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Les Megget's 1940s Mobile Crane ready for work. See the building instruct ons on page 3.

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The NZFMM Magazine is published four t mes a year in February, May, August and November. The publisher is the NZ Federat on of Meccano Modellers. The purpose of the magazine is to publish art cles and photographs about Meccano and Meccano models, to report the meet ngs of New Zealand Meccano Clubs, to print let ers expressing the views of Meccano modellers, to keep members informed of future events and to print advert sements of Meccano related things. The views expressed in the magazine are not necessarily those of the editor or of the Federat on.

Let ers are welcome and may be sent by post or by email. The author's name and address must be supplied. Publicat on of let ers will be at the editor's discret on.

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Looking Ahead

This is the f rst issue that I have ent rely composited following the ret rement of long t me compositor John Ince (see Peter Hancock's write up about John on p8.) You will see I've formalised the style slightly and I'm using a new computer and publishing program, which I'm st ll coming to grips with.

Over the past few months there has been discussion about providing subscribers with a pdf of our Magazine, if they wish, and hopefully it will encourage other NZ Meccanomen and folk overseas to subscribe to the Magazine. With the high cost of overseas postage today I see this as the f rst choice of many potent al overseas subscribers. This may mean that some members may decide to take the digital version alone. The quest on is however "how much do we charge these digital subscribers?"

There has also been discussion on whether the Magazine will cont nue to be published in Feilding, or whether we can get a bet er deal closer to home. By the May issue all these quest ons will need to be sorted out.

As you might guess I'm st ll not get ng enough art cles from members to f ll the Magazine and I'm being "forced" to spend a lot of t me writ ng art cles myself. This is your Magazine and some of you need to contribute more to it! There were many fantast c models displayed at last year's Convent on (see the back page for a sample), How about a write up about your part cular model or models? If I f nd in the future I haven't enough copy to f ll 28 pages then I intend to publish a smaller magazine of 24 or 20 pages. It's all up to you out there. I also intend to publish more coloured pages in the upcoming issues. Many thanks to Bruce Geange (our of cial proof reader), Anne Prescot and Gary Higgins for their substant al contribut ons to this issue.

There is plenty going on, Meccano wise, over the coming Easter. I'm hoping there will be much to report in the May Magazine. LM

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1940s Truck-Crane

by Les Megget

I first saw the original model of this early post-war truck-crane on the Internet taken by someone at a Runnymede Meccano Guild (RMG) meeting in the UK. I later learnt that the model was built by Jim MacCulloch and features twice in the RMG Magazine of June 2011 (No. 76). It was based on a photograph in the *"The Engineer"* magazine of November 1945. I thought it a very attractive small model and decided to construct my version of it. The completed model is shown on the front cover.

As is my way, I've only copied the basic details of Jim's version and adapted other aspects as I thought fit. I've added working steering, which *does* work but could do with more fettling (it's a bit stiff).

Chassis: The chassis rails are two 15-hole Perforated Strips held together at the front by a 1" by ½" Double Angle Strip (DAS) and two 1" by 1" Angle Brackets, extending the chassis 1-hole at the rear. Transversely these brackets overlap and a 1" Triangular Plate is also attached by the 2 Bolts, the plate pointing downwards. To this plate's lower hole is attached an Angle Bracket to represent the rear tow bar. At the front a $2^1/_2$" Flat Girder is bolted through the central hole of the 1" by ½" DAS. Three 1" by ½" DAS are used as chassis cross-members, bolted to the 5th, 11th and 13th holes from the front along the chassis rails. All face upwards.

Front axle, wheels and steering: (Fig. 1) An Angle Bracket is bolted in the 3rd hole from the front of both chassis rails, facing downwards, with the round hole pointing outwards. The kingpins are ½" Bolts with a Narrow Fishplate (steering arm) and a Collar on them, a Nut locks the Fishplate and the Collar on the bolt. The Bolt then passes upwards through the angle brackets and is lock-nutted. The stub axles are $1^1/_8$" Bolts screwed tightly into each Collar. The wheels could be 1" Pulleys with tyres (P/N 142c or modern equivalents) with double wheels at the rear but I've used modern wider tyres with the rims being the pony-truck wheels from the Meccano Hudson Loco set but using ¾" Flanged Wheels on the inner side so that the rear wheels can be locked to the rear axles.

The steering cross-rod is a 4-hole Narrow Strip lock-nutted to the Fishplates. The steering drag link is another 2" Narrow Strip lock-nutted to the right hand Fishplate using a ½" Bolt with a Plastic Collar spacer in between. The drag link is lock-nutted to the $1^1/_2$" Axle Rod steering column using a Short Crank. The bottom of the steering column is journalled in an Angle Bracket bolted, facing upwards, to the 2nd hole of the right hand chassis rail. Note the round hole faces inwards. Fixed to the top of the steering column is a Threaded Coupling into which a 1" Screwed Rod is locked with a Nut. A Plastic ¾" diameter Steering Wheel is locked on the Screwed Rod with a hex Nut at the top and another Nut below. The top steering column bearing is a Narrow Fishplate bolted to the dashboard, see below.

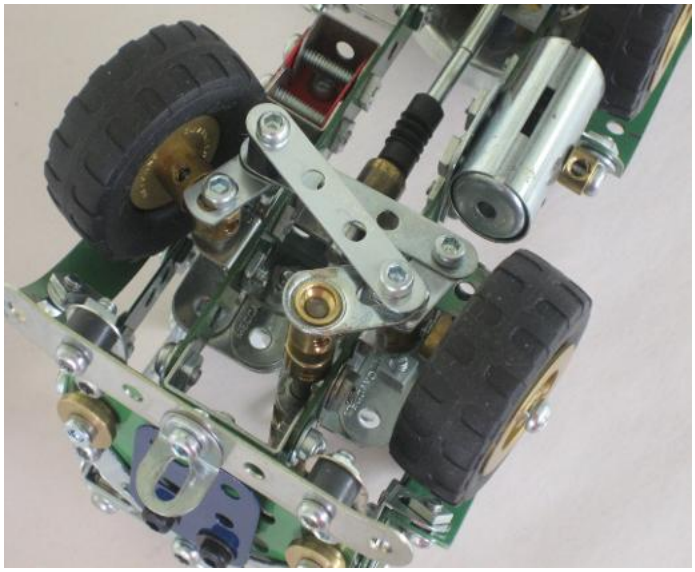


Figure 1: Steering from below.

Rear Axles: To the bolts holding the 3rd chassis cross member (13th hole from the front) a 1" Triangular Plate is also fixed, it's front hole being bolted through the chassis'12th holes. These face downwards and carry the suspension links (pairs of $2^1/_2$" Narrow Strips) between the rear axles, which are 3" Axle Rods. The suspension links are lock-nutted to the Triangular Plates. This provides a little rear axle suspension movement. A representation of the drive shaft can be seen in **Fig. 2** with the differential being a Chimney Adaptor with a Collar within it, on the 1st rear axle shaft, into which is

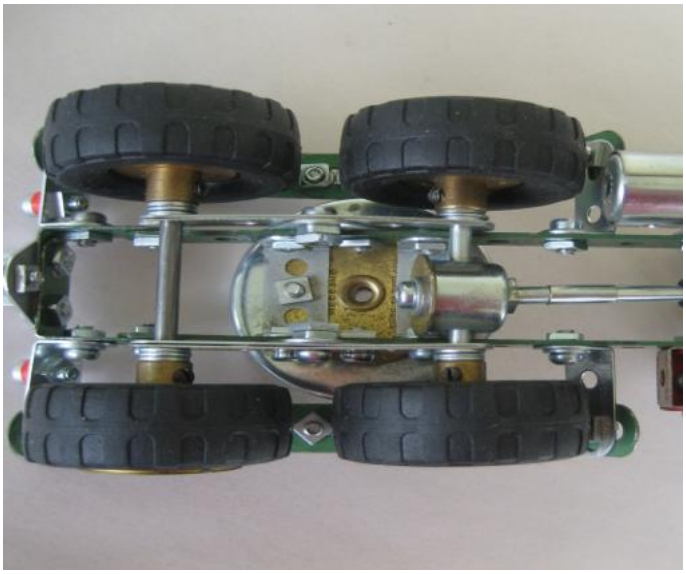


Figure 2: Rear Axles and underside of roller bearing.

bolted a $^{3}/_{8}$" Bolt which carries a Small and Large Washer to represent the rear diff. plate. The rear of the drive shaft is a Threaded Pin bolted to the Chimney Adaptor, on to which a Rod Connector is slid. The drive shaft front is a 1" Rod passing through a Long Collar (boss from a tinplate Road Wheel). The two drive shaft parts are connected by a rubber Flexible Coupling (P/N 213c). The long collar is fixed to the chassis cross-member (5th hole), which also holds an Angle Bracket and a $2^{1}/_{2}$" by ½" DAB (the cab floor).

Driver's Cab: Another 5-hole Flat Girder is bolted directly to the bottom one described above at the front of the truck. There are Angle Brackets on the inside to hold the cab sides while these Bolts also hold the headlights in place, Brass

Figure 3: Driver's cab.

Shoulder Washers (P/N 120c) in this case. To the top of the upper $2^{1}/_{2}$" flat girder is bolted a $2^{1}/_{2}$" Angle Girder forming the dashboard. I've used a Narrow Stepped Curved Strip to represent the bottom of the windscreen. To the middle hole of this is bolted a 1" Triangular Plate (top of the radiator) and a blue 3-hole Flat Girder represent the radiator grill held on with 2 black Bolts. A black Flat Girder would be better but I could not find one when required. The front bumper ($3^{1}/_{2}$" Strip) is bolted ($^{1}/_{2}$") to Fishplates hanging from the lower Flat Girder with plastic Collars as spacers.

As can be seen from **Fig. 3** each cab side comprises two 1" Corner Brackets and a 2" Strip bolted to two Angle Brackets at the front and to the $2^{1}/_{2}$" DAB cab floor at the rear. The windscreen frame and door window frames are zinc Narrow Strips using Narrow Angle Brackets at the corners. The roof comprises two 5 by 3-hole grey Flexible Plates connected to the Obtuse Narrow Angle Brackets at the front.

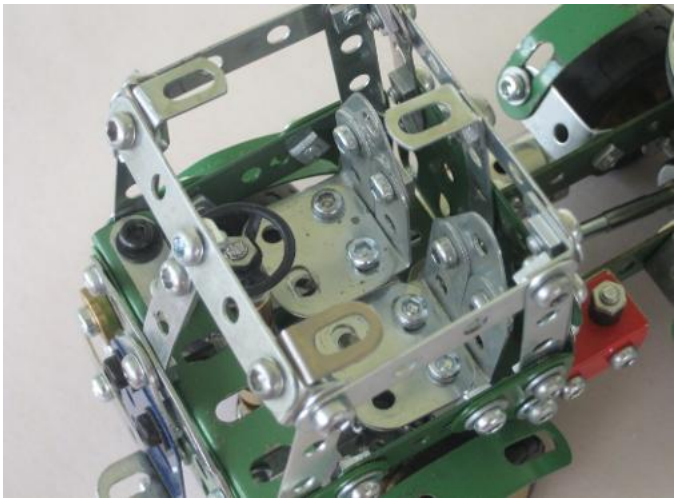


Figure 4: Cab seats.

The seats are 1" Flat Girders (squabs) joined by two 1" Angle Brackets (AB) and to the $^{1}/_{2}$" Triangular Plate representing each seat back, see **Fig. 4.** Each seat is attached to the 4th hole along the chassis rails by a 1" by ½" Angle Bracket through the lower hole of the AB's long leg. The cab's rear is made up from a 5-hole Flat Girder and a 5-hole Strip bolted to three vertical 4-hole Narrow Strips **(Fig. 5).**

Mudguards: The front mudguards are 3" Formed Slotted Strips fixed to the cab sides by a single AB at the front. The rear mudguards are lapped Formed Slotted Strips fixed front and rear by 1" by ½" ABs attached to the chassis at the 9th holes and at the chassis' rear. The tail-lights are small red Plastic Collars on $^{3}/_{8}$" Bolts.

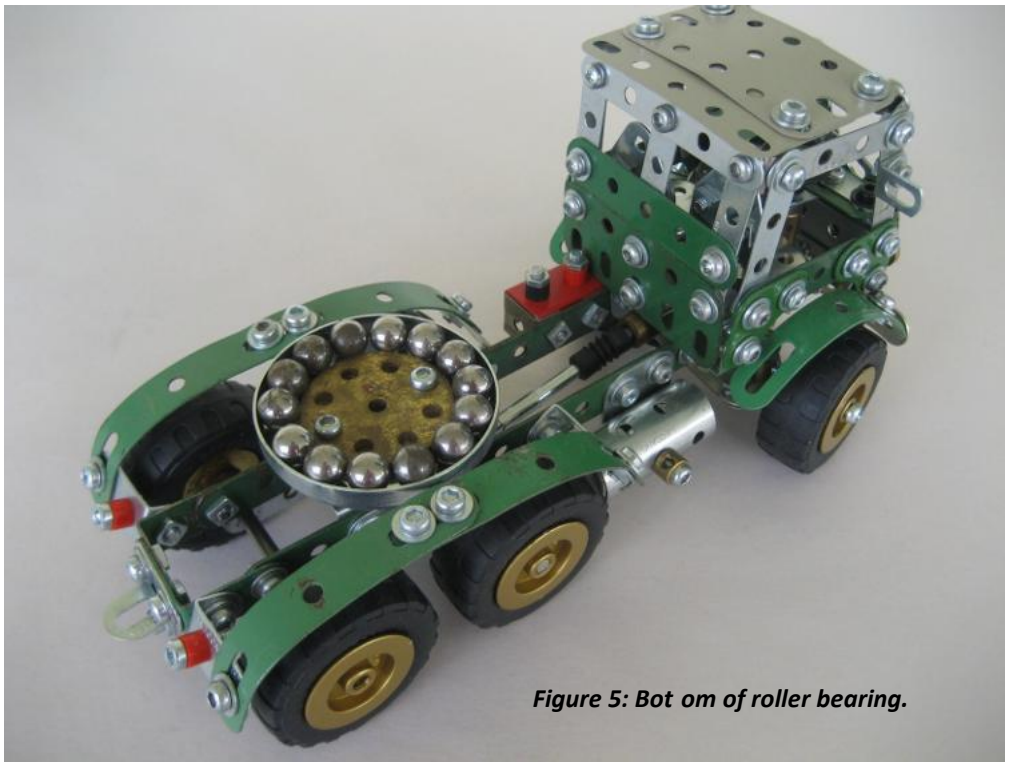


Figure 5: Bot om of roller bearing.

Petrol Tank and Battery: These additions are obvious from the Figs. 3 & 5 and add a lot of realism to the finished truck. I used a Narrow Angle Bracket as the door mirror and a 1" Narrow Fishplate as the dash board instrument panel. Other detail, which could be added, would be a rear bumper and an exhaust pipe.

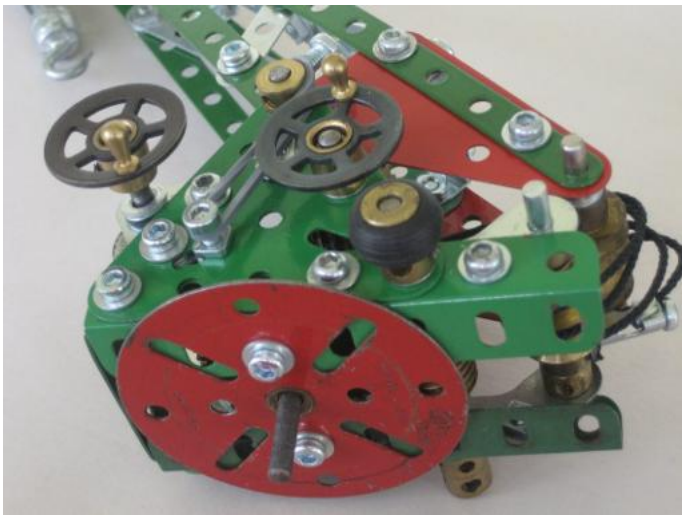


Figure 6: Underside of crane.

Crane Roller Bearing: The bottom of the roller bearing comprises, from the top, 4 Wheel Discs, a Wheel Flange (flange upwards), a plastic Collar, a Washer, a Bush Wheel (boss upwards) all fixed to the two rear cross-members at the 11th and 13th holes along the chassis. These items are held together by two ¾" Bolts. 14 Ball Bearings run in the groove between the edge of the wheel discs and the flange of the wheel flange, see Fig.5. The top plate of the bearing is a Face Plate bolted to two $3^1/_2$" Angle Girders which form the lower frame members of crane jib support, **Fig. 6.** $2^1/_2$" Triangular Plates form the jib supports bolted to the 7-hole AGs at the first and 4th hole from the front. A $1^1/_2$" by ½" DAB at the front forms the cross-member.

Slewing: Crane slewing is done by a 57t Gear fixed to the top of the roller bearings central shaft, a $1^1/_2$" Axle Rod. This shaft is free on the wheel disk but is fixed to the bush wheel on the truck chassis. The 57t gear is driven by a Worm on a $2^1/_2$" Axle running through the 5th holes of the $3^1/_2$" AGs above. The turning "handles" are small Rubber Tyres press fitted on Short Couplings on each end of the axle, see **Fig. 6**.

Jib: the crane's jib is clearly seen in the Figures and is made up from 15 and 11-hole green Narrow Strips with doubled up 5 by 3 hole flexible Triangular Plates at the rear. The side web truss members are 5 and 3-hole Narrow Strips (zinc) while the cross members are 4 DABs (1, 2 and 3 holes) with pairs of 4 and 5-hole Narrow Strips forming the top cross-bracing.

Luffing: Through the rear holes of the jib runs a 2" Axle Rod, which carries a ½" Pulley with boss, three ½" Pulleys without boss and two Collars. A similar arrangement, but with only 2 Pulleys without boss, is placed on a $2^1/_2$" Axle bearing in Obtuse Corner Brackets bolted on the inner upward faces of the $3^1/_2$" AGs at the 4th and 6th holes from the front. These are needed so that the ½" Pulleys don't fowl on the Angle Girders. The luffing winch shaft is a $2^1/_2$" Axle through the middle rear holes of the large Triangular side Plates. Between the plates is a Ratchet Wheel and a Collar to which the hoist Cord is fixed. I've used a *Metallus* winding handle but Small Bush Wheels with $^3/_8$" Bolt or Threaded Pin handles would be the Meccano equivalent. The brake is a Pawl fixed to a $2^1/_2$" Axle through the top hole of the side plates, which also is the pivot shaft for the jib. The pawl of course acts on the ratchet wheel and needs some sort of retainer, a small Driving Band around a $^3/_8$" bolt holding a Collar on the outer end of the jib pivot shaft **(Fig. 7).** There is another ½" Pulley without boss on this shaft as a guide for the hoist cord. The luffing cord is reeved around the ½" pulleys and anchored to the lower shaft using a Rod and Strip Connector and a Bolt to lock the Cord.

Hoist winch: (Fig. 8). A 3" Axle is carried through two 1" Triangular Plates fixed to the front of the side plates (2nd and 3rd holes from the bottom). The winding shaft has a handle, a Collar, a Large Washer, another Collar with a Washer and

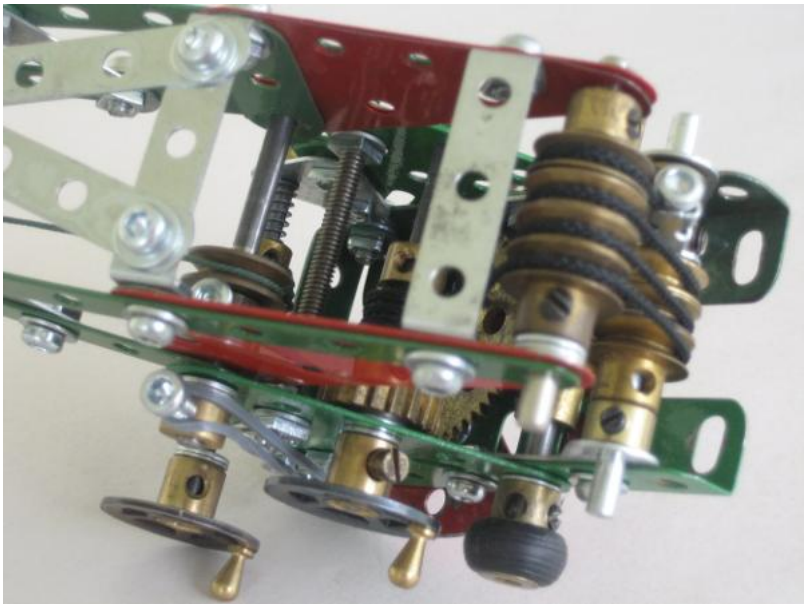
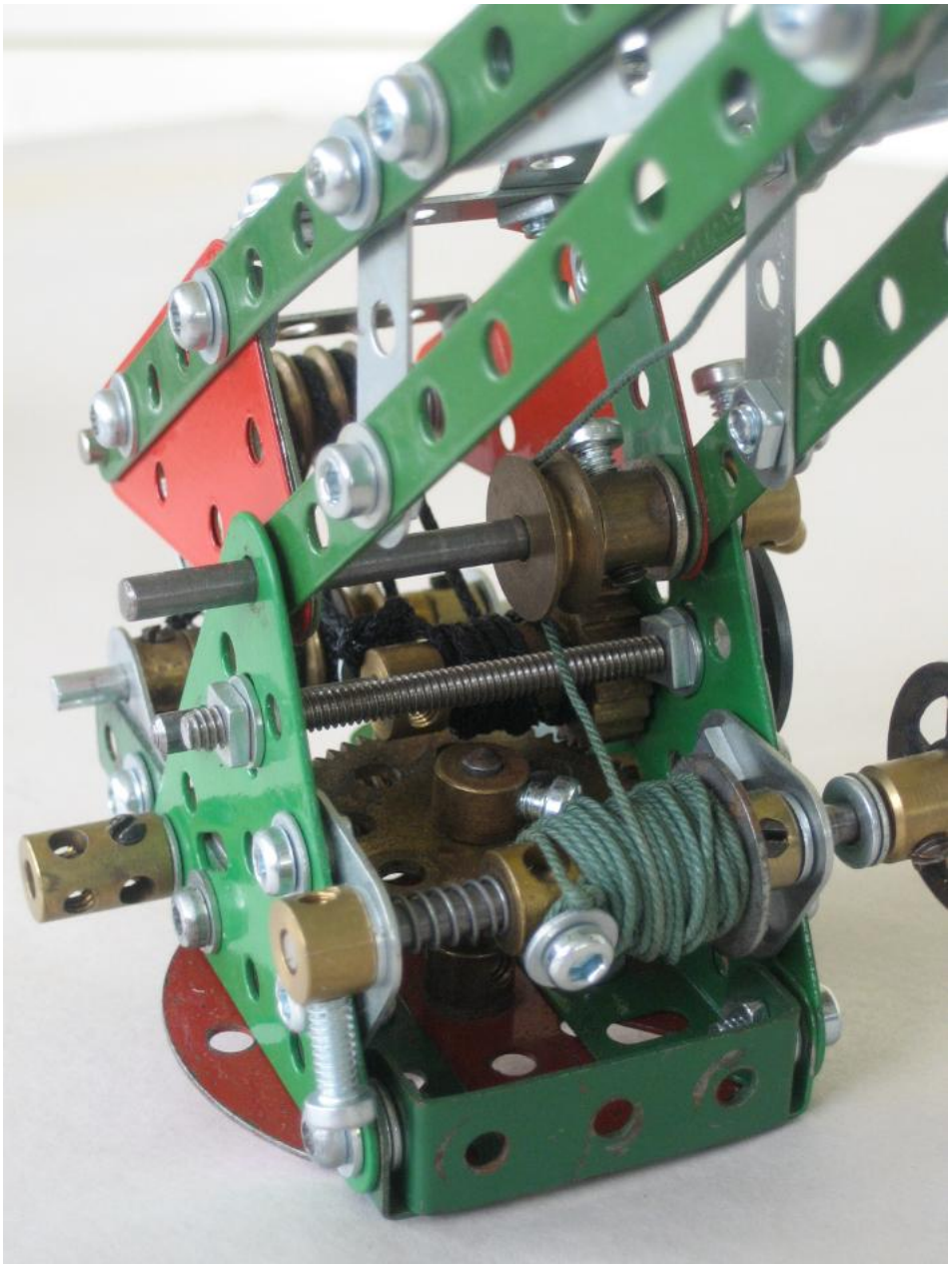


Fig. 7: showing luf ng mechanism controlled by right hand crank handle.

Bolt fitted, a weak Compression Spring (P/N 120b) and a third Collar with ½" Bolt on the right hand end. The hoisting Cord is tied to the bolt in the inner Collar, passed around the pulley on the jib pivot, around the ½" Pulleys and obsolete ½" Pulleys on the loaded Hook (4 drops) and fixed to the RHS of the jib using a Narrow Fishplate or some such.



Hook: This is made from a Hook (P/N 57c) and 2 Narrow Fishplates and two old ½" Pulleys held together with two ½" lock-nutted Bolts. If only current ½" Pulleys (which are actually $^{5}/_{8}$" diameter) are available a redesign using 3-hole Narrow strips will be necessary! The crude hoist brake is the ½" Bolt in the outer Collar acting on one of the bolt heads holding the small Triangular Plates to the side plates. The Compression Spring is adjusted to keep the brake on.

Conclusion: I attempted to base my truck on a late 1940s AEC Mammoth Major, which I have photos of. This simple truck-crane looks very realistic and has heaps of play value, if you are so inclined. Great fun for the grandchildren I'm sure.

Fig. 8: Hoist winch at front. Spring keeps brake ($^{1}/_{2}$" Bolt) engaged with bolt heads on side of jib support frame.

Building the Tint n ship "Unicorn"

by Gary Higgins

The new model select ons from Meccano based on the *Tint n* series are some of the most well designed models seen from Meccano Ltd for some t me. While they move away from the Meccano maxim of many models from one set back to a single model set they look the part and are a joy to put together. Unfortunately they are not cheap and even more expensive to get to New Zealand as it appears that the local Meccano suppliers have no intent on of adding them to the range of sets on sale here.

The other negat ve aspect of buying these sets appears to be the lack of f nish to the products. From what I have heard and seen parts are not well f nished with paint lif ing of in some cases.

The model plans for all the new sets have been made available by Meccano on their website. This allows anyone who has the parts to make the models and while Meccano usually introduce one or two new special parts with new models an innovat ve Meccanoman can usually f nd a work around.

I decided to proceed to make the model Tint n unicorn ship based on the Meccano plans. The plans themselves consist of 20 pages of colourful illustrat ons showing a step by step assembly process. As is usual with modern Meccano plans there is a full parts list at the front so that the builder knows exactly what is required.

In the main the model uses regular parts however the sails are a new series of parts not seen before. They consist of a canvas type material most likely a formed plast c with a built in weave. One way I found to replicate them was to use an old project on screen the type made from a rubberised material and f nished in clean white. This had the same feel as material but tended to curl a lit le when cut into shapes, Ideal for a sail.

Sail sizes were est mated from the bolt holes in the original designs and from these drawings of the sail shapes and sizes can be made up in paper and transferred to the sail material with a test f t on the model being made to ensure the dimensions are correct.

If you are going to make this model you will need a number of the new f exible strips to complete the bow and stern sect ons ie 3x $4^1/_2$ inch strips, 6x $2^1/_2$ inch strips and 6 x $3^1/_2$ inch strips. These strips were available in many of the small model design starter sets which made up boats, tricycles etc. I had acquired a number of these sets which provided the required parts.

The only other parts that may be hard to obtain are the plast c parts A418, A420 and B031 but these were readily available in earlier plast c sets such as the crazy inventors series. The A420'a provide st f ening for the sail spars and could be replaced by 4 or 5 $1^1/_2$ inch narrow strips bolted together.

The construct on is straight orward but you would be hard pressed to complete the hull without the f exible strips as they are also used to give a curve to the hull sides.

To form the gun ports I cut up a number of red strips into one hole sect ons and when these are bolted in place with a black bolt they are a good f t for the original parts.

I used some older Rod Connectors to hold the mast sect ons together, it appears that Meccano has introduced a smaller version of this part and the string was located in some of the more modern sets such as the Centenary Crane set. It was dif cult f nding black string or nylon thin enough to look right.

I did paint my parts before use to achieve a similar result to the original but it is not essent al, however the brown for the hull gives a bet er impression of a wooden f nish.

When the sails are placed against the plast c strips A420 secure the rods at the base but these could again be replaced by narrow strips or B146 Strips grouped together to form a solid holder.

The plast cised sails look great on my model with just the right bowed look about them as if they have a good wind behind them. I enjoyed making this model and no doubt would have bought it if it had been available in New Zealand, although even then I expect the price would have been over the $100 mark.

59 is a special number for John Ince

The print ng of the December 2011 issue (Volume 35 issue 4) of this "OUR" NZFMM Magazine signalled the end of an era for John Ince who has had the responsibility for and the personal dedicat on to ensuring that this very special magazine was "composited" ready for print ng and post ng f f y nine t mes over the past decade to an eagerly wait ng faithful membership both locally here within New Zealand and overseas. But what else would you expect from a lifet me "Meccanoman"?

John Ince and Bruce Neilson took over the composit ng and edit ng of the magazine from ret ring editor of the day, Don Flowers in t me to produce issue 2 of Volume 25 released in April 2001. It was auspicious that this edit on reported on the act vit es and goings on at the 2001 Convent on of the Federat on celebrat ng Meccano's f rst one hundred year centenary as a loved construct on medium. The 2001 Convent on and public exhibit on held in Upper Hut was a huge success and a f t ng start to a new era in Meccano modelling in New Zealand and gave the new Magazine team something to get their teeth into.

Now, some informat on about John the Meccanoman:

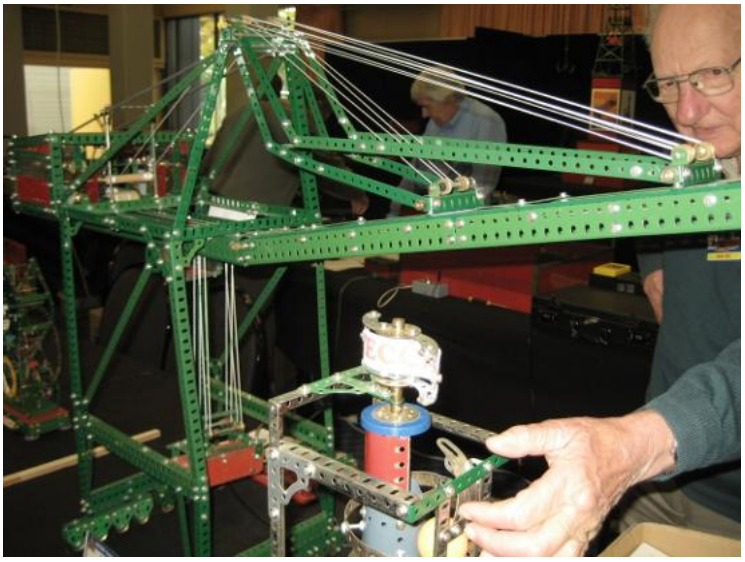
John spent his early years in Levin where his father owned a Drapers business before the family moved to Mangaweka in 1935. In 1940 John moved with his family to live in Feilding and it was Feilding where John and Edna chose to ret re. Feilding was also where John received his f rst Meccano set. Hooked on Meccano, John soon established that there was a Meccano Aladdin's cave located on the f rst f oor in the toy department at Collinson and Cunningham's department store located in Palmerston North. This is where John as a youth could of en be found so we have been told looking through the Meccano parts cabinets at the parts on display for sale.

In due, t me as many of us have experienced ourselves, John found the need to sell of all his Meccano when he relocat ng to live in Christchurch where he at ended the University of NZ in Christchurch and gained a degree in Civil Engineering in 1952. John moved to Wellington where he began work with the Ministry of Works. He was soon transferred to Nat onal Park where he worked unt l 1954 when he transferred to Taumarunui where he met his wife Edna.

John and Edna moved to Christchurch where John joined the Christchurch City Council. John's working life while in Christchurch largely revolved around the design of bridges for central Christchurch and its surrounds. John's extensive knowledge of bridge design and construct on were recorded when he wrote a book on the subject in 1998. Towards the end of his working life John was promoted to the posit on of Christchurch City Engineer.

John's passion for Meccano was revived in 1986 when he began to rebuild his collect on. He would purchase any Meccano he saw advert sed in the papers. He made an excellent start when he saw the opportunity to purchase two "dealers cabinets" full of Meccano from a shop in 1986 for which he paid $645. He quickly became a member of the Christchurch Meccano Club and would sell surplus parts to the members. He began to collect Meccano Magazines, which he had had bound and they are an important part of his collect on and Meccano records today.

John and Edna moved to Feilding in January 1998 upon ret rement and he was quick to join the M.W.T. Meccano Club where he cont nues to at end most club meet ngs. John always has a model to show and enter into any compet t on going and he can always be found at the Federat on Convent ons. John concentrates his model building skills on Meccano-graphs, which he cont nues to ref ne, as well as modelling mainly steam powered locomot ves and cranes. John has built, writ en up and had plans printed for eight of his signif cant models. These plans are sold by John locally and through *MW Mail Order* based in the UK. They must be good because at a recent count some 870 copies of seven of the plan sets have been sold. John, on behalf of the NZFMM members and those who you associate with in the world of Meccano, we thank you for your service to our esteemed Magazine.



John and his Container Crane at the 2011 Convent on.

International Vintage Car Rally of New Zealand

Open Day at Wanganui Sunday 13 January 2012

by Anne Prescott

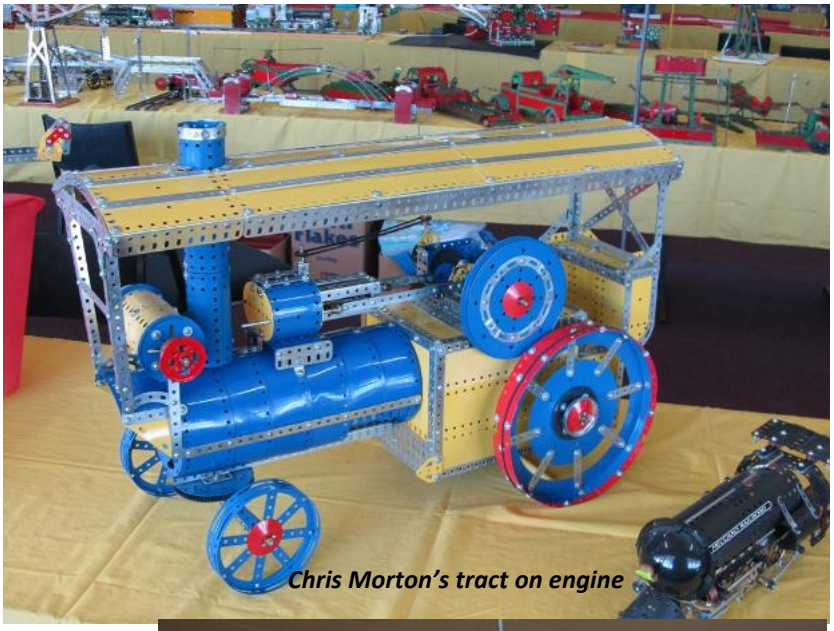
photos by Daryl Anderson and Bob Prescott

One of the biggest veteran, vintage, classic car and motor cycle gatherings seen in New Zealand in recent years was held at the Wanganui Racecourse and was part of a two week Rally organised in the Wanganui/Manawatu area. The MWT Meccano Club was invited to exhibit a collect on of models in the Eulogy Room together with the Wanganui Model Railway Engineering Society's Hornby and Marklin train layouts and miniature steam engines. Glass, carved wood, paint ngs, spun wool weaving demonstrat ons and dolls houses were also on display in the Racecourse Building.

But outside is what the visitors, believed to be as many as 35,000, came to see – almost 700 vehicles dat ng from between 1890 to 1980 plus tract on engines and steam driven machines. Many of the owners were dressed in costumes of the appropriate era and with their polished cars it was a very elegant and colourful display. The oldest vehicles had pride of place outside the main stand of the racecourse and included a replica of an 1896 Steam Bicycle which uses coal in the steam box. Motor cycles included BSA, Triumphs, Nortons, as well as Harley Davidsons, one of which was a 1928 model brought by its owner from Texas, USA. Replicas of guns/cannons used in the Maori Wars in the 19th century showed their f re power and had been made originally for the 1980 f lm "Utu" by the NZ Armed Constabulary Re-enactment Society. Demonstrat ons showed how wooden wagon wheels were made and steam wagons pulling carts gave rides around the outdoor displays. A *Steam Inc.* train from Paekakariki carried visitors from the Wellington area, who had over three hours to look at the exhibits – an excit ng day out.

The **MWT Meccano Club** put on a display to their usual high standard, the centrepiece being the late **Lindsay Bond's** Eif el Tower and also a scale model of the Maplin lighthouse which was once situated at the mouth of the Thames in London. The late **Bruce Neilson's** gear mechanism demonstrat on cont nues to be of great interest.

Those who exhibited models were **Viv Alexander, Daryl Anderson, Wayne Blakely, John Freer, Bruce Geange, Chris and Paulet e Morton, Tom Pit ams, Bob Prescot , Hugh Ramage, Colin Saunders and Paul Vodanovich** with his 55 dif erent models! **Graham Hawtree** had an impressive display of complete sets from 1948 to 1954 plus several models. It was very good to see so many visitors who showed great curiosity about many of the models and wanted to know and see how they worked. Models like the Giant Ferris Wheel, Tricky Track, Cranes, Mama Mia and the more intricate models like the Loom and Cot on braider were admired as well as the stat c cars, aircraf , trains, coaches and buses etc. Lit le wonder that Wayne Blakely did a good trade in selling sets for children and adults.



Chris Morton's tract on engine

The late Lindsey Bond's Maplin Lighthouse

John Freer's Walking Dragline

Bruce Geange's Coach

Daryl Anderson's Ferris Wheel

The late Bruce Neilson's Demonstrat on Gearing

The Open Day exhibit on was open from 10am t ll 4pm and for most of that t me the MWT display was very busy with some-t mes visitors standing three or four deep to view our working models – a great day for the Vintage Car Club and more importantly Meccano. It's always good to be able to draw at en-t on to a hobby which, like the veteran cars, has been going for over one hundred years.

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PRELIMINARY NOTICE FOR NZFMM CONVENTION 2013

DATES: Friday 29th March (Good Friday) Saturday 30th and Sunday 31st 2013.

HOST & ORGANISERS: Auckland Meccano Guild.

VENUE: Pukekohe Town Hall & Concert Chamber corner of Massey Avenue & Edinburgh Street, Pukekohe.

DISPLAY AREA: Open space 20 X 18 meters (no obstruct ons), wooden f oors, no height restrict ons (minimum of 20 meters) well lit and air condit oned with easy access for large models and onsite parking for exhibitors.

ACCOMMODATION: Motels (plenty).

PROGRAMME OUTLINE (PROPOSED):

Venue opens at 9.00am Good Friday (29th) for set up and fellowship and closes at 7.30pm.

Saturday (30th) venue opens 8.30am for Convent on fellowship day. Display area closes at 5.45pm.

Concert Chamber opens at 6.00pm for fellowship t me and General Meet ng followed by on site catered "Convent on Dinner". The total complex will close at 10.45pm.

Sunday 31st the display will be opened to the public at large from 9.15am unt l 3.00pm. Members will have access to their models at 8.15am. Convent on will begin breakdown at 3.30pm and the venue will be cleared by 6.00pm.

SIGHTSEEING AND SHOPPING: Pukekohe is well served for restaurants, cafes and general shopping. Further details on things to do etc. will be advised in future updates.

Please forward any quest ons, comments or ideas to the AMG Secretary by email peter@augustus.co.nz or phone 09 5355355.

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Let er to the Editor

From Malcolm Booker (ISM 41), NSW, Australia.

I have recently built Colin Cohen's Compact Dockside Level Luf ng Crane. The instruct ons were published in 2 parts in the Johannesburg Meccano Hobbyists Newslet er in 2011. It works well and I am very pleased with it. I st ll have to make the track for it.

Some hints before start ng to make it:

- Select the 16:1 gear rat o on the Marx motor,
- Put st cky tape on the motor's gear selector ring and
- Bolt the motor to the rear vert cal motor room f at plate.

Later on when f t ng the compound $8^1/_2$" Angle Girders below the motor room f oor, f t a Bell Crank, no boss, on each side at the back between the f at plate and the angle girders. Fit a Washer between the angle girders and Fish Plates at the front.

Lloyd's Bits & Pieces

QUALITY U.S. TOOLS: I have received from the U.S.A. a copy of the latest Garret Wade catalogue. It comprehensively covers almost all the tools a model maker in wood or metal would ever need. Such as: Hi-tech flashlights; a 333 piece driver and drill set ("If you break a bit, just grab a spare"); rulers, pliers, clamps, screwdrivers --- the list goes on and on.
Also in the catalogue are construction sets and toys. Most interesting is a metal, blue/green Italian set, 543 parts in a 6-drawer wooden cabinet. Priced at $US289 (air freight charges extra), it is called "*Construzioni Meccano*". It looks as if it is a direct copy of Meccano. They also have a smaller 268 parts set at $US129-95. And there is a Czech *Merkur* 940 parts "Universal" set on sale at $US159-50 (air charges extra). (Ed. The *Merkur* "Classic Construction set" & "Fire Truck set" are on special at present, mid-February).

It is worth getting a copy of their catalogue just to enjoy the photos and data of their tools and kits which most of us would like to own. Their web address is <garret wade.com> and their postal address is ; Garret Wade, 5389 E. Providence Drive, Cincinnat ,Ohio, 45246, U.S.A. (Lloyd S.) Images from their web site.

SOME QUOTATIONS: "If it would not look too much like showing of , I could tell the reader where New Zealand is."
(Mark Twain, 1897.) (from Doug Harris on Spanner.)
As Rudiger Dornbusch, a German economist, once said, "In economics things take longer to happen than you think they will and then they happen faster than you thought they would." (Patrick Smellie in 'The Dominion Post')
A U.K. father is sending his daughter across to New York and asks a business contact in Los Angeles if he could meet her. The reply - "You meet her, you are nearer". (Robert Kaufeler on Spanner)
An old Persian proverb from Les Pook on Spanner - " He who knows not and knows not that he knows not, is a nuisance".

PLASTIC SPRING CLIPS: Mike Dennis said on Spanner that these clips are often a sloppy fit on rods and not as tight fitting as metal ones. To tighten them, he suggests heating in boiling water and clamping them on a $^1/_8$" or 3 mm diameter rod till they are cold, then releasing them. Even this DIY tip is not 100% guaranteed to work, says Mike.

THE FORTH BRIDGE: Lou Nichols kindly sent me a 2 page article on the history of the Forth Bridge in Scotland. It is from the popular Scottish weekly magazine, "Peoples' Friend". The article is most interesting. In the text is this: "Over 54,160 tons of steel held together by 6 and a half million rivets, and yet, for all that, it has a certain airiness and delicacy like a giant Meccano model". (Lloyd S.)

MECCANO IN NOVELS: Graham Greene mentions Meccano in the first chapter of "The Power and the Glory"; also in one of his short stories, "The Basement Room". (John Stark on Spanner). There is a Meccano ship model in the play "You can't take it with you."

LICENSED ?: Michael Fallows in the U.K. mentioned on Spanner that it will be the 50th wedding anniversary in September for him and his wife. Back in 1962, their marriage license cost 7/6d. At that time a dog license was also 7/6d, but it had to be renewed each year.

SPACE RAIL SET: Further to my note in our last issue, I finished building the "Space Rail" roller ball model. It works well, although the balls tend to jump of the rails occasionally. Besides Trevor Adam and me, has any other N.Z.

Meccanoman one of these sets? The running rails are stiff 5 mm white plastic tube clamped to the uprights, and keeping the rails at an even distance. According to the box, there is 10,000 mm of the tube in the set. The lift is driven by a small electric motor with a 'C' battery. Everything is held together by small black plastic locking clamps. Unfortunately, they have a tendency to break under pressure. The model is not easy to assemble and a cutter and pliers are needed. The N.Z. Distributors' e-mail address is: www.1-day.co.nz (Lloyd S.)

WAREHOUSE MECCANO: Before Christmas The Warehouse held an 'on line only' sale of toys which included some Meccano. (Ed. I availed myself of this sale of er).
(from Rick Vine on Spanner).

WRONG OCCUPATION: Tony Simpson, author and Parliamentary staf er recalled, at his farewell funct on, the most memorable let ers he f elded on behalf of his Minister. One came from a Russian who hoped to emigrate to New Zealand and thought Stewart Island looked the most at ract ve opt on. Tony sent a polite reply point ng out that Stewart Island may not be the best place for the Russian to ply his occupat on --a long distance truck driver.
(from The Dominion Post).

JUNIOR ENGINEERING CLUB: Auckland Meccano Guild Treasurer, **Graeme Wrightson**, runs a Junior Engineers Club in Howick. There has been a full page write-up about it, with photos, in the local "Papakura Courier." (See below).
(from Les Megget on Spanner).

"SPANNER": The name, *"Spanner"* originated from the Meccano Magazine editorial by-line of the same name many years ago. Meccano Limited jealously guarded its name. That is also why Robin Johnston ended up calling his quality Meccano magazine *"Constructor Quarterly"*.

CRUISE SHIP DISASTER: Glyn Roberts in the U.K. published on Spanner an A.I.S. plot of the ship's course-- directly towards the island, then turning suddenly away. But too late !

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Permission to republish this page from the *Papakura Courier* was obtained from the *Eastern Courier,* whose staf wrote the original story.

Little engineers get a fast head start

By JOE DAWSON

Even the greatest engineers have to start somewhere.

Fortunately young Aucklanders with an inclination for construction and the way things work have the opportunity to see what it is all about in the form of the Junior Engineers Club.

The club meets fortnightly in Howick and is where youngsters get the chance to learn how things work, practise their skills and build scale models using one of the older toy sets out – Meccano.

The club is run by Graeme Wrightson, a former scientist with an enduring interest in engineering and Meccano, who says buying a set is an expensive investment and the club gives the chance to have a "try before you buy".

It is also something that requires a bit of training.

"It's been around since 1901 so it's well proven but today it has a really low profile – in the old days it was huge.

"Kids sometimes get a set and don't know how to use it. You need to be shown and the club is designed to show them how to use it."

Trains, cars, engines and cranes are among the things club members learn to build and Mr Wrightson says using Meccano means they can build them using the same principles as a real engineer would.

He says it's perfect for those who like to know how things work or enjoy pulling things apart.

"Meccano is ideal, it's real engineering in miniature," he says.

"It's amazing how many engineers use Meccano to build prototypes, it does have that capability.

"It's still engineering – being inventive, working within limitations and problem solving."

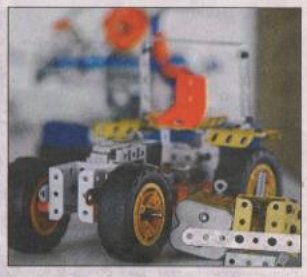
An introductory workshop in the October school holidays attracted a handful of budding young engineers.

Among them was Howick boy Ishmael Strevens, 9, who says he's determined to become an engineer. He was there to get a head start. "It's cool because people who want to become engineers can start by doing small projects and get some experience."

Also there was Daniel Liang, 9, who enjoys the opportunity to "be creative and build all sorts of different models".

▮ Phone 536-4188 or 027-671-6004 for more information.

Discovery: Father and son Aaron, 8, and Blayne Herr travel from Mt Albert to learn about Meccano. Photos: FIONA GOODALL



Unlimited potential: Meccano is real engineering in miniature, Junior Engineers Club facilitator Graeme Wrightson says.

Nuts and bolts: Daniel Liang, 9, of Howick, comes to grips with the principles of engineering.

Starting early: Emma Scelly-Evans, 6, of Pt England, gives the task at hand her full attention.

Full focus: Ishmael Strevens, 9, of Howick, is determined to become an engineer. Here he gets started with Meccano.

Graeme Wrightson's 6-wheeled vehicle, as seen at the February Auckland Meccano Guild meet ng.

Photo: Rick Vine

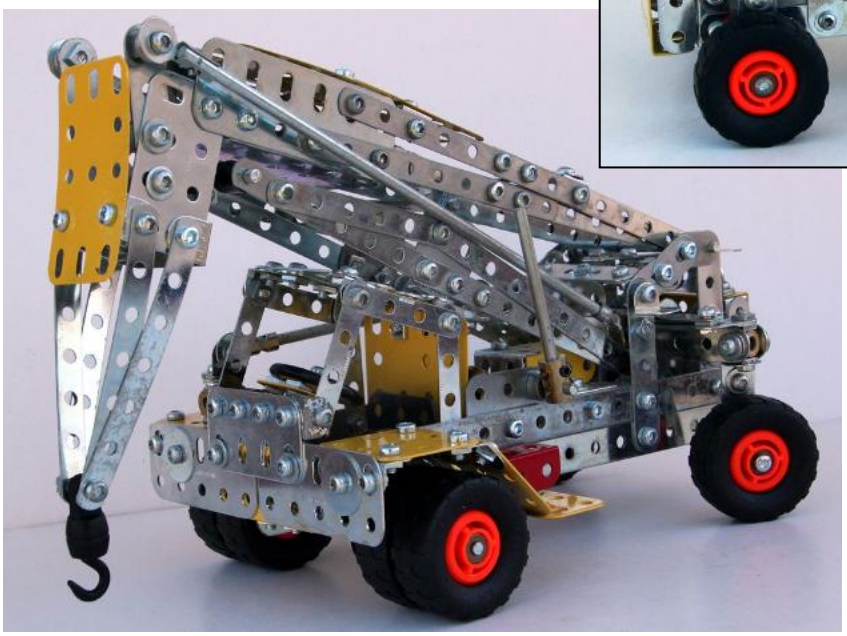
Jumbo Crane

Prototype

These cranes appeared in the early 1950s and were powered with a Ford V8 motor and had rear wheel steering. They were also equipped with a grab bucket. The photo shows the crane at a concrete plant in Palmerston North. The original owners were C.W.S. Co. at Longburn where it was used for unloading coal from railway wagons for f ring the Babcock boilers. The crane is now powered by a diesel engine and has a few other modif cat ons. The insert photo shows the right side of the cab and steering.

The Model

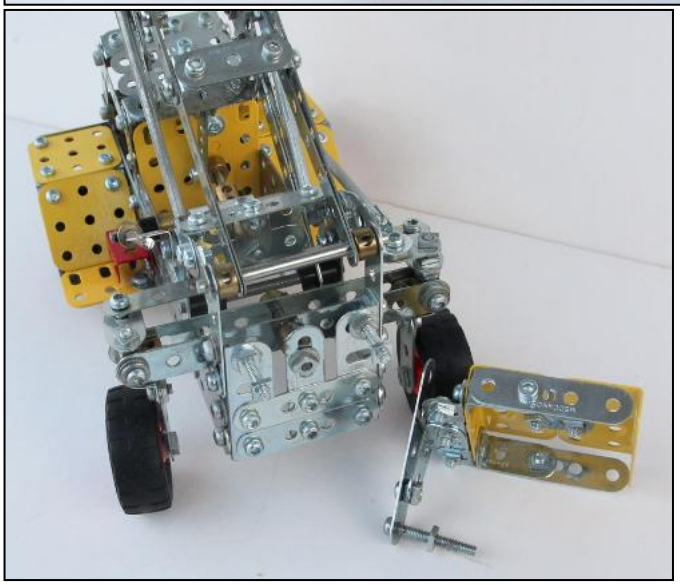
The model is not large and only hand operated with steering and hoist controls, with a number of narrow strips used in the construct on. This will be only a brief descript on about the building of the model that has three main components to it, the chassis, the hoist unit and the crane jib. The chassis has two $7^1/_2$" Strips either side joined at the front by a 1" Angle Girder and 2" Angle Girder at the rear. These are joined by 2" Strips at the rear and a 2"x1"x½" Girder Bracket at the front. The front panel has two $2^1/_2$" and a 2" Flat Girders secured by two Bolts to the Girder Bracket. The non working steering wheel is bolted to a 1" Triangular Plate that is secured to two ¾" Bolts by Nuts. The heads of the Bolts go through Obtuse Angle Brackets that are bolted to the front panel. The cab sides are Narrow Strips with Angle Brackets at the front. The roof is 2" Strips joined together and at ached to the cab by Angle Brackets at the front and 1" x ½" Angle Brackets at the rear. Two $2^1/_2$" Flat Girders make the f oor and two $2^1/_2$" x $1^1/_2$" Flexible Plates cover the rear of the cab. A Trunnion makes the seat in the cab with a ¾" Bolt and three Nuts. The guards are two $1^1/_2$" x $1^1/_2$" Flat Plates and a $1^1/_2$" Flat Girder assembled as shown. A bat ery box is bolted to the lef side. Two $1^1/_2$" x $1^1/_2$" Flat Plates are bolted behind the cab and a 3" Axle with a Short Coupling and a Collar in the middle plus a Plast c Collar spacer and a second Short Coupling with a $2^1/_2$" rod in the end.

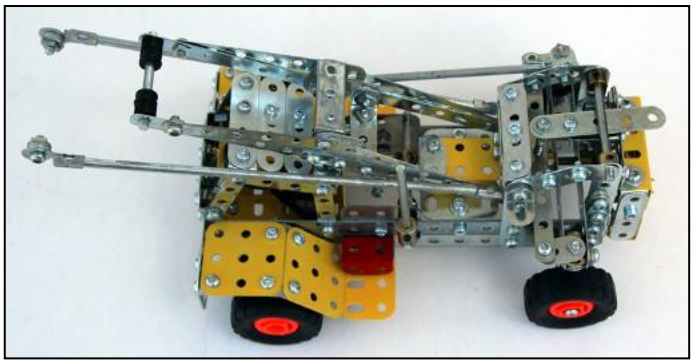


The centre Coupling has a 1" Axle and a Collar on the end with a 2" Strip f t ed loose on the Collar. This unit raises the crane jib up and down. The engine cover is made up from a $1^1/_2$" x 1" x ½" Flanged Plate, two $1^1/_2$" and one 1" Angle Girders bolted together as shown and f xed to the frame with Angle Brackets. Next is the box sect on that supports the rear axle, steering and counter weight. 2" Strips are used to extend the rear Angle Girders and $2^1/_2$" Strips extend upwards four

holes from the rear. These Strips are joined at the top with Fish Plates and spaced with a 2" Strip and Angle Brackets at the front.

The Rod and Strip Connector is lock-nut ed to an Angle Bracket that bolts to the Collar. The rear counter weight is assembled as shown

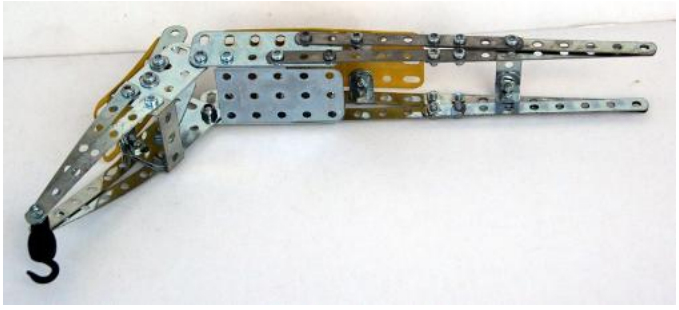




and f xed with locknuts to ¾" bolts. The jib hoist frame was constructed from mainly Narrow Strips and two1" Flat Girders and joined with a $1^1/_2$" Double Angle Strip for the spacing. The main jibs are again made from Narrow Strips and Flat girders. PN 51E, Semi Flanged Plate and $1^1/_2$" Strip hold the sides f rm. The goose neck has a $1^1/_2$" Double Angle Strip f xed to the Flat Girders. Three $2^1/_2$" x $1^1/_2$" Flexible Plates are secured to the jib and goose neck. Two 8" Axle Rods f t ed with Rod and Strip Connectors and are lock-nut ed to the top of the goose neck and to the front sect on of the rear fame on the model. The end of the jib is f xed at the rear end.

Two $4^1/_2$" Strips spaced with Short Couplings and washers under the bolt heads make up the rear axle. Angle Brackets f xed to ¾" bolts pass through the holes in the Short Couplings and have one Fish Plate lock-nut ed to the top of the bolt on the lef and two Fish Plates on the right spaced apart with two sets of locknuts. A $4^1/_2$" Narrow Strip for the track rod is lock nut ed to the ends of two Fish Plates. A $1^1/_2$" Strip is f xed to the Angle Brackets with the wheels secured to these (PN AO42, AO44) with a Short Coupling and Tyres f t ed. The rear axle is f xed to the model by a Long Threaded Pin through the centre holes held by Collars and secured to a 2" Perforated Slot ed Strip bolted to the rear of the model. Two Rod and Strip Connectors are f t ed to a 5" Axle Rod and this runs back to the steering box that consists of a Short Coupling f xed to the front of the mudguard and spaced with two Washers. A Collar f xed to a $1^1/_2$" Axle passes through the coupling with a Collar on the other side.

Bruce Geange



Welcome to another look at the recent and not so recent sales on eBay. As I write this column it is fairly warm around the 30 degree mark. It has been very dry for this t me of the year. All the rain this year has fallen in the south of the state but we st ll have plenty of t me to get our vital summer rains.

Lets start :

- German edit on of 1912 booklet "The Story of Meccano". This early promot onal booklet is in great order but the seller did note that the jersey and the hair of the boy illustrated on the front and rear covers had been very neatly coloured in by hand. Sold for NZ$101.
- Meccano "X" motor. This small clockwork motor was designed for the "X" series sets of the 1930s. This one is a great example, looks like new and comes with a very good box, special pulley, key and guarantee. French. Good buy at NZ$120
- Meccano Loom instruct ons dated 1121/2(Nov. 1921). U.S.A edit on in beaut ful condit on. A rare item; this is well before the SMLs. Sold for NZ$200.
- Livret "Le Tapis Magique"-the English translat on being "The Magic Carpet". This 1925 promot onal French booklet is in great order and even came with the envelope used to post it way back then. These promot onal booklets are great reading and tell us a lot about the Meccano system. Sold for NZ$150.
- Meccano Oil bot le with dipper. Have seen the Oil Bot le many t mes but not with the dipper in the cork. Bot le about half full with oil. Sold for NZ$182.
- Meccano M212 Transformer. An earlier transformer dat ng around late 1920s early 1930s.. Comes with good blue box .Output 10 Volt 2.5 amp. rarely seen. Sold well at NZ$162.
- Vintage Astra Army Searchlight. These were of en seen advert sed in the MM. The searchlight is in very good condit on. It measures 8" long and just over 4" high. Missing bulb but glass in very good condit on. Came with base of original box. Nice unusual item-NZ$215.
- Dinky Toys Car Garage. This t n plate Pre war Car Garage is in very nice condit on with only a few spots of rust and small chips. Came with original box in yellow (No 45). Not many of these have survived and the sale price ref ects it. Sold for NZ$840.
- Gilbert Wireless Telegraph Set, 1919.Box in poor condit on, needs repairs to aprons on lid and base. Parts are in good order, unsure of completeness. Nice manual dated 1919.Graphics on lid are up to Meccano standards and this may have been where Frank got his idea for his own Wireless set. Rare and sold well in in this condit on for NZ$490.
- 1950 7A Set. As good as it gets. Apparently never been used, purchased in 1950 and put away. The set is in as new condit on, parts are like new and all housed in a great box. Only problem is that one corner has come apart. Nice manual. Yours for NZ$700.
- 1948-49 No 9 Out it on Oak Cabinet. I like this set, it is not in prist ne condit on, it has been used and loved but st ll retains its beauty. Cabinet in good order, key and chain missing. Meccano nice and hanks of cord are all unused. Screwdriver is a replica. Three manuals present, No 6, No 7/8 and No 9. Nice buy at NZ$1,000.
- Hornby O Gauge Loco. And Tender No 1185 LMS. Just the loco and tender, no boxes. Both in nice condit on with only a few scratches consistent with age. NZ$640.
- Hornby Train Advert sing Showcard. This is an original one not unlike a lot on eBay which are reproduct ons. From the 1930s, rare to f nd in this great condit on, NZ$280.

- Vintage probably 1920s Marklin Steam Engine with Dynamo. Marked "No 8" on Boiler tank, comes with pressure gauge, looks to be all there. Has lost some paint in parts as expected and probably needs a new belt but does display well. Measurements are: Base 32cm by 36cm, height 49 cm. I like it and it sold for NZ$620.
- And to end, another *Märklin* item but has been used by the Meccano builders for many years. It is a *Märklin* 1072 motor-16 volt. This one is in mint condit on, with its mint box, all papers, leads, etc. Hard to f nd bet er. Sold for NZ$200. These are excellent motors but I doubt this one will be used. Of to the display cabinet I reckon.

That's all for this t me, enjoy the long summer evenings, plenty of BBQs and your favourite drink; it's that t me of year.

John Hansen,

Cairns, Australia

Ed. I apologise for the lack of images in John's report but it is now impossible to electronically copy many Ebay images.

MECCANO DISPLAY
MUSEUM OF NEW ZEALAND
TE PAPA TONGAREWA
WELLINGTON

Saturday 7, Sunday 8, Monday 9 April, open each day from 10am to 6pm.

The New Zealand Federat on of Meccano Modeller's have been invited to stage a second signif cant display of Meccano models and memorabilia on the "Wellington Foyer" level of the Museum over this year's Easter weekend which coincides with the start of the April school holidays.

This invitat on was extended to NZFMM members af er the success of the inaugural Meccano display held at the same venue over two days during November 2010 when in excess of 10,500 visitors passed through the site. Staf at Te Papa look forward to greet ng even larger numbers of visitors this year over the three days that this display will be on show.

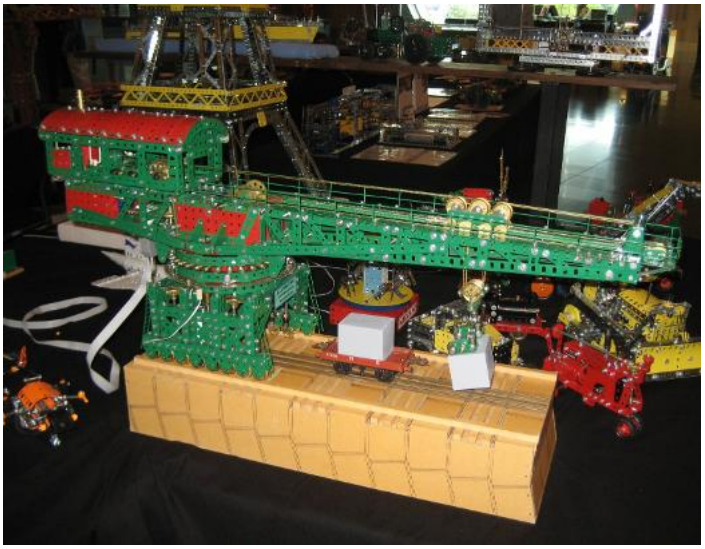
The upcoming 2012 Easter period will see many Meccano modellers throughout the country involved in the prepara- t on, mount ng and staf ng of three signif cant individual events being held simultaneously. Perhaps this is a "FIRST"?

"MECCANO MAGIC" at the Stoke Memorial Hall, is being mounted by the Christchurch and Nelson Meccano Clubs in Nelson. The Manawatu, Wanganui, Taranaki (MWT) Club is present ng a special display of Meccano at the event adver- t sed as "SMALL BOY'S TOYS" under the auspices of the annual Palmerston North Easter "Square Af air" celebrat ons, along with the Hornby Trains group and other toy displays, which will be on display at the Palmerston North Central Normal School Hall located on Featherston Street.

The Te Papa Meccano display is being presented by members of the Auckland Meccano Guild and the Wellington Meccano Club who have teamed up and are providing the models and memorabilia for the display and will staf that show.

An invitat on and a warm welcome goes out to any Meccano modeller who would like to join the team at Te Papa. If you are interested in providing a display model or could help the team on site for a few hours at any t me over the three days, we would be pleased to hear from you. As we all know Meccano displays can be physically exhaust ng while being wonderfully uplif ing and a great t me for friendship and fellowship. Our best wishes go to all who will be act vely involved with present ng our special hobby MECCANO at all event sites over Easter.

Further informat on is available relat ng to Te Papa by emailing *peter@augustus.co.nz* or phoning 09) 535 5355 or 027 4488366.



Bruce Geange's GBSC displayed at the 2010 Te Papa show.

Meet ng

November 11 2011

Reporter: Gary Higgins

The meet ng was the home of Les and Shirley Megget in Papakura , Auckland

Les Megget had purchased two of the new *Tint n* sets and had built up the seaplane, he has yet to build the red jeep. The boxes were the new type we were introduced to with the design range of Meccano sets, having a rip of tab on the side. The boxes were also far too large for the contents which were placed in a number of sealed plast c bags within the boxes.

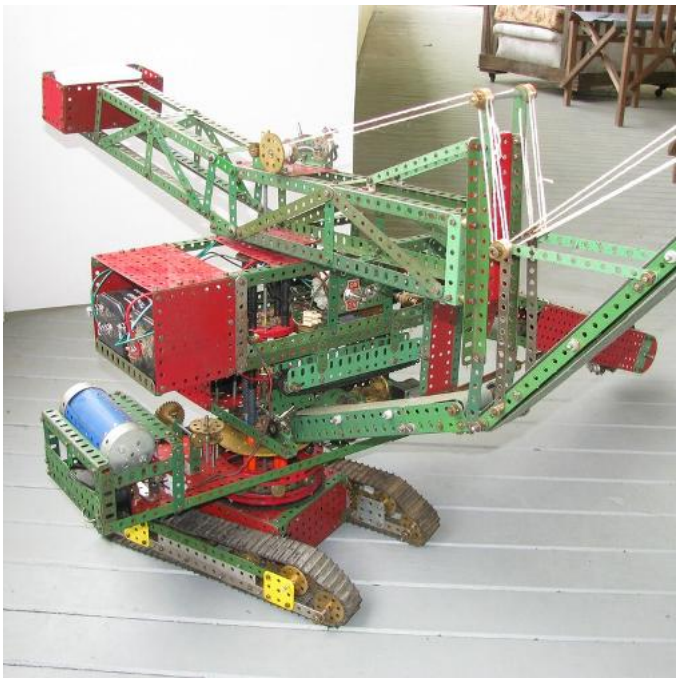
The paint f nish on the seaplane also lef something to be desired with some of the paint f aking away as the under surface had not been properly prepared. Meccano really need to sort these issues out smartly to avoid lots of replacements being sent out.

The aircraf is rather well designed and matches well with the one used in the Tint n f lms. Rather a lot of discussion went on about this aircraf with Les producing a Meccano magazine cover showing a very similar aircraf landing on a lake.
I can reveal now that the actual aircraf used in the f lm is a *Bellanca Pacemaker* details of which are in an excellent book, which has recently been released on the making of the f lms.

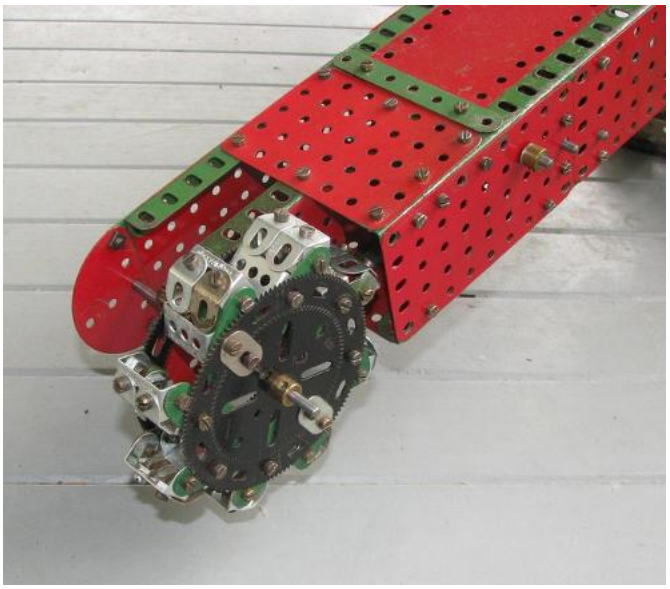
Les has also been working on his new mobile crane of course which will again be based on a *Liebherr* chassis but will have the added innovat on of a moveable crane cab, the original being raised up and down by hydraulics, we look forward to seeing how Les tackles that. He st ll had the main chassis of his previous *Liebherr* crane on display and is progressing with the chassis of the new crane with lots of intricate gearing and universals to show for his ef orts.

Rick Vine had brought along a *Space Rail*, not Meccano but it could be used as a prototype for a Meccano model. It used curved rails to hold ball bearings which move around on a series of levels. Rick also had made up a very nice *Bayko* house, he had a circular Meccano jigsaw and had made up a racing car from one of the new 20 Mult -model sets.

Henry Porter had brought along his usual display of larger models, some of which we had to display on the porch. He had built a lif ing bridge , a small truck using some *Steel Tec* parts, an 1898 steam powered tract on type engine with a large hopper built into the rear, a racing car which looked like it was from a *Mad Max* movie, a tower crane and a wheel headed bucket excavator on tracks with side elevators. It was most impressive to see this in operat on.



Henry Porter's Bucket Wheel Excavator, with bucket wheel to right-rear. The prototype could excavate 1,000 tons every hour.



The Bucket Wheel detail.

Michael Holdernes had brought a small but realist c model of a Gatling gun M124 and a mechanical mouse which did not really do anything useful but was interest ng to watch.

Gary Higgins had built his own model of the *Tint n* "Unicorn" sailing ship using the model plans available on the Meccano website. There will be a separate art cle to follow on this model, see p7. He also had brought a *Steel Tec* set which makes up a 1957 Chev Corvet e with opening boot, bonnet doors etc. The whole model is made from cast sect ons with *Steel Tec* framing on the underside. He had a built up model of the car he obtained separately.

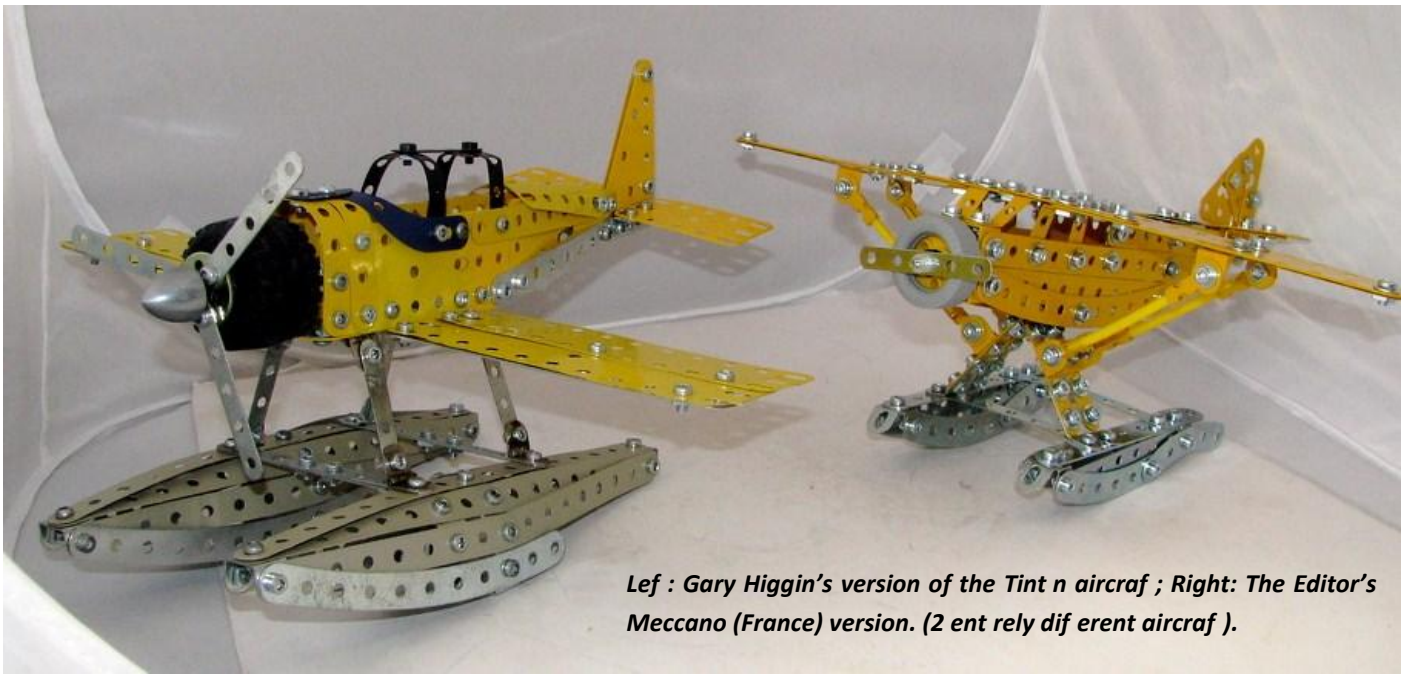
Gary also had another version of the *Tint n* Seaplane which was based on a model brief y shown in a television promot on of the French Meccano factory. He reproduced the model af er watching the promot on and found an equivalent looking seaplane in one of the *Tint n* books.

David Wall had made up an excellent model of a locomot ve based on the London, Chatham and Dover Railway tank engine 0-4-4 No 80 f t ed with condensers for turning the exhaust steam back into water. This was to prevent tunnels f lling with steam in the London underground.

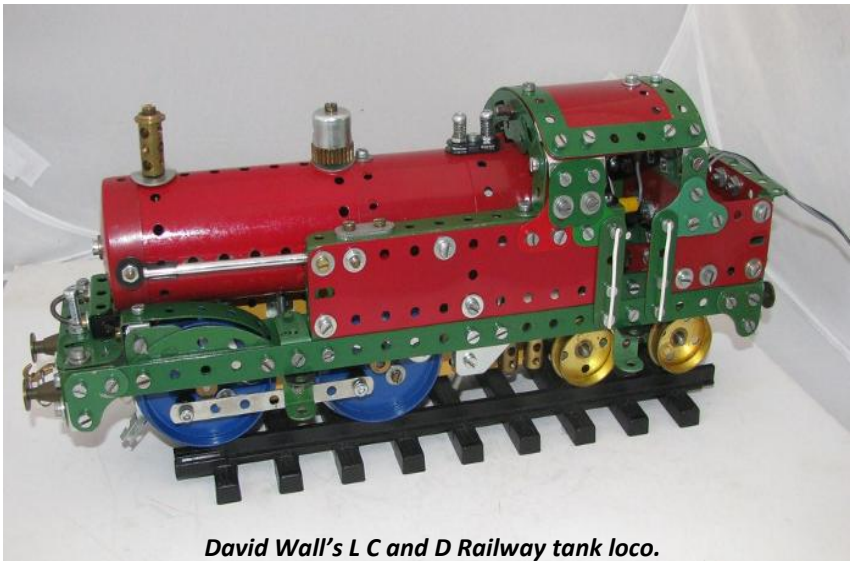
Gerald Hart had built a *Coles* mobile crane, the construct on of which was of great interest to a number of the modellers present. He built the crane using red and green Meccano with a wheeled base and a swivel top.

Mike Stuart had constructed a shoot ng gallery in his usual colours of immaculate red and silver Meccano. Small ball bearings were brought up to the gun mounted at the centre of the machine and these are loaded into place prior to f ring.

The ent re unit is surrounded with clear plast c plates, for the protect on of shooters and observers and a number of small 1" Pulley targets are set up at the far end.



Lef : Gary Higgin's version of the Tint n aircraf ; Right: The Editor's Meccano (France) version. (2 ent rely dif erent aircraf).



David Wall's L C and D Railway tank loco.

When the gun is f red the ball bearing is propelled out at speed hopefully knocking down one of the targets. The machine proved to be very popular and if only Mike had made it coin operated I am sure it could be made to generate some revenue. Rick Vine was the f rst to achieve a bulls-eye with the machine.

Anthony Caldwell had constructed a model of the London Tower Bridge from a set of the same name. He had also brought along two friends **Jef and Joshua May.**

Also present at the meet ng were:
John Denton, Graeme Mills, Peter Hancock, William Irwin who brought along a select on of Meccano publicat ons, and **Jef Clark.**

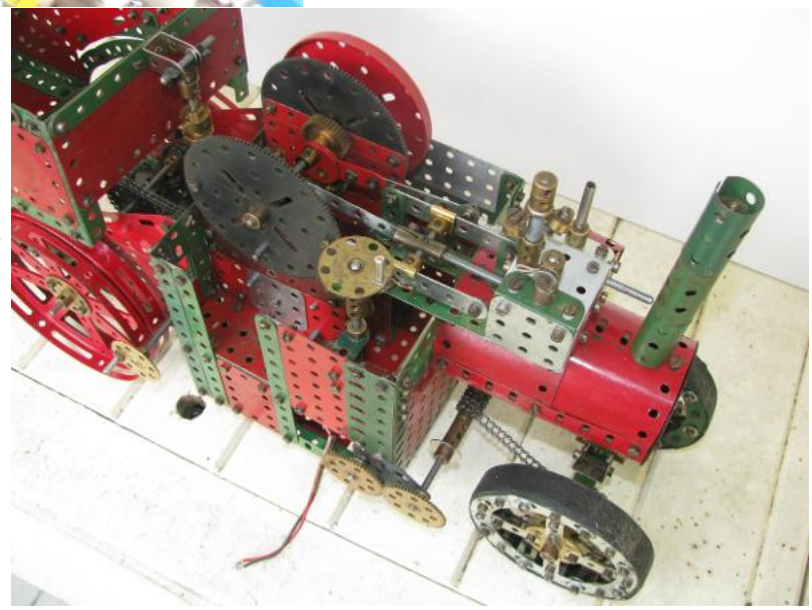
An excellent af ernoon tea was hosted by the ladies.

Peter Hancock thanked those who had at ended the special meet ng in late October for our overseas visitors and we have received feedback from both gentlemen expressing thanks and admiring the select on of models presented.
Some discussions took place as to the up and coming events in 2012 including:
The Easter Meccano Exhibit on at Te Papa in Wellington, Model-X 2012 and the Taupo February Folly.
Then there was discussion on the 2013 NZFMM Convent on to be hosted by Auckland, with Pukekohe chosen as the venue.

Gerald Hart's Coles mobile crane with bodywork removed.

Mike Stuart knocking over targets in his shoot ng gallery.

Henry Porter's 1898 Steam Wagon.



Meet ng : 3rd February 2012 at 7:30pm.

Apologies: **Bob Prescot , Lou Nichols.**

Another good turn out this meet ng, our thanks go to **Stan and Rhonda Baker** for host ng the evening and providing such a fabulous view of Wellington.

We welcome a new member **Richard Durie** who found us on the web.

The members discussed the upcoming conf ict ng act vit es over Easter being Displays at Palmerston North, Nelson and Te Papa. There are likely 6 at ending Te Papa with 2 def nite. Simon has already arranged to go to Nelson.

Simon Moody raised the need to consider venues for future convent on and suggested af er the Easter display it might be a good t me to gauge Te Papa's interest in host ng a convent on.

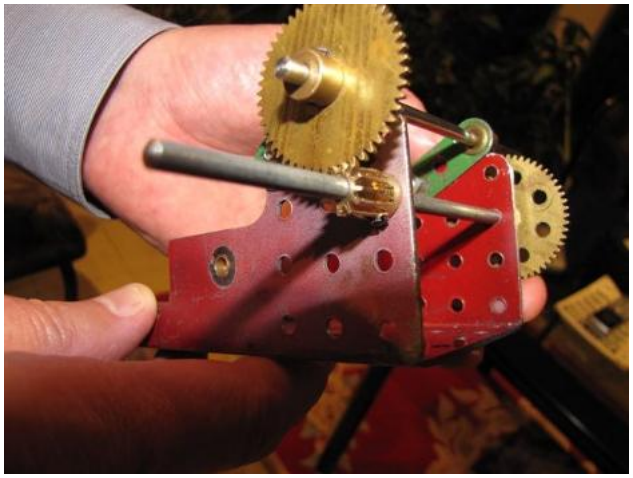
Members discussed the recent sales of John Ince's Meccano and the general belief was that he had succeeded in moving the majority.

It was decided to hold the next meet ng early as the normal meet ng would fall on Easter Friday and it would be an opportunity to review those models being put forward for the Te Papa display.

Models:

Max George spent t me with Dave Denner in Melbourne gaining ideas for his tricky track, specif cally a passing lane and an over and under bridge, the later Max has constructed.

Tricky Track Over and Under Bridge by Max George.



New 12-tooth Pinion made by Eldon Porter.

Don Flowers' heavy duty tyre from the US.

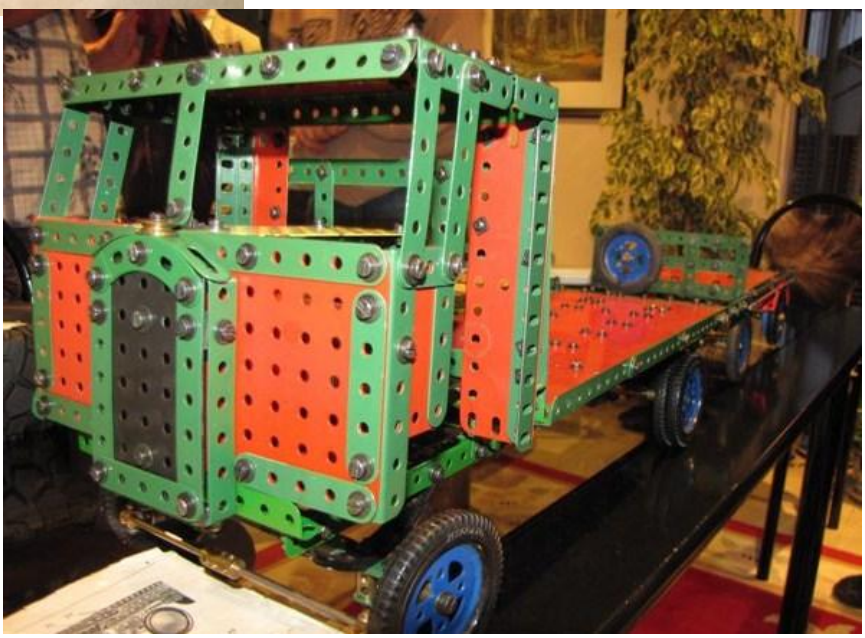
Eldon Porter bought his latest reproduct on ef ort, a 12 tooth pinion. **Don Flowers** showed us his recent purchase RC Tire from the US. The t re has a foam inner but there is an opt on to have pneumat c hubs. These foam versions ended up about $40US each. We have to wait to see what these wheels end up support ng.

Lloyd Spackman demonstrated is latest RC car. Its less redeeming feature being the horrendous noise that can be init ated by the remote control but not able to be turned of without turning the car of , but a good looking model all the same and works well.

Simon bought one of two entries for the Taupo Challenge Saturday 25th February, only one will be going to Taupo based on test ng to be done over the next few weeks.

And then to wrap up the evening Stan explained some of his new electronics he has on *TradeMe*. A low cost servo motor controller and 12 channel motor on/of controller.

Lloyd Spackman's latest Radio Control car.



One of Simon Moody's Meccano manual model trucks being tested for the February Folly in Taupo.

Meccano Steam Engine

From Bruce Geange

In the December NZFMM Magazine there were calls for any more 1918 Meccano Steam Engines. Here is a picture of one that I purchased a while ago, hopefully one day I will repair the unit to a working model. The connect ng rod has 'Made in England' stamped on it.

Christchurch Meccano Club

Est. 1929

December 2011 Quarterly Report

Mike Howse

November and December have been busy months on the Meccano front for most members of the CMC. We cont nue to have 25 to 30 members at end our monthly meet ngs at the Papanui RSA with excellent models being put on display. As our at endance numbers have been growing and our need for more room to display models we have moved our meet ng room into the larger *Charles Upham Room*.

Of interest to, and noted by the RSA management, is the number of members and their respect ve wives and families who have a meal and refreshments at the RSA restaurant before each meet ng, this is ref ected in the very low rate the RSA charge the CMC for the use of the facilit es for its monthly meet ngs.

At each meet ng during the year there is a compet t on for a selected model design, points are accumulated each month with the winners being announced at the December meet ng.

Compet t on was again very strong in the 2011 year, with the f eld wide open up unt l the December meet ng, following very close vot ng by members at the December meet ng President **Neil Pluck** announced the following results show-ing the winner and their prize:

Seniors:

1st **John Hamlin**, A Cup and a Meccano set.
2nd **David Lang**, A Meccano set.
3rd **Hugh Aston**, A Meccano set.

Juniors:

1st **Josh McCormick**, A Cup and a Meccano set.
2nd **Nathan Lang**, A Meccano set.
3rd **Finn Aston**, A Meccano set.

David Lang receiving his prize from Neil Pluck.

During his "State of the Nat on" speech President **Neil Pluck** reminded members who would be at ending the annual St Christopher`s Church Display for disadvantaged children, that the set up t me was early this year. We again had a good number of members displaying their models.

President Neil Pluck also reminded members that the Easter 2012 Display in Nelson was only just around the corner and that members who are at ending should be well on the way to complet ng their models.
So far we have had an excellent response with exhibitors coming from Christchurch, Nelson, Wellington, Auckland and Melbourne.

All Meccano men and women are most welcome to at end the Nelson Display, it's free to display.

The event is listed on the Its On in Nelson website: www.itson.co.nz/2012/2673-meccano-magic-models-display

Of interest to clubs who are considering holding displays and exhibit ons, once you have ident f ed the demographic (or age group) of who you wish to target to at end the event, consider using the free websites that are available in the area of the proposed display, for example as of the 29 Janu-ary 2012, the Nelson website advert sing the Nelson Display has had 11,900 viewers look at the site.

It must be also noted that the (free) website is just one part of a market ng plan that can start up to nine months before the event.

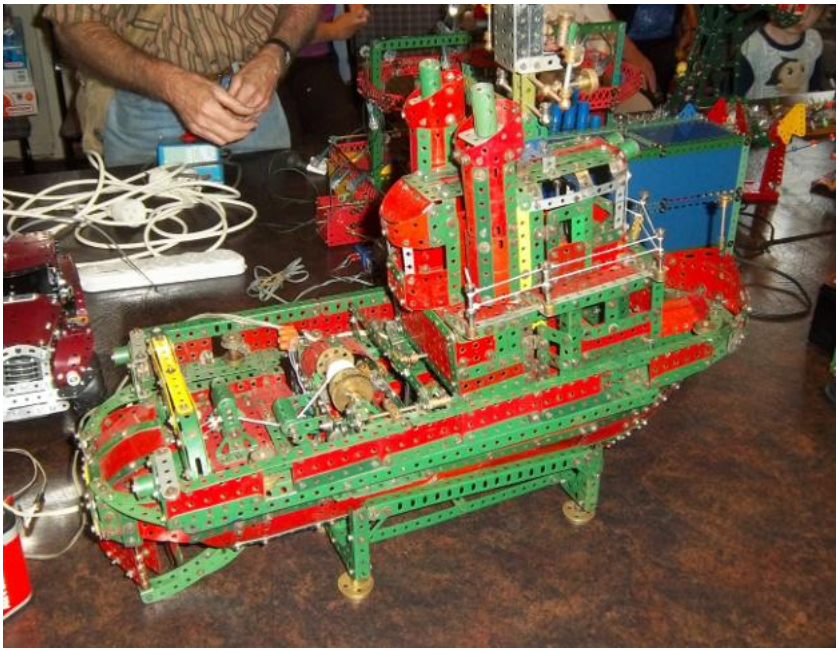
Further details such as a registrat on form or the display set-up details can be obtained from either:
Neil Pluck oelduck@xtra.co.nz 027-668-4168
John Stark jdstark@paradise.net.nz 027-340-3608

As usual following the December meet ng the Club puts on a very delight ul end of year supper, this year was no excep-t on and the savories, sandwiches and chocolate cakes were very popular.

A side note, long serving club member **Robert McFarland`s** birthday was on the same day as the meet ng and a delicious birthday chocolate cake was presented to him by club mem-bers.

Following the supper, President Neil Pluck closed the meet ng by wishing all members and their respect ve fami-lies a safe and happy Christmas and New Year.

Junior 1st prize winner, Josh McCormick receiving his cup and Meccano set.



John Hamlin's highly detailed tug boat.

Long t me CMC member Robert McFarland cuts his birthday cake at the meet ng.

David Lang's Xmas Fairground ride.

MWT MECCANO CLUB

Meet ng

Saturday
11 February
2012

Reporter: Lou Nichols

A beaut ful summer af ernoon greeted members to Wanganui for our f rst meet ng of 2012 and set the tone for a most enjoyable af ernoon. Our MWT members not only build very good Meccano models, but love collect ng Meccano products from earlier years, which helps to give our meet ngs that extra dimension. Today **Viv Alexander** brought along four French Meccano sets from WWII, namely 2, 2a, 3a and 4a. Even though France was occupied for most of WWII, metal toys were st ll allowed to be produced, hence the sets that we saw.

All sets were in the blue/gold f nish and all had their own instruct on books in the French language with at least one of the books being printed in England, so it was possibly printed before WWII and sent over to France at that t me. Our second collector of the day, **Robin Rye**, not ced three Meccano Loaded Sacks placed in three wagons in the Turakina Ant ques shop. Robin did not require three wagons as well as the sacks, so he bargained with the owner and now has the sacks. So it does pay to haggle with shop owners if the need arises.

Bob Prescot brought along a very interest ng electric motor that came out of the 'Spanner' Christmas Challenge, which was to build a model in less than 20 parts. This creat on is a replica E15R using a MO Meccano Motor, with reduct on gear taking it down from 3,000rpm to 180rpm. The size is very near to the E15R and looked very good in a yellow/black format.

Two very nice items were brought along by **Graham Hawtree.** Firstly, a new product on of The Meccano Super Models published by The Meccanoman's Club, London W13 and ordered from MW Models for £29.00 plus postage. Then, looking very resplendent in brand new red/green parts from Ashock, India the commencement of Model plan No.169, the Fishguard Titan Giant Block-Set ng Crane. The turntable is complete, so we are looking forward to the other modules.

A dif erent sort of turntable was brought along by **Darryl Anderson** that was made specif cally to run at a slow speed for use at exhibit ons. Looking very smart in dark blue and red, complete with a reasonably modern Meccano set model of a Dune Buggy in mainly green/black Meccano. Darryl also had a working model beam engine in yellow, zinc and blue, driven by the power from a Solar Cell. So throw away your bat eries, solar cells and sunshine may be the way to go.

French Meccano sets displayed by Viv Alexander

Darryl then showed us a lit le "If needs must" model of a Dog Feeder with a built in t mer. Place the contrapt on on the edge of the table. Place a dog biscuit on the plat orm, set the t mer going and at the appropriate t me the plat orm t lts releasing the biscuit onto the f oor. Said pet comes along and retrieves the biscuit, leaving everyone happy.

The base for Graham Hawtree's crane.

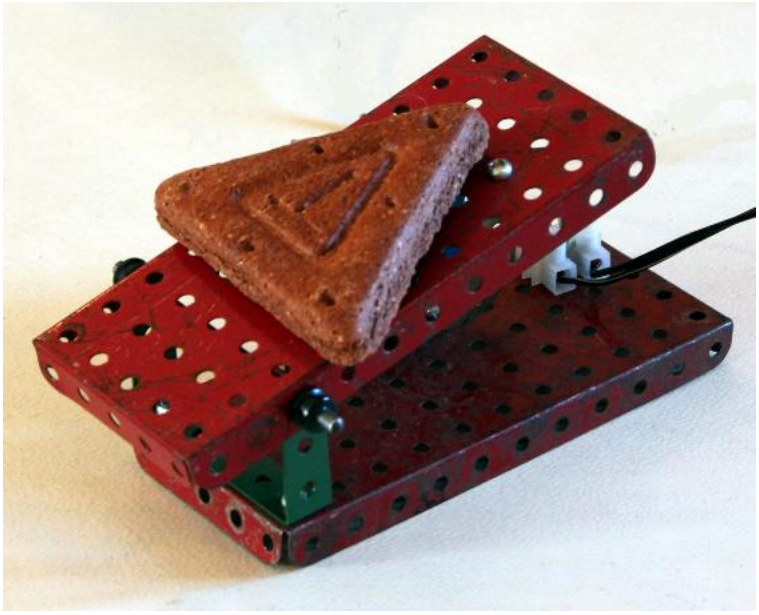
Bruce Geange brought along a compact model grader in yellow/zinc f nish, with Bruce ment oning that it was not yet f nished to Bruce's sat sfact on. However, four wheel drive is f t ed along with the ability for the wheels to ride over obstacles, blade up, down and side movement and three miniature electric motors are also included.

Paul Vodanovich is cont nuing on with his restored nickel models theme. This t me a twin-engined Hendon night bomber from the Meccano Magazine of 1934. These models in their nickelled f nish are really quite nice.

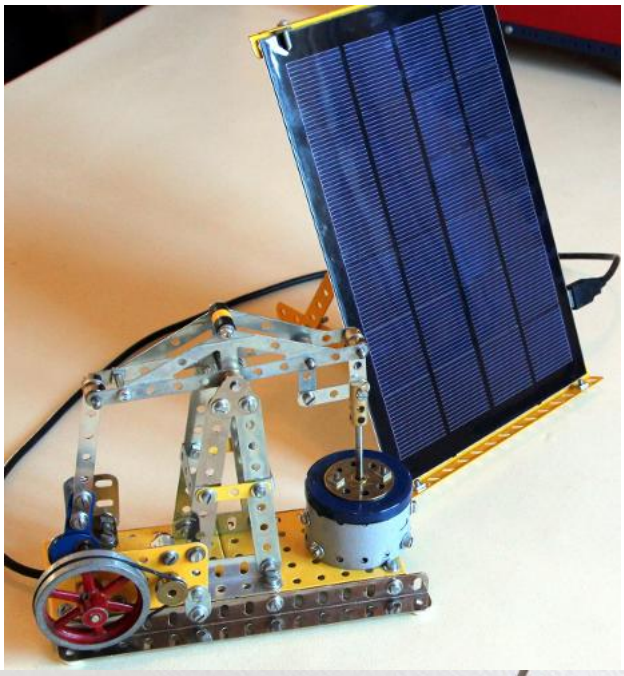
How many of us have wanted to build a loom and never quite succeeded, well **Hugh Ramage** has built a very good looking loom to a UK design and very nicely it works. So don't despair, have a go, part cularly if you have the specialised parts, the shut le, wooden rollers, etc. As a complete diversion Hugh brought along one of the reasonably priced f ying helicopters that are available. Fly they do and at the same t me will take a fair amount of punishment, landing on the f oor too quickly, for instance.

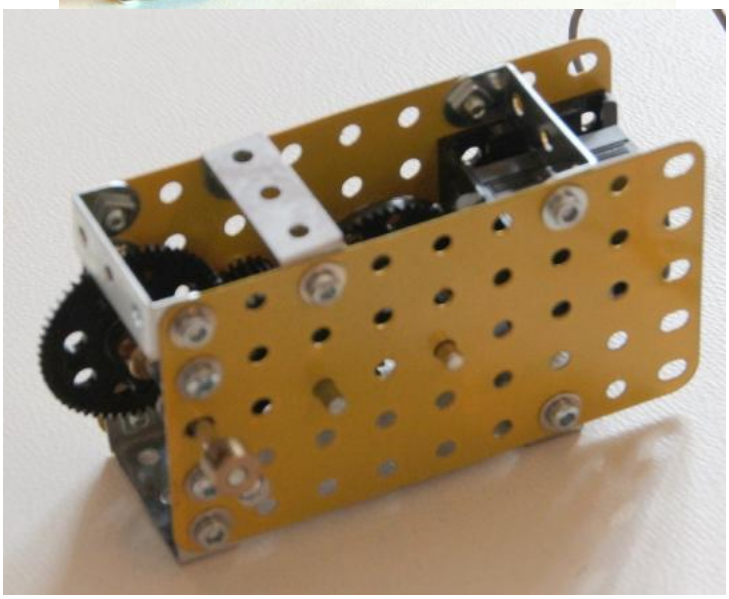
Another non-Meccano item was brought along by **Tom Pit ams** in the shape of a model from China, named 'Brain Box – Robot Car'. This worked very well with its electronics giving f ashing lights, sound ef ects and picking up a magnet sed strip so it followed a straight line, ran of at the end and then found its way back again. Tom's further contribut on was his modern Meccano set, the 'Spiky Box Robot'. Tom had this model programmed to work with his lap top computer and Spiky has sound ef ects, music and the ability to be guided around the f oor.

There will no doubt be further not ces in this issue of NZFMM, but we were informed of three Meccano exhibit ons to be part of over Easter, namely Te Papa in Wellington, The Square Af air in Palmerston North and the combined Nelson /Christchurch show to be held in Stoke. So Meccano enthusiasts have plenty to keep them occupied.



Above, The automat c dog feeder built by Darryl Anderson and his sola powered beam engine below.





Bob Prescot 's electric motor.

New Zealand Club Diary 2012

Auckland Meccano Guild

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

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

Meet ngs at 2pm on second Saturday every third month. The next meet ng will be held on **Saturday 12 May, 2012** at David & Elizabeth Wall's home at 45 Kath Hopper Drive, Orewa start ng at 2pm.

MWT Meccano Club

President: Daryl Anderson

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

Meet ngs at 2pm. Next meet ng: **14 April 2012** at St. Luke's Church Hall, Corner Cornfoot and Manuka Streets, Wanganui.

Wellington Meccano Club

President: Campbell Morrison, Tel. (04) 528 8624

Secretary: Simon Moody, Tel. (04) 528 3032

Contact: Lou Nichols, tel. (04) 297 1515

Meet ng at 7:30pm on f rst Friday every second month.

Next meet ng: **Friday 30 March** at Campbell Morrison's

84 Blue Mountains Road, Silverstream, Upper Hut .

Christchurch Meccano Club

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

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

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

Addit onal Meccano Contacts

Hamilton: Don McClelland, Tel. (07) 843 4198

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

Kapit Coast: Bob Prescot , Tel. (04) 905 2963

Napier: Trevor Adam, Tel. (06) 843 4837

Palmerston North: Bruce Geange, Tel. (06) 357 0566

Art cles, etc. for the May 2012 issue of NZFMM Magazine should be sent to Les Megget well before 10th May 2012.

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

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****

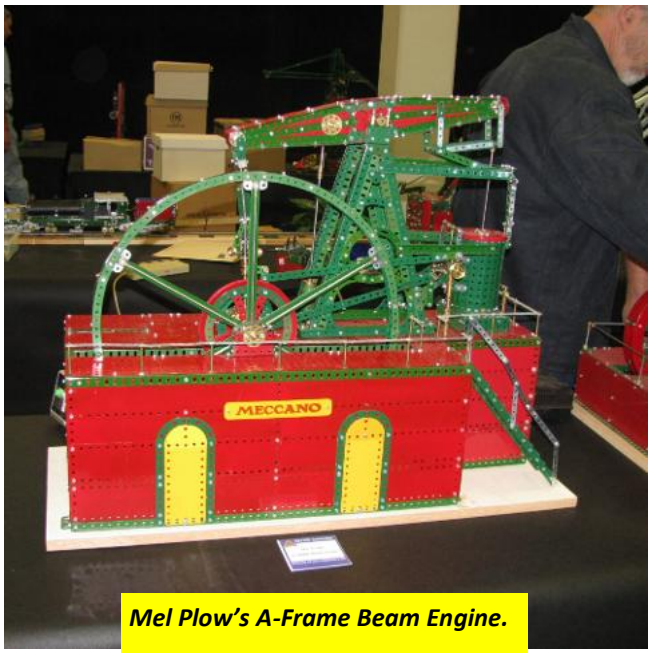
WANTED TO BUY:

A No.3 and a No.4 1948-54 Meccano sets in mid red/green. Prefer a strung set or restrung if possible. Would consider box only if they are in good condit on. Please contact **Graham Hawtree** on (06) 344 7501 evenings or email grahamandval1@xtra.co.nz or fax (06) 344 7601.

****

Unpublished photos of outstanding models displayed at the 2011 NZMM Easter Convent on in Palmerston North .

Photos by Gary Higgins



Mel Plow's A-Frame Beam Engine.

Chris Rickard's Hammerhead Crane.

The late Alistair Tong's uncompleted Rotary Cowshed. (I bet you haven't seen a model cowshed before).

Some of Paul Vodanovich's models.

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