

Five axle Grove

The Manitowoc Company has been pressing ahead with a steady expansion of its model range in conjunction with its partner TWH Collectibles of Wisconsin, and the most recent output in the Grove line up is a 1:50th scale model of the 130 tonne capacity five axle GMK5130-2 All Terrain crane.

The real crane has a 60 metre main boom, and up to 18 metres of swingaway extension, and can be fitted with 40 tonnes of counterweight.

The model reviewed here is the US version denoted the GMK5165-2 (for 165 US tons) but colours and nomenclature aside, the models are identical. Out of the box the model has a number of parts, and although there are no instructions, most collectors will have no problem assembling it for display.

This is a heavy and detailed crane model, even underneath an effort has been made to include detail with hoses going to each wheel, and with each one having individually sprung suspension.

Inside the carrier cab a fire extinguisher can be seen. The carrier deck has a strong diamond patterned checker-plate walkway surface and there are very nice rubber skirts over the axles, with matching rubber mud flaps. The outrigger beams are single castings and do not replicate the two-stage design of those on the real crane, which is a pity, but on the plus side the details are great, with warning notices, and outrigger jacks which when extended look like cylinder rods instead of screw threads.

Moving to the crane itself, the operator's cab is very detailed and there is an excellent array of hydraulic hosing which runs to the slew motor, winch and counterweight attachment mechanism. Fine mesh grilles and other pieces of equipment give the model a busy and realistic feel.

The counterweight is made up of a series of separate slabs and they have tabs for lifting chains. Although not obvious, the counterweight is removable by carefully undoing two screws on

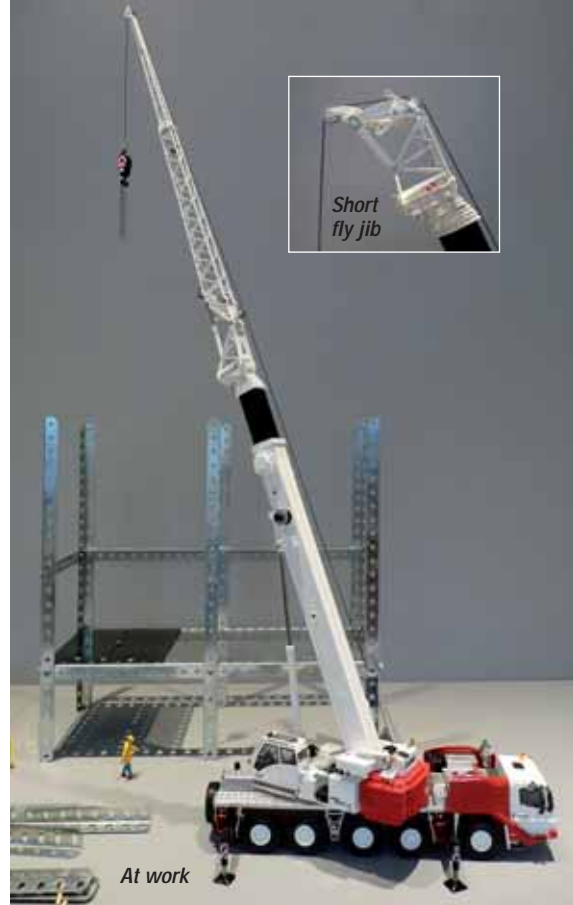
the underside and this gives many more display options for the crane. including showing a realistic travelling mode, or displaying the crane carrying out self ballasting.

The boom itself is all metal and the lowest section contains detail within the casting and a couple of spooling drums. The boom raises easily and the sections telescope and lock smoothly, but it needs a supplied pin inserted in the lift cylinder to hold a pose at a high angle. A very nicely made metal lattice fly jib is included with the model and it has the bonus that it can be set in different lengths and offset angles.

This is a high quality model with excellent paintwork and graphics and is a very good addition to the Grove scale model stable albeit there are some aspects, mainly in the area of functionality, where there is scope for improvement. It would look great in the colours of any crane hire company wishing to have a promotional item for customers, and overall the model is highly recommended. It is available from the new European



Short fly jib



At work

Manitowoc Shop: <http://www.manitowoc-shop.com>. To read the full review of this model visit www.cranesetc.co.uk

Cranes Etc Model Rating	
Packaging (max 10)	7
Detail (max 30)	25
Features (max 20)	16
Quality (max 25)	20
Price (max 15)	9
Overall (max 100)	77%



Detailed cab



Loading counterweight



On the road

Explosive diesels

Phil Tyrer, now 88, is the man behind Pyroban, the explosion proofing specialist. His autobiography - Endeavour Works - charts his fascinating life from the early days in Brighton when, aged 12, he used to cycle the 12 miles to Shoreham airport to watch early aircraft such as Tiger Moths and Dragon Rapides come and go, to the heady days of multi-national business deals with Pyroban. An apprenticeship with Southdown Motor Services, followed by a spell with AEC, the truck and bus manufacturer, turned the young Tyler into a life long diesel engine enthusiast and a strong believer in the combination of a part theory/part practical form of education.

The road to Pyroban was not straightforward. After serving in the RAF with flying boats and high speed launches, he joined Ricardo before moving on to Napier. He started his first business, P.G Tyrer, in 1951, building it into a

significant group of companies, followed by the devastation of bankruptcy in the early 1970s. As Tyrer puts it: "Some achieve success the easy way while others are fated by their chemistry to be successful the hard way." Undeterred he started again and while there were many ups and downs along the way, the rest, as they say is history. The book contains plenty of excellent photographs and exudes his passion for diesel engines and technology. Possibly more of a book for an engineer or equipment enthusiast than someone looking for a personal or general business read.

The book is published by Bernard Durnford Publishing ISBN 0 953670 9 5 has a list price of £25 and can be ordered through Pyroban.

