JAKE'S WERKSTATT

CONSTRUCTION OF THE WeCoHe PANTHER AUSFÜHRUNG G -PART 10
(Lower Hull completion)

It's been almost a year since the last issue of Jake's Werkstatt, when we were illustrating a new zimmerit application in Issue 15. Here we are basically covering the completion of work on the lower hull and documenting the various paint applications. Before we get to the painting, the reason for the delay with the work is basically because once again the manufacturer of the kit only provided about 1/3 of the rear light assembly, and wound up resulting in almost the whole thing being scratch-built. As this was yet another subsequent assembly having to be scratched or partially scratched, this held up work on the final application of zimmerit on the lower hull. I put it off for a bit, thinking that it was going to be a month, and wound up being over 10 months till I got back to the project. Regardless, I will say that inspiration from fellow club members with their projects directly got me back on track. Another input was finally seeing some viable battling at Danville, which has literally died these past few years, getting worse and worse, to the point where I was pretty much going to ditch the hobby. Alas, this is discussion for around the Comfort Inn pool. Another point I would like to make is that a long work-intensive project often gets bogged down in the minutiae of building and one gets lost in just plodding along; hence why us modelers have so many unfinished projects lying around longer than we realize. Some we are surprised we went away from, some we are surprised we got back onto, and some will never again see the light of day. I think it's part of the burden of being deep-level modelers, in that the more particular crafts and sub-crafts you learn, the longer a specific project is going to be, but I digress…anyway this issue is more of a pictorial show-n'-tell than a learning issue, so enjoy the photos. This project has now hit the part where it will self-motivate getting it done. That is, the project now looks like a near-completed tank, that will result in gettting the remaining portions in focus and done in a short time. (famous last words).

The direction in painting is as follows: All the metal which is about ½ the tank, has been acid treated in order to provide an excellent base for the primer. I used Dupont automotive 131s sand-able lacquer-based primer. The reason is that I can mix it to varying thicknesses. They sell this stuff in re-packaged bottles for modelers as surfacers. I mix mine pretty thin so it won't obscure the detail. The first photo shows the lower hull all primered. I wanted this tank to have a primer-red engine compartment, and a dark grey lower hull interior. The engine compartment for the upper hull will also be painted primer red, but the forward compartment will be Ivory. Finally, the outer portion of the lower hull was painted dunkelgelb. I had previously finished painting the road wheels and running gear, so these were installed along with the gearboxes, torsion bars, and tracks. With the exception of detail and weather painting, the lower hull is complete.

Lower hull primered

Engine compartment painted primer red

Forward compartment painted dark gray

After outside of lower hull painted dunkelgelb, tracks and running gear are installed

Labor-intensive rear glacis.
Everything attached to the rear glacis is metal.

Attached to the side here is the drill-guide. This is the next order of business
for this tank; completion of all the components that attach to the sides;
most are photo-etch.

A close-up of the MAN-version of Panther zimmerit. Also note the six bolt heads on the transmission housing, these and the retainers were scratch-built, and yet another item that were not provided by the manufacturer.
The hull you see on the bottom plate is a 3mm thick plate that was machined and installed in order to reduce hull-flexing.
I angled it so you can't normally see it.

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