



# NZFMM MAGAZINE

Volume 40, No. 4

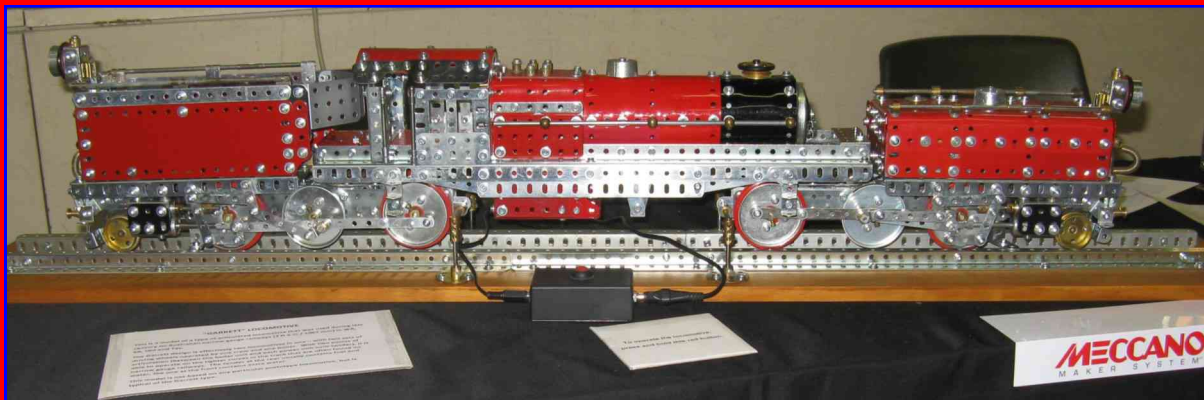
November 2016



*McCormick Deering Tractor by Bruce Geange. See p3 for building instructions.*

#### Also in this Issue:

- David Littlefair's Models
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- Star Wars Sand Crawler
- Level-Luffing Crane
- From the NZFMM Magazine Archives
- Auckland Meccano Guild meeting report
- MWT meeting report
- WMC meeting report
- Christchurch Meccano Club quarterly report



*Chris Curnick's version of Peter Matthew's Garratt Loco displayed at the Melbourne Meccano Club's Annual Exhibition, see p11.*

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## Volume 40, No. 4

# NZ Federation of Meccano Modellers Magazine

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## EDITORIAL

### SpinMaster’s Colour Sense, or lack of it.

I’ve been trying to build a large scale version of James Bond’s silver birch coloured Aston Martin DB5. Well I decided the silver grey plates from the first version Empire State Building set were the near perfect colour for the model. As it happened I had 2 of those sets and *Meccparts* must have broken up a few of those sets because they had plenty of 5x3 hole and 11x3 hole flexible plates in stock (none left now). I also bought the new version of the Empire State to find when I got it home that the 188s and 189s in that set are painted a deeper grey, certainly quite a different shade from the earlier set. The Mechanical Workshop set of about 8 years ago has a few silver plates and strips in it but they are again a different colour, more silver at some angles!

Why can’t Meccano (read SpinMaster) produce sets which are colour consistent for the adult modellers who want to mix and match parts from sets to build models of consistent colour? The kids they make the smallish modern set for couldn’t care less if the parts are painted, silver, silver-grey, metallic grey or just plain grey, for example. The same can be said for the reds and yellows produced in the last decade; a different shade in nearly every set. With modern colour mixing processes there shouldn’t be a problem producing the same colour in different sets. SM said a couple of years ago that they would listen to the adult modellers and take on board what they want, well I’ve seen NO evidence of that! In the mean time that plastic block system leaves SM in their dust. Just compare the latest Ferraris offerings from SM with the latest Porsche from Lego. I know it’s more expensive but it looks like the real thing and does quite a lot mechanically as well. I’m surprised *Ferrari* let their name and logo be used on those new SM models.

May I take this opportunity to wish you all the best over the festive season and please keep those articles rolling in. LM

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# SMALL MECCANO TRACTOR

by Bruce Geange

This model is based on the small McCormick Deering tractor from the 1930s and I think has good play value with steering and a pivot front axle. All washers are standard thickness unless noted.

The chassis consists of two 4 1/2" Strips with Angle Brackets by their slotted holes bolted to each side of an 1 1/2" Double Angle Strip with a

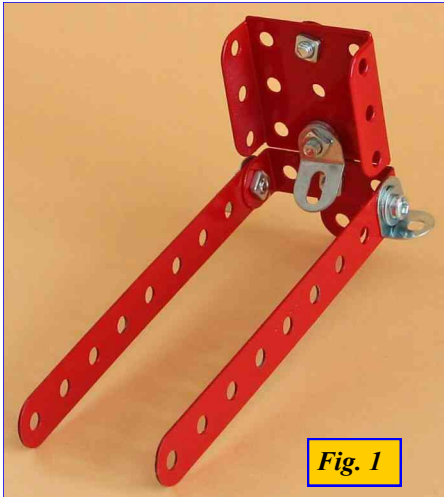


Fig. 1

Washer under the bolt head and the angle brackets pushed up. Bolt a 2 1/2" Strip to the centre holes of a 1 1/2"x 1 1/2" Flanged Plate for the radiator with an Obtuse Angle Bracket at the rear of the FP spaced with two Washers (Fig 1). This bolts to the centre hole on the double angle strip.



Fig. 2

Next comes the bonnet (Fig 2) that has two 2 1/2" Angle Girders bolted at the rear end to a 1 1/2" Strip by the slotted holes with an Angle Bracket by the round hole on the right side. A second Angle Bracket bolts to the first one by the slotted hole and is fixed at an angle. A 2 1/2" Strip bolts to the middle hole on the 1 1/2" strip and spaced with a thin washer. The other end has a Nut and Bolt with two Washers for the radiator cap. Two 2" Strips bolt to the rear round holes of the angle girders.

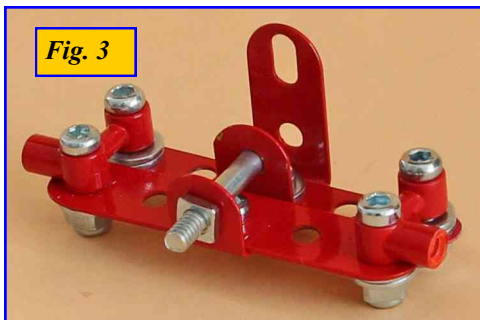


Fig. 3

On a 1" Bolt fit a 5mm Plastic Washer, two 1/4" Plastic Washers

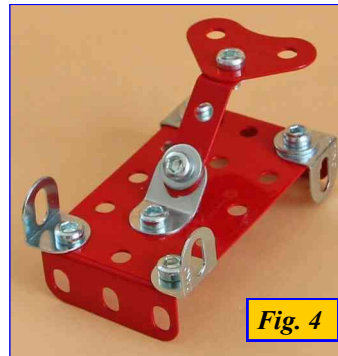


Fig. 4

and a 5mm Plastic Washer then bolt in the middle slotted hole on to the left side of the bonnet.

For the front axle bolt a 1/2"x 1/2" Double Bracket to a 2 1/2" Strip inside the bracket and nut facing out (Fig 3).

Bolt a Steering Arm at either end of the 2 1/2" strip with 15mm Pivot Bolts with two Washers under the Nylock Nuts. A 2 1/2" Narrow Strip used for the tie rod is spaced by two Washers below the steering arm and

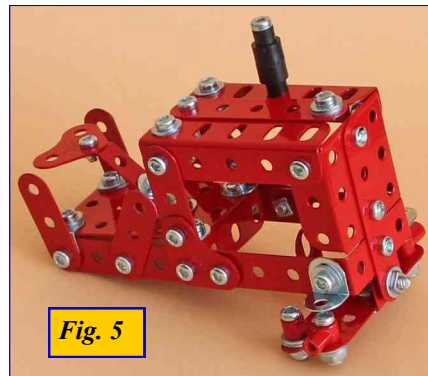


Fig. 5

fixed by 15mm Pivot Bolts and Nylock Nuts. Fit a 3/4" Shoulder Bolt through the double bracket and fit a Nut. Bolt a 1"x 1/2" Angle Bracket to the centre hole on the tie rod. Two 1" Loose Pulleys with Motor Tyres bolt to the steering arm with 1/2" Bolts plus a Washer to suit.

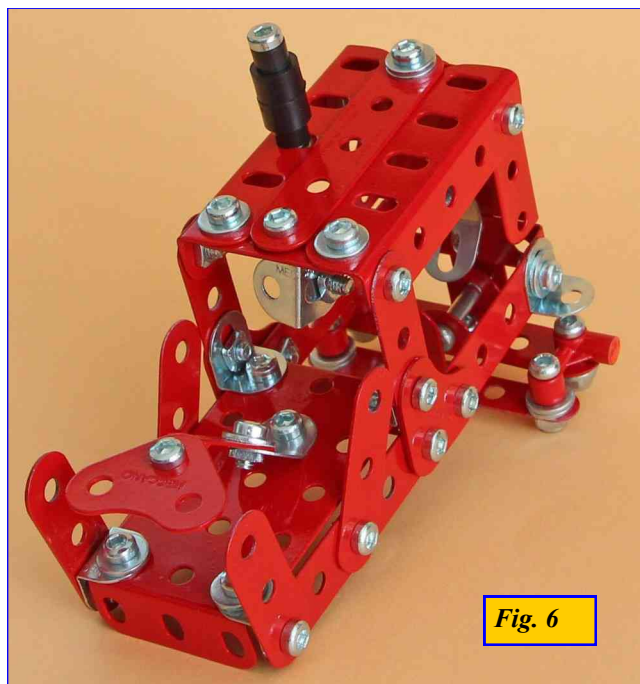


Fig. 6

The footplate (fig 4) is a 2½"x 1½" Flanged Plate with four Angle Brackets bolted as shown. Bolt a 1"x ½" Narrow Obtuse Angle Bracket to an Obtuse Angle Bracket by the long end and secure a 1" Corner Bracket to the other end. Bolt the seat in the second middle hole from the front.

Fig 5 and 6 shows all the components made bolted together. Where the 2" strips bolt to the chassis fit a 1" Corner Bracket to either side with narrow Washers between parts at the front hole. The rear angle brackets on the footplate also have a 1½" Strip either side with two more 1½" Strips bolted in the third hole from the rear. The front axle only requires a Washer and Nut.

Assemble the mudguards (Fig 7) as shown making sure you have a left and right mudguard. These bolt to the 1½" Strips on the tractor with a Flat Trunnion fixed in between the angle bracket and the strip each side at the rear. For the steering (Fig 8) secure a 1" Pulley to a 3½" Axle with a ¼" Plastic Washer next. Fit the axle through the angle

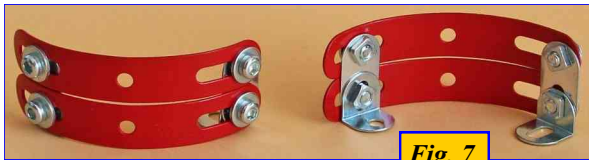


Fig. 7

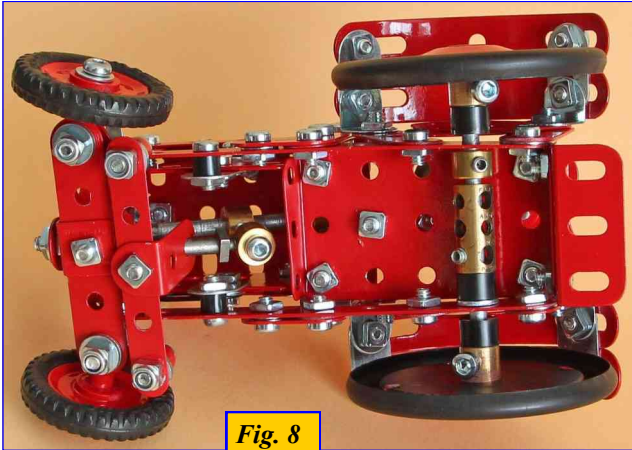


Fig. 8

bracket on the bonnet and then two Collars with the end of the axle finishing in the obtuse bracket. Secure the first collar to prevent the axle from coming out. Place a Collar on a ¾" Pivot Bolt and screw loose into the second collar. Fit a ⅝" Threaded Pin into the slot on the angle bracket and then screw into the collar on the bolt. When all

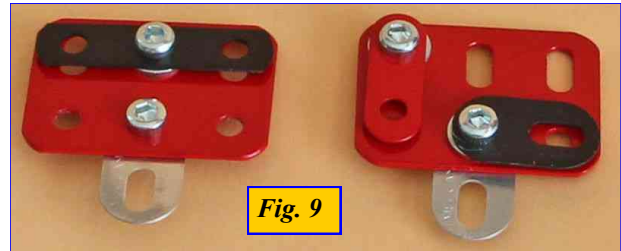


Fig. 9



is adjusted and tightened the steering works well. Two 1½" Axle Rods make the rear axle and is assembled as shown in fig 8. The rods are in from the outside of each Road Wheel a little. Each wheel should turn separate. An 1½" Angle Girder bolts to the rear for the drawbar.

The sides of the motor consist of two 1½" Flat Girders (fig 9) with the left side having the 1½" Narrow Strip. All outside parts are spaced with a Washer. These units are bolted to the chassis with ⅜" Bolts spaced with 5mm Plastic Spacers (Fig 8). Now we require something to tow behind it.

*Well here it is:*

## Simple Sickle Bar Mower for the McCormick Tractor

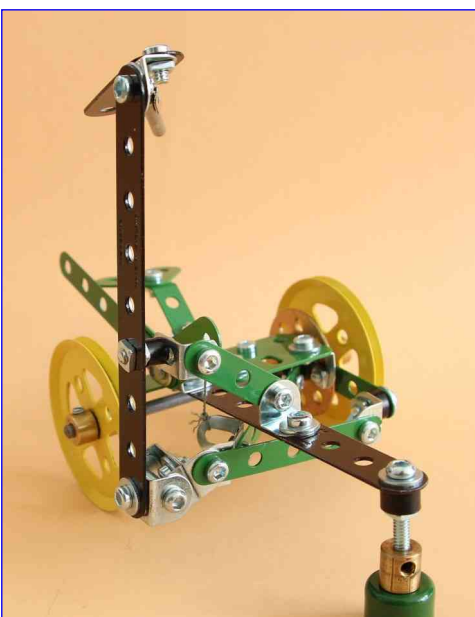


These mowers were originally towed by horses and with the advent of the tractor they were converted to be towed by a tractor. The model is a simple version of these mowers based on a John Deere type. The cutting bar can be lowered to lay flat and raised down or up from the lever.

Start building by bolting an 1 1/2" Flat Girder by the centre round hole to one side of a 2 1/2"x 1/2" Double Angle Strip. To the centre hole of the D.A.S. with bolt an Obtuse Bracket by the round hole. To this obtuse bracket bolt a 1"x 1/2" Narrow Obtuse Bracket with a 1" Corner Bracket for the seat. Next to this bolt a 4 1/2" strip. Bolt an Angle Bracket by the round hole to the outside slotted hole on the F. G. with a 2" Narrow strip and an 8 hole Wheel Disc fixed bolted to the angle bracket at the end of the slot. The 4" Axle Rod can be fitted temporary through the 2" strip, 8 hole wheel disc centre and the double bracket. Bolt an Angle Bracket by the slotted hole to the end of the 2" narrow strip spaced with a 1/4" Plastic Washer.

Bolt to one end of a 2 1/2" Narrow Strip an Obtuse Angle Bracket by the slotted hole with an Angle Bracket by the round hole and a second Obtuse Angle Bracket by the slotted hole at the other end to form a right angle. To the first O.A.B bolt a 2 1/2" Narrow Strip with an Angle Bracket by the slotted hole plus a Washer under the bolt head. The A.B. sits at an angle and has a 1/2"x 1/2" Double Bracket fixed to the round hole. The other end of the 2 1/2" N. Strip is locknutted to the angle bracket on the 2" N. Strip with the other obtuse angle bracket fitting on the axle and secured by a Collar. This assembly should be free to move. Fit a 2" Pulley to either side and held in place with Collars.

Hole two on the drawbar has an Angle Bracket fixed by the slotted hole with a Washer and a Fishplate next to the nut with the other end fixed to the flat girder. The round hole on the A.B. has an



1 1/2"x 1" Obtuse Flat Bracket with a 3" Narrow Strip facing the short end secured with a Bolt and Nylock nut. A second bolt secures the 3" N.S. The other end of the

O.F.B. has a short piece of cord attached and secured to the angle bracket below the drawbar. This arm should be in the raised position with the lever near the seat. The third hole has a 3/4" Bolt from below with a Washer, 1/4" Plastic Spacer, and nut to represent the oilcan. Hole six has an Angle Bracket bolted by the slotted hole with a 1 1/2" Narrow Strip fixed at an angle to the round hole. The other end has a Narrow Angle Bracket bolted by the round hole. The slotted hole has a 3/8" Bolt with a 5mm Plastic Washer and nut. The end hole on the drawbar has a 3/4" Bolt facing down with a Washer, 1/4" Plastic Spacer and Nut.



The cutter bar has been built from a 4 1/2" Strip with a 4 1/2" Narrow Strip on top fixed with an Angle Bracket at the outer end by the slotted hole at an angle with a 2" Strip bolted to the round hole. The second hole has a Rod and Strip Connector with a 1 1/2" Axle Rod again at an angle. The other end of the 4 1/2" strips have a 1/2"x 1/2" Double Bracket next to the narrow strip with a Washer next to the bolt head. The two D.B. are held together with a 15/16" Pivot Bolt, a Washer and two Nuts locked together. The cutter bar should be adjusted to sit horizontal and with the lever in the raised position the cutter bar will fold up and the 3/8" bolt will come through the fourth hole on the bar. Some adjustment may be required.



## DAVID LITTLFAIR'S MODELS

**David Littlefair** has been a member of the Christchurch Meccano Club since 2010 and now having retired at the end of 2015 has plenty of time to work on his Meccano models, that is apart from doing gardening, household chores and travelling. He has a preference for making fairground rides and showed his Waltzer and Roller Coaster models at the Easter 2014 Christchurch Club exhibition. He was not able to transport these to Te Papa in 2015 so only showed some of his static models there but did take the Waltzer and a new model, the Galloping Horses, to show at Easter 2016 in Nelson. For the NZFMM national exhibition at Easter 2017 he will have all three models on show plus a possibility of two more, watch this space.

The Waltzer model is based on Modelplan 68 published in 1990 and was first made just after that when David lived in the UK prior to emigrating to New Zealand in 1997. The current version was built up again in 2013 and has been revised quite considerably from the original plan. It has 9 revolving cars and is driven by a Decaperm motor through a pinion to a contrate reduction and then a pinion to a large toothed quadrant. At the Nelson show by the end of the 3 days the larger contrate gear had worn a groove in the smaller pinion due to the massive torque on starting up the heavy rotating platforms which resulted in no drive!! The

The Galloping Horses use various roundabout plans as a guide but it has been mainly made from scratch referring to photographs and models of the real thing. This too needs a powerful motor to drive the roundabout which has 8 sections and 3 horses in each section so 24 horses in total. The mechanism to make the horses go up and down is purely friction using rubber tyres on a circular plate. This is still a work in progress to achieve the best power drive combination.

David also has several static models which have been displayed at the Easter shows but are now on permanent show at the Toy Collector display which opened to the public in Christchurch in February 2016. The display is a culmination of many years of collecting all kinds of models by Alan Preston and his ultimate dream to showcase them to the public. When David visited the display in April there were no Meccano models on display and hence due discussion took place with Alan about



loaning some Meccano models to him. This offer was duly taken up and also included some *Bayko* and *Matchbox* models too. Meccano took over *Bayko* from the Plimpton company in 1959 although only continued manufacturing it until 1967.

model also has speakers in the roof section for background music and flashing sequential LED lighting.

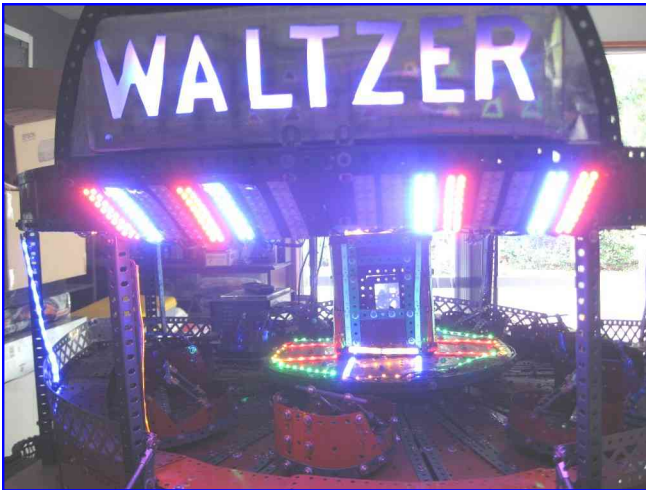
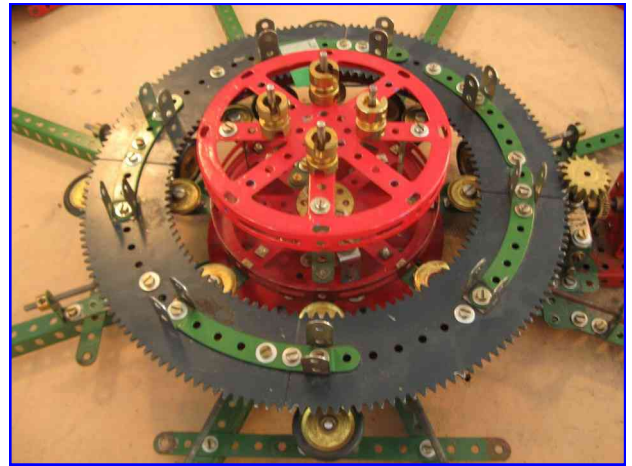
The Roller Coaster is based on Model Plans 66 and 66A, also from 1990 but again heavily modified. The cars move by gravity around the rails once lifted to the highest section by the moving track. The wheels on the cars are part 20b flanged wheels and are guided around the track in the same way as a train, so are easily able to be derailed on a bend if going too fast. It is trial and error trying to gauge the right descent gradients to make a successful round trip without coming off.



David can highly recommend a visit to *the Toy Collector* where all sorts of die-cast models, a model railway, *Scalextric* track, *Lego* and much much more are on display at 90 Falsgrave Street, Christchurch. More details on [www.thetoycollector.co.nz](http://www.thetoycollector.co.nz).

David says the beauty of being older now means you do not have to break down models anymore like you had to as a child and original, used and reproduction Meccano parts are readily available, you just need the funds to buy them!!

As a final note David has to confess to having recently extended his interest to *Lego Technic*, Creator and City models and has the Ferris Wheel and the Fairground Mixer models amongst others. Oh and there is a model railway waiting to be completed as well. So no time to get bored in retirement for him.





## Auckland Meccano Guild Meeting

13th August 2016

### Reporter & Photos: Gary Higgins

The August meeting was held at Neil Carey's house in Hillsborough.

**David Wall** had made up a Spitfire from the Meccano Spitfire set and originally had mounted it on a 3inch pulley with tyre as a base. After facetious comments about the aircraft flying around towing such a weight he resorted to making up a suitable base from large triangular plates. Well done David.

**Anthony Caldwell** had once again brought along his excellent Eiffel Tower model and had made up an unusual all-terrain vehicle using one of the modern Meccano construction sets. The front wheels are mounted on a swinging arm construction, allowing the vehicle to go up and over obstacles.

**Henry Porter** had reached out to the Force once more and enthralled us with another selection of "Star Wars" creations including a realistic spider droid and land speeder. He had rebuilt the large floating crane affectionately known as "Herman the German" based on a Märklin design. This did not exceed the roof height of Neil's garage so was one of Henry's smaller creations. He also had a well-designed Traction engine in red Meccano, half of the London Tower Bridge, but by this stage he had run out of Meccano to complete it. It looked wonderful and if completed would have been a superb show model. Henry had also brought along two of his aero constructor aircraft (1940s Vintage), which were built by Stefan Henton.

**Rick Vine** had his usual interesting selection of models, including a bulldozer from the new Meccano Maker system 16301 set. The kit is sold as a tracked digger/ bulldozer. Rick had a model of the New Meccano Ducatti motorcycle in which he had solved the issues with the front wheel jamming (unlike mine) by using a Meccano work around. He had a ball made entirely from Meccano dished triangular plates but with open holes, unlike the one William had made which was fully enclosed. Rick had made up a nice looking mantel clock from an earlier design but had difficulty in getting it to keep time. (Apparently clocks are difficult unless you are an expert). He had made up a Space Shuttle from the new space set and a mole boring machine

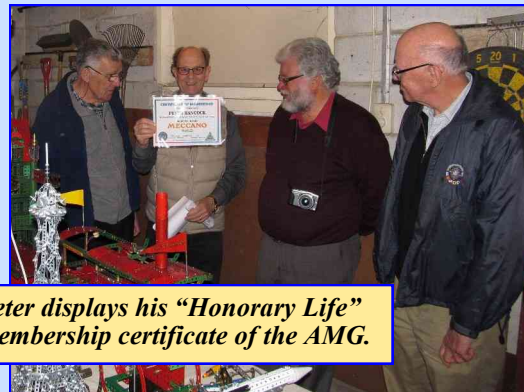
based on the Thunderbird 2 sets, also a "one way" mechanism using helical's and three intermeshing bevel gears.

**Gary Higgins** had made up the digger version of the Maker System 16301 set and had brought along a couple of 1930s sets to show the period when Meccano first introduced the medium red / green colours. These only lasted a year before being replaced by blue/gold but were put in many of the export sets. His sets were a 1933 2A set and a 1937 "A" set.

**Gerald Hart** had produced a nice model of a travelling gantry crane based on a promotional picture of a similar crane.

**Peter Hancock** will be leaving us for New Plymouth shortly and we will certainly miss his organisational skills. David Wall presented him with a certificate for honorary life membership of the Auckland Meccano Guild. Gary Higgins will take over the role of Secretary.

**Graeme Wrightson** had made up a helicopter from his 20 model set which worked well.

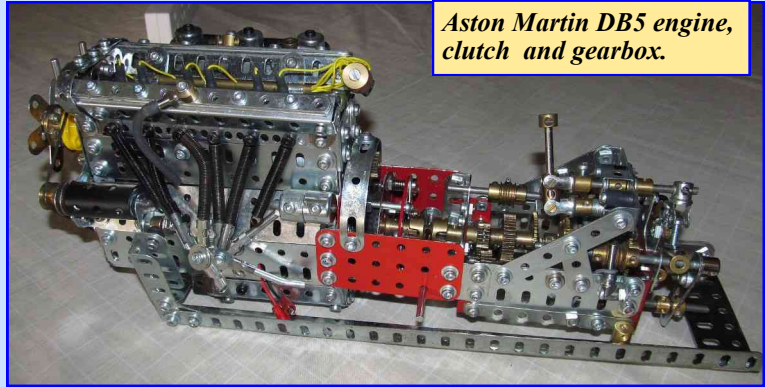


*Peter displays his "Honorary Life" membership certificate of the AMG.*



*Henry's part London Tower Bridge.*

**Les Megget** had created a full engine and gearbox for his new model an Aston Martin DB5. I don't know how he had time to do it as he has been travelling to the UK and Skegex Meccano exhibition recently so I doubt he made it en-route, though you never know. (*Ed. The clutch and re-orientated gearbox came from my Atkinson truck shown at the Te Papa Convention*). We await with eager anticipation the final model complete with machine guns and ejector seat.



*Aston Martin DB5 engine, clutch and gearbox.*

**Ainsley Cotton** had built an interesting model of an elevated car park using a hoisting system to lift and park vehicles on to the upper levels. **Sarah Cotton** had created an Olympic rower and a small car. **Brian Cotton** provided the Meccano and he and his son **Robert** provided ongoing support.



*Ainsley Cotton and her car parking building.*

**Neil Carey** has been busy in the back room creating another locomotive monster, this time an NZR "J" class steam loco No. 1212 in streamline form. He has reached the stage of a rolling chassis, the main driving wheels are installed along with the Baker type valve gear.

**William Irwin** brought along one of the flanged plates adapted for a circular saw but minus the end flanges so an early version. Incredible to think that a sharp circular saw was considered an object suitable for children to play with, but so were 230 volt mains motors.

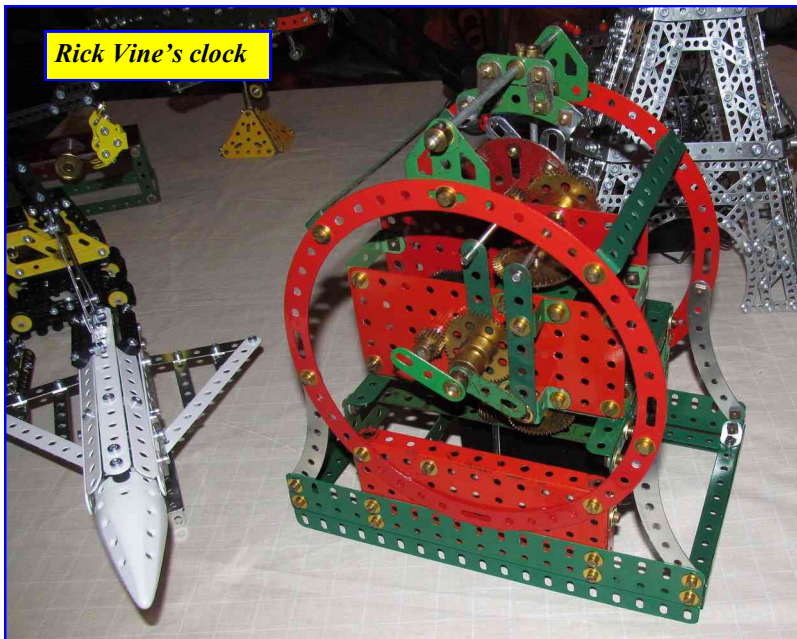


*Gerald Hart's Gantry Crane*

Other attendees were **Stan Hunt** and **David Barnard**.

After an excellent afternoon tea hosted by the ladies the meeting closed.

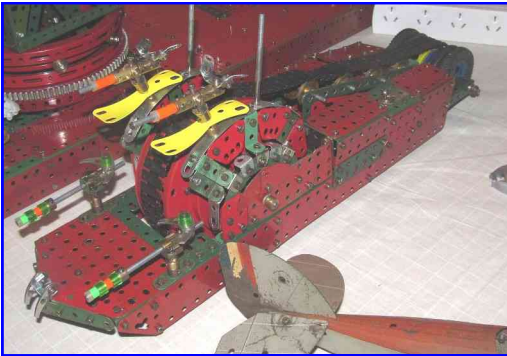
*Henry Porter's "Herman the German" Floating Crane.*



*Rick Vine's clock*



*Rick's Open Ball.*



*Another of Henry's Star War models.*



*Neil Carey demonstrates his latest loco chassis.*

### **Galloping Horses Pulling Stage Coach by John Pond (Cornwell, UK)**

The model shown was built by John Pond after a friend (who is obsessed with the Wild West!) challenged him to build a stage coach. The resulting model includes a driver, guard (with rifle!) and four horses. Turning the handle makes the wheels turn and the horses gallop.



## Melbourne Meccano Club Annual Exhibition, 8-9 October 2016

by **Graham Jost**

Another fine show this year, our 16th at this venue, attracted some 24 exhibitors and a fine display of models too. Kiwis were represented by MMCI club members **John Stark** and **David Couch**, both from Nelson. This is their second visit. They were here in 2014, so we must be doing something right!

Pride of place for the models on display would have to go to **Ernie Morf's** truly magnificent P&H Electric Shovel, the result of over two years hard labour – its attention to detail and perfection in operation is quite amazing. Other fine models on show included **Jack Parsisson's** version of Stefan Tokarski's Segmental Bridge Launching Machine, David Couch's 2x2 Rubik's Cube Solver, a new 4-lane Marble Race from **Neil Speirs** (always very popular with small fry), John Stark's compact table-top clocks and a spectacular display of Meccano treasures from **John Hutchinson**, only some of which are pictured. The latest from Spin Master could also be seen if you looked hard: both models from the Eiffel Tower set were present, along with at least one Meccanoid and models from some of the smaller current sets.

The photographs give some idea of the scale and variety of models on show this year.



*Ernie Morf's P & H Electric Shovel.*



*Ernie's CMP5 Road Grader*



*David Couch with his Rubik Cube Solver.*



*Graham & Mary Jost's models.*



*Jack Parisson's version of Stefan Tokarski's Bridge builder.*



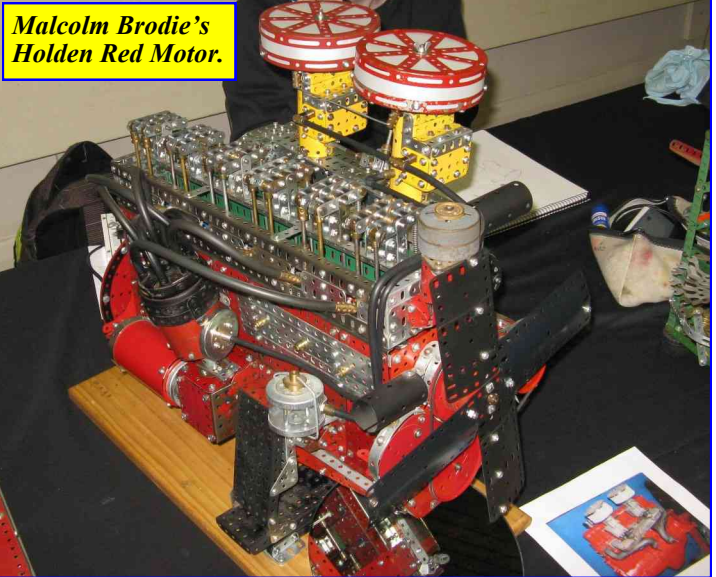
*John Hutchinson's Treasures*

*Jacob Bell & Jack van Dongen's Fairground Spectacular.*



*Neil Speir's Marble Race.*

*Malcolm Brodie's Holden Red Motor.*



*Ric Green's Dinosaur forest.*



## Christchurch Meccano Club Third Quarter 2016 report

The biggest news for this quarter is that the decision has been made about the venue for the 2017 Convention and Exhibition. It will again be held in the **Great Hall of the Arts Centre**. It has been fully refurbished after earthquake strengthening and should now be among the safest buildings in Christchurch. It has plenty of power points around the perimeter and good heating and ventilation. There is also a lot more light than before the quakes. The Convention committee is currently working on the entry forms.

But that is not all the big news. You may recall the odd picture in the magazine of Alex Lang with his models. Young Alex was selected for the annual Koru care trip to Disneyland and is in America as I write this. No doubt some future model will have a strong Disney flavour.

Other than that there is not much to entertain you with. It has been a quiet few months with no local



**Caravan by Kevin Downie**



**Sam Lang and his Hand Mixer.**



**John Hamlyn's Campervan**

displays. Members have been busy though with building models for next Easter.

The competition models were Traction Engine/Steam Truck, Mobile home or caravan and Home appliance. The pictures again show the high standard of construction.

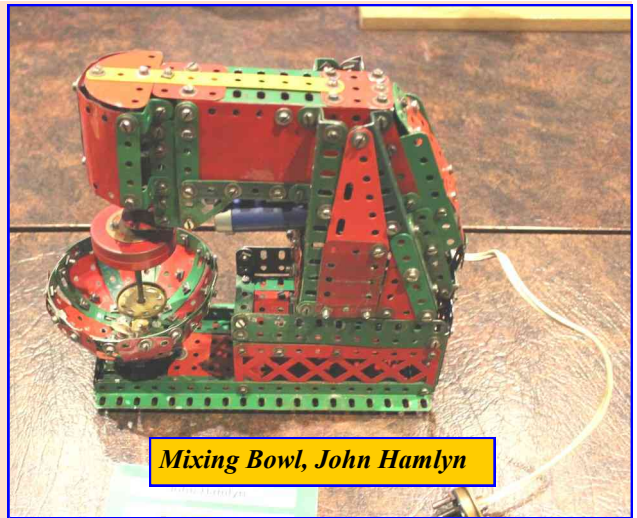
**Nathan Lang's Campervan converted from a crane truck.**



**NATHAN**  
"Dumarkin" - former crane truck casing, made converted inside (has beds, tables + chairs door). Sun deck also added.



*Milkshake Maker by Nathan Lang*



*Mixing Bowl, John Hamlyn*



*Steam truck by Sam Lang*



*Kevin Downie's Showman's Engine*



*Traction Engine by Neil Pluck*



*John Hamlyn's Traction Engine*

## GAZZA'S EBAY COLUMN

by Gary Higgins

First up is something you don't see very often and when correctly named is snapped up. This is what appears to be a fairly complete Mechanised Army set of 1940s vintage, complete with the three original wooden gun barrels. They usually sell at quite high prices but this was described as a vintage Meccano set no 3 with manual, great stuff. Snapped up by the writer for \$144.71 NZ

Next is an unusual item which I have never seen on sale before and have only seen one very poor picture to prove its existence. It is the electric Magic motor made in France and gold in colour. I put an early bid in considering it's rarity but it was snapped up by an enthusiast who was aware of its rarity for a mere \$1,350 NZ.



A very nice example of an early vertical steam engine circa 1929 described as in excellent condition sold for \$489.30 NZ, probably a realistic price for this item.

If you are Meccano clock fan there is a Meccano chiming Clock Kit No. 2 still unsold at \$458.01 NZ. Probably expecting a bit much which is why it did not sell.

And from the Meccano Mogul series of creations, a Mogul fire truck, looks to be in good condition and still unsold at \$15.38 NZ. Again a good price for this but it appears that Mogul collectors must be few in number. I have a nice boxed version of this set.

For those interested in pre-war Meccano an original wooden boxed No. 5 set with over 500 parts in a mixture of blue gold and red green, probably early 30s unsold at \$182.10 NZ, a good price but in

many of these cases the very high postage makes it a little rich for the pocket.



Also for sale a vintage Meccano 1930s outfit E in blue gold selling for \$170.16NZ. Probably good value for such a set in good condition.



A 1912 early Meccano set still in original box sold for \$226.24, again a realistic price for this age set considering some new sets are fetching this price with fewer parts.

A Meccano No. 0 set in red green, described as unused sold for \$19.31 NZ, a steal at that price.

One of the unusual Meccano crazy inventors airships, spirit of Meccano with original packaging and described as complete was unsold with an asking price of \$243.77NZ I would have expected it to sell for about \$100NZ.



Meccano X parts are not very common and usually get good prices, here we have a Meccano X series clockwork motor, painted red and green. The paint appears a bit bright though so I suspect a repaint, uncommon item with key, yours for \$64.35 NZ.

Described as an extremely rare Les Jouets Auto Cycle ex France construction set with manual and box, Looks similar to a spirit of St. Louis set with a buy now price of \$4,875.67 NZ. My goodness you could by a No. 10 set for that!

A green digger bucket, looks to be original, and in reasonable condition. Usually found in grey but sold cheaply for \$34.99 NZ.

Finally a AC Gilbert steam shovel No. 7 set from 1929 in lovely condition. This ships in a wooden period box with brightly coloured artwork of the model on the inside lid. This sold for \$137.27, which is really cheap. A set in this condition should be selling for \$500NZ.



All the best and good Ebaying.



## Model Tour Report, 13 August 2016

Text by Robin Rye

**Graham Hawtree:** A commercially available Bobcat radio control plastic model. Several members had a go with the controls.

**Ross Quayle:** Related the trouble he was having repairing older kitchen door latches and he thought Meccano bolts may have offered the tread required but not so. He displayed a skeletal model of a NSU/Wankel engine and had managed to get the central rotor to turn in near the correct path and transfer that rotation to the crankshaft. His model challenge model was a garden waste shredder.

**Viv Alexander:** Had recently purchased an Elliot and Hornby Mechanics Made Easy set of 1901/02 vintage. He suggested that Frank Hornby must have touched this tin box and its contents as he did not have employees until after 1902. Although Viv said some of the parts within the tin were not quite period.

**Bruce Geange:** Model challenge was a kitchen blender/mixer. He also had a Bernard Perrier model of a WW II Dodge ¾ ton army truck built on a Meccano Nikko radio controlled chassis that travelled about the floor really well. He detailed earlier disappointment with 2 others of the same chassis that would not function. A David Brown 40TD crawler model in progression and two odd sized Meccano imprinted pulleys for discussion completed Bruce's presentation. No conclusions were reached re the pulleys.

**Hugh Ramage:** Showed some improvements to his French Knitter model. His fascination with constant torque springs (tensator) had him show a clock using one of that type of spring for the power.

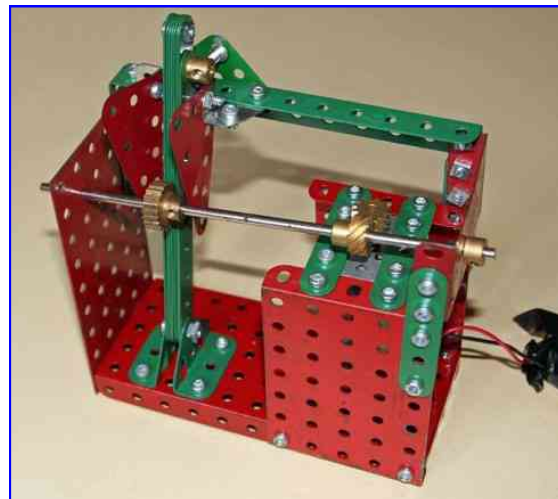
**Richard Feltham:** Model Challenge effort was a Domestic Harmoniser where falling balls were directed or randomly allowed to fall through either random or programmed buckets to fall into various domestic chore named bins. 3D printed locomotive wheels for his KA locomotive project were on display. 3D printed with stainless steel.

**Tom Pittams:** 5 current Meccano Mini models and the large poster produced for the recent Trafalgar Square display.

**Paul Vodanovich:** Cleaned up Meccano pieces recently bought at a club auction with a wire brush and nugget shoe polish brush. Model challenge entry was a magic motor powered saw bench using the Meccano saw blade and both slots in an early part 52 Flanged Plate.

**Robin Rye:** Displayed memorabilia and parts and magazine purchases obtained while at the recent Skegex Meccano show in England. Robin's entry in the model challenge was a multipurpose reciprocating tool for kitchen and house use.

Model Challenge: Robin Rye won the challenge.



## From the NZFMM Magazine Archives part 6:

**Continuation of Volume 4, excerpts from magazine number 5, May 1979**

**Editorial;** Don Blakeborough opened his editorial noting that W.M.C. [Wellington Meccano Club] had participated in a successful Meccano display 'sprung' with very short notice on them held in the Maidstone Mall, Upper Hutt from 7<sup>th</sup> to 11<sup>th</sup> May and that several club members would be providing a display [also at short notice] in a prominent viewing position along with a number of other hobby clubs in Hastings between the 18<sup>th</sup> and 20<sup>th</sup> May. Don commented that these actions "show that Meccano enthusiasts are ready and willing to help out, even when there is little advance warning. This is a good attitude. Keep it up."

**"Meccano Personalities in NZ" for May was provided by Don Blakeborough.**

*I was first given a No 3 Meccano Set shortly after the war by my Mother as a Christmas present. Until that time I had not heard of Meccano, but a short time later I had built most of the models in the instruction manual. I heard my Mother getting out of bed one morning after I had spent the whole night building a model and I pulled off my shirt. As she was passing my bedroom doorway I was busy putting my shirt back on and she commented that I was getting up early. It was many years later that I told her that I had been up all night and until then she had not known.*

*After a few discrete hints, I received a No 3A [set] for my birthday. The following year a No 4A for Christmas and a No 5A for a birthday present. The next year [1947] because of some trouble overseas I had to accept a poor substitute for Meccano, a No 4 'Easybuilt' Set. At high school I was often asked by the Science Teacher to make experimental models for the class. An electromagnetic crane was one that I particularly liked to demonstrate. The "principle of levers" was also demonstrated with my Meccano parts.*

*After High School I had to leave home and my Meccano to go to work. I stayed at a Boy's hostel, returning home about once a month for the weekend but, with little time to get into my Meccano and with five brothers and sisters still at home and all of them getting into the Meccano, most of it was lost or broken.*

*I started up again after an absence of 12 years and since then I have watched the newspapers for Meccano and have purchased many sets and parts second hand. A large amount has also been purchased new, both in New Zealand and from England. My collection now is a No10 in Red/Green, about 4 No10's in Yellow/Silver, quite a heap of Blue/Gold parts, some early nickel parts, - few rare items - Large Shafting Standard on loan to Lindsay Bond for his Museum - a few early Army parts, plus most of the later Multi-kits together with many instruction manuals and leaflets and MM's [Meccano Magazines] complete from 1942 (with the exception of two recent issues).*

*One advertisement that I replied to was one placed by Lou Nichols selling some MM's. We got together and discussed the prospect of forming a Meccano Club. A*

*short time later the W.M.C. was under way with about 12 members, my-self as President and Lou as Secretary. This number has greatly increased and other members now hold those positions. I stood down to get new blood on the committee.*

*During my term as President of the W.M.C. we had some models on display in 'Model Crafts & Hobbies' shop window together with a Club notice, and Bruce Neilson who was down from New Plymouth saw my phone number and got in touch with me. During this meeting the idea of a Meccano Convention was discussed. The following year as Secretary/Treasurer of the W.M.C. and with much help and support from members organised the 1<sup>st</sup> N.Z. Meccanomen's Convention. From that Convention, the Adult 'List' of N.Z. Meccano modellers was organised with about 15 names. The latest 'List' now contains 44 names including one from Australia.*

*In the early days of the W.M.C., I wrote a one page newsletter (Club Rag) and increased it to four pages as it started to be distributed nationwide. With the formation of the N.Z.F.M.M (David Wall's idea) the W.M.C News became the Federation Magazine with 12 pages. Although I have been fairly active in getting things started, most things have been ideas that have been suggested by others and any suggestions to me have always been considered. Keep those ideas coming in?? The N.Z.F.M.M. Magazine, although it keeps me busy, gives me great satisfaction when I read the many letters that I receive from readers. I am a shift worker and I find I can get more done when I work a late shift, instead of watching the T.V.*

*For the past four months I have been working on the automatic Elevator Model designed by Keith Cameron M.D. and published as Model-plan No58. Just completed and taking to Hastings to put on display. The electronics in this model are complicated but it gives a good idea of what can be built with today's Meccano. I look forward to attending "Convention 80" in Christchurch next year and meeting many of the readers of the Magazine, some of whom I have not yet met. (Are you planning to go?). Let me or Graeme O'Neill know. Any reader who is passing through or staying in Wellington is welcome to call and have a chat with me, but please don't phone me after 9pm. at night.*

**Article "HOW TO MAKE MECCANO PARTS":**  
This is the first part in a series that Stan Baker is doing for the NZFMM.

*These notes are intended to describe my experience in trying to "Manufacture" imitation Meccano. My efforts were basically aimed at increasing my own stock of parts with as little capital expenditure as possible and with little regard to the labour involved. While I did sell some epoxy resin components, the time involved in manufacture of almost all parts was far too great to be economic even when compared with N.Z. retail prices. For the sake of enthusiasts with more time than money, I will discuss three main types of components: (1) Strips, Angle Girders and Flexible Plates. (2) Lathe produced parts, (3) Epoxy Resin parts. I don't claim my ideas are the only or even the best ways to make parts, but by describing my experiences I may save others some research and in particular may save others from repeating problems I found.*

**Strips, Angle Girders, Flexible Plates:**

*For my first attempt at making strips I used some scrap mild steel plate about 40thou thick that I had lying about. I cut them fairly straight with tin snips then filed the edges flat and radiused the ends, marked out, centre punched and drilled the holes using a number 19 drill and finally spray painted the parts using 'Relionus Medium Green' Aerosol. The result was strips which were relatively easy to produce and on a model looked like genuine Meccano. The disadvantages were that they were a little too thick to match with the genuine article and were much softer and less springy. Accordingly they deformed easily even by nuts and bolts through over-tightening. They also tended to scratch badly and the paint work soon looked tatty. I then tried some stainless steel of the correct thickness, [32thou]. This was much better than the mild steel in that it was about the right springiness and it was much harder than real Meccano. Further, by rubbing it with oil soaked 'wet and dry' paper – starting with 80 grade and progressing to 360 grade or finer - produced a satin sheen of about the same tone as the Meccano sprayed with an aluminium finish of the early 60s. The finish is more durable than any Meccano finish and the steel is so hard that none of the holes have suffered any deformation. Stainless steel did however have some serious drawbacks. It was difficult to cut with tin snips. I broke several hacksaw blades at a cost which would have bought quite a few genuine strips – and it was too hard to drill without using at least one and preferably two smaller pilot drills. Finally I arranged for a local sheet metal factory to guillotine cut 100 feet of ½" strip in 4 foot lengths. This cost \$10 or about 10 cents for a 12½" strip. [This article to be continued].*

**Article "SINGLE STAGE GEAR RATIOS":** This magazine contained an article produced by Graeme O'Neill detailing a substantial gear ratio chart covering 10, 12 & 13 tooth motor pinions, obsolete 20, 40 & 56 tooth gears, 112 tooth rack segments, Argentine 22, 30, 45, & 55 tooth gears. Further articles are planned for future issues.

**TIP OF THE MONTH:** This was provided by Bruce Neilson. *"He suggests that model builders keep an oily rag in their Meccano tool chest and when dismantling models, all parts be wiped with that cloth which will leave a fine film of oil on them and usually keeps rust away".*

**CLUB REPORTS:****Christchurch Meccano Club: [Snippets]**

President Graeme O'Neil happily reported that club membership increased by three at the May meeting. Members had assembled a wide range of models, sets and various paraphernalia for a display held at the "Building Centre".

**CONVENTION '80':** Graeme reports that there is significant interest being shown in the event by potential attendees and if this continues then the current meeting venue will not be big enough to hold the Convention. To assist with planning, Graeme asks modellers planning to attend the event from outside of Christchurch to register their interest with him as soon as possible to assist with planning.

**Christchurch Meccano Club establishment [CMC]:**

Graeme provided the following overview of the history of the Club, noting that the first meeting was held on 22 June 1929 to formally establish the "Christchurch Meccano Club", but somehow it became known after the premises of John R Proctor Ltd, 200 High Street where the subsequent meetings were held during 1929. The first year's attendance level at the six meetings held ranged between 35 and 85. The establishment committee were: Mr McEldownie of the YMCA [Club Patron], Gordon Davies [Secretary], Mr RT Carter [Leader], Mr D Cox [Treasurer], members Gordon Brown, M Moriarty, Maurice Walker, and John Shaw. Subscription was set at 6-pence per month. CMC was affiliated to the International Meccano Guild during July 1929.

**Wellington Meccano Club: [Snippets] WMC Report** by Lloyd Spackman.

April 20<sup>th</sup> meeting was both a club event and Annual General Meeting. A variety of models submitted by both senior and junior members were reported. It was noted that several of the models displayed including Lloyd's 'Fixed Leg Derrick Crane' had been significantly modified during construction from the various plans that had inspired their construction. Stan Baker stated to the meeting that *"modifications are half the fun in model building"*.

**AGM:** 20 members present. President Max George presented his report followed by Secretary/Treasurer Simon Moody's [healthy] financial report.

Max & Simon were re-elected President & Secretary/Treasurer for a further term. Committee members are; Stan Baker, Lloyd Spackman [also club librarian], David Webb, Tom Robinson and Steven Westmoreland. Don Blakeborough continues as Magazine Editor. Laurie & David Webb are the "tea persons". A vote of thanks to Lou Nichols for looking after past suppers and the library and to Paul Roberts for the games he designs for Club nights. Model judges and judging methods provoked keen discussion without any real decisions. The incoming committee is to 'study this matter some more'. Annual subscriptions for the next term were increased to: Seniors \$5 & Juniors \$3, which includes the cost of the monthly NZFMM Magazine and supper on club nights.

**Continuation of Volume 4, excerpts from magazine number 6, June 1979**

**Editorial;** Don Blakeborough opened this editorial with the word *"Trustworthiness"*. *Are Meccano 'Boys' more trustworthy than other boys? If so, why are they to be trusted in preference to others? Young boys and girls with Meccano are much better behaved; they don't flit from one thing to another. They are more self-disciplined; they sit for hours and devote all their attention to their Meccano model building. They care for their possessions. They all like to see nice tidy things. I could be biased, but from my dealings with young children which include school parties on day trips and camps, groups of children who have been at home, children on the trains and of course the younger members of the W.M.C. Those that have something that they take pride in, are the ones to be trusted. The answer to the first question then is "YES", without doubt.*

**“HOW TO MAKE MECCANO PARTS” [continued].** This is the second part in a series that Stan Baker is writing for the NZFMM Magazine:

*After experimenting, the holes were individually marked with a tungsten carbide scribe, centre popped with an automatic punch, then drilled with a 1/16" drill running at 1500rpm followed by 1/8" drill at 1000rpm, and then a number 19 drill at 1000rpm. All drilling was cooled and drilled slowly. Drills were sharpened every thirty holes. I also had some 1-1/16 strip cut for flat girders and slotted this by drilling 2 holes as above and filing out between them using 5/32 chain saw file, broken into convenient lengths and mounted in a jig saw power tool. I tried bending the strips to form Angle Girders but had problems stopping the girders bowing after removing them from the forming press. Finally I had about 100 feet of angle girder cut by bending the angle from the flat sheet before guillotining it. The total cost of Angle Girder worked out at about 40 cents per foot for the stainless steel, worn out files and wet and dry paper. In addition labour was around 90 minute per foot. Another type of part made from this stainless steel was curved strips. Very few were made because of the difficulty cutting these with tin snips and then filing smooth curves. Several types of material were tried for Flexible Plates. None were satisfactory as they were insufficiently springy. For applications not requiring the flexible nature of Meccano I found 12 thousands of an inch tin plate sprayed with "Relionus Medium Red" a cheap substitute that was easy to manufacture. For Strips and Plates I spent considerable time making templates out of various materials up to 1/2" steel plate. None were satisfactory in that the holes elongated during drilling and after one or two uses were too inaccurate. The only satisfactory method was marking with a scribe off an accurate ruler calibrated to 50 thousands of an inch. Finally in this section, I have found that transparent Flexible Plastic Plates are easily made with round and marginally under size rather than slotted holes by using a 5/32 leather hand punch. Transparent 15 thousands of an inch acrylic is easily obtainable and cut and although not cheap is less than a quarter of the retail cost of Meccano per square inch. [This article to be continued].*

**TIP OF THE MONTH:** This was provided by Guy Day. "He suggests that all plastic parts be kept out of the sun and away from heat. Heat will distort and shrink Plastic parts and render them useless."

#### CLUB REPORTS:

##### **Christchurch Meccano Club: [Snippets]**

President Graeme O'Neil reported that the June meeting was held in the Unity Lodge which had recently been made even more comfortable with the addition of carpet on the floor. 6 Adults and 5 Lads attended the meeting. Others missed the June meeting due to the long weekend. There were three "novice" models and one "senior" grade model presented at this meeting. Graeme had received a visit from Don Fairbrass of Manchester Unity - the people who kindly rent us their recently carpeted Lodge - on a membership drive that could increase our membership in return, and possibly give us cheaper access to hall hire.

**CONVENTION '80':** Graeme has had advice from Bob Boundy from Nelson and Don Blakeborough that they plan to attend the Convention. A detailed programme and entry forms should be in the next CMC report. As a guide to those who followed the Wellington Convention, our Convention will run along similar lines unless better ideas come forward.

**Wellington Meccano Club: [Snippets] WMC Report** by Lloyd Spackman.

The star of our May meeting was Stan Baker's model of Locomotion No. 1. This was the locomotive which hauled the first ever passenger train from Stockton to Darlington on September 27<sup>th</sup> 1825. The Meccano Magazine [MM] of July 1978 illustrated a Meccano reproduction of this fine locomotive. Stan's copy of the MM model was faithfully carried out and was an outstanding attraction at our club meeting and at the recent public display held in Hastings. A further nine worthy models were on display at the meeting. Recently while in New Plymouth, Lloyd visited Bruce and Elaine Neilson "Bruce's collection of red/green Meccano is an eye-opener, as is his 2 metre long G.M.M French Pacific Locomotive which was then on display in the window of Corrigan's Bookshop in Devon Street New Plymouth". Bruce also had on display a couple of smaller locomotives to provide contrast to the display.

**Auckland Meccano Society: [Snippets] AMS Report** by President David Wall.

On 16<sup>th</sup> May, 1979 the club held its second meeting of the year at my house in Mairangi Bay. It was the best attended meeting in our five year history with 15 present [included three new members]. **Quarterly Meetings:** It was unanimously decided to adopt quarterly meetings in future. Members considered that the long distances involved (over 25 miles between Frank Dennison of Papatotote and my-self) justified fewer meetings. It was also considered that this would give more time to build models for display at the meetings. **Meeting dates and venues:** George Ovenden of Mt Roskill will host the next meeting on 15<sup>th</sup> August. The last meeting of the year will be held on 14<sup>th</sup> November at Brian Buchanan's house in Avondale. **Telethon:** I was recently approached by a Telethon Organiser to arrange a Meccano display in conjunction with other hobby groups at a large suburban shopping centre during the Telethon weekend. Our members expressed their willingness to contribute to this display. I shall probably call a Special Meeting to finalise arrangements after I have had further discussion with the Organisers.

Finally we were disappointed to learn of the impending departure of Mike Stuart, his model building expertise will be missed. However, we all wish him good luck on his forthcoming two year stay in North America.

**To be continued.**

## Malcolm Booker - 1936 – 2016

It is with regret that I record the recent death of Malcolm after a prolonged illness.

Elizabeth and I first met Malcolm and June about 30 years ago when we visited them at their Sydney home. We were led into an Aladdin's cave of Meccano, both made up models (Malcolm never dismantled a model) and a huge range of parts, both old and new, including many obsolete items. Malcolm's display overflowed his double garage and was starting to encroach into his home. I tried the same strategy of stealthy encroachment but was forestalled (forbidden) by Elizabeth.

Although Malcolm and I kept in touch rather sporadically we never missed an opportunity for a good chin wag when we met during New Zealand Conventions at which Malcolm was a frequent and welcome visitor.

Malcolm's membership number to the I.S.M. (No.41) attests to his long and active involvement with our hobby. For over 25 years he organized the Sydney Meccano Modellers Exhibition and only illness prevented his active participation in the recent event at which he was elected President.

Only recently we exchanged photos and notes on the construction of Tony Parmee's level luffing crane, which we had both completed.

I have no doubt that Malcolm will be greatly missed by all members of the Australasian Meccano fraternity.

**David Wall**

*Auckland Meccano Guild*



**Malcolm and his model train at the 2015 Te Papa Wellington Convention.**

*This short article was written a couple of weeks before Malcolm's death and was submitted by his widow June.*

### **TO REMOVE HARD TYRE FROM PULLEY**

1. Fit a one inch axle to the boss of the pulley
2. Fit an old one inch pulley to the other end of the axle
3. Put a tray with the one inch pulley resting on the tray and the tyre NOT touching the tray
4. Set oven to 105 degrees C. When 105 degrees C is reached leave for 10 minutes
5. Use a cloth to take out of oven and quickly and carefully remove the now soft tyre from the pulley

The tyre will quickly cool and become hard again.

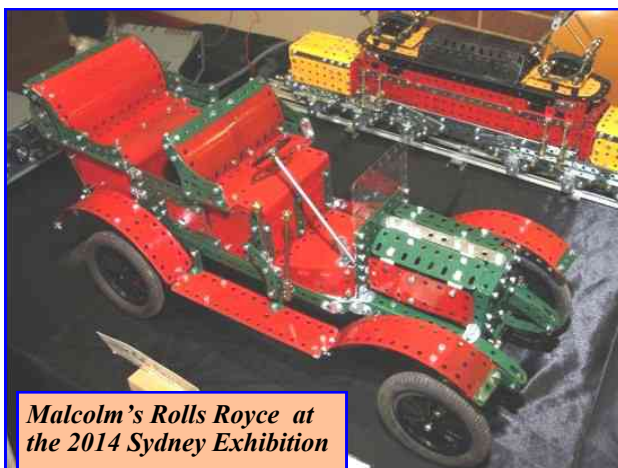
### **TO FIT HARD TYRE TO PULLEY**

1. Put tyre in saucepan of cold water
2. Slowly bring to boil and boil for 10 minutes
3. Lift the tyre out of the saucepan with say a fork
4. Very quickly dry the tyre with a cloth
5. Hold the hot tyre with the cloth very quickly fit to the pulley and also very quickly mould to shape on the pulley.

Leave to cool by sitting the one inch pulley where it will not get knocked.

Do not try to use until the tyre is COLD.

If you are very quick it is possible to take a tyre off one pulley and put it on a different one.



**Malcolm's Rolls Royce at the 2014 Sydney Exhibition**



## Meeting Report

Date:  
4th November  
2016, 7:45pm

Reporter: Max George

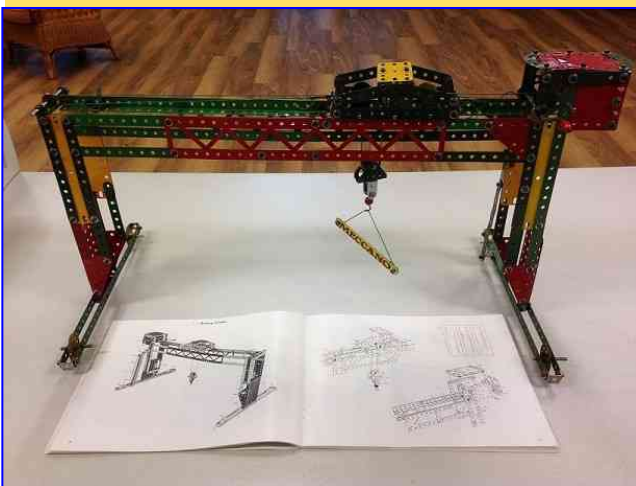
Present: Keith McCallum, Lou Nichols, Max George, Reg Barlow, Simon Moody, Trevor Green.

Apologies: Brian Petersen, Campbell Morrison, Stan Baker.

### Models:

The theme for this meeting was either a repeat of the last meetings page 22 of any set model or a model from any set 5 manual or the start of a model for an Expo.

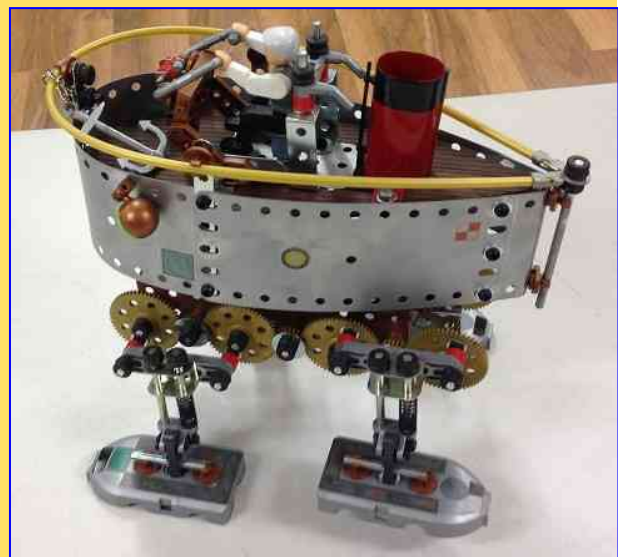
**Lou Nichols** – Built a Gantry Crane model # 5.11 from the 1962 outfit 4, 5, 6 manual. Lou had trouble with the trolley travelling along the gantry and so with the help of the crane guru, Simon, he was given tips on how to improve the model and fix the trolley travelling problem. It is great to see Meccanomen helping each other.



**Reg Barlow** – Built a Giant Swing boat model # 5.7 from a 1950's manual. The eccentric worked very well with the swing boat moving from side to side. He was impressed with the final model.



Reg also brought along a *Crazy Inventions Walking Steam Boat* which came from **John Denton's** collection. This walked along the table very smoothly. The only problem with this model is that Reg can't work out how to change the battery.

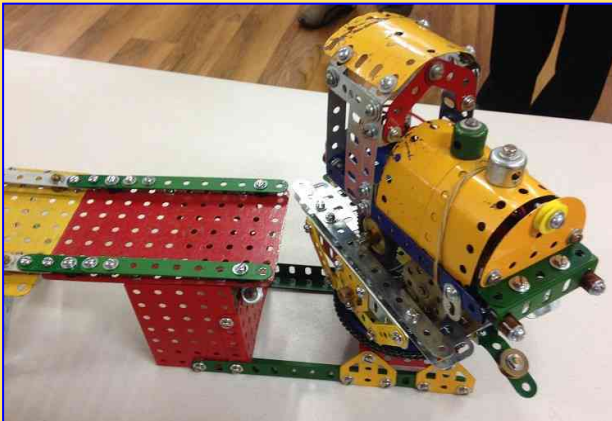


**Simon Moody** – Is back to his tradition of building cranes and this time brought along a Level Luffing Dockside Crane from a 1950s set 5 manual. The crane was very well counterbalanced. This model is a work-in-progress as he would like to improve on the original design by adding wheels on the base.



Simon Moody

**Max George** – Is building more bridges for his Little Joe and Tricky Track. This time he has built from photos of a turntable designed and built by the *Maylands Meccano Club* in Perth. Little Joe travels onto the turntable and under its own power turns the turntable which releases the engine when it faces back to where it came from. This turntable requires a lot of adjustment to get it working properly as do the engines using it.



Max George: Tricky Track

Max also showed three videos of displays of Little Joe and Tricky track. A couple from Maylands Meccano Club and one from the Thornbury 2015 display. This gives Max some ideas of other bridges to build.

#### General Business:

Due to lack of days and unavailability of members, there will not be a Wellington Meccano Club Christmas Lunch together this year. Instead 4

members will travel to Feilding to join in with MWT.

Max George has been invited to display his Little Joe and Tricky Track at the *RailEx* display on 19<sup>th</sup>/20<sup>th</sup> November at the Walter Nash Stadium in Taita.

#### Next Meeting:

Saturday January 28<sup>th</sup> 2017 at Simon Moody's place, 1122 Blue Mountains Road. Silverstream. Bring your own food wrapped in foil for Simon to cook in an Umu, which is similar to a Hangi.

The model choice is something built with an old E15R, E20R or E020 Motor.

### Peter Hancock – A Tribute

At our August AMG meeting it was with reluctance we farewelled Peter Hancock who has been the Guild's secretary for the past 20 years. Earlier this year Peter and his wife Jan decided to return to their roots and re-settle in New Plymouth. They were both born and raised there and still have strong family connections with the area.

Peter's tenure as our secretary was marked by the Guild attaining a high public profile. He was instrumental in masterminding three Conventions and numerous public displays. Perhaps his most noteworthy enterprise was to encourage direct public participation by providing a number of Meccano outfits which were set out on tables at some of our major displays. Members of the public, particularly children, were encouraged to participate in model building, this proved remarkably popular with parents as well as children. Has this idea ever been undertaken before I wonder? It is to be noted that these outfits as well as other supporting items, such as our display tablecloths and power cables, were personally financed by Peter. In addition to his organizational skills he also found time to design our uniquely Auckland, Guild logo.

In recognition of his contribution to our Guild, Peter was awarded an Honorary Membership – an honour well deserved. Both he and Jan are fully engaged in supervising the construction of their new home in New Plymouth. (I believe the plans include a spacious Meccano/hobby room!) Peter intends to attend our November meeting – will we have to address him as 'the Honourable' Peter Hancock?

**David Wall** (President AMG).

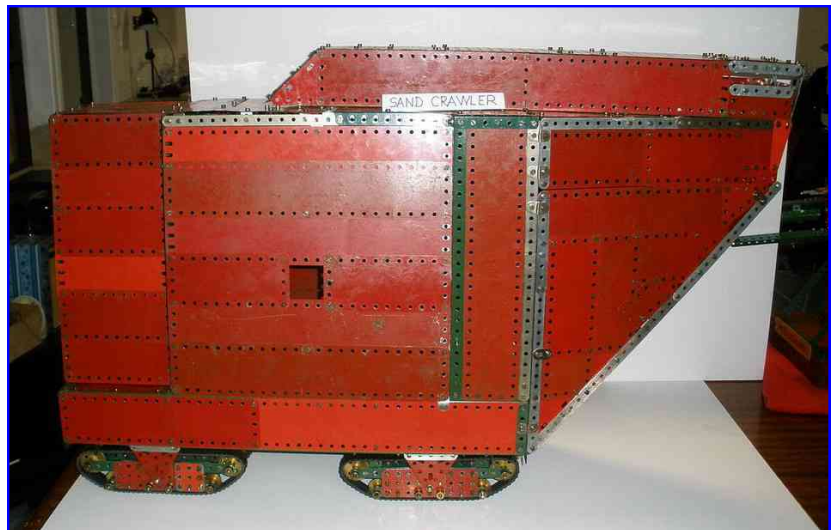
## STAR WARS SAND CRAWLER

by Henry Porter (AMG)

The first part of the construction was building the eight crawler units. These were composed of 6 small flanged wheels on the ground, two of these were reversed to keep the balance. The track was from a *Tonka* bulldozer. In the centre there is a groove to take the flanges. At the top were two large flanged wheels. After the lower frame was built three  $2\frac{1}{2}$ " triangular plates were attached to the underside to support the 4 crawlers. There was one in the middle and one on either side with a long axle going through the lot. On this was built a box  $2\frac{1}{2}$ " high on which the main frame was built. These consisted of  $12\frac{1}{2}$ " girders at various different angles.

Then the plating was started at the back, working towards the front. It was then time to construct the upper level structure with the control cabin. First the converging triangular plates were installed with hinges. The upper ones were  $2\frac{1}{2}$ " deep and were swung to the right position to support the control structure. Then 43-hole girders (by Ashok) were bolted to the roof and connected to them. This was plated from the centre to the rear and from the centre to the front. The roof plating under the rear end was installed. The ramp was also connected to the frame.

The motor and electric wiring and winding gear were then built with the lifting ropes. Finally the triangular sections were bolted to the front.



# MWT CLUB SEPTEMBER 2016 VISIT

Article by Bruce Geange

A fellowship meeting was held at the Ohakea Air Force Base to have a look at the Catalina amphibian aircraft based here for the winter and owned and operated by the NZ Catalina Preservation Society. The aircraft has been at Bell Block for a number of years undergoing an extensive refurbishment. The plane has been finished in the colours of 6 Squadron with the name "The Wandering Witch" plus a picture on each side. Sixteen seats have been provided for passengers who would like a flight and this helps to raise funds for the Society.

Access to the plane is by a small hatch on the side that sees you almost diving in to gain entry. Once inside everything is very basic with several bulkheads to pass through from one end of the plane to the other. The Flight En-



only. This was an interesting afternoon with tea, cake and biscuits plus a chat to complete the day.

Thank you to those who arranged the visit.



gineer had a seat in the centre section supporting the wings with a window either side. No more than four people are allowed in the rear compartment at a time or the plane may sit on its tail section. New Zealand had 56 of these aircraft during WW2 used mostly around the Pacific. These were float planes



Paul Vodanovich's Saw Bench, see p17.

## LEVEL-LUFFING CRANE

by David Wall (AMG)

Photos: Gary Higgins

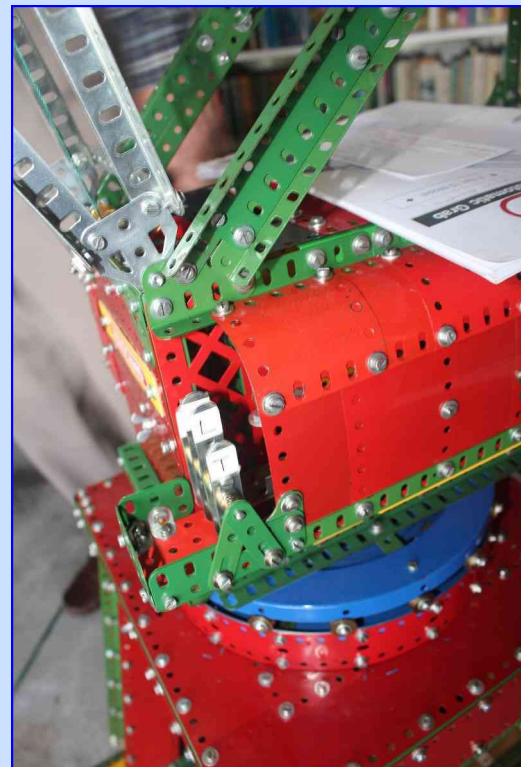
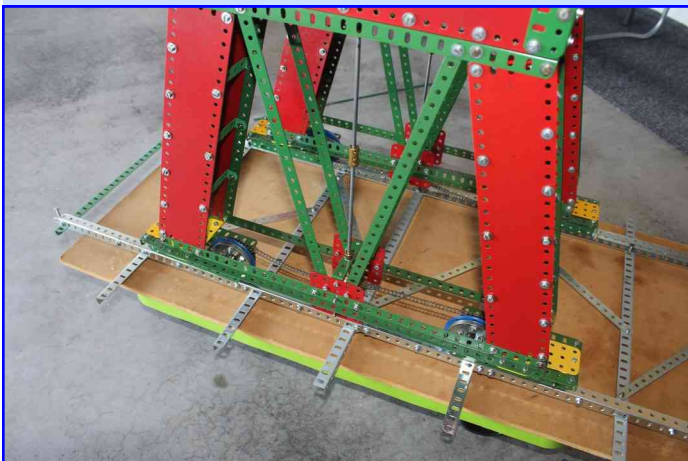
It is many years since I attempted to construct a relatively large sophisticated crane (over 2 metres high) and probably wouldn't have done so now if I hadn't come across Model Plan 92 (level-luffing crane with automatic grab, designed and constructed by Tony Parmee).

I kept to Mr. Parmee's plans fairly rigidly with the following exceptions:

1. Reduced the height slightly to accommodate the model in my Meccano room.
2. Used a Märklin 195mm ring for the turntable spider.
3. Replaced the 8 flanged wheels with 16x 1/2" pulleys to attain a smoother slewing motion.
4. Used a Mabushi pile motor powered by 4 D-sized batteries in a plastic holder attached to the rear of the crane cabin.
5. Narrowed the base to square proportions.
6. Lengthened the track (requiring angle girders in excess of a No. 10 outfit).

The crane movements, hoisting, luffing, slewing and traversing are all controlled from one location on the crane cabin, the movements also include a slow heavy-duty hoist. The construction of the gear box or more correctly, gear train, is quite straightforward provided one is careful to ensure that the correct clearances between each gear movement are adhered to otherwise jamming will occur.

Unlike some Meccano models this one is easy to manipulate and looks realistic when operating (to avoid embarrassing mistakes I labelled the control levers). Expert Meccano crane constructors may consider the model could be improved, however I emphasize that Mr. Parmee restricted himself to a standard No. 10 outfit when designing this model. With this in mind he has done a splendid job and is to be warmly congratulated for his efforts and yes, the crane grab also works well.



## New Zealand Club Diary 2017

### 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 February at David & Elizabeth Wall's**, 45 Kath Hopper Drive, Orewa starting at 2pm.

### MWT Meccano Club

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

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

Meetings at 2pm. Next meeting: **Saturday 11 February 2017** 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: **Saturday 28th January 2017 at Simon Moody's, 1122 Blue Mountain Rd., Silverstream.**

### 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:

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 2017 issue of NZFMM Magazine should be sent to Les Megget before the 10th February 2017.

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

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The New Zealand Federation of Meccano Modellers

## MECCANO EXHIBITION

"model displays to enthuse children of all ages"

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Christchurch Arts Centre  
Worcester Boulevard, Christchurch

Easter Weekend 2017  
Friday - April 14th  
Saturday - April 15th  
Sunday - April 16th  
10:00am - 5:00pm

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**More Models seen at SkegEx, July 2016**



*Citroen Van by Ian Brennand.*



*Howard Somerville's Tandem Compound Mill Engine.*



*Greg Worwood's Loco in the entrance foyer.*



*Georg Eiermann's Märklin Hamster Wheel.*



*A Jones KL44 mobile crane by a Meccano Society of Scotland member.*



*"Michael the Magician" by Rob Mitchell.*



*Bob Seaton's Cattle Lorry.*