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Gary Higgins built this Fokker DR1, known as the Red Baron, and gives a full description of its construction on page 3.



Les Megget's Magnificent Sidelifter rig is described in detail on page 6

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Editor: Les Megget,
231 Opaheke Road, RD 4,
Papakura 2584.
Phone: 09 299 6668
Email: <l.s.megget@slingshot.co.nz>

Compositor: John Ince,
5 Lennox Place, Feilding 4702
Phone: 06 323 7075
Email: <johnince@man.quik.co.nz>

Roving Reporter: Bob Prescott,
16 Watford Drive, Paraparaumu, Kapiti 5032.
Phone: 04 9052963
Email: <bobandanne@paradise.net.nz>

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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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Lloyd Spackman, 22 Redwood Village, Main Road, Tawa, Wellington 5028, New Zealand.
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Is Your Meccano Specifically Insured?

A couple of recent events have forced me to rethink my house contents insurance. A friend who collects old model trains had a substantial proportion of his large Märklin collection stolen while overseas and Daryl Anderson sold his "as new" boxed (c1929) Geared Roller Bearing on Trademe for over \$1,600. I got called in to assist with the valuation of the stolen train collection, which wasn't an easy task as many of the items were over 60 years old, and although there were photographs their actual condition was difficult to determine. Luckily in this instance there is a book published every year giving auction prices achieved in Germany for near mint items. This helped to convince the insurance company that the stolen items were indeed worth a lot of money. Also the collection was so extensive that my friend had difficulty determining which locos and coaches were actually missing. Now over 6 months after the theft discussions still continue!

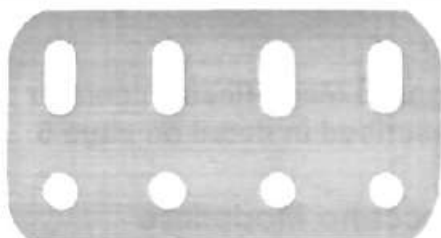
When it comes to Meccano do you know what your collection of parts is really worth? Many of us have large collections these days and they would be very expensive to replace if lost in a fire or stolen. My insurance broker suggests that any such collection worth over about \$5,000 should be specifically mentioned on your policy. If you lost your entire collection, worth say \$x and your contents insurance was for \$y, where x was a substantial proportion of y, your insurance company is likely to say that your furniture and other chattels must be worth more than y-x and reimburse you considerably less than the \$x you think the collection is actually worth. Rare items, like Daryl's GRB, are worth more every year and won't be easy to replace. With good Set 10s in wooden cabinets now going for \$5,000 or more, your collection is probably worth a lot more to replace than what you paid for it.

Ideally you need a current listing of every Meccano part you own and photos if at all possible. You can estimate their replacement value by looking at the dealer's websites and at auction results for antique and obsolete parts. This list needs to be kept in a different location from the collection itself. You should also keep all receipts for items; a paper trail is very important when dealing with insurance companies. All this takes a lot of time and effort but may save you heaps of time and money if something unfortunate happens to your pile of parts and models. Think about it.

I need more articles for upcoming issues. My last request for items produced a few goodies but I'm down to writing many of the articles myself (see this issue) and that shouldn't be the editor's job, should it? There were many interesting models shown at the Christchurch Exhibition, how about writing a page or two about your models for everyone to read.

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FOKKER D1 in Meccano

by Gary Higgins

I was inspired to attempt a model of the famous Red Baron Fokker after seeing how well the Sopwith Camel model looked. It was marketed by Marks and Spencer under the Meccano name but has not generally been available in New Zealand.

I am fortunate to have relatives in the UK and consequently obtained a model. The Fokker model is of the same scale and size as the Sopwith Camel and the fuselage section can be made as for the original model.

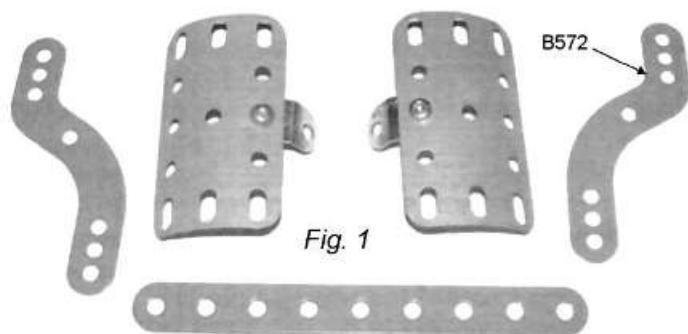
Building instructions.

All the parts are available in Meccano with the exception of the Maltese crosses for the wings. These were colour photocopied and glued onto magnetic plastic strip.

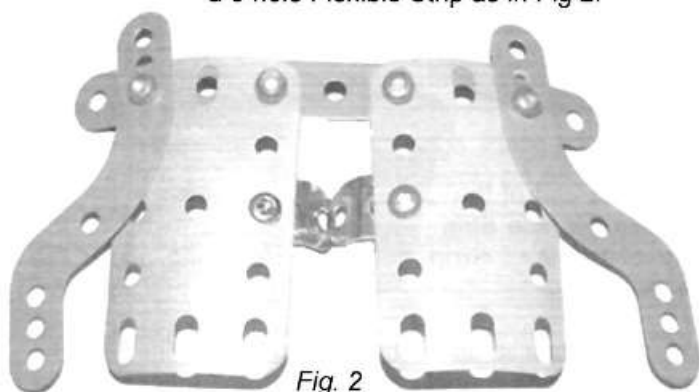
The Model

Front Fuselage

As in Fig 1, fasten two Obtuse Angle Brackets onto the mid



outer holes of two curved $1\frac{1}{2}$ " x $2\frac{1}{2}$ " Flexible Plates. Fasten an S shaped flexible strip to the flexible plates and a 9 hole Flexible Strip as in Fig 2.



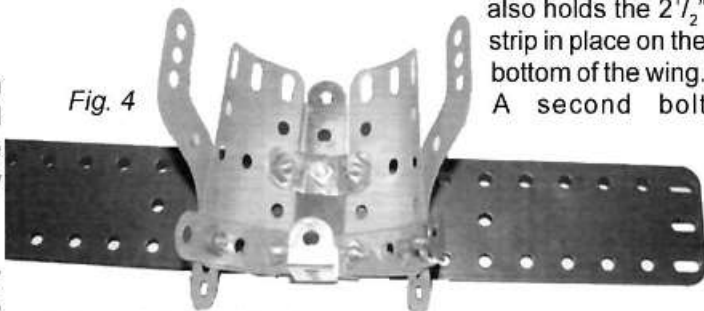
Lower Wings

The lower wing is formed from two $1\frac{1}{2}$ " x $5\frac{1}{2}$ " Flexible Plates, overlapped by 3 holes at the centre. In the centre a $2\frac{1}{2}$ " Strip is placed with a Double Bracket positioned on the strip where the Flexible Plate ends Fig 3.



Bolt an A548 Double Bracket through one of the end holes on the inside of the flexible strip at the centre. This bolt also holds the $2\frac{1}{2}$ " strip in place on the bottom of the wing. A second bolt

Fig. 4

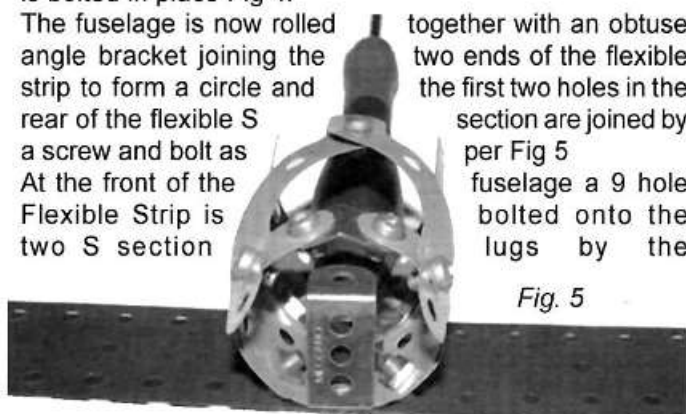


passes through the double bracket on the underside of the wing through the $2\frac{1}{2}$ " Strip and through the two Obtuse Angle Bracket holes where it is bolted in place Fig 4.

The fuselage is now rolled together with an obtuse angle bracket joining the strip to form a circle and rear of the flexible S a screw and bolt as At the front of the Flexible Strip is two S section

together with an obtuse angle bracket joining the two ends of the flexible the first two holes in the section are joined by per Fig 5 fuselage a 9 hole bolted onto the lugs by the

Fig. 5



second hole in from each end (see Fig 7). On the underside of this strip a Narrow Double Bracket is bolted in the centre with its flanges pointing downwards.

Mid section Wings

Next the middle section wings are laid

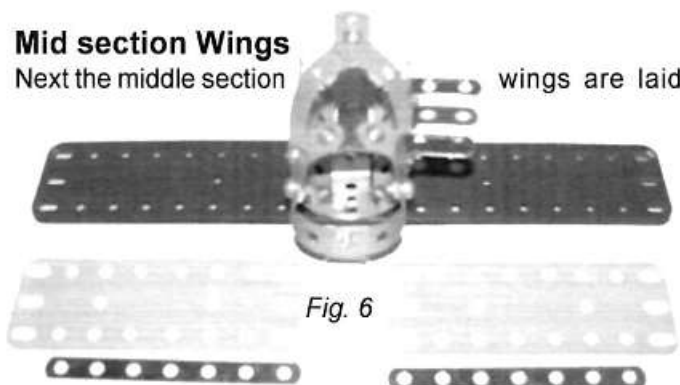


Fig. 6

out as in Fig 6. They are made up of two $1\frac{1}{2}$ " x $2\frac{1}{2}$ " Flexible Plates overlapped two holes. A Narrow Strip acts as a stiffener along the leading edge of the wing.

The wing is fastened to the fuselage by four 1 " x $\frac{1}{2}$ " Narrow Brackets in the positions shown in Fig 7.

The wings are then attached to these as shown in Fig 8 with an Angle Bracket fastened at the second to last hole on the top and bottom of each upper wing at the front and in the second to last hole but at the back on the bottom wing.

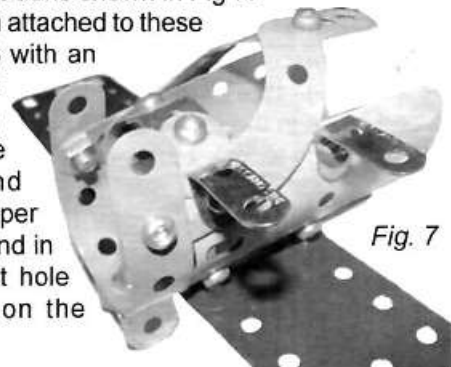


Fig. 7

Fasten two $1\frac{1}{2}$ " (3 hole) the Angle Brackets on the top

Narrow Strips between

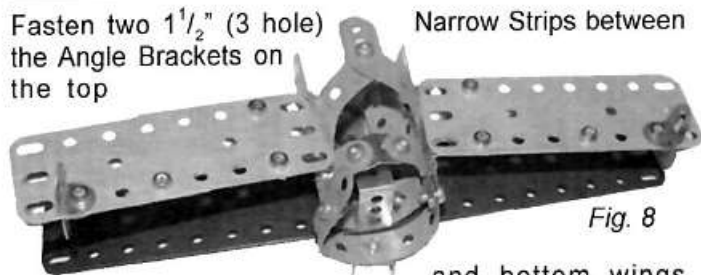


Fig. 8

and bottom wings your model should now look like Fig 9.

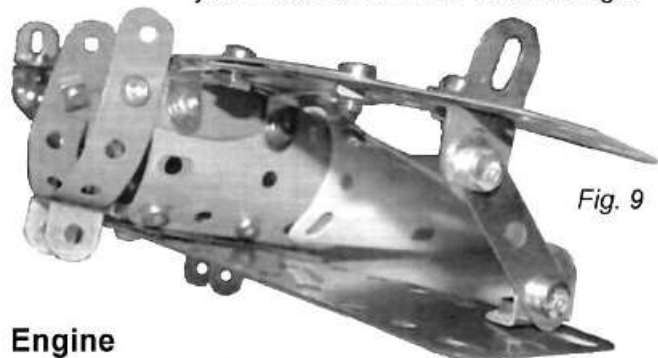


Fig. 9

Engine

Lay out the parts for the engine cowl and propeller as in Fig 10 and assemble them using a $1\frac{1}{2}$ " bolt attach a washer and a 5 hole Narrow Strip (black) which acts as the propeller.



Fig. 10

Add two Narrow Plastic Collars to the screw and add a nut which should be tightened just enough to allow the prop to turn. Lock nut this in place with a second nut. Push a Tyre A 342 onto a plastic 1" Wheel A625 (black) and add this to the screw then add two more Narrow Plastic Collars and fasten with a nut.

The screw is then passed through the upper hole in the 1" x $\frac{1}{2}$ " Angle Bracket fastened in the fuselage and is held in place by a nut.



Fig. 11

Fuselage - rear

Now the rear of the fuselage is added using part no B663. This side sections of the fuselage are fastened in place by two screws, one on each side as in Fig. 11 a third screw passes through the end holes in the joined S pieces and through the rear of the fuselage to lock it in place.

Now the guns and supports for the upper wings can be fastened in place. A screw is fastened through a $\frac{1}{2}$ " Narrow Strip, through a Hinge, with the hinge pin facing out, through the top of the Flexible Strip projecting from the fuselage, through an Obtuse Angle Bracket's oval slot as in Fig 12.

The two Obtuse Angle Brackets are then fastened in the centre.



Fig. 12

Tail Section

The tail section is now built up from the parts illustrated in Fig 13.

A circular disc has two P/N 133c fastened to each side by a single screw through one of the outer holes in the disc. Two $1\frac{1}{2}$ " x $2\frac{1}{2}$ " Triangular Flexible Plates are fastened to a $1\frac{1}{2}$ " Narrow Strip as seen in Fig 13.

A 1" bolt is passed through the round hole in an Angle Bracket, Through the central hole in the Narrow Strip holding the elevators in place, through the hole in the tail of the fuselage, where two Large Plastic Collars are used as spacers. A part no A437 is attached pointing down to form a skid and a six hole Flexible Strip is attached and a nut fitted to tie the lot in place.

The other end of the Flexible six hole Strip is screwed to the projecting under the fuselage.

The tail section is formed by passing a screw through the end of the tail assembly, though a Small Plastic Spacer and through the Angle Bracket mounted on the top of the fuselage Fig 14.

Fixing the upper wings

The upper wings are made from two $1\frac{1}{2}$ " x $5\frac{1}{2}$ " Flexible Plates overlapped three holes and two $1\frac{1}{2}$ " x $2\frac{1}{2}$ " Flexible Plates, one attached at each end of the long plates back one hole from the leading edge of the wing and over one hole lengthening the end of the wing as in Fig 15. A strengthening strip is used under the leading wing edge, which is $7\frac{1}{2}$ " in length.



Fig. 13

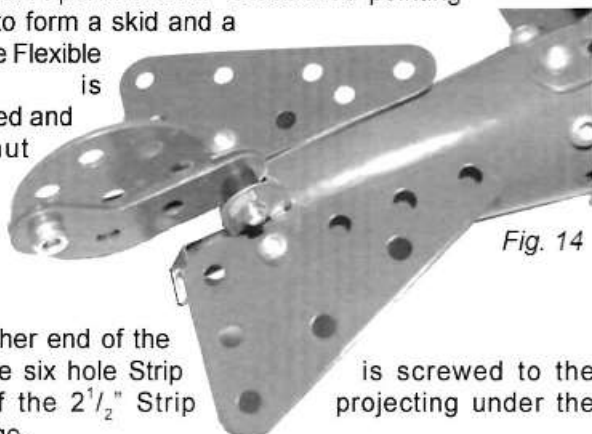


Fig. 14

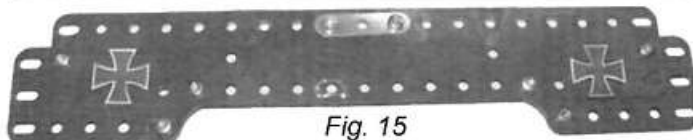


Fig. 15

A Small Triangular Plate A133 is used to round the inner edge of the wing cut out. At the centre of the front of the wing on the top, a $1\frac{1}{2}$ " Narrow Strip is fixed as in Fig 15.

The fuselage is prepared to the upper wing by adding the braces. Place a $1\frac{1}{2}$ " Strip in the angle each end of the side of the mid wing. of the Narrow Strips Obtuse Angle Bracket.

receive
following
Narrow
bracket at
upper
To the end
fix an

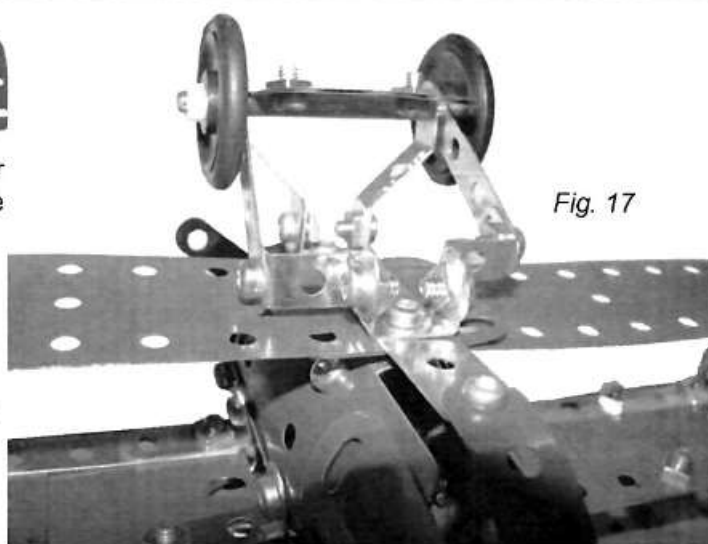


Fig. 17

To each of the two Hinges

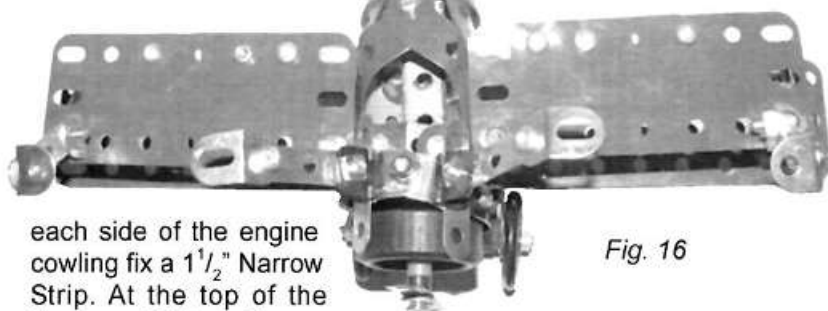


Fig. 16

each side of the engine cowling fix a $1\frac{1}{2}$ " Narrow Strip. At the top of the Narrow Strips fix an Obtuse Angle Bracket. Fig 16.

The upper wing can now be fastened to the various Angle Brackets as in Fig 18.

Undercarriage

Flip the aircraft onto its back (Fig 17) and to the rear Double Angle Bracket fix two A438's, one each side to the free end of each of these attach a 4 hole Narrow Strip. To the front Double Angle Bracket fix an A825 on each side so that the wide ends match the width of the two 4 hole Narrow Strips. Journal a 2" Rod in the end holes of both strips. Place a 1" Wheel with a Solid Rubber Ring (Black) on each end of the Axle Rod and finish with two Plastic Rings A 259. Fig 17 shows all these features.

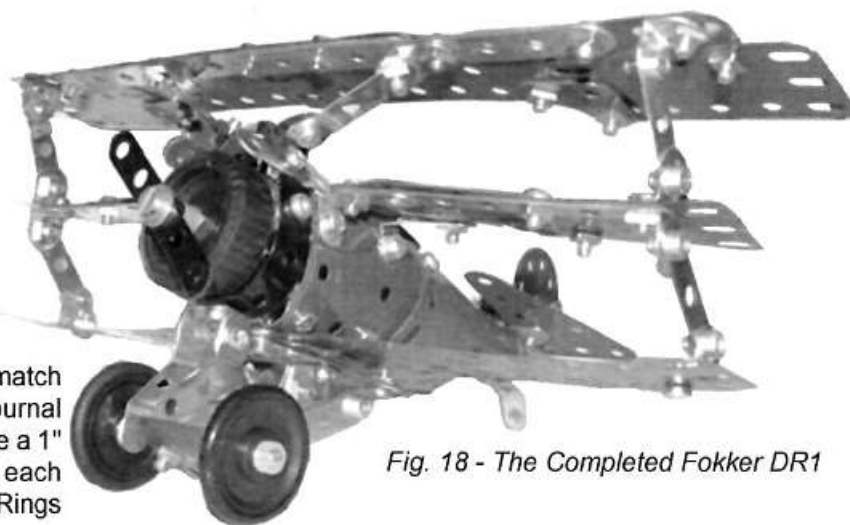


Fig. 18 - The Completed Fokker DR1

Fokker DR1 Parts List

P/N	Description	Size	Qty	P/N	Description	Size	Qty	P/N	Description	Size	Qty
1b	Perforated Strip	$7\frac{1}{2}$ "	1	233	Angled narrow strip		2	A811	Narrow Double Bracket		1
4	Perforated Strip	3"	1	235b	Narrow Strip	$3\frac{1}{2}$ "	2	A812	Narrow Strip Bent $1\frac{1}{2}$ " x $1\frac{1}{2}$ "		4
11	Double Bracket	$\frac{1}{2}$ " x $\frac{1}{2}$ "	2	A105	Flexible Strip	$2\frac{1}{2}$ "	1	A825	Double Angled Narrow Strip		2
12	Angle Bracket	$\frac{1}{2}$ " x $\frac{1}{2}$ "	9	A235	Narrow Strip	$2\frac{1}{2}$ "	1	B482	Flexible Strip $4\frac{1}{2}$ "		2
12c	Obt. Angle Bracket	$\frac{1}{2}$ " x $\frac{1}{2}$ "	6	A259	Small Plastic Rings		2	B572	S Shaped Flexible Strip (see Fig 1)		2
17	Axle Rod	2"	1	A338	Plastic Spacer		6	B663	Rear Fuselage		1
24a	Wheel Disc	1.375	1	A342	Black Tyre		1				
37a	Nut		90	A359	Narrow Plastic Spacer		5				
37b	Bolt		64	A416	Narrow Strip	$1\frac{1}{2}$ "	6				
111	Bolt	$\frac{3}{4}$ "	1	A437	Narrow angled strip		3				
111f	Bolt	$1\frac{1}{2}$ "	1	A443	Rubber rings for wheels		2				
114	Hinge		2	A548	Double Bent Strip		1				
188	Flexible Plate*	$2\frac{1}{2}$ " x $1\frac{1}{2}$ "	9	A625	Black Wheel		2				
189	Flexible Plate	$5\frac{1}{2}$ " x $1\frac{1}{2}$ "	4	A627	Black Wheel		1				
221	Triang. Flex. Plate	$2\frac{1}{2}$ " x $1\frac{1}{2}$ "	2	A806	Narrow Strip	1"	2				

*2 are curved lengthways or use C061; 1 bent in half for lower aerofoil

STEELBRO SIDELIFTER CONTAINER TRAILER

by Les Megget

Steel Bros., now known as Steelbro®, have been in business in Christchurch since 1878, originally manufacturing horse drawn wagons and coaches. Since about 1990 they have specialised in the design and production of Sidelifter cranes on trailers to lift transport containers from the ground or rail wagons onto the trailer for transporting them around the country and depositing the container without the aid of forklifts, telehandlers or other heavy plant. They now export Sidelifter trailers to over 80 countries and have become one of New Zealand's best and innovative export earners. The 3 or 4 axle trailers are designed to carry 10 to 40 foot long containers, with a variety of lifting capacities being available. Both Sidelifters on a trailer can be hydraulically moved along the chassis to accommodate different length containers.

Meccano Model: The model is approximately to a one twelfth scale and was designed to be attached behind my Mercedes Actros 4-axle (8x4) prime mover described in the April 2008 NZFMM Magazine (Vol. 32, No. 2). Fig. 1 on the cover shows the Merc truck and Sidelifter trailer at the Christchurch Exhibition. The trailer chassis is basically made up from two I-sections, each $2\frac{1}{2}$ " deep with long Angle Girders back-to-back forming the top flange and a single Angle Girder along the bottom. These chassis beams taper at the front to a depth of $\frac{1}{2}$ ", so that the connecting pin can fit into the fifth wheel fitted on the rear deck of the Merc truck. The 3 axles are suspended on pivoted arms, which are sprung with large non-Meccano coil springs connected to the underside of the chassis rail's bottom flange.

Sidelifters: Two Sidelifters, one at each end of the container each consist of two cranes. The lower crane (1) mainly moves the container sideways (horizontally) from the trailer bed to above the landing spot while the upper crane (2), which is attached to the end of first crane's boom, moves the container mainly vertically. Figure 2 shows a Sidelifter in the folded down position ready for travel. The sequence is for crane 2 to pick up the container off the ground and lift it to about level with the trailer's deck, then crane 1 moves it to over the trailer bed and finally crane 2 lowers it onto the bed. In Figure 3 crane No. 1 is fully extended sideways while crane No. 2 is at its highest position for each Sidelifter and about to lower

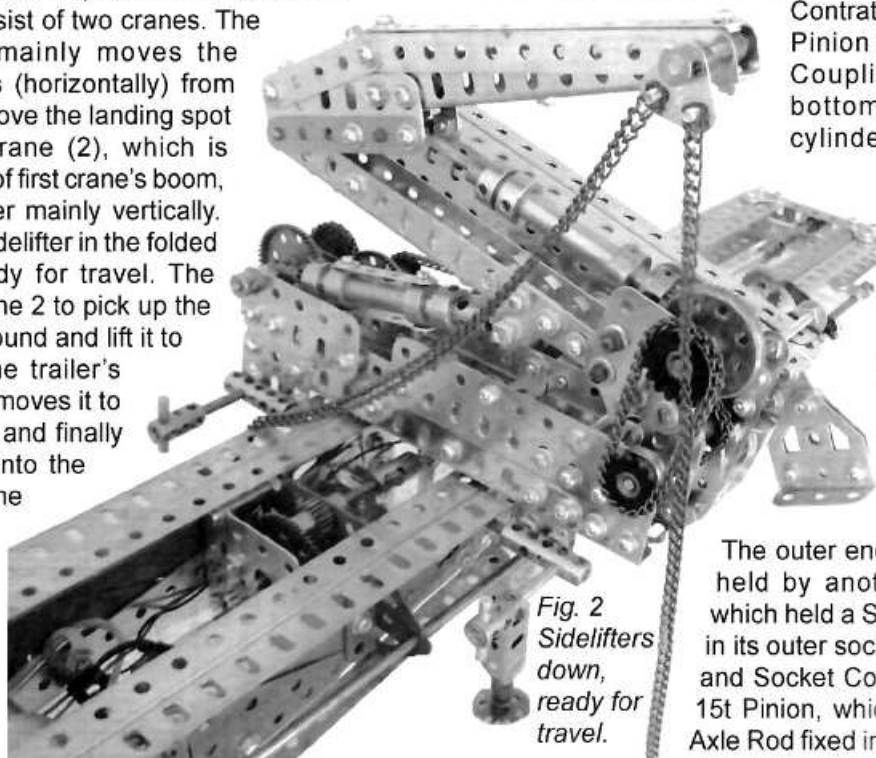


Fig. 2
Sidelifters
down,
ready for
travel.

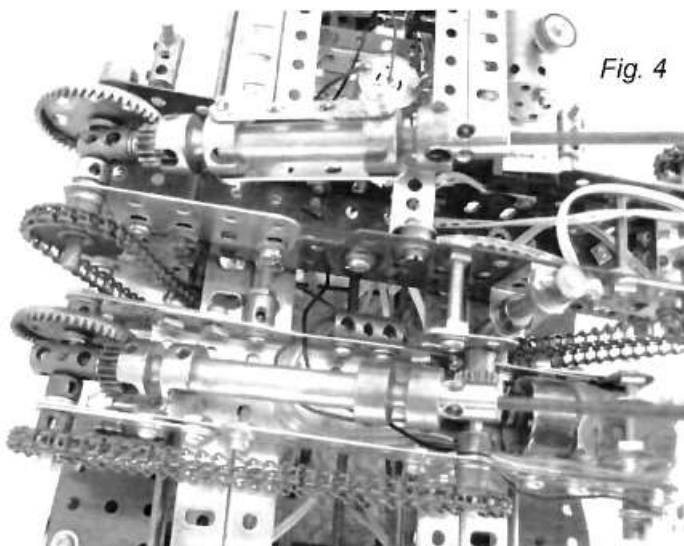


Fig. 4

the container to the ground. This sequence of events all sounds reasonably simple but the most difficult thing to accomplish was to get both Sidelifters to act simultaneously. I first began using small geared motors for each movement within each Sidelifter, but soon realised that the cranes quickly got out of sync and the container would then be left leaning at some crazy angle.

The second method was to power both No. 1 cranes by a single motor hidden between the chassis rails while a 2nd motor powered both No. 2 cranes. But how do I get the motion to each crane? The No. 1 cranes weren't too much of a problem because the drive-shaft for the threaded rod representing the hydraulic jack piston rod was close to the outer edge of the left hand chassis rail. A large Exacto motor between the chassis beams drives through equal sized Helical Gears a horizontal shaft, which in turn drives a 3'-9" long longitudinal shaft (by a 2.5:1 Helical Gears pair) which runs just below the top of the left-hand chassis rail. This shaft in turn drives, by Sprockets and Chain, the $2\frac{1}{2}$ " Axle Rod across the Sidelifter base. On this axle is a 50t

Contrate, which drives the 15t Pinion attached to a Socket Coupling, which forms the bottom of the "hydraulic cylinder". The length of the cylinders is critical if the correct geometry is to be maintained and the container is to be lowered centrally across the chassis rails. Thus short lengths of $\frac{3}{8}$ " outside diameter thin-wall brass tubing were used to represent the cylinder's outer casing.

The outer end of the brass tube was held by another Socket Coupling, which held a Short Threaded Coupling in its outer socket. The brass cylinder and Socket Couplings is driven by the 15t Pinion, which is journaled on a 1" Axle Rod fixed into the Short Coupling at

the bottom running in the 2 $\frac{1}{2}$ " Axle mentioned above. To stop the cylinder falling apart during use an Aero Collar with a very short Grub Screw is fixed to the top ends of the 1" Axle. The brass tube is just able to turn without binding on this small collar. I did try to make these cylinders using Narrow Strips bolted to Couplings and Threaded Couplings but they turned out to be either

nearly $\frac{1}{2}$ " too short or too long! A 3" Screwed Rod runs through the Threaded Coupling to extend the boom.

The top of this screwed Rod is locked into a Collar, which pivots on an 1" Axle bearing in brackets attached to the bottom of the boom.

Figure 4 shows the "hydraulic" cylinder for crane No. 1 at the top with the stabilizer drive and cylinder at the bottom. No. 1 crane is often in tension and the 4-hole Narrow Strips shown bolted to each Socket Coupling are the safety belts so that the cylinder doesn't fall apart when operating in tension.

The only problem with this mechanism is that the small Sprockets on the long longitudinal Axle Rod have to be loosened when the container length is changed. Also these long shafts (4mm silver steel) had to span quite a distance between supports (15" at each end) if the full capability of the trailer (10-40 ft containers) was to be modelled. I gave up on this aim early in the piece and only allowed about 10" movement of each crane which would be suitable for 20 to 40 ft containers.

Getting the motion to the No. 2 cranes was much more difficult because it had to be transmitted using the pivot of No. 1's boom, which also had to carry the weight of both cranes, as well as the half the container and its contents! The motion to this pivot was completed in the same way as for crane 1 using another (smaller) geared motor positioned transversely in the chassis, using Bevel Gears, then Sprocket and Chain to another long shaft running beside the right-hand chassis rail. I first used Pinions and Gears to transmit the drive from the crane 1's pivot to the shaft with another large Contrate to drive crane No. 2's boom up and down.

However there were problems with gear slip and tooth jumping as the torque being transferred was large. Finally I resorted to another short length of Sprocket and Chain, which initially worked satisfactorily. I used 2 $\frac{1}{2}$ " tri-sided Axles for the crane attempt to stop the

sprockets slipping.

These caused problems during the Christchurch exhibition, see later. Positioning all these gears and sprockets within the

required trailer (container) width proved to

be a mission but it was accomplished reasonably well. I

didn't want the sidelifers banging into the ends of the container as the truck moved away after dropping its load, as would have happened if the Sidelifter mechanisms were too wide. In Figure 5 you can just see the chain drive from the long longitudinal rod to crane No. 1's pivot (middle of photo) and the second chain drive to the right to the drive-shaft (with large Contrate) of crane No. 2.

The cranes were constructed as simply as possible using pairs of Angle Girders with a few strengthening Perforated

Strips. The Sidelifter bases were pairs of Angle Girders with the sides and bottom made from Flat Girders of varying lengths. The cranes were able to move along the top of the chassis rails but were held from toppling by short Axles in Couplings screwed to the sides of the Sidelifter bases. These rested against the underside of the outer top trailer rails (akin to hook rollers in crane roller bearings). There were a couple of vertical spring-loaded pins supported in the crane

base, which dropped into holes in the top chassis rails to hold the cranes from moving longitudinally during container movements.

The Meccano container is supported by four equal lengths of Chain each connected to a bottom corner and pivoted at the top in a short Axle fitted at the end of each crane 2 boom. Narrow Fishplates were used to connect the Chain to the Axle Rod. 1" Bolts are forced through the last lower link of these chains and fit into Cranks bolted inside the

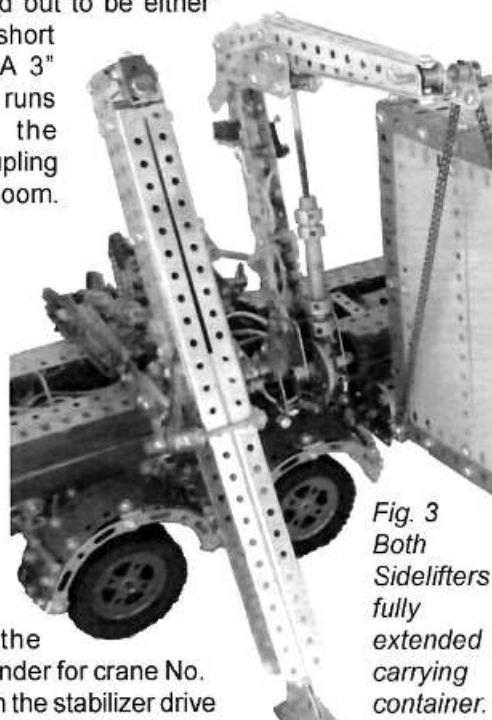


Fig. 3 Both Sidelifters fully extended carrying container.

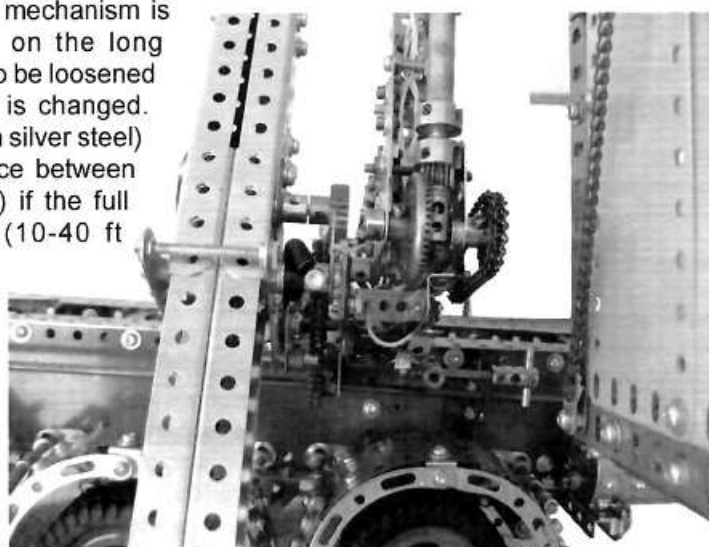


Fig. 5 Chain drive to crane No. 2

container base. Friction precludes them falling out during container lifting. I first modelled a 20ft container and soon realised the crane mechanisms weren't strong enough to lift it off the ground without causing distress to the gearing. I rebuilt the container with plastic

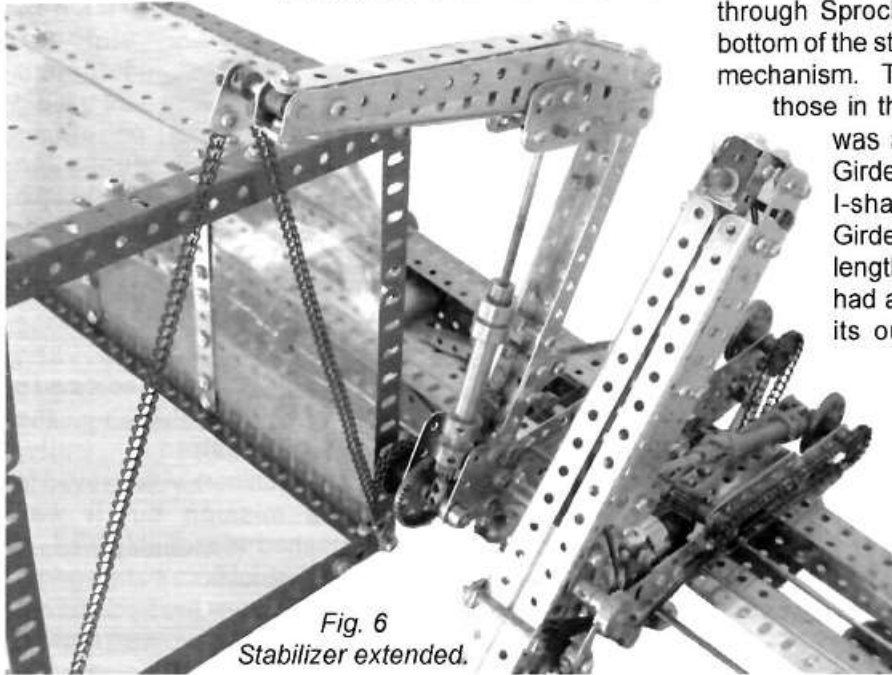


Fig. 6
Stabilizer extended.

Meccano Flexible Plates on the sides and it had no floor present. My excuse for the lack of a container floor was so that spectators could see the motors and drive-shafts to the cranes. I also had a 30ft container base at the show for lifting a small excavator but the cranes struggled with this set up due mainly to the torsional moments transmitted to the crane pivots by the load points being eccentric and the larger weight involved. The load positions of the chains at the top are about an inch out of line (longitudinally) with the centreline of crane 2, thus causing a torsional bending moment about the position of the crane pivot. After the Saturday display at the Easter Exhibition (after completing about 50 up and down movements of the cranes) I had to remove two links from the chains, which transmit the drive from crane 1's pivot to the hydraulic cylinder drive of crane 2 (Fig. 5). I didn't realise what was causing this shortening at the time but when I got home I found that the bearing plates on each side of the boom pivot were cutting their way through the tri-sided Axles (mild steel)! The holes in these bearing strips were also considerably elongated. I replaced the axles with silver steel ones and doubled the number of strips forming the pivot bearings. This redesign worked far better and the Sidelifters performed admirably during the 3-day display at Model-X in Auckland over Queen's Birthday weekend, where probably another 50+ up and down cycles were completed.

The container and trailer are resisted from toppling by a "hydraulic" stabilizer attached to the outer side of each Sidelifter seen in Figure 6. These were driven by separate geared motors (Meccparts), positioned within the base of each stabilizer. A Worm meshing a 19t Pinion, then driving through Sprockets and Chain to a 50t Contrate on the bottom of the stabilizer's "hydraulic" cylinder completes the mechanism. These cylinders were the same design as those in the cranes. The housing for the stabilizer

was a 1" by 1" box section made from Angles Girders and Flat Girders. The stabilizer was an I-shaped section made from four 5 1/2" Angle Girders, the web being a Flat Girder of the same length. This I-section arm ran inside the box and had a pivoted foot made from two Trunnions on its outer end. The stabilizer was manually extended by turning a knob (Ratchet Wheel) on the boxes' side connected to a 19t Pinion meshing with a 6 1/2" Rack Strip bolted to the stabilizer web. When extended the stabilizer arm was held in position by a sprung Pawl and the Ratchet Wheel.

Each Sidelifter and stabilizer had a final length along the trailer of just over 4", which wasn't too much out of scale with the prototype. Each Sidelifter can be moved along the trailer by an 11 1/2" Screwed Rod powered by a Meccparts geared motor. The screwed rod turns in a Threaded Coupling fixed to the underside of the Sidelifter's base on a Threaded Pin thus allowing a small vertical tolerance (pin not bolted to coupling) as the crane moves.

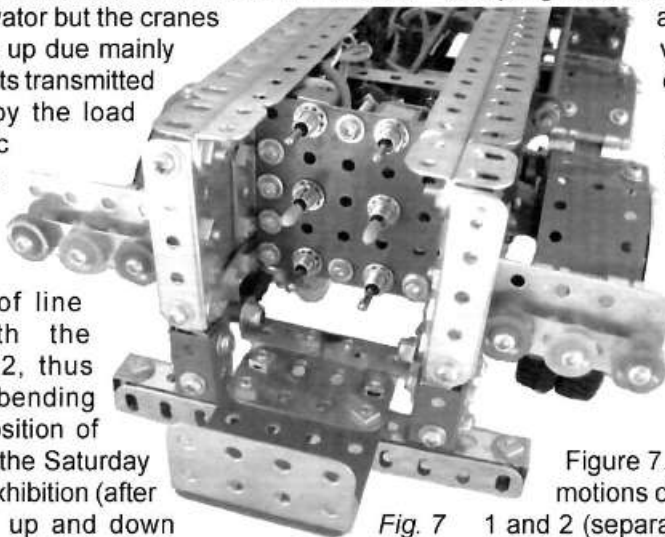


Fig. 7

Four micro-switches were attached to the rear Sidelifter and adjusted to stop the cranes at their limit of movement. I found the electrical circuit in CQ, which requires the current to be reversed after the movement has terminated (up say) before the motion begins its downward movement. Six DPDT switches are positioned at the rear of the trailer, between the chassis rails shown in Figure 7. They control the forward/stop/reverse motions of No. 1 cranes, No. 2 cranes, stabilizers 1 and 2 (separately), front Sidelifter and rear Sidelifter longitudinal positional motors. Long runs of pairs of wires were required to allow the movement of the Sidelifters along the chassis. The switches were hidden when not in use by a hinged cover, similar to that employed on the real thing.

An orange warning light was fitted to each stabilizer support box, as per the prototype. These lights continuously blinked and were mechanically controlled by another geared motor (15 RPM) in the chassis switching a micro switch on and off, twice per revolution.

This was a very interesting model to build with plenty of challenges. Like most complex models many of the detailed mechanisms were rebuilt at least three times before a satisfactory performance resulted.

German Prewar Dredger

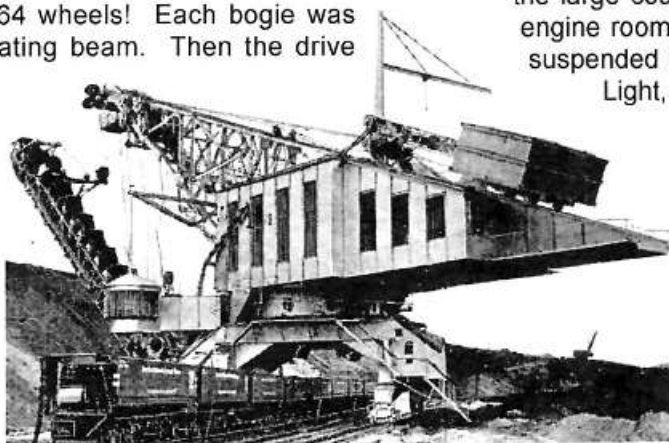
by Henry Porter

I have had a picture of this dredger in a children's book on engineering for most of my life. When I managed to get some prewar Meccano Magazines in the seventies I decided to make a model of it because there was a good article on it with illustrations (see January 1935 MM front cover).



It was built in 1977 and took about 6 months to build. I first constructed the main gantry, which spanned two Meccano tracks and which included the roller bearing. Then I built 8 bogies on which the structure ran. I took 2 or 3 attempts before I got it right. They were 15-holes long and had 4 axles with two large Flanged Wheels on each. This meant that the machine ran on 64 wheels! Each bogie was supported on a compensating beam. Then the drive mechanisms and motor were installed. After this, the final shape and plating was done on the gantry.

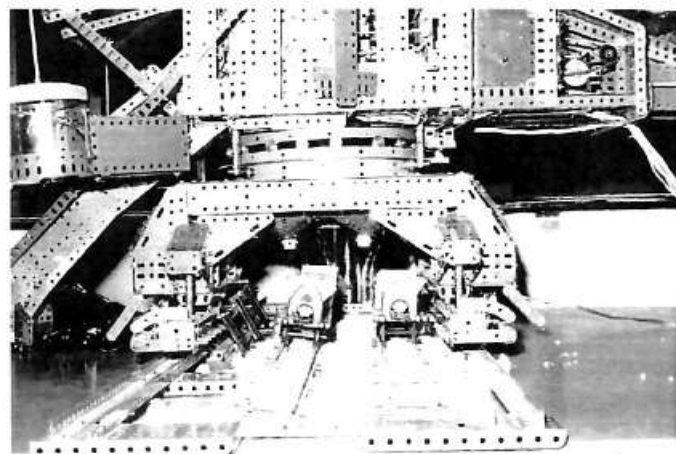
Then the superstructure was built on a self-centring roller bearing with hook rollers. There was an empty space in the centre of the bearing for the coal to fall into the hoppers underneath.



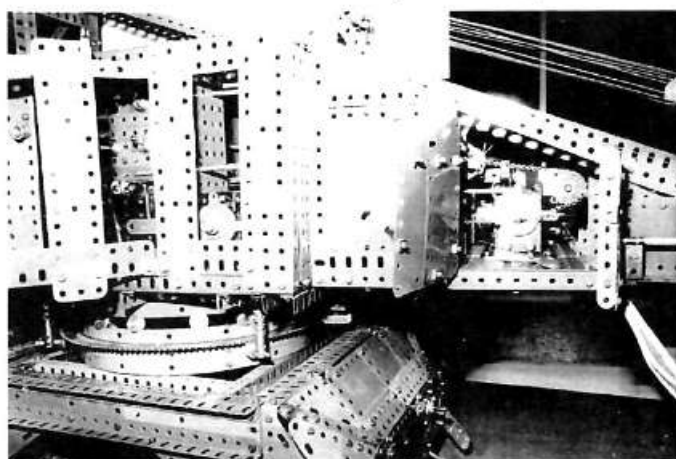
The dredger pictured in the 1935 MM article.



Henry Porter's completed model of the dredger.



The track and the bogie assembly.



The dredger engine room and roller bearing.

Then the crane structure was built with six motors in the engine room. There was one each for the bucket chain drive, the hoisting mechanisms, the slewing and one for the large counterweight at the rear. Then the engine room plating was finished and the two suspended control rooms at the front. Keith

Light, who had a chain of toy shops, was opening one in Takapuna came over to see the model and wanted to exhibit it in his new shop. It took three of us to lift it into the van.

I hope that this will inspire people to make unusual models, which are great fun to develop and construct.

An Attractive Model Loading Shovel

(from The Meccano Magazine - July 1958)

The rear part of the chassis of the Loading Shovel shown in Fig. 1, is made up of a $5\frac{1}{2}$ " x $2\frac{1}{2}$ " Flanged Plate 1. Two $9\frac{1}{2}$ " Strips 2 and 3 are bolted to the longer flanges of the Flanged Plate. The back wheels rotate on a 5" Rod mounted in the holes of two Flat Trunnions bolted to the flanges of the Flanged Plate 1. The Rod is held in place by two Collars. The wheels consist of two 2" Pulleys with Wheel Discs bolted to them as shown. Washers are used to space the Discs from the Pulleys.

The front wheels are held on a 5" Rod that passes through the end holes of two $1\frac{1}{2}$ " Strips bolted to each of the $9\frac{1}{2}$ " Strips and is held in place by two Collars. The front wheels are two $1\frac{1}{2}$ " Pulleys.

Two Trunnions are bolted to a $2\frac{1}{2}$ " x $1\frac{1}{2}$ " Double Angle Strip 4 on each side that is bolted through its lugs to the top ends of the $1\frac{1}{2}$ " Strips and the $9\frac{1}{2}$ " Strips 2 and 3. Also bolted to the tops of the $1\frac{1}{2}$ " Strips are two $4\frac{1}{2}$ " Strips 5 and two Corner Brackets 6, the latter being used to strengthen the construction. A $5\frac{1}{2}$ " Strip is connected to the Flanged Plate by a $\frac{1}{2}$ " Reversed Angle Bracket 7 and is connected at its other end to the $2\frac{1}{2}$ " x $1\frac{1}{2}$ " Double Angle Strip 4 by means of an Angle Bracket. On the other side a $4\frac{1}{2}$ " Strip is connected at both ends to the $9\frac{1}{2}$ " Strips by two $\frac{1}{2}$ " Reversed Angle Brackets 8 and 9 as shown.

A 1" Reversed Angle Bracket 10 is bolted to the foremost Trunnion and connected to a $2\frac{1}{2}$ " x $1\frac{1}{2}$ " Double Angle Strip 11.

The lugs of the $2\frac{1}{2}$ " x $1\frac{1}{2}$ " Double Angle Strip are bolted to the ends of the $9\frac{1}{2}$ " Strips, and two 2" Strips 12 are bolted to the $9\frac{1}{2}$ " Strips as shown. The headlamps are Threaded Bosses and they are attached to the $2\frac{1}{2}$ " Strips by means of Angle Brackets.

The 2" Strips 12 are joined at their tops by a $2\frac{1}{2}$ " x $1\frac{1}{2}$ " Double Angle Strip. Two $4\frac{1}{2}$ " Strips are bolted to the lugs of the Double Angle Strip at the front; at their rear ends they are fixed to two $2\frac{1}{2}$ " Strips 13, one on each side of the mode, which are bolted to the two $9\frac{1}{2}$ " Strips 2 and 3.

The radiator grille consists of three 2" Strips joined together by two Corner Brackets at the top and by a $1\frac{1}{2}$ " Strip at the bottom. This structure is connected to the 1" Reversed Angle Bracket 10 by means of an Angle Bracket. Make the engine cover 14 of a $4\frac{1}{2}$ " x $2\frac{1}{2}$ " Flexible Plate and two $2\frac{1}{2}$ " x $2\frac{1}{2}$ " Flexible Plates, shaped as shown. A $3\frac{1}{2}$ " Strip is bolted along the centre of the engine cover and a $2\frac{1}{2}$ " Strip is curved and bolted across the front end. This structure is connected to the radiator grille by an Angle Bracket.

The sides of the cab consist of $3\frac{1}{2}$ " x $2\frac{1}{2}$ " Triangular Flexible Plates bolted to the $9\frac{1}{2}$ " Strips 2 and 3, and to the vertical $2\frac{1}{2}$ " Strips 13 at their front edges. Two 2" Strips forming the sides of the windscreen are bolted to the $4\frac{1}{2}$ " Strips 5. At their upper ends the 2" Strips are bolted to Rod and Strip Connectors 17, each of which supports a 3" Rod 15 connected to one of the side flanges of the Flanged Plate 1 by means of a further Rod and Strip Connector.

The roof and back of the cab consists of a $5\frac{1}{2}$ " x $2\frac{1}{2}$ " Flexible Plate strengthened at the lower end by a $2\frac{1}{2}$ " Strip and at the top front

by a $2\frac{1}{2}$ " Strip 16. At the front, the roof is connected by Angle Brackets to the two Rod and Strip Connectors 17 on the 3" Rods.

The driving seat consists of two Trunnions and a Flat Trunnion arranged as shown, and the driving wheel is held on a 3" Rod that passes through a 1" x 1" Angle Bracket and an Obtuse Angle Bracket bolted to the Flanged Plate 1. The Angle Bracket is bent slightly to give the correct slope to the steering column.

The rear bumper is made up of three $2\frac{1}{2}$ " x $1\frac{1}{2}$ " Flexible Plates and four $1\frac{1}{2}$ " Strips arranged as shown and at each side is connected by an Angle Bracket to a Trunnion 18 bolted to the Flanged Plate 1 Two

Corner Brackets also are bolted to the Trunnions as shown. The tool box 19 at the back consists of two 1" x 1" Angle Brackets and a Channel Bearing arranged as shown.

The excavator bucket consists of six $2\frac{1}{2}$ " x $1\frac{1}{2}$ " Flexible Plates bolted together in two sets of three and connected at their ends to 3M Strips. One of the Strips is seen in Figs. 1 and 2. Each end consists of two $2\frac{1}{2}$ " x $1\frac{1}{2}$ " Triangular Flexible Plates, a $2\frac{1}{2}$ " x 2" Triangular Flexible Plate and a Corner Bracket. The ends are fastened to the sides by Angle Brackets. Each of the two arms that carry

the bucket consists of a $7\frac{1}{2}$ " Strip. To its inner end a 3" Strip is bolted for strengthening purposes. Each arm pivots on a $\frac{1}{2}$ " Bolt that is locked by a nut in a Threaded Boss 20 fixed to the side of the cab in the position shown.

A bolt 21 in the sixth hole from the rear end of the arm is fitted with a nut tightened against the arm, and the shank of the bolt is then screwed into a Collar 22 that must be free to slide on the 5" Rod 23.

Washers must be used on the bolt to space it so that it cannot be screwed too far into the Collar 22 and cause it to grip the Rod 23. This construction is the same on each side of the model.

One of the Rods 23 is fixed in a Coupling mounted by its centre transverse hole on a Rod journaled in

the $9\frac{1}{2}$ " Strips of the chassis. A short Rod 24 is fixed in the Coupling as shown and is fitted with a Short Coupling 25. The other Rod 23 is fixed in a Short Coupling 26. Collars are fixed on the upper ends of these Rods. By pressing on the Short Coupling 25 the Rods 23 rise towards the rear of the vehicle and this movement raises the arms carrying the bucket. The bucket can be tipped by pulling on a Cord 27. This is attached to the front of the lowest side of the bucket and then taken to a suitable position in the driving cab.

Parts required to build the model Loading Shovel—

2 of No. 1a; 2 of No. 1b; 1 of No. 2; 5 of No. 2a; 1 of No. 3; 4 of No. 4; 6 of No. 5; 9 of No. 6; 9 of No. 6a; 19 of No. 12; 4 of No. 12b; 2 of No. 12c; 4 of No. 15; 1 of No. 15b;

3 of No. 16b; 1 of No. 17; 2 of No. 20a; 2 of No. 21; 2 of No. 24; 124 of No. 37a; 120 of No. 37b; 37 of No. 38; 1 of No. 40; 4 of No. 48a; 1 of No. 52; 12 of No. 59; 1 of No. 63; 2 of No. 63d; 4 of No. 64; 1 of No. 80b; 2 of No. 111a; 2 of No. 111c; 2 of No. 115; 1 of No. 124; 3 of No. 125; 6 of No. 126; 3 of No. 126a; 8 of No. 133a; 2 of No. 142a; 2 of No. 142d; 1 of No. 160; 1 of No. 185; 7 of No. 188; 2 of No. 190; 1 of No. 192; 4 of No. 199; 4 of No. 212; 2 of No. 215; 4 of No. 221; 2 of No. 222; 2 of No. 226;

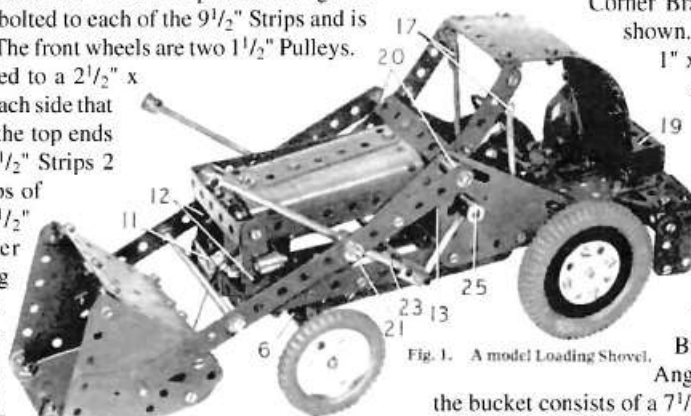


Fig. 1. A model Loading Shovel.

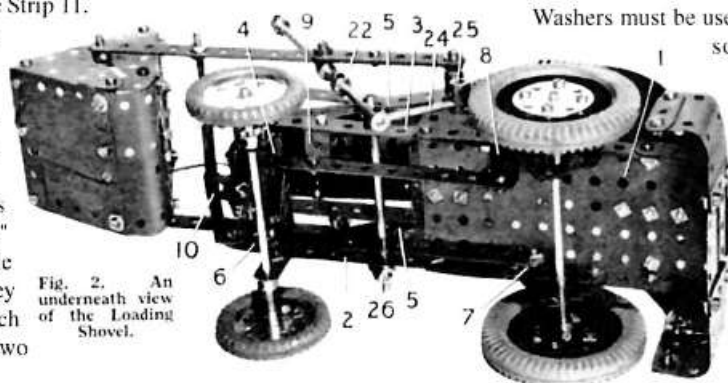


Fig. 2. An underneath view of the Loading Shovel.

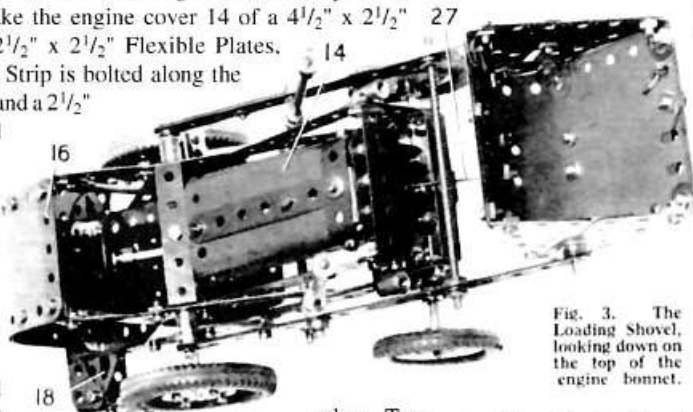


Fig. 3. The Loading Shovel, looking down on the top of the engine bonnet.

Editor's Model of the Past, No. 1

by Les Megget

I well remember building this "Attractive Model Lifting Shovel" back in the late 50s and getting much enjoyment from it, see Fig. 1 for the latest reincarnation. I can't remember if it was played with in the clay/dirt backyard we had at the time in Wellington but if I did it may help to explain the lack of paint on many of my medium red/green parts accumulated at that time.

This indeed attractive little model appeared in the July 1958 MM (p342, 343 and continuing earlier on p 239, if that makes any sense). It also appeared as a motorised Dealers Model in the 1960s and I've seen photos of one on Greg Webb's Flickr website taken at the "Magic of Meccano" show at Kew Bridge in 2006. I don't usually build manual models these days so I thought in this case I will collect all the parts from the parts list included and see how I go. Well that wasn't very successful! When the model was complete I still had about a dozen pieces left in my box and I had made several trips out to the shed where my light red/green No 10 set resides to get other parts which weren't on the MM's list and that was before I started modifying the model (as is my way).

The model is relatively easy to construct, the instructions aren't too bad but the small black and white photos make it difficult to define detail, especially with my poor eyesight: much squinting with my glasses removed and the MM about 4" from my nose!

The MM model doesn't have front wheel steering (but does have a steering wheel), so I included steering in my latest version, see Fig 2. This is pivoted on the 2 Trunnions, which are there for show only on the original. I used a Crank Handle as the steering shaft, held at the bottom (just before the crank) by a Threaded Coupling on the transverse shaft across the chassis, which holds the Rods, which move the bucket arm up and down. The Threaded Coupling had an Angle Bracket bolted in its threaded portion, the steering passing through the other hole in the AB. The handle of the Crank Handle moves a Stepped Bent Strip bolted to the steering cross-shaft (7-hole Strip). This crude steering gear works remarkably well except when you

attempt to dig with the bucket below the ground level on which the wheels sit (due to conflict between the bucket arms and the steered front wheels).

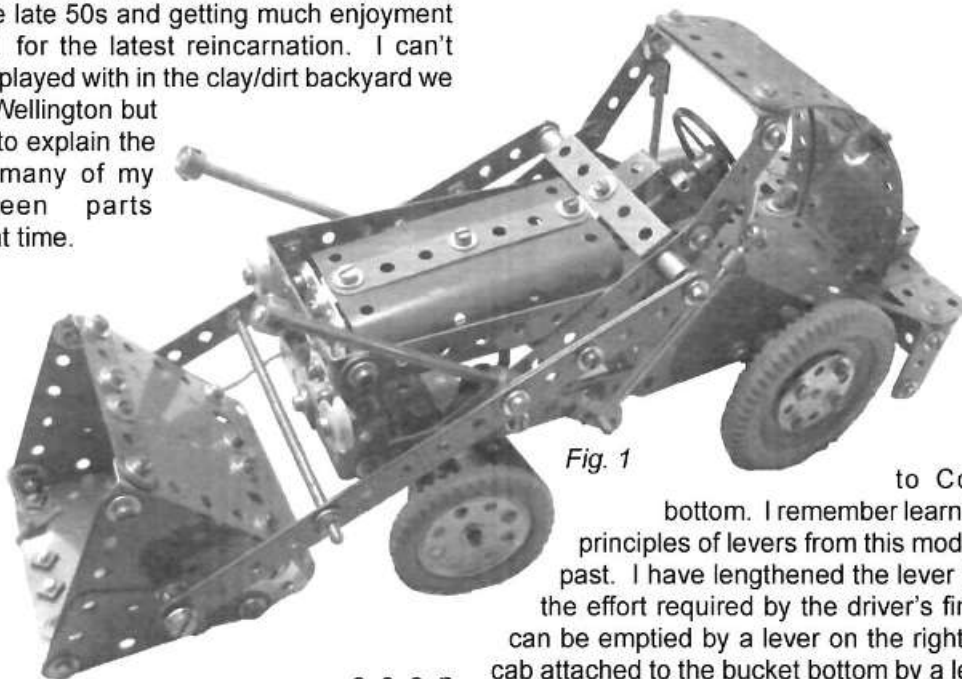


Fig. 1

to Couplings at the bottom. I remember learning a lot about the principles of levers from this model back in the dim past. I have lengthened the lever by $1\frac{1}{2}$ " to reduce the effort required by the driver's finger. The bucket can be emptied by a lever on the right hand side of the cab attached to the bucket bottom by a length of Meccano Cord (No dear collectors I did not cut up one of my green mint Hanks of Cord for this purpose). I thought about motorising the digger using a Meccparts motor but that would have taken away the hands on simplicity of it. I did use 2 Yellow plastic (what's that stuff) $\frac{1}{2}$ " Pulleys as the headlights rather than the unobtrusive Threaded Bosses in the original.

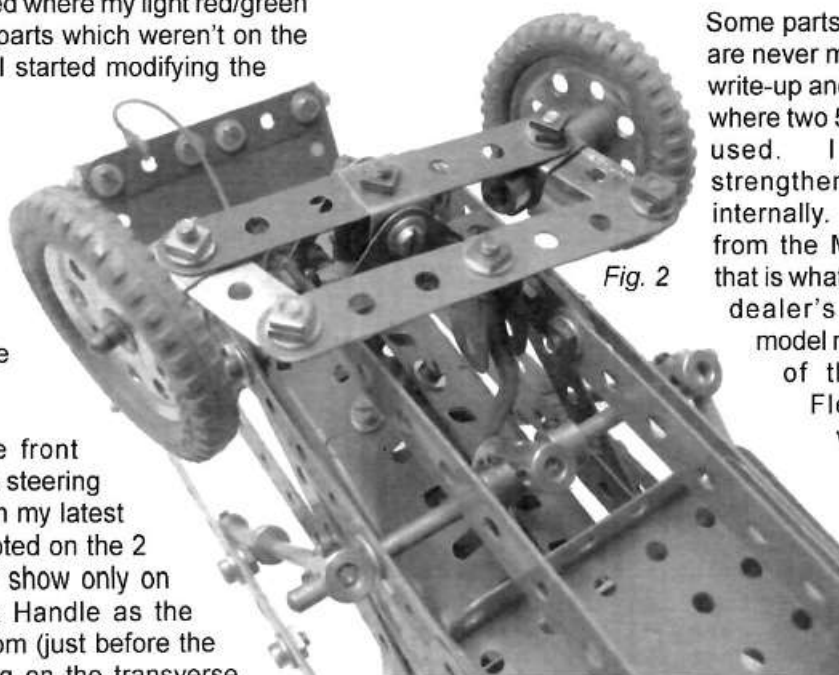


Fig. 2

Some parts in the parts list are never mentioned in the write-up and I had to guess where two $5\frac{1}{2}$ " Strips were used. I presume to strengthen the cab roof internally. You can't tell from the MM photos but that is what happens in the dealer's model. The model makes good use of the Triangular Flexible Plates, which had only been recently introduced at that time.

Conclusions:
One of the most attractive

and play worthy models described in the post-war MMs (the second WW that is), in my opinion. The instructions and parts list should be used with care, mistakes are guaranteed. No change there from the current Nikko offerings, but at least there were written instructions in the 50s and 60s, rather than today's exploded diagrams.

Model-X 2009, Queens Birthday Weekend, Westwave Aquatic Centre, Henderson.

by Gary Higgins

After our less than satisfactory placement in the Recreation Centre in 2008 and after a great deal of negotiations behind the scenes by **Peter Hancock**, I can report that this years show was a roaring success.

Our placement was far better, as we had no pillars to contend with and a large oblong area in which to display our models, we were also placed next to the Hornby trains display, which was in turn situated next to Tom Whyte's Lionel. I'm sure Frank Hornby would have smiled if he had seen it.

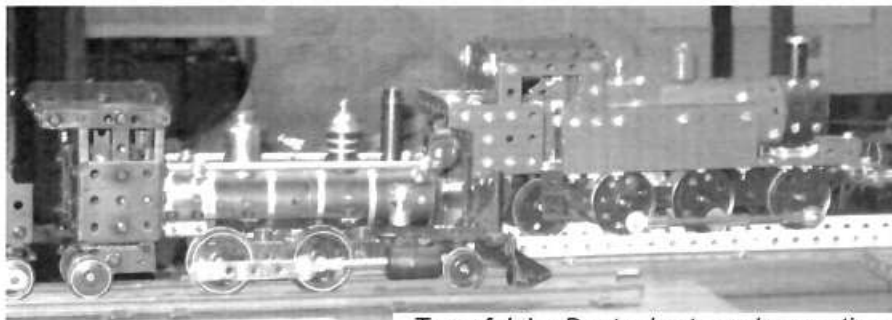
We also introduced a mezzanine tier system, which had been constructed over the last year by the tireless efforts of **John Denton**. This meant that we had two layers of models for each area of table space and another positive, the "don't touch" models could be kept away from inquisitive little fingers.

Along with the signage provided by John and some placards donated to the club by **Daryl Anderson** the display looked a treat. John had also made up a barrier, which cleverly clipped onto the tables keeping the public out of harms way. The display was set up on the



John Denton, Peter Hancock and Gary Higgins in discussion.

Mechanical Workshop set with a remote button (saves batteries), Walking elephant, modern motorcycle, USA Hummer and a Pterodactyl made using the Speedplay set which realistically flapped its wings, screamed and had fibre-optic cable lighting up the eyes. This was operated by the Infrared unit from the modern IR set and worked very well attracting a lot of attention from young and old alike.



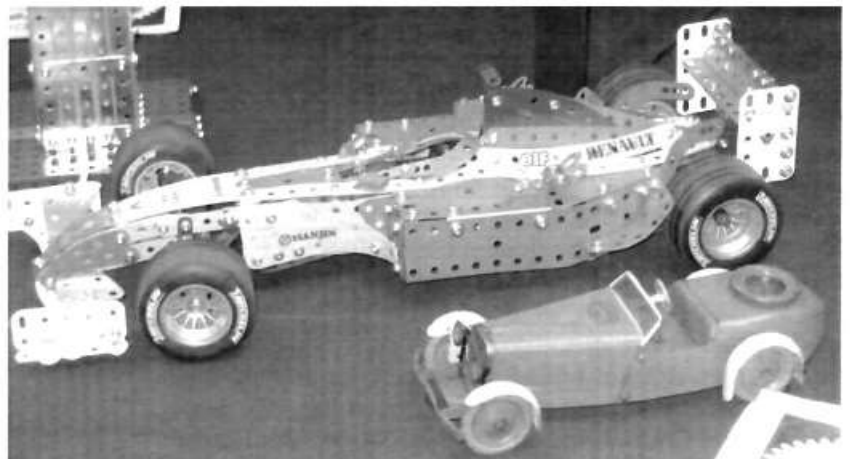
Two of John Denton's steam locomotives.

Friday evening and when the venue opened on the Saturday there were a good number of members and their models attending the display.

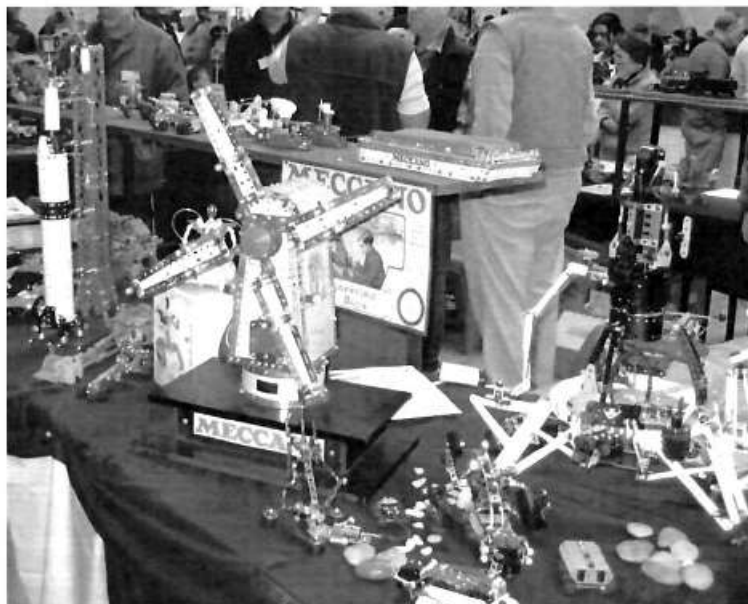
John Denton of course had a large number of models of interest on display. His F1 race car, Konkoly clockwork motor powered horse and cart, two steam engines, Emmet's railway, Red Arrows display, Kleintz Oscillating engine, Norton Motorcycle, dump truck from the highway set Concorde, Military Jeep, Traction engine, Balancing acrobat and a Military scout car.

Gary Higgins had his small and large versions of the Red Baron's Fokker DR1, a Sopwith camel, a military transport Truck, Tank and tank transporter, large yellow truck (big truck set) red roadster, three small remote controlled cars, replica ship building set, a car from the

Kegan and Graham Wrighton brought along a number of smaller models including two dockside cranes using different eras of Meccano, a Forklift from the 80s infrared set and an airport fire appliance .



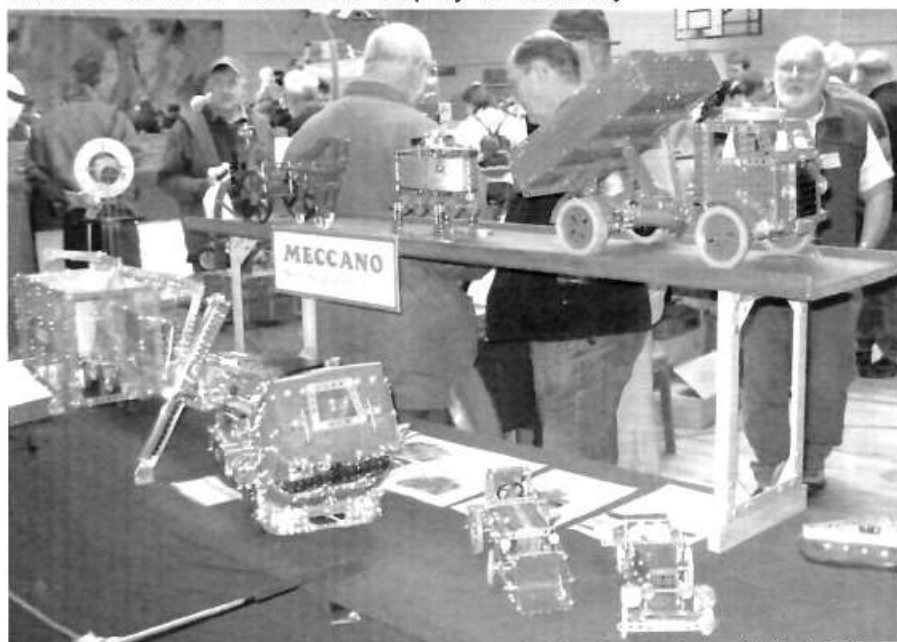
Old and New meet at Model-X (John Denton's Renault F1 car and Richard Sealey's No1 Constructor car).



*AMG Meccanomen discussing Meccano probably?
Peter Hancock's windmill and Atlas Space Rocket
launcher set in foreground.*

Les Megget had brought his Mercedes truck and trailer with its working side lifter and was looked on with awe by most of the crowd, the most common question being "How long did it take to build?" We told everyone 18 months I'm sure Les will correct me if I'm wrong (Ed. That's about right Gary). He also brought a very nice EMF tipper truck and a small digger in light red/green and a Frazer-Nash car in blue and gold Meccano.

Peter Hancock, as well as being the main organiser of the event, also brought a good selection of models including the Yellow windmill with flashing lights, a whole plethora of models from the Mission the Universe set, motorcycles, cars, helicopters etc. The universe set has a great number of different parts and when seen as a combined display is certainly



*The Editor's and some of John Denton's display models at Model-X.
Richard Sealey to the right.*

impressive. Peter also had the latest Atlas space rocket launcher set on display.

Bruce Haines came by and dropped off a small road grader for display.

David Wall brought along his solenoid electric engine, His rotating pendulum clock and Clyde puffer Steamboat and Bean Rock lighthouse on a cushion (to represent Bean Rock of course).

Neil Carey brought his working version of the bush loco powered by a clockwork motor and Big Ben.

William Irwin brought a collection of rare and obsolete parts for us to enthuse over and **David Barnard** had purchased the small version of the Meccano Spykee robot which he assembled at the venue and put it through its paces.



Model-X AMG display, showing mainly Gary Higgins' models.

Richard Sealey helped to tend the stands and brought along his No 1 Constructor car.

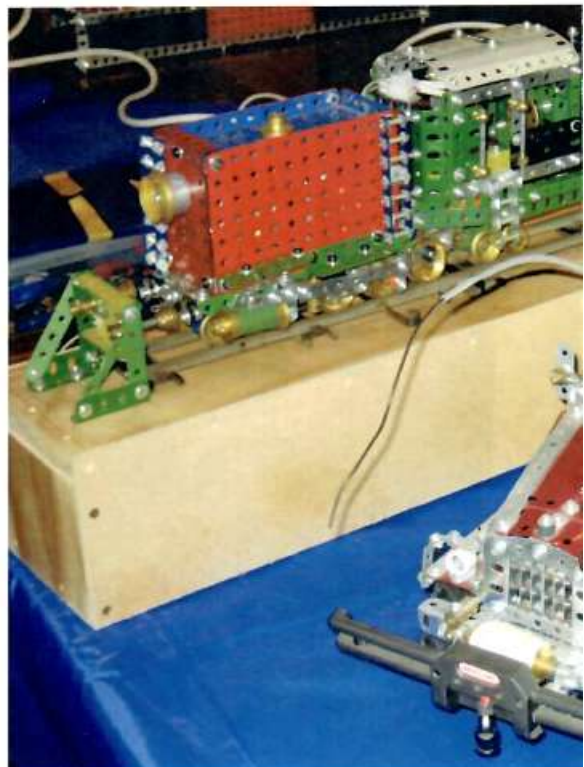
The Hornby enthusiasts had an original bolt together Hornby train on site (c1922) and there was some discussion of train buffers, couplings and the like being interchangeable as Meccano / Hornby parts.

The crowds were busiest on the Sunday, which was also the coldest day with temperatures dropping to 5 degrees C outside the venue, a shock to the system for those of us who had been inside all day.

All in all a thoroughly enjoyable three days of Meccano exposure..... now when's the next one?



John Pond's Land Yacht.



John Freer's Half-Track Truck & Mallet.

Some More Pictures of Models at the E

(photographed by Les Megget)



Bob Prescott's Ball Roller.



Neil Pluck with his NZR Kb Locomotive.



R



Steam Locomotive.



Jason Mairs' F1 Racing Car.

Easter 2009 Exhibition in Christchurch



Roman Johnston's Chair-o-plane (Best New Exhibitor)



David Wall's Rotating Pendulum Clock and other models.

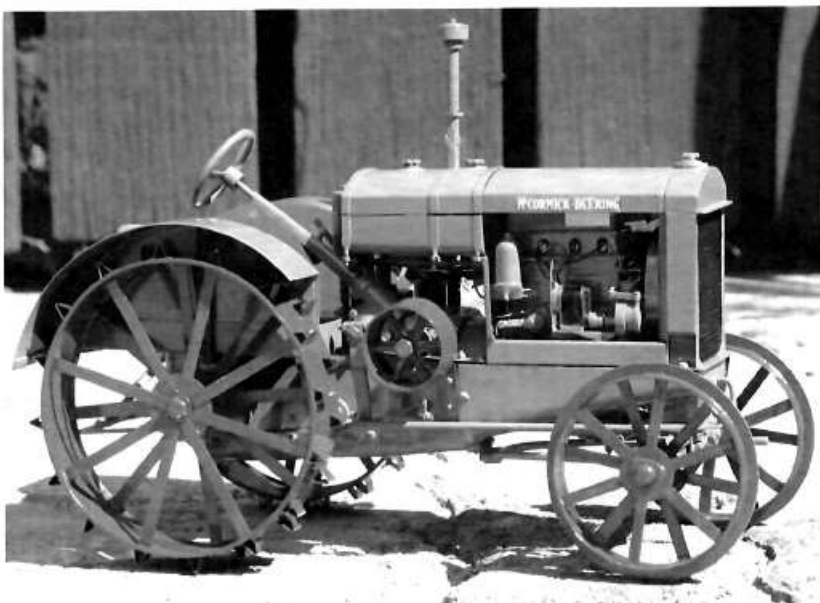
McCormick - Deering 15 - 30 Tractor

by Bruce Geange

These tractors were introduced in 1921 and remained through to 1934 with the later tractors from 1929 were 22 - 36 models with a larger cylinder bore and a higher engine speed plus other features.

I had a one twelfth scale drawing of the 15 - 30 to make a wooden toy with metal wheels. I decided to make the tractor as a working model in metal. Photos were taken of an original tractor and a parts book photocopied for reference.

A wooden pattern was made of the unit frame and a copper frame was formed over the pattern. The tractor was constructed in modular form using tinplate and brass. There are three motors in the model controlled from one speed control. One for the engine, one for the belt pulley and a geared motor drives the rear axle. The tractor won't operate until the engine runs. A differential is included with the rear axle. Six AAA batteries hide in the fuel tank.



The model is finished in grey with deep red wheels. It has been an interesting project and another tractor model is possible.

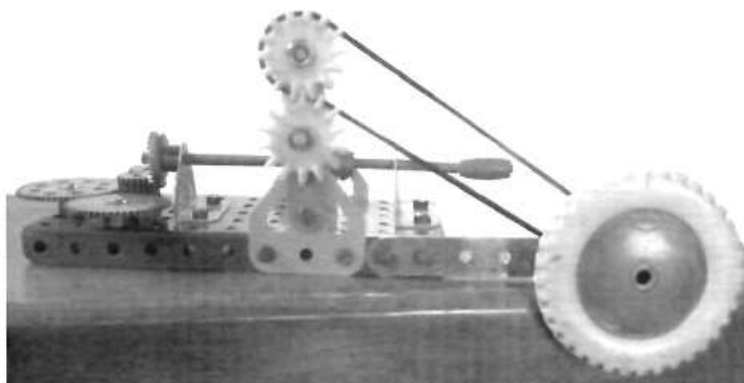
Parts in some of the components; Air cleaner 29, Radiator 152 app., Rear wheels 55 each, Belt pulley 9.

A Young Meccano Modeller

by John Ince

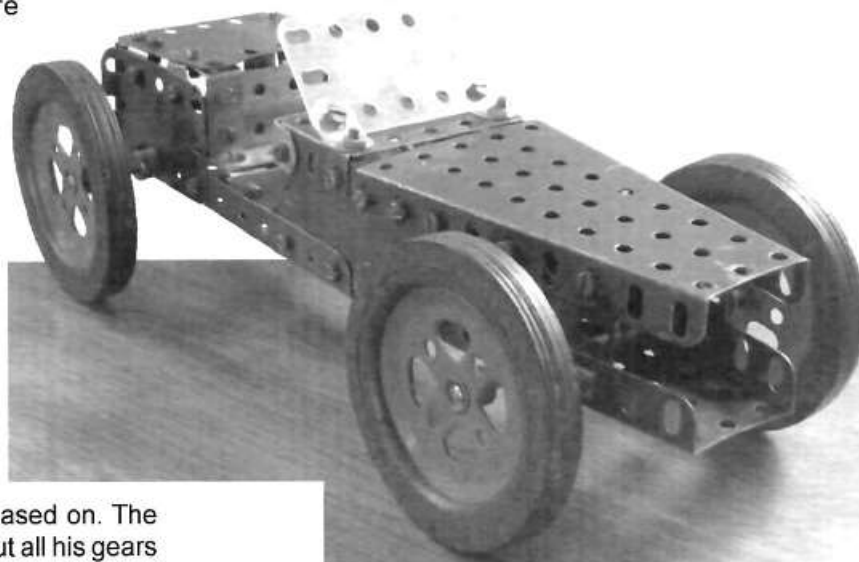
My Grandson, Tom Hornblow, who is now 14 has been

interested in Meccano for few years. Early this year I presented him with a nice box of Meccano parts including gears and it was not long before



some good results emerged. Tom likes inventing his own designs and the illustrated models show quite a bit of potential.

The car looks good and has nice proportions. I am not sure what make it is based on. The gear assembly is just a trial arrangement to put all his gears into a functional device. Perhaps soon we will see them in a more complicated model.



Meccano's Marketing Strategy: During personal discussions with Meccano's marketing people we raised the question about the progressive sets and the challenge of combining the multi-model sets when each had its own colour scheme. Meccano's position was made very clear to us. "They see Meccano as a toy so each set needs to be complete in its own right against all the other toys in the shop. They are not targeting repeat sales so their strategy is to sell one set to each child, not several sets to a sub-set of children." (*Andrew Wells on Spanner*)



Sir Harry Kroto: Sir Harry was a guest on Kim Hill's radio show on February 7th. He discussed the conflict between religion and science when teaching young people. "They don't need to know how a mobile phone works, only that it does". In a wide ranging discussion with Kim he, unfortunately, didn't mention his boyhood fascination with Meccano. However, the 'Dominion Post' reported that Massey University hosted two of his lectures and mentioned that Sir Harry's scientific endeavours were sparked by a childhood interest in Meccano. (*L.S.*)

Nine Hole Flex Strips: While I was placing an order with MECCPARTS for some flexible strips, Vivien Wells happened to mention that they have in stock dozens of 9 hole gold coloured ones. (*L.S.*)

No Glue Lego: In modern Lego sets there are connectors of various types which connect with and hold special beams together. Strong constructions can now be made. But not as strong as made with Meccano. (*John Ozyer-Key on Spanner*)

Desert Island Meccano: The British radio programme "Desert Island Discs" recently had as its guest, actor Peter Sallis who was Clegg in the BBC TV comedy "Last of the Summer Wine". As well as the books and records he would like to take with him, Peter was asked to suggest a luxury item. He chose a No. 7 Meccano set because it brought back memories of his youth. (*Thanks to Anne Prescott & John Pond for this item*)

Engineer Using Meccano: Nigel Boyle in Christchurch has a nice Mid-50s set 10 in the original oak box with lift out trays. He says the original owner was an engineer at our Marsden Point oil refinery who used the Meccano for his work.

Early M.M.s: Peter Harwood says on Spanner that the early Meccano Magazines are a fascinating read. In 1916 a first prize was £50 - more than 6 months wages for many workers. The biggest set of that time was a No. 6, which cost £5, including a cabinet.

Jim Gamble's Rare Display: At the H.R.C.A. 40th anniversary celebrations there was an impressive display of unusual (rare) Meccano items put on by Jim Gamble. On show he had the following items: Butter Churn (boxed), 1914; Dolly Varden House & Dinky Furniture, 1938-39; Raylo Train Game, 1914; Mechanics Made Easy sets 1901-1907; No. 1 Crystal Receiver, 1922; 7" diameter Geared Roller Bearing, 1954 (1 of only 5 No 2 Water Motor, 1914 produced); Also some very impressive Trade catalogue mock-ups, dealer display models and other mouth-watering items. (*Andrew Horner on Spanner*)

D.A.'s at Marshall University: In one of the publications from Marshall University, Bonita Lawrence describes a talk given to them by Arthur Porter who built the first D.A. at Manchester in 1934. "In his lecture in April, 2005, Mr. Porter described the life of a budding scientist during the 30s and 40s. Among the prestigious scientists who visited the Manchester D.A. in the 30s was Lord Rutherford. Rutherford was so impressed by the machine that he asked permission to run it himself." (*Thanks to William Irwin for this item from Rolf Valkema on Spanner*).

Doug. Muff Again: Robin Rye tells us on Spanner that Meccanoman Douglas Muff recently featured on a T V program. Not Meccano, however. His segment related to the continuing theft of the road sign for the road Doug. lives on. It is called "Muff Road". Our issue of October, 2008, told of the disastrous fire which destroyed Doug's home. His Meccano was burned but may have been repaintable. More damage was caused by the firemen walking on the spilled Meccano than by the fire. Doug's son, Peter Muff, through Newton Engineering, has for a long time supplied replica angle girders, flat girders and perforated flat plates to N.Z. Meccanomen. UPDATE; Doug. told me in July that his Meccano was completely restored to new condition with the help of the A.M.I. Insurance Company. Including a new 6-drawer cabinet. (*L.S.*)

What Goes Around Comes Around!! Tony Holmden tells us on Spanner that recently he dumped some boxes of scrap Meccano at his local tip. It was all very tatty and some of it had been gathering dust in his workshop for 25 years. The time, cost and effort in restoring it was not worthwhile. A while later Tony had a phone call from a chap from whom he had previously bought Meccano, saying he had some more. Tony went around and there, laid out on the garage floor was the stuff he had dumped. The chap's face, when Tony told him, was a picture, especially when he confessed he had paid the tip controller £50 for it.

Toyworld Advertising: Their winter catalogue included the Locomotive Set 0507. It was advertised as a "new" set. The sale price was \$NZ109.

NZFMM matters.

by Peter Hancock

1. Christchurch Meccano Club "issue" aired in public recently :

The Christchurch Meccano Club has dealt with an unfortunate issue relating to matters pertaining to individuals perceptions of an issue that related to the recent NZFMM Exhibition/convention held last Easter. The issue was between a number of the club members and their former President Charles Steadman. The issue is closed and suffice to say that there is no ongoing issue nor 'alleged' wrongdoing then or now to be dealt with. As NZ President, I request that the matter and any rumours that may still be active relating to it, be left alone and immediately closed down for the good of all involved and for the sake of our Proud Federation and 4 [four] worthy New Zealand Clubs/ Guild(s).

2. Christchurch Meccano Club Management changes:

The Christchurch Meccano Club has appointed Neil Pluck as its new President, Secretary is Roland Jaspers and the Treasure is Donald McKenzie. [Former President, Charles Steadman has resigned from the CMC]. The club has new clubrooms and I am sure that you will all join with me in wishing them all the best as they go forward.

3. NZFMM visit to Christchurch Meccano Club:

In my capacity as NZ President of the NZFMM I will be meeting with the Christchurch Meccano Club on the evening of the 2nd of September. I am looking forward to building a strong ongoing relationship with our Southern colleagues with a reconnection from these Meccano enthusiasts with the NZFMM Magazine.

4. NZFMM Website:

I am pleased to inform members that the old NZFMM

website [www.nzfmm.com <<http://www.nzfmm.com>>] has been closed after holding amicable discussions with Wes Dalefield who we have thanked for his services over recent years as the first webmaster of the NZ site as it was. We have appointed two [2] new webmasters being our own William Irwin and Gary Higgins.

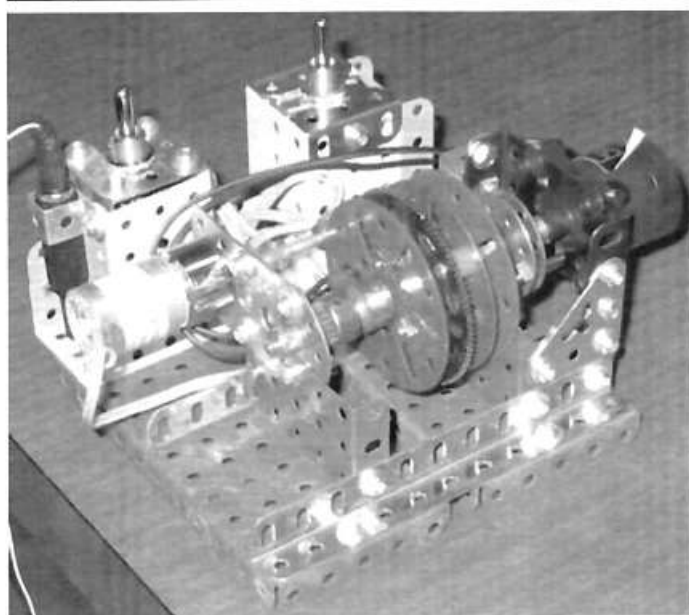
Now that Wes has closed the site he was looking after for us, we have secured and registered both the old website name and established a new one being www.nzfmm.co.nz . which we will promote with vigour. We will be ensuring that the old site www.nzfmm.com will be directly linked to the site as well. This will ensure that others cannot take/ use the old web address while ensuring that everyone that visits our site sees that we are New Zealand based and proud of it. It will also ensure that we are not directly connected with the problems that existed with the old site for a number of unfortunate reasons over recent months. We have a sponsor who will cover the costs of the site for the next 12 months.

I am pleased to report that the Christchurch Club, Wellington Club and Manawatu Club are showing great interest in being part of the venture with Christchurch already agreeing to set up their own club pages under this hosting. Manawatu are also keen to do so and are meeting to discuss their plans to join the site shortly;

Obviously the Auckland Meccano Guild pages established by Gary will be transferred from the current site run by Charles Steadman to the NZFMM site as soon as practically possible;

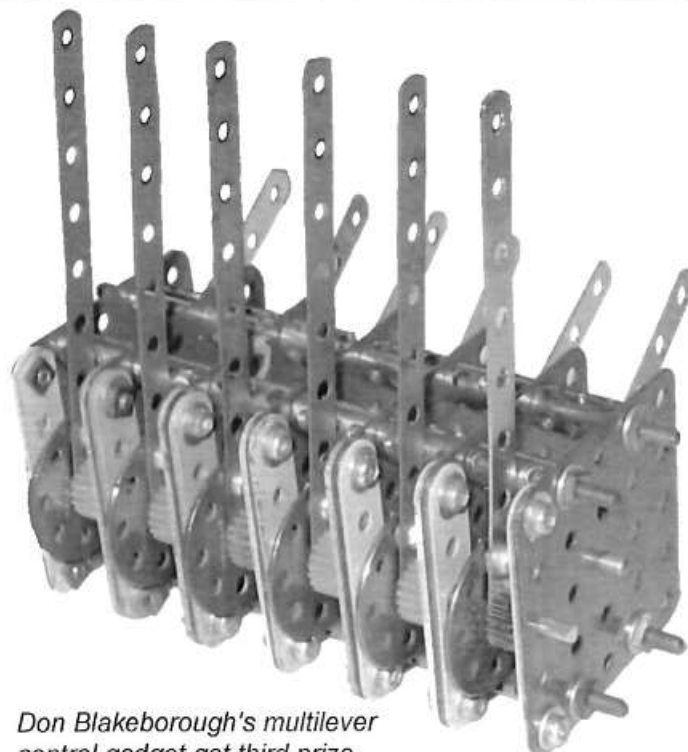
5. April Antics 2010:

The dates have been set for the NZFMM 2010 April Antics. The event will take place in New Plymouth at Devon Hotel and Conference Centre on Saturday 17th and Sunday morning the 18th in the conference room that we held our evening dinner in at the last event. Full details of the challenge, venue and the dinner will be released to all shortly. Please book the dates in your 2010 calendar.



John Freer's epicyclic gearbox got second prize

These are Two more Photos from the MWT June Meeting Contraption Competition.



Don Blakeborough's multilever control gadget got third prize.

MWWT MECCANO CLUB

**Meeting
13 June 2009**

by Bob
Prescott

Twentyfour
members

gathered at the St. Luke's Church Hall on a sunny winter's afternoon.

The theme model for the June meeting was a "contraption". Chris Morton reminded us of the definition of "contraption" along the lines of "a machine or device especially a strange one" and we certainly had that at this meeting with many interesting theories on their uses!



John Ince's Contraption with a Meccano Man pointing to it!

has recently acquired and which has changed hands many times since it left Binns Road. From the UK it went to Australia, then America and now New Zealand. The GRB has its original packing and box. He also showed us a wooden tool cabinet with nine drawers which would be suitable for storing Meccano, retail price \$336.

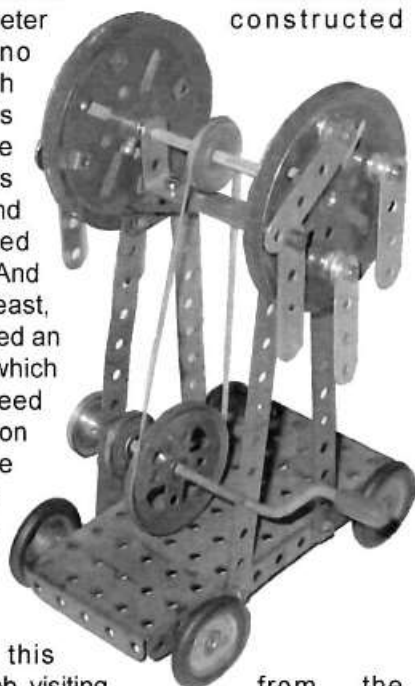
Lloyd Spackman brought three models – a tractor unit and low loader from Nick Rodgers' Transport Fleet booklet and a crane lorry from the 9550 set.



Don Blakeborough had a multi lever device to lower/raise the frame in a loom. Chris Morton brought a winding device used to repair coils on armatures or other wire coils. John Ince had a six wheel "contraption" trailer and a "contraption man". Viv Alexander brought a "do nothing" contraption that demonstrated stirring.

We were very pleased to welcome back Alistair Tong after his recent operation and he had made a three wheeled contraption with interchangeable parts constructed from a "Speed Play" set. Paulette Morton showed us an unusual pedometer constructed

from Junior Meccano plastic parts. Hugh Ramage displayed "Balls Away", a golf practice ball shooter. The balls were fed into a tube and a rotary arm projected them across the room. And last, but by no means least, John Freer demonstrated an epicyclic gear box on which he could vary the speed and change the direction of the plates. Chocolate fish were presented to all participants in the "Contraption" competition.



Paul Vodanovich showed his 1953 sports car from a No.8 Set which he had originally built as a child, and a forklift from the Centenary Set.

Daryl Anderson brought a motor drive wheel from his 2001 roller coaster and a German STABIL construction set.

Robin Rye showed his JCB telescopic boom loader which is work in progress.

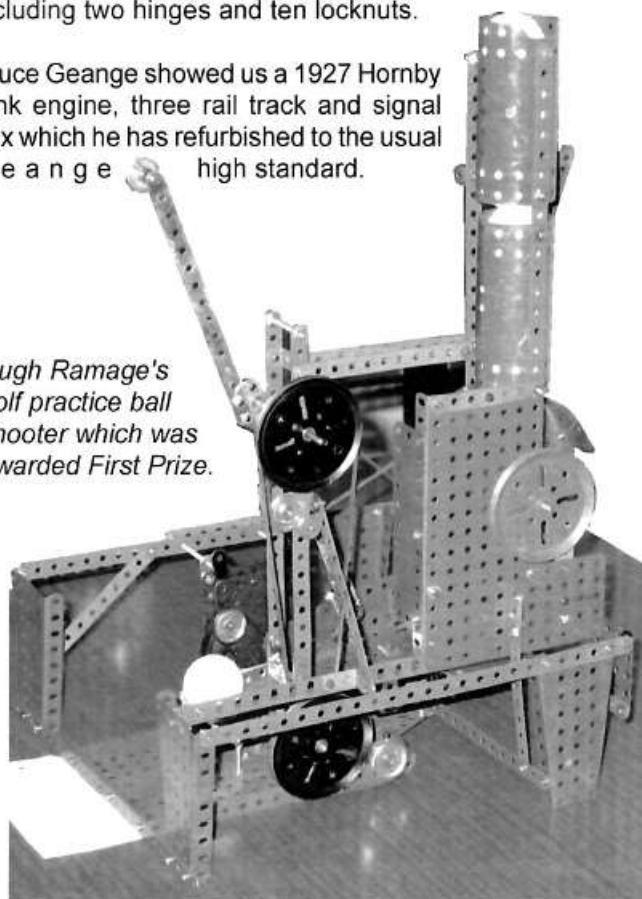
Both Nancy Jones and Bob Prescott had the same new large Metal Robot, Nancy having "bought" hers with Flybuy points. Bob pointed out that if you wanted to get a robot set, 892400A was the one to buy with its many useful parts including two hinges and ten locknuts.

Bruce Geange showed us a 1927 Hornby tank engine, three rail track and signal box which he has refurbished to the usual Geange high standard.

In addition to this competition, Laurie Webb, visiting from the Wellington Meccano Club, and Bryan Jones demonstrated their magnificent 6 foot plus model of a Railway Track Tamping Machine which has taken several years to construct. The model measures all track measurements, size, cant, low and high points from sleeper to sleeper, then picks up the track and packs the ballast to correct any discrepancies. Although the model was taken to the Christchurch Convention, they had some problems there which have now been rectified.

Graham Hawtree showed us a mint 1937 GRB which he

Hugh Ramage's golf practice ball shooter which was awarded First Prize.



MWT MECCANO CLUB

Meeting Report 9 August 2009

by Lou Nichols

A beautiful sunny day greeted us for our last winter meeting of 2009. A good attendance of members even though this was the day of our Annual General Meeting when sometimes attendances tend to be low. As it turned out the executive hasn't changed with John Freer re-elected as our President and Graham Hawtree as our Secretary-Treasurer. Lou Nichols and Daryl Anderson will carry on with Meeting Reports and general reporting. MWT Club will be the next hosts and organisers of the Easter 2011 Convention so we will keep you up to date with news as it happens. A small committee has been formed and a couple of meetings have been held and it is pretty certain that the venue will be the Palmerston North Convention Centre. Also a web site will be set up and a further web site will be able to be used on a share basis, so watch this space for the web site addresses.

Also at the AGM, the MWT Club Member of the Year if voted for and this year our Member of the Year is John Ince. As most of you will know John has been part of the team for eight years now that puts together this NZFMM publication for our information and enjoyment, so it was a well deserved honour for him.



John Ince and John Freer with the Lindsay Bond Windmill - Member of the Year Trophy.

'Funny Men at the Circus' from Meccano-Triang - Canada, probably from the 1970s. All done in colourful plastic figures with a horse and ringmaster and from Graham Hawtree, also from the 1970s and this time from Meccano - France a Hornby goods train set operating on 12 volts DC. Plus from Graham and sourced from the UK, three modern small boxes illustrated with an old Meccano Magazine picture, 'Super Dreadnoughts of the Air'.

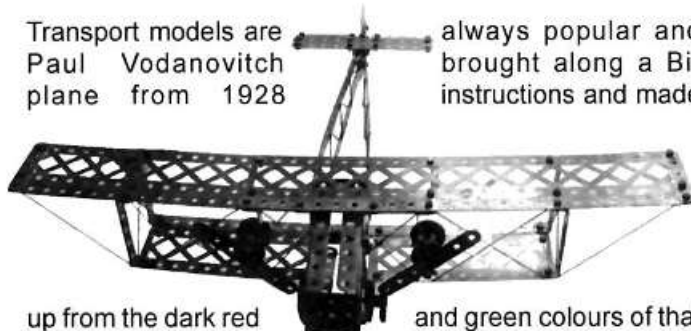
Reported on previously, but worth it again if you are looking for a real novelty Meccano Model with a purpose is 'Consul the Educated Monkey',

executed by Bob Prescott, but first introduced by Graham Jost from Melbourne. Graham purchased the toy in modern form that was first dreamt up by Will Robertson in 1926 who lived in Dayton, Ohio.

Freelance models were introduced by Bruce Geange and Hugh Ramage. Hugh has now completed his Straddle Loader for use in conjunction with Container cranes. Aply demonstrated with container lifting, steering driven from the rear wheels and forward and reverse drive. A very good model all round. Bruce out on a drive spotted two 'Jumbo Cranes'. Decided to stop, talked to the owner and obtained a drawing from which he was able to build his usual well made model.

Transport models are Paul Vodanovitch from 1928

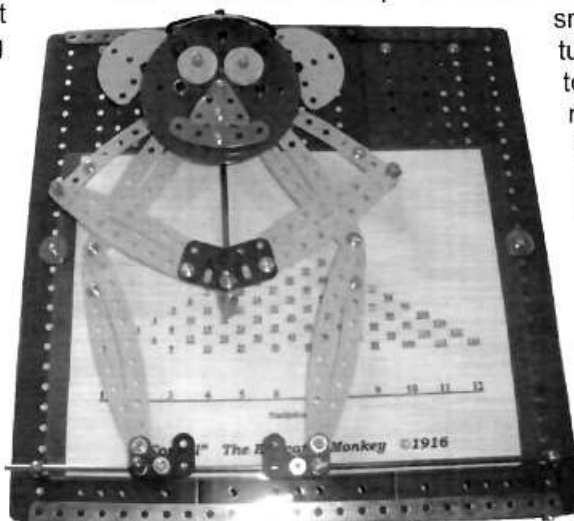
always popular and brought along a Bi-instructions and made



up from the dark red and green colours of that time. Flying must have been a bit draughty in those times. Don Blakeborough got out his Plastic Meccano for a change of pace and brought along a Tractor with two bucket trailers a Front End Loader and crawler driven Excavator. Tom Pittams had a buggy built up from a new Meccano set No.4951 and this was resplendent in gold and black. Tom usually manages a novelty item and this time was in the shape of a tin he had purchased in the shape of a boat. Tom saw the possibility of propelling this tin and so set about fitting a mechanism to drive a pair of oars which we all had the pleasure of watching it do its thing in a large bowl of water.

To finish off John Ince brought along his Konkoly 'Magnificent Meccanograph' as described in the MM. of August '65. Alastair Tong made sales of \$2.50 for club funds from his reproductions of "Begin Building", from the idea of John Westwood in the UK who produced some simple plans that could be produced for sale at meetings and exhibitions. Last up Lou Nichols has produced a

small double turntable on which to show miniature models. This will be used at exhibitions so that tow models can be turning at a time and then rotated from the other miniatures on display.



'Consul the Educated Monkey', by Bob Prescott

Wellington Meccano Club

Meeting, June 5th

by Lloyd Spackman

We had one of our best attendances ever at our June meeting. One new member and the return of some we had not seen for a while added to the interest. Also a good collection of interesting models.

SIMON MOODY brought his gantry crane which has survived travelling hundreds of kilometres and being assembled and dis-assembled at least half a dozen times. And it still runs smoothly, which is a tribute to Simon's modelling prowess. He also showed us the base of a large crane he is going to build.

DON FLOWERS brought along the chassis of his six wheeler truck with its complicated gear trains all in place.

BRIAN PETERSON showed us a tipping truck built from a combination of Army and Highway



Brian Peterson's Tip Truck.

sets. Also a tank wagon built from a "Mechanic" set (ex The Warehouse) but with several Meccano parts added to the model.

COLIN CROFT has begun to build his blocksetter crane and showed us the four "feet", effectively using 8 girder frames. It will be green and nickel.

LLOYD SPACKMAN had modified a truck from a set 9550 to incorporate a swivelling crane sitting on 4 Meccano ball bearings which were embedded in a part J76 plastic pulley. He also had a tractor unit and low loader from Nick Rogers' Transport Fleet designs.

LOU NICHOLS brought along an unusual working composite clock which featured a small railway

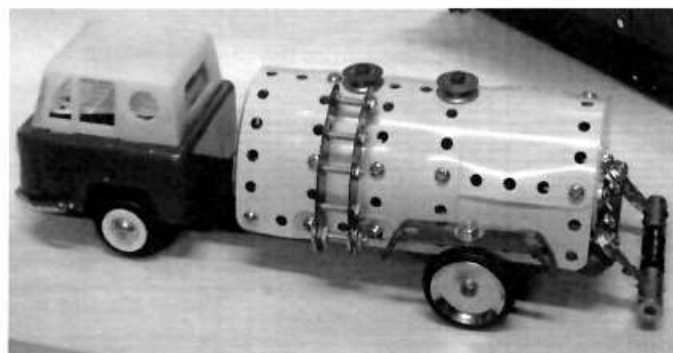
train circulating at the front as well as a larger train static in front of the dial.

The star attraction was the Plasser railway track tamping machine being built by BRYAN JONES and LAURIE WEBB. It is a most impressive model. Brian (who is the project engineer) gave us a most interesting talk on how these machines work. (Photo page 28)

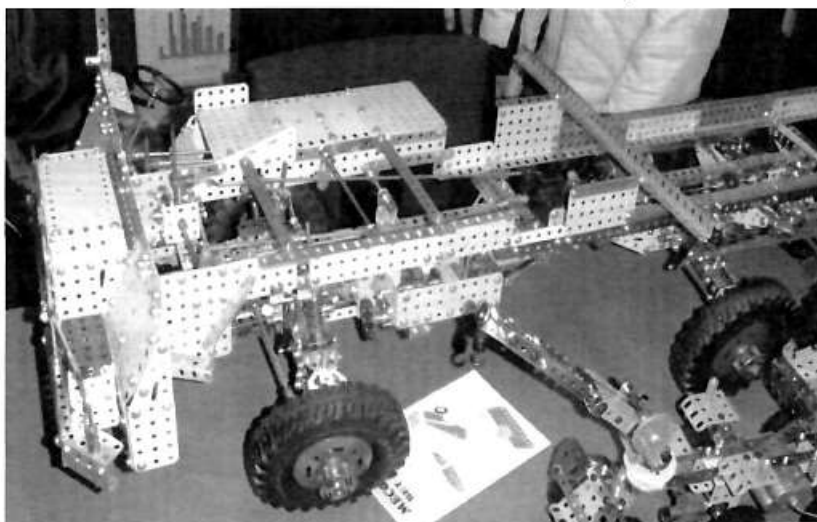
In our business session we fixed the annual Club subscription at \$ 2 0 .

Lou Nichols' Composite Clock

Regarding Andrew Jardine's letter re the Club trophies it was decided to thank Andrew but to keep them in the Club's hands in the meantime. We also noted that the nomination of Bruce Neilson for the Golden Spanner Award has been deferred to 2010.



Brian Peterson's Tank Wagon.



Don Flowers' Chassis



Meeting August 7th.

Regrettably there were no cameras at our August meeting so there are no photos of some interesting models. Don Flowers had brought a brand new

orange sports car, remote controlled by infra-red, from a tiny transmitter.

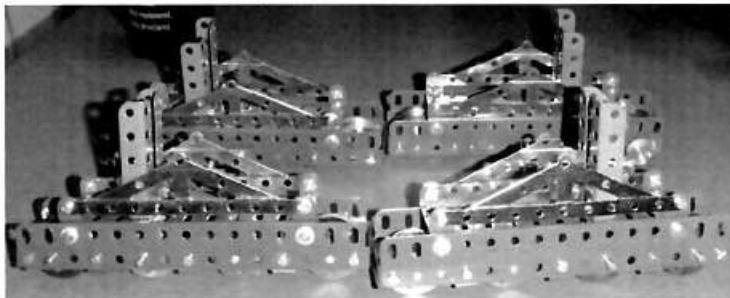
Andy Li built a small lawn mower. There was a bracket supporting the MO. motor, 2 gears, four wheels, two rubber bands, and that was about all. Control was through its long cable.

Stan Baker brought in his trays of Ashok spare parts and was the centre of attention for a while.

Colin Croft has proceeded with his green & red blocksetter crane and showed us the completed base which he had reinforced quite a lot.

Lloyd Spackman brought his SB Supermarine racing seaplane all built with nickel plated strips, straight and curved, and of various widths. The nose of the plane was formed from 9 and 7 hole flexible strips. He also had a little vintage car from the Locomotive set, 0507, except the chromed wheels which were from set 3501. Simon Moody told us Kirkcaldie & Stains, Wellington's premier department store, had asked for Meccano models to show at a Father's Day display in the store. Our next meeting will be on October 2nd.

Here are some more photos from the June meeting.

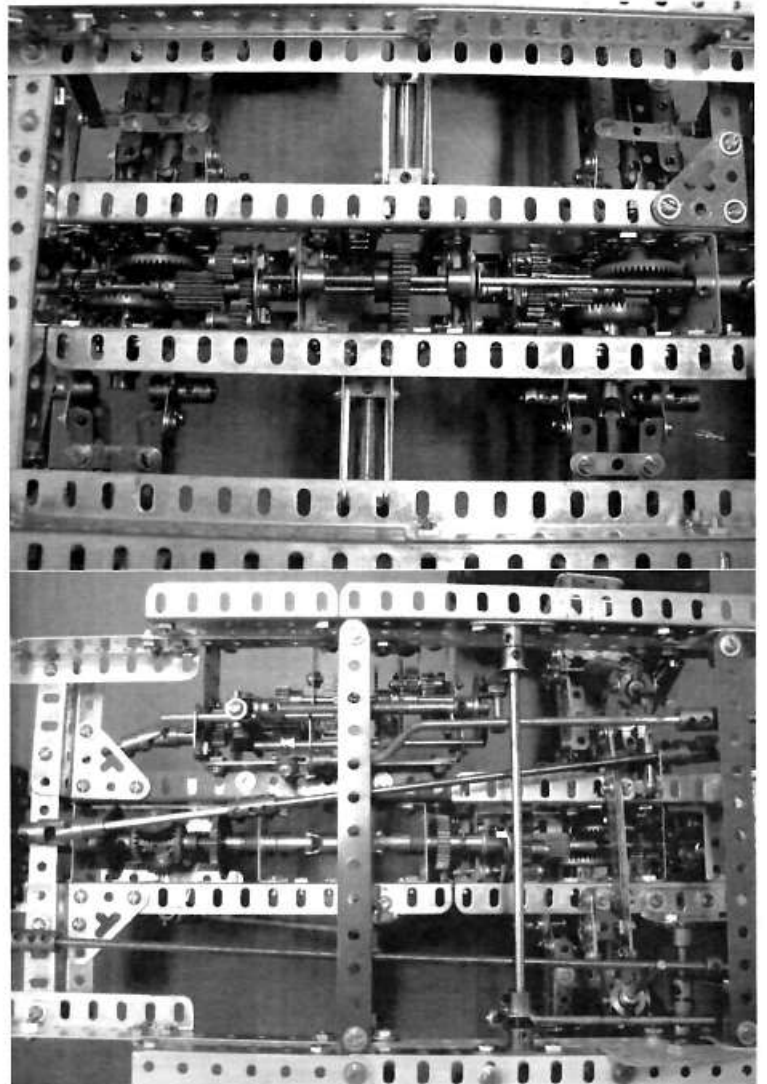
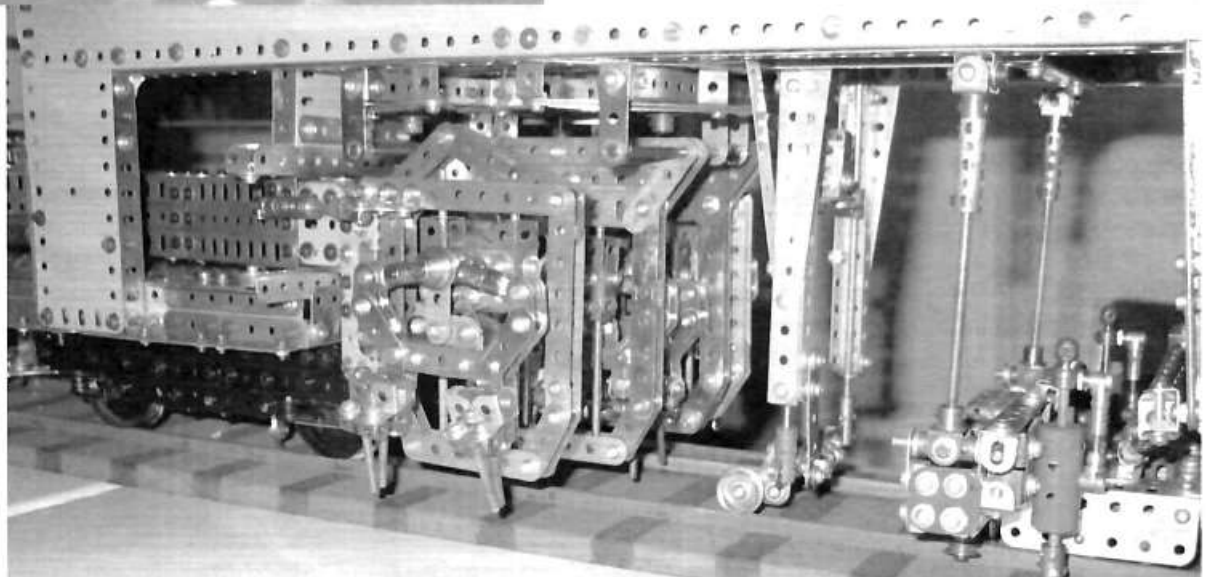


On the left are the boggies for Colin Croft's blocksetting crane.

(These pictures were taken by Campbell Morrison at the June meeting)

On the right is a detail of the tamping mechanism in Jones/ Webb Plasser railway track tamping machine.

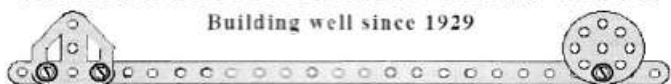
(This photo was taken by Bruce Geange at the MWT June meeting)



Above are two pictures of the complicated drive train in Don Flowers' six wheel chassis.

CHRISTCHURCH MECCANO CLUB

Building well since 1929

**Club Meeting – 07 August 2009**

by Mike Howse

The August meeting was very well attended by club members and their partners. It was a social evening for all club members, their partners and invited guests to celebrate the success of the Exhibition held last Easter. The President noted it was pleasing to see some of our older members at the meeting and the excellent turnout of Meccano models.



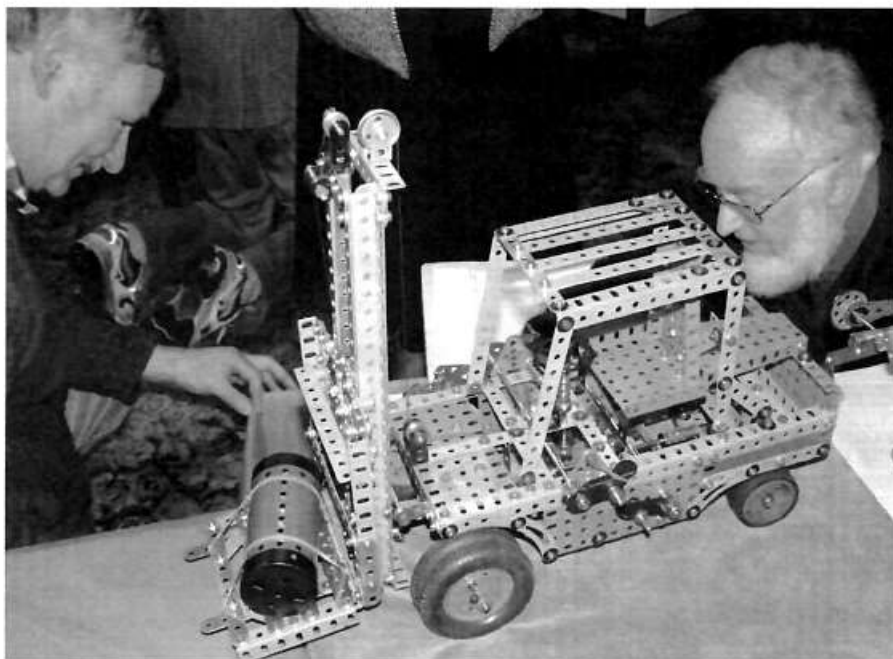
John Hamlyn, Mike Howse, Peter Satterthwaite and Joffre Marshall at the CMC August meeting.

Some of these are displayed on the table at the top of the page and include a small plate and strip bender built by club Secretary Roland Jaspers; a turntable made by Life Member Doug King; a Wharf Crane built by Roger Keey; and the model train and carriages built by club President Neil Pluck.

Dave Laing had an excellent model of a Forklift.

The meeting was called to order and after the obligatory formalities the meeting moved into general business where a number of contentious issues were robustly discussed, voted on and resolved.

The next displays the club will be



Mike Howes and Roger Keey look over Dave Laing's Forklift.



Neil Pluck setting up his Electric Loco

involved with were discussed. The club has been invited to put on a display at an annual Train Show in October. Members of the executive visited the venue two weeks ago and reported back to members on the venue, a good turn out of models will be required, we have a good display area to fill. The clubs next major display will again be at the Great Hall in the Arts Centre in over Easter 2010. The

display has the grand title of "Frank Hornby's Toys of Yesteryear Display". A proposed marketing poster/flyer was presented to the members for approval. (Poster on page 28)

After robust debate it was decided to broaden the scope of the display to include items other than Meccano. Included will be displays of Hornby Trains, Dinky Toys, Lego, K'nex and Torro.



Roger Keey and Mike Howes packing Roger's Container Crane.

The Wanaka Toy Museum has responded very positively to the clubs offer to build Meccano models for them out of their collection of Meccano. This major project is being co-ordinated by the President who will report back to the club. It's not expected to get underway until Nov/Dec.

The President closed the meeting and invited everyone to partake in a very nice supper.



Dave Laing and his son working his Forklift.

The Schofield "Truck Tank"

by Gary Higgins

Some innovative thinking lead to E.J Schofield, who worked for General Motors in Wellington, to come up with the plans for a combination vehicle that could move quickly along roads but when required could convert to its tank form and tackle uneven terrain.

Schofield must have been one of Frank's Meccano boys because he designed a Meccano model



Fig. 1.

showing the principles he wished to demonstrate in the prototype. (Fig 1). He was authorised to go ahead and build a prototype using a truck and Bren gun carrier parts.

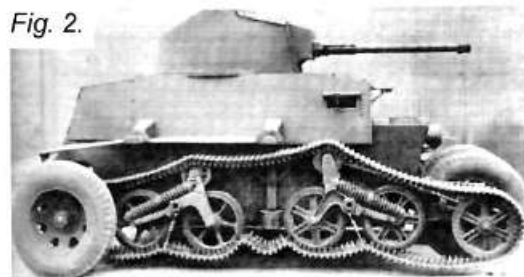
Designed in 1940 this was the only true New Zealand designed tank and was based on the chassis of a GM six hundredweight truck with the added suspension units of a Universal carrier (truck format Fig 2, tank format Fig 3). The New Zealand railway workshops in the Hutt Valley provided the armour Plate for the hull and turret. The turret was open topped and carried a 2 pounder gun and a co-

axial Besa Machine gun. Truck wheels shared common stub axles with the tank drive sprockets

and the change from tank to truck and vice versa was made by pivoted arms operated from the hull rear.

Ground clearance was minimal when the vehicle was in truck form and the tracks were chained up to give the necessary height for transport.

Fig. 2.



The tank was completed in August 1940 but production was never started.

In 1941 it was demonstrated to the army general staff and war cabinet at Trentham. In mid 1943 it was shipped to Britain for evaluation trials and was presumably scrapped at some date after this.

Pictures and data sourced from:
Defending New Zealand by Peter Cooke ISBN 0-473-08923-8 Pictures sourced from the ATL Denholm Collection.
The Wikipedia website and FSU.edu

Let's have a look at what we have this time. I have included some other toys, etc. for your pleasure. I hope you enjoy the mixture.

French 8A set around 1968. Set in nice condition, has the gold, white and blue lid, plastic insert with blue, gold and red parts. Parts look to be mint and still held in place with their pins. Correct tin but no manual. Sold for NZ\$700.

Meccano Steam Engine. In unused condition, in nice box. Latter type with black box and plastic windows and yellow base to engine. Always nice to have. NZ\$200.

Bing Tin Wind up Two Seat Runabout. This lovely tin wind up Runabout(Car) was made around the 1920 era in Germany. Seller states that the model is completely original - no repairs or repainting. Probably missing a driver and certainly one tyre. Size of car is approx. 6 1/2" by 4" by 3 1/2". See photo. Sold for NZ\$2700.

Meccano Outfit No 2 1941-42. Interesting outfit issued during WWII. Nice box with good label (two boys and tower bridge). Parts have been used but only gently. No parts box. Comes with manual and has note inside telling reader that Wartime conditions have made the availability of some parts difficult. NZ\$65.

Mamod Unfired Boxed SE3 Steam plant. Lovely model by Mamod in great box. This dates from around the 1960s - this twin cylinder toy steam engine was the top of the line of the Mamod range. Fitted with working whistle and speed regulator it was the best of the best. Complete with brass fired burner, plastic funnel and paper tag. NZ\$380.

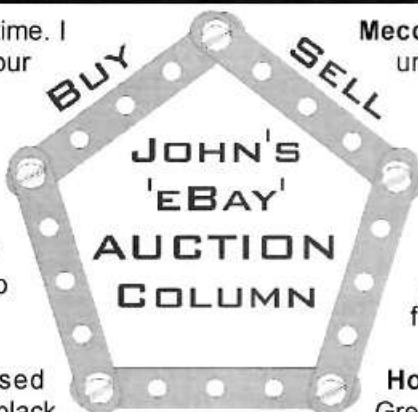
Meccano Conversion Set 8X MIB. This 1970s (mustard yellow, blue and zinc) set is as mint as you can get. Only shelf wear to box. Complete with all parts, which are still in their plastic bags. Not my favourite era for Meccano Sets and a 8X would be fairly uncommon. NZ\$300.



Meccano EU 1072 Electric Motor. Lovely motor, nearly mint in near mint box. Powerful motor (made by Märklin) in the 1970s. They always sell well and make an ideal motor to use in your larger Meccano models. NZ\$110.



French Hornby/Meccano 'Aleyon' Speed boat. This all original Speed Boat in cream/blue with its original box, leaflet and guarantee has been presented in grand order. Looks as though it has never seen the water. Unsure of vintage. NZ\$550.



Meccano outfit No 1, late 1960s. Mint and unopened, black/yellow set in polystyrene tray. Nice set if you wanted one of these. NZ\$60.

Meccano 1928 Instruction Book Outfits 4-7. This is for the Argentinian market (written in Spanish). 140 pages, print code 628/2. In great condition, a real find. NZ\$104.

Hornby Dublo EDP1 Train Set Sir Nigel Gresley. Set appears to be in great order - this

being the early horseshoe version of the loco. Set comes with instructions, all packing material, guarantee, Hornby Railway Co application form, original controller connecting wiring, loco spanner and testing tag. Box in good order and coaches and loco. Look like they have had little use. NZ\$720.

Meccano 00 set 1956. Great little set (always loved these 00 sets of this age) in medium green and red. Nicely strung with correct parts box and manual. Nice box - these sets always sell well. NZ\$100.

1929 No 6X

Meccano Set. This was the largest of the American Erector Meccano sets of that time. Set comes in a substantial black wooden box with two catches on one side to clip opening top lid to side. Has a transfer on lid with Meccano plus other detail and the 6X number. Parts range from near mint to some wear being red, green and nickel? in colour. Comes with Meccano electric motor (the E2) and transformer. Among the parts is a nice green digger bucket. Four small boxes hold the small parts. Manuals include the 00 to 3X, 4X to 6X plus Meccano Standard Mechanisms, Adventures in Meccanoland and a Product catalogue. The 6X in 1929 sold for US\$50. Made in Elizabeth, New Jersey shortly after A C Gilbert purchased the American Meccano Co from Frank Hornby. Set is complete. Sold for NZ\$1780.



Tootsietoy #7000 Playtime Set.

American made, bit like a boxed Dinky set, this set comprises the following model cars - Chrysler New Yorker, Lincoln Capri, Cadillac Sixty, Jeep, Buick XP 30v, International KS Dump and Stake Truck, International Sinclair Oil truck, a Boeing Stratocruiser and a Twin engined Convair. Set is was made Post war (1950s), box is original showing a little wear, all models in great condition. A great collectible from this American toy maker. NZ\$530.



1950s Lotts Chemistry Set No 4. Often seen advertised in the MM Lotts Chemistry sets have been around for years. This one dates from the 1950s and seems fairly complete with instruction book, 1955 Spare Price list and a shop receipt. Box has some wear, lid has lost three sides but label is nice and clear. Contents have suffered from time but you would too after 50 plus years in a container. NZ\$75.



Bing Pigmy Railway Train Set. Circa 1900? This lovely table top railway set in its original box is a grand sight indeed. Made in Bavaria, Germany by the famous toy maker Bing the set includes wind-up engine, tender, two Lakewood cars, building, three signals and four track forming a circle. Train winds and runs well. Colour on train and carriages are nice but it needs a clean. No dings, etc. Box looks complete, a little moisture wear.

Scale is S gauge. NZ\$600.

Lastly let's finish with another American 'toy' also made A C Gilbert. It is "Gilbert U 238 Atomic Energy Lab. Science Kit". This unusual and very collectible Gilbert set was only made between 1951 to 1953. Expensive at the time (US\$50) it is now a rare item to acquire. Seller believes the kit to be complete. The idea of the kit was to produce energy from uranium - scary stuff.



The sample bottles which are marked AUTUNITE, TORBERNITE, CARNOTITE and URANINITE and they still have contents in them if not a little dried up. Set also contains other apparatus to achieve the objective of atomic energy. You also get a Gilbert Atomic Energy Manual which tells you how to operate the "reactor". In the literature it says that you will have to get the above samples replaced at some stage as they will deteriorate over time - ranging from 1 to 50 years. Heavy set weighing about six kilos. Sold for NZ\$2600.



What Our Readers Think.



This letter is dated 28 October 2008 and subsequently lost in the Editor's in-tray! Sorry about that.

Dear Les,

Once again I am thoroughly enjoying reading the current NZFMM Magazine (Vol. 32, No. 5). You are doing a great job as editor! I very much like your continued photos of the SkegEx 2008 convention in England, also Roger Keey's steam double-decker omnibus with the long blue chimney/funnel reaching to the sky. The picture of the prototype (on the saucer) looks top-heavy!

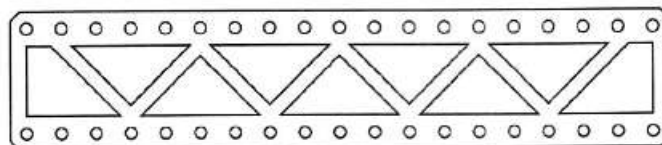
Of special interest is Bruce Geange's model of the Makatote Viaduct, which I saw "in the flesh" before it was taken to Ohakune. In 1953 I was based in Erua State Forest with headquarters about 4km north of the viaduct and the Makatote stream being the southern boundary of the forest. Two facts may be of interest: the height from the railway line down to the Makatote stream is 230 feet, and on a clear day, standing on the railway line and looking west down the Makatote Gorge, one can see Mt. Taranaki in the distance about 120km away. A great sight in mid-winter

when Mt. Taranaki is snow covered. I took some black and white photos but as I didn't have a telephoto/zoom lens way back in 1953, Mt. Taranaki was just a small dot.

I am currently building a Yorkshire steam wagon with an "east-west" boiler. This (when completed) will give me a set of three, one with a "north-south" boiler and one with a vertical boiler. Photos to follow.

Well that's enough to go on with.

Sincerely,
Mike Stoodley,
Palmerston North.



New Zealand Club Diary 2009 - 2010

Auckland Meccano Guild.

President - David Wall - Ph 09 426 1965.

Secretary - Peter Hancock - Ph 09 535 5355

Meetings at 2 pm on second Saturday every third month. (August meeting cancelled) Next meeting at David Wall's home, 45 Kath Hopper Drive, Orewa on 12th September. The November meeting will be at Neil Carey's, 23 Eaton Road, Hillsborough on 14th November.

MWT Meccano Club.

President - John Freer - Ph 06 272 8467

Secretary - Graham Hawtree - Ph 06 344 7601

Meetings at 2 pm as listed. Wanganui meetings at St. Luke's Church Hall, cnr. Cornfoot and Manuka Streets, Wanganui. Next meeting Saturday October 10th.

Wellington Meccano Club.

President - Campbell Morrison

Secretary - Simon Moody

Contact - Lou Nichols - Ph 04 297 1515

Meetings at 7.30 pm on first Friday every second month. Next meeting Friday 2nd October at Konini School, Wainuiomata.

Christchurch Meccano Club.

President - Neil Pluck - Ph (03) 389 8134

Secretary - Roland Jaspers Ph (03) 358-1357

Meetings at 7.30 pm on first Friday every month (except January) at Cranmer Bridge Club, 25 Armagh St, Cranmer Square, 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.

Articles etc. for the November 2009 issue of NZFMM Magazine should be sent to Les Megget and John Ince well before 10 November 2009

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



(ISM Promotion continued)

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.

This is an early reminder to join for the 2010 year. Now that our magazine is published four times a year, a reminder in our November edition could be too late. So make a note in your diary to take action, I would suggest in October 2009.

Buy, Sell, Auction, & Exchange.

Advertisements in this section are free.

First insertion will be printed in full.

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

Wanted to Buy

Graham Hawtree collects Meccano Magazines. If you wish to sell your copies please contact him. He has accumulated some duplicates so if you have gaps in your collection he may be able to help. Please either email him at grahamandval1@xtra.co.nz or phone (06) 344 7501.

King Ghidorah Sets

Meccparts have just received another shipment of a small number of these sets from Meccano HK. They are brand new, full sets with instructions etc., but are packaged in plain white boxes to get around copyright issues in Japan of the fictional King Ghidorah character. The Set Includes 1681 parts with two motors. All in beautiful gold colouring. Because of the small number available, we won't be advertising them to the general public, but we are unlikely to ever get these in again so act quickly. Priced at \$NZ312 including GST. Freight extra at cost. Contact andrew@meccparts.com or call 09 523 4447.

Visit www.meccparts.com <<http://www.meccparts.com>> for all your Meccano Parts needs.

Why not join the ISM?

by Bob Prescott (ISM 565)

The International Society of Meccanomen has, as its title indicates, members from around the world – some twenty-seven 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 three 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. (continued in left column)



*John Hamlyn's International
Truck & Trailer*

Three More Models at the 2009 Easter Exhibition.



Notice of another Exhibition.



*Robin Rye's Cargo Ship at
entrance to the Great Hall.*



*Laurie Webb & Bryan
Jones' Railway Track
Tamping Machine*