



NZEMM MAGAZINE

Volume 39, No. 3

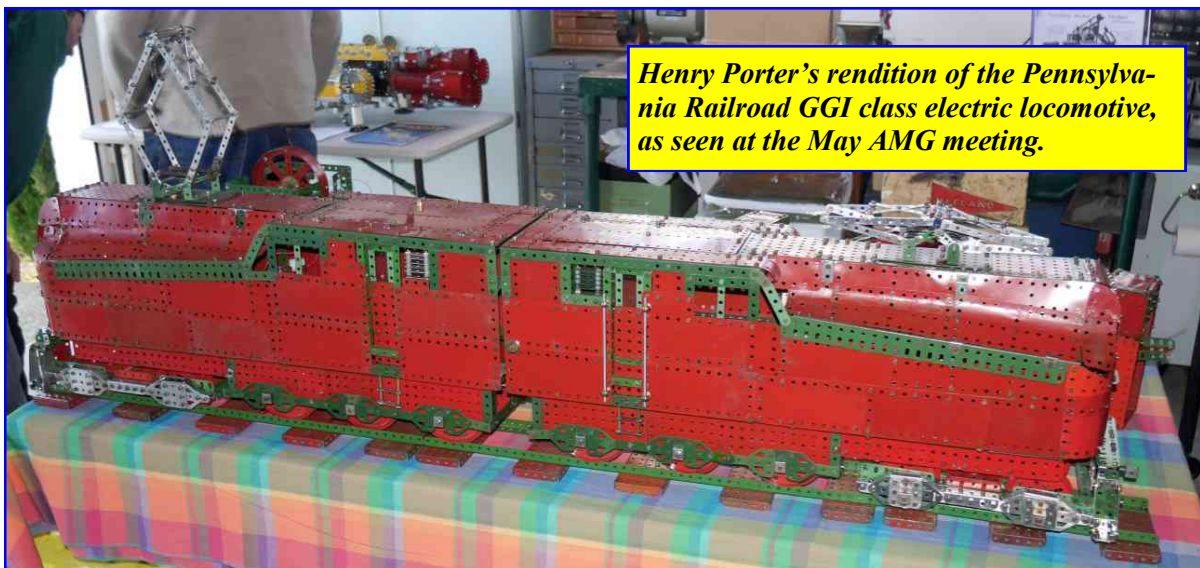
August 2015



Bruce Geange's very neat mini Forklift. Building instructions can be seen on page 3.

Also in this issue:

- *The Meccano Terrorist*
- *Gary's Ebay page*
- *Dazza's other systems*
- *Scale loco wheels*
- *Model-X Report*
- *Fucino School visit*
- *AMG, MWT, WMC and CMC meeting reports*
- *Obituaries for John Ince, John Denton & George Ovenden*



Henry Porter's rendition of the Pennsylvania Railroad GGI class electric locomotive, as seen at the May AMG meeting.

Volume 39, No. 3

NZ Federation of Meccano Modellers Magazine

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EDITORIAL

The AMG had displays at Model-X over Queen's Birthday and a school visit the week after. Other than that the Meccano scene has been fairly quiet since the Easter Expo/Convention at Te Papa but we couldn't carry on at that pace could we?

Auckland members were saddened to hear of the deaths of **John Denton** and **George Ovenden** in mid and late May, respectively. Both were members and stalwarts of AMG over many years and will be missed. Obituaries to these fine men are in this issue, as is the life story of **John Ince** who passed away on February 17.

Spin Master have released the first of their new Meccano sets. I've seen the 5-Model set and the revised London Tower Bridge in the retailers. They have much better designed boxes, which can be properly closed again after opening and don't leak small parts like the earlier boxes. Also they contain the new spanner and hex screwdriver. This must almost be the first change in spanner design in over 100 years. It certainly is more comfortable to handle. I haven't yet checked the standard or durability of the painted parts but hopefully it is a lot better than the French Evolution sets' parts (mainly the yellow). Many more new sets will hit the shops in the next few months up till Christmas.

This issue includes the first in a series entitled "Dazza's Other System", Dazza being **Daryl Anderson** from Hawera. Thanks Dazza for offering to write this series. I bet many of the systems you will describe we have never heard of. My thanks to **Gary Higgins** and **Bruce Geange** for their continuing efforts in writing articles but I do wish a few more of you would help out just now and again.

SkegEx has been and gone in sunny and bracing Skegness on the east coast of England. Our own **David Couch** was displaying his Rubik Cube solver and came away with 5th prize, as judged by the other exhibitors. I believe that this is the first time that a kiwi has placed at Skeggie; well done David.

LM

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Small model of a Fork Lift

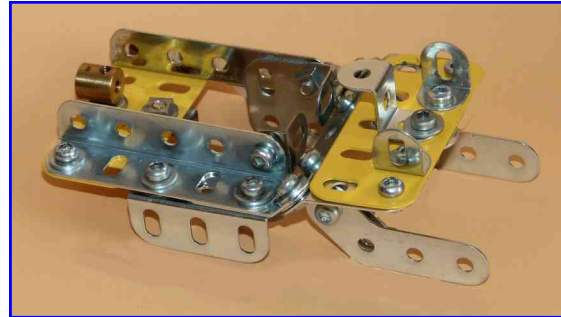
by Bruce Geange

The model is a free lance version of a fork lift and is hand operated with steering, oscillating rear axle, forks lift up and down with the mast being tilted forward and back.



Start by bolting two $2\frac{1}{2}$ " Angle Girders by their slotted holes to a $2\frac{1}{2}$ " Flat Girder with the round holes at the end. A Threaded Boss is secured to the centre round hole and spaced with two Washers. Bolt a $\frac{1}{2}$ "x $\frac{1}{2}$ " Double Bracket to the slotted hole on the opposite side for the rear axle pivot bolt. A 1 "x $\frac{1}{2}$ " Obtuse Angle Bracket with an $1\frac{1}{2}$ " Angle Girder using the round hole is bolted under the front of the $2\frac{1}{2}$ " AG on the left side. The right is the same with the bolts at either end with the rear bolt having a Washer between the two girders. The fronts of the obtuse brackets have a $2\frac{1}{2}$ " Strip across the front with a further two 1 "x $\frac{1}{2}$ " Obtuse Angle Brackets extend the front. Bolt a second $2\frac{1}{2}$ " Flat Girder by the round hole only to the obtuse brackets. Bolt a Reversed Angle Bracket to either side of the flat girder centre round hole by their slotted holes for the steering axle that should sit at an angle. The two remaining round holes have Angle Brackets bolted by their round holes and an $1\frac{1}{2}$ "x $1\frac{1}{2}$ " Flanged Plate with a Fishplate by the slotted holes fixed to the slotted holes of the angle brackets. A $\frac{3}{4}$ " Bolt is passed through the end hole in a Coupling with a Washer next and then lock-nutted to the round hole on each fishplate. Fix an $1\frac{1}{2}$ " Strip at the top with an Angle Bracket for the dash. Bolt a $1\frac{1}{2}$ "x 1 " Double Angle Strip to the $2\frac{1}{2}$ " strip and extend this with an Obtuse Corner Bracket on either side and spaced with two Washers to bring them further apart. A $\frac{3}{4}$ " Bolt in the middle hole of left obtuse corner bracket has two Washers, a 5mm Plastic Washer, a Washer, a 5mm Plastic Washer and a

Washer. This is for the hoist cord to run around. The right side has an Angle Bracket fixed by the round hole with a Fishplate bolted to the slotted hole. The front of the $2\frac{1}{2}$ " AGs have a 1 " Flat Girder fixed by the slotted hole with an Angle Bracket bolted to the front round hole.



The hoist mast consists of two $5\frac{1}{2}$ " Angle Girders and a $5\frac{1}{2}$ " Strip either side and held together by two $1\frac{1}{2}$ "x $\frac{1}{2}$ " Double Angle Strips bolted one hole from each end. The round holes of the angle girders should be spaced to allow a $1\frac{1}{2}$ "x $1\frac{1}{2}$ " Flat Plate to slide in between. The fork section consists of a $1\frac{1}{2}$ "x $1\frac{1}{2}$ " Flat Plate with a $2\frac{1}{2}$ " Strip either end bolted by the middle hole and spaced with Washers to allow clearance to slide in the forks. The lower $2\frac{1}{2}$ " strip is secured with a $\frac{3}{8}$ " Bolt and has an extra Washer and Nut on the end to fix the cord. Join the $2\frac{1}{2}$ " strips with two $x1\frac{1}{2}$ " Strips and a 1 "x $\frac{1}{2}$ " Angle Bracket for the forks. These are extended with 2 " Strips with the bolts facing up. Locknut a $1\frac{1}{2}$ " Narrow Strip to the middle hole on one side of the mast (will become the right side). The fourth hole from the base of the mast Locknut a Mini Shock Absorber Pin to either side with $\frac{37}{64}$ " Pivot Bolts. The top holes on the mast have a 2 " Axle Rod through them that have a Rubber Pulley and two Plastic Grips to keep it in place. The mast fixes to the body with $\frac{37}{64}$ " Pivot Bolts and $\frac{1}{4}$ " Plastic Washers with Nylock Nuts on either side.

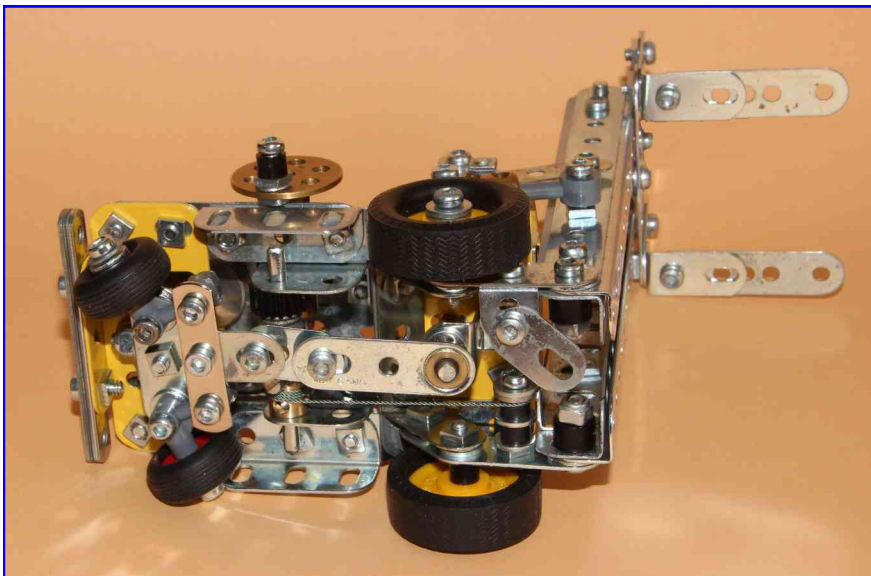
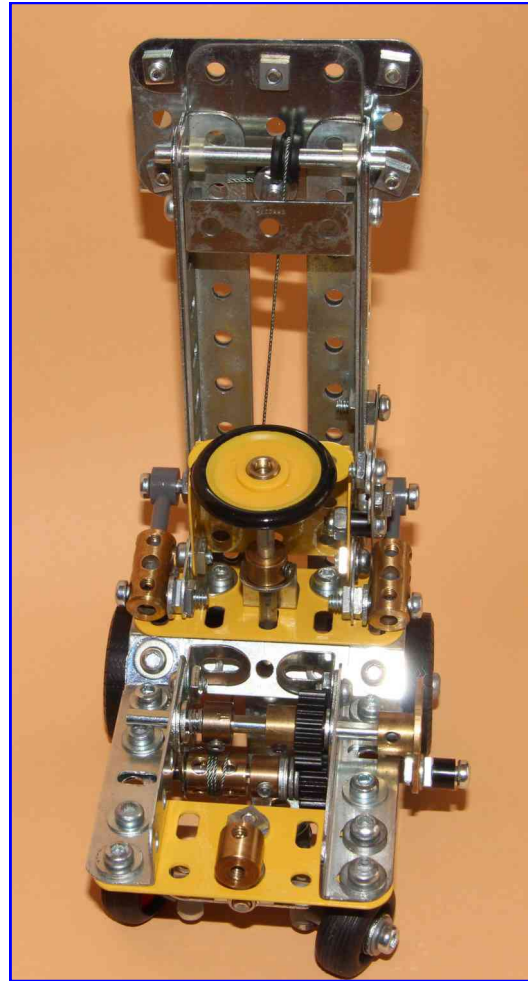
A $2\frac{1}{2}$ " Triangular Axle fits through the top spare holes of the 1 " flat girders and has a Washer, a 6.5mm Compression Spring, two Collars, $\frac{3}{4}$ " Pinion with Triangular hole and a Washer. The right side has a 1 " Bush Wheel with a $\frac{3}{8}$ " Bolt with a 5mm Plastic Washer for the handle. A 2 " Triangular Axle fits through the holes directly below the top axle and has a Short Coupling, Collar, 4 Washers (odd thickness) and a $\frac{1}{2}$ " Triangular axle pinion. A Bolt is fixed in the coupling to tie the cord to. The Cord runs from the base of the forks, around the top pulley and back to the winch drum secured to the bolt.

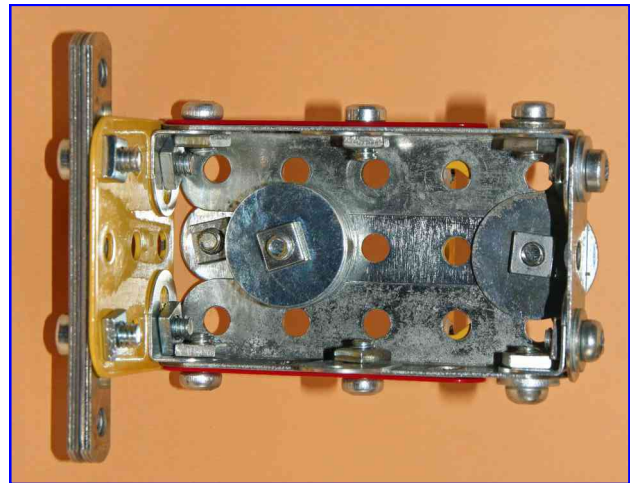
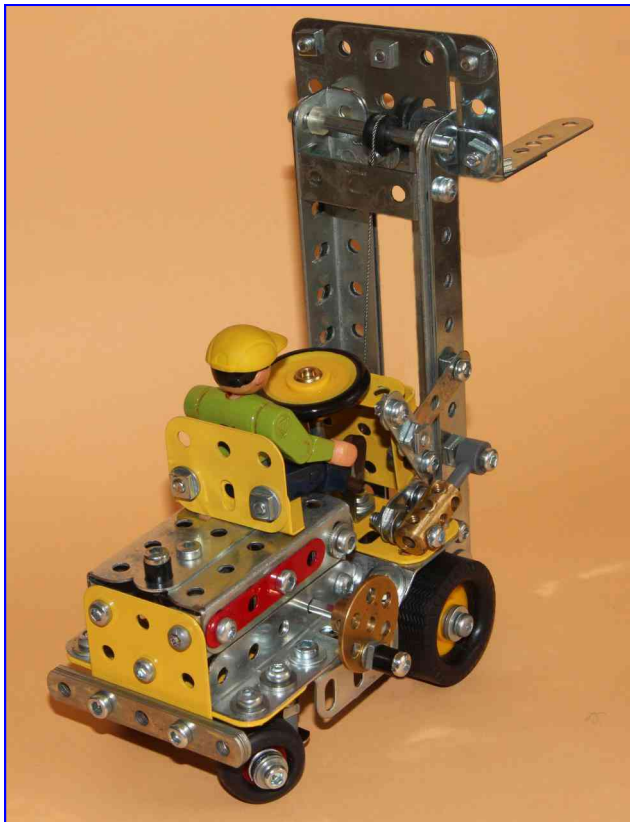


The steering axle consists of an $1\frac{1}{2}$ " Strip with a $\frac{1}{2}$ "x $\frac{1}{2}$ " Double Bracket bolted to the middle hole with a Steering Arm and Washer in the other two holes fixed with $\frac{9}{16}$ " Shoulder Bolts and Nylock Nuts. The tie rod is an $1\frac{1}{2}$ " Narrow Strip with a Fish Plate using the round hole bolts to the middle hole on the strip. This is fixed to the steering arm with $\frac{9}{16}$ " Shoulder Bolts and Nylock Nuts. Fit a Nut and Bolt in the slotted hole of the fishplate facing up. The wheels are $\frac{1}{2}$ " Loose Pulleys with Aero Tyres fitted and secured with $\frac{9}{16}$ " Shoulder Bolts and Washers. This assembly fits to the $\frac{1}{2}$ " double bracket with a $\frac{3}{4}$ " Shoulder bolt, Washer and Nylock Nut. The steering wheel, a 1" Pulley with a Rubber Ring fitted is secured to one end of a $2\frac{1}{2}$ " Axle Rod. A Collar comes next and then pass the axle through the reverse angle brackets, fit a Washer and a Crank with a Fishplate held by the round hole fixed to the slotted hole in the crank and spaced by two Washers. The fishplate fits over the bolt on the fishplate fixed to the tie rod. 1" Loose Pulleys with Bike Tyres fitted are used for the front wheels fixed with $\frac{29}{32}$ " Shoulder Bolts spaced with Washers and a 5mm Plastic Washer.

The bonnet is made from two $2\frac{1}{2}$ " Angle Girders with slotted holes having Angle Brackets bolted to the front by the round holes and joined with a $1\frac{1}{2}$ " Strip. The rear end has the angle brackets with a 2" red Narrow Strip on the outside. Bolt a $1\frac{1}{2}$ "x $1\frac{1}{2}$ " Flat Plate to the other end of the angle brackets. A second bolt holds the narrow strips in place with a Fishplate behind. A $2\frac{1}{2}$ " Strip fills in the gap on the top of the bonnet

with a Trunnion for the seat and a $\frac{3}{4}$ " Washer to hold it together. The second hole from the end has a $\frac{1}{2}$ " Bolt with six $\frac{3}{4}$ " Washers. The end hole has a $\frac{3}{8}$ " Bolt with a 5mm Plastic Washer for the radiator cap. Bolt a $1\frac{1}{2}$ " Flat Girder to the trunnion for the rear of the seat. Six $2\frac{1}{2}$ " Narrow Strips bolt to the lower holes on the flat plate. The bonnet can now be fitted to the body and fixed to the threaded boss. The model should now operate.





Bruce's Forklift from the rear and (above) the Bonnet from underneath.

MECCANO FOR SALE BY TENDER

The following items are offered for sale by tender on behalf of the Estate of the late **George Owendon**.

Three Meccano outfits: viz: 1 x No.5 : 1 x No.6 : 1 x No.9

All are complete.

Contents of each are based on an early 1960s parts inventory.

Housed in strong non-Meccano wooden boxes.

In play-worn condition and the colour of some of the parts may not be in keeping with the period.

Each set contains an instruction manual and two sets of 2 1/2" road wheels (plastic and tin-plate, 4 of each).

N.B. The No.9 outfit, Part No.162b (boiler without ends) has a 20 mm split at one end.

Mechanical Workshop set: Although missing the outer cardboard sleeve the contents are still in their unopened plastic bags complete with instruction manual.

Clockwork Motors: 1 x No.2; 2 x No.1A; 1 x No.1 (boxed); 2 x Magic (1 boxed). Despite paint loss these motors all run satisfactorily and include keys.

Electric Motors: 2 x Richard 6 ratio motors boxed. These have lower mountings than the Meccano version. Both have been used but run well with no apparent gear damage.

1 x Meccano 6-ratio motor boxed. This has also been used but runs well with no apparent gear damage.

1 x Meccano power tool kit (electric screwdriver with attachments), unopened.

Constructor Quarterly Magazines:

These run from No.34 (September 1996) to No.53 (September 2001) inclusive. 20 in total, all in excellent condition.

Highest bid on any item not necessarily accepted.

Purchasers to pay all delivery charges.

Offers and (any enquiries) to be received by **David Wall** no later than 30 September 2015 at following address.

45 Kath Hopper Drive, Orewa, Auckland 0931

Phone: 094261965

email: wall-dorf@clear.net.nz

The Meccano Terrorist

by Peter Winter

“You are carrying a concealed weapon!” This was the greeting I got from the On Board Security of the good ship *Volendaam* when I went, after some hours in my cabin, to enquire as to what had become of my baggage.

Last September I travelled to Canada to support my sister while she competed for NZ in a triathlon event in Edmonton, after which she and I cycled the Kettle Valley rail trail in southern British Columbia, a trip I would recommend to all who can ride a bicycle. I followed this up with a Kayak expedition in Barkley Sound on Vancouver Island, and with a little more retirement time on my hands, my travel agent had suggested the inside passage cruise to Alaska.

Like all good Meccanomen I had duly checked out what goodies I might be able pick up on my travels, and found on e-Bay a number of bargains, both in the US and Canada, which I had shipped to friends’ or to my hotel. Amongst the items I won was a fine full size replica Geared Roller Bearing (brand new).

It was this coveted item I had to extract from my pack and hand over to the tough little Filipina security chief, who handled it gingerly, and with great suspicion, despite my entreaties that it was just part of a child’s toy. “Made of solid metal” is all she would say. I don’t know what damage she thought I could do with it – cut a hole in the ship’s side; throw it through a porthole or bean the Captain –



but I was not getting it back. I was duly issued with the pictured notice which states that my ‘Geired roller bearing for Mecceno (solid metal)’ *sic* was considered dangerous and prohibited on board the ship, and would be held by the Security Officer for the duration of the voyage – so I couldn’t gaze lovingly at it in my cabin. I could have it back on the afternoon of the day before disembarkation.

And so it was when I presented myself at the Front office at the duly appointed time. My comment of “Aah... I can run amok now” was lost on the security officer but the second purser went into hysterics. But I at least I had The Precious returned unscathed.

The Roller Bearing, beautifully constructed and finished, was made by Pierre Dupont of Quebec (pierrot044 on *eBay*) I have his e-mail if anybody wants it. The bidding started at Canadian \$90 and I got it for Can\$130.

Models displayed at the recent CMC meeting in Christchurch



Alex Lang,
Bench Saw



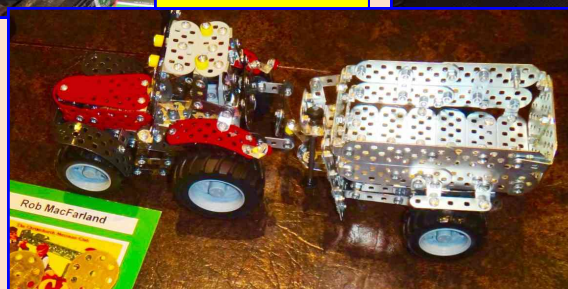
Kevin Downie's
Farm Equipment



Roy Popkin's Lathe



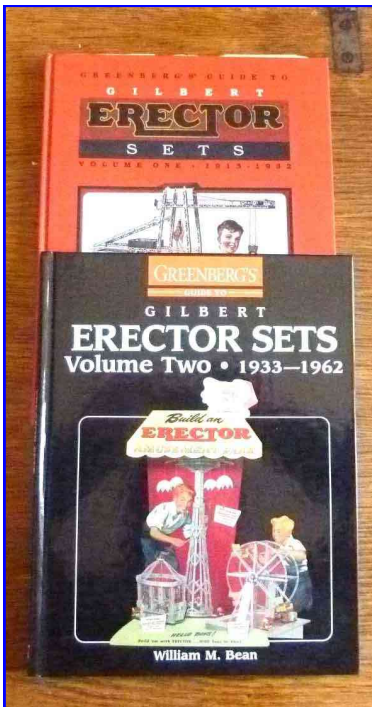
Joffre Marshal's Saw Bench



Rob MacFarland's
Farm Equipment

GARY's EBAY PAGE

So how about that unused No. 8 set from 1950 still listed at \$15,544 NZ? No sign of any buyers on the horizon. Someone out there just needs this set.



For those of you who have turned to the dark side you can scoop up the two main guides to Erector sets part 1 and part 2 by Greenburg selling for \$545.22. Probably the price is about right.

And if you don't have the Meccano System book by

Bert Love and Jim Gamble snap one up now for \$227.15. I suspect you can get one for about half this price.

There is a nice Meccano 1A outfit from 1959 in red/green selling for \$107.61.

This is my favourite, but a little rich for my pocket, a 1916 display box in oak with gears and wheels fastened to pins under the lid. Also comes with numerous parts. Very rare and going for \$1,530 and worth every penny, must sell the house and BUY IT!



This is in a very good condition of the Meccano Engineers handbook selling for \$59.66. A very useful book with most of the earlier parts illustrated, including many obsolete parts.

I was surprised at the price of this, a 1953 *Toys of Quality* booklet, one of the smaller booklets with a boy and a chest of Meccano on the cover. Looks like a variation on the pirate chest booklet up for \$71.72; probably worth half that price.

Then two loom parts. I know these are rare but are they worth \$227.18 each? You be the judge; we have a part 104 nickel loom shuttle and a part 150 reed hook with red handle.

If you want a boxed GRB you are going to have to have deep pockets. A Grey/ Nickel GRB in original blue box part no 167 selling for \$1,423, probably about right.



If you have always wanted to make yourself a strip or plate roller here is your chance, a set of 3 stainless steel rollers going for \$28.14. They are great, I have previously bought a set.





There is a fairly rare action pack set from 1981, still unused in its box. Basically a chariot with missile (like those in the space sets) selling for \$119.54.

A nice No. 6 Meccano set in wooden box from the early 20s. Lots of good stuff in the set and the box looks in VG condition, selling for \$917.70.

You always wanted a Meccano Construction Car No. 2 didn't you? Now is your chance to get one for \$2,128. It comes with original extras as well.



The Erector 12 $\frac{1}{2}$ set from 1949, walking giant, listed as complete and selling for \$633.22. Price about right, look at paying \$2-300 for the postage.

A large shop display model traction steam engine. Base measuring 16" x 6.5" the model was on display in a shop window in London in the 1970s. Now available for \$526.09.

An interesting mid 1920s set, looks to be about No. 6, ex USA with original outer and inner cardboard box and lid with most sides gone and label appears to be missing. There is a good mix of Meccano and



Erector in this box, including the erector spoked wheels selling for \$189.99 US.

The trouble with Ebay is, even if you can afford to buy the stuff you still have to

- A. Smuggle it into the house without the boss seeing the original purchase price and over inflated postage cost
- B. You need to find somewhere to put it, anyone have a free Tardis?

See you next issue,
Cheers, Gary

1920s No 6 Nickel set.





Auckland Meccano Guild Meeting

9th May 2015

Reporter & Photos: Gary Higgins

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

Gary Higgins had brought along his version, in Meccano, of the spaceship used in the 70s series *Space 1999*. He had created scaled spacemen for the display by mutilating the bodies of modern military figures. He also had a nasty and realistic looking white tailed spider made from an *Eitech* clone. It had plastic feet and body the remainder being metal.



Gary's Space 1999 spaceship

David Wall had constructed an excellent model of a travelling bucket dredge which is I believe one of the supermodel leaflets. It worked well with a small locomotive and wagons to collect the dredging. The locomotive was O - gauge in size and the little trains wheels had been turned inside out, with the boss on the inside by some clever person and thus ran very well inside the confines of O - gauge track.

There was some discussion which way the dredge buckets should run and I was almost tempted to reverse the direction while David was otherwise engaged.

Mike Stuart had created from scratch some more parts for his Crocodile locomotive. He had created a drive sprocket built up from gear rings topped with a ball race cover with a long connecting rod which will lead to the driving wheels, very innovative stuff. If anyone knows how the carriage linkages are set up contact Mike. The finished size of the model is hinted at from one of the buffers using a wheel disc as its end cap.

Jeff Clarke had his usual assortment of replica Meccano parts and gears for sale, as usual he was mobbed within seconds of arriving, mainly by Henry who is capable of mobbing someone by himself.

Gerald Hart had built up a rather nice model of a mill engine. This was based on a model Gerald had observed in the Model Engineer magazine. The model used offset linkages which made its operation look very unique but quite simple. The use of narrow strips for the connecting rods worked well.



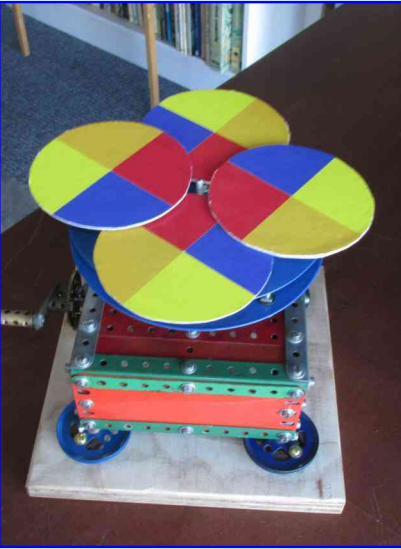
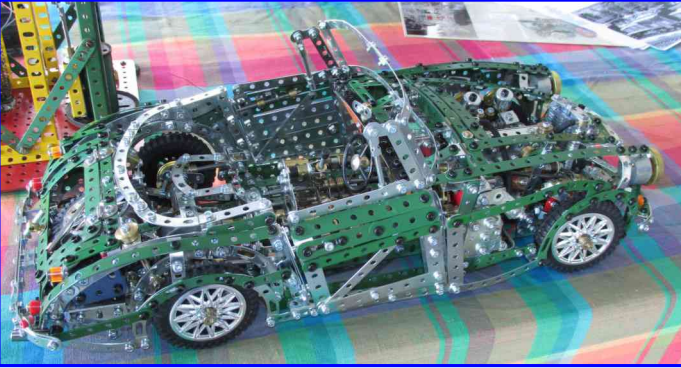
Gerald's Mill Engine

Rick Vine had constructed a fishing reel out of Meccano (it really can be used for everything) and had brought along a number of smaller well designed models such as a micro bicycle, a Morgan three wheeler and one of the *Evolution Mini Digger* sets.



Mike's Crocodile Loco parts.

Les Megget had brought along his superb model (aren't they all) of a Mini Austin-Healey 3000 from 1967, the little brother to his previous 1:5 scale Austin-Healey. The gearbox and driving gear was superb and was rendered in a see through finish so we could get to see all the gorgeous moving parts, well done Les.



Brian and Robert Cotton had built up a colour wheel from the collections of Andreas Konkoly. This appears to have a limited number of colours but when turned at speed they merge and new colours are produced. It is of

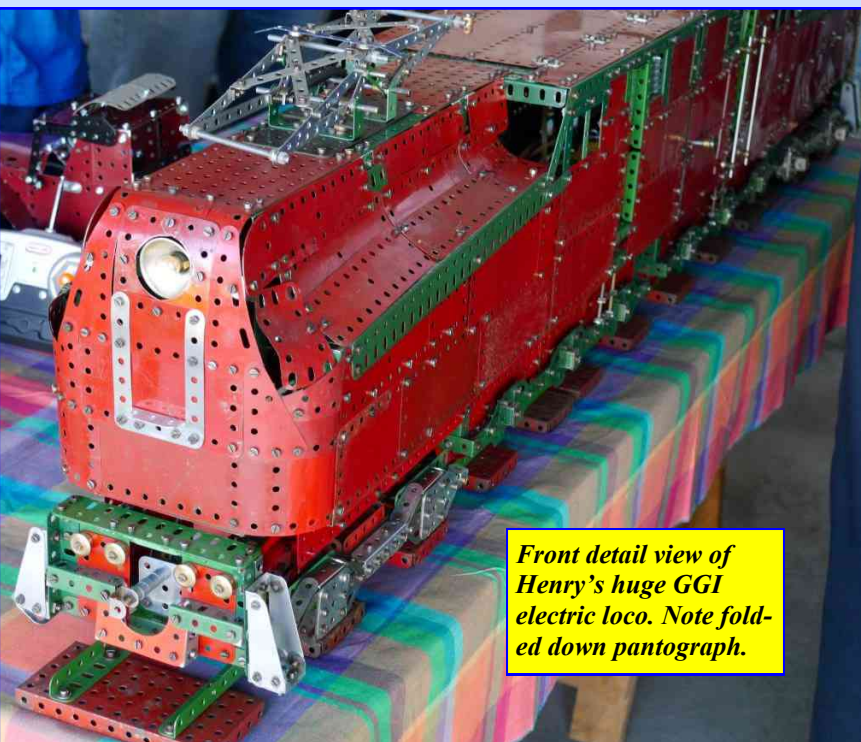
course an optical illusion but the Konkoly was an expert at those.

Henry Porter had brought along a large, full table length, model of a *Pennsylvania Railroad GGI* class electric locomotive with a clever design for the pantograph (a fancy name for the roof electricity collector). Henry had experimented with a new design for this part. All his models are based on a couple of photographs and he never fails to amaze me with what he can produce. Jack, a friend of Henry's had built a nice model of the Sydney Harbour Bridge using some of the large circular braced girders put out by *Erector Ltd.*

David Barnard had brought along a model of *King Ghidorah*, this was one of those special models only available in Japan. A number were imported and David has a few of them. They are difficult to get to work properly given the tight space in the moving head area and the need to use those horrible, horrible plastic rings to hold the rods on, the Meccano couplings are too big to fit. I'm sure David will solve the problems given time and a rebuild of the original.

Tony Caldwell had brought along one of the remote controlled trucks from the 2005 period. These worked well but tended to shake apart if subjected to vigorous activity like a concrete drive!

Also in attendance were **Peter Hancock** and **Neil Carey**.



Front detail view of Henry's huge GGI electric loco. Note folded down pantograph.

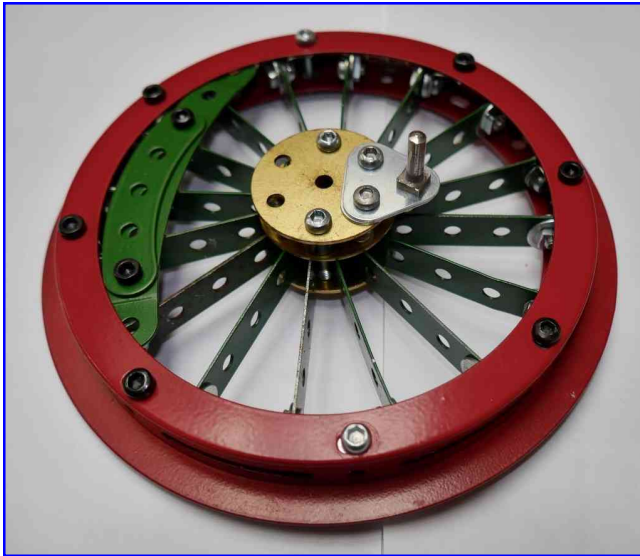
Attendances for the next Model X exhibition were discussed and a roster worked out.

Peter commented on the loss of **John Denton** and **George Ovenden**, both of who had passed away in the previous week. Both of these men were dedicated members of the Guild and were great role models for others to follow. They will be sadly missed.

As usual the Meccano ladies (can I call them that) provided an excellent afternoon tea and the meeting concluded after more interesting discussions.

“Fine Scale” Loco Driving Wheels

by Les Megget



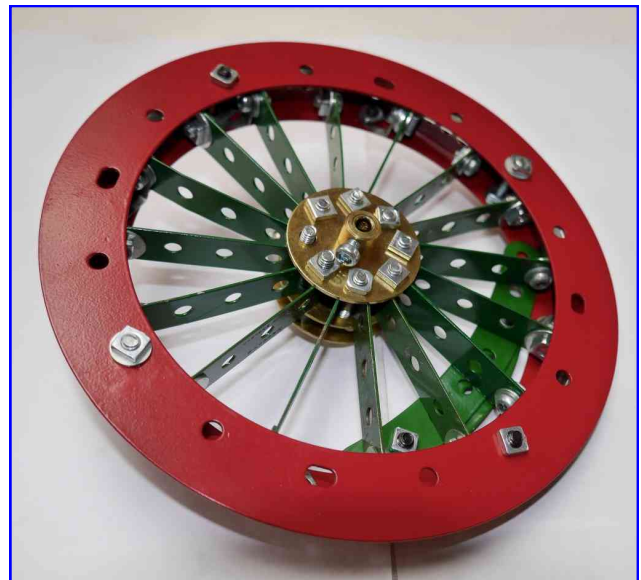
When I began building my 2-6-2 Tank Locomotive shown at the 2015 Te Papa Convention I wanted to make the driving wheels as authentic looking as possible. That is, not using the traditional Hub Disk and a 6” Circular plate as per Super Model 15 (Baltic Tank Loco). I don’t like the use of Axle Rods for the spokes either on large wheels. So it had to be spokes made from 5-hole Strips for these 1:12 scale wheels.

After quite a search to find 96 5-hole Strips for the 6 wheels I then had the problem of fitting them without any fixings on the wheel tread (5½” Circular Girder). After some experimenting I found that 2 Strips attached to the lugs of 1” by ½” Double Angle Brackets with a couple of Washers as spacers gave the correct spacing around the rim for 16 spokes. Each pair of spokes is fixed to the Circular Girder with a Narrow Angle Bracket using the slotted hole.

At the wheel hub the spokes are forced between the long Bolts between Wheel Disk (outer) and Bush Wheel on the inside. There is just enough room for the spokes to fit between the 8 Bolts and when the

Bolts are tightened up the whole wheel becomes very structurally secure with no relative rotation between the rim and hub possible.

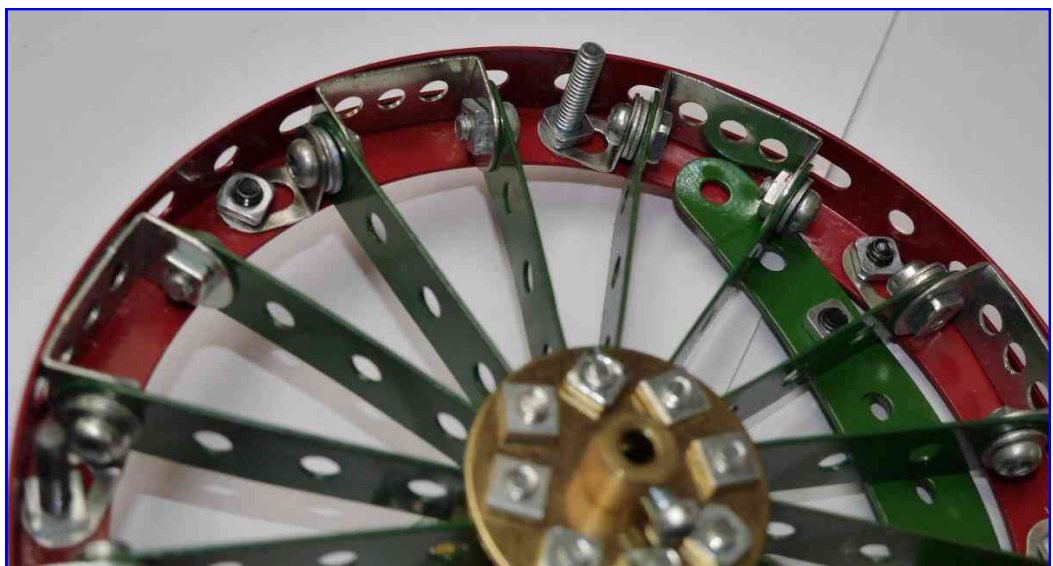
Ideally to get the scale right you need 2 Strips/spoke but there isn’t enough space to fit those in. As described there is just enough space to force the axle in past the inner edges of the strips.



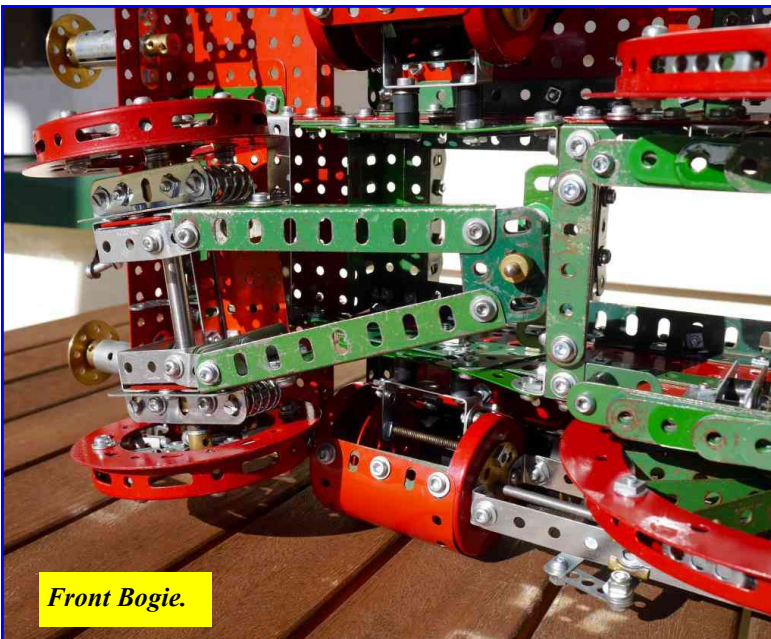
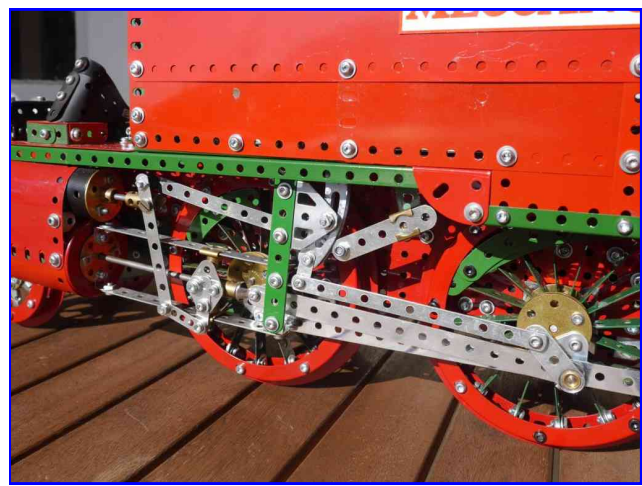
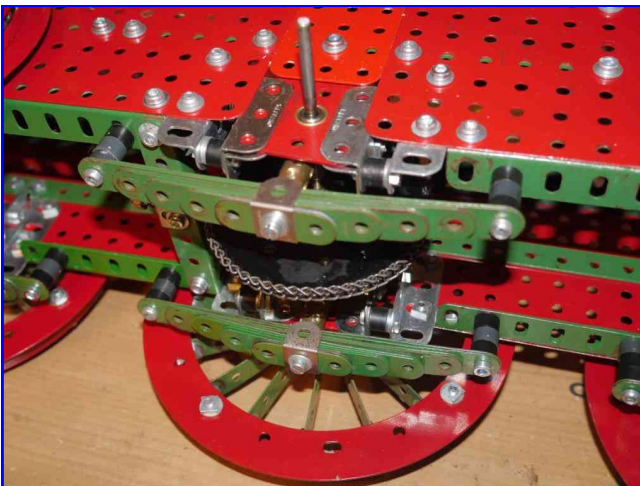
The quarter spaced bolts holding spokes were lengthened to ¾” to attach the 6” Circular Ring to. This ring acts as the wheel flange.

Two 1” Bolts with plastic Spacers hold a Wheel Disk onto the front of the wheel for connection of the coupling rods using a 1” Triangular Plate and a Threaded Pin in this case.

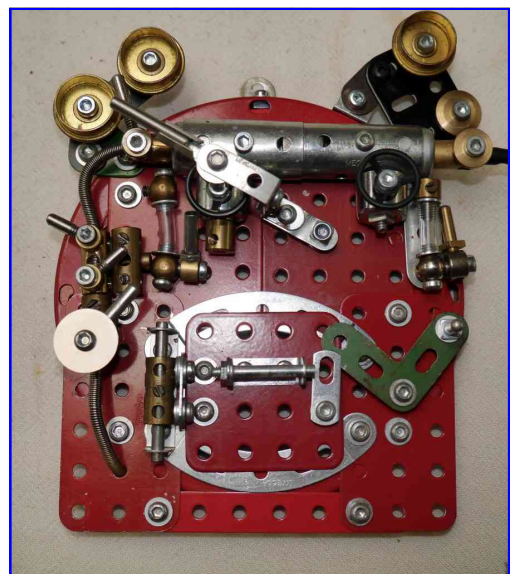
Curved Strips were forced between the rim and the spokes to act as the balance weights on the wheel rim.



Photos of the Editor's BR 2-6-2 Tank Loco. This was part of my "bridge building" diorama at the Te Papa Convention. The loco pushed the railway crane to near the bridge, then lifted new bridge segments from the Atkinson semi-trailer. The crane then moved to the end of the bridge to position the new truss segments.



Front Bogie.



2015 Model-X

Westwave Recreation Centre,
Henderson, 30 May– 1 June

Les Megget reports

The AMG had resolved that this would be our last participation in the annual Model-X show at Waitakere. **Peter Hancock** and a small team set up the tables and positioned the available models on the Friday evening.

I arrived early Saturday morning to set up my BR Railway crane placed next to Neil Carey's NZR loco of 2013 Convention fame. Also exhibiting and helping out on the kid's construction table were **David Barnard, David & Elizabeth Wall, Gary Higgins, Eileen Carey, Shirley Megget, William Irwin, Mike Stewart, Graeme Mills and Graeme Wrightson.**

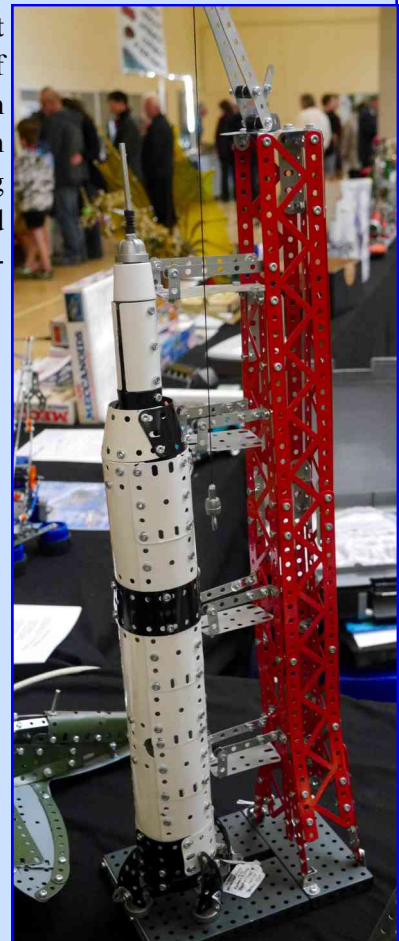
The crowds over the 3 days seemed a little larger than in 2014 but were actually 10% down, I now believe. I feel Model-X is dying a slow death and maybe a show every third year would be a better alternative. It is however planned to have the 30th Model-X next year but the AMG won't be there. There were more train layouts this year, I think, but far too many traders selling all sorts of things, some hobby orientated and some not. *Toy World* were even selling a couple of recent small sets at very reasonable prices (60% reduction).



We really missed **John Denton** (and **Cora** of course) who always livened up our display with John's Victorian garb and Cora's enthusiasm. John's funeral had been earlier that week. Three of John's steam engines were on display after being kindly bequeathed to 3 AMG members.



The late John Denton's 3 Steam Engines.



More photos from Model-X
From the Editor's camera



Neil Carey's NZR 4-6-4T at its last showing before dismantling to make another loco.



Gary's unusual Erector tank with Meccano RC truck behind.



Les Megget's BR Railway Crane on the bridge to nowhere. Bridge is now no more.



Gary Higgin's multitude of smaller models.



Les's 1950s Atkinson Tractor, now without the semi-trailer, also dismantled.



Some of the sets shown by David Barnard.

The busy children's construction table.





Minutes

Secretary Max George

Meeting Date: 3rd July 2015 8:00pm.
Held at Stan Baker's place.

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

Apologies: Bob Prescott, Brian Petersen, Campbell Morrison and Niki Donaldson.

Models:

Simon Moody – Cranky the Crane from Thomas the Tank Engine stories.

The design had a very smooth control with no wires to get tangled up as the crane moved around. Contacts were made by using *Electrikits* parts as shown below. Simon had all of us trying out the movements of the crane.

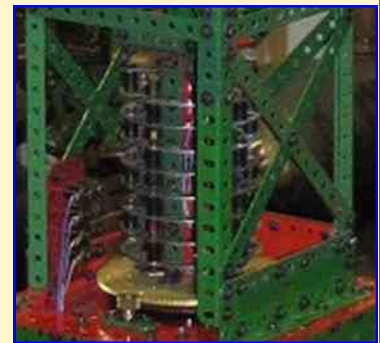
Robert Vale: Displayed the *TinTin* ship. This is a very realistic model and the best of the TinTin series.

Stan Baker had his Eiffel Tower, which he displayed at the Easter Expo, set up in a corner of the lounge. Unfortunately, it was unable to be photographed due to its location.

Max George brought along a small Eiffel Tower from the Special Edition Landmark series.



A very realistic face on Cranky.



Convention 2015:

There has been plenty of praise and complements for hosting the Te Papa exhibition. Te Papa reckoned that 85% (27,000) of the 33,000 people who visited Te Papa over Easter viewed the Meccano Expo.

Elephanta costs all up is over \$10,000 as they supplied all the prizes, the small models for the children to build, and the cost of hiring the tables etc.

David Couch has offered *Elephanta* help for photos of the models.

Elephanta will let NZ Meccano members buy new sets but will have to be paid for before they are offered to the public. The clubs should benefit with the contact Stan has made with *Elephanta*.

Spinmaster are trying to bridge between Robotics and toys and are trying to get it into Universities.

Les Megget had explained to Stan the engineering strength is in tension and not as good in compression (Ed. due to buckling) and that is why Lego is no good for model Engineering.

Gary Higgins is thinking of putting 3 DVD's of photos onto Dropbox and give people access.

The lectures presented at Te Papa were recorded in various formats and Stan will look at some way of getting it out to members. The quality is very good as it was professionally done. There appears to be a demand for this and *Spin Master* would like a copy as well.

The voting for the exhibitors was poor as only 1/3 voted. Maybe the presentation should be left until later in the display, possibly on the last day.

Sydney Display:

Stan attended the Sydney Meccano annual convention a couple of weeks after Te Papa. The Sydney club has 260 members and meets every 3 months with between 30 and 60 attending each meeting. At the annual convention they had 30 members with about ¼ the number of models as in NZ. They had it in a church hall with about 200 people attending and were charged \$5 each. While in Sydney, Stan visited a Meccano modeller who had over 250 models built up and on display in a special Meccano room.

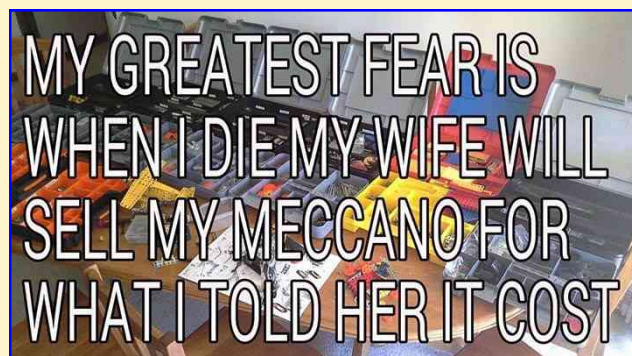
Max and Tricky Track:

Max is to display his Little Joe and Tricky Track at the Wairarapa Modellers Inc. Model Train Show on the 15th – 16th August. The President saw the display at Te Papa and asked if Max was interested.

Next Meeting:

Friday September 4th at Campbell Morrison's place.





A little gem from Gary Higgins. Need I say more?

In Memory of
John Sandaver Denton

3rd August 1927 – 19th May 2015

It is with sadness that the members of the Auckland Meccano Guild [AMG] record the death of our special friend and Meccano colleague John Denton who passed away on the 19th of May at Middlemore Hospital in South Auckland.

John and Cora [married for 65 years] after considerable thought and planning made a huge decision in 1970 to uplift themselves and their young family from England and move half way around the world at their own expense to settle in to a new life style in Auckland, New Zealand. They arrived in December 1970 with their young daughter Corrinne and son Andrew. Upon their arrival John and Cora set out to purchase land on which they could build their new family home. They purchased a section in a new building development area located in Pakuranga where John with Cora's support camped out and built their family home where Cora currently resides.

John had the reputation of being able to fix almost everything and being a "Jack of all trades" found work as a maintenance engineer working night shifts for *Alex Harvey Industries* to support the family while he built their home. On completion of the house, John located a suitable workshop in Wiri, South Auckland where he set himself up and ran his own general engineering business from, until 1987 at which time he retired at age 60. Over time, John had built a garage and workshop at their home where on retirement he housed his general engineering tools and equipment and from which he could carry out odd jobs for special clients and began in earnest what was to become one of his passionate hobbies, the restoration of stationary engines. He began collecting and accumulated a huge array and when space became scarce he built a further workshop and storage area where he set up his lathe and precision machine tools and bench space to accommodate his second passion, Meccano.

John's addiction for Meccano began on Saturday 14th April 1999 when he visited the 12th NZFMM Convention in the auditorium of the Te Tuhi Arts Centre in Pakuranga in Auckland followed by his attendance at his first AMG quarterly meeting held at the home of the late George Ovenden and his wife Joan. President David Wall wrote in the report of that

meeting "John Denton [a new member] displayed a neatly crafted model of a Morgan 3 wheeler with a 'V' twin engine which he assured me was a Matchless" and that was rare praise. It has been estimated that John with Cora at his side attended at least 75 guild meetings and Meccano displays over the past 16 years. John worked with William Irwin for several years at MOTAT assisting in the restoration of the rare historic "Differential Analyser" [built mainly from Meccano] which is now on permanent display. William stated that "John was a mentor to us all in so many ways and the backbone to our various AMG exhibitions". John, thank you for the gifts of friendship, skills shared and the memories you provided.

To Cora and all John's family we extend our sincere condolences. John, rest in peace.

Peter Hancock



John dressed up for a Meccano display with a figurine of himself on the south seeking chariot.

John Ince

(1929-2015)

John Ince was born in 1929 in Levin. The family moved to Mangaweka and then to Feilding where John attended school with his preference for scientific things. In 1948 he went to Canterbury College (now The University of Canterbury) to study Civil Engineering. His outdoor interests were in trips to the Southern Alps as a member of the University Tramping Club. He also built a 3.5m sailing dingy and taught both himself and his 4 daughters to sail.

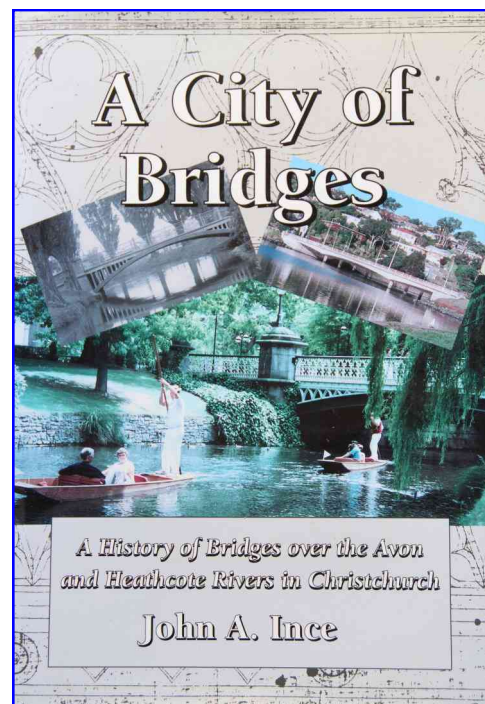
John began his professional engineering career with the Ministry of Works that started in Wellington, designing and constructing hydropower stations with transfers to National Park and Taumarunui where he met Edna. In 1960 they moved to Christchurch where John worked for the City Council with the new Design Division of the City Engineer's Dept. John's Dept were responsible for 16 traffic bridges and 9 foot bridges in the 2 decades from 1960. His experience led him to author the book "*A History of Bridges over the Avon and Heathcote Rivers in Christchurch*" after his retirement and published in 1998.

John and Edna moved to Feilding in January 1998 and John joined the M.W.T. Meccano club where he attended most of the meetings and would always have a model to show and joined in the competitions. Conventions were also attended. The main model building has been Meccanographs, Locomotives and Cranes. When Bruce Neilson became editor in 2001 of the NZFMMM John became the compositor until December 2011. John has built, written about and had plans printed for eight models.

Before going to University John had sold his Meccano but got back into the hobby in 1986 building up a large collection, some of which was made up into sets for sale. Many parts were refurbished to a very high standard. Many of his models were scale models of prototypes found in the world of engineering. He was a prize winner in the ISM's International Modelling Competition of 1995 with a model of Captain Cook's ship "*Endeavour*", now lodged in Wellington's Museum of City and Sea. John contributed to many international Meccano journals including CQ and IM. He was a member of the ISM Committee from 1999 till 2008. (Ed. Much of this information has been taken from IM No. 31, "Meet the Meccanoman: John Ince" written by Adrian Williams).



John and his Iron Duke Loco at the 2001 Convention. John wrote up the loco as Model Plans 133 in June 2001.



Les Megget & Bruce Geange

MWT Meccano Club Model tour June 13 2015

Model Challenge: Participants were:

Robin Rye: Loader/excavator.
Peter Winter: Benefit for mankind auto watch winder, **Richard Feltham:** Mobile Meccanomans assistant, **Ross Quayle:** Scissor lift, **Bruce Geange:** Tractor, **Tom Pittams:** Car. Robin Rye was declared the winner.

Richard Feltham: A recent Trade Me purchase saw a considerable amount of older Meccano arrive. A start has been made on bogie construction for an 0 gauge railway wagon.

Geoff Chowels: Has been busy on a road grader model in yellow. The tyres he is using were found on Ebay UK. Also found on Ebay were small 3/6 volt geared motors with a 3 mm shaft for the various control mechanisms.

Hugh Ramage: After making his Volkswagen Beetle he has produced a Citroën CV2 with the correct suspension. 7.2 million CV2s were built over a 40 year period. Hugh has been experimenting with a constant torque spring to incorporate into a clock model. His Te Papa ball roller was on display with a commentary on its problems and features. **Chris Morton** looked after it at Te Papa in Hugh's absence.

Paul Vodanovich: A Meccano like brand called *Nuts And Bolts* with 10 mm spacing and 4 mm hardware made a nice nickel track mounted crane. His Hornby super elevated track sections have benefited from a clean up. Paul had 2 stacks of early and later Meccano strips demonstrating the change in thickness. The 12 later strips were only half the height of the earlier 12.

Robin Rye: A recent Meccano purchase found the greater part of a pre-war 6 set in gold and cross-hatch blue in the accumulation. Gold sets were not sold in NZ so this must have come in privately. Also shown were the *Constructor Quarterly* reproduction pre-war cardboard parts for the 000 set.

Peter Winter: During a recent visit to Canada Peter purchased a reproduction Geared Roller Bearing for \$130 Canadian. He detailed his adventures with the GRB on the ship. A separate article in its own right! Details of the maker are available if wanted.

John Freer: Displayed his prize winning at Te Papa grader model demonstrating all its many



functions. The shuttle and powershift transmission took him a lot of time to perfect. His aim is to improve on the mounting of the ashtray tires.

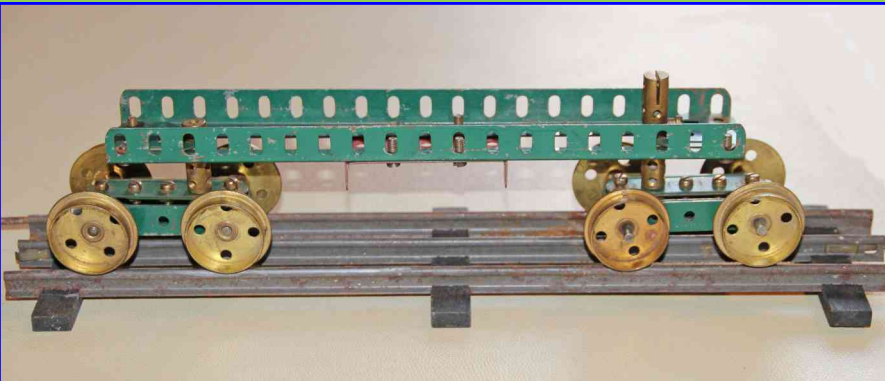
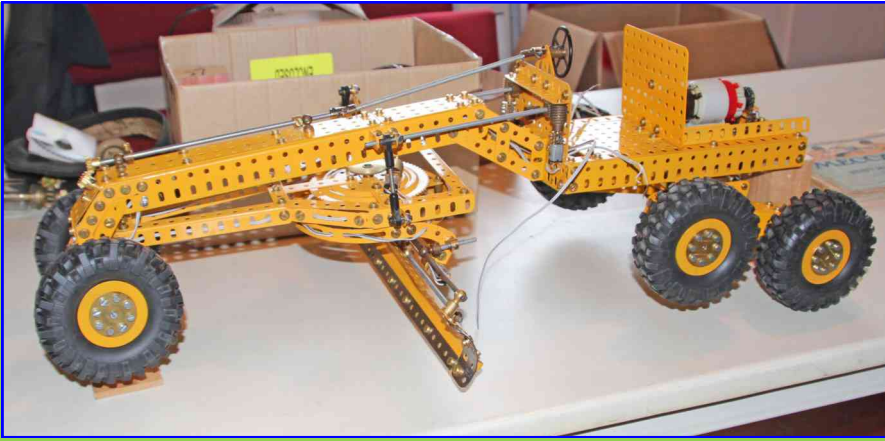
Bryan Jones: Reassembled his Te Papa elevator model for the club meeting. The accumulation of 30 years of thinking went into making such a model!

Ross Quayle: Had also spent 30 years thinking about a model and when he finally made it, it took only 60 minutes....a Maori Tiki. He also displayed a windmill model from the recent *Special Edition* set.

Wayne Blakely: Showed two 20-Model sets but these were produced 10 years apart.

Bruce Geange: Had a nice restoration of a *Fun Ho* model Jeep. He has revamped his *Fordson* tractor model that previously had a magic motor fitted. Also he had made a Land Rover model from the March 2015 *Constructor Quarterly* magazine.





March 15th 2015

Model Tour

Bryan Jones: Presented the basis electronic module for his Te Papa model of a building module for his Te Papa model of a building elevator lift and part of the lift itself. He also had for display and sale 2 display cards of *Ezy-Bilt* parts that are in the most part copies of Meccano. Bryan's grandfather was a dealer of Meccano in Ashburton and these cards were from his shop.

Robin Rye: Had completed the NZFMM Federation Plan 3, the Single Cable Suspension Grab. The main continuing problem is getting the centre carriage to drop reliably.

Bob Prescott: Was lucky to purchase at half price some Meccano sets at a shop closing sale including the current Evolution Quad Bike that he had made and had on display.

Tom Pittams: Displayed the current Evolution Quad Bike as well as a 2 wheel bike and a small Turbo car with the small Evolution Skid Steer Loader. All very pleasing.

Geoff Chowles:

Has returned to the Meccano hobby and has been buying on Trade Me and Ebay. He produced his first 2 efforts at modelling for many years. First was model 5/11 Traction Engine with a wagon added and 7/10 Swing (pivoting) Bridge with modifications. Both models were from the later 1960s era.

Paul Vodanovich: Was struggling with the reeving of his Railway Breakdown Crane, a 10 set model from 1934. The model is for Te Papa display. Paul also produced a book of Wanganui bridges supporting Geoff's bridge model and some pre-war Hornby 0 gauge train track with the super elevation feature of the sleepers.

Wayne Blakely: Demonstrated a flicking mechanism he is working on for inclusion in a fairground ride such as an octopus.

Hugh Ramage: Continued the development of his French Knitter model. Modifications included a different spool for catching the finished braid and the use of a "polyester back closing" thread.

George Clive Ovenden

29th October 1927 – 24 May 2015



It is my sad duty to record the death of George Ovenden. George died on the 24th of May in his 88th year after a short illness. I have known him for almost 40 years, we first met in 1976 when he became a member of the Auckland Meccano Association as it was then known.

George was a quiet unassuming Englishman who was devoted to our hobby. His models were well constructed and always of interest to our members.

In 1979 it was decided to change over from monthly to quarterly meetings which were to be held in members' homes. George was the first to offer his home in Britten Avenue, Mt. Roskill as a meeting venue. Thus the first of these meetings was held on Wednesday 20th June, 1979. Later when the family moved over to Richards Avenue, Milford the meetings continued, only ceasing in 2003 when George and Joan moved into the Knightsbridge Retirement Village where space was too limited for them to continue.

More recently George was unable to participate fully in our Guild's activities due to suffering from several strokes which impaired his mobility, however, his enthusiasm for Meccano modelling did not diminish, although now on a less ambitious scale. George was also a keen refurbisher of old

parts and, taking advantage of Joan's absence from the home on one occasion, he used the kitchen stove to dry the enamel after a spray-painting session. Joan of course found out, her reaction has not been recorded!

Elizabeth and I also came to know George and Joan on a social basis frequently meeting for lunch and often travelling together to Meccano functions held out of Auckland. We were always on the lookout for Meccano bargains in 2nd hand shops on the way. We also managed a 10 day jaunt to the Sunshine Coast a few years ago.

We will all miss George's quiet humour and unflappable manner and his boundless enthusiasm for all things Meccano.

Finally, on behalf of all members of the Auckland Meccano Guild, I extend sincere condolences to Joan and her family.

David Wall

President, Auckland Meccano Guild



George and his Salvage Crane at the April 2001 Convention in Upper Hutt.

Christchurch Meccano Club
(Est. 1929)

August 2015 Quarterly Report

The three club meetings held this quarter have all been very well attended by club members.

At each meeting the model displays have been excellent.

At the recent CMC AGM held 03 July 2015 the 3 current members of the Executive were all re-elected, unopposed.

Neil Pluck continues as President. **Roland Jaspers** continues as Secretary and **Donald McKenzie** continues as Treasurer.

President Pluck gave his State of the Club presentation and Treasurer McKenzie presented the Club's financial statement. Both presentations were warmly received by the Club members present.

At the recent August Club meeting **John Stark** and **David Couch**, and their respective wives drove down to Christchurch from Nelson to attend

the meeting.

John brought a very fine clock model with him and David had his Rubik's cube puzzle solver in action. David gave a very interesting talk on the workings of the recent 2015 Skegness Meccano Show, where incidentally, his Rubik's Cube solver placed very highly (5th) in the model display competition.

As most folks are aware the CMC will be hosting the NZFMM Convention in 2017, currently the CMC Exhibition Committee are in negotiation with the management a significant exhibition venue, more details to follow once details are finalized. More photos are on page 6.

David Lang's Shearer's Cottage



New Set News from Stan Baker

We hear from our Meccano friends in the UK and France that stocks of the small *Meccanoid* are beginning to trickle into shops there in limited quantities. It is good to hear from the NZ Meccano distributors that we are not far behind.

They advise that NZ stocks are still as per the latest schedule advised in June, with most products including the *Meccanoids* due within a month and the new Helicopter and Tower Crane still expected in November. Several of the smaller sets are already available and have been sent out to shops. The F1 Racing car is still expected in 2016

Over a dozen NZFMM enthusiasts in NZ and Australia took up the special offer for the new sets with a total of 29 sets ordered, the most popular being the *Meccanoids* of course. New "almost final" demonstration models of both *Meccanoids* have arrived in NZ and there has been quite a number of mainly superficial changes, since Easter, all good. The small *Meccanoid* now has orange joints and the large *Meccanoid* yellow joints instead of white in both cases. The model has been tidied up a lot with all wiring now hidden and the control box has a bright modern look. All in all they look a lot more appealing. The software (still pre production) in the new demonstration models gives a lot smoother movements particularly

from that stored in learning mode. Although the same servos are used they appear to have more power with the smoother movement. The first "production" release of software is scheduled to be available for download free from the Meccano global website in Mid-August so keep a look out for it.

Other good news is Meccano's stated intention move back into "spare parts", albeit in a limited way for the new products. They are talking of boxed accessory outfits that will be available in the first half of next year. The first of these will be additional servos, control units, sensors, LED displays etc. Later there may be others including the new plastic parts and possibly a set to convert the small *Meccanoid* to the large G15 KS sized one. The availability of the servos particularly is very good news as I have been unable to locate any equivalent of these on sale globally that have the extra connection needed for learning mode.

Since the Easter Convention Meccano have announced a new range of "Thunderbird" licensed models. These are quite detailed with a large number of pieces and will retail in the hundreds of dollars price bracket. One of these will be released overseas before Christmas with the remainder available first or second quarter of 2016 probably. NZ is unlikely to receive stocks until the complete range is available and they can be launched as a full set.



Meeting Report

Date:
1st May
2015, 8pm

Reporter: Max George

Meeting:

Held at Somerset Retirement Centre in Paraparaumu, hosted by Lou Nichols.

Present: Bob Prescott, Campbell Morrison, Lou Nichols, Max George, Niki Donaldson, Stan Baker.

Apologies: Brian Petersen, Laurie Webb, Reg Barlow.

Welcome: To Niki Donaldson who is keen on Meccano building and has bought Meccano off Trade-me and would eventually like to build a large Eiffel Tower.

Models:

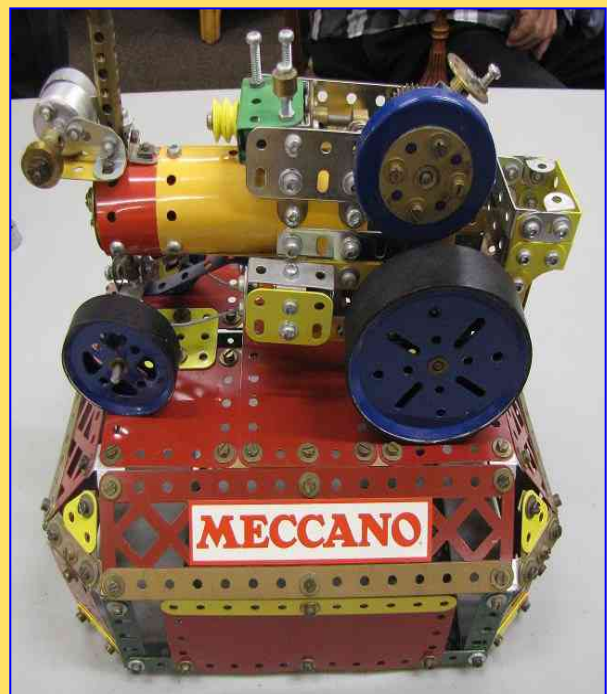


Bob Prescott displayed very realistic Landrover from the *CQ* Magazine.

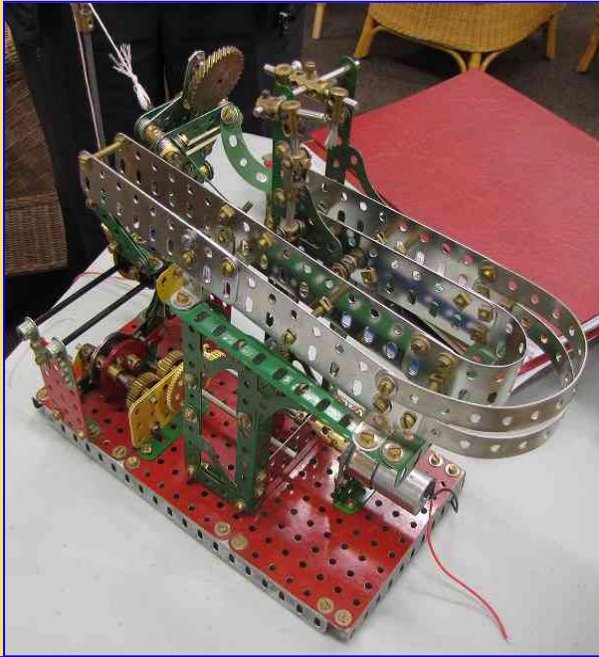
Niki Donaldson explained about the London Tower Bridge she is constructing from the set 7.1 instructions.



Max George brought along a digger from the 15 Multi Model set. He already had an almost complete set but managed to buy a ½ built model at an op-shop and so completed the model. It makes use of a couple of Bowden cables for controlling the digger.



Lou Nichols brought along a small traction engine that ran very smoothly. He is constructing a rotating stand for it but at this stage only has the static stand shown.



Stan Baker explained about his Percy the Ping Pong Ball porter (left) where Percy man catches a ping pong ball and lifts it up to a higher level before the ball rolls down to be picked up again. It is still in construction.

Convention 2015:

There has been plenty of praise and complements for hosting the Te Papa exhibition.

Elephanta costs all up is over \$10,000 as they supplied all the prizes, the small models for the children to build, the cost of hiring the tables etc. David Couch has offered *Elephanta* help for photos of the models.

Harrison's Clock:

I was sent this article (below) which would be interesting to those who build clocks.

Pendulum swings Clockmaker vindicated after 250 years

One of Guinness World Records' more unusual awards was presented at the National Maritime Museum in London last Saturday. After a 100-day trial, the timepiece known as Clock B - which had been sealed in a clear plastic box to prevent tampering - was officially declared, by Guinness, to be the world's "most accurate mechanical clock with a pendulum swinging in free air".

It was an intriguing enough award. But what is really astonishing is that the clock was designed more than 250 years ago by a man who was derided at the time for "an incoherence and absurdity that was little short of the symptoms of insanity", and whose plans for the clock lay ignored for two centuries.

The derision was poured on John Harrison, the British clockmaker whose marine chronometers had revolutionised seafaring in the 18th century (and who was the subject of *Longitude* by Dava Sobel). His subsequent claim - that he would go on to make a pendulum timepiece that was accurate to within a second over a 100-day period - triggered widespread ridicule. The task was simply impossible, it was declared.

But now the last laugh lies with Harrison. At a conference, *Harrison Decoded: Towards a Perfect Pendulum Clock*, held at Greenwich, observatory scientists revealed that a clock that had been built to the clockmaker's exact specifications had run for 100 days during official tests and had lost only five-eighths of a second in that period.

"It is a quite extraordinary achievement and a complete vindication of Harrison, who suffered

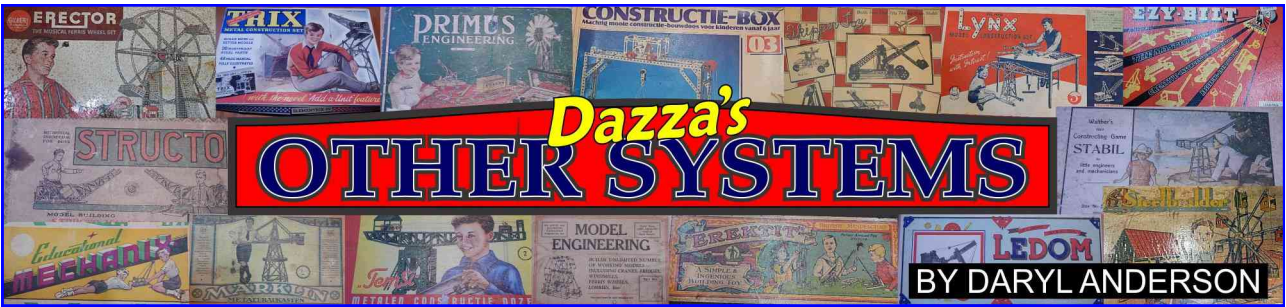


ridicule over his claim to be able to achieve such accuracy," said Rory McEvoy, curator of horology at the Royal Museums Greenwich. "This is a wonderful device."

Harrison was a self-educated carpenter and clockmaker who achieved considerable fame in the mid-18th century for the marine chronometers that he designed to solve the problem that sailors then faced in determining their longitude while at sea. Pinpointing where they lay on the notional lines that run vertically on a map proved extremely

difficult for navigators. However, Harrison - in response to a government challenge - developed watches that turned out to be remarkably precise and allowed navigators to determine their position accurately. This was done by measuring local time and then comparing it with the time at Greenwich (which was provided by the chronometer).

But his ideas for a super-accurate pendulum clock were forgotten until the 1970s, when interest in the clockmaker reawakened. **Robin McKie**
Photo: National Maritime Museum



Welcome to the first "Dazza's Other Systems" page. Success in business encourages competitors and Meccano is no exception. There are at least 500 different metal construction systems known worldwide, and that was before the internet! Some are a direct Meccano copy while others are quite different. It is these parts' differences I've always found fascinating and wondered why the manufacturer came up with that shape. While I'm no expert and have not

few different parts. Consisting of steel rods 1/8" diameter, 1" long increasing in 1/2" increments to 6" then 7", 8" and 12" being the longest; also couplings, collars, pulleys and wheels. The thread is 1/8" Whitworth and without fixed hole spacing of a perforated strip the parts can be connected in an infinite way. The couplings have 1/2" spaced holes.

I have a copy of the NZ patent no 90977 granted June 1945 to a Frederick Coates, 24 Ollivier's Road, Linwood, Christchurch and it seems the sets were sold up to around 1950.



The literature states 'OO' 'O' and '1' sets are available with '0' and '1' outfits illustrated here. The sets in my possession seem to have the same parts, with increased quantities in the larger sets. Note the red wheel centres and brass 8 hole bush wheel in outfit '1' while in '0' the wheels are all tinfoil and the red bush wheel has 12 holes. With loose parts in this type of set we can never guarantee what set they came from or if genuine.

There is also a manual showing rudimentary models and in true Meccano style there is no way the set label model can be made with the box contents!

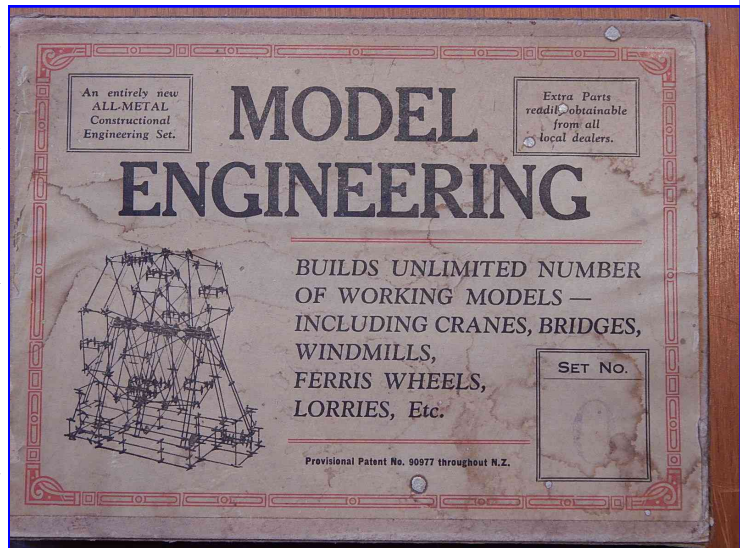
done a lot of research as yet, as retirement approaches I hope there will be more time for this, also to build more OS models from the many duplicate sets in the collection.

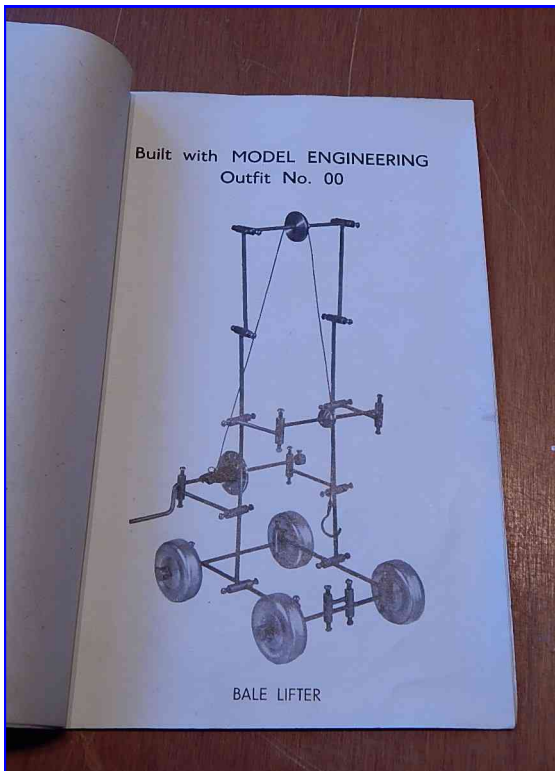
In pencil on box underside are prices, 37/6 (\$3.75) for the 'O' outfit and 57/6 (\$5.75) for the '1' outfit

I hope readers find this interesting.

I do hope the photos are useful to sort out parts in your collections. We all have odd parts that show up and we don't know what they are. Often these parts are discarded, as they are seen of little value and not worth keeping. Years ago I was guilty of discarding unknowns too. I will photograph sets believed to be original. The late **Lindsay Bond** and **Don Blakeborough** have sadly taken this knowledge with them, but I was fortunate enough to purchase both their OS collections to add to my own.

We start this new series with a local system, MODEL ENGINEERING, this is a very simple metal construction system with only a





at peak time, which now goes on nearly all day in Auckland!

We quickly set up our models before the first junior class arrived for their 20 minute look. The children got older as the day went on, till the senior class came through about 2:30pm. We were given a nice lunch and each of us received a letter of thanks from the Headmaster a couple of weeks later.

AMG Visit to Fucino School

by Les Megget

The AMG was again invited to the Fucino School in Mt Eden for our 2-yearly visit to display a few models to the students and their teachers. This year our visit was on Wednesday 10 June, the week after our 3 – day display at Model-X in Henderson.

Displaying models were **David & Elizabeth Wall, David Barnard, Peter Hancock and myself**. We all arrived at about 8:30am, each of us taking about 1.25 hours to travel there



New Zealand Club Diary 2015

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 7 November** at Les & Shirley Megget's, 231 Opaheke Road, Papakura starting at 2pm. **NOTE that this is a week earlier than normal.**

MWT Meccano Club

Chairman: Chris Morton
Secretary/Treasurer: Robin Rye

Meetings at 2pm. Next meeting: **Saturday 14 October** at St. Luke's Church Hall, Corner Cornfoot and Manuka Streets, Wanganui.

Wellington Meccano Club

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

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

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

Meeting at 7:30pm on first Friday every second month. Next meeting: **Friday 4th September** at Campbell Morrison's, 84 Blue Mountain Rd., Silverstream.

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: 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 2015 issue of NZFMM Magazine should be sent to Les Megget before the 10th November 2015.

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

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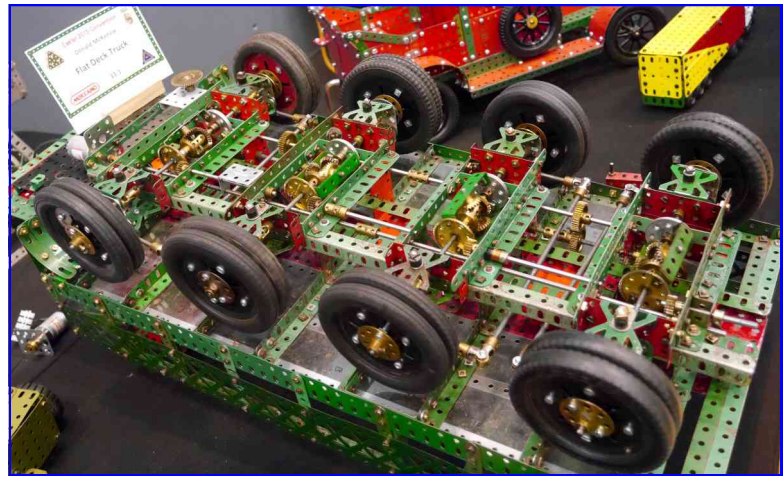
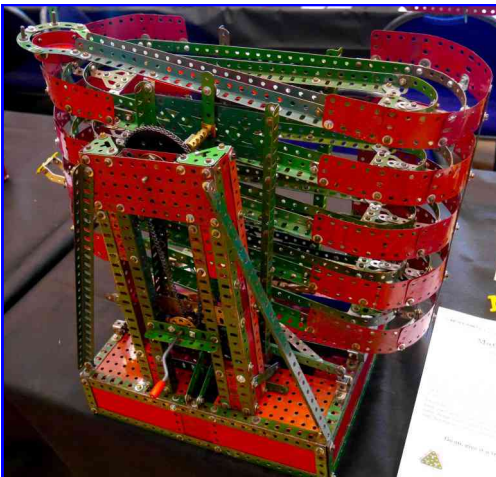
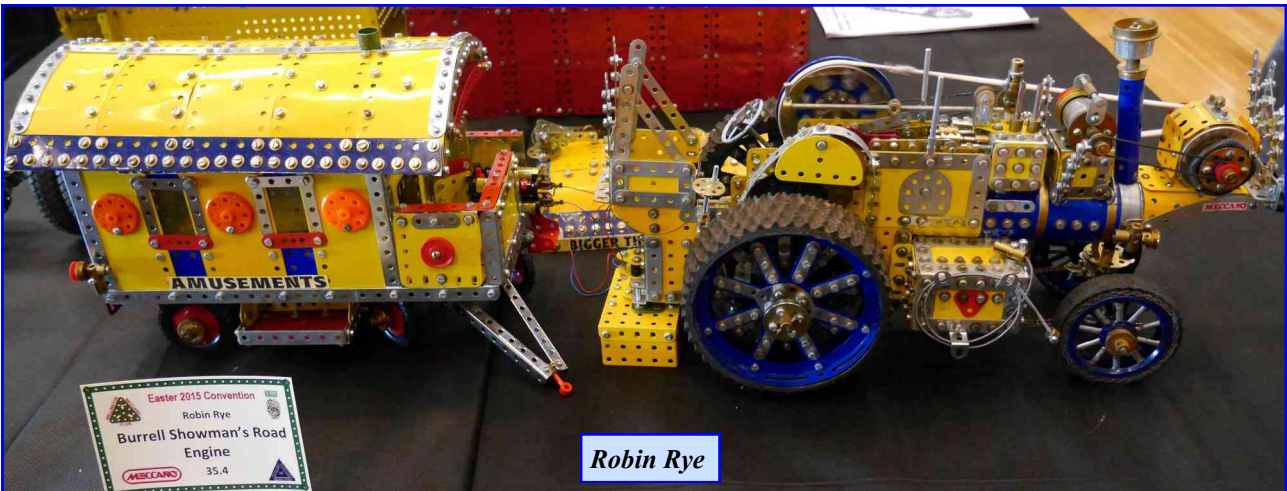
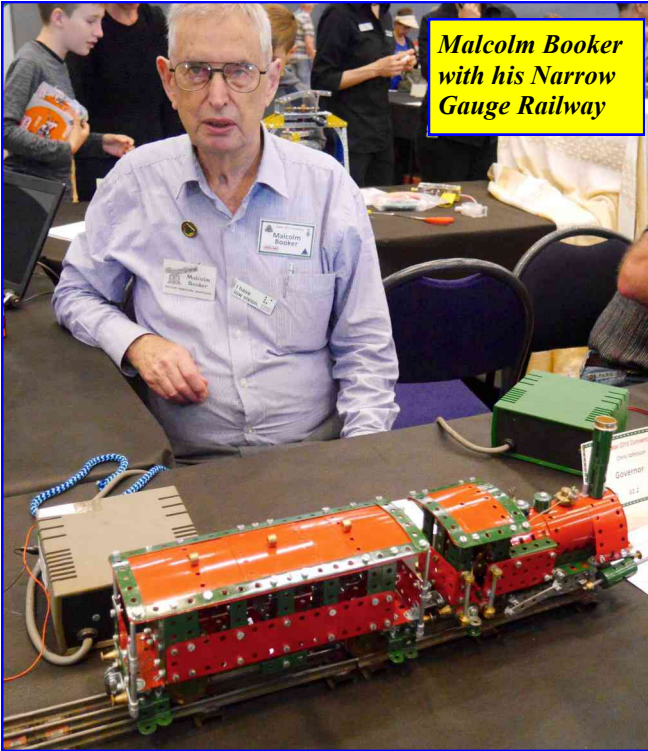
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A few more models displayed at the Te Papa Convention



Richard Feltham's Ball Run

Flat Deck Truck (underside) by Donald McKenzie