

# The Final Finish

Or how to add that difference to  
your model and set it apart

- The final finish is not about one type of weathering for your model, it is about discovering what is out there that is not only old and new, but also the broad spectrum of weathering items and how to use them. Some will be obvious and some not so obvious. How to use, or abuse these substances is what makes the difference to you finished model! So what are these items and how to get them other than paying a fortune. Here are just a few
- Typically we use paints, powders, washes, glues and here is a list of what I have and this is not exhaustive.

- The reason I use different brands is most brands are different e.g. weathering powders
- There are also different methods for each type of material used, so let's introduce you to these methods and how to seal them so they won't deteriorate over time with handling.
- It's not impossible to weather something correctly without a photo for reference but it is damn hard to do it correctly without that photo. Take locos for instance, depending on where they operate depends on the type of weathering e.g. minerals and salts from water in western NSW causes white dried salt on the boilers whereas if they operated on the coast overall grimy black and if it is a loco associated with a cement plant etc. The same is the period of houses when in Newcastle a lot of houses were affected by coal dust, yet where there was bore water used for watering gardens etc. the houses were usually brown stained on the lower half of the walls e.g. SA/WA. Rust colour also varies due to altitude (more purple the higher you go).

- Let's start with paints – types, thinners, airbrushes, paint brushes, washes and how to apply
- Powders and how to apply – type's oil based, graphites, chalks, soils, baking soda, fixatives and subtleties.
- Masking – rubbers e.g. Humbrol Maskol, bluetak, postit notes, tapes (straight and bendy types for curves)
- Types of glues, superglue watch the following youtube video-(<https://www.youtube.com/watch?v=Sq5YJbZXaZk>), aquadhere, super glue and talcum powder (<https://www.youtube.com/watch?v=NA2XJ7PTT3M>) etc
- I want to throw it open to you for questions and over the whole convention come and ask those questions you want answered. If I don't know then I will attempt to find someone who can give you the answer you want.
- So where do we start? try to get an understanding of why things weather the way they do eg the smoke box door of an NSWGR steam loco. The photo, if you haven't got it then go to the web, but I prefer them from the books I have collected over time. Also there are wagons out there that it doesn't make sense what happens to them until you get the story of why it happens that way. So with knowing all this you can make the right choices when weathering.

- This preamble to the talk is important because how do we make all of this permanent without ruining it? and also there is a thing I call 3d weathering and paint peeling so let's get into it.
- What is 3D weathering? This applies to not only wagons and locos but also buildings and other structures like roads etc. Even though N scale is small in size you can still see the little subtleties that make the difference between an average model and a better model.
- 3D is making the pot holes in roads or cracks in the bitumen, rust bubbles and dents, peeling paints, deposits of fertilizer left on wagons
- I use a soldering iron on low heat to create the dents in plastic.

- I know some people say that when they weather with powders it never deteriorates, that maybe so but most powders and chinks (with handling) will wear off. Ones that have an oil base will take longer. So what do we do to seal them so they don't wear off? If you use clear coats like Testors Dullcoat etc it tends to make about 75% of the powdered weathering you have painstakingly just added to disappear. All is not lost though! Thanks to our brother military modellers, a pigment fixer has been developed and a couple of manufacturers are now making them. Neither is better than the other but I can get MIG pigment fixer easier than the newer brand, so that is what I use. The trick to using it (in my experience) is not to spray it on. If you spray it and the powders you use are not oil based you may blow some of them partially away. I use a brush and dip it in the pigment fixer and then just ever so lightly touch the drop on the edge powdered area and let the pigment fixer wick through when it stops I then do it again in another place so the pigment fixer meets up with the other area you have applied it to until all areas are covered and let dry. You will lose some of the heaviness of the powders but only about 15 to 25 %, not the 75% using spray paints.

- I also use washers made by many different brands of model coatings or make my own because washes are only paints thinned down a lot e.g. Humbrol makes enamel washes and others acrylic washes.
- You can buy decals from America that has weather and rust streaks and they do a great job but it just depends on how individual you want it to be.
- So what is the final finish, it is how you preserve your finish that you have so carefully achieved. Remember you are the one that has to be happy with what you have, nobody else