulate the cab and sleeper quite a lot, always conscious about scratching that flawlessly painted finish!

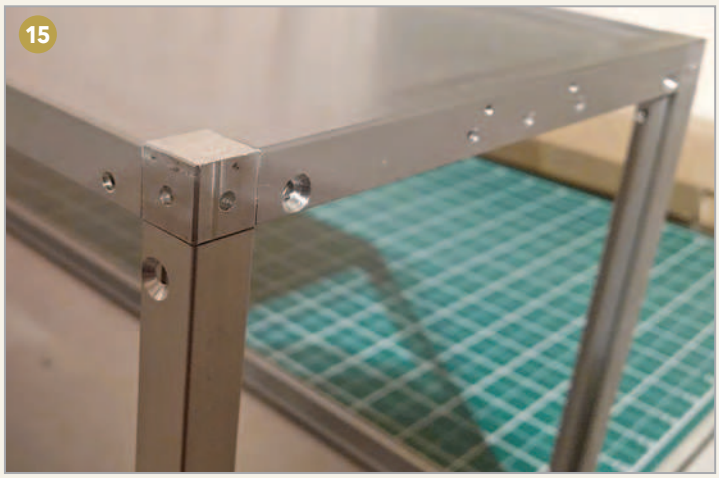
I'd made the decision to keep the cab separate from the sleeper to ensure things weren't quite so big to manipulate (**photo 13**). The cab-to-sleeper join would be unnoticeable in the recess and would be partly covered by the exhaust stacks on the sides anyway. Once the wiring was connected to the MFC it was time to fit the systems control panel, battery, speaker and sleeper section, and that was the easy part done (**photo 14**).

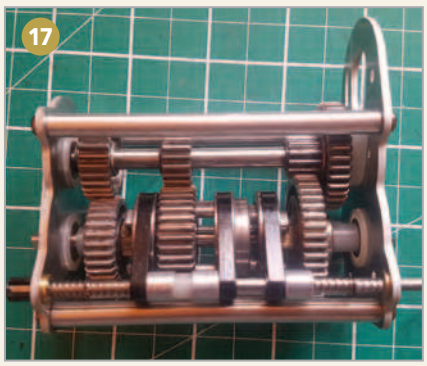
The least challenging part of 1/14 scale truck builds is usually the trailer, but this one needed a lot of modifications to make it accurate. All the plastic parts were replaced with alloy upgrades and the plastic parts not available in alloy needed to be custom made. The trailer's alloy parts were also anodised the same shade of black to match the tractor unit. The trailer also had custom-wiring for the wireless-connection system, which included PCBs to control the trailer legs and to sequence the tail-brake-turn signal lights to replicate the American style. The main trailer's corner blocks also needed CNC manufacture because the kit's plastic corners were in three parts and didn't match my idea of how I wanted them, which was to have marker lights in all eight corners (**photo 15**). All this work and test-fitting had to be done before the anodising. I drilled the new corner blocks from the inner corner so I could use one LED per corner and yet still have marker lights on both front and rear-sides.

The graphics for the tractor and trailer needed to be custom-made due as no aftermarket ones were readily available, but a saving grace was that the distinctive trailer-side panel 'stagecoach robbery' graphic was available on eBay. A friend offered to make the rest of the graphics, so I told him exactly what I needed, and he did a fantastic job. Underneath all this work were the bolts that held it all together. They're not something you see when looking at the truck and trailer as a whole, but I was not a fan of Tamiya's supplied Pozidriv bolts, I replaced them with black button-head hex-drive M3 bolts (**photo 16**).

Although the project was starting to come together, it did often feel like it was one step forward and two steps back, but I had to keep going and making decisions.







Although this would not be an exact replica of the truck in the movie, I had to be happy with the finished look. For example, a purist might point out that the movie truck had twin round headlights rather than the square ones I used. This was due to a lack of 1/14-scale ones, and 1/16 headlights I could find were too small and just didn't look right. I made the headlights square to match the Kenworth W900L, so this project would have a more modern 'twist'.

Even the overall black scheme of the model had provoked 'conversation' on model truck forums because the actual colour of the Kenworth W900 was supposedly called Dark Coffee Brown. However, research also suggested that the movie truck was painted black and gold to match the Pontiac TransAm featured in the film, so I decided that was good enough for me. I was happy with the way the project was going and that gave me the motivation and energy to carry on. I set myself a deadline to finish the model, so I took two weeks leave from work to concentrate fully on the final stages.

Since its debut at an RC truck club back in 2016, the model has not had much work done to it and has been very reliable. The only thing I wasn't happy with was the full-metal transmission, which was very noisy no matter how much grease I put in it! Further research indicated that metal gears would always generate a lot more noise than plastic ones, so I changed the metal gears back to the stock plastic (**photo 17**).

This made a world of difference, and the truck now ran as silently as it could. This essential maintenance meant the cab had to come off and I had the idea of a FPV (first-person view) dash cam, so while I was in Germany at the 2018 Intermodellbau in Dortmund I contacted Spektrum. They sold me their latest FPV mini-camera and a transmitter-mounted DVR screen, so I can record to a Micro-SD card from the cab (**photo 18**).

I wanted to do something special with the trailer, so decided to replicate the Coors beer cargo that featured in the movie. I made a false wall with a photo of Coors beer cases attached (**photo 19**). This was removable, so I could access the batteries powering the SS-Tronix wireless-lighting system on the trailer. I used this for a while until a friend offered to make some 1/14 beer cases, and they looked so much better. I also had the idea of a mural on the inside of the doors, just like the real show truck, so I printed them onto waterslide decal film on my home printer (**photo 20**).

After many hours turning this plain, old Tamiya King Hauler into a clean modern-looking Kenworth W900, I was extremely happy with the result, and it's had a lot of admiring looks from other RC truckers. The

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story doesn't end there though. I've been building models for over 40 years and had the idea of creating my own movie-truck collection. I've now gone on to build three other 1/14 RC trucks following this theme, and a lot of custom work has gone into them. I have a fifth movie truck in the early stages of building, which I hope to bring to you in the very near future.

'To be continued', as they say!

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