

Wellington British Railway Modellers



June 2026

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Wanganui Trip

Three Lines Make A TRIANGLE

DC Concepts Demise

NZAMRC – Still Around But What Is It?

Feel free to copy this PDF to anyone you think might enjoy it. Earlier issues of The Totem can be downloaded from the club's website:

<https://wbrm.org.nz/>

– Editor

Club Outing to Wanganui



*As usual, you can't see the locomotive behind all the blokes standing in front ...
[Photo: Marty Melville, Steam Incorporated]*



Waimarie photographs by Roger Simmons.



The Yarrow boiler of the Waimarie.

Editorial

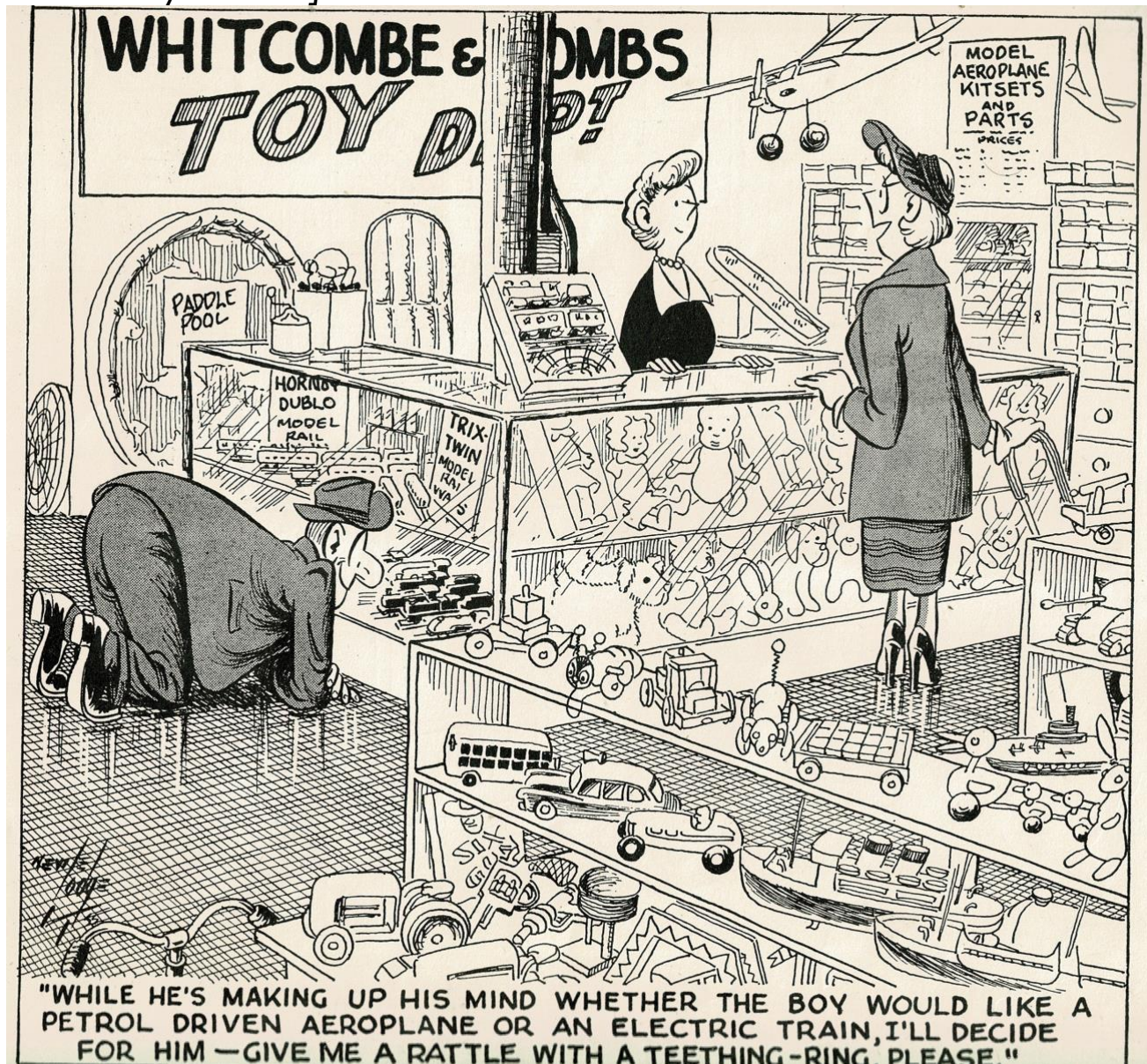
Julian Lermitt

This edition of *The Totem*, June 2026, is the one hundredth monthly newsletter I have edited for the club. The first was March 2018, and there have also been thirteen extra editions, principally during Covid, but also when I had surplus material and felt like inflicting it on the readership. So to celebrate the centenary, when I came across Neville Lodge's cartoon, I decided to take a wider view of the intersection of our hobby with that of model aircraft, specifically in the Triang business. Triang went spectacularly bust in 1971, which DCCConcepts has just done, and I will explore those business failures. Triang was also indirectly responsible for the formation of the New Zealand Association of Model Railway Clubs, which reregistered as an Incorporated Society under the 2022 legislation in the week before the official deadline. All of which pales into insignificance compared to the visit of club members to Wanganui on a Steam Incorporated excursion, where a great time was had by all.

Three Lines Make A TRIANGLE

Julian Lermitt

[From 2019 the rights to the trademark Triang™ have been owned in New Zealand by Sweetpea® marketing, who distribute a wide variety of toys, games and related products in this country. – Editor]



Neville Lodge was the resident cartoonist for Wellington's *Evening Post* newspaper for decades, up to the 1980s. In the 1950s he also published a weekly cartoon in the rival morning paper, *The Dominion* as part of advertisements for Wellington's Whitcombe and Tombs (now Whitcoulls). Whitcombe and Tombs in the 1950s was not only a bookseller but also a printer and publisher. In addition to books they also

sold art materials (they were New Zealand agents for Winsor and Newton), toys and sporting equipment. Some of the detail in this 1955 Neville Lodge cartoon may be incomprehensible to those who are under the age of 75. The intrepid customers will have actually *walked* up a flight of stairs to reach the toy department, there being no escalator. There is no till or cash register for the shop assistant to operate. Instead the strange vertical plumbing behind her is a set of pneumatic tubes, which connected each service desk with a central accounts office. The shop assistant wrote out a bill and put it with the customer's cash (in New Zealand there was no such thing as credit or debit cards until the 1970s) into a cylindrical container which then got sucked away to the accounts clerks, who then sent back the customer's change and receipt via a second pneumatic tube. This cumbersome system at least meant that you had a pretty good chance of getting the correct change and also that the shop assistant could concentrate on serving the customer.

The principal British firm that provided the cartoon dilemma – petrol-driven aeroplane or electric train – was Triang, which in the 1950s claimed to be the largest toy manufacturer in the world.

The story begins in the mid-19th century, when the Lines family started making toys. In May 1919 three sons of Joseph Lines, – Walter, William and Arthur – founded Lines Bros with the aid of a £28,000 loan from Lloyd's Bank. Walter ran the business as Managing Director and Chief Designer, William handled sales, while Arthur ran the shop floor. Three Lines make a triangle, hence the Triang trademark. By 1924 the company was doing well enough to move into purpose-built premises on a 47-acre (19-hectare) site in Morden Road, Merton, South London. These premises, which Triang would later proclaim as the largest toy factory in the world, were designed by Walter Lines himself. Walter (born 1882) was the same sort of businessman as Richard Moon and Francis Webb. Triang would never buy in from an outside firm if they could make it themselves.

In the 1920s, aviation was all the rage and enthusiasts started to build model aircraft. Enter International Model Aircraft Ltd, which had started to offer model aircraft kits featuring lightweight parts made from *papiermâché*, that is layers of newspaper and glue squeezed together in a repurposed domestic laundry mangle. IMA had adopted FROG as their trade mark. 'FROG' was derived from a category used in amateur model aircraft competitions where planes were 'Flown Right Off the Ground' as opposed to launching by hand. Triang bought a stake in IMA in the early 1930s and contributed not only needed capital but also a world-wide sales network. IMA management were sufficiently shrewd to keep their intellectual property rights in a separate company. Manufacturing, however, moved to the Triang factory in Morden. Model aircraft were becoming substantial business. By the end of 1932, Triang were making 800 FROG 'Interceptor' models a day.



Duraluminum fuselage, paper wings, Swiss gearbox, 2700rpm, scale speed of 240mph.

A Swiss 1: 3.4 gearbox accelerated the rubber band drive up to 2700rpm. This enabled the use of a much smaller propellor which was

closer to 'scale' size. By 1933, production rose to 1,000 models a day and as manufacturing efficiencies were achieved, the price fell from 10/6 to 7/6 and eventually 5/-. (It was about this time that a vice-president of the Curtiss aviation company in the United States coined the phrase "learning curve" to describe how production time and cost improved with experience.) One improvement was moulding propellers out of cellulose acetate thermoplastic instead of carving them from wood. Then some bright spark figured out that all the parts of a model aircraft could be made out of plastic. Thus was born a range of 1/72 plastic kits, the first of which was for the Gloster Gladiator. First made on 30 November 1936, advertised in the *Meccano Magazine* for January 1937, it pre-dated Airfix by 17 years. These kits for static models were sold under the brand name "Penguin" after a bird which cannot fly and by 1940 there were about 28 kits in the Penguin range. One question I have not discovered the answer to is what adhesive was used to assemble these plastic kits.

During the Second World War the entire Triang factory was turned over to military production, with the workforce increased to 7,000. The Morden factory turned out 14 million magazines for Hurricane and Spitfire fighter planes. Over one million Sten Mk3 submachine guns were made. Walter Lines himself personally redesigned the Sten. His version, the Mk4 variant, was lighter and had reduced material requirements. The Penguin kit range was repurposed as aircraft recognition aids for anti-aircraft battery crews. Rocket powered target aircraft with a 2m wingspan were produced for training the anti-aircraft gun crews of merchant ships. Scale models were built of the Normandy beaches for D-Day training.

In late 1945 the first prototypes of FROG internal combustion engines were demonstrated. The first model to sell was the FROG 175, a 1.77cc spark ignition model introduced in 1946. Early next year came the FROG 100, a 0.99 cc *diesel* motor.

Fun fact: FROG models were sold under the Triang brand in France, for diplomatic reasons.

Also in 1946 came the first acquisition of an overseas company, when Lines Bros bought Joy Toys Ltd in New Zealand. The purchase made some sense in that it circumvented local tariffs on imports. Speaking from personal experience, in the 1950s a model kit cost 250% more in New Zealand, compared to the United Kingdom price, even though the UK and NZ currencies were on a par.

In 1951 Lines bought 50% of Cyclops in Australia, and the remaining half in 1955. Also in 1951 Lines bought Rovex Plastics of Richmond, which was transformed into Rovex Scale Models, manufacturers of Triang Railways.





I imagine that the 200 skilled toolmakers at Lines Bros had little difficulty in improving on Rolex's work. Lines Bros fifteen year' experience of injection moulding also helped. Some of the same people who worked on the models of D-Day invasion beaches produced the Triang Railways motors, which for their day were excellent. Much of the success of the Triang Railways range seems to have been due to the work of Richard Lines, son of Arthur Lines, who seems to have been the most accomplished of the second generation of the family.

By 1955 Lines Bros Ltd subsidiary companies included:
Lines Bros (South Wales)

Lines Bros (Ireland) [Pedigree Works, Belfast]
Lines Bros Ltd [Richmond, Surrey]
L & B Finance Ltd [South London]
International Model Aircraft Ltd [South London]
W. Pearce (Bentwood) Ltd [Sussex]
Unique & Unity Cycle Co. Ltd [Birmingham]
Rovex Scale Models Ltd [Margate]
Lines Bros (Canada) Ltd [Montreal]
Lines Bros (N. Z.) Ltd [Auckland]
Lines Bros (S. Africa) (Pty) Ltd [Durban and Johannesburg]
Elsa Toys & Novelties (Pty) Ltd [Johannesburg]
Lines Bros Incorporated [New York]
Cyclops & Lines Bros (Aust) Ltd [Sydney]

Along with this expansion was continued vertical integration of the company. Lines Bros had their own sawmill on 1.25 acres of the Morden site, where they cut timber from Lines' own forestry blocks to make all their own packaging. Even the sawdust was used, burned to provide heating. Lines bought a paint company and made their own paint, 2000 gallons a week of it. Lines bought a paper company to make their own paper.

In 1958 Lines bought Minimodels Ltd, which had introduced the Scalextric model racing cars the year before. The Minimodels cars had been made in tins; Triang made them in plastic. With Lines Bros. distribution network behind it, Scalextric became a huge commercial success.

By the late 1950s Airfix dominated the plastic kit market in the UK with, (for aircraft models), about 75% market share. Triang's FROG survived by concentrating on models of more specialised aircraft that had operated in only one, or a few countries. These models appealed to serious enthusiasts, while Airfix offered models of more widely known

prototypes, presented in much more attractive packaging which appealed to a wider market. Incidentally, at this time both Lines Bros. and Airfix operated from factories in South London less than four miles apart.

On February 14 1964, Lines Bros acquired Meccano Ltd, for £781,000. Meccano had been a failing company for years. By New Zealand corporate standards, the company seems to have been insolvent so should have ceased trading years earlier. Meccano had a sprawling factory in Liverpool, with obsolescent machinery and work practices and an aging workforce. The Danish Lego was more analogous to the contemporary engineering techniques of welding and gluing (even jumbo jets use adhesives) while Meccano echoed earlier engineering practices of bolting or rivetting parts together. Dinky Toys struggled even to keep up with Corgi. The Hornby-Dublo range had been expanded to include 2-rail models but Meccano made a strategic mistake when the very first 2-rail locomotive, the Southern R1 0-6-0T, was not made available in 3-rail form. This one blunder rightly or wrongly signalled that the 3-rail range of models was obsolete and completely demoralised their existing model railway clientele. In addition, it took far too long for Meccano to realise what Triang had never forgotten – that it was essential for model railway manufacturers to keep offering new models.

The rationale for acquiring Meccano was that savings would be achieved, but these savings simply did not happen. In 1965 the combined model railway range was now marketed as Triang-Hornby. Two corporate cultures, two sets of tooling, two workforces in two cities represented by different unions – what could possibly go wrong? The choices made then seem bizarre – the Peco/Hornby coupler was clearly superior to the Rovex one which prevailed. It was a sort of model railway version of Gresham's Law, where bad couplings drove out good. It is difficult to imagine the pragmatic designer Walter Lines making a choice like that. (By this time Walter had retired, and his brothers had retired or died.)

While the founding Lines brothers had bought capabilities, the next generation bought companies. By 1966 Lines Bros owned 41 companies, now including Hamleys of Regent Street toy shop, and was dangerously overextended. The overseas companies drained cash while the parent company was not in a position to provide the necessary capital to revitalise those subsidiaries.

Meanwhile, back in the real world, companies in the United States and Japan were making models up to a standard and down to a price that British manufacturers could not match. By 1970 1100 Hong Kong toy manufacturers, employing 40,000 staff, significantly undercut the prices of British manufacturers. The depreciation of the British pound made Lines Bros. foreign debt repayment even more difficult. It was later revealed in 1982 litigation that Lines Bros. owed 18.5 million Swiss francs to just one bank among their creditors.

At the same time the customers were changing. Instead of young folk willing to put in dozens of hours on the construction and maintenance of a model railway or a model aeroplane with an internal combustion engine spinning a propellor at thousands of rpm, children and teens could find absorbing entertainment requiring no more effort than looking at a screen.

In 1970 Lines Bros declared an annual loss of £4.5 million. Accumulated debts were £17.5 million. A buyer was sought for the company. Gallaghers, an Irish tobacco company seeking to diversify away from an industry which was increasingly unfashionable, was interested and made an offer of £5 million. However when Gallaghers did their due diligence they withdrew the offer in August 1971. Sometime in September-October 1971 (the exact date is unknown) Lines Bros called in the official liquidator.

Kenneth D Brown, economic historian at Queen's University, Belfast studied the Lines Bros collapse in detail and concluded that the second

generation of the Lines family lacked the entrepreneurial drive of the founders of the company. His report was simply entitled:

Family Failure
LINES BROS Limited
Deceased 1971

[Some of the information in this article was found online in YouTube 'documentaries' that were clearly generated by AI. For example Triang would be pronounced 'Tree-ang' and the narration would take three times as long to say what a human writer would need to say the same thing. In such cases it is impossible to discover what the actual source of information is. Precisely where AI has scavenged information, and how reliable that information is, cannot be unearthed.]



V2 60854 next to 9F 92184 at Kings Cross in March 1963. Unknown photographer.



Cr cy Rail posted this picture which appears in their Southern Way No.73 due this month.

The unique SR Sentinel-Cammell steam railmotor No.6, used on the Devil's Dyke branch.



On Wednesday this dropped into the middle of the editor's BBC news feed. 'This' turned out to be a 'customised' Wrenn model on offer for a mere £595.00.

Those readers with large collections of Wrenn or Dublo models may care to review their insurance policies.



Bridge Strike, June 2026: What On Earth Struck It?



Before. Between Nuneaton and Rugby.

Source: Google Maps



After. Trains between Euston and Crewe were 'affected'.

Source: @LNRailway on Twitter 'X'.

Modern Freight



Swinton (South Yorks): 66316 with 4L11 Masborough - Felixstowe. 8 May 2026.
Source: @RegalEagle12 on Twitter, 'X'.

DCConcepts Liquidated.

Julian Lermitt

DCConcepts, the innovative producer of DCC accessories has gone into liquidation. Ultimately it would seem that cash flow was the problem, as it often is for small businesses.

The good news is that what was left of the DCConcepts business has been bought by Alan Yates, owner of The Model Centre, and re-branded as Layout Concepts Ltd. Alan Yates comments:

“I’d just like to make it clear, and this is important. TMC has in no way bought the business. It is me personally, and Layout Concepts is an entirely different entity with its own accounts department, staff, stock and funding.

...TMC has to buy stock from Layout Concepts just the same as any other shop, and we even delay how quickly they can advertise something after a shipment arrives to ensure shops have had a chance to check things in and have a fair shot at selling them.

...our overriding commitment to supporting the trade. We see selling direct only as some companies have chosen to do as extremely small minded for the health of our beautiful hobby it focuses on profits rather than longevity.

If all our retailers go, and all of their knowledge and experience goes, then you don’t just lose your preferred shop. You lose trade shows, you lose interaction with friends at hobby events. You lose the whole ecosystem, so yeah, we’re fully committed to our traders, we need them, we appreciate them and we want to work closely with them!”

Eager to try out the new firm, I placed an order for various DCCConcepts items I had been meaning to get for a while, and took a deep breath and checked the Royal Mail shipping option – £30.99 – (the only shipping option on offer) and clicked on the Place Order button. Various electronic cogs whirled and came back **Payment Failed**. Nothing daunted I attempted to place an order four more times, at different times of the day, with the same result. Would I like to try a different payment method? Well, actually, no. If they are not going to accept a Visa card they will be missing out on a fair bit of business.

I then tried Rails of Sheffield, who had two of the three items I wanted, and who offered me two shipping options, one at £48 (no way José) and

the other, Royal Mail International Tracked, at £16. It pays to shop around. The Visa card worked. Better still their confirmation came back with a charming little map showing my place as the delivery address, which gave one some confidence that the order might actually get here, and it did, in six days.

This business of UK postage is becoming a pain. A modeller friend tells me that he placed an order for six 25mm 00 driving wheels (an unusual size, so expensive) for which the only postage on offer was £32! When the small packet arrived it had stamps to the value of £14.75 attached. Hmmm.

To be scrupulously fair to Layout Concepts Ltd, they did contact me the next day to say that they could not explain the Payment Failed event and offered another payment method, but by that time I had already placed an order elsewhere.

New Zealand Association of Model Railway Clubs (Inc)

Put your hands up those who have never heard of the NZAMRC. The Association was founded in part to provide serious railway modellers with a voice to lobby with. Imports into New Zealand were strictly controlled by a licensing system in the period 1950s –1980s, one aim of which was to protect local industries. The local model railway manufacturer was Lines Bros (N. Z.) Ltd whose factory was in Tamaki, churning out Triang Continental generic 'American' models from secondhand moulds – great fun but hardly scale modelling.

The NZAMRC membership is comprised of clubs, rather than individuals. The WBRM is a member. The Association provided a liaison between clubs through its magazine, *The Coupler*, presently defunct. The Association first became legally incorporated on 22 December 1971.

The most noteworthy activity of the NZAMRC has been the organisation of biennial Conventions of railway modellers. One early convention in the Wellington Railway Station staff Social Hall, just across the car park from Platform 9. One heroic Auckland modeller brought his layout down on the overnight Limited express. Conventions featured display layouts, commercial stands, 'clinics' – which were talks and demonstrations by expert modellers on a wide variety of specialist topics, special interest group meetings, modelling competitions, a silent auction of secondhand models and more. All of this was based on United States practice. Conventions were held at Easter, and typically ran from Thursday night to lunch time on Monday. Bear in mind that until the 1990s model railway shows were not regular events in New Zealand.

Conventions were held at two-yearly intervals until 2024, though the one in 2020 was disrupted by the pandemic. Attendance at conventions peaked around 1978, when well over four hundred modellers registered, and remained high into the early 2000s. For the last two years the Association appears to have been moribund.

As members will be aware, Incorporated Societies have recently been required to reregister under the new Incorporated Societies Act of 2022. This had to be done by 6 April 2026. Our club met the deadline comfortably, unlike, for example, the majority of sporting clubs.

The assets listed below are the property of the members of the Association, including our club, and are available for the benefit of our hobby. You may want to take an interest.

The following information is from the public register of incorporated societies maintained by the Companies Office.

On 29 March 2026, nine days before the deadline, the NZAMRC was reregistered. Five individuals listed themselves as Society Officers of the

NZAMRC. James Stephen Kelso, listed his start date as a Society Officer as 16 April 2018. The other four, Brent Hopley (formerly a WBRM club member), Arthur Redditt, Philip Sharp, and Philip Smith, listed their start date as 26 March 2026.

The Association's registered office address, effective from 4 July 2024, is:

James Kelso, 134 O'Brien Road, RD 3, Coatesville 0793, New Zealand.

The Association's stated purposes are:

- A) To foster encourage and support (financially and/or otherwise) model railway clubs in New Zealand
- B) To act as a co-ordinating link between model railway clubs
- C) To organise and conduct national conventions for members and affiliates
- D) To arrange, conduct and control displays and other promotions of the model railway hobby

The NZAMRC has assets of \$25,004 as at 28 February 2026, according to the latest Annual Performance and Financial Report signed by Brent Hopley as Committee Meeting Chair and Philip Smith as Treasurer. The principal assets are a Convention Reserve Fund of \$13,859 and the Hobby Promotion Fund of \$7,607.

[Next month's Totem will include a brief look at the revised constitution of the New Zealand Association of Model Railway Clubs (Inc). – Editor]

On The Workbench

Julian Lermitt

The Comet Kitchen Car



This old Dremel hobby vice simplified holding several pieces of metal.

Painting



A real smorgasbord: aluminium roof, brass sides, cast whitemetal ends.

From the start it was clear that painting this model might be problematic. I decided to spray everything with zinc chromate primer which would provide a good key for the final coat, especially on the brass and whitemetal. At this stage the roof was not yet attached so it was sprayed separately. This was just as well as I must have added too much thinner to the Floquil® here and the primer just prototypically ran down the roof into the gutters. So I repainted the roof with a gray automotive primer from a can which produced a pleasing result and filled in a couple of light scratches in the aluminium, and left it at that for the roof.

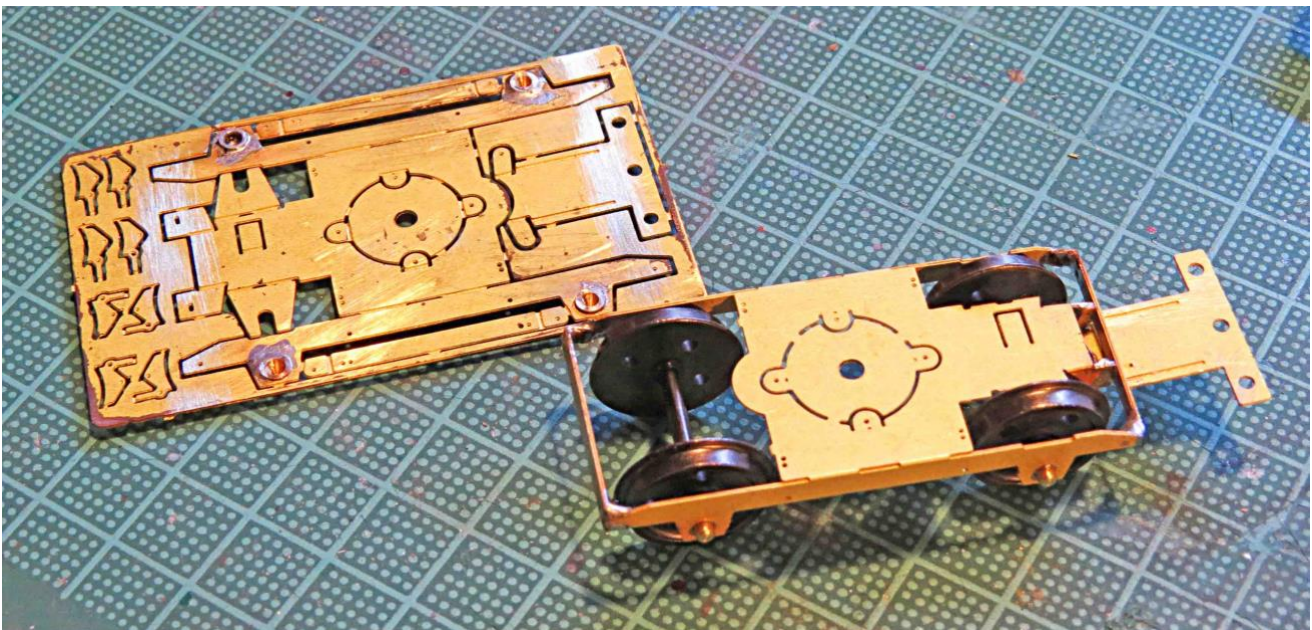


By the time I got round to spraying the sides and ends, I had learnt to go easy on the thinner. The Floquil® zinc chromate primer is a red-brown, which enriched the final top coat of Rail Match® BR Maroon. Reds are

what artists somewhat misleadingly call 'transparent' colours. Put it this way, if you want to paint a red fence green you can get away with one coat, but if you want to paint a green fence red you may need three.

The coach ends were finished in a selection of acrylic blacks, principally Tamiya® XF-1 Matt Black with Tamiya® XF-85 Rubber Black used for the corridor connection bellows.

Floor and Bogies



These etched bogies came with the kit. The Comet range is based on a modular principle, the builder buys the bits they want. Bachmann sell excellent bogies of this prototype as spares and their bogies are both more robust and better detailed than the etched brass frame plus whitemetal sides of the Comet bogie. For 00 use, I would go for the Bachmann bogies every time. The builder has to provide their own bearings (I used North Yard ones) and their own wheels, which in my case were Hornby 14.1mm. The etched bogie frame can be built to accommodate compensation, so it would be appropriate for P4. As soon as possible I tested the Comet coach against one of the few BR Mark I

coaches I have, a Post Office Sorting Car, and it appeared to be the same height.



The pictures below show the floor assembly.





The story so far.

Both floor and bogies were painted with Floquil® zinc chromate primer and then painted (24 hours later) with Rail Match® Weathered Black acrylic. The coach construction is now essentially complete. Still to be done are transfers and lining; brass door handles; a little work on the interior, just the vestibules, since only they will be visible; glazing (almost all the windows on the kitchen cars were painted white); and couplings.



4082 Windsor Castle at Paddington in 1962.

Photographer unknown.

Traders in Secondhand Model Railway Equipment

These traders in model railways are even more important now that the number of model shops is dwindling. If you are aware of other traders who handle models of British railways, please let the editor know.

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021 188 9049

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Next Totem

The July 2026 edition of *The Totem* will be published on 17th July. If there is anything you would like to contribute contact the editor, Julian Lermitt, email:

<mailto:kiwiscrooge@xtra.co.nz>

(If you are sending material which you did not create, such as, for example, a photograph which was taken by someone else, please indicate the source. The Totem is available to the world wide web via the club website and the intellectual property of others must be respected.)

Club Meetings

The Wellington British Railway Modellers' Club meets on the third Sunday of each month at the club premises on Platform 2, Waterloo Station, Lower Hutt. Pizzas for lunch at 1pm, with any formal proceedings at 2pm. Many members arrive earlier. There is also a regular meeting on the first Wednesday of the month, beginning mid-morning; bring lunch and a project to work on. Members have access to the clubroom at all times and most of the club activities take place outside of formal meetings.

Events of Interest

June 2026

- 21 Regular WBRM monthly meeting. Jacob Borich and David Lambert will talk about Digitrax.

July 2026

- I WBRM Gold Card group meets mid-morning at the clubrooms. Bring lunch and a project to work on.

July 2026

- 4 – 5 Ashburton Model Train Show, Tinwald War Memorial Hall, 10 Graham Street, Tinwald, Ashburton.
- 4 – 5 RailX 2026 Model Railway and Trade Show, Palmerston North. Barber Hall, Waldegrave Street, Palmerston North.
- 11 – 12 Hobby Expo, Taupo Events Centre, 26 AC Baths Avenue, Taupo.

The above events are those which in the editor's judgement will go ahead, in the absence of interruptions outside the control of the organisers.

Events of Interest is compiled from a number of sources, the principal ones being the What's On page of the New Zealand Model Railway Guild website: <http://nzmr.org.nz> and the Model Train Shows website <http://trainshows.co.nz/>. Information is published in good faith but no responsibility can be accepted. Always check with organisers before travelling long distances.

Club Officers

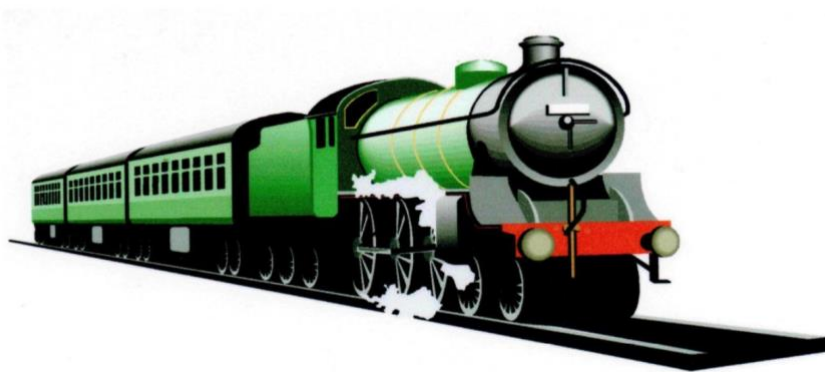
Chair: Roger Simmons email <mailto:rogersimmons.nz@gmail.com>

Deputy Chair: Jacob Borich email <mailto:jacob.borich@gmail.com>

Treasurer: John MacDonald email <mailto:treasurerwbrm@gmail.com>

Secretary: Martin Curwen email <mailto:secretarywbrm@gmail.com>

Ashburton MODEL TRAIN SHOW



Tinwald Memorial Hall

10 Graham Street, Tinwald

ASHBURTON

4 & 5 JULY 2026

Hours 10:00am to 4:00pm

Admission Adults \$10 Children \$3

Family (2Adults 2 Children) \$20

Food Available

EFTPOS Available

www.ashburtontrainshow.co.nz



HOBBY EXPO

Taupo Events Centre, 26 AC Baths Avenue, Taupo, Lake Taupo

An Exhibition of crafts and models by various clubs, both local and from around the North Island.

**Showcasing modelling skills including:
model railways, model cars/trucks and military vehicles.
r/c cars, trucks & boats. wood working and arts & crafts.**

Vintage cars and The Ulysses Motor cycle club.

**Try your skills on the TDC rock wall, slot car racing, drive a train,
drive a boat plus a bouncy castle and model-making for the kids.**

When: Saturday 11 July 2026, 10:00am - 4:00pm

Sunday 12 July 2026, 10:00am – 3:00pm

Where: Taupo Events Centre, 26 AC Baths Avenue, Taupo

All Ages

Ticket Information:

Family Special \$30 (includes 1 raffle ticket)

Adults \$10 • Kids \$5

**Now in our
31st Year!**

