NZFMM MAGAZINE

Volume 42, No. 1 February 2018

David Littlefair's Fairground Dodgems seen at the 2017 Convention. For more detail see page 3.

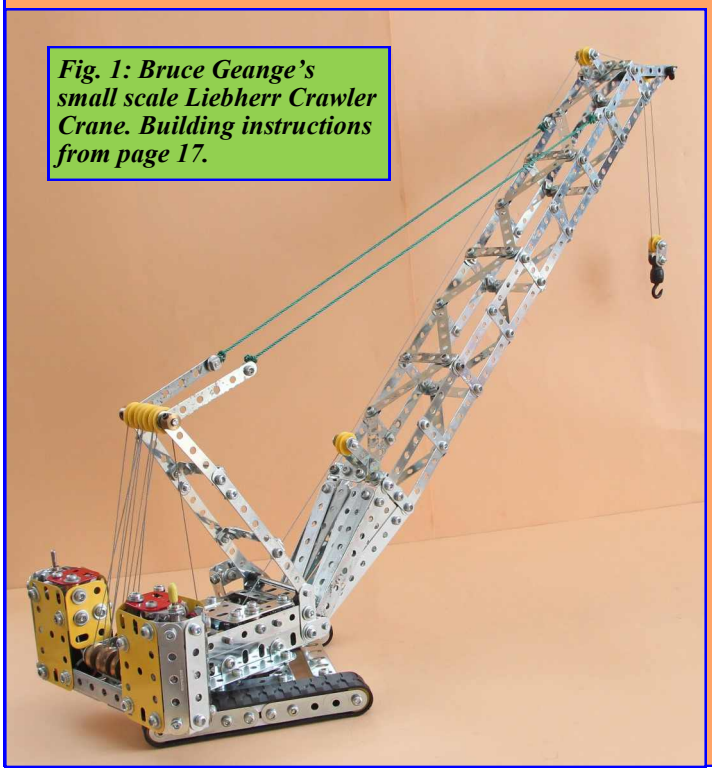

Fig. 1: Bruce Geange's small scale Liebherr Crawler Crane. Building instructions from page 17.

Also in this issue:

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Editorial: The End is Nigh?

As 2018 began I had a good rethink about my future as Editor and decided that I wish to retire with the November 2018 issue (Vol.42, No.4). That will mean eleven years in the position, which I believe is enough. I've grown tired of writing articles for the Magazine, usually at the last minute, due often to a lack of copy. A few of you have been excellent contributors over the years and you know who you are but I must say the many of you have not been great in submitting copy. A Magazine like ours can only survive with the support and contributions of the members. I've always tried to use NZ based material, resisting the need to cut and paste from overseas magazines.

I do hope the four Club Presidents can find a willing person to take over, otherwise this quarterly magazine will be no more. One alternative is a web-based News sheet, perhaps every 2nd or 3rd month, with news from the clubs and up coming events. This would be much easier to edit and would not require expensive printing, packing and posting. However it wouldn't go down well with the few subscribers who don't own a computer.

We have decided not to increase the subscriptions this year and run down the accumulated funds a little.

There is an article about **David Littlefair's** models, many of them displayed at last year's Convention. I've included a write up about the latest plastic model set from *Spin Master,* which didn't impress me much but it looks good on the model shelf. Again **Bruce Geange** has come to the party with a model description of his crane. Where would we be without you Bruce?

I've included the financial statement from the 2016-17 year produced by **Peter Hancock**. The just finished 2017-18 year's books will be in the May issue.

My thanks again to **Gary and Daryl** for their continuing series on Ebay items and some Other Systems, respectively. Don't forget the March Mania to be held in Taupo on March 17, see page 9.

Les

Contents

My Meccano Models

by David Littlefair (CMC)

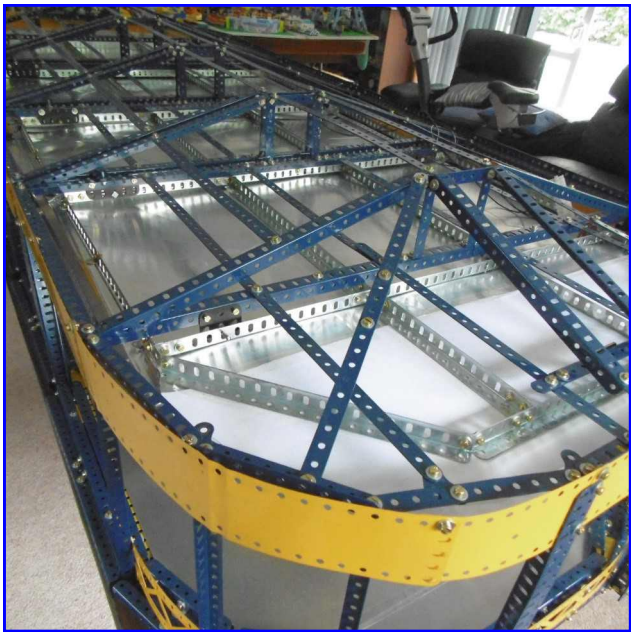
I originally wrote this article for the November issue but as Les mentioned he had in fact plenty of material for it hence this being left over to this issue. After reading the November issue it prompted me to reflect on why I make the models I do and not those like the Swiss Loco of Mike Stuart or Cranes and similar type models. I guess it is to do with ones background and as I am neither an engineer or mechanic or the like but a retired accountant then this must explain it. I started with Meccano back in the early 60s as a child in the UK and managed to work up to a number 8 set via Birthday and Christmas presents.

However I was never really interested in taking things to bits to see how they worked and trained to be an accountant after leaving school. I kept my Meccano sets though and during adult life would occasionally make a Meccano model from the number 8 set plans and then later bought model plans from MW models, mainly transport and fairground. Prior to emigrating to New Zealand in 1997 I bought lots of parts from Frizinghall Models which came with me so that in due course I would be able to make up some of these model plans. My overall interest is in making models that people enjoy looking at, preferably with some moving parts and although I have a certain type of logical mind I still struggle to understand how some complicated mechanisms work. I do though appreciate looking at all the models one sees on display at exhibitions and in magazines no matter what size they are and the effort it takes to make them.

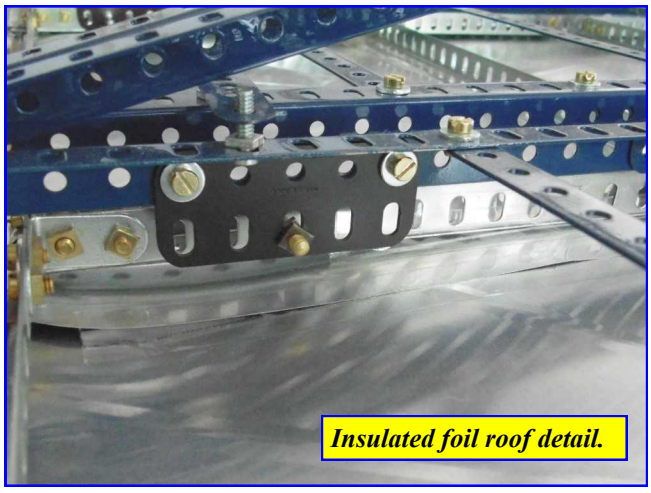
So this is why I like making fairground models in particular. Generally not too complicated to make and with reasonably easy mechanisms but pleasing to look at when finished in the right colours and with flashing lights and music. I therefore thought I would write an update to my November 2016 article. My three existing models of The Waltzer, Galloping Horses and Roller Coaster were on show at the Easter 2017 Convention in Christchurch along with a fourth model which is a Dodgems or Bumper Car ride. Although the main framework and bumper cars were completed in blue and yellow colours, time had run out to have the electrics working just like the real ride. This involves the electric motor taking its power from contact with the metal floor and the metal ceiling. One bumper car did have batteries attached to it so that it could be demonstrated how it might work although it only had manual steering. Pictures of these models were included in the May 2017 NZFMM issue.

The Waltzer and Galloping Horses did not last in full working mode for all of the three day Convention. As they are quite heavy, a lot of torque is needed to start them and also to continue rotating and eventually the gears get out of mesh or the motors start to overheat if run for long periods. I appreciated the comments received from other exhibitors as to how I might overcome these issues going forward, which included perhaps using a car wiper motor. However the lights and music on the Waltzer kept everyone smiling. I have not worked on these issues as yet due to making other models.

The parts for the bumper cars were mainly purchased in the UK in 2016 when I was over there on an extended holiday, either from dealers at a couple



of Meccano shows or from Ebay. These included 20 part no. 236 flanged lid and boxes, the lid forming the floor and the boxes used for storing my



Insulated foil roof detail.

Lego parts!! Luckily I could have them posted to my brother in the UK and eventually they were then stored in our caravan which we imported to NZ at the end of our trip.

Fortunately just prior to the Convention I bought a large Meccano collection from a seller in Christchurch on Trade Me which included lots of near mint blue, yellow and zinc parts as well as several sets and some made up models. I then resold several of these sets and surplus parts on Trade Me and I thank those North Islanders who purchased some as well as those of my fellow Christchurch Meccano club members who have also bought surplus parts. The one thing that is annoying is the yellow colours. I can't believe how many shade variations there are, UK, France, Repro at least and it does spoil a model when two different shades have to be used.

Now having many more blue, zinc and yellow parts it prompted me to dismantle the original dodgems and make an even bigger one. The size of this one is 1,900mm long by 750mm wide by 375mm high and is in three sections to make transport easier. I have just read the article by Santiago Plicio in IM 71 who makes large fairground models where amongst other things he says he always thinks about how to transport a large model before it is completed.

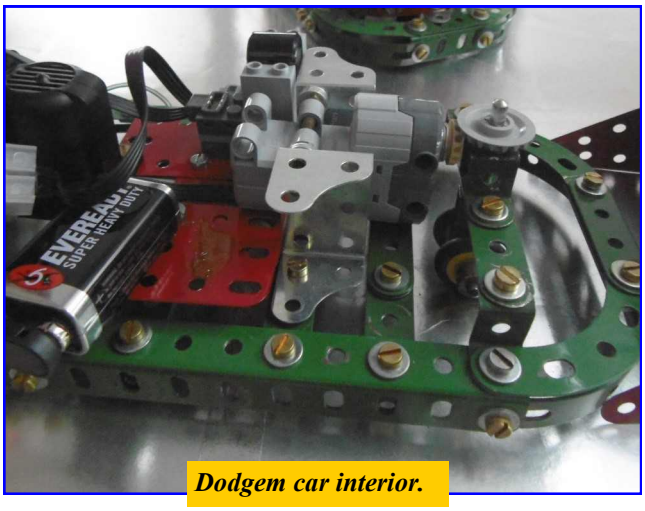
In making the main framework bigger it also means the bumper cars can be larger too. This gives more space for the electric motor to drive the back wheels and also for a steering mechanism. The motor is a 3/6V MO motor with one lead attached to the chassis of the car and the other lead attached to the arm reaching up to the roof. This arm is insulated from the main body and has a wiper arm on the end to connect with the roof metal plate. The drive from the motor to the back axle are worm and pinion gears with small flanged wheels, part 20b picking up the power from the metal floor.

I now have to confess going 'rogue' on the steering as it comprises a 'Lego' servo motor and plastic contrate gears to turn the front wheel. It is fantastic what ideas you can pick up looking at You Tube video clips. The servo motor is connected to a Lego remote receiver and a 9V battery. This facilitates being able to steer by remote control using a Lego controller and as these controllers have four positions then ultimately four cars could be running simultaneously. I have not tried any of the Meccano servo motors which come with the Meccanoid and similar kits. There are currently four cars made up, two in red and green with the 60s rounded look and two in yellow and zinc with a more 70s square look.

The floor is made of metallic card which is placed on top of the part 236 flanged plates and the flanged wheels of the bumper car pick up power from this. The metal frame for the top metallic pick up is insulated from the rest of the framework and has oven baking tray foil attached to it. At the moment this is still in its trial stage and although it does work with a single bumper car the car keeps stopping. I may need to go to a full metal sheet of some sort and also have to increase the voltage to run the four cars I have made so far. The skirting boards around the perimeter are spring loaded just like the real things so that the cars bounce off when making contact.

A separate trailer acts as the pay booth and I have also made a caravan using Model Plan 216 to represent the living quarters of the travelling fairground people. I still have to fit LED lights and a sound system to add further realism like on the Waltzer. Just recently I have come across flexible neon lighting wire which may well be used too.

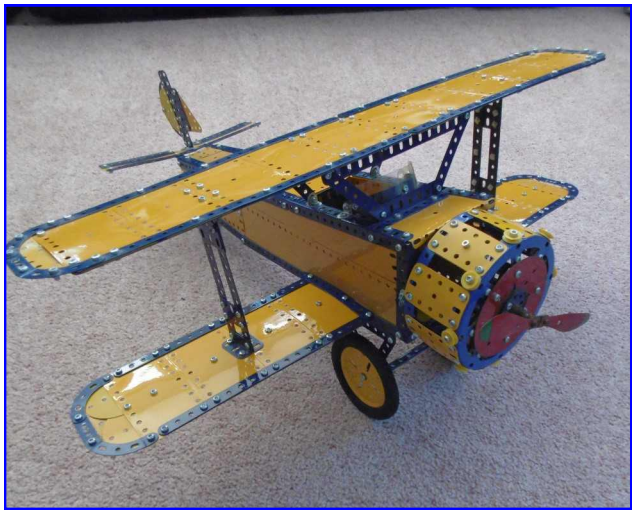
Unfortunately I will not be able to attend the Christchurch Easter 2018 exhibition in Rangiora as *Warbirds over Wanaka* beckons so I am not sure when these fairground models will next be on display.

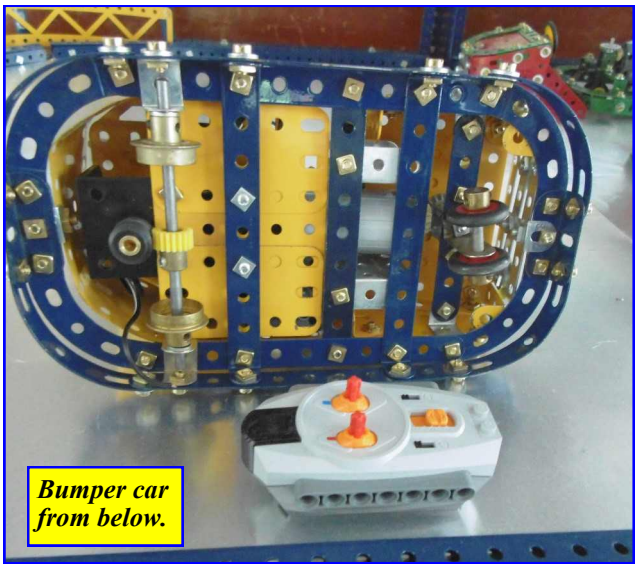


Dodgem car interior.

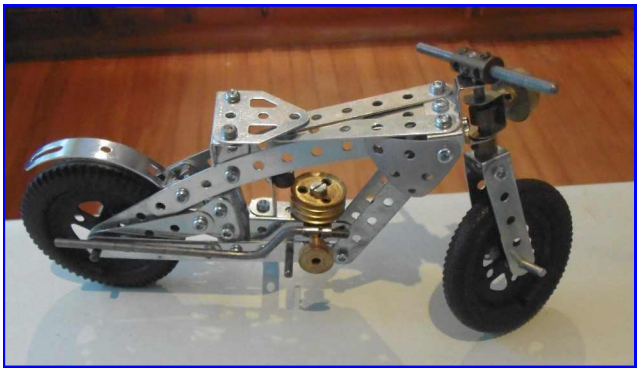
One of the models that came with the collection is a Bi-plane which as far as I am aware is not based on any particular plan or prototype but looks good in blue and yellow. This will go on display at the 'Toy Collector' museum in Christchurch along with my other models already there as mentioned in my earlier article. As a final note there were recently two made up Meccano models advertised on Trade Me, a Vespa scooter and a Harley Davidson Bobber motorbike in green and red but with silly buy now prices. So I decided to make my own in zinc based on the promo pictures and I think they look quite good and they will also be displayed at the *Toy Çollector*.

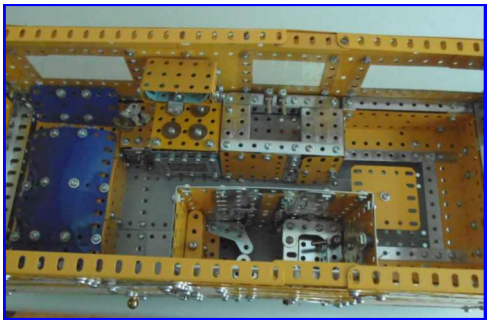
I am currently working on two double decker buses, based on Modelplans 10.5 and 63. Both have been difficult to construct from the limited notes of plan 10.5 and only drawings rather than pictures in plan 63 and I intend to make them both open top but no working gearboxes!! Watch this space and happy model building in 2018.



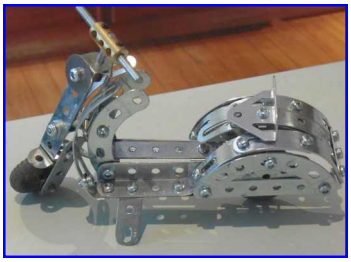


Bumper car from below.





Caravan interior

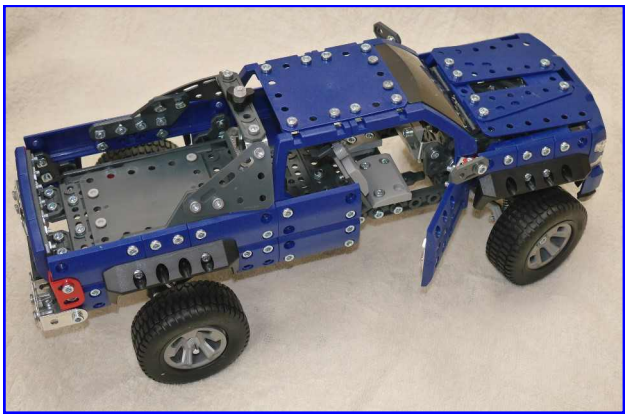


Spin Master's Chevrolet Silverado Pickup

Lego with nuts and bolts?

by the Editor

I purchased this 2017 set prior to Christmas thinking I would build it for my 4-year old grandson, who then could do what he liked with it.



The large box was fairly full of parts in about 10 plastic bags, all mixed up with no logic about what is in each bag (unlike *Lego*). That means emptying them all into the box and then searching for the necessary part. There certainly was a lot of plastic; all the body and chassis parts are plastic where 10 years ago they would have been painted or plated steel. There are a few metal brackets and even two of each 3-hole AGs and Flat Girders. A good range of long Bolts which could be useful in later life, 23 push-in pins are provided in lieu of normal bolts and there are 13 red tri-axle nuts which are self-tapping on normal bolts instead of Nyloc nuts, of which there are 3 provided?

The wordless instruction manual contained no mistakes that I found but does have the usual S-M problem of dark pieces shown on other dark pieces (dark blue on grey here) making it extremely difficult to ascertain into which holes the bolts need to be placed. I ended up pulling several modules apart when I realised I had put it together incorrectly. I know my eyesight is poor but do I really need a 1,000W lightbulb and a magnifying glass to see what is meant to happen? All it needs is a white border added around all the holes in each part. Sorry S-M but *Lego* manuals are much clearer.

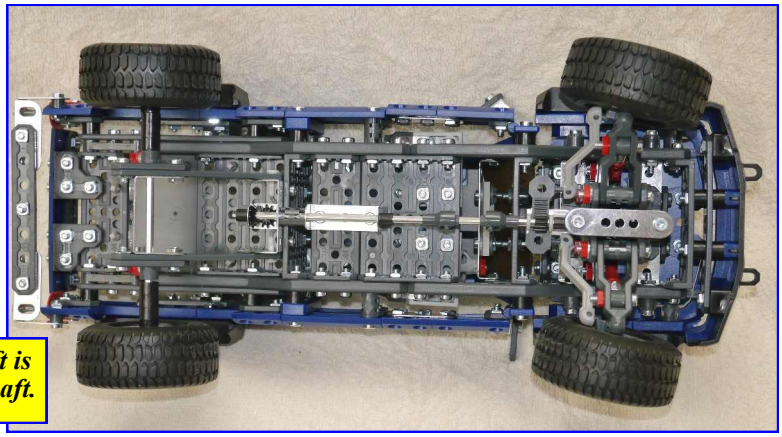
I do actually like this model, it looks the part and has plenty of play value for a 4-year old. However there are problems:

Steering: Well at least when you turn the steering knob behind the cab left the wheels steer to the left but the steering lock is pretty pathetic. About 10-degrees either left or right. The new plastic steering rack is far too short for purpose and you can't fix the problem because the plastic ball-jointed steering arms are too long. The whole steering system is *too* tight but I guess it could loosen up with use as the plastic ball joints wear themselves in a bit. Two miniature tri-axle plastic bevel gears are incorporated into the steering.

Good engine representation. Front panel and grill comes as a single piece.

Suspension: Is pretty good with enough movement provided but very stiff. The new push together red shock absorbers are easy to construct but will they fall apart with a lot of use? They are very stiff.

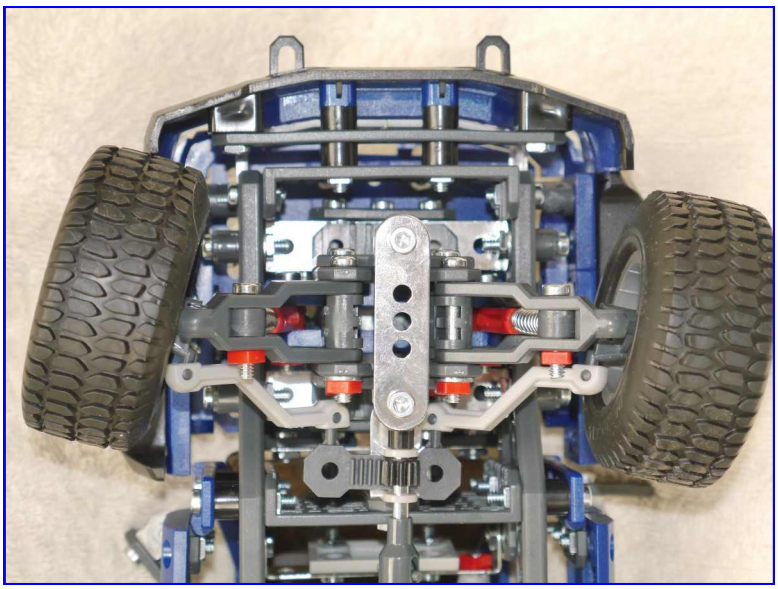
Engine: There is a nice representation of a V8 engine under the hinged bonnet but a pity an electric motor was not fitted instead.



Underside. Central shaft is steering not the drive shaft.

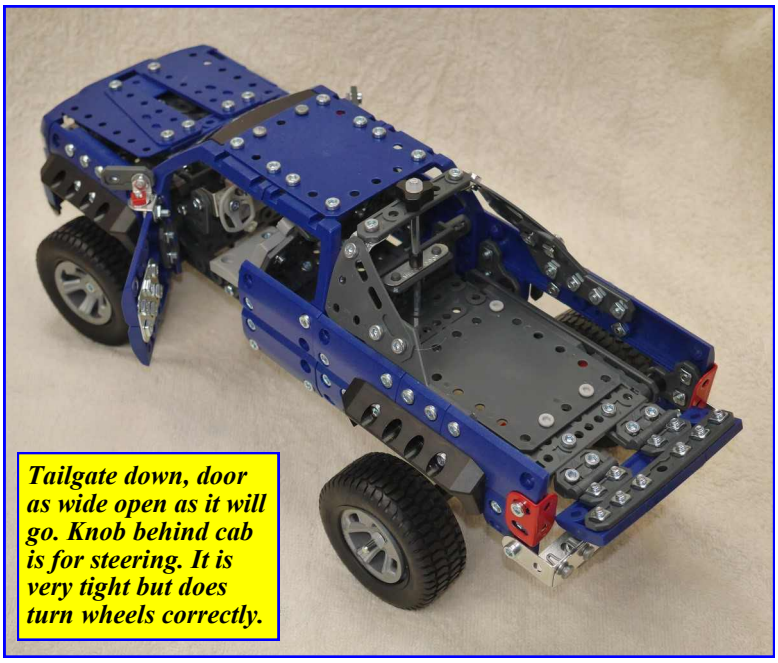
Doors and tailgate: All are hinged with 2 -part, push-fit plastic hinges. The hinge design is nice but they do tend to fall apart if you play too hard; Meccano metal hinges definitely better but much more expensive of course.

What is the point of the red plastic self tapping nuts? Why not provide a few more Nyloc nuts but I'm sure S-M were working to a tight budget. They do seem to be reusable if you are careful not to cross-thread them. I don't like the small plastic pins and used standard nut and bolts for structural connections. The bean -counters are running the shop again!



Very short steering rack (bottom centre).

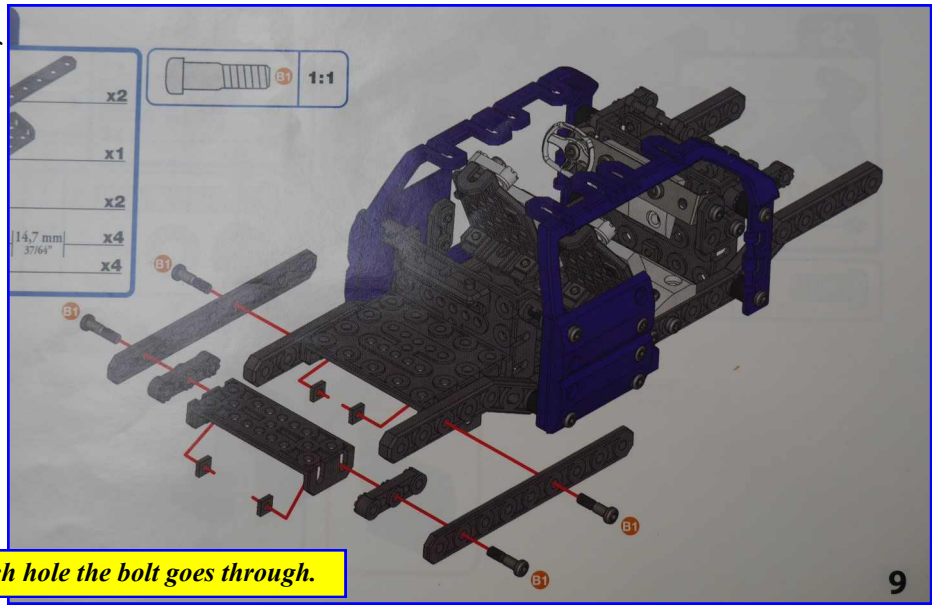
The front panel is one piece including the factory added radiator grill and push in place headlight covers, a nice one-off piece with the Chev logo painted on. When I had finished building I found 1 large black plastic piece was left, the front under-tray. I had to unbolt the whole front of the pickup to fit this piece. It must have fallen off the main front body piece in transit as it is not mentioned as a separate piece in the instructions or parts list.



Tailgate down, door as wide open as it will go. Knob behind cab is for steering. It is very tight but does turn wheels correctly.

Conclusions: Nice *plastic car kit,* similar to *Lego Technic* but devoid of many of the *Technic* mechanisms. Box says for 10+ age group but which 10 year old boy or girl would be happy with a push along car. Build it and then bin it seems to be the philosophy today. It really needs to be motorised with probably RC steering. The chunky coloured plastic body parts are good with consistent colour and no paint to peel off and there are few large offending holes to see the floor through like the recent Ferraris and Lambos. An expensive set at about $180NZ, so wait till the sales I would suggest. Probably nearly twice the price of a similar *Lego* model.

Thankfully the box doesn't grandly say "Real metal" like last year's sets.



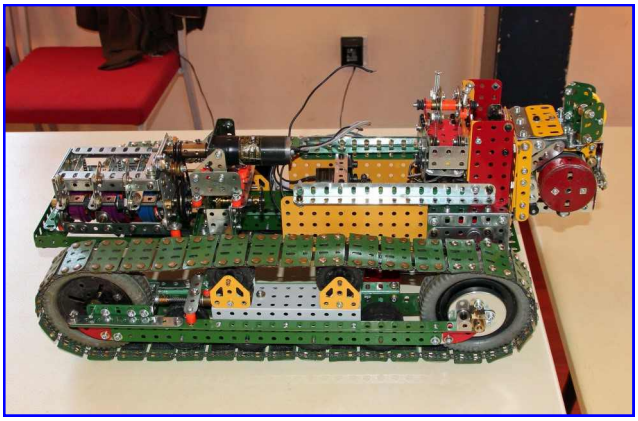
Almost impossible to see which hole the bolt goes through.

MWT Meccano Club

Model Tour Report
October 14 2017

Robin Rye: Displayed 3 unopened sets of French manufacture. Two were from the Dynamic series and the other was a Mechanisms Set with the strange Meccano/Hornby box printing. An explanation of why that happened would be welcome. Another similar aged Mechanisms set but with just the Meccano box open with basically unused parts but not quite complete. His model challenge was a lazy Susan revolving platform using 24 sector plates.

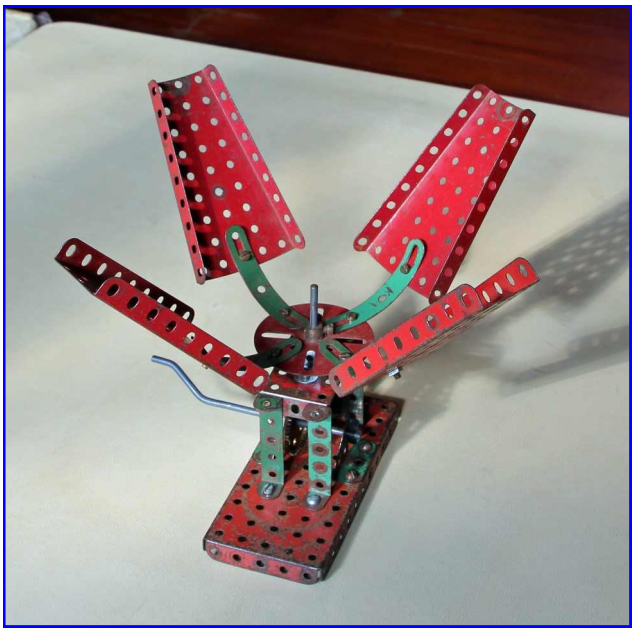
John Freer: A bulldozer model in an advanced state of construction. Mechanisms within included a gearbox, winch and differential steering. John is very proud of his caterpillar track on this model as he made the tracks many years ago in his teen years and has used them on other models.

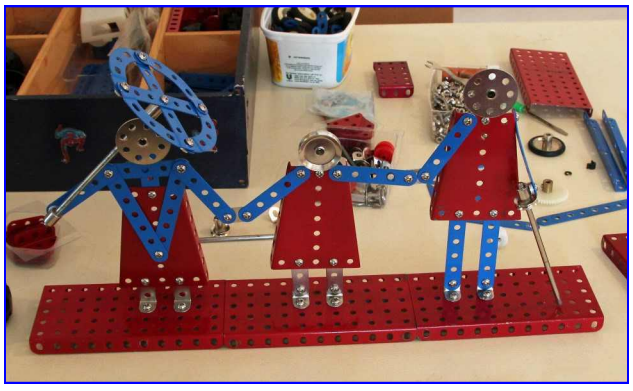


Peter Winter: Collecting the full set of Meccano Magazines is almost realised for him with only a few yet to find. He had on display several pre WWII magazines with New Zealand articles....July 1930 Mt Egmont, March 1930 Beyer Garratt locomotives for NZ Railways, October 1932 Hawera Meccano Club. His 2 entries for the challenge came from inspiration seen in the March and April 1922 issues.....a bucking bronco and the oldest inhabitant of Meccanoland also seen in the December 1924 issue.

Stuart Lindsay: A father's day gift from his daughters of a current *Insects* set was made up. Model challenge effort consisted of 4 revolving (via a crank handle) sector plates. No-one including the builder could come up with a suitable name for the model. Stuart was pleased to now have a comprehensive list with pictures of Binns Road era parts.

Bruce Geange: The current Eiffel Tower set made up with modifications because of the lights failing. A small bulldozer model with 6 volt propulsion … A Caterpillar D2 Bruce said. His challenge model was a mini Tri-ang Trike with bell.

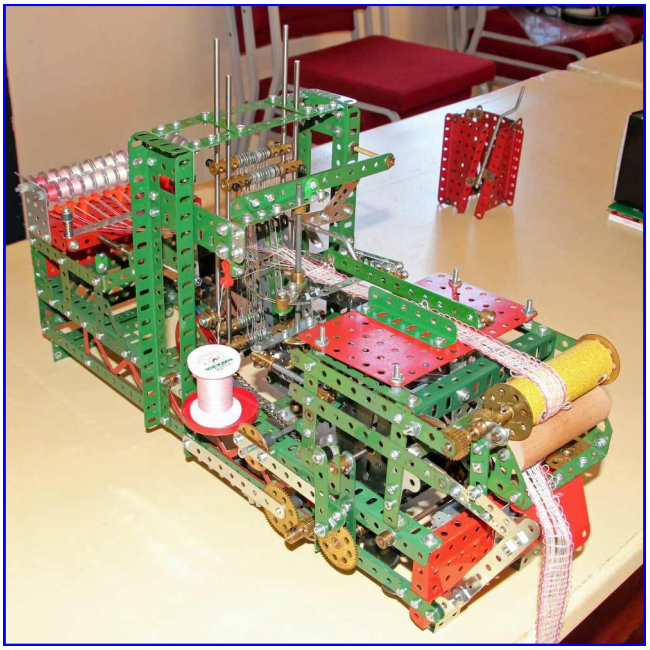




Ross Quayle: Famous Back Yard model....development of the steep area behind his new house has occupied Ross for months. So, he has modelled it in Meccano his efforts done mainly with tanalised pine and concrete. Many problems he encountered and solved in full scale he found had to be solved again in the Meccano version. In particular, a lattice of narrow strips is tricky. Works completed include: hardwood deck, 3 retaining walls, concrete steps, paved patio, wooden steps and landing, two-layer vege garden and relocated shed, see right.

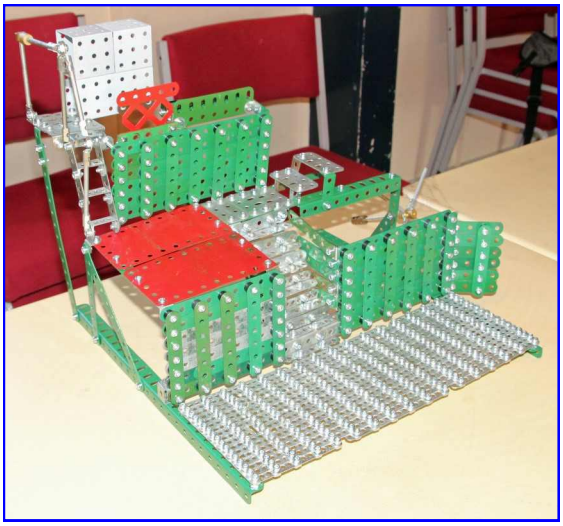
Viv Alexander: Master with card and glue and patience and knowledge and other stuff has made another Meccano set box including internal divisions for a Number 9 set. He already has many of the parts to fill the finished box. Pictures in Volume 6 are handy reference for Viv.

Hugh Ramage: As a sewing machine mechanic, he knows how to turn threads into cloth and to stitch it. A loom model making a 20 mm wide material with 22 longitudinal threads (warp) and one cross thread (weft). In this model, the usual shuttle is replaced with a reciprocating curved needle to thread the weft with a reciprocating hooked needle to catch the weft. Nice little winter project he said! A cheese grater using sector plates was his challenge model.



Paul Vodanovich: *Mechanic* is a Chinese copy of Meccano and this was used to make a Mechanic family for the challenge. A selection of sector plates through the ages showing different sizes, colours, and perforations. Refurbishing and repurposing broken Meccano pieces is a Paul constant including this time new size pieces from 215 slot strip and making shorter bolts or grub screws from damaged bolts.

Model challenge: Peter Winter won with his Oldest Inhabitant.



MECCANO MARCH MANIA 2018

9.00am to 5.00pm, Saturday, 17 March 2018.
St Andrews Anglican Church Hall, 91 Titiraupenga St., Taupo.

A meeting for Meccano enthusiasts to embrace the hobby, show off a model and partake in the fellowship of likeminded people.
Time to start building or spruce up an existing model(s) Now!
$10 per enthusiast, or couple, or family, would be appreciated, to help cover the cost of the modest hall rental.

The Hall is booked.
We would suggest that accommodation be organised as soon as possible if you want to come early or stay over. Taupo is a busy tourist centre with places to stay in high demand.
Tea, coffee and biscuits will be provided for morning and afternoon refreshment
Lunch: is self provided.
Evening meal: for those that wish, a group meal at the Taupo Cosmopolitan Club will be arranged. Paid for by those attending.

If you require further information, please contact Simon Moody 04 528 3032 or
Peter Hancock 06 755 3245. Peters email is: peter @augustus.co.nz

We look forward to seeing you there.

Auckland Meccano Guild Meeting

1st November 2017

Reporter & Photos: Gary Higgins

The recent meeting of the Auckland Meccano Guild took place at David and Elizabeth Wall's residence at Orewa.

David Wall had made up two intermittent movement devices which were interesting to watch and he also had a walking machine with a young lady at the controls supported by spoked wheels at the rear and a push pull system at the front using rack strips for grip.

Rick Vine has been busy collecting a few less known sets and produced a *Merkur* set No.8 which is one of their largest sets in pristine condition. An Interesting selection of parts including a pair of large tractor tyres and a couple of rubber tracks could be very useful. He had a Meccano clockwork motor still in box dated 1936 in blue and a red clockwork motor with green forward and reverse levers. Also in nice condition a Meccano Gears outfit B and a Meccano Mechanisms set As well as a helicopter made from one of the smaller sets, acceleration – deceleration mechanism and a small peripherator.

He had made up one of the new motorcycle sets with mostly new plastic parts.

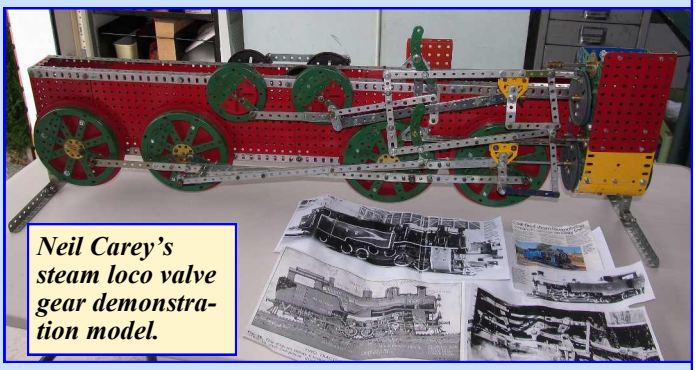
Mike Stuart had brought along a model of a sailing ship made up from a *Iron Commander* set he had purchased for $8.00. Iron Commander is made in China and has been around for a year or so. Some very realistic models have been produced by this company. The model is similar to Meccano but uses the European sizing so not fully compatible, the sails are well made and it is an excellent model for the price.

William Irwin had brought along a video demonstrating some of the Andreas Konkoly supermodels in operation, as well as some club magazines.

Anthony Caldwell had brought one of the New John Deere Excavator sets and also had made up the second model from the Evolution crane-truck set. This was a new model to me as I had only ever seen the main model built. The tow truck model is really excellent in the yellow and black finish of these sets.

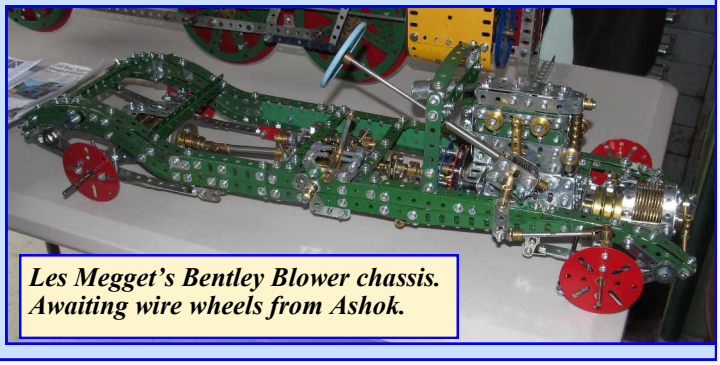
Log-Hauler by Tony Caldwell.

Neil Carey had brought his model showing a locomotive valve action. I don't profess to know a lot about steam engines and how they work but Neil was an engine driver and knows them inside out he had lots of diagrams to accompany his working model and explained the concept in much detail to us non-steamers.



Neil Carey's steam loco valve gear demonstration model.

Les Megget has started building a Blower Bentley 4½ litre from scratch and is well into the chassis construction. As usual we expect great things to emerge as Les consults with his official guide book, the owner's manual for the actual car. Does this mean you own one Les, or owned one or wants to own one? (*Ed. Always wanted one*).



Les Megget's Bentley Blower chassis. Awaiting wire wheels from Ashok.

Gary Higgins brought along the new John Deere excavator set where he had problems with one of the hydraulic actuators. These are rather weak and will work if the right mix of air and water can be found. There is no help from the manual at this step. He also had one of the plungers pull away from the handle inside the tube so basically unrepairable. Meccano have been contacted for replacement parts.

He had also made up a model of the new Meccano Dodge Silverado which was a tricky build in some places with very tight steering and it steers the wrong direction from the steering wheel at the back of the cab, a little confusing. (*Ed. Mine steers correctly Gary, is a bevel gear on the wrong side of the pinion?)*

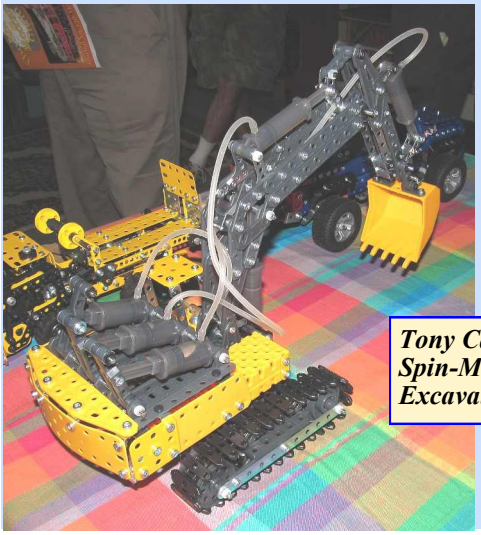
Gary has added running boards because the original vehicle has them; Meccano had not bothered to add them.

Also present was **David Barnard**.

We had a visitor who had contacted David about obtaining a key for her clockwork train display at a local shop. Someone had taken her only key to the engine and she required a spare. David Wall being the gentleman he is sourced one from his collection. I understand the model railway in question was constructed free of charge by our very own Gerald Hart. She attended our recent meeting and was very interested in the Meccano models displayed.

Graeme Mills has not been well so was unable to attend and as he usually brings **Henry Porter** he was no able to be there either.

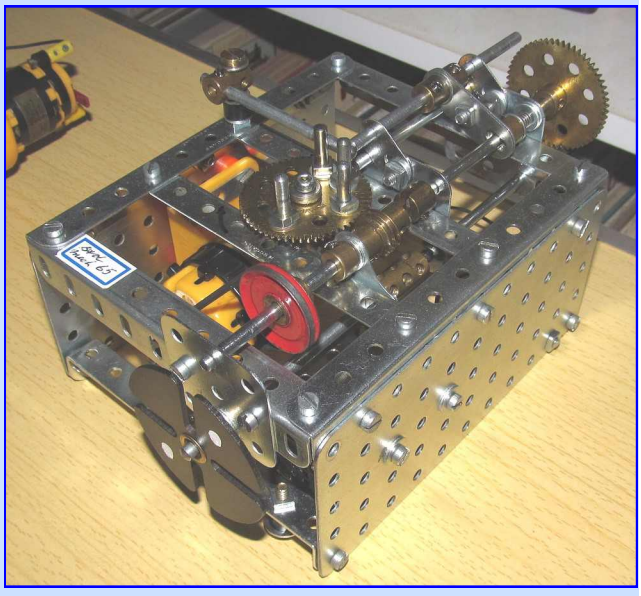
We had an interesting meeting followed by an excellent afternoon tea hosted as usual by the Meccano ladies.



Tony Caldwell's Spin-Master Excavator set.

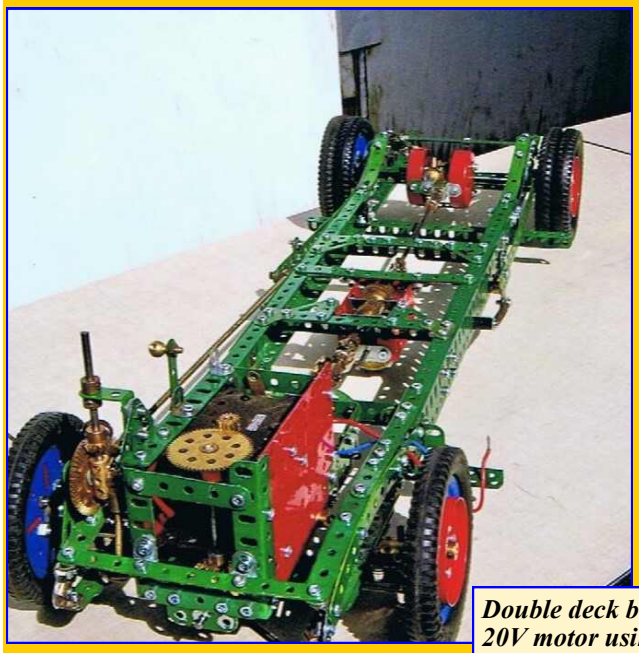
Rick Vine's Merkur No.8 set box.

Iron Commander sailing boat set by Mike Stuart.



One of David Walls' intermittent movement devices.

Barry McKey from Tauranga sent me these model photos from a get together at David Shand's home on 16 September 2017.

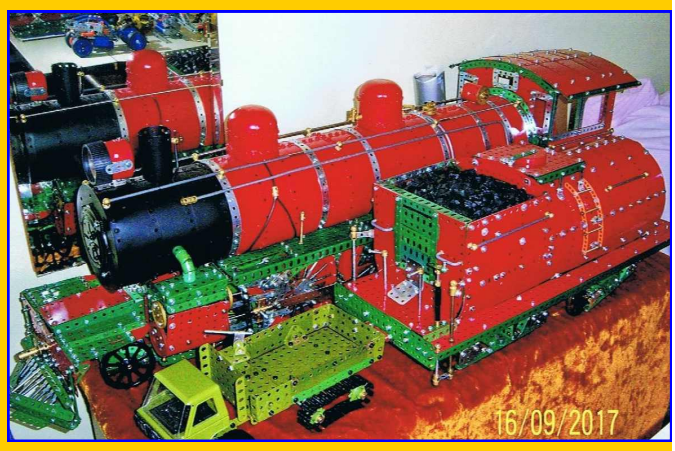


Double deck bus based on the No. 10 set leaflet (modified). Powered by 20V motor using leaflet's clutch, gearbox and differential. Not sure who the builder is. Barry says there is a need to strengthen the front axle because the body weight is causing distortion. The front of the bus was converted into a Routemaster.

Heistler type loco, original built by Keith Cameron (CQ June 1996). The centre section has been strengthen by the addition of an angle girder.

Meccano copy of a Tri-ang model crane (left). Apologies for the background!

Plate bender copied from Youtube.



David Shand's AB class loco & Meccano army half track.

From the NZFMM Magazine Archives Part 8

by Peter Hancock (MWT)

Continuation of Volume 4, Number 8 - August 1979.

Don Blakeborough opened his editorial advising that the Wellington Meccano Club (W.M.C) had used a W.M.C. model judging scheme for the previous four years which (in his words) was not a good method. A new judging method has been devised and was adopted unanimously to apply 'forthwith' at the previous Club meeting held in July.

"NEW MODEL JUDGING SYSTEM":

There are five main categories with points maximums as follows: Novelty and interest – 20 points, - Originality – 15 points, Strength – 15 points, - Difficulty in construction – 25 points, - Mechanical effectiveness – 15 points, A bonus (if applicable) - 10 points. This means that a possible point total of 100 could be awarded. This total would then be multiplied by a factor of from 1 to 1.6 depending on the age of the modeller and the size of his Meccano set.

Don then posed the question as to "How do other Meccano Clubs judge or allocate points for models built"? Does your club have a junior section and a senior section or are both combined? What about the size of sets, are these taken into account? Are the Juniors ages taken into consideration as well?

1978 NZ Convention: Don asked readers if they had read the April 1979 edition of the English Meccano Magazine (M.M.) as pages 56 and 57 have been devoted to the 1978 N Z Convention. It is good to see models from the three clubs displayed together and possibly for the first time they have all been mentioned in the same M.M. Don stated.

Researching CD Volume 1 of the archived M.M. turned up the following: heading- NZ Meccanomen's Convention & Exhibition, Railway Social Hall, Wellington. Held on 24th – 27th March 1978, this event may seem a little distant now, but photos of the many fine models on display did only arrive at the M.M. offices in January 1979. In view of the fact that the NZ Meccano Modellers' work has in the past received comparatively little publicity in the M.M., quite apart from the importance of the Convention itself, it was considered that despite the 'time-lag', M.M. readers might still like to glimpse some of the many fine models that were on show to the public. The next Convention will be held in 1980.

Twelve black and white photos were printed with one showing a layout view of the display. Models (NZ) Ltd., Auckland had kindly loaned a dealer display model of London Tower Bridge. Their involvement also extended to donating the first prize for the senior section and other assistance with aspects of the Convention. A further ten photos of models were included in the M.M. photo lay out.

David Wall of Auckland Meccano Association claimed first prize in the model Building Competition with his 'really beautiful', fully working model of a 1920 model Marshall 6 N.H.P. Traction Engine. Other photos featured **Stan Baker's** (W.M.C.) unusual model of a Vintage Car featuring remote- control electrical operation and it delighted onlookers with its performance. **Philip Ngan** won first prize in the Junior section with his neatly crafted freelance design of a Fork Lift Truck with stackable containers, while Meccano collector and enthusiast of many years standing, **Lindsay Bond** of Stratford displayed his Boeing 40-A Biplane. Auckland Meccano Association member **Brian Buchanan** displayed his fully operating version of a Maserati Bora which included features such as electric lights, windscreen wipers, direction indicators and even a horn. **John van der Krogt** of the Christchurch Meccano Club had built a reproduction of a four-cylinder car engine which accurately demonstrated the main functions of the Internal Combustion design. Don Blakeborough of W.M.C. showed his massively constructed and superbly finished model of a Caterpillar D9H Bulldozer.

Lou Nichols of W.M.C. displayed his expertly modelled version of the Wellingtons Harbour Board floating crane 'Hikitia'. **Andrew Cathie** of W.M.C. had been inspired by a feature in an earlier copy of the M.M. of a 'Ding-Dong' Tram and had built his version complete with a realistic-sounding bell as its name implies. The final photo showed **Keith McCallum's** Kenworth Truck Unit with its scale proportions and wealth of detail adding to its realism.

MECCANO & ELECTRICITY: Article by Lindsay Bond. Historical Notes:

Frank Hornby, the inventor of Meccano, very early in the products history realised that a static display model did not have the same appeal as a good working model with the young model engineer. In 1912 the first Clockwork Motors appeared, the old No.1 and the large No.2 appeared on the market and a new form of realism and life became associated with the Meccano Hobby. The ultimate was yet to come – **The Electric Motor**. The evolution of this form of power is basically the story of Meccano's success.

1913 a mains voltage Electric Motor appeared on a base board drilled with Meccano spaced holes, **not earthed**, and illustrated plugged into a light socket, a lethal combination, available in either 110 volts or 230 volts as used mainly in this country. Dangerous, **YES,** but definitely a step in the right direction. **1916** saw the first Low Voltage 4-volt, non -reversing and reversing motors designed to operate off a 4-volt Lead-acid Accumulator later to be made by Meccano Ltd also. This motor proved to be a major breakthrough in model design as at last the motor could be placed inside the model itself. **1921** saw an improved version of the 1916 motor with more robust side frames and a different reversing lever. **1925**. The first of the 'long side plate' motors appeared, first in 4-volt, **1929** 6-volt, **1932 -** 20-volt, with only minor structural differences in between these years. **1930** in New Zealand saw the beginning of the depression years, but the introduction of the E1 series of motors operating off 6-volts, E1 20- volt motor appearing in **1933**. These were non-reversing motors. **1938**, saw the release of the EO6, 6-volt and the EO20, 20-volt 'Cricket Ball' Electric motors, with their **LIVE** side frames, the (E1 also had this failing but could be altered), the EO series were made like it and stayed like it. From all accounts they never appear to have been very popular as many remained on Dealers shelves long after manufacture of this motor was discontinued. Manufacture of the EO6 Red, recommenced after the Second World War and these motors were available until the late 1940's, when the black crackle finish EO20 superseded. This motor was modified in the early 1950's by having approved radio and TV suppressors fitted inside them and they were identified with a new code - EO20(S). [This article to be continued]

TIP OF THE MONTH: From Bruce Neilson. Never throw away Bent, Broken or Surplus bits. I woke up to this. Ran out of 5½" angle girders, so a badly twisted 12½" Angle girder provided two. A little care with a hacksaw and file produce a quite presentable result. Bent Axle Rods are hard to straighten and are better if cut down into two shorter ones. Broken perforated strips can be made into two shorter ones.

Volume 4, Number 9 - September 1979.

EDITORIAL: Editor Don opened with the statement **"WHO'S the Boss?"** This question could be asked of people everywhere – including Meccano Ltd – and seldom gets the right answer. The question is 'Who's your Boss?' There's only one boss, and whether you are a manager or an apprentice, the boss remains the same. IT'S THE CUSTOMER. - Don goes on to say, He is the person who pays your salary and decides whether the business is going to succeed or fail. The customer doesn't care if a business has been around for a hundred years. The minute it starts treating them badly, they'll begin to put it out of business. After further comments Don concludes with the following: 'This is one of the reasons why taking pride in the work we do is important to us personally. Aside from the satisfaction that comes from doing an exceptionally good job, it will help get more customers and keep the ones already gained.' If it's worth doing, it's worth doing well.

MECCANO & ELECTRICITY Lindsay Bond's Historical Notes continued:

1949 - E20R.This short side framed 20-volt reversing motor was widely used being a robust, powerful and a very popular electric motor. – **1956** – E20R(S). Radio and TV suppressors were fitted to this motor to meet the Post Office requirements, but it was still obsolete by 1959. – **1958** – E15R. 15-volt reversing motor, similar to the short side-plate motor mentioned previously, but the stator punching is a different shape. The bearings are double the size and the motor was Radio and TV suppressed in 1959 and identified as E15R(S). – **1962** – The Emebo. 4 – 12-volt DC only, plastic cased, gear reduced and very popular. NOTE: **NOT** Radio or TV suppressed and really deadly to TV programmes. – **1965** – Power Drive Unit, 6-12 volt reversing, six speed ratios DC only. Not radio and TV suppressed, plastic case, known in the electrical trade as the "Richards" motor, made in Western Germany. – **1968** – Junior Power Drive unit. -4.5-volt reversing. Not very robust and not Radio or TV suppressed. - **1977–78** - saw the introduction of the latest Märklin – Meccano motors.

(Lindsay was very concerned at the very high NZ$ price with the only model available locally at that time being the EU1072 at NZ$131.90 putting it out of reach of most NZ modellers.) – **1977-78** – The Crane Drive Motor. 1.5- 4.5-volt reversing, suitable for smaller models requiring low power. Not radio and TV suppressed. To be continued.

HOW TO MAKE MECCANO PARTS: part-2 by **Stan Baker**. [edited] In this part I will discuss in greater detail lathe produced parts. I have a small low powered model makers lathe which limits the diameter of parts that I can make.

Type of parts I make include: collars, couplings, handrail parts, pulleys, pivot bolts, threaded pins and cams in addition to the epoxy resin base parts (to be discussed in the next article in this series). Most parts are made from $^{3}/_{8}$″ diameter brass rod, cut to approximate length, face turned on the lathe to exact length as measured by a micrometer. Central holes are in parts is produced by turning a pilot countersink followed by the correct diameter drill, each held in the tail stock.

Meccano standard axles measured are all in the range of 0.160″ plus/minus 0.0005″. I use a final drill of either 4.1mm (0.1614″) or a number 20 drill (0.1610″). This gives a slightly tighter clearance than Meccano which tends to range from (0.1625″ – 0.1650″). Damaged rods can cause problems with these reduced clearances. The main problem experienced in making these parts comes with the drilling for the grub screw, and in the case of couplings, precision drilling the lateral shaft holes. Many methods were tried to find the fastest accurate method. These included (1) Holding the part in a vice and drilling with a mechanical-hand held or electric hand drill. (2) Similar but clamping the vice to a vertical drill base. (3) Holding the part in a jig then as for (1) or (2). (4) Use of a vertical milling attachment on the lathe as a precision drill stand with or with out a jig. I found that the most dependable method was the use of a four-jaw chuck in the lathe headstock with the drill mounted in the tail stock. In the case of collar grub screw holes, the collar was mounted directly in the chuck and drilled with a 3.0mm drill. The holes are tapped using a $^{5}/_{32}$″ Whitworth tap. Couplings are held in a small jig to ensure accuracy and are drilled using a number-20 drill bit.

Hand rail couplings and the likes can be produced either by tedious filing in the lathe after roughly turning or by using an appropriate shaped cutting tool. The latter method is the correct one but tended to be hard to achieve on my small lathe. I produce most of mine by shaping with a small file which achieved a good if slow result.

Letter received by Editor Don from MECCANO Limited from the Magazine Editor, Michael Walker. Michael advised that he had just received the latest NZFMM Magazine and had enjoyed reading it along with the previous months. He wrote: 'One of the gazette's most interesting features to my mind is the reports section. Here we a kept up to date on the important events affecting the Meccano Clubs in New Zealand. I think such reporting is extremely worthwhile, and may I at this point express that the Club Secretaries do not forget that the whole Meccano world, not just New Zealand, is interested in their activities. Club reports appearing in the Meccano Magazine give a great deal of publicity and put your club on the map as it were. Why not jot down some 350 – 400 words every three months or so and send it to me?' Michael went on to say: 'I had a valiant attempt at your "Counties" word search puzzle but only managed to find about $^{2}/_{3}$rds of the names. As for the hidden message, I haven't a clue, so I must eagerly await the next issue!! Now I know what it feels like to have to wait for the Meccano Magazine!' He apologised for the late delivery of the April edition of the MM and assured us 'that in time all will be well'. He closed the letter by advising that he was about to set off to the Henley Meccano Show, photos of which would feature in the January 1980 MM.

Auckland Meccano Notes: (Excerpts)
David Wall reported that the last meeting (August) had been held at **George Ovenden's** home in Mount Roskill. Fewer members than usual attended due in part to the dreadful weather that Auckland was experiencing and that at least two members had been caught out by the recently introduced "Carless day" scheme. Models displayed were a Stone Sawing Machine model (SM12) built by **Bruce Ovenden.** A stone tumbler, the rolling mechanism built entirely from Meccano by new Member **David Barnard. Brian Buchanan's** offering was a Dune Buggy exhibiting his usual flair for electronics. He intends fitting a horn to it? David had displayed his locomotive yet again and noted that it was probably starting to bore his fellow members due to over exposure!

The subject of the shortage and the high cost of Meccano parts was raised and several members who will remain nameless were devising ways and means of overcoming this by using non-standard materials. Apparently, David accused them of 'TREASON' but was ridiculed for his puritanical attitude towards those who seek to adulterate the Frank Hornby system!

Christchurch Meccano Club Notes: (Excerpts)
Graeme O'Neill reported that only nine adults and three boys attended the September meeting. Junior modeller **Jeremy Spring** displayed and demonstrated a model of a 'Chain Block and Tackle device' built using unequal sprockets and Meccano chain. Senior modeller **Daryl Evans** brought along a Matchbox vending machine similar to the 1974 No.8 model.

EXHIBITION AT INDUSTRIES FAIR: The Clubs models displayed on the Lyttelton Harbour Board Stand alongside other professional models, won equal or better praise at this recent event. Club models included; **Kingsley's** 4.5-foot high container crane built to 1/48 scale, **Graeme O'Neill's** No10 Set Cargo Ship, a No.10 Set Harvester, a MACK Tractor Unit, a Patrol Car and a selection of cargo items built by **Maurie and Darryl Evans**.

Part 8 will continue in the May 2018 Magazine.

Meccano Liebherr LR1300 Crawler Crane

by Bruce Geange (MWT)

This model came about when one was spotted at a building site in Whanganui 70 plus kms from home on my way to a Meccano meeting. After the meeting a stop was made and a few pictures were taken of the crane through the high netting fence. A search on the internet found plan and side view drawings that were enlarged to the size that I was building the model. The rubber tracks determined the model size (fig. 1, front cover).

The base and track frames are self explanatory from the two pictures provided (figs. 2 & 3). $1^1/_8$" Bolts have been used for the track frames and pulleys at the ends with Plastic Spacers and washers as required. The crane body (figs. 4, 5 & 6) consists of a 2" Angle Girder bolted by the slotted holes to two $4^1/_2$" Angle Girders by the round holes at one end with $1^1/_2$" Strips in between. A second $1^1/_2$" Strip is fixed under the front left corner for the cab to rest on. Two further $1^1/_2$" Strips bolt to hole 6 on each AG. Holes 7 and 8 have a $2^1/_2$" Strip bolted to the AG extending to the rear with the last two holes having $2^1/_2$" Flat Girders bolted to them with a 3" Angle Girder at the end bolted by the slotted holes and spaced with a Washer. Bolt an 8 hole Bush Wheel with a Wheel Flange to the four $1^1/_2$" strips spaced with a Washer. Starting at the front again with the slotted holes bolt a Fishplate by the slotted hole with a $1^1/_2$" Strip facing up on each side. Hole 2 on the left side has a ¾" Bolt with a Plastic Spacer and Washer secured with a Nut. The cab is secured here with a Nylock Nut. Holes 3 & 6 have Angle Brackets fixed by the round hole and the end holes having a $1^1/_2$"x 1" Corner Bracket bolted using a $^1/_2$" Bolt spaced with a Plastic Spacer. Bolt a $4^1/_2$" Strip to the middle holes on the front $1^1/_2$" strips with a 1" Bolt on the right side and a second bolt in hole 8 on the left side plus Washers. The end holes on the $4^1/_2$" strips are bolted to the corner brackets with Plastic Spacers in between.

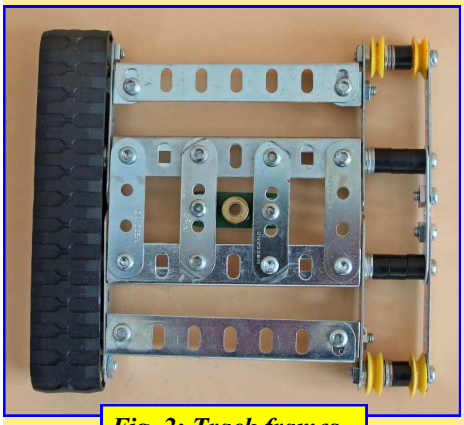


Fig. 2: Track frames.

Motors used are from Stan Baker (NZ Meccano Supplies) and are type 1 at 100 rpm. For the mounting bracket I used an $1^1/_2$" Strip with holes drilled for mounting the motor. Fix a $^3/_4$" Pinion to the motor shaft and secure the motors to the 1" bolts with Nuts and Washers. $2^1/_4$" Axles are used for the winch drums and have a Washer, $^1/_2$" Pinion and two Collars. Adjust the motors to suit the gear meshing and extend the motor wires to the rear of the crane. Bolt a 2" Angle Girder by the round hole with one bolt to the 1" flat girder at the front. The end holes on the corner brackets have a 2" axle with four $^1/_2$" Loose Brass Pulleys spaced with two Mini Plastic Spacers and held in place with two Plastic Grips.

Each counter weight (figs 7 & 8) at the rear has a $2^1/_2$"x $1^1/_2$" Flexible Plate bolted to the round holes on the 3" A.G. with Obtuse Angle Brackets bolted to the other ends. Three $2^1/_2$" Strips bolted to Obtuse Angle Brackets make up the ends of the counter weights with a second $2^1/_2$"x $1^1/_2$" Flexible Plate attached. The other end of the flexible plates have Angle Brackets bolted to the second hole from the top and joined with a $1^1/_2$" Flat Girder. A Threaded Boss bolts to the top rear hole on the flat girder.

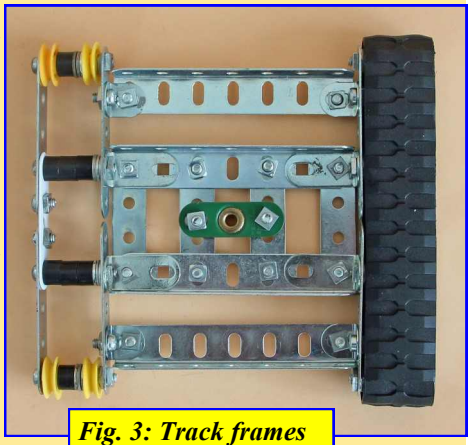


Fig. 3: Track frames from below.

The gantry mast (fig 9) for raising and lowering the jib consists of a $4^1/_2$" and 3" Narrow Strips lapped two holes and bolted together with Narrow Angle Brackets at holes four and nine. These are joined at hole four by a 2" Narrow Strip and hole nine has a $1^1/_2$" Narrow Strip. The top holes on the gantry have a 2" axle with a 3" Narrow Strip on either side and four $^1/_2$" Loose Plastic Pulleys spaced with two Mini Plastic Spacers and held in place with two Collars.

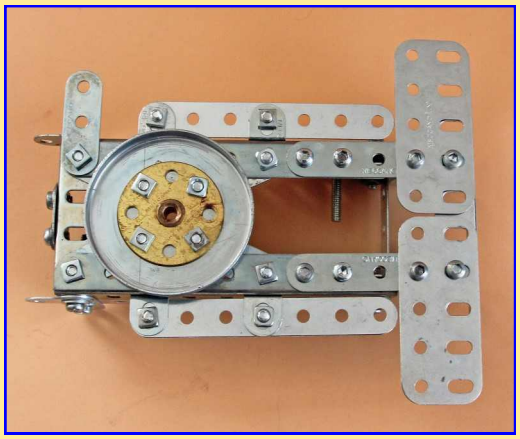


Fig. 4 Crane body underneath.

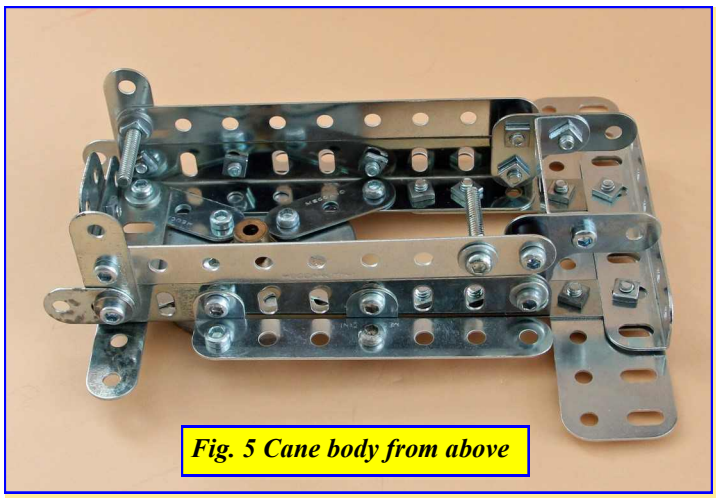


Fig. 5 Cane body from above

Strips. Bolt a 1½" Narrow Strip to the fishplate with the bolt from below for the walkway.

The Jib is mainly constructed using Narrow Strips with normal Angle Brackets and cross bracing on the top and lower sections (figs 1, 12 & 13). For the sides start by bolting a 1½" Narrow Strip to the ends of two 4½" Narrow Strips and do the same to the other end of the 1½" strip. Bolt a 1½" Narrow Strip to hole five on the 4½" strips with an Angle Bracket one end of each strip. Make the other side up the same with the angle brackets in holes five on the opposite end. The two side sections are spaced with 2" Narrow Strips and 3" Narrow Strips for diagonal bracing. The jib is extended four times using this method of construction. On the last section the centre 1½" narrow strips have Fishplates fixed at an angle to the top by their slotted holes to which the support cords are fixed.

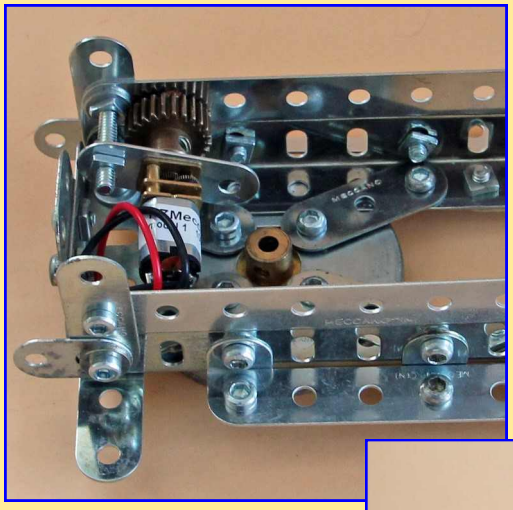
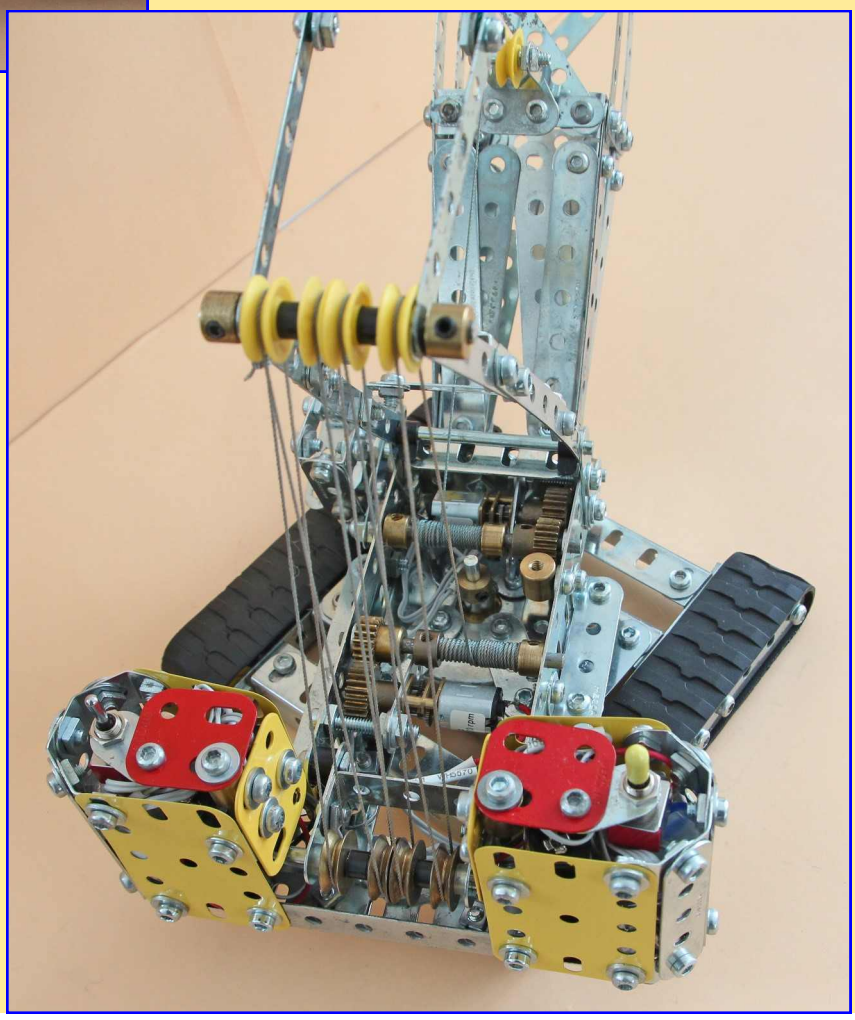


Fig. 6 Motor in crane body.

Below, Fig. 7: Top view of crane.



Start construction of the cab (Figs 10 & 11) with a 1½" Strip for the rear having a ½"x½" Narrow Double Bracket bolted to the top end and an Angle Bracket bolted to the other end by the slotted hole facing the left side. Bolt a ½"x½" Double Bracket to the angle girder with a 2" Narrow Strip using hole 2 is bolted to the opposite hole. Bolt a 1" Angle Girder to holes 3 and 4 with a 5 Hole Narrow Curved Strip (C960) fixed to the front hole. The rear slotted hole in the AG has a ½" Reverse Angle Bracket to form the seat and the front hole a Fishplate under the AG and a Narrow Angle Bracket on top with the bolt coming from underneath. To the AB bolt a second Narrow Curved Strip. The curved strips are extended at the top DB by 1" Narrow

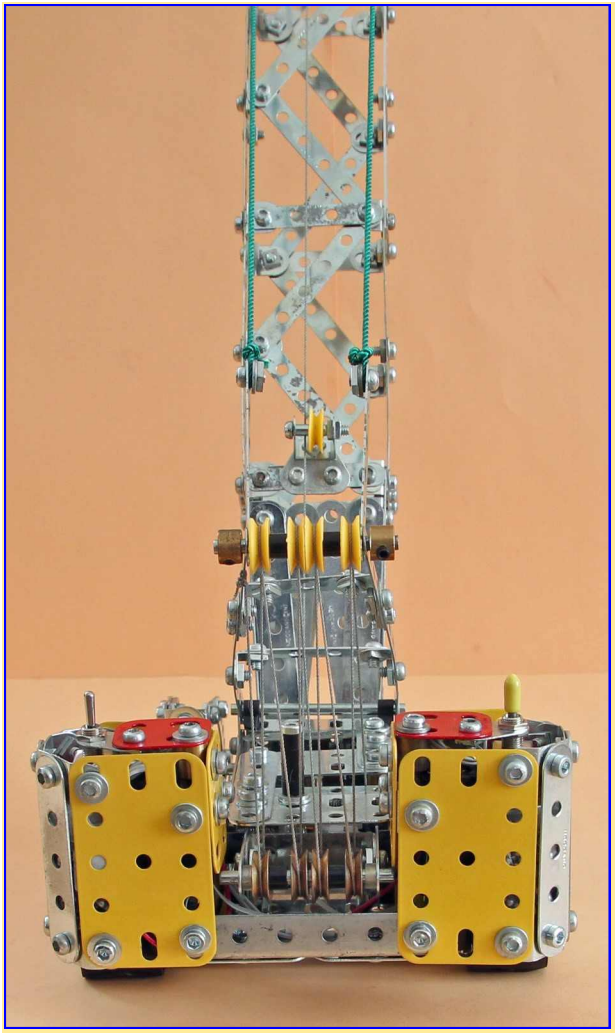


Fig. 8: Rear view of crane.

The top of the jib extends on the lower side with a 2" Narrow Strip and a $2^1/_2$" Narrow Strip at the top on each side. The ends are joined with a $2^1/_4$" Axle Rod carrying three Plastic Spacers, Fishplate by the round hole, $^1/_2$" Loose Plastic Pulley and three more Plastic Spacers. The axle is held in place with Axle Clips. To the top 2" narrow strip bolt an 1" Triangular Bracket with a 1"x$^1/_2$" Narrow Double Bracket bolted to the last hole. Fix a $^1/_2$" Loose Plastic Pulley to the top of the DB with a Shoulder Bolt.

The lower end of the jib is extended with two $4^1/_2$" Strips on each side and coming to a point at their ends. Add Angle Brackets to hole two on each $4^1/_2$" strip fixed by the round hole. Bolt $3^1/_2$" Strips to each angle bracket with a second $3^1/_2$" Strip bolted to the other end and adjusted to form a V section. Bolt a $2^1/_2$" Narrow Strip to the middle holes on the $1^1/_2$" narrow strips each side spaced with a Washer. A second 1" Triangular Bracket is bolted to the top 2" narrow strip with a 1"x$^1/_2$" Narrow Double Bracket bolted to the last hole. A second $^1/_2$" Loose Plastic Pulley is fitted here.

Each counterweight has a cable from a motor coming out the top. Each counterweight has two AAA batteries in a holder in it with some lead counter weight for balance. I used shot in a small plastic bag. The batteries are connected in series to give 6 volts. Small Forward-Off-Reverse switches bolted to a Fishplate with the round hole bored out. These are connected to 1" Flat Girder that bolt to a Threaded Boss and then fixed to the counterweight after connecting the wires. The winding drums should now operate.

The track section and the crane body are held together with an $1^1/_2$" axle with Collars at either end.

Fig. 9: Gantry mast and more.

Lubricate the turntable where it rubs on the track frame. The Jib fixes to the fishplates at the front (Fig 14) with a 2" Axle and Collars. The gantry mast is held in place with a $2^1/_4$" Axle Rod passed through the top holes on the 2" strips and held with Axle Clips. Wind lengths of cord onto each winding drum. Two lengths of heaver cord secure the jib to the gantry arm. The jib rope runs over the first pulley on the gantry arm and around the remaining pulleys and ties off at the gantry arm. The hook rope runs up the jib under the $^1/_2$" pulleys and over the top one, around the $^1/_2$" Loose Plastic Pulley fitted to the hook with two Fishplates and ties off at the top fishplate. Build the top cover as per fig. 15 and secure to the crane with a Threaded Boss and spaced with a Washer. The cab fits at the front left side with a Nylock Nut. This should move up and down. Happy operating.

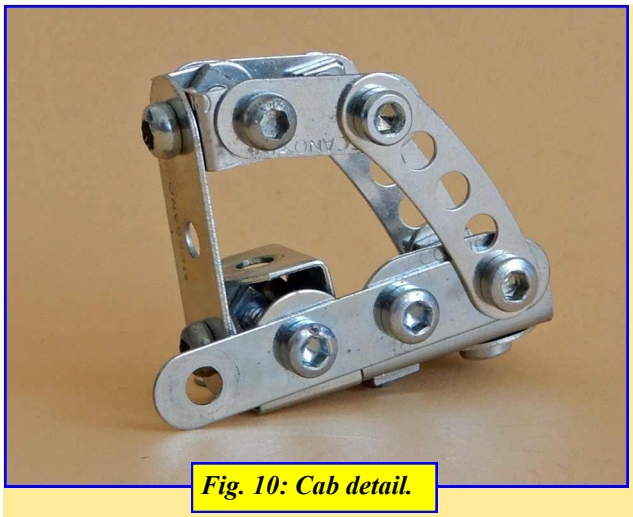


Fig. 10: Cab detail.

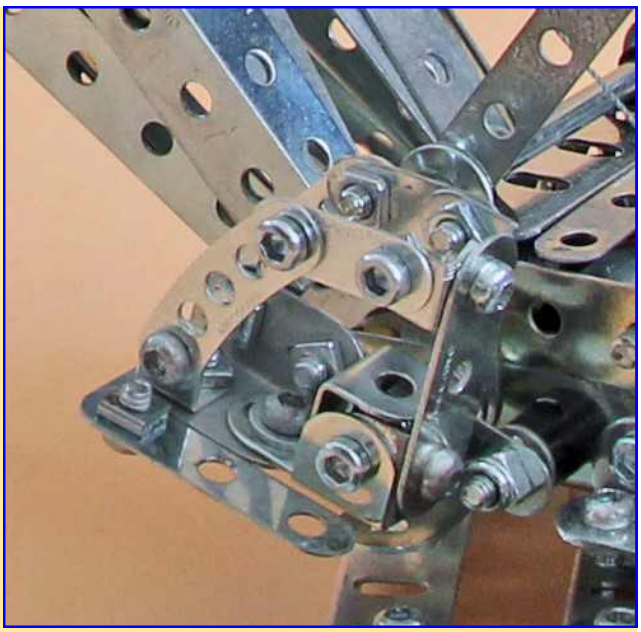


Fig. 11: More cab detail.

Fig. 12: Top of jib.

Fig. 13: Base of jib.

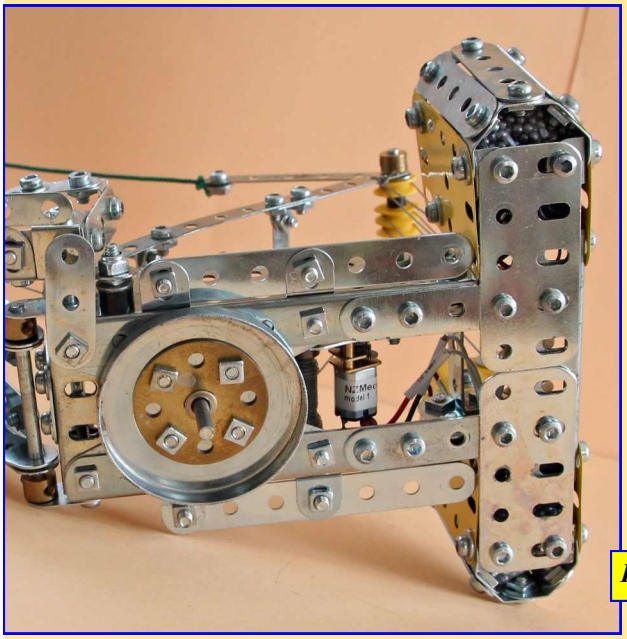


Fig. 14: Jib mounting and counterweight.

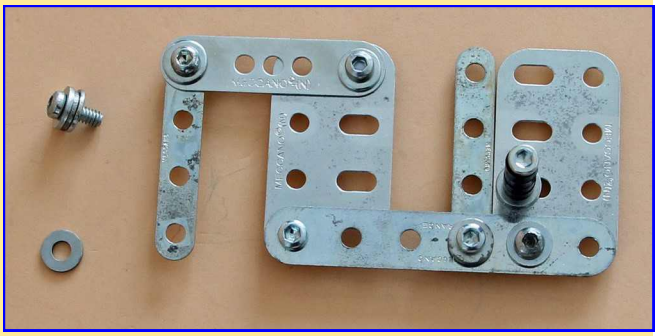


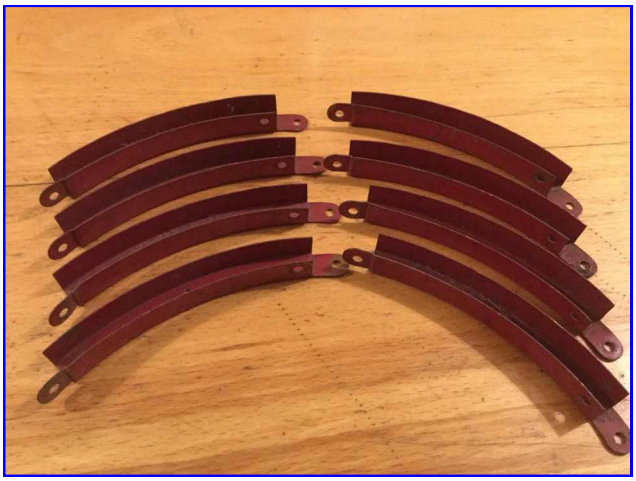
Fig. 15: Top cover.

Gazza's EBay Column
Garry Higgins

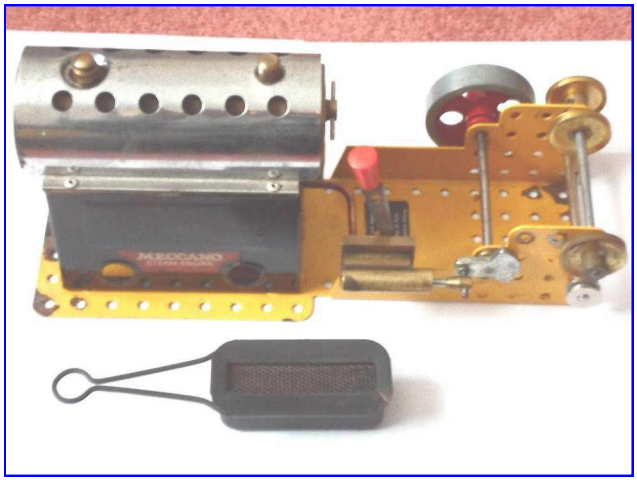
Hi all and welcome to another view of what's up on EBay. First an observation, EBay appear to be listing items more than once which is a real pain, you can see an item two or three times when scrolling though the listings., Perhaps they are short of customers.

There is still plenty of Meccano out there but I notice a lot sits around and is not snapped up at the buy now price. There are lots of sets in good condition that no one wants to pay for, never mind more for all of us.

Starting off with some that have sold is a vintage 1960s electrical set complete with manual sold for $225.92 with 8 bids, No. 222768216711.



8 channel segments of the original part 119 design sold for $87.41 with 8 bids, these are somewhat rare in good condition, No. 162819046707..



A Meccano steam engine of the modern type sold for $210.93 with 37 bids so there is still a lot of interest in these, No. 292390570259.

A nice original Meccano battle tank in army green with a buy now price of $95.01 not a bad price for this model, No. 312044581146.

There is a as new pirate ship selling with a buy now price of $272.26 this was selling for $50.00 at one stage so someone is hopeful No. 401410804980.

Meccano 50gm weights, part number 66 obsolete, are hard to get and increasing in value if you want one it will cost you $94.92, number 362153420370.

An army construction set with the later (large heavy cardboard boxing 1978) is selling for $85.48 which is not a bad price for this set, it is far better presented than the earlier version, No. 132468421101.

There is a very nice example of a 1937 Meccano catalogue and hard to get in this condition a bit steep at $174.88 but yours if you want it. No. 232482276676.

One of the lesser known design sets is design set 4 No. 7700 quite a lot of useful parts in this set which made up a car among other things selling for a reasonable $47.51, No. 132440313019.

Meccanoids From Deep Space are always a sought after set being one of the last sets produced at Binns Road. This looks to be intact with the plastic slide pieces (this is the only set that has these) selling for $94.99, No. 302567443666.

Something a little different is the Czech version of Meccano , *Merkur* a flying wings set unused selling for $121.80, No. 252292683070.

Back to space themes there is a Meccano space centre No. 688 with the Saturn rocket and base in an unopened box selling for $59.95 good value at that price and includes two white boilers (minus ends), No. 142655868096.

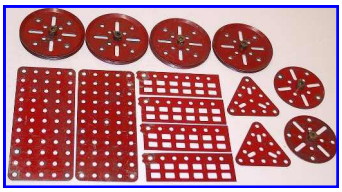
In the older set area a Meccano 1920s No. 1 set went unsold at a price of $95.01, No. 29355806837.

A pre-war vintage No. 1 outfit sold at a reasonable price of $23.75 with 12 bids, No. 253325449736.

This is an interesting model it is a pity the buyer did not choose a better background for his display than a cluttered sales bench. It is described as a vintage Meccano Meccanograph with a buy now price of $285.03 which I suspect is a little excessive for this offering, No. 302532193979.

Six red spoked wheels are selling for $24.61 buy now which is a good price for these, No. 192519489269.

A nice selection of pre-war burgundy parts sold for $43.14 with 10 bids which is a realistic price, No. 192413632973

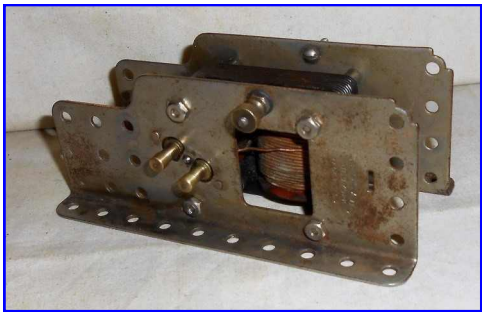


A Meccano prize models book, about 1915 in fair condition is up for sale at $73.90, No. 322983301578.

Probably the nicest set to date is a lovely Meccano set 9 in 1960s light green and red selling for $1,898.33 probably a realistic price for the set in this condition, No. 302574-650353.

Finally there is a *Lionel* electric 4 volt motor made for Meccano in the USA selling at $180.50 which appears a little excessive these usually go for between $50-$100 No mention of whether it works? No. 362208513704.

Good luck to all of you EBayer's and remember who has the biggest pile of Meccano wins until the wife gives it away.



N.Z FEDERATION OF MECCANO MODELLERS

Income and Expenses - 1 February 2016 to 31 January 2017

2015/16			2016/17
$4,814.85	Cash Book Balance February 1, 2016 [Bank Statement No 141 dated February 11 2016]		$3,786.47
	INCOME		
3,357.61	Subscriptions N.Z	3,644.00	
652.24	Subscriptions, Australia	715.20	
170.16	Subscriptions, Rest of world	695.77	
0.00	Subscriptions in advance	-	
69.94	Back copies	41.49	
0.00	Donations	-	
$ 4,249.95			$5,096.46
$ 9,064.80			$ 8,882.93
	EXPENSES		
3427.55	Printing 4 issues [Feb, May, August, Nov]	3,928.40	
0.00	Printing back copies	-	
80.00	Plastic Wrapping	80.00	
1182.48	Postage	1,360.29	
471.50	NZFFM Web Hosting	212.75	
116.80	Freight	101.00	
$ 5,278.33			$5,682.44
$3,786.47	**Cash Book Balance January 31 2017**		**$3,200.49**

Bank Reconciliation

Cash Book Balance January 31 2017	$3,200.49
Bank Balance - Bank Statement - No 166 dated January 03 February 2017	**$3,200.49**

Peter Hancock
NZFMM Treasurer

Wellington Meccano Club

Meeting Report

Date: 10th Nov 2017, 7:30pm

Reporter: Max George

Held at Lou Nichols place, Paraparaumu.

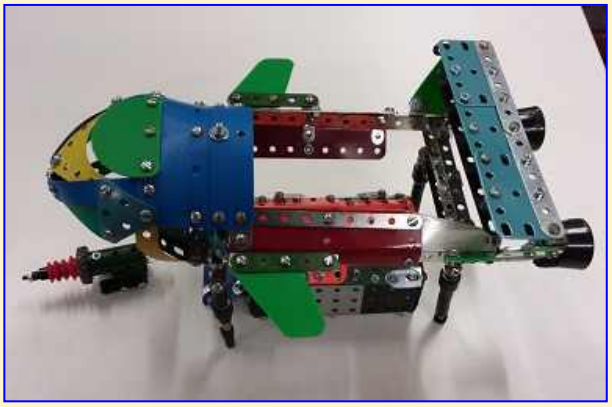
Present: Brian Petersen, Keith McCallum, Lou Nichols, Simon & Susan Moody, Stan Baker, Trevor Green.
Apologies: Max George, Ross Quayle

Meeting – General Business
The theme for the meeting was something to do with railways.

Max displayed his Little Joe and Tricky Track at the *RailEx 2017* display in Walter Nash Stadium on 18th and 19th November.

Unfortunately I was not at the meeting and have created this report from notes and photos of others who were at the meeting.

Brian Petersen – brought along his O-Gauge Hornby train and a Thunderbird 2 which he also took up to the Fielding lunch meeting.



Lou Nichols – had some mini models.

Simon Moody - had his diesel shunter (a large one in progress).

Trevor Green – brought along a book "Hello Girls & Boys", a New Zealand Toy Story by David Veart. In the Toys in Depression & War 1900 - 1945 it has a section on both Meccano and Hornby Trains.

Keith McCallum – brought along an action control set.

Alison & Bruce Geange celebrating Alison's recent 80th birthday celebrated at the MWT Christmas function.

New Zealand Visitors

Last December Elizabeth and I had the pleasure of meeting **Wayne Russell and Dorothy Blute** from Vancouver. They had been on a cruise which ended in Auckland where they stayed for 5 days. Prior to departing by air for home they spent a day with us. We picked them up from their hotel in central Auckland and proceeded to take them on a tour of Auckland including the Waitakere Ranges which gave them the best overview of the layout of Auckland showing both the Waitemata and Manukau Harbours, Sky Tower, Harbour Bridge and Rangitoto Island – from a distance – and the Waitakere Scenic Bush Reserve. It was then back around the top of the harbour to our home in Orewa, 34 km north of the city, for a late lunch.

Wayne has fairly recently become enamoured with our hobby and is a member of the British Columbia Meccano Modellers Club in Vancouver. We spent the remainder of the day cloistered in my Meccano sanctuary discussing Meccano topics after which we delivered them back to their hotel. Altogether a very pleasant interlude.

David Wall
A.M.G.

P.S. I hope to meet you ALL at the March Mania festivities in Taupo.

Meeting held at Simon Moody's January 27th 2018

Present: Keith McCallum, Max George, Simon & Susan Moody, Stan Baker, Trevor Green.

Apologies: Campbell Morrison, Lou Nichols, Ross Quayle, Reg Barlow, Sam Tansley.

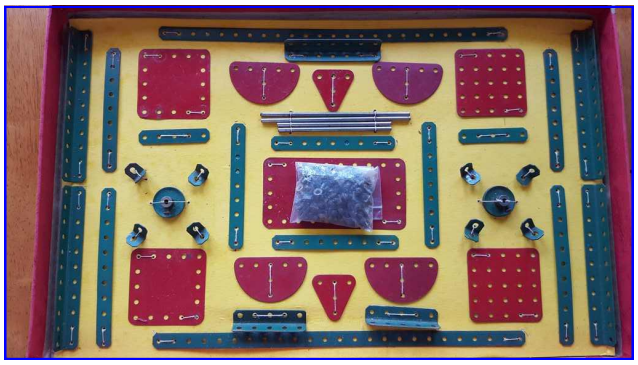
Max displayed his Little Joe and Tricky Track at the RailEx 2017 display in Walter Nash Stadium on 18th and 19th November and this was again a very popular display. He has been invited to the Model Railway display in Hasting at Queen's Birthday weekend.

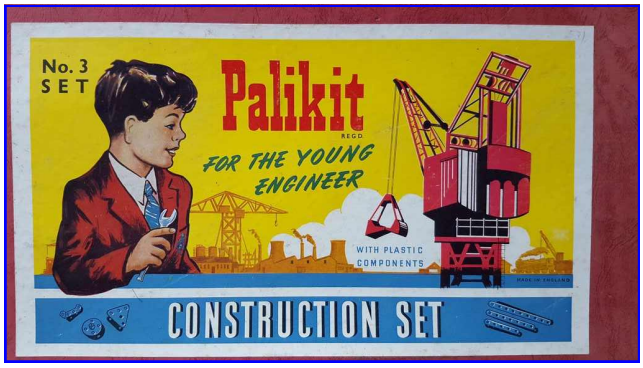
Max George – has constructed both the small and the large Special Edition Big Ben.
The small one is 15" high and the big one 24" high. Neither were easy to build.

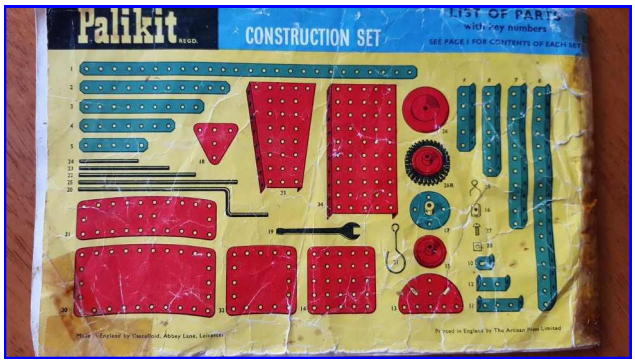
Trevor Green – Built a racing car model 3350B. He also brought along a photo of a Harley Davidson motorbike he is building from old photos.

Simon Moody – Gave us a tour of his workshop showing the drills, lathes and fittings he uses to make replica parts.
Simon showed us numerous cranes he is in the middle of construction but didn't want any photos taken of them. When you see the complexity of the cranes he is building, you realise how clever he is.

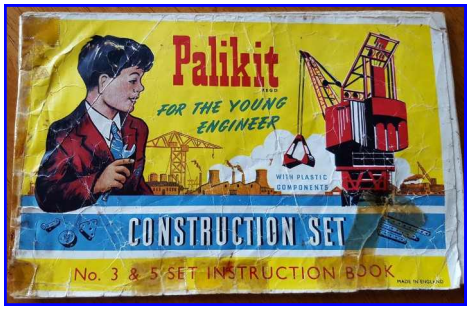
Welcome to the 8th OS article, this time ***Palikit***; another post WW II English system. *Palikit* is easily confused with *Vogue* as the parts look very similar with their 45deg chamfered corners, and both often turn up in Meccano collections. *Palikit* was made by *Cascelloid Ltd*, Abbey Lane, Leicester. The company which was later to become *Palitoy,* was founded by Alfred Pallet . In 1919 at the age of 18 he decided to set up a company to manufacture celluloid and plastic fancy goods, including a small number of toys. The *Palikit* Construction set was manufactured from 1950 - 1964 and only had 35 basic parts in the system, the exact same number as *Vogue* which was made about the same time.







Some key differences as follows: The 4BA bolts go through 3.9mm holes, to be joined by square nuts 7.8mm AF. There were 4 outfits produced, No. 1 Junior, No. 2 Intermediate, No. 3 Senior and No. 5 Super. There was no No. 4. The number 3 set illustrated here is from my collection. I thought the manual was in better condition but think it was borrowed to make a copy for a friend and not returned to the box. In the boxed *Palikit and Vogue* outfits I have noticed differences in the part shapes, but they are not consistent, so will refrain from commenting as I could be wrong. Hopefully in retirement in 5 years time there will be time to sort things out. If anyone wants to compare notes please make contact then!



CMC MEETING REPORT for February 2017

Article by Roland Jaspers

There is only one meeting included in this report, as November 2017 was covered in the last report and we have no meeting in January.

We had a great meeting in December. The competition theme was "Christmas Bling" and some great models were submitted. There was little business, so most of the meeting was spent socializing.

A couple of Christmas trees were made by using 6-sided, half-inch brass blocks (see pictures). These were made by a local engineer. We will be placing an additional order for these, as they prove to be very useful for making closed structures. If readers want to buy these ($3.50 each plus postage) they can contact **Peter Satterthwaite** at co-dypup@xtra.co.nz. (*Ed. There has been a 1/4" thick version of this around for several years with a 4mm hole through the centre, maybe Ashok?).*

The meeting competition models for 2018 were announced as

Feb: Open Model,
March: Train or other railed vehicle,
April: No Competition,
May: Bridge, shorter than 60 cm,
June: Mini Plane,
July: Open Model,
August: Mini Construction Machine,
Sept Fidget Spinner or Child's Toy,
Oct: Mini Car,
Nov: Flying Machine (need not work),
Dec: Christmas Tree (may include electronics).

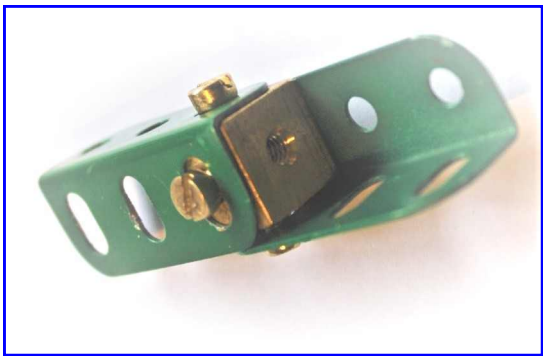
The last event for the 2017 was a barbeque at our place. The afternoon went well, even though it was almost too warm. **Raelene and Joffre** played some tunes on their accordions; too much good food was eaten and too much good wine was drunk. Why can't we do this every weekend! Neil announced the winners of the monthly-model competition. Winners were (*see back cover for images)*:

Seniors
FIRST: Peter Satterthwaite
SECOND: David Lang
THIRD: John Hamlyn

Juniors
FIRST: Thomas Woermann
SECOND: Nathan Lang
THIRD: Sam Lang

The next big item on our agenda is the exhibition at Easter in the Clubrooms of the Rangiora Bowling Club. It is a great venue with lots of space. If you wish to come along to a social, local exhibition do let me know. You will all be aware that Christchurch is well on the way to recovery from the earthquakes and tourists are returning. So, do not wait too long to let me know as we do not wish to run out of accommodation and have to put you up in tents.
We trust you all had a good start to the year and wish all modellers the very best Meccanocally.

See back cover for more Xmas models.



New Zealand Club Diary 2018

Auckland Meccano Guild

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

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

Meetings at 2pm on second Saturday every third month. The next meeting will be held on **Saturday 12 May** at David & Elizabeth Wall's at 45 Kath Hopper Drive Orewa starting at 2pm.

MWT Meccano Club

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

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

Meetings at 2pm. Next meeting: **Saturday 14 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: **7:30 on Friday 2nd March 2018** at Keith McCallum's place, 19 Raumati Tce, Khandallah.

Christchurch Meccano Club

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

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

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

Additional Meccano Contacts

Hamilton: Don McClelland, Tel. (07) 843 4198
Tauranga: Barry McKey, Tel. (07) 576-1623
Hawera: Daryl Anderson, Tel. (06) 278 7666
Napier: Trevor Adam, Tel. (06) 843 4837
Palmerston North: Bruce Geange, Tel. (06) 357 0566
Nelson: John Stark, Tel. (03) 545 1025

Articles, etc. for the May 2018 issue of NZFMM Magazine should be sent to Les Megget before the **1st May 2018.**

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

I heard recently that **John Westwood** (UK), the founder and first editor of the *International Meccanoman* passed away on 28th January 2018 at the grand old age of 98. His late wife Margaret was laid to rest one year to the day previously. They had been married over 70 years.

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

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

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PHOTOS FROM THE CMC CHRISTMAS MEETING 2017
Images: Roland Jaspers

Joffre Marshall

Thomas Woermann & Neil Pluck.

Peter Satterwhaite receives his prize from Neil.

Peter Satterwhaite

Rob MacFarland