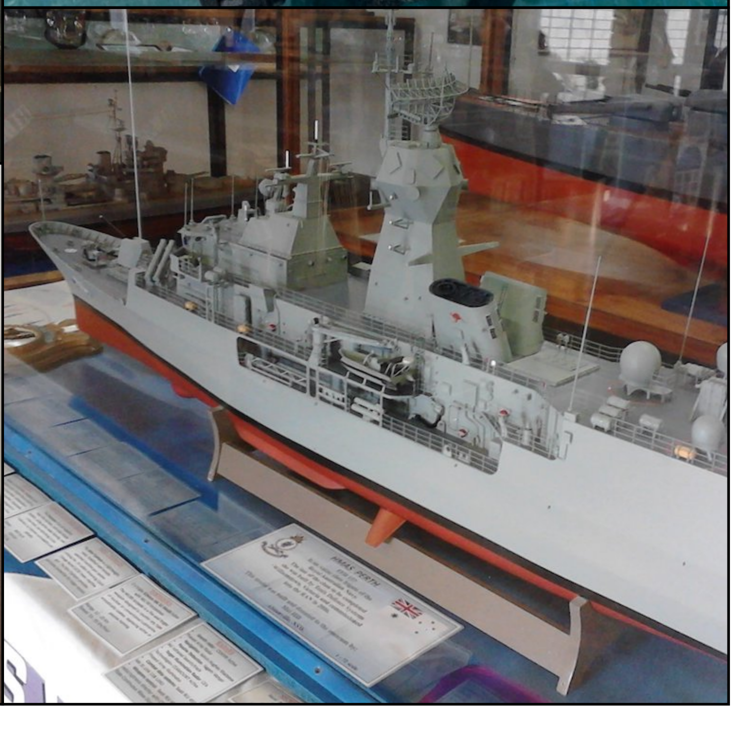
SCUTTLEBUTT

NEWSLETTER OF THE CANBERRA MODEL SHIPWRIGHTS SOCIETY

Established 21 April 1988. Incorporated 16 January 1991

OBJECTIVES: To foster and maintain interest in building model ships, boats, associated fittings, gear, equipment, armaments and relevant items and structures and the pursuit of excellence in this field.

JUNE 2023



INSIDE

COMMITTEE MEMBERS 2022-23

President Bob Evans, Vice-President Peter Higgins, Secretary Elizabeth Hodsdon, Assistant Secretary Bill Atkinson

Treasurer Peter Hateley. Members - Peter Gaisford, Ray Osmotherly. Appointments made by Committee: Public Officer Ray Osmotherly, Member Liaison Max Fitton, Webmaster Steve Batcheldor, Newsletter Brian Voce

Gatherings

The Society meets, until further notice, at the Men's Shed at Melba on the third Tuesday of each month (except December**).**

Society Web-page

Visit our website at:

https://canberramodelshipwrights.org.au Instructions for using this website are on the site itself where members will need to register. The webmaster will help you in any way possible. We seek content for the website - everything from photographs of your models through interesting web-links and chat.

Society Facebook Page

The Society has a Facebook group to promote the Society and to attract new members. So please feel free to post items on the page and share it with your Friends. htps://www.facebook.com/canberramodelshipwrights

Annual Membership:

a. Canberra Area-Single $30.00, Couple$45.00.b. Country/Interstate-Single $15.00, Couple $22.50.

Payment Details:By Cash to Treasurer

Post by cheque/Money Order to: c/- 5 Stretton Crescent, Latham, ACT, 2615, or

Bank Deposit to: Beyond Bank - BSB 325185 Acct Name - Canberra Model Shipwrights Society (or CMSS)

Acct No. 03452396.

At meetings, payments may be made using an EFTPOS terminal held by the treasurer.

PRESIDENT'S REPORT

I seem to spend most of summer wishing it was winter and now winter is upon us I am wishing it was summer! Never happy are we?

Since the last Newsletter, the CMSS held its AGM in April. Not a great deal of change to the line-up (surprise!), but I am pleased to say that the Acting Vice President has been substantiated as VP and one further Member has been elected to the Committee. Sincere thanks to the outgoing Committee for their efforts and welcome to the "new" Committee.

You will note that the Website is back on line so thanks to Steve for a job well done, and to Max for his continued efforts with Member Liaison.

I don't have to say that I am so pleased to still have Brian as the Editor. Without his efforts this Newsletter would not be what it is. Please keep your contributions coming in so that the Newsletter can be the product that keeps our far flung Members and other readers in touch.

Sad to say that the event at Malkara has again been cancelled for reasons as yet unknown. No doubt all will be revealed in due course.

We do keep an eye open for any new events that we might be able to participate in as this is possibly the best way to let the public know we are here and hopefully be able to attract new Members.

Our monthly meetings still attract a reasonable number of Members for this time of year and the flow of show and tell and exchange of information is very much appreciated.

Readers will note in this issue the progress being made on the "Lady Nelson".

The standard set by the CMSS Members involved initially are certainly being maintained and I am looking forward to seeing the finished product on display in its new home.

When my workshop unfreezes I hope to settle on a project I can report on. Until then, all the best.

Bob Evans

"That's not what I meant when I said Dress Ship!"
Must be a Monday
(Elizabeth Hodsdon found this on the net)

Contributions

I thank all those wonderful souls who sent material for this edition. Not so long before publication, I was wondering if this would be a slim issue, but I judged wrongly (not for the first time) and as you will find for yourself, this is a very readable and rewarding Scuttlebutt.

I think it reflects a viable and interested membership.

I cannot leave this note without encouraging you to consider if you have something to share with your fellow members.

Send contributions to me at the email address below - or to discuss your ideas.

A last reminder: Please send your story as (typically) a doc file and Photos as a separate file of jpgs.
Thank youj

bvoce@ozemail.com. au

WHAT'S IN A NAME?

HMS Horatio HORATIO *HMS HORATIO*

HMS Horatio HMS HORATIO 'HMS Horatio'

"Horatio" HMS *Horatio* etc.

Editor's Note

A comment on Style

In a publication such as Scuttlebutt, it is expected that ships' names will crop up throughout the publication.

Contributors have a range of personal styles when naming ships. This ranges from enclosing the ship's name in quotation marks - and that might be single or double marks - to showing them in italics (caps or lower case) or simply stating the name - often all in caps.

The simplest way to present a ship's name is: the Horatio. No quotes, no italics, no capitals. If appropriate, a descriptor might also be employed, e.g. the frigate HMS Horatio in the first instance; thereafter just the Horatio. As editor, that is my preference.

When I worked in Navy Office (Oh so long ago) we consistently used, for example, HMAS Melbourne. And that seems to be preferred by media today.

The Australian Style Manual, bible for the Public Service and wider, prefers HMAS *Melbourne*, and a recent Navy news release conforms to that style. (That is usually changed by newspapers to HMAS Melbourne).

For this issue I have stayed with each author's individual style.

But for the record, if you wish to humor me and make typing easier for yourself, just stay with the Horatio, to use my example. That way we might get closer to consistent usage.

I am, however, open to discussion. Let me know what you think.

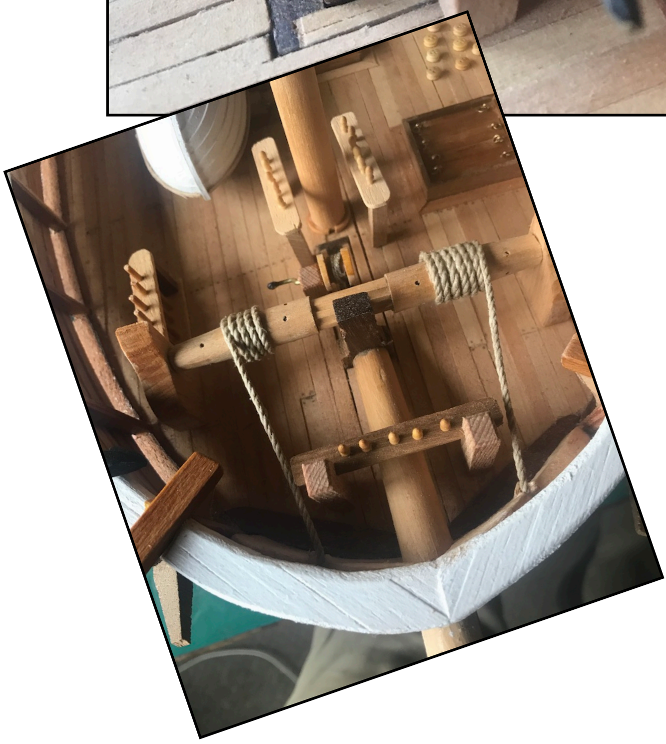
Brian

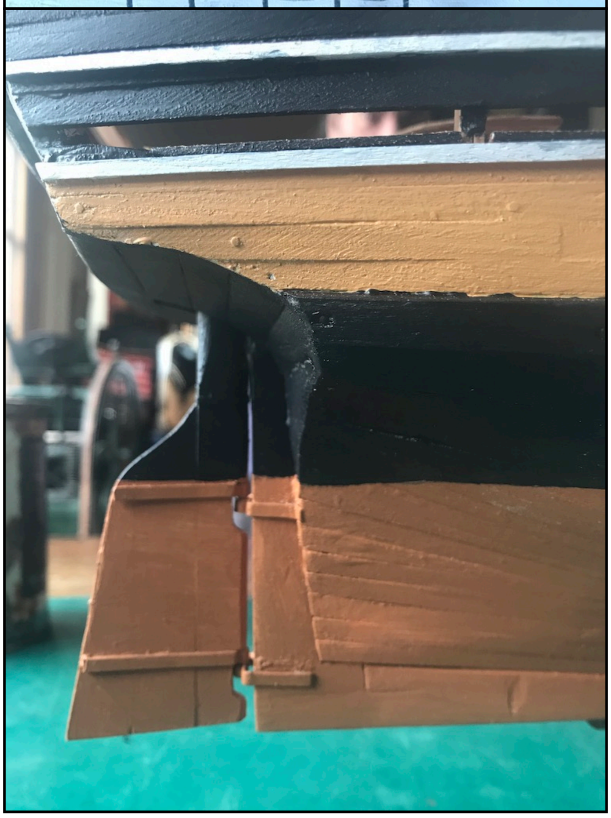
bvoce@ozemail.com.au

Progress on the Lady Nelson

Ian Summers reports

Must be getting towards the end as I have to stand up to work on the model.





EURYALUS
Part 2
by Peter Higgins

The first instalment (Scuttlebutt March 2023) saw me recreate the backbone of the ship. Now it's time to fill out the hull of the ship by making up its frames.

FRAMES:

Framing is possibly the most tedious part of ship construction. EURYALUS has a total of 114 frames and each frame is made up of between 3 (for the cant frames) to 11 parts for full frames.

Now one could just buy some MDF or ply sheet place the entire frame drawing over the wood and cut out the whole frame. It would not be difficult, but it would not be authentic and the exposed frame sides of an admiralty model would be ugly.

Templating:

There's no getting around it. All 114 frame stations were printed out on A4 label paper and then cut out with a scalpel. I then had to cut out each futtock, floor and top piece leaving the chocks for manual templating and cutting.

Each of these template pieces was marked with the frame designation and timber thickness; yes not all parts of each frame are the same thickness). These templates were then sorted into timber thickness piles.

Now a plank of the appropriate thickness cherry was taken in hand and the associated templates laid on top to best utilise the material. I then had to peel and stick each template to the plank. I still haven't finished the task of cutting out the templates from the A4 label sheets, nor cut out the parts from the planks where the labels have been affixed. It's a long and tedious process and it's only the first step.

I have managed to cut out about 75% of the frame pieces and sorted them into separate bags: Aft Cant Frames, Frames 20 to 24, Frames 10 to 19, Frames Ø to 9, Frames A to Q, and Fwd Cant Frames.

Frame Assembly:

The first frames to be made were the aft cant frames. These are the frames that are split into two; port and starboard and are canted at ever decreasing angles to the deadwood from 88.12º at Frame 25f to 63.09º at the fashion pieces. These cant frames make sure that the bevels where planks fit are as small as possible.

Each piece of the cant frame is cut from the appropriate cherry plank using the scroll saw. As my scroll saw has a 0.5mm kerf I could place the sticky templates close together to more efficiently manage my timber stock. The templates show all the outlines of each piece so you have to be careful to make sure that the whole outline (front and back face) is cut in the one piece, so you need to be thinking three-dimensionally when doing these cuts.

Figure 1 - Templates cut out and some stuck to the planks

Next is the basic clean-up of the pieces. I do this on the disk and drum sanders getting close to the lines, but not to the lines; some excess is needed to account for any assembly errors and will be cleaned up at the hull fairing stage prior to planking.

The chock tapers now need to be cut into the ends of the individual pieces. These are not simple tapers. The chocks taper both in athwartship and longitudinal planes so it's essential to understand the template markings and transfer the appropriate marking to the reverse side of the piece.

I cut the tapers first with a razor saw then clean up with a very sharp 12 or 18mm chisel (depending on the length of the taper). Its best to do the clean-up in one wide cut as it keeps the taper surface flat and true.

With the frame pieces cut and taper made, it's now it time to make the chocks. While there is a template for chocks within each frame template, I found it simpler to cut the timber strips for chocks roughly to length, mark the centreline then using either the 12 or 18mm chisel cut in the first taper (athwartships) then the second longitudinal taper test fitting against the frame piece as I chase the shape to a tight fit. I then clamp chock to the first piece, then start on the second set of tapers on the chock to fit the next frame piece. Again I slowly chase the taper with a chisel till I have a tight fit and the correct frame piece alignment.

When I am happy with the fit and alignment of the pieces, only then do I glue them together and clamp.

Figure 2 - Cant Frame assembled and checked against template

Planking Bevels:

Once the glue has dried I then re-check the frame against the full frame template to make sure nothing moved. It's time to bevel the frame. There are blue and red lines on the template. The blue lines represent the front face of the frame while the red lines represent the aft side of the frame. I transfer the red lines using pencil. Using a very sharp chisel and noting the grain direction, I start shaving in the bevel on both the inner and outer faces of the frame. I do not go all the way to the line as there may be errors in my assembly and the extra gives some leeway when final fairing takes place.

Bolting the Chocks:

I finally give the frames a light sand, mark the frame station on the outer face of the frame and then mark the chocks for their securing bolts. EURYALUS' chocks were secured to their frame pieces with 5/8" iron bolts. The size equates to 0.5mm in 1:48 scale however the use of iron in models is not recommended as it will corrode in time and cause issues in the model. The standard material used in models of this nature is copper, however I had several meters of 0.5mm hard brass wire on hand so I chose to use this instead.

I marked the position of the four securing bolts on the chock using the offset pattern, drilled the holes with my home-made pedestal drill then inserted the brass wire. Once cut off, I then applied CA on both side to ensure a secure bond, then sanded the wire flush with the frame.

BOLLARD and HAWSE PIECES

While the stern had the transom pieces, the bow has Bollard and Hawse Pieces. These are very large vertical timbers in the bow of the ship. While the Bollard Piece aligns with and is fixed to the stem, the Hawse Pieces are fixed to themselves and to the forward most cant frame.

These pieces are quite complex with varying curves and fitting angles which require individual fitting. By following the Bollard Piece template as per the frames, you end up with a piece of timber that needs to be fitted up against the vertical and tapered sections of the stem post, fitted into and aligned with the bearding line, stepped back from and parallel to the rabbet, and remain vertical on the outboard side that aligns with the first Hawse Piece. In addition to this, the outboard side needs to have ventilation slots milled in as well as part of the bowsprit slot. As I said, its rather complicated and hence I had to remake these parts four times to get them right.

Figure 3 - Test fitting the STBD Bollard Piece

The Hawse pieces are only slightly simpler to make. They too have a template to follow, but they have vertical lines/surfaces both sides to align with the adjacent part. While they too have ventilation slots which align with their neighbour, the only tricky part is making sure the toe bevel aligns with the adjacent timber piece. These bevels fit flat to the cant frame Zf. This cant frame fits flush to the toes of the Bollard and Hawse Pieces 1, 2 and 3. Its has a complex taper that the top however to fit into the gap between Hawse Piece 3 and 4.

Figure 4 - Bollard and Hawse Pieces together with Frame Zf

Again, I have had to remake these parts a number of times to get to a point where I was happy with their fit and alignment. I have finished the port side but still have frame Zf to fit up on the starboard side.

Figure 5 - First attempt. Looks OK? No I had to start again

As these parts offer a quite complex shape both internal and externally, I have applied putty over the joints to fill any minor gaps in my fitting work.

INSTALLING FRAMES

I continued the process until I had made all the aft cant frames and full frames 20f to 24a.

Cant Frames:

As mentioned earlier, the Cant frames re-fitted to the deadwood at the bearding line, rather than the keelson, and at varying angles. This meant that the height of the toe of the frame changed with each frame as well as the angle to the deadwood. This is why the reference board (refer Fig) is so essential in construction. (Figure 6 next page)

I marked the reference line on each frame then offered them up to the deadwood checking the reference alligned with the top of the reference board and the frame aligned with the frame number on the reference board and building board. While this showed the frame to be in the right position, I had to make sure that the bevel cut in the toe of the frame provided a flat vertical gluing surface with the deadwood; Afterall I had no means to checking that

Figure 6 - Reference Board in place

the bevel was cut to 88.12° let alone 88° so there was a bit of test fitting done before the cant frame was ready to be glued into the deadwood.

Figure 7 - First Cant Frame 31a glued in.

There was also some additional fitting required. Some of the cant frames required a taper to be made at the bottom of the frames on their froward and aft faces. This is because the frames were too wide at the toe to fit the length of the deadwood. It also meant that there was far more timber to timber faces low down in the aft hull area which further strengthens the hull.

Figure 8 - Progressing forward toe tapering required to fit all frames to deadwood

The only other check to be made is that the frames are vertical to the building board. This was the main error in the original build of EURYALUS.

F*igure 9 - Better progress with Bollard and one Hawse Piece fitted with Cant frames Zf to Xa installed Port side*

Full Frames:

With all the aft cant frames in, I could now start installing the full frames. Installation is far simpler as these frames are at right angles to the keel and fit into slots in the keelson. Again, like the cant frames, each full frame is marked with the reference line but this time on both port and starboard sides. They are test fitted in place assuring they fit the keelson, align with the reference line and the station position and they are vertical. Only then will the full frame be glued in place.

Figure 10 - The first two full frames installed

Figure 11 - Preliminary fairing to the stern section

WHAT'S NEXT:

The completion of the Bollard and Hawse Pieces and fitting of all forward Cant Frames and the ongoing fabrication and installation of the full frames.

BALLINA NAVAL AND MARITIME MUSEUM

Elizabeth Hodsdon

If you are ever in the Northern Rivers area of NSW, the Ballina Naval and Maritime Museum is well worth a visit. It has a huge collection of ship models, ranging from cases of miniatures to very large models, and some half-hull models. There is a very extensive collection of Naval memorabilia and a great number of general maritime displays.

How to build a great model without having to worry about doing the rigging. It is the French ship Royal Louis, 1780.

A feature is a raft and artefacts from the Las Balsas expedition of 1973. In that expedition, three balsa rafts left Guayaquil, Ecuador on May 27. They were bound for Mooloolaba, but due to currents ended up near Ballina on November 21, after 178 days. Two of the rafts were helped into the Richmond River by local trawlers. The one on display was recreated from the best parts of those two. The remaining raft was too waterlogged to be towed, so was set adrift. It ended up at Newcastle where it was destroyed by fire. Looking at the worm holes in the balsa logs of the one in the museum, I don't imagine the last two would have been seaworthy much longer.

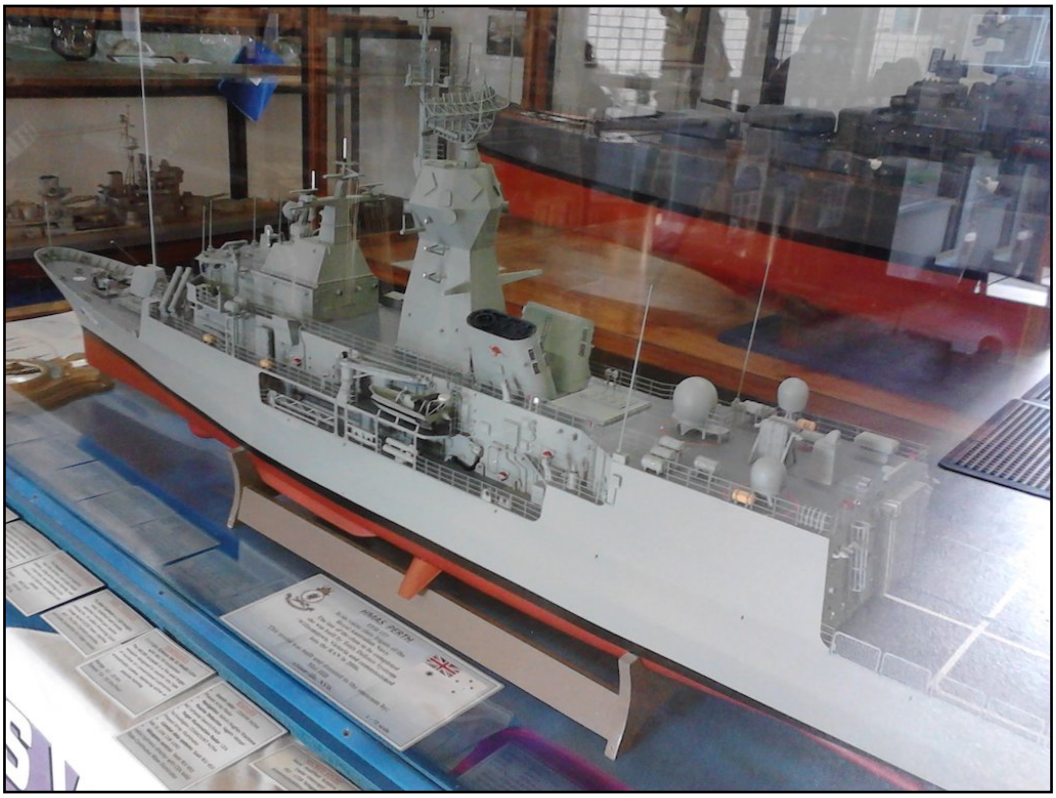
On display outside is the Pilot Vessel Richmond. (More photos next page).

There is a varied range of exhibits

The museum is located in Regatta Avenue, Ballina, near the Tourist Information Centre. There is plenty of parking. It is open 7 days a week, from 9 am to 4 pm. Entry is just $5 for adults, $2 for children, and free for children under the height of the countertop.

Give yourself plenty of time as there is so much to see. We spent several hours there and would have liked a lot more.

Below - HMAS Perth, 1:72



Warwick Riddle reports progress on

The Bismarck

PART 2

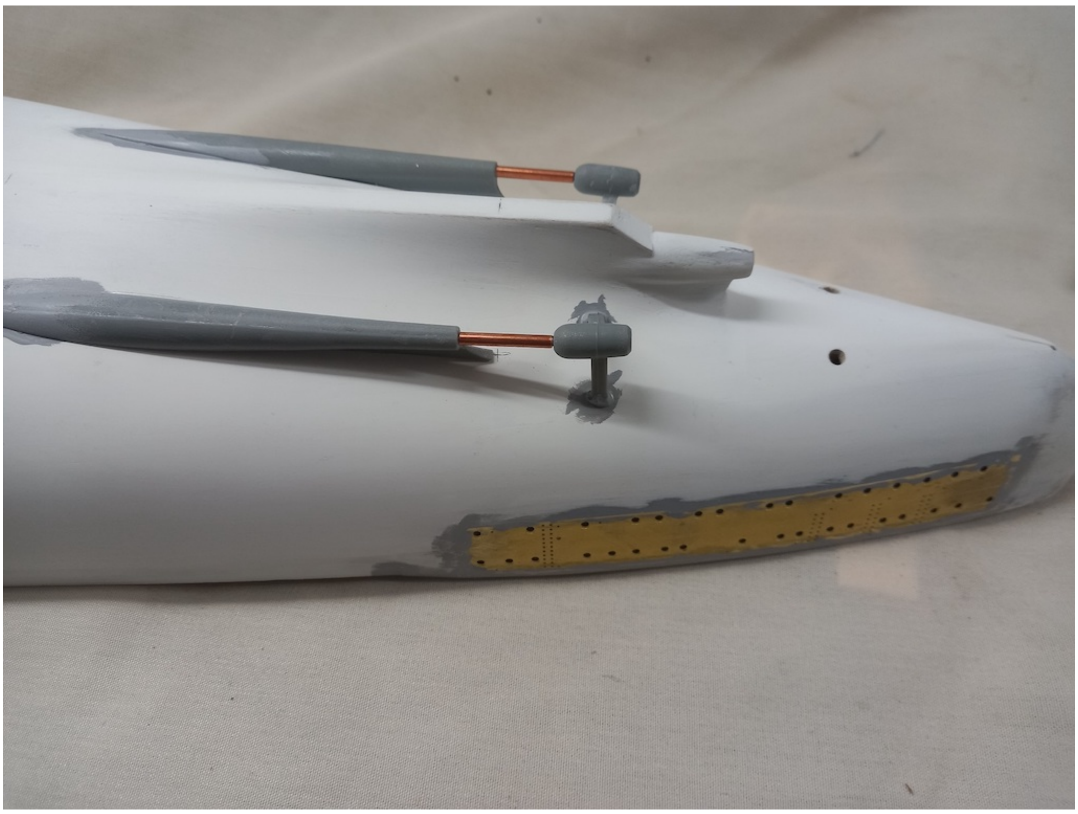
Continuing on from last time. With the hull undercoated the next job was to complete the attachment of the hull fittings. The inlet gratings were glued into their respective positions on the hull using CA glue and given a coat of Etch Primer. Also fitted were the prop shaft sections. Attention was given to the transition from brass to timber sections to the hull. Other PE fittings which included many ladder steps were fitted. The carpet monster only took two; I must be improving with the handling of these small parts.

The next job was to give the hull several coats of Surface Primer, sanding between coats. This spray painting was done outside for safety. After this was completed the centre reference waterline was marked on the hull 50mm from the keel, the top half of the hull masked up ready for spraying the lower hull.

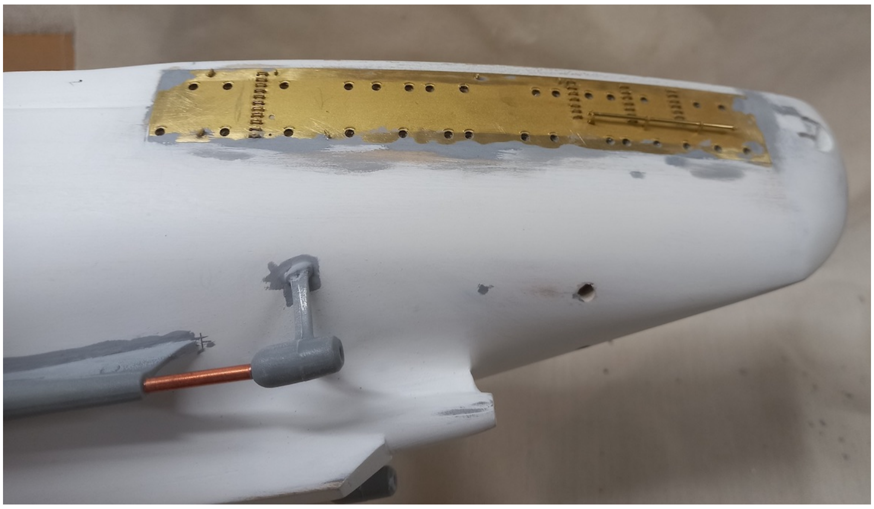
As the hull would not fit in the spray booth, I set up the aft section of the workshop into a temporary spray booth which worked very well. The hull was painted with two coats of SMS German Red Brown and a topcoat of White Knight Crystal Clear Satin. Very happy with the results. The next job will be to complete the painting of the top half of the hull.

The next part of the hull painting could be a bit difficult with the waterline forward and aft section being 5mm wide and the midships section being 10mm. There is also the camouflaged markings along sections of the hull. See drawing.

Until next, time. It could well be firewood.



Prop shafts installed



Above - Inlet gratings installed

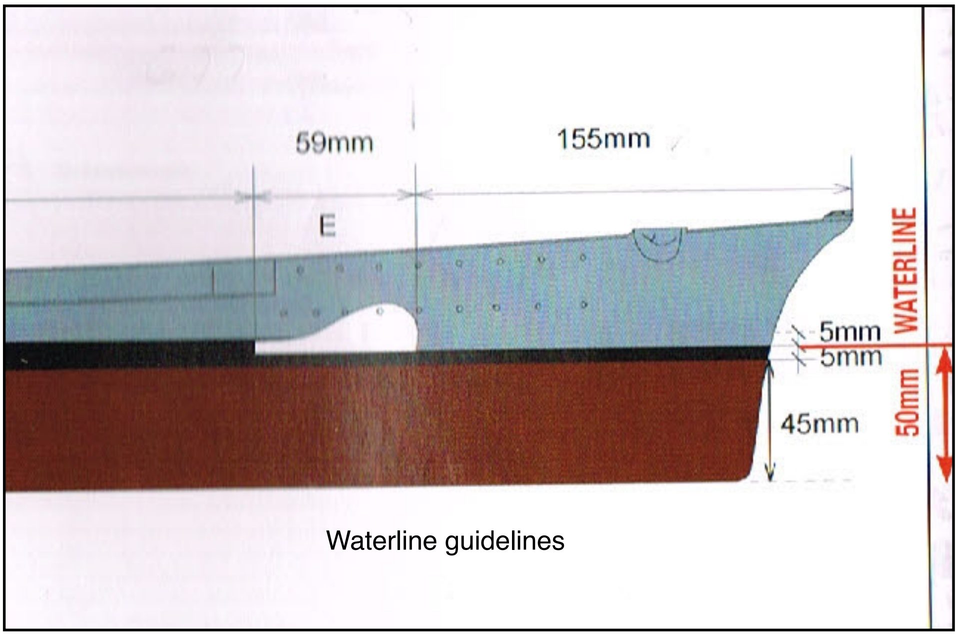
Left - PE fittings installed

Below - Hull with several coats of surface primer

Marking the first water line

Lower section of hull painted

Lower section of hull completed



Waterline guidelines

The next job will be to complete the painting of the top half of the hull.

MATT SHEPLEY from his CMSS annexe in the UAE chooses a favourite ship to fit into a not-so-old gin bottle.

ETHEL

A SHIP OF INSPIRATION

The day after the storm? One wonders why they dropped anchor! The Ethel aground on Yorke Peninsula

Having recently relocated from Canberra to Abu Dhabi, and finally had our sea freight arrive (thanks to all mariners past and present, no thanks to the delivery crew!) I am now back in the model-production business. Tinkering on unfinished plank-on-frame models now continues at its usual slow pace…with distractions always pulling me in other directions.

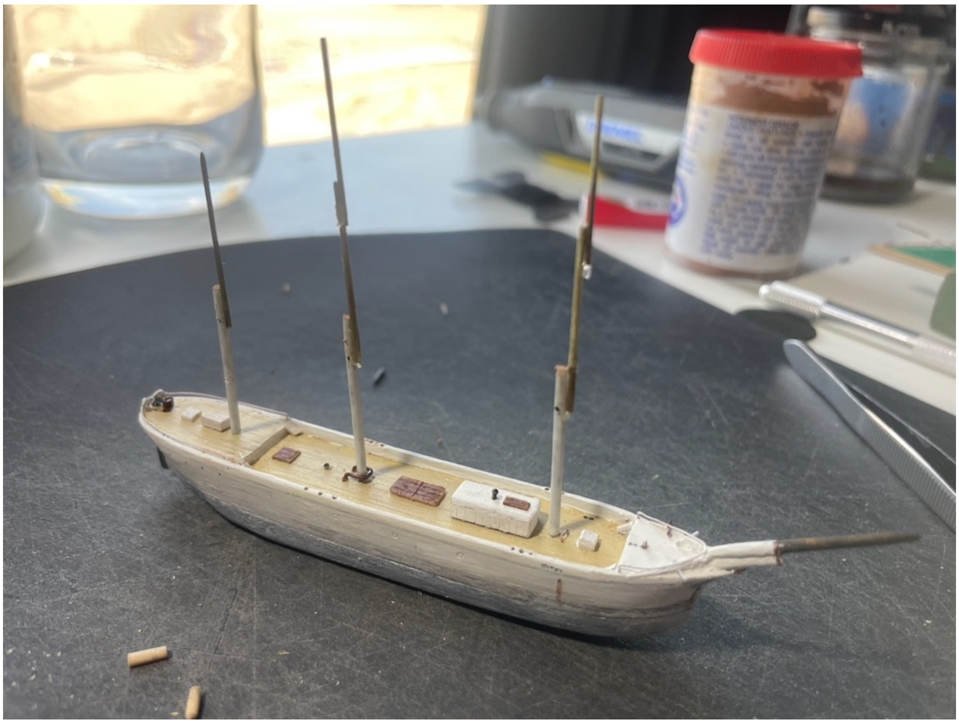
In this case is was to do something with an empty gin bottle that recently came into my possession (my compliments to Four Pillars) and draft ship plans I'd graciously been given by the South Australian maritime historian, Robert Sexton, about a year ago.

So began a quest to repeat the feat I'd last achieved as a 13 year old – when my high school art teacher begrudgingly let me attempt a ship-in-a-bottle as part of an 'elective' art class (I recall his protests…"but that's not art!!"). I still have the model, of the SA favourite the *Falie* (chosen for simplicity, familiarity, and because it sort-of-resembled a project described in Jack Needman's classic *Modelling ships in bottles* that I'd found in the school library). Sadly, the quality is as you'd expect and I daren't share it with anyone!

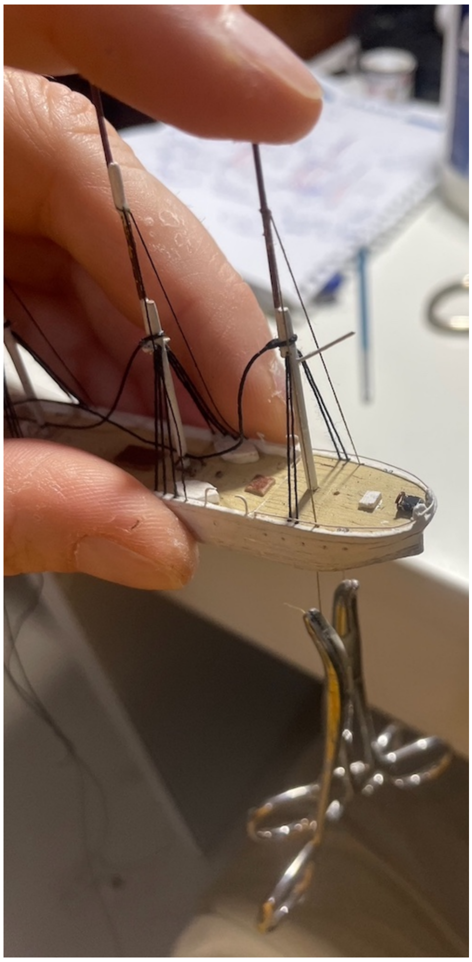
With me it's all about the right motivation, and I couldn't just do any old boat or I'll easily lose interest. My target was another childhood favourite…the 711 ton iron barque Ethel that was washed ashore at Reef Head, Yorke Peninsula, on the night of 2nd January 1904. When I was younger, the aft third of the rusty hull was still upright at the back of the beach, and I distinctly remember a solitary ladder that could be climbed until yelling parents ended the adventure.

Photos of the incident are etched in my mind…a totally intact three-masted vessel sitting on the sand, just clear of the low tide waterline, with two fellows surveying the scene adding an eerie sense of scale to it all. With the benchmark set by my 13-year-old self, surely this was a worthy target for wiser idle hands? So began the journey.

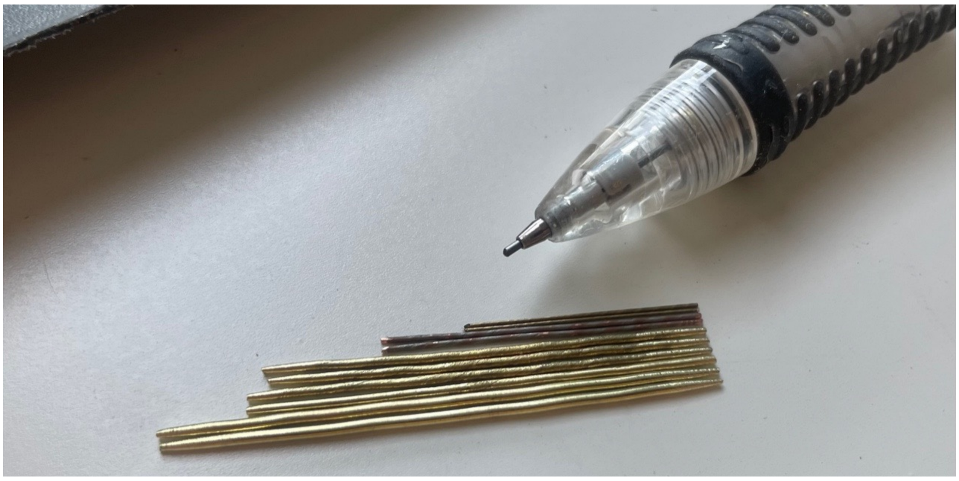
Because so much of the ship would be exposed to view, and the bottle had a very narrow neck (just 19mm across), the hull form was made in two parts, with rudder attached to the lower.



Hull nearing completion with most of the deck fittings and masts going up. The two cabins are removable, and the mast hinges are concealed (proprietary technique!).



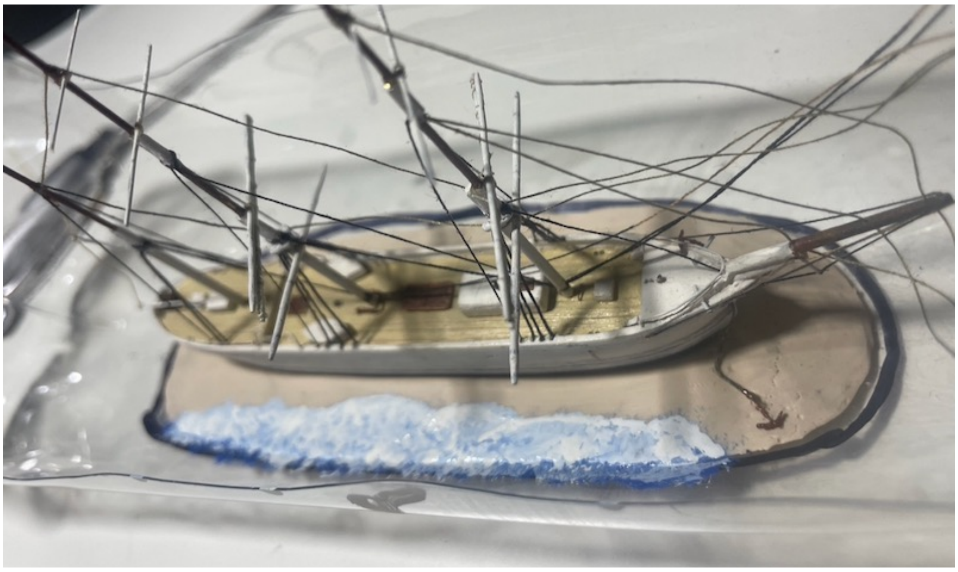
Rigging the masts with simplified shrouds and back stays. Fiddly.



Yards ready for paint. Wire diameters chosen for correct scale; straightened and tapered (as best I could) with a rotary tool and sand paper.

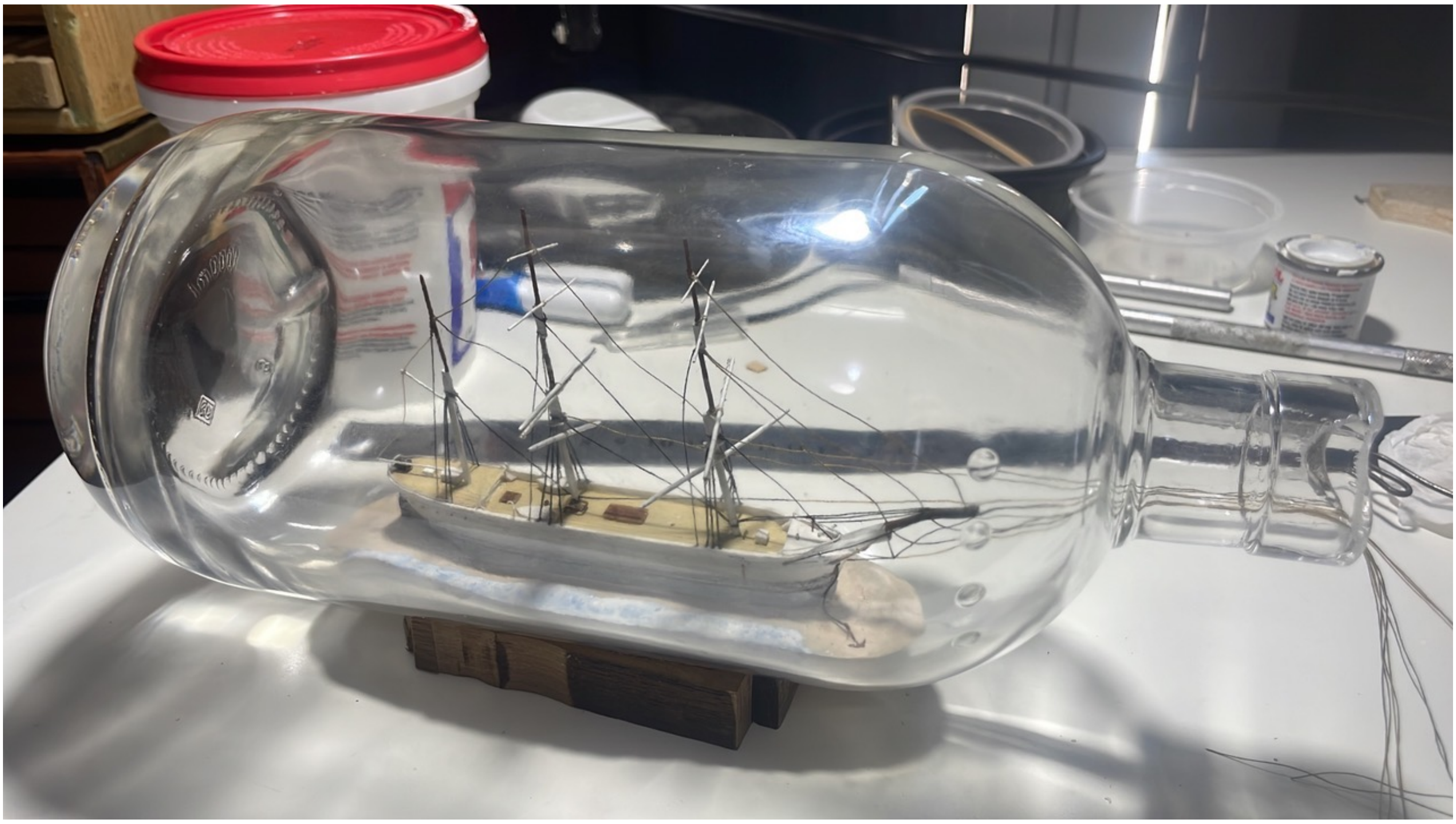
My build jig is just a slab of balsa with pins. Yards simply tied on with thread so they can rotate 90 degrees for insertion, then be set in place with PVA. Yards were arranged to replicate the photos, as best I could, with the topsail yards dropped onto the mains.

Paper template for the beach made to test fit inside the bottle, then built with polymer clay and layers of paint representing surf wash into a cut-open plastic bottle.



Footprints made in the sand. 3mm anchor was now attached, dropped on the sand, and test routing of the 'cable' perfected. This anchor was then hooked onto the upper hull for insertion, and dropped back onto the sand inside the bottle. Challenging.

Beach was sliced into two long strips and slipped into bottle, placed and rejoined. Damage repaired/repainted and glass cleaned (again). Lower hull form was positioned and pressed home. Two human figures added at the stern, and footprints redone. Once all set, it was go time!



Successfully in, now to untangle, set the yards, place last of the deck fittings, drop anchor. Tension and seize with glue. Fabricate custom cutters to reach each stay. Trim stays, clean the glass (again), exhale.

Finished product, except for fancy base and rope weave seal. Have a go! Getting this far took exactly 3 weeks…while it's not winning any awards, it was fun and fulfilling.

Regrets, I've had a few….also known as 'to do' list for next time!

- Better timber selection to get crisper lines
- Sourcing ultra-fine, no-fuzz thread
- More patience/planning = more details

Want your mind blown? Check out https://www.shipinbottles.com/ … absolutely amazing…sigh!

PS Enterprise

Slipped for Repairs

David Miles takes the helm

The paddle steamer Enterprise at the Museum of Australia has to be slipped for its hull survey every couple of years or as otherwise requested and is carried out at the slipway on Black Mountain Peninsula.

The boat doesn't appear all that large dockside, but when on the cradle at the slip and out of the water, something different. There was nowhere near the amount of algae and other detritus on the hull at this year's slipping.

I recently skippered the boat to the slip on April 18 and returned her to the museum on May 2.

The main focus for the period was the repair of a minor section of the hull, starboard side aft at about 12 inches below the waterline. Any other areas requiring attention were triaged to see if they could wait until the next slipping.

When first out out of the water the hull was pressure washed and after work completed two more coats of anti foul were applied.

Unfortunately I was unable to attend when this work was being carried out and thus have no photographs of this year's operation and photos here are from a previous slipping

Left - Wash and brush up

New concrete ballast installed. The reason for the change was to allow easier access to the stern below deck. The blocks were precast to fit between the keelsons and allow a flat surface when crew had to (rarely) access the space.

The final trim of the boat is made, as seen, by the use of 20 litre water containers, full of course.
We sit for around 30 minutes just afloat, to allow any leaks the opportunity to take up. If it has been hot weather the planks start to dry out. Thus the wait before letting go for the return trip. When satisfied all is OK we take the short 25-minute steam back to the museum.

Below - A coat of anti-foul.

HOW TO MANAGE DUST

Peter Higgins' solution

It's a wonderful hobby this model ship building. Lots of wood, lots of cutting, lots and lots of sanding and..... all that dust.

Having downsized into an apartment, there is only a spare room (if you're lucky) and a balcony to do all that messy stuff that's so necessary in the assembly of a wooden model ship. If you have the luxury of a garage, you at least have an area that's generally designated as a dirty space. but you will still get dust and grime sneaking in through that back door into the kitchen.

In this hobby, you cannot help generating lots of dust so unless you spend a great deal of your modelling time in the backyard or on the balcony, dust is going to be a problem. Now there are nice dust extraction systems that you can employ in the garage, but these are not cheap. You could simply employ a vacuum with its hose somehow held over your work but you need three hands, lots of clamps and have to keep moving everything around when you want to use your power tools.

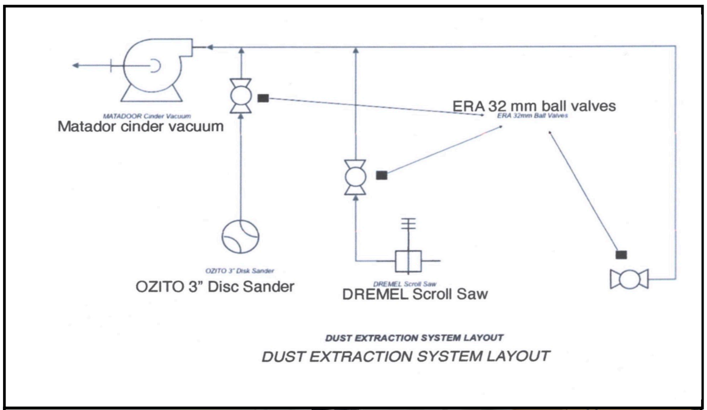
Well I live in an apartment and only have a spare room to work in; since I live in Gungahlin, the balcony is so wind-swept that everything needs to be nailed down.

I tried the vacuum and hose while I work, but my tools all had slightly different sized dust ports and I was constantly reaching under the worktable to switch things on and off and change the hose over.

So my solution was to create a mini dust extraction system. I had a cheap cinder vacuum cleaner from Bunnings (if it was designed for ash and cinders then it would be great for sawdust and wood). I then identified that 40mm PVC pipe (the cheaper grey pipe) fitted the vacuum hose. The 40mm PVC pipe comes in convenient 1m lengths and you can buy 90˚ elbows, straight connectors and T's to support your design. The only issue is how to block off trunks not in use. The typical blade blinds that you get for dust extraction start at 50mm and go up in size and they are not that cheap. So I employed 32mm PVC (the white kind) ball valves. These valves are about 1mm too small for the 40mm pipe but a little sanding of the 40mm pipe made for a tight-fitting joint. I then bought some rubber stepped hose fittings from eBay and cut the appropriate size to fit the valve outlets. Voila, a fully functional dust extraction system.

COMPONENTS:

HOLMAN 40mm PVC DWV 1m	4	$ 9	$36
HOLMAN 40mm PVC DWV Elbow	2	$ 2	$ 4
HOLMAN 40 PVC DWV Connector	3	$ 2	$ 6
ERA 32mm PVC Ball Valve	3	$ 6	$18
TOTAL			**$64**



PHOTOS -From top: Overhead view of disc sander and scroll saw.
Under desk view of disc sander and scroll saw pipework and valves.
Under desk view of free hose valve end.

Fun with a Vintage Car

Ready

Press

Go

Left - Fig 1. Vintage car pack (four wheels having been partly assembled)

Or just sing along with Bruce Kirk: "Take Me Home, Country Roads"

Having just sold our house and now renting for the time-being, my modelling activities are severely restricted. What with the loss of my "man-cave" and almost everything else in storage, I'm only left with a very small table to work on. Planking, rigging, painting, or even the "dreaded" plastic is not a practical proposition at present. Such is the modeller's challenge.

However, I did have put away for a rainy-day or for in-between models, a Rolife Vintage wooden car kit. Manufactured by Robotime, the Rolife series is a range of somewhat inexpensive model wooden "3D" puzzle kits. These cover a range of subjects from famous buildings, animals, musical instruments, aircraft to boats. Rolife also has another extensive range of doll houses. The "3D" kits consist of laser cut wooden parts which just press together, usually only requiring minimal use of gluing. As I've previously built one of their tram kits, this will fit the bill.

The kit is of a Vintage car. Although not specifying what car, I think it is probably English (given RHD) but maybe loosely based on a modified 1930 Model A Ford shape. After all, it is a puzzle. Unfortunately, no scale is given but is probably somewhere around 1:25. The car dimensions are length 160mm, width 70mm and height 80mm, so can sit easily on a bookshelf.

As shown in Figure 1 the kit comes in a "flat pack" with 5 sheets of attractive laser cut laminated wood. I'm not sure what wood they use, but it looks like bass wood. Each of the 164 parts is clearly numbered for easy identification and simple press-out removal. This kit has some pre-painted coloured parts, which in the Vintage car case are brown and silver. Instructions are printed on four very large pages - if you are a fan of Ikea, you're at home and they are just as easy to follow! Included is also an acetate sheet for the car windows, a square of 240 grit sandpaper and a tube of glue. Not bad for the price! Unfortunately, the sandpaper had scratched the acetate so a quick trip to the craft shop for replacement was needed. I also discarded the sandpaper square and made my own 180#, 240#, 300# & 400# sanding sticks using ice-cream paddle sticks and gluing a sandpaper strip to each. Tip: to save embarrassment label each sandpaper stick

The build itself is rather straight forward and you can just take your time. However, it wouldn't be a model kit without some challenges. Whilst you just join the different parts together by pressing, you soon discover that different techniques are required for different jointing areas – just press both part edges together, slot one end in the receiving cut out-first then press the other end in to complete the join or carefully push the round jointing hole over the square peg to make a firm connection (of course observing the assembly is the correct way round and hoping not to break the part!).

I did weather some assemblies to better reflect how the car might have looked. Whilst blackening the tyre treads and silvering the radiator and engine edges, I decided to leave the remainder of laminated edges untouched as this gave a certain charm to the model.

The manufacture has given some thought to the model design. Where bending or curvature is required, such as mudguards, roof, boot and bonnet, the timber parts are scored to enable easy attachment (Fig 2). Wow, no soaking or using the plank bender. They very thoughtfully give a spare set of mudguards as these are easily broken in attaching to the chassis, although a bit of super glue may help. Also, while not a particularly difficult part to fit, the steering column is also duplicated, maybe for car export to a LHD country?

The model includes a complete V8 engine build in the engine bay. You can raise the bonnet to satisfy yourself that the car is not an EV! It also would have been an interesting drive - no ABS or drum brakes!

The cabin includes a complete dash with printed instrument panel and comes with "brown" coloured seats and backrests, which no doubt were originally leather. I didn't think it worthwhile to try and re-upholster.

Fig 2: Mudguards

The door windows as well as the front and rear windscreens are "glassed" with thin acrylic sheeting. These are cut out using a template and ruler provided within the kit. They think of everything. Surprisingly, both doors open to expose the cabin interior or can remain closed. The door fit to the chassis is excellent.

Each wheel consists of five parts for assembly, including natty silver spokes, wheel "knock off" and even rotate easily on the axel. As mentioned earlier, I did weather the tyre tread, using both black and brown felt pens. The spare tyre has a different tread pattern but I'm not sure if this is just for decoration or some other purpose. The car sits firmly and level on the ground. I would, however, suggest that while providing fun for a youngster to push back and forth, it probably would not survive such gentle treatment

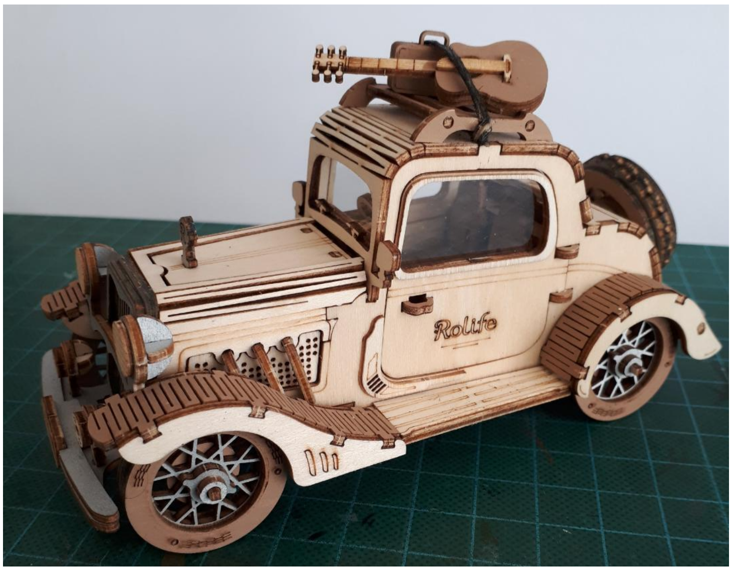


Fig 3 - The completed model

The headlights combine a silver cross bar and each light has a printed glass protector. Adding two driving lights make this a serious car.

Lastly, the luggage rack is attached, along with a suitable suitcase and guitar. Whether this is a disguise to fool the police on the way to a bank robbery (however, no Thompson sub-machine gun is included) or just an ordinary trip to the local folk festival is not divulged. Although not asking you to tie down the suitcase and guitar, this was done in quest of believability when then car is travelling.


Fig 4 - Everything opens and shuts

Overall, this model was great fun to build and with many surprising features. Whilst a 3D puzzle kit, the quality is excellent and could even put some wooden model boat kits to shame for kit pack completeness. Parts are easily removed and fit very well together, instructions easy to follow (thank you Ikea) as well as the model having "opening and closing" features. The inclusion of additional acrylic sheets, sandpaper, ruler, templates and glue was very thoughtful, although perhaps separate packaging may prevent scratching of the acrylic sheet.