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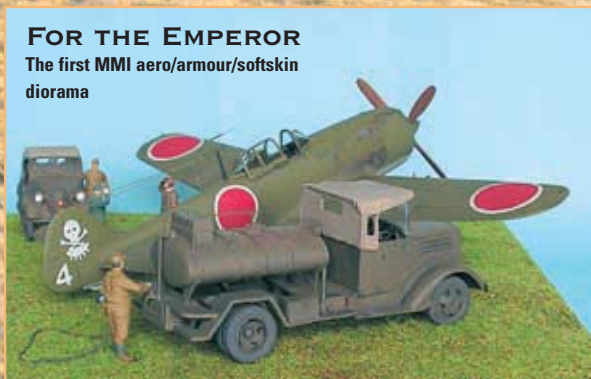
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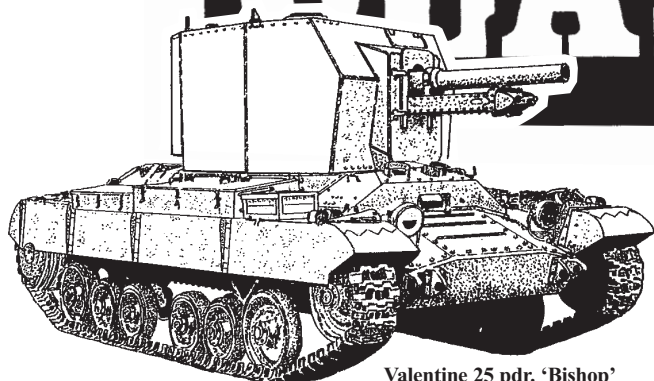
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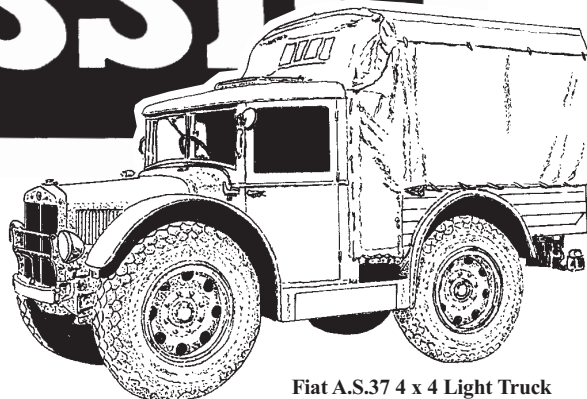
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





- 16 Fact File with Fotos - The Falklands War 1982**  
Steve Noble Gives a Resume of Britain's Last 'Little War'
- 18 Unfortunate incident in the Falklands**  
Rick Williams builds a diorama based on an account of a hapless Scorpion commander!
- 24 Who is Stanley Fitzroy?**  
Ade Pittman relates how the 1/6th Collectors Club produced their own figure
- 28 A NOT SO KwiK-KitZ-PiK-Guide! - 'Belated' BARV**  
Ian Young completes his Centurion Beach Armoured Recovery Vehicle
- 32 The Real Thing Photo File**  
Centurion BARV
- 34 Forward to Stanley**  
Steve Noble uses some old favourites for this vignette
- 36 Bringing Tamiya's Sdkfz 232 into the 21st Century**  
Bewildered by the plethora of new kits of German subjects, David Grummitt revisits Tamiya's golden oldie
- 40 A Lazy Man's Diorama**  
Mark Howard shows that you don't always have to build your own diorama base
- 44 For the Emperor**  
Paul Bennett presents the first MMI aero/armour/softskin diorama
- 48 So They Got 'Stop Gaps'!**  
Barry Wilkinson combines two such vehicles of 1939-40
- 52 'Think Big' - the Annual 1:6 Model Competition**  
Ade Pittman reports

## Regulars...

- 6 The Forum**  
News and views
- 7 Days out & Club nights**  
Show Dates...
- 10 News at the Front & File 76-72**  
All That's New...
- 27 Military Moments**  
A look back at Military Moments in this month
- 35 Webwatcher**  
Andrew Burt Monitors the Internet
- 54 The Gallery**  
Your Pages to Show Your Models
- 56 Sentry Box**  
Model Soldier Collectables...
- 60 Words and Pictures**  
Expand Your Book and Video Library



**Key to Scales used in MMI**

	1/6 = 300mm
	1/10 = 200mm
	1/16 = 120mm
	1/18 = 90mm
	1/24 = 75mm
	1/32 = 54mm
	1/35 = 51mm
	1/48 = 36mm
	1/72 = 25-28mm
	1/76 = 24mm
	1/144 = 13mm
	Tricks of the Trade (ToTTe)



24



18



28



34



36



40



48



44

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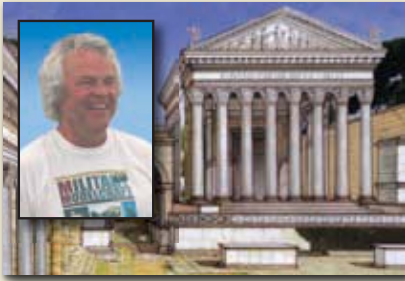
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**INDEX TO ADVERTISERS**

<b>MMS Models</b>	<b>P02</b>
<b>K &amp; M Trees</b>	<b>P03</b>
<b>Matador Models</b>	<b>P03</b>
<b>Name It</b>	<b>P03</b>
<b>SBX Model Shop</b>	<b>P03</b>
<b>Scottish Nationals</b>	<b>P17</b>
<b>Rocky Mountain M. C.</b>	<b>P27</b>
<b>Torbay Model 2007</b>	<b>P27</b>
<b>Modellbrno 2007</b>	<b>P43</b>
<b>MMI Subscriptions</b>	<b>P43</b>
<b>MMI Back Issues</b>	<b>P47</b>
<b>Deluxe Materials</b>	<b>P51</b>
<b>MMI Binders</b>	<b>P57</b>
<b>MMI Scale Rules</b>	<b>P57</b>
<b>Northern Model Show</b>	<b>P57</b>
<b>Scale Aircraft Modelling</b>	<b>P57</b>
<b>Web Directory</b>	<b>P59</b>
<b>Classifieds</b>	<b>P63</b>





**Here we are again, so it's Hello to all readers,**

I want to begin this Forum with a sincere thanks to all of our supporters who are taking this wonderful publication each month and to those of you who are spreading the word. I am getting more and more letters/emails that basically are saying well done to all who make MMI a really good is not superb modelling magazine. These comments are now coming in from many parts of the World, so the International title is most appropriate.

Now onto the winner of the favourite modelling article of 2006. This year the votes were given to articles right across the spectrum of subjects/genres we cover and in fact the final result was a tie so it came down to my prerogative of making the final decision and I discussed this 'aspect' with some of our contributors who approved of my action.

So who won? It was Paul Bennett for the most spectacular small scale diorama mixing military and civilian subjects in the October 2006 issue – it was of course his article entitled Destination? Sierra Red – “But you Can't Bring THAT Through Here!”

Moving on. At Trucks 'n Tracks we were given some news that some of you will already know about, but some of you may have missed this. During 2006, Gordon Tweddle of Scale Model Accessories decided to call it a day and his masters/moulds/existing stock was sold. His products are excellent and now you will find all 1/35th scale vehicle, figures & accessories and the 1/76th figures & accessories can be bought from Scale Link Ltd who have

incorporated these items into their ranges. SLL has also incorporated SMA stencil range into their lists.

All the 1/72nd scale vehicles & airfield items have been taken on by Matador Models.

Finally you will have noticed that several of this month's articles are based upon the Falklands War which was 25 years ago this month (i.e. May 1982). We have used some photos from the MMI Digi Library loaned to us by Jimmy Gibbons. I do hope that we have titled them correctly as I was unable to get back to Jimmy as I lost his email address during a system change. So if they are incorrect I wholeheartedly apologise. The most likely error is on the first photo (page 16) which denotes the section of troops about to embark. The original photo does not note the regiment and my next door neighbour who was in the Welsh Guards in the Falklands suggested the 'regiments' using the tall cap badge as the identifying feature. So if he is wrong, don't blame me!

**Tony**

*I have indicated above that we are now getting quite a lot of letters - in fact so many that we are having to print them when we get space, so if you know that you have sent in a letter/email, then this is how we are going to have to deal with them.*

*This month I have included a couple of information letters, but the main thrust is a series of letters that were our contributors answers to an enquiry from loyal MMI reader Craig Wells. Has anyone else any other suggestion?*

*Hello Tony,*

Please can you help me? I have painted some figures and then I varnished them using Humbrol matt cote, but it has now given their clothing a semi gloss finish. I stirred the paint well using my mini drill and then brushed it on straight from the bottle. I have also had the same trouble using Vallejo matt varnish. Could you please forward this on to one of the figure painters who write for the magazine, because then maybe they can give me some tips. Thank you.  
*Craig.*

*I duly contacted the figure painters who have contributed material to MMI and here are their replies.*

*Craig,*

I think Humbrol must have changed their formula, because their matt varnish used to be very good, but I also have noticed that it now gives a sheen and have pretty much stopped using it.

A lot of modellers in articles use something called Testors dullcoat, which they seem to think is very good, but I don't think it is very easily available in the UK. I've never got my hands on some!

The Vallejo acrylic you mention is the best I can find, and is what I now use but even that isn't too wonderful!

In short, if you find a good answer, please let me know!

*Rick Williams*

*Hi Craig,*

I painted a figure recently with oils that dried to a brilliant gloss; someone recommended Winsor and Newton's Acrylic Matt Varnish to dull the shine down. With a diluting of ionised or cold boiled water and two thin coats it worked a treat! Hopes this helps.

*Andy Dunstan*

*Hi Craig,*

I've also had problems with Humbrol matt varnish drying with a sheen. The best way to get a good finish I've found, so far, is to;

1; Stir the varnish with a cocktail stick for at least 5 minutes.

2; Transfer some of the varnish to a suitable container and add an equal amount of clean Humbrol thinners.

3; Apply 2 or 3 thin coats allowing each coat to dry full before the next is applied.

This generally produces a good finish but not always. The same process can be used for acrylics by shaking the bottle and thinning with water.

I only tend to matt varnish figures if the oil paints have dried to a sheen and all other attempts at flattening have failed.

Hope this is of help.

*Jon Page*

*Dear Craig,*

The best solution to this problem is NOT to use Humbrol's matt varnish. I've also had exactly the same problems with Humbrol's Matt as you have and I also thought it was because I wasn't stirring the varnish enough, but I'm positive that Humbrol have been tinkering with their formula over the last couple of years, because Humbrol use to produce an absolutely great matt varnish which would dry dead flat!. You're going to have to use another brand Craig, I've tried loads including Tamiya & Andrea acrylic matt varnish formulas and like Humbrol's they dry to a slight satin finish so they are not what I would call 'true' matt varnishes. What I am tending to do now is not to apply a flat finish at all to my finished figures, particularly ones which I've painted with Andrea paints different mediums then you'll need to even the different sheens and the best matt varnish on the market at the moment is Xtracolour Matt. This is manufactured by Hannants of Lowestoft their website is <http://www.hannants.co.uk/>. This varnish will dry to a true matt finish, but there are a couple of drawbacks. Firstly, it best if Xtracolour is applied with an airbrush and secondly it has a best before date (usually 1 year). Hope all this helps.

*Michael Wong*

*Now for some info letters but we only have space for two.*

*Dear Mr. Little,*

Re your query in the issue of MMI concerning the Char B marked VERDUN II. According to 'Mai-Juin 1940 Les Blindes Francais' by Roland McNair, it was the tank of the commanding officer of 1st Division Cuirassée. He was captured two days later on 18th May.

*Yours Mr. C.W. Harris*

*Dear Tony*

MMI goes from strength to strength. Thought that you might be interested in the following:

In the Feb 2007 edition (page 15) you published a review of a TP models 1/72 rail mounted armoured car - Zeppelin. PB was cautious as to whether the model was of a genuine item.

You know my interest in railways and war: Germany 1945 being my current layout, so I phoned Lonewolf Models - the importers - who confirmed the existence of the armoured unit and even took the trouble to send me a photocopy of an article showing the unit in action. So, I am now building the model and will send MMI a photo in due course.

*Darryl Foxwell*





## Days Out

MMI = Events at which MMI will have a trade stand or presence

**Wednesday 18th - Sunday 22nd April**  
**INTERMODELLBAU 2007.** 27th Exhibition for Model Building and Model Sport will be held at the Westfalenhallen complex, Dortmund, Germany. Check out [www.westfalenhallen.de/english/5013.php](http://www.westfalenhallen.de/english/5013.php) and if you want more info contact Dirk Staveling. Tel: +49(0)231 / 12 04-586 Fax: +49(0)231 / 12 04-678 or Sandra Schulz, Tel: +49(0)231 / 12 04-512, Fax +49(0)231 / 12 04-678 [intermodellbau@westfalenhallen.de](mailto:intermodellbau@westfalenhallen.de)

**Saturday 21st April**  
**The British Model Soldier Society's Show,** will take place in the Edward and Alexandra Suite at the Royal National Hotel, Russell Square. Traders wishing to take up one of the limited spaces at this high profile event should contact Alex Riches on 0298 698 7334 as soon as possible. For any other information, please contact Michael Creese on 01728 602746.

**Saturday 21st April**  
**Poole Vikings Model Club Annual Show** will be held at the new venue of Parkstone Grammar School, Sopers Lane, Poole, Dorset. Doors open between 10 am and 4.30pm. This is the top show in the South West with competitions, club stands, traders and refreshments all day. Free car parking. For more info contact Andy Sweet on: 01202 743 494 or email: [poole.vikings@virgin.net](mailto:poole.vikings@virgin.net)

**Sunday 22nd April**  
**East Midlands Model Show 2007** The Leisure Centre, Hindkley, Leics Starts 10.4.30. For further details contact Simon Mepstead on: 01455 - 230952.

**Saturday 28th & Sun 29th April**  
**Scottish National Scale Model Show.** Dewars Centre, Glover Street, Perth. 10am to 5pm both days. Lots of club and trader displays as well as competition. For more information see [www.scotnats.org.uk](http://www.scotnats.org.uk) or contact Jim Gibb on 01738 441365 or email: [chair@scotnats.org.uk](mailto:chair@scotnats.org.uk). Traders contact Neira, Barclay on 01382 801081 or email: [trade@scotnats.org.uk](mailto:trade@scotnats.org.uk).

**Saturday 28th April**  
**Plymouth Premier Model Show.** Clubs, traders and refreshments are available in the Main Guildhall from 10 - 4 pm. Further details from Dave Watson 01752 518287, or email: [spotandjoe@blueyonder.co.uk](mailto:spotandjoe@blueyonder.co.uk)

**Saturday 12th May**  
**Southdown's Model Show** will be held at The Parish Hall, South Street, Lancing, West Sussex, BN15 8AJ. Doors open 10.30am-4.30pm. Traders, club displays and an open competition. Hot and cold refreshments, so no need for your lunch box. This is our third show and it will be bigger than last years. For more information contact Craig Wells: 01273 279635 or Email: [craig.wells4@ntlworld.com](mailto:craig.wells4@ntlworld.com)

**Sunday 13th May**  
**7th Gloucester IPMS Model Show** at the Churchdown Community Centre, Parton Rd, Churchdown Glos, GL3 2JH. Doors open 10am - 4.30pm. Club and trader displays as well as competition. For more information contact Alan Firbank 01452 610 605 [afirbank@aol.com](mailto:afirbank@aol.com) or Jeff Brown 01285 659 254 (evenings) [jeff.p.51d@tiscali.co.uk](mailto:jeff.p.51d@tiscali.co.uk)

**Saturday 26th May**  
**Model 2006. IPMS Torbay & S. Devon with Torbay IMMS** will once again hold this the 36th Annual Show at the Torquay Town Hall (Castle Circus). Door opens at 10 am. AS to be expected there will be various trade & club stands and a 'Open competition' for all. (This is not entered by host club.) Refreshments available in the hall. We are hoping to see old friends and new at this our 35th show. Be sure of a warm welcome at Torbay. Contact Les Wells, 01803-844977, [wellyzy\\_2002@yahoo.com](mailto:wellyzy_2002@yahoo.com)

**Saturday 26th and Sunday 27th May**  
**Concours International de Maquettes,** Musee des Blindes, Saumur, France. [www.musee-des-blindes.asso.fr](http://www.musee-des-blindes.asso.fr)

**Saturday 26th & Sunday 27th May**  
**The Military Soldier Society (IMSS) annual show** at the Garda Social Club, Harrington Street, Dublin 8. Doors open from 12 till 5pm. There will be a small admission fee and a licensed bar will be available. Hilary Doyle (renowned AFV author) will give a lecture on German AFVs on the 27th at 3pm. He will also be selling off some of his reference books on the day. For further details please contact P.J. Gregan on (01) 4062378 or 086 1540376 or Shane Irish McElhatton at: [shane.mcelhatton@rte.ie](mailto:shane.mcelhatton@rte.ie)

**Friday 1st June**  
**2nd East Anglian Model Competition** hosted by IPMS Ipswich at the Ransomes' Sports & Social Club, Sidegate Avenue, IPSWICH, Suffolk, IP4 4JJ. Time 19:30 (7.30pm) onwards. Info contacts any of: Dom Stevenson 01473 743189; Kev Baxter 01473 832163.

**Saturday 2nd June**  
**IPMS UK Salisbury Model Show** at Wyvern College, Church Road, Laverstock, Salisbury SP1 1RE. 10.00 till 16.00. Open Competition, Traders, Club & SIG stands, refreshments and a friendly welcome. Further details from Peter A. James Lathlorne, 01980 862403 (evenings) or email [peter@toggie.freeseerve.co.uk](mailto:peter@toggie.freeseerve.co.uk)

**Sunday 3rd June**  
**20th Northern Model Show** will be held at Temple Park Leisure Centre, South Shields, Tyne & Wear. Enquiries Grahame Itrator 07876441701

**Saturday 9th & Sunday 10th June**  
**Model Expo 2007** and the Australian Open Plastic and Scale Modelling Championships will be held in the Entertainment Centre, Sandown Racecourse, Princes Highway, Springvale, Melbourne, Victoria. If you are over here, please drop in! For details write to Model Expo, c/- IPMS Australia Inc., GPO Box 1187, Melbourne Vic 3001 Australia, or telephone Graeme Dodd: (03) 9808 0341 or Ian Vale: (03) 9873 4256 or Email: [IanVale@bigpond.com](mailto:IanVale@bigpond.com)

**Sunday 17th June**  
**MAFVA Nationals 2007** will take place in conjunction with the Military Vehicle Show & Military Book Fair at Duxford, Cambs. Full details will appear on [www.mafva.org.uk](http://www.mafva.org.uk) and in MMI once they are finalised.

**Friday 22nd - Saturday 23rd June**  
**IPMS/USA Region 10 Contest and Vendor Show.** Venue, the Holiday Inn Hotel, 1600 S. Country Club Drive at U.S. 60, Mesa, Phoenix, Arizona. Contact - Dick Christ at: [DickC24@aol.com](mailto:DickC24@aol.com) or go to website: [www.ipms-sussex.org](http://www.ipms-sussex.org) for more information.

**Saturday 23rd June**  
**MODELLBRNO** is a model show which together with E-Day is the biggest event for modellers in Czech Republic. Venue BVV Exhibition Centre Brno, Exhibition Hall D. For more details contact petr.dospisil@cz.teepak.com or visit: [www.modellbrno.cz/index\\_e.htm](http://www.modellbrno.cz/index_e.htm)

**Saturday 30th June**  
**Toy Soldier Event, London.** Royal National Hotel, Bedford Way, Russell Square, London, which is easily accessible by rail, tube and road, (parking under the hotel and opposite). Doors open between 10 am and 4 pm. Bookings, enquiries, information etc. Tel: 01388 818882 or 818811, email: [sales@kingandcountry.co.uk](mailto:sales@kingandcountry.co.uk) web: [www.kingandcountry.co.uk](http://www.kingandcountry.co.uk)

**Wednesday 18th - Sunday 22nd July**  
**War & Peace Show,** Beltring, Kent. For all queries and questions regarding the War and Peace Show, including booking in and payment queries, please contact Barbara Dixon or Rex Cadman at the War and Peace Office, The Old Rectory, Sandwich Rd, Ash, Nr Canterbury Kent CT3 2AF. Tel: +44 (0) 1304 813945 Fax: +44 (0) 1304 812422 E-mail: [rex@warandpeace.com](mailto:rex@warandpeace.com) Website: [www.thewarandpeaceshow.co.uk](http://www.thewarandpeaceshow.co.uk)

**Saturday 18th August**  
**Present Arms,** the Military Models show of MAFVA Essex to be held at Marshall Park School, Pettits Lane South, Romford Essex. Doors open from 10am. Traders, clubs etc. and of course 'Drinks & Vittles'! Charges: adults £2, Children, OAP, etc £1. Details from Lee Lacey, 379 Valence Ave, Dagenham, Essex, RM8 3RB Tel: 0208 517 7465 Email: [hurrbomberuk@yahoo.co.uk](mailto:hurrbomberuk@yahoo.co.uk)

**Sunday 19th August**  
**Avon IPMS** will be held at Yate Leisure Center, Kennedy Way, Yate, South Glos. (Venue approx 12 miles north of Bristol with easy access from the M4 & M5.) Doors open from 10.00 to 17.00; open competition, many clubs and traders, restaurant, FREE parking. Contact Phil Evans on 01454 850119 or [ipmsavon@aol.com](mailto:ipmsavon@aol.com)

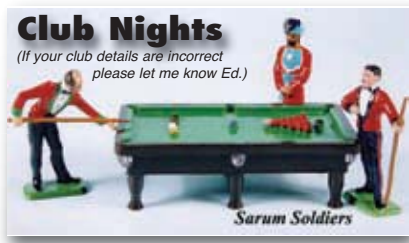
**Saturday 25th August**  
**International Open Meeting of Modellers,** Pilsen, Czech Republic. More details on: [www.pilsenkit.cz](http://www.pilsenkit.cz)

**Saturday 25th - Monday 27th August**  
**Military Odyssey** once again at the Kent County Show Ground, Detling, Kent. Gates open at 9.30am (PRE PAID TICKETS 9.15am) with Arena Events commencing at 10.00am. Check: [www.military-odyssey.com](http://www.military-odyssey.com) or call: 01892 730 830

**Sunday 16th September**  
**Model Spectacular** presented by the Sutton Coldfield Model Makers Society to be held the beautiful Sutton Coldfield Town Hall. It will be bigger than ever! Open competitions, traders etc. Doors open from 10:00 till 4:00 (Open for exhibitors at 8:00) More details Peter Hayward on 01889 578047 or [peter@headsrid.co.uk](mailto:peter@headsrid.co.uk) re Clubs: Paul Grimley on 01543 481428 or [paulgrimley@waitrose.com](mailto:paulgrimley@waitrose.com) re traders. Details also on our web site: <http://suttonmodellers.fotopic.net/> (please note the lack of www in the address!)

**Saturday 15th & Sunday 16th Sept**  
**E-Day in Prague,** Czech Republic will be held at Galerie Butovice, Shopping Mall, Radlická 117, 158 00, Prague 5. Email: [info@galeriebutovice.cz](mailto:info@galeriebutovice.cz) or visit [www.eday.cz](http://www.eday.cz)

**Saturday 22nd & Sun 23rd September**  
**Euromilitaire 2007.** THE BIG ONE! This internationally important event is held as ever at the Leas Cliff Pavilion, Folkestone, Kent.



**B.M.S.S. Regional Branches:** If you wish to find out where your local BMSS branch is based, contact BMSS 12 Savay Lane, Denham Green, Denham, Bucks, UB9 5HN or visit: [www.bntinternet.com/~model.soldiers/page3.html](http://www.bntinternet.com/~model.soldiers/page3.html)

**I.P.M.S. Regional Branches, UK:** If you wish to find out where your local IPMS branch is based, contact the Mal Myfield at: [holdfast@homecall.co.uk](mailto:holdfast@homecall.co.uk) or visit: [www.ipms-uk.co.uk](http://www.ipms-uk.co.uk) or the Membership Secretary, Jim Chapman at: [treasure@ipms-uk.co.uk](mailto:treasure@ipms-uk.co.uk) or at 77 Sutherland Avenue, Petts Wood, Kent BR5 1QY for more details.

**M.A.F.V.A. Regional Branches UK:** If you wish to find out where your local MAFVA branch is based, contact Paul Middleton, MAFVA Liaison Officer, 39 The Leas, Baldock, Herts, SG7 6HZ, E-mail: [paul.middleton600@ntlworld.com](mailto:paul.middleton600@ntlworld.com) or visit: [www.mafva.org.uk](http://www.mafva.org.uk)

**1066 Model Making Club,** meets on the 1st Fri each month at 1 Harebeating Drive, Hailsham from 7:30 p.m. We cater for all genres of model making. For more details contact Tony Roberts on 01323 849023 or E-mail: [tony\\_robs@hotmail.com](mailto:tony_robs@hotmail.com). Please note that we are also the EAST Sussex branch of MAFVA (not to be confused with Sussex MAFVA).

**1/6th Collectors Club.** A club for collectors of 1/6th figures. We hold regular photo-shoots, meets and other events throughout the UK. Free membership and you will receive a monthly newsletter detailing events. For more info contact Ade Pitman. Contact details are: [www.onesixthcollectors.co.uk](http://www.onesixthcollectors.co.uk) or email: [littledevon@ntlworld.com](mailto:littledevon@ntlworld.com) or phone on: 01446 405 373

**Aero Space and Vehicle Club:** Interested in model making? Then pay us a visit, the friendliest, longest established club of its kind in the W. Midlands. We meet on the 1st Sat of every month from 2pm till 4.30pm at The Allen - Memorial - Hall, Mill Lane, Wombourne, Nr Wolverhampton. For more info contact Mr G Taylor, 11 Holberg Grove, Lyndale Park, Wednesfield, Wolverhampton, WV11 3LE.

**Association of London Modellers.** (incor. IPMS London) Meets last Wed of the month in the Camera Club, St. Bride's Institute, Bride Lane, London, EC4. Details from Brian Lay 07813-908-938 or E-mail: [brian\\_974@tiscali.net](mailto:brian_974@tiscali.net) or more at: [www.londonmodellers.co.uk](http://www.londonmodellers.co.uk)

**Avon Scale Model Society** meets on the 3rd Thurs of each month at the Longwell Green Community Centre, on the outskirts of Bristol. We cater for all genres of model making and are always pleased to have new members. If you live in the area and would like to meet up with like minded modellers, contact Ian Bryant on 0117 932 4053 or Ray Hackney on 0117 956 9777.

**Barnet IPMS** welcomes newcomers to come along and see how you like what you see - some 30 to 40 friends with a mutual interest - model making. Come along and enjoy a chat with the (mainly) guys: between us all we can pick up useful tips. Bring a model or two along to the Cyril Allen Building, Frith Grange Scout Campsite, Frith Lane, Mill Hill, NW7 (Right next door to the Mill Hill Barracks & close to Mill Hill tube station.) We meet the 1st Tues of every month from about 7.30pm till we decide to go home! All details can be acquired from Les Rawlins on 0208 207 4207.

**BMSS Bristol** meets 1st Wed each month at the Avon Combined Services Club, 29 - 31 St Pauls Rd, Bristol. Boxes open from 19:30 - 22:30. All welcome, all modelling interests covered. Contact Kevin Peart on: 01249 817969 or email: [napoleonpeart@yahoo.co.uk](mailto:napoleonpeart@yahoo.co.uk)

**BMSS Ealing Branch.** Meets on the 2nd Fri each month at The Northfields Community Centre, 71a Northcroft Road, Ealing, W13 9SS. Details from Bruce Harron on 0208 840284.

**BMSS Northern Branch** in Conjunction with IPMS meets each month at The Methodist Church Hall, Northenden Road, Sale Moor. Full details & dates from T. Cunningham on 0161 499 2803.

**Bognor Regis Military Modelling & Wargaming Society,** hold regular meetings on Mon evenings from 7.30pm at the West Meads Community Centre, Bognor Regis. The group cater for all genres of model making alongside a lively wargame section. Pay a visit of call 01243 842 542 or 01243 814 549 for more info.

**Brampton Scale Model Club.** Meets from 7.30 till 9.30 pm EVERY Wed. Get the low-down on the location from Sam Stratby on 01487 830 689 or David Gait on: 01480 861387 or John Wagstaff on: 01480 352609

**Cambridge MAFVA Branch.** Meets at the Imperial War Museum, Duxford on the 1st Tues of the month (except December) from 7.30pm to 10pm. As access to Duxford has to be arranged in advance for security reasons, for further information please contact the Branch Representative, Steve Schwab at Byhurst



# The Forum

Cottage, Camps End, Castle Camps, Cambs, CB1 6TR. Tel: [evenings & weekends] 01799 585004, E-mail: [Steveuschwab@aol.com](mailto:Steveuschwab@aol.com) or visit: [www.mafova.org.uk](http://www.mafova.org.uk)

**Chelmsford & Essex Scale Model Society** meets on the 1st Thurs of the month at "The Horse and Groom", Galleywood Common, Galleywood, Chelmsford, Essex. New members welcomed to come along or contact Phil on: 01245 476786 or Chris: 01376 553211. (Club formerly known as Essex Scale Model Society).

**Chester Scale Model Club.** We meet on the last Tuesday of every month at 8 PM, in the Bull and Stirrup Hotel, the upstairs function room, on Upper Northgate street behind the old bus terminal, with hotel parking behind. We are a small group and wish to expand with other like minded enthusiasts. Children with parents welcome. Phone Frank on: 07985901515 for all enquires, or email: [franklever2000@yahoo.co.uk](mailto:franklever2000@yahoo.co.uk)

**Chiltern Scale Model Club** (incorporating IPMS Chiltern). Meets the 1st Wed of each month at the Shefford Memorial Hall, Shefford Beds. Fun begins at 8pm. Details from John Chapman on: 01234 317763 or visit: [www.chilternscalemodelclub.cjb.net](http://www.chilternscalemodelclub.cjb.net)

**Clacton IPMS.** meets at The Brotherhood Hall St Oysth Road Clacton-on-Sea, 1st Thurs each month, from 8.00pm till 10! New members welcome! Full details from Peter Terry on: 01255 428653 or E-mail him at: [peterterry@clacton44.freereserve.co.uk](mailto:peterterry@clacton44.freereserve.co.uk) Website: [www.ipms-clacton.org.uk](http://www.ipms-clacton.org.uk)

**Cleveland IPMS** meets at Sunnyfield House, Westgate, Guisborough, North Yorkshire on the 1st & 3rd Wed. of the month. Boxes are open between 19:30 & 21:30. All welcome, whether you're a beginner, novice or experienced modeller. All modelling genres covered. For more info contact Mike Burns on: 01642 592357 or at: [michaelburns@ntlworld.com](mailto:michaelburns@ntlworld.com)

**Derby City Model Club.** Full details from Julian Neale, 1 Rykeld Close, Littleover, Derby DE23 4AR.

**Essex Branch of the BMSS:** Club Meetings on the 1st Mon of each month from 8.00pm at the White Hart Public House, Little Waltham, which is near Chelmsford. BMSS members are asked to attend if possible (a plea from the heart!) or you can contact Les Bickmore on 01621 856 640 or E-mail: [poitiersknight@aol.com](mailto:poitiersknight@aol.com) for more info.

**Essex Branch, MAFVA** meets 1st Tues each month at the Millennium Room, Royal British Legion, 205 High St, Hornchurch Essex. Boxes open 7.30 till 10.30pm of course! Details from Lee Lacey, 379 Valence Ave, Dagenham, Essex, RM8 3BR Tel: 0208 517 7465 Email: [hornburberuk@yahoo.co.uk](mailto:hornburberuk@yahoo.co.uk)

**Faversham Military Modelling Group** club meets on the 2nd Sat every month (except Aug) and boxes open at 2.00pm. Every modelling genre covered - nothing is excluded. For more details as to the venue etc contact John Regan on: 01795 532 135 or email him at: [regangi@hotmail.com](mailto:regangi@hotmail.com) One more point - there is no membership fee, just a 50p per person each time you attend towards Club funds.

**Fenland & Spalding Model Club (IPMS)** meets the 3rd Wed of every month at the Lincoln Arms in Spalding. Box lids off at 7.30 and the club stays open until they are chucked out - or so we are told. Details from Bill Pickering 01775 710 465 or Peter Emms 01775 767 729

**Gravesham Military Modelling Society.** Club meets on the 3rd Sat of each month at 2.00pm in the Holy Trinity School, Trinity Road, (off Wellington Street), Gravesend, Kent. More details from Mrs J. Bickerstaff, Tel: 01474 327 003.

**Greater Peterborough Model Club (G.P.M.C.)** meets at the Royal Oak public house in Walton, Peterborough on the 1st and 3rd Thurs every month at 7.30pm. The first meeting of the month provides a theme for modellers to display their work and the second meeting usually comprises of a quiz, or speaker, demonstration or slide show or similar event. Annual fee is £3 and new members are assured a warm and friendly welcome. More info from Ken Almen on 01733 321 617 or Email: [greaterpeterboroughmodelclub@msn.com](mailto:greaterpeterboroughmodelclub@msn.com)

**Harrow Modelling Society.** Meets 3rd Mon every month at the Wealdstone Baptists Church Hall, High Street, Wealdstone, Middlesex. Car parking available. Details from Roger on 0208997 6051 or Alan on 07768 427716. Own website at: [www.harrowmodellingclub.org.uk](http://www.harrowmodellingclub.org.uk)

**Hertfordshire Branch Miniature Armoured Fighting Vehicles Association (M.A.F.V.A.)** meets 2nd Wed every month at 9 Belswains Lane, Hemel Hempstead, HP3 9PN - kit boxes etc open at 8pm. Full programme of events for the whole year. Details of meetings or MAFVA membership from Chris Lloyd-Staples, phone 01442 250381 or email: [lloydstaples@btopenworld.com](mailto:lloydstaples@btopenworld.com)

**Hornchurch Scale Model Club.** Meets 3rd Mon every month in the Methodist Church Hall, 19 High St, Hornchurch, RM12 4UN. More info from Peter Bagshaw, 25 Repton Drive, Guidea Park, Essex RM2 5LP or on 01708 726 102.

**Kent Branch IPMS** Meets 2nd Friday every month at the Taylor Memorial Hall, (next to St. Luke's Church) in Eardley Road, Sevenoaks, Kent. All welcome irrespective of age, gender and ability. Details from Ken Withey, 8 Belmont Road, South Norwood, London, SE25 4QF Email: [kenwithey@btinternet.com](mailto:kenwithey@btinternet.com)

**King's Lynn Scale Model Club** meets 2nd Wed each month at The Workers' Club, 1st Floor meeting room,

Church Street, Kings Lynn. More details from Graham Matthews (01945 463327), Mike Condra (01553 827 126) or David Crump (01553 673744).

**Leicestershire IPMS** Meets on the 3rd Mon every month in the Committee Room of Broughton Astley Village Hall, Station Road, Broughton Astley. Starts from 7.30pm till 9.30pm. All branches of our wonderful hobby are covered and the group attends shows across the land. If you are local to us 'come and join us'. Details from Phil Middleton, 74 Huncote Road, Narborough, Leics., LE9 5NG.

**Leeds Whitereose Military Modelling Society.** This club meets every 2nd Sat at 14.00hrs at The Paxton Hall, Kirkstall Lane. For details ring Graham Wardle on 0113 2581508 or Richard Wharton on: 0113 2719595 or email: [whartons@leeds@iscali.co.uk](mailto:whartons@leeds@iscali.co.uk)

**Letchworth Scale Model Club** meets at The Rocroft Centre, Church Road, Stotford, Bedfordshire on the 2nd & 3rd Wed., each month from about 7.30 till 10.30pm. Full information contact Derek on: 01480 374523 Email: [derekm784@hotmail.com](mailto:derekm784@hotmail.com)

**London Branch - MAFVA.** Meetings are held at the Imperial War Museum, Lambeth, London, 14.00 to 17.00hrs, on the 1st Sat, alternate months, i.e. January, March, May, July, September and November. Full details from Peter Bailey, 8 Vicarage Drive, Northfleet, Kent, DA11 9HA Tel: 01474 536 232.

**Medway Modelling Club** meets at 7.30pm on the 1st Tues every month at "The Strand" in Gillingham, Kent. Visitors and new members always welcome! For more info and directions, contact or Alan Healy on 01795 425138, or Email: [alanhealy@peppe.freereserve.co.uk](mailto:alanhealy@peppe.freereserve.co.uk) or Kevin Nunan on: 01795 472815 (Wed-Sat 10.30am - 4.30pm)

**Mid-Sussex IPMS.** The Branch meets every 4th Thurs at Southwick Community Centre, Southwick Village, Sussex from about 7.30pm to 10.00pm. We hold 13 meetings most years except when the date falls between 24th to 31st Dec. Our website: [www.ipmsmidsex.org.uk](http://www.ipmsmidsex.org.uk) carries all info (incl. a map) or contact Dave Allen on: 01293 523856 or e-mail: [dla\\_ipms\\_midsex@btinternet.com](mailto:dla_ipms_midsex@btinternet.com)

**Mid-Wessex Branch BMSS.** Welcomes members and non-members of the Society to monthly meetings, held in various locations in the areas of Salisbury, Shaftesbury, Trowbridge, Warminster and Sturminster Newton. Contacts Tom Ridout 01227 322917, or Tony Young 01373 832323 for exact locations and times.

**Mildenhall Model Group.** Twice a month! This group have box lids off the 1st & 3rd Wed every month and they meet at 8.00pm at the Lakenheath British Legion Club, High Street, Lakenheath. More info from Peter on: 01638 742 354.

**Milton Keynes Scale Model Club.** Meets at the Cranfield University Sports & Social Club (The Coffee Pot) on the 4th Wed of the Month (December on the Third Wednesday) at 8.00pm. Meetings are an informal gathering of anyone interested in sharing ideas, hints & tips, general chatter about their latest model or just putting the world to rights. See our website: [www.mksmc.co.uk](http://www.mksmc.co.uk) for details and directions or contact the secretary Brian Porter on: 01582 660984

**North London Military Modelling Society.** Meets on the 1st Fri every month in The Old Committee Room, Chesham & Waltham Cross Conservative Club, Eleanor Cross Road, Waltham Cross, Herts. Modelling things happen between 7.30pm and 10.00pm. More details from Jack Snary on 01992 638046 or Phil Redman on 0208440 8475.

**North Essex Modellers Club, Colchester.** Meets on the 3rd Mon every month at The Arena Club, Flagstaff Road (part of the Barracks) 7pm-9pm. More information from Eric Dyke 10206 823413.

**North Somerset Modellers Society** meets every 2nd Tues in the Woodspring Inn, Worle High St, from about 8pm. We are a very relaxed club whose members will build anything in any scale! Also if you build it we will put it on our stand at some point whatever the standard. We firmly believe that modelling should be fun and we are not afraid to show anyone's work. We also meet for a "model in" at the International Helicopter Museum one Sunday each month. Full details from Dave Jones on 07969635212 or email at [david.jones5570@tesco.net](mailto:david.jones5570@tesco.net)

**North Surrey Military Modelling Group** meets on the 3rd Mon every month at All Saints Hall, New Road, Hackbridge, Surrey, 7.30pm - 9.30pm. All types of modelling are welcome! Further info from Kevin Jarrett, 0788 436 6 559 or David Grummitt on home 020 8688 9787 Email: [davidgrummitt942@hotmail.com](mailto:davidgrummitt942@hotmail.com)

**Perthshire Independent Modelling Society.** Meets on the 2nd Fri every month, at Oak Bank Community Centre, Perth. From 7.30 pm to 10.00pm. New members welcome. There is no membership fee. Just £1.00 per person each time you attend towards club funds. The club covers a wide range of model making subjects. Car parking available. Details from Donald Tattersall on 01738 449253.

**Poole Vikings Model Club, (IPMS Dorset & BMSS Dorset).** Meet 1st Wed every month at the Poole Civic Club, Civic Centre, Poole, Dorset, from 7.30 pm. All are welcome! There is a £1 charge for members at each attended meeting but first visit is free of charge so you can come and see what goes on. Come and join in - for more info contact Andy Sweet (01202) 743494, and Graham Young (01202) 875592 or via [poole.vikings@virgin.net](mailto:poole.vikings@virgin.net)

**Romsey Modellers,** Meetings 3rd Wed every month 8pm - 10.00pm at the Montfort Community Hall, Benedict Close, Romsey, Hants. Contacts for full details from either Les Cooper (01794 522968) or Patrick Camp (02380 266828).

**Salisbury IPMS** meets on the 1st & 3rd Tues. each month, in the Scout Hall, Dennis Marsh House, Salisbury at 19:15. All genres of model making covered. Visitors & prospective members always welcome. For a free newsletter & further details, contact Peter James: [peter@toggie.freereserve.co.uk](mailto:peter@toggie.freereserve.co.uk) or write to the Hon. Sec. 18, Ilynton Avenue, Firsdown, Salisbury, Wilts. SP5 1SH

**Scale Model Makers Camelot:** Meets at the Camelton Community Centre, Falkirk, Scot., every 2nd Fri each month. Details James: 0797050056 or David: 01299 781669.

**Shewpay Military Modelling Society.** Meets at The Providence Inn, Sandgate High Street, on the 1st Mon each month (unless Bank Holiday when it's the second), at about 7.30pm. Details from Chris Grove at: 01233 645821 or e-mail: [chrisgrove@iscali.co.uk](mailto:chrisgrove@iscali.co.uk). All welcome to come along.

**Southend Model Club (IPMS South East Essex).** Meets on the 3rd Wed every month at the Southend Civic Centre, Victoria Avenue, Southend-on-Sea. Box lids off 7pm till 10.00pm. New members always welcome. All genres of model making covered. The club exhibits at various model shows around the country throughout the year. More details from Phil Camp 01702 612830 E-mail: [phil@cc2205.f9.co.uk](mailto:phil@cc2205.f9.co.uk)

**South Hants Modelling Society.** Meets 1st Tuesday of every month at The Staff Club House, University of Southampton, 43 University Road, Southampton. From 8.00 pm till 10.00pm. Details from Terry Nappin 01329 236 365 or Simon de Montfalcon 01794 523 769

**Sprues-R-U Scale Model Club** Someone had to do it! didn't they? The new modeller's club for N. Herts and Beds. meets at the Mission Hall, North Ave., Letchworth at 7.30. Details from Peter Magee Tel: 01462 640642 E-mail: [p.magee1@ntlworld.com](mailto:p.magee1@ntlworld.com) or Tel Peter Park on: 01642 675779 or just come along!

**Sutton Coldfield Model Makers Society** meets every 2nd & last Wed. of the month from 7.30pm at The Fellowship Hall, Sutton Coldfield. More details available from Paul Grimley Tel: 01543 481428 or Peter Hayward Tel: 01889 578074.

**Thames Valley Scale Model Club.** Meets every 3rd Tues each month at the Lion Hall, Marlow. (Plenty of parking space!) Monthly competitions lead to an annual final. We like attend exhibitions, of all kinds all over the country. All types of models and modellers welcomed to join in! For more info contact K. Sherwood on: 01494 5333778.

**The EARLEY RISERS Model Club.** A new name for model makers in the Reading area. Earley is on the S-west side of Reading and this is where the club meets on the 3rd Sun every month between 10am and 7.30pm! Full details from Steve Abbey on: 0118 969 1042 or E-mail: [smabbey@nildram.co.uk](mailto:smabbey@nildram.co.uk)

**UK Tank Club** exists to promote Radio Controlled model tanks in the UK. The club allows tank enthusiasts to come together to display and run their models and to share ideas and techniques for the benefit of all. The Club is run by member for members. If you would like info, then make contact one of the following: [info@umtank.org](mailto:info@umtank.org) or [www.umtank.org](http://www.umtank.org) or membership@umtank.org or good old telephone on 0709-217-185 or snail mail to UK Tank Club, 16 Blakeway, Tunbridge Wells, Kent, TN2 3DF

**Universal Modelling Club Birmingham.** Meets every Thurs evening from 7.30pm till 10.00pm at The Friends Meeting House, Hamlet Rd, Hall Green B/ham. All genres of model making covered, so if you are interested please come along or get in touch. There's no membership fee. For more info contact Steve Pryce on: 0121 444 830 or e-mail him at: [stevepryce@blueyonder.co.uk](mailto:stevepryce@blueyonder.co.uk)

**Wallingford IPMS** - a regular bunch of enthusiasts meeting every 2nd Sun every month, from 10:00 to 16:00 at the Training Room, Wallingford Fire Station, Station Road, Wallingford, Oxfordshire. More info from Phil Golding, 11 Queens Avenue, Wallingford, Oxfordshire OX10 0NE. Tel: 01491 201827. E-mail: [big.phil@ntlworld.com](mailto:big.phil@ntlworld.com)

**Watford Scale Model Club.** A club with a long tradition, lots of experience and makes everyone feel at home, so come along! Meets on the 2nd Tues every month from 8-10.30pm at the Orbital Community Centre, Haines Way, Leavesden, Watford. More details from Nigel on: 01525 384875 or from Jon on: 01296 397224

**West Cornwall IPMS.** This group of jolly modellers meet on the 2nd Fri of each month at the Passmore Edwards Hall, Hayle in Cornwall from 7.30 pm till 9.30pm or thereabouts. Come along and have a fine time with friendly faces and like minds! Contacts are various but the highly efficient secretary is Arthur Johnson on: 01736757726, E-mail: [arthurjohnson21@yahoo.co.uk](mailto:arthurjohnson21@yahoo.co.uk)

**West Kent Scale Model Club.** (Incorporating IPMS Kent) This friendly club is looking for new members! If you are interested in making models, any kind, then you will be made welcome at our meetings held on the 2nd Fri each month at The Taylor Memorial Hall, St Luke's Church, Eardley Road, Sevenoaks, Kent. For more info contact Philip any evening on: 01689 872303.



# There's Fun and Prizes Worth Having On the MMI Competitions Page

## Competition Number 1 is 'Search for the Scimitar'

The most popular competition question for MMI readers!  
Search for or hunt down those 8 little pics of a scorpion to win. (The sample picture shown here is not one of them!)

We have one AFV Club Scimitar as the  
Scorpion is as rare as hen's teeth!  
(Competition rules below.)



## Competition Number 2 is 'The Missing Words Game'



This competition question is beginning to grow in popularity.

What is the trooper is saying to the officer who has just landed in the mud up to his knees. Complete the sentence shown in the photo: "Take my hand Sir, but.....". The winner will also get a 1/135th scale AFV Club Scimitar.

There will be runner-up prizes.  
(Competition rules below.)

## Competition No.3 is 'Name This Flag'



Easy peasy! The winner will receive two small scale kits – the Scorpion and the 105mm howitzer and two of the Falklands books featured in this month's Words and Pictures.  
(Competition rules below.)

## COMPETITION RULES (also see page 5)

All Competition entries can be sent by mail or email. Paper entries can be on postcards or envelopes. Paper entries must be posted to MMI Competitions, 19 Kilburn Gardens, Clacton-on-Sea, Essex, CO16 7HB, United Kingdom.

All email entries must still be sent to: [mmi.editor@homecall.co.uk](mailto:mmi.editor@homecall.co.uk) **PLEASE NOTE NEW EMAIL ADDRESS**  
Don't forget to add your own address and contact numbers for all the competitions.

Entries for all May competitions must be in by 24th May 2007 and the results will be published in the July 2007 issue.

## Winners! Winners! Winners! Winners!

The winners of the March 2007 Competitions are as follows:

Competition No.1: 'Spot the Difference' was won by Mr. Simon Dowsell of Gwent (lock on chest, end of scabbard missing, centre plank join on shield missing, rock on base missing, leather lie on left leg incomplete, grass clump left shorter.

Competition No.2: 'Chase the Char' was won by Mr M Hughes of Bath (19, 28, 36, 38, 47, 48, 53, 61)

Competition No.3: 'Name That Flag' was won by Andrew Janowski of Plymouth (U.S.S.R.)

Little Competition: Mr H.Pawlak of Nottingham (Centurion and Hagglands All-Terrain Vehicle)



# News At The Front

I have to thank all the news items sent in by various readers/contributors this month. This always makes NATF more interesting and don't forget that if readers submit a short review of an item we have not covered you will earn a 'reward' for your efforts

## INTERNATIONAL MODELS ASIA

Lee Lacey



MMI has carried news reviews from this Company in the past but here again is a brief piece on one of their newest resin conversion kits. Now IMA has gone into the business of full kits and their first tracked vehicle is a kit is of the A30 Avenger 17pdr SPG that entered limited service with the British Army just after the Second World War and was to later see service with the Danish Army.

The first thing to note is the cleanliness of parts, which for a Resin is quite amazing. The overall casting is supremely well done with moulding blocks being to an absolute minimum. This is especially apparent on the road wheels that require very little in the way of cleaning- a real bonus when there are 24 to do!

The rest of the kit is very much akin to having a plastic kit, only in resin with 12 Bags of parts in grey resin, single piece lower hull with individual track guards, 2 part upper hull with all hatches being separate, 3 piece open topped turret, 2 lengths of plastic tube, 2 lengths of brass rod, turned aluminium gun barrel with brass muzzle brake, etched grills and a bag of supremely cast

individual track links with no casting blocks! No decals are supplied but I have not been able find anything other than photographs taken at the factory and for this vehicle Archer Fine Transfers can be used for the Census Number.

As can be imagined this little lot takes quite a time to check but all parts are accounted for and are secured in a stout, plain box. Instructions come in the form of a two sheet 'guide' which could do with a little more info on the placement of parts but anybody with a bit of knowledge on other late-war cruisers (Comet or Cromwell) should have no problem deciphering where things go.

While not a famous vehicle by any stretch of the imagination it is an important one for aficionados of British Armour as a total oddity. If you have a collection of British Armour and don't mind working with Resin then I can recommend this kit whole-heartedly. The kit is IMA009 and costs £79.99 when bought from Friendship Models, 12 Delta Drive, Musselburgh, East Lothian, EH21-8HR. Tel: 0131-665-0866. Website: [www.friendshipmodels.co.uk](http://www.friendshipmodels.co.uk)

## MICHAEL ROBERTS LTD

Tony Little

It's been a very long time since I have seen any new releases from the Michael Roberts Ltd set up in America. However this changes all that and here we have a 54mm resin kit. The subject is a French Hussar of the 7th Bis Regiment in Egypt in 1799. (Bis can be found as part of the description of present day French armoured regiments) This figure has been sculpted by Alan Ball and consequently the detail on the monoblock casting is second to none. The box art reproduced here shows a hero leaning against a wall. He smokes a long pipe and his left hand rests upon the sheathed sabre. All these parts, including a square base are included as separate castings. I should say that the wall is a triangular casting so the piece is given some depth, which a flat wall won't do. This fine figure is ref MR54024 and RRP is £14.50 when bought from El Greco Miniatures.



*Pssssssssss.....*

Would You Like to Write a **Short Review** of a Military Kit You Have Built & Enjoyed That We Have Not Featured?



Then You know What To Do! Use the format in News At The Front and Write about 250 words and Send Us the Box Art - or Better Still, with a Photo of Your Result. Send it to the Editorial Address & You'll See YOUR Name in Print and receive an MMI rule for your efforts!



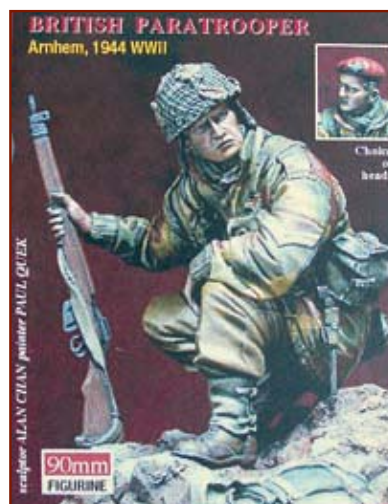
## WARRIORCLASS

John Burt

MMI has not given any space for a long time to kits from the Miniature Alliance ranges, so to make amends here are two 90mm resin figure. The first is a German Stormtrooper 1917, World War I. This consists of 15 components, which are well detailed, though they do need some cleaning up. A large scenic base is provided and this is a base and the side of a section of trench. The figure is in a very animated stance. He is in the 'knees bent' position about to throw his grenade. The anatomical proportions are good and the face has a natural look. A colour print of both sides of the figure is included as a colour guide for the figure.

The Stormtroopers were special units trained to carry out raids on enemy trenches and cause as much damage, death and destruction as possible. They were always very heavily armed on these raids - some with Bergmann sub machine guns or Mauser automatic pistols or as in the case of our figure here, with grenades, rifle and bayonet and an entrenching spade, which was a very useful weapon in hand to hand combat. All sides carried out trench raids with an assortment of weapons but to my knowledge the Germans were the only nation to have specific unit for this purpose. This kit is ref WC90/11.

Another 90mm resin kit from Miniature Alliance is this British Paratrooper, Arnhem, 1944. There are 14 components and these include a choice of two heads, both of which are designed to look in different directions. The castings are well detailed but need some cleaning up. A section of scenic base is provided. The fit of the parts is very good and the joint lines are imperceptible and should not require much filling. The webbing and equipment is very accurate as is the Denison smock. As I said earlier you get the



choice of two heads, one in a beret and one in a helmet. The facial features on both heads are good and different from each other. It might be quite nice to buy two kits and use different heads on each one and from them make an interesting vignette. A colour print of both side of the completed figure is included as a colour guide, but I would suggest you look for further references to give an accurate impression of the pattern used on Denison smocks. This kit is ref WC90/10. The great problem that I have found with this Company is that although they are always at Euromilitaie, I have no idea who represents them in the UK and the only way to buy their kits is via the internet or by contacting them at Miniature Alliance, 255 Tagore Avenue 11-01, Singapore 787 796. Tel: 65-9730 3382 Fax: 65-368 5452) or by email on: sales@minially.com

## ZVEZDA

Ian Duthie

One thing that has struck me recently is how much Eastern European manufacturers are raising the bar and Zvezda are a good example of this trend. This Russian company has been with us for many years and seemed to fulfil the usual expectations of providing useful Soviet subjects but at a somewhat basic standard. Comparing three of their releases currently on the shelves, the improvement over time is astonishing.

Kit 3526 Russian Infantry 1940-42 (not pictured) has 8 styrene figures but don't be fooled by the dramatic box art. This is a combination of two ancient 4 figure sets. The anatomy and animation are pitiful and this set is best avoided.

Kit 3584 Soviet Machineguns Crew WW2 came out just over a year ago and is a solid competent offering. You get 4 figures, two dragging and two lying prone behind their Maxims. This weapon had remained largely unchanged since the Tsarist days of 1905, and we are given the later stamped fluted jackets which replaced the original smooth covering. You can still use an alternative as the 1942 version is also provided [this had a large filler cap in the middle so that coolant could be added more easily]. With a little tidying up and maybe Hornet replacement heads these guys and their distinctive weapons could find their way into many dioramas.



Kit 3597 Soviet Sniper Team WW2 brings us right up to date and this one is a corker. I guess you could call it a 4.5 figure set. Our 4 snipers sport different uniforms - padded jacket, tunic and cape, and 2-piece camo smock. Most interesting however is the female in the rarer plain green smock which had green strips sewn on and also attachments for further foliage. I have not seen this variant attempted by a manufacturer before. There are two types of telescopic sight provided and one guy has an SVT-40 automatic rifle rather than the standard. A Russian signage decal is on hand to provide local colour. The decoy dummy on a pole is a splendid idea - this was to entice enemy snipers into giving away their position. Note the "spotter" with his camouflaged periscope. This is a sound imaginative figure set which will amply repay a little effort. RRP for each of these sets as noted in the text are as follows in consecutive order: £7.99, £5.75 and £3.75. - not bad methinks!



## SOVEREIGN 2000

Dus Adele



The latest 1/35th AFV to come from the Sovereign 2000 subject is the Humber Mk 1. In real life this vehicle was originally built by Guy, a small British vehicle company, but due to the need for increased numbers Humber were asked to produce it. They made a few modifications, the most obvious being a lengthened engine deck and 'Banjo' type axles. Used by British forces in the early part of the war at home and abroad, these saw active service with reconnaissance regiments in North Africa.

Some of you may know that a Humber Mk1 has been available from Sovereign 2000 for a few years now, BUT make no mistake, this is not a revamp of the old kit, this is a complete new master, made by S2K's owner, Marc Day. There are just under a hundred parts, cast in resin (and a little white metal) to a very high standard. In my sample there were only a couple of tiny bubbles that I could see, but knowing Mark's ability in production I suspect that purchasers of this kit will find even fewer! I think the instructions are rather good; there is a check

sheet of parts and a number of close up photos of the model build up with part numbers clearly shown, I wish other resin kit companies would take note!

The hull is a solid one piece casting with a separate open cast turret, which should allow for a couple of half figures to be fitted. One glaring fault with the old kit was the reversed tyre treads on the offside, but this has been addressed and now the prominent tyre tread patterns are in the correct orientation on both sides.

White metal is used for the turret weapon barrels and for a number of suspension parts; these are very well made with a minimum of clean up required. The underside and suspension is very detailed, though looking at the finished article it would seem that most of the detail will be hidden by the wheels once fitted..

Decals/markings are not supplied, and there are no colour recommends either.

The MAFVA website has a good reference section on British AFV colour schemes by Mike Starmer. ([www.mafva.com](http://www.mafva.com)).

In my opinion this is an excellent kit of a subject area that doesn't tend to get much attention from the Plastic kit companies. I am looking forward to completing my model!

The Humber Mk 1 is available direct from S2K (Sovereign 2000) 4a, St. Luke's Avenue, Maidstone, Kent, ME14 5AL, Tel/Fax: +44 (0)1622 669853, [www.sovereign2000.uk.com](http://www.sovereign2000.uk.com) and from Historex Agents. This kit is ref S2KVV014 and RRP £42.00.

(As a postscript, I have actually built this kit, and it is a beauty! Full review to come.)



## ALLARMI

Tony Little



The pair of 1/35th figures shown here have been sitting on the shelf for quite a while, but as MMI has a Japanese feature this month, it seemed an obvious choice. Allarmi products are sold from that wonderful website [www.Italiankits.com](http://www.Italiankits.com) and are the production of the web owner Felix Rufolo. Back to the figures. Currently these are the only WWII Japanese figures on the Allarmi kits and they are ref 35006 a Japanese Officer and 35007 and

Infantryman. So you can see the officer is in a casual pose, complete with ciggie in his right hand, whilst the infantryman has a fighting pose. Both are resin figures very nicely cast in that wonderful Italian grey resin that is so good to work with. The officer is a monoblock casting, with separate lower arms/hands and sword. In addition but as you might expect the fence and terrained base are also separate castings.

The infantryman is a complete monoblock figure with hands cast to the type 38 rifle.

RRP for these two are 15€ and 14€ respectively.

I also found a set of Japanese infantry weapons WWII and this set is

ref 35008. It contains four helmets, two with camo nets two plain, two swords, two rifles, two bayonets, two holstered pistols, two water bottles and four ammo pouches. The set costs €9.50.

As mentioned above you can currently only buy Allarmi products from [www.italiankits.it](http://www.italiankits.it)





## DRAGON

Ian Duthie

DML recently re-released their already excellent T-34/85 as part of their Premium series. This is a very efficient way of "up gunning" sound older kits with the latest technological advances. I was fortunate to have put off picking one up as now a second improved version has just trundled in which can only be described as "Premium Plus". This is kit no. 6266.

The "bedspring armour" was a type of spaced armour protection devised to cause the early detonation of Panzerfaust projectiles. This would now appear to have been somewhat standardised and manufactured specifically for T-34s and IS-2s and was not the appropriated German bedframes of legend.

Other options in the kit include split hatch variant and a muzzle for the OT-34/85 flamethrower variant. Some surgery will be required if you wish to replace the late angled mudguards with the earlier rounded ones suggested [contemporary photos show both types in Berlin]. The photoetched main grille is much better than the early PE first supplied with the T-34/76 mod 1941 and even has louvres for underneath. However the open surround option is inexplicably missing so it's surgery again to remove the original and unloved solid grille if you wish to fit this.

But really this is a super offering. We are looking at single link "Magic Track", a turned metal barrel, and two massive sheets of



optional etch which carry comprehensive details in addition to well-rendered protective mesh and supports.

There are four marking options given on the Cartograf decal sheet, the "bedspring" variant being "Unidentified Unit Berlin 1945". I suspect most modellers will go for this configuration because of the challenge and of course we all like something a little different in our collection.

When you consider what it costs to buy aftermarket "extras" separately, a RRP of £27.99 for the whole package is pretty reasonable. (For one you will notice that we have images of the box top and bottom!)

Don't forget that Dragon and Zvezda kits are distributed to the trade by The Hobby Company Ltd, Garforth Place, Knowhill, Milton Keynes, MK5 8PH. Tel: +44 (0)01908 605 686 Fax: +44 (0)1980 605 666 Email: sales@hobbyco.net or enquires@hobbyco.net and are available in all good model shops and through specialist dealers.

## HOBBYBOSS

Tony Little

A while back, HobbyBoss entered the competitive World of 1/35th armour. Their first releases were two versions of the German Leopard 2A5 - the Swedish STRV.122 and the Danish Leopard 2 A5DK. If you want to check out the technical differences between the two tanks and you have internet facilities go to <http://fprado.com/armorsite/leo2.htm> where you will find chapter and verse on them.

Before I move on to describe these two kits one has to wonder which kit has formed the donor for these HobbyBoss productions? I can only think of the old Italeri Leopard 2, but I wouldn't want to place a bet on it - or would I?

Back to the HB kits. You have to study them to check out where they differ: both kits have 11 sprues and the Danish version has 308 parts and the Swedish version has 406 parts and both include an etch fret. If you check out the web suggested to confirm the differences between the two AFVs as shown on the box art, you will find that these are perfectly correct. The differences between the kits are the configuration of the turrets and this is where the extra pieces in the STRV.122 come in. Both kits have old



fashioned vinyl track lengths. As no-one I know has already built these models, I can't really make any more comments - except that the details to my eyes are very good and they should build into fine models. Perhaps someone will let me know the details soon. The two kits refs and RRP are as follows: Danish Leopard2 A5DK ref 82405 RRP £15.99 and Swedish STRV.122 ref 82404 £15.99. HobbyBoss kits are distributed to the UK trade by Creative Models, Unit 2, Honesome Industrial Est, Honesome Road, Chatteris, Cambs, PE16 6TG, Tel/Fax: 01354 760022 Email: info@creativemodels.net and check out their interesting website at: [www.creativemodels.co.uk](http://www.creativemodels.co.uk)

**LATE ON PARADE! LATE ON PARADE! LATE ON PARADE! LATE ON PARADE!**  
*NATF will carry out interogations of these late arrivals in future issues.*



# FILE 76-72 @ NATF

Paul Bennett and friends bring you some very interesting recent small scale products

## MATADOR MODELS

Barry Wilkinson

*This month's insert for our friends at MatMods is rather different. Why I hear you cry? The answer is thus: Barry Wilkinson has had several new kits to include in his easy-displays, but there are always so many new kits from MatMods, that we can't keep up with them, so as well as Barry's comments, we have images of some the newest additions to their ranges with names, codes and prices. Ed.*

*So over to Barry.*

**Photo 1:** Mack EXBX Mk 1 6 x 4 18ton Tank Transporter. This kit is all resin with some 34 parts, well moulded as ever and on this model the wheel detail is exceptional as are the various panel lines along the cab and trailer sides.

There are no clear fixings which is usual MatMod's practise, but this kit would benefit from the addition of a length of a Matilda's small scale chain. The instruction sheet provides four line drawings and photo of a vehicle in service. This kit is ref T6 B30 and retails at £20.95

**Photo 2:** 60 Pdr Gun & Limber. It is a little known fact that this artillery piece so associated with WWI also saw service in WWII.

This kit was originally the behold of TRUX Models & 4 Mil Models where it was made in white metal. Now it's a resin production and just 16 pieces. The gun can be 'articulated' in firing or non-firing mode. The limber shows very good detail and a set of range poles. A set of WWI or WWII figures can compliment this kit perfectly. This kit is ref T6 B31 and retails at £13.50.

**Photo 3:** Morris C8 2 pdr Gun Portee. This is another ex-TRUX kit and despite the 'age', the kit parts have kept their exceptionally good details. The instruction sheet provides a well laid out assembly guide with snippets of technical data and vehicles numbers. Matador Models are the only company to pursue the



Portee variant. Kit ref is T6 B32 and retails at £16.95.

**Photo 4:** Medium Mark B tank – 'Whippet' 1918 ref GWV 14 Price £19.95

**Photo 5:** Beutepanzer Universal Carrier 3.7cm A/T ref KCG 21 Price £8.95 (for Airfix kit)

**Photo 6:** Bison Concrete Armoured Lorry (Airfield Accessories 1/144th) Ref 144V.06 price £9.95

**Photo 7:** Canadian Ford C11AD Field Marshall Alexander's Staff Car ref 76C-03 Price £13.95

**Photo 8:** Canadian Ford C11AD Heavy Utility (Staff Car) ref 76C-02 Price £13.85

**Photo 9:** 3 inch 20 cwt AA gun Portee on 4 wheel platform ref 76B-33 Price £14.95

**Photo 10:** Coles PE 2 ton EMA Self Propelled Crane ref AA76-10 Price £13.95



## MIG MODELS

Paul Catlow

Now here is something really different for MMI and File 76-72. It's a boat! To be precise it's a Russian patrol boat of WW2, found everywhere from Leningrad to the Black Sea. By name it's the Bronekater 1125. At £49.95, not a cheap mode, but it is in my opinion a masterpiece in resin casting that will require some previous experience in dealing with resin parts. This is not a starter set for anyone inexperienced with or new to resin. Sixty or so well-crafted parts with minimal flash and distortion. Care and patience will build them up into a beautiful model worthy of standing next to its peers from other navies. This is a solid-hull model, so cutting it down to a waterline model for wargaming would be difficult (but not impossible). That's if you could bear to desecrate a first-rate model! There are no crew figures, but later this year, Pegasus Models (USA) will be releasing Soviet Naval Infantry in 1/72 which will be the ideal partner for this ship... watch this space.



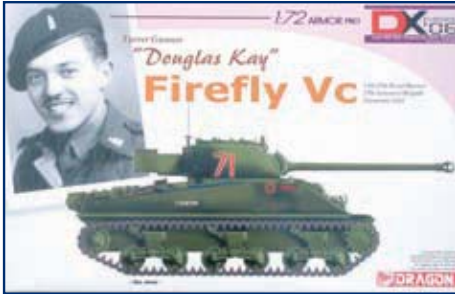


**DRAGON**

Paul Bennett

Now I was not present, but for those who attended last year's 'Euromilitaire' at Folkstone, a recent release from Dragon may prove to be something quite special . . . making a guest appearance at the show, a certain Douglas Kay actually served as a turret gunner in Normandy '44. His 'Sherman Firefly Vc' is the subject of this kit (ref. 7300), a commemorative issue from the 1/72-scale 'Armor Pro' range. As usual, a mix of injection-moulded plastic, etched brass and vinyl combine to produce a remarkable miniature of this famous Allied vehicle. The relatively complex build is aided by clearly-arranged assembly diagrams, with colour/markings notes provided for this specific Firefly, along with a splendid set of Cartograph decals.

Perhaps you are more interested in tackling other examples of the 'Vc' . . . Hardly surprising, Dragon also produce a similar kit (ref. 7303) . . . minor detail differences, alternative schemes/markings . . . but essentially the same type. Whatever your choice, Dragon's 'Sherman Firefly Vc' is highly recommended! RRP is £9.50.



**CALIBRE**

Paul Bennett

From the Czech Republic, Calibre is a company specialising in resin kits, conversion sets and accessories – albeit a relatively small range, but covering 1/35, 1/48 and 1/72 scales. This month we can show you three recent releases from their 'Calibre 72' series, beginning with a stunning multi-media kit of the 'STRV 103C' (ref. 72 005 RRP £16.35). A total of 110 resin and photo-etched components, build into a highly-detailed miniature of this current Swedish MBT. Construction is fairly simple, and aided by a series of easy-to-follow assembly diagrams, with the characteristic 'splinter' camouflage scheme shown on the accompanying box art. For those wishing to check out further details on the STRV, references are also given for two useful website links:

<http://www.kmk-scaleworld.be/WalkAround/strv103c> & <http://home.swipenet.se/t-rex/stank>

Also in this range, we have a resin kit of a single 'German WWII Pontoon' (ref. 72012), a modular unit designed to be used in multiples, to create a full pontoon bridge; and to add something different to your latest Sherman model . . . a set of 'Wading Stacks' (ref. 72 015 RRP £6.99). For further information on these and other products in the Calibre range, visit [www.calibre35.cz](http://www.calibre35.cz) but you can buy them in the UK from PDI Model Supplies, 26 Treborough, North Furzton, Milton Keynes, Bucks, MK4 1LR

Tel/Fax: 01908 505988 E-mail [Psmith6328@aol.com](mailto:Psmith6328@aol.com) Web site: [www.pdi-model-supplies.com](http://www.pdi-model-supplies.com)  
6 x 1st class stamps for full list.



**MIMIMALI PRODUCTIONS**

Tony Little

Almost all contributors to MMI who work in the small scales (rudely referred to by some of our 'brothers in glue' as Braille Scale) frequently use buildings etc., from a variety of manufacturers. PDI Model Supplies carry a range that we did not know about until recently – the range is sold under the banner 'Minimal Productions' and MMI can continue our love affair with all thing Czech! If you check PDI's lists you will find that this range is quite substantial and products are made in 1/72nd and 1/48th scales. We have just one of the items this month – a Wooden Latrine (Ref. 003). It's obviously a simple kit – just 6 resin parts. The kit costs just £2.00. Contact details for PDI are in their advert in this issue.



**B.P. RESIN**

Tony Little



Another Czech range! Can you have resin kit in this scale with lots of parts? Obviously you can as this well produced detailing/conversion set kit consist of over some 30+ parts. The set has been designed to be used on Revell's StuG III kit (Ref 030132). There really isn't much left to say about this one – except that it retails @ £9.99 from P.D.I Model Supplies. Oh yes – the instruction sheet on one piece of A4 holds a parts list and location details for the parts on the kit in monotone images.

# The Falklands War 1982



## Steve Noble Gives a Resume of Britain's Last 'Little War'



It is 25 years since the television pictures shocked the British nation as Argentinean troops invaded the Falkland Islands, a British Protectorate. This quiet backwater of the Empire had become the focus of a major international crisis with the British public enraged by the Argentineans displaying the small Royal Marine garrison as prisoners on television. The islands, which until this point had held little or no importance, now entered the international stage as war loomed.

The Falkland Islands in the South Atlantic had come under British control in 1833 at the time of Argentina's War of Independence from Spain. Since then the islands had remained under British control.

Argentina claimed sovereignty from a brief spell when they garrisoned the islands during the War of Independence and it was regarded as a matter of national pride that the islands be returned to them. In international circles the claim of sovereignty was raised periodically and it appeared that Britain might soften its views on sovereignty. While relationships between the two countries appeared sound, the human rights record in Argentina impeded transferring the islands to its control.

Following the announcement by the British government to withdraw the ice patrol ship HMS Endurance, the key British military asset in the region, Argentinean scrap merchants raised the Argentinean flag on the island of South Georgia. In response twenty-two Royal Marines were sent to monitor activities while diplomatic exchanges were begun.

On the 2 April 1982 Argentina invaded the Falklands and overcame the small detachment of Royal Marines after a fierce struggle. With a crisis looming, the United Nations Security Council passed Resolution 502 requiring that Argentina withdraw from

the Falklands. This was ignored and the islands were garrisoned with around 9,500 Argentinean soldiers. Following a number of warnings sent to the Argentinean government to withdraw, the UK sent a task force to recapture the islands.

British Forces established a beachhead at Saint Carlos on the 21 May. The British

victory was by no means assured. The portrayal of the Argentinean forces as inexperienced and with poor morale may have been true in some cases but in other areas the fighting was strongly contested and hard. Outnumbered and opposed by a well-equipped force with modern weaponry that had dug in to defend the islands, the British forces recaptured the islands on 14 June following fierce fighting.

A key feature of the war was the lack of mechanisation with most of the war fought on foot with troops "yomping" their way across the wind swept rocky islands.



A section of REME (or Royal Signals) waiting to board the QEII. (JG.MMIDL)



Passing time on the QE II with some unenthusiastic PT! (JG.MMIDL)



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# Unfortunate incident in the Falklands

*Rick Williams builds a diorama based on an account of a hapless Scorpion commander!*

### Historical background

I have always had a soft spot for the Scorpion. My school was on the edge of Salisbury Plain, so I often saw them and now living in Southend the Scimitars of 9th /12th Lancers are regular visitors to the Airshow - and don't they just look so good!

The Scorpion was designed as a reconnaissance vehicle for armoured units (hence its official designation of CVR-T, meaning Combat Vehicle Reconnaissance – Tracked), but though it saw long service with the British Army (1973-1994) it was never once used for the role in which it was designed! It saw extensive use in training, policing, peace-keeping and garrison duties, but only on two occasions took part in a real war. One was the 1991 Gulf War, where it was found that in the open terrain of that campaign, the Challengers could see as far as Scorpion and move almost as fast,

whilst the Scorpion's small size and agility gave no advantage in hiding. So they were not needed to scout ahead of the armoured formation and instead acted as Forward Operation Points for the artillery.

The other campaign in which Scorpions saw action was the Falklands War, where four Scorpions and four Scimitars of the Blues and Royals (with a Samson ARV in support) formed the entire armoured contingent of the British invasion force. Not surprisingly, given the unpromising terrain of the Falklands and the vast distance over which equipment had to be transported,



## Getting the Details from the Real Thing!



1a Bolted transmission cover (on a preserved Scorpion). Correct for Falklands Scorpion



1b Bolted transmission cover with handles (on a preserved Scorpion)



1c Hinged transmission cover (on Scimitar in service). Provided with kit



1d Four-barrelled smoke discharger, provided with kit



1e Three-barrelled smoke discharger, required for Falklands Scorpion



1f Track sag, note how the upper run of track is entirely unsupported

tanks were not seen as likely to justify the effort required to get them there.

In the event, the vehicles of the Blues and Royals acquitted themselves unexpectedly well, coping well with the terrain and working highly effectively in the infantry support role. Their mobility greatly increased the speed of the advance and fire support from their 76mm guns and 30mm Rardens enabled the Scots Guards to break into well-defended Argentinean positions on Mt Tumbledown. A shame, with hindsight, that only eight were available!

The impressive mobility of the CVR-T in the bogs and crags of the Falklands arose from its very light construction... its armour is made of aluminium. This weight, spread over the tracks, gives it a very low ground

pressure. One clear demonstration of this was the following incident:

“Surprisingly, the Blues and Royals found that they could roam almost at will across the peaty ground. There was one occasion when a vehicle commander jumped from his CVR (T) and sunk up to his knees in a bog, yet the vehicle itself had not even broken the crust. This meant that the vehicles could be used in their true role in the advance, going on ahead of the marines and paras, who were on foot and getting up on high ground to cover the advance forward by securing the flanks.”

*“Falklands War” Magazine issue no 11, Marshall Cavendish 1983*

This little story inspired me to the diorama which is the subject of this article.

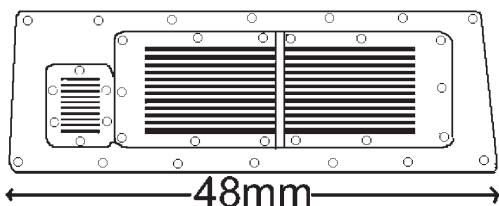
### Improving AFV Club's Scorpion

The only injection-moulded kit of the Scorpion in 1/35th scale is that made by AFV Club (sometimes boxed by Revell). It is a basically attractive kit, but does contain some problems, at least for anybody wanting to build a British Army Scorpion. These problems arise from the usual source - a manufacturer making shortcuts when trying to use moulds from one kit as far as possible in another. AFV Club has given us, in effect, a Scimitar with a 76mm gun. The two vehicles are, of course, basically similar, but there are certain detail differences, which AFV Club has not picked up. These mainly arise from the fact that Scorpion both entered service before Scimitar and was withdrawn sooner. (The

# Nearly Up to His Neck!

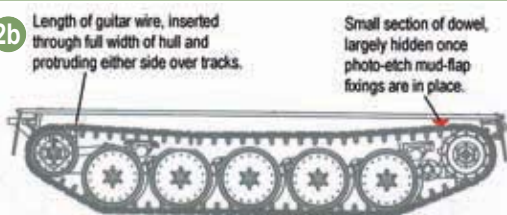
## Getting it Right?

### 2a Scorpion transmission hatch



Scale drawing of bolted transmission cover

### 2b



How to solve the problem of track sag

### 2c



Interior constructed from scratch, painted and ready to be fitted into place. Note also view of scratch-built transmission cover

### 2d



Model complete and ready for painting. Hatch hinges were drilled and pinned to make them work... this saved masking the interior when painting the exterior. Note "Plus Models" storage box... with hindsight, though it is in the right place, it is the wrong style box. Just visible are the scratch-built suspension dampers. The white on the turret is overspray from painting the interior

### 2e



I took no photos of the figures during construction, but they were a hodgepodge of styrene and resin parts from the spares box, fixed together with wire and with a lot of use of Milliput

Scimitar is still in service.). The Scimitar on which the AFV Club kit is based is a late version and includes features only found on some export variants and I believe, those used by the RAF Regiment.

Leaving aside such ephemera as stowage bins (which seem to have been frequently revised), the major production differences are the transmission hatch, the smoke projectors and the suspension dampers. Early-production CVR-Ts (including, I think, all British Army Scorpions) had a bolted transmission hatch, unlike the hinged variant provided in the kit. (The difference isn't just the hinge - the grill arrangement is also different.). (Photos 1a, b & c) Scorpions in British Army service mostly (perhaps always) had triple-barrelled smoke projectors, whilst Scimitars (even quite early

ones) mostly had four-barrelled ones. (Photos 1e & f) The heavy dampers on the foremost and rearmost suspension arms are a late addition, retrospectively fitted in the 1990s and thus only towards the very end of the Scorpion's service life.

Eduard produce two etch sets; one for the AFV Club kit and one for the Revell, despite the fact that the two kits are the same, but the etch sets are completely different! Both, however, provide the means to replace your four-barrelled smoke projector with a three-barrelled one, so that is one problem solved.

I am not aware of any after-market product that corrects the transmission hatch (shame, as Eduard could easily have done that in photo-etch), so I made my own from plastic card: plans are included with this

article (Photo 1d). The grill itself was made by very careful slicing with a razor saw to remove the kit original from its surround.

Similarly, the early model suspension dampers had to be made from plastic card and rod. In this case, my reference photos were rather poorer, so I have not included illustrations to assist readers... I might mislead more than help! Though mine are probably not completely accurate, they are better than what was there before and are not too prominent anyway.

These are the basic modifications required to convert the kit Scorpion to a Falklands version (and indeed, most British Army versions), but that was only a small part of the project.

The main work in this project was the one that shows the least in the photographs



of the final model. The diorama idea required that the commander should be shown having just jumped out of his tank. That meant an open hatch with no figure in it to block your gaze inside and that meant interior detail.

Again, I am not aware of any after-market set that provides interior detail for a Scorpion, so I had to make my own. Research for this was not at all easy being much harder than for Second World War subjects, which are rather better documented. However I managed to cobble together a plausible interior based on various cut-away diagrams.

Then I found an excellent website ([www.toadmanstankPhotos.com](http://www.toadmanstankPhotos.com)), which showed me how much I had got wrong! So I had to revise it. Unfortunately, even the Toadman's photos are not the final word, as the vehicle he has photographed has had its radio removed and possibly other equipment as well.

At the end of it, though, I had a sufficiently convincing interior for my purposes. In fact, I had rather gone over-the-top and added far more detail than I had originally intended. As I didn't want to obscure all that work, I decided to position all the crew outside of their hatches!

### Track Sag

A particular problem with this model is reproducing track sag. The tracks provided in the kit are "rubber-band" type. They are reasonably good and are of the type that

responds to polystyrene cement, but as ever with such tracks, they do not sag under their own weight like the real thing. This matters more on some tanks than others and the CVR-T series must be the worst of all! The upper run of track is entirely unsupported along its whole length, so sags considerably, but does not rest on the upper side of the road wheels so can't be glued to them!. Nor are there any side-skirts to hide the effect. **(Photo 1g)**

The best solution would be an after-market replacement set, but this is expensive. So I had to work with what I had. I sliced a short length of balsa dowel in half, painted it black and wedged it under the track guard just behind the drive sprocket, so that it depressed the upper run. A drilled strip (absent from the kit but provided in the Eduard set) is fitted here to attach the mud-guards and the minimal side-skirt that Scorpions sometimes (but rarely) carry and that helps disguise the wedge.

However, to try the same again at the rear with the idler wheel really would have been too obvious, so instead I drilled a fine hole on either side of the hull, just forward of the idler wheel and pushed a length of guitar wire right through, so that the ends protruded on each side and these did the job and are almost invisible. **(Photo 2d)**

### Reproducing a Falklands Scorpion

Having now got a Scorpion with the basics correct, I now needed to give it the specific markings and stowage to show it as one of the Blues and Royals vehicles used in the

Falklands.

Research for this was, once again, very difficult. The net was little help. The only books on the Falklands I could find were generalised, with only one or two Photos each of the Scorpions. In the end, I managed to assemble half a dozen photos of Scorpions and two of Scimitars, plus an "Osprey" coloured illustration of a Scimitar. Most of them were probably taken by their crews, using poor-quality 110 cameras in the lighting conditions of a South Atlantic winter. So many details were pretty vague and what I have ended up with is a "best guess".

The vehicles were painted in the standard British Army scheme of black swatches over a green base. On the basis of Scorpions and Scimitars that I have photographed, there seems to be no single pattern for this, though there is a broad similarity - mainly vertical swatches, fairly wide. The green-and-black scheme given in the kit instructions is, at best, atypical.

Certain markings were certainly painted out en route for the Falklands. These included the Blues and Royals regimental crest (on the night vision sight cover) and the front (possibly also the rear) registration number. The paint used seems to have been a darker, bluer green than the standard camouflage colour, so these paint-outs are quite visible. All the markings are explained in Photo Box 'Painting & Decorating'.

As for stowage, all vehicles seem to have been very heavily laden, but the poor quality of photos makes it too hard to be

## Painting & Decorating

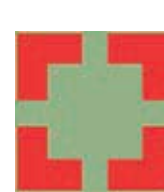


*I have worked up this diagram from the kit instructions to show where the marking should be located for a Scorpion of the Blues and Royals in the Falklands. Due to the stowage on the model, not all can be seen in the photographs!*

*(Copyright note: Basic line drawings were scanned from kit instructions then coloured and markings added with Adobe Photoshop by Rick Williams).*

**06FD97**

Registration marking (probably painted out)



B Squadron marking

**CHALK  
FAW  
RAW  
AUW**

Weight markings

**2 3  
A**

Call sign



Distance marking

# Nearly Up to His Neck!

precise exactly what is what. Lacking a suitable set of 1980s British stowage (If one even exists!), I made do with similar-looking items from a variety of sources, doing the best I could replicate the photos though it is a bit of a hodge podge!

## Adding the Figures

As with everything else in this project, sourcing suitable figures was much harder than if I had been doing a WWII diorama! Most modellers will recognise the figure from the Tamiya Churchill set, ideally posed as the driver seeking to rescue the unfortunate commander. Only his jacket had to be re-modelled in Milliput. For the gunner and commander, since British style tanker's helmet of the period seems to have been almost identical to American ones (except for some easily-modified detail on the ear-piece), I used some resin heads by VP. for the commander, I Dremelled out the head of the commander to insert one from Academy's IDF tanker set, which had a suitably dismayed expression! Jackets were scratchbuilt or modified with Milliput on a wire armature and other bits and pieces were from various spares. **(Photo 2e)**

## Groundwork

Living in Essex as I do, there are plenty of marshes nearby from which I could draw inspiration and I was particularly inspired by the recently-created nature reserve made by flooding Wallasea Island, with its wide expanses of cracked mud and eyots of vegetation. The mud was made from Fire Cement, coloured with MIG Pigments and the vegetation from a sort of moss that grows on the mortar in brick walls. Varnish and dark-brown acrylic was used to create the idea of the wet mud beneath the crust of dried mud.

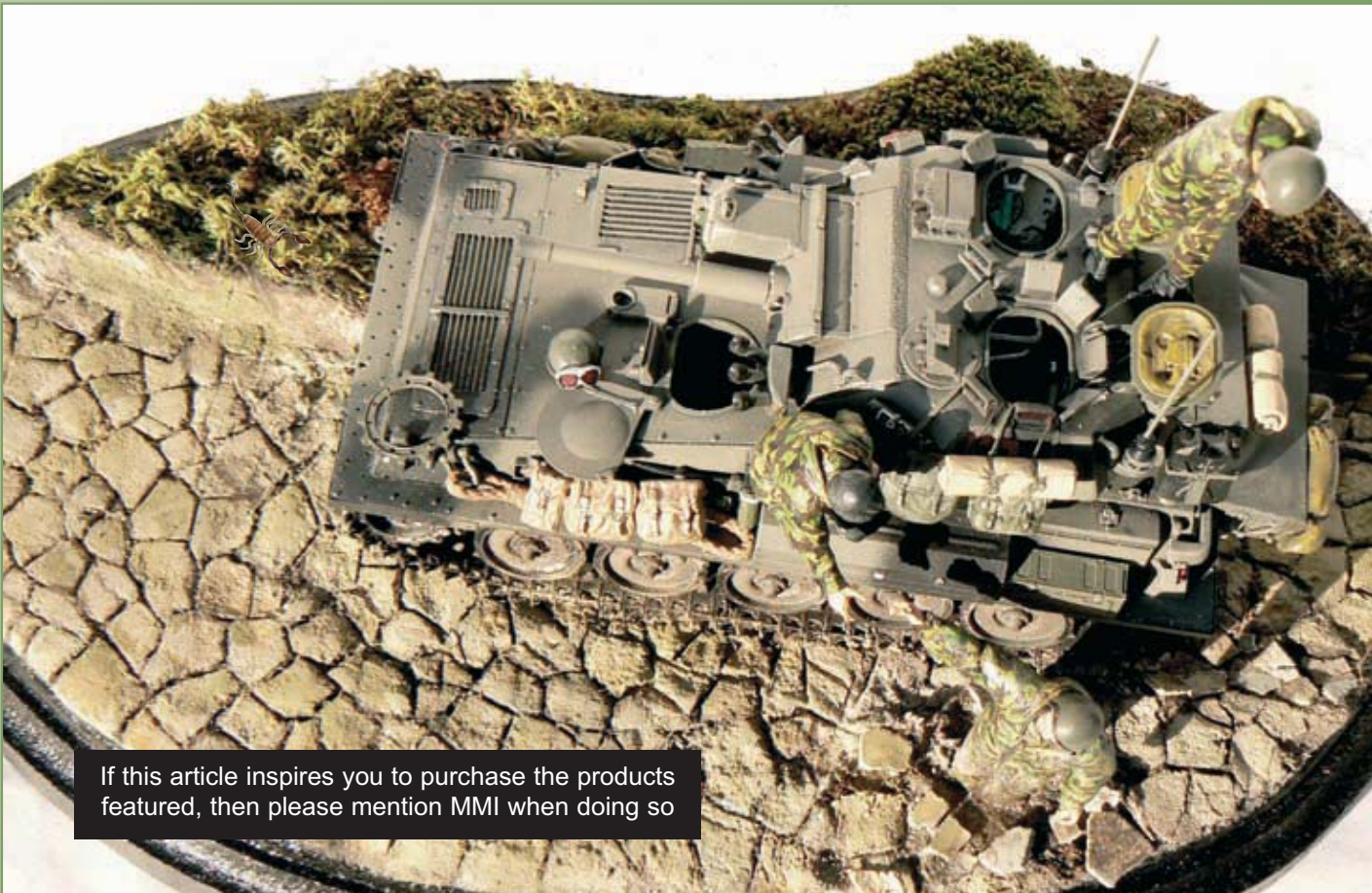
## A very enjoyable project!

As stated above the research was much harder than for my more usual WWII subjects and I cannot guarantee every aspect of the accuracy of the project: but it has the right feel and for me taps into some nostalgia as the Falklands War was the first time in my lifetime that our country was involved in a war. Like all good lefty students at the time, I was of course violently opposed to Mrs Thatcher and all she stood for (including the war), but with hindsight, how refreshing to have a war where we at least knew when it was over and we knew that we had won!

*Neither mud-flaps nor headlights have been fitted. The absence of mud-flaps seems typical and some (but not all) photos show the headlights removed*







If this article inspires you to purchase the products featured, then please mention MMI when doing so



# Who is Stanley Fitzroy?

*Ade Pittman relates how the 1/6th Collectors Club produced their own figure*

**M**MI has been interested enough in the past two years to feature the occasional item about the hobby of modelling/collecting 1/6th scale figures so often dismissed as not real modelling. However once again the MMI team has thought this feature to be a reasonable addition to this month's issue

## **A Star Was Born**

In 1998 collectable 1/6th scale action figures were in their infancy, the online collecting group 'Sandbox' decided to produce a 'Kriegsmarine U-Boat Kapitan'. Despite being spread across the globe, each member produced part of the equipment and a limited quantity of these figures were produced.

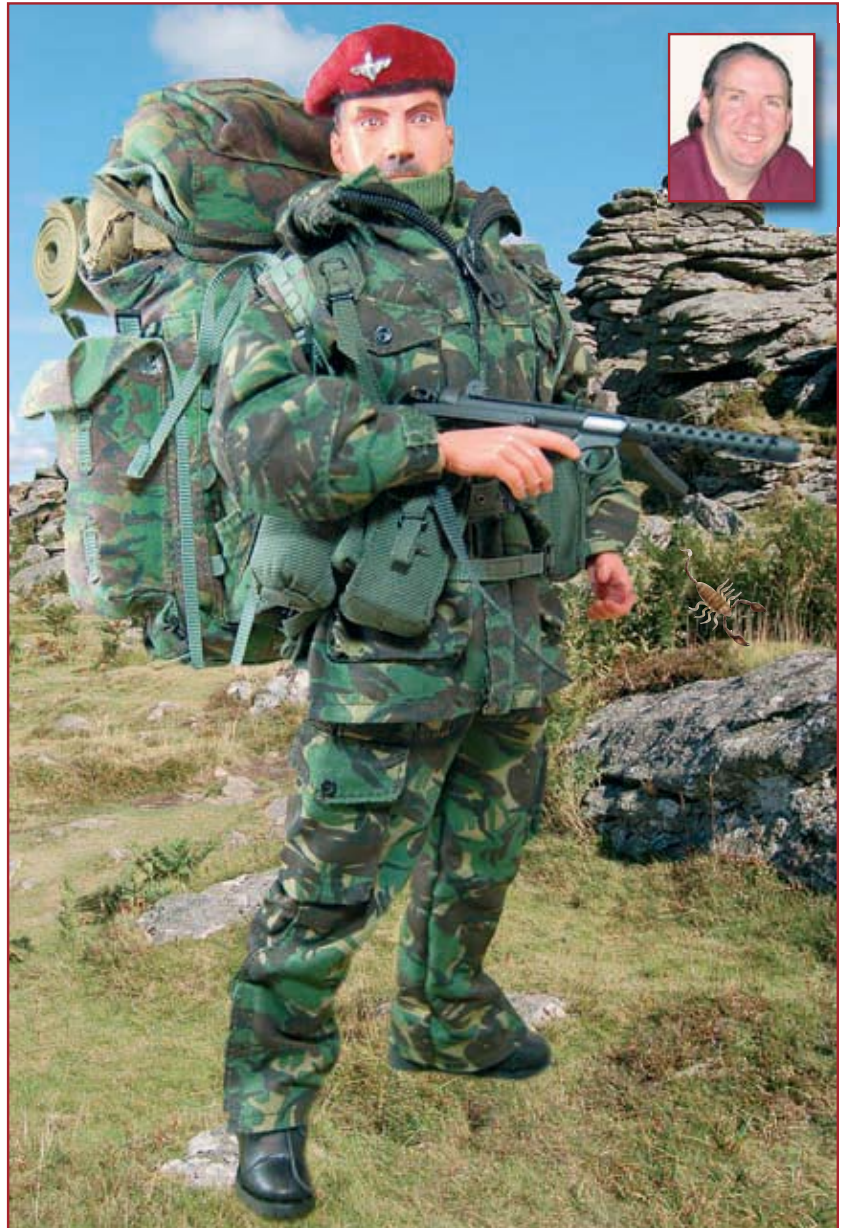
Five years later, original 'Sandbox' member and UK 1/6th Collectors Club deputy chairman, Alan Dawson suggested that the Club produce a similar figure for its members. After initial research and discussion, the theme was chosen as a 'generic' Falklands British soldier, because there was no figure from this conflict produced at that time.

## **A History Lesson**

The Falklands Conflict can be seen as one of the great British military achievements of recent times. It was a shining example of how the country could muster a rapid deployment task force on its own and project this military might to one of the far flung corners of the globe.

The fighting lasted a brief but furious 90 days, before the islands were again under British rule. Many of us can still remember the impressive sight of the flotilla of small boats that greeted our victorious forces as they returned to the UK.

The human cost of protecting this remote part of Britain was 250 killed, with many more injured.



## **So the Project Began**

Using an area of the Club's internet forum to co-ordinate the project, a virtual project team was formed. This team was made up of members who had the necessary skills including modelling, research, or veterans of the conflict with their expert knowledge.

With the team made up of expert 1/6th scale modellers, there was never any doubt that a prototype figure could be made, but getting that to a mass market was quite

another challenge. Finding suppliers was one major hurdle that had to be crossed and sadly it proved impossible to find a cost effective manufacturer for the uniform in the UK.

The team really wanted to be able to say the figure was 'Made in Great Britain', but the uniform, boots and webbing had to be produced in the Far East. Equipment items such as the SLR and bayonet proved easier to source in the U.K. and were subsequently cast in Birmingham as were the heads.



The project started on January 1st 2004 and a deadline was set for displaying the figure at a show the following May. The figure was broken down into smaller work areas and each team member had responsibly for their specialist area.

The team that was working on the uniform material met up to examine every type of British DPM that had been produced since 1978, to ensure historical accuracy. The chosen uniform was then sent to the manufacturer to be scanned and recreated in 1/6th scale. Further attention to detail was given to the equipment, with the real items being sourced as guides, including a deactivated L1A1 rifle.

The iconic L1A1 SLR was chosen for the weapon, as the only good version of this rifle had long since disappeared from the marketplace. A club member created a casting pattern for the rifle and SUIT sight, from Milliput and brass.

Not only was this rifle required to have a removable magazine and moving carrying handle, but it also had to fit the bayonet, which was at that time being modelled across the channel in Germany.

To add to the figures' appeal, a unique 1980's style head, with the obligatory 'Freddie Mercury' moustache was commissioned from Tony Barton of York.

As is traditional in the 1/6th scale collecting world, the figure needed a name. Drawing from the history of the conflict, the team christened the figure 'Stanley Fitzroy': (Stanley is of course the capital of the Falkland Islands and Fitzroy was one of the landing beaches.)

As the team members worked on the individual items, the figure was offered for sale within the club. The deposits were then used to pay for the items to be produced. At this stage the manufacturer informed us that we would need to order a minimum of 300 uniform sets, so a distributor and financial backer also had to be found.

'Pippens Toys', of Sterling kindly assisted the Club and became the sole distributor of the 'surplus' uniform sets. Possibly one of the rarest 1/6th scale items ever produced, a limited and rapidly decreasing number of these uniform sets can still be bought.

Successfully launched at the show in 2004, the prototype items were then shipped to the manufacturers.

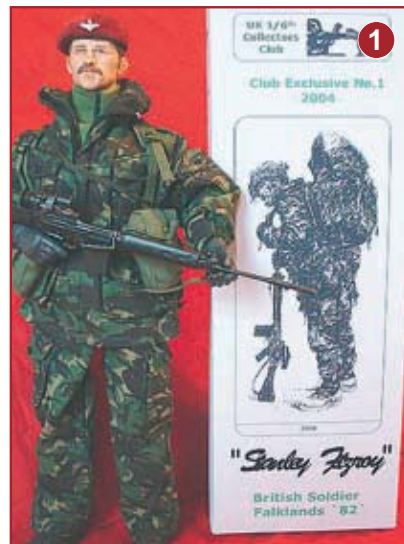
During the wait for the Club's items to arrive from the Far East, the action figure company 'Dragon Models Limited', familiar

to most modellers through their range of 1/35th scale kits, announced that they were to release their own version of a 'Falklands Squaddie'.

Some people might say that this is like buses: none around for hours and then two arrive at once. By coincidence this figure was scheduled for release on the same day as the Club's figure. This wasn't good news for the team, although it meant that we had achieved our goal of encouraging a major manufacturer to produce a figure from this conflict, even if it was unintentional.

Assembling the individual components was a nightmare for everyone involved. You'd be amazed at how boring it can be dressing 25 identical 'dolls', painting 25 identical heads or assembling and painting 25 rifle kits.

Finally, little over 10 months after the project was started, the last figure was dispatched to its new home. The 25 figures produced are now spread across 3 continents: Most stayed in the UK, with 4 figures travelling overseas, two to the U.S.A. and two to Germany. All figures were posted /sent to customers in their own box, decorated with a history of the Falklands campaign and the project history. (Photo 1)



#### Time Moves On

A year after the release of the figure a reunion was held at a Club show. Almost 1/3 of our in-house figures were present and ranged between un-opened in their box, to those that had been slightly modified. My own example now stands as tribute to the Scottish regiments complete with Glengarry. (Photo 2)

At this point should point out that as soon as the Club released its first Exclusive Figure,



the team wanted to create another: We had unleashed a monster.

With no quality Ghurkha figure available, their new found skills were used to produce a prototype, which was abandoned following poor sales of the Club produced Kukri supplied with the figure. (Photo 3)



# A Tribute to the Soldiers of the Falklands

Following on from the theme of popular, but not produced British figures, the Club has now produced a 1980's 'squaddie in riot gear' prototype. (Photo 4) The aim is to release a limited quantity of this figure once a distributor can be found. Club members

have the skills to produce any item in 1/6th scale, but finding the funding to produce them in quantity is always a challenge.

However, if the UK 1/6th Collectors Club never produces another exclusive figure, the Club's first release will always

stand out as a shining example of what the collecting community can achieve when it works together as a team.

The UK 1/6th Collectors Club can be found online at: [www.onesixthcollectors.co.uk](http://www.onesixthcollectors.co.uk) or by telephoning 01446 405373.

## Making Our Own Components



Above and below: The scratch built SLR pattern needed a moving carrying handle, detachable magazine and to fit the bayonet, which was made in Germany



Above: The head was commissioned from Tony Barton, which was cast in resin

Left: At the time of creation there was no 1/6th scale version of the '58 pattern' webbing available



Left: The first pre-production webbing was examined for accuracy before being returned to the manufacturer with our comments



Right: The individual items came together for final assembly and painting. You'd be amazed at how boring it can be dressing 25 identical dolls, painting 25 identical heads or assembling and painting 25 rifle kits.



The prototype webbing was constructed using scratch built buckles



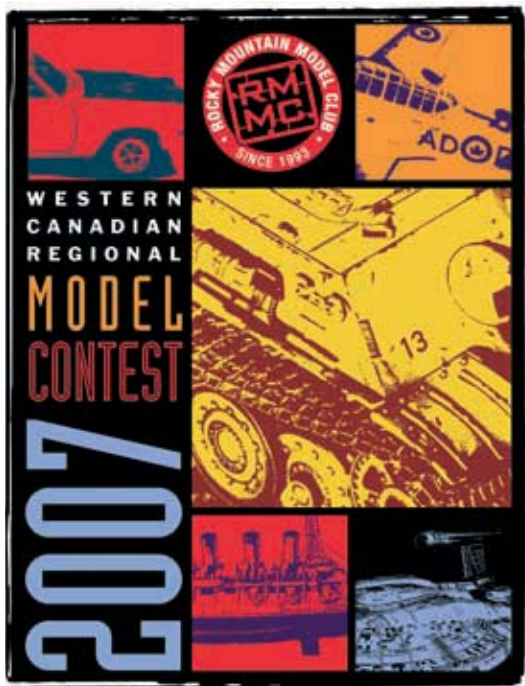
A prototype was constructed, using home produced DPM material

Right: Rear view of Falklands figure -: The UK 1/6th Collectors Club Exclusive figure. A great example of what can be achieved when enthusiasts work together



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## Military Moments in this month...

May 927

27: Battle of the Bosnian Highlands, Simeon I of Bulgaria decisively defeated by King Tomislav of Croatia.

May 1187

1: Battle of Cresson - Saladin defeats Crusaders.

May 1307

The Battle of Loudoun Hill was fought between a Scots force led by Robert Bruce and the English commanded by Aymer de Valence. It took place beneath Loudoun Hill, in Ayrshire and ended in a victory for Bruce.

May 1497 (The following events are not military but they had unforeseen military consequences so we feel that they should be recorded here)

10: Amerigo Vespucci allegedly leaves Cádiz for his first voyage to the New World.

20: John Cabot sets sail from Bristol on his ship the Mathew looking for a route to the west (other documents give a May 2 date).

May 1527

6: Sack of Rome - unpaid Spanish and Imperial troops attack the city in protest

May 1757

6: Battle of Prague -Prussians beat the Austrians, though at a terrible cost during the Seven Years' War.

May 1607

15: Jamestown: Christopher Newport, Smith Percy, Archer, and others travel 6 days exploring along the James River up to the falls and Powhatan's village.

May 1647

English Civil War continues to rage.

May 1677

29: Treaty of Middle Plantation establishes peace between the Virginia colonists and the local Indians

May 1797

12: First Coalition: Napoleon I of France conquers Venice, ending the 1070 years of independence of the city. The last doge of Venice, Ludovico Manin, steps down.

May 1807

10 -11: Battle of the Dardanelles - Turkish fleet fails to break the Russian blockade of Istanbul.

May 1857

10: Indian Muting of 1857: In India, the Mutiny of XI Native Cavalry of the Bengal Army in Meerut, revolt against the British East India Company.

11: Indian combatants capture Delhi from the East India Company.

May 1877

5: Indian Wars: Sitting Bull leads his band of Lakota into Canada to avoid harassment by the United States Army under Colonel Nelson Miles.

6: Realizing that his people were weakened by cold and hunger, Chief Crazy Horse of the Oglala Sioux surrenders to United States troops in Nebraska.

May 1887

9: Buffalo Bill's Wild West Show opens in London!!!

May 1917

27: Over 30,000 French troops refuse to go to the trenches in Missy-aux-Bois.

May 1927

7- Civil war ends in Nicaragua

May 1937

7: Spanish Civil War: the German Condor Legion Fighter Group, equipped with Heinkel He 51 biplanes, arrives in Spain to assist Francisco Franco's forces

21: As one of the reprisals for the attempted assassination of Italian viceroy Rodolfo Graziani, a detachment of Italian troops massacre the entire community of Debre Libanos in Abyssinia (Ethiopia). 297 monks and 23 laymen are killed.



# 'Belated' BARV

## *Ian Young completes his Centurion Beach Armoured Recovery Vehicle*

**D**uring a conversation last year with the Editor I learnt that MMI was to run a Falklands War issue. I mentioned that I had a part-finished Centurion BARV that might make an interesting article for the issue given that two of them were used during the campaign. The model is a conversion of Tamiya's old 1/25th scale Centurion, a popular kit in its time.

*(N.B. There are still some of these kits to be found 'out there', but please note the 'Final Comment' at the end of this article. Ed.)*

### **This article...**

...was the result of one of those moments where I engaged my mouth before I engaged my brain. The problem was that this conversion was started nearly ten years ago when I added the scratch built superstructure, but I never finished it off and the model languished at the back of my

model cupboard until late 2006. (This also accounts for the fact that there are no photos of the construction of the new superstructure.)

With the model half-built I assumed that it wouldn't take long to finish off, but once I got back into the conversion work I quickly remembered why I had stopped in the first place - because despite having the appearance of a simple vehicle, it was pretty damned complicated!

### **The main problem...**

...encountered is a lack of scale drawings and despite trawling through many, many books that feature the Centurion BARV, I found nothing to help. Instead I had to rely mainly on my own photographic material taken during a visit to ATTURM (Amphibious Trials & Training Unit Royal Marines) at Instow in Devon and my model makers 'eye'!

Apart from the hull & running gear this is a scratch building project using plasticard, scraps of photo etch and various other items from my trusty 'bits box'.

I make no claims that this is a super detailed, highly accurate model because it's not, but it is a reasonably faithful replica of the type and something that a fairly competent modeller could undertake and

with a little perseverance and a lot of time easily complete - but its not 'five minute' experience!

### **So here we go...**

...and as you will already have noticed this article is presented in the MMI special K-K-P-G format. The captioned photos are designed to concentrate your mind on what has to be done to achieve this conversion - I know that this style of article concentrated my mind when writing!

The first job is to build the chassis of the Centurion as per the instructions. I found it best to make the smaller modifications such as blocking off unwanted holes for the side skirt supports etc., before adding the suspension, wheels and sprockets. You will find that there are numerous little items to add, block off and change so study photos of the real thing carefully.

### **Painting**

My model has been painted in the basic NATO Green colour from the Revell range as to my mind this is one of the more accurate representations of the real colour. Weathering does of course affect the actual colour enormously. A little pre-shading was done using black to outline the panels and other features, followed by a thinner, lighter

*Continued on page 31*





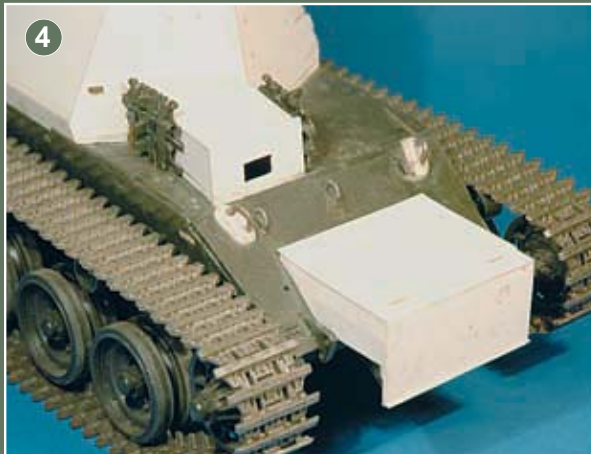
1  
With the chassis built, use its layout to measure for the size, shape and proportion of the superstructure. For instance the step in the top of the side panels of the hull provides a useful reference point, as do the glacis plate and the rear hull plate. By measuring photos and scaling the proportions you can get most of the superstructure reasonably accurate.\*\*\*\* (See Ed's note on page 30.)  
I used a pencil to mark out key points then worked out the scale measurements to be used on the plasticard. The superstructure was built with fairly thick plasticard to prevent warping. (Thinner card was used for other features.)



2  
With the superstructure in place, it's time to start adding details. The curved spray deflector that runs around the top of the superstructure initially gave me some problems. In the end I resorted to cutting some longitudinal sections out of old plastic tubes of roughly the right diameter and wall thickness. It wasn't easy, especially the front section, which rises slightly in the centre, but with a lot of trial and error and careful trimming it can be done.



3  
The two louvered vents on the rooftop were built first using thick plasticard. A 'false bottom' was added to the louvers to raise them to the correct height. Making the louvers themselves was a laborious process, so look out for something ready made. If you can't find such an item, here is what to do. They were built from layers of plastic of different thicknesses laid at an angle to create a sort of stepped sandwich. The front cupola was a little tricky because I didn't have any photos showing the hatches closed and so I had to try and work out the layout as best I could. I think it's reasonably close, but I can't be 100% sure. If you're feeling adventurous you could always add the interior detail and leave the hatches open.



4  
The wooden nudge block on the front of the hull was built in two stages, beginning with the supporting 'metalwork' on the glacis plate, again using the width and depth of the plate to work out how big it should be. I then built the wooden nudge block, but this and the necessary bolt details were not added until the model was nearing completion.

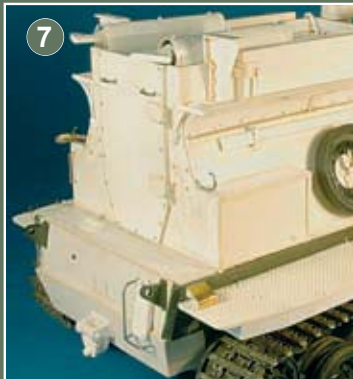


5  
With the major structures in place on the roof the smaller items such as the exhaust pipes, wooden blocks, air vent chimneys and other pieces were constructed and added. Having the larger pieces in place also helps to give an indication of size, proportion and positions for the remaining parts. Of course if this is too much hard work you could always cheat and cover a large proportion of the rooftop with a tarpaulin and/or camouflage net as seen in photos of the BARVs during their use during the Falklands War.



6  
Most items of equipment had to be built from scratch, such as the rail for the engine lifting gantry on the side of the superstructure, but fortunately the Tamiya kit has enough spare track links to enable the two sections of spare links positioned either side of the driver's cupola. The two domed vents on the roof, which I think run down to the large drum-type air filters inside the crew compartment, were constructed from layers of thick plasticard, cut and fettled to the correct shape, whilst the chimney sections below were made up from plastic tubing with plasticard packing and filler.

# A NOT SO KwiK-KitZ-PiK-Guide!



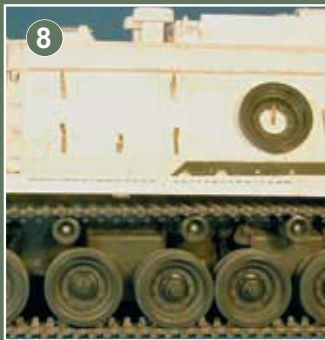
**7** Right: There are numerous details to be added to the rear of the vehicle: bolt heads made using cut plastic rod; handles made from either brass wire or paper clips; light shields from scraps of etched brass, although you could use thin plasticard. The fuel filler on the horizontal section below the door at the rear of the hull is scratchbuilt from plasticard & rod. The towing shackle, exhausts & fishtail outlets were also scratchbuilt, but if I had kept the kit parts I could have used them instead.



**10** The mesh 'catwalks' running down each side of the BARV hull were one of the more laborious jobs on the model. The basic framework was made from plastic strip of various thicknesses. Care had to be taken to make sure the angles matched the sides of the hull in order to keep the catwalk horizontal. It took many hours of cutting, gluing and trimming the fine plastic strips into the mesh pattern. Before adding the strips I marked out the positions with pencil to ensure an even spacing.

The spare wheel halves either side of the superstructure were kit items with the redundant bolts removed and holes drilled in their place.

In this photo you see the 'hooks' around which the wire towing hawser is mounted. These are made from photo etched brass mounted on brackets made from plastic strip. The spare road wheel halves are fixed in the same way.



**8** The towing hawser (Photo 9) is made from scale rope used in marine modelling. I made a plasticard former around which I coiled the string and set 'in place' with thin superglue. Unfortunately after a while the hairs of the scale rope started to show – not something I had anticipated.

My advice would be to use wire if you can find something suitable. I tried various wires and an old guitar string (Ahhh! Ed.), but these would not bend or wrap around the hooks satisfactorily. It was also unsatisfactory to fit the string hawser around the hooks, so they had to be removed and refitted to the model, after the hawser was in place.



**11** The finished model is shown in various places in this article, but this overhead shot of the model clearly shows the layout of rooftop louvers, exhaust pipes and the mesh 'catwalks'. The tread plate panels at either end of the catwalk are seen clearly. These were plastic card with the appropriate tread pattern and bolt heads added using plastic rod. The two baulks of timber carried in brackets either side of the rooftop vents and the two supports positioned towards the rear that are part of the gantry that can be erected to remove the engine from the vehicle. I'm not too sure what the two boxes either side at the rear of the superstructure are, because the fuel tank is in the rear of the hull with the filler above. As there are no external covers or fillers on these protrusions, I presume that they're something to do with the engine system.



**9** The model is virtually complete. The front access ladder was quite tricky to build and despite trying to be accurate in the measurement of the holes for the rungs, the flexibility of the thin side bars caused a little bit of distortion. More headaches were caused by the fact that one leg is longer than the other because of its position on the hull top. In the end it didn't look too bad, but in retrospect I think I ought to have built the ladder from thick brass with metal rods rungs.



**12** This photo shows some of the front end details on the finished model, including the nudge block. The coiled rope attached to the front of the block was in fact plastic rod as I couldn't find the correct size or type of cord for the job. Some vehicles didn't have any rope at all and some had the rope coiled horizontally rather than vertically as shown here.

## Editor's Note

\*\*\*\* Don't forget that in MMI August 2005, Cliff Hutchings wrote an article on using photos of the real thing from which to create your own scale drawings. If you don't have this issue please contact me. Ed.



coat of the green, finishing off with a dry brushing of light grey.

Originally I planned to paint the model as one of the Falklands War vehicles, but a lack of conclusive colour references regarding the camouflage scheme resulted in me chickening out and playing it safe with an overall green scheme.

BARVs never really got particularly dirty in service, as most of their time was

spent in and around the sea, which has a tendency to wash off any mud or sand! Consequently I didn't dirty up the running gear too much, instead it was given a light wash of two or three different shades of brown, followed by a light airbrushing and then the whole thing was dry brushed with light grey. The tracks were treated in a similar way, using washes of black, brown and then a final dry brushing of silver to

highlight the treads and guide horns. The sprocket teeth were also picked out in silver.

#### Final Thoughts

Today this conversion project can be used on Centurion kits in other scales but if you find one of these larger scale kits, try to find the time to super detail it - this ought to result in a fabulous model.



If this article inspires you to purchase the product featured, then please mention MMI when doing so

## Centurion BARV

Over the years the BARVs have been painted in a variety of colour schemes. The vehicles in the modelling article are painted overall NATO Green, but earlier vehicles were often finished in Deep Bronze Green with certain items picked out in white. They've also been seen in overall sand and even with blotches of sand over NATO Green, as used during the Gulf War. James Lyle



Centurion BARV on the beach at Instow in Devon, home of ATTURM (Amphibious Trials & Training Unit Royal Marines). These Centurions have now been pensioned off and replaced by the state-of-the-art Leopard-based Hippo. The grey vehicle behind the BARV is a wartime DUKW that was and I think still is being used by the Marines as a support vehicle!



Overall rear three-quarter view, same BARV on Instow beach. The BARV is around 20 inches (50.5 cm) taller than a Mk3 Centurion gun tank, but can ford in depths up to 9½feet. A spare wheel half is carried either side of the superstructure and various other tools and pieces of equipment are stowed in brackets around the vehicle, making the BARV pretty much self-sufficient when operating in the field.

Right: The natural home for the BARV is the sea, but this itself can give rise to problems with corrosion. As a result the vehicles are driven through a dip tank and hosed off every time they've finished in the sea. Another interesting fact about the BARV is that they all have very low mileages on the odometer; this is because most of their work is undertaken in reverse gear and therefore doesn't register on the clock!



Nice rear three-quarter view of the Centurion BARV showing the layout of the rear hull. Shown clearly here is the large bolted access door for the engine compartment as is the curvature of the splash rails that run around the top of the superstructure, which prevents the sea entering the top of the vehicle.

Right: The BARV prepares to pull a landing craft off the beach. All the crewmembers are wearing 'dry suits' and at least one member of the crew will also be a trained diver used to clear debris and attach tow ropes under water. The towing points and other items below the water line are often painted white to make it easier for the diver to see them when operating under water.







Centurion BARV speeding along the water's edge at Instow. It's an impressive sight to see one of these vehicles disappearing out into the sea and according to the crew when these 50-tonne monsters get to a certain depth you can feel the vehicle being pushed around by the waves as it starts to reach its flotation point – a good time to engage reverse gear methinks!



This is a very useful photo to refer to when constructing the mesh 'catwalks' down either side of the vehicle. The 'catwalks' are used to reduce buoyancy when the vehicle is wading in the water, allowing the water to come through the panels rather than push upwards against them if they were solid. You can also see the additional loops welded to the glacis plate that are used as attachment points for the ropes when towing. Note the white horizontal bars attached to the front section of the superstructure that indicate the depth of water.



This BARV has the later style front idler wheel. Note how the front section of the 'catwalk' comes very close to the top of the tracks. The large wooden nudge block at the front is clearly shown. This was a later addition when it was found that vehicles or vessels being pushed could be damaged if being pushed at an angle.



Right: As the BARV leaves the dip tank it gives a fine view of the roof top details. The two louvered vent sections, rear mounted exhausts and wooden blocks are clearly visible. The large rear door is only ever opened if the engine needs to be removed, other than that it remains bolted and sealed to the elements. The only way in and out of the BARV is through the front hatch.



With the BARV in the dip tank we can see the details at the front end of the superstructure roof. Note the shape of the chimneys, the fire extinguishers and aerial mount between them, as well as the curved shrouds for the pipe leading to the exhaust within the louvered section at the rear.



# Forward to Stanley

Steve Noble uses some old favourites for this vignette



Close to the time of the Falklands War, Sid Horton of Chota Sahib issued an excellent range of figures and these formed the basis of this diorama. All of the Chota Sahib figures were used as stock figures with the only additions being helmets added or converted from the old Airfix multi-pose range – used here are a Guardsman wearing a 1943 pattern steel helmet (1), a Ghurkha (2), a Royal Marine with GPMG (3), a Paratrooper (5) and a member of the SAS with M16 rifle (7). Two other Marines were made from Rose Miniatures (4) & an Airfix polywarrior (6).

Adding a set of Chota Sahib arms holding a Sterling sub-machine gun modified the Rose Miniature figure, which was similar in pose to the Paratrooper. The Airfix

polywarrior was modified by trimming excess plastic from between the arms and ammunition pouches, being given a Chota Sahib head and Tamiya backpack. Three other figures were also given these to represent the heavy weight of equipment that had to be carried across the islands.

The scene I wanted to represent was that of the soldiers looking towards their final objective, Port Stanley. As the various elements of the British Forces did not all come together a one point in time the diorama is not a true representation. The figures were placed in such a way that they would all be moving/looking in the same direction.

To represent the landscape, the base was covered with a coat of Poly Filler mixed with PVA glue and broken segments of filler were used to form the rocks. Painting the base a mixture of earth colours and blue/greys for the rocks the scene was then sprinkled with static grass secured to the surface with a dilute mix of PVA glue. Dry brushing with several shades of Humbrol green paints toned

down the brightness of the grass.

All the figures were painted using Humbrol paint for faces and equipment while True Colour paints were used for the DPM pattern uniform. The Osprey title “Battle for the Falklands (1) Land Forces” was used as a guide.

Hopefully the diorama gives a sense of the efforts required to cross such a barren landscape while engaging in battle and hopefully does justice to those who fought so bravely to regain the islands.

### Availability

Currently the Chota Sahib figures use here are available from Sarum Soldiers, 2A Upper Tooting Park, London, SW17 7SW, Tel: +44 (0)208 767 1525 Fax: 020 8672 5503 but this may change soon so I will keep you informed.

The Rose Miniatures figures used here are available from John Eden Studios, Grange Fell, Skipton Road, Earby, Colne, Lancs, BB8 6JL Tel (0)1282 843621 Fax + 44 (0)1282 816 Email: edenjohn@hotmail.com



Royal Marines dug in at San Carlos beachhead (Topham/PA)



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# The Webwatcher

You will have noticed that I include sites covering naval modelling, simply because modellers often like to have a change of subject and we all like to read material on all aspects of military history - Andrew Burt

<http://www.youtube.com/index>

Many of you have either heard of or used the You Tube website but did know that there is some amazing military footage such including German combat film taken during Barbarossa and an Italian Newsreel showing Italian manned German equipment such as 88mm mm Gun. It easy to find what you are looking for just type a word into the search box and the site will find what you are looking for.



<http://www.floatingdrydock.com>

Floating Dry dock is the largest supplier of information on the US Navy and was founded in 1973 to meet the needs of naval modellers and enthusiasts. They can supply plans on various subjects including PT Boats from WWII to Vietnam - very useful if you are considering building the new Italeri PT boat. For the ship modeller the webmasters of this site can supply a whole range of items from various manufacturers.

<http://www.shipcamouflage.com>

John Snyder and Randy Short are the guys behind this website and they run a Company called Snyder & Sort Enterprises. They specialise in many aspects of naval modelling, in particular they supply sets paint chips of WWII American ships from which modellers can get the right colours for their models. Following on from this the most interesting section on the website deals with US Navy colour schemes of WWII including camouflage measures listed by ship and individual colours.



<http://www.maritimequest.com>

This is a very useful reference site for ship modellers as its aim is to bring together a photographic reference covering ships of the world and to bring forward little known maritime stories. The majority of the website is made up of an alphabetical database of ships from all countries and periods. Each ship has a series of photographs, some quite spectacular such as of the USS Abraham Lincoln going through a lightning storm in the Arabian Sea. If you are looking for a particular ship you will probably find it on this website.

<http://www.planetfigure.com>

Planet figures as you can tell is a site dedicated to figure modelling and mainly consist of news and reviews and a blog section with various articles on people's latest projects including painting Alpine miniatures GD Panzer officer. The final section is a gallery of the work of some of the best figure modellers.



<http://www.primeportal.net/home.htm>

Prime Portal is a website designed for all military enthusiasts as it covers all aspects of military information from Ships to Aircraft to the battlefield, plus a section on scale modelling including articles on various model shows and events in the United States and it also covers commercial shows such as the Nuremberg Toy fair. For the aircraft modellers out there, the site includes a very comprehensive walk around section covering virtually all types of Helicopters and aircraft as well as weapons. In addition there is also a walk round section on various infantry weapons.

*Bewildered by the plethora of new kits of German subjects, David Grummitt revisits Tamiya's golden oldie*



# Bringing Tamiya's Sdkfz 232 into the 21st Century

The Schwere Panzerspähwagen (Fu) Sdkfz 232 8-rad (eight-wheeled heavy armoured radio car), has always been one of my favourite German vehicles. Armed with a 20mm KwK 30 cannon and 7.92mm MG 34, 607 of these vehicles were produced from 1936 until the autumn of 1943. They served on all fronts and are a common sight in period photos from the Polish, French and Balkan campaigns, the Western desert and the Eastern front. They served in the heavy companies of the reconnaissance battalions of the Panzer divisions until they were replaced from the end of 1943 with the Sdkfz 234 series. While Dragon continue to beguile us with the newly-tooled 234 series, I decided to bring this old lady out of retirement and with the help of Eduard photoetch, an Armorscale barrel and some other bits and pieces, bring her up to 21st-century standards.

## Painting, Weathering & Finishing

After a coat of primer (Gunze Sanyo's Mr White Surfacer 1000 in this case), the model was sprayed with Tamiya's Nato Black (XF-69) as a preshade. XF-63, German Grey, was then sprayed from above, the Nato Black showing through in the recesses and making a natural shadow. I then added some Flesh (XF-15) to the mix and highlighted the horizontal surfaces and centres of the vertical panels. Never use white to lighten grey as it results in a chalky and harsh finish. Detail painting was carried out using Vallejo acrylics. The tyres were finished in German Grey with some added black; again, don't use straight black as the contrast will be too stark. The markings

(11th Panzer Division

during the opening phase of Operation Barbarossa) were added from various Archer Fine transfers sheets.

Weathering is the most important part of painting a monotone vehicle as it allows us to impart some interest and individualism to the model. After the base coat, shading and highlighting, the model looked like a black and white TV picture with the contrast turned too high. First up were some filters to break up this effect. Filters are very thinned (90% thinners to 10% paint) enamel mixes that are painted all over the model with a flat brush. Unlike a wash, it's important that the paint doesn't pool. I used some blues, greys and earthy tones, using a different colour on each panel. I wanted the 232 to look as if it had already done a few hundred miles along dusty Russian roads in the summer of 1941, so it would need the full complement of scratches, chips and dust – lots of dust. I mixed up a heavily thinned mix of

Tamiya's Flat Earth (XF-52) and Buff (XF-57) and sprayed this all over the lower half of the model. I





## Building and Detailing



Unlike some more recent kits (!), these old Tamiya kits fit together beautifully. Some of the detail is a bit soft by today's standards, but they are generally accurate and build up into excellent replicas. One of the first jobs was to replace the overscale kit hinges with their Eduard replacements. Unfortunately, the etched hinges are flat and lack the characteristic rivets. Hong Kong-based firm Lion Marc came to the rescue with their 0.5mm half round rivet heads. These were attached using a toothpick and a dab of Deluxe Materials Tacky Wax and secured with some thin superglue. You get 100 rivets in a box, just as well considering how many were lost to the carpet monster . . .



The Tamiya fits together perfectly but lacks the characteristic weld seams. These were added by placing two parallel strips of Tamiya masking tape along the edge and running a line of modelling putty (I used Tamiya's own, but Humbrol or Revell would work just as well) and then texturing it with the blunt edge of a model knife blade. When the tape is removed you have (hopefully) a neat and straight weld seam. You can also see in this picture the beautiful Armorscale KwK 30 barrel, an absolute must to upgrade this kit, a Dragon MG34 barrel and a set of new Tamiya tools from their On Vehicle Equipment set (kit no. 35185).



The largest part of etched brass added to the kit was the frontal Zusatzpanzer. To make neat folds in photoetch I find a good quality bending tool (I use the original Hold and Fold) and a good pair of straight pliers essential. The Zusatzpanzer assembly was very delicate when in place and I managed to knock it off on several occasions. Nevertheless, it's a huge improvement on the kit parts. I also added Voyager Models width indicators to the front and rear of the vehicle. Again, these added to the finesse of the finished model. Checking my references, a resin stowage box (from my spares box) was added to the front fender and Tamiya's Notek light to the Zusatzpanzer.



The rear of the vehicle shows some more of the additions. Of particular note are the etched flaps on the engine decks. Again these are a real improvement and you can add them on over the existing kit parts – no cutting required! The mesh screens over the exhausts are another great improvement provided in Eduard's set. These have to be annealed with a flame until they glow red hot (be careful!) and then bent to shape around the kit parts. I also added the wire to the frame antennae. At the time I didn't know how this entered the vehicle, but some pictures featured in the new "Allied Axis: photo journal of the Second World War. No. 18", show it to be connected to a ceramic insulator, shaped like a upturned saucer, on the rear deck. Maybe I'll put this right at some stage . . .

then used some earthy and dusty coloured Humbrol enamels and mixed them into a thin wash (perhaps 60-70% thinner). These I added to the lower hull with a flat brush but, unlike the filters, I allowed the wash to pool around the details. Once dry, I added some chips and scrapes with Vallejo acrylics.

Weathering, like the real thing, can be added in layers, so I followed the same procedure again. This time I used straight Buff, heavily thinned and allowed it to creep higher up the hull. This also had the effect of toning down the starkness of the chips. Next up were the pin washes: black and raw

umber oil paints, thinned about 70% and added to the rivets and upper hull details. Once this was thoroughly dried I gave the whole model a light drybrush with dark grey Humbrols with a tiny bit of white oil added. I went a little heavier on the lower hull, trying to replicate where dust had been rubbed off, revealing the dark grey colour of the vehicle. More chips and scratches then followed with the Vallejo acrylics. Finally, I made a mix of MIG pigments: Europe Dust (PO28), Light Dust (PO 27) and Beach Sand (PO30). With an old brush this was scrubbed and worked into the lower hull. I usually

would fix the pigments in place with white spirit, but on this occasion they adhered well to the flat surface of the Tamiya acrylics. A quick and light brush with a dry, large flat brush removed them from the raised area giving a very nice dusty finish to the wheels and lower hull. Finally, I added some rain marks to the hull, especially the frontal add-on armour. Tamiya Buff, thinned 90% plus with water, was simply painted in vertical streaks down the armour with a thin brush. Be careful with this: you won't be able to see the effect until it has dried so resist the temptation to add more paint to the mix!

## Building and Detailing continued



Above and below: Ready for painting! The more recent Tamiya tools are evident moulded in the dark yellow plastic. The bucket, a nice touch, is an etched metal item manufactured by Plus Models.



Detail 1: To complete the vehicle I added a bundle of sticks to the side of the vehicle. Such 'accessories' can be found easily enough in gardens/parks etc and you just cut them to size and tie them down with some suitable rope material!



Detail 2: In photo 2 you have the detailing added before painting and here you have the results of the paint job on the same area.

To complete the vehicle I added a bundle of sticks to the side of the vehicle. These were often carried to assist in crossing ditches and other obstacles. Having hunted high and low in my local park for some suitably sized twigs cut them to size. They were airbrushed with Tamiya Flat Earth and then drybrushed with beige Vallejo acrylics. They were secured with some thread.

The base was purchased from my favourite source for inexpensive, attractive bases – Armstrong Bases. The simple name plate was drawn up on my PC and printed out onto some good quality 'parchment-style' paper. An alternative would be to print it out onto a clear acetate sheet and airbrush the reverse side to whatever colour you want.

### Last Words

This was a fun, if time consuming, project.

I was pleased with this one and even more so when it won a first place at the MAFVA Nationals in 2006 and a Bronze Medal at Trucks n' Tracks 2007. Hopefully, I've shown you that you don't need a brand new, slide-moulded, state-of-the-art kit to make a decent model. With a few additions and replacements (new tools, a new barrel and a little bit of etch), a model from the 1970s can be brought up to 21st-century standards.

### Availability

Tamiya kits are available from all good hobby shops, but for out of stock kits try Ebay.

Gunze Sanyo and Armorscale are available from Lou Stener Armour Models, 26 Deacon Avenue, Kempston, Bedford, MK42 7DT, United Kingdom. Tel: Fax 01234 296966, Mobile 07985 257351.

Email: [louis.stener@ntlworld.com](mailto:louis.stener@ntlworld.com)

Lion Marc products are available from Steve Smart at:

[smartmodelling@smart7.fsworld.co.uk](mailto:smartmodelling@smart7.fsworld.co.uk)

Tel: 01883 734746

Armstrong Bases can be contacted on 0191 527053 and for Deluxe Materials see their ad in MMI.

## References

"Allied-Axis: Photo Journal of the Second World War," nos. 4 and 18 (Ampersand Publishing, 2001 and 2006). Available from Historex Agents.

"Niemieckie Samochody Pancerne 1905-1945" (Pegaz-Bis, 2001). Polish language title on German armoured cars, but it contains an English summary and an excellent collection of photographs. Available from: [www.jadar.com.pl](http://www.jadar.com.pl).





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# A Lazy Man's Diorama



*Mark Howard shows that you don't always have to build your own diorama base*



In recent years, modelling in 1/72nd & 1/76th scales, has undergone a huge resurgence in the armour modelling world. Despite this, I hadn't really seen a model capable of dragging me away from my scale of choice. This changed when Dragon released their Gulf War Challenger 2. I had just finished a 1/35th Challenger and I wanted to build a smaller one to compare. My main problem was how to display the model, as it would be swamped by my other vehicles, but this was solved when I saw the Verlinden Desert Diorama base.

#### Photo 1

I am too lazy to build my own dioramas, but Verlinden had done all the work for me. The 'dio' consists of three parts; a 255mm x 180mm resin base and two wall pieces. The base is dissected by a diagonal stretch of shell damaged road, while the back corner is dominated by a destroyed factory, the

walls of which give a little height. The factory contains some damaged machinery and rubble.

The main focus of the piece is the tank scrape at the front. This is surrounded by 40 gallon oil drums, boxes, stowage and discarded tank ammunition, all perfectly cast with no hint of air bubbles.

#### Photo 2

Once I had acquired the base, I needed to populate it. I already had the excellent Dragon Challenger, but I needed some opposition. As far as I am aware, the British only faced T55's in southern Iraq. However, I could only find an Italeri T62, so I used a little artistic licence. (Who am I to say for sure that there were no T62's in the area?)

#### Photo 3

The first painting stage was a black primer coat. The edges of the base and the road were masked off and then a coat of Humbrol

Desert Yellow was added. When everything was dry, I glazed the sand areas with a mix of Humbrol Mattcote and Raw Umber oil paint. These areas were then dry brushed with a mixture of H93 and white oil.

The amount of white oil and thoroughness of brushing was altered to give a little variety.

#### Photo 4

The factory walls and rubble were painted with H72 Khaki drill, followed by a glaze of Mattcote and black. The road edges were dusted with light pastels.

#### Photo 5

To add a little variety and colour, the oil drums were painted with several different paints.

These included Tamiya T65 Field Gray, T60 Dark Yellow, Humbrol H33 Matt Black and H113 Rust. Each of these was glazed and dry brushed with an appropriate colour.



For example, the Field Gray drums were glazed with Mattcote and black, dry brushed with Rust and then lightly dry brushed with Hannants Oily Steel.

The bed rolls were T49 Khaki, straps T61 Dark Green and the boxes T52 Flat Earth. All of these were glazed as above. The loose ammunition, (which cannot be seen in this view) was H11 Silver with H33 warheads.

#### Photo 6

The diorama box illustration shows an

abandoned T62, but I felt that this would be a little boring. I liked the idea of a 'brewed up' tank, but I didn't want to try to reproduce the burnt out tyres in such a small scale. I was saved by an illustration in Concord's Operation Desert Sabre, which showed a T59/69 with a burned out turret and undamaged wheels.

The model was built from the box with no enhancements, except for a penetration hole in the turret face. This hole was added with a small drill, then 'scarred' with a hot

pin. Destroyed tanks often have their hatches blown open, but as there is no interior, I left them closed.

#### Photo 7

The T62 was given an initial coat of H187 Sand, followed by a glaze of Mattcote and Raw Umber. The turret was then painted H33 Black, while the sand areas were dry brushed with sand and a little white. At this stage, the turret didn't look sooty enough, so I mixed some black



weathering powder with turps and dabbed it onto the burnt areas. An application of rust powder, followed by an orange powder completed the model. (The weathering powders that I used were purchased several years ago and I cannot remember what they are or where they were from).

## Photo 8

The Challenger is extremely well detailed; the only noticeable omissions are the front CIP panels. These would be fairly easy to add from plastic card, but as not all Challengers carried them, I didn't bother. (Laziness again!) One feature that I felt I had to add was the camouflage sheet. I made this from Milliput, rolled out in a thin sausage and placed on the model. I didn't add ties to the sheet, as they would be minuscule in this scale, but just scored grooves in the correct areas to make it appear as if they are there.

British armour in Iraq have a distinct yellow hue when compared to vehicles

from the liberation of Kuwait in 1991. White Ensign Models have produced Gulf Armour Light Stone to attempt to match this new colour. This paint seems to be designed for use in an airbrush, as I had a little trouble brush painting it. The camo sheet was painted in T49 and the dust skirts T60.

The White Ensign paint is satin, so I was able to add the decals directly to the surface and then glaze everything. The yellow areas were then dry brushed with the White Ensign paint and white oil.

## Photo 9

The destroyed factory adds a little character to the scene. The turbine/generators (?) were painted H85 Satin Black, dry brushed H113 and then Hannants Oily Steel. The pipe work was painted with Humbrol Polished Steel.

This Verlinden base really makes things easy and enables anyone to produce a really impressive diorama, as long as they have reasonable painting skills.

## Availability

Verlinden; Desert Diorama Base 2040 Available from various sources. Mine came from The Hereford Model Centre, Tel 01432 352809 where the price cost £32.75, but you all know that VP agents in the UK are Historex Agents, Wellington House, 157 Snargate Street, Dover, CT17 9BZ. Tel: 01304 206720. [www.historexagents.co.uk](http://www.historexagents.co.uk)

Dragon; Challenger 2 Iraq War Available from good model shops £8.99

Italeri; T62 No.7006 Available from good model shops £5.50.

## References

There are a huge amount of references for vehicles serving in Iraq and I am sure that any modeller will have suitable material. However, the specific images that inspired the T62 are in;

**Operation Desert Sabre;**  
Bob Morrison. Concord Publications,  
No 2006  
1991 ISBN 9623619065



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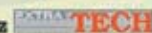
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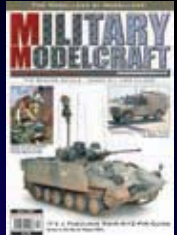
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# For the Emperor



Paul Bennett presents the first MMI aero/armour/softskin diorama

If my memory serves me well, my last attempt at building a model aeroplane was back in the early

70s, a somewhat rushed 'straight-from-the-box' job on the Airfix 'Fw190D.' Once completed and wearing something of a 'speculative' paint/markings-scheme, it perched alongside other sundry creations, rapidly gathering dust on my bedroom window sill! Since that time, my interest (or should I say 'passion') has firmly centred on military land-vehicles, with a definite attraction to 1/76 & 1/72 scale.

However, the recent renewed enthusiasm for 1/48th scale military vehicles has inspired our Editor to include aero/armour/softskin diorama features in MMI and this has the honour of being the first.

You may recall that MMI has featured several 1/48th scale kits from GASO.LINE of France and various figures sets in NATE, several of which have been aircraft-related subjects, namely EDUARD's injection-moulded set of 'Japanese Army AF Personnel' (ref. 8504) and GASO.LINE's resin kits of the 'Isuzu Aircraft Refueller' (ref. GAS50125) & the 'Type 95 Kurogane' (ref. GAS50148). With these in mind I began a task to create a suitable diorama set in the Far East combining these kits with a suitable aircraft.

I also needed a suitable aircraft to create the focal point and to provide a

'raison d'être' for these pieces. I soon found out that WWII Japanese aircraft are hardly the most prolific of subjects in injection-moulded 1/48th kits; but thanks to 'LSA Models', the problem was solved, in the form of a complimentary Tamiya kit of the 'Nakajima Hayate 'Frank' (kit ref. MA113).

I must admit to certain awe, when I see the results of many aircraft modellers' finished creations - such clean lines, attention to the finest detail and superbly-executed paint schemes! Regarding myself as a relative novice in this field (and never having worked in 1/48-scale) here was the perfect opportunity to approach this project using basic modelling skills - no expensive after-market products, no airbrush - hopefully being able to offer some carefully-chosen 'ToTTe' (Tricks of the Trade), for the benefit of those less-experienced in the hobby.

## Research

Perhaps the most significant difference today compared with those early days of modelling is the availability of reference material on virtually every subject, both in book form and via the Internet.

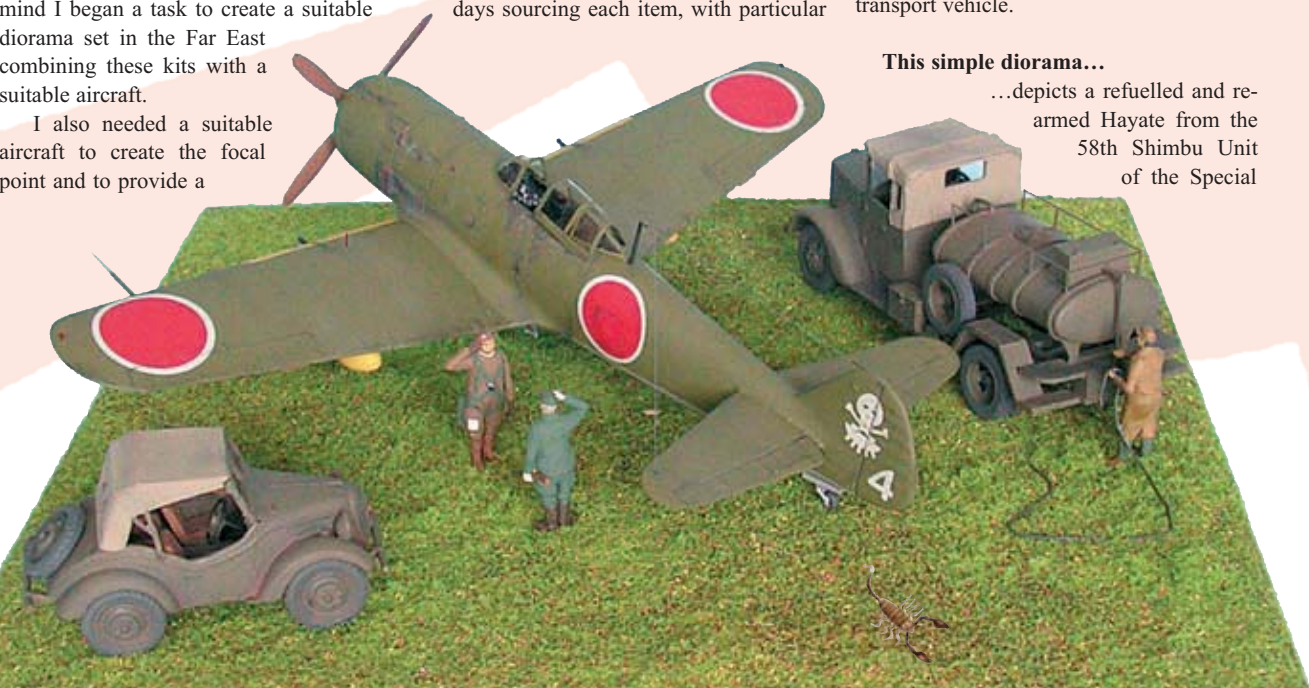
So, with kits at hand, I spent several days sourcing each item, with particular

reference to accuracy, colour schemes and markings, together with information on the deployment of the 'Hayate'. Whilst information on the aircraft is notably scant, evidently it was first produced in 1942 under the designation 'KI-84', being officially adopted by the Japanese Army two years later, as the 'Fighter Type 4 Hayate'. As for the incongruous name, 'Frank', this was an American nickname (similarly given to other Japanese aircraft including 'Irving', 'Jack', 'Hamp', 'Zeke' and others). It made its debut over Central China, as a member of the 22nd Air Flotilla and following this, against the Americans at the Battle of Leyte in the Philippines and the Battle of Okinawa. A final appearance came in the form of a brave interception of B29 bombers and naval aircraft of the US Task Force over Japan.

If referencing the 'Frank' was difficult, finding information on the two vehicles was even more so. Very little to say on the refueller, except that this was one of several configurations based on the standard Isuzu truck. The 1935 'Type 95 Kurogane' was a 4-wheel drive Nippon counterpart of the US Jeep. Commonly referred to as 'Daruma', it was mainly used as a scouting/liaison/staff-transport vehicle.

## This simple diorama...

...depicts a refuelled and re-armed Hayate from the 58th Shimbu Unit of the Special





Attack Corps ready to lead a sortie from the Miykonojo Airfield, Okinawa. Prior to departure, the pilot exchanges salutes with his CO, perhaps suggesting that this is a mission of significant importance.

### So to Construction

Beginning with the GASO.LINE kits: both kits are produced in high-density polyurethane resin and thankfully, devoid of surface air-bubbles. A number of fine metal rods are included, to be used for the various driver control-levers. Accuracy and attention to detail are generally good, though in my samples, many of the smaller components were damaged, requiring the need for replacements in plastic-card and fuse-wire. Compared with injection-moulded plastic, resin kits require more in the way of preparation (removal of flash, opening up recesses, etc.). Not to be put off by this task, it is important to work carefully and use of sharp craft blades. Although frequently mentioned in MMI, it is also essential that resin components are soaked in warm (not hot!) soapy water, washed then rinsed, to remove any traces of the mould-release agents and grease from handling the parts. Once thoroughly dry, construction can begin, using 'super glues'. (Poly cements are only appropriate for plastic kits). Follow the instructions on super glue bottles in order to get the best results and whatever you do, use these glues sparingly to get the strongest bonding. MMI also suggest that you have a bottle of 'debonder' to hand as it would seem that all too often the ends of fingers seem to be the easiest things to bond with super glue!

Construction proceeded in sub-assemblies, followed by an undercoat of Light Grey (Humbrol 147). In terms of actual colour schemes, it appears that very little is known about Japanese wartime softskins, with various shades of green/brown/sand being suggested; I reckoned that Olive Drab (H 155) would be a safe option, with the canvas cab-tilts being Khaki Drill (H 72). For some reason, kit painting-instructions invariably suggest 'black' for tyres, but with the exception of garage-showroom cars, tyres are NEVER black! My ideal choice is Tank Grey (H 67). Following an overall coat of matt varnish (H 49), a light weathering was applied to each vehicle, using ground 'artist's pastels' and graphite from a drawing pencil.



Diorama  
Components



Although not included in either of these kits, windscreen glazing was simply added using pieces of clear plastic (the type found on various food packaging is perfectly suited to the job) and I fixed them place with PVA glue as the vapour from super glue causes unsightly 'frosting' on clear plastic. (There are various super glues designed to be used with clear plastic.)

### To be 'Frank'...

...Tamiya's kit of this renowned fighter is one of their older releases (1970s vintage, I believe). I am sure many seasoned aircraft modellers would 'pull out the stops' to give this kit a thorough makeover, but for my purposes very little was required in the way of refinements. Careful preparation, a few minor additions (again from basic

# A Far, Far Better Thing?

## Figures to the Fore



materials), a two-colour paint scheme and a choice from five marking options, were sufficient to create a pleasing and instantly-recognisable model of the aircraft. It is really not necessary to describe the building of this kit, so it's straight on to the paint job. Once undercoated, the lower area of fuselage and wings was painted Light Grey (H 64) and masked, while Khaki Drab (H 159) was applied to the upper area (following the demarcation line shown in the kit painting-guide). There will no doubt, be a few raised eyebrows from the 'experts', on my colour choices, but the result (once weathered) seems to be a perfect scale-match with the various photos I have studied. With the exception of tyres (yet again!), further painting was carried out, as per the accompanying colour notes.

### Whilst some modellers go to great lengths...

...when applying decals, this need not be a complicated task at all and this is how I do it. I apply patches of matt varnish to the areas where markings are to be located: this prepares the surface. Once the decals are

positioned (and fully-dry), a further overall coat of varnish both seals them and creates the desired impression of painted-on markings.

I was amazed at the quality of these decals, assuming that age would have caused them to deteriorate; perfect colour register, a wonderfully-matt finish and they 'hugged' the contours without any coaxing.

Devoting most of my time to building AFVs, this often calls for substantial weathering, dust, mud and rust in great abundance! When it comes to aircraft, a far more restrained approach is required. Using a combination of pastels and graphite, areas of wear were depicted (notably around panel lines and cockpit entry point) together with staining from exhaust and machine-gun deposits. As always, photographs are the best point of reference for realism here. With the aircraft complete, a final touch was to add the antenna, using 'invisible' sewing thread, secured to relevant points with super glue.

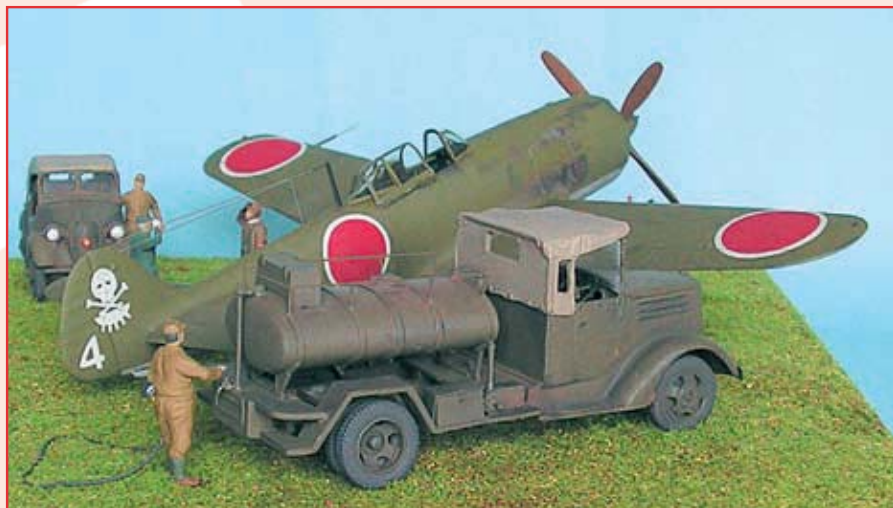
### Adding some life to the scene...

...called for a selection of figures from the Eduard set of six multi-pose figures. Each one is superbly-sculpted from head-to-toe complete with typically-Japanese facial features. Included in the set is a highly-detailed 'period' bicycle, complete with photo-etched wheel-spokes and chain.

By exchanging/re-positioning limbs, I was able to give naturalistic poses to each figure, so they became an integral part of the scene, rather than appearing to be added as an afterthought. Combining the Eduard colour notes with further photo references, the figures were painted entirely with Humbrol enamels. Regardless of actual colour, a priority is to ensure a matt finish to clothing (unless depicting material with a sheen, such as leather). How? Two simple steps: mix the paint thoroughly, before use; use a scrap of card as a palette, rather than loading the brush directly from the tin.

### Ground Working

A simple base was made from a piece of MDF, with groundwork formed from a





slightly-undulating layer of DIY 'wood filler'. Being dark brown in colour, this dried out to produce a perfect rendition of natural earth. All that remained was to apply a coat of PVA glue, followed by a liberal sieving of Gaugemaster's 'Meadow Grass' and the contents of an unused tea bag (suggesting exposed soil areas). With the aircraft, vehicles and figures carefully positioned, this compact diorama was complete.

**Availability**

Tamiya kits of all kinds are widely available.

GASO.LINE kits are currently only available via the web at:

http://www.quarter-kit.com/gaso-line.htm or by mail order from:

Quarter Kit Model Shop,  
5, passage du charolais, 75012 Paris France,  
Tel: (33) 01.44.75.01.16  
Fax: (33) 01.44.75.01.61

**References**

'How to Make Model Aircraft' by Chris Ellis. Published by Hamlyn

'The Armed Forces of World War II' by Andrew Mollo. Published by Orbis

'The Complete Modelling Workshop' by Stan Catchpol.; Published by Argus  
Various internet sites, including www.hyperscale.com



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# So They Got ‘Stop Gaps’!



*Barry Wilkinson  
combines two  
such vehicles  
of 1939-40*

The two models shown here are a Ford WOC1 8cwt truck and a Daimler Dingo, both produced by Bull Models. Both kits are exceptionally well detailed and go together quite easily. The Ford consist of 33 parts, which includes radio equipment and three figures. The Dingo consists of 37 parts and includes 2 figures and a well detailed interior. You don't get decals, but this an easily overcome problem. (Check my previous articles in MMI for decal sources.)

## **A Little Background is Sometimes a Good Thing**

The Ford Motor Company was one of many automotive firms that were approached in 1939 to produce as many ‘stop gap’ trucks as possible.

The Ford WOC 1 8cwt was based on a civilian vehicle onto which a War Department well body was fitted and the truck was powered by a V8 engine. Humber and Morris also produced their own versions using the same body type. Ford produced

approximately 2000 between 1939 and 1940 when production ceased. Initially they were thought to be unsuitable wireless trucks, but this situation did not last long! At the end of the War, the remaining trucks were sold off into the civilian market where converted to ‘station wagons’ with additional wooden bodies. There is just one sole survivor as a preserved vehicle.

The Daimler Dingo is one of the iconic British vehicles of WWII. Designed during 1938 following a War Dept request for a reconnaissance vehicle that would be fast and have the ability to do so in reverse! Daimler began production on the MK 1 in 1939 and the initial batch was sent to France with the BEF in the same year. They were used by the 4th Royal Northumberland Fusiliers, but of course were left behind after Dunkirk. Subsequently the design proved to be more than a ‘Stop Gap’ and the later Mk II saw service in throughout the rest of WWII and had a surprisingly long service life – they

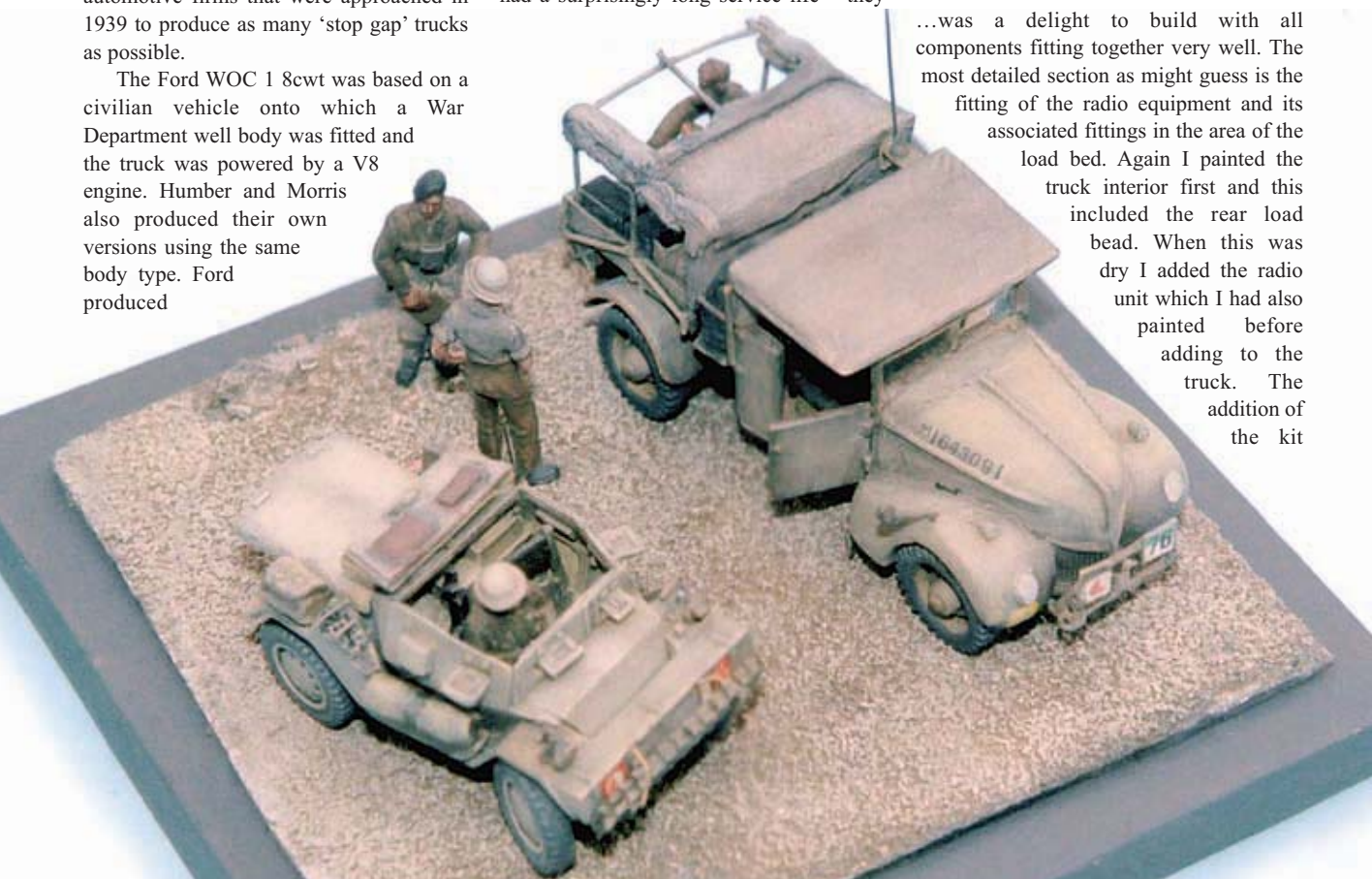
were not withdrawn until the 1960s. There are many in the hands of preservationists and as such can be seen at nearly all rallies featuring preserved military vehicles.

## **The Daimler Dingo kit...**

...only needs the following things noted as construction points. There are many small parts that need to be looked after. These include the interior detail, so I advise here that the interior driving/fighting compartment (!) be painted first. If you don't know the seats are offset, partly to give the driver more room, so watch out for this. This kit has parts for both the Mk 1A as well as the Mk 2 and I opted to build the former. (The parts used here are the front mudguard stowage boxes and the roof support frame.) As this model requires quite a lot of handling during the construction, I left the wheels off until the body had been painted.

## **The Ford WOC 1 kit...**

...was a delight to build with all components fitting together very well. The most detailed section as might guess is the fitting of the radio equipment and its associated fittings in the area of the load bed. Again I painted the truck interior first and this included the rear load bead. When this was dry I added the radio unit which I had also painted before adding to the truck. The addition of the kit





## The Real Dingo's

*Dingo 1 was taken at the Tank Museum, Bovington; Dingo 2 is a privately owned vehicle (I believe) and was taken at the War & Peace Show 2005; Dingo 3, a privately owned vehicle, photographed at a show called 'Operation Dynamo' held at Norton Manor in the Welsh Marches; Dingo 4, another privately owned vehicle, was photographed at the Military Vehicle Trust's National Show, 2005, held at Kemble Airfield near Cirencester in Gloucestershire. (Photo credit & Notes James Lyle)*



supplied radio operator completed this vehicle.

Now I built two versions to show you the model as built from the kit and my modified one. This is the one photographed with the Dingo. As ever, during campaigns, vehicles were locally modified to suit the climate and here I left off the kit tilt and made my own placed over a tubular frame made from 0.32, plastic rod. This also allows for a better view of the radio equipment.

### Painting and Decorating

Both vehicles on the desert base were painted in H94 (Brown Yellow) followed by lighter shade weathering using H121 (Pale Stone). For the tyres I tend to use H67 (Tank Grey) and for the canvas tile here H72 (Khaki Drill) All interior seats are painted in H11. These lovely little models were then completed with the addition of such things as lights, mirrors, sand troughs and other bits and pieces of stowage and then the final moves were the addition of

appropriate markings which were all found in my spares box. I ought to mention that all the figures are dressed in typical non-standard desert dress code.

### In conclusion...

...these kits well represent the steadily growing range of early WWII era models, which are well worth investigating if you aren't aware of them if as in my case British vehicles of 1939-40 are your interest. Bull Models also produce figure





# "Now Chaps We Need Some 'Kit' Pretty Damn Quick!"

## The Ford WOC 1 as per Bull Kit with Full Tilt



The 2 figures are from the Bull Models B.E.F. set



sets to accompany/compliment these vehicles and are in my opinion some of the best available in this scale. Keep 'em comin' Peter!

### Availability

The Ford WOC 1 (FFW) 4 x 2 w/les truck is ref BM03 and retails @ £11.00. The Daimler Scout Car Mk1/A is ref BM04 and retails @ £100 from Bull Models, 8 Vicarage Drive, Northfleet, Kent DA 9 HA. Tel: +44 (0)1474 536 232



If this article inspires you to purchase the products featured, then please mention MMI when doing so





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# 'Think Big' The Annual 1:6 Model Competition

*Ade Pittman reports*

There are many model competitions across the country, but only one dedicated solely to 1:6 BIG scale. To celebrate this and the birthday of the club, the UK 1:6 Collectors Club holds a model competition with a difference. We're all used to seeing model shows, but when the entries are all in 1:6 scale even a relatively small competition takes up a lot of space.

To celebrate the club's fourth birthday, the latest show was held at the Welsh Action figure Show, in Chepstow, S. Wales on October 15th 2006. Sponsored by 'Armortek' the 1:6 model tank manufacturer and 'Battlefield Collectables', the competition featured three classes.

So large was the tank entries brought along by the UK Tank Club that the area set aside for the competition quickly filled and many entries were relegated to standing on the floor. This didn't bother their owners, as they seized the opportunity to drive their radio-controlled entries around the hall.

However, first place in the 'Best Vehicle' class went to a static model.

With few 1:6 scale model kits available, modellers often have to resort to giving 'toys' a serious makeover. It's just this process with which Ian Smith, from Clevedon took the 'Best Vehicle' class, winning a voucher awarded by 'Armortek'.

Ian improved and super detailed a 21st Century Toys M2 Bradley AFV. Not only did he give the model a re-spray in 'Gulf War colours', but scratch built many of the accessories that adorn the vehicle.

There are also very few modern British 'squaddie' items available. Choosing this for their theme Martin Gough from the



**Show visitors had much to see and buy**

Midlands and Karl Schneider from Gloucester, coincidentally both created diorama featuring scratch-built British Army equipment. Amazingly both modellers chose to create the 'Clansman' radio, with two versions featuring in the competition.

The 'Best Diorama' award was narrowly taken by Martin, with his 'Karl Gustav' team.

Visitors to the show each got their chance to vote for their favourites in the three classes and with such quality models voting was tight. 'Best Figure' was taken by John Hutchinson of Middlesex, with his scratch-built 'Monty'. Not only did this model feature a hand made Field Marshall's cap, but also real leather webbing.

Both Martin and John received a prize kindly donated by 'Battlefield' Collectables'.

As with any competition, it's the taking part that matters. Throughout the day visitors were able to meet and talk about all things 1:6 scale, as well as buy models of all scales from the many traders.

With charity fund raising being a key function of the Club, the Welsh Action Figure Show raised £78 for the Burma Star Association and a cheque was also presented at the show to the Normandy Veterans Association.

The 2007 1:6 Scale Model Competition will be once again held at the Severn Bridge Social Club, Chepstow, on Sunday 14th October. For more details email: [littledevon@ntlworld.com](mailto:littledevon@ntlworld.com) or call: 01446 405373.



**Ian Smith won Best Vehicle for his Bradley (Shown right) and was presented with his prize by class sponsor Armortek**



**The winning vehicle was once little more than a toy**





The winning diorama featured a high proportion of scratch-built equipment



Two marks of Clansman radio were entered into the competition



Left: Looking every bit the Field Marshall, Monty once again took the day

Below: A splendid array of what the 1:6 scale hobby is all about



So many 1:6 scale tanks were entered that some were parked on the floor



Club treasurer Kerry Cope presents a cheque to the Normandy Veterans Association



# The Gallery

*YOUR* pages, to show *YOUR* models!

*It is not usual to feature the work of one person, though in my time as Editor this has occurred I believe on three other occasions. This month I have decided to feature some of the work of one of MMI's staunchest supporters, one Craig Wells who returned to the hobby about three or at the most four years ago and works solely in 1/35th scale. He is one of the driving forces behind the relatively new modelling clubs around, Southdowns Modelling, who are holding their third show on May 7th (see Days Out page 6). So without further ado, enjoy the photos here – the captions are the briefest I've seen but they do tell you what you're looking at*

Sherman II This was a conversion using the Dragon M4A1 kit; the only after market items are photo etch by Eduard and a resin barrel by Formations. The direct vision ports, turret box and rails that run along the side of the hull are scratch built. The bogies are from the Tamiya Lee kit and the wheels are from a Tamiya M4 Sherman. Image of the opposite side of the tank. Here you can see the camo net which was made using gauze which I purchased from a chemist shop



Sherman M4A3. This is another Italeri kit. The sand bags were made by making little bags from tissue paper then I filled them with sand, and then tied up the cotton. The bags were then dipped in a mixture of PVA and water and positioned on the tank - all 94 of them! The frame around the turret was made from lengths of copper wire and the one that holds the bags in place were made from plastic strip



Sherman M4A3 Calliope. This was an Italeri kit that is now very hard to get hold of. I used 5 amp fuse wire for the wiring going to the tubes. The figures are VP



↑ Sherman VC Firefly. This is was the latest Dragon kit at the time I built it and I used a metal barrel and photo etch from Eduard and the figures are by Ultracast

M10 Tank Destroyer. This is an Academy kit. The moss on the base came from my garden. The waterproofing around the gun mantlet was done using epoxy putty. This rear view shows off the deep wading trunk which came from an Italeri kit



← Churchill MK V1. The resin turret is by K.K Castings which had some interior, so I scratch built the rest and then scratch built the hull interior details. It has metal tracks and barrel and the figure is by Resicast with a pixie suit made of epoxy putty

### The MMI Digital Archive of All Things Military

The MMI Digital Archive is growing nicely thank to your help. The reason for creating this archive is in order to use original photos to compliment articles and you have seen the results.

So dear readers please keep sending material in so the archive can continue to grow.

Remember that the subjects required are military vehicles of all kinds, artillery and uniforms - anything from the 1850s to the present day (NOT preserved or restored vehicles as we already have good sources of these, or downloads from the internet).

I am sure there are still readers who have collections large or small that would be welcomes additions to the archive. Many of you will have served in the Forces, or your relatives have done so and thus photos have been accumulated down the years. Many of you go out of your way to make collections of 'original' photos at boot sales and antique fairs.

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# Sentry Box

*I think I said last month that by the time you read this issue I will have most definitely been to the Toy Soldier Event at the end of March and thus next month you will see new items from that show. Watch this space!*

 = Poly  
Warrior

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kit or casting

## KING & COUNTRY



I have always been fond of collectors' figures featuring camels, a subject that one would think has greater coverage than it actually has. K&C have introduced to their WWII Africa Korps Series 'camels'. So, who used camels? Several nations for specific reasons, but according to K&C researchers the Vichy French forces in Vichy North Africa were using them, but as far as I know, this was only in the inland hills and mountains of Algeria and Morocco. I may of course have it wrong, but let's go with the words of K&C to describe their four new figures of the Vichy French Camel Corps. These new figures are a sergeant, three 'Arab' riders in different poses on their camels (two shown here) and a French officer taking a compass reading standing beside his sitting camel. These figures are Refs AK031 to AK034 and the RRP are £54.95 for all items and available now from King & Country UK. Unit 17 Enterprise City, Meadowfield Avenue, Green Lane Industrial Estate, Spennymoor, Co Durham, DLL16 6JF Tel: 01388 818882 or 818811, Email: sales@kingandcountry.co.uk Web: www.kingandcountry.co.uk







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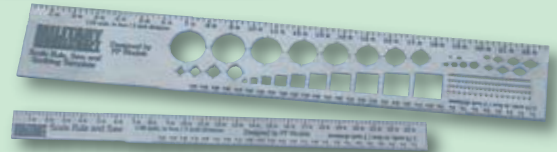
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# Model Soldier Collectables

## BASTION MODELS



This company has stood guard quite recently in the Sentry Box, but here are some soldiers from the past who have not yet done their duty. Image 'A' shows an officer and a private of the Irish Free State Infantry - and I think that this is a fairly topical set - well it is if you have seen the film 'The Wind That Shakes the Barley'. The other pair in image 'B' is from a new set of British Home Guard, a formation so much of our collective memory. Now last bit here is to recall that Bastion prices are £64 for a box of eight figures. These sets are available now from Bastion Models, 31 Forest Road, Liss, Hampshire, GU33 7BH. Tel: 01730 893478.

## G.N. MINIATURES



What can I say about the painted figures from GNM? Well just that they are superb! These Napoleonic subjects come to life 'in the painting'. This threesome is called 'Command Group' and if you can't work out who these personalities are from left to right Napoleon, Berthier and his aide-de-camp. The set costs £80 painted but you can buy castings, both from GNM Miniatures, Micawber, Yew Bank, Skipton Road, Utley, Keighley, BD20 6HT. Tel: 01535 691 587 Email: [graham@gnmminiatures.fsbusiness.co.uk](mailto:graham@gnmminiatures.fsbusiness.co.uk)



## LITTLE LEGIONS

Figures from this producer are regularly on guard in the Sentry Box and I know I have featured downed horses and riders before, but I'm sure I have not featured samples of these duos from the Zulu War series.

You can see here a Dead Frontier Light Horse and from the same regiment a Wounded Frontier Light Horse who is still able to fight. Both these and all other 'Downed Duos' cost £32. Get in touch with Mike Norris at Little Legions, 7, Albert Road, Penarth, S.Glam, Wales CF64 1HR Tel/Fax: 02920 704 331 Web: [www.littlelegion.com](http://www.littlelegion.com) Email: [sales@littlelegion.com](mailto:sales@littlelegion.com)



## RUSSIAN MINIATURES (BOB HARLOWE)



Al Hambra photographed two items from the Russian Miniatures range and the one shown here was the favourite. It's called Maltese Fort (Siege of Malta 15th Century) and the set includes all you see here (but not the fence at the back - that is part of the pirate sets - it got into the wrong photo!) The thing we want to bring out here and I think we have succeeded is the sectional nature of the fort! Looks pretty good to us. Price though is high at £325. You have to contact Bill Harlowe at 15917 Marlington Drive, Mountclair, Virginia 2026, USA or via: [wharlowe@aol.com](mailto:wharlowe@aol.com). He is pleased to deal with UK customers will post to the UK - no problem and you can phone him on: 001 804 448 1306. I had hoped to have Bob Black's details in this month, but sorry no luck on this front.



If Sentry Box inspires you to purchase any items featured, then please mention MMI when so doing

## B.T.S.Co.



The above abbreviation stand for the British Toy Soldier Company. Many of the figures in this range pertain to the First World War, but recently military bands have been an important addition. Here we have a 31 piece band – one of the most difficult photographs that Al Hambra has ever had to do. The full range of instruments is present and they are set out in the correct manner of such a band. This is not a cheap item – it costs £265 and is code 100 in the BTSCo catalogue. In the same item (Available from the address below for just £1.50 sent as postage stamps!). However if your pockets are not deep enough for this, then smaller bands are available: currently there is one 7 piece set, nos 101 (price £60.50) and three 8 piece sets nos 102 – 104 Price £68). More details from The British Toy Soldier Company, Vein Cottage, Reap Moor, Nr Longnor, Buxton, Derbs, SK17 0LG Tel: +44 (0)1298 687331 Web: [www.britishtoyssoldiercompany.co.uk](http://www.britishtoyssoldiercompany.co.uk) Email: [Patrick@britishtoyssoldiercompany.co.uk](mailto:Patrick@britishtoyssoldiercompany.co.uk)

## ATS



I am sure that most readers are well aware of the various missile systems that make up present day armies, but they are nothing new. Way back in the mists of time, the Ancient Chinese armies used them (well they did invent gun powder so they were bound to be first) and as far as I know the first use of 'rockets' by the British Army was during the Napoleonic Wars. Here is ATS's first offering in this weapon system, a frame and crew of the Royal Horse Artillery Rocket Troops. I can't tell you anymore than this apart from the fact that as a painted set this costs £78.50 (add p/p) and as castings it is £39.25 (incl. p/p) and is available now from A.T.S. (Alexander's Toy Soldiers) + Lancer/Newbury Street, 14 Constance Rd, Whitton, Twickenham, Middlesex, TW2 7HY. Tel/Fax 0208 867 2664 Email: [nik@ats-uk.net](mailto:nik@ats-uk.net) Website: [www.ats-uk.net](http://www.ats-uk.net)

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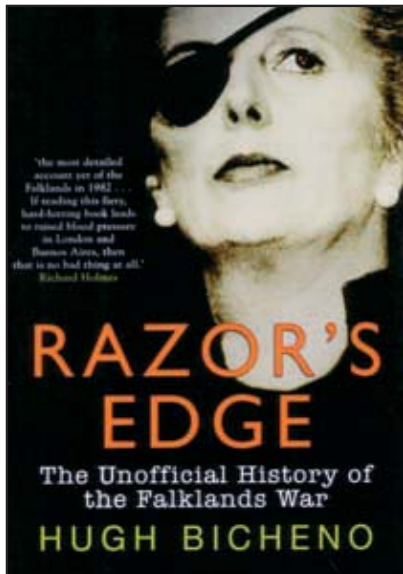
# Words & Pictures

(Incorporating Virtual Warriors!)

*Just before this issue was at the design stage, MMI received a batch of books about the Falklands War, which was most convenient for this issue. As you might expect, we didn't have time to read them, so we felt it was perfectly in order to use the publisher's notes (P.N.) as these convey exactly what the books are about. As you will see they are not 'photo journals' - there may be some printed later in the year and if so they will be put before you. In addition we have two Tankograd magazines featuring vehicles currently in use in Afghanistan*



## Books

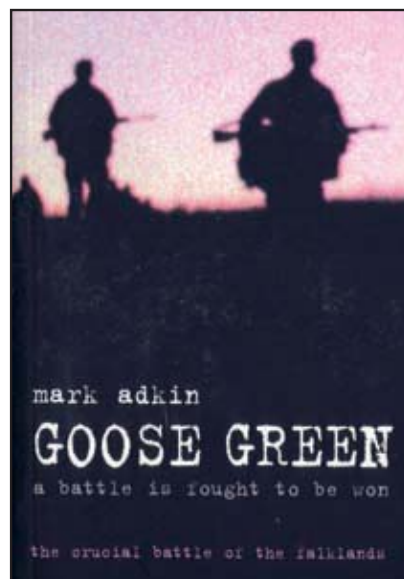


**Title:** Razor's Edge – The Unofficial History of the Falklands War  
**Author:** Hugh Bicheno  
**Publisher:** Weidenfeld & Nicolson  
**ISBN:** 0-7538-2186-9  
**Price:** £9.99

The Falklands War began with the Argentine invasion of East Falkland and South Georgia on the 23rd April 1982 and ended with the surrender of all forces seventy four days later. A thousand mostly young Britons were killed or wounded. This new book, written by a top British spy who worked for British intelligence in Argentina in the run up to the outbreak of hostilities, provides the most detailed account yet of the conduct of military operations on and around the Falklands at that time. For five years before the Falklands War, Hugh Bicheno was one of the top British spies in Argentina. As such, he gathered hard, corroborated intelligence on Argentine intentions over the Falklands - which the British establishment then chose to ignore. The reasons behind this British decision, and its disastrous and inevitable consequences in the South Atlantic, are the main story of this book. The war came as a surprise to many but Hugh Bicheno says there was no 'intelligence failure' and the British government was well served with hard information from technical and human sources about Argentine actions and intentions. There was, however, an intellectual failure systemic to the political nation which resulted in a chronic reluctance to think things through and to brush inconvenient facts aside. This incoherent and arbitrary political

culture gave the impression of being wrapped in a cocoon of impenetrable conceit and, coupled with the deep background in Argentina, Britain and the USA, made the war as inevitable as any historical event is likely to be. He points out that until 1982 British policy had always been to hand over the islanders to what Whitehall knew very well was a thoroughly evil regime. But the establishment responsible for that policy was as shocked as the Argentine Junta to discover the British people would not stand for it, and were surprised by their reaction. The government has been trying to explain it away ever since. Hugh Bicheno has walked and climbed all the battlefields of the Falklands War, and the attention to terrain detail is remarkable and unparalleled. He has made reconstructions of many of the battles and his own scrupulously drawn maps make it clear that a good deal of what has been written about the fighting simply cannot be true. In this hard hitting book, he examines the role of Whitehall, of those in command, and the part played by the BBC in misrepresenting the national mood and encouraging the Junta to overplay its hand. The result is a candid, powerful and sometimes controversial account of the war that is unlikely to be surpassed

**P.N.**



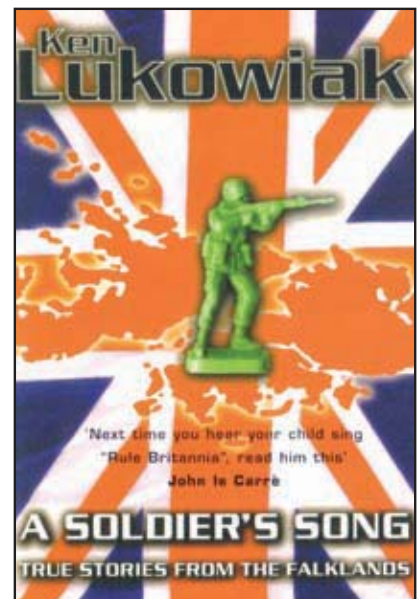
**Title:** Goose Green – The Falklands – 28 May 1982  
**Author:** Mark Adkin  
**Publisher:** Weidenfeld & Nicolson  
**ISBN:** 0-3043-5496-1  
**Price:** £7.99

Goose Green was the first land battle of the Falklands War. It was also the longest, the

hardest-fought, the most controversial and the most important to win. What began as a raid became a vicious, 14-hour infantry struggle, in which 2 Para - outnumbered, exhausted, forced to attack across open ground in full daylight, and with inadequate fire support - lost their commanding officer, and almost lost the action.

This is the only full-length, detailed account of this crucial battle. Drawing on the eye-witness accounts of both British and Argentinean soldiers who fought at Goose Green, and their commanders' narratives, it has become the definitive account of most important and controversial land battle of the Falklands War. A compelling story of men engaged in a battle that hung in the balance for hours, in which Colonel 'H' Jones' solo charge against an entrenched enemy won him a posthumous V.C., and which for both sides was a grueling and often terrifying encounter.

**P.N.**



**Title:** A Soldier's Song – True Stories from the Falklands  
**Author:** Ken Lukowiak  
**Publisher:** Weidenfeld & Nicolson  
**ISBN:** 0-7538-0757-6  
**Price:** £7.99

Ken Lukowiak served with 2 Para in the Falklands in 1982. Just over 10 years later he wrote this account of his experience of the war. A Soldier's Song is an unforgettable contemporary classic, the real story behind the news reports. A Soldier's Song is one man's memories of the Falklands conflict, it conveys an overwhelming sense of sadness, of a loss felt by people on both sides, and those at

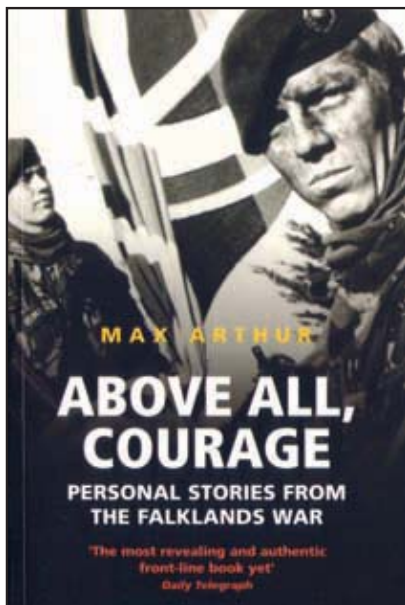


home waiting for news all the return of their loved ones. It makes you stop and reappraise conflict, the sheer human waste and the fatality of it all.

Now there follows a letter that I think is a very useful addition to the publisher's notes. This letter was found on the internet, but I'm sure that the writer will have no problem with it being used here in MMI.

"I'm an Argentine citizen who was 10 years old when he saw his countrymen go to fight for the Malvinas/Falklands. Even though I was a young lad back then, I still have the images and feelings of that time fresh in my mind. Ever since the war I've read almost every book available on the subject, both in Spanish and English. I read Mr. Lukowiak's book in 1995 and I have to say that it is one of the best books I have ever read. Beyond bravery and cowardice, this book is an impressive testimony of sincerity and humanity. At first it was difficult to read what happened to our soldiers, 'your enemy', but then you learn that everybody who fights a war, regardless of nationality, is a victim, whether you win or lose it. An excellent book. Crudely honest, the way of a soldier."

**P.N. +**  
**unknown Argentinean**



**Title:** Above All, Courage – Personal Stories from the Falklands War  
**Author:** Max Arthur  
**Publisher:** Weidenfeld & Nicolson  
**ISBN:** 0-3043-6257-3  
**Price:** £7.99

Max Arthur spent two years interviewing servicemen and women [nurses] who took part in the Falklands campaign. He established an extraordinary rapport with them, and the result is one of the most remarkable collections of first-hand accounts of war ever published.

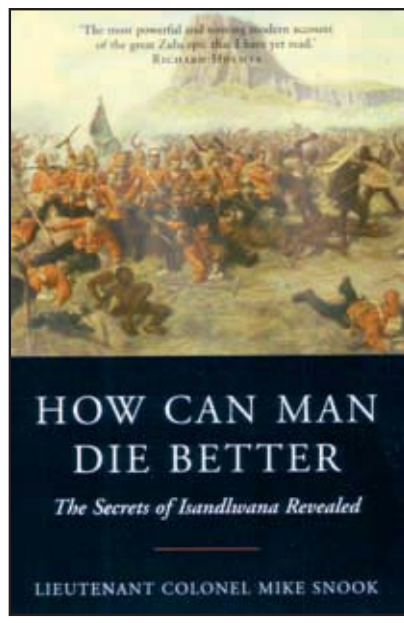
The contributors are drawn from all three services, each a superb professional, many decorated for their actions, others not

recognized officially. Their stories embrace almost every significant aspect of the campaign, from the actions of the formidable 2 Para to the suffering and dignity of the ill-fated Welsh Guards, from the evacuation of the wounded to the command of the Task Force. The accounts cover the Argentinian invasion, the journey south with the fleet, the recapture of South Georgia, the sinking of HMS Ardent, the tragedy of the Sir Galahad, the heroics of the Harriers and helicopter pilots, the fierce

and, at times, hand-to-hand fighting of the battles of Goose Green, Longdon, Harriet, Two Sisters and Tumbledown, the Argentine surrender and the entry into Port Stanley. All the accounts are in the words of the participants - the language of the front line: immediate, moving, often brutal, sometimes reflective, and frequently humorous.

Throughout the Falklands campaign British servicemen and women showed toughness, stamina, skill and resolve. Their accounts vividly illuminate the timeless contours of warfare: the loneliness, the camaraderie, the suffering, the inspiration, the horror, and, above all, courage.

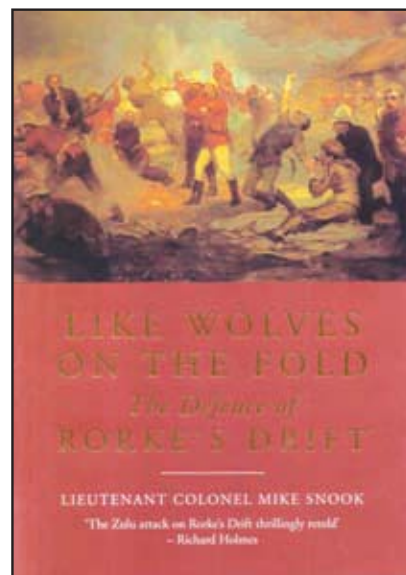
**P.N.**



**Title:** How Can Man Die Better  
**Author:** Lt. Col. Mike Snook  
**Publisher:** Greenhill Books  
**ISBN:** 1-85367-656-X  
**Price:** £19.99

**Title:** Like Wolves on the Fold  
**Author:** Lt. Col. Mike Snook  
**Publisher:** Greenhill Books  
**ISBN:** 1-85367-659-4  
**Price:** £25.00 (hardback)

These two books, although separate volumes, form parts one and two of the same story, the first dealing with the Battle of Isandlwana and the second with the defence of Rorke's Drift. You might ask, with some justification, what could there possibly be new to say

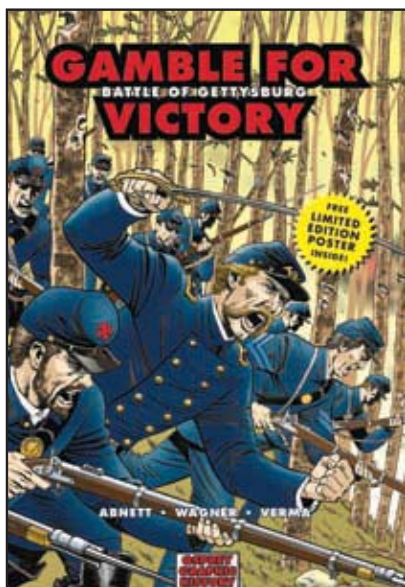


about the Zulu War, given the plethora of books on the subject? The answer is that Mike Snook applies a military mind to the ground and logistics and comes up with some intriguing new facts about what, up to now, has been the generally accepted account. In brief most writers have presented the action as the British are caught on the hop, run out of ammunition, overwhelmed rapidly by vastly superior numbers and a very few lucky survivors manage to scramble away at the end. The author has gone to great lengths to correct this view, constantly reviewing the battlefield to establish where the troops on both sides were at any given time, calculating how long it would take to move from point A to point B and what would be happening during that time. Applying his knowledge of military procedures to calculate the rate of ammunition expenditure during each move and finally prove that when the fugitives managed to make their escape the 24th were still doggedly righting and would continue to do so for some time. What emerges is a story epitomizing the Victorian values of courage, pride and patriotism exhibited by both sides, values which are usually denigrated by many of today's writers but which are still valid despite modern fashionable cynicism.

The defence of Rorke's Drift is dealt with in the same way with new light being thrown on the initial Zulu movements and detailed accounts of the fighting in the hospital and at the barricades. The latter part of the book deals briefly with the later stages of the war and again the author's military knowledge is brought to bear on the calculation of Zulu casualties based on the number of rounds expended combined with the number of dead at Rorke's Drift, ratio of dead to wounded etc. The appendices give the nominal roles at both Isandlwana and Rorke's Drift, casualty returns, honours and awards and various reports.

Both books are extremely readable, well illustrated and informative. Highly recommended reading.

**Alan Caton**



**Title:** Various in the NEW Osprey Graphic History series  
**Author:** Various  
**Publisher:** Osprey Publishing  
 Osprey Graphic History  
**ISBN:** According to title  
**Price:** £5.95

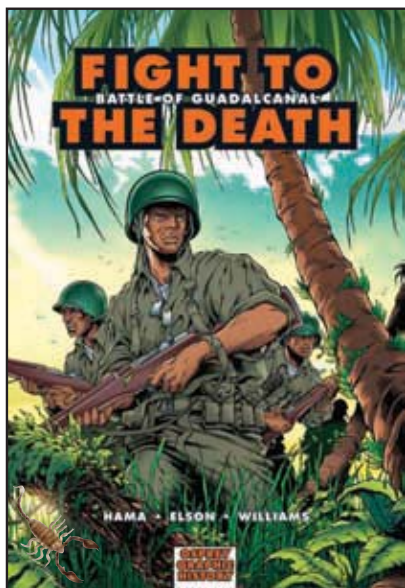
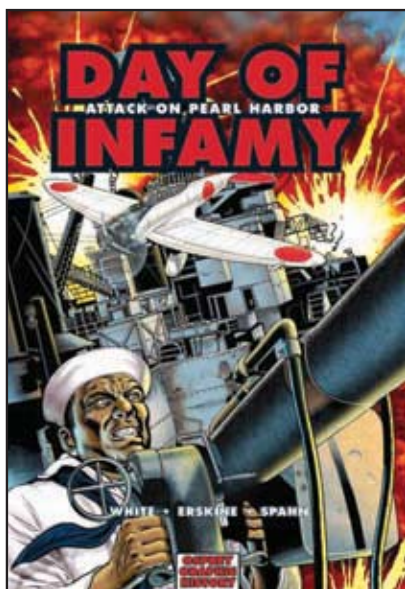
Remember the days of Marvel Comics and other titles from America that portrayed their stories in cartoon picture board format? I seem to recall that the Victor comic and of course the Eagle used the same format to tell semi-serious stories. We all know of the Beano and Dandy using cartoon story boards. With such production the word 'Splat', 'Kerbang', 'Shazam!' and many others that I can't recall were amongst the staple diet of sound effect words.

Osprey have decided that this format can be revived and used to depict important historical battles and great fun they are too! However the 'sound effects' in some titles have become modern parlance – here are a few; ba-ba-ba-ba-ba, wunch, cha cha cha, choom, Fa Koom (really!!!)

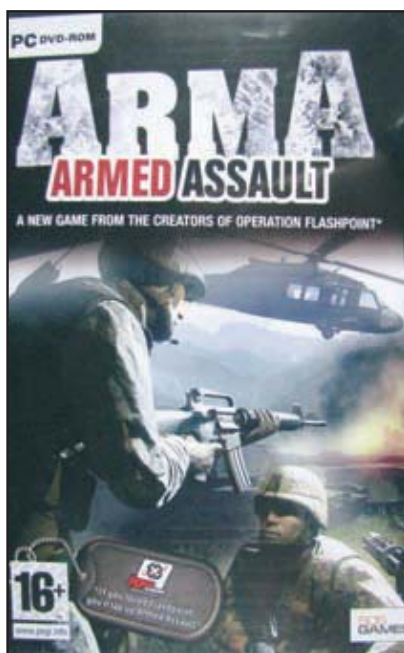
Despite this, these books should appeal to the youngsters who may be lucky enough to have them bought for them or who are exposed to them in libraries and hopefully at school. This is where Osprey ought to be having a real sales push, both in Primary and Secondary schools as I know from my past 'life' that these will be a superb target. Despite the bad press history is a popular subject in schools and these books will help promote interest in the subject. At the time of writing there were seven books in the new Osprey Graphic History series and three of them are shown here.

All I can say is 'Is it a Bird, is it a Plane – no it's Osprey Graphics!'

**Tony Little**



**CD-ROM**



**Title:** ArmA: Armed Assault  
**Platform:** Windows XP  
**Rating:** PEGI 16+  
**Developer:** Bohemia Interactive

I can probably guess that if you're reading this review you have probably played such popular first person shooters as Medal of Honor and Call of Duty and while these are two of the best FPS franchises they both have one problem. Realism. For instance, in the latest Call of Duty instalment (COD 3 for the XBOX 360) you could shoot an enemy with a Springfield .303 Sniper Rifle or a 6mm Kar 98K and they would probably not die, instead they would fall down, get up and keep shooting. In reality, they would be dead or wounded too much to do anything but scream.

What if you could change all that? What if you had a game where you had real weapon physics- i.e. bullets that wound badly and kill quickly, or bullets that have actual defects and don't always go where you aim? Or perhaps you sprinted too much and can't aim due to your laboured breathing? Well in 2001 a small Czech outfit teamed up with Codemasters to bring us Operation Flashpoint: Cold War Crisis, the first 'war simulation' ever made. It was so successful the US Marines and other military forces throughout the world still use a version of this game for training.

Armed Assault is the second instalment, albeit without the help of Codemasters this time. However Bohemia Interactive have managed to turn out another chunk of 'war is hell' gaming. With over 30 vehicles, planes, boats and tanks, all playable and with all new graphics, weapons and a new storyline, you have one 'helluva' game. The story unfolds on a fictional island called Sahrani, split between the Communist north and the Democratic Kingdom in the south. You play a US soldier on the island to train the Southern military and you are thrown into the deep end when the north attack as you are about to leave. However, despite the game's breathtaking scope and achievements, the finished product is bug-ridden, just like the first game. Graphics will mess up, mission parameters will go askew and the friendly AI will sometimes go haywire. However, the first game spawned the most dedicated technical advanced gamer following ever and they helped make it amazing with fixes and add-ons, Armed Assault will be no different. So any faults in the game will be fixed with downloads, official or not, very soon and even with the glitches it is still an amazing game or breathtaking scope. Imagine firing an AT rocket at a mountain a few kilometres away and seeing the impact and flash before you hear it? Armed Assault delivers the closest experience to war you'll ever get without signing on that dotted line!

**Karl Hoy**

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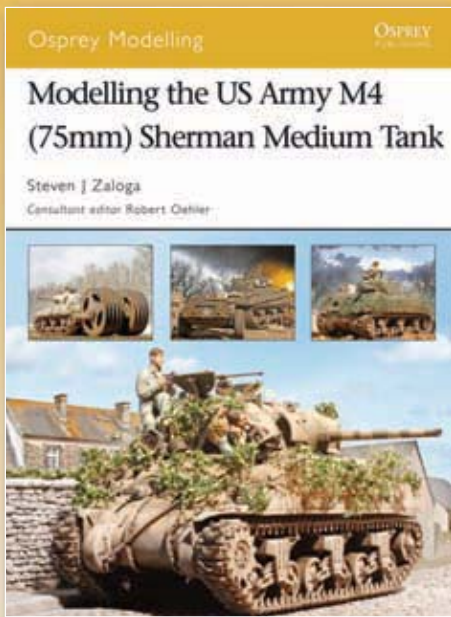
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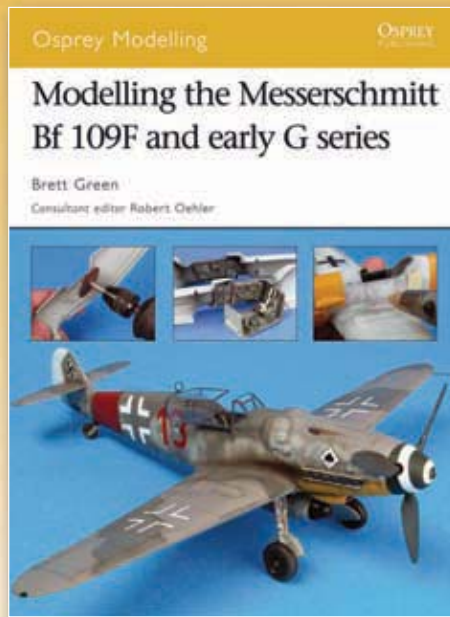
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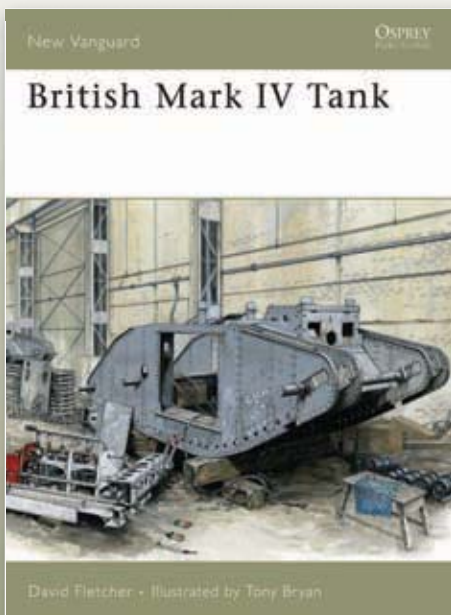


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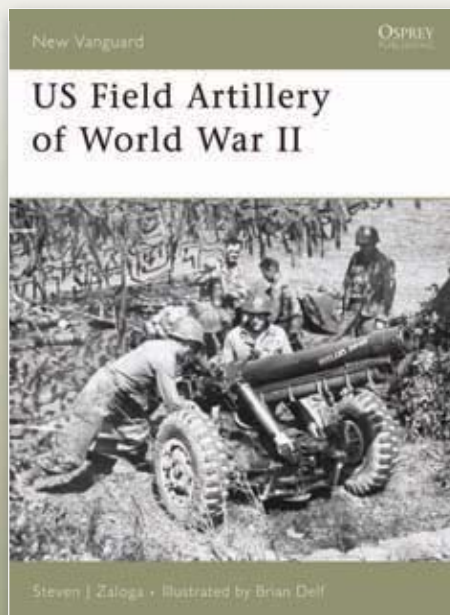


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