



Natal Diecast Model Collectors

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Newsletter November 2013

Hi Folks,

The theme for our September 2013 meeting was "100 Years of Aston Martin" - and although there was not a large turn-out of members - those members who attended brought a large and variety of models to display.

Neville Geddes brought and displayed a huge selection of Aston Martin models – in fact if there was a prize for the best display of the evening, Neville would probably have won it hands down !!'

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

The theme for the Diorama competition is "A Working Scene" - and for this final meeting for 2013 - let's try and have as many diorama entries as possible, and also a good turn-out of members.

The rules for this competition are on the NDMC website www.ndmc.co.za - and are also included at the end of this newsletter. Apparently the judges are going to pay more attention to the rules for the overall diorama size, and that all the entries meet this criteria, so please bear this in mind - and that these factors will also play a large role in affecting the final scoring.

Competition between diorama entrants has been very close in the past, with some intense rivalry, and so we wish all entrants good luck.

On a sadder note, one of our NDMC longstanding members Fanie Du Toit passed away in early October. He will be greatly missed by all of us, and we will have a moment's silence in memory of him at our meeting.

The second part of the two-part article by AUTOart concludes in this newsletter. This article gives some of the merits, plus advantages and disadvantages of using different types of moulds to cast either resin or die-cast models.

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



YSC03 - 1932 Ford AA Open Cab Fire Engine in red / white - with Santa on board by Matchbox Collectibles



A high-detailed scale 1/43 resin model with workable doors and bonnets. The model is retailed for over US\$200.

When it comes to painting the model, there is also a big difference between resin and zinc. Paint requires baking time in an oven to cure properly, a step needed to ensure the paint achieves an accurate glossiness. Such oven curing can be done on metal, but not on resin, which will deform in the heat of an oven. Thus, the paint used on a resin model cannot be oven baked; it requires extra clear coating to achieve the desired glossiness. So while the colour painted on metal will yield a similar effect to a real car, the paint finish on a resin model can appear very glossy, but only with clear coating, which somehow lacks the look and solid feel of single-step painting.

On resin models, colourful racing liveries are mostly done with water decals due to the small quantity of models being manufactured. Pad printing or “tampon” printing yields a better result than using water decals, because the colours are printed directly onto the body rather than printed onto the decal membrane. But the pad printing process involves high setup costs, especially if the livery consists of many colours, and that’s only economically feasible if thousands of pieces will be manufactured. Therefore, practically all the racing versions of resin models use water decals. Water decals age and can become brittle and vulnerable to scratches after some years. They also require great skill to apply precisely, and on the assembly line, maintaining a consistency of workmanship among the models becomes problematic.



The common problem of water decal: the transparent membrane between the words can turn yellowish after many years of storage.

The windscreens and side windows of resin models are made of clear acrylic sheet that is cut into shape and press-formed into the required contour. Clear acrylic sheet can be so thin that it appears almost like real glass in miniature form, so that the interior is clearly visible without any distortion. However, when the contour of the glass is curvy, it is a great challenge to form the correct shape from a flat sheet, and we can see many resin models in the market that are not well-made in the area of the windscreen and side windows.

On the other hand, injection-moulded plastic, which is used for windows in die-cast zinc models, can be made in practically any contour using a mould that replicates the exact contour of the real thing. Because injection plastic mould is expensive to make, it is seldom used in resin model due to the small quantity being produced.

Also, chrome plating, as on a bumper or headlight reflector, is something that cannot be done realistically on resin models. Putting the shiny-metal effect on resin material can only be achieved by vacuum metallization (or, vacuum plating). However, when done, the surface is not as brilliant as compared to a real car, for which “wet chrome plating” is used and in which the part is required to be dipped in acid compounds for pre-treatment. For a model, only injection-moulded plastic and die-cast zinc metal can be plated using the same wet chrome plating technique as the real car to replicate the same finish.

Thus, on resin models, metal trim tends to be rendered with thin, etched stainless steel plate, and that is expensive and labour intensive to apply. Such finely etched parts can appear very accurate and nice on a model car, but when it comes to components like the window frame around the windscreen and the side windows, such as that found on older cars, etched metal parts are flat and lack the soft edges of the real trim on the actual car. Moreover, the etched steel pieces are attached to the resin model purely by gluing. When the glue ages, the trim can start to separate and fall off. Only injection-moulded plastic can be replicated realistically to the accurate shape that duplicates the real thing, and by “wet chrome plating” these pieces, the same metal texture can be achieved. And the trims are securely bonded to the body with heat-deformable mounting pins rather than just the glue.

Another major issue with resin is breakage during transportation. When the boxes are mishandled, resin models, in particular those with intricate parts that are long and thin, can break more easily. This inevitably increases the product’s cost because a higher percentage of breakage must be factored in. Customers are also not happy when the models they have bought arrive broken.

For all these reasons, resin models are normally sold at double- to triple-the-price of die-cast models built to the same scale. And that’s despite the fact that the resin piece typically has no opening of doors and bonnets. As we’ve noted, the higher price starts with the development costs that must be amortized over the smaller number of models that can be produced on silicon-rubber tooling. Furthermore, the model is entirely handmade, which is costly to manufacture. Resin mainly caters to a small number of collectors around the world who want the earliest batch of the new cars being released and who don’t want to wait for die-cast models that can only be launched at a much later time.

Otherwise, resin model cars are mostly of unique or rare subjects that will be sold only in quantities of dozens or hundreds of pieces for the small group of collectors around the world. Or, the model is in a scale so large that would not be feasible to make it in die-cast metal.

Other than special project, AUTOart will not go into the production of resin models or make it part of our mainstream product program. We believe die-cast metal, along with injection-moulded plastic, is the most ideal material to make an accurate and collectible model car to our standards of excellence.

Die-cast metal is harder and more challenging and costly to work with, but the model can be made with much finer detail overall and at a more affordable price. It is structurally more rigid, and it will bring pleasure to its owner for much longer.

Visit the AUTOart website www.autoartmodels.com/en/

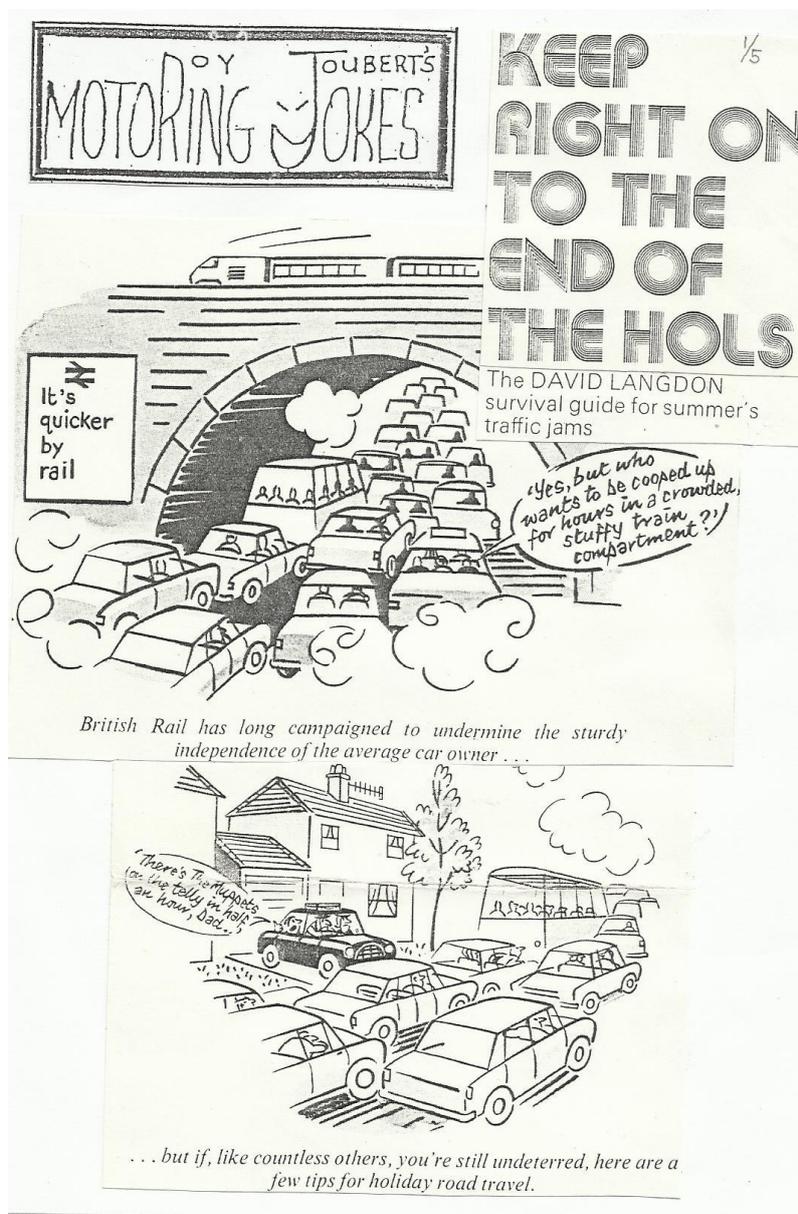
Upcoming events

Date	Event/Function	Venue	Comments
25 November 2013	NDMC Meeting	VCC – Kloof	Time: 17:30 for 18:00 'till we end. Cost: R20.00 for non-members Subs due: R100.00 / year. R60.00 Country Members
25 November 2013	Rod Guérin Annual Diorama Competition	VCC - Kloof	Theme: "A Working Scene"
27 January 2014	NDMC Meeting	VCC – Kloof	

Committee 2013/2014

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On the lighter side



Rod Guérin Annual Diorama Competition - 2013

- 1) There must be a set 'theme' so that all entries are on a common ground.
- 2) Entrants must comply with certain requirements, i.e.:
 - 2.1 Maximum area of base (width of standard metal trestle table by $\frac{2}{3}$ length of table)
i.e. 750mm x 1130mm
 - 2.2 There must be a suitable title on the base for the theme or subject selected.
 - 2.3 There must be a brief description of the diorama fixed to the base and easily read:
e.g. i) why the models were chosen
ii) what is the entrant trying to convey.
 - 2.4 A limit on the number of models permitted: i.e. 20 max permitted. Models used may be of any scale.
 - 2.5 Models used can be metal die-cast or resin.
 - 2.6 Any other props / materials etc may be used on the diorama to illustrate the theme or title.
- 3) Three judges to be selected "in rotation".
- 4) We will ask a representative from AutoDealer to take photographs.