



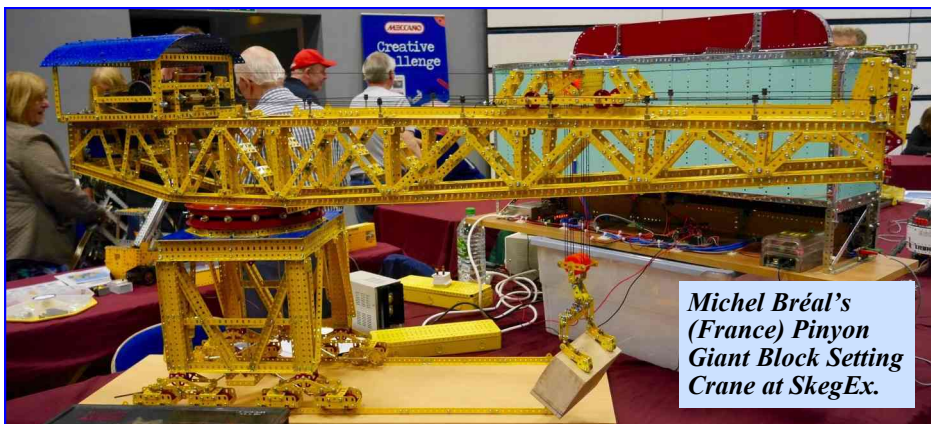
NZEMM MAGAZINE

Volume 40, No. 3

August 2016



The first prize winner at SkegEx this year: Pete Evans' Brookland Garage.



Michel Bréal's (France) Pinyon Giant Block Setting Crane at SkegEx.

Also in this issue:

- *SkegEx Report*
- *NZR Craven Crane*
- *NZ Club Reports*
- *Otago Harbour Board gets a large donation*
- *Sydney Modellers Exhibition*
- *Book Review*
- *Dazza's Other Systems*
- *Gazza's Ebay Column*

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NZ Federation of Meccano Modellers Magazine

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Editorial

Having just returned from a 10 week holiday in England it is back to the normal mundane way of life; no full English breakfasts, no tripping over little dogs, no really narrow roads (tracks) with nowhere to pass and no Meccano almost everywhere except at SkegEx.

We spent much of holiday in the southern counties and London where the weather was mainly good if not very warm. I visited most toy shops on our travels and only *once* found some new small Meccano sets for sale; no Meccanoids, no tower cranes, no Eiffel Towers even. Brexit was everywhere and I wondered if Spin Master weren't importing French or Chinese Meccano to the UK any more in advance of the unexpected result. I could see a lot more Meccano to buy within a 50 mile radius of where I live to what I saw in 3500 miles of travelling through England! Yes the Brits still use miles and MPH but you buy your petrol in litres? You work that one out.

Meccano-wise SkegEx at the coastal resort town of Skegness was the highlight. Skegness hasn't changed at all since we were there 8 years ago and it is still firmly rooted in the 1960s. If you want to catch up with the pop music of the 60s visit Skegness, you will hear Cliff Richard and the Beatles everywhere. It is difficult to find the beach because of all the tatty (in my view) fairground facilities between the main parade and the beach.

SkegEx itself was great with probably 400 models to look at from about 150 exhibitors. Small to large models of course, but not as many *Wow* models as seen in 2008. It was good to catch up with a lot of *Spanners* whom I hadn't met before but quite a few well known Meccanomen were missing. I know our numbers are decreasing every year and I do wonder how long SkegEx will survive. See p10 for my report on SkegEx.

Les M

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NZR CRAVEN 40 Ton RAILWAY CRANE

Part 1: History & Carriage

by Les Megget

As most NZ Meccano modellers will know **Neil Carey** (AMG) is an avid modeller of large scale NZR steam locos and for many years “drove” the beasts and their diesel followers for NZR. Now Neil knows I’m a crane fan and at a recent AMG meeting he thrust into my hand a sheaf of photocopies about the NZR Craven 40T Railway Crane, of which there were originally 4. One A3 sheet was a scaled line drawing of the crane taken from the *New Zealand Model Railway Journal* of February 1992. What better place to start with many of the critical dimensions annotated on the drawing.

I knew one remaining crane was at *Steam Incorporated’s* depot at Paekakariki 40 km north of Wellington. For several years it had been parked on a siding adjacent to SH 1 as you pass the Paekakariki Station and I often thought it would make a good Meccano model. As luck would have it I visited **Bruce Geange** on a trip home from Wellington prior to Christmas and he told me he had taken many photos of the crane, both outside and in the shed where she now resides. I quickly downloaded his images onto my computer and extremely useful they have been. Also I emailed **Peter Goddard** in the UK to see if he had any working drawings. He has made a Meccano model of the British version of this crane (see his comprehensive website:

www.historicalcranesociety.org). The UK carriage is quite different (larger gauge, fewer axles) but the crane above appears almost identical. Peter very kindly emailed me about 15 drawings of the UK crane’s mechanical guts, which have also been very handy. Included were extracts from “*The Engineer*” magazine from Sept. 1928 with



Fig. 1b: Craven Crane resting at Paekakariki, taken by Bruce Geange, December 2010.

photos and description of the export, narrow gauge cranes.

Crane History: Craven Bros. of Reddish (UK) started manufacturing large machine tools in 1853 but only began making railway steam cranes early in the 20th century. Their crane division was sold to *Herbert Morris* of Loughborough in 1928 with cranes manufactured there from 1931. Peter Tatlow’s 2 books “*Railway Breakdown Cranes*”, Vols. 1 and 2 describe the early Craven cranes made for 6 British railway companies from 1911-16. These had 5-axle carriages and short cross-braced jibs with a lifting capacity of 35/36 Tons.

Fig. 1a



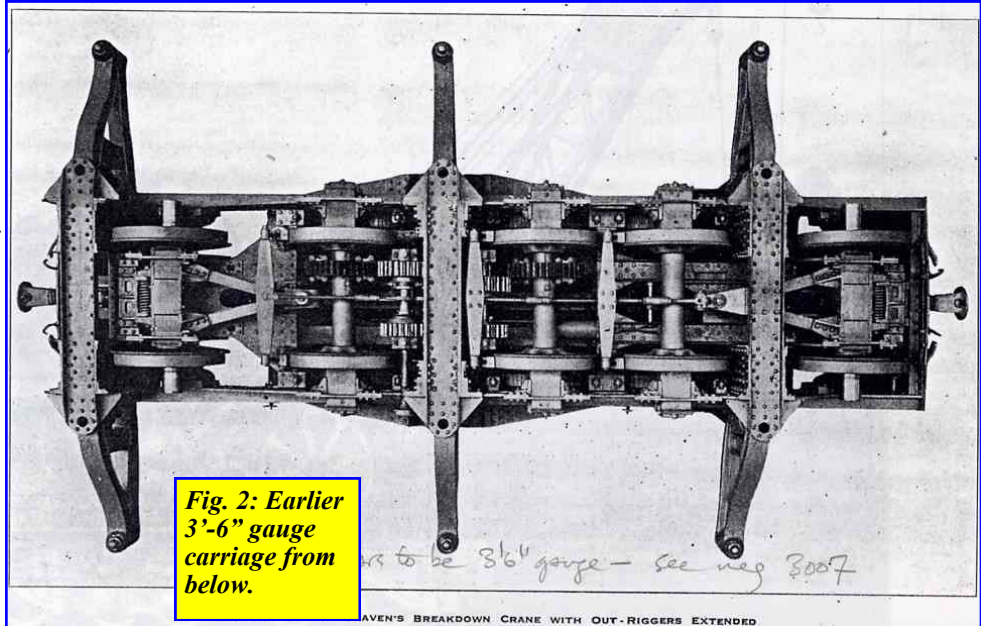
NZR Craven crane number 200 in use for possibly the first time at Paraparamu to help rerail a 135 ton locomotive. 10th September 1936. Photo by J.D. Buckley, R.J. Meyer collection.

As mentioned earlier the NZR 3'-6" gauge cranes had an entirely different carriage to those in the UK. The NZ versions had 5-axle carriages with the NZR ordering four of the later 40 Ton version in the mid-1930s with 2 (Nos. 199 & 200) being built in 1936 and the final 2 (Nos. 201 & 202) in 1939. I'm modelling the only survivor, No 200 now residing at Paekak. where it has been since 1993. (Refer NZR Cranes www.nzrcranes.org). The website says that No. 200 "capsized near Mahuta on Jan. 8 1980 while unloading components for bridge No. 7". This accident caused some frame distortion it says.

Of the 5 wheel sets the outer wheel sets are a radial bogie while 2 of the 3 inner sets were driven allowing the crane to move on-site under its own power at up to 5 MPH. The NZR cranes had 3 outriggers on each side which rotated out about a vertical axis to be at right angles to the track. These had a manual screw jack at their ends, while the UK cranes had conventional cantilever beam outriggers. They also had 2-axle relieving bogies at each end connected to the crane by a very substantial coupling system to transmit some of the crane's weight to the bogies. The NZR cranes had no relieving bogies. Figs. 1 & 1b shows NZR Craven crane No. 200 when new in

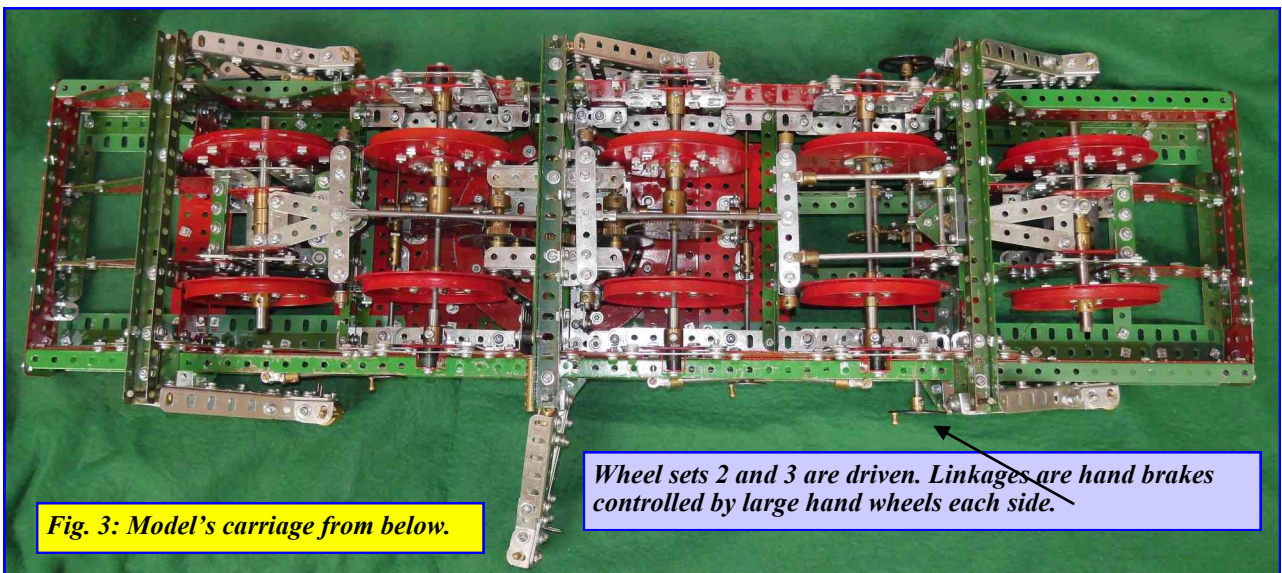
Sept. 1936 and in "storage" in late 2010 awaiting restoration.

The NZR cranes had a newly patented (1931) articulated jib where the jib foot was able to move horizontally in a slot in the crane's crab sides when the crane was going around curves but more of that in Part 2. The UK cranes had their suspension springs *outside* the carriage side plates while the NZR versions had the springs *inside* the carriage sides.



The Meccano Model, The Carrier:

The crane carrier was a seriously solid piece of kit, thick steel plates riveted together. Figs 2 & 3 show the earlier Craven 3'-6" gauge carrier (*The Engineer*, 1928) and my model's carrier from below, respectively. At a scale of 1" = 1 foot the carrier is 32" long by 8" wide (yes, 16-holes wide!).



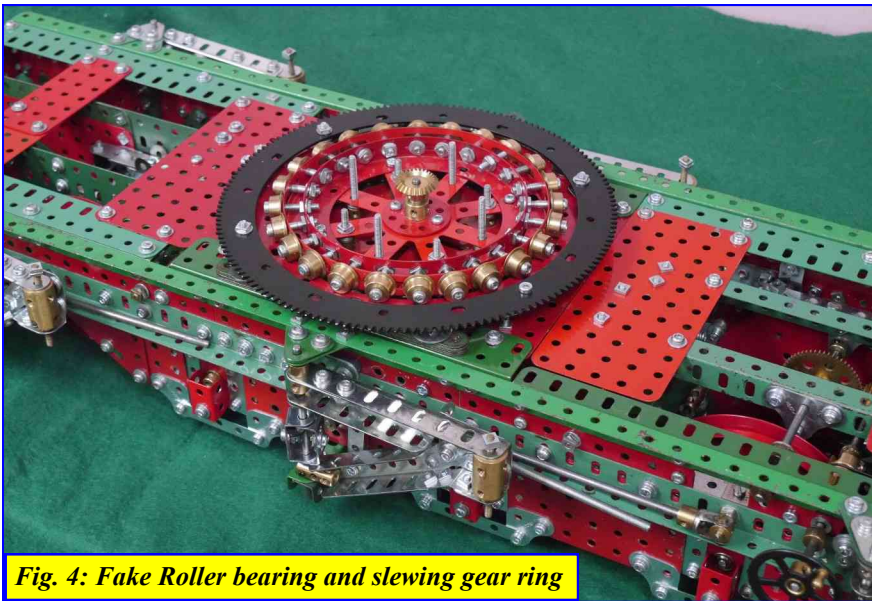


Fig. 4: Fake Roller bearing and slewing gear ring

I started with the roller bearing (Fig 4) which is a fake (for looks only) above the top plating of the carrier. My usual Bert Love derived roller bearing is situated just below the top plating and is designed to carry the forces from the crane. The prototype has a ring of large rollers visible from the sides and the $\frac{1}{2}$ " Pulleys with one flange are to represent those rollers (See Fig. 5 below, *photo: Bruce Geange*). The slewing ring is 8" outer diameter and there should be 3 or 4 of them to get the prototypical tooth width right but I could only afford one!

The chassis frame comprises long Angle Girders with 3-hole deep Flat Plates around all 4 sides. Below these plates are arranged 5-hole deep Plates

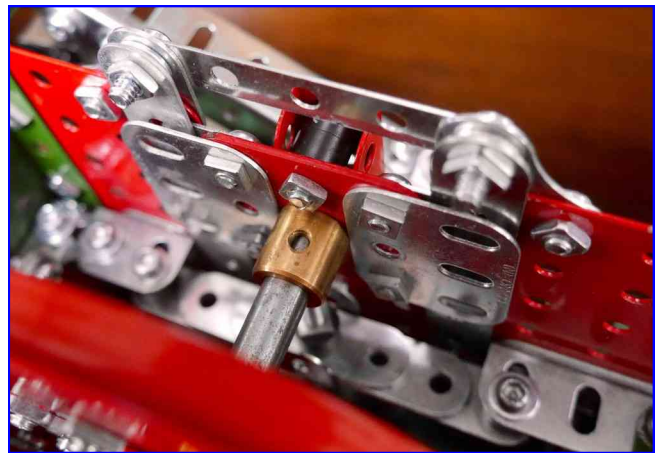


Fig. 6: Wheel set suspension, showing leaf spring, suspension movement by Flat Girders sliding up $3\frac{1}{2}$ " Strips bolted to inside of chassis side plates.

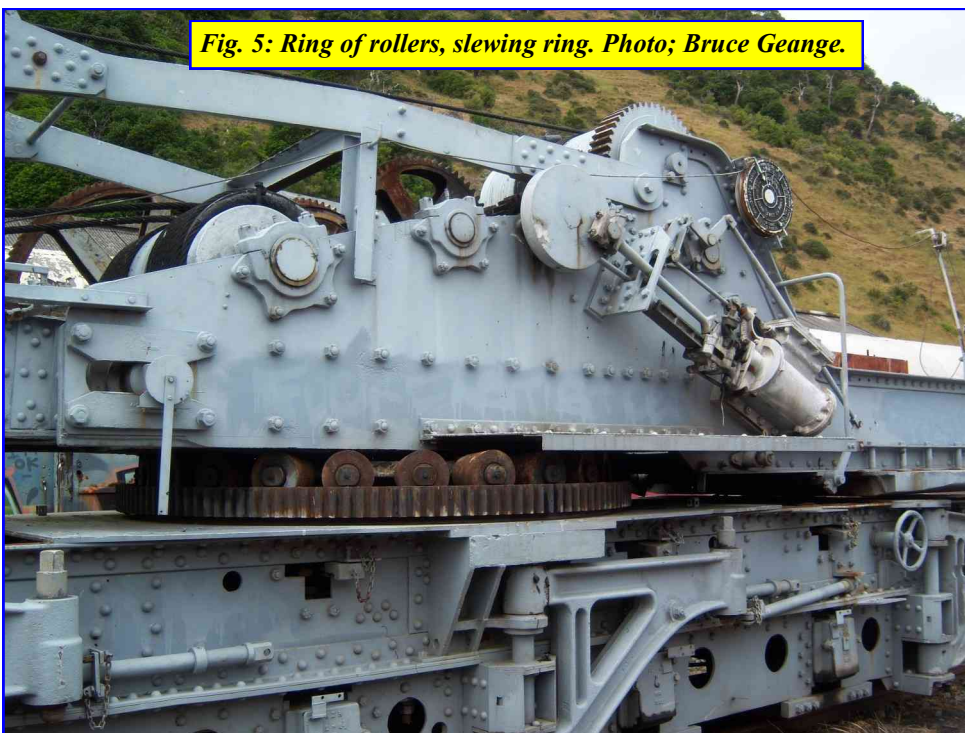


Fig. 5: Ring of rollers, slewing ring. Photo; Bruce Geange.

which form the sides of the wheel bearings. The main cross members are three pairs of 19-hole AGs which also form the lower bearings of the 6 outriggers (Fig. 3).

All 10 wheels have suspension leaf springs comprising $3\frac{1}{2}$ ", $2\frac{1}{2}$ " and $1\frac{1}{2}$ " Strips fixed with long hanger bolts to short AGs bolted to the inside of the frame for the 3 central axles. The centre of the spring has a $1\frac{1}{2}$ " bolt screwed into the boss of a Large Axle Bearing Plate to fix the axle ends. These stiff springs

allow a little vertical movement of the wheel sets by using pairs of $1\frac{1}{2}$ " Flat Girders bolted to the Bearing Plates, see Fig. 6.

The end radial bogies have the same springs but they are not fixed to the bogie. The bogie presses down on the centre of the spring allowing the bogie to turn a little. I calculated that for a 200 ft radius curve the bogies only need to move about 1" sideways at the axle line, viz. only $\frac{1}{12}$ " in the model.

Travelling Drive:

The drive from the steam engine (see Pt. 2) comes down the centre of the roller bearing to a pair of small Bevel Gears which transmits the drive to a transverse axle. From there the drive goes from a 38t Gear to a 76t Gear on each intermediate shaft, each being $1\frac{1}{2}$ " out from the first transverse shaft (Fig. 6). On both of these axles is a Socket Coupling with a 22t Pinion in one socket and the female half of a Dog Clutch in the other. The 22t Pinions permanently mesh with 95t Gears on each driven wheel set. 22t Pinions were required because the shaft are not quite on the same horizontal line and there has to be some allowance for the wheel set suspension movement.

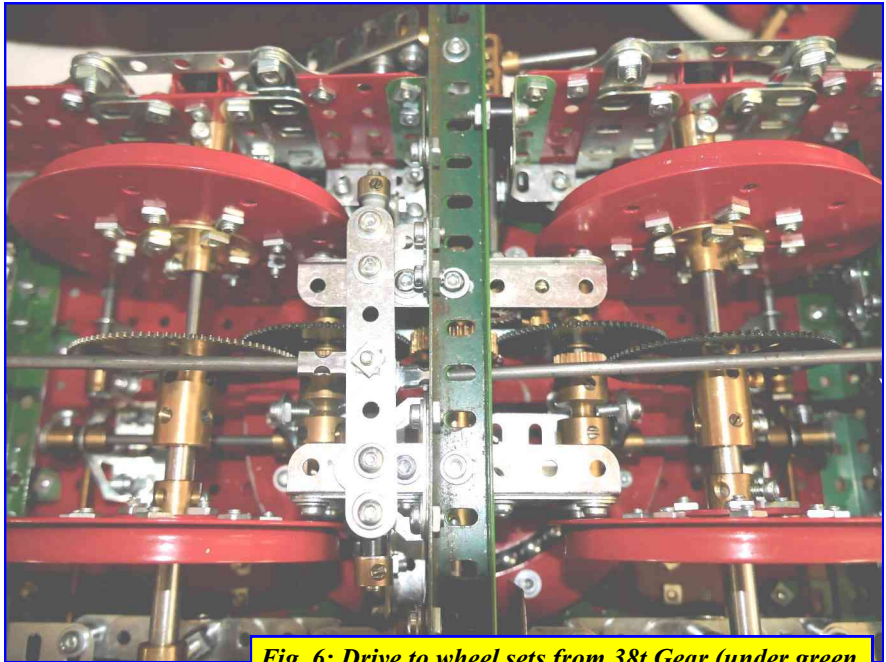


Fig. 6: Drive to wheel sets from 38t Gear (under green Angle Girders). Int. shafts carry Socket Couplings and dog clutches (hidden below zinc AGs) to engage drive.

The Socket Couplings are free on their respective axles until the dog clutches are engaged. Obviously you don't want the crane's travelling gears engaged when the train is being propelled by a loco. The dog clutches are engaged/disengaged by 2 small hand-wheels on one side of the carriage using a Screwed Rod moving a Threaded Boss, which rotates a short Crank on a longitudinal shaft with a Crank on its other end with a $\frac{3}{8}$ " bolt engaging the Socket Coupling. The problem now is: how do you engage the dog clutches when the crane is stationary and you wouldn't want to open the steam valve to engage the drive? After much thought and magnifying up the drawings I realised that a large capstan on the carriage side (central) can be turned by hand (long levers) to rotate the intermediate shafts till the dog clutches engage. This requires another set of gears from the capstan shaft to one of the intermediate shafts with its Socket Coupling. Due to a lack of room I used three 19t Pinions instead of the pair of gears on the prototype. Because the intermediate shafts rotate together this extra set of gears is only required to 1 intermediate shaft.

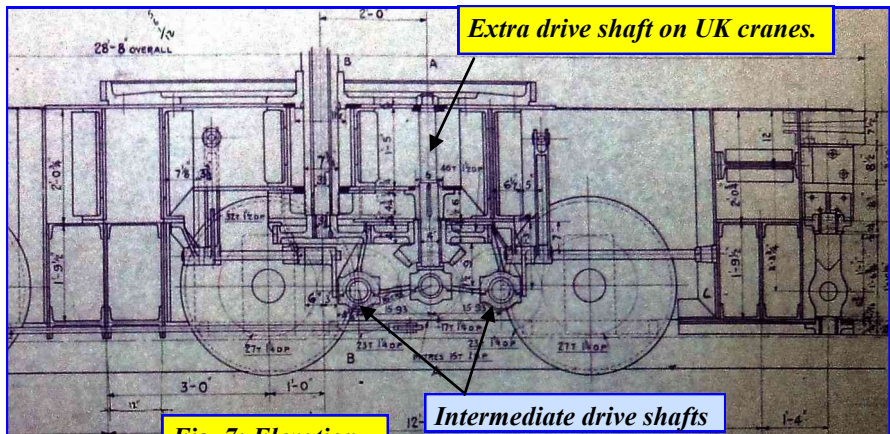


Fig. 7: Elevation

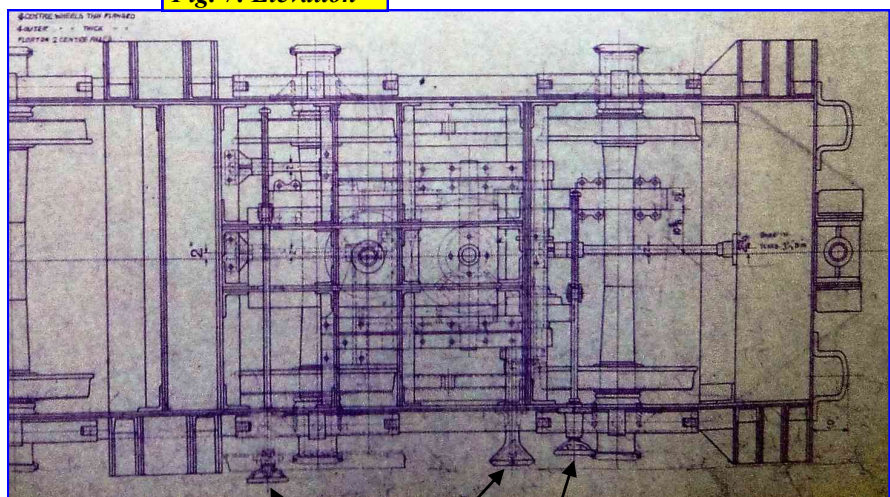


Fig. 8: Plan of travelling drive gearing.

I'm convinced that this is what happens on the real crane; the detail is all there if you look very carefully at the drawings. Thus all the gear train is meshing before any steam power is applied to move the crane along the track. Therefore it needed at least 3 men to manually engage the drive. On the model I've used a 5-hole Coupling as the capstan because you can rotate it with a rod using the 2 outer untapped holes 90 degrees apart. Figs 7 & 8 show the drive to the wheel sets on the original drawings provided by Peter Goddard. Note the hand-wheels and capstan to mesh the travelling gears and dog clutches. On the UK version the crane is not central to the driven wheel sets as it is on the NZR version and another vertical shaft is required.

The 10 wheels are all 4" diam. Wheel Discs bolted to 3 1/2" diam. Wheel Flanges (the flange) with large axle bush wheels on the inside (outside for the radial bogies). The prototypes wheels are 3'-1" diameter (to the treads), so the Meccano wheels are slightly oversized. This did cause hassles in fitting all the gearing and controls in. Clearances are down to nothing in places!

Brakes:

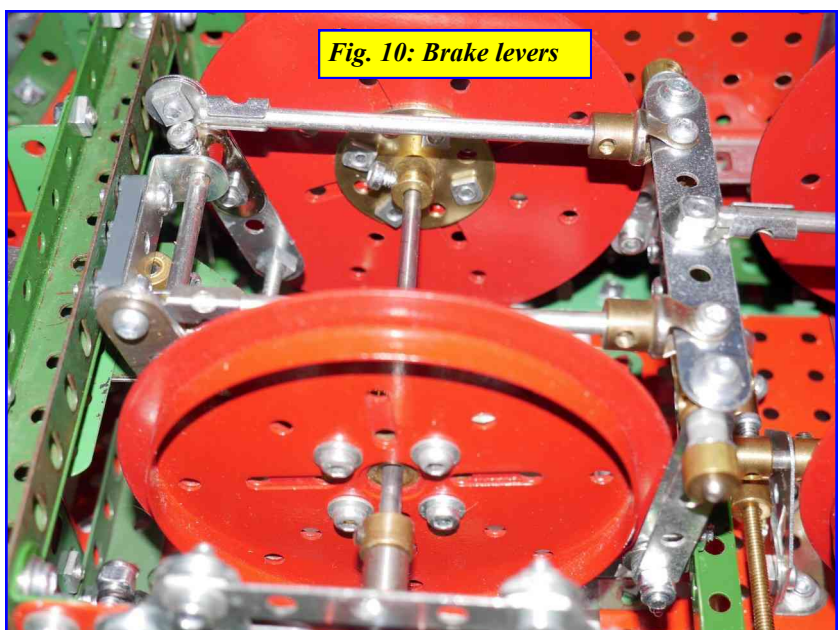
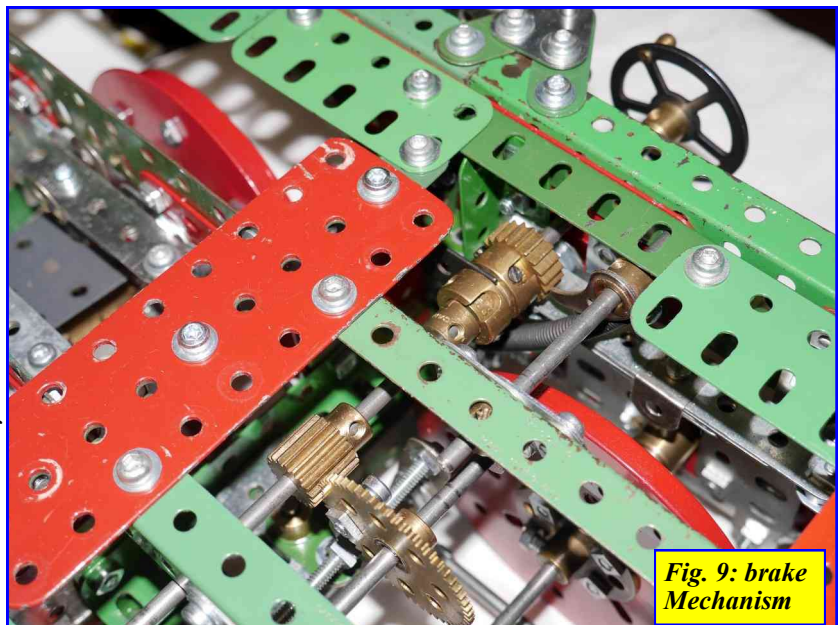
The crane has hand-operated brakes on the 3 middle wheel sets. These are operated by a large hand-wheel on each side of the carriage. From the drawings there is a ratchet wheel to hold the brakes on. A series of cranks transmits the ratchet wheel's rotation to the brake shoes with longitudinal, horizontal links between the 3 wheel sets.

Some thought was required as to how the brakes were released as there was no obvious lever to release the pawl. However there appeared to be a dog clutch on the hand wheel shaft when I looked at the drawings again. Thus I imagine that the hand-wheel shaft can be moved in or out to engage the dog clutch, thus allowing the brakes to be released by turning the hand-wheels. Fig. 9 shows the Dog Clutch engaged. The small Socket Coupling + Pawl are free on the shaft but held in position on the shaft by the black Märklin(?) lever which is fixed to the frame.

The 57t Gear is used as a crank with a 3-hole Strip lever to the transverse 2 1/2" Screwed Rod just visible in the figure. This rod moves two 2 1/2"

Strips pivoted on the 2" Axle Rod using Double Arm Cranks as bearings, partially seen in Fig 10. This rod is held in the Narrow 1 1/2" x 1/2" Double Angle Strip bolted to the double AGs. The bottom holes of the 5-hole Strips each carry a Rod & Strip Connector with a 3 1/2" Axle with an End Bearing at their ends. These End Bearings are bolted to the transverse 3 1/2" Strip to which the brake levers are pivoted using Couplings and 1 1/2" Axles. The paired 2" Narrow Strip levers (right of Fig.10) are pivoted at their top holes by 3/8" Bolts turning in Narrow Angle Brackets fixed to the cross-frame. Due to lack of space I have not fitted any brake shoes but you can see where they would be bolted on.

Part 2 will describe the steam engine, crane gearbox and controls.





Auckland Meccano Guild Meeting

14th May 2016

Reporter & Photos: Gary Higgins

The meeting was held at the home of **David and Elizabeth Wall** in Orewa.

David had a fine model of a level luffing crane with automatic grab, based on Modelplan 92 by Tony Parmee. Nicely modelled in red, green and silver Meccano and it certainly looked the part. We even managed to get David to demonstrate it to us mere mortals.

Henry Porter, who has discovered *Star Wars* in all its many spaceship and machine guises, has created more excellent models to add to those he has already made. This time he had created the AT-TE walker, a Naboo 1 fighter and a Y wing fighter, all from pictures and very good facsimiles of the originals but obviously in Meccano and various other



Henry's Naboo-1 fighter from Star Wars



Gerald's BSA motorcycle

systems. At least these models are of a size suitable for display unlike some of his gargantuan creations that cannot be removed from his model room.

Graeme Mills purchased a very nice boxed *Hornby* 0 gauge train from **Peter Hancock**. Be careful Graeme this stuff can be habit building.

Mike Stuart is still working away on his Crocodile locomotive and he has almost completed the central driving system of the loco along with a controllable pantograph which can be raised and lowered at the touch of a switch. All finished in the nickel and red finish which is characteristic of Mike's models.

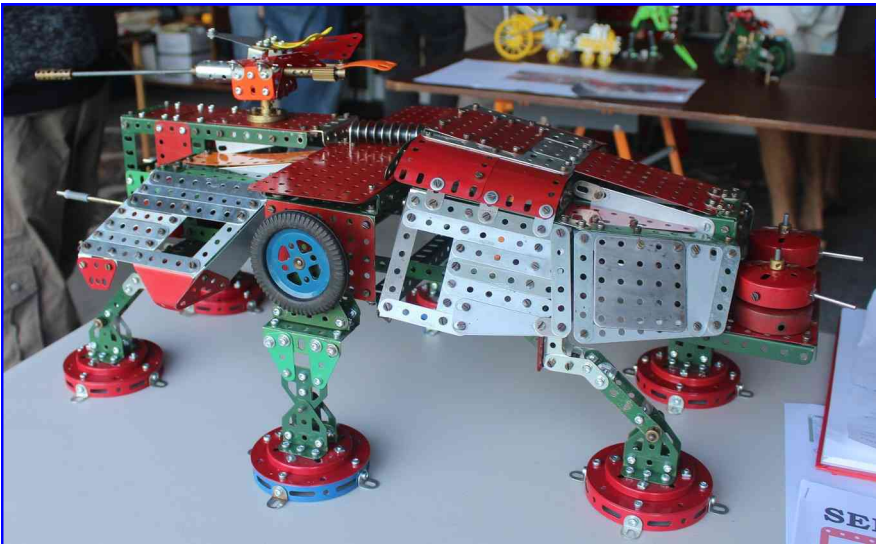
Gerald Hart had brought along a very nice compact model of a BSA motorcycle which is based on a Meccano Magazine model. Modelled in mainly green with a red tank top. A super model which looked the part.

Gary Higgins had brought some of the new range of models from *Spin Master* including the new Ducati motorcycle, which is most realistic with excellent tyres and a new spoked rim system, a dinosaur from the new Dinosaur series which demonstrated the new swivel bearing parts and a Stephenson's Rocket, this last was interesting in that it was only released as a Meccano model by *Marks and Spencer's UK*. The model had specially made spoked driving wheels which are just a little larger than a 3" spoked wheel, (a good substitute). A compact model showing all working parts but I have seen some great models built using a larger array of Meccano.

Anthony Caldwell had brought along one of the new Eiffel Tower sets fully made up and was commended for his efforts. These are not easy models to put together as I have found out having only completed half of mine to date. It makes a very nice Eiffel Tower however along with the various LCD lighting applied. The only negative aspect is that the lighting has a set timer which switches off after a period and has to be reset manually, not ideal for Meccano display purposes.

A sales table was pounced upon by those present with various Meccano items being sold off from the late **George Ovenden's** collection. All proceeds will be passed onto George's wife and the Meccano will be recycled for future use, which is as it should be, I am sure George would have approved.

Others present were **Peter Hancock**, who will be leaving us for New Plymouth. This will be a big loss to the Auckland Guild as Peter has been the driving force behind our exhibitions. We wish him well with his move and for the future. **Neil Carey** was also present.

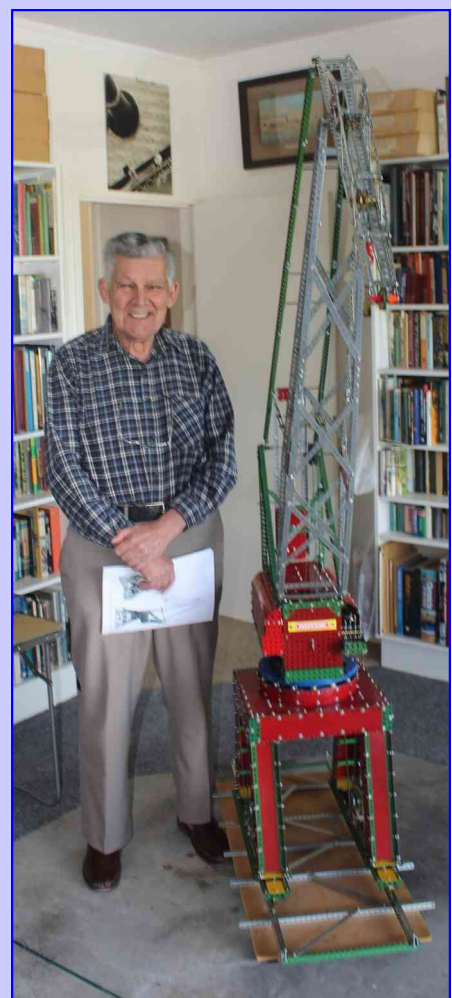


Another Sky War's monster by Henry Porter.

A number of our members passed on apologies as they were unable to attend the meeting including, **William Irwin, David Glenday, Rick Vine, Brian Cotton, Graeme Wrightson** and our own **Les Megget** who is no doubt enjoying the lovely UK weather as I write this (Ed. Haha, joke). The ladies once again provided an excellent supper to round off another perfect Meccano afternoon.



David Wall and his Level luffing dock crane. I think Gerald, Peter & Mike are searching through the parts for sale behind(s) the crane (in more ways than one).



Mike Stuart's cab and pantographs of his Swiss Crocodile loco.

2016 SkegEx Report

From The Editor

It had always been my intension to revisit the International Meccano Exhibition at Skegness after our initial visit in 2008. The second visit had been tentatively planned for 2015 but several other important activities intervened and the trip was put off a year.

I wanted to take a larger model to Skeggie than in 2008 but my original build of the Austin-Healey 3000 was just too large (1:5 scale) and too heavy (see NZFMM Feb 2014). The smaller and lighter mini-Healey was thus built (see Feb 2016 issue). Being rather fragile I planned to take this 1:7.5 scale model as hand luggage but even that model was 20" long and exceeded the maximum length (when packaged) for hand baggage. What to do? I purchased a plastic tool box and unbolted the rear quarter of the car and that went in the hold. Fig. 1 shows the front $\frac{3}{4}$ s of the car squeezed into the tool box. I didn't have any problems with Customs



Fig. 1: Healey in its tool box.

at Melbourne, Dubai and London but I did to have to unlock the box so it could be given a quick once over.

Our 10 week trip to England was thus booked so that SkegEx was near the end as I had to be back in mid-July.

We arrived in Skegness mid-Thursday afternoon and I persuaded my navigator that I had to go to the Embassy Theatre before checking in at our B&B. On our arrival the tables and cloths were all set up but there were still many empty spaces waiting for models. The Big Chief, **Geoff Brown**, who lives close by welcomed us and pointed me towards

my model space next to **Rob Mitchell** (SMG Journal Editor) and **John Stark** on the other side. Old acquaintances were renewed and the rest of the afternoon spent setting up my model and looking at what was then on show.

The public entry opened at 10am on the Friday. When I arrived about that time the place was abuzz with talk, models humming and a few public visitors. Rob had lent me a power supply so that I didn't need to import one for the show. I admit not spending too much time behind my model but roamed the hall much of the day taking photos of hundreds of models and talking to their builders. No really large Wow!! models on display this year but the Brooklands Garage (**Pete Evans**) and the Tatra 8x8 pipe carrier (**John Ozyer-Key**) had to be in contention for the prized Issigonis Shield (see Figs 2 on front cover, 2a & 3).

The biggest model had to be **Chris Johnson's** Aussie team Runcorn transporter bridge (Fig. 4) which was still being assembled down the side of the hall. Chris seemed to be having some electrical problems as I never saw it run properly but a video of the weekend shows it behaving well.

The SkegEx Dinner was held on the Friday evening at a local hotel about 10 mins drive away, not the 20 mins walk we were told. Luckily we drove as a heavy rain shower wet a few diners walking there, our **Robin Rye** included. We were almost late because I went by the times given in the June CQ but dinner was actually 30 mins earlier! The very pleasant 3-course meal was devoured before the after dinner speaker, Chris, told us about his problems importing the transporter bridge and how UK Customs wanted 20% of its value (+VAT I presume) before they would let the Meccano *back* into its state of origin. Chris hopes to get any fees refunded when the bridge is re-exported after next year's French Exhibition in May. It seems it won't be imported into NZ for our Convention next Easter.

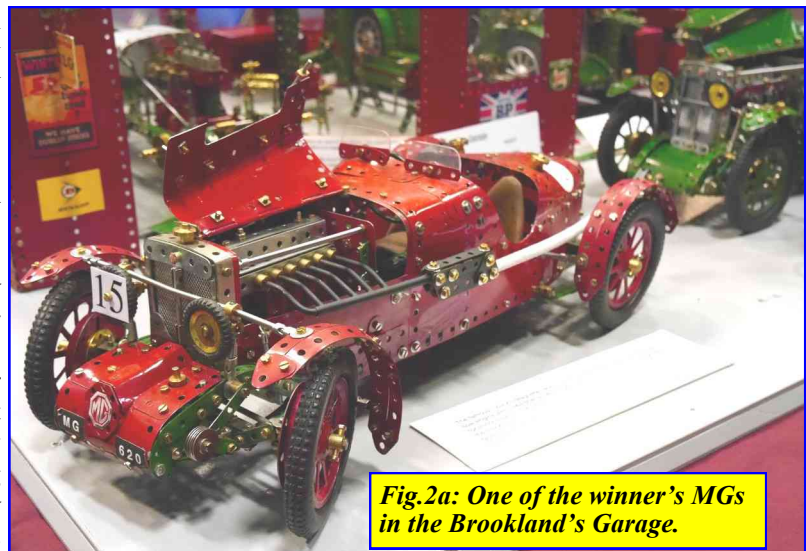


Fig.2a: One of the winner's MGs in the Brookland's Garage.

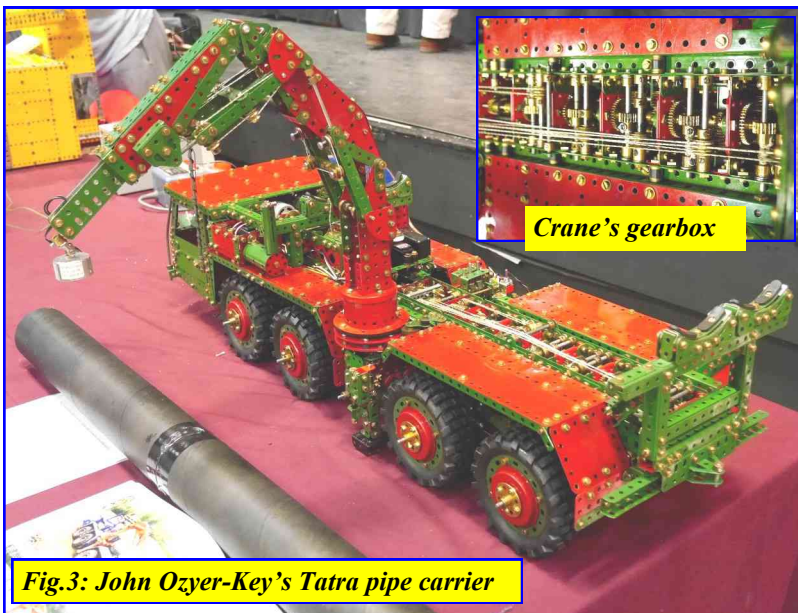


Fig.3: John Ozyer-Key's Tatra pipe carrier

Saturday was fine but with a few of those frequent English summer showers but the temperature only got to about 18 degrees C. The public attendance numbers seemed less that day but that may be my imagination. There was very little obvious advertising of the Exhibition on the streets, so the public would only know of the show if they passed the Theatre. A few new models had appeared over night or maybe early morning. There was sad news that Pete Evan's wife had passed away overnight after suffering a heart attack a day or so earlier. His fantastic model was managed by **Neil Bedford** and **Richard Smith** in his absence. As you can see the MG and Bugatti cars are fantastically detailed but there had been plenty of part mutilation but I wasn't worried about that. None of the cars had working transmission; it was an entirely static model.

Every exhibitor is given a vote of his/her best 5 models; 1st gains 5 points, 2nd 4, etc. The problem was sorting out the best 5 models and then putting them in order; no easy task.

Sunday was much of the same, talking, viewing and photo taking until about 4 pm when the winners were announced. The raffle winners were picked first (I never win anything in raffles!). Then Geoff announced the prize winner from 5th to first.

1st (Issy Shield): **Pete Evans'** Brooklands Garage,
2nd= **John Ozyer-Key's** Tatra pipe carrier and **Colin Bull's** Laxey water wheel,
4th: **Guy Kind's** Pilatus rack railway and
5th: **Wilbert Swinkel's** Rubik Cube solver with computer assistance (programming) from **Maxim Tsoy** (see Fig. 5).

So for the second year running a Rubik Cube solver ended up in 5th place (NZ's **David Couch** in 2015). This year's model was quicker than David's

but the computer programming was at least twice as long and complex.

The Laxey water wheel was a large and impressive model and it ran very nicely (Fig 6). I picked John's Tatra pipe carrier as my first choice. It was full of gears, which all worked quietly and efficiently. The model is run by only 2 motors (1 for the power steering and the other does everything else; transmission to all 8 wheels, stabilizers and hydraulic crane using string power.

It was great to see 3 women modellers (there may have been 1 or 2 others) displaying their creations ranging from military vehicles by **Cathy Claydon** Fig. 7 to **Moira & Alistair Cree's**

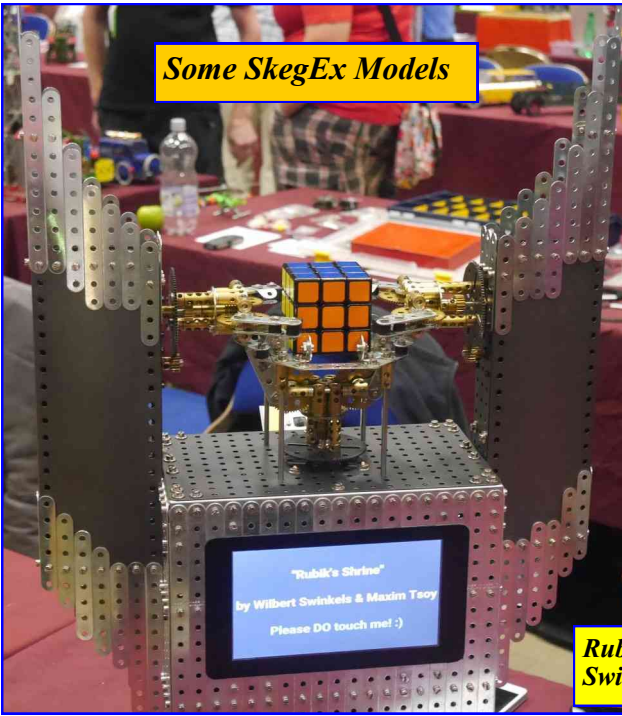
Canal Locks.

In a back room **Rob and Wendy Miller** managed the children's construction zone and I believe they were kept busy over the 3 days.



I was told that the number of exhibitors was about 150 but if you add up all the models shown that would total about 400+ I'm guessing. I was really pleased to finish in 8th place. The model behaved itself over the 3 days with no little heaps of brass under the car. John Stark's 3 clocks continued to show the correct time over the duration and they certainly aroused a lot of interest from exhibitors and the public alike. I felt the overall standard of models was similar to that in 2008 but without the large cranes, excavators and other "beasts" I remember. I would say the modelling standard shown in our recent NZFMM Conventions has improved since 2008 when comparing our efforts with SkegEx.

Some SkegEx Models



Rubik Cube Solver by Wilbert Swinkel & Maxim Tsoy, 5th place.



Cathy Claydon's Military Display, 10th place.



Colin Bull's Laxy Water Wheel, 2nd=



The Editor's Healey 3000, 8th place.

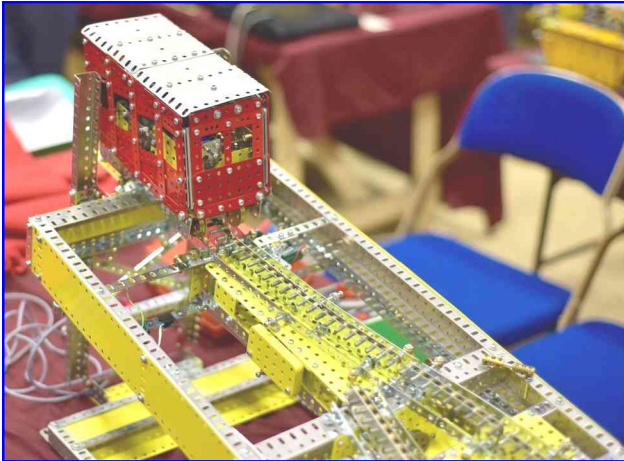


Jim Gamble's H.M.S. Javelin

Skegness Models I particularly liked:

Guy Kind's Pilates Cog Railway was a model of a Swiss railway on which gradients reach 42%. The model uses a central track with Axle Rod teeth which engage with long bolts in Bush Wheels on vertical shafts driven by a motor in each railcar.

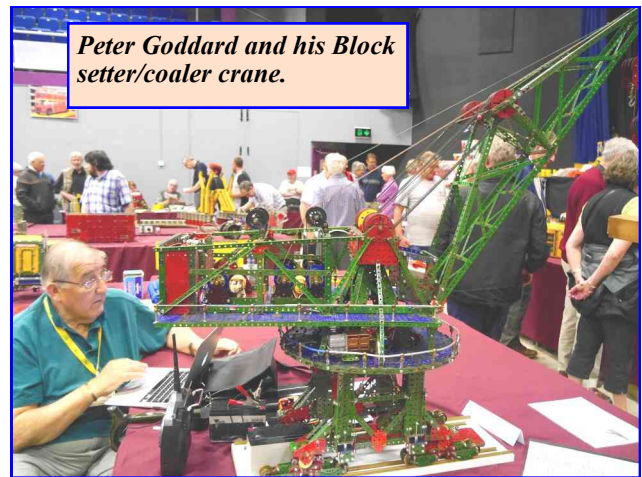
One very innovative detail was the points to allow the railcar to change tracks where the railcars pass. The point rotates about a horizontal axis with the other turnout direction 180 degrees about face. The image below shows the point turning right.



Pete Wood's Lamborghini Contach: This quarter scale model did just about everything the real supercar does from full transmission, pistons which go up and down, sparkplugs which light up, pop up operating headlights, tail lights, indicators and rev counter and speedo needles which race round the dial when the engine is revved up! This model was shown in 2015 so didn't appear as a prize winner this year.



Peter Goddard's 1910 Nagel & Kaemp 60t Block Setter/Coaler : This crane was originally designed as a coaler with 3 hooks but became a block setter in later life. The prototype still exists it seems at Lourenco Marques now called Maputo, Mozambique.



Peter Goddard and his Block setter/coaler crane.

Mint Aero Constructor's Set for sale for £800.



Andrew Knox's Kempton Park Waterworks, Engine No. 6

Model Tour 9 April 2016

Text by Robin Rye

Images by Bruce Geange



Daryl Anderson: Model challenge effort was an effigy of the challenge setter, Sir Richard III, with hidden features behind the cod piece. (*Ed. The mind boggles!*)

Hugh Ramage: A young friend recently gave his small Meccano collection to Hugh. His model challenge entry was a Rolly Polly...A wavy track that a set of wheels came down with gravitational forces.

Viv Alexander: Produced a selection of aircraft builder sets by Meccano and Dux from the 1930s era. Three of each. A discussion followed comparing the 2 makers. Dux (German brand) had smaller hardware than Meccano. Dux had an advantage over Meccano for the restorer...Dux stringing cards had the part placement clearly printed on the cards. A Meccano 1930 0-set that clearly once belonged to the Correspondence School with slips of paper within confirming that the Correspondence School had a Meccano Club. Viv also had a copy of the book by David Veart commenting on the *NZ Toy Story*.

Tom Pittams: Displayed his David A. Auld of Greymouth O gauge live steam train set. The set has the loco and a circle of track but no wagons. The track seemed to be unstamped Lawrence Lines. Tom's Meccano contribution was a large size rocket space ship of the recent Space Caos series.

Bruce Geange: Another scratch built masterpiece of a Garrett Undertype Lorry. Over 40 years have passed on this project. The chassis was built in 1973 and then lapsed until the past year when the remainder was completed. Although the real thing was steam powered, Bruce chose electric power for this model with radio control. A well deserved round of applause followed for him. His model challenge was a table and chair.

Wayne Blakely: Was seeking information on how his *Triang* tin yacht worked with its sail and rudder.

Richard Feltham: Is working on the current Meccano Tower Crane model and detailed all the problems he is having with it. "But it has potential" Richard declared. His ball lifting device for a current project is causing trouble with his wanting to use heavy steel balls for effect further along the model. A Zeppelin rail model with 2 magic motors was his model challenge entry.

Ross Quayle: An aeroplane of almost definable type was his model challenge entry. A South Seeking Chariot exercised his smooth gear meshing and rod

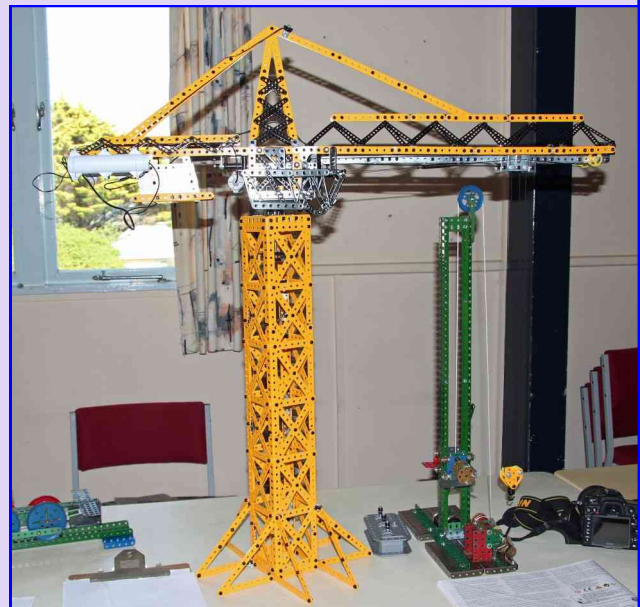
running patience.

Chris Morton: The big and rare Meccano Roller Bearing was his entry for the model challenge.

Paul Vodanovich: The Thunderbirds 2 current set model with its rickety legs and a horse and cart with magic motor power. This is the first in a series and Paul says he is planning more as he has lots of magic motors. He enjoys taking old bent and damaged Meccano parts and refurbishing them back to something usable....sometimes a non-original new piece results.

Robin Rye: Various Meccano pieces for sale. For the model challenge, the word "Prime" was constructed.

Daryl Anderson won the model challenge.



Richard Feltham's Spin Master Tower Crane



Bruce's Garrett Undertype Lorry



Model Tour 11 June 2016

Viv Alexander: Surprised us with some Meccano construction....a series of 21 garden tools made with just a few parts in each. 3 reference books that Viv uses were displayed; model trains and die cast. An E 502 post-war Hornby electric train set was presented. It seems it was for the Australian market only during 1948/52. Likely made up from surplus stock left in the Liverpool factory from before WW II.

Tom Pittams: Meccano offerings were the new small current helicopter and a freelance car and a cart. 2 Meccano like sets called Metal. He had a train shunting puzzle for us to ponder.

Paul Vodanovich: Also had a \$5.00 set of Metal similar to Meccano and a Lego like dinosaur. Proper Meccano displayed included his Magic Motor powered barrow boy and a mouse trap for the challenge. The early part 52 without end flanges but with the 2 slots has recently captivated Paul.

Hugh Ramage: A mouse trap challenge model. The NZ Toy Story book by David Veart.

Robin Rye: Showed his start to the JCB tractor shown on the cover of the ISM magazine. He has since found modelling instructions in *Constructor Quarterly* magazine for the same tractor. A highly decorated mouse trap was made for the challenge. Older Meccano pieces were

offered for sale.

Ross Quayle: Mouse trap model was a model of a cat. He did not reveal his effort until every-one was watching when he then let the cat out of the bag (box). Very well done.

Bruce Geange: Produced a mouse trap with a very mouse trappy strong spring lever. I think the lever broke the sound barrier when released. Paul would not put his finger in to trip it like he did with his own. A finely detailed Farmall Cub tractor of about 6 inches in length finished Bruce's presentation.

Bob Manley: Had "some free stuff" to rummage through.

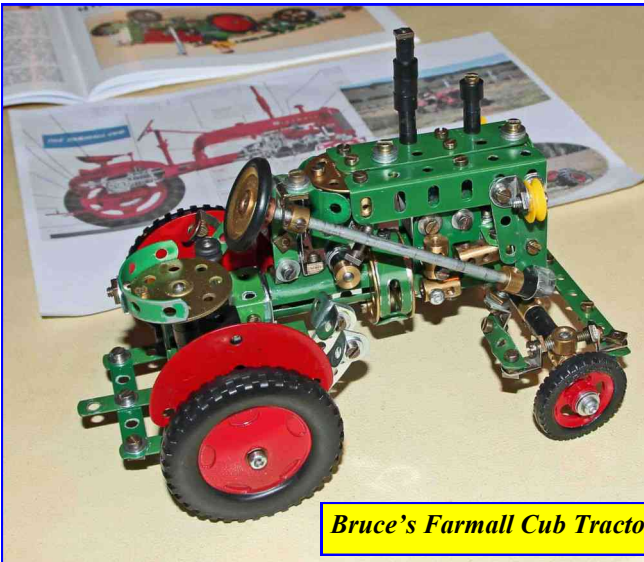
John Freer: Has taken the controllers and motors from the current tower crane set and used them to power an army tank chassis. What was thought to be radio control in fact turned out to be infra red control.

Wayne Blakely: Had a selection of the current new sets available for sale.

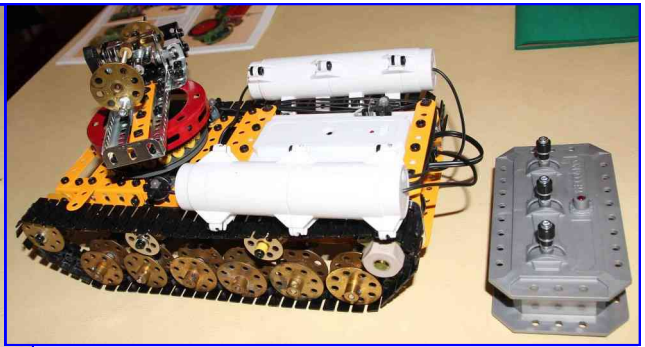
Selwyn Bluett: (In absence) had a large quantity of fairly new Ashok, Exacto and Meccano for sale at the marked prices. Mostly from dismantled models.

Model Challenge: **Ross Quayle** was the winner.

Images from this Model Tour are over the page.



Bruce's Farmall Cub Tractor



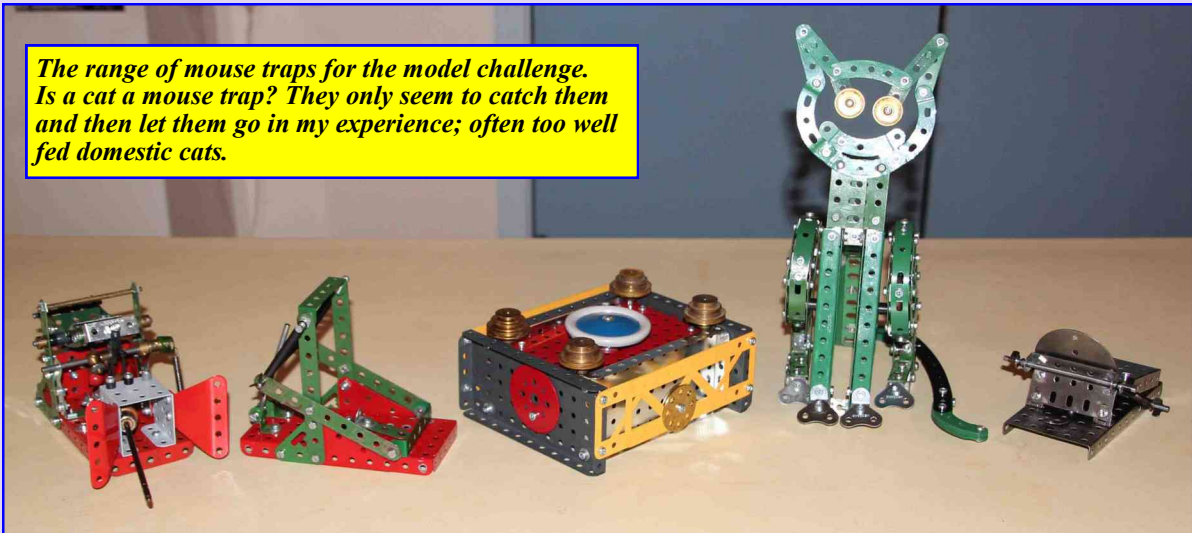
John Freer's Tank chassis using the Tower Crane set's electronics.



Viv Alexander's 21 garden tools



The range of mouse traps for the model challenge. Is a cat a mouse trap? They only seem to catch them and then let them go in my experience; often too well fed domestic cats.



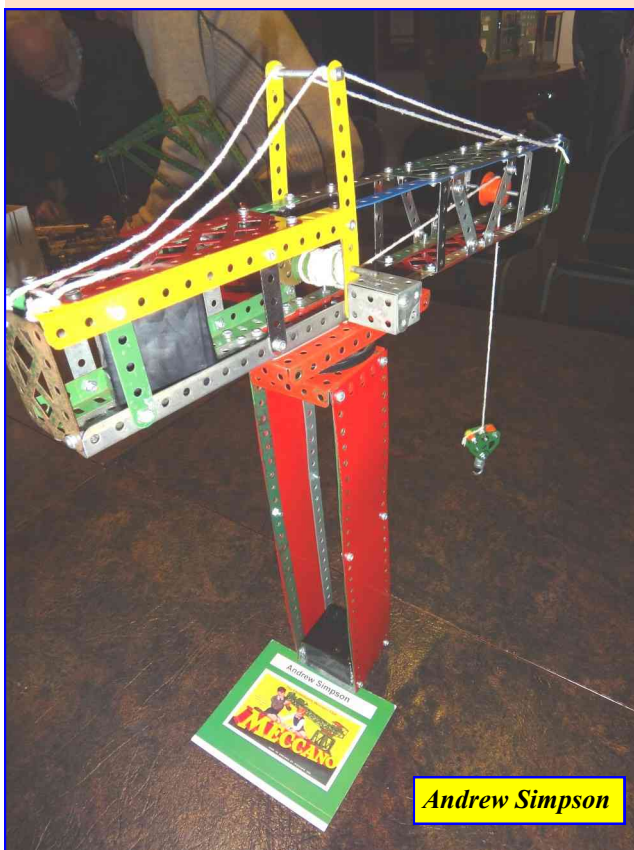
Christchurch Meccano Club

(Est. 1929)

Second Quarter 2016 report

Roland Jaspers

The second quarter has been one of reflection and anticipation. Reflection on a very pleasant show in Nelson and anticipation of the 2017 Convention and Exhibition. A committee meeting will be held in August to make a final decision about the venue. Once the venue is decided, other arrangements (tables, advertising, set-up access) will be fairly easy to make. A flyer with details will be sent to clubs once arrangements are finalised. Club competition-models have been a stage coach (with or without horses), a mobile crane and a lifeboat with working lowering mechanism. Photos of some of the excellent models are included.



Andrew Simpson

The Club had a marvellous surprise at its June meeting. **Roger and Daphne Keey** are preparing to move into an apartment in a recently-built retirement complex. As part of the rationalisation of assets Roger has donated a large number of Meccano parts to the Club. They have been made into parcels and sold at the July meeting in a silent auction. Proceeds will help the running of the Club. This was however only part of Roger's generosity. He also donated an unused Märklin 90th-anniversary set that makes a mechanical shovel. It

has been sold on *Trademe* with proceeds again going to the Club. But Wait, there was more!..... Roger also passed to the Club his collections of NZFMM and International Meccanoman magazines. These now are part of the Club library and available for members to borrow.

All in all a relaxed few months. The work will start in earnest once the Convention venue has been decided.

June Meeting Models: Cranes



Graeme O'Neill



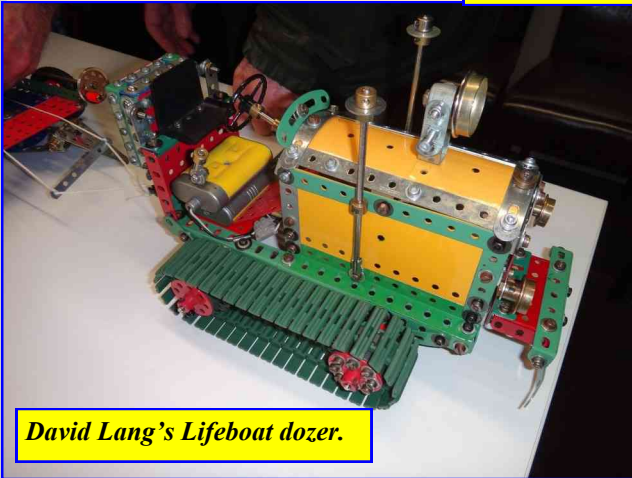
Kevin Downie



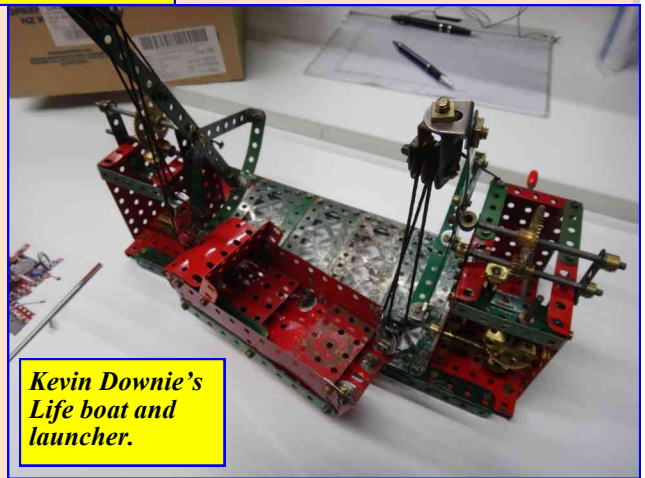
Nathan Lang



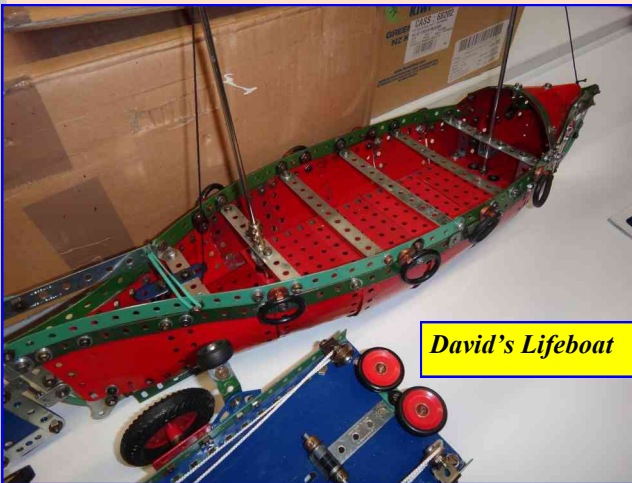
CMC Meeting Models: Boats



David Lang's Lifeboat dozer.



Kevin Downie's Life boat and launcher.



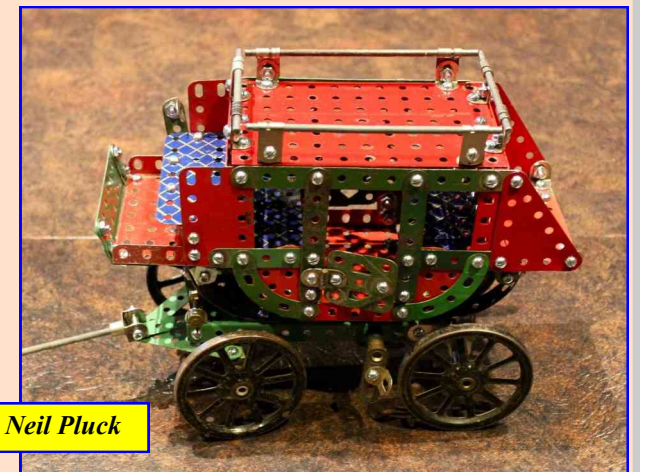
David's Lifeboat



Kevin Downie's Stage coach



Nathan Lang's Low loader & digger.



Neil Pluck

Magnificent Gift For Otago Harbour

From Roland Jaspers

Many of you will be familiar with the magnificent container crane built by Ross Mitchell. It is based on the two cranes installed at Otago Harbour about 2006. The scale of 1:30 has resulted in a crane 3.6 m long and 2.2 high (jib down).

Ross has now donated (Yes, DONATED) this crane to the Otago Harbour Board, to ensure it can continue to be displayed. It is a great gesture indeed, and will be appreciated by all who have an opportunity to view it in the future. The crane has the potential to become a (Meccano) legend, similar to the late **Blake Huffam's** Gold Dredge on display at the Hokitika Museum.

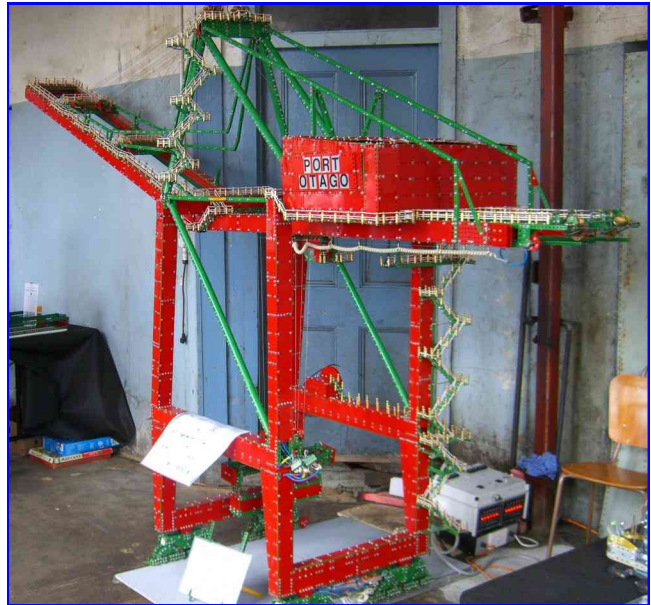
Building the crane has been a story of the Meccano Master and the Master's Apprentice. From early on in the construction Ross has been assisted by Roman Johnson, a young, close neighbour. Over the time of construction Roman has gained sufficient skills to now be an accomplished constructor, as evidenced by his models on display at Te Papa in 2015. Since Ross has become somewhat less able to look after the model, Roman has taken over the final stages of completion. An early construction report appeared in the NZMM Magazine of August 2007, showing the crane's main frame well on its way.

The completed crane has had three major outings. In 2009 it took up most of the stage at the Art Centre's Great Hall during the 2009 Convention and exhibition, where it proved to be a great draw card for visitors. It was again much admired at the 2011 Convention and exhibition in Palmerston North. Since these exhibitions the crane has undergone minor finishing and aesthetic enhancements.

Appropriately, its final public display was in Oamaru at the 2012 Heritage Festival. Ross had been asked to display his models (and those made by a local school group under Ross' guidance) as part of the event. Some Christchurch members also attended with models to bulk up the exhibition. Appropriately, the show venue was the (somewhat rustic) old boiler room of the Gillies foundry and factory. The crane was again the showstopper, with a great many Oamaru visitors expressing delight in a grand work by a well known local.

So, the crane will now stay in Otago for long-term display, as per Ross' original intention. Peter Brown, Port Otago's commercial manager hopes to give the crane a final home in the Overseas-

Passenger terminal, so that it may be viewed by a great many cruise passengers and visitors. The crane has been assured of a long life and I'm sure all Meccano enthusiasts will join me in congratulating Ross on his magnificent gesture.



Ross Mitchell and his huge Container Crane at its last display at the Oamaru Heritage Festival in 2012.



Meeting Report

Date:
8th July 2016
at 7:45pm

Reporter: Max George

Present: Don Flowers, Keith McCallum, Max George, Reg Barlow, Robert Vale, Simon Moody, Stan Baker.

Apologies: Brian Petersen, Lou Nichols.

Models:

The theme for this meeting was a model from page 12 of any Meccano manual. A great array of models were displayed coming from a 1909 manual up until the present day. The idea of a theme for meetings has been well received by the modellers.

Robert Vale – constructed a Refuse Collection vehicle from the 1949 set 9 manual no 9.9. It was a great looking model which took Robert 3 days to build. Unfortunately, the tracks used to take the large rubbish bin off the truck were a bit flimsy. Robert would have liked more time to get it working properly.



Keith McCallum – displayed an extending Tower Truck from the 1972 Highway Multikit set assembling it the day before the meeting. Page 12 was in the middle of the instructions for the model.



Simon Moody – built a Forge Crane from a set 4 manual No 4.12. He altered the model to be stronger than that specified and fixed it to a wooden base with a gear race to enable it to rotate. The hoist was not very well designed and so Simon modified that as well.



Stan Baker – made a model of a Hand Cart from the 1909 Set 1 manual. When built the cart fell over, but by moving the rear legs back it was stable. The next model in the manual was basically the same with the 2½" double bracket moved on the model. So much for innovation.



BOOK REVIEW: 'ARCHITECTURE ON THE CARPET'

Perusing the Auckland Library database is always illuminating, and there is a small stock of Bert Love's books for instance, and others on other Meccano products and history.

This book (published 2013) is not about Meccano per se but 'we' feature in chapter three 'Meccano and Making Visible How things Work'.

The book, as the cover shows, is a treatise on the history of construction toys that relate to erecting buildings, from early blocks via a *Lott's Bricks*, *Lincoln Logs*, *Bayko*, *Minibrix* and others, until the advent of *Lego*. The authors are **Brenda and Robert Vale**, of Victoria University (and WMC), and they (quote) 'try to look for similarities between what you can build with a selection of construction toys and the architecture that these seem to represent best, as well as being an excuse to have a lot of fun playing with them'.

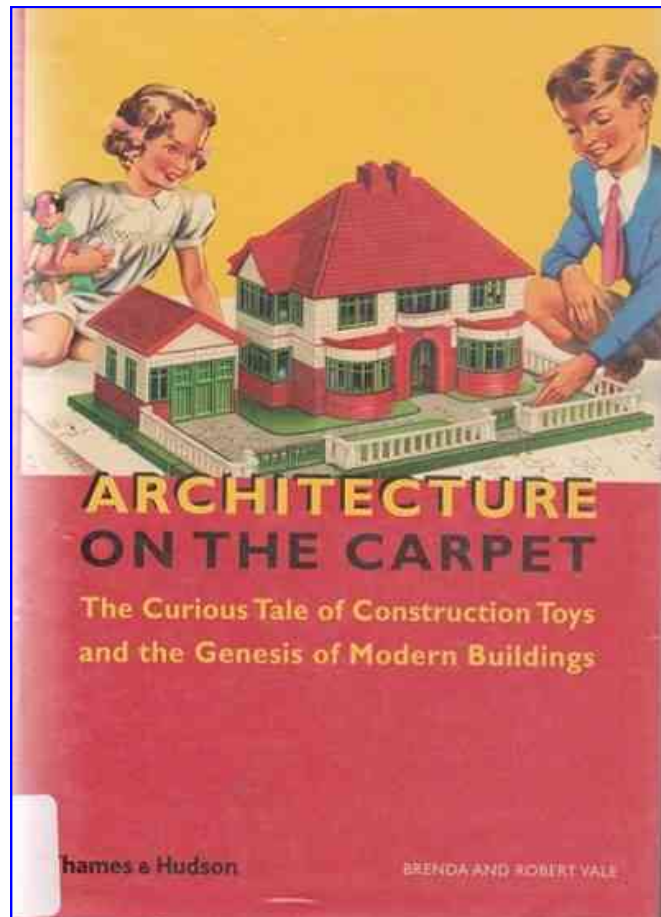
So far as Meccano is concerned, they concede, as we know, that it excels in the construction of cranes, vehicles, and various mechanisms, and there are very few examples of actual buildings in the standard set instructions. They note that buildings did appear often in model building competitions. However they also recognise and discuss at some length the attributes, and influence, that our hobby had brought to certain architects, and compare the style of some new buildings with our familiar girders and bracing.

The introduction has an interesting analysis of the history of railways and the architecture of railway buildings, both real and at hobby level so Hornby is mentioned along with fascinating information about *Bassett-Lowke*.

The cover features *Bayko* and of course we have our Meccano connection there.

Meccano Men have a keen interest in many subjects in the spheres of construction, science, education, engineering, and history. As the Meccano Magazine proved. This book will prove educational, interesting, entertaining, and nostalgic to many of you. Each chapter is well illustrated with examples of the model system and actual buildings.

David Glenday (AMG)

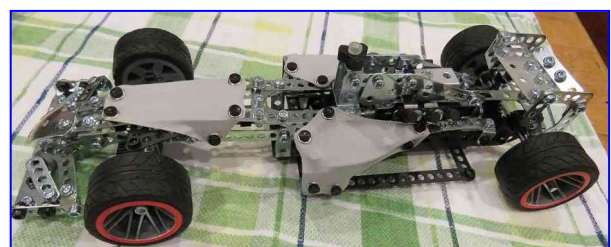


More Models from the WMC July meeting:

Reg Barlow – made a model of Flying Boats from a red/green set 4 manual no 4.11. It worked very well with the magic motor.



Don Flowers – brought along another *Spin Master* model. His page 12 was part of the construction of the very realistic Racing Car from the new *Spin Master* series.

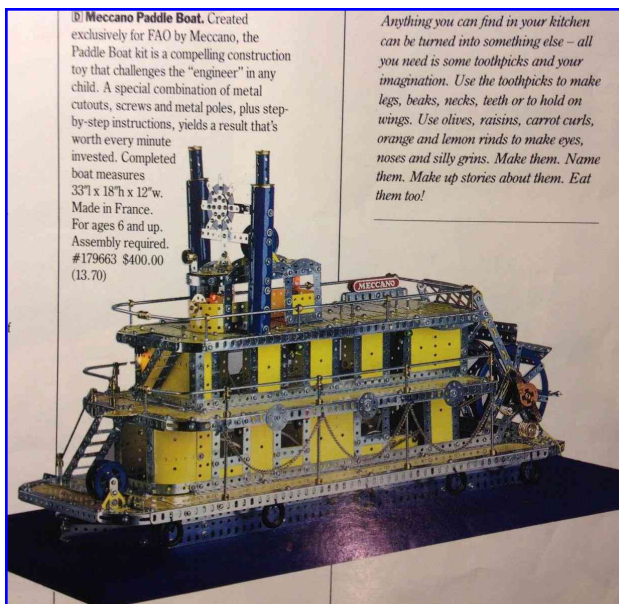


Gazza's EBAY Column (Gary Higgins)

A few interesting sets up this month and one of the problems of researching this column has come to light i.e. buying stuff! So I have picked up the odd set or two.

I will start off with a most unusual set and one which I have never seen before. This described by the seller as follows; A rare mint Meccano river-boat construction set. Meccano collectors will recognize this model as it was a common Meccano store display (I have sold several) though never produced as a set.

Consumer demand at FAO Schwartz in New York caused FAO to have Meccano France produce a very limited number of these sets exclusively for FAO 2003 (see photo of FAO catalogue ad.) The sets were a marketing disaster. Costing almost as much as a #10 set chest of drawers, there is no set box. FAO used its own shipping box. The instruction manual is a joke – very few poor quality black and white pages (only the cover is in colour) and only a serious Meccano builder could build this model since you have to almost guess what parts to use where. Even some of the pictures don't match the parts. Several sets were purchased for children and then returned due to their complexity. I bought



them all as well as the remaining unsold FAO inventory. Here is your chance to own a piece of Meccano history. 25 lbs. of mint parts. Model is almost three feet long.

At the last site check this was still unsold with a listed price of \$850.11 NZ. I have asked the dealer for a parts list but got no response. A fellow collector has the original steamboat supermodel which appears to be a different design to this.

One of the sets I picked up was a combination of three *Marks and Spencer* sets in unopened condition.

The Red Arrows set (19.50 pounds on the box), the Sopwith camel bi-plane (19.50 pounds on the box) and the Stephenson's Rocket (29.50 Pounds on the box). I picked up all three for \$83.75 NZ, not a bad deal. I have never seen the Stephenson's Rocket model here previously as it was only produced for *M&S* in the UK.

A very large wooden boxed set of the *Märklin* Ferris wheel was on sale for \$2,937.11 NZ. Looks to be a fantastic model and would be great on display. Another combination of three Meccano sets the 7901, the 0524 and the 6700 all going for a very good price of \$113.34 NZ. Only the Spitfire set is boxed.

A *Merkaur* Viking ship looks to be an interesting model, new in box and selling for \$109.00 US.

Meccano have brought out a new boxed set using the *Tintin* sailing ship design, this time with black sails and a skull and crossbones design is the sailing ship on sale for the price of \$44.06 NZ.

A simple thing like a Meccano oil can "K" series with a pie crust top, yum yum, selling for only \$186.28 NZ. It is that cheap because there is a little damage at the base of the spout.

A 1927 US outfit in a wooden cabinet is on sale for \$700US. It looks to be mostly intact and is from the period when the pea green and dark red parts were first introduced. Like many US sets the strips and girders were tin plated, not nickel, and tend to have faded considerably when found today.



Two sought after volumes describing all the *Gilbert Erector* sets Vols. 1 and 2 are on sale now for \$471.91 NZ. This appears to be a good price for these hard to find books.

There is a Meccano Crazy inventors clock / time machine, just the thing to zip back and pick up pristine sets at a fraction of today's price. Selling at \$117.53NZ.

Finally a Meccano No. 10 set from the 1950s in red and green, nicely displayed in the original oak box. A very nice price as well if you are the seller, going for \$10,348.96 NZ.

Enjoy your Meccano ebaying.



Name



ONLY
3
LEFT!

LPM10821 Märklin Giant Ferris Wheel \$1995.00

A giant construction set, modeled after the giant ferris wheel in Vienna. (You've seen it in the movies.) Self-supporting design using nylon suspension cables. 15 gondolas mounted on the edge of the wheel. Powered by a motor with a special gear drive. This magnificent construction set is contained in a handsome wooden crate with steel handles. The parts are layered in trays. A full instruction book is included. Only 80 of these sets reached American shores! Total weight of the set: 80 lbs! Height: 55" Diameter: 49.25" Over 5200 parts! Shipped UPS Ground.

MERKUR Age of Vikings

40 models



1350

- Disc
- Parts
- Tools
- Pieces
- Plates
- Wheels
- Connectors
- Other
- Carbons
- Roller
- Darkwood
- Paint



1927 US set in a wooden cabinet.

MECCANO



STEPHENSON ROCKET
ASSEMBLY INSTRUCTIONS

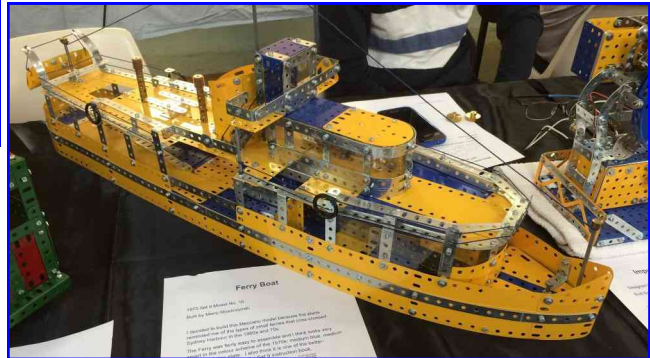
2016 Sydney Meccano Modellers Ass. Exhibition, Sat 30 April
Photos: June Booker & David Taylor



Murray Tulett with his c1865 Stationary Beam-type Steam engine a Wood burning steam loco, tender and carriage.



Garth Spurdle



Mario Moszezynski

Report by David Taylor assisted by Malcolm Booker

Malcolm Booker, who had been organizing the Exhibition for over 25 years had over 5 weeks in hospital and missed the Exhibition. **Lee Squires** visited Malcolm in hospital and together they planned the Exhibition.

There were 27 Exhibitors, 160 Models and over 200 visitors. All the entrance money was donated to the Baptist Church.

David Taylor took Malcolm's Railway Breakdown Crane to the Exhibition and with help from his grandson Lachlan, looked after it and ran it all day. **Chris Johnson** brought the black table cloths, the sets for the children to use, arranged electrical testing and sorted out minor problems.

In the evening 30 attended a dinner at our local Club, organized by Malcolm's wife **June**. There were members from distant places, Melbourne(1,000 kms), Canberra (300 kms), Dubbo (400 kms), Tamworth (400 kms) and Springwood (100 kms). One of our members, **Rick Mitchell**, had a stroke last year and lost all the use of his left side, Peter Stuart helped him finish the model and Rick's wife **Sue** brought him from Springwood (near our Blue Mountains) to the Exhibition.

There were many outstanding Models, a few of which were:-

Rick Mitchell's Garden Island Block Setting Crane – the original Crane was a feature of Sydney Harbour and sadly it was demolished 2 years ago, also a Meccano construction Aid, operated by the right leg.
Chris Johnson's well clothed large Robot,
Garth Spurdle's Aeroplanes,
Lee Squires's early 1800s American Steam Boat Engines,
David Taylor's Buses,
Peter Stuart's Excavator and Meccanograph,
Mario Moszezynski's Sydney "First Fleet" Ferry,
Murray Tulett's Narrow gauge Train,
Mike Holland's Artillery Gun,
Doug Trounce's Huge and varied display,
Tom Hughes's Titan Floating Crane. This was a feature of Sydney Harbour for decades but was sadly lost at sea while being towed to Singapore to be scrapped,
Graham Jost's Downsized Braiding machine,
Mary Jost's Bling,
David, Mario and Greg's with **Malcolm's** Railway Breakdown Crane.

In addition to our usual advertising and promotion of the Exhibition, *Hobbyco N.S.W.*, leading supplier of Meccano and all other hobby items, offered to print for the Association a very colourful Exhibition Flyer. It was A5 size and printed on both sides. It was most gratifying to learn that quite a number of families came because of the Flyer. Meccano Modellers Association Sydney Inc., gratefully thank *Hobbyco* for their generous contribution to the success of our Exhibition.

More models from the Sydney Exhibition:



Doug Trounce's ball rollers and fairground models.



Lee Squires and his large range of Marine Engines.

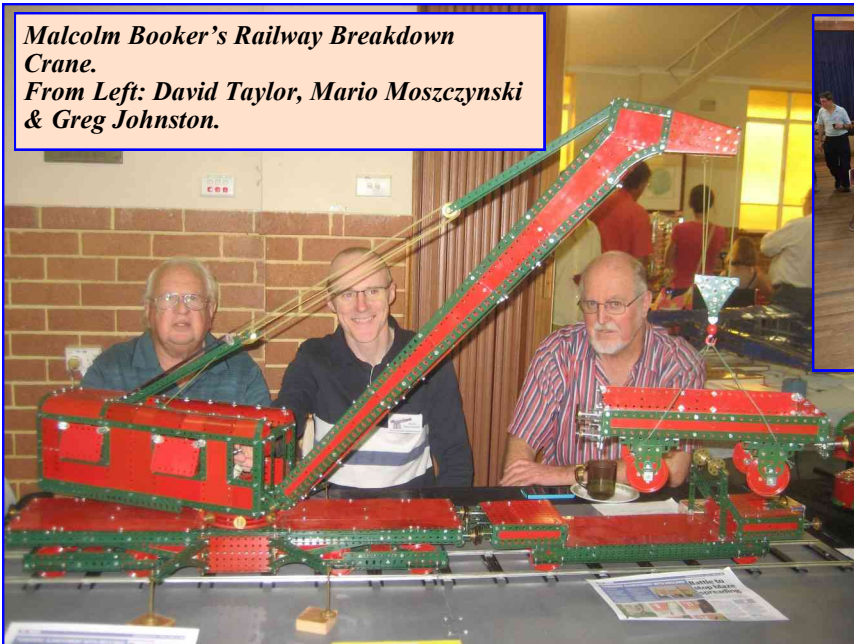


Graham Jost with his Braider with Mary's Meccano Bling to the right.



Garden Island Hammerhead Crane by Rick Mitchell.

*Malcolm Booker's Railway Breakdown Crane.
From Left: David Taylor, Mario Moszczynski & Greg Johnston.*



Partial view of the exhibition hall from the entrance.

New Zealand Club Diary 2016

Auckland Meccano Guild

President: David Wall, Tel. (09) 426 1965

Secretary: Gary Higgins, Tel. (09) 832 4292

Meetings at 2pm on second Saturday every third month. The next meeting will be held on **Saturday 12th November** at Les & Shirley Megget's, 231 Opaheke Road, Papakura starting at 2pm.

MWT Meccano Club

Chairman: Chris Morton, Tel. (06) 323 8001

Secretary: Robin Rye, Tel. (06) 764 8670

Meetings at 2pm. Next meeting: **Saturday 8th October** at St. Luke's Church Hall, Corner Cornfoot and Manuka Streets, Wanganui.

Wellington Meccano Club

President: Stan Baker, Tel. (04) 566 7150

Secretary: Max George, Tel. (04) 232 4200

Contact: Lou Nichols, Tel. (04) 297 1515

Meeting at 7:30pm on first Friday every second month. Next meeting: **Friday September 2nd at Max George's place, 3A St Johns Terrace, Tawa.**

Christchurch Meccano Club

President: Neil Pluck, Tel. (03) 389 8134

Secretary: Roland Jaspers, Tel. (03) 358 1357

Meetings at 7:30pm on first Friday every month (except January) at Papanui RSA Club, 55 Bellvue Ave. or No. 1 Harewood Road, Christchurch.

Additional Meccano Contacts

Hamilton: Don McClelland, Tel. (07) 843 4198

Tauranga: Barry McKey, Tel. (07) 576-1623

Hawera: Daryl Anderson, Tel. (06) 278 7666

Kapiti Coast:

Napier: Trevor Adam, Tel. (06) 843 4837

Palmerston North: Bruce Geange, Tel. (06) 357 0566

Nelson: John Stark, Tel. (03) 545 1025

Articles, etc. for the November 2016 issue of NZFMM Magazine should be sent to Les Megget before the 10th November 2016.

Back Numbers: NZFMM Magazines from April 2001 are available. Please contact Bruce Geange.

Buy, Sell, Auction & Exchange

Advertisements in this section are free.

First insertion will be printed in full.

Subsequent identical insertions (max. 1) may be abbreviated to fit space available.

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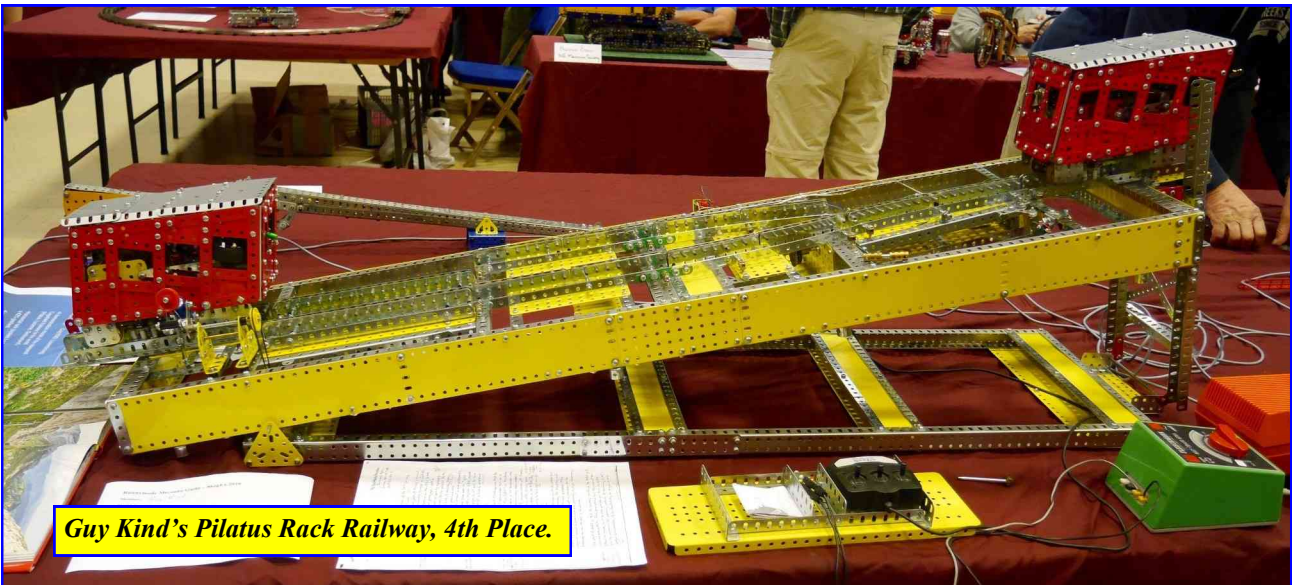
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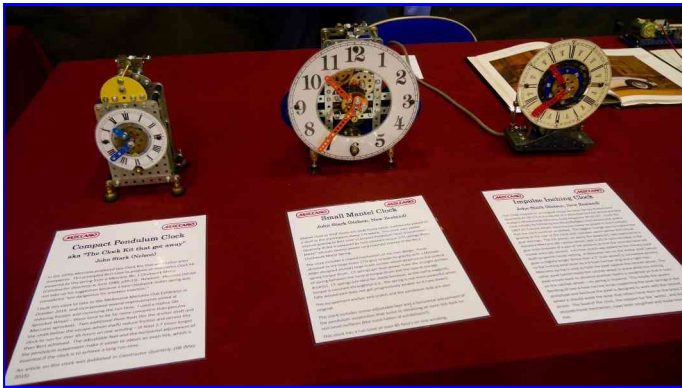
It is with sadness that I've just learnt of the death of long time Auckland Meccano Guild member **Merv Mexted** during April this year.

For several years the AMG held meetings at Merv's home at Whangaparaoa. Laterally Merv and Bev were living in Otumoetai, Tauranga.

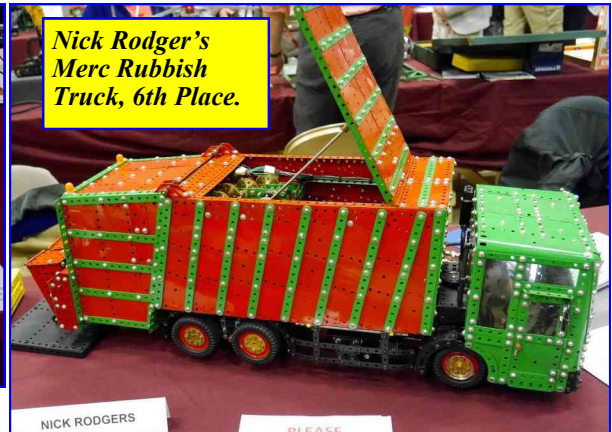
More Models from the 35th SkegEx, 2016



Guy Kind's Pilatus Rack Railway, 4th Place.



John Stark's Clocks

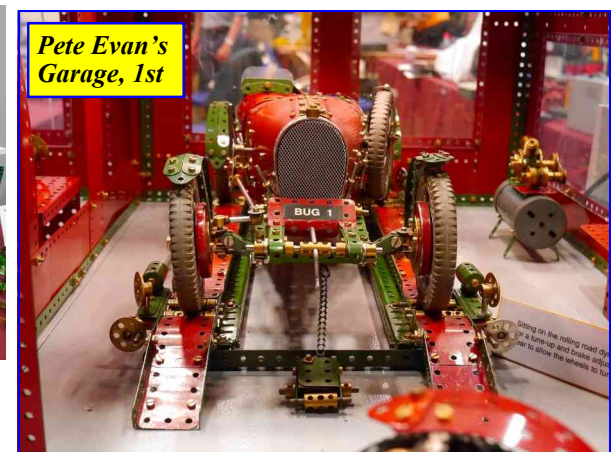


Nick Rodger's Merc Rubbish Truck, 6th Place.

NICK RODGERS



Bob Seaton's "City of Sheffield" loco



Pete Evan's Garage, 1st



Dave Taylor's 2-6-4 Tank loco