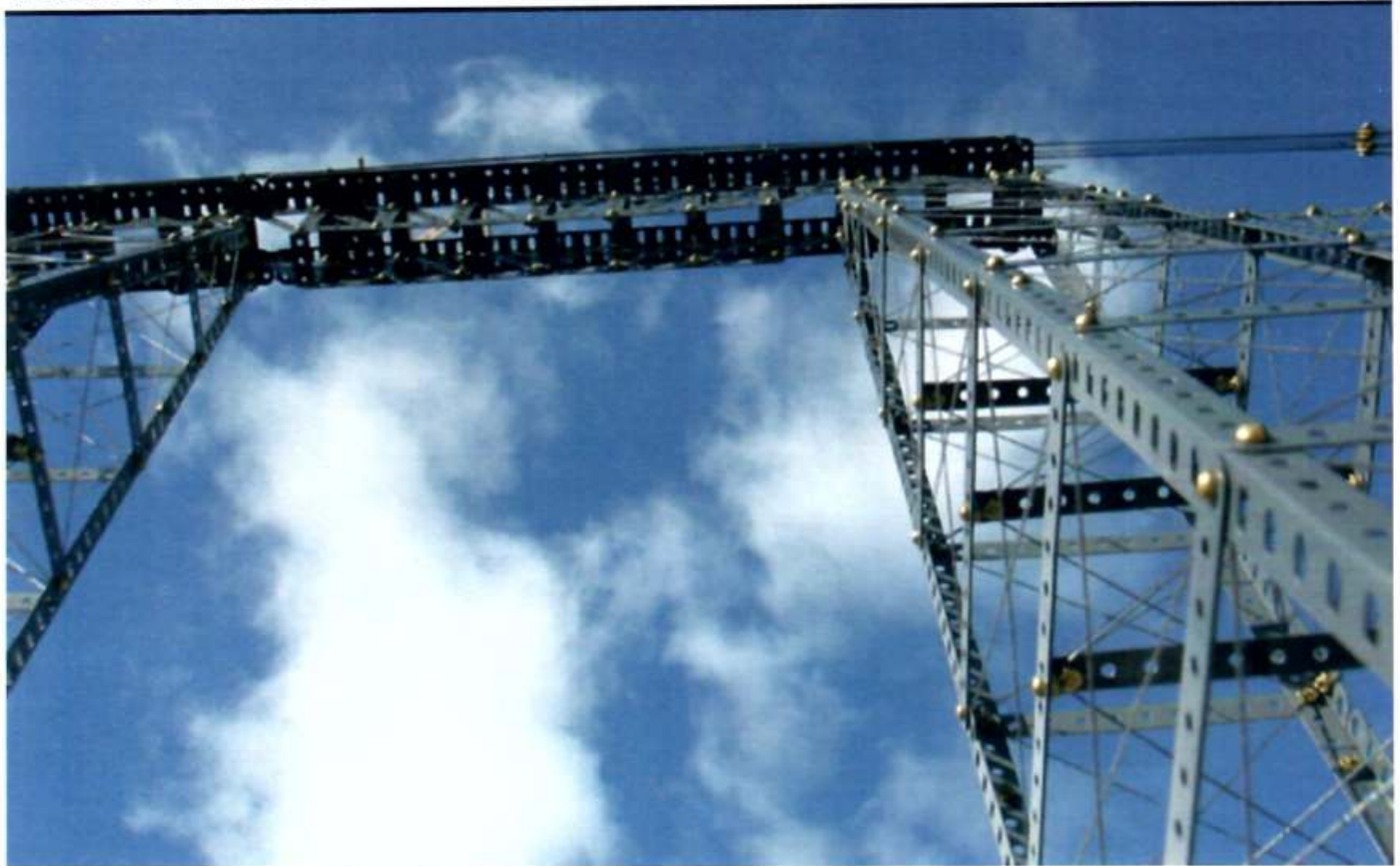




NZFMM MAGAZINE

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This is the viaduct model as it might have been seen by a trout swimming in the Makatote Stream.



This model of the Makatote viaduct was built by Bruce Geange to be part of an exhibition at Ohakune to celebrate the centenary of the completion of the North Island Main Trunk railway in 1908. More details of the model and of the history of the viaduct and its designers can be found on page 3.

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

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COPYRIGHT AND ALL THAT C**P¹

There has been quite a lot of discussion lately about Copyright issues with Meccano Model Plans and just general copying and displaying on "Spanner" of other related Meccano material. Whilst I can see that copyright is important for recently designed and written Model Plans, I can't understand who could claim copyright on items from old Meccano Magazines or manuals, so many years after publication and decades after the original owners Meccano Ltd of Binns Road were sold off. Who owns the so-called copyright now? It isn't even clear (to me) who owns the corporate name Meccano any more, Meccano France (Calais), Nikko or some other individual? I know that when "Constructor Quarterly" began publication in 1988, the editor Robin Johnson and his team had hoped to title the magazine "Meccano Quarterly" but were denied permission to use that magic name.

Selwyn Bluett recently sent me an advertisement out of the November 2007 issue of "NZ Truck & Driver". The full-page colour advert showed a simple Meccano pickup truck constructed of nickel strips and girders and dark red 2" pulleys as wheels and flanged plates. The ad. proclaimed that the advertiser's products had no nuts and bolts in them! I had earlier in the year seen this advert myself and posted it on "Spanner". There was a near immediate response from a contributor in the UK saying that the pick-up truck image was his and it had been "stolen" without permission from his website. He reproduced his image as proof. It was undeniably the same model truck. I haven't reproduced the advert here, as I don't wish to be sued by the advertiser or the Spanner member, but it would indeed be an interesting court case, if it came to that.

One of our fellow members has had trouble with eBay sellers pinching images off his website and reproducing them on coffee mugs for sale on eBay. This is definitely a no-no, unless the image owner has granted permission or has a deal with the seller to pick up a percentage of the profits.

Over the years I have worked on several NZ Codes of Practise committees developing Standards for the building industry under the control of Standards NZ. I have never been paid a bean for any of this work (many hundreds of hours) but they expect my students to pay them for allowing me to reproduce portions of the Standards for their use in design classes. Who owns this intellectual property? Probably the University, who were paying me a salary while I was working on those committees. Anyway it isn't at all clear and you do need to be careful when reproducing articles, photos, etc for general public consumption. A normal 10% rule usually applies to photocopying articles or books for distribution to others. There will be no complaint from me though if you wish to include bits of a Meccano Magazine or manual (as historical background) when you send me an article about your latest model.

(continued on page 7)

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A Model of the Makatote Viaduct

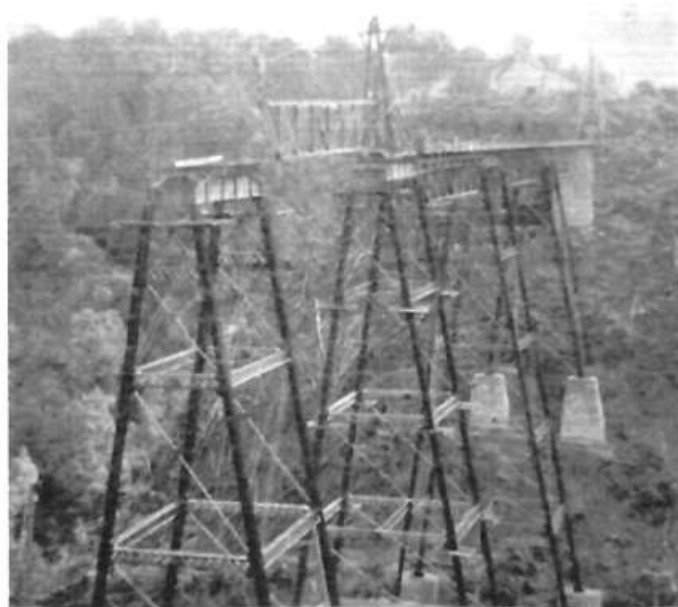
by Bruce Geange

The Makatote viaduct was designed by Peter Seton Hay and Andersons of Christchurch were awarded the contract



Building the workshop at Makatote, ca 1905.

in mid 1905 to construct the viaduct. The viaduct carries the North Island Main Trunk (NIMT) railway across the Makatote Stream which flows west from Mt Ruapehu. It is about 20km north of Ohakune. A workshop was constructed on the northern end of the gully to fabricate the steel sections. A cableway, known as the Blondin, was erected across the gully with a traveller and crane on it being driven by a steam winch. Down by the stream was a fluming for water to drive a turbine that drove the crusher and the concrete mixer. On top of the fluming was a small tramway where metal was carted from the quarry to the crusher. All material for the viaduct came by rail from Auckland to Oio and then hauled by horses and wagons about 25km to Makatote. The viaduct was completed in July 1908 taking just over three years to build.



*A superstructure girder being moved into position.
The end of the girder is supported by the cableway.*

Peter Seton Hay was born in Glasgow, Scotland about 1852 and came to New Zealand with his parents in 1860. He graduated from Otago University in 1878 with an MA. Hay joined the Public Works Department as an engineering cadet and eventually gained a reputation as a brilliant young engineer. Towards the end of the 19th century he helped plan most of the important railway works of the central North Island section of the NIMT and was responsible for the primary design of the Makohine, Mangaweka, Hapuawhenua, Taonui, Manganui-a-te-ao and Makatote viaducts. Sadly he did not see the completed viaduct as he died in 1907 from pleurisy evidently a consequence of the effects of exposure while inspecting railway works near Waiouru.

The Model

I was asked recently if I would make a model of the Makatote viaduct being constructed with the blondin over the top for a display in the Ohakune area.

Original drawings and photos were obtained. The drawings were scaled to suit Meccano parts and worked out at about 1:77. The first pair of towers and a girder span that were built and assembled looked nothing like they should. Two new towers were built along with a longer span and when



The test load train on the completed viaduct in 1908.

assembled had a pleasing look to the eye. Old Meccano parts were cleaned and painted grey. Round head bolts and nuts were all painted a brass colour. When the five towers were built embroidery cotton was used for the diagonal bracing. The main spans were assembled with no problems as well as the five short spans. The concrete piles (26) the towers and spans sit on were cut out of wood and painted with a grey primer. The 50 channel sections that support the deck were cut and folded from coffee tins with holes punched as required. These were $3\frac{1}{2}$ " long and when fitted to the viaduct the decking looked too wide. The channel pieces were removed and cut to a length of 3" and new holes punched. The top decking was made from flat girders and painted brown.

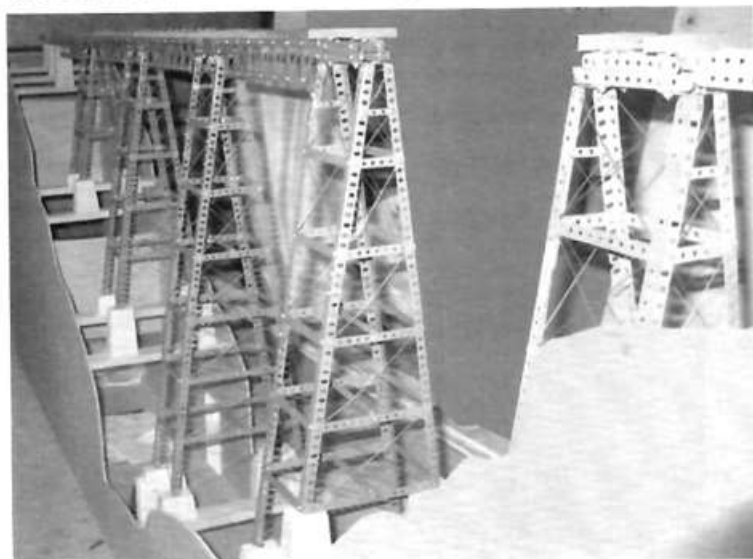
A gully was constructed from custom wood at our daughter's home where the wood working gear is. The total length is 4 meters and 360mm wide and breaks down to four sections

for transport. The side pieces were cut from 5mm sheet that was screwed to a base and strengthened as required. With the gully made up, a string line was run across the top to give us the height of the viaduct and the towers and piles were secured in place. The short spans were added to either end of the towers. The covering between the sides is polystyrene glued in and shaped to suit the contour. The side panels were painted green and the fill in sections painted brown. The stream was then painted in at the base of the model along with the road at the southern end. The hand rail posts were made from $\frac{1}{16}$ " brass rod and bolted to the top deck with brass rod and copper wire soldered to the posts to form the railing. These were done in sections to allow dismantling of the viaduct into sections for transporting.

The Cable Way

The blondin (cable way) was constructed on separate pieces of custom wood to allow removal for transport.

The south end has a tower and adjustable anchor for



the main support ropes. The north end has a heavier tower and the anchor for the ropes. A winch, boiler and steam engine are also at this end. The winches are driven by motors through Tamia gearboxes mounted under the base. A plug in remote control operates each winch. On the two tight support ropes that span the gully a trolley runs along them with a crane hook hanging from the trolley. The trolley and crane are operated from the winches.

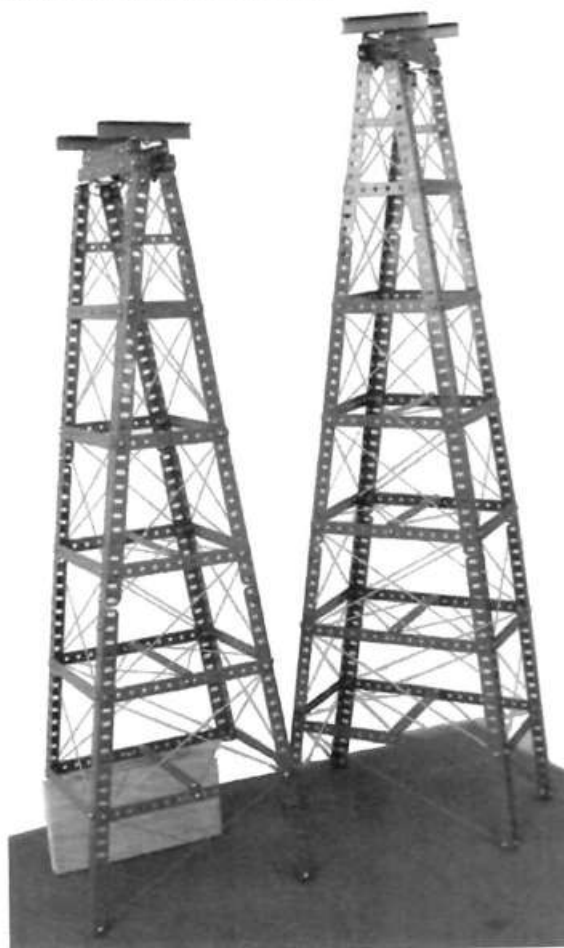


The Completed Model

The model was dismantled and set up outside on the only fine day for photographing before loading onto the trailer ready for the journey to Ohakune. The model was on display at the Ohakune Railway Station in time for the Parliamentary Special Train on Thursday 7th August 2008.

Acknowledgments:

The models photos are by the author. The construction pictures are from a photo collection belonging to the Anderson family.



A Century-old Bus

by Roger Keey (Christchurch)

When browsing through a second hand shop some time ago, I noticed an enamelled metal ashtray which was decorated with a transfer

of a bus; Steam Omnibus 1902 by Thorneycroft. The bus bears the destination Hammersmith, a London suburb. I bought the ashtray, promising myself that it would become a subject for a Meccano model. A picture of the ashtray is on page 24.

The picture showed a double-decker bus with an external set of steps to reach the upper deck, but the most prominent feature were the large rear spoked wheels, which seem to reflect steam-traction practice of the time. The bus was of the undertype kind, with the mechanism under the chassis, with a small vertical boiler being placed in front of the driver. A tall, narrow smoke stack from the boiler protruded above the covering over the upper deck. The driver's visibility must have been somewhat limited!

The use of $5\frac{1}{2}$ " diameter Hub Discs and Circular Girders were suggestive for the large rear wheels, while the smaller front wheels could be simulated with 3" diameter Spoked Wheels (Pt No 19a) fitted with Motor Tyres with their fillet removed. The actual undertype mechanism was unknown to me, so I cannibalised an existing model of a steam wagon to provide it!

The chassis members so obtained are $20\frac{1}{2}$ " x 1" channel girders, built from two $12\frac{1}{2}$ " overlapping Angle Girders and one $18\frac{1}{2}$ " Angle Girder, which is butt-joined by a 3" Strip at the front with a 2" x 1" Girder Bracket and connected at the rear by a triangular bracket to the other girder bracket. These chassis members are braced front

and rear by $4\frac{1}{2}$ " x $2\frac{1}{2}$ " Flat Plates. A $4\frac{1}{2}$ " Perforated Strip is bolted across the front end, while a rear-end connection is composed of two joined Corner Gussets (Pt No 108).

The single Cylinder (Pt No 216) is secured to the front axle (a $4\frac{1}{2}$ " Strip) by a triangular bracket. (This is done as a matter of convenience in model-building, rather than striving for authenticity). The piston connects with the big end (2" Slotted Strip) by a Strip Coupling, with the crankshaft being built up with Double-Arm Cranks. No valve mechanism is provided, although with

modification of the crankshaft-bearing plates (Pt No 51) there is a space on the crankshaft for an eccentric to drive a valve piston. The valve chest could be a

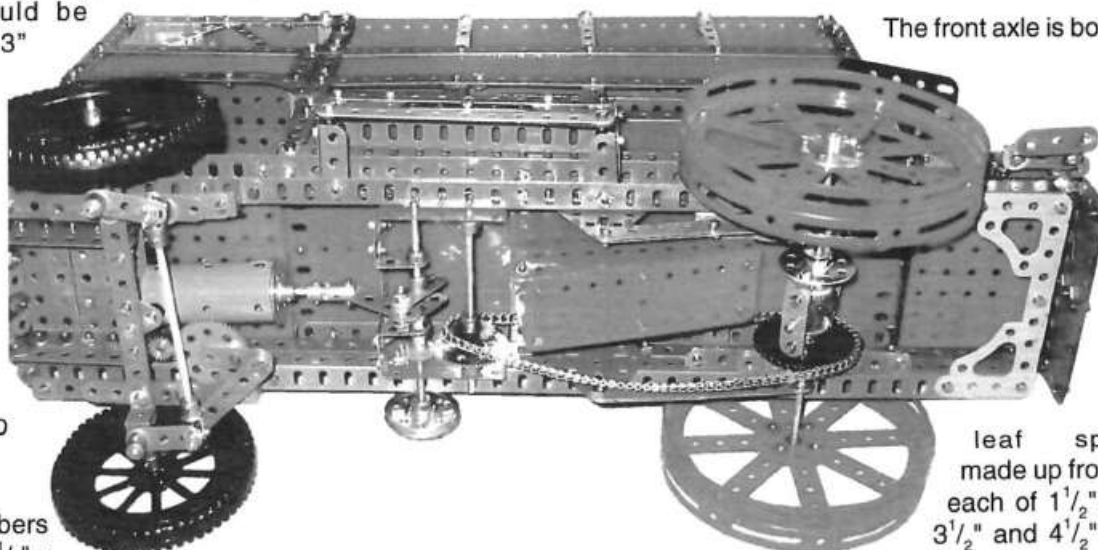
Sleeve Piece bolted to the side of the cylinder.

The crankshaft motion is transmitted to the rear axle via a gear train and chain drive to the $1\frac{1}{2}$ " diameter Sprocket Wheel, which is an integral part of the differential.

The whole assembly places the rear axle slightly too rearward in

terms of the ashtray illustration, but the overall effect is not diminished too greatly.

The front axle is bolted to



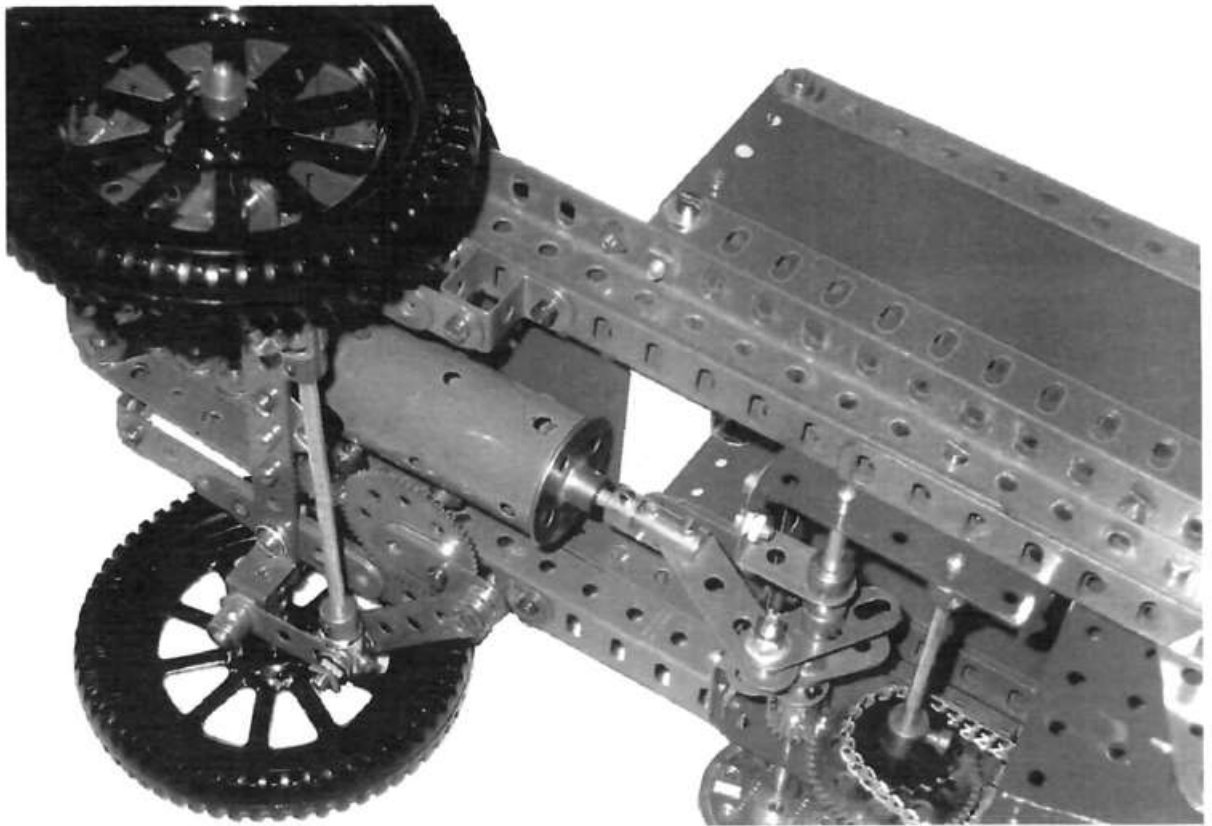
leaf springs made up from one each of $1\frac{1}{2}$ ", $2\frac{1}{2}$ ", $3\frac{1}{2}$ " and $4\frac{1}{2}$ " strips with the ends supported

on a Reverse Angle Bracket at the front and a double bent strip at the rear. The substantial rear-axle spring is built from $2\frac{1}{2}$ " strips mounted on the apex of a $2\frac{1}{2}$ " Triangular Plate.

The water tank is composed of two Flanged Sector plates with $2\frac{1}{2}$ " x $2\frac{1}{2}$ " Flexible Plates bolted to the flanges. Cross-strips to support the tank are bolted to the chassis members.

Two upwards-facing $12\frac{1}{2}$ " Angle Girders are bolted to the chassis members to provide the basis of the superstructure. A $12\frac{1}{2}$ " Strip plate is bolted to each Angle Girder. The pillars of the structure are $7\frac{1}{2}$ " Angle Girders bolted to these Strip plates, with each forward pillar extended 1" by a boss-less Bell Crank and each rear pillar by a $1\frac{1}{2}$ " Narrow Strip. The rear platform is provided by the flat plate extended rearwards by $\frac{1}{2}$ " by a $4\frac{1}{2}$ " strip. The floor of the lower deck is raised $\frac{1}{2}$ " above the level of the platform and is composed of $12\frac{1}{2}$ " Strip Plates supported by $12\frac{1}{2}$ " Angle Girders bolted to the sides of the superstructure. Inward-facing seats are provided by Flat Girders.

The forward Flat plate provides the floor of the driver's cab. The steering mechanism is similar to that described in a number of models in the larger 1970s sets, with the wheels running free on stub axles. Again for convenience, the ash-pan, composed of $2\frac{1}{2}$ " strips and $2\frac{1}{2}$ " Double Angle Strips, is bolted between the front axle and the $4\frac{1}{2}$ " strip running



across the chassis. The base of the boiler sits on this ash-pan by means of a composite footing of a Boiler End and a Wheel Flange. The boiler's side consists of two $2\frac{1}{2}$ " x $2\frac{1}{2}$ " Plastic Plates bent to form a cylinder. Round-headed bolts over washers can represent boiler studs. The boiler is capped with another Boiler End, on which the tall smoke stack is fixed by a long rod held in a Double Arm Crank acting as a foot bracket and terminating in a $\frac{3}{4}$ " diameter Flanged Wheel, to fix two Long Sleeve Pieces (Pt No 163b) joined internally by a Chimney Adaptor (Pt No 164).

The steps to the upper deck are composed of six Trunnions fixed by a $1\frac{1}{2}$ " Angle Girder to the platform and at their upper end to two 2" x 1" Girder Brackets, which connect by four 1" Reverse Angle Brackets to the upper deck. The outer side of the steps is shielded by the use of suitable

rectangular and triangular flexible plates. The side plates of the upper deck are fitted to the superstructure in the same way as those of the lower deck, with the deck itself composed of $12\frac{1}{2}$ " strips. In this section, seven seats are bolted to the deck, each seat being made of one 2" and one 1" Flat Girder. The front section of the upper deck is extended over the driver's position by $5\frac{1}{2}$ ", the side panels being fixed at their base with a 3" Stepped Curved Strip bolted to the forward pillar and at the top by a 1" Triangular Bracket. The decking in this section is composed of $5\frac{1}{2}$ " strip where possible, with shorter strips to accommodate the smoke stack. Two inward-facing seats, being 3" Flat Girders, are bolted to each pillar by Corner Angle Brackets.

The other features may be discerned from the photographs. Generous use of strips is employed to outline the various panels, with Narrow strips simulating the pole-like supports

for the roof, which appears to be of canvas. Minor features simulated include front headlight, number plates, toolbox and rear mudguards. These seem to be merely protective shields for the passengers using the steps to the platform, as there appears to be no mudguards fitted to the front wheels.

Altogether the final result was not too unpleasing, even if its authenticity in many places is dubious.

A colour picture of the model may be found on page 24.

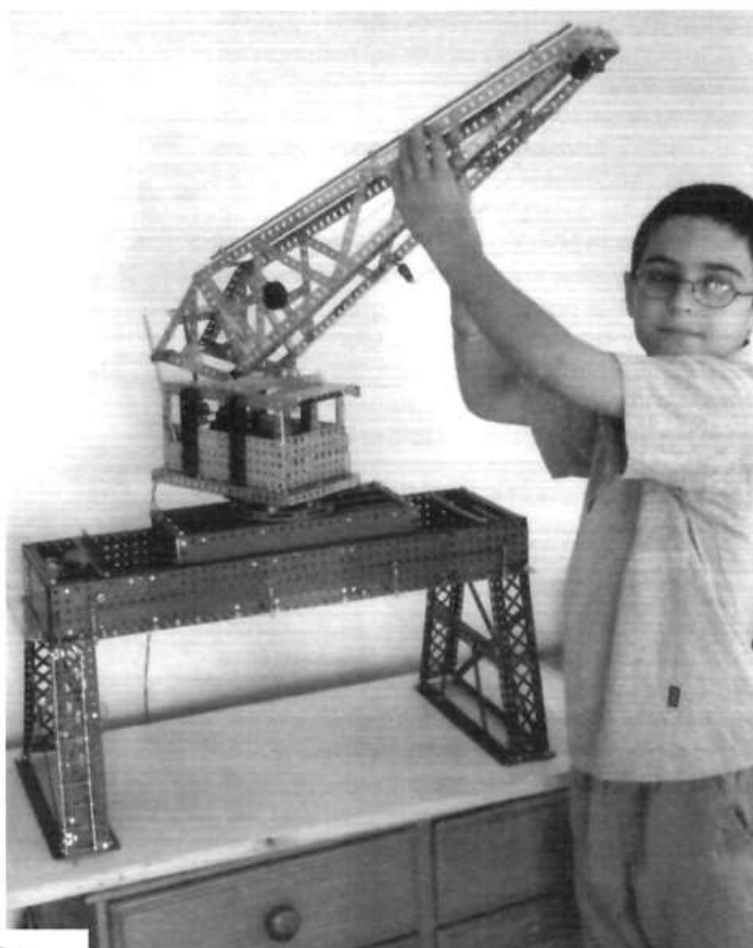
A 1950s MM Crane

by Graeme Fisher

The crane was built a few years ago now, when I was condemned to a period of inactivity. The advertisements in the "Meccano Magazine" of the 1950s usually featured it inside the back cover, as I remember it. The crane had always seemed an appealing model, compact, requiring a reasonable number of parts, and it was more than just a stationary model.

Since there were no plans that I was aware of, it had to be built with the advertisement as the only guide. The main structure was all quite straightforward, and I chose to drive the various movements from a variety of small 12 volt geared motors, rather than rely on a complicated gearbox inside a relatively cramped cabin. Three motors went into the cab, and one, for positioning the superstructure, was located inside the top decking on the very edge of the supporting frame.

In the mechanisms a few problems arose. The $\frac{5}{32}$ " rotating Screwed Rods which operated the raising and lowering of the jib were only just adequate for the purpose. (Silicon spray is very useful for this sort of



Another lucky MECCANO Boy

Boys play happily for hours on end with Meccano models that they make themselves. Meccano Strips, Plates, Wheels, Gears, etc., can be used over and over again for hundreds of models. That's why the interest never fades. Meccano is the most fascinating of hobbies, and suitable for all ages.

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mechanism!) The hauling of the heavy superstructure across the girder frame was accomplished by means of an endless length of Sprocket Chain, and the strain on the Grub Screws holding the Sprockets meant that they too were operating at their limit, and would slip until I filed small flats on the Axle Rods.

The Meccano Roller Bearing (P/N 168) seemed inadequate for the task, so the cabin and jib were supported on two Hub Disks (P/N 118). Using $\frac{3}{4}$ " Flanged Wheels raised the superstructure higher than I wanted, so I manufactured eight smaller rollers from $\frac{5}{16}$ " brass rod, drilled and tapped to take Grub Screws.

As I was photographing the finished model, my grandson arrived to stay. He seemed a perfect substitute for the Meccano boy of the 1950s, so he got the job!

(continued from page 2)

Hint, hint.

I trust some of you at least are building your model or models for next year's NZFMM Convention in Christchurch and you have thought about how you will get yourself and your model(s) to the Garden City and have even maybe sorted out a place to stay over Easter (another hint).

¹ I haven't spelt the word in full because I don't want to upset the relatives of Thomas Crapper, who invented the Water closet and just happened to have the associated name.

My South Seeking Chariot

by William Irwin

Gerald Hart's article on the Yellow Emperor's Chariot in the August 2008 NZFMM magazine inspired me to dust off my model of the south seeking (or south pointing) chariot which I had built in 1980 shortly after my re-discovery of Meccano. As this model is built in red and green from my original boyhood Meccano parts and is now 28 years old, I will probably never dismantle it! It has been on many exhibitions both in South Africa and in New Zealand and it still works flawlessly. It is fairly accurate provided the wheels don't slip.

It is of course based on the Lanchester design as mentioned by Gerald Hart. The original Lanchester model was displayed in The Science museum in London and described by F W Cousins in a Meccano Magazine article (ref. 1). There are many other South Pointing Chariot designs which can be examined on the South Pointing Chariots website at <http://www.odts.de/southptr/>. Further Meccano references are given below (ref. 2, 3 and 4).

The construction should be fairly straightforward from the photographs provided. I had originally based my model on a design described by "Spanner" in a Meccano Magazine (ref 2). Please note that this design DOES NOT WORK as described! It is stated that the wheels must be spaced a distance apart equal to the wheel diameter. This is correct if the vertical Contrate Gears attached to the wheels have the same number of teeth as the horizontal Gear Wheels of the differential. However, in this model, the vertical Contrate Gear has 50 teeth and the horizontal Gear Wheel has 57 teeth, so in order for my chariot to work properly the wheels had to be spaced further apart by about 1.15 times the diameter of the wheels to compensate. This is done on my model by the use of an adaptor for Screwed Rod (173a). The wheel runs freely on the shaft of the adaptor, which has a 1" Screwed Rod screwed up tight in the threaded bore. The Contrate Gear runs

freely on the Screwed Rod and is attached to the Pulley by two $1\frac{1}{8}$ " Bolts. The assembly is then lock-nutted to the $2\frac{1}{2}$ " x $\frac{1}{2}$ " Double Angle Strip forming part of the chassis.

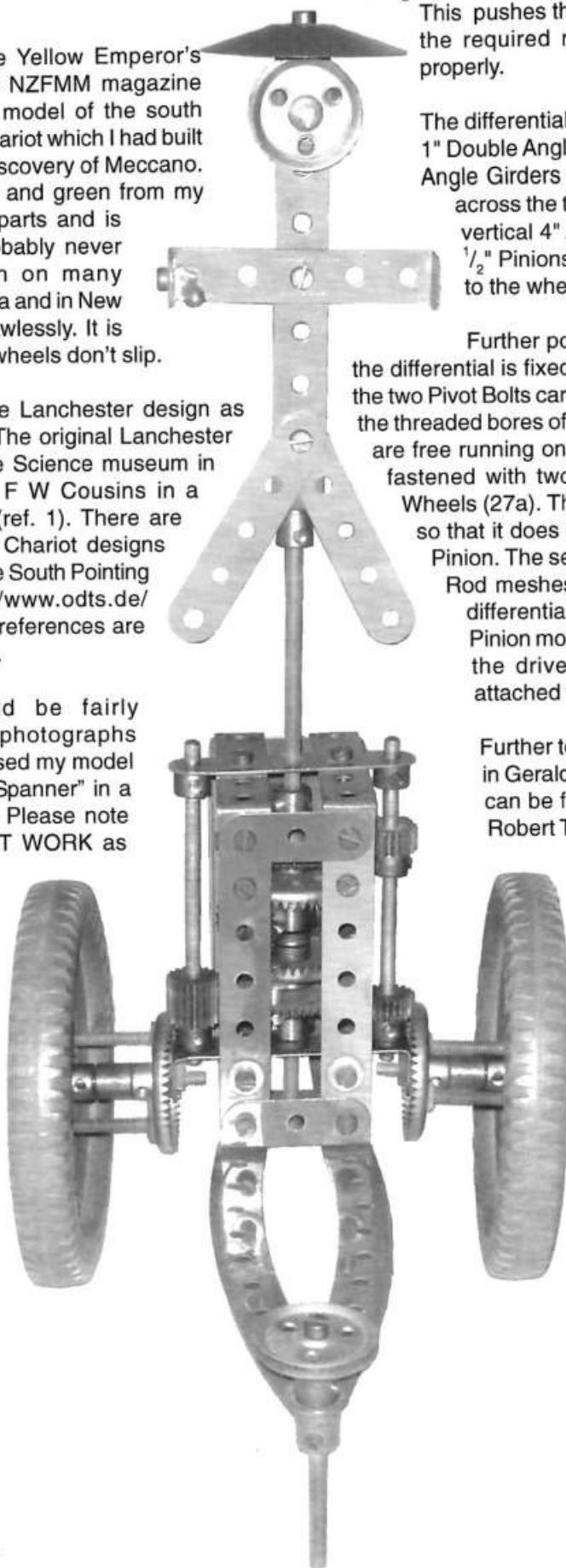
This pushes the spacing between wheels out to the required ratio for the chariot to function properly.

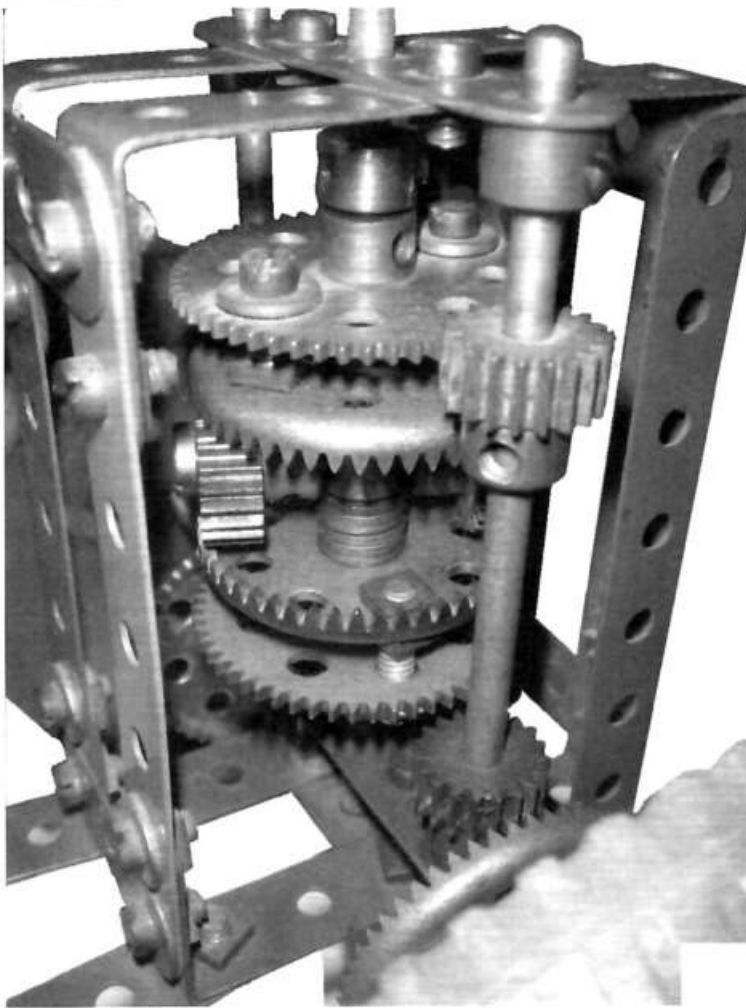
The differential cage is made up from four $2\frac{1}{2}$ " x 1" Double Angle Strips, two $3\frac{1}{2}$ " Strips, two $3\frac{1}{2}$ " Angle Girders and four $1\frac{1}{2}$ " Strips. A $2\frac{1}{2}$ " Strip across the top supports the top end of the two vertical 4" Axle Rods. These each carry two $\frac{1}{2}$ " Pinions. Adjust the Contrate Gears fixed to the wheels so that they mesh nicely.

Further points to note are that the spider of the differential is fixed firmly to the vertical $6\frac{1}{2}$ " Rod by the two Pivot Bolts carrying the idler Pinions (25) through the threaded bores of a Collar. The horizontal Contrates are free running on the central vertical Rod, and are fastened with two $\frac{1}{2}$ " Bolts to free running Gear Wheels (27a). The lower Gear Wheel is spaced up so that it does not engage the left side lower $\frac{1}{2}$ " Pinion. The second $\frac{1}{2}$ " Pinion on the left vertical Rod meshes with the top Gear Wheel of the differential. On the right side the $\frac{1}{2}$ " x $\frac{1}{2}$ " Pinion mounted on the vertical Rod transmits the drive direct to the vertical Contrate attached to the wheel.

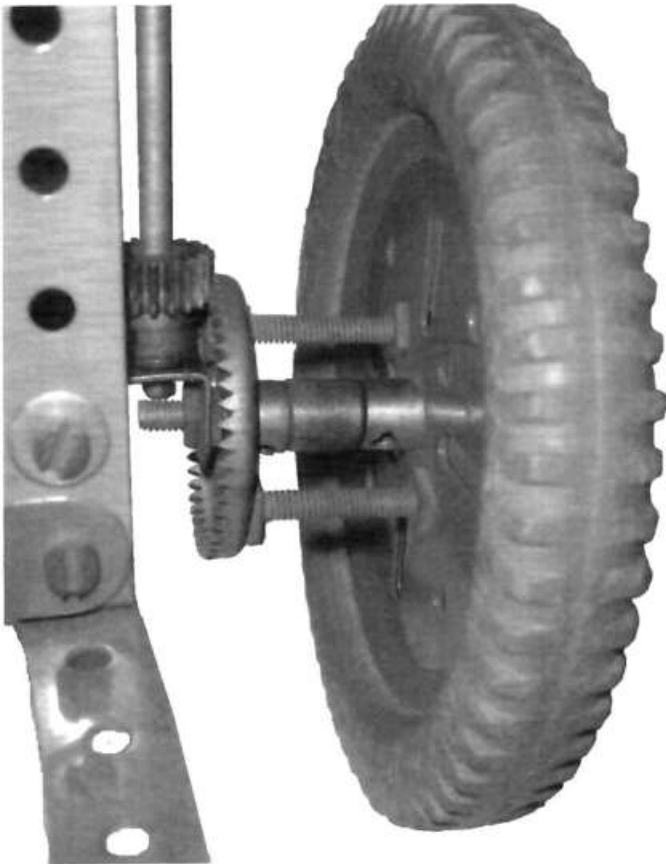
Further to the comprehensive history given in Gerald's article, an interesting discussion can be found in "The Genius of China" by Robert Temple (ref 5). In a chapter headed "The First Cybernetic Machine" it appears that the earliest definitive date for the invention of the south pointing carriage is the middle of the third century AD with the famous engineer Ma Chun as the builder. According to the eminent Chinese historian Dr. Joseph Needham all earlier references are legends, including its use by the Duke of Chou in the beginning of the first millennium BC. Undoubtedly such devices were in use up to 1200 years earlier, but it is still debatable whether they were mechanical or whether magnetic lodestones were used. Lodestone compasses were in use in China as far back as the third century BC. Only much later between 850 and 1050 AD were they used at sea, when iron or steel magnetic needles were used.

Needham has also called the south pointing carriage "the first





The Left side Chariot mechanism.



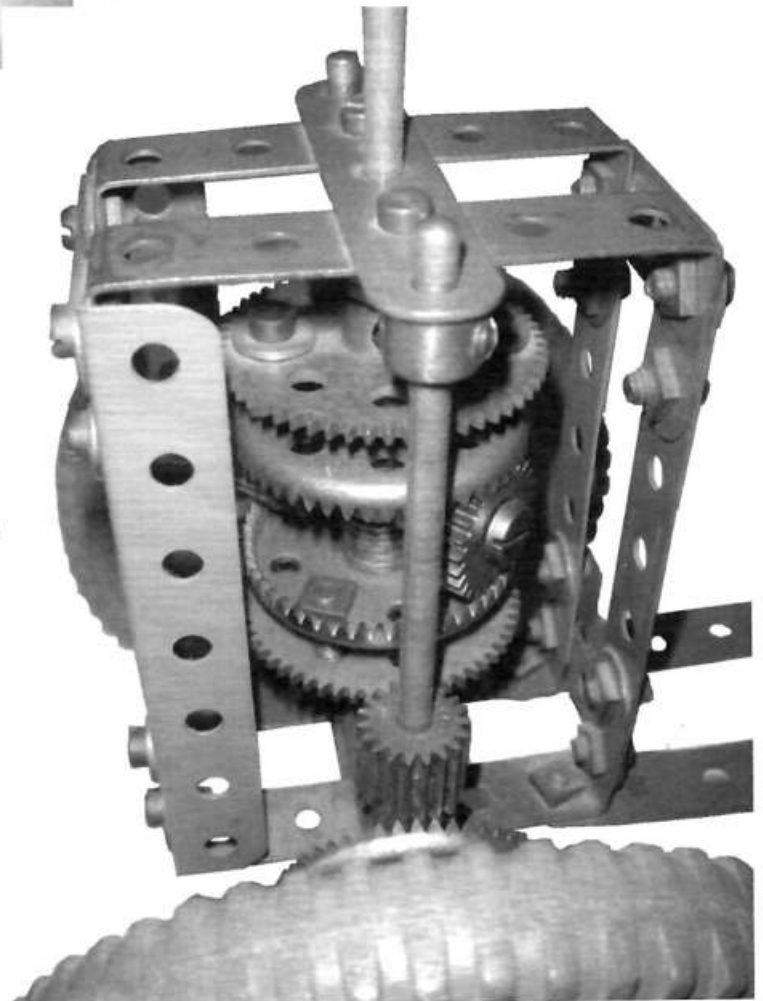
The Chariot wheel attachment

homeostatic machine in human history, involving full negative feedback. Of course the driver had to be included in the loop. But an attractive carrot held by the pointing figure might have replaced the human driver and closed the loop more automatically."

References:

- 1)
A Mystery of Ancient China, by F W Cousins, *Meccano Magazine*, September 1955.
- 2)
A Meccano South-seeking Chariot, by "Spanner", *Meccano Magazine*, January 1957.
- 3)
South Seeking Chariot, by Terry Morris, *Meccano Magazine*, January 1977.
- 4)
Chinese South Seeking Chariots, by Noel C Ta'Bois, *Meccano Magazine*, October 1979.
- 5)
The Genius of China, 3000 years of Science, Discovery and Invention, by Robert Temple, Andre Deutsch, 1986.

Turn to page 24 for another photo of this model.



The Right side Chariot mechanism.

Railway Breakdown Crane

by Stephen Lacey

The Meccano Crane Set instruction book includes a wide selection of Crane Models but there is one obvious exception - a Railway Breakdown Crane. This model is an attempt to rectify this omission.

The construction will be divided into five sections, viz, Chassis, Bogies, Cab and Winding Gear, Jib and finally the Track (or plinth). This article was originally published in the November 1986 Newsmag 46 and is republished here with the permission of the North Midlands Meccano Guild.

The Chassis

This is made from two $9\frac{1}{2}$ " girders (elongated holes downwards) joined $2\frac{1}{2}$ " apart by two $3\frac{1}{2}$ " x $2\frac{1}{2}$ " flexible plates each being inset one hole from the end of the girders. The gap at one end is overlaid by a $2\frac{1}{2}$ " semicircular plate and the gap at the other end is filled by a $1\frac{1}{2}$ " x $1\frac{1}{2}$ " plate. The gap in the centre between the plates is partly filled in by the other $2\frac{1}{2}$ " semicircular plate. A long threaded pin is placed shank upwards in the centre hole of the straight edge of the semicircular plate as it overlies the edge of the $3\frac{1}{2}$ " x $2\frac{1}{2}$ " plate.

Bogies

The side members of the bogies are $3\frac{1}{2}$ " narrow strips. On one bogie they are joined by a $2\frac{1}{2}$ " x $1\frac{1}{2}$ " flanged plate and on the other bogie by two $2\frac{1}{2}$ " x $1\frac{1}{2}$ " double angle strips (use another P/N 51 if you have one). These are united in the centre by a $1\frac{1}{2}$ " x $1\frac{1}{2}$ " plate. The wheels are $\frac{1}{2}$ " plastic pulleys the axles for which are four $\frac{1}{2}$ " bolts and four $\frac{3}{4}$ " bolts. The $\frac{1}{2}$ " bolts are used head inwards and are locknuttled onto the narrow strip (end holes). The $\frac{3}{4}$ " bolts are used head outwards held onto the narrow strip by a nut and then the pulley is retained by a pair of locknuts.

Through the centre hole of the $1\frac{1}{2}$ " x $1\frac{1}{2}$ " plate and $2\frac{1}{2}$ " x $1\frac{1}{2}$ " flanged plates a $\frac{1}{2}$ " x $\frac{1}{2}$ " double angle bracket is fixed through an end hole (ie "on its side") and the free end is then pivoted on a $\frac{1}{2}$ " bolt through the centre hole of each of the $2\frac{1}{2}$ " x $3\frac{1}{2}$ " plates on the chassis - a $2\frac{1}{2}$ " narrow strip being used to reinforce the plate at this point.

Cab And Winding Gear

Two $5\frac{1}{2}$ " girders are joined $2\frac{1}{2}$ " apart (by their elongated holes and other flange upwards) at the third hole from one end by a 3" pulley, boss upwards and behind this by a $3\frac{1}{2}$ " x $2\frac{1}{2}$ " flanged plate, the front end of which overlies the 3" pulley and the other end is flush with the rear of the $5\frac{1}{2}$ " girders. The motor is bolted centrally at the rear of the flanged plates - driving shaft to the left with a 15t pinion, boss outwards on the shaft. The front lugs of the motor lie on a $1\frac{1}{2}$ " double angle strip, lugs upwards. Two flat trunnions are fixed to these lugs and the forward corners of the trunnions are joined by a further $1\frac{1}{2}$ " double angle strip (this is not bolted to the chassis owing to shortage of bolts!). A 2" axle runs through the apex hole of the trunnions carrying a 60t gear, boss outwards, then a washer outside the trunnion and the male dog clutch and winding drum between the trunnions.

The girders of the cab base are overlaid by $5\frac{1}{2}$ " strips protruding one hole at their front end and over these by a $2\frac{1}{2}$ " x $1\frac{1}{2}$ " flexible plate on the left side leaving two holes free at the rear end and by a $2\frac{1}{2}$ " x $2\frac{1}{2}$ " flexible plate on the right side at the rear end. These are then overlaid by $5\frac{1}{2}$ " x $1\frac{1}{2}$ " flexible plates (along the length of the girders) and the upper edges of these are reinforced by $5\frac{1}{2}$ " girders, long flange vertical and other flange outwards. The cab roof is supplied by a $2\frac{1}{2}$ " x $2\frac{1}{2}$ " flexible plate attached by angle brackets and the rear of the cab by a $2\frac{1}{2}$ " x $1\frac{1}{2}$ " flexible plate leaving a gap on the right for the motor actuating lever. A collar is fixed on a bolt in the centre rear hole of the roof to represent a chimney.

At the fifth hole back on the girders reinforcing the cab sides 1 " x $\frac{1}{2}$ " angle brackets are fixed by the long lug with the $\frac{1}{2}$ " lug inwards and upwards, 3" narrow strips are locknuttled to these lugs and the free ends of the narrow strips are joined by a 1" bolt carrying two $\frac{1}{2}$ " pulleys. On the right girder a further 1 " x $\frac{1}{2}$ " bracket is fixed at the 3rd hole back with short lug inwards and downwards.

JIB

Each side of the jib is from two $9\frac{1}{2}$ " angle girders joined by oval holes at base by a 1" corner bracket. Their upper ends are continued by a 2" girder and a $2\frac{1}{2}$ " ($1\frac{3}{8}$ " radius) curved strip and bracing is provided by $2\frac{1}{2}$ " and $4\frac{1}{2}$ " narrow strips. The upper and lower ends of the jib sides are joined by $1\frac{1}{2}$ " narrow strips (on upper surface) and the 2" girders are joined by a fishplate at their tips, 2 x $\frac{1}{2}$ " angle brackets are also fixed on the upper end of the jib by the bolts holding the upper $1\frac{1}{2}$ " narrow strip and are stood off by two washers. These angle brackets hold a 1" bolt with two $\frac{1}{2}$ " pulleys free on it. The jib is now attached by two $\frac{3}{4}$ " bolts in the projecting holes of the $5\frac{1}{2}$ " strips on the cab base, the bolts being held by nuts and the jib is centralised by a collar on each bolt shank. The dipping for the jib is provided by a 3" threaded rod in the 3rd hole back in the left hand girder and the 1 " x $\frac{1}{2}$ " bracket with lug downwards. The left end of the rod carries a reversed angle bracket retained by locknuts - carrying a bolt in its other end to act as a handle. The reversed angle bracket locks under the flange of the girder to act as a brake. It is freed by moving the rod to the left and this movement is limited by a pair of locknuts.

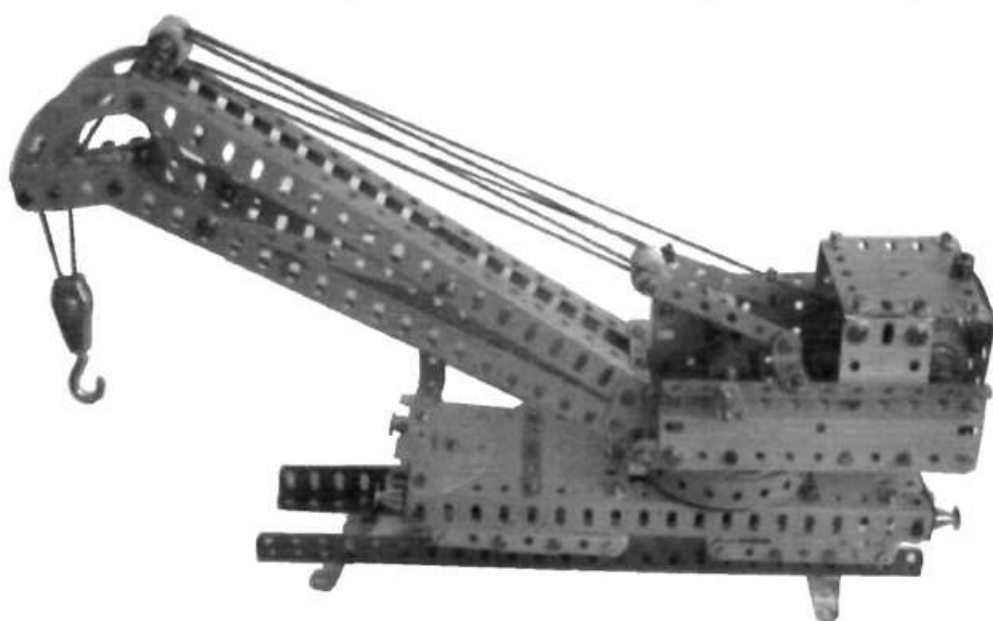
The luffing rope runs from the threaded rod over one pulley on the 3" narrow strips over the pulley at the apex, of the jib, round the second pulley on the 3" strip and is fixed to one of the angle brackets at the jib apex.

The hoisting rope runs from the winding drum over the pulley on the jib apex, then over a $2\frac{1}{2}$ " rod retained by spring dips in the second hole of the 2" girders at the jib apex - then round the pulley block and back to be tied round the $2\frac{1}{2}$ " rod.

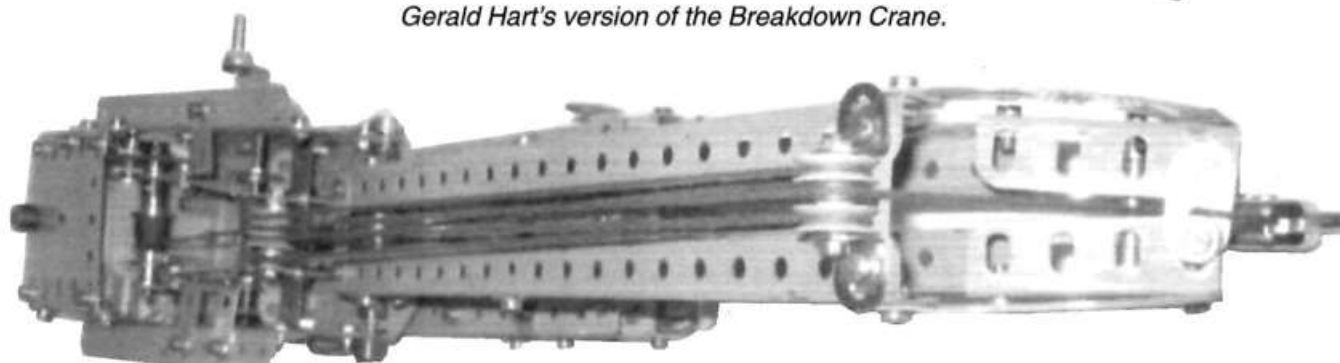
Since the photos were taken it was realised that the appearance of the main bearing (carrying the crane on the chassis) could be improved by making a ring from the two remaining $5\frac{1}{2}$ " strips and attaching this by two $\frac{1}{2}$ " angle brackets to the crane chassis with the threaded pin at the centre of the ring. The 3" pulley on the crane cab

base is lowered onto the threaded pin being stood off by four washers and lowered into the well formed by the $5\frac{1}{2}$ " strips. The crane is then retained by a collar on the threaded pin.

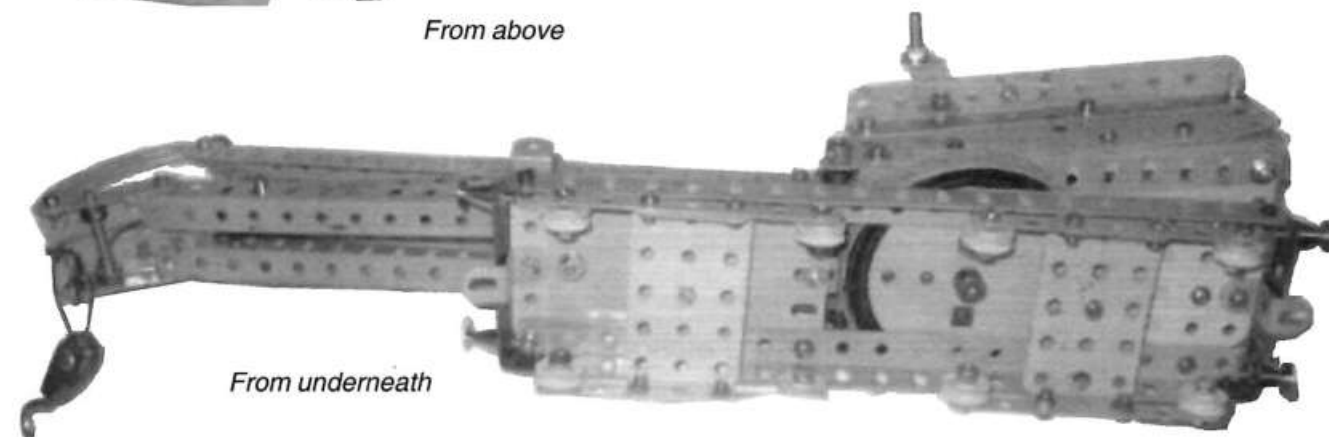
This completes the crane. The remaining parts can be made into a length of track or plinth. Two rails are made from two $5\frac{1}{2}$ " girders each butt-jointed end to end and overlaid by $7\frac{1}{2}$ " strips. The rails are joined by a $9\frac{1}{2}$ " braced girder and four $\frac{1}{2}$ " obtuse brackets are used as feet to raise the rails off the ground.



Gerald Hart's version of the Breakdown Crane.



From above



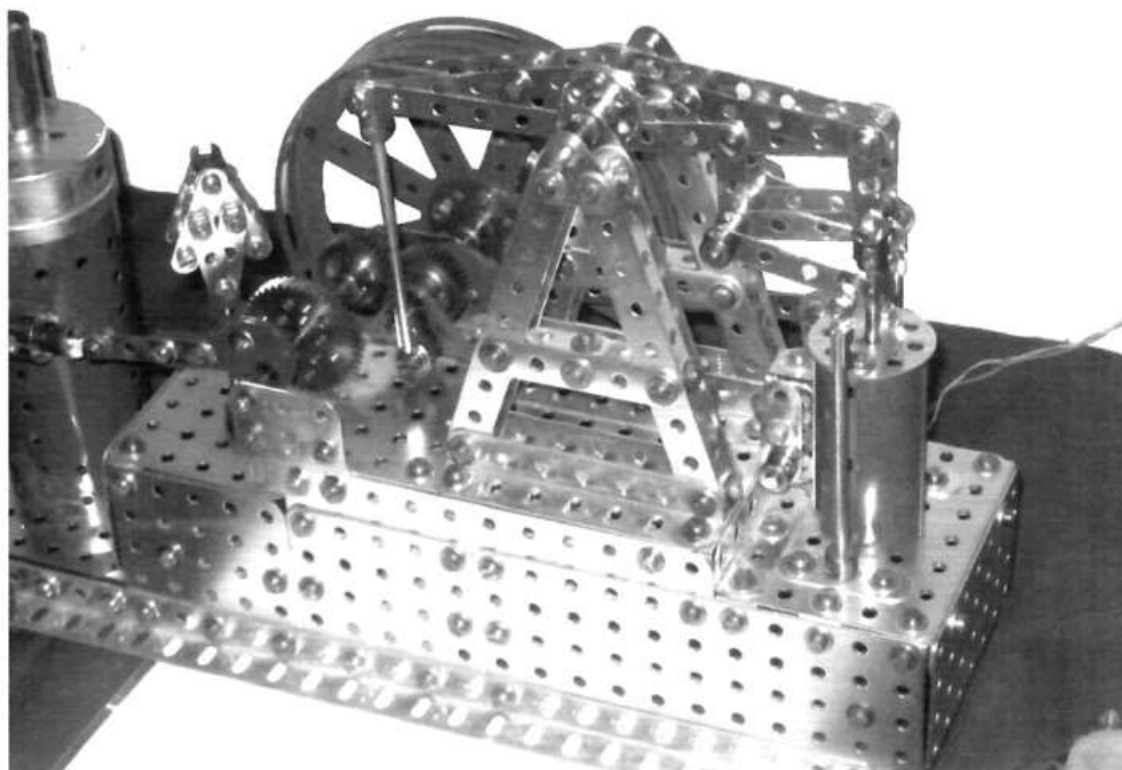
From underneath

Parts Required

P/N	Description	Size	Qty.	P/N	Description	Size	Qty.	P/N	Description	Size	Qty.
1b	Perforated Strip	$7\frac{1}{2}$ "	2	37a	Nut		137	125	Reversed Angle Bracket	$\frac{1}{2}$ "	1
2	Perforated Strip	$5\frac{1}{2}$ "	4	37b	Bolt		100	126a	Flat Trunnion		2
5	Perforated Strip	$2\frac{1}{2}$ "	2	38d	Washer	0.75	40	133a	Corner Bracket	1"	1
8a	Angle Girder	$9\frac{1}{2}$ "	6	48	Double Angle Strip	$1\frac{1}{2}$ " x $\frac{1}{2}$ "	2	144a	Dog Clutch (female)		1
9	Angle Girder	$5\frac{1}{2}$ "	8	48a	Double Angle Strip	$2\frac{1}{2}$ " x $\frac{1}{2}$ "	2	188	Flexible Plate	$2\frac{1}{2}$ " x $1\frac{1}{2}$ "	2
9e	Angle Girder	2	2	51	Flanged Plate	$2\frac{1}{2}$ " x $1\frac{1}{2}$ "	1	189	Flexible Plate	$5\frac{1}{2}$ " x $1\frac{1}{2}$ "	2
10	Fish Plate		2	53	Flanged Plate	$3\frac{1}{2}$ " x $2\frac{1}{2}$ "	1	190	Flexible Plate	$2\frac{1}{2}$ " x $2\frac{1}{2}$ "	2
11	Double Bracket	$\frac{1}{2}$ " x $1\frac{1}{2}$ "	2	57d	Wire Hook		1	190a	Flexible Plate	$3\frac{1}{2}$ " x $2\frac{1}{2}$ "	2
12	Angle Bracket	$\frac{1}{2}$ " x $1\frac{1}{2}$ "	9	59	Rubber Collar		4	214	Semi Circular Plate		2
12b	Angle Bracket	1 x $\frac{1}{2}$ "	3	74	Flat Plate	$1\frac{1}{2}$ " x $1\frac{1}{2}$ "	2	235a	Narrow Strip	3"	4
12c	Angle Bracket (Obtuse)		4	80c	Screwed Rod	3"	1	235b	Narrow Strip	$3\frac{1}{2}$ "	4
16a	Axle Rod	$2\frac{1}{2}$ "	2	89a	Curved Stepped Strip	3"	2	235d	Narrow Strip	$4\frac{1}{2}$ "	2
19b	Pulley	3"	1	99a	Braced Girder	$9\frac{1}{2}$ "	1	235g	Narrow Strip	$1\frac{1}{2}$ "	2
23	Pulley - no boss plastic	$\frac{1}{2}$ "	12	111	Bolt	0.75	6	372	Winding Drum*		1
26c	Pinion	15t	1	111a	Bolt	0.5	6		Motor		1
27d	Gear Wheel	$1\frac{5}{8}$ "	1	111d	Bolt	1.125	2				
35	Spring Clip		2	115a	Threaded Pin	1.375	1				

*In Crane Kit and includes male Dog Clutch

Some More of Les Megget's Pictures from



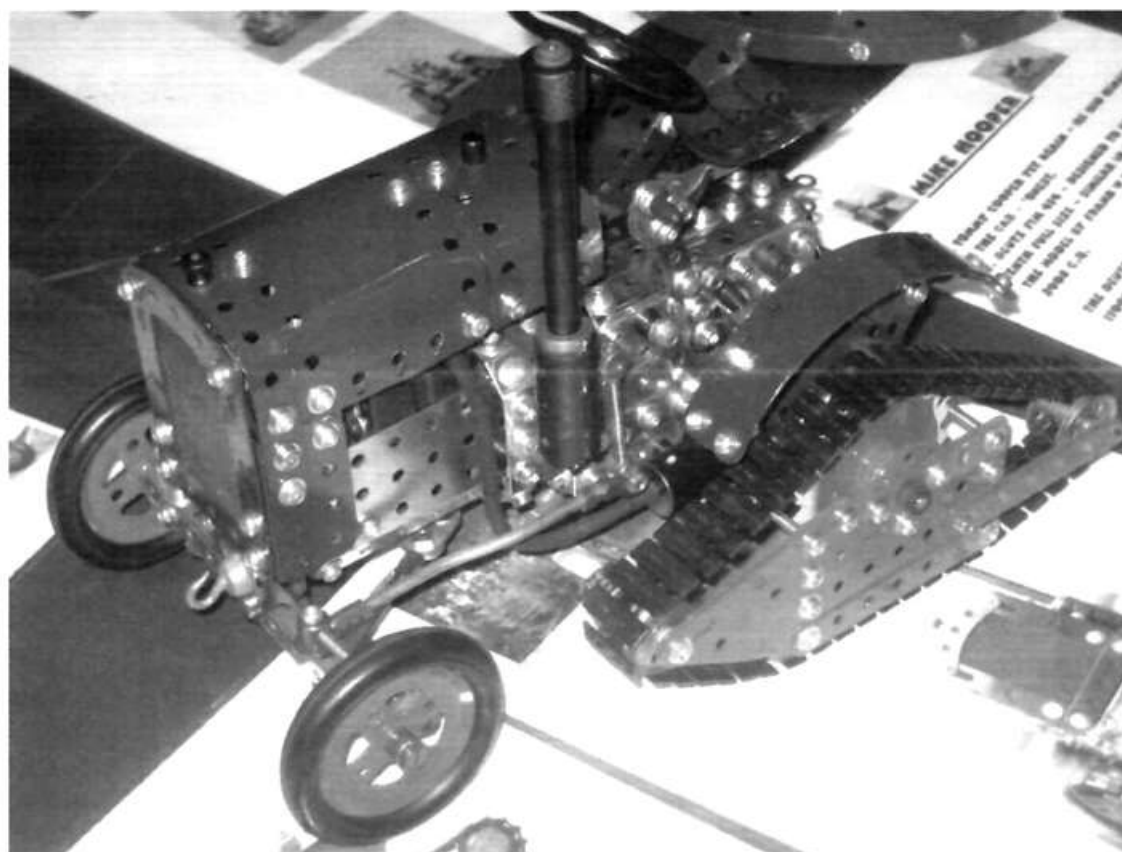
This very attractive beam engine was made by Frank Singleton



Aston Martin based on 1



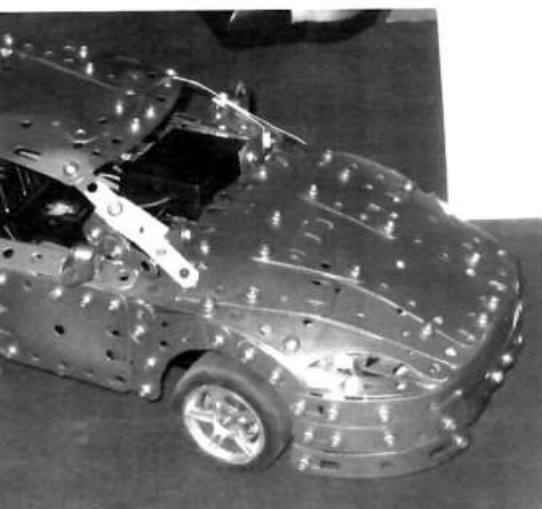
John Bridge



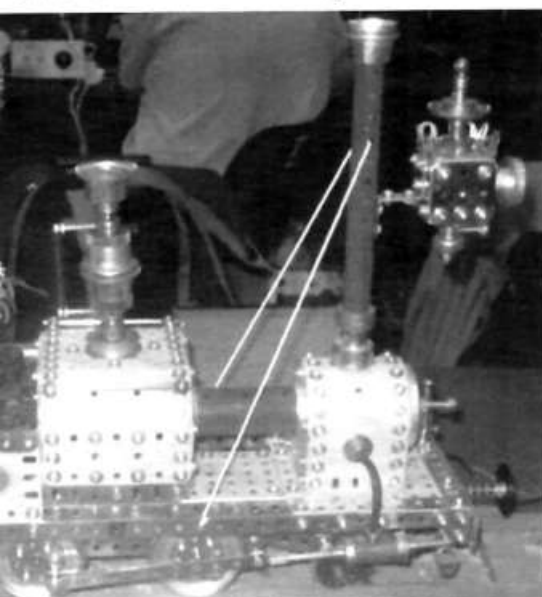
Mike Hopper's half-track tractor. It is a Deutz F1M 414.

These photos were taken by Les Megget, Editor at this year's show in early July. They show the smaller models exhibited, which can be seen in the background. There were literally hundreds of small to medium models on show and it would have taken a week to photograph and document them all.

Skeggex 2008

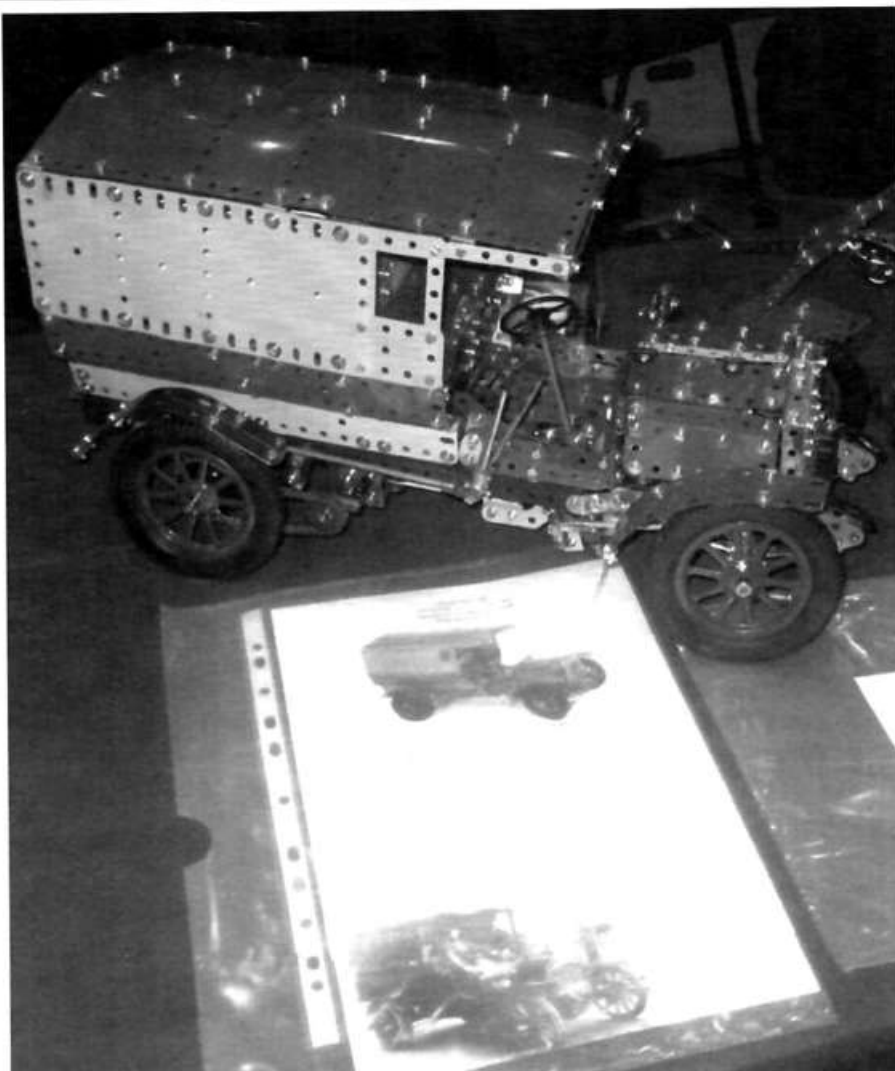


of the radio controlled kits by Luke Miller

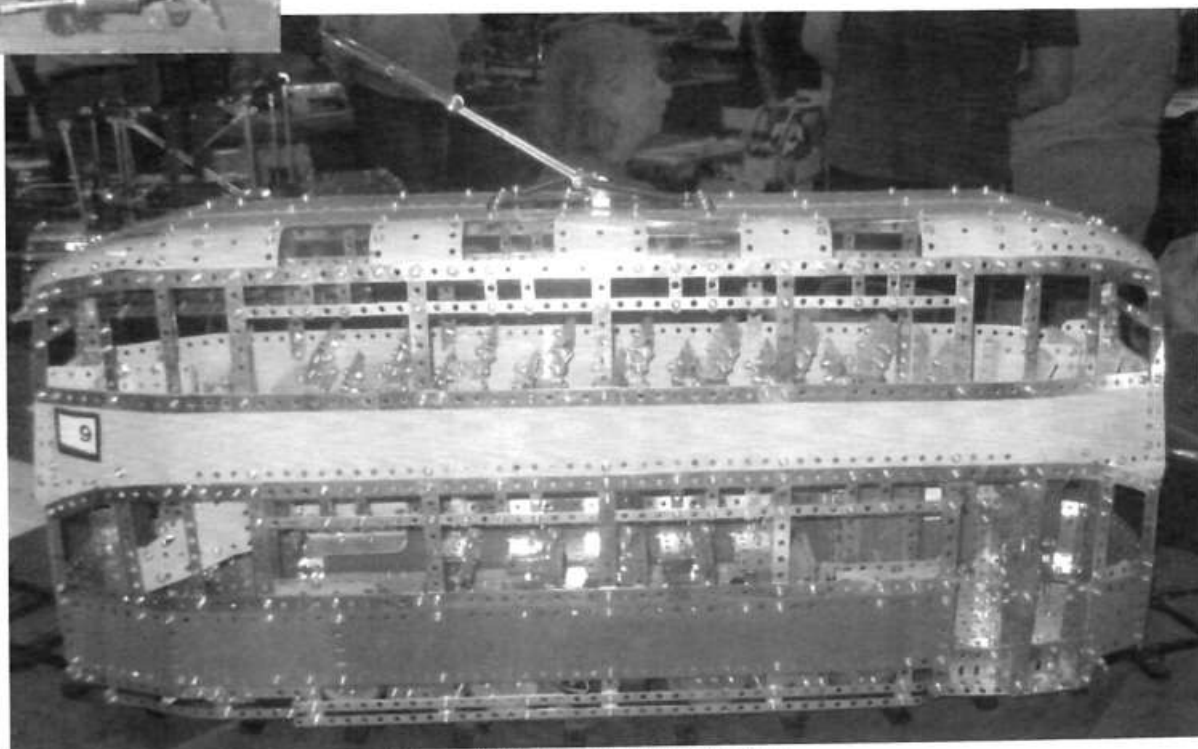


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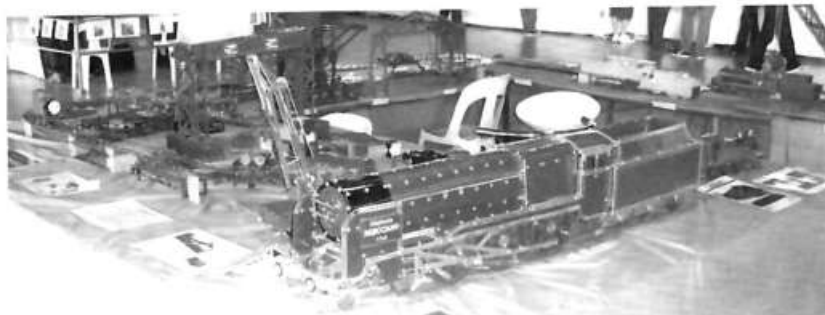
Keith Way's vintage van



Tram at SkegEx, very neatly done

AMRA Exhibition 2008

by Ross Smith (Perth, West Australia)



Canadian Locomotive from a red/green era No. 7 set book. It is built in all original parts in B/Y/Z colours.

Diesel Locomotive built by a 6 yr old from a B/Y/Z No 5 set book, with assistance. The drive motion drive and automatic reversing mechanism was modified to accommodate a modern motor.

Maylands Meccano Club again participated in the Australian Model Railway Association WA Branch (AMRA) annual 3 day exhibition over a long weekend at the beginning of June. This exhibition of railway clubs and associated activities comprised over 60 stands ranging from small 6' x 4' layouts to substantial layouts of all model railway gauges.

The main feature of the Maylands club 2008 exhibition was a revised layout of Tricky Track. The layout was considerably condensed compared to last year with mechanism more densely located and less travel distance between them. The layout contained two new mechanical obstacles based on a transporter bridge and a swing bridge. Another new item was a Thomas the Tank Engine version of Little Joe. (Thanks Jack) No one seemed to mind that 'Thomas' was missing one set of wheels being 0-4-0 format instead of 0-6-0. Instead of the Meccano Powerdrive unit, we substituted a locally available geared 12v motor in the engines. These ran substantially quieter and have proved very reliable and less subject to wear over a three day exhibition.

Other models included –

Modelplan 114 locomotive and tender by Michael Bradley of Pinjarra, featuring fully working Walschaerts valve gear. This model was built over 6 months from mainly restored and repainted parts. This looked stunning in red/zinc colours.

Meccano Super Model pattern Railway Breakdown Crane. This model is a club construction using club parts.



There were also other models built by members using their own or club parts.

The stand out exhibit at the show was a very large layout by Perth Adult Lego Club featuring several operating Lego trains, an 8 metre span Lego bridge and a concert by Kylie Minogue including MP3 music, 3 LCD screens and 'smoke'. This exhibit was a run away winner with the public voting.

Even more pleasing was Maylands club coming away with third place in the public vote. This was a stunning result for us, given that the public were paying to come to a model railway exhibition. We have been invited back again next year.



Doug Muffs Meccano Misadventure

Contributed by Geraldine neighbour David Falconer who was, in the 1950s, an avid Meccano boy, still has his collection, but is not quite retired enough yet to use it!

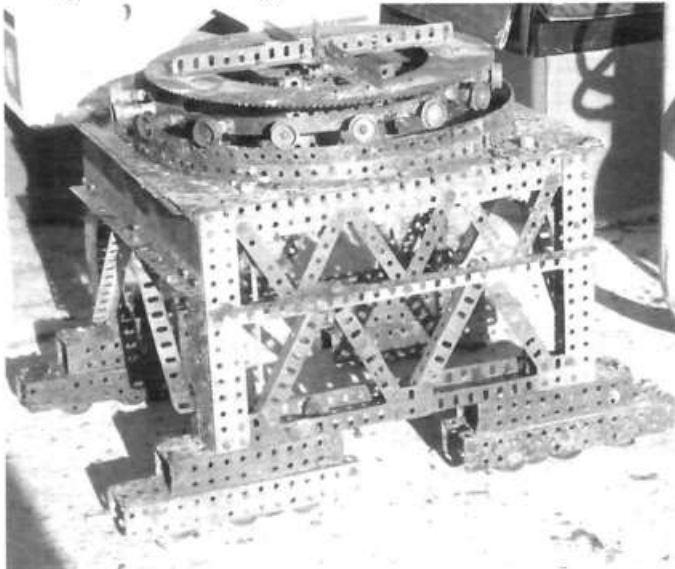
On a cold Sunday morning, 24th August, Doug and Joy Muff in Geraldine had just stoked their log burner with really dry hardwood, when there was an almighty whoosh upstairs and dense smoke came pouring down prevented them from climbing the stairway. The timber framing where the chimney pipe passed through the upper floor and ceiling of his A Frame type home had just exploded. Doug's



wooden cabinet especially compartmented for the job. The bottom two drawers had disintegrated by the time the fire brigade took control but the central drawers survived largely intact with just a roasting. A large Meccano crane with a 12 1/2" square base complete with geared roller bearing and the cab area nearly completed, survived with little sign of distorted parts but with all the paint burnt off to bare metal. Within a few days rust was becoming evident.

The Muff furniture was tossed out the balcony door, the loose Meccano was trodden underfoot! The plastic fantastics melted into a glassy resin, even the modern resin gear wheels, helical gears etc, either melted completely or distorted. The rubber tyres were all reduced to a sticky smelly mess.

Surprisingly even the genuine flexible plates that obviously had been in direct fire contact still seemed to have the original temper and should be worth salvaging and repainting. Most twisted damage to girders etc, looks pretty obviously attributable to hob nailed boots clomping around.



nice warm upstairs alcove where he worked and stored his extensive Meccano collection in his studio/ bedroom was becoming a raging inferno.

There was extensive fire damage to the upstairs studio/ bed room, severe water damage to the lounge/dining areas below but the doors had been shut to the Eastern half of both floors so they mainly suffered smoke damage. If it had been 11pm at night or if Doug had been hard at work building his Meccano, the outcome could have been quite different. His Meccano parts had been stored in a multi drawer



What has been lost to fire or water is many of the non-metallic mementos, magazines, manuals, books, photos and all the parts inventories. Many parts were retrieved from the carpet remnants even as the dump skip was being loaded including a beloved blue propeller blade. Doug's motor collection was stored in another room with only smoke damage. A local paint and plating firm think they can strip and restore the brass and steel parts to their former glory.

Doug, who had celebrated his 90th birthday, has been a Meccano boy, and building and collecting since the 1920s. Doug's earliest recollections go back to a visit to Meccano stockists, Alston's in Timaru, when the shopkeeper asked the wee lad if he had anything to build things with? "Look mum, it's even got a screwdriver!". The point was taken and he got a "0" set in 1924 and a "2" set the next Christmas. In the 1930s, many stores nationwide stocked cabinets full of mouth watering Meccano parts, so from then on, as pocket money and later income allowed, his collection just grew until he had the equivalent to an all nickel set "7". This was the largest outfit in the 1930s. The No 7 Set had a lot more parts, girders etc, than the later 1950s largest colourful



red and green No 10 Set.

His collection includes original geared roller bearings, ring segments, digger buckets, saw bench blades, flywheels, windmill sails, spoked wheels, funnels; not much he hasn't got except, to his regret, there are no loom parts, shuttle, healds, rollers etc.



turntables, tracks etc, remain intact for another day, "no point in rebuilding", says Doug.

His speciality has always been modelling crane/excavator type machines that dig, swing, walk, crawl; in fact always having to do something useful. Living in the 20s and 30s he is also fascinated with farm machinery, his favourite claim to fame is a model reaper and

Doug went on to own Newtons Engineering in Christchurch that his son Peter now runs. Peter has set up dies to punch and fold replica strips, girders, and plates to accurate Meccano gauge when suitable steel can be sourced. No wonder Doug has mind boggling quantities of $24\frac{1}{2}$ " angle girders! When Doug and Joy retired to Geraldine he retained a full range of workshop gear, including a very large lathe and a milling machine so there is no shortage of brass collars, couplings etc, even last winter was spent 'turning up' extra socket couplings that the gearbox in a large crawler had a need for. Successful

binder that actually tied knots in twine using standard parts, a feat he believes others tried to copy, but no one else ever achieved.

Another disappointment was when a well meaning aunty unwittingly sent little Douglas a $1\frac{1}{4}$ " gear wheel without a matching $\frac{3}{4}$ " pinion; what a waste and he never forgave her for years!

The Muff house is to be rebuilt, and by next winter Doug should be enjoying the view of nearby snow clad Mt Peel as he figures out his next mechanism.

Bill Baker (1922 - 2008)

Bill Baker died in May and was an icon in the Hornby and Meccano world in Australia. He was a navigator in Lancaster bombers in WW2, became a medical doctor after the war and was married with 10 children. He also owned a coin and stamp shop in Manly, Sydney for a time.

Bill had a passion for toy trains regardless of make. However, he had a special place in his heart for the products of Binns Road. His speciality was boxed sets, he has a wonderful collection of them. Bill believed in paying what a train was worth. I have never known Bill to take advantage of an uninformed seller and have personally heard him suggest that the asking price was too low. Bill's knowledge of toy trains was immense and he was always willing to share it with those that asked.

The knowledge came to the fore when he volunteered to edit the HRCAA Journal when David Neale went to work in UK. Bill's stint ended up being for 20 issues. Not only did he manually type them, he contributed articles and comments to fill gaps when copy was short.

He also loved Meccano and would attend shows whenever he could. He always wanted to build one of the super models but regrettably never managed to find the time.

Bill was a genuine person, the sort of friend that is a good mate. He often spoke of his friends in NZ and we talked about jumping the pond for a visit one day. I am proud to say that Bill was my good mate, I will miss him.

This obituary was prepared by Doug Harris and Kevin Daniel of the HRCAA



Malcolm Brodie of Warrnambool, Vic., Australia writes:-

As a reader for quite a few years, I must say that I find it a very good read. The magazine is good value and often covers models that most Meccanopersons could build. While it is great to see highly technical models, it is also important to provide information on models that the average Meccanoperson could build with their parts. I particularly like the "ebay" and "bits & pieces" sections and enjoy reading new and old solutions to building issues.

Finally I have built a model that may be of interest to your readers and ask what form photos should be in as I will attempt to forward something on it. Keep up the good work.

What Our Readers Think.



Malcolm Booker of Sydney writes:-

I was pleased to see the aeroscope article in the April Magazine. I had often thought about building one and when I read the article I just had to build it. I made mine from old nickel plated parts, which I have had replated. I used the instructions in the 1927 Manual but omitted the electric motor and fitted two handles and gearing, one for the elevation and one for the rotation. I liked the idea of handles so that children can operate it at an exhibition. I am looking forward to more interesting reading in future Magazines.

(Aeroscope picture on page 23)

(Another letter on page 20)

Hornby and Gilbert:

In the 1920s Meccano was being made under license in Elizabeth, N.J.. Around 1930 A.C. Gilbert purchased the rights to produce Meccano in the U.S.A. and moved the manufacturing of Meccano to New Haven, Connecticut, alongside his Erector manufacturing plant. Meccano continued to be marketed and sold outside the USA by Hornby's Binns Road manufacturing plant. The Meccano sets produced in the U.S. from 1930 to 1938 are often called Gilbert-Meccano sets and feature many obsolete Erector parts. After 1938 Gilbert seems to have stopped manufacturing Meccano.

It appears Frank Hornby and A.C. Gilbert co-operated closely from WW 1 through to the 1930s. Now, Meccano is sold again in the USA, but under the Erector trade name. *(Jim Bobyn and Judd Milner on Spanner)*

Some Large Models:

What about Charlie Roth's Garrett loco at a scale of 1:5.4. 8 years in the building and 5.6 metres long. Or Brian Rowe's "Evening Star" loco.

Or Louis Fouquet's 1:2 scale Renault F1 racing car. Or Jean-Marie Diard's crane which was 6 metres tall. Then there was Jean-Pierre Veyet's Dump Truck in which his wife could lie comfortably in the bucket.

Some Small Motors:

Mike Dennis mentions on Spanner a tiny 1.5 - 3v motor that fits in the hole of a Meccano part. It is only 4mm in diameter. The fixing is a special $\frac{7}{32}$ " M.E. collet on to a modified wheel disc or a 3 hole narrow strip. These motors are ex vibrator/pager units.

They Should Have Used Meccano:

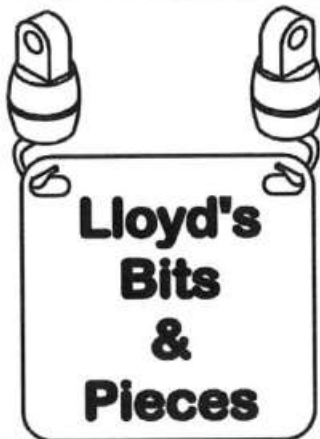
Extracts from the "Dominion Post", 3/10/08. Engineering students at Victoria University have been given the opportunity to revisit their childhood in a final assignment worth 20% of their paper — making Lego robots.

The competition pits mechatronics honours students against one another in a race to build and program a robot then navigate a course, pick up a puck, and drop it into a goal. The robots use light sensor technology to navigate the course, attracted to the finish by a small light bulb above the goal circle.

Honours students, Stephen Winch and Mark McConnell have spent between 40 and 50 hours working on their robots so far but are yet to make it to the goal. "I've had to change my design six or seven times now", Mr. Winch said. "The first design I tried, the gears ripped themselves apart so it all basically fell apart."

Charlie Pack's Models:

For a Meccano display at an Exhibition at Paolo Alto near San Francisco, Charlie and his wife, Kim, took his exhibits in two vehicles. His cable car railway is on a 10ft. long wooden platform which breaks into two sections for transport in Charlie's SUV. As well as the cable car they took a walking beam pumping engine, a Walschaerts demo.



mechanism model, a Rider in the Sky, and a Märklin river boat. All these were built by Charlie.

Strip Bending Tip:

If you are using a strip or plate bending roller, put a piece of paper in with the strip or plate. It stops slippage. *(Reg. Hall on Spanner)*

A Tribute To Henry Porter:

Henry lives at Mangere Mountain, Auckland. He has been building Meccano models practically all his life and he has the ability to just look at the picture of a prototype machine, then build it in a very short space of time. He

loves steam engines, traction engines, dredgers and all sorts of cranes.

After seeing the Märklin floating crane in our June issue he wanted to build it. A couple of weeks later I went to visit him and there was the crane, finished, apart from the base which was just a frame. He had modified it a bit, made up his own GRB, and also had successfully motorised it. *(from Gerald Hart, Auckland Meccano Guild)*

Levelling Crane Booms:

"I doubt that in the real blocksetters they had the use of scaled up $24\frac{1}{2}$ " girders. No doubt the originals were built up from short lengths copiously strapped and riveted at the joints. Nor do I suspect that the booms were capable of being levelled to the nearest thou....." *(Geoff Brown on Spanner)*

"I read in some early Meccano Magazine that the boom of a certain real life crane was built upside down, i.e. with the top girders laid on the floor to get the thing level. I also read in a model report somewhere that a builder had bolted his top girders to a piece of stout timber before proceeding with the rest of the frame in an effort to get the two sides identical and level." *(John Bader on Spanner)*

Shocking Meccano:

"I once electrocuted my Latin master using a device based on the 'shock machine' in the Elektrikit manual. Although he wasn't permanently harmed, it was the only time I got sent to the Headmaster's office.

(Tim Robinson on Spanner)

Plugs For M-R Motors:

I have found that a good plug for use with the Marx-Richard motors can be made from a split pin. Bend the pin at right angles and open it out enough to fit firmly in the terminal holes of the motor. Solder the wire to the other end of the pin.

(Bill Watt, in NZFMMM, April, 1986)

Wisemans' Meccano Club:

"I found out a little about this Club from Mr. Murray Wiseman, son of the man who founded Wisemans in 1886. The Club was founded about 1936 and ran for about 10 years. With 1000 members it became the largest Meccano Club in the world. 300 to 400 boys attended Club nights which were held in the Store's Queen Street, Auckland, premises".

(Mrs. P. Forster in NZFMMM, June, 1986)



Meeting 9 August 2008.

by Gary Higgins

The meeting took place at the home of Peter Hancock in Howick and

was very well attended. Eighteen Meccanomen

were present as well as six partners.

Peter gave us a de-brief on the recent Model-X show in Auckland and noted that there was poor public attendance to the venue and that it was more akin to a swapmeet than to a model display venue. Details of problems with the venue have been reported back to the organisers who hope to do better next year.

Peter also reminded those present of next years convention in Christchurch and suggested that those interested can find details on Charles Steadman's web site <http://www.nzmeccano.com>.

The Auckland Meccano Guild website has also been generously offered free hosting space by Charles and our site can now be accessed from the NZMeccano front page.

Display Models:

With the large number of models present Peter had his hands full finding display space but all were thoroughly enjoyed by those present.

Andrew Cathie brought along a model of a trick cyclist all in bright nickel. It ran without making a sound. Andrew has the No 10 set that was completely nickel plated, including the Flexible Plates and the Gears, Chain etc.

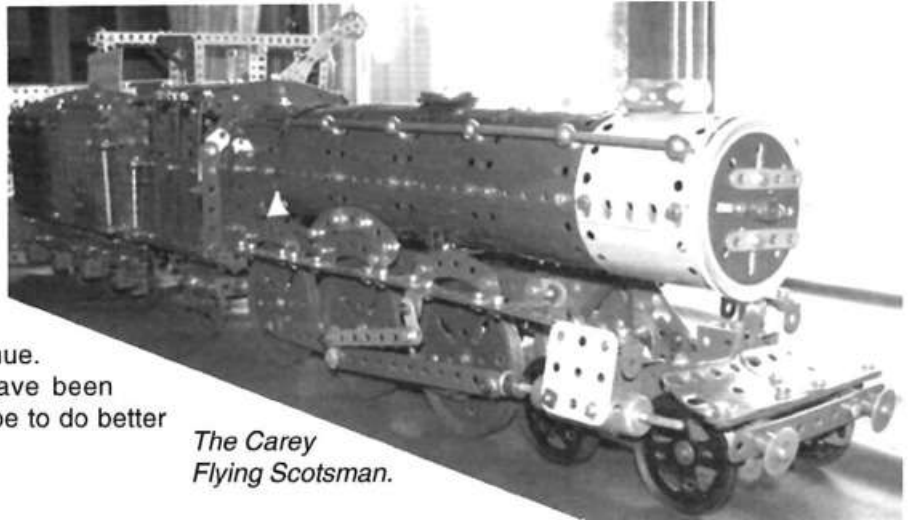
Neil Carey assisted his grandson Matthew to make a nice model of the Flying Scotsman. Gerald Hart had made up a Avery traction engine (USA), which had under type valve gear and a rail crane from the yellow crane set.

Rick Vine had made up an earth, moon and sun orrery from a model he had seen on Spanner and a small dalek and micro model from one of the newer kits.

Peter Hancock had a plastic Meccano Nut and Bolt set in

original box and a Pocket Meccano set both Binns Road origin . He also had three good examples of older tins with labels in good condition.

David Wall was up to his old tricks by demonstrating the power of a drill motor to drive a 3 inch gearwheel at speed. It was pointed out to David that such a device could potentially cause a dangerous cut..... I think he knew that already.



*The Carey
Flying Scotsman.*

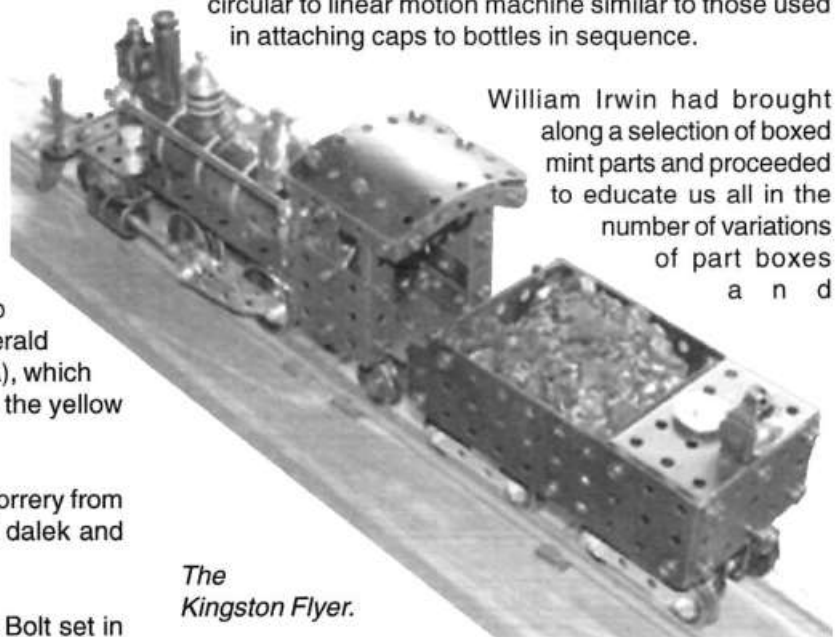


John Denton had combined his Meccano building and model engineering skills to create an excellent and realistic model of the 1878 Class k Kingston Flyer and Gary Higgins had brought two models from the 1920s, both finished in refurbished nickel era Meccano, repainted silver-grey.

One was a 4 door limousine the other a tow truck. He also had a working differential modelled from a Rolls Royce model plan ex the Meccano Magazine.

George Ovendon had made up an automatic reversing mechanism and a circular to linear motion machine similar to those used in attaching caps to bottles in sequence.

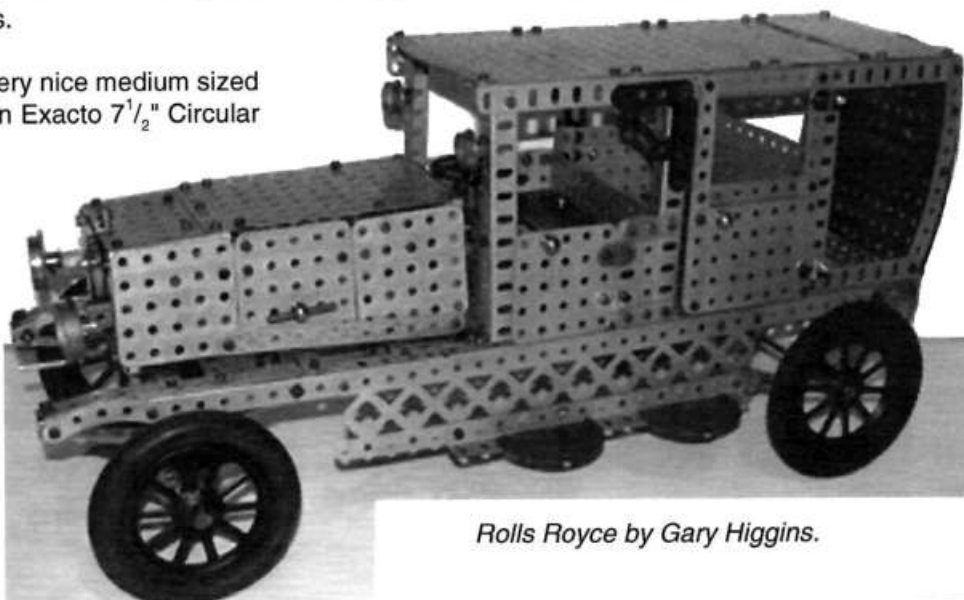
William Irwin had brought along a selection of boxed mint parts and proceeded to educate us all in the number of variations of part boxes
a n d



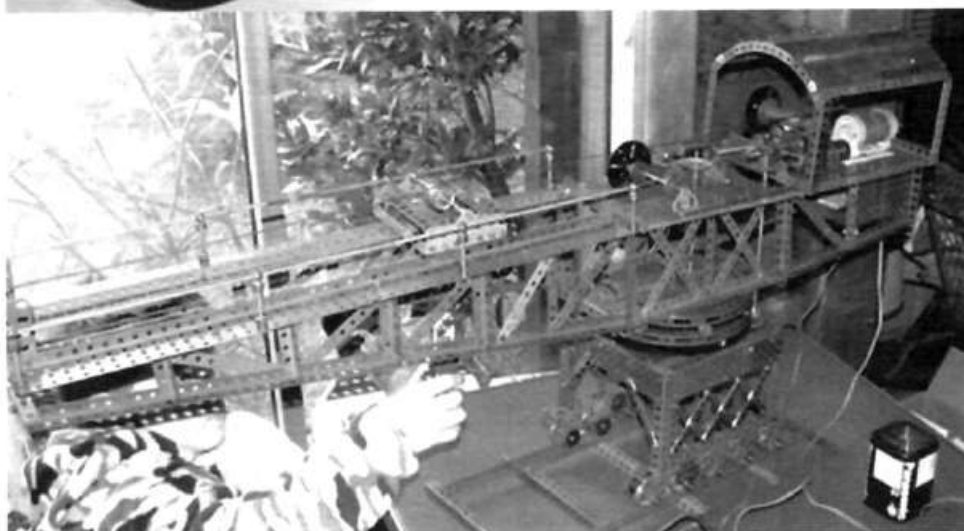
*The
Kingston Flyer.*

markings, an article in itself perhaps.

Henry Porter had brought along a very nice medium sized blocksetting crane. He had used an Exacto $7\frac{1}{2}$ " Circular Girder and two Exacto $7\frac{1}{2}$ " Gear Rings to build up a nice bearing. The bearing race was completed with $\frac{1}{2}$ " Pulleys giving a very smooth slewing motion. I thought his use of Sprocket Wheels and drive chain on the base of the crane was most innovative and a lesson for those of us who do not always have enough gears. I spoke to Henry about his Meccano interests as he obviously has been at it a long time. He informed me that he had his first set in the 1950s but sold it in 1956 to buy Hornby trains, of all things. We can forgive him this one indiscretion however as he returned to the hobby in 1956 with a set Number 8 and when he moved to New Zealand in 1965 he brought all his Meccano with him and has stayed with the hobby ever since. A lot of his Meccano was obtained from a closing down toyshop where he obtained such goodies as a Tower Bridge, a marine steam engine and a traction engine all long since made up into other constructions. Henry also had a railway crane in red green and a road roller.



Rolls Royce by Gary Higgins.



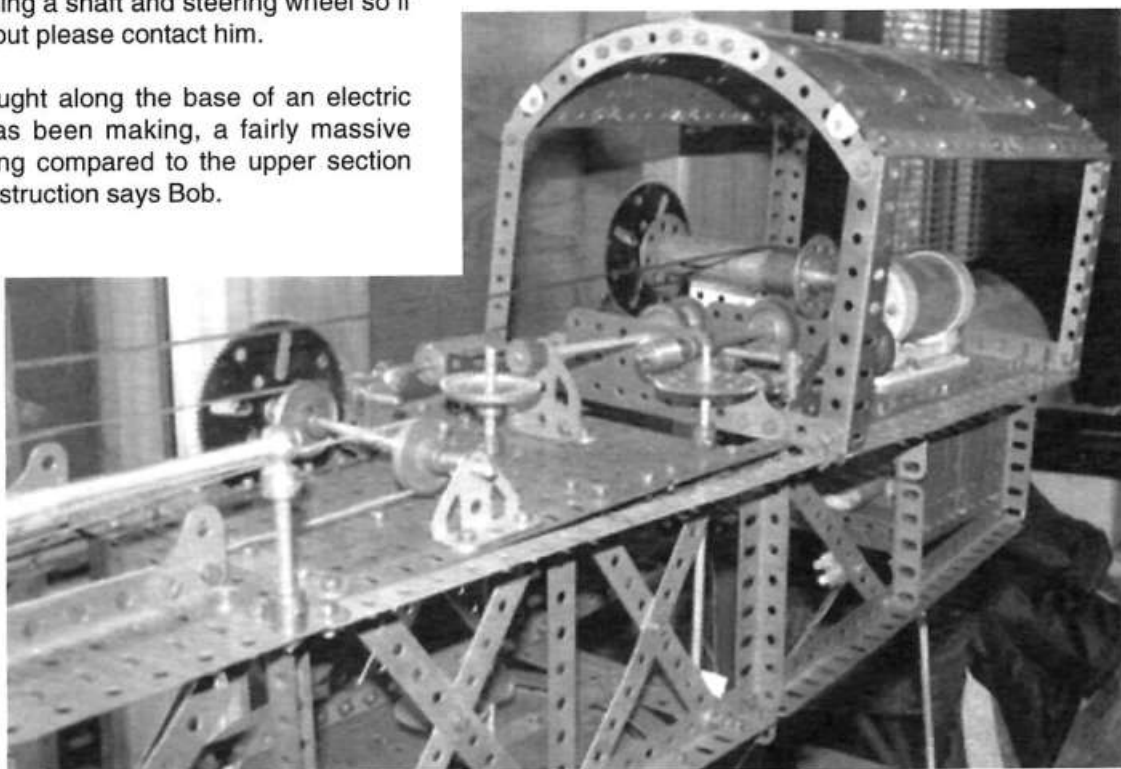
Two shots of Henry Porter's Blocksetter.

Richard Sealey brought along a good example of a Number 1 constructor car with extra bits and pieces. He is missing a shaft and steering wheel so if any one can help him out please contact him.

Bob Pentney had brought along the base of an electric dockside crane he has been making, a fairly massive construction but nothing compared to the upper section which is still under construction says Bob.

Other members who attended were:
Graeme Wrightson,
Don Stuart and
Graeme Mills

An excellent afternoon tea was provided and the meeting ended at about 5 pm. The next meeting will be held at David Wall's house at Orewa.





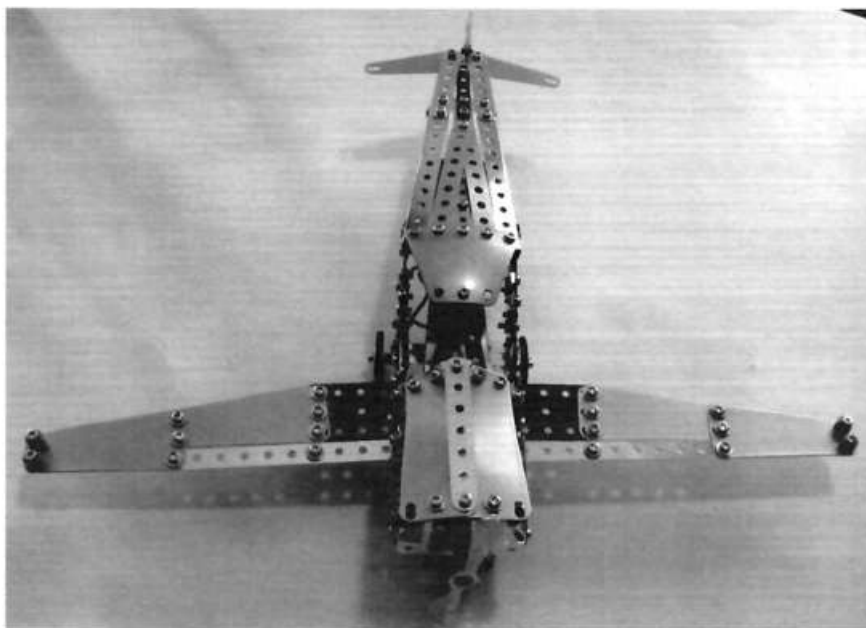
"October" Meeting

by Lloyd Spackman

Because of the school holidays our October meeting was held on September 26th. There was a good attendance and a large variety of

interesting models.

Bob Prescott, recently returned from Skegex and other U.K. delights, showed us a small ping pong ball roller which moved two balls up, around and down again, endlessly. It was built mainly with parts from the Meccano Ferris Wheel set #8258. Bob said it took much longer to "tune" than it took to build.



Simon Moody was progressing his gantry crane at the meeting. The dark green and red modules look really good.

Lou Nichols brought along a variety of 'goodies'. There was a "Meccano Art" framed model of the "Spirit of St. Louis" coming out of the clouds, with a dark blue sky behind it. Then there was an R.A.F. plane cut in two for use as bookends. Its front half, said Lou, was from a 1933 Meccano Magazine. Lou also showed us a 'Meccano' pen and a

'Meccano' jigsaw puzzle, both from the U.K.

Lloyd Spackman had a new K'nex model helicopter driven by a K'nex motor. Also a monoplane built from the Mechanical Workshop set. He had made several modifications such as replacing the skid landing gear with a tricycle undercarriage.

Bryan Jones showed us a mechanism which will be part of the Plasser railway line lifter and tamping machine models which he and Laurie Webb are each building.

Brian Peterson brought along a model army half-track vehicle and a model of a Foden-looking old-time truck.

Eldon Porter had been busy again with his lathe and turned up with two neat aircraft nose cones made from aluminium rod.

Our next meeting will be a Christmas one on Saturday, December 6th. We will gather at the Moodys' home in Whitemans Valley, Upper Hutt, after 4pm for a late afternoon "bring your own food" picnic. The meeting

theme will be "something found at an airport".

Simon reminded us that Cook Strait ferry bookings for next Easter are now open.

(As Campbell Morrison was away from Wellington, we regret there are no photographs to accompany this report - apart from the picture of Lloyd's plane.)

Bryan & Nancy Jones write:-

In response to John Ince's recent email regarding our impressions of the magazine, I consider it to be fine as it is. It has developed into an interesting read, with a variety of articles and content. As always, a magazine such as this relies heavily on contributions of articles, and so far there seems to have been enough in the stockpile for you to put together a balanced-content magazine.

The quality of print is, I think, very good; the colour copying is good, and I think that the amount of colour normally used versus black-and-white is good value balanced with the cost of production.

No other thoughts or suggestions for improvement come to mind; keep up the good work!

We are in desperate need of Meccano related articles for the December issue. They can be short or long pieces, with or without photographs.

Tell us about the models you have built over the winter months or information you have gleaned from your readings or searching the internet. If you found it interesting we are sure our readers will also. To get the Xmas issue out before Santa arrives we need the articles by our self imposed deadline of mid-November.

MWWT

MECCANO CLUB

Skegex 2008

Meeting
October
2008

by Lou
Nichols

Lou Nichols and Bob Prescott commenced the proceeding with their thoughts on Skegness and the 27th Skegness Meccano Exhibition. Lou set the scene by describing the location of Skegness in the United Kingdom and why it is popular with the European modellers. He also gave some background of what British seaside resorts are all about as we have no parallel in New Zealand. They are brash, bawdy and fairly free and easy. They are geared up to cater for the whole family, something of appeal for everyone from grandma to the tiny tots.

Bob gave the technical half of the talk and described the winning models, who built them and was able to bring the models to life by passing round some very nice photographs. (see the further article and photographs in this issue from Les Meggett). The message from Lou and Bob and I am sure from Les is that if you have the chance a visit to Skegex is well worthwhile.

Model Theme

The model theme for today was for a model that would fit into a six inch cube. There were only two entries, John Ince's cash register with spring loaded cash drawer and John Freer's six inch cube frame, but with a little applied imagination the frame became an alien fighter plane from the 'Star Wars' films.

The parts from yesteryear were today brought along by Viv Alexander in the shape of Windmill sails embossed MECCANO, these must be reasonably rare as no one at the meeting had seen before. See Vol 6,

The Hornby Series for a description

One of the other not quite so

were brought along by Daryl

Anderson in the shape of a good number of Trix sets still in

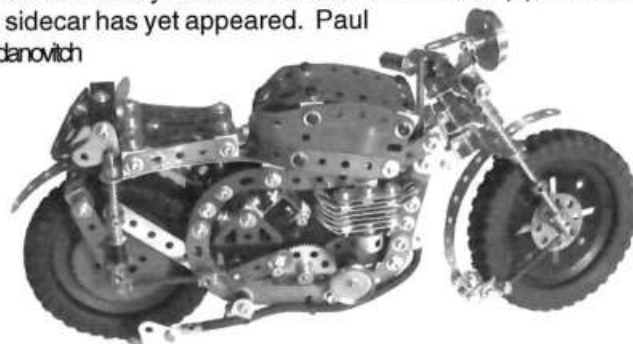
their cartons and for the most part in pristine condition. These sets covered from the late 1940's to the 1980's. Finishing on the older items were a well used Meccano Steam engine from 1963 and a German 'Doll' vertical steam engine from prior to 1933, both these items brought along by Tom Pittams.

Earth moving machines of one kind or another are always popular subjects with

Meccano modellers and today Don Blakeborough had the latest update of his freelance Caterpillar D6 bulldozer, now fitted with much more superstructure, control levers in the cab and a flashing red

light. Bruce Geange had a very neat compact Yamaguchi site dump truck with forward/reverse and dumper movement.

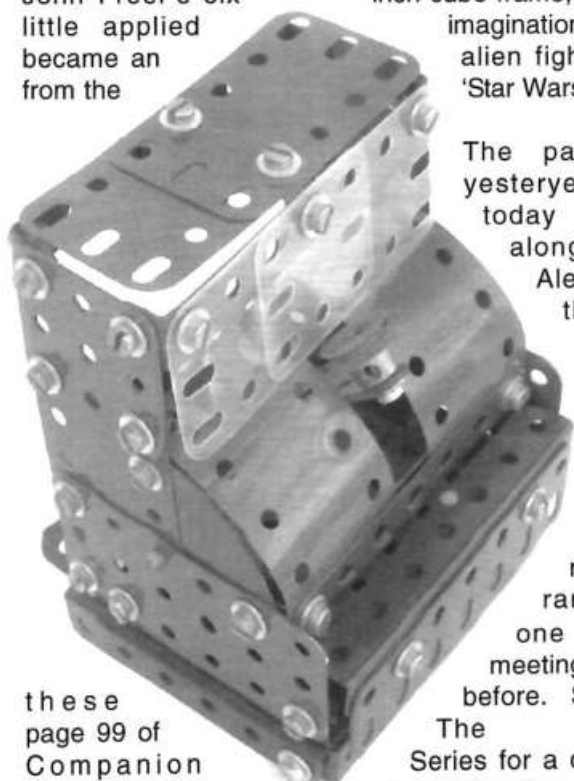
Speed of wheels was represented by Bob Prescott with his updated Konkoly motorbike based on a Ducatti(?), however no sidecar has yet appeared. Paul Vodanovich



demonstrated his

Meccano radio controlled car in green and yellow, a very good looking model. Set No. 6950. Staying on wheels, John Freer brought along his under development Beyer-Garrett locomotive, this model is destined for our Christchurch Convention, so watch this space.

Aeroplanes were brought along by Lou Nichols and Lloyd Spackman. Lou's model was a pair of book-ends, based on the photograph on page 135 of the February 1933 MM and Lloyd's monoplane is from the Mechanical Workshop set, however fitted with a tri-cycle under carriage rather than

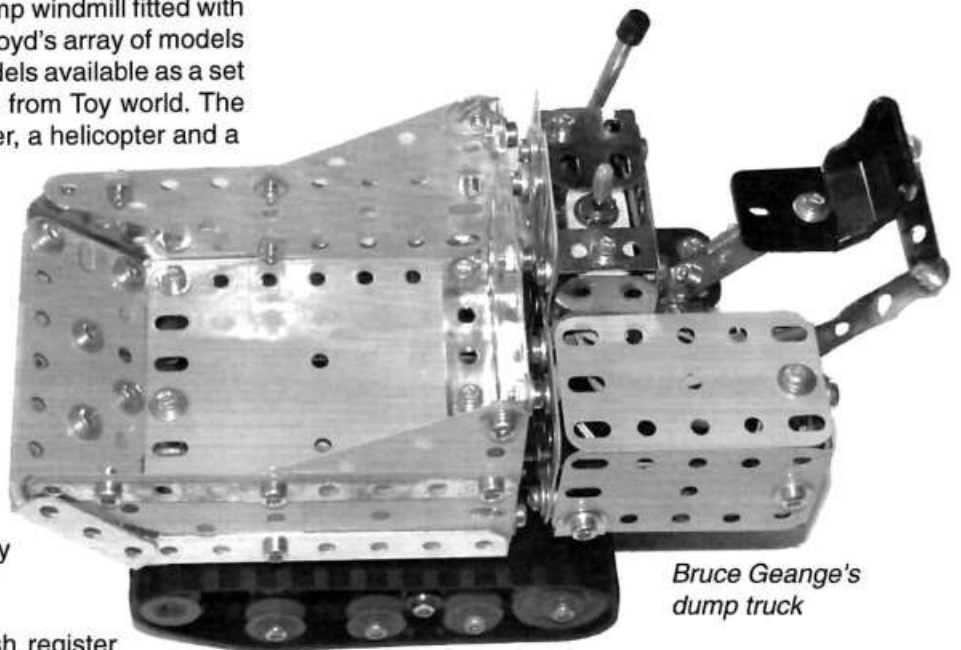


these page 99 of Companion and illustrations. old items of interest were brought along by Daryl Anderson in the shape of a good number of Trix sets still in

skids. Lloyd also had a very nice pump windmill fitted with circular and sail drive. Completing Lloyd's array of models were four recent Meccano micro models available as a set of four or as singles, at \$12.00 each from Toy world. The set comprises a racing car, a F1 racer, a helicopter and a bi-plane.

Finishing off our varied model selection was a marine engine in red/green, based on the outfit No. 6 construction manual, from Hugh Ramage. A chess set from Robin Rye and finally the South Seeking Chariot, described by William Irwin in this magazine, was built by John Ince to see if this example of the invention from 2,500 years really worked. It does, as John ably demonstrated for us.

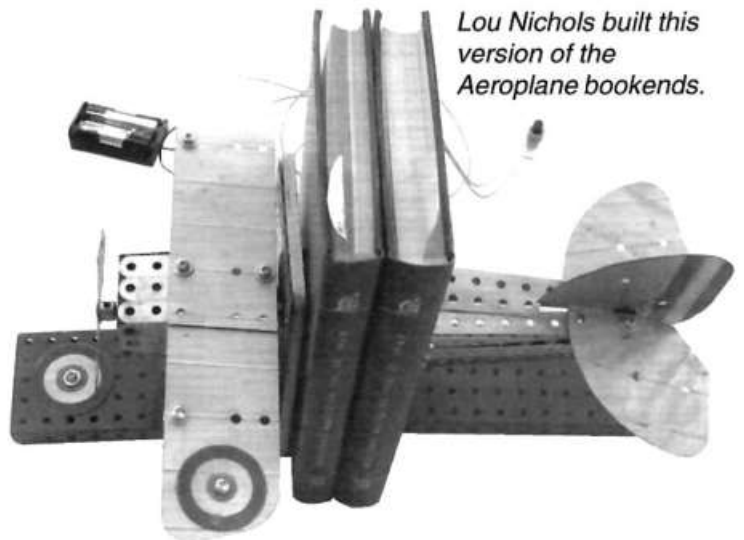
Photos by Peter Winter (except cash register by Lou Nichols.)



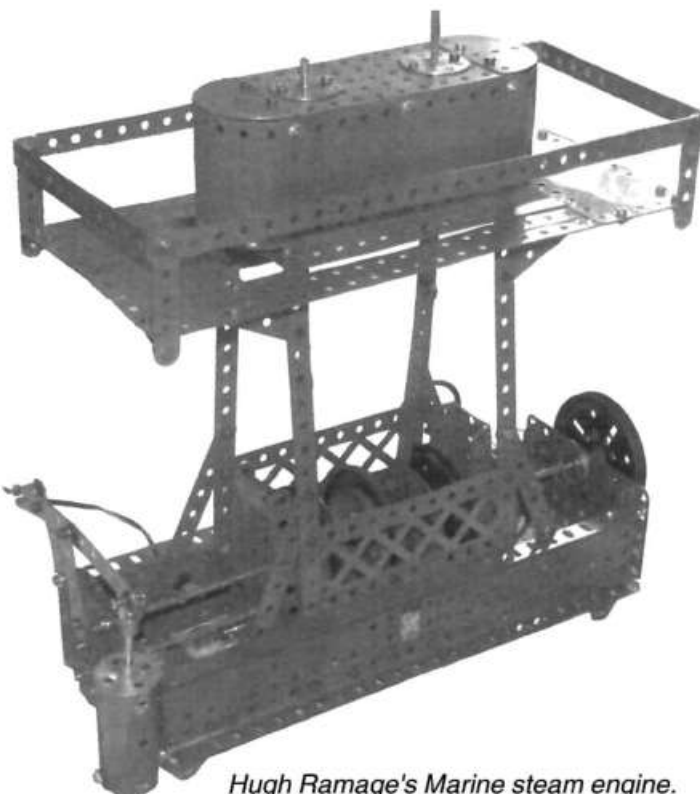
*Bruce Geange's
dump truck*



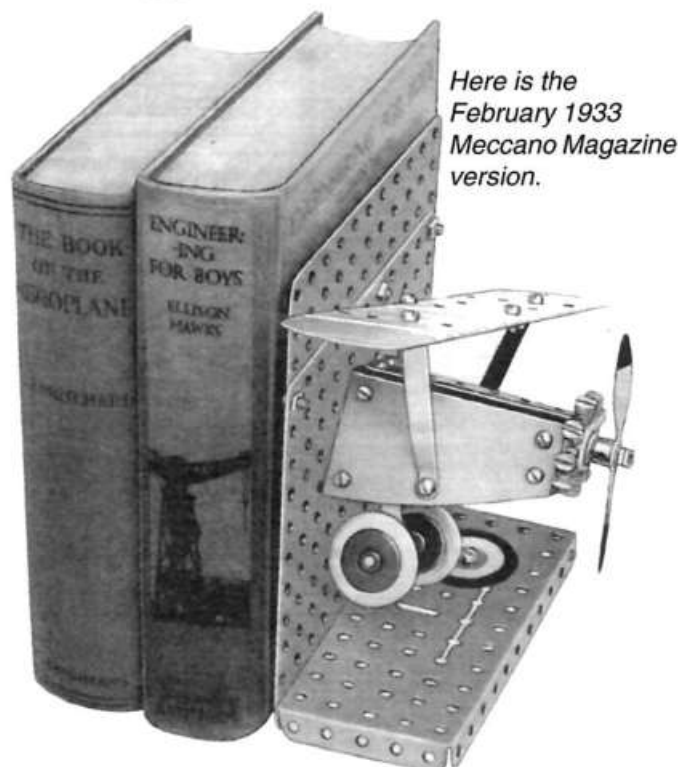
Lloyd's micro model sets



*Lou Nichols built this
version of the
Aeroplane bookends.*



Hugh Ramage's Marine steam engine.



*Here is the
February 1933
Meccano Magazine
version.*

New Zealand Club Diary 2008 - 2009

Auckland Meccano Guild.

Contact - David Wall - Ph 09 426 1965.

Meetings at 2 pm on second Saturday every third month.

Next meeting Sunday, 8 November at 45 Kath Hopper Drive, Orewa.

MWT Meccano Club.

Contact - Tom Pittams - Ph 06 345 9099.

Meetings at 2 pm as listed. Wanganui meetings at St. Luke's Church Hall, cnr. Cornfoot and Manuka Streets, Wanganui. The Christmas function is on 23 November at 11am for a trip on the Wanganui River including lunch. First 2009 meeting Feb. 14th.

Wellington Meccano Club.

Contact - Lou Nichols - Ph 04 297 1515. (after July 12th)

Meetings at 7.30 pm on first Friday every second month at Konini School, Wainuiomata. Next meeting Saturday, 6 December at Simon Moody's home at 4.00pm.

Christchurch Meccano Club.

Contact - Charles Steadman. Ph 021 378897

Meetings at 7.30 pm on first Friday every month (except January) at St. John's Hall, cnr St. John's Street and Ferry Road, Woolston, Christchurch.

Other Important Dates

10 - 12 April 2009 – Convention, Christchurch.

Additional Meccano Contacts

Hamilton - Don McClelland Ph 07 843 4198.

Hawera - Daryl Anderson Ph 06 278 7666.

Kapiti Coast - Bob Prescott Ph 04 905 2963.

Napier - Trevor Adam Ph 06 843 4837.

Palmerston Nth - Bruce Geange Ph 06 357 0566.

Internet sites

International Society of Meccanomen (ISM)
<www.internationalmeccanomen.org.uk>.

Meccano Webring <www.meccanoweb.com/meccring>.

Category Indexes to articles in Meccano related Magazines
<www.dalefield.com/nzfmm/constructorq/bneilson.html>

Articles etc. for the December 2008 issue of NZFMM Magazine should be sent to Les Megget and John Ince well before **15 November 2008**

Back Numbers - NZFMM Magazines from April 2001 are available. Please contact John Ince.

Christchurch Meccano Club

We're sorry we have not been able to provide you with reports of the CMC meetings but the club no longer provides us with copy. If you have a computer, and you need to know about the CMC, then you could visit their web site <http://nzmeccano.com/CMC.php>. The most recent meeting on the site is May 2008.

So what is the ISM?

by Bob Prescott (ISM 565)

The International Society of Meccanomen has, as its title indicates, members from around the world – some thirty countries in all. The organisation's mission is "to encourage links in the Meccano world across international boundaries", a mission I am sure we all share.

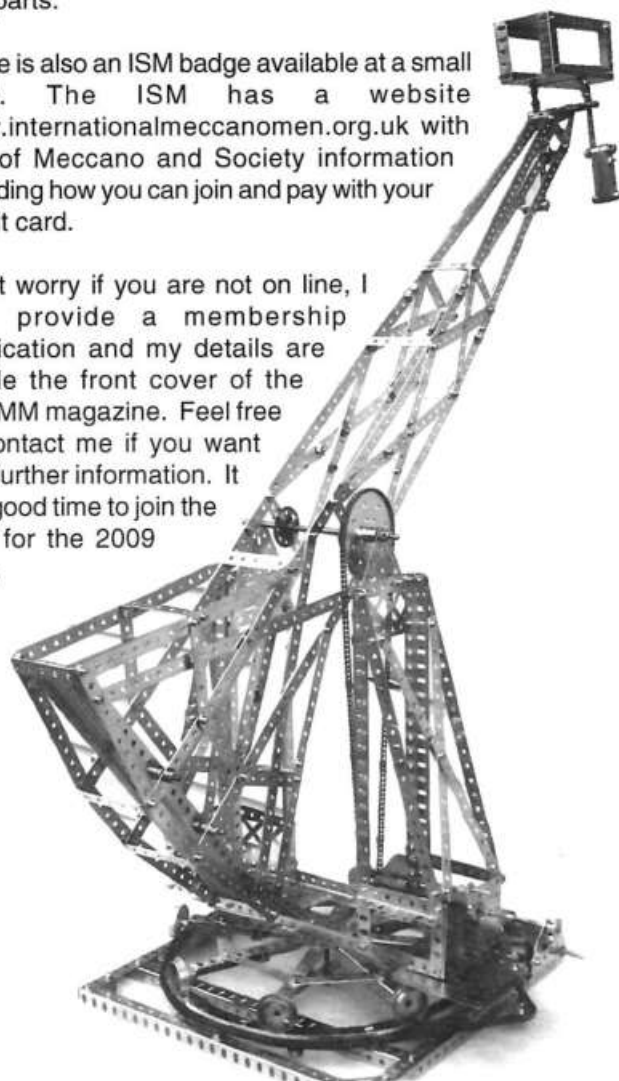
The annual subscription at the present time is £18 and this is what you get:

1. The magazine "The International Meccanoman" (the I.M.) airmailed to you four times a year. This is an excellent 32 page magazine with lots of pictures, some in colour. It includes articles about Meccanomen, club exhibitions and models from all over the world as well as a 3 or 4 page "model building technology" section which will help both experienced and inexperienced members.

2. The ISM Yearbook which has the Society's Constitution, ISM awards, and contacts information. There is a detailed list of all members and clubs, guilds and societies throughout the world as well as suppliers of Meccano sets and parts.

There is also an ISM badge available at a small cost. The ISM has a website www.internationalmeccanomen.org.uk with lots of Meccano and Society information including how you can join and pay with your credit card.

Don't worry if you are not on line, I can provide a membership application and my details are inside the front cover of the NZFMM magazine. Feel free to contact me if you want any further information. It is a good time to join the ISM for the 2009 year.



Malcolm Booker's aeroscope - see page 16



The rather fuzzy picture below was what Roger Keey noticed on an ash tray in a second-hand shop. It inspired him to build the Meccano steam bus pictured above and described on page 5.



William Irwin's version of the South Seeking Chariot is fully described on page 8.