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Bruce Geange's O-scale mobile crane modelled on the popular Dinky Toy model. For full building instructions, see within.

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

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Meccano Evolves!

The recently announced Meccano *New Evolution* series got me quite excited (see p23); at long last new models which actually look like a real mobile crane, helicopter, tow truck, etc. Using standard parts with extra holes at $^1/_4$" centres will be very useful for me at least when I am always fighting with the $^1/_2$" problem when attempting to build to scale. I've always felt that the Meccano system didn't have enough slotted holes in its perforated strips, unlike some of the other metal construction systems and the extra holes will be the next best thing. Some might say that the newly announced 5 models look very similar, and to the same scale, to Lego models that have been around for several years but I think it is a major step forward or is it really a step back to the 1960s? These sets are due to be available mid-year in Europe and their cost and availability here is unknown at this time.

The biennial NZFMM Convention at Pukekohe is almost here and I'm looking forward to catching up with other modellers and meeting new people. The Pukekohe Town Hall should be perfect for exhibitors to display their creations. It's large, very sunny (no artificial lighting required), with heaps of headroom which wouldn't be challenged by any Meccano crane I've ever seen. I hope you have all sent in your registration forms and I look forward to seeing you at Easter.

As per usual I'm always on the look out for articles to fill these pages, as I plan to continue with 28 page issues during the coming year. The May issue will contain mainly articles and pictures about the Convention but after that I will need contributions to keep the Magazine going. You will see that we have kept the NZ subscription at $32 for the coming year but as I'm hoping to increase the number of colour pages there could well be a small increase in 2014, so be warned.

My thanks again to Gary Higgins for his contributions and John Hanson for his as always interesting Auction pages. Also thanks for a great article about Ashok Stan.

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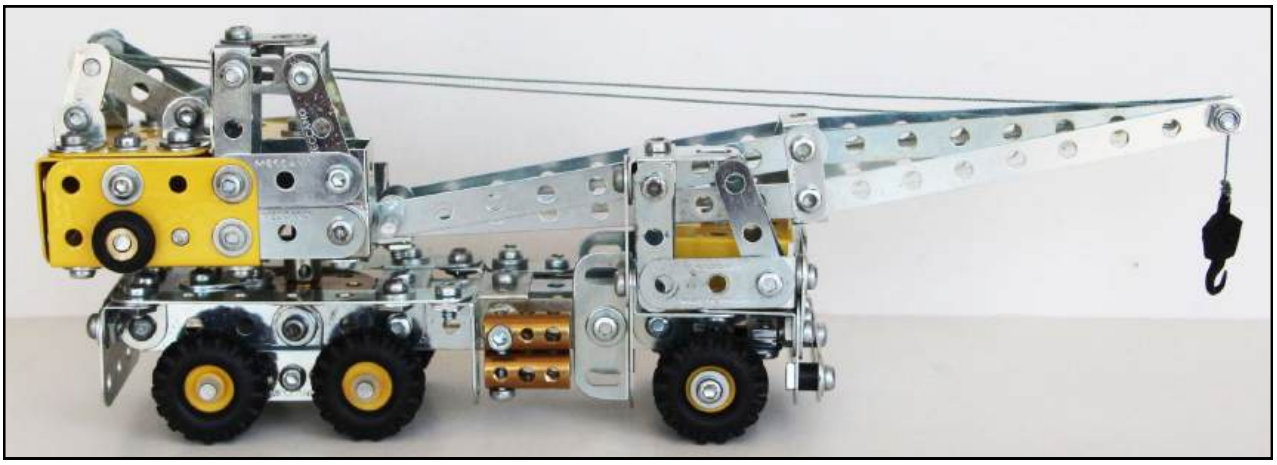
Mobile Crane

by Bruce Geange

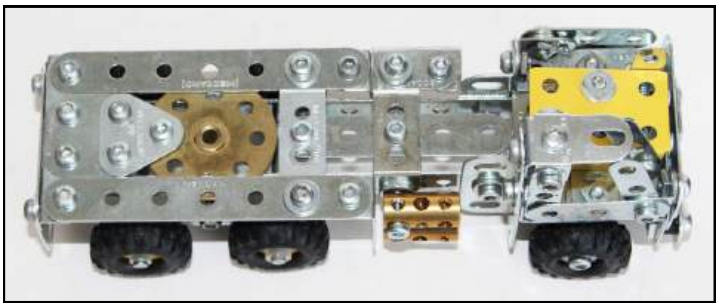
This model of a mobile crane is a suitable size to operate with the *Hornby* or other 'O' gauge trains. The model incorporates steering, walking beam suspension and a fully operating crane.

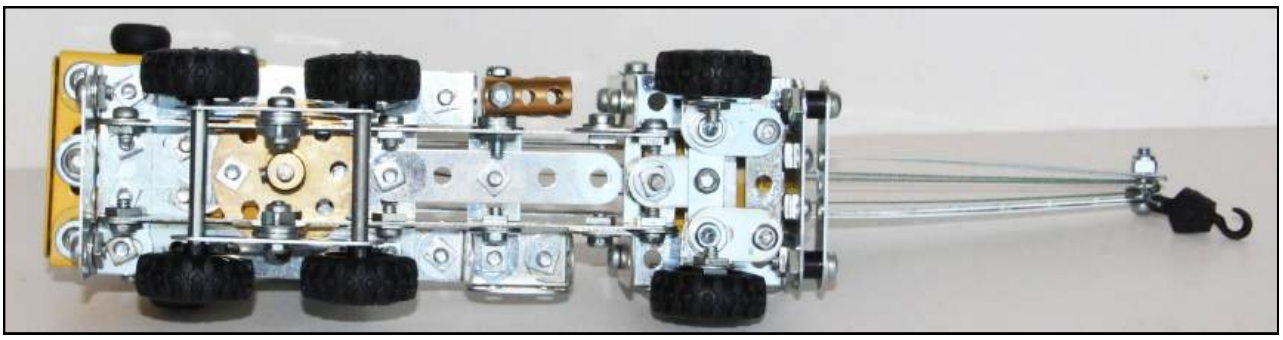


The crane carrier chassis consists of two $5^1/_2$" Strips that are bolted to the inside of the flanges of four 1"x$^1/_2$" Double Brackets from the front, holes 1, 4, 6 and 11. The DAS in hole 4 has an Angle Bracket on the left side by the round hole and a Coupling on the right side. A second Coupling is fixed to the first simulating air tanks. Bolt a 2" Strip with a 1" Flat Girder to DAS 4 and fix a 1" Triangular Plate to the Flat Girder with Bush Wheel bolted to the Triangular Plate. DAS 3 also has a 2" Strip with a $2^1/_2$" Strip between 2 and 3 DAS. $3^1/_2$" Strips are bolted to the 2" Strips to form the mudguards and have an Angle Bracket at the rear with a 1"x$^1/_2$" Angle Bracket at the front. A 2" Flat Girder finishes the rear of the chassis. Bolt a 1" Angle Girder to the Angle Bracket on the left side with washers under the bolt head to represent the fuel tank with an Angle Bracket at the front end. $1^1/_2$" Angle Girders are bolted to the second hole in the chassis by the middle slotted hole. Bolt Fish Plates to hole 8 on the chassis by their slotted holes and a 2" Strip spaced with two washers to the round hole and secured with a Nylock Nut. The strips should move up and down.

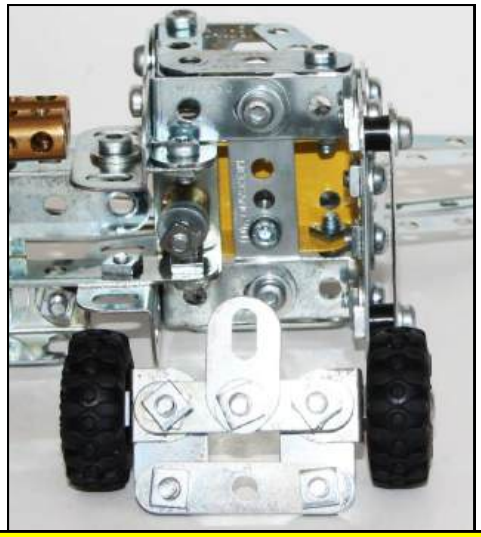
Two 2" Axles fit through the strips and have on each side a narrow Plastic Spacer, $^1/_2$" Plastic Loose Pulley and a clear Plastic Grip (A259) with Rubber Tyres fitted (142G).

Bolt 1"x$^1/_2$" Angle Brackets to the top round hole of the $1^1/_2$" Angle Girders facing forward. The left side has a Narrow Angle Bracket with a $1^1/_2$" Strip bolted to the slotted hole and the right side has a $1^1/_2$" Strip forming the rear of the cab with a 1"x$^1/_2$" Angle Bracket for the roof.

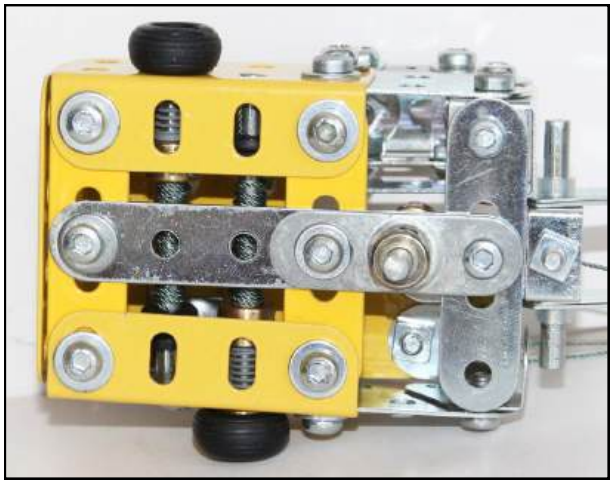




Extend the first A/B again by another 1"x$^{1}/_{2}$" Angle Brackets bolted by their slotted holes with the $^{1}/_{2}$" end facing down and held together by a 2" Strip. A $^{3}/_{4}$" Bolt is fixed in the next hole from the left side on the 2" Strip facing up. The front of the cab has two 2" Flat Girders and a 1" Flat Girder for the radiator. A 2" Strip is used for the front bumper spaced with small Plastic Spacers. A 1$^{1}/_{2}$"x1" Flanged Plate makes up the bonnet with a 1$^{1}/_{2}$" Narrow Strip on the right front corner and a 1" Narrow Strip opposite. This unit is fixed to the $^{3}/_{4}$" Bolt between two Nuts. Bolt an Angle Bracket to the top right corner at the front and secure a 1$^{1}/_{2}$" Narrow Strip and 1$^{1}/_{2}$" Strip to the slotted hole. The cab end side panels are 1$^{1}/_{2}$" Narrow Strips with a $^{1}/_{2}$"x$^{1}/_{2}$" Narrow Double Bracket bolted to the roof. The front axle has a 1$^{1}/_{2}$" Narrow Strip with a Fish Plate bolted by the round hole to the centre hole. Bolt Angle Brackets and Fish Plates together by the slotted holes and locknut these to the 1$^{1}/_{2}$" Narrow Strip. A second 1$^{1}/_{2}$" Narrow Strip is lock-nutted to the Fish Plate ends. $^{1}/_{2}$" Plastic Loose Pulleys and Tyres are fitted to the Angle Brackets with Pivot Bolts and Washers. The assembly can now be bolted to the centre hole of the first DAS spaced by a Collar and a Washer.

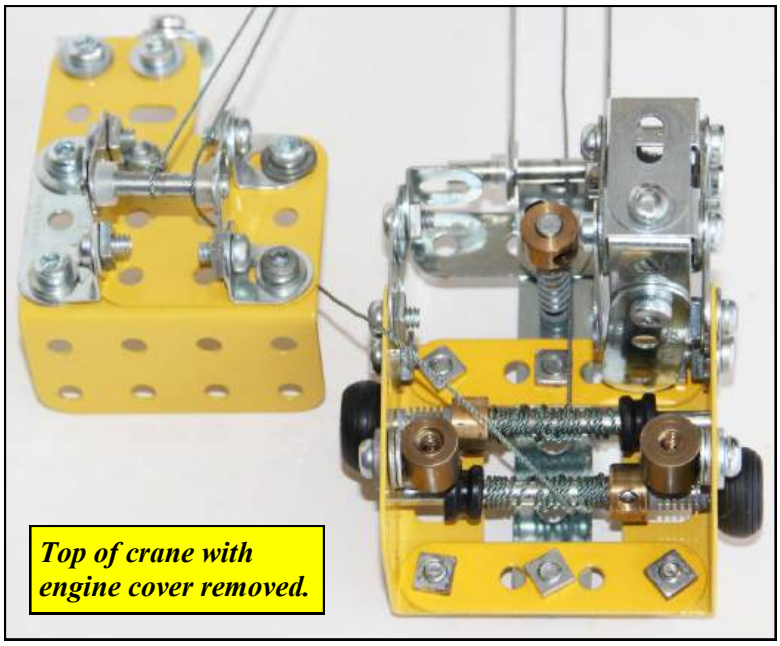


Underside of cab and front axle detached.



Underside of crane.

The base of the crane was made from two 2"x1" Flanged Plates connected by the flange ends with 2" Strips and a 3" Strip through the middle with a Double Arm Crank at the front end with a third 2" Strip across hole two from the front of the 3" Strip. Hole one has a $^1/_2$"x$^1/_2$" Narrow Double Bracket facing up. Two Threaded Bosses are fixed to the second row of top holes from the rear spaced with two Washers. The right side of the body extends with two $1^1/_2$" Strips and two $1^1/_2$" Narrow Strips extending upwards for the cab side joined with a Narrow Fish Plate and $^1/_2$"x$^1/_2$" Narrow Double Brackets for the roof. $^1/_2$"x$^1/_2$" Double Brackets fit across the front with the left side only having one $1^1/_2$" Strip. The rear of the cab has a 1"x $^1/_2$" Angle Bracket fixed to the DAS with a Fish Plate and extended down with a $1^1/_2$" Strip. The left side of the crane body extends forward with a $1^1/_2$" Strip and a Fish Plate above. A second Fish Plate with an Angle Bracket completes the front corner. $2^1/_2$" Axles were used for the hoist and jib ropes, both have a Rubber Pulley as a cord anchor, Collar, Compression Spring and Collar with Tyre (142i) on the outside. The top cover for the body is made up from the following parts, 2"x 1" Flanged Plate, 1"x$1^1/_2$" Flat Plate, $1^1/_2$" Flat Girder and a $1^1/_2$" Strip. Three Obtuse Angle Brackets are fitted at the front. Four Angle Brackets and Narrow Strips make up the 'A' frame. This has a 1" Axle fitted through the top holes fixed with two Clear Plastic Grips. The jib was built up with eight $4^1/_2$" Strips joined in the middle by two $^1/_2$"x$^1/_2$" Narrow Double Brackets with two Narrow 1" Strips. The top end has a short Pivot Bolt with two Washers between the jib sides and held by a Nylock Nut (A737). A 1" axle fixes the jib to the crane body with Two Plastic Grips. I have used a $1^1/_2$"Axle as this was all I had left. The pictures show how the cords run. Two bolts with Washers are used to fix the top cover to the body into the Threaded Bosses. I used a small Crane Hook. The crane is fixed to the truck by a $1^1/_2$" Axle fixed to the Bush Wheel and held in place with a Compression Spring and a Collar.



Top of crane with engine cover removed.

Bruce's truck-crane at work in the Hornby Railway goods' yards.

Oamaru Heritage Festival Display

by Roland Jaspers

Ross Mitchell was invited to hold a display of Meccano, and in particular his container crane, at the 2012 Oamaru Heritage Festival. The venue for this was rather large, so Ross invited the Christchurch Meccano club to be part of this event. Despite a clash with a local event, a few members were able to commit to the display, with an array of models. The arrangements for the exhibition were nearly cancelled, as Ross suffered a stroke some time before the event and the exhibition space proved unavailable due to a higher priority booking. But with the help of Ross's wife **Ainslie** and local Rotarians (led by Jill McDonald), an alternative venue was found and the Christchurch delegation decided to carry on with the exhibition, with Ross attending when he could. Fittingly, the main exhibition room had seen use as a boiler room for a local manufacturer, and came with plenty of rustic evidence of its previous use.

Ross Mitchell with his Otago Harbour Container Crane.

Neil and Grace Pluck, Hugh and Sandra Aston, and the writer started preparing the venue at lunchtime on Friday for exhibition days of Saturday and Sunday. A range of models were set up. Neil scaled back his train layout to suit the venue size. In the afternoon Ross Mitchell's harbour crane and windmill were installed, connected to power and tested. Roman Johnston was able to take some time off from his exam studies to set up the models and attend the exhibition for part of Saturday and Sunday. Publicity for the exhibition was well supported by the local media.

The exhibition was open Saturday and Sunday from 10 – 4. Attendance was really good for both days, with very few quiet periods and the venue packed at times. It was great that Ross was able to attend for a few hours on Saturday. It enabled him to demonstrate his crane to a number of locals who knew him or knew of him, but had never seen the crane.

Local reaction to the exhibition was great. People were delighted to see some simple models, and one advanced one, made by a group of children from the "Weston School Modelling Club", a group led by Ross Mitchell at his local primary school. **Roman Johnston** (Junior prize-winner at the Palmerston North Convention) also exhibited a number of quality models. Neil Pluck's train layout (packed full with various models, including some made by the late **Blake Huffam**) was a constant delight for visitors, while Hugh kept visitors (young and old) constantly entertained with his remote-control locomotive and windmill. Young ones were fascinated by the rabbit on the recumbent bike, and the "walzer", especially when they were allowed to push the button that made them move. The drag -race cars again got a good work-out, and the Benham disk continued to amaze visitors.

The local visitors were a delight to entertain; all interactions were positive and friendly. All of us thoroughly enjoyed the weekend. We all managed a little bit of time at the "Heritage" activities and found the Oamaru Heritage weekend is well worth attending.

Neil Pluck's train layout.

Hugh Aston (under the hat) demonstrating his windmill.

Roman Johnston's Iron Duke loco and Meccanograph.

The Weston School Group's models.

Well its that time again to delve into the surprising world of online auctions especially *eBay*. But before we start I shall bring you up to date on a little local news. I believe you have had a great run of fine weather back in NZ, well we too have been sweltering under record temperatures with little rain as well. We need rain at this time of the year to refill our drinking water dams as we have dry winters.

Meccano Electric Motor No 2 Boxed. This 110 volt motor was designed to run directly from the house power supply via a cable and special socket. Could be a bit lethal in the wrong hands! Produced in the 1920s this example is in good condition, internal wiring has been re-newed-black in colour. Box in reasonable condition for age. Quite rare with box. NZ$600.

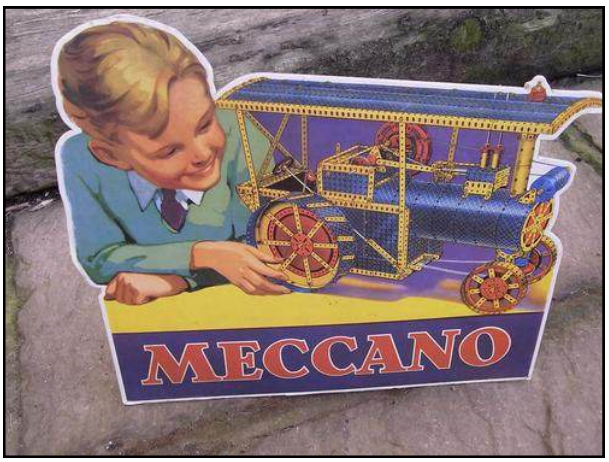
Mechanics Made Easy Screwdriver. In good condition this screwdriver dates from the very early sets around the 1904 period. If you need one then they do not come cheap. NZ$320.

Meccano Special Edition 0507 (the Black Train you construct). This set is brand new-never opened. These came out a few years ago and had an interesting range of parts. The train you constructed looks OK (Ed. no tender though!) but cannot remember if they worked that well. NZ$165.

Meccano Shop Display Showcard, Boy with Meccano Steam Engine. Lovely condition, measures 11 by 12 inches. No makers mark or print mark. Presume from 1930s and presumed original. NZ$100.

Mint E20R Electric Motor. Never used, with all paper work in mint box. Certificate of guarantee in French. NZ$90.

Meccano Electric Motor Price Card-circa 1930. Original Meccano price card for 15/6 for the No E6 electric motor. In great order. NZ$87.



Dinky Toys Pre War Halls Distemper Advertisement. Boxed. Would be hard to find better, seller states "Perfect undamaged original box and near mint figures with blue and green paint brush and cardboard". NZ$600.

Now for something a bit different and it features Australia. Vintage Battery Operated Toy, **Bubble Blowing Kangaroo,** *Linemar Toys*, Japan, 1950s. Made by *Modern Toys* in Japan in the 1950s this battery operated Bubble Blowing Kangaroo is in great order. Works well and still blows bubbles. Water and tin plate do not mix very well so this example must have been very carefully played with by the looks of the photos. I would say had very little use. No Box, a desirable Tin Toy in great condition. NZ$373.

Early Bing O Gauge NYC and HR Electric Train Set. This lovely Bing Train Set made in Germany for the American market dates from around 1915. In great order for age the 3238 locomotive runs well and strongly. Set is all original and comes with carriages and an oval track. Box is original with a nice label on it. Lovely set and worth the NZ$1640 paid for it.

To end with lets have a look at two similar **Vertical Steam Engines.** First out of the cab rank is a:

Bing Vertical Cylinder Model Steam Engine, Boxed. This early 1900s Bing model of a vertical boiler steam engine is in amazing condition. Complete with meths. burner, whistle, water gauge, 3 spare wicks, funnel and measuring cup. Original instruction booklet is present with this model measures about 12" tall. Comes with original box which is also in great order. Nice buy at NZ$1,100.

Secondly an **Early (1914) Meccano Vertical Model Steam Engine.** This lovely steam engine is all original and still has signs of the "ML Ltd" transfer to base. Measures about 12 inches high and original blue paint has lasted well. No Box, lovely item. Sold for NZ$2,530.

If I had a choice of the two Steam Engines I know which one I would choose-how about you?

Until next time, enjoy your collecting and model building and we thank Mr Hornby for inventing such an amazing range of toys.

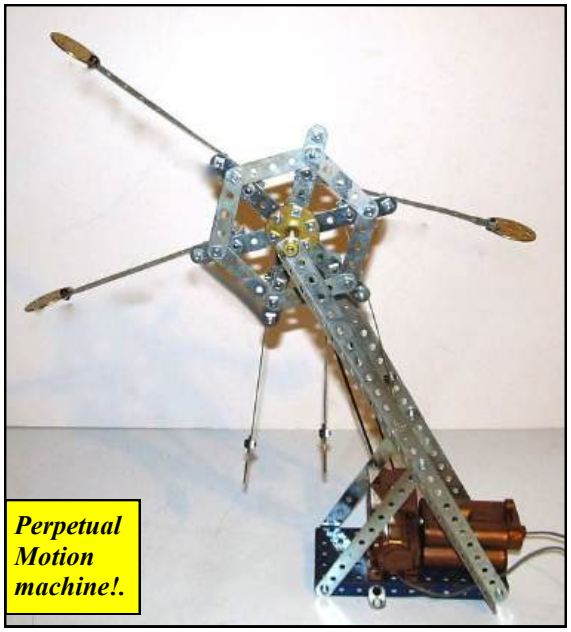
Auckland Meccano Guild Meeting

10th November 2012

Reporter & Photos: Gary Higgins

The November meeting was held at the home of **Les and Shirley Megget** in lovely rural Papakura.

Gary Higgins brought along a perpetual motion machine (just kidding) it was based on a machine invented by Villiard de Honnecourt in the 13th Century when they believed such things were possible. Gary's machine relies on an electric motor for the energy input. He also brought along



Perpetual Motion machine!.

one of the new Meccano Armadillo sets which are all plastic, screw together construction.

Les Megget is continuing his work on another large crane based on a 6x4 truck chassis, which he was able to demonstrate to us. He had a small prototype (1:50 scale) of the truck-crane to view for us to gain some idea of the finished product.

Les also had his No.1 Constructor Car on display. It is rare to see one of these however we were privileged to have 3 at the meeting.

Gerald Hart had completed a great model of Konkoly's factory which had a steam engine and generator amongst other things.

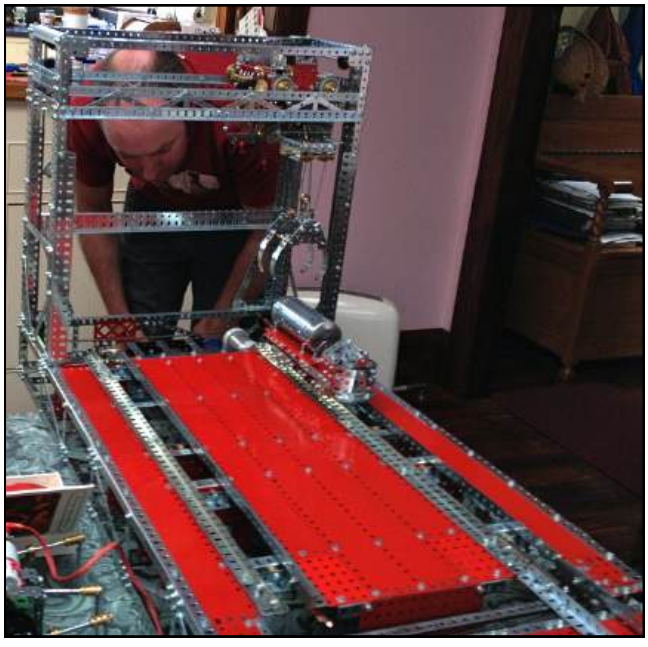
David Wall had completed a nice little model of the ***Foxton Flyer*** based on photographs of the real

Gerald's Steam powered factory.

thing. It worked very well and it is great to see New Zealand icons being used as a subject.

Mike Stuart had completed a model of the ***Fantasy Factory Placenza*** which was taken from a May 1967 Meccano Magazine. It was a most impressive model with Mike's expertise in the Meccano medium being obvious to all. With small carriages and grabs lifting and lowering loads automatically it was a real show stopper.

Tony Caldwell had made up a very good model of an F1 racer from the Mechanical Workshop set. These sets have the potential to make up quite sophisticated models with gear trains and fairly realistic engines.



Mike Stuart's Fantasy Factory.

Henry Porter had brought along a number of models including a downsized version of the block-setting crane using a scaled down version of the GRB (7" I think). He had built a couple of steam operated mechanical Navvy's and a contraption consisting of many large circular parts rotating about a central axis. He had also built the base of a hammerhead crane using some interesting construction techniques to fashion the roller bearing.

Henry Porter's Navvy.

Richard Sealey had brought along two of the No. 1 Constructor Cars with the various components to add different bonnets, boots etc. It was great to see all three cars together.

George Ovenden had a number of photographs he had taken of his early models. I am sure these would have brought back memories of models members had made.

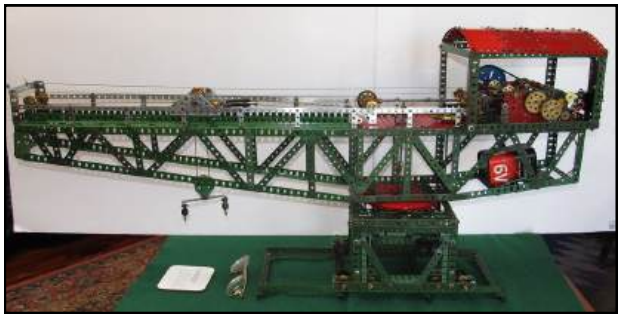
John Denton's Walking Insect & Tony Caldwell's F1 Racer.

Also present were:
Peter Hancock, Graeme Mills, Jeff Clark, Bob Cook and Josh and Geoff May.

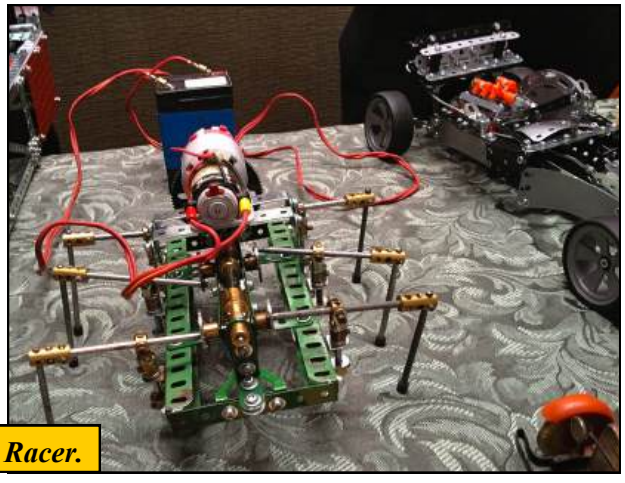
Peter led discussions on the up and coming Auckland Convention which is not very far away (29, 30, 31 March) and reminded us that there is a FICINO school display planned as well as model X in June (1, 2 & 3), so we need models ready to go. Contact Peter for further details on these displays or better still attend the next meeting in February.

An interesting meeting nicely capped off by an excellent afternoon tea.

David Wall's "Foxton Flyer".



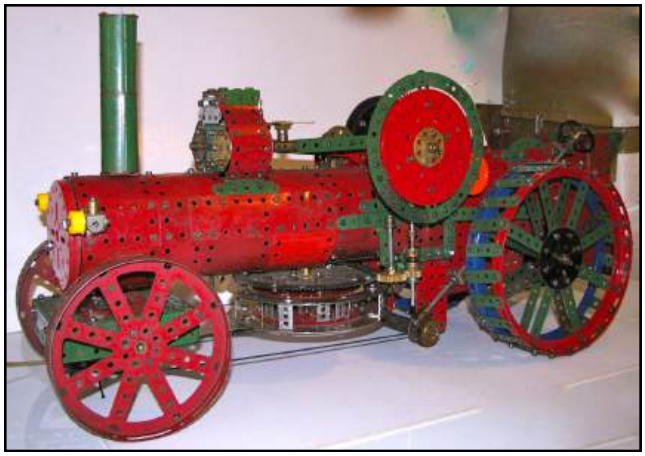
Henry's Block Setting Crane.



Fowler Ploughing Engine

by Henry Porter

A few years ago, when I went into our local stationery shop where I used to buy the *Model Engineer* magazine, I found a book called "100 Great Models, an historic showcase from the Centenary International Model Engineer Exhibition". In it, I found a picture of the Fowler Ploughing Engine. After building an exploratory model to iron out the proportions and mechanisms involved, I built one which is on the Henry's Models on Gary Higgins' website.



I used two $5^1/_2$" Gear Rings from *Exacto*. One was used on the differential and the other on the winding drum. The differential was based on one in Bert Love's "Meccano Construction Guide", page 85. The gears were mounted on a $4^1/_2$" Circular Plate from Australia, which was attached to the $5^1/_2$" Gear Ring. The axle above was journalled in Strips with half-hole spacing to allow a 1" Gear to engage with the gear ring, Also mounted on that axle was an *Exacto* 152 tooth Gear.

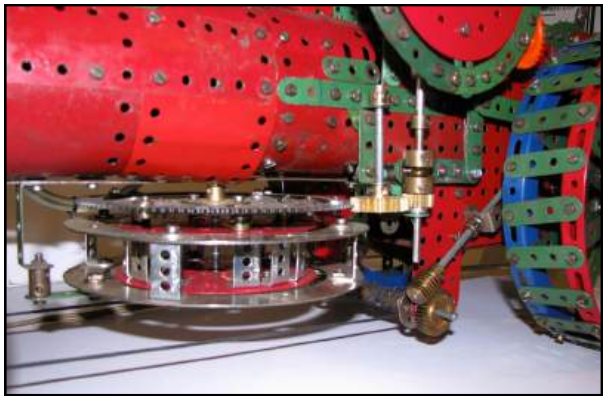
That gear engages with a 133 tooth Gear on an axle diagonally above the previous one. Also on that shaft is another 152 tooth Gear. The right hand part of the crankshaft is a Keyway Axle on which are mounted a 57 tooth Gear and a 38 tooth Gear so that they mesh with either the 133 tooth or 152 tooth Gear for the two different speeds. As the Cranks that move across are at an angle, I had to file the slots out to reach the keyway.

At the other end of the crankshaft is a Bevel Gear which drives the vertical shaft for driving the winding drum. The flywheel consists of a Bush Wheel to which an *Exacto* toothed Bearing Plate is

bolted. On these Bolts are also Collars to hold the flywheel which is a 4" Circular Plate with $2^1/_2$" Curved Strips mounted round it with 2" Slotted Strips. The Roller Bearing toothed plate is used as a 4" Gear Wheel which engages with a $1^1/_2$" orange plastic Gear Wheel mounted on an Axle which goes through the side plate of the ploughing engine and is mounted on a 20V Meccano motor.

The vertical Axle that drives the drum has a 10 tooth *Exacto* Pinion mounted in a Socket Coupling. In the other end of the Socket Coupling is a Collar with a Key-Bolt in it. The lower part of the vertical axle is a Keyway on to which is mounted a Collar at the bottom to hold the gear on. There is a lever next to the steering wheel which slides the Socket Coupling up and down. The 10 tooth Gear engages with a 20t *Exacto* Pinion which drives the Gear Ring on the drum. The drum is made up of a Circular $4^1/_2$" Plate and a $5^1/_2$" Gear Ring similar to the differential. On it are mounted 1" Double Angle Strips which are bolted at the other end to a 4" Circular Plate. The vertical Axle on which they rotate is bolted to the underside of the boiler.`

The outer part of the drum is made up of two 6" Flat Rings. These are also spaced apart by 1" Double Angle Strips. The rear wheels are made of $7^1/_2$" Circular Girders spaced by 2" Strips for treads. The gear change lever is a single Crank in front of the drum control. This moves the gears across with the cranks connected to the gears on the crankshaft.



"My Latest Crane", Liebherr Compact Crane; LTC 1045-3.1 Part 3: The Finishing Pieces

by Les Megget

The Fly-jib: The 37" long fly-jib for the city crane is identical to that used on the earlier "red mobile crane" (see Figure 1). It comprises mainly $12^1/_2$" Narrow Girders for the 4 corners and originally used Rod and Strip Connectors with varying length Axle Rods as the web members but the resulting weight was excessive . The heavy Rods were replaced by green Meccano Cord, which reduced the jib's weight to 0.7kg from the original 1.7kg. That doesn't sound much in the overall scheme of things but that extra weight hanging out at the end of the extended boom adds about 25% to the force in the luffing cables (up to about 150 lb in the luffing piston rod).

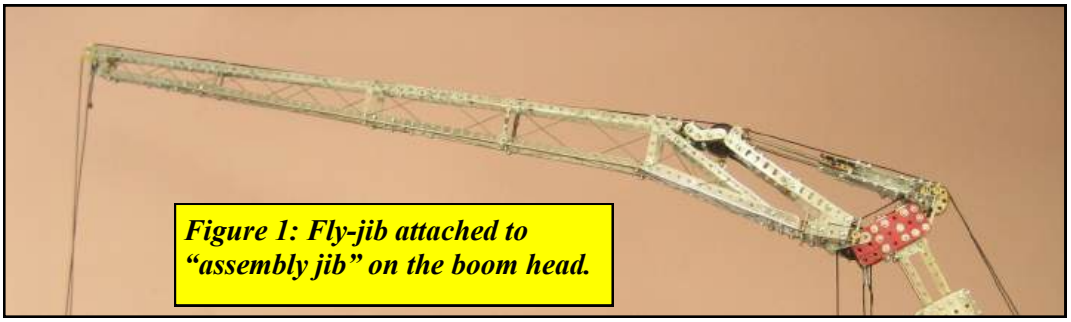


Figure 1: Fly-jib attached to "assembly jib" on the boom head.

The prototype's fly-jib is a 2-piece bi-fold job, which is attached to the boom head with 4 pins, and when 2 are removed the boom can be folded back against the right hand side of the boom when not in use. All 4 pins are removed when the main boom alone is being used. Due to the extra weight involved I decided not to model the outer folding jib section.

The angle of the fly-jib relative to the main boom can be adjusted to 0, 20, 40 and 60 degrees by use of a hydraulic cylinder on the prototype. I used two long Rods running in Couplings to give an infinite range of adjustment and locked with black headed Bolts.

The "assembly jib" (Figure 2) is the triangular structure between the boom head and the fly-jib's support. This is where the fly-jib orientation can be adjusted. It has a 1.5" Pulley at its end so that the secondary hoist can run free of the main hoist positioned at the end of the boom head. With the fly-jib being used the hoist cable (main or secondary) runs over this Pulley and then over a 1" Pulley at the jib's end, around the hook pulley to be secured at the jib's end. However a single drop to the hook is often employed with the fly-jib.

Hazard Lights: 2 orange hazard lights are positioned at the rear on top of the fixed counter-weight. These blink about every half second, being mechanically controlled by a geared motor in the mechanical equipment compartment on the right hand side of the crane support structure, switching a mini-switch on and off using a wiper arm.

Equipment Box: This hangs on the front of the crane and can be easily removed by using the hoist and the hook (Figures 3 & 4). It has several opening doors in top and sides to allow for storage of ropes, stabiliser wooden spreaders and other equipment. By removing the box the length of the crane is reduced thus allowing it to get into even smaller spaces on site. At this time I haven't fitted electric head lights to the front of the box but this could be done with a mini-plug to connect them to the main chassis wiring, as is done on the real crane.

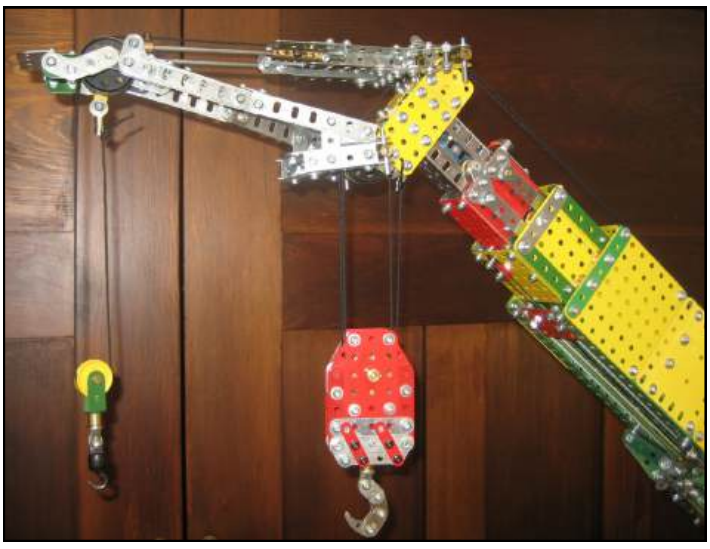


Figure 2: Assembly jib at maximum angle to the boom.

Cab entry step: The prototype has a hydraulically controlled cab step which slides out from under the cab to allow easier access to the cab, but when slid away doesn't widen the crane. I have modelled the extending step manually with sliding Rods through Couplings fixed under the cab floor.

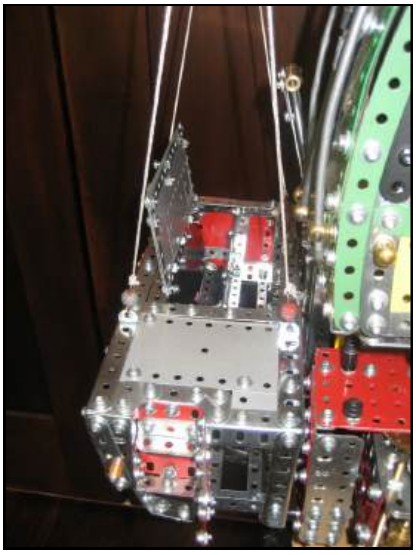


Figure 3: Equipment box.

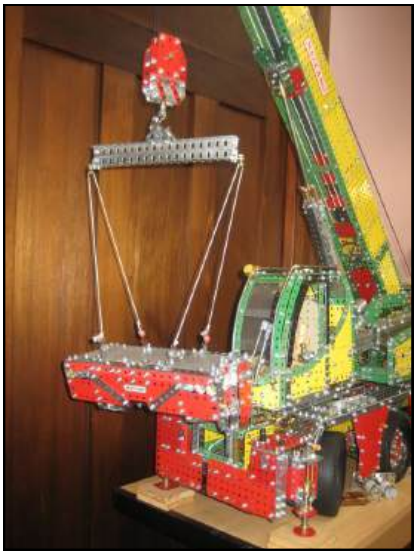


Figure 4: Equipment box being removed from front of crane.

Remote Control: The crane is controlled by a remote control box shown in Figure 5 using mini-switches in an old Flanged Plate. A 12-wire cable attaches this box to the back of the crane where all the electrical connections are grouped. All switches are wired up as "forward -stop-reverse". There wasn't room at the top of the bearing for slip rings to transfer the cables from the carrier to the crane. Two wires are routed up the central hole in the roller bearing and are mini-plugged to the crane cables allowing easy dismantling of the crane from the carrier.

Other Fixtures: The crane carrier has four very neat steps fixed to the top of the carrier which when not in use fold flat on the deck but can be rotated 90 degrees and then they fold down to provide 3 step up to the carrier's deck, see Figures 6 and 7. I did encounter some problems when slewing the crane as the Bolt heads protruding from the crane base attempted to wipe the steps off the carrier until some minor adjustments were completed.

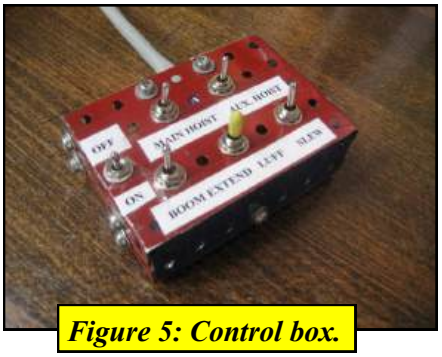


Figure 5: Control box.

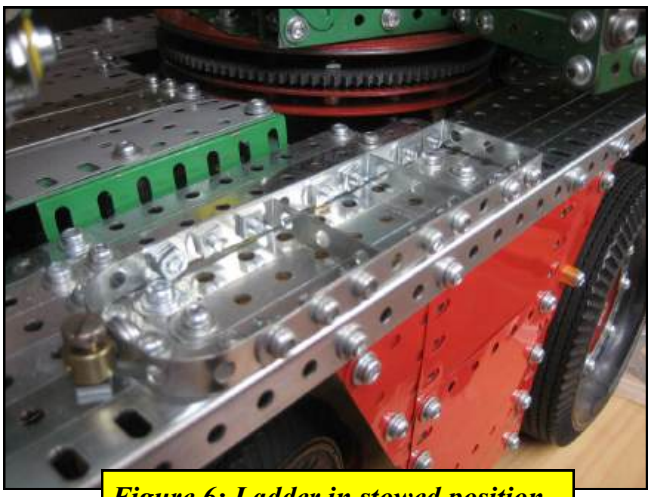


Figure 6: Ladder in stowed position.

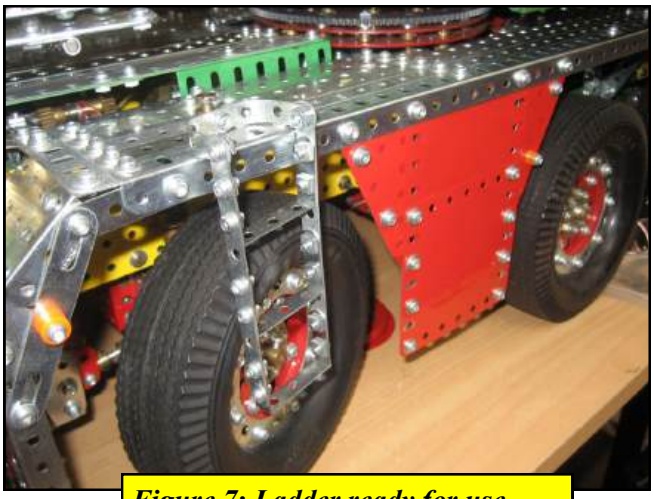


Figure 7: Ladder ready for use.

All the mirrors, windscreen and cab sunroof wipers and minor lights are modelled but many of the photographs in this series were taken before they were added.

Conclusions: This crane took an estimated 800 hours to construct over a period of 18 months and many of the mechanical pieces needed to be rebuilt from the red crane, as they were physically smaller in this compact crane.

The crane mechanisms have performed very well with only a few flexible structural problems needing to be strengthened as described earlier. The luffing, slewing and boom extension devices had been well tested in the previous crane and only needed minor modification to fit this latest crane.

The 3 mode steering works well but I have yet to fit the servo controls for it; the modes currently being changed by a hand lever in the carrier.

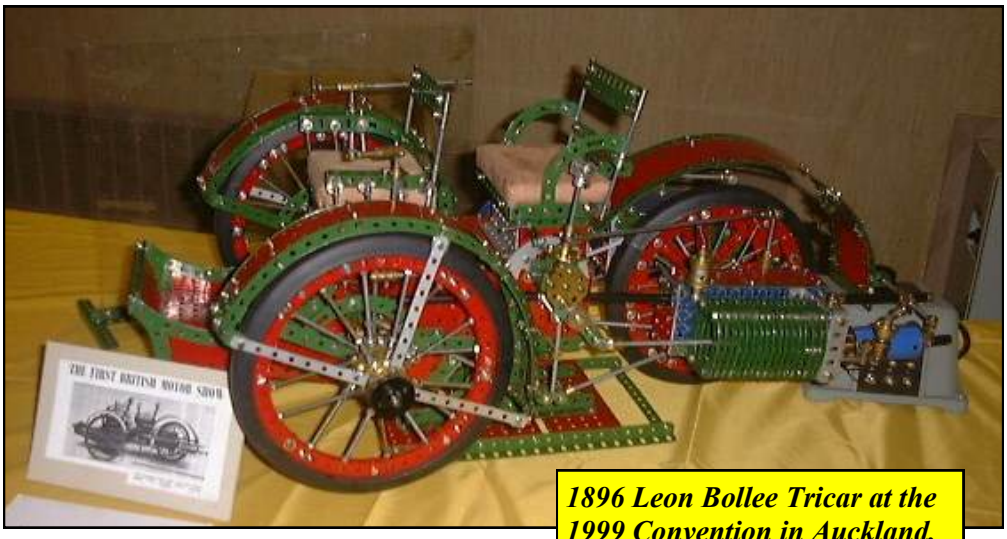
I'm pleased how well the power steering works and steering it from the cab does work but of course careful adjustment of the cab's position (in 3 dimensions) is required to line up the steering rod running back through the cab with the Socket Coupling on the front of the carrier.

Past NZFMM Convention Models by Don Wilson

Submarine at 1997 Convention in Feilding.

The late **Don Wilson** displayed some fantastic models at several Conventions. Here is just a sample. Don never allowed his models to be judged by his fellow exhibitors or the general public and as a result his name does not appear on any of the NZFMM trophies.

Steam Bucket Dredge, 1995 Convention in Christchurch.



1896 Leon Bollee Tricar at the 1999 Convention in Auckland.

NZFMM Convention 2013 Update

With Easter and Convention 2013 fast approaching, the organising team confirms key "nuts and bolts" of the event so that everyone participating can experience maximum enjoyment.

Pukekohe Town Hall is located on the corner of Massey Avenue and Edinburgh Street, Pukekohe.

Venue will be open from 9.00am through 7.30pm Easter Friday 29th for set up and fellowship.

On arrival temporarily park vehicles outside the main entrance/or the street while you register.

Please register at the desk located in the foyer where you will be welcomed, receive your convention pack, security passes for all persons you have registered as part of your family/group (passes must be worn in the venue by all at all times), and directions for unloading models and materials and long term parking. (Tea and coffee will be available.)

Individual table display space of the size requested will be numbered and named for easy identification. A plan of the table lay out will be on display at the desk for easy site location.

Require help? Ask at the registration desk or look for a person wearing a fluorescent jacket.

Require a map and information relating to the area? Please ask at the registration desk.

Don Flowers (right) and his Grove Mobile Crane at the 2001 Convention in Wellington.

INDIVIDUAL DISPLAY SET UP:

Power will be run under all tables and connecting blocks will be installed at strategic points to plug into so that exhibitor power leads connected to models or extension cords need be no longer than 2 meters. Power cables crossing the floor in public walking areas will be installed by the organising team. ***ENSURE that your leads and models are electrically safe.***

Models requiring strengthening boards to be installed to protect supporting table(s) will have been notified by registration form or email to the organising team and these will be on site.

Tables will be covered with black cloth covers which drape down close to the floor on both sides. Please ensure all boxes and other equipment not in use is stored neatly under tables and not visible to visitors to that site.

INSURANCE: Exhibitors are responsible for insuring their own models and tools. We expect that most exhibitors have special insurance or have their Meccano included in their house and contents policy. Policies generally cover your models and tools anywhere in the country. If in doubt call your insurance provider and check the terms and conditions of your cover.

SAFETY: When the public are in the venue, exhibitors are responsible for ensuring all models are secured and do not pose a hazard to little fingers and visitors in general.

Neil Carey's Union Pacific Loco at the 1993 Convention in Auckland.

CONVENTION DINNER: Will be held in the Concert Chamber starting at around 6.45pm Saturday 30th. The meal is an extensive smorgasbord. The cost is $35.00 per person. Payment to be made by 4.00pm on Saturday 30th Facility will operate as a BYO site for the evening.

NOTE: There will be no EFTPOS or credit card facility at the venue. Cash and cheques only.

SILENT AUCTION: A silent auction facility will run from 12.00 noon Friday 29th closing at 4.30pm on Saturday 30th. Bring your auction items and complete the paper work when you arrive.

Any questions or need assistance, call 09 535 5355 - mobile 027 448 8366 or email *peter@augustus.co.nz*

Rabbid's Time Washing Machine

by Les Megget

The Meccano Rabbids' series of models was introduced late in 2012 and comprises 4 models: Time Washing Machine, Crazy Toilet Racing (shopping) Trolley, and Infernal Catapult. I had no idea what the Rabbids were but the younger generation certainly do. They are video games. It isn't clear why Meccano France got themselves involved in this franchise but I guess they hoped to sell a lot of sets to the aforementioned younger set.

I purchased the Washing Machine set on the internet ($55) where it came from Sheffield (UK) and thankfully it was offered postage free. I haven't yet seen these sets in the shops here. I doubt if they will be a big seller?

The normal rip-a-strip Meccano box carries the parts in about 6 plastic bags with the usual large amount of fresh air space. That is, the box is a lot larger than necessary.

The colourful instructions are easy to follow and because this is a simple model only 2 building steps are on each page. Because the motor is black some of the drawings in the instructions are dark and you have to look very carefully to see that you have the motor in the correct orientation when connecting the 3-hole Angle Girders and $1^1/_2$" square Plate. This plate is fixed by 2 Bolts but I had no end of trouble fitting the Nuts because they kept being attracted to the motor's magnet and would not sit flat in position awaiting the bolt. There was no room to put a finger in to adjust the nut (a 7-year old's finger might) and I was forced to use a pair of tweezers (not provided). The slots for these nuts need a little lip to hold the nut in place, like some of the other motor fixing points.

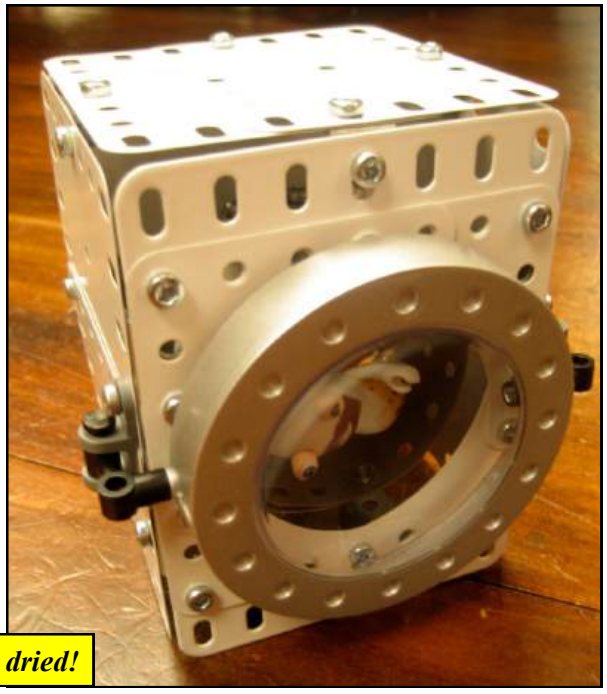
The machine went together fairly easily but you need strong fingers (the kid's father I guess) to place the Bolts to hold the two 11 by 3 holed Flexible Plates in position onto the 2 by 1 holed brackets which form the tumbler. The flexible plates each need to be bent into a tight semicircle with 3 holes overlapping with its partner. A fair bit of manipulation is needed to get the tumbler roughly circular.

The tri-axle 19t Pinion on the motor shaft meshes with a 57t tri-axle Gear on the tumbler Axle Rod. It is a tight mesh and the connecting bolts need to be adjusted to their limit so that the gears mesh smoothly. I had to take the front face off my machine to adjust the motor fixings after I had completed the model!

Two of the Bolts on the front face are shown in the wrong position in the instructions and if built that way the door can not be easily shut because these bolts clash with the door hinge. The photo on the front of the box is however correct. The opening door is a nicely glazed circular plastic part but I'm sure this piece will prove useful in other models (submarines, port holes, maybe) but you may need to drill a few holes around the circumference!

The set comes with one *Rabbid* which can be spun dry in the machine. Maybe that's why this model has "Time" in its title; after spinning you wouldn't know where you were, or the time of day. Quality of paint is very good in this set but some of the long Bolts were unfinished plating-wise and were quite dark (not the normal shiny zinc finish.

Play value? Not much I would have thought. Make it and run it for a minute or two, then pull it apart! This machine does spin in reverse though.



Rabbid about to be tumble dried!

My 3 trips to Meccanoland

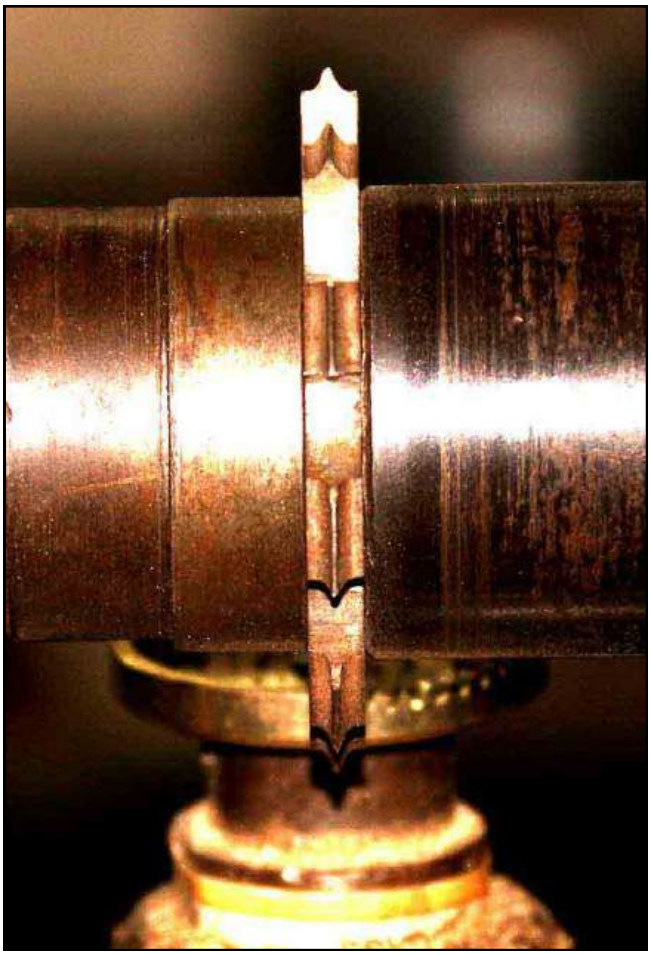
by Stan Baker

As a boy I received my first Meccano set, a number 7 on my 8th birthday and started a regular subscription to the Meccano magazine that continued until its demise. I must have seen the words "Binns Road" many thousands of times and it had something magical about it. In hindsight I don't think that I ever really associated it with the name of a road nor as a Liverpool address even. My only knowledge of Liverpool at that time was that it was somewhere in the United Kingdom, maybe in London. "Liverpool" certainly wasn't associated with Meccano like the magical but meaningless words "Binns Road" were in my mind. I believed "Binns Road "to be just the name of a wonderful happy efficient modern and prolific factory on the other side of the world that existed for my enjoyment. I did know that a visit to the UK took over 4 weeks travelling time in the 1950s and thus the possibility in my 7 year old mind of ever visiting it was remote. Binns Road was like the models on the front of the Meccano manuals, a dream and totally unattainable.

My time for Meccano became limited as I grew up and my Meccano activity ceased totally when I left home to attend university 1,000 kms away. On graduation I moved to another city to work and my Meccano set which had grown to be the equivalent of greater than a number 10 for some parts lay unused in my parent's house. I married, started a family and never thought much about Meccano. (Does that sound familiar to anyone else?) Although I could now tell you where Liverpool was and that Meccano was made there, it was the magical words Binns Road that still epitomized the dreams of Meccano from my childhood.

When I was in my late 20s, at the end of 1970, over ten years since I had seen my Meccano set, I was seconded to the UK for 18 months as part of my work and during that time I had a three month stint working with British Telecom in Liverpool at the end of 1971. My wife and daughter were ensconced in longer term rental accommodation in Coventry so British Telecom arranged private accommodation for me, Monday to Friday at a "bed and breakfast" close enough that I could walk to the office in Liverpool. My first morning of doing this I was hit with a bombshell in that the first corner I came to had a signpost of "Binns Road". I can still remember the sense of disbelief I had staring at that sign. I walked right past the factory every day for weeks. By that time Meccano had fallen on hard times, the factory had been renamed *Meccano Triang* and weeks before my arrival had gone into liquidation. There was no activity at all in the building, so no chance to see production. However the reality of the somber dirty brick factory in its drab environment was a far cry from my mental picture of it. My work had taken me to many British factories in the Telecommunications area and I now realised quite clearly what the factory production must have been like. Reality was very different from the utopia that had existed in my mind.

The jolt to my memory did awaken some interest in Meccano though. On my return to NZ I retrieved my set and I started to become a little involved in building again, particularly as I found the late **Don Blakeborough** lived very close to me. I found that I could manufacture some parts like gears that I was short of and actually produced a surfeit of some of these, selling to enthusiasts in NZ and to some in South Africa through Don Blakeborough's contacts.



A gear cutter producing a small Contrate.

I followed with interest therefore the demise of Meccano production in the UK and the fact that Meccano continued to be manufactured in France and had seen the address of the Bobigny factory on the outskirts of Paris many times. I wondered if production in France might be more up to date and better than it would have been at the unrelated factories I had visited in the UK.

A couple of years after my return from the UK I was sent to Paris for several weeks on business, I determined therefore that even if I hadn't been able to see the Binns Road factory in operation now I would see the French operation. Accordingly one day I took a day off work and caught a taxi from my hotel in central Paris, not appreciating how far it was to Bobigny nor the cost of taxis in Paris. I just gave the driver the address and waited in anticipation for several hours. Alas when he got to the address it was a demolition site. A pile of rubble and bricks. There was no internet then and only after my return to NZ again did I learn that all production had been shifted to Calais some years earlier. My second visit to Meccanoland was even less rewarding than the first, particularly when I learned how many Francs the taxi driver wanted for the excursion. I never got back to Calais and never really thought I would ever see Meccano being produced.

By the end of the 1980s my interest in Meccano waned again as work and particularly work related travel meant that Meccano took second fiddle again for over another decade. (Is this still sounding familiar to other enthusiasts?)

Then on a return to the hobby again I took up the opportunity to distribute the replica parts manufactured to the same or higher standards as the original by *Ashok Banerjee* in India. I gradually built up a local stock of well over 100 kg of Ashok "Meccano" for immediate delivery within the region (and in fact farther afield to Europe and North America). Many local modelers used my stock as a "just in time" source for their own parts on a per model basis to the extent that a number have independently jested that my house is their Meccanoland.

I was curious to know about "Ashok's factory now. Was it more modern with all computer controlled production facilities? How did he achieve his quality control? My knowledge of Ahmedabad was even less than my knowledge of Liverpool had been as a seven year old, if that was possible. Even the spelling was more difficult.

Totally unexpectedly at the end of 2012, at the invitation of Ashok, I had the opportunity along with **Howard Somerville** from London and **Tim and Lisa Robinson** from California to visit Ahmedabad to look at his production facilities and attend the reception for the wedding of his son. (Many other enthusiasts were invited including others from this region but were regrettably unable to schedule the visit at that time.) So after 2 aborted attempts at last it seemed I was to visit a "Meccanoland". By virtue of its diverse characteristics and its exotic location, it was, I now believe perhaps the most interesting one of all though.

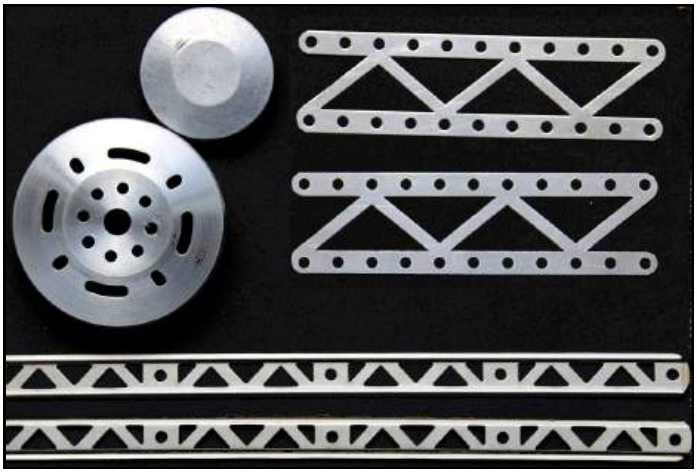
Press tools for the soon to be introduced "Erector" curved ribbed strips.

With a population of about 6 million people in an area far smaller than greater Auckland Ahmedabad is the fifth largest city in India and the most important economically in the Gujarat Province. It is the centre of the Indian Textile industry and under British rule it was therefore nicknamed the Manchester of the East. Just like Liverpool and Manchester in the UK the textile and related industries spawned numerous small engineering works equipped with older British made engineering machines in small machine shops and local craftsmen.

The press used for the parts shown in the photo above.

Ashok's logistics store in his packing room.

The "cottage industry" workshop for manufacturing strips.



Pre-production samples of Compatible parts. Erector style ribbed strips, 3 hole wide braced girders, and a 2.5" Aluminium wheel hub, along with unfinished but currently available similar 3.5" Aluminium wheel hub.

The bridal couple with Stan.

A common site on Indian roads. A tuktuk being serviced. This is the usual access to the engine.

The Gujarat province is arguably the most egalitarian part of India with less poverty and less extreme wealth than other large Indian cities. It is still has the diverse mix of a region struggling to change from 3rd world to an economic powerhouse of the future. Apart from its textile industry Ahmedabad is a bustling city of bazaars and markets with narrow alleyways and a maze of streets that rely on carts, along with huge loads balanced on workers heads for transport. These alleyways are punctuated by wide roads that carry more traffic than peak time routes in Auckland, and where there is only one traffic rule. When you want to pass a vehicle you honk your horn. When you are passing a vehicle continuously honk your horn for the duration and when you have finished passing a vehicle you normally honk it again. Where a tiny gap in traffic occurs, drivers from all sides will race to take up the space but despite this I never saw any of what would have been massive road rage in the west and very few accidents compared to NZ. Motorbikes and Vespa lookalikes are everywhere, each often carrying 3 or 4 adults and possibly a couple of children as well. Women generally ride sidesaddle. These roads have modern European and Japanese vehicles interspersed with the huge hand carts or carts pulled by horses, water buffalo or even camels.

By far the most common vehicles though are the Indian made clones of Fiat or 1970s English BMC cars and the ubiquitous "tuktuk". Tuktuks are tiny Indian designed and manufactured 3 wheeled vehicles with 250 cc or smaller engines designed for 2 passengers or as a miniature commercial "pickup". It is common to cram ten or more people into and onto one of these and the most I saw was 18 on one including 5 on the roof. No electric start, they are started by a pull cord and could be the great subject for a Meccano model. (Of course it would need to be solely constructed from Ashok parts for authenticity. A common sight is these on a precarious lean beside the road with the driver underneath "fixing" the rear mounted engine. Large tricycles are still common for the transport of goods too. Several times I saw reinforcing steel 5 or more metres long, (sometimes 10 metres folded in half) being transported by such a tricycle. Sometimes they or motorcycles would tow a trailer as large as most in NZ would consider towing with their car. In India, Vespas are commonly fitted with sidecars.

All in all roads are exceptionally noisy and raucous places that only the foolhardy foreigner would ever consider venturing out behind a wheel on them. The Indian driver is exceptionally skillful as he dodges other traffic by mm at high speed, and misses slow moving traffic. He turns highways that we would mark out into 3 lanes into a cross between 9 lane highways, parking lots and a dodgem ride at the fairground, whilst all the time dodging sacred cows (literally) that are common throughout the city.

This then was the city and environment that Ashok Banerjee grew up in and first heard about Meccano only whilst he was at University. The British rule in India had finished then, leaving the huge Victorian style public legal and utility buildings as a reminder of their presence. And there were no longer regular imports of new Meccano coming in but there were large stocks of used Meccano still available from the colonial days. Ashok bought up last stocks of this used Meccano for his own use but was frustrated at the lack of the specialist parts only found in the larger sets, which he decided could be made in the numerous underused old workshops in the city. He dreamed of using these discreet and often disparate engineering resources to manufacture all the parts needed for a Number 10 set and then set about fulfilling his dream. He has set up what can only be described as a very large scale cottage industry with over 30 different small engineering shops, each of which concentrates on a limited range of parts. Different small works for example for punched steel strips, angle girders, nuts and bolts, axles, screwed rods, flat plates, flexible plates, lathe turned pieces gear cutters and powder coated applicators to name just some of them. Most of these establishments are only one or two person businesses. They source their own raw materials and don't only produce product for Ashok. They utilize the lathe, press or milling machine or whatever other tools that there business is based on to do other job lots for other industries. But when not busy on other work they turn to producing Meccano.

The manufacture of one part intrigued me particularly by its simplicity. All of the Meccano strips produced are done in one tiny workshop. Only a couple of machines were in it. One was a large guillotine set up to slice the large steel sheets (6 feet by 4 feet?) into nearly 150 four foot long ½ inch slices. There was barely room in the workshop for the sheet. Once sliced into the long lengths it went to the hole punch which pressed out 21 holes at a time. The strip was then moved along such that those 21 holes fitted tightly in "pegs" and the next 21 holes were punched until the whole length was punched. Then a final punch operation cut it to whatever length it needed to be and then radiused it. Then it was sent to the separate finishing location to be plated, then powder coated.

Ashok's primary work is in the Textile industry. His textile business is involved in turning raw cotton into thread. Not the subsequent dying or end uses of it, just cotton thread. Regrettably unsuitable for Meccano French Knitting machines he employs a full time supervisor, Jared, to coordinate production and look after stock for his central logistics where there are other packers employed. We found that the only common thread was the skills of these old craftsmen in their small workshops spread across the industrial areas of the city and their work ethic to produce quality usable parts. I doubt that many would have any idea of the use their parts might be put to and were just happy to know that for some reason there was a demand for what they were making provided it was of first class quality. Quality is checked by the supervisor and by Ashok and the artisans are all acutely aware that orders will be shifted somewhere else in the case of poor work. Ashok mentioned that there had been possibly a dozen firms that he no longer uses and the 30 or 40 current ones all now were proven performers and the operation was fairly stable. We visited a number of these and the attached photos show some parts being made.

We learned that frequently there are requests from enthusiasts globally for new parts and that when he believed that the part offered advantages to any other way of achieving the need and that there would be a demand to justify the setting up cost these would be introduced. Some parts in this category had been suggested by **John Stark** in NZ and were now widely purchased. Some suggested parts could be produced fairly quickly like a range that was recently released following a request by **Phillip Webb**, Chairman of the International Society of Meccanomen. Others took more effort to create punches and molds like a range of curved ribbed Meccano strips (similar to those made by *Erector* in the US 30 years ago) that we watched in initial production, but not yet released. The attached picture shows some of these with the associated moulds. With the Editor's agreement I will provide regular articles to this magazine in the future detailing such new compatible parts with more photographs than are included in this issue.

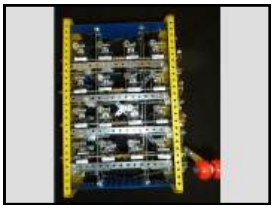
So after 2 "almost" visits to Meccanoland, I came away from India feeling that I had visited the most interesting one of all. OK there were no modern computer controlled facilities. There were no automated plants in a dust free environment, where one had to put on dust free caps coats and shoes like the factories that I have visited globally as part of my business. What there was was craftsmanship, free enterprise, no union activity, the pull of the economic realities underpinning the quality and a small scale production efficiency and logistics infrastructure totally appropriate to the production demands. It was not really what any of us as visitors expected but then we did not know what to expect, albeit on reflection similar to what we should have expected.

No article on the visit to Ashok's Meccanoland could be complete though without a photo of Ashok. The photo shows him with his wife in the centre surrounded by (from left to right Tim Robinson, myself, Lisa Robinson, a family friend and Howard Somerville).

Our special thanks go to Ashok and his family for the hospitality shown to us at his family wedding celebrations and the opportunity to visit a fascinating different world, one from which new stocks of parts for our hobby were flowing in abundance.

Meccano Poem writing machine:
On spanner **Chris Chute** designed this remarkable poetry writing machine that writes rhyming poetry. It uses caterpillar tracks and sprockets to move small paper labels one move at a time to create a line of 4 words each. 4 lines creating a verse of poetry. See his video on U-Tube which gives a complete explanation of the model.
http://youtu.be/5wuaSDzWhqQ
Billions of unique verses. All of them contain rhyme. All of them will scan. All built from Meccano parts. No computer. No electronics. No motors or gears. Very cryptic. Eat your hearts out, Shakespeare, Pam Ayres and Nostradamus!

My Mathematician friend **Pauli** has pointed out a couple of errors. He points out: "24 and 28 have a common factor of 4 so every fourth word will line up not every second, on these two 'tracks' of word." And so, "There are 802,241,960,520 permutations. This is the least common multiplier of all the numbers involved. The link counts are: 11 13 15 17 19 23 24 28 29 31. Factorising and removing duplicate factors gives: 2 2 2 3 5 7 11 13 17 19 23 29 31. Multiply these together to get the big number."



Thanks Pauli, its bigger than I thought! Even though you could cycle through every word in less than a minute, if you wanted to show every PERMUTATION, it would take you over 25,000 years. To read out every permutation will take over 300 THOUSAND YEARS!!

More Meccano Poetry:
Geoff Brown at Lincoln wrote on spanner a poem based on Kubla Khan by Samuel Taylor Coleridge
It is a work in progress.

In Skegness Town did Michael R
A wondrous Spare Parts Booth decree
Where Rushforth was the guiding Sun
And Shows their nightly course did run
Beside the muddy sea.
So thrice five yards of selling space
With bins and trays were filled apace
And there was shelving bright with wondrous things
Where gapèd many a cash-rich devotee
And here were hoards of ancient discs and rings
Arranged around a mystic G R B
Here in this worldly Xanadu
Did collectors vie with builders smart
To eyeball sets of precious hue
Replete with platework red and blue
And strips of every art.
And thrice four hanks of pea green cord
Pent up in golden boxes stored.
And there were shuttles hoping for a loom
With healds and hooks that sought that skilful hand
that trick'd them into life instead of doom
That waits such parts when in 'collector -land'!

From the Meccano magazine 1916:
WK of Walney, writes : "I am a user of Meccano and I and all my pals say it is the best hobby a boy can have. One lad has a ……outfit, and he says it is as good as Meccano. He nearly got mangled, and has a thick ear and a swelled nose, and went out of school on his neck."
Schools were obviously not as PC in those days.

From China:
Lloyd Spackman sent me this interesting article from the *Dominion Post.*
The article refers to the world's tallest building, a 200 storey skyscraper whose building company has developed a method of building skyscrapers using prefabricated metal frames. "These are bolted together **like a giant Meccano set** ready for water and electricity to be plugged in".
There is also a picture of a 3 storey D3 cafeteria under construction using the "**Meccano approach**."

The largest set to contain a GRB:
Most Meccano enthusiasts would tell you that no set, not even No. 10, contained a GRB, but they would be wrong!
Les Megget, our editor, raised this question on Spanner after reading of such a set in William Bean's great book on early *Erector* sets.
When Gilbert took over the Meccano name in the 1930s the largest set in his Meccano range was the "150", which included most parts from other sets, including the shipbuilding set parts and a complete GRB.
There is no indication so far as to whether he created the GRBs in the USA or had them shipped from the UK. Time and further research will no doubt reveal all.

Continued over the page.

Magical Mystery Tour Meccano:
In the early part of a documentary on the making of the Beatles Magical Mystery Tour there is a video of a shop window at Christmas and displayed in that window is one of the Meccano shop display models working very well. The model is one of the twin rotating star models with lights.

From the 1917 Meccano Magazine:
I am sure a boy who possesses a complete outfit is as rich, as regards materials as the best engineer in the world..
The Meccano boy is like Oliver Twist. My mother says, always longing for more. (How very true even for older Meccano boys!)

New Meccano Evolution sets:
Meccano have just announced a new range of models to be released including a classic mobile crane. All the models will have working features like winches and motors.
They describe the sets as being on a smaller scale, the holes are tighter together ie quarter inch spacing therefore when you build you can build in a lot more detail.
Edmundo Viega has the following comments on Spanner re these new parts: "It looks like we will be facing a deluge of new parts. I hope that, at least, they are metal instead of plastic. Apparently the spacing became $^{1}/_{4}$" with hole diameter enlarged. Standard rods fit into them using a plastic tube as a sleeve. Standard bolts will enjoy a much wider tolerance to be used in positions out of precise spacing.
The use of washers associated with bolts and nuts will be practically mandatory. Some strange new metal parts already discussed here recently exhibit holes with this new spacing and, I believe, this larger diameter. Would they be already made for this new concept? I also identified some new black bevel gears using a different number of teeth other than #30, #30a; #30b and #30c".
We await the release with interest.

The following 5 sets will be available:
Helicopter – orange/white/black RRP GBP 69.99,
Mobile Crane –yellow/ black/zinc GBP 89.99,
Tow Truck – orange/white/black/zinc,
4x4 Buggy – red/black/zinc,
Quad Bike - yellow/black/zinc.
The new narrow strips are identical to existing Meccano parts and will be very useful additions.

Updates on new evolution sets From Ralph on Spanner: (and direct from the London Toy Show).
The new range of 5 models are all based around new narrow strips, brackets and curved strips all at ¼ inch spacing. There are a host of other new parts including plastic bevel gears and a plastic universal joint.

MWT MEETING REPORT for 13th OCTBER 2012

Article by Daryl Anderson, pictures by Bruce Geange

A large group of members gathered at 10.30 for a remembrance service for the late **Don Blakeborough** who passed away on 4th October. We joined Don's family and friends with **Tom Pittams** delivering the eulogy on a full an active life.

We then gathered at St Luke's at 1pm for our normal club meeting. The secretary had issued a model challenge ~ "To replicate a famous work of art in Meccano, 2D or 3D and bring a photo of the original". This resulted in 6 entries with our new member **Richard Feltham** taking the Cadbury first prize.

The models were:
Bob Prescott showed us a splendid model designed by Konkoly, "Spanish Knight" on horse-back. Not to be outdone Bob's wife **Anne** sent along a great work of art. 'The Holy Grail" modelled from a few parts but very effective and a worthy trophy for a Monty Python knight.

At the last fellowship meeting **Hugh Ramage** had the workings of a knitting machine in the making, it is now powered and working faultlessly as Hugh's models do. A fascinating mechanism to watch it knitting wool. Hugh also showed us a non Meccano small Singer sewing machine he had restored. Also a clockwork motor powered clock to be displayed at the Hawera A&P show in November.

Colin Saunders modelled a sculpture as seen on the banks of the Wanganui River 'Mountain to the sea' although not a large model Colin captured the look of the work of art perfectly.

John Ince's contribution to the art theme was a crown as worn by a king. The king would want to have more hair than his subject so the bolt ends don't leave a permanent mark!

The start of an elevator model was shown by **Bryan Jones**, this featured an electric motor to open the doors. Bryan gave us a run down of the problems faced so far in getting the mechanism to work the doors smoothly. It also featured the oldest type of switch known to mankind.

Tom Pittams brought along a selection of models including the latest Space sets, Extreme sets and radio control car. Tom's art model was a posed picture of his late father on a bicycle after winning the round Mt Egmont race in 1943. Tom not only modelled his Dad but the trophy too. The winning time was 4 hours 23 minutes, 43 seconds. No mean feat considering many of the roads were then unsealed.

Paul Vodanovitch showed up how he cleaned parts and how they often are out of square from new.

Richard Feltham brought the largest art model 'Angel of the North' in reality its 20 metres tall with a wingspan of 54 metres and stands in the north of England. Richard had small dinky toys at the base to the correct scale. A fine model at Richard's first normal meeting.

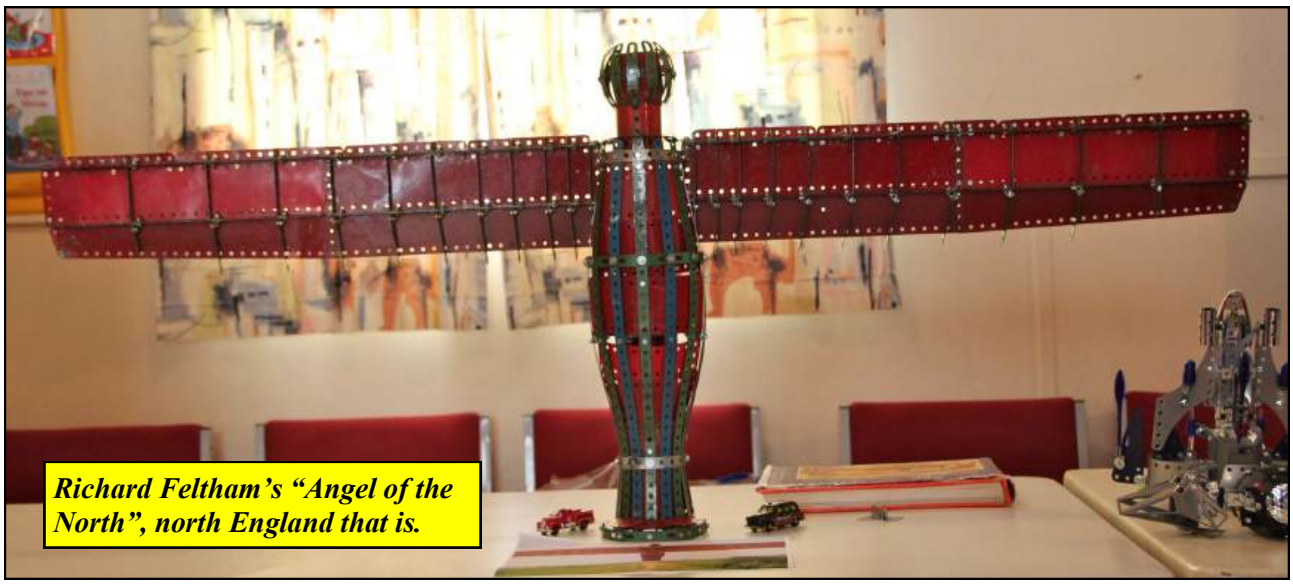
Daryl Anderson's contribution was the cover of the July 1969 Meccano Magazine enlarged to 4 times actual size and framed. The model on the cover was outlined in Meccano parts. He also showed us what he believed to be a *Buz Builder* dealer's model. This came with the **Lindsay Bond** collection acquired 10 years ago. The model had a mains motor and has been re powered with a low voltage unit for safety.

Our master modeller **Bruce Geange** brought along a superb crawler tractor model, the International T6. This uses a *Märklin* track-pack that caused problems with the tracks coming off. Bruce solved this by taking the sharp edges off the sprockets. Battery powered and worked faultlessly.

Paulette Morton was appointed judge for the day, the well deserved confectionary prizes went to Richard and second to Tom. It's great to have a meeting model theme to get people building, there will be more next year.

The meeting wound up with one of the largest auction tables we have seen for a long time, **Chris Morton** our tireless auctioneer extracted top bids for many items for the vendors.

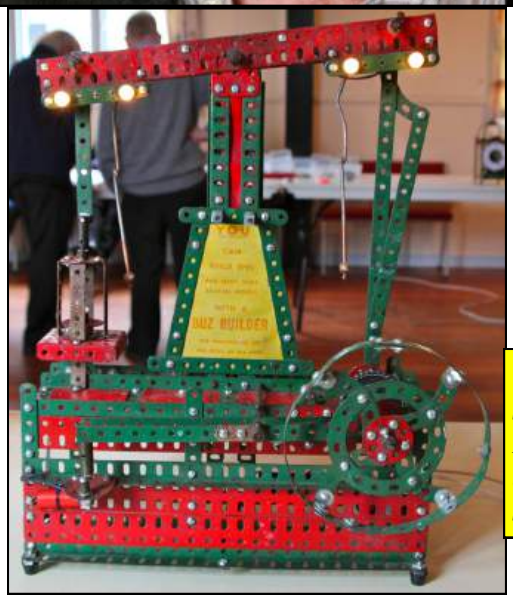
We all look forward to the Convention in Auckland this Easter.



Richard Feltham's "Angel of the North", north England that is.

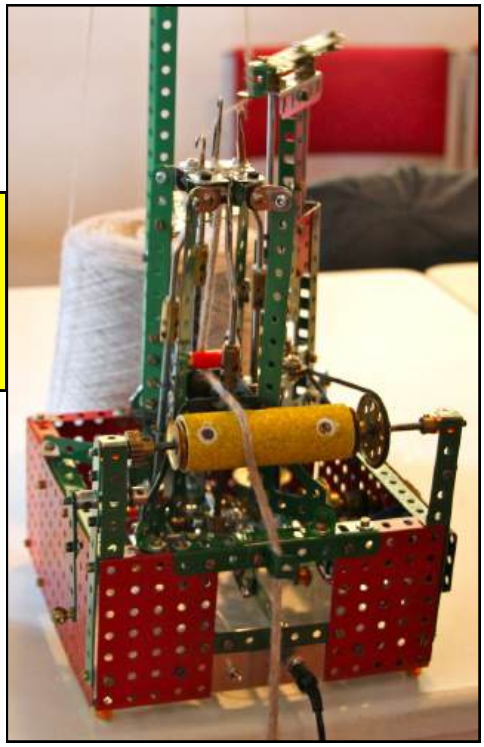
Good King John I(nce).

Tom Pittam's picture of his cyclist father.



The late Lindsay Bond's BUZ Builder dealer model steam engine.

Hugh Ramage's French Knitting Machine.



New Zealand Club Diary 2013

Auckland Meccano Guild

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

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

Meetings at 2pm on second Saturday every third month. The next meeting will be held on **Saturday 11 May** at David & Elizabeth Wall's, 45 Kath Hopper Drive, Orewa from 2pm.

MWT Meccano Club

Chairman: Chris Morton
Vice Chairman: Robin Rye

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

Meetings at 2pm. Next meeting: **Saturday 13 April** 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 3rd May at Stan Baker's,** 7 Oceanview Tce., Tirohanga. Meeting to be confirmed.

Christchurch Meccano Club

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

Secretary: Roland Jaspers, Tel. (03) 358 1357

Meetings at 7:30pm on first Friday every month (except January) at Papanui RSA Club, 55 Bellvue Ave or No. 1 Harewood Road, Christchurch.

Additional Meccano Contacts

Hamilton: Don McClelland, Tel. (07) 843 4198
Hawera: Daryl Anderson, Tel. (06) 278 7666
Kapiti Coast: Bob Prescott, Tel. (04) 905 2963
Napier: Trevor Adam, Tel. (06) 843 4837
Palmerston North: Bruce Geange, Tel. (06) 357 0566
Nelson: John Stark, Tel. (03) 545 1025

Articles, etc. for the May 2013 issue of NZFMM Magazine should be sent to Les Megget before the 5th May 2013.

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

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PO Box 25 444 Wellington

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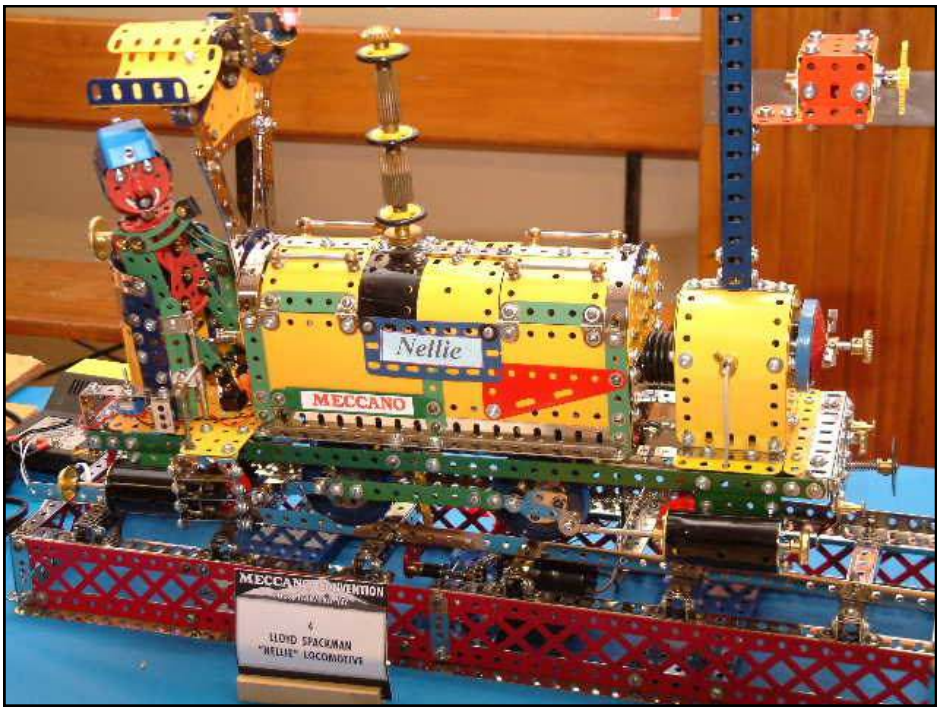
No.10 Meccano Outfit for sale

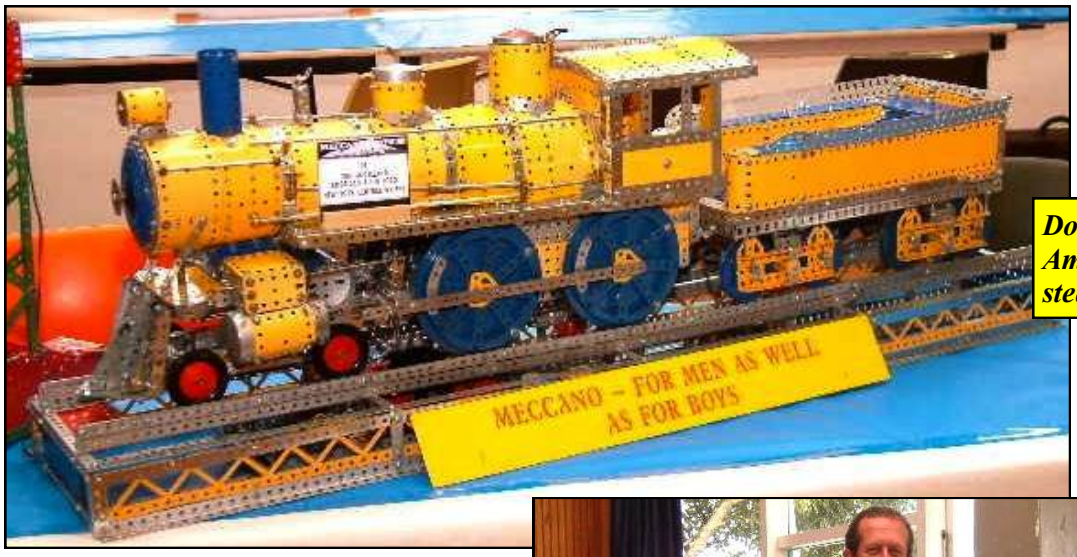
Early 1950s vintage, play-worn condition, complete except for 15 part No.168D (3/8" ball). The outfit is housed in a professionally constructed, purpose built, 6-tray chest and includes a selection of appropriate instruction manuals. The purchaser will be responsible for all delivery costs. I have assembled this outfit from a non-Meccano friend's collection, for sale on his behalf.

If not sold prior, this set will be at the NZFMM Auckland Meccano Convention at Easter this year in Pukekohe. Any expressions of interest to David Wall, Auckland Meccano Guild, Phone: 094261965 or e.mail at wall-dorf@clear.net.nz

Track machines displayed at the 2003 Hawera Convention; Another blast from the past.

"Nellie" loco + driver by Lloyd Spackman.





Don McClelland's American 4-4-0 steam loco.

Simon Moody and his prize winning trams. The trams ran on a 20 foot line of track with a passing lane at the centre of the track.

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