

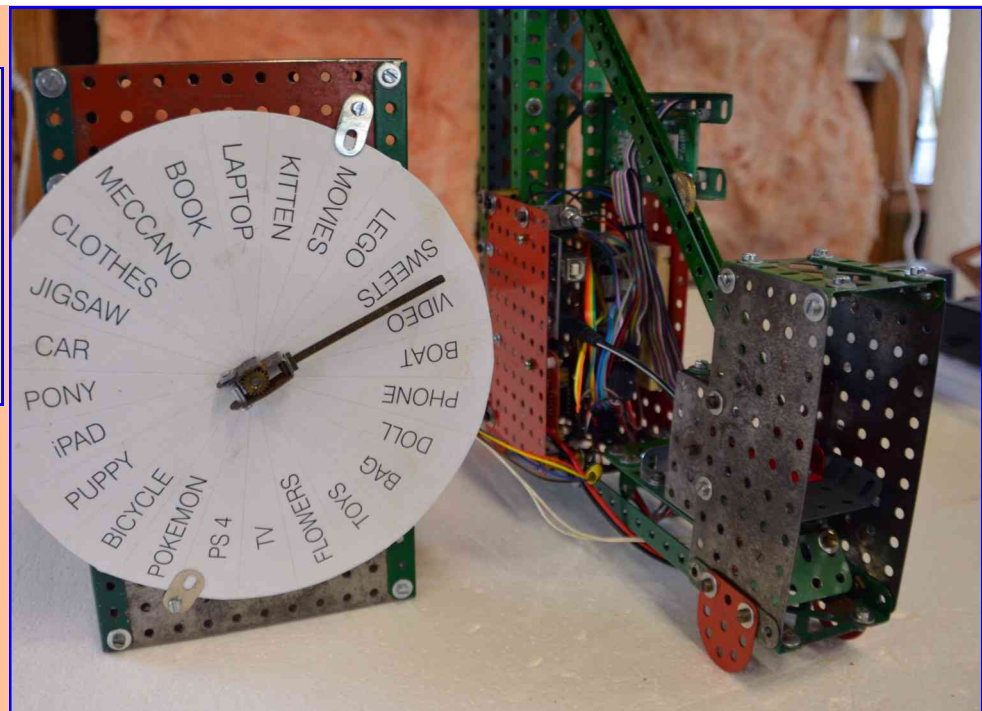


NZFMM MAGAZINE

Volume 41, No. 3

August 2017

Richard Feltham brings "new world" computer code and computer control to this Meccano Magazine (maybe a world first?). See the building details of his Prezzie Predictor, both the Meccano and the computer control from page 3.



The Editor's NZR 40T Craven Railway Service Crane, see page 7 for Part 2 about this "old world" red/green Meccano crane.



Also in this issue:

- From the NZFMM Archives , Part 7
- Gazza's Ebay column
- Book Review
- Auckland Guild report
- Christchurch MC quarterly report
- Wellington MC reports
- MWT report

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Editorial

Now that the Easter Convention is long gone I've had a chance to think about other things important to me. I've just sold a heap of my large collection of Marklin HO/OO gauge model railway locos and rolling stock in an auction. The prices realised weren't great (especially after all the fees, GST, etc) and I certainly made a loss on these items which were purchased at least 30 years ago. OK they weren't rare antiques, mainly run of the mill items but most were in near-new condition. My 2016 *Kolls* guide which is produced every year showing the average auction returns (in Germany) for mint and boxed items shows about a 40% decrease over the last 15 years, even on the rarer 1940s items. Recently I dramatically reduced the insurance cover on my collection after realising this.

This has made me think about what my Meccano is worth and what it should be insured for, if anything. Boxed old stringed sets, in excellent condition, still seem to fetch good prices but most of my Meccano has been well used and the sets merged together and certainly the parts don't now live in their original boxes. I certainly didn't get into these hobbies to make money but the thought of my offspring not realising much for them after my demise makes me wonder if it wouldn't be better to write into my will that all trains and Meccano should be dumped or recycled at the nearest scrap metal merchant!

There are certainly sellers of model trains and Meccano asking stupidly high prices on *Trademe*. Are these prices ever reached? A lot of the model trains don't sell after several attempts with some lowering of the starting price.

Will there be a world of worthless Meccano in a few years time which no one wants or needs? I will let you ponder that question. I still haven't decided what to value my Meccano, for on our home contents policy. Obviously it shouldn't be too high as the insurer will never pay out; you need to be realistic in these changing times.

Again many thanks to those who submitted copy for this issue, especially Richard Feltham, David Glenday and Peter Hancock, without whose items I would have been hard pressed to fill the 28 pages. Please keep submitting articles.

Les M

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Prezzy Predictor by Richard Feltham (MWT)

In his editorial of the May issue, Les Megget heroically 'refused to concede that our hobby is dying'. I hope he is right, but right now it sure is in Intensive Care, and I don't think one has to look far for the reason. Firstly, practitioners of the Sacred Art are becoming an endangered species. Secondly, Meccano, in all its red and green glory, is rooted in the first half of the twentieth century, and if it is to survive and compete against the Fantastic Plastic, there has to be a lasting union with the most important product of the twenty-first: digital electronics.

The word on everybody's lips, except perhaps Donald Trump's, who's capacity for polysyllables is limited, is robotics. This is what the future is about. In his usual characteristic display of foresight almost everything that St Frank gave us is tailor made for making real life robots; except the 'brains'. There has been a rather lame attempt by suppliers to bridge this gap with the Meccanoid series, but for me these look and feel too much like mutant Lego for comfort. Fortunately the requisite technology to build the sophisticated systems that give robots their flexibility and power is freely and cheaply available in the form of microprocessors, like the Arduino family; devices which even He could not envisage in 1901. These computers-on-a-chip can take information from an enormous range of sensors, calculate a response in milliseconds, then act on it in the real world via pulse driven servos or stepper motors. David Couch's exquisite Rubik solver is a brilliant example of this chain, and it is no coincidence this has received several awards, often by public acclaim. This is where we need to focus our drive to attract acolytes. I would suggest that the forthcoming 2019 Convention in New Plymouth adopt this as a theme.

To this end, I present as a simple example of how to drive stepper motors in response to an input, the Prezzy Predictor. This machine will, on payment of a coin, divulge what Santa will be bringing the supplicant come December. I am using it as a platform to champion augmenting the traditional text-driven building instructions with a graphical form. Writing these instructions is an art-form in its own right, and while we have skilled exponents like Les and MWTs Bruce Geange, it is not for everyone. Children today expect pictures. Additionally, if we are going to include microprocessors in our models, then we have to adopt ways of communicating the information about the electrical circuits and the software. Model outline. A coin of any denomination rolls down between the 24½" angle girders to strike a carefully balanced plate. This tilts up out of the photo interrupter beam which

turn switches to a high state (aka on). This change is detected by the microprocessor (Arduino Uno) which in response pulses a stepper motor a random number of steps. The pointer on the motor shaft indicates the forthcoming gift on an analogue readout (clock face). In essence we have an analogue process (the coin rolling) converted into a digital signal (interrupter state ON or OFF). This digital information triggers a calculation that randomises the motor pulses that drive the stepper. The output is converted back to analogue by rotating the pointer around the clock face. Additionally, the raw digital information is simultaneously presented on a liquid crystal display as the number of coins, number of pulses per reading and speed of pointer rotation.

The detailed description includes a graphical description of the build, parts list, traditional electronic schematics and a more user friendly component layout picture. The software to drive the Arduino is listed in the format required by the Arduino IDE. Some photos of the completed model are included.

Software:

This is key to the model. The program instructions for the Arduino are written as text commands within the Independent Development Environment (IDE) and must conform exactly to the syntax expected by the microprocessor compiler. You write the program on another computer and download the finished program to the Arduino via USB cable. There are usually three parts to any Arduino program, or sketch.

The first part, as far as the line beginning: ' void setup() { ', tells it which libraries to use, what things are connected to it and what variables will be used when the program proper runs. The next 'setup' section is run only once. This organises the parameters of the program and sets things that will not change during the program run; like the RPM of the motor and the seed value of the random number generator.

From then on the main 'loop' will run repeatedly so long as there is power to the Uno. In this example, for each iteration, it checks to see if a coin has triggered the sensor. If so, it obtains a random number and sends that many pulses to the stepper motor. As the motor requires 48 pulses to complete a single revolution the random number is limited to even numbers within this range, giving 24 different choices on the 'clock face'. Then the coin count is updated by one and the result shown on the liquid crystal display. The pulse count is reset to zero and the loop starts again.

If the sensor has not been activated, that is, no coin is present, the loop simply starts again...and again...and again.

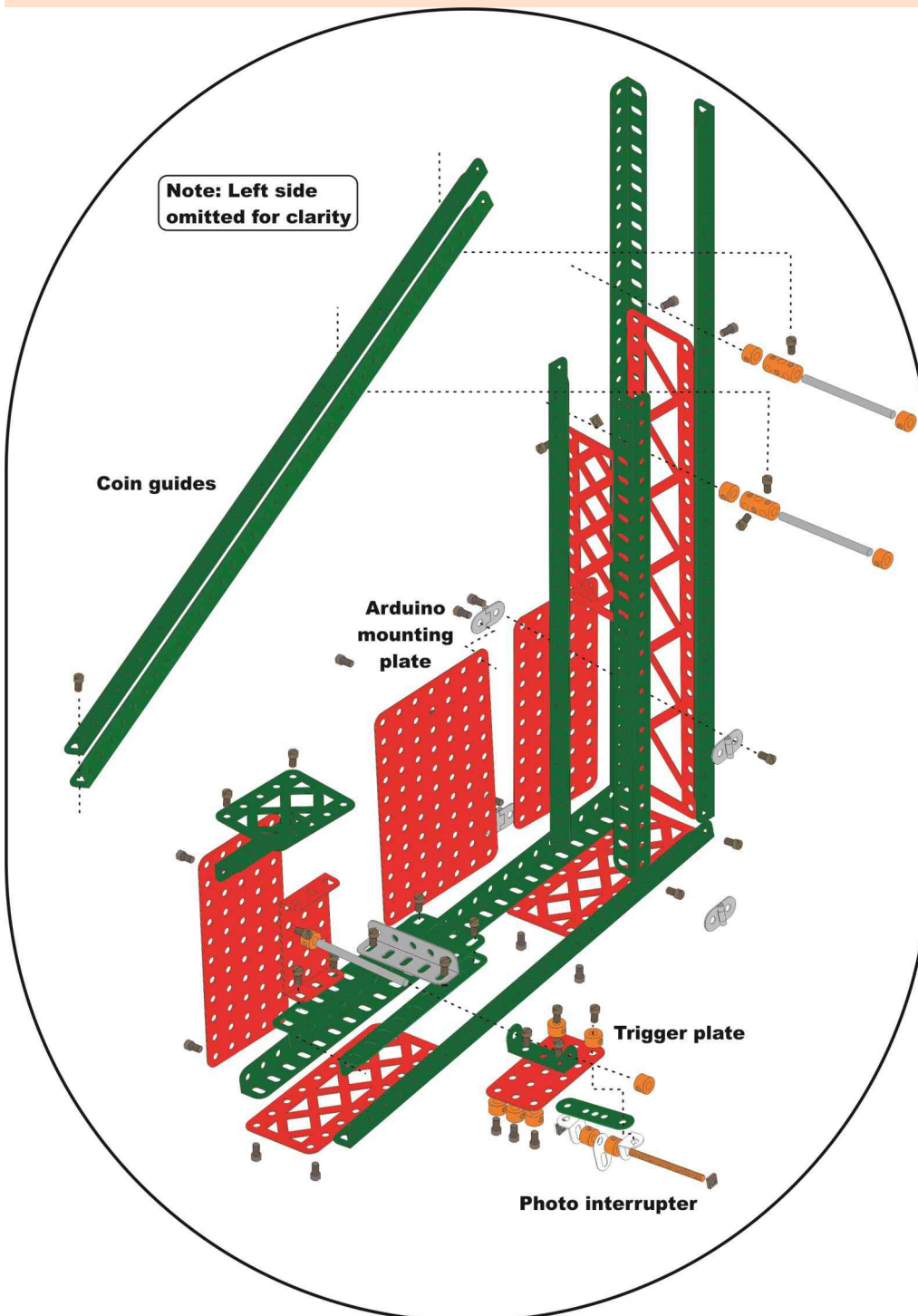
At first glance these instructions may seem like gobbledygook, but reference to the on-line Arduino web page help at www.arduino.cc will help to make the logic of it clear. The crux is a single 'IF' conditional. What this means in plain English is that 'if' a particular condition is satisfied, do some stuff, 'else' do something different. Hardware. I used the most basic microprocessor in the Arduino stable, the Uno. A bit of fiddling is necessary to get it to mount firmly on the Meccano plate, using insulated mounting screws. It needs a

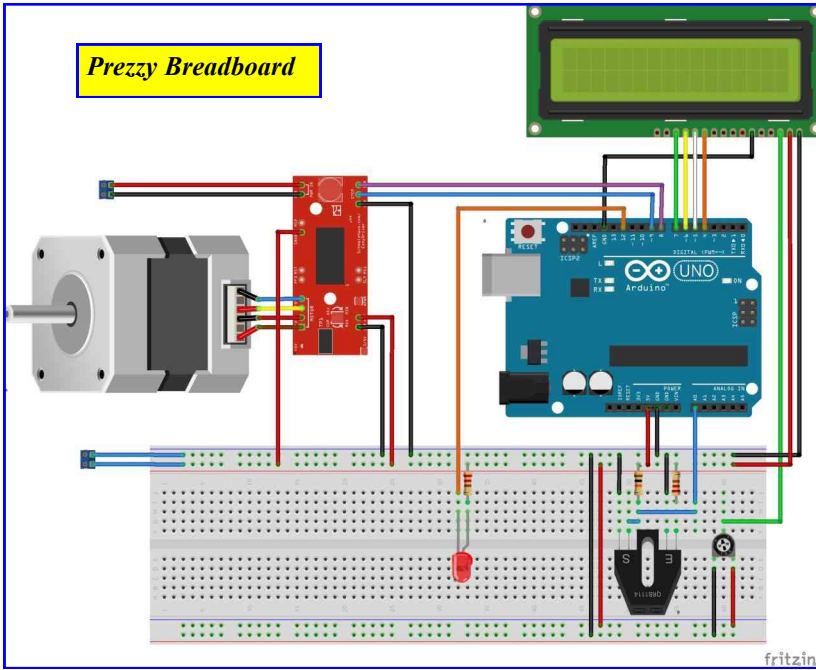
stable +5v DC input for the electronics and a separate +12v DC for the stepper motor. A small prototyping 'breadboard' is the most convenient way of getting it all running because you can easily make changes. Each of these three boards I mounted on a hinged plate so I could swing them outwards to troubleshoot them in the future. The LCD display is mounted separately, as is the stepper motor and prezzy 'clock face'.

The trickiest part was getting the photo interrupter to respond to a small 10c piece. These sensors are common in printers and consist of an LED opposite a photo transistor. Normally the light from the LED keeps the transistor in a conducting state.

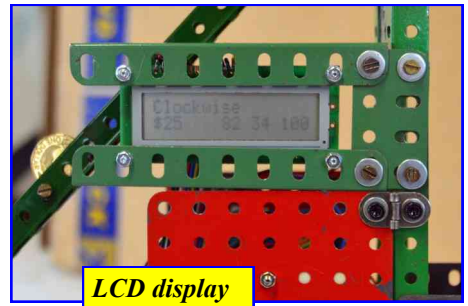
With the beam interrupted by the fishplate the photo transistor does not conduct and the sensor is in the 'off' or '0' state. The impetus of the coin hitting the other end of the balanced plate lifts the obstructing fishplate momentarily and the transistor turns 'on', moving into the 1 state for a few milliseconds. This change is detected by the Arduino and the motor turned. I explored the option of running the coin through the sensor, thus acting as a transient 'off' switch, but could not get this to work reliably. A second LED acts as a trigger indicator.

The stepper motor came from an unhappy printer. The power required to drive the stepper necessitated a dedicated driver board. I used an Easy Driver V44, but any similar device would work.

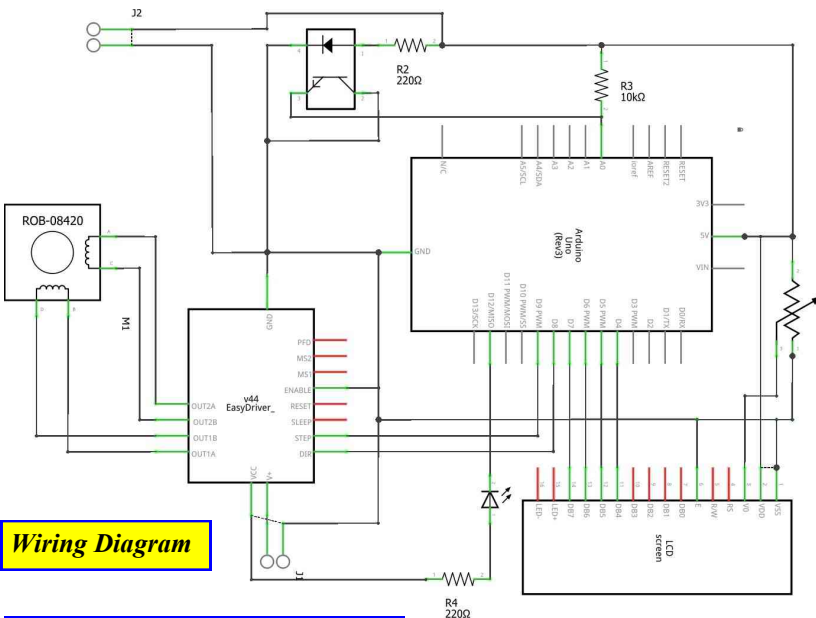
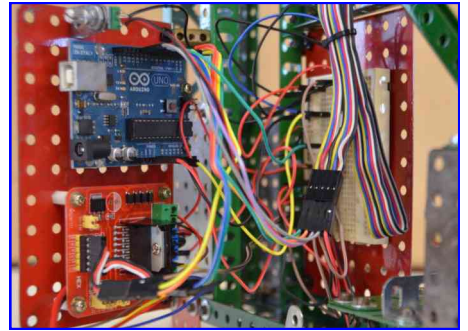




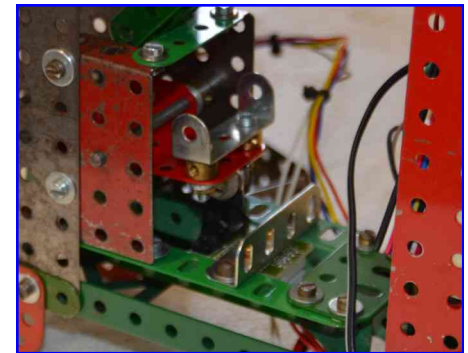
Prezzy Breadboard



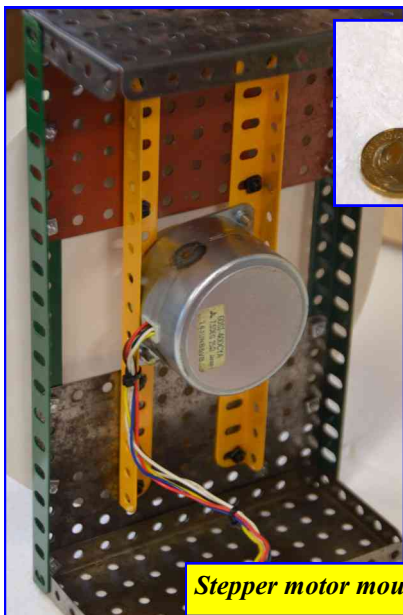
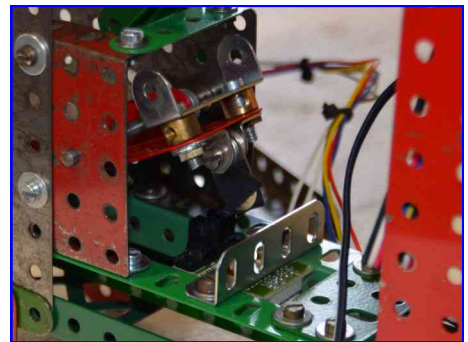
LCD display



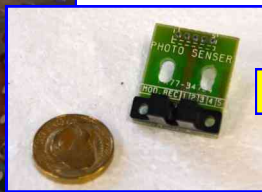
Wiring Diagram



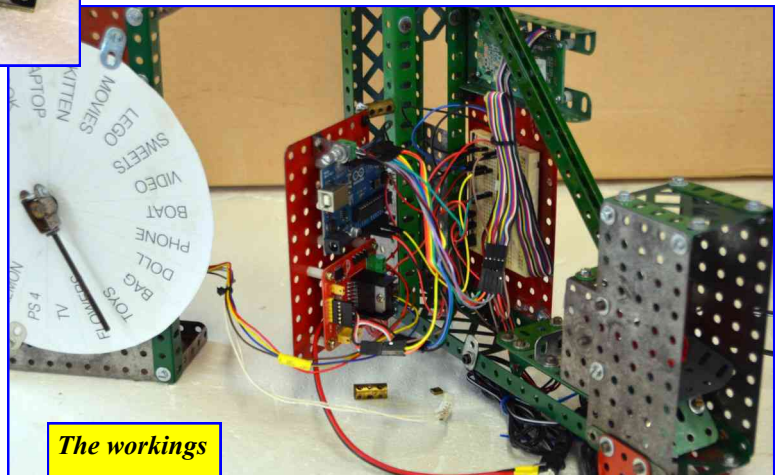
Sensor down (above), up (below).



Stepper motor mounting



Sensor



The workings

```

#include <Stepper.h> //stepper driver library
#include <LiquidCrystal.h> //display library

LiquidCrystal lcd(12, 11, 5, 4, 3, 2); // initialise an instance of stepper library
const int stepsPerRevolution = 48; // number of steps for one revolution
Stepper myStepper(stepsPerRevolution, 6, 7, 8, 9); // initialise stepper instance

int pulseCount = 0;
int sensorPin = A0; // select the input pin for the interrupter state
int ledPin = 10; // select the pin for the indicator LED
int sensorValue = 0; // variable to store the value coming from the sensor
signed int revolutionCount = 0;
int prezzy = 0;

void setup() { // only does this part once
  int RPM = 100; // set motor rpm
  pinMode(ledPin, OUTPUT); // set indicator LED pin as output
  digitalWrite(ledPin, HIGH); // turn indicator LED on
  lcd.begin(16, 2); // type of LCD display = 16 cols with 2 rows
  myStepper.setSpeed(RPM); // set stepper rpm
  Serial.begin(9600); // set baud rate
  lcd.setCursor(13, 1); // position LCD cursor
  lcd.print(RPM); // display RPMs
  lcd.setCursor(0,1);
  lcd.print("$ "); // display coin count
  randomSeed(analogRead(1)); // seed the random number generator }

void loop() { // will loop this part continuously while power is on
  sensorValue = analogRead(sensorPin); // read state of trigger
  sensorValue = map(sensorValue, 1, 1023, 10, 50); // map reading to required range of sensor values
  lcd.setCursor(10, 1); // position cursor on LCD screen
  lcd.print(sensorValue); // display sensor reading
  if(sensorValue <= 20) // if trigger is pressed rotate random amount
  { prezzy = (2 * (random(24)) + 36); // calculate pointer steps
    digitalWrite(ledPin, HIGH); // turn indicator LED 'on'
    lcd.setCursor(0,0);
    lcd.print("Clockwise");
    while(pulseCount <= prezzy) // turn specified number of pulses
    { myStepper.step(1); // turn pointer clockwise 1 step
      pulseCount++; // increment pulse count by 1 }
      delay(100); // eliminate switch bounce
      lcd.setCursor(7,1);
      lcd.print(prezzy); // display pulse count
      lcd.setCursor(1,1);
      lcd.print(revolutionCount++);
      prezzy = 0; }
    else
    { digitalWrite(ledPin, LOW); // reset indicator LED to 'off'
      pulseCount = 0; // reset pulse count } }
}

```

Photos taken at the East Auckland Lego & Toy Expo on 6 & 7 May 2017



Part of Gary's Meccano & Erector display



Yes it's Lego; the Whakamaru power station

Prezzy Predictor Meccano Parts List

Part #	Description	Use	Number
7	24 ½" angle girder	Coin run girders	2
7a	18 ½" angle girder	Rear tower support structure	2
8	12 ½" angle girder	Front tower support structure; base runners	4
9a	4 ½" angle girder	Trigger cage	2
9e	2" angle girder	Sensor mount girder	1
10	Fishplate	Sensor interrupter	1
12	Angle brackets	Sensor interrupter support brackets	2
17	2" axle rod	Coin guide mounts; trigger plate pivot	3
37	Nut and bolt	Fixing	Lots!
48	1 ½" x ½" double angle strip	Trigger plate pivot	1
51	2 ½" X 1 ½" flanged plate	Trigger cage	2
52a	3 ½" x 4 ½" flat plate	Arduino, driver and breadboard mounting	2
59	Collar	Axle restraints; trigger counter weights	13
63	Coupling	Coin run girder mounts	2
70	2 ½" x 4 ½" flat plate	Skeleton bracing	4
97	3 ½" braced girder	Trigger brace	1
99	12 ½" braced girder	Tower bracing	3
100	5 ½" braced girder	Skeleton bracing	3
103g	2" Flat girder	Sensor mount brace	1
114	Hinges	Arduino and breadboard plate mounting hinges	4
Non-Meccano items			
N/A	Arduino UNO	Controlling microprocessor	1
N/A	Easy Drive board	Stepper motor driver board	1
N/A	220 ohm resistor	1/8 watt Current limiting for LEDs	2
N/A	10K ohm resistor	1/8 watt Voltage divider for LCD screen	1
N/A	100k variable potentiometer	Set LCD screen contrast	
N/A	LCD display	Values readout (optional)	1
N/A	Opto interrupter	Sensor to detect coin fall	1
N/A	Miscellaneous	Wires, breadboard, screw terminals (x2), 5v & 12 v DC power supplies, stepper motor.	

Greater Waikato Meccano Club (GWMC)-- or should that be the GREAT Waikato Meccano Club ?

Calling all Meccanomen (and women) residing in or near the greater Waikato area, including Hamilton, Waitomo, Waipa, Matamata-Piako, Hauraki and other Districts:

You are needed ! – to help me start up the Greater Waikato Meccano Club.

We have the Auckland Meccano Guild and the MWT Meccano Club, so why not bridge the gap and form a Waikato group ?

Initial thoughts are to run informal quarterly meetings at different towns in good-natured members' houses/garages, probably on a Saturday afternoon; we could also possibly participate in one or two model exhibitions in the region. What do you think ?

Are you interested? Please let me know your thoughts, comments, suggestions, etc. We could have an initial get-together in early September.
Give me a call or send a text.

Graeme Wrightson
Matamata
Ph. 027-671-6004 or 07-888-6358

NZR Craven 40 Ton Railway Service Crane Part 2: The crane

by Les Megget

The Crane:

The crane's frame is 22" long and is made up from long Angle Girders and Flat Plates, see cover photo. The crab sides were a difficult shape to model and I used a range of small Flat Plates, triangular Flexible Plates and Strips. The gearbox transverse shafts are higher towards the rear and positioning them correctly relative to the horizontal hole spacing near the bottom of the crane frame proved difficult (viz. to get the vertical drive shafts to line up with their bottom bearings was tricky).

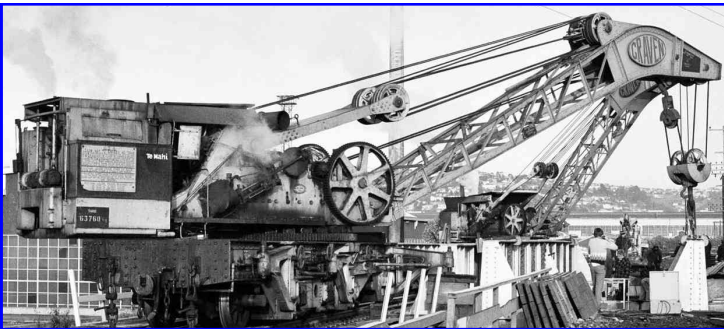


Fig. 1: Two NZR Craven 40T cranes replacing a bridge girder in Auckland, NZ. (Photo: Ken Devlin).

Motive Power:

Initially I attempted to position the single large 12V electric motor in the steam engine's boiler at the rear of the crane and had hoped to transfer the drive to the crankshaft via hidden gears and shafts. This proved impossible with too many inaccessible gears able to slip, so the motor was placed near the front of the crane,

just behind and below the hoist barrel, partially seen in Fig. 3. The drive to the crankshaft is by Sprocket and Chain, partially hidden behind one of the main flywheel cranks. This crane is unusual with its cylinders at an angle to the horizontal and full external Walschaerts valve gear (see Fig. 2). Fig. 4 shows two shafts of the actual crane showing its bevel gears and dog clutches. Note that there are two bevel gears to the right to allow reversing of the slewing without reversing the steam engine. There was not enough space on the model to place the second bevel gear.

Hoist:

The steam engine's crankshaft drives an intermediate shaft towards the front (Fig. 3) through 2 independent pairs of gears (38t/76t left side and 19t/95t right side). These gear pairs provide the 2-speeds for the hoist and are separately engaged by linked sliding Socket Couplings engaging Dog Clutches. The ratios (2:1 and 5:1) aren't probably correct but they were the only gear pairs I had for the 1½" shaft spacing. The intermediate shaft drives the hoist barrel via a 19t Pinion driving a 171t gearwheel made up from two Gear Rings (4½" outer diameter) bolted together. Note that the prototype gear wheel has 7 spokes. I was forced to provide only 6 spokes as I don't have any 7-hole bush wheels! The hoist cable begins and ends at the barrel with a secondary hook with a single sheave which was usually hooked to a transverse

bar just in from the jib's head, seen in the cover photo. A 2-sheave main hook appears to have been normally used using the 4 rope falls present with the secondary hook fixed to the jib. The main hook (on the prototype) can be easily dismantled to remove the pulleys so that the small secondary hook can be used with 1 fall of rope.



Fig. 2: Side view of crane frame showing cylinders and valve gear. The vertical lever at the back of the cab reverses the engine's direction. Two of the outriggers are in the propped out position.

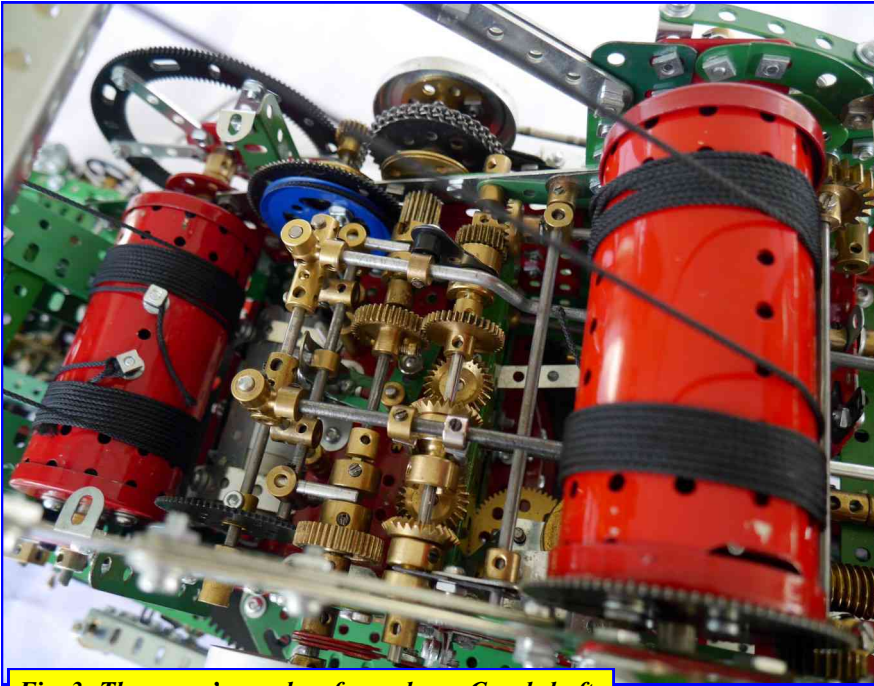


Fig. 3: The crane's gearbox from above. Crankshaft driven by the Sprocket and Chain. The hoist's 2-speed gears to the left. Right hand Bevel Gears for slewing and travelling. Top Pinion and Contrate are part of luffing drive.

A foot brake operates a cable brake on the hoist's intermediate shaft. A 2" blue Pulley is fixed to the 95t Gear and has a rope loop around it (Fig. 3). The foot brake pedal is to the right in the cab and can be kept engaged by a ratchet controlled slider (Fig. 5).

Luffing:

It took me a while to work out how the luffing drive got from the crankshaft to the luffing barrel high up in front of the engineer. Another intermediate shaft (tri-face stainless steel) is positioned 1" to the rear of the crankshaft. It is driven by a pair of 38t Gears, with one being narrow faced due to lack of room on the intermediate shaft, see Fig. 3. At the right hand end of this shaft the drive becomes longitudinal using a 25t Pinion and a Small Contrate. This shaft transfers the drive to another transverse shaft behind and below the barrel using a large tooth worm and pinion. I used these gears to speed up the luffing barrel, as my original 38:1 reduction using conventional a Worm and 38t Gear would have made full luffing from horizontal a 15 minute job. With the large tooth gears this reduces to about 6 minutes. The final gear pair is a 25t Pinion driving the 95t Gear fixed to the barrel. All the photos show double sets of three pulleys to luff the jib but I reduced this to pairs two 2" Pulleys, again due to a lack of space and to speed up the process a bit. This arrangement works very well but even 6 minutes to luff the jib is too long for hyperactive spectators. However there is plenty of power and I guess you could easily model the longer jib as used on the UK cranes.

Slewing:

At the left hand end of the tri-face axle is a 26t Bevel Gear fixed into a short tri-axle socket coupling. This Bevel meshes with its twin on a vertical shaft below. Below it are 2 sets of 19t/57t reduction gearing with a small large tooth pinion on the final shaft through the base of the crane frame. The pinion meshes with the 8" outer diameter large tooth gear ring fixed to the top of the carrier (Fig. 2). The Bevel Gears are meshed by moving the socket coupling with a lever controlled by the large left-hand handwheel seen in Fig. 5 through a Worm/19t Pinion reduction. There is also a cable brake around a large Flanged Wheel on the final drive shaft.



This brake is applied by turning the small handwheel positioned just below the aforementioned large handwheel.

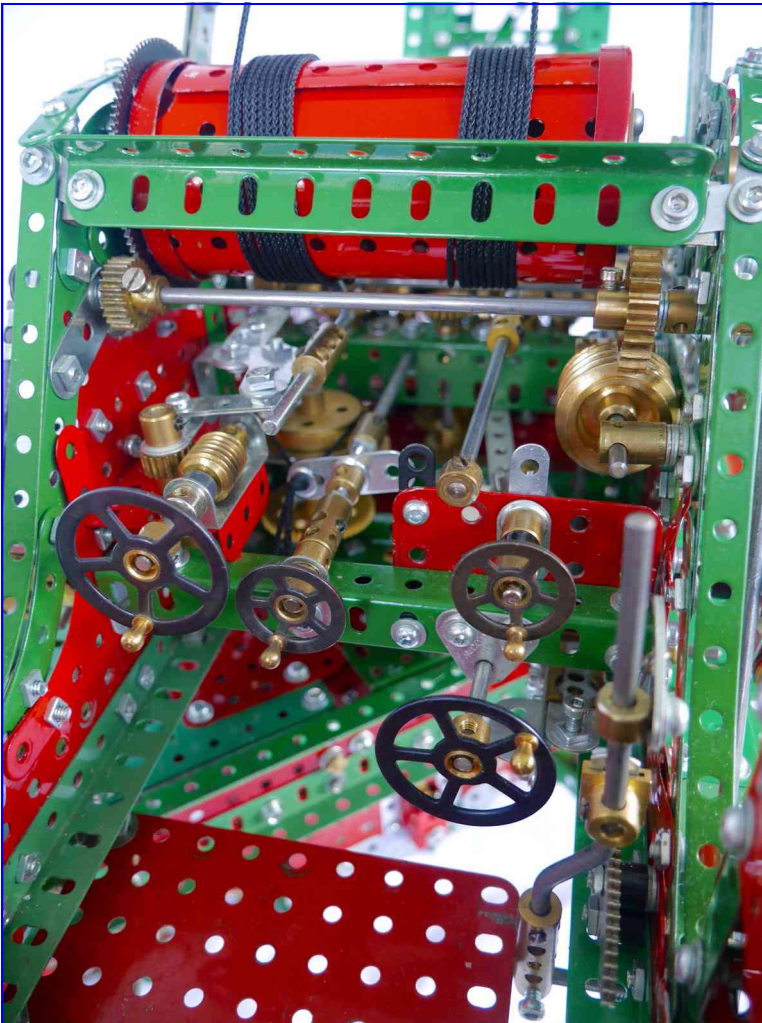
Fig. 4: Part of the actual crane's gearbox showing the slewing and travel bevel gears. Note 2 Bevels for slewing to allow quick reversing. Luffing barrel to left.

A 3" Screwed Rod with a Threaded Boss tightens the cord.

Travel:

To the right of the slewing bevel there is another 26t Bevel Gear with its corresponding small tri-face socket coupling. A matching Bevel Gear on another vertical shaft then transfers the drive through a 19t/50t Gear reduction and a pair of 38t Gears to the final drive shaft which passes through the centre of the roller bearing (via a Coupling) to the carriage travel drive described earlier. The Bevel Gears are meshed by the horizontal lever made from a long Crank Handle without grip, seen in Figs. 3 & 5. I have attempted to keep all the control levers and handwheels in their prototypical positions as can be seen by comparing Figs. 5 & 6. The cab should have a roof but for ease of accessibility I have not included one.

A representation of the boiler (cover photo) is positioned on three ½" long Bolts near the rear of the crane but I haven't included all the steam pipes, of which there are many. The boxes on the rear of the crane are for water and coal.



The crane should have a 2-bogie match truck, which had a winch and a large tool box on it. However I have not currently modelled the match truck.

Conclusion:

The NZR Craven steam cranes were the largest cranes used by the NZ rail network until the introduction of the two 60 tonne hydraulic cranes (see CQ112, June 2016) and had a 40+ year working life, finally being scrapped in the 1980s. Over a 2-year period in the late 1970s the 4 steam cranes did 539 hours work while mobile cranes were used for about 3,500 hours by the NZR. The steam crane age was over.

Modelling this crane, as close as possible to the prototype, was a difficult task, especially getting all the gearing in the correct places. Meccano gears take up relatively more space than real life gears and clutches, as used on these vintage steam cranes.

Fig. 5: The controls in the driver's cab. Handwheels from left control slewing and slewing brake below. The large right-hand wheel is the hoist's 2-speed control. The 2 Rod levers are for travel and slewing. The foot brake can be seen just behind the hoist's handwheel. The $\frac{3}{8}$ " vertical Bolt to its left is to handbrake release, which keeps the brake engaged.

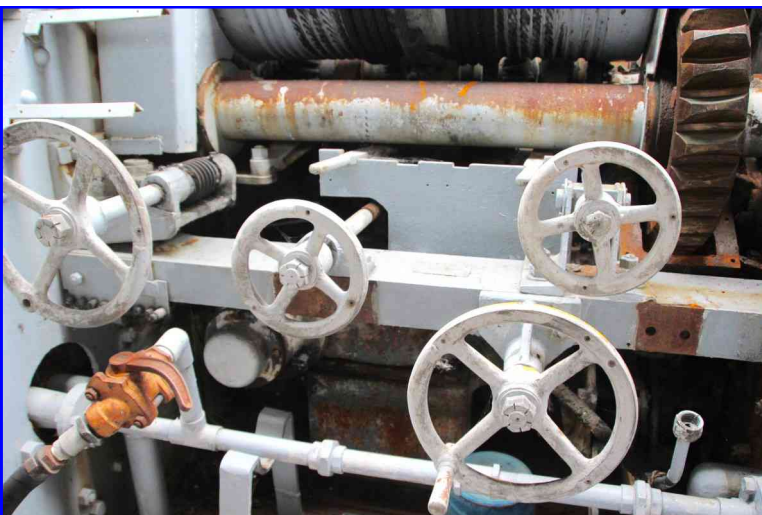
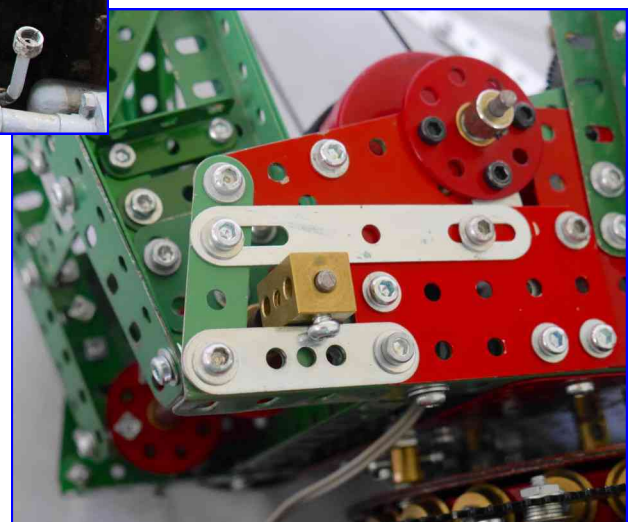


Fig. 6: The actual crane's cab controls. The 2 hand levers behind the wheels are to engage the travel and slewing drives.

Fig. 7 below: The articulated joint at the left hand jib foot.



Jib:

The open trussed jib is constructed from long Angle Girders and Flat Girders while the slender web bracing uses narrow angle girders, some being of the non-standard 8-hole variety. The NZR crane incorporated an articulated joint at the jib foot, (crab sides), see Fig. 7.



Auckland Meccano Guild Meeting

13th May 2017

Reporter & Photos: Gary Higgins

The May meeting was held at the home of Les and Shirley Megget in Papakura.

Apologies from **Brian Cotton** and **David Glenday**.

Les Megget had his prize winning James Bond special Aston Martin DB5 on display and we mere mortals were able to get a true appreciation of the work that was involved in making it perform. A great model with Les receiving accolades from New Zealand and Overseas Meccano club members, well done Les.

Les is also working on another model which is a NZ Railways 40 Ton Craven railway service crane, only partially completed at this stage but as Les is using scaled drawings it should be most impressive when completed.

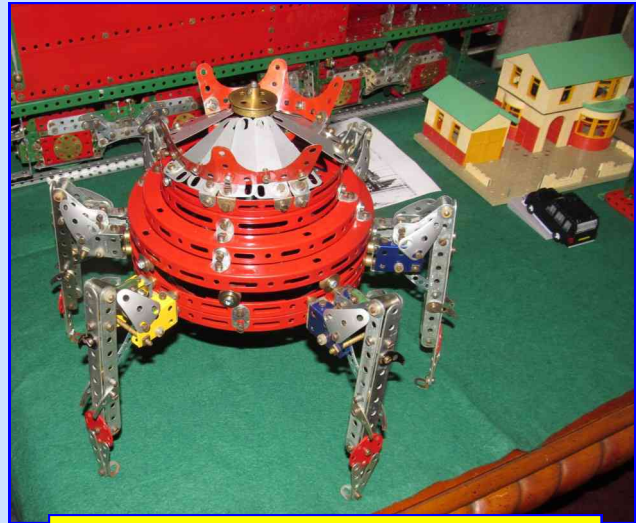
Gary Higgins in his role as writer for the E Bay column has made a few purchases from that site. He brought along an unusual morse code machine made from Meccano and other systems which records the results of Morse tapped in via a Morse key onto a long strip of paper. The machine is rigged for high voltage but will be converted for a much safer 6-12 volt use.

Gary had also purchased a *Mecavion* French set which contained parts for not just one but two sets, a standard *Mecavion* air constructor set and a complementary set designed to provide parts to complete a flying boat.

Gary had previously built the flying boat using pictures of parts to manufacture his own set. It appears almost identical to the real thing.

It was great to see the return of **Andrew Cathie** who has been a member for many years and has decided to dust off his Meccano and re join us. Andrew brought along his cycling man made from his unique chrome plated Meccano set 10. This set when received from Meccano had zinc rot and the provider had the whole set chrome plated, including all the flexible plates. This had the effect of rendering them no longer flexible, as far as we are

aware it is one of a kind.



Henry Porter's "War of the Worlds" space craft with Rick Vine's Bayco house to the right.



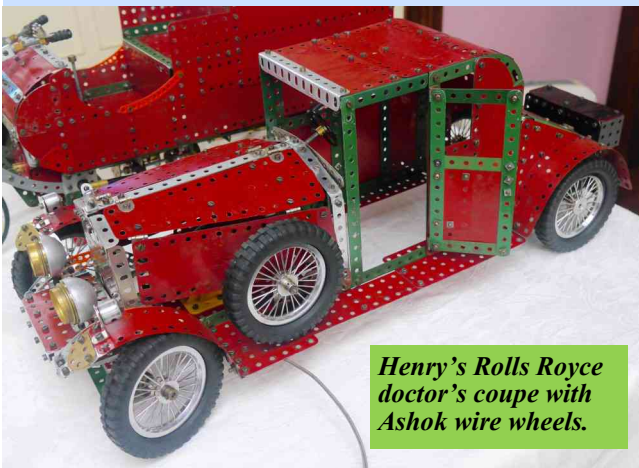
Les Megget's Craven Railway crane, well the top half, as seen at the AMG meeting.



A variety of models. Henry's motorbike, Tony Caldwell's jet fighter and Gary's flying boat.

Rick Vine had made up a *Bayko* house and had constructed a circular saw using a non lethal face plate instead of the real saw blade, not as much fun but a lot safer in displays. Rick also had some mini *Lego* ex Japan, really tiny but looked great, a London taxi and a Audi also in *Lego*. Don't worry Rick has not turned to the dark side, he like many of us dabble in other systems.

Henry Porter had his usual array of impressive models including a 1911-1915 Wall parcel car with a 2 speed motor, a Martian craft from "War of the Worlds" and a 1923 doctor's coupe. I asked Henry where he had got the light surrounds and he replied "table tennis balls, damned hard to saw in half".



Henry had constructed an interesting racing motorbike using two of the new rolled parts from the tinned robot sets as exhausts, it looked great.

David Wall had constructed a very useful Meccano tool caddy full of screwdrivers, spanners etc., just the thing for a Meccano outing.

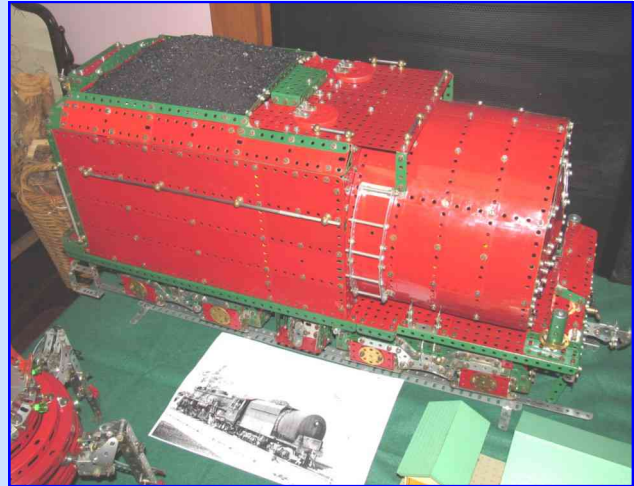
Anthony Caldwell had made up a jet plane from the Meccano No. 6 set from 1960s. This was one of the best models to come out of those sets and looks great in Yellow, blue and zinc finish.

Graeme Mills had built a dump truck up in zinc and red Meccano.

Graeme Wrighton had brought along a *Nuts and Bolts* set he found and although it is more akin to European sets, being metric it is capable of making some useful models when combined with an enthusiastic Meccano man like Graeme.

We are unfortunately losing Graeme who will be stepping down as Treasurer who will be moving out of Auckland. We wish him well with his move and he will no doubt have a Meccano group springing up in no time. Thanks Graeme for all your efforts with our club over the years.

Neil Carey brought along the completed tender for his NZR "J" class 4-8-2 steam locomotive. The tender is of the Vanderbilt type where the water compartment at the rear of the tender is cylindrical. Members will be able to view the complete locomotive at the August meeting of the Auckland Guild.



William Irwin is back from his latest overseas adventure and brought along a selection of other club magazines for members to read.

Stefan Henton attended with Henry Porter.

Special General Meeting:

Due to our Treasurer **Graeme Wrightson** resigning and moving out of Auckland the club requires a new Treasurer and as such **Rick Vine** has agreed to accept the post which was not contested. Rick Vine is the new treasurer, **Gary Higgins** has moved into the role of Secretary, since **Peter Hancock** left us and the role of President has **David Wall** continuing.

All at the meeting agreed to the above.

Rick and Gary will be contacting the bank to sign the various forms required for the changes and the IRD has already been contacted by **Graeme Mills** for this year's details.

There were discussions about the recent *Toy and Lego show* at Howick, which the club attended and this was a very successful show with good public attendances and a chance to show young people that there is more to life than *Lego*.

Les and David gave us some good feedback about the Christchurch Convention which was in the newly refurbished Arts Building.

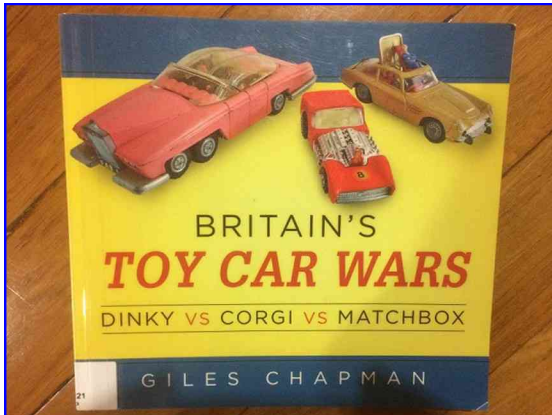
The next Convention will be held in New Plymouth in Easter of 2019.

The meeting concluded with afternoon tea provided by the ladies.

Book Review
by David Glenday

“BRITAIN’S TOY CAR WARS”

This book published 2016 is a new addition to the Auckland Public Library and indeed to the wide selection of Meccano literature it holds. The Library has the Bert Love editions, the volume on 1930s Supermodels, several on the history of Meccano, and others covering Dinky collecting for instance.



This volume starts with retelling the history of Hornby, Meccano, and Modelled Miniatures. From there it moves into Post War success for Dinky Toys, the arrival of Matchbox and Corgi, the competition and rapid development of each brand through the heady years of the 1960s, leading to their eventual decline and demise through the 1980s, and the reasons why.

The factors around the demise of British model car manufacture mimic those of Meccano itself and the British car industry as a whole. Foreign competition, management and labour woes, changing tastes, and economic conditions around costs and quality.

The book is published on glossy paper of good quality, with plenty of illustrations, detailed analysis, and descriptions of models and manufacture that will remind many of us of our boyhood, and the strong links between Meccano and Dinky and model collecting, and 'play'.

It is interesting that such a small group of men lead these three companies and oversaw the design and manufacture of such an array of model vehicles, and the rivalry between them drove such a pace of development. Readers will enjoy the detailed writing, the illustrations, the biographies of the people involved, the nostalgia, and remembering these great models that combined such realism with robust and rewarding play value.

The book has 126 pages and is published in the UK. The author writes enthusiastically and knowledgeably, although is younger than many of our Meccano men. The bibliography lists books about Dinky for instance that many will have read, but this new book brings together the history of the three companies and is recommended for that, as well as being 'a good read'.

THE MECCANO BOY by David Glenday

Fortunate with my Hornby Meccano and Dinky Toys,
unlike many of the other school boys,
father encouraged with set one,
I asked for the mobile crane and it was done.
While I could make a trailer for my cars
baseplate and plates for side bars.
Best school mate soon saw the potential,
into town with school satchel,
'buy these gears, girders and all good metal,
now learn to build a differential'
Acquiring old sets from other school mates,
soon build up a stock of strips and plates.
Age and skill grew incrementally,
but happy teenage years pass finally.
Work, women and motorcycling
put the Meccano out for recycling.
As the poet said on becoming a man
The things of childhood go off to second hand.
Years of marriage, fatherhood and career
A different path I began to steer.
But one Christmas I spied a Buzz set two
a perfect starting gift it would certainly do,
more parts, genuine and fabricated
some fortunate, new, others dilapidated.
would the collecting ever be done,
and was it for me or my son?
He would say without a doubt,
what the mass of Meccano is now about!
Grandchildren have had a fair go
but say they much prefer their Lego.
Perhaps its the degree of concentration
or learning slow application,
is the mechanical age no longer an attraction,
and we all want instant satisfaction?
Only I seem to gaze at the tower crane across the road
gently moving its heavy load,
from large truck decks,
slabs like Dinky Builder for walls and decks.
Steel rod holding concrete abuts,
apartments built without bolts and nuts!
Showing my latest models to the boys,
my son says 'still playing with your toys'?
but he knows I still enjoy to invent,
or allowing some creative ability to vent,
and when to home they go
I put them back on show.
The satisfaction is for me,
and no one else really needs to see.
But our generation is greying and sagging,
our pipes and joints need new lagging,
while we still believe we are fit and able,
we are the old ones at the dining table,
There is no point in remonstrating,
get the Meccano out and start creating!
Sharp minds and dexterity practiced today,
will ensure the grim reaper stays away!

Christchurch Meccano Club

(Est. 1929)

August 2017 Quarterly Report by Mike Howse

It's been quiet on the Meccano building scene in Christchurch over the last couple of months. However, Club meetings have been very well attended along with two new members, the Club is in good heart.

At a recent Club meeting, there was a competition by members to produce a rubber band propelled vehicle. The attached pictures show the different models produced.

Behind the scenes however the CMC Exhibition Committee have been busy planning for two upcoming events.

The first being a static Meccano display at the Papanui RSA, the venue where we hold our Club meetings.

This display will take place in the Charles Upham room in the RSA in the last week of the upcoming school holidays and is being held for the benefit of RSA members.

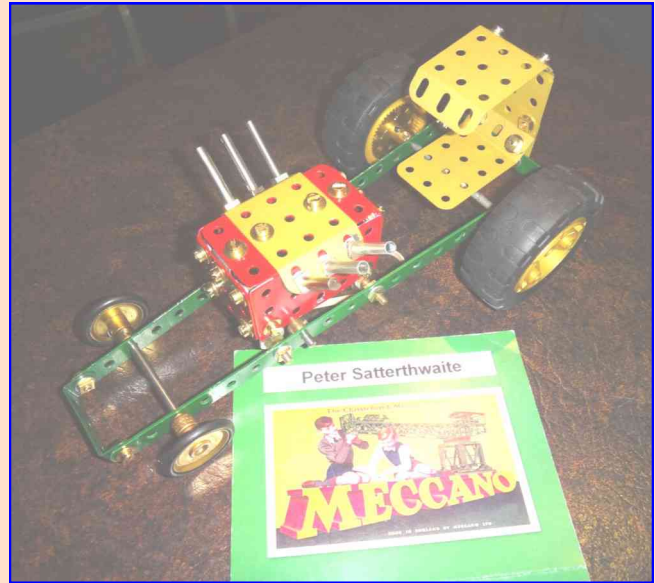
The second project being worked on by the Exhibition Committee is for an Exhibition to be held at the Rangiora Indoor Bowling facility in Rangiora over Easter 2018.

The venue is approx. twice the size of Great Hall in the Christchurch Arts Centre, it is planned to have a wider range of Toys on display to make the Exhibition attractive to a potentially wider audience.

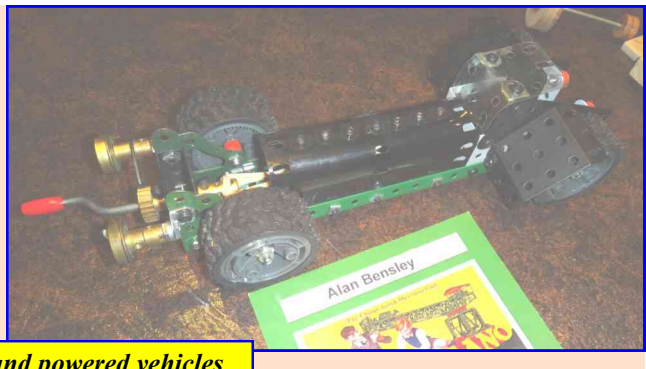
Negotiations with the Rangiora Bowling Club Executive have allowed the CMC to hire the venue over Easter 2018 on favourable terms.

Any visiting Meccano folk are most welcome to participate, there is no costs involved for exhibitors, and, tea, coffee and nibbles will be provided.

The idea to hold an Easter 2018 Exhibition in Rangiora was put forward with a view to raising funds to contribute to CMC members who want to travel to the NZFMM Exhibition being held in New Plymouth over Easter 2019.



Examples of the rubber band propelled vehicles



More CMC rubber band powered vehicles

From the NZFMM Magazine Archives part 7: by Peter Hancock

**Continuation of Volume 4, additional excerpts
from magazine number 6, June 1979:**

In this edition of the magazine, Editor Don reports on correspondence he and other NZ Meccanomen had written to Meccano Ltd over a number of months relating to a variety of issues including poor parts quality, 'Meccano Magazine' ['MM'] subscription errors and other matters relating to the inclusion of NZ Club reports in the 'MM'.

It appears that the following report was prompted by a letter Don received from the then recently appointed 'MM' Editor Michael J Walker written on the 14th May 1979 in response to Don's Letter dated 25th April. Apparently Don had written five letters over a period of time to MECCANO LTD. The first response to Dons letters was provided by Michael Walker, 'MM' editor. A copy of this letter follows:

Dear Mr Blakeborough,

Thank you very much for your letter of the 25th of April, with welcome inclusion of the N.Z.F.M.M M., which I found to be a very interesting and enjoyable read.

1. Taking the points raised in your letter roughly in the order they arise, I can first of all inform you that the New Zealand Meccanomen's Convention photographs occupy two pages of the forthcoming April 'MM'. If I gave Mr Nichols the impression that I was not going to feature this, I apologise. At the Time, I was uncertain as to the reaction of my colleagues at Meccano to the idea of publishing the details so late, so I couldn't say for certain either way.

I am deeply disturbed to learn that your five letters over the past two years have not been answered. This is inexcusable in my view, and any mail sent direct

to me at Hoddlasdan concerning direct submissions to the 'MM' will be replied to. Please note that any matter not concerned with the editorial content of the 'MM' must be sent to Binns Road. I am quite powerless to act in respect of subscriptions queries, distribution, advertisements and the like. My sole job concerns the receipt and editing of MM material. I have passed on the details of the matters you raised to Binns Road though. Any letter concerning non-editorial matters will have to be passed to the relevant department, at Binns Road, in which case I personally cannot guarantee a reply. The problem here lies in the fact that I edit the 'MM' only in a part-time capacity. I work full-time in a Bank! Living at Hoddlasdan as I do, I only drive over to Binns Road very occasionally, so I am not really the best person to contact concerning anything but contributions to the 'MM'.

The publishing of Meccano Material by your-selves is a 'hot potato' really. I have passed this onto to Bryan Farrar, who I hope will get a letter off to you clarifying the position. I have included a sheet of stickers from the 'Crane' Multikit, to replace the sheet lost from your set in transit.

Yours sincerely, Michael J Walker, Meccano Magazine

Apparently the international postal system at that time between England and New Zealand was quite efficient as Editor Don had written a further letter to Michael Walker on the 24th of May to which Michael responded on the 1st of June 1979.

The contents of that letter follows:

Dear Don, Thank you very much for your letter of the 24th May, along with again very welcome and avidly read N.Z.F.M.M.M. I really must congratulate you on this publication, it must fill in quite happily the yawning gaps between Meccano Magazine deliveries (!)

2. I took up your points concerning shortages of Meccano sets on the New Zealand market and the poor quality control evident in the Meccano sets you mentioned, with suitable high ranking Meccano officials. I was informed that with regard to the first point, it is the New Zealand Government that sets the import quotas on Meccano, and at the moment it stands at a limit of £35,000 worth of Meccano per year. This figure may have changed since, but at the time of asking it was the figure that came most readily to mind in connection with this matter, maybe it applied to last year, I can't say for certain. Anyhow, I am sure you'll agree Don that Meccano Ltd, can't do much about this! Turning to the second point regarding the faults in Meccano parts, this is due to defective parts 'slipping through' the quality control inspectors at Binns Road.

The usual remedy for this is to return the defective parts to your local Meccano dealer for replacement. In turn, the dealer has an arrangement with Meccano whereby such parts are sent back and the appropriate amount credited. However, reading your first letter again, it would seem that even the Meccano main agents would be hard-pressed to find replacement parts, thus the usual method breaks down immediately! I haven't gone into this with Meccano Ltd, but if you weren't too fussy about the time involved, it might be an idea to parcel the defective parts up and send them with a (nice!) letter to Binns Road, explaining the situation. With a bit of luck, if production runs at the factory have resulted in the parts being available, I'm quite certain that every attempt will be made to redress the situation. I stress that 'every attempt' will be made, because even we 'Poms' have problems getting the parts we want. Just lately, Meccano seem to have been concentrating on parts destined for the new outfits 1-5, for example. So if you were to write in to say that your Girder Frame needs replacing, with the best will in the world, it couldn't be immediately substituted. So do you see, now, Don it is a much more complex situation than you at first imagine: No-one is trying to give you a rough time, part-wise in New Zealand, and I must add that everybody I mention these matters to at Meccano were very deeply concerned about the impression you and the many other New Zealand enthusiasts must have of Binns Road. As Editor of the N.Z.F.M.M you are in a prime position to be able to pass on this information, which I feel will be seen as accounting in part for the present dissatisfaction.

3. Although as a pen-pusher myself, I can't really do anything more immediate than just passing on your comments, and making sure that the relevant people see them, as Editor of the Meccano Magazine I certainly do feel appalled at the manner in which your past letters to Binns Road have been neglected. This is inexcusable and I can only put it down to my predecessor being too busy to reply. The MM was only one of many responsibilities he had to shoulder. Who knows, as a full time Bank cashier myself the evil day may come when even I cannot find the spare time to do justice to others modeller's letters, so I do hope you'll again be understanding if the situation ever arises. At the moment, I am secretary of one club, a member of five clubs. I organise an annual exhibition, edit the Meccano Magazine and answer about 15 letters a day from all points of the compass. Added to that I actually try to fit in some Meccano modelling on occasions!

Anyway, enough of my moaning! The really important thing is how can I re-awaken interest in the U.K side of things in New Zealand, after such a period of seeming indifference? (Your letter, the first one, really got to me, actually, got me really worried as to the impression you have got!) Firstly, looking back in my Meccano Magazine collection.

4. I see that the last time the Wellington Meccano Club had report published was in the April 1978 issue, over a year ago. We have to go back even further to find the Christchurch Meccano Club's report in the A/J/O issue of 1977. This is a great pity, as you so correctly pointed out in the letter you sent me; it's a good boost to Club morale if official publication in the MM is allotted to each quarter's news and events. Everyone knows the thrill of seeing their name in print so here's a golden opportunity for each Club secretary to mention names, names of new members, builders of fine new models, stalwarts of Club meetings etc. Each report should be about 350-400 words long, and submitted once every three months. Both the Wellington MC and Christchurch MC have proud reputation over here in England, and it'd be great to hear more from both in the future.

5. It was great to see my letter in print in your journal, but what I should have said in addition to my advice to Mr Nichols re-the placing of a new subscription is that of course, in the meantime, I will investigate as to the fate of his earlier sub., and extend any existing sub, by then in force by the relevant number of issues missed. If the investigation shows that we have 'short-changed' him. At the time I presumed this course of action would seem obvious, but on reflection, reading my letter again, from a distance as it were, I can see that I didn't make it clear.

6. I'm very sorry to say that as the presses are now rolling on the 'April' issue of Meccano Magazine; it is now too late to include a mention of Mr. O'Neill's fine offer of assistance with the organisation with the next Convention. However, if I can ask you to keep me posted of future developments, every detail will be attended to in the relevant issues nearer the time.

I couldn't get a proper response from anyone at Meccano regarding the question of permission to publish Meccano literature, so I must regretfully assume that it isn't safe to go ahead with any plans of this nature. However, you have friend in me Don, and be assured that I'll keep plugging away until I can do something more definite for you. In the meantime, why not get the more artistic members of the W.M.C to have a go at sketching constructional details for new models?

7. The North Midlands Meccano Group based at Nottingham does this with their 'Constructor-project' plans. They do the job admirably, come up well under Xerox, and no messing with copyright problems either! In fact the series has become so successful; M.W. Models of Henley are selling them to the public! Shows what ingenuity can do!

8. As to anything I personally send you Don, of course you can publish in the journal. If anything I send does any good at all, then it's time well spent in my book.

I'm so sorry you have thought badly of Meccano Ltd' somehow I don't know what to do or say for the best, except hope that you are broad-shouldered enough to forgive and forget and look forward to a better tomorrow! Meccano is the sort of hobby deserving of the highest level of enthusiasm, but this can be so easily destroyed by a letter unanswered or detail overlooked.

Although to use the current phrase, "I'm rushed 'orf me feet", I do hope that I'll be able to at least

acknowledge everything submitted directly to the Meccano Magazine, but regretfully I cannot send everyone letters of this length, nor enter into 'chatty' correspondence if other matters are pressing. However, I'll do my best, as always, but I cannot, with the very limited spare time I have, undertake to reply to non-Meccano Magazine-related correspondence, for example about spare parts, subscriptions etc. These will be passed on to Binns Road, who will then assume responsibility for handling and replying to them. I'd love to sit in an office and be able to spend all day writing to people at length about the hobby we all love so much, but alas, such a function, makes no profit in cash terms for Meccano so I'll never have the chance.

Hope this letter makes a few more points clearer Don, but the most important point is that we in England do CARE, even if we're not always very quick to say so! I really do wish yourself and every other N.Z. Meccano Modeller every continued enjoyment from the No 1 hobby, Meccano!

Michael J Walker

Editor Don provided the following index to assist readers in cross referencing the various subjects covered in these two letters :

COMMENTS ON [Two] LETTERS FROM MICHAEL J WALKER ['MM' EDITOR]

1- Refer to April copy of the 'MM' (see letter of 14-5-79).

2- Several readers sent in descriptions of parts that were faulty in response to the comments in the N.Z.F.M.M.M. and this prompted me to send a letter to the 'MM' Editor, also mentioning the shortage of parts.

3- I sent five letters to Meccano Ltd and received two replies. Several NZ readers expressed their opinion regarding the earlier non-reply to their letters and this was also pointed out to them.

4- Club Secretaries (and others with material for the 'MM') write up those reports and send them in to the 'MM' Editor.

5- **Lou Nichols** has been contacted about this matter.

6- **Graeme O'Neill** is the organiser and it is I, who offered my assistance. However, Graeme send in some material about Convention 80 to the 'MM'.

7- Any readers willing to have a shot at this? If so, let me know and I will see what assistance I can give.

8- All is forgiven, except £7.00 which is still owed to me from Meccano Ltd. (Past 'MM' subscriptions).

Continuation of Volume 4, excerpts from magazine number 7, July 1979

Don Blakeborough took a “tongue in cheek” opportunity to comment on the recent introduction of the emergency “Carless Day” petrol saving legislation which some of us will remember led to a wide variety of avoidance ideas.

Editorial:

There appears to be no shortage of Fuel in New Zealand. It seems to be a political decision to have carless days. The reason for this condition is easy to see from the following: The “Shell” ‘Answer-man’ Booklets now available tell us that we can save 20% of fuel usage, if we keep the air cleaner intake free from dust, a further 20% if the brakes are not dragging, a further 15% if the roof rack is loaded correctly, 20% if the tyre pressure is kept up, and up to a further 30% if the carburettor is kept tuned.

From the above suggested savings it would appear that there is one problem, and that is if the above advice is strictly adhered to, then motorists would have to stop about every 40 kilometres and let some of the excess fuel out of the tank. Further fuel savings can be saved if the engine is given a good tune up, but by doing this, or any further improvements, then one would have to make more stops to let even more petrol out of the tank.

However, all jokes aside, the fuel shortage situation is serious and readers should note the suggestion that **Lindsay Bond** is suggesting as to how WMC members could collectively travel efficiently to attend the upcoming ‘Convention 80’ being held in Christchurch over Easter weekend.

Convention 80:

The following members have indicated that they plan to attend the Convention; **Lindsay Bond, Lory, David and Grant Webb, Shirley and Louise (sic) Nichols, John Sim and Andrew Cathie.**

From Lindsay Bond:

I suggest that a mini cruiser (12 seater bus) be hired from Picton for the Convention at Christchurch. Go across on the Rail Ferry, collect the mini cruiser at Picton and go onto Christchurch on Friday, come back Monday and leave the vehicle at Picton. The cost of the bus would be around \$25.00 per person, which would include; hireage, petrol, insurance and mileage. It does not include Ferry costs. My inquiries to the Railways indicate the following costs (and time table). 10.00am boat \$18.00 return, train to Christchurch, \$20.10 return. The train is due into Christchurch at about 7.00pm Friday night and one leaves 6.50am on Monday morning to connect with the 2.20pm sailing from Picton. The return Air fare,

Wellington- Christchurch is \$68.00 less 10% if more than 10 people use this method. At the WMC meeting on Friday 6th 10 people indicated that they would hire a Mini bus. A second bus could be hired if sufficient support was indicated. Please let me know your views!! A point to consider, rental vehicles are not subject to week-end petrol restrictions as ordinary cars are.

More Parts:

Don reported that: “A new Shipment of parts has arrived in Auckland and should be in the Dealers shops shortly. Don expects that prices will have risen.”

Correspondence received by the Editor:

Fifteen letters had been received this month including the Christchurch and Wellington Meccano Club reports.

Bert Lory reported that he had just spent a month with a work group in the New Hebrides. He noted that Meccano [French version] was on sale in Vila and that Binns Road Meccano was on sale in Nabi.

Mike Stoodley reported that he had returned from a trip to England and although he did not meet up with any Meccano enthusiasts, he had checked at least eleven model/toy shops for spare parts and the elusive ‘Meccano Magazines’. The shops he visited were located in Cheltenham, Isle of White, Brighton and the outskirts of London. ALL were waiting for the Meccano Sales representative to call on them. [There had been no visits to any of them in the past one to three months?] Eight of the shops visited were out of stock of spare parts and the other three had very limited stock. NONE of them had or have had in the past four to five years any Meccano Magazines to sell!

TIP OF THE MONTH: Provided by Editor Don. “Fixing nuts in out of the way places”.

If you can get your finger into the position, place the nut on a firm base and press your finger on the nut for a few seconds. The nut will then stay on the finger and can be placed in the desired position and the screw fitted.

Slightly squeeze the sides of a box spanner which will then hold the nut and it can be placed in position.

Special nut holders and nut drivers can be used.

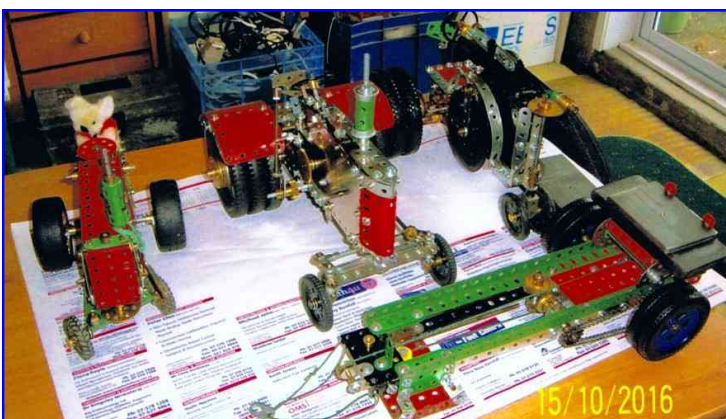
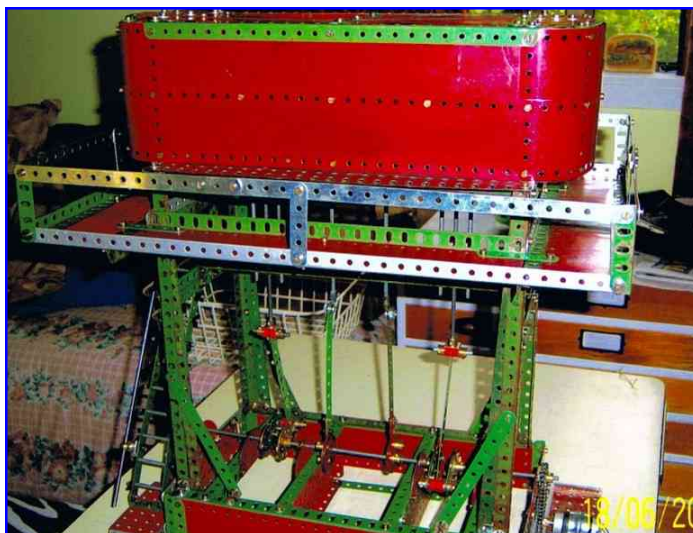
For really out of the way places, such as inside a boiler or cylinder, to fix the last couple of screws, use a collar or threaded boss already bolted in place and tighten the screws into one of the threaded holes.

Tauranga-Waikato Area

Barry McKey sent me some photos of the group's Meccano Challenge of a tractor using a No. 1 clockwork motor. The tractor had to pull a fully loaded trailer designed by Brian Hickson and to travel at least 1.2 metres.

The competition was won by Miker Walmsley but the fastest tractor with no load was the one designed by David Shand.

The yellow Caterpillar dump truck was built by David Shand and uses ashtray tyres. The vertical steam engine is by Wally Giffard (right).



Some of the tractors and the tractor pull trailer.



The competitor's tractors.

Note that these images were scanned printed photos and the quality is not great.



David Shand's Dump truck.



Meeting Report

Date:
5th May
2017, 7:45pm

Reporter: Max George

Held at **Keith McCallum's** place, Khandallah, Wellington

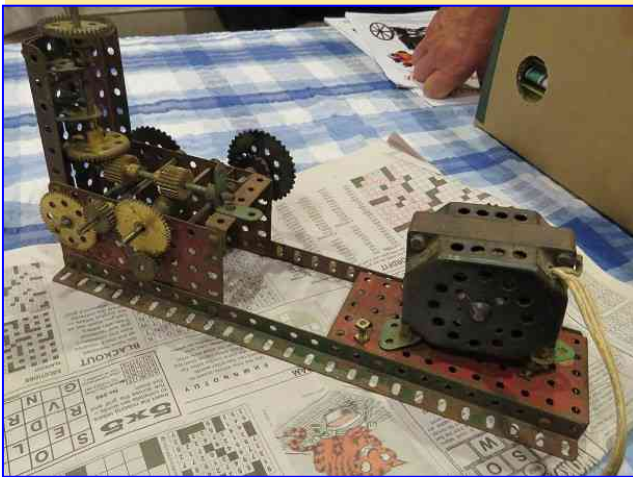
Present: **Keith McCallum, Lou Nichols, Max George, Simon Moody, Stan Baker, Trevor Green.**

Apologies: **Brian Petersen, Campbell Morrison, Reg Barlow, Robert Vale, Sam Tansley.**

Models:

Theme for the meeting was a novelty model.

Trevor Green – Brought along a gear contraption that was in a box of Meccano he purchased on *Trade Me*. It was the *Fun-Ho* wheels that he bid on and was surprised at the amount of Meccano with it, especially gears.



Lou Nichols – Displayed a Meccanograph from the blue / yellow / zinc set model 4.14 driven by the magic motor. It took several winding of the motor to complete a pattern.

Simon Moody –

Displayed several crane hooks that he has used over the years in his cranes.

Stan Baker – Made a design to prove Pythagoras theory that the square on the hypotenuse is equal to the sum of the squares on the other 2 two sides.



Keith Mc Callum – Was in the middle of constructing one of the large Robot models set 8924000A. This is what the finished model would look like. Keith found it more difficult to construct than he expected.





Meeting Date: 1st July 2017 at 4:00pm.

Reporter: Max George

Held at Simon Moody's place, Pinehaven, Wellington

Present: Campbell Morrison, Keith McCallum, Lou Nichols, Max George, Ross Quale, Simon Moody, Stan Baker and Trevor Green.

Apologies: Brian Petersen, Reg Barlow, Robert Vale and Sam Tansley.

Meeting:

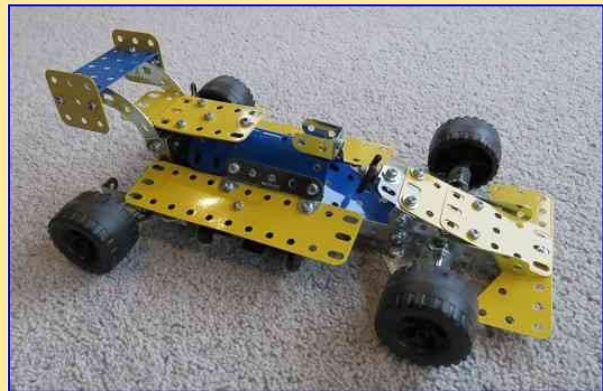
A special thanks to Simon and Susan for hosting this meeting which ended with a Pot Luck meal at their place. It was great having our wives with us as it helped make an enjoyable afternoon. We welcomed **Ross Quale** who has moved down from the MWT Club to live in Wellington. It was good to see **Campbell Morrison** back again as he has not been able to attend for quite a while. The theme for the meeting was a vehicle.

Lou Nichols – Spent a lot of time preparing for this meeting by bringing along 3 racing cars from various vintages of Meccano. The first model was a very impressive Bugatti built with the blue plates with yellow stripes set from the 1947 Set 5 booklet model 4.15.



The second model was a racing car from the January 1963 blue / yellow / zinc series set 3 model 3.7. Unfortunately parts had to be bent to make the model.

The third model was a very realistic F1 racing car from a 1990 white covered leaflet set 3 pages 11 – 14.



Simon Moody – Displayed a radio controlled Unimog which after competing it Simon said there are some modifications he would like to make to improve it.



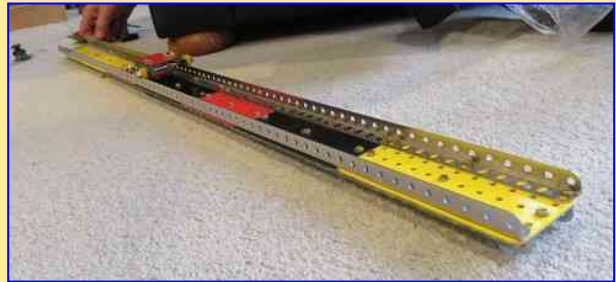
Max George – Brought along a Rally car being the main model from the Spinmaster 25 model Mountain Rally set. It was strange building a vehicle with a cloth bonnet and hood held in place with plastic pins. Not really Meccano as we know it! The plastic driving gears didn't mesh very well.



His second model was a VW from the 2 model Tuning set #4952.

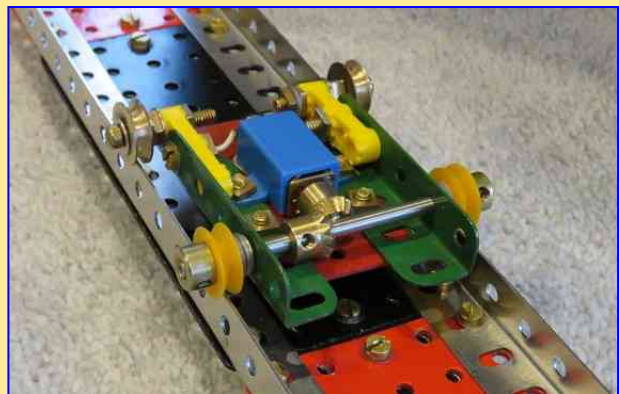
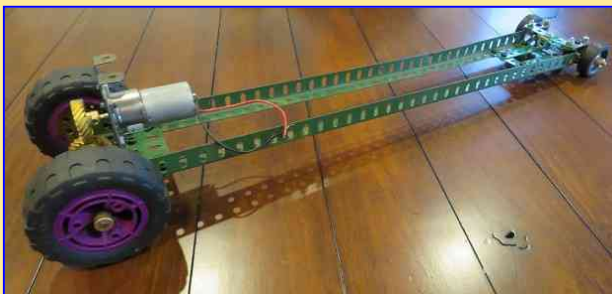


Stan Baker – Made a small trolley to run on a track but found that it was too light to stay on the track.



The underside of the small trolley (below).

Ross Quale – The first model was a dragster under construction. Ross was impressed with the way the helical gears meshed and turned so freely.



The second model was a scale model of his backyard. He has built a deck below a retaining wall with steps up to another flat layer and a retaining wall up to where there is a shed and the clothes line. For the deck Ross used numerous narrow strips held together with over 300 nuts and bolts – quite a long process to do this. The real deck has 26 joists and 22 planks with 1.4m posts up to the next landing and 1.3m to the top level. This is a model in progress.



Simon's Den – To close the meeting we all went downstairs to see Simon's Meccano den / workshop but were not allowed to take any photos because of the models he has under construction.

General Business:

Max George has been invited to display his Little Joe and Tricky Track at the Masterton RailEx model railway display on the 12th – 13th August and again at the Wellington RailEx at the Walter Nash stadium, Taita on November 18th – 19th. This is a great way to show that Meccano is still around.

Keith and Max are creating a list of parts for the sale of Eldon Porter's Meccano.

Next Meeting:

7:30pm on **Friday September 1st** at **Stan Baker's** place, 7 Oceanview Tce., Tirohanga, Lower Hutt.

We did not discuss the theme for the next meeting, and so it is a model of your own choice.

MWT MEETING REPORT for 8th April 2017

Article by Robin Rye

Bruce Geange showed a colour parts chart pre-1954 from a part's cabinet. A refurbished Hornby NZR Loco with clockwork replaced with electric motor. Meccano made WWII era Dodge ¾ ton truck with radio control for travel and steering. Bruce commented that he took many build attempts to get the Dodge to his satisfaction. A final offering consisted of a copy of a Meccano No. 1 Aeroplane with all but one piece of Bruce manufacture....not including the bolts and nuts.

Paul Vodanovich had made a French No. 2 set purchase from Ethyl Anne in Hawera. Early '80s era with dome bolts and hex nuts. The comprehensive parts sheet had Paul intrigued with some of the parts available then.

Hugh Ramage had an entry for the model challenge but it remained under wraps for the June meeting as his was the only entry.

Robin Rye had his uncompleted model for Christchurch Convention. Untouched for over a year so not in fit state for show. The tractor part of an International Harvester 495 Scraper of late 1950s early '60s era. The tractor was designated 4T.

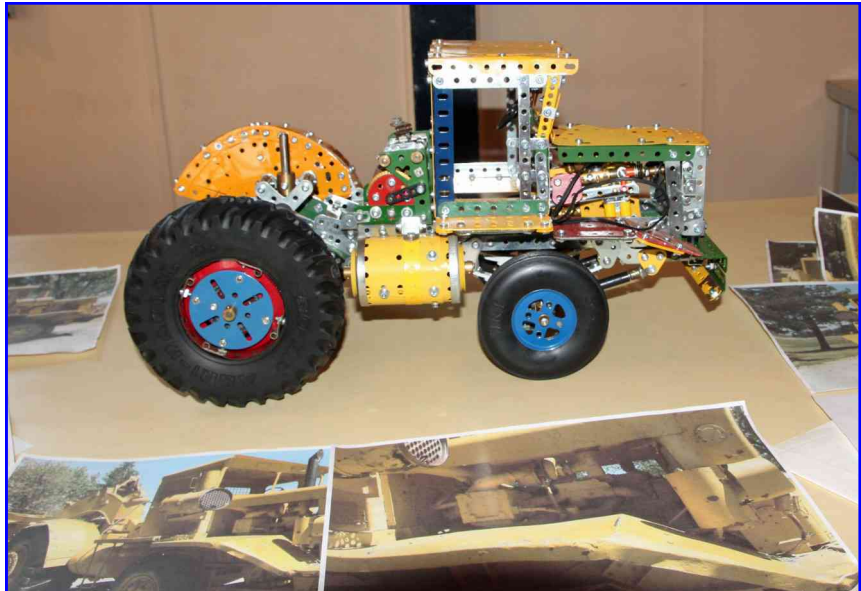
Viv Alexander proudly displayed his new (to him) outfit H in blue wooden box. Formally owned by Malcom Hansen in England, Niels Gottlob's name was noticed on one of the manuals. Resplendent in blue and gold but some parts in the box were not correct. The manuals are dated 1936. Viv gave a lesson on cardboard box repair using pva glue. See his special tools in the accompanying photos.

Daryl Anderson had made a *Bayko* house. Meccano produced *Bayko* from 1959 till 1967 taking it over from Plimton. *Bayko* was in decline before Meccano bought it and despite a revamp, *Bayko* continued to decline.

John Freer had developed a very well made epicyclic control double drum winchpower mode, brake mode, and free wheel mode. He is clever that John!

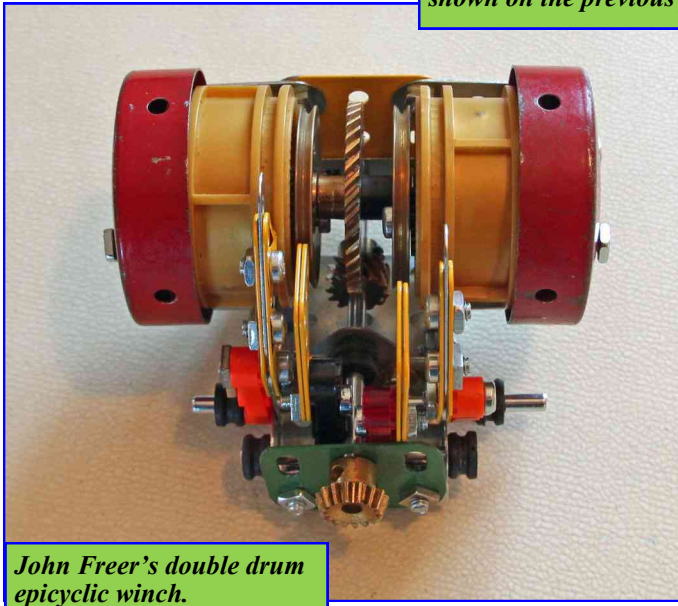


Robin Rye's tractor part of an International Harvester scraper



Viv Alexander's ex-Malcolm Hansen H set.

Viv's manuals which I presume came with the H-outfit shown on the previous page.

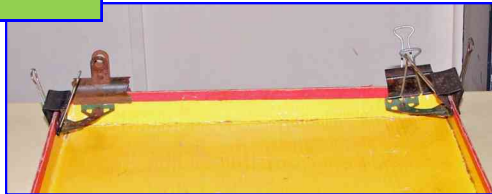


John Freer's double drum epicyclic winch.



Bruce Geange's handmade replica of a Meccano No. 1 Aeroplane. Better than the original I'm sure.

Viv Alexander's box refurbishing tools.



Gazza's Ebay Column, August 2017

Another month another lot of bargains, this column is digging into my pocket a little with so much great stuff on offer, oh well never mind.

First up is a Meccanograph manual looking to be dated about 1915, this must be a rare beast as I did not know this existed until I saw it listed. At a buy now price of \$174.36 (NZ), note all prices I list will be in NZ\$. Still unsold, No. 292133164467.

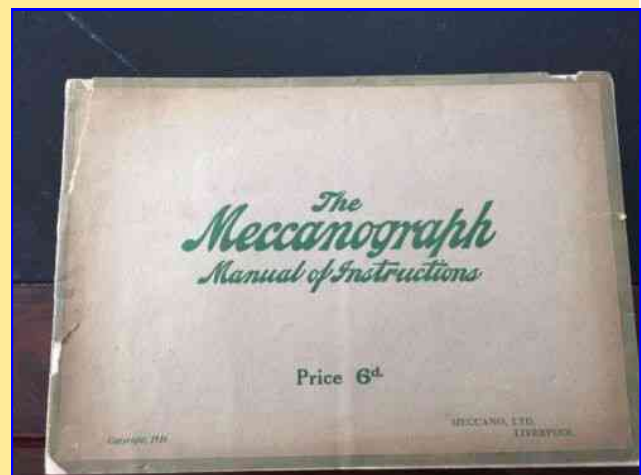
Looks like another Meccano enthusiast is making up small model cars for sale at prices far in excess of the parts value. This time it is described as a vintage German staff car in Meccano, quite a nice little model but the price! \$193.54 no wonder it is still unsold, No. 232364914476.

Next is a very nice Meccano set No.6 in a wooden box probably from the 1920s and the parts may have been repainted in silver from the looks of the pictures. Nice box though and well worth the asking price of \$512.59, No. 232172608601.

This model is described as a fully restored Meccano constructor plane (so not original paint) model No. S32 Breguet Sesquiplane, the picture reveals all selling for \$435.91, No. 152581900448.

A 1920s Meccano electrical outfit small parts box is no buy now for \$87.09. It does include contents which in this case are the insulating washers but it still seems a lot for such a small item. No. 382094487486.

This is a great model and I have wanted one for some time but the price of \$1,220.54 is a little off putting. It is for a Märklin 980 Junkers JU53 trimotor airplane, one of the most realistic versions of this aircraft that I have seen, No. 172418151852.



Up now are two Meccano No. 2 sets from the 1930s and both appear well populated with reasonable boxing and manuals, you can get both for \$217.94 which is about right for sets of this era. No. 222421416529.

It's all Greek to me, well here is an unusual model a Greek aero constructor but not Meccano. It's MEKANO and described as New. A little pricy at \$177.92 for what appears to be a basic set. Nice colours though. No. 12246868.

Another aircraft this time a consolidated PB3 made from repainted Meccano aero constructor parts. It certainly looks like the real thing. You can have it for \$488.22. Not sold previously so watch for a price drop. No. 152562652140.

How about a Superhighway Multikit in Meccano, you know you always wanted one and it looks to be fairly complete, sold for \$41.60 with 4 bids, someone got a bargain, No. 201956354743.

Now we have a very nice 1971 No. 9 set, they don't get much better than this in a wooden box, described as unused and complete in Yellow and blue. The asking price is \$2,615.45 and not sold at that so may re list at a lower price, No. 322526656337.

How about a very nice made up Baltic tank engine display model, you don't even have to make it. Yours for \$1,307.73 again re listed as not sold, No. 302323811968.

Two Meccano side plate motors, these are not original Meccano motors but have been adapted to a side plate format so they can be used with older model plans, a great idea and sold for only \$36.62 with only 3 bids, No. 272714446485. (Ed. ex-Dave Taylor, UK I believe).

Do you want a Meccano guild button hole lapel badge from the 1940s, only \$13.93 but re listed as no interest, No. 225452097.

Next up is a 1963 Elektrikit set in original box with manual, looks to be in very good condition sold for \$175.11 with 15 bids, No. 112439175242.

Here is an unusual listing of two Meccano made up 0-6-0 bogies. Make your own railway engines, no bids at \$244.11, perhaps a little expensive but look at those

wheels! No. 302346688415.

What about a 1930s blue gold set for fans of this era, in original box which needs some work with a manual selling for \$55.80 but no bids, No. 192209619943.

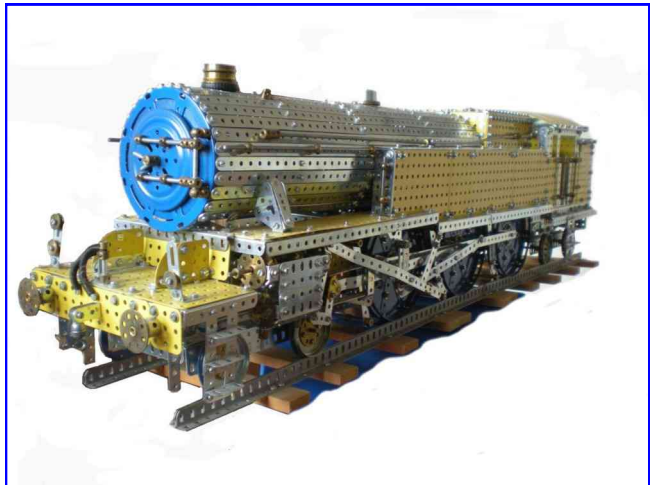
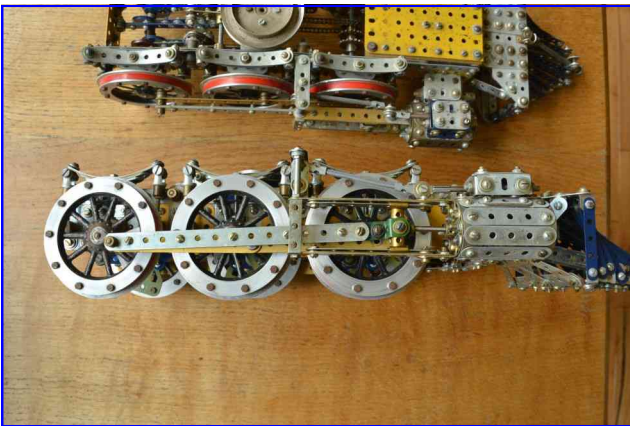
Here is a prime example of an early Meccano tin, Royal Meccano to be precise, what great colours and very few scratches. The tin is unfortunately empty but very rare in this condition sold for \$706.17 with 14 bids, No. 201946249490.

And lastly a pre war electric 20 volt motor in red and looks to be in very good condition, failed to sell at \$174.35, probably about \$100 too much. No. 201901551789.

That's all for now folks Keep looking, if you really want it an item will pop up sooner or later. Cheers and good Ebaying, **Gary.**



More of Gazza's Ebay Items, see p24 & 25



New Zealand Club Diary 2017

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 11 November** at David & Elizabeth Wall's 45 Kath Hopper Drive, Orewa 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 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 1st September** at Stan Baker's 7 Oceanview Tce., Tirohanga, Lower Hutt.

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 2017 issue of NZFMM Magazine should be sent to Les Megget before the 10th November 2017.

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

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First insertion will be printed in full.

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

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Phone +64 4 566 7150 Evenings or +64 21 421 750 mobile

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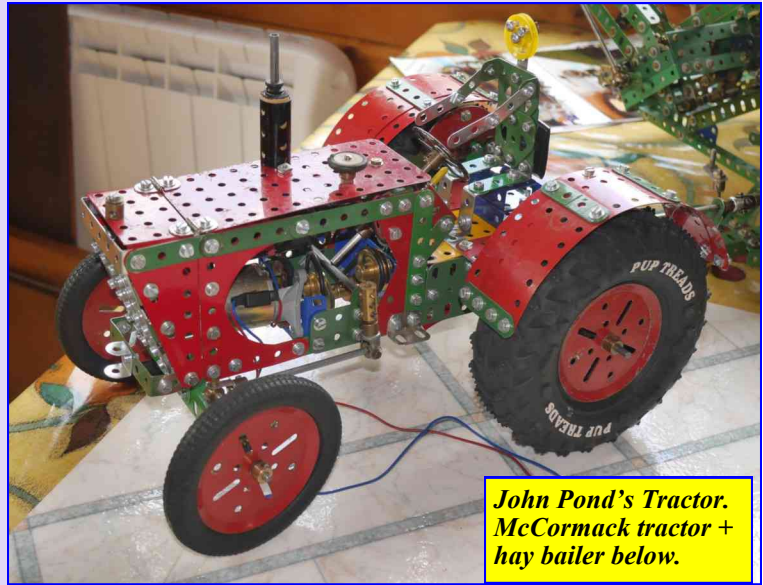
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Meccano seen on the Editor's 2016 Trip to England



At Beaulieu Motor Museum



John Pond's Tractor. McCormack tractor + hay bailer below.



At "Train World" Mevagissey, Cornwall



At British Car Museum



Morgan Car factory; a large Meccano set.



Coles Crane at SkegEx



Brian Chaffer's School's loco at SkegEx