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Ausgabe 5-2022

Modelle von Lastwagen, Baumaschinen und Kranen

Mit Wettbewerb

NZG 1:50

Wirtgen 220 SM 3.8

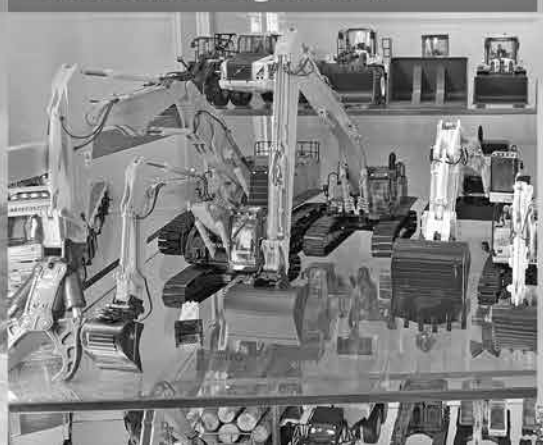
Eigenbau 1:50

Leyland Marathon

English text

IMC 1:50
Scania R 450 6x2

Sammlerporträt
Cornelis Jongenelen



NZG 1:50
Liebherr L 504 Compact

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Editorial

I would like to give a heartfelt thank you to all subscribers who have voluntarily rounded up their subscription fees. You are making an important contribution towards "unbiased reporting".

What is a Trade Fair model?

It was easier in the past, when models that were released for the trade fairs, sometimes even exclusively, were called 'Bauma-Model' or 'IAA-Model'. These had a special cachet for many collectors. This is still the case for trade fair models that will be released at the IAA Transportation Fair in Hannover.

But does the Bauma that has been re-scheduled to the fall undo this concept for the collectors of construction machines, and for the timetables of producers, distributors, and collectors which have been turned upside down considerably?

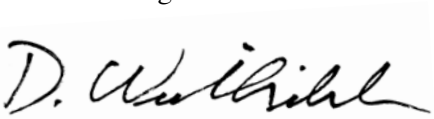
Is a model still a Bauma-Model if its planned release at the trade fair (usually in the spring) is currently readily available in shops? Can all models already released this year be considered Bauma-Models? The industry might question whether the 'Bauma-Models' that have already been delivered should be released for sale or stored until the fair in October.

In the end, such mind plays are luxury problems. Collectors will decide for themselves if they want to identify a model with a trade fair or not.

The postponement of the Bauma to October has also had consequences on our reporting. The trade fair in Munich will happen after our publishing deadline, and therefore, it is not possible to offer an extensive report as has been our practice in past years. Our fair report will be kept to 'Telegram' style, which means that all the new models, as sorted by their producers, will be listed in short form. Nevertheless, this will still provide all the information for readers. Next year, we will introduce all the new construction machine models to you step by step with pictures and model descriptions beginning with the January issue.

The same goes for the new lorry models from the IAA for which we all wait with bated breath.

I would like to wish you all a lot of fun reading this issue!



Daniel Wietlisbach

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Cornelis Jongenelen collects and builds

Excavator Professional

by Daniel Wietlisbach

Cornelis Jongenelen alters and upgrades many of his models. Thanks to owning a 3D printer, he can make his own parts and so his collection contains many special items ...

Cornelis's father collected models which Cornelis admired a lot as a youngster. Even today, he remembers them very well. There were some dumpers and excavators from Poclain, Liebherr and Caterpillar. Two mobile cranes from Liebherr were also among the collection. The models were from the leading producers of the time: Gescha, Conrad and NZG. His father was his biggest role model when he was little and was not the only relative who worked in the construction industry.

Before his father upgraded his qualifications to become a construction site manager, his professional career began behind the steering wheel of a lorry and at the control levers of several excavators. Naturally, his son was allowed to accompany him regularly to the construction sites. There he helped with his little shovel and was allowed to climb up on lorries, wheel loaders and excavators. The visits to the construction sites also gave his mother a breather because she worked from home as an independent accountant. Even Cornelis's grandfather was a construction site manager and currently, his younger brother is following the same path.

As is so often the case, interest in collecting started in the cradle and when he was four years old the boy's first models from Siku found their way into his playroom. In addition to the more common lorries and construction machines in 1:55, there were also tractors and machines from the agricultural sector in 1:32 on his wish list and not without good reason because when his father purchased the lot on which to build their house, he also bought a tractor to work the surrounding land. The duo regularly visited Oldtimer meets where traditionally there were also models offered for sale and so the tractor collection in the playroom grew. During the cold time of the year, Cornelis made many farms, construction sites and towns from Lego blocks on the carpet and in the summer this activity migrated to the sandbox.

At about age 12, play receded into the background and was finally supplanted by collecting. Increasingly, models from makers like Joal for construction machines and Universal Hobbies for tractors were added. As Internet usage grew and became more commonly used, Cornelis exchanged information on forums thus making many contacts with like-minded collectors. In his spare time, Cornelis travelled by bike to visit all construction sites in his area, always with a camera in his backpack. His greatest interests were road construction and earth moving sites.

The youngster found school to be 'a necessary evil', but even though he found things outside class to be more interesting, he was a good scholar. Only a few of his school friends shared his hobby interest but he continued to be engaged with others through the online forums.

After graduation, the collector began studies to become a construction engineer but quite early on realized that this was not the work he wanted to do for a lifetime. After one year he quit and at the age of 16 began to work in construction. The lack of advancement and professional development plus the poor wage structure led him to become independent after two years as a machine operator. He worked on many different construction sites which provided numerous valuable experiences. After ten years, the great day finally arrived when Cornelis Jongenelen purchased his first excavator, a Liebherr A 916.

Collecting models

The Dutchman names the wheel loader Volvo L70C from Joal (400) as his first 'real' model. When he purchased it, the model came with four different tool attachments that could be swapped out, which greatly pleased the collector. In addition to the standard bucket were also a palette fork, wood tongs and even a snow plow which Cornelis bought in a specialist shop in Rotterdam where even today he regularly buys model construction materials. He earned the necessary funds for the purchases by doing side jobs, for example, working in rose cultivation. The impressive Joal Volvo EC650 (172) as well as the Liebherr A 314 from NZG (890) followed later on. He has altered both in the meantime, the latter to become a two-way excavator.

The main focus of the collection today is still excavator models of between 10 and 50 tons, and lorries from the construction trade. There are also dumpers and flatbed lorries. A small collection of cars from Siku in 1:50 and 1:55 are also on hand but they are mostly used as 'extras' on dioramas.

It is especially the current machines and lorries starting at the turn of this century which interest the collector; these are the years that he has lived through and remembers. The few older models were added to the collection because they have some kind of connection or are important in other ways to him.

When asked about his favorite model, Cornelis says that his collection is full of them, but some models are quite different in appeal from others. For example, he likes the solid, stable models from Conrad just as much as a highly detailed, limited series model like the 5299 drag bucket excavator from Himobo. Even the most expensive and largest model from Himobo, the superbly-made Weserhütte SW 760, which has the place of honour in the display cabinet is among his favorites. In addition, he likes to collect rare and unusual special paint schemes, like the 60,000th Liebherr excavator or the R 938 painted with the slogan '50 Years USA', both from Conrad.

In this section of the collection, Special and Jubilee models has the largest gaps. Nevertheless, generally speaking, Cornelis has most of the models on his wish list. Even so, he tries very hard to find out about such exclusive models and then order them right away; however, he is not always successful.

Parts producer

Cornelis finds his models in the usual places such as Internet auction sites and on the For Sale pages of dealers which he regularly scrutinizes. He also likes to visit the bourse of the Dutch Model Car Club Namac in Houten and, of course, the Modelshow Europe in Ede. He participates at both events with his own sales table and also swaps models with other collectors now and then.

Generally, he sells parts that he has designed for his own alterations and which were produced for him. These are special excavator equipment and lower chassis made from 3D prints.

Because of a lack of time now, he rarely builds bespoke models for other collectors. When he builds a model, he makes two or three copies, one for his collection and the others for sale. In addition to excavators, he has made some farm equipment as well as two-way vehicles based on the Unimogs from NZG. For the presentation of

The collector

Cornelis Jongenelen (31) studied to be a construction engineer, worked for a short time on construction sites and then became independent. Today he works with his brother, mainly in building construction, and drives his own Liebherr A 916.

His work is also his hobby and it is very important to him to keep his machinery in faultless condition. He also likes to spend a lot of time with his family and enjoys eating well.

He, his wife and three sons live in the Dutch town of Zevenhuizen, a small village near Rotterdam. Those who wish to visit him and his collection or want to order detail parts are requested to contact him by email: cornelisjongenelen@icloud.com.

his models Cornelis has a whole room with a three-part display case available to him. The cabinet which occupies a full wall in the room has about 90% of the models on display; a few have found a home on top of the closet. The remaining 10% of the models are not collected, but are parts donors for the alteration of other models. Sometimes, he makes purchases on the spur of the moment. They could be yet another donor model, in case he plans a new alteration, or perhaps a rare special historic model.

The only thing Cornelis never buys are models altered by other collectors the reason being that he truly enjoys building models himself so that he can put his own ideas into them. Currently, his collection comprises around 450 models, most in 1:50 scale and most dedicated to the theme of construction. Other than these, there are some agricultural models in 1:32 as well as the his Siku models in 1:55. A few 1:87 models and some much larger ones from Lego Technic round out the collection.

Self-built models

Six years ago, the collector got married. His wife, who works in the health sector, finds that the collection is a bit too large but she likes how her husband uses his creativity in his hobby. His two boys, Gijs (4) and Seppe (3) find his hobby super and their eyes shine when they stand in front of the display cabinet. Newborn Job might follow their example in a short time. Friends and acquaintances like the collection, especially if they too work in construction.

Thanks to the model alteration sales, the hobby is now self-financing. In addition to 3D-printed parts, he now uses brass, plastic and other materials. A lot of the detail parts that are commercially available today come from 3D printers. This intrigued the collector, so that in the end, he began to design parts and models himself. Much was done in consultation with other collectors and experts in this area. It went so well that he went and bought a 3D printer for himself so as to serve his customers more rapidly and to have prototypes quickly and easily on hand.

His home-made models are based from 60 to 90% on existing models. Sometimes, the difference between a store-bought model and an altered one is only new livery or lettering. The most extensively altered models have only a few parts from the super structure of the basic model left remaining. Cornelis makes one model per month, or around 12 new ones annually. These grace the display cabinet each year. The only thing that does not interest the collector is the aging and weathering of models.

Nowadays, contact with like-minded individuals is still very important and happens in a couple of different ways: as well as the on-line forums, groups on social media have been added, plus, he is a member of the LCN (Landwirtschaftliche Miniaturenclub Niederlande) but this one only so that he can read the club's magazine.

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Leyland Marathon 2 semi-trailer 'Astran'

Destination Doha

by René Tanner and
Mike Humble, model
by Peter Bachmann

The Leyland Marathon was as legendary as the Near East hauler Astran. Peter Buchmann complimented the model kit from ASAM with a semi-trailer from PKC and so built this semi-trailer set. The lorry also plays the main role in a well-known documentary film ...

So far, no model producer has taken on making the Leyland Marathon. Even Corgi did not feel it necessary to bring out a model of this characteristic lorry. If one takes a closer look into the development history and the end results it seems to be justified because nowadays, under the DAF Trucks umbrella, British Leyland is developing successfully. The Marathon was promoted in the Astran documentary 'Destination Doha' and in 2013, the British trade journalist Mike Humble wrote the following slightly shortened critique about the Leyland Marathon:

After all the trials and tribulations of the last three decades, one of the most important members of the British Leyland Motor Corporation survives and is successful.

Leyland Trucks, headquartered in the town of the same name in Lancashire continues to make commercial vehicles for the DAF-Group operating under the independent name of 'Leyland Trucks Ltd'. Unfortunately, other formerly big names like Albion, Guy, Scammell, and Thornycroft rest in the heaven of legends. Despite all its difficulties, Leyland survived.

One of the main reasons is the enormous investments that were made in the late 70s under the chairmanship of Sir Michael Edwards. His politics and the decision to only support the divisions that would justify investments surely bore fruit at Leyland. The T45 series and the test track as well as the very modern laboratories gave the lorry town renewed energy. Known in the trade as the LAP assembly plant it is one of the world's most efficient plants but the history of Leyland is more of a horror story than a fairy tale.

British haulers baulked at foreign lorry imports until Volvo introduced the tractor lorries of the F86/88 series. Without a doubt, these were far above anything built in England at that time. Comfort, space, reliability, and even style were part of the Volvo packet; British brands like Atkinson, ERF, Foden, and BL were inferior in all aspects. Continually expanding highways and the long-distance road network shrunk traveling times and profit margins for goods-transporting companies.

A typical English lorry of that time, weighing around 32 tons, had a Gardiner engine and, if one was lucky, produced up to 180 hp using a cumbersome 10.45-liter diesel engine without turbocharging. The Volvo was blessed with a smaller engine but had a turbocharger and excellent technology so that even the basic model which produced 265 hp could get up to 320 hp, with options. Of course, it was possible to order a 220 Cummins engine in the United Kingdom but at that time Cummins had a questionable reputation. The loosening of certain freight transportation regulations meant that British operators could now compete on the continent with their businesses but the vehicles simply could not cope with the demands. In 1965, Leyland and AEC had made some improvements to their mid-class product range with the development of the Ergomatic cabin and when the Board was put under some pressure, they agreed to the development of a new type of heavy-duty tractor lorry. Finances were tight, so all efforts were made to keep the develop-

ment costs to a minimum. To accomplish this, they chose to use as many components as possible that were already to hand. The search for a suitable series of engines turned out to be difficult because the recently-developed 800 V8 from AEC turned out to be a flop as was the 8.3-liter Leyland 500 series engine. The BL board signed off on a project that internally, the company named 'FPT 70'; the merger of AEC, Guy Trucks, and Leyland would see the majority of the construction take place at the AEC factory in Southall. A series of heavy-duty transcontinental tractor lorries capable of transporting 44 tons or more was developed. After the rushed introduction of the 800 series of engines which led to innumerable warranty and reputation problems, the project was scaled down to a more manageable and cost-efficient plan for which as much of the existing tooling could be used. The plan again focused on long-distance freight-hauling traffic but the dream of a super modern BL-V8 diesel with a turbocharger faded away once the ever-mounting costs put the brakes on the development. The proud reputation of AEC was now heavily damaged because Leyland wanted and searched for new ideas at any price. The catastrophic 800 series engine was only one example of this drive. The leading managers in Southall regarded AEC as the perfect guinea pig to save face and the name of the much larger Leyland factory. In the end, and with good reason, the V8 engine was abandoned and the wait for a suitable, powerful engine continued.

The only genuine contenders in that group were the 11.1-liter 0.680 from Leyland and the 12-liter AV760 from AEC. Leyland did mount the 0.680er onto the 0.690 but the cylinder head gaskets had the tendency to blow when under high pressure so the more robust AEC 760 engine with another fuel system, head opening, and pistons was re-configured to the Leyland TL12 engine which developed an impressive 273 hp with excellent tractive power and RPMs. Higher performances were possible with the Rolls-Royce or Cummins options which could reach 335 hp.

The driver's cabin was nothing more than the Ergonomic Cabin placed higher up on the chassis and as a real first for Leyland, a factory-made sleeper cabin was available as an option. The pre-production run began in 1972 at the former AEC factory in Southall in the west of London. Motor vehicle journalists made positive comments about the engine performance of the TL12 and the Fuller gearbox. Early examples were less than perfect in regular use which made one or two of the users remark sarcastically that the reason the lorry was called 'Marathon' was that the distance between problems was a distance of 26 miles.

After the start of regular production in 1973, the Marathon did quite well on road tests in which the performance of the 280's format was singled out. Initially, sales were quite good if one takes into consideration that in comparison to foreign competitors, the lorry was developed on a painfully small budget. However, as soon as higher kilometer performances were required, its shortcomings became more obvious. Engine and propulsion systems were fairly robust but the ancillary components were either not suited for the task or were of shoddy quality. The heating and cooling unit was taken over from the smaller Ergomatic cabin but was insufficient for the much higher Marathon cabin. The cabin's mounting brackets were much too flexible which caused the cabin to wobble disconcertingly when driven through curves or during evasive action. The locks on the oversized cabin doors failed regularly and because of a communication problem, the shocks were inspected incorrectly which led to scary driving behavior and premature failure of the conical leaf springs. In the beginning, there were occasional problems with the Leyland power unit, the gaskets, and control wheels but AEC's first-class team of engineers mitigated these problems.

All Marathons were given a Leyland Group rear axle made by Albion; it produced a musical howling noise that became a characteristic sound for later Leyland lorries. On the axle was the hub reduction ratio with an epicyclical gear but on the first models with higher output, the axle worked at the load maximum. Here too, the engineers were able to find a solution.

The two largest problems of the Marathon were with the braking systems. This was due to the management of British Leyland pressuring AEC to produce the lorry prematurely despite pleas from engineers and developers. The routing of the air lines near extreme heat or vibration sources caused air leaks and, in the worst-case scenario, the breakage of high-pressure lines which led to the failure of the leaf spring bra-

ke system. But it was the performance of the service brakes which gave many owners and drivers the greatest concern. In contrast to modern lorries where the valve for the brake is under the pedal, on the Marathon, the brake actuator device was mounted in the chassis frame and was activated by a cable under the pedal which had to be exactly calibrated. One or two accidents led Leyland to modify the system for those lorries then in use and then to completely re-design the system for later models.

Despite a few questions which floated around about the blatant cost-cutting or the quality, the lorry itself did rather well. The Leyland TL12 engine got a reputation for being one of the best power units developed by BL; it achieved high running performances with few problems. In following the years, Leyland re-designed the interior with higher quality components, modified and improved the brake systems, and made a slew of other improvements and upgrades.

When the new 'Marathon 2' entered the market in 1977 it was favourably received by the trade with sales numbers even greater than the original model. During road tests, models from International Freight Hauling fleets were used thus creating every opportunity for the greatest publicity impact. Test driver Richard Rivers found himself at the steering wheel of a Marathon 2 and was filmed in faraway places like Doha. Leyland even went so far as to produce a model for extreme conditions, the 'Marathon Special'; even an air conditioner could be ordered for it.

When British Leyland closed the AEC factory in 1979, Marathon production was moved to Scammell in Watford while the TL12 engine production went to Leyland. The plans for the award-winning T45 construction series had already been signed off in 1976 but it was not until 1981 that production ramped up to full speed. The 'Roadtrain' used the same chassis even though it was an improved version and it used the TL12 as the standard engine. In the meantime, Leyland had made enormous advances with the brakes and the cabin design. When the T45, based on the Marathon, got the award 'Truck of the Year 1981' Leyland had fulfilled its Marathon challenge."

The model

In 2016, Alan Smith who is better known under the ASAM acronym released the Marathon as a kit in 1:48. These days his extensive kit offerings still include the lorry. The kit I got is available with a day or sleeper cabin with either the Spartan 4x2 or the 6x2 chassis and all components include an exact drawing in 1:48 scale. My initial euphoria upon looking at the towering cabin was dampened when I realized that, according to the drawing, the cabin was 0.3 mm too high. The side windows and the ones behind the bunks were not really well replicated, therefore, I completely adapted the cabin and cut around the window openings to enlarge them by around 2 mm. I made new side parts and a recessed bunk using 0.3 mm aluminum sheet stock and adapted the rear wall.

I left off the floor plate, which is usually missing on the otherwise authentic ASAM kits, and replaced it with a custom-made one cut from plastic sheet. After that work, I chose not to continue the project and passed the cabin and the remainder on to my friend Peter Buchmann who made this jewel shown here. The Marathon was built 'out of the box' with the addition of only small details like the larger diesel fuel tank, sun visor, and air conditioning unit.

Peter used a Wide-spread trailer from a PKC kit for which he made a new canvas top from a block of wood and completed it with plastic sheet stock pieces cut to size. He then built in a large Belly-Tank. Over the years, Peter has developed his own special technique to letter the canvas. First, he designs the lettering on his computer and then prints it in the correct size directly onto the paper chosen for the imitation tarp. Next comes the painstaking work by hand using a brush and correctly mixed paints with which he paints over all the original letters and logos. Using his method and on a very small budget, Peter creates ever-new lettering styles.

After the Leyland, he built another two Astran models using Tekno models as a starting point. I will write about these at a later point in time.

Surface Miner from NZG in 1:50

Wirtgen 220 SM 3.8

by Daniel Wietlisbach

With the 220 SM 3.8, NZG is releasing the second model of the Surface Miners from Wirtgen. This completely new construction will find friends very quickly ...

Surface Mining is a rather 'gentle' open-pit mining technique because neither drilling, breaking nor blasting are required. The cutting drum rotates in an opposite direction to the vehicle and also cuts the material during the milling process. Wirtgen offers three different sizes of Surface Miners with the 220 SM 3.8 being the smallest. 'Small' is relative; in this case, it means that the working weight is 58.05 t. Also, the cutting width of 3,800 mm and the cutting depth of 350 mm demonstrate that this is an impressive machine. It reaches its maximum efficiency when mining soft materials such as chalk or coal. The quarried material expelled behind the machine is loaded with wheel loaders into dumpers for transport off-site; scrapers are also used to remove the material. The working speed is 5 km/h and the built-in Cummins V12 engine produces an impressive 708 kW (963 hp).

The model from NZG

The large 4200SM was launched at the 2013 Bauma and now, but nine years later, comes the 220 SM 3.8. The model is delivered in the classic cardboard box well protected between two Styropor half shells. A little bag has some spare chain segments for the tracks and two counterweights which can be added to the rear of the machine. The Surface Miner made mostly from metal is correct to scale and offers a plethora of details and functionality.

The four drive units are correctly reproduced and the steering and height are adjustable. The machine is kept stable when at its maximum height but in lower positions, the cylinders offer a little bit less stability. When placed in a display case, the model will probably rest on its cutting drum with the drive units aligning the vehicle horizontally. The drive units have metal single track links, and the supply lines which are all bundled together have been modeled exactly. The steering cylinders can be seen from above. The very small turning radius is correct.

The rotating cutting drum power unit has been made just as detailed as the drum itself, which is made up of individual discs that are studded with chisel-like cutters. The covers on the sides can be height adjusted like the original and so can even be adjusted for the cutting depth. Behind the drum is the scraping-off blade which channels the material. The blade can be fixed at the top or lowered and has two moveable side blades which ensure the area of the rear track units is kept free of excavated material. Rubber mudguards complete the details in this area.

Like the original, the upper chassis, if one can call it that, is rather plain when viewed from the sides. The air intake grilles are printed on in two colours and the two exhaust stacks are individually inserted. At the front left, a service door opens to allow a view of the distribution valve for the hydraulic system including many supply and steering lines. When seen from above, the V12 Cummins with air filters, fuel, and hydraulic oil tanks can be made out.

Anti-skid walkways and steps made from photo-etched metal are a joy to see. Another real jewel is the radiator at the rear with its photo-etched grille behind which the two

At a glance

+ Metal content
+ Funktionality
+ Photo-etched parts

cooling fans are visible. The radiator grille opens to allow the insertion of the two counterweights, like on the original. First insert the wider, then the narrower, thicker piece. There is only one way to close the radiator: trial and error, of course, without using undue force.

The cabin is reached by way of a folding set of stairs at the front. The very fine grille left of the cabin is also very nice. The cabin, also made from metal, scores high with exceptionally flush-fitting windows which have printed-on rubber seals. Three intricately etched window wipers complete the work area of the operator. The interior is detailed and painted in several colours.

As usual, the paint coat and the lettering have no faults on this all-around successful model which certainly can be called a new Bauma model. This year everything is a bit different from normal.

Compact loader from NZG in 1:50

Liebherr L 504

by Daniel Wietlisbach

Once again, the model of the small Liebherr L 504 was chosen for the prototype. Nevertheless, this completely newly constructed model deserves a detailed introduction and it is very nice to look at to boot …

The Liebherr L 504 Compact is the smallest wheel loader from Liebherr and currently is listed as Series 8 in their production program. The 0.7 capacity bucket has a working weight of 4.6 t and a tipping out load maximum of 3.0 t. The built-in Liebherr four-cylinder 4TNV88C produces 34 kW (46hp) and, of course, complies with the current exhaust protocol of step V.

The intricate model from NZG is a completely new construction. It comes in a cardboard box well packaged between two Styropor clam half shells. It is an exact scaled-down replica of the original. Thanks to the model's high metal content it has a pleasant heft and looks valuable.

The wheels have been done exceptionally well; the engraving is exact and the question is how it was possible to paint the tiny screw heads silver? The rubber tires fit perfectly and have a prototypical profile. The rigid axles, as on the original, have been well replicated and are connected to the modeled propulsion shaft. The shaft of soft plastic interferes a little with the turning radius. To create the tightest turning radius, modelers can disconnect the shaft at the front axle which is possible to do without damage because it is not glued on. A very intricate and functional steering cylinder is modeled, however, there are no supply lines.

The rear section of the chassis is made up mainly of two metal castings which show the shape correctly. The super fine honeycomb pattern grille for the engine cooling is finished in two colours, and the exhaust pipe has an opening.

The cabin is almost completely encased in glass and the sturdy

At a glance

+ Metal content
+ True to scale
− No hydraulic lines

ROPS frame is made from metal. The interior is detailed and painted in a single colour. Windows fit flush and have rubber seals, hinges, and handholds which are modeled raised and painted black. Special mention must be given to the photo-etched window wipers. Impossible to get any finer! The cabin's details are completed by rearview mirrors and work spotlights, both made from plastic.

The front part of the lower chassis including the lifting frame is intricately replicated. The hydraulic cylinders are rather plain. Models of the hydraulic lines which in this area of the original are very obvious have been omitted completely. Work spotlights complete the front part of the chassis. The maximum bucket turning out height is not reached due to the limited space conditions; the degree of the bucket when tipping out is correct and the equipment is kept stable in any position. The bucket is made from a precisely engraved metal casting and a quick-change part is hinted at. Basically, all bolts are made without heads and are black, which, on such a small and intricate model cannot be helped.

Colour and lettering are faultless, as we expect. With this successfully made L 504 Compact, NZG has now released both the smallest and the largest wheel loaders from Liebherr in 1:50 scale.

L 546 update from Conrad

At the same time as the L 504, an update of the L 546 from Conrad was also released. At first glance, updates seem to be limited to the lettering, but closer inspection shows that the model has been exactly matched in many details. In addition to the bucket, the prototypical new Z-Kinematic, the new cabin, and the shape of the rear were also matched. The exhaust and the intricate air intake grilles had to be changed. Safety railings and handholds as well as footsteps on the front chassis are also new.

Attachments from GEM in 1:50

Tools

by Daniel Wietlisbach

Tools from Gaz Evans Models (GEM) are now available for many brands. Fans found these heavy metal models some time ago. Here we introduce the four current ones ...

Those who want to equip their models with individual tool attachments feel like they have arrived in the land of milk and honey upon visiting the online GEM page. Over the last few years, Gaz Evans has continually increased his production program. The models follow the originals exactly, are licensed, and therefore correctly lettered. They are hand-assembled in the Great Britain workshop of Gaz and his partner Lucinda. All models are cleanly painted and lettered with carefully applied decals.

Allu Bucket

'Allu Finland Oy' is a Finnish company founded in 1985 to create tool attachments that they develop, make, and also distribute themselves. Among the attachments for excavators and wheel loaders, are tools for separating, sorting, mixing, and shredding materials. Typical applications are for the recycling of soil and refuse, the recycling of contaminated soils, and

the transformation of garbage into usable materials.

The Allu transformers are screening and crushing buckets in one and, depending on the application area, are available in three different series. The smaller DLs are for landscape gardeners and farmers, the D-Series is optimal for earth-moving use and the large M-Buckets are used in quarries and mining applications. Transformer buckets can be attached to excavators as well as wheel loaders or tractors.

The M3-25 from GEM is a sifting and crushing bucket for excavators from 70 to 120 t, with an attachment width of 14 mm which even in 1:50, is a huge tool. Contributing to this size is that the part is made completely from metal, as is usual with Gaz. The bucket itself is made from an exactly engraved metal part augmented by five separately attached metal lids. The frame that includes three crushing rolls of the unit's breaker part is also separately attached as a single unit.

Promove

The company from Molfetta near Bari on the Italian Adriatic coast develops, produces, and sells their hydraulic hammers and other specialized de-construction tool attachments worldwide. The XP series of wrecking hammers begins with the smallest XP60 with a working weight of 60 kg and ends with the flagship 6.9 t XP7000 which is designed to fit excavators from 60 to 120 t.

The model from Gaz comes with an Oilquick-attachment plate with a mounting width of 14 mm. It can also be attached directly; then the attachment width is 18 mm. Of course, mounting bolts are included. Alternatively, the hammer with smaller attachment saddle widths (10.5 or 13.5 mm) is available. This model too is very nicely engraved; even the hexagonal shape of the screw heads was copied. The chisel and head plate are separately attached, and hook-ups for hydraulic lines are included on the model.

Technomichaniki

Ever heard that name? Time and again, a visit to the GEM site introduces manufacturers that one hardly knows, for example, this Greek company that has existed for 40 years. Their offerings go from buckets in several sizes to block handlers up to specialized tools. One category on offer is the marble block pushers. The model made by Gaz is designed to fit an excavator of 40 to 50 t with an attachment width of 9 mm. As the name hints at, the tool is mainly used in marble quarries where it tips and pushes marble blocks that have been freshly cut from the quarry face. To accomplish this action, a powerful hydraulic cylinder opens the pusher. The tool is also swivel-mounted on the attachment plate. All these features are on the precisely engraved 1:50 metal model that comprises a total of five separate parts.

Remo's old iron

Do you know this one? Recognize this lorry and win a model!

by Remo Stoll

Many older and very old lorries earn their keep engaged in on-site internal traffic, as was the case with this 192 hp example on my visit in 2005. It was already 42 years old, or even older at that time! A few years later, the quarry where the lorry had worked was abandoned. Most probably, the nice hood-forward lorry ended up as scrap.

Recognize the lorry? Please send us the name and exact designation. The contest deadline is October 15th. We will hold a draw to select the winners if there are more correct answers than prizes. Please note that only entries with complete mailing address information can be considered so that we can correctly mail out the models that have been won.

This time the winners will receive a prize chosen from these models: The Isuzu Giga 4x2 from WSI in white, the Liebherr L 504 Compact from NZG, or the Caterpillar two-way excavator M323F Rail from Diecast Masters.

The solution from Truck and Construction 4-2022

The mobile excavator in question was a French Oleomat H.11.P and the winners are Marc Maly from Hamburg (D) who won the Wirtgen SP 15i from NZG, Jürgen Precht from Stockelsdorf (D) who won the MAN TGS TN with a half-pipe dumping semi-trailer from Conrad, and Leon Hubers from Berlicum (NL) who won the Liebherr A 916 from AT-Collections in 1:32. Hearty congratulations to all winners!

The way to 'correct' models

'Hybrid' construction technique

by Daniel Wietlisbach

We all like to have the best, authentic-looking models but how to achieve that? We look for clues using three examples ...

Makers of construction machines are to be envied! Each and every one of the same type looks pretty much the same the world over but this is unimaginable with lorries. Different road traffic laws, the local commercial vehicle industry, and country-specific desires of the freight forwarding companies and their drivers lead to sometimes large differences.

For model makers, this means making small or larger compromises that very rarely result in truly accurate models. For example, a Swiss company logo on a Dutch trailer does not make for a classy Swiss model. It is not that simple!

The disparity results from the choice of material and the expected sales. Molds for white metal models are only profitable when a series of several thousand castings are made from them. On the other hand, molds for resin models are profitable even in ten times smaller series.

Tekno discovered this a few years ago and switched to a let's say, 'hybrid' construction mode for many models. The basics like the cabin and the chassis are still made from white metal castings while the upper chassis and special parts are from resin. This kind of production, especially for classic lorries, results in some really excellent examples and today some of them are among the most sought-after models. We have three models that are more or less based on that construction concept to show you.

Scania LS 110 'Øverland'

Just like Switzerland, Norway also had a great variety of lorry brands. On top of that, the legal and traffic-related conditions were very individual, varying even from the coast to inland. The 'Øverland' lorry and trailer set from the coastal town of Molde shows this quite clearly with its minimum height of just under 3.50 m. Right up to the 70s, many of the underpasses in existence had a height of only 3.50 m, and it took a long time for them to be adapted to the new heights for transport requirements. For this reason, Tekno has made both upper chassis structures in resin. They are very nicely engraved with all the doors, locks, air vents, and position lights. Even the recesses for the mudguards of the Scania were included. Only the chassis and the cabin are made of metal. Nit-picking just a little, we note that the toolbox is a bit too large but the pleasure of this well-turned-out model completely outweighs this little detail.

Scania L 110 'Sabbe Dubaere'

Belgium is not necessarily known for its timber industry but in the shape of the unique Scania from Flanders that has a rack with winches for log loading and a fifth wheel coupling plate, there is proof that it exists. The vehicle has been preserved and nowadays can be admired at Trucker Meets, sometimes together with the also historic low deck semi-trailer in the same paint scheme. It was relatively easy to compare the model with photos of the original. Behind the cabin, the very specific upper chassis structure with winches and work spotlights was made completely from resin and the old technique of using 'jewels' for inserts at the spotlights was employed. The steel upper structure was exactly replicated but it is a bit of a shame that the anti-

skid surfaces are only a printed-on detail. Because of the special shape of the rear and the rear lights, this area was also made from resin castings.

Mack F-700 'Rynart'

The Mack F-700 was only in Holland at the beginning and the end of its trips. It spent most of its time in dust and sand. This model was one of the first Mack F-700 lorries with trailer sets so resin parts were used rather sparingly which causes one to think that more Mack F-700 sets might be coming. This vehicle was also quite exactly modeled even though the proportion of the tool boxes deviates a bit from the real thing. On the trailer, however, Tekno cheated a bit by making the axle spacing too large. Original pictures show that the 20-foot container load was not longer than the chassis, and the reserve tank was mounted on a special platform over the drawbar. The rear is also rather plain and simple.

New lorry brand at IMC in 1:50

Scania with Baby Axle

by Daniel Wietlisbach

IMC is now the third producer to offer the current Scania in 1:50. The new models will be especially combined with low-deck trailers from the same maker ...

Since 2016, the new series from Scania with R and S cabs, which we introduced in issue 1-2017, has been available. Following Tekno and WSI, IMC is now stocking production items for this truck in their parts inventory. As with the Swedish original, the shapes of the IMC model are assembled in modular form. The S-, R- and XT cabs each have different cab heights. Various kinds of side cladding, heavy-duty freight towers as well as a variety of chassis allow the construction of many different models. Unlike the competitor's models, the doors open on this new model, but the cabs are rigidly mounted. For the first time, IMC is offering an optional chassis with a Baby Axle.

As far as the optics of these small wheels are concerned there are differing opinions but in practice, the Baby Axles on tractor lorries are gaining in popularity for good reason. The first thing in their favour is that when the total weight of the trailer on the rear axle on 4x2 tractor trucks exceeds the 12 allowable tons, the Baby Axel off-loads some of that weight. On the other side of the equation is that a 'fully grown' third axle would take so much space that including the exhaust scrubbing plant and AdBlue tank would leave no space for a large fuel tank. In this instance, Baby Axles are a kind of compromise.

The R 450, as a 6x2 with a Nooteboom OSDS for Holtrop Van der Vlist is the first model released. These orange vehicles of the family company which was founded in 1930 as Van der Vlist can be seen on roads all over Europe. Holtrop Van der Vlist was founded in 1991. Based in Assen, it took over the logistics for well-known construction machine makers. Because of this, the low-deck trailers are regularly seen loaded with factory-new machines from Volvo, Komatsu, Bell or Kobelco, even here in Switzerland.

As we had hoped for, the semi-trailer set comes as a heavy, metal model. Having already introduced the semi-low deck trailer in 2015, we now want to concentrate on the tractor unit. Viewed from all sides, we see that the shape of the cabin is very well replicated and the doors close perfectly without showing any gaps.

The model is true to scale and the newly-designed wheels with photo-etched wheel hubs are very nice. The radiator grille is finely engraved and, of course, has been separately attached. The headlights and position lights are prototypical and have chromed inside domes with transparent covers; only the four very tiny ancillary lights in the radiator grille, and the sun visor are only painted on in silver. The front windscreen fits very snugly but the side windows leave a gap of 0.5 mm. Rubber seals are printed on in matt black and on the side windows, the silver 'Super' logo has been added. Window wipers, all mirrors, antennae, and warning beacons are separate parts. Likewise, the footboards. The upper ones are properly located behind the doors which are correctly detailed on the inner side and are multi-coloured like the rest of the interior. The included driver looks more like a construction machine operator; a helmet is really not required inside a lorry cabin.

The chassis is made in such a way that several versions are possible. Since the cabin does not tilt, the engine underneath was only hinted at but gears, prop shaft and rear axle with air suspension are correctly modeled. The drive wheels have low-profile tires. The fully functional lifting axle can be adjusted using two Phillips screws; when the screws are completely loosened, two springs press the axle onto the road surface. The standard model comes with a fifth-wheel base mounted and one for Tekno trailers is included. Fuel, AdBlue-Tank as well as exhaust cleaning plant are correctly replicated and the anti-skid surfaces are very finely engraved. Two black supply lines have been modeled.

The finish of the colour coat is just as faultless as the printed-on lettering; however, the decal of the round logo does not extend into the gaps.

At a glance

+ Shape design
+ Detailing
− Gap on the side windows

Compact loader from IMC in 1:25

Bobcat L85

by Daniel Wietlisbach

There is a long tradition of making small machines, especially Bobcats, in 1:25. The Bobcat company now orders models from IMC as well ...

The L85 weighs in at 5.1 t and, like all Bobcat machines, excels with its great flexibility which is based upon the extensive attachments on offer from the producer and other suppliers. The long lifting gear makes it possible for the little loader to load dumping bins of a normal height but it can also be used as a cleaner using attached rotating brushes or as a snow remover with the snow blower attachment, just to mention some of the uses for this unit. The loader is powered by a 2.4 litre diesel engines from Bobcat, producing 50.7 kW.

The model from IMC

The L85 is the first model from IMC and it follows the same production principles of the company which can be formulated thusly: Make main components from metal, ensure high functionality of the tool, create extensive and very detailed lettering, use no hydraulic lines and ensure that it is affordable. Even though this is an attractive solution for collectors, we dare to

mention the lack of hydraulic lines. Without them, the front of the vehicle looks 'barren' and even on the articulated joint, a few lines would improve the look.

The model is packaged between two transparent plastic clam shells which protect the model well and show it off at the same time. A separate bag contains a warning beacon to be attached to the roof, a good solution to prevent damage during the transport. The model feels pleasantly heavy in the hand and has been made correctly to scale. The degree of articulation is also correct as is the functionality of both the lifting gear and bucket.

The wheels with the correctly replicated tires are nice but slightly simplified on the inside. The rigidly-mounted axle housings look great, like the original. The engine hood is exactly engraved although the air vents are not pierced but painted in black. Radiator grille and exhaust pipe are separately applied parts.

The cabin is made of a metal frame almost completely enclosed with glass. The windows are clear and transparent to a degree rarely seen on a model. They allow an excellent, clear view of the finely detailed, multi-coloured interior. The logo on the driver's seat as well as the many gauges have been printed on in colour. Plastic rear view mirror, window wiper, door handles and work spotlights have been attached separately. The plain front section of the chassis is nicely done; we have already mentioned what is missing here. Headlights with glass lenses would be a further suggestion for improvements on the model, especially because the lights are rather large. The lifting gear, the swing of the Z-Kinematic, as well as the bucket are made from metal. The latter could be a bit more finely engraved, especially along the teeth. None of the bolts at the joints are painted. The heads do not protrude, as on the original, and so do not distract from the overall look.

As usual, the paint is perfectly applied and the very detailed lettering complements the model very nicely.

At a glance

+ True to scale
+ The glass used for the cabin
− Missing hydraulic lines

80-ton crane from IMC in 1:50

Tadano AC 4.080-1

by Carsten Bengs

With the AC 4.080-1, IMC has released a perfectly made model of one of the first cranes from the new Tadano programme following the consolidation of the two brands, Demag and Faun ...

The producer has made a very appealing, classy model that scores high in the detail department. The comprehensive instruction leaflet is a great help for the easy assembling of the model and also includes some prototype information such as measurements. Pliers and a set of tweezers are included. The four-axle chassis runs very smoothly and the drive train with the drive shaft and pressure tank are present and correct. All axles are steerable, have sufficient turning radius, and are even sprung.

Behind axles two and four, small mudflaps with printed-on Tadano logo are included. The undercarriage has an anti-skid surface with ladders that turn sideways and fold down; a nice detail. On the road, the crane can carry up to 9.3 t of ballast and still be within the 12-ton axle load limits.

The massive supports hold the model very securely even with the completely extended outrigger and without the tires having any contact with the floor! Even the printed lettering on these supports has been remembered. We really like the support plates because they remain constantly with the model and can be held in place by a bolt for transport or when on site at work; unfortunately, the threads of the supports are visible. Of course, the crane support mats are included with the model and these are even made from metal.

Typical for the AC 4.080-1 is the single-engine concept which is a feature on all newly developed Tadanos. All functions are powered by a 340 kW strong Mercedes-Benz diesel engine. IMC has replicated the area around the engine very extensively. Exhaust and air filter are correctly modeled. The roomy cabin is very nicely finished with mirrors, warning beacons, window wipers, and a highly detailed interior. The Tadano logo at the righthand front is also included.

A small replica of the lubrication plant as well as the components of the air conditioning unit are on the massive upper chassis. Typical for Tadano cranes is the way the hydraulic hoses are routed from the upper chassis to the boom. IMC gets a high score for this detail. The crane cabin also has a detailed interior, window wipers, and free-standing handholds. The cabin can be tilted by using a small cylinder and the small step slides underneath during transport.

The ballast is very nicely made. Overall, the prototype is ballasted with six individual sections for a total of 17.7 t. All the sections are individual parts and the 3.1 t main part is attached to the model. Small lifting rings on each ballast part to make for realistic ballasting of the crane model. The dimensions of the lightweight aluminum boom are correct and it looks really appealing. Even when extended to a great degree, the boom is kept securely in place by a grub screw in a metal cylinder. With a height of 114 cm at the top sheave, the model does not quite reach the prototype's sheave height of 63 m. All telescoping segments can be arrested at 50% and 90%.

The AC 4.080-1 model comes complete with the 6.5 m main extension which is stored at the side of the boom. This part can be arrested at 0°, 25°, and 50°. IMC has splurged on a model of the authentic three-sheave hook for a maximum carrying capacity of 20 t. All sheaves are individually made and turn very easily. Despite the tiny size of the cargo hook, it does swivel. Also worth mentioning is that IMC has switched to using a new, non-twisting cable.

As we are used from IMC, much lettering and many warning labels are found on the model. Overall, it can be said that the lettering on the model is really classy. Special mention must be made of the extensive lettering on the upper chassis cabin; even the CE sign is visible.

High functionality and perfect detailing. IMC Models have produced a perfect model which is very convincing.

At a glance

+ Cargo hook
+ Lettering
+ Tools
– Visible threads on supports

Tom's driving log

by Tom Blase

Taking the police 'for a ride', or, 'only flying is more fun.'

Emsdetten is in the Münster region of North Rhein-Westphalia. In the 70s, my father regularly drove to a factory that made wall-to-wall carpets. He delivered the raw material for the carpets' base-coating compound.

At that time, we drove a Mercedes 1632. This lorry came standard with Pilote Tires, size 10 x 22.5. Since the silo combination was also often driven on construction sites that had soft ground surfaces, the Daimler got a set of tires with coarse studs, then called the 'Titan Profile', size 12 x 20, which were also unbeatable in winter driving conditions. A smaller wheel diameter also increased speed as my father noticed very quickly.

A friend, also a silo combination driver, employed by the 'Spedition Freud' from Frechen liked to call Dad over the CB saying, "Man, Brummi 43 – only flying is nicer. You just passed me. I thought I was standing still." This did not remain unnoticed for very long because just before the Westhofener crossroads an Highway Police VW-Porsche drove behind us and observed the 'flying manoeuver' for a few kilometers. The speedometer on our lorry showed an unremarkable 80 km/h; however, the police's speedometer signified a speed of close to 95 kilometers an hour. Shortly afterward we were overtaken and the police signaling disc was held out of the Porsche side window signaling us to stop and pull over.

"Good morning. General Traffic Control. Could it be that you are going along a bit too fast?" My father played ignorant and showed him the 82 km/h recorded on the tachograph. The law enforcement officer, feeling that he was winning responded with, "Now listen here, our speedometers are government tested and mine showed close to 95km/h." My old man stayed calm and showed the test label from the last speedometer test: "Mine too. It was tested only last week".

The officer remained unmoved and gave Dad a ticket which he showed to our boss Hans when we got back home. "Well, just put the 10 x 22.5ers on again, drive quickly over to Mercedes and make a new test for the Kojaks." The next day we went once more in direction of Emsdetten taking with us the test confirmation letter and (!) with the 12 x 20 coarse studded tires on again.

We stopped in a small parking space across from the Highway Police station in Greven and Dad ran across the highway to the police station. In the past, this was something one could still do without any danger as there was barely any traffic on long-distance roads.

Why didn't he do that on the trip back, you might ask? Well, it would have been kind of foolish. If a really zealous officer took it in mind to go outside and check the tire sizes, then what?

Shoemaker, Transportation Company, part III

Spedition Hugelshofer

by Erich Urweider

In the third part of our company chronicle, we show the development of the company from the 1990s until the present. Thirty years during which the transportation industry changed fundamentally …

Fredi Hugelshofer was still full of ideas. Not only had he already joined the ACTS (Abroll-Container-Transport-System--Roll-off container transport system) in 1988, he also joined one founded in 1992, the Colog, Container Logistikservice (Container Logistics Service). This department of the company rented out containers in a wide variety of sizes as well as the 1,000-liter food containers and, as a marketing novelty, even offered full service including logistics, rental and cleaning.

In 1993, Hugelshofer AG took over the tank division of Thalmann Int. Lebensmitteltransporte (Thalmann International Food Transports) in Bischoffszell, with whom they had worked intensively for a long time. They integrated five tractor lorries and semi-trailers into the Hugelshofer fleet and took over the customers.

Tricycling Mittelthurgau sorting and recycling plant in which Hugelshofer had a 24% share commenced operation in 1994. Other partners including HG Commerciale, Toggenburger, Holcim and, later on, the KVA Thurgau also participated. All pledged to have environmental protection as a goal and, whenever possible, to take all waste and divert it to the new sorting plant. In 1997 three garbage trucks were on the road for the KVA collecting household trash in Frauenfeld and the surrounding area. The first Eco driving course was held in the same year, and the changeover to low sulphur but more expensive diesel fuel began.

The mail has left

Swiss Post let out a large transportation contract in October of 1997. Their parcel sorting center close to the Hugelshofer headquarters was already under construction and Fredi Hugelshofer's goal was to obtain this huge contract. He returned to the company after a six-month sabbatical and got a bitter surprise when he discovered that nobody had done anything towards getting the contract. The reason given was that '… it would be too big for the company'.

Now it came down to winning a race against time because the submission date was very near and closed in minute-by-minute. Since this kind of logistics was uncharted territory for the Post Office, all of the trips to the different Post hubs first had to be planned because only once that information was known could the number of lorries and the staffing requirements could be calculated. All this was included in the bid for the contract. To cut a long story short, the bid from Hugelshofer was vetted by the Swiss Post Office and, after long and tough negotiations, Hugelshofer AG won the contract in July of 1998.

With this success, the challenges had just begun. By May of 1999, 25 new vehicles with trailers as well as 60 new employees were ready. It was very lucky that the Juch-Center was large enough to cope with that kind of growth. Since the post office's parcel sorting machinery was also new, the staff had a steep learning curve; it took weeks until everything ran smoothly. But, according to the comments of a postal employee, the logistics were ready right from the outset and ran without any problems.

The start of the Transfood AG

The company founded Transfood AG in the year 2000. Its purpose was to bundle the competencies in the demanding food transport sector by separating the transport sectors of food and non-food. Primarily, demanding transports of liquid, loose and refri-

gerated food items were proposed and made. The company also rented out containers and offered the cleaning of transport vessels so that the customer had to deal with only one supply partner. In 2001, Transfood joined the Tankceu which is an association of middle-to-large food transporters from all over Europe. It promised to help with a better acceptance of the members by the large market players. In the same year, the Swiss LSVA (a road tax) was introduced. To increase their transport efficiency, Transfood introduced the first combination semi-trailer for liquid goods which also was capable of transporting bulk dry items. For example, vegetable oil was transported on the trip to the destination, and on the way back, bulk sugar was the load.

By 2005, Fredi Hugelshofer had been the boss of Hugelshofer AG for 40 years. Considering his experience, he found that he wanted to hand over the operation of the company to younger hands. When he joined the business 40 years ago, co-shareholders often put the brakes for expansion on him. This was an experience he wanted to prevent from happening to the new generation. However, he remained the sole shareholder and Chair of the Board. Martin Löscher became CEO, Robert Windler CFO and Patrick Hugelshofer, Head of Human Resources. This was a team which had worked together in the company for some years and so had a very good knowledge of the firm. Also in 2005, the Renault Magnum started to make its appearance in the Hugelshofer fleet. With 480 hp and Euro 5-Norm and a huge cab living space, it was Renault's top model at the time. A year later, Hugelshofer took over the Swissmill fleet of 12 units from the large distributor Coop. Hugelshofer had been interested in taking over the bulk transports of Swissmill since 1982. Now, small and large end-users of flour such as bakeries and pastry shops could receive daily deliveries. Since 2007 Transfood AG has fulfilled the IFS (International Food Standard); it was the first company in Switzerland to do so.

In 2008, Hugelshofer Logistik AG was founded as an independent company particularly to make everything more transparent. This was necessary because, on top of the core business of goods transport from A to B, more and more customer-specific services were undertaken. These went far beyond actual transports.

In 2009, the change to the younger generation became visible with a new corporate design that promoted a young and dynamic company. The Saurer liquid food transporter, with the internal number 15, still being listed in the fleet inventory, was gifted to the Saurermuseum. Fredi Hugelshofer insisted on driving the vehicle to Arbon himself. However, an even older Saurer vehicle remains in the fleet. With the entrance of the food discount chain Lidl into the country, the company of Hugelshofer became its logistics partner for Switzerland. Before launching into the market, logistics levers had to be moved to be able to fill all the branch stores in a timely fashion. Along with the expansion of Lidl Schweiz, Hugelshofer also grew even though at times transport volumes sometimes fluctuated greatly.

The sector of waste management and recycling expanded at the same time and in 2010 the Hugelshofer Recycling AG was founded. With this step and new staff, reimagined strategies for the recycling market were created. However, the new company was on a collision course with Tricycling AG, especially because of the investment in a new sorting facility.

2012 saw the first larger liquid food tank containers with a 30,000-liter capacity in use. This innovation was demanded by a customer who wanted to transport the containers from the port of Rotterdam onwards. Because of 'environmental' reasons, orange juice concentrates were now transported to Switzerland by rail with only the last mile done by Transfood lorries. Because of the rates crash in international transport, there was no joy to be had and the returns in that sector fell sharply.

In 2014, the truck shop area was enlarged and a modern brake test stand was installed. The service partner Thomann Nutzfahrzeuge AG, was now certified to do road-worthy tests 'in-house'. In 2016, the sorting facility was converted to the regional Annahmezentrum (regional return

Hugelshofer-Group

Founding year	1877 (2022 = 145 years Hugi)
Type	Stock company
Headquartered in	Frauenfeld
Number of Vehicles	205 (tractor lorries)
Employees	400
Website	www.hugelshofer.ch

center) for the public. Since then, in co-operation with Tricycling Thurgau and the KVA Thurgau, Wertstoffe (recyclable material) of all kinds has been received.

The company's celebrated its 140th anniversary in 2017. 250 employees, 130 vehicles and 39,000 m^2 of all manner of parking spaces were the hallmarks of Hugelshofer AG's jubilee five years ago. Commencing in 2008, Pharma transports were added to the program which in turn posed new challenges and certifications.

Vehicle Highlights

Two highlights joined the fleet in 2019: one was the world's first fully electric tractor lorry and semi-trailer and the other was a Freightliner Coronado. The Freightliner was bought for the 80th birthday of Fredi Hugelshofer. The electric vehicle, based on a MAN TGX, was used for a field trial together with the Swiss Post Office and MAN Switzerland. In 2020, the company made more investments in the fleet and purchased eight new Renault lorries to replace older vehicles.

Petersons 85 Years and going strong

By Eileen Grafton, Peterson Holding Co., 494 pages, English language book, soft bound, ISBN 978-1-7373050-0-2

Peterson has sold Caterpillars in the Bay Area surrounding San Francisco since 1936, or for 85 years. The company serves Northern California as well as Oregon and has 1,700 employees. Those who research the history of Caterpillar will certainly find one of the machines developed by Howard Peterson during their investigations, the Quad D9G. Peterson coupled two D9Gs together to make a dozer. The book in front of us looks at the history of Peterson between 1996 and 2021. Events, anecdotes, interviews, drawings, and countless pictures fill almost 500 pages. The 85 and the 60 yearbooks can be downloaded from the website www.petersonholding.com in digital form. Unfortunately, the printed issue is only available in the 'Parts Department'. Definitely a book for specialists. (up)

Tanklaster des Wirtschaftswunders

By Ulrich Biene, published by the Delius Klasing Verlag, format 28 x 21 cm, 184 pages, 453 photos, hardcover, ISBN 978-3-667-12356-5

This very nicely designed book looks at the history of tanker lorries and petrol pumps from 1904 to the 80s. The book begins in 1904 and continues until after the Second World War when there were few problems in satisfying the ever-increasing mobility needs of the population. In the post-war time, differences between the east and west became noticeable, particularly in how safety standards in the east were neglected.

The reader is introduced to several tank lorry producers whose history is told. The backgrounds of the oil companies of the time and their strategies are explained. Furthermore, the horrific accidents that happened are documented and how they lead to the safety standards we have today. The photographs include black and white, and colour. In addition, some old advertising posters have been reproduced and included. (eu)

Models by Peter Veicht

Menck EN

by Robert Bretscher

An original remaining quarry excavator, Menck EN with the number 24, still stands in the Styrian Erzberg. It was probably the prototype for one of Veicht's unique models ...

In the 70s, I went with my graduating class to visit the ore mining site in the Styria. Upon exiting the bus our eyes almost popped out of their sockets as we looked up at the excavator in front of us towering as high as a house. This was it, the legendary Menck EN! The information plaque about the excavator contained some impressive numbers: three electric motors, a total of 583 hp, weight 201 tons, bucket capacity 4.5 m^3, tensile force at the bucket 66 tons, and so forth. Previously, I had met a few large excavators but to see such a machine close up, and fully built up was a real blast.

Most probably, Peter Veicht was also overwhelmed when he first visited this colossus to take the technical pictures that he wanted to use for his model project.

Just like the original, the model was soldered together from massive copper and brass sheet stock and completely clad with wood to protect the upper carriage from rock falls. The perfectly created patina shows the hard use the machine went through when quarrying ore. The operator's cabin whose windows are very cleverly made with glazing bars realistically mirrors the time of the 40s. Fully opened, the four sliding doors on each side of the cabin which are decorated with Menck logos, danger signs, and the excavator number give a good view of the interior. Only the Spartan

Excavator models from the shop of Peter Veicht

The trained vehicle mechanic Peter Veicht visited many construction pits in and around Munich to observe construction machines at work. Especially attractive for him at that time were the very active subway construction sites with the many, cable-controlled machines which took the young observer under their spell, so much so that he made drawings and took photos of the interesting machines. Soon thereafter, he purchased copper and brass sheet stock and, screwing up some courage, he began to scratch-build his first excavator in 1:50 scale by himself. For this project, he used Lego construction parts and old thread spools as cable sheaves. Initially, he built the undercarriage and crawler tracks from cardboard and wood quite masterfully. Sometimes even a pizza box leftover from dinner made do for the floor of an undercarriage. Later on, Peter Veicht developed and made his first master molds; in the beginning, he only developed track segments. With these, he could finally make functional models. Over time, the very imaginative, artistic artisan, in fact, a miniature blacksmith, was able to produce some wonderfully detailed, historic, excavator models. The models are all fully functional and with only a few steps can be converted from lattice mast to front bucket operation. Even though Peter Veicht built the models for his own dioramas, several examples have found their way into collectors' hands. Some are extremely rare and exist only as a single piece.

Unfortunately, the model building genius and friend died much too early in 2015, aged only 57. Robert Bretscher will randomly present several cable-operated excavators, mobile cranes, and dumper lorries from the former workshop of Peter Veicht. All the models deserve to be called 'unique' pieces.

workplace of the excavator operator was kept very simple, as it was at that time. It had rudimentary seat and a few over-dimensional levers.

Much more interesting was the drive area for the two hefty cable winches with the large cog wheels and their obscured transmissions. Veicht replicated the heavy boom with a mock-up of the electric motor as the feed drive and all the mechanics belonging to it very nicely. All of it looks great in the picture. The bucket on the model can be advanced by hand, put into the desired position, and then arrested using a little square spanner.

All protective grilles as well as the A trestle and the mounting ladders are soldered on very professionally. The model got a set of solid crawler tracks matching the heavy upper carriage. It looks like Veicht milled the massive, impressive drive frame from a single block of metal. All wheels which run on large-dimension axles move and the home-cast track segments make the jewel of an excavator roll easily over the carpet.

The creation of yet another diorama module

Road to nowhere

by Tom Blase

Tom Blase's dioramas can be endlessly re-arranged to make a variety new of scenes. His newest effort uses the theme of a really down-and-dirty industrial street ...

My mother, who is my most faithful critic, said to me, "Your dioramas with trees and hills are much nicer and more calming."

Considering that comment, I thought that the work with my down-and-dirty industrial street was successful. A piece from a 'dark area' that was literally created from left-over parts and found items. Normally, I like to take a stroll through home improvement stores to get some inspiration and then get my 'ingredients' together. Because of the situation with 'C' during building (I don't want to mention her name – I refuse to give her that honour) it became difficult to let the construction material display inspire me.

I scrounged around in my workshop, let fantasy take its course, and looked at stuff that had accumulated over time. The result was a full list of usable items. 10 mm plywood for the base was to be had in great amounts. Actually, from the plywood, I had planned a doll house for my daughter but overnight she grew up which made continuing that project redundant, so I put the cut-out wood aside in case the project might be resurrected in the future.

I had a few meters of spruce foot plinth left from an earlier construction site. I used my table saw to cut some 3.0 x 3.0 mm strips and glued them onto the base plate. Now the planned sidewalk had an edge. After the glue had set, I troweled in a mix of Noch 'Landscape compound', fine ballast, and sand to make the sidewalk. I worked in some frost potholes, but not too smoothly because we are in an unsavoury area.

Since I had already added the appropriate colour to the compound, I was able to declare the strolling sidewalk as finished on the project. Using the rest of the foot plinth material, I made the elements for the planned wall. It was to be divided by 10 x 10 mm spruce strips.

To get the typical look of an old wall, I used untypical tools. Using an old wire brush and a hammer, I started to work over the surfaces

creating unevenness and holes that in reality take years to appear. Using a 6.0 mm mortise chisel, I made the cracks in the masonry, which 'someone' had tried to fix haphazardly with two U steel beams in the past. The double gate has also seen better days and shows clearly the marks left by wind and weather. By the way, the gate was made from a piece of scrap 4.0 mm plywood and XXL matches (Two-thirds usually are left over after lighting a candle and I like to save things like that). By adding all kinds of paint, fine sawdust, and sand, I gave the gates the final 'worn gate look'. In the future, a contractor or carpenter will enjoy receiving the order for a new gate.

Rows of roof tiles decorate the tops of the walls. Sheets of these in 1:50 can be had in any good store for architectural model parts and only have to be painted and cut to size. The whole thing was then aged using heavily thinned paint. The aging included water that had run down the tiles leaving dirt tracks behind.

Dark green 'coarse turf' from Woodland Scenics was ideal for simulating the moss growth and made some very nice,ss messy highlights. Small, fine details give the scene additional 'life' be it the intercom, the nearby chain with an old padlock supposed to guard the property against uninvited trespassers, and the rusty H steel beam supposed to safeguard the gate posts from unwanted contacts.

Years ago, I found this laser-cut MDF kit of the call box from 'Zapf-Modell'. The grates are also from their offerings. I used a 6.0 mm chisel to set them into the curb of the sidewalk and then glued them in.

In my scrap parts box, I also discovered a very nice cigarette vending machine from 'Modelland'. I have to confess that it was not easy for me and I took some time convincing myself to weather this little jewel. The storm sewer lid is an etched part made from nickel silver and is available from 'Wenz-Modelbau'. I found the billboards and their advertising posters on the web. Printed out from the computer at the correct size, they bring the colourful world into the down-at-the-heels industrial road. I made 10 different versions of the billboards and fitted them into the diorama using a small dowel. This allows me the flexibility to re-arrange them in different ways so the same product is not seen in every photograph.

The greening and planting of the other side of the road were done with electrostatic grass applied using a 'Grasmaster' and finished with several trees. It looks ordinary and because I use the same grass mixture on all my dioramas, it is possible to connect a series of landscape modules to an endlessly fascinating diorama world. This enables ever new and different model scenes.

The old-fashioned street lamp was fashioned from a wild mix of a wood half sphere, a silicon glue point, and two axles from an old Siku lorry bent into shape. On this shabby 'road to nowhere,' it is possible to set up a variety of daily scenes. Perhaps the biker club from the outskirts of the city stops at the edge of the road to fix a stubborn problem on a motorbike or a tradesman uses the phone box to call his company. I can show loading situations for lorries or watch the ladies of the night strolling along the street plying their trade. Everything is possible when using modular construction. Unlimited possibilities now exist for showing ever-new situations of daily life.

60s inner-city construction

Urban excavations

by Wilfried Schreiber

During the 1960s and 70s, the variety of construction machine and commercial vehicle makers in Germany and abroad was decidedly larger than it is today ...

This is evidenced on the construction site. For example, we can see a two-axle dumper of the Zyklop type from the German maker Krupp, as well as a three-axle dumper of the BS 24 k type from Büssing which was founded in Brunswig by Heinrich Büssing in 1903 as a specialist producer of lorries, busses, and engines.

The company made a name for itself very quickly, especially as the makers of busses with underfloor engines. Its logo was a coat of arms sporting a lion. MAN acquired the company in 1971. Another two-axle dumper on the construction site is from the American maker Euclid. This dumping truck producer was founded in 1926 in Cleveland, Ohio, USA. In the 80s and 90s, it was swallowed up by takeovers and mergers by other makers like White, Daimler, Clark, the Volvo Group, and Hitachi. In 2004, under the leadership of Hitachi, the typical Euclid light green paint scheme disappeared. On the module, there is yet another smaller, two-axle dumper from Henschel, an HS 140, being used for the transport of the excavated spoil, as well as a Volvo F 88 with a dumper semi-trailer. The German company of Henschel still exists today but no longer produces any lorries, however; in co-operation with others, it builds mainly tanks. We see the lorries being loaded by a typical wheel loader of the time which was operated from the rear, a Zettelmeyer L2000 from the very successful Europ-Series. The loading bucket had a capacity of 2m3. Also assisting in the excavation are two Demag cable-operated excavator cranes with lattice masts and clamshell buckets, one a B 406 (sky blue) and a B 410 on an LC tracked chassis. Also on a tractor chassis, a further Demag B 408 on an LC tracked chassis is busy loading left-over pile wall sections. They are then transported off by a Scania 140 with a flat deck semi-trailer.

The pile wall lining of the construction pit was installed before the excavation began using a Weserhütte cable-operated crane of the W 180 type with a pile driving attachment. Weserhütte was a German maker, founded in 1844 in Bad Oeyenhausen as 'Eisenwerk (Ironwork) Weserhütte Otto Wolff GmbH'. Weserhütte had specialized in cable-operated excavators and before becoming insolvent in 1987, had also been making hydraulic excavators.

A relatively unusual vehicle is the scraper dozer type SP 85 by Menck; the company ceased to exist at the beginning of the 90s. This scraper functions principally in a way similar to the more common scrapers from Caterpillar, Allis-Chalmers, and others. However, scraper dozers are more compact, they can take in the scraped-off material in huge amounts and then dump it out in another place by lowering the internal bin and/or pushing out the contents with the hydraulic expeller. Scraper dozers also have a blade to level the expelled material.

The leveling work in the construction pit is supported by a 240 hp PR660 dozer from Kaelble which was made in Backnang. Kaelble was a renowned manufacturer of road rollers, wheel loaders, dozers, dumpers, and heavy-duty tractor machines. Unfortunately, the company went into insolvency in 1996.

The compacting of the gravel surfaces and driveways around the construction pit is important, and here the work is done by a Hamm DL 10 three-wheel road roller. This company was founded in 1878 in Tirschenreuth by Franz u. Anton Hamm. In the beginning, they specialized in motorizing agricultural machine tools. Now this specialist of compacting machines belongs to

the Wirtgen-Group. A tandem manual roller from Wacker of Munich and a Vibration Plate from the German maker Frema are in use.

The models in 1:50

The three Demag cable-operated excavators, as well as the Krupp Zyklop dumper truck, are from the model workshop of Peter Veicht in Munich. The Euclid dumper is a Dinky Toys model from the 70s which has been re-painted by the author. The Büssing three-axle dumper BS 24 K, the Henschel two-axle dumper HS 140, the Volvo F88 with dumping semi-trailer, and the Kaelble dozer PR 660 are from GMTS; all are very detailed resin cast models.

The Weserhütte W 180 with pile driver tool, the Menck Scraper dozer SR 85 (both without a picture) as well as the Hamm DL 10 were made by NZG. The wheel loader from Zettelmeyer Europ L2000 that was available from Siku at the end of the 60s was modified with a little paint.

The Wacker Vibration Plate was scratch-built by the author as was the whole diorama. The sheet pile wall sections are 3-D printed plastic sheet stock made by Jonas Brückmann.

Our partner page

Grimselgranit Quarry

Just below the huge construction site for the new Spitlamm dam is the fine new Grimselgranit Quarry. There, one of the few real Swiss granites is being quarried. The extraction is done by blasting with black powder. This method is very gentle on the stone. The Åkerman excavator there has been in use for over 20 years but still does work perfectly. Grimselgranit is used in the construction of floors, walls, and wall coverings both inside and outside. The amount of material extracted is relatively small because the quarry can only be reached for six months of the year due to the closing of the pass road during winter. We have used Grimselgranit on several of our projects in the past.

Increase the quality of life

The Canton of Zürich wants to upgrade the riparian area of the Glatt River between Dübendorf and Opfikon. Proceeding in stages, new environments for plants and animals, and a recreation area with footpaths and bike lanes will be created by 2031. Eberhard is currently busy with the creation of this free space concept called ‘Fil Bleu Glatt’ on two sites. The work has been underway since the beginning of April in Opfikon and the beginning of July at the Zwicky area in Dübendorf. The 450 m long re-vitalization in Opfikon comprises the partial widening of the river cross-section, the filling and shoring up of the river banks to flatten them, and the de-construction of the river banks made during the 40s. For this 9,250 m^3 of earth must be moved and 2,400 m^3 of gravel be added. In Dübendorf the river is being re-vitalized over a distance of 350 m and a set of stairs installed to allow access to the Glatt River. Because of the very narrow space available most of the logistic movements had to be done right in the river.

New on the market

Gaz Evans Models 1:50

When the name Leica is mentioned, it is not only photographers who become starry-eyed but also surveyors. The specialized branch named Geosystems is known worldwide for optical precision instruments. Logically, they also have receivers for construction machines in their program.

In the set from Gaz are two of the Leica Geosystems CGA100 GNSS for excavators and bulldozers. The shorter masts with 20 mm height are for rear mounting on excavator models, and the longer 40 mm ones are for mounting on bulldozer blades. The set also contains the necessary mounting base plates as well as the receiver for dozer models and, of course, the necessary communication lines. The impressive models are very nicely made. The fine lettering on the masts is especially notable.

Collector's guide

Here is a list in short form of all the new construction and heavy haulage models announced since our last issue. For truck transport models we recommend that you consult the newsletters of the manufacturers.

Type	Scale	Maker	Available from	Infos
MB Actros / Lohr car transporter «ADAC» gelb	1:18	NZG	Dealers	www.nzg.de
40 ft container green	1:18	NZG	Dealers	www.nzg.de
Reform Metrac H75	1:32	Conrad	Dealers	www.conrad-modelle.de
Bucher Municipal CityCat VR50e white	1:40	Conrad	Dealers	www.conrad-modelle.de
Caterpillar 6090 FS white	1:48	CCM	Dealers	www.ccmodels.com
Kobelco SK1300DLC demolition	1:50	Conrad	Kobelco Shop	www.kobelcofanshop.com
Liebherr LTM 1110-5.1 «BKL»	1:50	Conrad	Dealers	www.conrad-modelle.de
Liebherr R 938 «Max Bögl»	1:50	Conrad	Thommy's	www.baggermodelle.com
Liebherr R 922 standard «Coquoz SA», «Eurovia»	1:50	Conrad	Dealers	www.conrad-modelle.de
Liebherr R 922 with two-piece boom «Eurovia»	1:50	Conrad	Dealers	www.conrad-modelle.de
Goldhofer AST-2 Phönix «E-Mobilität»	1:50	Conrad	Dealers	www.conrad-modelle.de
MB Arocs 8x6 SLT / Goldhofer THP/SL 3+4 «Welti Furrer»	1:50	Conrad	Dealers	www.conrad-modelle.de
MAN TGS TN 6x4 threeway tipper «Albers»	1:50	Conrad	Dealers	www.conrad-modelle.de
K-Tec 1237ADT Scraper	1:50	China	K-Tec	https://store.ktec.com/
Sany SCC15000TM	1:50	China	Asia Dealers	—
Cat 825C resine	1:50	Cyp Models	Direkt	https://cypmodels.com
Cat MD6 pipe layer resine	1:50	Dan Models	Direkt	miniaturmodels@yahoo.com
Tadano AC 7.450-1 «Wiesbauer»	1:50	IMC	Dealers	www.imcmodels.eu
Tadano GTC-2000 «Franz Bracht», «Felbermayr»	1:50	IMC	Dealers	www.imcmodels.eu
Tadano AC 3.045-1 City «Schmidbauer»	1:50	IMC	Dealers	www.imcmodels.eu
Scania 146 8x6 ballast box, resine «Collett»	1:50	IMC	Dealers	www.imcmodels.eu
Henschel HS 120 4x2 dump truck, resine «E. Lafeber»	1:50	IMC	Dealers	www.imcmodels.eu
Liebherr LTM 1250-5.1 «Van den Brink»	1:50	NZG	Dealers	www.nzg.de
Hitachi ZX200-7	1:50	Replicars	Dealers	—
DAF CF 8x2 / stone trailer «Pardoel»	1:50	Tekno	Dealers	www.tekno.nl
Volvo EC 950E white	1:50	WSI	Dealers	www.wsi-models.com
Liebherr LTM 1750-9.1 «King», «Global Crane», «All»	1:50	WSI	Dealers	www.wsi-models.com
Liebherr LTM 1050-3.1 «Borger Cranes», «KTF Harlingen»	1:50	WSI	Dealers	www.wsi-models.com
Scania R 8x4 / Nooteboom Pendel X «Dansk Army»	1:50	WSI	Dealers	www.wsi-models.com
Scania S 6x2 / semi low loader «van Harten»	1:50	WSI	Dealers	www.wsi-models.com
Scania Streamline 6x2 / semi low loader «MCT Craning»	1:50	WSI	Dealers	www.wsi-models.com
MAN TGX XXL 8x4 ballast box «Allelys»	1:50	WSI	Dealers	www.wsi-models.com
Iveco S-Way High 6x2 / semi low loader «Friderici»	1:50	WSI	Dealers	www.wsi-models.com
Iveco S-Way High 4x2 / semi low loader «Gruber»	1:50	WSI	Dealers	www.wsi-models.com
VW transporter BF3 «Sommer GmbH»	1:50	WSI	Dealers	www.wsi-models.com
Potain MDT 389 Update	1:87	Conrad	Dealers	www.conrad-modelle.de

News in brief

Western Star 57X

Western Star introduced the new 57X on the 2nd of August. It completes the X series which includes the 47X and 49X. While the two older models were specially designed for the fleet owner, the 57X is made to appeal to owner-operators or small fleet owners who are looking for a flagship for their company. Equipped with a Detroit DD13, DD15, or DD16 engine, the 57X scores a few percentage points higher on the efficiency scale than its predecessor. Newly designed aerodynamic parts like the bumper covers and cabin side cladding offer less wind resistance and contribute to the overall savings in fuel consumption. The Western Star 57X is equipped with the newest safety systems from Daimler such as Automatic Brake Assist 5, Adaptive Cruise Control, Active Lane Assist, and Active Side Guard Assist. Some parts of these systems are optional. (eu)

Goldhofer presents the Trailstar

At the IAA, the world's leading transportation fair, everything centers on the newest developments in the transportation world. To take advantage of this opportunity, Goldhofer will show off the fully air-sprung Trailstar-Low Deck trailer for the first time. The three to five-axle trailer offers transportation companies top quality, the highest degree of flexibility, and maximum deadweight saving. Thanks to its construction, the loading deck and the loading center of gravity are optimized. The Trailstar keeps some of the various advantages of the Stepstar semis and introduces them to the trailer market segment. With an extremely flat drive-up-angle, it will also be suited to low-floor vehicles. Thanks to rapid container locks, an optional long and deep boom recess, and up to 12 tons of weight per axle, the Trailstar is a flexible transport solution everywhere in the construction trade. (eu)

Volvo HX04 with hydrogen power

Under the designation HX04, Volvo is testing an articulated dumper with an emission-free, sustainable propulsion system: hydrogen fuel cells. The prototype was developed at the Volvo factory in Braås, Sweden. The name that engineers lovingly gave to the HX04 is 'Electro-Charlie' which is based on the first Volvo articulated dumper of 1966 called 'Gravel Charlie'. The prototype can operate for around four hours with 12 kg of hydrogen. In the fuel cells, hydrogen and oxygen are combined and the resulting chemical reaction produces an electric current which then powers the vehicle. Together with electric-powered vehicles hydrogen technology is a further alternative to burning fossil fuels. (up)

Komatsu WA475-10 logloader

During the 2019 Bauma, Komatsu introduced the WA475-10, a wheel loader of the 25-ton class. A specially adapted version for the logging industry is coming out for the Bauma 2022. The new Tool-Linkage boom with optimized Kinematic offers high load retaining power for the loading of logs and enough attachment room for large volume buckets. The height of the tipping load is up to 39% greater than the usual Z-Bar linkage. When the new Kinematic system moves forwards with the dumping bucket, it creates maximum useable space within which to operate the bucket body. Depending on the intended usage, a variety of rear counterweights can be attached. The wheel loader was designed and built in Hannover. (up)

Hyundai HA30A and HA45A

The two articulated dumping trucks HA30A and HA45A with carrying capacities of 28 and 41 t respectively are an ideal match to the wheel loaders from Hyundai. These new dumpers were introduced for the first time at the end of June during the Hillhead Quarry Show in the UK. With these dumpers, still being built in the former Moxy factory in Norway produced dumpers, the paint scheme range increases by one variation. Like Doosan. Hyundai is now putting their money on the strong-performance Scania diesel engines which fulfill the EU-exhaust protocols of step V. The five-cylinder DC9 in the HA30A produces 276 kW (375 hp) and the six-cylinder in the HA45A produces 368 kW (500hp). The eight-gear ZF-Automatic Gearbox drives the

proven Tandem-Bogie axles transmitting the power to the ground. (up)

Volvo VT5

One could say that the reputed dead live on. Many shed tears when the classic hood design disappeared. Volvo has not built any lorries with hoods for the European market for many years. But clever conversion providers like the Vlastuin Truckopbouw BV from Renswoude in the Netherlands now offer a conversion based on a Volvo the hood of which is somewhat similar to the Scania hood of the most recent generation. The Volvo is based on the current FH series as is easy to spot by the headlights.

The hood is about 1.3 m long. The first conversion was based on a Volvo FH16 750 6x2 with a liftable forerunner axle. This unit will go to Scotland where 3-axle/3-axle combinations are common. Other conversions are possible by request. The only limits would be licensing regulations or the owner's budget. (eu)