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Short Feature Article

Tamiya

Ducati 1199 Panigale S

1:12 scale

with
Roger Brown
(March 2022)

Well it's certain that Tamiya make a lot of very fine 1:12 motor cycle kits, in both road bike and race bike versions.

I have built the Honda NSR 500 and converted it to a Cafe Racer and a year or so ago I built the Kawasaki H2R Ninja, apparently the fastest motor cycle you can buy.

All of the Tamiya motorcycle kits are very well moulded with superb detail and perfect fit and are a pleasure to build. The tiny M1.2 and M1.6 screws make the assembly a lot easier and quite realistic.

The Ducati 1199 Panigale is a sports bike equipped with a 90 deg L-twin cylinder engine of 1198cc producing 195hp at 10750 rpm. It has a top speed of 177mph, with 0-60 mph in 2.7 seconds, so just perfect for popping down to the shops or a leisurely ride in the country.

The engine of the Panigale serves as an integral part of the frame which also incorporates the air box, to give a lightweight and compact core. The swing arm is bolted to the engine, and the seat frame secured to both frame and engine.

The name Panigale comes from Ducati's home town of Borgo Panigale in Bologna, Italy.

Notes on Construction

Basically, the method of construction consists of building several sub assemblies such as the engine, exhaust pipes, frame, forks, swing arm, seat, fuel tank, mudguard etc. and then spraying these items before assembly.

There are many small parts, some of which can be left on the sprue for spraying, and it's a good idea to group these parts together with the assemblies and spray the required colour in one session.

The actual final assembly is achieved using the many small screws and some tiny spots of superglue.

The various decals can be applied during the build when the parts had been painted.

Now a few notes on how I go about building these motorcycle kits.
I like to customise the bikes and will change some of the colours to suit.

The current schemes of motor bikes incorporate gloss black, satin black, dark grey, silver, gold with then whatever colour is chosen for fairings and fuel tank etc.

I also like the look of the finished bike with some covers and fairings removed or not fitted in the first place, which then allow the engine/gearbox, exhausts, radiator etc to be visible.

I use mainly enamel paints from Humbrol and Revell.
Both companies produce a range of very high quality gloss, satin and matt paints, and Humbrol have the Metalcote range including Polished Aluminium and Polished Steel.

For the gloss colours I mix them 1 part paint and 1 ½ parts white spirit.
The satin and matt paints I mix equal parts paint and white spirit.

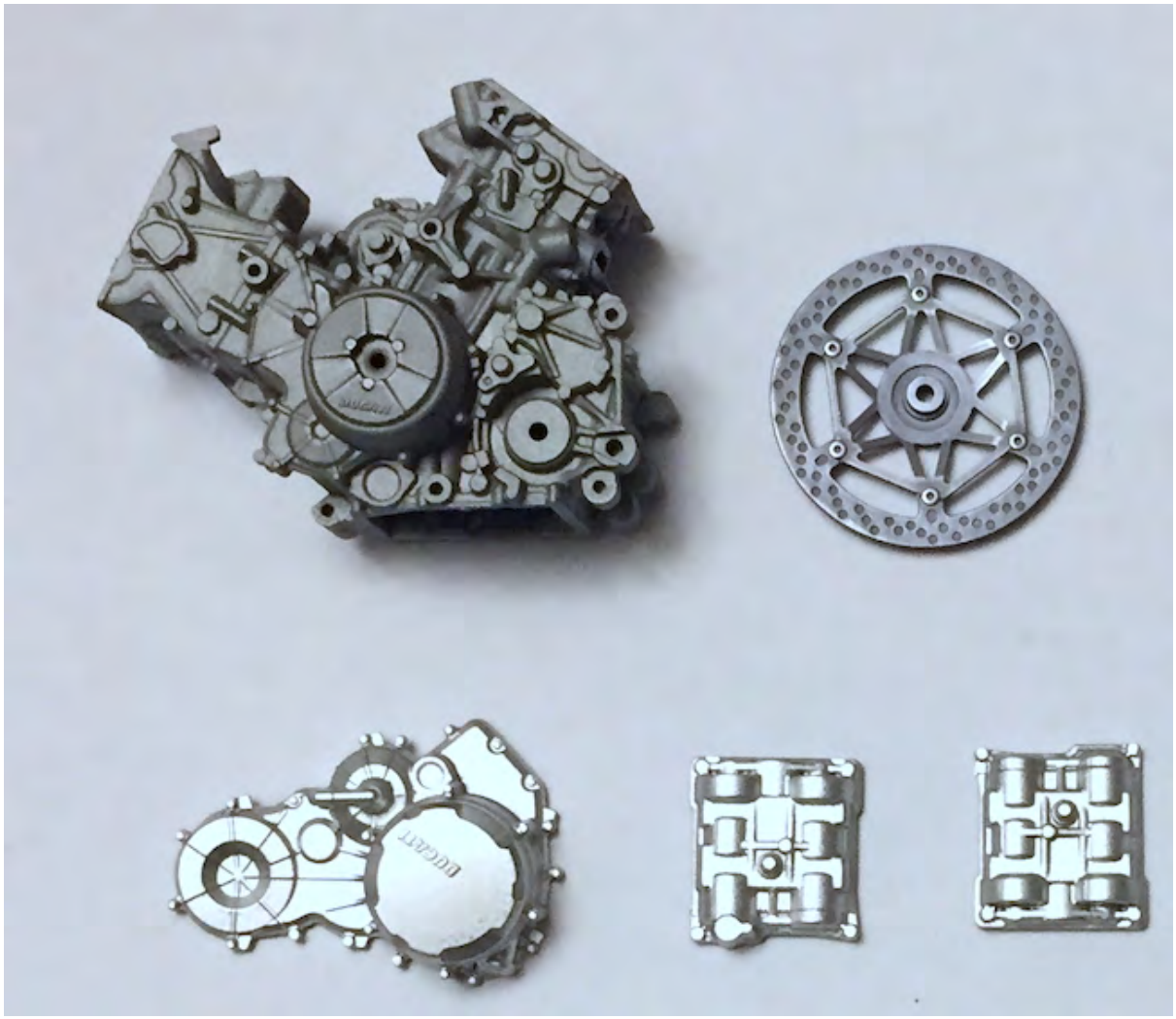
With the metallic colours I mix them 1 part paint and 4 parts white spirit.
I find this ratio sprays very well and gives a smooth finish.

I also apply Tamiya smoke X19, thinned equal parts with water, by brush to all the parts sprayed with metallic colours.

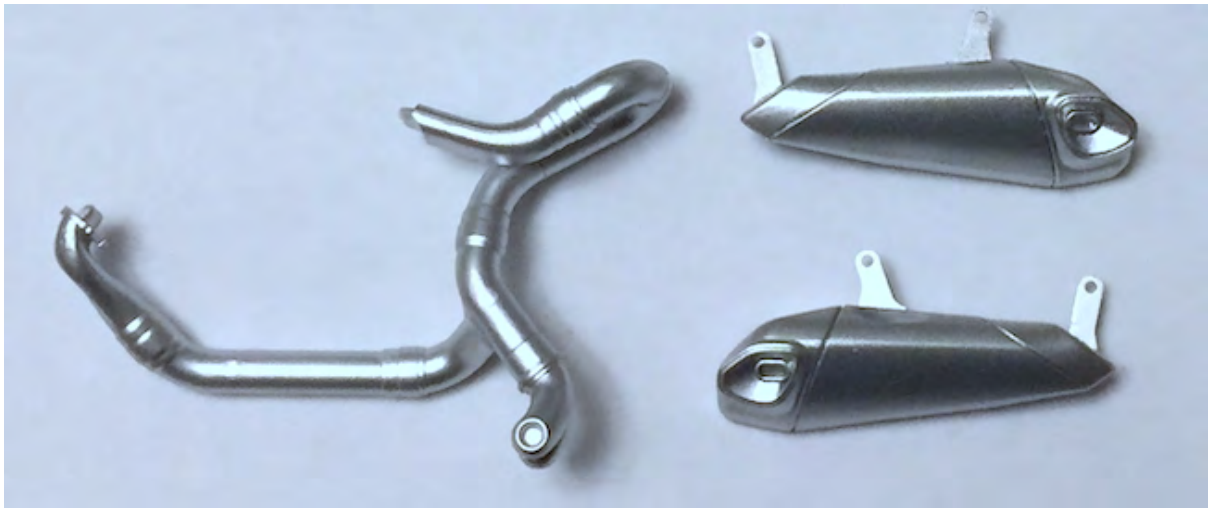
Build…

I just follow the excellent instructions, but here are a few notes on the steps anyway.

Assemble the engine apart from the two cylinder heads, the two covers C39 and C36, the sump C28 and the small box B20. I sprayed the engine with Humbrol matt aluminium 56 and the five other items with Humbrol polished aluminium 27002. The small box was sprayed Revell satin black 302.



Assemble the three parts of the exhaust pipes, I sprayed the assemblies and the two silencers with polished aluminium. I then masked up the ends of the silencers and sprayed the centre sections with matt aluminium.



Assemble the frame and radiator, I chose to spray them with satin black and dry brush up with aluminium after to highlight the mesh.

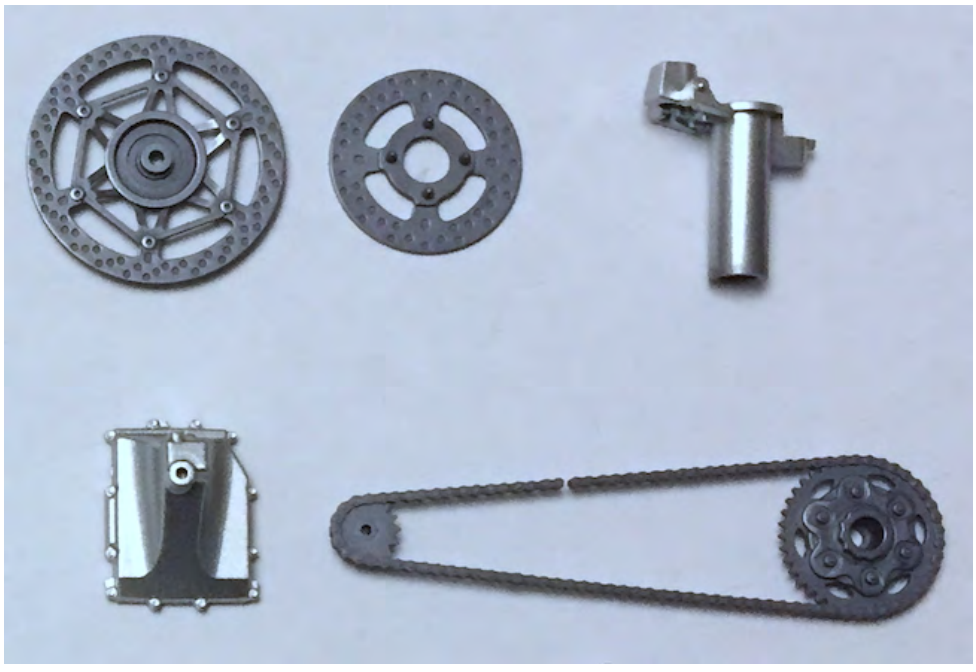
The steering boss was sprayed with Polished Aluminium.

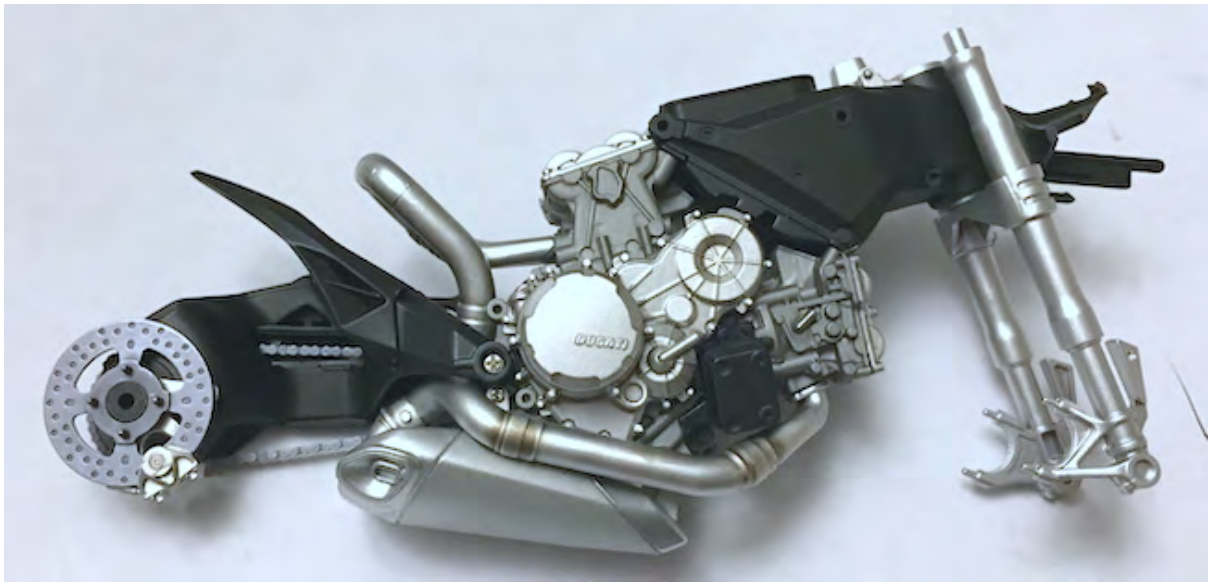
Spray the two radiator water pipes satin black.

Assemble the complete swing arm, together with the four small chain guard panels. I sprayed the assembly satin black.

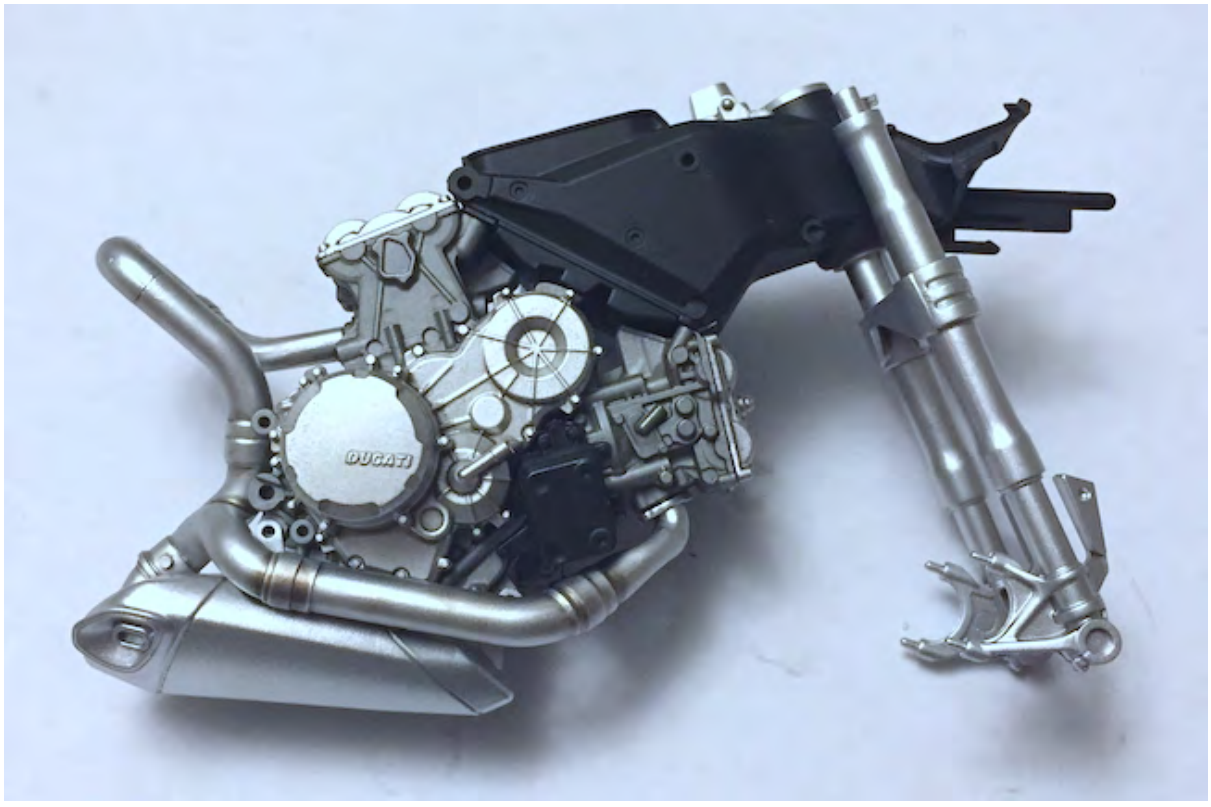
At this stage I sprayed the three brake discs and chain/sprocket unit with polished steel.

When polished with a soft cloth the raised parts will receive a nice bright finish while the recessed areas will remain darker.



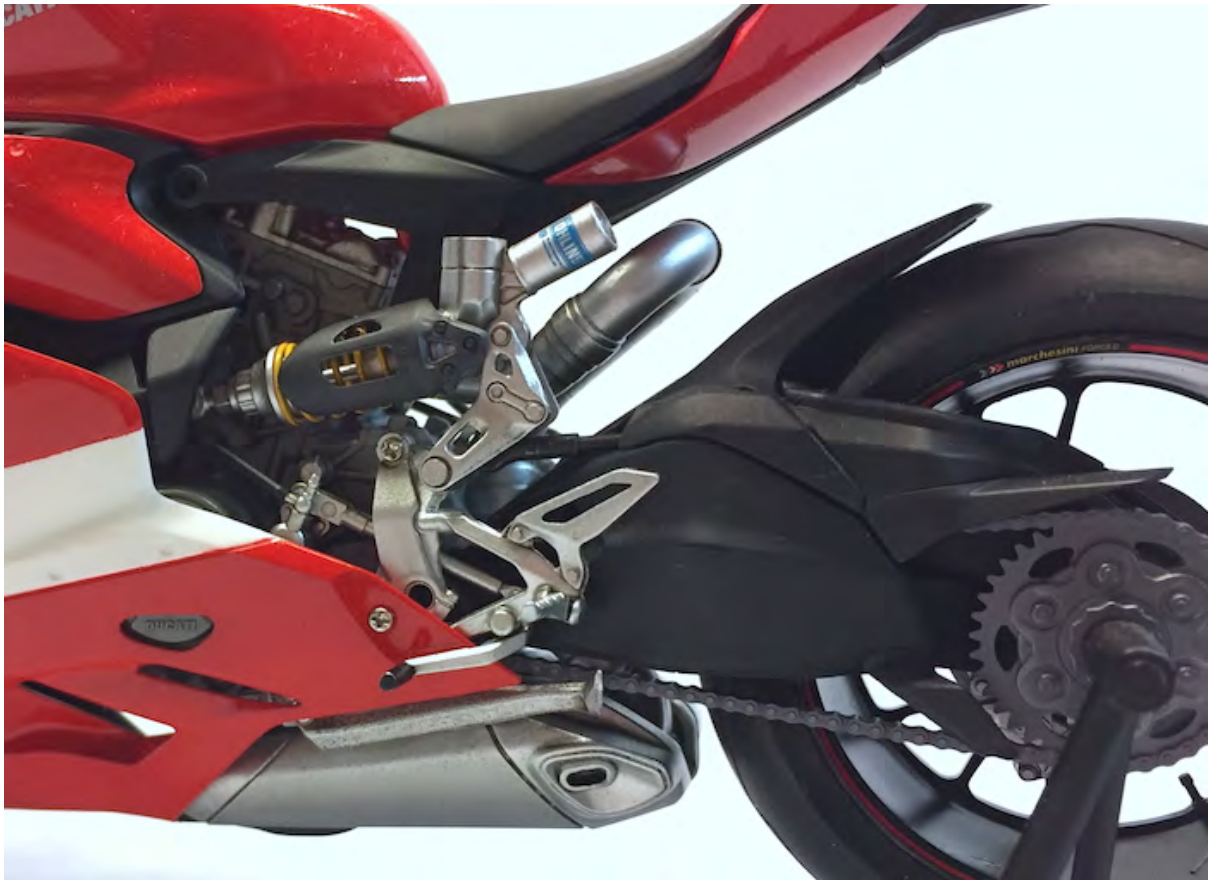


The engine, exhausts, silencers, frame and radiator can now be fitted together. The chain/sprocket unit is fed through the slot in the swing arm and the assembly can be fitted to the engine using the two M1.6 screws.



Assemble the left and right foot peg assemblies together with the foot pegs shown in steps 16 and 17 and spray Polished Aluminium.

I sprayed the shock absorber spring gloss yellow. The shock absorber assembly and spring can now be fitted.



The foot peg assemblies and brackets can be fitted when most of the bike has been assembled.

I did not spray the fork legs the colour indicated which is a mix of titanium silver and clear orange.

There is a Tamiya after market set for the forks which replicate the colour, if you like to go down that route.

I assembled the forks parts C13, C20, B32, B5 and B6 and sprayed the assembly Polished Aluminium.

I assembled the top yoke with the handle bar attachments and parts C26 and sprayed with polished aluminium.

The front forks can be added to the frame using the long M1.6 screw.
However on my next Ducati build, I found I had an old tin of Humbrol Gold, and sprayed the forks with this paint, thinned four parts thinner to one paint. This colour turned out very well.

I also found that mixing chrome silver with a small amount of gold produces an effect similar to titanium gold.

The wheels can be left attached to the sprue which will make spraying a lot easier. I sprayed the wheels with Revell gloss black.

The red wheel trim decals should be added before the tyres or brake discs are fitted.

I assembled the two halves of the front mudguard which would be sprayed with Humbrol gloss red 220. This required just a touch of filler in two places along the seam.

I made up the stand and sprayed it satin black, it is useful for displaying the finished bike.

Both wheels can now be fitted with their respective brake discs and in the case of the rear wheel, the brake calliper.

I assembled the front brake callipers and sprayed them flat aluminium, but did not fit them until the mudguard had been fitted.

Handlebars and instrument panel were sprayed satin black with the aluminium parts brush painted. I usually attach the handle bars towards the end as they are delicate and can easily be knocked off during handling.

The various pieces of 1mm vinyl pipe can be added at this stage.

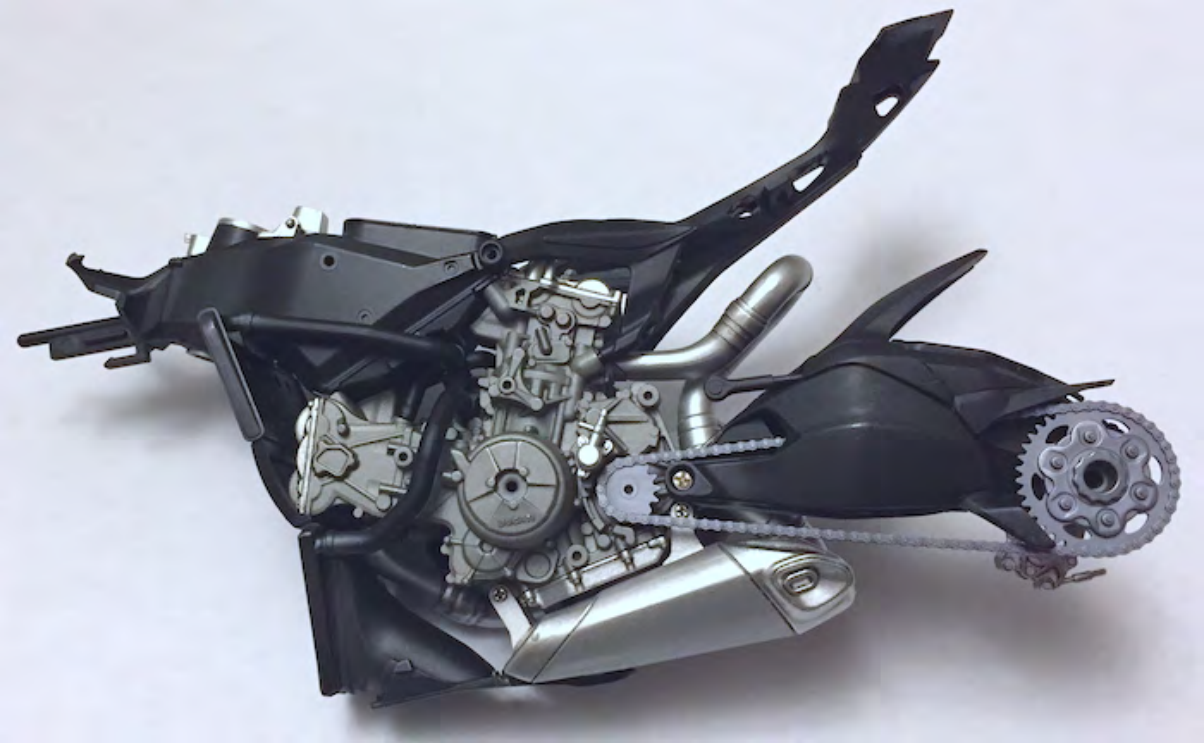
I chose not to fit the two side covers, B15 and B6, which feature some of the bike electronics, as they hide a lot of the engine.

I also chose not to fit the rear exhaust pipe cover.

The bracket, part B25 helps to connect the front fairing so was fitted.

The seat frame halves B3 and B12 were cemented together and sprayed satin black together with parts A11 and A9. A9 was detail painted with Polished Aluminium.

The clear part D2 was painted inside with Tamiya clear red.



This is where I started to prepare all the body parts for spraying with Humbrol gloss red 220.

I cemented the two air ducts A26 and A20 to the seat side covers A19 and A25. The seat front cover A12 was also prepared.

The fuel tank halves were cemented together, not forgetting to fit the small poly cap.

The front light parts A10 and B36 were sprayed satin black. Part A10 was detailed with Polished Aluminium.

The fuel tank filler cap was sprayed with Polished Aluminium.

The front fairing was prepared.

Part B34 was sprayed satin black.

I sprayed the five body parts including the fuel tank and front mudguard with three thin coats of Humbrol 220 gloss red.

I then had the idea of maybe fitting one side of the fairing as a contrast. So I first sprayed the fairing with Humbrol 22 gloss white and when dry I masked up the stripe and then sprayed the fairing with Humbrol 22 gloss red.

The windscreen was fitted to the front fairing using tiny spots of superglue from the inside, as was part B34

The two parts that make up the seat, B26 and B11 were sprayed with Revell 9 anthracite which is a good representation of rubber.

The various parts for the side mirrors and number plate holder were assembled and sprayed satin black.

A16 and A17 were brush painted inside with polished aluminium.

I attached the clear lenses to the side mirrors and indicators with PVA glue.

A few decals were added, the ‘Ducati’ logo in three places and the number plate logo.

I did not apply any clear varnish to the red body parts as they were shiny enough for me.

Closing thought…
So all in all a very enjoyable build partly due to the superb quality of all the parts and the classic Tamiya fit.

Roger B.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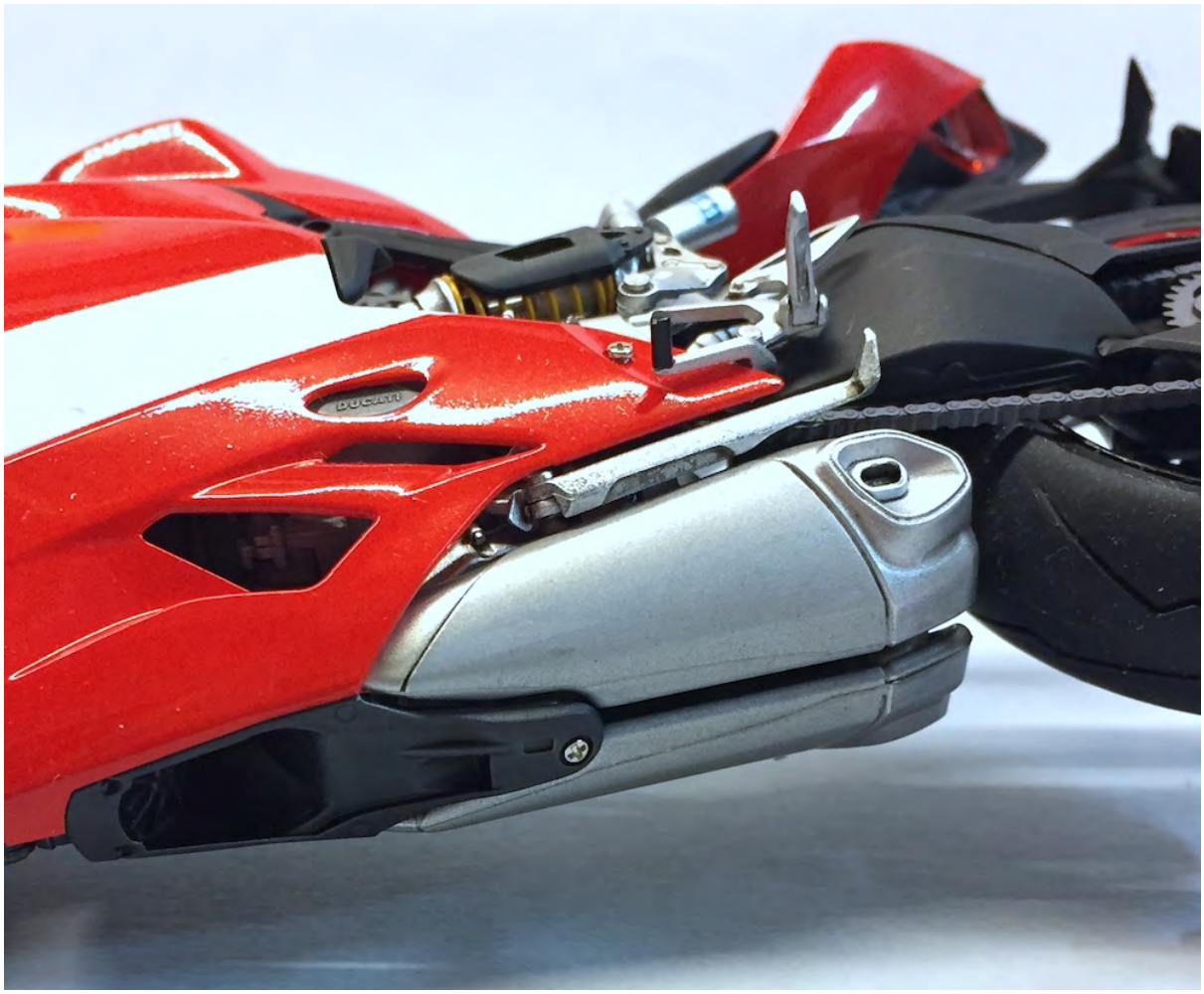
PANIGALE
DUCATI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