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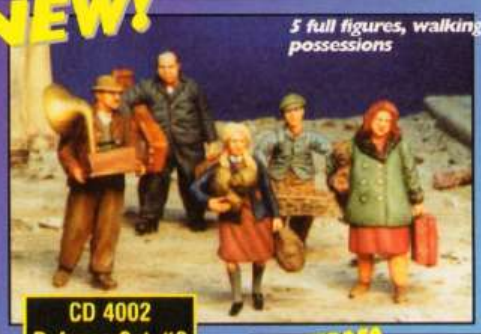

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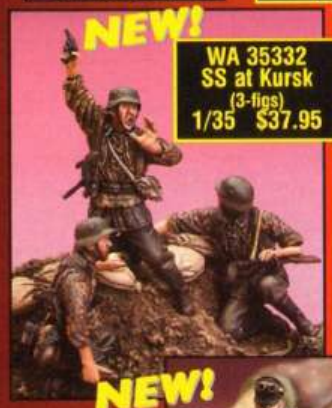

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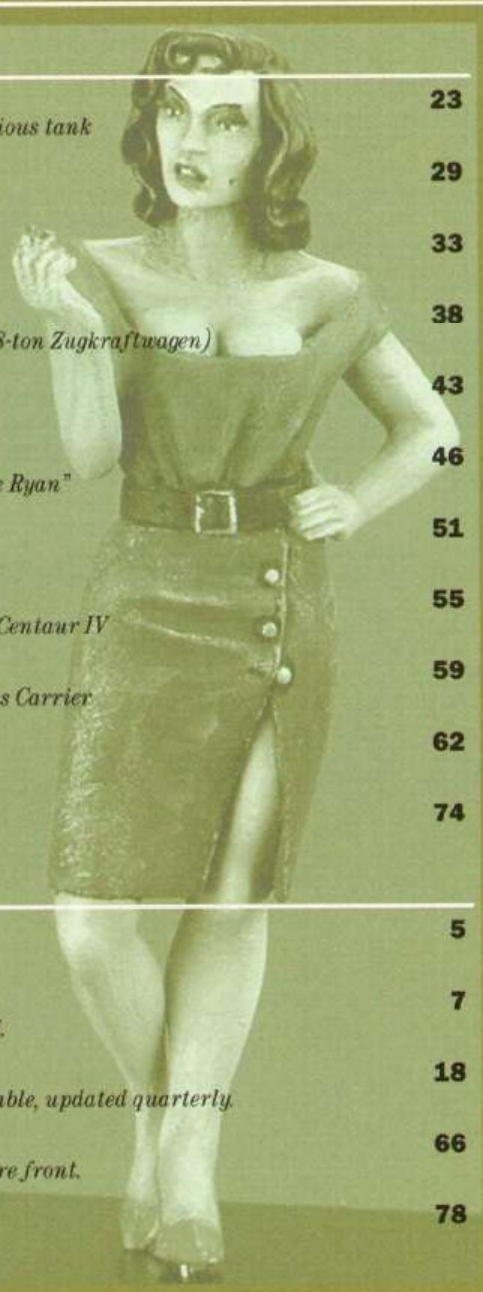
MILITARY Miniatures IN REVIEW

CONTENTS



In Review

Rub-A-Dub-Dub 23
Building yellow cat's japanese type 2 "ka-mi" amphibious tank

Heavy Chevy, Baby! 29
ADV-Azimut's 4x4 Chevrolet Panel

Resistance is Futile 33
DML's Borgward IV Ausf.B demolition tractor

Flak 'n Famo *Part Two* 38
Creating the 8.8 cm FlaK 37 Selbstafahrlafette (auf 18-ton Zugkraftwagen)

Checkerboard Jeep 43
Spicing up the Tamiya Kit

Cover: Captain Miller's Last Stand 46
Creating a diorama based on the film "Saving Private Ryan"

Curvy Shermy 51
The Seldom-seen M4A1E8 Sherman

Scintillating Centaur 55
Converting Tamiya's Cromwell into a Royal Marines Centaur IV

3/4 Tons of Fun 59
Carrying on the 3/4 Ton series with Skybow's Weapons Carrier

Scammell Joe's Roadside Assistance 62
Accurate Armour's SV/2S Pioneer Vehicle

Radical 8-Rads • Puma 74
The Sdkfz. 234 Series: 234/2, part 2 Of 4

Features

The Mail Sack 5
The readers speak.

Short Takes 7
Our look at all the latest dope from around the world.

The Idea Bank 18
We want it now! Our feature on what should be available, updated quarterly.

Mini-Men 66
A somewhat expanded peek at what's new on the figure front.

~~Model Citizen~~ Mini-Women 78
Our newish feature on figure building basics.

ON THE COVER:

"Hey man, watch where you point that thing!" The cool little diorama "Captain Miller's Last Stand" graces the cover of this issue. Interestingly, the diorama is almost completely based on imagery from the film. The whole story of how it was conceived and executed begins on page 46.

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From Your Editor

State of the Onion

Since we are nearing the end of the year, I thought that I might do a little musing on the state of our hobby in general. Things are looking pretty good, in my humble opinion. The big news (in more ways than one) is the announcement and release of the FAMO and trailer combo. This is reported briefly in the Short Takes section. The announcement of this kit caused a minor international uproar. The fact that the kit included another FAMO set a lot of folks to bitchin.' My friends overseas tell me that, even in Japan, there was initially quite a bit of grumbling about both the price and content of the kit. This wave hit the states shortly there after. At least one hobby shop owner I spoke with proclaimed, "none of my customers will buy one." Yeah, right. To me, it seems much ado about nothing. Yes, it is a hunk of dough. But, you can always use another FAMO, right? It officially took three of them to move a Tiger (although it could be done in a pinch with two). So, if you plan a diorama, you will need the extra kit. Secondly, this might be a great opportunity to go in on a kit with buddy. Divide the cost of the total kit and let the other guy take home the FAMO (I'll bet yours is still in the closet anyway, right?). The real interesting thing about this kit is that Tamiya rather suddenly lowered the price, not long after it was announced. Perhaps they listen to us after all, huh? The price went from the originally announced $183.00, down to $150.00 just after the Tokyo and Chicago hobby shows. This kit also has the distinction of being the closest so far to its Japanese retail in U.S. dollars. It's within $30.00 or so and when one factors in shipping, duty, etc., I would say that's pretty impressive. Some of this may have to do with their new (ish) plant in the Philippines. This was the case three years ago with the 1/32nd scale kit of the F-4 Phantom. Its price was reduced just after the Chicago show that year. And in the end, isn't it really silly to gripe about any of this? Five years ago, most of us would have given a body part to have access to a kit like the FAMO. Resin was the only alternative and that came at twice the price.

Dragon has finally owned up to all those rumors about an Elephant, finally and officially announcing it around the time of the Tokyo Hobby Show in September. They have had two "secret" kits listed in their WWII series (denoted with a stock number that begins with 61) for some time. The Elephant will be a 100% newly tooled kit. The second secret release is unofficially a Ferdinand. When I pressed for information of the second release, I was told to "close your eyes and think of something similar to the Elephant," so I'm guessing it's a Ferdinand. Pretty simple math, even for a genius like me.

The kit should be nice. Consider the last few German kits from Dragon. Over the last five years, or so, they have created and maintained a very consistent level of quality in the line.

The truly odd thing about the news of the Elephant is that very strong rumors are emanating from Japan regarding an Elephant from *Tamiya*.

Now, this is odd for a number of reasons. The most important is that, ever since the release of the T-72, the two companies have seemingly (and perhaps unintentionally) avoided crossing over on subject matter. Consider the Sturmgeschütze. Dragon has released virtually all the primary models of the StuG: A, B, C/D, F, late G, and the late and early versions of the StuG IV (it's little known, but you can build the E using the F kit). Everything but the early G. What was the Tamiya release? The early G. Dragon did all the versions of the Panzer II that shared the same chassis: E, F, G, H, J, K (really obscure), M/N and the Tauchpanzer swimming tank. Guess what was missing, yet? The L, of course, Tamiya's choice for its Panzer III kit.

Just what cosmic significance can one assign to this? I don't know. But, I do know that the winners of any strong competition in the plastic kit market will be you and me. Stay tuned!

Home, sweet home

To keep you up to date, we are still servicing all new MMiR subscriptions—and we now take all of the major credit cards for your convenience; VISA, MasterCard, American Express and Discover. If you expired since issue 22, we are the ones to contact. We are sending out regular renewal cards just after the release of each new issue, but if you haven't received an issue or a card, please contact us. We have a complete copy of the old RZM list here, so we can track your record down in a hurry. If you have e-mail access, please contact MMiR Brian@aol.com for all subscription related questions.

In other Ampersand news, we are still cooking away on all of the pending modeling guide projects. The Modeler's Guide to Engineering Vehicles is imminent. This is a little later than anticipated due to a last minute kit switch. We had originally included really cool conversion of the new Tamiya Leopard, creating the Büffel recovery vehicle. This turned out to be way more work than anticipated, so it was replaced with a great feature on the M32 Sherman recovery vehicle. This will join an extra nifty feature on the British WWII Sherman ARV. The M32 feature will also include rare photos of M32s serving in Czechoslovakia at the end of WWII. The Büffel odyssey will appear in a future issue of MMiR (when it's done).

The Tiger project is also progressing nicely. Significantly, noted WWII historian Bruce Culver will author the historical portion of this title. I am particularly proud of this project as it will feature a great deal of very solid material. I think you'll like it, too.

One project we've been keeping under our hats is our special issue on modeling wartime VWs. This will be the standard 80-page magazine format (just like what you're holding now). However, it will be full color and contain no advertising. Just wall-to-wall modeling fun. The title will cover nearly thirty models encompassing Kübelwagens, Swimmwagens, Beetles and more. There were a bewildering number of variants and types and this effort attempts to sort them all out for you. We've thrown in a few dioramas, too. Look for this very soon.

So, that's it for me. I gotta go—I've got work to do. Who needs sleep, anyway!

—Pat Stansell

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Military Miniatures in Review, Volume 6, Issue 3, 2000.

MILITARY MINIATURES IN REVIEW is published quarterly by Ampersand Publishing Company, Inc. 235 N.E. 6th Avenue, Suite G, Delray Beach, Florida 33483. **Tel: (561) 266-9686 Fax: (561) 266-9786**. E-mail: **mmir35701@aol.com**. Application to mail at periodicals postage rates is pending at Delray Beach, Florida and at additional mailing offices.

SUBSCRIPTION RATES: U.S.; $35.00 for 4 quarterly issues, Canada; $45.00, Mexico; $53.00. Individual issues; $9.95. Foreign post offices please inquire for rates.

For information and rates in Hong Kong and the Far East contact: Falcon Supplies Co., Unit 203, Chit Lee Commercial Building, 30 Shaukiwan Road, Hong Kong Tel: 8862290 Fax: 8863001.

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POSTMASTER: Send address changes to MILITARY MINIATURES IN REVIEW, Ampersand Publishing Company, Inc. 235 N.E. 6th Avenue, Delray Beach, Florida 33483.

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Created and printed in the U.S.A.

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The Mail Sack

Bigger is better

What do you guys think the chances are that we'll see more large 1/35th scale kits? Based on the success of the Dragon Wagon and FAMO, it looks like the hobby market is primed to swallow bigger, high-end kits.

—Chuck Prescott

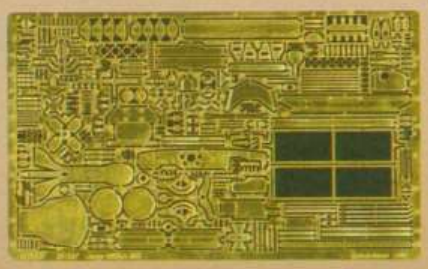
Hey, it's okay with us. We spend a lot of our time chatting with manufacturers, so even though we're not pumping plastic, we've got a pretty good idea how it all works. It all boils down to the amount of time needed to produce the master pattern, the cost of the molds and the projected sales. There are plenty of other factors, but those three are the most critical. We'd love to see Dragon produce a 1/35 locomotive to go along with those railcars. Tamiya, as you know, is releasing the FAMO with trailer, which is going to be among the largest (longest?) and most expensive 1/35th injection kits ever. And the modelers will no doubt gobble them up. If that trend continues and if the economy keeps swingin' along, hopefully more and more plastic manufacturers will hop aboard. In the meantime, the resin producers have been doing an admirable job of tackling bigger and better subjects and the molds aren't nearly as expensive.

✉

Photo-etch fever

I've been building armor for about three years now and frankly photo-etch scares the bejeepers out of me. Any chance MMiR will do a comprehensive article on working with photo-etch?

—Mark Kinsington



We've been chewing on that for some time now. First it's a small project, then a large, since there are so many varieties and applications of etched parts. And everyone has their own little tricks and methods. We do plan to visit this subject in a very large way sometime in the future. Until then, there's a fine article on the Eduard web site, written by Marketing Director Colin Adair, which can help anyone through the photo-etched jungle. Go to ***www.eduard.com/frame_news.htm*** *and check it out. You'll be glad you did.*

✉

It's a wash

Almost every builder in *Military Miniatures in Review* talks about putting a wash on the model, but it never seems to be really explained. I know it's thinned paint, but is there a better explanation?

—Dave Fein

The wash. Probably the most misunderstood finishing technique and one that has ruined as many models as it has helped. The wash tones down paint, darkens recessed areas and ties the whole model together. Some folks spray their models with flat lacquer after the initial paint job, so that the wash won't craze the paint. We generally use acrylic colors to paint with, followed by a wash of enamels or acrylics that won't affect the primary colors. The key ingredient is creating a wash that won't interact with your primary colors and destroy your model by peeling, bubbling and crazing the paint. A choice of thinner can be the result of some experimentation.

A wash is created by taking dark paint—normally black or blackish-brown—and thinning it down to a milky consistency. This is then applied to the model using a large brush. Some guys use heavier washes and blot with a cloth to remove the mixture from highlighted areas. This can be extremely tricky if your model is dense with raised detail and add-ons. Some guys use a thin wash followed by a 'spot wash,' painting in darker shading with a fine brush where it's needed, while the base wash is still slightly moist. There are dozens of methods and it's one of those things that is worth experimenting with on a model you're willing to throw away. Be prepared to make mistakes, nevertheless. But if you slap together some old kits and practice, you'll avoid a lot of heartache. And hey, some guys never wash at all, preferring pastels and other material to deepen contrast. Tony Greenland's techniques in this vein have been discussed in these very pages. Back issues of Armour Modelling magazine, from Japan (available through better-stocked hobby shops or RZM Imports), are also useful sources for wash techniques.

✉

Love festival

Just wanted to say thanks for the work you dudes do. I know it's a ton of work. And since there isn't a 'Mail Sack' in *Allied-Axis*, I also wanted to say that it totally rocks, too.

—Brent Westheimer

Actually, it's a lot of fun. If it wasn't fun, it wouldn't be worth it (at least that's what we keep telling ourselves). And, uh, many thanks for the naked photos of you, but that really wasn't necessary...

✉

Let's be civil

I'm on the hunt for civilian WWII vehicles in 1/35th scale. Any clues?

—J.T. Burke

Ah, the missing link. We're getting more and more civilian figures, civilian buildings and civilian accessories, so what's up with civilian cars? Well, it's mostly a matter of licensing. Sure there are some WWII cars whose manufacturers are long gone, but civilian vehicles are mostly patented, licensed, trademarked and jealously protected. We're particularly fond of the idea of French and German cars; particularly some hardtop sedans and little micro cars. So, we're extending our hand across time and space, to all the manufacturers out there and promising that if you'll dig in and crank out some WWII European cars, we'll all buy them (we promise). And although we would never encourage anyone to produce an unlicensed product, there are enough long-dead body styles that some 1930s-1940s cars could be produced. You could call them, "1940s Car Number 1," etc.

In the meantime, there are two French civilian cars in the DES Kits line from France. These are the Citrogen and the Simca (Red lancers i your source here). We have also seen civilian cars in military clothing from the new Belgian company, Roy. If you're really lucky, you might stumble across some 1/32nd Lindberg kits from the dark ages. They did a whole series of 1930s and 1940s cars and trucks that can be Europeanized with a bit of work and they're the only such kits we're aware of.

✉

We missed it, dammit

You missed the very best reference on the M1917 tank. "America's First Battle Tank" A video produced by Hayes Otoupalik.

It literally shows every square inch of the tank inside and out. Everything from the engine com-

partment, the fighting compartment and the running gear. The video is informative and entertaining. The best part is that the tank is in running condition! Take a look. The address is:

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We sincerely regret that we rarely, if ever, are able to personally enter into correspondence with our readers.

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THE COMBAT HISTORY OF SCHWERE PANZER-ABTEILUNG 503, In Action in the East and West with the Tiger I and II. Hard cover, 12" x 9", 450+ pages, 190 photo pages, numerous diagrams and charts. $80.00 (US)/$120.00 (CDN).This detailed unit history features many first-hand accounts of the 503 — the senior Tiger battalion of the German Army. The 503 fought on both the Eastern and Western Fronts with the Tiger I and the Königstiger (Henschel and Porsche turrets). This is not "just another Tiger book" — it was written by veterans of the unit.

THE COMBAT HISTORY OF STURMGESCHÜTZ-BRIGADE 276, Assault Gun Fighting on the Eastern Front 1943-1945. Edited by Heinz Fleischer. Hard cover, 6" x 9", over 300 pages, 145 period photographs (most previously unpublished), maps and diagrams. $40.00 (US)/$60.00 (CDN). Sturmgeschütz-Abteilung 276 was formed in the summer of 1943 and fought exclusively in the East until it was virtually wiped out in 1945 in northern Prussia. This unit history is written entirely in the form of first-hand accounts by former members of the battalion.

NORMANDY 1944, German Military Organization, Combat Power and Organizational Effectiveness by Nicklas Zetterling. Hard cover, 6" x 9", 450 pages, numerous tables and organizational diagrams. $36.00 (US)/$54.00 (CDN). Finally, a single-source reference book which accurately represents those German field forces employed in Normandy in 1944 and their losses. Additionally, there is a capsule history of every major German combat formation employed in Normandy. This thorough analysis also debunks a number of myths about the campaign such as the effectiveness of Allied air power, preferential treatment of the SS units, etc.

Recently published:

THE HISTORY OF PANZERKORPS "GROßDEUTSCHLAND", Volume 3 by Helmut Spaeter. Hard cover, 6" x 9", 512 pages, 30+ maps. $52.00 (US)/$75.00 (CDN). The third and final volume of the text history of this elite formation. This volume covers the formation of Panzer-Korps "Großdeutschland", the complete history of the Brandenburgers commando unit, additional GD formations and Panzer-Grenadier-Division "Kurmark". Many first-hand accounts of the fighting during the final months of the Third Reich.

PANZER SOLDIERS FOR "GOD, HONOR AND FATHERLAND": The History of Panzerregiment "Großdeutschland" by Hans Joachim Jung. $50.00 (US)/$72.00 (CDN). Hard cover, 6" x 9", 439 pages, more than 250 period photographs — most never before published. This is a first-hand history of the regiment written by one of its former officers. Excellent accounts of the Panzer regiment in action, a great complement to the 3-volume GD series.

TIGERS IN COMBAT I by Wolfgang Schneider. Our most requested title. This reprint includes text corrections and additions and rescanned artwork for greater color accuracy. Two of the color profiles have been completely redone and many have been increased in size. This volume covers the history of all the separate schwere Panzer-Abteilungen of the German Army operating the Tiger I and II as well as Panzerkompanien 301 and 316 (Funklenk) units. $95.00 (US)/$140.00 (CDN).

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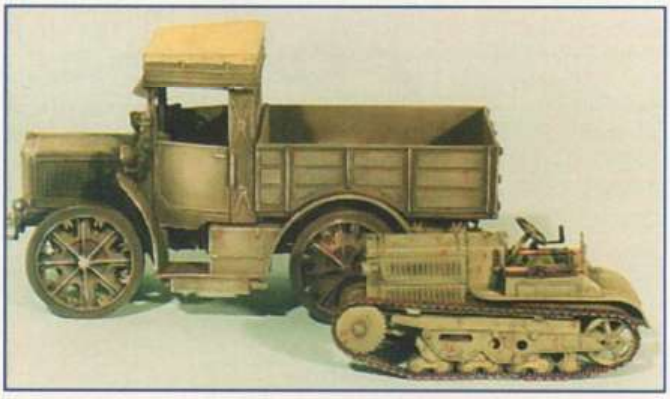

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Short Takes

The Year in Preview

Accurate Armour

True to form, Accurate had two new releases on hand this year at Euro Militaire. These were the **British 4.5-inch and 7.5 inch guns (figs 1 & 2)**. Each kit is a resin masterpiece and each also comes with a variety of accessories and other goodies. The 4.5 will also be offered in the 5.5-inch version, which is just a different barrel. The **Bedford truck** towed the 4.5 and 5.5-inch gun and two versions of this are also in the works also from Accurate (KT109 and KT110). The larger 7.5-inch gun was towed by a special version for the **Scammell tractor** and this is said to be in the works, as well. The 4.5 and 5.5 are stock numbers G03 and G04 respectively, while the 7.5 is stock number G05. Retail for all these new items is still TBA

As always, Accurate Armour kits are available directly or from select hobby shops across the U.S. For more information, see their ad right in this freakin' magazine.

Aber

More and more treats are steaming our way from the photo-etch madmen. Sometimes we question their sanity, and ours. The latest detail sets are 35064, **Upper hull for Panzer I Ausf. B (Italeri/Zvezda)**, $23.99 **(fig. 3)**, which includes two sheets with the complete firing platform, 35066, **Upper Hull for Panzer I, Ausf. A** (Historic or as conversion to Italeri/Zvezda Pz.IB), $24.99 **(fig. 4)**, also featuring two sheets with the complete firing platform; 35071, **Upper Hull for Panzerjager I** (additional set for Italeri/Zvezda), $23.99; 35075, **Sd.Kfz. 250/9 (Neu) 2cm "Recon,"** 2 billion parts for the Dragon kit, price TBA **(fig. 5)**; 35096, **Pak38 5cm Anti-tank Gun** (Dragon), TBA, which includes the double gun shield, 4 billion parts, and resin wheels **(fig. 6)**; 35097, **German Military Bicycles** (for 2 bicycles), $13.99, including the elusive etched spokes, chains, and much more; 35G07, **T-34 Grill Cover** (Dragon), $9.99; and 35G08, **T-34 Grill Cover** (Tamiya), $9.99 **(fig. 7)**. Two new etched accessories are also coming along. 35D03, **Sunflowers** (10), $12.99, and 35D04, **Small Leaves**, $12.99.

AFV Club

There's hot news from the Far East, and it's making us a little weepy. AFV Club has announced two new ones. 35S-06 is the **M115 8" Howitzer**, $36.98; and 35S-08, **M35 Prime Mover**, said to be a limited edition, $36.98.

Marco Polo Imports is the U.S. importer of al things AFV Club. Check their web site at www.marcopoloimport.com for current availability.

Alan Hobby

Three more kits are scheduled for winter release from Alan. Coming in the near future are 012, **German 15cm SIG 33B Self-Propelled Gun**, $28.98; 013, **German Panzer II Ausf. C with Fuel Trailer**, TBA; and 014, **German SIG 33 Field Gun** also TBA.

Cromwell Models

The boys in Scotland have their fingers in a lot of pies, and here's the latest scoop. CK90, **Daimler-Benz Prototype Panther** (full kit) **(figs. 10a & 10b)**; CK91, **MAN Prototype Panther** (full kit); CA118, **Cavalier Conversion for Tamiya Centaur** (new upper hull); CA120, **Raised Front Tilt for FAMO**; CA121; **Raised Rear Tilt for FAMO**; CA122, **Folded Front Tilt for FAMO**; CA124, **FAMO Late Production Conversion Set**; CA125 **(all seen in fig. 8)**, **Tiger I Vorpanzer/Nose Armour, etc. Set** (for Tamiya) **(fig. 11)**; and CA126, **Panther Cupola & Mantlet with Infrared Equipment**. On the figure front, there's SF45, **US Soldier/Kneeling, Firing Thompson (fig. 9)**; a series of five **Wehrmacht Soldier/SP-Seated, No Equipment** (SF46, SF47, SF48, SF49, and SF50); and SF51, **Wehrmacht Soldier/SP - Standing, No Equipment**.

U.S. retails are all TBA, but further information can be gleaned off their web site at www.cromwellmodels.com.

Custom Dioramics

Sure enough, the new stuff is pouring out of Custom Dioramics through the new facility at VLS. It's quite a list. 502, **Grey Camouflage Net**, $4.95; 5006, **WWII German Commercial/Propaganda**

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NEW ITEMS • NEWS • NEW ITEMS • NEWS • NEW ITEMS • NEWS

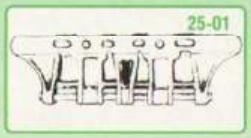
Friulmodellismo

Each set includes separate links with openings at the ends of each link and semi-soft aluminum wire to create the "pins."

ATL-59 Lorraine Schlepper $30.00
ATL-60 Churchill $26.00

ATL-61 251 Halftrack (late, all steel) $26.00
ATL-62 Ferdinand $30.00

ATL-63 Merkava Mk I& II $30.00
25-01 1/25th Scale Centurion $30.00



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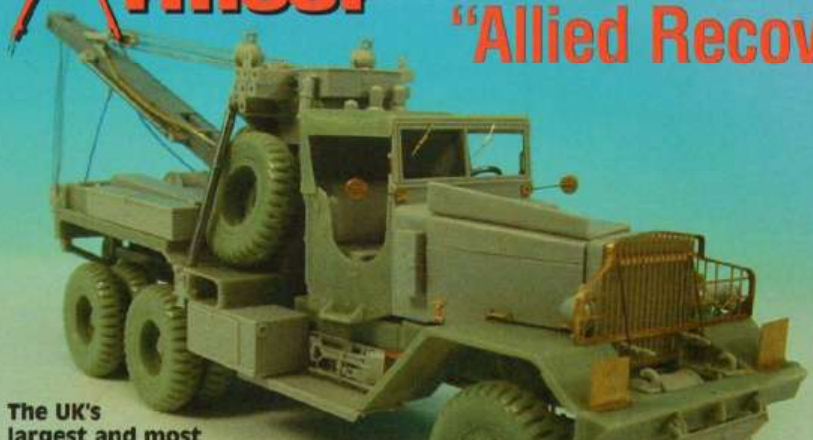

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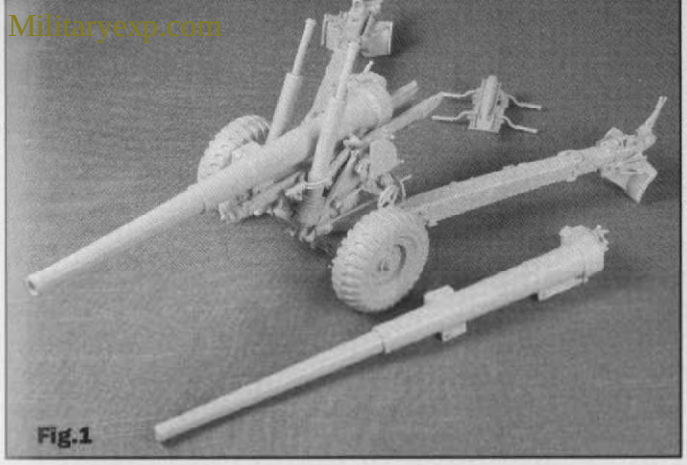
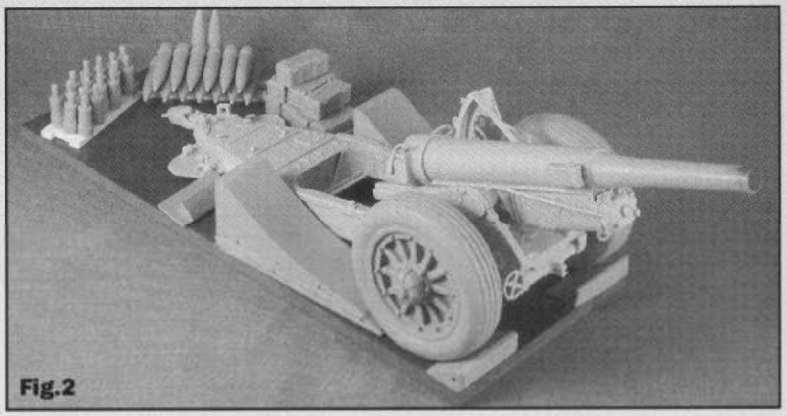


Fig.1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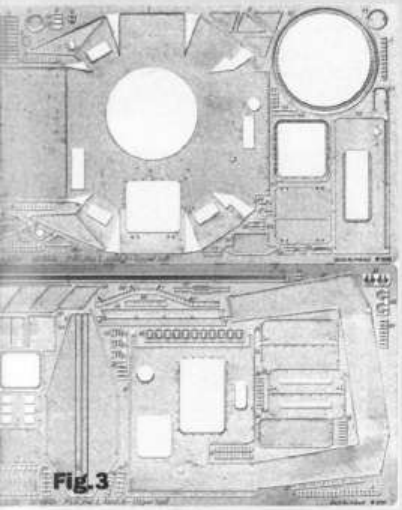
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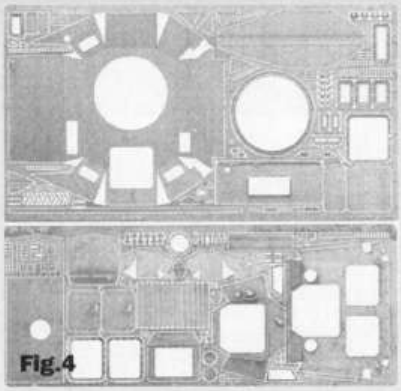
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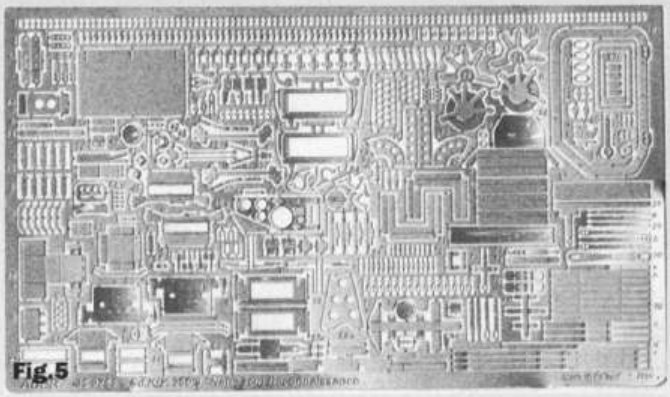
Fig.5

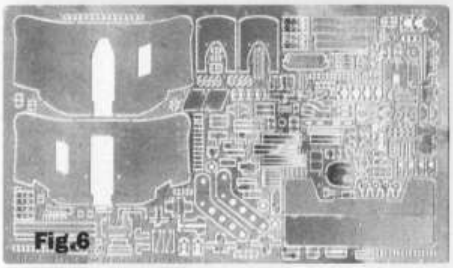
Fig.6

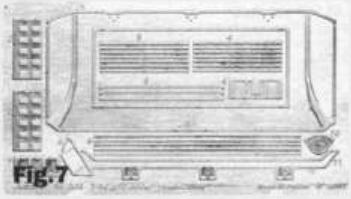
Fig.7

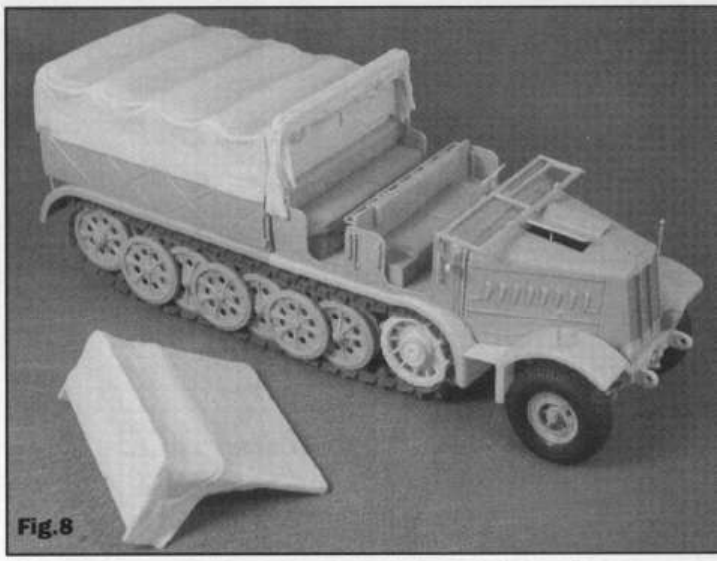
Fig.8

Posters, $5.95 (printed, 5"x9"); 5007, **Axis/French Commercial/Propaganda Posters**, $5.95 (ditto); 5008, **Concrete Floor Section**, $5.95 (printed, 8.5"x11"); and 5011, **French Propaganda/ Commercial Posters**, $5.95 (printed, 5"x9"). The new and improved ceramic building series includes 1112, **Town Gate, Part 1**, $18.95; 1113, **Town Gate, Part 2**, $17.95; 1114, **Normandy Farm, Part 2**, $39.95; and 1115, **Ruined Farm House**, $17.95. In the resin arena, there's 4002, **Refugee Set #2**, $39.95 (5 civilian figures carrying personal belongings); 6008, **Town Gate Detail Set**, $18.95; 6009, **Birdhouse** (large birdhouse on a pole), $6.95; 6010, **Crates, Cans, & Bottles**, $12.95; 6011, **Field HQs Furniture/Equipment #1** (formerly from KMC), $14.95; and 6012, **Ruined Farm House Detail Set**, $18.95. We hear from a very reliable source that winter releases will include a **Dutch style drawbridge; kiosks** (finally!); **cobblestone street sections with sidewalks; a complete military office; a complete machine shop**; and **assorted civilians**, including priest, nun, butcher, and baker; dare we ask, a candlestick maker?

DES Kits

DES is now producing another version of its great little **Simca civilian car (fig. 14)**. This time it's the sedan version and the model builds into a rear beauty. This kit could be marked with commercial logos, etc. and would make a smashing addition to any diorama.

Also new from DES is a three part traveling set for their French 75mm guns. This is composed of a complete **six-horse team, limber and a caisson (fig. 13)** for the weapon. All three different kits combine to make the set.

All stock numbers and prices are TBA, but Red Lancers is your best bet in the U.S. You may also contact them directly at Des Kits, 27, rue des Hauts de Bonne Eau, 94500 Champigny-sur-Marne, France. Fax 33 (1) 48 81 58 67.

Dragon

Yup, it's true. It's been a long, long time since the Italeri Elefant came to us. And it's still a darn fine kit. But times change and we all want newer and better. So here it is. Dragon's next armor release is 6126, **Jagdpanzer Elefant (fig. 12)**, for $39.98. We're hoping to smell the plastic before Christmas. On shelves now is 6143, 3rd Fallschirmjäger Division (Ardennes '44) Part 2, $7.98. The first set featured four paras cooling their heels on the back of a tank. This time around, they're all standing. Dig those tank riders.

For all the latest dope, see *www.marcopoloimport.com.*

Dynasty

We've been reviewing Dynasty figures lately in Mini-Men, and hope to see these brand new ones soon. Just announced are 35008, **"Fire!" (3 US artillerymen in firing position)**, $22.98; 35009, **"Let's Go" (2 German motorcyclists)**, $14.98; 35010, **General Patton & Willie**, $7.98; 35011, **Soldier & Girlfriend (2 figures in bed)**, $17.98; 35012, **"Welcome/Farmer & Granddaughter", Normandy 1944**, $14.98; 35013, **"Reading FM, Kid?" (US Sergeant & Private)**, $17.98; 35014, **Bathing Girl in Tub**, $7.98; and 35015, **"Dear Mom" (2 Germans at rest)**, $14.98.

Dynasty stuff is available at hobby shops all over the place.

Eduard

Looks like Eduard's finally catching their breath. The extensive lists that were previously announced are all winging their way to a shop near you. Eduard's next list will be released in conjunction with the National Model & Hobby Show in Chicago, in late October. In the meantime, one new photo-etched set is already coming; 35340, **Leopard 2A5 Detail Set** (Tamiya), retail $22.99 **(fig. 15)**. They're also adding to their growing line of Eduard Express Masks. Look for XT24, **T-34/85 Wheels Mask**, $3.99; XT25, **T-34/85 Tactical Markings**, $4.99; XT26, **T-72 Wheels Mask**, price TBA; and XT27, **IS-2 Model 1943 Markings**, price TBA.

We are also bringing you a peek at one of last issue's announced items, the sheets for the T-28 **(figs. 16 &17)**.

Elefant

A few months ago Elefant rocked our world with

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Fig.9

Fig.10a

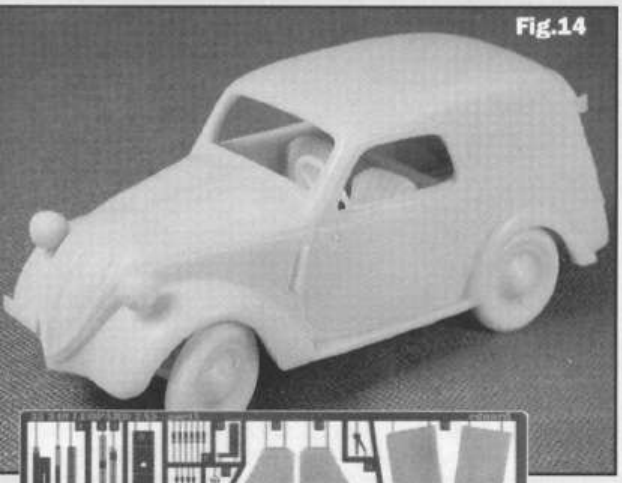


Fig.14

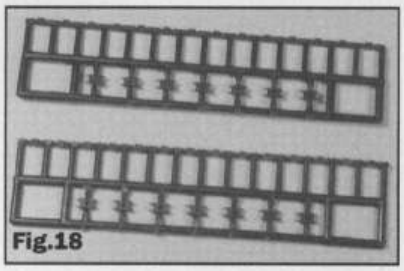


Fig.18

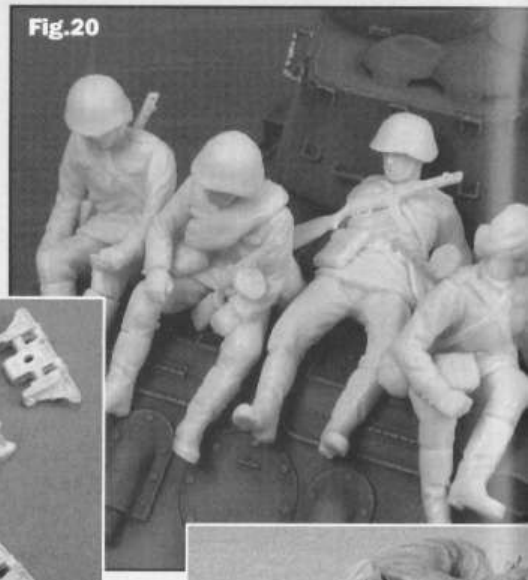


Fig.20

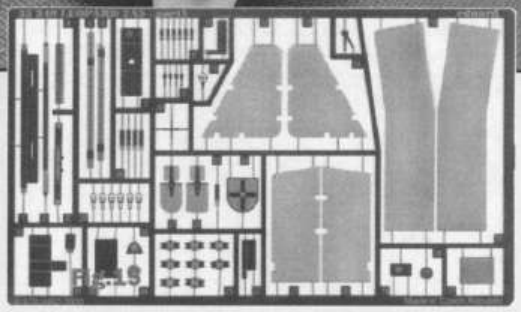


Fig.15

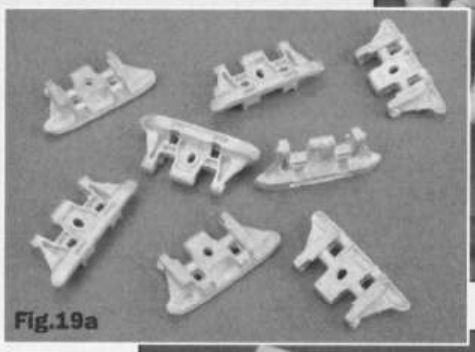


Fig.19a

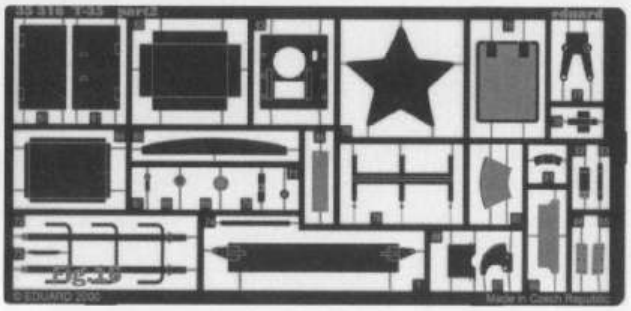
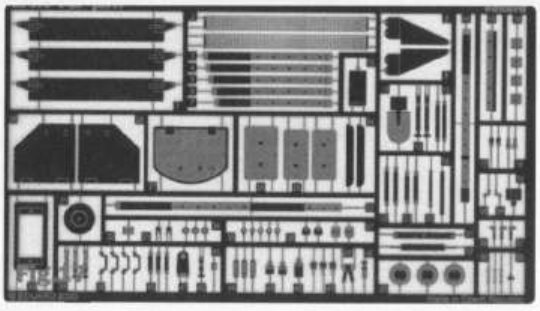


Fig.16

Fig.19b

Fig.21

their string of license plate releases for WWII German vehicles. Now they're back with more decal fun. 35101 is **Stuart & Sherman Decals**, $13.95; 35102 is for the **Horch Kfz. 15**, $7.95; 35103 decks out the **T-34**, $13.95; 35104 is for the **KV-I**, $13.95; and 35105 is for the **PzKpfw III, IV, & VI (Tiger)** at $7.95. More details will be available soon, but based on the quality we've come to know and love from Elefant, these should be sharp.



VLS is the point of contact for all Elefant goodies, so see their ads and newsletter for the current skinny.

Elite

Elite, of Germany has announced another injection molded track link. This time around it's the **German Bundeswehr pattern tracks for the M113 series of vehicles (fig. 18)**. The pattern was unique to those vehicles used by the modern German army and the tracks are suitable for any M113 vehicle fielded by them.

No retail was immediately available, but they should be fairly reasonable in price, as their earlier Leopard 1 tracks were a good value.

For more information contact them directly at Elite Militärmodellbau, Eichgasse 13, D-52393, Hürtenwald/Straß. Fax: 49 (0) 24 29 20 86.

Friulmodellismo

Gotta, gotta love those metal tracks. Here's what the Friulmeisters are up to next. ATL-59 is **Lorraine Schlepper Tracks** with Sprockets, projected retail $30.00; ATL-60 is **Churchill (Late) Tracks (fig. 19a)**, also around $30.00. Keep your eyeballs peeled for tracks for the **Sd.Kfz. 251 (the late war, all metal version)** plus a set for the **Merkava I & II**. And check this out: 25-01, **1/25 Centurion Tracks** to properly dress up that old Tamiya kit.

Also dig their crazy new boxes, hep cats. Yes, that's right, they've ditched those Baggies for spiffo new boxes that each contain a B&W picture of the subject vehicle **(fig. 19b)**. Awesome Daddy-o.

For all the current goings-on of the Friul universe, contact the dudes at Chesapeake Model Designs, who is their U.S. distributor.

Hansa Systems

Most of MMiR readers are familiar with Hansa

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Fig.10b

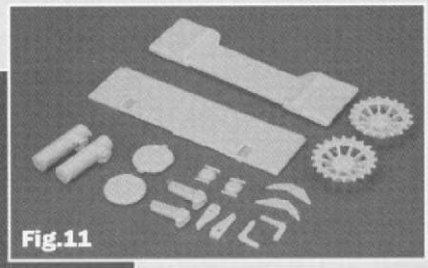
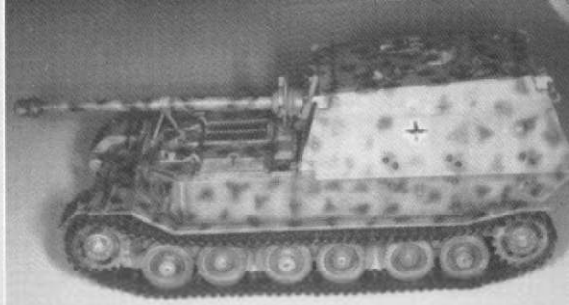


Fig.11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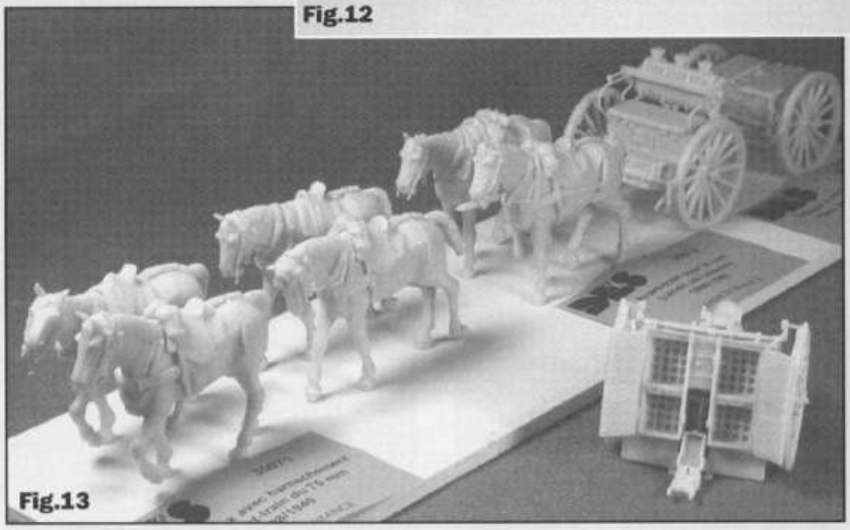
Fig.13

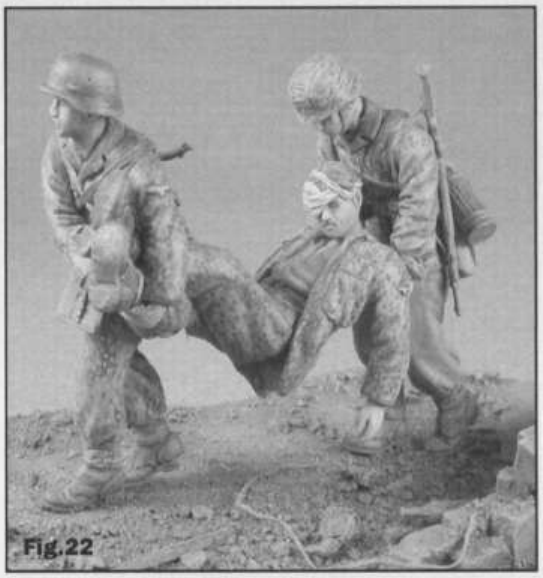
Fig.22

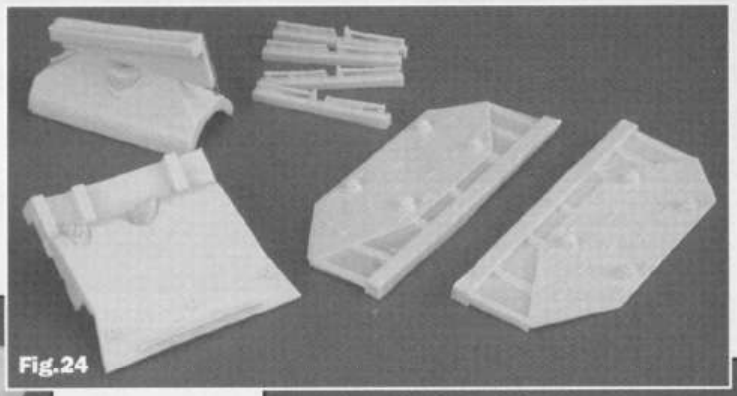
Fig.24

Fig.23

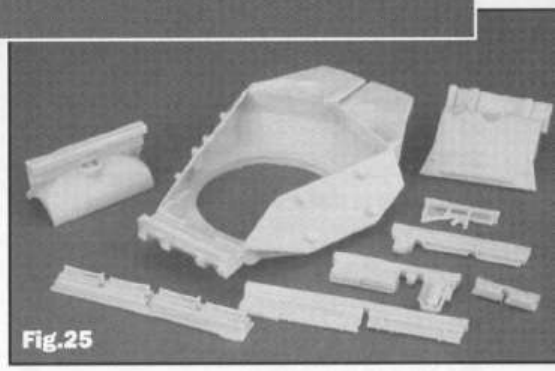
Fig.25

Systems **1/35th scale architectural models**. They were one of the first advertisers to the magazine! Well they continue to expand their line and had some new items at the most recent Chicago show. These were interior and exterior doors and window jams. What was really impressive is on the door kits, the doorknobs are even molded separate. It was really interesting to see at their display all the different type of structures that can be built using their system.

Their line has expanded quite a bit since we first began reporting on it, so there is much more to it than we can mention here. The Hansa catalog is a hoot and is replete with photos and line drawings describing the entire line. One can be yours for a scant $8.00 and this is refunded with your first order. For ordering information, see their ad in this issue.

Harper Castings

Normally devoted to the Pacific Theater, Harper Castings is releasing two sets of WWII GIs. HRA2 is **Mail Call, Part 1**, which features a GI with mailbag handing mail to a second GI. Retail is $23.95. HRA3 is **Mail Call; Part 2**, with three more soldiers sitting on crates reading the mail. This set includes a selection of printed photos, letters, newspapers, and more, and retails for $34.95.

ICM

A new pair of ICM kits has just reached U.S. shores. Check out 35282, **Russian Federal Forces Rocket Artillery 1999-2000**, which includes the Grad BM-21 and crew; plus 35312, **Arnhem Operation 1944 (German Reconnaissance Troops)** which includes the Lynx and 5 figures. Each retails for $29.98.

ICM kits are found all over.

Jäger

We had a peek at some of the upcoming release from this fledging Scottish figure company. Prices and stock numbers are still TBA, but we thought we'd whet your appetite with a few photos **(figs. 20, 21, 22)**.

For more information on all things Jäger, see their ads somewhere 'round these parts.

Legend

We're getting impressed in a hurry with this new line from Korea. There's a whole heapin' helpin' of new figgies in Mini-Men this time around, and they're also producing some very high quality gear for the geekhood. Seems they've taken a real liking to the AFV Club M10, and now you can too. Check out LF1007, **M10 Interior Set (fig. 23)**, which is pretty much gonna stomp your butt, spin your head around, and leave you begging for more. This is not just a plug-in set of parts, but the whole deal. Included are the transmission, firewall, and flooring, forward compartment sidewalls, plenty of extra little goodies and an entire nose for the M10. Retail is $29.98. LF1008 is **M10 Early Version Turret (fig. 24)**, which includes a new mantlet and the entire front half of the turret. Retail $8.98. LF1009 is **M10 Late Version Turret (fig. 25)**, an entire, hollow cast, one-piece turret. Yep. The mantlet and plenty of interior details are also included, all for $29.98.

Check your local shop for current stock of all these spiffo items.

Militaryexp.com

Fig.26

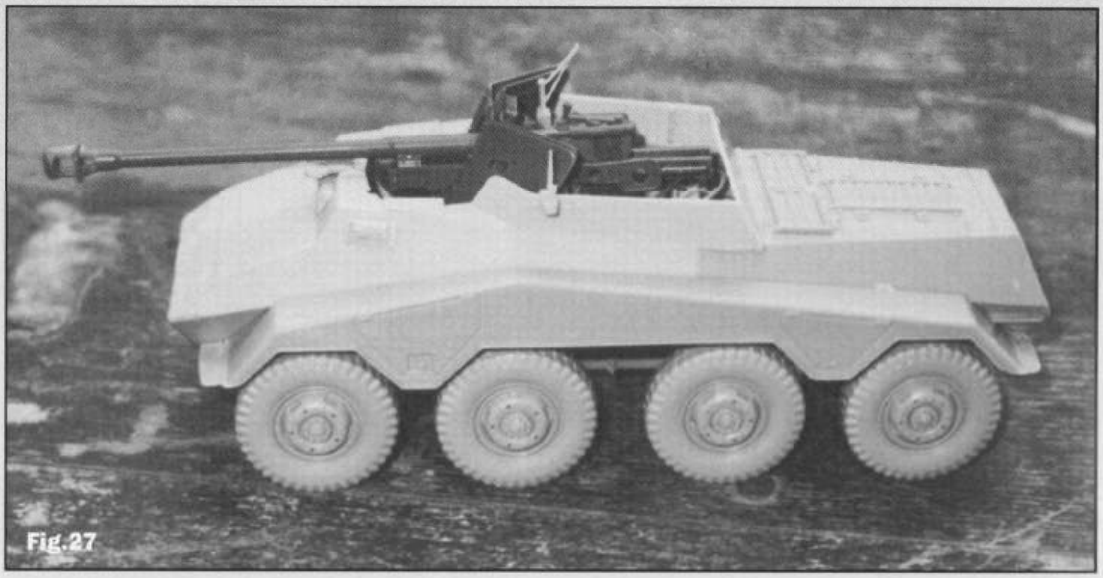
Fig.27

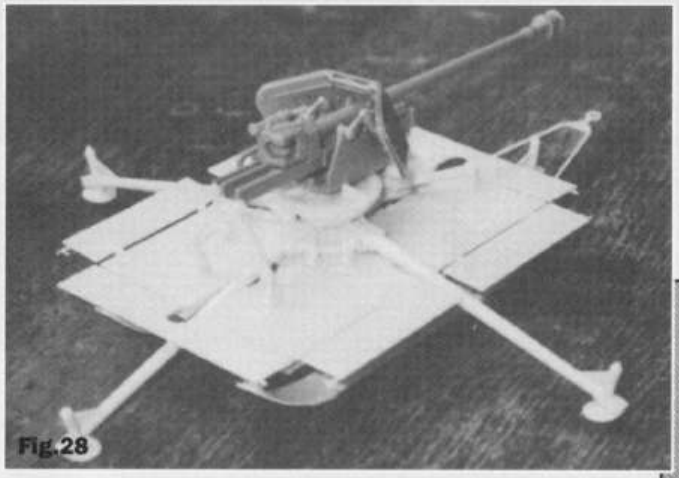
Fig.28

Fig.30

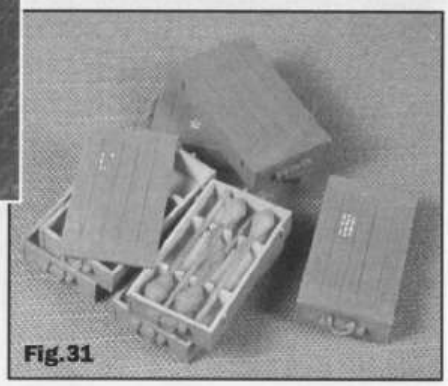
Fig.31

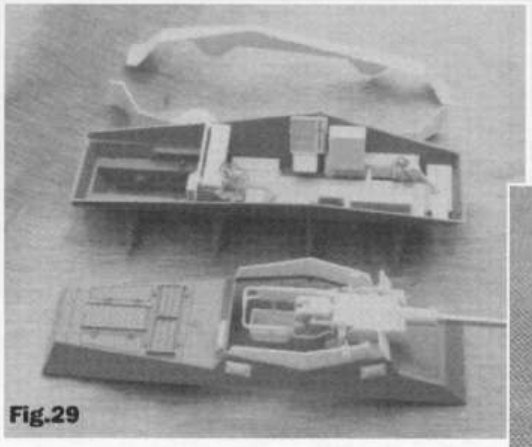
Fig.29

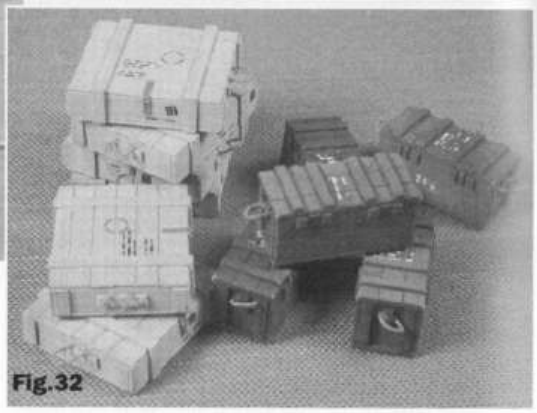
Fig.32

Miniature Alliance

The latest in this fine line of 1/16th scale figures is a **WWII Gurkha (fig. 26)**. He is posed casually while welding a wicked looking knife and the pose is pulled off exceptionally well. The exact stock number was not available at press time, but the figure should retail for the same as the others in the line, at $39.95.

VLS has the exclusive here.

MK 35 Editions

In addition to the all the new civilians debuting in Mini-Men this issue, MK has also released F089, **Civilian with a Shovel**; F090, **Woman Seated with Baby in Her Arms**; F091, **Wehrmacht Tank Commander Smoking**; F093, **Civilian Picking Up Bucket**; and F097, **Afrika Korps Soldier Lifting Jerrycan**. A trio of new accessories includes A043, Bicycle (8 parts); A044, **WWII Weapon Boxes for German Army**, featuring 3 closed crates and two with separate lids; and A045, **Doors & Windows for the Norman House** (B012).

And speaking of... MK's line of building has increased by one and this is **B012, Norman House - Caretan (lead photo)**. This is a whole undamged building depicting a well-known building in the Norman town of Caretan. The kit includes everything you need to finish up the building except for paint; windows, dors, roof, placards and road signs.

They've also published a brand new book in the Militar's Kits series. This third volume is entitled **Sturmgeschütz III**, and covers the A, B, F, and G variants with kits, photos and line drawings. Each book also comes with a complete English translation booklet.

The book is available through Squadron-Signal in the U.S. and many of their other items can be found through The Red Lancers (these guys have a lot of stuff!).

MRC/Academy

We are not sure of the release date, but MRC did unveil a copy of their 1/35th scale **UH-60 Blackhawk helicopter** kit **(fig. 35)** at this fall's Chicago Hobby Show. It's looking pretty good and they are still promising several versions of the kit in the months to come. This looks like it is going to be a nice kit with even the troop seats having a nice molded nylon webbing texture to them. Numerically speaking, the kits are MRCBA110, **UH-1C US Navy Seawolf**, then MRCBA111, **HH-60G Pave hawk** and MRCBA112, **UH-60L Blackhawk**.

We'll keep you posted on current release dates, as they become available.

New Connection

This German company continues to be as prolific as ever. This fall several new products were announced and they are (drum roll, please); 35190, **SdKfz. 234/4 (fig. 27)**, resin conversion parts for the Italeri kit; **234/4 late ak7b (fig. 29)**. This kit includes resin parts to create a proposed late-war version of the 8-rad from the Italeri kit. The last item is the **Pak 40 Vreuzlafette (fig. 28)**, a very unique looking sled-type vehicle used to move around the Pak 40, presumably in snowy terrain. The stock number here is still TBA

New connection now services international customers directly and information on this can be found

Militaryexp.com

Fig.35

figures, and here's a pair of accessories fresh from the oven. 35.228 is **UK Cable Drums** (6 Large & 3 Small) featuring resin cylinders for the spools and a cool-o photo-etched sheet for the ends. As an added bonus, there's a machete and a set of wire cutters on the photo-etch sheet. Nothing sells a product like extra goodies. And 35.601 is a full-color **decal sheet for British Airborne Units WWII**. This 4.5"x6" sheet is packed with hundreds of markings for jeeps and ammo boxes, including the divisional marking placard for the front bumper (including Polish brigade). A full-color sheet accompanies the decals, explaining everything in great depth—along with an outline showing the correct markings for each British airborne unit.

Fig.36

Fig.33

Fig.34

You'll need all these markings to dress up the three new airborne Jeep conversions now offered by Resicast. These are 35.194, **Airborne Jeep Royal Artillery**; 35.153, **Airborne jeep RECCE** and 35.156, **Airborne Jeep Signals (fig. 37)**. Each kit contains a variety of resin and photo-etched parts to convert the new Tamiya kit. The parts are all perfectly cast in resin and are of the quality level we've come to expect from Resicast. The signal Jeep even includes a complete radio set. These would all be useful to create an Arnhem or a Normandy scene.

Another new kit is the **Ram Badger (fig. 38)**. This is the flame thrower version of the Ram as used by the Canadians. This full resin and photo-etched kit carries the stock number of 35.155.

There is also a new addition to the figure line to go with that Badger. This is 35.551, **Tank Crew "Demins."** A 3-figure set depicting a lesson in track repair.

In the accessory line, Resicast has added 35.801, **Fine Chains (fig. 39)**. These are a variety of delicately etched chains for general use. Also up is 36.802, **Assorted Buckles (fig. 40)**, another small etched sheet composed of various size buckles.

Resicast products are typically priced out in Belgian francs, but they are available in the states through R&J Enterprises and The Red Lancers. And, in their ad on page 21.

Precision Models

Hot off the Euromilitaire presses is the latest from Precision. 35.046B, **Marketplace Waterpump (fig. 34)**, a nicely executed plaster and resin piece; 35.047F, **Panzerjäger Troops/Holland 1944 (2) (fig. 33)**, two interesting looking resin dudes; 35.043Z, **Panzerknacker Boxes (fig. 30)**; 35.044Z, **Panzerfaust Boxes (fig. 31)**; and 35.045Z **German Munition Boxes (fig. 32)**. It's about time somebody thought of these!

These are all real brand new, so U.S. retail is still TBA. It's VLS again as the source in the U-S of A.

Resicast

We've come to know and love Resicast for their

Fig.37

Inventory Clearance Sale

From now until the end of Year 2000 (or stocks run out), our following etched brass & steel detailing sets are on sale: (Key: $List Price-Sale Price %Discount)

3506: Leopard 2 MBT $17.00-*12.75* *25%*
3510: T-55 MBT $9.50-*7.10* *25%*
Esci, Lindberg, & Trumpeter T-55/T-69 kits
3511: German WWII Gun Inserts
37mm thru 150mm $5.50-*4.10* *25%*
3515: M24 Chaffee $6.00-*3.00* *50%*
3517: British,French,Italian,Japanese Gun Inserts
can also do 1:48 & 1:72 guns 5.50-*2.75* *50%*
3519: BTR-60 APC $12.00-*6.00* *50%*
3522: H-35 Trench Skid $11.50-*8.60* *25%*
3523: BRDM-2 APC $7.25-*3.60* *50%*
3524: FT-17, WWI $20.00-*10.00* *50%*
3526E Tiger I Afrika $7.00-*5.25* *25%*
3526F: Sturmtiger $7.00-*5.25* *25%*
3540: US Jerrican Racks
6 racks, std pattern $6.00-*4.50* *25%*

3542: Stg-III Schurzen, Late Pattern
Dragon, new Tamiya $22.00-*16.50* *25%*
3543: Pz-IV-G Schurzen, Early Pattern
Dragon,Italeri,Tamiya $28.00-*14.00* *50%*
3546: Early Brummbar Schurzen
Tamiya, R&J Ent conv $27.00-*13.50* *50%*
3547: Std Brummbar Schurzen
Dragon, Tamiya $27.00-*13.50* *50%*
3548: Stg-IV Schurzen
Dragon,Italeri,Tamiya $25.00-*18.75* *25%*
3551: IDF Jerrican Racks
1-ea, 3-patterns $6.00-*4.50* *25%*
3554: Panzer Rhomboids
1939-40, 4-panzers $8.00-*6.00* *25%*
3555: Modern US Handles
M26 thru M1 Abrams $6.50-*4.85* *25%*

MSC-101 Std Treadplate, Xtra-Small
Great for 1:72 - 1:35 $9.00-*4.50* *50%*
MSC-201 Sq Treadplate, Xtra-Small
1:35 German SP Floorplates $9.00-*4.50* *50%*
MSC-202 Sq Treadplate, Small
1:35 German SP Floorplates $9.00-*4.50* *50%*
MSC-204 Sq Treadplate, Large
$9.00-*4.50* *50%*
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MSC-302 30/60 Treadplate, Small
1:35 German Pz-IV Fenders $9.00-*4.50* *50%*
MSC-304 30/60 Treadplate, Large
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At the beginning of Year 2001, some of these sale sets will be discontinued, and the remainder will go back to their regular retail prices, so don't wait too long! Our standard shipping rates will apply to sale orders: $1.50 up to $20 order; $2.50 up to $35 order; $3.50 up to $50 order; $4.50 for over $50 orders; non-US customers add 20% of order's value, for Air-Mail delivery. Phone/Fax orders okay with MC/VISA. For just a copy of our current Catalog, send $2 (non-US customers, $3).

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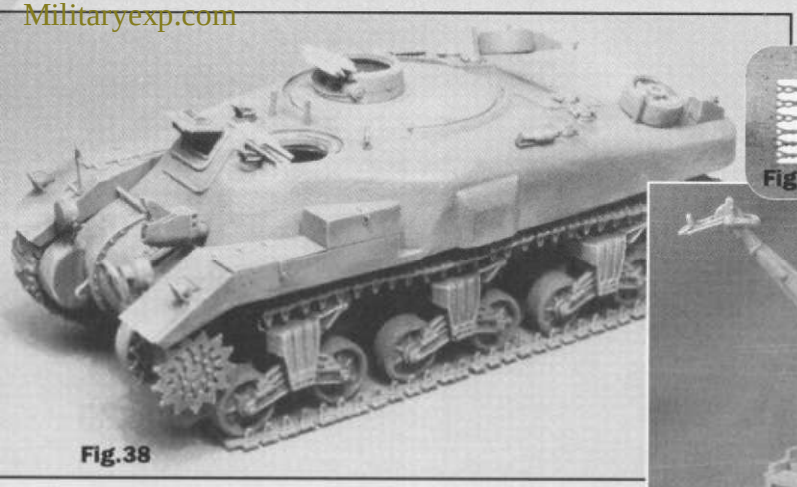

Fig.38

Fig.39

Fig.40

Fig.41

due to a fiendish conspiracy that reaches into the highest levels of government, they both advertise in this very magazine.

Roy Models

Roy hasn't been around for very long, but they've been cranking out some very intriguing looking soft skins. They tend to have a commonwealth theme, but they have recently released two German staff cars (the Horch and the Opel).

But—the very latest, and we mean the latest, is that they will be releasing the **Diamond-T 6-ton wrecker, 968A (fig. 41)**. A pre-production sample was on display at the 2000 Euromilitaire show and it looked pretty good. The actual release date has not yet been decided. Nor has the stock number or the exact retail.

This is yet another of VLS' exclusives (these guys really get around, huh?), so they are the ones to check with on the latest (there's that word again) details.

Roy also has a web site, which could also yield useful info. See it at www.ping.be/~p4u00782/Index.htm.

Scale Model Accessories

SMA just flipped us a pair of their latest figures (see Mini-Men), but they're also coming out with new decal sheets. 058 is **U.S. Dodge Decals**, and 059 is a **Russian Tank Decal Set**. Squadron imports SMA and retails are TBA.

Start Over

It's always delightful when someone joins the hobby industry with a fresh idea. There's been so much of that over the last decade, in fact, that you can almost believe there's nothing new left to do. Wrong-o. Start Over is a small group of guys who thought it would be cool to have miniature metal shields for armor, figure, and diorama bases. They're cast in white metal, and stand about 2" high x 2-1/4" wide. They're in production right now, and samples are already scheduled to review again in the next issue. Here's the list. SS00, **SS Shield with Sieg Runes**; SS01, **1st SS Panzer Division Shield**; SS02, **2nd SS Panzer Division Shield**; SS03, **3rd SS Panzer Division Shield;** SS05, **5th SS Panzer Division Shield**; SS09, **9th SS Panzer Division Shield**; SS10, **10th SS Panzer Division Shield**; and SS12, **12th SS Panzer Division Shield**. Note how the part numbers cleverly correspond with the divisions. Each shield retails for $4.95, and they're distributed exclusively through VLS.

Tamiya

If you've been nosing around on the Internet as of late, you probably have heard all about the new FAMO trailer combo. The official name for this kit is **German 18-ton heavy half-track "FAMO" and tank transporter SD.AG 116**. Quite a mouthful! And quite a model, too. As expected, this thing will be LARGE and it will include the complete FAMO and trailer along with four new figures in addition to the ones provided in he original kit. The trailer will feature rubber tires, like the FAMO, but will also have metal parts. These will, no doubt, be used to reinforce the hefty trailer. This thing was huge in real life, being somewhat longer than the Dragon Wagon trailer. It was so big, in fact, that it was driven like a modern hook and ladder rig, with a driver in the rear to steer the back of trailer. We're figuring that there will be plenty of extra goodies inside the box, too.

Fig.42

Fig.43

There has been plentiful griping about the price, which was announced at $183.00 in the U.S. Just after the kits' unveiling at the Chicago RCTHA show, the price was lowered to $150.00. On the high side, yes, but you're still getting a lot of model for your buck.

The fact that the half-track is in the box is a bonus in our minds. You can't do any kind of diorama featuring anything bigger than a Panzer III without an extra tractor! Look for stock number 35246 in January.

In other news, Tamiya has continued its theme of jazzing up old kits with 89563, **Russian Medium Tank T34/85 w/assault infantry (fig. 42)**. This is the older 35138 kit packaged with the Russian Assault Infantry (35207) of several years ago. We wonder what took them so long. The U.S. retail here is $40.00.

Modifying a somewhat more recent release is 89564; **Japan Ground Self Defense Force Type 90 Tank w/ammo loading crew setn (fig. 43)**. This is the basic gun tank with parts to create the interior ammo carousel (or at least what you can see through the open ammo door), along with two new figures, ammo, ammo crates and decals. U.S. retail is $61.00.

Tamiya has also announced a very slick accessory for its' new 1/16th RC Tiger I kit. This is the **"Battle System" infrared light receiver unit** that fits in the cupola of the tank and allows you to have tank battles with other tanks (Battle of the Bulge in 1/16 scale?). It's similar to the MILES system the U.S. Army uses to train their troops. Now all we need is an adversary... Look for stock number 53447. This unit will be available in December, but the price is still TBA

While getting something out of our car in the darkened parking garage at the Chicago show, we met up with a "Deep Throat" type character that said that there's another Tamiya 1/35 release in the works. All he would say is that it was a German tank from WWII that Tamiya hasn't previously released yet (he also said we were in serious danger!). Tamiya has traditionally announced new kits at various shows, but more recently have used their web site to showcase new items, so maybe we'll hear more in the next couple of months.

Tamiya's web site is updated on a weekly basis and both the English and Japanese versions are worth looking at. See it at www.tamiya.com.

Trumpeter

This line from China has announced a variety of interesting new armor kits. All six of 'em retail for $32.95 each. 0331 is **Korean K1A1 MBT (Type 88)**; 0338 is **Russian T-54B MBT**; 0339 is **Israeli Ti-67 MBT**; 0340 is **Russian T-54A (1951) MBT**; 0341 is **Finnish T-55 (1958) with KMT-5**; and 0342 is **Russian T-55 (1958) MBT**. VLS is the importer for Trumpeter, and we hope to have photos and samples by the next issue.

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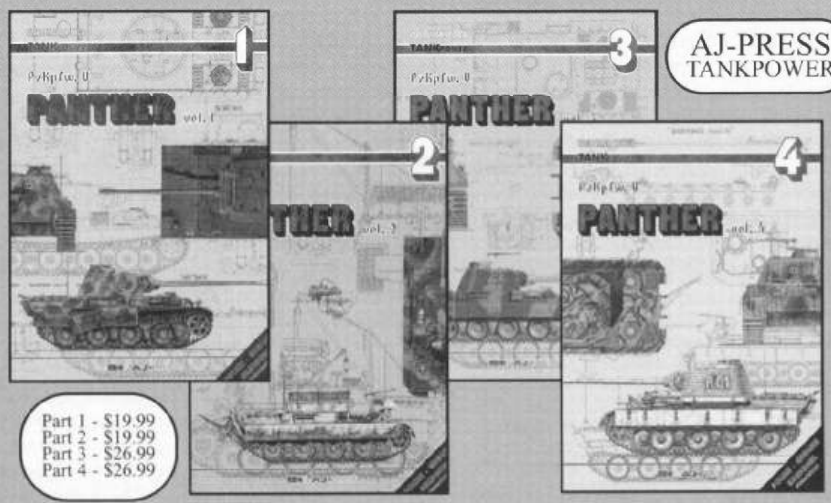

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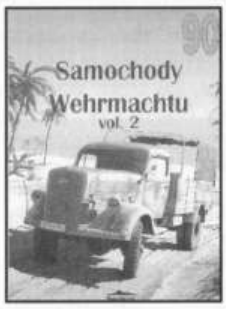

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35A73 - Sd.Kfz. 250 Neu Fenders $9.99
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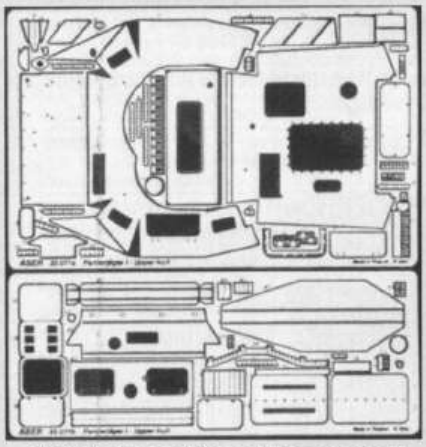

35071 Panzerjager I Upper Hull

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Book Reviews

PanzerKampfwagen 38(t)
by David V. Nielsen
Zimmerit Press
Soft Cover
60 pages, B&W
ISBN: 096751150X
$11.95

THIS NEW COMPANY HAS offered up a very nice product for its first venture. The book is essentially a visual essay on the variants of the 38(t) and this includes the AA version, the recce version and several of the SPG's. The selection of photos is a good one, with a wide variety of factory and in service shots. There is also an excellent selection of interior shots, especially of the SPG's, which is most useful to those of us who are geeky.

You'll catch a few oddities inside, too. There are shots of the late war proposed recce tank and the Ausf M ammo carrier, plus a few shots of the little known Ausf M APC prototype.

So go out and get one, but hurry back, there's more reviews to read...

Nuts & Bolts
Vol. 13
Flakpanzer IV Wirbelwind (Sd.Kfz 161/4) & Ostwind
by Detlev Terlisten
Soft Cover
88 pages, B&W with color plates
$20.00

YOU KNOW, THESE GUYS ARE getting to be the Aber of the military publishing world. They keep serving up great little packages and they keep hitting home runs every time.

The subject here is the German WWII AA tanks and the title goes a long way to clearing up many of the little known (or incorrectly reported) details of these rare vehicles. As usual, this takes the form of a thorough text section at the front of the book and dozens of wartime photos. We should digress here and say that most of these wartime shots are from the original negative and are therefore very crisp and clear. It seems as though many of these photos have been passed around and have begun to look rather beat-up, but that is not the case here. The book is divided into two sections, one covering the Wirbelwind and the other covering the Ostwind (albeit much more briefly).

The Wirbelwind section also covers several museum vehicle with detail shots of both the interior and exterior of the vehicle. This is capped off with 4 color plates and a set of line drawings that even include field variations.

As stated, the Ostwind section is much briefer, but as this is one of the rarer German vehicles of the war, we're glad they found any photos at all! The grouping here includes all of the evaluation shots and even one knocked out vehicles at the war's end. Like the Wirbelwind, scale plans top it of. Because of the scarcity of photos, several model shots are included to clarify the subject. Readers will recognize Tony Greenland's Ostwind model from issue 21.

Another great bargain for the German armor modeler in all of us!

Die Wehrmacht
Vol. 1
by Uwe Feist
Hard Cover
Ryton Publications
173 pages, B&W and color

IF YOU WERE ONE OF THOSE who were lucky enough to snag an old copy of the Encyclopedia of German Weapons of World War Two, you may want to pass on this review. Then again, maybe not. The aforementioned title is a visual documentation of all the German weapons used in the Second World War. This book follows suit, but in a greatly enhanced manner. Die Wehrmacht opens with several smashing Feist illustrations then delves right into the subject matter with a fascinating variety of contemporary and wartime photos depicting all of Germany's small arms. The coverage starts with pistols and runs right through the heavy MG's. Many (if not all) of the photos show a clear, close-up of a contemporary weapon and then this is accompanied by wartime shots of the weapon in the field. Also shown alongside are many of the accessories for each particular weapon, such as holsters and ammo pouches—almost exclusively in color. This is a unique and useful format for the modeler that we just love.

The title is stated as volume one and we are hoping for more in the range that would expand on this concept and include artillery, grenades, mines and other ordinance.

Yet another winner from Ryton.

Steel Fortress, The Russian T-28 Medium Tank,
By Mikhail Baryatinsky and Jim Kinnear
Soft cover
Barbarossa Books
128 pages, B&W and color
ISBN 0-9538777-0-1
£14.00

WE'VE BEEN EAGERLY WAITING to get our hands on this book ever since we found out it was in preparation and the wait has been well rewarded. It's based on the 1993 Arsenal book, The T-28 Medium Tank, but has been expanded with material from later research and many new photographs. One of the big advantages, even for those lucky enough to have the original book, is that this one is all in English. Another is that the book is printed on high quality paper with excellent reproduction of the photographs, many of which are now at 1/3 or even half-page size—things that weren't clearly seen in the Arsenal book can now be studied.

The book covers the T-28 in great detail, from its inception through the prototype and pre-production stages to the last production model. Cutaways show the internal layout, even down to drawings giving the ammunition stowage locations, although it does not include photographs of the interior. There are color plates of six color schemes.

But there's more here than just the T-28 itself. The T-28 bridging tank is covered too, with three good photographs and a side-view 1/35 plan to help builders of ICM's kit, as are deep-wading and mine-clearing versions which would make interesting conversions. Various projects, experimental versions and self-propelled guns built on the T-28 chassis get a look-in, with photographs of many of them, and then the book moves on to the T-29 wheel-and-track tank derived from the T-28. Photographs and a 1/35 plan show how different it was from the T-28. The final section, before the museum vehicle photographs, covers the use of T-28 turrets on armored trains and rail cars.

Highly recommended to fans of Soviet tanks. Even those who have the original Arsenal book and can read Russian, will find this new version worth buying for its extra material and photographs.

Land Battleship, The Russian T-35 Heavy Tank
by Maxim Kolomiets and Jim Kinnear
Barbarossa Books
96 pages, B&W and color
ISBN 0-9538777-0-1
£12.00

BARBAROSSA'S SECOND BOOK IS another one we've been waiting for, this time an English version of the 1995 Bronekollektsia book that is also expanded with new material and photos. Like the T-28 book, it's printed on quality paper and the photos are clearly reproduced to a good, large size. Again, the photographs are so much clearer that it is worth getting even if you have the original book.

The first 14 pages actually cover the Grotte TG tank with its superimposed turrets, the first prototype T-35s which were rather different to the production model, and the weird T-39 design projects which were intended as eventual replacements for the T-35. Here there are good photographs, 1/35 side view plans of the T-35-1 and -2, and a contemporary general arrangement drawing of the 8th type T-39 which would make the basis of an interesting model.

There are 32 pages on the main T-35 production types, with masses of photographs, sketches and plans of the inside, as well as outside features, plus photographs of the T-35 on pre-war parades. 13 pages about the tank's service use follow, with a list of the responsibilities of each crewmember and a complete breakdown of unit losses for both the regiments operating them in 1941. Nearly all the photos in this section are from German sources, but there are a couple of Russian ones that show T-35s that took part in the battle for Moscow. The wartime unit markings are evident in several photographs.

A color section follows, with plates of four T-35s, the TG and the SU-14 Br-2 self-propelled gun derived from it. 15 pages then describe, with photos; the SU-14 self-propelled guns. There are nine pages of photographs of the Kubinka T-35, with detail as well as general shots. Finally, there's a foldout page with 1/35 plans of the T-35A, T-35A Model 1939, SU-14 and SU-14-1, and the SU-14-1 Br2.

Like the T-28 book, we can recommend this one highly to modelers of Soviet tanks.

Militaryexp.com

C L A S S I F I E D S

WANTED: 1/72, 1/76 scale and smaller armor, equipment and figures. Books, magazines and information on the German and Italian armies in Africa during WW2. Instructions from conversions, photo-etch and regular kits showing vehicle interiors, engine compartments and super detailing items. Military and police patches. Contact Peter Rechkemmer, 3410 Sands, El Paso, TX 79904

WANTED: Old Osprey-Vanguard armor issues #2, #5, #7, #10, #12, #44. Issues of "Tankette" magazine. "Military Illustrated" magazine in English 4, 5, 6, 11 and "Steel Masters" #14. Will pay reasonable prices or trade. Bob Collignon, 403 Huntington Ave. Buffalo, NY 14214. (716) 837-2204 after 6 pm.

WANTED: Looking for unbuilt Gunze armor kits. Will trade or purchase. Have large collection with many hard to obtain kits for trade. Send info to Ted Paris, 551 Wegman Road, Rochester, NY 14624.

FOR SALE: by Author : 1/35, 1/48, 1/72 & 1/76 scale drawings (4 or 5 views). Illustrated catalogue for 2 IRCs. FOR SALE: from Artist-Illustrator acrytic oil on Bristol card, A3 size, from $400.00 U.S. List for 2 IRC to :Mr. H. Cance, 56, Bd. E. Lintilhac,15000 Aurillac, France.

WANTED: 1/35 scale kits, parts, anything leftover from US and British WWII models. Harpers M3 Satan Flamethrower. TM Manuals on US vehicles From WWII. Books and magazine articles on vehicles. IPMS magazines from Canada. Also contact with modelers in the US and Canada with an interest in 1/35 scale vehicles US and British. Contact Ian Howes. Hanselmann Str. 28a 80809 Munchen, Germany. tel (089) 3592474.

WANTED: Any spare WW2 Russian tank parts you don't need, same goes for pieces from any Tamiya German halftracks (250, 251 c or d). For Sale: Decals and kits from eastern Europe. Currently have decals for T-34, KV-I and entire BT family. Write for list of available kits. Edmund S. Fortuna, 200 Old Prospect School Road, Sparta, NJ 07871

WANTED: Items listed below. No time limit. Please include phone number and price/condition first letter. Books/Mags: Complete or partial set of AMM Review. MMiR V1 #s 1, 2, 4, V2 #1. Military Model Preview (formerly Military Aircraft Preview) V1 #s 1-3, 5, 6, 9, 11, 12; V2 #s 1, 10-12; V3 #s 1, 4-12. Catalogs: DML/Dragon 90, 88, 87; Italeri 94, 88, 87, 85, 82, 81, 80, 77 and earlier; Tamiya 94, 78, 77, 71 and earlier. Please only full size, No Mini-cats or brochures. Hardbounds: Bound V2 Profiles British AFVS 1919-40. I also need info, reference sources, photos and TM on: Semitrailer, Refrigerator, 5 ton. Good copies acceptable. Dio accessories and buildings: 1/35 Deauville (resin) #106 Ruined 2 story (large), #110 'The Bridge,' #112 Loghouse, Kurton #007 3 Story 3 sided ruin, Magus Program Design 1/35 French Corner Cafe (foamcore), Russian wood house, Small wood barn. Any Magus blueprints needed also. US Airfix edition of #51513 1/32 Checkpoint (includes humpback bridge, gate, guardhouse, tower). Kits/Figures: CMS (resin) 1/35 Diamond T Wrecker and Cargo trucks. Italeri Bersaglieri infantry. MAX #04 1/35 1/4 ton Ford GP Jeep/trailer and base. VMK (resin) 1/35 #001 U7144 Jumbo Jeep 5 ton tractor, #002 C-2 multipurpose semitrailer. Tamiya 1/25 Patton, Radio Operator. Squadron Combat Line and Squadron Rubin figures. FOR SALE: Professionally built, 1/25 scale tanks. Used by Soviet Army as training aids. For details LSSAE. All replies to: M.C. Overstreet, 5257 Luwana Drive S.W., Roanoke, VA 24018-3323. (540) 774 7244 after 7PM Eastern.

U.S. RESIN KIT MANUFACTURER seeking master pattern makers for armor related subjects, i.e. kits conversion, figures. If interested please send name and address, phone number to: Commander Series Models, Inc. 551 Wegman Road, Rochester, NY 14624.

FOR SALE OR TRADE: ESCI (German). Supply Wagon, Ambulance Wagon, German Sappers, Rest Area, Paratroops, Engineers, 7.5cm Light Inf. Gun, British Red Devils. Airfix: Japanese Multipose 1/32 Infantry. Monogram: Calliope Sherman, Hedge Hog (1/32nd scale). All kits unbuilt, mint in box. WANTED: Tamiya Tigers, Panthers, Halftracks, Marx 1/32 figures and playsets. Ron Angleton, 316 Oak St., Tipton, IN 46072. (765) 675-3907 weekends.

WANTED: Unbuilt old Italeri kits. #234 (SdKfz. 234/3). #255 (SdKfz. 234/4). Sturm and Drang Magazines. Jean Restayn's Tanks of WWII; Encyclopedia of German Tanks of WWII; Ground Power Magazines. George Krausse, PO. Box 3152, Florence, OR 97489.

WANTED: Information about clubs or individuals who are interested in 1/24th and 1/25th scale armor models. Also interested in purchasing same. Terry Hoepf, 5606 N. River Road, Pemperville, OH 43450. 419-287-4202

ARMOR, AIRCRAFT & SHIP COLLECTION: Over (450) 1/35scale armor, 1/350 scale modern warships, and both 1/72 & 1/48 scale modern jet aircraft. WW2 to modern armor and figure kits. Both current and out of production kits. Also, many resin conversions and full kits. Decal set and ceramic diorama kits. Many kits still wrapped. All unbuilt and unpainted. GREAT DEALS! Send LSSAE with $.55 postage for list with asking prices. Allen Chubb, Jr., PO. Box 134, Lykess, PA 17048-0134 or call 717-362-1120 after 6 p.m. EST.

MUST SELL: Lose the kits or hit the couch! Sound familiar? The answer is simple for many, the couch doesn't talk back. Unfortunately, it's her couch. My loss can be your gain. New/OOP WW2 figures/armor kits (1/35) for sale. Tamiya, Italeri, DML, ESCI. Send SASE for complete list to Lawrence Jung, 60 E. 12th St., #3F, New York, NY 10003-5036.

FOR SALE: one 1/15 scale Bandi Tiger I, built and painted to perfection. Set up remote. Looks real nice. Call me at 973-628-0574 after 6 p.m. for details.

WANTED: Looking for the following discontinued ROCO vehicles; #229 Faun 10 ton 6X6 truck, #230 Faun 10 ton 6X6 truck, #291 Elefant Tank Transport, #409 Pioneer Set. I will consider purchasing collections of ROCO armor. Also looking for pics, dimensions, etc., on Wegmann Pzh 2000 S.P. gun for scratch build. Cal Raines, 904 Irving St., Olean, NY 14760.

FOR SALE: Roskopf HO Scale Military Vehicles. German, Russian, NATO. Write for list: Christopher Gill, 580 W. Lewiston, Ferndale, MI 48220-1204.

WANTED: Bindable B&W photocopies of MMiR Vol. 1 #3 on 11 x 17 inch paper, front and rear covers on one side, inside covers on the other, etc., through pages 19 & 22/20 & 21. Contact Dr. Peter Schweisthal, Gruner Str. 107, D-40239 Duesseldorf, Germany.

WANTED: Squadron #3001 Fallschirmjager In Action; Armor In Action #'s 2003, 2006, 2007, 2009, 2013, 2019 and 2021; Presidio Press (hardcover) Patton, Kennedy M-103, Kirin 120mm figures #21001 USMC 1968, #21004 S.E.A.L. In Desert Storm. Contact Ed Barber, 7158 Akron Road, Lockport, NY 14094.

WANTED: Squadron Rubin 54mm kits, Squadron line 1/35. Also, Battleline and Deauville figures. Buy or Trade War Monthly magazines. Respond to J. Pauly, 2836 Pleasant Avenue, Lakeview, NY 14085.

THE HISTORICAL MINIATURE FIGURE SOCIETY OF COLORADO meets on the first Thursday of each month from 6:30 PM. to 8:30 PM. at the Aurora Central Public Library, 14949 East Alameda Drive, Aurora, CO 80012. For more info contact, HMFSC, PO. Box 461562, Aurora, CO. 80046 (303) 693-7924

CALIFORNIA HISTORICAL MODELERS ASSOCIATION: meets the second Friday of each month (except holidays) in the Provident Bank community room, 1690 East Florida Avenue, Hemet, California at 7:00 p.m. CAHMA welcomes modelers interested in historical scale modeling, including armor/ordnance, aircraft, car/vehicle, historical figures, ship/boat, space/sci-fi, railroad, diorama and vignette. For more information, call 909-652-0556

I WOULD LIKE TO CORRESPOND WITH MODELERS ALL OVER THE WORLD. Looking for someone to swap materials with, or just chatter about kits. I build mostly present day vehicles, diorama and figures of Special Forces. Theo Naus, Esdoornstraat 4, 5995 AM Kessel, The Netherlands.

IN SEARCH OF PENPALS AND MODELERS to exchange with. Can offer all models of Zvesda Plastic Model Co., ICE Co., Alan Hobbies/VM Co., AER, Start Model, models which are of a high class, and some books and magazines on modern military equipment and that of WW2. My interests include weapons of WW2 produced by Tamiya, DML, Italeri and ESCI in 1/35 scale. Also interested in books and magazines on techniques AFV and model catalogues. Write to: Alexandr A. Rjazanov, ul. Kronshtadskaja, d. 75, kv. 19, Makeeva-14, Ukraine - 339014.

MODELER FROM THE UKRAINE who would like to get in touch with other modelers to exchange models. I am looking for contacts with North American modelers. I will answer all letters sent to me. Andrey Kozlov, Zvenigorodska, 12 kw. 43, Zaporozhye - 93, 330093, Ukraine.

WANTED: Looking for a boxed UBER modeling knife set. The company that made them has gone out of business. If anyone has one for sale or has information on how to get one please let me know. Write or call: Larry McHam 1148 Simpson Dr. Hurst, TX 76053, 817-268-3167. E-mail is cynthiam@airmail.net.

WANTED: Tamiya kit #6502-1800, U.S. 75mm Pack Howitzer. Call (734) 669-2753. M-F 8:00-5:00 ET, or write: Barry Gazso, 1864 Samer Rd., Milan, MI 48160. Will pay any reasonable price.

WANTED: German military books WW1, WW2, East German. New or used period pictorials. Please respond to PJR, PO. Box 122, Martinsville, NJ 08836.

WANTED: Concord Publication books: T64 & T90, T54/55/62 and Arsenal of Aggression. I am willing to pay a reasonable amount for these books in good condition. Please send information on these books and prices to John Wiley, 3120 Mountain Pass Road, Troutville, VA 24175.

FOR SALE: Unbuilt 1/16 Tamiya King Tiger Porsche turret kit, static model, minus R/C gear. Asking $200.00. WANTED: ESCI 1/72 King Tiger, Bandai 1/24 King Tiger Porsche turret kits. Contact David Dees, 8125 Jeanie Lane, Knoxville, TN 37938, 423-922-2891 after 6 p.m.

WANTED: DML #6047 JSU-122s and DML #6804 JS-2M UZTM. Contact Robert W. Marshall, 43 Brookfield Court, Toms River, NJ 08757, 732-341-7487, until 10 p.m. Eastern time. Web site: ClancyTR8@aol.com.

FOR SALE: Built 1/35 scale armor kits. Nicely done with some external detailing. Please advise us of your particular needs or wants. Will consider requests to build. Currently, over 100 finished. Contact Bill Whitley, 311 Bundy Avenue, Endicott, NY 13760. Phone: 607-748-7922, E-mail: bill0637@aol.com

NEEDED: obsessed modeler can't rest until I have Gunze 1/35 scale Panzer III crew in black cloth uniforms seated in the tank turret. I also must have the Jaguar 1/35 scale windmill. E-Mail me please at csmegalodon@aol.com

WANTED: Jim Shirley Productions resin 120mm(1/16th scale) M-1A1 Abrams. Unbuilt, built, any condition... need it for parts. Contact Larry Cobb email: Larryc@unm.edu or phone: (505) 299-5662.

WANTED: Tank Magazine Special- Israeli Tanks & APC's; Panzer Magazine- The Iran-Iraq War; Tank Magazine - any issue; Verlinden #705, T-55 Update, #714 T-55 Applique Armor; AEF Designs - any conversion kit (Israeli, Soviet, Iraqi, American); Azimut/ADV-PLO figure, Russian Tankers, French Tankers (Modern), #35110 XM233E1 Tow Launcher; Born in Battle Magazine-any issue; Military Enthusiast- any issue; War Data - any issue; RAIDS Magazine - any issue; Friulmodellismo Figures, Iraqi Tankers, Yugoslav Troops, Civilian Photographer; Chesapeake Model Designs, T-54 turret, T-62 (early turret), M60 Turret (early production), M48AI Conversion Kit; Jaguar - JS II interior. Contact Joseph Chiaramonte, 8711 26th Avenue, Brooklyn, NY 11214

ARMOR MODELERS ONLY: THE ARMOR SHOP is open for business. Full line dealer. One stop for all your needs - kits, accessories, tools, paint, books - ARMOR ONLY. Never pay retail. Catalog $3.00 refundable with first order. Shop on the web at www.armorshop.com. The Armor Shop, Dept. MC, 3548 Silverado Drive, Columbus, Ohio 43228. E-mail us at armorshop@aol.com. NO PLANES - NONE OF THE TIME.

GOOD99 –New list of civilian /political /military/historical related pin, brochures, books, magazines, videos and other items. Mostly WWII to present. Send Two Dollars for GOOD99. Thank You. Bill Whitley, 311 Bundy Avenue, Endicott, NY 13760-3201 IPMS#20788. (607) 748-7922. bill0637@ aol.com.

WANTED: Pro models resin 120mm (1/15 scale) Sdkfz. 234/2 PUMA Eight Wheeled armored car unbuilt, built, any condition. CONTACT: Robert Mcguire 482 W. San Ysidro Blvd., PMB 842, San Ysidro, CA 92173. (619) 671-5400; (619) 662-1420.

WANTED: DML/Dragon Red Devils Paratroopers figure kit or resin figures in similar poses. Will pay any reasonable price. E-mail to simon@openstore.com

FOR SALE: 1/35 scale figure kits. All unbuilt. Mostly Vietnam to modern DML, Verlinden, Barton Miniatures, Belgo, Battleline and some misc. For list and price send L.S.A.S.E. Danny Trepanier, 1133 Fulton Winthrop Harbor, IL. 60096

WANTED: I need more information on the V-150 APC series, 4X4, 6X6, 8X8. I'm trying to scratch built one because I really liked the Commando. I don't want to buy the resin kit (tempting... and I can't find one either) mainly because I really want to feel the enjoyment of building it in 1/35 scale. Thanks and more power. I can be reached through this email oliversia@edsamail.com.ph, or my residence: Oliver S. Sia, 30 Norway Street, Betterliving, Paranaque, Manila, Philippines.

CONTEST: 2001 A Modeling Odyssey. Sponsor: IPMS Space Coast. Time & Date: 9:00 AM, Saturday, 3 February 2001 to 1:00 PM, Sunday, 4 February 2001. Place: Elk's Lodge, SR 405, Titusville, FL. Contact: Rick Bellanger, 4260 Tangerine St., Cocoa, FL 32926. Telephone: 321-633-4717 (5:30pm to 9:00pm EST only) e-mail: rickb@brevard.net. Special Rates Motel: Ramada Inn, Route 50 & I-95, Titusville, FL. 1-800-292-1192 ONLY.

WANTED: Series 77 90mm "Americans" - A2, A10, A17, A23, A26, A27, A29, A34, A42, A63, A64, A65. Will pay fair price for kits. Keith Bernard, e-mail: bernard_k@metairie.whlinder.com

WANTED: Pro Models resin 120mm (1/15 scale) SdKfz 234/2 PUMA eight wheeled armored car Unbuilt, built, any condition. Contact : Robert McGuire, 482 W. San Ysidro Blvd. PMB 842 San Ysidro, CA, 92173 USA Phone: (619)671-5400 (619)662-1420. Email: ignacio@biospherical.com or carellano@hotmail.com

WANTED: Highly competent armor builders who can photograph and write about their modeling projects. Adequate writing and photography skills, and computer literacy a must. Fees paid for article submissions. Also looking for individuals willing to submit original historical research articles. Access to archival photographs a plus and ability to render scale drawings in Adobe Illustrator or Freehand (Mac or PC) a big 'ol stankin' bonus. Also seeking illustrations alone. Forward samples only (photos, writing, etc.) to: Editor MMiR, 235 NE 6th Ave #4, Delray Beach, FL 33483.

WANTED: 1/35, 1/24, 1/15, 1/16 assembled or unassembled motorized armored vehicles. Contact Bruce W. Smith at gbeske@uswest.net or send your list with prices to 5808 Arbour Ave., Edina, MN, 55436

Every subscriber to Military Miniatures in Review is entitled to a free classified ad for the length of their subscription. Submit TYPE WRITTEN COPY ONLY (no handwritten ads accepted). There is no space limit, but be as brief as you can (we mean: don't be a hog about it). Corrections, sales or omissions should be brought to the attention of the publisher as soon as possible to prevent re-occurrence. E-mail classified info to mmir35701@aol.com

Issue 24 Advertiser's Index

Accurate Armour	Page 8
Air Connection	Page 15
Ampersand Books	Page.80
Archer	Page 21
Armand P.Bayardi	Page 28
Chesapeake Model Designs	Page 8
Commander	Page 61
Cosmic Bovine	Page 73
Depot Train & Hobby	Page 61
Eduard	Page 37
Falcon Supplies	Page 22
Fedorowicz	Page 6
Hansa Systems	Page 28
Hobby Bounties	Page 61
Hobby Depot	Page 21
Jaguar	Page 20
Legends	Page 20
Marco Polo	Inside front cover
Model Cellar	Page 27
M&M	Page 27
New Connection	Page 21
On-The-Mark	Page 13
Ordnance Depot	Page 73
RHPS	Page 27
R&J	Page 6
Ryton	Page 36
RZM	Page 66
Squadron Shop	Page 2
S&J	Page 37
Tamiya	Back Cover
Testor Corp	Inside back Cover
The Armor Shop	Page 28
The Red Lancers	Page 21
The Small Shop	Page 28
The Tank Workshop	Page 22
VLS	Page 1

Militaryexp.com

The Idea Bank

The following is an extension and compilation of all the wish lists and "we gotta haves" that have appeared in the magazine over the years. The list also reflects a few brain storming sessions where we just sat around with a few books and shouted out what we liked.

We have divided it into three categories: plastic kits; resin kits; and conversions and updates. A few of the ideas appear in both the plastic list and the resin list. Most would pick plastic over resin due to the cost, but we'd be glad to have either. A lot of what's listed is rather obvious, like the German half-tracks and the LVT's. A few of the plastic ideas are rather odd, but the entry of the eastern European companies into the fray has demonstrated that the sky's the limit.

Basically, we don't warranty any of the items listed. We think they are all sound, but we are not saying they will all sell. The deal is that if you are a manufacturer, large or small, and you see something you like, then by all means make a withdrawal—it's free! All we ask is that you let us know so we can strike it from the list.

If there is something that you don't see here, then by all means feel free to make a deposit—no matter who you are.

Please note that items that have been announced or listed since the previous issue are shown with a line struck through the subject. Notes on who and where follow. Items are displayed like this for one issue, then removed completely.

Plastic Kits

British Triumph Motorcycle
WW2. We've had the German bikes in plastic, but never this one.

British Bedford 15-cwt 4x2 truck
WW2. Very numerous soft skin.

British Morris-Commercial 30-cwt 6x4 truck
WW2. Just because it's neat looking.

British AEC Matador 4x4 truck
WW2. Useful for hauling around all that scale artillery.

British Humber Mk I Armored Car
WW2. 4,300 of them were used on all fronts.

British 17-pdr Archer SPG
WW2. We've been promised one from VM, but it's still a no-show. The towed gun wouldn't hurt either.

British Saladin
Post war. Widely used six wheeled armored car.

British Cruiser Comet
~~WW2. ICM once had it on their box sides, but rumor has it that it's canceled.~~ BACK ON AS ICM STOCK NUMBER 35091.

British Cruiser Challenger
WW2. A logical follow-up to the Comet.

British Centurion
Postwar. Many variants, used extensively by the Israelis as well as the Brits.

British Mk VIB Light Tank
WW2. Widely seen and used in the west and in the desert. It seems a natural in plastic.

British Sherman "Flail" Tank
WW2. Maybe based on the DML M4A4 kit?

British Bofors 40mm AA gun
WW2. This was the Swedish designed gun used by the British and others.

British Daimler Mark II
WW2. The neat little armored (or is it armoured?) car.

British Sexton II
WW2. The Canadian version of the Sherman chassis (Grizzly) with the 25 pounder field piece mounted on top. Do the Grizzly, too, while you're at it.

French Char B1
~~WW2. The famous French heavy tank.~~ ANNOUNCED FROM RPM

French AMR35
WW2. Cool little cavalry tank.

French FCM36
WW2. French medium. Later used by the Germans as an SPG platform.

French Laffly/Hotchkiss S15R
WW2. Early war six-wheeled artillery tractor. Also the S20TL and the S35T.

German Panzer II variants
WW2. Still missing the A, B and F in a "modern way."

German Panzer III variants
WW2. Still missing the A, B, C and D.

German Panzer IV variants.
WW2. Still missing the A, B, C, a modern tooled D and E.

German Panzer III/IV hybrid
WW2. While you're at it. Used an interleaved suspension.

German Neubaufahrzeug
WW2. Early war medium. Hey, why not?

German Lorraine Schlepper with 10.5cm
WW2. French tractor converted by the Germans.

German Lorraine Schlepper with 7.5cm
WW2. French tractor converted by the Germans.

German Sturmpanzer II Bison
~~WW2. The lengthened Panzer II chassis with the sIG 33 15cm gun.~~ ANNOUNCED BY ALAN.

German Panzer I B 15cm sIG 33
WW2. The one with the tall superstructure.

German Marder III M
WW2. The 7.5cm gun rear mounted in a modified 38t chassis.

German Bison M
WW2. Pretty much the same thing as above, but with the sIG 33.

German Flakpanzer 38(t)
WW2. Similar to the above listed vehicles, but with the 2cm gun.

German Karlmörser
WW2. Sooner or later, right?

German Halftracks
WW2. Scratch the FAMO, but how about the SdKfz. 9, 10, 11 and the Demag D7 (a new SdKfz. 7 wouldn't hurt either). Come on man—PLEASE! There's tons of variants, too.

German SdKfz. 251/17
WW2. With the drop down sides and the 2cm flak 38. Would make an outstanding Tamiya kit.

German SdKfz. 251/20 UHU
WW2. The IR searchlight vehicle. Would also make an outstanding Tamiya kit.

German SdKfz. 251/21 Drilling
WW2. The triple flak mount. Would also, also make an outstanding Tamiya kit.

German SdKfz. 251/22
WW2. With the Pak 40 75mm. Need we say more?

German PAK 43 8.8cm
WW2. The anti-tank gun with the cruciform base.

German 15cm gun
WW2. The widely used heavy artillery piece. We'd also love to see the 17cm and the 21cm in plastic.

German 10.5cm
WW2. We thought Tamiya would do this for sure after the Wespe. 3 variants.

German Hummel SPG
WW2. Sorry, but we still need a really good one. Ditto on the Nashorn.

German SdKfz. 231 8-rad
WW2. Modified version of the original. Used mid to late war.

German SdKfz. 247
WW2. Little armored 4x4 used by recon battalions.

German V3000 Ford truck
WW2. Similar versions were used by all the WW2 combatants.

German Bussing-Nag Truck
WW2. The basic truck, the AA version and the crane, too.

German "Büro-Anhanger"
WW2. The large boxy trailer hauled behind the Opel Blitz.

German Opel Blitz Bus
WW2. It seems like an Italeri natural.

~~German Opel Blitz Van~~
~~WW2. Ditto on that Italeri thing.~~ DUE OUT THIS YEAR FROM ITALERI.

German Mercedes-Benz G4
WW2. Mostly known as Hitler's six wheeled staff car, but also used as a regular heavy car in the field.

German le.gl.E.Pkw.
WW2. The little Stoewer or BMW light 4x4 cars. Several variants.

German Einheits-Diesel 2.5 ton 6x6 truck
WW2. Very common throughout the war, several versions fielded.

German Faun Typ L900
WW2. Very large tank transporter (it carried the tank on its back). Towed a trailer which was also used with the big FAMO.

German Mercedes-Benz L 4500
WW2. 4.5 ton cargo truck. Also used as a very unusual "Maultier" version.

German Hanomag Typ St 100
WW2. Developed for both the Luftwafle and the Wehrmacht, it was used to haul long supply trains and bridging equipment.

German Schwimmwagen "Trippl"
WW2. Early contender to the VW throne. Used by the SS.

German VW Itlis
Modern Bundeswehr Jeep. Also used by other NATO members.

Hungarian Toldi
WW2. There are several variants, too.

Italian Fiat/Ansaldo AB40/41
WW2. 4 wheeled armored car, also used by the Germans in Italy.

Italian L3/35 tankette
WW2. We've got a few resin versions, but it's not a very big kit...

Italian Carro Armato L6/40
WW2. Another teeny thing, some served in Russia (scary).

Italian Semovente L40 47/32
WW2. Assault gun version of the L6/40. Also used by the Germans.

Polish Fiat 508/518 Mazur field car
WW2. One of the most common soft skins used by the pre-war Polish army. Over 10,000 produced. It seems like all the armor's getting done. Anyone?

Soviet 203mm gun
WW2. The one with the tracked carriage.

Soviet Stalinets Tractor
WW2. Soviet copy of the Caterpillar 60 tractor. Pulled the 203.

Soviet BA-10/BA-12
~~WW2. Six wheeled armored car.~~ BA-6 ANNOUNCED FROM ALAN.

Soviet BA-64
WW2. Four wheeled armored car.

Soviet GAZ Jeep
WW2 and Korea. We have a new U.S. one, why not?

Soviet BTR-60
Post-war eight wheel armored car.

Soviet T-55
Post war MBT. Once listed in the DML catalog. Keep hope alive.

Soviet SA-2
Post-war mobile truck mounted SAM system.

Soviet BMD-1
Modern air-mobile infantry support vehicle.

Soviet ASU-85
Modern air-mobile tank destroyer.

Swedish S-Tank
Modern. That weird looking turretless jobby.

U.S. M1A1 Wrecking Truck
WW2. Terrific looking heavy wrecker made by Ward LaFrance.

U.S. M2/M2A1 Halftrack
WW2. The one with the shorter back end.

U.S. M3/M3A1 Halftracks
WW2. We're still waiting for contemporary plastic versions of this series. Help us Obi-wan Tamiya, you're our only hope...

U.S M3 Stuart
WW2. We're still waiting for a contemporary plastic version of this, too. Throw in the M5 and M8 while you're at it.

U.S. M4 High Speed Tractor
WW2/Korea. Towed the Long Tom and used Sherman tracks. Think of all those lonely AFV Club kits.

U.S. M5 High Speed Tractor
WW2. Loosely based on the M3 in the suspension area. Hauled the 105, 155 and the 4.5 inch gun.

U.S. M6 High Speed Tractor
WW2/Korea. Successor to the M4, also towed the Long Tom and the 8-inch howitzer.

U.S. M10 ammo trailer
WW2. Pretty numerous on all fronts and commonly seen with the M7 Priest and the M8 HMC.

U.S. M19 Motor Carriage
Korea. Dual 40mm mounted on the Chaffee chassis.

U.S. M23 8-ton 4-wheel ammo trailer
WW2. Weird looking, but pulled along with every Long Tom.

U.S. M29 Weasel
WW2. The Monogram kit was a loooooong time ago. Both variants.

U.S. M31 ARV

Militaryexp.com

WW2. Recovery version based on the Lee/Grant series.

U.S. M36 Jackson
~~*WW2. 90mm version of the M10 motor carriage. AFV Club???*~~ *NOW ANNOUNCED FROM BOTH ACADEMY AND AFV CLUB.*

U.S. M37 Motor Carriage
Korea. 105mm mounted on the Chaffee chassis.

U.S. M40 Motor Carriage
Korea. The Long Tom mounted on a "Easy Eight" type chassis.

U.S. M41 Walker Bulldog
Post war and Vietnam. It's high time for a new kit. The M42 Duster would be cool, too.

U.S. M43 Motor Carriage
Korea. The 8-inch howitzer mounted on a "Easy Eight" type chassis.

U.S. M44 SPG
1950's. One of a series of SPGs based on the M41 chassis. Also the M52. Used by other NATO nations—especially Germany.

U.S. M55 SPG
1950's. Big-ass SPG loosely based on the M46/M47 chassis. Used by other NATO nations—especially Germany.

U.S. DUKW-353
WW2. You know, the floater.

U.S. GMC 352
WW2. The short wheel base version. Hey Tamiya!

U.S. 4-ton "Diamond T" 6x6 Truck
WW2. Cargo, dump and a fabulous wrecker version.

U.S. 6-ton 6x6 Truck
WW2. Both Mack and White versions. Fairly common in the ETO. There's a cargo, pontoon and crane version.

U.S. Mack NO 7.5 ton truck
WW2. Towed the 8-inch howitzer. Huge and just plain cool.

U.S. 240mm Howitzer
WW2. Widely used, but rarely photographed.

U.S. 75mm Field Howitzer
WW2. Also known as the "Pack" gun. Remember the old Tamiya metal one?

U.S. Staghound T17E1
WW2. U.S. built 4-wheel armored car almost exclusively used by the Brits.

U.S. LVT Series
WW2 & Korea. The whole series please: LVT-2; LVT (A)-2; ~~LVT-4~~; LVT (A)-1; LVT (A)-4; LVT (A)-5 and LVT (A)-5 modified. LVT-4 ANNOUNCED FROM ITALERI.

U.S. Ontos
Post-war and Vietnam anti-tank tractor.

U.S. V-100
Post-war and Vietnam 4-wheeled armored car fielded in several different versions.

U.S. M422 "Mighty Mite"
Post-war miniature version of the Jeep.

U.S. M992A2
Modern NATO. The artillery ammunition carrier based on the M109. Hey Italeri!

U.S. M715 Jeep 1-1/4-ton cargo truck
Modern and widely used truck. Saw use in Vietnam.

U.S. Dodge M37 truck
Post war and modern version of the WW2 3/4 ton truck. Used in Vietnam. Ambulance version, too.

U.S. M561 Gamma Goat
Modern and weirdo six wheeled cargo truck.

Resin Kits

Belgian T-13 tank
WW2. Early war Belgian mini tank. There is a SPG version, too.

German Geschützwagen III/IV (Sf)
WW2. Similar to the Grasshopper, with the 105mm gun plopped into the superstructure. The Brits still have one somewhere.

German Praga T6-SS tractor
WW2. Used the same tracks as the 38t series.

German Panzer III/IV hybrid
WW2. Also in the plastic list. Used an interleaved suspension.

German Mercedes-Benz L 4500
WW2. 4.5 ton truck. Also used as a very unusual "Maultier" version, using both purpose designed and Panzer II running gear.

German Mercedes Unimog U 900 truck
Post war NATO. Also used extensively by the U.S. Army and Marines in a variety of interesting configurations.

German Heavy transport trailer
WW2. Actually used to move heavy rail road equipment, but also used to move the super heavy tanks and the Karl Mörser.

Japanese Type 89 Medium Tank "Chi-Ro"
WW2. One of the few Japanese tanks that is not represented by a kit of any kind.

Soviet KRUG long track SA-4 radar
Post war. Lengthened version of the AT-T tractor with a large radar unit on top.

Soviet 2S7 203mm SPG
Post war. Enormous "nuclear" self-propelled artillery piece.

Soviet AT-T tractor
Post war. Basically a big truck loosely based on the T-55 chassis.

U.S. M114 armored recon vehicle
Post war. Cousin to the M113. Also used by the ARVN.

U.S. M4 High Speed Tractor
WW2/Korea. Towed the Long Tom. Think of all those lonely AFV Club kits.

U.S. M6 or M6A1 Heavy Tanks
WW2. Actually standardized in 1942, but never deployed. Neato anyway.

U.S. M6 High Speed Tractor
WW2/Korea. Also towed the Long Tom and the 8-inch howitzer.

U.S. M19 Tank Transporter
WW2. The Diamond T. Once there were two kits, now none. WE'RE HEARING RUMORS...

U.S. M22 Locust
WW2. Wacky airborne tank.

U.S. M23 8-ton 4-wheel ammo trailer
WW2. Weird looking, but pulled along with every Long Tom.

U.S. FMTV Truck Series
Modern cab over trucks. Widely used everywhere today.

U.S. OPFOR Sheridan
Modern. Hey Jaguar, what do you think?

U.S. Quickway crane and White truck
WW2. Awesome truck and crane combo also includes a trailer.

U.S. 4-ton "Diamond T"
WW2. Cargo, dump and fabulous wrecker version.

U.S. 4-5 ton 4x4 Autocar Tractor
WW2. Also made by Federal. Used with a trailer. There was once a resin kit, but it is sadly no more.

U.S. Staff Cars
WW2. Maybe the Ford and the Packard types?

U.S. 6-ton 6x6 Truck
WW2. Both Mack and White versions. Fairly common in the ETO. Also a van back version.

U.S. 240mm Howitzer
WW2. Widely used, but rarely photographed.

U.S. "Mighty Mite"
Post-war miniature version of the Jeep.

U.S. M561 Gamma Goat
Modern and weirdo six wheeled cargo truck.

U.S. M76 Otter
Modern tracked amphibian. Used by the Marines in Vietnam.

Conversions, Updates & Accessories

British Churchill-early variants
WW2. Its seems a natural thing for the Tamiya kit.

German Flak 18 conversion/update
WW2. Brass, barrel, etc. for the old Tamiya kit.

German Panzer IV F update
WW2. To spice up the ex-Gunze, now excellent DML kit.

German Ballistics Measuring Vehicle
WW2. Based on the 8-rad armored car. For the Tamiya kit.

German update set for the sWS
WW2. It sure could use it.

German Steyr Fire Tender
WW2. Conversion for the Tamiya kit.

German Hetzer Interior set
WW2. For the DML kits.

German Panzer II Interior and Engine set
WW2. For the Alan/DML kit.

German Panzer I Interior and Engine set
WW2. For the Italeri kit.

German Panzer IV L/48 or L/70 Interior set
WW2. For the DML kits.

German Panzer III E through H Update and Detail set
WW2. For any of the DML kits.

German Mercedes-Benz 1500 A
WW2. Conversion for the Tamiya Steyr kit. Basically the same body work with front end differences. Command car, too!

German Puma interior details
~~*WW2. For the Italeri kit.*~~ *ANNOUNCED FROM NEW CONNECTION.*

German Elephant Engine Set
~~*Basic engine and generators.*~~ *INTERIOR ANNOUNCED BY JAGUAR.*

Japanese Type 90 goodies
~~*Modern. Largely ignored due to its obscure nature, it's probably one of Tamiya's best kits. We'd love to see an engine pack, ammo and other details.*~~ *DOZER BLADE, AMMO MODULE AND FIGURES AVAILABLE FROM "AINOSATO HOBBY 2" IN JAPAN. TAMIYA HAS RELEASED AMMO SET FOR TYPE 90 WITH CREW FIGURES.*

Soviet SCUD A
Post-war. Possibly based around one of the JS kits now in production.

Soviet Katyusha rocket launcher
WW2. For the Tamiya GMC 2.5 ton truck.

Soviet T-72 ARV
Modern. For the Tamiya kit. How about some other conversions for this great Tamiya kit?

U.S. M19 Motor Carriage
Korea. Dual 40mm mounted on the Chaffee chassis. For Italeri.

U.S. M27 Bomb truck
WW2. Basically a GMC 353 with a dolly for bombs on the back. Conversion for the Tamiya kit.

U.S. M37 Motor Carriage
Korea. 105mm mounted on the Chaffee chassis. For Italeri.

U.S. M39 Utility Vehicle
WW2/Korea. Basically a turretless M18 with a slightly altered interior. Conversion for either the Academy or the AFV Club kit.

U.S. M931 Truck
~~*Modern. Tractor version of the M923 series trucks. For Italeri. Maybe a trailer, too?*~~ *AVAILABLE FROM REAL MODELS.*

U.S. M35A3 Truck
Modern. The most modern version based around the AFV Club kit. Tires, body work and a few other doo-dads would do it.

U.S. Mk 48 Logistical Vehicle System
Modern Marine Corps and Army tractor version of the Oshkosh truck used as a trailer hauler. Might be possible to convert it from the Italeri kit.

U.S. Oshkosh M1070 8x8 truck
Awesome modern tank hauler used in conjunction with the M100 trailer. The ultimate Dragon Wagon. WE'RE HEARING RUMORS...

U.S. M74 Recovery Vehicle
Post-war conversion of the M4A3E8. More modern version of the M32. Also used extensively by the Bundeswehr.

U.S. M3 half-track truck cab
WW2. With sheet steel cab and cargo bed. Used early in the war.

U.S. early Bantam Jeep conversion
WW2. For the new Tamiya kit.

U.S. early Ford GP Jeep conversion
WW2. For the new Tamiya kit.

U.S. Studebaker cab
WW2. For the Tamiya 2.5 ton truck.

U.S. GMC 352 conversion
WW2. Short wheel base version. For the Tamiya 2.5 ton truck.

U.S. GMC COE conversion
WW2. "Cab over engine" version with longer bed. For the Tamiya 2.5 ton truck. THIS IS SO EASY, IT'S NOT FUNNY.

U.S. Sherman comprehensive update set
WW2. Including stuff like the proper tail lights, etc.

U.S. 8 inch Howitzer M1
~~*WW2. A quick and easy change for the AFV Long Tom kit. Throw in the correct WW2 pattern tires and wheels while you're at it.*~~ *JUST RELEASED FROM AFV CLUB. WE STILL NEED THE TIRES, THOUGH...*

U.S. Tank Engine Set
Similar to what Tamiya did for the German heavy tanks. Different radials for the Shermans, LVT's, etc.

U.S. T-66 link-to-link Tracks
~~*WW2/Korea. Used on the HVSS Sherman and the early Pershing.*~~ *ANNOUNCED FROM RHPS.*

U.S. T-80 link-to-link Tracks
~~*WW2/Korea. Steel chevron double block. Used on the HVSS Sherman, the early Pershing and the M46.*~~ *ANNOUNCED FROM RHPS.*

U.S. T-88 link-to-link Tracks
~~*WW2/Korea. Rubber chevron double block. Used on the HVSS Sherman, the Pershing and the M46. AFV Club help us!*~~ *ANNOUNCED BY RHPS.*

U.S. Periscope Set
~~*Clear parts—similar to what Fine Molds did for German tanks.*~~ *Maybe include the late cupola? FINE MOLDS STRIKES AGAIN!*

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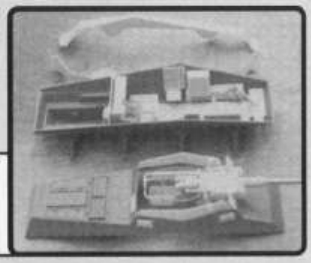

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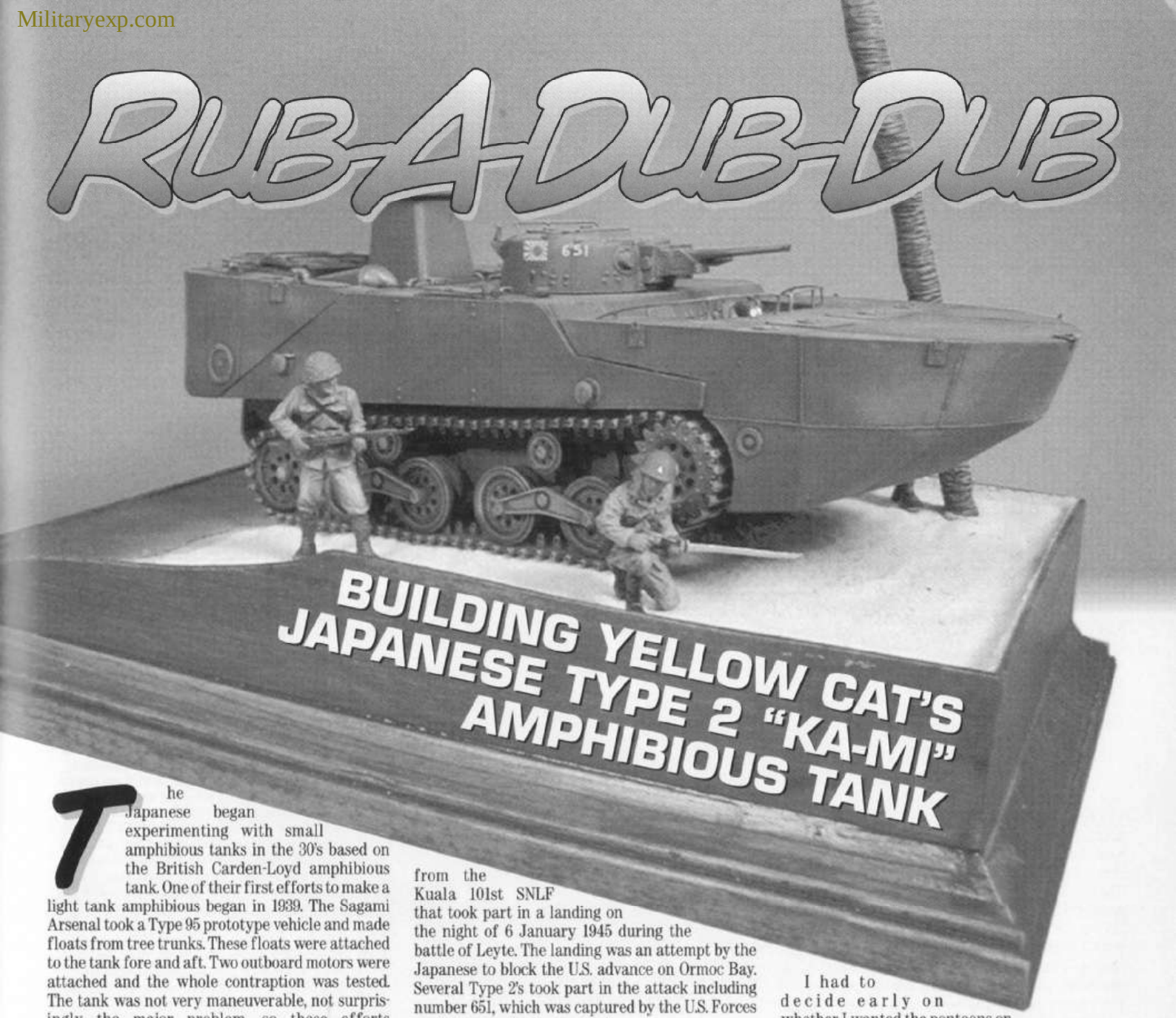

BUILDING YELLOW CAT'S JAPANESE TYPE 2 "KA-MI" AMPHIBIOUS TANK

The Japanese began experimenting with small amphibious tanks in the 30's based on the British Carden-Loyd amphibious tank. One of their first efforts to make a light tank amphibious began in 1939. The Sagami Arsenal took a Type 95 prototype vehicle and made floats from tree trunks. These floats were attached to the tank fore and aft. Two outboard motors were attached and the whole contraption was tested. The tank was not very maneuverable, not surprisingly the major problem, so these efforts were dropped.

Later a more serious effort to build an amphibious tank based on the Type 95 began again and this one actually went into production as the Type 2 in 1942. A total of 184 were built and used by the Japanese Special Naval Landing Forces (SNLF) or Japanese Marines. They were used throughout the pacific theatre of operations. Along with its pontoons, two unusual features were added to the tank. A floating trunk or stack was attached over the engine grill for use in rough waters. A spray shield that looked like a turret extension was sometimes used and fitted over the turret. Both were designed to prevent water from filling the tank.

The Type 2 was propelled in the water by twin screws and used two rudders for guidance. The engine was a diesel and the main armament was a Type 1 37mm gun along with two Type 97 7.7mm machine guns. For a light tank, the crew was large with five to six being assigned. In addition to the usual crew of a commander, driver, gunner and hull machine gunner, there was also an engineer permanently assigned to each tank. His duty was to switch power from the tracks to the propellers.

The model I decided to build depicts a Type 2 from the Kuala 101st SNLF that took part in a landing on the night of 6 January 1945 during the battle of Leyte. The landing was an attempt by the Japanese to block the U.S. advance on Ormoc Bay. Several Type 2's took part in the attack including number 651, which was captured by the U.S. Forces and photographed extensively.

THE CAT'S MEOW

This is my first Yellow Cat kit and I am happy to say it is not bad. It is cast in a beige resin with a few bubbles, but overall the casting is pretty good. There are approximately 92 resin pieces plus two small pieces of brass wire for railings, etc. The hull consists of a top and bottom piece. The rear pontoon is one piece and the front is in two halves. The instructions are completely in Japanese since (I believe) these kits are meant primarily for domestic consumption. The drawings are adequate since the kit is pretty simple. The only real problem with the kit is the tracks. They are not good. As a matter of fact, I would consider them useless. There really is no detail in them and I don't see how you could use them in building the kit. Fortunately, the Type 2 apparently used a slightly modified and lighter version of the Type 97 Medium Tank "Chi-Ha" type track. It just so happens that ModelKasten makes both a workable and non-workable set. The size of the two links is almost identical with a few exceptions described below. The only other item I replaced was the 37mm barrel with a Fine Molds brass barrel, which is now sold separately.

I had to decide early on whether I wanted the pontoons on or off. All the built kits I have seen have the pontoons off the tank. I wanted to depict a landing scene with the tank just coming out of the water. This became a problem. There is a lot of neat rigging that was attached to the tank that controlled the rudders and it would be detached once the pontoons were off. The downside is there is a lot of detail covered with the pontoons on. The bottom line is I decided to have the pontoons mounted.

LAYING THE KEEL

I started the kit by assembling the hull and pontoon sections. I super glued the hull and front pontoon sections together after removing some small plugs. I used Squadron's Green Stuff for some of the necessary filling. It took a couple of rounds of sanding and filling to get everything cleaned up. I have seen some photos of another Type 2, with the markings 501. It had a separate bow section, divided like the kits. I am not sure if this was a later or earlier version, since my reference was all Japanese text. The front pontoon on my model is one piece, so I had to fill in the gap between the halves.

WHEELING IT

I began on the suspension by cleaning up the

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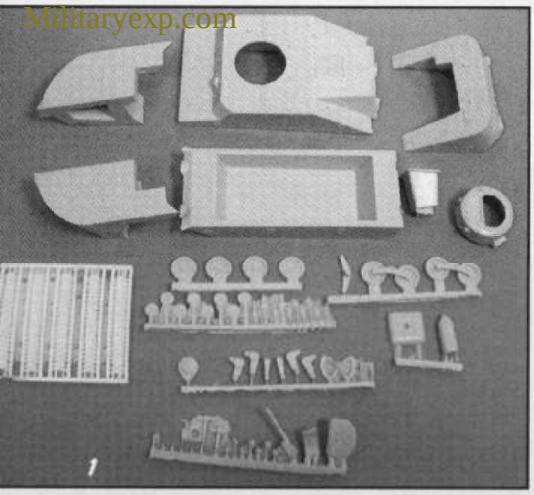

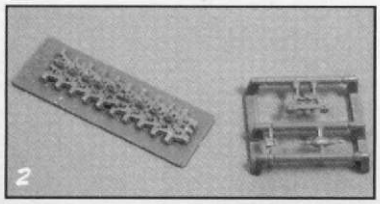

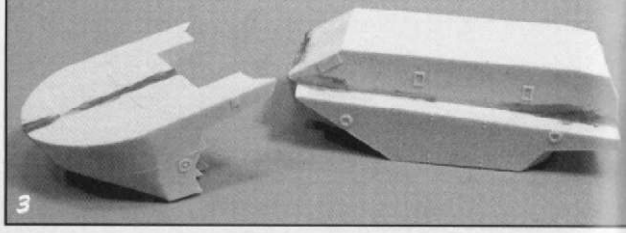

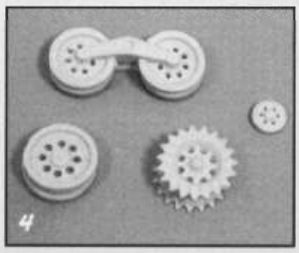

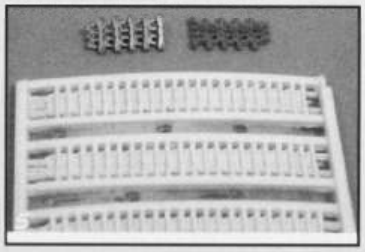

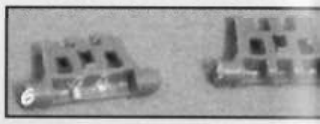

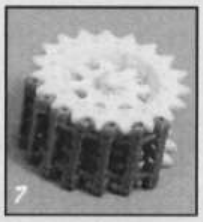

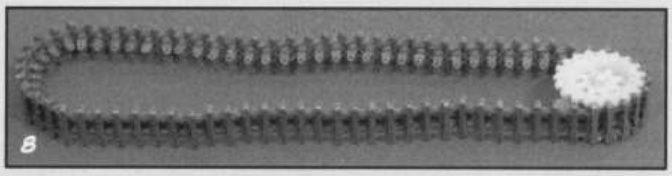

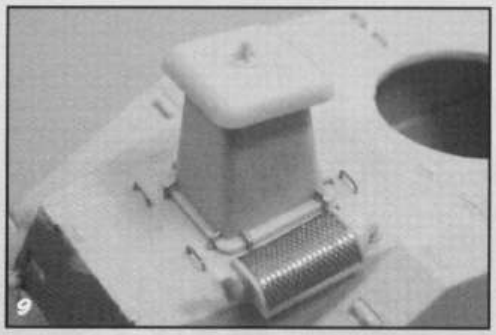

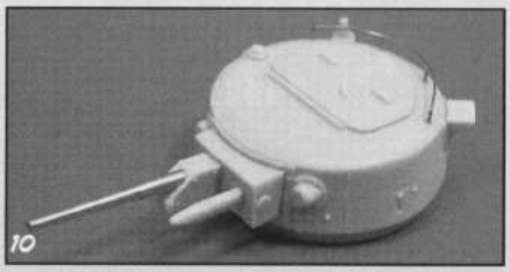

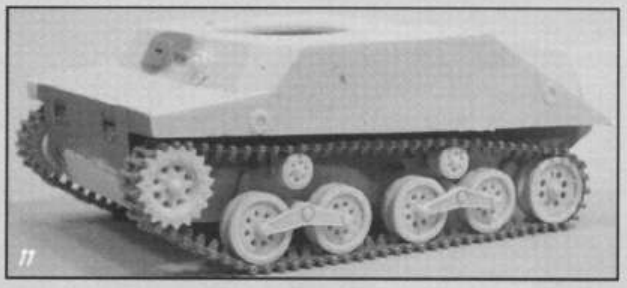

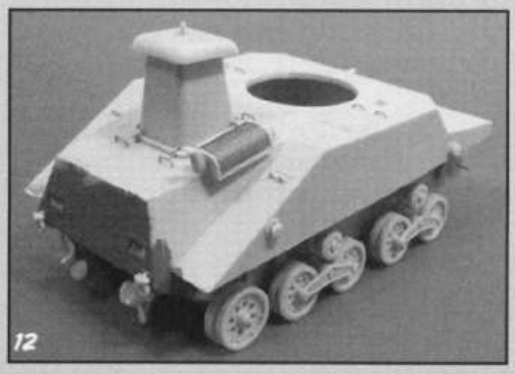

1. The Yellow Cat kit showing the major resin components. Notice the roadwheels are not drilled out and the poor quality tracks. 2. The ModelKasten workable tracks come with the molded horn separately. It was not difficult to assemble them. It is important to push the pin on the end of the track once it has been glued to show the recess that the real tracks have. 3. There were some small plugs to remove from the hull pieces and pontoons. There was a little filling required once the major components were assembled. 4. All the roadwheels, drive sprockets, return rollers and idlers needed to be drilled out. The rear set of the bogies is a one-piece casting but is not obvious once assembled. 5. You can see the difference between the kit tracks and the ModelKasten workable tracks here. The kit tracks were very crude without any suggestion of detail. 6. To make the links fit on the drive sprocket it was necessary to cut off part of the back of the link and the two raised ridges otherwise the links will not fit around the sprocket. 7. The completed drive sprocket with the modified links glued on it. Notice that only seven of the links require the modification. 8. Once complete, the track can be removed. By leaving the tracks separate it keeps them from being damage during the rest of the assembly and easier to paint. 9. The muffler screen was replaced with a screen from the photo-etched spares box. The location and size of all the grab handles was well illustrated in the instructions. The latches for the stack were not shown in the instructions, but were added because they were in the reference photos. 10. The turret was not difficult and the addition of the Fine Molds brass barrel really helps since the kit one was pretty bad. The machine gun was drilled out and mounted using a piece of brass wire similar to the method used on the suspension. 11. Once the drive sprockets are complete you can complete assembly of the whole track for each side. These tracks are very delicate but will hold together if treated carefully. 12. The propellers required extra thinning to look realistic.

road wheels, return rollers, drive sprockets and idlers. This included drilling out all the holes that were only suggested in the resin parts. I used my trusty Dremel Mini-Mite tool for this. This drill is perfect for this type of work since it turns at very slow speed; this is what is needed here. I then assembled the bogie sets. I was a little concerned about the back piece of the bogies. They were a one-piece casting and I considered ways to separate the road wheels from the mount. Since I was unable to come up with a reasonable solution, I just assembled them per the kit instructions. Actually, since the front wheels and mounts are separate, you really can't see the rear ones anyway.

I then attached the suspension system. This is not at all easy. The biggest problem is the locating holes and the pins are not very deep. I first tried to glue them on but they would not hold, so I did what I should have done in the first place. I drilled out holes in the wheels and mounting points and used brass wire to attach them. I mounted the bogies, rear idlers and return rollers first. I left the drive sprockets off because they required special attention.

THOSE TRACKS

As I mentioned above, the Type 97 tracks are not quite correct for the Type 2, but are very close. The pattern seems to match and the width is right. I have a friend from Australia, Al Kelley, who happens to own a link from a Type 2. He said his measurement of the width is 330 mm wide, which is about the same as the Type 97. The cross bar is heavier on the Type 97, but I could not really do anything about that. One other difference is the Type 97 has a hole on both ends of the cross bar on the bottom side. The Type 2 tracks do not. I started to fill these but once the pontoons are mounted, it is difficult to see much of the tracks. They are pretty delicate once assembled.

I usually use the ModelKasten fixed tracks for my Type 97 kits. I have built several sets because all the SP gun versions use the Type 97 chassis. Since this is going to be a special build for this article, I decided to go for broke and use the flexible set I've had for a while. Wow, what a difference! I did not realize how much better the details of the workable Type 97 tracks were. Although I had used other workable tracks from ModelKasten with other tanks, I had not used the ones for the Type 97 before. The horn is separate, which requires a little extra work. This is not so bad and it allows a hole to be cast in the horn, which the fixed ones do not have. Once the pin is glued in, the holes the links can be pushed in to join them while they are still wet. This is because these tracks actually have a recessed hole for the pin to go in and are not flush. Additionally, with the pins further in their shafts, the tracks hold together better.

There is always a disadvantage of not using the absolutely correct track and this is where you pay the penalty. The links are a little too wide in the short axis. This causes them to incorrectly fit around the sprockets. After considering a number of options including building new sprockets or stealing some from a Type 97 kit, I decided the easiest way was to shorten the width of the ModelKasten links. I accomplished this by cutting off the ends of the links and removing the small bars inside the links. Fortunately, you only have to do this for seven links on each drive sprocket. I glued the modified links on one at a time.

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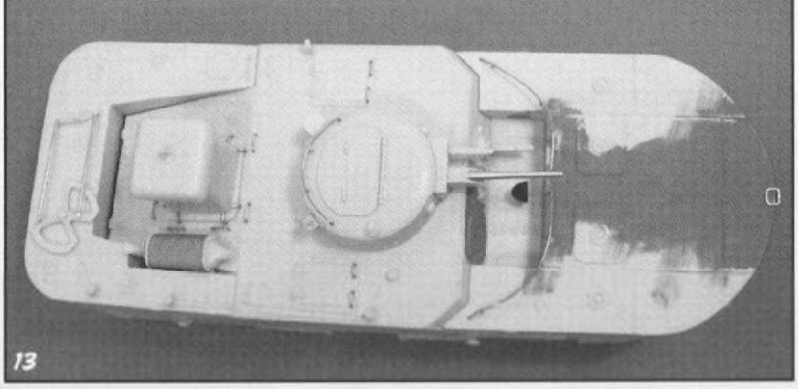
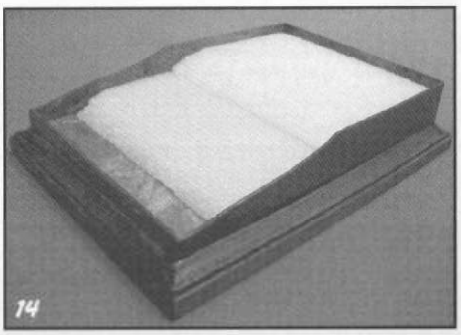


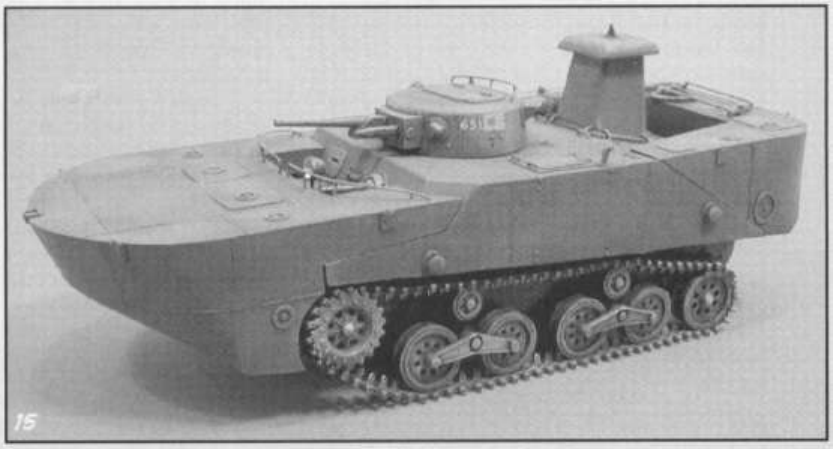


I built short sections of tracks around 10 links at a time. I attached two sections to the drive sprockets, one on the top and bottom of the tracks already glued on the sprocket. I completed the tracks by gluing all the sections together around the already glued on road wheels etc. Incidentally, there should be only a little sag in the tracks based on the operational photos I have. After I completed the tracks, I took them off. This allowed them to be painted separately to prevent any damage to the delicate parts.

LET'S MAKE IT FLOAT

Once the suspension was completed (the hardest part by far for this kit), I continued working on the rest of the tank. I drilled out holes and mounted all the grab handles using the brass wire supplied with the kit. The instructions are very accurate at providing dimensions of the grab handles and the locations. I assembled the engine stack and glued it to the engine compartment. I added bent pieces of brass wire to make latches for the stack. They are not included in the kit, but are shown in reference photos. I used the kit muffler, but replaced the wire over it. The muffler has screen etched into it, but I wanted real wire. I sanded off the resin screen and replaced it with screen from my photo-etched spares.

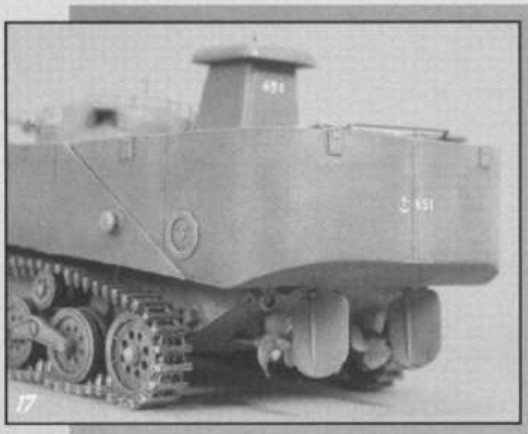
The turret was easy. I replaced the barrel from the kit with a Fine Molds brass barrel. I drilled out the two machine gun barrels for the turret and bow mount and attached them. I added the brass wire rail around the rear of the turret.



After cleaning up the propellers and shafts, I glued them to the main chassis. The propellers needed a serious amount of thinning, but once complete they looked pretty good. The rudders are mounted on the rear pontoon. Once again, I had to use brass wire to attach them since there were not any real mounting holes. I turned the rudders slightly to give it a more "used" effect.

I noticed through drawings and photos of the Ka-Mi in the Kubinka museum (in Russia) that there was a searchlight mounted on the front deck and one on the turret. I decided to add just one on the front deck from my spare parts box. I mounted it with brass wire and added thin solder for wiring. I did add a MV lens after painting was complete.

One last item that takes a little work is the cabling that connects the tank with the rear pontoon. The rudders are controlled via a series of cables from the driver's compartment. I used a heavy thread used for rigging ship models to simulate the cabling. The thin wire just didn't look right.



WHAT COLOR DO YOU WANT?

All the reference materials I had seen prior to building this kit showed that all Japanese amphibious tanks were painted gray. Even Steve Zaloga's books on the armor in the Pacific mention this color and he has one painting of good old "651" in one of them. Fortunately, I belong to a new newsgroup on the Internet called Senshagun on eGroups. It is dedicated to Japanese armor. There are some very knowledgeable Japanese gentlemen on it. One of them, Mr. Taki, recently met with Mr. Suzuki of Fine Molds who is an expert on this

13. This overhead view illustrates how I filled the forward pontoon to eliminate an existing seam. 14. The base was constructed of wood then stained with a glaze before styrofoam was added to build up the beach. 15, 16. Two views of the completed tank. Notice the bilge pump pipe. It was hollowed out with before attaching to the kit. These two photos also show the added railing and searchlight to good advantage. An MV lens was used to create the light. 17. Ship rigging thread was used to simulate wire cabling used to control the rudders. Brass wire was used for the steering bars on the rear for the rudder mechanism. This replaces the rather poor resin ones that came with the kit. 18. The eu-II figures were all metal and not terribly well poured. They were painted with a combination of oils and Vallejo paints. 19. The complete mini-dio with the palm tee and figures in place.

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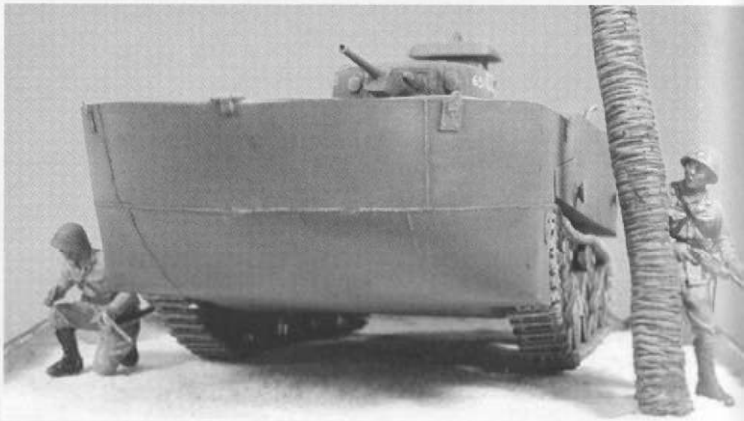
subject, and asked him about the actual color of Japanese tanks during WWII. Mr. Suzuki mentioned that the amphibious tanks were indeed first painted gray, but in 1943 they switched to green. Any amphibious tanks depicted at Saipan or Kwajalein would be gray, but tanks at Leyte probably should be painted green. I thought it would be interesting to explain why I chose to paint my tank green.

I gave the model a good wash with warm soapy water. I then sprayed the whole tank with Polly Scale dark green. After the tank dried, I lightly sprayed it with Polly Scale U.S. Interior green. I sprayed the tracks with Polly Scale rust. Once dry I hand painted the road wheels Polly Scale dark gray and the muffler rust. I added the dry transfer decals for the rising sun flag and navy anchor from an excellent set made by Ted Dyer. The number 651 was added to a number of places on the vehicle. The Japanese painted the vehicle number on the various pieces that would be separated from the tank like the pontoons and the stack. I then sprayed the tank with Polly Scale gloss, which I had thinned down so it ended up with a slight sheen. I gave the tank a 50/50 wash of black and burnt umber oil paint. I then lightly dry brushed it with titanium white and sap green oil paint. Since this tank was being depicted landing, I decided not to weather it too much.

HIT THE BEACH

I made the base out of a wood plaque that can be found at any arts and craft store. I built a wood box out of thin basswood and glued it to the base. I stained and glazed the whole base to waterproof it for the casting resin and clay I was to use on it. I then cut two thin pieces of Styrofoam, which I tapered at one end to make the beach slope. The second piece went on top and was shorter. I then gave it a coat of Celluclay. Once dry I then gave the Celluclay a coat of white glue and put on white sand. I then made the water out of Castin'Craft clear casting resin. I put two thin layers down instead of one. The first layer was tinted with blue paint. The second was left clear.

I wanted a palm tree in my scene, so I used one from Verlinden. It consists of a resin palm tree and photo-etch leaves. I painted the photo-etch branches and leaves with Tamiya Deep Green. I painted the trunk Polly Scale mud then gave it a wash of burnt umber oil paint.



THE MARINES HAVE LANDED

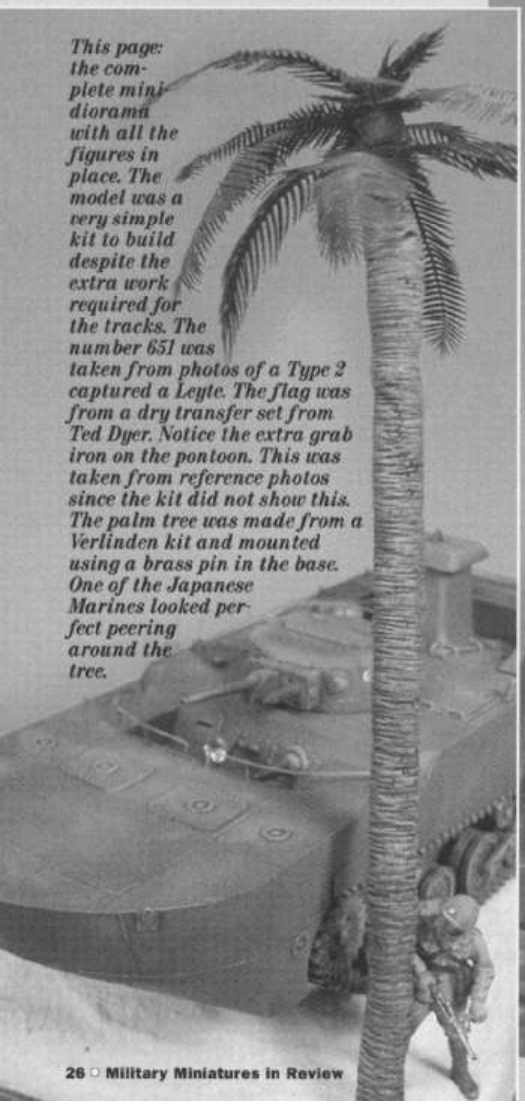
I wanted to add figures with this kit and it just so happens that a new set of 3 Japanese Marines was just released by a Japanese company I never heard of called ёu-II but I believe they are associated with Fine Molds. The figures are of metal and not terribly well sculpted or poured. The metal had a lot of very small holes. After assembling I gave them a good coat of primer. I then painted the faces and hands with oils and the clothes with Vallejo paints. They actually came out better than I thought they would.

WHAT DO I THINK?

I really wanted to build a model like this tank for a long time. When it finally came out, cost was not important, I have a very understanding wife. The only real disappointment was the tracks. I was lucky enough to find an excellent substitute. As far as resin kits go, this was actually a very easy one since there are not a lot of parts and very few plugs to remove.

Now, if you are like me you will want to know how to get this kit. Well I don't have a good answer. I first saw an unidentified companies resin model of a Type 2 entered at an AMPS show a number of years ago which I believe was from the Arima Company, and completely fell in love with it. I looked for it 4 years before I found the Yellow Cat kit, which I believe has been only recently released. Being a nut for Japanese armor especially the WWII era you must be prepared to pay a lot of money for the more unusual kits. The current price for this kit is around $145 US Dollars. Resin kits in Japan are a lot more expensive than they are in the rest of the world. Furthermore, the only place I have been able to get most of my supplies is through Rainbow 10's website in Japan. If you are lucky enough to find one for sale you had better act quickly because these items are not available for very long.

—Jim Hensley



This page: the complete mini-diorama with all the figures in place. The model was a very simple kit to build despite the extra work required for the tracks. The number 651 was taken from photos of a Type 2 captured a Leyte. The flag was from a dry transfer set from Ted Dyer. Notice the extra grab iron on the pontoon. This was taken from reference photos since the kit did not show this. The palm tree was made from a Verlinden kit and mounted using a brass pin in the base. One of the Japanese Marines looked perfect peering around the tree.

MMiR RECCE

Yellow Cat Type 2 Light Amphibious Tank, kit #35009. Retail price $145.00
ModelKasten Type 97 workable tracks, kit #SK-31. Retail price $36.80
Fine Molds Type 94 37mm Gun barrel, kit #MG-06. Retail price $7.36
ёu-II: Imp. Japanese Naval Landing Force, kit number EG35-03:3600. Retail price $32.87
Ted Dyer: WWII Japanese Tank Markings, Retail price $10.00
Archer Fine Transfers: US Bumper Codes (non-stencil), kit number AR35065. Retail price $8.96
MV Lens #L199 clear. Retail price $1.50
Verlinden Palm tree kit #0078. Retail price $13.15

References

Japanese Combat Vehicles of W.W. II, Ground Power No. 30, Tokyo, Japan, 1996
Type 2 Light Amphibious Tank "Ka-Mi", Taki's Homepage, *http://member.nifty.ne.jp/takixxx/ka-mi.htm*

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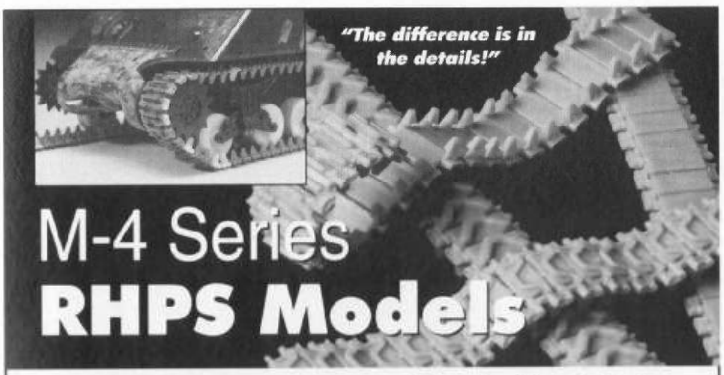

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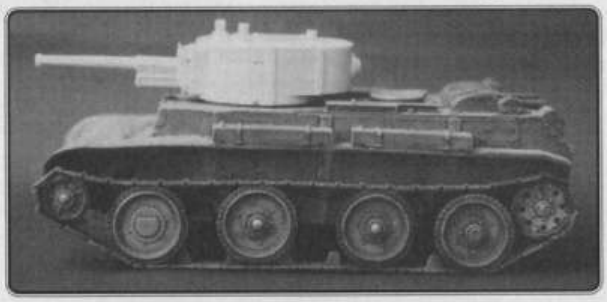

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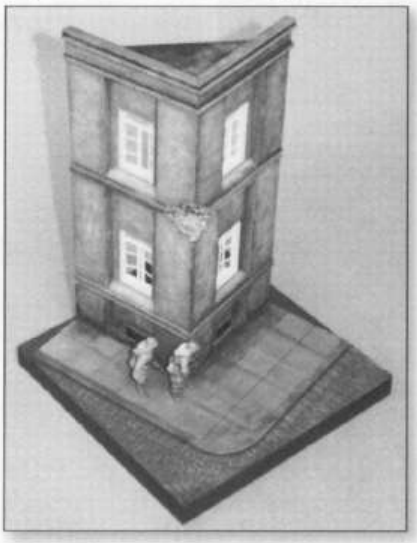

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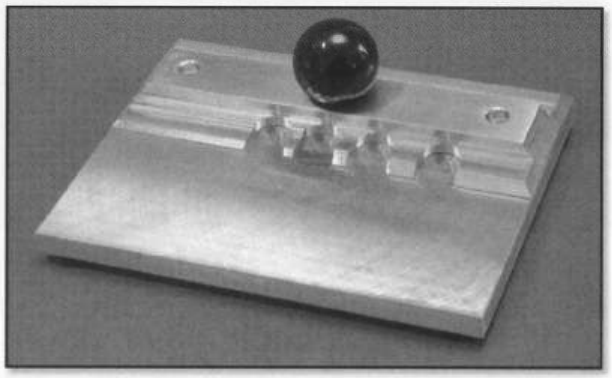

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Heavy Chevy, Baby!

ADV-Azimut's 4x4 Chevrolet Panel

Among the myriad vehicles churned out by the "Arsenal of Democracy" during WWII was this ton-and-a-half panel truck, commonly used for a communications vehicle. Very cramped with a full suite of radios, it was supplanted after the war by the HQ17 shelter, a box shaped enclosure that slipped into the bed of the standard deuce and a half. (I spent many hours in one of these, fitted out as a telephone-teletype van, in my Marine Corps years.)

ADV-Azimut has a reputation for marketing some of the less well known items of the war, and this is no exception. I could not find a picture of it in any of my WWII books, a collection approaching 500 volumes, not counting magazines. Our esteemed editor did furnish me with a copy of the French magazine Steelmasters, the December '94-January '95 issue, which has photos of a model. I should state that I'm sure there are lots of photos out there. I don't usually do soft skins, so I have limited references on them. By the way, this is an all wheel drive truck with dual rear tires, making it the forerunner of that darling of the pickup truck set, the "doolie."

The Kit

This is a typical ADV kit, multimedia, with the majority of parts in resin, with a few white metal and a couple of small photo-etched frets. I didn't think this kit was up to the normal level of this company. There was an excess of flash, some of it in places that adversely affected fit. The big problem, though, was with the instructions. In a word, they suck. Not only were they not too clear, a common fault with ADV, but they were just plain wrong and misleading. For example; the frame is shown separate from the vehicle floor. It isn't. The two are molded as one piece. Little sub-diagrams are supposed to inform; instead they are just confusing. Although the radios are shown set up outside the vehicle, there's nothing to show how they go inside. (The Steelmasters article has an inside shot of the HQ17; since it's about twice as big, this is no help.) For the amount of money these kits cost, there should be a decent set of plans. I guess we should be thankful there are plans. You can spend thirty bucks for one of ADV's Hangelafette turrets, a fairly complex assembly, and get no plans.

To add to the aggravation, the fit is only so-so. I got two right side rear fenders instead of a right and a left. The instructions tell you this is a symmetrical installation; to do this you need a right and left. Elemental. And then the fit of the body to the fenders is poor, requiring strip filler and putty. It's not just me, either. The guy who built the one for Steelmasters had the same trouble. I got no tail lights, and had to dig through my spares for a pair (ever notice when you're looking for a pair of anything, how many one-of-a-pair thingies you have?). And then there's the windows/windshield. A piece of clear plastic is provided; you get to cut your own. Not a big deal, right? Just use the templates...uh, no templates. This makes what is already an aggravating chore really bad.

Construction

I started with the chassis, which required a hot water bath to fix a warping problem. The springs, made of white metal, go on first. The hangers (the U-shaped brackets that hold the ends of the springs) were bad. One was broken. Since you can't see it on the finished model, I didn't worry about it. One was warped, which will adversely affect the "sit" of the vehicle. The springs are so soft, though, that I just let the glue dry, and then 'tweaked' the spring itself into shape.

Put the power takeoff unit, which is the big thing in the middle of the chassis that distributes power to the front and rear wheels, on next. The mounting hole will have to be drilled out, like all the mounting holes on this kit. Keep those drill bits handy. The plans tell you to put a shaft from the transmission to this unit; it's molded in. Do drill out all the holes on the unit before installation.

Put the exhaust system on before the front axle so you'll have room to work. My system was broken in so many bits, caused by casting long, thin parts, that it was easier to replace it with Plastruct coated wire (.050) than to fix it. I drilled the muffler all the way through, threaded it on, and made the required bends. Then the two hangers went on. The mounting hole for the engine end of the pipe was drilled out, then the whole thing was attached.

Now the front and rear axles can go on, after you fix all the screwed up stuff. The good news is that the axles have wire running through them for strength; the bad news is, as much work as you have to do on them, they need it.

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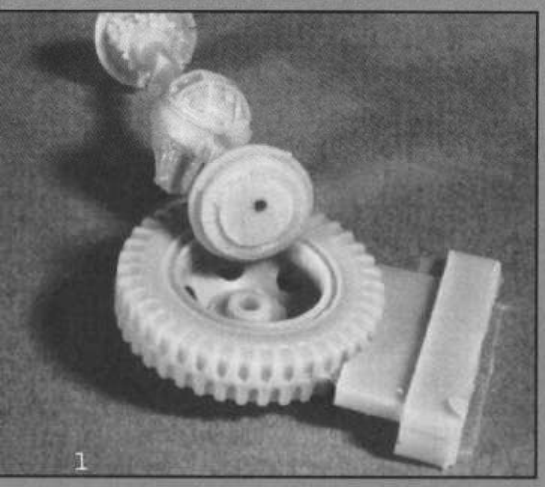
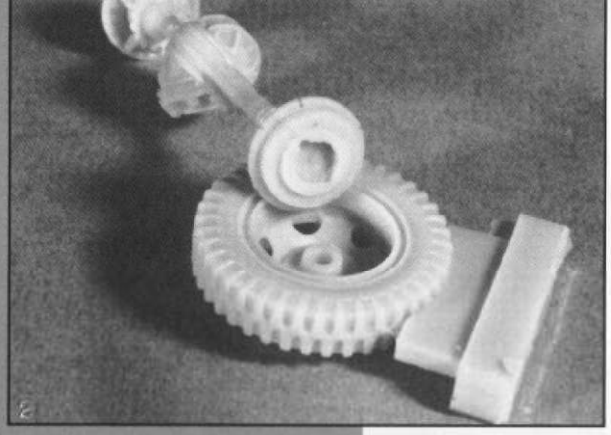
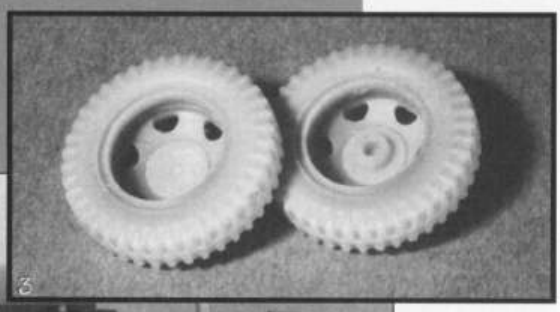
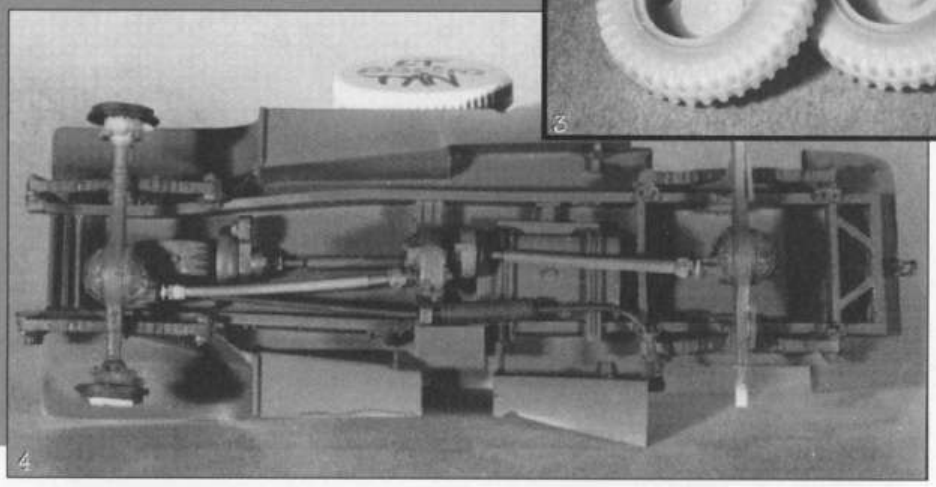








One side of the front axle has a very nice female joint to accept the male fitting on the inside of the front wheel. The other side has a big block of resin that won't fit anything. Go to the sander, and remove most, but not all, of the block. Remove the male mount from the inside of one front wheel, leaving the inside of the wheel as flat as you can. Dry fit the two sides, sanding a little of the block as you go, until the two sides are even. Now the front axle and its propeller shaft can go on.

Use a .075 bit and drill out the mounting holes for the rear axle on the two inside rear wheels. Sand the excess resin around the wire rod at the axle ends to fit this hole. Dry fit a set of wheels with the axle; you may have to shorten one side or the other to fit. Now put this axle and its shaft on. Despite all the aggravation with the axles, the center sections of both were absolutely beautifully cast; all the ribs are as crisp and clean as can be.

The trailer hitch was next. It didn't even come close to fitting, so the hole had to be drilled and the unit sanded down to fit. There were a few photo-etched parts the plans say to put on the chassis, but the instructions were so bad as to placement and part description I didn't bother, except for the battery box. This goes on the outside of the frame even with the slot in the running board on the right side. Don't put the battery in until after you paint. I did put on the white metal steering arms on the front suspension with a rod connecting them.

The tires/wheels can be installed now. Since you're mating flat surface to flat surface on one side of the front, be careful about lining this up. I glued the 'good' front wheel on first, so I'd have a reference.

Of course, all this stuff has to be painted as you go, the chassis and springs first, before the exhaust, since the exhaust has to be painted rust. I painted the underside, the axles and shafts, and the wheels brown drab, to give a 'dirt' contrast to the olive drab coat of the upper body.

At this point, you can flip the thing onto its wheels. If there is a "sit" problem (one wheel not touching the ground), carefully bend the affected spring to fix it. The interior can go on now. Nothing is really complex here, but dry fit the body to make sure the levers and steering shaft don't conflict with it. The shaft was made from more of the Plastruct wire, with mounting hole and steering wheel drilled to fit (the furnished shaft was broken).

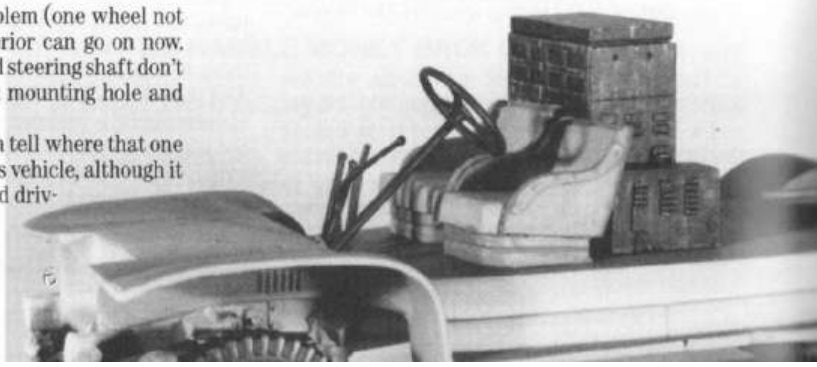
One radio (the BC 610-E) has mounts molded in the floor, so at least you can tell where that one goes. The plans show its antenna tuning unit mounted on top; it won't fit in this vehicle, although it does in the HQ-17. I put it in next to the main unit. I painted the floor, seats and driving compartment OD. Seat cushions were done in Tamiya khaki. The inside of the body in the load area was done in light tan. The radio and antenna tuner were done in black, with dials in camouflage gray.

Now the body can be mated with the chassis, after you put in the head rests for the driver and passenger. (Don't do like I did; I forgot this, and had to install it through the window with tweezers. A real pain in the you-know-what.) The rear bumpers are easier to put on after the body is on; the plans say to put them on first, but this will give you fit problems, and maybe fits.

The grillwork on the front end is quite time consuming. Due to the casting constraints of resin, what you have here is a solid resin sheet with the grillwork standing proud above it. Each little slot (all 57 of 'em, just like Heinz) has to be painstakingly carved out with an X-acto, and it ain't easy. I don't think there's any other way to do this, although maybe you could sand the backside. You'd still have to carve on it, and then an already fragile thing would be even more fragile. Count your blessings; some manufacturers would give it to you as a photo-etched sheet to be assembled. Work will have to be done on the frame horns, the fenders, and the hood to get the grill to fit, but it looks terrific when it's on. Go ahead and finish the front end now; add the lights, bumper, and tow hooks.

I put the phone booths on next. I don't know what they are, and the plans don't tell you (are we surprised? nooooo), but the big boxes that go on the outside look like old phone booths to me. These go as far to the rear as possible, right against the back fenders. Some sanding has to be done to get a good fit, and it helps to be able to reach inside the body to clamp the parts together. I didn't worry about getting an exact fit, because these things were demountable (I think) so they wouldn't have been a flush fit anyhow. If I'm wrong, flog me.

I know you're probably thinking, "Hmmm, better not put the rear doors on, since I need to get my mitts in there to clamp the booths." Well, don't worry. The doors are obviously designed to be open, 'cause they're not a very good fit closed. I suppose you could



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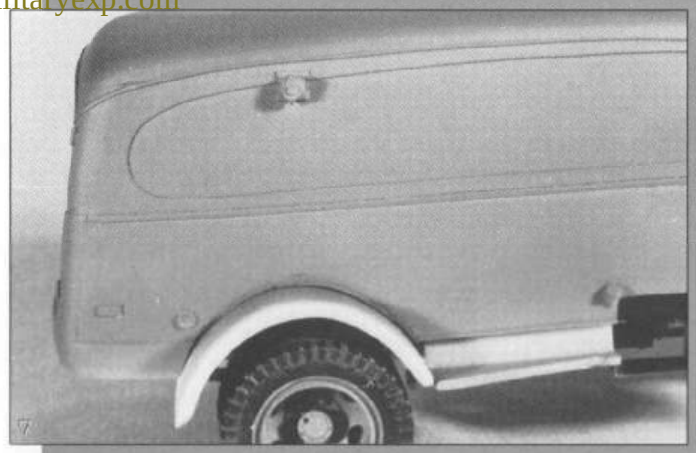
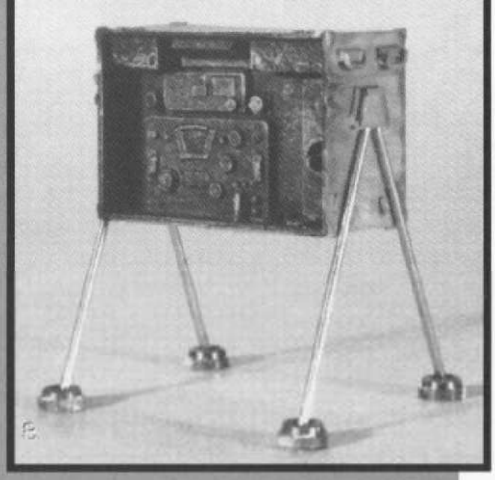
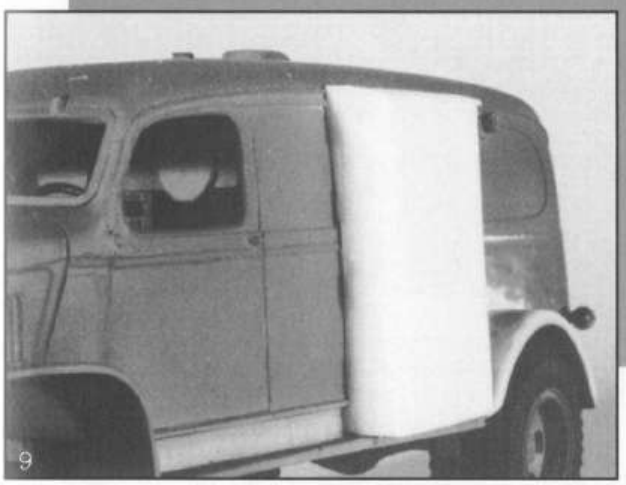


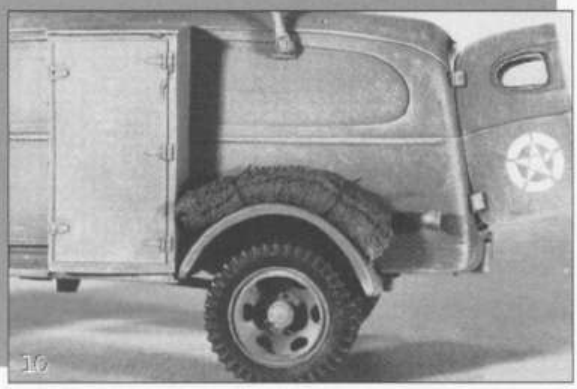


close 'em if you wanted to spend three or four hours working on the opening in the rear of the body, but then you wouldn't be able to see the stuff inside.

Before the booths, the puttying and sanding around the wheel arches will have to be done. I hate to do this (it's another reason I don't do airplanes), and I'm not very good at it. One side came out OK, the other not so good. The bad side got a camouflage net, made of gauze, wrapped around the fender.

I did the antennas next. This was not the best idea in light of the fact that they were in the way putting in the windshield and wipers, but I wanted to spray them with the rest of the body, so I had no choice. The antenna bases were drilled with a .015 bit to accept stretched sprue. The headlight guards, just outboard of the hood, were drilled with an .012 bit to accept the tie-downs, also made of sprue. Once both parts were in place and dry, I touched the two together with Tenax to bond them. This resulted in a bit of a kink on the ends, so maybe super glue would be a better choice. The upright antenna on the roof was also sprue, about 75mm.



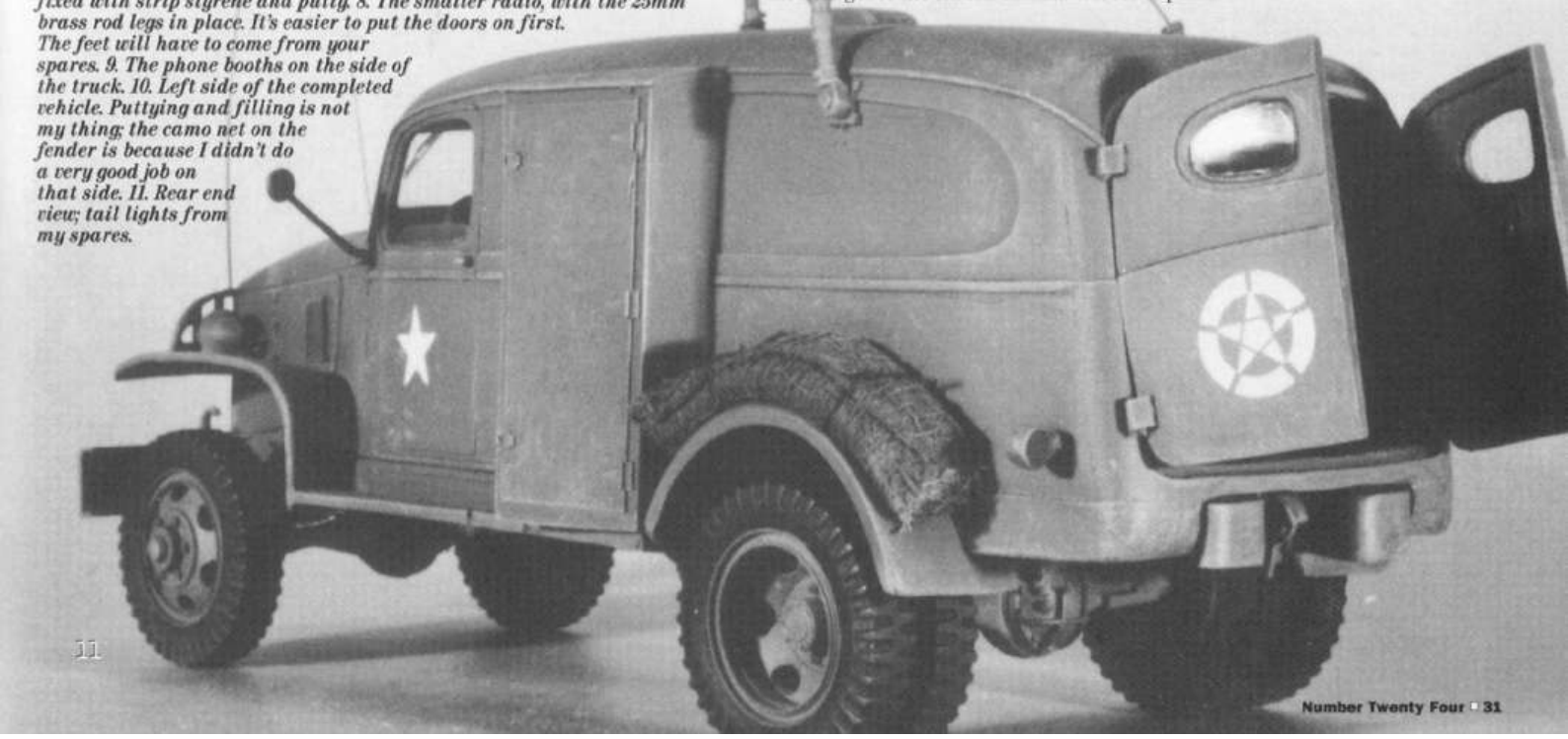


Now into the spray booth, for a couple coats of Pactra OD. I like this color 'cause it's a more worn, used tone than the dark, "new" color like Tamiya's OD.

To paint the rear doors (not yet mounted on the truck), I used masking tape doubled on a piece of cardboard to keep them from blowing away when the spray hit. By doing this, I inadvertently managed to make templates for the windows in the doors. When I peeled the doors off, there were OD window shapes a lot closer to the right shape than I could've gotten any other way. I cut these out, stuck 'em on the clear sheet, and cut the shapes out. About an hour of sanding and trial fitting and these were in. I glued them with white glue, which dries clear.

Now on to the windshields. These are basically 15mm by 8mm or so; the plans say 17x9, which is too big, but better to start too big than too small. The outside edges have a little curve, but the insides are 90°. More sanding and fitting, working with a completed vehicle with the very flimsy antennas in the way. This was definitely not the best way to do this. What I should have done is fit the windshield to the body before mounting it to the chassis and mask it off to paint.

1, 2. This is the front axle problem. Photo 1 is the "good" side: note the male/female mount cast on the wheels and axle end. The other side (photo 2) has a big blob of resin that, of course, doesn't fit the wheel. This is atrocious kit engineering and not typical of this manufacturer. 3. The wheel on the left has had its male fitting removed to fit the reshaped "blob" end of the front axle. 4. The finished chassis, with all the axles and propeller shafts in place. The muffler was a disaster, the result of attempting to cast long thin pieces in resin. What you see here is my replacement; made of .050 Plastruct coasted wire. The muffler was drilled out and threaded on the wire, along with the hangers. 5. The chassis/floor; this radio had mountings cast in the in the floor, so its location was obvious. The antenna-tuning unit, shown in the plans on top of the radio, wouldn't fit there, so I placed it on the floor next to it. 6. The driving compartment, showing the seats, steering wheel and controls levers in place. The steering column was replaced with wire, as the original was broken. 7. Body to fender fit the rear was terrible, and had to be fixed with strip styrene and putty. 8. The smaller radio, with the 25mm brass rod legs in place. It's easier to put the doors on first. The feet will have to come from your spares. 9. The phone booths on the side of the truck. 10. Left side of the completed vehicle. Puttying and filling is not my thing; the camo net on the fender is because I didn't do a very good job on that side. 11. Rear end view; tail lights from my spares.



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The side windows were comparatively easy. Trace the top of the window area (before mounting the body, of course), and then cut out the size window you want. Since these windows rolled up and down, you can go from full size, if you're a glutton for punishment, all the way to no windows at all, or rolled all the way down. I put just enough on to show windows; remember, the smaller they are, the easier to install. Keep in mind that white glue isn't very strong. I knocked both the side windows out dry brushing, and had to do the whole thing again.

We're down to finishing touches now. The windshield wipers, spectacular little photo-etched parts, went on next. These should mount away from each other, not like modern wipers that would be parallel. The rear view mirrors were next, their lenses painted gunmetal with a gloss overcoat. The tail lights were painted gloss red, and then the rear doors installed. The vehicle was done, but I wasn't finished yet.

There were still two radios and a cabinet/seat combination to do. The diagrams in the plans show these all hooked together with cables, but I didn't go to this extreme, as I wanted to be able to move the stuff around. Connecting the units would be good for a diorama.

First I did the "coffre, CH-89 A" as identified in the plans. (Coffre translates as "chest, locker, or tool box".) This consisted of a long chest with sliding panels in the front, used as a seat in front of the radios; as a seat it has two back rests with cushions. Since this would be very 'tippy' in use, it also has a couple of supports (so one guy stretching his legs wouldn't be able to flop the whole thing over on its back). The cushions for the back rests, the back rests themselves, and the 'coffre' were all provided, but the seat cushions clearly shown were not. Again I went to the spares and was able to dig out four seat cushions.

The radios required doors, split horizontally, to their cabinets made from sheet plastic. The smaller one's doors measured 7mm by 22mm; the larger one 7mm by 35mm. These have photo-etched braces, the shorter ones on the bottom, the longer on top.

Legs for the radios were made from brass rod, cut 25mm in length. The feet were not provided, and I made them from some round plastic bits I got from my spares. The cabinets I painted OD, after filling some casting flaws, and the radios were painted black, dry brushed with dark gray.

Also shown in the plans were a set of wire reels not provided but essential if these are to be used in a diorama; and a set of upright 'coffres' that could be the phone booths in their demounted mode. The wiring diagram also shows everything hooked to the power supply, the K-52 trailer/generator, separately offered by Azimut (their 35047). This stuff is all very nice, but I'd rather a little more care had been lavished on the vehicle itself.

Markings were from Verlinden, Pre-Size, and, of course, my spares.

Conclusion

This is an expensive kit with some fit and finish problems, exacerbated by a lousy set of instructions. If WWII soft-skins are your thing, then have at it, but keep the drills, putty, and spares box close at hand.

—Joe Morgan

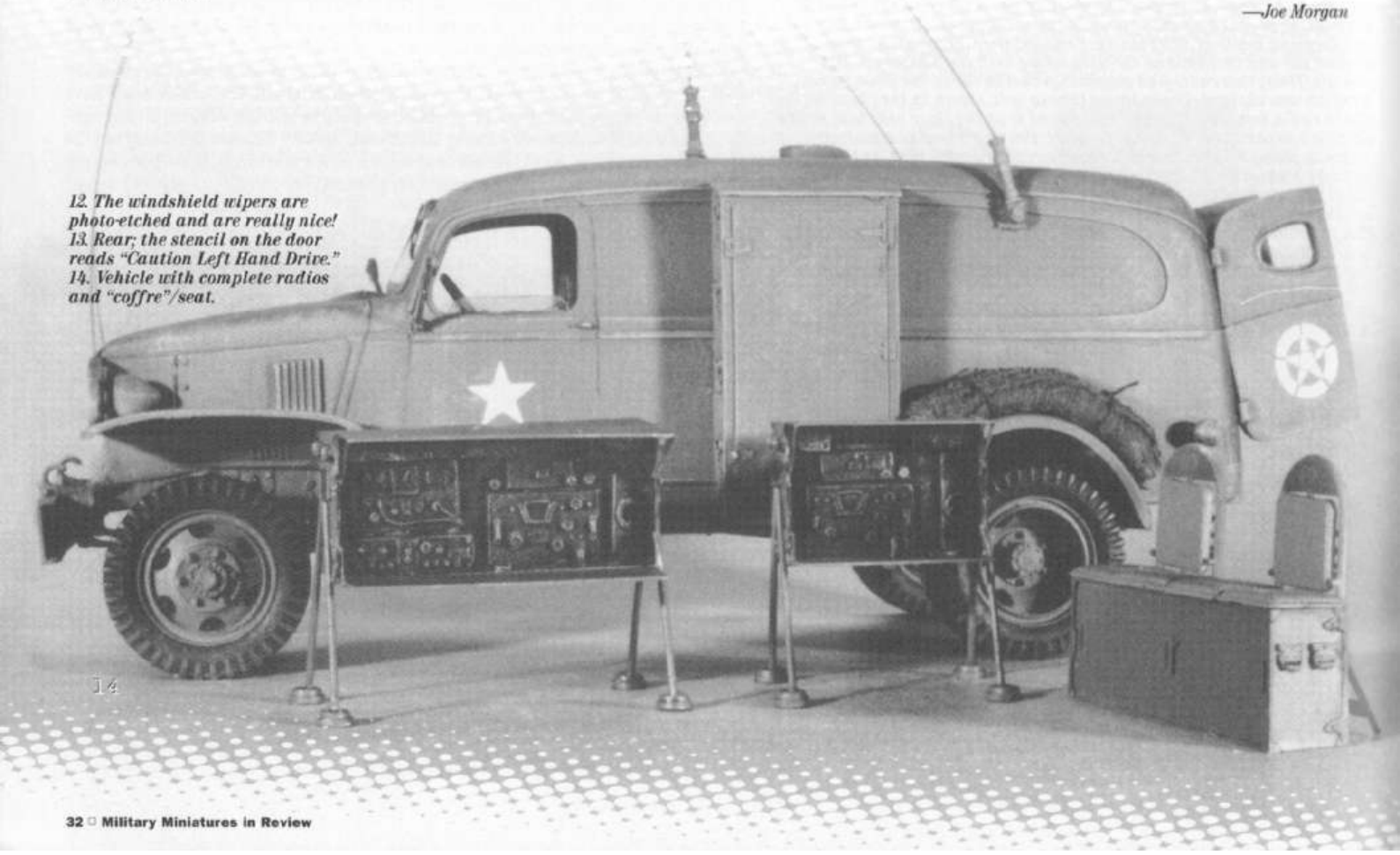
MMiR RECCE

Azimut Chevrolet K51 "Panel." Kit number 35063. Kit graciously provided by the U.S. distributor, The Right Stuff Distributor. Suggested retail price $105.98. A fair amount of time has transpired between the submission of this sample and the review, so it would be wise to check on availability before ordering (sorry).

References

Steelmasters magazine, No. 6 December 1994-January 1995. Their own review of the kit that contains two photos of the HQ17.

US Army Vehicles of World War Two by J.M. Boniface and J.G. Jeudy, Haynes Publishing Group, 191991. ISBN: 0-85429-811-8. This excellent general reference book contains three pretty good photos of the Chevy, including one in British service.



12. The windshield wipers are photo-etched and are really nice! 13. Rear; the stencil on the door reads "Caution Left Hand Drive." 14. Vehicle with complete radios and "coffre"/seat.

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resistance is futile

DML's Borgward IV Ausf.B demolition tractor

The German firm Borgward received its contract to build an explosive charge carrier with remote control capability in the fall of 1941. The firm produced 1,190 vehicles through November 1944. There were three production versions, Ausf. A, B, and C. Although all shared the same basic suspension layout, the C version differed from its predecessors with heavier weight, larger engine, and better armored protection.

The designer's intention was that these vehicles would accomplish the dangerous duty of neutralizing heavily fortified and defended positions, minefields, or other obstructions. They would do so without loss of valuable personnel and tank resources.

The vehicle accomplished these tasks by using its remote control capability to guide itself unmanned toward the target. Once there, a 500kg explosive charge was dropped, and the vehicle returned to a safe location before the detonation. The remote control guidance was directed via radio in an attending control tank, usually a StuG III or Panzer III. During non-combat conditions, the single crewman was exposed and cramped.

There were four battalions formed during the war, fighting in Italy and both the Eastern and Western Fronts. Their first combat action took place during Operation Zitadelle in July 1943.

They achieved some successes, but were frequently lost in minefields or sustained intense gunfire that their armor could not withstand. They also were hampered by their poor cross-country capability over muddy terrain.

The kit

Dragon is the first manufacturer to issue a plastic kit of this unique vehicle. Their Borgward Ausf. B is uniquely packaged in a box with a Panzer III Ausf. J kit as part number 9054 of the "Imperial Series." An additional sprue containing parts to convert the Panzer III to a control tank is included.

A total of eight small sprues contain all the components for the Borgward. The six sprues of delicate chassis parts will provide an extra two each of the roadwheels, bump stops, and roadwheel arms. There is also a spare antenna base. The remaining forty parts complete the model. Soft, flexible styrene tracks are included. No figure is provided in this kit.

The model is accurate as it is out of the box. Any detailing done to the kit is only necessary to "dress it up." There is a lack of internal detail, which will be discussed later.

It is only possible to build one version with this kit. The decals supplied limit the marking choices to one vehicle with the 313 Funklenktruppen during the spring of 1943.

Although the Borgward comes with a Panzer III, this article will only concern construction of the Borgward. The Panzer III Ausf. J has been released before as its own kit and there are no surprises with this one.

At the time of this model's construction, only Eduard offers a photo-etch detail set. However, their set is designed for Dragon's Borgward Ausf. A. Fortunately, most parts can be used with the Ausf. B. While the Eduard set is not as comprehensive as it could be, it does make important improvements to the kit. The installation of the Eduard pieces will be commented upon as the article progresses.

Assembly – hull & interior

Assembly begins with the main hull components: two sides, floor, rear and roof. Careful alignment is necessary here since there are no locator pins. Nonetheless, the fit was fine and only needed a little filler work at the rear plate. The photo-etch set includes two circular grills to add to the belly, but they were better off saved for the parts box.

The single piece roof has openings for the engine access doors and ventilation. It was warped quite a bit, probably due to its fragile nature reacting to the stress of packaging.

Right off the bat the lack of interior detail is obvious. Dragon's effort to make the interior accessible is laudable, but with nothing included to install in there, it really comes up lacking. The open driver's compartment, with only a seat and instrument panel lacks, basic control devices like shifters and pedals. The missing control radio is a major interior component. Interior references for this vehicle are rare, so going at it on the fly could be difficult.

Not much help was found by looking towards the Eduard photo-etch set. The clear acetate instrument dial faces improved the kit's instrument panel, but that's all.

Relying heavily on an interior sketch in the "Ground Power" reference cited at the end of the article, a basic interior was created. The sketch helped place components on the model where they belonged. Parts sources were the parts box and bits of styrene and other materials on hand.

The area behind the seat is just barely visible, so a battery was made from styrene with metal rod terminals and installed on the floor. Then a 1/48 scale tank kit engine and suitable-looking parts were cluttered around to simulate the engine compartment. It didn't take much effort to depict a busy interior.

The radio control interface sits between the driver and the transmission. It's not included in the kit and quite obvious if the side escape hatch is left open. One was made from styrene and mounted to L-shaped styrene legs. Copper wire was glued to the rear and snaked below and towards the vehicle's rear.

Transmission and drive shaft parts were obtained again from donors to the parts box. A spare piece of diamond grid photo etch was glued to the floor, and torsion bars running on the floor were simulated with brass tubing. Gearshift levers were made from small pins. The floor pedals and parking brake were made from styrene.

The driver's console was sanded smooth and painted white. The Eduard acetate film instrument dials were then sandwiched between the console and a photo-etch face. The console rear was detailed with pieces of styrene rod and fine wire to simulate the instrument housings.

The interior components were painted a custom mixture of Red and Black to simulate German Primer Red. The radio and transmission were painted dark green, and everything else was painted with logical color choices for their location or function. Tan pastel chalk was sprinkled over a floor wet with

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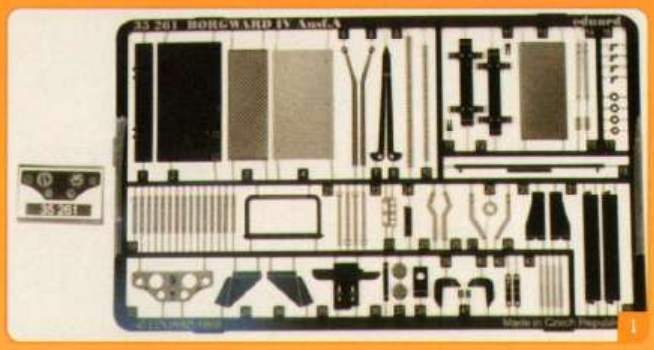


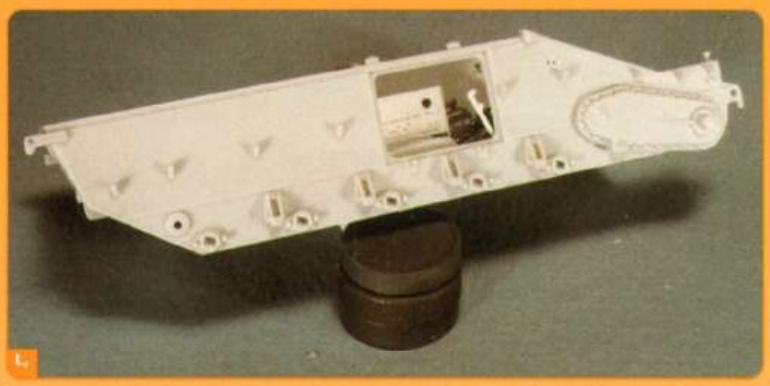
clear matte finish to simulate dried, caked on mud.

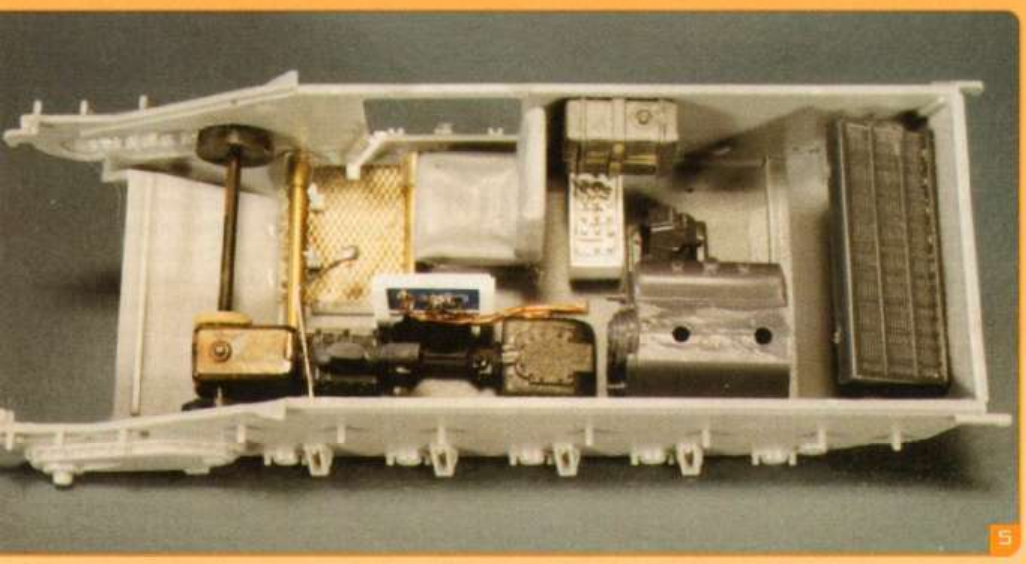
Assembly – roof

The roof could now be attached after adding the photo-etch exhaust grill at the rear. The warp in the roof piece was gradually worked out by applying styrene cement, clamps and then followed up with cyanoacrylate CA glue for strength. Even though there is a basic engine compartment, it wasn't enough to display the access hatches open. Eduard's photo-etch set provides a new piano hinge for the hatches, but no replacement hatches. The kit parts were good enough to stay, so they were glued shut.

Once the roof was attached, two wedge-shaped pieces covered the remaining gaps at the front. Only minor filler work was required here.

The fenders were installed next. They were first detailed with photo-etch braces underneath. Triangular supports on the hull sides fit into notches in the fenders for a secure fit. The driver side has an escape hatch that separates the fender. Support braces made from lead foil were added to the fender above this hatch. The escape hatch itself was detailed on the inner surface with a styrene latch mechanism, photo-etch chain and then left in the open position.

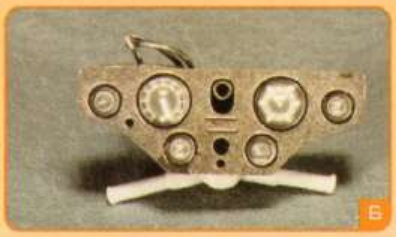


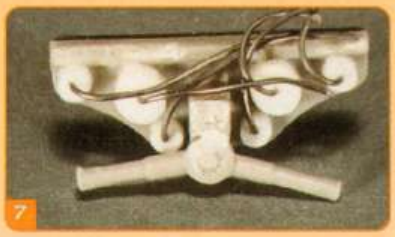


Assembly – explosive charge

The explosive container assembles from two pieces and required some minor sanding and filler work to correct the seams. Some areas that were damaged by sanding were rebuilt with styrene or brass rod. Dragon thoughtfully included a separate access panel with rows of delicate fastener detail. Taking advantage of this, corresponding holes were drilled where the fasteners would go. The type of fastener remains a mystery—some type of quick release? There is one view of the explosive inside the container in reference number three at the end of the article. Using that as a reference, sheet styrene was scribed to indicate "packages" of explosive and glued into the charge container.

It's inevitable that photo-etch will be knocked off during assembly. Minimizing that frustration, the suspension components were assembled and painted next.





1. The Eduard photo-etched set for the Borgward IV Ausf. A. Most parts are usable for the Ausf. B. 2. Rear idler, roadwheel, drive sprocket and soft styrene track. 3. The disposable 500-kg explosive charge container with its nice rivet detail. 4. The radio and parking brake, as seen through the escape hatch. 5. The scratch built basic interior. The battery and radio are located at the seat's right and below, respectively. 6. The eduard driver's console. 7. Instrument housings and wiring added to the console's rear. 8. Eduard tool stowage, Notek light base, transmission vent shrapnel protector plate. 9. The explosive charge in ready position; its release hardware has been replaced with Eduard PE. Note also the weld lines.

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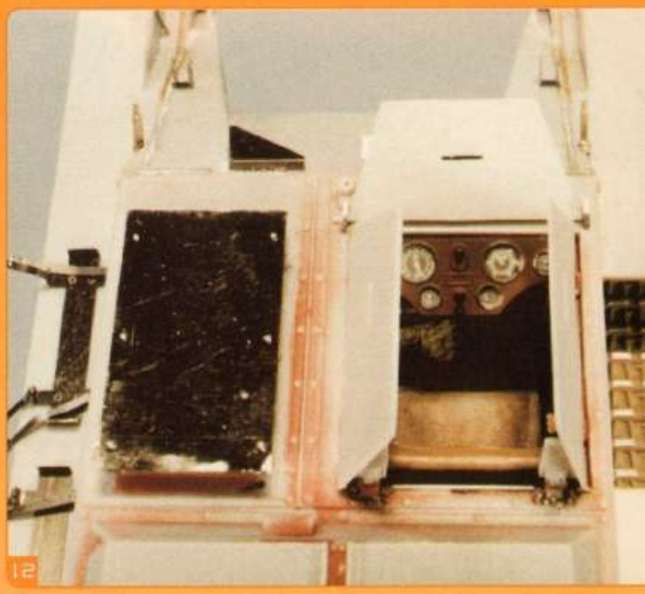

Assembly – suspension

Dragon must be commended for the detail of these delicate parts. The cleanup is minimal, as well. The sprockets are especially nice. The attachment of the separate roadwheel arms is keyed for a level sit. There is some slop with this arrangement, so slow setting cement and careful adjustment is necessary. Depicting travel over uneven terrain is possible, but with some effort.

The idler arm swings and is not keyed to the hull. If incorrectly installed, the track could come up either too tight or too loose. Making a dry run with the assembled track is necessary to gauge the proper position. The scale drawings in reference number four at the end of the article are also helpful. The gap between the last roadwheel and the idler wheel should be a little more than that between the roadwheels.

The suspension and lower hull were stippled with a thinned mixture of spackling compound, and then airbrushed an earthy brown. A light mist of Buff was applied to the regions above the track fenders. The rubber areas were drybrushed with a gray-black color. It would be quite an undertaking to try and paint the exact delineation between rubber and metal rim. Dirt would be deposited there anyway, so that's how it was left. A thinned mixture of Van Dyke Brown artist oil paint was applied and, when dry, followed with a drybrushing of a light tan.

The tracks supplied in the kit are made from the new soft styrene material that can be glued with liquid cement. There were some distortions in the molding process that left defects in the track. The actual vehicle track links were steel, much like a scaled-down Panzer III track. When the kit tracks are installed, they tend to bend around curves in an unnatural way for steel links. This detracts from the appearance, and better replacements would be welcome.

The tracks were painted the same earthy brown color as the running gear. A soft pencil was rubbed onto wear areas, and then silver was brushed onto the cleats and guide teeth. The sprocket teeth also received some silver.

The tracks were installed and with the help of CA glue and pins in the hull side achieved appropriate sag.

Assembly – final details

All that remained now was the detail parts. The driver's armor protection plates are beveled on the edge to reduce their thick appearance. The detail and molding is very good on these, so they were used as is after sanding the edges.

Dragon has included some tiny parts to go with this kit. They are very detailed, but can be difficult to handle and clean up. The Eduard photo-etch set came in handy replacing some of these and others were replaced from scratch. The Notek base, rear vent louver and screen, transmission vent shrapnel plate, convoy light and explosive container release hardware were all replaced by Eduard PE. Their grill screen was a well-needed addition to the big hole above the transmission. The kit antenna base, engine door latches, arm release bolts, and L-shaped guard in front of the driver were replaced with more defined parts from scratch. The engine exhaust pipe was drilled out, as was the rear tow shackle and a drain hole.

References indicate that some vehicles retained a muffler mounted horizontally at the rear. Dragon should have included this option.

10. The rear of the unfinished kit showing the Eduard convoy light and engine vents. 11. The DML escape hatch with styrene latch, Show Modelling PE chain, and punched rivets. 12. View overhead showing nice effort by DML with the rivet and hinge detail. A peek down inside the driver's position reveals the Eduard console. The added radio is partly visible. Note also the weld line at the roof joint. 13. Close-up view revealing driver's protection, antenna base, and weld lines. 14. The 500-kg explosive charge container with lid ajar. The lid would probably be secured with quick release fasteners to facilitate changes in the explosive amount. Note the dried mud effect. 15. Rear view with MV Lenses atop stalk for greater remote operator visibility, PE louver and screen, and engine door latches. The sleek lines are evident here. The shipping stencil and markings on rear are Decal Star dry transfers.

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Painting

The standard Dunkelgelb with a random green overspray was the chosen camouflage scheme. This vehicle would have blended well with spring and summer conditions on the Eastern Front. A custom mix of Dunkelgelb was made with mostly acrylic Gunze Sangyo Dark Yellow and a little Tan. This was sprayed over the whole model after thinning slightly with distilled water. All spraying was done using an Iwata double action airbrush.

The markings were applied before the camouflage. I wanted to use dry transfers by Decal Star. The sheet has seven different types of company markings, one vehicle data transport stencil, and one vehicle number. There are no Balkenkreuz markings on the sheet, but references indicate that they were not often used on these vehicles.

Placement is the key to transfers and if anchored well, they will come off their backing properly. These worked well when that advice was followed and nothing beats their appearance. A sealing clear coat is recommended to avoid lifting them with clumsy fingers.

Tamiya Field Green was then sprayed in a random, squiggly pattern, working around the markings. Tamiya Smoke was sprayed very lightly into recessed areas for contrast. The previous earth brown mixture was selectively sprayed in areas to make a soft transition between the dirty undercarriage and the rest of the model.

A thinned mixture of Van Dyke artist oil paint and mineral spirits was then applied to surface features of the model, emphasizing the recessed areas. When dry, another artist oil mixture straight from the tube was made to depict a tan color and then drybrushed over the whole model. Detail painting and some final parts attachments were made before receiving a final coat of clear matte finish.

Conclusion

Dragon successfully molded this kit with lots of detail and very few flaws. Despite the stretchy tracks and sparse internal detail shortcomings, this kit builds into a very nice rendition of an unusual vehicle. The delicate pieces demand careful trimming and cleaning, but they are worth the effort in the end. Dragon is proving that they can make a quality product and their latest releases are definite improvements over their earlier ones.

— John Robinson

MMiR RECCE

Dragon Pz. Kpfw. III Ausf. J Control Tank & Borgward IV Ausf. B. Kit number 9054. Suggested retail $39.98.
Eduard Borgward IV Ausf. A. Kit number 35261. Suggested retail $20.00.
Decal Star Borgward IV. Transfer number D-010. Suggested retail $8.00.

References

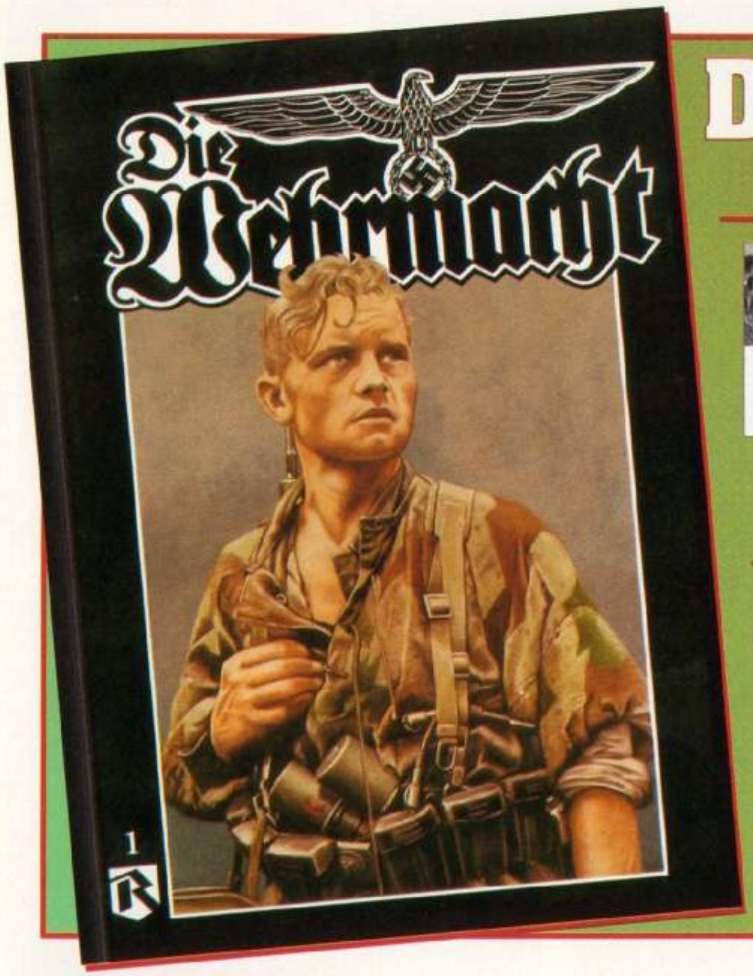
Ground Power No. 44 – German Remote Controlled Vehicles, Tokyo, Japan, 1998. This was invaluable during construction. Period photographs, museum examples, and sketches. I ordered mine from Rainbow 10 in Japan. (http://www.wbs.or.jp/bt/models/english/index.html).

German Remote Control Tank Units 1940-1943 by Markus Jaugitz, Schiffer Publishing Ltd., Atglen, PA, 1994. ISBN: 0-7643-0502-X. Excellent period photographs, including the control vehicles. Also sketch of interior, and close-ups of engine and transmission.

German Remote Control Tank Units 1943-1945 by Markus Jaugitz, Schiffer Publishing Ltd., Atglen, PA, 1996. ISBN: 0-7643-0185-3. Good period photographs, including the control vehicles.

Panzer Tracts No. 14 – Armored Engineer Vehicles by Thomas L. Jentz, Darlington Productions, Inc., Darlington, MD, 1998. ISBN: 1-892848-00-7. Technical data, four-view scale drawing, a few period photographs.

Tech Intel Vol. 2 by Jeffrey D. McKaughan, Darlington Productions, Inc., Darlington, MD, 1995. ISBN: 0-9648793-0-1. Coverage is on the Ausf. C, but the photographs of the driver's console and radio are helpful, as they are the same for the Ausf. B.



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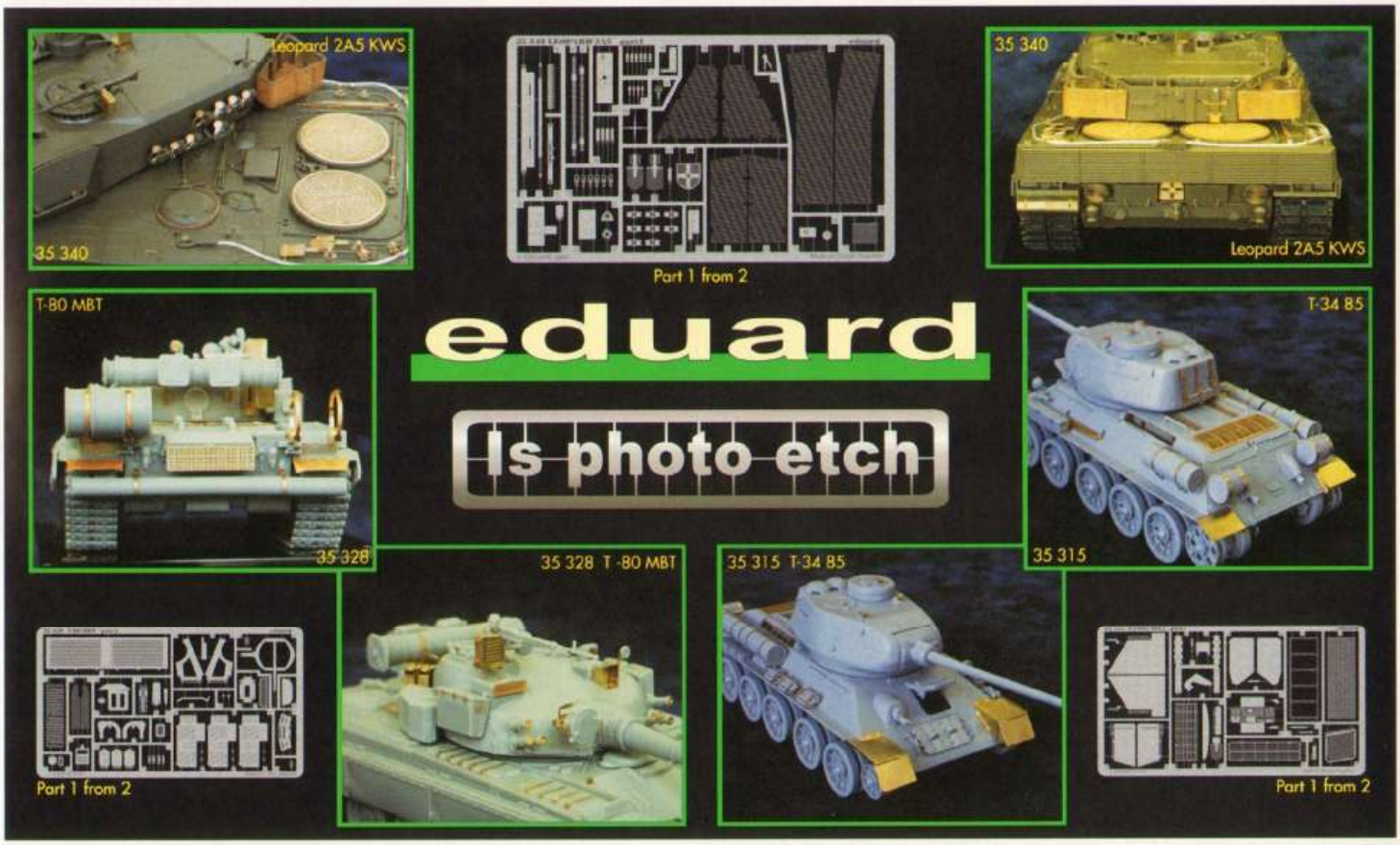

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Flak 'n Famo

Creating the 8.8 cm FlaK 37 Selbstafahrlafette (auf 18-ton Zugkraftwagen)

Part Two

In this second part of Tony's story on the FAMO, we pick-up with his detailing of the 88mm Flak Tamiya No 3517

The model of the 8.8cm gun from Tamiya has been around for approximately 30 years now and is sadly showing its age. I can remember it being the second kit I ever made and my memories were excessively optimistic. It appears to be a compendium of all known features ever seen of this gun. In essence, the modeling of this gun only calls for improvements and super-detailing. The parts omitted are as important as those to be improved or super-detailed. I did use Eduard's etched set but this is next to useless, apart from the negatives for the data transmission dials. The etched metal was generally under scaled, and for those wishing to use the standard 88mm FlaK shield, it was useless due to this reason.

With this kit, you start at stage 5. Remember that you are making the FlaK37 and all items related to the 36 should be omitted. Discard A13 which is attached to the Recuperator (A10). I used two brass equilibrators made some years ago by Brian Wells. In Stage 6, the barrel was replaced with one supplied by Jordi Rubio. The breech block is also simplistic and crude and needs a lot of detailing, as does Stage 7. Refer to the unpainted model for reference. It was at this stage that I included the negatives for the dials found on parts A37, A45 and 46. Sand off the face and carefully attach the negatives. The etched metal face should now be most carefully glued on. The rim between the etched set and the plastic may need careful filling. The assembly of the gun cradle represents the single biggest detailing on the 88. I used the kit's for basic measurements. On a piece of printer's aluminum, I carefully drew the shape; i.e. two exact rectangles (the sidewalls) and one for the base. The cradle should be made from one piece of aluminum, with the sidewalls produced from lightly scoring the sheet and then bending into position. Onto this U-shape I glued two brass (1x1mm) T-beams, which provided the rails for the recoil. The next stage was to fill the U-shape with plasticard to strengthen the sidewalls (not the last 15mm, which will require detailing). All other detail was now added, including the small bolts, using my varnish technique of application.

In Stage 9, you need to remove elements of the parts associated with A13 and A5. When you come to fit the pedestal mount A69, do not glue part A75. The deletion of A75 ensures that when glued to the fighting platform floor, the pedestal is at the right height and allows all equipment to function whilst the gun rotates. Stage 11 pulls the gun together. When you have decided at what elevation you require the gun, I would personally recommend that it be glued. Stage 12 deals with fine detailing that should, once more, be copied from the photographs. In stage 13, do not include parts A71, A59, and A60. At this stage I would install the gun. For those not owning a vacu-forming machine, you need to decide whether you will install the kit's shield, or the type shown in the photographs.

To the serious modeler, a small vacu-forming machine is indispensable. It enables complex shapes to be formed, together with rims and other difficult to create objects. This particular gun shield was not made from a series of straight joints, but a series of complex curves. This is almost impossible to make in scale without the use of the vacu-forming machine. The master shield was made in 5mm plastic card. The sloping back of the shield was made from scoring the plasticard, bending back on the joint line, and then filling with super-glue and powder. Within seconds this is dry and can be filed and sanded. Once the shape was acceptable, I cut it into two and separately formed each side (due to the small size of my vacu-form machine). The removal of the plastic from its master form is the hardest part of the process. I was using 15/1000 plasticard, which, after stretching over the mould, probably comes down to 10/1000. This is a very fragile thickness to work with. Once I had successfully removed and sanded to shape, I glued the two sides together. The frontal openings were now cut and filed/sanded clean. Again the process of adding detail was completed. The base of the shield was glued to the bottom of the gun base.

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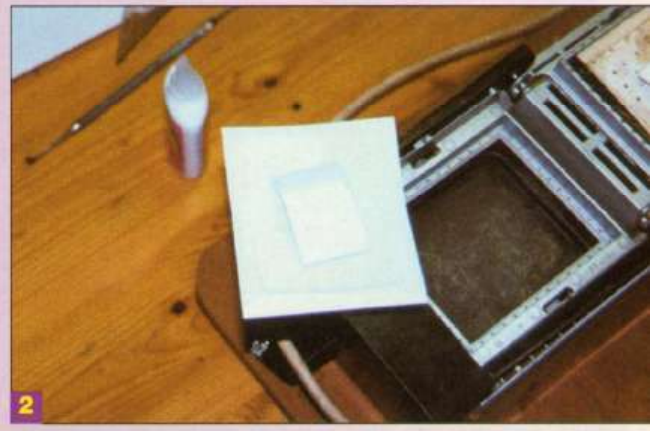

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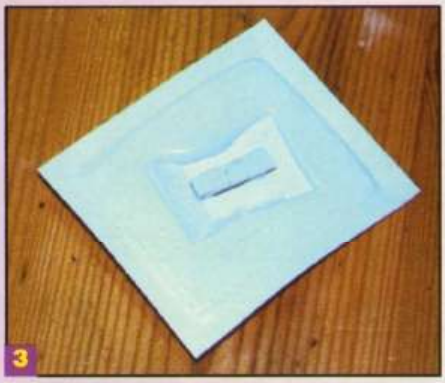

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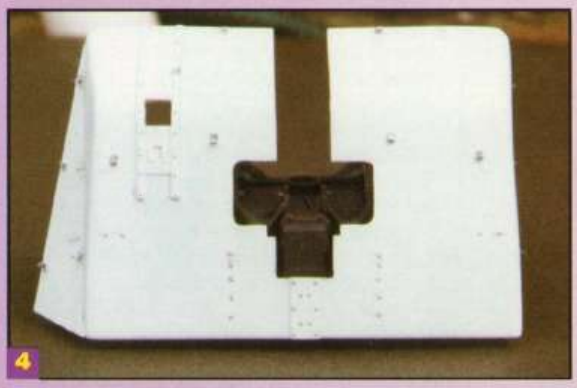

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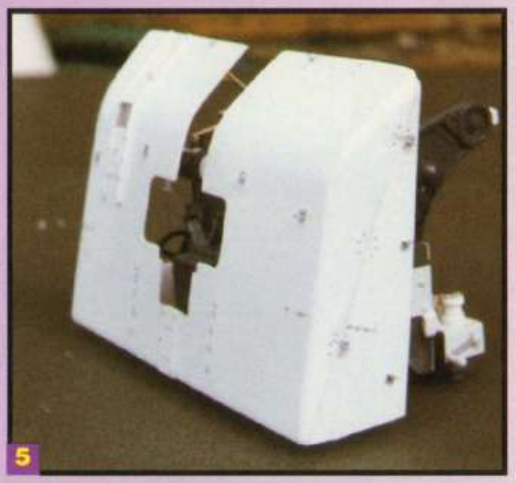
The two supporting arms were made in brass, using the technique previously described. They were the final part of the rather lengthy construction process. Remember that you don't need to detail everything. There are people out there who will go a lot further than I do. Model to your personal satisfaction and when you put it away on the modeling shelf and it's better than your last effort, you know that you're going in the right direction. I always complete the whole vehicle before painting. If you do not follow this principle, then I would advise that the gun is broken down into easily painted sections that, upon being reassembled, do not damage the paint work.

Painting and Weathering

It is many years since I produced a hard-edged color scheme. Factually, hard-edged schemes were only prevalent toward the war's end, but the 26th Panzer Division did see action until the end of hostilities.

As mentioned earlier, the cab interior was painted before the cab top was glued. Before priming in my usual manner, I filled the cab with toilet paper. This collected any drift from the primer. A major problem with this model is the size and weight. With the amount of brass, aluminum, etc. it was certainly in the heavy weight fighting class! I never successfully found a way to hold the vehicle, other than with my hands. I try to avoid this, as acrylic paint will polish up very quickly if handled. The 88 was kept separate until completed, when I finally glued the gun to a shallow pedestal on the gun deck.



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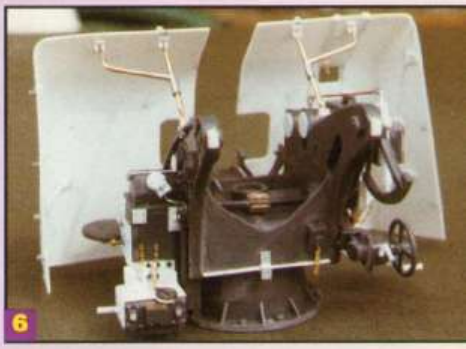

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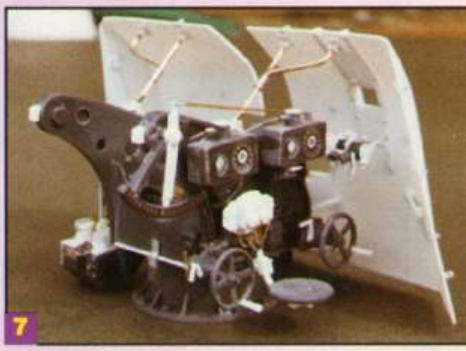

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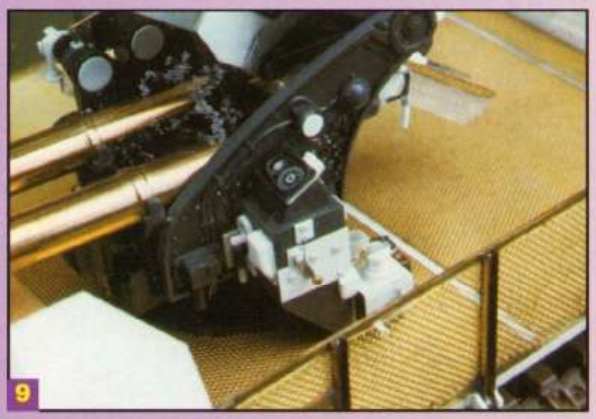
As usual, I used a gray automotive acrylic primer. The following day I sprayed the vehicle with Tamiya's XF-57 Buff. This is almost identical to Tamiya's Dark Yellow XF-60, with 25% white added. The next stage frightened me to death. I have had some bad experiences using masking fluid. I would never recommend this material with any model that has a considerable amount of detail on it. The dried rubber solution is tenacious in the extreme and has the strength to literally rip off your prized detail. However, on the armored FAMO there is not too much detail. In the patterns shown in the photographs I liberally applied the solution. Once dry (about 15 minutes), I filled the airbrush with Tamiya's XF-58 Olive Green. Only the armored cab and rear ammunition bins were camouflaged. I used a hair drier to accelerate the curing process. To remove the rubber, I used a wooden cocktail stick and a very good pair of tweezers. If you use any metal object to start



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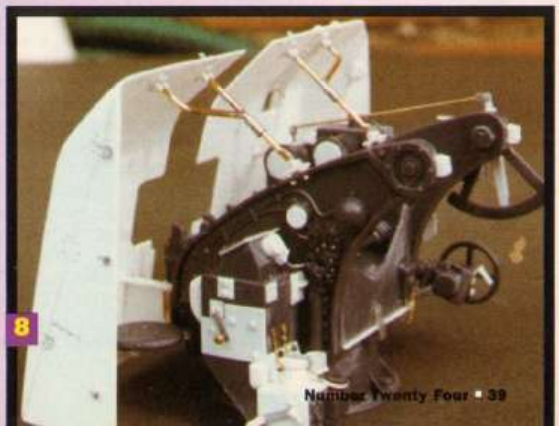

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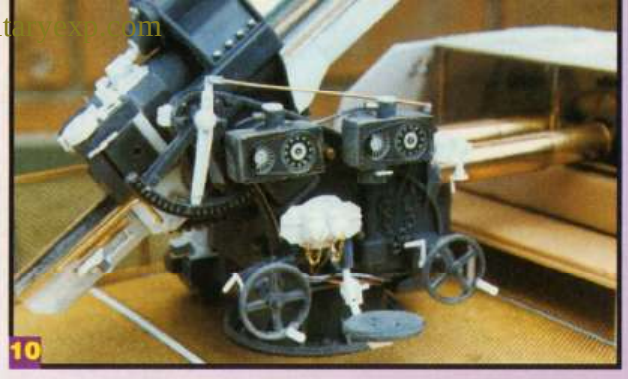

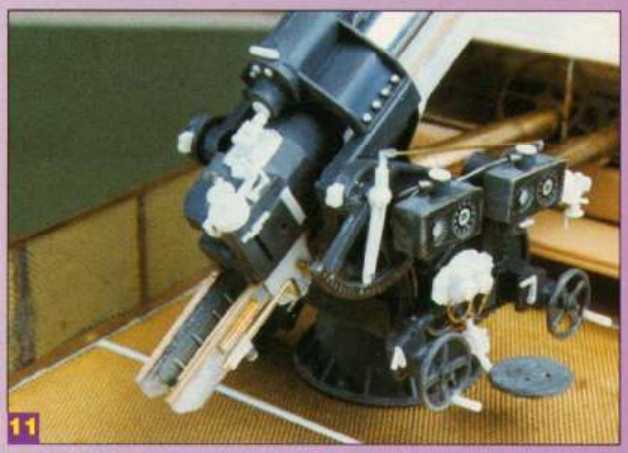

the process of rubber removal, you stand a good chance of scratching the paint.

I was very pleased to be able to use for the first time a full set of Archer Dry prints, including their new divisional emblems. I simply cannot praise these products enough. For many years armor modelers have been the poor cousins of the modeling hobby at large, with few and generally mediocre dry prints/decals. Archer has changed all that with an outstanding product range that has no competition. For once, German armor modelers have both quality and a comprehensive range of prints. Coupled with all these attributes, they are a dream to apply. I was also able to use the new divisional emblems, which have only just hit the market. Expensive, yes, but so is everything that is hand-made to perfection. Remember, too, that if carefully stored, they will last for a long period.

After application, I sprayed the model with a weak mix of Tamiya gloss varnish X-22 and thinner, 30/70 respectively. This suddenly brought the vehicle to life with a light satin sheen. A limited wash of enamel thinners and sepia extra oil paints was sparingly applied to recesses, but generally over all the 88. The next day, in oils, I made up a dark yellow and proceeded to dry brush in the accepted manner, adding increasing quantities of white to the basic color. I then sprayed the lower half of the vehicle in a mix of dark earth and black enamel (70/30). This was not easy, as the lower half of the model has a lot of nooks and crannies. Again, after 24 hours, I commenced dry brushing, first with neat dark earth and, subsequently, with dark yellow with sparser quantities of white. Remember that if you cover your palette with a piece of cling film after use it will last for the painting process of your model.

The rubber outer rims of the road wheels were painted in a simple manner that requires no artistic skill. Using the sepia extra oil paints/thinners, with a 30/70 mix, place the filled brush at the top of the wheel. Capillary action will draw the paint around the

1. A small vacu-forming machine, such as this one, enables complex shapes to be easily formed. Mine is a modified version of the old Mattel machine with a more powerful motor. Here, the pattern is resting in the forming area. For the sake of simplicity, the shield was formed in two parts. The master shield was made in 5mm plastic card. 2. This is a completed part, just removed from the machine. 3. The pattern as seen from the rear. 4, 5. The finished shield with all the various details in place. 6-8. These shots show much of the detailing done on the breech end of the gun. My memories of building this kit were excessively optimistic! The two supporting arms were made in brass. 9. I used two brass equilibrators for the gun made in brass some years ago. 10-12. Very little of the Eduard sheet was used with the exception of the negatives for the data transmission dials. These shots also show the extensive detailing in the trunion area, the newly built cradle, the new Jordi Rubio barrel and the many attendant plastic, brass and etched parts. 13, 14. The gun was not glued into the base until after painting and weathering was complete. 15. I like to have as much of the model assembled as possible when proceeding to paint. This shot illustrates my painting area and depicts the model already primed and ready for the Tamiya acrylics. 16. A rather frightening moment—the addition of the sometimes tenacious masking fluid. This was liberally applied over a base coat of Tamiya Buff.

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17

wheel. Over the course of the next 24 hours repeat this two or three times. Allow curing before dry brushing the extreme outside of the rim with dark earth.

The adjacent gun platform area was masked before the deck was sprayed with a mixture of red brown and black. Once cured, it was drybrushed with Hannant's Oily Steel X503.

I continue to struggle as I attempt to weather my models in a more realistic way. I still use a hard bristle (hog's hair) brush. This has been cut down to approximately 4mm of bristle. Using a dark black/brown (I use Chromacolour), but any rapid drying paint will do. Remove most of the paint as you would if dry brushing and stipple the edges of detail and other areas that suffer abrasion. I am still trying to restrain myself from overdoing it. Next, mix up orange pastel chalk and Tamiya's acrylic thinner. Using the stipple brush, repeat around the previously painted abraded area. Once dry, this can be blended into the adjacent areas or streaked as rust stains with a flat sable brush. I drybrushed Tamiya's Chrome silver to some edges and used the stipple brush only to isolated areas, for example, the access ladders. Be extremely frugal with this last process. More models are ruined by excessive use of silver than any other finishing process. The very last process was the painting of straight black/dark earth pastel chalks into recesses. It was at this stage that the 88 was finally glued (with epoxy) onto the gun platform.

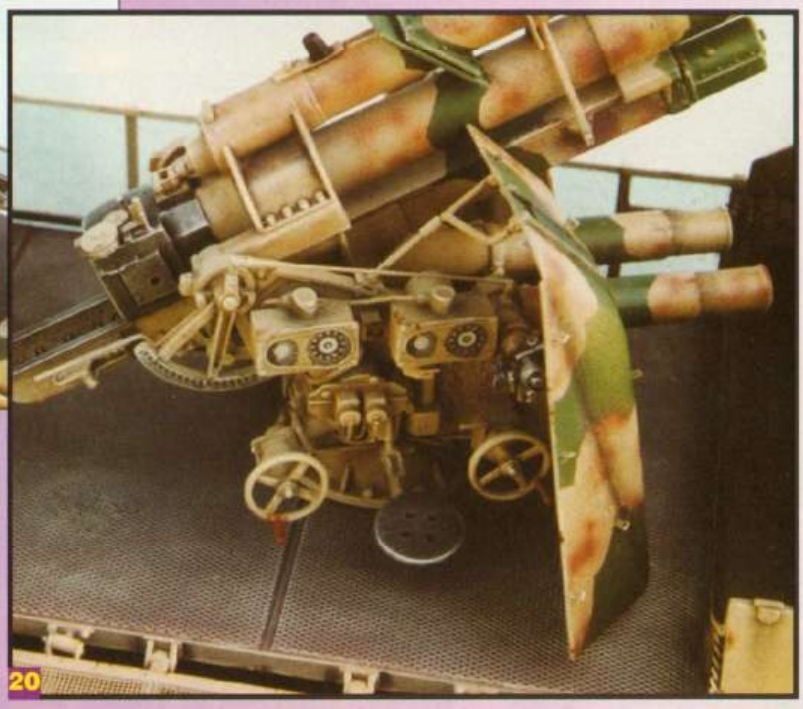
The concluding modeling item was the ammunition. I have an excellent collection of German WWII ammunition, but none for this gun! I made the 88 ammunition by using my drill as a lathe. The finely tapering cartridge cases were brass tube. The shells were plastic, again turned in the lathe (remember friction generates heat, so keep the speed down!) Aber set number 35 A48 provided the bottom rims of the shells.

—A.J. Greenland

18

17. After filling in the masked area with XF58 Olive Green, the next step was adding the red brown over spray with XF-64. 18-20 Finished views of the gun. I highly recommend the new series of dry prints from Archer.

19



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Detailed below are some of the color-codes for German ammunition	
HE, Anti-concrete,smoke, chemical, or hollow charge	olive green, olive drab or field gray
Armor piecing and case shot	black
Propaganda shell	white and red
HE shell for 3.7cm anti tank gun	silver gray
Anti-aircraft high explosive shell	yellow
Anti-aircraft incendiary shrapnel shell	red/blue
Star Shell	pale green

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Tamiya FAMO, kit number 35239; **88mm FlaK 36/37**, kit number 3517.

Aber bottom plates for German 88 and 75mm Ammo, kit number 35 A48; **Side mesh screens for Panzer IV Ausf J**, kit number 35 A66; **FAMO**, kit number 35 093 (not essential for this conversion); **FAMO**, kit number 35 094 (not essential for this conversion).

Accurate Armour Tread Plate 1 bar type, kit number D06.

Archer Fine Transfers German Heere Divisional Markings, product number AR35082; **German WWII Turret Numbers**, product number AR35038R; **German WWII Balkenkreuz**, product number AR35043; **German WWII License Plates**, product number AR35047; **German Tactical Symbols 1943-45**, product number AR35046W.

Eduard FlaK 36/37, kit number 35118.

References:

Panzer Tracks, Number 12, FlaK Selbstfahrlafetten and FlaKpanzer, published by Darlington Publications.

Nuts & Bolts, Number 12, by Dr. Nicolaus Hettler, published by Duske, Greenland & Schulz.

Duske/Greenland Photographic Archive

Special thanks to Woody Vondracek of Archer, and Waclaw Peszko of Aber for their contribution of the products described above.

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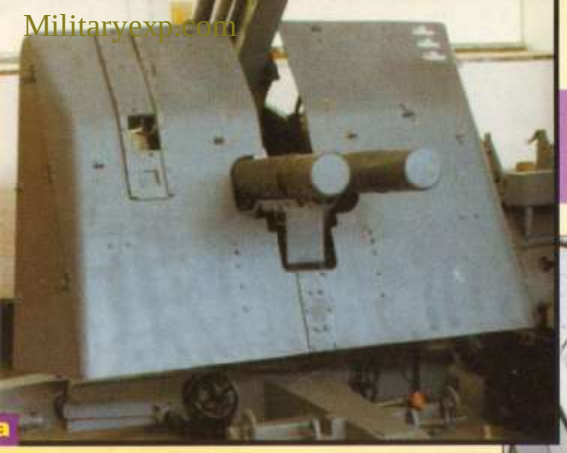
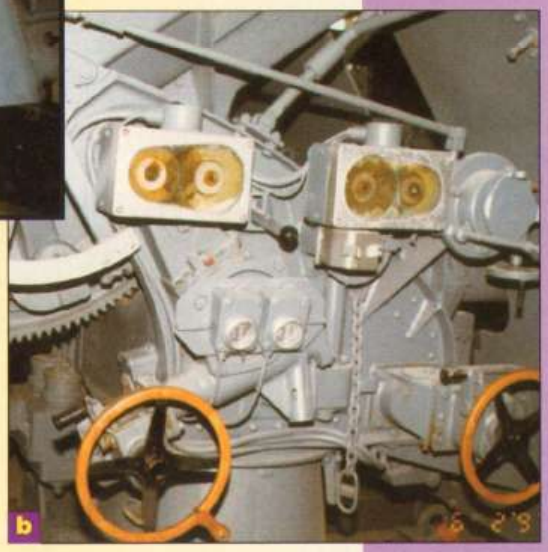
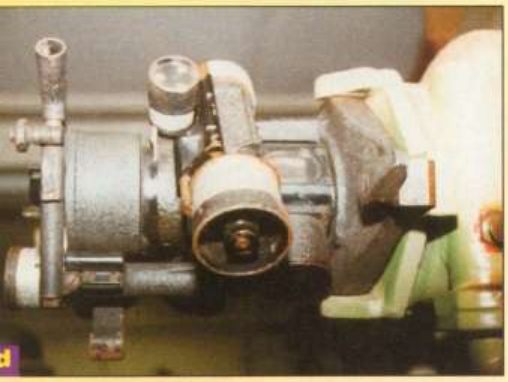
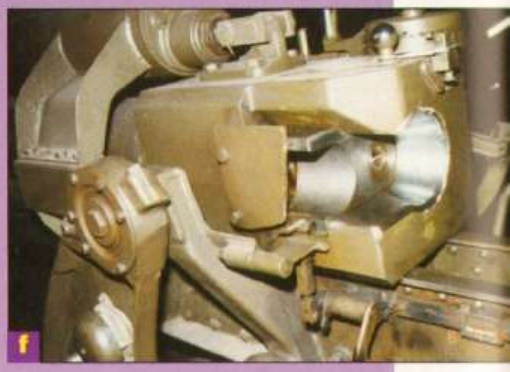
The Real Deal

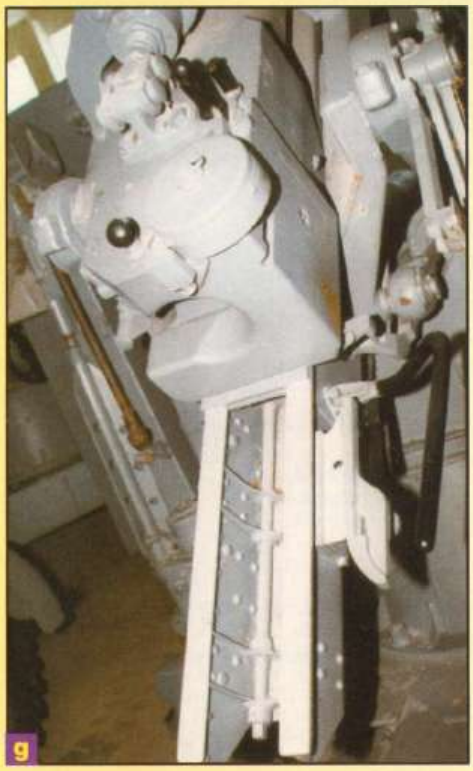


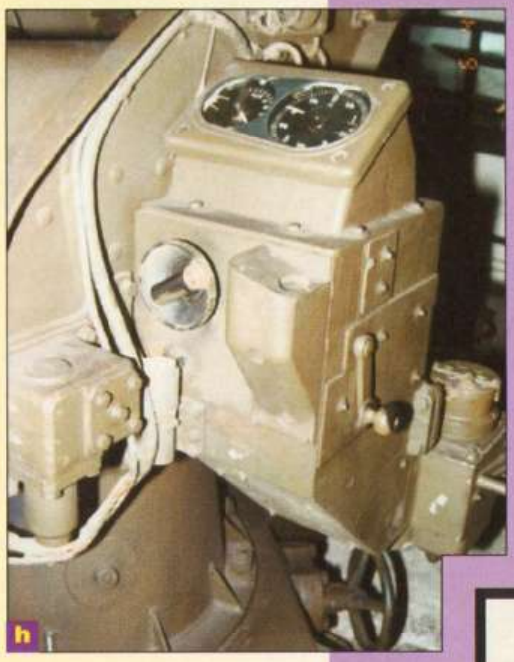


A. The front shield of the Flak 37, showing it's unique curved shape. B. The right side of the gun base, data transmission dials in evidence. C. A bit further forward, this is a portion of the elevation system. D, E. This is the main sight of the gun located just forward of the front data transmission dial. F. The breech block. This shot illustrates just how bare the Tamiya kit is in comparison. G. The rear of the breech and the cradle. Note the many details on the inside of the cradle. H. This assembly and the other data transmission dials make up a system for the accurate detonation and firing of the various types of shells. The system is called "Ubertragungs 37." I. The forward portion of the fuse setter unit. J. A profile shot of the fuse setter. Note the thick electrical cable. K. The cradle from below.









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Checkerboard Jeep

Spicing up the Tamiya kit

The Jeep is probably one of the most recognized vehicles in history. It's durability, versatility and widespread service is legendary. There are many variations of the Jeep. One subject that never receives much attention from the AFV modeling community is airfield ground support. Maybe it's those winged things that scare us away, but there are lots of potential subjects to build. Jeeps were important to airfield personnel. They performed many different roles. They were pilot taxis, mobile control towers, and ground traffic controllers. One of their oddities was that they were painted in highly visible checkerboard patterns of black, white and yellow. Some had light bars installed and signs made up to further increase visibility.

Those vehicles inspired me to build this project. I had to really search to find references on these vehicles. Luckily, several friends were equipped with aircraft reference libraries that produced several pictures. The Internet was successfully used to solicit help from those with aviation interests. The project would take advantage of the newly tooled Jeep by Tamiya. Kit modifications would be few, but the paint scheme and markings would be a challenge.

Kit

Tamiya totally redesigned their Jeep kit a few years ago to marvelous standards. It is clearly the most accurate rendition on the market.

The two sprues contain sharply molded parts that make complicated assembly unnecessary. The tires are molded, along with the rest of the parts, in an olive green styrene. A clear sprue contains headlight lenses and windshield parts. One driver figure is included. The decal sheet offers five different choices. There are three front bumper styles. A pedestal mounted .30 caliber machine gun is optional.

At first glance, the small number of parts may seem to indicate a lack of detail. Nothing could be further from the truth. Excellent detail is rendered on all parts. Parts fit securely and need no filler. The major components, the chassis frame and body tub, are each molded as one piece. Assembly is quick, almost guaranteeing proper alignment. These features are engineered with no sacrifice of detail.

Construction - chassis

The instructions recommend a logical sequence to follow. However, developing a plan to incorporate painting and decal application is recommended. Superb parts fit enables painting of the sub-assemblies before attaching at the end of construction.

Assembly began with the chassis frame. Minor seam lines were encountered on the one-piece frame, but were easily removed. The detailed five-piece engine was added to the frame, and then followed by the axles and wheel mounts. Minor cleanup was required on the leaf springs. Correct wheel to ground alignment is virtually foolproof due to the engineering of the parts. The exhaust pipe was drilled hollow for a better appearance. The hollow upper surface of the muffler is not noticeable when positioned under the body. Rivet detail was added to the chassis frame near the front bumper, and to the oval-shaped bumpers in the rear.

The radiator was painted black and added to the engine compartment. The clear plastic headlight lenses are a welcome addition, but I couldn't help using lens # 116 from MV Products instead.

The wheels were built from two halves that aligned perfectly and had only faint seam lines running down the tread. No valve stems were included, but were easily added with tiny segments of brass rod for added realism.

Construction - body

The one-piece body tub is complete after adding the rear plate. The joints where these parts come together are where weld seams occurred on real Jeeps. Textured stretched sprue was glued at these joints to enhance the effect.

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Next, work began on the cabin interior. Tamiya did not include brake and clutch pedals. They were added by using small sewing pins. The seats, complete with realistic cushion detail, were assembled and painted. They are added near the end of construction.

The 1940's approach to safety was a canvas strap across the openings at the driver and front passenger seat locations. This strap attached to a round eyelet mounted to the dash. One was made from wire and installed, but the strap was left off, since they are rarely seen in photographs. They were probably the first things the driver chucked upon issue of the vehicle.

The chassis frame and body can now be glued together. The wheels will be painted separately and added later.

Now the body exterior could be tended to. The four large handles around the body lack rivet detail, so they were added from bits of stretched sprue. The jerry can holder is disappointing. The holder, strap, and can are assembled from two halves. The seam lines are problematic, and the cap is not correctly depicted. Tamiya is capable of better, as their Fuel Drum (35186) set proves. Rather than hassle with the cleanup, an empty holder was made from lead sheet, and the can left off entirely. Later, some HO scale chain will be thrown in its place.

The canvas cabin top support frame is molded in three pieces. The fit is very good, but joint seams were still encountered at the body corners where the parts meet. The kit does not provide an option to erect the canvas top.

The tie down loops for the top are not included, so they were made from tiny lead wire and attached to the model's rear plate.

The windshield glass from the kit is very thick and doesn't quite fit without touching up the edges. A substitute was made from clear acetate. Attachment would be later, after all airbrushing is done. The separate wiper motors and glass tilt hinges were attached to the windshield, as well. The ten canvas top snaps are missing on the top of the windshield frame, so stretched sprue ones were added. The small handles with T-shaped hooks that are used to secure the windshield when folded down were added from thin lead sheet. Retainer clips that keep it upright were added to the cabin side from the parts box. A Model Kasten wing nut was added where the windshield attaches to the Jeep's side.

The M-1 Garand holder comes molded solid with the rifle already installed. An open holder was preferred, so it was cut in half, sanded thin, and a new piece made from styrene was put between the two.

The engine hood was attached in the closed position, but with the included engine detail could easily be left open. Missing in the kit are the four T-shaped hooks that act to hold the windshield and hood in the down position. They were made with soldered copper wire, a styrene diamond shaped base, and lead foil punched rivets. This assembly was glued down with CA glue.

The standard front bumper can be used as is, or with a wire-cutter commonly found on ETO vehicles. There also is a tow bar style bumper.

Items not used for this version were a very nice M1919A4 .30 cal machine gun with pedestal mount, shovel, axe, and Thompson .45 sub machine gun scabbard. The pioneer tool brackets were made from various sizes of wire.

The grease gun and fire extinguisher were added to the interior. The blackout lamp was installed and detailed with small diameter lead wire.

Painting-basic

The character of this model really starts to take shape now. A combination of

1, 2. The sign is thin wood, stained with artist oil paint, and lettered with Vallejo acrylics. The jerry can holder is replaced with one made of lead foil. Note the clutch and brake pedals that were made from small pins. The contrast in color shows well here. The dirt in the floorboard is FX Materials weathering powders. Note Tamiya decals on the glove box, grease gun, and fire extinguisher. Tamiya includes decals for internal data plates, as well. 3. Note the vertical weld line at the corner, lead foil jerry can holder, top tie downs, bolts inside bumper, and red MV lenses. The tires have brass rod valve stems. The kit rifle rack was modified by cutting away the rifle. 4. Note the canvas top snaps can be seen atop the windshield. The pioneer tools were left off and their brackets made from wire. Rivets were added to the body handles. 5. The small clips holding the windshield upright were obtained from the parts box. 6. The driver's mirror contains shiny tape. 7. The hood markings are Verlinden dry transfers. 8. The weathered undercarriage.

4

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Gunze Sangyo, Tamiya, Polly Scale, Vallejo and artist's oil paints were used in different stages to complete the finish. The interior was sprayed with Gunze Sangyo acrylic Olive Drab.

The instrument faces were painted black with white detail. Successive thin coats of Future floor wax were applied until a glassy look was achieved. The glove box decals were also added at this time.

The seat cushions were painted Tamiya Khaki. A thinned mixture of Van Dyke Brown artist oil paint was washed over all surfaces, and then a light tan artist oil mix was drybrushed around to highlight detail.

The underside received the same Olive Drab color, but was then misted with Tamiya Buff. The same wash and dry brush method was applied here also.

The tires were sprayed dark gray. The rims were sprayed Tamiya Buff freehand, and actually misted on the tire sidewalls as well. The same wash/dry brush effect was applied.

Painting - checkerboard

Now the fun part began. References indicated some control Jeeps were painted with white and black checkerboards, but the yellow and black seemed more interesting. I thought of several different methods, such as masking or using pre-made checkerboard decals. I figured those methods would be too perfect and more trouble than their worth. I finally opted to go with the old fashioned method of hand painting.

First, a Polly Scale custom yellow mix was carefully sprayed on the exterior surfaces of the body. A black ink marker and a straightedge were used to outline the pattern. The black squares were painted by hand using Vallejo acrylics. This paint is very opaque but thin in consistency. I didn't get obsessive with neatness. Besides, that was how it was done in real life.

Verlinden dry transfers were used to painstakingly create the serial number codes one digit at a time. I chose a bumper code for a vehicle with the 323rd Bomb Squadron, 91st Bomber Group, 8th Air Force, stationed in Bassingbourne, England during 1943. The transfers and painted surfaces were sealed with a clear matte acrylic finish. When dry, the same wash/dry brush effect was used to weather everything.

Sprinkling FX Weathering Materials powder over surfaces that have been brushed with clear matte finish created a dried mud effect on the underside. The powder is made by Pre-Size Model Specialties and it's finer than pastels. Some was also applied to the floor of the cabin. Light tan was used to match the Tamiya Buff color.

Final construction & detailing

Red MV Products #129 lenses were sanded flat and added to the reflector housings around the body. Tamiya Buff was gently sprayed near the underside and a little up onto the fenders. The clear windshield pieces were sprayed in a similar fashion before installing to the windshield. A circular piece of shiny foil was punched out and glued to the side mirror.

The "Follow Me" sign was constructed of thin wood, like the kind found on old matchboxes. The posts are coffee stirrers filched from a snack bar. The wood was stained with a thin wash of brown artist oil paint and then wiped off. Nail heads were simulated with tiny punched lead foil rivets. The sign lettering was hand painted. Brackets mounting the sign to the floor were cut from lead sheet.

Conclusion

This is an easy to build kit with superb detail and fit. It's perfect to use as a base for many different variants of the venerable Jeep. Take a break from tedious track assembly and photo-etch and treat yourself to this kit.

—John Robinson

7

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Tamiya Willys MB 1/4-ton 4x4 Truck "Jeep" Kit number 35219. Suggested retail $18.50

References

Jeep In Detail – Willys MA & MB In The First 50 Years Of Service By Frantisek Koran and Jan Mostek, Wings & Wheels Publications, Czech Republic, 1999. ISBN: 80-902677-0-X. Primarily restored vehicles with a few period photos. Detailed shots of engine, transmission, and drive train.

Military Vehicle Journal Vol. 12 – MB/GPW Jeeps In Europe by Yasuo Ohtsuka, Saitama, Japan, 1998(?). Basic Jeeps, the deep-water fording kit, MG mount, and lend-lease vehicles are covered. Available through Portrayal Press, PO Box 1190N, Andover, NJ 07821, http://www.portrayal.com/

Internet and personal photograph collection. Jeep photographs are plentiful on the Internet at sites dedicated to restoration and preservation.

The author Jeffrey L. Ethell has many publications featuring vivid color photography of the USAAF during WW2. Scattered among them are several photos of control Jeeps in various configurations and coloration.

8

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CAPTAIN MILLER'S LAST STAND

I'm willing to bet that anyone reading this magazine has seen the film *Saving Private Ryan*. Raise your hand if you've seen it more than four times. Ten times? Twenty? Raise both hands if you think *Shakespeare in Love* deserved the Best Picture Oscar for 1998. (Didn't think so.) If you haven't seen Saving Private Ryan, you've probably been meaning to. So go ahead and rent it and we'll just wait for you right here.

Like all scale military enthusiasts, I enjoyed this film immensely, and I give highest credit to Steven Spielberg and company for doing their darndest to make it as realistic as possible. As a former infantryman with the 2nd Ranger Battalion and the 101st Airborne (1/506 and 3/502), I found it riveting. As a movie buff, I found it incredibly authentic. As a patriotic American, I was moved to tears several times during the film. (Still am.) And like all modelers, I found the movie packed with terrific diorama possibilities. Thus, I embarked on a mission to recreate a poignant scene that will no doubt be seared into our collective cinematic conscience forever—Captain Miller's last stand on the bridge at Ramelle.

The most interesting aspect of this project was creating not just a World War II vignette, but one that followed the details of the film as precisely as possible. In addition to the videocassette, two publications covering the film were indispensable and will be referred to throughout this article. *After the Battle #103* (we'll call that one ATB) and the photo-journal *Saving Private Ryan* by Newmarket Press (and we'll call that one NP). Throughout the construction of this piece, I reviewed the closing scenes of the film over 100 times, mostly in slow motion, so I feel I can speak with a certain assuredness on the subject. I'm not, however, claiming to be the final authority.

The diorama has three primary components: the bridge, the motorcycle and Captain Miller. And in the never-ending quest for the most anal of details, here we go.

The bridge at Ramelle: movie version

ATB is particularly helpful in researching the bridge and NP has the bridge in several color stills, including a shot of Spielberg talking with Matt Damon presumably for the "I'm not leaving" scene. In 1997, an entire town set was constructed at the British Aerospace airfield in Hatfield, 45 minutes north of London. (Incidentally, the French girl/German sniper/wrong Private Ryan scenes were all filmed on this set, on the 'Alamo' side of the canal.) The bridge was constructed from steel and concrete, in order to support the weight of a real tank—though neither the Tiger nor the Sherman is actually seen on the bridge in the film. (When the last Tiger explodes, it hasn't reached the bridge. ATB photos support this. From Captain Miller's perspective, the tank looks awfully close to him, but it's only the angle of the camera.) This modern structure was covered with cobblestones and brickwork and became a highly impressive replica of a French bridge, even predating WWII. The bridge is a three-arch affair, with two large supports—one on either side of the center arch and that center arch is larger than the other two. On the movie set, the bridge runs northeast from the battle side of the town across the canal, which in reality was only three feet deep. A pair of trolley rails runs right across the bridge on the southern side.

And now, here are a few bridge facts, as gleaned from the film. The bridge is first seen as the Rangers return to Ramelle with the paratroopers. ("We're here for him—Ryan.") Several sandbag positions have been constructed on both sides of the river. (Here's something to think about—where did those sandbags come from? Talk amongst yourselves.) Miller and Ryan step onto the bridge and there are several good views. After Ryan states his decision to stay, Miller and Sergeant Horvath stroll across the bridge and a very good view is available. The bridge is quite clean at this point, save for damage to both sidewalls over the smaller arch on the southwestern end. On the 'far' side of the bridge, a Kettenkrad is sitting on the trolley tracks; a motorcycle is near the wall on the northeastern side; and a bicycle is also parked at the end of the wall, farther back beyond the motorcycle. The next good shot and the only water level shot, is seen when PFC Toynbe (the 101st demo man) is removing charges from the bridge supports. He's standing in a small boat and as the charges are raised up by rope, it is easy to see that he could touch the top of the arch curve with his hands. (High praise to whomever added the slow motion option to my VCR.) Given that the bottom of the boat is just beneath the water level, we have our scale. The arches are approximately eight feet above the level of the water. The bridge supports are also revealed, with larger stones and masonry than the higher portions of the walls. Next, Miller, Ryan and Toynbe are on the bridge and Miller discusses the 'Alamo.'. Miller briefly steps into a triangular recess at the top of the bridge support, in front of the motorcycle; it is immediately apparent that there are four such recesses, two in each wall of the bridge.

The bridge isn't seen again until the Americans pull back to the 'Alamo'.' At this point in the film, the bridge is littered with debris. Good details are available as Miller and Ryan run across and again as Sergeant Horvath makes his retreat and is mortally wounded. In these latter stages of the film, a small defensive position has appeared forward of the motorcycle, consisting of a few sandbags and a pile of crates. (Concealing a camera, perhaps?) In all these scenes, it is evident that the bridge surface is smooth cobblestone and the walls are rough stone.

The motorcycle: movie version

The motorcycle is first glimpsed when Miller discloses to Ryan that his brothers are dead. Not a clear shot, but it's apparent the cycle is on the bridge. A much nicer view is available as Miller and Horvath cross the bridge to discuss their options. In the same scene above where Miller steps into the recess of the bridge support, the motorcycle is clearly visible. Again, as Miller and Ryan run to the 'Alamo,' as Horvath is shot on the bridge; and as Reiben helps Horvath reach the 'Alamo'.' As the Tiger tank advances and fires at the 'Alamo', the motorcycle is again in view. Then the crucial scene arrives. Shot by 'Steamboat Willie' (and no, it wasn't Willie who slowly stabbed Mellish!), Miller collapses on the bridge and then reaches the motorcycle. Several good views of the cycle are seen as the camera pans back and forth between the Tiger and Miller.

Movie motorcycle facts: with the film at normal speed, I first thought the motorcycle was a BMW. Not so. ATB makes reference to Czech motorcycles being

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used in the film, though not this cycle in particular. I'm sure someone out there has the answer and I was on the verge of a full-scale Internet research assault when I realized it really didn't matter. The point was to reproduce the motorcycle in 1/35th scale, based on what was seen in the film. And here's what is seen. The motorcycle has a completely different engine and rear end than the BMW or Zundapp, including shock absorbers. There are many similarities to the DKW, but the movie motorcycle has a beefier look. There is no front license plate on the fender. The headlight is damaged and pointed downward and there is no lens. (I have begun to suspect that this motorcycle is a prop only and isn't operational.) The ring handle just forward of the passenger seat has a chunk missing; these rings typically sported rubber sheathing and it looks like a bite was taken out of the lower right side. The motorcycle features brake and clutch levers hinged on the inner ends (like the DKW), not at the outer ends like the BMW and Zundapp. There are no saddlebags. The driver's seat is burned and mangled. (As the wounded Miller struggles to sit up, his fingers actually move through the shredded seat.) The rear taillight lens is also missing. All three fenders, including the sidecar, have a secondary type of flange attached to them, like tiny armored skirts along the sides of the fenders (like the DKW). The sidecar has no rear light at all and the cover to the stowage compartment behind the seat is mangled and twisted. A good view of the sidecar is never available, but it appears that the canvas top—which could be buckled over the passenger compartment—is flipped up and hanging over the front right side of the sidecar. The rear license plate is Wehrmacht; the left corner is mangled and the first number might be "8". If so, it's WH 85714.

The powerful scene of Miller's last stand isn't featured in the NP reference; ATB has a nice close-up of Miller firing his .45 and it's the only ATB photo of the motorcycle. NP, however, has a great shot of Spielberg and Tom Hanks standing next to the motorcycle. The entire cycle isn't visible, but some fine details can be picked out.

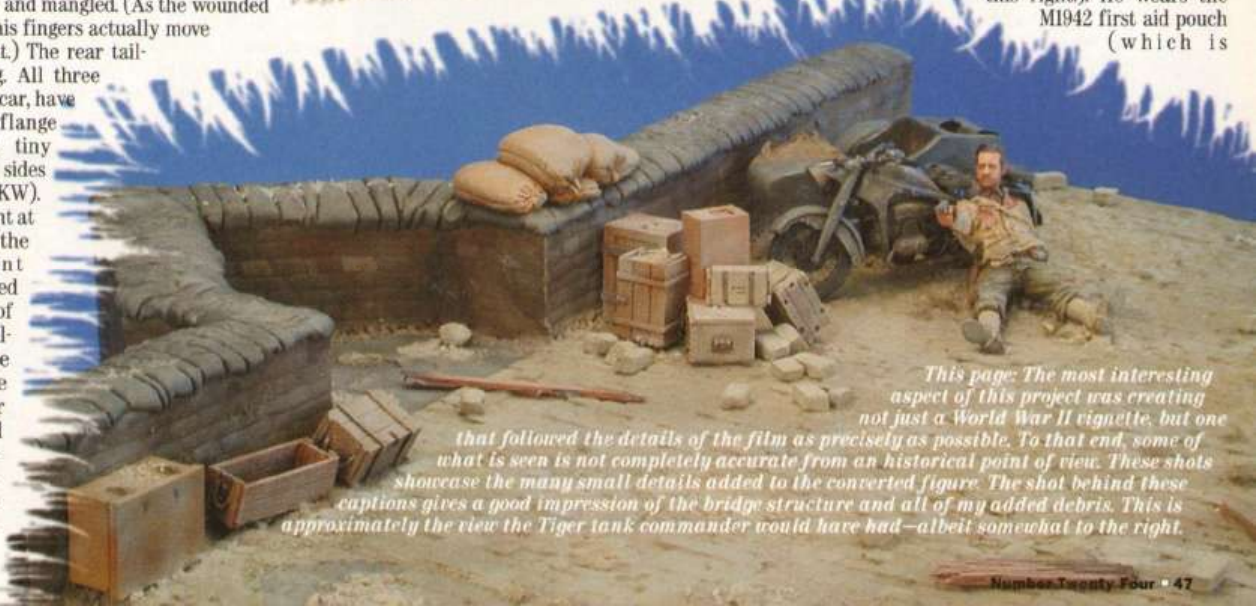
Some interesting sidebars. When the reinforcements arrive along with the Sherman, Ryan stands up and gazes around in a daze. There's a wide shot of the bridge, the Sherman and the burning Tiger. Reiben has already reached Miller at the motorcycle. However, the motorcycle is now moved forward about 30 feet, to the center of the bridge. I suspect that this scene was reshot, or perhaps a large vehicle had to be moved across and the bridge was cleared and restaged. In any case, all other motorcycle views—including the closing scenes—have the motorcycle posed on the 'Alamo' side of the bridge support. Secondly, in this wide shot some type of red box is now leaning against the back of the motorcycle. It wasn't there when everyone ran across the bridge; could be some sort of debris that dropped in. Maybe a crewmember dropped his lunchbox. NP features a photo of the same 'dazed Ryan' scene—the red box isn't there.

Captain John Miller: movie version

Tom Hanks' portrayal of the Ranger captain is, as you know, spectacular. There's been some pooh-poohing about insignia, helmet markings, the color of assault vests, who wore what, blah, blah, blah. We're not concerned with that here. (But—aargh—actual D-Day photos indeed show officers, even captains specifically, with white bars painted on their helmets and silver insignia pinned to their collars. So there.) We're recreating Captain Miller as he appeared in the film and here's what he looked like when the last stand scene appeared.

Throughout Saving Private Ryan, Miller wears a dark, almost black T-shirt; dark OD wool shirt with silver captain's bars pinned to the right collar, crossed infantry rifles on the left; khaki M1941 field jacket with blue and gold RANGERS patch; OD wool trousers (lighter in shade than his shirt) and leather boots (presumably ankle boots) with M1938 canvas leggings. As Miller tells Ryan on the bridge "Never more than two feet away from me and that's not negotiable," he removes his assault vest, so that's not seen for the remainder of the film. He carries a canvas ammo bag on the left side during the whole film; even after the vest is removed, he carries his Thompson ammo (obviously) throughout the battle of Ramelle. The bag is empty by the time Miller reaches the motorcycle. His helmet is blown off when the Tiger fires at the 'Alamo', so it's not a factor in the diorama.

Miller also sports an array of gear on his canvas pistol belt. The belt itself isn't usually visible, as the jacket covers it. Here's the gear, starting at the front and moving clockwise (believe me, I went through a lot of scenes to get this right!). He wears the M1942 first aid pouch (which is



This page: The most interesting aspect of this project was creating not just a World War II vignette, but one that followed the details of the film as precisely as possible. To that end, some of what is seen is not completely accurate from an historical point of view. These shots showcase the many small details added to the converted figure. The shot behind these captions gives a good impression of the bridge structure and all of my added debris. This is approximately the view the Tiger tank commander would have had—albeit somewhat to the right.

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empty in the final scenes of the film); M1911A1 .45 pistol in leather holster, with M3 fighting knife in M8 scabbard jammed behind the holster; another M1942 first aid pouch on the right rear; M1910 canteen and cover on the left rear; three strangely unused Mk.2 pineapple grenades on the left side and a M1918 web magazine pocket (.45 cal ammo) on the front left.

Captain Miller is pretty banged up by the time he reaches the motorcycle. On the beach, he received a concussion, wounds to his right ear and a twin row of deep scratches on the right side of his neck. After Jackson and company are blown out of the church tower, a deep gash appears on Miller's right cheek, above the jawbone. He is shot in the left hand at the 'Alamo', while reaching for the detonator. The Tiger blast to the 'Alamo' knocks him down and a spray of blood appears on his left collar; presumably, there's a wound to the left rear of his head. Finally, 'Steamboat Willie' shoots Captain Miller in the right chest. Miller's right epaulette is shredded early in the film and there's a large rip in the jacket at his right tricep. The rest of the uniform is convincingly weathered and filthy.

Those are the details. So how to reproduce them in 1/35th scale?

The bridge at Ramelle: scale version

Initially, the Captain Miller diorama was worked up with the cobblestone bridge surface flat on a base. I decided that this arrangement didn't do justice to the drama of the scene; it's a terribly desolate and desperate moment and I wanted a diorama that reflected that emotion. So, I set about recreating an entire slice of the Ramelle bridge.

The bridge scenes listed above all aided in deciding the scale of the bridge and several of the reference shots helped determine the composition and height of the walls. I decided to construct the bridge using one of the supports to hold up the entire scene. The abutment forward of the motorcycle was to be finished on one side and the bridge would appear sliced away from the viewer's angle. One of the trolley rails made a perfect edge to the cobblestone street. I called on my trusty bucket of MegaBloks (a less expensive version of LEGOs) as used in the Hanomag diorama (issue #17) and the Opel Blitz trailer (issue #18). Nothing works better for creating solid, squared forms in diorama projects. As seen in the photos, the bridge was scaled out given that Private Toynbe could reach the arch while standing in the boat and that the upper walls were right at butt level on a standing man. The handlebars on the motorcycle are also right at the same level as the top of the walls. The angled abutment on the bridge support was built as a separate structure. Several hundred MegaBloks and two entire bottles of Pacer PlastiZap were used up, making sure that each plastic brick was glued to the next. (Do this type of work on newspaper, or you might just end up with a MegaBlok structure firmly glued to your workbench. No further comment here.) I twisted a block here and there while gluing, as I wanted a somewhat uneven surface so the finishing layers would have something to grab. The arches were built up with staggered rows of MegaBloks and sheet plastic was curved, cut to size and super glued into position (special thanks to super glue accelerator) to form the curves. The angled abutment was then glued to the bridge and resulting gaps were plugged with spare blocks and chunks of Plastruct channel. The angled abutment which Miller steps into in the film has what appears to be a triangular concrete surface, so sheet plastic was cut to shape and glued in place to form this 'floor.' Next, two resin sections of cobblestone from VP were cut to size and attached to the structure using superglue and 5-minute epoxy. A length of T-bar from Plastruct was tacked into position as the trolley rail.

The composition of the bridge is interesting. The walls above the street are rough-mortared stone, about nine stones high. The walls are then topped off with cut stones perpendicular to the wall itself and these stones feature a worn and slightly rounded top. On the exterior, the mortared stone extends down to the top of the arches, where larger blocks appear, seemingly made from concrete; this could also represent heavy lath mortar used to seal up the bridge at the water level. The undersides of the arches are also the lengthy slabs of flat stone.

I wasn't thrilled with the idea of creating hundreds of stones for the walls and quite by accident stumbled across a product I've had for several years. It's a rough stone wall from Alexander the Great of Greece, which is actually embossed paper (item #SO22). It's approximately 8"x11-1/2" and is even printed in a mottled dark gray. And it scaled out perfectly for the walls—nine stones high! I cut the sheet to size in several sections and attached it to the MegaBloks with FabriTac, an adhesive designed for cloth work. (I 'discovered' this stuff about six years ago at a fabric store and it's amazing. It's handy for attaching all types of cloth, balsa wood and paper, and even works great on ceramic buildings since it doesn't soak in to

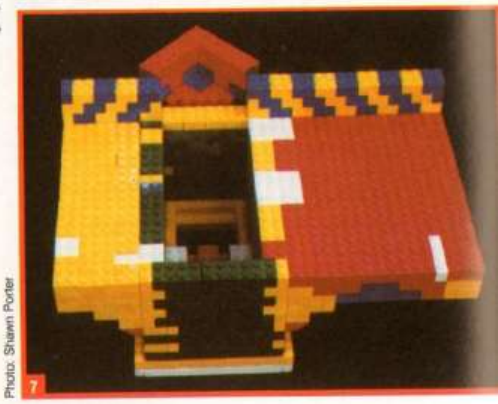

Photo: Shawn Porter

1. This is the complete bridge structure. The entire scene was built around a single bridge support. 2. The roadbed of the bridge is composed of sections of resin cast cobblestone from Verlinden Productions. 3-6. The finished motorcycle and sidecar combination. The model was created by heavily modifying the Italeri Zundapp kit with parts from a Show Modelling etched set. The ultimate goal was to make it match the movie motorcycle as closely as possible. 7. This is the bridge during the initial stages of construction. The basic structure was entirely formed from "MegaBloks," which is a less expensive form of Lego. Over two bottles Pacer PlastiZap was used to glue it all together. Pretty colorful, don't you think?

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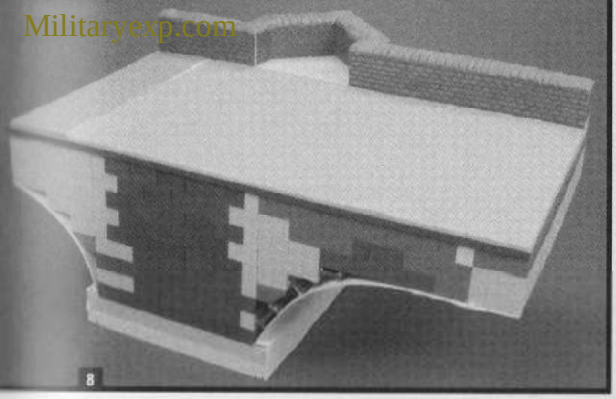
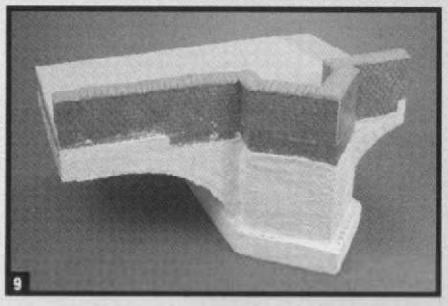




the plaster. You can also find it at craft stores and it will add a whole new smell to your modeling repertoire.) So, I zipped right through the paper stones and moved on to the larger slabs. Covering the plastic blocks with LiquiTex, an acrylic-texturing medium, created the waterline slabs. I wasn't exactly thrilled with this application, so I switched to a mixture of Durham's Water Putty (available at hardware outlets and a truly amazing product) and Hydrocal casting plaster from Woodland Scenics. This mixture was applied using a narrow spatula and evened out. Pressing a metal ruler into the plaster mixture before it had hardened made the breaks. I moved quickly here. The bridge is far from pristine in the film and the surface is uneven and worn, rough and smooth. The special effects guys did themselves proud.

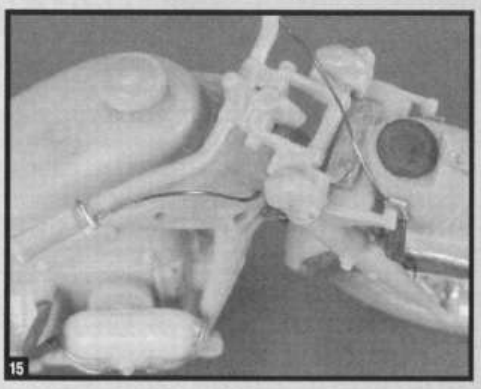
Finally, I turned to the stones topping the walls. I purchased some plumber's epoxy putty at the hardware store. This comes in a jellyroll configuration—just slice off a chunk and knead and it hardens 'like steel' in 20 minutes. Great stuff. (I strongly recommend wearing latex surgical gloves when using this epoxy, or you'll spend 30 minutes cleaning your hands. Or trying to.) Long lengths of the putty were laid on top of the MegaBlok walls, then pressed down with a variety of sculpting tools. Breaks in the stones were cut with a hobby knife just before the putty hardened.

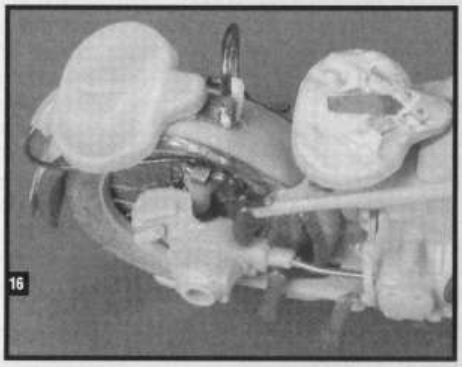
Given the cutaway angle of the bridge, only one side had to be fully finished. The viewer's side and the two ends of the arches would be covered with matboard. With the bridge construction finished, I selected an octagonal pine plaque as the base.

The motorcycle: scale version

The motorcycle was another challenge. Of the 1/35th motorcycles available, the Italeri Zundapp seemed the closest match. Last year I finally acquired The Show Modelling set #025, which includes those marvelous metal wheels and etched spokes. Only two wheels are provided (I understand a second set included parts for the sidecar wheels). I began with the sidecar. The two halves were joined and tediously sanded and the stowage lid behind the seat was carved out. Sheet plastic was used to make a new floor for this compartment, along with replacement slats under the passenger's feet. The taillight was removed from the fender and a grab handle as seen in the film was fashioned from copper wire, along with a smaller handle on the front lip of the passenger compartment. Lead foil was cut using a circular template and these 'side-skirts' were added to the fender. Without a third set of etched spokes, I suddenly recalled a small set of etched gears and wheels, produced many years ago in the heyday of VP. I found them in the parts box and sure enough: there is a spoked wheel on there. The exact name and number is gone and odds are you'll never find this item if you don't already have it—it was called "Wheels & Gears" or something like that. I carved out the spoke of the sidecar wheel, ground out some of the rim and affixed two of the etched spokes in there. A length of plastic sprue was then used to reform the rim on the inside of the wheel. I then removed the hub from the plastic spokes and mounted it to the new version and fashioned a new axle. The canvas cover that is flipped over the front of the sidecar was cut from facial tissue, soaked in white glue and put in place. The stowage compartment lid—evident in the aforementioned NP photo—is caved in and ripped apart and was easily made from lead foil.

The motorcycle itself became a real odyssey. It's one of the stars of the diorama, so it had to have the appropriate amount of detailing. The dispatch box molded to the top of the fuel tank was sanded off and a resin replacement fuel cap was added. (This cap isn't clearly visible in the film.) The plastic wheels were removed from the fenders and quite some time was spent working on the Show wheels. The etched spokes are too large for the recesses in the metal wheels and had to be repeatedly trimmed down to fit. The axle for each wheel is also in white metal and can be gently pressed to form a slight outward bulge to the spokes. Very nifty. The resulting joint in the middle of the tread was then filled with putty and sanded and a new pattern was cut in using a hobby knife. I devised a different





8. This is the bridge structure somewhat further along. As you can see, the arches were built up with staggered rows of MegaBloks and sheet plastic was curved, cut to size and super glued into position to form the curves. 9. The lower bridge stones are scribed Durham's Water Putty, while the upper surfaces are covered with a paper product from "Alexander the Great" of Greece. 10. The Captain Miller figure is an extensive conversion. The principal figure used was from Jaguar's 'Steamboat Willie & His Captor." The torso was taken from VP's US Truck Drivers. The arms came from the parts box. The right hand is from the Jaguar figure, but the .45 was replaced with a Tamiya version. The trigger finger was reworked. Rings for the grenades were fashioned from very fine wire. 11. The appropriate equipment was all found in the parts box. The holster was hollowed out and straps for the knife scabbard were made from lead foil. 12. A Hornet head was reworked around the mouth, eyes, hairline, jaws and nose with a two-part epoxy putty called "Apaxie Sculpt." 13. Using the video as a reference, the Italeri Zundapp was modified to match the film version. Several of the modifications are visible in the following photos. The entire rear frame was removed and replaced with copper wire and plastic rod—a very tedious task. The two engine manifolds were reworked by sanding resin blocks into an oval shape, which were then coated with superglue; three fine strands of copper wire and a Grandt Line nut were attached to each. 14. These are thewheels and spokes from The Show Modelling, set #025. The 'side-skirts' were made with foil. 15. The kit brake and clutch levers were removed and replaced with stretched sprue. Fine copper wire cables were added along with bits of spare etch for the cable brackets. The dispatch box molded to the top of the fuel tank was sanded off and a resin replacement fuel cap was added. 16. The curved kit seat was sanded smooth and carefully bent until it was flat. The passenger grab ring was fashioned from copper wire with a plastic mount. The driver's seat was sanded down and the torn/burned seat cover was built up with Testor's modeling putty.

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method for the 'side-skirts' by simply gluing a wide strip of lead foil inside the curve of each fender, bending it appropriately and trimming it with small scissors. The rear shock absorbers were fashioned with resin spares (I really have no idea what the parts originally were). Small holes were drilled in the bottom and a loop of wire inserted so that the shock could attach to the rear axle. The entire rear frame was removed and replaced with copper wire and plastic rod—a very tedious task requiring repeated viewing of the motorcycle scenes and which took about four hours. A bracket from copper wire was attached, with circles the rear fender. The rear taillight was removed and replaced with a large circular canister. The rear license plate is from the Show set. The brake disc on the front wheel is provided by Show in white metal, but seemed oversized and was replaced with punched plastic. The front axle had to be trimmed down as it forced the front forks into a wide angle. The headlight was cleaned out and angled downward and a switch and gauge from the spare box were attached to the top.

The kit brake and clutch levers were removed and replaced with stretched sprue. Fine copper wire cables were added along with bits of spare etch for the cable brackets. The two engine manifolds were reworked by sanding resin blocks into an oval shape, which were then coated with superglue; three fine strands of copper wire and a Grandt Line nut were attached to each. The exhaust and large muffler were made from copper wire and plastic tubing. Four foot pegs were created by gently 'kissing' plastic rod against a candle flame to flare out the end, then drilling a hole in the opposite end, inserting copper wire and mounting them in the proper position. The two seat brackets were removed; the rear seat in the movie is well seen and sits directly on top of the fender on a small bracket. The curved kit seat was sanded smooth and carefully bent until it was flat. The passenger grab ring was fashioned from copper wire with a plastic mount and bolts and was appropriately damaged with a pair of wire cutters. The driver's seat was sanded down and the torn/burned seat cover was built up with Testor's modeling putty. Exposed brackets were pressed into the putty as well.

With the cycle so extensively rebuilt, there was a whole slew of kit parts left over, including the wheels and spare, saddlebags, muffler, front fender brackets, engine details and machine gun for the sidecar.

Captain Miller: scale version

The third star of the diorama is Captain Miller himself. A lot of figures auditioned for this part. The principal figure used was from Jaguar's 'Steamboat Willie & His Captor' (#63095), which features Private Jackson pointing his .45 at the German. The legs were sawn in half at the crotch and spread out. A torso wearing the M1941 jacket was taken from VP #1327, US Truck Drivers. These elements were repeatedly test fit against the rear wheel of the motorcycle; Miller is neither sitting nor fully reclining and his shoulders rest against the bike. The arms came from the parts box. The right hand is from the same Jaguar figure, but the .45 was replaced with the larger Tamiya version from #35121. The trigger finger was also reworked. A Hornet head was the closest I could get to Tom Hanks and I selected one from HH08, the older European set. The head was reworked around the mouth, eyes, hairline, jaws and nose and these modifications continued into the painting stage. Miller's hair is dirty and matted and this was also created. Over a year ago I purchased two-part epoxy putty called "Apoxie Sculpt" and finally decided to give it a try. Prepare to be amazed, friends and neighbors. It's easy to mix, doesn't stick to your hands, smoothes with water and can be used to create unbelievable details. Apoxie Sculpt was used on the head, rips in the jacket, shoulders and ammo bag, and to create a new crotch and lower half of the jacket. The appropriate equipment as detailed above was all found in the parts box. The holster was hollowed out and the snap drilled out. Rings for the grenades were fashioned from very fine wire. The Ranger patch and straps for the knife scabbard were made from lead foil. Various buttons were punched from plastic and lead foil and the ammo bag strap was cut from adding machine tape. (Get a spool of this paper on your workbench. It's a good way to keep paper handy.) The collar insignia was made from foil and fine copper wire. (Here's another tip—check out the jewelry section at your local craft store. They sell all types of very fine wire in spools about a mile long, usually for less than a buck.)

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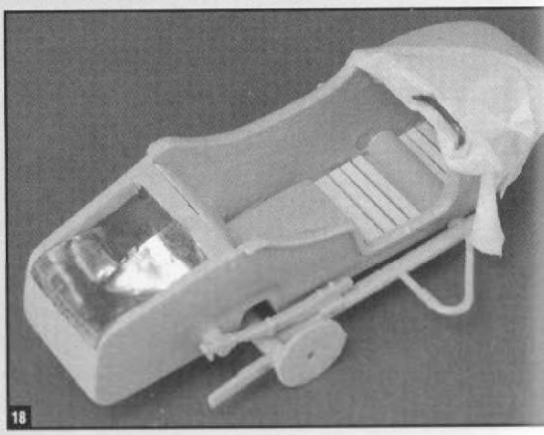
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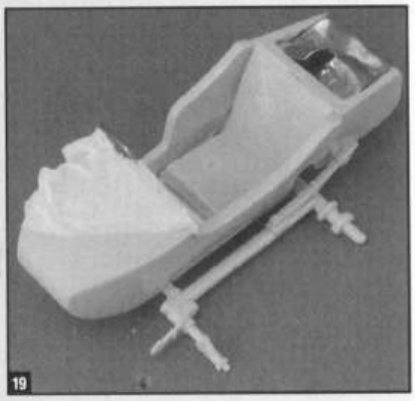
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17. A bracket from copper wire was attached, which circles the rear fender. The rear taillight was removed and replaced with a large circular canister. The rear license plate is from the Show set. 18, 19 The modified side car. The stowage lid behind the seat was carved out and sheet plastic was used to make a new floor for this compartment, along with replacement slats under the passenger's feet. The stowage compartment lid is caved in and ripped apart and was easily made from lead foil.

Saving Captain Miller

I won't rant on about the painting stages. A wide variety of acrylics, enamels, and oils were all used to finish and weather the project. The best overall view of the bridge comes as the Tiger is preparing to blast the 'Alamo.' The clouds have blocked the sun and there is an excellent, split-second shot clearly showing that the walls are a grayish-brown, topped by dark gray stones, and the cobblestone street is a very light tan; the street is a stark contrast to the bridge walls. The motorcycle and figure were firmly pinned to the road after painting, and debris was added based on that seen in the film. The mysterious pile of ammo crates was recreated using a variety of resin boxes from Custom Dioramics, GREIF, Plus Model and VP. Interestingly, these boxes are never seen from the same angle twice and I'm convinced they were restacked several times during the filming. Matter of fact, they don't appear to be there at all when Reiben and Ryan reach the grievously wounded Captain Miller. As Ryan looks down at Miller, the good Captain is basically sitting in dirt. You see, although there are loose cobblestones (actually bricks) all over the bridge, it wasn't shot to pieces for the final sequence. Dirt and rubble were apparently spread around by the crew, and the "loosened" cobblestones were placed all over the street surface. I replicated this by rubbing superglue into the cobblestones with an old brush, and applying sand and gravel. The sandbags were fashioned using Apoxie Sculpt. (Man, I love this stuff!) The three cutaway edges were finished with black matboard. Shell casings were cut from brass wire. Finally, the scene was ready to mount to the base. The edges of the pine board were framed with 1" square wood strip. Each of the eight strips required two miter cuts and these were attached with wood glue. The joints were all filled with wood putty and the entire base was then sealed with Tripp Wood Seal and stained. After the base was thoroughly dry, the bridge was mounted to the base with bolts and washers. Enviro-Tex Lite was mixed and tinted with a few drops of Tamiya acrylic green and yellow. This mixture was then carefully poured inside the frame. I wanted to avoid the 'water painted on the base' look, so the result was canal water with a bit of depth.

Saving Private Ryan and preserving Captain Miller, in scale.

—Joe Porter

MMiR RECCE

Saving Private Ryan – If it's not on your Top 5 Movies list, shame on you. Released in 1998. Video produced by DreamWorks Home Entertainment, 1999.

Spielberg's D-Day – After the Battle #103, 1999. Nearly the entire issue is devoted to the making of Saving Private Ryan. Lots of insight, behind the scene stuff and 'in progress' shots.

Saving Private Ryan – DreamWorks LLC and Newmarket Press, 1998. A fine photo-journal by Steven Spielberg and David James. Plenty of movie stills plus more 'in progress' shots.

Spearheading D-Day – Histoire & Collections, 1998, by Jonathan Gawne. A splendid volume covering the units and uniforms of American special units at Normandy. Really lovely color photos of uniforms and details to help you figure everything out.

D-Day: Operation Overlord – Salamander Books, 1993. A large format volume absolutely brimming with full color detail photos of uniforms, weapons and equipment of all the armies at Normandy. Excellent historical documentation as well.

German Motorcycles in World War II – Schiffer Publishing, 1990. The movie motorcycle isn't in here, but it will help you decipher the 1/35 kits on the market. Superb detail shots of plenty of cycles.

Apoxie Sculpt. This stuff is definitely worth a mention. If you can't find it, you can order direct at http://www.apoxie.com/aves/apsculpt.htm or call 715-386-9097. Let's put it this way; four pounds will cost you $21. This weight in other 2-part epoxies will run $100-$150. Prepare to have your world rocked, baby.

Scale models and other products used are specified in the text.

Collectors interested in purchasing this diorama can contact jporter@cosmicbovine.com.

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Curvy Shermy

The Seldom-Seen M4A1E8 Sherman

At the end of 1944, the United States began to deploy Sherman tanks equipped with the new horizontal volute spring suspension. HVSS offered several advantages over the older vertical volute spring suspension, including a smoother ride and—because of the new 23" wide tracks—lower ground pressure. HVSS was adopted as standard equipment for all new Shermans; however, production focused on the Army's favorite, the V8-powered M4A3. No other HVSS-equipped Sherman saw action with the U.S. Army during the war. Despite this fact, other vehicles in the M4 series were constructed with the new suspension, including the cast-hull, radial-engined M4A1.

I've always liked the lines of the M4A1E8 (or should I say M4A1 76 (W) HVSS). With the late cast hull, wide fenders, 23" tracks and T-23 turret, think of it as the Sly Stallone of Shermans (which I guess would make the Super Sherman the Arnold Schwartzeneger of Shermans!). To portray the vehicle, I combined the hull from Italieri's M4A1 (kit no. 225) with the turret and suspension from DML's WWII M4A3E8 (kit no. 9010), which comes with link-to-link T-66 steel tracks. I also added various aftermarket goodies, including the fantastic photo-etched detail set from On The Mark Models for the post-war Sherman (kit no. TMP-3512). This set is also suitable for late-war HVSS vehicles. Since I'm a patriot, I decided to build a late-war U.S. Army vehicle, based on photos in Hunnicutt's Sherman bible.

Break out the sandpaper

I started with construction of the lower hull and suspension. For anyone who has wrestled with one of DML's HVSS Shermans, this will be familiar territory. Here's the deal. DML's Easy Eight Shermans use many of the same components as Italeri's old M4A3. This was a good kit by all accounts, but was designed to accept VVSS suspension bogies. As a result, you have to start by sanding off the raised mounting points for the VVSS suspension. DML subsequently corrected this by including a resin lower hull with its Easy Eight gun tanks and a whole new plastic lower hull with its POA flame-thrower tank. All in all, however, not much effort is involved here. I used a sanding block on the sides of the hull and my motor tool to deal with the hull bottom. I then glued the brackets for the HVSS bogies (DML parts C8) in place. Once the glue had dried, I constructed the HVSS units according to the instructions. The trick is to get the vehicle to sit flat, since there are no locating pins to help you out. If you are careful, the results are very satisfying. DML has done an outstanding job in rendering the suspension. The only modification I made was to add Grandt Line bolts to the mounting brackets. I also added a row of Grand Line bolts where the transmission housing bolts to the lower hull.

For the next step, get out your ruler. HVSS Shermans have return rollers on each bogie unit and then two independent return rollers mounted on either side of the central bogie unit. The instructions with the DML kit provide detailed measurements for placing these items. Again, this isn't a big hassle; you just have to be careful, since these should line up with the return rollers on the bogies themselves. I then added the final drive housings from the DML kit. The hub on the final drive housings is too short; unless you fix it, the drive sprocket will be closer to the hull than the road wheels, causing the tracks to curve inward. I corrected this by adding some plastic tubing as a spacer on each side.

With the suspension complete, I turned to the upper hull. Italeri has captured the basic shape of the vehicle quite well. However, the upper hull lacks a cast armored texture characteristic of the M4A1; out of the box, it's as smooth as my 2 year old's tushie (but not as cute). To correct this (the hull, not the tushie), I used liberal amounts of Testors liquid cement to soften small sections of the surface of the hull and dappled it with an old paintbrush. This method leaves a rough surface once the glue cures. However, it is time-consuming and should only be done in an area with proper ventilation. If you do this in an enclosed area, make sure that you don't operate any heavy machinery for a couple of days!

Fender Bender

The next step was to add the wide fenders characteristic of HVSS Shermans. I thought the fenders and sand shields supplied by DML were OK, but a bit on the thick side. I therefore decided to fabricate my own. The first step is to remove the front fenders that are molded as part of the Italeri upper hull, since these are for a narrow VVSS vehicle. I replaced them with the wider front fenders from the DML Sherman (parts C19 and C20). These pieces are molded with the part that joins the transmission housing. I sanded this off since it did not join up with the Italeri tranny housing very well and replaced it with a new piece using .20" plastic sheet (see part A in Figure 1). Additionally, the DML fenders end in a point, which they shouldn't, so I removed the outer 1/8" with an X-acto saw. I removed the molded-on bolt detail and replaced them with four Grandt Line bolts using my references as a guide. The last touch on the front fenders is to add the braces on the transmission housing using plastic strip.

Once the front fenders were in place, I turned to the rest of the upper fender. Each fender is divided into three pieces, with the shortest to the front (parts B, C and D in Figure 1). Each fender gets ten fender braces to hold it in place. On welded-hull Shermans, the braces were folded from rectangular pieces of metal. This is adequately portrayed in

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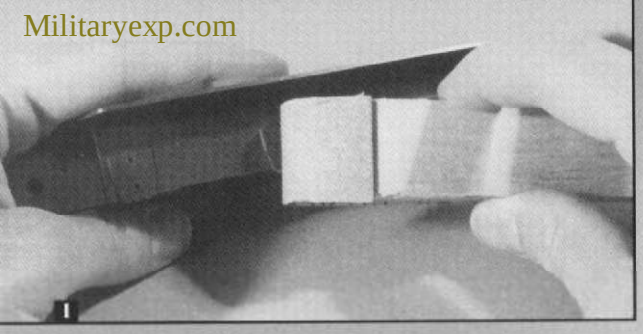
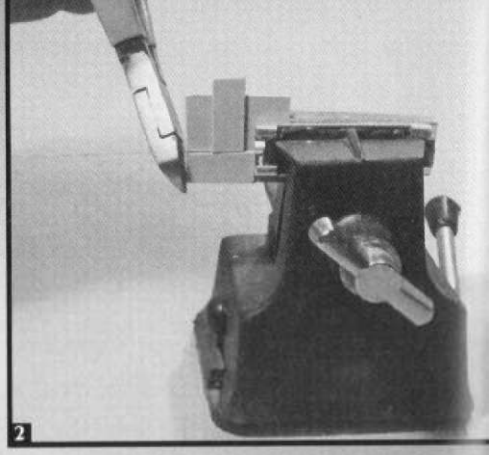
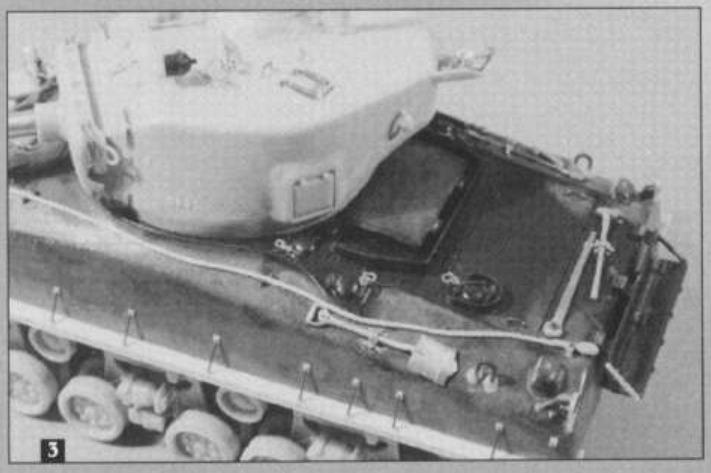
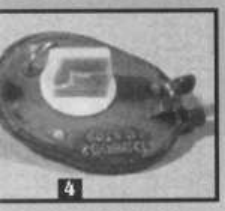
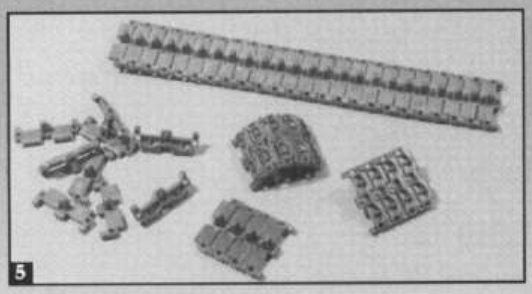




1. The Italeri lower hull is designed to take VVSS suspension. To get the DML HVSS bogie units to fit, the VVSS mounting points must be sanded off. Check out those hands—George Castanza, eat your heart out! 2. Each fender gets ten little wire braces to hold it in place. To speed up the process, I made a jig out of thick plastic sheet. A few quick snips and I was in business. The local Mohel would be proud. 3. The fenders and the wire braces have been installed, as have the very nice Collector's Brass tools. I went a little nuts on the stowage and even threaded the retention straps through the tie downs from the OTM photo-etched set. 4. It's not mentioned in the text, but I left the driver's hatch open. I added periscopes from Verlinden and those great casting numbers from Kendall Models. 5. The DML tracks before installation on the model. I pre-assembled various sections and then glued them on to the model prior to painting. I generally prefer to paint link-to-link tracks before they go on the model, but painting them afterwards wasn't as bad as I thought. 6. Another shot of the sand shields and the finished model prior to painting. This shot shows off the textured upper hull, which I accomplished using liberal amounts of Testors liquid cement to soften the plastic.







the DML kit and outstandingly portrayed in the On The Mark photo-etched set. However, my research shows that cast-hull Easy Eight's used thin metal rods as fender braces. I simulated this using, well, thin metal rods. Each individual fender brace is 6mm in length. To make sure that each brace was the same length, I created a simple jig. All I had to do to make each brace was to insert the wire into a 6mm long notch in the jig, line up my diagonal cutters and snip! Within a few minutes, I had cut all twenty of the braces. You know, all this snipping begs the question: If I do an Isherman, would I have to call a Mohel? To attach the braces to the hull and to the fenders, I used 1mm square pieces of plastic with holes drilled into the center. The remainder of the fenders and sand shields would await completion of the rest of the vehicle and installation of the tracks (see below).

Nice brass

With the fenders out of the way, I turned my attention to the various stowage details on the lower hull, most of which was rendered in brass. I added pioneer tools from Collector's Brass. Each tool received retaining straps fashioned from lead foil and a buckle from On The Mark's Sherman detail set. I also used tie-downs from the OTM set. Since I was feeling crazy, I actually treaded the lead foil straps through the buckles and tie-downs. The headlights, taillights and horn received photo-etched guards from the OTM set, as did the hatches for the driver and assistant driver. One note on the taillight guards. My references show that the guards stick up higher on many cast-hull Shermans. No idea why, but I followed my references faithfully. On the front end, I detailed the transmission housing by adding photo-etched casting numbers from KMC (kit number 35-2002). To make these blend in with the kit, I glued them in place and then put thin super glue around the edges of each number. The transmission housing also received thin photo-etched chain on the towing pintles from Royal Models and one of those infamous comb devices below the bow machine gun fashioned from plastic strip. Finally, I used thin brass strips from an old PE fret to make the brackets on the bottom of the folding stowage rack. These brackets were used to store the gun-cleaning rod when not in use. With all of these details done, I set the hull aside and turned to the turret.

One T-23 turret with oval hatch and muzzle brake to go, please

I decided to go with DML's T-23 turret in lieu of the Italeri item for a couple of reasons. First, the DML turret has a later-style oval loader's hatch, which I thought was more appropriate for a Sherman of this vintage. Second, the DML turret has a nice cast armor texture. The turret received several items from the OTM photo-etched set, including the travel lock for the .50 cal. machine gun and various details for the .50 cal. stowage brackets on the rear of the turret. The travel lock and the stowage brackets receive neato spring clips that must be bent to shape. You have to make three of these little suckers, putting your dexterity to the test big-time. The OTM set also provided periscope guards and the snaps for the mantlet dust cover. These last items are truly outstanding. Sort of makes it look like the tank paid a visit my brother (he's an orthodontist).

I added a whole host of other details to the turret. I made new springs for the loader's hatch from thin copper wire. And since I'm a nut, I just had to make a new hinge for the hatch so that it would be functional. I also made the ribs that hold the mantlet dust cover out of thin solder. I took a searchlight from Tamiya's M4A3 and detailed it with some photo-etched chain from Royal Models. Finally, I added a turned aluminum barrel from the Tank Workshop. The Tank Workshop item does not include a muzzle brake and seems a little too narrow at the end to my eye. I cut off the end of the barrel and added the muzzle brake from the DML kit. One of the great things about 76mm Shermans is that over-sized gun and turned metal barrel really brings this out well. I think it was Patton who said to Ike: "Is that a 76mm M-1 gun or are you just happy to see me?"

Tracks

As indicated above, I decided to render my kit using T-66 single-pin track, which was the first style of 23" track fitted to Easy Eight Shermans. DML is the only source of link-to-link T-66 tracks, although Accurate Armor has a set in their Track Pack line. In my view, the DML tracks are too thick and the center guide horn is not hollow. However, I'm not a big fan of resin strip tracks, so DML was the way to go.

There are various schools of thought on the best way to assemble link-to-link tracks. When dealing with non-workable tracks such as those provided by DML, I prefer to add the tracks once the vehicle has received an initial coat of paint. However, since this tank was getting sand shields, I had no choice but to assemble the tracks on the vehicle prior to painting. This is the method championed by Tony Greenland and I must say that it worked out well. Prior to fit-

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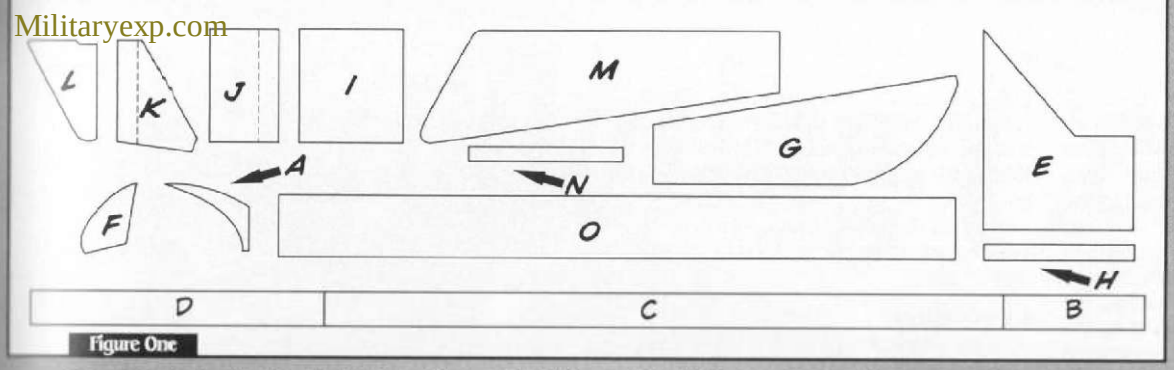
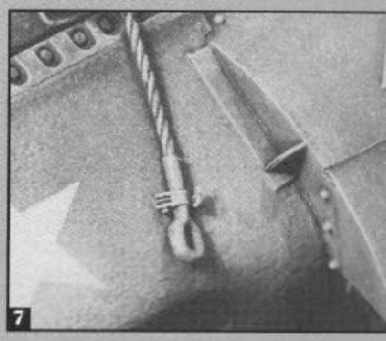
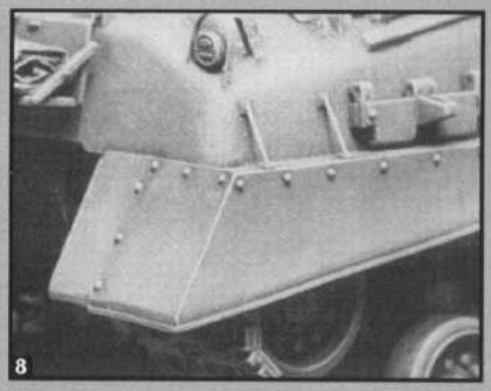
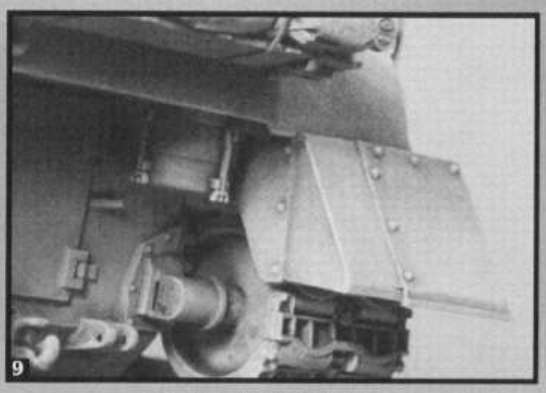
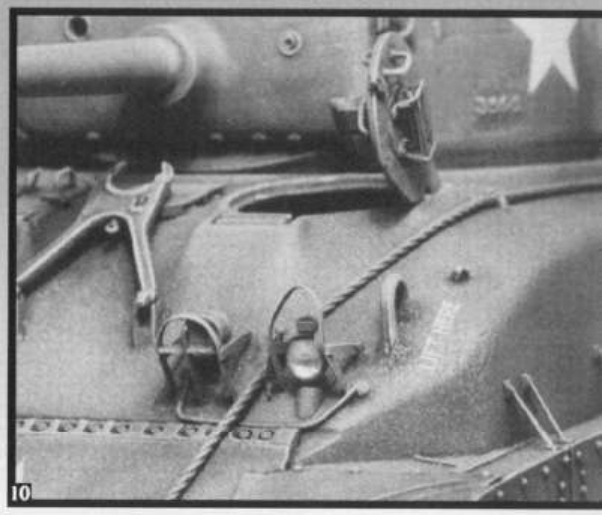


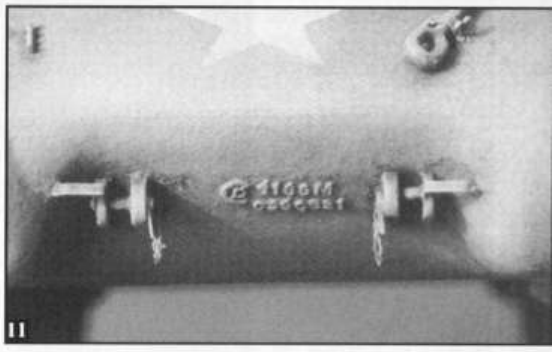
Figure One











7. A close-up showing how Part A from Figure 1 joints the modified DML front fender. Also seen are the fender braces added to the transmission housing and the neato tow cable bracket from OTM. I detailed it with a wing nut from Grandt Line. 8. The tail end of the Sherman showing the completed rear fender and sand shields. You can also see the tail lights with the OTM light guards and the fender braces made from wire. 9. Another close-up of the rear fender, this time from the inside, showing how it goes together. The sad thing about this extreme close-up is that it shows the imperfections! Check out the wing nuts on the air cleaners. That's how it came out of the box from Italeri. 10. The front end of the Sherman with the OTM headlight and horn guards. This shot also shows the power line leading to the horn and the MV lenses. I simulated the weld beads on the lifting rings using Milliput. 11. The Kendall Models photo-etched casting marks on the bottom of the tranny cover. To blend the marks into the plastic, I put thin super glue around the edges. You can also see the photo-etched chains on the towing pintles.

ting the tracks to the vehicle, I assembled each side in sections, which is particularly easy to do since Sherman tracks do not sag. I assembled a long series of links for the top from the drive sprocket to the idler and then a bottom run from the center of the foremost road wheel to the center of the rearmost road wheel. I then assemble four or five links around the drive sprocket and the rear idler. Finally, I assembled two short lengths of track, one to connect the drive sprocket to the front road wheel and the other to connect the idler to the rear road wheel. Individual links were used to join each of the lengths of track together.

Sandy Shields

With the tracks in place, all that remained was to finish the sand shields. As indicated above, the DML shields were on the thick side, so I made my own using .20" plastic sheet and a lot of Grandt Line bolts—49 bolts per side, but who's counting! Before starting, I made templates for the sand shields as shown in Figure 1, relying heavily on my references. The DML shields get the general shape, but omit much of the detail.

I started with the front shield on each side. First, I cut a piece of styrene in the shape of Part E in Figure 1. This was cut to fit the modified DML front fender discussed above. To get the curve of this piece just right, I heated the plastic in some warm water and then wrapped it around a 1" diameter brass tube. When the plastic cooled, it retained some of the curve. Part E was then glued (using super glue) to the modified DML front fender. I then added Part F and Part G from Figure 1. Part F is the inside of the front fender and Part F is the outer part of the sand shield. These were added using super glue gel with a slow cure time. Both parts have to be added at the same time and carefully aligned to the curve of the fender. Once I was happy with the placement of these pieces, I added a liberal amount of Zap accelerator to fix the pieces in place and to get that wicked Zap Kicker high. I then added Part H to the front fender assembly. Some thin plastic strip was glued along the bottom of Part H and Part G to create the lip that runs along the bottom of the sand shields.

I then turned to the rear fenders. I started by gluing Parts I and J from Figure 1 together. For the right hand side of the Shermy, Part I gets glued on top of Part J along the dotted line shown on Part J. I then joined Part K and Part L. Again, working on the right hand sand shield, Part L gets glued on top of Part K along the dotted line. Reverse the foregoing on the left side of the Sherman. The combined Parts I and J are then glued to the back hull of the vehicle and form the back end of the rear fender. Before this part dries, the combination of Parts K and L gets glued to the inside of the back fender and Part M gets glued to the outside of the back fender. Slow-curing super glue was again the key here, as it gave me enough time to align the parts. When everything was where I wanted it, I brushed on some Zap kicker to dry the glue. Part N was then cut in two pieces and glued to the bottom of the Part I and J combo and another thin strip of styrene formed the lip on the bottom of the fender.

To wrap up the sand shields, Part O from Figure 1 was glued on the side of the fenders, right smack dab between Parts G and M. Part O gets a slot cut in it towards the rear of the piece. This was shown in my references, but I'm not sure of the purpose. Perhaps it allows the crew to view a teeny-weeny section of track on the top run to make sure everything is OK. Small pieces of styrene were glued to take up the small gaps between Parts G, M and O. With that, a whole mess o' Grandt Line bolts were added in place using my references as a guide and the sand shields were done. This whole process sounds a lot harder than it really is. With templates in hand, it goes pretty smoothly. Gel super glue is a big help, though, since a lot of fiddling and aligning is necessary. In all honesty, my sand shields aren't perfect. But hey, sand shields were thin sheet metal and took a lot of abuse on a big, heavy tank!

Olive drab redux

If you concentrate on American armored vehicles as I do, you've got to get used to spraying a lot of olive drab paint. You might get the chance to really jazz up a late war Sherman with some basic black camouflage, but that's about it. Indeed, this is my fifth article for this vaunted publication and guess what? Every freakin' vehicle has been done in O.D. Some might say this is monotonous, but there are just so many shades to choose from, it's almost as satisfying as doing an ambush scheme. At least that's what I tell myself. For WWII vintage vehicles, I use Polly Scale #505224. I'm not a real stickler for colors. Even in peacetime, there can be great variations in different lots of the same color paint—try touching up the walls in your house with a name-brand paint

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to see what I mean. Then there are effects of weather and the haphazard manner in which vehicles are painted in the field. My father, who did his basic at Fort Knox in 1959, recounts that when crews repainted vehicles, they would smear grease over all vehicle markings and then spray a new coat of paint on the entire vehicle. The crews would then wipe off the grease, which protected the markings underneath from the new paint, revealing the markings and some of the original base coat. By the way, my old man says that some crews removed external stowage before painting, others left it in place and painted right over it.

Once the base color had dried for a couple of days, I painted all the stowage equipment. I gave the model a dark wash using Windsor & Newton oils thinned with Turpenol. I start off with a very thin mixture of burnt sienna and black and use this to go over the entire vehicle. While this is drying, I mix up a wash with a bit more pigment and concentrate on the details. I find that this method brings out the depth of the details but allows it to blend with the overall pigment of the model. Once the wash dried, I dry-brushed the vehicle with successively lighter shades of olive drab, using Testors Model Master enamels. I prefer dry brushing with enamels since the paint is thicker than acrylics.

I then got out my fine brushes to paint the tracks with Polly Scale Panzer Red (#505112). It took a while to reach all the little nooks and crannies between the road wheels. However, I wasn't all that careful since weathering process would cover up any mistakes. At this point I also painted the tires on the road wheels—all 24 of them—with Model Master scale black. Someday I gotta teach one of the neighborhood kids to do this for me...

Markings and weathering

I used dry transfers for the vehicle's markings, principally because I don't like water-slide decals. In my view, Archer Fine Dry Transfers is the best source for accurate and high-quality dry transfers. I find that their products do not dry out over time and are flexible enough to adhere to complex surfaces. Archer also has a custom-made service, which I highly recommend. I was a little more liberal with markings on this vehicle than I might otherwise have been with another late-war Sherman. I figured that the M4A1E8 might be a bit more garish since it wasn't going into combat and the large stars wouldn't end up as aiming points for German anti-tank crews. Once all of the markings were in place, I sprayed the vehicle with Testors dullcote. I then dry-brushed the vehicle with Testors Model Master armor sand to blend in the markings with the rest of the tank. Finally, I airbrushed the lower hull of the vehicle with a nice dusting of armor sand, to simulate the effects of dust and dirt. I applied this coat rather heavily to the suspension and gradually tapered it off on the sand shields. I rather like this effect and have started using it on most of my model kits. I then added a thick wash of black and burnt sienna oil paints thinned with Turpenol. I went heavier on the burnt sienna, since the idea was to make the thing look dirty.

Conclusion

This was a very straight-forward conversion. Since DML used Italeri components as the basis for its M4A3E8 kits, it was very easy to integrate them into Italeri's M4A1 model. The end result is a seldom-seen but very sleek vehicle and represents the ultimate evolution of the cast-hull, radial engine Sherman in American service. For my next project, I'm planning on converting DML's mid-production M4A1 into an early vehicle with direct vision slots and the early M-3 suspension bogies. I'll then have cast-hull bookends!

—*William B.F. Steinman, Esq.*

12

13

12. An overall shot of the completed model showing the back deck. The rear cargo shelf looked empty, so I added a tarp made from the age old method of soaking tissue in diluted white glue. I then added retention straps made from lead foil and OTM photo-etched buckles. 13. Is that a 76mm gun or are you just happy to see me? When I painted the model, I masked a quarter inch of the barrel where it meets the gun mantlet. This simulates paint wear from the gun's recoil. 14. You can never have too many references! One of the most helpful volumes was, of course, the MMiR Modeler's Guide to the Sherman.

MMiR RECCE

Italeri M4A1 Sherman. Kit number 225. Suggested retail $17.50. What a bargain!
DML M4A3 Sherman (HVSS) WWII. Kit number 9010. Suggested retail $36.98.
On The Mark Models Post-War Sherman Detail Set. Kit number TMP-3512. Suggested retail $8.00. Perhaps one of the great photo-etched sets for the Sherman. OTM also offers a great value.
Collector's Brass U.S. Tank Tools. Kit number CB-40. Suggested Retail 6.50.
Collector's Brass U.S. Pioneer Tools. Kit number CB-42. Suggested retail $6.50.
Tank Workshop 76mm Turned Aluminum Barrel. Kit number TW-0032. Suggested Retail $6.00.

References

There are no shortage of great references on the Shermy. Here are the ones that I found the most useful for this project:

American Tanks of World War II, by Thomas Berndt, Motor Books International. ISBN 0-87938-930-8. Contemporary color shots of two restored M4A1E8s.

M4 Sherman, by George Forty, Blanford Press. ISBN 0-7137-1678-9. This book contains a "modeler's annex" at the end with contemporary photos of a restored M4A1E8.

MMiR Presents the Modeler's Guide to the Sherman, by Pete Harlem, Ampersand Publishing. SIMPLY THE BEST REFERENCE FOR THE MODELER! ACCEPT NO SUBSTITUTES! Hey, what do you want from me—It's Pat's magazine. In all seriousness, this is a great piece of work and a constant companion during any Sherman project.

Sherman: A History of the American Medium Tank, by R.P. Hunnicutt, Presidio Press. ISBN 0-89141-808-5. What can I say. It is the definitive book on the subject and includes some wartime photos of factory-fresh M4A1E8s on pages 265 and 266, plus a nice line drawing.

14

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Scintillating Centaur

Converting Tamiya's Cromwell into a Royal Marines Centaur IV

Prior to the landings at Normandy on June 6 1944, the newly formed British Royal Marine Support Craft Regiment were equipped with 80 - 95mm Centaur tanks to be used for artillery support during the Normandy landings. These Centaur tanks were previously used for training but would now go through changes to assist the RMSCR in their mission. The 95mm Centaurs were to be chained to the deck of their specially equipped armored landing craft, without engines and manned only with Royal Marine gunners. The empty space in the engine compartment would be used to store extra ammunition. The troop commanders on the LCT's were to give the gunners firing orders from the rear of the LCT's using the turret compass markings so prominent on these vehicles. Once the beach was secure, the RMSCR's mission would be completed.

King (George VI) was attending a training demonstration of this beach assault along with General Montgomery and asked when the Centaurs would go ashore. At this time they were not supposed to go ashore and shortly thereafter, Monty decided if they were going to be there at all—they would go ashore. The Centaurs would now be re-equipped with engines and provided with crews to go inland. The Centaur's mission while on the LCT's would remain the same but they would also provide close-in artillery support with help from FOO's (forward observation officers) who would land with the infantry. The FOO's would communicate through radio and assist in directing fire against hardened targets. The Royal Marine Support Craft Regiment was now designated the Royal Marine Armored Support Group. Their new mission was limited to one mile of advancement and they were to remain no longer then one-week. However, they did end up advancing close to fifteen miles and remained just a tad over two weeks.

A fact that I found interesting is that the Royal Marines did not have anyone trained to drive their Centaurs and because of the limited time they had for training, they ended up borrowing RAC tank drivers. So, if you display your kit with a driver make sure you have the correct color beret on him, (black, not dark blue).

These Centaurs were fitted with deep wading equipment over the engine intake and exhaust and also around the loader's hatch. Covers for the periscopes, telescopic sight, machine guns, crew compartment hull vent and main gun tube were also fitted.

The commander would be the only one out of the turret upon leaving the landing craft and he would direct the driver up the beach until the driver's periscope cover could be removed. Either a smoke or AP round would be used to remove the muzzle cover. When the tank had a secure footing on the beach the wading equipment would be discarded. The mantlet cover would be removed with a detonator cord.

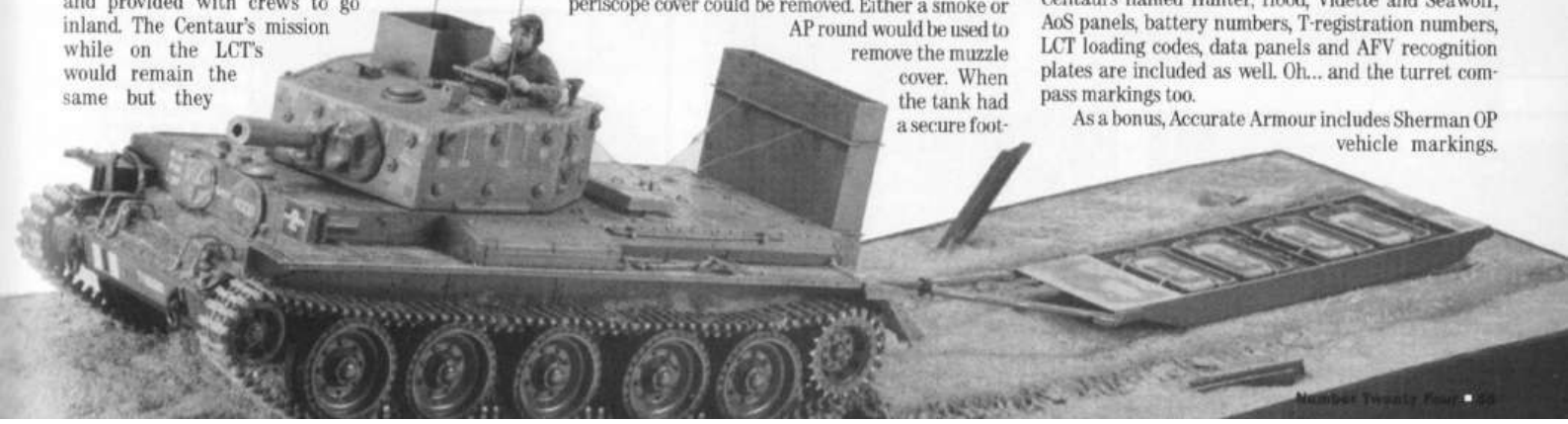
Once the Centaurs were refitted with engines, there was no longer any room for extra ammo. The ammo would now be carried in Porpoise ammo sleds, which were towed behind the Centaurs with collapsible tow bars and special fittings. While on the LCT's, they were stowed underneath the tank and to their rear. Ammo was stored inside the sled and they were loaded with extra ammo on the topside after moving ashore.

The Kit and Conversion

This build utilizes the Accurate Armour Centaur IV conversion for Tamiya's Cromwell kit. The resin parts include a detailed gun breach, two 95mm guns, one with and one without a wading cover. Also included in this set are various periscope covers, a spare road wheel, empty shell casings, Porpoise ammo sled and four boxes. A set of tow bars, fittings for the ammo sled and a few full rounds also are included in white metal. Various other do-dads are provided in photo-etch and small gauge wire. The wading trunks and engine air intake fittings are a separate photo-etched set

A beautiful decal set is included, which covers Centaurs named Hunter, Hood, Vidette and Seawolf, AoS panels, battery numbers, T-registration numbers, LCT loading codes, data panels and AFV recognition plates are included as well. Oh... and the turret compass markings too.

As a bonus, Accurate Armour includes Sherman OP vehicle markings.



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These decals include a data panel, compass markings for the turret and the nickname of a Sherman named "Fox."

I used Friulmodellismo Cromwell individual track and parts from Eduard's Centaur and Aber's Cromwell photo-etch sets.

The build

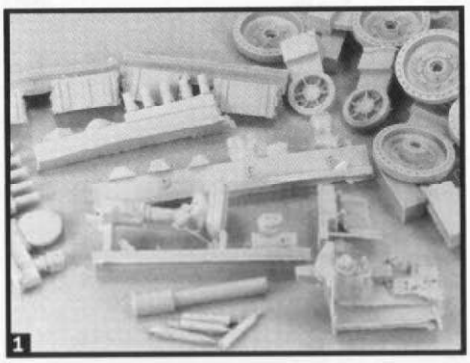
Tamiya's Cromwell is used for the base of this conversion. This conversion came out before Tamiya's new Centaur kit and if you have a choice before you start this build, I suggest that you get the Tamiya Centaur. Included are a few extra parts that will help make this conversion more complete. Not much needs to be said about either of these previously reviewed kits, as they are truly a joy to build.

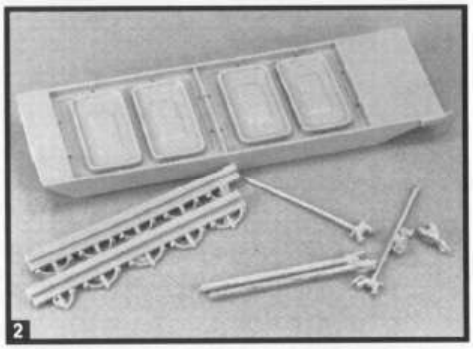
To start with I assembled the upper and lower hull pieces and filled the various location holes under the sponsons. I did not install photo-etched intake engine screens, as they would be covered up with the Accurate Armour photo-etched wading fittings. I can't guarantee it, but I think I read somewhere that Centaur tanks were not fitted with these screens anyway.

I was a little disappointed in Accurate Armour's resin road wheels. There were some very rough casting marks on the outer tire surface that needed to be cleaned up and filled. I got curious on how they compared with Tamiya's Centaur wheels and after I set them side by side, I noticed that Accurate Armour had a grease nipple detail that Tamiya missed. I also noticed that Accurate Armour had weld detail and casting marks on their idler wheels that Tamiya also missed. Needless to say, I spruced up the Accurate Armour wheels and moved on.

The suspension components were installed next and then the whole belly was painted Humbrol dark earth no. 29. Once this was dry and Dullcoted, the lower hull was washed with a burnt sienna and flat black artist oil mix.

A set of Friulmodellismo track links were assembled next, which were a bit more annoying to build then usual, but not too bad. Cutting all those teeny pins and preparing the track shafts to receive them can be a bit tedious. These were base painted Model Master field drab.





The Turret

I started the turret next. The reason for this was that I did not want to take a chance on messing up the decals and then have to try to get another set before this article was due. I always get a wee bit nervous when it comes to special decals and deadlines!

There are a few differences in the turret details between the Cromwell and the RMASG Centaurs. The wading trunk or coaming around the loader's hatch is the most obvious along with the sight and extra antenna mount. Accurate Armour provides everything but the second antenna mount and this I scarfed from a Tamiya Centaur kit.

I have not seen any photos of RMASG Centaurs with the left side turret mounted spotlight so I did not install this on my kit.

Accurate Armour gives you two 95mm gun tubes, one with a muzzle cover and turret opening cover and one without. Because my Centaur would be coming up the beach ready to fire, I needed to have my muzzle clear but still have the wading cover at the mantlet. I cut the barrel off the open tube and joined it with the tube that had the mantlet cover, per Accurate Armour's instruction sheet. This was then set aside until after the turret was painted and decaled. I suggest that you do not install the main gun permanently at this time, or it will be darn difficult to apply the front turret compass decals. Mine was a tight fit so I waited until after it was completely finished before attaching it. Also, do not install the four lifting hooks that mount to the turret sides for the same reason. I added these at the very end. The turret was now painted, clear coated and ready for decals. Oh... at this point I also drilled out the business end of the gun tube.

Back to the Hull

Once I was satisfied with the turret decals, I started back on the hull. I added grab handles from .010 wire instead of the flat Eduard photo-etched handles. These were added to the engine deck, hull crew hatch and the commander's hatch.

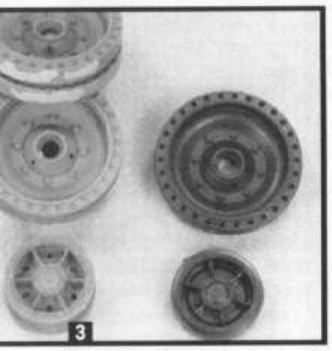
I added tow cables and photo-etched tow cable mounting brackets that run along the right side stowage boxes with brackets from an Aber Cromwell set.

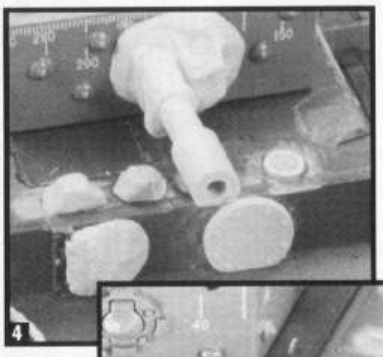
Next, I moved on to the wading and sealing equipment. The forward three periscopes need to be removed and replaced with Accurate Armour resin periscope covers. These were cast quite well and needed very little clean up. A little sanding on the bottom to help them set flat to the hull was all that was needed.

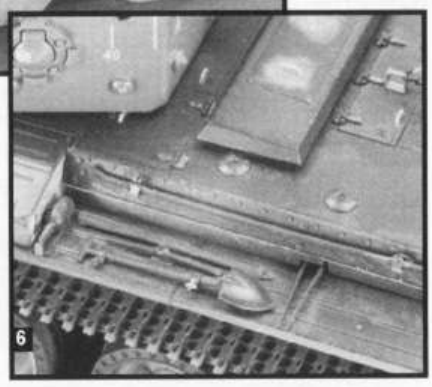
The forward hull MG telescopic sight on the RMASG Centaur's was capped, at least on the Centaurs I have seen. Accurate Armour does not supply this cap, so I made mine up from styrene tube filled with gap filling super glue. This cap could also be scavenged from a Tamiya Centaur kit.

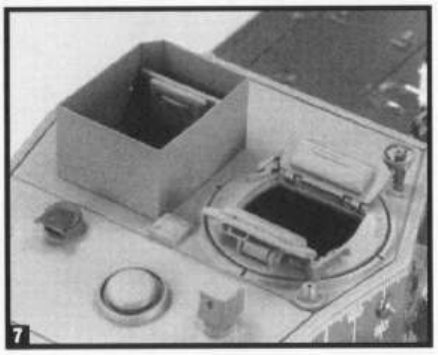
The engine intake openings need to be sealed up and Accurate Armour provides these in photo-etch. No surprises here just a little filing and fitting.

Instead of using super glue to assemble the photo-etched brass wading trunks I soldered them together. This makes a very strong joint and eliminates the fear of them ever splitting apart. You can go a couple different ways here. You can either use separate flux and solid core solder, similar to what a plumber would use on copper pipe, or you can use the type of solder that has the flux inside of it. Both types can be found in radio repair shops or hardware stores. I first made sure the surface to be soldered was very clean and then sanded it with fine grade sandpaper about 1/4 of an inch in from the edge. I then took a 45-watt soldering iron and "tinned" these edges. Tinning means to put a very thin layer of solder onto the part after the brass is hot enough to









1. This shot shows the resin and white metal parts. Take a look at the two gun tubes, one with muzzle and mantlet cover and one without. 2. The unpainted resin Porpoise ammo sled along with the grab handles and white metal telescopic tow bars and fittings. 3. I compared the Tamiya Centaur wheels and idlers with Accurate Armour's. Accurate Armour's parts had pretty rough casting flaws on the tire surface but I found more detail on them then on the Tamiya parts. 4. Some of the up front details, like the Besa MG sight cap that I made from styrene tube. Tamiya's Centaur provides this part if you use their new Centaur instead of their Cromwell as a base kit. Front light wiring was added with copper wire and Aber fittings. This view also shows the addition of the gun tube without the muzzle cover. I left the gun tube unglued to the turret until the very end of the build. I added the turret compass markings early on in the build. 5. This photo shows the soldered Accurate Armour brass rear wading trunk mounted atop the engine screen. I had the tow bar fittings connected to the tow hooks early on but moved them up to the special fittings that Accurate Armour provides for the rear of the hull. I bent up the front and rear fenders a bit to give them a more natural well-used look. 6. Ah yes...Tamiya's beautiful pioneer tools. You can see the fiddly Eduard hinge detail on the engine deck in this shot along with the nice Friulmodellismo individual track links. 7. Here is a good shot of the commander's hatch and sight. Be sure you get the compass markings right up to the top edge of the turret sides. I did not feel the need for many of the photo-etch parts on the turret, as my hatches would be modeled open. I did use the photo-etched antenna mount instead of Tamiya's part. Now I wish I had left it alone, as it looks too thick and out of scale compared to Tamiya's.

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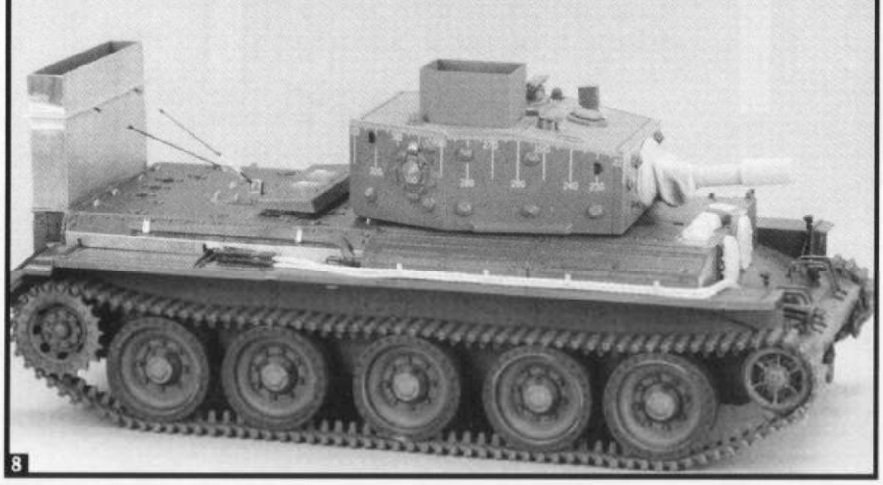


accept it. Don't be afraid to get it hot but then again, don't get it too hot and warp the brass. When it is ready it will pull the solder right onto the brass sheet and will flow nice and even. Be sure the brass is very, very clean before doing this and even watch out for body oils from your fingerprints. I kept the solder as thin as I could because I did not want any build up that would show when you looked inside the finished trunk.

Now with a leather glove on the hand that holds the soon to be very hot wading trunk, I ran the soldering iron down along the joint and melted the solder together. I did not add any solder at this time, as there was enough there from the tinning on both pieces to hold it together. Be sure to keep your parts aligned correctly, as it can be difficult to separate if you have to do them over again. This joint was then sanded down to form a nice sharp edge to match the other three corners of the trunks. The rest of the brass was sanded with fine grade sandpaper to get the tarnish off for painting. I cannot stress enough the importance of getting any remains of flux or fingerprints off the brass or you will have adhesion problems later on with your paint job. That about wraps it up with the sheet brass wading trunks other then adding the mounting cables and turnbuckles.

When I first added the cables for the wading trunks I was a bit confused that four turnbuckles were provided. We usually have only one per cable whenever I have used them. The instructions do not mention it but Accurate Armour gives you two extra (I guess in case you loose a few). I used four in the in-progress photos and then reassembled them using two. Yes, I am a bit slow at times. This can be seen in the finished shots. I also used black thread early on but ended up using the wire supplied by Accurate Armour. This can be a bit fiddly trying to get any slop out of these hard wire cables. It ended up looking pretty good, though. Now that this detail was over I moved on to some of the other photo-etched parts.

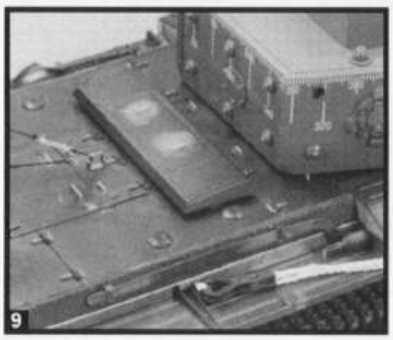
These Centaurs did not usually have full fenders on them. At least not the ones I have seen in the available photos. The photo-etched fender parts were not used, but I did drill out the mounting holes for them. I don't always install every part from a photo-etch set anyway. I find many of the parts either oversize or beyond my visual capabilities. I did spend a good deal of time adding the bolt detail from Eduard's photo-etched engine deck hinges and these really add a nice touch.

I added a few other details like front light wires, pioneer tool clasps, rear final drive oil reservoir caps and a rear tow cable-mounting strap.

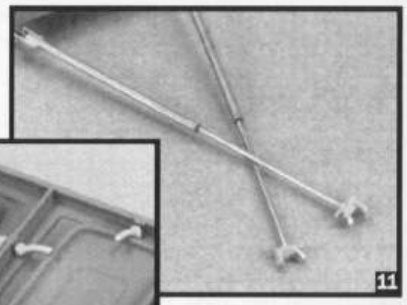
The Fig

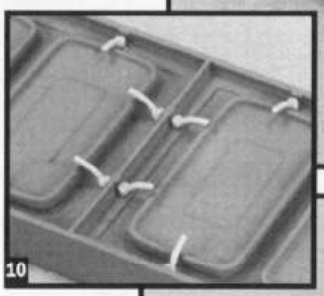
I decided early on that I would have this Centaur in a small vignette climbing the beachhead with full wading gear, ammo sled and crew. Actually, the rest of the crew would still be buttoned up, so all I would need is a Commander. It was my opinion that the Tamiya supplied Commander appeared too relaxed for this type of scene, standing high out of his hatch with his left hand on his hip. I cut off his left arm, added a Verlinden hand and moved the assembly up so I could get him to stand at least a little bit lower in the turret. I replaced his head with a nicely detailed head from Ultracast and then wired his body parts together to see what I had. Within the time frame I had for this build, I felt he looked pretty good and proceeded to prepare him for paint.

I painted his uniform Model Master field drab. His pistol belt and web gear is Vallejo khaki and his Royal Marine beret is Model Master blue angle blue, darkened just a touch. I painted the marking on his beret with a red background and gold badge. There was no badge molded in so I just painted it the best I could. I would think that he would not be wearing any shoulder patches or rank but I could be wrong on this. Most of the photos I have seen do not show this so I did not add any rank or RM patches. Various washes were used for shadows and highlights were added with lightened base colors. The flesh areas were base coated with Humbrol 63 and painted with artist oils.



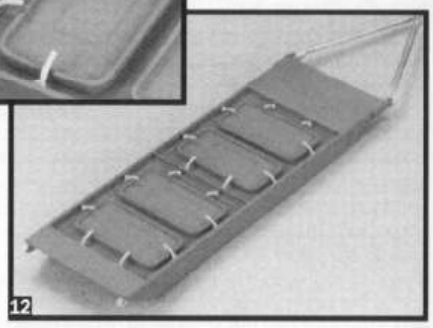
8. Here is a good overall right side shot showing the model ready for paint. 9. I added engine hatch grab handles with .010 wire. Tamiya's beautiful tow cables can be seen here along with an Aber photo-etched strap and buckle. Eduard's photo-etched hinge bolt detail can be seen on the engine deck as well. 10. The Porpoise ammo sled can be seen here with the grab handles added. There is not much work to do on this little skid. 11. Here are the telescopic tow bars. When attached to the Centaur, the tow bars were crossed and the area where they cross was tied together with rubber cord. This helped to keep the sled from twisting while under tow. 12. This photo shows the Porpoise ammo sled all finished and ready for paint. 13. Here are some of the soldering tools I used. A 45-watt soldering iron works well for this gauge of brass sheet. You can either use solder that has the flux already inside of it, as with radio repair type solder or you can use the separate flux and solid core solder that plumbers use. The flux is used to help clean and etch the surface, which aids in the adhesion of the solder. 14. I first tinned the edges after making sure they were very clean and sanded to a bright finish. Tinned means to have a thin layer of solder on the surface of the part. 15. Once the parts were properly tinned and aligned, I ran the soldering iron down the edge. There was enough solder from the tinning to join the parts together so no more solder was required.

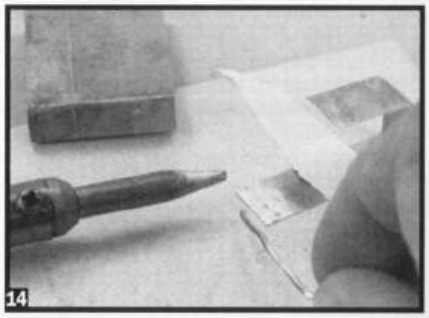


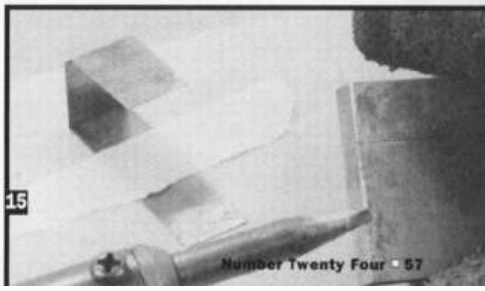


The ammo sled

Accurate Armour's Porpoise ammo sled is made of resin and the tow bars are white metal. There is not much to say about this aspect of the build other then there are very few parts and they go together quite easy. I pinned the joints in the collapsible tow bars per Accurate Armour's's instruction and this gave me strength and the flexibility to pose and attach the sled to the Centaur in an easy manner. If you use the Tamiya Centaur kit then you will already have the brackets needed for the tow bars to mount to on the rear of the hull. If you are using Tamiya's Cromwell as a base kit, , Accurate Armour supplies them in resin. I assembled my tow bars to the lower towing points on the tank in the in-progress photos and later realized they belong on the upper brackets as seen in the finished shots. The Porpoise ammo sled was painted the same color as the tank. Once you have the tow bars ready to attach to the tank, wrap a length of light gauge wire around the center where they cross. This was done on the real thing to keep them from twisting.







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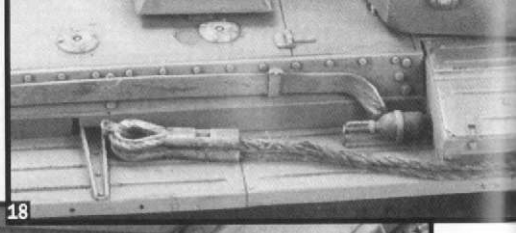

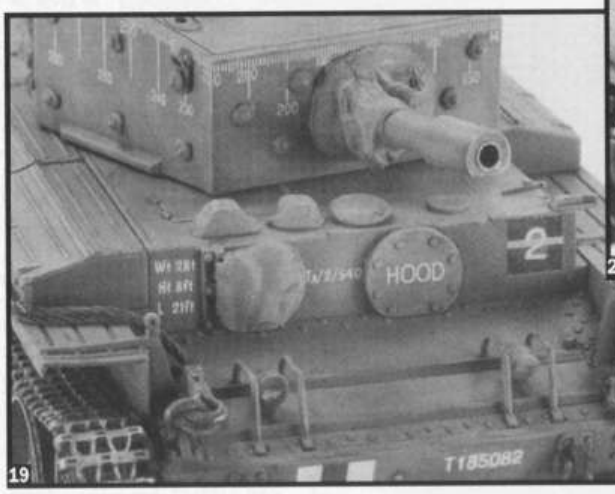

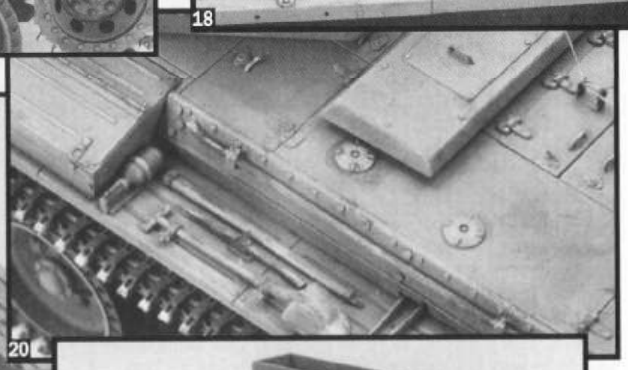

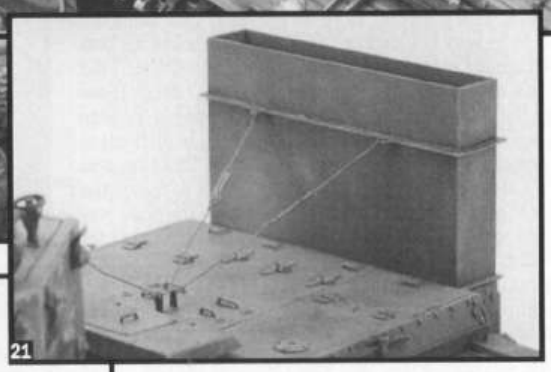

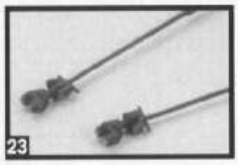

16. I painted the road wheels during construction, so in order to mask them for the rest of the paint job; I wrapped them in kitchen foil. 17. I drilled out the fenders where the side shield attach—an easy detail to forget. 18. The odd looking "hockey stick" track adjuster on the right hull side. 19. The finished front end. Accurate Armour provides a great selection of markings in their conversion kit. 20. The left side tool details. The wrecking bar, the shovel, axe and handle all received Eduard etched details. 21. I ended up using only two of the supplied turn buckles on the rear wading trunk. 22. The completed turret markings are really effective. Although somewhat difficult to apply, the decals truly give the desired result. 23. The completed hinges and connectors for the ammo sled.

The paint job

Lately there was discussion on the Internet of weather the Centaur's were painted dark earth or khaki drab. I think it was mentioned that a couple Centaurs have been found that were actually green, but the discussion or (thread) on the website was taken down before I could print it out. Without having any further verification, I decided to paint my Centaur Humbrol Dark earth no. 29. Because I had already painted and washed my lower hull, I placed aluminum foil around it as a mask when I painted the upper hull.

Accurate Armour's decal sheet is very nice. The compass markings are cut out to go around the bolt detail on the turret sides and they are very thin and are pretty much undetectable once applied. On the other hand, they are somewhat sticky and do not move around very easy so be careful when putting them on. I did not have any trouble with breakage but they do appear to be somewhat fragile.

Back to the Paint Job

I used standard weathering techniques in the beginning of this paint job just as if it had traveled over dirty roads before being loaded on the LCT.

I did not think I could effectively make the whole tank appear wet without looking fake. I did, however, want to give the impression that this tank did not have to wade through too much water—about up to the fenders. At this point, I felt it would need to look like it had water splashed across the upper surfaces. For this effect I sprayed the lower hull and suspension with Future floor wax to give it a water soaked look. In order to give the water-splashed appearance to the upper hull, I took an old toothbrush and dipped it in Future floor wax and kind of flicked it across the upper surfaces of the tank. This was done only after repeated test shots on an old Sherman hull I have just for these kinds of antics. All in all, I think it looks pretty good.

I brush painted the Porpoise ammo sled with Tamiya clear in all the recessed areas and then in patches on the upper surfaces to make it look like the water had rolled off the high points. I found I had to keep going back over these clear coats though, as the flat paint underneath kept dulling them out.

Because there were good photos of the Centaur named Hunter I was tempted to model mine as such, but I also wanted to be a bit different and went ahead and marked mine as Hood. I could not find any references or photos of Hood, especially coming up the beach on June 6th, so I just followed the standard markings and what Accurate Armour provided for the model.

Conclusion;

I really enjoyed this build, the kit and conversion where very easy to work with and the finished model gives me an interesting and important addition to my collection. Keep on Gluing!

—Barry Beaudry

MMiR RECCE

Accurate Armour Royal Marines Centaur IV conversion set. Kit number C45. Kit graciously provided by the manufacturer. Suggested retail price £25.40 (around $38.00).

Accurate Armour Accessory Set Cromwell 95mm Wading Set Brass Trunking and Sealing Kit. Kit number A49. Kit graciously provided by the manufacturer. Suggested retail price £11.06 (around $17.00).

Eduard photo-etched for the Tamiya Centaur, set no. 35 248. Kit graciously provided by the manufacturer. Suggested retail price $19.95.

Friulmodellismo Cromwell Mk.IV individual track links. Kit number ATL-43. Kit graciously provided by Friulmodellismo's U.S. agent, CMD. Suggested retail price $29.95.

References

Cromwell Tank Vehicle History and Specification Her Majesty's Stationery Office, 1983, ISBN 0-11-290403. There is not a whole lot of info in here concerning the Centaur but it does give a good look at the engine deck and internals.

British Tanks of WWII by David Fletcher, Concord Publications Company 2000, ISBN 962-361-650-3. I found a few good photos here.

Military Vehicle Modeler International Centaur by Graham Tetley, Guildhall Publication June/July 1999. Graham does an excellent job on his Centaur and provides a very good history of the RMSCR/RMASG.

The Royal Marines 1939-93 Osprey Military Elite Series no.57 by Nick Van Der Bijl and Paul Hannon. Reed International Books Ltd. 1994. Not a whole lot in here but there is a very good color plate of a RMASG crewman with the dark blue beret, red background and gold badge.

Missing Links http://www.missing-lynx.com/ Take a look under the Allied WWII AFV discussion for info on the Centaur. This site is a must for armor modelers!

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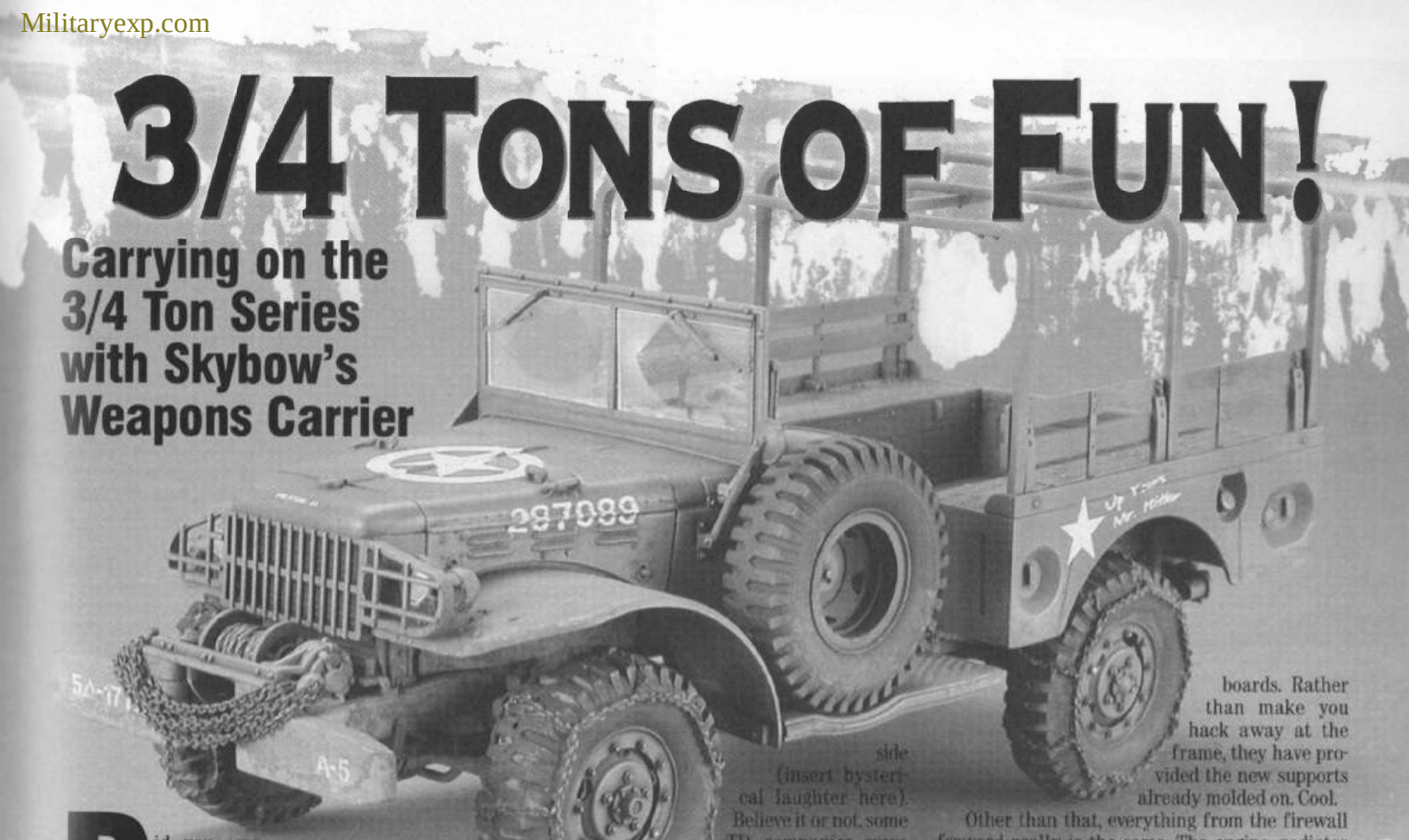
3/4 Tons of Fun!

Carrying on the 3/4 Ton Series with Skybow's Weapons Carrier



Did you ever notice that we can go forever without something in the modeling world and then, suddenly, we get more than we ever hoped for? Case in point: the Dragon Wagon in plastic—now we have two! Another case in point and the subject of today's bedtime story; the Dodge 3/4-ton trucks. All we had to live with for years was the old Max retreads (good for their time, mind you), released again and again from Italeri. And then there were two... Yes, that's right, if one fantastic permutation of the Dodge 3/4-ton truck from Skybow was not enough, now we have two. Following close on the heels of the Dodge Command Car (WC 56/57) we get the Dodge Weapons Carrier, WC 51/52. In using that slash I'm denoting the winch and non-winch versions respectively.

The Weapons Carrier was the first of the 3/4-ton series of Dodge vehicles, all of which were ground-up redesigns of the Army's existing 1/2-ton Dodges. Design of the basic carrier was concurrent with the design of the M6 tank destroyer vehicle. The M6 was essentially the same truck mounting the scary 37mm gun with ammo bins built along side (insert hysterical laughter here). Believe it or not, some TD companies were still using these things in Normandy. Oh, and in spite of what you might have read in a magazine article somewhere, WC does not stand for "weapons carrier." It's simply an internal Chrysler engineering designation. So there.

Normally we'd cover something like this in a "Double Takes" article. However, there is something special going on here, so I'm serving it up as a short article.

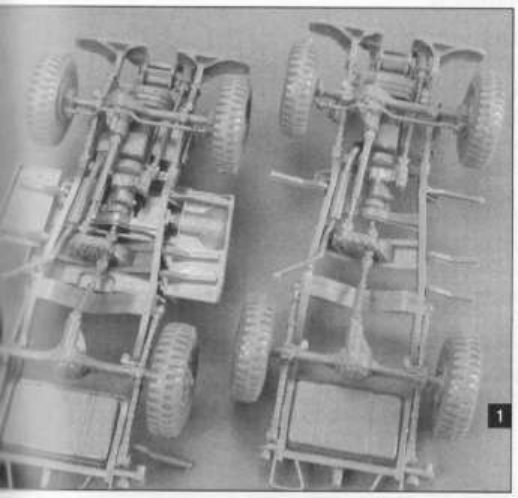
I had originally anticipated the Weapons Carrier to be released shortly after the command car. Thanks to the lavish sample policy of Skybow, I had enough plastic leftover from the first kit to construct a complete frame and engine. I figured once the other kit appeared, I would just drop the new bodywork on top of it. My fiendish plan was foiled by Skybow's awesome efficiency. Although the chassis and engine are identical, there are some very minor details to support the different bodies on the two trucks. This pertains mostly to the supports mounted on the frame for the running boards. Rather than make you hack away at the frame, they have provided the new supports already molded on. Cool.

Other than that, everything from the firewall forward really is the same. The engine, radiator and winch assembly (I opted for the winch version) are all familiar territory. Ditto on all the underneath bits, too. Just like the real deal, the suspension and drive train of both vehicles match. And like the earlier kit, these areas are wonderfully detailed and the engineering of the plastic parts is first rate.

Once you pass this point, things start to fly. The bodywork is very simple and easy to put together. It is interesting to me that this is accomplished without any loss of quality in the parts. In fact, the level of tooling and detailing on the bodywork is quite stunning. The driving compartment contains all the familiar shafts and controls along with some nifty two-piece seat assemblies that neatly emulate the real thing. Each of the seat cushions is molded as a separate piece and this just drops right into the seat "bucket." This is very handy for painting later on.

The cargo bed on this thing is truly something to behold. The wood grain and rivet detail is some of the best I have ever seen. I would even say that the tooling rivals Tamiya's best. There! I said it! And look, I'm still standing—no bolt of lightening, no

1. Here is a comparison of the two frames. The Weapons Carrier is on the left. 2. Home sweet home, that great little engine. I opted for the WC 52-winch version. 3. This is the basic body pan for the forward portion of the truck.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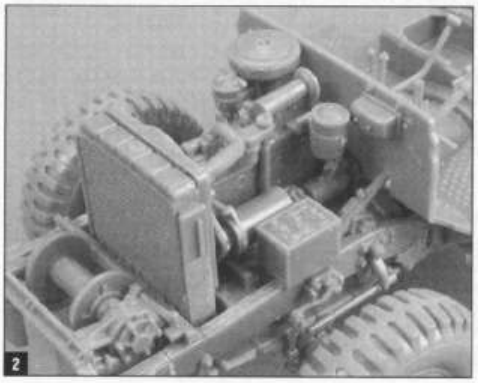
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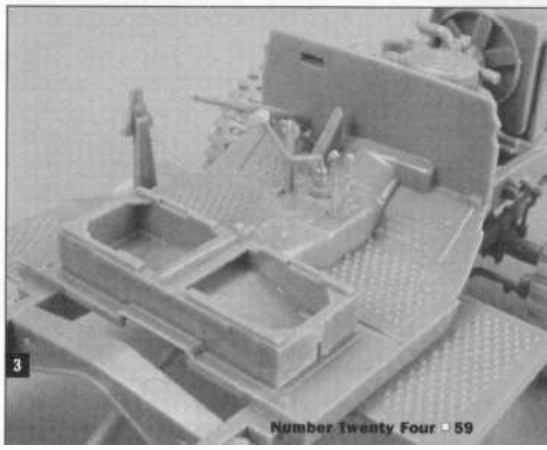
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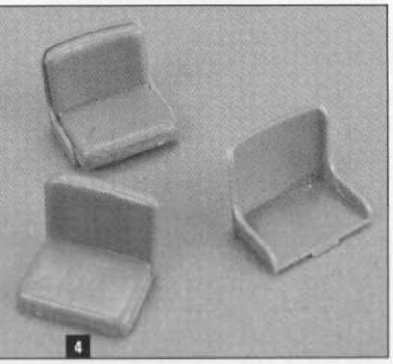
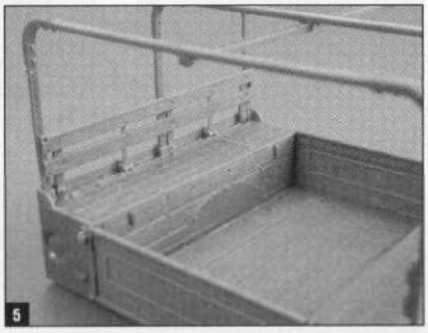
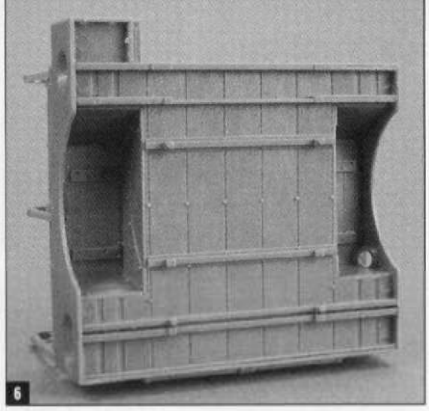
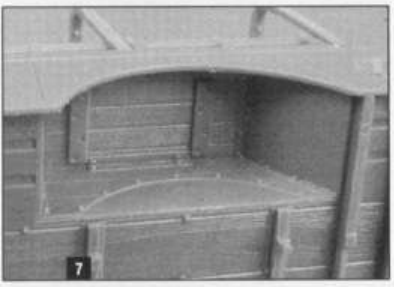
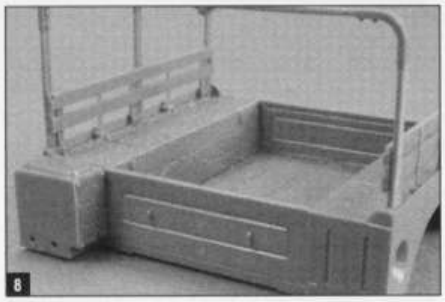


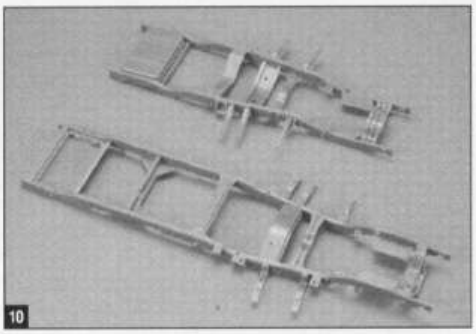


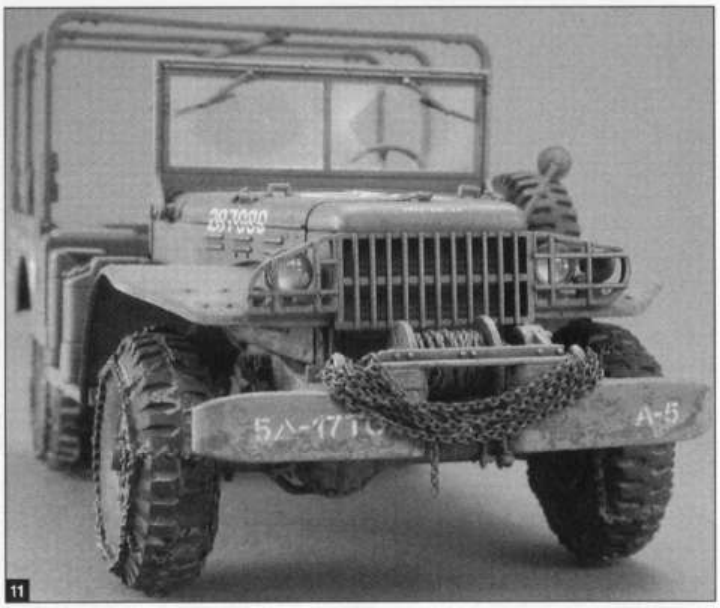


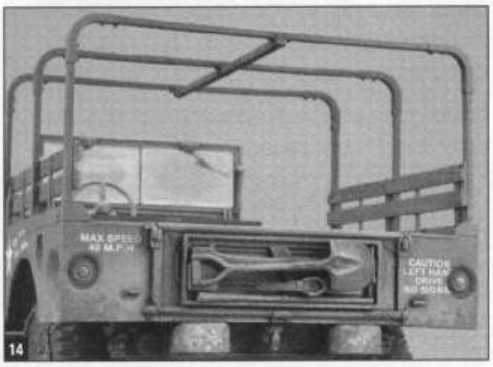




4. The seats are two pieces (seen on the right and left). They make into the sub-assembly seen at the top of the photo. 5-7. The rivet and wood grain detail on the cargo bed is stunning. Even areas that will not be seen get the complete treatment. 8. The front panel of the cargo bed. This gets replaced with the M24A2 pedestal mount, if you wish. 9. And speaking of... this is the mount itself, expertly molded in a single piece. 10. Surprise! Surprise! The longer of the two frames is for the upcoming 6x6 version of the truck. 11. The finished front end. The mud technique mentioned in the text can be clearly seen on the front bumper. 12, 13. The right and left sides of the cargo bed. The hooks inside the recesses were used to secure the canvas top for the bed. The markings are from SMA, Archer and Decal Star. 14. The rear of the cargo bed. The installation of the tool rack here denotes an early vehicle. 15. The Tank Workshop wheels are a simple and effective addition. 16. A peek into the cargo bed. The level of detail in this area rivals Tamiya's best. The seats can also be seen here. I painted them separately using my airbrush. 17. The bed as seen from the rear tailgate. I tossed in some Hudson & Allen chain and two heavy jacks from TWS.







heart attack! But seriously folks... this stuff is nice. By the way, the gentleman who supervises all this styrene beauty is the same person who supervised the AFV Club M88 and M35. So it all starts to make sense in some sort of cosmic way.

Skybow has rendered an early, all wood, truck bed here. Later versions integrated more sheet metal in the design. Another early feature is the mounting of the tool rack on the rear tailgate. Later in the production run, the rack was moved to the right front of the cargo bed, where it was mounted vertically. The gas can normally located there was moved behind the rack. Incidentally, these changes were brought about with the introduction of the 6x6 version of the Weapons Carrier in order to maximize their similarity to one another.

A complete set of soft-top supports is provided in the kit. These are wood, linked together with curved metal and they are rendered beautifully in plastic. No actual soft-top is provided and I found this a little disappointing, primarily because I would love to see them take a crack at the tooling.

One other option, besides the winch, is provided. This is the installation of the M24A2 Pedestal mount for the big .50 caliber MG. The mount and its support structure are perfectly molded in one piece and this would completely replace the forward cargo bed panel (J16) if used. The .50 caliber provided is the same one that graced the M38 and Command Car kits.

The fit of the finished cargo bed was so good that I was able to lift it on and off for painting. This is most helpful because there are many small nooks (like the wheel wells) and more than a few crannies to paint.

Just for the heck of it, I threw on a set of tires and wheels with chains, available from Tank Workshop.

And so...

I painted the vehicle overall black, then laid on a base coat of trusty ol' XF-62 Olive Drab. This was followed by a light over spray of XF-62 mixed with a little Dark Yellow, XF-60. My early review sample did not include decals, so I cobbled together markings of the 5th armored division from Masters, Archer, SMA and Decal Star. This included a full set of bumper codes, shipping stencils, registration numbers and graffiti. Once all the markings were complete, the model received a light over spray of Buff, XF-57, to represent general road dust. This also helps to tone down the bright white markings. More of this was concentrated on "high filth' areas like the rear of the wheel wells, etc. Dry brushing

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was accomplished with Vallejo Russian Khaki on all the OD areas, while the lighter, dusted areas were dry brushed with Vallejo Beige.

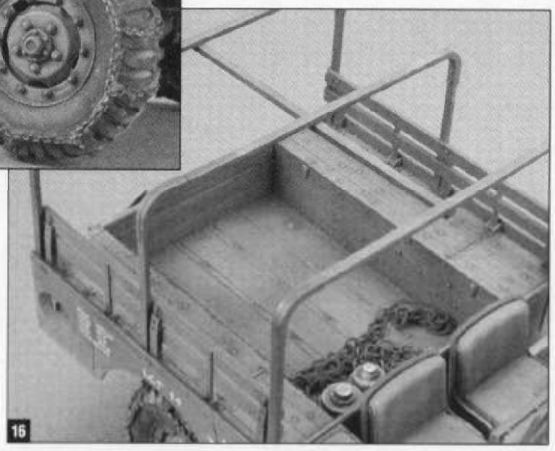
I used an additional weathering technique here for the first time. It entails mixing pastel powders with Tamiya thinner. I use pre prepared powder from FX and you can also find other types of weathering powders in the model railroad section of your local hobby shop. In a cup, I added a very small amount of thinner to the brown-colored powder and this created a very fine paste. This was dabbed all over the lower portions of the kit using an old, short bristled brush. A much thinner mixture was brushed all over the wheels and tires. This is more like a wash, but the effect is the opposite when it dries. Lower, recessed areas are lighter, rather than darker. If you're careful, some very interesting and subtle effects are possible. Try it, you may be surprised. You can also add static grass to the thicker mixture for use on tanks or in the wheel wells of heavy soft skins.

I threw a few assorted chains and heavy jacks into the cargo bed and wrapped a short length of chain around the front bumper. And that's about it for this Weapons Carrier.

This is a super fine kit, both to build and to look at. There was an unexpected treat inside our review sample, the frame for the 6x6 1 1/2-ton version of the Weapons Carrier. This kit has been anticipated from Skybow, but now it's for sure. The real 6x6 had 96% part interchangeability with its shorter cousin, so if Skybow does their homework, they won't have much left to do! I recommend this model without reservation and I can hardly wait for the next installment.

—Pat Stansell

15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MMiR RECCE

Skybow U.S 3/4 ton 4x4 Weapons Carrier "BEEP." Kit number TP3501. Kit(s) graciously provided by the manufacturer. The exact retail price was not available at press time, but it is estimated to be similar to the price of the Command Car, which is $32.95.

The Tank Workshop 3/4-ton Dodge Wheels with Chains. Kit number TW 0064. Suggested retail price $10.00. Kit graciously provided by the manufacturer. These work on either of the Dodge kits available.

References

Dodge, cinq générations de tous terrains (Dodge, five generations of off road vehicles) by J.M Boniface and J.G. Jeudy, EPA Editions 1979. ISBN: 2-85120-091-7. A truly comprehensive look at the entire history of Dodge military trucks. Unfortunately, this one has yet to be published in English. However, even if you don't normally buy foreign language books, you'll still find this one highly useful. Hundreds of photos, plus color plates.

Allied-Axis, the Photo Journal of the Second World War, Volume 2. Ampersand Publishing Co., 2000. Under the heading of "shameless commerce" I present to you one of the few solid sources for comprehensive photographic material on the Dodge 3/4-ton trucks. Plentiful coverage of the Weapons Carrier with tons of detail shots. I'll just walk away now...

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SCAMMELL JOE'S ROADSIDE ASSISTANCE

Accurate Armour's SV/2S Pioneer Vehicle

If you're like me and have an interest in tank transporter and recovery vehicles, the Scammell Pioneer series of heavy trucks hold a certain mystique that makes them a very interesting modeling subject. Although not as well known as some of its American-built contemporaries, the Scammell's simplistic styling combined with it's rugged and innovative construction defiantly make it one of the classic WWII heavy trucks. The same can be said for Accurate Armour's latest release of the Scammell Pioneer SV/2S 6x4 heavy breakdown wrecker, which gives us another interesting variant in the Scammell story.

Development of the SV/2S began in the late 1930's along with the R100 artillery tractor, which is very similar to SV/2S with the exception of the jib. There were 3 basic variants, the SV/1T, SV/1S and SV/2S. The SV/1T was the earlier version that can be identified by a hand operated folding jib, which folded down into the body when traveling. To deploy the jib, a complex series of cranks, shafts and worm gears were mounted to the rear of the vehicle that allowed the crewman to manually turn a crank on either the left or right side, which in turn raised the jib out of the bed. The manual jib was capable of lifts of 2-tons in the extended position and three tons in the inner position. All 3 variants had a Scammell 8-ton powered winch mounted horizontally under the bed. The SV/1S was a soft cab version of which only 1 was made. A total of 43 SV/1 variants were produced.

The SV/2S carried a plethora of recovery and repair equipment and usually included a crew of 3. The role of the SV/2S was to recover damaged or stuck soft skins, change power packs in tanks and even recover tanks. It is said that 2 SV/2S's, working in tandem with a knowledgeable crew could right a tipped tank.

Despite its shortcomings, the SV/2S was a very robust and reliable vehicle and it soldiered on all fronts until the end of the war. The SV/2S remained in service with the British Army well into the 1950's. It was a common occurrence to beat the hell out of these vehicles, sometimes loading them way past their suggested limits. No matter the job, the SV/2S always seemed to come back for more. This sense of confidence and reliability endeared them to their crews for many years and make them a crowd favorite at military vehicle rallies today.

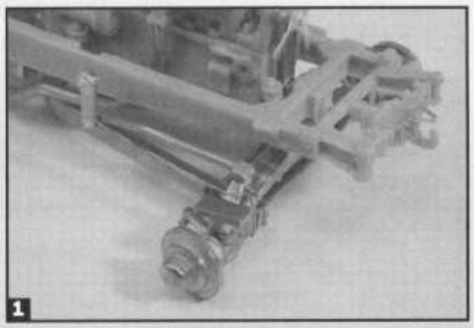
Joe's Kit

Accurate Armour's kit of the SV/2S is a real stunner. The kit shares some of the components of their earlier tank transporter, but for the most part it's all-new. When opening the box, you get that model car kit feeling. There are very few huge chunks of resin. The kit consists of Accurate Armour's typical mix of resin and white metal cast and it's packaged to the high level of quality that we have come to expect from these guys. Included in the kit is a large photo-etched fret, a length of brass cable, string for the winch cable, plastic and brass rod and clear plastic for the glazing. A beautiful decal sheet is included with many options for a variety of vehicles from different theaters of WW II and the post war era.

Did I mention that the kit comes with stowage? Oh yes, gentle reader, lots 'o stowage. It seems these maniacs got a hold of the manual and included just about every piece of equipment carried on the SV/2S and then some. I know this to be true because this maniac checked. Sick eh? The amount of equipment provided will allow the builder infinite options for display. Needless to say, you will have to plan ahead to make everything come together in a logical manner, as you will see later on. Word up! Everything is included in the box to make an ass kicking kit or diorama for those not figure-challenged.

It's not a tank

By now you have noticed that this is not a tank. Can't put anything past you guys. First problem, where to begin? This is more like a car, than a tank. Can I do this? Sure I can. First things first. Sort and inventory the parts. There is a lot of white metal in this kit and the parts are not numbered. Process of elimination time. I began by sorting the parts into the four basic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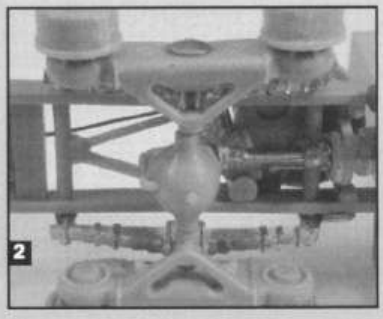
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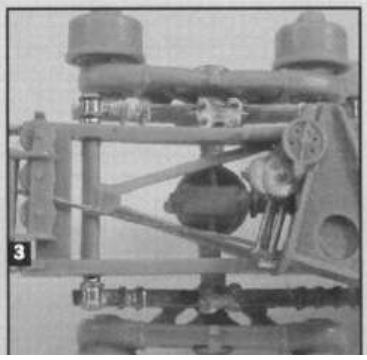
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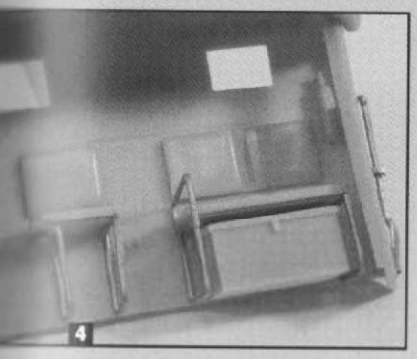
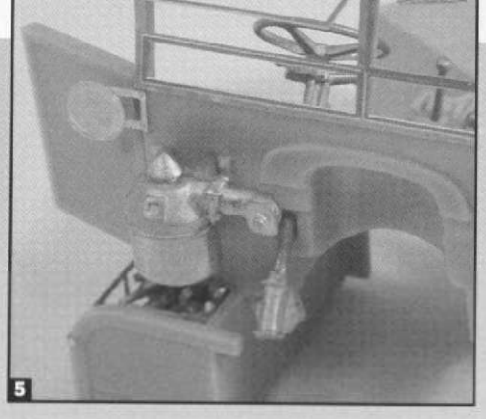
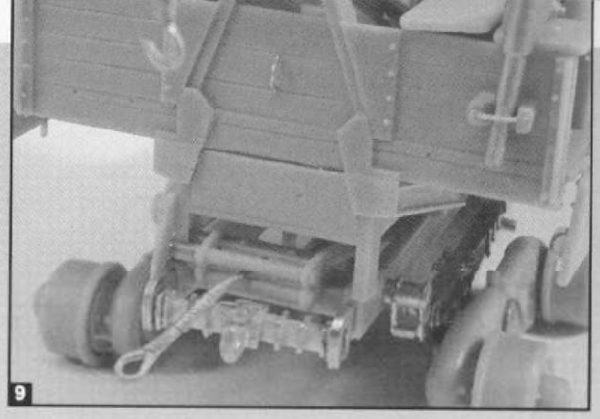
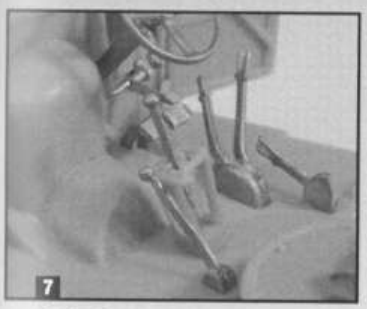
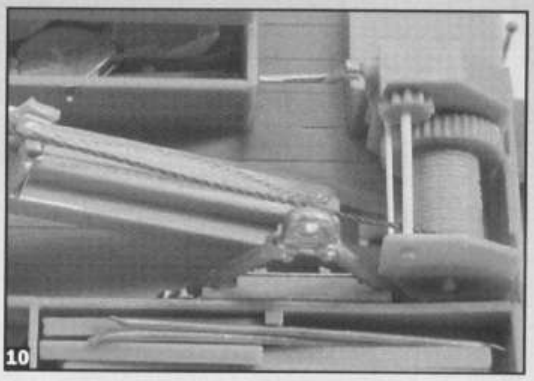


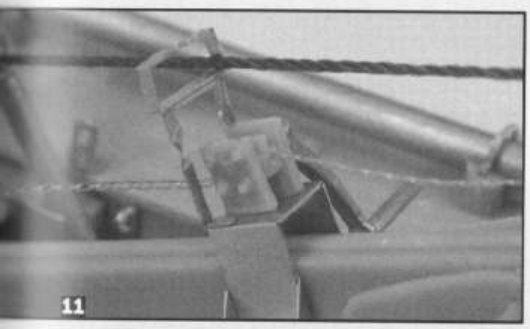


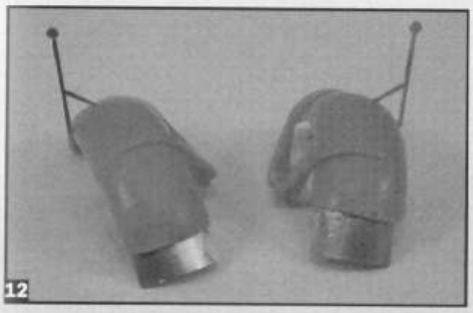






1. The front suspension is all white metal and consists of the leaf spring, A-frame and wheel hubs, which can pivot until you add the steering tie rod. 2-3. The rear beam drives can be made to pivot by drilling out the mounting holes and using the supplied pivot pin. If the suspension is free to move, gravity will take care of any problems when the model is turned over and the wheels are added. 4. Portions of the seats are white metal and are added prior to buttoning up the cab. 5. The steering column mounts to the dash and the gear at the end fits into a notch on the chassis. I did not take this route and was forced to cut the shaft and gear end off to get the cab to fit right. 6-7. These shots show the many added metal parts for the driver's control. Hey, isn't that steering wheel on the wrong side? 8. The left side stowage box with all its attendant gear. 9. You have the option of having the cable leading out the back, or you can feed it to the front for a front-end pull. The kit provides enough cable to do either. 10-11. Two views of the jib showing the winch and the cable guide. 12. The front fenders consist of a photo-etched mud flap and photo-etched width indicators. Placing a blob of super glue on the end and hitting it with accelerator achieved the ball on the top of the indicators.





food groups and putting them in separate baggies. Chassis, engine, cab and bed with winch. Start with the obvious and then as you go, check off the list provided in the instructions and mark the part with a pencil or marker. A lot of the bits are stowage, so it gets easier as you go. This labor of love was a night's work that got me familiar with the bits and started to give me hints on how it would go together. No big deal.

Once everything was sorted, I cleaned up the large resin bits. The pour plugs were minimal, thank God, and so another night of modeling was in the history books. The chassis is a one-piece affair and will require careful clean up. Happily, it was straight and square. I began by attaching the front suspension. The suspension can be made to pivot freely, or you can glue it in place. I chose to make it pivot. The front suspension is all white metal and consists of the leaf spring, A-frame and wheel hubs, which can pivot until you add, part K, the steering tie rod. This means you have to decide how you want the wheels positioned. There are also cut outs in the side of the A-frame that the tie rod passes through. These need to be opened up. With the suspension complete, I added part L, the rear cross member, which has a hole in which the pin on the A-frame slips into. The assembly is retained in the front by part D, the retaining pin. At this time add part M, the starting handle support.

The beautifully rendered Gardner V6 Diesel engine assembles with out any problems to speak of. The engine was sub assembled and dropped in place along with the gearbox, minus the exhaust, air cleaner and fan. The air cleaner mounts to the air intake and the front of the cab while the fan and belts need to be fit along with the radiator. With the engine in place, the exhaust was bent and cajoled into position and the silencer, part X, was added thus finishing off the exhaust system. A car guy would have painted everything first, but it is my preference to put as many parts on as I can in the assembly phase.

The rear beam drives can be made to pivot by drilling out the mounting holes and using the pivot pin, part AE. This was all brought together with the rear differential housing and drive shaft. The instructions offer you the option of making the suspension static by removing the pin portion of part AE and nailing everything down. This seems a bit risky to me because at this point there isn't enough going on to ensure a level ride height. If the suspension is free to move, gravity will take care of any problems when the model is turned over and the wheels are added.

The rear-powered winch was cleaned and assembled including the cable. You have the option of having the cable leading out the back, or you can feed it to the front for a front-end pull. The kit provides enough cable to do either. The key here is to get the winch in the right place. The winch sits on the top of the frame at an angle. Locating tabs are provided, but a few dry runs are in order. It is important that you get it in the right position or it will cause fit problems with the bed. Before you feed the cable, you need to mount the winch rollers and open the hole between the two rollers, part AJ. I fed my cable out the back and attached the cable end.

The radiator is a cool little unit that gets cooling fins and a photo-etched backing plate. The position of the radiator is critical to the finished model because the bonnet is suspended between a lip on the cab front and the radiator. In addition the fan fits inside the hole on the radiator backing plate and obviously has to miss the radiator itself. Some locating tabs would have made life a lot easier. Before adding the radiator the fan and belts need to be in place. My kit was missing the fan belts so I made the pulleys out of some spare Matilda return rollers and the belt was made from lead foil. In addition, I had to remove the nut on the front of the fan to give me a little more clearance.

With the chassis pretty much set, I moved to the cab. This required a little thought since the roof must go on last. I added all of the interior parts to the back wall, part CC, which consisted of the seats and the gear lever for the winch. The dash and windshield frame are one piece so I mounted these to the floor pan then I joined the cab back and sides test fitting as I went to make sure the roof fit was good. The rear and side windows were filled with plastic card stock rather than using the kit supplied glazing. Review of wartime photos showed that these windows were often painted over, replaced with wood or steel or covered with canvas.

Be sure to slide the steering column, part BW, in place before joining the dash to the floor. The steering column mounts to the dash and the gear at the end fits into a notch on the chassis. I did not take this route and was forced to cut the shaft and gear end off to get the cab to fit right. In the end I cut the shaft off as well and mounted the gear to the frame. A new shaft was made out of brass rod and attached when the cab was finally mounted. This method did allow me to add the rest of the steering linkage, which is a good thing. The remainder of the interior is pretty straight forward and with

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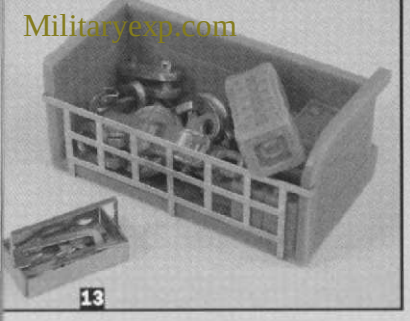
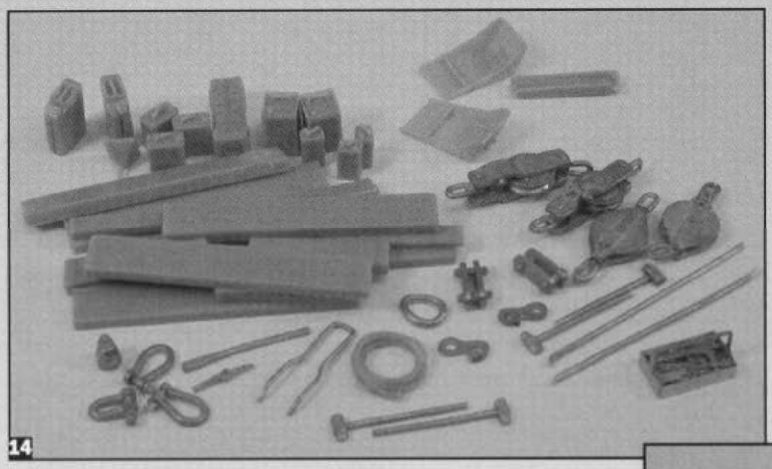
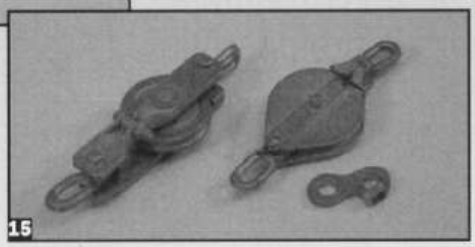




13. This is the very cool side "catch-all" tool basket. It's resin with a photo-etch front. Note the little tool caddy. 14. Did I mention there was stowage? This is definitely stowage central and the possibilities are limitless. 15. Here are two of the large snatch blocks. One was used to weigh the winch cable down and make it appear taut. 16. It's finally done! Accurate Armour also provides a very cool sub assembly of the weight over the radiator that is composed of resin and photo-etched parts. I opted to show the rear side stowage bin closed on the finished model.



the roof and the doors off you will be able to get in there and paint everything.

To get the radiator to sit right I dropped the cab in place and blue tacked it to the frame and the bonnet to the cab. With these two elements in place, I was able to maneuver the radiator into the proper position. Some precision sanding on the radiator mounting was required to get it in place. Upon inspection of my references, I noticed the engine was in need of a little sprucing up. This is one of those projects that you could spend a lifetime on just the engine alone. I added some of the obvious omissions such as spark plug wires and water lines out of various thickness of solder. This was done with the bonnet removed and the cab in place to insure that the added hoses did not interfere with the dash.

Accurate Armour provides a set of covers for the engine, but who wants to hide all the goods? Besides, with the covers off you can leave the bonnet loose so it can be removed, once the model is complete. What a way to woo your friends and neighbors! The doors can be positioned in either the closed or open position. I went with the doors open so the interior could be viewed from different angles. You have to add photo-etched hinges to the doors, part E9. These were bent to an appropriate angle, attached to the doors and then they were thrown in to the ever growing to be painted pile. At this point, I added the left side fuel tank, part BQ. The right side stowage tray, part AT and photo-etched part E7, were assembled and the stowage added before it was added to the chassis. The steering linkage should be in place before you attach the tray. There is a cut out in the front that just misses the linkage.

With the chassis squared away, I moved on to the bed. Here you have lots of options. The stowage bin doors can be positioned in open or closed position, the jib can be fixed in three possible positions and the stowage possibilities are endless. I wanted to try a Mickey Mouse Camo pattern so I needed as much "paintable" surface area possible to pull it off. The side doors were therefore closed and the tops opened. I also added some small T-pins and chains to the side door hasps, two per side to represent a means of locking the doors when the vehicle was on the move. This is a bit of a guess, due to a lack of clear photos. The chains were made from very fine model ship chain and the T-pins were made from plastic rod.

Getting Jibby with it

The jib was the next order of business. The winch itself possesses no major problems. Accurate Armour supplied plastic rod for the cross cable supports but one of mine ended up a little crooked. This anomaly showed up in the instructions as well. The jibs lower stationary beam is a two-piece affair that requires you to sandwich the front support roller between the two halves. With this done you can slide the movable jib crane portion in place just like the real thing. Remember the furthest extended position was not recommended in the service manual. In any event, you still don't have to decide on the final position at this point. The whole assembly was then fixed to the floor and the A- frame support at the rear of the bed. The stowed A-frame tow bar and the large T-bar were also added at this time.

I finally decided on the jib in the stowed position. The jib was slid into the proper position and the hole for the jib locking, part BL, was opened up and the pin was pressed into place locking the jib home. Accurate Armour provides some nice Photo-etched chain for the jib extending mechanism but could not get it to droop like a real chain so I replaced it with model ship chain. The jib extender box, part AY, had to be drilled out to allow the new chain to pass through. The remainder of the jib construction consisted of some fiddly little photo-etched bits and the attachment of the tow cable. The string provided in the kit looks fine but you will need to weight the hook end to keep it taught. I used one of the large snatch blocks for this. In addition the stowage in the open bins was added as well as some clutter on the top of the bed. The winch extending crank handle was thrown into the right side bin to give the model the "I'm packing up look."

The girder supports, parts AR & AS, were added to the chassis. This is a deviation from the suggested assembly sequence, which has you attach them to the bed itself. This allowed me to line them up straight and insure that they tied into the rear of the cab. This worked out well but made the painting of the powered winch a little tougher. This also caused me to elevate the whole bed on paint bottles so the fenders and stepladder could be attached and the bed painted. Another positive to this method is that it allows you clear access for painting and weathering the bottom of the bed. The fender supports, part E33 RL, need to be added later when the bed is finally attached. I left as many of these after market pieces on the fret where they were primed and painted before cutting them off. With this method, you don't lose as many pieces.

Accurate Armour provided a replacement photo-etched fret for the framework that supports the counter weights. This was a fun little bit to bend into shape and will require a little filling and patience to get it into place. I replaced the kit supplied counter weights with plastic square which has a hollow center so I did not have to drill out the ends for the lifting rods. I love short cuts. The later version headlights, part EL, were used. Again you have the option of either early or late headlights. The early are big and the late are small. In any event, the lights were drilled out for MV Lenses #128.

The front fenders consist of a photo-etched mud flap and photo-etched width indicators. Placing a blob of super glue on the end and hitting it with accelerator achieved the ball on the top of the indicators. This was done until the proper diameter was formed. The fenders can then be attached to the flanged portion on the front wheel kingpin. Remember that the front fenders pivot with the wheels because they mount to the suspension and not the frame. Cool. At this point I had all the parts on that I possibly could so it was time to paint. Finally!

Paint Job

As usual, all of the sub assemblies and loose pieces were washed in dish soap and warm water. Everything was then primed using Armory white primer in a can. Knowing that I was going to try a Mickey Mouse pattern, I did things a little different. When doing a scheme with black in it I don't use straight black, I prefer more of a dark gray. So, rather than using flat black as a base coat, I opted for Aero-Masters acrylic Tire Black and sprayed the whole works. Using small round sales stickers, I placed them over the black paint to form the pattern. The old reverse painting trick. Some of the stickers were cut to a smaller diameter using a circle cutter. Before placing the stickers on the model I touched them to my shirt a few times to reduce their sticking power.

With the pattern laid out on the major assemblies I shot the final color, Humbrol #159 Khaki Drab, in about three very light passes allowing some of the black base to show through. The Humbrol Khaki Drab is a very close match to British WWII green. Another little tip: remove the masks as soon as you can while the paint is still tacky. This will eliminate chips. The stickers worked fine as a mask and did not remove any of the base coat. The remaining pieces such as the windshield frame, wipers, support brackets and air cleaner were also shot at this time. Any way you process this kit you

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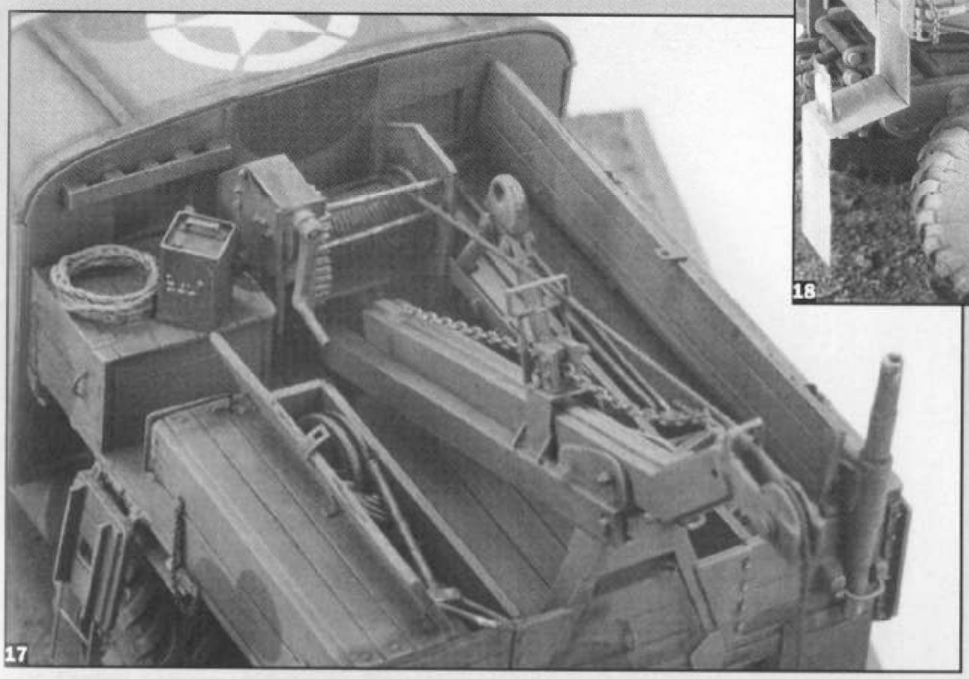
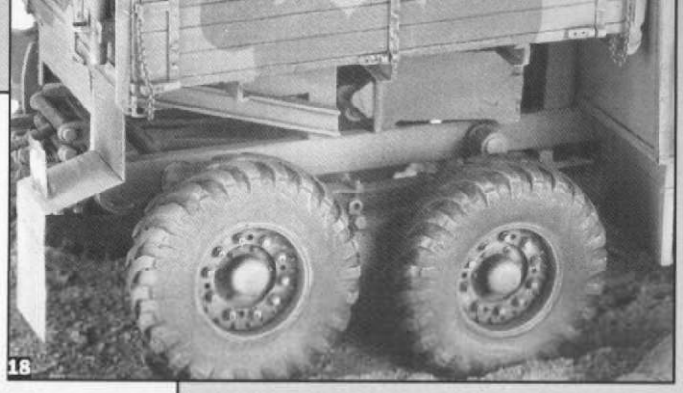




17. An overhead view of the beautifully detailed winch and jib. Much of the stowage is evident. The large star is a dry transfer. 18. As mentioned in the text, the suspension can be made to remain workable. I exploited this feature fully by placing the model on irregular terrain. 19. The figure is from Wolf with a head from Ultra-Cast. 20. A view from the right side rear. All of the tactical markings on my model are from the excellent sheet supplied with the kit. I used one of the white metal snatch blocks to keep the winch cable taut. This shot also shows the right side tool basket.

will be left with a lot of loose pieces. Like I said, "it's more like a car."

A side note on detail painting is in order here. The engine is kind of a duck egg blue color. I used a mixture of Vallejo Andrea blue mixed with gray green and came up with one ugly color. The engines were painted this color to make the spotting of oil leaks easier. As you can guess, the engine was painted on the model with little difficulty. I washed it with a black oil wash and then additional washes were added with Vallejo's Orange Brown to simulate rust. A thin wash of Vallejo gloss was added to the areas where the oil was built up. All of the stowage items were then painted and weathered accordingly. With all of the detail painting out of the way the three major subs; chassis, cab and bed were given a wash using Windsor & Newton Lamp Lighter Black and Raw Umber. After a vigorous dry brush session, the cab was mounted with the air cleaner and the stowage tray stay, part E16. At this time the roof was also added. The areas that were to receive decals got a coat of gloss and the kit's supplied divisional and Aos markings were used. The Accurate Armour markings are very good, but make sure you have a proper glossy base. Setting solution was used to get them to snuggle down. Some SV2S's were seen sporting stars, so I used dry transfers for the large star on the roof and the smaller ones on the doors. The name Hercules was done with Woodland Scenic's railroad dry transfers. After a few days of drying everything was given a coat of Floquil Flat straight from the can.

Before proceeding I added the wheels. Be careful here, the wheels are weighted so you want to make sure the flat portions are on the bottom. Now the bed can finally be attached. Accurate Armour provides some clear plastic for the glazing that would work fine, but I prefer to use left over clear packaging film that is easier to cut and much closer to scale. The windshield frame and the little windows were glued to the flimsy using clear jeweler's glue. Once it dried, the excess material was cut from the perimeter of the frames with a sharp #11 blade. A little of the glue did seep out but this luckily resembled a crack in the windshield. Better lucky than good! We may have a new technique on the horizon here.

The completed windshield was attached using the same jeweler's glue and the front windows were positioned open. The only thing left was to add the beautiful photo-etched wiper blades, mirrors and the doors, which were left open. The added pieces were touched up and weathered. The glazing was given a coat of Johnson's floor wax. The final bit of finishing was a gentle over spray of Tamiya desert yellow to represent dust. The lower portions, such as the wheel wells and suspension, got a little heavier coat while the upper portion was lightly hit from about a foot away. One SV/2S painted.

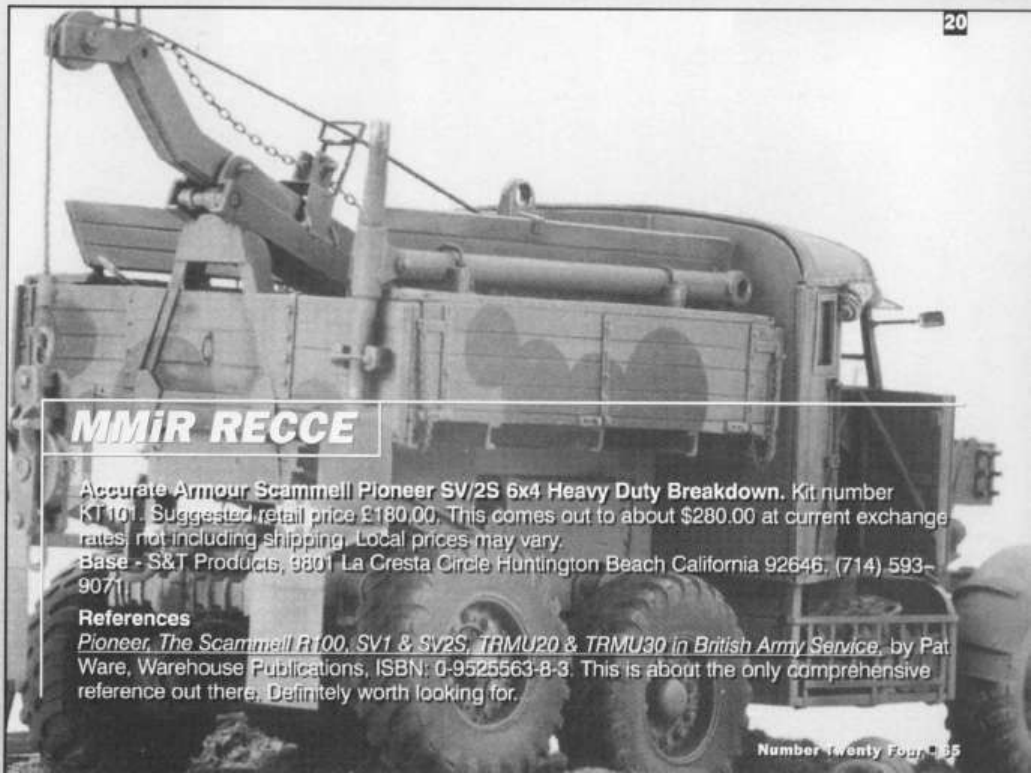
When completed, this is a very delicate model so you might want to consider a base of some sort just to reduce the risk of damage when handling. Borrowing from our figure brethren, I contacted the friendly people at S&T Products in California and ordered up an appropriate size base. S&T produce a wide range of custom bases made to your specifications and they are truly beautiful, you almost hate to work on them. They also offer very prompt and reliable service.

I was looking for a simple setting that would show off the articulated suspension to full advantage, so the groundwork was kept very simple. The remainder of the stowage was used along with some extras from my spares to enhance the setting. The figure is a Wolf British Tanker carrying a fuel can with an Ultra-Cast head and replacement gloved hands. I am always looking for an excuse to paint an Ultra-Cast head.

Conclusion

This was a very involved but rewarding project. Accurate Armour continues to improve with every kit and I really dig the subject matter. The inclusion of a full set of decals and all of the extra stowage really makes for a complete package. I don't have any negatives about this kit so I will let the end result speak for itself.

—Nick Vanston



MMiR RECCE

Accurate Armour Scammell Pioneer SV/2S 6x4 Heavy Duty Breakdown. Kit number KT101. Suggested retail price £180.00. This comes out to about $280.00 at current exchange rates, not including shipping. Local prices may vary.

Base - S&T Products, 9801 La Cresta Circle Huntington Beach California 92646. (714) 593-9071

References

Pioneer, The Scammell R100, SV1 & SV2S, TRMU20 & TRMU30 in British Army Service, by Pat Ware, Warehouse Publications, ISBN: 0-9525563-8-3. This is about the only comprehensive reference out there. Definitely worth looking for.

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Mini-Men

A Peek At What's New On The Figure Front

We're back, with all the latest little dudes and a few premiering lines, a dog, a child and one dead pig. And they're off!

DreamCatcher

This is our first sample from this new Belgian line. We don't normally criticize, but we gotta warn you—don't be thrown off by the box art. Inside is some spectacular sculpting and casting and the manner in which the weapons are sprued is gonna change your life forever.

54004, IDF Medevac, (1) features a beautiful job of tying three figures together. We've seen a lot of wounded figures emerge in the last two or three years and these are at the top of the class. Check out the way the wounded tanker's toes are dragging. We liked this set a lot.

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Hornet

When we first opened this figure, we thought it was porcelain—the casting is that good.

GH28, WWII German Officer in panzer uniform (Conference group #2), (2) is Hornet's latest resin figure. The body is all one piece; add head and holster and you're done with virtually no cleanup. He wears the standard Wehrmacht tanker's uniform and Schirmütze. One pip on his epaulettes makes him an Oberleutnant. He wears no decorations and will be perfect next to your latest panzer.

Also now available are two new German head sets, **HGH12, 5 heads with assorted WW2 German pile and fur cold weather headgear (3)** and **HGH13, 5 heads with WW2 German cold weather peaked caps. (4)** (New record for longest name!) There's a mixture of Wehrmacht and SS insignia in there, which is terrific. This headgear variant is long overdue from Hornet and we're ready for 'em.

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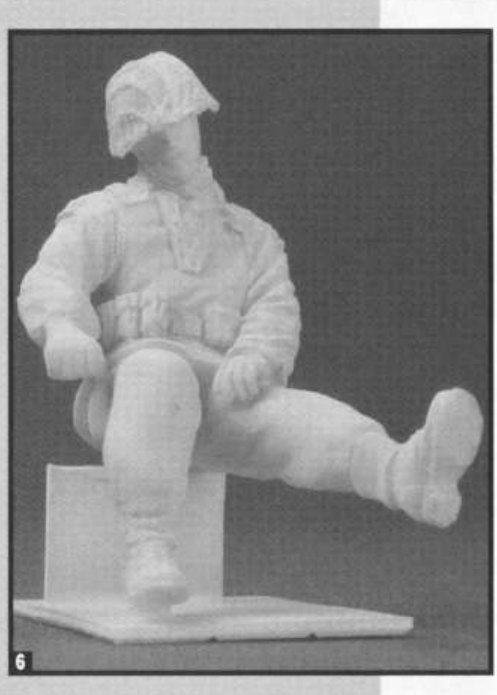

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Jäger

We introduced these guys from Scotland in the last Short Takes and here's what they're up to.

B3, British Para Prisoner, (5) is a one-piece casting with separate head. He's none too happy, stripped of his gear with a bandaged head and arms defiantly crossed. Excellent work on the smock.

G8, Seated German, (6) is an SS trooper in camo smock and netted helmet, nodding off in the back of your latest softskin. He's got one

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foot up, as if resting on a can or crate. Neat idea.

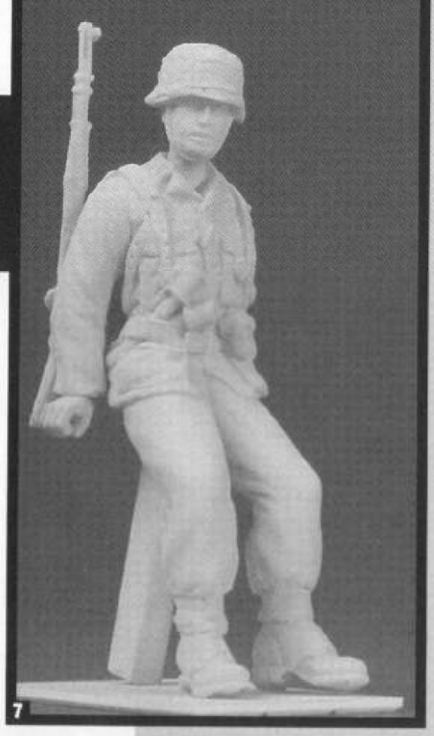
G14, SS Tank Rider, (7) features an SS soldier in field uniform and helmet with camo cover, braced against the turret of a tank. It's a terrific pose and well balanced.

G15, SS Tank Rider, (8) is a, shall we say, cocky fellow riding astride the tank barrel. Freud would have a field day with this one. But again, it's an authentic pose, in camo smock and netted helmet.

G16, SS Tank Rider, (9) is a bareheaded man in field uniform, either thinking "this really sucks" or nodding off. He sports a full combat load on his back.

G21, SS Tank Rider, (10) is another figure to pose over the driver or gunner vision port. Again, he's resting comfortably and taking advantage of the break in the action.

G22, SS Tank Rider, (11) is an officer type in camo smock and Schirmütze, posed on the corner of the turret. There's a whole slew of tank riders in this series and it's a welcome addition for modelers looking to pick and choose their supporting players.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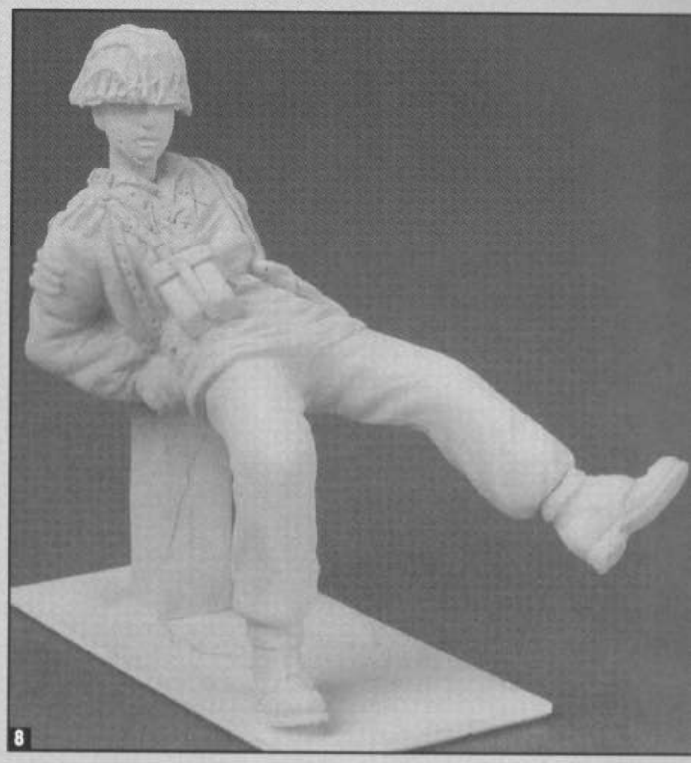
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Legend

Here's a whole gang of new guys from Korea. If these look familiar, Jeong Ho Seo, whose work is also found in Corée and Jaguar, has sculpted most of them. There's a lot to love here.

LF0002, German Infantry Winter Clad WWII, (12) is a standing German with MP40 pouches, toque and parka. He's a casual guy, hanging out in the snow.

LF0005, Waffen SS Tank Crew #2 WWII, (13) is a happening dude in pea pattern field uniform and camo cover, bracing his Walther for action.

LF0006, German MP WWII, (14) is a standing Feldgendarme with rubberized overcoat and gorget, directing traffic. Remember the days when the only guy like this came with Tamiya's Flak 88? Maybe you're not that old. We've come a long way, baby.

LF0008, German Fallschirmjäger WWII, (15) is a no-nonsense looking paratrooper in buttoned down jump smock and lace-up boots. He sports an MP40 and ammo pouches.

LF0010, German motorcycle rider set for Italeri BMW R75, (16) continues the recent deluge of cyclists and we can't get enough of 'em. There's a standing infantryman, presumably the driver and a seated figure that snugs right down into the sidecar. The set also includes an overcoat that hangs on the back of the sidecar.

LF0012, US Tank Crew #2 WWII, (17) is a standing US tanker in zipped up jacket and tanker helmet, with one hand poised above his holster. Just right for the easygoing tanker look.

LF0015, US 101st Airborne Indian Head WWII, (18) (no kidding) is a

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Screaming Eagle sporting the pre-Normandy invasion Mohawk haircut. This look is hard to come by in 1/35th scale and he looks great. He's holding a Thompson and the paratrooper fatigues are dead on.

LF0017, US Soldier at rest #2 Vietnam, (19) is a seated grunt in jungle fatigues and jungle boots, perched atop a Mermite can. This is another just-right guy in a non-action pose.

LF0020, Russian Tank Crew WWII, (20) is a solo Soviet in overalls and canvas tanker helmet, with a flare pistol poised at the ready. We're finally getting a good selection of Russian tankers and this guy's perfect.

LF0021, US 82nd Airborne Officer & German POW (WWII), (21) marks the first vignette in the series and also a change from the smaller Hornet-size boxes to the larger industry standard. This is a great little scene, with a German officer bereft of gear. That's a look that's hard to find. His equipment and helmet are cast onto the base. The paratrooper holds a Thompson and has his left hand up against his captive. A four-piece fence section is also included.

LF0022, US Soldier Poncho Clad (Vietnam), (22) will appeal to anyone who ever walked through the rain wearing a full ruck and the universally smelly poncho. He has his M16 barrel-down over his shoulder and a camo cover on his steel pot. It's a simple and correct piece.

LF0023, Fallschirmjäger 1941, (23) is a German paratrooper with a nice little base. He has a full chute on his pack, MP40 pouches strapped around his ankles and is pondering his jump helmet. And here's an uncommon detail: the unloaded MP40 is in the canvas carrier stuck in his belt. Excellent.

LF0024, German infantry at rest WWII, (24) is a sitting German wearing a Zeltbahn quarter as a camo smock. There's some US gear cast onto the base and a Kar98K rifle resting against his shoulder.

LF0026, German Ski Troopers Set (WWII), (25) is a large base with a pair of jagers winging their way gently down the slope. Their boots and skis are cast onto the base. The front man brandishes an MP40 and wears an anorak and Einheitsfeldmütze. His companion holds a Kar98K rifle and wears a white winter suit and Soviet-style fur cap. Both have mountain rucks on their backs. We've seen German ski troops from Jaguar, Dragon and Warriors, and these guys fit right in. They're also sold separately, without bases; the guy with the MP40 is LF0027 and the man in the fur cap is LF0028. Skis and boots are naturally included so you can position them on a base of your own making.

LF0029, Ready for a Feast, (26) is an instant classic. It sometimes takes years for a company to produce a 'signature piece' and Legend already has one. A cyclist guns the throttle with his left hand, while his right holds a large hog-tied sow in the sidecar. It's hilarious. A meal sack is included which fits exactly onto the spare tire and a rolled

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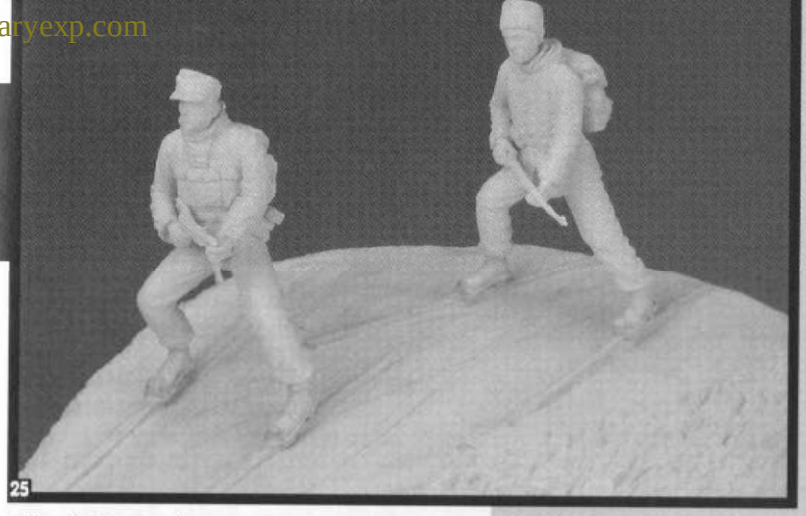

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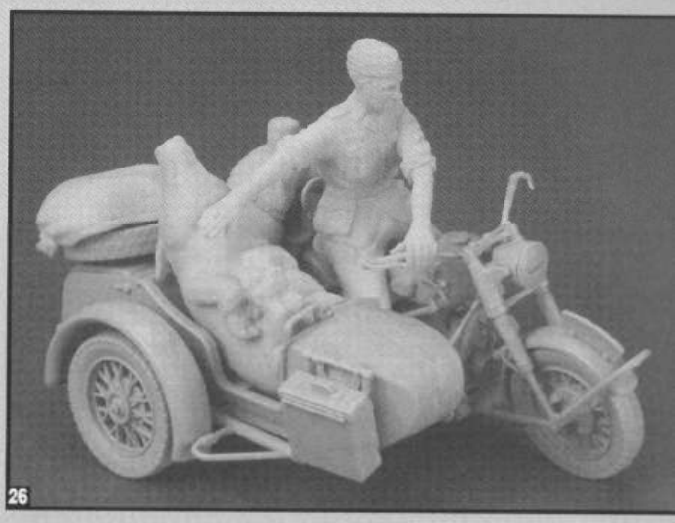

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tarp fits right over the passenger seat. Don't miss this one, folks.

LF0032, Vietnam 1971, (27) is another great piece featuring a grunt toting a Vietnamese boy on his shoulder. The GI wears a bandana, flak vest and jungle fatigues and boots, and carries an M16. The child wears shorts and a shirt and is happily munching on a chocolate bar. Hoo-ah. This is another winner.

LF0033, German Infantry Having a Meal WWII, (28) is a standing German munching a mouthful of potato soup. He's an SS type in smock and camo cover. There's a neat little base here, featuring a bucket of potato soup, log, mess pot and other gear molded right on. His cheeks are bulging and the end of his spoon is cast separately. You'll like him, we promise.

LF0034, German Tank Crew Set, (29) features SS supermen Wittman and Woll in a classic, well photographed pose. Wittman wears his black tanker uniform and gloves and Woll is in the impeccable pea pattern uniform which Wittman's crew appeared in. They're having a nice conversation. Wittman is also available separately, sold as LF0035.

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MK35

MK35 of France has sent along a whole batch of new civilians, in addition to the two women we put in The Model Citizen. There are so few civilians out there in model land and these guys are just the ticket. Check 'em out.

F085, Grandpa Seated on a Chair, (30) is a fine old geezer resting his hands on a cane. He's perched in a chair, which itself is five parts and well engineered.

F092, Civilian with a Basket on the Back, (31) (wasn't that a song title?) is a strolling gent in cap and vest with a woven papoose-style basket on his back. Fill it with potatoes, wood, straw, or laundry; you choose the load.

F094, Priest with a Bottle in His Hand, (32) is a large, bearded, bald, frocked, priest checking out the latest vintage. You're going to see a lot of this figure—he's one of those with the proper oomph that you just gotta have.

F096, Civilian Mechanic, (33) is a

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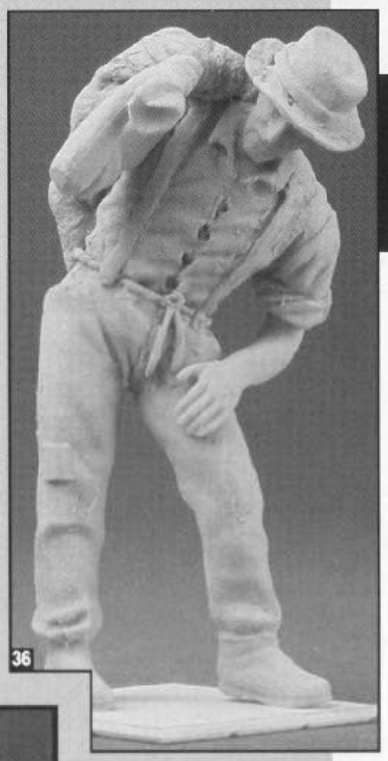
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potbellied man in coveralls pondering a hammer and wrench. Swap out the tools and he could be doing just about anything.

F098, "Exodus" (Civilian), (34) brings us an elderly looking man in a beaten hat, obviously a refugee. He carries a valise in one hand and has twin bags strapped across his chest. Coming soon to the diorama road nearest you.

F100, Civilian Having Backache, (35) is another good idea. With all those wheelbarrows and all that rubble, this guy's a natural. He's all one piece except for his forearms; his hands are cast right on to his hips.

F103, Civilian with a Bag on His Back, (36) is a man in hat, rolled sleeves and suspenders struggling under the weight of what appears to be a large bag of potatoes. It's a good pose, with the strain showing.

F106, Priest No. 2, (37) is a younger man of the cloth clutching a Bible, with an umbrella hanging from his wrist. Like his older counterpart, you're going to see a lot of this one.

Resicast

We like these guys from Belgium. They're doing beautiful stuff with beautiful details and plenty of cast-on gear. Filling great voids in the British arena. And we haven't found a flaw yet in their casting!

35.546, Airborne soldier/rifle at the ready, (38) is a strolling paratrooper bracing his .303 for action. He wears the camouflaged Denison smock and jump helmet and is loaded with gear.

35.547, Airborne soldier with rifle, (39) is the obvious companion piece to .546, also brandishing his .303. He wears the same camouflaged Denison smock and jump helmet and is loaded with gear along with an extra bandoleer slung around his neck. He also includes a second head with beret.

35.548, British MP at ease, (40) is just the guy for your traffic jam or crossing. His hands are clasped behind his back and he wears standard battle dress and web gaiters. The lanyard for his Webley is cast around his neck. And, he comes with two heads, the other a bit thicker than the one shown.

35.549, British tanker with can, (41) is another good 'un, featuring a bareheaded tanker toting a can of petrol. His blouse is unbuttoned and his beret is tucked into his epaulette. And he looks somewhat pissed.

35.550, Airborne soldier with rifle/Bren Gunner No. 2, (42) is a third smock-clad paratrooper toting an ammo can. He carries his .303 in his right hand and has some truly lovely netting on his jump helmet.

35.551, UK tank crew (Denims) repairing track, (43) is a trio of overall-clad tankers pondering their next step. Two figures are kneeling, while the third man leans over and instructs. Four resin hand tools are also included.

35.552, "Second Left" (Motorcycle MP & Officer), (44) is a handy pair of British types pondering a map. The MP is properly attired in battle blouse with deep white cuffs and bloused boots, while the other chap wears battle dress and bon-

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net. A full-color map is also included.

Scale Accessories (SMA)

Here are two brand new winter dudes from SMA of England.

052, German Winter Soldier with MP44 Gun, (44) has a no-nonsense Eastern Front dude with fur cap, fur-lined parka, felt boots, MP44 and Panzerfaust. He's a resin figure, with white metal weapons. Just add right arm and weapons and you're ready to paint.

054, German Winter Cameraman, (45) is to the best of our recollection, only the second such figure done in 1/35th scale. Somebody has to shoot the picture and there were plenty of winter shots taken in WWII. Here's the guy that did it all. (We believe his name was Ernst.) He's resin with a white metal camera and wears the two-piece reversible winter suit. Just the thing to fill a corner of your diorama, or to build an entire scene.

UltraCast

We're growing rather fond of these chaps from Canada. We like their style and their big beefy figures—the 1/35 figures not the real guys.

First up are two brand spankin' new headsets. **35025, British Heads WWII (With Armored Corps Helmets), (46)** is a five-head set. This is very distinctive, as most British tankers are depicted wearing berets. Headphones are just visible on two of 'em. Also new is **35028, British Heads WWII/Tank Crew #3, (47)** featuring five heads in berets with assorted expressions and moustaches.

35026, American Tank Crewman Europe 1943-45, (48) is the perfect companion to 35023, shown a couple of issues back. He's wearing overalls with tanker helmet and jacket and is gonna look just right atop that turret. Gotta have him.

35027, Canadian Commonwealth Tank Crew—Normandy 1944, (49) is a three-man set with one full figure and two partials, designed for Dragon's Sherman Firefly. They're wearing armored crew denim overalls and tanker berets. Here's something cool—they include all 5 heads from 35028. Dig it.

35029, Canadian/British Tank Commander—Normandy 1944, (50) is a fine strappin' lad in armored crew denim overalls, tanker beret and P.37 web gaiters. He's either raising or lowering his binoculars and is superbly detailed.

The manufacturers submit all figures reviewed in the Mini-Men section.

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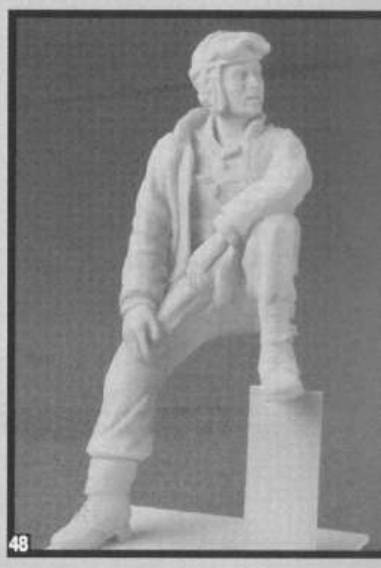
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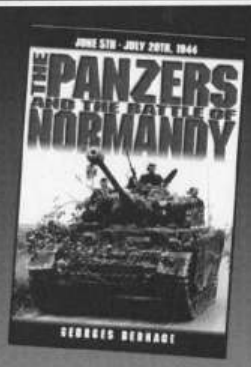

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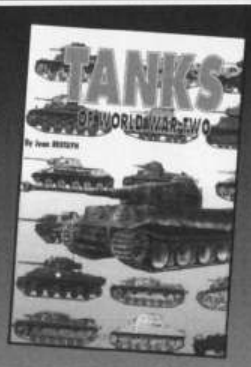
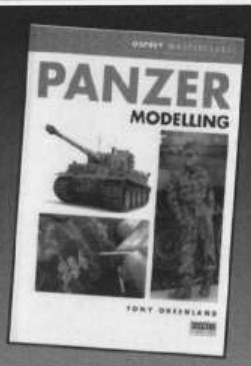
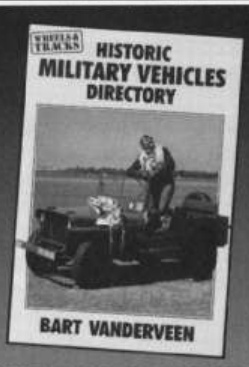
RP-015...$47.50



MM BK-017...$37.95



OP MST-001...$29.95



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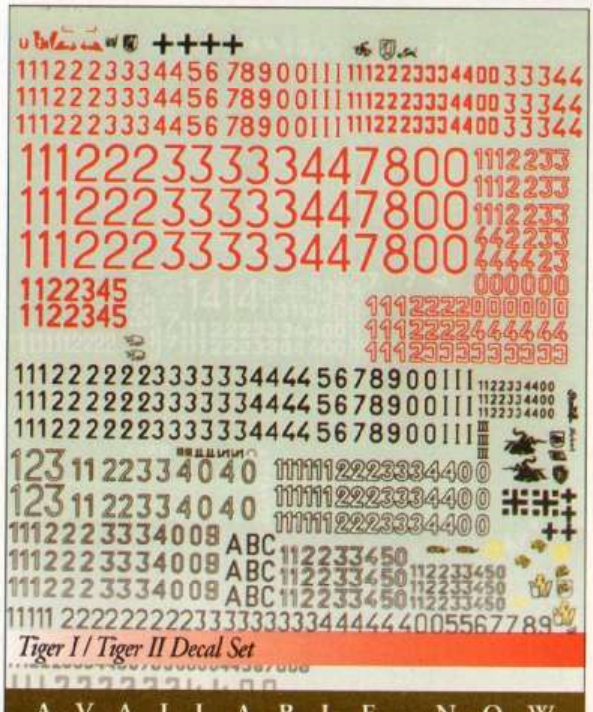

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Radical 8-Rads

The Sdkfz. 234 Series: 234/2, part 2 of 4

Based on the reasonable success and popularity of the SdKfz. 231 and 232, a new breed of German 8-wheeled heavy armored car was launched in 1940. The new version had improved frontal armor and heavier hull design. Designated the Schwere Panzerspahwagen SdKfz. 234, this new series did not reach production until late 1943. First to roll out was the SdKfz. 234/2 (with enclosed turret and the only one in the series with a nickname—Puma); next came the 234/3 (open top, short barreled 7.5cm KwK); third was the 234/1 (with 2cm turret similar to the SdKfz. 222 armored car); and finally the 234/4 (open top, long barreled 7.5cm PaK 40). Italeri remains the only injection company to tackle these vehicles, producing the /2, /3 and /4 back in the dark ages and finally releasing the /1 in 1997.

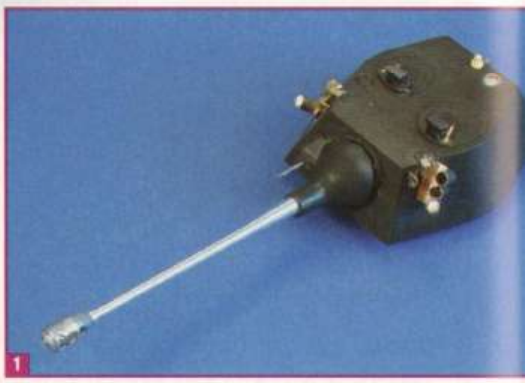
Despite a special place in the hearts of modelers and a seemingly strong presence in the war, only 101 Pumas were manufactured by Büssing-NAG, from September 1943 to September 1944. Until March 1944, this schwerer panzerspahwagen was known only as the SdKfz. 234; the "/2" was added as further variants entered production. There were four Puma companies; each comprised of 25 vehicles that were attached to panzer divisions serving on the Eastern and Western fronts. Thus, our little saga continues...

The overview

The Italeri kit has been with us for about 25 years and it's still the only Puma around. This has given the after market guys plenty of time to hop in and take her for a spin. Eduard and Royal have both released detail sets specifically for the 234/2 and Elefant, Jordi Rubio, and a few other generic details can turn this old standard into a real gem. Once again it's a matter of picking and choosing which etch versions to use. Eduard takes you inside, while Royal provides resin parts and a partial figure to pop in the commander's hatch. So once again, two etch sets were used.

Down and out

There are amazingly few photos of the 234s, probably owing to their relatively late introduction to the war and low numbers. The Darlington Productions reference provides several photos of good ol' number 1111, captured by the British and shipped home to the School of Tank Technology for evaluation. This is the same vehicle featured in numerous other publications. The project commenced with the lower hull exterior. MR wheels each received a valve stem from brass wire. The late war rims featured 10 mounting holes, five of which were used to mount the wheel to the hub. Several of the lug nuts were a little dicey, so replacements were installed using (ta-da!) injection bolts from MR. The five unused holes in each wheel were drilled out for added depth. As evidenced in the photos, there are dozens of rivets and bolts everywhere on the lower hull exterior, which were punched from sheet plastic. The four front wheels each have six bolt heads on the suspension mounts and the four rear wheels have four bolt heads on each of their mounts. Additional bracing was added to each suspension mount on the hull, using a small square of sheet plastic. I've worked out an expeditious method for applying these bolts. First, punch out a nice selection from thin sheet plastic; I used the Waldron punch and die set. Next, apply Tamiya Extra Thin Cement to the target area, using the brush in the bottle cap. This stuff dries quickly, so two bolt heads at a time is just about the limit. A quick swipe is all it takes. Now wet a toothpick on your tongue, stick it to a plastic bolt head and apply it to the model where the glue is wet.



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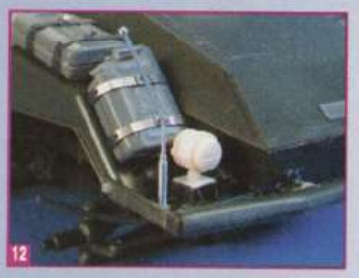


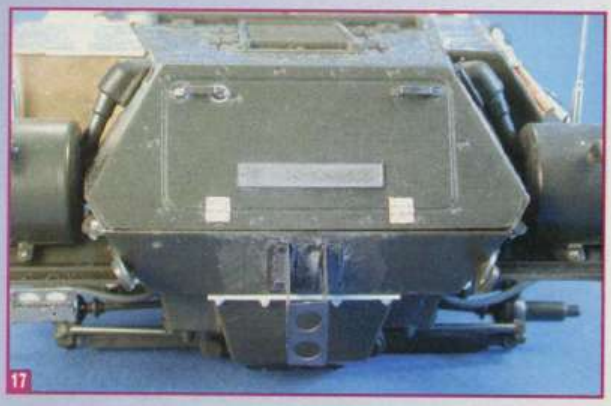
Tamiya Extra Thin Cement is, as it says, thin; it won't leave a glob on your model and the extra glue around the bolt head won't even show when it dries, which is a matter of seconds. Give it a try and with a little practice you'll avoid getting glue on your tongue. Riveted detail was added to the front bumper brackets on the forward hull, this time using punched lead foil rivets and superglue. Obviously plastic cement won't hold the foil versions very well and unfortunately superglue isn't nearly as forgiving; but the same toothpick method was also used here. Flexible tubing was used to replicate the hydraulic line for each of the eight wheels.

In we go

It's been a long time since I built a purely exterior model. Even with the turret hatches open and cutting open the two lower side doors, the interior would still be 99% invisible. So, everything inside—steering wheels, seats, floor plate, breech, etc.—went to the parts box. Onward.

Chapter four: Pat joins the Air Force

The large side fenders on the 234s can't be added until the upper and lower hull halves are joined. So with no interior to deal with, I merrily did just that. Before mounting the fenders—a truly marvelous fit, I must say—the second stowage bin on the left side was carved out and opened up. Eduard provides a complete set of eight replacement doors, but I only needed one here. All eight lock panels were carved out and replaced with more detailed versions formed from a mixture of Eduard, Royal and parts box pieces. Each features the recessed plate, the vertical slide that in real life would secure the door, a combination catch and hasp and a padlock that secures the vertical slide to the hasp. I'm sure plenty of padlocks were lost in combat, so I used a mixture of different locks. Sheet plastic was used for the interior walls of the opened



1-3. On the turret, Jordi Rubio's aluminum barrel and metal muzzle brake came aboard to replace the kit barrel. The gorgeous smoke discharger set is from Elefant. Eduard provides a hasp for the loader's hatch and periscope covers for both hatches. Royal Model adds three lifting hooks, hatch grab handles and a screen for the exhaust vent at the rear of the turret roof. The kit vent was drilled out and a closing panel was installed. The antenna mount is from GREIF and later received a Minimeca stainless steel antenna. 4. A close-up of the white metal muzzle brake. 5. A new co-axial MG was added from the parts box. 6, 7. Dozens of rivets and bolts were added everywhere on the lower hull exterior and these were punched from sheet plastic. Additional bracing was also added to the each suspension mount on the hull. Flexible tubing was used to replicate the hydraulic lines. 8, 9. An overview of the hull with all the bits in place. Royal provided the five resin covers for the vision ports. 10, 11. I opted for Eduard's jerry can brackets, which are innovative one-piece affairs that simply fold around the fuel can. The jerry cans in the kit are pretty wretched, but Italeri's Jerry Can Set saved the day. 12. The turned aluminum mudguard poles are from Elefant with Royal etched bases. 13. That's the Royal Model resin fire extinguisher with their etched bracket. 14. Various tools dressed up with Eduard. 15. Royal strikes again, their nifty antenna combo and folding stowage box. 16. The Tamiya jack wrapped in Royal. 17. Eduard's spare tire bracket, license plate frames and handles for the rear engine panel.

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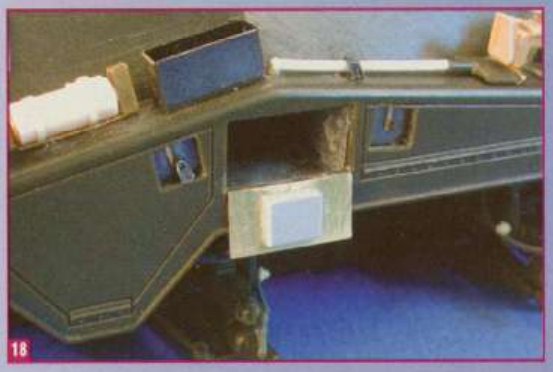
compartment and also to fill in the bottoms of the center compartments on each fender. To mount the fenders, the same Tamiya cement was swiped along the joining edge of the fender; it was quickly tacked into position, then secured from the bottom side using PlastiZap.

Turret syndrome

The Puma turret in the kit is an easy build, consisting of the turret proper, hatches, turret floor and mantlet. Jordi Rubio's aluminum barrel and metal muzzle brake came aboard to replace the kit barrel. The smoke discharger set from Elefant was wired up and mounted—a very unique and gorgeous accessory. The six white metal canisters included were set aside; I used punched plastic to replicate unused canisters in the two lower tubes. Eduard provides a hasp for the loader hatch and periscope covers for both hatches. Royal Model adds three lifting hooks, hatch grab handles and a screen for the exhaust vent at the rear of the turret roof. The kit vent was carefully drilled out and the closing panel for this vent was installed by gluing a scrap of sheet plastic from the inside of the turret. An antenna mount from GREIF (#005) was added in lieu of the kit part and Minimeca stainless steel wire formed the antenna.

That's why they call it the Cadillac Ranch

There are several add-ons to the hull, which were addressed at this stage. Royal provides five resin covers for the vision ports (and etched templates for enlarging the kit openings, if you choose to show them raised). License plate frames from Eduard were attached to the front and rear, along with their spare tire bracket and handles for the rear engine panel. Royal provides hinges for this panel as well. Both Eduard and Royal sets feature the square stowage tie-downs; the Puma needs eight of them, four along each side of the hull.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18. Although Eduard provides parts for all the lockers, this was the only door opened. 19. Since it was probably pretty hard to keep a padlock in combat, a variety of different ones were used from Eduard, Royal and others. 20. The spare tire with its added valve stem. 21. I used VP dry transfers to create a vehicle from panzer Lehr in 1944. 22. Suitable junk was placed in the opened locker and styrene strip made the recessed portion of the door. 23. I surmised that the box behind the fire extinguisher was for spare smoke grenades. 24. The turret vent has sort of a bizarre look to it when finished. 25. The completed Tamiya jack and the Royal antenna mount combo. Note the wire. 26. Both Eduard and Royal provide parts to open up the rear engine vents. I'll save that for when we have an engine to stick in there! 27. The right front fender showing the Royal ammo can. 28. The completed rear right tool suite. 29. Hey, check out that rear end! The large spare tire and wheel was mounted at a peculiar angle on the Puma. 30. The tactical numbers and German cross are more VP dry transfer items.

Fender for yourself

The large side fenders are where the detailing party is really happening. I opted for Eduard's jerry can brackets, which are innovative one-piece affairs that simply fold around the fuel can and are joined by a pair of separate wing nuts. I planned to use Tamiya's spiffy jerry cans, but the Eduard set was designed for the Italeri kit, which feature jerry cans made by (anyone? anyone?) Italeri. So guess what; (anyone? anyone?) the Tamiya cans are larger. The jerry cans in the kit are pretty wretched, but Italeri's Jerry Can Set (#402 and probably the best bang for the modeling buck ever invented) stepped right in and saved the day. There are only 4 cans on mein Puma, as the pair on the left rear fender was replaced with a large stowage box. This box is seen on several wartime photos and may have been a late war production change. Again, both Eduard and Royal step up to the plate and deliver. I flipped a coin and Royal won. Next came tool time. The left fender features (front to rear) resin horn from Royal, properly wired; resin headlight and

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etched mount from Royal, also wired; Elefant turned aluminum mudguard pole (#35408) with Royal etched base and mirror; two Italeri jerry cans; Royal Model resin fire extinguisher with etched bracket; an interesting little box provided by Eduard, evidenced in wartime pics, which I suspect hosted ready rounds for the smoke dischargers—so I popped in a pair from Elefant; the kit shovel dressed up with a plastic rod handle and etched brackets; a Tamiya jack from their Panzer IV On-Vehicle Equipment Set (#35185); Royal's nifty resin-&-etch combo for the larger antenna; the aforementioned stowage box; Elefant mudguard pole with Royal base; kit muffler with punched mounting bolts; and Eduard taillight built up with sheet plastic and wired.

On the right fender, here we go: (front to rear) resin headlight and etched mount from Royal, wired; Elefant mudguard pole (#35408) with Royal etched base (no mirror here—quite a few photos show no mirrors at all); two Italeri jerry cans; one-piece resin ammo canister from Royal; Royal resin fire extinguisher with etched bracket; kit shovel dressed up with a plastic rod handle and etched brackets; bolt cutters with handles from plastic rod and etched brackets; new pry bar made from plastic rod, with etched brackets; Tamiya axe, with etched brackets; Elefant mudguard pole with Royal base; and kit muffler with punched mounting bolts. Finally, the front bumper was mounted, with bolt heads attached to the flat brackets that run back to the fenders.

Plenty of detail sets feature etched latches to replace those molded to a plastic kit. Here's how I mount 'em, as seen on the right rear stowage bin (where the axe is mounted). Scrape off the (usually sad) kit latch. Apply a dab of superglue with a shaved toothpick and add the replacement etch part. When it sets, hold the etch part in place with your non-primary thumbnail (don't know if you're left- or right-handed) and use your smallest drill bit and pin vise to drill through the latch opening. Drill two holes if there's room and go all the way through the plastic. Loop a bit of fine wire around the end of your pointed tweezers, so it forms a long "U", dab it in superglue and ram it home through the hole(s) you just drilled. The stowage bins are usually hollow, so longer wires will go in as far as you deem necessary. You now have the hasp. Bend a second piece of wire and loop it through the first; that's the hasp for your padlock. Now glue an etched padlock to the wire and nip off the excess. Nothin' to it.

In real life, the 234 fenders took a tremendous beating and combat photos show fenders that are twisted and mangled. I used a mixture of Eduard and Royal tool brackets throughout and should again mention that both companies provide comprehensive parts for opening up the engine vents on the rear deck. I decided to pass for now until I can scratch build that 12-cylinder diesel engine. (Actually, I'm hoping that by the time I get to part 4 of this series, someone will produce one.)

Paint your spahwagen

When I reached the airbrush station, I had the main hull, turret, nine wheels and nine hub centers from the kit. Everything was sprayed with Krylon White Primer right out of the can, then sprayed with Tamiya TS-3 Dark Yellow spray lacquer right out of the can. (Have you tried this stuff yet? It'll change your life forever.) I decided on a tight, light camo pattern and airbrushed Tamiya XF-13 J.A. Green (Good heavens! Airplane paint!) and Tamiya XF-9 Hull Red, thinned a bit more than usual and applied using very low pressure. (Sidebar: When camo was sprayed in the field, how was the plate beneath the turret treated? Was the turret turned, or was the camo only sprayed around a stationary turret? I decided my guy had the sense to climb in and rotate the turret several times during the painting. Like so many German camo applications, it depended on the guy doing the spraying.) I started my wash of Burnt Sienna and Raw Umber artist oils and noticed a little orange-peeling under the fenders; so I switched to a wash of Windsor & Newton Artisan Water Mixable Oil Color (Raw Umber), cut with Polly S Airbrush Thinner. The Puma was then given a good scrubbing of lightened panzer yellow then a quick dusting with the airbrush. Light metal wear was replicated using silver printer's ink cut with Raw Umber and Burnt Sienna; I decided that my Puma was a fairly fresh, clean vehicle. A sprinkling of stowage was added to the hull and inside the open stowage bin. Dollhouse mirrored paper mentioned in many previous articles again came into play for the rear view mirror and another length of Minimeca stainless steel wire was placed in the second antenna mount. During the painting process, dry transfers from VP were used for the hull numbers and tactical markings were hand painted on the hull, placing this vehicle in a heavy recon company of the Panzer Lehr Division operating in France in 1944.

With no interior detailing, the Puma still managed to garner 316 additional detail parts. Coming next issue: the 234/3.

—Joe Porter

MMiR RECCE

Italeri SdKfz. 234/2 Puma. Kit number 202. One of a kind, the only member of the 234 family that sports a full turret. Retail price $20.00.

Eduard Model Accessories SdKfz. 234/2 Detail Set. Set number 35198. Designed specifically for the Italeri kit, it's packed with goodies including the acetate instrument panels and firewall vent, if you opt for an interior. Retail price $19.99.

Royal Model SdKfz. 234/2 Detail Set. Set number 198. Also designed specifically for the Italeri kit, it features a nice etch sheet plus resin goodies and a half figure. Retail price ???.

MR Models Radersatz SdKfz. 234 PUMA spate Ausfuhrung. Set number 35112. Eight resin wheels plus a spare, featuring the late dome-shaped rims with bilateral holes. Retail price $15.95.

Elefant Model Accessories Rauchgranatwerfer NbK 39. Set number 35405. Smoke canisters for the 234/2 and a variety of panzers. Features etched brackets, turned aluminum tubes and white metal canisters. Nothing else comes close. Retail price $5.95.

Jordi Rubio 5cm KwK 39/1 L60. Item number TG-30. Turned aluminum gun barrel for the Puma. Retail price $7.95.

Additional individual details are specified in the text.

Collectors interested in purchasing this model can contact jporter@cosmicbovine.com

References

Schwerer Panzerspahwagen (SdKfz. 234). Darlington Productions, Museum Ordnance Special No. 24, 1998. A wonderful, well-priced reference with a comprehensive development history and excellent detail photos of surviving vehicles. Probably the only place you'll find the shots you need.

Puma & Other German Heavy Reconnaissance Vehicles. Schiffer Publishing, 1994. An affordable all in one on the 234 family, with wartime photos plus some interesting survivors.

German Armoured Cars & Reconnaissance Half-Tracks 1939-45. Osprey Vanguard Series #29, 1999. Gives brief coverage of a large number of vehicles, but the centerfold artwork of a 234/4 is a knockout.

Encyclopedia of German Tanks of World War Two. Arms and Armour Press, 1993. Once again, the definitive reference rocks on. The 234 series begins on page 202.

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The Model Citizen

Over half of the world's population is female, but in the 1/35th world, they account for about 1%. In our never ending quest to break new ground and keep you fully informed, we proudly present a somewhat comprehensive look at the female form divided 35 times. We're not censors and admittedly there might be a figure or two here that pushes the envelope of tastefulness. So if you've never in your whole life been naked and nudity offends you, please turn the page. Oh, and please appreciate the fact that we didn't enjoy this at all. Not one bit.

MiniWomen

Academy • Injection plastic companies aren't really known for their female figures, as you'll realize when you finish reading this. Or maybe you already knew that. Academy has a single female, a Vietnamese girl that is included with their *M113A1 Vietnam* (#1389).

ADV/Azimut • This French company has an extensive figure line that includes more than a few females. Look for #35290, *Woman and Baby*, #35295, *Young Woman with Basket*, #35515, *Waitress* (figure 1); #35519, *Woman with Bucket* (figure 2); #35537, *Woman Cleaning*, #35538, *Ladies*, #35552, *Old Woman with Umbrella*, and #35554, *Civilian Lady*.

Andrea • Andrea is one of the world's foremost figure companies and since most of their subjects come from centuries past, they don't get much press in these pages. However, *Leaning Girl* (#S5-A25) gets our vote for Queen of the 1/35th Females (main photo). She's a metal figure and could be posed in the country of your choice. And she's smoking', in more ways than one. Her name is actually Lili and she first appeared with a lamppost and a very eager looking German in *Lili of the Lamplight* (#S5-S6). The only other Andrea gal is SG-A2, *Seated Vietnamese Girl*.

Ara • Figure purists may well remember ARA, which went under a few years ago. They produced some of the finest white metal figures ever seen, including a number of females. So if you ever find some, buy them for us, won't you? Of particular note was a WWII GI in service uniform kissing his girl goodbye. A true classic.

Belgo • Belgo was well known back in the 80s for producing affordably priced white metal figures. Granted, they weren't always the highest quality; but they had several figures nobody else was making (and still aren't). The untimely death of the owner put the line off the market for a few years, but they're apparently back in production through DreamCatcher of Belgium. A handful of civilian females were produced in addition to the *Religious Cornet* (#504) (figure 3) seen here. Originally she was carrying a picnic basket, now lost in the sands of time. Nuns are very hard to come by, so keep your eyes peeled for this one.

Corée • This happnin' gal comes paired with a German dispatch rider in *Do You Wanna Ride?* (#0059) (figure 4). She looks great. She's also available completely nude, as the *Female Academy Figure* (#0060). Other females in the line include *Comrade, Mon Amour* (#0044), with a sultry gal sitting beside a German in a Kübelwagen or Steyr; *Comrade, Mon Amour II* (#0063), a good looking gal on the back of a motorcycle (with a German); and *Last Tango in Paris* (#0073), a woman tripping the light fantastic with—of course—a German.

Custom Dioramics • One of the newer gals on the scene is part of the *Refugee Set #1* (#4001), (figure 5) which includes the whole family, wagon and horse. She's carrying a baby and interestingly enough, she and the child are a one-piece casting. A fine sculpt and a go-anywhere gal.

Dragon • If you blinked twice you might have missed them, but there are two females in the Dragon line. The first is from the *Red Army Scouts & Snipers* (#6068) and the second is a nurse figure that comes in the *Kübelwagen Ambulance Conversion Set* (#6137). This handy set includes the complete *German Medical Troops* (#6074), parts for creating the Kübelwagen ambulance, a doctor and the aforementioned nurse.

DreamCatcher • This is a brand new line from Belgium and just so you can keep your female reference together, we're mentioning this one twice in one issue (see the Mini-Men for a photo). #54004, *IDF Medevac*, includes a well-rounded Israeli female medic helping a wounded tanker to safety. You can't do much with her without the wounded guy, since they're cast in tandem. But she's very well done and deserves mention here.

Dynasty • Brand new from Dynasty come two figure sets which include females. *Soldier and Girlfriend* (#35011), features a pair in bed and *Bathing Girl in Tub* (#35014) features, presumably, a girl in a tub. Samples, please? Pretty please?

ESCI • Also worth a mention here is the woman that was included in ESCI's 6-figure Partisans set, long ago in a galaxy far, far away. Still found regularly on the vendor tables, she might just win a Lifetime Achievement Award for Most Converted Figure Ever.

Globe • Who? That's what we said when we found this figure at a model show. Globe of Germany came and went pretty quickly, but reports from Euromilitaire say they're back in business. Their first release (#N.1) was a white metal figure, and as a 54mm is a bit larger than her cohorts. And she's completely, 100% butt nekkid.

Hornet • A swirl of putty is all it takes to complete these resin *Female Heads, Bald* (#HH10) (figure 6) and convert any female around. Although we only show 3 here, there are 5 in the set. Hornet has a few other white metal gals in the

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line as well, including *WRNS Girl with Blowing Skirt* (#BH15); *ATS Girl Fixing Stocking* (#BH16); *Soviet Female MP* (#RH01); *Israeli Female Soldier with Uzi* (#ZH01). And don't forget their 'Wild West' series: *Belle Starr* (#WW03); *Annie Oakley* (#WW06); and *Calamity Jane* (#WW11). These are 54mm, but could be made to fit within a 1/35th-scale scene.

Italeri • Italeri's lone female comes as an accessory in the *Schwimmwagen* (#313) (figure 7), which appears under several different numbers in several different boxes. This is still one of the best values on the market, with the vehicle, bicycle, Luftwaffe pilot, Fallschirmjäger and this gal. She wears the Luftwaffe service uniform for females and sensible shoes.

Jaguar • Jaguar gets the prize for Most Normal Female Miniatures You Can Show Your Family. And, they're among the best figures out there. From #63017, *Have A Drink?* (figure 8), comes a young woman reaching for a bottle from a pair of passing German types. #63020, *German Nurse Dressing Wounded* (figure 9), has a nurse holding the hand of a wounded SS tanker (we included him in the photo because their hands are cast together). #63063, *A Hero's Welcome* (figure 10), is a Jag-O-Rama with wharf base, a conquering U-boat commander and a slender young navy fraulein applauding. (My hero!) Zip on to #63114 and you'll find *At Your Service* (figure 11), with a civilian gal stepping up to a vehicle. Courteous German included. #63116, *Nylons* (figure 12), has a GI Willys-type driver offering nylon stockings to the sweet thing you see here. And #63125, *Hey There* (figure 13), includes a fantastic Vietnamese woman sitting on the ground.

MK35 • MK calls France home and they've cranked out a female from time to time. Two of their very latest are shown here. F099 introduces *Woman Who Piddles* (figure 14) (hey, we just report this stuff) and F101 brings us *Woman Pushing on a Landau*, (figure 15) a long overdue set of a woman with a baby carriage (baby included). Included separately are a teddy bear, baby bottle and loaf of bread.

Puchala • Ulrich Puchala is a German producer of white metal figures. Perhaps you never heard of them. They're not widely distributed, but they have a series of about a dozen 1/35 nude females in various poses, along with a female head set. They also produce a neat little series of female German home front types for manning searchlights and other apparatus (#s 202, 203, 206, 208, 209 and 210), along with a *DRK-Schwester (Nurse)* (#205). And the nifty little set shown in the photo (#200) (figure 16) includes a Luftwaffe secretary with chair, desk and typewriter.

Scale Model Accessories • SMA has three females in their current listing, as follows. *German Nurse (Kneeling)*, #1014; *Old Civilian Woman*, #1029; and *Woman Soldier Dancing*, #1035.

SOL • We're still waiting to see these in person and another three females are found in the Sol line. There's #3001, *Mama & Baby*, #3005, *Mama & Child*; and #3012, *German Nurses WWII (2)*.

Tamiya • Like Academy and Italeri, Tamiya has one plastic gal in the whole line. The *Russian Army Tank Crew* (#35214) in-cludes the figure seen here, (figure 17) an uniformed, pony-tailed female sashaying past her male comrades.

Verlinden Productions • VP once ruled the roost when it came to 1/35 females. A lot of these are now discontinued, but you can still find them at shows or tucked away in hobby shops. Test your knowledge—remember the *Nurse with Children*? How 'bout the *Swimming Soldiers* set? It included the half-girl shown here. She was also cast into *Two in A Tub* (#0217). *Bathing Girl* (#0218) (figure 18) is a true classic. #0266 brought us *What Did You Do In The War, Daddy?* (figure 19), featuring man and woman in bed, either before or after (judging by that empty wine bottle and the cigar, it's after). *Peasants*, #0297, included a rather sad soul. Another early classic was *Farmer's Wife & Daughter*. Still active in the line are #0894, *Nurses WWII* (figure 20) and the Russian traffic control woman from #1174, *Soviet Infantry WWII* (figure 21) Another set, *Soviet Officers WWII* (#0905), features a female Soviet clutching a satchel. Also still available are the re released *Saturday Night Bath Vietnam* (#1076) featuring a scantily clad Vietnamese gal and *Liberation Europe* (#1438), with a presumably French femme launching herself onto a GI.

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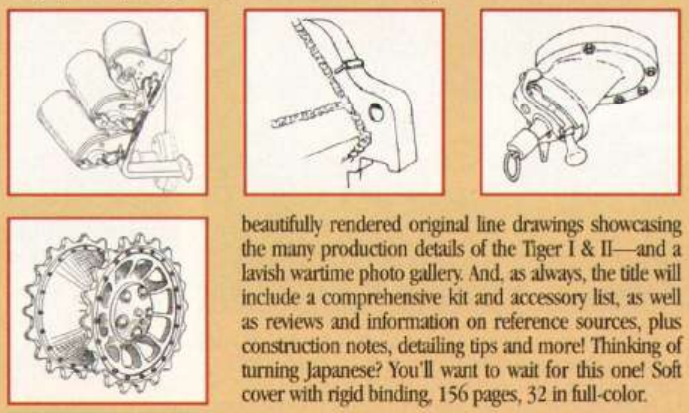

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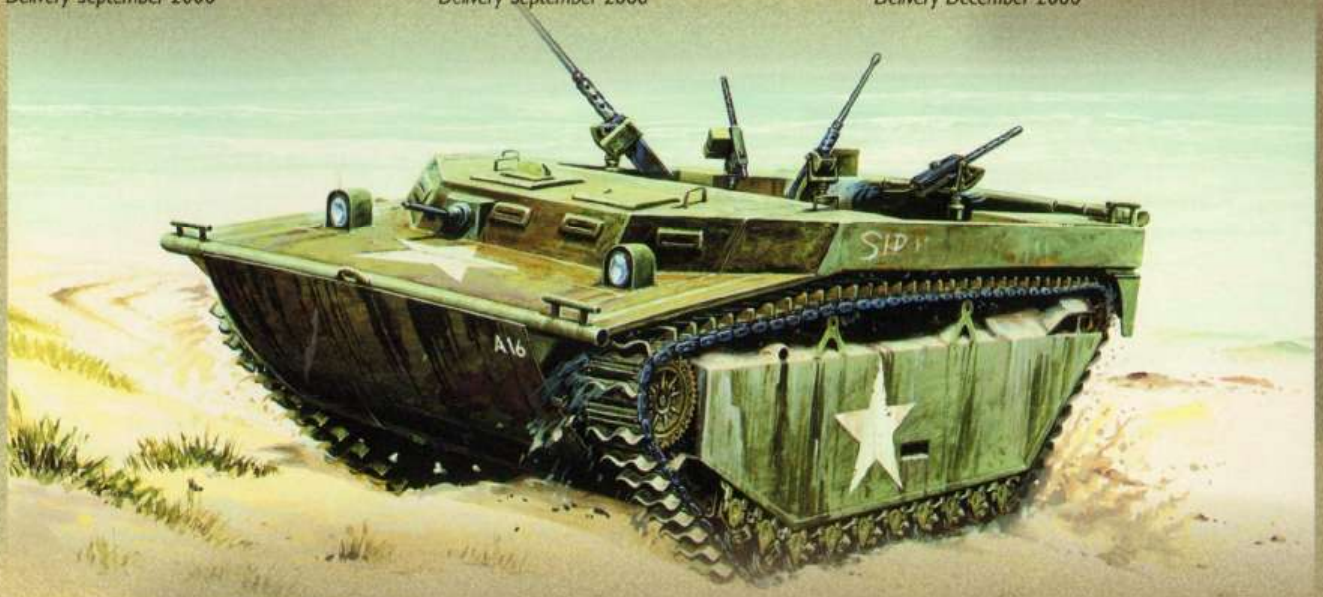

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