



NZFMM MAGAZINE

Volume 42, No. 2

May 2018

*Bruce Geange's
motorised John Deere
Model 'B' Tractor.
Building instructions
are on pages 3 to 5.*



*Andrew Cathie's
GBSC (SML4) at the
May AMG meeting.
Want one? Build
Hachette's Partworks
version over 120 weeks,
see p7.*

Also in this issue:

- *NZFMM Archives*
- *Hachette Partworks GBSC*
- *DeLorean Back to the Future car*
- *AMG, CMC, WMC and MWT meeting reports*
- *Dave Shand in the media*
- *Gazza's EBay Column*
- *Meccano March Mania report*

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NZ Federation of Meccano Modellers Magazine

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EDITORIAL; It's Good News

Since my pleading Editorial in the February issue calling for someone to take over as Editor next year I can report that **Richard Feltham** (MWT) has taken up the challenge and will take over from the February 2019 issue. Many thanks Richard and I do hope you don't find the job too onerous. I can say I've enjoyed being Editor for nearly 11 years but enough is enough! I have promised Richard that I will continue to write articles for the Magazine on a regular basis. I hope to get more time to build models thus giving me subjects to write about. **Bruce Geange** has offered to continue as proof reader which is very much appreciated. If you read a lot of Meccano club magazines you will realise that the NZFMM Mag has very few errors compared with some others, who shall remain nameless.

The Meccano-related internet has been full on about the GBSC (SML4) partworks set being produced by Hachette in the UK currently. This comprises ~120 weekly bubble packs each containing a few parts to build the iconic crane at about \$20NZ a week. Value for money, you work it out! I've written a short article about it on p7.

If you are reading this and still haven't paid your 2018-19 subscription please pay up asap and remember to email **Peter Hancock** informing him of your payment. See the details to the left on this page.

I note that the ISM is still looking for a new editorial team for the IM Magazine to take over at the end of this year; anyone interested? I fear the IM may well be on its last legs but hopefully not.

Les

Contents

Meccano John Deere Model 'B' Tractor	3- 5
Recent Visitor to NZ	5
NZFMM Archives, Cont. from Feb 2018	6- 7
The Hachette Partworks GBSC	7
DeLorean Back to the Future car, Part 1	8- 9
Auckland Meccano Guild report	10-11
Greater Waikato Meccano Club get together	12-13
Meccano March Mania, Taupo 2018	14-16
See, Think and Build; Dave Shand	17
Christchurch Meccano Club Quarterly report	18-19
Gazza's EBay Column	20-21
NZFMM Income and Expenses 2017-18	22
Wellington Meccano Club March meeting	23-24
MWT February Meeting report,	25-26
March Mania photographs	28

Meccano John Deere model 'B' Tractor

by Bruce Geange

These tractors were produced from 1935 to 1952 in large numbers and proved a popular tractor. You could have the tractor with steel wheels or rubber tyres. The tractor modelled is the un-styled version with the styled model appearing in 1939 I think.

Start with the radiator (Fig. 1) by joining two 2" Angle Girders by their slotted holes with part No. C860 (Small Trunnion) spaced with two Washers. At the top fit a 1 1/2"x1/2" Double Bent Strip spaced with a Fishplate and a washer. Bolt a Narrow Angle Bracket to the centre hole spaced with two Washers. Bolt 4 1/2" Strips (Fig. 2) to the lower end of the radiator and extend these with a 2" Flat Girder each side by their slotted holes and spaced with two Washers and a thin Washer using 3/8" Bolts. On the right side add an Angle Bracket with a Fishplate at hole six and a Rod to Strip Connector spaced with a Washer. To the angle bracket bolt a 3" Narrow Strip and fix with a Nylock Nut. This holds the battery in place. Add a Fishplate to the left side. Two 1 1/2" Double Bent Strips close in the rear end with Threaded Bosses at the top DBS and Angle Brackets under the bolt heads on the lower one with an Angle Bracket in the centre hole facing in and bolt a 1 1/2" Strip on for the drawbar. Fix a 1"x1/2" Flanged Plate to each angle bracket.

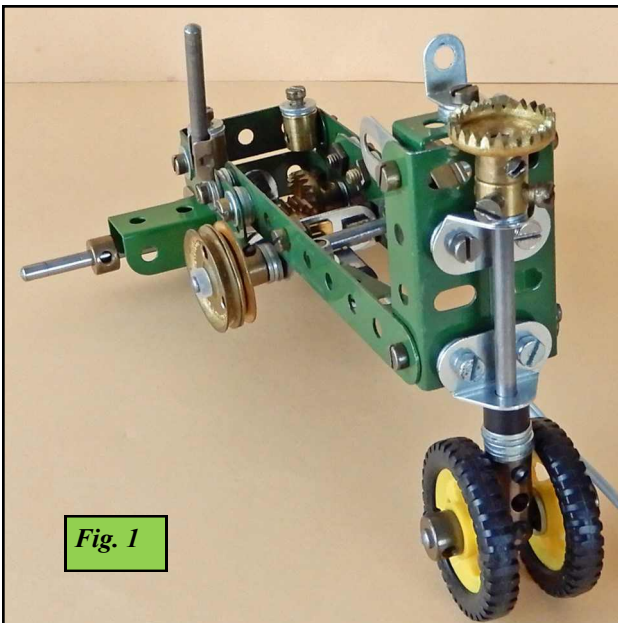


Fig. 1

A Stan Baker No1 motor of 40 RPM (Fig. 3) is fixed to a 1 1/2" Strip, add Angle Brackets to the outside holes and then bolt to the second hole on the FGs. Fit a 1/2" Pinion to the motor shaft. Place

a 5 1/2" Axle Rod through the next holes with a 3/4" Contrate Wheel and Washers to suit. Fit Collars on each side of the rear axle. 2" Pulleys with Motor tyres fit on the axle with a Collar to secure each wheel. Only one wheel is secured to the axle. A 3" Axle Rod fits through the fishplates and on the left side has a 1 1/8" Flanged Wheel spaced with a Washer and two Plastic Spacers. The right side carries a 1" Pulley spaced with three Washers, 1" Loose Pulley held on with a Plastic Grip. Secure a 1 1/2" axle rod in the rod and strip connector.

The front wheels (Fig. 1) are 1" Loose Pulleys fitted with 1" Motor Tyres and run on a 1 1/2" Axle Rod locked in a Coupling with a Washer on each side and Collars holding the wheels on. The top of the coupling has a 3" Axle Rod secured with five Washers and a Plastic Spacer, passing through the two front brackets with a Washer and four hole Collar at the top with a 3/4" Contrate Wheel. The four hole collar has two Set Screws in to prevent over steering.

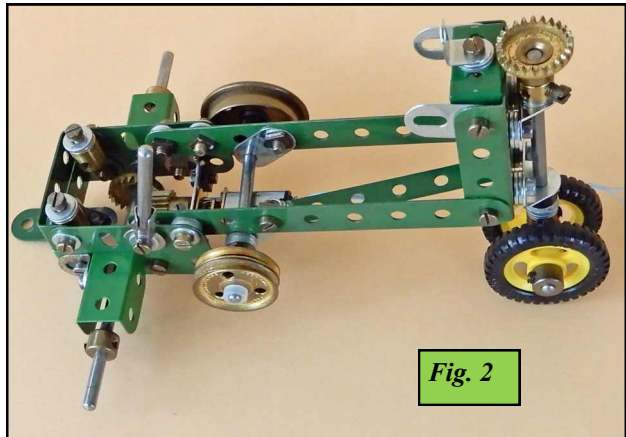


Fig. 2

The bonnet (Figs. 4 & 5) consists of two 3" Angle Girders spaced apart and held together with a 3" Strip and Washers I started with the petrol cap with two Washers on top and one underneath. The front underneath has a Washer with an Angle Bracket bolted by the slotted hole and at the back a 1 1/2" x 1/2" Double Bent Strip in the other hole. Angle Brackets fill in the space at the rear. The air pipe has a Threaded Boss fixed to the second hole from the front with a 1 3/8" Threaded Pin in the top plus a Collar at the top and at the lower end a Kart Tyre (A385) with two Plastic Spacers fitted and held with a 3/4" Bolt and spaced with three Washers. The exhaust pipe is a 1 1/4" Screwed rod (C866) fixed to an Angle Bracket which bolts to the opposite side from the air cleaner. At the top secure four Plastic Spacers with a Nut. To the angle bracket bolt a five hole Narrow Curved Strip (C960) and extend with a ~1 1/4" Narrow five hole Strip and then add a 1 1/2"x1" Narrow Corner Bracket.

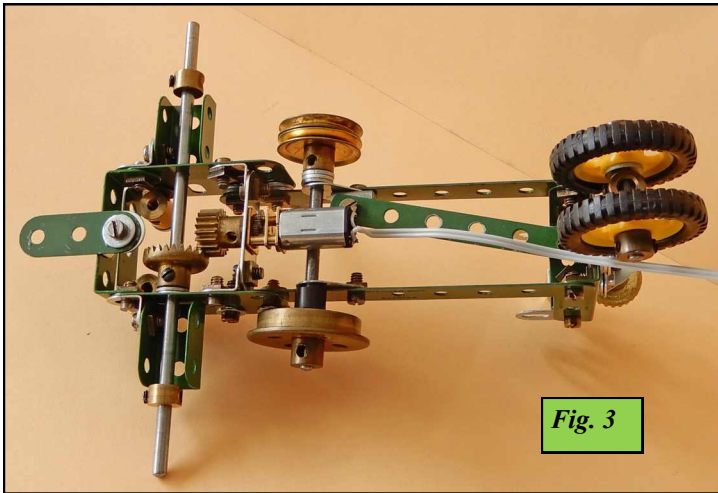


Fig. 3

Narrow Obtuse Angle Brackets together with a Flat Trunnion at one end and the other end in hole five on the FGs. The double bent strip at the end of the bonnet fixes at hole two on the FGs (Fig. 7). The complete piece fixes to the threaded bosses at the rear of the tractor spaced with a Washer either side and bolt the bonnet to the fishplates. Fix a forward-off-reverse switch to the drilled out round hole on a Fishplate and bolt the fishplate to the centre hole at the DBS. Four AAA batteries fit in a holder between the chassis rails and all wires are connected under the bonnet. The wiring that I use is from multi strand ribbon cable. A

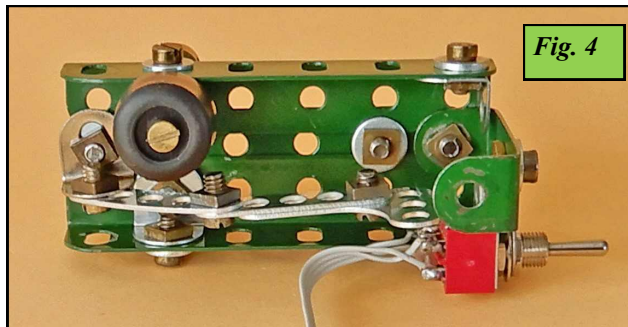


Fig. 4

5" *Triang* axle is used for the steering (Fig. 8) rod with a six hole Bush Wheel at one end then a Collar with the rod passing through the top hole on the narrow strip with a second Collar next. The rod passes through the angle bracket and has a 9mm Pinion with a *Triang* hole fitted (AO25). All should operate from here. The switch is a little difficult to use where the clutch lever is and this could be shifted back one hole if desired.

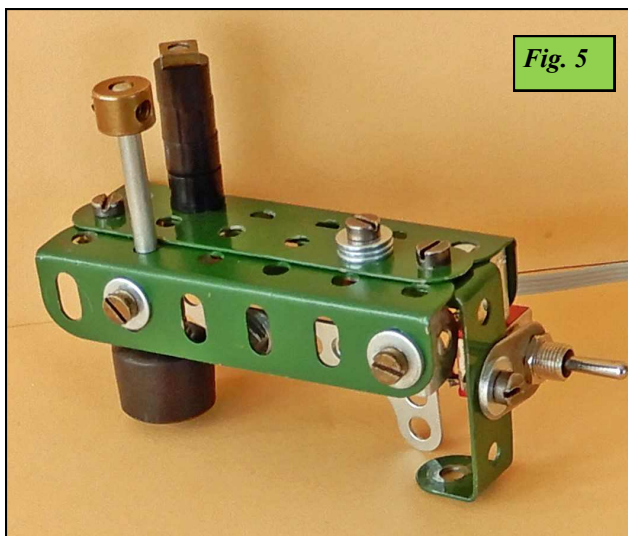


Fig. 5

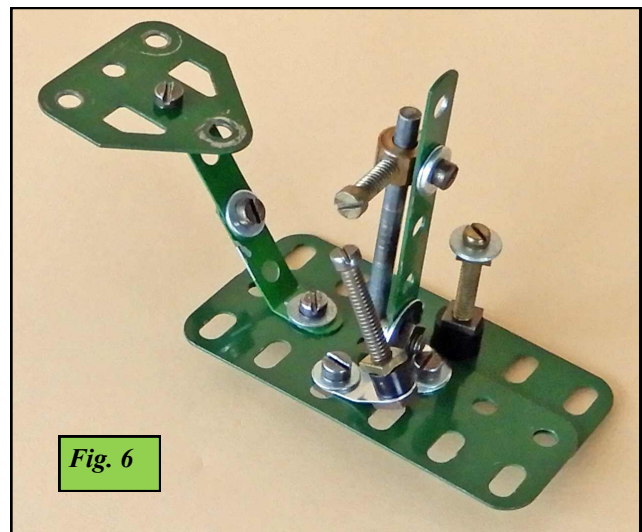


Fig. 6

The last item is the top of the rear end (Fig. 6) with the base being constructed from two 3" Flat Girders bolted together by the round holes with an Angle Bracket in hole three from the front by the round hole and a 2 1/2" Narrow Strip bolted to the slotted hole. Secure a four hole Collar in hole four and a 2" Axle Rod held in the collar with a 1/2" Bolt. An 1 1/8" Bolt makes the oil breather with a Washer at the top and a Plastic Spacer at the lower end fixed in the third slotted hole on the left side. A second 1 1/8" Bolt forms the gear lever bolted to a Narrow Obtuse Angle Bracket spaced with a Mini plastic Spacer. Bolt this assembly to hole four on the right side. For the seat bolt two 1"x1/2"

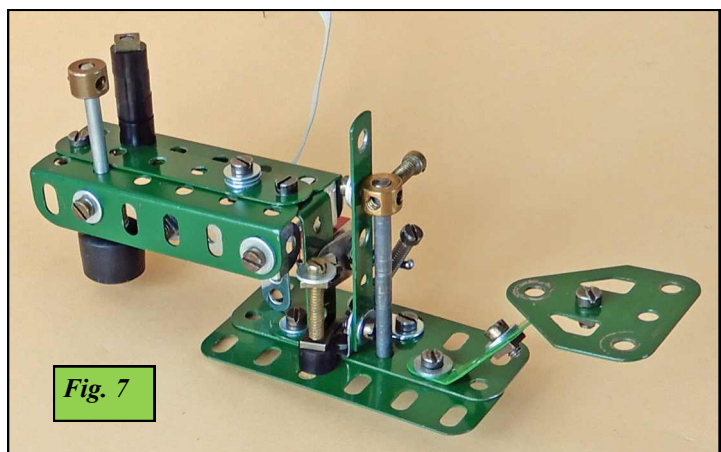


Fig. 7

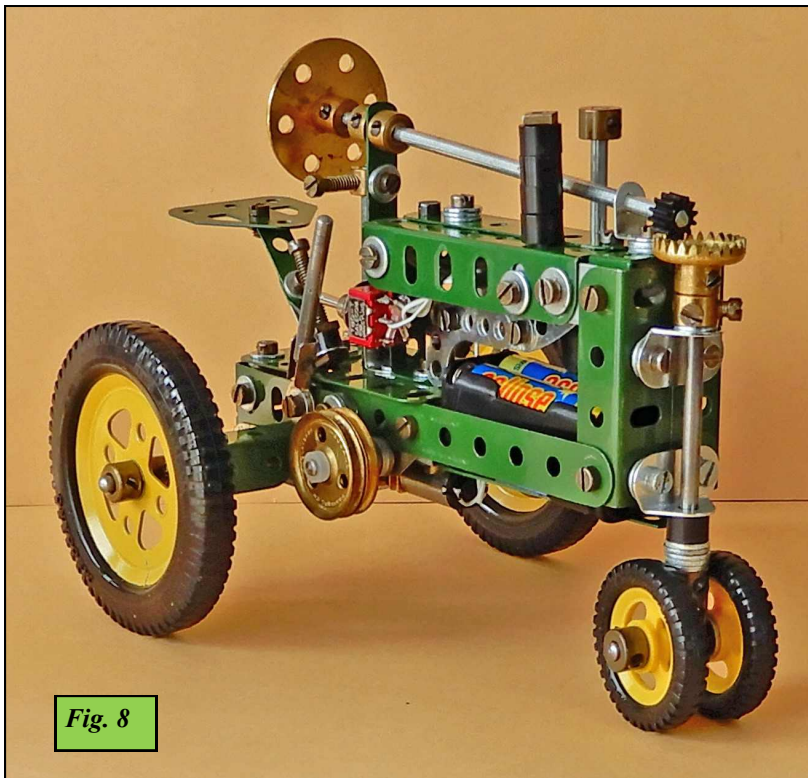


Fig. 8



Recent Visitor to N.Z.

Elizabeth and I had a very pleasant visit from **Ken Cowdry** of Stourbridge, UK. Although Ken's primary interest is *Bayko* it also extends to all things of Binns Road origin.

We spent a period in my Meccano room where I demonstrated my modelling efforts. Ken probably thought "so much Meccano - so little to show for it"! After leaving us he was off to Coromandel with his son before flying home on the following Monday (16/4) after a 6 week extensive NZ visit. He expressed how impressed he was with all aspects of New Zealand.

David Wall
AMG

NZFMM Archives: Continued from February 2018 issue.

by Peter Hancock

CMC Model marking system: Each model earns 15 points to which can be added points for 1st place (15-Points), 2nd place (10-points), and 3rd place (5-points). These placings are gained from two interacting sources as follows: Firstly, normal competition against others; secondly by competition against one's self i.e. If personal standards drop it acts against the placing gained originally. Overall placing for a year is determined by taking the total individuals points for the period divided by the number of models entered.

Wellington Meccano Club: (Excerpts)

Lloyd Spackman reported that the new Model Judging System is now in full operation and appears to be much more reasonable in its effects than the former system. BUT there may still be a few anomalies to iron out. Several of the models presented at the August meeting had been placed on display at the two local shopping Malls arousing much public interest. Among the models displayed were Lloyd Spackman's Supermodels book horizontal Steam Engine; **Stan Baker's** Locomotion No1; Stephen Westmoreland's Quebec bridge model; **Tom Robinson's** 5-foot long drawbridge; **Max George's** Baltic Locomotive and **Don Blakeborough's** model of a lift serving 4 floors. Lloyd had visited Auckland during the school holiday period and had visited MOTAT where he viewed the Meccano Differential Analyser dating back to 1934. (There was an article in the October 1973 MM) He was disappointed to see it in a dirty condition and noted that the base board was covered in footprints! He suggested that it required urgent attention and suggested that Auckland Members might like to follow up on this. Lloyd met with David Wall of the Auckland Meccano Association and they had a very useful discussion. They noted that the Auckland Club set up is quite different from both Wellington and Christchurch, so it was very interesting to discuss Club organisation with David.

Volume 4, Number 10 September 1979.

EDITORIAL: Editor Don reports that he had received a letter containing the following query: 'Could a portion of this magazine be devoted to the Hornby Train Enthusiast? By Bringing in these members it would increase the readers and thus increase the membership of the FMMM'. Don laid out a strong case not to proceed but went on to say: 'As this magazine is for your enjoyment please send in your opinions on the topic, along with any other comments that you may wish to make.'

SOURCES OF ELECTRICAL ENERGY USED BY MECCANO: By Lindsay Bond.

1913: Though Meccano wholesaled a Mains Motor. I have never seen one of them and the readers of this series will realise that the Majority of Cities and towns in NZ had no electricity available to the private householder at this date, as most homes had gas or kerosene lighting, while some towns were lit in the main streets and the tramcars ran on electricity. Most used coal gas.

1916: The first Low Voltage Motor would have required two x 2-volt Lead Cells used mainly on expensive motor cars, in Miner's lamps and included in some Medical equipment of the day. Again, very few of these motors would have come to this country as these cells required regular charging and facilities capable of doing this were few and far between.

1925: The Long Side plate 4-volt Motor and the rapid introduction of radio began to play a part in making 2-volt valve filament Lead cells almost universally available in NZ with charging facilities available in almost every small town. The Meccano factory made or had made 2-volt, 4-volt and 6-volt Lead Accumulators bearing the brand name "SECO" from 1920 - 1929. Charging Boards were available from Meccano to charge these Accumulators from the DC mains, dropping the voltage to the required level by using ballast lamps. 1928 - 1929. Ferranti of England were producing a transformer for most mains voltage to operate the 6-volt Motor directly from the AC mains. Meccano soon began using these Ferranti Transformers and associated their brand name as Ferranti Meccano. These were good robust transformers.

1932: With the introduction of the 20-volt series of higher powered motors came Meccano Ltd.'s own Transformer, with or without current regulator, with extra voltage outputs if required and used by both Hornby Electrical Railway sets and Meccano. These continued to be manufactured in a variety of colours, designs and shapes until the E15R(S) Motor was finally discontinued. These Transformers were extremely well made, robust, with excellent electrical insulation properties.

1962: With the introduction of a DC only, permanent magnet electric motor, special AC - DC Transformer Rectifiers were manufactured suitable for *Hornby Dublo* trains as well as these motors.

These transformers seemed to lose their popularity when the Hornby trains were discontinued. The Meccano-Marshall seemed to be the last of these available in this market. 1963 - 64: Battery boxes were introduced to the system in association with small motors and electrical parts.

1977: Meccano moved away from the large AC 15-20-volt motors with transformers to the overseas MARKLIN range of motors, suitable transformers being made outside of Meccano Ltd, by other Electrical

Meccano Cells or accumulators and transformers. Some of these Transformers are in the excess of 50 years of age and they still have excellent resistance and insulation properties and are still being used, an outstanding achievement to Meccano Ltd who manufactured them so long ago. Their passing leaves us the POORER!

Tip of the month: Keep a Die Nut with your Meccano. Any screws or threaded rods that have been damaged

can be easily restored by running the Die Nut over the damaged part.

Christchurch Meccano Club Notes: (Excerpts)

The main point of interest is the arrangements for Convention "80" /50th Anniversary: The Riccarton Lodge of the Manchester Unity have finalised costs for next Easters Convention and Celebrations. The enrolment form is now available and includes the program from Friday through Monday.

The Hachette Partwork Giant Block-Setting Crane

by Les Megget

The *Spanner* internet group and the NZ Meccano web site have been full on about the French *Hachette* GBSC (SML4) partwork model currently being introduced in the UK and Northern Ireland.

There are several publishing companies producing partwork models currently but the Hachette crane is the only Meccano model I know of. The promotion provides the first issue with a few parts and a magazine at a very low price to get you interested, while the second weekly issue costs twice as much for a similar number of parts. The following 120? issues each cost about 4 or 5 times the initial issues price tag.

The GBSC was initiated by Frenchman Michel Bréal a couple of years back. His yellow, red and blue version based on SML4 was shown at SkegEx in 2016 (see Fig.1). Hachette were shown the model and decided to produce it as a partwork model after discarding their initial plan to build SML35 (Level Lifting Automatic Grabbing Crane). There is a detailed article in CQ119, March 2018 by Michel. The plan for Hachette to produce SML35 goes back to 2002 and Michel built an example for Hachette at that time.

Michel has been designing the 120 blister packs for each week's issue (£8.99 each), which I believe will be sent out in 4-week sets. The first issue (~£2) contains 2 large Bevels for the travelling bogies. There has been a lot of discussion about what these bevels are made of, cast brass, sintered brass, ma-

chined brass, zinc alloy (Mazac) or even aluminium? Now the first issue is in the UK shops the answer seems to be gold painted/treated zinc alloy. They look the part but will they last a few hours of loaded meshing?

The parts are of Chinese origin and painted in Bangladesh and Michel says there was a trial run in France during 2016. Success of these projects is measured by 20,000 customers worldwide with about 4,000 continuing to the last issue.

There are no 37 or 49-hole Angle Girders in the partwork model. These long parts have been replaced with composite parts (shorter AGs joined by Strips only on the webs it seems, rather than the channel flanges). The model will be powered by hand cranks but a motor or motors may be introduced near the end of the project, if it indeed reaches fruition.

It is currently unclear whether the roller bearing is a new version of the classic GRB (No. 167), Fig.2. It appears to have 2 large flanged rings to support the non-standard rollers fixed to an undefined spider. GRB large toothed plates appear to be on the top and bottom of the bearing. Only time will tell I guess whether there becomes a glut of GRBs worldwide. Apparently the crane replicates the earlier GBSC before the GRB (167) was introduced.

I haven't heard anything about a NZ or Australian series of the GBSC but if it is anything like the DeLorean it may be offered through Gordon & Gotch in a couple of years time? If you are really keen to subscribe you might need to find a UK Meccanoman to act as the middleman.



Fig. 1.

Fig. 2: Michel Bréal's GRB seen at SkegEx in 2016. This is the prototype for the Hachette Partworks set.



DELOREAN DMC-12 *The Back to the Future Car* Part 1: The Transmission

by Les Megget

The DeLorean DMC-12 car has always interested me, especially the BTTF version, which we saw at *United Studios* in California in 1993. My 9-year old son at the time loved it, as he had transformers from an early age.

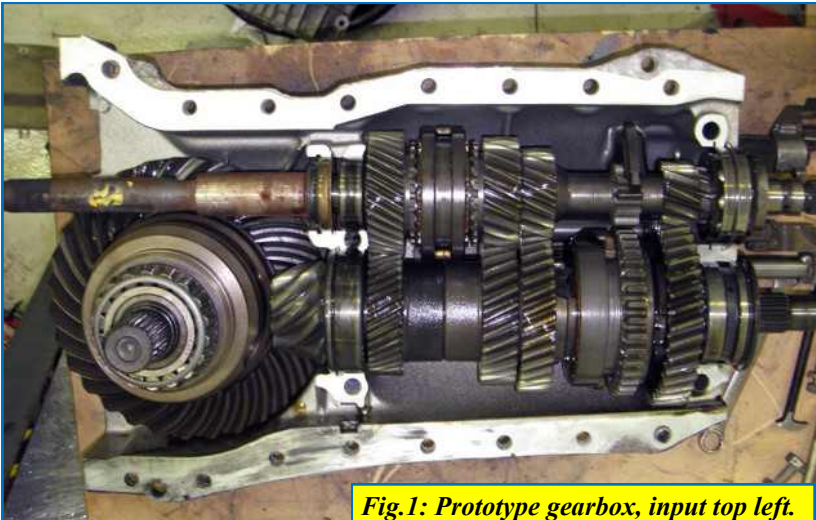


Fig.1: Prototype gearbox, input top left.

I took some interest in the *Eagle-moss* Partswork model of the DeLorean BTTF car currently being advertised on TV. However at 140 weekly issues at nearly \$20 each I thought it too expensive and I believe I can build the model in Meccano to a larger scale of 1:5, whereas the partswork model is 1:8 scale. A French Meccanoman (Marcel Rebuschung) had built the BTTF DeLorean a decade ago to a very large ~1:4 scale and I was sent some images after a request on *Spanner*. The partswork model is very well detailed but does not have a working transmission, so that was my first challenge.

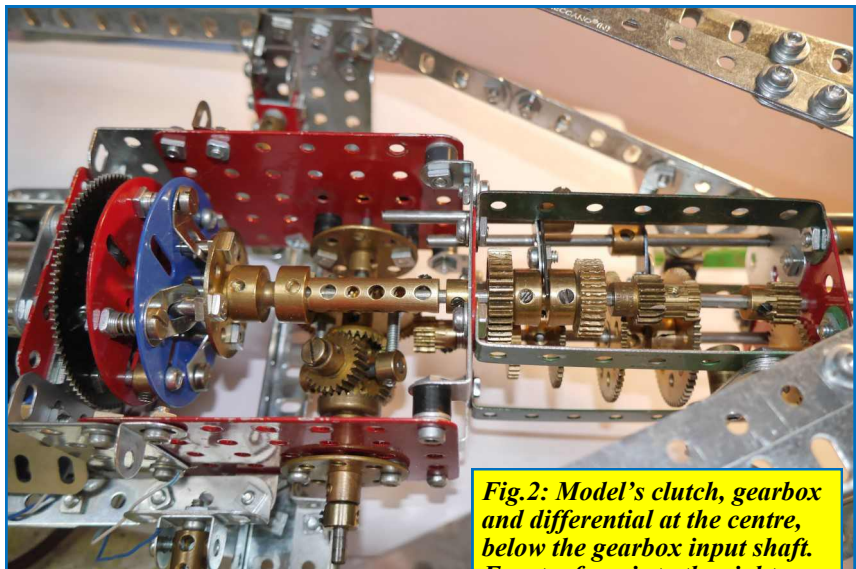


Fig.2: Model's clutch, gearbox and differential at the centre, below the gearbox input shaft. Front of car is to the right.

The Prototype: The DeLorean gull-winged sports car and its designer had an even more chequered history than the James Bond Aston Martin DB5 I modelled last year. Designed by American engineer John DeLorean (1925-2005) in the mid-80s, the car and John were often in the headlines. DeLorean was the youngest (at 42) ever divisional head at General Motors and managed the design of the Pontiac GTO amongst other US muscle cars. He left GM in 1973 to design his own sports car, the DMC-12.

The car was built in a new factory on the border between Eire and Northern Ireland with British government finance. There were many delays and the first cars did not reach the market till 1981, 8 years after the DMC Company had been set up. Production lasted less than 2 years due to poor sales after bad write-ups in the motoring press and hard economic times. About 7,000 cars were completed but the \$170US million development fund was lost and the factory went into receivership in February 1982, but then produced another 2,000 cars before DeLorean was arrested on drug trafficking charges in Oct that year. He eventually was acquitted but the dream had died along with the money.

DeLorean had some very specific requirements when he designed the car: gullwing doors, mid-engined with a polished stainless steel unpainted body. He had problems finding an engine with enough power and eventually chose the Renault 2.8 litre V6, which actually is positioned to the rear of the rear axle, so not really mid-engined at all. The X-frame chassis was designed by Lotus and is very similar to the Lotus Espirit. The Renault engine was only marginal, power-wise, it seems.

The transaxle gearbox and differential are unusual in that the crankshaft powers the clutch as usual but then the drive goes forward over the differential to the 5-speed and reverse gearbox. The output shaft then goes rearward to the diff. pinion and crown wheel placed below the gearbox input shaft, see Fig. 1. Thus the gearbox input and output shafts are non-typically at different heights (1" on the model), which eliminates a gear-pair reduction found at the front of most auto gearboxes (input shaft to layshaft).

As readers probably know by now I love gearboxes and I thought if I could fit a clutch, 4-speed gearbox and differential in the space available then this model would be a goer. Well I succeeded just, as there isn't much spare space. I was forced into a 5:1 scale by some low profile Goodyear Eagle GT tyres I had purchased from Richard Payn in the UK many years ago. As it happened these 5" diameter tyres are the same type fitted to the rear axle of the DeLorean. The front wheels were 1" smaller diameter but I am using the same sized tyres front and rear.

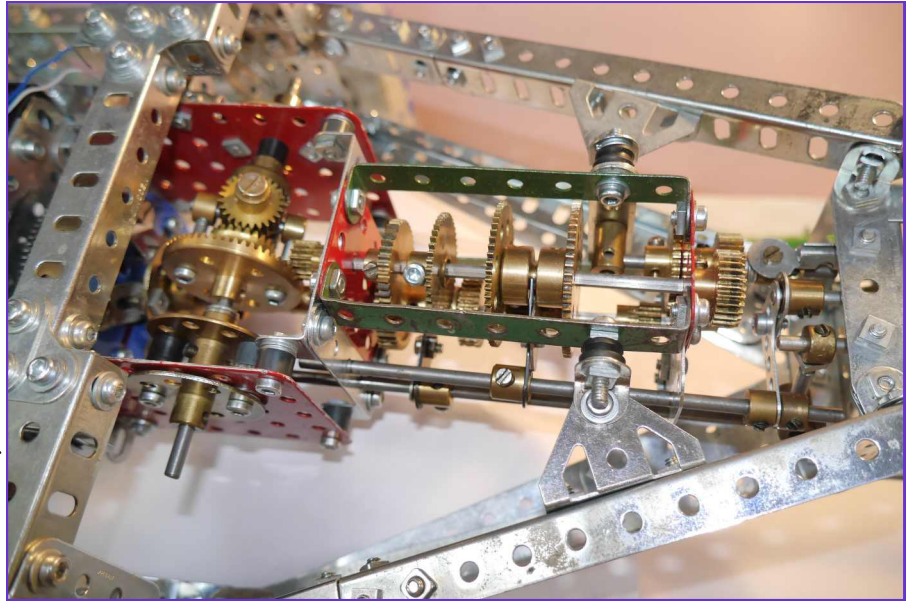


Fig.3: Model's gear box and differential from below. The clutch is to the left under the Angle Girder in this image.

The model's transmission: One of Stan Baker's series 3 6V motors in the engine sump directly drives the diaphragm clutch (an Alan Wenbourne design). The tri-axle output shaft and the input shaft for the gearbox are joined by a 6-hole Coupling and the gearbox shaft is a 4¹/₂" stainless steel tri-axle. Fig. 2 shows the gearbox from the top with the rear of the car to the left. Both the input and output shafts have a short tri-axle Socket Coupling which can move on the tri-axes to change gears. On the input shaft the SC holds a 38t narrow gear and a 30t gear being the 3rd and 4th speeds, respectively. These mesh with fixed 38t and a 45t gears on the output shaft below.

In Fig. 3 (from below) the output shaft's SC holds 50t and 57t gears which mesh with a 25t and a narrow 19t pinions fixed on the input shaft as seen in Fig. 2. These gear sets provide 1st and 2nd gears. At the forward end of the input shaft is a 15t pinion which meshes with a 45t gear on the diagonal. This is the reverse gear layshaft with a 25t pinion on its outer end, just outside the gearbox frame. This pinion meshes with a 30t Pinion on the output shaft thus providing a reverse ratio of 3.60:1 (lower than 1st gear, 3:1).

The Fig. 1 image is missing the 5th gear pinions of the prototype which lie outside the main gearbox castings (to the right).

The Socket Couplings are positioned by longitudinal axles with selector forks (Ashok?) while the reverse layshaft has a Collar with a Rod and Strip Connector attached to it by a short shoulder bolt, so that the Collar is not fixed. It is restrained from slipping along the axle by another Collar.

The remote gear stick is housed within the rectangular box central section of the X-frame and gear selector shafts connect it to the gearbox. I have

used the gear selector mechanism designed by another Frenchman and often used by Guy Kind in his models described in CQ. This is a precise and innovative way of selecting just 1 gear at a time while the other layshafts are held by a two Single Bent Strips from moving, visible at the centre of Fig.4. the short gear stick is sprung to the central 3/4th gear line and thus no selector gate is required.

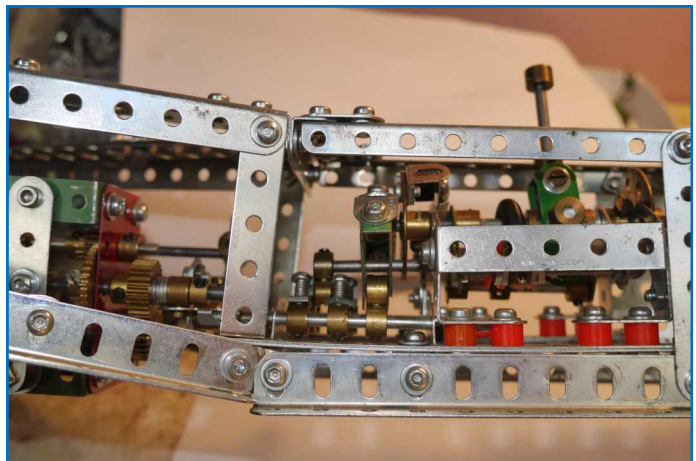


Figure 4: Remote gear selector mechanism. The double Collars select the gear by moving the axle shown with long Bolts in Collars left and right. These axles are directly connected to the gear selector fork shafts within the gearbox (to the left). The gear selector shaft visible here is that for reverse.

The rear end of the output shaft has the 15t differential Pinion fixed to it which drives the Large Contrate crown wheel shown in Fig.3. The gearbox input shaft just passes the crown wheel below with about a 1/16th inch to spare.

Part 2 will describe the chassis and suspension.



Auckland Meccano Guild Meeting

10th February 2018

Reporter & Photos: Gary Higgins

The February meeting of the Auckland Meccano Guild took place at Les and Shirley Megget's residence in Papakura.

Henry Porter had constructed an unusual digger with a tracked base using tracks from the New Meccano hydraulic excavator set. Of course Henry would not just build the basic set, oh no. This set had a very definite Henry feel about it with an excavator bucket at one end a digger bucket at the other with an activator arm and a scoop in the air, what's that all about Henry? Henry also constructed a small racing car.

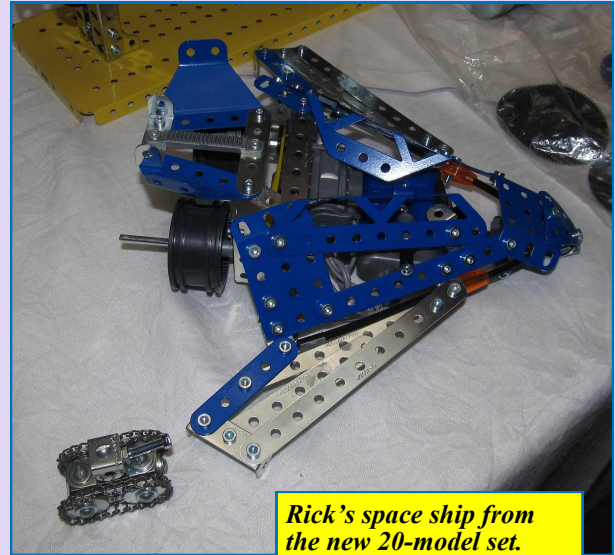


Henry's double digger.

Brian Cotton had brought along a hot-air (Sterling) engine made by his grandfather plus his version of a circular saw bench driven by the engine and a nice Hornby train set display. Nice to see other parts of the Meccano family together. Brian's Daughter had made a clever jewellery hanger from Meccano.

Gary Higgins had bought a model kit of the new *Huayra* Meccano car which had some interesting foldable plastic plates but they don't really come across as Meccano in my opinion. As well as this he brought a complete *Juneero* boxed kit from the 50s still with its advertising materials, plans, tin snips and various types of tin, great for the would be mutilator.

Rick Vine had built an excellent space ship from one of the new 20 model sets. I had not seen this before and it looked great. He had also bought a non peripherator ball roller (Tim Martin design) and a micro tank (Ted Harris design). He had brought along a clock kit No. 1 still with the original price on the box, built in 1971 priced at \$16.85. One of our clever members calculated that the inflation adjusted price today would be \$241, if still new of course.



Rick's space ship from the new 20-model set.

He also had brought two fibre plates from the blue / gold era which were the first attempt at flexible plates but not as robust as the later metal ones and as a consequence, not a lot survive.

His clever wife had found a mostly full set of the Thunderbird 2 Meccano model in a local skip as well as a model Galleon and Rick had made up the Galleon model. It is a nice rendition of a sailing ship in Meccano with special heavy duty rubber like cloth for the sails.

Graeme Mills was back to us after some surgery and is recovering well, no doubt helped by his Meccano enthusiasm.



William's Bral 3 set.

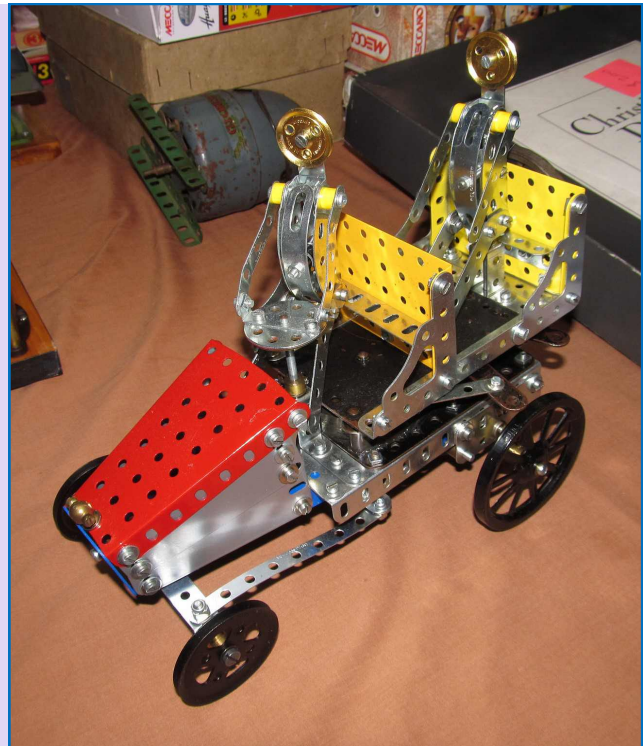
Graeme Wrightson had visited us from down south (Matamata) and had brought along models from a 20 model set (his favorite). At least he has not moved too far away from Auckland. He also had a blue radio-controlled model car.

Les Megget had completed the new Meccano *Silverado* model however, unlike me, he got the steering to work correctly, the model is still more similar to *Leg*o than Meccano.

Les is also working on the chassis of another large model a mobile crane, I would never have guessed that Les would build another one of these. Looking great in yellow and green it is a *Senebogen* with 6x4 axles, I am sure Les will correct me if I get this wrong. (Ed. It is a material handler with a grab rather than a crane with a hook but the model has since changed, yet again).



William Irwin had brought along a small Radio controlled model (above) as well as his selection of overseas magazines. William also had a number of boxes of Meccano he wished to sell off including both versions of the Action Control sets, *Marks and Spencer* Meccano models of an aeroplane, digger and tractor, a space base defender set, Tuning cars, a Bral construction set, a wisdom construction set and a No.1 set approx. 1922 in nickel and a 2A set of similar vintage. William gave me the base of an early *Erector* fan converted for use as an electric



motor to drive a Meccano model. If there are any modelers interested in these sets I suggest you contact William direct.

Anthony Caldwell always turns up with a good model and this time he had made the second model from the Eiffel Tower set, a tower bridge. Great work Anthony. These second models are often not made up once the initial model is completed. The Eiffel Tower is such a pain to fit together, who would want to pull it apart to make something else? Yet I guess that's exactly what Meccano is de-



signed to do.

David Wall, our illustrious leader, had constructed the crazy car driver based on some early magazine prototypes. Are you sure it is not based on your own driving David? What a great model all constructed around a clockwork motor which jerks the driver and his unfortunate passenger all over the place, a very clever model.

Jeff Clarke from *Meccagears* was also present at the meeting (from south of Hamilton).

The meeting closed after an excellent afternoon tea courtesy of the ladies making a great end to another

Greater Waikato Meccano Club

Notes from the Initial Get-together Saturday 3rd February 2018

Present: Brian Hickson, Barry McKey, Clive Nicols, John Rickit, Dave Shand, Graham Stuart, Mike Walmsley, Brian Ward, Graeme Wrightson (convener).

Apologies: Barry Babbage, Wally Gifford.

It is early days still for this new club but there is quite a bit of enthusiasm from some of the Waikato modellers so the future is showing potential.

Nine modellers, including two from Tauranga attended and there were two apologies. There was a special welcome to Brian Ward, a long-time Meccano modeller, now retired from modelling who was able to attend. The meeting was held in Brian Hickson's large garage/workshop at Putaruru and there was a range of models presented.

Models on display included:

Brian Hickson: The Wind Machine

Two clockwork tractors, one towing a sled for a tractor pull competition.

Centennial set black and orange Crane

Dave Shand: Double Fairlie locomotive – based on the *David Lloyd George* loco on the Ffestiniog Railway.

Mike Walmsley: The tower base for a Tower Crane being built in yellow and silver.

Mike also displayed two mint condition 1950s Meccano sets (a No. 8 and a No. 8A) which he had recently bought.

Clive Nicols: Modern Meccano red robotic Spider

Graeme W: Two models from the recent Meccano blue 20-model Multikit series: a stockcar and helicopter.

Also the blue *Tuning* radio-control car converted to a coupe-pickup vehicle which was caught screaming around the garage floor blasting the neighbours' ears with heavy rock music.

That's enough of that !! It's now back in its box!

Later we had afternoon tea around the smoko table in Brian's garage. After a feed, some discussion followed.

Club set-up and ideas were first up. The need for a calendar of meetings for this year was important and some possibilities were discussed. Brian H suggested that every second meeting could have a model theme. In the meantime we have decided that the next meeting will be held on Saturday 5th May 2018.

March Mania was also a topic and some modellers will definitely be attending. We would like this event to continue as it has been missed.

Special thanks to Brian for providing the garage space and Brian and Shirley for organizing the afternoon tea.

Meeting closed about 4:30pm.

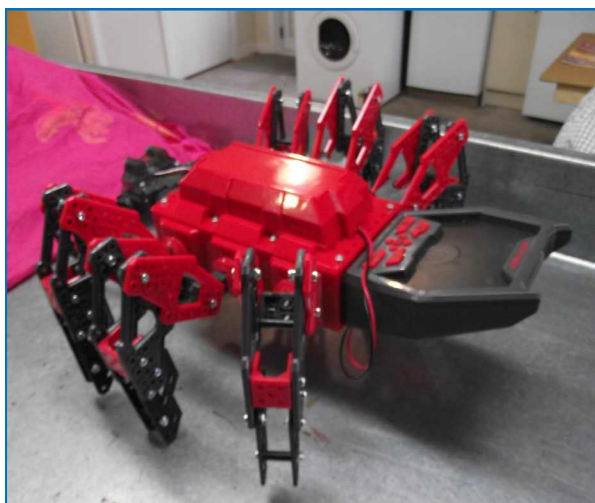
Graeme Wrightson (convener),
Greater Waikato Meccano Club

David Shand's Double Fairlie loco.

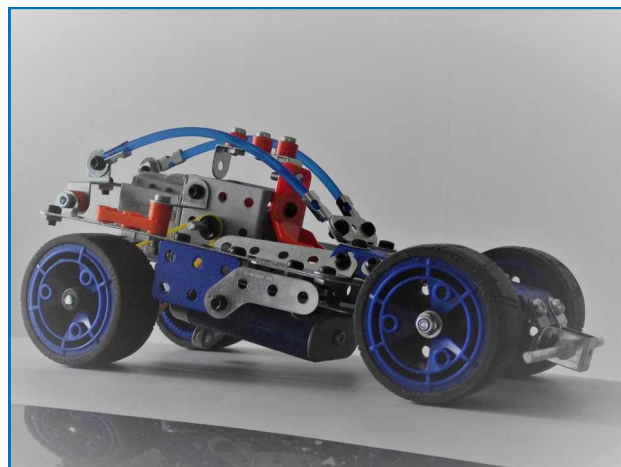




*Front Row: Clive Nicols, John Rickit, Brian Ward, Brian Hickson, Dave Shand, Barry McKey.
Back Row: Graeme Wrightson, Graham Stuart, Mike Walmsley.*



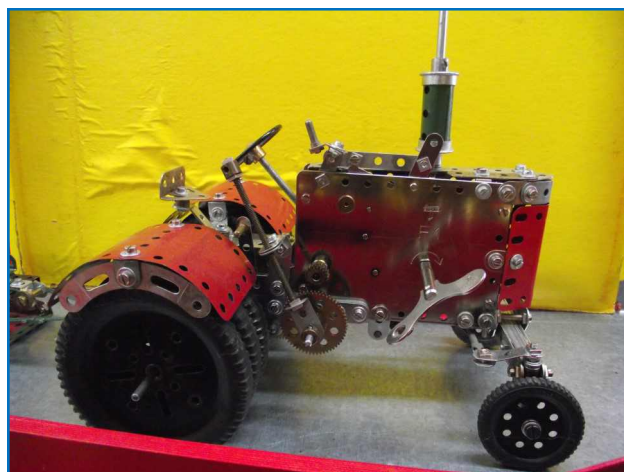
Clive Nicols' "Spider".



Graeme Wrightson



Mike Warmley



Brian Hickson

Meccano March Mania 2018

**Text by Peter Hancock,
Photos by William Irwin**

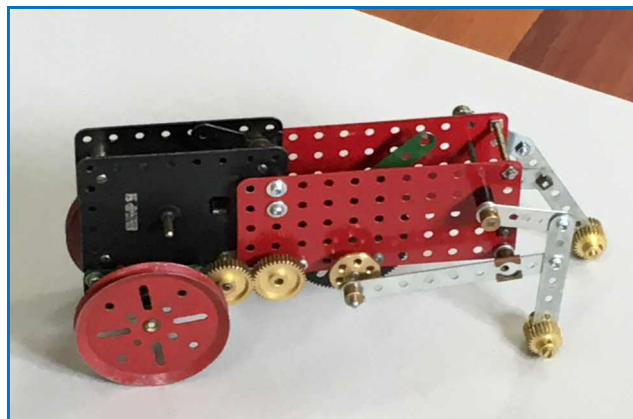
Saturday 17th March dawned a warm sunny day in Taupo as sixteen Meccano enthusiasts, many accompanied by wives/partners began arriving at 9am at the St Andrews Anglican Church Hall, located at 91 Titiraupenga Street. Some of the group arrived the night before from Auckland, Wellington, Palmerston North and New Plymouth while the rest travelled on the day from around the central regions. This was a great opportunity for members who generally do not have easy access to the four major clubs to get together for fellowship. The Hall has previously been



Brian Whitehead's Showman's Engine

used as a venue for similar events over recent years, is very comfortable, well set up with chairs, tables, white board and kitchen facilities. The floor of the hall is excellent which enables models to show themselves off well or not as the case might be!! All in all, a very useful venue. Partners can easily come and go or join in as they fancy, and Taupo is a great place for retail therapy?

Apologies and best wishes for the event were received from **Les Megget and Stan Baker**.



It is a walking something? Could be Reg's Crazy Inventor's Steam Boat but I'm not sure.

Attendees were quick to greet each other and catch up on personal and other news while setting up tables and getting their models unpacked and assembled. Refreshments were available on a self-help basis all day. Lunch was the individual's responsibility.

St Patricks day celebration cake: During

the day a large green cake appeared in the kitchen. It belonged to **Susan Moody** and had been lovingly baked and decorated by Susan's daughter so that Susan could celebrate St Patricks day (17th March) while in Taupo. Susan decided to cut the cake mid-afternoon and invited all to celebrate a slice with her.

The mornings session was generally spent on small group discussions, tweaking models, sharing ideas, giving away the odd secrets and purchasing parts. **Selwyn Bluett** [Hawera] was in attendance and advised that personal circumstances had changed enabling him to get back into modelling again. Selwyn had with him a significant selection of well-presented and competitively priced parts which were surplus to his requirements available for sale. There was great interest shown and I am certain that Selwyn did not have much to take home.

The afternoon began with members sharing their experiences in building the models they had on display. Unfortunately, it fell to me to try to record these events and take photos and I must apologise at this point for the quality of the recording and photos.

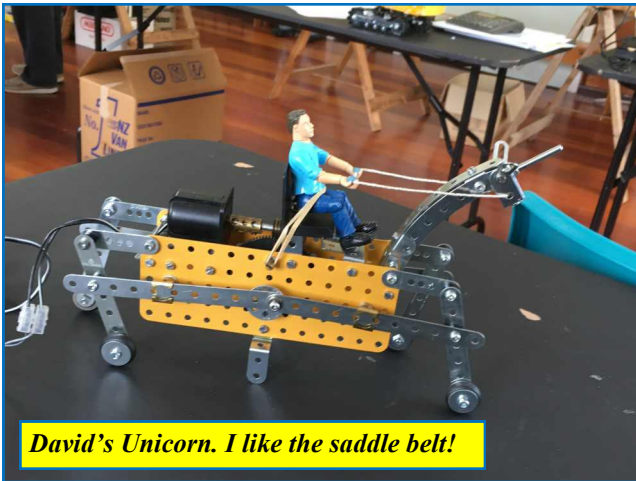
Graeme Wrightson [Matamata] showed off two car models and his "The Irish Spanner Company" "No head Spanner" complete with advertisement celebrating St Patrick's day tongue in cheek.

Reg Barlow [Paraparaumu] showed off his tried and true "Ball Bouncer" and the special ping pong balls he uses and demonstrated the 'tweaks' required to set the model up. Reg had brought along his "Crazy Inventors Walking Steam Boat" which required some repairs which were duly made before he could show what it was capable of doing.

Brian Whitehead [Napier] displayed an attractive "Showman's Engine" constructed from a Number 10 set.



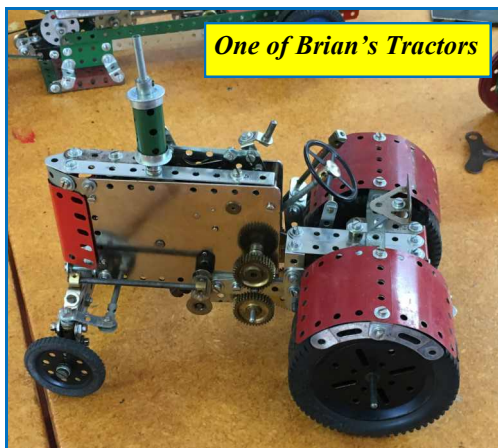
Graeme's advertisement



David's Unicorn. I like the saddle belt!

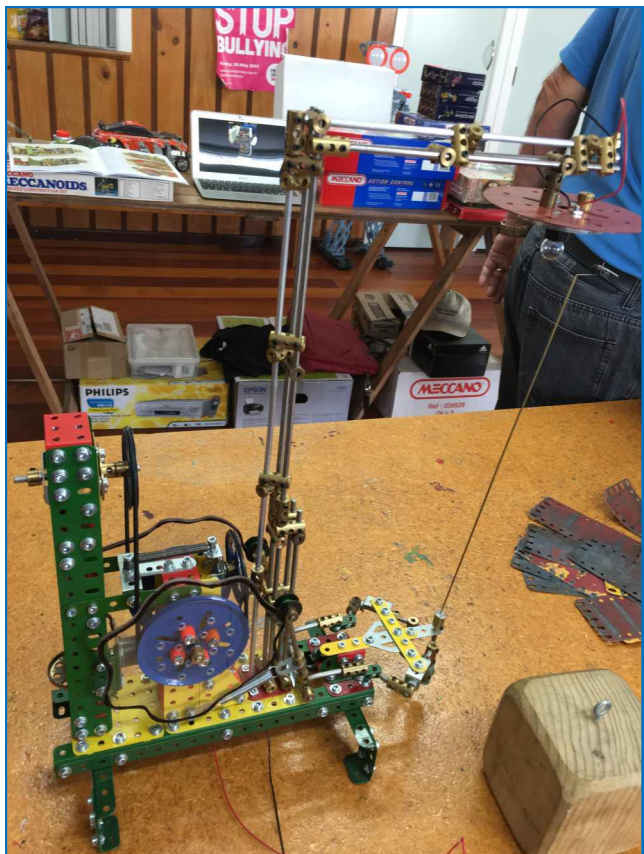
Robyn Rye [Eltham] showed two railway waggons which incorporated differences in designs and functions. Robyn had a device [hard to photograph] which was oblong, heavy, contained a number of short rack strips bolted together which moved within the oblong section for which no one could determine a use. Robyn then demonstrated this rather brutal but highly effective “mouse trap” if you could get close enough to trap the mouse in the first place. Robyn displayed several more very simple but very clever models.

John Freer [Hawera] has a lifelong love for building intricate Bulldozers and had on hand his latest version. Each new version he builds or modifies contains more sophistication than the last. However, each is built using his original tracks which he built as a boy and modifies when necessary.



One of Brian's Tractors

Simon Moody [Wellington] master mind of this Meccano March Madness event, had several beautifully crafted models on display. The largest model being the now famous “Cranky the Crane”. This model is familiar to some of us, but Simon continues to refine this splendid model. He spoke about how he had approached the building process and then under his watchful eye permitted members to carefully operate the many functions it is capable of. Among Simon's models was the finest Meccano plate straightener that I have ever viewed. It is motorised and capable of working with both larger and



heavier than usual parts, returning them to near original condition. There was a second small crane on display and a radio controlled *Unimog*. Simons final offering was a quirky Meccano version of a “Fly around a light bulb”.

Barry Babbage [Tauranga] displayed and spoke about the experiences he had assembling his Märklin “MAN” truck complete with behind cab crane. An interesting model which displayed well.

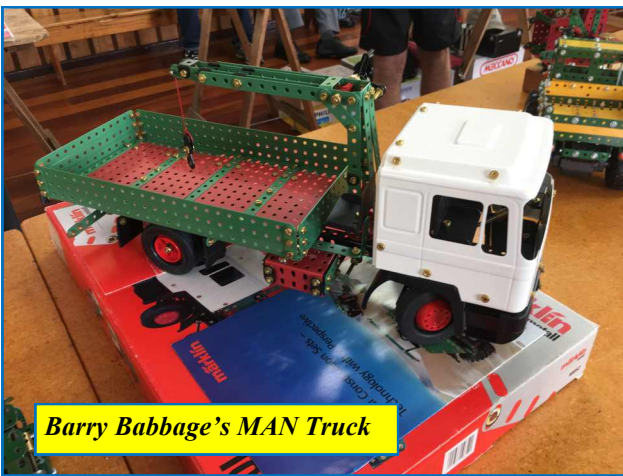
David Wall [Auckland] had constructed an interesting mythical “unicorn” complete with rider (??) which he had prancing around the viewing table.

David Shand [Tauranga] had built the base and track system of a “Face Shovel Excavator” originally built by John Bader and written up in *Constructor Quarterly*, Number 56, June 2002. He had enjoyed building the lower section but is experiencing significant difficulties in building the upper section. David thinks that he will retain what he has done and build an upper section of his own design.

Barry McKey [Tauranga] had brought three small crane models. One was of real interest as it was the first Meccano model Barry ever built back in 1949. The basic plan was number 2.11 “Travelling Crane” from a number 3 set complete with a ‘loaded sack’. The second model was a simple crane built from a “Pocket” Meccano set. The third crane was from a small set circa 1990s.



Reg Barlow's Ball Bouncer



Barry Babbage's MAN Truck

William Irwin [Auckland] displayed his walking-talking G15-KS Meccano Robot, along with a variety of boxed sets including several from the 'Crazy Inventors' series, a French manufactured 'Infrared Moon Buggy' series set and a 1979 'Space Mechnoids set' which was one of the last sets released by Meccano UK around the time that the Binns Road Factory went into receivership and closed. Two remote control cars were also on display.

Brian Hickson [Putaruru] brought two intriguing tractor models. The first unit powered by a Meccano clockwork motor with a two-speed transmission and a central pivoting front wheel steering system. The second unit powered by a *Stoky* motor, with two speed transmission and a wide front axle. Both tractors had been set up to take part in a 'Tractor Pull' competition that Brian had tried to introduce amongst Meccano enthusiasts in the middle of the North Island in the recent past. Brian had built an intricate 'variable load resistance sledge' which applies an ever-increasing load when attached to these tractors to see which will go the furthest before stopping. His inspiration came from the real life "Big Toy" sport of 'Tractor Pulling' which has a huge following in the USA and Canada. We observed the two tractors competing and the results

indicate that this could be the basis of an excellent competition in the future.

After discussion Brian has agreed to produce an article to be published in the August magazine with basic model details and the rules for building a model so that individuals attending the 2019 Easter Convention can enter a "Tractor Pull" competition. Brian will provide his special resistance sledge for any competing tractors to be judged against.

Peter Hancock [New Plymouth] displayed an example of the recently released John Deere 380G Excavator with Hydraulics.



Simon's Crane

Sam Niles [Tauranga] had heard about this event and he and partner Char had decided to attend to see what we are all about. It is amazing how quickly the Meccano bug bites? Nile left as a signed-up New Zealand Federation member complete with an array of parts under his arm. No going back now!

Chris and Paulette Morton [Palmerston North] were on hand so that Chris as NZ President and President of MWT Club could bring members up to date with the status of the planning for the Convention/Exhibition to be held in the Town Hall in Inglewood during Easter weekend 2019. We can look to further information being released later in the year.

A discussion was then held regarding the future of Meccano events going forward. The purpose was to hear what individuals thought might be the way MECCANO might be celebrated in the future. More on this in the future.

A vote of thanks was expressed to Les Megget in his absence for the effort he expends as editor of our highly respected Federation Magazine.

The day ended with a photo and everyone agreeing that events like this must continue. Eight couples attended a dinner at the Taupo Cosmopolitan Club.



See, think and build

About one-and-a-half metres of Meccano steam loco - and creator Dave Shand. Photo: Bruce Bernard

Dave Shand never got to meet Frank Hornby. Shame, because they would have had a lot to talk about and a lot in common – strips, plates, angle girders, wheels, axles, nuts, bolts and grub screws.

Frank was a Pom, a Scouser, and a businessman and politician. He was also a visionary with toys. Kiwis didn't know the man, but they certainly knew his business. He invented the Hornby model train and Meccano – the reusable, metal, model construction system.

Meccano helped make Frank a multi-millionaire. And Dave Shand of Welcome Bay, in his own small way, also helped make Frank a multi-millionaire.

"I got my first Meccano set in 1937 when I was about five," says Dave.

It cost about 10 bob – fifty cents in real today money. He's been spending money on Meccano ever since.

Four score years later – he's on the brink of 85 – Dave has accumulated four cabinets, or about forty drawers of Meccano, all carefully labelled.

They're chock-a-block with metal bits and bobs to make stuff with.

Dave Shand never grew out of Meccano. In fact he grew increasingly into it – to the point where he now spends more than six hours a day tinkering with Meccano. Red Meccano, green Meccano, yellow Meccano – out there in his Meccano man-cave in the backyard. But it's still not enough.

"I've got more on order," he reveals.

"There's more on the way."

The problem being, as soon as Dave starts building something, there's something he needs that he hasn't got.

If Meccano was a tonic, then doctors would prescribe it. "It keeps a man young and your mind occupied," says Dave, sharp, energetic and enthusiastic. "I couldn't sit around in a chair all day. I have to be doing something, making something."

And Meccano, he says, keeps him out of mischief. It also keeps him out in his shed in the backyard.

"My wife doesn't mind. She has her own interests. She's into numismatics." You know, coins, banknotes and medals.

"If you are mechanically minded then Meccano is perfect," says Dave. "You will see something in a book and you want to build it, if only to see if you can do it."

Something like the Titan block setting crane, the biggest and most complex of

the Meccano model designs – a special engineering challenge in both full scale and model terms. Frank Hornby was fixated with cranes and trains.

Dave also became fixated and built one.

"It was huge – massive," says Dave.

It featured on the Meccano boxes and in their magazines. "Yet the largest Meccano set, a number 10, wasn't large enough to build it. You had to get a lot more stuff."

The block setting crane seemed like a cheeky marketing ploy.

"Separate motors for lifting and rotating, complex gearing systems."

There was the grandfather clock.

"It worked but kept wanting to stop all the time." It worked and it didn't work.

"It was so finicky that atmosphere would effect it, the balance was easily upset and the pendulum would stop going." So the clock was cannibalised for another project.

There's his AB locomotive – of behemoth block setting crane proportions, perhaps a metre-and-a-half long. "Mmm – took weeks, months." The big red and green beast is perhaps a keeper.

Dave's explaining the gearing system in a tractor he built. "The actual gear has a square cut in it. The boss of another gear

Continued...



The late Malcolm Booker's Railway service crane built a few years ago.

This blank verse poem was written by Chris Bourne (UK) and seen on Spanner in October 2016.

It's all a little sad but probably near the truth I think.



Continued...

goes into that square and revolves on a bolt which is on the boss of the first gear. It compacts a differential – makes a diff, but in a very confined space." Que?

That's why Dave needed a meaningful Meccano

chat with Frank Hornby –

or some other like-minded

Meccano soul. There are just

four Meccano buffs in a city of

124,000 people – four that

Dave knows of. There's another

three in Matamata, one in

Putaruru and another in Paeroa.

"There must be others in

Tauranga," says Dave. "And we

need them in our group."

The group of just four is not

a club, just an informal

gathering which catches up,

drinks tea, have barbecues and

talks Meccano.

"Anyone with an interest,

especially younger guys with

their modern Meccano sets,

can get in touch." Dave will

be standing by his phone. He

would love to hear from you.

And who mentioned Lego?

Lego is a dirty word in the

Meccano cave, and Dave curls

his lip at the mention of the interlocking plastic

bricks from Denmark.

But aren't they the new Meccano, aren't they in

every house, under every couch?

"It's just so easy to pop the bits together, it doesn't

have the mechanical adaptations," says Dave in

defence of Meccano, which has absorbed him for

a good Titan block setting crane-sized chunk of

his existence.



"You can make anything with Meccano, there's nothing you can't do. You would have to glue the Lego together to do some things. With Meccano you bolt things together."

And that, apparently, is much more satisfying.

"You can pull things together, use your hands, think things out, make it, then take it to bits and build something else."

Now this is an interesting blokey Meccano factoid. Dave has perhaps the most dangerous piece ever produced by Meccano – "It's a collectors piece – oh yeah."

It is a miniature circular saw blade, a sharp working one. He can build a "Lilliputian" sized saw bench on which the blade slices through balsa wood.

We suspect that blade might be in violation of the modern toy product safety standards.

There are also the windmill blades in the original number five antique oak pre-war case. And the digger bucket from the 1935 'L' set. "That's a pretty special collectors' item too."

Then there was the Meccano Magazine – published from 1916 to 1981. It was originally a manual

for Meccano builders, but evolved into a hobby magazine for boys of all ages. There's an 85-year old boy in Welcome Bay with a stack of them.

Meccano is all about imagination, says Dave Shand.

"You see something, it fascinates you and so you go home and make it." As the box says – "the thrill of build it yourself."

Dave Shand just needs some more blokes to share the thrill with. Call him on: 07 544 1353.

The Seven Ages of Meccano

All the world's Meccano
 And all the men are still Meccano boys
 They have their outfits and accessories,
 And one man in his time buys many parts,
 His hobby seven ages. At first the infant
 Mewling and puking as he chews the paint.
 Then, the proud schoolboy with his tipper truck
 Which, creeping like a snail, breaks down
 Upon the magic motor's broken spring.
 The lover stores his passion in the loft
 Pretending to his mistress he prefers
 Her girldle's treasure to the girder's gold.
 Meccano warriors, bearded as the nerd
 Returning to the fray with massive cranes
 And fearsome engines, whirring gears and oil
 Ingrained upon their notched fingernails,
 Parade their cups and jealous articles.
 Next the committee chairman, long in wind
 And short on recent models, keeps the faith
 With products of Binns Road, and doth abjure
 The modern instances. The sixth age shifts
 To the collector, and his private lust
 With spectacles on nose and chequebook out
 Haunting the auction rooms and eBay sites
 Where all ambition and achievement shrinks
 Into a peevish ache to buy yet more.
 Where ends this strange Meccano history:
 The mournful catalogue of all our wealth
 To be disposed upon our coming death
 When knotted fingers can no longer turn
 The screw or fading eyes peruse the plan:
 Sans gears, sans plate, sans nuts, sans everything

Christchurch Meccano Club

(Est. 1929)

May 2018 Quarterly Report

by
Mike Howse

The CMC held a Meccano Model and Toy Display at the Rangiora Indoor Bowling Club Hall over Easter. A comprehensive display of Meccano Models, Hornby, Lego electric trains and K'nex models were on display.

John & Yvonne Stark and David & Jane Couch from Nelson made the trek down to Rangiora and, as usual, John & David's displays were well received by the visiting public.

Big thankyou's to Yvonne Stark & **Lorraine Hilton** for looking after the door sales and Jane Couch for providing the morning and afternoon tea's and coffees.

Whilst we had an excellent response from the general public over the three days with attendance numbers were below expectations.

Perhaps it's time to discuss holding public Displays at 3 or 4 yearly intervals.

It was however gratifying to see the high numbers of family groups attending. The numbers of young model builders and their parents who made use of the "build & play" Torro Sets were on a par with other displays we have had.

Overall, whilst numbers of visitors to the display were down, it was agreed by all CMC members who had displays that the Bowling Club Hall was an excellent venue to hold a Display.

Over the coming months the CMC Exhibition Committee will meet to de-brief on the Display.



Graeme O'Neill's display



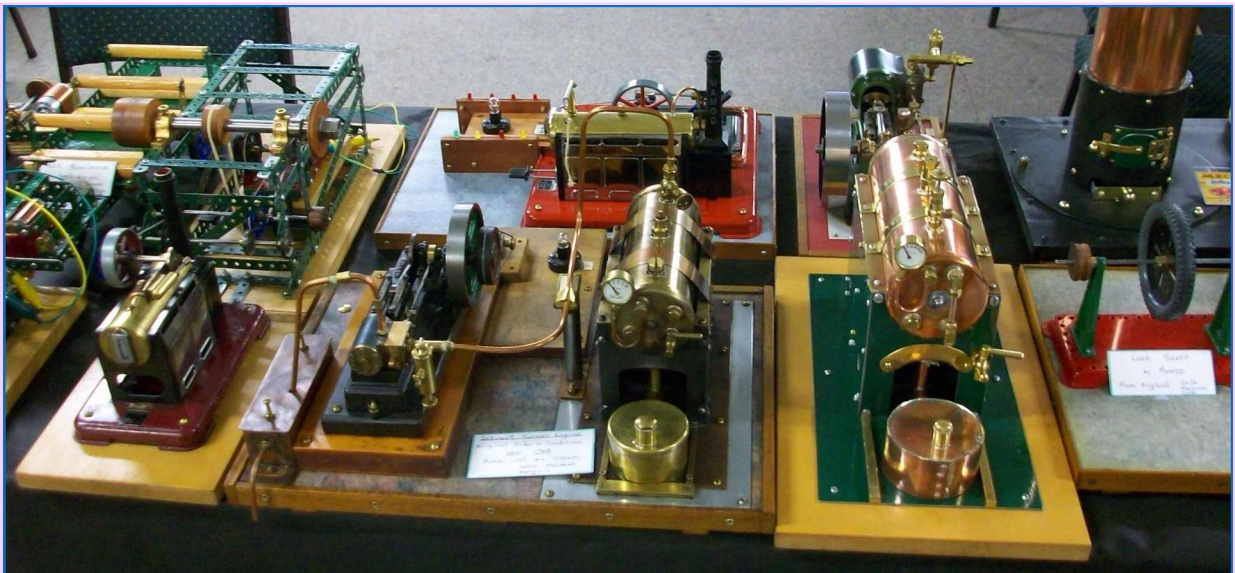
Neil Pluck's models



The Build & Play Table, popular as ever.



Donald MacKenzie's Lego Train Layout. My standards must be dropping to include this image but as modern Meccano is mainly plastic what is wrong with showing a bit more of the stuff?



Joffrey Marshall's Steam boiler collection



Kevin Downie's Bucket Dredger



Mike Howse's sets on display at Rangiora.

Gazza's EBay Column Garry Higgins

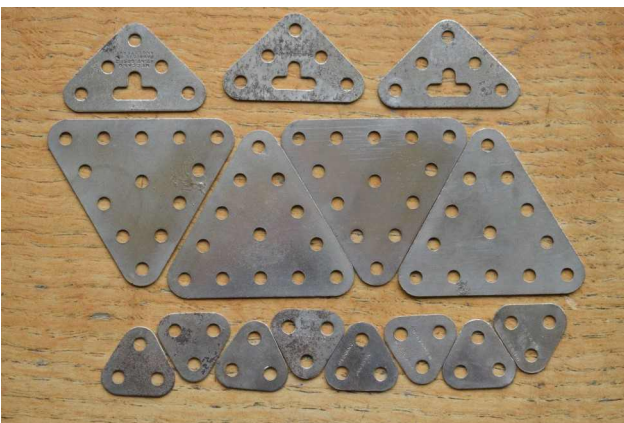
Hello all and welcome to another EBay round up. I must say it is getting harder and harder to follow auctions that actually finalize and not roll over. Quite a number I have been watching have failed to sell at the buy now price or have received no bids and just re list. Some I have seen have been doing this for months. Does this mean there are no buyers out there or are the prices too high. I guess that time will tell.

Up for grabs currently is a Meccano Guild recruiting campaign Fob medal. I guess the Guild awarded these to those who brought in the largest number of new members, perhaps we could re-introduce the concept. If you want one it can be snapped up for NZ\$38.96 number



2636117227041.

There is a Meccano clock kit up for grabs described as incomplete Hmmm that could spell trouble for someone.



It is a number 1 so not a lot of special parts. Yours for NZ\$38.96 Number 152987294754.

A Meccano Evolution motor cycle with the easy rider type extended front forks is selling for NZ\$63.92. Not a bad set but replace the forks with brass.

If you have not got a copy of the "Meccano System" book by Jim Gamble and Bert Love it is never too late,

possibly a little expensive at \$NZ132.54 but that may well be the going price for these now. I have had mine for years, No. 273128922543.

How about a nice vintage red and green number 10 set complete in wooded case with four drawers. Not sure if they came in this box in this colour but yours for \$NZ 1,169.49 which seems a little low. The postage would probably kill it though and I suspect it is well used.

There are some early triangular parts up for sale which are fairly rare. The 2.5" early series had no slots just holes and one in the centre for good luck. I have picked up a few of these but they are scarce. If you want them they are currently up for \$15.59 NZ, which is very cheap but I suspect they will not stay at that price for long.

There is a nice little group of early Meccano sets up for grabs a set 0, 2, 3 and 3a about 1920s vintage the boxes appear in good order selling for \$NZ387.88 as a buy now. No. 132374578913. (see over page).

You can have some vintage Meccano lubricating oil to go with this set for just \$7.78 NZ No. 302710309742.

Gilbert Erector put out a combination steam shovel and white truck set in the 1920s and there is one of these up for sale in the USA. Not complete but with some Meccano so worth a look if you are into Erector. Currently at \$NZ 68.51 which is a low price for this item. No. 232740036988.

If you have a 10 set but no box to go with it you can buy one for a mere \$NZ 302.12 and even the postage is only about \$100 so what are you waiting for? BUY IT, No. 142761448321.

There are a few of the newer model sets arriving on EBay after what seemed to be a very poor response from



Meccano to service needs in both the UK and in New Zealand. We have finally been able to buy the neat little green roadster, I'm sure Les must have bought one by now (*Ed. Correct*). This has a pull back motor and builds 5 different models, not bad for a tiny boxed set selling at \$NZ34.42 No. 17318503741.



There is a combined lot of the Meccano Lamborghini and the La Ferrari up for \$NZ113.03 which is the price of one car for which you get 2, No. 332603372356.

The good old/new John Deere hydraulic excavator is still there selling for \$NZ154.58 about the same price as when I bought one locally, No. 222607315640.

There is an item described as a Meccano steam engine shop display which looks more like a traction engine to me. This is in red- green and with a buy now price of \$NZ 1,120.77. It looks like the paintwork needs some TLC, No. 302695612630.



You can still buy a Meccano special locomotive set if you don't already have one. The black boilers are useful and they makes a great submarine. Selling for \$NZ158.73, No. 173266797936.

Another new model is a small off road racer 17205 with carrying handle (most useful) the case that with this is selling for \$NZ95.92, No. 382310433350.

One of the new Meccano Pagani Huayra sets will set you back \$102.29 it has some interesting foldable plates in it called the new *flextech* panels (what next)? No. 263333682925.

There is an original E2 motor mint in the original box which sold with 17 bids for \$NZ181.61. Who hides these things away after buying them and never uses them for the purpose they were built for, come on own up.

If you like electric motors you should have bid on the lot of Meccano-Gilbert Erector reversible motors. A nice haul of early motors for \$NZ 63.04 with 14 bids, they are giving this stuff away. No. 173269775021.



A nice condition Meccano set No. 2 from 1917 sold for a ridiculously low price of \$NZ 14.38 with 7 bids and that includes the manual, are all the collectors asleep out there? No. 183177923598.

An original red pre-war parts box sold for \$NZ 120.85. A good price for this item, No. 222895999723.

If you are into stitching up someone how about an original Jones Lockstitch Meccano sewing machine. Were you even aware that such a thing existed? It did not sell at \$NZ 48.73, so you can still grab it if you are quick. No. 253515419806.

There is a 1928 steam engine in full working order, this is something to get your teeth into it is still available with a buy now price of \$NZ974.58, No. 263555385411.

There are a collection of vintage Meccano sets which look like accessory sets which sold for \$NZ38.98 with 2 bids, No. 302679906463.

A Meccano 1931 set 0A in dark red and green sold for \$NZ55.65 with 7 bids, No. 292494374985.

There is a Meccano outfit described as a huge old box with a buy now of \$NZ137.04 but no interest in it. However a nice blue-gold era No. 1 set in great condition sold for \$NZ77.95 with 9 bids. And finally the long awaited John Deere tractor 9RT is FINALLY available to us non USA folks at \$NZ 39.73. That's more like it Meccano, No. 183109335414.

Enjoy your buying and selling folks, take care out there in Meccanoland.



NZFMM Income and Expenses - 1 February 2017 to January 31 2018

2016/17

2017/18

\$3,786.47

Cash Book Balance February 1, 2017
[Bank Statement No 167 dated February 03 2017]

\$3,200.09

INCOME

3,644.00

Subscriptions N.Z.

3,527.00

715.20

Subscriptions Australia

505.35

695.77

Subscriptions, Rest of world

772.73

0.00

Subscriptions in advance

-

41.09

Back copies

-

0.00

Donations

-

\$5,096.06\$4,805.08

\$8,882.53

\$8,005.17

EXPENSES

3,928.40

Printing 4 issues [Feb, May, August, Nov] 3,473.00
Printing back copies -

80.00

Plastic Wrapping

80.00

1360.29

Postage

696.08

212.75

NZFMM Web Hosting

439.58

101.00

Freight

76.50

\$ 5,682.44\$4,765.16\$3,200.09

Cash Book Balance January 31 2018

\$3,240.01

Bank Reconciliation

Cash Book Balance January 31 2018

Bank Balance - Bank Statement - 192

Dated February 02 February 2018

\$3,240.01

Peter Hancock
NZFMM Treasurer



Meeting Report

Date:
2nd March
2018, 7:30pm

Reporter: Max George

Meeting: Held at Max George's place, Tawa, Wellington.

Present: Lou Nichols, Max George, Simon & Susan Moody, Reg Barlow, Robert Vale, Stan Baker.

Apologies: Campbell Morrison, Keith McCallum, Ross Quayle, Sam Tansley, Trevor Green.

Meeting – General Business

The theme for the meeting was something to display at March Mania (if you were attending). At that stage **Simon and Susan Moody and Reg Barlow** were going to March Mania. Simon will be taking *Cranky the Crane* from Thomas the Tank Engine Island of Sodor and a kinetic sculpture.

A discussion about conventions was held as Wellington Meccano Club are scheduled to host the convention in 2021 two years after the New Plymouth convention. It would have been Auckland's turn but they have decided not to host a convention any more primarily due to the age of members at that time. Halls get booked up years in advance and action may need to be taken quickly if we are to get a good venue.

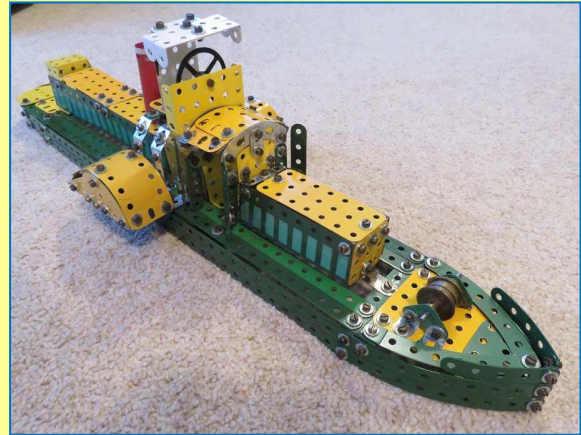
Models displayed:

Reg has offered to put the photos from the meeting onto a Wellington Meccano Club website.

Lou Nichols – Brought along a model of the *Waimarie* Paddle Steamer that travels up and down the Whanganui River. It looked very realistic and uses the windmill sails for windows. He still has to increase the size of the funnel and add the covering of the deck and an anchor.

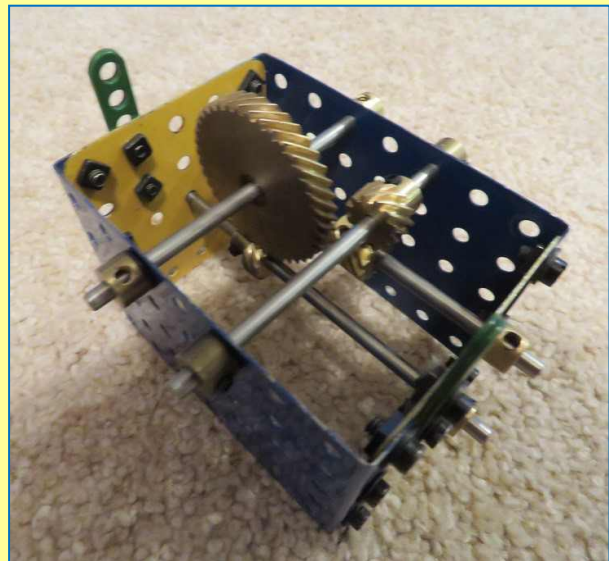


Photo from the *Wanganui Chronical* article on the Waimarie on 13th October 2017. Photo by Stuart Munro.



He recently purchased a No. 2 Clock Kit and is eager to get it constructed.

Simon Moody – made up a frame to show how Geoff Clarke's helical gears meshed together. Note that these helical gears will not mesh with the standard Meccano helical gears.



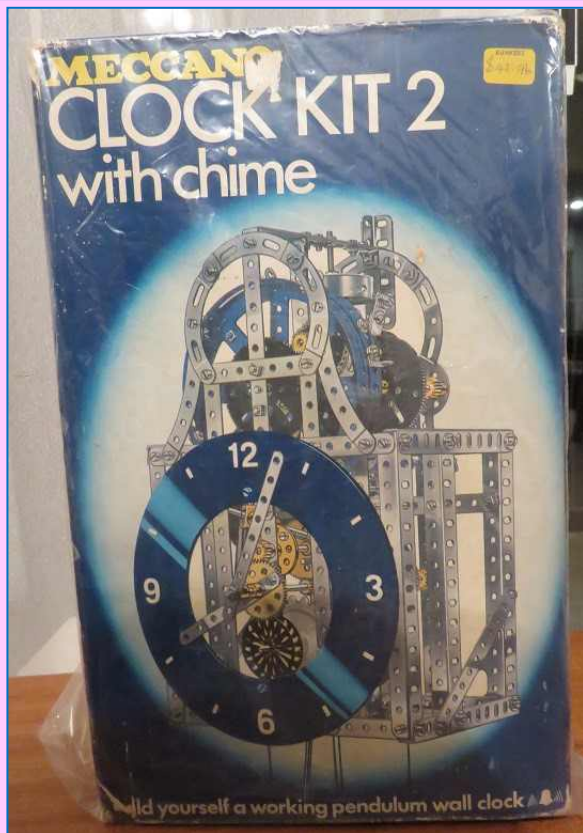
A message from Robin Rye (MWT):

I want the correct email address of **Brian Whitehead** please. He gave me an address at Taupo Mania but it is incorrect.

He is back in the MWT catchment area and wants to join.

If anyone out there knows Brian's email address could they please contact Robin on Tel. (06) 764 8670 or email: rrye@wnation.net.nz

Reg Barlow – Constructed a racing car from a red / green set 4 manual. He used some imagination to improve the original model.

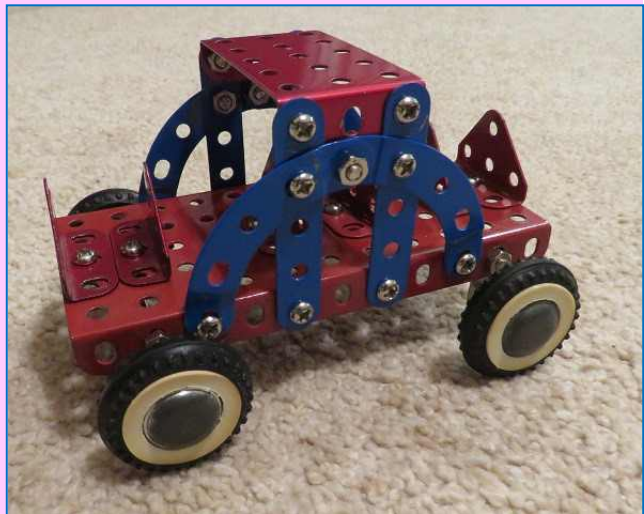


Reg is also keen to build the R2D2 Droid kit he purchased and is therefore going to be a busy man! He hopes to get his grandson to build it.

He brought along some Runnymede Meccano Guild magazines for us to look at.

Max George – Showed a small model car from a *Mechanix* set that his 6 year old Granddaughter constructed.

Max hosts a U3A Meccano Building session at his home for a couple of hours twice a month with 7 people enjoying building models of their own or from sets Max has available.



Robert Vale – Brought the late 1950s *Mechanisms* set and had built an intermittent drive model. It was interesting to see how it works.

Meeting closed at 9:40 pm.



Past Meeting:

The theme for the May was a model built entirely out of metal Meccano – no plastic pieces including flexible plates allowed. There will be a report in the August issue.

MWT MEETING REPORT for February 2018

Article by Robin Rye, Images by Bruce Geange

The model challenge was to make any period Formula 1 car to be powered by a magic motor. There were 3 entries.

John Freer: A mark II version of his earlier effort seen at the Christmas function.

Peter Winter: A model of Jim Clark's Lotus (cover March 1964 MM). Mark II version also as Mark I ran backwards.

Richard Feltham: Somewhat ignored the Formula 1 rule with a device called Form and Function over Appearance.

Peter Winter won the challenge.

Bruce Geange: Had a small ball roller based on a design by Graham Jost. Very watchable. A *Bral* brand model aeroplane incorporating parts from Peter Kessler and Bruce made parts. A Meccano made Caterpillar DW 21 tractor and scraper. Other items were a steam engine made in Lower Hutt and a Progress Gyroscope in box.

Bryan Jones: Used Meccano to make a tool to help with settings and adjustment on an organ pedal board.

Paul Vodanovich: Showed a small galloping horse for child turning of the handle fun, the current Ferrari Set partly made up, a badly out of line Meccano 5 hole strip, a wheelbarrow that was intended for an earlier Sector plate challenge, the current plastic Meccano Excavator Set and some Meccano like pieces to be identified. Some discussion on which way to bend some of the Ferrari Set pieces.

Richard Feltham: Has bought himself a new router tool and showed its capabilities with a wooden gear wheel.

Bruce Durdle: Used Meccano and printed plastic pieces and electronics in his continuing efforts to make a coin lift and coin sorter. A discussion on plastic 3 dimension printing (3D).

Peter Winter: with luck had a very nice Hornby Railways Midnight Freight Set thrust his way. Also some Meccano like pieces for auction.

Robin Rye: His other hobby....collecting (read buying) International Harvester equipment sales brochures...some ring binders full of them on display, and 2 un-opened *Tronico* (Meccano like)

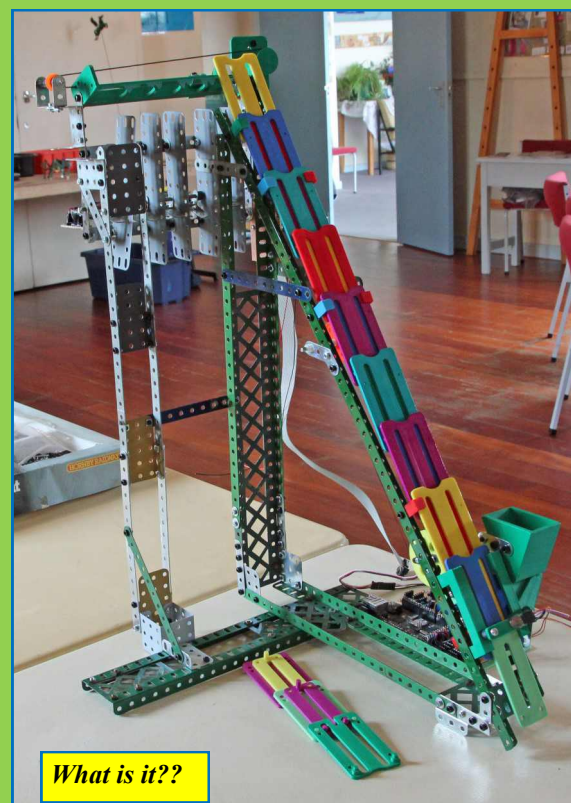


tractor sets.

Daryl Anderson: Meccaspider....a current robotic spider set from Meccano built up and in action apart from the venom squirting function.

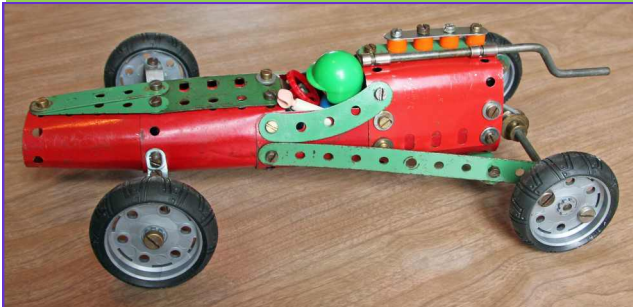
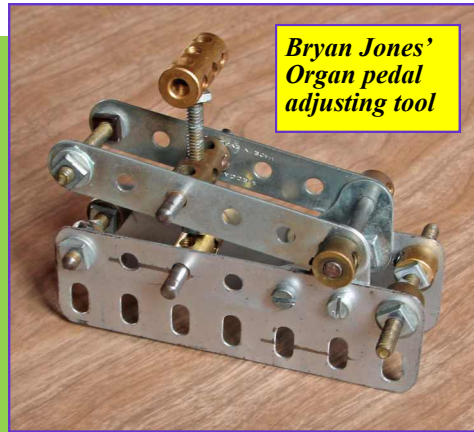
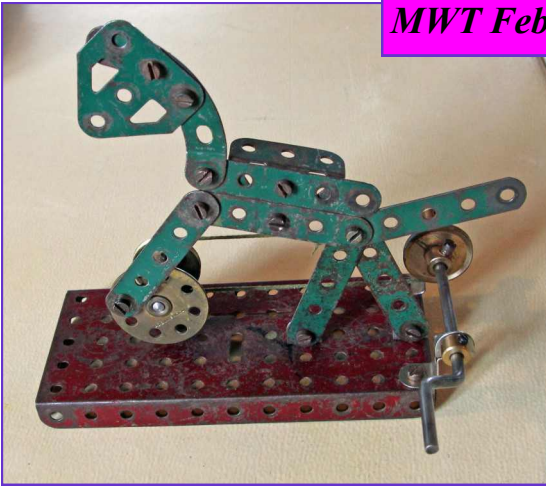
Tom Pittams: With encouragement, put his traditional Meccano 6-legged walker on the floor to compete with Daryl's Meccaspider. A turn-the-handle child entertainment Meccano model with non Meccano birds that flap their wings and the current Thunderbirds 2 and 3 Set made up with modifications.

Hugh Ramage: 2 magazines....current International Meccanoman and NZFMM magazine.



What is it??

MWT February Meeting Models



Peter Winter's F1 Lotus.

Bruce Geange's superb Cat DW 21 Tractor & Scraper.

The 2019 Convention Team (Daryl Anderson, Richard Feltham and Peter Winter) are working towards producing an exciting event.... More details in the upcoming issues.

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FOR LATEST INFORMATION - SEE FACEBOOK PAGE - MWT MECCANO CLUB

New Zealand Club Diary 2018

Auckland Meccano Guild

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

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

Meetings at 2pm on second Saturday every third month. The next meeting will be held on **Saturday 11 August at Neil Carey's**, 23 Eaton Road, Hillsborough starting at 2pm.

MWT Meccano Club

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

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

Meetings at 2pm. Next meeting: **Saturday 9th 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 6th July** at the Leisure Centre, Summerset Village, Paraparaumu, hosted by Lou Nichols.

Christchurch Meccano Club

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

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

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

Additional Meccano Contacts

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

Tauranga: Barry McKey, Tel. (07) 576-1623

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

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

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

Nelson: John Stark, Tel. (03) 545 1025

Articles, etc. for the August 2018 issue of NZFMM Magazine should be sent to Les Megget before the 10th August 2018. (l.s.megget@slingshot.co.nz)

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

Buy, Sell, Auction & Exchange

Advertisements in this section are free.

First insertion will be printed in full.

Subsequent identical insertions (max. 1) may be abbreviated to fit space available.

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Contact Stan Baker nzmeccanoman@gmail.com
Phone +64 4 566 7150 Evenings or +64 21 421 750 mobile

FOR SALE on behalf

Meccano Cricket Ball electric motor 20V, goes well, ex condition,
Hornby T20M transformer, black, very good condition, cloth covered cord looks OK,
Taycol 2-4V electric motor, boxed, ex condition. Similar size to a Magic motor but twice the depth. Made in England.

Offers to Les Megget, les.megget@gmail.com
The owner wants these out of his garage so will accept any offer.

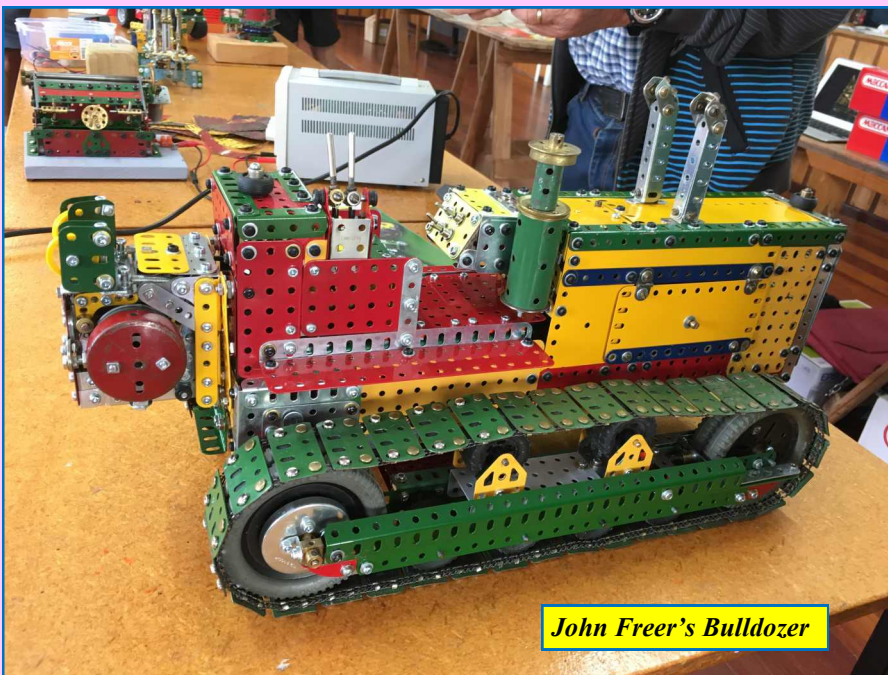
More Taupo March Mania Photographs



Group Photo taken at the March Mania in Taupo:

Back row from left: Graeme Wrightson, Barry Babbage, David Shand, William Irwin, Janine Wrightson, Reg Barlow, Susan & Simon Moody, Selwyn Bluett, Robin Rye, David Wall, Peter Hancock.

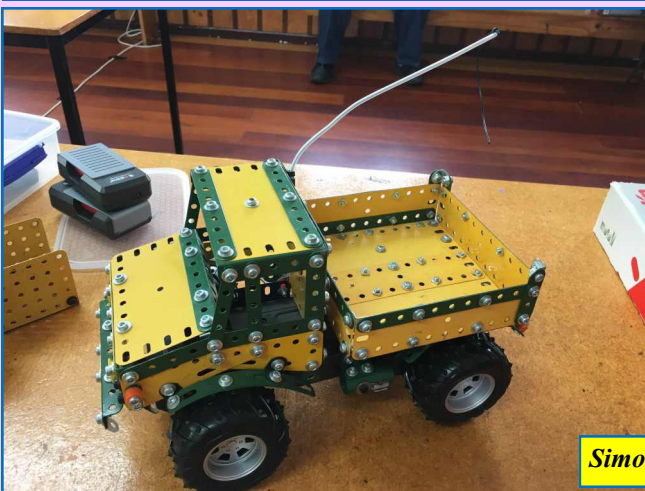
Front row: Brian Hickson, Paulette Morton, Barry McKey, Chris Morton, John Freer and Brian Whitehead?



John Freer's Bulldozer



**St Patrick's Day cake
by Susan Moody.**



Simon Moody's Unimog.



Robin Rye's Railway Wagons.