



# SCALEMAIL

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## NEXT MEETING

Tuesday 20th July 2021 : 7.30pm

Sports Lounge

Royal Oak Bowls

146 Selwyn St, Onehunga

## COMMITTEE

Chairman - Craig Sargent     John Watkins

Secretary - Brett Peacock     Lance Whitford

Treasurer - Mark Robson

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Link from the IPMS Auckland Website

## From the Editor

I am pleased to report that our first meeting at Royal Oak Bowls was a great success and I really think we are on to a winner here. The size of the meeting room is more than adequate in terms of size and facilities and the lighting is very good for our purposes. The staff there were very helpful in terms of advice about the venue and in making refreshments available. There is plenty of off street parking which was always a bug bear with the St Mary's Bay venue. It was also the first time many of us had seen the larger area we have booked for the Nats in October. Hopefully we can settle in for the long term without the perils of dealing with Auckland City council booking systems. If you couldn't make it to last month's meeting do try and come along this month to see things for yourself.

With the nationals looming we will be running a workshop at this month's meeting that will cover the nuts and bolts competition judging IPMS style. We will explain exactly what it is that judges will be looking and also what they are not interested in and why. It will also be a great opportunity for you to bring along models both finished and in progress and see how they stack up against those criteria with the idea that you should still have plenty of time to put things right before entering them in competition in October.

Planning for the Nationals is well under way there will be a brief update at the meeting.

Don't forget that if you haven't paid your subs this year you are now officially overdue.



**IPMS NEW ZEALAND NATIONALS**  
**COMPETITION AND DISPLAY**  
**8-10 OCTOBER 2021**  
**ROYAL OAK BOWLS, AUCKLAND**

**Less than 3 Months to go now!!**

# BULLETIN BOARD

**NEW MEMBERS AND SUBS \*\*\*\*\* 2021/22 NOW DUE \*\*\*\*\***

Subs for 2021/22 now due -see below for club account details or see the club secretary  
at the next club meeting.

Membership Type	Description	Cost
Full	Living in the Auckland Metropolitan Area	NZ\$45
Out Of Town	Living 75km or more from central Auckland	NZ\$30
Junior	Same rights as full membership for those under 16	NZ\$25

IPMS BANK ACCOUNT NUMBER

03 0162 0012960 00

*Please add your name and details  
so we know who has paid!*

## EVENTS

### CLUB NIGHT EVENTS

IPMS Auckland Meet on the  
second Tuesday of each month  
at 7.30pm

#### NOTE

**We have a new meeting venue:  
The Sports Lounge**

**Royal Oak Bowls**

**146 Selwyn St, Onehunga**

July

20/7/2021. Competition  
Nationals judging practice  
- where you can bring a  
model for dissection (in  
the nicest possible way  
☺) . Here's an opportunity  
to sort problems out be-  
fore competition day

### MODELLING EVENTS

Nothing to report this month !

# BULLETIN BOARD

## CLUB SUPPORT

The following retailers have kindly agreed to offer IPMS Auckland club members a discount on their purchases upon presentation of their current IPMS Auckland Membership card.

The discount only applies on selected product lines and remains at the discretion of the retailer.



**Modelair**

349 Dominion Road  
Mount Eden  
Auckland  
p: 09 520 1236



Cnr Market Rd & Gt South Rd  
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10% on kits and modelling supplies

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Constellation  
**HOBBIES**

Unit 5/1 Greenwich Way,  
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Ph: (09) 441 3562

10% on kits and modelling supplies



**Merv Smith Hobbies**

27 Davis Crescent  
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10% off most items on presentation of IPMS Auckland Membership Card.

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**Avetek Limited**

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# Pacific Coast Models 1/32 Hawker Hurricane Mark I, Early production, aka “Ragwing”

By Brett Peacock

## British Royal Air Force Hurricane MK.I (Early Version)



**1:32 Scale Deluxe Kit**

PACIFIC COAST MODELS, Inc.

Kit # 32010, Private Sale – Probably rather hard to find in NZ as I have been after one for 6 or 7 years, now! I paid a VERY Reasonable \$50.00 but expect it to cost more than that online (if you spot one!) now as Pacific Coast Models is now defunct.

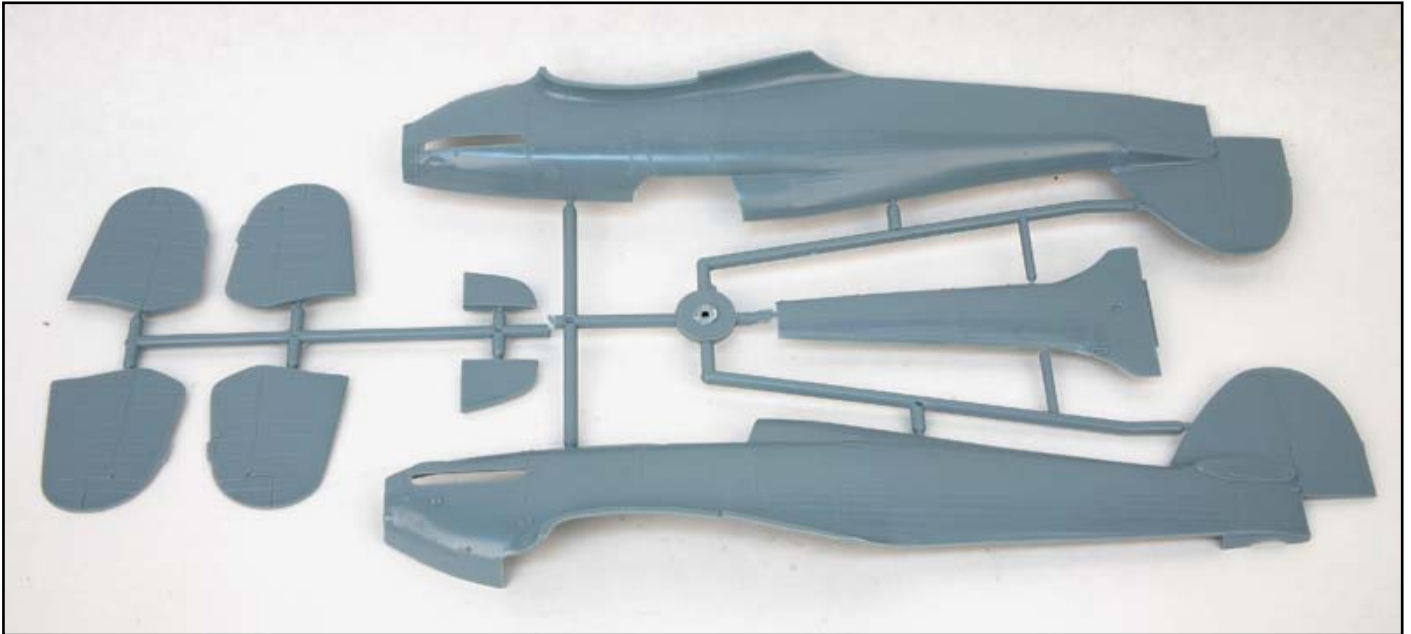
70 parts in blue-grey plastic, 12 parts in Clear , 17 Resin Parts, 32 parts on a median size fret of Colour Photo etch by Eduard. Decals for 6 options including 1 Finnish flown, and one captured in Yugoslavia by the Regia Aeronautica, 1 Belgian and 3 RAF options. The Plastic is by Sword Models and the PE by Eduard. No Provenance if provided for the Resin.

The kit includes the very early 2 bladed propeller and the “Keel-less” underside of the rear fuselage along with both the Rotol spinner and 3 blade propeller and the De Havilland spinner and 3 blade propeller, along with the standard keel for the rear under-fuselage. 2 types of tail wheel and yoike are also included as well as 2 differing windscreens. Some research into your chosen option will be necessary. As all the colour options use IDENTICAL outlines.... (Some notes on options are provided, but not enough clarity for other options.

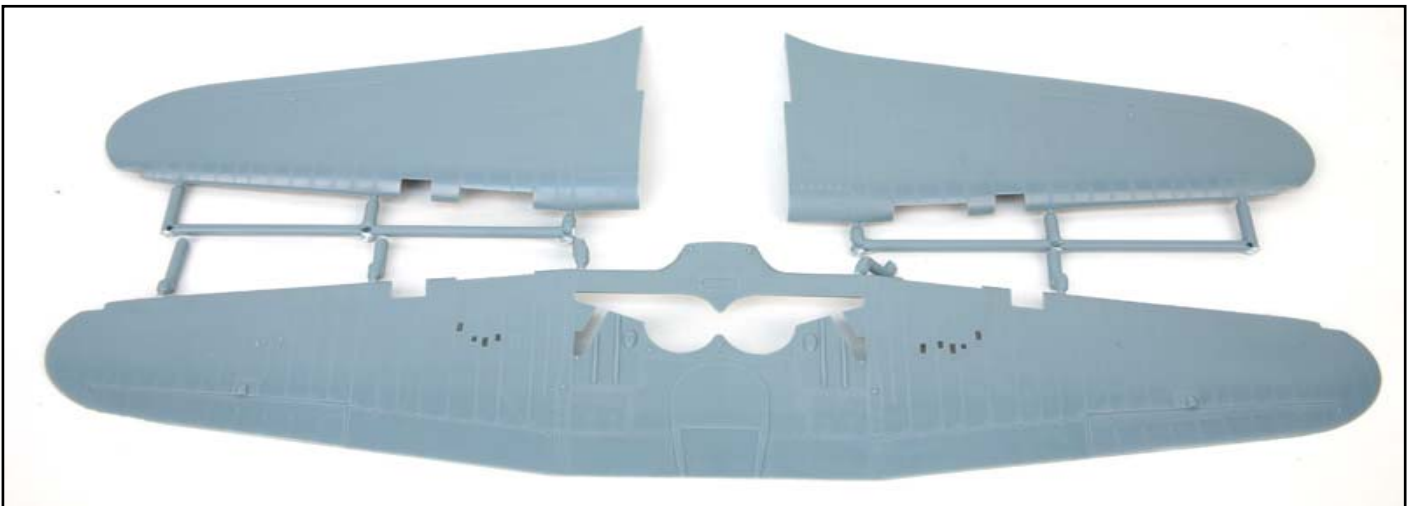
This kit represents a brave choice as the initial production run was rather small, compared to the later, all metal wing, variants of the Hurricane. The nickname derives from the fact that most of the upper and lower wings are fabric covered like a Biplane (In fact the Hurricane was originally called the “Fury Monoplane”) and was intended to replace the Hawker Fury Biplane. In fact a number of the early Mark Is were returned to the Hawker works to be re-winged with the new all metal wing and rotol or DH propellers, and brought up to date in mid 1940.

The others had either already been lost (in France) or exported to places like Yugoslavia and Finland, and some were sent to the USSR, where the Finns captured them in 1941!

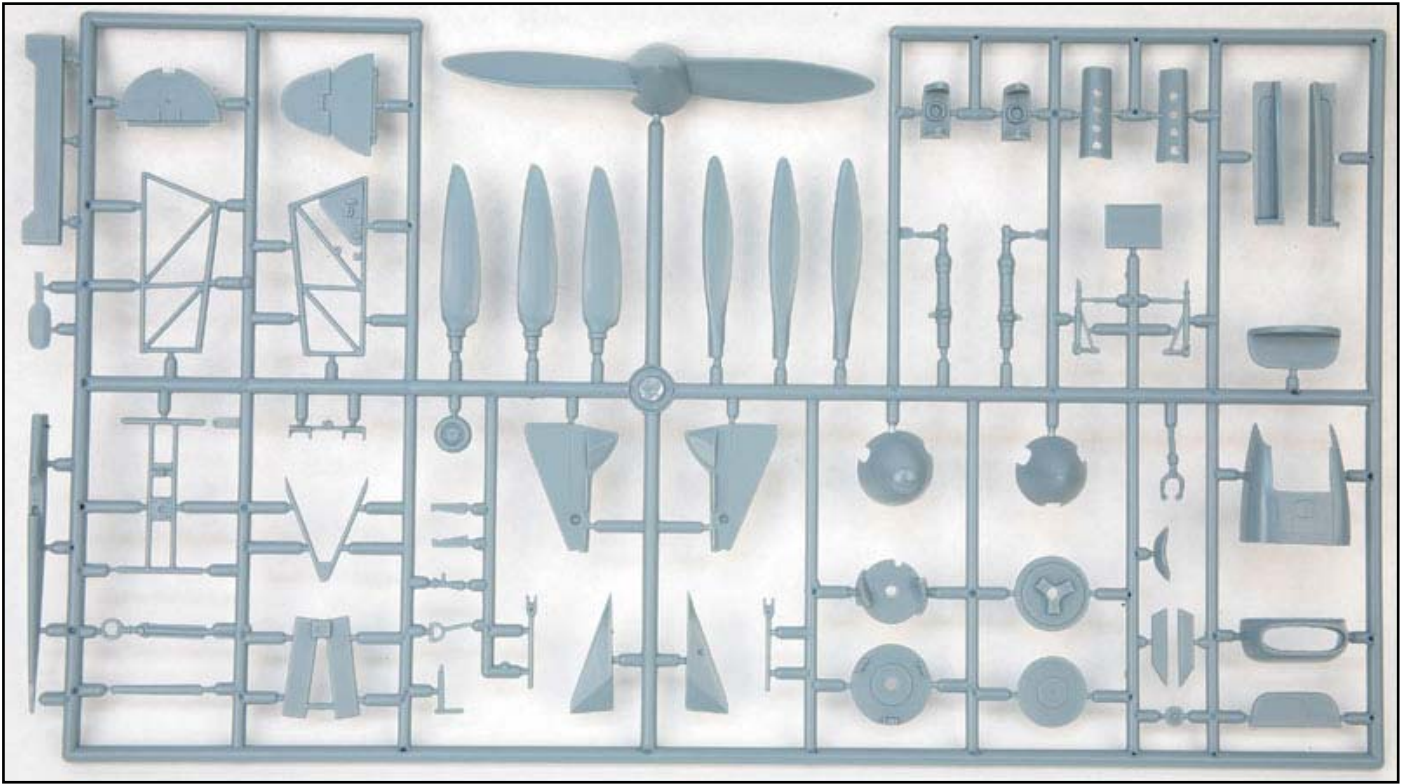
I have built the Revell 1/32 Mark I Hurricane way back when, and it was a fairly easy build then, but time has not been kind to the fit or the details of that kit. Plus its accuracy apparently leaves a bit to be desired! Fly Models also produced a family of 1/32 Hurricanes, but AFAIK, Not a Rag-wing version, although they covered most of the rest!



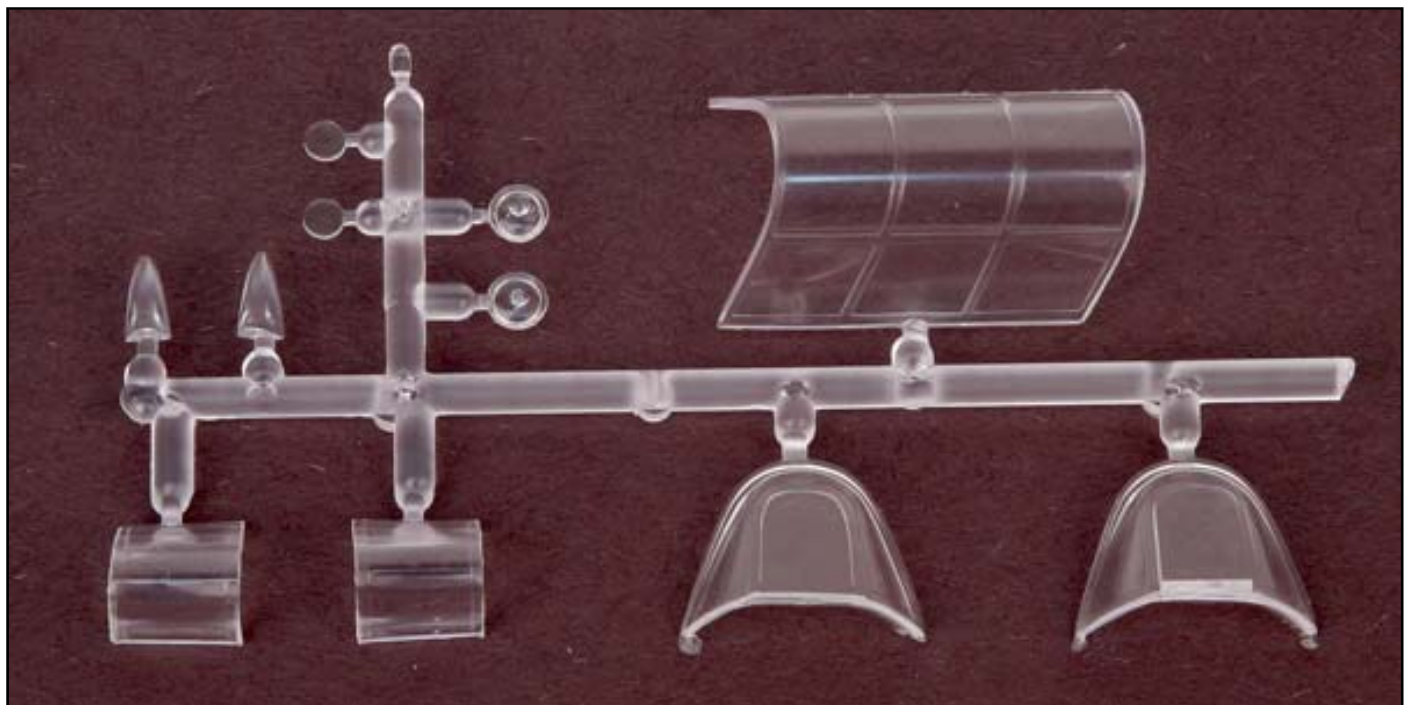
On to the kit! As stated the parts are molded in the typical Blue-grey plastic that Sword uses in kits like their 1/48 Meteor NF 14 reviewed recently. It is typical of modern limited run plastic being a little hard and very smooth to the touch, if a little thicker than mainstream injection molded kits. An Online review I saw notes that generally fit is better than many such kit BUT there is an issue with aligning the upper wings with the fuselage fairing they join to. Clamps, superglue and patience and maybe a mild heat gun may be called for! On a more positive note, it is more "Hurricane-like", that is to say accurate, than the old Revell kit!



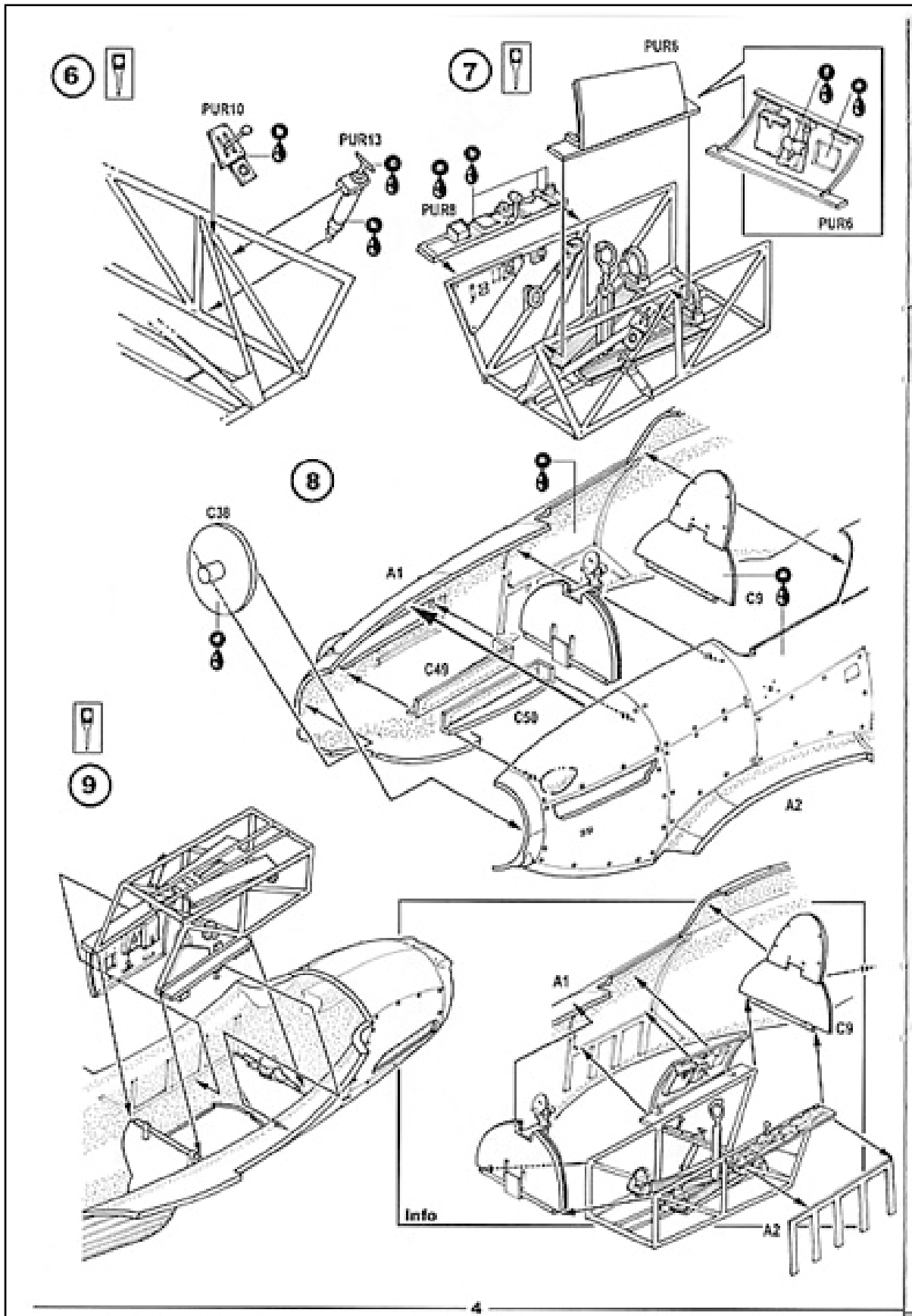




The clear parts are very clear and should not present a huge problem, although an open canopy may be more difficult to achieve without a vac replacement. The resin and PE fill out the Wheel bay and cockpit to a very high standard, so an opened canopy should be considered.



The instructions are very good, with paint call-outs at every step and options clearly marked, but NOT for which marking scheme that they apply to! (with one or two exceptions.)



The drops shown have letters in them to indicate which colour paint to use. As you can see from the drawings the Cockpit is very complete and should be shown off.



The full colour, A5 sized colour guide shows enough information to make choosing your option rather difficult as they are all very nice, and somewhat unique, choices and patterns. I am very partial to either the Finnish or the Regia Aeronautica options!

Upper surface pattern for LR-R

Upper surface pattern for GG-L and SD-V

Underside of Hurricane LR-R

Underside of Hurricanes SD-V and GG-L

**PACIFIC COAST MODELS, INC.**  
**Hawker Hurricane Mk.I**  
**1/32**

Illustrations by Richard J. Caruana

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Hurricane Mk.I, L1909/LL-R, 56 Sqn, RAF North Weald, mid-1939

Hurricane Mk.I, L1656/SD-V, 501 (County of Gloucester) Sqn, RAF Tangmere, March 1940

42 Left Side  
 00 Right Side  
 00 Both Sides  
 00 With Note

Hurricane Mk.I, GG-L, 151 Sqn, Sealand, mid-1939

Hurricane Mk.I, 21, 2nd Esc., 1<sup>st</sup> Group, 2nd Regt de Chasse, Belgian Air Force, Diest, 1940

Hurricane Mk.I, HC-451, LeLv 32, Finnish Air Force, 1941

Hurricane Mk.I, Regia Aeronautica, Guidonia, 1941

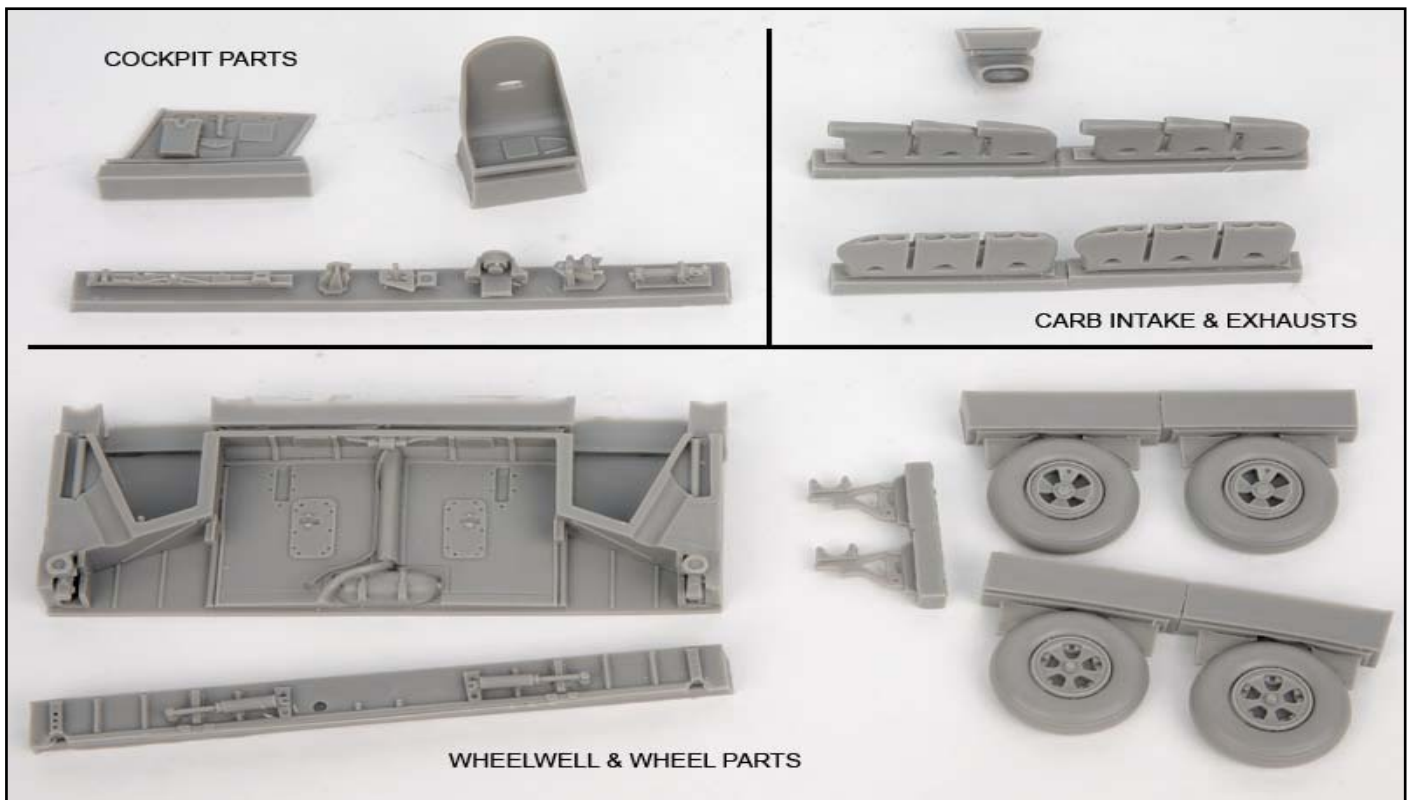
Regia Aeronautica Hurricane wing marking positions (undersides similar)

Belgian Air Force upper and lower surfaces

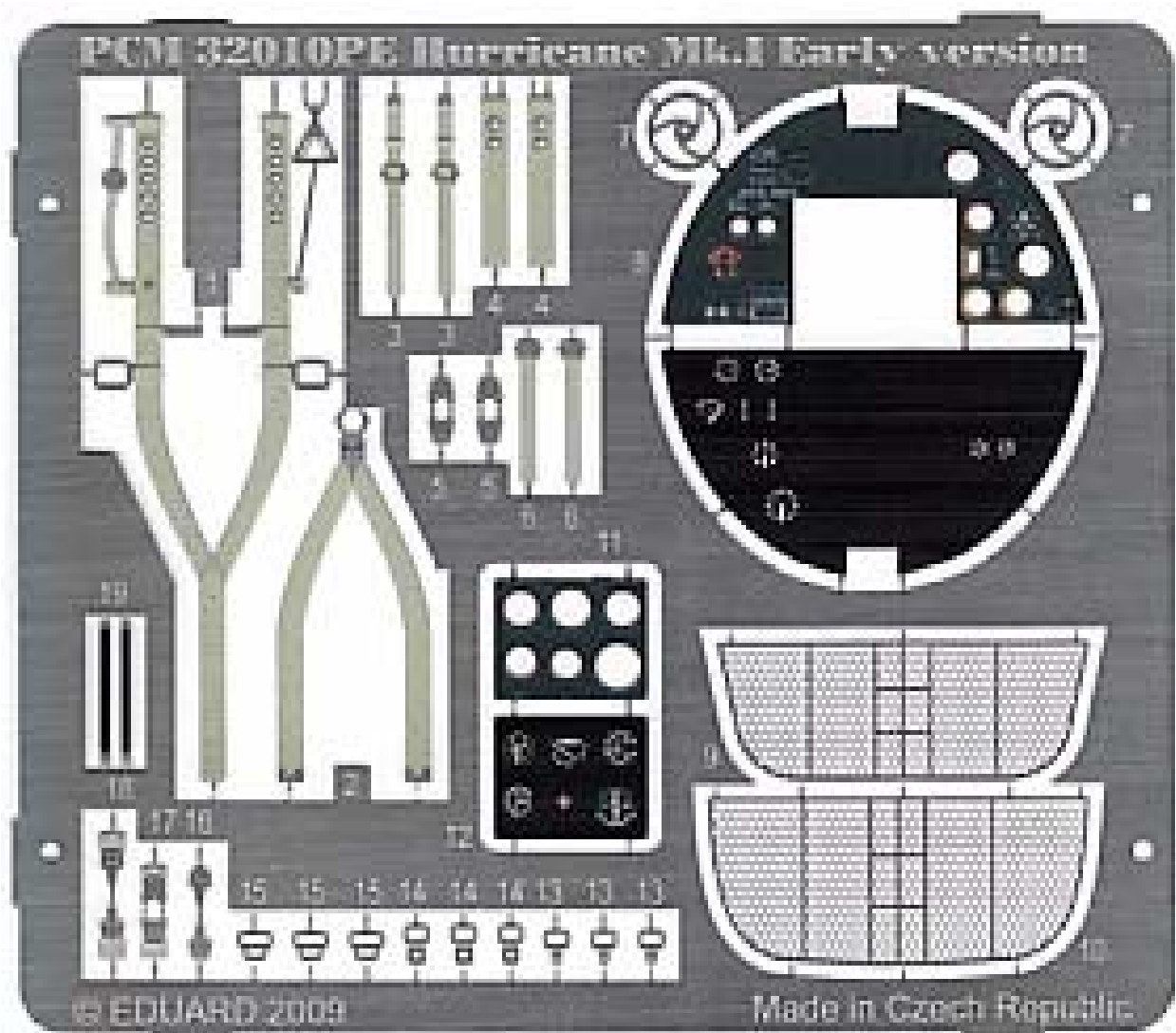
Finnish Air Force upper and lower surfaces

42 Left Side  
 00 Right Side  
 00 Both Sides  
 00 With Note





The Kit Resin... and Photo-etch



Here is an example, taped up.... Note the misaligned wing upper and fairing at the wing root.



While I am aware that short run kits like this are not everyone's cuppa tea, they do fill an important gap in the choice of available subject matter, so, despite the flaws, I am recommending this kit to anyone who has, or can get, one. Yes, it will be more work than the latest Tamiya Uber-kit, but so will the old Revell or Fly Hurricane... And people are Still buying those.



**BRITISH MILITARY TRUCKS OF WORLD WAR TWO.**

**Manufacturers, Types, Variants and Service of Trucks in British Army and Royal Air Force Service 1939-45. Tankograd Publishing reprint by Les Freathy.**

Review by Pete M.

# British Military Trucks of World War Two

Manufacturers, Types, Variants and Service of Trucks in  
British Army and Royal Air Force Service 1939-45

by **Les Freathy**



Tankograd Publishing  
Verlag Jochen Vollert

EXCLUSIVE Limited Paperback Reprint  
for Bookworld Wholesale, UK

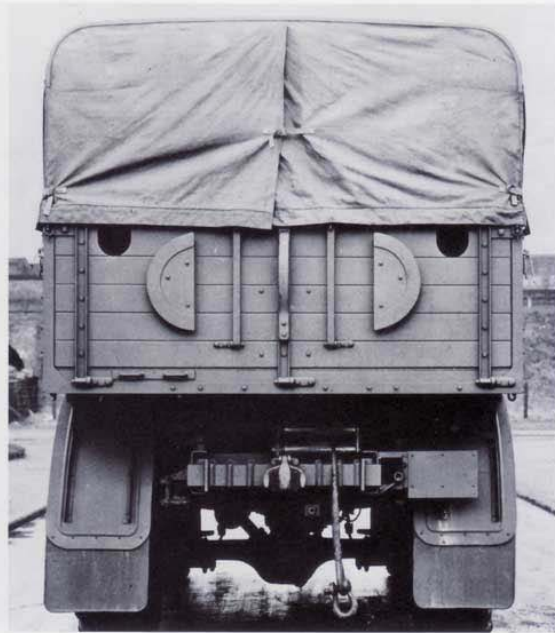


With the current plethora of Allied softskin models being released (and more yet to come) over the past couple of years, this reprint from Tankograd is a much needed resource to help with the builds!

Originally released as a hardback, this limited edition reprint is now in a soft cover format in A4 size so most photos included are a good size to pick out details etc. Most are very well chosen for clarity, but the odd one or two that are maybe not so clear have been included if they are the only ones known to show a certain variant. All appear to be pre-war or wartime photos, no current rebuilds or display vehicles to confuse the issue here!



Gas masks appear to be the order of the day in this 1941 photo of a wheel change on a early cab Matador artillery tractor.



Rear view of the artillery tractor, the body featured a steel panel roof with canvas sides but this one has the detachable hoops and all over canvas. The front section contained seating for up to ten crew plus lockers and the rear section had ample space for ammunition.



One hundred and seventy five 6 pdr anti tank Deacons were produced on the Matador chassis and all were issued for service in the Middle East and served until the end of 1943. The gun was mounted in a turret mounted in the centre of the body with a 319 degree traverse, a small number were sold to the Turkish army from stocks held in 1944.



From redundant stocks held in 1943 a number of Deacons were converted to armoured ammunition carriers at the AEC factory and were issued in the main to anti tank batteries.

Many Matadors received field and base workshop modifications such as this recovery and crane built on the cab chassis. The fitting of a body from a fifteen hundred weight CMP truck and a industrial Hyster crane jib resulted in a very useful vehicle, a small number were built by Middle East workshops.



Beginning with a chapter covering the British Army's vehicles from 1914 through till 1939, the book then covers most of the British 'B' vehicles and their variations in alphabetical form. Several pages are devoted to each makers products and there is a table for each listing each models basic specifications.



An amazing photograph of an RAF supply depot in the 1930s, depicting almost 100 Albion AM 463 chassis and bonnets awaiting bodies. In the background are Ford 2-ton vans and Crossley IGL 3-ton 6x4 lorries.



An early-model AM 463 Ambulance in blue RAF livery. It is obvious these were large vehicles, but they were also very slow.



The triple-boom Refueller. The vehicle would have been parked in a central position to allow three fighter aircraft to be refuelled at the same time.

### Variants

- General Service/Tender
- Ambulance
- Tractor (for semi-trailer)
- Boom Refueller
- Mobile Crane
- Dental Surgery (converted ambulance by a coachbuilder in Cairo for use by the RAF Dental Service in the desert)
- Wireless



The pump and filters on a triple-boom Refueller. The equipment was supplied by Zwickey.





Shown just before issue to the military, the early MWD models were supplied without a body tilt. Clips to hold the crew's rifles are clearly observed in the cab area. Weapons must have been in short supply at the time, as one is a wooden dummy. Note the body sides were hinged just above the rear-wheel arch.



This vehicle was issued for driver training early in the war. Note the radiator cover on the front bumper. As can be observed, very little weather protection was given to the cab and even less was provided in the body area. An Austin 8hp two-seat car can be seen on the right.

A late-model MW in company with a number of Dodge D30 3-ton trucks in an REME workshop store area. Repairs to damaged bodies can be seen on the unpainted timber, and one vehicle has an REME "on test" board attached to the rear of the body.





Naturally, the higher production numbers of some vehicles and variations of such has been covered in more pages than others, but most have been well documented. Note: there are very few 'technical' drawings or sketches from manuals, but most include some basic chassis photos.



Manufacturer	Designation	Classification	Configuration
<b>Ford</b>	<b>WOT8</b>	<b>1.5-ton</b>	<b>4x4</b>



Ford produced the only 30cwt 4x4 truck during the war, the forward control WOT8 derived from the 3-ton WOT6. It seems strange that a special 30cwt-class vehicle was built at a time when it was intended to declare this type obsolete. However, build them they did, as Load Carriers for forward areas. The cab's top section on this model was non-detachable and they served until the end of World War Two, mostly in Tunisia and Italy and ending up in Austria, where a number were used as a Tractor to tow the 17-pounder anti-tank gun. Its short wheelbase and four-wheel drive were well suited for this role, plus it had a fairly spacious body for the crew, ammunition and stores. Few variants were built. There was the Anti-Tank Gun Tractor as mentioned, but there was also a version with what appears to be an engine and generator mounted in the body, plus naval Aldus signal lamps. Another was a converted caravan for use by war correspondents in the Middle East.

A one-off conversion, as far as is known, is the basic WOT8 converted by war correspondents as a mobile base and living quarters.



The only 4x4 30cwt produced in Britain was the Ford WOT8. Many were shipped to the Middle East and were still serving in Italy at the end of World War Two. This is a GS with timber body.

### Technical Data

**Engine:** Ford V8 3.63-litre petrol producing maximum 85bhp at 3,800rpm  
**Gearbox:** 4-speed forward; one reverse. Ratios 42.6 to 1; 20.6 to 1; 11.25 to 1; 6.66 to 1; and 52 to 1 in reverse  
**Suspension:** Semi-elliptic front and rear  
**Brakes:** Foot: mechanical on all wheels. Hand: mechanical on rear only  
**Tyres:** 10.50 x 20  
**Fuel capacity:** 35 gallons giving 300-mile radius of action  
**Maximum speed:** 45mph  
**Dimensions:** Length 16ft 8in, width 7ft 6in, height 9ft 2in  
**Weight:** Unladen 3ton 16cwt

### Variants

- \* General Service timber body
- \* General Service steel body
- \* Anti-Tank Gun Tractor
- \* Signals
- \* Caravan



A short-wheelbase and four-wheel drive made the WOT8 an ideal solution for towing the 17-pounder anti-tank gun. Most, if not all of these, served in Tunisia, Italy and Austria during World War Two.



with an all-in weight of 40 tons, which the Scammell combination would have to cope with. Indeed, it did so with reasonable satisfaction. The question is often asked why alterations were not made to upgrade the transporter to 40 tons, but the production rate from the Scammell factory was indeed very slow on all models, and with constant demand for vehicles to equip the growing numbers of British units, any upgrade never materialised. It was the introduction of the American-built Diamond T 980/981 Tractor and 40-ton Trailer that would finally resolve the situation.

The purpose-built 30-ton TRMU30 Tractor-Trailer combination once again returned to the steep loading bed that at times would upset the centre of gravity whilst travelling with a heavy load aboard. The long ramps when loading formed a continuous loading angle and damaged tanks with tracks still working could unload simply by using gravity.

### Technical Data

**Engine:** Gardner 6LW 6-cylinder diesel. Bore 41/4in, stroke 6in. Capacity 8.4 litres. Maximum 102bhp at 1,750rpm. Maximum torque 4,164lbs.  
**Gearbox:** 6-speed forward; one reverse. Ratios, 111.0 to 1, 69.0 to 1, 42.9 to 1, 25.0 to 1, 15.6 to 1, 9.6 to 1 and 141.8 to 1 in reverse.  
**Suspension:** Front, transverse inverted semi-elliptic. Rear, semi-elliptic spring. On final drive gear case capable of swivelling about axle centre.  
**Brakes:** Foot, on all wheels assisted by compressed air servo. Hand, Neate brake on driving wheels plus transmission brake.  
**Tyres:** 13.50x20  
**Turning circle:** 70ft 0in  
**Dimensions:** Length 20ft 7in, width 8ft 6in, height 9ft 10in  
**Weight:** Unladen 8ton 9 1/2cwt



Inside the cab before installation of seats and the rear panels. The photo was taken at the Scammell works in Tolpitt Lane. The large gear-change gate can be observed, which featured several neutral positions and required some training to master.



The 20-ton Semi-Trailer is here loaded with a German Panzer III tank. Although only rated for a 20-ton capacity, the level platform mounted on small wheels gave a greater degree of stability when it was loaded.

### Variants

- TRMU20  
20-ton Semi-Trailer Recovery
- TRMU30  
30-ton Semi-Trailer Recovery



The next section covers the 'Lend Lease' vehicles sourced from the USA from the Jeep to the Diamond T and the myriad of vehicles received under this scheme.

Next comes a section covering the Canadian motor industries contribution which covers all of the Canadian Military Pattern vehicles produced by Chevrolet, Ford and Dodge in civilian based vehicles made in Canada.

The final section covers the multitude of trailers of all shapes, sizes and uses produced during this period.



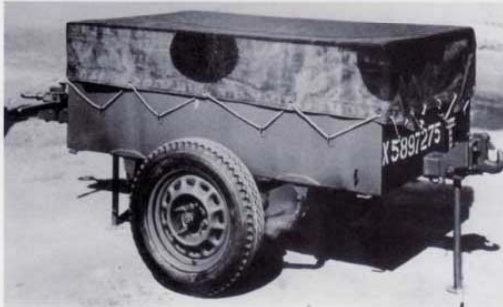
The Multiwheeler/SMT low-loading drop-frame trailer of 20-ton capacity was built from rolled-steel sections. The trailers could, if required, handle tanks weighing up to 20 tons, but their main role was the transportation of heavy construction equipment. The 16 wheels were shod with 29 x 8 HD tyres.



The Crane 7.5-ton Light Recovery Trailer issued to LADs. A manually operated winch with 50 feet of cable could be used when the prime mover had no winch. Reversible ramps (one side smooth and the other ribbed) allowed the loading of both tracked and wheeled vehicles. These were stowed between the body channels when not in use.



1-ton trailers were built in limited numbers during the war but did meet with greater demand in the post-war years. This image shows a Dashwood-built No. 5 Mk 1 trailer. It is a late model with smaller 900 x 13 tyres and a large castor wheel on the front jockey leg.



Two photographs of the Lightweight Airborne Trailer. These were often linked into trains, hence the inclusion of the rear tow hitch.



A number of 10cwt lightweight chassis were used for specific roles, including this Liner portable saw bench.



A lightweight 100-gallon Water Tank, again with the rear tow hitch and stowage boxes for hoses and filters.



In 256 pages, this volume can't hope to cover every single vehicle made or used during WWII, but it makes a pretty good go at it.

Well worth adding to ones library, but I do note it is already showing as out of stock at **Book-world Wholesale** in the UK whom it was produced for. Considering it was only released at the beginning of July, it shows the demand for this type of book! No Note as to whether they are going to do another print run, but selling out this quickly may make it worthwhile for them to do so.

It is still showing in stock at The Aviation and Military Book Centre in the UK at the time of writing this review:

[https://www.aviationbookcentre.com/military\\_pre1946/tankograd\\_british\\_military\\_trucks\\_of\\_world\\_war\\_two/21423\\_p.html](https://www.aviationbookcentre.com/military_pre1946/tankograd_british_military_trucks_of_world_war_two/21423_p.html)

### British Military Trucks of World War Two

Unfortunately the subject of British trucks in World War Two is one that has been much neglected. The best publications to date are almost 40 years old, and even then they highlighted only certain aspects of this fascinating topic.

This book changes all that! For the very first time, an overview of manufacturers' designs, major truck types and their variants is now at hand. Based on factory and World War Two in-service photographs, this volume provides an in-depth and comprehensive examination of a subject that has hitherto been weakly documented. Finally a major gap remaining in the history of 20th-century military vehicles can be closed.

AEC	Guy
Albion	Hillman
Austin	Humber
Bedford	Karrier
Commer	Leyland
Crossley	Maudsley
Dennis	Morris
Dodge UK	Scammell
ERF	Standard
Foden	Thornycroft
Ford	Lend-Lease Trucks
FWD	Canadian Contributions
Garner	Trailers

On 256 pages this book is illustrated with 680 black&white photographs



ISBN 978-3-936519-49-5

# Border Model 1/35 Crusader Mk.III

By Lance Whitford



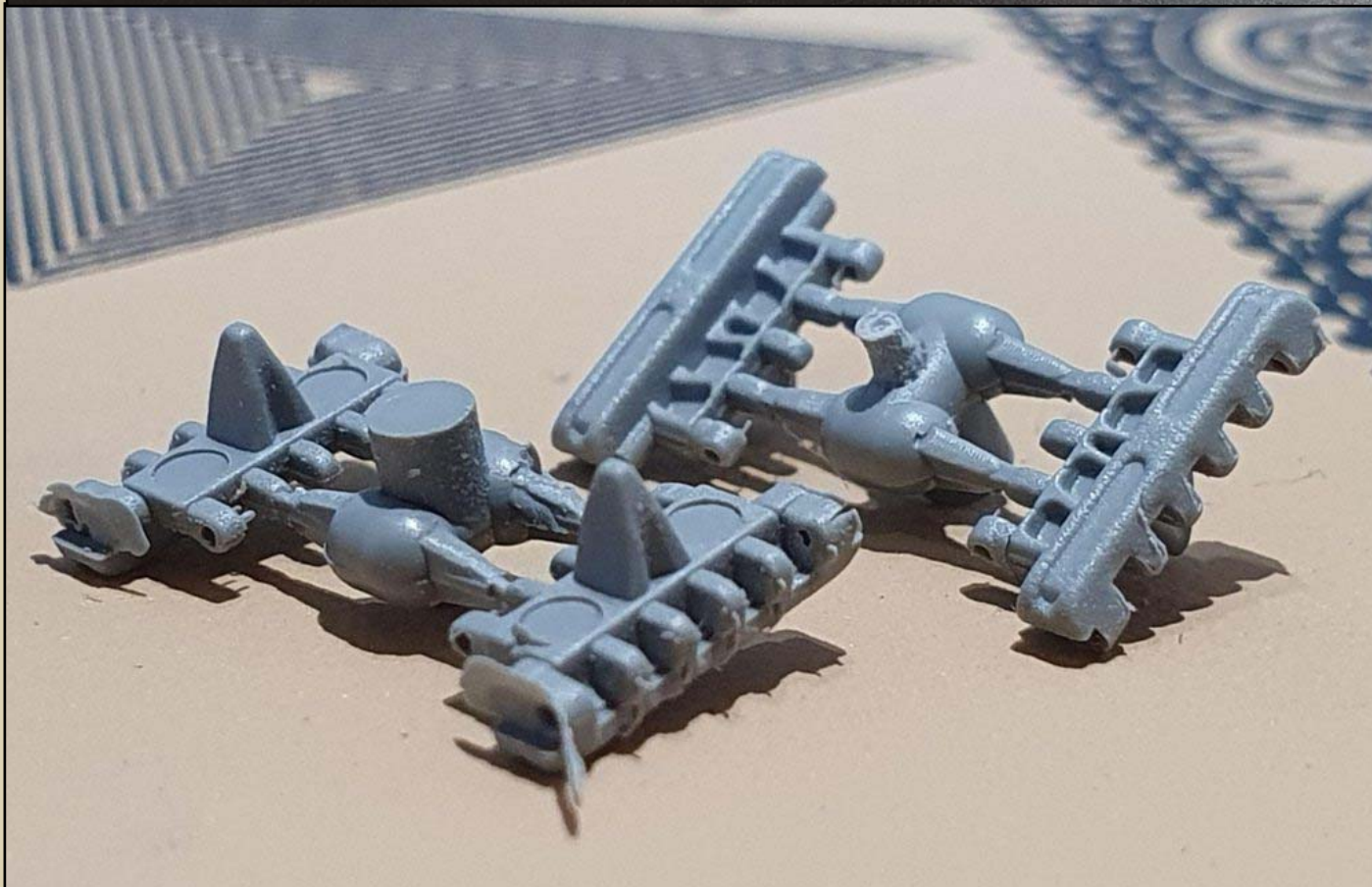
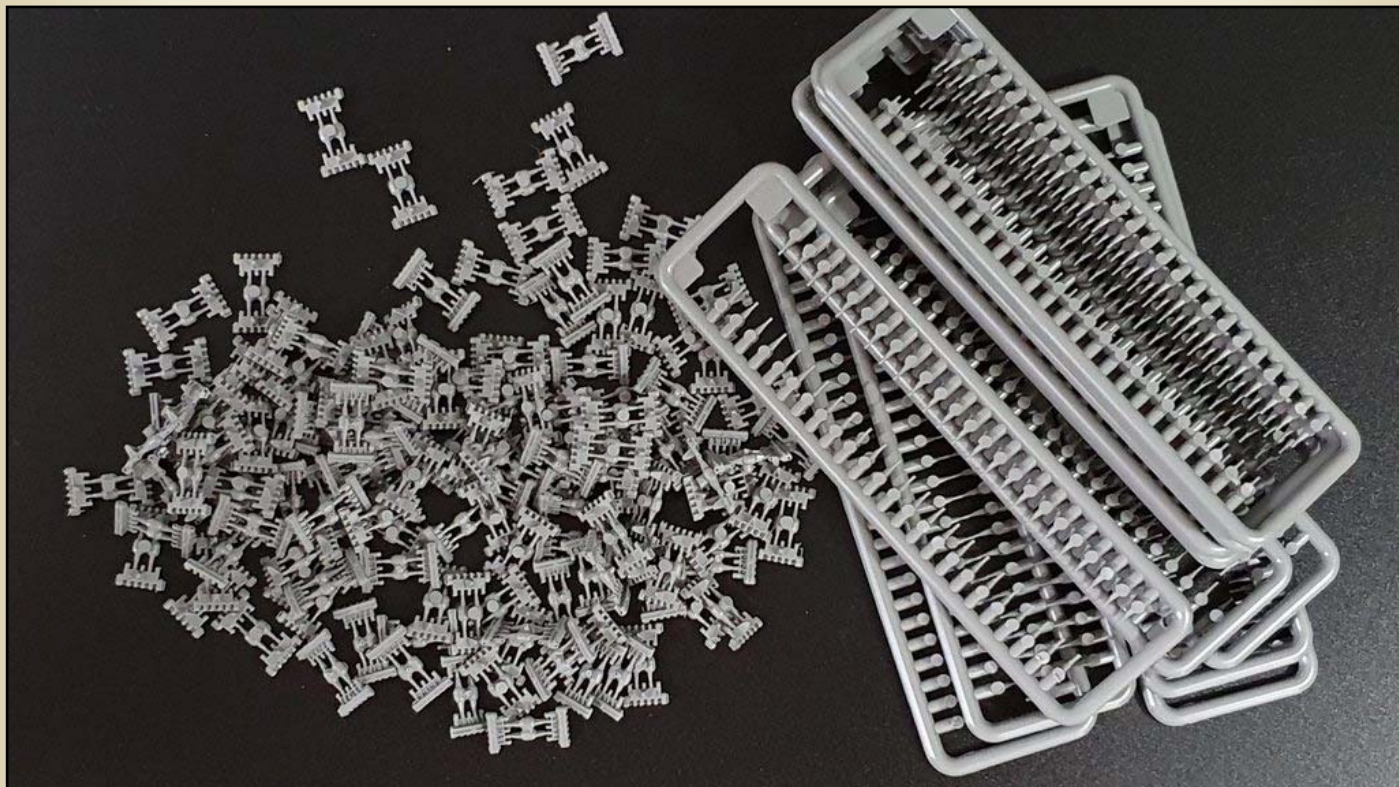
Border Model are a recent addition to the ever-growing list of Chinese kit manufacturers and the Crusader MK.III is their first British offering. For many years the only game in town for a Crusader in 1/35th scale were from the Italeri range and re-boxings of these by people like Testors and Revell. These kits all had major components that dated back to the 1970's. These were excellent kits for their time and still hold up reasonably well against today's kits. The most obvious issue with these was the strange raised section on the tip of the front mudguards. This was fixed when Tamiya did a re-box of the kit a few years back and subsequent boxings from Italeri now incorporate this fix. So this begs the question is it worth buying a Border kit if you have an Italeri kit or 2 on the shelf. Perhaps that depends on what variant you wish to model as Border currently offer the MkIII in kit form. Here are my initial thoughts.

Firstly the box art is very attractive which gives a good first impression, which is always useful for retailers who want to have something that pops out on the shelf. Once inside the box we can see that the parts are nicely moulded and that there are plenty of them as a result of the kit featuring individual working track links, each consisting of the link and 2 stub pins ala Model Kasten style. Other than the tracks the kits does not have many more parts than the Italeri kits. There is a turned metal barrel included and some photoetch. The construction of the lower hull and Christie suspension is very similar to the Italeri kits but offers the option make the suspension moveable. Another plus is that the stowage boxes come with separate lids which can be posed open in a realistic manner.



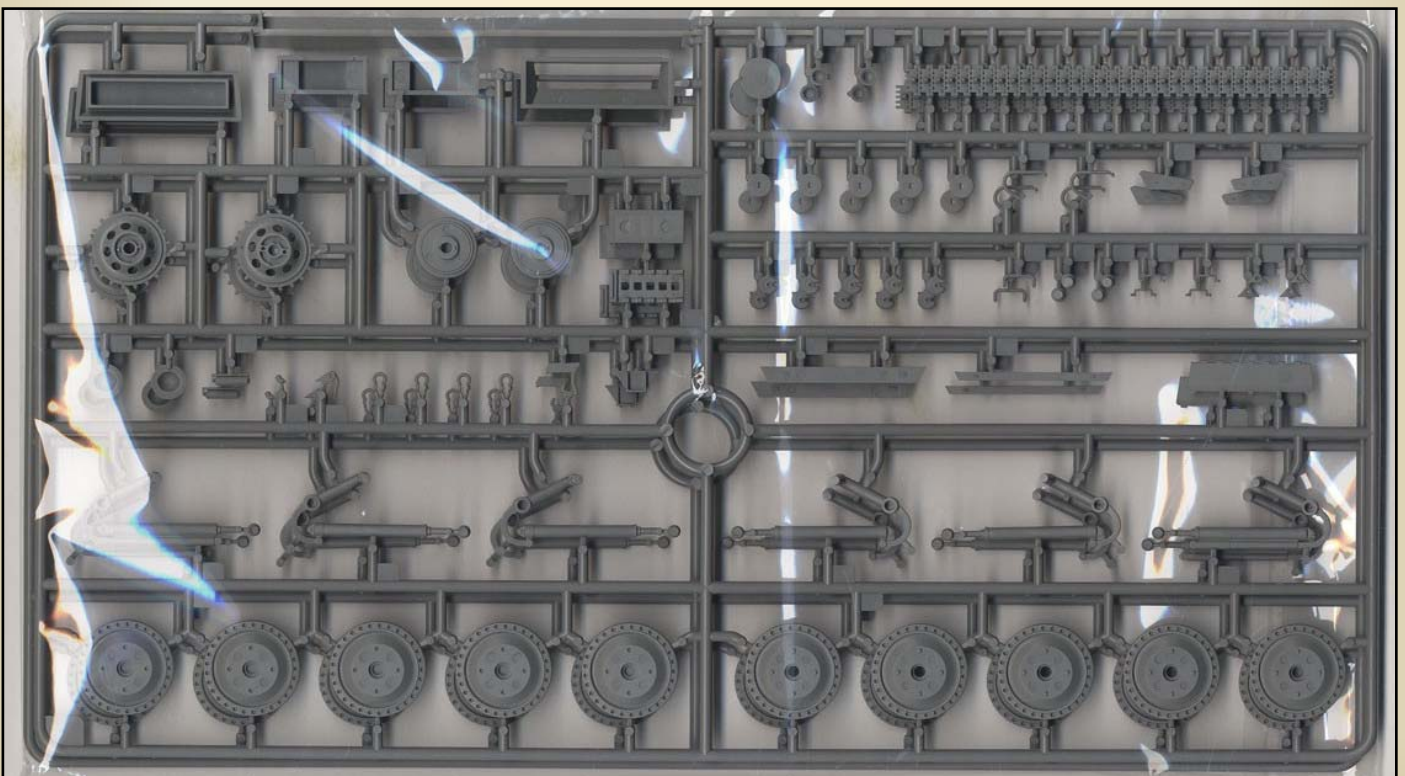
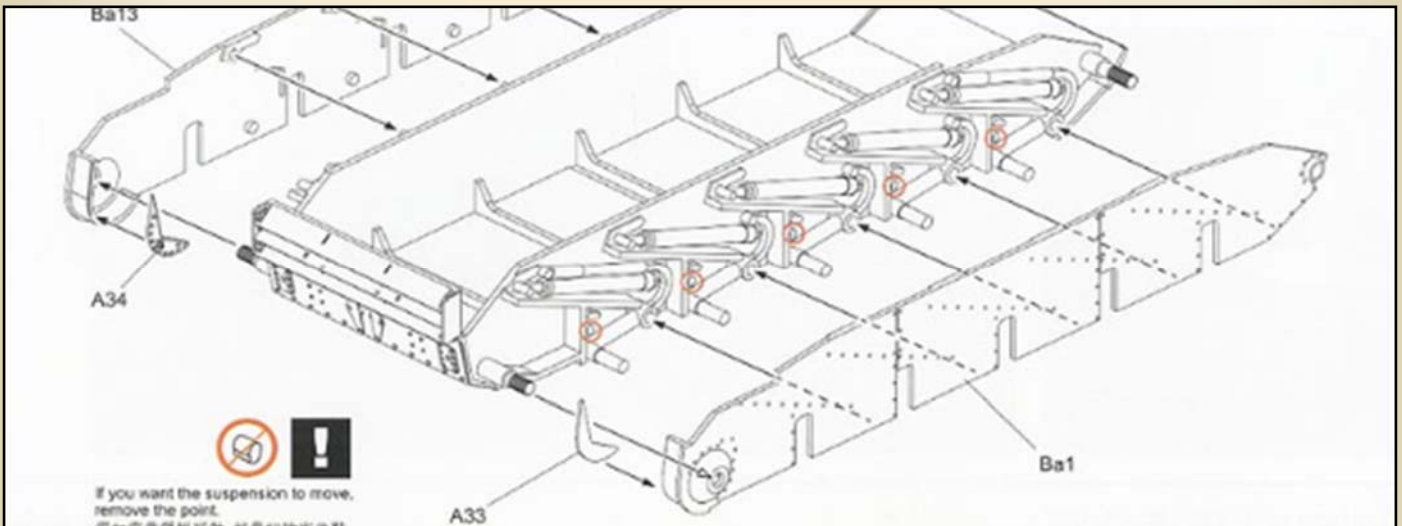
Looking at the indy link tracks in detail, they come moulded in pairs and are very small . They also have 2 ejector pin marks either side of the guide horns that will need to be filled and or sanded. Fortunately if you are building a desert or Tunisian campaign vehicle much of the track run will be hidden behind the sand shields. Border also provide 2 optional lengths of track for the lower run for those who are modelling the suspension as if the tank is sitting on the flat. A nice labour saving touch and the long lengths have less cleanup. This option also provides for some extra spare tracks. Some photos from Tunisia show short lengths of track attached to the turrets so the spares will help if you want to go down that path. A jig is provided to assist with assembling the tracks in small lengths. The pins must be inserted one by one. It would have been nice if the sprue spacing matched the jig to allow adding 5 at a time

*Pictures below from britmodeller.com*





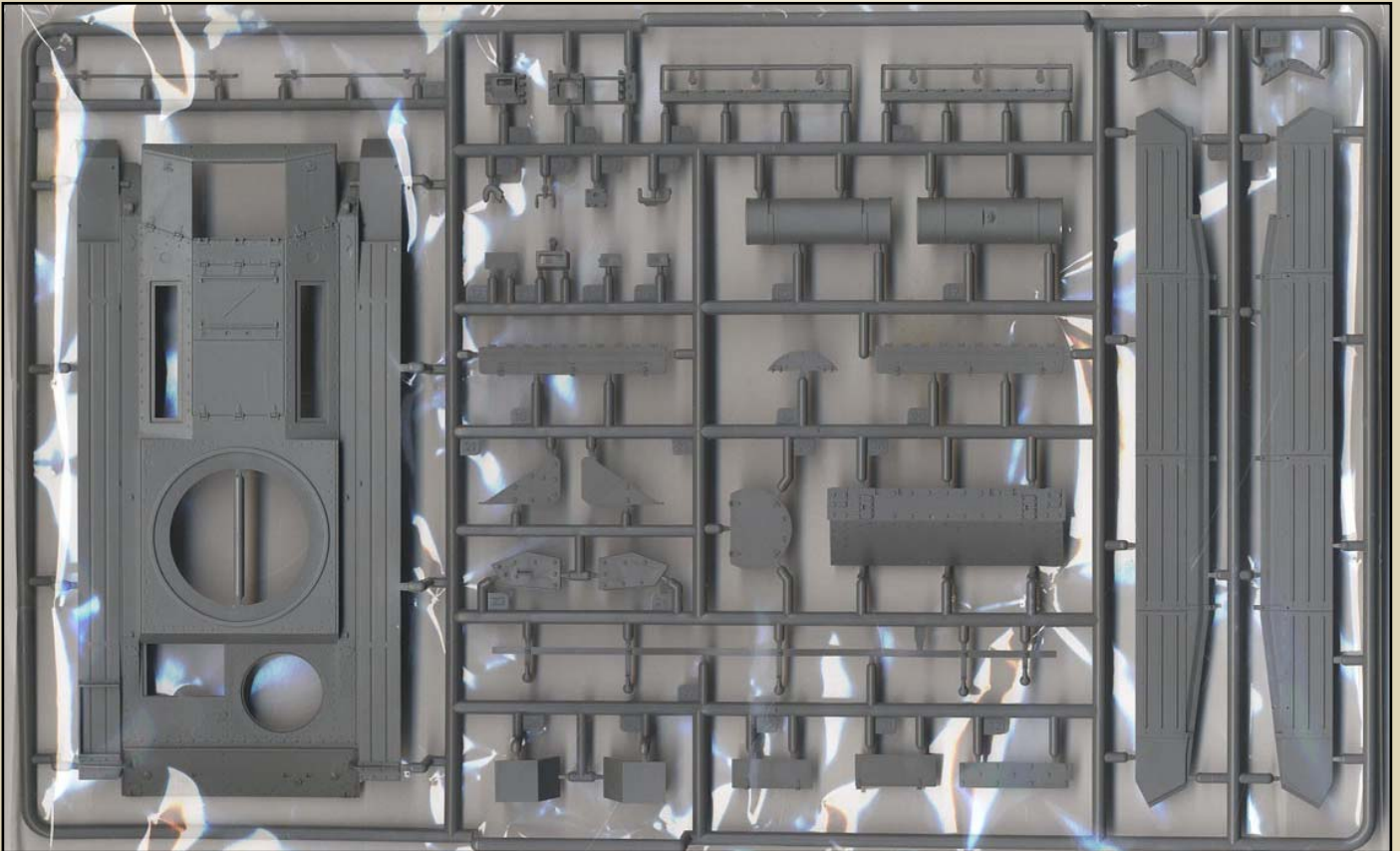
The roadwheels attach with poly caps which will appeal to many modellers and as mentioned earlier Border give the option of articulating the suspension arms. If you want to do this it is a simple matter of cutting off some hidden stubs that prevent the arms from moving. The roadwheels themselves are nicely detailed as are the rest of the visible suspension parts. The lower hull incorporates the twin skin layout of the Christie suspension system. The section of the instructions below illustrates the bits to remove when opting for a movable suspension. There is not an excess of parts here which is fine given that the suspension components are virtually invisible once the lower hull is complete. The sprue shots at the bottom also help illustrate that this is not one of those over-engineered kits that some manufacturers like to turn out.





As mentioned previously, Border give you the ability to have stowage boxes open but as can be seen form the sprue shot on the previous page the boxes are moulded with the minimum number of parts possible to achieve this.

Below are the other major sprues which reinforce the fact that this is not an overly complex model for the most part. That sprue layout suggests that there may be more variants to come with the bulk of the turret parts on a single sprue and the upper hull design ready to accept a Mk I MG turret should Border wish to release one of those.

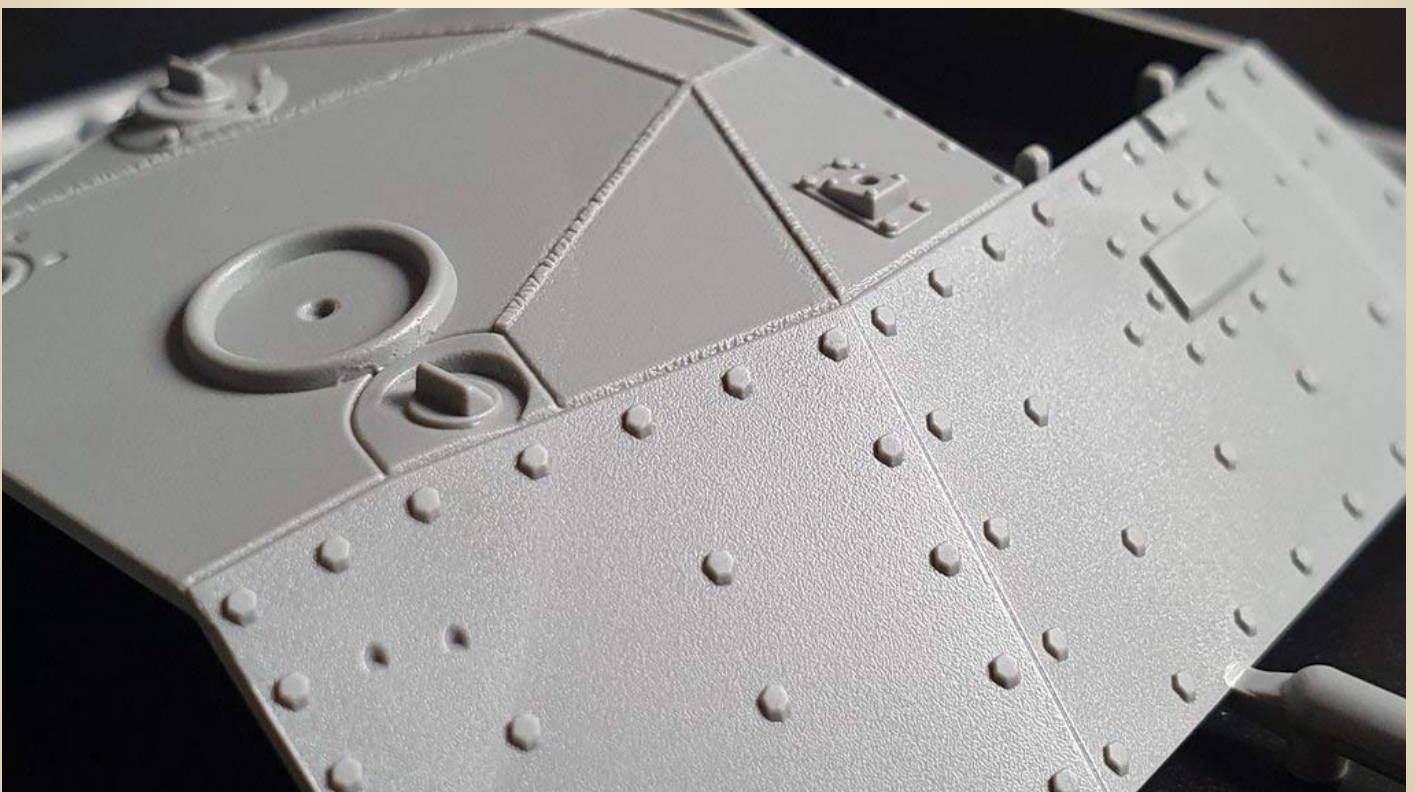


The turret is reasonably well detailed on the outside with some nice weld beads. I'm not convinced about the surface texture on the rolled steel plates though. The turret front also lacks a couple of sighting apertures. Border supply a barrel in plastic and offer an optional turned metal barrel. Unfortunately the metal barrel (below) is incorrectly shaped and should be binned.



Two styles of muzzle counter weight are offered for the plastic barrel and both could be seen on production vehicles so if using this barrel then choose the most appropriate for your subject. The plain tube-like version was more common in North Africa but the type with the tapered front was seen as well so if modelling a specific subject then take your key from photos if possible.

The coaxial Besa MG mounting on the turret front is a little flimsy looking. These were heavy cast cradles designed to protect as much of the barrel from battle damage as possible. The sidewalls that Border give you on the mount are too thin but it's not hard to beef these up with a bit of plastic card and spot of putty to get a better look. There is no interior detail to speak of in the turret other than a crude representation of the gun breach and some details for the inside of the turret hatch no no great leap forward compared to Italeri there.

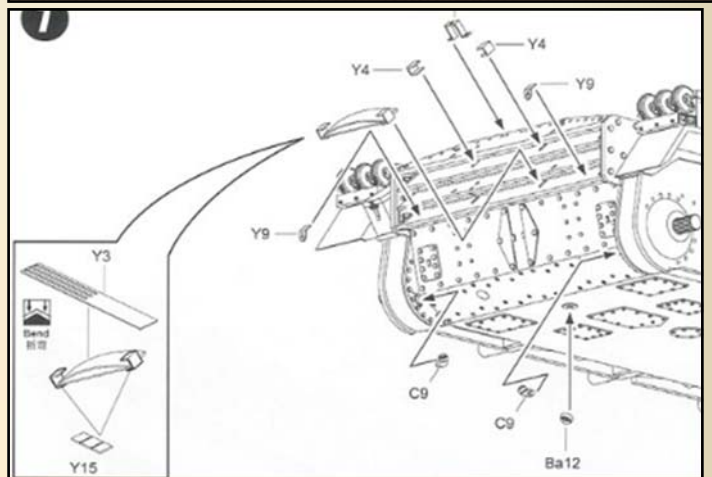
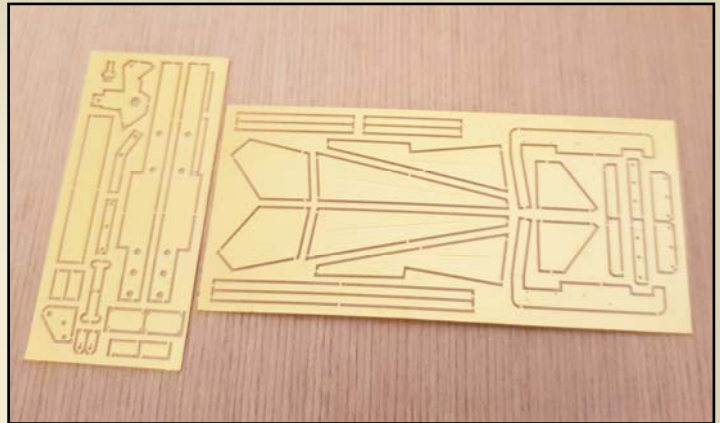




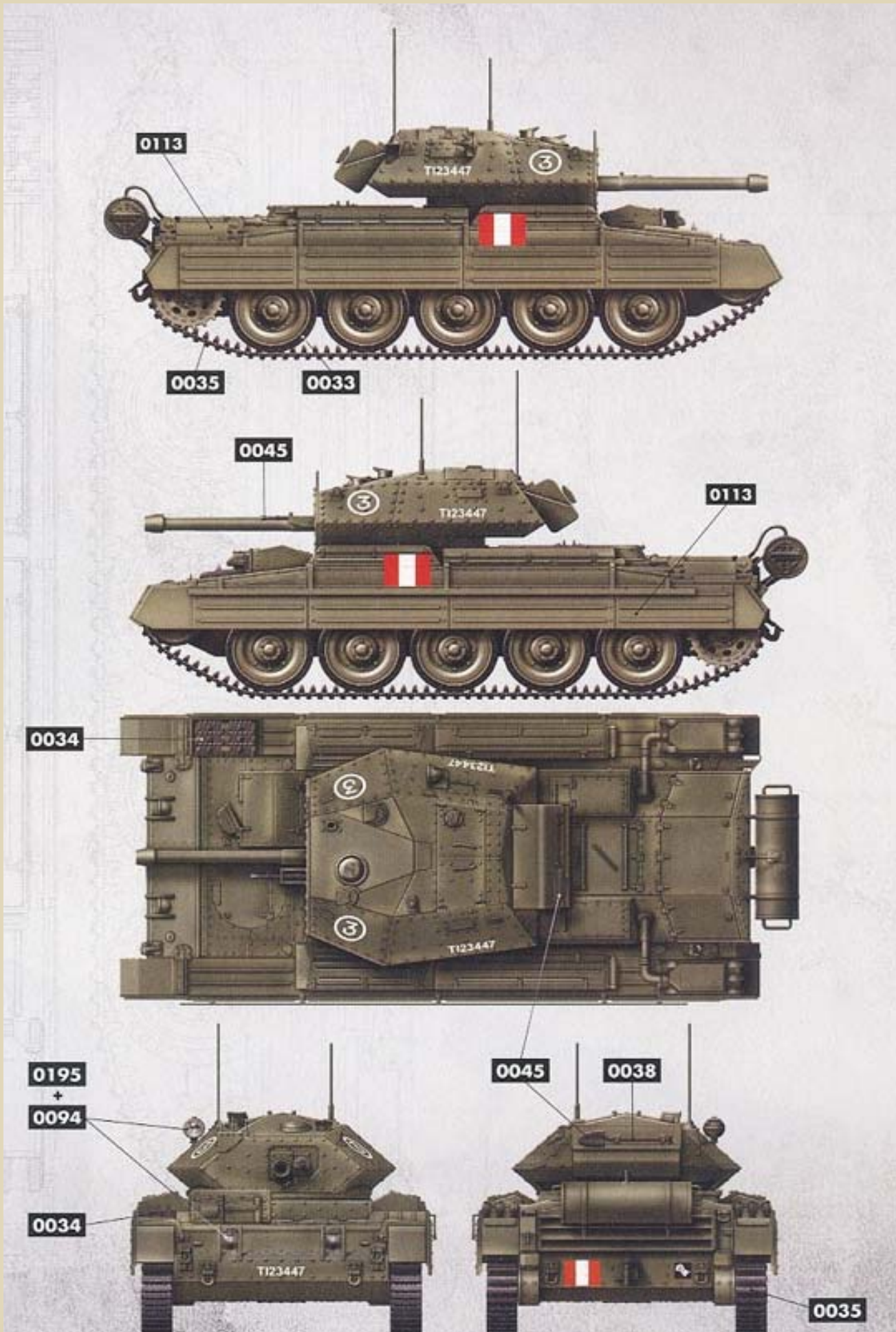
The PE supplied with the kit is shown on the right and is not overly ambitious in nature.

What is nice is that it does provide parts for the exhaust which lives in the grill at the rear of the hull. This is something that Italeri ignored.

The turret mounted light gets some PE trim which is a nice touch although by and large the PE is pretty basic most of the larger bits there to complete the mudguards in a non-desert style. Most modellers will probably want to do either an 8th Army tank or one from the Tunisian campaign which both use the full sand shields. The kit tow hook looks well detailed as can be seen below

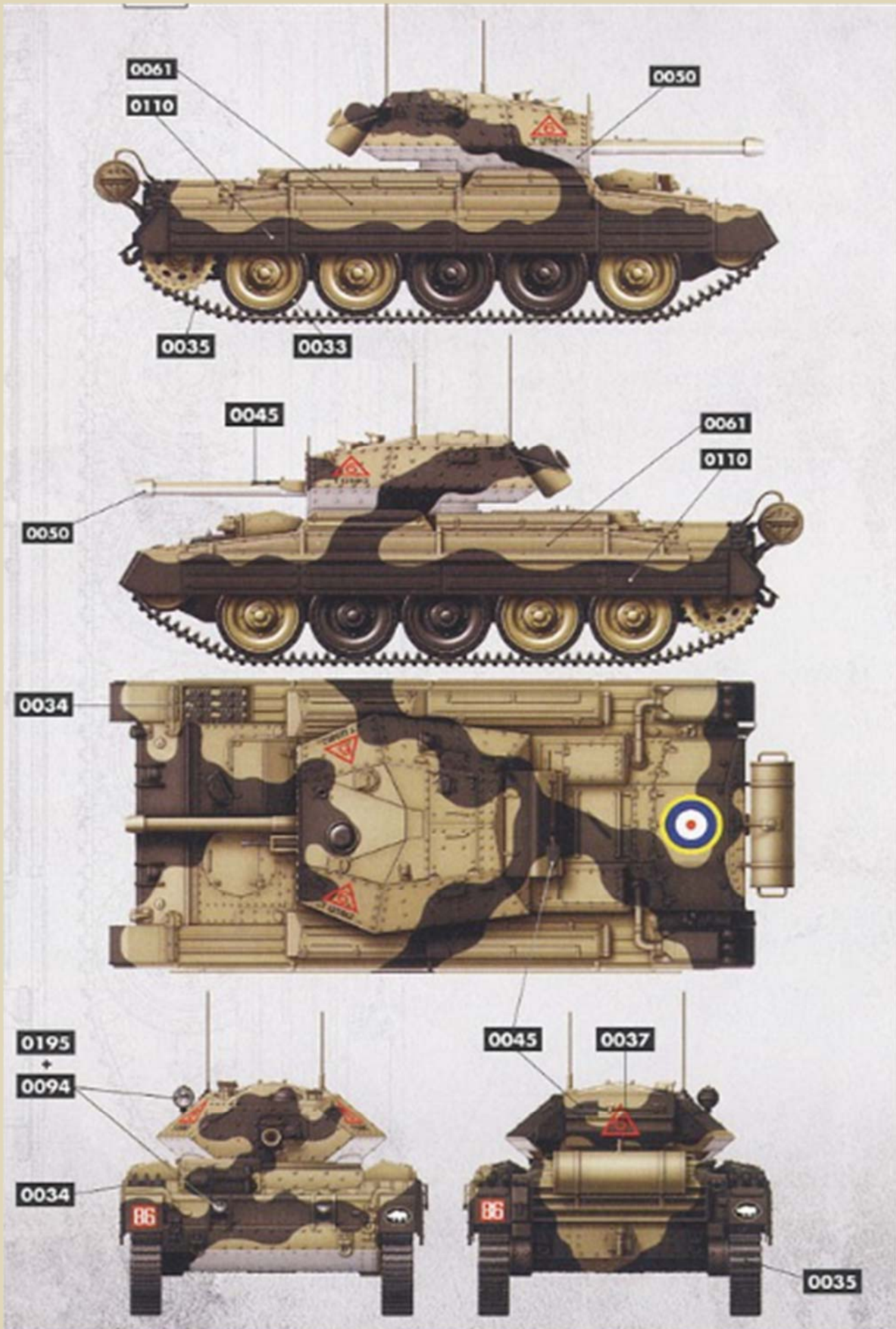


The first marking option is 26th Armoured Brigade , 6th Armoured Division, Tunisia 1943



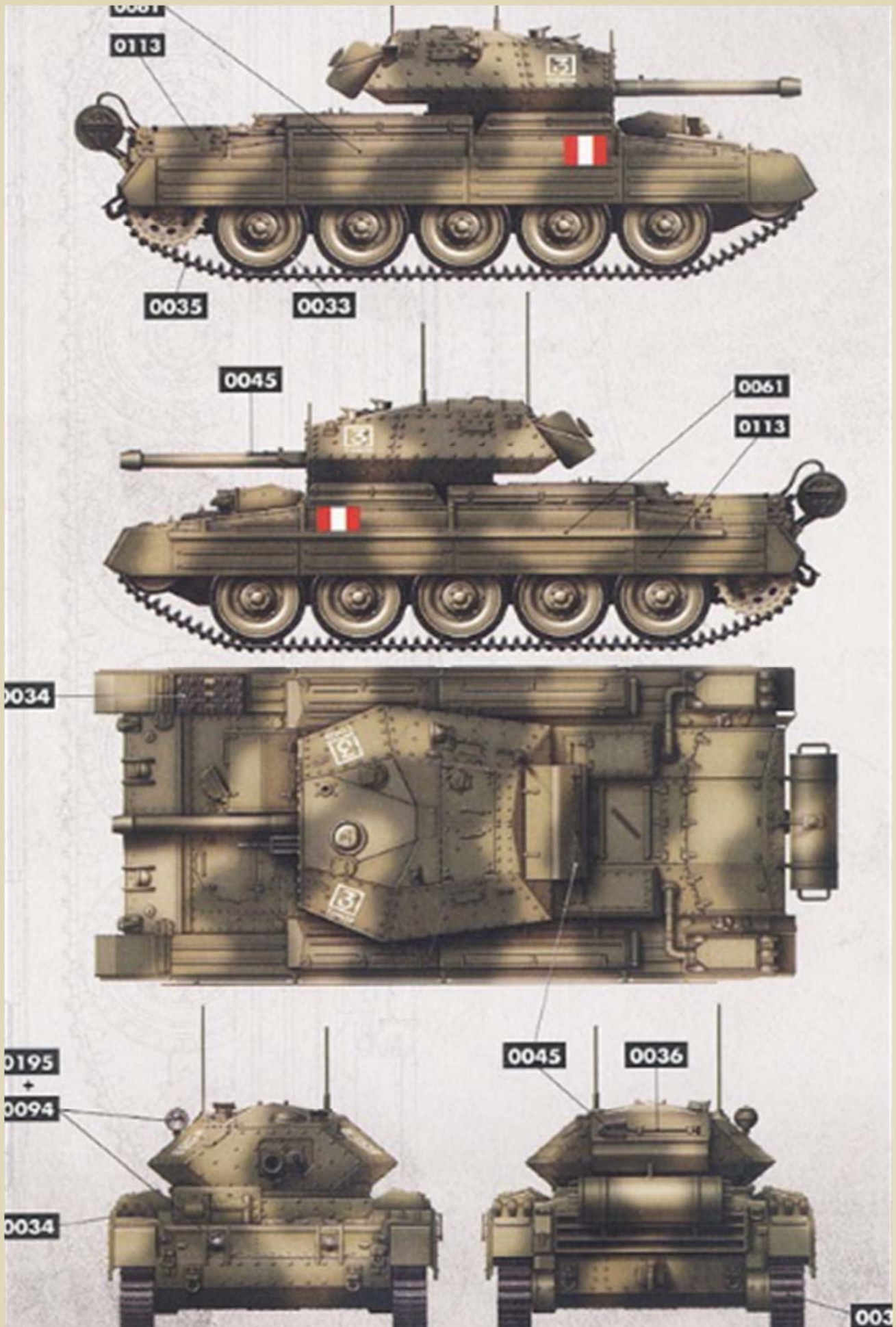


The second marking option is for 9th Queens Lancers, 1st Armoured Division, El Alamein 1942.





The third marking option is for another vehicle from the 6th Armoured Division Tunisia 1943, this time in a 2 tone scheme





These CAD renderings give a good idea of the kit features







All things considered this is a pretty good kit and it is worth buying if you want to build a Crusader Mk III. It's better than the Italeri one but not light years ahead of it. The Border kit does have some nice features and I have heard that it is perhaps a shade more accurate in terms of dimensions. Most of the criticism I have seen of the kit is minor in nature and easily fixed if you are that way inclined. I look forward to building the kit as the Crusader was always a good looking tank and the marking options available add to this appeal. I picked mine up while visiting Merv Smith Hobbies in Newmarket.

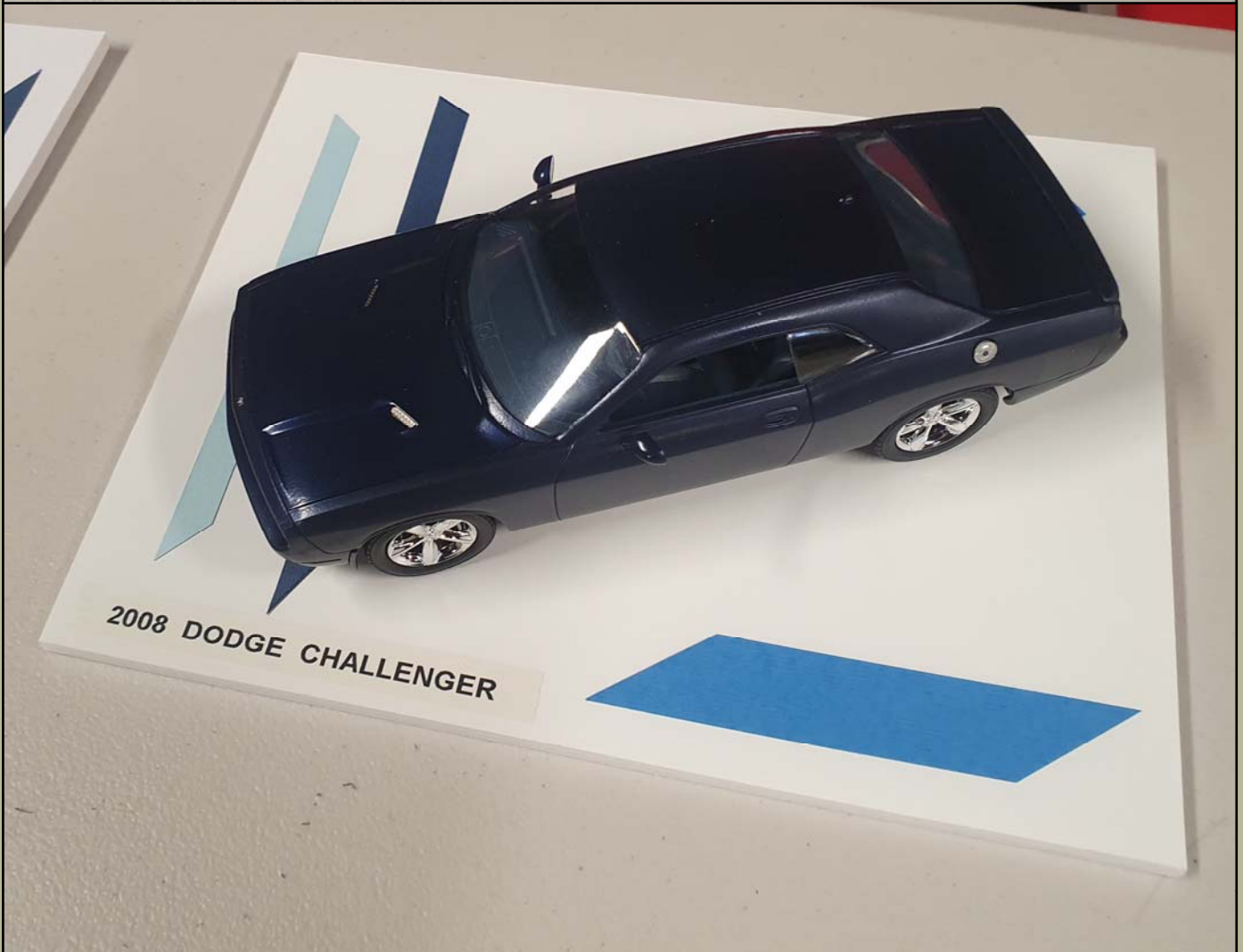
Here is an IWM photo of a 6th Armoured Division Crusader in Tunisia having its gun cleaned. The extra track links on the turret and hull front are plus the tapered muzzle counterweight worth noting



# Models on the table from our June meeting









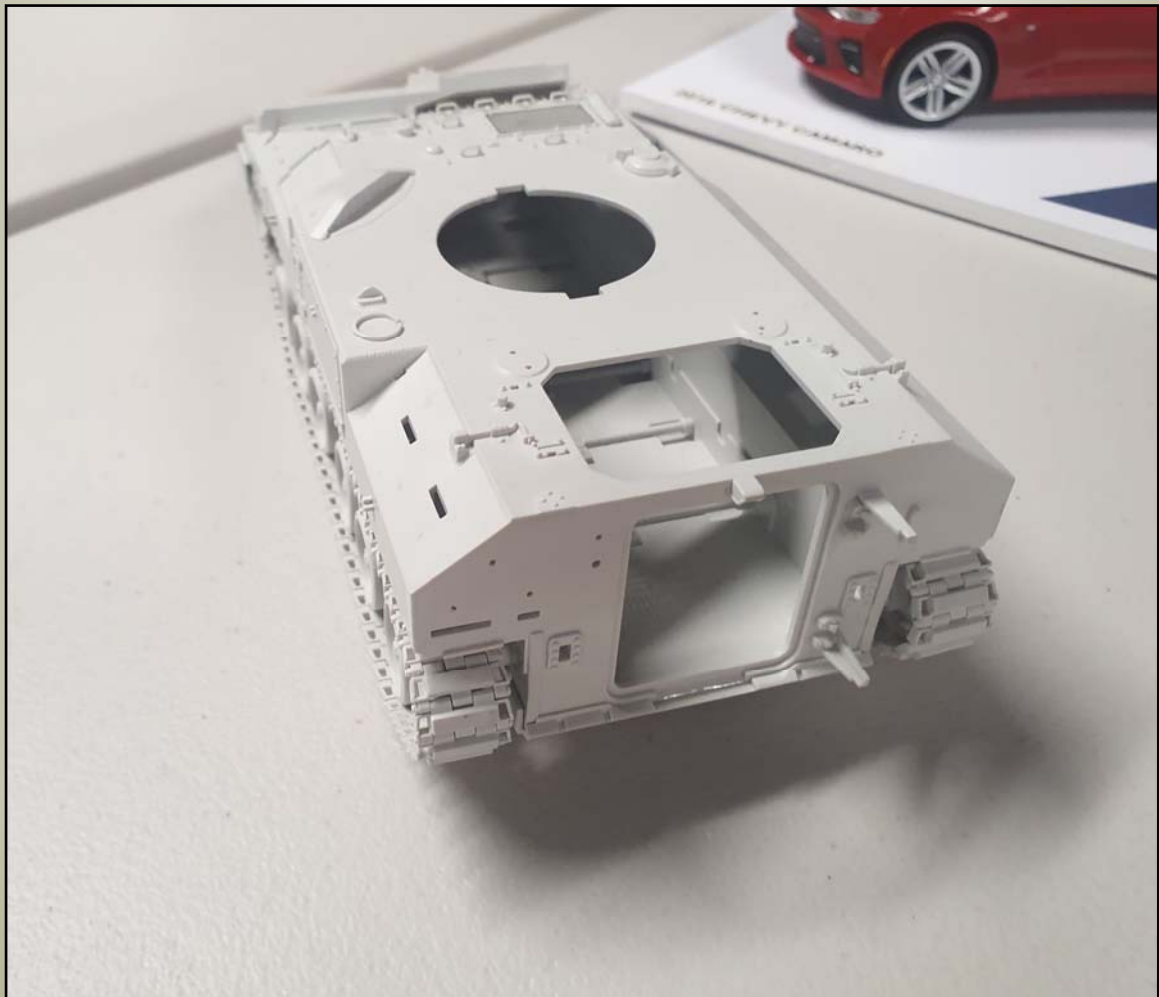
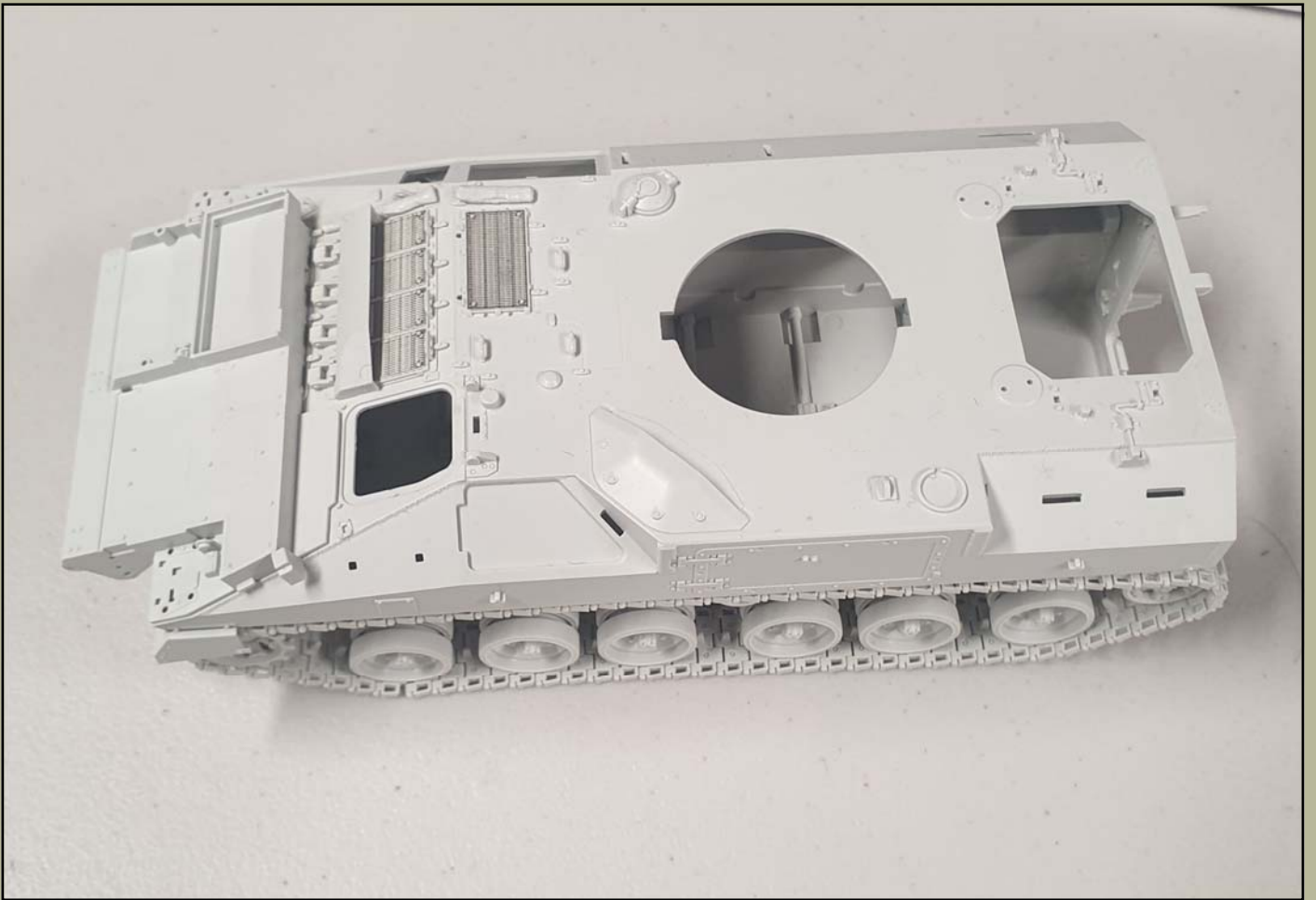
















# GALLERY

CLUB NIGHT MODELS

Check out our Website gallery for photos taken of models at our monthly meetings

<http://ipmsauckland.hobbyvista.com>



And as usual -check out the IPMS Auckland website as we're trying to keep the content a bit more dynamic. We won't be regurgitating content found on other websites but will provide links to sites we think are of interest to members.

