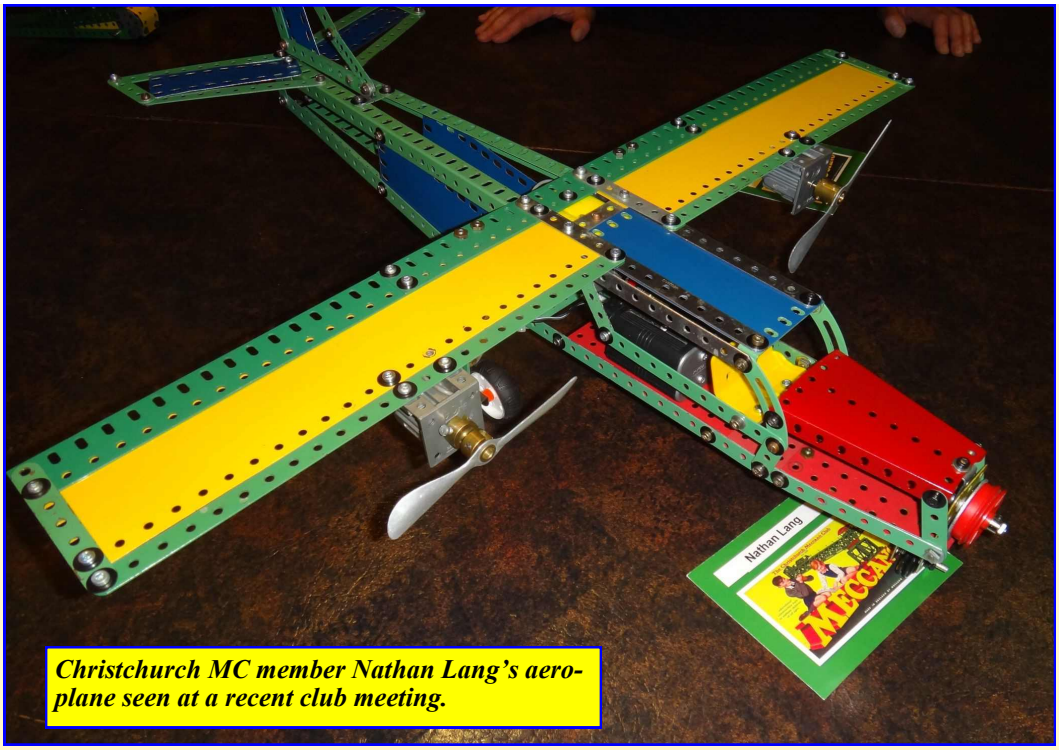
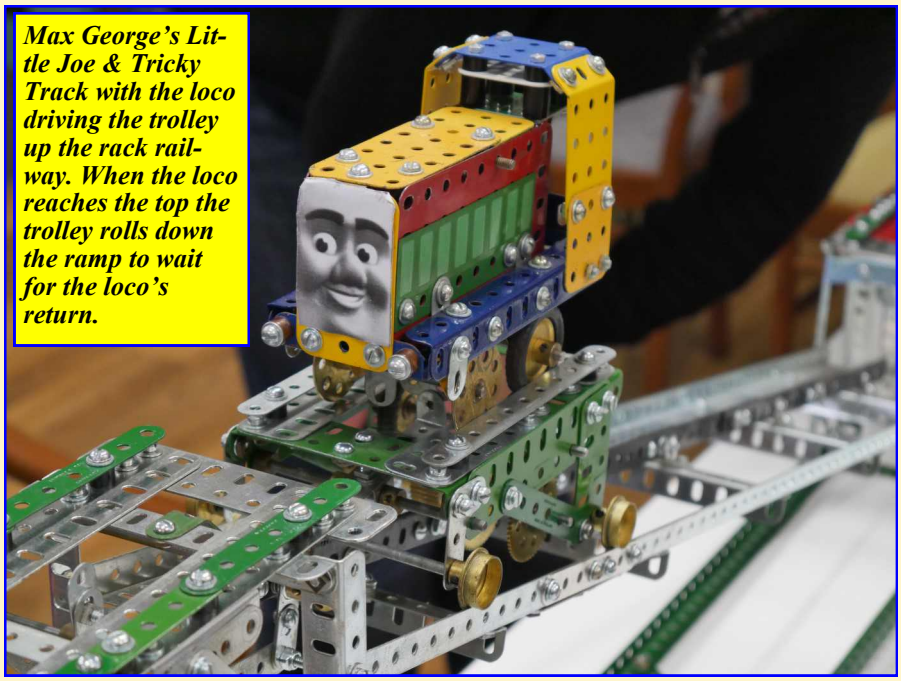
NZFMM MAGAZINE

Volume 42, No. 3 August 2018



Christchurch MC member Nathan Lang's aeroplane seen at a recent club meeting.



Max George's Little Joe & Tricky Track with the loco driving the trolley up the rack railway. When the loco reaches the top the trolley rolls down the ramp to wait for the loco's return.

Also in this issue:

Published by The New Zealand Federation of Meccano Modellers

Volume 42, No. 3
NZ Federation of Meccano Modellers Magazine

Editor: Les Megget
231 Opaheke Road, RD4
Papakura 2584
Phone: 09 299 6668
Email: les.megget@gmail.com

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

The NZFMM Magazine is published four times a year in February, May, August and November. The publisher is the NZ Federation of Meccano Modellers. The purpose of the magazine is to publish articles and photographs about Meccano and Meccano models, to report the meetings of New Zealand Meccano Clubs, to print letters expressing the views of Meccano modellers, to keep members informed of future events and to print advertisements of Meccano related things. The views expressed in the magazine are not necessarily those of the editor or of the Federation.

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2018/2019 subscription rates:

Within New Zealand: Hard copy mailed: NZ$42.00; Electronic pdf copy NZ$14.

Overseas: Hard copy mailed: AU$45.00; CAN$47.00; USA$37; GB£28; Euro EU No longer accepted by NZ banks.

Overseas: Electronic pdf: AU$14; CAN$14; USA$11; GB£8; Euro no longer accepted.

New Zealander's paying for overseas subscribers in NZ$: Hard copy only mailed O/seas: NZ$50.

All subscription/delivery enquiries should be directed to Peter Hancock at peter@augustus.co.nz, P O Box 9125, Bell Block, New Plymouth 4351, New Zealand; or telephone +64 (0) 274488366 (NZ local 027 4488366).
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EDITORIAL

In the middle of winter I find it is a good time for Meccano constructing when it is too wet and cold to do anything outdoors. I've been working on my main model for the 2019 Convention, as I hope many of you are. This issue includes details of the Convention from Richard Feltham including a quite detailed programme. As you will read the theme is *Meccano in the Digital Age* and Richard has written an introductory article on Digital Meccano (p16) to help we novices to get slightly up to pace.

SkegEx has come and gone in England and as usual there were a large range of models on display. There was a certain amount of criticism of some of the prizewinning models in that there was too much modified Meccano, used non-Meccano parts prominently and a Model Plan crane was in the top 5. Well I can accept repainted parts in colours to suit the model but the use of copper tubing in abundance appeared over the top. The Shield winning Piccard Racing car was a magnificent model (p28) but you would have to describe it as a model using (modified) Meccano with a lot of non-Meccano included.

How times have changed from two decades ago where pure Meccano was often mandatory. Many of today's models would have been disqualified as they entered the hall. There has been some talk of 2 classes of models, pure Meccano and models with non-Meccano parts. I doubt if that will eventuate.

Now as I complete my second to last NZFMM Magazine I'd like to thank the contributors for this issue. The November issue may be lightly special but I haven't given it much thought as yet.

Best wishes to you all, Les

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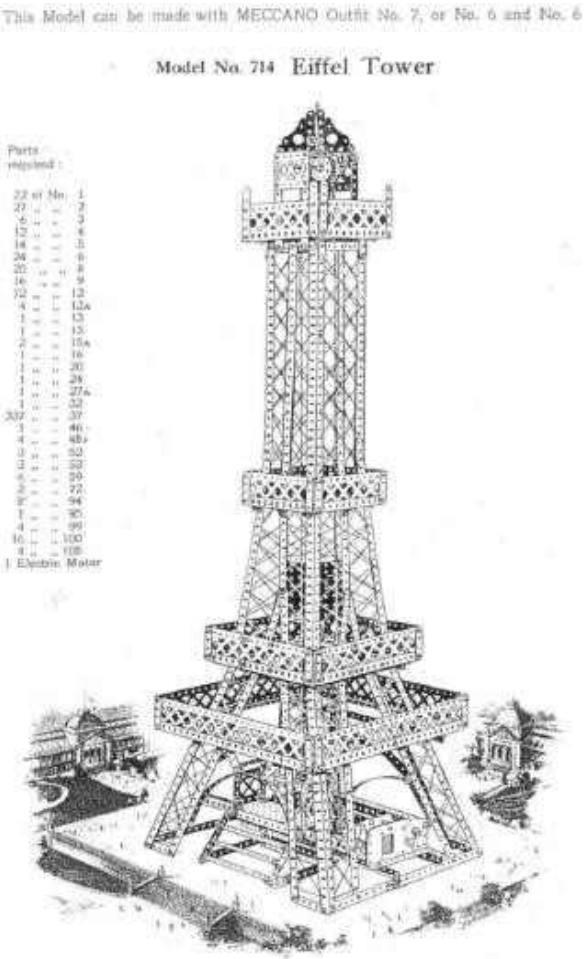
NICKEL MECCANO AND THE EIFFEL TOWER

by David Glenday (Nelson)



Recently I purchased a collection of 1920s Nickel Meccano on *'Trade me'*. It has a very wide selection of parts, with obsolete items such as the *Pointer PN 156* and a variety of gears, couplings and other brass items, and many strips, girders, and flat and flanged plates. Indeed it is remarkable how many parts were included in these early sets, especially when one remembers the delight at having your first Crank, Contrate or Collar when graduating as a young modeller through the red and green 1950/60s numbered sets.

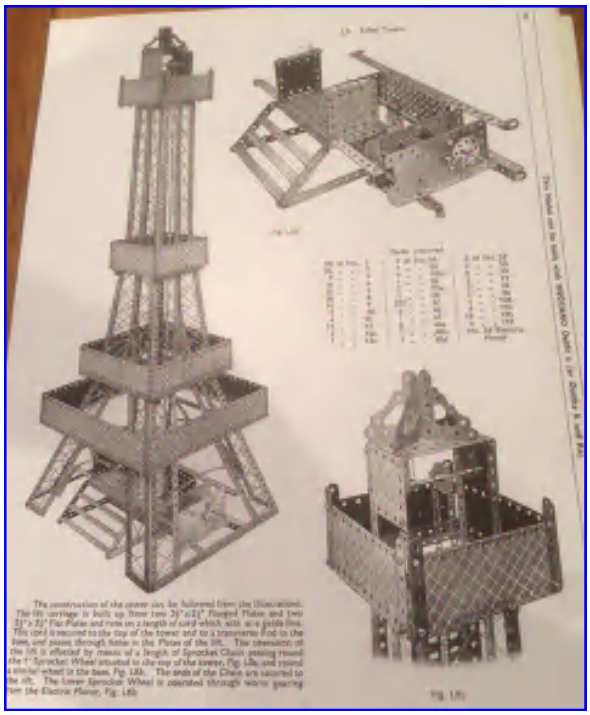
The common denominator in this collection is RUST! As the old adage says - it never sleeps. Whereas the last Nickel I purchased about 25 years ago was in an old suitcase and dry, this collection sat in plastic boxes and rust developed where strips or plates were in contact with each other.

I know nothing of the history of the set - but one can imagine it was expensive in its day, a very lucky young man perhaps owned it, and maybe put aside when he married or left home, went to War, or just moved on in life never to return to his hobby, and stored in the back of a shed?

The challenge then is how to care for the parts or possibly restore them. Other than re-plating the parts, options seem limited. One can use metal polish, or my old method of wiping the strips and girders with Vaseline or light oil and rubbing them with a cloth. This removes the light rust but is not a permanent cure of course, and adds the risk of the oily surface attracting dust and then moisture.
It seems the most satisfying result comes from just using the parts to make a model and just accepting the degradation, and wiping rust from your fingers!

So allied with some further 12.5 inch strips and girders from my existing Nickel stock, I decided to erect a model of the Eiffel Tower. The plans of the day (see illustrations) show a basic structure and using some of the gears and mechanical parts these period sets were endowed with. Today with the benefit of Google we can find many illustrations and photos of the Eiffel Tower, and indeed some of the original plans and measurements. The Meccano strip lengths allow a fairly close approximation so the proportions of my model are quite acceptable to me.

I utilised many of the gears and sprockets to run an old and tired E15 motor under the tower platform with reversing system to power a simple elevator. Even the original cord was used.



My model returns to the Braced Girders as acquired in my purchase, and gaining height:-

Also from David Glenday:

IMITATION - FLATTERY?

Oscar Wilde wrote - *"Imitation is the sincerest form of flattery that mediocrity can pay to greatness."*

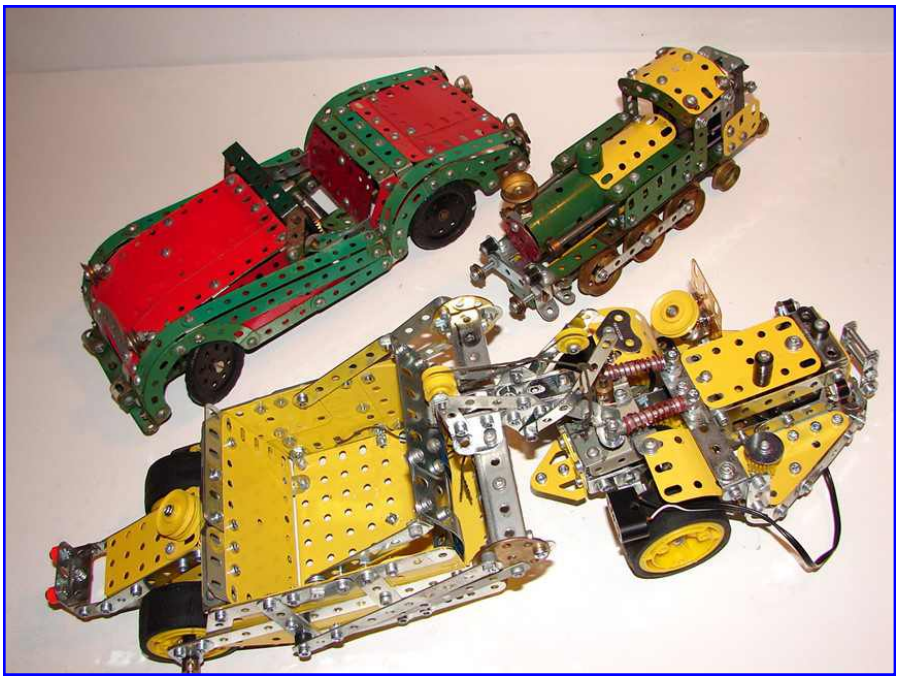
Inspired by the photos in the recent NZFMM magazine I have built a replica of **Bruce Geange's** "Cat" D Series scraper, to add to my other replicas of **Bernard Perrier's** Triumph TR3, and one of **David Wall's** small tank Locomotives.

As young builders we followed the instructions in the manuals, and aspired to buy the parts to move up to the next numbered set and build the models in the advanced manuals. In doing so we learned the correct construction methods and use of parts. Then we became more creative adapting what we had, or designing our own original models based on cranes and vehicles seen in books and around us. An inference developed that originality showed greater skill than copying plans.

Meccano men who contribute to publications do so to demonstrate their designs, but also I believe to inspire others and challenge fellow modellers to attempt to follow their work.

I could never claim to have the skill or originality of the three men mentioned above, and trust they are happy that others do copy their models as best they can. In mitigation I have made modifications such as Magic motors and gear trains in both the Triumph and the Tank engine, rack and pinion steering to the TR (I call mine a TR2), and the CAT D scraper has an MO motor and drive to the wheels.

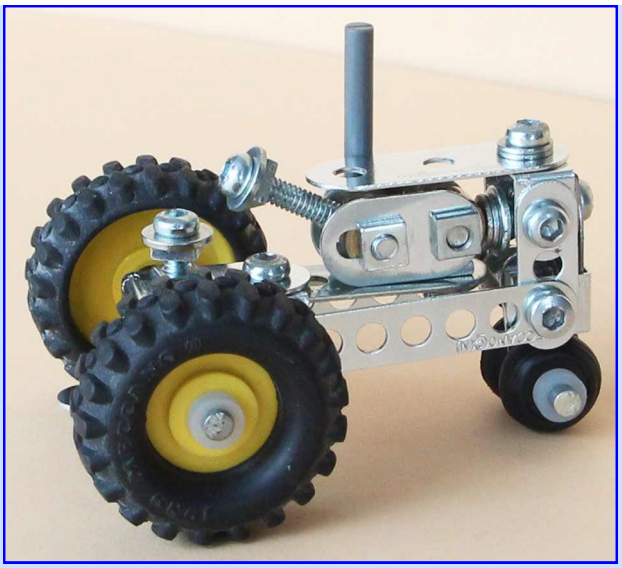
So I therefore plead that my mediocrity is flattering the greatness of those three men and in appreciation of their skill. Thank you!



Meccano Small Tractor

by Bruce Geange (MWT)

This model can be built from the pictures shown. The chassis (Figs. 1 and 2) consists of two $2\frac{1}{2}$" 9-hole Narrow Strips, two 1" 3-hole Narrow Strips joined with a $\frac{1}{2}$" x $\frac{1}{2}$" Narrow Double Bracket The left side has a $\frac{3}{8}$" bolt with two extra Nuts having a 1" 3-hole Narrow Strip in between. Bolt the round hole of a Fish Plate to the slotted hole of an Angle Bracket and fix to the centre hole of a $\frac{1}{2}$" x $\frac{1}{2}$" Narrow Double Bracket with a $1\frac{1}{2}$" Strip for the bonnet and bolt to the radiator sides. The engine (Fig. 3) has two Fishplates spaced by a four hole Collar using a $\frac{3}{8}$" Bolt with a nut. The front hole on the collar has Washer with two small ones bolted at the front. The slotted holes on the fish plates have a Collar in between and a Mini Shock Absorber Arm for the exhaust pipe. Bolt this to a 2" Strip. This attaches to a rear Double bracket with a 1"x $\frac{1}{2}$" Double Bracket. Steering wheel and seat are Washers and Bolts. Axle Rods used are 1" and $2\frac{1}{2}$" with 1" Loose Pulleys and Plastic Spacers held on with Plastic Grips and tyres to suit. Plastic Spacers and Mini Plastic Spacers are fitted each side on the rear axle. Use a $1\frac{1}{2}$" 5-hole Narrow Strip for the drawbar.



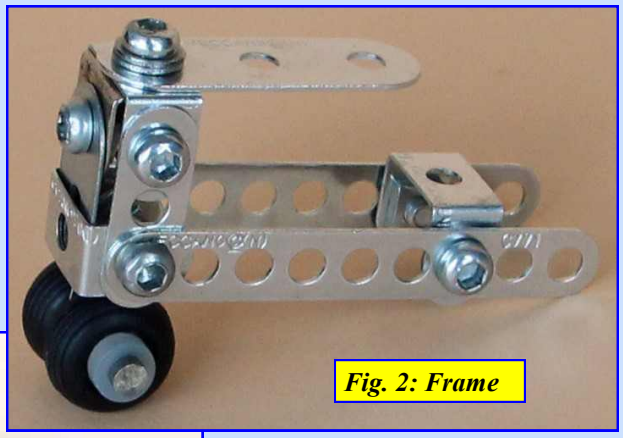


Fig. 2: Frame

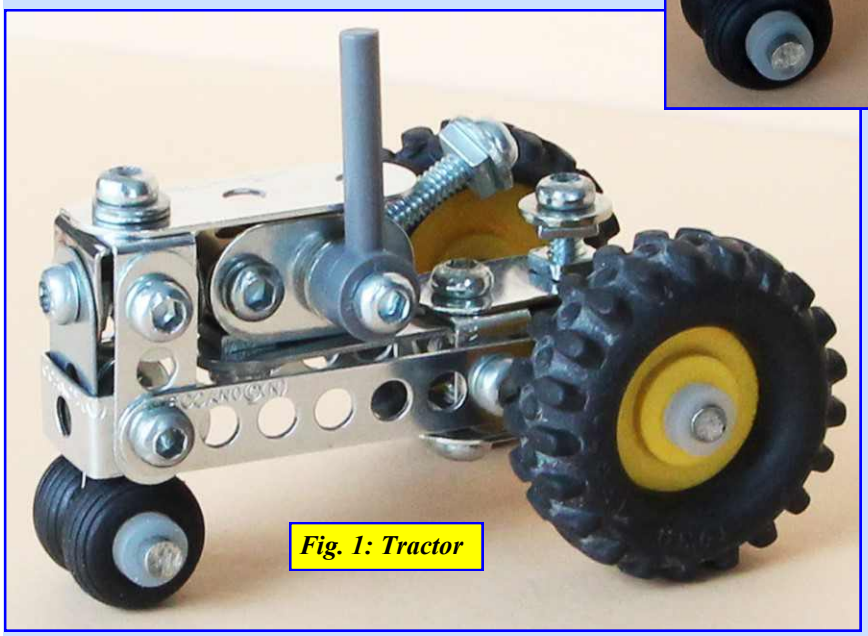
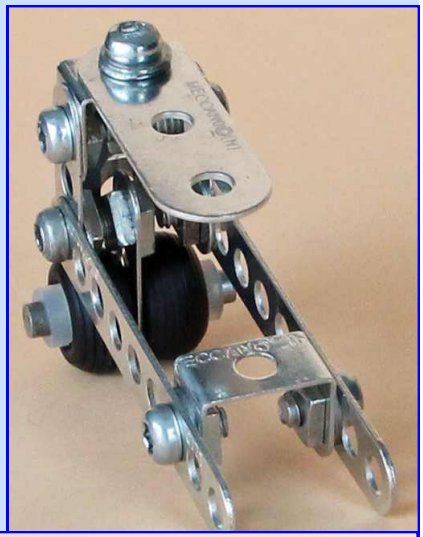


Fig. 1: Tractor



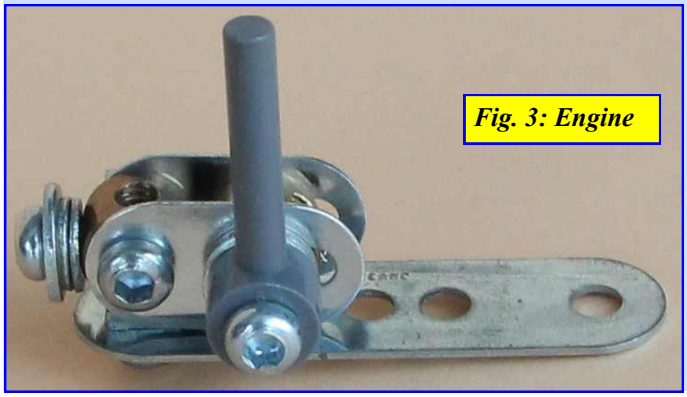


Fig. 3: Engine

Palfinger Knuckle Crane

(The project I almost gave up on)

by Les Megget

This crane is the second attempt to build a knuckle crane, the first was shown at the 2013 Pukekohe Convention, Fig. 1. That crane wasn't a great success even though it placed 3rd equal in the Senior Modellers' voting. The version displayed used pulleys and cord to replicate the hydraulic cylinders but I had forgotten that to get the crane arms to fold up completely the cylinder for the upper arm needed to act in tension for part of its range of motion. This necessitated an extra motor to pull the arm into its final position, a very messy solution. I had tried threaded rods in an earlier attempt but the moments (force x lever arm) are large and small motors couldn't cope and gears slipped teeth; a dismal failure in other words.

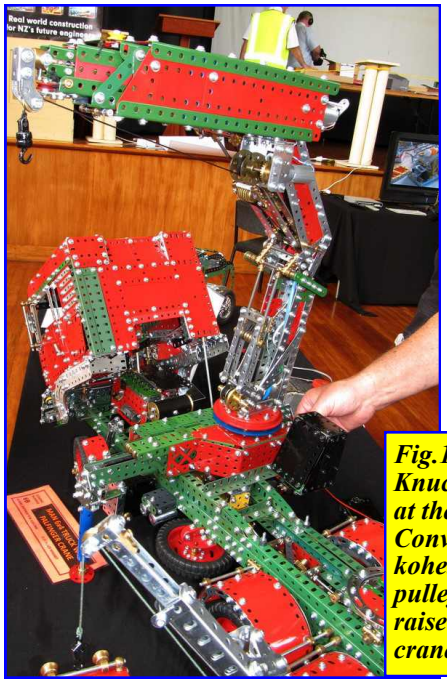


Fig.1: My original Knuckle boom crane at the 2013 NZFMM Convention at Pukekohe. Note use of pulleys and cord to raise the arms of the crane.

I was inspired to have another go after reading Michael Molden's fairground Scania 6x4 truck article with its well constructed Palfinger crane, see CQ120 (June 2018). I already had the truck chassis half built. This was to be firstly a fire engine 18 months ago, then a vintage jib crane (6 months ago) and now this modern truck with a knuckle crane.

My first attempt at the "hydraulic cylinders" was similar to Michael's using 6mm threaded rods with special fittings, which I purchased from Dave Taylor at Skegness 2 years ago. The motors were again not strong enough and not enough length for the required range of movement of the arms. The upper knuckle needs to revolve at least 180 degrees.

Then I read an article in the South African Magazine by Norman Brown where he used the direct gear method to raise the arms on his Calmar grab crane at SkegEx 2017. So I thought "let me try that as a last resort". This involves gears directly bolted to the moving arm, suitably geared down to a rate of about 1 rev per minute.

Fig. 2 shows the lower knuckle mechanism where the 12V 150 rpm heavy duty motor (JayCar) drives a worm (in a large axle Socket Coupling), driving a $^{3}/_{4}$" long 19t Pinion which meshes with two 57t gears. These gears are both in short Socket Couplings, the other sockets each holding a 15t Pinion which mesh with 60t Gears attached directly to the second crane arm.

The upper knuckle is very similar (Fig. 3) except the final gear reduction is 25t and 60t gears at 1" by $^{1}/_{2}$" transverse spacing. Due to the thrusts developed by the worms a layshaft was positioned behind each horizontal shaft with a 19t Pinion meshing on the Worm to try and persuade the driven 19t long Pinion not to skip teeth even when using silver steel rods which are stiffer than Meccano ones.

With this gearing method all axle bearings and gear fixings need to be well designed so that the gears and shafts won't move laterally by *not* relying on the friction obtained by grub screws. You can see I have used Collars and short hollow large axles to hold the gears in place, hopefully. The weakest link is always the thing to move first and in this case it was the Socket Coupling on the motor shafts which would slide up or down under duress and that meant another bearing at the top of the arm to fully hold the motor shaft both longitudinally and transversely.
In one instant the motor's SC moved up a short distance (~1mm) and began eating away at the long Pinion's teeth before I put a stop to that behaviour!

Fig.2: Lower knuckle joint motor and mechanism to raise the 2nd arm.

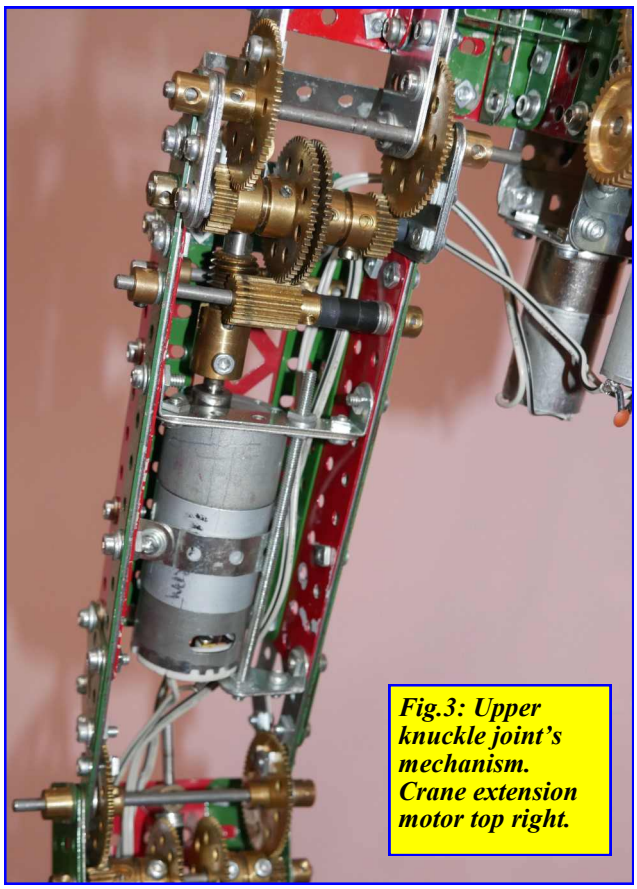


Fig.3: Upper knuckle joint's mechanism. Crane extension motor top right.

brass (with 2 gears acting), so I'm pretty confident that I won't start shearing teeth off.

The 3-stage telescopic crane is the top arm and is extended by a third motor (6V) driving a 6mm threaded rod up the centre of the second section. The third section is forced out by a cord going from the lower end of section 1, around a Coupling (roller) at the top of the second section and attached to the inner end of the third section.

Fig.4: Crane fully luffed. Crane's 3-stage outer boom not extended.

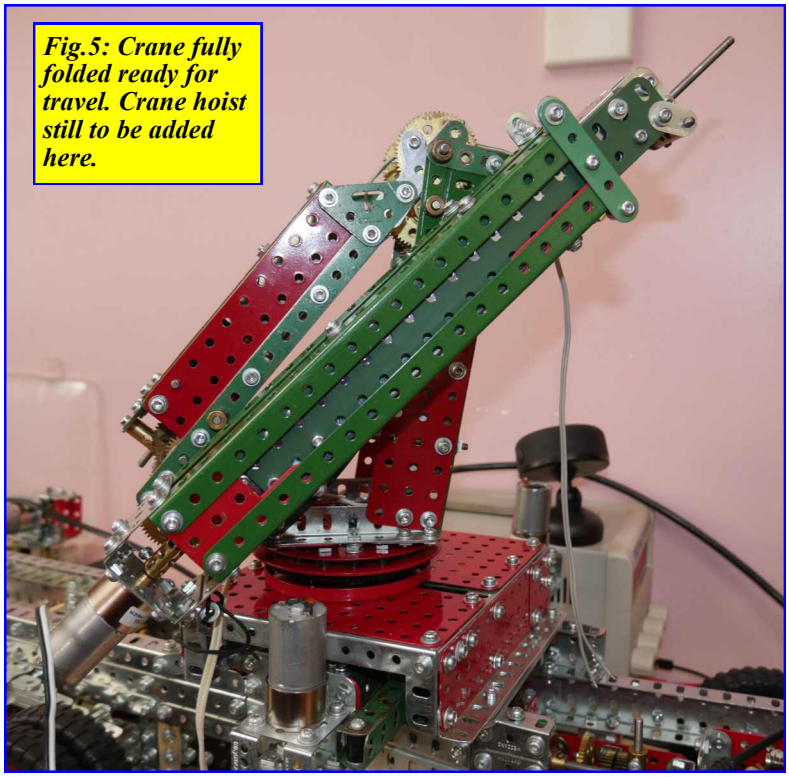


Fig.5: Crane fully folded ready for travel. Crane hoist still to be added here.

The ball bearing at the crane's base is a small version (Fig. 5) of the Bert Love classic and slewing is accomplished by yet another 12V motor in the plinth under the crane driving a 19t Pinion which drives the inner teeth of a Gear Ring attached to the upper bearing circular plate (Fig. 6).

The crane hook is driven via a 6V motor and hoist on the underside of the upper crane arm (Figs. 3 & 4).

These mechanisms depend on the strength of the Meccano teeth alone and it will be interesting to see whether they will survive several day's use. I did some rough calculations on the shear stress at the root of a gear tooth when the crane arms are horizontal (the critical position) with an unloaded hook. The stress was about half the yield stress of

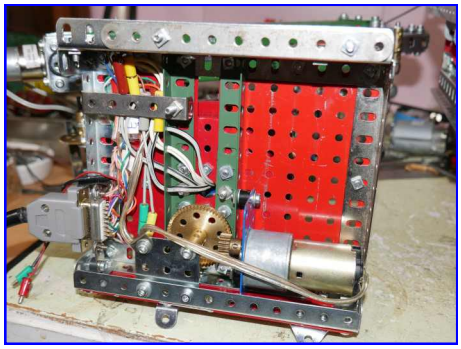


Fig.6: Slewing motor in the crane's plinth.

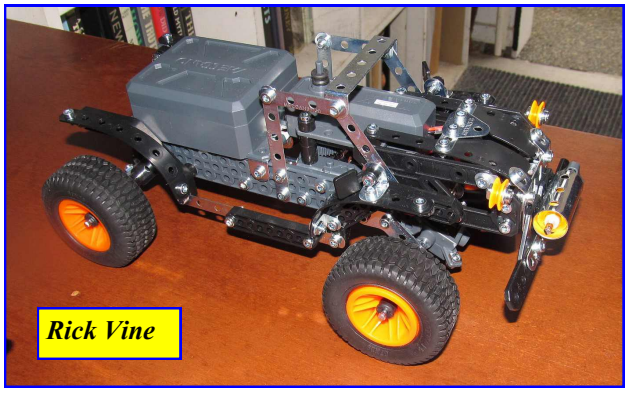
Auckland Meccano Guild Meeting

12th May 2018

Reporter & Photos: Gary Higgins

The May 2018 meeting of the Auckland Meccano Guild took place at the home of **Elizabeth and David Wall** in Orewa.

Rick Vine had a micro-model engine originally made by Matthew Shaw in NMMG Jan 17. He also had some realistic *Bayko* dodgems (Les Pook 2009) a motorcycle from the 5 model set of 2017-18, a 4x4 off road vehicle from one of the newer 25 model sets and a bump-and-go car. This required too much torque to work well and it did not work as well as the second version which Rick made.



Rick Vine

Gary Higgins had one of the new *Spinmaster* models, a Huayra Roadster made up out of the new so called "flexible" Meccano, which proved to be not as flexible as first made out when part of a mudguard snapped in half during assembly. He also had one of the new but small *John Deere* tractors, these are way too expensive at $75 each but the new rubber tracks are very nice and it looks good. The best model was one of the new roadster cabriolet sets which look realistic, make five different models and have a pull-back motor which works well. They are the best value by far at NZ$36 or so.

Henry Porter had made up a model of the *Argossy Triplane* as pictured in the Meccano Supermodels book but Henry was cunning as usual and had used aero parts to create the model. It looked very realistic.

Henry's Argossy Triplane

Henry had built up a model showing how the drive bogies for the *Mount Pilatus* railway work, this is said to be the steepest railway in the world. The drive mechanism uses double-sided rack and pinion bogies for the carriage.

He also had made up a working outboard motor from Meccano, I guess he will make the boat up to go with it later and a small car which I would hazard a guess at being a *Citroen 2CV*. If I am wrong Henry will no doubt let me know!

Andrew Cathie had a rather nice block-setting crane in dark blue. When questioned about the source of the blue parts he admitted to painting them to match, it certainly fooled me.

The model is similar to that being proposed as a part-work model, however Andrew's model is based on a scaled down version of the Supermodel as produced by Meccano Ltd. Andrew's model was driven by an authentic blue electric motor from the 1930s and used a modern replica GRB.

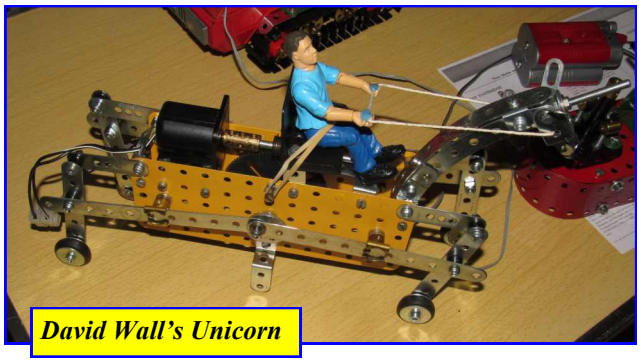
There were lots of discussions about Andrew's model and the proposed part-work crane. I suspect it could be built with real Meccano for a lot less than the price of the accumulated part-works.

A portion of Andrew's Giant Block-setting crane.

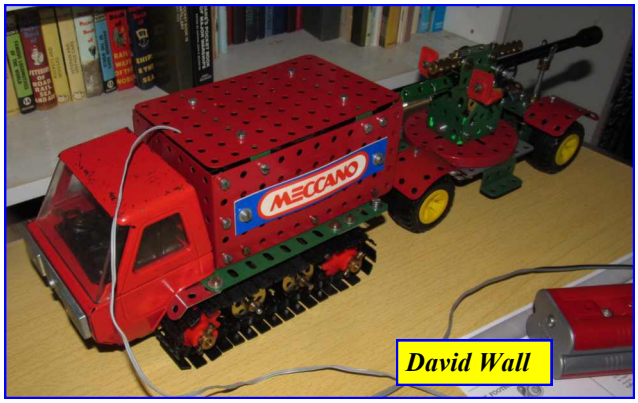
Anthony Caldwell had made up a helicopter using parts from the Century Crane set as well as a tip truck with the tipping action operated via a Bowden cable.

Les Megget is currently working on another Les Megga-chassis the time machine *DeLorean*. This is also available as a non-Meccano part-work but apart from being very expensive it has no motor or gearbox, both of which can be built into a Meccano model by Les at far less cost that the expensive $2,500 for the part-work version. *See May 18 Mag.*

David Wall had once again demonstrated his unique building skills with Meccano by creating a man riding a unicorn, very much an action figure, What inspired this David? As well as a beautifully modelled gun tractor, using a cab from the Multikit sets and a 88mm gun towed behind. Both looked very realistic and the tractor was motorized (of course) via a chain drive to the track sprockets. What about the steering David!



David Wall's Unicorn



David Wall

David also created a very modern version of the floating crane from a No. 2 set 2.3. Some of these smaller sets can be made up into very realistic models with modern parts.

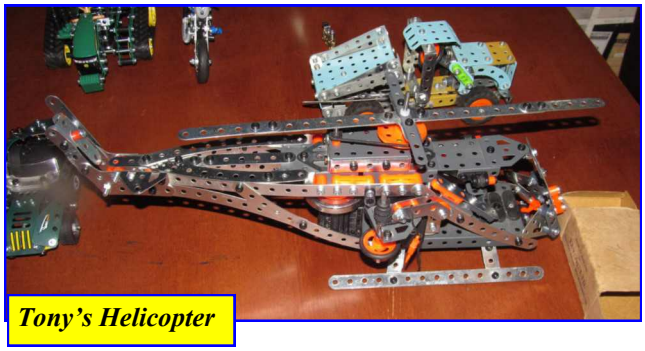
David Barnard arrived with a guest, **Oliver Shi**.

Mike Stuart also attended, as did **Graeme Mills, Neil Carey and William Irwin** who brought along a selection of various club magazines and a video of an overseas model display.

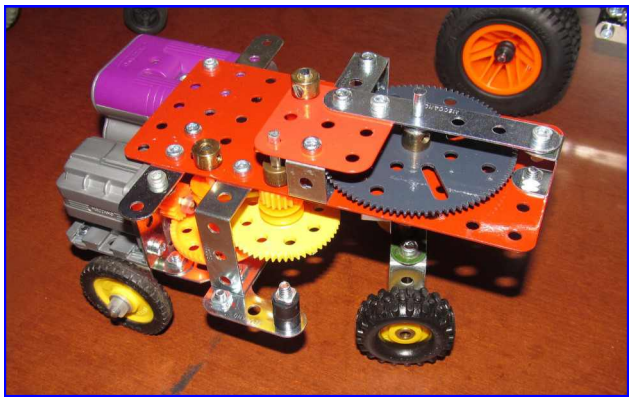
Expressions of interest were sought for carrying out a display at the Remuera Library for Bastille Day. I am pleased to say a good number of members volunteered as helpers.

The meeting concluded with an excellent afternoon tea courtesy of the ladies.

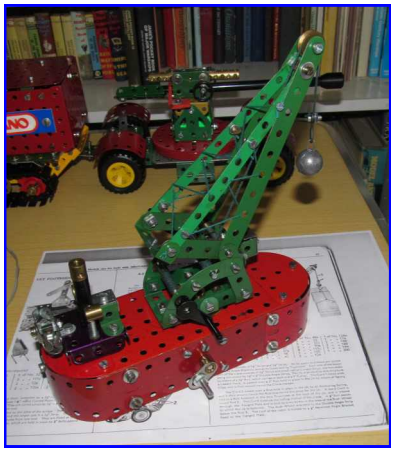
Henry's Mount Pilatus railway loco bogie.



Tony's Helicopter



Above: Rick Vine's Bump-and -Go car.



David Wall's Floating Crane.

Wellington Meccano Club

Meeting Report

Date: 27th July 2018, 7:30pm

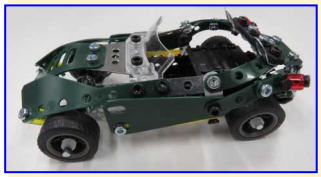
Reporter: Max George

Held at Lou Nichol's place, Summerset Village, Paraparaumu.

Present: **Keith McCallum, Lou Nichols, Les Megget** (Auckland Meccano Guild), **Max George, Reg Barlow, Stan Baker, Stephen Westmoreland** (a junior years ago) and his fiancée **Kerry.**
Apologies: **Brian Petersen, Campbell Morrison, Ross Quayle, Simon Moody, Trevor Green.**
Meeting – General Business:
This was a much delayed AGM which started at 8:25. Lou presented a financial report with $1756.65 in the account.
Stan stood down as President and Reg offered to take up the position. Max George to stay as Secretary. Lou Nicholls to stay as Treasurer.
Les talked about the next convention at Inglewood over Easter 2019 with details in this magazine. The AGM closed at 8:45.

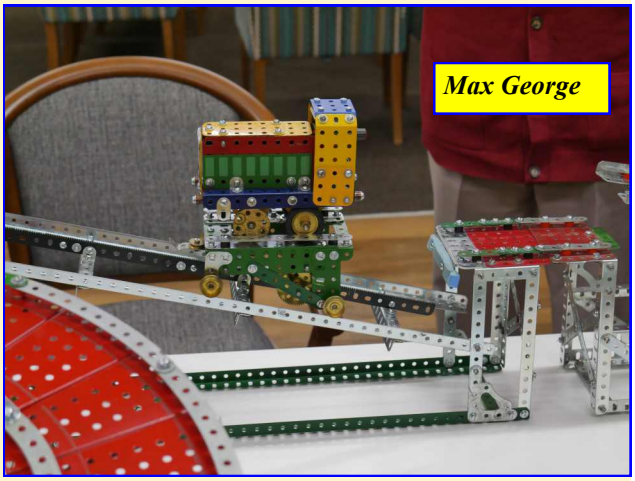
Models displayed.
There was no model theme for the meeting.
Lou Nichols – Discussed how he found it difficult to bend rods and a suggestion was made that he use brass rods instead.
He displayed a wooden jig that he had made so that he could put angle girders on it to cut them shorter. Unfortunately, no photo was taken.
Lou's model displayed was from Andreas Konkoly Supermodels for Set 10, Volume 10, No. 46 the Factory Locomobile. This was a very impressive model and Lou had it working smoothly.
Les Megget – brought along two cars. The first made from the 5-in-1 pull back car set #18202 a Roadster Cabriolet. You pulled back and let go and it moved along the table.

Note the amount of plastic pieces in the newer sets.



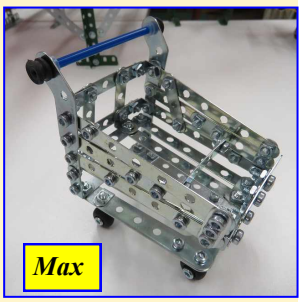
Max George – Showed a small supermarket trolley that he acquired and built. It is sold as a *Rabbids* Set #5251 for 7+ year olds but he found it not as easy to build as it looks.

Lou Nichols

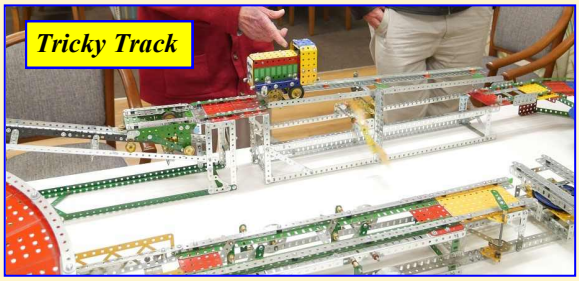


Max George

Max hosts a U3A Meccano Building at his home for a couple of hours twice a month with 7 people enjoying building models of their own, or from sets Max has available. He brought along 4 of the models people had built.



Max



Tricky Track

However, Max's best model of the evening was a subset of his Little Joe and Tricky Track. Unfortunately a photo of the full layout was not taken and only photos taken by Les Megget are shown here.

Stephen Westmoreland – He was a junior member of the Wellington Meccano Club many years ago came along to the meeting with his fiancée. He is now keen to get back into building with Meccano and brought along a small helicopter (above).

The meeting closed at 10:00 pm.
Next Meeting: 7:30 on Friday 7th September 2018 at Keith McCallum's place.

Greater Waikato Meccano Club

Meeting Notes 7th July 2018

Our third meeting was held in Brian Hickson's garage/workshop at Putaruru. Seven modellers, including four from Tauranga attended and there were four apologies.

The club challenge for this meeting was to build a motorized Centenary 00+ Set model but there were few entries and so we agreed to hold the competition over for the next meeting.

Brian Hickson displayed two clockwork tractors and demonstrated these towing a sled for a tractor pull. For the benefit of those who didn't get to March Mania, he then described how the tractor pull produced an increasing load on the sled. Tractor pulls are a popular event both here and in the USA and they have been an impressive event at Mystery Creek Field days for a number of years. He also displayed his Centennial set black and orange Crane, the Special Edition Hudson locomotive and an entry for the 00+ set challenge.

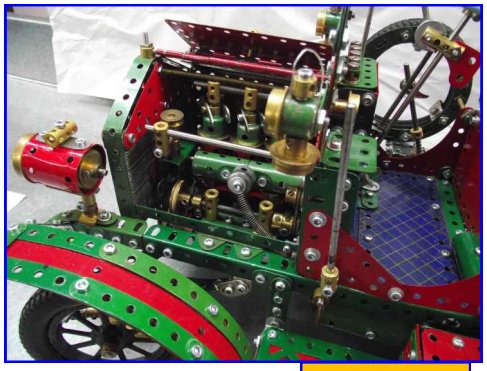
Dave Shand showed an impressive 1905 Rolls Royce he had built with a detailed engine, drivetrain and interior.

Clive Nicols and **Graeme Wrightson** showed entries for the 00+ set challenge.

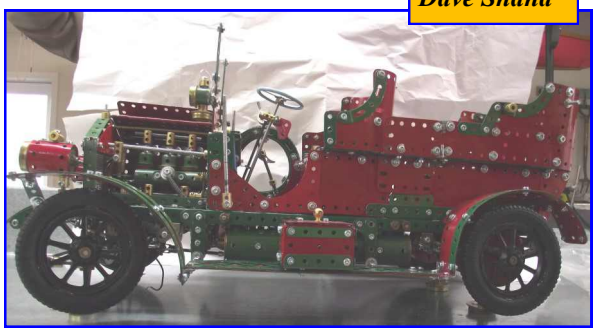
Later we had afternoon tea and then some discussion followed. Topics included the 2019 Convention, accommodation and possible van hire for transport to the Convention, participation in model shows and discussion about the operating framework of our Waikato Club.

The meeting closed about 5:00pm.
Special thanks to Brian for providing the garage space and Brian and Shirley for organizing the afternoon tea.

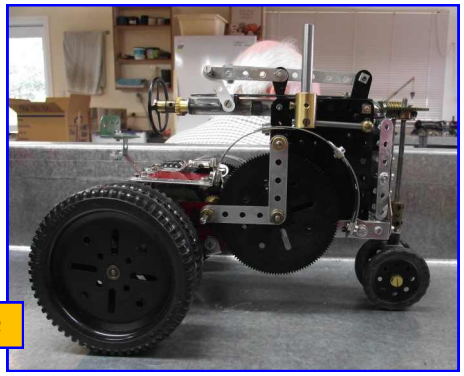
The next meeting will be held on **Saturday 1st September 2018.**



Dave Shand



Graeme Wrightson (convener), *Greater Waikato Meccano Club.*



Brian Hickson

Centenary set 00+ models

SKEGEX REVISITED 2018

by David Littlefair (CMC)

The only previous time I had visited Skegness and SkegEx was in 1997 just prior to emigrating to Christchurch. Roll on 21 years and I decided to pay another visit to SkegEx as part of an overseas trip to Europe and the UK. First impressions were not a lot has changed in those 21 years. Skegness is still an awkward place to get to on the East Coast of England, whatever mode of transport is used. I was travelling by train on a Friday from Worcestershire and this involved changing trains at Birmingham and Nottingham. All in all a journey of over 4 hours. The last leg to Skegness was full of families going for the weekend to the seaside, after all the UK was having a heatwave, and no spare seats to be had and no First Class compartment. After arriving at Skegness train station it is only a relatively short walk to the sea front itself where one is greeted when looking out to sea by some 150 wind turbines just offshore, what a lovely view!

Similarly the SkegEx Meccano model show had not changed either. It is still held in the Embassy Theatre on the sea front where models are displayed in the main auditorium and Meccano parts dealers are on the stage. I visited on the Friday afternoon and also on the Saturday morning and as the tickets are sold by the venue itself I had to pay twice although you could come and go each day.

After my first walk around I was pleased to think that the displays put on in New Zealand are just as good as at SkegEx. There were plenty of cranes and trains and models for the engineers among us but nothing really out of the ordinary and only one small fairground model which is one of my particular interests. I took photos of most of the exhibits but did not make a note of who displayed them and a selection are shown here.

There were some bargains to be had from the dealers, in particular from John Thorpe and Mike Rhoades and I did manage to purchase 6 yellow flanged plates part 236 reluctantly from Mike as these were the lids from his parts boxes!

Roman Warship - Tony Seed

Duchess of Devonshire Locomotive + coaches - Richard Smith.

Don Morton's (Canada) Telescope.

John Wilson's (right) Flying Flywheel

One bonus was the hotels are very reasonably priced and for a single en-suite room in a hotel on the sea front with cooked breakfast it cost approx. $75. The train journey back on Saturday afternoon was also much quieter as the train was pretty empty leaving Skegness.

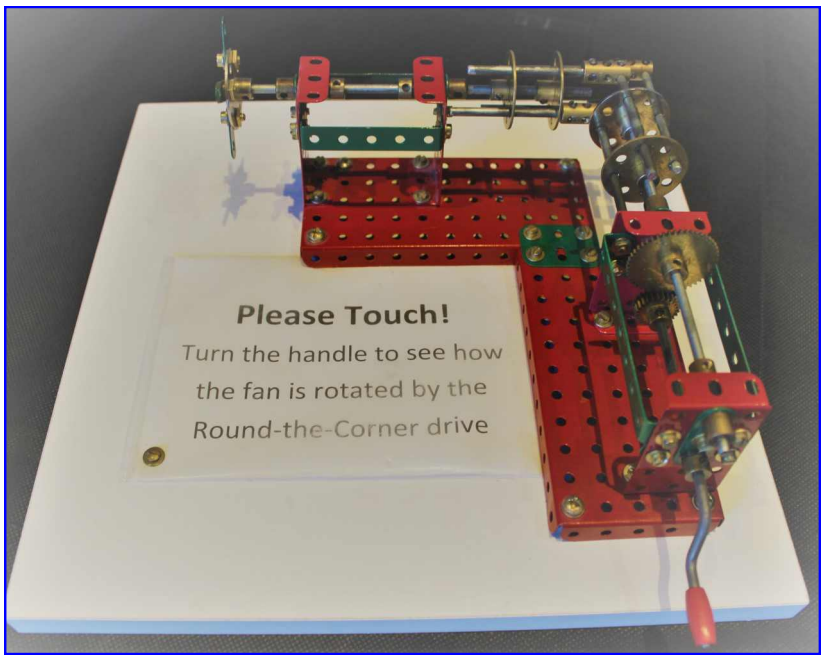
LET'S HEAR IT FOR THE HUMBLE CRANK HANDLE

by Roland Jaspers (CMC)

You all know me as a modeller of limited technical means and I marvel at the ingenuity, technical complexity and quality of many of the models at the shows I have attended. Out of necessity I have aimed my models at the younger show visitors and I have tried to make most of my models interactive. I've learned the hard way to make the models self-explanatory as in the past I've made a rod for my own back. (I have retired my racing set for a while for this reason as bending over the table for two or three days was doing my back no good at all).

One thing I have learned the hard way is that at times the Meccano crank handle's 30 mm turning diameter provides insufficient torque, especially for very young children. In these instances I have made larger diameter handles using parts 62, or 63, or 109. It seems that youngsters these days no longer gradually acquire the skills to turn winding keys or handles, as very few toys now have these.

If possible, I leave the mechanisms exposed in my hand-operated models. This way I hope to attract a larger audience for these models; youngsters for the simple action, older children and adults for the (simple) mechanical means used to achieve the action. I find that models do not need to be overly complicated to delight children. The mere fact that they are allowed to touch a model and that their action (usually turning a crank) produces a reaction in the model is usually sufficient to bring a positive reaction. A great many children, and indeed adults, learn best by touching, rather than just looking. Models could produce an effect (such as my Cyclist model) or simply illustrate a mechanical principle (such as my rod-and-disk mechanism). I have seen an equal interest and delight in both types.



It is fairly critical to make the model in such a way that it can be operated independently, from simple, written instructions. Having to re-set a model after (brief) operation is onerous and can make one a slave to a single model. I am building a climbing-monkey model to be crank-handle operated. The biggest challenge is to get the monkey to come down automatically after it has reached the limit of its climb.

So here is a plea to all model makers. For the next exhibition(s), please consider making one or more simple, hand-operated, interactive models. You will be rewarded with a great deal of interest and appreciation from young and old alike.

2019 NZFMM Convention

The next biannual New Zealand Federation of Meccano Modellers will be held over **Easter, April 19th to 21st, in the Inglewood Town Hall, Taranaki**, and it shows every sign of being a bumper event.

It might best be characterised as 'old' meets 'new', in every sense of the word. From the venue; a gem of provincial kiwi architecture in the form of the perfectly restored Edwardian Inglewood Town Hall, to the latest in high-tech digital Meccano models, there will be something for everyone. The program opens at 9am on Friday morning with model setup and a chance to meet and greet old friends whilst admiring their latest creations. After a catered lunch there will be a formal model presentation by all exhibitors – a chance to describe in graphic detail, to a captive audience, your personal $^{5}/_{32}$nd struggles.

After this we have organised a short workshop around practical digital applications for Meccano in the 21st century. Speakers include Nelson's digital guru, David Couch, who will unravel the mysteries of the Arduino microprocessor, followed by MWT's Bruce Durdle with practical advice on how to hack commercial models. Lastly Richard Feltham will demonstrate a simple way to control stepper motors without the need for microprocessors. There will be plenty of opportunity to ask questions and have a hands-on play with various devices.

For wives and partners who might not be as interested in the world of bits, bytes and bolts there will be a conducted tour through another Taranaki architectural gem, Tupare House and Gardens, with high tea laid on.

Saturday is the first day for public admission, beginning at 10 am. The day will end at 4:30 with our traditional group photo at the Hall followed by the AGM. This leads on to the Convention Dinner at the adjacent Inglewood Club, an organisation that punches well above its weight, gastronomically speaking. The various awards will be distributed at the close of the meal.

Sunday is our second public admission day, with things winding down at 4pm. Catered lunches will be available for all exhibitors each day, along with yummy morning and afternoon teas.

Our 2019 Convention theme is “Meccano in the Digital Age”. This is in recognition of the importance that binary devices play in today's world, and how our favourite mechanisms can slip seamlessly into such an environment. The need to attract younger modellers is more pressing than ever, and this is our chance to showcase the unique combination of strength, versatility and flexibility that is Meccano. The robotics applications are open-ended.

As an encouragement to modellers, in addition to the usual range of awards and trophies, we are offering cash prizes of $512, $256 and $128 to the top three exhibitors who make the best use of digital technology in their creation(s). We will be asking a local expert in the field to be an independent judge, using these guidelines:

- Originality • Design ingenuity and complexity
- Effective and imaginative use of digital and/or remote control
- Use of digital peripherals, both effectors and sensors
- Degree to which model achieves the design goals
- Visual appeal

While commercial entries are definitely acceptable, more weight will be given if they have been adapted or modified by the exhibitor. So don't feel shy, add some digital bling to your classical offering. There are no restrictions on how or where you do this.

For wives or partners not directly involved in displays there are a myriad of things to do locally. A short drive into New Plymouth will let you enjoy those things that the 2017 edition of the renowned Lonely Planet Guide labelled us the second best place on Earth to visit. If museums push your buttons there is the excellent Puki Ariki Museum, the nearby and delightfully quirky Museum of Transport and Technology, and just along from the Convention venue, the Fun-Ho Toy museum. The Len Lye Centre boasts an international reputation for its unique collection of kinetic sculpture.

For gardeners there are three world-class places to visit in Pukeiti, Tupare and Hollard Gardens – all free. Hardened walkers have the Coastal Walkway that stretches for 11 kilometres, terminating at the iconic Te Rewa Rewa Bridge. If your wallet feels a bit heavy there are numerous galleries, craft outlets and other hidden gems – including the Possum-merino factory near Hollard Gardens. Full details of these attractions will be in your goodie bag.

A word of caution; New Plymouth is a popular destination and there will be several other events on over the Easter weekend and early booking is advisable. New Plymouth city is a few minute drive from Inglewood and has a wide range of hotels, motels and B&Bs, but get on to it now. The New Plymouth Visitor Centre has a comprehensive accommodation guide and booking site at **www.visitnewplymouth.nz** or telephone 06 759 0897.

If you have any queries or need assistance of any sort, email the organising committee at **MNZFMM2019@hotmail.com** or phone Richard Feltham on **027 300 2548.** So do come and share our time machine with us. Register now to savour the opulence of the past while tasting the delicious future that a digital world promises.

2019 NZFMM Easter Convention Program outline

Day	Morning	Afternoon	Evening
Thursday 18th April	N/A	Early Setup if required after 4pm	Free
Friday 19th April	*0900:* Registration & Model Setup	*1300:* Official model Tour *1515:* Digital workshop	*1730:* Catered meal at venue.
Saturday 20th April	*0800:* Exhibitor admission *1000:* Public admission	Public admission until 4pm *1630:* Exhibitor group photograph *1700:* AGM	*1830:* Convention dinner and prize giving at Inglewood Club. (Easy walking distance from venue.)
Sunday 21st April	*0800:* Exhibitor admission *1000:* Public admission	Public admission until 4pm *1600:* Convention ends *1630:* Clean up	Free
Monday (Optional) 22nd April	Railway Garden open *1000 to 1200*, weather permitting.		

FOR SALE:
Meccano sets :
16211, aerial rescue, 20 model. $40, **16212,** 4x4 off road truck, 25 model. $50,
16308, Lamborghini Huracan r/c set. $50.
I have checked and all parts appear to be there. Postage/courier at cost.

They have all been made once and then dismantled.
Anyone interested can contact **Don Flowers** by email at **bflowersnz@gmail.com**

WANTED TO BUY:
Wanted to buy any hatch blue parts from 1930s era, anything considered condition immaterial, also seeking spoked wheels. **Trevor Adam** ph. 06 8434837. Email, **trevora@ruralkiwi.com**

DIGITAL MECCANO

by Richard Feltham (MWT)

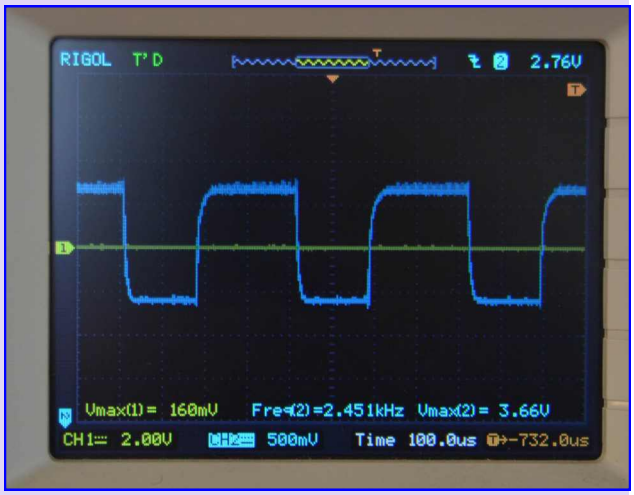
Digital technology can be summed up by one word – pulse. Everything, but everything, that takes place in the digital world does so through pulses. Electrically speaking a pulse is a controlled, transient variation in voltage. Usually it is a swing between ground, or zero volts, and the supply voltage, typically 5 volts. Ideally this fluctuation takes place instantaneously, so as to yield a square wave when graphed with respect to time. A succession of pulses is a waveform, and by altering the parameters of this waveform we can transmit information to the target device, such as a motor, memory chip or logic gate. In most digital applications the high value is construed as a binary '1', and the low as '0'.

Take an example of practical importance to Meccanomen – a DC electric motor. The traditional analogue approach to altering the speed is by changing the voltage. This waveform is therefore a straight line, with the area under the graph of voltage against time being the power. So more volts per unit time equals more grunt. Now look through digital eyes. It helps to think of a digital waveform as a picket fence, where each picket is a pulse. Obviously they can vary in height, width and spacing. Imagine they are all the same height and of a constant width, as well as touching; now the total area of the pickets represents the power transmitted to the motor.

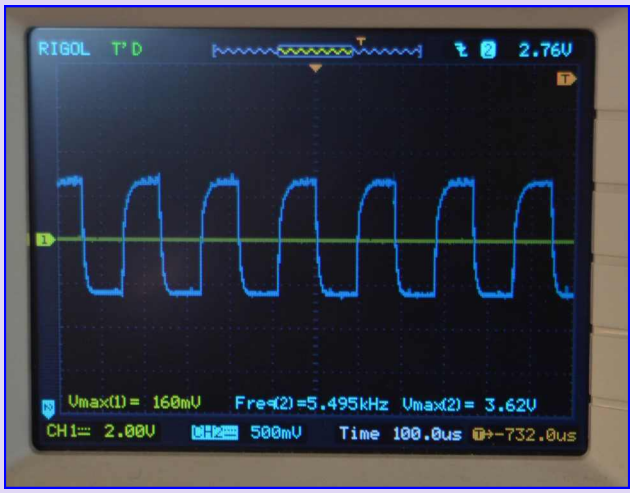
Now mentally move the pickets apart, say by 50% of their width. Now if you calculate their area, or power, over the same time as before, it will be 50% less. The motor now will receive only half the energy and in consequence turn at half the speed. You have in effect altered the speed by changing the frequency of the waveform. Now repeat the experiment but vary the width of individual pickets while retaining their spacing. Same result as far as the motor is concerned, but this time you have altered, or modulated, the pulse width. Notice we have not changed the voltage in either case. The ratio of gap to picket width is termed the duty cycle, and can vary between 1 and 100%.

Now add a twist to the setup, by substituting a stepper motor for the usual DC type. These cunning little beasties work on pulses, not voltage, turning a small amount for each pulse, typically 1.8 degrees. By varying the pulse frequency described above, we can precisely and repeatedly control both the rotation rate and number of degrees turned. So how do we generate these pulses? A common approach is to use software working through a microprocessor, like an Arduino. This can get complicated, quickly, which may deter the beginner. Sometimes all we really need for a Meccano model may be just a variable speed control, using a potentiometer or rheostat. Enter the oscillator. A cheap, commonly available integrated circuit, together with half-a-dozen other passive components, can drive a stepper motor over a wide range of speeds. Here is a sample project to do just that.

Frequency = 2.4 kHz



Frequency = 5.4 kHz, means twice the pulses



Digital speed control project:

All of the parts needed can obtained from *Jaycar* or any similar hobby outlet. The circuit diagram is shown in figure 1 and is in two parts; the oscillator and the driver. A 12 volts DC power supply feeds into the EasyDriver board, which in turn returns 5 volts back to the oscillator. In the name of mobility I used a 12 volt rechargeable lithium battery, but a good quality mains DC adapter works equally well.

You will need a small prototyping breadboard to hold the half-dozen components, obviating the need to burn your fingers with a soldering iron and allowing component exchange without tears. All the pin functions are silk screen-printed on the EasyDriver board to facilitate connections.

Start by seating the 555 IC firmly, so that it straddles the centre channel. Pin 1 is marked by a dimple on the upper surface, and is the ground or earth pin. It connects to the negative (-) side of the power supply. Connect pins 4 and 8 together with wire; these are the 5 volt positive inputs, and go to the 5 volt output on the EasyDriver board. Connect pins 2 and 6 together. Connect the 100 ohm resistor across pins 7 and 8. The variable resistor, or potentiometer goes between pins 6 and 7. The last part of the actual oscillator is the electrolytic capacitor between pin 6 and ground. Note the capacitor is polarized so ensure the negative side is grounded. The square wave output from the oscillator appears at pin 3, with the frequency determined by the setting of the potentiometer. The pulse width and duty cycle will remain constant in this simple example.

Now we need to get a little tricky, as the 555 IC cannot deliver enough power to drive the stepper directly, so we need a power transistor to act as a switch, with the output from that feeding the commercial 'EasyDriver' stepper driver board. This latter item I shall treat as a digital “black box”. Its function is to distribute the requisite pulses to each of the four motor leads, in response to the step and direction pulses. While we could make this out of discrete components these little boards are robust, cheap and do all the hard work for us. An important point to note is that the actual power input to the motor is via a separate lead to the 'EasyDriver' board which in turn supplies the 5 volts needed to operate the 555 timer.

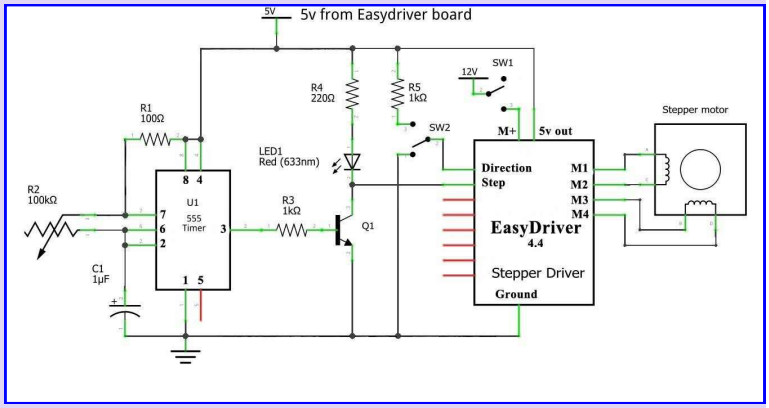
The oscillator output from pin 3 is connected to the base of the transistor through a 1k resistor. As the transistor is an NPN type the collector joins the 5 volt line through a current limiting 220 ohm resistor and an LED. This will flicker according to the pulse frequency and give visual confirmation of what is happening as you rotate the potentiometer. Remember the longer anode lead of the LED goes to the positive side. The last connection to the EasyDriver 'step' input comes from the collector as well. Switch 2 toggles the 'direction' pin between the supply voltage, through a 1k resistor, representing 'high', or the ground, meaning 'low'.

It is important to understand that the values of the components, R1, R2 and C1 are not fixed. Changing them will alter the range over which the oscillator runs. It is a good practice to alter them and see the effect.

I made up a special part to hold the stepper that matches a 3½” x 5½” flanged plate. A bored-out 57 tooth gear fits the 5mm stepper shaft. If you would like one of these adaptor plates please get in touch with me at sub-optimal@xtra.co.nz.

Parts List

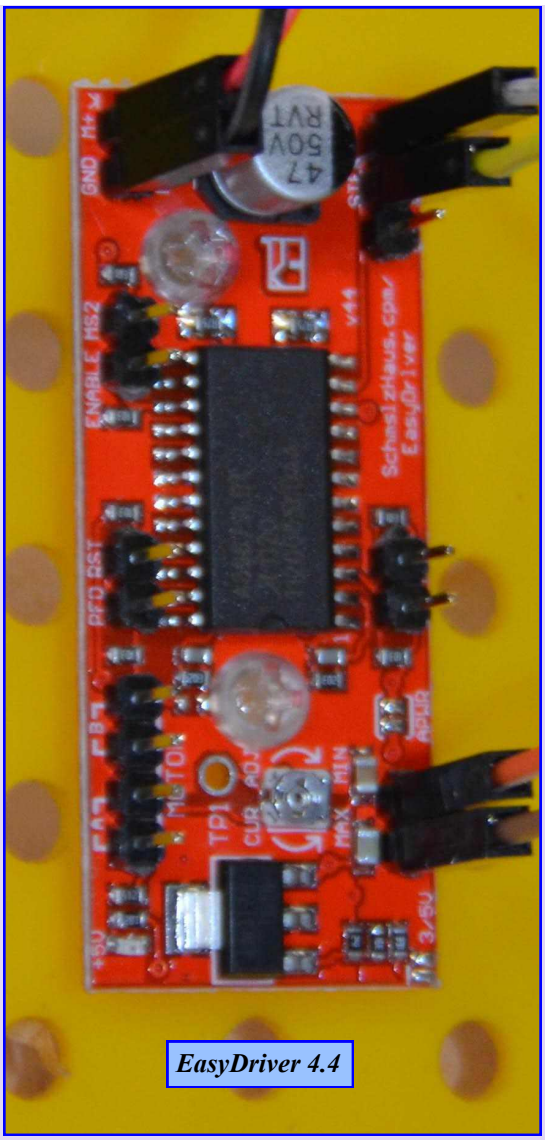
Part	Description	Specifications
U1	NE 555 timer integrated circuit	5v
R1	100 ohm resistor Brown-black-brown	1/8th watt
R2	100k ohm variable resistor	100k linear potentiometer
R3	220 ohm resistor	Red-red-brown 1/8th watt
C1	1 micro Farad electrolytic capacitor	1µF 65v vertical mount
SW 1	Single pole single throw switch	SPST
SW 2	Single pole double throw switch	SPDT
BATT	Li-Ion rechargeable battery	3 cell
M1	4 wire stepper motor	NEMA 17 type
B1	Prototyping breadboard	Tiny size
CB1	EasyDriver board	Version 4.4 W
W	Assorted wire connectors	



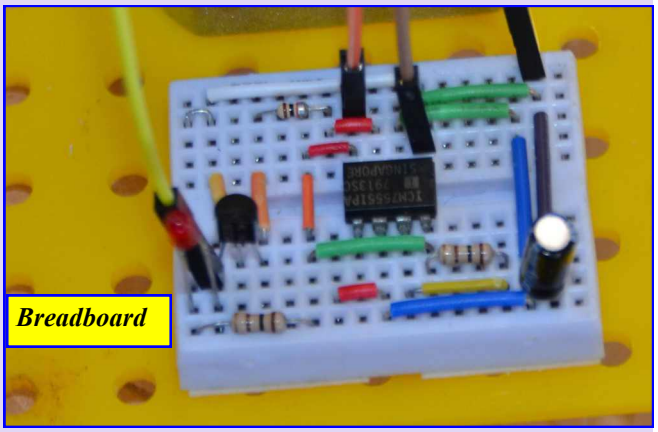
Circuit Diagram

Epilogue:

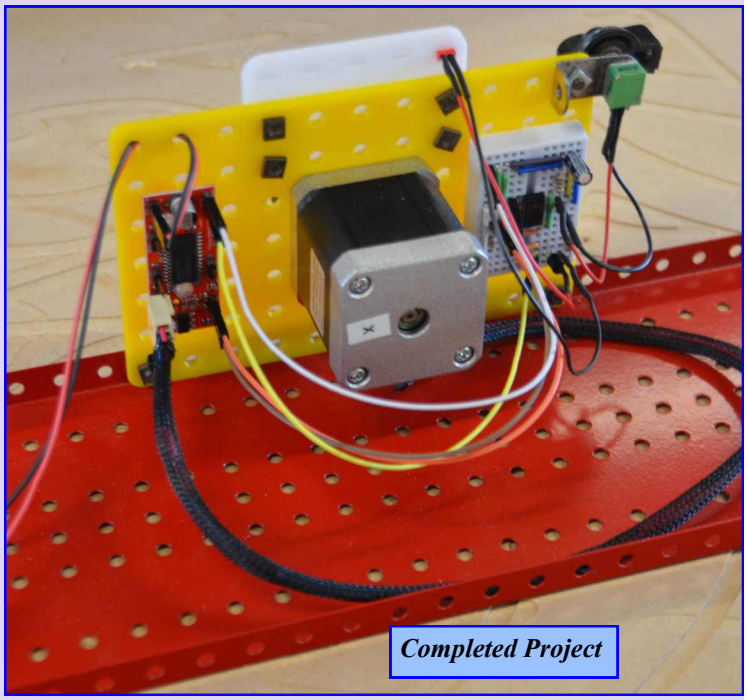
This is a glimpse into the world of digital electronics, a technology that is transforming our hobby. We hope to continue this series of articles in forthcoming issues and extend the range of practical applications that might appeal to Meccanomen.



EasyDriver 4.4



Breadboard



Completed Project

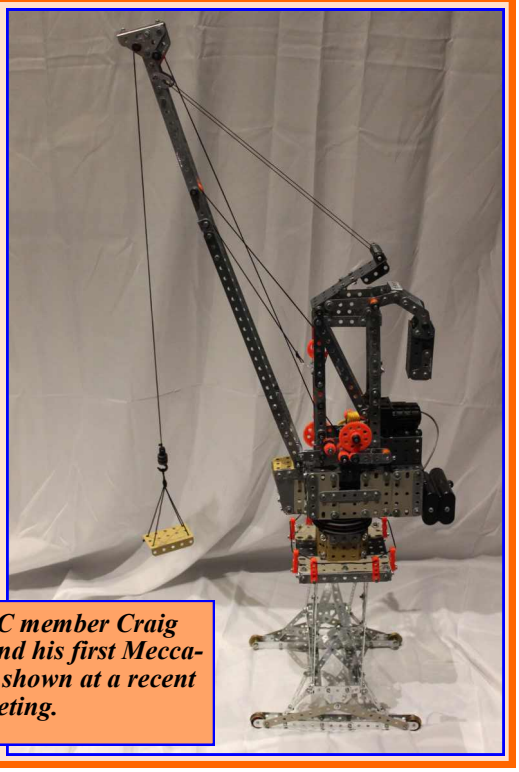
Christchurch Meccano Club Quarterly Report, August 2018.

The last three months has seen the Club tick along at a quiet pace. The wrap-up of the Easter Exhibition has been completed, with all the bills paid, contributors thanked and photographs and videos distributed.

Of primary importance over the coming period will be preparation for the 2019 Convention/Exhibition and the means of getting members and models to the event. Members focus will also be on the monthly model competition. With five models to go, the competition is still wide open.

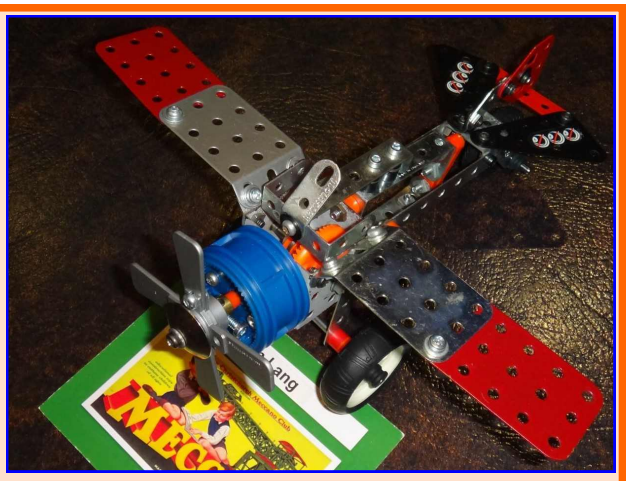
Clive Weston will visit the Club at its meeting of 5 April 2019. This will be a great opportunity for Club members to meet a UK Meccano enthusiast of renown.

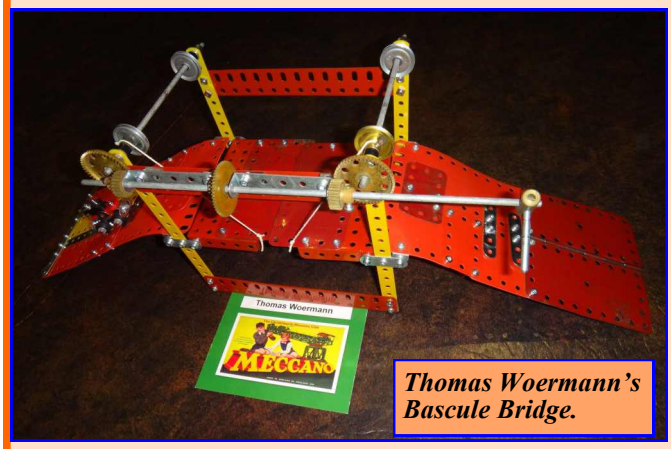
Rather than write thousands of words I'll let the model-competition pictures do the talking. Warm regards from a cool, cool Christchurch.



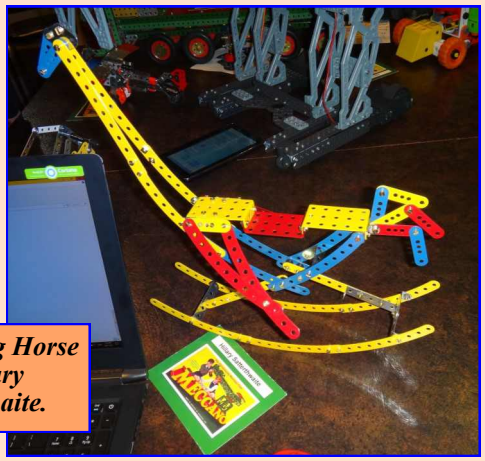
New CMC member Craig Shirley and his first Meccano crane shown at a recent CMC meeting.

Christchurch Meccano Club Models

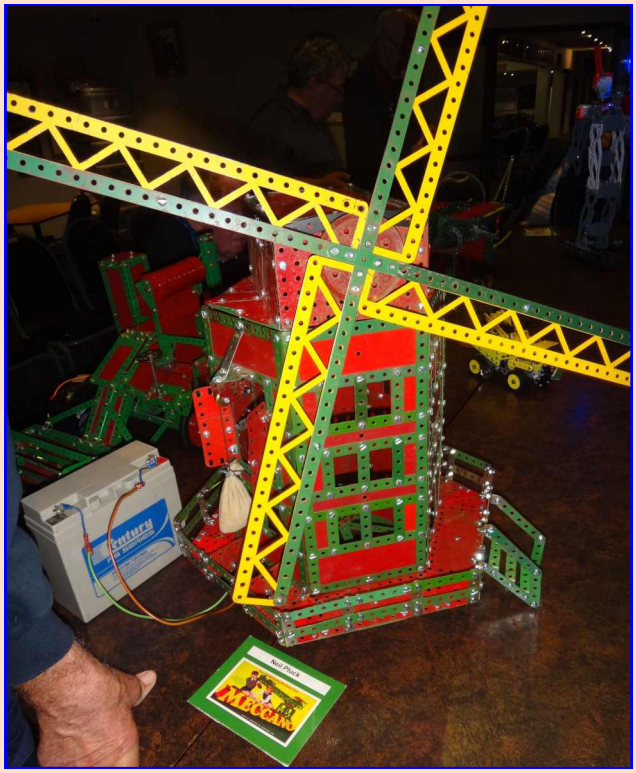




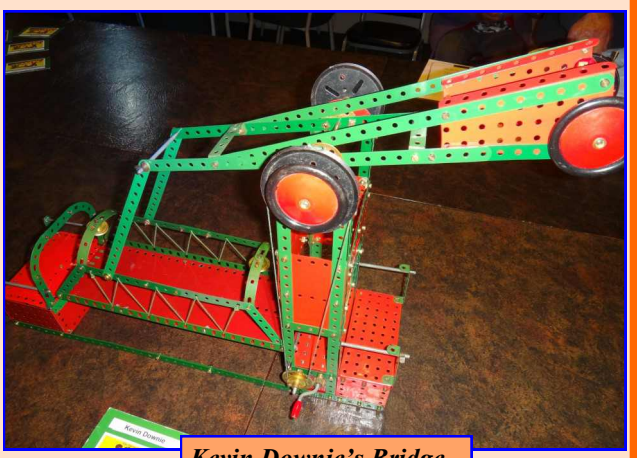
Thomas Woermann's Bascule Bridge.



Rocking Horse by Hillary Satterthaite.



Neil Pluck's Windmill.

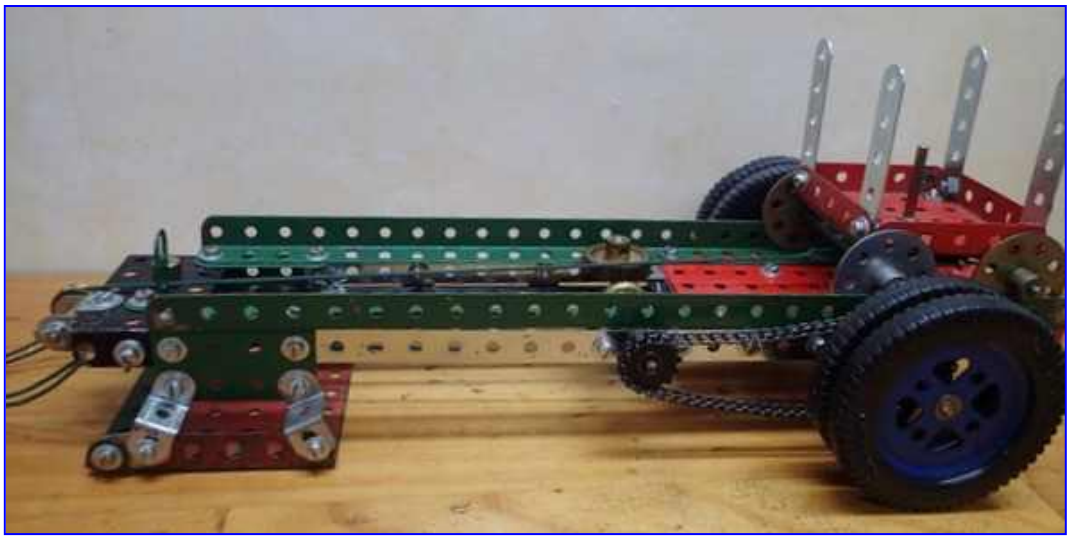


Kevin Downie's Bridge.

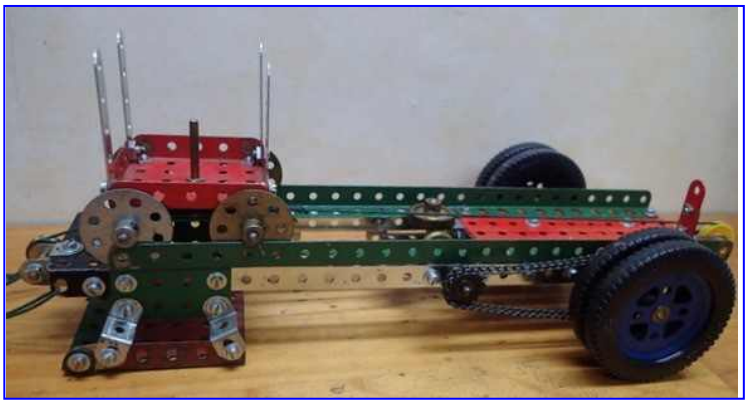
TRACTOR PULL AMUSEMENT FOR CONVENTION 2019

From Brian Hickson

Peter (Hancock) has suggested that I bring my 'Weight Transfer Sledge' to the Convention in Inglewood to provide an amusement for patrons and a competition for those so inclined.



This is a clockwork motor competition. There are 2 classes, one class for 1 standard No. 1 clockwork motor. The other class is open to any clockwork motor or motors that are Meccano or compatible with Meccano, in standard form or 'modified', your choice!



Construction and Performance rules are the same for both classes.

1). The tractor must be able to travel a distance of 1,200mm or more by itself (with no load) on one full wind of the motor.

2). The effective tow hitch height to be between 35 and 40mm ($1^{3}/_{16}$" and $1^{9}/_{16}$"), see photograph.

3). The sledge achieves full drag at a distance of 550mm ($21^{5}/_{8}$"). The 'winner' will be the tractor that pulls the sledge that distance with the most weight, on one wind of the motor.

4). In event of a 'tie', the winner will be the tractor that can travel the greatest distance with a full load on the sledge.

5). The 'pull' will take place on a 1500 x 900mm piece of tight loop pile carpet, the 'lay' of the carpet being in the direction of travel. The carpet will be placed on a smooth and level surface.

6). And just to make things interesting, the machine should look like a tractor, the steering system must work (although there is NO requirement for the tractor to turn) and the controls (stop/go, steering, forward/reverse (if fitted) and gearshift) should be within feasible reach of the 'driver'.

For inspiration, google 'tractor pull' and watch some of the 'you tube' videos, particularly the European tractor pulls.

Gazza's EBay Column
Garry Higgins

Hi all, time for another round up of EBay items. EBay have changed the way they list items. Those that have finished are not left on site for long but are quickly replaced by another item with the words "this item is out of stock" will often lead to a different item being shown than that you are looking for.

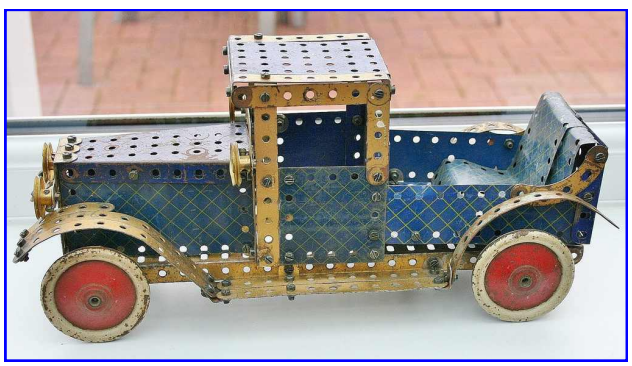
Anyway it is still possible to view some of the sold items so here we go. First up is a nice example of a 1926 No. 4 boxed set complete with tin (nickel) pulleys, etc. This is from the Meccano Pea Green and early red period, the wheel tray appears intact this item no 392054204103, sold for $NZ 126.57 with 10 bids.

A 1928 1a Accessory set, not complete but in nice condition in the dark red-dark green colours was still unsold at $57.62 NZ No. 232853291060.

A selection of 1930s accessory sets, boxed and in very nice condition in blue gold, sold with 4 bids for $NZ 59.62 a really good price for these rare items No. 133150890994.

Can we tempt you with a 1960s Elektrikit set, boxed with the instruction book still unsold at a buy now price of $NZ 365.53, perhaps a little rich for some. No. 392085408469.

An accessory set 4a in nickel from 1925 boxed and in good condition is still unsold at $115.44 NZ No. 232816229321.



If you are an aero fan how about a boxed No.1 Aero Constructor set, mostly complete sold for $317.45 NZ with 16 bids. There is still a lot of interest in these sets. No. 1925580600052.

For the military minded there is a complete boxed army construction set of the second series with the polystyrene liner. This is still unsold at $384.78 which is on the expensive side for a set of this type. No. 1424822156.

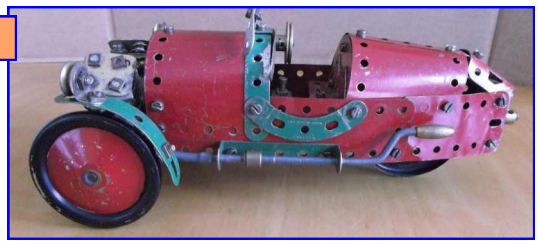
Next up is a blue and gold scratch built Ford Landau truck. A nice model in these colours, no motor, still unsold at $76.94 NZ, No. 312153467989. I know a few modelers who could whip up similar models with some spare parts lying about. A good way to make money if you sell them!

There is a nice boxed gears outfit B from 1957, appears complete currently on sale for $28.86 with 1 bid No. 302805440076.

If you are into trains a very nice model of a Canadian Pacific locomotive listed as having pre-war parts on a buy now of $230.87 No. 312190468558.

If you like Car Constructor sets you can pick up two sets here to complete or restore. Up to 28 bids so far and $1,904.68NZ, some good prices going for these No. 302806381681.

Morgan



If you just want the car headlamps there is a set of them going currently up to 10 bids having reached $82.73NZ so far. Lots of *Constructor* stuff up on ebay at present.

A Caterpillar track accessory set, not boxed but appears to be all there at a buy now price of $38.38 No. 362386324497.

A few of the Crazy Inventors series sets have popped up recently, these appear quite sought after and prices reflect this a Crazy Inventors Airship, The spirit of Meccano in box described as open but complete, is selling for $265.39NZ No. 312154071943.

A Crazy Inventor's Rattletrap car in a sealed boxed set is up for $115.44 No. 173306299051.

To complete the set why not buy a Meccano Crazy Inventors Helicopter selling at $151.97 No.153099454622 You can then become a crazy inventor yourself with this lot!

A good selection on electrical parts is up next with a selection of special parts including coloured lightbulbs. The eagle eyed among you will probably have spotted the special Hornby fuse wire; I bet that stuff is as rare as hen's teeth these days. Selling with 7 bids at $141.60 so far I bet it will go a lot higher than that No. 332720515649.

An *Erector-Meccano* 3x wooden boxed set from the USA Elizabeth, New Jersey, is a bit of a rarity these days described as complete with a refurbished parts card at a buy now price of $219.68NZ, No. 132628208267.

A new plasticano Ferrari F12 TDF, new in box is selling for $58.96, no bids yet, No. 192600890577.

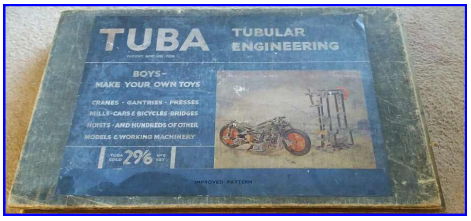
There is an interesting 6 ¼ inch GRB made up from two of the large circular plates with gears fastened inside. No bids yet with a price of $192.39, No. 312192580970. Worth a look if you are thinking of building something similar.

A nickel model T ford flat deck lorry, scratch built is up for sale with no bids as yet with a buy now price of $76.94 NZ, No. 392059368189. Again this model could be whipped up in no time by any keen Meccano lad.

To go with the model T why not buy a Morgan car resplendent in red green Meccano, no bids as yet selling for $57.72NZ, No. 323355393980 again build it from your spare parts box no problems.

There is a rather nice traction engine inside a glass cabinet with a clockwork motor drive at the rear. Mainly in blue-gold Meccano so 30s era described as a shop display, no bids on this but a buy now price of $673.37, No. 153094522092.

Now for something completely different. Who wants a Tuba. Yes Tuba engineering, boys make your own toys, never heard of it but there is a boxed set out there you can snap up for $38.48NZ No. 263811899720.



That should be enough to keep you Ebayers at bay till next time,

Cheers, **Gazza.**

MWT MEETING REPORT for April 2018

Article by Robin Rye, Photos by Bruce Geange

Model Challenge entries: The challenge was a Meccano model to do with your birthday/date and the story.

Chris Morton: Made the word MAY on a base plate using 14 nuts and 14 bolts. 14 May being his birth date.

Daryl Anderson: Being born to the birth sign Libra, he made a set of balance scales (Libra symbol) incorporating some Meccano parts with numbers of his birthday date.

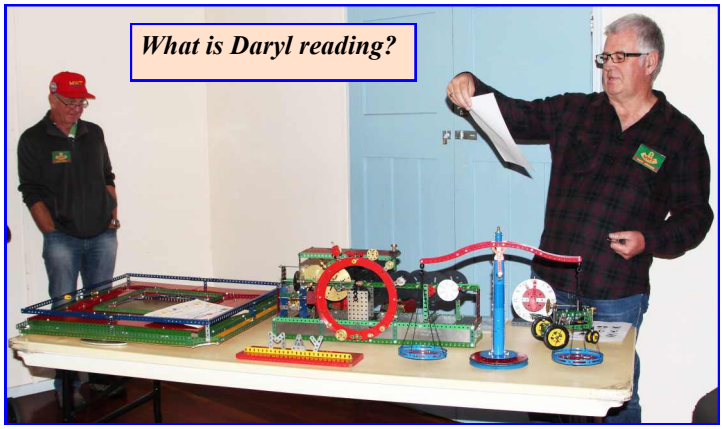
Robin Rye: Being the product of his birthday, he made a picture frame with an aperture to fit his head into. The master of the story chose to remain silent. A flip up panel along the top of the frame revealed the phrase "LOST FOR WORDS" written in Meccano strips.

Peter Winter: Produced a steam roller model with the clue to his age being in the print code of the manual he took the model from. It is model 2 from a 1950s set 7. Also Meccano Magazine July 1950 his birth month and year.

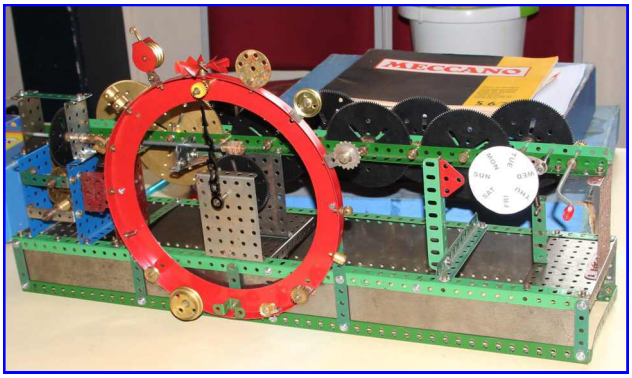
Bruce Geange: A 1935 John Deere tractor was made to celebrate his year of birth. Electric drive and model perfection in the usual Bruce way.

Richard Feltham: A stinker of a challenge Richard exclaimed! He had a copy of a 1948 Christchurch Star newspaper birth column in which he was featured. Meccano wise, he built a Meccano gear train to illustrate time in the Universe from the big bang to infinity.

Hugh Ramage: Made a simple clock face with the hands set on 11 o'clock, The time he was born. PM or AM Hugh?

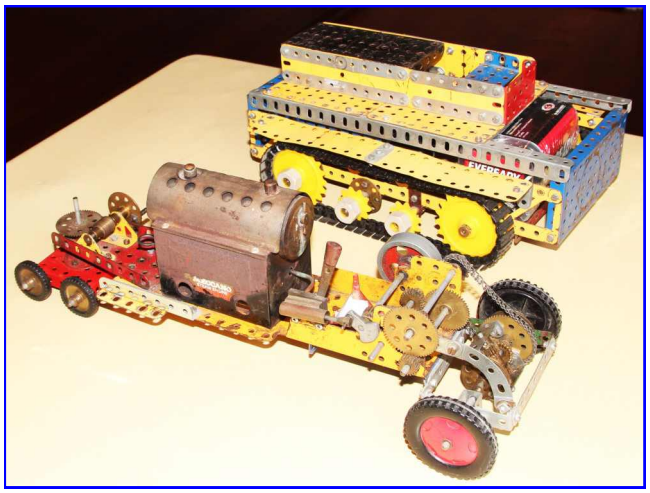


Winner of the challenge was **Daryl Anderson.**



Non challenge items:

Malcolm Smart: Reported he started off as a boy with a No. 5 Meccano set. He has been in and out of the hobby over the years. 2 models shown were a steam driven vehicle made in 1970 and a bulldozer under construction.



Tom Pittams: A simple representation of a drilling rig.

Bruce Geange: A current Boeing Dreamliner set built up. A copy of the English Model Engineer magazine with his scratch built Caterpillar D8 featured on the cover. A not quite completed Caterpillar D13000 Generator Set Meccano model.

Selwyn Bluett: Meccano Manuals for sale and a commercially available parts cleaner in the form of a vibrating bowl with a light abrasive material in it. Some brass pieces were shining up nicely.

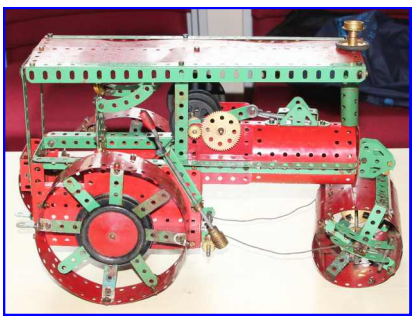
Stuart Lindsay: Lead a discussion on children and Meccano. His daughters enjoy taking their dolls for rides in his Off Road Racer set he made up.

Robin Rye: Recent *TradeMe* purchases included a Jones Sewing Machine manual that Meccano sold in the late 1960s era and a Dealers Parts Cabinet card of parts location. He had a selection of part 116 Large Fork Piece's through the eras including a home made one. Bought from MW Models or *Frizinghall's* in England, an electric driven simulated hydraulic ram.

Paul Vodanovich: Demonstrated his way of making a part 199 Curved Plate. His Christmas Ferrari set is now complete.

Hugh Ramage: Sewing machine mechanics are clever people but Hugh's cleverness was being tested with his current Meccano project of a crochet making model.....almost ready to give up on it he said. Other items included a Meccano rapier needle mechanism for a loom, the current Spider car set made up and the current ISM magazine.

Richard Feltham: Bayko, both Plimpton and Meccano featured in his display. He has made a base part to extend Bayko buildings higher than the standard rods allowed.



Peter Winter: Has completed another of the Meccano Super Models series with the Double Flyboats 33a.

MWT June 2018 Model Report

Text; Robin Rye
Photos: Bruce Geange

Challenge models had to fit in a box measuring 45x55x75 mm. This competition was very well supported.

Robin Rye: Blocksetter crane.

Chris Morton: Lazy tongs.

Peter Hancock: Scooter (did not fit).

Viv Alexander: 4 monumental graveside models and a Punch and Judy model. Each individually fitted.
Daryl Anderson: Scissor lift and driver. It took him 10 minutes to make it fit in the box.

Bruce Geange: Microscope.

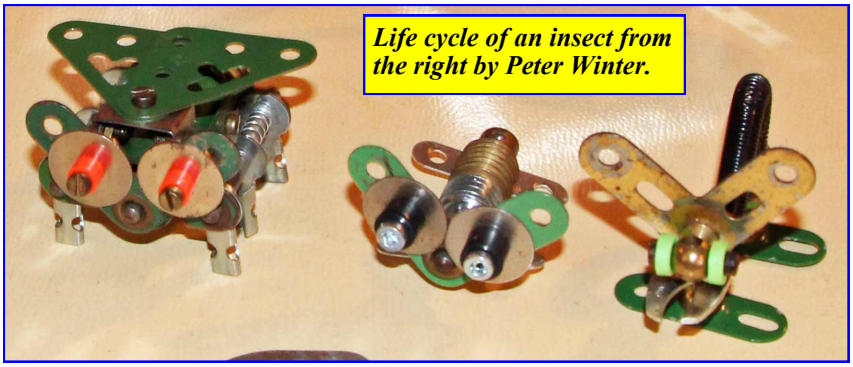
John Freer: 2 models...field gun and tank. Each-individually fitted.

Bruce Durdle: Count Dracula marionette.

Richard Feltham: Martian bulldozer.

Stuart Lindsay: Dancing partners.

Peter Winter: 3 models of the life cycle of an insect. One at a time fitted in the box.



Life cycle of an insect from the right by Peter Winter.

Hugh Ramage: Mars Rover (did not fit).

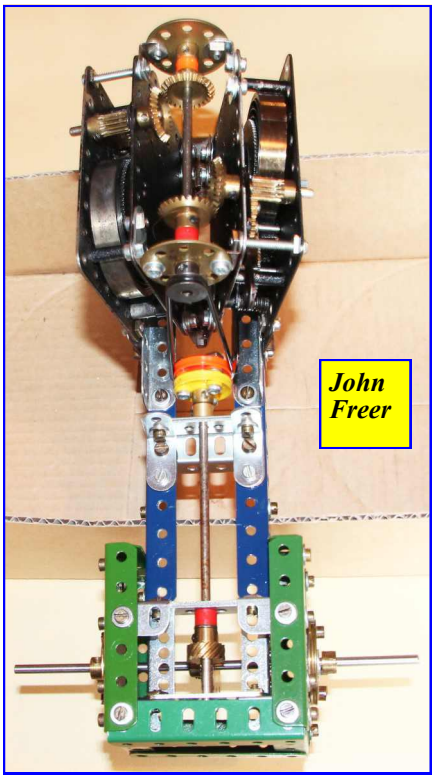
Paul Vodanovich: Sanpan boat.

Tom Pittams: Mole from Thunderbirds.

Bruce Durdle won the competition.

MODEL TOUR

John Freer: Two No. 1 clockwork motors joined with a common driveshaft. The arrangement was in a V formation.



John Freer

Tom Pittams: Near to current set Thunderbirds 2 and 3 with improvements, small digger and jet plane sets made up and a small robot. A non-Meccano spider. A display of special tools Tom has to aid construction.

Stuart Lindsay: 3 wheel motorcycle current set.

Bruce Geange: Both the current John Deere set models on display and his own Bates Steel Mule tractor Meccano model. A departure from Bruce' usual metal fine scale modelling, he presented a tiny fine scale Grand Piano in wood.

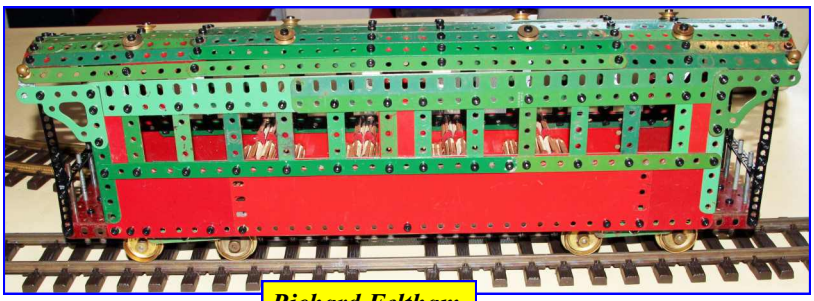
Peter Hancock: Presented the current John Deere tractor kit. He led a discussion on the difficulties for some of screwing a nut and bolt together as noted at events where he has had Meccano for people to use.

Peter Winter: Made the Concord aeroplane set as recently obtained in a Trade Me job lot. "First time for me using hex head bolts!"
Daryl Anderson: Convention posters and entry form.

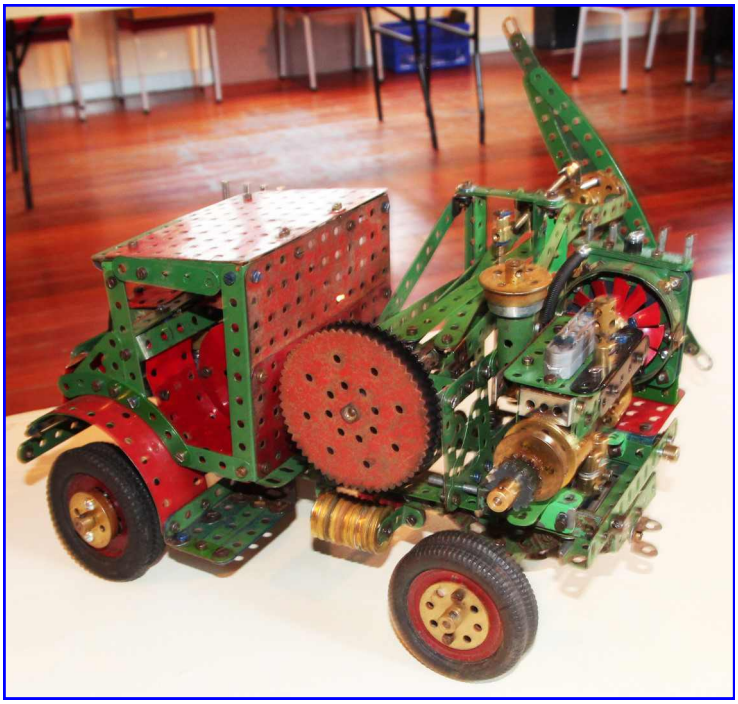
Robin Rye: 2 hedgecutter models and a Meccano turnip. Nigel Ogle of Tawhiti Museum had requested a Meccano model of a hedgecutter as made by a 10 year old boy. Robins first effort turned into a far more complex model than the request called for so had to then make a more compliant effort.

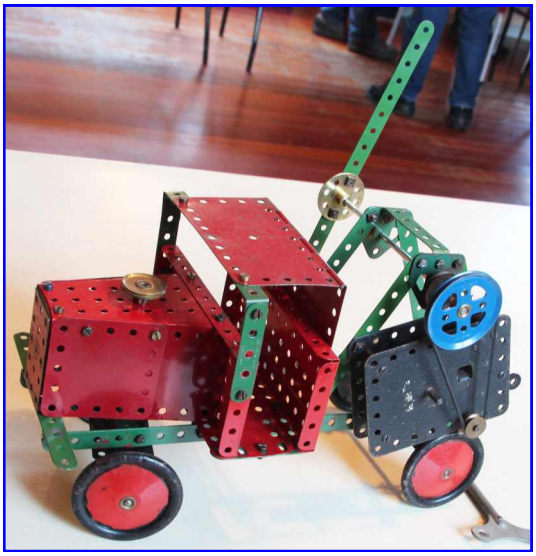
Richard Feltham: Solved a problem of getting a Meccano railway carriage to turn on a G-scale railway track with a double articulated bogie he developed.

Paul Vodanovich: Displayed a submarine skeletal model, Model 411, Set 4, from the early 1920s era.

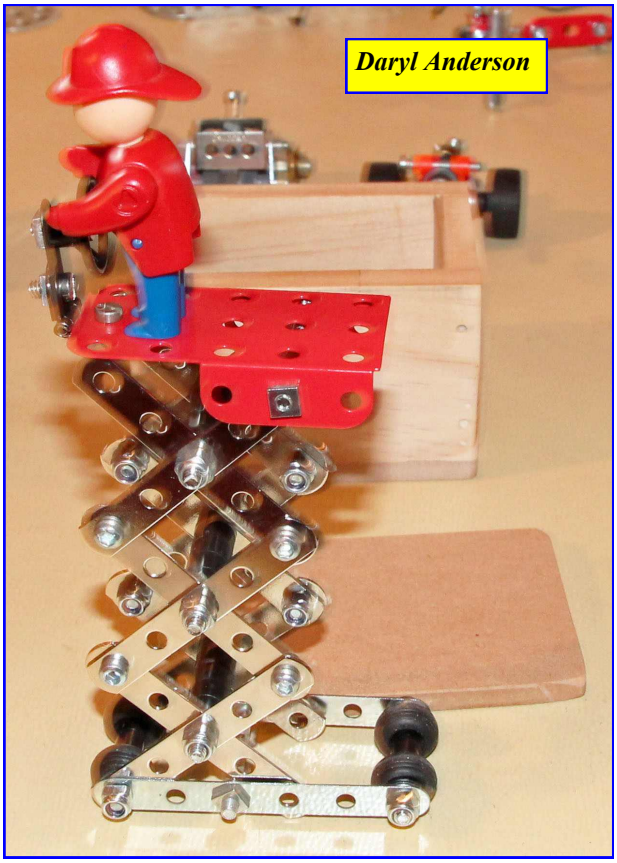


Richard Feltham





Robin Rye's simple (above) Hedgecutter and the complicated version (left).



Daryl Anderson

John Deere Tractors by Bruce Geange.

Viv Alexander, tomb stones.

New Zealand Club Diary 2018

Auckland Meccano Guild

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

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

Meetings at 2pm on second Saturday every third month. The next meeting will be held on **Saturday 10 November** at Les & Shirley Megget's, 231 Opaheke Road, Papakura starting at 2pm.

MWT Meccano Club

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

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

Meetings at 2pm. Next meeting: **Saturday 13 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 7th September** at Keith & Emma McCullum's, 19 Raumati Tce., Khandallah.

Christchurch Meccano Club

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

Secretary: Roland Jaspers, Tel. (03) 351 4389

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
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 2018 issue of NZFMM Magazine should be sent to Les Megget before the 1st-November 2018.

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

Buy, Sell, Auction & Exchange

Advertisements in this section are free.
First insertion will be printed in full.
Subsequent identical insertions (max. 1) may be abbreviated to fit space available.

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Contact Stan Baker nzmeccanoman@gmail.com
Phone +64 4 566 7150 Evenings or +64 21 421 750

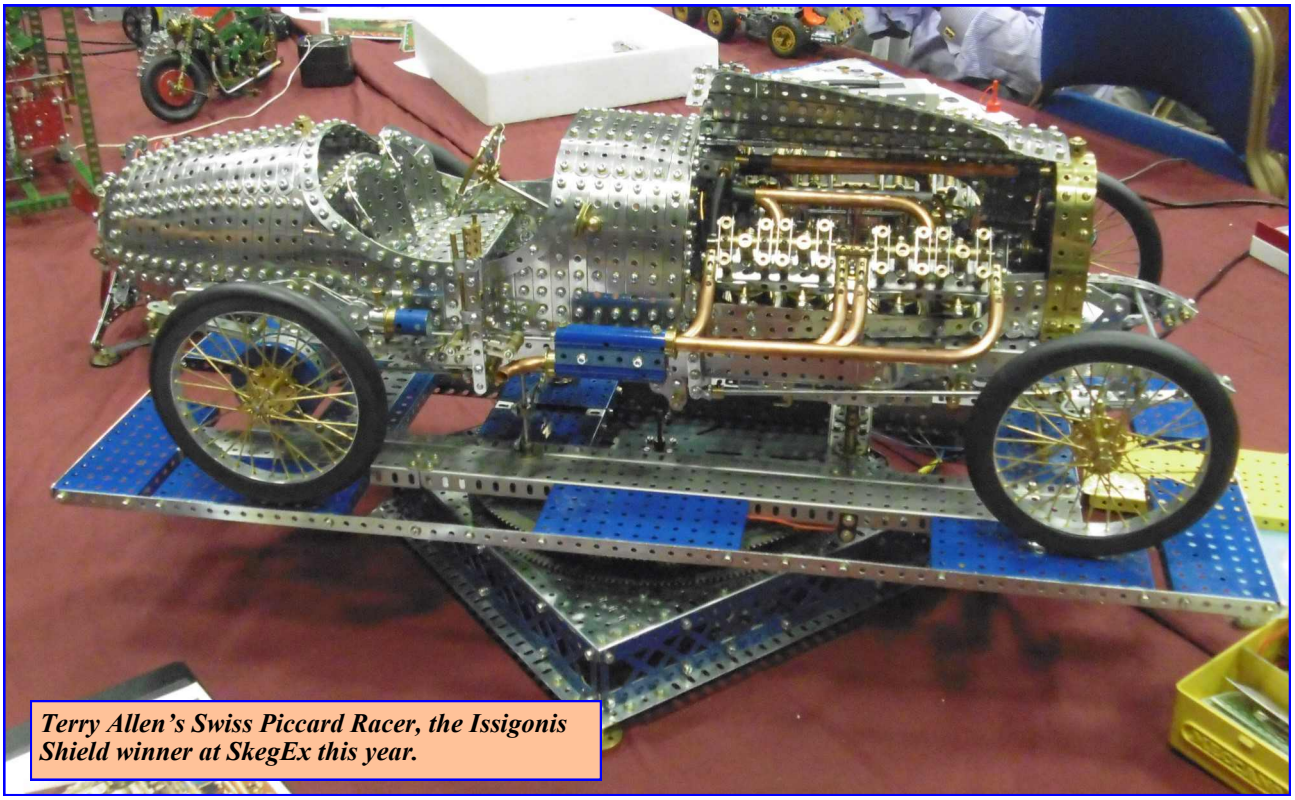
Number 9 set plus many additions for sale.
A basic 1950s red-green Meccano set which came from the UK, plus many additions mainly from Ashok and trading on Trade Me.
Wind up Magic motor, No 1 clockwork motor, E20R motor (No transformer).
Willing to let go for anywhere around **$1,000/1,250**. Estimated value $2,000 tops.
May be inspected at my home address.
All stored in fisherman style plastic boxes.
Reason for selling is a recent health scare and Grandson not showing any interest.
All in good condition.

Contact **Keith Major** at majorkeith5@gmail.com Tel. 021-518-995 or 09-818-5536.

Recent interesting photos and models.

John Pond (UK) sent this photo of his Meccano harvesting display exhibited at the recent Cornish Tractor Club rally.

The display shows the Meccano combine and a tractor driven B46 baler.



Terry Allen's Swiss Piccard Racer, the Issigonis Shield winner at SkegEx this year.