NZFMM MAGAZINE

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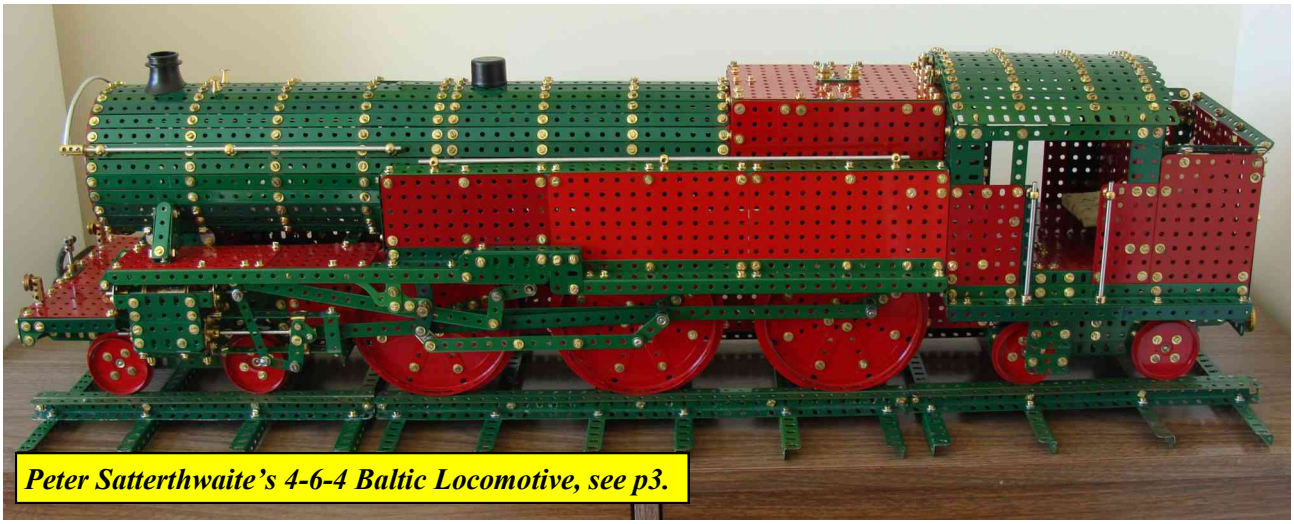
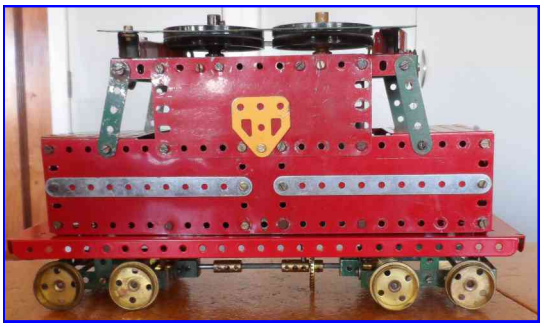


Peter Satterthwaite's 4-6-4 Baltic Locomotive, see p3.

Les Megget's Jones KL66 Mobile Crane. See p5 for details.



Locomotive seen at March Madness in Taupo.

Included in this issue:

- Meccanoids
- March Madness Report
- AMG's 40th Anniversary
- CMC Easter Show
- Small Crawler Tractor
- Kapiti Display
- New Ashok parts
- NZFMM Accounts

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

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Editorial

Well I've found enough material to fill this issue, just. I never seem to know till near the end if I will have enough articles and often need to find a few bits and pieces to fill up a partly empty page. Often it's just a matter of enlarging a photo or two; very easy to do with modern computer programs. Please keep the articles rolling in.

The March Madness has been and gone. Unfortunately I didn't make it to Taupo that weekend but by all accounts it all went off very successfully. A brief report by Peter Hancock can be found within + a series of Peter's photos. The prize bag of lollies wasn't awarded and I wonder if the Fat Controller has eaten them yet .

Stan Baker reports that large models are required for next year's Convention at Te Papa, with plenty of moving bits and bobs. I hope you are getting on with making such models; I'm trying to follow the above order!

Spin Master, the new owners of Meccano have recently opened a Meccano Community page on their website community.meccano.com where you can look at other people's models and add your own. There is also a blog which covers recent events, new models, in fact just about anything Meccano related. Seems like a good idea to help spread the word worldwide.

I recently purchased the latest Evolution models from *Amazon France*, a nice little digger and a chopper bike. These 2 are well designed, better paint, go together relatively easily and have plenty of play value. I feel Meccano are on the right track here at last. Not cheap of course but if you want quality you pay for it.

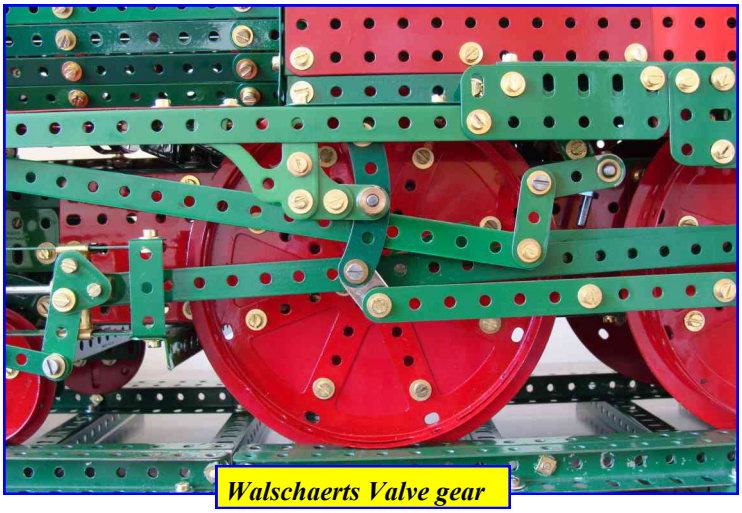
Les

Contents

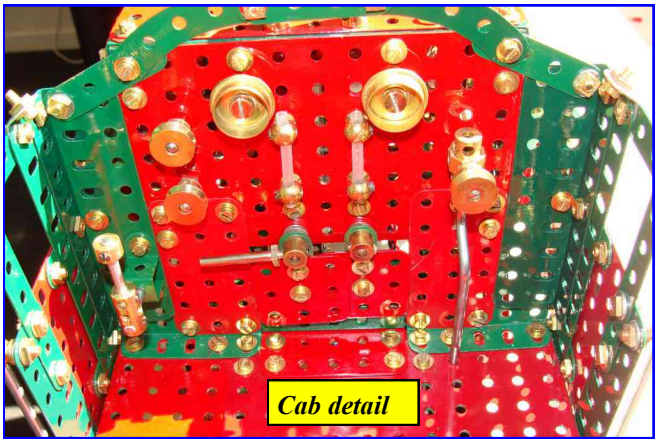
My Locomotives
by Peter Satterthwaite

I have always had a keen interest in steam locomotives even from an early age. My first Hornby train set (clockwork) was a Christmas present. I think the fascination for trains started then.

About the same time I inherited my father's Meccano when I was about eight, In the early 1960s I had enough Meccano to build a locomotive I decided to build a NZR Kb steam locomotive, the largest New Zealand Rail was using at the time It took me about 14 months to complete. The loco was 2.4 metres long and weighed approximately 54 kgs. With the help from my father making a few parts to finish the loco finer details.


Walschaerts Valve gear

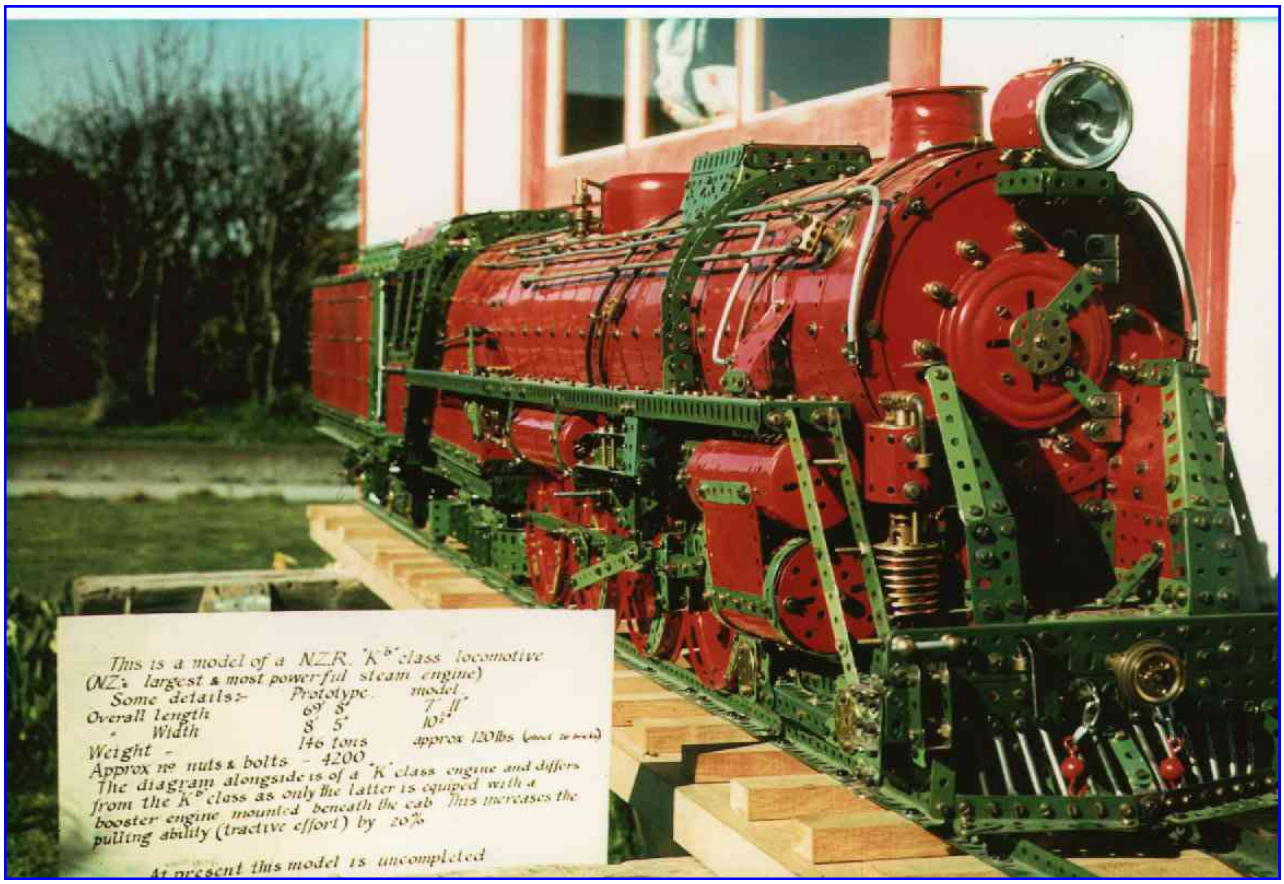
I sold my original Meccano in 1965 when other interests as a young lad took over. So when I got back into Meccano about 2001, I had to obtain some more Meccano to replace the Meccano I already had in the 1960s. If I knew then what I knew now, I would have kept the Meccano. It was only a matter of time before I built another steam loco.


Cab detail

This model is basically copied from the Hornby Companion Series Book of Meccano Super Models Baltic Tank Locomotive It took approximately 11 months to build (see front cover). Neil Pluck and I had a discussion about the Walschaerts Valve gear was not strictly correct. So onto the computer we went. Found a very good article on the valve gear which had good illustrations and detailed description on how it all works. This created a problem as Meccano did not have any parts that could accurately replicate the expansion link. Nothing for it but to make the parts myself. This done it was then back to the drawing board to modify the model to accommodate the new expansion link. It all worked exactly like the real thing. It all works from the cab of the loco and as the link moved into reverse it reverses the motor and drives the wheels backwards Other modifications were also made in the Cab, "butterfly" fire box door, realistic boiler site glasses and coal shute into the coal bunker. Most of the parts have been restored. The model is powered by a 12 V DC motor, with battery housed in the coal bunker.


Smoke box door

I also have a Meccano horizontal steam engine and 2 different types of Meccanographs made up for displays. The graphs are always a hit at displays as people would stand a watch them working.



Peter's huge NZR 4-8-4 Kb loco from the 1960s.

John Pond (Cornwell UK) was made an honorary member of the AMG and here is a photo of his Meccano models and the AMG certificate.

Winter Model-Building Competition

Handsome Prizes for Jones KL66 Mobile Crane Models

ONE of the most popular of the many different light mobile cranes in use in industry today is the Jones KL66 Crane manufactured by George Cohen Sons and Company Ltd., London. This fine machine, which is shown in Fig. 1 on this page, possesses many special mechanical features, and its compact and clean design gives it a most attractive appearance.

The KL66 Crane makes a splendid subject for a Meccano model, and therefore we have chosen it as the basis for an important Model-Building Competition that we are organising during the Winter months. In this Competition Messrs. George Cohen Sons and Company Ltd. and Meccano Ltd. jointly are offering Prizes to a total value of over £100 for the best-built and most realistic models of the KL66 Mobile Crane built in Meccano by readers of the *M.M.* Full details of these fine prizes are given in the panel on this page.

This attractive Competition is open to model-builders of all ages living in any part of the world, and entries can be sent in at any time up to 28th February next.

The accompanying illustrations of the KL66 Crane, and the details that follow, will provide intending competitors with all the information and guidance they require to build their models.

JONES KL66 MOBILE CRANE COMPETITION

THE PRIZES

The following Cash Prizes will be awarded in Sections A and B of the important model-building Competition announced on this page.

Section A (for competitors under 15 years of age on 28th February 1955).

	£	s.	d.
First Prize, Cheque for	10	0	0
Second Prize, Cheque for	5	0	0
Third Prize, Cheque for	3	0	0
Fifteen Prizes, each of a Cheque for	1	0	0
Fifteen Prizes, each of a Postal Order for	0	10	0

Section B (for competitors over 15 years of age on 28th February 1955).

	£	s.	d.
First Prize, Cheque for	15	0	0
Second Prize, Cheque for	8	0	0
Third Prize, Cheque for	5	0	0
Fifteen Prizes, each of a Cheque for	1	10	0
Ten Prizes, each of a Cheque for	1	0	0

CLOSING DATE FOR ENTRIES—28th FEBRUARY 1955.

Fig. 1. The Jones KL66 Mobile Crane.

It is not expected of course that competitors will be able to include all the finer features and exact mechanical details of the KL66 in their models. It is necessary only that models should have an outward appearance and main proportions as similar as possible to those of the actual crane as it is shown in Figs. 1 and 3, and that the main mechanical details and layout of the mechanism be copied as closely as possible.

Models should of course be capable of carrying out the essential movements of a crane of this kind, including hoisting and lowering of the load, swivelling of the jib and superstructure, luffing of the jib and travelling of the entire crane along the ground. Model-builders are free to devise their own mechanisms for providing these movements, but they should try to follow those used in the real crane as closely as their resources allow.

A Meccano Clockwork Motor, or better still one of the Meccano Electric Motors, may be used as the power unit.

Competitors are not restricted to any particular size of Outfit or number of parts in building their models. They may use just as many parts as they think they need to make their models thoroughly sturdy, realistic and as faithful as possible to the actual crane. The judges will award the Prizes to those models that reproduce most closely the main mechanical features of the crane and its external appearance.

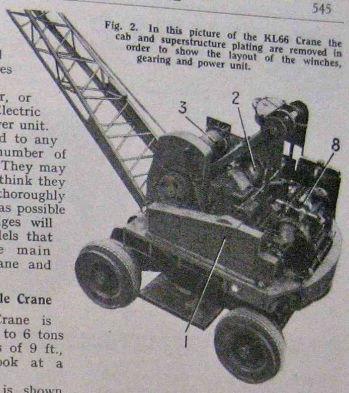


Fig. 2. In this picture of the KL66 Crane the cab and superstructure plating are removed in order to show the layout of the winches, gearing and power unit.

Details of the Jones KL66 Mobile Crane

The Jones KL66 Mobile Crane is designed for lifting loads of up to 6 tons with the load hook at a radius of 9 ft., or lighter loads with the hook at a greater radius.

The standard crane, which is shown in our illustrations, has a swan neck lattice jib that is available in lengths from 20 to 50 ft. according to requirements. Other special types of jibs also can be supplied.

The power unit of the KL66 is a 4-cylinder Diesel engine developing 37 b.h.p. at 1500 r.p.m. This provides all the power required for travelling the crane, load hoisting, slewing of the jib and superstructure, and derricking or luffing of the jib. All the various motions are fitted with individual brakes, and those for the road wheels are of the Girling type and are operated by a foot pedal. A hand brake is also provided for use when parking the crane.

From the engine the drive is taken through a clutch to a 3-speed gear-box, the output shaft of which is connected by a flexible coupling to a main drive transmission or distribution unit 1, Fig. 2, which is totally enclosed. From this, separate drives are taken by flexible couplings to the jib derricking drum 2 and to the load hoisting drum 3. Separate clutches for raising and lowering are provided for each of these drums, and each of them is controlled by a brake operated from the cab by levers.

The transmission unit provides also two other drives, one to the undercarriage and the other for slewing the jib and superstructure. The slewing drive operates a pinion mounted below the superstructure and

Fig. 3. The Jones KL66 Mobile Crane seen from the rear.

Figure 1: MM articles about the KL66 Jones Mobile Crane Comp.

Model-Building Competition Results

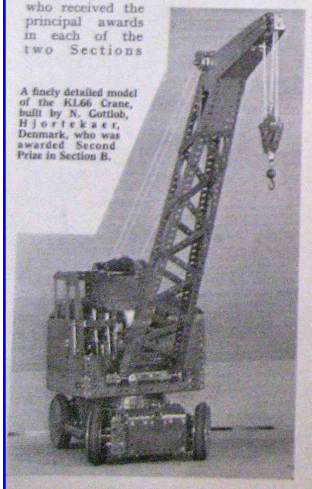
The Jones KL66 Crane Contest

By "Spanner"

IN this Competition model-builders were invited to try their skill in building Meccano models of the well-known Jones KL66 Crane, manufactured by Messrs. K & L Steelfounders and Engineers Ltd., Letchworth, one of the "600" Group of Companies of which Messrs. George Cohen, Sons & Co. Ltd., London, are the parent concern. Special Prizes were offered by Messrs. George Cohen, Sons & Co. Ltd., and Meccano Ltd., jointly, and the Competition proved most popular, some really outstanding models being received.

Unfortunately lack of space prevents the full list of prize-winners being included here, but I am giving on this page the names of those who received the principal awards in each of the two Sections into which the Contest was divided.

The model that was awarded First Prize in Section A, seen with its builder, David Bretten, King's Lynn.



A finely detailed model of the KL66 Crane, built by N. Gottlob, Hjortekaer, Denmark, who was awarded Second Prize in Section B.

SECTION A (competitors under 15 years of age on 28th February, 1955)

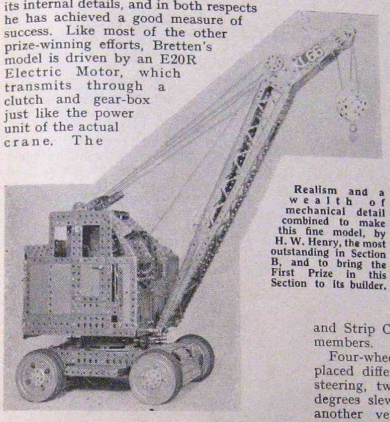
First Prize, Cheque for £10: D. C. Bretten, King's Lynn. Second Prize, Cheque for £5: M. A. Rhoades, Hull. Third Prize, Cheque for £3: B. Hawkins, High Wycombe.

SECTION B (competitors over 15 years of age on 28th February, 1955)

First Prize, Cheque for £15: H. W. Henry, Rochester. Second Prize, Cheque for £8: N. Gottlob, Hjortekaer. Third Prize, Cheque for £5: F. S. Rouse, Cheltenham.

Undoubtedly the finest effort in the Section for the younger competitors was that of David C. Bretten, King's Lynn, and he was rewarded for his good work by the First Prize in his Section. He is seen with his prize-winning model in the upper illustration on this page, and in view of the very stern competition with which his model had to compete, he has every reason to be proud of his success.

Bretten made a very determined attempt to reproduce not only the general appearance of the actual crane, but also its internal details, and in both respects he has achieved a good measure of success. Like most of the other prize-winning efforts, Bretten's model is driven by an E20R Electric Motor, which transmits through a clutch and gear-box just like the power unit of the actual crane. The drives to the two winding drums, and to the travelling wheels, also follow closely those in the real crane, and the model has a lifting capacity of 10 lb. All the controls are centred in the cab, which is provided with a hinged door to give access to them. Congratulations, David! A splendid effort for a boy only just over 13 years of age.



Realism and a wealth of mechanical detail combined to make this fine model, by H. W. Henry, the most outstanding in Section B, and to bring the First Prize in this Section to its builder.

The other illustrations on this and the opposite page show the three models that won the First, Second and Third Prizes in Section B and I would like to say a few words about each of these.

A peep inside the cab of the attractive and detailed model sent by H. W. Henry, Rochester, who won the First Prize, reveals a compactly massed assembly of gears, clutches, controls and of course an E20R driving Motor, arranged in a neat and businesslike manner showing that its builder had studied the layout of the actual crane very closely. A feature is the inclusion of automatic brake clutches in the drives to the winding drums, so that in case of motor failure the jib or hoist cannot move when in the neutral position. The drive to the road wheels is taken through the roller bearing to a differential, and thence by Sprocket and Chain to each of the four wheels. The wheels are fitted with cable-operated brakes and efficient steering is incorporated. Another pleasing feature is to be seen in the jib bracing, which is carried out with short Rods held in Rod and Strip Connectors attached to the jib members.

Four-wheel drive through a centrally placed differential, two-wheel Ackermann steering, two wheel brakes and full 360 degrees slewing are the main features of another very fine model built by N. Gottlob, Hjortekaer, Denmark, who won the Second Prize in Section B.

The model has other claims to distinction, however, chief among which is the fact that the entire crane is made up of a large number of units each complete in itself and each a splendid example of neat and compact workmanship. In this respect the model is probably the best

(Continued on page 342)

Another remarkably good effort by F. S. Rouse, Cheltenham, winner of Third Prize in Section B.

I Did It My Way:

Jones KL66 Mobile Crane

by Les Megget

I've had this crane on my to-build list since I first saw it in the November 1954 Meccano Magazine, way back then. It was the model to make in a MM Competition, whose winners were announced in the June 55 issue, see Fig. 1. The winner in the Senior (B) section was Hugh Henry of Rochester, UK and his model was rebuilt by Mike Edkins, resulting in Model plan 101 (Tony Brown), released in 1998.

The model plan is very complicated and difficult to follow, with not enough clear b/w photos and incomplete and disjointed CAD drawings. I've read of several instances where builders have given up in the attempt to finish this crane! I decided to build it my way, only using the model plan for the overall dimensions.

Prototype: The KL66 was the largest wheeled mobile crane built by K & L Steelfounders & Engineers Ltd of Letchworth, Herts in the 1950s. The KL66 was available in many forms (tracks or with pneumatic tyres with over 10 different jibs being available. It was fitted with a Perkins P4 engine and had a rating of 6 Tons at 40ft/min with a top travel speed of 6 mph.

My Meccano Model: The completed crane is shown on the front cover and uses medium red/green mainly from the early 60s. The chassis is shown in Fig.2 from below showing the chain drives to each wheel from the central differential. The prototype used the same arrangement. The MP includes drum brakes but I did not build this feature. The steering comes from the crane via a 5/16" diameter hollow rod to the Large Axle Bush Wheel, seen just above the diff crown wheel in Fig.1.

The steering wheel shown in Fig.3 has a 25t Gear driving a 60t Pinion (greater than 1" centres), which in turn drives a diagonal cross-shaft via a pair of Bevels. This shaft drives the vertical shaft through the roller bearing via a 15t Gear and a Large Contrate locked on to the hollow shaft by a Large Axle Socket Coupling.

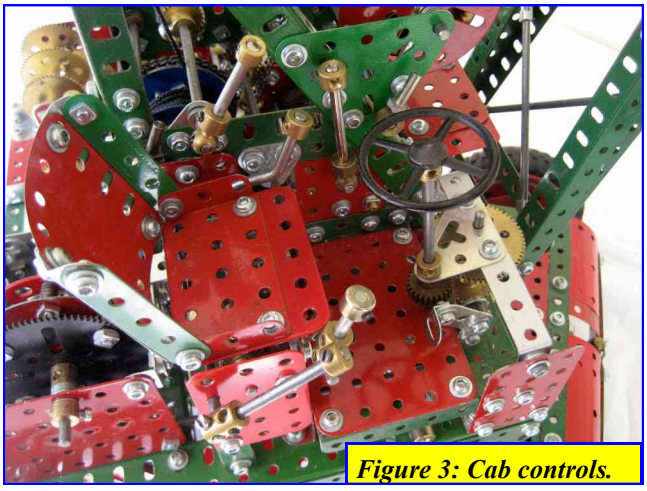


Figure 3: Cab controls.

This convoluted steering mechanism works pretty well but one disadvantage is the wheel spins when the crane slews. I'm not sure how the real crane copes with that; maybe there is a steering clutch added?

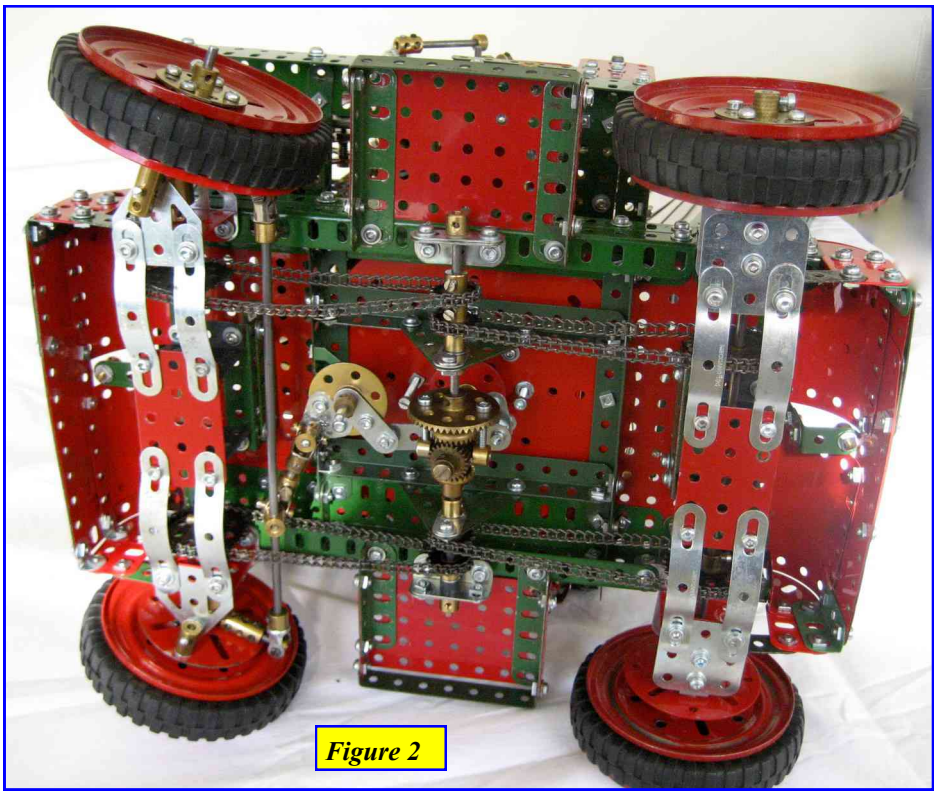


Figure 2

Transmission & Gearbox: This crane uses only 1 geared motor rather than the more usual 1 motor for each action used in most of my cranes. Thus it needs a complex gearbox to distribute the power to the wheels, slewing, luffing and hoisting.

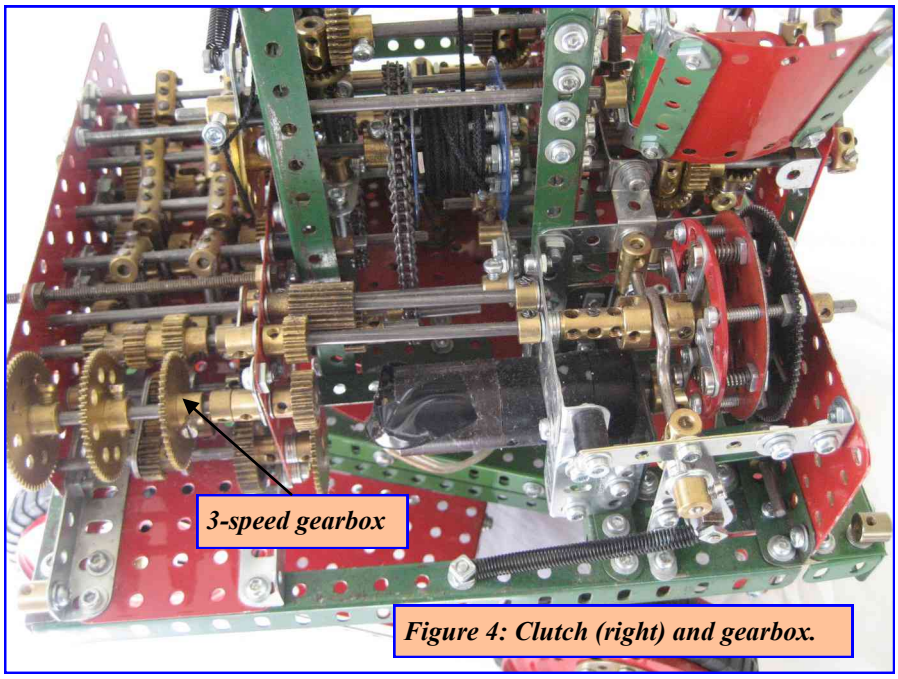
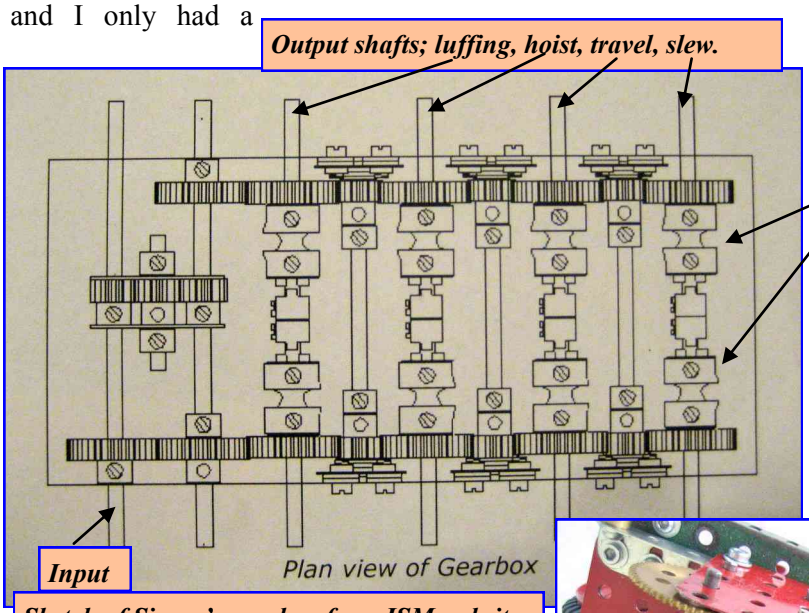


Figure 4: Clutch (right) and gearbox.

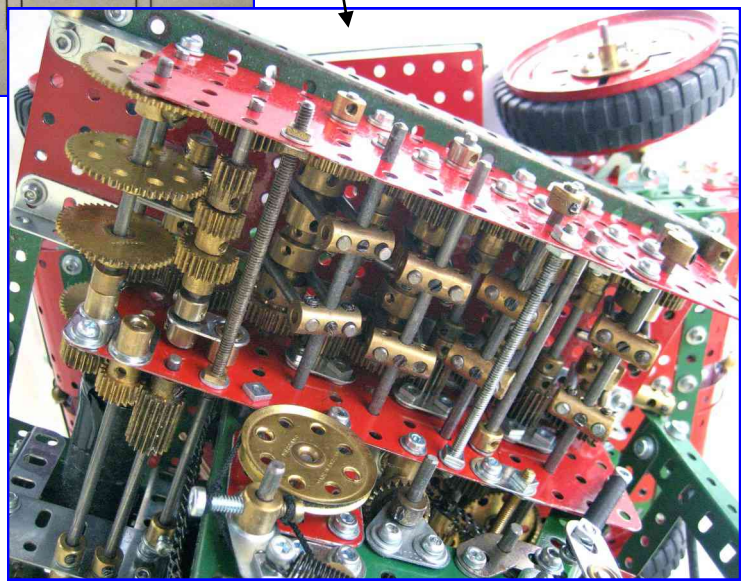
A medium sized Exacto motor was used (190 rpm) driving a diaphragm clutch into a 3 speed gearbox, before entering the crane gearbox, see Fig.4. I found a very compact crane gearbox on the ISM website designed by our own **Simon Moody.** Simon's version uses Dog-Clutches in Socket Couplings to pick up the drive from a forward constantly meshing set of gears, 38t and 19t not at $^1/_2$" centres (left side) and a reversing set of similar gears (right side). I didn't have enough Dog-Clutches (8) and Simon's version is $3^1/_2$" wide and I only had a maximum width of 3". Thus I substituted Collars with Pallet Pins locked to each output shaft. These pins slide into the Socket Coupling slots to engage each drive (forward to the left, reverse to the right). The Socket Couplings are of course free to slide on their respective axle and each part is linked by one control shaft.

The diagram above from the ISM website shows the drives in plan. It is a very neat gearbox with the 4 reversing drives in a very compact space. The hoist and luffing drives connect to their winding drums by Sprocket and Chain while the slewing drive goes via 19t Pinion and large Contrate to the slewing pinion (19t) at the front meshing with a Gear Ring fixed to the central portion of the roller bearing (Fig.6).



Sketch of Simon's gearbox from ISM website.

Figure 5: Gearbox from above in same orientation as plan view



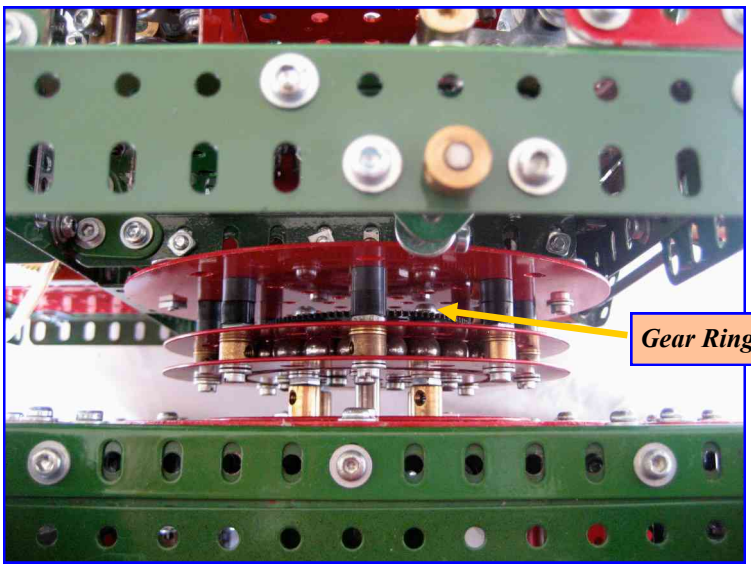


Figure 6: Roller Bearing.

The drive to the wheels comes down the centre of Large Axle tube, through the roller bearing to the differential crown wheel (Large Bevel Gear) seen in Fig.2.

All 4 motions and the gearbox are controlled by levers sprayed around the cab (Fig.3) and not in the positions they are in the prototype. There was little choice as to their positions. They consist of a 25t Pinion on the lever shaft meshing with a vertically positioned small Contrate with a Short Crank on that shaft which moves each selector shaft in the gearbox (moving the Socket Couplings) seen in Fig.7.

Friction brakes (tensioned Cord around $1^1/_2$" Pulleys) are provided on the luffing and hoist drum shafts. The motor is powerful enough to drive the motions even with the brakes applied.

Under load the motions are difficult to disengage without using the clutch. I guess that the Dog Clutch version might be easier to disengage when stressed up?

Fig.8 shows the bodywork and cab detail. The bodywork can be removed in one piece by removing 4 Bolts which fix into Threaded Bosses bolted to the crane frame. There are opening panels (2) on the back and on the gearbox side (3) for easy inspection, as on the prototype, see Fig.9.

The swan-neck jib is constructed using Angle Girders with Rod & Strip Connectors and varying lengths of Axle Rods for the web members (Fig.8). Wheels are 3" Pulleys with Ashok tyres.

Figure 8

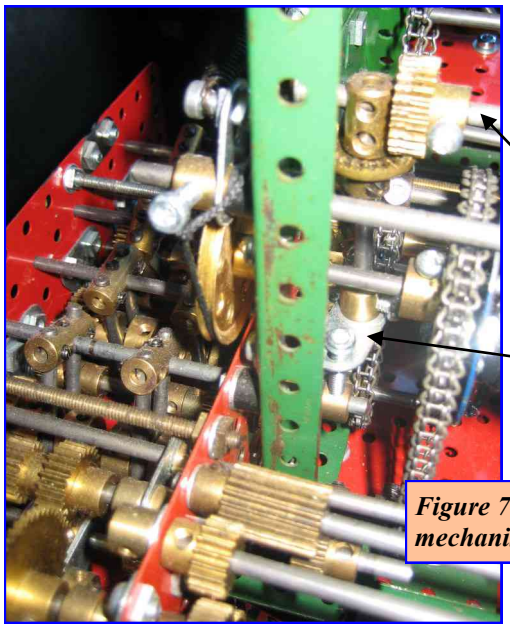


Figure 7: Motion selector mechanisms.

Figure 9

Auckland Meccano Guild Meeting

8th February 2014

Reporter & Photos: Gary Higgins

The meeting was held at **Peter Hancock's** residence in Howick.

Henry Porter had brought along his usual array of many different models, all showing many advanced construction techniques and most derived from book illustrations. He had a Bucket dredge, a 60:1 double reduction gear example, a World War 1 portable pigeon loft which was built onto the back of a 1910 LOGG bus made in London, a French steam carriage built by *Compt de Dion* and Georges Buton , a 1934 Somua French artillery tractor with rubber crawler track and compensating beam suspension, and a rail ferry.

Graeme Mills had made up a single cylinder horizontal steam engine which was featured in one of the supermodel leaflets.

Gerald Hart had made up a model of a Mogul tractor which was based on a model engineer article he had read. The build was his own concept of the model which was an interesting design of cylinder with valve gear at the rear.

Les Megget had made up a 10 wheeled mobile crane from two of the new Evolution truck-crane sets as well as his Jones KL66 mobile crane based on the 1950s build. The KL66 was the largest of the wheeled mobile cranes produced by engineers L&D Letchworth in Herts UK.

Les also had a mini-grader made to a slightly smaller scale showing he can make perfect little models as well as big ones, I was somewhat surprised that it was not another mobile crane; well done Les.

John Denton had made up a very nice model of a Beam Engine using some parts John had specially made for the model. It was based on a Brian Rowe model.

Anthony Caldwell had brought a car from the Mechanical workshop set, this model looks the part but Meccano took a few liberties with vehicle design in this model such as placing the steering wheel between the two seats and having the rack and pinion steering at the top of the vehicle instead of underneath. It is still an interesting model with lots of moving parts and children and adults alike are fascinated by it at shows.

Anthony also brought along an 1980s No. 6 set which was one of the nicest produced with models pictured on the box lid.

Gary Higgins brought along a selection of models from the *Rabbid* series including the yellow sub-marine with some interesting new parts, a Rabbid police car and a Rabbid rodeo rider.

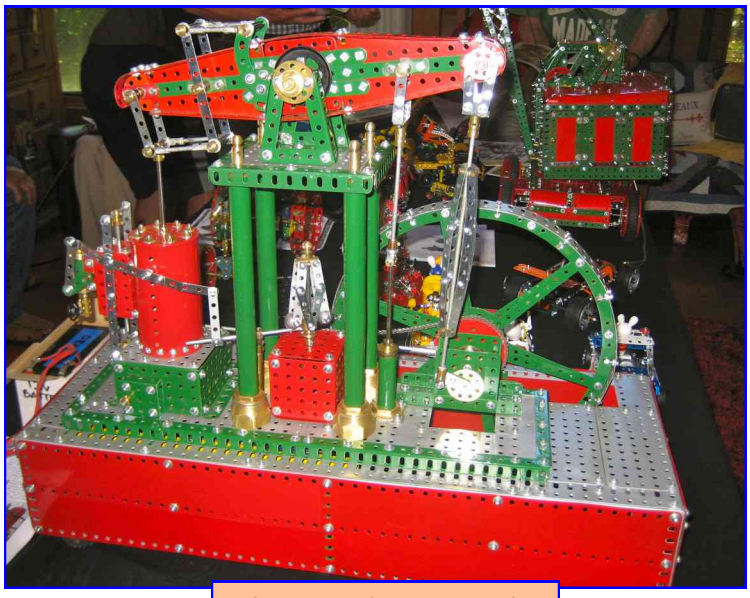
He also had a *Megatron* (Transformers) model made from a Chinese outfit called "Iron Commander" the spacing was metric but many of the small parts are identical to the Meccano ¼" spacing parts recently introduced and a chopper motorbike using standard parts with an evolution design.

David Wall had made a small racing car from the new 10 model set and this was wickedly enhanced by the attachment of wheel shredding spinners. I must also apologise for not crediting David (our glorious leader) with his model from the Meccanoids set in my last write up I wrongly credited it to George, sorry to both of you.

Rick Vine had a tip truck model from the New Evolution set as well as a good example of a *Phillips* electrical set and a *Phillips* electronic engineer's set. These sets are unusual and I had not seen either previously.

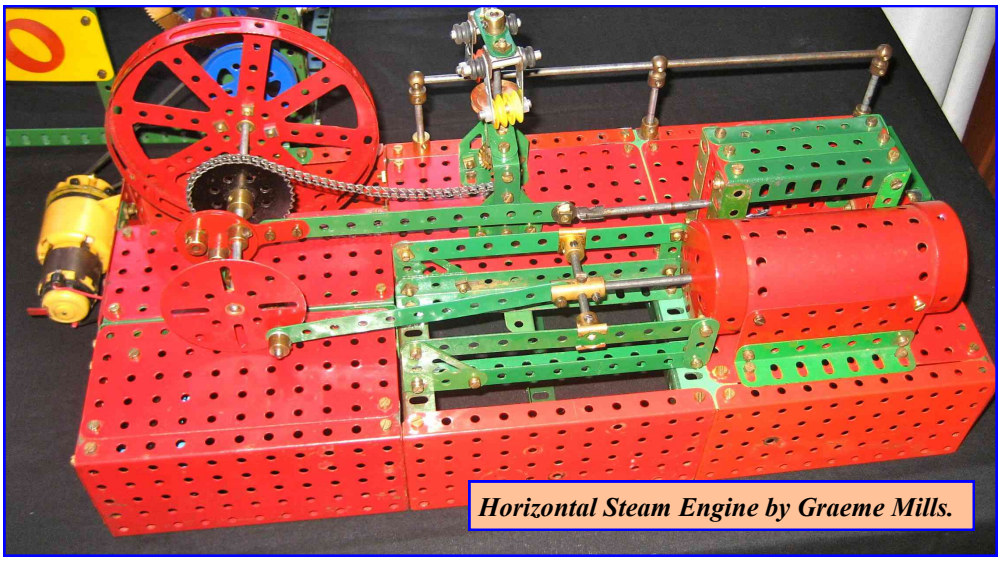
Also attending were Peter Hancock who tabled a number of club magazines which were given in exchange for access to the NZFMM Magazine, **George Ovenden**, **William Irwin,** who brought a number of other club magazines, and **Graeme Wrightson,** who had a small model of a railway barrier arm.

The ladies as usual provided an excellent afternoon tea and it was great to see Jan Hancock's excellent mosaics around the house and garden, a wonderful display.



John Denton's Beam Engine

Above:
Les Megget's stretched Evolution Truck-Crane and Jones KL66 with the mini-grader in the foreground.



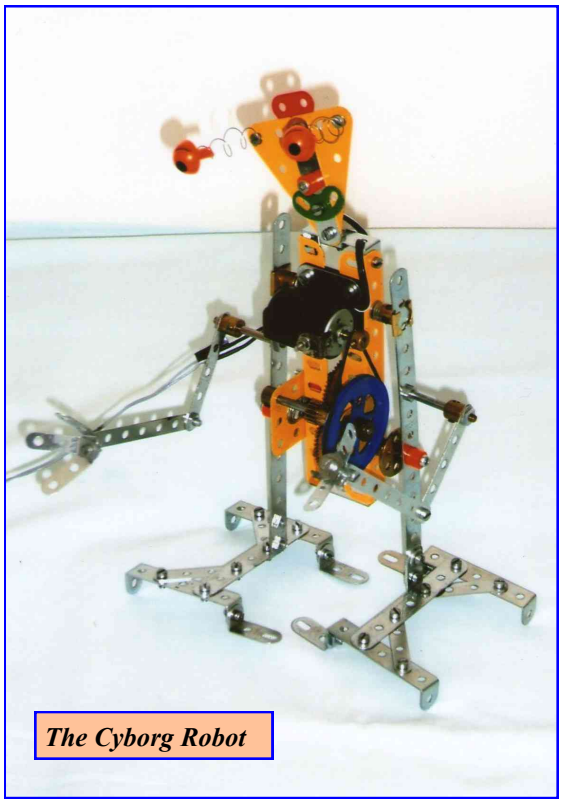
Horizontal Steam Engine by Graeme Mills.

Henry Porter's Somua French Artillery Tractor.

MECCANOIDS

by David Wall (AMG)

Whilst rummaging through a carton of old Meccano literature recently I came across a poorly photocopied Meccanoids instruction booklet. I decided to construct three of the most representative of the 10 models illustrated. They are the "Uranian Rhino", "Cosmic Spider" and "Cyborg Robot". I hope the accompanying photos indicate which creature is which. *(Ed: I think I've got them labelled correctly).*



The Cyborg Robot

Meccanoids were introduced in 1979 to compliment the Space 2501 set. Unfortunately their hurried preparation to meet the Christmas toy market resulted in several defects, the worst of which were over-gearing, under-powering and insecure joints (I am familiar with the latter). Having the advantage of a generous selection of parts I made several improvements including, lowering the gearing by substituting a 2" pulley ($1^1/_2$" for the Cosmic Spider) for the original 27F multi-purpose gear whose pulley diameter is $^{13}/_{16}$". Replacing the 4½ volt Crane Kit Motor with the contemporary 6 volt MO motor and finally using part No.37H lock nuts in lieu of the old 2-nut system. The Cyborg Robot was also given a "face".

The result was three novelty models that worked well and proved very popular with children.

The Uranian Rhino

The Cosmic Spider

Incidentally the last three letters in the Meccanoids name (I.D.S.) stand for "In Deepest Space".....YEH RIGHT!

MARCH MADNESS

Report by Peter Hancock

St Andrews Church Hall, 91 Titiraupenga Street, Taupo Town Centre was the venue for the recent Meccano "March 2014 Madness" get together held on Saturday 8 March 2014 from 9am through 4pm. Taupo turned on a warm sunny day and the thirteen Meccanomen in attendance supported by wives and partners were able to enjoy time both inside and outside of the hall as the mood took them.

Apologies were received from **Daryl Anderson, Garry Higgins, Brian Hickson, Bruce Geange, Les Megget and William Irwin.** In attendance were: **Simon Moody, David Wall, Barry McKey, Keith McCallum, Barry Babbage, David Shand, Robin Rye, Bob Prescott, Chris Morton, Stan Baker, Selwyn Bluett, Clive Nicols and Peter Hancock.**

The competition model that had been chosen for this event was to design an electric or clockwork powered locomotive.

Simon Moody assembled the electrified track he had constructed so that the competition models could be demonstrated. Robin Rye and Chris Morton had collaborated and constructed an engine powered by a "Number 2 reversing" clockwork motor.

Robin had built his own electrically powered Tank engine in yellow livery while Barry Babbage had built an electrically powered Tank engine sporting blue livery and a "Thomas" the Tank Engine's face. The other two engines were quite different in construction, with one exception being that they both sported a face closely resembling that of our judge Simon?

After several trial runs were attempted by each of the three competitors and quite some time was spent by each tweaking their engines [accompanied by much muttering] it was decided that no prize would be awarded as all three entrants were unable to demonstrate to the judge's satisfaction that their engine could fulfil the challenge due to a variety of intermittent faults that they displayed. [What happened to the prize of 1 kilogram of liquorice allsorts?] *(Ed: Ask the Fat Controller!)*

Simon introduced his latest crane to the gathering which is his version of a one called "CRANKY" depicted in a picture that he had found that is complete with a face.

Simon's version of "CRANKY" is, as one would expect from a Meccanoman of his calibre and experience of crane mechanisms and construction, is very well thought out and contains several innovative ideas that Simon has developed amongst which is a very sturdy slewing mechanism, which ensures that the upper crane moves around the tower with no visible looseness. As well, Simon has included a very innovative but simple electrical transfer system using individual wiper contacts fixed to the main tower which are in contact with insulated pickup tracks attached to the slewing section of the upper crane unit. Simon has equipped his "CRANKY" with a specially moulded copy of a face which is affixed to the cabin of the crane as depicted in the photo (see back page) that led him to build this very handsome crane. When completed, the crane will be equipped with a simple hand device attached by the controlling cables complete with switches that control slewing, boom up and down and main lifting cable.

Robin Rye had constructed a heavy duty single rear axle assembly complete with differential and hubs suitable for a 4 x 2 truck. Robin had built the unit from scratch and installed "ash tray" tyres to it using differing hub styles. One side was set up so that the tyres were mounted in a standard dual wheel configuration while the other side had two tyres mounted side by side with no gap between then on the hub.

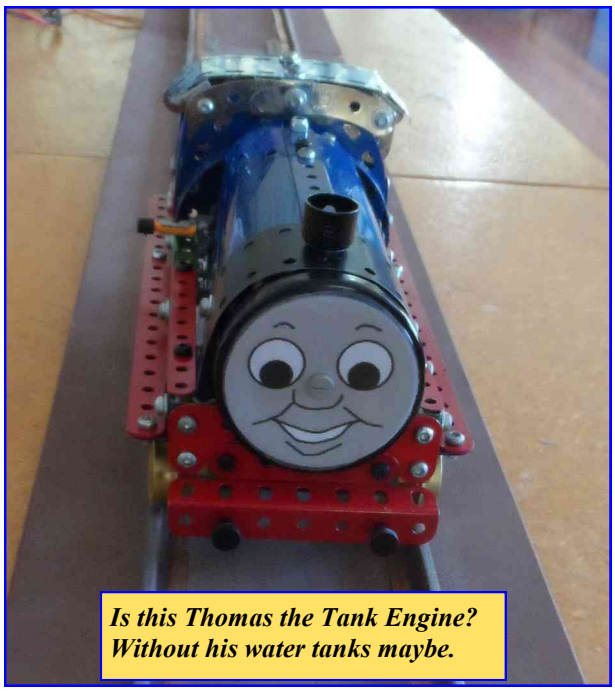
Cranky the crane says hullo to Stan and David.

Stan Baker had on display a number 9 set in wooden case which he was selling on behalf.

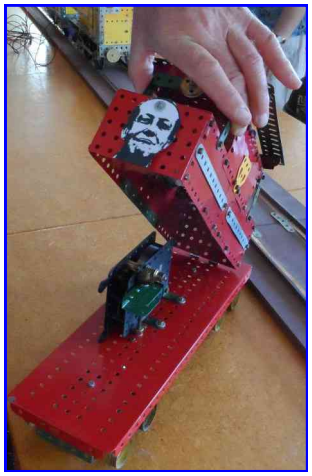
After a lazy lunch Stan Baker, President of the Wellington Meccano Club and Convenor of the NZFMM 2015 Convention/Exhibition provided an overview of what actions and research had taken place regarding the proposed event to be held at "The Museum of New Zealand" [Te Papa] beginning at 10.am on the Thursday prior to Easter 2015 and running for four days winding up at 6pm on Easter Monday. Stan is keen to receive useful ideas and suggestions and is looking for support from Meccanomen throughout New Zealand and from overseas. Stan is keen to hear from the New Zealand Clubs and Guilds as to how many members from each plan to attend. Stan is planning to meet with clubs for discussion on the event as soon as is practically possible.

After afternoon tea and a group photo had been taken, several members left to return home whilst the rest of the group including wives and partners prepared to attend a relaxed dinner and chat at the Taupo Cosmopolitan Club.

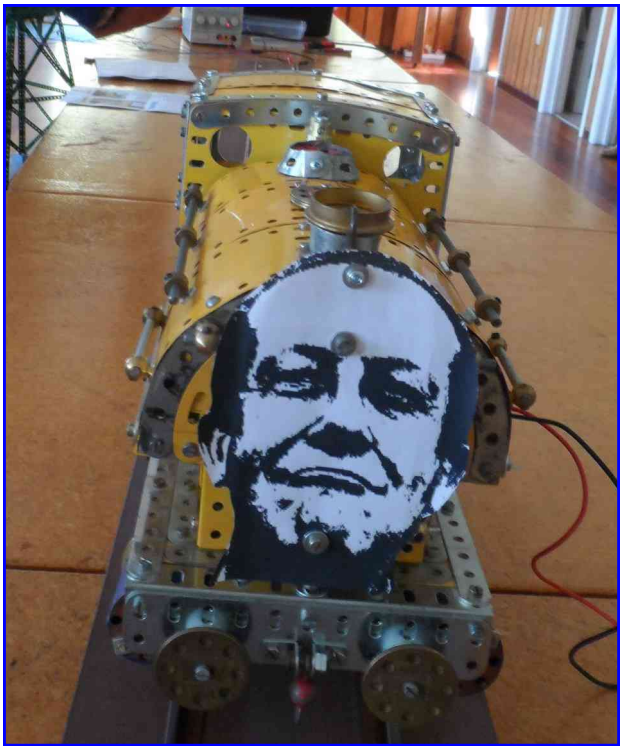
The day was judged a success by those attending.



Is this Thomas the Tank Engine? Without his water tanks maybe.



What is hiding within Loco depicting Simon? Well not the liquorice allsorts it seems!



Cranky's nerve system; electrical pickups transferring power to crane's motors above .

New Ashok Parts now in Stock with Stan Baker: Part 2

In the last issue I commenced a 2 part article listing around 65 new compatible parts that Ashok has introduced over the last year or so. That article included comments or detail on many of the parts, in the list. Most of these parts are in stock in NZ. This article completes the descriptions of the remaining parts as well as including more illustrations of the parts.

Part 212b Narrow Rod and Strip Connector.. This item is similar to part 212a except that it is the same width as the narrow strips. For use where space is at a premium.

Parts 233b and 233c Corner Brackets with ¼ inch spacing. These parts are similar in appearance and dimensions to the very handy parts 133b and 133c for 90 degree and obtuse respectively but with ¼ inch spacing holes. This makes them capable for all the uses that would normally call for the parts 133b or 133c but with far more flexibility in that they can secure parts with non-standard spacings.

Part 108a Trapezoidal Gusset. New and very handy 1½" x 2½" mounting bracket. Far too hard to describe without a pictures included.

Parts 247c, d, e, f, and g: Narrow connector strips. These are similar to the popular narrow strips but with ¼" hole spacing and as supplied in some new Evolution Series Meccano sets.

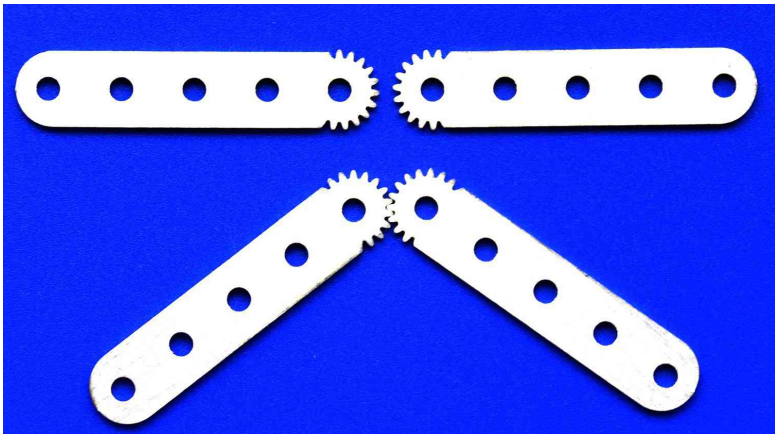
Parts 1105 and 1106: 20DP toothed rings. There are a number of builders in Australia and NZ that rely on the 20DP components for their larger models and these two gear rings round out the set. The part 1105 is 5½" outer diam and 4½" inner diam. with 110 teeth. The part 1106 is 7½" outer diam. and 6½" inner with 150 teeth. Interestingly these 2 parts have been among the most popular of the new ones despite their specialist nature with several of each supplied in both Australia and NZ over the last few months.

***Erector* style parts.** These were introduced by Ashok based on demand principally from the North American market where enthusiasts had such parts and wanted to increase their stock. Interestingly though a number of local enthusiasts are now buying them too. The "ribs" on these strips give additional rigidity whilst being compatible with standard Meccano.

Parts E1 to E4 Straight Erector Style Ribbed strips are available in lengths of 10½", 5½" and 3" and in both green finish or in Stainless steel.

Parts E89 and E90 Curved Erector Style Ribbed strips are available in 5½" and 3" lengths and again are in green or stainless steel. They are similar to parts 89 and 90 as far as radius and length

In addition to the above Ashok parts I have limited stocks of a new part that Georg Eiermann produced in Germany. A Toothed Strip. These are very heavy solid brass $2\frac{1}{2}$" inch strips but laser cut with teeth at one end, Please see the photo. They engage with each other or with standard Meccano gears to form a very strong crank.



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Here is something a little different, a hand built Cat D8 tractor by Bruce Geange at 1" to 1 ft scale (about 16" long). Absolutely magnificent.

AUCKLAND MECCANO GUILD 40th BIRTHDAY

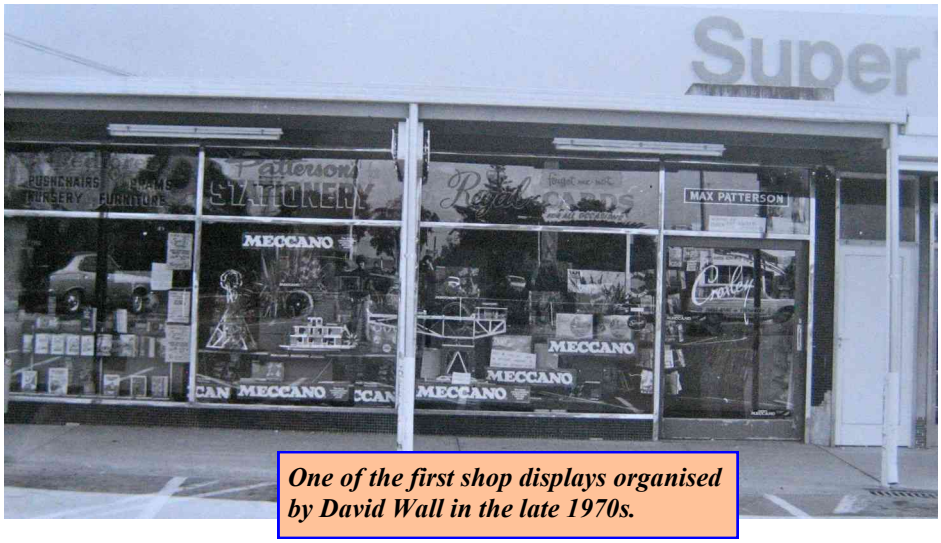
The Auckland Meccano Guild recently celebrated its 40th Anniversary having been founded in mid-1974. In response to our Editor's request I shall attempt to set down a short and I hope reasonably accurate resume of the events that led up to this occasion.

Sometime in 1972 I purchased a second-hand No.6 Outfit (an Ocean Terminal set) ostensibly for my two young sons – neither of whom showed any interest! In order to increase the size of this outfit (I was hooked by now) I approached *Models Ltd* the New Zealand agents who were located in Fort Street, Auckland City. The original manager had recently retired and had been replaced by Don McKenzie who, together with his equally progressive sales manager, Don Scott, persuaded me to form a Meccano Club – no doubt as a means of encouraging sales. I eventually agreed and in mid-1974 the first of our monthly Wednesday evening meetings was held in the YMCA complex in Northcote on the North Shore in Auckland.

Initially I established a monthly theme model programme (e.g. cranes one month, vehicles the next month, etc.) I also intended to keep a membership attendance record. It didn't take me long to realise that I was only creating unnecessary rules and restrictions so I decided that the only "rule" would be that members all shared an abiding interest in Meccano and informality was to be the keyword.

We continued to meet at the YMCA until 1977 when, as the majority of our members lived south of "The Bridge", it seemed better to seek a more central venue. Thus we moved to "Boystown" in Nelson Street, central Auckland. We were several years in this venue but as Boystown catered for a wide range of noisy youth activities we decided to meet on a quarterly basis in the relative tranquility of member's homes. I do recall that **George and Joan Ovenden, Neil and Eileen Carey, Brian Buchanan and Elizabeth and myself** were among the first to host these meetings.

A change to Saturday afternoon meetings was subsequently agreed upon to avoid the need for night driving as by now members were widely dispersed throughout Auckland (and getting older). This proved a popular move which has continued through to the present time. As a further innovation about 15 years ago we encouraged members to bring their partners to meetings, whilst this didn't result in a model building boom it has resulted in a very high standard of afternoon tea!! The ladies also enjoy the opportunity for fellowship.



One of the first shop displays organised by David Wall in the late 1970s.

Our membership has remained remarkably steady over the ensuing years – about 20 members plus partners. I recently came across one of the first attendance records, the attendees were **Alan Coop, Peter Ball, Simon Oliver, Ray Burn and Shane Corbett** – where are you all now? Incidentally the model theme for that meeting was a Hammerhead crane.

In addition to venue changes we have also changed our group's title. Originally we were a Society then an Association, next came a Club and now in keeping with tradition we have become a Guild.

Although our Guild hasn't actively sought new members it has given the hobby a high public profile. The Guild has hosted 6 national conventions, it has attended and been a major attraction at the annual *Model X* hobby show in Auckland since its inception. Next Queen's Birthday weekend will be our 28th appearance. Thanks to our energetic secretary **Peter Hancock** the Guild has mounted 3 major exhibitions, 2 at *Te Papa*, the Museum of New Zealand in Wellington and 1 at *MOTAT* (Museum of Transport and Technology in Auckland). Peter is also responsible for introducing "hands-on" interaction to encourage participation by children and adults, this has proven very popular with the public. We have also on request, mounted a biennial model display 5 times at an Auckland independent primary school (Ficino School) which has also proven very popular with pupils, parents and teachers. In our earlier days members participated in 2 national Telethon TV Charity Shows, and 2 public exhibitions at an East Coast Bays Hobby Show sponsored by the Lions Organisation. A few of us have had our models featured in national magazine and newspaper articles as well as mounting our own individual exhibitions, whilst 1 of our members won a the prestigious ISM Michael Adlers Founder's Prize in 2012.

I think it can be confidently stated that the Auckland Guild is keeping the Meccano tradition alive.

Finally I would like to think that our unofficial motto is that coined by the late Ken (Flash) Gordon of Melbourne, Australia: Meccano - Just for Fun.

Regards to all.
David Wall (President, AMG)

One of the Club's first public displays during the 1979 Telethon.

Current AMG members celebrate the Guild's 40th Anniversary at their May meeting:
Left to right: Henry Porter, Anthony Caldwell, David Wall (Founder & President), Gerald Hart, Richard Sealey, Graeme Wrightson, John Denton, Neil Carey, George Ovenden, Graeme Mills, Rick Vine, Mike Stuart, Les Megget, Peter Hancock (Secretary), Gary Higgins.

Christchurch Meccano Club
(Est. 1929)
May 2014 Quarterly Report
by
Mike Howse

A major Meccano Display, the Meccano Road-show, held at the Cashmere High School Hall over Easter. A very high number of CMC members had an excellent range of models on display.

John & Yvonne Stark and David and Jane Couch from Nelson seemed to have people gathered around their display tables for the whole three days.

"Mama Mia" … it`s **Bob (and Anne) Prescott**, no prizes for guessing what model of theirs drew the crowds to their display tables.

Also, a very big thank you to **Sandra Aston** who was on morning & afternoon tea duties for the three days.

We had an excellent response from the general public over the three days with attendance numbers exceeding expectations.

It was very gratifying to see the very high numbers of family groups attending. The numbers of young model builders and their parents who made use of the "build & play" *Torro* sets was also well up on other displays we have had.

A comprehensive collections of pictures of the CMC Roadshow 2014 are on the Christchurch Meccano Club Facebook page.

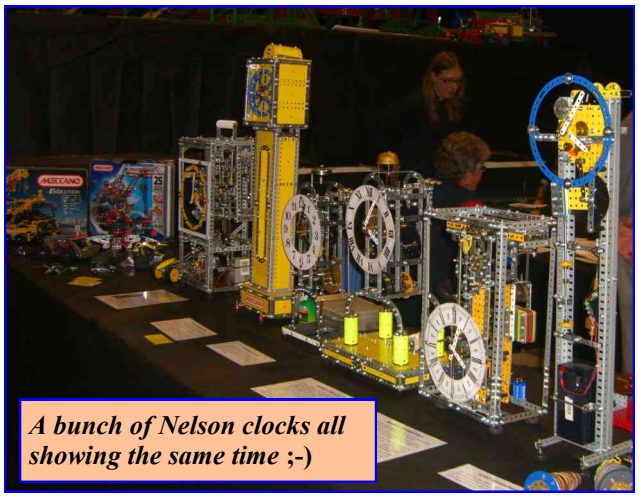
At our May club meeting following the Meccano Roadshow Display club members all agreed the whole Easter weekend was a great success.

Also at the May CMC meeting a number of items came up in general business that were discussed briefly then subsequently referred to the CMC`s Exhibition Committee.

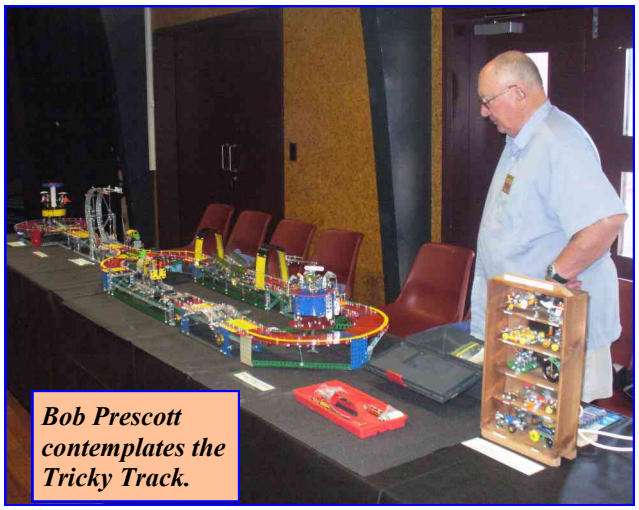
The two items deferred to the Exhibition Committee were; how do members fund going to Wellington to the NZFMM Convention at Te Papa over Easter 2015, and, the venue for CMC`s Easter Meccano Display in 2016.

I think it`s fair to say a decision on our 2016 Display was easy compared to going to Te Papa. More on the 2016 Display venue at a future date.

Options for CMC members wishing to attend the NZFMM Convention at Te Papa over Easter 2015 were vigorously discussed, recommendations will be put to CMC members at the CMC June meeting.



A bunch of Nelson clocks all showing the same time ;-)

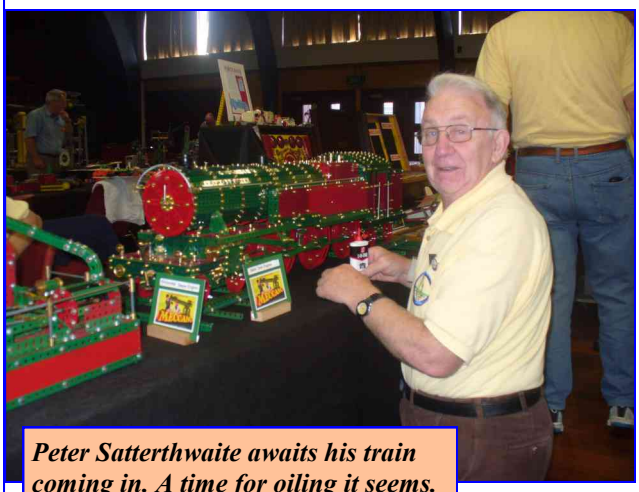


Bob Prescott contemplates the Tricky Track.

The Build and Play room.

Roland Jaspers setting up his container crane.

David Littlefairs Merry Go Round.



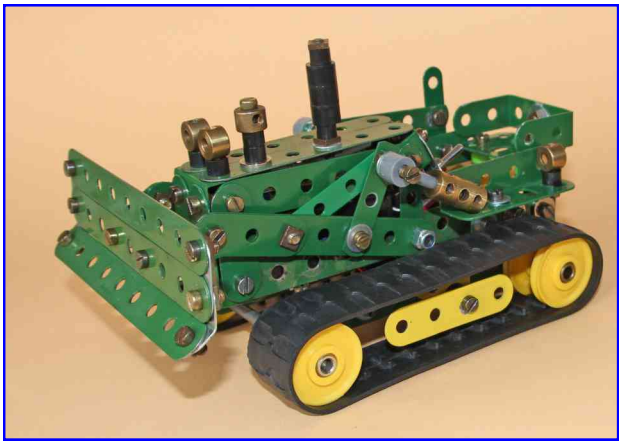
Peter Satterthwaite awaits his train coming in. A time for oiling it seems.

President Neil Pluck again with his comprehensive display.

SMALL CRAWLER TRACTOR

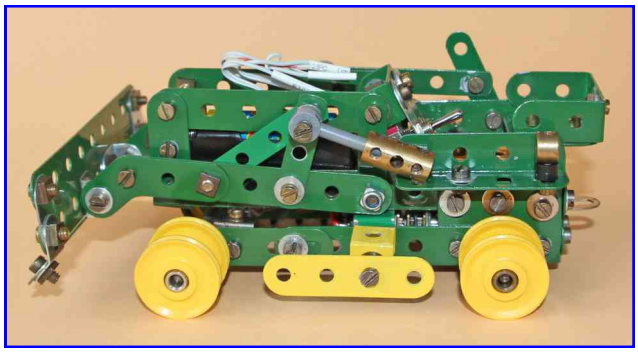
by Bruce Geange

The tractor is based on the small *John Deere* crawler tractor. The model is powered with a motor from Stan Baker with forward and reverse movements. The blade is raised and lowered from a lever near the driver's seat.

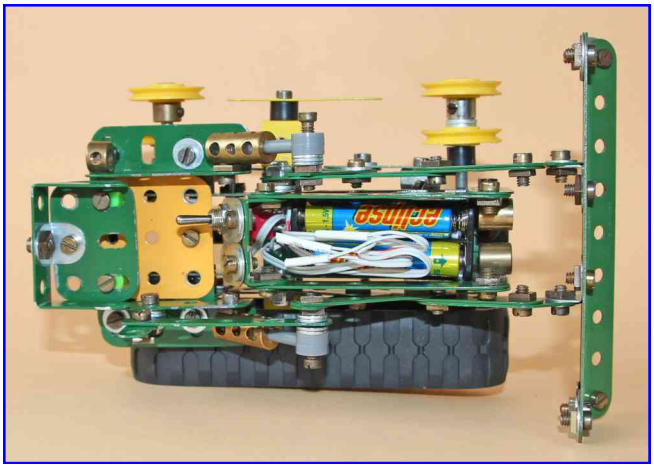


The main frame is made up from two $4^1/_2$" Strips joined at the front with a 1" Double Angle Strip with $1^1/_2$" strips for each side of the radiator. The centre hole on the Double Angle Strip has a 3" Strip fixed to it and the centre hole in the $1^1/_2$" Strips have a Threaded Boss fixed by the round holes spaced with washers to suit. Hole six from the front on each side has a $^3/_8$" Bolt facing out with a $1^1/_2$" Narrow Strip facing up with Washer and Nut. Extend the rear end of the frames one hole with a $1^1/_2$" Flat Girder either side bolted by their slotted holes (round holes down) and spaced with four Plastic Washers (38a). The rear of the tractor has a 1" Angle Girder fixed by the round holes to the $1^1/_2$" Flat Girders. The top holes have a $1^1/_2$" Angle Girder fixed by the slotted holes and below is a $1^1/_2$" Strip with an Angle Bracket for the drawbar. A 3" Strip is fixed to the two remaining holes on the $1^1/_2$" Flat Girders by one nut and bolt with a $1^1/_2$" x 1" Double Angle Strip for the motor mount. The 3" Strips are extended by a 2" Slotted Strip either side with Angle Brackets fixed for support with a Nut and Bolt in the round hole. The slot in the strip is for track adjustment. The fourth hole from the rear on the 3" Strips has a $1^1/_2$" x $^1/_2$" Double Angle Strip between them spaced with a Washer and a $^1/_2$" x $^1/_2$" Double Bracket on the outside. A 2" Strip is fixed to the Double Bracket spaced by a Plastic Washer. The $1^1/_2$" strips for the sides of the engine compartment are joined with 3" Strips and a 1" Double Angle Strip bolted at a angle. Two Fish Plates bolted to the Double Angle Strip by their slotted holes represent the dash. One Fish Plate has a ¼" hole for the switch.

The footplate consists of a $1^1/_2$" x $1^1/_2$" Flat Plate with a $2^1/_2$" Strip fixed under one end by one Nut and Bolt. The other end has a $1^1/_2$" Flat Girder secured with two $^1/_2$" Bolts through the slotted holes and spaced with Plastic Washers (38a) passing through the end holes on the Flat Plate followed by a $2^1/_2$" Strip then fixed to the $1^1/_2$" Angle Girder at the rear of the tractor. The seat rear is a $1^1/_2$" x



1" Double Angle Strip fixed to the seat by a Angle Bracket. A 2" Angle Girder is bolted to either side of the $2^1/_2$" Strips by their slotted holes. The rear left side has a Collar (rear light) spaced by Small Plastic Washer (38b). The bonnet and radiator are made from a 1" Angle Girder with two $1^1/_2$" Strips bolted to the slotted holes. The bonnet has two 3" Strips bolted to the A/G with lights fitted as per the rear light. An exhaust and air cleaner fit on the left side of the bonnet. This assembly is bolted to the two Threaded Bosses at the front of the tractor.

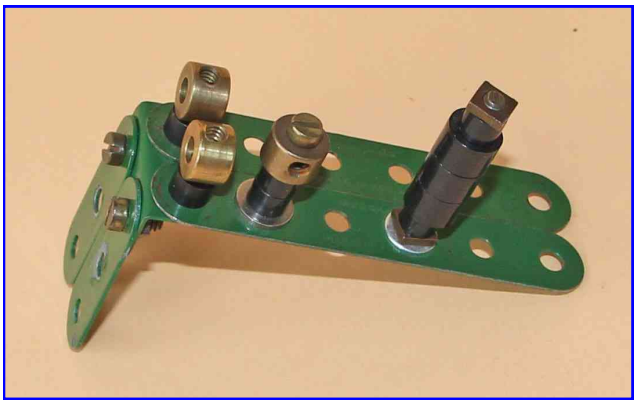


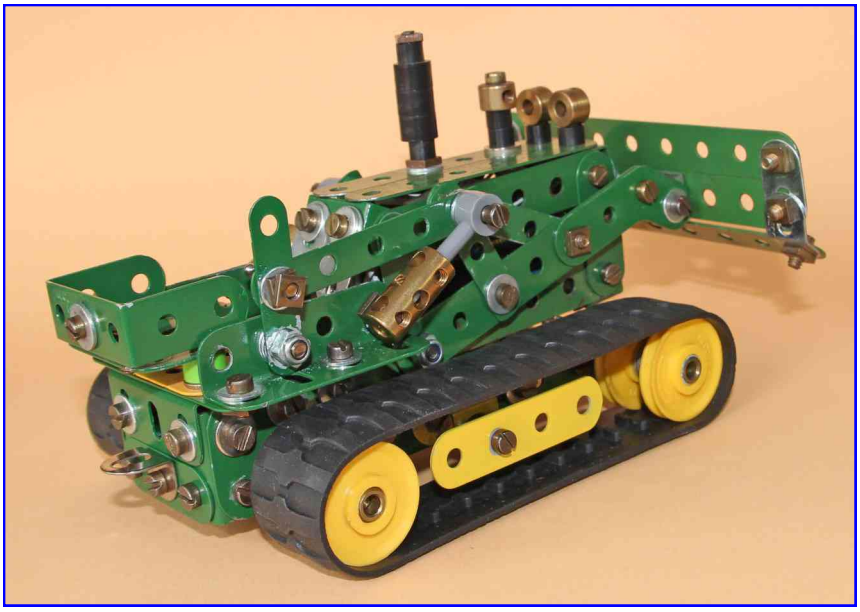
Tractor from above.

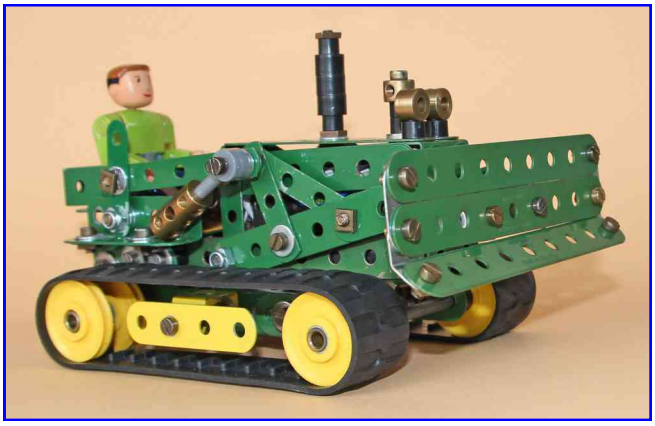
A Stan Baker No 1 geared motor (50 rpm) has been screwed to a $1\frac{1}{2}$" Strip and is fixed to the $1\frac{1}{2}$"x 1" Double Angle Strip under the tractor and has a 19 tooth Pinion fitted. A $3\frac{1}{2}$" Axle passes through the 2nd hole from the rear and has a 25 tooth Contrate spaced with a Washer. Two 1" Pulleys with Boss fit each end of the Axle. Another $3\frac{1}{2}$" axle fits through the front holes of the 2" Slotted Strips and at either end a Plastic Washer (38a), 1" Loose Pulley, two Washers and a 1" Pulley with Boss. The Rubber Tracks (AO47) can be fitted and adjusted by the slotted holes in the 2" Strips.

Four AAA batteries fit into the engine bay using two holders carrying two batteries each. A DPDT miniature switch fits into the ¼" hole on the Fish Plate. When all wires are connected the tractor should run.

Make the blade from 3 - $4\frac{1}{2}$" Strips joined at the ends by a Fish Plate and an Obtuse Angle Bracket. Two Angle Brackets are bolted to the fourth hole from each end of the centre strip by their slotted holes. An Obtuse Corner Bracket bolts to each Angle Bracket on the blade by the 1" end with the other end extended by a $3\frac{1}{2}$" Strip bolted at holes 1 and 3, hole 3 having a 2" Narrow Strip also and the nut faces out. A $1\frac{1}{2}$" Narrow Strip is fixed to hole 5. The two narrow Strips are joined at their ends by a lock-nutted ¾" bolt with a Mini Shock Absorber Pin and three Washers on the left side. The right side has a Mini Shock Absorber Pin, two Washers, $2\frac{1}{2}$" Narrow Strip and two Washers fixed as per the left side. Couplings are fixed by $\frac{3}{8}$" Bolts with a back nut to the front round holes on the 2" A/G on each side of the tractor. The arms of the blade fit over the $\frac{3}{8}$" bolts on the side of the tractor secured with Nylock Nuts with the Mini Shock Absorber Pins fitted into the Couplings. Bolt a $1\frac{1}{2}$" Narrow Strip to the 2nd round hole from the rear 2" A/G on the right side with a $\frac{3}{8}$" Bolt, 3 thinner Washers, the strip and a Nylock Nut. This nut gives tension for the blade lift. The $2\frac{1}{2}$" Narrow Strip is lock-nutted to the centre hole on the $1\frac{1}{2}$" Strip. The blade will now lift up and down.







Tractor from below.

N.Z. FEDERATION OF MECCANO MODELLERS
Income and Expenses - 1 April 2013 to January 31 2014
(Note: only 10 months covered).

2012/13			2013/14
4562.88	**Cash Book Balance March 1, 2013**		$5393.79
	INCOME		
3152.00	Subscriptions N.Z.	3150.00	
688.50	Subscriptions, Australia	662.30	
549.13	Subscriptions, Rest of World	509.05	
52.00	Subscriptions in advance	97.76	
10.00	Back copies & casuals	7.00	
91.00	Donations	63.00	
4542.63			$ **4489.11**
8906.48			$ **9882.90**
	EXPENSES		
2364.40	Printing 3 issues May, Aug, Nov	2871.55	
------	Printing back copies	-------	
------	Printing Subs. list	-------	
------	Printing Subs. Renewal forms	-------	
------	Printing Feb. folly model	-------	
1276.60	Postage	942.40	
40.00	Plastic Wrapping	60.00	
-------	Envelopes	6.95	
30.72	Labels	-------	
-------	Cheque book duty	2.50	
3711.72			$ **3883.40**
5393.79	**Cash Book Balance**	**January 31, 2014**	**$ 5999.50**

Bank Reconciliation

Cash Book Balance January 31, 2014	5999.50
Bank Balance - Bank Statement No. 90 dated January 31, 2014	**$ 5999.50**

Bob Prescott
NZFMM Treasurer

Meccano display at Kapiti Village Paraparaumu

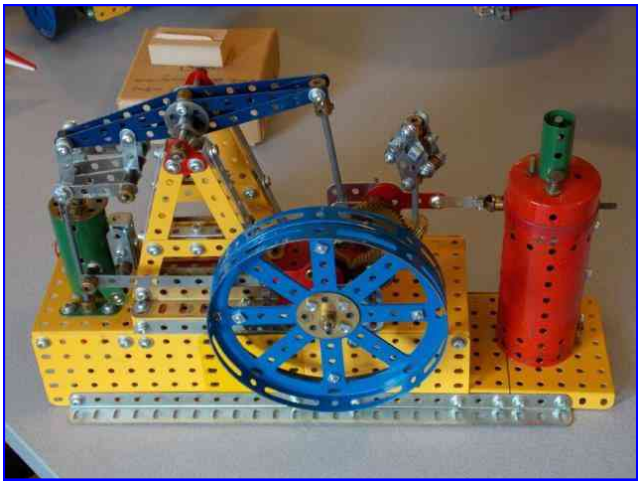
from Peter Hancock

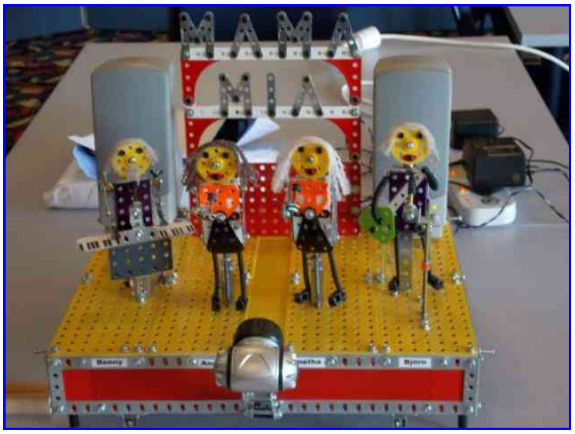
On Sunday 2nd of March between 10am and 3pm, a significant number of Meccano models were set out for public display in the restaurant area of Kapiti Village, located at 1 Henley Way, Paraparaumu by local Wellington Meccano Club members, **Bob Prescott, Lou Nichols, and Reg Barlow** who were ably assisted by **Anne Prescott, Shirley Nichols and Brian Parker.**

A steady flow of visitors of all ages patronised the event throughout the day due to the carefully orchestrated pre-event publicity provided by a colourful poster/flyer that Bob Prescott had developed along with good use of advertising spots on the local radio station further supported by advertising in the local newspapers.

When the reporter visited the event in the early afternoon, there was a good crowd of young and old alike with the young making good use of the hands on models while Mums and Dads asked questions. A good number of the village residents were or had been in attendance and those present at the time were happily yarning about Meccano and reminiscing about the time when they had had Meccano of their own.

Amongst the models on display was: Abba's "Mama Maria", "Topsy & Turvey Tricky Track", "Tower Crane", "The Educated Monkey", "London Double Decker Bus" and many more. Congratulations to the team for fostering the art of Meccano in the Kapiti region.





Left to Right: Shirley & Lou Nichols, Anne & Bob Prescott, Reg Barlow and Brian Parker.

Wellington Meccano Club

Meeting Report

Date: 31st January 2014, 7:30pm

Reporter: Max George

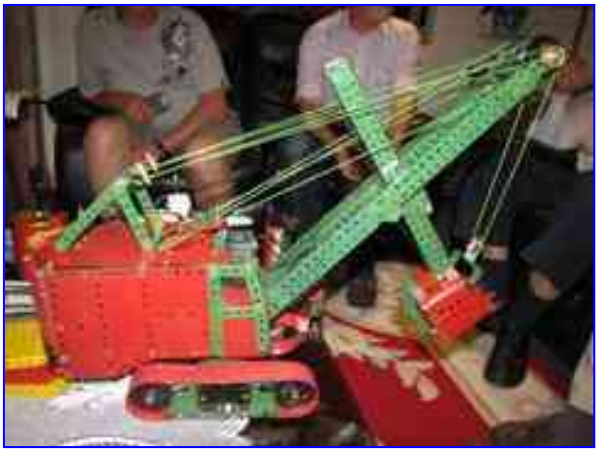
Held at **Stan Baker's** Place, Tirohanga, Lower Hutt.
Present: **Bob Prescott, Campbell Morrison, Chris Marsh, Don Flowers, Eldon Porter, Keith McCallum, Lou Nichols, Max George, Reg Barlow, Simon Moody, Stan Baker.** We welcomed **Chris Marsh** who is a keen modeller and is interested in joining the group.
Apologies: **Brian Petersen.**

General Meeting:
Stan showed us some of the *Ashok's* new parts including a worm and 50 tooth gear which in conjunction with a 2:1 gear reduction gives a handy 100:1 ratio.

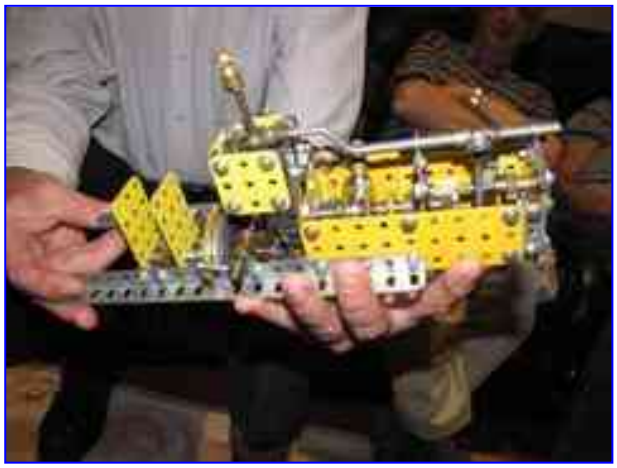
Stan talked about his weather station and suggested those interested to look at wunderweather.com and check on the Tirohanga Lower Hutt station to get minute by minute updates.

Lou had been contacted by Rachel Ingram from the Cable Car Museum as they are having a children's day on Sunday 2nd March and would we like to display Meccano models there. There was not enough interest and so Lou will let Rachel know. Bob is having a display at his village on 2nd March where Bob, Reg, and Lou will display Meccano models for local interest.

***Chris** displayed his model digger from a set 10 manual.*



***Simon Moody** has nearly completer Cranky the Crane from the Thomas the Tank Engine series.*



***Don** displaying a gearbox he is constructing.*

Easter 2015 Convention:
Stan gave a breakdown of what he has been doing about the 2015 Convention. Use the Thursday night to set up static models. He envisages that modellers will set up other models on the Friday while the public watch on.

There will be a private room for our use where the Convention Dinner and AGM will be held.

Te Papa has Security people who can be used to demonstrate models if required so don't need to be there all day from 10:00 to 6:00.

Wellington Meccano Club

Meeting Report

Date: 2nd May 2014

Reporter: Max George

Held at Max George's Place, Tawa, Wellington.
Present: Campbell Morrison, Don Flowers, Eldon Porter, Max George, Reg Barlow, Simon Moody, Stan Baker.

Apologies: Bob Prescott, Brian Petersen, Keith McCallum, Lou Nichols, Robert Vale.

General Meeting:
Stan spent a lot of time going over the information he has about the Easter 2015 Convention at Te Papa ,especially the topics Peter sent him about the previous displays that he had organised. Tasks were allocated to help with the convention.

Models:
Simon Moody displayed his nearly completed Crane he is constructing to complement Cranky The Crane from the Thomas The Tank Engine series.

AGM
As this meeting was also the AGM it was decided to keep the same committee members due to next year's Convention.

Chairman: **Stan Baker (04) 566 7150**
Secretary: **Max George (04) 232 4200**
Contact: **Lou Nichols (04) 297 1515**

Plan now to be at the Te Papa Convention, Easter 2015

It is only about 10 months to go. Te Papa and the Wellington Meccano club, co-hosting the convention, hope that you have made a start on your display model(s). We know that there are some great display models in the pipeline. We need yours as well to ensure a great weekend for all including the over 30,000 expected spectators.

Planning is proceeding in conjunction with the Museum. We have approached two hotels, a budget one about 800 metres away as well as a higher rated one over the road from the Museum and are awaiting a booking reference from each along with special room rates and details. We expect to have those details for the next Magazine issue so attendees can book direct and get the best rates as well as fraternizing with other enthusiasts.

We also expect to advise details on discounted parking to compliment the free spaces made available by the Museum.

As earlier advised the Museum will be open to the public from 10 am till 6 pm daily but models can be setup then or before or after opening hours. Any visitors that can have their models setup on the Thursday night are encouraged to do so but it is recognised that most will setup on the Friday or even Saturday. For those travelling home on Monday, models can be taken away on the Sunday night or Monday although the museum would be pleased to see as many models as possible being there over the duration We have had a good response of expected attendees from throughout NZ as well as some from overseas but we definitely need more. Plan now to attend and display your models for as long as you are able.

Stan Baker, Chairman Wellington Club.

MWT MODEL TOUR for 11th February 2014

Article by Robin Rye

Tom Pittams showed off his Meccano Geared Roller Bearing in the form of an Advent Calendar. He had 3 differing radio control cars of the Turbo Series and 3 other non-Meccano radio control cars with differing features.

John Freer had built the Crane-Truck from the current *Evolution Series*. As a further modelling project, he is building an upscale version of the Crane Truck to be about a half metre long model that is intended to be infra-red controlled.

Graham Hawtree has bought the Meccano model of a *Linkbelt* excavator made by the late **Blake Huffam** and had it on display. Completely non-Meccano, but of interest, was the military leg pouch for a Morse signalling device that Graham had.

Chris Morton brought along a Hornby Speed Boat recently purchased at auction. He is busy refurbishing it, concentrating mainly at present on making a replacement propeller.

Daryl Anderson had also purchased a Hornby Speedboat at auction. A 1937 Condor/Swift No. 2, in nicely preserved condition with the original box in great order. The box is made of strawboard, now unobtainable. Two Meccano items purchased during his recent Honeymoon trip to Paris were a *Lapins Cretins* set and a nice French No. 6 set of 1950 vintage.

Bruce Geange displayed 2 small powered models made for Santa's Cave display in Feilding. One of the models was of a gimbal mechanism that had a piece of card attached with a Santa and sleigh printed on it. As the gimbal revolved, Santa with his sleigh swooped and swayed like they were on their Christmas eve rounds. The other model was of a wind powered electricity turbine.

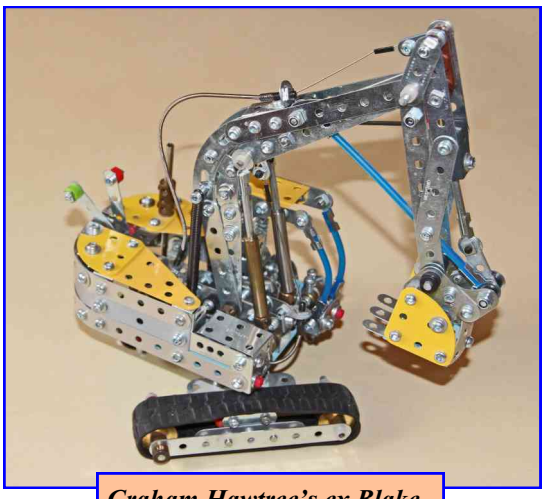
Bob Prescott built the double pendulum mechanism from a recent ISM magazine. **Paul Vodonovich** found some Meccano like sets in a $2 dollar shop and brought along 3 examples of models. Smaller than the Meccano standard. His real Meccano effort was a start on a model tank 3.21 from 1947.

Wayne Blakely has produced a Meccano kitset of an *Oliver* tractor with the view of making sales world wide. The parts, box, instruction sheet and postage sit at $165.00 and rising. The cost is too great Wayne says for the project to succeed.

Bruce Geange has helped Wayne with the project though various steps. Bruce was the original modeller of the Oliver.

Hugh Ramage baffled us again with a gimbal and pendulum thing with several motions. A recent ISM magazine featured his knitting machine. He showed a small rolling machine made of Meccano for curving Meccano strips.

Robin Rye finished off 5 small models all of which were on display. The *Tintin Galleon*, the new Evolution Truck Crane, 2 small single set tractors and the *Hummer* like radio controlled vehicle. With the Hummer, it was found that either the battery or the charger were not working. A battery from John Freer had the Hummer racing about the floor. Small items of interest Robin had on display included Meccano Crank Handles of various versions with the tiny string hole and Meccano stamped around the shaft, part 133a Corner Bracket with 2 extra tiny holes presumably to locate the start of a new roll of steel in the manufacturing process and he showed with disappointment his favourite screw driver that the shaft broke out of the handle. It was the screwdriver from the *Märklin Bagger* set of some years ago. Paul and Robin compared their pull back Turbo racing cars on the floor.

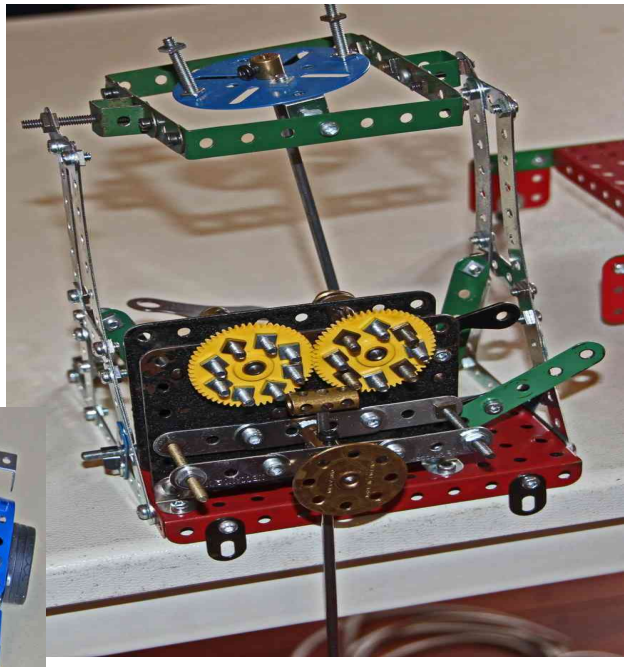


Graham Hawtree's ex Blake Huffam Linkbelt excavator.

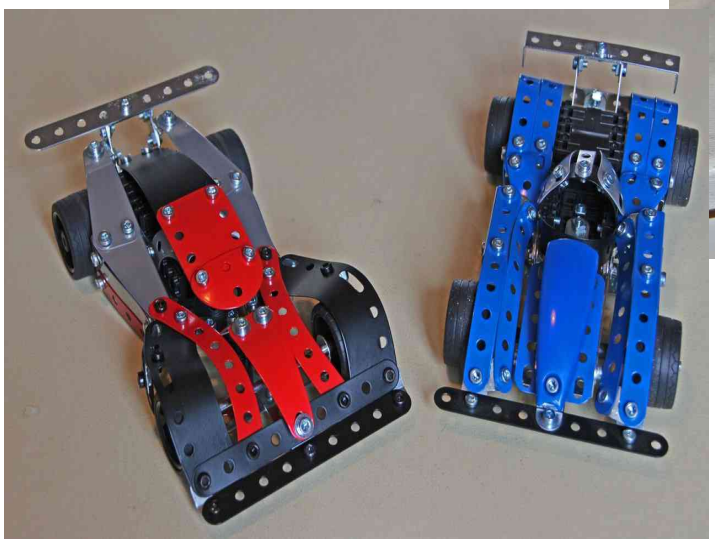
John Freer's Evolution Truck-crane and his larger version under construction.

Chris Morton & Daryl Anderson's Hornby Speed Boats.

Wayne Blakely's Oliver Tractor.



Double Pendulum maybe ??
Or is it Hugh's mechanism?



Tom Pittam's RC cars.

New Zealand Club Diary 2014

Auckland Meccano Guild

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

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

Meetings at 2pm on second Saturday every third month. The next meeting will be held on **Saturday 9 August** at Neil Carey's, 23 Eaton Road, Hillsborough, starting at 2pm.

MWT Meccano Club

Chairman: Chris Morton
Vice Chairman: Robin Rye
Secretary: Daryl Anderson, Tel. (06) 278 7666

Meetings at 2pm. Next meeting Saturday 14 June at St. Luke's Church Hall, Corner Cornfoot and Manuka Streets, Wanganui.

Wellington Meccano Club

President: Stan Baker, Tel. (04) 566 7150

Secretary: Max George, Tel. (04) 232 4200

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

Meeting at 7:30pm on first Friday every second month. Next meeting: **Friday 4th July** at TBA.

Christchurch Meccano Club

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

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

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

Additional Meccano Contacts

Hamilton: Don McClelland, Tel. (07) 843 4198
Tauranga: Barry McKey, Tel. (07) 576-1623
Hawera: Daryl Anderson, Tel. (06) 278 7666
Kapiti Coast: Bob Prescott, Tel. (04) 905 2963
Napier: Trevor Adam, Tel. (06) 843 4837
Palmerston North: Bruce Geange, Tel. (06) 357 0566
Nelson: John Stark, Tel. (03) 545 1025

Articles, etc. for the August 2014 issue of NZFMM Magazine should be sent to Les Megget before the 1st August 2014.

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

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Contact Stan Baker nzmeccanoman@gmail.com
Phone +64 4 566 7150 Evenings.

****

Recent interesting photos and model seen at March Madness.

Cranky the crane: Prototype and model.

March Madness Attendees:
Back, left to right: Stan Baker, David Shand, Keith McCallum, Bob Prescott, Barry Babbage, Clive Nicols, David Wall and Selwyn Bluett,
Front row: Barry McKey, Chris Morton, Simon Moody, Robin Rye and Peter Hancock.