

make some changes and adjustments to get the mid/late production vehicle based on the "G" version.

I then compiled all the extra information I could get from the internet on the real vehicle and created a complete plan to produce and assemble all the new parts needed.

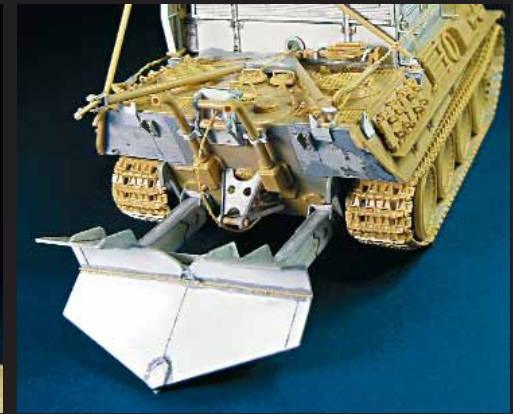
Assembly

I used all the styrene in the box by cannibalizing kit parts and sprues equally, with extra building material even coming from the cardboard box and paper instruction sheet. I used cardboard for all the plain parts and rounded sprue for the cylindrical parts. I always had all the documentation at hand on my workbench in order to make every single part, and to constantly compare with original reference pictures and drawings.

As for styrene, I used the sprues directly to make the thicker parts such as pole mast and tow bars. I made many internal mechanisms, bars, handles, and so on with thicker stretched sprue. More complex parts such as the rear deck grilles, tow cables, and crane rope were carefully kneaded together using very thin stretched sprue. I truly went to the smallest level of detail by even making link by link chain and lots of rivets with carefully shaped and very finely stretched sprue.

I cut all the flat elements from cardboard one by one using my scale drawings and assembled them by following Italeri's instructions when possible. For metal parts, I applied a coat of Tamiya liquid cement to keep the cardboard rigid and smooth. For the parts with a wood appearance, I applied putty to get a rough texture that was later correctly engraved. For instance, the wood blocks were made by super gluing layers together until the desired thickness was achieved.

Tool clamps, track link teeth and other details were improved by being hollowed out, and I have to admit that during this stage, I improved my ability to research for new details and to reproduce them accordingly with the references I had. The basic assembly took about two months to complete.



PULLEY



CRANE



SPADE