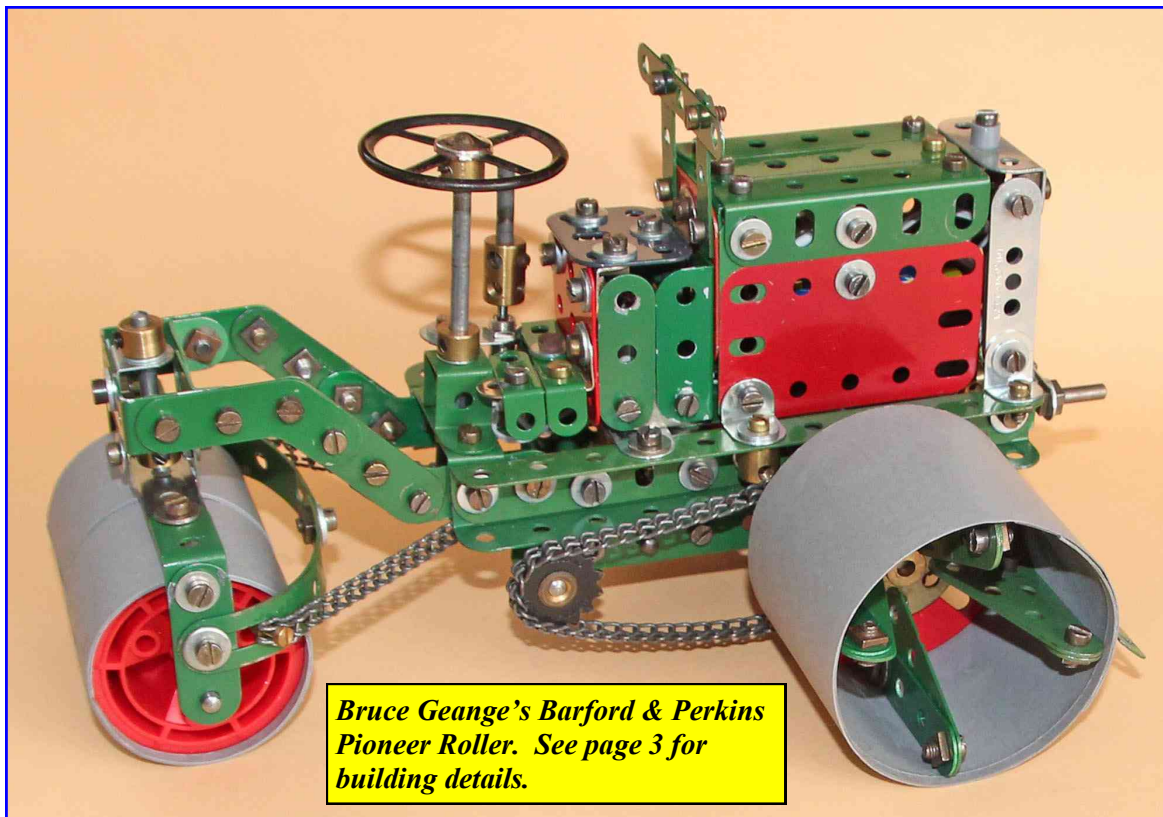




NZFMM MAGAZINE

Volume 40, No. 2

May 2016



Bruce Geange's Barford & Perkins Pioneer Roller. See page 3 for building details.



Nathan Lang (Christchurch Meccano Club) taking the large Meccanoid for a walk at the Easter Nelson Meccano Exhibition. Tutor David Couch looks on.

Included in this issue:

- *Report from the Nelson (Stoke) Exhibition*
- *Dazza's Other Systems*
- *A Giant Block Setting Crane*
- *More from the NZFMM Archives*
- *Tauranga Group BBQ*
- *AMG, MWT and CMC meeting reports*
- *"Headbanger"*
- *AMG Easter Display at MOTAT*

Published by The New Zealand Federation of Meccano Modellers

Volume 40, No. 2

NZ Federation of Meccano Modellers Magazine

Editor: Les Megget
231 Opaheke Road, RD4
Papakura 2584
Phone: 09 299 6668
Email: l.s.megget@slingshot.co.nz

Proof Reader: Bruce Geange
4 Winchester St., Palmerston North 4412
Email: a.b.geange@slingshot.co.nz

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EDITORIAL

Time rolls on and mid-year isn't far away. Hopefully you will be reading this in early May and we will be close to departing for our trip to England. Near the end we have *SkegEx* in early July to look forward to. The August issue will report on what we saw there.

This issue is therefore early and I'm glad to have accomplished that as I wasn't looking forward to producing 2 issues on our return, as there will be much else to do. My sincere thanks to Gary Higgins, Daryl Anderson, Roland Jaspers (who has taken over the reporting of CMC meetings), David Shand, Barry McKey, Robin Rye and Max George for sending in reports and articles ahead of schedule.

There has been quite a lot of activity nationwide over Easter with a Meccano Exhibition at Stoke (Nelson) organised by CMC and the Nelson group. Also the AMG organised a static display of Meccano at MOTAT in Auckland. Also next year's Convention in Christchurch is being planned and I know of some models already being constructed.

The recent sad news from the UK reported the death of Michael Denny (Cornwell). Michael was well known to readers of *Constructor Quarterly* for his excellent "Meccano News & Views" page and his entertaining stories and reports of many *SkegEx* exhibitions, written and typed on a vintage typewriter under a lot of pressure from editor Robin Johnson to get the September issue printed within a couple of days after *SkegEx* had packed up. Michael's models were always different and often had the younger generation in mind. He will be missed indeed.

Les M

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Barford and Perkins Pioneer Roller

by Bruce Geange

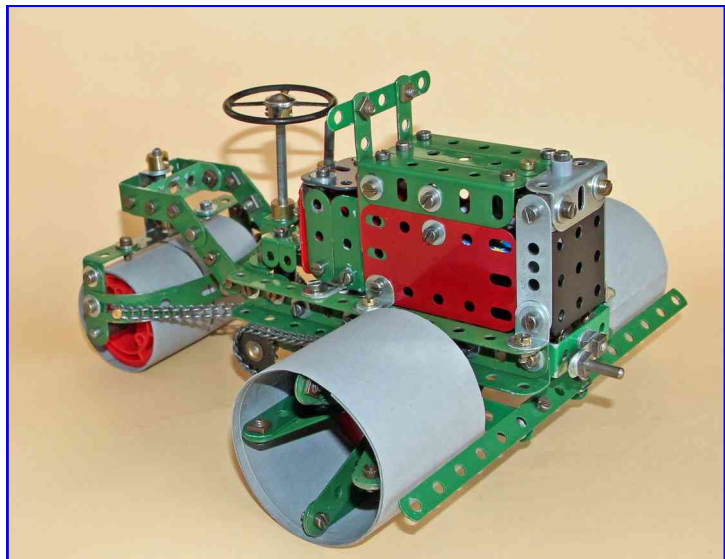
I found a picture of a small roller in a magazine and thought it would make an interesting Meccano model. A look for more pictures on Google found many pictures and a more attractive one to model. There were only two pictures but enough to build a model from. The Meccano model has a motor giving a forward and reverse direction from a lever beside the steering wheel that operates the chain type steering. The rolls are from card cut to suit with two layers on the front and three layers on the rear. *The model is shown on the front cover.*

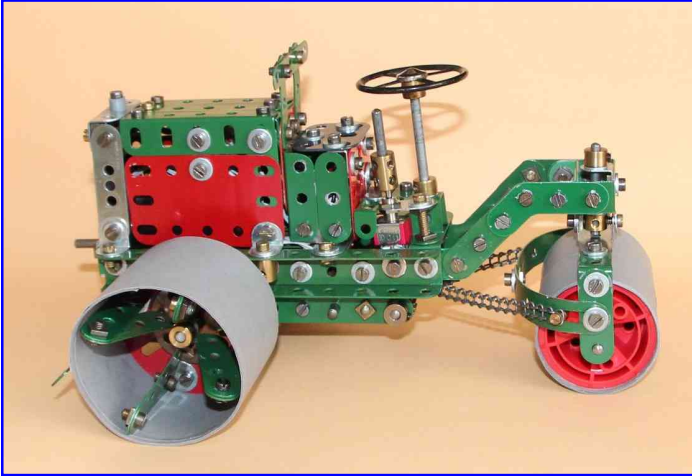
The channel type chassis on each side has two $5\frac{1}{2}$ " Angle Girders joined by their slotted holes with the top A/G on the outside and joined at the rear by a $1\frac{1}{2}$ " x $\frac{1}{2}$ " Double Angle Strip facing the rear. This has the crank handle fitted in the centre hole consisting of a $\frac{1}{2}$ " Narrow Strip with a Threaded Pin for the handle and a Long Threaded Pin at the other hole passing through the DA strip with a Compression Spring and Collar on the other side. The front has a second DAS (facing up) with an Obtuse Corner Bracket on either side for the start of the front rolls support. These are extended by 2" Strips on the outside and another pair of Obtuse Corner Brackets again on the outside. The front is joined by an $1\frac{1}{2}$ " x 1" Double Angle Strip with 1" x $\frac{1}{2}$ " Angle Brackets in the second holes. Bolt a $\frac{1}{2}$ " x $\frac{1}{2}$ " Double Bracket to the centre front hole. Two Threaded Bosses are secured to the middle slotted holes on the chassis with the threaded hole lining up with the top round hole. The front DAS has a Double Bent Strip bolted to it with a $\frac{3}{4}$ " Bolt lock-nutted with a Fishplate on the right side by the slotted hole. The round hole has been bored out to take the F-O-R switch. Fit a $\frac{3}{4}$ " Sprocket Wheel to a $3\frac{1}{2}$ " Axle with a $\frac{1}{4}$ " Plastic Washer and three Washers. Fit this through the DAS and DBS and fix with a Collar. Add a small Steering Wheel to the top.

Four $1\frac{1}{2}$ " Flat Girders are bolted by their slotted holes to the underside of the frame starting at the third hole from each end. The front pair have a $2\frac{1}{2}$ " Strip bolted to the round holes on either side. The drive train from the motor can be seen clearly and has four $\frac{1}{2}$ " x $\frac{1}{4}$ " Pinions, one $\frac{3}{4}$ " Contrate Wheel and a $\frac{3}{4}$ " Sprocket with a 2" and $2\frac{1}{2}$ " Axle. An $1\frac{1}{2}$ " Strip has had two small holes drilled in it and is fitted to a Stan Baker No.1 motor

of 40 or 50 rpm. The original mounting plate may fit in the model. The $1\frac{1}{2}$ " strip is extended either side with Fish Plates bolted by the round hole and an extra one on the left side facing the rear to which a 3" Flat Girder is secured (supports the battery box). Fix a $\frac{1}{2}$ " x $\frac{1}{4}$ " Pinion to the motor and bolt the unit to the fourth holes on the chassis from the front.

For the radiator two 2" Strips are bolted to the sides of a $1\frac{1}{2}$ " x $1\frac{1}{2}$ " Flanged Plate with an Angle Bracket on the outside by the slotted hole and a $1\frac{1}{2}$ " Angle Girder bolted to the top holes using Angle Brackets. A 5mm Plastic Washer becomes the radiator cap held on with a $\frac{3}{8}$ " Bolt screwed into a Coupling spaced with a Washer. Make the bonnet up by bolting a $2\frac{1}{2}$ " Angle Girder to each side of a $1\frac{1}{2}$ " Angle Girder by the round holes and a $2\frac{1}{2}$ " Strip in between. The rear end has a $1\frac{1}{2}$ " Strip bolted to the A/G only. Bolt a 2" Strip to the front of each A/G and a Fishplate in the middle hole with a $2\frac{1}{2}$ " x $1\frac{1}{2}$ " Flexible Plate bolted to the fishplate and the 2" strip with Angle Brackets by the round holes. Bolt a $1\frac{1}{2}$ " x $1\frac{1}{2}$ " Flat Plate to the front A/G with $1\frac{1}{2}$ " Narrow Strips for the seat back with a $2\frac{1}{2}$ " Narrow Strip across the top. Fix an Angle Bracket by the round hole between the narrow strips. Bolt $1\frac{1}{2}$ " Angle Girders by the slotted holes to the lower holes on the flat plate and extend towards the front with a Fishplate and $1\frac{1}{2}$ " Strip making the seat sides. The seat top and front are made from a $1\frac{1}{2}$ " Flat Girder and a $1\frac{1}{2}$ " x $1\frac{1}{2}$ " Flat Plate joined with Angle Brackets. Three 1" x $\frac{1}{2}$ " Narrow Angle Brackets make up the floor boards joined by a Fishplate and fixed with an Angle Bracket to the seat front. The seat bolts to the angle bracket on the front of the bonnet. This complete assembly fixes to the threaded bosses and the coupling when ready.





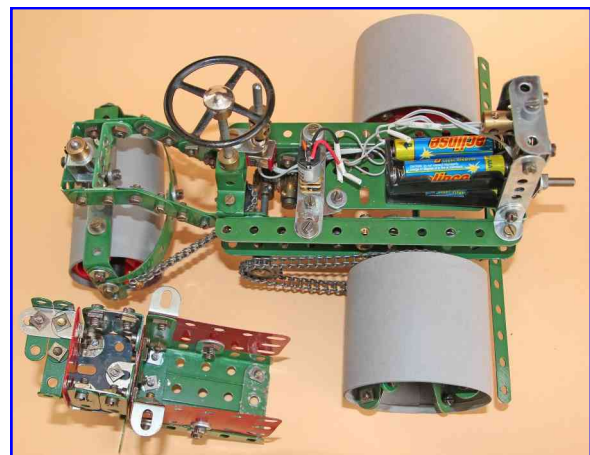
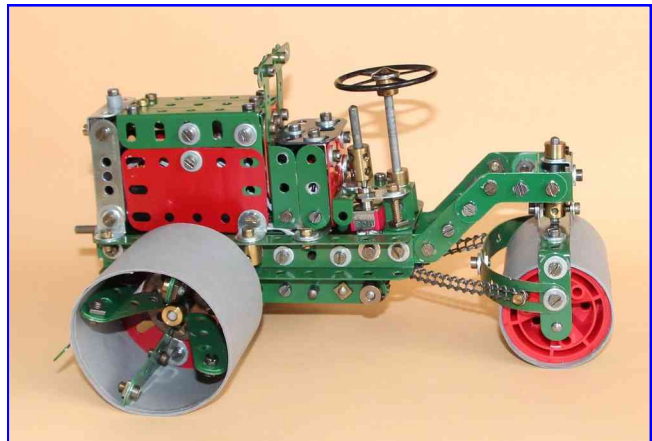
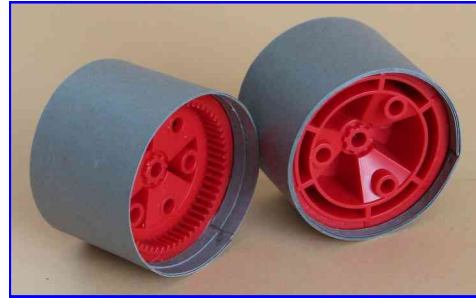
The fork for the front rolls is made up from a $\frac{1}{2}$ " x $\frac{1}{2}$ " x $2\frac{1}{2}$ " Double Bracket with a 1"x 1" Angle Bracket bolted to either end then extend these with a $1\frac{1}{2}$ " Strip on the other end with a Formed Slotted Strip in the middle hole. These FSS had more curve added to one end and the other end with some of the curve removed. Bolt these two ends together. Cut two lengths off grey card 36 mm wide and wrap around each wheel two times and glue the card together. A strip of card is glued either side of the wheel to prevent the card moving. Take a 4" Axle fit through the end hole in the $1\frac{1}{2}$ " strip, Washer, Collar, two $\frac{1}{4}$ " Plastic Washers, one roller wheel, five $\frac{1}{4}$ " Plastic Washers, second roller wheel, two Plastic Washers, Collar and a Washer and through the last $1\frac{1}{2}$ " Strip. Fit a $1\frac{1}{4}$ " Axle into a four hole Collar and fix to the double bracket and add three Washers. This assembly when ready fits to the front of the roller held in place with a Collar. A short length of Sprocket Chain runs around the sprocket wheel and is fixed to either side of the front rolls. Mine were fixed with a small nut and bolt.

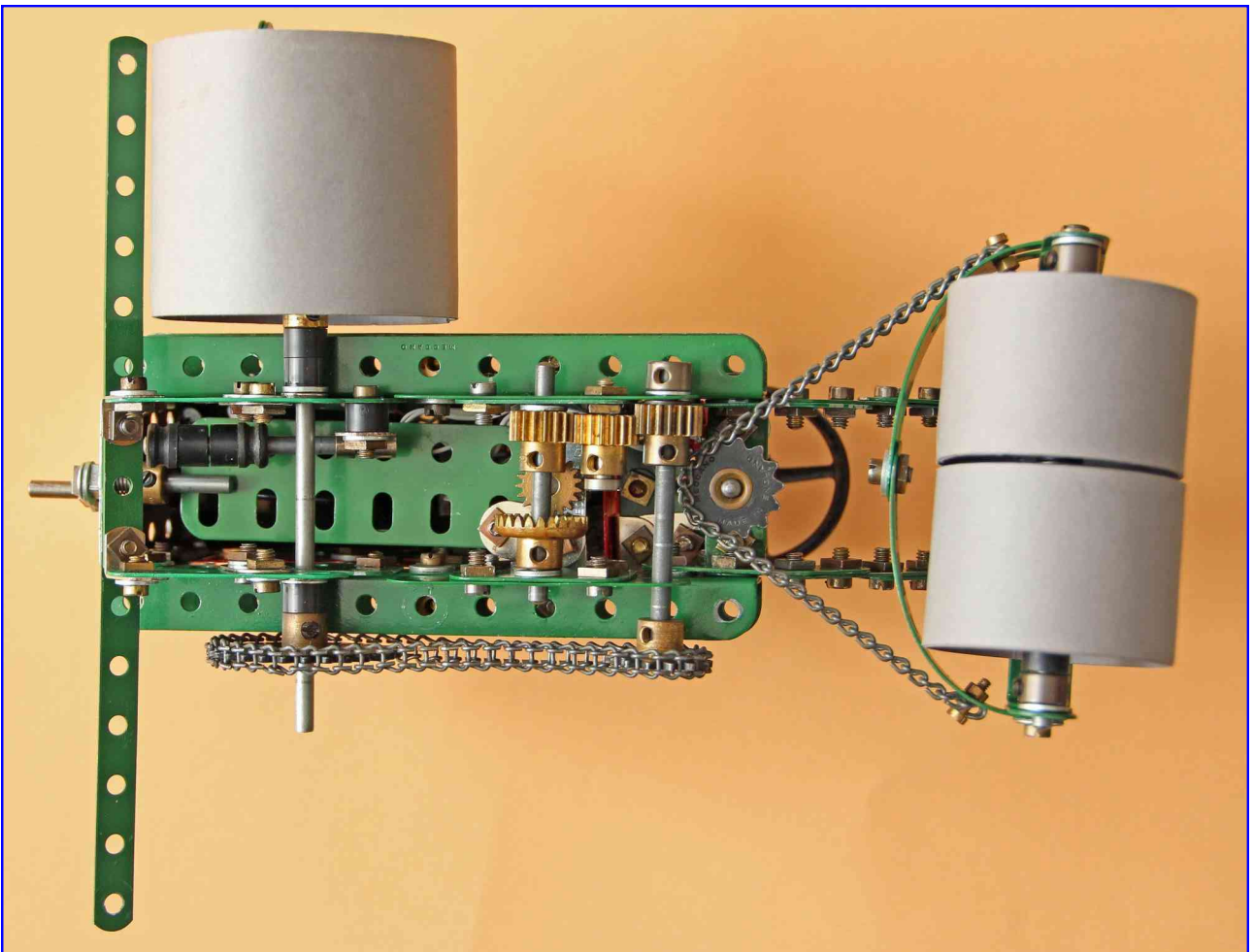
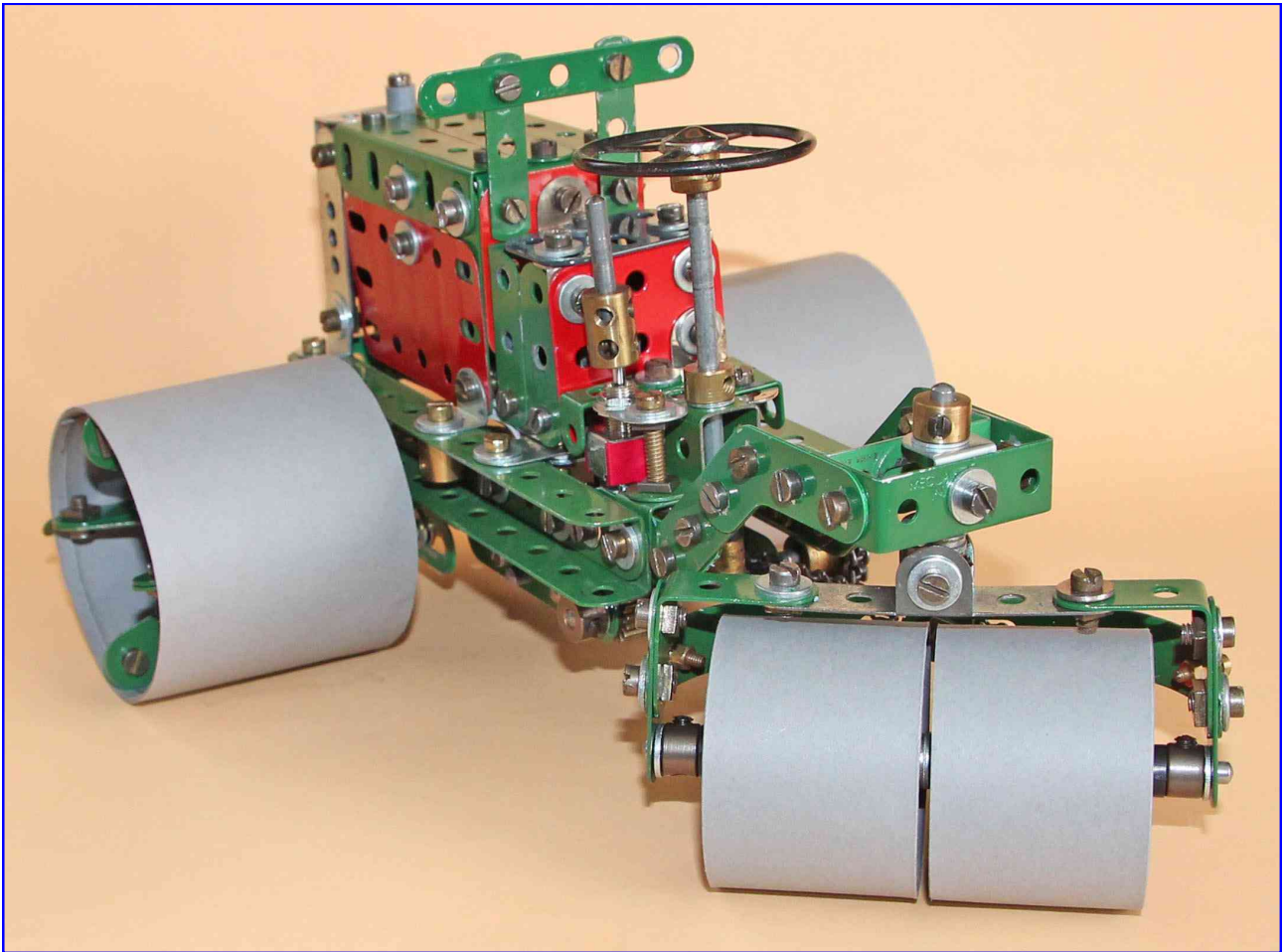
The rear rolls have an eight hole Bush Wheel bolted to the round holes of a Face Plate spaced with a Washer. Bolt Angle Brackets to the outside holes on the face plate by their round holes. Bolt 2" Strips to the angle brackets and a second 2" Strip to the end hole on an angle back towards the face plate. Cut a length of card 56mm wide and wrap around the wheel three times and glue the end. Cut narrow strips and glue to the inside of the card on each side to prevent it falling off the wheel. Secure a Collar to the end of a $4\frac{1}{2}$ " Axle Rod, one roller wheel (loose on shaft), two $\frac{1}{4}$ " Plastic Washers and two Washers. Fit through the middle hole of the flat girders from the right side and add two Washers, $\frac{1}{4}$ " Plastic Washer and a $1\frac{1}{2}$ " Sprocket Wheel fixed to the axle. The second

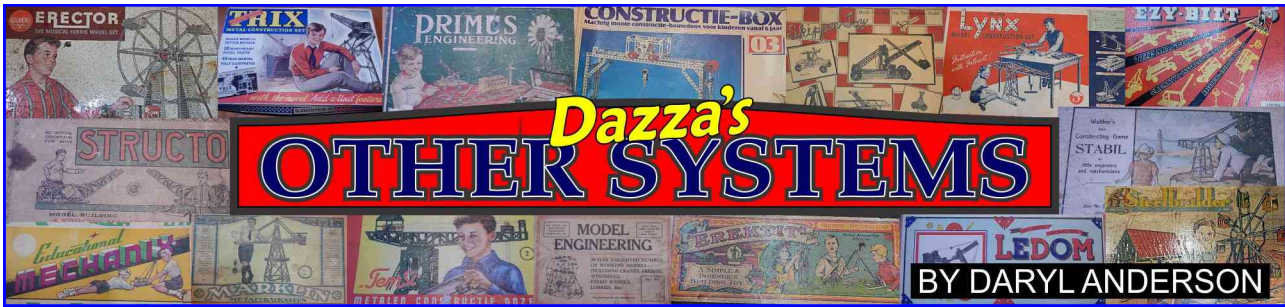
roll is secured by a bolt in the face plate.

The scraper on the rear rolls was made up from two $4\frac{1}{2}$ " Narrow Strips overlapped three holes and bolted together with Narrow Angle Brackets fixed by the round hole. Bolt a 2" Slotted Strip to the slotted holes on the AB and a Fishplate in the slotted hole. This assembly bolts to the rear hole on the flat girder. The exhaust is built from a Rubber Pulley, two $\frac{1}{4}$ " Plastic Washers, Rubber Pulley and a Rod and Strip Connector on a 2" Axle. This assembly fits at the front of the right rear flat girder with a $\frac{1}{2}$ " Bolt and Nut spaced with a $\frac{1}{4}$ " Plastic Washers.

All that remains now is to fit the F-O-R switch and four AAA batteries then connect the wires. The switch knob was extended with a Short Coupling and a 1" Axle. Fit the cover and roll away.



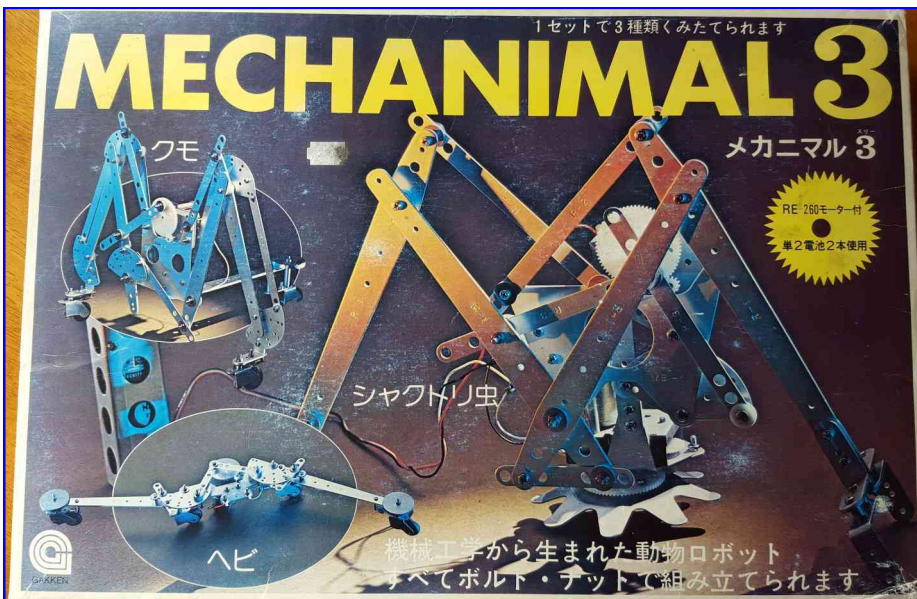




Welcome to the 4th article on 'Other Systems'. So far we have covered systems that are similar to Meccano parts and in future articles we will come back to those. This time the focus is something that fascinates me, totally different systems with strange parts. This **MECHANIMAL** metal construction set is Japanese and is from 1976, so 40 years old this year. The comprehensive 24 page manual is illustrated with detailed exploded diagrams and the text is all in Japanese, but thankfully there is also English translation in a separate document that looks as old as the set.

Commencing in 1934 Mr Tomiya's early career was in the fledgling automotive industry and these sets came from the study of suspension systems and were primarily aimed at the educational market.

This outfit makes 3 models, a snake, a spider and an inchworm, one at a time. The models are made to replicate the physical movement of various kinds of animals. A wheeled machine usually moves by turning the wheels, but these models move by swing motion of the body.

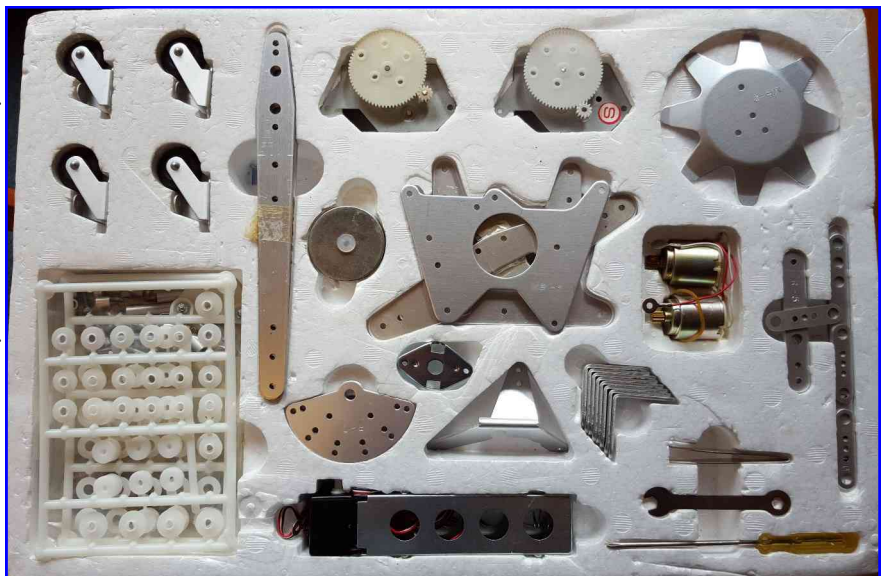


The parts are aluminium, metric sized and the spacing between each hole is metric too. The threads are 2.5mm metric. There is a corded remote controller that takes 2 'C' cells.

While this set is unused I believe it is the only one I have and intend to use it 'one day' when time permits.

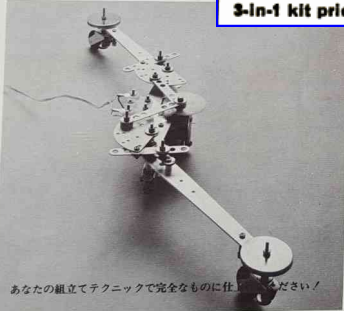
Until next time,
Daryl.

A google search found a comprehensive website on the history of the creator **Ryuichi Tomiya** who specialised in making kits that make cybernetic animals. From that website there is an advertisement from *New Scientist*, 23 Oct 1980 showing this set was £24 in the UK which was quite a lot of money and at that time would have purchased a No. 4 or 5 Meccano outfit. There are also videos of the models in action on the website.



機械工学から生まれ
メカニマル3
作り方説明

メカモについて
機械運動の基礎となるものに、「リンク機構」といふもの、なんどかやさしく教える方法はないものかと、動きよく似た運動をする「メカモ」ができた。そして「楽しみながら機構学を学ばせる」という目的でつくられた。ロボット工学の森政弘先生はじめ、大勢の先生、しかも高度な工学知識も持っているお母さん達。このたび、学研が「専門家にも参考になり、中学」ということで商品化して下さったことは、たいへん



胴体の横ぶり運動で前進するスネーク
車のついた動く機械なら車輪を回して前進するのがあたりまえです。しかし、この機械の場合は、車輪は回転力を受けない。胴体を左右にゆきながら前進します。しかも自転車やオートバイのように、空気の抵抗が原因で振動が起きてはなりません。なぜなら、どんな車でも車輪の軸が一直線にならなければならないからです。前部と中央の胴体が一直線になったときは、必ず中央と後部の胴体が最大曲がりになっていますから、動いているようでは、まるでへの動作を思わせます。なお、四つ足の車はローラースケートで走るときと同じ原理で前進するのです。

東京都大田区仲池上 1-17-15 学研・知育玩具事業部 東京03(754)5343

SPACE MECHANIMALS

(Featured on BBC TV "Tomorrow's World")

Electro-mechanical Robots Construction Kits. All-metal high precision engineering in miniature.

Each kit includes: motor, assembly tools, remote control unit & six feet of wire; instructions & two HP11 batteries.

- No. 81197 STAR SQUID 96 pieces
- No. 81199 MARTIAN FROG 113 pieces
- No. 81196 LUNAR INCHWORM 91 pieces
- No. 81200 CRATER CRAB 88 pieces

All the above kits are priced @ £7.95 each & incl. P & P (UK).

No. 2001 3-in-1 GIANT MECHANIMALS 503 piece construction kit containing two motors, tools, remote controls, two HP11 batteries and complete instructions for building a GIANT SPIDER or GIANT SNAKE or GIANT INCHWORM.

3-in-1 kit price: £24.00 incl P & P (UK).

MANUAL

for Making Mechanical 3 - "SNAKE"

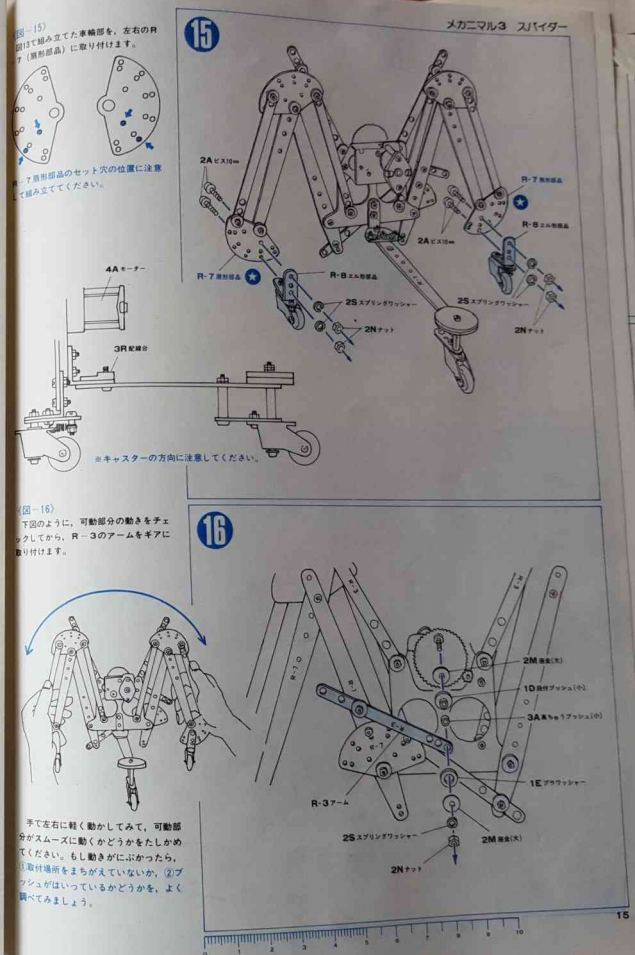
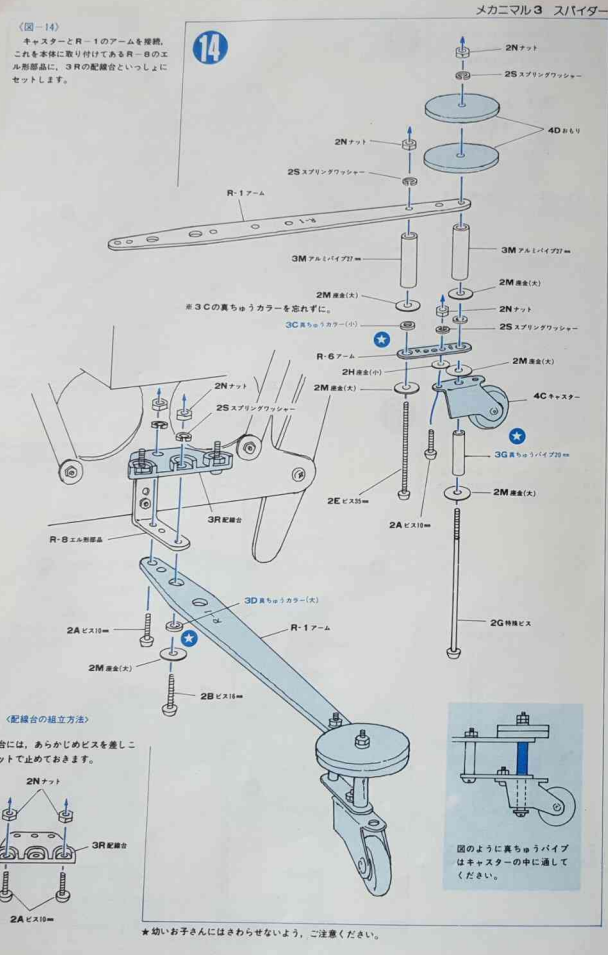
(Animal Robot Founded On Mechanical Engineering)

On "Mechano" By R. Tomiya
Tomiya Research Institute

One of principles for mechanical movement is a mechanism called "Link mechanism". "Mechano" has occasionally resulted from my efforts groping for method of simply teaching students about this mechanism. "Mechano"'s movement has a strong resemblance to physical movement of various kinds of animals. This was produced with primary purpose of making mechanical engineers to "learn mechanics with joy".

It was by mere chance that the "Mechano" was recommended by Prof. M. Mori of robot engineering and other professors of universities as a very interesting contrivance which contains several important engineering Problems, and further introduced on TV. It gives me a great pleasure that the Gakken Co. have recently put it on market as the commercialized article, which will not only be "suggestive to specialists in the field but also helpful to senior and junior high school students in their intellectual training".

Finish up the mechanism by your superb assembling technique.





Auckland Meccano Guild Meeting

13th February 2016

Reporter & Photos: Gary Higgins

Held at Peter & Jan Hancock's home.

William Irwin brought along one of the final sets to be produced by Binn's Road. It was the *Meccanoids from Deep Space* set introduced in 1969. Boxing was similar to the space 2501 set with a polystyrene tray. William had made up a model of the cosmic spider from the manual but had used some brackets as corner braces to strengthen the model. Not a true spider of course with only 6 legs, not 8, and using two 60 tooth gears wheels instead of the 57 tooth gears supplied in the set. The model moved very well. William had also brought along his made up *G15KS Meccanoids robot*, which he demonstrated to all. There are some issues with speech recognition in some of these kits.

Peter Hancock had completed one of the new Meccano models of the *Empire State building*. It certainly looked the part with a new colour scheme introduced for many of the plates and a set of LED lights to go with it. The only issue being that these lights appear to have a built in timer and will turn off after a set period, which is not useful for display purposes.

Gary Higgins had brought along a working model of the new F1 race car set by Meccano which looked the part, had working steering and observable piston movement, unlike the real thing. Gary had also made up a model of the Saturn dinosaur using the 1969 Meccanoids set. (not to be confused with the Spin Master robots of the same name). He had also brought along his Christmas Spanner Challenge model of a small top dressing plane in 1948 French blue/gold.

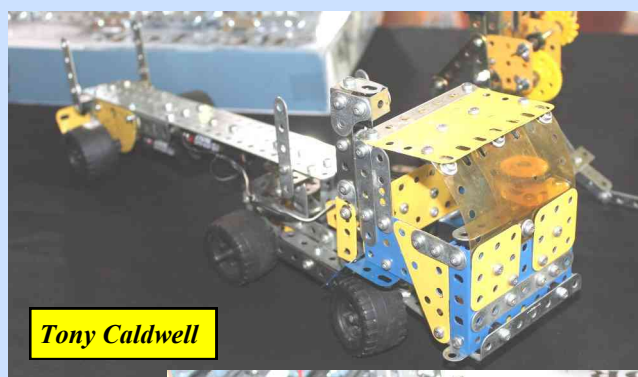
Rick Vine had brought the new *G15 Meccanoid robot* which is the smaller buddy to the G15 KS. Rick also had a made up model of the *Capitol building set* which was only sold in the USA. The set used a number of special parts such as the two

domes used on the roof. His model of Boadicea was another model made for the Christmas challenge and was complete with a chariot and two non-Meccano horses. He also had built a space ship from the new *Space Quest* set and an excellent lawn mower which could probably mow lawns if the blades were sharpened.

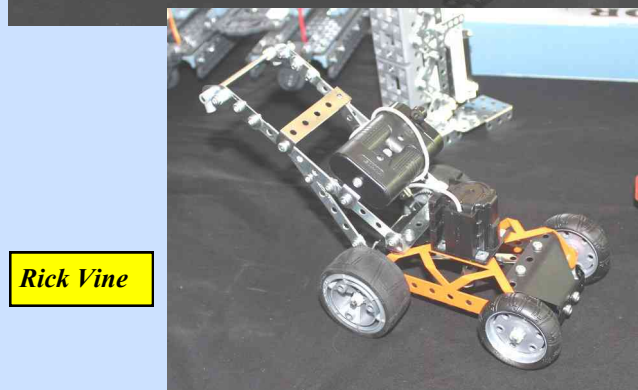
Anthony Caldwell had brought along a log hauler made with the *Evolution set No 5*. This is the earlier series of Evolution sets which date from 1995 and had some very popular models in the instructions. The use of dark red for some of the smaller parts provides an interesting colour contrast with the yellow and silver.



Mike Stuart



Tony Caldwell



Rick Vine

Gerald Hart had made a chain hoist which he had used to raise a small car for engine work. The hoist was unusual in that Gerald had used a bevel gear mounted each side of a worm drive to provide the gear ratio required (Ed. May 1942 MM). I had not seen them used in this way before Gerald tells me he saw this in an early Meccano Magazine. He also had a model of a Showman's traction engine copied from Meccano constructor magazines.

David Wall had an excellent display of railway locomotives for us mere mortals to appreciate. David had made up a vertical cylinder engine (Grasshopper), a tank engine, a 2-6-0 mixed traffic loco and an 0-4-0 tram engine; delightful models.

Neil Carey had brought along plans for a new model he is constructing. There will be no prizes for guessing what type of model he will be creating. The plans were to scale on a long length of sprocketed printer paper (remember that?) and showed his preparation for a streamlined "J" class NZR steam locomotive.

Mike Stuart has now completed the upper body covering for his Crocodile loco which he had on display. This will be an amazing model when completed.

Brian Cotton and his son and daughter were present and **Sarah** (6) had brought along a number of excellent models she had made including 3 cars and a boat. Watch out for your Meccano dad, there could be a new Meccano builder in the making. Great stuff Sarah.

Henry Porter should never be underestimated in the type and volume of models he can produce in a very short time, He arrived wearing a black tee shirt with "I am your father" printed on it along with a picture of Darth Vader so naturally you would expect his models to reflect a similar theme and Henry did not disappoint. He had an impressive *Millenium Falcon*, a large *Sand Crawler* populated by a large number of Star Wars figures, a *Jedi Interceptor* fighter ship and a *Empire walker*, all made from Meccano, along with a few special Henry creations. A great selection to suit all fans of both sides of the force. Clever he is.

Also present were:

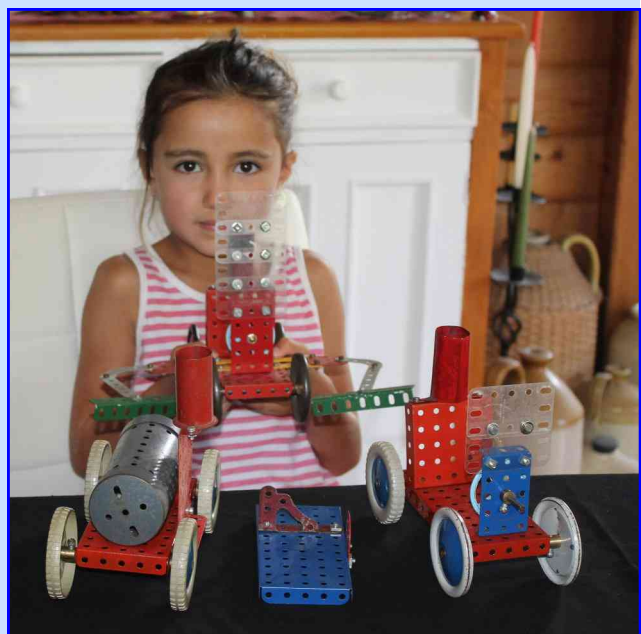
Graeme Wrightson, David Barnard and Jeff Clark, who had his usual assortment of Meccano

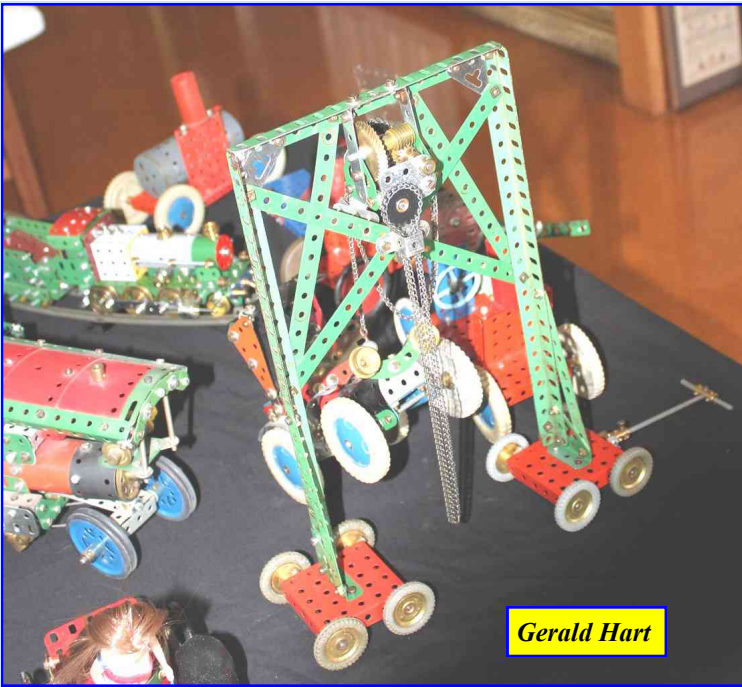
replica parts for sale. **Les Megget** sent his apologies.

An excellent afternoon tea was provided by the Guild ladies making a fine end to an interesting afternoon.

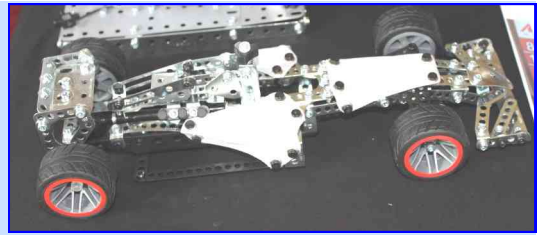


Star Wars Machines by Henry Porter.

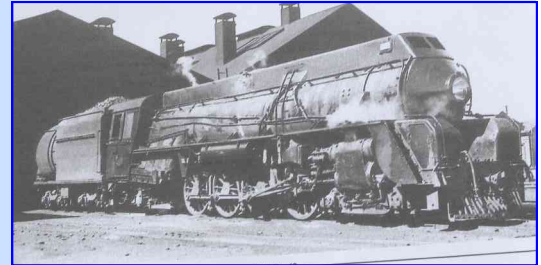




Gerald Hart



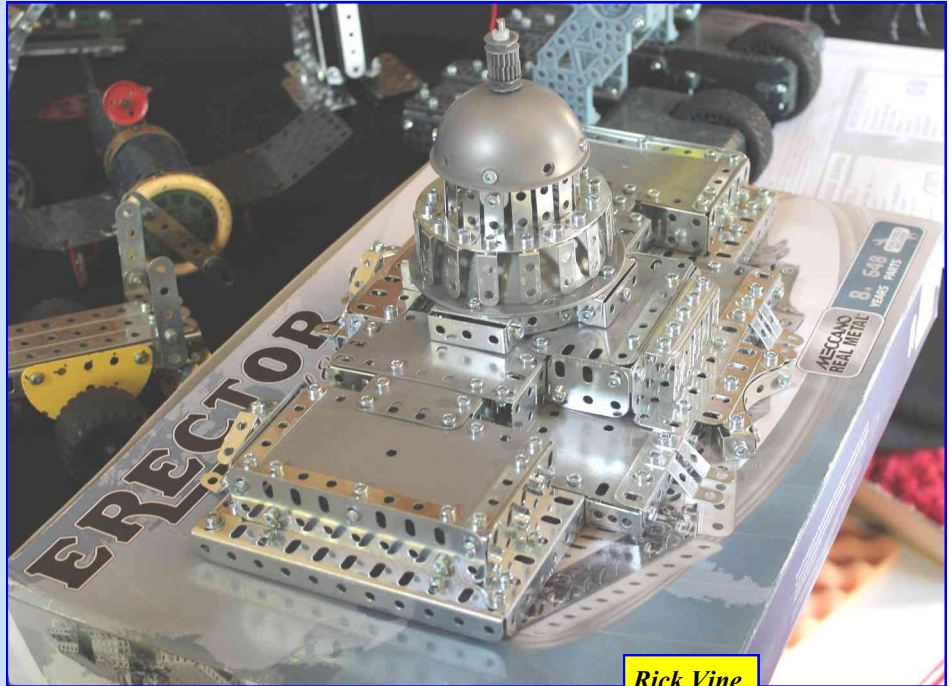
Gary Higgins



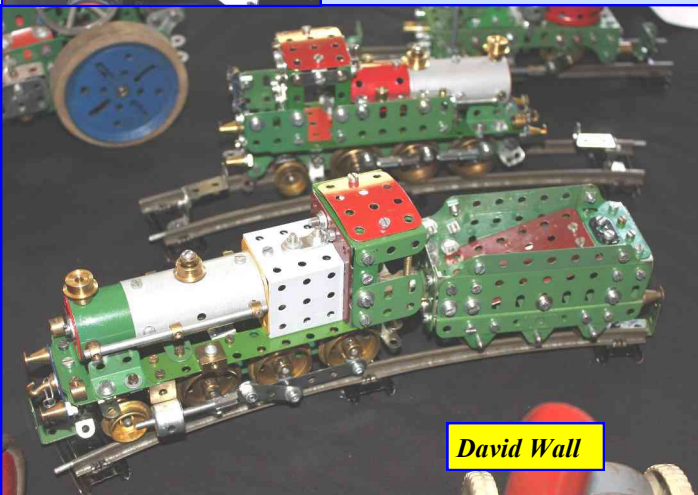
Neil Carey's future model J-class loco



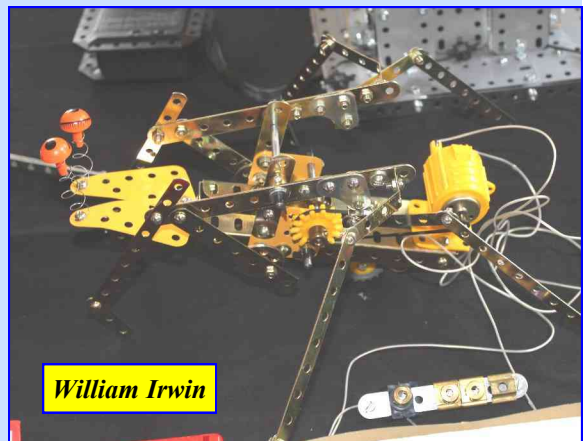
Peter Hancock



Rick Vine



David Wall



William Irwin

Giant Block-Setting Crane

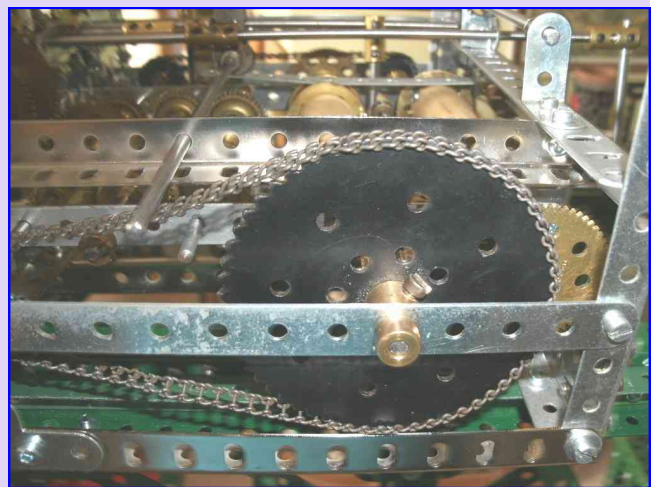
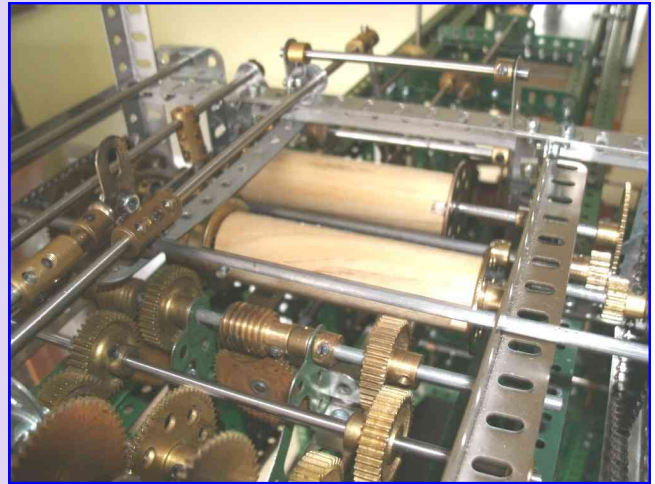
by David Shand (Tauranga)

The crane basically is the same as No 4 Super Model leaflet but I have changed a few things, firstly I have powered the bogies on the travelling gantry with four 6v 250 rpm HD motors that I purchased from Stan Baker because I built this model in the 1970s and found it was not getting enough power to the wheels; what I have now works fine. I have added an extra foot walk way along the top and handrails also down the side of the boom, around and down the side of the gantry.

The roof of the gear house has been made to lift off to give access to the gears so you can see what you are doing. Also I used chrome and zinc strips due to finding that green ones were not as good for lining up rods and gears.

Power: I was going to use a 20v Meccano motor but that meant having two power supplies. I now have one 6v and I added another motor in the gear house with a double throw switch for reverse, the same for the gantry.

The power going down to the base is through an open spider with wheels on and I used two wipers from a Elektrikit set, which is working well. I only have to string up trolley and Fidler's gear to complete the crane.





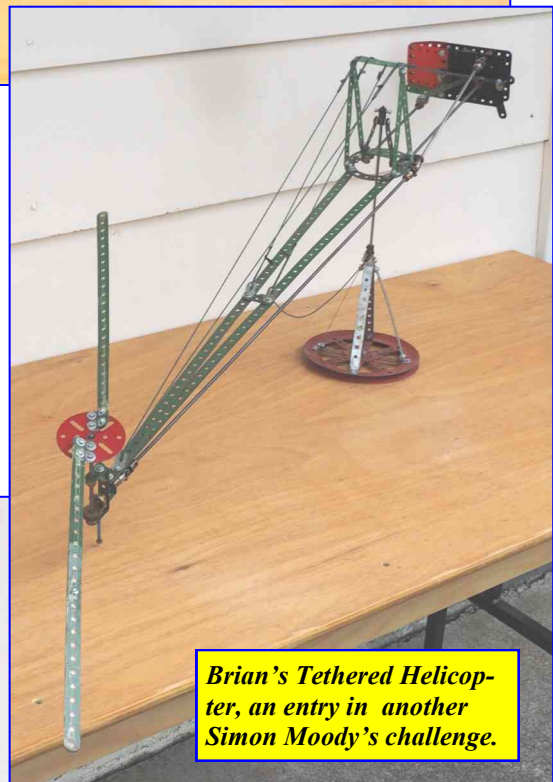
Brian's entry in the 2013 March Madness Challenge organised by Simon Moody.

Tauranga Meccano Group March BBQ

From Barry McKey

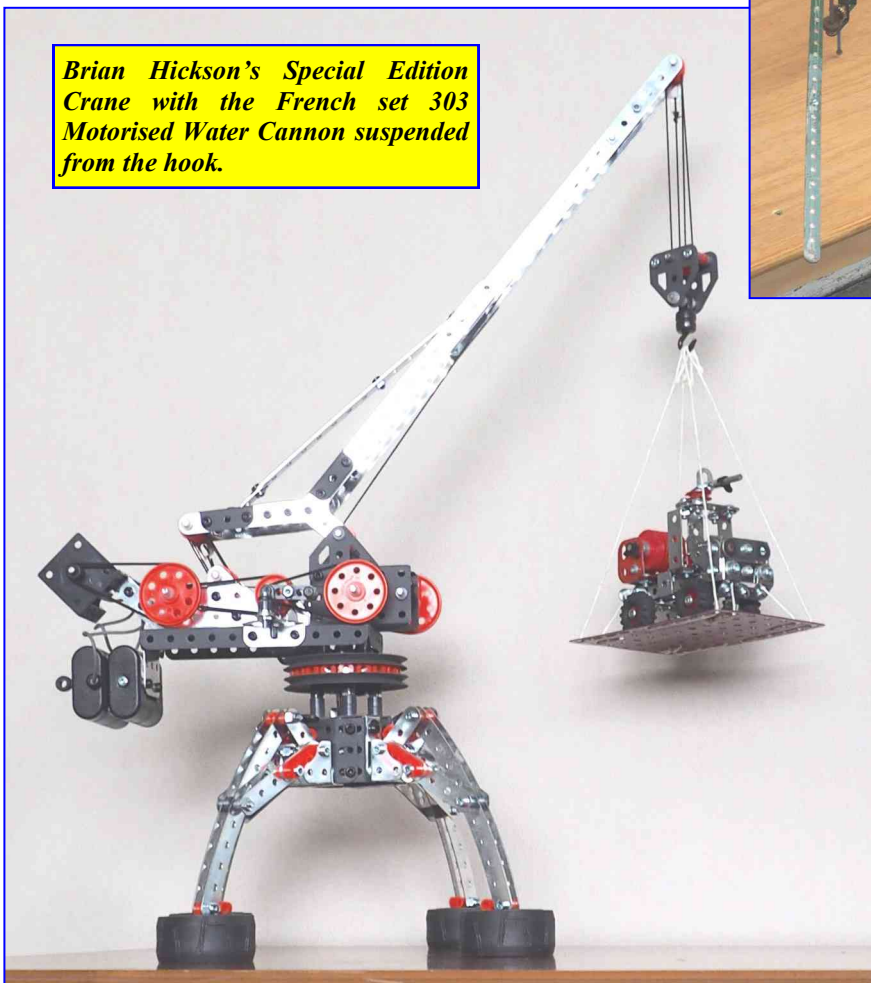
Hi to you all—we all had a great day at **Brian & Cushia Whitehead's** on Saturday 5th March.

We had several Meccano models on display which created plenty of discussion and had a good look



Brian's Tethered Helicopter, an entry in another Simon Moody's challenge.

Brian Hickson's Special Edition Crane with the French set 303 Motorised Water Cannon suspended from the hook.



over Brian's Meccano collection.

Attendees: **Brian & Cushia Whitehead, Wally & Judith Gifford, Clive & Irene Nicols, Dave Shand, Brian Hickson & Barry McKey.**

Dave Shand suggested that we all have meetings say three time a year.

So our next meeting will be **18th June 2016** & this will be confirmed by my usual email along with the venue.

From the NZFMM Archives part 5:

by Peter Hancock

Volume 4 - number 1 January 1979

This edition of the magazine heralded a new era and was issued under a new banner. [below] Editor **Don Blakeborough** opened the editorial for this edition with 'Hello to all Readers' and this editorial follows:

It has been decided to retain the Volume Number from the old W.M.C News. () As this is the fourth year of publication, the Volume Number will be No 4. Although the magazine will now only be published monthly, except in December when there will not be any, the number of pages has been doubled to 8 pages and if the supply of materials is sufficient then there could be 12 pages per issue. Editorial required for publication includes: - information and description of models built - both large and small; 'Short Tips' of interest to others - required to fill in small spaces in the magazine and longer features that could be of interest to members; News of interest to local club members, i.e. Auckland, Christchurch and Wellington, and any other clubs that may be established could be included in that clubs 'local news'. One page will be reserved for each club to fill if possible. If more space is required then it will be over to the Editor to allocate space as demand indicates. Please excuse the delay in the publication of this issue, but due to family commitments it would have been late and then I went into hospital for six days which did not help matters. However, I am now fit and well and here is the magazine. Hope you like it and improvements and suggestions are invited?? (*) Back copies of the W.M.C. News are still available, postage only, see the Editor. Don.*

Don appears to have had some difficulty in setting out this issue of the magazine as various articles began on a page and finished as fill ins further on through the magazine. Examples, the editorial began on page 1 and ended on page 11, an article on Meccano Storage cabinets began on page 4 and jumped to page 7, and so on. Don appears to have put a good deal of thought into how this revised magazine content could be extended to provide a worthy national magazine rather than one for single club as it had been.

A new section headed 'Meccano Personalities in N.Z. (No 1)' was included. It was prefaced with the following: *(This is a new series and although this is the first in the series, it does not imply that Bruce is the No 1 'Meccanoite' in New Zealand. Regardless of the above information, he may or may not be the 'King Pin'. The same applies to the rest of the articles in this series. Get your Meccano Story in to me for publication. Editor)* It turns out that the 'Bruce' referred to was **Bruce Baxter**. Bruce had provided a write up for the publication. There was an article provided by the Editor on how to build a Meccano Storage Cabinet.

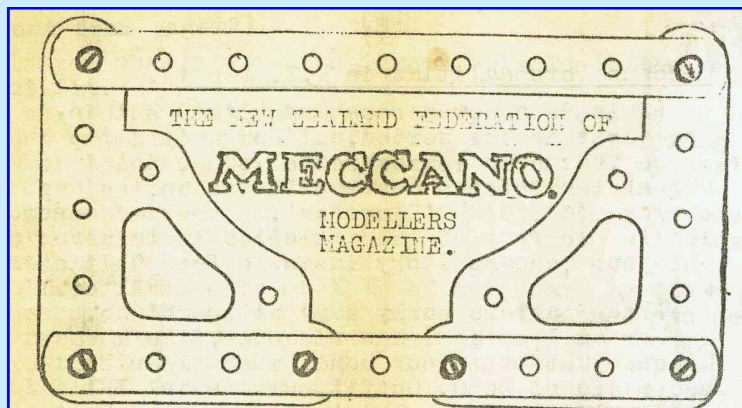
A further article had been provided by Rev **Tom**

Pittams. Tom had provided an interesting article relating to Meccano tools in general as well detailing several special tools (sketch drawings had been inserted in the article) that he had designed and used regularly. Auckland Meccano Society advertised that they held monthly meetings at 'Boystown' and that the contact for this Society is Mr **David Wall**, East Coast Road, Mairangi Bay, Auckland 10 and provided a phone number.

Christchurch Meccano Club advertised that their first meeting for the year will be held on February 2nd. A new President will be appointed soon as Bob has shifted to Nelson. Contacts for the Christchurch Club are (temporary) Mr **Graeme O'Neill** and with a [4 digit] phone number in Halswell and Mr **John Van Der Krogt** with a [5 digit] phone number in Christchurch.

Wellington Meccano Club had a notice advertising that the club would reopen on February 2nd in the Railway Club Hall on Waterloo Quay at 7pm. And model themes for various meeting dates were listed. The Editor reported that W.M.C. member **Math Hudson** was shifting to Auckland and wished him well. Also included in the magazine were sections named 'Chit-Chat'; 'Meccano Parts and their uses - Section 18 'Gearing' using Right angles, parts 27f, 28, 29, 30c; as well as a puzzle and joke section; A 'STOP PRESS' which read: The W.M.C. has been offered the second volume (The Meccano Super Models) from the Hornby Companion Series at a discount. The price could be around \$23.00. At the present time a rough indication of the numbers required would be helpful and at a later date a firm order could be taken. **Max George** had been assigned to oversee this project.

Rounding out the articles was the 'Tip of the Month' provided by **Simon Moody**. To strip paint from parts: Cover the parts with 1 pint of Mineral Turpentine. Add 4 table spoons of detergent (Lux, Rinso, etc.) and then add 1 pint of boiling water. Remove the paint with a wire brush or grit paper. This hint was provided with what we must now adhere to, a mandatory health warning: CAUTION: When the boiling water is added toxic fumes are given off. Work in a well ventilated area or better still work out doors!



PRESIDENT. ??

(To be Elected)

EDITOR, Don Blakeborough,
11 Tarikaka St, Ngaio, WELLINGTON 4.

Vol. 4. No. 1.

January 1979.

Phone 792 932.

Volume 4 - number 2 February 1979

Editorial: *There has been some comment on why there is no President of the N.Z.F.M.M.M. The reason for this is that it would be more suitable to have this position filled at the next Meccano Convention. If members wished to see this position filled sooner, a postal vote could be held or someone could be appointed to the position. What do members think about this?*

The first issue of the magazine was Xeroxed by myself but did not turn out to well because of the large numbers which had to be done, it has been decided to have future issues done professionally and use a better format. This will cost around \$15.00 per issue [today's cost is around \$1,000.00] and the reducing of the pages will add a further \$3.00. Next year it is hoped to have a better cover (coloured paper) which will add a further 5 cents to each copy but will give it a much better appearance. Costs as yet are not finalised but they are expected to be about 35cents per copy plus postage. What do readers think of these estimated prices?

'Meccano Personalities in N.Z.': Bruce Baxter's story was continued to conclusion in this edition.

'Storage Cabinets': The Editor continued discussing the building of Meccano storage cabinets by describing how he had constructed his first cabinet some years earlier. Apparently he still uses both the new one detailed in the previous magazine and this one. An article on single stage gear ratios had been authored by Don.

"SUPER MODEL" **Mike Stuart** from Auckland had supplied the Editor with some photos of his version of a Wabco Truck that he had recently built. Don had chosen four pictures supplied by Mike and worked with these until he was able to insert them in this magazine. The photos indicated that this was a well-built model.

'Auckland Meccano Society': Don reported that there was not much news to hand other than David Wall had been on Holiday spending a week at Maraetai which was very pleasant and relaxing. David had also spent a few days at Rotorua where he and his family were washed out by torrential rain which forced them to return home a day earlier than planned. David is currently building a locomotive but because of other work around the house he has not progressed much beyond the frame stage. David is looking forward to the winter months so that he can concentrate on the model.

'Christchurch Meccano Club': A letter had been received from Graeme O'Neill advising that he is the new President of C.M.C. C.M.C. now has new Club rooms in the Masonic Hall which had been facilitated by **Bob Boundy's** father.

C.M.C. had provided information indicating that a Meccano Convention could be held in Christchurch at Easter 1980.

'Wellington Meccano Club' There was a detailed report of strong model building activity occurring in the Club and that membership attendance was high. The usual

'Chit Chat', parts for sale, puzzles and jokes were included. "Tip of the Month" Provided by the Editor: Place the blade of a screwdriver in an Elektrikit coil. Pass a current through the coil for a few seconds then turn off. The result, a magnetised screwdriver.

Volume 4 - number 3 March 1979

Editorial [abridged]: *Any correspondence that I receive from members will/can be used in the F.M.M.M. if possible. This does not mean that if you wrote to me criticising a member it would go in the magazine. But at the same time if I thought such criticism was warranted, then it could be used. I, as the Editor must use my discretion and yet still have the final say as to what can be inserted. While it is not my intention to offend any reader, but to increase the membership of the organisation, if part of your letter is not published, please do not take offence. If you think it should have been included, write again expressing your views and I will have a second look at the point in question. Keep those letters and materials coming in, it's good to hear from you. Encourage others to join the Meccano organisation.*

'Meccano Personalities in N.Z.': This article was provided by **Lindsay G. Bond**, 87 Breken Road Stratford. A succinct summary of Lindsay and his life's many achievements.

'Notes from Bruce Baxter': It appears that Bruce was a bit of an oracle and he provided answers to many questions. In this edition Bruce focused on E15R motor repairs. According to the Editor there will be more of Bruce's articles in future magazines.

'To the Editor' In March, Don received a significant number of letters and cards. One reported on in full by Don was received from **Bruce Neilson**. As I read this letter I hear Bruce speaking. He was always worth listening to and good for a joke and yarn.

'Storage Cabinet' Don included a sketch of a well designed Meccano Storage Cabinet. The sketch and supporting article were provided by **Stan Baker**. Don advised that this article is the last planned in this special series.

'Auckland Meccano Society': A letter had been received by the Editor from David Wall on the 23rd of March addressed to the Auckland members. [Abridged]:

Dear member, Our Association is faced with two problems. First our meeting venue, we have been meeting at Boystown for over 12 months and from my discussion with various members it appears that most of you are dissatisfied with the general atmosphere of the surroundings. Our second problem concerns the wide distribution of our membership and the current fuel crisis. I believe that both of these problems could be partially resolved by rearranging our meetings and suggest that in future these could be conducted on an alternative basis every three months and be held at the homes of four senior members (i.e. one meeting per senior member per year). This would provide us with a more personal venue and if car-pooling was adopted it would also reduce our transport costs.

Subsequently a meeting was held at David's home and the idea of quarterly meetings held in the homes of senior members was adopted and continues in 2016.

'Christchurch Meccano Club': Convention 1980: Advise given that tentative plans for the convention next Easter are in the pipe-line.

'Wellington Meccano Club': Max George now President. Secretary/Treasurer is Simon Moody. AGM was held on April the 20th. A further article relating to the use of gears appeared in this magazine. The usual puzzles and jokes were included.

F.M.M.M. Subscriptions: This will be the last free issue of this magazine. Future issues will only be supplied with the completed application form. The cost 40 cents per issue and with 11 issues per year, the annual subscription rates will be \$4.40. Magazine posted annual subscription is \$5.50.

Volume 4 - number 4 April 1979

Editorial: *Don had received a letter which opened with "Hi again! Greetings to all." He continued: This greeting was used in a letter to me from one of our readers. I thought at the time of reading, that it was a wonderful way of starting a letter. It sounds so cheery and friendly, instead of the usual - received your letter of the _____ Hope you are ok - Hope this letter finds you well, etc. [Quote] When I answer letters I try to keep them on a personal basis but at times, find it hard and must answer as briefly as I can because of the time factor. Don made several other comments on letter writing in general. Don closed this editorial by advising that many readers have sent their annual subscription cheques. Receipts will not be issued unless requested. This is to save on postage and time. Don asked members " Please make cheques etc. payable to the Wellington Meccano Club and not to me. [In 2016 we still receive cheques written out in the treasurer's name rather than to NZFMMM!]*

'Meccano Personalities in N.Z.': **Bruce Neilson**: Bruce introduced himself as being in his 40's - Public Service - Pen pusher. His interest in Meccano started in the early 50s in the Red/Green days when practically every boy had a Meccano set as part of his childhood. His memories are those of frustration with a set not being big enough, little money to buy additional parts and No 10 sets costing \$100.00 in those days. Bruce went on to say that when his son [Robbie] was about 12 years of age some 8 years earlier than this report [this must have been during 1971] that he and Robbie started collecting again and their first acquisition was a No 8 set plus gears plus extras in a 4 drawer cabinet and then there was no stopping them! Over the next 4 years they advertised in newspapers and on radio "buy and swap" sessions and finished up with a very large Red and Green collection, 2 No 10 sets and 3 Elektrikits. Bruce goes on to say that they carried out a search around the North Island for old Meccano Dealers 4 Drawer chests which produced a lot of unusual parts including brass items. They managed to purchase 2 Dealers Chests for their own collection. Bruce goes on to detail how he managed to collect magazines, plans and other memorabilia. This is an interesting article.

'Notes from Bruce Baxter': Bruce provided quite an

extensive and very interesting article on the history of "Coloured Meccano". He started with the first Red/Green parts that were introduced in 1926 continuing through to the late 1962 when Meccano closed the 2nd Red/ Green Period.

This edition included an article with the title "Quotes and Comments from "The Products of Binns Road". This article was researched and authored by Meccano enthusiast **Lloyd Spackman** [I believe that this was the first of the numerous articles that Lloyd researched and wrote for our magazine over many years until his recent passing].

An excerpt from the article: What causes middle - aged men to cherish toys which were originally intended for children? With Hornby trains, it is probably pure nostalgia and the desire to own something missed in childhood. As far as Meccano is concerned the word "toy" is incorrect. Meccano is a medium whose full potential has not yet been fully realised - even by those who have the time and skill, together with a very large collection of parts, which enables them to build 8ft [2.4 m] long locomotives or complex electronically - controlled mechanisms. Indeed, the cult of collecting any or all the products of the famous factory in Binns Road, Liverpool, is growing; praise for the genius who brought them all into being during the first or so years of this century [20th]. Lloyd asks the reader "Was the first computer made from a Toy?" He refers to the Meccano Differential analyser that is located today at MOTAT [Museum of Transport and Technology at Auckland]. He mentions the "Rahm Astronomical Clock located in a Museum in France. For further information as to how Meccano is involved in this clock look up: <http://adsabs.harvard.edu/abs/2004AAS...205.3504R>. There is more history contained in this worthy article.

'Letter from Meccano Ltd.' This edition carried a copy of a letter sent to **Lou Nichols** on the 20th March 1979 by **Michael J Walker**, Editor; Meccano Magazine ,31 Carus Avenue, Hoddlesden, Darwen, BB3 - 3LN, Lancashire, England. This letter was to introduce Michael as the new Meccano Magazine Editor as **Chris Jelley** the former Editor had resigned from Meccano Ltd. The new editor was writing to apologise for the fact that the photos of Easter 1978 Meccano Convention held in Wellington had gone astray and that while the photos were considered to be very good that it is unlikely that they will be used as the event depicted is now so far in the past!!!

'Auckland Meccano Society Notes': David Wall indicates that the Auckland Meccano Society is likely to meet on a quarterly basis and that notes from that Society will be sent after each meeting.

'Christchurch Meccano Club Notes': This report contained details of models built etc. The main item being the club is trying to establish the number of Meccano members from around the country who are planning to come to Christchurch next Easter to attend CONVENTION 1980.

'Wellington Meccano Club Notes': A detailed report of the models displayed by 20 members attending the April meeting. The magazine contained the usual Puzzle.

Model Report 13 February 2016

Reporter: Robin Rye
Images: Bruce Geange



Robin Rye: showed a selection of Meccano parts that have distortions or incorrect stampings such as the spit spanner, off centre hole strips, tapered angle girder and the 3 hole strip with only one hole in it. The Repco stores were retailing 2 Meccano Sets for Christmas at sharp prices, and both were displayed assembled. The differences between part 187 Road Wheel of English and French manufacture were noted and discussed. Model Challenge: a hypoid drive using a contrate and a small helical in mesh. Robin also had a quantity of Meccano for sale.

Paul Vodanovich: Had examples of a Legendary Cars Promotion. *Postie Plus* stores provided Paul with a small Meccano Chopper Bike set. The **John Pond** car has had further modifications with fine detailing using narrow pieces.

Selwyn Bluett: Reducing his stock, had vast amounts of *Ashok and Exacto* and Meccano for sale.

Viv Alexander: produced various O gauge train sets. *Bing, Hornby* and *Bub*. Similar to Meccano England/Meccano France sets showed the French versions were better. A Hornby Riviera Blue train set made in England for the French market was now 100 years old. A *Bing* gauge 1 set of 1905-1907 still had its original wood wool packing present and in excellent condition.

John Freer: Empty Meccano set boxes for the taking.

Julie Hunt: Model Challenge: A Christmas tree made from a stack of helical gears.

Richard Feltham: Model Challenge: A compound gear module that's part of an orery that he is working on.

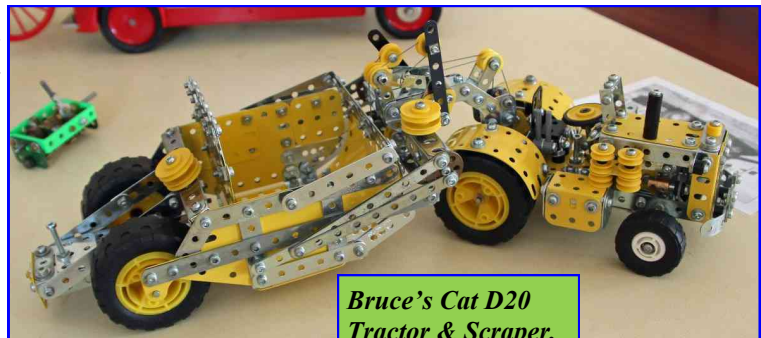
Bruce Geange: Model Challenge: A standard gear box from the No. 10 set. A fine *Caterpillar DW 20* Industrial Tractor and Scraper Bowl with the 3 movements of the bowl reproduced. His latest model engineering masterpiece was unveiled...A 500 mm long *Leyland* Fire Engine that is a scratch

built steam powered model (p24). 18 months work. Features include a triple extension ladder, steam driven ground propulsion steam driven water pump and 60 psi certified boiler. The model got a first prize in the recent

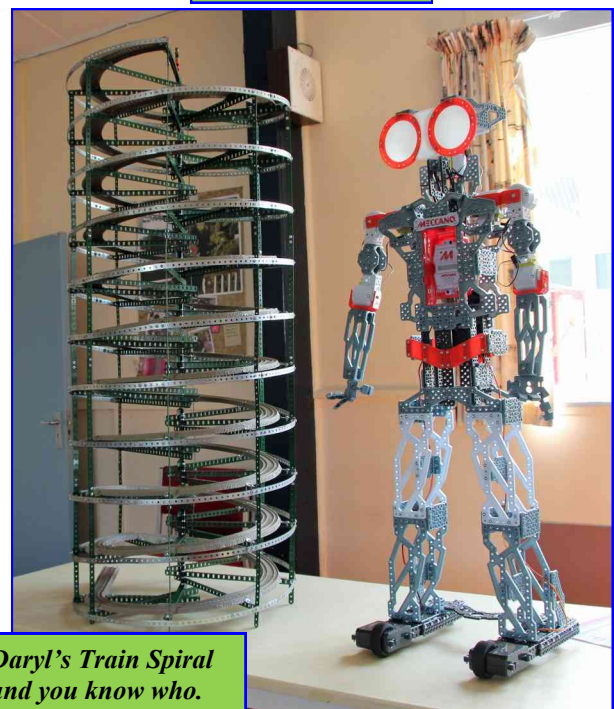
Model Engineers bi-annual National Convention in Tauranga. A round of applause followed Bruce's description of his "baby".

Daryl Anderson: Model Challenge...a large Meccano farme made in such a way that a Thomas train track could spiral up the frame to connect the upper level of track with the lower level. 10 spirals in total. The first Meccanoid introduced itself to the assembled Meccanomen. Daryl demonstrated many of its capabilities. New Zealand voice recognition seems to be a struggle for the Meccanoid at times.

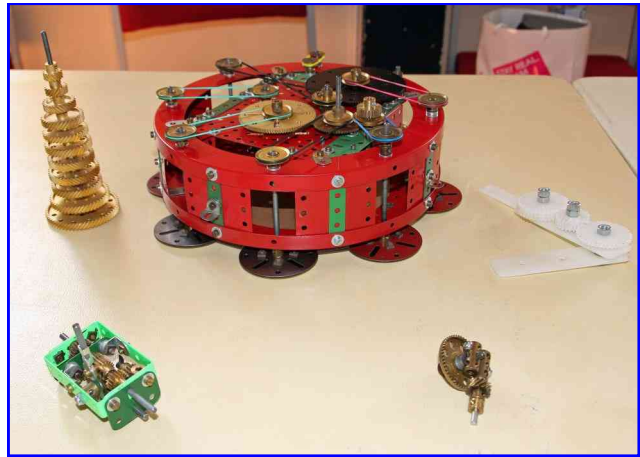
Model Challenge: **Richard Feltham** won.



**Bruce's Cat D20
Tractor & Scraper.**



**Daryl's Train Spiral
and you know who.**



Top Left: Paul Vodanovich's version of John Pond's car.

Top: Richard's compound gear module with Bruce's No. 10 gearbox and Julie's Xmas tree (top left).

Left: Some of Viv's O-gauge train sets.

Christchurch Meccano Club

(Est. 1929)

First Quarter 2016 Report

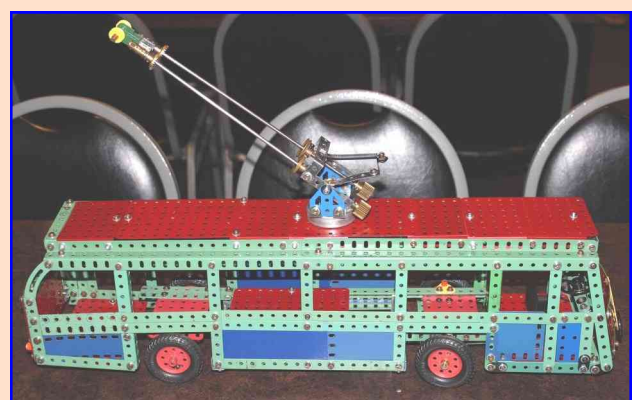
Roland Jaspers

The first quarter of 2016 was dominated by the arrangement for the Easter show in Nelson. For the Christchurch members this meant making and finishing models for the show. The Nelson members (John and David) made final arrangements for table supply, evening meals, publicity and advertising. So all in all it was a busy time.

Also in the first quarter the club (through **Mike Howse**) had further discussions with the Canterbury Museum about the 2017 Convention. Talking about Mike: some people are so fanatical about their metal construction system that they even have metal parts inserted in their bodies. In Mike's case a titanium ball and socket in his hip. Mike is well on the mend.

In March the club had a sausage sizzle fundraiser at the local *Mitre10 Mega*. It was well worth the effort, with a profit of just under \$400. It was not hard work and all volunteers had an enjoyable time. Model themes were children's playground equipment, a sawmill and a bus.

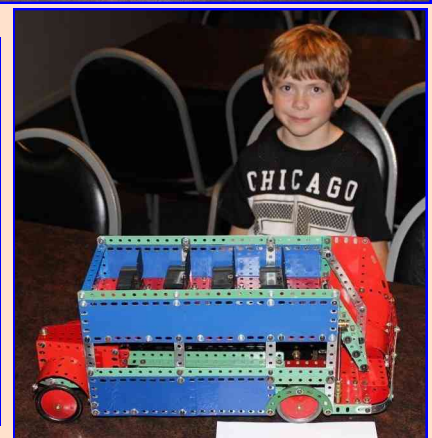
Members are now focussing on the 2017 Convention, both with planning and model making.



Top: Märklin Trolley Bus by Nathan Lang.

Centre: Sam Lang's Charabanc.

Bottom: Renault Bus (1934) by John Hamlyn.



**Christchurch Meccano Club 2016
Nelson Exhibition
Reporter: Roland Jaspers**

Over Easter the Christchurch Meccano Club held an exhibition in Nelson. Nelson was chosen for the annual exhibition between Conventions to ensure we would not spoil the Christchurch market with new models to be shown at the 2017 Convention. Other factors were the fond memories of the 2012 exhibition held in Nelson and to support **David Couch and John Stark**.

Important stuff first:

Thank you to David, Jane, John and Yvonne for taking on the heavy end of the arrangements for the exhibition. Most things need to be organised locally and, as in 2012, this was again done superbly well. We had no glitches to speak of; hall and meal arrangements were excellent. Thank you to the **Josts** (Aussie), **Mortons, Barlows and Felthams** (all North Is.) for attending despite the distance to travel.

Thank you too to the wives and partners of exhibitors who looked after the door sales and the inner exhibitor. Like in "Gliding-on", the Tea Trolley was a regular and welcome sight.

Many hands make light work. Within 1.5 hours of getting access to the hall the tables were in place and the cloths on, ready for exhibitors to start setting out the models. Similarly, on Sunday afternoon, break-down to an empty hall took less than 2 hours.

I could not call it a good exhibition, it was actually marvellous. Attendance was strong enough to make a reasonable surplus, but not so large that the hall was too crowded or exhibitors rushed off their feet. A number of exhibitors commented to me that they had time to talk properly to visitors showing an interest in their models, and were indeed thanked by visitors for the time taken to talk. I tend to make a rod for my own back by having a number of hands-on models, but found I had enough time to demonstrate my models. The Meccanoids were a real crowd pleaser. **Graeme O'Neill's** model was dressed in a policeman's vest and hat; David Couch's was taken for regular walkies, with children being allowed to hold the Meccanoid by the hand. The construction tables with Torro parts were full from opening to closing every day. A few families returned for a second (and even a third) day to give the Torro a good

work-out. Not many models were made from the guides, most were freehand and could only be described as "constructifications".

No guessing the major sound effects! It was indeed "Mama Mia". It had competition however from "O Fortuna" done modern and Barrel-Organ music from **David Littlefair's** Walzer and Carousel.

Graeme O'Neill had a show visitor explain that she had bought a Meccano set, but was daunted by the complexity of the model book. At Graeme's suggestion she brought the set on Sunday and started building with Graeme's guidance. She went away at show closing full of confidence that she would be able to complete the model.

Surprising to the organisers was that the biggest impact of show publicity came from the free Nelson community paper, while the paid advertisement in the main paper had negligible result. All in all about 900 – 1000 visitors attended over the three days.

Dinner arrangements were excellent, with a highlight again the "Soup and Rolls" dinner at St. Peter's Anglican Church Hall, hosted by John, Yvonne, David and Jane. It included a screening of Les Megget's talk at the Te-Papa Exhibition.

The success of the exhibition was reflected in the Club meeting of 1 April. Most of the time was spent recalling pleasant anecdotes from the exhibition. We can usefully conclude this report by paraphrasing the Governor's famous words: "Nelson, we'll be back!"



**Kevin Downie's
(CMC) GBS Crane.**





Baltic Loco by Peter Satterwaite (Hillary Satterwaite behind).



David Couch takes Meccaniod for walkies.

More photos taken at the Nelson Exhibition



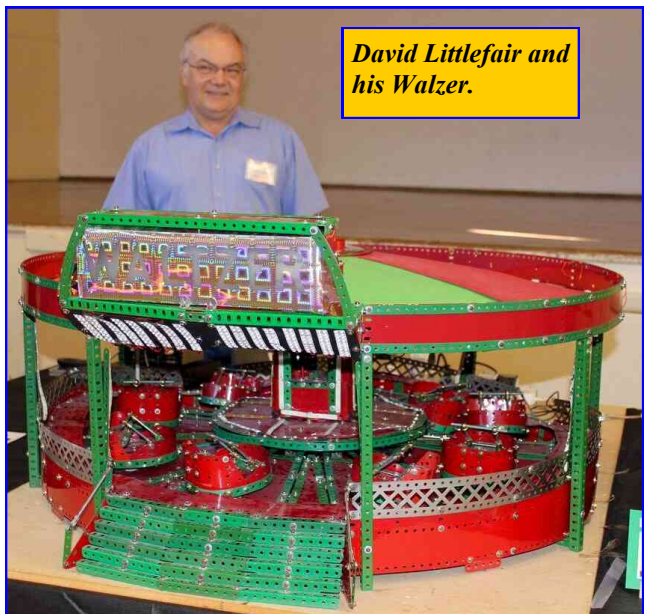
Alex Lang (CMC) and his Swingboat.



Alan Bensley (CMC) Tracked Digger.



Graeme O'Neill with Constable Mecc.



David Littlefair and his Walzer.



Graham & Mary Jost with his Braider and her latest fashion jewellery from the House of Meccano.



Meeting Report

Date:
29th January
2016 at 8pm

Reporter: Max George

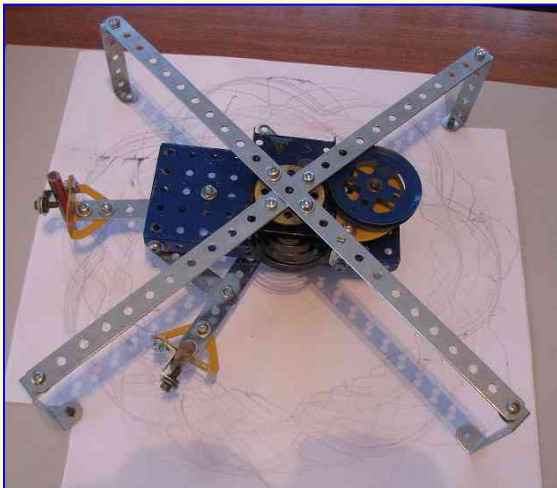
Present: Don Flowers, Lou Nichols, Max George, Reg Barlow, Robert Vale, Simon Moody, Stan Baker.

Apologies: Brian Petersen, Campbell Morrison, Niki Donaldson.

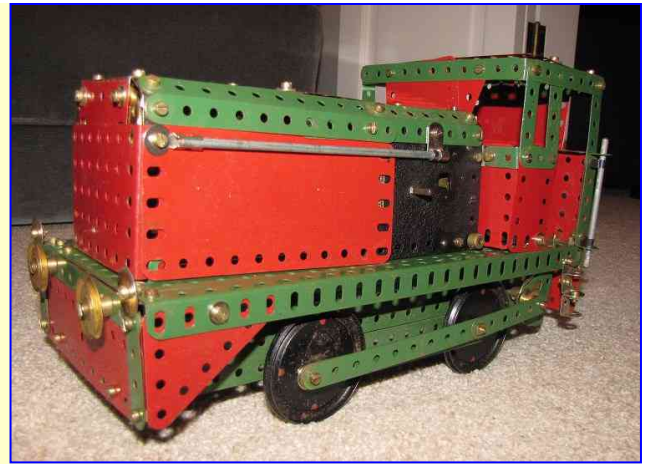
Models:

At the November meeting last year, Simon suggested that we all bring along to the next meeting a model constructed from a manual and powered by either the Magic Motor or the No. 1 Clockwork Motor. Everyone at the meeting brought along a model. This is the most models we have had at a meeting for a long time.

Lou Nichols – Meccanograph 4.14 from the 1973 set 4 manual.



This was a very realistic Meccanograph and drew an amazing pattern for its simplicity. Lou found out it drew best with 6B pencils and on A3 paper. He bolted it to a board as when it was running on its own, it jumped about. The worst thing about the model was that the motor had to be wound up to complete the pattern.



Robert Vale – Diesel Shunting engine 6.17 from the 1954 set 6 manual.

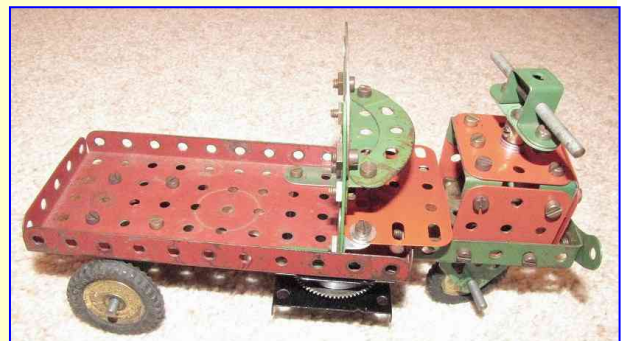
It was built from a set 6 Robert has and on completing it had used up all the nuts supplied. The model uses a Jackshaft drive for driving the wheels. This was a very impressive model.

Simon Moody – Helicopter 5.14 from the late 50s set 5 manual.

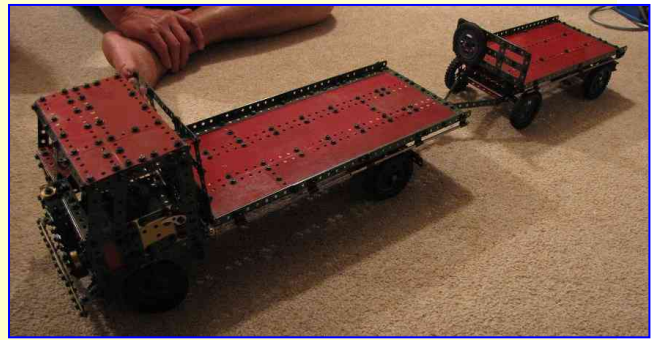


The impressive part of this model was that both the main rotor and the tail rotor worked perfectly when being driven by a Magic Motor.

Reg Barlow - Displayed a small station trolley driven by the Magic Motor.



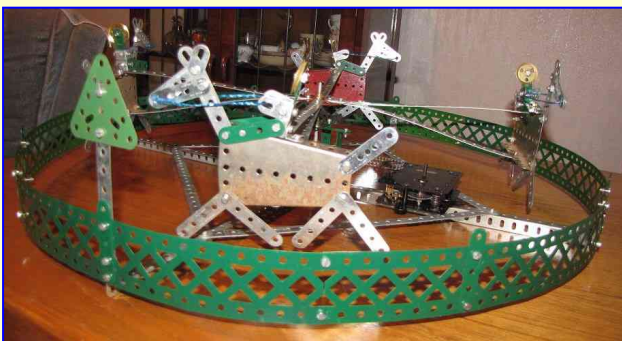
Stan Baker – Displayed a garden swing model #327 from a 1030 series manual. He used the #1 clockwork motor geared down 4:1 which worked OK, but it worked much better using one of his new motors. It was a very realistic swing that moved from side to side.



Don Flowers – Brought along the New Eiffel Tower and had fun constructing it as he had to start from the top instead of the base.



Max George – Constructed a Roundabout model #602 also from a 1930 series manual. It was driven by the #1 clockwork motor and ran for quite a while.



Simon Moody - Also brought along a Truck and Trailer that he had made for the Taupo Madness last year.

Max George – Also showed a couple of motors that he was given for Christmas. A 240 volt motor and a 6 volt motor. He doesn't think he will try out the 240 volt one. Both were similar to the old E20R motor.

WMC Meeting Date:
4th March 2016 at 8:00pm.

Held at Simon Moody's place.

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

Apologies: Brian Petersen, Campbell Morrison, Niki Donaldson, Stan Baker.

Models:

The theme for this meeting was something that flies. A great array of models were displayed with models coming from 1930's sets up until the present. This idea of a theme for the meeting has been well received by the modellers.

Lou Nichols – Built a scale model of a Sopwith Camel F1 with two ground crew telling the pilot what to do. This model was built from the Aero Constructors #2 Plane Set. Having the two ground crew added to the displaying of the model. Lou had to make some parts himself because they were missing from the set.

Robert Vale – Brought along two aircraft models to this meeting. The first was of a seaplane built from the 1936 Special Transport Aeroplane Constructor Set #2.



The second model was of a Schneider Trophy Racing Sea Plane from the 1931 Aero Constructor Set.

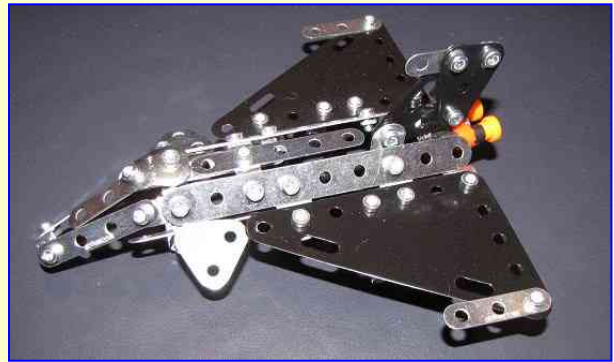


Simon Moody – Built a model of a Biplane from the #2 Special Aero Construction Set.



As this meeting was about flying, Simon redisplayed his Helicopter that he brought along to the previous meeting built from the late 50s set 5 manual.

Don Flowers – Is very much into building the new models that Spin Master have released and he describes them as much more realistic and stronger models. Don's aero display was a small Vulcan Bomber.



Don has been busy building the new very realistic Ducati motorbike.



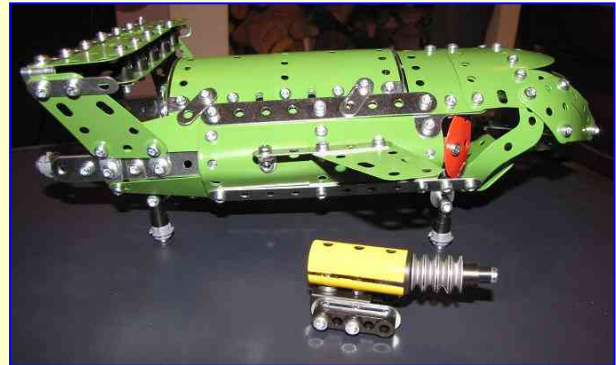
Don brought along a couple of other sets he still has to make up for us to look at. We wait with interest to see what Don brings along to the next meeting.

Racing Car:



Inventors Series of Sets.

Not to be out done by others bringing along numerous models, Reg displayed the very realistic new *Thunderbirds #2 FAB model*. There are 3 photos showing the whole model below.

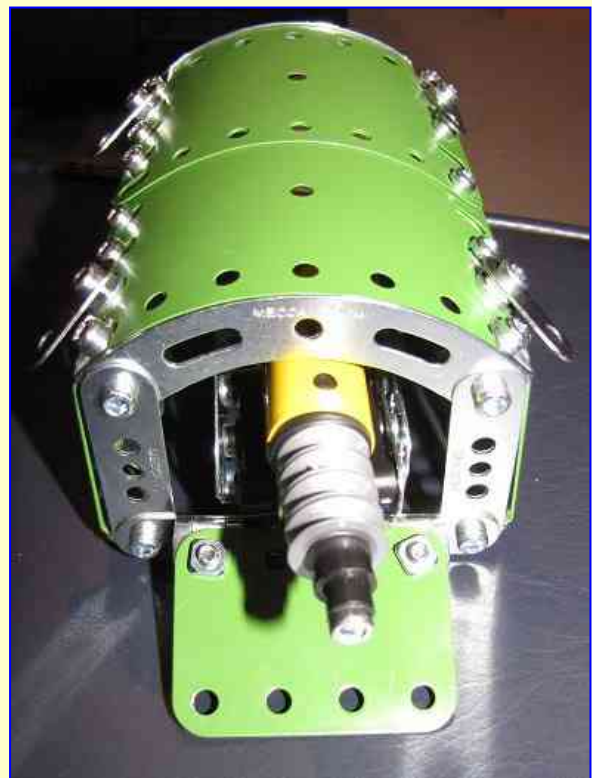


Digger:



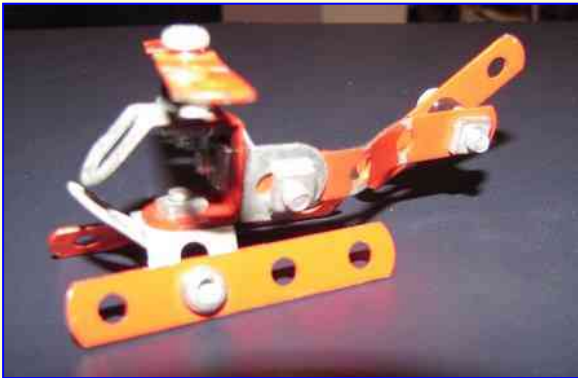
Reg Barlow – is in to building *TinTin* models and this time he displayed the Float Plane.

The capsule with the gun.



As this is a display of flying models, Reg also brought along his *Man in a Flying Machine* which he displayed at Te Papa. It is built from the Crazy

Keith McCallum – brought along the smallest of the helicopters on display. He was constructing another model while the meeting was progressing but unfortunately there were some bits missing and so he didn't complete it.



Max George – Greenacres school, where Max has grandchildren attending, has IF (Inspirational Friday) and pupils can try their hand at whatever is offered. Last year for an hour, 5 weeks in a row in two terms about 12 pupils each term tried their hand at Meccano Model building. The 3 helicopters brought along are just some of the many models they can choose from to build.



Another model that Max has just acquired for the pupils to build is a Motor Cycle and Sidecar.



Still staying on the flying theme Max also brought along his Spitfire that he has shown before.

After the meeting **Simon** showed us around his Meccano Den where he has numerous cranes in various stages of construction.



He showed us a large box of Meccano parts that he had stripped the paint off by using a concrete mixer and mineral turps. We were all surprised at the condition of the parts as they were cleaner and smoother than those done by using Caustic Soda. Certainly makes cleaning paint off sector plates, angle girders and trunnions etc. far easier.

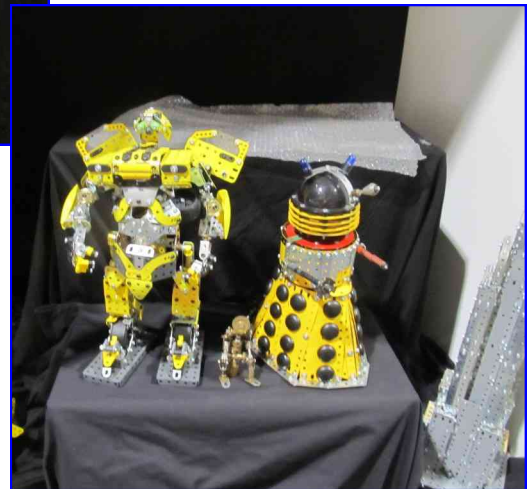
Simon has a gantry crane set up above his bench!



Bruce Geange's prize winning steam powered fire engine. This engine won a first prize at the January 2016 Tauranga Model Engineering & Marine Club's International Convention.

Photos from the Easter Meccano Display at MOTAT, Auckland

Models by Peter Hancock & Gary Higgins. Photos by Gary.



Sorry about the reflections but most of the models were in glass display cases.



HEADBANGER by Robin Rye (MWT)

A model challenge at a recent MWT Meccano Club meeting was to build a clockwork powered device to propel itself along but not via the axle as on a wheeled vehicle for instance.]

I thought of making the clockwork motor revolve itself on a chassis with a point of contact with the floor on the motor. To my knowledge, a revolving motor had not been used before as I intended. I originally thought that point of contact by the drivers head but settled on the drivers headrest. (Reason...I couldn't secure the driver). The headrest is a small tyre. It was quite convenient when I discovered a 2.5 inch gearwheel centred on the clockwork motor would mesh with a pinion with a little mixing and matching. The 2.5 inch gear wheel is secured to the vehicle chassis.

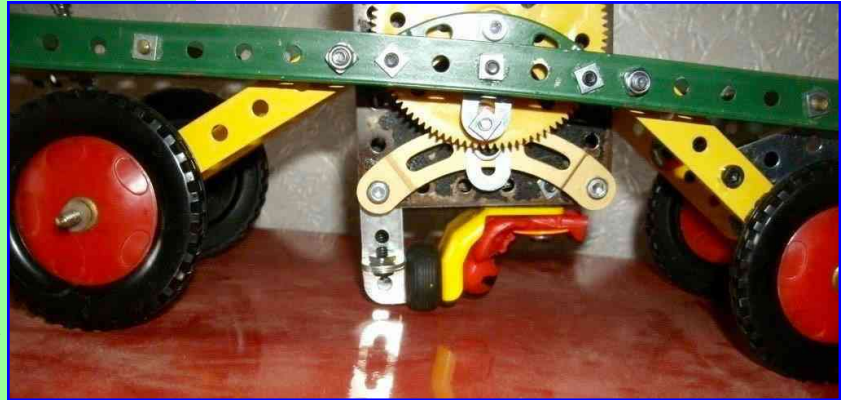
Careful selection of parts was required to clear the winding spigot, as was the key selected. A sprung axle was installed at the front to allow vertical chassis adjustment for what seemed like an ideal pressure of point of contact and movement while in action if required.

I had very limited space to try the model at home but in the event it propelled itself very well on the wooden floor of the MWT meeting hall. The first few revolutions produced some slippage between the tyre and floor but the model accelerated with each "bang".

The hall was not long enough to test the full distance of travel available.

Headbanger won the competition.

I have several other efforts I entered in the competition as well (see images).



Above & Left: A couple of Robin's other entries.

New Zealand Club Diary 2016

Auckland Meccano Guild

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

Secretary: Peter Hancock, Tel. (09) 535 5355

Meetings at 2pm on second Saturday every third month. The next meeting will be held on **Saturday 14 May at David & Elizabeth Wall's home, 45 Kath Hopper Drive Orewa** starting at 2pm.

MWT Meccano Club

Chairman: Chris Morton (06) 323 8001

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

Meetings at 2pm. Next meeting: **Saturday 11th June** 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 1st May** at Lou Nichol's Retirement Village, Paraparaumu.

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 August 2016 issue of NZFMM Magazine should be sent to Les Megget before the 10th August 2016.

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

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More photos from the Easter Exhibition in Stoke



The children's Torro corner, a hive of activity.



Ryan Gear from Auckland



David Littlefair's (CMC) Tanker, and well proportioned it is too.



The crowd watching David Couch's (seated) Rubik Cube solver in action. Bob Prescott at top right.



Left: Graeme O'Neill's display. The oversized blue/gold plates were made by Graeme.

John Stark with some of his clocks.

