

# VERLINDEN PRODUCTIONS

Modeling

Magazine



Belgium: 225 Bfr

In this issue

The M998 'HUMMER'  
Final part

M60A3 Part 2

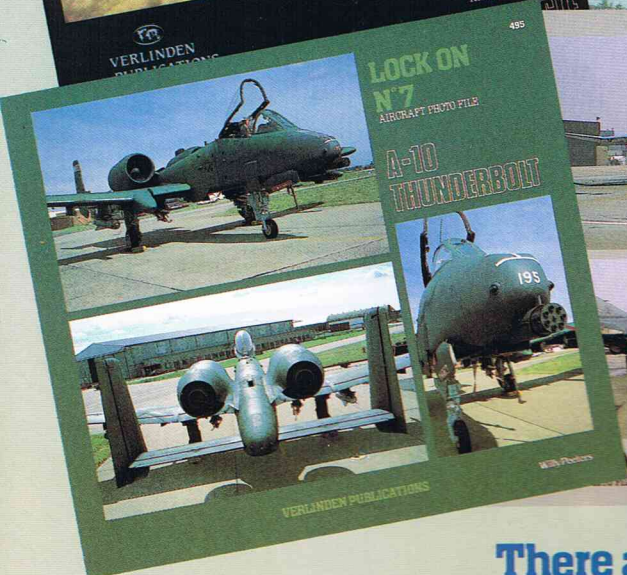
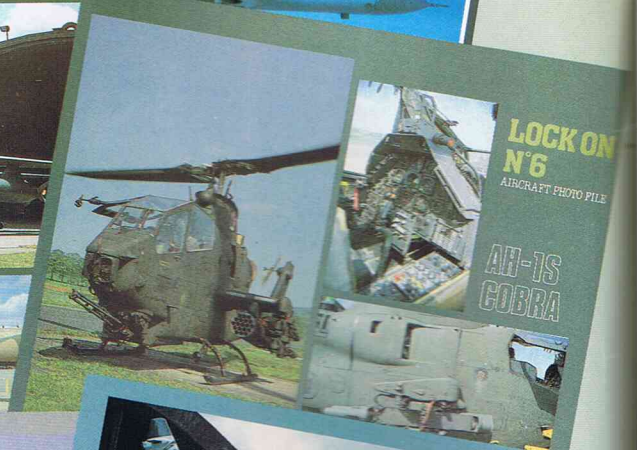
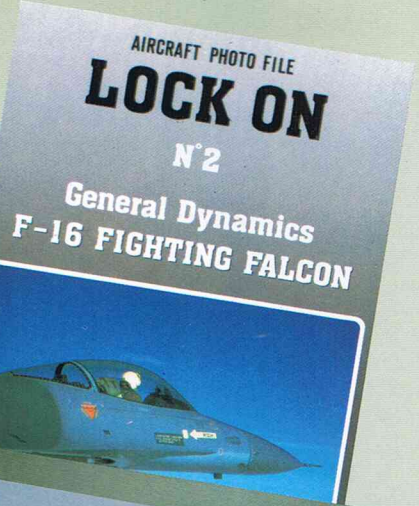
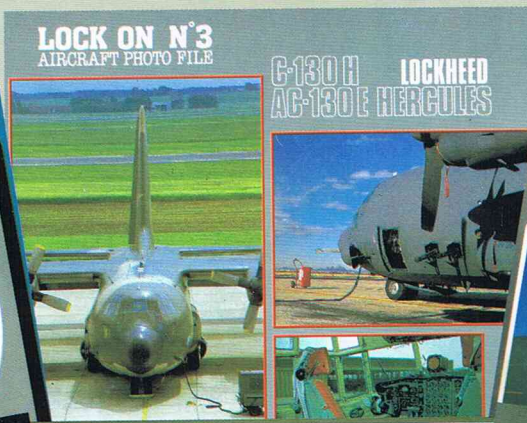
KNIGHT takes KING's Bishop  
another 'Superdiorama' from the VLS Studios

Focus on: IDF Personal Gear & Equipment

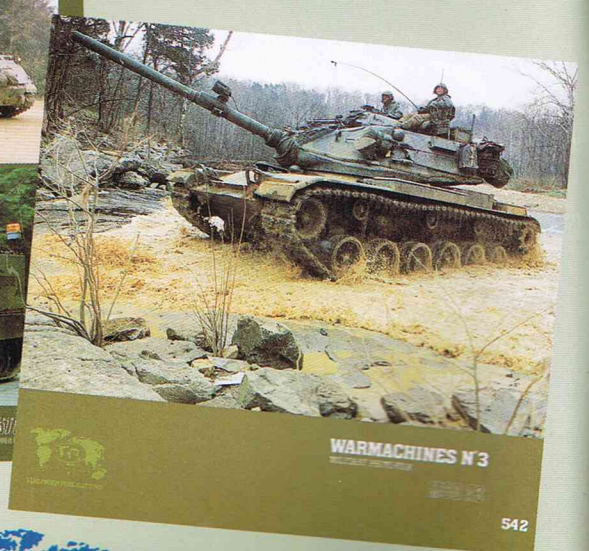
M113 'FITTER' in detail

Hasegawa F-15C's facelift





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Art Director : Willy PEETERS

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Advertising, Sales  
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Bob LETTERMAN

Wes BRADLEY

Paul HANSON

Bill LETTERMAN SR.

Herb RIGG

**EDITORIAL OFFICE**

Ondernemersstraat 4

KMO-Zone Mallekot

B-2500 LIER /BELGIUM

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Phone (03) 480 65 26

Fax (03) 489 29 26

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# From the editor

The response from our readers in both sales and suggestions has been more than encouraging and I want to sincerely thank all of you for your support.

The single criticism we have heard is an occasional reference to the amount of Verlinden Products used throughout the magazine. For the record, the concept of this publication was never to compete with the fine modeling magazines published in many countries around the world which cover the hobby either in general or specialize in a broad field. These publications have quite a task to cover so many product lines and it could not be expected for them to devote a disproportionate amount of space to any single line. Because of the vast number of products we market and the concept of modeling itself that we promote in our publications, we realized early on that we needed a medium such as this magazine to convey the information to those who wanted it. Also, it would not be economically feasible for one of the general hobby magazines to publish full color which we feel is such an important aspect of our concept.



I have spent my life as a modeler and during that time I read everything that was published and although helpful in general, I always had to solve the problems I encountered by myself.

When I was constructing a model or diorama I could never find the right products to make it special. For ten years I waited on customers at my hobby shop and found they had the very same problems. When I began manufacturing and publishing I was determined to give my customers the products they needed and the books and magazines that would help them achieve their goals. You must remember that most major manufacturers and publishers are businessmen, not modelers, and must rely on advice given them on products and publication features by employees and research. I too am a businessman and understand the limitations and restrictions that running a business in this industry can present, and they are substantial.

However, also being a modeler, I am capable of weighing the needs of my customers with those restrictions and usually reaching a balance, whereas a businessman with no modeling experience could only guess.

In an upcoming issue we intend to include a readers survey for you to voice your opinion.

François VERLINDEN

Chief Editor

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# The M998 'HUMMER'

Final part

The next in line of the HUMVEE family

By



& Patrick J.COONEY

Photos by the authors



The HUMVEE story continues. Part 4 of this series of articles focusses on the basic M998 design, the Troop Carrier/Cargo Bay vehicle. It features a soft skin top over the drivers/co-drivers compartment and a rear bay to hold a 2,500lbs (1135kg) payload or six to eight fully equipped combat soldiers.

To protect the payload or the passengers from the elements a soft skin top can be installed over the rear bay, requiring only some support bars mounted inside the brackets alongside each rear fender.

Attentive readers will have noticed the increased use of protective grids to the front of the vehicle, different variants becoming available as service time expands.

Some plastic rod and copperwire, together with the photographs in this article are all you need to scratchbuild one for your Italeri kit. While on the subject of this model, together

with the few short-comings mentioned in Part 1 another should be mentioned. The wheel hubs of the kit are wrong. The hub is actually recessed in the center of the wheel and does not protrude as in the kit. The ESCI kit with the completely incorrect nose section contains the correct wheel hubs, but to buy a kit solely for the wheels may seem a waste of money to most of you.

However, the photos on these pages should enable you to convert your Italeri model into a cargo/troop carrier Humvee, one of the many types in use with the US Army.



An overall view of the vehicle. The 16 inch (40cm) ground clearance and the large wheel base are apparent in this picture. Note the green, black and brown camouflage pattern is not applied to the soft cover. Also note the sling on the rear of the bay and the black and white US Army license plate.



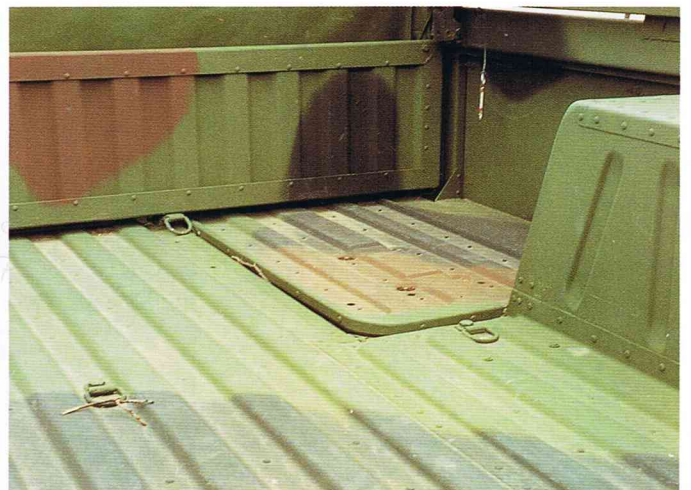
When comparing your Italeri kit with the picture above, you can see the indentations on the cargo side of the wheel cover are missing, as well as the ones on the vehicle's lower side skirts.



Raising the troop carrier's seat reveals the support bar attached to it which spans the gap over the rear passenger's seat location.



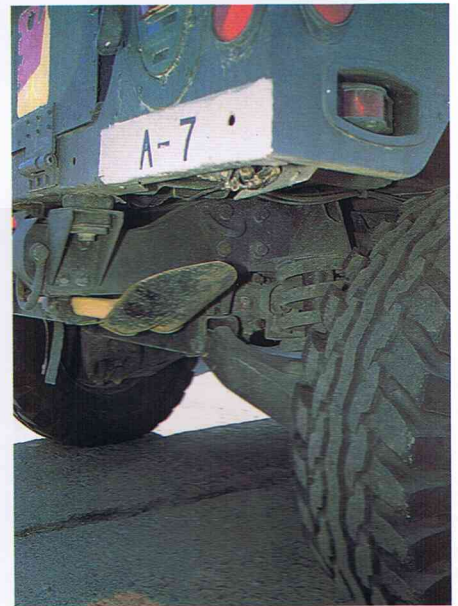
To prevent stowage from entering the front cabin, a bulkhead was installed just aft of the driver's seat. Note the rear view window in the soft skin top and the way the top cover slips over the rear cover. Attachment is by press-and-pull buttons.



A pre-shaped cover is installed over the space which holds the left and right rear seat (which has been removed here). This cover enables the entire cargo bay to be used as stowage compartment.



A shovel and a mattock are stowed just aft of the rear wheelbase and underneath the cargo bay. Note the various markings on this 3rd Armor Division Humvee.



The inside of the soft skin door with the cross-bar for additional strength. Note the handhold and the door latch.



A view on the area in-between the two seats in the front cabin, featuring a fire extinguisher within reach of each crewmember.



This look on the mattock storage area shows the way the cargo compartment is attached to the chassis by means of shock-absorbing rubber pads.





# The M60A3

## Part 2

By



& Patrick J. COONEY

The M60A3 MBT (Main Battle Tank) is one of the latest (and final?) types of this design. It's development can be traced back to the 90mm M48 "Patton" tank of the late 1940's. The introduction of the T-54/T-55 tank in the Eastern Block with it's larger 100mm gun, forced the US Army to look for an M48 replacement. Since new developments were still a long way off, the only alternative was to incorporate the British 105mm gun into an existing vehicle.

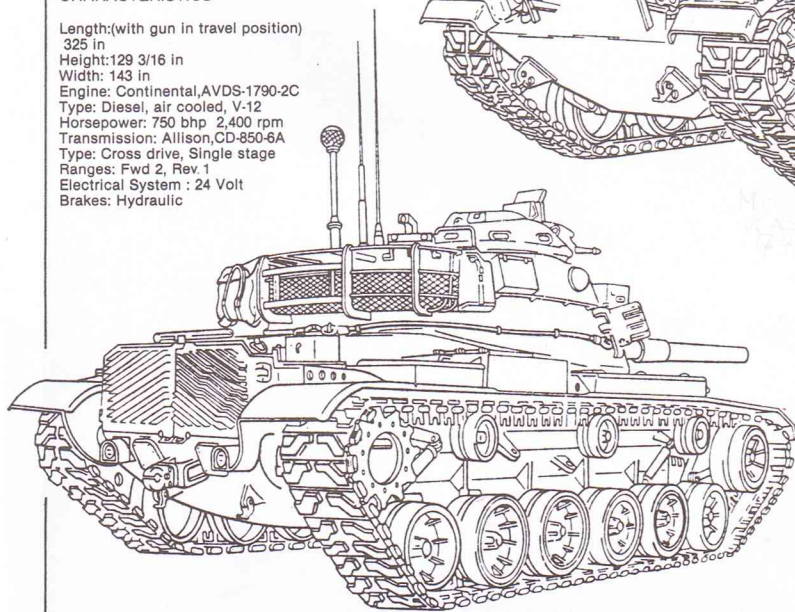
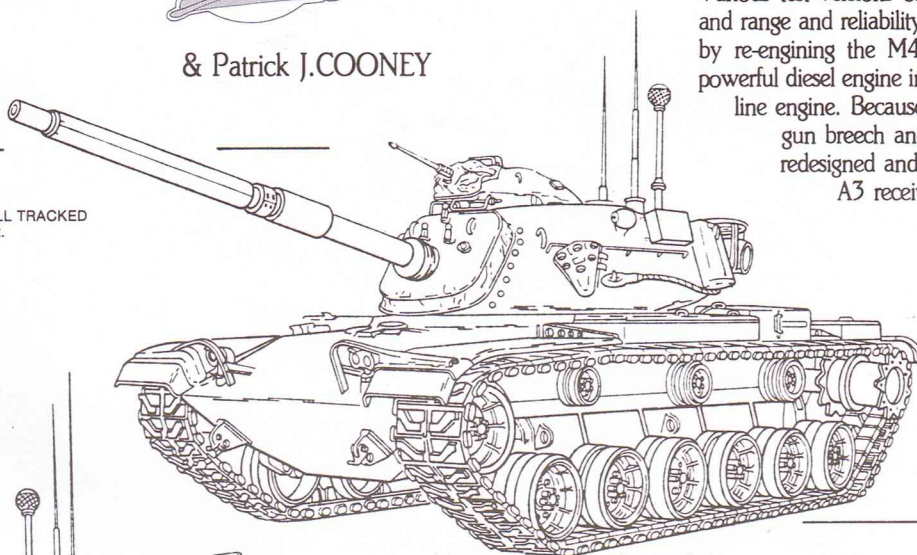
Various test versions of the M48 were made and range and reliability problems were solved by re-engining the M48 MBT with a more powerful diesel engine in lieu of the early gasoline engine. Because of the larger 105mm gun breech and recoil, the turret was redesigned and both the M60A1 and A3 received the same steel cast

### GENERAL INFORMATION

Nomenclature: TANK,COMBAT,FULL TRACKED  
 105MM Gun, W/Tank Thermal Sight.  
 Model Number: M60A3 TTS  
 NSN: 2350-01-061-2306  
 LIN: T13169  
 SSN: G8291200K00  
 TM: 9-2350-253-Series

### CHARACTERISTICS

Length:(with gun in travel position)  
 325 in  
 Height:129 3/16 in  
 Width: 143 in  
 Engine: Continental,AVDS-1790-2C  
 Type: Diesel, air cooled, V-12  
 Horsepower: 750 bhp 2,400 rpm  
 Transmission: Allison,CD-850-6A  
 Type: Cross drive, Single stage  
 Ranges: Fwd 2, Rev. 1  
 Electrical System : 24 Volt  
 Brakes: Hydraulic



### PERFORMANCE DATA

Fording Depth: 48 in, 96 W/Kit  
 Approach Angle:  
 Maximum Grade Ability: 60 percent  
 Maximum Vertical Obstacle: 36 in  
 Maximum Width of Ditch: 102 in  
 Allowable Speed: 30 mph  
 Cruising Range: 280 miles  
 Ground Pressure: 12.1 psi

### VEHICLE DATA

Type Classification & Date: Std A, 1978  
 Life Expectancy: CY2000  
 Payload: 64,000 lb  
 Air Transportability: C5A

### EQUIPMENT OPTIONS

Armament: 105mm Gun, 7.62mm MG,  
 Cal.50 MG, Cal.45 SubMG  
 Ammunition: 105mm, 63 rds; 7.62mm, 6,000 rds;  
 Cal.50, 900 rds; Cal.45, 360 rds  
 Communications: Radio sets, Intercom sets  
 Sighting & Fire Control: Periscopes W/Mounts,  
 Telescopes W/Mounts, Night Vision Viewer,  
 Primary Direct, Second-Direct, and Indirect  
 Fire Control,  
 Ballistic Computer and Drive

### SHIPPING DATA

Weight: 105,060 lb(Unloaded)  
 Weight: 113,600 lb(Combat Loaded)  
 Cube: 3,831 cu ft  
 Ground Clearance: 18in



*The crosswind sensor on top of the M60A3 turret, seldom shown in such detail. Kit parts can be updated accordingly.*

turret with a storage basket at the rear. Both turrets have the armored housings mounted on both upper sides of the turret. A small armored flap on the right hand housing distinguishes the M60A3 from the A1 type. This flap can be closed to protect the laser range finder mounted inside. The left side housing is a dummy, installed to confuse the enemy (and the modeler).

More external differences between the



*The top loading air cleaner on top of the left fender, the additional cheek fillets on both sides of the gun mantlet and the thick armored skirts on the bottom of the turret are M60A3 characteristics.*

M60A1 and A3 include the smoke dischargers mounted on either side of the M60A3 turret. However, judging an M60A3 from this feature only is no longer possible because M60A1's have been retrofitted with these devices too.

Two more distinctive differences are the installation of a crosswind sensing device on top of the turret and a storage box for extra smoke shells on both sides of the turret above the handrail. A final reference point of the M60A3 type is the thermal sleeve fitted over the barrel to protect against warpage when rapid firing is in progress.

**THE MODEL.** All things considered, Tamiya's M60A3 is a good kit, featuring the same chassis as the earlier M60A1 release but with a complete new turret and top loading air cleaners replacing early M60A1 parts.

There are several reasons why we preferred to integrate parts of VP's M48-M60 Update Set. The crisper moulded top loading air cleaners, correct smoke dischargers, intercom boxes, new headlights and the photo-etched outriggers which hold the fenders in place just about sums it up.

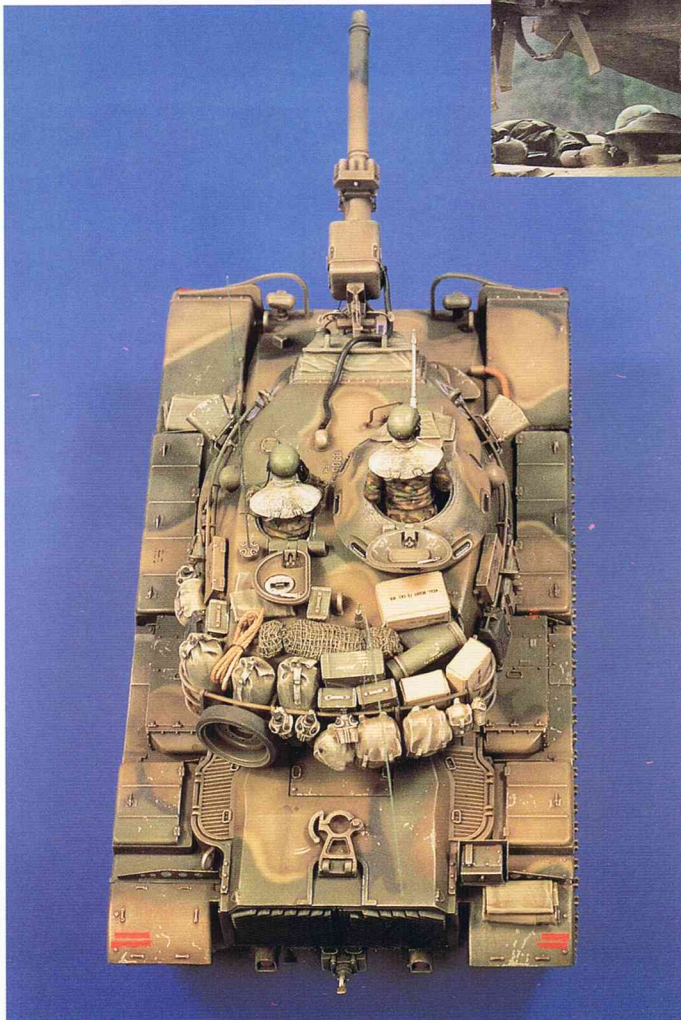






Additionally, the brass stowage basket supports are a lot thinner than the ones purchased in the Tamiya box. Using them saved us a lot of sanding, which is needed to get the plastic parts to scale.

If there is one thing every modeler hates, it's joining two barrel halves and trying to fill and sand it until a perfectly round shape is achieved, which is nearly always impossible. VP's resin casted barrel does not have an unsightly seam running from front to rear and therefore it needs no sanding at all. Additionally, this update set features the nine-tubed muzzle blast



simulator on the main gun barrel as used in almost any present-day exercise.

A final point which tipped the balance in favor of VP's update kit was the inclusion of the AN/VSS-3A Xenon searchlight to replace the AN/VSS-1 light included in the Tamiya kit.

**PAINTING.** The model was painted in the four-tone winter US & Europe MERDC scheme of Forest Green, Field Drab, Sand and Black, still one of the most attractive color schemes utilized by the US Army.

The photo on the title page of this article shows the Gray Desert scheme of Sand, Field Drab, Earth Yellow and Black. In our opinion, Humbrol is still one of the best paints available and

*An interesting spot on the rear turret with a lot of the crew's gear stowed in or alongside the basket. Note the radio attached to the back of a seat which is mounted on top of the turret.*



*An M60 commander in typical outfit. He is wearing a raincoat with cap over his tank coveralls. Note the velcro fasteners on his sleeves and the black (sic) leather gloves commonly used by US tank crews.*



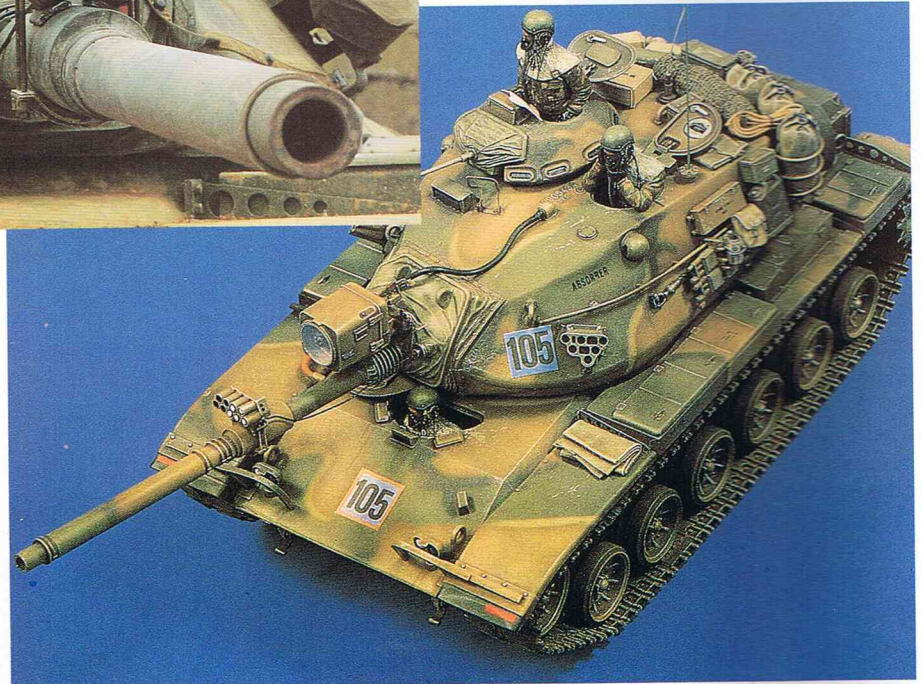
*(Left) The nine-tube muzzle blast simulator and the way it is mounted on the main gun barrel. Covers are installed over the smoke dischargers. The fake laser range finder can be seen on the left side of the turret.*

*(Below) A photo of the completed model taken from almost the same angle as the photo at the bottom. The tree branches were omitted for a clear view of the model.*

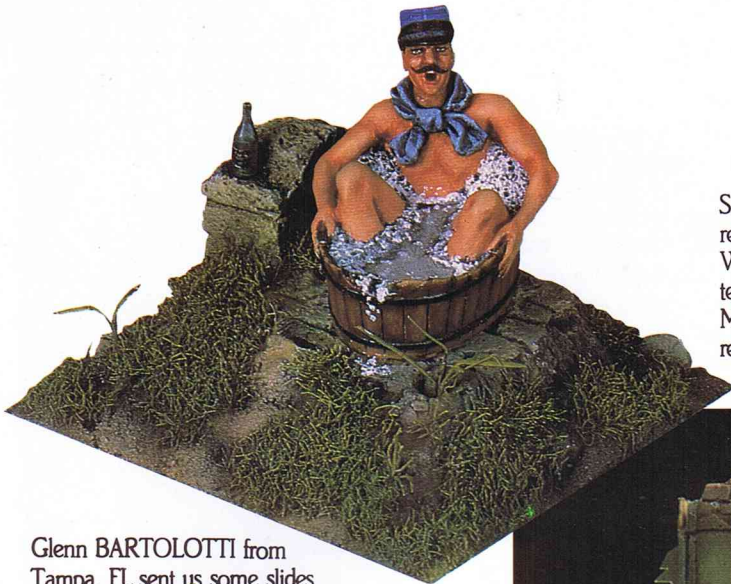
their wide range allows for nuances in color to be chosen. In comparison to the real life M60's shown on these pages, our model was kept fairly clean this time. Perhaps this will change as soon as we start using it in a diorama. If you feel like weathering your model you should pay special attention to the way the dirt adheres to the front and side of the tank and that little dirt has set to the turret itself.

NATO maneuver markings from VP set N°335 were used and the crewmembers wearing CBR Battle Dress uniforms are from VP set N°381.

The camouflage foliage has not yet been added to our model but will probably be done in the final stage of the diorama build-up.



Since our request for photos and slides of your work in the previous issue, we received numerous letters including some very interesting modeling projects. We will try to publish a full page (two if possible) in every next issue completely devoted to your work. Meanwhile, keep sending those photos and slides and let the world enjoy the results of your efforts.



Glenn BARTOLOTTI from Tampa, FL sent us some slides representing the things he is working on in his free time. The photo at right shows what can be done with a simple VP Governmental Ruin, a single figure and some accessories. Good painting is the secret behind this nice looking vignette. Glenn's second figure shown above proves it pays off to read the articles on figure painting. Well done!



Fred JONES, who owns Triple J Comics & Hobbies in Las Vegas, NV sent us some pictures of his endeavors. Do you like this 120mm diorama as much as we did. Two 120mm VP figures pose next to a Panther tank that carries

the markings of the Polish Insurrection of 1944. He told us he received the tank from a Polish modeler who scratch-built it from cardboard and card stock, which Fred then weathered and dry brushed before it found a

place on the diorama. Amazing how realistic you can get.

How about your work ?

In Part 1 (Vol.1 N°4), we covered cleaning parts, assembling, filling, etc. In this segment, we will cover painting and weathering the same figure.

## Part 2 Painting, weathering and finishing

For the painting begin with the flesh parts. Face, hands, and any part of the body exposed, using artists oil (flesh painting was covered in Volume 1, Number 2). We begin with the flesh tones because of the properties of artists oils, being thick and taking longer to dry, (a minimum of 24 hours before proceeding to the uniform painting), and also because they tend to be more difficult to control and often manage to get where you don't want them.

### BASIC PAINTING

Begin by gathering all needed equipment and supplies. Once again we strongly suggest you buy only the finest quality brushes, why spend all the time and money on a project only to have it turn out mediocre because of a cheap brush. Like all things in life, quality pays off in the end. For a medium (thinner) use a good quality turpentine. On the subject of paint, there is much confusion about brands and types of paint. Some use enamels while others use acrylics and even artists oils for uniforms and equipment. With an accumulated experience of 70

years by the writers, we cannot emphasize the importance of using Humbrol paint enough. (By the way, we have NO affiliation with that company whatsoever). We have tried most paints repeatedly that are available, and although they have their uses, we have never had any success weathering with them. If you are obtaining good results with another brand and are happy with it, then by all means, continue. Recently Humbrol changed it's paint line almost completely and confused the issue even more, however beginning with this article we will begin using their new codes and colors.

Since the 120mm figure is quite large and heavy, we prefer to paint the upper body base coat first, leaving the lower body until later so we can hold the legs while weathering. By painting and weathering the torso and legs in two steps you will end up with slightly different shades. This is great because it only adds to the



Fig.1 Layout of the figure and it's sub assemblies. Some parts are only basecoated and others are completed awaiting final assembly.





Fig.2 Torso and web gear after initial drybrushing and application of wash prior to blending.

realism. Study photos of the real thing and you will soon see that no two articles of clothing has the identical shade, not even new clothing! We are not even mentioning age, effects of the sun and weather, etc. As we are going to do a lot of mixing of paints, have a good supply of file cards to use as a disposable palette.

#### PRIMARY HIGHLIGHTING

Our example figure is the U.S. Special Forces Viet Nam wearing an olive green uniform. For this color we use a very dark green basecoat (Humbrol no.66 Matt Olive Drab).

Paint the torso, arms and cap and set aside for overnight drying. Be it basecoat, drybrush or wash, be sure to allow sufficient drying time following application. The enamels contain solvents that must evaporate prior to a second coat or application, otherwise they will be trapped between the applications and will work their way out later, damaging all your hard work. While the base coat is drying you can paint the sub assemblies, equipment, guns, etc. For the web gear a good base coat of Humbrol matt 72, darkened with matt 33 Black was used. We realize that all this waiting time is frustrating, it is for us as well. Normally we work with several figures at a time and in different stages of completion. This enables you to continue working as long as you wish rather than stopping after every step. If you follow the procedure, you may find that something so simple makes the difference in your figures and those you envy.

Now we can begin highlighting using the drybrush system. First mix your shade on the file card, in the case of a light green uniform Humbrol 179 French Artillery Green with 117 US Light Green plus a little white. Depending on taste, use more 179 for olive or 117 for green. Use white sparingly as you can add more later if not enough, but too much is difficult to correct. Try to keep your paint mixture the consistency of melted butter. Coat a wide flat sable brush with the mixture and then with a soft, clean cloth draped over your hand, grasp the brush between the thumb and the forefinger and by pulling with the other hand on the brush handle, clean the brush until you can barely see the pigment on the cloth. Start brushing across the surface until you can barely see surface details getting lighter. If contrast is not sufficient, either your brush is too dry or you need to add some more white to the mixture. If there is too much contrast, then your brush is too wet or your mixture is too light. This sounds complicated but after painting a few figures your new-found experience will guide you. Keep repeating the procedure as stated until you are satisfied with the result. You may experiment until you have achieved a low or high contrast, depending on your personal preference. Now let dry overnight and repeat the same procedure on your sub assemblies (for the web gear, drybrush with a mixture of matt 72 and white).

Now we go to the shading using a process commonly referred to as washing. It is used for accentuating medium to dark shadows, aging and weathering.

#### WASHING

For this we use the same mixture for shading ALL colors. Heavily thin Artists oil Raw Umber and Humbrol 96 matt chocolate with turpentine to the consistency of ink. The thicker the mixture the more harsh the shading and vice-versa (see Fig.2). Using a N°1 sable brush, apply around raised surfaces, pockets, collars, inside folds, around buttons, straps, etc. Let dry about 5-10 minutes and then take a wide sable brush slightly moistened with turpentine (almost dry) and blend away from the raised detail which was highlighted in the drybrushing process until a subtle balance is achieved between the light and dark areas. Now repeat this process on sub assemblies.

#### FINAL FINISH AND DETAIL

After drying overnight, we finalize the uniform painting by a final drybrushing using the procedure outlined above, this time with slightly more white in the mixture and more subtle brushing.

Now begin painting details such as buttons, buckles, insignia, patches, etc. The repeat the procedure on the sub assemblies.

Now you can base coat the lower body and repeat the steps as outlined above. The boots are painted with matt black and drybrushed with dark brown, very subtle. Metalizing the



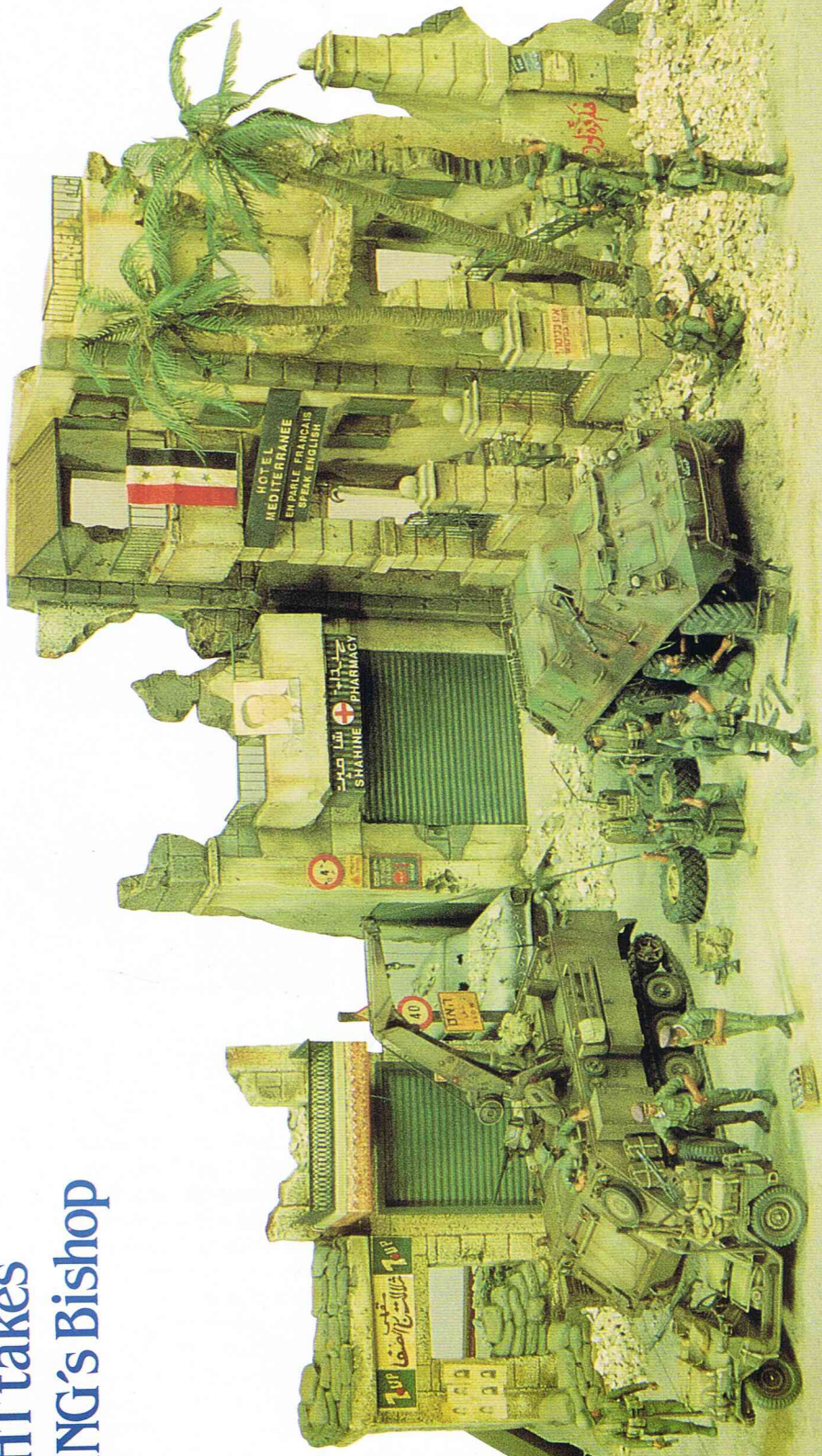
Fig.3 Torso, head and boots already completed, trousers still with base coat, ready to be finished.

metal parts is accomplished by drybrushing with a mixture of raw umber and silver after base coating with matt black. Brown leather basecoated with matt black is drybrushed with artists oil Burnt Sienna straight from the tube.

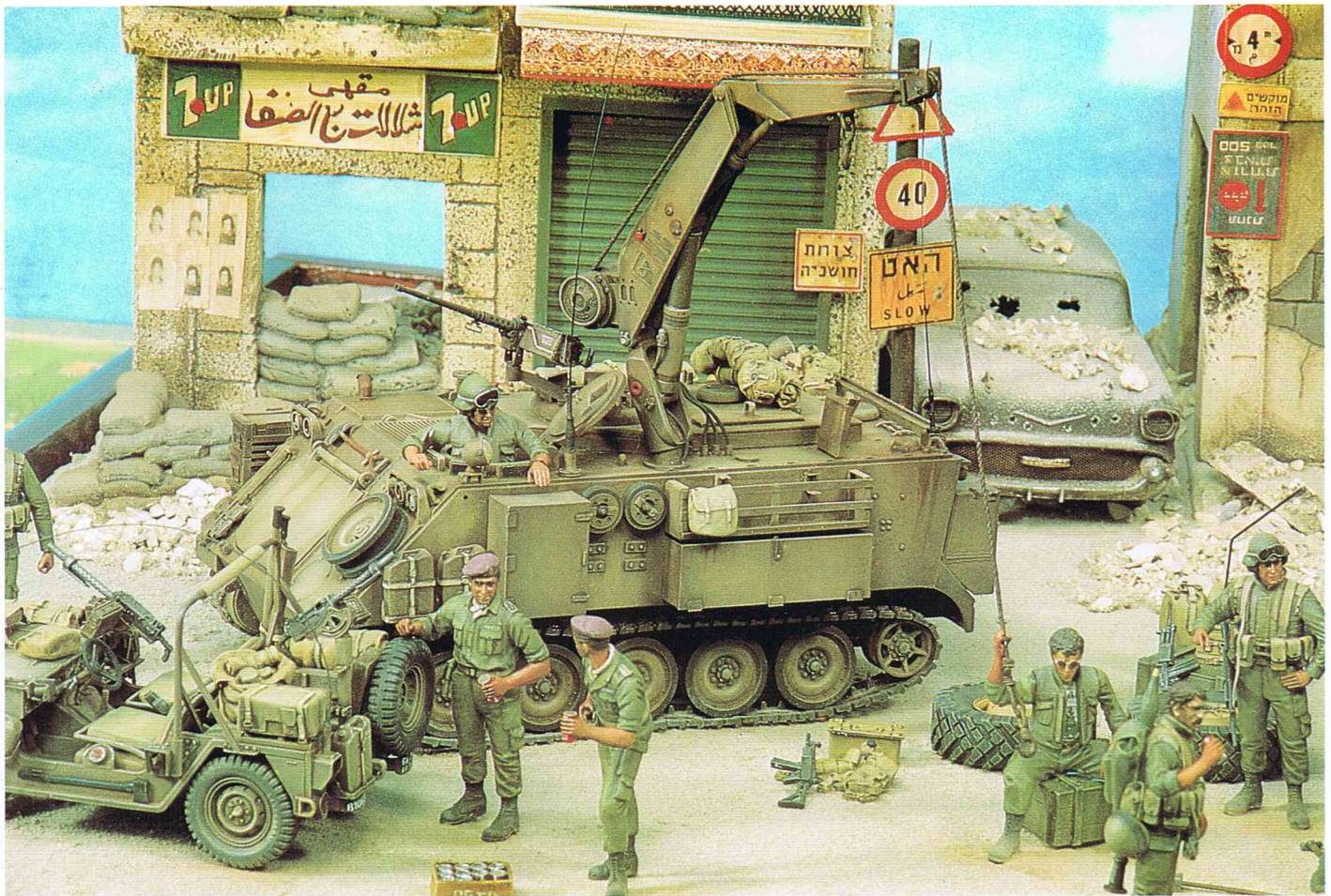
This article is intended as a reference guide. The reader must realize that every figure is completely different, with different blends of paint, basecoats, and drybrush mixtures. Only practice and experience will prevail in the end. If we attempted to give instructions on all uniforms only produced in our own range, this magazine would resemble a New York Telephone book.

Good Luck !!

# KNIGHT takes KING'S Bishop



KNIGHT TAKES  
KING'S BISHOP



### KNIGHT TAKES KING'S BISHOP

On the 3rd of June, 1982, the Abu-Nidal faction, a radical Palestinian terrorist group, made an attempt on the life of Israel's ambassador to the United Kingdom on the streets of London. Israel responded with intense attacks against Palestinian terror targets in Beirut, which in typical Middle Eastern fashion, were in turn met with heavy Palestinian barrages against Galilee.

On 6 June, 1982, a 60,000 man Israeli invasion force crossed the Lebanese frontier to bring 'Peace to Galilee'.

'Knight takes King's Bishop' is set in Sultan Yackoub, Lebanon, during this campaign. The action involves a captured SSNP (Syrian Socialist National Party) Soviet made BTR-60 adja-

Fig.2 Closeup of the M113 'FITTER' with 2 officers in the foreground proving that everything "Goes Better With Coke!" (even in Lebanon?).

Note the amount of road signs in the background.

cent to a former Syrian Stronghold. The IDF seizes all enemy equipment for parts, refitting, or to sell at a later time.

### THE BUILDINGS

The Hotel is a heavily converted conglomeration of 3 Trophy Middle East/Afghanistan House Ruins (N°20020). The stock single story structure was doubled in height and width and then enhanced with VP Park Fence elements. Balconies were added from the plain Middle East ruin and stair railings from plastic strip. The Hotel signs are plastic sheet with Techstar photo-etched letters. The roof over the top balcony is VP Corrugated Metal Sheet (the newer Trophy will do). Palm trees are also VP enhanced by frayed rope strands applied to the top of the tree prior to attaching the photo etched fronds. Numerous references were used but the Concord Publications 'Battleground Lebanon' and 'Israeli Armor Might' were the most helpful.

The Pharmacy and adjacent building are from VP Streets of Beirut. They are basically from the box with balconies and ruined 2nd floors from scrap pieces of MDA. The pharmacy sign was plastic sheet, Techstar letters for the English and plastic strip for the Arabic text (taken, inci-

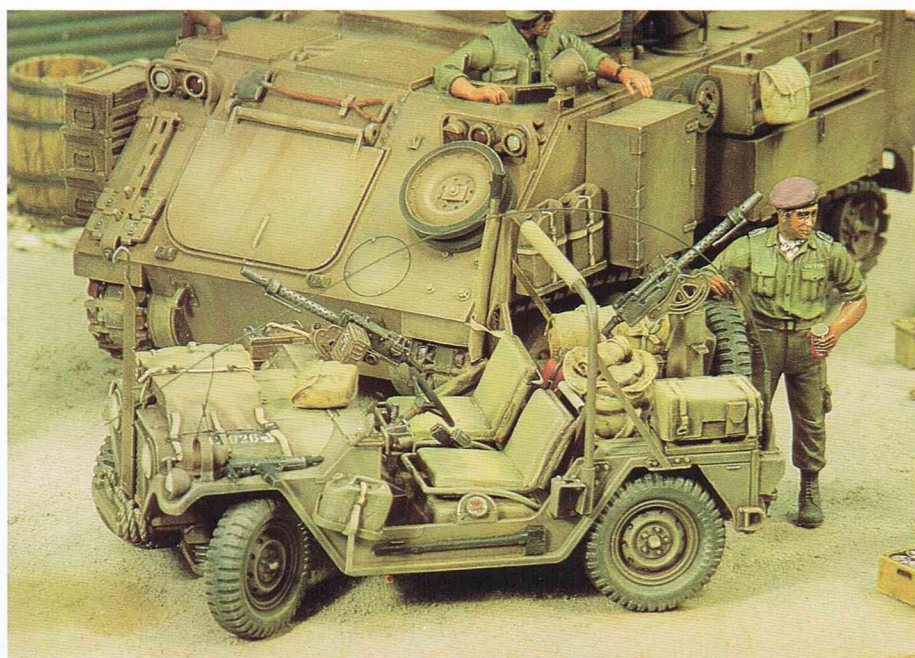


Fig.3 Tamiya's M151 'Mutt' with the addition of VP's Israeli Reconnaissance Vehicle conversion. Note the VP .30cal machineguns.





# Focus on:

## IDF Personal Gear & Equipment

In combination with the Lebanon-situated diorama by Bob Letterman and the VLS Studios starting on page 14 and the M113 'FITTER' on pages 20 thru 23, this centerfold focusses on the personal gear and equipment of IDF soldiers and some of the most recently available scale figures from VP.

Most of what the Israeli soldier is carrying is shown in detail and in full color, which should help you to paint the parts correctly.

Counterclockwise and starting at the bottom of the page you see the inner webbing of the IDF helmet, typical IDF webbing, Galil assault gun (w/o magazine), communications set (w/ running gear), and flak vest.



IDF Captain GOLANI Bde  
120mm



IDF Equipment & Gear  
1/35



IDF Assault Team  
1/35



IDF Reconnaissance Team  
1/35



dentally, direct from a photo in 'Battleground Lebanon').

All buildings were attached to several sidewalk sections pirated from the Streets of Beirut kits and subsequently fixed to the plywood base. The carpet tapestry hanging below the balcony, typical in the region, were cut from VP Framed Paintings and Carpets. The floors are from VP Floor Tile sections, road signs from VP Israeli Road Signs, the window shutter from plastic sheet, a Syrian flag from VP Flags I, and finished off with a photo of Syrian president Assad cut out of a photo in 'Battleground Lebanon'.

#### THE VEHICLES

The Israeli M151 'Mutt' is from the Tamiya kit, converted using the VP Israeli M151 conversion/update set to be released in early spring of 1991.

The Israeli M113 'Fitter' is also the Tamiya kit, converted using the VP M113 'FITTER' conversion. Both vehicles have VP .50cal and .30cal machine gun sets added and were painted with Humbrol matt 29 base coat and weathered.

The Trophy BTR-60 was built out-of-the-box with 2 holes drilled in the side of the hull to simulate two rounds and the tires on the right side were cut and using VP putty, made to appear 'flat'. Painted in Sand and French Artillery Green with pastels serving as fire- and smoke damage.

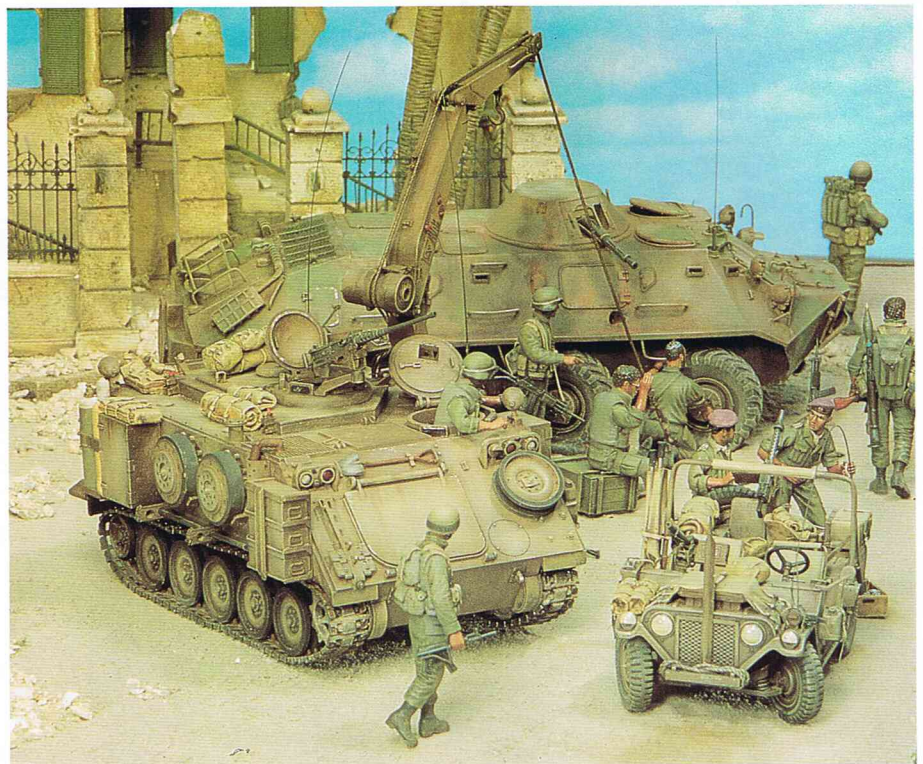


Fig.4 (Above) The scene from a different angle with most of the action taking place between the vehicles. Position of the vehicles direct the attention to this part of the scene. VP's Park Fence Elements were used to good advantage and can be seen in the background.

Fig.5 (Below) Making the BTR roadworthy. Note the '57Chevy in the background which could use some work itself after being thoroughly damaged. Note the extensive weathering job on the buildings and vehicles (using mostly pastels) which add a lot of realism to the scene.



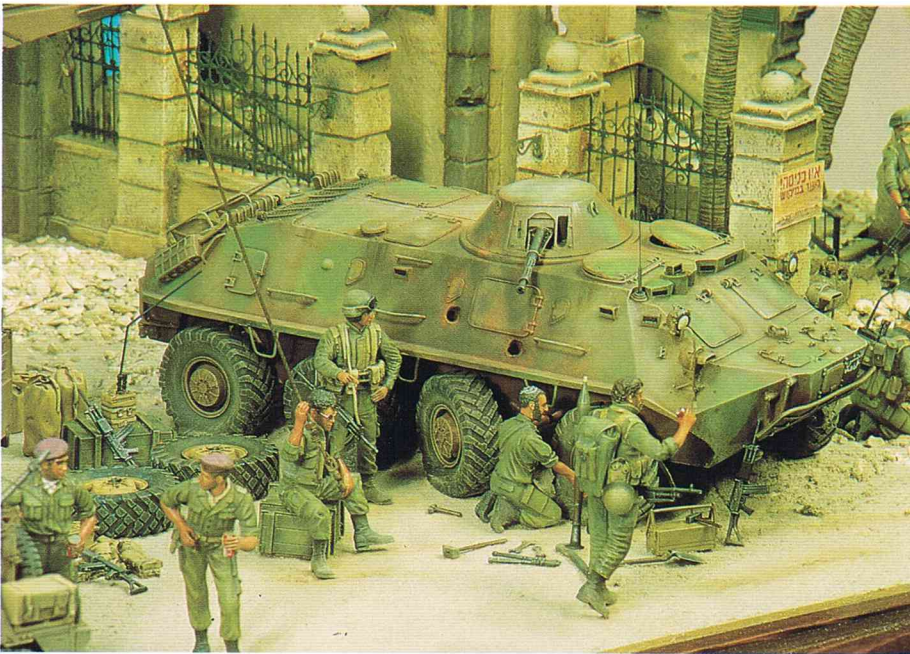


Fig.6 Close study of the BTR-60 with 2 direct hits in the hull side. Again, extensive weathering with pastels simulated battle damage in the area where the rounds impacted.

clay in the USA) and after drying was painted with a diluted white glue solution and then sprinkled with VP Snow Flakes (to be released). After the glue had set and vacuumed to remove excess particles, it was sprayed with Humbrol Khaki Drill.

This ends a brief description of how this diorama came to being. It was not made in a week and it required quite some research and planning but, that too, is one of the interesting parts of diorama building.

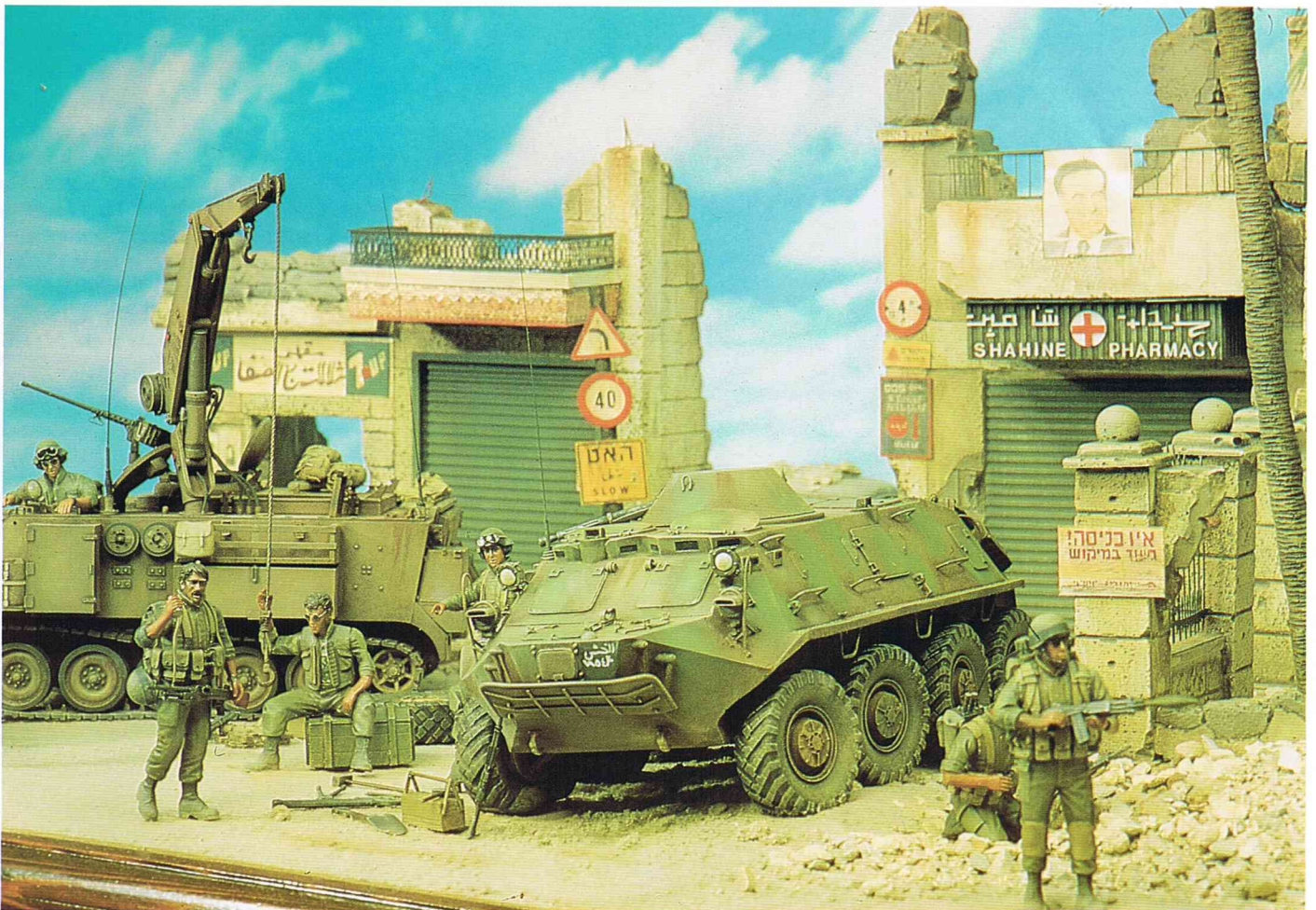


Fig.7 The poses of the IDF soldiers on the right indicate they are on the look out for possible danger coming from behind the buildings, illustrating the tension which is contradictory to the seemingly relaxed atmosphere of the rest of the scene.

The 1957 Chevrolet is from Gunze Sangyo, also from the box with battle damage. Painted flat black and weathered with pastels.

#### FIGURES AND EQUIPMENT

All figures are from VP, various elements of the following: Israeli Commando, Tank Comman-

der, Reconnaissance Team, Assault Team, Tank/APC crew, Israeli Heads, Heads I, 'Dear John' Viet Nam, and WWII German tank crew. The equipment came from Tank Crew Gear, Kitbags & Rucksacks, Israeli Infantry Gear, Bottles, Crates & Cans, and Italeri Tool Set furnished the tools.

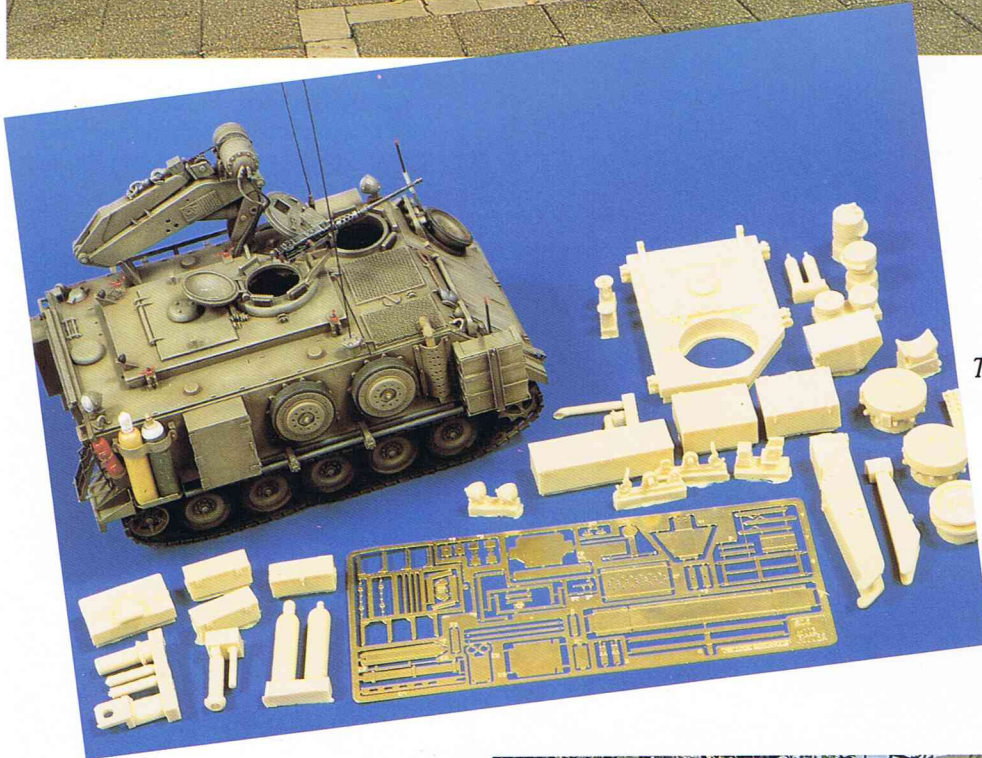
The ground was covered with Porion (Cellu-

# M113 'FITTER'

A photographic study  
of the HIAB hoisting  
crane fitted to the  
M113 APC



By



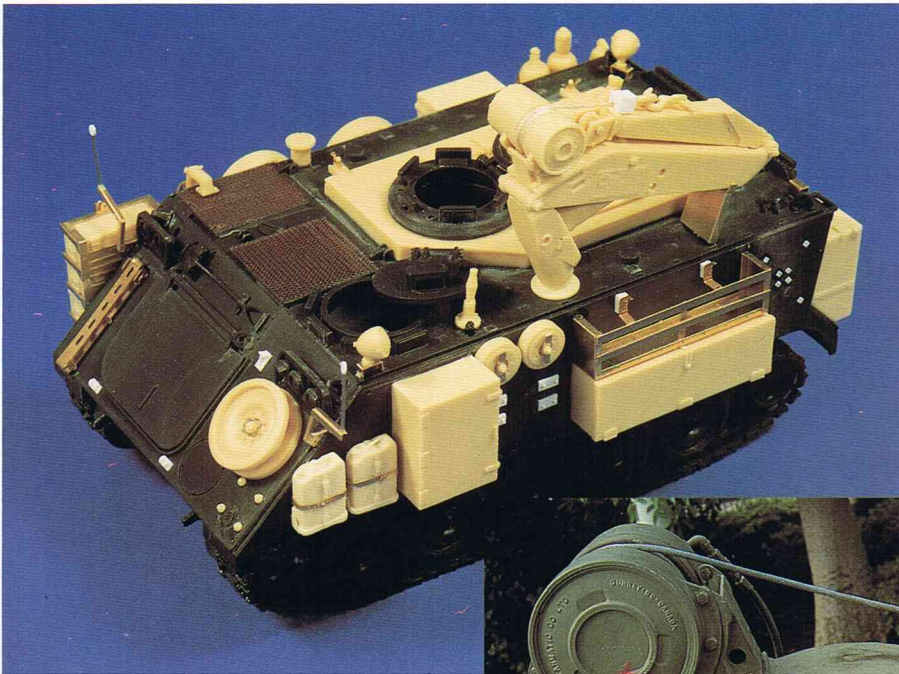
*The contents of the VP update kit. This time, resin casted accessories outnumber the photo-etched parts. The price of this kit was kept within the average modeler's budget, offering a unique opportunity to add one more M113 variant to your collection.*

Among the many variants of the M113, this "FITTER" model with its externally mounted hoisting crane is one of the more interesting subjects for a modeler.

Although in use with many armies on the globe, the subject of our photographic coverage is an Israeli Defense Force "Fitter". This vehicle is used by the technical teams within each unit to do "in the field" repair jobs. Because the Israeli Defense Force is about the only army almost constantly involved in wartime activities, the outfit of their vehicles is tuned to the real needs of the combat soldier.

This M113 is no exception of which one or two are assigned to each battalion. Fitters can be distinguished as belonging to a battalion of Centurions, Merkava's or M60's by the kind of spare parts they carry. Spotting this is made easy because most of the equipment and spare parts are side-mounted outside the vehicle. The free inner space of the rear compartment is

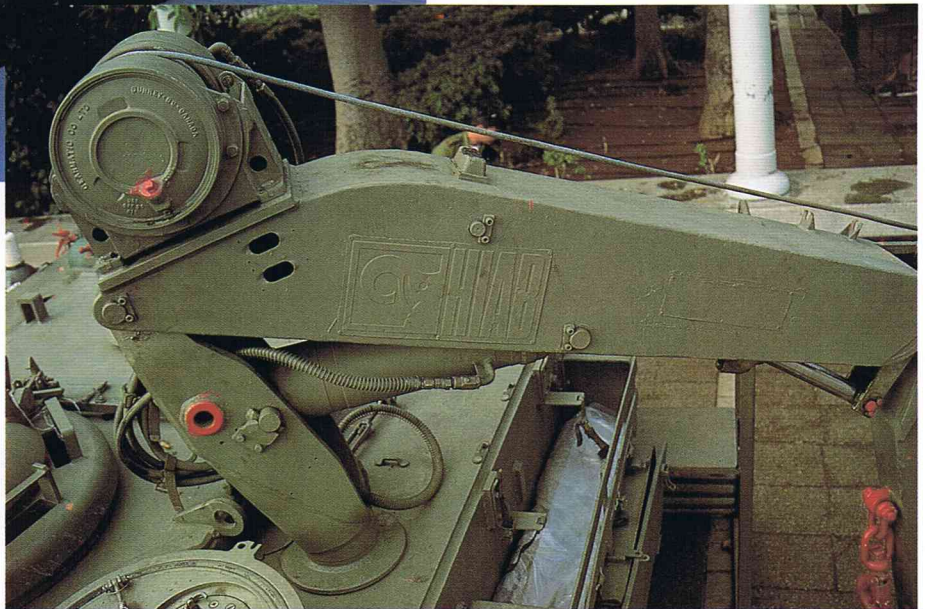




*(Top) The difference in color of the kit parts and the resin accessories on this photo indicates the multitude of parts needed to build a complete M113 Fitter. Scorchbuilding all these parts would be a nerve-racking endeavor.*

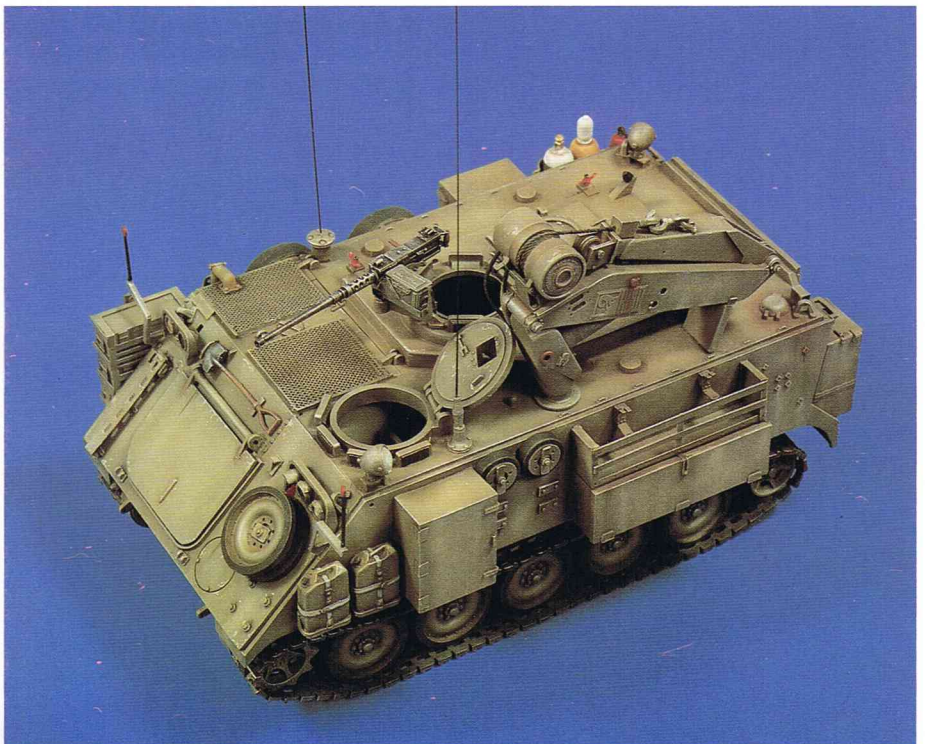
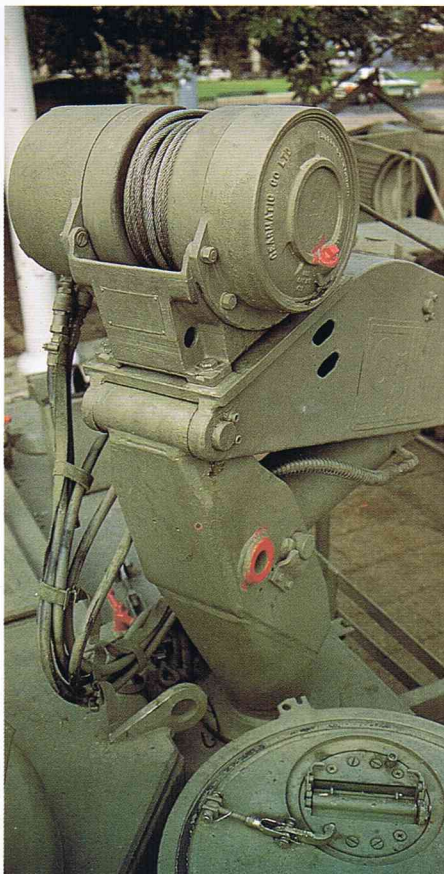
*(Right) The main lifting arm with the Gearmatic winch and the HIAB logo superimposed on the side of the lifting arm. The two pivoting points of the main operating actuators can clearly be seen.*

*(Bottom) The winch is secured inside a mount on top of the main arm. The attachment of the main arm to the main supporting mount is clearly shown.*

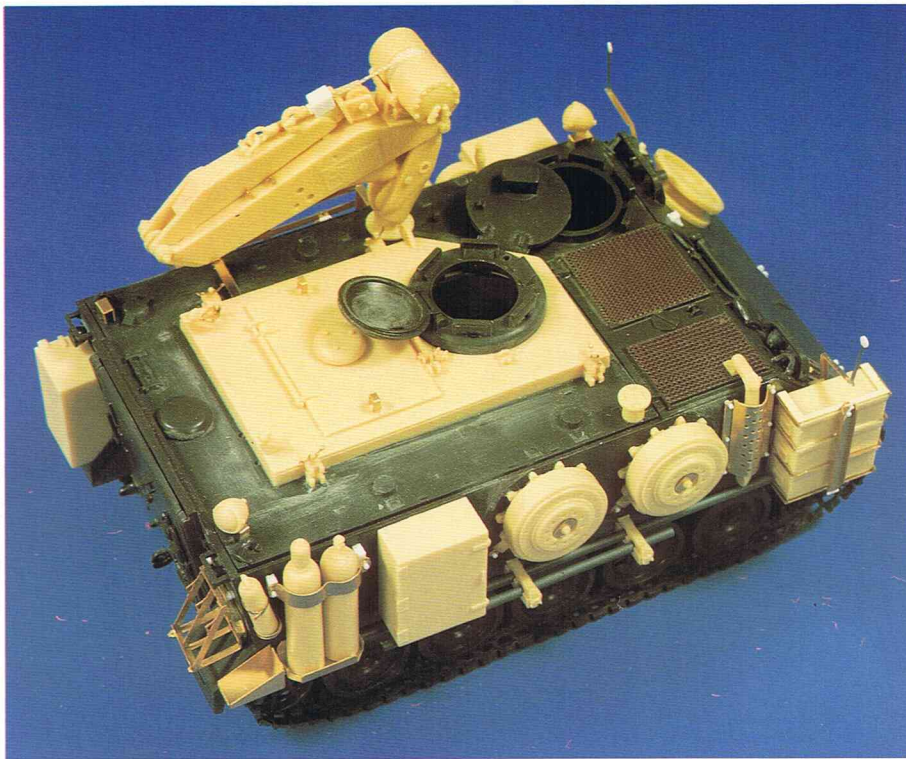


reserved to take a spare powerpack which can be discharged by the crane through the large loading door in the upper deck.

Four winged nuts hold this door in place, which is hinged on the right side of the vehicle. After releasing the nuts, the door swings to the right, facilitating the loading procedure. The crane itself is a three-part unit. The main support mount which extends through the main upper deck (to be connected to the inside oil reservoir and traversing rod system), can be rotated 90° inwards from the vehicles left side axis and 100° to the front of the M113. The main arm fits over the mount into which the main arm actuating cylinder is secured. A



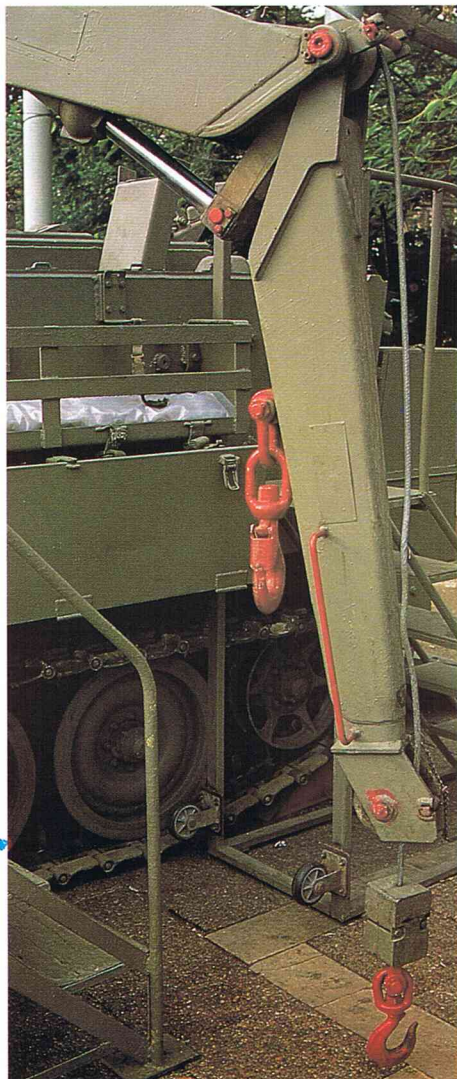
*Stowage boxes and racks located on the left side of the M113. Note the installation of the spacers on the front of the vehicle, a device of invaluable importance to the driver having to pilot his M113 through narrow passes. The side-mounted equipment widens the M113 with some 3 feet (1 meter).*



The resin-cast accessories of the right side. The installation of the upper deck loading door required some filling of seams and sanding, as traces on the M113 upper deck show. All parts are secured to the kit before painting rather than painting them separately and attaching them afterwards. Painted surfaces may prevent the glue from sticking and cleaning painted areas afterwards is more time consuming.



All of the hoisting crane's hydraulic lines protrude from the upper deck on the left side of the crane.

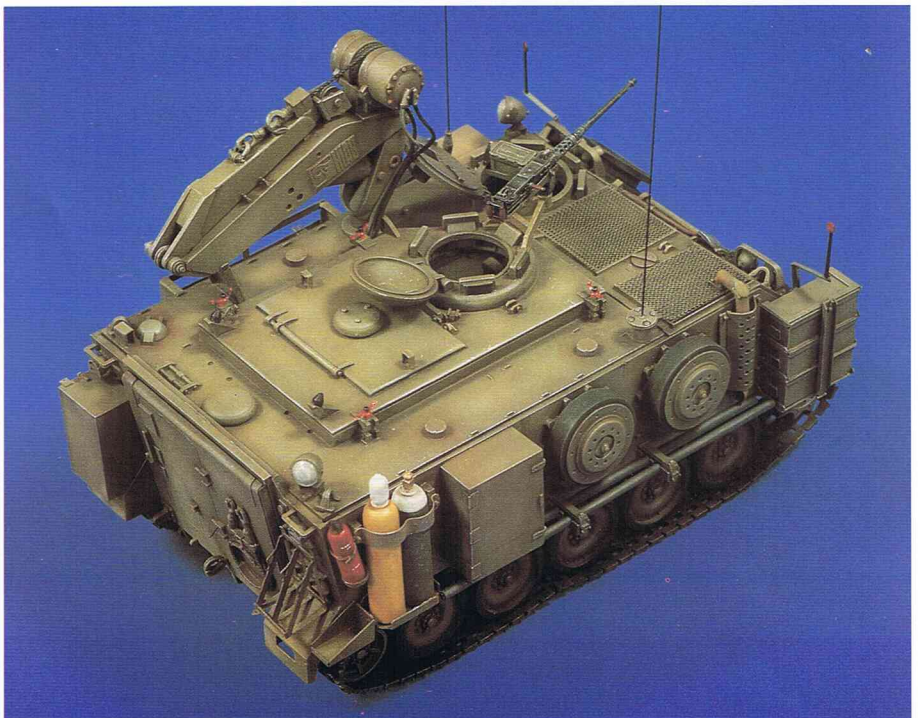


hoisting winch on top of the main arm also serves to lock the crane in a pre-set position. The secondary arm is not attached to its actuating cylinder but is allowed to move freely. A buffer pushes the arm back and forth.

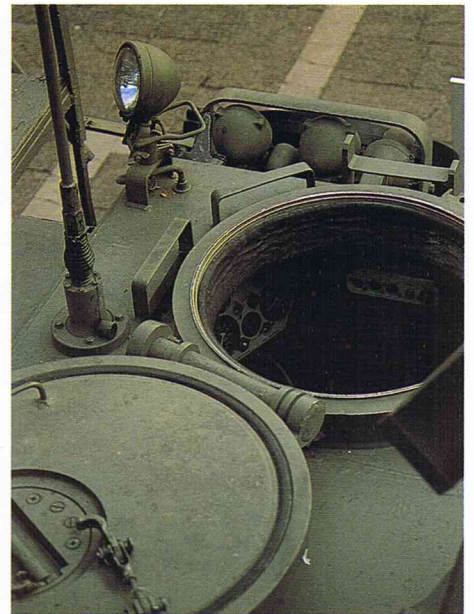
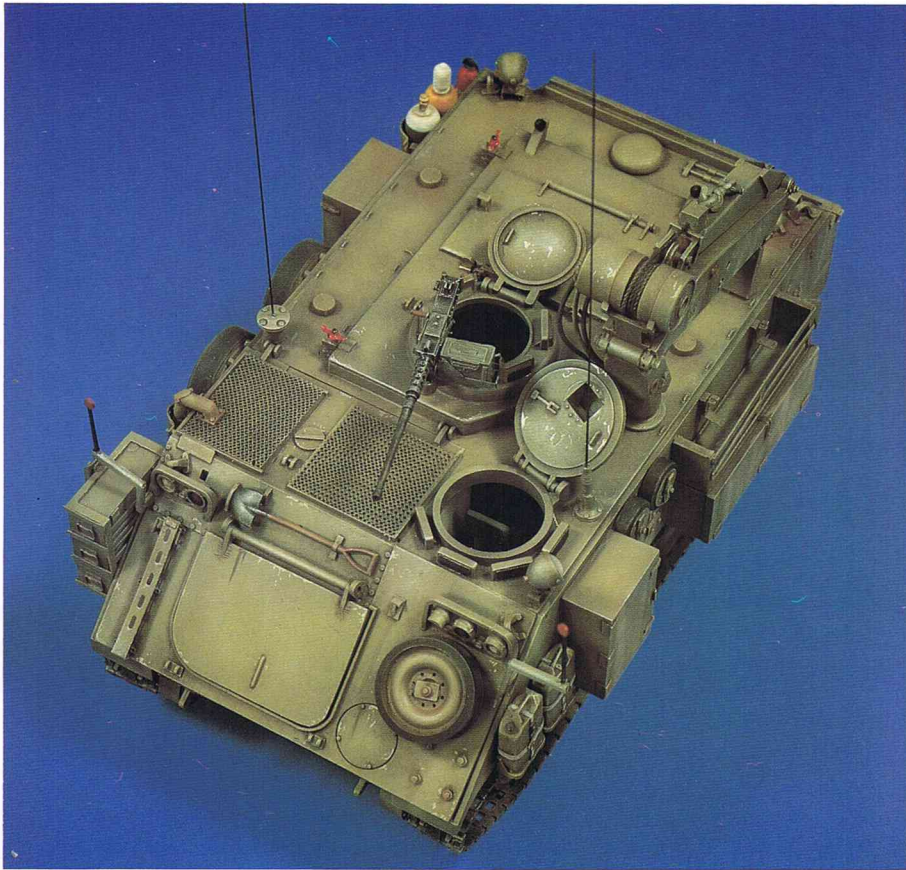
Fully extended, the crane can reach a distance of approximately 3 meters (9 feet) from the

vehicle and as such is able to hoist a load of 1350kg (2976lbs).

The weight lifting capability is increased if the hook underneath the secondary arm is used. Distance between mount and hook on a fully extended crane is reduced to 2,3 meters (approx. 7 feet) but weight loading factor increases to 2250 kg (4960lbs). With the dis-



After painting, washing, misting and drybrushing the model looks like this. Although the crane on the model is shown stowed, detail can still be compared with the real-life photo of the secondary arm on the left.



*A floodlight is mounted just in front of and at left of the drivers compartment. The handle on the lampbase enables the driver to direct the lightsource from within the vehicle.*

tance between mount and hook decreased to 1,65 meters (5.4 feet) by retracting the secondary arm, a maximum load of 3000kg (6613lbs) can be moved.

As previously mentioned elsewhere, most of the equipment and spare parts are carried outside the vehicle. Stowage locations are somewhat standard although different layouts are frequently seen. Locations on the right side are taken by (from rear to front) a fire extinguisher, an acetylene and oxygen bottle, a sto-

wage box for welding equipment, spare wheels for a Centurion, M60 or Merkava with a torsion bar or stretcher just underneath this location and partially surpassing the sloped front of the vehicle some personal toolboxes mounted on top of each other.

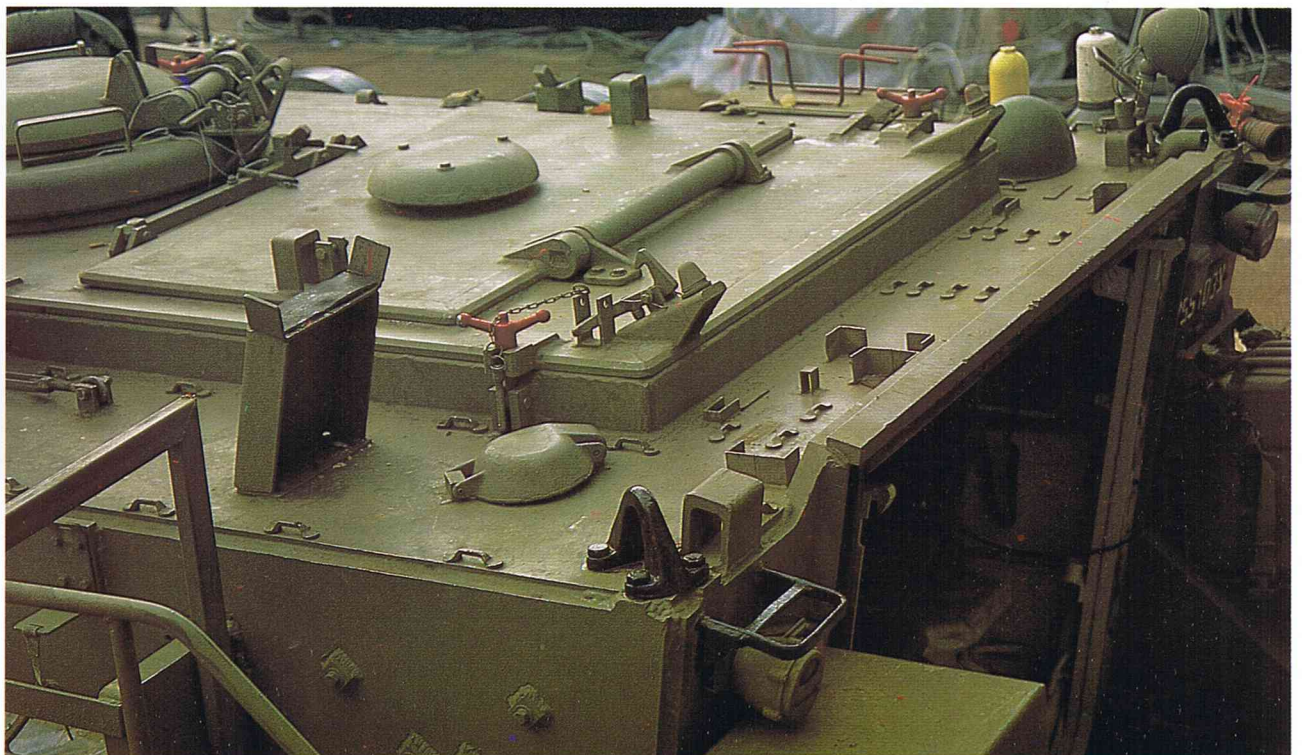
In case the M113 has to change an idler wheel or a track on its own, spare ones can be found on the sloped hull front. The left side from front to rear features two jerry cans containing extra oil, a storage box

for oil cans and grease boxes, a location for specific devices, a gear carrier box and rack. To the rear of these racks is a location used by Centurion battalions only to store idler wheels, although this rule is likely to be broken by other units.

The box attached to the rear of the hull is personal gear stowage bin.

Nighttime operations are facilitated by two floodlights, one on the front left and one on the rear right corner of the vehicle. Because these Fitters operate in the battlezone they are armed with a .50 cal machinegun mounted on the commanders cupola.

Painting and finishing of this model will be described in a future issue of this magazine





## F-15C 'EAGLE'

A first-class model of a first-class fighter



There is little doubt the F-15 'Eagle' is one of the most popular model subjects of the past decade. Only a few months after its successful maiden flight, model manufacturers started developing kits in all possible scales. However, most of these "first-hour" kits came too soon. The F-15 was still in the advanced development stage and changes were likely to be implemented.

For those, favoring 1/48th scale, the early Tamiya kit was a blessing from heaven. Regarding its age it still is a good kit, but it is outclassed by all the Hasegawa releases which included F-15A, F-15C and the highly sophisticated F-15E Strike Fighter.

Scale accuracy of these kits is, as could be expected, very good and panel line detail is very crisp. Those of you aiming for total accuracy in panel line detail we suggest to use the scale plans in Lock On n°4 which were double-checked on the real aircraft.

Despite being an excellent kit, for the advanced modelers, this Hasegawa kit still has some shortcomings, mainly enforced by the restrictions of plastic injection molding or by budget limitations.

Two good reasons for VP to release an F-15C Update Set and an F-15C Tail Pipe update set, the latter to construct the P&W tailpipe without the "Turkey Feathers".



### CONSTRUCTION AND DETAILING

Step by step

Constructing a model usually starts by updating the cockpit area. This time, getting ahead of the combination with the VP update set preliminary work was done on both the nose halves. Panels 3R, 6R and 3L were removed as per VP instructions. Caution, the photo-etched replacements were pre-shaped on the nose halves BEFORE any cutting was done. Hatch inner framings were glued to all three hatches using Super Glue. The complete canopy inner platform (kit part F6) was built of 12 photo-etched parts which, once assembled, looked very convincing (subsequent drybrushing will lighten the details even more).

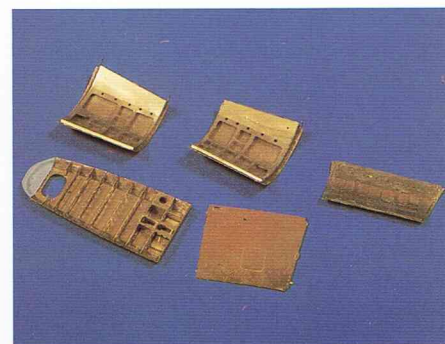


Fig.1 The photo-etched hatches after pre-shaping and gluing. The aft part of the cockpit lower platform is taken from the kit while the platform itself was assembled from VP's photo-etched parts.



While on the subject of the canopy, there is one thing some modelers may find difficult to correct. In order to have the correct concave canopy shape, Hasegawa was forced to divide the clear part mold, leaving a thin molding seam across the canopy upper surface. The best way to remove it is to carefully cut it as shown in Fig.2. Proceed by gently sanding the area with the finest wet sanding paper available and finally start buffing the complete canopy with a good quality car polish. This may take a while but don't be impatient. Don't push too hard on the clear part while rubbing or it might crack, unless you provide adequate support to the inside of the canopy (i.e. your finger) (see Fig.2).

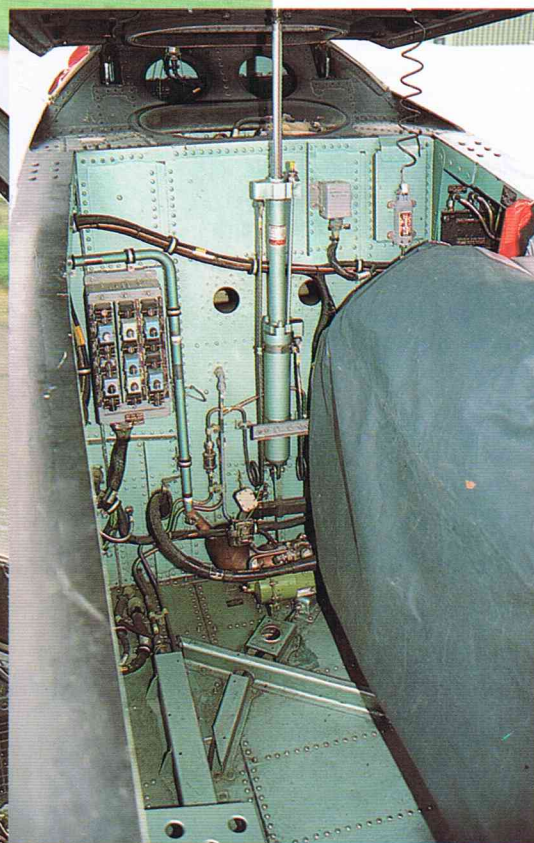
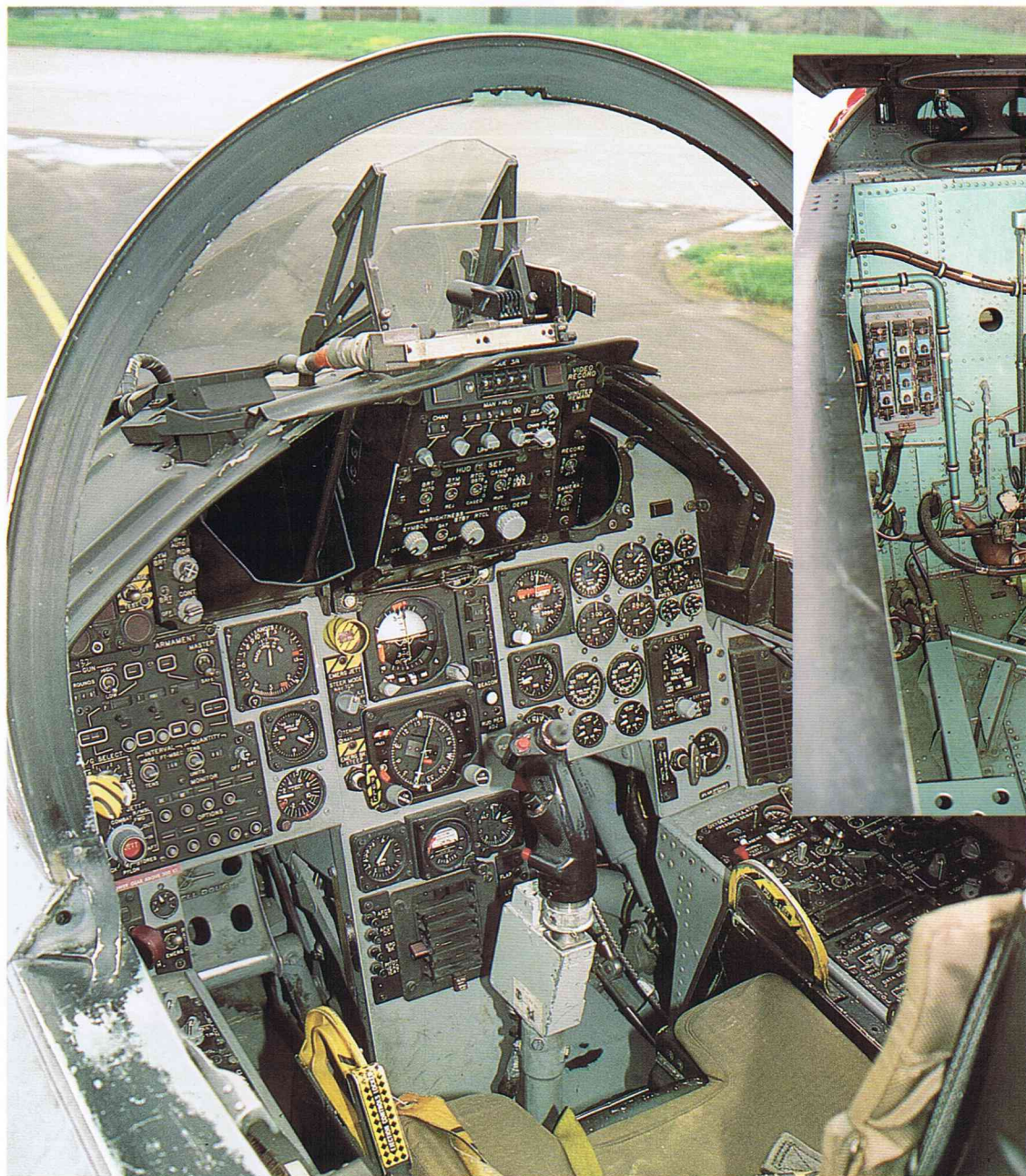


Fig.3

Fig.4

Back to the assembly of the nose section. Most of the cockpit interior was assembled as described in the Hasegawa instructions except for part F2 which was replaced by VP's resin part and part F8 (cockpit raising and locking mechanism) which was omitted in favor of VP's photo-etched parts. The five black boxes

of the VP kit were added to the rear cockpit area which was updated with wire and tubing (see Fig.3,4&5).

Although the ACESII ejection seat in the kit was nice it was replaced by the crisp and detailed resin seat from the VP update set. Seat launching rails were taken from the Hase-

gawa kit. Kit part C17 (rudder pedals) were scrapped and replaced by photo-etched ones. Painting and weathering the cockpit preceded the final joining of the nose halves which follows.



Fig.5 The assembled and painted cockpit with all detail added. The canopy has not yet been installed to show the cockpit interior and the lower canopy platform.

Following the VP instructions, the bulkheads and resin avionic bays were test-fitted, adjusted where necessary and glued in place with Super Glue. The compartment side framings to rest the hatches and the latches to lock them were then added (see Fig.6 & Fig.7). Some of you may prefer to paint the inside of the compartments before assembling. If you plan to do so remember to tape the compartments immediately afterwards to avoid dirt and fingerprints during further construction.

One of the weak spots of the kit is the joint of the nose section and the rest of the fuselage assembly. Because the fuselage side of the air intakes (parts B5,B6 & B11,B12) will not be seen once the kit is assembled, you may prefer to glue them after you have glued and sanded the nose section to the fuselage. This way, you will have room to fill and sand the joint perfectly.

We like to remind you of a golden rule in modeling : "Test-fitting before gluing saves a lot of sanding".

Wings, horizontal and vertical tailplanes were assembled at this stage, following the previously mentioned rule.

Minor updating was done to the landing gear which is accurately represented in the kit but which could use some extra wiring. Photos in Lock On N°4 were used as reference.

Now it was time to concentrate on the replacement of the tail pipes furnished with the kit.

To halt engine flame-outs, the covers (Turkey Feathers) were removed from the nozzle of the F-15 engine. Early kits (including Hasegawa's) still feature the covered engine exhausts. An updated version of the

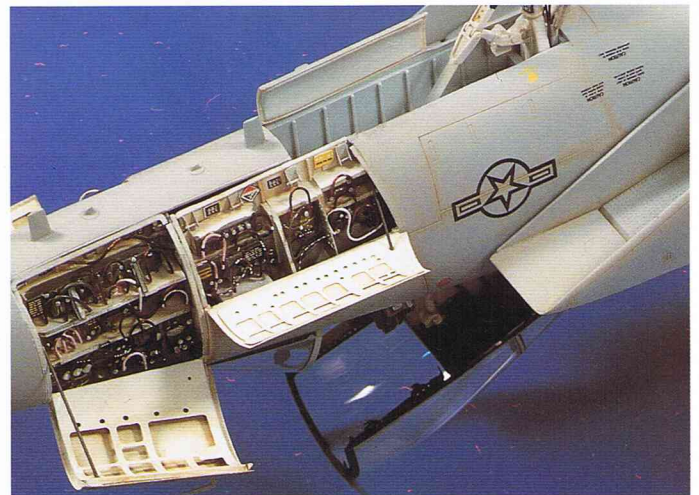
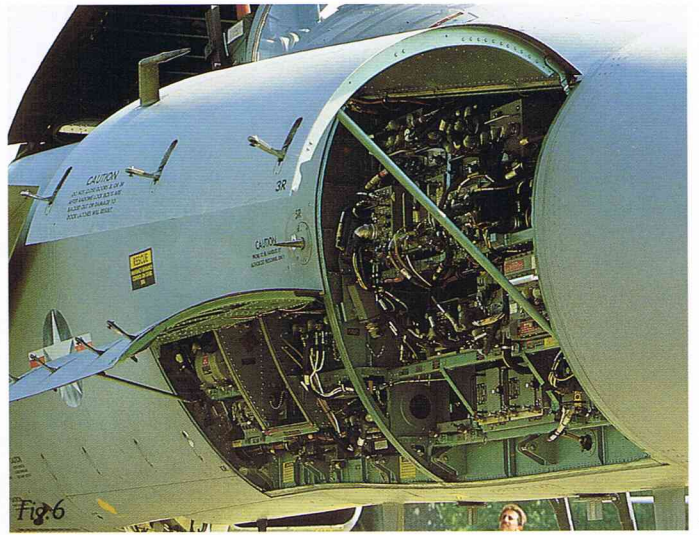


Fig.7 The avionics bay after receiving the full treatment. Wiring was executed according to photos in Lock On N°4 of which the top picture was taken.

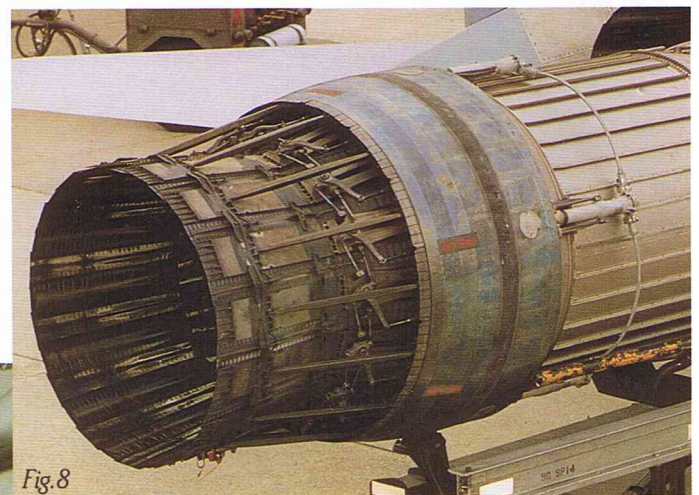


Fig.8

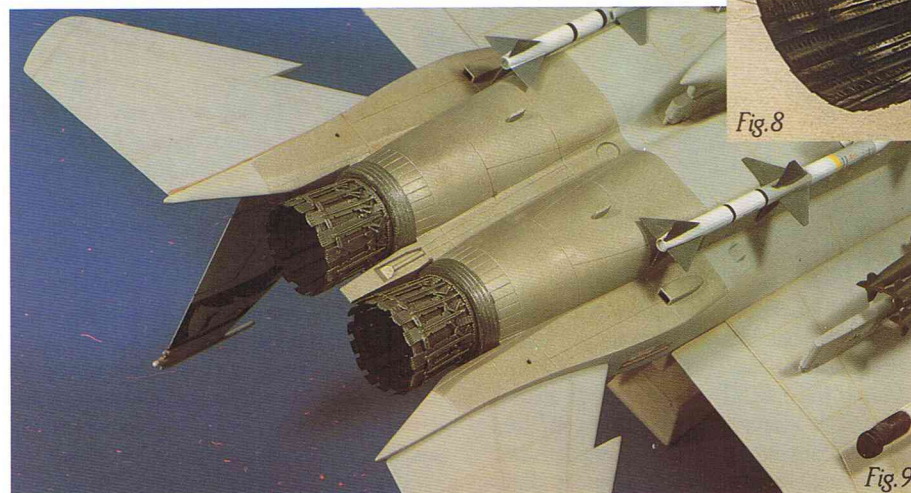


Fig.9

F-15A, sold in the "HIGH TECH"-series included parts to simulate the nozzle seen in the photo at left. The plastic cones were good but photo-etched detail was limited and much too flat.

To correct this and to make it available to any modeler, VP released an F-15 Tail Pipe detail set in etched brass which was much thicker. Although one reviewer once described it as being much too long (about 6mm) and much too complex to be assembled, the photo at left proves the contrary. It does, however, require

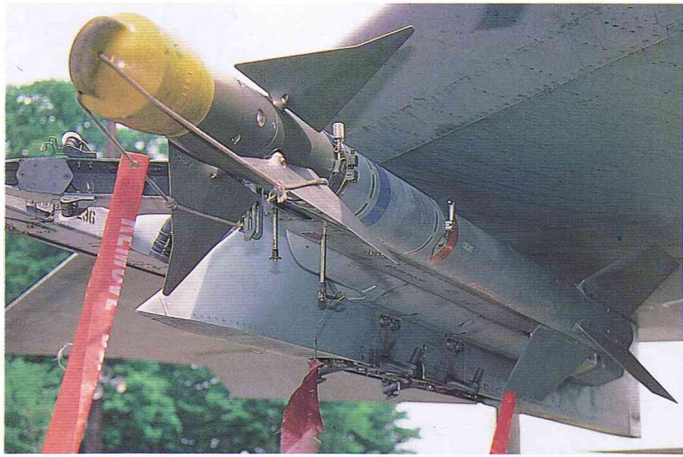


Fig.10 The AIM-9L Sidewinder on the pylon launching rail. The shape of the kit's missiles is good but they need some updating to be convincing. That's why they were replaced with Sidewinders from Hasegawa's separate weapon set.



Fig.11 One of the aft Sparrow launch rails on the bottom of the fuselage. The kit is lacking all the detail, but this can be changed using VP's update set.



some patience to glue together 48 photo-etched parts but the result is most satisfying. The Sparrow launching platforms to update the flat lower fuselage stations are also included in this update set (see Fig.11).

#### PAINTING AND FINISHING

According to data in LOCK ON N°4 the F-15C is painted with polyurethane enamels FS36320 Dark Gray and FS36375 Light Gray. Both colors were taken from the TESTORS Model Master range which proved to

be exceptionally good when used with turpentine as thinner. Spraypainting went smoothly resulting in a semi-matt surface to which the decals adhered perfectly.

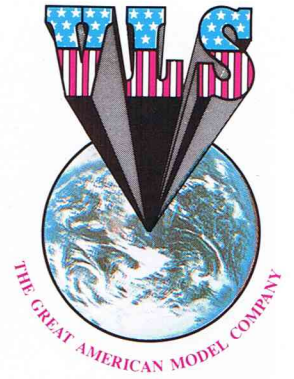
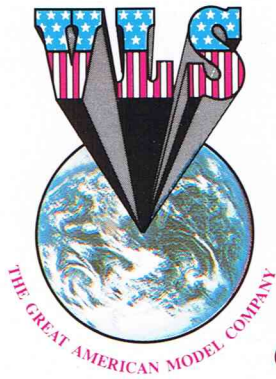
The color scheme as specified by Hasegawa is correct and can be followed without prejudice.

Model Master's Steel color was used to paint the titanium aft part of the F-15 engine bays (blue areas on the Hasegawa painting instructions). The brownish appearance of burned titanium was achieved in the washing process. You can vary the shade by adding more or

less washing fluid in the process. Subtle drybrushing with a lighter mixture creates depth to the surface.

A lot of time went into painting of the Sparrow and Sidewinder missiles. Those furnished with the kit were less accurate than the ones in Hasegawa's 1/48 Aircraft Weapons set N°X48-3 US Missiles & Gun Pods. To match the standard of detail of the rest of the kit, the latter were used.

When looking at the pictures of the finished model it becomes clear why the F-15 Eagle keeps appealing to the modeler.



# American Graffiti

*Covering The American Modeling Scene*

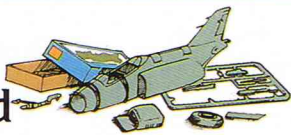


**Crystal Ball**

The newest releases include the FUJIMI 1/72 special limited production Nr.35101 British Phantom FG-1 "Black Special" markings, Nr.35102 OA-4M Skyhawk "Samurai" markings, F135103 UH-1N Huey "Orient Express" markings and the F135104 F-16C Fighting Falcon "Jaws" markings... HASEGAWA has some 1/24 cars that will be released soon. Their Nr.CC-20 "Finishline" Mazda 767B, the car that won the C2 Class and was the 7th overall in the 1989 LeMans 24 hour race and the CF-9 Lamborghini Lola LC90 Formula One driven by Aquiri Suzuki and Eric Bernard are due in December. Coming soon are the CA-7 Ferrari 348tb Coupe and CA-8 Ferrari 348ts Spyder... Some limited production HASEGAWA aircraft in 1/32 are Nr.SP33 P-51D Mustang "nose art" including "Big Beautiful Doll" and "The Millie P" among others and Nr.SP35 1/32 Bf109E with Adolf Galland figurine. These specials are due in December. Please note this figure will only be available with this release... The 1991 SQUADRON/SIGNAL releases are as follows: Nr.1109 P-38 Lightning in action [all new](January), Nr.1110 Sopwith Fighters in action and Nr.6028 Superfortress B-29 (February), Nr.1111 Tornado in action (March), Nr.1112 Mig-29 Fulcrum in action and Nr.6050 F-102 Delta Dagger in Europe (April), Nr.1113 Ju-88 Part2 in action (May), Nr.1114 A-37/T-37 Dragonfly in action and Nr.6172 56th Fighter Group (June)... DML(DRAGON) has a collection of exciting subjects with imminent release dates: Nr.2005 1/200 Tu-95 Bear D, Nr.3505 1/35 Soviet T-80 w/ERA (the latest Soviet MBT with re-active armor), Nr.3508 1/35 BMP-2E Afghanistan...

Coming from TROPHY within the next three months are more additions to the newly started Diorama Systems range, such as red and gray bricks, red and gray floor tiles and mixed debris... Three new plaster buildings, Ruined Patio, Ruined Windmill and Middle East/Afghanistan House Ruin will be released followed by Corrugated Metal Sheet and Cobblestone section... From VERLINDEN PRODUCTIONS in January 1991 an Israeli M163 Vulcan, 1/35 German Tankers (4 figures), 1/35 AMX turret for Egyptian/Israeli Sherman, 1/35 German Small Arms ammunition boxes, a 1/35 Israeli M113 Communications Vehicle conversion and a 1/35 Israeli M151 Mutt conversion set... From the same manufacturer in the 120mm range a Red Devil Sniper/Arnhem, a Cossack WWII, an 82nd Airborne "Desert Shield" figure, German Equipment Set2 and Assorted 120mm hands... In 1/48 an A-7D Corsair Update set... WARMACHINES N°4 on the Israeli Sherman and derivatives as well as LOCK ON N°10 on British Phantoms (FGR1, FGR2 and F4-S) will be available in February...

## New kits Reviewed



**HOBBYCRAFT**  
1/48th Spitfire Mk.IV

This is a kit of the Spitfire with the Griffon two-stage engine 5 bladed prop. Hobbycraft did a nice job of getting the distinctive knife blade shape of the prop and the bulged nose section which identify this bird. The kit scaled to my drawings with minor dimensional differences but, since mine are xeroxed, the drawings could be off. Built up, the kit catches the look of the real thing with the right sit and appearance, which is what counts. The biggest complaint I have is with the rather overscale panel lines. These will take some filling or several coats of primer to tone down to a scale appearance.

The cockpit isn't too bad but instrument outlines on the panel are very heavy and overscale. A little work with sandpaper and a circle

template was required to cure that problem. The canopy is also rather thick and I think a vacu-form replacement would look a lot better. No real fuss for either job.

The camouflage colors and patterns called out on the instruction sheet look good when painted on the kit. But I can't say as much for the "sky" color of the decals. They were more of a match for WWI Fokker underside Blue than any RAF type. Still, it's rare for a kit decal sheet to get this color right and plenty of after market decals (ALMARK, SUPER-SCALE, etc.) are around to find some correctly colored codes.

When all was said and done, this is a nice kit that built up with very minor fit problems and looks good sitting on the shelf. The more particular modeler may not like the deep panel lines but this kit is worth taking the time to fill and rescribe the lines. This Spit can be built out of the box, with a little work, into an "awfully nice" model or, with a little more effort, into a real beauty. I can recommend this for the price and the quality.

**MP MODELS**  
**CLASSIC SHERMAN SERIES**  
Sherman Easy-8 conversion  
1/35th

This is a long awaited release for armor modelers: A set of scale and correct Easy-8 HVSS bogies and tracks in 1/35th. The kit is molded in O.D. color plastic with minimal flash and only shallow sink marks that were easily filled. The kit consists of the 6 HVSS bogies, the return rollers and enough individual track links to mess up a couple and still have some spares left over to hang on your Sherman.

One warning: these are not bogies like in the Tamiya or Academy M4A3E8 kits. Each is a small kit in itself. But they look good when they are done. Also the track is slightly tricky to assemble; the positive snap fit like the MODEL-KASTEN have is not there and you need to work carefully, build in short sections, watch the alignment and let the sections dry before going further. Also use the track to assemble the drive sprockets so that you get the teeth aligned properly. That's one other thing I should warn you about -the plastic MP uses reminds me of the old AIRFIX kits. It's very soft and you can take quite a gouge out just trying to trim something; so use sandpaper or the back edge of your X-acto blade to scrape mold seams away.

The major word of caution is that the Easy-8 suspension and the M4A4 were designed to be used together in the M50 Sherman kit released by MP. If you plan to use this set to model a M4A3 HVSS you will have to do a little trim and fit on the hull and the bogies. Nothing extensive but don't expect the bogie assembly to slap right on the hull.

This about sums up what you will run into if you buy one of these conversion packs. As you can see, even a novice could deal with the few small problems that might arise. And this is a lot easier than trying to make the REVELL/TAMIYA/ACADEMY Easy-8 suspension look authentic.

So, if Shermans are your thing, this is what you have been waiting for.

Highly recommended !

VERLINDEN PRODUCTIONS  
1/20th scale FW190 A8 Cockpit

This is a new item from Verlinden and it's interesting. The kit consists of resin, photo-etched and clear plastic sheet overprinted with instrument faces in black. Resin "body panels" assemble to form the sides, cowling and base of the cockpit assembly. Then photo-etched pieces are formed to make various inside panels and the floor. Also included are a resin seat and stick plus photo-etched back armor, seatbelt fittings and buckles, and the rudder pedals.

An interesting technique is that the clear sheet, with black-overprinted instrument faces is glued to the back of the instrument panel and the instructions say to glue a piece of white plastic behind the instrument panel. The white markings then show thru the black faces. This looks

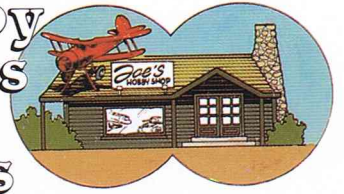
pretty good with some depth and dimension. We may try this on our next kit in smaller scale.

Part alignment between resin and photo-etched parts was the only problem encountered and was easily solved. Care must be taken to properly align all the resin parts so that all the etched parts fit into place properly. Also some care must be taken while bending the large brass cowl and floor panels to insure the proper shape and configuration. In both operations simple patience is the key.

This was an interesting departure from standard kits and was a change of pace to build. If you are looking for something different this is it. The only thing is that the little fighter cockpit looks somewhat spartan - a B-17 or B-24 cockpit would really be a show piece.

Til next time !

# Hobby Shops in focus



THIS ISSUE: Massachusetts & Rhode Island

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Dear Mr. Verlinden,

I have been a subscriber since the first issue and I like the magazine very much. My problem is that I use the articles for my projects. I started a Humvee conversion almost a year ago and the articles are 3 months apart. I'm running out of patience.

Do you plan to increase the number of pages on a subject or the number of issues a year in the near future ?

G. BAKKER  
The Netherlands

Dear Mr. Bakker,

We understand your problem and we hope to increase the number of issues per year to 6 in the near future. This way, we hope to solve part of your problem.

Mr. Verlinden,

I recently purchased your cobblestones and I was surprised to find the shape and the pattern incorrect.

The quality of the casting was, as usual, to your standard. I find it difficult to understand how you could have messed up on such a simple item.

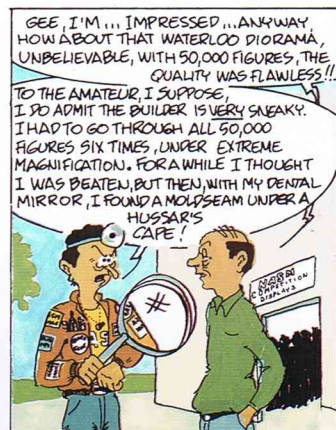
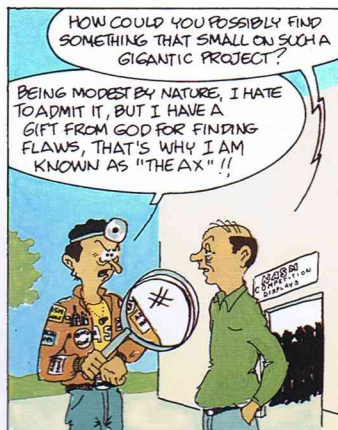
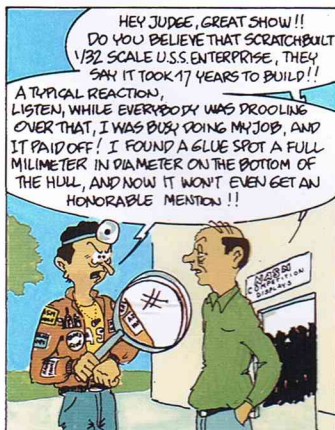
Jerry FISHER  
Houston, Texas

Dear Jerry,

let's begin with a short history about cobblestones. I hope you realize that Belgium, our native country, has more cobblestone roads than any other country in the world. The Romans built roads from cobblestones and in some places here they are still in use, after 2000 years !

The Ardennes (in the south part of the country) are the source for cobblestones for virtually all the European continent. Cobblestone roads are found in Belgium almost everywhere and in a thousand shapes and patterns. They have been torn up and reused, mixed with newer and older ones for the last 20 centuries. The cobblestone sheet to which you refer is an exact copy of the street in front of my house that has been there for at least 2-300 years. Here at VP, we are only human and as such make our share of mistakes, but on this item, I'm sorry, I think we know how to make cobblestones.

Enjoy your modeling!



Any similarity with existing persons, living or dead, or organizations with similar activities is purely coincidental.

# CLASS ACTS!



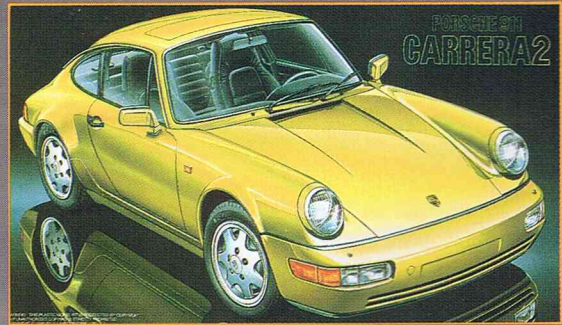
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**TRIMASTER** Trimaster continues to astound with their gorgeous 1/48 scale renditions of WWII German aircraft. These High Grade beauties defy description, they must be built to be fully appreciated.



**FUJIMI** Fujimi has established themselves as the manufacturer of high performance sportscars and sports sedan models. They are always among the first to release the hottest new cars like the Porsche Carrera 2 (12036) above.

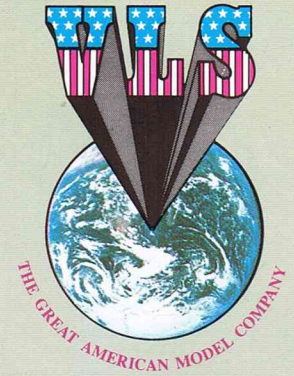
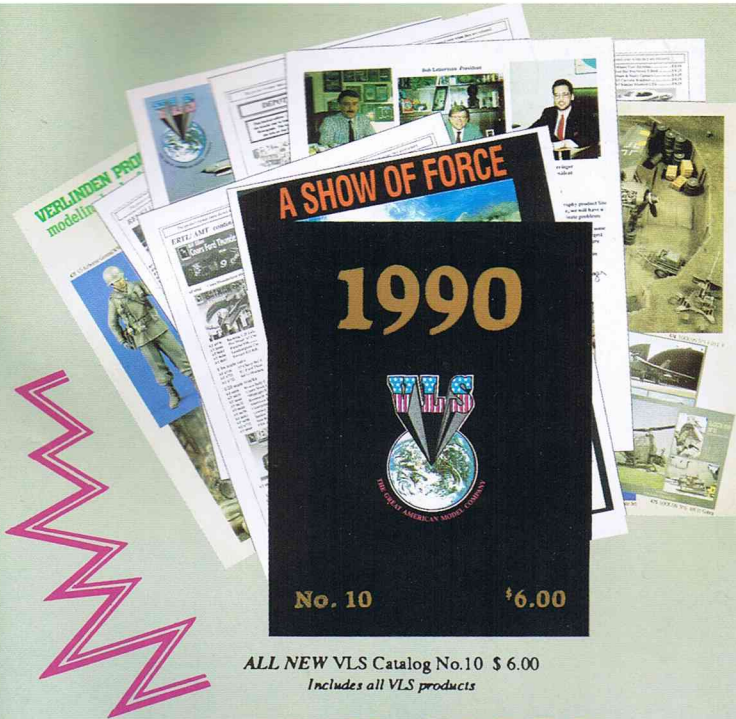


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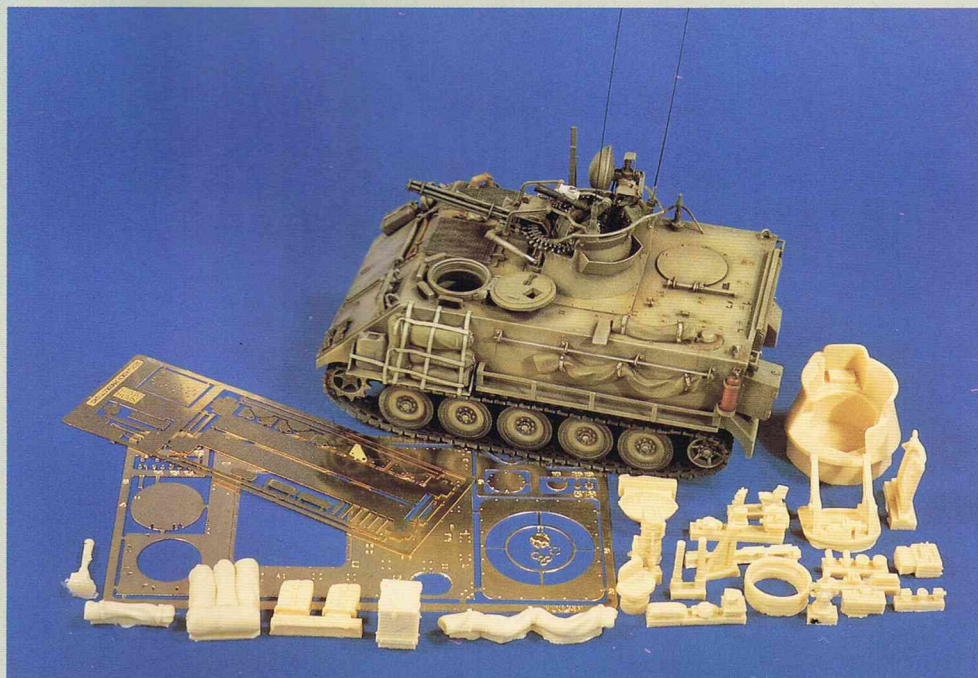
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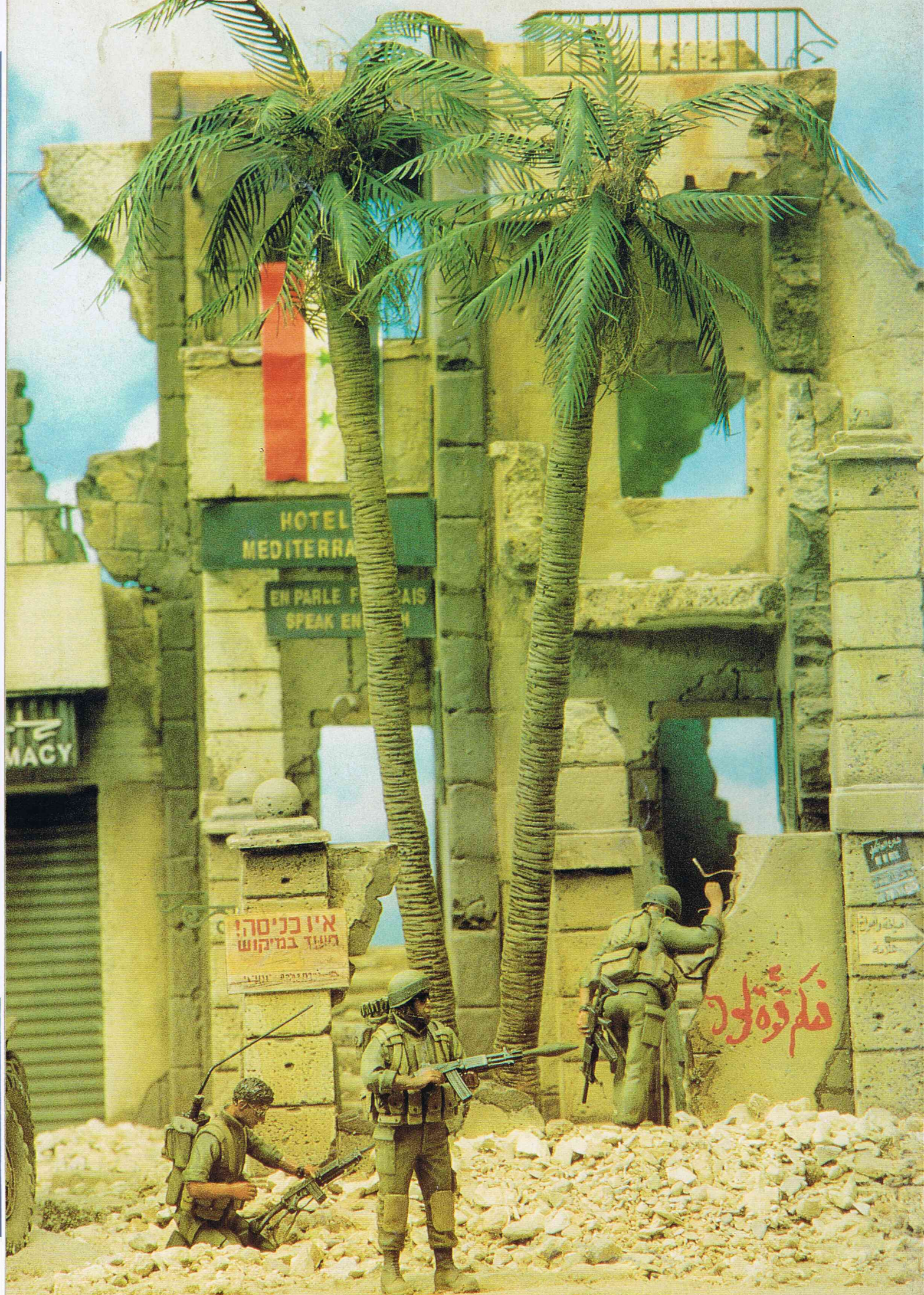
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