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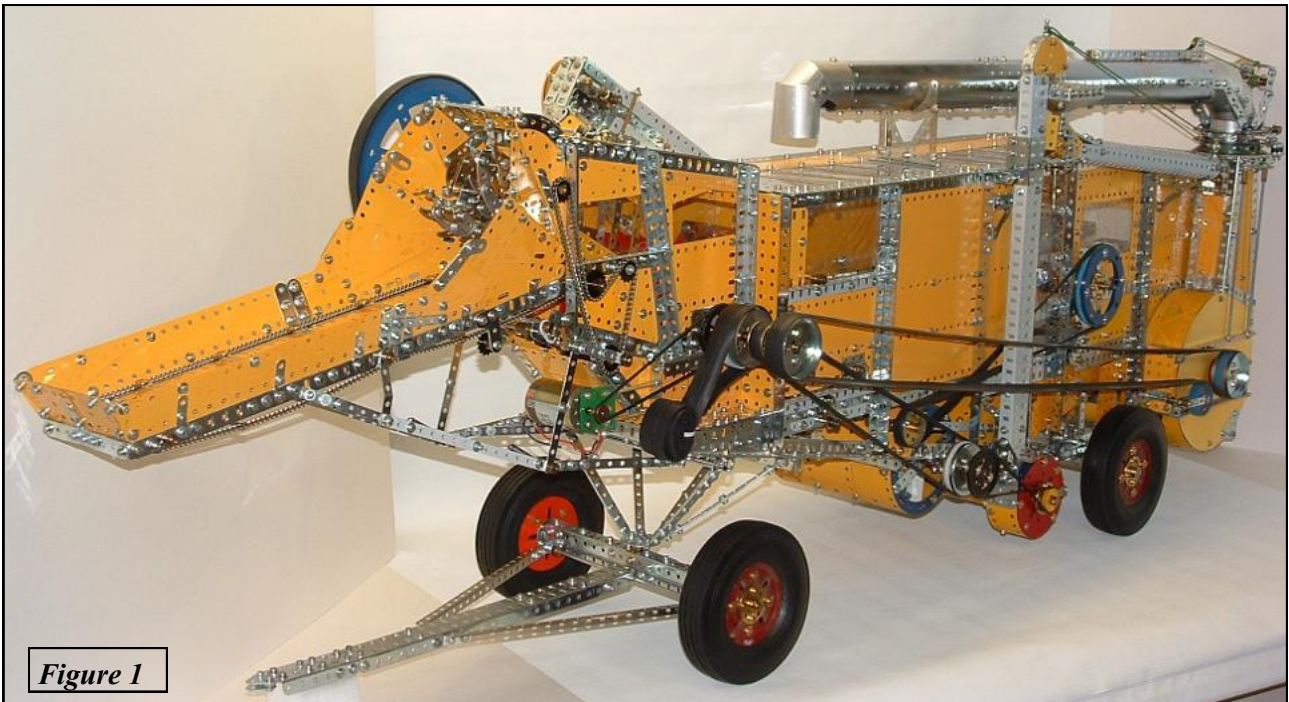


Figure 1



Figure 2

This impressive Threshing Machine by Canadian Ron Kurtz is described in some detail on pages 3-5.

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NZ Federation of Meccano Modellers Magazine

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Letters are welcome and may be sent by post or by email. The author's name and address must be supplied. Publication of letters will be at the editor's discretion.

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In the Eyes of the Beholder

Recently there has been a lot of comment on *Spanner* about the Issigonis Shield winning model at SkegEx in early July. The winning model, "Noah's Arc" by Michael Whiting, was a static model with no mechanical devices what so ever. Some felt that the Shield should only be awarded to mechanical models which do something because the shield was named after a renowned mechanical engineer who designed the BMC Mini using Meccano during its development. There were plenty of complex cranes, locomotives, ball rollers etc on display at SkegEx but the Arc easily won the exhibitor's vote.

Well it is indeed all in the eyes of the beholder and I guess many felt that Noah's Arc was very topical due to the terrible summer they have had in the UK. The Arc and its animals was very similar to the earlier model made by Mary Jost (Australia) but I was pleased to see that Mary was given due recognition in *Constructor Quarterly's* report of the Skegness annual Meccano extravaganza.

I'm unsure whether a purely static model has been awarded the Senior Prize at our Conventions but in the last 4 events the top prize has gone to large and complex mechanical beasts. However the most complex mechanical models haven't always won and I'm thinking here of Tim Robinson's Babbage derived mechanical computers. They are so complicated that most of us have difficulty in deciding what and how they are doing the maths.

A September 2012 CQ article by Alan Wenbourne about scaling dynamic motions in Meccano models prompted a lively discussion, again on *Spanner*. The general conclusion was that "if the motion looked right to the spectators it must be right". So, often the luffing or slewing of a crane needs to be sped up beyond the "correct" scale speed just to keep the viewers interested.

An interesting spread of articles in this issue. Again my appreciation to those who submitted article, be they short or long.

LM

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Model of a McCormick Deering Threshing Machine

by Ron Kurtz (ISM 777)
Ottawa, Canada

The threshing machine model is scaled from pictures of a *McCormick Deering* photographed at an eastern Ontario auction in 2005. The prototype had pneumatic tires which appeared to be original, especially since a reminder to maintain 40 lbs pressure was stenciled on the side of the machine, which suggests a post WWII vintage. An approximate scale for the model is 1:5.5, the model being 62 inches long and weighs 59 pounds. Liberal use is made of *Exacto* (Argentina) and *Ashok* (India) non-standard parts.

The model replicates the main mechanisms in the prototype, and is driven by an electric motor located near the front beneath the bundle (sheaf) conveyor. The motor also back-drives the power take-off pulley on a model of a Waterloo Boy tractor (described in Canadian Meccanotes No. 45, p. 11-25, 2007) and makes for a realistic threshing setup. Bicycle inner tubes (which are available in a variety of sizes) cut around the circumference are used for most of the flat belts. The internal mechanisms can be seen through windows on the sides and top of the thresher which are made of Transparent Flexible Plates. The initial construction of the model used Flexible Plates and Flat Plates for the two reciprocating grain pans and the screen box. On a test run the shaking of the model was unacceptable and it was decided to reduce the mass of the reciprocating components by using 2 mm thick cardboard (bristol board). The model now runs quite smoothly.

At the rear, the lower frame consists of a horizontal 15H (15 hole) Angle Girder (8b) which is connected in front of the back wheels to a 49H Angle Girder (7) which slopes up to the front at an angle of 12.5 degrees from the horizontal (Figs. 1, 2, see cover photos). Vertical Angle Girders are fixed to the 7 and 8b to form the sides of the body of the thresher. (Narrow angle girders would have been more to scale but the slotted holes of regular Angle Girders are required for the construction.) All Angle Girders are on the outside of the body, leaving a relatively smooth interior free of obstructions.

The threshing crew pitch the grain bundles (sheaves) onto the bundle carrier at the front of the thresher which are transported under the twine

cutters by a conveyor constructed from 7H Narrow Strips (235b) fixed to Sprocket Chain (94) by brass split fasteners (similar to those used on Dredger Buckets). The model follows the prototype by having the front section of the carrier fold down for transport of the machine (Fig. 3). This is achieved by a system of arms and levers which requires the rear portion to pivot on an Axle at its back end, the Axle also carries the Sprockets which drive the conveyor Chain.

The sheaves are guided under the cylinder by the twine cutters (represented by Pawls without boss which have a slicing motion) and reciprocating arms above, and by a reciprocating pan below. The cutters and the arms are driven by the 6" Pulley (Fig. 2) and it is actually the correct scale. The built-up cranks moving the pan can be seen above the electric motor in Fig. 3.

The cylinder (red in Fig. 4) is mounted on the Axle driven by the electric motor (Fig. 3) and serves to release the grain from the straw as the sheaves pass beneath it. The cylinder is 4" wide and consists of seven pairs of Curved Plates (200) bolted to two 4½" Circular Girders (*Ashok*). A beater is located to the rear of the cylinder (right side of Fig. 4) to further release the grain. The straw falls on the front end of the straw walkers and the grain passes through to the reciprocating grain pan below the walkers.

Each of the four straw walkers consist of two 49H Angle Girders (7) linked by seventeen Double Angle Strips (48). The cranks to move the straw walkers were constructed following a photo posted by John Evans on Spanners in December 2004. There are four linked cranks near the front of the straw walkers and four near the rear which are driven (Fig. 5). Each straw walker is 90 degrees out of phase with its neighbours, and together provide a fascinating motion.

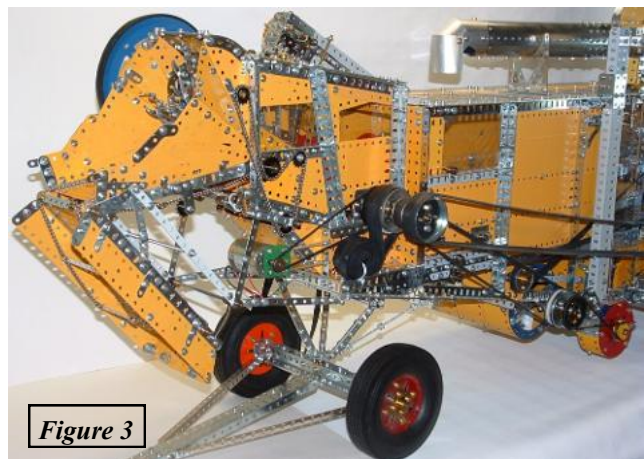


Figure 3

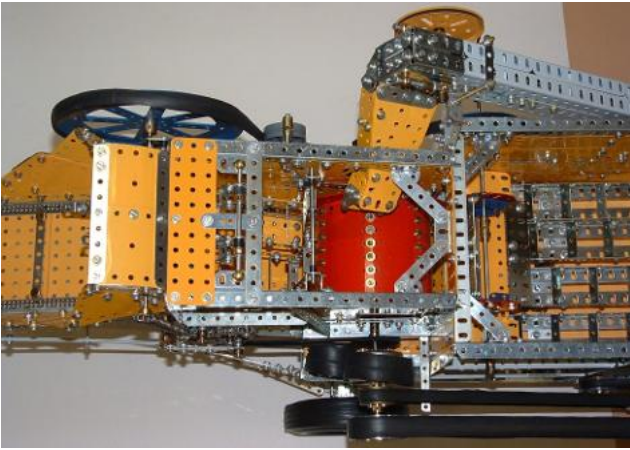


Figure 4

The straw from the straw walkers, bits from the grain pan, and chaff from the OSB all fall into the straw blower chamber (Figs. 5 & 6) and are expelled by a large fan through the straw blower pipe. The fan consists of four Triangular Flexible Plates (224) each bolted to 5H Narrow Angle Girders which are bolted to a 3" Sprocket Wheel and is housed in the circular section seen the lower right of Fig. 1 and lower left of Fig. 2. The material is blown up the chute and into the straw blower pipe which can be raised and/or turned to any azimuth, and consists of a Boiler (162b) and two 9" Long Boilers (Ashok 162c). The flexible elbow in the blower pipe (Fig. 6) is constructed from thin aluminum sheeting as is the deflector at the other end of the pipe (Fig. 3). To have the fan actually blow air, holes were covered with art paper and with aluminum tape.

Chaff is blown out the rear of the OSB by a cylindrical fan which is located midway beneath the lower frame (see Fig. 1) and blows into the front of the OSB. The fan consists of six bristol board blades fixed by Narrow Angle Brackets to end holes of Narrow 5H Strips (235) which are bolted to 6H Bush Wheels (24b).

The grain auger and return auger are similar. Each is made by removing the center from damaged tin Wheels (187) and cutting off the "tyre", leaving a disk of about 1 7/8" in diameter with a 3/8" centre hole. A radial cut is made from the outer circumference to the center hole of each disk, then nine are stacked and two holes are drilled close to, and along each side of the radial cut. The holes on one side of the cut on one disk are bolted to the holes on the other side of the cut on the next disk by small bolts (1/4" 4-40 machine screws were used).

The assembly is stretched to give an auger about 8 1/2" long. The auger is mounted on a suitable Axle and one end is bolted to a Bush Wheel fixed to the Axle. The other end of the auger is fixed to a Short Crank (Exacto 62d). The auger sits in a trough constructed from curved Flexible Plates. The grain auger is located behind the chaff blower and empties the grain into an impeller fan, which drives the grain up the chute, which can be seen on the right edge of Fig. 3. The grain falls into a hopper at the top of the thresher (Fig.5) and can be directed by means of a circular chute into the box of a wagon or truck.

The return auger empties its material into the lower end of the return elevator which can be seen running diagonally up along the right side of the thresher (Fig. 2). The return elevator is constructed using Exacto Girder Frames, which are held together only by long Bolts along the centre line of the elevator. Material is moved up the elevator by small buckets 1-1/16" long cut from plastic shelf edging which are fixed to Sprocket Chain (94) by brass split fasteners. Aluminum tape is placed along the lower half of the Girder Frames and the elevator is quite effective at moving material. The upper end of the Chain is driven by a Thin 25 tooth Pinion (25c) fixed on an Axle journalled in Slide Pieces (50), which allows tension adjustment (Fig. 4). The Chain drives another 25c at the lower end of the elevator which in turn drives the auger.

Tires used on the model came from an unknown source, are solid rubber 5 3/4" in diameter, and fit a 3" Pulley. The tires rotate on Large 5/16" Axles which are held in a built-up box girder at the front of the thresher (Fig. 3). The box girder pivots on a Threaded Pin (115a) which is held in a Collar which can pivot from side to side allowing the wheels to adjust for un-level terrain. The 115a is fixed to the center hole of a 6H Wheel Disc (24c) which is fixed by Strips and Narrow Strips to the underside of the lower frame.

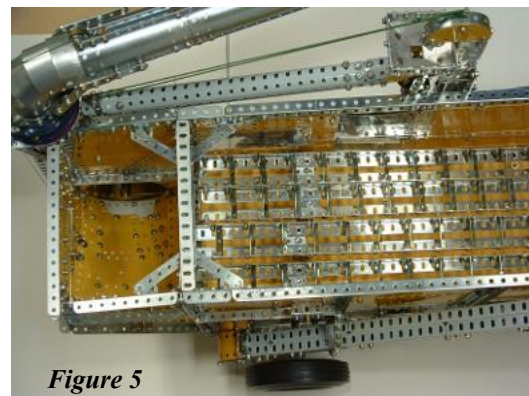


Figure 5

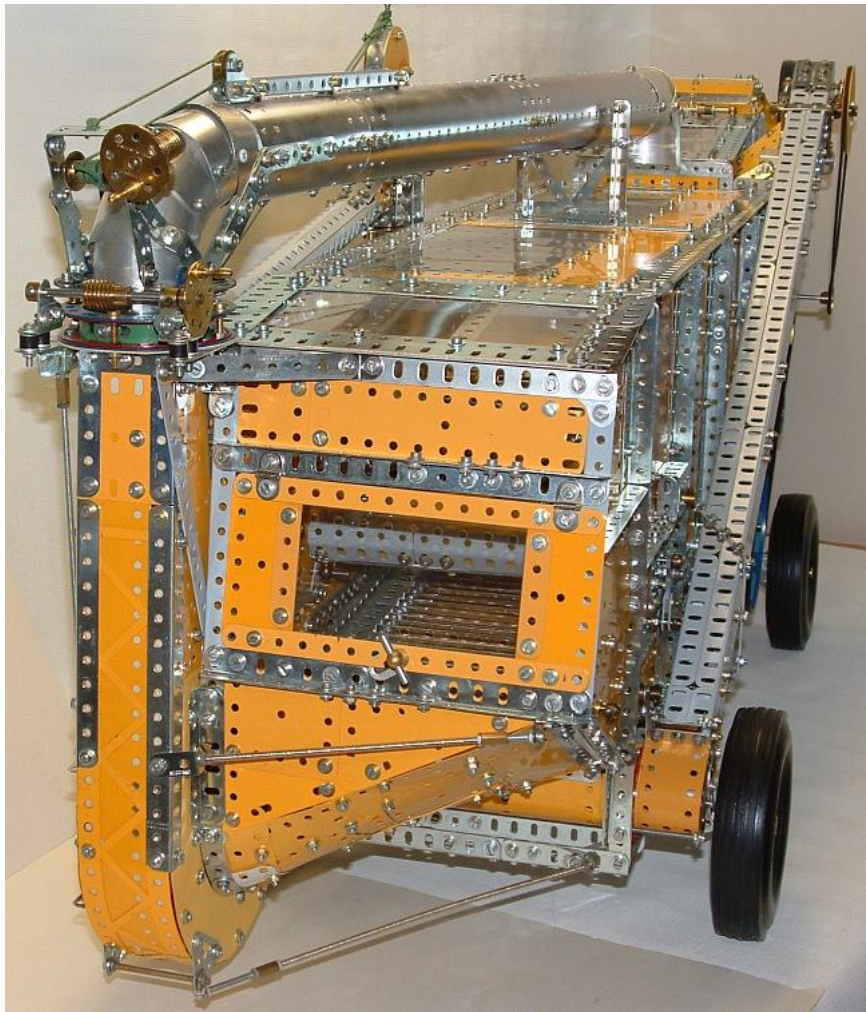


Figure 6



The Prototype Threshing Machine.

Welcome to this edition of Meccano and other related toys on eBay. Hope your weather has not been too bad over winter, always a great time for model building and restoring. I have some lovely choice items this time so lets dip into the bag and see what we find.

- Meccano dinky Toys Tramcar Box No 27 A1026. Just the box but a rare one. Made between 1934 and 1939. Box in good condition for age and has light



wear. Pencil marks to base of box. If you need one to store your Tramcar in then you would pay around NZ\$536.

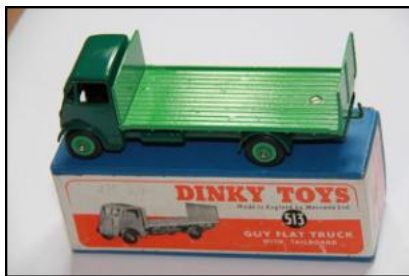
- 1912 Meccano No 2 Trinity Clockwork Motor. German origin (made by Märklin)-this motor has 3 output shafts. Nice clean example with good lettering and very clean

body. Motor runs well. Key is a repo. Lovely item. NZ\$500.

- Meccano M223 2 seater Sports Car. This is the non-constructed car from the 1930s. The clockwork motor is not complete, missing one hub-cap, steering wheel and headlight lens. Based on a pre-war M.G. Box lid present in fair condition. Still a nice item. NZ\$440.



- Unopened No 2 Clock from the 1960s. This kit is still in its original cellophane wrap-virtually as new. Sold for NZ\$430.



girders, face plates, etc.

- Meccano Dinky Toys 513 Guy Flat Truck and



Original Box. In near mint condition-probably never played with. Box is good and sturdy. Based on the Guy Vixen 4 ton truck this one is in green. There were a number of colours for these trucks, some more rarer than others. Sold for NZ\$425.

- Very Nice 1948 No 9 Set in Oak Presentation case. Set in original oak



case with its original key. Parts look to be in very nice condition and set is near complete. The only notable omission is the special screwdriver. The yellow stringing cards are all original except one (the sprocket card). Set includes the original four small parts boxes-alas there is no manual. The No 9 set was added to the range of Meccano sets after the war in October 1948 and was priced at 260 shillings-a lot of money in those days. This one sold for NZ\$2,790; still a lot of money today.

- Meccano GRB, Part No 167 Boxed. This is the



1928 version, grey/nickel in colour in its original box. Some light paint loss, plates all properly stamped and comes with the 167c pinion. Box shows wear, lid has split corners, base of box good. Missing internal inserts. Yours for NZ\$730.

- Early Meccano Royal Tin, NO parts. Tin in great order, a little rust



on interior and outside very clean. Nice buy at NZ\$690.

- Meccano Dealers Illuminated 1950s Shop Sign. Quite rare and unusual item of Meccano history. It is a hand-made sign by "Enfield Metal Works, England", "Pilot Baby" brand. The word Meccano is cut from Plywood and mounted in front of a metal reflector, above a light box. In the front of the box there is a glass sign "Toys of Quality" and the whole box is painted in a grey-silver colour. Measures 16 by 6 by 3 inches. Sold for bargain price of NZ\$625.

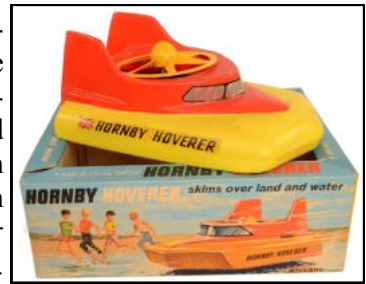


- Hornby Trains plus Meccano Outfits Original Price Tickets. Tickets are as new -there is a set for Hornby Trains and a set for Meccano Outfits. They all come in their original envelope and are in pre-decimal currency. Quite rare in this condition and sold well at NZ\$550.



- Meccano "K" type Oil can and Original Box. The K type oil can is not all that rare in the Meccano world but to have its original box certainly adds to the salad. Oil can in nice condition and box has "suffered" a little but is all there. Sold for NZ\$340.
- Meccano Ltd. Hoverer. These Hoverers are quite rare, many could not have been sold yet

they were produced in the 1970s. This example is boxed (original), boat in good condition and may never have been used. Box good and comes with instructions in French and English. Very nice item and sold for NZ\$270.



- Mechanics Made Easy Screwdriver circa 1901. The earliest screwdriver in the Meccano range. Included in the early *Mechanics made Easy* sets. In good order, NZ\$250.



- Dinky Toys Gift Set No 33. Mechanical Horse and Trailer Set. RARE. Made around 1935 this boxed set is complete and all original. Both the toys and the box are in the 9 to 10 condition. Box has a new insert. Very hard to find and price reflects that, NZ\$1,300.
- My last item is non-Meccano but is still an interesting item for a Meccano collector to have. Live steam Engine plus Workshop Märklin Plank circa 1902. Wonderful example of



German toy manufacture at this time. Made in Nuremberg, Germany (the toy manufacturing capital in Germany) by Plank. Steam engine with a governor steam pressure gauge all on a wooden base-power transferred by pulleys to wood workers lathe, circular saw table, wet stone grinder and hammer forge. Measurements are 15 by 7 by 9 inches tall. All in good working order. Sold for NZ\$2,965.

Well that's all for this time, hope you enjoyed, until next time.

John Hansen



Auckland Meccano Guild Meeting

12th May 2012

Reporter & Photos: Gary Higgins



Models on show with AMG members from left Rick Vine, Henry Porter, David Wall and Mike Stuart.

The meeting took place at the home of **David and Elizabeth Wall**.

Les Megget had a boxed example of the Xtreme set 5820 with the pull back motor. It is a very colourful model and the pull back motor certainly works well. Meccano have recycled some of the Speedplay parts in this design.

William Irwin had brought along a selection of overseas publications including the Meccano Newsmag, International Meccanoman, Runnymede Meccano Guild magazine, The Johannesburg Meccano hobbyist's newsletter and some others.

David Wall had brought along Wilbur the robot which had entertained the crowds at Te Papa.

George Ovenden had been working on the original Meccano robotic arm and had been getting some useful assistance from David Wall. I was impressed with the number of movements available. This is all done by motors and drive bands, there is no

computer control running this model, I think it would go down well as a public display model.

Mike Stuart presented us with an industrial 3 wheeler fork hoist in his usual livery of red and silver, a neat little model (Ed. originally written up in CQ by Guy Kind).

Gerald Hart had made up a number of models. A miniature block setting crane with a ball bearing race made from 3 inch pulleys, a small tow truck with a swivel crane on the rear, and a Robert Sterling hot air engine.

Henry Porter had made up a fork hoist with a double lifting boom; he had been working on a Meccanograph and had brought the table assembly along. This assembly allows the table to move independently of the rest of the machine allowing for variable settings. He had also made up a very nice steam engine in red and black with a tender and a working model of the original Meccano loom, as pictured in the Meccano Magazine.

Rick Vine had a tractor and trailer made from the Vintage Meccano set, this set has received a lot of interest with *Spanner* subscribers coming up with a lot of interesting models for it. Rick had made up an aircraft from the new 20 multi-model set as well as a *Bayko* set model of a country club.



Mike Stuart's Fork Lift.

Anthony Caldwell brought along a model from the orange remote control racing car set.

Gary Higgins showed us the new range of Meccano Space Chaos sets many of which had new parts and multiple hinges as well as a Speedplay Meccano Scorpion made using the model plan in the Speedplay Pterodactyl set. He had made up a motorcycle from the new 5 model multi-model set.

Graeme Wrightson had made up a dockside crane from the 20 multi-model set and had made up a vehicle from the 50 multi-model set which had 6 wheels and 7 driving pinions on each side. He had used a mixture of plastic and brass gears together.

Richard Sealey brought several large aero engines from the Constructor sets of the 1930s.

John Denton, Neil Carey and Peter Hancock also attended.

Peter gave us a run down on the Te Papa exhibition, which he said was a great success. Te Papa were impressed with the professionalism of the display and those who manned the stands. Great public feedback had been received.

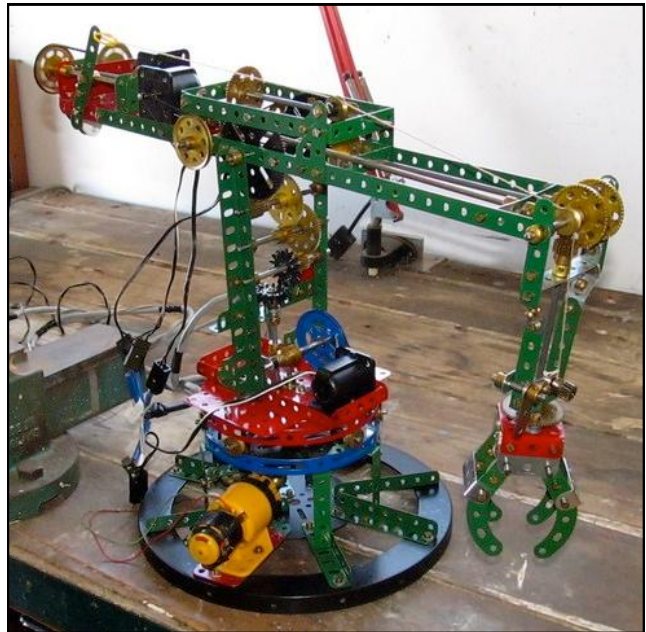
Model-X details were discussed at the meeting and Peter reminded those present that an exhibition was being organised with MOTAT for a display over the Father's day weekend on the first and second of September.

An excellent afternoon tea was provided by the ladies.

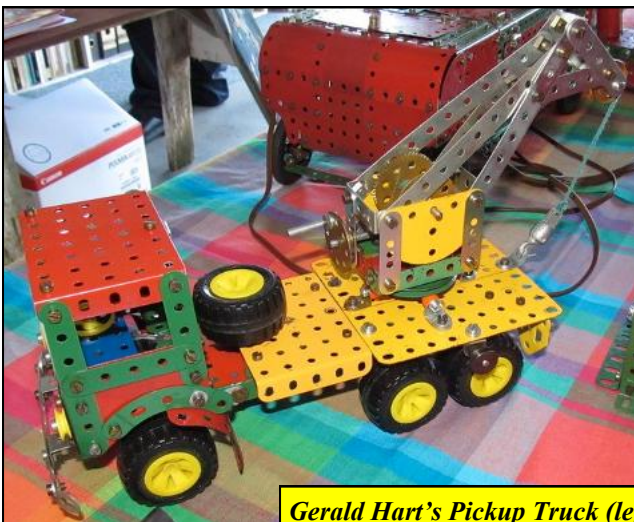
Further pictures of the models can be seen at <http://www.flickr.com/photos/meccanohig/sets/72157629688838322/>



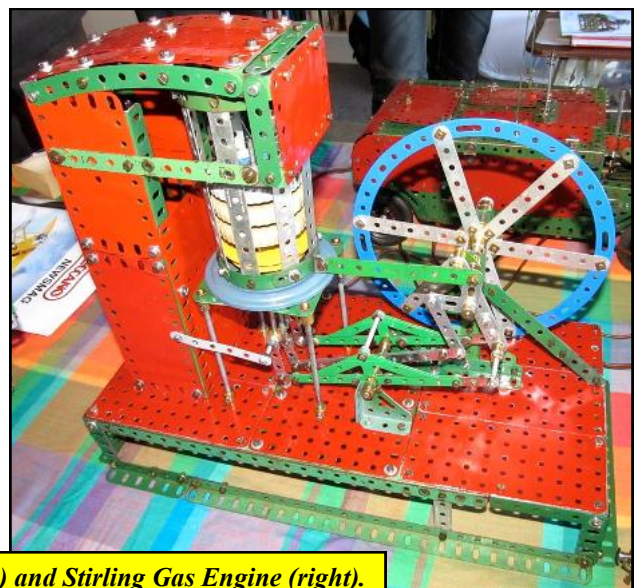
Henry Porter's loom and Meccanograph table.



George Ovenden's Robot arm.



Gerald Hart's Pickup Truck (left) and Stirling Gas Engine (right).



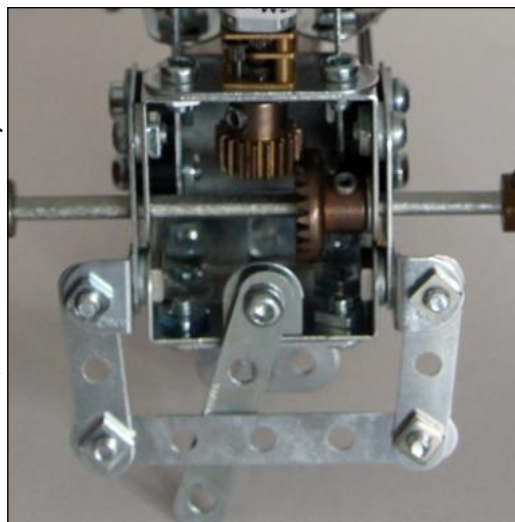
A Small Tractor

This model is based on the Farmall series of H and M tractors. The H model was in production from 1939 to 1952 while the M model finished in 1953. These tractors were used in large numbers throughout the country.



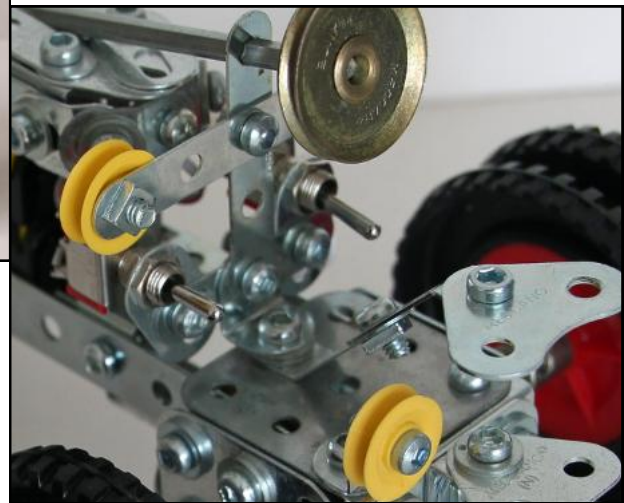
As stated in the heading the model is not large and has two speeds forward and reverse (done by voltage change) plus steering. Other features include a swinging drawbar, PTO shaft, belt pulley and lights.

The chassis consists of two $5\frac{1}{2}$ " Strips joined with two $1"x\frac{1}{2}"$ Double Angle Strips at the 2nd and 7th holes. 2" Flat Girders are fixed with the front bracket, face side down and the belt pulley is secured with the rear bracket, face side up (Pulley - A545, Centre - 8031). Fixed to the centre hole of the DAS is a Angle Bracket by the round hole, a 3" Strip spaced with a Plastic Collar and $1\frac{1}{2}"$ Narrow Strip are bolted to the slotted hole on the AB. The gearbox section has $1\frac{1}{2}"$ Flat Girders bolted to the two end holes of the $5\frac{1}{2}"$ Strips by there slotted holes and spaced with Plastic Collars (38a). A $1\frac{1}{2}"x1"$ Double Angle Strip is bolted to the round holes facing the front of the Flat Girder spaced with Washers and a $1\frac{1}{2}"x\frac{1}{2}"$ Double Angle Strip at the rear with Angle Brackets for the drawbar. There is a third Angle Bracket secured to the centre hole for the swinging tongue of the drawbar.



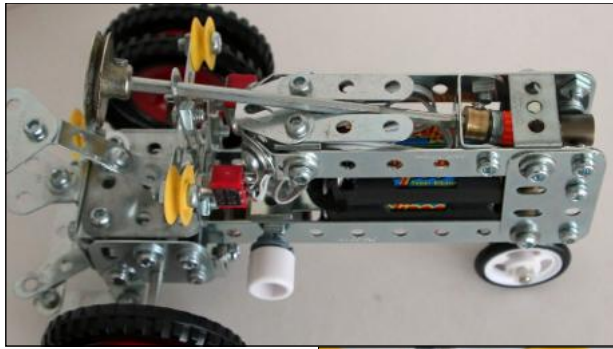
A Stan Baker small geared motor (50 RPM) is fixed to a $1\frac{1}{2}"$ Strip and bolted to the front DAS with a $\frac{1}{2}"$ Pinion secured to the shaft. Narrow Strips are used for the drawbar.

The rear section of the gearbox is filled in with a $1\frac{1}{2}"$ Flat Girder and has a $1\frac{1}{2}"$ Angle Girder bolted at the top. A Threaded Pin with Angle Bracket bolted to the top centre hole and a 1" Triangle Plate fixed to the Angle Bracket. A $1\frac{1}{2}"x1\frac{1}{2}"$ Flat Plate becomes the gearbox top with PN A437, two washers and a Angle Bracket by the round hole fixed to the front centre hole. This assembly is bolted to the Angle Girder with a Angle Bracket and $\frac{1}{2}"$ Loose Pulley for the rear light on one side. PN A437 extends the seat support with a 1" Corner



Bracket for the seat. 2" and $1\frac{1}{2}"$ Narrow Strips are bolted to the front Angle Bracket with a $2\frac{1}{2}"$ Narrow Strip bolted across one hole from the top for the lights that are $\frac{1}{2}"$ pulleys again. Fish Plates are bolted to the $1\frac{1}{2}"$ Narrow Strip and these have had their round holes enlarged to allow the fitting of switches. The left switch is forward, stop and reverse. The right switch selects between 3 and 6 volts.

$3\frac{1}{2}"$ Strips form the sides of the bonnet are bolted to the Flat Girders with $1"x\frac{1}{2}"$ Double Angle Strips bolted to the 2nd and 3rd holes. The first DAS faces up and the other at an angle for the steering shaft. A third DAS is bolted to the ends of the strips with four Obtuse Angle Brackets making up the end curve. Two $1\frac{1}{2}"$ Narrow Strips and two Fish Plates make up the rear top end of the bonnet.

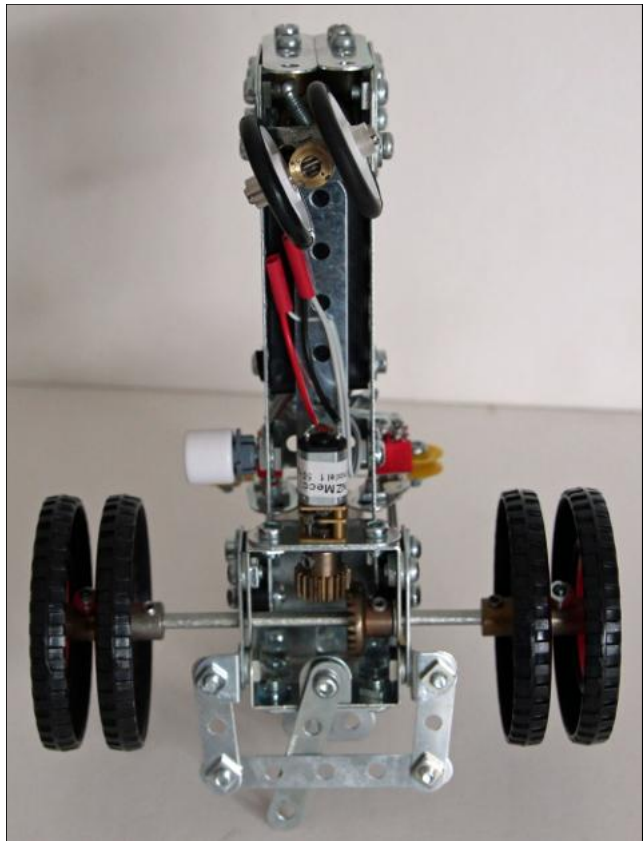
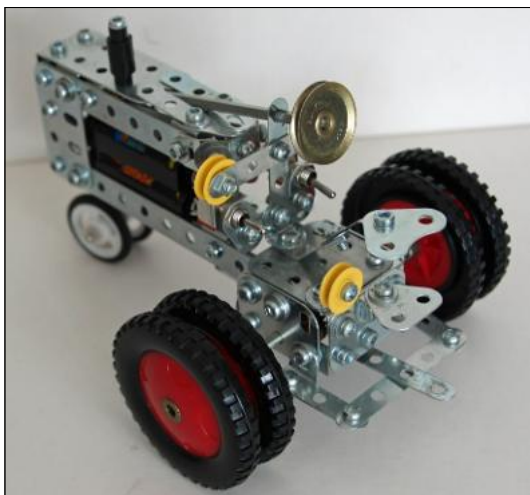


A 2 1/2" Tri Axle is used for the vertical steering shaft. From the base there is a Coupling followed by three Washers, pass through the lower DAS and fit a Washer, two Collars and a 3/4" Contrate Wheel. The axle finishes flush with the top. One Collar has a 1/2" Bolt fitted to prevent over steering. Two 1" Pulleys with Rubber Rings are fitted to a 1 1/4" Axle placed through the Coupling and held in place with two

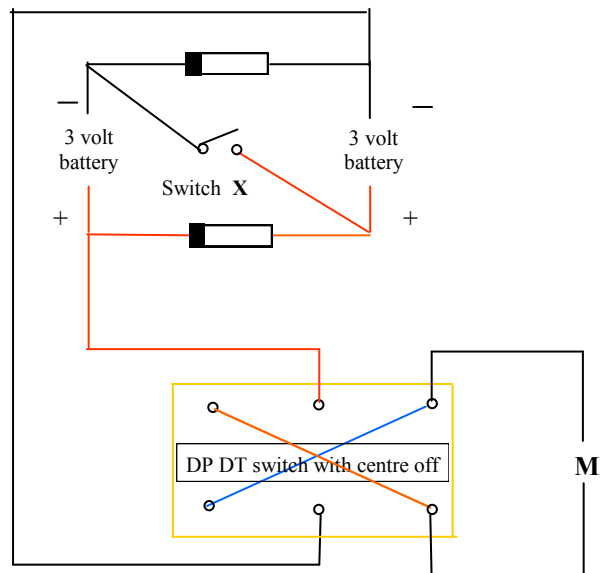


PN 59c. The steering wheel is a 1" Brass Pulley fitted to a 4 1/2" Tri Axle at one end and the other end has a Collar, three Washers and a Pinion, PN 25b. Two Threaded Bosses are bolted to the front of the tractor to allow fitting of the bonnet/grill which is made from two 2 1/2" and 2" Strips bolted to a 1" Angle Girder. The exhaust pipe uses 4 Plastic Collars (2 sizes) on a 1 1/8" Bolt. The bonnet fits under the Narrow Strips that already exist. A 5" Tri Axle is used for the rear wheels and has a 3/4" Contrate Wheel plus four Plastic Road Wheels with Washers if required. Two AAA three volt battery holders fit in the engine compartment.

Happy modelling, Bruce Geange



Wiring Diagram
 This uses a series parallel circuit with diodes. When switch X is open 3 volts will be applied to the motor. Close the switch for 6 volts at the motor.



2012 Model-X, Waitakere, West Auckland

by Les Megget
Images by the author and Gary Higgins

This 3-day show followed the previous format of the 25-odd shows held over Queen's Birthday weekend; set-up on Friday evening, 9am-5pm open to the public Saturday and Sunday and 9-4pm on the Monday with the displays being torn down immediately the public have left the building.

However this Model-X started differently for us as I had been asked to represent the AMG on TV1's "Good Morning" Show on the Friday morning. This involved getting my 50 kg *Liebherr City Crane* into central Auckland by 8:45am for a live slot at 9:25. Now those of you who don't live in Auckland may not realise that this is not an easy task in peak-hour traffic, which starts about 6am on the Southern Motorway. My usual policy is work out how long it should take to get to our destination and then add 30-45 minutes for the traffic congestion. Thus we left home at Papakura about 6:45am joining the slow moving nose-to-tail traffic on the motorway soon after. We made it into Nelson St with plenty of time to spare (Friday mornings before long weekends seem to be less busy).

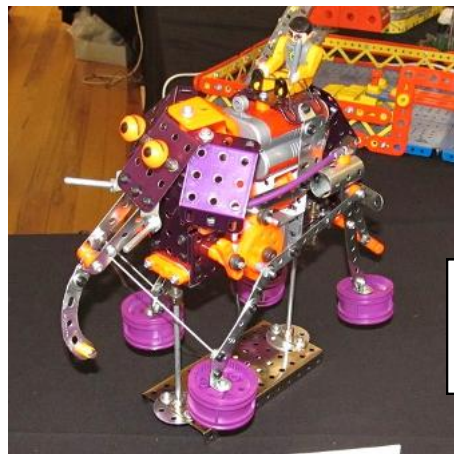
After a fair bit of waiting and messing around Shirley and I carried the crane through the rabbit warren which is TVNZ's head office to the studio. I had some make-up applied and then the models were pushed into the actual recording studio during an advert break (I knew ad breaks were useful for something!). We had a few minutes to connect up power cables, check microphones and then we went *live!!* There were 3 of us; a railway enthusiast with a module of his OO scratch-built layout of a small English village railway and a woman who specialises and sells *Dr Who* memorabilia. Her display even included some of the *Meccano Tintin* sets recently available in NZ, which she was selling at Model X. We weren't told the questions we would be asked so I had to think quickly. We each had about 2 minutes talking to the compere and that sure went quickly. I was asked about Meccano's modern sets and I decided to be diplomatic commenting that the *Tintin* and *Space Chaos* sets had been very successful overseas. (I'm still waiting for my promotional cheque from *Meccano France* ;-)

No sooner had our 6 minute slot been completed than we were whisked out of the studio during another 3-minute ad break. It was at this point that I was separated from my power supply which ended up with the train man's layout. This I had to collect from the producer later that afternoon on my way out to Waitakere.



The Editor's Liebherr City Crane.

I didn't catch up with the crane again till 8:30 that evening because Shirley had it in the back of her station wagon and she was visiting our daughter in law in North Shore Hospital and then taking her back home to Parakai (5 km north of Helensville). That's another long story which doesn't need to be retold here.

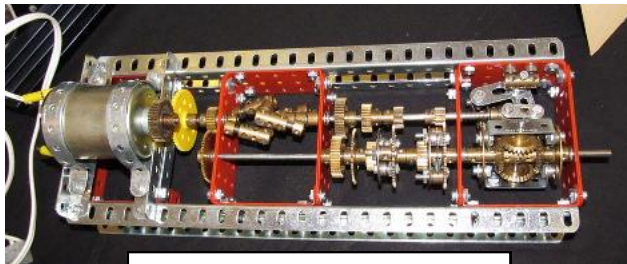


David Wall's lovely Elephant striding its stuff.

I arrived at the Recreation Centre of *Westwave* just before 6pm to find **Peter Hancock, John and Cora Denton and Gary Higgins** already assembling trestle tables for our large display. Peter had hired a van to transport John's multitude of models from his place plus the bollards, mezzanine display boards and their brackets, *Meccano* display boards and all the other paraphernalia needed to put on a top-notch display. We had the tables covered with their black cloth and many models in place by about 8:30. Also helping out that evening were **Mike Stuart, Richard & Margaret Sealey and Bob Cook**. The Hornby train club had decided not to display this year allowing us even more table space than usual.



The 10-seat children's construction table. From left: Peter Hancock, Richard Sealey, Graeme Wrightson, Elizabeth Wall helping.



Mike Stuart's auto gearbox.

Well the 50 km trip to Model-X on Saturday morning took only 45 minutes whereas it had taken over twice that time the previous evening. There was a small crowd queuing outside just before 9am eagerly waiting to sample the displays within. **Elizabeth & David Wall** had arrived with David's steam boat and other models and Elizabeth was anticipating a long day helping Peter on the kid's modelling tables. **Henry Porter** had dropped off some of his latest models (3 steam engine valve motions, a Meccanograph and a couple of other models). Also **William Irwin** had come in with his Konkoly clock but left again because of illness. **Rick Vine** was there all day Monday with some of his smaller models.

There was a reasonable crowd in over the 3 days but not nearly as busy as the Easter *Te Papa* show had been. There were far fewer train layouts this year, no *Lego* display and some of the other show

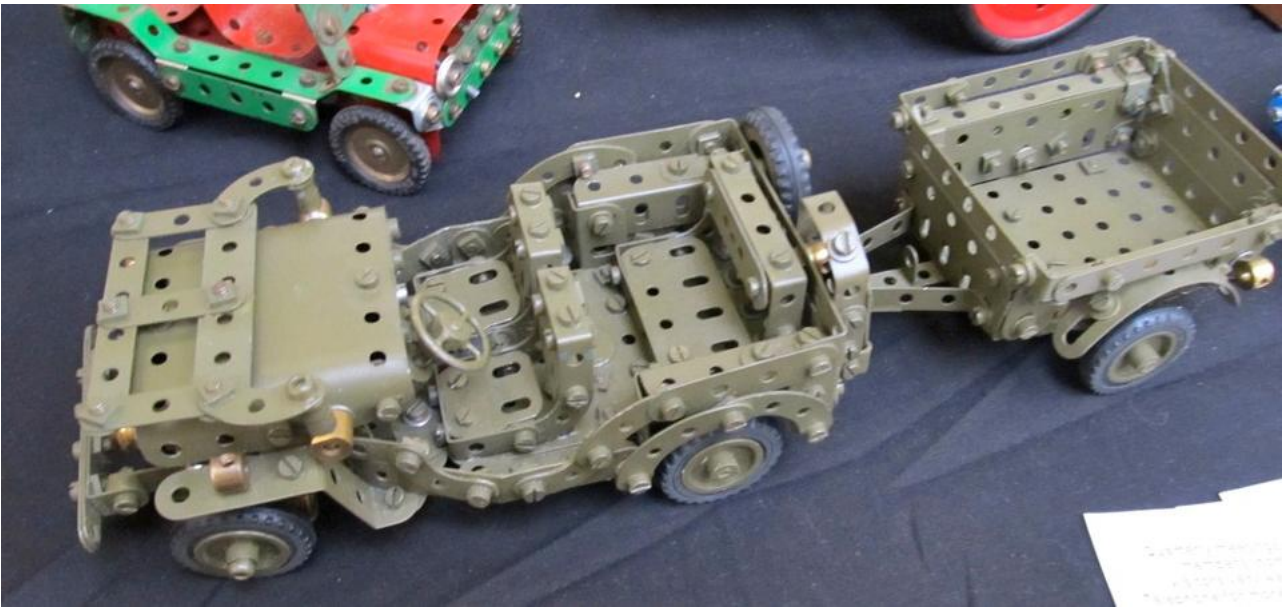
regulars were also missing. *Toyworld*, who were over the aisle from us were *not* selling any *Meccano* over the weekend, for some very illogical reasons. I'm told the some parents helping their children on the construction tables would probably have bought sets if they had been available.

Once 4pm on Monday rolls around the whole Model-X display disappears very rapidly, the hall being transformed back into a recreation centre in not much more than an hour. It took the AMG team a little longer than that to load everything back in Peter's hire van but by 6:30 we had all departed for home, leaving Peter and John to unload the van at John's place.



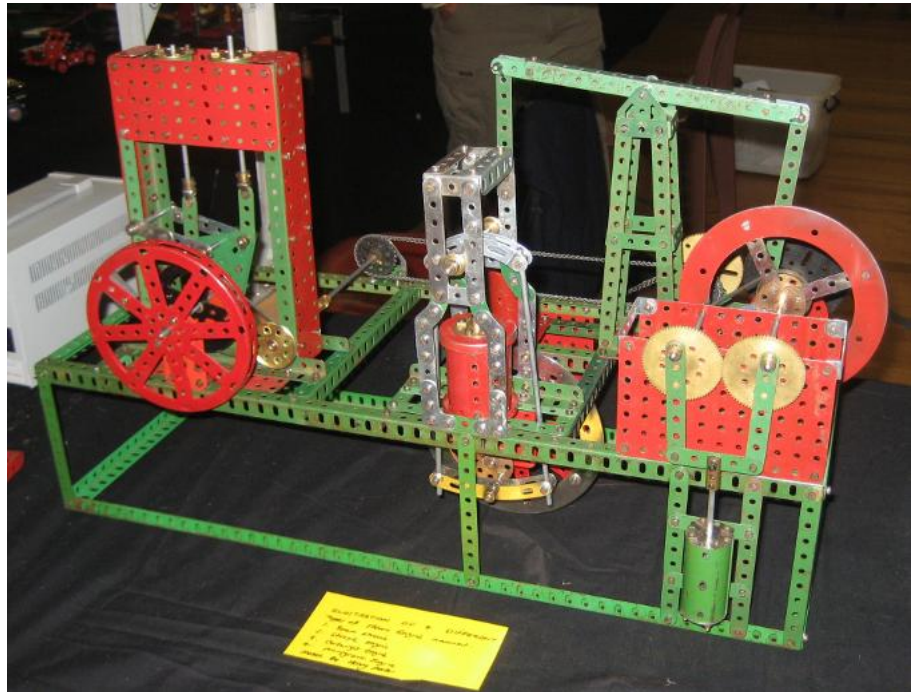
Richard Sealey's Constructor aircraft.

Footnote: I'm thinking that Peter should issue facemasks for use during Model-X next year (if it happens in 2013) for I picked up a bug from someone for the second year. This bug put me into a Wellington hospital for a day with pneumonia!



John Denton's Army Jeep and Trailer.

Henry Porter's machine showing 3 types of steam valve motion.



Gary Higgin's Erector Truck, Army Multi-kit Transporter and Tank and Alligator Amphibious Tractor.

Meccano Turbo Motorised Sets

by Gary Higgins

Meccano have released a number of motorised racing car sets which consist of two with pull-back and go motors and two remote controlled vehicles.

The two pull-back and go motors are based on the motor supplied with the Xtreme range of models. They have designed two quite tidy looking racing cars with appropriate stickers to make them look the part. *Toyworld* had them both on special at \$49.00, normally retailing at \$69.00.



Assembly is relatively simple and the manuals were not hard to follow, except for the blue car 6353 where pictures of the motor and screw in locations were printed in a very dark layout, making it hard to see where the screw holes were. This was not a problem with the red car 6354 where the printing was much lighter and details more visible. The models went together relatively easily but there were a couple of areas where the new flexible strips were bent a long way where it was difficult to hold them together while attaching the nuts and bolts. I could imagine a child would have difficulty in fitting these together without adult assistance.



Also the distance between the mudguards and wheels was not enough to allow the wheels to spin freely, the use of a couple of washers under the flexible plates raised them enough for adequate clearance.

As with many of the new sets, new parts are in evidence. Meccano appear to keep doing this all the time where a number of existing parts would likely do the job just as well.

The other model I picked up was the smaller remote controlled racing car 6350 reduced from \$99.00 to \$69.00. This is similar in size to the small green remote controlled car that came out some years ago.

The chassis has built in threaded screw holes which is nice; you don't have to fiddle about dropping nuts into small holes which then fall out when you rotate the chassis. This model went together well, the back of the chassis giving the impression of an engine similar to the small plastic boxed turbo sets which started the

range. The wheels in this case are well free of the mudguards and the model looks very nice when made up. This model has a triangular dished plate which is a new part! Again there were a few issues fitting some of the flexible plates together as previously mentioned and this time the model plan gives two options for construction.

The largest RC car 8350 is not one I bought, (it is available for \$164.99). However the model plan is available on the Meccano website and it uses a RC chassis which appears similar to some of the earlier RC models. There are also 4 new parts in this model and a new type of hand controller which does not look very robust.

The model itself looks ok though and the kit makes up two models, the racing car and a flimsy looking truck. It appears easier to put together than earlier RC models as the body is made in one piece and



sits on top of the chassis where screws hold it in place, there are no screws at the side which made the earlier RC models somewhat difficult to put together. Again there appears to be plenty of clearance for the wheels so the models should run without binding on them.

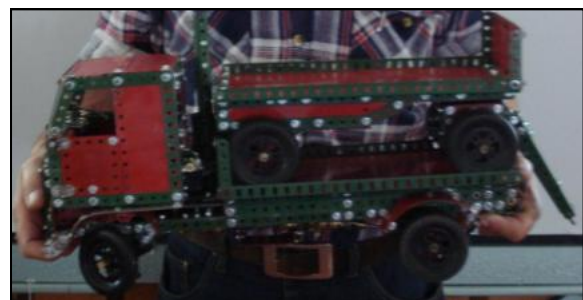
It is pleasing to see that Meccano France is continuing to release new and interesting models. They may not appeal to everyone but the average Meccano builder collector is not their target market. As the box states: suitable for ages 7 to 14 years.

Brian Hickson's Truck & Trailer for the February Folly in Taupo

Ah, this was a bit of a surprise - a Meccano manual model for the Follies? After a quick read through the instructions, I thought I'd start on the trailer. A quick count up and I had enough 2" Pulleys and Tyres to fit dual wheels all round. That immediately precludes the original parking brake system, so the die is cast, it's going to be a "modified class" entry. (Besides that, my Meccano cannot be described as best 'show' standard!) So, modified it's going to be, might as well fit suspension springs and make the chassis look a bit more modern, etc.

On to the truck next, read the instructions more thoroughly this time and realised that the truck

deck was wider than the trailer deck and a lot longer. This might look a bit odd, to say the least, and I was definitely not going to rebuild the trailer! Ok, we'll narrow the truck deck. That in turn means narrowing the chassis to get wheels, springs, etc. under the truck deck. A differential will be necessary to allow the truck to turn with the limited power available, space between the rear springs means keep the diff. as narrow as possible.



A pinion diff. built onto the back of Bevel Gear 30c would do, the biggest hurdle was setting up the drive Bevel Pinion. This was achieved by slipping the Pinion onto a Pivot Bolt (boss end first), then a small Boss (part no. P52 from an Aeroplane Constructor kit) as a spacer, a nut, then a Short Threaded Coupling (I think this is a Simon Moody special I bought years ago, as I cannot find the exact part in the Encyclopedia). The Coupling is then slid onto the Axle and suitably spaced to obtain the correct gear meshing, it is secured in place with a Collar. A Grub Screw is screwed firmly into the pinion boss, (this is shortened to prevent locking the pinion onto the pivot bolt), a Coupling, P/N 171, is then secured to the pinion boss.

Next in line was the gearbox. Instead of reversing the motor to travel backwards, why not a 2 speed and reverse gearbox? The input and output are on the same shaft, the layshaft is moved to change gear. The reverse change of direction is effected by three $\frac{1}{2}$ " Pinions in the front of the gearbox, the necessary reduction, 3:1, is obtained behind the gearbox housing. Gearbox ratios are; low 3:1; high 2:1; reverse 3:1.

Because of the narrow chassis it was no longer feasible to mount the motor horizontally. The major drawback to mounting the motor vertically was the necessity to use 2 right angle drives and obtain sufficient reduction in the space available. Short 12 tooth Pinions out of early No. 1 Clockwork Motors mated with 25 tooth Contrates did the job. Another drawback to the vertical motor setup was access to the winding shaft of the motor, this dictated the use of a tilting cab. The building of the cab was relatively straight forward, it is narrower than the original and has the proportions of a more modern cab. One of the trickier bits was sorting out the cab stay! Another item that required a bit of thought was the coupling of the Steering Wheel to the self-steering mechanism. This was achieved by using a 15t Pinion on the bottom of the steering shaft which, when the cab was lowered, engaged with a 57t Gear mounted on the upper end of the steering Bell Crank pivot shaft.

Next up, the self-steering mechanism to make the truck do a figure 8 by itself. A continuously rotating crank coupled to a bell crank and thence to a drag link will do the job. A measurement of the radius of the truck's turning circle on full lock and some fiddling about on a calculator gave me a rough idea of the number of wheel revolutions to a full turn of the crank and thus the gearing required to make it happen. The calculations were a bit rough, but did supply a starting point from which

trial and error quite quickly produced a satisfactory result. The drive for the steering system was taken off the gearbox output as this was directly coupled to the drive wheels.

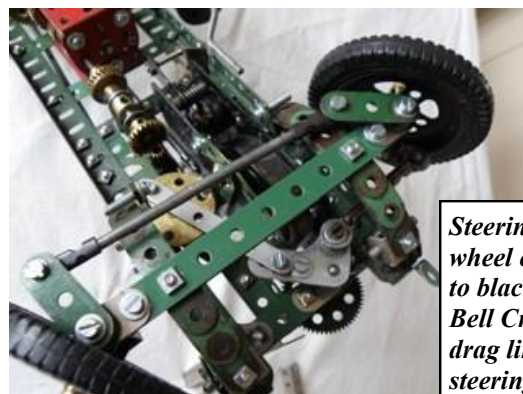
The front axle was of necessity modified considerably. One, it had to be narrower than the original and two, I have a thing about king pins not being as close as possible to the wheel. I am not sure where they came from (*Buz* perhaps?) but I have some double Angle Brackets that are wider than the standard Meccano Brackets, these made for a very neat job of the king pin and stub axle assemblies. The use of (tight) Rod and Strip Connectors on the drag link and tie rod assemblies meant that accurate adjustment of both parts was very simple.

To engage the brake on the clockwork motor, the exhaust stack is lifted until the Flanged Wheel forming the end plate of the muffler can be slipped slightly sideways over the edge of the muffler body, in which position it will hold the brake on until it is moved back into the body.

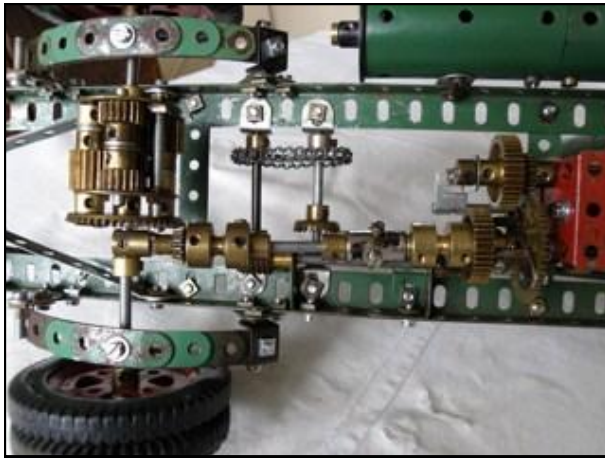
So there it is, a brief summary of the train of thought and modifications that delivered this model. The only assembly that was not modified was the original radiator grille. A bit like a Rolls Royce, same shaped grille in front of a completely new vehicle.



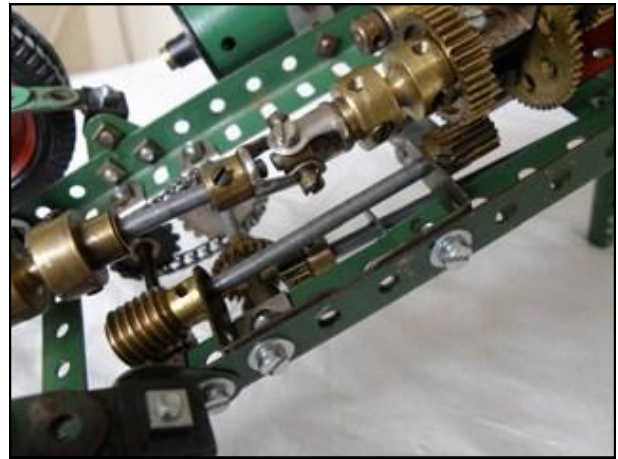
Cab tilted, showing cab stay, gear lever, motor output and steering drive.



Steering train : wheel connects to black gear, to Bell Crank and drag link. Power steering via Bush Wheel and Narrow Strip.



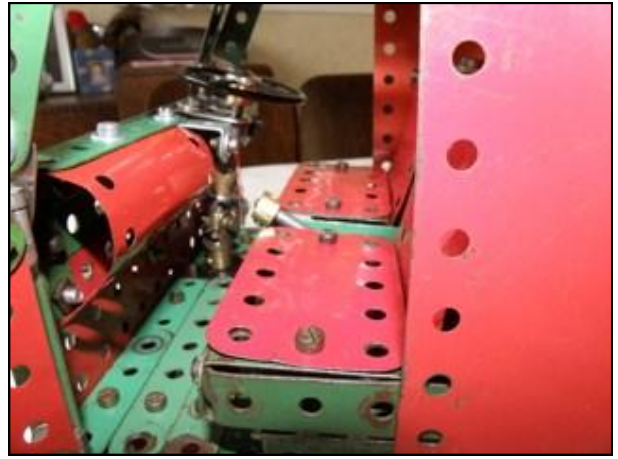
Rear of gearbox and differential. Chain and sprockets are part of power steering drive.



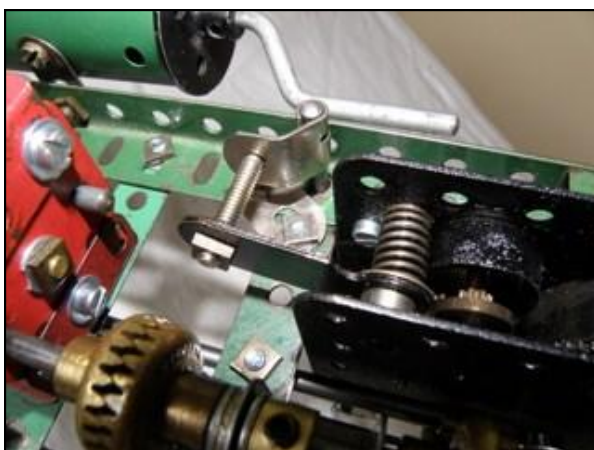
Steering power take off below main drive shaft.



Where the fine tuning of the steering was carried out.



Cab interior showing articulated steering shaft.



*Attachment of motor brake to exhaust stack.
Note: The crank handle is the "fuel line".*



Left-hand front stub axle assembly.

“My Latest Crane”, Liebherr Compact Crane; LTC 1045-3.1

Part 1: The Crane Carrier

by Les Megget

When I first saw this crane on the internet after its presentation at the Buawa Crane Show in Europe early in 2011, I thought I should have a go at modelling it. This crane won the *Innovative Crane of the Year Award* last year and is indeed a very interesting crane designed to fit into small and tight building sites with full operator visibility and having a 45 tonne lifting capacity. See Figure 1.



Figure 1: Prototype LTC 1045-3.1 Liebherr Compact Crane with cab moved back and elevated from its road travelling position. (www.liebherr.uk)

The most innovative feature is the crane driver's cab which can be hydraulically lifted to about 45 degrees to the horizontal on a telescoping arm cantilevered from the back of the crane support structure. The cab can also be rotated about a horizontal axis, at the end of the telescoping arm, so that the driver gets a better view of what the hook and load are doing. The driver's eye level can be raised to 7.8 metres above ground level. But it doesn't end there; when the crane is to be driven to another site the cab is lowered, extended and locked onto the front of the crane carrier. A mechanical linkage engages the cab's steering wheel to the steering mechanism and the crane can now be driven off; brilliant! You can see why I wanted to model this crane as it's certainly different from the “run of the mill” mobile telescopic crane.

Meccano Model: I had thought initially that I could directly use many of the mechanical elements of my previous *Liebherr* mobile crane, (the red crane, LTM 1050-3.1, see NZFMM Magazine Vols. 34 & 35) in this new model but when I scaled the major dimensions I found this city crane is shorter in the wheel base and most dimensions were different, including the carrier width. This model is scaled at 9:1 related to the 6” ashtray tyres used on the previous crane, Figure 2.

Crane Carrier Transmission:(Refer to Figure 3) I immediately saw the first problem, viz. how do I fit the clutch, gearbox, transfer gearbox and inter-axial differential into the limited space available? I



Figure 2: Model crane with cab retracted for crane operation. Some bodywork on carrier is incomplete. Note the “equipment box” clipped onto front of carrier.

wanted to model the optional 3-axle drive with a prototypical 6 speed and 2 reverse speed gearbox and clutch (Fig. 4). The scaled distances between axles 1 and 2 and between axles 2 and 3 are 10" and 7.9", respectively. The engine is positioned at the rear and drives the clutch and gearbox at a high level. The drive then drops between axles 2 and 3 via the transfer box with its differential splitting the drive frontwards (axle 2) and rearwards to axle 3, each by two universal joints. The length remaining for each of the pair of UJs was about 2", certainly not enough room for conventional Meccano UJs, or even shorter Märklin type UJs. Luckily Stan Baker showed me the latest short UJ from Ashok and they just fitted the bill. Also Geoff Clark is now producing miniature UJs that are only 1" long overall, which I will also try out.

Usually there would be an inter-axle diff on the input end of axle 2 from the transfer box to split the drive to axles 1 and 2 but I had no space at all there. Thus I was forced to redesign the inter-axle diff from the previous crane so that it was positioned on the *front* of axle 2's diff instead of behind in this back-to-front set up. However the prop-shaft from the inter-axle diff to axle 1's diff was about 4" so Märklin UJs were used there. The engine's motor is a Marx Decaperm driving through double elastic bands to a very solid clutch (an Alan Wenbourne design from a 1958 MM). This drives a 3-speed and reverse gearbox using

large dog clutches (Bush Wheels with Bolts which engage with Bolt heads on the gears in Socket Couplings, which are free to move on Keyway shafts). This is a similar design to one I found in *CQ* built by Terry Allan way back. I wanted a gear box where the gears could be engaged positively without having to wait of pairs of gears

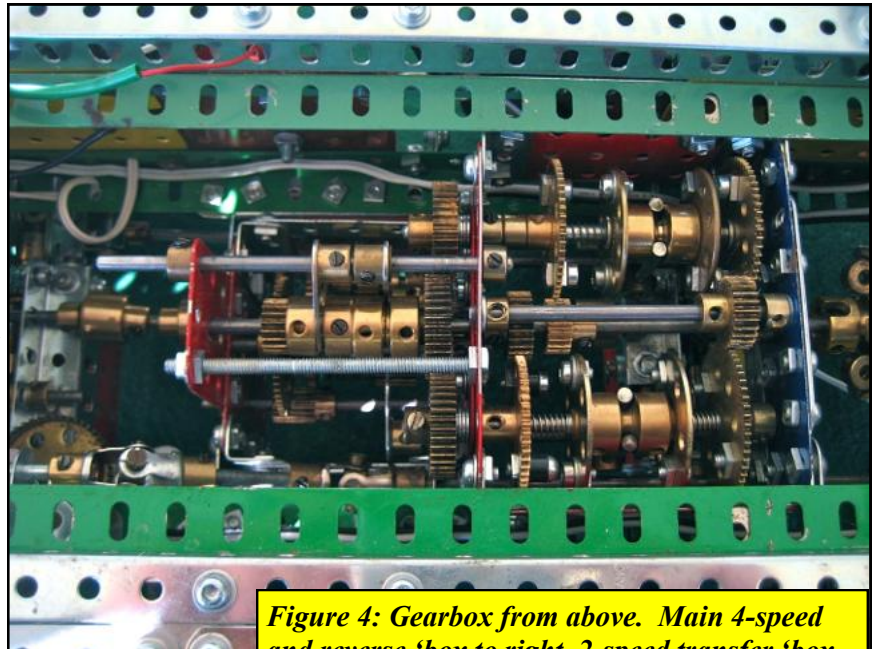
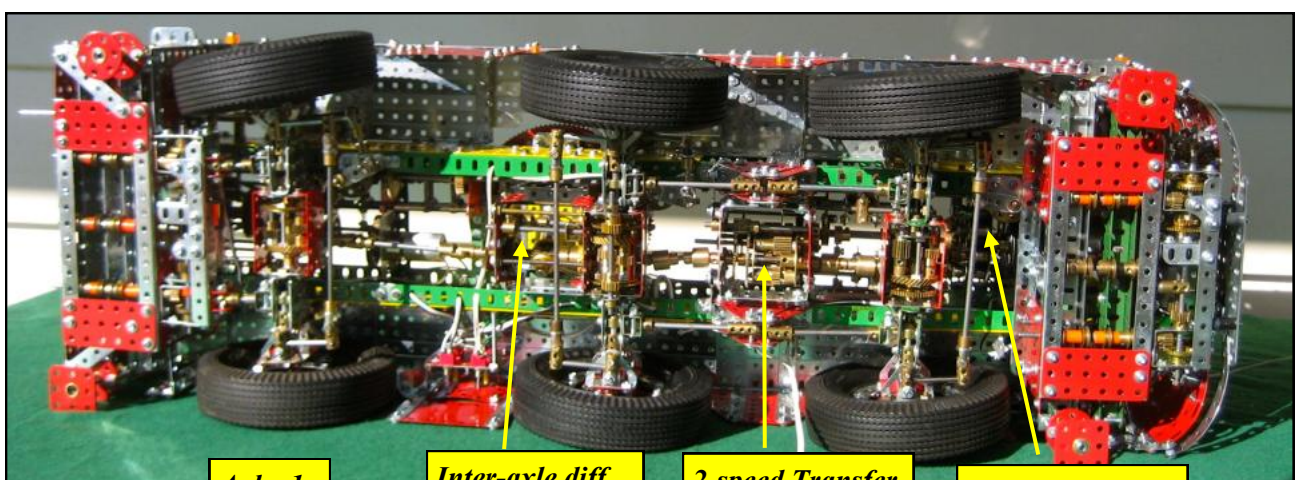


Figure 4: Gearbox from above. Main 4-speed and reverse 'box to right, 2-speed transfer 'box to left. Part of clutch can be seen far right.

to mesh; the plan being to use remote control and servos to change gears on this model. The high-low range gearbox is next (1:1 or 3:1) and the output shaft meshes with the crown wheel of the inter-axle diff at a lower level. As can be appreciated there can be a lot of friction in this complex drive system and a lot of time was spent attempting to make all the differentials free running.



Axle 1

Inter-axle diff ahead of axle 2 differential.

2-speed Transfer gearbox and differential.

Clutch and gearbox above axle 3.

Fig. 3: City Crane carrier (chassis) from below.

Each axle's differential is of the all-pinion type and are direct copies of the rigid axle structure of the previous crane except the track is 1" less than previously, thus necessitating a rebuild (again). Suspension on this crane is a single "hydro-pneumatic" strut near each hub with anti-tramp rods back to the lower chassis flange. My equivalent damper was a large non-Meccano spring on a sliding shaft through the top fixing on the side of the chassis, allowing about ½" of movement vertically.

No hub reduction is mentioned on the specs of the prototype so I didn't bother copying the set up I had on the earlier crane, thus saving some room within the wheel width. The hubs are identical to those used in the LTM crane except for the removal of the small Gear Ring (used in the previous crane's hub reduction).

The carrier's total length scales out at 38" but the front 5" long *Equipment Box* just clips on the front of the carrier and can be removed by the crane to allow it to fit into tighter spaces. There is a single electrical plug to be disconnected which powers the front lights. The strops to lift the box are stored within the equipment box along with other paraphernalia needed during use (boards, stabiliser load spreading blocks, spare hook, etc.).

As is usual the crane is stabilised with 4 hydraulic jacks, one on each corner of the chassis. These are extendable by a length close to the width of the carrier. On this crane the structural boxes which contain the stabilisers are within the chassis depth and are positioned just forward of the front wheels and just behind the rear wheels. The design I used for the stabiliser arms was similar to previously but again the length was shorter (another redesign!). I never liked the jack design I'd used on the LTM with its long (4") unsupported length of Screwed Rod, so this time the jack pads are Large Axle square Bush Wheels locked to hollow large axle shafts which are slotted into a Large Axle Socket Coupling with a Threaded Boss in their top socket. The short Screwed Rods are driven from the top by a 1:2 geared up pair of gears driven by a 10 rpm geared motor. The hollow rod slides in a Large axle Bush Wheel at the bottom of the jack support structure, see Fig. 5. These 4 jacks will lift this 50kg crane without protest.

Steering: The 6 wheel steering is identical to that of the red LTM crane (2011 Convention). The power steering gearbox is positioned at the front driven by its own separate geared motor. The output drives the front axle steering directly while the steering of the 2nd and 3rd axles is driven via the multi-mode steering box behind the power steering

box. This steering mode box is in one piece on this model, squeezed along the left hand side of the chassis. As in the earlier crane there are 3 modes of steering; (a) front wheel steering only, (b) 6 wheel steering with the 2nd axle wheels only turning half as much as axles 1 and 3 and (c) crab steering where all 6 wheels turn by the same amount in the same direction. This steering mode is particularly useful for getting the crane into very tight spaces, essential in a mobile crane of this form. The steering drive shaft to axle 3 needs a couple of UJs to get past the structural box which supports the crane's roller bearing.

The control to the power steering is through the steering wheel via a Socket Coupling into which a Coupling slides, see Figure 6 (protruding from the back of the cab base) when the cab is positioned on the front of the carrier. The coupling has a Bolt in it to engage with the Socket Coupling's forward slot. The rear slot holds a 19t Helical Gear which meshes with a 45t Helical, which in turn shifts the lever of the steering box (engaging the left or right turning clutches.) The cab needs to be positioned ½" forward of the socket coupling, then moved back horizontally to engage the coupling and socket coupling, just like the prototype (shown on the Liebherr.uk website video). The plan is to have the steering modes controlled by a servo or a motor + eccentric, which will move the selector shaft forwards and backwards from its central position, viz.

(mode a).

Steering modes (b) and (c) can only be selected when the 6 wheels are pointing straight ahead.

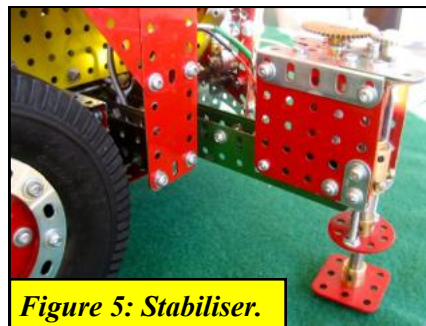


Figure 5: Stabiliser.

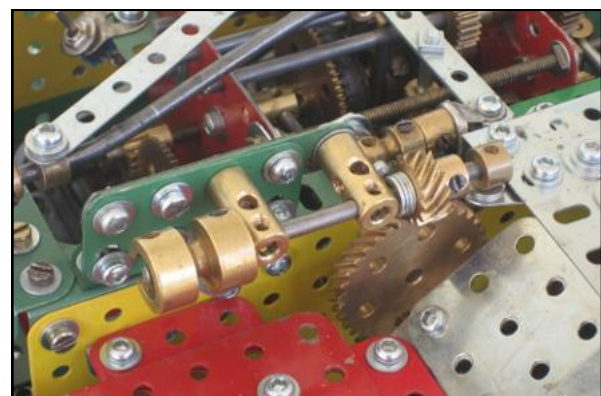
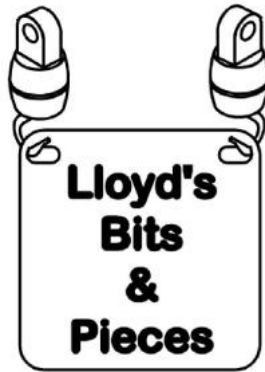


Figure 6: Steering linkage on front of carrier. Connection from cab's steering wheel will be to left hand end of Socket Coupling.

FOR SALE IN 1987: This item is from 1987 on the very first page of my 'Bits & Pieces'. The advertisement in a U.K. magazine reads as follows: "For sale, extremely large Meccano collection, mainly building parts, to be sold as one lot. Asking price in the region of 11,000 G.B. pounds. Lists available at a cost of 2.50 pds from That was well over \$NZ30,000 in those days. Makes you think, doesn't it! (L.S.)



Boeing 'Dreamliner' aircraft.

Made from 152,455 *Lego* bricks, the model is over 2 metres long and 1.5 metres wide. It took the equivalent of 4 people working full time for 8 weeks to build." Meccano's nearest equivalents would be Pete Woods' 'Tornado' fighter plane or the late Don Wilson's submarine and H.M.S. Cairo warship. (L.S.)

EINSTEIN SAID: "If a cluttered desk is a sign of a cluttered mind, of what, then, is an empty desk?"
(From Douglas Laing in Spanner)

INSPIRATION: Chris Foss is an inspirational artist working in Science Fiction novels. In a new book about his work he says his inspiration began with playing with Meccano.
(From Phillip Webb in Spanner)

MECCANO ADVERTISING: Probably coinciding with school holidays, some toy retailers advertised Meccano in their brochures:

Toyworld included a TinTin monoplane set at \$99.99, a 20 model set (30% off) at \$69.99 and a Turbo R/C racer at the same price. Dick Smith had the same (20 model) set at \$79.95 and a 20 model set also at \$79.95. The Warehouse showed the same set at \$59.99 and a Meccano Tool Box (\$30 off) at \$39.99. (L.S.)

ROBOT WRITING: An exchange, supposedly to have taken place at an international space conference, was this one: An American scientist bemoaned that they had spent hundreds of thousands of dollars unsuccessfully trying to develop a pen that could write in Space. He asked his Soviet counterpart what they were doing. The Soviet scientist replied that they had no problem as they were using pencils. (From S.P. Dutt in Spanner)

LEGO MODEL of R.R. ENGINE: I don't usually say much about *Lego* models but their latest achievement captured my interest and I think it deserves mention, even in a Meccano magazine.

In a story written by Mr. S.P. Dutt (India) for Spanner the statement from Rolls Royce is captivating. "Rolls Royce engineering staff and people from the Bright Blocks Company (who are experts in *Lego* constructions) combined forces to build, entirely from *Lego*, a half size replica of the Rolls Royce Trent 1000 engine which powers the new

'OLOGIES' ! There are all sorts of 'ologies' these days and I think the one in *Kirkcaldie & Stains* advertisements takes the prize for aptness. In June they advertised a visiting "BRAOLOGIST". (L.S.)

"BITS AND PIECES" ENDS :: With regret I have to advise Meccanomen (and ladies) who read this magazine that, owing to ill-health, I have to cease collecting and writing my "B. & P." page.

It has been published, with one short break, since April, 1987. I am grateful to the Editors who have seen fit to use my offerings. They include the late Bill Watt, then Don Flowers, the late Bruce Neilson, then John Hansen and our current Editor, Les Megget.

It has been an interesting project, sourcing items from many publications and the internet. Also thanks to those who contributed items, in particular George Ovenden and Lou Nichols.

Old age has caught up with me, unfortunately. So I must say farewell and best wishes to all my Meccano friends.

Lloyd Spackman

The retirement of Lloyd is very bad news for me because I knew that when I was compiling the next issue I could always rely on receiving Lloyd's "Bits & Pieces" page.

May I express my extreme thanks to Lloyd for producing the page over a period of 25 years, your efforts Lloyd will be sorely missed.

Stop Press:

Gary Higgins has offered to produce the Bits & Pieces page from now on. Many thanks Gary.

Les Megget



Meeting Report

Date:
9th June
2012, 2pm

Reporter: Campbell Morrison

Bit of a change this month with the meeting on a Saturday afternoon. The weather was nice and we had a good turn out. This meeting was a late AGM which would normally be held in April.

Lou presented the current finances and after some general discussion the following positions were returned unopposed.

Secretary, **Simon Moody**

Treasurer, **Lou Nichols**

President, **Campbell Morrison**

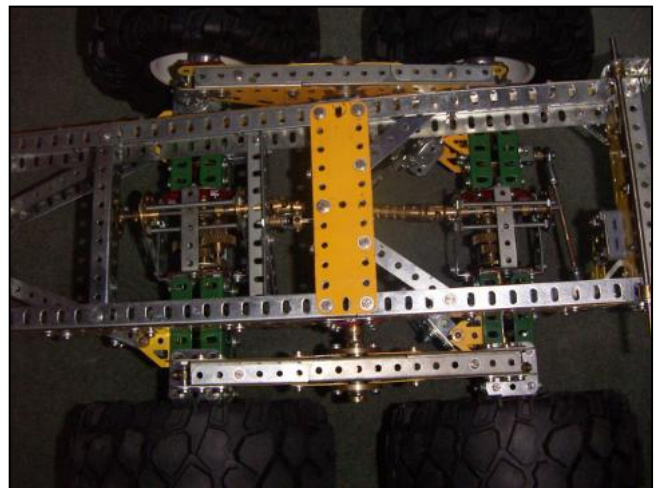
All who went to Te Papa agreed it was a great success and good for Meccano. Feedback from Te Papa suggested the largest turn out ever with some 17,000 visitors over the 3 days. For those who were unable to attend it is recommended to view Gary Higgins site <http://www.flickr.com/photos/meccanohig/>

Simon said the Nelson exhibition also had a good turn out and was very busy.

Campbell demonstrated a couple of interesting tin toys, a magnetic spinning top with snakes and a reproduction of 'the clever monkey'. Unfortunately a few members had left when the discussion turned to the 2015 convention, Campbell will create an overview of the clubs position and convention expectations and present this to Te Papa management to gauge what if any options we may have to use Te Papa Facilities. Knowing Te Papa's stance will allow the members to decide how they wish to proceed with any other options that may be available.

Models:

Reg has started planning for the Queens Jubilee with his modifications to the Red, White and Blue Arrows



Don Flowers has his new tires attached to a serious piece of mechanics. This Dumper is going to have all the brass and weight we have come to expect of Don's handy work.

During a tidy up with his daughter Lloyd found a jeep he had made some 50+ years ago. It had gained a really nice patina and was a real contrast to the modern dragster he also brought.



Simon was quite taken with Arthur Ganson's 'Another Fly' and has started his own rendition. In

typical fashion he has started at the opposite end to Campbell with the Lamp Post, very art deco.

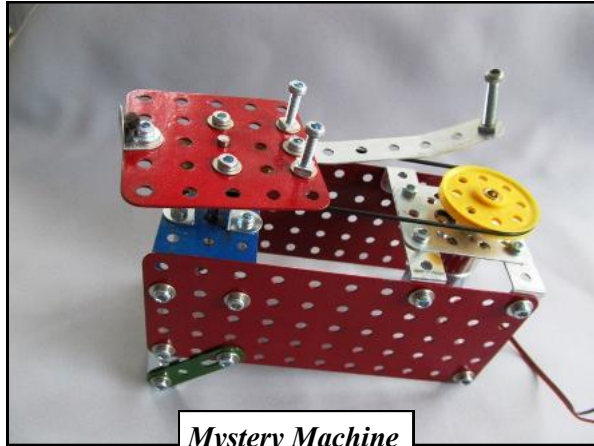


Lou on the other hand has decided to follow some new instructions he has for a Skeleton Clock by Mike Edkins. It supposedly runs for 24hrs on a magic motor, that would be magic. However Lou has discovered this plans have a 'got ya' there is a requirement for a large number of some unusual parts such as 28 x part 147c Pawls which is all a bit of a strain on a Meccanoman's average resources. Having completed the base Lou understatedly says 'it won't fall over'.

MYSTERY MODEL

by Bob Prescott

There were no correct guesses when I asked the question "What is it and what does it do?" at a recent MWT meeting.



Mystery Machine

I recently "won" a very nice Seiko Automatic Aviator's watch at a very reasonable price. I soon realised that it needed to be worn much more than I was wearing it until it received enough energy to allow me to take it off at night and not stop working.

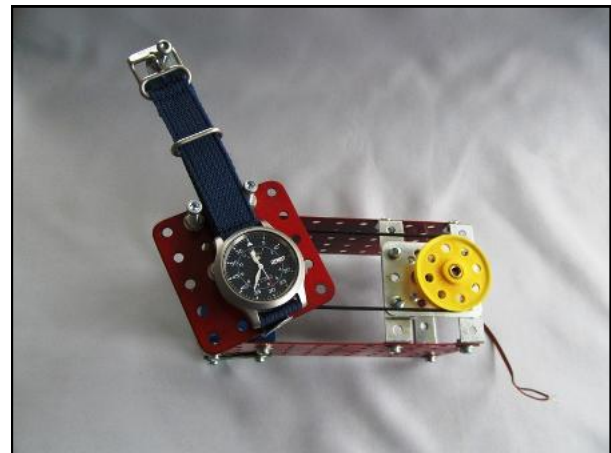
Some internet research proved that an automatic watch winder can be purchased and watch repairers use them all the time. Obviously when they have automatic watches in for repair they need to keep

them fully wound. Indeed there is a company in the USA that only manufactures and sells automatic watch winders both single and double models.

My model was based on a photograph of what seemed to be the most popular commercial winder.

Back to my watch, I wear it during the day and give it a couple of hours boost on the auto winder when I take it off in the evening. Now I've had the watch for a few months and wear it more often, it has gained sufficient energy to last overnight so my Meccano model gets very little use but it's there if I need it.

You can make anything with Meccano!



Meccano automatic watch winder with moving platform.

HUGE BUCKET EXCAVATOR MODEL

The Telford & Ironbridge Meccano Society (in Shropshire, U.K.) held its "Meccanuity 2012" Exhibition early in May. The Exhibition hall was dominated by a model of a bucket excavator built by French enthusiast, **Michel Breal**.

T.I.M.S. Chairman, Chris Shute, told us on Spanner that it was easily the largest Meccano model they have ever had at Ironbridge. The excavator used 20 motors and ran on 16 sets of crawler tracks. 12 of them carried the main digger and another 4 provided support for the outer end of the conveyor belt which ran sideways from the main machine.

When travelling to Shropshire the Frenchmen were stopped by traffic police because their vehicle's suspension appeared to be struggling. Indeed, an official weighbridge test con-



firmed the Peugeot van was 25 kg heavier than it should have been. Happily, the police issued a polite warning and recommended that Michael and Bernard should not eat any more that day. The picture shows Michael's model. For transport, the excavator broke down into 10 modules.

From **Lloyd Spackman**.

MWT MEETING REPORT for 11th JUNE 2012

Article by Chris Morton, Photos by Bruce Geange

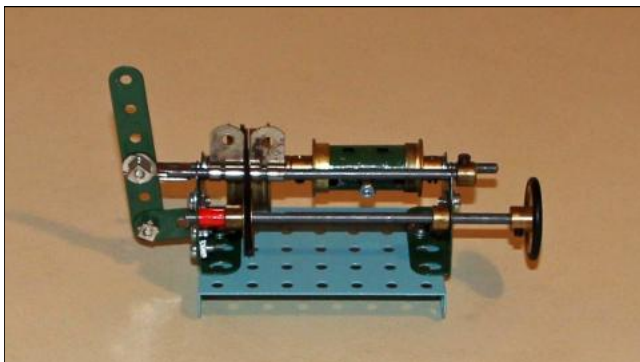
For this month's meeting we had a number of apologies and a rainy afternoon with cooler temperatures. There was a four part competition plus nuts, bolts and washers with an interesting variety of models. These were: Tom Pittams, Chair - 4 parts; Paul Vodanovich, Tyrannosaurus Rex - 4 parts;



Models from the four parts challenge.

Chris Morton, Tetrahedron - 2 parts; Colin Saunders, Seesaw - 4 parts; Robin Rye, Ear Trumpet/pipe - 4 parts and screwdriver, Biscuit Tray - 3 parts.

Hugh Ramage showed another ball roller with an elevator and a spiral above for lifting practise golf balls that ran out on tracks at two levels and returning to start the cycle again. Hugh also had a



Fixed/loose pulley drive demonstration unit by Hugh Ramage.

demonstration model of a fixed/loose pulley drive. These were used for controlling machines that were driven from a line shaft. Flat belts were used on this type of drive.

Paul Vodanovich showed us two Cricket Ball Motors, one a 1938 blue motor and the other a crackle black motor.

Chris Morton had been busy and made a motor shaft adaptor to suit Exacto and Meccano axle sizing for Chris Rickard.

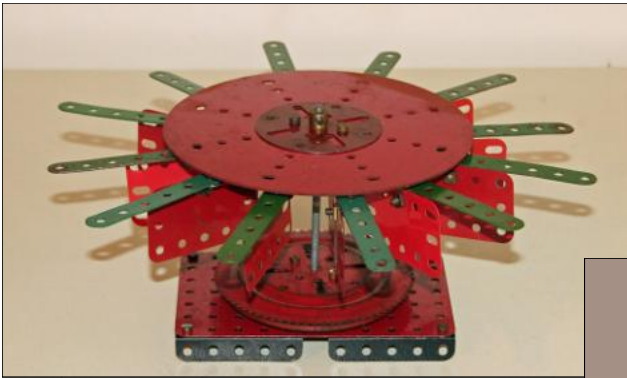
Bruce Geange had the remains of a Mamod Steam Wagon boiler. This had loose bosses and with fracture lines around the bushed hole. The end of the boiler was removed with a cut off wheel only to find white crystals inside.

After soaking in vinegar, holes appeared along the barrel. A new boiler has been built. The International T6 crawler tractor showed some progress with more modifications being done to the track frames.



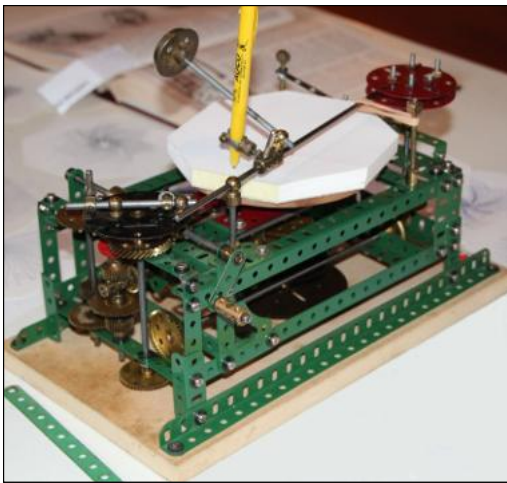
Viv Alexander's boxed Meccano sets.

Viv Alexander showed us two French 1949 1a and 3a sets for sale in Germany. The manuals were printed in Great Britain with sepia illustrations and blue printing. Viv purchased these from the USA. On display also was a 1959 4a set and manual produced in G.B. for sale in Germany.



Circle divider constructed by Tom Pittams

Tom Pittams showed us a circle divided into twelve segments that can give a selection of divisions as required. Tom also showed us a Ten multi-model set in a box that he had purchased for \$65 and inside the box was a bonus boat set. Another set from the \$2.00 shop contained 61 parts. The next models Tom showed us were from the New Super Chaos Sets. He explained to us that he had freed up the stiff hinges and this meant that the transformer system is now a bit floppy on set 5102 and he had left the hinges stiff on set 7101.



CHELSEA FLOWER SHOW AWARD

Ralph and Sue Laughton are well known Meccano enthusiasts who live in London, England. In her other life, Sue is a professional flower arranger. For the past couple of years, she and Pat (her partner in flower arranging) have built an arrangement for their local flower Club to display at the prestigious Chelsea Flower Show.

This year, the title of their entry was "60 Glorious Years". Part of the design of their entry involved building a crown. After considering several options, they decided to build the frame of the crown from Meccano. "This worked really

John Ince had a meccanograph designed by Andrees Konkoly and described in the August 1965 Meccano Magazine. Comments from John about the model were, intricate, machine engraving, very convoluted in the gearing and infinitely variable patterns via the gearing.



Robin Rye's February Folly modified No 9 model truck.

Robin Rye displayed P/Ns 464 and 465, Plastic Sheet parts. Robin also showed us his February Folly truck model. Most of the No 9 set plan had been discarded and a walking beam with twin rear axles fitted to the chassis with a worm drive. A van body with a fold out step at the rear has been fitted to finish the vehicle.

Meccanograph by John Ince.

well", said Ralph, as it gave the crown correct structure and weight.

Last year their entry won a silver medal at the Show and they repeated the honour

this year. "It was a notable achievement, helped by Sue's interest in Meccano", said Ralph on *Spanner*, "It was a lot of hard work but well worth it in the end". (L.S.)



New Zealand Club Diary 2012

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 8 November** at Les & Shirley Megget's, 231 Opaheke Road, Papakura starting at 2pm.

MWT Meccano Club

President: Daryl Anderson

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

Meetings at 2pm. Next meeting: **Saturday 13 October** at St. Luke's Church Hall, Corner Cornfoot and Manuka Streets, Wanganui.

Wellington Meccano Club

President: Campbell Morrison, Tel. (04) 528 8624

Secretary: Simon Moody, Tel. (04) 528 3032

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

Meeting at 7:30pm on first Friday every second month. Next meeting: **Friday 7th September** at Keith & Emma McCullum's, 19 Raumatī Tce., Khandallah.

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

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

Kapiti Coast: Bob Prescott, Tel. (04) 905 2963

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 2012 issue of NZFMM Magazine should be sent to Les Megget before the 10th November 2012.

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

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

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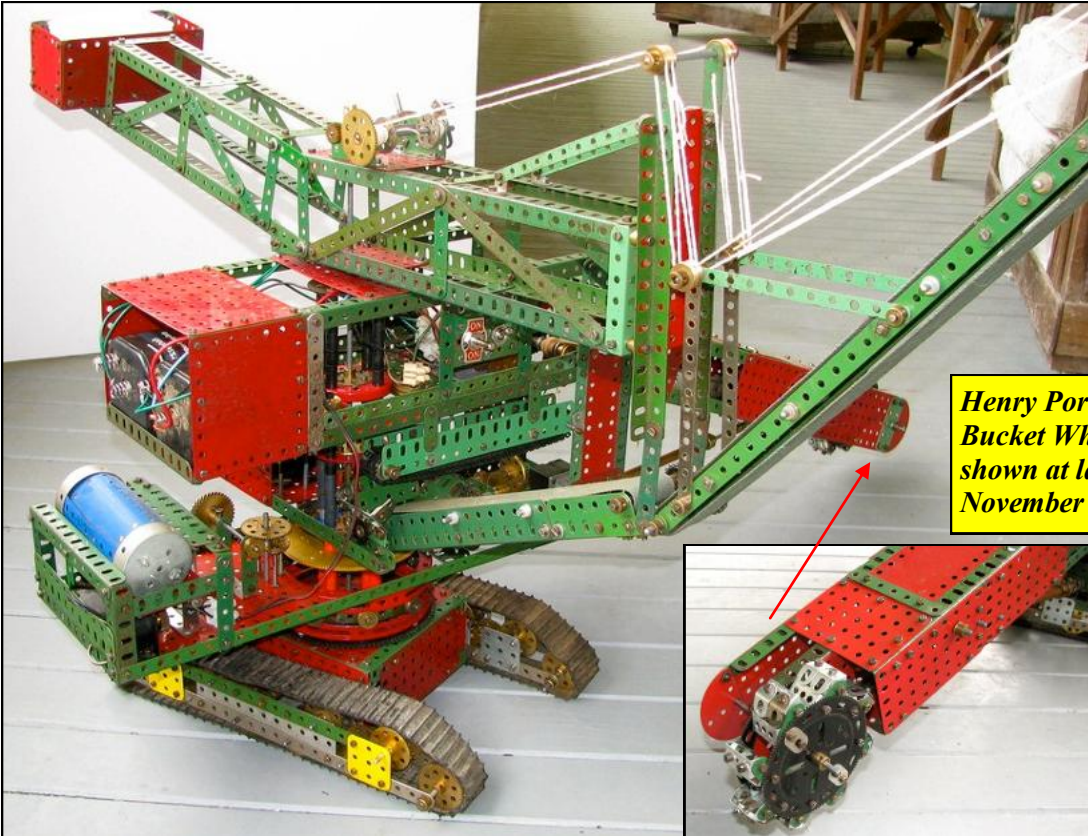
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Erin Elworthy (lynbrook@scorchotago.co.nz) is trying to track down details of her relative **Russell Genese**, a well known Meccanoman from Nelson who died in 2001. If anyone has details about Russell and his family could they please contact Erin by email or tel (03) 444 9497.



*Henry Porter's large
Bucket Wheel Reclaimer
shown at last year's
November AMG meeting.*



*Children model making under
the tutorship of Peter Hancock
at the 2012 Model-X in West
Auckland over the Queen's
Birthday weekend.*

*Neil Carey's latest and
nearly completed NZR
Class Ww 4-6-4T
locomotive seen at the
AMG August meeting.*

