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Ausgabe 3-2025

Modelle von Lastwagen, Baumaschinen ... Kranen

Bauma-Telegramm

WSI 1:50

Liebherr R 998 SME

Eigenbau 1:50

Mercedes-Benz NG 1632

English text

NZG 1:50
Hamm HD+ 120i V-VIO

Sammlerporträt
Petter Larsen

Diecast Masters 1:50
Caterpillar D8

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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'!

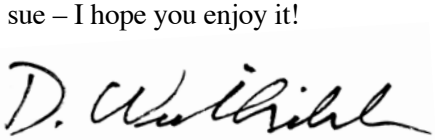
Excavator Drama

We all know how it is: friends, relatives and acquaintances point out everything that might have something to do with our passion. Be it a construction site with particularly impressive machines, a truckers' meeting, an article in the newspaper or a film. For example, I was told about the film "Excavator Drama" several times.

In this case, the film distributor even approached me, and so it came about that I watched Bagger Drama on my way to Bauma. The film has been showing in Swiss cinemas since 1 May. Piet Baumgartner's multi-award-winning feature film depicts a family that falls apart after the tragic accidental death of their daughter. The mother, father and brother all seek their own way out of their grief, but are unable to communicate with each other. There is hardly any time for that, though, as the family business demands their full attention in renting and selling small excavators. Whether the director chose the excavators as a metaphor is left to the viewer's imagination, but interestingly, the excavators are responsible for the few rather cheerful sequences. For example, when the son and his friend drive up to a drive-in with two excavators and order hamburgers and fries – or at the annual public company event, when visitors are treated to an excavator ballet.

The film is well made, and I would gladly recommend it to relatives, friends and acquaintances who are interested in good stories in the cinema – the excavators and the family business form part of the backdrop.

In the days that followed, I tracked down the construction machines against the backdrop of the world's largest trade fair in Munich. Bauma took place in beautiful weather and awaited us with numerous new models. We are publishing our hopefully complete report in this issue – I hope you enjoy it!



Daniel Wietlisbach

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Petter Larsen collects Norwegian trucks

Tenden and more ...

by Daniel Wietlisbach

Norway, a country with magnificent landscapes, is sparsely populated outside of its urban centres. It is a dream destination for long-distance drivers and also home to a small but enthusiastic community of collectors. Petter Larsen is one of them ...

Petter Larsen was born in 1986, the eldest of two boys, and grew up in Holmenkollen, Oslo's local mountain. His childhood was spent playing sports in the nearby woods and meadows – cross-country skiing in winter and cycling in summer. His mother was a housewife and his father worked as a car mechanic at Toyota for 45 years. Petter has always been interested in anything with wheels and engines: trains, cars, trucks and even planes and boats.

During his childhood, his father built a large Märklin model railway in the basement. This sparked the boy's interest and he began collecting 1:87 scale trucks, mainly from Herpa and AWM. The focus was on Norwegian companies such as NorCargo and Johs Lunde Transport, which were the largest companies at the time. He financed the models with the weekly wages he received from his parents for doing odd jobs around the house. He bought his first AWM model from the Norwegian specialist retailer 'modellbildesign.no'; it was a tractor and semi trailer from 'Jørgensen Bulk' (AWM 70953). In fact, there was a whole range of Norwegian models at the time, and Petter ended up owning around 200 domestic models from Herpa and AWM.

He was less interested in his father's railway, but even back then he built his own small diorama where he could play with his trucks. However, some of them were placed on the railway. Only ready-made models were purchased, as the boy did not dare to make any modifications for fear of making a mistake and having to throw the model away.

Model building 1:50

Like everyone else, Petter went to school; it was part of life. At least it left the boy enough free time to visit petrol stations in the area by bike, where the big trucks were refuelled or just drove past. Petter studied every detail and took numerous photos. After leaving school, he began an apprenticeship as a landscape gardener and then worked in this profession until 2024. Since then, he has been responsible for maintaining the green spaces of a large housing association.

In 2011, at the age of 24, Petter began collecting 1:50 scale models. The first was a Scania heavy-duty tractor in the colours of 'Stangeland' (WSI 176-02069), which he discovered at the 'Lastebilmodeller.no' stand at a trade fair in Lillestrøm. However, it took several years before he bought his next large-scale model. As he didn't have enough money for more 1:50 trucks at the time, he added more 1:87 models to his collection.

Petter's fascination with trucks covers many areas, such as technology, appearance, colouring, design, rims, tyres and, last but not least, styling and lighting. He regularly tries to attend events near Oslo, such as the Gardermoen Truck Festival or the Oslo Motor Show, and even the more distant Stryn Motorfestival south of Ålesund has been on his list of places to visit.

Thanks to Danish friends whom the family visits regularly, Petter also came into contact with vehicles and transport companies in Denmark. There are many beautiful trucks in Denmark, and their elaborate, multi-coloured paintwork is almost legendary among enthusiasts. When Petter is in the country, he takes the opportunity to visit companies such as Anders Lauritzen, Lasse Mathiesen, Toftegaard, Vendelbo and Skive Sværgods.

Collectors in Norway

In Norway, the market for 1:50 models is small but growing steadily. Petter was lucky enough to meet other collectors in Norway. One of them is Tom Dreyer, who is probably the most active promoter of Norwegian models. He is in constant contact with WSI and Tekno, tries to attract Norwegian companies to produce models and accompanies the entire process, including photography. Tom owns a large property with an impressive collection not far from Petter. The two meet as often as possible to talk about their hobby and admire models. Petter really appreciates being able to share his passion with Tom: 'Tom is a very easy-going and friendly person. When we meet, we talk about model making for hours. His collection is huge, mainly Norwegian models, but also many Danish and international ones. His workshop is like a museum – you can see all the models he owns.'

Petter would also like to mention Stig, Søren and Knut, three other collectors with whom he is in close contact, 'incredibly nice people with the same passion for model making!' he says enthusiastically.

Collection on diorama

After Petter and his wife Lise Bøe Larsen got married and started a family, they moved with their children Thomas (7) and Thea (4) into their own home, which also offered new possibilities for the collection: a 15 m2 hobby room was created in the garage. Although there is also a display case, most of the models are displayed on a large diorama. The diorama depicts the transport of goods between three large Norwegian companies. Tenden Transport is based in Stryn and its blue trucks transport meat from Nordfjordkjøtt to Rema 1000, a large Norwegian food company. Next to Tenden Transport's main base is a warehouse for Rema 1000 and a Nordfjordkjøtt terminal.

Most of the warehouses were built by fellow collector Stig. He builds entirely without drawings, using only his imagination and freehand; the result is always impressively detailed and of high quality. Petter installed the interior and exterior lighting himself, and he has also built some of the buildings, as well as the entire landscape with roads and squares, of course. The last building (Rema1000) was largely built by Petter himself, who drew inspiration from Stig's earlier work. The street lamps were found on eBay; they are light-controlled and switch on and off automatically according to sunrise and sunset, just like the real thing.

There are also cars on the diorama, but on a scale of 1:43, because there are hardly any in 1:50. However, this is not a problem as long as the cars are placed some distance away from the trucks and there are no SUVs – they would be too big in proportion.

He wants to show how authentic the models look. For fun, and to share his hobby with others, the collector founded the Facebook group 'Larsen's Diorama'. Anyone interested can join and see the trucks in the collection in action. The collector constantly rearranges his models – it never gets boring. Petter tries to stage his models as realistically as possible and then photograph them.

Danish models too

At first, he mainly collected Norwegian models, especially from 'Tenden Transport'. Later, other companies such as 'Fredstad Transport', 'Nitteberg', 'Stangeland' and 'Øyvind Jensen' were added. Finally, Danish trucks were also integrated into the collection, because during family trips to Denmark, the collector realised 'that they really know how to build trucks there. It's always amazing how the Danes manage to combine several colours on a truck so that it looks absolutely fantastic,' says the collector. The diorama now features several trucks from Danish companies: "NC Christensen Hurup Thy", "Anders Lauritzen", "Christian Soleen" and "Lasse Mathiesen" – all of these companies have trucks that Petter really likes. He orders the Danish models from Martin Strøm at Modelllastebiler.dk in Skive, Denmark,

The collector

Petter Larsen (37) trained as a landscape gardener and is now responsible for maintaining the gardens of a large housing association in Oslo. Alongside model making, his great passion is a 2007 Toyota Land Cruiser 120 in the 'Arctic Trucks' 37-inch design.

Petter is married and lives with his wife Lise Bøe Larsen and their children Thomas Bøe Larsen (7) and Thea Bøe Larsen (4) in Ytre Enebakk, a small town about 40 minutes east of Oslo. Anyone who would like to visit him and admire his diorama is welcome to do so: pettern_86@outlook.com

and the Norwegian ones from the aforementioned dealer.

Despite the many beautiful models, there are a few that are particularly close to the collector‘s heart, such as the Scania from Telhaug Transport (Tekno 73033), the Scania from ‘Nitteberg Transport’ (Tekno 82078), the Vlastuin Scania ‘Tenden Transport’ (Code-3 WSI) and finally the Scania 164L tractor unit ‘Bama’ (Tekno 63736), which is probably also the rarest model.

The collection currently comprises around 80 models, which ensure plenty of activity on the diorama. Sky blue is clearly the dominant colour, as the collection includes all models from Tenden ever manufactured by Tekno and WSI, as well as a few special designs commissioned by the collector. Petter also had the great pleasure of being visited twice by Rolf Olav Tenden: ‘That was the greatest thing I‘ve ever experienced as a collector!’ he says enthusiastically, adding: ‘Two years ago, Rolf invited me to Stryn to exhibit my Tenden diorama at the motorcycle festival. I also got an exclusive tour of the company – a great honour for me as a model builder from Oslo.’

On the Danish side, Petter collects models from four companies: ‘Christian Soleen’, ‘NC Christensen Hurup THY’, ‘Lasse Mathiesen’ and ‘Anders Lauritzen’. Because the hobby is very expensive, the collector has set himself a limit of about 10 to 12 new models per year. This keeps his hobby expenses at a moderate level, and the joy of new additions is no less for that.

Code 3 models

Petter has not yet ventured into building his own models because he cannot muster the patience to do so. Instead, he has had a few so-called ‘Code 3 models’ built for him. Some Tenden models were produced by ‘Dream Models 87/50’ in Germany – with outstanding results. Fellow collector Søren also contributed several models with Norwegian lettering.

Code 3 models can also be fantasy models built on request. One example is the Scania Vlastuin, which the collector had built in the colours of Tenden Transport. This model does not exist in reality, but there is a story behind it: Rolf Olav Tenden turned 70 last year and was considering ordering a Scania Vlastuin in the colours of Tenden Transport in 1:1 scale. However, the idea was put on hold and never came to fruition. Petter wanted to surprise Rolf with a model and show him what the vehicle would have looked like. On the rear wall of the cab is a picture of one of Tenden‘s first Scania trucks. The model was built by the talented guys at Dream Models 87/50 in Germany. When the tractor was finished and Rolf saw the pictures, he was thrilled.

The collection continues, with seven models ordered by Petter for 2025, although not all of the 2024 models have arrived yet.

Conversion by Patrick Kyburz in 1:50

Mercedes-Benz NG

by Daniel Wietlisbach

When GMTS produced the NG 1632 as a tractor and semi trailer, Patrick Kyburz bought the model because he had long wanted to have a truck with the star in his display case. When he discovered the decals from Werner Schärer‘s vehicle, a decision began to take shape …

There are legendary drivers, legendary vehicles and legendary haulage companies, and when all these come together, it becomes really difficult for the author to write something new. After all, who could describe the Mercedes-Benz NG 1632 more aptly than Tom Blase,

a self-confessed fan of trucks with the star, did in issue 3-2022? At that time, the focus was on the GMTS resin model, which also served as the basis for Patrick Kyburz's conversion shown here. And in issues 6-2019 to 2-2020, Erich Urweider wrote about the varied life of Werner Schärer, a Swiss driving legend who spent many years driving this vehicle on Scandinavian tours for the international Bilspedition subsidiary Auto-Transit.

The NG 1632 of Werner

'Werni' acquired the tractor and semi trailer in 1976, and the vehicle was so new at the time that the tractor unit was exhibited at the Commercial Vehicle Show in Geneva. The NG 1632 was given the number 1 spot at the Mercedes-Benz stand, which was itself number 1. This exclusive spot naturally belonged to the brand with the star. A striking feature of the vehicle was the sunvisor, which was not yet available from Mercedes-Benz at the time. It was only fitted to the cab in Geneva, and only because Werner took care of it himself. Mercedes-Benz did not want to hand over the sunvisor yet. Although it had already been shown at the IAA, series production had not yet started. So Werner spontaneously called the factory in Wörth and persisted until he got hold of the person responsible for prototype production. Werner explained that his vehicle was the eye-catcher among the exhibition vehicles in Geneva and that it would look very bad if it was missing. His pleading finally helped and he was allowed to pick up the sunvisor in person in Wörth. It was also no problem that Werner had to have the sunvisor delivered at two o'clock in the morning according to his own schedule. The porter at the Mercedes-Benz factory handed him the sunvisor that had been removed from the IAA vehicle, and three days before the truck show opened its doors, Werner held his sunvisor in his hands. Now it just had to be sprayed and fitted to his vehicle shortly before the show began.

The Nüssli semi trailer – a Swiss product – was also exhibited in Geneva. However, the combination only became famous later, when photos were taken in front of a TT Line ship on behalf of Auto-Transit. One of these pictures was printed as a poster and ended up hanging in practically every haulage office. Today, it is probably a collector's item.

The indestructible tractor and semi trailer performed reliably for many years. Even when Werner Schärer changed employers at short notice after a dispute and began driving for Basler Spedag in the far north. At that time, the economy was booming and the order books were full. After many trips to Sweden and the Orient, Werner ended his long-distance driving career for the family. In 1984, he stopped driving to Sweden, the Mercedes NG tractor and semi trailer was taken over by his driver and sold to Poland in 1997 with 2.5 million kilometres on the clock.

Model

When Patrick Kyburz read the aforementioned model review of the NG 1632 tractor and semi trailer from the TV series, he ordered the model because he had wanted to add a Mercedes truck to his collection for some time. However, he only decided to convert the model when he discovered the right decals at René Kohli, which model builder Marco Ghelfi had made for a 1:87 model. Patrick ordered the wet decals and began the project, which of course did not end as a 'small repainting job'. First, the model had to be almost completely dismantled into its individual parts, followed by the removal of the paint with nitro thinner.

Because the model builder felt that the semi trailer was too 'high-legged', the chassis had to be sanded down to the desired height. Of course, the tarpaulin replica had to meet the high standard of the other models. The resin replica was sawn off above the customs seal, which was to be retained. A new tarpaulin frame was created, in the style that has already been described several times. The tarpaulin itself is made of paper and, to give it a nice 'belly' at the bottom, crumpled paper was glued between the tarpaulin frame and the tarpaulin. Of course, air pipes and the electric cable were added.

The chassis of the tractor was fitted with a wire hook and snow chains, which were painted rusty. The front mudguards were widened slightly with plastic plates that were filed down to size, and the interior of the cab was refined, among other things with detailed and accurate painting. Behind the seats, a terry towel can be seen hanging up to dry. On the roof, all the other details of the original were added alongside the light box. The fanfares are there, as is the famous Bibendum (Michelin Man). The bumper was completed with fog lamps, which are essential for driving in Scandinavia. The air inlet pipe presented a challenge – or rather, the hole it left in the grill after it was removed. The model builder found a pragmatic and convincing solution by covering the opening with an empty hazard warning sign.

Most of the paint was applied from a spray can, and the decorative lines are decals, as are all the lettering. The tractor and semi trailer have aged very discreetly, especially in the chassis area and on the tarpaulin. In the end, it was no longer a question of repainting, but rather of a conversion with several modifications.

Remo's Old Iron

by Remo Stoll

Do you know what this is? Identify the construction machine and win a model ...

This scraper was actually still in use, but a flat tyre forced it to take a break. Introduced in 1970, this was the first machine in the manufacturer's new angular design, positioned between its much better-known siblings. The machine in the pictures is from the second series and therefore has a little more power in the front engine, but was only produced from 1978 to 1982.

Recognise the construction machine? Send us the exact name by 10 June 2025. If there are several correct entries, the winner will be chosen at random. Only participants with a complete address can be considered so that we can send the models.

This time, you can win the Caterpillar D8 with waste blade from Diecast Masters, the Hamm HD+ 120i V-VIO from NZG and the anniversary model of the historic Liebherr L 522 from Conrad.

Solution from issue 2-2025

The dark blue 6x6 tipper was a Magirus Deutz 232D22. A random draw was held from among the correct answers, and the winners are: Nadine Lücke Hannes, who won the Cat D5 LGP Fire Dozer from DM; Reinhard Schirrmacher, who won the Meiller rear tipper on Arocs from Conrad; and Philipp Engel, who won the Vögele Super 2100-5i from NZG.

Congratulations to all the winners!

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WSI large excavator in 1:50 scale

Liebherr R 998 SME

by Daniel Wietlisbach

With the Liebherr R 998 SME model, WSI once again delivered one of the main innovations at Bauma. We took a closer look and put it through its paces …

With Liebherr's large excavators, the transition from earthmoving machines to mining models is seamless. Ultimately, it is the user who decides where the machine will be deployed. Officially, mining excavators can be identified by their white colour and four-digit designations. The smallest weighs 113 tonnes and the largest of the earthmoving excavators in the classic yellow paint scheme weighs around 100 tonnes. This is the R 998 SME, which is ideal for quarries and large earthmoving sites. Liebherr itself advertises the large excavators in a special brochure entitled 'Large excavators for the mining industry'. The fact that the excavator is available in an SME version with a folding bucket for the heaviest work further underlines this. The current version corresponds to generation 6.2 and the Liebherr D9508 A7 SCR eight-cylinder engine delivers 420 kW (571 hp). Alternatively, there is an electric drive with 400 kW engine output and cable power supply, which is ideal for use in quarries. While the monoblock boom measures 7.20 m, there is a choice of 2.90 and 3.30 m sticks. Seven backhoe buckets with capacities ranging from 5.20 to 6.20 m^3 and four folding buckets ranging from 5.10 to 6.50 m^3 are available.

Model from WSI

Excavator models from WSI are among the best available, so there was a lot of excitement and high expectations for the R 998 SME. The model was delivered on time for Bauma and sold in impressive numbers. The model is delivered in a sturdy cardboard box, well protected between two polystyrene shells. The two access ladders are included in a separate bag and can be inserted into the holder from above. Otherwise, no assembly is required, so the heavy model can be quickly assembled. The metal content is very high and the model appears high-quality and well-proportioned. It is therefore no surprise that all dimensions have been accurately reproduced in 1:50 scale.

The crawler frames with continuous roller protection are beautifully engraved and even reveal the screw holes for the two access ladders, which are not required in this version. The bottom rollers are dummy parts, but thanks to the design of the moulds, they look like real parts. The support rollers are mounted on swivel bearings, the idlers are spring-actuated and the sprockets, including the Liebherr lettering, are finely engraved. The only criticism of the entire model concerns the tracks, which have been used repeatedly since WSI's first excavator model. Unfortunately, they do not give a closed impression and are now no longer visually accurate – Liebherr tracks have evolved. However, the width of 750 mm is correct. On the X-frame, the lashing eyes are not only marked with tiny stickers, but also reproduced with openings.

The upper structure looks powerful and delicate at the same time, mainly thanks to the struts on both sides. In fact, there are nine individually inserted, perforated photo-etched catwalks and footboards, and the safety railings are very delicate despite being made of sturdy die-cast metal. The plug-in ladders can be raised and lowered.

Numerous details are finely engraved on the upper car body, complemented by free-standing metal handrails and safety railings. The exhaust tube is faithfully reproduced in chrome, the rear lights are detailed and the two-tone air filters even feature

lettering. The photo-etched fan guard with its honeycomb pattern looks excellent. The front work lights are protected by tiny photo-etched grilles.

The cab is made of metal and has precisely fitted, tinted windows with matt black rubber seals. The handrails are made of wire and the protective grilles are very delicate despite being made of plastic. Work lights, rear-view mirrors and a super-fine, flexible antenna complete the cab. The cab interior has been reproduced in detail and in multiple colours.

The attachments consist of the boom with a length of 7.20 m and the shorter stick with a length of 2.90 m, both of which are made of precisely engraved metal U-profiles. They are closed from below by precisely fitting parts, which also represent the original wear plates. The work lights on the boom also feature finely etched protective grilles. The hydraulic lines have been beautifully reproduced in metal with all hydraulic hose connections, supplemented by black rubber hoses. They can be traced from the upper structure to the cylinders. These are also beautifully made, although the screw connections are missing. The boom and bucket cylinders have protective housings that are true to the original. The functionality of the attachments is satisfactory, but the model easily reaches its maximum digging depth. Unfortunately, it does not quite reach the digging height, and the stick and bucket cannot be folded in quite enough for transport. The bucket, which is made from a single piece of cast metal, is excellently engraved and, in addition to the wear plates, also faithfully reproduces the five teeth.

The quality of the colouring is impeccable and the printing is very detailed and flawless. With the R 998 SME, WSI has succeeded in producing another top model among construction machines.

Tom's driving log

by Tom Blase

'Oh how wonderful, oh how beautiful, to see the world from the colourful carriage.'

The quote above is a line from a hit song by Siw Malmkvist. For me, it is also part of one of my oldest memories of days spent with my father in his truck.

It must have been in 1972 – I can still see the old Mercedes 2024 silo truck in my mind's eye. My mother is with us and I am sitting in the back bunk while my father points out a derrick and explains that we are near Dortmund – the radio is playing that song, which has been indelibly linked with this scene in my mind ever since ...

Why am I writing this? My father Werner passed away recently and I am trying to come to terms with his loss and keep his memory alive. He always told me that there are good days and bad days in the life of a driver. Now he is no longer here, but I still feel his presence – during my trips, I catch myself unconsciously looking at the co-driver seat and wishing I could see him there.

He was a driver from the bottom of his heart and began his driving career after completing his apprenticeship as a car mechanic. On his 18th birthday, his trailer truck was parked in front of his parents' house and he set off on his first tour – to Weisenthurm to load hollow blocks. Late in the evening, he was greeted with many tears by his mother and sister. They thought he would not come home because he was long overdue. But there was a reason for that: on his first real trip, he had a flat tyre and had to fix the mishap on his own. But he had got a taste for it and remained loyal to his profession until his retirement (and beyond). He was a driver through and through. He drove construction materials and silo trucks, spent many years driving containers long-distance and also had a great time driving a concrete mixer in the Mainz area. He spent his retirement in the neighbouring village, working as a temporary driver on a tanker truck to supplement his pocket money, as he liked to tell people.

He taught me how to drive and explained all the ins and outs of the job. He gave me the necessary technical knowledge, tricks of the trade and also a certain loyalty and reliability.

After his time as a driver, he was the one who waited for me in the evenings. He worried when I was late and waved to me (and was relieved) when I finally got out of the car and arrived home safely.

'You'll always drive with me – take care, my dear father!'

All new models at Bauma 2025

Trade fair telegram

by Daniel Wietlisbach and Carsten Bengs

The fair was held in beautiful weather, which further enhanced the noticeably positive atmosphere. Among the new models, every collector was sure to find something for their display cases ...

Visitor numbers were very high right from the start, and it came as no surprise that the exhibition organisers were delighted with the final figure of 600,000 visitors from over 200 countries.

The three largest machines on display in the mining industry clearly showed the trend for large machines: the Komatsu PC7000, Liebherr R 9400E and T 264E all had electric drives. The trend extended to the smallest machines, with every stand featuring machines with alternative drive line concepts.

A trend was also evident in the merchandising and fan shops. It seemed that every second stand was displaying Lego-compatible construction kits for construction machines. The range on offer extended from anchor drilling rigs (Casagrande) and concrete pumps (Schwing) to vibratory plates (Bomag). We hope that these initiatives will serve to promote young talent.

Most model manufacturers sent out newsletters in the first few days of Bauma with all the new products they were supplying for the trade fair, which made our work easier and also made it easier for collectors to find what they were looking for. The selection of models on offer was surprisingly diverse and in no way lagged behind the Bauma in autumn 2022 in terms of quantity. The fact that some new products were only announced in various moulds – prototypes or original photos – should benefit most collectors, as it allows them to plan their hobby budget over a longer period of time.

Although we are already able to present the first models from the world's largest trade fair in this issue, we have included a complete list of all the new products we discovered below. For the sake of completeness, we have also included the advance announcements from the last issue. This also includes all models in special paint finishes, which were offered in rather limited quantities this time. We hope that our list is complete and that we have not overlooked anything.

Atlas
155W mobile excavator, update of the 140W with new upper structure (NZG 1:50)

Bauer
BCS 185 diaphragm wall cutter (Conrad 1:50)

Bobcat
E19 mini excavator (1:25)
E20 mini excavator (1:25)
B730 backhoe loader (1:25)
L95 wheel loader (IMC 1:25)
B25NS forklift truck (1:24)
D30NXP forklift truck (1:24)
D70S-9 forklift truck (1:24)
Bomag
BM 2000/65 cold milling machine (1:50)

Caterpillar
D6 XE in special grey paint finish (1:50), prototype, available from summer/autumn
All three anniversary models of the 'Twenty' were available

Dynapac
SD2580C paver (1:50), announcement, not available in shops at Bauma

Develon
Concept-X2 Dozer (1:50)
DX380LC crawler excavator (1:50)
DL420CVT-7 wheel loader, special grey paint finish for Bauma (IMC 1:50)
Scania S 6x4 with Nooteboom semi-low loader in special black/orange paint finish (IMC 1:50)

Goldhofer
Cable drum transport with THP/SL 10 and MB Arocs 8x4 SLT (Conrad 1:50)
Cable drum bridge, blue, with separate cable drum (Conrad 1:50)

Hitachi
ZW310-7 wheel loader (TMC 1:50)
ZX95US-7 short tail excavator (TMC 1:50)
EX1200-7 crawler excavator (TMC 1:50), prototype, available from autumn

Hyundai
HX35Az mini excavator (1:50)
HX220 excavator (1:35)
HL960 wheel loader (1:35)
HW210A mobile excavator (1:60)
250D large forklift truck (1:30)
30D-9V forklift truck (1:20)
Set with wheel loader, excavator, dozer (IMC 1:87)
R1250-9HD large excavator (IMC 1:32), static model made of resin, available to order

Jekko
SPX328 mini telescopic crane (IMC 1:18)

Kobelco
SK39SR-7 mini excavator (Conrad 1:50)
SK270SRLC-7 short tail (Conrad 1:50)
SK500LC-10 special paint finish blue 'Munich' (Conrad 1:50)
TKE750G Track Telescopic Crane (IMC 1:50)

Komatsu
PC950-11 (First Gear 1:50)
SK820-8 Compact Loader on Tracks (Universal Hobbies 1:25)

Kramer (Wacker Neuson)
KL37.8 wheel loader (cyber wear 1:50)
KL35.8T telescopic loader (cyber wear 1:50)
8095T telescopic loader (cyber wear 1:50)
312 SL wheel loader '100 years of Kramer' (Universal Hobbies 1:50)
K18 tractor '100 years of Kramer' (Universal Hobbies 1:32)

Kubota
KX060-5 mini excavator (1:24, Universal Hobbies)

Liebherr
PR 776 Generation 8 Update (WSI 1:50)
Liebherr R 998 SME (WSI 1:50), see report starting on page 18
A 918 Compact update (NZG 1:50)
A 909 Compact with swivel and light material bucket (Conrad 1:50)
RE 25 M road-rail excavator with two
tools (Conrad 1:50)
LB 45.1 rotary drilling rig (NZG 1:50)
LR 1400.1 SX crawler crane (WSI 1:50)
LTM 1055-3.3 mobile crane (Conrad 1:50)
LTM 1300-6.4 mobile crane (WSI 1:50)
LTM 1400-6.1 mobile crane (WSI 1:87)

Link-Belt
120 AT mobile crane, 4-axle (NZG 1:50)
300 AT mobile crane, 5-axle (NZG 1:50)

Manitou
MRT 2260 rotating telescopic loader (1:32)

Mammoet
Gottwald AMK 126-63 in three colour versions, 'Van Seumeren', 'Mammoet', 'Seu-M-Imo' (Kranlab 1:50)

Mercedes-Benz Actros 4x2 'Mammoet' (Cavallino / NZG 1 :18)

MAN
TGX 6x4 semi-trailer tipper, blue (Conrad 1:50)

Nooteboom
12 new combinations of well-known models, all in red livery in 1:50 scale.
7 models from WSI:
Euro-PX 2-axle with DAF XG+ 6x4
Megatrailer 3-axle with DAF XG+ 6x2/4
Euro-PX 3+5 with Mercedes-Benz Actros MP5 SLT 8x4
Euro-PX 2+4 with Volvo FH5 Globetrotter XL 8x4
Manoovr 5-axle with MB Actros MP5 6x4
Manoovr 6-axle with container and Volvo FH5 Globetrotter 8x4
Manoovr 3+7 with Scania S Highline 8x4
5 models from IMC:
MCOS 4-axle with Scania S 6x4
MCOS 3-axle with Scania R 6x2
OSDS 4-axle with Scania S 6x2
SWC 3-axle with Scania XT 8x4
SWC 3-axle with MB Arocs 8x4

Palfinger (WSI 1:50)
FLS 25 TMF portable forklift (WSI 1:50)
PK 370 TEC7 with grab and pallet fork on Scania G XT 6x4 roll-off tipper, red (WSI 1:50)
PK 480 TEC7 with loading gear on MAN TGX XXL 8x4 flatbed and container, grey (WSI 1:50)
PK 19.001 SLD 5 with pallet fork on MB Actros MP5 6x2 with loading bridge, white (WSI 1:50)
PK 24.001 SLD 5 with loading gear on Iveco S-Way 6x2 with loading bridge, pearl
gentian (WSI 1:50)

Schwing-Stetter
S 43 SX Hybrid mobile pump on MB Arocs 8x4 (Conrad 1:50)

Sany
215E electric excavator, light blue (1:32)

Sennebogen 1:50
683E crawler telescopic crane (ROS 1:50)
5500G crawler crane, extensive update (Conrad 1:50)
728E logging equipment (ROS 1:50)
850G material handling excavator (Conrad 1:50)
850G material handling excavator, harbour version with pylon (Conrad 1:50)
895E Hybrid, resin and 3D print, limited to 500 pieces (IMC 1:50)

Volvo
The manufacturer referred to its online shop.

Wirtgen Group
Hamm HD+ 120i V-VIO, (NZG 1:50), see report starting on page 30.
Hamm HD+ 120i VIO-2 HF (NZG 1:50)
Hamm HD 12 VO, (NZG 1:50)
Hamm HD 12e VV, (NZG 1:50)
Kleemann MR 100 NEO (Conrad 1:50)
Vögele Super 1803-5 X wheeled paver (NZG 1:50)
Vögele Super 1800-5 X track paver (NZG 1:50)
Wirtgen WR 240 X recycler and soil stabiliser, update with various shape changes (NZG 1:50)

Yanmar
Only represented with engine line.

XCMG
Models in special white 'UEG' paintwork, as they appear in a Chinese film, various scales.
XE270GK crawler excavator
XG90H three-axle tipper
XDE440 dump truck

Classic dozer in two versions from DM

Caterpillar D8

by Daniel Wietlisbach

With the D8, Diecast Masters closes an important gap in Caterpillar's model range. It is very pleasing that two versions are being released at the same time ...

The D8 was once Caterpillar's largest bulldozer and even in its current version it is still not a machine you see every day. This is due to its operating weight of around 40 tonnes and the Cat C15 engine with an engine output of 271 kW. The SU blade has a capacity of 10.3 m3, but one of the qualities of the D8 is its versatility thanks to numerous configuration options.

Models from DM

The current D8 was announced in model form at the end of 2023, and the first models arrived at dealers in early 2025. Fortunately, the manufacturer decided to offer two different versions. In addition to the standard version, the D8 is available in a configuration for waste disposal. Both models also differ in small but relevant details. As models of current machines, they are delivered in the familiar tin boxes and well protected between foam inserts. We will begin our review with the standard version and then turn our attention to the differences in the 'waste disposal version' at the end.

The model is heavy when it comes out of the packaging, as it is largely made of die-cast metal. It exudes quality and has well-balanced proportions, which was confirmed by our control measurements: the bulldozer has been correctly scaled down in all dimensions.

The engraving on the chassis beams is excellent and shows even small details. The support and idler wheels are replicated as dummies on which the tracks glide easily. While we are already used to the detailed engraving on the sprocket, the different representation of the front and rear idler wheels is astonishing – first class! The front one is also faithfully reproduced as a chain tensioner. The track shoes of the metal tracks have a width of 700 mm. Although the two track carriers are rigidly mounted, the suspension, which is suspended on the original, has been reproduced; the bottom of the dozer also reveals various details.

The hood consists of a continuous die-cast part, which reveals numerous details. The handrails are made of sturdy wire. The extremely fine fan guards are only printed on, but they look very realistic when compared to photos of the original machines. The exhaust tube, air intake and grill are made of precisely reproduced plastic parts.

The area around the cab, where the fuel and hydraulic oil tanks are located, has also been well reproduced. While the safety railings have been reproduced in delicate plastic, the very small two-piece handrails are made of soldered pieces of wire. The cabin housing, which also contains the roll cage, consists of a single piece of metal. It hints at door joints, rubber seals and windschield whippers on the doors; the windschield whippers at the front and rear are mounted separately. The glazing is only backed, which works to the manufacturer's advantage as the black colour conceals this fact. The plastic roof is removable and also represents the surrounding handrails. Even if you don't want to use Bob, you should treat yourself to a view from above, as the interior has been reproduced identically and accentuated with multiple colours.

The SU blade has been faithfully reproduced in die-cast metal and is beautifully engraved. The plastic spill guard is perforated, which is now standard and a welcome feature. The linkage has been reproduced true to the original, and the push arms show all the details, as do the hydraulic cylinders. The hydraulic hoses have been faithfully reproduced, and the blade can be raised and lowered as well as tilted slightly to the right (tilt movement).

The multi-shank ripper and the hydraulic cylinders with all the important pipework are also very well done. Although functionality is slightly limited, it is still satisfactory. The separately enclosed ripping teeth are a nice touch and should be secured in two positions with pins. Unfortunately, the holes in our sample were narrowed by paint, so the pins could not be inserted. Drilling them out would be one option, but this is impossible with the middle tooth. Ultimately, we found that the ripping teeth hold even without pins because paint had narrowed the channel in the holders. This is why none of the chrome-plated pins can be seen in our pictures – but this does not detract from the overall appearance.

Machine for waste disposal sites

The most striking difference is, of course, the black SU blade with the attached 'waste rack' to increase capacity; the rack has been faithfully reproduced with perforations. But the rear has also been modified: instead of the ripper, there is a counterweight with scraper, drawbar and clutch, which have been precisely engraved. On closer inspection, the narrower standard tracks with 610 mm wide track shoes also catch the eye, and the air filter is different and considerably larger so that the often dusty air cannot cause damage to the machine. It is very pleasing that the manufacturer has taken such care in implementing the differences.

The colour scheme is impeccable as usual and the printing is flawless. With the D8 model, Diecast Masters has closed an important gap in Caterpillar's model range in a very successful manner.

Tandem roller from NZG in 1:50

Hamm HD+ 120i V-VIO

by Daniel Wietlisbach

The new tandem tractor unit was the first new product to appear in the Wirtgen Group shop this model year. It is manufactured by the company's regular supplier NZG …

Behind the somewhat cumbersome name lies an articulated tandem roller from the HD+ series with vibratory and VIO drums. The rollers in this series cover the range from 7 to 14 tonnes in six weight classes with over 40 different models. This variety is mainly due to the different compaction methods used in the drums.

The HD+ 120i has a GVW of 12.91 tonnes with cab and a maximum of 13.94 tonnes. The drum width is 1980 mm, with the two drums offset by 170 mm. It is powered by a Deutz TCD 4.1 L4 four-cylinder engine that complies with EU Stage V emissions standards.

Model from NZG

The model is delivered well protected between two Styrofoam shells in a cardboard box. Next to the vibratory drum compactor is a bag containing two replacement rear-view mirrors – the parts most prone to breakage. As befits a vibratory drum compactor, it is heavy in the hand and made largely of metal. It has been scaled down in all its main dimensions and the proportions are harmonious.

The two drums have been seamlessly reproduced and, with their paint finish, look very true to the original – just like a vibratory drum compactor in action. The open frame and side panels of the drive units are identical on both drums. Only a small printed symbol indicates that the rear drum allows either vibration or oscillation, while the front drum is a pure vibration drum. All parts feature fine engraving, and the screw heads on

the scrapers are accentuated in silver. The headlamps and indicators are separately inserted, as are the rear-view mirrors. Details like these do not fail to impress. The two water tanks are concealed behind the grey covers and can be filled through two large lids. The engine is located in the front frame under the cab and can be accessed via a cover on each side. There are two separately inserted, finely engraved running boards on both sides. The faithfully reproduced articulated joint deserves a closer look from below, as the special linkage of the rear wagon via a drawbar and two hydraulic cylinders enables the crab-walk feature to be reproduced.

Towering above everything is the so-called 'panoramic cabin', which truly deserves its name. Apart from the door frames, which also serve as rollover protection, it is made entirely of glass. This gives the operator maximum visibility of all components and, of course, the surface to be compacted. Both doors can be opened on the model and the seat with joystick, steering column and dashboard can be moved and rotated to both sides. The Wirtgen Group logo is visible on the seat backrest and the interior is highly detailed and multi-coloured. On the outside, there are handrails, work lights, a beacon and four very fine photo-etched windschield whippers – first class!

Once again, the colour scheme is of excellent quality and the printing is flawless; colour-accented details such as the silver screw heads emphasise the fine detailing. The same tandem roller is available as a model with identical moulding and the lettering HD+ 120i VIO-2 HF. The corresponding original is intended for the international market, has two VIO drums and the NZG miniature is correctly labelled differently.

Tekno tipper truck in 1:50 scale

Scania T 112H

by Daniel Wietlisbach

A trade deal in 1982 brought three Scania T 112H trucks to the Eberhard fleet. Although popular with drivers, they never lost their exotic status ...

The price for the three-axle vehicles was 169,900 each without tipper bodies, which were built in-house as usual. The aluminium bodies were based on the modular system from Alusuisse-Allegra. The rear loading platforms were equipped with Eberhard automatic tipping mechanisms. Hansruedi Eberhard was responsible for the project.

The total weight of 25 tonnes complied with the road traffic regulations at the time, but despite the aluminium body, the three-axle trucks were rather heavy. During construction, care was taken to ensure a low centre of gravity, which made the loaded trucks look heavy and led to increased police checks. The comfortable and clearly laid-out cabins were popular with drivers. Unfortunately, there were frequent problems with the rear axles because planetary axles did not exist at the time and the universal joints often broke.

Model by Tekno

While some beautiful historic models have been created in recent years on the initiative of Eberhard Unternehmungen, the model of the Scania T 112H is a pure Tekno project – naturally, the Dutch received support from Kloten. The model was created based on existing metal parts – first and foremost, of course, the cab – supplemented by specially manufactured resin parts.

The model is pleasantly heavy and leaves a successful overall impression. The cab in particular has been modelled correctly in every detail after the original and looks very authentic. Rear-view mirrors, dipsticks

and antennas are included for self-assembly. The bumper impresses with its warning stripe and correct number plate, while the grill naturally bears the colours of the Zurich flag. There is an orange beacon on the roof and even the sunvisor has not been forgotten. The finely engraved running boards are individually inserted, as are the handrails on the hood and their closures, and the glazed headlamps and direction indicators look realistic. The windows are very precisely fitted and also reproduce the rubber seals. The cab interior is beautifully detailed and uniformly black in keeping with the period. Viewed from the front, the engine block protruding too far down is noticeable.

The manufacturer has been creative with the chassis, which consists of two parts. The front part comes from Scania with correct air tanks, air filters, diesel fuel tank and battery box. The complete rear axle package was found on the Mack F700. The reason for this was probably the Trilex rims, which are essential for a Swiss truck of this era. Tekno does offer historical Trilex rims for Scania, but unfortunately only for the (too) narrow tyres. If you want wide tyres on Trilex rims, the only option is Mack wheels, although the wheel hub is a special design that only requires five bolts. The front wheels, on the other hand, also have six bolts on Mack and differ only marginally from the Scania design.

The two chassis parts are not connected, but are securely bolted to the tipper body, with no visible joint. The body is made of resin casting, as are the mudguards and the rear section of the chassis. The chequered plate structure of the mudguards is very well done, the rear lights are made of transparent plastic and the number plate is correctly reproduced.

The low centre of gravity of the body is visually emphasised on the model by its width of 2.50 m. The structure of the side panels is correctly represented, as is the rear loading platform with 'Eberhard automatic tipper'. The colour scheme is impeccable, the metallic green is perfectly matched and the lettering leaves nothing to be desired.

Conrad asphalt mixing plant in 1:87 scale

Benninghoven ECO

by Daniel Wietlisbach

Asphalt mixing plants are traditionally built in 1:87 scale because they can quickly reach considerable dimensions ...

Benninghoven is part of the Wirtgen Group and specialises in the manufacture of asphalt mixing plants and their components. The manufacturer, based in Mülheim, Germany, offers stationary and mobile mixing plants with capacities ranging from 100 to 400 tonnes per hour.

The company was founded in 1909 in Hilden near Düsseldorf to manufacture gear wheels. The company entered the combustion technology market in the 1950s with the manufacture of small burners for residential and office buildings. Large burners were developed later, and this led to the creation of the asphalt plant division in the early 1960s. The first asphalt mixing plant finally left the specially built production hall in 1986.

No one knows better than the manufacturer himself what an asphalt mixing plant has to fulfil: '... it must be designed so that all materials are available in sufficient quantities at the correct temperature at the right time. In addition, the process must be safe, economical and environmentally friendly. (...) A thermal mixing process is required to turn aggregates and bitumen into asphalt for

road construction.' The ECO asphalt mixing plant has a modular design, which not only makes it easy to transport, but also allows it to be kept up to date with the latest components. It is therefore ideal for large temporary construction sites, but can also be installed as a permanent fixture.

Conrad model

The Conrad model was unveiled at Bauma 2022 and makes a positive first impression when unpacked. It is very heavy because the main components are made of die-cast metal. The original 28-metre-high plant consists of eight floors, which clearly show its modular design. The floors are accessed via stairs with plastic railings, which, despite their scale, can be described as quite delicate. In the upper area, there are even delicate protective cages made of sheet metal stamped onto the ladders.

But let's follow the material flow to the finished product: the mineral materials are dried and preheated before being transported via the conveyor system mounted on the side to the top of the mixing tower with screening system, which is concealed behind the blue housing. The replica slewing crane is movable and would be able to lift a maximum of 500 kg in the original. The precise engraving of all parts is striking.

One floor below, hidden behind the blue container, is the hot silo for the premixed mineral materials. The asphalt is finally produced in the components of the two open floors below by adding the bitumen and mixing the asphalt. The three white 'container floors' can be combined as a loading silo; viewed from below, even the loading hopper is replicated. At the rear is the grey drop chute with a square cross-section, through which the screened material falls downwards.

The silk-matt colouring is flawless and the printing is crystal clear with sharp contours. The Benninghoven ECO asphalt mixing plant has been beautifully crafted and is ideal for display cabinets as well as dioramas and model railways in 1:87 scale.

Photo report from the 32nd edition

Modelshow Europe

by Daniel Wietlisbach

Cranes and lattice masts in all categories and model sizes dominated the huge hall at the Plantion exhibition centre again this year, where flowers are traded during the week …

On 15 March, Modelshow Europe in Ede, Netherlands, halfway between the German border and Utrecht, once again became a Mecca for model building enthusiasts from all over Europe. Thanks to the exemplary organisation and support provided by collector Willem Kuiper, the 550 tables with a total exhibition length of 1,100 metres were quickly sold out again this year.

As always, anyone who wanted to exhibit models could participate free of charge, while dealers and manufacturers had to pay for their tables. However, this did not deter 70 of them. They were able to welcome and advise around 1,600 interested visitors. There are still small-series manufacturers who produce especially for such trade fairs and return home in the evening with empty boxes.

Around 400 private exhibitors – also from all over Europe – showcased model making at the highest level, which ultimately defines the quality of Modelshow Europe and ensures its enduring legendary reputation. The exhibition clearly showed that collectors are looking for more individuality. Conversions, small series and custom-made models were booming. More and more people want something special in addition to

the mass-produced models available in specialist shops. Whether it's for exclusivity or because of a personal connection to a machine. Today's technology also makes it possible to build models that would have been unthinkable a few years ago.

The heavy-duty and crane models were the best represented categories, closely followed by construction machine models, including the dragline excavators so typical of the Netherlands.

The next major exhibition is Minitruck in Houten, Holland, which will take place on 31 May.

'55 years of Alex Demme model truck building'

This was the title of a very different exhibition held on the same weekend. 'Small but mighty' was the motto for the anniversary event celebrating one of Switzerland's most prolific 1:87 model builders. In the attic of the station restaurant in Brügg near Biel, 16 exhibitors displayed converted and self-built truck models in scales ranging from 1:87 to 1:24. Around 180 visitors took advantage of this opportunity to marvel at the exhibits. Alex actually built his first conversions in 1970, based on Wiking models at the time. The collector's portrait of the model builder can be found in issue 1-2016.

Models by Peter Veicht

Demag E32

by Robert Bretscher

The exciting excavator tours with Peter Veicht often took them abroad, where remote, partly disused gravel pits and quarries were on the agenda ...

There, Peter wanted to track down disused cable excavators. The objects he was looking for were often hidden away and partially overgrown with all kinds of branches. In addition, the access roads were in a desolate state and it was usually only possible to get there on foot. But with these often quite adventurous journeys, Veicht managed to discover some real cable excavator gems. Many of these robust excavators were instrumental in clearing the rubble after the war and paved the way for the reconstruction of cities. Today, these decommissioned machines serve as sources of spare parts or, worse still, are waiting for the cutting torch. Rarely do entrepreneurs dare to undertake the enormous effort of restoring such machines and then using them as so-called 'yard cranes'.

Well, wherever Peter Veicht managed to find this rare Demag E32, weighing around 75 tonnes, is not known to the author. The ageing rope excavator with its grab may have been used for smaller jobs within a cement factory. The company signs from previous construction companies do not seem to bother anyone. Even the rather non-standard lattice mast was probably borrowed from a decommissioned Demag E31 that was previously used by the construction company L. Moll.

As was often the case, Veicht drew detailed measurements of the excavator he had discovered on site, which he later used at home to build scale models in 1:50 scale for his dioramas.

This is how the encounter with the original might have happened. What remains are the magnificent models that Peter conjured up from brass and copper plates in his small, dark workshop.

The mighty Demag in real life, designated 'E32', was equipped with a slow-running 150 hp marine diesel engine. There was another version with the designation 'U32', but this was powered by electricity or steam.

The original brochure from 1946 also states that the first Demag E32 was sold in April 1935 and the last one left the factory in 1944. The U32 version with electric drive was even produced for two years longer. This cable excavator was generally designed for a bucket capacity of 2 m3 and could be ordered in all possible versions. The design weight of the machine is stated as 50 to 55 tonnes. With the additional counterweight of almost 25 tonnes, the excavator reached a considerable weight. Added to this is a huge machine house, which used to house steam boilers or large marine diesel engines.

Peter Veicht was able to demonstrate his skill to the full with this handcrafted brass model. The exterior colouring alone, with its authentic patina, accurately reflects the supposedly harsh conditions in which the old cable excavator was used. Apart from the crawler undercarriage made of wood and cardboard parts, the model is fully movable and functions with two crank winches that control the boom and hoisting rope. The grab stabiliser installed next to the boom keeps the bucket in position at all times. The model also comes with a functioning high-lift bucket, which can be converted in just a few simple steps. The upper structure impresses with its various raised partitions, where the raised structure in the engine area is particularly striking. The movable entrance door provides a glimpse into the dark working area of the drive. Further forward, a movable door decorated with lattice windows reveals the antique-style driver‘s cab with its two large levers. In keeping with its age, there are also a few oil-smeared windows. Peter built seven of them into the upper structure, all decorated as lattice windows. Four impressive headlamps were mounted on the front of the model. In addition, the miniature model is beautifully decorated with company signs and ventilation plates – all modelled on the original.

Two small running boards are soldered on both sides and the delicately crafted brass wire ladder gives the model a perfect look.

Incidentally, the matching GMC tipper, which Peter Veicht assembled from parts he cast himself and decorated appropriately, also cuts a fine figure.

Wheel loader from a 3D printer in 1:50 scale

Fadroma Ł200

by Dietmar Reichelt

The Fadroma Ł200 was one of Nanofaktura‘s first model kits in 1:50 scale. Dietmar Reichelt attempted to assemble the wheel loader, which is made up of parts from a 3D printer …

The Polish manufacturer had already been producing kits of various machines and vehicles in different scales – mainly for model railways – using 3D printing technology. These were exclusively historical machines from the former Eastern Bloc, i.e. Poland, the Czech Republic, the GDR and other countries. All of these models were previously unavailable or very, very rare in 1:50 scale. Nanofaktura now offers a relatively large selection in ‘our’ scale. The latest development, the Steyr truck in various versions, even breaks through the former ‘Iron Curtain’.

So I decided to purchase the kit for the Polish wheel loader. The original machines were manufactured for decades on the former premises of the roller manufacturer Kemna in Wroclaw, and Nanofaktura is located nearby. The kit arrived well packaged and reliable, albeit slightly later than the specified delivery time of eight working days, which was probably due to the postal service. At first, I couldn‘t find the time to assemble it, so the kit ended up in my project pile.

After about half a year, I finally sat down to assemble it. My first im-

pression of the components, which first had to be freed from the support structures, was positive. The surfaces were completely smooth. I used a small side cutter and a scalpel to separate them. Since the transitions between the supports and the parts were really hair-thin, even the most delicate parts were easy to remove. At most, there were a few minor irregularities at the break points of the individual parts, which were quickly removed with a small file or sandpaper.

The parts fit together very precisely, so that the model could already be partially assembled on a trial basis in its raw state. The articulated steering and lifting frame are fully movable. This confirmed the high print quality emphasised by Nanofaktura.

The instructions were limited to a sheet with eight sketches, which was perfectly adequate. However, there were no instructions on colouring, and pictures from the internet did not allow for precise colour determination. I decided on a matt yellow (Revell Colour Spray) as the base colour. First, the parts were primed step by step (also with Revell Basic Colour) and then sprayed with paint. The engine, hydraulic cylinders, seat, etc. were painted separately with a brush and model paints. Due to the application of paint, some parts no longer fit exactly, but this was quickly remedied with the help of a file. For gluing, I used a standard gel-type instant adhesive. Inserting the cylinders for the lifting frame was problematic. There were very delicate, barely noticeable recesses in the front frame where they were supposed to go. Unfortunately, I broke off a piece when inserting them, which had to be glued back in. Here, too, the cylinders had to be sanded down a little on the sides to make them fit.

On a positive note, there were spare parts for the small parts (lamps, steering wheel). The wheels were intended to be glued in place, so the model does not roll; it is purely a display model. A few parts were added based on original images from the Internet, such as the kick plates on the counterweight and the front headlamps. I replaced the extremely delicate handrails with wire ones for safety reasons. The model was missing rear-view mirrors and windschield whippers, but these were probably not part of the original machine‘s basic equipment.

One problem was the decals, which Nanofaktura only offers for the 1/87 version. I therefore made them myself and had them printed at a copy shop – the machines in the pictures found on the internet have very different lettering.

Unfortunately, there were also a few minor mishaps during assembly, which were probably due to my limited experience. When fixing the rivets to the lifting frame, I was probably a little too generous with the glue, so that it can no longer be moved. But it remains a display model anyway.

Possibilities of 3D printing, Part III

Example application

by Hans Witte

The Volvo tank semi-trailer truck was briefly mentioned in the last article. Both the tractor unit and the semi trailer required more work and, at the same time, more model building fun than is apparent at first glance ...

A Tekno kit (82541) was used for the Volvo N88 tractor unit. Tekno‘s two-axle Volvo tractors have a wheelbase of 4200 mm, but the correct wheelbase would be 3800 mm, and a day cab would also be more ap-

propriate. The first task was therefore to shorten the chassis by 8.0 mm, from a wheelbase of 84.0 mm to 76.0 mm. In recent years, I have shortened several chassis, always using a kind of standard method. First, I look for a suitable place where the chassis can best be sawn through, in the case of a tractor, at a point where the chassis can be reinforced with a subframe and/or a step plate after gluing.

After sawing through, I cut slots exactly in the middle of the beams, into which I insert brass strips as reinforcement when gluing. If desired or necessary, I glue an additional cross plate between the side members on the inside. I prefer to use two-component adhesive for this. On the Volvo, a 1.0 mm thick plastic subframe is glued to the chassis beams, to which the footplate and clutch are glued. This made the chassis sufficiently stable again.

The tractor was built according to the instructions downloaded from the Tekno website. I have been creating these instructions for Tekno‘s classic model kits for several years now, and I try to do my best.

Cab

After the front axle had been provisionally secured with iron wire and the long nose had been provisionally screwed to the chassis, the floor of the Tekno BeGe cab shell and the Nyström cab shell were adjusted to each other and to the chassis. During construction, I made notes, which I used to create the instructions for the HaWaS cab shell. I used a template to make a new and better fitting windscreen from sturdy, clear plastic. I find the Tekno windschield whippers a bit coarse, but it is not possible to make a finer mould. So I made new wipers from a staple (wiper blade) and 0.5 mm brass wire (arm).

To securely attach the dipsticks, I filed V-grooves on both sides of the bumper. In addition, plastic plates were glued into the corners under the bumper and then 0.6 mm holes were drilled into the underside of the bumper and the plastic, into which the dipsticks were later glued. I made the rods from needles, as they are more stable.

To bend the needles, they were first heated until red-hot and then bent at right angles so that they would fit into the drill holes. The mounting bushings were imitated with short pieces of wire insulation. The hazard warning sign was cut from a brass plate and soldered to a U-shaped holder made of brass wire so that it could be glued into the drill holes in the bumper. I made these extra-strong parts and their fastenings partly because I take my models with me ‘everywhere’; the additional details are also nice for presenting the models at trade fairs or exhibitions.

Tank trailer

The tank trailer from Conrad is an old acquaintance and is ideal for modification and improvement. I had already modified one and fitted it with a wide-spread tandem chassis and a Büssing tractor unit (issue 4-2023). This one had a metal tank, but on the model shown on these pages, the upper part is made of plastic.

In order to adapt the semi trailer to the Volvo as well as possible, I lowered it and replaced the three axle rods with super single tyres with a white metal triple axle with classic leaf springs and twin tyres.

First, the plate with the kingpin was sawn off almost to the bottom of the diesel fuel tank, filed down and then replaced with a lower base plate. At a later stage, I made an additional clutch plate from aluminium sheet to achieve a clean finish and to match the height of the clutch in relation to the tractor unit.

When converting with a completely new axle set, it‘s a bit of a search for the best working method and the right construction height. In this case, after a few trial assemblies with various Evergreen supports, I was able to determine the correct height quite easily with two supports measuring 4.0 mm high and 2.5 mm wide. To make room for the wider wheels and mudguards, some of the crossbearers had to be ground down at the sides. I had to fit thin washers to some of the bearers to ensure that the triple axles could be mounted tightly and with the correct slight angle of inclination.

The hose boxes and other parts under the diesel fuel tank were slightly tapered so that the lower half of the tank could be removed from the mould after die casting. Nowadays, multi-part moulds are used for this purpose, but this technique was not available and/or too expensive at the time. I therefore straightened the hose boxes, the pump box and the small box on the left-hand side and improved them with fittings. The landing legs came from the parts warehouse and were also given additional detail. The loosely suspended crank was multifunctional and fitted both the tooth axles of the landing legs and the rope winch of the spare wheel. The mudguards were cut to size and moulded from aluminium sheet using René Tanner‘s method. They were glued to two flat plates under the hose boxes at the top and to mounting rods made of 0.8 mm brass wire mounted in holes in the

chassis. For the actual fastening, 0.5 mm holes were drilled into the mudguards above and below the rod. For the fastenings, 0.4 mm pieces of silver wire were used, which were twisted together slightly on the inside of the mudguards, bent as flat as possible and glued with two-component adhesive. The glued wire stubs were then flattened slightly with a grinding roller in the mini drill. At the rear, near the bumper, I fitted the air tanks with brackets and added a handle to the wheel chocks. Next to them, I mounted a fire extinguisher from my spare parts stock.

Because the classic Tekno tyres are too narrow and the wheels are too modern for tubeless tyres due to the thin rim edges, I fitted the tractor with wheels from HaWaS 3D printing. White metal wheels from PKC were used under the semi trailer. All tyres are from Tekno, 21 x 6 mm (78441). These are the closest to the 10.00 x 20 and 11.00 x 20 tyres used in the 1960s and 1970s. Anyone who values as many details as possible, correct wheels and the right tyres will find that a self-built model looks much more realistic than a comparable production model, for example. The additional time and effort invested in a model is reflected in the end result. Perhaps you can see this in my Volvo tanker, and I hope I have been able to give you some inspiration.

Backyard Module 3

‘Time for a break!’

by Tom Blase

Actually, I was satisfied when I finished the second backyard module. But somehow, an inner restlessness drove me to finally complete the ‘thing.’ This corner of the yard was to become the home of my motorcycle club …

The extension offered for a Kibri locomotive shed in 1:87 scale provided a good basis for a ‘chic, weathered’ rocker‘s dwelling.

An old Siku construction trailer that I still had ‘lying around’ in my workshop was perfect for the entrance area. So I cut a new 6.0 mm plywood board to size and laid out the rest of the premises. The locomotive shed extension had no rear wall, so I used a piece of leftover plywood to create a demolition wall, which also served as a new wall for the clubhouse. For celebrations around the shed, I also built a representative veranda and terrace with wooden planking from 12.0 mm plywood.

The Siku construction trailer was stripped of its chassis and adapted to the locomotive shed – it became the new entrance area. A leftover staircase, also from Siku, provided the joint to the courtyard. Before the clubhouse was placed on its wooden base, I built a small bar and a pool table, complete with players and barmaid. I don‘t think anyone will notice these funny (and tiny) details later on, but the main thing is that I know about the inner workings. If a curious observer shines a torch inside, they will witness an episode from the active club life.

I also had a petrol station with a fuel tank and diesel pump in mind. The two supports and the surround for the tank were quickly replicated in wood. A 30 mm round pine timber became the tank and the old ladder from a Siku truck allows access for inspection and servicing work on the diesel tank. The fuel pump was supplied by Addie-Modellbau – it‘s a shame that the owner has since retired and discontinued sales. I‘ve also had a beautiful ‘corrugated iron garage’ from Siku‘s V series at home for ages. A suitable coat of paint and a pinch of wood dust gave this gem a decades-old patina – rust included.

Before the veranda got its roof, the decking for the sun deck of the

'Rocker-Leutz' had to be built. An old wooden placemat served the purpose well. I glued it over the entire surface of the future terrace and, after the glue had set, I cut it flush. The wellness area and party zone were finished.

Then all the building and extension parts were patinated or aged with diluted acrylic paint. Behind the garage, I created a small green corner with a tree, hedges and a mini lawn.

Brown corrugated cardboard from an architectural supply store was used on the roof of the veranda to represent wonderfully rusted corrugated iron. The rear demolition wall was spruced up with leftover wall cardboard from Noch. H-shaped profiles give the viewer the impression that they are holding the whole arrangement together. Bent paper clips make it look like rusty Monier iron is peeking out of the wall remains.

I cut the club logo out of one of my old business cards and the clubhouse now has a presentable 'MC colour' (rocker emblem) on the brick wall. Ice cream sticks were used to create a rustic wooden railing, which attempts to provide some support for the partygoers. The petrol station and garage were given some authentic decoration – old Siku truck wheels had to serve this purpose.

Finally, various wooden benches were created from half-round sticks to provide seating. A few miniature concert posters enrich the backyard scene and delight rock and music fans. The barbecue area with a metal grate is of course already lit... and a little cotton wool gives the impression that the fire is actually smoking a little.

Finally, the usual details such as sand and tufts of grass in the various nooks and crannies, moss on the remains of the walls and leaves flying around the petrol station complete the scene.

Finally, the third module was completed – everything designed so that it can be easily interchanged to create numerous variations of an old business and backyard.

'Now it's really time for a break from diorama building (OK, we'll see ...)'

Our partner page

Caterpillar Sixty at Bauma in Munich

The Ebianum, Baggermuseum & Events made its Sixty tractor available to Caterpillar and Zeppelin Baumaschinen GmbH during the world's largest construction machinery trade fair. Caterpillar celebrated its 100th anniversary at Bauma in Munich.

The Caterpillar Sixty was manufactured from 1919 as the C. L. Best 60 Tracklayer. After the merger with Holt Manufacturing Company in 1925 to form Caterpillar Tractor Company, it was renamed Caterpillar Sixty. A total of 18,948 units were manufactured between 1919 and 1931.

Welti-Furrer AG transported the crawler tractor to Munich on 24 March. The Sixty, built in 1930, was unloaded without any problems and placed on the ramp. Together with the new D6 XE, the two grey-painted dozers represented 95 years of development in the construction machinery industry.

App for construction site enthusiasts

‘Gruebe Luege’

by Daniel Wietlisbach

Who hasn‘t been there? You‘re walking through town or your village and suddenly a construction site appears. Excavators dig into the ground, cranes swing above the rooftops and trucks deliver building materials. Now there‘s an app for finding construction sites …

Construction sites hold a special fascination, not only for children, for whom the app was actually developed, but also for adults and those interested in technology. But where are the most exciting construction sites?

This is exactly where the Swiss app comes in handy. ‘Gruebe Luege’ (Swiss German for ‘look at the pit’) is the first app of its kind that allows construction site fans to find, rate and even add construction sites in their area. Originally designed for parents with children, the app has become a useful tool for anyone who is enthusiastic about construction projects. An interactive map shows current construction sites nearby, and in the future possibly even internationally. Users can add new construction sites, describe them, upload pictures and share their experiences with others. For those searching, filter options allow them to search for construction sites specifically by machine type in nine categories, such as excavators or cranes. The navigation helps find the fastest route to the nearest construction site.

The app was invented by Beat Gurtner, a computer scientist and father of two young construction site fans who inspired him to develop it. The fact that the app is also a great addition for adult construction site fans only became apparent during programming and then during field tests with friends. Beat Gurtner added the first construction sites himself, discovering them on his tours as an enthusiastic racing cyclist.

The app makes it easier to find construction sites, and technology fans can join a lively community where they can share their construction site knowledge. But the app isn‘t just interesting for spectators; construction companies can also use the platform to showcase their projects and attract the next generation of construction professionals.

To prevent interested parties from being ‘stranded’ in front of completed construction sites, an estimate of the duration must be provided when entering a new construction site, after which the entry is automatically deleted. The interface with the interactive map is simple, clear and very user-friendly.

The app is currently only available for Android in the Google Play Store, but iPhone users can find an almost identical application in the web application www.gruebe-luege.ch. Because the app is still new, developer Beat Gurtner is very open and grateful for suggestions and ideas for improvement; he can be reached via email at info@gurtner-it.biz.

New on the market

Conrad 1:25

Following on from the EXH 20 low-lift truck, Conrad presents its model of the Still EXV 12C high-lift truck, which is a completely new development. Thanks to its extensive functionality and high metal content, this small model appears very high quality. The original is powered by Li-ion batteries and can lift up to 1.2 tonnes to a maximum height of 4.686 metres. The model is very cleanly executed and also impresses with its flawless printing.

Tekno Bricks

The Dutch manufacturer has announced the launch of a new line of trucks that can be assembled from building blocks. The series starts with three vehicles that have already been successfully offered in 1:50 scale: 'Patrick v.d. Hoeven', "Zurkirchen" and "Paauwe". The construction kits are aimed at truck fans aged 6 and above, contain 350 high-quality building blocks based on the Swiss vehicle and offer not only building fun but also high play value. The construction kits are limited edition and the first three are scheduled to be available in time for this year's Tekno event on 7 June – the manufacturer recommends pre-ordering.

WSI new designs

The most important announcement is undoubtedly the Volvo FH Aero, which will be available in four versions ranging from the standard sleeper cab to the Globetrotter XXL. At the same time, the FH is getting a facelift for its three sleeper cabs. The first model in the new line will be the FH Aero Globetrotter as a 4x2 tractor unit in Volvo's advertising livery, which will be available as early as this summer.

Five years after the launch of the original, WSI has now also obtained a licence to build models of the new MAN generation. Cab shells of the TGX GX and GM types have been developed and will appear on the first models later this year. Specifically, these are a TGX GM with a refrigerated semi trailer from 'Bakker' and a TGX GX with a curtain-sided semi trailer from 'Barneveldse Dozenhandel'. There will also be two TGX GX 4X2s from 'de Bruijn' and the 'Dutch Commander', which have cameras instead of conventional mirrors.

Another new design feature is the lightweight tipper body for WSI's existing two- and three-axle tractor chassis. The particularly voluminous tipper body weighs only 7.0 tonnes in its original version and is suitable for all bulk materials that may be found on construction sites or used there. A completely enclosed version is available for transporting asphalt. The new tipper semi-trailer will be launched as a three-axle combination with the Volvo FH 4x2 Electric 'Boskalis'. Other company versions will follow.

Finally, WSI announces 'major progress' in the development of heavy-duty versions of the Mercedes-Benz NG in a newsletter. The plans have been approved and the moulds will be manufactured shortly, so that production can begin at the end of the year. The first models will come from 'Baum Köln', 'Sauter' and 'Schütz'.

News in brief

Key to the energy transition

Shortly before Bauma, TII Scheuerle presented its newly developed STB320 side beam bridge. Developed in collaboration with the Kübler freight forwarding company, it offers fully loaded axle loads of 12 tonnes. This makes it much easier to obtain permits, as similar side beam bridges were previously around 50 tonnes heavier and therefore had axle loads of 14 tonnes or more. In addition to the side beam bridge, new axle modules were also developed to achieve these low axle loads. The range of possible combinations is between 9+9 and 22+22 axle lines, whereby the transformer must be transported above the axles from 18 axle lines upwards. Compared to classic sidecar bridges, this combination is optimised for transformer transport and is not universally applicable. (eu)

Hitachi

Hitachi Construction Machinery presented its innovative 'Landcros One' excavator concept at Bauma. This embodies the vision of a safe, intelligent and sustainable future in which groundbreaking AI, playful ergonomics, diverse drive line concepts and autonomous and remote-controlled operating functions merge into one. The drive is provided by an electric motor, a combustion engine or a hydrogen engine. The excavator can be operated manually with AI technology support, in autonomous mode for repetitive tasks or by remote control for maximum flexibility. (up)

The Arocs is now also available in an electric version

Mercedes-Benz presented the eArocs 400 at Bauma. As the name suggests, it is equipped with two battery packs with 414 kWh of stored energy. The batteries use lithium iron phosphate cells, which promise a long service life. They are housed in the battery tower behind the cab. When fully loaded, a four-axle truck mixer is expected to achieve a range of 200 to 240 km, which corresponds to an average working day. The model presented at Bauma is equipped with a three-speed gear box and the central motor has a continuous output of 380 kW. The Liebherr HTM 905 mixing unit is hydraulically driven via the electric PTO. Fully electric mixing drums from CIFA could also be integrated. The eArocs can also be used as a tipper. (eu)

Case Impact

Case Construction presented the 'Impact' in Munich, a forward-looking study of an electrically powered compact wheel loader without a cab shell. The 4.0-tonne loader is remotely controlled from a control room. This innovation increases flexibility and allows use under extreme conditions. The semi-autonomous functions enable automatic digging and dumping with the 1.0 m^3 bucket. 'Impact' offers a glimpse into the future as Case envisions it for the construction industry and shows how technology will change construction sites and the industry. (up)

Liebherr 8th generation mobile excavators

The two new Generation 8 A909 and A911 mobile excavators from Liebherr were unveiled in Munich. The two short-tail excavators, with rear swing radii of 1.50 and 1.60 m and operating weights ranging from 9.9 to 12.8 tonnes, are the result of a strategic partnership between Liebherr and the Japanese Kubota Corporation. In future, both companies will benefit from each other's expertise: the proven quality of Liebherr mobile excavators and the powerful engines from Japan. At Kubota, the two mobile excavators are marketed under the names KW095 and KW115. The engines installed deliver 55 and 80 kW respectively. (up)

DAF XG and XG+ with 660 hp

Unfortunately, it is reserved for heavy Australian road trains and B-doubles. The XG and XG+ were recently announced by DAF with a 15-litre engine that delivers 660 hp to the crankshaft. With a length of over 50 metres and a weight of 100 tonnes or more, a little extra engine output can't hurt. The XG cabs are not really new to Europe, but in Oceania, DAF has only been represented on the market with the XF predecessor model and the CF. The new engine draws 660 hp from 14.55 litres of displacement and conjures up 3200 Nm of torque. That is 500 Nm more than in the MX-13 engine for Europe. The Australian XG and XG+ are built near Melbourne and the engine actually comes from Cummins, but has been extensively integrated into the DAF architecture. The air intake, for example, has been optimised for the dusty tracks of Australia. (eu)