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Natal Diecast Model

Collectors

November 2011



A resin model of Father Christmas and his sleigh – to remind Diorama entrants that resin models are now allowed.

Natal Diecast Model Collectors

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Details of next meeting:

Date: Monday 28th November 2011
Venue: VCC Clubhouse, Kloof
Time: 17:30 for 18:00 'till we end
Cost: R20-00 for non-members
Subs due: R90-00 for the year.
R60-00 for Country Members
Theme: Rod Guérin Annual Diorama Competition
"Evolution of a Particular Car through the Ages"

Dates to look out for:

Monday 28th November Natal Diecast Model Collectors Meeting
VCC – Kloof

Monday 28th November Rod Guérin Annual Diorama Competition

Making Models of the Lotus Mk 1 By Mike Serrurier

The body of the 1:1 car was made in plywood, and clad in aluminium. I made the Lotus model from scratch in 1/18 scale - the wheels were photo etched, as was the steering wheel, tyres and the seat is a rubber compound, the chassis is brass which is silver soldered together, and the mudguards / fenders are made of copper sheet which is annealed to soften the metal, then hand beaten over a jig to give the exact shape every time.

Many years ago I started with making the Lotus MK1, MK2, MK3, MK4, in 1/43 scale and being the only manufacturer of those models in resin, I sold many of them on the overseas market. Then my collector friend who is also a Lotus fanatic, suggested I make one in 1/18 scale and send it over to him to take to the Lotus festival at Donington. This festival was held earlier this year in September 2011, and he said would show it around for me. I appreciated his offer as I realised this would be an excellent opportunity to promote my Lotus models. He also gives me a good write up in his Lotus club's newsletter every month, as does another Lotus friend in Holland on his website. He is the Secretary for Club Lotus Holland, so this is another opportunity for me to make, promote and sell these Lotus models.

All in all, I find this model making most rewarding, and it gives me great satisfaction to watch the car grow from the ground up, and +/- a week later it's complete and ready for shipping to a collector. (See pic on page 6)

Basically the model is an Austin 7 converted into a trials car which in effect became the Lotus MK1. It was around 1948 when Colin Chapman a university student was buying and selling cars, that he happened to have a few cars that were not moving, one in particular being the Austin 7. Petrol rationing was also around at that time, so he stripped the car and converted it to a trials car, and the body was taken off, and in its place plywood with clad aluminium was used.

I have built my model using very few pictures, and only after I had finished making the model did my Lotus friend in the UK get some pictures for me from Clive Chapman personally, so those are the ones I can work on in future, as they just show that extra little bit of detail.



John's model of the Bentley 1936 Tourer



Mike's model of the Lotus Mk 1

Hi Folks !

The theme for our September meeting was “The same model in different scales” and there was a wide and varied display of models by members.

Three Closed Auctions were also held at our September meeting, but from reports after the meeting, many of the bids submitted were apparently rather disappointing. Mike was later made a much larger offer for all his auction models in one lot for cash - which was much more than the bids submitted - but he says many thanks to the guys who did bid.

It was surprising and pleasing to receive two articles for the newsletter – see page 7 for Mike Serrurier’s article “Making Models of the Lotus MK1”. Mike made this Lotus model from scratch in 1/18th scale. And then on page 4 John Winter’s first attempt to assemble a Bentley 1936 Tourer kit model in white metal – and both Mike and John can feel justifiably proud of their efforts and achievements.

This is a reminder to members that our last meeting for the year is a bring-and- share-a-plate of eats evening, as well as the annual Rod Guérin Diorama competition. NDMC members and their partners are welcome to attend the evening.

The theme for the Diorama competition is “Evolution of a Particular Car through the Ages”. This has been a close competition in recent years, with some intense rivalry, and so good luck to all the participants.

At the November meeting, Ian Sutherland will have a few diecast models from a deceased estate for sale.

It remains then to wish members and their families a Blessed and Merry Christmas, all the best over the festive season, and a Happy and Prosperous New Year. Hope you find a few “wanted” models under the Christmas tree.

See you at the next meeting,

Keep collecting

Philip

Building a Kit Model in White Metal - my first attempt

by John Winter

Although I did have a few Dinkys when I was a kid, it was only recently that I became involved in model collection - as well as restoring and reading up on the background and history of die - metal castings.

I quickly discovered that it is a very rewarding - and an expensive hobby. It was only a few months ago that I had the pleasure of studying a white metal model with admiration. I asked the proud owner if the weight was proportionate to its price ---- He said no --- it cost a lot because of the time involved in actually making it. --- nuff said.

So, I decided to make one myself. Problem --- Where could I find a kit? --- Eventually I managed to find one (which fortunately Ron Gersbank had saved in his attic for many years) ---- Ron's favourite is the Bentley automobile and that's what I got ----- a Bentley 1936 Tourer in its original kit box. The actual car is still in operation today and has an incredible history winning many awards. (See pic on page 6)

I opened the box with some trepidation and as the plan said ---- study all the parts to ensure that they are all there and that they fit each other. After studying this in great detail I felt more confident. I mean there are only 40 odd pieces to stick together and paint --- so a piece of cake!

Well, considering that the model is over 40 years old, one could expect a few hiccups in the build and I am sure that kits today are easier to make with parts that fit. As a matter of interest the kit was made by Auto Replicas UK. Matching colours was a real problem especially for the body -- Bentley metallic red spray with off white leather seats. I eventually found the colour and after much courage managed to do a good job on paint decor ---- remembering the rule that you cannot combine duco spray with enamel!

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Now for the assembly. I took each step as it presented, often feeling that I was going totally wrong/insane --- Gradually (after teaching the neighbourhood some new adjectives) a car started to emerge ---- gradually, in all fairness, an ugly duckling, but improving each day --- much like my temper.

Fortunately, I managed to decipher the text with some help. Another major decision --- what glue to use? ----epoxy/resin or be brave and go for super glue. I compromised and used both in terms of what the application was. Luckily, this made little mess and worked in terms of adhesion --- a model can be wrecked in mere minutes.

Building sequence was another major issue and one needs to really understand what part to glue to what at the right stage of the construction --- - it is really a major frustration having to disassemble --- and messy.

I could not wait to put the wheels and axle assembly together and had to restrain myself from becoming too carried away. Another hurdle was terminology used in the plan --- eg scuttle – road wheels – glazing.

After all these days I began to see some light at the end of the tunnel finally fitting the windscreen and suddenly I had a new model to add to my collection --- the difference this time being that WOW --- I made it!

Looking back at this project I must say that it has been a great experience with patience and planning being a virtue.

The future? ---- carry on collecting and building white metal models when I can get my hands on kits, which is not easy these days.

I did manage to contact the owner of a manufacturing plant in the UK who is a one man operation - everything from answering the 'phone to making dies! - I spoke to him and amazingly he worked on the design of the Bentley mentioned above in the same town. Good news is that he can still supply kits at a reasonable price – so maybe I will give it another try again someday.