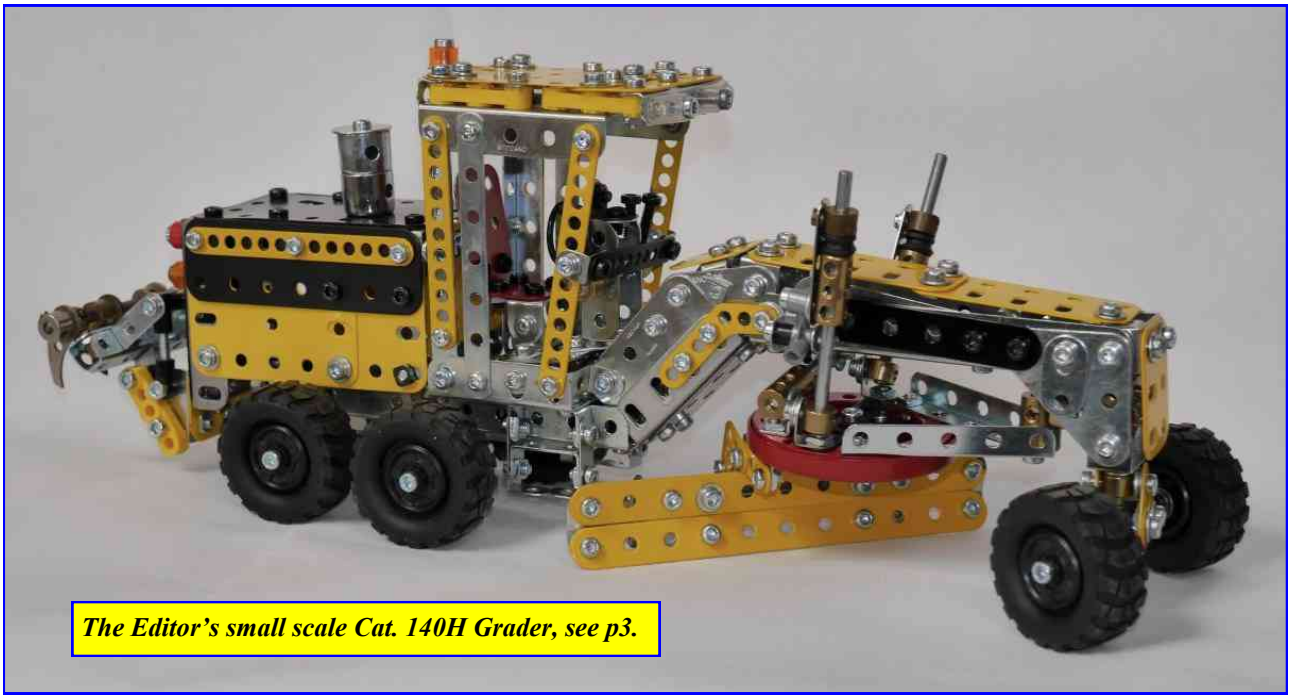
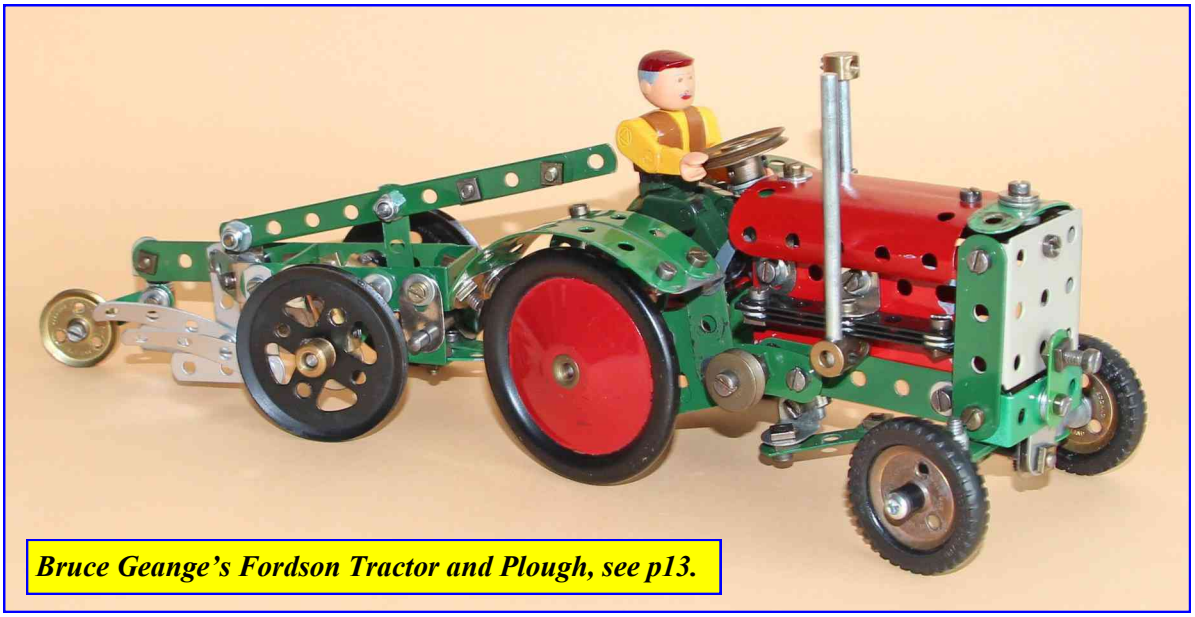
NZFMM MAGAZINE

Volume 39, No. 4 November 2015



The Editor's small scale Cat. 140H Grader, see p3.



Bruce Geange's Fordson Tractor and Plough, see p13.

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EDITORIAL

Much of the chatter lately on Spanner and at local club meetings has been the latest *Spin Master* sets which have arrived in the shops or from the importers. Much of the talk has been about the Tower Crane set with its not fit for purpose Narrow Angle Girders which can't be bolted *inside* the tower's 15-hole standard Angle Girders, as the instructions require. My solution to the problem is described on page 5. However *Spin Master* have been quick to rectify the problem and new replacement parts are on their way as I write this. It isn't clear currently whether it was the mis-drilling of the Narrow AGs or the mis-bending of the standard AGs that caused the pieces not to fit and I've read 2 different stories as to which parts are being replaced.

The *Meccanoids* have caused much fewer problems, I gather, and they have been a big success in the retailers and I guess many will appear in very large Xmas stockings on the 25th December. I'm told that sales of Meccano have doubled in NZ with the new sets and that their are plans to use the *Meccanoids* in our schools next year; all great news.

All the NZ Meccano clubs have been active over the last 3 months and this issue includes reports from all clubs including the recently formed Tauranga-Waikato group.

The Christchurch MC are organising another display in the Stoke Hall near Nelson over the coming Easter. Hope some of you can make it to Stoke.

Again my thanks to the contributors to this issue and may I wish you all a Meccano filled festive season with best wishes to you and your families.

LM

Contents

A Small Scale Cat. 140H Grader

by Les Megget

After reading the article by Steve Butterworth about his small-scale JCB 3CX backhoe in CQ109 I thought I could copy that excellent model or alternatively I could make another construction type model at a similar scale. I have the book "The Caterpillar Century" and found a suitable candidate in that. Like almost everything mechanical the internet produced some dimensioned drawings to scale the model to. I wanted to use many of the parts from the recent *Meccano Evolution* Truck-crane set, of which I have a couple. The model does include other parts not found in the set, namely Angle Girders (both narrow and standard), Couplings and brass Collars amongst others. Thus was born my 1:32 scale model Cat. 140H grader shown in Fig.1 (see front cover).

Chassis: The main chassis under the engine is made from two $5^1/_2$" Angle Girders (AG) joined by an $5^1/_2$" Flat Girder (Fig.2). The upward kink in the chassis comprises 2 Girder Brackets, 2" Flat Girders and Obtuse Corner Brackets connected to the 5½" AGs by Obtuse Angle Brackets. Two more Obtuse Angle Brackets at the top of the kink bolt to two 4½" AGs up to the front of the chassis where a 1" by ½" Double Angle Bracket (DAB) holds the AGs together. From Fig. 1 you can see other parts included to obtain the tapered shape with 1½" Corner Brackets at the front. Another 1" by ½" DAB at the bottom holes of these Corner Brackets provides the lower bearing for the front wheel frame's pivot. A Threaded Coupling provides the upper bearing and a 1½" Axle Rod is locked into this coupling. The front axle can turn about a Collar fixed to the lower end of the vertical axle. The front wheels can steer, as seen in Fig.2, but are not connected to the steering wheel. Yellow Flat Girders provided in the set complete the front and top surfaces of the frame.

The rear axles are long Pivot Bolts fixed to 5-hole Narrow AGs which in turn pivot on Pivot Bolts and 2 Plastic Washers fixed to the lugs of another 1"x ½" DAB bolted the main chassis members (Fig.2).

A-Frame and Blade: The A-frame comprises two 5-hole Narrow AGs fixed to a short Threaded Coupling at the front which can turn in a Swivel Bearing, the Collar of which is fixed to the vertical axle between the 2 bearings described above. The blade ring is a Narrow 2" diameter Circular Ring fixed to the inner ends of the narrow AGs. This ring can both twist and turn, as does the prototype, and is controlled by two near vertical pseudo hydraulic cylinders seen in Fig.1. These are copies of Steve's innovative hydraulics (a Coupling and a Collar held by a 1½" Narrow Strip with a Rubber Collar in between to allow the 3" Axle Rod piston to move with a certain amount of friction. A Narrow Angle Bracket and a Double Bracket form the pivot supports at each end with a plastic King Pin (A423) between the top Narrow Double Bracket and the coupling. This arrangement allows the blade to be lowered and also set at an angle to the horizontal. The blade and its connections are shown in Fig.3. The blade can slide horizontally and can be rotated about its horizontal axis and that is controlled by another small hydraulic cylinder. The blade is Pivot bolted to a 2½" Wheel Flange and can turn in the Narrow Circular Ring which has a 9-hole black Narrow Strip (holes at $^1/_4$" centres) bolted across its diameter. Another "hydraulic" cylinder between the frame and the top of the blade allows the blade to rotate about the grader's longitudinal axis.

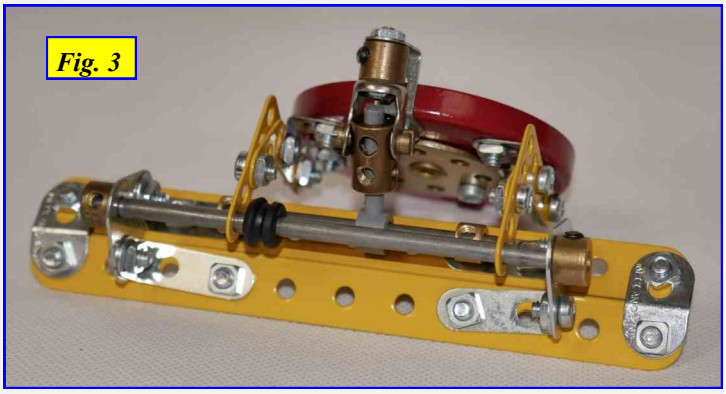


Fig. 3

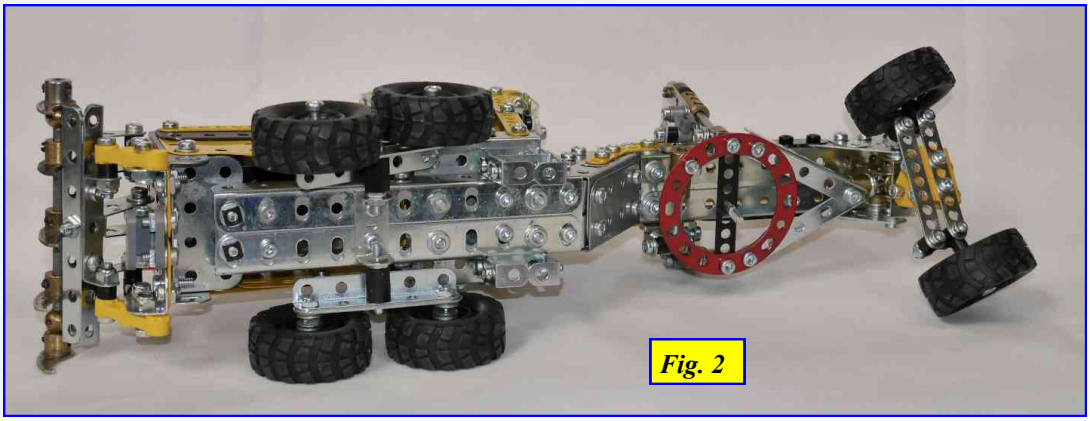


Fig. 2

Rippers:
A set of rippers (using 5 Pawls as the shanks) is fixed to the rear of the grader (Fig.4). The shanks can move up and down by a simple link mechanism and are controlled by another cylinder (a long Threaded Pin fixed to a Collar and moving through a Coupling). The beam which supports the shanks is made from two 3½" Narrow AGs held together by a single ½" Bolt with a ¼" Plastic Spacer between the two AGs.

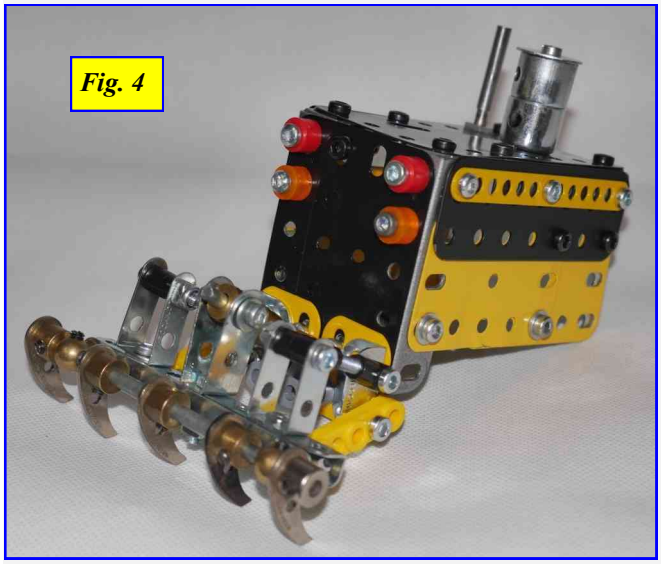


Fig. 4

The engine cover is shown in Figs.1 and 5 and uses black 3½" by 2" Triangular Plates and Flexible Plates. Yellow 2½" by 1½" Flexible Plates are used on the sides together with a black 3½" Flat Girder and the 3½" yellow Narrow Strip.

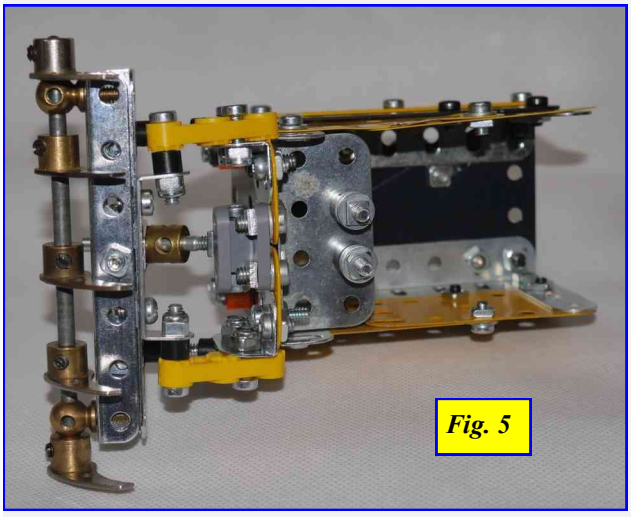


Fig. 5

The driver's seat and steering wheel, column and dash board (Fig. 6) is fixed to the cab's base (2 Girder Brackets) by a Threaded Boss on each side.

This floor is bolted to the chassis frame by ¾" Bolts vertically with two ¼" Plastic Washers on each as spacers, shown in Fig.7.

The cab details can be seen in Figs.1 and 7 using many of the ¼" hole spaced Narrow Strips in the *Evolution* set, as well as a couple of 2½" AGs which form the side members at the cab's top. Narrow 2½" AGs are used at the front and back of the cab roof.

Coloured Plastic Washers form the rear lights and orange hazard lamp, while the clear front lights on the front of the cab are from the truck-crane set.

This model has a lot of play value and I'm sure my grandchildren will enjoy it when they next visit.


Fig. 6

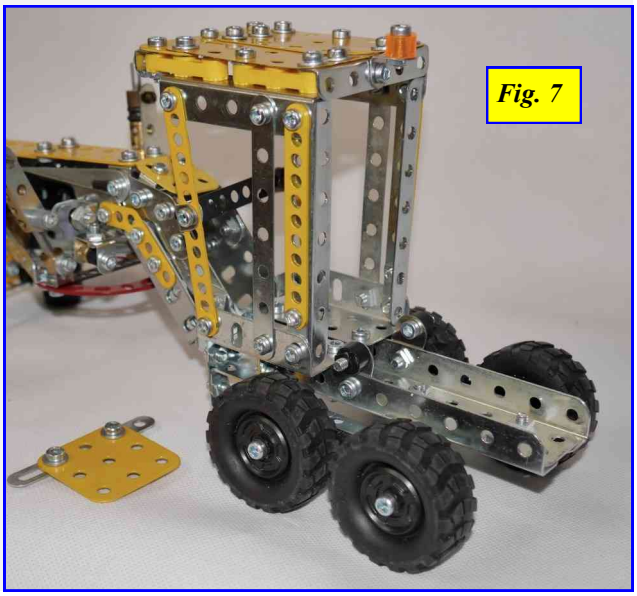


Fig. 7

The NEW MECCANO TOWER CRANE Set

by the Editor & Keith Burston

Having just completed the construction of the new Tower Crane I thought a review of its good and bad points would make interesting reading (here's hoping). Rather than write the review all by myself I've used parts of Keith Burston's (Sydney) review recently seen on *Spanner*. I agree with most of his points and will expand on a few.

The Narrow Angle Girders: There are 12 of these (zinc plated) in the set, each about 4 ¼" long with 17 holes at ¼" centres, which are supposed to fit *inside* and splice the 15-hole Angle Girders (AG) which form the corner columns of the tower. The problem is that their holes have been stamped too far away (~1 mm) from the bend and it is near impossible to place bolts through the round holes of the Narrow and normal AGs, as required by the manual. Thus they are not fit for purpose and remain in the box. Some Spanners have used Narrow Strips instead (not good engineering practice), while Ashok Narrow AGs will fill the bill too.

I decided that the cross-bracing on the tower was "over the top" structurally as only one diagonal brace is needed per panel in the tower, see Figure 1. I've been looking around town and none of the tower cranes have cross-bracing in their towers. By reducing the bracing to single diagonals I had 24 11-hole Strips that can now be used as the splices between the yellow AGs and now the tower is entirely yellow. I did have to put these splice strips on the *outside* on two edges because they could not be bolted up inside the legs of the AGs. There also appears to be a problem with the bend position of some of these 15-hole AGs. This also freed up about twenty $^{3}/_{8}$" Bolts, but of course I ran out of the normal length Bolts towards the end of the construction. One problem is the thick powder coating on the AGs so that there isn't the usual slop when fitting Bolts through strips or angles. I think my tower looks much more realistic than Spin Master's version and I told them so but only received the usual acknowledgement after emailing a complaint. I also found some of the 7½" AGs weren't bent accurately to 90 degrees, about 85 degrees it looks like.

I have no idea how Spin Master intend to deal with this problem but I'm guessing there are a lot of partially completed cranes out there or the owner's dad has got out the power drill and enlarged a few holes! Stan tells me the prototype crane shown at Te Papa had strips at the splices. So the Narrow AGs are relatively new but no one bothered to build a model with them, but believed it would all fit together as per the CAD drawings. Well as I say to my students "CAD and computers often means garbage in, rubbish out". I'm afraid that this model, although excellent in concept, falls down due to rushing it into production. The latest news is that if you apply to Spin Master they will send you replacement Narrow AGs as well as the 15-hole AGs and the $3^{1}/_{2}$" AGs used at the base of the tower. It may take 6 weeks after applying before you get your replacement bits (from China?). It is great that SM have acknowledged the problem and quickly acted to rectify it.

Slewing: The geared motor and the external reduction does not gear down the revs in the model enough and slewing occurs at about 10 times prototypical speed (being normally about 1 rev/minute). It happens so quickly that you will dent the Gibboard in your Meccano room or take your eye out! Pre-production testing of the model with new batteries was obviously never tried by the producers, it seems. This problem is not so easy to fix as it really needs a Worm and Pinion reduction instead of the 3:1 reduction provided but that means repositioning the motor 90 degrees. It will require quite a redesign to accomplish that. The new plastic roller bearing is good but getting 19 Plastic Washers to stay in place during construction is a devil of a problem. I got plenty of exercise chasing errant washers rolling around the room and under the furniture. I did read somewhere that Spin Master were going to use Meccanomen to test out the new models before production began but that didn't happen in this case I guess.

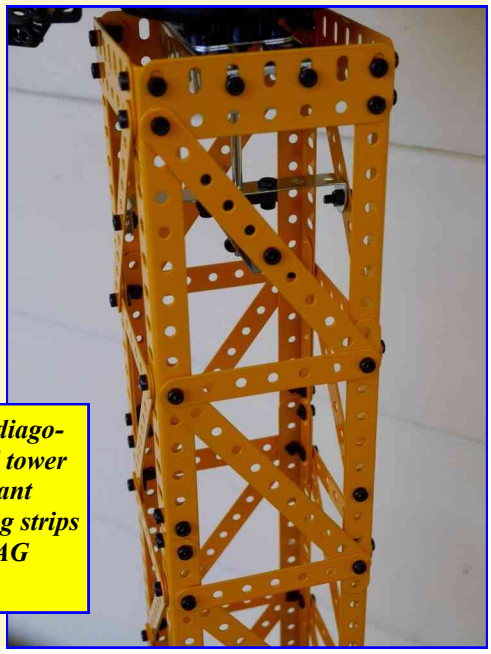


Fig. 1: The diagonally braced tower with redundant cross-bracing strips used as the AG splices.

Although the battery boxes have been redesigned from the orange ones in the Evolution Helicopter set it is still not easy to change batteries. You have to undo at least 4 nuts and bolts to expose the batteries. Why they couldn't have screw caps and no diaphragm (bulkhead) between the batteries I don't know?

Here are Keith's comments taken directly from *Spanner:*

"I have just finished the new tower crane and thought I would share my experiences. Mike Maloney had already provided some very useful comments, which I concur with and repeat some of here.

The model:
Overall the finished model is attractive and impressive. The black and yellow theme works well and it looks convincingly like the crane I can see out of my front door at the moment. There is only the odd glimpse of silver and the white battery boxes for variation. It can be broken into two parts for transport, but only by dismantling the (tricky to assemble) bearing. Certainly Meccano have produced an innovative start to the new era which will satisfy the cravings for a challenging model.

Operation:
The set includes a remote control system with three motors and three (always on) decorative red lights. The motors are substantial, and I suspect, internally geared. They seem pretty powerful. If you want to use them separately you will need to get out the wire cutters. The remote control only allows forward/backward movement and no speed control.

The model works only reasonably well, I find. The speeds are a little too fast for easy movement, the carriage; I am sure there is a correct crane expert word for this, (Ed. Jenny) tends to stick as it runs on Plastic Washers and so can move laterally and catch. The hook probably needs some additional weight to operate well. For some reason, if you follow the instructions, the hook moves up and down as the carriage moves. It seems a trivial fix to tie the end of the cord via the hook to the end of the boom rather than the moving carriage which would solve this, and there is even enough cord to do it. I think this might be an error in the manual rather than a design flaw. The mechanics are the usual modern three sided rods and plastic gears held together with horrible nylon rings.

In my case the controller seems to have a fault, when one motor is driven occasionally a burst of power is applied to the other motors. So, for example, when lowering the hook, the crane will suddenly rotate slightly. This is probably just my controller but I would be interested in hearing if others have the same problem. (Ed. My crane does the same thing).
The counterweight provided by the battery box needs to be a lot heavier as the bearing is clearly carrying all the load on one side and tilts. Easy to fix.

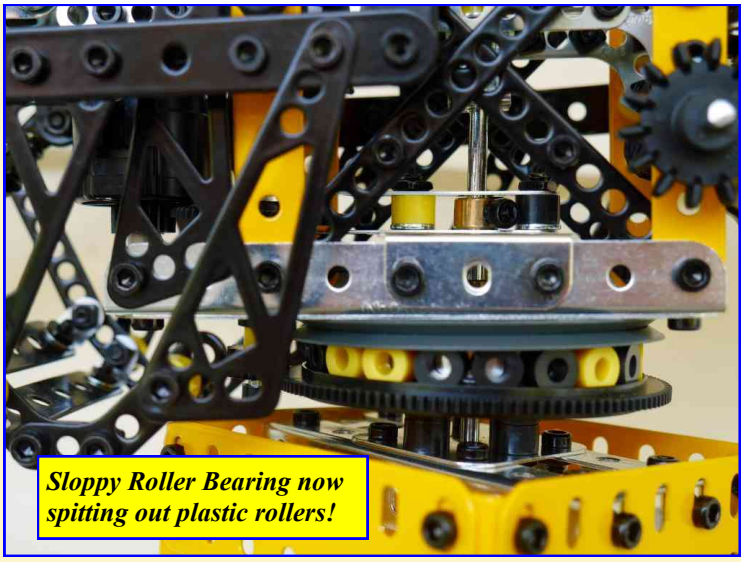
Parts:
As a box of parts, this kit is certainly well worth having (although the price is very high). There are a huge number of 11 hole yellow strips (91!) and various others plus loads of narrow black spaced strips (~80). All the screws and nuts are glossy black and look very good. As someone recently noted, the new nuts do not break readily. They feel a little soft when tightening and loosening which may be due to the coating. However, they all fitted well. I did not check the part list, but I seemed to have a lot of bits left over. There were no missing parts. The left overs tended not to be the usual washers and nylon collars but also odd strips.

Some parts were faulty. 12 crucial narrow angle girders were supposed to fit inside normal angle girders bridging them in pairs to make the columns. They never came close to lining up and I think this is a distinct flaw somewhere between the designers and manufacturers. I adopted Mike's solution of using narrow strips of which you will need 24. Three other parts were faulty:
One standard angle girder was punched so that the bend lined up with the edge of the slotted holes; useless and I replaced it from stock. One 11 hole strip was not punched though at one end but fortunately there was a spare in the box.
My third faulty part was the supplied spanner. I must say I liked the new hex screwdriver and used it exclusively although I might use a standard Allen key for final tightening. The spanner was ok and I tried to use it for the whole model. The open end has narrower tines than the normal spanner and gets into narrower spaces, which is great. The other end is meant to hold a nut on three sides for positioning but mine was so badly pressed that the nut more balanced on top (Ed. Mine too).

The yellow paint is, as has been noted in previous models, rather thick. Although none peeled off, several screws had to cut a thread in the paint to fit the holes. There are a few standard (not 3-sided rods) of the modern variety, a bit too thick and I had to get the file out to widen the painted holes for them.

Manual and construction:
The manual could be better. There are plenty of errors including at least one missing step but none of them were that hard to work around with a bit of common sense. I might have chosen to do some steps in a different order. Adding the central axle relatively early in construction meant that the boom could not be placed flat during building.

A lot of the cab construction involves pictures of black parts connected by black screws on a black background and this made the steps almost unreadable. (Ed. Note to Spin Master: Show the black pieces as light gray with a black outline, please).

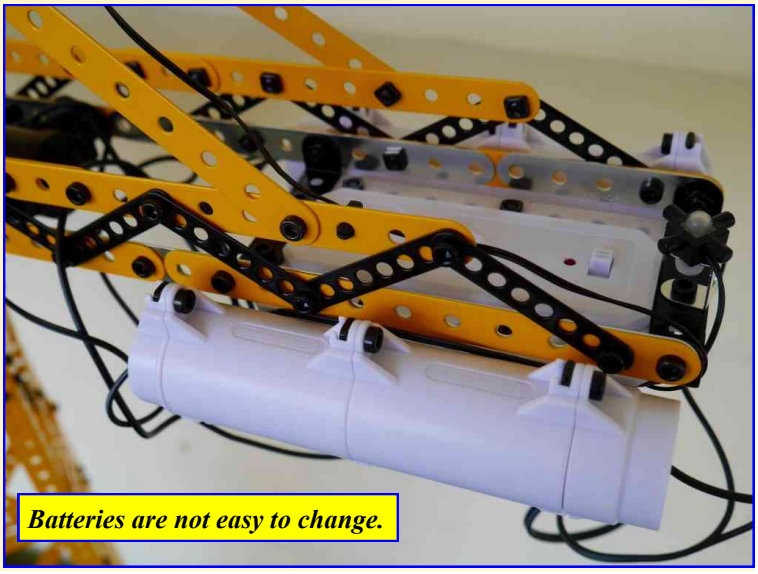

Sloppy Roller Bearing now spitting out plastic rollers!

A vast improvement could come from putting part numbers (or sizes) next to the little parts list in each sub-section. Having to work out if a tiny picture of a spaced black girder has 11 or 9 holes drives you mad after a while. (Ed. I couldn't tell the difference between the Small and the ¼" Plastic Washers in the manual and as a result ended up with only 10 large yellow ones (19 required) remaining to use as the rollers in the bearing, the last stage of building!)


Trolley could do with some 1/2" Pulleys at the top to stop hook cord tangling.

Although the parts included 20 really neat little cable clips, the manual never mentions them or what they are for. However, the model fits together well and no really awful liberties need to be taken. A lot of washers would help to prevent paint loss, bridge slotted holes and align strips so they don't need to bend a little to overlap, but this is nothing new and easily fixed with a few hundred washers. I did this wherever possible although the screw length did not always allow it.

Conclusion:
Well, despite the flaws, I enjoyed building this model a lot and the end result looks good, if not identical to the box picture. It could work better and this is something a competent (are there any other kind?) Meccanoman could improve a lot. Certainly a Meccanoman will have fun, but the 12+ age group this claims to be suitable for will have problems with needing to get replacement parts and following the instructions. I get the impression that a lot of things have gone out of sequence here and the manufacturing order, manual and box design have been completed independently and the model has a bit of the beta test about it. In this day and age, and for this price, I would have expected better quality control".


Batteries are not easy to change.

Auckland Meccano Guild Meeting

8th August 2015

Reporter & Photos: Gary Higgins

The most recent meeting of the Auckland Meccano Guild took place at **Neil Carey's** residence in August.

Neil still has his prizewinning locomotive built up in his basement, so we all managed to get a last look at it before it returns to its component parts. Neil has kept a memento of his days as engine driver on NZR engine K906 and is seen proudly holding the engine number which somehow became detached…Hmm.

Mike Stuart is still working on his Swiss Crocodile locomotive and is currently building the nose section and the pantograph (electrical conductor). He has been busy making by hand the ventilator grills for the engine cover.

Gary Higgins had won an *Iron Commander* (Chinese) motorcycle and sidecar set in a Facebook competition and had brought the built up model along as well as a 1932 ELEX *Märklin* electrical set and a clamshell grab from the *Erector* Master Builder series.

Rick Vine had brought an impressive Vulcan Jet bomber from a manual model, a 3 wheel trike, the lead model from the Evolution 6023682 set, a tank set (non-Meccano), Helicopter, Racing car, steam engine and tow truck. He also had a nicely modelled float plane made from the parts of the *TINTIN* jeep set and a stacking rings puzzle the Hanoi towers in Meccano.

Gerald Hart had a model of the Konkoly motorcycle built around a No. 1 clockwork motor, which was a great piece of engineering.

David Wall must have spent considerable time making up one of the small excavator models from the new evolution series, it appeared to have a Lego man driving it but David would neither confirm or deny this.

Tony Caldwell had built a snowmobile from the big truck set and a 4 wheel farm bike one of the options from the new evolution trike set 6023682.

Henry Porter had brought along a huge locomotive, a camel back *Mallet-Hubbard* locomotive 1906 for Eire 0-8-8-0. It was so large Henry had made it in two halves for transport. A tracked bike as used by Richard Hammond on *Top Gear* described as a half track scooter was also on show.

Les Megget had two examples of compact differentials and had a lovely mini-grader made from some of the Evolution set parts (see page 3).

David Glenday had a *Scammel Crusader* truck and a block setting crane ex-magazine photos. I believe the crane was from the MM Model of the Month. They both operated well.

William Irwin had made a black cat model.

Also present were **Peter Hancock, David Barnard, Graeme Mills, Graeme Wrightson, Stan Hunte and Mike Walmsley.**

Peter Hancock spoke on the final Model-X show by our group with entry numbers only about half of previous years. We have said no to future model presentations, however our display was one of the best attended.

The *Ficino School* display was received well with some thank you letters to the club members who had attended and the children obviously enjoyed our models.

Sadly we lost two of our long serving members in Auckland recently both **John Denton and George Ovenden** passed away. The Guild was well represented at both funerals and a fitting touch was to have some of their favourite models at the funerals. There was some discussion on the new line of *Spin Master* Meccano models which will all be available as you read this.

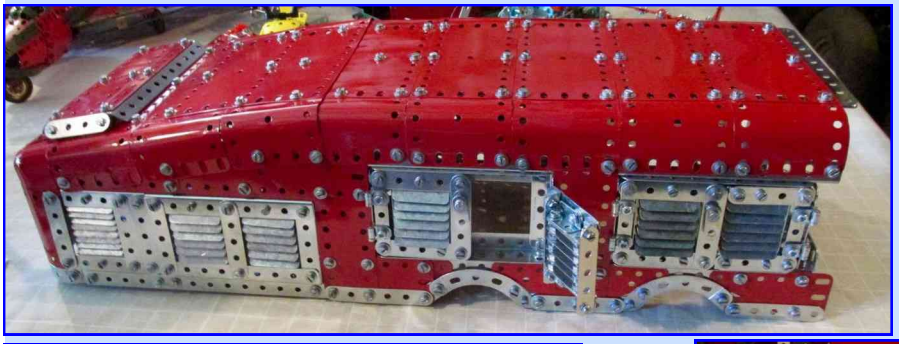
There will be a selection of other club magazines for viewing at future club meetings and Peter described feed back received re our Magazine, which puts it in the top 3 presently published.

The meeting concluded with an excellent supper hosted by the ladies.

Henry's Mallet-Hubbard Loco with many of the smaller models in front including William's cat to the left.

Scammell Crusader by David Glenday.

Gerald Hart's Motorbike.



Nose section (engine cover) of Mike Stuart's Swiss Crocodile loco. Note the handmade louvers.

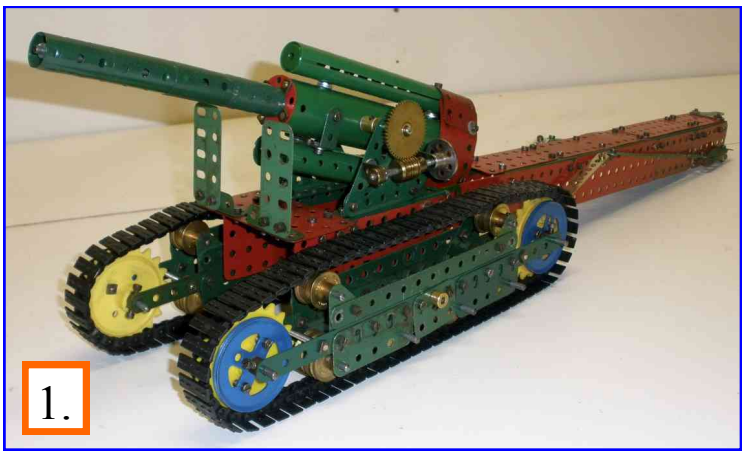
Rick Vine's Vulcan Bomber and small Tank.

Tony's Snowmobile.

ARMAMENT CURIOSITIES

by Henry Porter

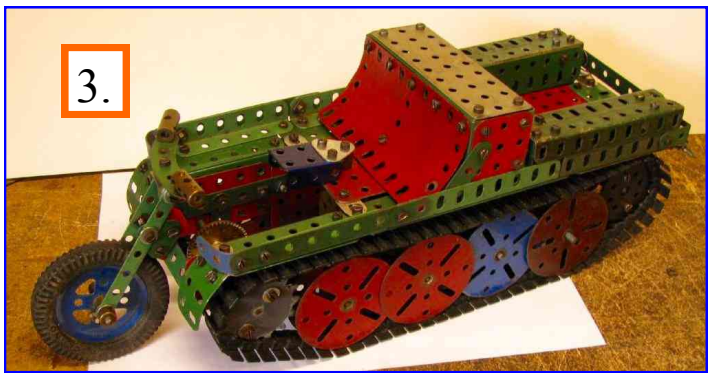
As Monty Python says "and now for something completely different". During the past few years I have built some very unusual and ridiculous military vehicles and equipment. In this short article I have selected five of my favourites.



The first one (**1.**) is the 20.3cm B-4M 1931 Russian Howitzer with crawler track. It was the most prolific heavy artillery weapon of the Second World War.

The second model (**2.**) is the quadracycle with machine gun which I found in a couple of books. Heaven only knows who built such a ridiculous and impracticable vehicle.

The third vehicle (**3.**) is the Kettenrad half-tracked motorcycle which was used as a lumber tractor or anti-tank gun tractor and various other duties.



The fourth one (**4.**) is the LGOC "B" type motorbus which was used in the First and Second World Wars for mobile pigeon lofts. These were used to send messages from the front line to the commanders. There was a medal given at the end of World War 2 for the bravery of the pigeons!

The fifth is the Uberlander Wagen (**5.**) which was based on the AV7 German tank without the armour and guns.

These models have been made by Henry over the last 5 years or so and more images of these and many other models can be found in the "Henry's Models" file of Gary Higgins *Flickr* photo sharing website.

EBAY Column
by Gary Higgins

[1]. A Meccano blue and gold E in very nice condition and still has some parts strung to the base card. 1930s vintage with two trays $NZ 118.72.

[2]. Meccano crane construction set, motorized and in good condition, includes manual, original stickers and motor instructions. Has been used but in good condition $52.50NZ

A couple of Meccano power drive motors, one mint in box 3-12 volt motor with 6 ratio gearbox selling at $29.50NZ and the smaller junior power drive motor still mint in box selling for $5.23NZ.

[3]. An unusual *Merkur* walking hexapod spider from Europe selling from $266.95. This would look great in Meccano.

If you want something a little more unusual how about a Meccano hand generator, mint in box, good for when you run out of batteries yours for a mere $11.62NZ.

Meccano aeroplane parts usually bring big money these days. We have a set box and lacing cord only going for $50.23NZ.

[4]. Or maybe you would prefer a boxed Meccano aeroplane set No. 2 1930s vintage, with instructions and still strung to box selling for 261.00 Pounds or maybe a aero construction special set without the box selling for 249.99 pounds.

One set you don't see very often is the Capitol Hill set, boxed, not the tin version selling for $67.11NZ. There have been quite a number of Action Pack early 1980s sets going for some silly prices, but then I suppose these are getting hard to find in original condition. Currently selling are: Breakdown truck and dune buggy boxed, the dune buggy comes with the small red racing driver; not bad for 4.99 pounds.

The Action Pack farm set 1981, still boxed for $114.13 NZ and the Lunar Chariot set for the same price 1981, boxed and unused. The Prairie Express and the Stock Car action packs for $68.47NZ each. Another rare set is the boxed Meccano X series No. 2 set from 1929. This is a boxed German version but it appears incomplete, yours for $180.00 US.

[5]. If you always wanted a Meccano Constructor Car set, there is a No. 1 set listed in what can only be described as battered condition, going for $228.31NZ. It does include some parts from the No. 2 set as an extra but is not complete in itself. From 1982 there is an M1 set with the electric motor selling for $84.65.

Lastly I was surprised to see one of the original Meccanoid sets from 1979 on *EBAY* with the manual and original parts but no external box selling for $258.94NZ. These are not very common and were one of the last of the Binns Road sets.

It is interesting to note that our own *TradeMe* has a better selection of the new Meccano sets than listed on *Ebay*.

For example The Eiffel Tower set $199.99NZ, Meccanoid G5 $299.90, Meccanoid G15KS $499.90, Autocross Buggy $82.90, Mountain Rally set $89.90, Desert Adventure set $57.90, Space Quest $49.50, Canyon Crawler $41.90 and the Tower Crane set $389.90.

Many of these sets are not listed at all on *Ebay* and so here is New Zealand we are getting a good variety of sets.

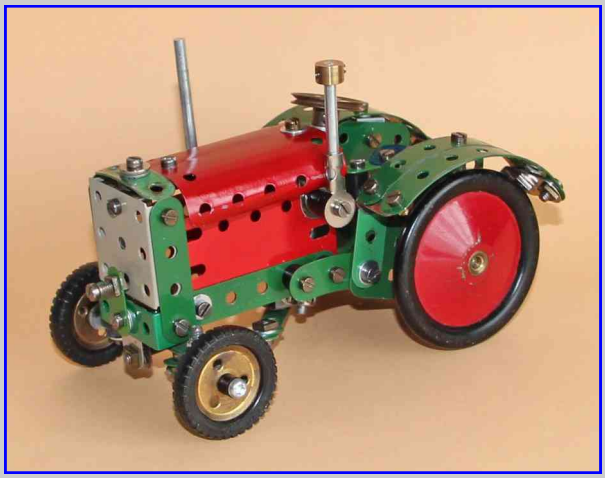
[6]. The latest Meccano Thunderbird 2 set is available on *Ebay,* selling at about $168.05 NZ. (See bottom right).

The new race car set is also available in the UK from selected dealers at about 41.66 pounds so I would expect to see both these sets for sale here soon given the quick placement in stores here of the other sets being available.

EARLY FORDSON TRACTOR with trailing PLOUGH

by Bruce Geange

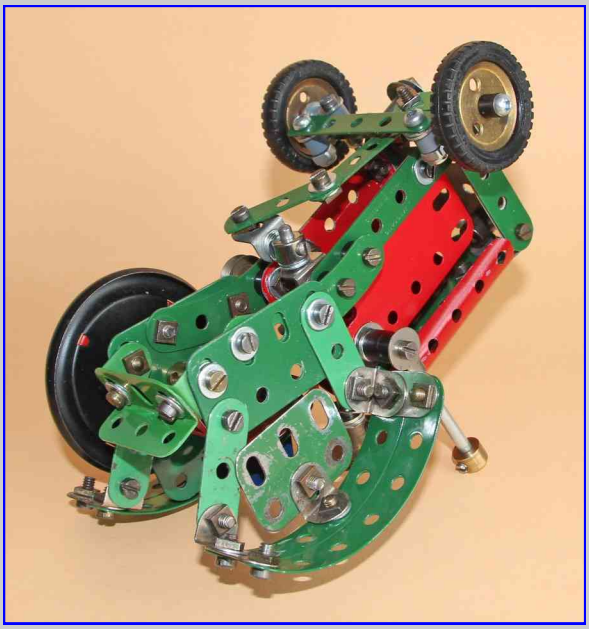
This model represents a simple model of an early Fordson tractor with a plough. The tractor is a push along model with steering and pivot front axle. Other features include a split rear axle and the crank handle. The plough is of a two furrow, tow behind type.



Start with an $1^1/_2$" x ½" Double Angle Strip and add a 2" Strip to either side using a ½" Bolt and ¼" Plastic Washer on the inside with a 3" Strip. Locknut a $^3/_8$" Bolt to a 1" Narrow Strip and fix this to the centre hole of the DAS spaced by a Washer with a Fishplate at the rear by the slotted hole. Bolt an $1^1/_2$" x $1^1/_2$" Flanged Plate to the radiator sides at the top with a Threaded Boss secured to the centre hole.

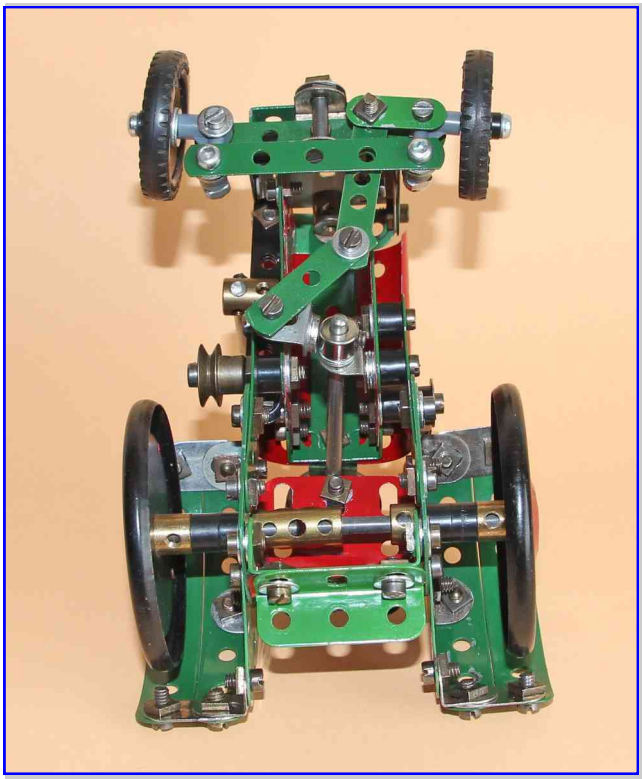
Bolt a $2^1/_2$" x $1^1/_2$" Flexible Plate to inside of the 3" strips at the front. Extend this at the rear on either side with a $2^1/_2$" Curved Strip spaced with ¼" Plastic Washers with ½" Bolts. The left side also has an Angle Bracket fixed by the slotted hole and spaced with three 1mm Washers. The right side has a ½" Pulley fitted to a $1^1/_8$" Bolt with nut then fitted through to hold the rear together. The top of the flexible plates at the rear extend up with Fishplates secured by the slotted holes. The left side has a Rod and Strip Connector with two ¼" Plastic Washers plus a Washer held with a ¾" Bolt. Fit an $1^1/_2$" Axle to the rod and strip connector with a Collar at the top. The fishplates join at the top by a 1" x ½" Double Angle Strip. The exhaust manifold is made up with three $2^1/_2$" narrow Strips spaced with Washers at the ends and centre. The centre hole also has an Angle Bracket and a Short Coupling with a 3" Axle for the exhaust pipe. This assembly bolts to the right side of the engine.

A $2^1/_2$" x $2^1/_2$" Flexible has been rolled with a $1^1/_2$" Strip to represent the fuel tank. This has a 3" Strip through the centre bolted at the front end in the second hole. The rear end fixes to the 1" DAS with a Obtuse Angle Bracket by the round hole with a Washer. The front end of the 3" strip has a $^3/_8$" Bolt with two Washers, $1^1/_2$" strip and two more washers secured into the threaded boss.



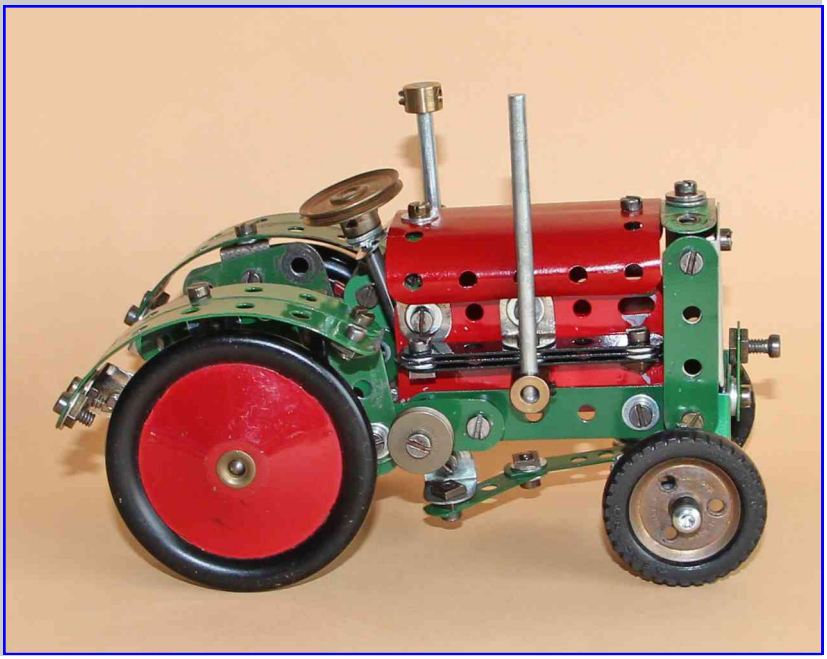
The front axle is made by laminating two $2^1/_2$" Narrow Strips together bolted to the centre hole of a ½" Double Bracket. A Steering Arm on each side has a ¾" Bolt with nut and a 1" Narrow Strip on the left side. These components fix to the front axle with a Locknut (37h). Use a $2^1/_2$"Narrow Strip for the tie rod and two $^5/_8$" pivot Bolts and Locknut spaced with two washers either side. This assemble fits to the fishplate below the radiator with a Pivot Bolt (147b).

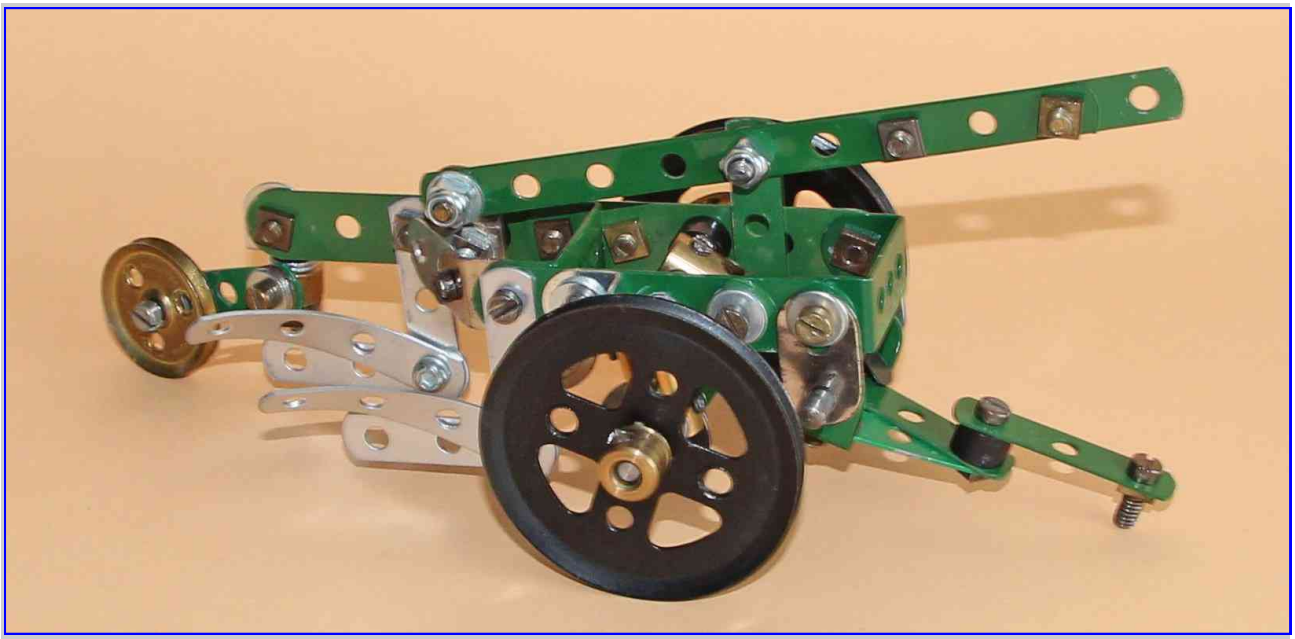
Now to the rear end, Bolt to each curved strip a 2" Fat Girder by the slotted holes with an $1^1/_2$" Strip in the front hole. Bolt an $1^1/_2$" Double Angle Strip to the rear slotted holes and space with a 1mm washer. A second $1^1/_2$" Strip bolts to the rear round hole in the F/G. Mudguards were rolled from $3^1/_2$" Strips and fixed with Angle Brackets and Fishplates. $1^1/_2$"Flat Girders fill the gap in on the side of the mudguards held by an Angle Bracket. Partly roll a $2^1/_2$" x $1^1/_2$" Flexible Plate to form the rear end. Bolt a 1" Narrow Strip to a 1" Corner Bracket then bolt this to the flat end of the flexible plate with a ¾" Bolt spaced with two ¼" Plastic Washers. Bolt the curved end of the flexible plate to the rear $1^1/_2$" x $^1/_2$" double angle strip with an $1^1/_2$" Angle Girder.

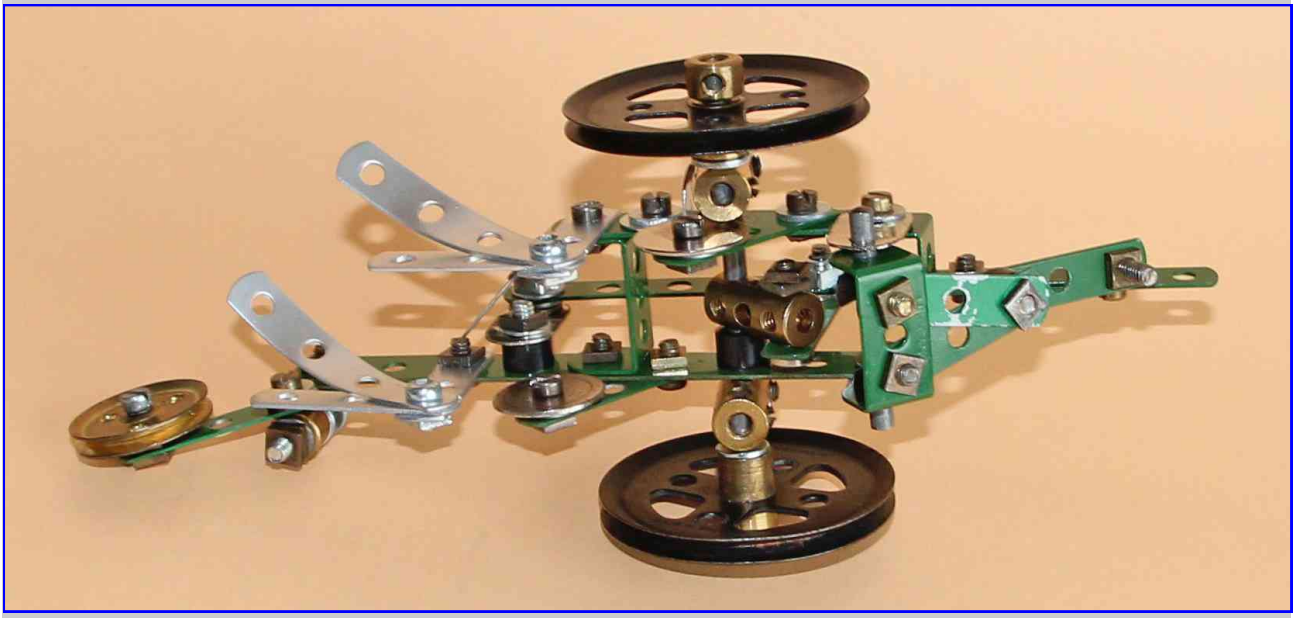


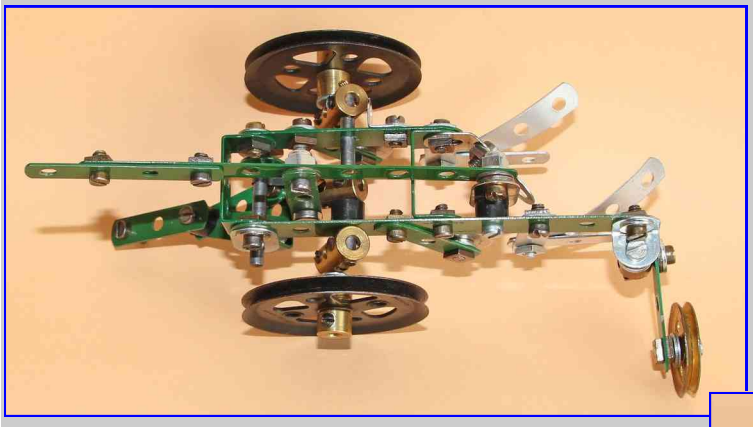
Fix a 1” pulley to a 3” Axle for the steering and add two Washers then fit into place and hold with a Washer and Collar. Secure an Angle Bracket to the other hole in the collar and space with Washers. Locknut a $1\frac{1}{2}$” Narrow Strip to the slotted hole on the angle bracket and Locknut a 2” Narrow Strip to the 1” Narrow Strip on the front axle. Bolt the two strips together at a slight angle and the steering will work. The rear wheels are the tin plate Road Wheels spaced on each side with two ¼” Plastic Washers. $1\frac{1}{2}$” and 2” Axles were with the shorter one fixed in the Coupling and the other held by a Collar. The front wheels are 1” Loose Pulleys fitted with 1” Motor Tyres and secured with 5/8” Pivot Bolts having 5mm Plastic Washer next to the bolt head and washers as required.

The frame of the plough is made up from $4\frac{1}{2}$” and $2\frac{1}{2}$” Strips bolted to 1” x ½” Double Angle Strips at either end of the $2\frac{1}{2}$” strip. The front also has Fishplates fixed by the slotted holes. The right side has the $2\frac{1}{2}$” strip. The rear DAS on the right side has an $1\frac{1}{2}$” Narrow Strip on the outside with an Obtuse Angle Bracket on the inside. Extend the obtuse angle bracket with a Fishplate. Bolt the left side in hole 5. Hole 4 on this strip has an $1\frac{1}{2}$” Narrow Strip fixed at an angle with a ¾” Washer spaced by two 1mm Washers. Duplicate this in hole 2 on the $2\frac{1}{2}$” strip. Hole 6 has a ½” Bolt with a ¼” Plastic Washer and a Fishplate by the slotted hole. Hole 7 has another $1\frac{1}{2}$” Narrow Strip and bolt an Angle Bracket by the slotted hole in hole 9 on the outside. The strips in hole 7 and at the rear of the $2\frac{1}{2}$” strip each have a $1\frac{1}{2}$” and 2” Narrow Strip bolted at their ends with the 2” strip being curved for the mouldboard. Hole 4 on the $2\frac{1}{2}$” strip has an Angle Bracket bolted by the slotted hole. A 2” Axle fits through holes 3 on both strips and has a Coupling and a ¼” Plastic Washer on the inside with a Coupling on each end. 1” Axles fit to the other end of the couplings with a Washer, 2” Pulley and a Collar. The centre coupling has a $1\frac{1}{2}$” Narrow Strip fixed with a Pivot Bolt. A 2” Narrow Strip bolts to a $4\frac{1}{2}$” Narrow Strip extending one hole. This strip locknuts using a $\frac{3}{8}$” Bolt with a Locknut and spaced with two Washers to the fishplate in hole 6. A second $\frac{3}{8}$” Bolt locknuts this lever to the $1\frac{1}{2}$” narrow strip on the coupling with a Locknut (Nylock). This lever adjusts the plough up and down. The angle bracket on the $2\frac{1}{2}$” strip adjusts the raising height of the plough. Secure a ¾” Bolt to the angle bracket at the end of the plough and fit two Washers and a Collar with two nuts to hold it. Locknut a 1” Loose Pulley with two Washers to one end of a $1\frac{1}{2}$” Narrow Strip and secure to the collar leaving it free to swing. Take a 1” x $\frac{1}{2}$” Double Angle Strip and bolt two $1\frac{1}{2}$” Narrow Strips to the 1” face. Bolt a third $1\frac{1}{2}$” Narrow Strip to the ends of the first two spaced with a ¼” Plastic Washer. Add a $\frac{3}{8}$” bolt for the drawbar pin. Back the tractor up, hook on and start work.

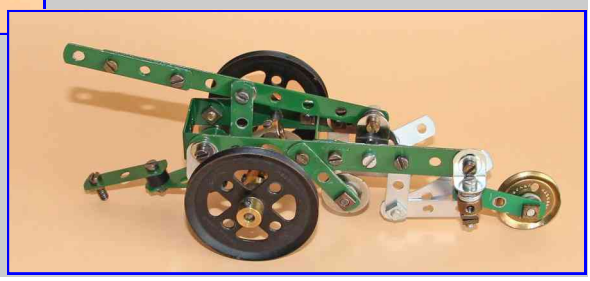








Details of the Plough.



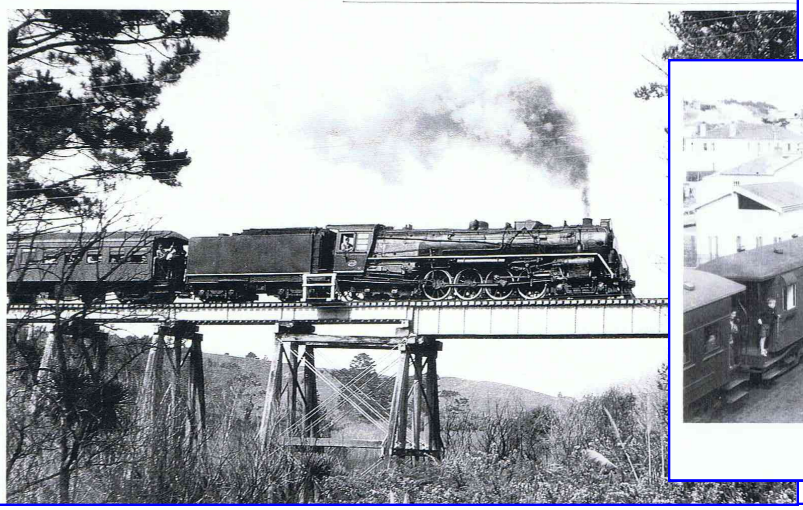
Reminiscing 50 years + on

by Neil Carey

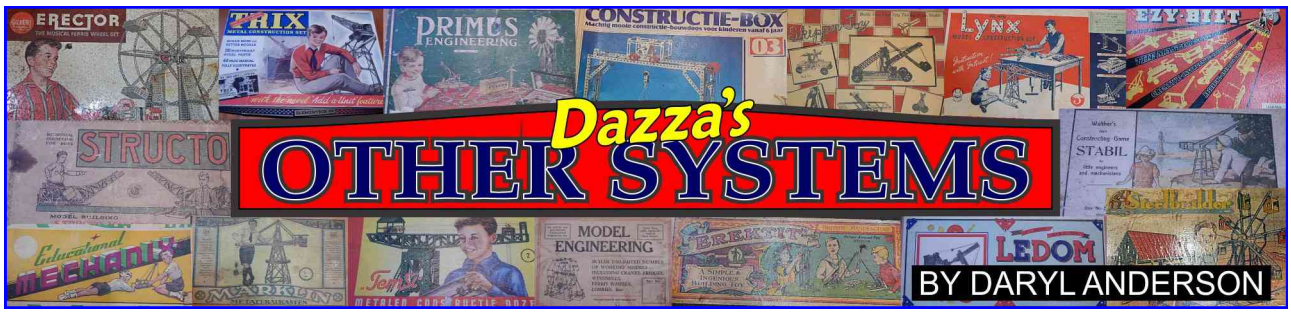
At the Auckland Meccano Guild August meeting this year several members were perusing through a couple of copies of the "Driving Wheel" magazine published by the Museum of Transport and Technology (MOTAT) when I spotted an article on NZ Railways (NZR) "K" class steam locomotive No. 900 which has been preserved and is on display at MOTAT. I made mention that in the early years of my railway career in the locomotive running branch of NZR I had spent more than a few nights as fireman on K900. The leading double-page photo of the magazine article depicted not only K900 but also of sister loco K916, where upon I produced the headlight number glass that I had "souvenired" from 916 after the loco had been withdrawn from service in late September 1963, which incidentally was only a couple of weeks after I had fired loco 916 on its last passenger train, a railway enthusiasts special to Kaukapakapa north of Auckland and return; fond memories during the twilight years of steam locomotive operation of the NZR.

A young Neil in the cab of K916.

BELOW: K 916 was chosen to work the Railway Enthusiasts' Society's famous 'K to Kaukapakapa' excursion on the 7th of September 1963. In this view the classic looking K locomotive of recessed headlight and 'straight' funnel, as so well modelled by 916, was crossing the trestle bridge just north of Swanson Station. The white running board edge, cab floor and tender frame edging along with the white driving wheel tyres were a standard 'decoration' on RES organised steam excursions of the 1960s.



HELENSVILLE STATION
K916 and excursion train at platform, 7 September 1963
Ross Hughes Collection E J McClare Photo



Welcome to the second of the 'Other Systems' page and thank you to those who contacted me after the first issue. It is great to know the information presented is useful.

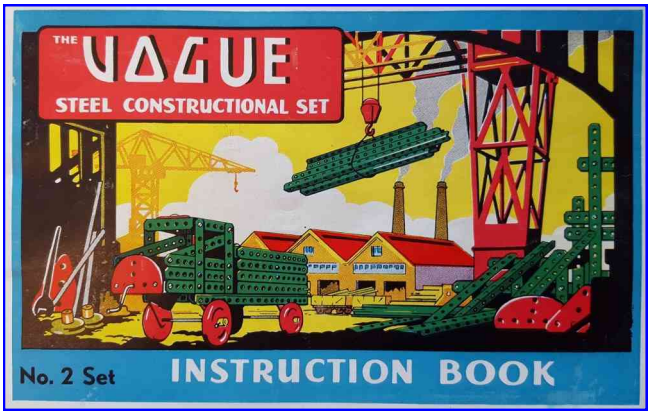
This time we go back to the mother country, the home of Meccano and many other imitators and talk about Vogue. This system dating from the 1950-60s must have sold reasonably well in its short time on the market, as the parts regularly appear in Meccano accumulations for sale.

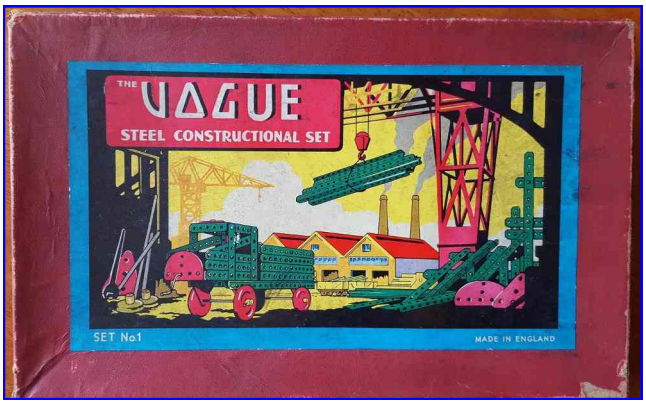
There were only 3 full sets available #1-3. Pictured are those in my collection, #1 and #2 . The #1 has had a few parts removed but the #2 is believed to be originally strung. There were also available 5 supplementary sets, not conversion sets as Meccano, but extra parts packs. These are set 1 with 14 extra strips; set 2 with 13 extra angle girders; set 3 with 14 extra brackets and small parts; set 4 with 40 wheels axles and spring stops (spring clips) and set 5 with 144 nuts and bolts and a screwdriver.

There are only 35 different parts in the sysem. All are small parts but only the largest set had a flanged plate (Meccano part 52). The ends of the parts are sharply cut to a 45 degree angle rather than rounded. This is the easiest way to tell them from Meccano, but when we delve a little deeper we find that while the system has $^{1}/_{2}$" hole spacing, the holes being 3.9 mm, are too small for a Meccano axle. The bolts are therefore smaller too, 4BA. The thread is smaller than Meccano but the nuts are larger, being $^{5}/_{16}$" (8 mm) across the flats. The larger nut would make the construction of complex models difficult. The nuts and bolts are pictured with Meccano for comparison, so when you find these in a collection, don't discard them but place to one side and build a love and knowledge of O.S.

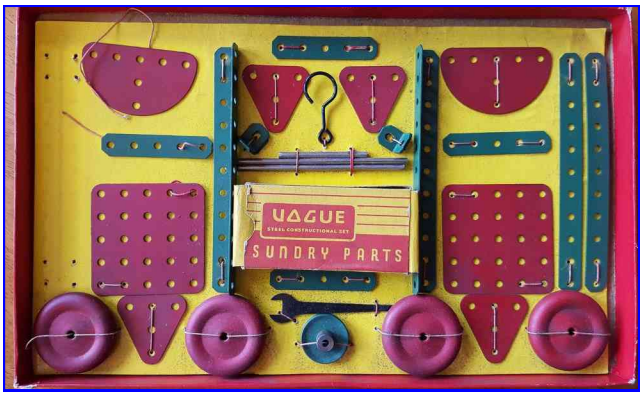
The box lids and manuals all shared a colourful illustration. Manufactured by *Vogue Playthings Ltd*, Egerton Road, Melton Mowbray, Leicestershire.

So there you have it, a short lived but interesting Other System. Merry Christmas to all, I hope the Meccano Santa is kind I look forward to sharing more in the New Year.

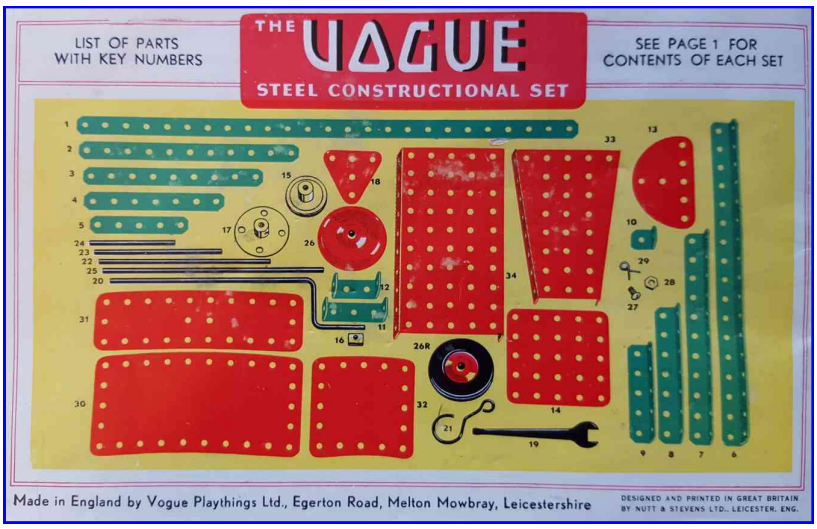


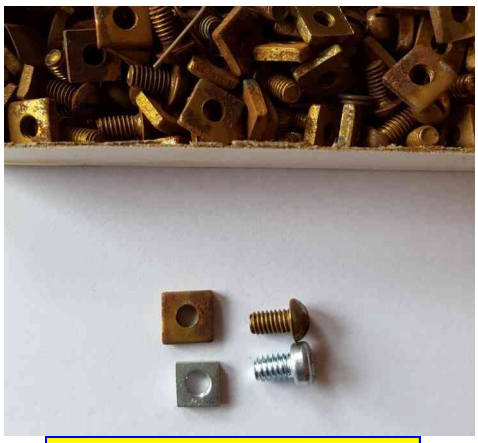


Set 1 Box Lid

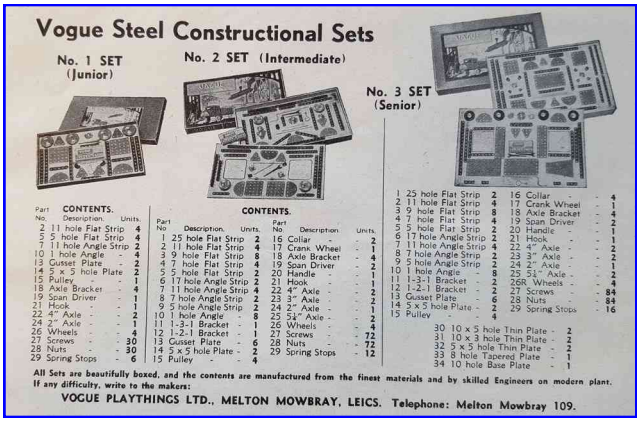


Set 1 Parts





Comparison of Nuts and Bolts, Meccano (Zinc) bottom.



Vogue Steel Constructional Sets

No. 1 SET (Junior)

No. 2 SET (Intermediate)

No. 3 SET (Senior)

CONTENTS.

Part No.	Description	Units
2	11 hole Flat Strip	4
5	5 hole Flat Strip	4
7	11 hole Angle Strip	2
10	1 hole Angle	4
13	Gusset Plate	2
14	5 x 5 hole Plate	2
15	Pulley	1
18	Axle Bracket	4
19	Span Driver	1
21	Hook	1
22	4" Axle	2
24	2" Axle	1
26	Wheels	4
27	Screws	30
28	Nuts	30
29	Spring Stops	6

CONTENTS.

Part No.	Description	Units
1	25 hole Flat Strip	2
2	11 hole Flat Strip	4
3	9 hole Flat Strip	8
4	7 hole Flat Strip	4
5	5 hole Flat Strip	2
6	17 hole Angle Strip	2
7	11 hole Angle Strip	4
8	7 hole Angle Strip	2
9	5 hole Angle Strip	2
10	1 hole Angle	8
11	1-3-1 Bracket	1
12	1-2-1 Bracket	4
13	Gusset Plate	6
14	5 x 5 hole Plate	2
15	Pulley	4
16	Collar	2
17	Crank Wheel	1
18	Axle Bracket	4
19	Span Driver	2
20	Handle	1
21	Hook	1
22	4" Axle	2
23	3" Axle	2
24	2" Axle	1
25	5¼" Axle	2
26	Wheels	4
27	Screws	72
28	Nuts	72
29	Spring Stops	12

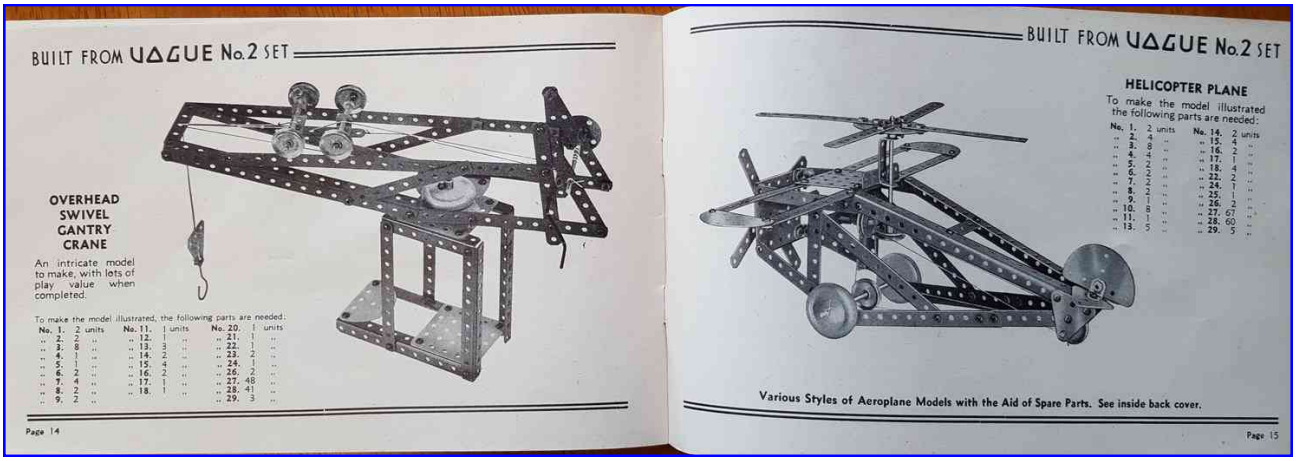
Part No.	Description	Units
1	25 hole Flat Strip	2
2	11 hole Flat Strip	4
3	9 hole Flat Strip	8
4	7 hole Flat Strip	4
5	5 hole Flat Strip	2
6	17 hole Angle Strip	2
7	11 hole Angle Strip	4
8	7 hole Angle Strip	2
9	5 hole Angle Strip	2
10	1 hole Angle	8
11	1-3-1 Bracket	2
12	1-2-1 Bracket	2
13	Gusset Plate	6
14	5 x 5 hole Plate	2
15	Pulley	4
16	Collar	4
17	Crank Wheel	1
18	Axle Bracket	4
19	Span Driver	2
20	Handle	1
21	Hook	1
22	4" Axle	2
23	3" Axle	2
24	2" Axle	1
25	5¼" Axle	2
26R	Wheels	4
27	Screws	84
28	Nuts	84
29	Spring Stops	16
30	10 x 5 hole Thin Plate	2
31	10 x 3 hole Thin Plate	2
32	5 x 5 hole Thin Plate	2
33	8 hole Tapered Plate	1
34	10 hole Base Plate	1

All Sets are beautifully boxed, and the contents are manufactured from the finest materials and by skilled Engineers on modern plant. If any difficulty, write to the makers:

VOGUE PLAYTHINGS LTD., MELTON MOWBRAY, LEICS. Telephone: Melton Mowbray 109.

Set 2 Top layer

Set 2 Bottom layer



BUILT FROM VOGUE No. 2 SET

OVERHEAD SWIVEL GANTRY CRANE

An intricate model to make, with lots of play value when completed.

To make the model illustrated, the following parts are needed:

No. 1.	2	units	No. 11.	1	units	No. 20.	1 units
" 2.	2	"	" 12.	1	"	" 21.	1 "
" 3.	8	"	" 13.	3	"	" 22.	1 "
" 4.	1	"	" 14.	2	"	" 23.	2 "
" 5.	1	"	" 15.	4	"	" 24.	1 "
" 6.	2	"	" 16.	2	"	" 26.	2 "
" 7.	4	"	" 17.	1	"	" 27.	48 "
" 8.	2	"	" 18.	1	"	" 28.	41 "
" 9.	2	"				" 29.	3 "

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BUILT FROM VOGUE No. 2 SET

HELICOPTER PLANE

To make the model illustrated the following parts are needed:

No. 1.	2	units	No. 14.	2	units
" 2.	4	"	" 15.	4	"
" 3.	8	"	" 16.	2	"
" 4.	4	"	" 17.	1	"
" 5.	2	"	" 18.	4	"
" 6.	2	"	" 22.	2	"
" 7.	2	"	" 24.	1	"
" 8.	2	"	" 25.	1	"
" 9.	1	"	" 26.	2	"
" 10.	8	"	" 27.	67	"
" 11.	1	"	" 28.	60	"
" 13.	5	"	" 29.	5	"

Various Styles of Aeroplane Models with the Aid of Spare Parts. See inside back cover.

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The new Spin Master Mountain Rally and Desert Adventure sets

by Gary Higgins

I have bought and assembled both of these models and have experienced construction errors in both.
The new packaging is much more secure than the previous rip apart boxes and the boxes themselves can be re-used for holding parts or by collectors.
The Desert Adventure set was the cheaper of the two retailing at $ 69.99 NZ in *Toyworld* but cheaper on *Trademe* at $57.90.

The Desert car went together well with the exception of the rear wheel assembly where a lock nut was required to be placed inside an A720. The problem was that two bolts had already been placed in this bracket and they did not allow enough room for the locknut. The simple solution was to place a washer on the outside of each of the screws to lift them higher and thus allow room for the locknut.

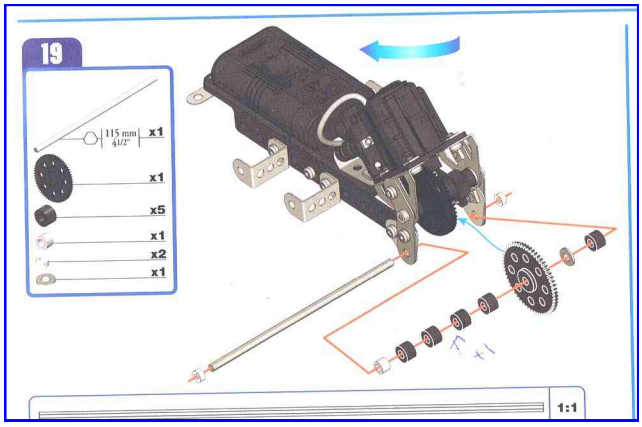
The set came with an extra 3 washers which left only one to replace. Too bad if this was the only kit you had. Apart from this the model went together well and looks good. The new style of tyres are excellent and I felt the model was good value.
The new style of allen key and spanner were included and they work well. My only suggestion would be to lose the shorter allen key end to make a T-shaped handle, more comfortable to use. The Mountain Rally set retailed at $99.99 at *Toyworld* but was again cheaper on *Trademe* at $89.90NZ.

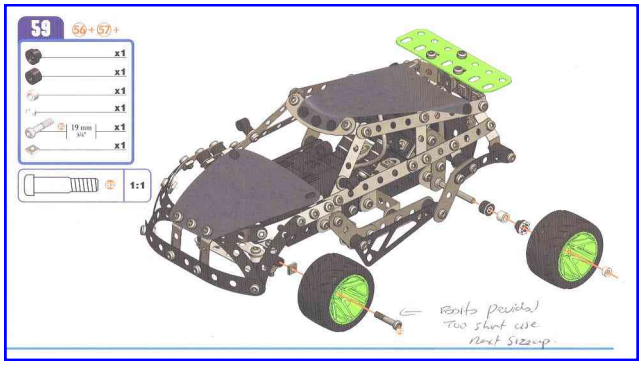
This model looked good on the box and went together without too many issues. The rear gear assembly main drive axle had the gear spaced with black plastic washers x4, however there was room for 5 and the model had a very sloppy drive with 4. So I added an extra one and it worked well. It was tricky fitting the rear motor assembly and new Meccano users would find it difficult.

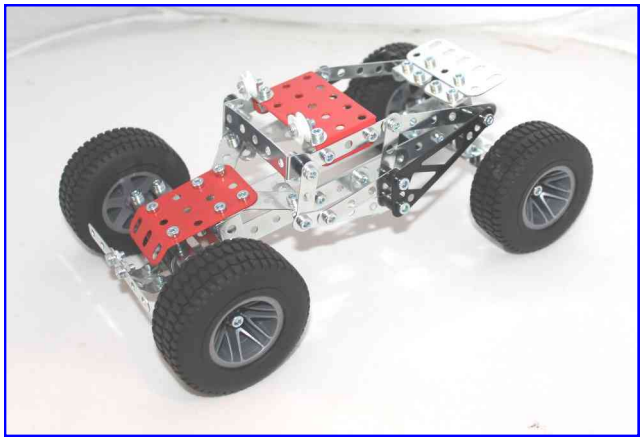
The rest of the model went together well, however the ¾ inch bolts for the front wheels were too short and the wheels would not turn when they were fastened. I replaced them with 1 inch bolts and they worked perfectly. (who field tests these things?) I did not like the cloth covers for the bonnet and cabin, they were elastic style cloth with eyelets. The eyelets allowed just enough space to place a bolt through but when tightened up they pulled the material out of shape. Far better were the plastic clips provided which held the cover securely in place.

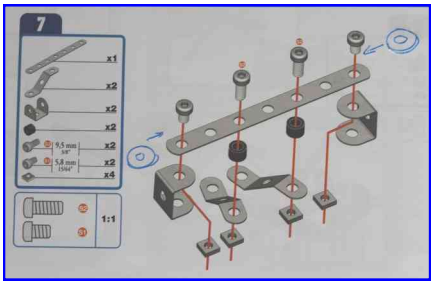
I have got to say it looked very unlike the model concept on the box cover. These cloth clovers stretch longitudinally between the clips and the side fit does not look good. I don't think they add to the model at all.

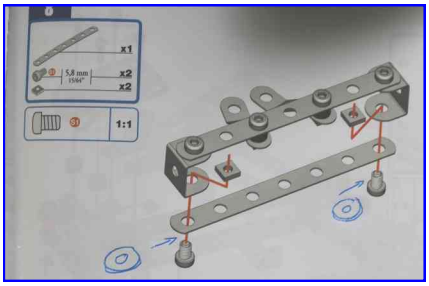
The wheel rims were bright green which I repainted to black and silver to match the F1 model colouring. We have not had the F1 released yet but it looks like a good model.











Bargain Hunting

David Glenday (AMG)

We are all familiar with *Trademe* and *EBay*. These sites may contain bargains, however sellers are often expecting high prices - especially when it's the item you are wanting!

So where to find a real bargain?

Your local city dump of course!

Today I took to the Waitakere/West Auckland transfer station a van load of the usual debris and discards that schools generate - iMac boxes, broken chairs, empty paint tins, old carpet, and a couch the homeless dragged into our back yard.

I took the time to look around and chat to the staff and peering into a low container for scrap metal what did I see - Meccano !

The attached photo shows what I retrieved (getting into the bin in the best 'dump diving' fashion). The more modern few zinc pieces are corroded but the 1950's items are in remarkably good order. A very shiny bush wheel, likewise the few nuts and bolts, plates straight and barely used, and a 3 inch pulley that seems unused.

The pieces remind me of a low numbered set of the day. But as most had to be extracted from the dirt at the bottom of the bin it makes me wonder what else has been discarded - and by whom and why?

So the lesson is to take your time at the dump as there is truth in the old line 'that one mans trash is another mans treasure'.

Happy dump diving to you all.

Christchurch Meccano Club

(Est. 1929)

November 2015 Quarterly Report

by

Mike Howse

The last three months have been busy in the Christchurch Meccano scene, whilst there have been no Exhibitions or Displays held members have been very busy with their club meeting models. The CMC is experiencing excellent membership numbers attending the monthly club meetings; Meccano is alive and well in the South Island.

Behind the scenes work is progressing well on details for the Exhibition to be held at the Stoke Hall over Easter 2016. There is an open invitation to all Meccano men & women to come to Nelson and display their Meccano models.

The spotlight on a CMC member this month falls on long serving Club member Graeme O`Neil, who has held just about every office in the club at one time or another, his article outlines the influence of Meccano in his life.

Bob's Windmill.

David Lang's Windmill.

Kevin's Windmill.

Neil's Windmill.

Robert's Windmill.

Diary of a Meccano Kid; Graeme O`Neil

When I received my first Meccano set for Christmas in 1954, it was not even on my Christmas list – I had no idea what Meccano was back then! Luckily my Mum's brothers had had a small old set sometime before the war and she knew it would somehow benefit me also. Being a member of a dissolved marriage, in those early 1950s, it was hard going and the savings to acquire a new Meccano set would not have been easy. She warned me that ANY part found on the floor would be my next birthday present! I therefore was very careful to clean up before she did.

This No2 set grew, piece by piece up to a No4 set – thanks to shops like EA Gay, Hobdays, Mason Struthers, Minsons, Ashby Bergs. By the time I got to high school. I also scored my younger brother's set 1, as he was not interested. My two best mates at school had bigger sets than I and kept beating me at school modelling prizes, but I kept on! I still keep building these same favourite models today – the frigate, etc. that I have rebuilt many times and currently have displayed for some years. My school mates on the other hand don't know what happened to their sets. Of course like all boys of the time I drooled over the Meccano models at the annual industries fair in Ferry Rd, during the 1950 -60s era.

By the time I had married this set had grown to be the best part of a No.9 set, with the ability to make and modify parts in the workshops at work, thus helping the build experience. Once married, the hunt was on for second-hand sets, first as small ones and then later with larger sets falling into my financial radar. Fortune played its part too, as we visited a CMC Meccano show in the early 1970s. This was at the old Building Centre in Cashel St (opposite the old Farmers shop – the recent CTV building site), here I ran into CMC master builder Morrie Evans, a motor Mechanic from my place of work (NZ Electricity Dept.) behind the stand and he invited me along to the club meetings – then being held at the church at Church Corner.

Bob Boundy was in charge then, with current President Neil Pluck's parents doing a great job on the books and suppers. We had a large number of boys building fabulous models then – Henry Van Ash being the most inventive and successful. The club moved onto the Scout Den down Riccarton Road for a short time. When Bob resigned and left Christchurch, I then took up the reins (temporarily? ha ha!) with Kingsley Burrell at my side.

Many nights were spent at Don Blakeborough's place while on work training courses in Wellington Tech, with one night becoming special – when I suggested that Don's WMC Mag become a national one. From that the idea spread to the starting of a national Federation, using the clubs as the satellites and their leaders the vice presidents of the Federation. Also in attendance that evening was Lloyd Spackman, Simon Moody and Paul Roberts.

Soon after, Morrie and I joined the Manchester Unity, through Bob Boundy's dad and the club moved to the MU Lodge hall in Ferry Rd. From here, Kingsley and I were invited to set up the second NZ Federation Convention held at the MU lodge in Brake St, at Church Corner. This happened to be the club's 50th year (1979). The dual halls on the site allowed public in one and members in the other. The major model was our John Van Der Kroght's Golden Gate bridge, some 2m high and over 3m long down the centre of the room. This was the only time the model was built as one unit, as it was too big for his home!

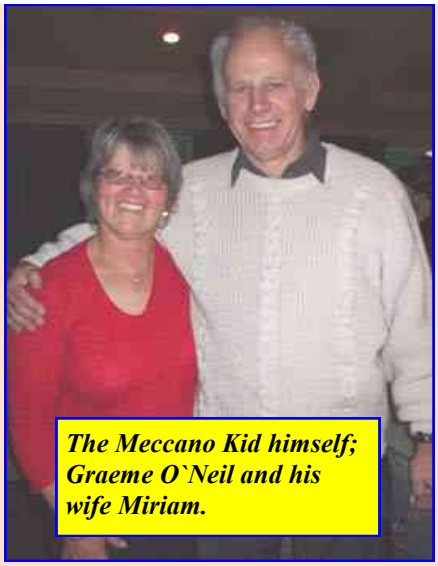
Our second convention was held at the Wharenui School hall about 6 years later and was also a huge success. This was shown on TV and also had radio and newspaper coverage. Kingsley and I were invited into the studio of the "Mainland Touch".

The club was now also becoming more publicly aware during the 1970-90 period, as we could afford the time and money – with invites to display at the Barrington Mall, back to the Industries Fair (through Morrie's new employer on the Lyttelton Harbour Board's centenary stand); the old King Edward barracks – the whole barracks filled with hobbies of all types, and was opened by the Prime Minister; Contract '87 and '89 – a huge earthmoving and contracting display at Mclean's Island and the launch of the phase 2 plastic Meccano at the brand new Town Hall come to mind as special places. Also modelling shows at Caroline Bay, Timaru, Pioneer Stadium and a number of schools, during this time.

In 1982 I ventured to the Auckland Convention held at MOTAT under the replica of the Richard Pearse aeroplane. This was a great trip via rail pass from Christchurch, staying with Don Blakeborough overnight in Wellington, then onto Auckland by train. My GMM SML model of the programmed loom suffered a little from the trip and took a little tweaking to run smoothly again. The return trip via bus, stopping off with Rev Tom Pittams at Turangi and Don, to Wellington before a ferry and train home again.

In 1990, I once again took off, this time to the Taranaki Convention; this time filled my van up with models from many modellers' and also the late Kelvin Liggett as passenger, with his fabulously detailed traction engine and thrashing mill. A couple of other members also flew up to enjoy the show. An influx of new highly capable members around this time (John Ince, Roger Keey being some that had their influence then) and their assistance at a third Convention that was held at the Horticulture Centre, Hagley Park was much valued. Here we again used our skills to show off all of Meccano Ltd.'s products and more of the historical side as well. This was also a memorial to the great Morrie Evan and Kelvin Liggett who had passed away just prior to the event.

A number of outdoor shows started coming our way, Hagley Park, Ferrymead and a number of them at the Sefton A&P and the Halswell Model Engineer shows. Also recently, helping out the ChCh City after the 2011 quakes with their fairs for the kids.

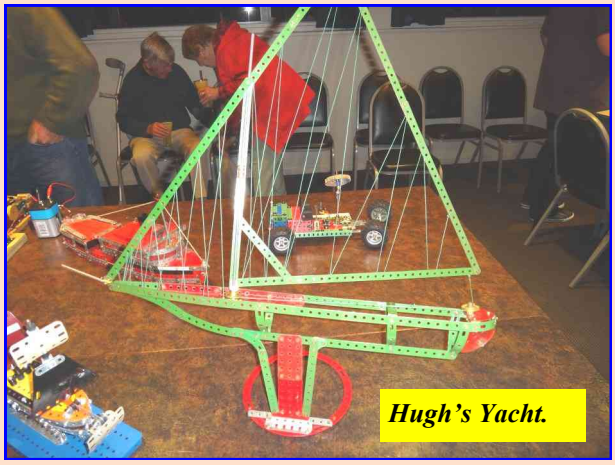


The Meccano Kid himself; Graeme O`Neil and his wife Miriam.

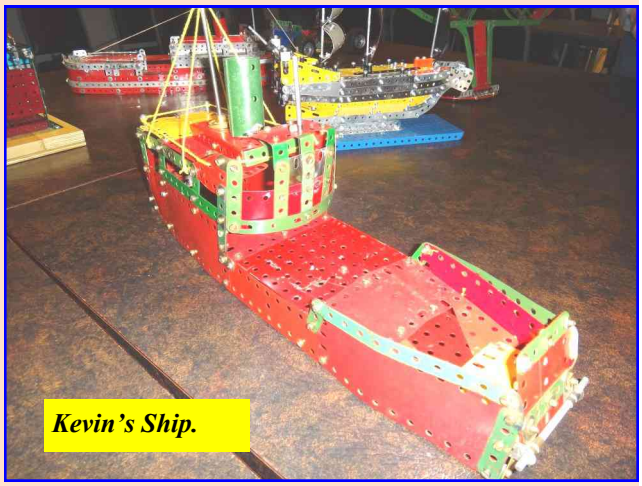
In recent times the reins have been handed on with great success to the current officers with the highly regarded Arts Centre Convention being possibly the best show ever held in NZ. This event, held in 2009, was the club's 80th year as well. I still treasure the RC set received for my stand showing off the then current sets. This show was repeated the following Easter, basically as a South Island show with great success. Since then, there have been the major travelling shows at Nelson and Oamaru, as return "thank you" to the members of these areas that had helped at the Arts Centre shows. Plans are on the board, that these will be repeated of course - soon. Shows run for Churches and senior citizen Centre's are now a new point of entertainment for the public. During all this time the biggest enjoyment has been seeing the faces of kids of all ages turn to huge smiles and wonderment, then sitting back after each show and saying to each other "WOW we did that!! Now bring on the next one."

A personal highlight in 1992, for my Meccano world, would be when a fellow work mate who was destined to travel to England for factory testing had a very bad accident and could not go. I looked at the Meccano calendar and put my hand up – and ended up at Henley (MW Models and their expo), went to club meets at Bristol and Manchester. Also shook the hands of the great **Bert Love, Geoff Wright, Ian Partridge,** and many more. Never seen so much Meccano as on this trip.

Models from the recent CMC Meeting

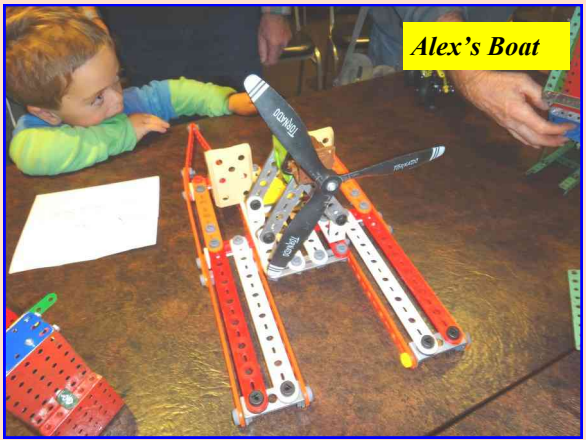


Hugh's Yacht.



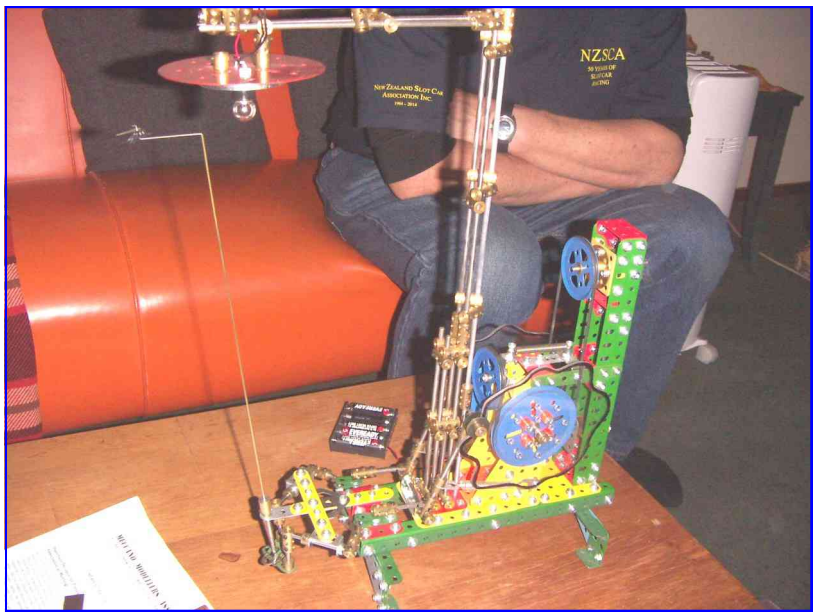
Kevin's Ship.

Nathan's Ferry Boat.



Alex's Boat

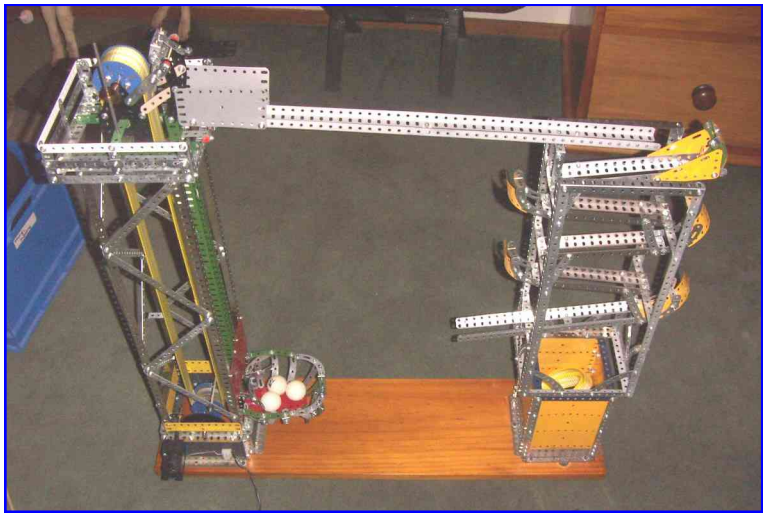
Wellington Meccano Club



Meeting Report

Date: Friday 4th September 2015

Reporter: Campbell Morrison



Small meeting last Friday,.

Attendees: **Lou Nichols, Stan Baker, Simon Moody, Reg Barlow, Don Flowers** and myself.

Apologies: **Max George, Brian Peterson, Keith McCallum, Robert Vale.**

Lou showed us a near pristine 1934? Meccano dealers parts sheet he was given, parts in there that I have never seen listed before.
\
Simon had his version of the Ganson Fly, just needs a bit of tweaking to slow it down but it ran beautifully.

Reg brought his bouncing ball roller; worked really well and was quite reliable, sometimes the ball even did a double bounce before being captured. The lifting belt is a woven nylon baggage type tie belt superglued with a couple of Meccano brackets to lift the balls against the angle girders.

(L to R): Don, Stan, Reg, Simon & Lou at the WMC meeting.

MWT MEETING REPORT for August 2015

Article by Robin Rye, Photos by Bruce Geange

Robin Rye: Presented 2 models for the club model challenge. Both were rubber band powered cars but were not eligible for the competition as Robin was the judge.

John Freer: His model challenge was a dune buggy type of vehicle with good springing systems incorporated. The wheels of the buggy were last seen at MWT in 2004 as part of John's bulldozer model at that time.

Bruce Geange: Had a "palm of the hand" size forklift with fork up/down/tilt and with steering, see the August 2015 issue. Also a drawing to upscale a *Hornby Dublo* footbridge to O gauge size.

Daryl Anderson: Meccano part 95a in shrink wrap packaging style at the closure of Binns Road. His model challenge was inspired by the Texas Wheelie model of French manufacture of the early 1980s. A long dragster powered with a Mabuchi motor and radio controlled. Ran the length of St Lukes hall, it was still speeding up at the end.

Peter Winter: Spare Meccano Magazines.

Geoff Chowles related how he was distantly related to Meccano Magazine contributor Mike Ricket.

Robin Rye related how he had once met Meccano Magazine contributor George Low. George was commissioned to write a series of articles which he did but Meccano condensed the articles into 1 and paid him for 1. George was not impressed!

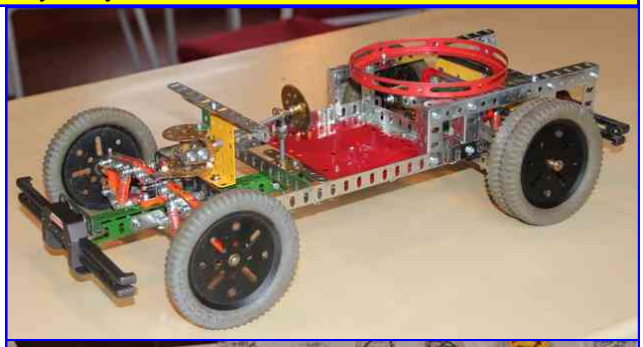
Viv Alexander: Produced a copy of a 1908 Meccano manual with a boy and girl on it and also the first use of the word Meccano on a manual. The manual was only in print for 6 months. It would be 1977 before a girl appeared on a Meccano manual again! Viv also showed Dinky Toy furniture sets for *Dolly Varden* of both Liverpool and Paris manufacture. Sets included Bathroom set, Bedroom set, Kitchen set and Dining set. The stringing card of these sets was also a floor covering.

Tom Pittams: Showed a couple of current Micro Series models and a recent "op shop" find of a radio control car body.

Paul Vodanovich: 60th birthday gift was a mid '50s No. 6 set and given time for some renovation to it, he would like labels for the small parts tins. Warehouse half price sales saw some Evolution sets arrive. The latest spanner holds the current nuts.....but not necessarily other nuts. John Pond's Te Papa car model has been copied by Paul and was on display along with another cleaned up clockwork motor. Mystery pieces stamped KW were deemed *Masterbuilder* by the experts.

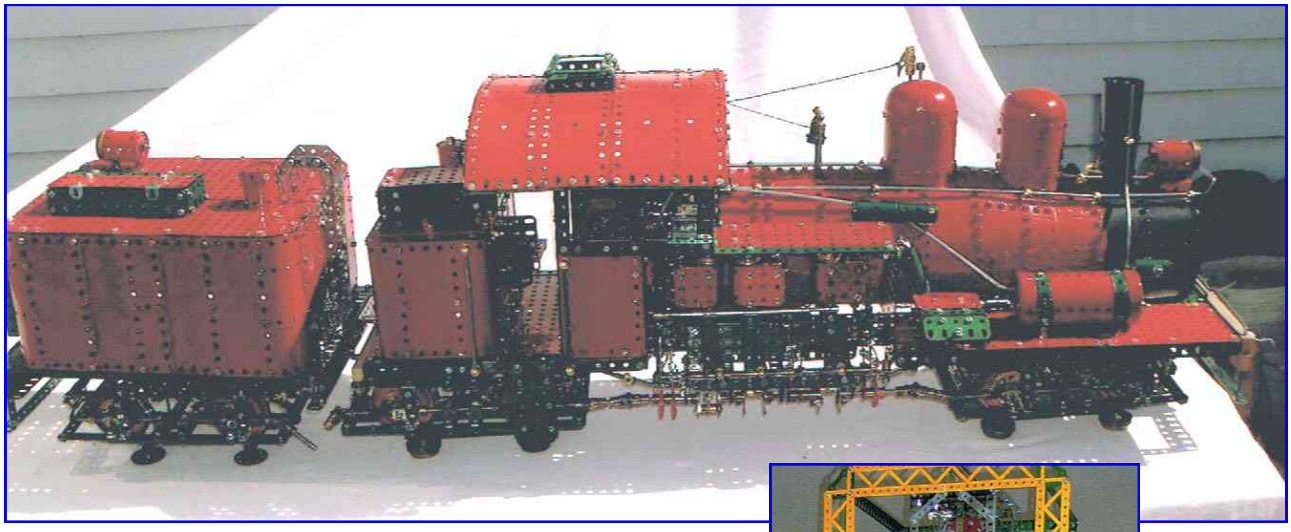
Model Challenge: **Daryl Anderson** was the winner.

Dinky Toy Dolly Varden Furniture sets. How rare are those?



Tauranga Waikato Meccano Group

Report by Barry McKey

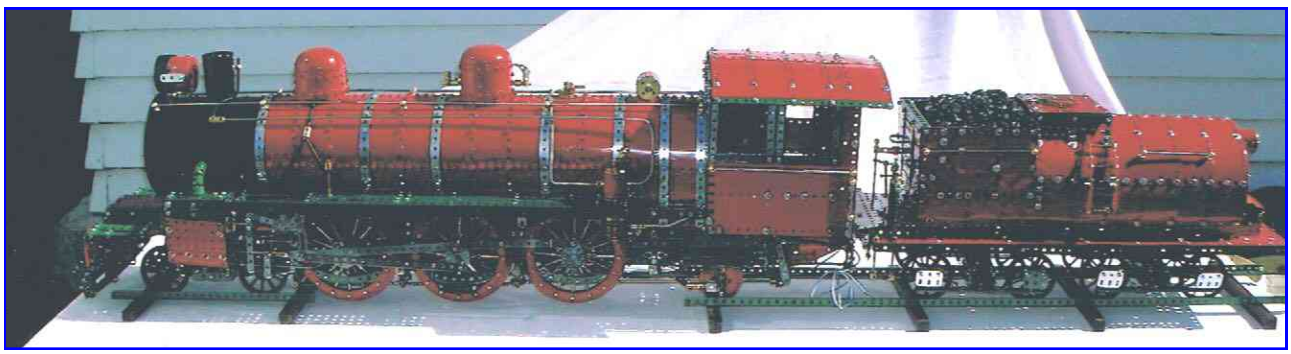


This recently formed group had a meeting at **Dave & Colleen Shand's** on the 17th October 2015.

Dave showed off his "Three truck Shay Locomotive" (above) that was at the NZFMM Exhibition at Te Papa over Easter and his new 6 foot long "AB 608 Passchendale Loco" (see below). He also displayed a rather tall "Grandfather Clock" (right) that still needed some technical clockwork adjusting. It had a rather heavy lead weight to drive it.

On show were 3 Meccanographs, one by **Mike Walmsley** with a Schmidt Coupling. This device is designed to transmit drive between two shafts which have moving radical deployments, i.e. the shafts can move away and towards each other and still transmit the drive. The unfinished Meccanograph is one of John Ince's designs.

Dave Shand told us about an upcoming exhibition at Tauranga's Queen Elizabeth Park on the 7-11th January 2016. It will be run by the Tauranga Model Engineer & Marine Club and it's an International Convention showing their latest outdoor locos on their new track. Also there will be a section of Meccano on display as well as small engines in the Queen Elizabeth Hall.



New Zealand Club Diary 2015-16

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 13th February** at **Peter & Jan Hancock's**, 1 Orangewood Drive, Howick 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 13th February** 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 29th January,** venue 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 February 2016 issue of NZFMM Magazine should be sent to Les Megget before the 10th February 2016.

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

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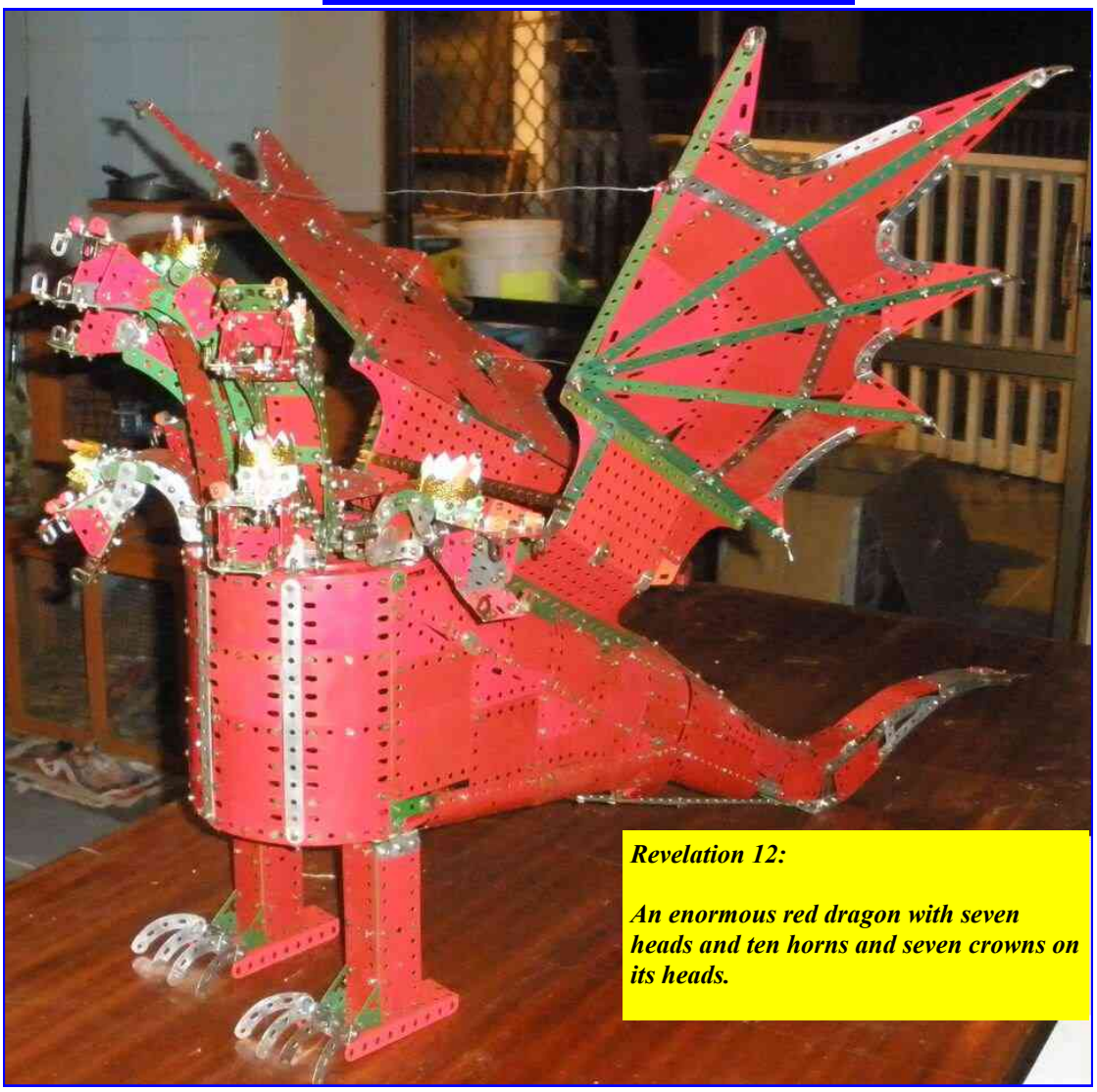
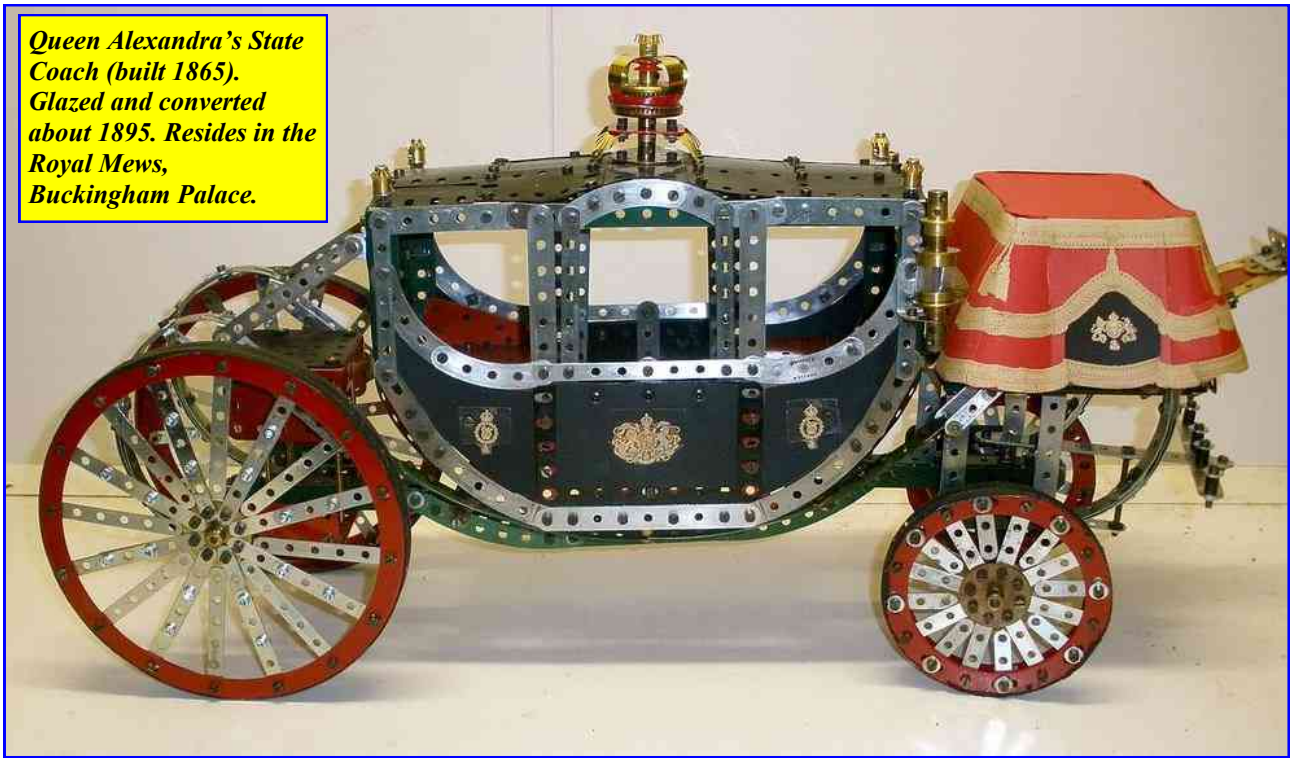
Recent models by Henry Porter.



Revelation 12:

An enormous red dragon with seven heads and ten horns and seven crowns on its heads.



Queen Alexandra's State Coach (built 1865). Glazed and converted about 1895. Resides in the Royal Mews, Buckingham Palace.