

Properly fitted glazing will add enormously to the overall effect of a finished model in both presentation and authenticity.

All cabs with curved screens are supplied with vac glazing, as we found it virtually impossible to heat and mould acetate in more than one direction. So for these cabs vac glazing fitted the bill perfectly.

If when first inserted the sides of the vac. glaze deforms, then cut a slit vertically into both the rear corners and this should overcome the problem. If the cab has rear quarter windows, make the slits slightly forward of the aperture, to avoid the cut showing through.

We have been asked to supply this type of glazing for flat screen cabs also. We have experimented with two cab types, one being the Briggs cabbed Leyland Comet 75, which was reasonably acceptable, the other was for the O type Bedford, neither was satisfactory to replicate the prototype.

Therefore there is only the harder way, but as with all things in life, it does become much easier with practice. The method that I use is described step by step overleaf.

Whatever form of glazing is to be applied, the following advice applies in each instance.

Position and glue the cab interior to the chassis, ensuring the wheel arch fits equally over the road wheels and the ride height is correct.

Check pictures of real vehicles of the type you are modelling, normally the bottom of the mudguards will be about level with the wheel hub. Adjust the ride height accordingly.

The cab should now be completely painted inside and out and silver windscreen surrounds added if applicable to the type of vehicle. Apply a couple of coats of Johnson's Klear over the silver, to avoid it dulling or rubbing off whilst you are working on the screen area.

**Step 1:** Apply a light layer of thinned matt black paint with the edge of a good No.2 brush, around the reveals of the screen(s), quarter lights and rear window(s) and along the bottom edge only, of both door windows. This has two effects: 1. A visually thinning effect on all of these apertures. 2. It gives the effect of a rubber-fixing surround.

**Step 2:** Fit either the vac glazing and adjust if necessary, as described above, or commence the flat glazing, following the step-by-step method described overleaf.

Please note, only one screen pattern is used in the example overleaf, but the same principles apply to the many variations of screen patterns.

Before attempting black paint around the window reveals on the actual model you are finishing, or step 8 with the marker pen overleaf, please practice on an old model or piece of acetate first.

It's much easier to try again if you make a mistake, than by spoiling a cab you've just painstakingly painted, or slipping the marker pen across a screen that initially has probably taken a fair time to shape correctly!

The more you do this the quicker you'll get and no doubt find your own short cuts, which please pass on. One that I sometimes use, is when the first is completed, reverse it to the nearside aperture. If it fits, use the first as a template for the second.

Be warned though, on some models the n.s. is intentionally larger than the o.s. Atkinson ATK1 and Bedford S type BED3 are a case in point, as in both instances the frame for the opening drivers screen made the glass area marginally smaller than the fixed passenger screen.