



SCALE-MAIL

VISIT US AT - ipmsauckland.hobbyvista.com

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Hi Everyone

Congratulations and thank you for making the Scale Model Show a huge success. We can all pat ourselves on the back and say "job well done".

Awesome displays, amazing competition entries and masses of visitors all happy and enjoying themselves...brilliant!

It's time to celebrate and we're having an extra special club night with some great surprises. There's also a chance to relive some of the best moments of the event with the premiere screening of the 12 minute video produced by Anil Dumasia of XY Brands.

If you were one of the successful trophy winners, please take the opportunity to bring your model along and display it with your award.

We're also catching up on all our regular activities, so make sure to bring along your current project for the 'show and tell' around the table.

I'm looking forward to catching up with all my regular model making activities and also to some of the great events coming up soon such as Armistice in Cambridge and the Tall Ships Visit where I can take my camera for a play.

I look forward to seeing you all at club night. If you're a new member of the club I especially encourage you to put your work on display and also to seek me out and tell me about your model making interests.

Cheers Peter

OCTOBER MEETING

Tuesday 15th October - 7.30pm
Leys Institute (upstairs)
20 Saint Marys Road
Ponsonby

COMMITTEE

Chairman - Peter Harrison
e: gepete@xtra.co.nz
Secretary - Peter Foxley
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FACEBOOK:

Link from the IPMS Auckland Website



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

12 Kent St Newmarket
Auckland
p: 09 520 1236
10% on kits

Stoker Models

Cnr Market Rd & Gt South Rd
Auckland
p: 09 520 1737
10% on kits and modelling supplies

Apix Photographic Supplies

130 New North Rd, Eden Terrace
Auckland
p: 307 3177
10% on memory cards, tripods, and accessories.

Avetek Limited

Gwyn and Christina Avenell
28 Lauren Grove, RD 2, Papakura,
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TOYWORLD

Toyworld Henderson
56 Railside Rd, Henderson
Toyworld Westgate
1 Fernhill Dve, Westgate

15% Off the normal retail price on:
- All models and modeling accessories
- All Hornby
- All Siku
- All Schleich & Collecta figures and accessories
- All Meccano
- Lego (Excludes Lego Mindstorm's they will be 10% if available as most have already been preordered)

(Note: not in conjunction with any other promotion)

Capital Books

110 Featherston Street
Wellington
<http://www.capitalbooks.co.nz>

10% off most items on presentation of IPMS Auckland Membership Card. CB has a list of current IPMS Auckland members for internet purchases.

Merv Smith Hobbies

27 Davis Crescent
Newmarket
Auckland

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



Avetek Limited

BULLETIN BOARD

NEW MEMBERS AND SUBS

Subs for 2013/14 are now overdue - see below for club account details or see the club secretary at the next club meeting.

Annual Membership Fees		
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 details so we know who has paid.



EVENTS

MODELLING RELATED

Armistice in Cambridge 2013

Mighty River Domain

Lake Karapiro

Cambridge

November 9th & 10th, 2013

www.armisticeincambridge.co.nz

CLUB NIGHT EVENTS

October 15th 2013

IPMS Auckland Club Night

November 19th 2013

IPMS Auckland Club Night

BUY, SELL & SWAP STASH

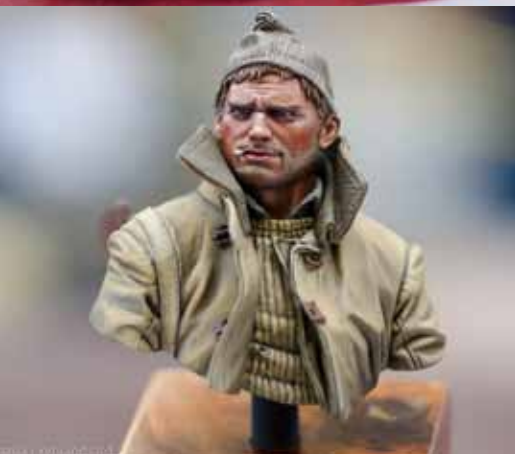
SUNDAY 24th November

Mt.Eden War Memorial Hall
TOY Collectors Fair
Dominion Road AKL. 10.00 till 1.00pm.
p: Allan 09-2724648
p: Ross 279 0101 evg.

For future information on Collectors Fairs,
Hobbies Expo's, Swapmeet etc.

Visit their web-page:
www.aucklandhobbyfair.wordpress.com

ALWAYS CHECK TO CONFIRM FOR
DATES AND TIMES OF THE EVENT



The Model League

By Henry Ludlam

Well fellow plastic scrappers, now that the NATS are over and you've all finished with your comp' models it's time to get back into the model league and "what's on the table?"

Remember that there's 6 months of the league left so let's get wittling.
Henry The Helicopter

(League table republished from last month).

	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	Points	RUNNING TOTAL	PLACING
Robert Willis	4	4	2	5		3	6							24	4th
Henry Ludlam	4	5	5	2	3	2	1	4						26	2nd
John Darlington						1	4							5	6thE
Ian Robertson															
John Watkins	1	1	3	2	1									11	5th
Peter Harrison	1	4	2	4	1	3	1	4	1	4				25	3rd
Dimitri Berdebes				2	4	2	7							15	4th
Doug Partington															
Chris Brennan															
Barry Burton													1	2	
John Weir															
Alan Sannazzaro															
Arthur Winterton															
Duncan Sue															
Colin Swager															
Mark Robson															
Barr Flatman															
Dave Stewart															
Lance Whitford															
Peter Messong															
Brett Sharman	1	3													
Craig Sargent															
Vince Kelleway	1	4	2	8	2	8	1	4	1	4				4	7th
Barry Kelleway	1	4	2	8	2	8	1	4	1	4				35	1st
	15	1	2											10	6th
Pter Vanderschaaf															
MODELS DISPLAY	13	10	9	1	4									5	6thE

And the winner is...

Official competition results from the 2013 Scale Model Show

IPMS NATIONALS 2013

Class	IPMS	Modeller	Manufacturer	Scale	Subject	Pos	Comments
AIRCRAFT							
Biplanes							
A1	Auckland	Peter	Vanderschaaf	1/48	1918 Curtiss MF Seaplane	1	
A1	Auckland	Bruce	Salmon	1/48	F1M2 Type 0 Observation Seaplane *Pe	2	
A1	Dunedin	Brent	Cooper	1/72	Curtiss FB-4 Helldiver	3	Best Vacform
1/72 and smaller							
A2	Dunedin	Brent	Cooper	1/72	Messerschmitt Me 109G-6	1	
A2	Auckland	Peter	Foxley	1/72	Hurricane MkII	2	
A2	Auckland	John	Darlington	1/72	Hawker Sea Hurricane MK IIC	3	
1/71 - 1/33							
A3	Auckland	Brett	Sharman	1/48	Kawasaki Ki-45 Toryu	1	
A3	Auckland	Craig	Sargent	1/48	Hurricane IIC	2	
A3	Auckland	David	Muir	1/48	Mignet HM14 Pov Du Ciel	3	
1/32 and larger							
A4	Auckland	Andy	Hosking	1/32	Bristol F.2b Fighter 22 sqn RFC	1**	Best in Class, Best in Show
A4	Auckland	Bruce	Salmon	1/32	North American P-51D-20NA	2	
A4	Auckland	Bruce	Salmon	1/32	Focke-Wulf Fw190D-9	3	
Rotary wing							
A5	Auckland	Craig	Sargent	1/72	AH-1F Tzefa, IDFF/AF	1	
A5	Auckland	Colin	Griffin	1/48	H53 Super Stallion	2	
A5	Auckland	Henry	Ludlam	1/48	CH53	3	
MILITARY VEHICLES AND EQUIPMENT							
Armour - tracked, semi-tracked, wheeled - 1/48 and smaller							
B1	Auckland	Brett	Sharman	1/72	T-34/76 GERMAN ARMY	1	
B1	Central	Steve	Hills	1/76	WW1 Tank	2	
B1	Central	Steve	Hills	1/48	KV-2	3	
Armour - tracked, semi-tracked, wheeled - larger than 1/48							
B2	Auckland	Gary	Boxall	1/35	Churchill AVRE Mk. IV Fascine Carrier	1*	Best in Class
B2	Auckland	Gary	Boxall	1/35	T55-A	2	
B2	Auckland	Gary	Boxall	1/35	IJN Type 2 Ka-Mi	3	

And the winner is...

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IPMS NATIONALS 2013

Class	IPMS	Modeller	Manufacturer	Scale	Subject	Pos	Comments
MILITARY VEHICLES AND EQUIPMENT							
Soft skins and artillery pieces - 1/48 and smaller							
B3	Central	Steve Hills	Matchbox	1/76	M-19 Tank Transporter	1	
Soft skins and artillery pieces - larger than 1/48							
B4	Waikato	Stephen Gray	Hobby Boss	1/35	Defender XD "Wolf" W.M.I.K	1	
B4	Auckland	John Weir	Trumpeter	1/35	ChTz s65 Tractor	2	
B4	Auckland	John Weir	Dragon	1/35	3t Cargo Truck w/2cm flak38	3	
CIVILIAN VEHICLES							
Cars							
C1	Auckland	David Muir	Italeri	1/24	Landrover Mk1	1*	Best in Class
C1	Auckland	John Weir	Resin by Jack (body)	1/25	Model T Roadster Ratrod	2	
C1	Auckland	John Weir	AMT	1/25	1971 Plymouth Duster	3	
Trucks and commercials (No entries)							
Motor sport and bikes							
C3	Auckland	Robert Willis	Ebbro	1/20	1973 Lotus type 72E	1	
C3	Auckland	John Darlington	Tamiya	1/20	Lotus Type 78 1977	2	
C3	Auckland	Mike Maran	Tamiya	1/6	Motorcycle	3	
DIORAMAS							
Aircraft							
D1	Auckland	Robin Hartley	Trumpeter	1/350	Avenger Splashdown	1	
D1	Auckland	Bruce Salmon	Classic Airframes	1/48	Lockheed Hudson Mk. II	2	
D1	Auckland	Barry Burton	Hasegawa	1/48	Typhoon	3	
Military vehicles							
D2	Waikato	Stephen Gray	Diorama	1/35	Middle East Drive Thru	1	
D2	Auckland	John Watkins	Hasegawa	1/72	WWII Diorama	2	
D2	Auckland	Ian Robertson	Tamiya	1/35	Sd. Kfz 222, 5 German infantry, ex Hitler	3	
Figures and vignettes							
D3	Auckland	Robin Hartley	Pegaso	54mm	Sir John de la Doune Edward I Scottish c	1*	Best in Class
D3	Auckland	Ian Robertson	Tamiya	1/35	4 x German Infantry	2	
D3	Auckland	Ian Robertson	Tamiya	1/35	USA Infantry x8 Bocage, Normandy	3	

And the winner is...

Official competition results from the 2013 Scale Model Show

IPMS NATIONALS 2013

Class	IPMS	Modeller	Manufacturer	Scale	Subject	Pos	Comments
MARITIME							
1/600 and smaller							
E1	Auckland	Peter Harrison	Revell	1/1200	AIDA	1	
Larger than 1/600th							
E2	Auckland	Robin Hartley	AFV Club	1/350	Japanese Submarine I30 in the South AI	1*	Best in Class
E2	Auckland	Robin Hartley	AFV Club	1/350	TypeVIIC U-Boot U564 Atlantic	2	
E2	Auckland	Colin Swager	ZVEZDA	1/350	BATTLESHIP HMS DREADNOUGHT 191	3	
FIGURES							
Up to 75mm							
F1	Waikato	Mike Butler	AC Models	75mm	Gallipoli Pair	1	
Larger than 75mm							
F2	Waikato	Mike Butler	Khaki Army	116th	Maori Battalion Sergeant	1*	Best in Class, Best NZ
F2	Waikato	Stephen Gray	Scream	1/12	Boba Fett	2	
Busts							
F3	Waikato	Mike Butler	Young Miniatures	1/10	NZLRDG	1	
F3	Waikato	Mike Butler	AC Models	1/10	Aussie Bren Gunner	2	
F3	Auckland	Robin Hartley	Pili Pili	1/9	Nile Lady	3	
SPACE AND SCI-FI							
Real space							
<i>(No entries)</i>							
Sci-fi and fantasy							
G2	Waikato	Stephen Gray	Scratch Build	1/24	X-Wing Fighter(Star Wars)	1*	Best in Class
G2	Auckland	Brett Sharnan	WARHAMMER 40K		VINDICATOR	2	
G2	Auckland	Andy Hosking	Fine Molds	1/72	Y-Wing Fighter Bomber	3	
Junior							
<i>(No entries)</i>							
Intermediates							
<i>(No entries)</i>							

And the winner is...

Official competition results from the 2013 Scale Model Show

OPEN COMPETITION 2013

Class	IPMS	Modeller	Manufacturer	Scale	Subject	Pos	Comments
AIRCRAFT							
Biplanes							
A1		Vaughn Davis	Wingnut Wings	1/32	Pfalz D.XII	1	
A1		Jason Wohnsiedler	Eduard	1/48	Albatros D.II Weekend Edition	2	
A1	Auckland	Peter Harrison	Airfix	1/144	Handley Page H.P.42 *HERACLES*	3	
1/72 and smaller							
A2	Auckland	John Darlington	Airfix	1/72	Harrier GR.79	1	
A2		Alan Sannazzaro	Italeri	1/72	JU-52	2	
A2		Alan Sannazzaro	CMR-Hasegawa	1/72	Avro York	3	
1/71 - 1/33							
A3	Auckland	Andy Hosking	Hasegawa	1/48	Hawker Typhoon 1b 195 sqn RAF	1*	Best in Class
A3	Auckland	Andy Hosking	Hasegawa	1/48	Curtiss P-40E Warhawk American Volunteer	2	
A3		Mike Webb	Hasegawa	1/48	F-18E	3	
1/32 and larger							
A4	Auckland	Bruce Salmon	Hasegawa	1/32	Messerschmitt Bf 109G-2/R6 Gunboat	1	
A4	Auckland	Bruce Salmon	Wingnut Wings	1/32	Hansa-Brandenburg W.29 C3MG	2	
A4	Auckland	John Darlington	Wingnut Wings	1/32	Fokker DVII OAW	3	
Rotary wing							
A5		Jonathan Squires	Italeri	1/48	Bell UH-1 Huey *Air America*	1	
MILITARY VEHICLES AND EQUIPMENT							
Armour - tracked, semi-tracked, wheeled - 1/48 and smaller							
B1		Andy Sage	Tamiya	1/48	Russian KV7 w/applique Armour	1	
B1		David Greig	Emhar	1/72	British Mk A Whippet	2	
Armour - tracked, semi-tracked, wheeled - larger than 1/48							
B2	Auckland	John Weir	Dragon	1/35	Stu.pz.IV Brumbar	1	
B2	Auckland	John Weir	Dragon	1/35	Marder II / Sd.Kfz.131	2	
Soft skins and artillery pieces - 1/48 and smaller (No entries)							
Soft skins and artillery pieces - larger than 1/48							
D2/B4		Richard Brown	Italeri	1/35	SAS Jeep	1*	Best in Class
B4		Richard Brown	Italeri	1/35	Schwimmwagen	2	
B4		Meshak Ranjit Singh	Italeri	1/35	Ambulance Jeep - US Army	3	

And the winner is...

Official competition results from the 2013 Scale Model Show

OPEN COMPETITION 2013

Class	IPMS	Modeller	Manufacturer	Scale	Subject	Pos	Comments
CIVILIAN VEHICLES							
Cars							
C1		Paul Scadden	Tamiya	1/24	Aston Martin DBS	1	
C1		Paul Scadden	Revell	1/25	1932 Speedwagon	2	
C1	Auckland	John Weir	Resin by Jack (body)	1/25	32 Tudor Ratrod	3	
Trucks and commercials							
C2		Simon Morris	AMT	1/25	1950 Chev Truck	1	
C2		Mark Deadman	Revell	1/25	Kenworth	2	
C2		Mark Deadman	Italeri	1/24	Australian Western Star	3	
Motor sport and bikes							
C3		Mark Deadman	Tamiya	1/24	Toyota GT One	1*	Best in Class
C3		Paul Scadden	Revell	1/25	1968 Dodge Dart	2	
C3		Chris Jones	Hasegawa	1/24	F1 Honda RA272E	3	
DIORAMAS							
Aircraft							
<i>(No entries)</i>							
Military vehicles							
<i>(no entries)</i>							
Figures and vignettes							
D3		Triss Clark	Verlinden	120mm	Defence of Rorkes Drift 1879	1*	Best in Class
D3		Triss Clark	Verlinden. Imperial Gallie	120mm	Gunfight at the OK Corral 1881	2	
D3		Triss Clark	Stormtroopers/ Imperial G	120mm	Battle of Arnhem 1944	3	
MARITIME							
1/600 and smaller							
<i>(No entries)</i>							
Larger than 1/600th							
E2	Auckland	John Darlington	Revell	1/72	U-Boat VIIIIC	1*	Best in Class
E2	Auckland	Bruce Salmon	Fine Molds	1/72	A-Target Type A Pearl Harbour 1941	2	
E2		Jason Wohnsiedler	ICM	1/144	U-Boat Type XXIII	3	
FIGURES							
Up to 75mm							
F1		David Greig	Scratch built	28mm	Angron, Primarch of the World Eaters	1	
F1	-	Peter Attwood	Games Workshop	75mm	Ogre	2	
F1		Vicky Bleaken	Airfix	1/32	Israeli Infantryman	3	

And the winner is...

Official competition results from the 2013 Scale Model Show

OPEN COMPETITION 2013

Class	IPMS	Modeller	Manufacturer	Scale	Subject	Pos	Comments
Larger than 75mm							
F2		Andy Sage	Verlinden	120mm	IDF.Golani Brigade Captain	1*	Best in Class
F2		Richard Brown	Tiny Trooper	120mm	Colour Sgt Bourne	2	
Busts							
F3		Andy Sage	Young Miniatures & Drags	1/9 & 1/72	LRDG Trooper Bust	1	
F3		Andy Sage	Dynasty	1/9	82nd Airbourn Bust	2	
SPACE AND SCIFI							
Real space (No entries)							
Sci-fi and fantasy							
G2		David Greig	Forge World	28mm	Pre-Heresy World Eaters Contemptor Drr	1*	Best in Class
G2	Auckland	John Weir	Fine Molds	1/72	Snow Speeder	2	
G2	Auckland	John Weir	Fine Molds	1/72	Jedi Starfighter	3	
JUNIORS							
H1		Cole England	Airfix	1/72	Aircraft Junior Spitfire FM	1*	Best in Class
H1		Andrew Harvey	Airfix	1/72	B O B Fighter Base	2	
MISCELLANEOUS							
J1		Andy Sage	Hobbyboss	1/72	Russian Armed Train	1*	Best in Class
J1	Auckland	Bruce Salmon	Bronco	1/35	Fieseler Fi-103 A-1 (V-1 Doodlebug)	2	
PEOPLE'S CHOICE							
B2	Auckland	Gary Boxall	Dragon	1/35	Panzer III Ausf N		People's Choice

Online Trading

Ever bought goods online from hobby shops locally or offshore?
Share your experiences with good/bad traders here.



www.aviationmegastore.com

Another lean month of buying - probably a good thing really considering the mountain of kits I have to build. However I have a few kits that I want to do in markings other than provided in the box and was recently struck by a particularly nice build of a 1/48th F-5A in markings of the Royal Netherlands Air Force. The markings were from Dutch Decals (err, obviously...) but proved to be hard to find. I scoured all the common online suppliers, including a few decal specialists. Even checking Dutch Decals (www.dutchdecal.nl) themselves showed the sheet I wanted as being out of production.

One of the sites I tried was the Aviation Megastore based in the Netherlands. I've bought from these guys before, only decals though.... the reason being as although the prices of items seem reasonable, the price leaps significantly as soon as the site adds postage. Even the smallest item like a resin detail set seems to have a starting price of around € 35 for shipping to NZ - an example is a 1/48 Hurricane detail set - 2 exhausts, 2 spinners and 3 prop blades - € 9 (\$15) for the item - add shipping and the price leaps to € 45 (about \$75) !!

However, flat items like decals cost a few euros to post so make it worth checking the site out. I have noticed that the postage takes a while to jump up to the next price bracket so perhaps adding items up to a certain value would make it worthwhile, but that would have to be your call on what that value is....

So anyway I logged in with an account I had created many months ago, searched for my item, added it to the cart, proceeded to the checkout, paid by PayPal. Immediately I had an email confirming my order. The following day I received an email confirming the order had been picked and shipped.

About 8 days later a flat, well-packed (packed between two sheets of stiff cardboard) decal sheet arrived in my mailbox. I think all up including p&p it came to \$20 - not too bad considering there are three options on the sheet, only one of which I would need to source RNLAf roundels for.

So the Aviation Megastore - has a fantastic range of product, easy to use web site for ordering and payment - you just have to be careful about the cost of postage to justify your purchases....

Cheers

Rob

Italian Jobs

Kits of Classic Italian Aircraft & Vehicles

Alfa Romeo Giulia Coupes (1963 - 1977)

Rob Willis

Alfa Romeo Giulia Coupes

A few months ago I wrote about the Alfa Romeo T33 Stradale and how in my opinion I rated it as one of the most beautiful cars made. So I probably have to revise that statement a wee bit and say that it is one of the most beautiful cars ever made.... but I'll never be able to afford one, sit in one, drive one, see one running, etc, etc... Another Alfa Romeo that has always been in my list of Top 10 gorgeous things, is the Alfa Romeo Giulia coupe – often referred to as the GTV (or 105-series GTV in this case).

I was fortunate enough to own one of these cars some years ago –

mine was a white 1970 Alfa Romeo 1750 GTV. I bombed around the country in that thing for quite a few years before having to sell it due to a bouncing baby mortgage and the fact that in typical Alfa Romeo style, rust repairs were going to cost more than the car was worth. Reluctantly it went to another Alfa owner who was either going to restore it, or use it for parts for another GTV he was racing... it was a very sad day indeed when Albert the Alfa left my ownership (my wife has a habit of naming every vehicle we own..).

So in lieu of the real thing, I have a small pile of 1/24 Alfa Romeo GTV's to build!

But first a little history of the 105-series GTV. In the 1950's Alfa Romeo were a relatively small manufacturer recovering in the post-war era. They manufactured a range of cars that included cheap, small 4-door saloons and 2-door sports cars. They also manufactured an up-market range of sports cars using larger engines and a range of engine/chassis combos that were supplied to specialist body manufacturers such as Touring, Zagato, Bertone, etc.

A variety of engines were also being developed during this era – many with the traditional Alfa Romeo layout of twin overhead camshafts in 4 cylinder and 6 cylinder configuration.



These were direct developments from the pre-war engines which included monster race engines such as straight 8's, V12's and even a bimotor layout – two 6 cylinder engines feeding into a common gearbox!

Even by today's standards the technical specifications of Alfas are impressive – twin superchargers, monobloc construction (cylinder head and block cast together in aluminium negating the need for head gaskets), internal chain or gear-driven camshafts, dual oil pumps, dry-sump lubrication, wet-sleeve liners, dual-spark plug systems, rear mounted transmission with half shafts and

fully independent front and rear suspension, 4-wheel disk brakes, etc, etc – most of these specs were included in the Alfas of the 1930's and carried over to post-war designs.

So in the 1950's Alfa developed a number of engines designed to power its entry level saloons and coupes. A 750cc prototype engine developed into initially a 1100cc engine and then a 1300cc engine which was the eventual foundation of the 750, 101 and 105 series saloons and coupes for the next few decades. The engines were manufactured with twin overhead camshafts, hemi combustion heads, chain driven cams, wet liners (basically the engine

is an empty box cast from aluminium with steel cylinder liners press-fit into the box, held in place by seals at the bottom and the cylinder head at the top – coolant then flows around the cylinders (hence, wet liners)), and Solex or Weber carbs depending on spec.

So Giulia or Giulietta? Well to be honest I've never got my head around what was called what – Alfa began making saloons in the late 50's called Julias (a direct nod to Romeo and Juliet) powered by the new engines. Giulietta is the Italian diminutive of Giulia, so the sports cars, supposedly little, became Giuliettas. However in the early

Italian Jobs

Kits of Classic Italian Aircraft & Vehicles

Alfa Romeo Giulia Coupes (1963 - 1977)

1960's the supposedly smaller coupes began to be referred to as Giuliettas at the introduction of the 101-series, the larger engine coupes called Giulias and the larger saloons became known as Berlinas – confused? So am I....

Anyway, the styling house of Bertone had a successful relationship with Alfa Romeo, designing some of the most beautiful saloons and sports cars for Alfa through the 50's and 60's. A young designer working for Bertone was responsible for the 105 shape – Giorgetto Giugiaro, who would later go on to design the Alfa Romeo Alfetta, Brera & 159 along with the Lotus Esprit S1, DeLorean DMC-12, various Fiats, Ferraris, and much more. Although Giugiaro designed (or refined the 101 shape) the 105, Bertone is credited with the design.

The 105 series began production in 1963 and carried through to 1977. Subtle cosmetic design changes occurred in 1967, most noticeably around the bonnet front lip, front indicator lights and interior layout. Engine sizes varied from the entry level 1300cc Junior, through to 1600cc, then 1750cc and up to the final versions fitted with the 2000cc engine – all were 4-cylinder, twin cam, often twin carb engines, disk brakes all round, and usually always fitted with a 5-speed all-synchro gearbox.

At some point the Giulia picked up the GT and GTV tags – Grand Turismo and Grand Turismo Veloce (so you could tour grandly and fast....). Other variations included the GTC convertible, the GTA Junior (1300cc version with a dual-plug cylinder head giving an extra 10hp), Sprint GTA (1600cc engine with dual-plug cylinder head) and the ultimate version modified by Alfas long-time race partner Autodelta, the GTAm – this was initially a 1750cc dual-plug engine developed into a 2000cc dual-plug fuel-injected engine stuffed into a lightened, semi-streamlined body with rose-jointed suspension and many other



Above: 1970 Alfa Romeo 1750 GTV prepped for racing!



Above: 1963 Alfa Romeo Giulia 1300 Junior

Below: 1968 Alfa Romeo Giulia 1750 GTV - note the difference in frontal detail after the styling changes of 1967.



modifications giving a top speed of 140 mph (225 kph).

The base engine developed in the 50's was still in use in the 80's in cars like the Alfa Romeo 75, 155, 164. You can even find

1960's 105-series coupes fitted with the later 1980's 2000cc twin-spark engine with full electronic engine management systems – apparently they go like the clappers....

Italian Jobs

Kits of Classic Italian Aircraft & Vehicles

Alfa Romeo Giulia Coupes (1963 - 1977)

So onto the kits – the best kit on the market in 1/24th scale would definitely be Tamiya's rendition of the Giulia Sprint GTA Junior produced between 1966-1969 (the car, not the kit...). In typical Tamiya style it's a great little kit with excellent engine and interior detail capturing the lovely lines of the 105-series coupe just right. I've started building one of the kits I have, only getting held up as I wasn't happy with the quality of my paint job on the body work – I intend to sand it back, prime and start over. Overall the kit goes together well, with no problems at all – pretty much typical of Tamiya kits really – not sure what else I can say about it....

I have two more in the stash, one I plan to build as a GTA Junior using the transkit from Scale Productions – this includes the flared wings of the GTA, along with a number of other parts appropriate to the model – racing seat, new alloy wheels & tyres, side exhaust, rear parcel shelf (because the kit seats hide the fact there isn't one), etc. A third kit I'm going to attempt to upgrade to represent the later version I owned after the cosmetic upgrades made to the design – this would include overrides on the bumpers, a revised location and shape for the front & rear indicators, a change in the profile of the front lip of the bonnet – most should be straightforward changes. However



Above: Tamiya 1/24 Alfa Romeo Giulia Sprint GTA and Below: progress so far.



Below: does my bum look big in this?



Below: the 1300cc engine is a mini kit on it's own



Italian Jobs

Kits of Classic Italian Aircraft & Vehicles

Alfa Romeo Giulia Coupes (1963 - 1977)

the challenge will be the interior – this included some significant changes to the instrument binnacle and the centre console – whether anyone would notice in that scale would be a good argument against bothering about it I guess so I'm still pondering that.

I have a fourth kit, released by Gunze Sangyo many years ago as part of a range of curbside Alfa Romeo 105 Coupes – they included the 1300 Junior, 1750 GTV (late bonnet version) and the 2000 GTAm. Most of the versions were also released in Gunzes High Tech range which included

cast metal item detail parts such as full engines, chassis, wheels, etc. The standard Gunze kit I have is very basic compared to the Tamiya kit. No engine detail (well no separate bonnet so I guess that makes sense), no suspension detail (wheels are tacked onto a solid brass metal rod...) and basic interior detail. The body shape is excellent, however details like the wheels, which look way too skinny, ruin the overall look of the car. But I think I picked it up for about \$15 so I can't really complain.

In terms of availability, the Tamiya one comes up for sale through

retail every so often as they re-release their older kits and I've seen it on Trade Me now and then. The Gunze kits are like rocking horse dung, especially the High Tech kits, and when they do come up for sale, the prices being asked are getting up there – and that's on ebay – it's been a long time since one has been seen in this neck of the woods. I always kick myself for not buying them from some of the hobby stores 10-15 years ago when they were on the shelves!!

Rob



Above: Tamiya Giulia Sprint with Scale Productions GTAj transkit parts



Above: The real thing - an Alfa Romeo 1750 GTA - similar to the GTAj but with larger engine and the double headlights of

Below: 1/24 Gunze Sangyo Alfa Romeo GTA 1300 Junior



Below: 1/24 Gunze Sangyo Alfa Romeo GTA 1300 Junior High-Tech version.



Big Dick!

Tamiya 1/32 Mustang by Bruce Salmon
Mount of Maj. Dick Hewitt (82nd FS, 78th FG, 8th AF)



CONSTRUCTION

I should warn you right from the start that the Tamiya Mustang kit is a glorified toy and as such needs a bit of re-engineering to make it into a proper model. Most of this is fairly easy but sometimes it is a real pain in the neck.

Firstly - Do not follow the instructions! This kit requires planning ahead by numerous steps to ensure you don't build yourself into a corner. The added dimension of painting further complicates matters.

For example - there are some dire assembly steps like attaching the horizontal tailplane before the wings; that's just asking for trouble. In general I tend to make all the major sub-assemblies first and leave the fiddly breakable bits off till last.

I didn't use any magnets as all my removable parts would be glued in place.

Aftermarket Products Used:
BarracudaCals (BC32010) Mustang Cockpit Stencils and Placards
BarracudaCast (BR32012) P-51D Mustang Cockpit Sidewalls
BarracudaCast (BR32013) P-51D Mustang Instrument Panel
BarracudaCast (BR32014) P-51D Mustang Cockpit Upgrade
BarracudaCast (BR32031) P-51D Mustang Octagonal Tread Tires
Zotz (ZTZ32-048) The Duxford Eagles Decal Sheet

COCKPIT

The Barracuda resin cockpit is very nice and fits without any headaches (You can always go to their website if you need further help). Caution is needed with their PE instrument panel as the holes in the bezels are smaller than the ones in the panel itself thus they

can get off-centre enough so that they don't line up with the plastic instruments sheet.

Of note the instructions for the canopy rails are wrong. You'll need to fold one inside out as both rails should have the high end of the slot holes facing towards the front.

Also be aware that the Barracuda cockpit stencil decal set is for use on the kit parts so you may need to adjust them a bit to fit the resin; the large decals for the lower instrument panel will need to be cut up to fit properly. I couldn't find any info in my oodles of reference material as to what radios to use so I just did what the Barracuda instructions said.

I ended up using the wrong gun sight as Barracuda don't say which block number their replacement resin K-14 gun sight/throttle lever is for. I didn't find any references until it was already done. I then discovered



that “Late” meant Block 20 onwards (I originally started out to build Maj. George Preddy’s Mustang “Cripes Amighty” which was a Block 15). I also couldn’t see the gun sight’s sun shield being used in any period photos available to me so left it off. The rest of the cockpit build held no surprises.

FUSELAGE

The radiator sub-assembly was quite straight forward but proved difficult to paint as the Alclad tended not to settle properly in such a confined space. You should also make sure the cockpit is attached to the engine BEFORE you close up the fuselage halves otherwise it won’t fit and you’ll need a bag of choice words to fix it. The tail insert was attached with no fit issues.

Once the halves were glued I added the exterior inserts, some of which don’t fit very well. The Q4 & Q5 inserts are a bit gappy and the removable parts have a sloppy fit. These gaps will show up hugely with a NMF and so I had to shim a few of them to ensure a tight fit. The sliding canopy insert Q2 was glued in place at this time as my canopy would be posed open.

The tail wheel well was also attached and was spruced up by adding lightening holes to the internal panels as well as hydraulic lines and control cables. Not that you can see much of it but once I got started I just couldn’t help myself.

In this instance I chose to have the cowls permanently fixed to the nose framework as I didn’t want to bother



with super detailing an engine. To build this Mustang with closed cowls you are still going to need to assemble much of the engine just to hang everything off. I also added some sprue supports between the engine block and part V18 as it seemed a bit flimsy to support the upper cowl.

I then moved on to the cowls themselves which are very thin and only have a tiny seam line that needs sanding. You will need to be very careful in gluing the cowls to the frame as any errors will show up horribly with a NMF.

While it may be the best option when using magnets, to pose the cowls on and off as Tamiya proposes does not represent the way they function in real life. The top and bottom cowls would need to be cut into more than one piece to be accurate.

WINGS

There is one problem with the wings and gun access panels and

that is all those nasty rivet holes. I decided to paint Mr Surfacer 1000 into all the rivet holes and panel lines as spraying the whole surface would have erased the details I wanted to keep. I can't remember how many times I did it but it was a lot!

The Mr Surfacer would tend to ride over the holes creating an air bubble beneath. When sanded back the holes would reappear. I glued the gun panels closed with one proving to be a bit gappy on one edge. I also lost count of the number of times I filled it with super glue and rescribed to get a perfect line. This was all done before the wing halves were joined for simplicity's sake.

UNDERCARRIAGE LEGS

The legs are a bit toy-like. The scissor links are reminiscent of something you would find in a 1/72 scale kit and required drilling out before adding the PE. The brake lines are also very thick and were replaced with brass wire. I also

scratch built the tow rings which consequently broke off several times. The legs were sprayed with Floquil Old Silver.

WHEELS

I used the Barracuda resin wheels as I just don't like rubber ones. After painting they were weathered using the Tamiya Weathering Master set (Mud) applied to the wheel sidewalls and tread. When I sprayed on a coat of Estapol matt varnish to seal it, the weathering vanished so I had to do it all over again.

WHEEL WELLS

The wheel well ribs are very gappy and it is not easy to fix so I left them alone. If you plan to add all the relevant pipe work and wiring then you should drill out the necessary holes in the ribs before gluing them in place. Ask me how I know this. Do your research before you build, not afterwards.





The inner gear doors were assembled as per the instructions. Then I decided they would be in the way when I went to detail the wheel wells so I cut them off as close to the centre bulkhead as possible. I made a bit of a hash of it so I had to engineer the doors to be inserted at an angle thus hiding the mess.

Half way through detailing the wells I put my back out due to poor posture and had to take a break for about 2 months...

CONSTRUCTION CONTINUES

With the NZ IPMS nationals looming I decided it was time to go hard out and

get the Mustang finished. I completed the wheel wells sub-assembly and painted it Humbrol 226 Interior Green highlighted by drybrushing lighter green and also silver for wear and a little chipping.

I glued the wells onto the lower wing and attached the top wing halves. The fuselage was then mated with the wings. I must say that the joint was perfect. Next on were the horizontal stabilizers and suddenly I had what was starting to look like an aeroplane. It should be noted here that the internal plastic anchor points corresponding to the metal tabs on all the moveable surfaces (ailerons etc) were removed so those surfaces could be inserted





and then pulled out again if there were any problems. Better safe than sorry.

The removable gear leg maintenance panels (A11 & A12) were detailed on the inside. Their fit to the wing was terrible with an approx 5 thou gap at the sides and one even had a 10 thou gap at the back. I decided that the best fix was to glue them in position then fill the gaps and rescribe. This meant that I had to attach the painted gear legs before painting the wings; some very careful sanding would be required so as not to damage them. I also left the wheels and doors off at this stage so they wouldn't get broken during the

masking/painting process; a fair bit of mucking around was involved to engineer this solution.

The landing light was also detailed and its corresponding attachment point in the wing modified to look more realistic.

With the cockpit and wheel wells masked over I was now ready for priming and sanding. Since I was using Alclad II Metallics I undercoated with their White Primer and Microfiller product. It sprays very nicely straight from the bottle but has a bad habit of chronic pebbling in the wing roots where the wing forms a perpendicular



angle to the fuselage. I had to use a rag and Lacquer thinner to clean it off which also removed some of the raised plastic detail. I then sprayed the roots again and it was on to the sanding process. I used wet sandpaper as this lessens the chances of any scratching; starting with 1000 grit and finishing off with 4000 grit. Any finer than that and you're just wasting your time. I added the gun sight glass, armoured glass and windscreen after this step so they wouldn't get damaged during sanding.

CANOPY

The first thing to do with the canopy is to remove the seam line. I did this with a 1000 grit sanding stick then proceeded all the way to 12000 grit finishing up with Tamiya Polishing Compound (Fine) and then (Finish). This yielded a very clear and shiny canopy. I tend to stay away from Future now days as there is too much chance of muck sticking to it while it is drying. I scratch built a new antenna wire guide and attached it with white glue. The Tamiya paint masks for the canopy have to be cut out

which is no real problem. However, it is a bit annoying that they give you what I consider unnecessary masks to fill in the blank spaces on top of the canopy but none for the armoured glass or the canopy interior.

DROP TANKS

The drop tanks were assembled then painted Alclad 106 White Aluminium. I gave them a very light wash with black oil paint as they would have been brand new. I plumbed the tanks with lead wire wrapped with Tamiya tape to simulate the rubber hoses. It should be noted that the plumbing for the drop tanks changed at Block 20 so that both the fuel and pressure lines originated from the same hole near the leading edge of the wing.

FLAPS

I also decided to mimic wrinkles seen on the flaps of real Mustangs by scraping along the rivet lines with a curved blade. They were then sanded to a smooth finish which also necessitated a re-

riveting exercise. I had never tried this before and it seems to work quite well.

PAINTING

Wings:

I sprayed Floquil Old Silver initially but that didn't cover very well (too much thinner I think) and I was rapidly losing the panel lines so I switched to Tamiya XF-16 Flat Aluminium.

Fuselage:

Alclad II Lacquer metallics:

ALC 101 Aluminium

ALC 102 Duraluminium

ALC 103 Dark Aluminium

ALC 106 White Aluminium

ALC 104 Pale Burnt Metal

I used a base coat of Aluminium and then tinted some of the panels by mixing Aluminium with 10-50% of one of the other colours. The panel and rivet lines were then post shaded with a very thin mix of Tamiya X19 Smoke.

Rudder: Testors Gloss Enamel
1103 Red lightened with Humbrol
153 Insignia Red.

Clear Coat:

Once the painting was done I gave the model a protective clear coat using Tamiya Acrylic X-22 Clear to give a nice smooth surface for decaling. It took 8 coats to cover the matt paint on the wings and only 2 coats to seal the Alclad fuselage. I used Tamiya's X-20A Acrylic Paint Thinner at a ratio of 1 part clear coat to 2 parts thinner.

DECALS

I started out with the intention to build Maj. George Preddy's "Cripes Amighty" from the Eagle Strike Decals (32045) "Blue Nose Birds of Bodney" sheet. By the time I got the airframe painted I decided that "Cripes Amighty" wasn't quite showy enough for me. Not only that but I had already glued in the wrong gun sight which was unfixable. So after much deliberation the only decal scheme that I liked enough and was accurate for what I had already made was "Big Dick" from the Zotz "Duxford Eagles" decal sheet. Now I had to repaint everything I had already done in the previous

scheme: Rudder, ailerons, elevators, canopy and prop. I tried to cut the corner by just painting over them; it didn't work so I had to sand them all back to plastic again.

The Zots decals are not that great. They are a tad thick and the white is not opaque enough. For example you can see through the stars on the fuselage to the Alclad beneath. They also silver a bit and don't seem to stick too well in places. It gets worse... Their placement drawings are too small to see properly and very inaccurate (Find some good reference photos on the interweb before you start).

Applying the checker decals to the nose is a scary experience! I applied the upper cowl decal first; it fits OK but is a bit flappy at the front end. I tried to keep it centred while aligning the decal edges with the panel cut-outs for the exhaust pipes. I discovered that the decal exhaust pipe cut-out is too wide by about 2mm so I had to quickly decide if I wanted the gap at the front, back or centred. I chose to have the gap at the front as photos show the rear end to be a narrowly

painted area and I didn't want to attempt cutting off any excess later on. I then applied Microsol and left it to set overnight. It ended up not too bad except for a few wrinkles near the front.

Next I tackled the lower cowl decal; it fits well at the back but barely touches anything at the front. I tried to keep the checkers aligned with those on the top cowl while ensuring that the decal stayed centred. I covered it with a boatload of Microsol then went and hid under the bed hoping for a miracle.

Days passed before I got up the courage to venture out; fortunately it seemed to be mostly good except for a couple of wrinkles at the front. The two bottom side decals went on without too much problem but the upper right side was misaligned by about 1-2 millimetres. I was thinking about buying another set and having another crack at it but decided against this as there was too much chance involved and it could just as easily end up worse. In the end I hand painted the crooked bits and it turned out pretty well. I have seen a few Mustangs



built in this scheme on the interweb and none of their decals align properly either. Interestingly the Microsol would make the decals suck into the rivet holes but not the panel lines. I then gave the nose several clear coats before cutting off the wrinkles with a sharp knife. These holes were filled with Mr Surfacer then sanded and hand painted. Another overall light clear coat was sprayed and we were ready for weathering.

WEATHERING

The model was given an overall wash with Windsor & Newton water mixable raw umber oil paint. This was dissolved in Bar's Bugs Windscreen Cleaner concentrate which I have used many times before to good effect. However, this time the wash seemed to bind to the clear coat before I had a chance to clean the excess off; maybe because the concentrate has ammonia in it. I rubbed like hell with turps on a Q-Tip and it gradually came off but also whitened the area I was rubbing. The effect was quite nice in some areas but I'd rather be in control of my weathering than rely on blind luck. Some panel lines were darkened with further darker washes and oil stains added with a heavier black wash and some drybrushing.

I gave the painted areas some restrained chipping with silver and the wings were chipped with Humbrol HD4 Zinc Chromate Primer. This was a tin that I have had lying around for at least 30 years. There was small amount of very thick paint in the bottom with some brown goo on top. I added a heap of turps and stirred. By the time the paint was thin enough to

use it had filled the tin to the top. Lastly the gun smoke and exhaust staining was applied using Tamiya X19 Smoke.

For the final clear coat I used a ratio of 6 parts Tamiya Acrylic XF-86 Flat Clear to 4 parts X-22 Clear. The anti-glare panel was sprayed straight Flat Clear (which isn't very flat by the way).

I now removed the masking on the windscreen and cockpit. To my horror the windscreen had some patchy fog on the inside! I can only assume it was from the epoxy glue used to attach the armoured glass. There was no way that was ever going to come off! With the NZ IPMS Nationals only 3 days away and the model all but finished – I contemplated suicide. After an hour of "Time Out" I decided to brush it with some window cleaner and hope for the best. Well whaddaya know the fog totally disappeared and the windscreen was crystal clear again; lucky for me as I had no idea how I was going to fix that mess. Whew!

FINAL ASSEMBLY

Last on are all the breakables: I managed to lose one of the wing tips sharp trailing edges just as I was adding the second aileron. It had caught on my sleeve innumerable times during the build and yet it somehow endured. I spent an hour grovelling on the floor looking for it before I gave up and scratch built a new one. Unfortunately I could only get the flaps to drop to about 30 degrees as they would catch on the lower part of the wing and I didn't want to force them and scrape off any paint at this late stage.

The gear doors were added without a hitch although the gear leg tow rings had broken off again and needed replacing.

A trial fit of the drop tanks revealed a gap between the tanks and the sway bars. The sway bars got some scratch built clamps added to them which fixed the problem. Last to go on were the canopy, pitot tube and radio mast. Thankfully there is no aerial wire required, which was a common characteristic of many 8th AF Mustangs, as they used a different radio set.

CONCLUSION

This is the only kit I have ever made that at times I really hated building! Changing schemes half way through consumed more time than I wanted and trying to cut corners and using untried paint sometimes led to disastrous results. I should also point out that this is also the first (and probably last) Mustang I have ever made.

The only other Mustang I considered building at the beginning was the Zoukei-Mura kit but having since seen a completed model I think the Tamiya monstrosity was probably the best choice. A natural metal finish is also very unforgiving; a small mistake can mean having to start over as it can be very difficult to hide.

Towards the end of the build almost every time I went near the model something went horribly wrong. I'm so glad this one is over. The only reason I didn't smash it earlier was because of all the hard work I had already done.

Over and out!

In-box Review

Ebbro 1/24 Citroen Fourgonnette

My taste in kit subjects has always been a bit eclectic - I predominantly build aircraft in 1/48th scale. I also build cars, mainly Formula One in 1/20th and European cars in 1/24. So when I spotted this kit of the rather odd (ugly?) Citroen delivery van I just had to have one.

I've got the standard Citroen 2CV released by Tamiya many years ago somewhere in the pile. I bought it partly because it was odd and partly as my wife came very close to buying one many years ago - in the end she chickened out and bought a Mazda... she has never been forgiven....

So the Citroen delivery van - or Fourgonnette (French for van, delivery van or even minivan) - incredibly in production from 1951 through to 1978 in various forms with a total of 640,000 built. Built mainly as a van, there were also ute versions, versions with canvas covers, flatbeds, flat steel panels and the typical 2CV finish of corrugated steel panels.

The development of the Fourgonnette followed the development of the standard 2CV - engine capacities were raised steadily, the 2CV lost the suicide doors in

1964, so did the Fourgonnette, the 2CV received a cosmetic change to the body styling (less corrugations, more subtle ribs) in 1973, so did the Fourgonnette, and so on.

The Fourgonnette was widely used throughout France, most notably by the French Postal Service and famously (or maybe not) driven by Inspector Clouseau in the original Pink Panther movie. In 1978 production of the Fourgonnette ceased. The mantle of the French 'peoples car' was passed to another Citroen, the Dyane. And of course there was a van version, the Acadiane - but that's another story...

So the kit. Ebbro are a manufacturer of diecast cars in various scales. Recently they have emerged with a range of 1/20th classic F1 cars launched as injected moulded plastic kits. And lovely they are to - the initial kit of the Lotus 72C was followed by the 72D & E, then the Lotus 49 with more versions of the 49 on the horizon and a few obscure things like early Tyrells.

Then out of the blue comes this kit where Ebbro have cleverly collaborated with Tamiya to produce the Fourgonnette. In

the box you'll find a combination of sprues - the original sprues from the Tamiya 2CV with the new Fourgonnette sprues from Ebbro.

Instructions are pretty typical Ebbro style, with a splash of Tamiya. Colour call-outs are for Tamiya paints.

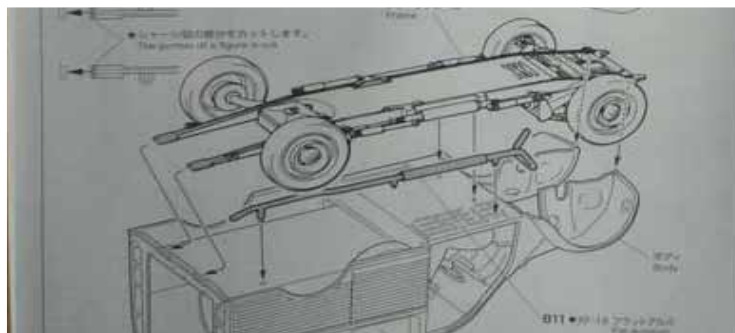
The chassis and engine components are up first and these are straight Tamiya parts - so as you can imagine, construction is very straight-forward (ok I know it's supposed to be an in-box review but I couldn't resist and have already started it...).

There is a slight modification required of the chassis rails at the rear to allow the Fourgonnette body to sit on the chassis. I wasn't so sure about the mounting points on the rear underside of the body so glued small plastic squares cut from Evergreen styrene to create an open-sided box for the chassis rails to sit in.

Moving onto the body is pretty easy - the Tamiya front guards attach to the Ebbro drivers cab exactly the same as they do to the Tamiya 2CV body - a smidge of filler was required along the seams but nothing



Above: my build so far...



too major. I then moved onto the rear van body - this is made up of sides, floorpan, roof, rear doors and inserts that make up the interior seats (or bench, or shelf... I haven't quite decided what they are).

My only disappointment with this part of the kit is a few prominent ejector marks in places that proved to be difficult to fill and sand. Eventually I got rid of the worst but a few have remained in inner areas of the van body.

Next steps are to paint the interior and fit the body parts together (front cab to rear van) - then the whole thing can mount onto the chassis.

So this is where I'm up to. I decided last minute before I committed paint to the body that I wanted a slightly worn look to the vehicle, not overly done, but a few rust spots and dents. I've tried (for the first time) the salt method of masking for the rust effect after painting random rust/orange coloured areas around the edges of the body, wings, and roof. It's turned out all right but I still have more work to do to weather it.

So far the kit has been fun to build - a little bit tricky with the front cab-to-rear-van join and the whole thing is a little vague sitting on the chassis but nothing some glue and clamps won't fix.

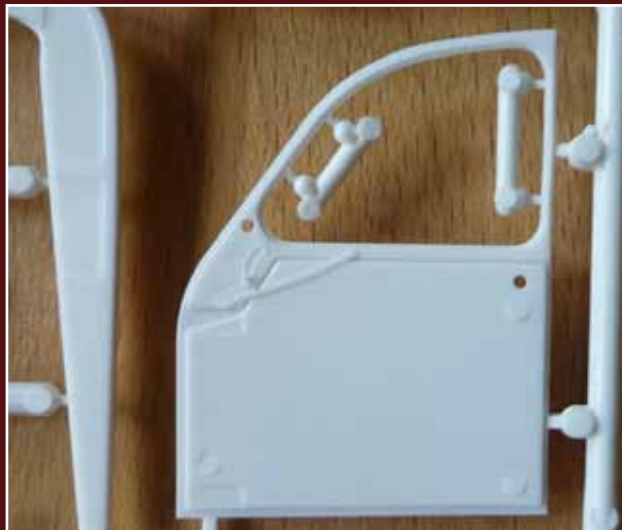
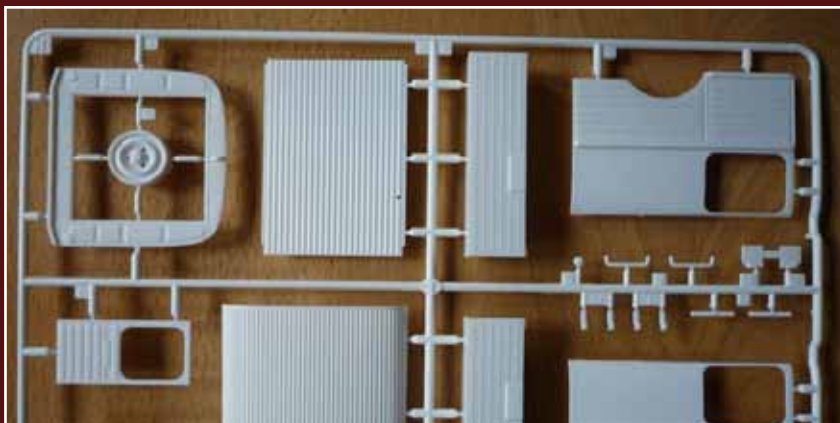
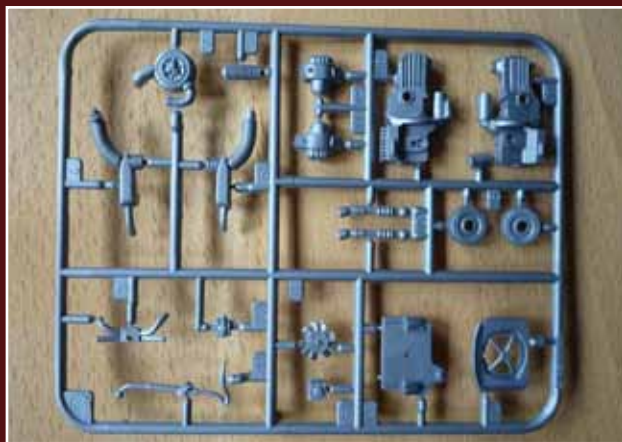
There is just enough detail to provide a decent build, with enough left out to actual allow me to model (like ignition cables in the engine bay). I haven't struck any tricky bits or showstoppers either although I can see the framing of the windows will need careful attention to the masking.

Overall a fun build and a clever idea to combine an older kit with new parts to provide a completely different kit.

I bought my kit from Hobby Link Japan for about \$35.

Cheers

Rob



GALLERY

A FEW OF THE WINNING MODELS FROM THE IPMS SCALE MODEL SHOW 2013



GALLERY



GALLERY



SIGN OFF



LAST WORDS

Many thanks to the article supplied by Bruce Salmon. It's a compelling and often emotional blow-by-blow account of his personal struggle with the 1/32 Tamiya P-51D.....

So by the time you read this the show is over, done, finished, kaput! I said last month that I hoped it would be a success and by all accounts it was. We'll have a brief run-down of the show at the next club night - but not too much as I think many of us are over it and ready to move on (to hitting that 30 kit target by the end of the year - I'm looking forward to the bottles of Champagne Peter agreed to reward me with...)

You may have seen my Lotus in the picture above - I've never entered a modelling competition before (well except Miss World 1995 but that's another story...). So I was well pleased to get a placing for a few of my kits. I had to include the one above again (although its been seen before...) because for some reason it was camera shy during the show and there is not a picture of it to be seen.... You can check out more pictures of the event, the exhibitors, the display, the competition models and the winners on the club website in the gallery section.

And again, a reminder that if you have anything to contribute, be it images of an event you went to (except for the 2013 Scale Model Show - I think I know someone who has that covered...), a model you're building or fancy reviewing or anything else even remotely modelling related you think may interest the rest of the club, send it through to me at: jaxbw@orcon.net.nz or have a chat with me at Club Night.

Cheers
Rob



SCALE-MAIL