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## NEXT MEETING

TBC

Freemans Bay Community Hall,  
Function room  
52 Hepburn Street, Ponsonby

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## From the Editor

After a hiatus last month the presses are rolling again. We have no concrete date yet for the resumption of regular meetings but things are looking positive for June at this stage. We will keep you posted and try to ensure as much prior notice as possible about future meetings. On a brighter note, at least the council refunded our booking fees for the meetings we were unable to hold. If we are able to hold a meeting in June then we take the opportunity to hold our belated 2020 annual general meeting.

Hopefully many of you have found extra time for hobbies during the lockdowns and we can look forward to a bumper crop of finished and half finished models on the table at the next regular meeting.

Don't forget that this years' theme build is 'For Valour' where any model that has a historical link to and incident where medals were awarded or even a serious mention in dispatches for something truly outstanding.

As always I'm keen for new content and new contributors. If you found yourself one of those who have had a bit more time on your hands perhaps there is an article or two lurking there.

That's all from mee for this month.

## A little lockdown humour



# BULLETIN BOARD

**NEW MEMBERS AND SUBS \*\*\*\*\* 2019/20 NOW DUE \*\*\*\*\***

Subs for 2019/20 now past due -see below for club account details or see the club secretary  
at the next club meeting.

Membership Type	Description	Cost
Full	Living in the Auckland Metropolitan Area	NZ\$45
Out Of Town	Living 75km or more from central Auckland	NZ\$30
Junior	Same rights as full membership for those under 16	NZ\$25

IPMS BANK ACCOUNT NUMBER

03 0162 0012960 00

*Please add your name and details  
so we know who has paid!*

## EVENTS

### CLUB NIGHT EVENTS

IPMS Auckland Meet on the 3rd  
Tuesday of every Month at the  
Freemans Bay Community Hall,  
52 Hepburn Street, Freemans  
Bay, Ponsonby

**Note our new meeting  
time is 8pm**

TBC

### MODELLING EVENTS

# BULLETIN BOARD

## CLUB SUPPORT

The following retailers have kindly agreed to offer IPMS Auckland club members a discount on their purchases upon presentation of their current IPMS Auckland Membership card.

The discount only applies on selected product lines and remains at the discretion of the retailer.



### ModelAir

349 Dominion Road  
Mount Eden  
Auckland  
p: 09 520 1236



### Stoker Models

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10% on kits and modelling supplies



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15% Off the normal retail price on:

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- All Hornby
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(Note: not in conjunction with any other promotion)



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27 Davis Crescent  
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10% off most items on presentation of IPMS Auckland Membership Card.

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# ICM 1/32 Gloster Gladiator MK I

By Brett Peacock



## In-Box Kit Review.

135 Parts on 4 grey and 1 clear sprues, 4 Marking options, \$NZ 120.00 from Modelair.

Historical Note: ( from WikiPedia)

The **Gloster Gladiator** (or **Gloster SS.37**) was a [British](#)-built [biplane fighter](#). It was used by the [Royal Air Force](#) (RAF) and the [Fleet Air Arm](#) (FAA) (as the **Sea Gladiator** variant) and was exported to a number of other air forces during the late 1930s. It was the RAF's last biplane fighter aircraft and was rendered obsolete by newer [monoplane](#) designs even as it was being introduced. Though often pitted against more formidable foes during the early days of the [Second World War](#), it acquitted itself reasonably well in combat.

The Gladiator saw action in almost all theatres during the Second World War, with a large number of air forces, some of them on the Axis side. The RAF used it in [France](#), [Norway](#), [Greece](#), the [defence of Malta](#), the Middle East, and the brief [Anglo-Iraqi War](#) (during which the [Royal Iraqi Air Force](#) was similarly equipped). Other countries deploying the Gladiator included China against Japan, beginning in 1938; Finland (along with [Swedish volunteers](#)) against the Soviet Union in the [Winter War](#) and the [Continuation War](#); Sweden as a neutral non-combatant (although Swedish volunteers fought for Finland against USSR as stated above); and Norway, Belgium, and Greece resisting Axis invasion of their respective lands.

The South African pilot [Marmaduke Thomas St John "Pat" Pattle](#) was the top Gladiator ace with 15 victories with the type.<sup>[21]</sup> (End Quote)

Nowadays it is often forgotten that the British Royal Airforce Fighter Command was not solely armed with the Hawker Hurricane and the Supermarine Spitfire. They also could call on squadrons of the Bouton Paul Defiant Mk I and the Gloster Gladiator Mk I & Mk II. Production of the Gladiator, in all variants ,amounted to 796 machines between 1936 and 1939. although the shortcomings of the Defiant were soon exposed, the Gladiator was to soldier on in other theatres of war and in

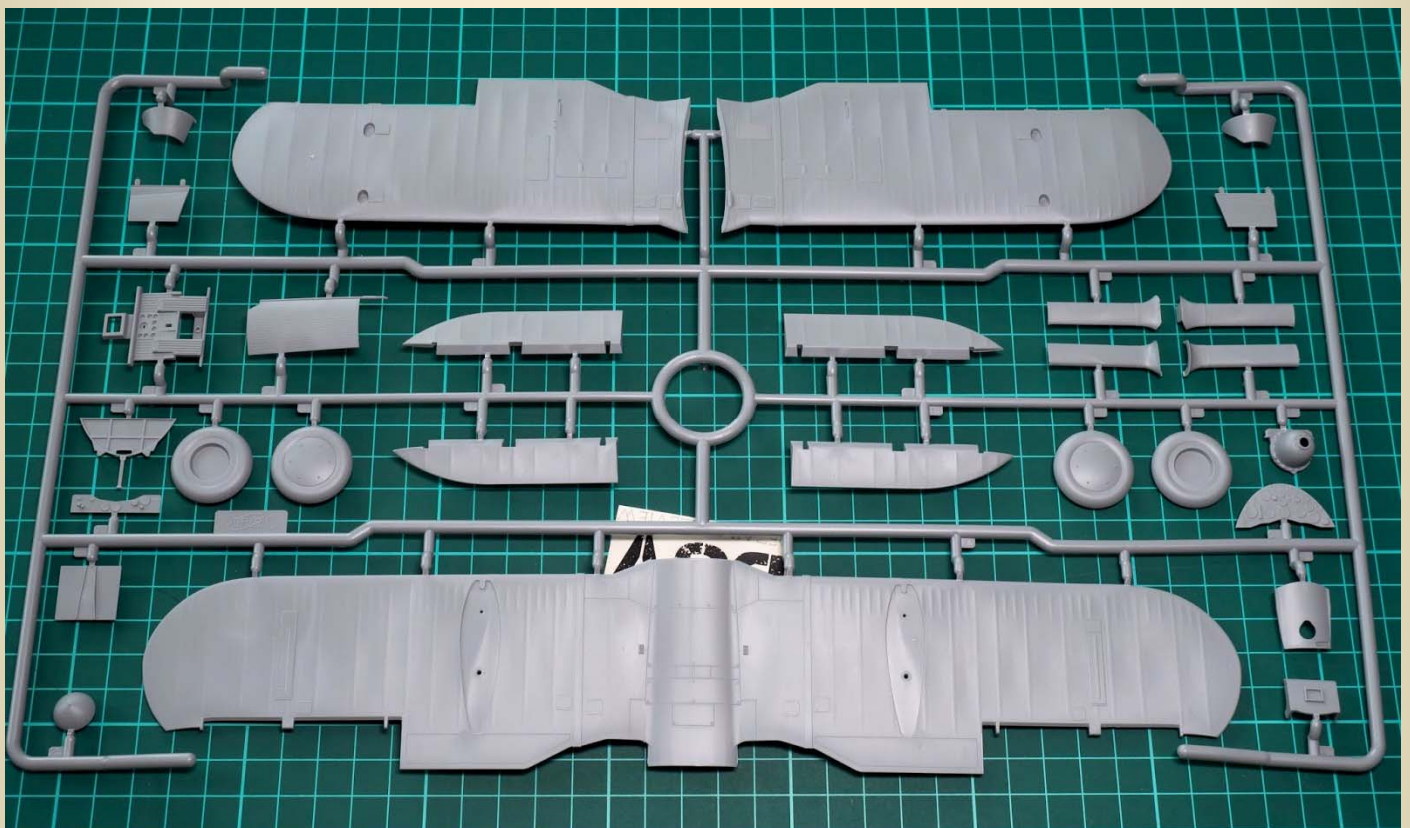
the UK until late in 1942, and even later in some foreign services like the Finns and the Portuguese AF. So, while the Gladiator was not made in large numbers, it is an important type that belongs in your collection of WW2 RAF Fighters.

In my 2019 review of the ICM I- 153, I wrote that the company had already announced a Gladiator, and it has now arrived on our CoronaVirus hit shores. And it is a Beauty. This boxing is the Mk I, usually identified by the Watts 2 bladed propeller. (The MK II (Onshore now also) and Sea Gladiator (Still to arrive) used a Fairy 3 blade propeller and a slightly more powerful engine. (I have the MK II awaiting at Modelair when they re-open... I hope.)



The kit comes in the Standard ICM boxing style with a Flimsy top over a sturdy fully enclosed inner, and is the same size and dimensions as their other 1/32 kit boxes like the I-16 and I-153. Inside you will find 4 grey sprues of parts, one clear sprue, a decent assembly manual and a largish sheet of the Newer ICM decals (Begemot??) clearly and perfectly printed and of good colour fidelity. All are contained in a large re-sealable plastic baggy with the clear parts separately bagged inside.

The parts themselves are very well molded with a fine sheen on the Metal surfaces and an equally subtle (and NOT crosshatched!) fabric texture on the Fabric covered portions of the Plane. Of especial note is the very nicely depicted “shrinkage” effect over and between the ribs and stringers on the fuselage and wings. There is something about this that simply “Looks right”, as it did on their earlier Russian kits and the Bucker 131. One builder online did note that the frame for the fuselage access hatches seemed a little “robust” but that a careful sanding should be the cure. Looking at the parts, I can see his point, but I would probably try priming it beforehand to check. (Circled below - There is another forwards of the tailplane, and on the other side of the Fuselage.)



The engine, a Bristol Mercury Radial, is comprised of 29 parts, not including the cowling which is another 6 parts and the Propeller, another 4 parts. This is treated as a completely separate sub-assembly, which is mated to the completed airframe in the last stage of assembly. A decent rigging diagram is also provided, but makes no mention of using the aerodynamic RAF wires .

The clear parts are well up to the standard ICM has set in other kits and are as good as any from Japan or Korea or China. There are 10 clear parts, including 2 windscreens (one for the Mk II), 3 gunsights, a mirror, a landing light cover, and the Canopy, and rear fairing.

Markings are for 4 options, 1 prewar Silver and 3 options in Dark Green and dark Earth uppers.

This is Option 4 – 80 Sqdn, Flown by Flt Lt Marmaduke Thomas St John (Pat) Pattle in Egypt 1940-41.

ICM Model kit No32040 1:32

4. Gloster Gladiator Mk.I, пилот - М. Т. Сент-Джон Пэтл, 80-я эскадрилья, Египет, начало 1940 г.  
Gloster Gladiator Mk.I, flown by Flt Lt M.T.St.J. Pattle, No 80 Squadron, Amriya, Egypt, early 1940

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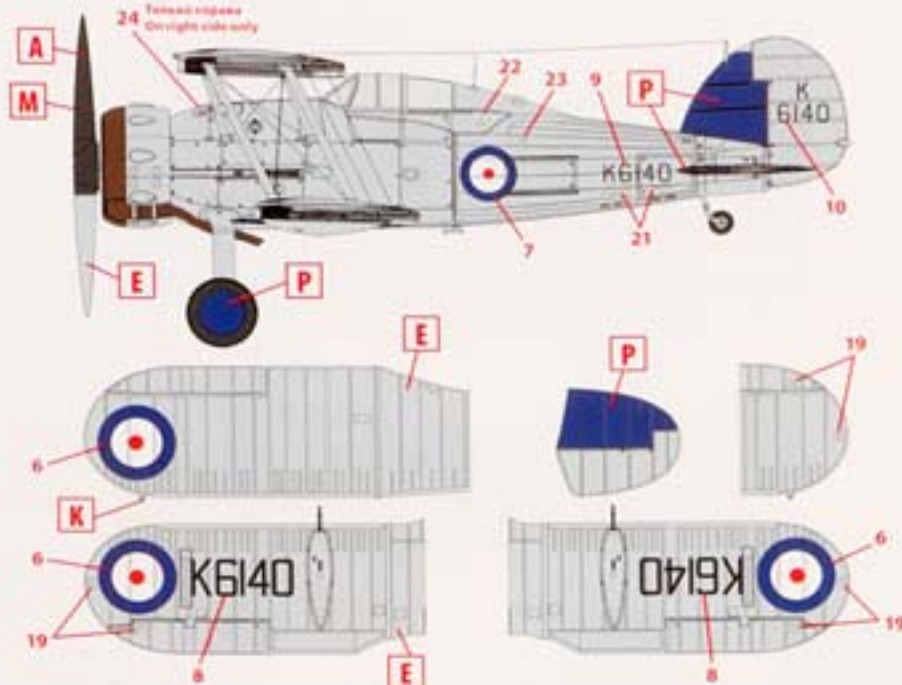
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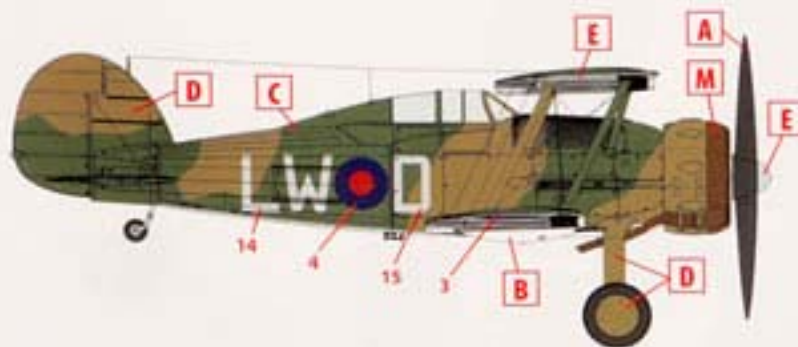
Option 1 (top) is No 72(Fighter) Sqdn, 1938. Option 2 is No 607 Sqdn, UK August 1939 (“Munich markings”) & Option 3 No 112 Sqdn, Egypt, 1940 (Options 2 & 3 have the same underside markings as Option 4, AFAIK. Ie: Lower wing and fuselage in Black & White halves with silver dope elsewhere.

1:32

Model kit No32040



1. Gloster Gladiator Mk.I, 72-я эскадрилья, Британия, 1938 г.  
Gloster Gladiator Mk.I, No 72 (F) Squadron, Britain, 1938



2. Gloster Gladiator Mk.I, 607-я эскадрилья, Британия, август 1939 г.  
Gloster Gladiator Mk.I, No 607 Squadron, Britain, August 1939



3. Gloster Gladiator Mk.I, 112-я эскадрилья, Египет, 1940 г.  
Gloster Gladiator Mk.I, No 112 Squadron, Egypt, 1940



For those who may want more marking options, Kora Decals and Aims are producing sheets of pre-war and wartime markings for all of the kits. (Including Swedish, Finnish and Latvian.) You will be absolutely spoiled for choice very soon.

So, in conclusion I can only re-iterate that I think ICM are a model company on the rise, and their newest kits have shown this in no uncertain terms. I considered buying the Silver Wings 1/32 Gladiator a few years back, but that was resin and white metal, and even then it was very expensive. (Not even figuring in the postage, which from Eastern Europe to NZ would basically DOUBLE the kit's cost.) So I never did consider that option. ICM have recently announced a Boeing Stearman release, directly to compete with the Roden kit forthcoming! I know which one I will con-



# A "Shelf of Doom" diorama project ...

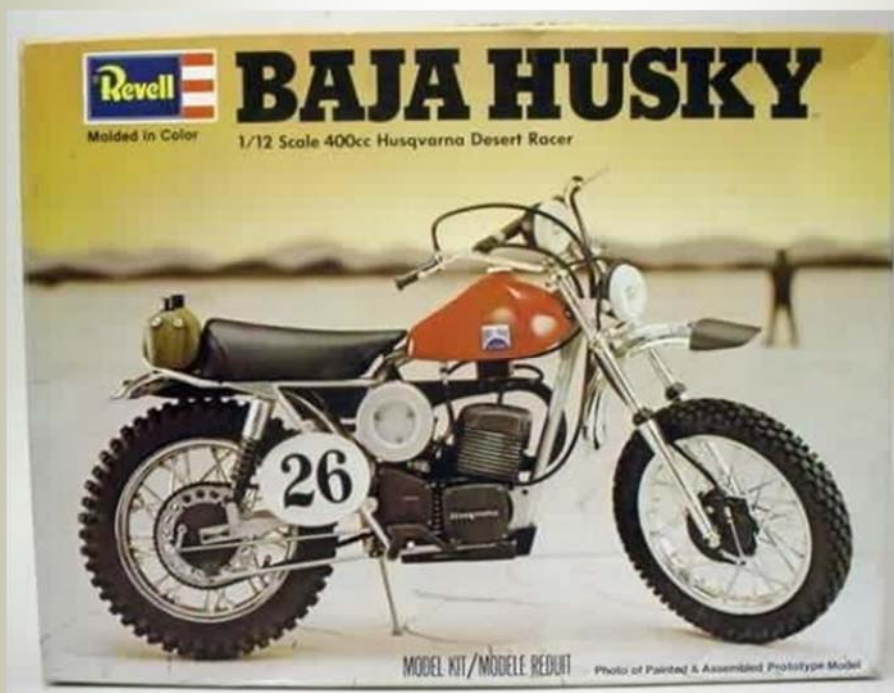
...that sadly never saw completion

By Fred Horky IPMS/USA 6390

The IPMS/Auckland newsletter is always of interest, and for January an item it contained has driven me to keyboard for comment. It more hours of internet sleuthing about old model kits, I subject that I always find fascinating.

It started with the motorcycle build article by my frequent Kiwi modeling correspondent, Peter Mossong. (In the article he coyly used the nom de plume "Pete M".) His subject is the Revell 1/9<sup>th</sup> scale "Norton Manx 500" motorcycle kit. I must insert here that I'm not a "moto" guy, and can't recall even having seen or even heard of a "Norton Manx" before. (OK, so I'm not a bike guy: I prefer what little hair I have left flowing in the breeze while cruising, top down, between FOUR wheels ....as in a Corvette ....and NOT straddling TWO wheels.)

But Pete's article did remind me of a long-ago project ...HOW long so hazy, that it took a while to figure it out. All I remembered of my Shelf of Doom project was that it had been an almost completed dirt bike from a Revell kit. An internet Google search using "Revell+motorcycles" soon found an assortment of kit illustrations, including this one which was the one I remembered!



Quickly stirred further memories soon identified my bike as one Revell had marketed as the 1/12th scale "Baja Husky", and dated the project to forty-two years ago, in 1978!

The Scalemates website ...a veritable library of kit information ....further established the model as a miniature of the 400cc Husqvarna (hence, "Husky") bike optimized for the "Baja" races run annually in the lower (baja) Mexican peninsula of "Baja California". (<https://www.scalemates.com/kits/revell-h-1511-baja-husky--176538>)

Scalemates also revealed that Revell's H-1511 kit had been first issued in 1972, with a 1976 re-issue. My last USAF overseas tour had brought me home in 1977, so my kit was almost certainly one of the '76 issue. I remember having found it, probably discounted, at the local K-Mart. (Why else would this airplane guy have purchased a motorcycle kit? And yes, K-Mart used to have model kits ...sometimes, quite a selection.)

So, now the bona fides of my kit purchased more than four decades ago have been established, but why did it end on “the shelf of doom” ...and eventually, in the round file on the floor NEXT to the model bench?

Remembered was that construction had been simple and straight forward “out of the box”. In fact, the model was just about complete when I dropped it!

Damage was only one broken part, but that one was catastrophic: the front fork snapped off just above the fender.

What to do? The broken part was too thin to be drilled out to accept a thin wire to beef up the part.

You’ve probably thought of a dozen solutions that I didn’t. So, what do I do with a broken motorcycle model that looks like a real bike that has suffered a crash on the wild and desolate Mexican desert?



Inspiration! On another of my K-Mart trips, in the garden department I'd noted some miniature, REAL, LIFE cactus plants, in tiny pots like those above.

In fact, several of them looked remarkably like miniature, 1/12 scale models of the real, huge cactus plants seen in the Baja of California!



Also seen in the motoring press were pictures of more than a few motorcycles crashed in the desert, often with bikes IN the cactus.



The next picture shows the body of a dead rider being extricated from the giant cactus which post-collision FELL on him. (Talk about double-jeopardy!)



So why not use my broken Revell Husky to build a Baja race diorama, using REAL miniature cactus plants. What could be more a more realistic cactus than one or more real, LIVE cactus plants?

I'd already decided I'd set the potted cactus plants into a larger box, and fill the gaps with "desert", camouflaging the rims of the pots before adding the "crashed" Husky. Staying in their original pots, the plants could more easily be kept alive by watering, and not having to worry about transplanting. (How often do you have to worry about keeping your diorama ALIVE? And what does the National Competition Committee say about judging live models? Or will the IPMS Color Police say the COLORS of my cactus are not realistic?)

I even wanted to include an unfortunately expired rider, lying under a "blanket" with only his boot-ed feet sticking out. That way I only had to find a suitable doll or other figure that had boots, and not try to model an entire realistic human figure.

But I never did find that figure, even one with halfway realistic boots!

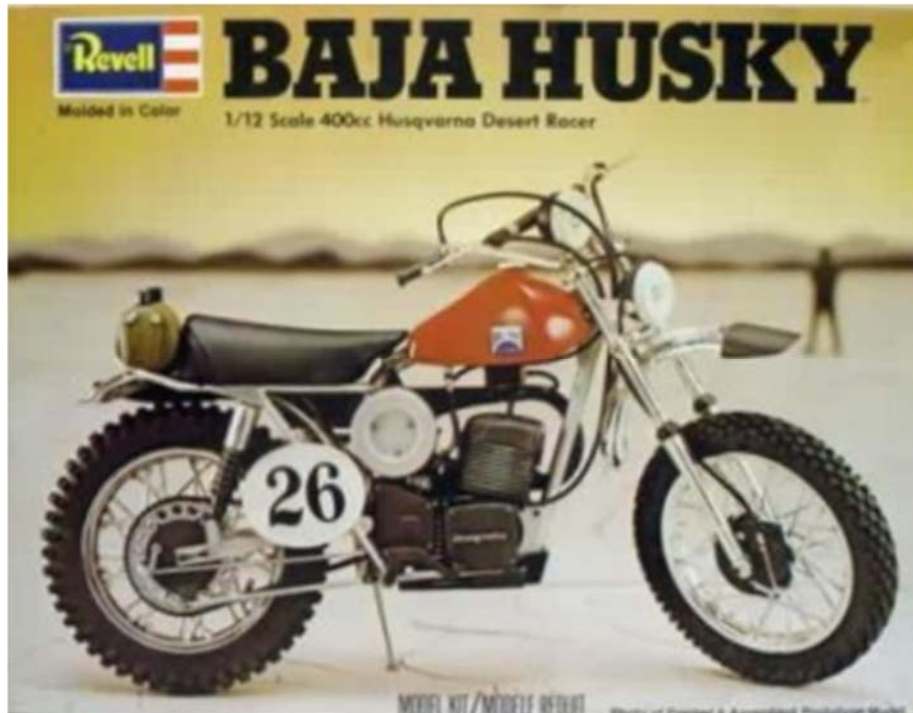
It wasn't long before I lost interest in the project, and the broken model went into a Shelf of Doom box and the already purchased cactus plants onto the window sill behind the sink in the kitchen. We all have these shelves of broken/incomplete models. But this one was eventually relegated to the aforementioned circular round temporary storage container alongside the desk, and then to the big trash bin on the curb.

Thus endeth my sad confession of just one Shelf of Doom project that was never completed.

## How a *Modeler's Addled Brain* can wander....

By By Fred Horky IPMS/USA 6390

It all started with Peter Mossong's build article on a "Norton Manx"...motorcycle in the IPMS Auckland newsletter. That had stirred memories of a long-ago motorcycle kit I had built, the Revell "Baja Husky" kit of a Husqvarna competition motorcycle.



Soon enough my surf about Husqvarna turned up more info about the subject of my long-ago build, far beyond its obviously "Svee-dish" name! Soon enough, those internet chases stirred more memories far beyond Husqvarna and its motorcycles ....to the Vietnam War!

First learned was that the Husqvarna company dates back 331 years (!) to when it was established in 1689 as a firearms factory for the Swedish crown, which soon was producing twelve THOUSAND musket barrels per year! (We often forget that in centuries past, the "neutral" Swedes were often in the thick of European wars!)

The company continues to manufacture a wide assortment of military and civilian weapons. So wide, in fact, that I was a bit disappointed to learn that Husqvarna had NOT manufactured a Swedish weapon I'd frequently seen on my first tour in Vietnam: ["the Swedish K"](https://en.wikipedia.org/wiki/Carl_Gustaf_m/45). [https://en.wikipedia.org/wiki/Carl\\_Gustaf\\_m/45](https://en.wikipedia.org/wiki/Carl_Gustaf_m/45).



One of those folding stock, 9mm submachine guns is seen at right, casually slung over the shoulder of my C-123 copilot on that tour. The year was 1963, very early in the war.



The “K” (above) was a very simple blowback, automatic-only submachine gun which was at the time the Swedish-army standard. The simple weapon, officially known as the Kulsprutepistol m/45, was mostly made up of stampings at Karl Gustafs Stads Gevärsfaktori, a Swedish government state arsenal.

At left in the same picture another pilot sports an M3 submachine gun, a standard U.S. WWII era .45 caliber weapon universally known as “the grease gun” because, well, that’s what it looks like. ([https://en.wikipedia.org/wiki/M3\\_submachine\\_gun](https://en.wikipedia.org/wiki/M3_submachine_gun))

Both men are packing personally-owned S&W .357 magnums in individually ordered western-style rigs hand-made by local Vietnamese leather craftsmen. Those holsters would have made Marshall Dillon proud!

Explanation for this variety of loosey-goosey, non-standard weaponry is probably in order.

Early in the Vietnam War (late 1961 to mid-1963) personal handguns (like the two Smith and Wesson .357 Magnum revolvers seen above) were allowed to be brought along from home, as long they were listed on the movement orders.

The automatic weapons mentioned were NOT issued through normal supply channels, but obtained very unofficially “in-country”. At the time the worst-case hazard scenario for our C-123 missions was not a potential bail out, but being caught on the ground at a remote Special Force camps up in the mountains. The main mission of our squadron on that temporary duty, six-month “Joint Classified Training Mission” (that’s what our orders said!) was supporting those isolated camps with beans, bullets, and the occasional shipment of “rations-on-the-hoof”. A crew could get stuck in the boondocks for any number of reasons: a blown tire, weather closing in, or simply being on the ground when Mrs. Cong’s son Charles decided to drop in a few mortar rounds. (As is well remembered from that war, out in the boondocks C-123’s and especially C-130’s on the ground were known as “Mortar Magnets”.)

Thus, besides a handgun-of-choice, everyone wanted to also carry a personal LONGER weapon, preferably one at least semi-automatic, with which he could “reach out and touch somebody” at a little farther away than pistol range. WWII-vintage M1 carbines were available for issue, but many aircrew wanted an automatic weapon that was (let’s face it) more “macho”.

In 1963, Air Force gun rooms in Vietnam had carefully stashed supplies of a weapon then called the AR-15. (The USAF had been the first U.S. service to purchase that gun, later to become the American military standard M16.) But in 1963, those AR-15’s were NOT issued to our aircrew, because management was afraid they might possibly fall into enemy hands. (Really!) So on that tour, your scribe saw those weapons safely locked up. I never handled, carried, or fired the new standard AR-15/M16 rifle until I got back from Vietnam.



*(In 1967/1968 on my third visit to the Land of the Burning Outhouse, I was attached to the Army’s 25<sup>th</sup> Infantry Division as a TALO, or tactical airlift advisor. For that tour, my personal weapon was a short-barrel, sliding stock CAR-15 submachine gun derivative of the M16, as seen above.)*



But in 1963 for those that wanted an automatic weapon of some sort, our Special Forces friends out in the boondocks at those remote camps in the mountains could easily solve the problem. They had seemingly endless and usually unofficial sources for weapons, from which they could and did dispense in a barter system. Out at a place like Kham Duc or A Shau, a bottle of whiskey ....costing the pilot less than five bucks when his travels took him to the Class 6 (booze) store at Tan Son Nhut Air Base near Saigon ....would be sufficient illegal tender to exchange for a submachine gun of choice.

Beside the “K” from Sweden, these included off-the-books Thompsons ...the long-standing favorite of American gangsters, known as the M1921 and M1928 SMG in the military. ([https://en.wikipedia.org/wiki/Thompson\\_submachine\\_gun](https://en.wikipedia.org/wiki/Thompson_submachine_gun)) Nearly two MILLION “tommy guns” had been made before production ended in 1945! There were also the aforementioned M3 “grease guns” and others. Even the occasional famed German “Schmeisser” 9 mm SMG of WWII was seen!



I never did determine how they’d arrived or who had brought the latter to ‘nam, but it MAY have been during the French part of the war when their Foreign Legion did serve in Vietnam and did include a few ex-German soldiers... sometimes former SS. (Interestingly, while Hugo Schmeisser’s name is always linked to the weapon, he had nothing to do with the design of the *Maschinenpistole 40* (or MP40); he had designed an earlier SMG during World War ONE.)



For myself, for convenience of carrying a weapon in the cockpit I’d tried to get one of the folding stock, selective fire (semi/full auto) M2 carbines seen above.

But I had to settle for the standard, plebian WWII-standard M1 carbine seen in my “hero” signature block picture below, plus my personal snub nose .38 caliber revolver that I’d purchased in Europe on an earlier tour. It’s barely visible in a belt holster in my “Yankee Sky Pirate” signature block picture, below.

When our squadron arrived at Danang in April of 1963, our presence had been announced on Radio Hanoi by the female propagandist later known as ‘Hanoi Hannah’. She introduced us as “the Yankee Sky Pirates”. This was very early in the war, and the only USAF squadron-level flying units in-country were our C-123’s and the Air Commandos, also on temporary duty from Hurlburt Field in Florida, flying T-28’s and B-26’s.

Back in the ‘States about the only people who knew we were there were our own families .....in 1963 even the heavy hitters of the Big-Bang-Centric Air Force (SAC) would have likely had trouble finding Vietnam on a globe. To the general public, it was “viet-who”?

So we took “Yankee Sky Pirates” label as a point of pride.



Some of the guys even had that and similar unauthorized phrases embroidered onto hand-made patches, sewn onto our strictly illegal, but practical, locally-made Aussie bush hats. I’ve noted similar patches on the internet showing that the practice has continued in later American wars in The Big Sandbox.

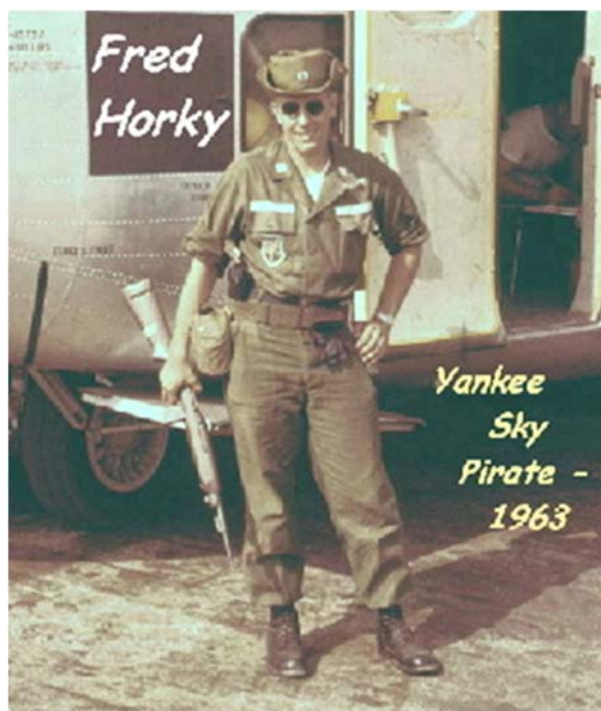
My signature block picture was taken at the Kham Duc Special Forces base in the Vietnam’s central highlands. Conditions in 1963 were obviously tranquil enough for my “hero picture” to be taken! Kham Duc is only about ten miles from the Laotian border and the Ho Chi Minh trail which then was already becoming an increasingly essential resupply network for the enemy. Five years later, things were violently different.

When Kham Duc was overrun by a full division of the NVA, C-123 pilot LtCol Joe Jackson won the only Medal of Honor ever awarded to a transport pilot by landing and taking off from that same damaged, abandoned runway which was by-then enemy controlled and littered with crashed aircraft and helicopters of failed rescue attempts. He did it in a literal hail of gunfire, thus pulling off perhaps the most audacious aerial rescue ever made.



is seen above, as recreated by famed aviation artist Keith Ferris. (USAF Art Collection) Joe Jackson's heroic rescue mission

For more on Jackson's heroics, one of many descriptive articles can be found at ....  
<https://www.airforcemag.com/article/1005khamduc/>



# MOLOTOW Liquid Chrome pens

By Lance Whitford

These days many kits provide the option of things like headlights with separate clear parts for the lens. I have been looking for a way to better replicate the reflective surfaces behind the lens and recently I found my answer in the MOLOTOW Liquid Chrome range pens and refill. I first saw these on the net and a bit of Googling and I discovered that local art supplies retailer Gordon Harris carry the range. I initially bought a 4mm pen and since lockdown restrictions have eased I went back and got a 1mm pen. The 4mm pen was too big to get inside the tiny Sherman tank headlights I was painting. I transferred a bit of ink (yes it is an ink) to a scrap of aluminium foil and then used a fine tipped brush to paint the inside of the lights. The results were excellent and the pens I have will probably last a lifetime of headlights.



The picture on the right shows the finished product (much larger than life).

I have watched a YouTube video where a Sci-Fi model was airbrushed with this stuff. If you want to airbrush then I would recommend getting one of the refill bottles that are part of the range as it is much easier to transfer it from one of those. The range is completed with a 2mm pen and a 5mm pen so you have a few options.



Prices start from around \$15 for the 1mm pen up to around \$30 for a 30ml refill. All in all these things are well worth the investment. Thoroughly recommended

# GALLERY

CLUB NIGHT MODELS

Check out our Website gallery for photos taken of models at our monthly meetings

<http://ipmsauckland.hobbyvista.com>



And as usual -check out the IPMS Auckland website as we're trying to keep the content a bit more dynamic. We won't be regurgitating content found on other websites but will provide links to sites we think are of interest to members.

