Laster & Bagger

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Modelle von Lastwagen, Baumaschinen und ...en

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Editorial

Time to say thanks! I often think, 'How lucky I am to have the greatest team in the world around me'!

Bienvenue à les francophones

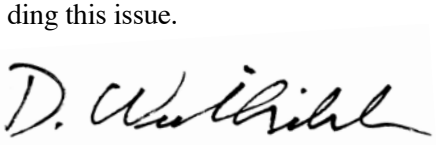
A map of the world with red pins stuck in it hangs at my workplace. Each pin shows whereabouts in the world people are reading Laster & Bagger. Worldwide, because right from the beginning subscribers were able to download the English texts from our website at no extra charge.

From the beginning of the magazine, other language groups have expressed their desire for texts translated into their languages. Following a discussion with a group of Francophone collectors a year ago, we tested a French version PDF of the 5-2023 issue. What made this possible was a translation engine's software because we could not afford to pay a translator. This trial run showed the limits of artificial intelligence because these translation engines have no idea about construction machines and lorries.

But then came the decision-making development; the program now allows for the creation of technical dictionaries. We were able to 'teach' the software technical words so that it now can translate difficult, even technical, words correctly. For this, we give our heartfelt thanks to Phillippe Drevard and Ugo Boillat in particular because they supported us with their immense knowledge. The French translation will not be perfect in the beginning, but thanks to their help will improve constantly; therefore, I would like to ask our French-speaking readers to point out any mistakes in the technical words of our translations so that we can improve our technical dictionary.

The same program allows us to do the same for our English translations which means that this is now the last issue to be translated by our long-standing translation team of Daniel and Kathleen von Känel in Canada. They have worked faithfully for us for many years. I want to take the opportunity to thank them from the bottom of my heart for their wonderful cooperation, and I hope that we remain connected as friends.

I wish everyone, and this time of course especially the French-speaking readers, much pleasure in reading this issue.



Daniel Wietlisbach

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Shay Stutsman collects Cat models

Crawler loaders and much more

by Daniel Wietlisbach

Third-generation earthworks contractor, Shay Stutsman steered a Deere Mini-excavator at age 3, developed into a 'dead serious Cat fan,' as he calls himself, and also became an enthusiastic collector …

For five generations the Stutsmans have lived near Snowmass, Colorado. The better-known, upscale ski resort of Aspen is located 24 km to the southeast. The small town of Snowmass with its population of around 7,000 sits at 2,405 m above sea level and is the wealthiest city in the US. It takes about four hours by car to travel from Denver International Airport to Aspen, passing some magnificent views of the mountains and other ski resorts like Vail and Breckenridge along the way.

In 1960, Shay's grandfather, Dick Stutsman, along with his son-in-law Jerry Gerbaz founded Stutsman-Gerbaz Earthmoving. The first construction machine they used was a Caterpillar 933C crawler loader with a working weight of 7 t. With father and grandfather busy with construction machines all day long, it is no surprise that little Shay became fascinated with them. He often accompanied his father to construction sites and was allowed to try out a machine now and then. His earliest childhood memory is of the then three-year-old being allowed to operate a John Deere 15 Mini Excavator for the first time. At the end of the 80s, these Mini Excavators were quite rare and not found on every construction site. The local John Deere Dealer gave Dick Stutsman the Mini Excavator to test. Little Shay fussed for so long that his parents finally gave in, put him in the Deere excavator seat, and started the engine. Other three-year-olds learn to ski at that age but Shay learned to operate an excavator. However, the story with the Mini John Deere goes further. Shay collects not only models but also antique Caterpillar machines. Last year, during his regular searches on the Internet, he noticed a John Deere 15 Mini Excavator for sale. Even though he calls himself a diehard Caterpillar Guy, he had to have the little John Deere. In the summer of 2022, following some tough negotiations and a 3,800 km-long transport from Maine, the most northeasterly point of the US, the Mini Excavator arrived in Snowmass. Coincidentally, the representative of the 6th generation of Stutsmans saw the light of the world for the first time. In response to the query about whether he would copy the 1987 picture with his son Stone when reaches three years old, Shay said, "For sure!".

The model collector

Shay's hobby of collecting models began about 30 years ago. A salesman from the Caterpillar dealer left a model of a Caterpillar 955L crawler loader made by Joal at the company office as a thank-you for the just-completed purchase of a machine. At that time, Dick Stutsman was the company boss and he passed along the model to his young grandson Shay. Dick could have never imagined that this gift would inspire such an impressive Caterpillar model collection. Interestingly, this 955L still stands in one of the display cabinets today in its original box.

During Shay's early schooling, and subsequent studies at the Colorado State University (Bachelor of Science in Construction Management), he always worked with construction machinery. Crawler loaders were of special interest to him. This is evidenced today in both his fleet of machinery and his model collection.

Machinery fleet

On March 22nd, 2023, a day before we arrived in Aspen, Shay received a Caterpillar 963 Next Generation. It is the only crawler loader with an OilQuick quick coupler in the US. By the way, he also was the first to equip a crawler loader with a 3D steering system. Made in 1980, a Caterpillar 977L with a working weight of about 22 t is still in use. In 2023, the Wagner Equipment Co. Caterpillar dealership in Denver was busy working on a total rebuild of Shay's Caterpillar 963C loader which is also the collector's favorite model. "During my younger years, I spent countless hours on this crawler loader", he told us.

Model collection: Of course, his favorite crawler loader stands as a model in a display case. Based on the 963D from Norscot, a model-builder friend spent countless hours creating the C-Version. Built on the same base, the smaller Caterpillar 953C loader also graces the display case. A trained eye can also spot the 977L based on the 955L from Joal in his collection. All Caterpillar crawler loaders released by CCM, Diecast Masters, Norscot, and Joal, plus a few slightly altered versions are also on display. It is probably only a question of time before the 963 Next Generation will be available as a model.

Numerous models of altered hydraulic excavators represent the fleet of his company. The OilQuick quick coupler, 3D steering, the distinctive light yellow rock fall protection grille, correct lettering, and adjustable jibs on Caterpillars 315 and 323 were a must.

Looming above the many yellow models is a red excavator. It is the 1974 Koehring 1266D with a working weight of 117 t. It was the largest hydraulic excavator by the US maker from Milwaukee. The Koehring from MGM Models is a masterpiece; however, the most valuable piece in his collection is the unpainted brass model of a Caterpillar D8H bulldozer made by CCM.

There are also a few large machines from the open-cast mining sector on display. For example, Shay partially disassembled a CCM Caterpillar 6090 with a face shovel and added two mobile cranes and a service vehicle to create a diorama of the assembly of the world's largest hydraulic excavator which is a pure joy to see.

In the spring of 2022, Shay moved his model collection into the basement to make room for a children's room at ground level. The amply-proportioned room with its westerly-facing glass front provides a view of the mountains, and a set of upholstered furniture between the display cases is an invitation to linger.

Diorama construction

Just steps away from the display room is Shay's workshop where he has been working on a construction site diorama for quite a while. The typically Aspen construction site would originally be 10 m below ground. A wooden retaining wall secures the site on the right-hand side while the other side has a kind of Berlin-style wall with wooden sleepers. On the floor a Klemm drilling rig is occupied with drilling wall anchors; just behind it is a two-axle XA 350 compressor from Atlas Copco. Beside them works a Cat 325 Next Generation with adjustable jib, OilQuick quick-change coupler, 3-D steering, pierced air intake grilles and, and, and … A veritable masterpiece.

Of course, there are other attachment tools around about. We see the 325 grappler/sorter attachment and hydraulic hammer. No less interesting is the Caterpillar 973 crawler loader, most probably a K-Version, which transports the spoil up the ramp, a model for which collectors have been waiting a long time! A Caterpillar 349F is working at the edge of the construction pit where it tips the excavated soil into a Kenworth three-axle dumper. Naturally, the dumper is painted in the company colours and the excavator has the same degree of detailing as the 325. By the way, the very realistic weathering job was done in Germany.

How we met each other

In 2016, Shay attached an OilQuick (OQ) quick coupler to one of his excavators. Even though his competitors smiled about this perceived folly, he was more than convinced about the advantages of an OQ coupler. Currently, 14 of his excavators are thus equipped. During his research about OilQuick, he somehow found out about the Eberhard Unternehmungen in Switzerland where nothing runs without OilQuick! Wanting to find out more about this company he contacted,

Marco Basile on the 21st of August 2019. Marco was engaged as a construction supervisor and the maintainer of the Eberhard Facebook page. Being an enthusiastic collector, Shay knew that the model show at the Ebianum is held on the last Saturday in April. A trip was planned in 2022. Shay, his father Dave, Jake the chief of construction, and Adam the CFO were in Baden where they admired the bridge construction by Eberhard Bau AG. Since Marco's English was rather limited, I took care of the group. Originally, two days of visits to construction sites were planned. I had arranged for a couple of days off work and drove the whole group around half of Switzerland. Since this visit, a few Stutsman models are on display at the Baumaschinen (construction machines) Museum Ebianum, and Shay now has a few Eberhard models at his place.

In March of 2023, I visited the Conexpo construction machine exhibition in Las Vegas. Even though the exhibition is only half the size of the Bauma in Munich, it was difficult to meet people like Shay. When one of us had time, the other was in some far corner of the show, or in a meeting! At least we found the Stutsman-Gerbaz Caterpillar 315 VA Next Generation with adjustable jib at the OilQuick stand at the show; the best kind of advertising for each company.

The American trade journal Equipment World gave Shay Stutsman and his company the award of Contractor of the Year, a great honour. Sponsored by Caterpillar, the 'Contractor of the Year' designation honoured Shay for the innovative use of modern technology and the completion of challenging construction projects. After the Conexpo we spent a few days in southern California where the lines of the song 'It never rains in southern California' turned out to be somewhat incorrect. From rainy Los Angeles, we flew to wintery Denver. We continued by car to Aspen, where it was still -12° C in the early morning, definitely still winter. Of course, we wanted to know what Shay had taken back from his visit to Switzerland. "I have equipped my Caterpillar D1s Next Generation bulldozers with triple grouser shoes to get perfect level ground and to enable the machine to move more material with the dozer blade's 'ears'", said Shay.

A four-lane main road runs through Aspen but because of very busy construction all around it, the street had to be torn up frequently to install new lines beneath it. Previously, it took about a week to do each side of the road. By remembering the re-building of the runway at Kloten Airport in 2022, and the huge numbers of machinery that Eberhard used every night, Shay promised the town of Aspen that he could do the work over a weekend. Promised and done. Since then, Stutsman-Gerbaz has had a monopoly on such work!

The collector

Shay and his wife Carlie live with their son Stone in Basalt, a village with about 4,000 inhabitants, about 33 km northwest of Aspen.

He is the owner and president of the Stutsman-Gerbaz Inc. construction company. He has 56 employees and about 30 construction machines in his fleet, 95% from Caterpillar. The company was founded in 1960 and is the oldest construction company in Aspen. In March of 2023, thanks to the booming demand for construction in the area, Shay said: "We are fully booked until the end of 2024".

In addition to models in 1:50 scale, Shay collects Caterpillar Oldtimers in their original sizes. There was a 1949 D4 tractor at the beginning of 2016. The 1940 D6 with a wooden cabin is a rarity. In 2020, he found this agricultural tractor unit in prime condition in Montana.

While others might drive to the hotel by horse and coach, Shay and Carlie used the restored D6 at their wedding in 2021. Because the crawler tracks are fitted with rubber blocks, it was not a problem to drive through Aspen on a tractor. The wedding guests sat on hay bales in a wagon pulled behind.

Three Caterpillar 983B crawler loaders from the beginning of the 80s are another restoration project. Shay hopes that he can use the three machines to make one functioning 983B which with close to 36 t working weight was the largest crawler loader ever made by Caterpillar.

Volvo F 1225 of Jos. Hunkeler

Sawdust from Wangen

by René Tanner

Model builders have the unique chance to revive their childhood dreams by building a model! Patrick Kyburz admired the mighty Volvo F 12 initially with shiny child's eyes …

When one grows up in a family where everything is about lorries, the father a heavy-duty transport driver at the Senn AG, the uncle at Sitrag on a Saurer D 290 with a silo semi-trailer, the mind of the offspring is heavily influenced by heavy transport lorries. Even when only knee-high to a grasshopper, Patrick took the co-driver's seat on his father's and uncle's lorries at every available moment. When he could not be on the road with a lorry, he took his bicycle and pedaled around following his favorite lorries. Many of these experiences remind me of my own childhood. As an adult, one tries to re-awaken such memories in the shape of models. The very well-executed alteration of the Volvo F 1225, which we are privileged to introduce you to on these pages is based on the childhood memory of Patrick Kyburz. The mighty lorry and trailer combination drove for the Hunkeler sawmill located in Wangen bei Olten, and little Patrick admired the turning manoeuvers on a bridge. Even though the sawmill had four lorries for timber transports, even the older drivers can barely remember the vehicles. Not so Patrick who built the model relying solely on images stored in his memory.

The Volvo regularly drove to Italy and France with wood chips and returned empty. What happened to it is unknown. The saw mill closed at the end of the 1990s.

Building the model

Patrick built the Volvo as he experienced it. 'Huber Cham' owned an almost identical combination for transporting wood chips and it could even be possible, that the F 12 in question was a used one from Huber or was taken over by Huber later – but this is pure speculation.

The basis for this project was a WSI F 1225 tractor lorry which was lengthened by a courageous cut through the chassis and the insertion of matched U profiles to extend the wheelbase to 4.80 m or 96 mm on the model; the trailer chassis comes from Tekno. Several scratch-built toolboxes are glued on to the lorry chassis. The trailer was given a large pallet box from Tekno; on the original, the tubes for the blower were stowed away in the box.

Two exactly fitting wood blocks formed the core for both upper chassis. Clad in scribed Evergreen sheet stock, they copy the aluminum side walls perfectly, then, carefully cut-to-size plastic strips extended the detailing of the side stakes and re-enforcement strips. Corner profiles are used at the edges. Patrick scratch-built the blower housing at the rear of the Volvo. On the front of the trailer, there is another piece of the blower pipe which is stored there during travel.

The Trilex rims with Tekno tires, mudguards made from checker plates, snow chains as well as the roof sign are all typical for Swiss road vehicles. The load is made from irregularly raised Sagex sheet stock, and the canvas covers are cut-to-size writing paper, shaped and stiffened by the application of white glue. They were glued to the Sagex sheets with contact cement after painting. A bit more effort was required for the lashing hooks. These were made from 0.5 mm flat head pins and glued into pre-drilled holes. Patrick imitated the tie-down tension rope with strong sewing thread.

The paint was applied with rattle-the-can spray paint. The white stripes were applied once the cabin was glued on. To make the Volvo model look like an everyday lorry, a coat of very thinned grey-brown paint was applied to give it a lightly weathered look.

Patrick always surprises us with his very realistic-looking altered models and this Volvo is no exception. Another highlight from Swiss Transport History. Superb!

Remo's Old Iron

by Remo Stoll

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

This wonderful intercity lorry was often seen at Old-timer meets. The built-in D3KT engine provided a nice background sound. The red radiator grille indicates that this vehicle did not belong to the Mineral Water Company but was owned by a contracted driver. Unfortunately, I do not know if the lorry still exists in this shape.

Recognize the lorry? Please send us the exact designation by the deadline of June the 10th, 2024. Should there be several correct submissions, we will hold a draw to select the winners. Please note that only entries with complete mailing address information can be considered so we can mail the models to the winners correctly.

This time the winners will receive a prize chosen from the following models: a CZM EK 160 drill rig from Diecast Masters, a Kobelco SK58S-RX Mini-excavator, or the historic Saurer S4C 'Wolf Chur' from ACE.

The solution from Laster & Bagger 2-2024

The wheel loader in question was a Clark Michigan 75B. There were more correct answers than prizes, so a draw was held. Andreas Barner won the Cat 315 from Diecast Masters, Wolfgang Werner the Bucher MaxPowa V120 Sweeper vehicle from Conrad, and Dietmar Reichelt won the Schwing Stetter SLM 4600 from NZG.

Our heartfelt congratulations to all the winners!

Laster & Bagger

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Komatsu excavator from Universal Hobbies

PW148 & PW180

by Daniel Wietlisbach

At the 2023 Toy Fair, the first sample of new tools could be admired; about a year these mobile excavators were released …

Universal Hobbies released both models at the same time which is not coincidental because the originals are similar in many respects.

The smaller of the two, the short-tail swing excavator PW148-11 weighs from 13.86 up to 16.140 tons, depending on equipment, and has a bucket volume of 0.83m^3. The built-in four-cylinder Komatsu SAA-4D107E-5 engine delivers 110kW (150 hp) and fulfills the EU exhaust controls of step V.

If space constraints are not an issue, the more powerful PW180-11 can be used. It weighs between 17.60 to 20.60 tons and its bucket volume reaches 1.13 m^3. It has the six-cylinder Komatsu SAA6D107E-3 engine with 123 kW (167 hp) of power.

More and more frequently, producers of large construction machines use a modular construction process which is a bonus for the model industry.

Both models use the same undercarriage, the same cabin, and an identical adjustable boom. But is it really that simple? Yes, at least partially. Universal Hobbies has set both upper chassis on the same lower chassis, but each is differently equipped. The wheelbase is correct for the PW148; however, it should be 2 mm wider for the PW180 but we tolerate this small difference. The wheels have been very nicely done and the correctly profiled tires fit snugly on the rims. One axle is steerable, and the prop shaft is correctly replicated. The steps on the sides with integrated stowage lockers are well done and show the details nicely, including the pierced modeled running boards. UH gave the optional fenders on the originals of both excavators to only the larger unit, which increases its individuality. This unit has two, fold-out support brackets with feet and a blade at the front, while the PW148 its a blade at the rear. To compensate, the PW 148 was given a trailer hitch. All support brackets that can be lowered prototypically and folded up again sport fine replicas of the appropriate kinematic and hydraulic cylinders.

The biggest differences are on the upper chassis where only some of the smaller parts such as the work spotlights as well as side and back-up cameras are identical. The models' shape, as well as the sharply detailed engraving including gaps around the doors, plus handles and locks, are excellent. The very fine radiator grilles are located on the left side of each model. The black paint in their recesses makes them look very close to the originals. Exhausts, rearview mirrors, and very fine handrails are made from plastic.

The two very detailed cabins are truly identical. They are plastic castings and have flush-fitting windows with printed-on rubber seals. The usual parts range from sun-visors to rear-view mirrors and warning beacons are modeled. The beam with the four work spotlights is different on both models. The cabin‘s multicoloured interior is richly detailed, and nowadays the company logo on the seat back is a standard feature.

Both models come with the same adjustable boom that is very fine casting as are the two different jibs. The equipment parts are made from metal but have gaps in the middle. All hydraulic cylinders are finely detailed with hook-ups and bolt heads. As on the original, the continuous, Komatsu-Yellow hydraulic lines are rigid and the flexible parts are black. All bolts and Phillips screws at the joints are painted yellow and are almost invisible. While the PW148 has a 2.5 m-long jib, the PW180 has a 2.6 m-long version. Both versions were given additional hydraulic circuits which are needed for the additional included tools. The functionality of the equipment is sufficient on smaller models such as these but the setting of the hydraulic cylinders limits functionality.

In addition to the back-hoe bucket on the PW148, a clam-shell bucket

is included, and on the PW180 a hydraulic hammer is included as an optional tool. As a collector one loves such play options and the swapping out of tools. That is why it is incomprehensible why UH has not built in the same quick couplers on both models. It is impossible to exchange tools between the two models, which is a shame.

As far as the applied paint goes, both mobile excavators get top marks; they also score high with detailed, sharp, and legible lettering.

Tom's driving log

by Tom Blase

Concrete for Paris or 'Aux Champs Èlisee'

It was during the years of 1974/75 when the French concrete industry endured a long and intensive strike. Many concrete works in Germany rushed in and also delivered concrete to large construction sites.

At 'Heidelberger Zement' in Leimen, my father often loaded the Spizer silo behind the Mercedes LP 2024 for his trips to Paris. A Europe without borders was a Utopia then. In Saarbrücken, a permit for France had to be applied for. At the border to our French neighbors the volume of the fuel tanks had to be established by using a yard stick and the corresponding fuel forms had to be filled in, in detail. Sometimes it even required a trip to the collective customs collecting station in Saint-Avolt. After that the trip to Paris could finally begin.

At the beginning, the concrete lorry drivers were a bit afraid that their French colleagues would see them as strike breakers, but, fortunately, no stones were ever thrown and the front window screens remained intact. The unloading during the first trips were a bit difficult, since the hose coupling systems in France were different and the driver's sometimes had to improvise. Father was lucky to be gifted a French adapter piece from a friendly Readymix Mixmaster at the Paris-Orly airport.

A construction site on the Champs Èlisée was a frequent destination. Here a huge office complex with underground parking was being built. The site, because of several days of uninterrupted rain was a complete mud bath. Here the great disadvantage of the LP 2024, with its two steering axles, became obvious. When the combination was completely unloaded, the second, not powered axles lifted its powered counterpart up high and so made exiting the construction site impossible, the units were stuck in the mud. The site supervisor recognized the problem, he blew on his whistle and in no time twenty loudly bellowing construction workers pushed the silo combination back on to the Champs Èlisée.

Happily tooting his horn, and leaving a wide trail of mud behind him, my father drove the 500 meters to the Arc de Triomphe to turn the combination around. When he passed the construction site again, he saw the construction site crew again on the other site, they weren't that happy again, because they had to, using shovels and brooms, now clean the magnificent Parisian boulevard of the wide mud path left from the lorry and trailer.

"I was so happy that I had gotten my delivery slip signed right away that day, usually I did it on my way back from the Arc de Triomphe", he chuckled when he told me the story at one time.

Liebherr updates from WSI

R 9150 & PR 776

by Daniel Wietlisbach

The excellent model of the PR 776 was updated for the Bauma. In the meantime, the R 9150 was also re-issued with a new style of lettering ...

At the 2019 Bauma, Liebherr said goodbye to its old style of lettering that denotes the type of its machines. Compared to the former angular font with fine pinstripes, the new rounder lettering looks more modern. It does not jump out on all models the same way, but at the rear of the mighty Mini-excavator, it provides an 'Aha moment' for the viewer.

Mimicking the originals, the models now have the same design update. Whether they can be considered as 'new' and therefore worthy of a place in the display cabinet is something each collector must decide for themself.

For the PR776, this question is less of a conundrum because WSI extensively upgraded the bulldozer. The model appeared first at the 2016 Bauma (issue 3-2016) where it was one of the top new releases; an update followed six years later exciting dozer fans with its new U-type blade. With the identical push-frame and finely engraved details, it represented a real alternative to the standard equipment. The engine hood was likewise upgraded. On the left side this meant only that the shape of the vent grille is different, but seen from above, it is evident that many components have been rearranged because the exhausts have been moved further back. The exhausts have extremely finely etched heat protection grilles on them. Also, there are new engravings for service hatches, the handholds near the cabin, and exactly modeled hook-ups for the hydraulic lines, all of which further improve the look of the engine hood.

The constant demand for safety improvements also called for changes. The operator now reaches their workspace by a new set of stairs located on the left side. The stairs are replicated very finely from metal but are non-functioning, the running board and safety railings had to be adjusted accordingly. The very visible battery of fire extinguishers also comes under the heading of safety improvements; on the model, this makes for a nice dab of colour. Furthermore, there is an orange warning beacon on the cabin roof and we also spotted the new air conditioning unit.

On the finely detailed ripper, the hydraulic cylinders have been partly adapted, and updated with some of the finest labels. Indeed, we cannot say with certainty that we spotted all the new upgrades, but the sheer number of those we found makes us speak of a new model.

As for the hydraulic excavator R 9150 that is also shown, changes are concentrated only on the lettering, because the model that was introduced in 2019 model depicts the current B-Version.

Drilling rig from DM in 1:50

CZM EK160

by Daniel Wietlisbach.

CZM is producing cylinder crowd drilling rigs based on a Cat 330 chassis. The producer spotlights a relatively unknown brand, the EK160 ...

Looking back at some of our first issues, readers might remember the model of a drilling rig with endless auger drill made by the Brazilian company, CZM Foundation Equipment. The somewhat rudimentary model was made from white metal and arrived with most of the parts already twisted out of the molds. It was made by an unknown manufacturer and gifted to potential customers at the 2010 Bauma (issue 3-2010, page 42).

CZM was founded in 1976 by Loris Cló an Italian immigrant in Belo Horizonte, and his first machine was a pure Brazilian-made drill rig. After his oldest son Dalvio entered the business, the company grew rapidly and its breakthrough occurred with the introduction of the Bottom Drive CFA system with endless auger. With a focus on the American Market, the EK-Series was introduced in 2010, and the EK250 was shown at the Conexpo in 2011. Just a year later, CZM USA was founded and today this branch calls itself 'The US Market Leader for Foundation Drilling Rigs'. We assume that South American products are not favourably received because no mention of their geographic roots can be found on the US web page. Great emphasis is put on the fact that the machines are made in the US.

The current EK160 is based on the Cat 330 Next Gen; it can be transported complete with mast and Kelly bar. In the standard version, drilling depths of up to 37 m can be reached and the possible maximum depth reachable is 61 m. The maximum diameter of the drill is 1,500 mm but if the lower part of the mast is removed, 3,050 mm is even possible. The built-in Cat C7.1 Acert produces 205 kW (275 hp) and complies with Tier IV exhaust regulations. Transport weight is 47.5 t.

Model from Diecast Masters

Just like the original, the model is based on the Cat 330 and arrives completely assembled in the familiar tin box. It feels pleasingly heavy because many metal parts were used in the assembling of the drilling equipment.

The new lower chassis made from composite materials, is rigid and shows the unit in the telescoping work position. It is a bit too narrow because instead of the normally used 700 mm crawler tracks, the narrower 600 mm have been mounted. While the X frame is plastic, the drive train is made from finely engraved metal and has steps.

The majority of the upper chassis was taken over from the existing Cat 330 with the addition of appropriate details. Of course, the new, very nicely detailed cabin was used on the model. The door opens and very fine protective grilles are located on the front and roof windows of the unit.

Let us now look at the completely new equipment. The model can be adjusted correctly and erected using the Z-kinematic. The mast then reaches the original's maximum height of 16.81 m. The drilling drive and Kelly pole can be adjusted individually by using the feed cylinder or a winch. The second (auxiliary) winch lowers and raises the crane hook. Both winches are operated with the included key and, despite relatively low resistance, hold the equipment very steady. While we would have wished that the hydraulic lines on the linkage piece were free-standing, however, they are convincingly replicated at the flexible locations and here as a mock-up of the supply lines to the drilling drive and the winches power supplies. The housing of the drilling drive could show more details, but the mast shows all the important details correctly. The details are engraved and the very noticeable red drilling auger was very well made.

The applied colour and the lettering are faultless, and the detailed lettering is very legible.

1:50 Finkl livestock transporter from IMC

‘Hogs on the road’

by Daniel Wietlisbach

IMC departs from the field of heavy-duty transports for the first time with the release of the Finkl livestock transporter. The lorry and trailer combination required new tools for the basic frame and upper chassis ...

Special construction of the upper chassis is required for the transport of living animals. Often, the compromises for the welfare of the animals and optimal transport capacity lead to some very large upper chassis constructions, within the allowed maximum measurements. The intermediate floors adjust to accommodate the size of the animals to be transported.

The third-generation family-owned company of Finkl Fahrzeugbau, situated in the Bavarian town of Markt Bissingen, was founded in 1938. The company began to concentrate on livestock transport in the middle of the 80s. Their products have earned an excellent reputation and today are marketed all over Europe. They are produced in very modern factory settings at two locations: 90 people work in Bissingen and a further 45 in Roggendorf near Schwerin; the latter is a facility that was added in 2007.

The Finkl Livestock transporters go from the ‘Kombi Liner S’, a trailer that can be pulled by a car, up to the ‘Kombi Liner XXL’, a semi-trailer in several versions. Lorry and trailer combinations operate under the ‘Kombi Liner XL’ designation. Those who visit the website and picture gallery can even find the as-yet-unlettered original of the model we introduce here.

Models from IMC

While for the ‘Kombi Liner XXL’ it was possible to use the existing tractor lorry chassis, for the lorry trailer combination shown here, new undercarriages were required. The cabin of the Scania S580 V8 was modelled in all aspects of the original, a detailed description of which can be found in our 5-2022 issue. Unfortunately, there is no improvement in the driver’s doors which don’t always close tightly, without gaps.

The model arrives completely assembled in a foam-lined box and the exterior matches the colours of the freight hauling company’s model. Quite heavy in the hand, both the lorry and trailer of the combination are made substantially from metal and exude quality. The entire propulsion shaft on the lorry chassis has been modelled, and the third axle is steered by a rod connected to the steerable front axle. Axle housings, equalizers, and steering rods have been correctly replicated. There are leaf springs on the trailer chassis, and the middle axle is sprung by hidden spiral springs. The turntable and drawbar are made of metal. The drawbar is kept horizontal by a spring and is covered by a very fine checker plate. Stowing lockers and tanks are fully modelled.

The upper chassis parts, including the side chassis covers and rear beams are made from a single casting and correctly represent the ventilation flaps’ many gaps, as well as the toolboxes and locks. This looks so much better than having the details simply printed on the side claddings. Even the tank lids-accessible from the outside, the niche for the ever-popular V8-Fans, and the exhaust stack that is visible on the side are reproduced.

Thanks to the small wheels, the trailer can be used with a maximum of five interior floors, and the upper chassis of the lorry with almost four. The housing of the continuous vents is made of factory-applied plastic parts; however, the louvres are shown in closed positions on both sides. This is true to the original, and certainly greatly simplified the

manufacturing of the units. But the vehicles would look even finer with open, pierced louvre grills. The upper chassis parts, including the side chassis covers and rear beams are made from a single casting and correctly represent the many gaps in the ventilation flaps, toolboxes, as well as the locks. The diverse working spotlights on the rear of both are factory-applied. All rear lights are only printed on which is a bit of a shame. The trailer couples prototypically to the lorry; the included coupling bolt needs to be inserted with tweezers and the process is a bit 'fiddly'.

The colours have been cleanly applied, and the very detailed lettering is sharp and legible. The series for 'Bette Gris' is limited to 200 pieces. The Danish company Bette Gris that was founded in 1983 specializes in the transportation of hogs and has six vehicles and seven employees.

New tractor lorry from Drake in 1:50

Mack Super-Liner

by Daniel Wietlisbach

Drake Collectibles from down under has given a face to the Australian transport business over here. Their newest example is the Super-Liner ...

Of course, everyone is familiar with the huge road trains, which make Australian roads 'unsafe' for other users, but that there is a complete commercial vehicle industry on the Southern Continent, and an Australian Mack or Kenworth has nothing much in common with its brother model in the US, this we only found out because of Drake and its unique models.

Mack-Super Liner

The Mack Super-Liner was introduced into serial production in the 1977 in the US and, with constant new improvements, made until 1993. Since 1980, this series is also being sold by 'Mack Trucks Australia' where they are still being produced in third generation. The Super-Liner follows, in the product offerings of Mack Australia the Flagship Titan.

It is designed for use pulling B-double, Road Trains, heavy-duty transports and the many other transport challenges found in Australia. The MP10 engine produces a maximum of 685 hp and the cabin is available for different comfort classes, from a standard length up to the '60' Sleeper, on which the sleeping compartment has a depth of 1.5 m and, for European conditions almost can call its self a Mobile Home.

The model from Drake arrives in the usual package, with Styropor half calm-shells and contains a little bag with sticky labels to be attached to the front, they are needed to indicate the trailer configuration. The included certificate shows that the produced series of this colour configuration is 1000 units.

Drake-Models have managed in a short time to obtain an excellent reputation for their products and the Super-Liner in no exception. It is made up mainly of metal, is accordingly heavy to hold and is also richly detailed with many photo etched parts and so looks very valuable. The axle spacing of the 6x4 chassis is 5800 mm and looking at it from below, the models shows off many of its fine details including the brake lines. All wheels are sprung and look great with their fine profile tires and exactly engraved wheel rims. To cope with the long distances to be driven, the room between front and rear axles is filled with shiny chrome tanks. In the standard version up to 2050 liter can be carried. At the rear is the only point of critique: why are the lights, which are made from transparent material, painted on the outside? This doesn't fit with the otherwise high quality of the model.

The shape of the cabin has been very well replicated and shows all the gaps, corners and edges which have been finely and correctly engraved. The radiator grille as well the air intakes on the sides have etched grilles as backing. After folding down the cow-catcher, the engine hood can be tilted and the highly detailed mock-up of the six cylinder engines, which is supposedly, by the way, the 'strongest engine built-in to a standard lorry in Australia'. No details have been omitted, from the ventilator to the information stickers on the chassis beams. On the engine hood, a hood ornament figure and a sun-visor have been modeled, the later one protects from glare caused by overheated road surfaces.

The cabin again is a joy to behold and new details can be spotted from every direction it is viewed. The inserted glass with rubber seals are very flush fitting. The doors which open allow a look into the light coloured interior, which allows the many colourful details to be easily seen.

The doors close without showing a distracting gap, on the outside there are details like air horns, hand railings, position lights, rear-view mirrors as well exhaust stacks with etched heat shields details.

The applied colour and especially the printed on lettering is first class, the gossamer like pin stripping have been faultlessly applied and the lettering, down to the tiniest ones, are easy to read.

Doolan's

Doolan's is one of the largest heavy-duty freight companies of the continent, the family firm has been in business for the last 35 years. Thanks to two large branch offices, in Moorabbin (Victoria) and Maddington (Western Australia), the company can service easily the whole of Australia. Their fleet contains 240 road vehicles for a variety of transports from 12 to 1200 tons.

Heavy-duty lorry models from HHR in 1:50

Mack RD800

by Daniel Wietlisbach

It is always nice to introduce models of a new model producer as they demonstrate belief in our hobby. The models of the Mack RD800 are impressive ...

The acronym HHR stands for 'Heavy Haul Replicas' and the obvious relationship to 'Fire Replicas' is not coincidental because the same folks are behind it. They know their trade and their models are always well received. During the last few years, a few heavy-duty hauling lorries have been offered under the 'Fire Replicas' moniker. They followed their business model wherein resin-cast models have rigid wheels.

However, models under the new HHR brand roll very smoothly, have steerable front wheels and all main components are metal castings. The choice of material also allows for openable engine hoods and doors. Many variations of the models are produced in a small series of 75 to 350 pieces each. Like the originals, each version is replicated in minute detail and provides exclusive enjoyment for collectors.

For our test drive, we had two versions of the Mack RD800 at our disposal. They are the heavy-duty load versions of the well-known R700 hood forward from the 80s. Measured over the tires, the 3.0 m wide lorry was enforced massively in all relevant construction parts, especially the 6x4 chassis. Mack gave the V8 engine an impressive 500 hp for the strongest version. On customer demand, Cummins, Detroit, or Caterpillar engines could be ordered with an optional 18-gear gearbox.

The models reached us well protected between two Styropor half-shells inside a cardboard box. The exclusivity of the model is underlined by the plastic pen that protects the model's finish when opening the hood or doors. Two spare rear-view mirrors are also included. While the yellow/black tractor lorry has a winch behind the cabin, the heavy-duty load version comes with a ballast bridge to plug in, and the axle stand is longer by 750 mm, as calculated from the original.

One should always look at HHR models from below; in this case, the prop shaft and the brake lines also have been replicated. All wheels are sprung, the turning degree of the front axle is awe-inspiring and the wheels are very well made. The dimensions and profile of the tires are perfectly replicated and the finely engraved rims fit very flush. As an example of detailing, let us look closer at the tanks below the cabin. The finely engraved tanks comprise six parts each. The tank lid and a finely etched doorstep are separately attached parts. Photo-etched parts are abundant on the checker plate detail on the front fenders, the chassis behind the cabin, and the protective grille on the winch's frame. There are heavy-duty load couplings front and back on the tractor lorry that has the ballast bridge.

Let us now look at the well-proportioned cabin which, in the main, follows the standard construction of the Mack R but, with another hood forwards, the stronger engine needs more space. The two-part engine hood folds upwards. Underneath there is a detailed, multi-coloured mock-up of the V8 engine. The radiator grille is pierced and behind it, the photo-etched radiator is visible. Below is the unmistakable chromed figure of the bulldog hood ornament.

As it is customary for an 'Ami-Truck' (US-made lorry) many chrome parts decorate the narrow cabin: these include air horns, a radio antenna, rear-view mirrors, position lights as well as handholds and door handles that compete over who shines more brightly. The windows with their rubber seals fit very flush and the interior is just as highly detailed as everything else. Pedals picked out in silver, door handles and window cranks are impressive, as is the finest printed-on dashboard ever.

The models also fulfill the highest standards for paint application and lettering, and awaken the demand for more! Not only more tractor lorries but also matching low-deck trailers. Currently, they can only be ordered directly from (heavyhaulreplicas.com)

RT crane for the US market by IMC Models

Tadano GT-1200XL-2

by Carsten Bengs

At the 2023 Conexpo in Las Vegas, Tadano revealed the Tadano RT crane GT-1200XL-2 for the North American market. Simultaneously, IMC announced the matching model …

The manufacturer has made a great crane that looks valuable and scores high with its many details. The extensive instructions help with the simple assembly process. A pair of tweezers is also included with the model.

The four-axle chassis that strongly resembles a lorry chassis was given a total width of 2.59 m to facilitate in obtaining operating permits. It rolls very smoothly and the drive train with the prop shaft has been modelled. The front axles with their single set of tires are steerable, and the rear ones are rigid, as on the original. There are mudguards on the axles. The black lower chassis manages without any checker plate surfaces but has five moveable ladders that can be turned sideways and folded down.

The massive, double-extendable support arms hold the model secu-

rely. The small, support plates hold the model securely and they are even lettered. The small support plates always remain with the model and it is easy to move them from the transport mode to working mode. The threads on the supports are visible. Naturally, crane mats are included in the accessories and are even made from metal.

The prototype is powered by a Cummins diesel engine that produces 373 kW. IMC has richly detailed the area around the engine, exhaust, and air filter that are correctly replicated. There is even a bracket for the single hook. The roomy cabin is convincingly modeled with mirrors, warning beacons, window wipers, and a finely detailed interior; on the driver's side there even is a printed-on load chart.

Noticeable on the upper chassis is the cabin for the crane that was taken over from the other RT cranes. A small cylinder underneath allows for comfortable work when the cabin is tilted. It has a detailed interior as well as window wipers and free-standing handholds. A stair step on the side makes getting into the cabin easy. A tool chest is on the other side.

The ballast is also functional with segments individually made; together they would make 25 t of counterweight. Small bolts secure the ballast to the upper chassis. There are small lift rings for realistic ballasting. Like all of IMC's mobile cranes, the boom was made from light aluminum so the dimensions look just right. Even when fully extended it is held securely in place by grub screws. With its four telescoping segments it extends 51 m on the original or 103 cm on the model. All telescoping segments can be arrested in the 50% and 90% positions.

The model comes with a folding tip and so reaches a height of 140 cm at boom tip sheave or 71 m. However, on the model, it can only be attached at the 0° angle. On the prototype, it is stored on the side but the model does not have any brackets for it. It is only possible to replicate the correct storage with a lot of wobbling when it is bolted on one side to the top sheave bracket. It also has a sideways gap, so that is also not a solution.

We were very happy to see that three different crane hooks are included. The one with three sheaves would be for lifting 50 t, the single sheave on for 20 t, and the simple one for 7 t. All sheave rolls are individually made and turn easily. When a hook is rigged in two-strand mode it can be lowered without any problems at full boom length without twisting at all!

As we are used to IMC, there are numerous warning labels and lettering all over the model, especially on the upper cabin. Additionally, the Tadano logo can be found on the last telescoping section.

With high functionality and perfect detailing, the GT-1200XL-2, IMC has released a supermodel but the prototype will rarely be on European roads. By the way, the first crane was delivered in November 2023 to the Canadian company Myshak.

Pictorial report of ‘holding the 31st’

Model Show Europe

by Daniel Wietlisbach

Usually, the beginning of spring, towards the end of March, sees collectors and model builders congregating in Ede around the themes of cranes, heavy-duty transports, and construction machinery ...

Due to two pandemic postponements, it was ‘only’ the 31st Model Show Europe to have been held since 1991. For more than ten years it has been held in the Dutch city of Ede at the ‘Plantion’ which is a huge hall where flower and vegetable markets are usually held. The organizer and contact person is Willem Kuiper, a passionate collector himself. For those who wish to exhibit models, the table rent is waived. Dealers and private sellers must pay for their tables nevertheless, 70 or so of them participated. The hall was fully booked very quickly. Overall, 550 tables, or approximately 1,100 running meters, were used by the 335 exhibitors. This and every year, it is fully booked.

There was a long line-up before the 10:00 a.m. opening time but thanks to the great helpers, the crowd dispersed smoothly into the hall. The 2,100 visitors from across Europe enjoyed looking at the models. They came from the Netherlands, Germany, France, England, Norway, Romania, Belgium, Switzerland, and other countries.

Even though it is compulsory to adhere to a particular scale for the models on show, over the years the established ones have become 1:50 and 1:87. A space in the middle of the hall, surrounded by tables was reserved for RC-Models.

Furthermore, there were some interesting contributions from model builders who used metal construction sets or Lego bricks. Additionally, there were sample models of previously announced new releases on display; for example, at the stand of the convivial ‘CSVT’ group, dyed-in-the-wool Cat model fans, and Wouter Mol from ‘Minimovers’ showed some samples from Diecast Masters whose products were stuck in customs and had not reached the Toy Fair in time. IMC showed the Terex Powerscreen Chieftain 1700X crawler mobile three-deck screening plant that was announced previously at the 2022 Bauma; pre-orders were taken. Finally, Günther Conrad took it upon himself to drive to Ede with the huge model of the Liebherr LG 1750 with SX3 boom and assemble it at the Mammoet stand.

Once again, the 2024 Model Show Europe lived up to its reputation as one of the most important shows in the modeling sector. A heartfelt thank-you should be given to Willem. In the next issue we will report on the show at the Ebianum, and next year we plan to be at Minitruck which is probably the largest show featuring lorries as a category. This year it will be held on the 1st of June in the regular location of Houten, Holland.

Display your models the right way, part II

Using a pitched roof

by Daniel Wietlisbach

Following the publication of our article about display cases and how to display your models the right way, two more interesting ideas were sent to us and we want to share them with our readers …

Fortunate collectors have a dedicated room for their hobby. It is quite common that these collections find room in the basement or in the attic where display cases do not compete with the décor of the living room. Coincidentally, both ideas offer solutions for incorporating the slanted ceiling under the roof.

Oliver Thum's shelves

Checker plates for anti-skid surfaces are present in all heavy-duty and crane sectors, be it as running boards, fenders, or protective covering for boxes and containers of all kinds. It follows then that checker plate is ideal for the presentation of cranes and heavy-duty models, an epiphany that inspired collector Oliver Thum (portrait in issue 2-2011).

He found some bent and cut-to-size aluminum checker plate for thresholds and stair steps at the hardware store; however, Oliver thought of using it as shelving instead. Luckily, his brother-in-law works in a metal shop where Oliver used a pair of sheet metal scissors to cut the material into strips and then drilled holes for mounting them. He used shelf brackets which had to be slightly adjusted due to the angle of the attic ceiling.

Due to stability issues, Oliver uses the shelves primarily for his 1:87 models. Depending on the number and grade of the brackets used the shelving could also be adapted for 1:50 models.

Tom and Franz Schötz's Pipeline segments

Some time ago, the Schötz father and son (portrait in issue 1-2024) posed a question about how to make better use of the slanted roof wall. At that time, Tom was working near a scrap yard where pipeline lengths were stored. The collector had the idea of displaying his pipe-laying models inside a piece of pipe. He measured the corner in the hobby room to see what could fit and found that a pipe with a maximum diameter of 1,000 mm would work in the allotted space. On the weekend he drove to the scrap dealer with his request and actually found a 40 cm-long piece of a former gas line with the desired diameter. He was also lucky that the pipe had been cleanly cut so no further clean-up work was needed.

However, the weight of 175 kg was a real challenge for the trip home. Fortunately, a friend's pickup was available for the first part of the transport. Once home, the real work began. Due to the stay-at-home order resulting from the Coronavirus, it was not possible to ask friends to help. Father and son had to handle it themselves: step by step the pipe segment was 'rolled' in the direction of the hobby room with Tom's mother securing the pipe with a wedge after every step. Finally, it was necessary to construct a ramp so that the pipe segment could be rolled onto the top of a low chest of drawers which, fortunately, is very solidly built; the whole procedure was a feat of strength.

A piece of plywood was cut to size and covered with a mirror foil to make the rear wall. At the front, a round piece of Plexiglas protects the model from dust. The pipe sits on two, barely visible angle brackets and the top is secured by a wing nut. The shelves are form-fitted and hold firmly because of the shape of the pipe. The challenges of the transport were certainly worthwhile overcoming.

Alterations to an excavator by Peter Veicht

Lima 1850

by Robert Bretscher

Peter Veicht built models from the ground up and has mastered many alteration techniques; therefore, it is not surprising that by making it functional, he was able to breathe life into the resin model of this cable-operated excavator …

Originally, this impressive model was made in the 90s in a small series as a front bucket version by the Russian Company Nestor-Marina in Balashikha. The well-known construction machine history buff, Francis Pierre of ATM France (Art-Technique et Machines) commissioned the excavators. However, the quite rare ATM models that were built with a mixture of resin and metal were very fragile and therefore not suited for children's hands. Understandably, this is why collectors show off their ATM models behind glass in display cases.

30 years ago, the parcel containing the Lima front bucket excavator arrived in the mail and I opened it right away and was pleasantly surprised that the model had survived the long trip by mail. At least everything seemed to be complete and I could not see any defective parts but I was not completely satisfied by the bland-looking, barely moveable model. Luckily, Peter Veicht was our guest at the very time of the parcel's arrival. After a short inspection of the model that was painted completely in white, Veicht was inclined to take the excavator to his workshop in Munich and to make some 'small' alterations.

He said that he had a 'few' ideas of how to change the model to improve it for my collection, thus my newly acquired model disappeared for some time and I had no idea what kind of challenge Peter had accepted. Peter disassembled the cable-operated excavator into its constituent parts during which process many resin parts were broken. Some mismatched elements had to be reworked before he could begin the actual alterations. Finally, the whole functionless interior of the upper chassis was given four new functioning cable winches, a mock-up of a diesel engine with transmission, and the cabin was equipped with a set of contemporary controls. With this, all movements of the cable could be controlled by an inside edge key. The doors on both sides open to show off the newly created interior of the excavator. Furthermore, the model could function as a front bucket version and also work in a drag-line or crane model. That was why Veicht gave the model a brass lattice mast, which could be extended with two 6.0 m boom segments. With the distinctive gantry block, the Fairlead, and the associated draw-in-winch the model now looks very convincing.

To make it even more attractive, Veicht constructed two brass removable running boards and safety railings. A specially-made counterweight with handrails was added for crane mode and drag-line work. It can be secured at the rear of the excavator with metal bolts that are pushed in to secure the addition. Veicht made a very robust metal cabin protection shield for the safety of the operator when the excavator is used in de-construction mode. The lower chassis was also reworked with properly coloured and reinforced metal crawler tracks. On top of all that, the excavator was given a more pleasant look with additional details, lighting, company logos, and finally, a new attractive coat of paint.

For the miniature model to be transported, several of the attached elements such as the counterweight, the two running boards, and parts of the boom can be dismantled and loaded onto lorries. The boom and the gantry frame can be lowered and have room at the foot of the boom. At this point, the stripped-down excavator can be loaded too and taken to the new construction site. Even then the height of the load surpasses 4.5 meters by quite a bit.

In real life, depending on the version, the giant weighs about 160 tons and measures around 5 meters from the ground to the upper edge of the cabin. Due to the total width of the crawlers of 5.73 meters, the machine can be disassembled into its parts for a longer transport distance. I am very thankful to Peter Veicht for this wonderful alteration which I can now actually play with.

How a kit is created

Chubby cheeks-project

by Hans Witte

Up to 2021, Hans Witte co-operated the kit producer PKC together, whose may be most elaborate project was the MAN Pausbacke. Hans allowed us to have a look behind the development process ...

The tripper for my cooperation was my wish to make a model of the MAN 'Pausbacke' in 1:50. PKC was well versed professionally to make the white metal castings as well as resin-cast the driver's cabins. The synonym PKC stands for 'Peter de Kievit Custom made'. After an exploratory discussion, we decided to develop together a kit of the MAN, which worked really well. From this cooperation several MAN cab-over versions and one hood forward were created.

Other kits followed, among them a kit for the ERF European and a series of matching classic semi-trailers. Work on other attractive kits was in progress, when in 2021, PKC suddenly and unexpected to end production for an extended time. That was a bitter disappointment for everyone concerned, and the only thing left to us was to respect the decision. Personally, I doubt that production will ever recommence. In the meantime all PKC kits have been sold out, but it is interesting enough to talk about it.

Teamwork

Also involved in the design work for PKC was Arjan van der Sande, which had developed several parts for a high-quality 3-D printing process, which made even finer details possible. Examples are radiator grilles, fuel tanks and several types of wheels. After the abrupt enforce pause at PKC, Arjan and I have continued our collaborations, and in the past two years several new projects were finished. We made an important change though, instead the prototype being made by hand or as a 3-D print, then make molds from them and then cast them using white metal or resin, the parts that we developed are directly printed and also sold as such. For the printing we co-operated with Piet Douma from Model Truck Friesland. He uses professional machines to make high quality prints. In our co-operative I am looking after the research into the prototypes and make the first technical drawings. I then hand over the drawings together with pictures of the prototype and further background information to Arjan. He then transforms my 1:25 drawings into a computer model with the correct measurements for our 1:50 scale.

My interest for the MAN Pausbacke goes back to the year 1964, I was 14 years old then. The transport company VTB (Verenigde Texelse Beurtdiensten) located on the Dutch Island of Texel, at that time had several MAN lorries in use. I was especially impressed by the 780 FD tractor lorries, and I hoped for a long time that a model of this MAN would appear in 1:50, but unfortunately, that never happened.

Together with a hobby friend I unsuccessfully tried in the 1980s to

make such a miniature model. But the wish remained, because I now had acquired a lot of experience in building kits and knew how sample parts were made. A friend that was a lorry restorer, allowed me to photograph a MAN cab-over cabin and to measure it as well. I used these measurements to make a series of drawings in 1:25 scale.

If one works in twice the size, when reduced to 1:50 the results are very exact drawings. I already had some experience in producing sample models of chassis and details, but building a cabin was not in my skill level. In 2014 I had a visit from René Tanner on Texel. I talked about my plans and showed him the drawings. René took one set of drawings with him back to Switzerland and wanted to try to make a prototype for the cabin. I was very happy and surprised when, a half year later, in March of 2015, he handed me an almost perfect cabin. It was an almost unbelievable piece of craftsmanship! René asked me to add the window gaskets and other details, as they were too finicky for him to do.

3-D print

In the meantime, at a swap-meet in Houten, I had met Peter de Kievit and his excellent white metal castings. At the same table we also met Arjan van der Sande, who astounded us with his 3-D drawings and printing techniques, in turn they were very impressed by René's master piece. After our conversation with Peter, Arjan and René, we decided to start the MAN project. Peter took the cabin home to make a first resin cast. I then was able to add further details to that casting, and, if something went wrong during this step, a further copy was always available.

A large challenge was the radiator grille with its fine rods and the MAN diesel logo. Together with his colleague Frans van Gaal, designed a 3-D sketch for the radiator grille. A print of it would later on be glued into the master of the cabin so that the driver's cabin could be cast as a complete unit. During 2015 I produced further parts for the tractor lorry: chassis with axle suspensions, axle housings, tanks, and an engine block with prop shaft and other parts. A few of these parts I made from soldered together brass profiles, but most of them were made from plastic.

The whole process advanced very well, and this was one of the reasons to augment the original plan further. We decided, additionally to the tractor lorry, to build a lorry chassis and, from and already printed sleeper cabin, a short driver's cabin took shape on my work place. The next step was the development of a hood forward cabin. For this I studied the Torpedo dumper very well, even though it represents a newer version with the, so called, folding nose, version. In the end I was successful to build a complete Torpedo driver's cabin, as it was produced from 1959 to 1968.

Cab over and hood forward

These additions forced me to again look at the kit in detail. I found a solution which was much easier than I expected. In real life, lorry production was also subdivided in building chassis and cabin modules separately. Besides new chassis with differing lengths and a few additional driving axles for the desired wheel spacing variations, all parts could also be combined in miniature. I planned two slots on the chassis for the front axles, on the hood-forward version, the axle is 4 mm further to the front as on the cab-over version. In this way a standardized kit system in miniature format was made. The PKC kits were normally made from white metal castings, but resin casting was chosen for the cabins, because the material is smoother and the details on it are sharper.

I could not carry that project out by myself. I was very glad to have the help from René with his beautiful master for the cabin, Arjan and Frans with their 3D work and Peter for the professional production of the kits. All together then we were five, and this is why the MAN series were produced under their own label PKC&Co*****, with one star for each of us. One should not forget, that we took on this adventure project as a hobby. I had of course the advantage that I retired in 2015, which allowed me to invest, comparatively, a lot of time in the project. Besides the work on the prototype information, I also designed the kit instruction leaflet, all photos and looked after public relations. Exhibition presentations and Power Point presentation were made and I contacted the press.

Unfulfilled wishes

Also in the plan was a hood forward sleeper cabin, but first we released a series of kits of the cab-over versions and the hood forward lorry with short cabin. All were available as tractor lorries as well as short or long chassis lorry. At the end it was decided to give priority to the ERF European and the different trailers which we had now developed with much effort behind it. The hood forward with sleeper cabin was put on

ice for now, while the masters for the cabin remained in the PKC shops. The kits were received with great enthusiasm and every series was quickly sold out. To fill the great demand, all kits, MAN, ERF and trailers were re-issued several time.

In March of 2021, Peter announced, without warning, to cease production for a longer time. He did, however, promised to produce a small series of hood forwards with sleeper cabins to fulfill our agreement for the full MAN palette. I am afraid that this will no longer happen.

Despite this unsatisfactory ending, Arjan and I are still proud on what we have achieved over five years with co-operation with PKC. Then, according to statements and reactions from experts and model builders, the PKC kits are among the best in Europe. At the beginning Heavy Goods kits of Geoffrey Moorhouse was our role model. That is why, at the model exposition 2019 in Gaydon, we showed Geoffrey our kits and his heartfelt compliments were maybe the best recognition we could have had.

A further recognition was given us by the MAN factory, after we were allowed to present our models there. PKC received the license, on request, to develop further classic MAN models, including unlimited technical support by the museum. In exchange we took two completed models to Munich. Not bad for a 'wild bunch of modelers' no?

Diorama of the superlative in 1:50, part I

Five friends

by Daniel Wietlisbach

There is probably nothing comparable around the world and that goes for several aspects. The Diorama 'LorraMine', with it size of 40 m² is not only huge, but also at the same time unique, richly and finely detailed ...

For us 'normal mortals' it is a comfort to know that this project was not created by a single person. Five friends, each of them a specialist in his own field of expertise, have been building, since 2008 on this show piece, which is installed permanently in the attic of a house located in the French region of Lorraine. Drawn from it comes the imaginary name for the diorama, the letter M was inserted in the middle! The diorama does not have a particular prototype, but shows many scenes that belong to the everyday work in a mine. The builders wanted, as the main purpose, to be able to display their models and much more on the diorama in a realistic way. The idea was born in 2006 by Florian and Denis and from that time on, both were in constant contact during the two year extensive and detailed advance planning. At the time, the initiators wanted to create a 'living display case' for Denis's constantly growing collection of mining machines. The topography, the organization and the machinery fleet had to be planned and the whole developed into an 'extremely exiting project', as Florian remembers.

Besides showing the models at work, maintenance on the fleet was the main impetus. For such huge machines with large dimensions do not only require small tools but sometimes need their own, specialized machines. Denis had the room and the models, which all were aged and weathered, some of them would even be shown in a very dilapidated condition. That way one can see that the machines urgently needed servicing or maintenance needs to be performed. The weathering on all the vehicles have been extremely well executed and were mainly undertaken by Olive in Paris, a friend of Denis's. He worked many days on the models, which worked out really well, judging by the pictures shown.

Division of labor was a huge part of the success recipe for all stakeholders of this very unique diorama. Florian takes on the role of the boss,

because of his enormous knowledge about the mining industry, he plans all of the scenes down to the smallest detail and also takes care the work flow is correctly shown. Denis is a little bit like a father, and not only because the diorama is in the attic of his house, he maintains contact among all the members and also is in charge of the archived photographs. Michael is the model builder and develops and builds all detail parts which are not commercially available in 1:50, and there are quite a few of those, some are very special models. Pulko is responsible for the background pictures and also for the very authentic looking walls of the mining pit. Finally, Olive, as already mentioned, is responsible for the weathering of the models.

Despite the huge space available for the diorama, to correctly model a real mining operation in 1:50 much more space would have been needed, in this all the five are in agreement. Therefore, the diorama shows the machines in a 'compacted' space, because the only goal of the friends was to show all available mining models at work. That is why there are machines of different kind of types shown at work beside each other, which would not happen in a mine in real life.

Because we have many very unique pictures of the LorraMine available to us, there will be a second part to this story. The next time we visit the richly detailed shop area and we reveal a few tips from the builders.

New on the market

PowerTrac Models 1:50

After releasing several dumpers, this maker from Eastern Switzerland is offering some cargo-forwarding vehicles from Saurer. The choice of colours for the resin models reminds one of the 1:87 models from Roskopf in the 90s. The sleeper cabin is also available and at the model exhibition in the Ebianum, prototypes of tanker lorries were shown. A detailed introduction will follow in our next issue.

Diecast Masters 1:87

One year after the 1:50 model, the Cat 395 Next Gen was released on a smaller scale, first as the LME version. The model is true to scale and its main components are made of metal. These are detailed according to their scale size. The lower chassis is nicely replicated with finely engraved drive units and rubber crawler tracks that are detailed inside and out. The hefty upper chassis looks attractive, is finely engraved, and has printed-on details. Safety railings are factory-applied plastic parts, and handholds are modeled as raised details on the casting. The cabin has a fine protective grille, a free-standing rearview mirror, and the cabin's interior is bicoloured. The equipment is functional. Naturally, 1:87 collectors do not expect to have free-standing, separately-applied hydraulic lines. The bucket is especially nicely engraved.

HaWas 1:50

Hans Witte and Arjan van der Sande offer not only 3-D printed cabins (see the last issue) but also rims and complete rear beams with all the hook-ups for semi-trailers and lorries. The rims match the available Tekno tires which the model builder must purchase separately. We can show only a small number of all the available versions here, but their high quality is clearly seen in these pictures. The rims are printed from high quality resin, to be painted by the modeler. The detailing is at the highest level, and even spare tire rims are available. The rear bumper beams are a single casting and are supplied with the logos of their manufacturer, if appropriate. Again, painting is up to the model builder; the biggest challenge is probably the rear lights. Those interested in parts can contact Hans Witte for a product list . Parts are printed to order. (hans.witte@texel.com).

Europe's Finest Trucks

Format 24 x 17 cm,
121 pages, approx. 500 pictures, hardcover. Please order from www.vincentbroer.nl

Vincent Broer has been interested in lorries since he could walk and has photographed them since he was 14. He selected the most beautiful pictures from over 20 years of photography and compiled them into a book. The passionate photographer features 26 freight haulers in the 121-page book, each accompanied by a short description of the vehicle or owner or driver, and a little about the company's history. The stunning pictures are shown to their best advantage in the book and reflect the author's passion. The vehicles portrayed are not show trucks but rather, beautiful lorries that are particularly well maintained and have to earn their diesel, just like other lorries. (eu)

Magirus Eckhauber

Published by Wolfgang H. Gebhardt Verlag, written by Klaus Rabe, format A4,
191 pages, 400 pictures, hardcover,
ISBN 978-3-613-04595-8

The book covers the development of Magirus lorries, from the wartime box bonnet to fire-fighting vehicles and rugged construction site lorries, focusing on the box bonnet. It shows how the 'Eckhauber' stood up to similar models from other manufacturers and also why particular models in their production line were particularly popular. It tells of the challenge facing the creativity of the developers because laws in Germany were sometimes different from those abroad. Unfortunately, the general history of Magirus takes up a significant part of the book which is not fundamentally wrong but it would have been nice to stick to the topic, especially as the story is repeated with each sample model. (yu)

Our partner page

Investments in Cat, MAN, and BMW

To maintain their position in the construction machine department with the newest standard of technology, Eberhard Unternehmungen replaced ten hydraulic excavators and a 963 crawler loader. The new, modern machines from Caterpillar include three mobile excavators, three 50-ton 352 crawler excavators, two 40-ton 335 compact radius excavators, and two of the 30-ton class 330 crawler excavators. The OilQuick system was installed in all the excavators; furthermore, six of the seven crawler excavators have the built-in 3D steering system from Topcon.
The MAN TGS 26.430 H-4BL tank lorry with Hydrodrive as a traction helper and it is also equipped with a 360° camera system to provide better visibility. The machine supplies fuel to construction machines. For the third time, Emil Frey AG is supplying the new Eberhard staff cars. Given directly to employees were 28 BMW X1 x Drive 20ds.
The ceremonial handover with suppliers and staff in attendance was held this Easter in Oberglatt.

Hugelshofer builds the largest Quick-Charge Park with Solar-Truck-Port

At the end of May, Hugelshofer will open Switzerland's largest quick-charge park for electric trucks, in Frauenfeld. The installation is complemented by the innovative photovoltaic truck port. With the use of solar power, this showcase project contributes significantly towards the electrification of the transport sector and pursues the ambitious goal of reducing 50% of CO_2 emissions by 2030. This project that sets new standards with its solar installations producing over one Megawatt has 14 quick-charge stations with 28 charging ports for E-Trucks. The great challenge was to integrate renewable energy sources with the existing parking space logistics without infringing on its operation. Specially tested Bi-facial glass was used on glass solar modules that can also use reflected light for the production of current. This innovation supports the operation of about 20 lorries and is a significant advancement towards the goal of reducing CO_2 emissions in goods traffic.

News in brief

Caterpillar crawler 973

Caterpillar releases the successor to the 973K, the heavy 29 t 973. The built-in Cat C9.3B engine produces 205 kW (275 hp) and promises a 10% better fuel economy. The improved driver's cabin is equipped with a 254 mm touch-screen. On it, among other information, the tonnage of the loads is displayed. A Fusion Quick-Coupler is available as an attachment tool. Depending on the intended use, pallet forks or buckets with capacities of 3.2 and 3.8m^3 are available. By the way, the first 973 rolled off the assembly line 43 years ago in 1981. (up)

New Volvo VNL

In addition to the Aero series of lorries, Volvo Trucks North America revealed the VNL for the local market. With its improved aerodynamics, it is supposed to reduce fuel consumption by up to 10%. The centerpiece of the design is the front windscreen, which is embedded perfectly into the flowing design of the tractor lorry. The new series is going to set new standards for the production of US heavy trucks. The VNL is built upon a completely new platform that handles all forms of propulsion systems. It is possible to order it as an electric, gas, or the classic diesel variants. It is also prepared to carry fuel cells. The new on-board electric circuits are set for 24 Volts which will advantage self-driven vehicles. The Volvo VNL can be ordered with the re-designed D13 engine with four performance levels, from 405 to 500 hp. (eu)

New tower adapter from Faymondville

According to the company's recent announcement, this new component fills one of the last gaps in the firm's offerings. The tower adapter which is built to fit with a trailer combination can be mounted at the front onto 3- to 5-axle tractor units using an air-sprung dolly. A 7-axle trailer at the rear is provided with an air-sprung dolly. The tower adapter can accommodate tower segments with diameters from 2,650 to 5,400 mm. A 6,300 mm extension is available for towers with even larger diameters. The adapters are designed in such a way that both external and internal flanges can be accommodated. Even nacelles can be transported. The system offers a 1,600 mm vertical lift so that traffic islands or crash barriers can be swung over and do not have to be temporarily dismantled, at great expense.

Heavy Metal Garden

This theme park in Switzerland has expanded its offerings with a garden of heavy metal (appenzellerpark.ch). A Komatsu PC8000-11 Hydraulic excavator has been available for viewing since. Caterpillar terminated the production of the 6090 (980 t) and now Hitachi with its EX8000-7 (839 t), Komatsu with its PC8000-11 (777 t) and Liebherr with its R 9800 G6 (800 t) are building the world's largest hydraulic excavators. The bucket of the PC8000-11 in Herisau is capable of scooping up 55 m^3 of spoil. To fill it requires the material from the loads from three five-axle dumpers. The opportunity to view the cabin (7.2 m above ground) and the engine room (2 x 1500 kW or 2010 hp) is in the works for a later date. (up)

Liebherr LBX 600

Liebherr releases the LBX, a new carrier for diaphragm wall work. Drive options include a conventional diesel engine (320 kW or 435 hp) or a zero-emission electric motor (from cable or battery, running time around 4 h). The standard boom reaches a height of 17.8 m. If the working height is limited, the boom can be reduced to 11.0 or 5.8 m. Mechanical rope grabs or the 9.5 m long hydraulic HSG 5-18 diaphragm wall grab can be used for wall thicknesses between 500 and 1800 mm. The maximum weight of the filled grab is 30 t and the maximum depth is 80 m.

New Actros L with ProCabin

The current top model for equipment at Mercedes-Benz is the Actros L. It now comes with the ProCabin familiar from the e600. The futuristic design, which has been adapted to the diesel models, is intended to symbolize the dawn of a new era. Mercedes-Benz explains that 'The diesel engine will continue to be the standard in the transport sector in certain markets for a long time to come, which is why the new diesel cab also makes sense'. The 80 mm longer front and the underbody paneling improve the aerodynamics to such an extent that it is expected that fuel consumption will be reduced by up to 3.0 %. The revised OM 471 is intended to further increase the efficiency of the vehicle. In spring 2025 there will be further innovations inside the cab, including the new Multimedia Cockpit Interactiv 2, which will offer additional digital services.