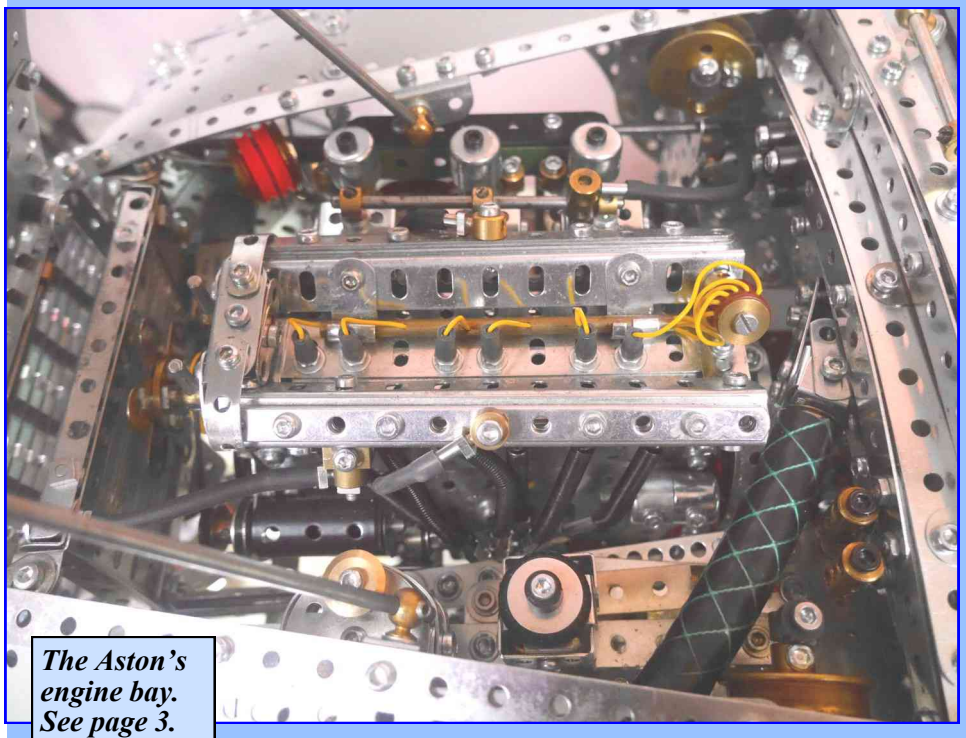
NZFMM MAGAZINE

Volume 41, No. 1 February 2017

The Editor's Aston Martin DB5 almost ready for James Bond. Real Bond DB5 right.



The Aston's engine bay. See page 3.

Also in this Issue:

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EDITORIAL

We are into February of 2017 already and at long last summer is here. However there has been plenty of time for Meccano when it was continually wet and windy outside.

The biennial Convention is but 2 months away and I hope there has been plenty of Meccano modelling occurring and I hope to see many of you in Christchurch at Easter. At the general meeting we will elect a new NZFMM president for the next 2 years and David Wall has proposed some guidelines on how to elect future presidents, see p26.

I sent a plea to club presidents and secretaries at new year about the lack of magazine articles. The word obviously got around because I received several worthwhile pieces which are published herein. Many thanks to those contributors and please keep the articles coming.

Gary Higgins and I have been building 2 of the latest supercar models from Spin Master with write-ups in this issue. To say we weren't impressed would be an understatement. The comments on Spanner haven't been any more favourable. SM have gone away from the true Meccano goal of models which really work to static models which do nothing and hardly look like the prototype either! I see no future for Meccano as we knew it, with plastic strips and parts and plastic plugs instead of metal nuts and bolts. Some would say they have transgressed to a poor but expensive imitation of Lego. But if it sells so be it; I can't see many future engineers or architects saying they turned on to those professions after playing with modern Meccano.

You will note (to the left) that we have increased the annual magazine subscription by a small amount caused by higher postage rates and changes in the exchange rate (post Brexit).

Les

Contents

JAMES BOND'S ASTON MARTIN DB5
"The most famous car in the World"

by Les Megget

While in the UK during their 2016 so-called summer I purchased a 50th *Thunderball* Anniversary model of secret agent 007s (Sean Connery) Aston Martin DB5. This 1:48 model has many of the extra features of the actual Aston in the film; namely, machine guns that appear from behind the front indicators, bumper over-riders which move out, revolving number plates with 3 variations, rear bullet shield and of course the very infamous ejector seat to get rid of "Oddjob" and other annoying passengers while on the move. *Corgi* sold nearly 2 million of this model in 2 years during the mid-60s but I wasn't given one by my grandparents or my aunts! I haven't seen this fantastic car modelled in Meccano so on returning home I thought I would give it a go.

Scale: I decided on a large scale model as there had to be space to position all the extra gadgets. The original Aston was fitted with Italian *Borrani* wire wheels so I decided to use the 3" diameter *Ashok* wires I purchased a few years back and used on my 1:5 scale Austin-Healey 3000, see Vol. 38, No.1. As the DB5 sported 15" wire wheels the scale was set at 1:5 again.

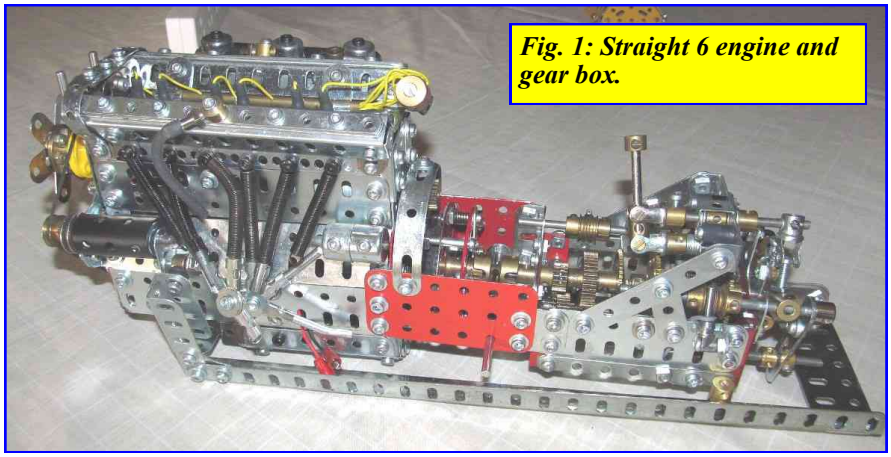


Fig. 1: Straight 6 engine and gear box.

Engine and Gearbox: As per usual I began with building the engine, clutch and gearbox module, attempting to get them to the correct length. The clutch and gearbox came directly from my *Atkinson* lorry displayed at the 2014 Te Papa Convention, except the gear box was turned upside down to get the output shaft *above* the layshaft, as in the prototype. Fig. 1 shows the engine and gearbox sitting in the first attempt of the chassis frame. There are plenty of images of the DB5 and its mechanical and chassis features on the www as well as scale drawings to get the critical dimensions correct. The gear box has 4 forward speeds and reverse. The later DB5s were fitted with 5-speeds. I believe the Bond car was actually the last version of the DB4GT but with most of the changes incorporated into the 1964 DB5.

A 6V geared motor fits in the engine block (6-cylinder, 4 litre with twin overhead camshafts on the original). This motor drives the crankshaft directly to a single plate clutch designed by Alan Wenbourne described in CQ93. The gearbox is my own design and uses tri-axle Socket Couplings to slide the gear clusters on stainless tri-axles, rather than the soft steel keyway axles. A remote control gear stick is provided and there are detents so that once a gear is selected it stays selected. All this takes up a lot of space but can't be avoided.

The DB5 uses triple 2" SU carburetors and I've modelled these before using Chimney Adaptors as the dashpot covers. Representations of the generator, starter motor and single distributor can be seen in the figure 1 and on the front cover. The 6 exhaust headers are Tension Springs.

Suspension: The double wishbone front suspension is copied from a detail drawing I found on the web with the large coil spring being a *Mitre 10* purchase. The bottom rear link is just a braking reaction strut which goes into a socket on the chassis rail's side. I haven't fitted the anti-roll bar currently. The coil spring should enclose the shock absorber but I couldn't fit the Ashok shock absorbers easily.

The rear suspension is vertical coil springs attached to the rigid axle, movement being possible by a pair of trailing links on each side and a Watt's linkage across the body with the central pivot on the back of the differential housing. Figs 2 & 3 show the front and rear suspension units, respectively.

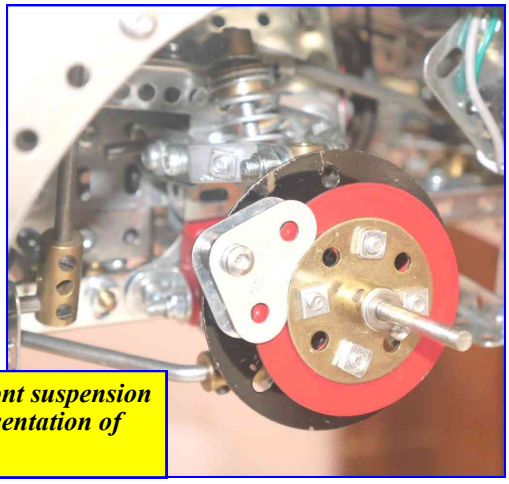


Fig. 2: Front suspension with representation of disk brake.

Steering: The DB5 employs rack and pinion steering and I've used a brass rack (Stuart Borrill, UK) driven by a narrow faced 15t pinion on the end of the articulated steering column. There is little space for the steering column between the front chassis frame and the engine and I used two 1" long universal joints purchased from Dave Taylor at Skegness. Fig 4 shows the rack and pinion associated and steering links.

Chassis: The DB5 doesn't have a conventional chassis except the front portion has two horizontal rails with tubing top triangulated members attached to the substantial plate fire wall structure. The rear "platform chassis" is all plated with no substantial long frame members. Fig 5 is the model partially built with much of the "chassis" visible.

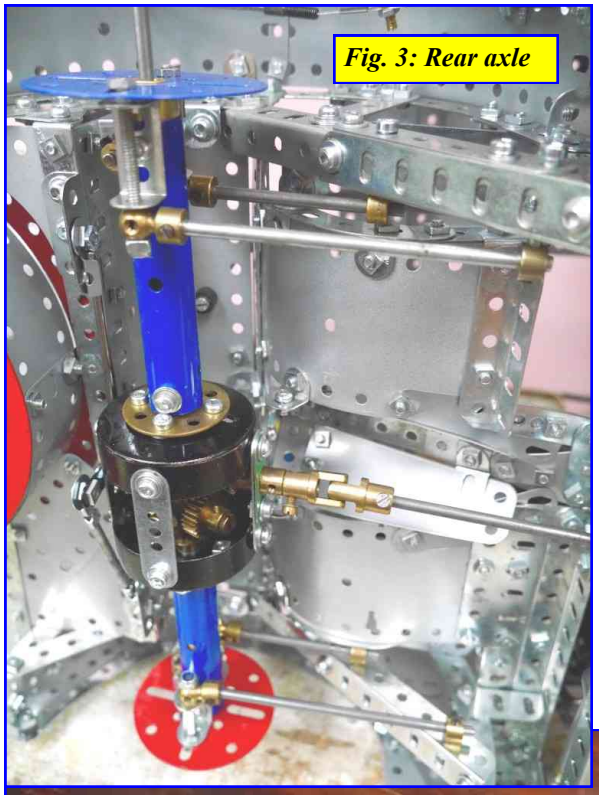


Fig. 3: Rear axle

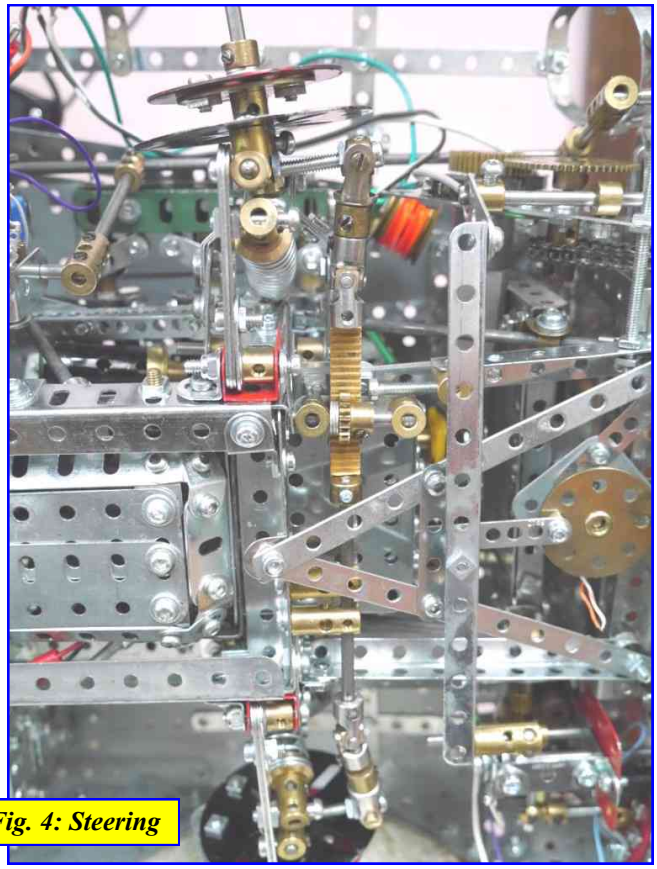


Fig. 4: Steering

The twin exhausts have a total of 4 mufflers (sleeve pieces of 2 different lengths) and I've used 6 mm internal diameter plastic tube for the pipes. Large hollow axle pieces (1" long) form the chrome end pieces. In the engine bay, the water expansion tank and windscreen wiper washer bottle are represented as well as the ignition coil and the twin brake boosters. The bonnet is front hinging and held open with twin props (axles).

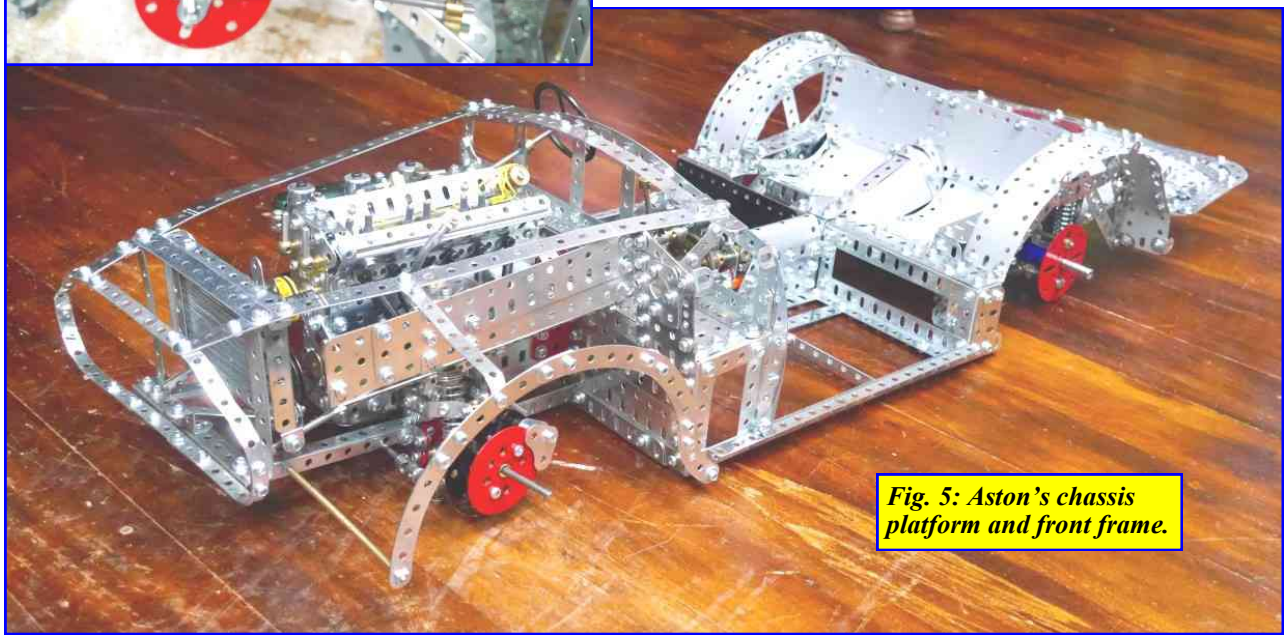


Fig. 5: Aston's chassis platform and front frame.

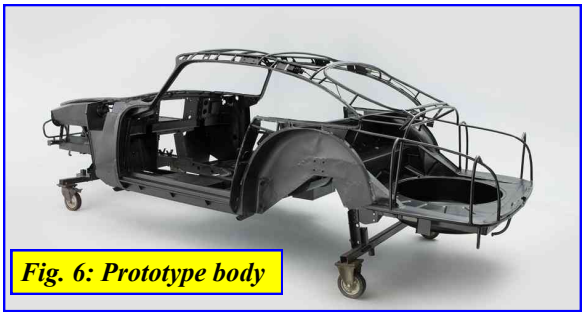


Fig. 6: Prototype body

Bodywork: The DB4 and 5 use the Italian *Superleggera* (super lightweight) body structure in which small diameter steel tubes form the body shape on to which light alloy panels are placed to form a rigid but very light structure. The body panels are *not* welded to the tubing but are separated by a sheet of rubber to stop rubbing and corrosion between the tubes and the panels. The tube cage and body work were designed by *Carrozzzeria Touring* of Milan. The prototype's *superleggera* tubular cage and platform chassis are shown on Fig. 6. I didn't use tubes in my model but replaced them with mainly zinc narrow strips and normal strips where strength was required. The car was flexible longitudinally until I added the roof "tubing", Fig. 7. The convertible version of the DB5 must have a lot of additional plating to increase its torsional and longitudinal rigidity.

The model's body panels are silver-grey flexible plates from the first Empire State Building and the Mechanical Workshop sets. I've had a lot of problems obtaining enough silver-grey plates, as every subsequent Meccano (read *SpinMaster*) set uses a different silver paint (Fig. 8). The colour in the 2nd 2015 version of the ES Building is a more grey colour. The car's complicated 3D curves were difficult to model especially around the headlights and grill area. I constructed a plate rolling machine to bend the plates and I found this extremely useful in getting a good approximation of the body shape. The boot is complex with its semi-circular hump and required 3 attempts before I was satisfied. Of course the body panels are bolted to the cage in the model. To get enough silver-grey plates for the outer body panels I substituted grey plates for some of the initial silver-grey platform chassis plates; you can hardly see the difference as long as the 2 colours are not next to each other. The angle at which you look at these metallic plates also effects the perceived colour tone.

The large doors have a window frame and these were tricky to fit within the door frame. Meccano hinges were used and not some complex shaped bracket which the real car probably has. I have represented the internal door panels with black flexible plates to give the doors some depth and a solid feel.

The spare wheel in the DB5 is placed in a circular well on the right hand side of the boot floor. I used

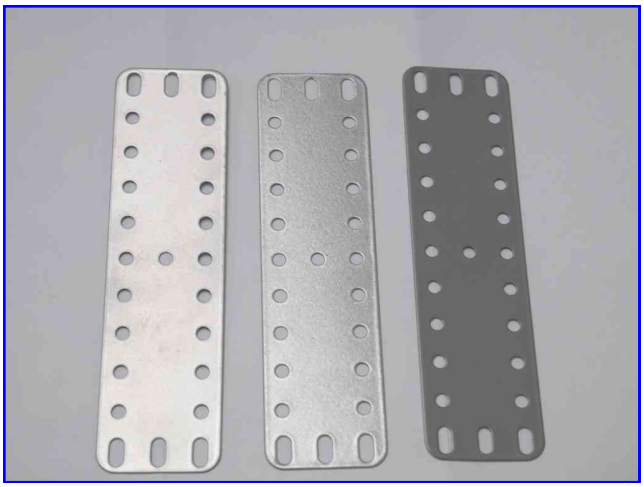


Fig. 8: Silver, silver-grey and grey flexible plates all found in recent sets.

an obsolete 7" diameter Circular Strip (P/N 145, c1926) in the boot floor and a 6" diam. Circular Plate for the bottom of the well. In the actual Bond car the spare wheel had to be put on the back seat because of all the gadgets in the boot meant they couldn't get the wheel into its well. The same occurs in my model!

The added 007 equipment did require some modification to the prototype's bodywork and this will be covered in Part 2.

1,025 DB5s were produced between 1964 and 66, which included 125 drop-head (convertible) versions. There were actually 4 Bond versions of the DB5 with many of the extras included. There was the film car and a show car and both appear in the movies *Thunderball and Goldfinger.* Two extra cars were produced for advertising the Bond films and these toured the world, one reaching as far as Australia. The whole DB5 story is covered in the book *"The Most Famous Car in the World"* by Dave Worrall, published in 1993. I was lucky to obtain a copy at a reasonable price via the internet. The whole, well researched story is fascinating and well worth a read if you can find a copy.

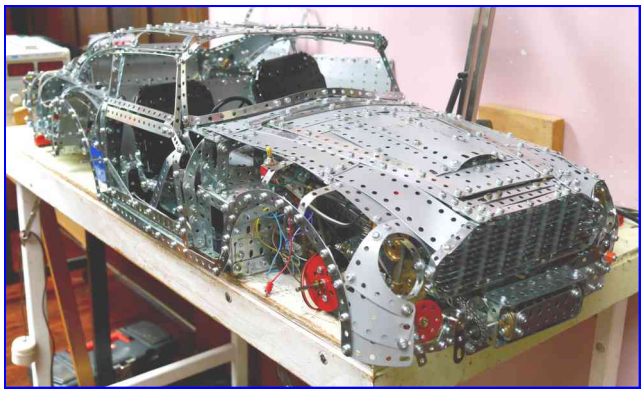


Fig. 7: The Aston showing the Meccano "Superleggera" method of construction using flexible (deformed) strips prior to the body panels being bolted on.

Welcome to the latest issue of D.O.S. This time we move back to Europe in Holland, the home of **TEMSI** (an acronym for Technical Electric Metal Toy Industry) Temsi was founded in 1946 by a stamp manufacturer, Jan Blom, in the city of Hengelo. By the 1950s, Temsi had become the name in the local construction toy market, due in part to the scarcity of Meccano sets in the years immediately following WWII.

During the first few decades of production, Temsi sets were numbered from 0 to 4. By 1985, two additional sets - 00 and 5 - had been added to the line. In addition, a series of conversion sets were also available including those illustrated here. However, a combination of rising manufacturing costs and declining interest in traditional construction toys forced the company into bankruptcy. Then, in 1987 Temsi was resurrected by a new owner, Jan Beldhuis, who moved production to a new factory in Hengelo. By 1994, all sets had been redesigned with new artwork and packaging. Thereafter, new Temsi construction sets were manufactured until 1999, when production ceased.

Like the early Meccano parts they imitated, Temsi strips and girders were painted green and plates were painted red. Brackets, curved strips and trunnions were nickel plated. Gears, pinions, couplings and collars were machined from solid brass. Pulleys and sprockets were nickel plated steel, with brass bosses. In later years, rubber tires were added. Bolts were 4mm 0.7mm pitch, came in various lengths and had cheese heads, nuts were hexagonal 7mm AF. In another copy of Meccano, later sets included flexible red plastic plates in a variety of sizes.

Although Temsi basically duplicated Meccano, there were some interesting differences between the two systems. Temsi strips and girders were slightly longer and thicker than their Meccano counterparts, and oddly the hole spacing was slightly wider: 12.73 mm vs. 12.7 mm. While this difference may seem slight, it meant that there could be problems when mixing parts from both systems in the same model, at least on long or tall structures.

The only motor I have is the same as a Meccano PDU made in Germany by Marx, the same company that made the Meccano motor, and have a transformer, probably made locally.

If anyone wants more information or pars lists please contact me, contact details elsewhere in this magazine, I hope to see many of you in Christchurch.

See bottom of p9 for more Temsi sets.

My Obsession with Little Joe and Tricky Track

by Max George, Wellington Meccano Club

Ever since I read the article in the April 1979 Meccano Magazine (Vol 64, No. 2), I wanted to build Little Joe and Tricky Track. This was achieved after I retired.

Fortunately, we were in Christchurch over Easter 2010, pre-earthquake, and visited the Christchurch Meccano Club display in the Arts Centre where Neil Pluck was displaying a Little Joe and Tricky Track based on Dr Keith Cameron's original design. My wife and a friend said that this was the model that I should build as it has real public appeal. Next I purchased the Model Plans 89 described and drawn by Philip Drew.

I constructed some of the bridges in the Model Plan but had to rush to complete a layout for a small display at Te Papa. **Bob Prescott** also had a Little Joe and Tricky Track at that display. The only modifications to the Model Plan were that, according to my young grandson, bridges must have sides on them and train tracks must have tunnels. At the time, he was obsessed with his wooden Thomas the Tank Engine set. So, dutifully I added sides to the bridges and designed a tunnel. Little children love watching the train come out of the tunnel. The Rolling Bridge is the most popular bridge with the children and adults too, I might add.

Looking down on the first display at Te Papa.

Palmerston North - Easter 2011

Setup at RailEx in November 2016

Pukekohe - Easter 2013
Wellington Expo at Te Papa - Easter 2015
Each time I try to add new bridges for more interest.

Due to displaying Little Joe and Tricky Track at the large Meccano Expo at Te Papa over Easter 2015 I was invited to display it at WaiRail Model Railway display in Masterton in August 2015; at RailX in Palmerston North in July 2016 and at RailEx in the Walter Nash Stadium in Taita, Lower Hutt in November 2016.

I already have two invitations to Model Railway displays for this year.

This is surely a great way to keep Meccano in the public arena. At these Model Railway events Little Joe and Tricky Track has been one of the most popular displays. There are always children returning to look at it. It is the variety of bridges that makes the display popular. I keep it on tables at a height that children can view and have given up using 'Do Not Touch' signs as I have found that in general they don't touch and they do like getting close to the action.

More Temsi sets from Dazza's article on 6.

Auckland Meccano Guild Meeting

12th November 2016

Reporter & Photos: Gary Higgins

This the last meeting for 2016 was held at the home of Les and Shirley Megget at Papakura.

Gary Higgins brought along a *Tronico* model of a trimotor Junkers JU52, all three engines were motorized and controlled by pressing a small red button on the top of the fuselage. Children at model shows will love this one.

Les Megget has been building his version of the "James Bond" car, an Aston Martin DB5, Les has even bought a book on the car to get the specs just right. With most of the bodywork completed it looks the part with the special rotating number plate, machine guns inside the front indicators and a pop off section of the roof to accommodate the ejector seat it is really looking good. Les told me that sourcing enough of the right coloured body plating was difficult as Meccano, in its wisdom appear to change the shades of the paint with each new model, not like the old red/green days, although even then there were some variations in colour. We look forward to seeing the completed model.

Henry Porter had brought us an unusual combination of a road service, railway and canal vehicle/vessel as described in a cartoon from Rowland Emett.

Brian Cotton had brought along a display of *Hornby Trains* which were of course made by Meccano Ltd and were one of the great model toys to come from their Binn's Road factory.

William Irwin had recently returned from an overseas trip and brought along his usual supply of other club magazines, as well as an interesting example of a large flanged wheel part No 20, in which the Meccano stamp had been replaced by cast lettering which was in raised metal. This was a later addition dated about 1979, I had not seen this variation before but William is a whizz on this period.

David Glenday had built up a very nice pontoon bridge as used by the military, complete with a few Dinky Toys to travel across it. He had also made two very nice railway service cranes, one using original nickel parts and a later red/green version. Great to see some of the older nickel parts used in models.

Rick Vine had made up a tiny mini excavator and an eccentric epicyclic machine, I guess it is to demonstrate the mechanisms involved.

Anthony Caldwell had brought along a splendid model of a truck made from the original evolution sets using the distinctive red /yellow colouring.

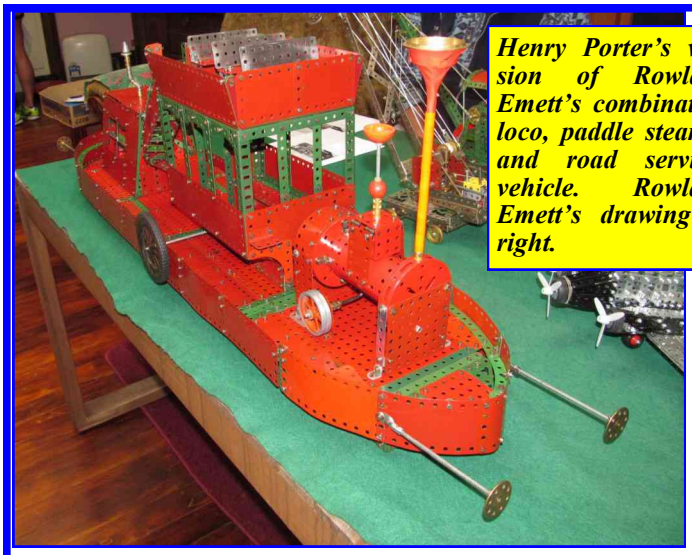
David Wall had brought a shark, yes a shark! He had found it as parts in a local shop and made it up into a model mounted on a Meccano base. It did look rather ferocious and the model parts were probably more similar to *Eitech* but with specialized head, tail and various fins. Great job David. David also had a small 3 speed and reverse gearbox from the SM42 series.

David, being most musical, had created a fold up music stand from Meccano showing us all that it is not just a toy but can be used to create items of use in the real world. It worked very well and folded up just like the originals.

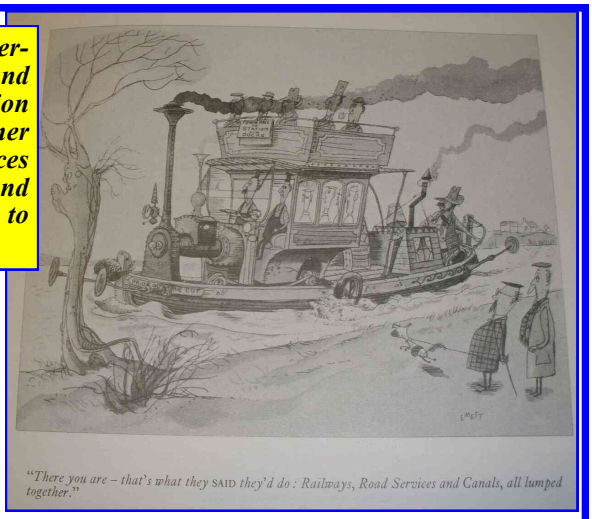
Peter Hancock joined us once again and was thanked for his service over the years to the Auckland Guild. We will miss Peter as he has been a great source of inspiration to us all. However he has not gone far and we know how to reach him in times of need!

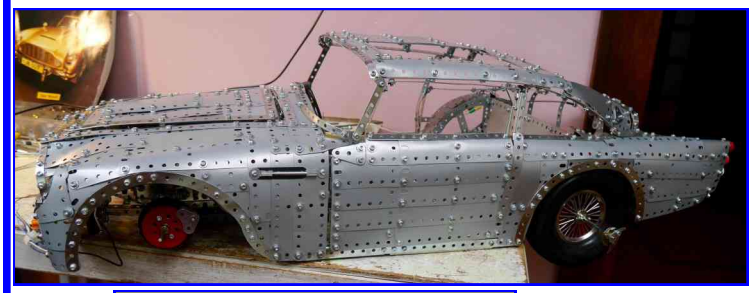
Others in attendance were :
Graeme Wrightson
Graeme Mills
Sefton Heton
And an apology was received from **Mike Stuart.**
The meeting concluded with an excellent afternoon tea, courtesy of the Meccanomen's partners.

David's shark about to attack Graeme Mills.



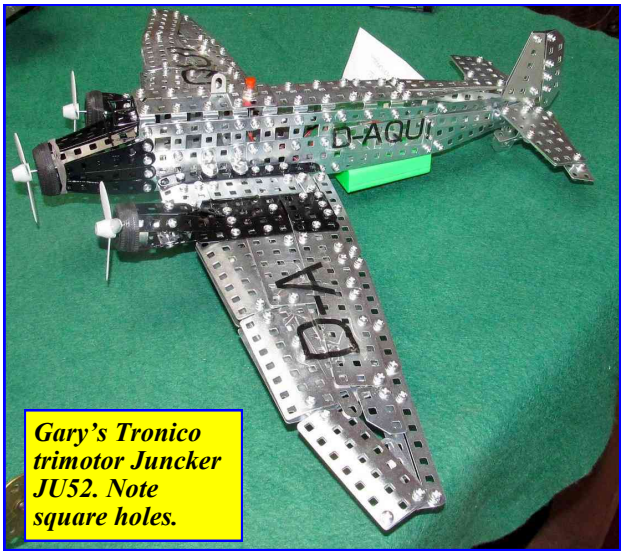
Henry Porter's version of Rowland Emett's combination loco, paddle steamer and road services vehicle. Rowland Emett's drawing to right.



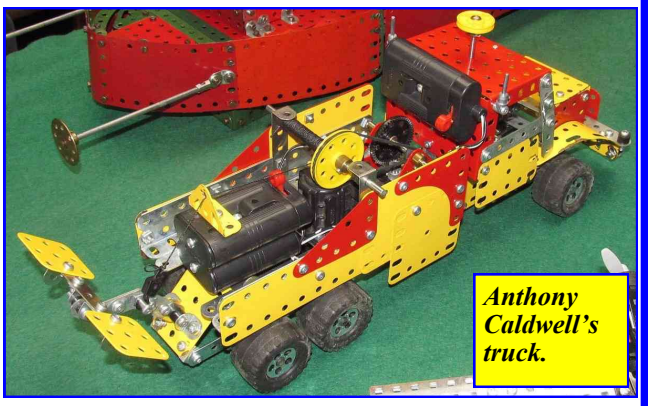


Les Megget's Aston Martin DB5 as it was on November 12.

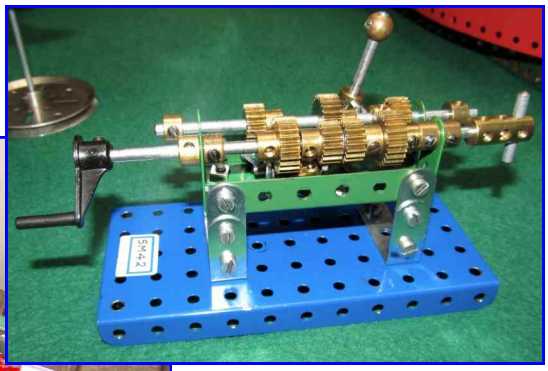
Brian Cotton's Hornby Trains on Meccano stand.



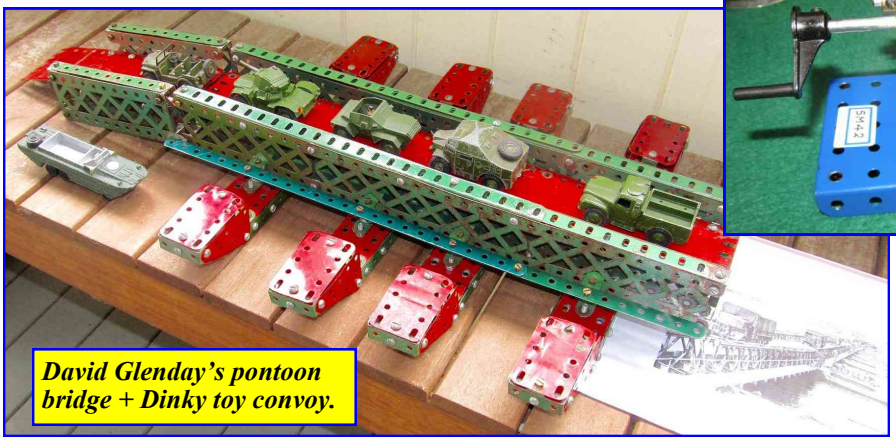
Gary's Tronico trimotor Juncker JU52. Note square holes.



Anthony Caldwell's truck.



David Wall's SM42 gearbox.

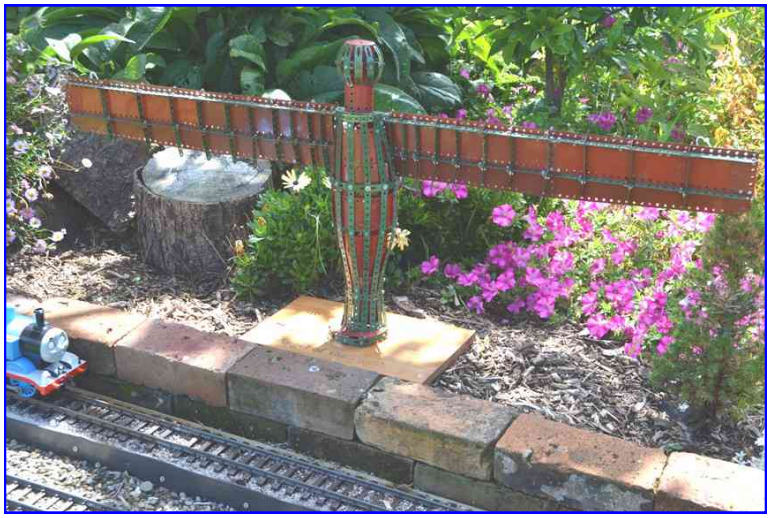


David Glenday's pontoon bridge + Dinky toy convoy.

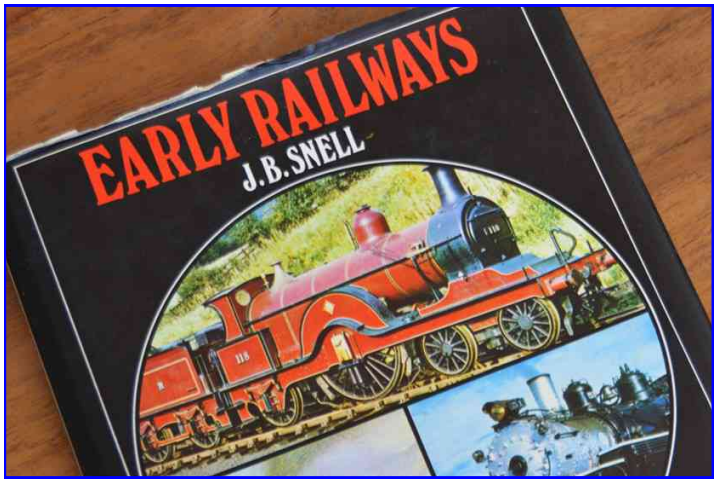
WHEN HOBBIES COLLIDE....

by Richard Feltham (MWT)

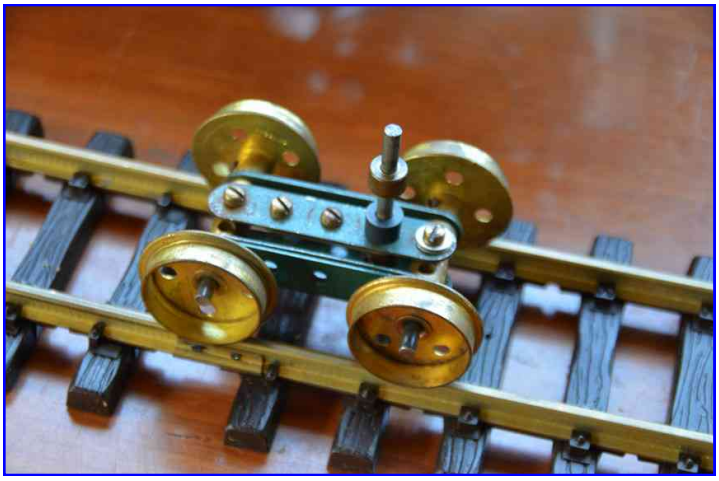
I guess it was kind of inevitable that my interest in our beloved Meccano would cross swords with a more recent attraction of garden railways. Over the last 18 months or so Julie and I have been constructing an outdoor G scale railway on the back half of our New Plymouth section. These trains run on 45mm all-weather brass track, of which we now have about 150 metres. While the G gauge purist would insist on a 22.5:1 scale, there are several others, perhaps the most common being 32:1, or gauge 1, that also use 45mm. The acid test came over the recent Taranaki Fringe Garden Festival, when we had more than two and half thousand visitors over the 10 days.



Meccano played a cameo, with the Angel of the North standing watch over the branch line to Upper Vegepatch and the odd part 8 in a supporting role. But an impulse Christmas purchase of a history of early railways sowed a seed that nagged at me over the holidays – a Meccano G scale model steam locomotive using standard parts, that could run on our track.

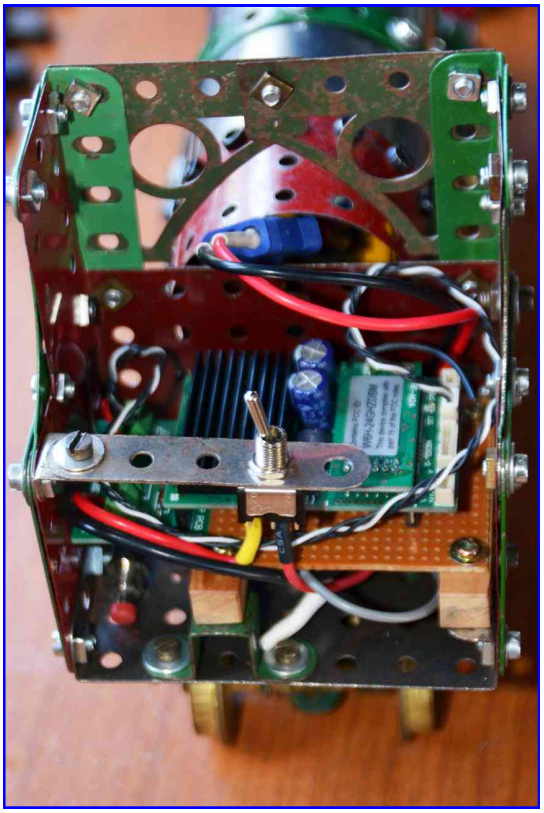


The issue of which one to model was really a non-decision, forced on me by St Frank's limited provision of flanged wheels, only parts 20 and 20b, being 1⅛ and ¾ inch diameters respectively. At the optimal scale of 22.5:1 this would be the equivalent of only 2 feet or so, far too small to be a steam driving wheel. I tried using 3 inch pulleys (part 19b) as the drivers but the V profile was just not going to stay on the track reliably. I toyed with the faceplate/wheel flange combination, (parts 109 and 137) as suggested in the May 1922 Meccano Magazine, but somehow it just didn't look right. Another solution presented itself as I read the chapter on early engineering discussions from the 1830s, that centred around whether or not a single large diameter driver would provide enough traction by friction alone, without an associated rack-and-pinion. Enter iconic spoked wheel, part 19a, which at 3 inches, translates to 67 real-world inches, a perfect fit. What's more, it looks the part. Based vaguely on the book-jacket illustration I started on a 4-2-4 locomotive, with dual bogies and a single central, flange-less driver.



The first hurdle was a classic one – Meccano is imperial, G scale derives from the continent and is metric. Finding a way to let flanged wheels run freely on 45mm gauge was a challenge. Thanks to a *TradeMe* purchase of a 1929 No 8 set I cobbled together a dual wheeled bogie that seemed to work (note the round headed bolts!).

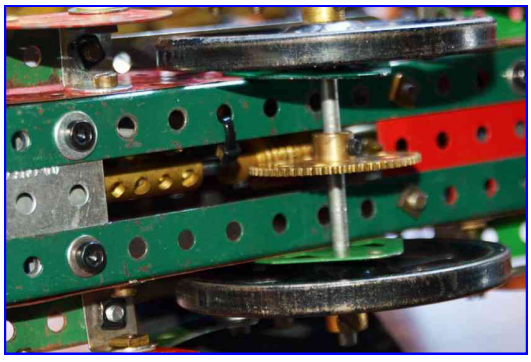
This dictated a narrow chassis, built with two angle girders (part 8a) tied with part 126 trunnions, so the axis of rotation of the bogies through the trunnion apex would be in the centreline. Fortuitously the part 19a drivers then matched the track diameter when set flush with the outer edges of the girders. The lack of flanges turned out to be a plus, as it eliminated any problems about derailing at points.



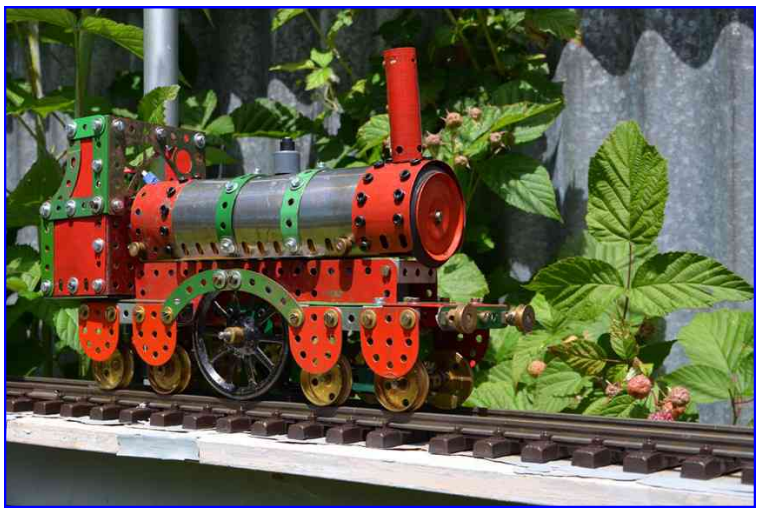
For motive power I used two standard grey cube type Meccano 4/6 volt electric motors, mounted either end of a 2 ½ inch axle rod so they could contra-rotate. The shaft carries a worm gear (part 32) meshing with a 57 tooth spur gear (part 27a) on the driver axle; KISS principle applies here.

Now I had to cheat a teensy bit, by introducing a dollop of modern technology, in the guise of radio controlled, frequency modulated motor control. I used a high-drain 11.5 volt lithium battery (from a drone), as the power source and passed the output through a commercial R/C controller, the sort used in many garden railway locos. The battery serves a second function by acting as a weight over the driving wheels to increase traction. The R/C controller chip also provides generic steam sound effects.

The cosmetic finish was with some bent flat plates (thank you, Bruce) to mimic a boiler and funnel. A couple of part 108 wanna-be Primus architraves and, cough-cough, BUZ trunnions had to be roped in to finish the job. All-in-all I was agreeably surprised when it 'chuff-chuffed' off up Raspberry Incline quite happily. All that remains for the next Festival is a tender and set of contemporary coaches – all I need are some part 120s and carriage connectors...



Worm drive to loco's driving wheels.

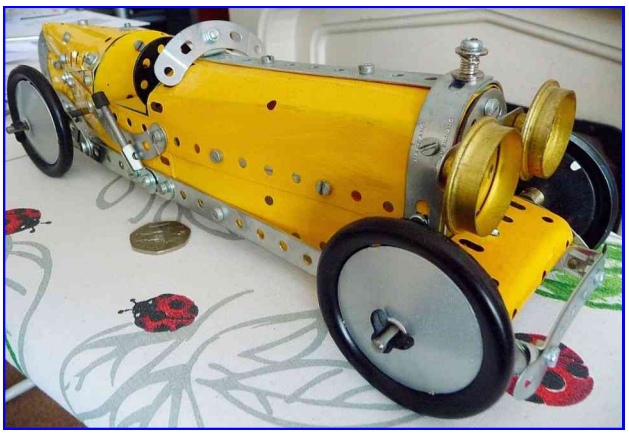


Gazza's Ebay Column, January 2017

Another year, another chance to find some desirable Meccano items on Ebay so here we go.

How about a 1924 No. 1 set in very good condition, complete with small parts boxes still containing original parts and what appear to be pristine nickel parts. You can have the lot for $314.23 NZ.

There have been a number of small made up cars recently for sale, most have been repainted and in some cases look very smart. Those I have seen have all sold at good prices. Perhaps another way to make a profit on some of that old Meccano. The green racing car sold for $144.56 NZ and the yellow racer with silver and black wheels fetched $77.55 NZ.



An original fold out sheet of instructions for the 1940 Mechanised Army set sold recently for $89.50 NZ, not bad for a sheet of paper.

We move next to an odd item marketed by Meccano and this is the Meccano Jones sewing machine. Made for a child to use this was powered only by a handle but would actually sew items, This one complete with box and instructions went unsold for $35.24NZ.

A nice No. 1 car set with instruction manual and lots of parts sold for $529.06 NZ. This I am told is a very good price for this type of car.

Another unusual Meccano made item is a large walking robot described as a remote controlled excavator grabber, 549101, apparently Meccano made a number of these sets but they are now hard to find. This one sold for $10.00 NZ.

From the late 50s a Dan Dare spaceship construction set. Anyone who read the *Eagle* comics would know Dan Dare and of course these sets in the original box have now become very collectable and expensive! This set sold for $748.22 NZ. Even unboxed these are fetching good prices.

A small made up traction engine is next on the list. A nicely made up item in yellow/blue, black and silver this was offered at a price of $123.38 NZ but failed to sell, still there if you want it.

Next we have an unusual collection of items made up of *Aero Constructor* parts in poor condition along with a number of unnamed parts consisting of triangular wing segments and cockpit and fuselage shaped parts. I know these parts are from a set called *Supersonic* although some parts could be from *Ajet.* These are unusual which is why they did fetch a good price of $185.10 NZ. I have only seen one *Supersonic* set and have never seen the *Ajet* set in New Zealand.

An early Dutch Meccano set which appears to have all its parts intact but in somewhat distressed condition was listed for sale at $88.13 NZ but failed to sell, probably an early 1920s set based on the label. Early parts boxes, those with the boy, crane and lady and Eiffel tower are fetching good prices if in good condition. Four of these empty boxes recently sold for $299.72 NZ.

Early electrical sets appear to be favorites at present a No. 1 Meccano *Elektron* set 1930s, described as incomplete, sold for $194.22 NZ. To complete that set a series of Elektron parts were also on sale and sold for $82.86 NZ.

The last items on the list are currently on sale on Ebay, they are both eagerly snapped up by Meccano collectors and have already gone way above what could be considered a good price. They are a Meccano lighting set in what appears to be unused mint condition and a Meccano Electrical outfit both of the 1930s. At this time the lighting outfit has reached $178.05NZ and the Electrical outfit is up to a stunning **$7,380.66 NZ,** WOW! Of course this particular set contained the rare Meccano accumulator, which is a very rare beast indeed.

Christchurch Meccano Club Fourth quarter 2016 report

There were only two meetings in the quarter, as the Club does not meet in January.

Both November and December meetings dealt mainly with Convention updates and arrangements.

All essentials (hall, table hire, meal venue) have been finalized, so we are ready to welcome a large number of guests. Out of town exhibitors may wish to note that hotels/motels at the lower end of Papanui Road are within walking distance of the Arts Centre and Meal Venue.

The Club's monthly model competition has always been very prescriptive (make a this, make a that, make something used for this or that). This year we are trying a slightly different approach with a mix of specific models and models with some parts or method specified. The list is given below. It should result in a wider variety of models made, and reported in the magazine.

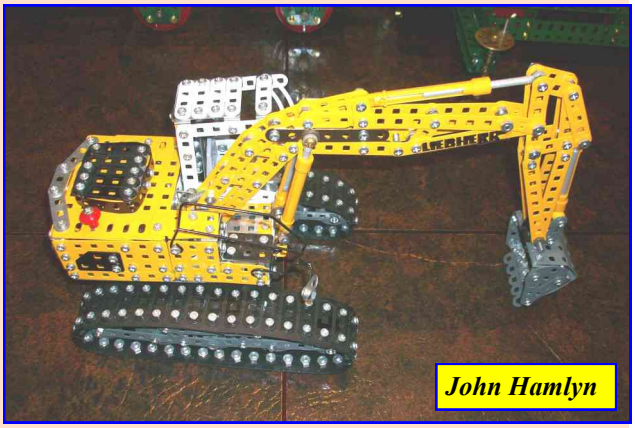
Month, Model, Details
February: Open Model
March: 20-parts model, 20 parts + nuts, bolts and washers.
April: No Model Too close to Convention and Exhibition.
May: 3-wheeled vehicle, But not a motorbike with sidecar.
June: Vehicle propelled by rubber band, The club will supply rubber bands. Distance ties will be ranked by vehicle weight.
July: Crane, Max. 60 cm high, no motor.
August: Motorised model Built around a No 1 or No 2 clockwork motor. If no working motor available, contact Neil or Roland for a loan motor.
September: Limited-parts model to be made using only parts 5, 47, 90a and 215 + nuts, bolts and washers.
October: Walking Model, propelled by other than wheeled movement
November: Chair, Needs not be full size.
December: Blinged Christmas ornament.

The end-of-year barbeque and prize giving was held at **Graeme and Miriam O'Neills**. It was again a great success with good food and pleasant company.

On a personal note: reading Club reports in old Meccano magazines makes this relative newcomer to the hobby realize how many members of long standing and value our Club has.

Note to ladies (and men with an inappropriate dress sense) attending the exhibition: Stiletto heels are NOT allowed to be worn in the Great Hall.

May the spanner be with you, **Roland.**



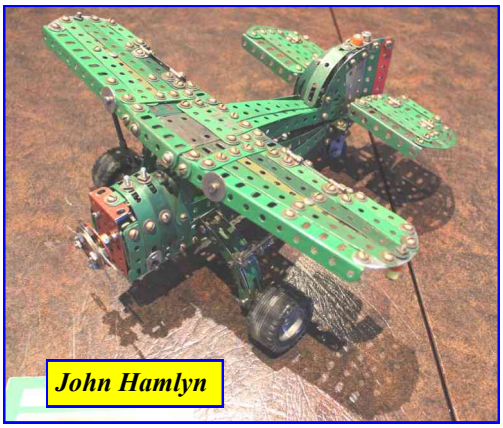
John Hamlyn

Joffre Marshall

Andrew Simpson: Radio Hauraki Ship

John Hamlyn

CMC: November 2016 Club Meeting



John Hamlyn

From superslow to superfast: Kevin Downy

Nathan Lang: Snowplough

Windmill by Joffre Marshall

Toy display at Santa's Cave in Palmerton North. Photo and toys by Bruce Geange.

Meccano Hacks

by Roland Jaspers (CMC)

When looking for videos of Meccano exhibitions on YouTube, one is exposed to all manner of video categories. One of these is described with a word which was new to me until recently, "Life Hacks".

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From the content of these videos, they appear to deal with clever uses or adaptations of items to make everyday tasks easier and so provide enrichment to one's life. If YouTube can add to the vocabulary then so can I, hence the title of this article. I may well be accused of teaching old Meccano hobbyists how to suck steel. If this is the case, I apologise, as with my limited time with Meccano, for me every new idea is still an exciting revelation.

The illustration shows the following:

A Rufflette brand cord tidy: empty and filled with cord. These are sold in drape & curtain shops (for about 50c each). I find them very useful to keep lengths of cord for storage. The two slots allow for the start and end of the cord to be securely kept, thus preventing tangles. For very long lengths of cord they can be used in sequence.

A quarter-inch socket set extension rod:

Well before I knew that Meccano has a similar tool, with the nut holder on a flexible stem, I needed to hold some nuts into a tight, relatively hard to reach space. In looking round the shed I came across a spare extension. I found it ideal for the (then) job at hand. I have since increased its utility by grinding down the outside diameter of the socket end. This allows it to fit into very tight spaces indeed. The socket is quite deep, but can be stacked with two or three nuts. This allows it to be held in tight places while a bolt is screwed into it. By holding the end, it can be manoeuvred with ease. If torque is needed for tightening bolts an nuts, a spanner (centre section, as illustrated) can be easily fitted to the end.

Four modified spanners:

The two spanners fixed between 11-hole strips were incredibly useful when I built a tower crane based on John Ince's excellent model description. I found it very hard to get a spanner into the inside of the latticework for the tower and the jib. By making extensions for both the flat and offset spanners I managed to keep my clumsy fingers out of the way, making tightening the bolts and nuts a breeze. Similarly, by cutting down a couple of spanners I managed to get spanners into tight places, such as motor or drum housings.

Driver for hex bolts: By cutting back a full-sized driver to just fit into the head of a bolt, it is possible to get into very tight spaces. The tiniest dab of Vaseline will hold the bolt nicely on the driver.

Modified screwdriver: Grinding down the head of the screwdriver to give a shaped profile along the length of the rod has allowed me to reach bolts from side-on in places that are hard to reach. It does however allow for only a limited circular movement of a bolt. It is therefore mainly useful if the nut is freely accessible for tightening.

Crochet hook(s): (not illustrated) Some of you may recall that I had the container crane, built from John Ince's model plan 180. The nature of this type of crane requires a large number of cords running horizontally front to back. I struggled a lot to pick these up and arrange them on pulleys, till it was suggested I use crochet hooks. All problems were solved instantly. The hook was easy to slip into tight spaces and rarely did a cord slip off the hook when caught. It was easy to slide the hook along the cord and deposit it with precision on pulleys. The size of the hook depends on the diameter of the cord.

I hope you will find the above of use. Even if you do not, please lie to me and tell me you did; it makes me feel good.

The La Ferrari Set
Is it a load of plastic rubbish?

by The Editor

This model must be the slowest Ferrari in the world! When assembled as per the instructions it doesn't even move when pushed because the front wheels jamb on the plastic mudguards.

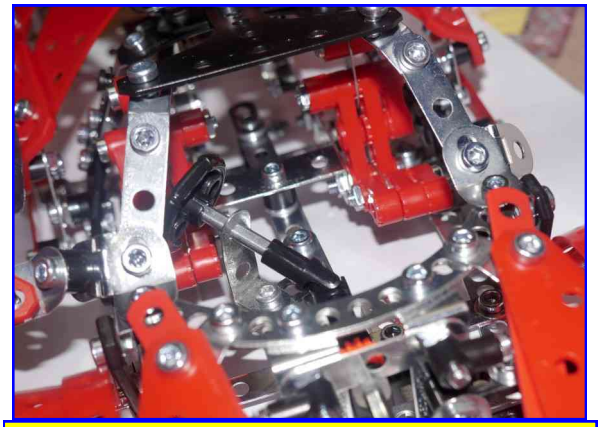
I have been a Ferrari fan for decades and have many books on the marque but unfortunately I was never allowed to buy one but I have plenty of scale models. When I first saw the box of Spin Master's latest set *La Ferrari* I thought maybe I should buy one but the internet comments and videos weren't encouraging. So I bought one at a discount and here is its story.

The Real La Ferrari

The Model

The Box: "Real Metal", where?

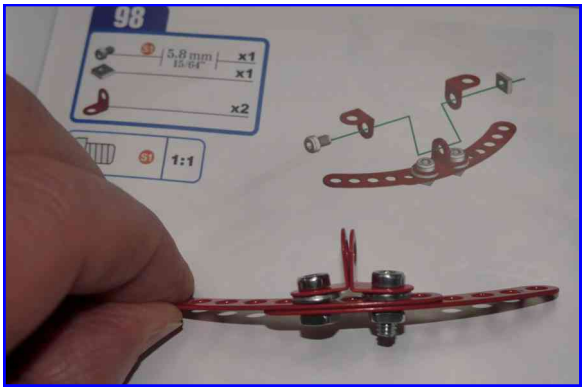
1. **The box** is about 3 times larger than it needs to be and the computer image on the top is larger than the actual model! Why are the box images of modern sets so different from the model built to the instructions. You can play spot the differences for half an hour with this set. The box says it contains "Real Metal" but the image shows only half a dozen real metal pieces not counting the nuts and bolts. The body panels are all plastic as well as some of the flexible strips. I really think this is false advertising.
2. **The bags of parts:** Why can't Spin Master bag the parts in modules like Lego do? You have to open all the bags before you begin building this set. I tipped them all into the box and then spent a lot of non-building time searching for the parts I required.
3. **The plastic front suspension:** I liked the front suspension with its force-fit ball joints but it is too sloppy and although the springing looks good what is the use of it when the tyres clash with the top of the guards even at rest? As per usual I don't think this model was actually built by SM; it was all conceived with a CAD program. They need to employ an engineer or 3.
4. **The steering:** Well there is a little steering rack placed centrally but no steering wheel or shaft and pinion!! Now come on SM what 10+ year old (the age at which this set is aimed) is going to admire and play with a model with steering but no way to steer it? The actual steering lock is small, again due to those wheel arches. I decided that it had to have a steering wheel and found a plastic one from an earlier set together with a universal joint from the Evolution Helicopter set. The wheel ends up at about 45 degrees to the driver but it is easier to turn through the removed driver's window, see point 8.



The LM added steering wheel, UJ and orange plastic pinion (just visible, centre bottom). Why couldn't Spin Master look through their heap of plastic parts and do something similar?

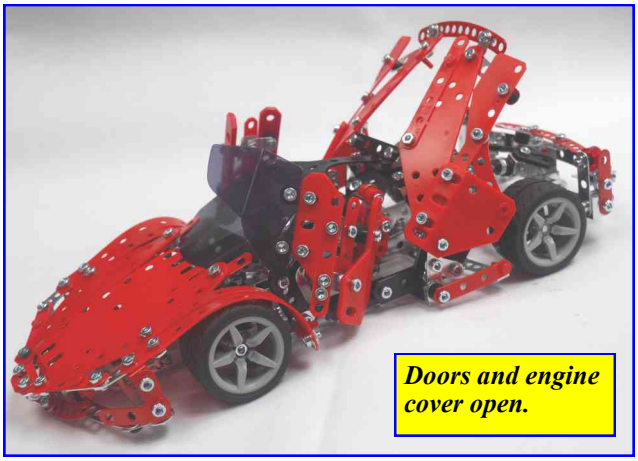
5. **The plastic red and black plugs:** This set includes 2 sizes of red plugs and black ones. These are in lieu of nuts and bolts and I can't see the point of them really (cost I guess). SM seem to have forgotten that they have black nuts and bolts in their parts bin already. A load of plastic rubbish? Not quite but Spin Master could have done a lot better I think.

6. **Tolerances:** Most of the parts have $^1/_4$" hole centres. The front air intake requires two sets of narrow angle brackets placed back-to-back with 2 bolts at $^1/_2$" spacing. Sorry that just doesn't work, the brackets do have some thickness you know but CAD doesn't think so it seems. I had to substitute a $^3/_8$" bolt so that I could fit the second nut (see photo) on to the distorted connection. See below.



7. **Windscreen:** Does the plastic windscreen fit over the roof panel (as per the manual) or under it (as on the box image)?

8. **The gullwing doors.** In a word YUCK. These use a good old Meccano hinge and a moveable joint (Nyloc nut) in a feeble attempt to get the doors to open skyward. It just doesn't really work. You get the bottom of the door lined up and then the 3D window doesn't fit at all around the roof panel. Forget the opening doors. I removed the driver's window so that I could get at my wonky steering wheel.



Doors and engine cover open.

9. **Fitting the front wheels:** Very difficult to get a spanner behind the kingpins to fit the Nyloc nuts. I had to pull the suspension apart to get the nut on and then it wasn't easy to refit the suspension arms to the king pin.

10. **Rear wheel rims** are nice but are not moulded for the tri-axle shaft in the set, so if you tried to fit a motor you can't get the wheels to turn with the axle, but only I would attempt that. The

No wheel clearance visible, see p22.

rims are held on by those short (3mm) plastic grippers (collars). They are useless, period. The rear wheels tend to fall off as soon as you attempt to pay with the car. The shaft is really too short but it has to be that precise length so that the hubcaps +logo can be fitted, which I haven't. Some builders haven't fitted the 1" pulleys acting as rear disk brakes to get more useable length. Front brake disks?, there aren't any.

11. **Huge holes** in the front and rear panels; More plastic parts required. I used a 7 by 4 hole metal plate from the *Titntin Jeep* (same red by some fluke) to cover the gaping hole on the front bonnet which shows nothing but the pavement below. The large hole at the back at least lets you see a crude representation of the air cleaners, but no engine under that. The SM *Lamborghini Aventador* model does at least have a representation of the engine with moving pistons.

12. **Tail lights:** These are the only new part I liked and could use. I just might use them on my Aston Martin DB5 as they are a better representation than the plastic $^1/_2$" pulleys I'm currently using.

13. **The manual** is much better than some recently. No black on black confusion.

14. **Conclusions:** A very expensive ($200 retail) static model but I guess SM had to pay Ferrari a commission on every set. No play value what so ever! If I was employed by Ferrari I would be very upset at this awful representation of their premier model. For comparison just look at what Lego has produced in their Porsche 911 GT3 RS; more expensive ($500-600) but it has steering that works, an engine with moveable pistons, with a 4 speed + reverse gear box, doors that open and fit, etc. I wouldn't even class this Ferrari model as a toy because its only use is to be on display but would you when there are plenty of excellent scale models available on the internet.

Driving Bands

by Chris Morton (MWT)

According to the number three set Meccano book of models of 1973 vintage they are part number 186 to 186e and lengths from 2 $^{1}/_{2}$ inch to 20 inch (incidentally, is this measured on the circumference, or when doubled ? as I don`t know which ). I have an ex-dealer`s model that has a $^{1}/_{2}$ inch pulley driving a 2 inch pulley, and when the model came into my possession I think it had an ordinary common rubber band doing the job. When it finally perished or snapped, I just fitted what was handy at the time without paying too much attention to detail.

Not many days previous, this model was set up in one of our local museums along with it`s push-button delayed switch off power supply on the basis of how it is set up, I can forget about it for the next three months.

Not So !!. Not many days later the following saga began with a phone call advising that the model was no longer turning as it should, but was making a low buzzing noise when the button was pushed. I answered that that would be a simple matter to fix, but unfortunately Murphy was listening in to this conversation, and decided to have his little input to the mix !. I duly went to the museum armed with various length rubber bands and a few tools, as this model is screwed to a wooden solid base, but it occurs to me as I am writing this, that I am going to explore the idea of using the jigsaw to cut an access hole to where the pulleys are, as rubber bands have a short life when under constant tension.

The model had been placed in the middle of a multi-level many model display (Murphy again ?) so the access was not the best, and the lighting combined with my shonkey eyesight added a touch to the whole mix. Anyway, I took my boots off so that my stocking-clad feet could be placed on the display plinths without making marks on the fabric covering. Some of the smaller models were moved for access after a careful mental picture of where everything belonged, as it had not been me who had staged the display, and I did not want to change things. The model was unscrewed from the base and up-ended in the middle of the display, and sure enough the rubber band had broken so nice and easy, just fit another band (not so easy with the low light level, eyesight, and me doing a balancing act in the middle of other people`s models), and this was the stage where the whole act started to un-ravel, as I took very little notice of the difference between the old and new rubber band (Murphy was now sniggering!). The model was screwed down again, and the rest of the models replaced as best as remembered for placement, the button was pushed to make sure all was well, which it was, and the boots were donned - safe to go home I thought.

A day or so later came another phone call saying " the model has stopped again " - oh bother, that rubber band had a short life, but not to worry as the fixing method had been devised and wasn`t too difficult to implement with some patience and care. Away I went with more rubber bands, only to find that the band was off the pulleys so put it back on, and lowered the model back into place but not screwing it down which was just as well, as it lasted about five pushes of the power button. Now what? Maybe I had pushed one or other pulley out of alignment while muttering with the bands, so up-ended the model to check on this factor and tried a minor adjustment (Murphy was now laughing) and thought - I will be cunning and run the model while it is up-ended to see what is going on, only to be rewarded with not only the band coming off the pulleys, but also the sprocket chain didn`t like the temporary horizontal long run - oh B-----, and the model had to be partly dismantled to refit the chain. High time for a re-think !!

While having a cup of coffee the decision was made to remove the power supply and cables along with the model to better working conditions, e.g. to a table and chair with good lighting alongside a power point, and a much better selection of tools. First thing was to refit the sprocket chain, and wonder whether the idler sprocket needs to be spring-loaded, as maybe the sprockets are not truly concentric, so this could be a future improvement.

The pulley alignment was re-examined as the rubber band was still hopping off, so why?? Then finally the penny started to drop - I realized that the Meccano driving bands have a square cross-section which sits reasonably well in the vee of the Meccano pulley, whereas the rubber bands I had were very rectangular in cross-section, and therefore were tending to climb the side of the pulley vee to the point where more than half the band width was outside the vee, at which stage the inevitable was happening.

Sunday in New Zealand is not a good day to buy some things, at least in rural Feilding so what next? The museum had off-cuts of plastic stormwater down-piping, so I stretched one of my flat rubber bands over a piece and patiently cut the band to a narrower cross-section to see what would happen when it was tried on the model - vast improvement but not completely reliable, so went on a long determined search of the museum`s resources, and found a square cross-section rubber band of the right length, but only one unluckily so need to buy or steal some more from somewhere. You may well ask "is the model still running?" I am not sure whether I want to know or not!!

The Meccano Lamborghini Aventador

by Gary Higgins (AMG)

I bought this over the recent Christmas period along with the La Ferrari at reduced prices. I felt that the model at the listed price of $199.00 NZ was just too expensive considering what was provided in the box.

The Aventador was made up from 722 pieces of which about half were metal and the remainder plastic. There were two specialized new parts D099 and D180 forming the roof support for the vehicle as well as two triangular plates D121 and 139 similar to existing metal triangular plates as well as three new parts forming part of the base of the vehicle D128, D129 and D102.

Construction was relatively easy and took a couple of days to complete the model as per the manual. The model has a number of issues which in my opinion made it more interesting as an exercise in remodeling, as with all meccano constructions fixing the issues is the fun part. There is a false motor driven by the rear wheels, it is in the format of the Meccano race car set 15303 and uses the same plastic cams as that model but it has 12 exposed pistons not 6 and these are driven by a new very small plastic bevel gear D105 through another new gear wheel D115, this looks to be a very useful part as it is about 1 ¼" diameter with a ¼" edge. The wheels are mounted on a single triaxle and held in place by means of a small plastic holder . This is then covered by an end cap which snaps into place. All well and good but there are a few issues with the system.

The cams tend to jam in the support brackets both top and bottom. An easy fix is to add an extra washer to the top of part A5487 before fixing the pistons in place (step 37 in the instruction manual). The holes for the piston to slide in will also benefit from the use of a round file to smooth the edges.

The model once completed is very skeletal in appearance with a large hole in the bonnet, no roof for the drive , no side windows, no rear mudguards and no covering for the rear mounted engine.

The steering or non - steering in this case is made up of plastic tie rods mounted in a ball and socket joint leading to rack strip which slides back and forth in a holder as wheels are turned. There is room to journal a rod and add a pinion above this but Meccano have not done this. The wheels just move with the momentum of the vehicle and push to the side jamming on the vehicle frame. You only have to look hard at the tie rods to make them fall off.

There is of course no steering wheel. The steering assembly of one of the earlier SM sets the Desert Adventure 15206 was far more robust but still lacking a rack and pinion.

The model needed filling in and I looked at a number of Meccano orange parts before finding a suitable match. The orange from the mission the universe set was far too bright which is a pity because the metal triangular plates matched those plastic ones in the Aventador.

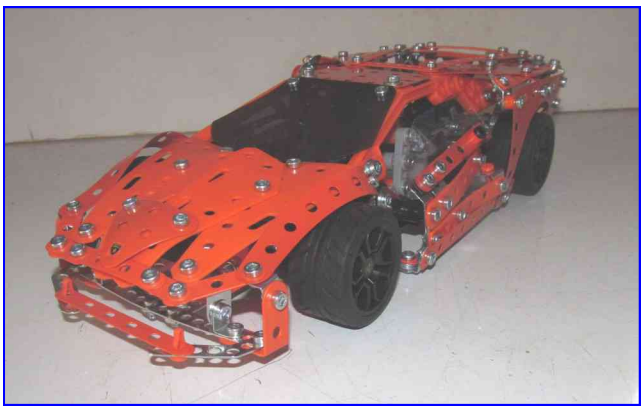
The earlier r/c chassis orange car however had most suitable parts as did the Steel- Tec system and I have used a mixture of these to complete the vehicle body.

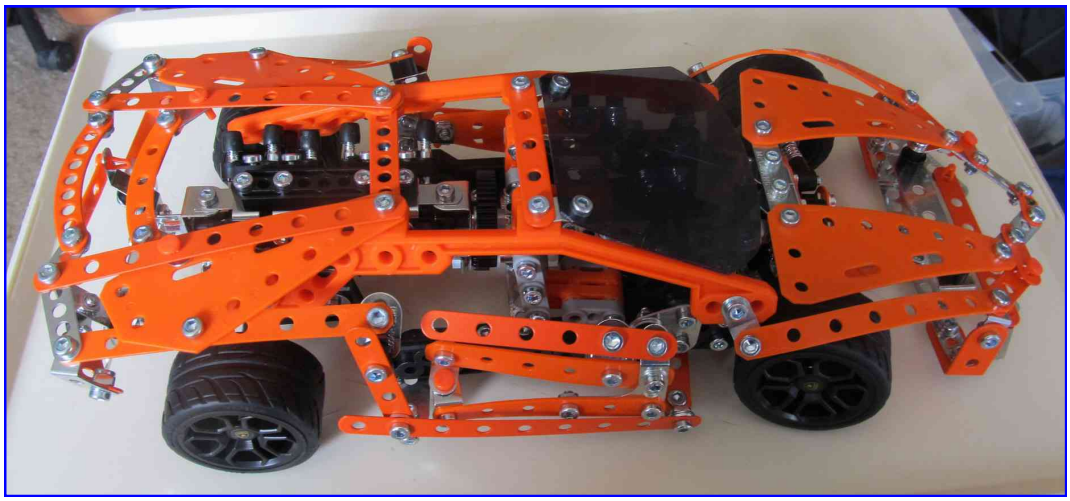
Probably the best part of the kit is the seat design. They look very good and can recline as real sets do and would be suitable to use in other models. SM have used them in the La Ferrari and others.

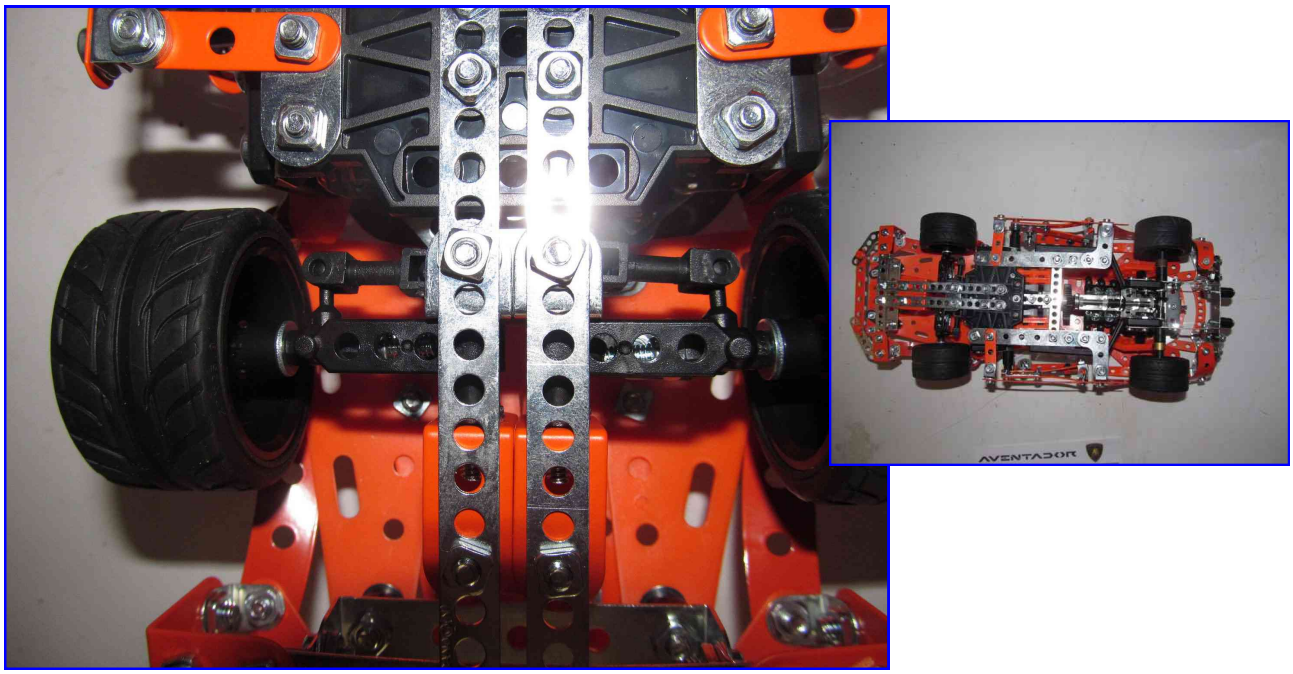
I really dislike the new plastic strips both narrow and wide which have the edges cut off the ends. They really look tacky and the model looks far better when these are replaced with steel memory strips.

So as a model it really does not work. There is no play value in it as it cannot be pushed along the floor without the front wheels jamming. No doubt there will be a work around for this but the steering will need to be redesigned first. The rear rear wheels also fall off if there is too much pressure from one side or the other and if the small wheel covers fall off and get lost there are no replacements.

So not good value for money, however there are some useful parts in the set.







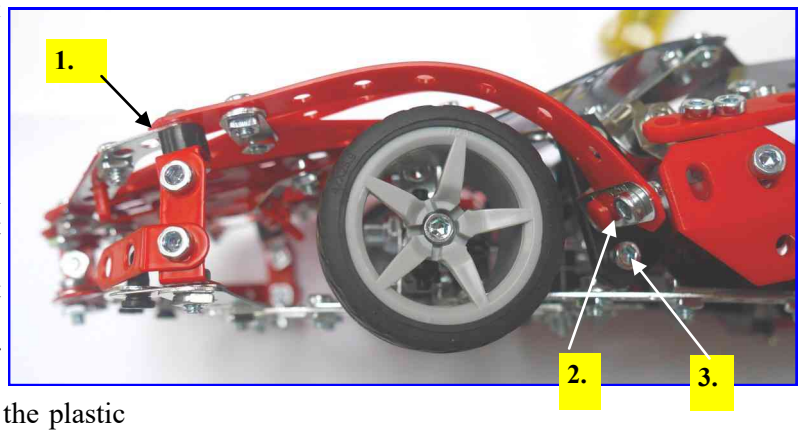
La Ferrari: The Fix

I was so annoyed with the La Ferrari that didn't roll along the floor, I decided a fix must be possible.

The front mudguards need to be raised at least a $^1/_4$" to stop them rubbing on the tyres. The image shows my solution to the problem:

1. Raise the front bracket by $^1/_4$" using a black plastic spacer (red would be better) using a $^1/_2$" bolt instead of the standard item.
2. Move the 1" by $^1/_2$" steel bracket at the rear of the guard up to the next hole on the black triangular plastic piece using a standard bolt.
3. Put the bottom bolt back through the plastic piece in the bottom hole.

The car still won't steer well because of binding on the edge of the tyre but at least the car now rolls forward but straight ahead. Ground clearance at the front is still negligible. I'm tempted to send SM my fix-it method and an invoice for design and build time!



The revised height of the front mudguards.

MWT MEETING REPORT for 8th October 2016

Article by Robin Rye

Viv Alexander: Recently bought a 1977 No. 6 Meccano set. He thought he was buying the set with the boy and girl on the carton cover but not so. Volume 1 of the Hornby Companion Series to peruse.

Tom Pittams: Assembled a circle of Hornby train track to describe a "out and back" model train track he developed. On the track sat a *Hornby Dublo* Co-Co Deltic. 3 miniature Meccano model robots were produced in honour of the 3 men awarded a Nobel prize recently for miniaturisation in robots in chemistry.

Peter Winter: His model challenge clockwork motor winder included the use of his reproduction Geared Roller Bearing as part of the reduction gearing to get his EO20 motor to wind the clockwork motor. While in Russia recently, he visited a couple of toy stores to see what wares were within. Very similar to NZ except the plastic kitsets were of Russian or Soviet era equipment.

Bruce Geange: Had finished his Meccano David Brown bulldozer model with installed radio control. Another 2 small tractors were presented...one with a trailer, the other with a converted horse drawn mower.

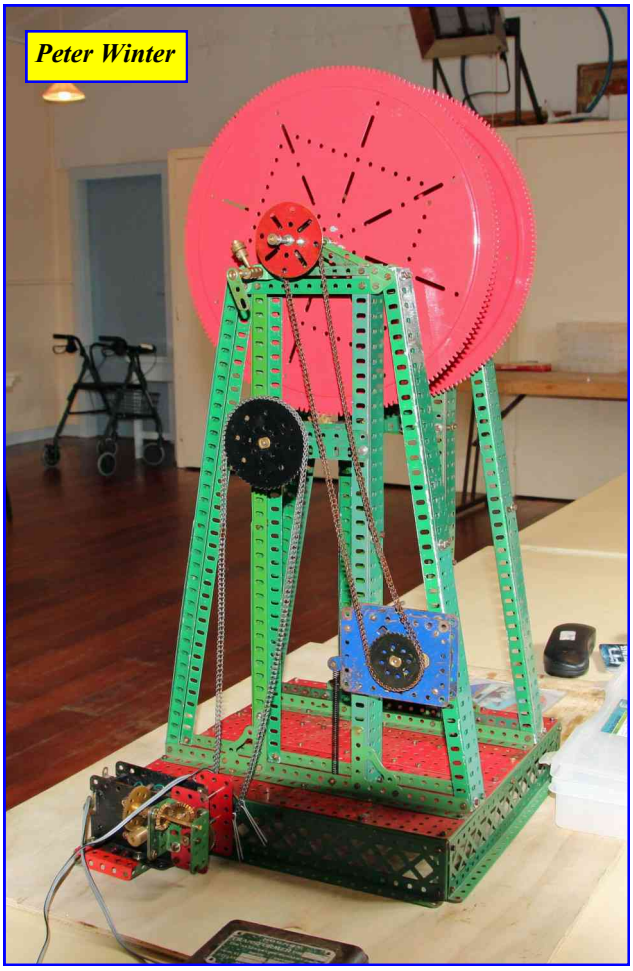
Ross Quayle: Displayed his challenge winning cat again with improvements. His new model challenge model successfully wound a Magic Motor. "Senior Moments" that he has while Meccano modelling were described by Ross. Others present were amused by Ross and also recalled their own.

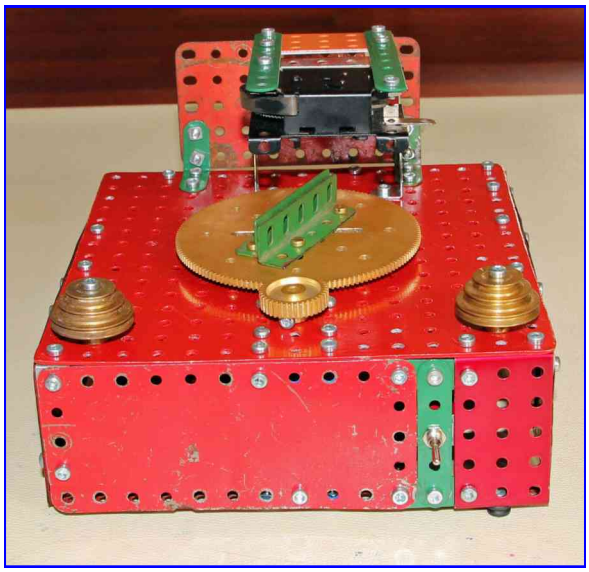
Richard Feltham: An electric winch powered his clockwork motor winder challenge model. The length of cord required was carefully calculated to avoid over winding the clockwork motor. A *Brimtoy* English made train set was on display along with a scratch built NZ Railways standard style house for employees. Model was made for his garden railway that will be open to the public at various times.

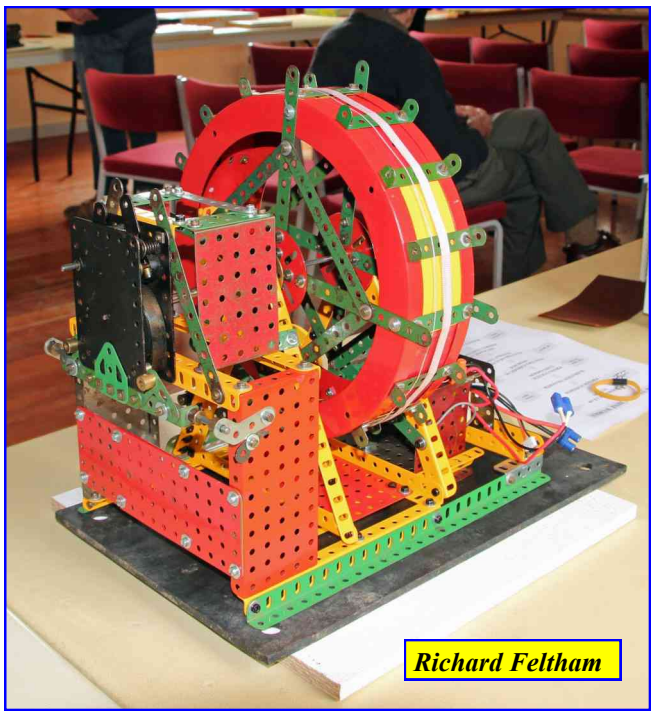
Daryl Anderson: Showed four of the NZ made *Model Engineering* brand sets he wrote about in a recent NZ Meccano magazine edition. Made in Christchurch, it used $^1/_8$" hardware and also $^1/_8$" shaft.

Paul Vodanovich: Had some "mystery" parts from Meccano-like other systems. Most were identified by the experts. His Meccano offerings included a current "dinosaur" set model, a 1930s era bound volume of the Meccano Magazine, a current Meccano electric screwdriver and the Bosch screwdriver he replaced the Meccano one with.

Model Challenge: **Peter Winter** was the winner.







Richard Feltham

Richard Feltham

MWT MECCANO CLUB

Daryl Anderson

MWT members listen to Ross Quale (left) at their meeting with Robin Rye taking notes. Other members from left: Wayne Blakely (standing), Paul Vodanovich, Daryl Anderson, John Freer, Chris Morton, High Ramage, Julie Hunt and Peter Winter with his back to the camera.

Guidelines for NZFMM Presidential Appointment.

I have prepared the following guidelines for the consideration of Federation members. If found to be acceptable by the majority I suggest that they be formally adopted by the NZFMM at its next Biennial General Meeting to be held in Christchurch next Easter.

Members are advised that these are guidelines only. Their setting down in written form would clarify and formalize the present situation which seems to rely on the frailty of ageing memories (particularly my own!). They have already been forwarded to Club Presidents/ Chairmen for their consideration.

1. Federation President, presidential nominees, vice-presidents and all club members who wish to vote on Federation issues must be financial members of the NZ Federation. A subscription to the NZFMM Magazine shall constitute membership.

2. Each president/chairman of a NZ Meccano club (at present 4) shall be deemed a vice-president of the Federation.

3. It is expected that each vice-president will have a majority mandate from their respective members.

4. These vice-presidents together with the Federation President shall have sole voting rights on NZFMM issues. Their decision must be a majority one and shall be final. Note: Where a person has been appointed a club and Federation President at the same time they would still only be entitled to one club vote. Only if a majority decision cannot be reached will the Federation President have a deciding vote.

5. The Federation president's terms of office shall be a maximum of two consecutive two year terms (four years in all). In the event of a president wishing to step down after his first term item 6 would apply. If there are no nominations for the Presidency then the retiring President could be offered a 'special' third term. If declined and there was still no nomination then it could be concluded that Federation members are prepared to allow the position of President to lapse. If, however, between Convention/ Exhibitions a member may offer themselves for election, then the usual procedure as outlined in Clause 6 applies.

6. The Federation president will call for nominations for their replacement by an appropriate announcement in the NZFMM Magazine at least 6 months prior to the expiry of their term. This would enable the vice-presidents and Federation president to confer and by their majority decision select a new president who can be announced at the next Biennial General Meeting held during the following convention/ exhibition. At this time it would also be appropriate to confirm the positions of NZFMM Magazine Editor and the treasurer.

I look forward to seeing you all in Christchurch at Easter.

David Wall, President A.M.G.

February 2017

David Wall has nominated **Chris Morton** (MWT) for President for the 2017-18 years. This nomination has been seconded by Robin Rye (MWT). The position of President will be confirmed at the General Meeting at the Easter Convention in Christchurch.

Doug Harris (Cambridge) sent me this newspaper advert he found within some Meccano manuals. His guess is that it dates from the 1919-27 period. Can anyone give us a more precise date?

Wellington Meccano Club

Meeting Report

Date: 28th January 2017, 3pm

Reporter: Max George

Held at Simon Moody's place, Whitemans Valley, Silverstream

Present: **Keith McCallum, Lou Nichols, Max George, Simon Moody, Trevor Green, Sam Tansley.**

Apologies: **Reg Barlow, Brian Petersen, Campbell Morrison, Stan Baker.**

Meeting: We welcomed a new member Sam Tansley.
Simon offered his place for the meeting and so we all contributed to a pot luck meal after the meeting. Thanks to Simon and Susan for arranging this for us. A pleasant afternoon and evening was had by all.
Models: The theme for this meeting was is something built with an old E15R, E20R or Cricket Ball Motor.

Simon Moody – Displayed his many cranes either in construction or dismantling them. He also showed new members his motorised strip bender he had displayed at the 2nd September meeting last year.

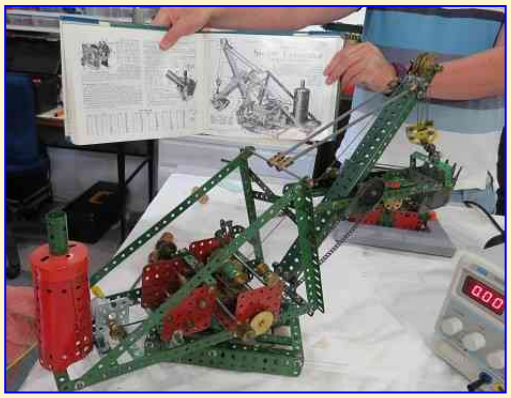
One of Simon's many cranes.

He also had on display some of his Thomas the Tank Engine models including Diesel & Dart Locomotives, The two Troublesome Trucks, and a crane S C Ruffy. Simon has made up some faces to put on other cranes / engines he intends building.

Diesel & Dart Locomotives

Moth around the lightbulb.

We were impressed with his mothy around a lightbulb and we still don't know how he got the bulb working as the 2 leads from the lightbulb went together.



Lou Nichols – Built a Steam excavator or Mechanical digger #5.31 from the Supermodel's leaflets in the Cavendish Meccano Supermodel Book. The original model had the vertical steam engine while this model used the boiler in its place.

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

MWT Meccano Club

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

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

Meetings at 2pm. Next meeting: **Saturday 8th 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 March** at Lou Nichols' retirement village, Paraparaumu.

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

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

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

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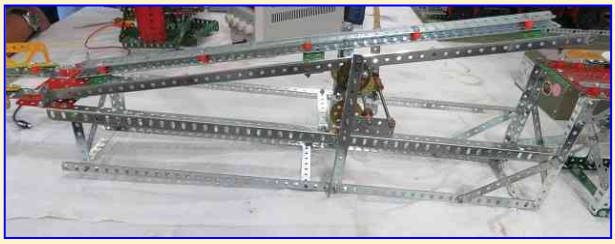
Sadly I must report the death of **Joan Overden**, wife of the late George (AMG). She passed away on 9 August 2016 in Auckland and several AMG members attended her funeral on the 19th August.

WMC January Meeting continued:

Max George – Is building more bridges for his Little Joe and Tricky Track. This time he has built a Tilt and Climb Bridge and an Up Ramp Bridge from photos on the web site of the South West Meccano Club in England. The original bridges were displayed at the Meccano at Thornbury 2015 show.

As with all of the bridges for Tricky Track, there is always a degree of adjustment to get them working properly.

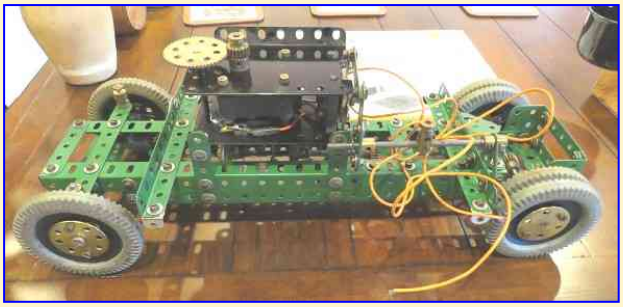


Tilt Bridge

Up Ramp Bridge

Sam Tansley – Is a new member and brought along one of the models from the *Desert Adventure* 20 model set.

Keith Mc Callum – Was the only member to bring along a model containing a motor suggested as the theme for this meeting using an E15 motor.



Fork Lift Truck.

This incomplete model #9.3 is from a 1958 manual.

Next Meeting: **Friday March 3rd at Lou Nichols** place, Paraparaumu. Theme for the meeting is a motorbike.