

MB Modelcars

For the latest in our occasional chats with model manufacturers we would like to introduce you to one of the newer kit manufacturers, Martin & Broni Brezna of MB Modelcars in the Czech Republic.

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

Martin - Ever since I was a boy I wanted to be a designer. I built my first paper model of F1 at the age of 7 years and from the age of 12, when I got my first motorised track for Christmas, I have been working models which were really running. At the time of communism, in the seventies, the F1 models were unavailable in the Czech Republic. As zealous boys we had to make them ourselves as shown in pictures. Later I wanted to study art design but it didn't happen. I never gave up my dream to produce models in future.

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

Broni - Martin is an automobile fanatic. He's an excellent driver and would like to race one day (Ideally TGP). I always say that petrol circulates in his veins instead of the blood. His dream was always producing models of cars. He is probably born for that purpose. The first time we tried to produce model cars was in the first half of the nineties when we were very near to a huge order of 150 000 Felicia 1:43 models for the Czech automobile company ŠKODA. We were the first who made this model. When the ŠKODA management had seen the model they were fascinated. We won the competition but we were refused to get a loan from the bank. Without it we couldn't start. We were dreadfully sorry about it at that time. Since that time we changed various jobs. Three years ago we decided again to start producing models, this time with white metal F1 kits.

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

Martin - I'm 43 and in the seventies during my childhood there were a lot of different, interesting Formula 1 cars in many modifications. That's why I decided to start with the seventies, with a nostalgic memory of that time. So the first model I made was the Fittipaldi FD04 Ford 1976 in all modifications. Otherwise I like the model Ferrari 312T especially because of its features / appearances.

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

Martin - Yes, of course. I have a collection of my own F1 models, but also collect Tameo, Minichamps, BBR, Brumm, La Storia - entirely F1 cars.

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

Broni - There was a giant enthusiasm at the beginning. Everything appeared to be very easy after getting processing machines ordered. But soon we realized this way will be long and thorny. Martin was obliged to manage everything completely on his own - CAD modelling, master models and mold production, casting, decals and etchings blue-print processing etc. He's actually a manufacturer and technical designer in one person. It took a lot of months. But we were both happy with every progress.



Broni & Martin on their dream trip to the 2009 Monaco GP

Martin : I was pleased with the first Fittipaldi model, I had been innovating it all the time. I was never satisfied with the result. I always found something is in need improvement. In autumn 2007 we were offered the chance to turn over the model to Emerson, who visited A1GP race in Brno at our place in the Czech Republic. I assembled the model in the course of two days (record quickly) and took it with me and Broni 160 kilometres to the Brno circuit and the arranged meeting. It was a great moment for us, however Emerson was called off to Spain last minute. We were disappointed with it, but it isn't over. Since that time I have improved this kit lots more. As I say, I am never totally satisfied with the result, this a kind of constructive deformation.

FSW - When creating a new model, do you have any preferred materials or techniques to work with?

Martin - There is a combination of several methods... CAD prototyping and handwork. It always depends on the type of model.

FSW - How much of the time is spent in research for a new model compared to the actual modelling time?

Martin - I find inspiration and patterns for my production in my extensive database which includes about 300 000 F1 photos and a related documentation. It's a big advantage for me as I can draw from own sources. Basically I have been creating it already since my childhood when I punched pictures from motorcar magazines. In the course of time I added other material to my database from various resources.

Of course I haven't got all information yet so far, and I have been completing it continually. Modelling itself is another step, I would say that total model development takes about one month, a lot of things have already sped up.

Broni - I must say that Martin is a walking encyclopedia. Whenever you ask him about whatever, whether it's a pilot, team or car, he always knows the answer. I was sending him into various television competitions concerning to F1 area several times, but he's very shy and modest in principle.

Yeah, and also impulsive with regard to any F1 facts inaccuracies which can occur on TV, magazines, etc.

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

Martin - Every day is differently filled with work from the beginning and it's necessary to devote a lot of energy to it. I'm absolutely not bored! Either I attend to model preparation, CAD time, draw up data for decals and etchings printing or I'm casting at the workshop.

I find time also for my family, of course... then we ride a bike, go walking with our dog, go to the nearby Beskydy mountains where we like it and would like to move there one day. There is also a bit of work around the house and the garden.

Broni - Actually we spend together all days and our work projects into personal space as well. Many times we run up to the nearby pub for a beer and catch ourselves talking about work again. But we don't mind as it makes us happy feeling good, having a sense of fulfilment. That is both of us are the same - we hate any bosses above us so it was one of the reasons why we left our jobs and started to run a business.

Every day we start working at 8 a.m., our working time is flexible. Martin often works all days with small breaks and continues also in the evening. Very often he works far into the night, at the weekends, when it's necessary. However both of us we try to put work through the family, to attend to children, to find time for hobbies, sport, relaxation.

I am in charge of all communication with customers, especially through the internet, so that I'm often "stuck" with the PC screen, provide paper handling, promotion and looking for new contacts on clients where my knowledge of English comes in useful. I try to improve my English all times. As I'm interested in languages, I started with Spanish two years ago and would like to start with French although it seems to be quite difficult.

Otherwise me and Martin go to some races occasionally and in May we visited a special event at GP Monaco. It was our first GP and our dream fulfilment as well... amazing experience, very inspiring for our next business activities. We are most grateful for that Monaco invitation.

FSW - What's next?

Martin - Besides models of this year's season to make a complete Fittipaldi collection and other models from F1 history subsequently.