

Renaissance

One of the perennial creators of 1:43rd kits and also one of the first resin kit makers to get us to seriously look at 1:24th and larger scales, Etienne Dhont of **Renaissance** answers our questions.

FSW - When and how did you get into modelling in the first place?

Etienne - At the age of 6, with some bits of plastic plane kits, gifts from my brother & sisters... Then in 1985, at the age of 23, I joined AMR as a builder. As AMR was not really a manager, there was no more work to do when I came in, so he asked me if I would like to make some patterns. So I did.

FSW - What inspired you to take the direction that you have with your modelling?

Etienne - Misunderstandings with my previous employers! AMR was hard to work with, but my methods of working are still very much like his, except the material. I much prefer resin to white metal as a material. Provence Moulage had a different way of modelling to mine, much simpler with not much detail and a lot of what there was moulded in. I think in fact that everyone wants to do as he wishes and that's not really suitable when you are not the boss. So I started on my own.

FSW - Do you have a favourite subject and if so why?

Etienne - I far prefer the 1950s and 1960s era, but it's not so rigid. Some actual cars I find very interesting, others not so much. In fact, I think the modelling process is more interesting to me than the subject by itself.

FSW - Do you collect yourself and if so, what?

Etienne - My own patterns? I do not have a sample of each... I'm not really a collector; even when I was a usual customer, I only built subjects that interested me, not in a way of a collection theme.

FSW - Which is the model that you have produced that you were most pleased with/proud of and why?

Etienne - No one particular model. My intention is that the next will be better. I'm glad you didn't ask me about the one I am least happy with...

FSW - Do you have any preferred starting points, particular materials etc?

Etienne - I liked the jewellers wax that is used for brass patterns when I used it for white metal, but it's not useful for resin patterns. Now I usually use a two-component polyester filler designed for car body repairs. This is very common and easily obtainable in France.

FSW - How much of the time to create a new model is spent researching it in relation to the actual modelling time?



Etienne - That depends on the subject. It can be a huge amount of time for an old car, with books, internet, etc... Sometimes it's very fast when I could find the real beast, such as for the Talbot Chambas, which was sold by a guy nearby my home! He just phoned me and invited me to see it. Similar with the Diva GT, I had access to the real car.

FSW - What would be a typical working day for you?

Etienne - No time spent on road, as I work at home. I start with the Internet, mails and so on. Then, if I have no visitors or meetings to go to, I try to engrave a pattern. If all is right and it is going well I go on for the day on that. If I feel that it is not going well, I put it down and come back to the computer for drawing of decals and photo-etch, more research or business managing. I usually go to the workshop (30kms from here) where the kits are cast and packed in the afternoon and come back home to the patterns at 6 pm. Dinner at 8, then again to my desktop. But it changes every day!

FSW - What's next?

Etienne - One of the thirty or so projects that I have started... sometimes for years! Next 1:24th kit is the Peugeot 908 and this is very nearly ready. Next 1:43rds will be the 908, Porsche 935K3 and some Porsche RSRs and then in 1:24th the K3 and Citroen C4 WRC.

Can-Am Correction

Hello Four Small Wheels,
Going through your issue 07-2009, on page 11, Wayne Moyer claims that the first Can-Am race was held at Bridgeport in 1966.

I don't believe that that is correct.

I attended the very first Can-Am race in 1966 and it was at St. Jovite in the province of Québec. That race was the first Can-Am event, even though there had been numerous Group 7 races before that but under the hat of the USRRS. John Surtees won in that beautiful Lola T70.

Best regards from Germany,
Serge Dubuc

Scratch building

Good morning,
I thought you might be interested in my work in progress, Ligier Alfa Romeo JS29 self made 1/43.

Best regards

Cedric Geay, Paris, France

