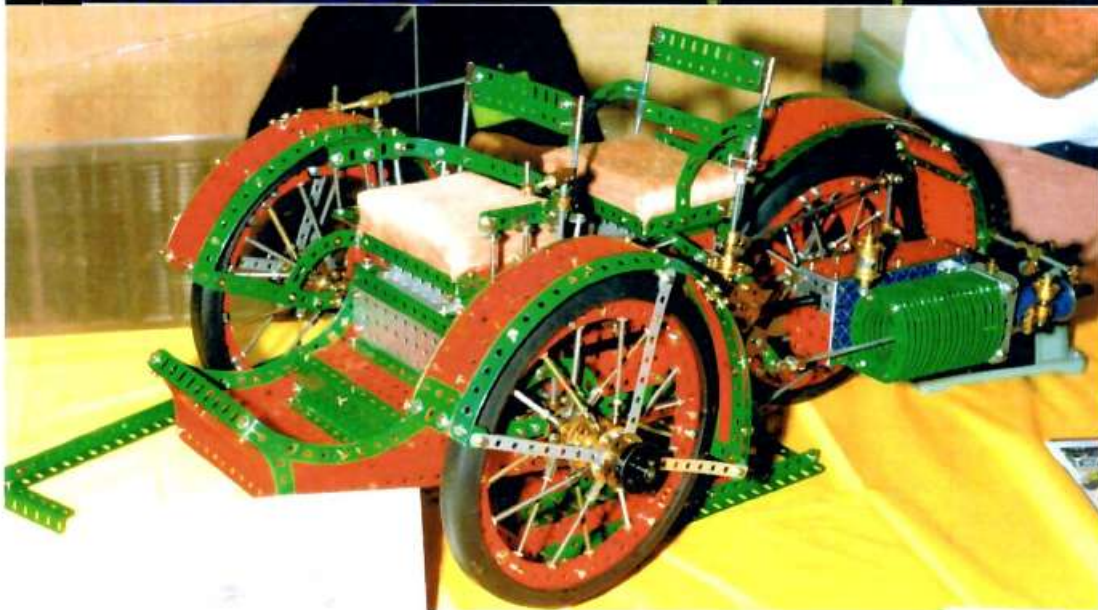




NZFMM MAGAZINE

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These two models illustrate the late Don Wilson's great skills with Meccano. Above is the huge dredge which he exhibited at the 1995 Convention in Christchurch while on the left is a smaller but beautifully detailed model of the Leon Bollée tricar which he brought to the 1999 Convention. Obituary on page 12.

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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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Those Magnificent Meccanomen (past and present)

The latest batch of Meccano related magazines have been full of tributes to Alan Partridge (1925-2009), whose name appears hundreds of times in past magazines and who was the first recipient of the Sir Alec Issigonis Shield, now competed for annually at SkegEx in early July at Skegness. Alan was well known for his models including the Jodrell Bank Telescope, Brunel's Saltash Bridge, many orreries and ball rollers. He wrote many articles about his and others models in CQ, the publication of which he was sub-editor for many years.

Two modern Meccanomen have caught my eye lately. There has been a lot of correspondence on *Spanner* about James May's (of Top Gear fame) Toy Stories, a new TV series being shown at present on BBC2. His Meccano bridge across a canal in Liverpool has attracted much attention. The model is in 2 pieces, a 9 metre sliding beam and a 12 metre section rolling down "like a drawbridge". The bridge was designed by a consulting firm named Atkins, while the construction was undertaken by Mechanical Engineering students from Liverpool University. James May walked gingerly across the bridge with a safety harness attached to a mobile crane. The Meccano bridge is one of a series which includes a full-sized Airfix model of a Spitfire, a 2-storey Lego house and James' plasticine garden displayed at the Chelsea Flower Show earlier this year. Some of the gusset plates used to connect the Meccano Angle Girders were especially manufactured for the bridge but I'm sure with a bit more ingenuity standard Flat Plates could have been used. The critical structural aspect in such a structure is the shear strength of the small Meccano bolts, many of which are needed to transfer the forces from member to member at the truss joints.

The other fantastic Meccanoman due a mention is Tim Robinson from California. His recreations of Charles Babbage's (1791-1871) difference and analytical engines belie belief and his website is well worth looking at for an hour or three. As Tim says "if Meccano had been around a hundred years earlier than its invention then Babbage would have used it to make his machines". The analytical engine (the first fully automatic calculating machine) was designed by Babbage and his son, with only a trial part being built before his death. A larger part of the machine was produced in the 1990s to show the design would actually work. This part is on show in the Science Museum in London (worth another day or two's visit).

These modern full scale "models" just go to show that you can just about build anything from Meccano, truly the model making system of the 20th century, and just maybe the 21st C as well. I can but dream!

Keep those cards and letters (and articles) rolling in, we need to know what you are up to in Meccanoland.

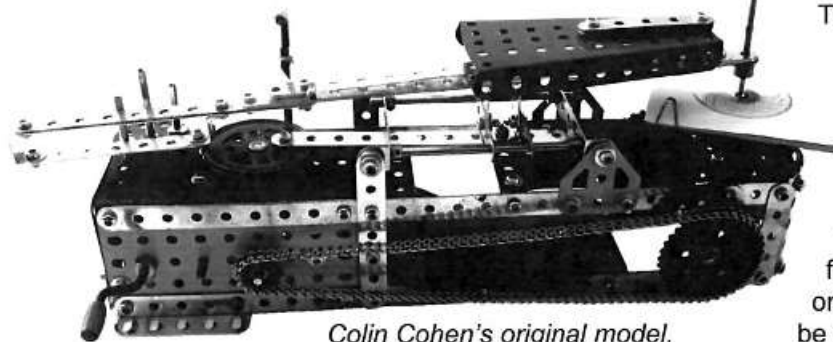
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Why not build a Basic Meccanograph?

by Bob Prescott



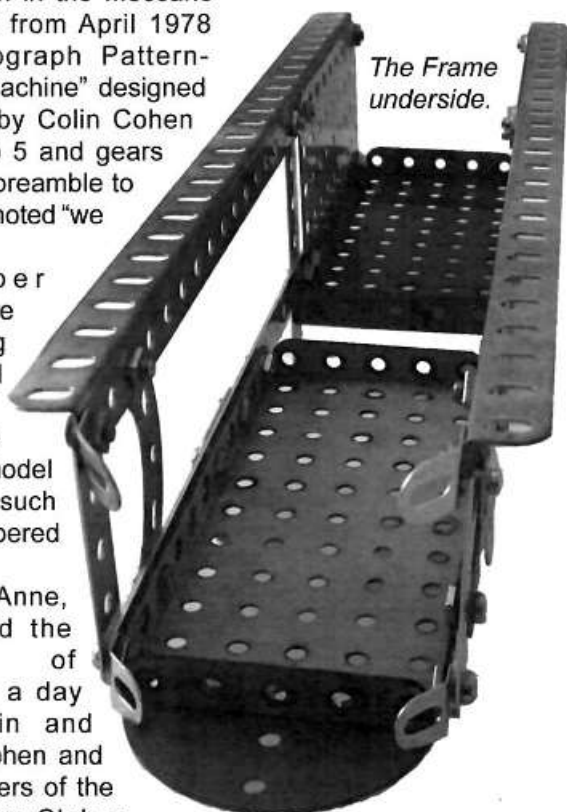
Colin Cohen's original model.

I must admit Meccanographs never appealed to me until I saw a plan in the Meccano Magazine from April 1978 "Meccanograph Pattern-drawing Machine" designed and built by Colin Cohen from a No 5 and gears sets. The preamble to the article noted "we cannot remember ever before having featured an effective working model built from such a low numbered outfit".

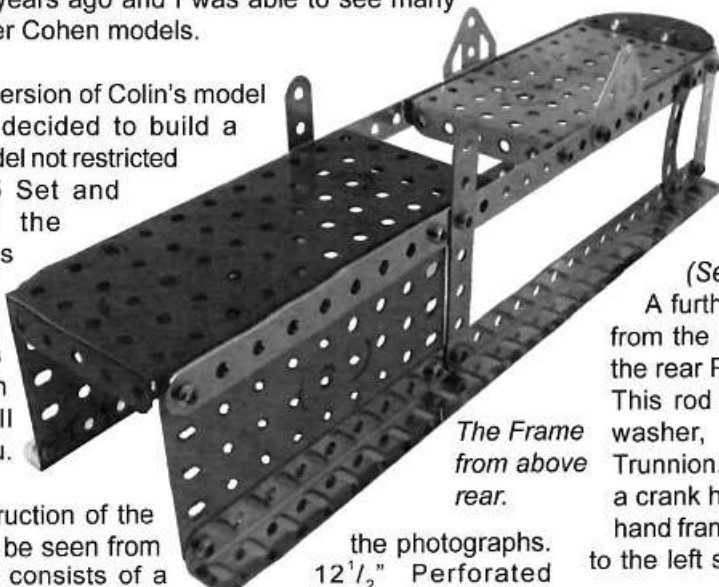
My wife, Anne, and I had the pleasure of spending a day with Colin and Marion Cohen and the members of the Cape Town Club a couple of years ago and I was able to see many other clever Cohen models.

I built my version of Colin's model and then decided to build a similar model not restricted to a No.5 Set and here are the instructions using standard parts which I am sure will amuse you.

The construction of the frame can be seen from Each side consists of a



The Frame underside.



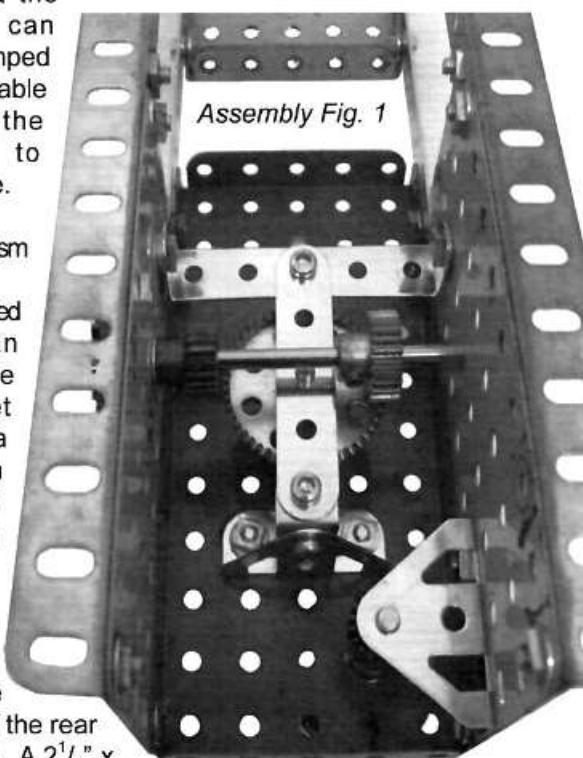
The Frame from above rear.

the photographs. 12 1/2" Perforated

Strip and a 12 1/2" Angle Girder joined at the back with a 4 1/2" x 2 1/2" Flat Plate and a 2 1/2" Perforated Strip at the front.

The top consists of two 5 1/2" x 2 1/2" Flanged Plates at the ends. A P/N 214 Semi Circular Plate is added to the front P/N 52 and four Obtuse Angle Brackets are attached with the bolts holding the front 2 1/2" Perforated strips. Two 3 1/2" Perforated Strips are attached as shown, 10 holes from the back; two Flat trunnions are attached to the top 7 and 9 holes from the front and a P/N90a Curved Strip stepped on each side 3 holes from the front. The frame can be built using the parts you want, the original used four 12 1/2" Strips but I used Angle Girders at the base

so that the model can be clamped to the table for the public to operate. The mechanism is constructed with an Angle Bracket on a trunnion positioned flange forward four holes from the back of the rear P/N 52. A 2 1/2" x 1 1/2" Double Angle Strip is mounted on the frame 8 holes from the rear as shown. A 2 1/2" Perforated Strip connects the Angle Bracket on the trunnion and the 2 1/2" Double Angle Bracket. A 1 1/2" Rod is passed through the centre hole of the P/N 52 rear top and fitted with a washer, collar and a 1 1/2" Contrate and then the centre hole of the 2 1/2" Perforated Strip. The Contrate meshes with a 3/4" Pinion on a 3 1/2" Rod which also carries a 1 1/2" Pinion and 3/4" Sprocket Wheel outside the frame.



Assembly Fig. 1

(See photo - Assembly Fig. 1)

A further Trunnion is fixed on the side plate 4 holes from the base, flange up and a 2 1/2" Axle Rod through the rear P/N 52 two holes in from the back and left side. This rod carries from the top an 8 hole Bush Wheel, washer, P/N 52, washer, collar, 1/2" Pinion and the Trunnion. The 1/2" Pinion meshes with a 1/2" Contrate on a crank handle which also carries a collar, washer, right hand frame wall, washer, 1/2" Pinion and the 1/2" Contrate to the left side frame. This Contrate meshes with the 1/2"

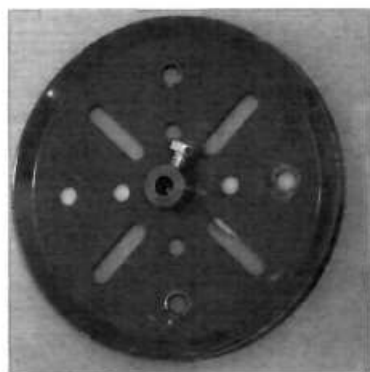
Pinion above the Trunion.

(See photo – Assembly Fig. 2)

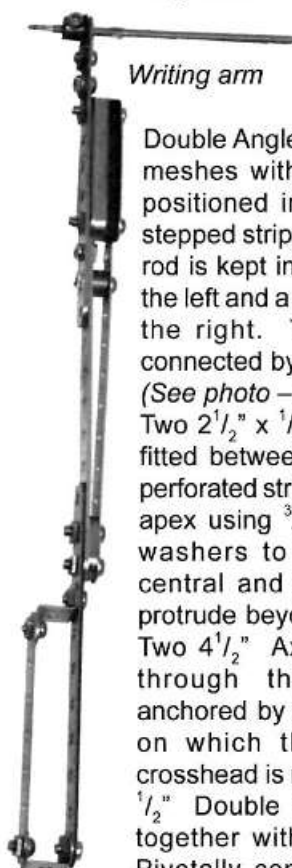
The $\frac{1}{2}$ " pinion on the crank handle is linked to the $\frac{1}{2}$ " pinion on the $\frac{3}{4}$ " Sprocket Wheel axle

rod by a 57 tooth Gear Wheel on a $3\frac{1}{2}$ " Axle Rod which is held in place by a collar at its other end.

(See photo – Assembly Fig. 3)

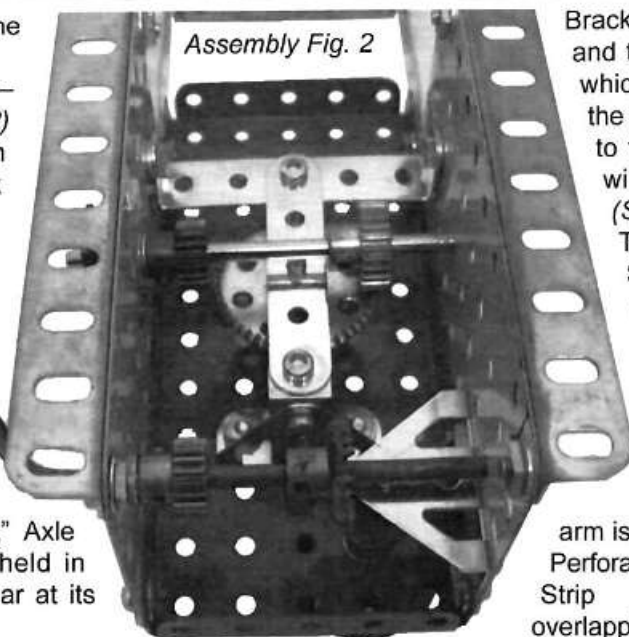


Writing table



Writing arm

Assembly Fig. 2



A $2\frac{1}{2}$ " x $\frac{1}{2}$ " Double Angle Strip is connected between the base $12\frac{1}{2}$ " Angle Girders in the second hole from the front spaced by a washer on each side. A 3" Axle Rod is located in the centre hole 2 holes in from the front of the forward P/N 52 carrying a collar and washer

above the P/N 52 and a washer, collar and 50 tooth Gear Wheel below into the centre hole of the $2\frac{1}{2}$ " x $\frac{1}{2}$ "

Double Angle Strip. The 50 tooth Gear Wheel meshes with a worm on a $3\frac{1}{2}$ " Axle Rod positioned in the centre hole of the curved stepped strips on either side of the model. This rod is kept in place by a collar and washer on the left and a washer and 2" Sprocket Wheel on the right. The two sprocket wheels are connected by chain as shown.

(See photo – Assembly Fig. 4)

Two $2\frac{1}{2}$ " x $\frac{1}{2}$ " Double Angle Strips are fitted between both the $3\frac{1}{2}$ " vertical perforated strips and the flat trunnions apex using $\frac{3}{8}$ " bolts packed with washers to ensure they are central and the bolts do not protrude beyond the bolt ends. Two $4\frac{1}{2}$ " Axle Rods are slid through the outer holes anchored by aero collars or standard collars on which the "crosshead" slides. The crosshead is made from a $\frac{1}{2}$ " x $\frac{1}{2}$ " and a 1" x $\frac{1}{2}$ " Double Brackets coupled by their lugs together with two $2\frac{1}{2}$ " Perforated Strips. Pivotaly connected to the smaller Double

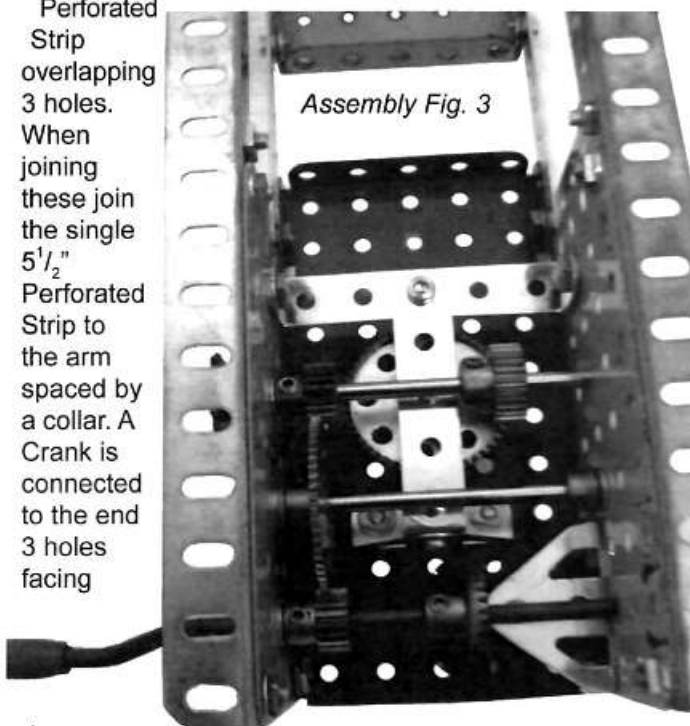
Bracket is a $5\frac{1}{2}$ " Perforated Strip through its third hole and the other end is pivotally attached to a 2" Pulley which is secured above a washer on axle rod through the centre hole of the rear P/N 52. A $\frac{1}{2}$ " bolt is attached to the larger Double Bracket shank upwards which will locate the writing arm later.

(See photo – Assembly Fig. 5)

To construct the writing arm, a $3\frac{1}{2}$ " Perforated Strip is connected to a double (one on top of the other) $5\frac{1}{2}$ " Perforated Strip by a Double Bracket at one end and a Reverse Angle Bracket at the other. This is extended by a further double $5\frac{1}{2}$ " Perforated Strip overlapping three holes. When connecting this, space a further $5\frac{1}{2}$ " Perforated Strip above it separated by five Fishplates. The arm is further extended by another double $5\frac{1}{2}$ "

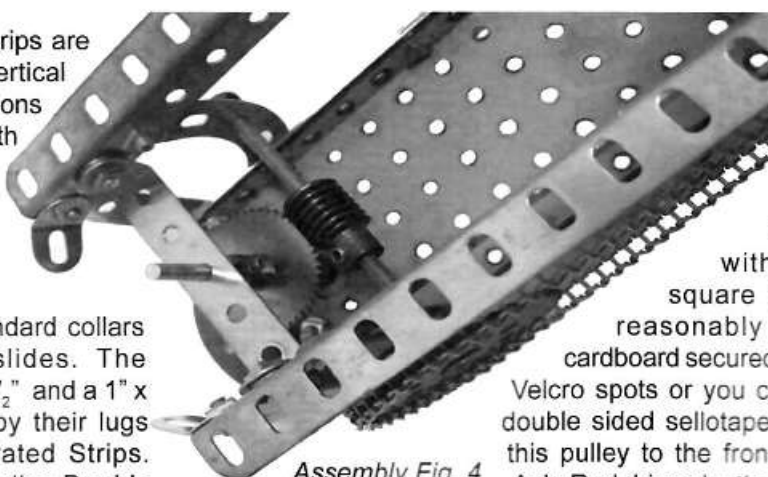
Perforated Strip overlapping 3 holes.

When joining these join the single $5\frac{1}{2}$ " Perforated Strip to the arm spaced by a collar. A Crank is connected to the end 3 holes facing



Assembly Fig. 3

down – the pen is held in the crank. The weight of the forward part of the arm must be adjusted and to do this join an appropriate number of $2\frac{1}{2}$ " Perforated Strips to the arm as shown and I used twelve. The pen I used was a bic type refill taken out of a cheap standard pen.



Assembly Fig. 4

The writing table is made from a 3"

Pulley with a 3"

square piece of

reasonably thick

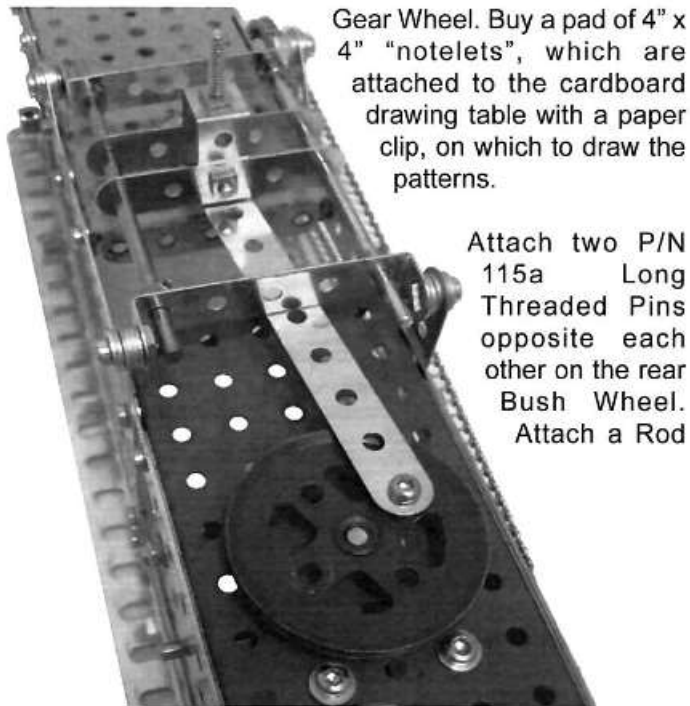
cardboard secured to it with

Velcro spots or you could use

double sided sellotape. Attach

this pulley to the front vertical

Axle Rod driven by the 50 tooth



Gear Wheel. Buy a pad of 4" x 4" "notelets", which are attached to the cardboard drawing table with a paper clip, on which to draw the patterns.

Attach two P/N 115a Long Threaded Pins opposite each other on the rear Bush Wheel. Attach a Rod

attach to the Obtuse Angle Brackets on the Frame. You may wish to cover more of the frame using further Flexible Plates.

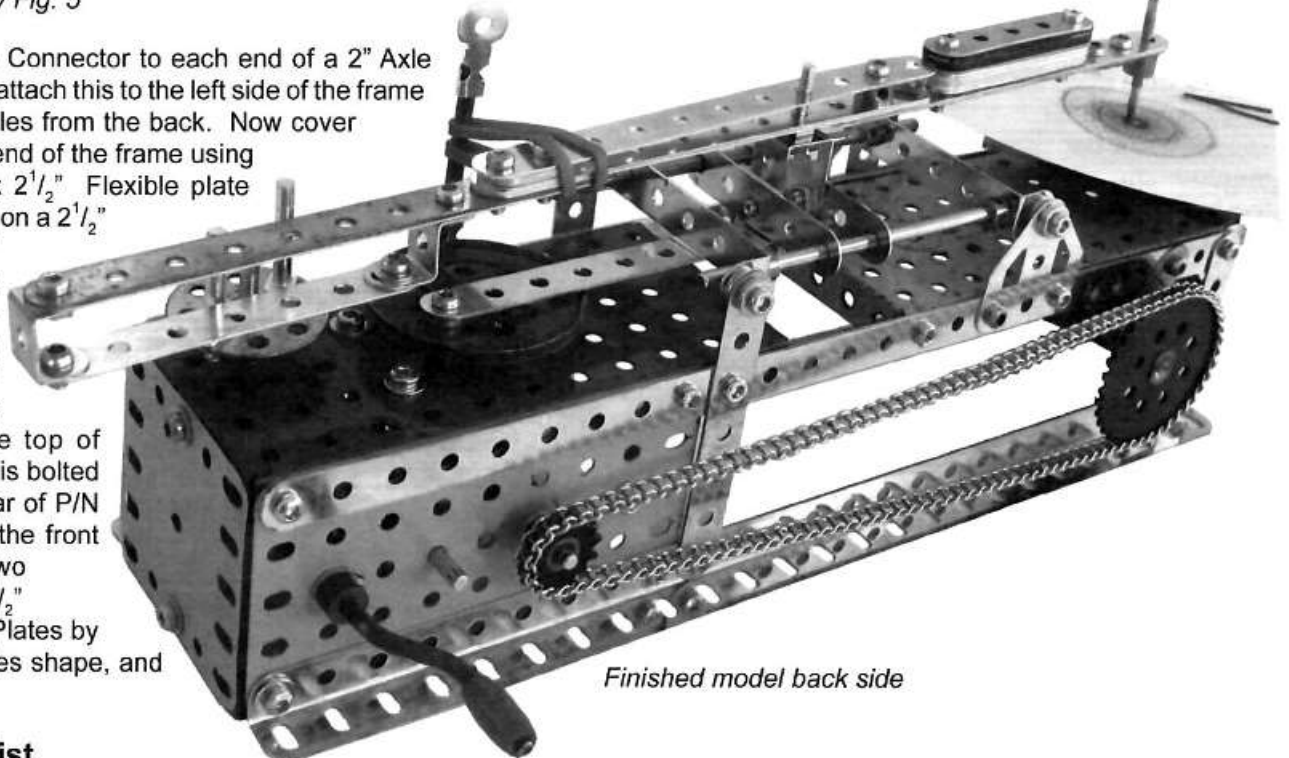
To complete the model place the Drawing arm over the shank of the bolt on top of the crosshead two holes back from the spacer collar on the arm and loop a rubber band from the Rod and Strip Connector Axle Rod around it back to the rod just enough to keep the rear of the writing arm against the long threaded pins and adjust the weight of the arm to keep the pen on the drawing table.

Obviously this model does not have the adjustment larger Meccanographs have but you can vary the patterns slightly by changing the position of the Long Threaded Pins on the rear Bush Wheel and/or moving the drawing arm back a hole.

The public really enjoy turning the handle on this sort of model at exhibitions and producing "their" pattern, so thanks to Colin Cohen for the basic design – enjoy.

Assembly Fig. 5

and Strip Connector to each end of a 2" Axle Rod and attach this to the left side of the frame seven holes from the back. Now cover the rear end of the frame using a 2 1/2" x 2 1/2" Flexible plate mounted on a 2 1/2" x 1 1/2" Double Angle Strip attached to the base, the top of the plate is bolted to the rear of P/N 52. For the front overlap two 2 1/2" x 2 1/2" Flexible Plates by three holes shape, and



Finished model back side

Parts List

P/N	Description	Size	Qty	P/N	Description	Size	Qty	P/N	Description	Size	Qty
1	Perforated Strip	12 1/2"	2	20a	Pulley	2"	1	62	Crank		1
2	Perforated Strip	5 1/2"	8	24	Bush Wheel	1 3/8"	1	90a	Curved Stepped Strip	2 1/2"	2
3	Perforated Strip	3 1/2"	3	25	Pinion	3/4" x 1 1/4"	1	94	Sprocket Chain		1
5	Perforated Strip	2 1/2"	17	26	Pinion	1/2" x 1 1/4"	3	95	Sprocket Wheel	2"	1
8	Angle Girder	12 1/2"	2	27	Gear Wheel 50t	1 1/4"	1	96a	Sprocket Wheel	3/4"	1
10	Flat Bracket		5	27a	Gear Wheel 57t	1 1/2"	1	111	Bolt	3/4"	1
11	Double Bracket	1/2" x 1 1/2"	2	28	Contrate Wheel	1 1/2"	1	111c	Bolt	3/8"	1
11a	Double Bracket	1" x 1 1/2"	1	29	Contrate Wheel	3/4"	1	115a	Threaded Pin	1 3/8"	2
12	Angle Bracket	1/2" x 1 1/2"	1	32	Worm	1 1/2"	1	125	Reversed Angle Bracket	1 1/2"	1
12c	Obtuse Angle Bracket	1 x 1 1/2"	4	37a	Nut (approx)		70	126	Trunnion		2
15a	Axle Rod	4"	2	37b	Bolt (approx)		60	126a	Flat Trunnion		2
16	Axle Rod	3 1/2"	3	38	Washer (approx)		25	190	Flexible Plate	2 1/2" x 2 1/2"	3
16a	Axle Rod	2 1/2"	1	48a	Double Angle Strip	2 1/2" x 1 1/2"	5	212	Rod & Strip Connector		2
16b	Axle Rod	3"	1	52	Flanged Plate	5 1/2" x 2 1/2"	2	214	Semi Circ. Plate		1
18a	Axle Rod	1 1/2"	1	53a	Flat Plate	4 1/2" x 2 1/2"	2	Plus	Bic refill, 3" square piece thick cardboard, 3" rubber band, 2 Velcro spots, 4"x4" "notelet" pad, and a paper clip.		
19b	Pulley	3"	1	59	Collar		5				
19s	Crank Handle	3 1/2"	1	59a	Aero Collar		4				

A Tale of Three Braiders

By Graham Jost

Photography by Lindsay Carroll

This is a revised version of an article which appeared in the 2008 Exhibition Magazine of the Melbourne Meccano Club Inc.

I seem to have a Meccano fetish about models of particular types, one of which is braiding machines – I have now built three of these! The first to appear, in 2002, was based very much on that published in two parts in the Meccano Magazines (MM) of October and November 1966 where an 8-bobbin Maypole braider was described in full detail. The means whereby the bobbins pass each other as half of them move around the machine clockwise, and the other half anti-clockwise, and in and out around each other as well, struck me as both simple and elegant. It is all a consequence of counter-rotating carriers which allow bobbin transfer from the arms of one carrier to those of the next every time they meet, which is twice per revolution. No sooner had I begun to build it, than I realised that the mechanism for the bobbins were to dictate just when to switch from one carrier to its neighbour left mainly buried

away in a place impossible to get to for correction, should anything go wrong – as things can, and usually do. But by incredible good fortune, just at this time, Tim Edwards in Scotland chimed in on the Internet with a very much more satisfactory, and accessible, switching mechanism, and I was away! Tim was very helpful to me over many weeks, at the end of which I had the braider working to perfection. It has continued thus ever since and has been not only one of my most reliable models on show, but also one of the most popular, when folk realise that it is actually producing the braid, Fig 1.

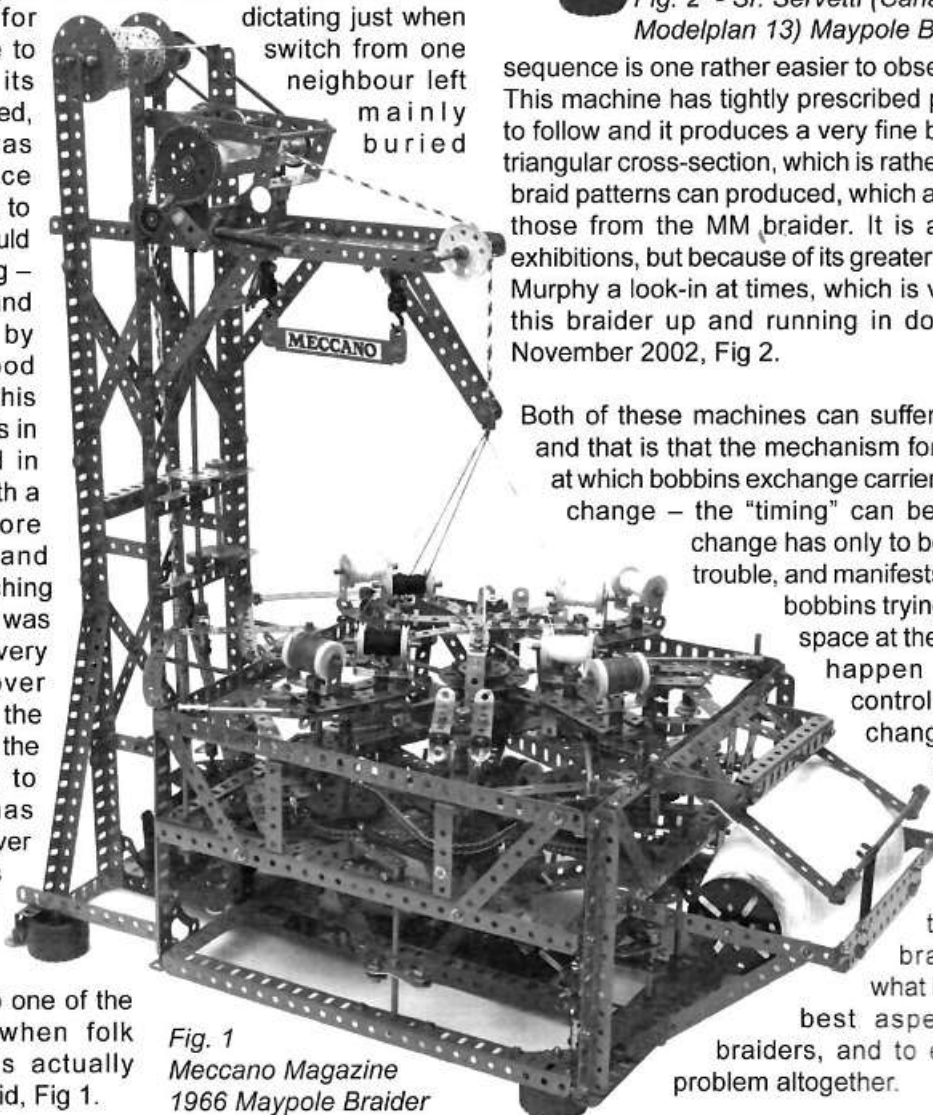


Fig. 1
Meccano Magazine
1966 Maypole Braider

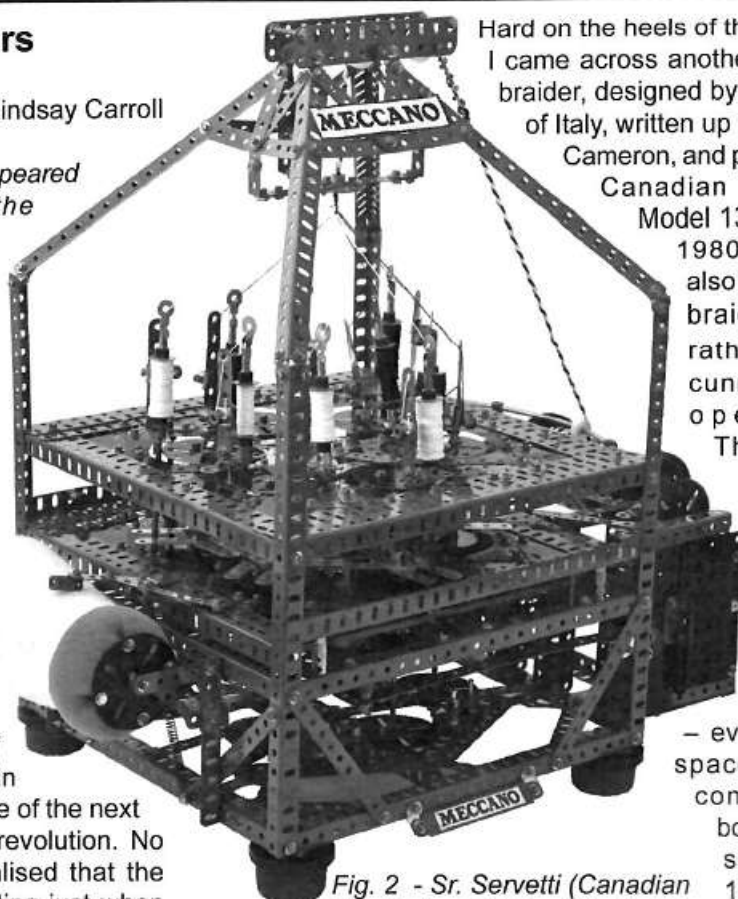


Fig. 2 - Sr. Servetti (Canadian Modelplan 13) Maypole Braider

sequence is one rather easier to observe than to describe! This machine has tightly prescribed paths for the bobbins to follow and it produces a very fine braid indeed, albeit of triangular cross-section, which is rather unusual. Interesting braid patterns can be produced, which are rather subtler than those from the MM braider. It is also very popular at exhibitions, but because of its greater complexity, can allow Murphy a look-in at times, which is very frustrating. I had this braider up and running in double quick time, by November 2002, Fig 2.

Both of these machines can suffer from one fatal flaw, and that is that the mechanism for controlling the point at which bobbins exchange carriers can suffer a "timing" change – the "timing" can become in error. This change has only to be very slight to cause trouble, and manifests itself typically by two bobbins trying to occupy the same space at the same time. This can happen because the controlling mechanism can change in relation to the bobbin carrier position, in spite of all effort to prevent it. In more recent times I determined to try to produce a braider incorporating what I considered to be the best aspects of the above braiders, and to eliminate the timing problem altogether.

Hard on the heels of this success, I came across another Meccano braider, designed by Sr. Servetti of Italy, written up by Dr. Keith Cameron, and published as Canadian Special Model 13 in the late 1980s. This is also a Maypole braider, but is rather more cunning in its operation.

There are a total of nine bobbins but only six circular spaces for them to occupy – every second space actually contains two bobbins at the same time, 180 degrees apart. The

Towards the end of 2006 I began to put together one based on the MM principle of pure Maypole braiding, along with Servetti guided pathways for the bobbins, and made great progress for some time. I also decided to replace the chain drive as used on the MM braider with meshing $2\frac{1}{2}$ " gears, alternating plastic and metal, to ensure certain engagement. This allowed the whole to be constructed on a smaller framework – $9\frac{1}{2}$ " square rather than $12\frac{1}{2}$ ". But I soon encountered a very solid brick wall, which put paid to further progress – the braider was then set aside pending further inspiration. That duly arrived nearly a year later, and by Christmas 2007, I had overcome the earlier hurdle and had this third braider up and running – fitfully at first, but very much along the lines I had envisaged. It could produce braid at a rather greater rate than either of the earlier two, and the larger bobbins now held sufficient thread (nearly 100 m) to allow for a full day's exhibition running without reloading. It had its first public outing in February 2008, and I am pleased to say that its initial behaviour foreshadowed what has proven to be the case at its several public showings since then, Fig 3.

It operates as follows: Thread from a large spool on one side of the machine passes under and up through its centre to form the core around which the braid threads are plaited to form the completed braid. A core thread is not strictly necessary, but yields a more satisfactory looking, and feeling, braid. In guided pathways, the eight bobbins holding the braiding threads move around the machine, four in a clockwise direction and four anticlockwise, as in the MM braider. As they cross they pass in and out around each other, and in doing so plait their threads around the central core thread to form the braid. Controlled by a pair of sandwiching gears at the top of the machine, the braid is drawn off at a constant rate (a little under five meters/hour) irrespective of the current diameter of the stored braid on the take-up roller on the other side of the machine – this latter is driven by a (very) slightly slipping O-ring drive to ensure a certain tautness in the incoming braid at all times. From the top of the machine, the braid passes over a curved bar such that at all points across the width of the take-up

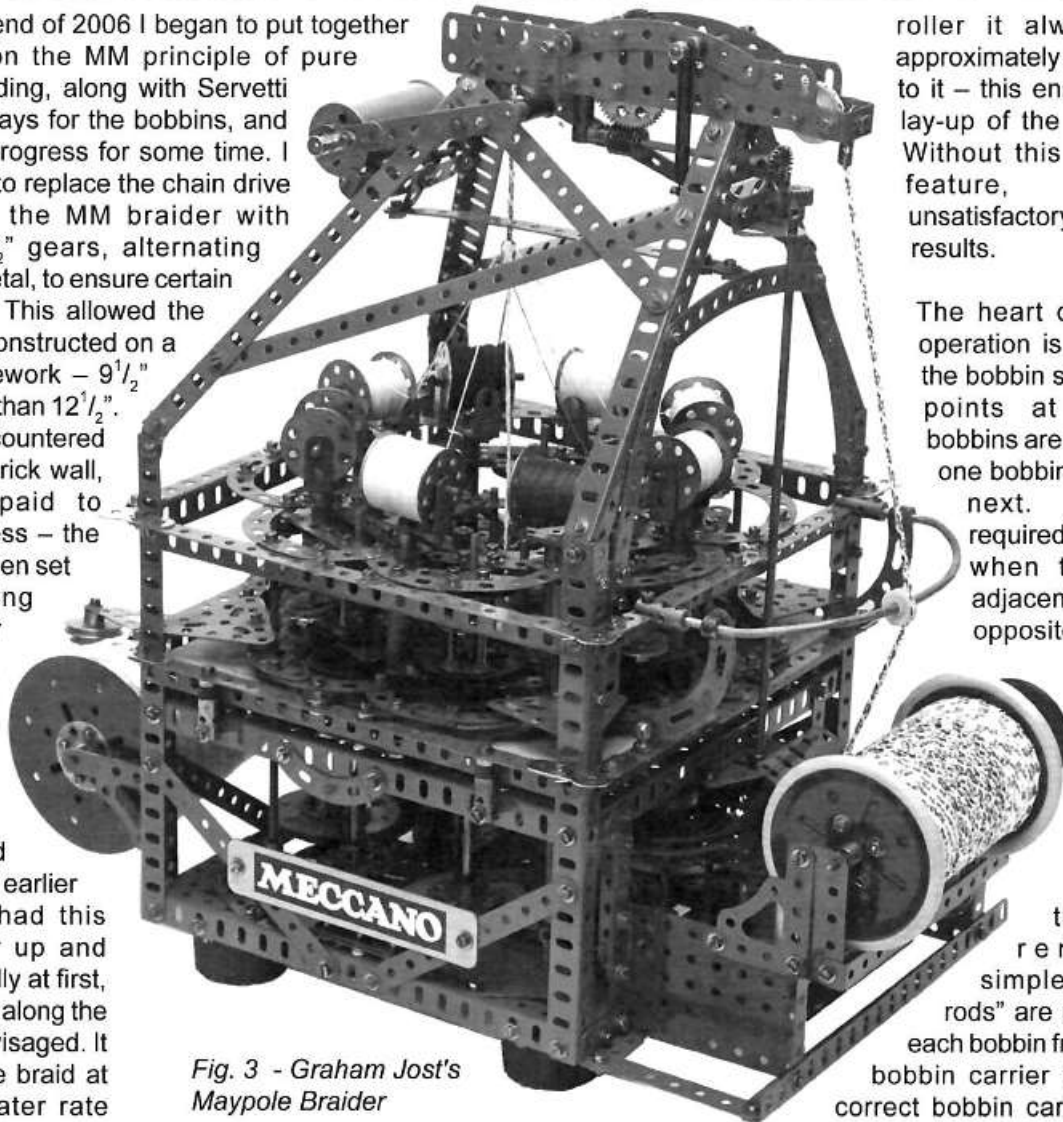


Fig. 3 - Graham Jost's Maypole Braider

roller it always arrives approximately at right angles to it – this ensures a linear lay-up of the stored braid. Without this “linearising” feature, a very unsatisfactory ball of braid results.

The heart of successful operation is the timing of the bobbin switching – the points at which the bobbins are switched from one bobbin carrier to the next. They are required to do so just when the arms of adjacent carriers are opposite each other, so allowing the smooth exchange from one carrier to the next. The means of achieving this here is remarkably simple. “Switching rods” are used to direct each bobbin from its present bobbin carrier into the next correct bobbin carrier precisely when required. One switching rod is

placed between each pair of bobbin carriers, and is pushed to left and to right consecutively by pulleys on the adjacent carriers. Once one bobbin has been directed into its correct carrier, the rod is switched to direct the next arriving bobbin to the adjacent carrier, and so on, repeatedly. The rods are directed by switching pulleys physically forming part of the bobbin carriers themselves and which cannot, therefore, fall out of synchronisation with them. Thus, the bobbin carriers themselves effectively dictate when the bobbins are to progress from one carrier to the next, and if the carriers are in synchronisation, then all must be well – and that's a very risky claim to make regarding any Meccano model!

This braider was shown at the 2009 NZFMM Easter Meccano Convention in Christchurch. There it performed with unfailing reliability for all three days of the Convention, producing tens of metres of braid in a performance that I for one very much appreciated. The visiting public evidently appreciated it too, voting it their favourite model. There is no truth in the rumour that votes were bought by virtue of giving away free samples – on the other hand the provision of a handy voting pencil might have helped ...

No 7 CONTAINER CRANE

by Roger Keey

The 2009 International Meccano Exhibition was dominated by Ross Mitchell's Otago Dock Container Crane. Most of us have neither the space nor the parts to replicate such a grand model, and we look to do something smaller. As an example, a container crane is one of the better models in the No. 7 Set manual brought out by Meccano Ltd in the yellow-zinc era. It uses a limited range of parts well, replicating the essential crane movements. I decided to use this model as the basis of a more rugged interpretation, a plaything for grandchildren being the excuse.

Each leg at the base section of the crane's tower is formed by butt-joining a $12\frac{1}{2}$ " Angle Girder and a $3\frac{1}{2}$ " Angle Girder with an overlapping 3" Strip. Two legs are joined by a $5\frac{1}{2}$ " Flat Girder at 5 and 6 holes from the base on the quay-facing sides and by a similar Flat Girder at their top. On the sides parallel to the quay, a $5\frac{1}{2}$ " Flat Girder is bolted across the vertical girders' butt joints, with the joints strengthened by a 1" Corner Bracket and a boss-less Bell Crank to give a three-way support; a $3\frac{1}{2}$ " Strip joins the $12\frac{1}{2}$ " Angle Girders at their tops. The sides of the tower have a single brace consisting of a $12\frac{1}{2}$ " Strip extended at each end by 2" Slotted Strips, the slots accommodating the non-standard length. The upper section of the tower is trapezoidal, with sides formed from $7\frac{1}{2}$ " Angle Girders. Facing the quay, the girders are joined by a $2\frac{1}{2}$ " x $1\frac{1}{2}$ " Double-Angle Strip and a $2\frac{1}{2}$ " Strip on the opposite face at the top and a $5\frac{1}{2}$ " Flat Girder at the base which joins the top and base sections. On the other two sides, the vertical members are joined by a $1\frac{1}{2}$ " Flat Girder at the top and a $3\frac{1}{2}$ " Strip at the base.

The two storm anchors are each simulated by a $2\frac{1}{2}$ " Triangular Plate centrally bolted to the lower $5\frac{1}{2}$ " Flat Girder. Each stabilizing foot is represented by a spring-loaded $\frac{1}{2}$ "-diameter Pulley fixed on a 2" Rod journalled in a Double-Angle Bracket bolted to the Triangular Plate.

The travelling bogies are formed from $3\frac{1}{2}$ " Strips separated

at their ends by Double-Angle Brackets and fixed to the crane's legs by Flat Trunnions. A $2\frac{1}{2}$ " Angle Girder is used to form a short u-section at the base of each $3\frac{1}{2}$ " vertical girder to complete the construction.

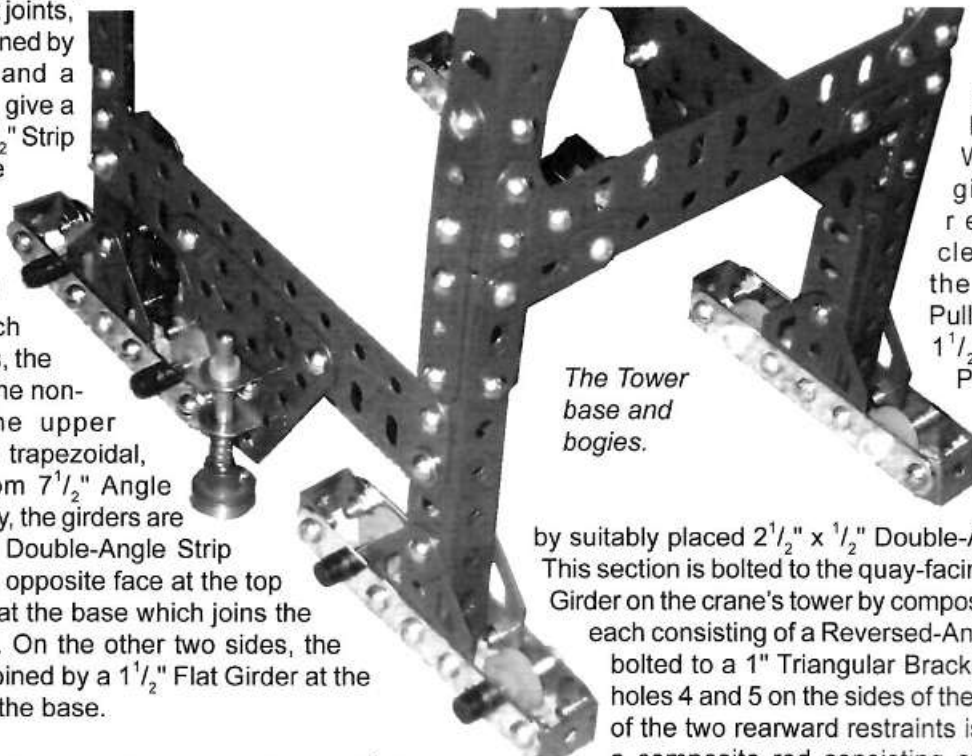
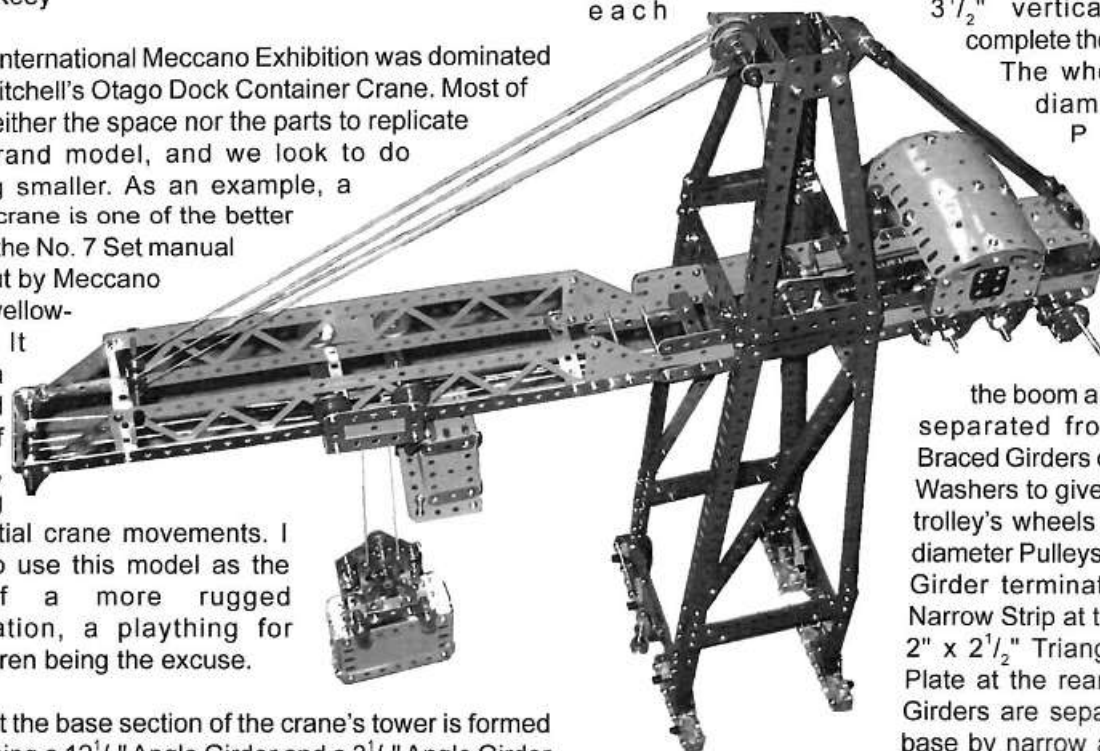
The wheels are $\frac{1}{2}$ "-diameter plastic Pulleys journalled in 1" Rods.

The rails of the forward lifting section of the boom are $15\frac{1}{2}$ " Strips separated from the $12\frac{1}{2}$ " Braced Girders of the boom by Washers to give space for the trolley's wheels which are 1"-diameter Pulleys. Each Braced Girder terminates with a 3" Narrow Strip at the front and a 2" x $2\frac{1}{2}$ " Triangular Flexible Plate at the rear. The Braced Girders are separated at their base by narrow and standard-width $2\frac{1}{2}$ " Double-Angle Strips.

The fixed rear section of the boom has a rail extension formed from $12\frac{1}{2}$ " Strips which are bolted to and separated

from a compound $12\frac{1}{2}$ " x $1\frac{1}{2}$ " Flexible Plate by Washers to give the required clearance for the trolley's Pulleys. A $2\frac{1}{2}$ " x $1\frac{1}{2}$ " Flanged Plate closes the end and the sides are separated

by suitably placed $2\frac{1}{2}$ " x $1\frac{1}{2}$ " Double-Angle Strips. This section is bolted to the quay-facing upper Flat Girder on the crane's tower by composite brackets, each consisting of a Reversed-Angled Bracket bolted to a 1" Triangular Bracket located at holes 4 and 5 on the sides of the boom. Each of the two rearward restraints is made from a composite rod consisting of an 8" Rod joined by a Rod Connector to a 1" Rod and fixed at each end in a Coupling which carries a transverse $1\frac{1}{2}$ " Rod journalled in Trunnions. At the upper end these Trunnions sit on a $1\frac{1}{2}$ " x $1\frac{1}{2}$ " Flat Plate bolted to the top Double-Angle Strip, while at the lower end they sit on a $1\frac{1}{2}$ " x $1\frac{1}{2}$ " Flanged Plate supported on Double-Angle Strips fixed to

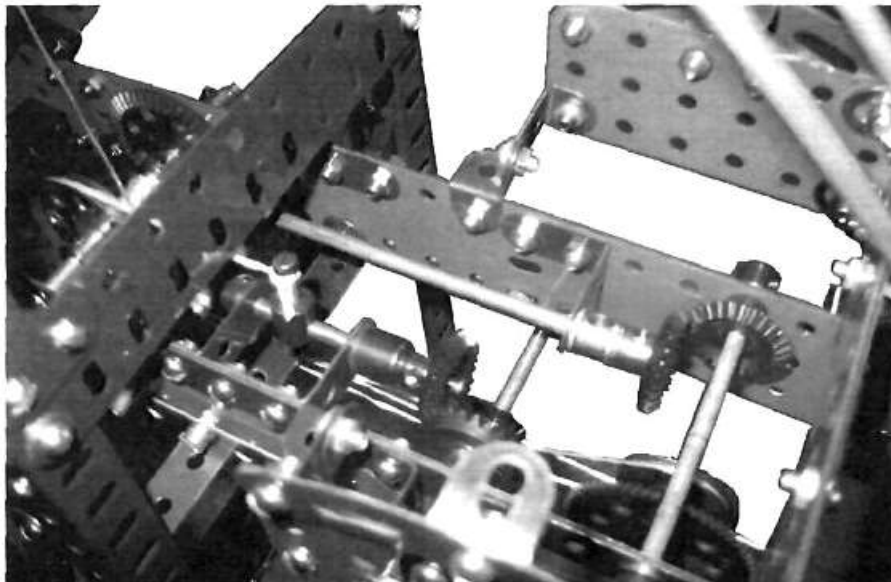


The Tower base and bogies.

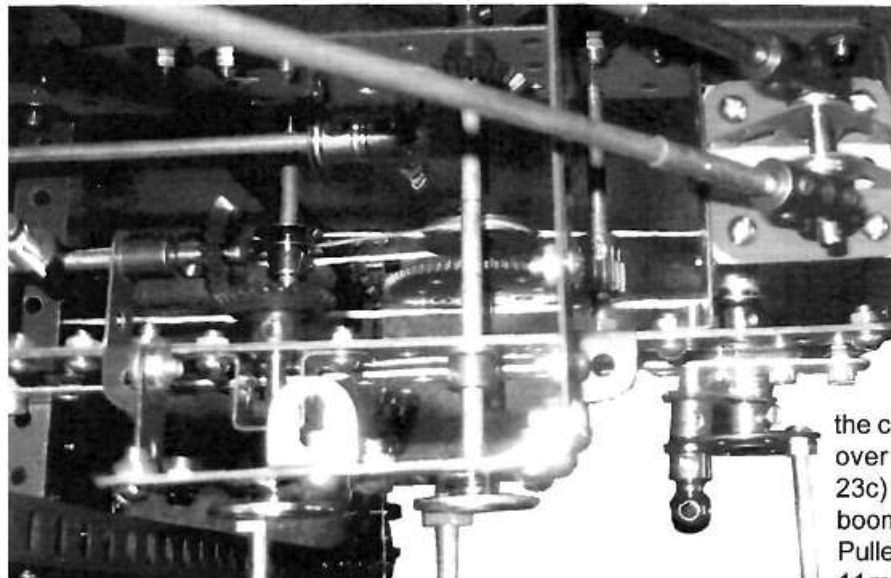
the sides of the boom.

The boom cabin is secured to this structure by composite Brackets each built from a Reversed-Angled Bracket and 1" x 1/2" Angle Bracket. The two sides are 3" x 1 1/2" Flat Plates and the rear wall secured by Angle Brackets is a 3 1/2" x 1 1/2" Flat Plate. Dark blue Flat Girders are used to indicate windows. The roof, composed of overlapping 2 1/2" x 2 1/2" Curved Plates, is secured to a 3" Curved Stepped Strip on each cabin side by Angle Brackets. It is advisable to delay constructing this cabin until all the crane's mechanisms are in place.

The trolley and travelling cabin follows the general design in the design manual, but has two 2 1/2" Angle girders fixed to the transverse 3 1/2" Double-Angle Strips supporting the trolley's sides and which are used to house 2" Rods to support the lifting cables. The lifting grab is similar the manual model in term of Pulley details, but is modified so that four ballast hooks can engage with bolts on the container. The container itself is a 3 1/2" x 2 1/2" x 1 1/2" box built from Flexible Plates. The travelling cabin is a 2 1/2" x 2 1/2" x 1 1/2" open-fronted box, with a 2 1/2" x 1 1/2" Flanged Plate sitting on a platform 3 1/2" x 2", which is built from two Triangular Plates, that supports the sides. The roof is made from a similarly sized Flanged Plate, with a 2 1/2" Obtuse-Angle Girder at the front to suggest a canopy and supported from the trolley by two 1/2" Reverse-Angle Brackets.



Cabin mechanisms showing the band-brake and boom-lifting drives

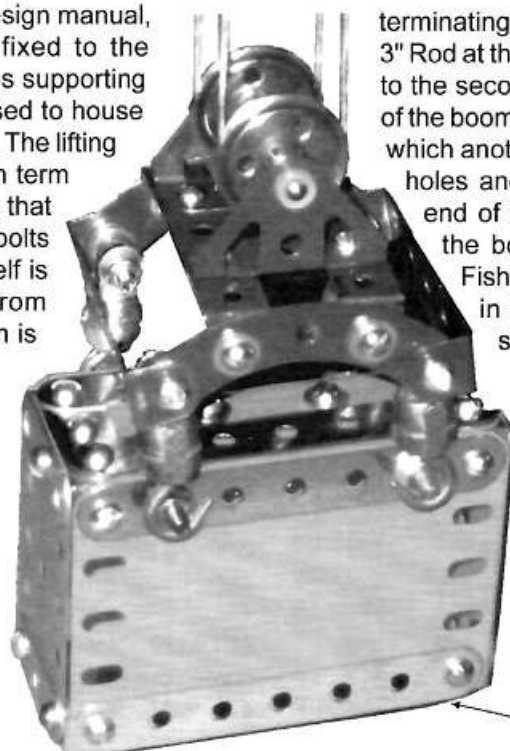


The crane's hand-operated mechanisms are similar in principle to those set out in the manual, but incorporate gear-reduction trains to slow the movements. Details can be seen in the photograph.

Boom lifting.

The winding shaft contains the brake wheel (a 1 1/2" Pulley) and a 1 1/2" bevel gear which engages with a 1/2" Bevel Gear on a 4" Rod driven through 1" bevel gears by the turning shaft. The screw-brake mechanism is essentially the standard mechanism S.M. 113. The lifting cable is taken from the winding shaft over a 1" Pulley at the crane head, and thence over a 11mm Pulley (P/N 23c) at the from end of the boom, back over another 1" Pulley at the head, a second 11mm Pulley before

terminating at the arm of a short-arm Crank on the 3" Rod at the crane head. A 3" Screwed Rod is bolted to the second holes of the 3" Strips at the rear end of the boom; this rod carrying two 2 1/2" Strips through which another 3" Screwed Rod is fixed at the fourth holes and which acts as the pivoting rod in the end of the 12 1/2" Strips on the fixed section of the boom. The 2 1/2" Strips can engage with Fishplate pads bolted to a Double-Angle Strip in the fixed boom to prevent the lifting section descending below the horizontal.



Trolley traversing.

Tension Springs are centrally bolted to the Double-Angle Strips on the trolley to hold the traversing cable in tension. The endless cable passes over a 1" Pulley on the 3" Rod, holding a 60-toothed Gear Wheel which meshes with a 1/2" Pinion on the turning rod, and thence over a 11mm Pulley at the boom tip.

The container and the lifting grab.

Lifting cables.

The twin cables are fixed at the boom tip on the 3" Rod that carries also the trolley-traversing cable. They pass over 1" loose Pulleys on the grab and are wound on drum consisting of Short Couplings which are sandwiched between large-diameter Washers and held by Collars on the turning rod. The handle, like all the others, is constructed from a Bush wheel and a pivot pin, behind which on the turning rod is

secured a short-arm Crank. The boss of this Crank provides the bearing for a sliding rod fitted with a Handrail Coupling to provide a simple means of jamming the mechanism on the boom frame, and so securing the lifting grab in position.

Push-fit Collars and end caps are generally used to hold shafts in position,

Parts List

P/N	Description	Size	Qty	P/N	Description	Size	Qty	P/N	Description	Size	Qty
1	Perforated Strip	12 ¹ / ₂ "	4	30c	Bevel Gear	1 ¹ / ₂ "	1	103	Flat Girder	5 ¹ / ₂ "	6
1a	Perforated Strip	9 ¹ / ₂ "	2	37a	Nut		270	103f	Flat Girder	2 ¹ / ₂ "	1
1f	Perforated Strip	15 ¹ / ₂ "	2	37b	Bolt		240	103h	Flat Girder	1 ¹ / ₂ "	2
3	Perforated Strip	3 ¹ / ₂ "	20	38	Washer	3 ³ / ₈ "	50	103l	Flat Girder	1"	2
5	Perforated Strip	2 ¹ / ₂ "	9	38a	Plastic spacer	10mm	2	111a	Bolt	1 ¹ / ₂ "	6
6a	Perforated Strip	1 ¹ / ₂ "	14	38d	Washer	3 ³ / ₄ "	4	111c	Bolt	3 ³ / ₈ "	12
8	Angle Girder	12 ¹ / ₂ "	4	40	Hank of Cord		2	115	Threaded Pin	5 ⁵ / ₈ "	2
8b	Angle Girder	7 ¹ / ₂ "	4	43	Tension Spring	2"	2	115a	Threaded Pin	1 ³ / ₈ "	2
9a	Angle Girder	4 ¹ / ₂ "	4	45	Double Bent Strip		1	120b	Compression Spring	3 ³ / ₁₆ "	2
9d	Angle Girder	2 ¹ / ₂ "	6	46	Double Angle Strip	2 ¹ / ₂ " x 1"	1	125	Rev. Angle Bracket	1 ¹ / ₂ "	2
10	Fish Plate		6	48a	Double Angle Strip	2 ¹ / ₂ " x 1 ¹ / ₂ "	7	126a	Flat Trunnion		6
11	Double Bracket	1 ¹ / ₂ " x 1 ¹ / ₂ "	10	48b	Double Angle Strip	3 ¹ / ₂ " x 1 ¹ / ₂ "	2	127	Bell Crank (no boss)		4
12	Angle Bracket	1 ¹ / ₂ " x 1 ¹ / ₂ "	12	48d	Double Angle Strip	5 ¹ / ₂ " x 1 ¹ / ₂ "	1	133a	Corner Bracket	1"	10
12a	Angle Bracket	1 x 1	3	51	Flanged Plate	2 ¹ / ₂ " x 1 ¹ / ₂ "	3	154a	Cnr Angle Bracket (right)		3
12b	Angle Bracket	1 x 1 ¹ / ₂ "	4	51b	Flanged Plate	1 ¹ / ₂ " x 1 ¹ / ₂ "	1	154b	Cnr Angle Bracket (left)		3
13a	Axle Rod	8"	2	55a	Perf. Slotted Strip	2"	4	173a	Adaptor for Screwed Rod	1"	1
15b	Axle Rod	4"	1	57c	Hook		4	188	Flexible Plate	2 ¹ / ₂ " x 1 ¹ / ₂ "	10
16	Axle Rod	3 ¹ / ₂ "	3	59	Collar		18	189	Flexible Plate	5 ¹ / ₂ " x 1 ¹ / ₂ "	4
16b	Axle Rod	3"	6	59a/m	Mini Collar Cap		12	190	Flexible Plate	2 ¹ / ₂ " x 2 ¹ / ₂ "	1
17	Axle Rod	2"	7	59c	Push Fit Collar		20	190a	Flexible Plate	3 ¹ / ₂ " x 2 ¹ / ₂ "	2
18a	Axle Rod	1 ¹ / ₂ "	1	62d	Crank Short Arm		2	200	Curved Plate	2 ¹ / ₂ " x 2 ¹ / ₂ "	4
18b	Axle Rod	1"	12	63	Coupling		5	213	Rod Connector		2
21	Pulley	1 ¹ / ₂ "	1	64	Threaded Boss		1	222	Tri. Flex. Plate	2 ¹ / ₂ " x 2"	2
22	Pulley	1"	5	73	Flat Plate	3" x 1 ¹ / ₂ "	2	224	Tri. Flex. Plate	3 ¹ / ₂ " x 1 ¹ / ₂ "	2
22a	Pulley (no boss)	1"	4	74	Flat Plate	1 ¹ / ₂ " x 1 ¹ / ₂ "	1	235a	Narrow Strip	3"	2
23a	Pulley	1 ¹ / ₂ "	2	74c	Flat Plate	3 ¹ / ₂ " x 1 ¹ / ₂ "	1	236d	Narrow D A Strip	1 ¹ / ₂ "	2
23b	Pulley (no boss)	1 ¹ / ₂ "	8	76	Triangular Plate	2 ¹ / ₂ "	2	242c	Obt. Angle Girder	2 ¹ / ₂ "	1
23c/m	Pulley (no boss)	11mm	3	77	Triangular Plate	1"	4	518	Bush Wheel	1"	2
24	Bush Wheel	1 ³ / ₈ "	4	80c	Screwed Rod	3"	2	The numbers of Bolts, Nuts and Washers are an approximate guide only.			
26d	Pinion	15t	1	81	Screwed Rod	2"	1				
27d	Gear Wheel	1 ⁵ / ₈ "	1	89a	Curved Stepped Strip	3"	2				
30	Bevel Gear	7 ⁷ / ₈ "	4	90a	Curved Stepped Strip	2 ¹ / ₂ "	2				
30a	Bevel Gear	1 ¹ / ₂ "	1	99	Braced Girder	12 ¹ / ₂ "	2				

Low and Cunning Dodges for Meccanomen

by Peter King

(Culled from all over the place, all the ones tried - worked)

LCDM21 The small packets of assorted springs sold by hardware stores often contain several matches for Meccano springs, sometimes in a variety of lengths (particularly the products of "Terry's Springs" of Redditch - they obviously made the genuine!)

LCDM22 If you can get any, obtain some simple cranks-without-bosses (Exacto ?) a certain ("Radio Shack" / "Tandy" etc) range of small toggle switches will mount in the large hole normally occupied by the boss very nicely, this vastly improves the appearance of some models. Otherwise sacrifice some fishplates or 1_" strips.

LCDM23 Plastic Meccano chain and caterpillar track are compatible and when combined can make quite good

conveyor belt.

LCDM24 Meccano chain does 'sort of' fit the gear wheels and makes useful different ratios.

LCDM25 Use a bit of "Blue-tack" to hold a nut on the end of a finger to get it into an awkward spot.

LCDM26 Try wiring a model using "Lucar" connectors, this makes it much easier to change things around.

LCDM27 Replacement brushes for 20v Meccano Electric Motors can be made from the carbons in old torch batteries.

LCDM28 To rejuvenate old painted parts that are just dull not scratched, dip them in a thinned polyurethane varnish or there are motor body type varnishes for fine finishing of cars, these are usually quick drying.

LCDM29 Closely examine any defunct photocopiers that come your way, many have chain that more or less matches either Meccano metal sprockets or Plastic Meccano Sprockets.

Holden Engine In Meccano

by Lloyd Spackman

In the September/October 2009 issue of "Australian Model

Engineering" there is an article by Neil Speirs about a Meccano model of the famous Holden 'Red' engine which powered more than a million Holden vehicles between 1963 and 1980.

The article is reprinted here by permission of David Proctor, Editor of the magazine.

The Famous Holden 'Red' in Meccano

by Neil Speirs

The EH Holden was an Australian motoring icon — and also was its engine, the Red motor. Widely regarded as indestructible, it powered more than a million Holdens from the EH in late 1963 to the VB Commodore in 1980.

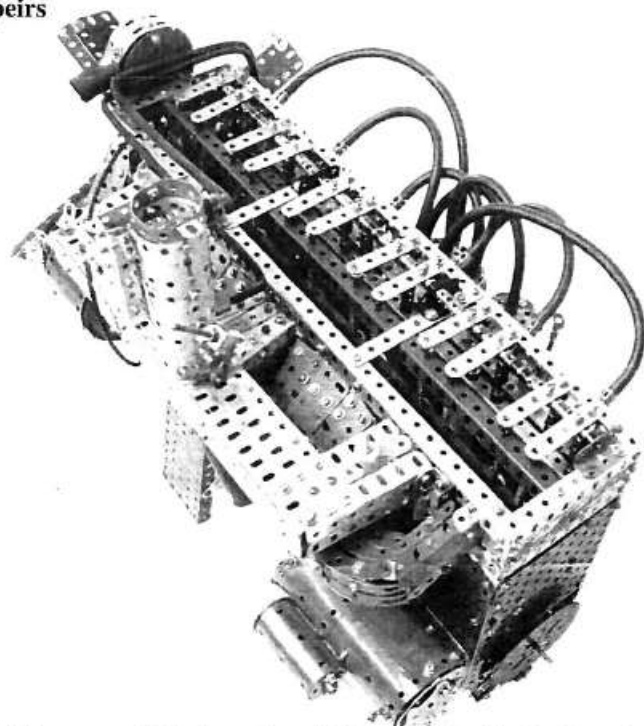
Long-time EH owner Malcolm Brodie, of Warrnambool, knows the Red motor better than most. He has built a three-quarter scale model of one, using Meccano.

Malcolm's model has working pistons, connecting rods and crankshaft. It has a camshaft, pushrods, rocker arms, tappets and valves all operating correctly. Engine peripherals show fine detail. The carburettor (recognisable as a Stromberg) has a venturi and choke both with butterflies, fast idle mechanism, and fuel bowl. The fuel pump has a diaphragm operated (as in the original) by mechanical crank from the camshaft. The distributor produces a 'spark' at the end of the spark plug leads, in correct firing order. Other functioning items include generator, fan, water pump and flywheel.

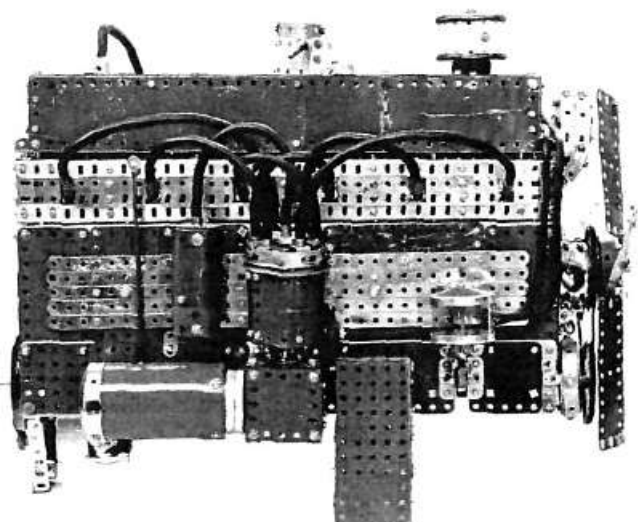
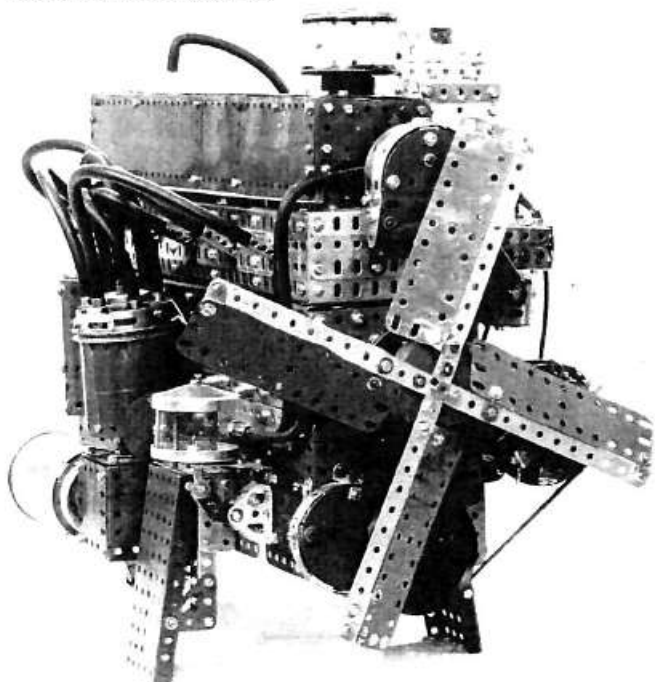
The model is almost entirely made from genuine Meccano with only a few non-standard parts. At exhibitions, a small electric motor runs the model Red motor at 50 rpm, so it is possible to see all the mechanisms working and to follow functions through the motor.

Malcolm still uses the EH Holden that came into his family in 1972. 'I learnt to drive in it, courted my wife in it, got married in it, and still drive it daily', he says. But perhaps "got married in it" is a slight exaggeration—he drove the EH from Warrnambool to Brisbane for the wedding, parked it outside the reception room, and drove it away afterwards.

Malcolm's model Red motor, together with dozens of other models, can be seen at the Melbourne Meccano Club's annual exhibition on October 10



and 11, corner of Gardenvale and Magnolia Roads, Gardenvale. Details see www.mmci.com.au



Don Wilson 1924 — 2009

Don Wilson, who was a much respected member of the MWT Meccano Club, died on October 18th. He will be especially remembered for the amazing models which he exhibited at the biennial Conventions. Here are some examples:-

1995 Convention in Christchurch.

Don Wilson's grand model in his usual competent style was a superb dredge mounted on a couple of tables specially positioned to allow the bucket boom to drop below deck level. It worked but the weight of the boom presented some problems; after all the boom contained 45 buckets each built up from 4 semi circular plates plus a $2\frac{1}{2}$ " x $1\frac{1}{2}$ " flanged plate!

1997 Convention in Feilding.

Don Wilson's model in Feilding was a submarine about $5\frac{1}{2}$ metres long. This was positioned near the entrance door on an island so that visitors could view it from all sides. It had cut away sections of the hull so that the internal

machinery could be seen - all working, of course.

1999 Convention in Auckland.

One of our most accomplished Meccano modellers, Don chose this time a smaller model. It was a realistic and detailed model of a Leon Bollée tricar dated 1896. Older visitors, in particular, spent a lot of time studying and discussing Don's model.

2001 Convention in Upper Hutt.

Don Wilson's model in Upper Hutt was HMS Cairo. Once again the hull was cut away to show the interior of the ship. Pictures of this model are on the front cover of the June 2001 NZFMM magazine.

2003 Convention in Hawera.

For this convention Don Wilson produced a Catalina Flying Boat. It had a wingspan of about 2 metres and did everything except fly.

Photographs of the 1995 and 1999 models are on the front cover.

Presidents report:

How time flies! As I prepare this message to you staunch supporters of the NZFMM magazine, I note that Christmas and all that it brings is fast approaching and if that is not scary enough, the New Year of 2010 and the start of a new decade is so close. So it is time to reflect on the events of this year and to definitely begin thinking about and marking up our calendars so that we don't miss out on any opportunities relating to our hobby during 2010.

Easter weekend during April saw the Christchurch Meccano Club host at the Christchurch Arts Centre our National two yearly members Convention which was held in conjunction with their Meccano Exhibition which attracted in excess of 6000 members of the public to explore and view the wonderful display of models brought together for the event. For the modellers from around New Zealand, Australia, UK and USA who attended and participated, it was a great opportunity to renew and make new friendships, share their modelling experience(s), hear presentations from special guest speakers Jim Gamble from UK and Tim Robinson from USA, and enjoy some real fellowship.

The management of the NZFMM Internet site set up and managed by Wes Dalefield for a number of years from USA was recently transferred to New Zealand and can now be found at <nzfmm.co.nz>. Our sincere thanks go to Wes for the time and effort he invested in getting NZFMM on the web and looking after us for so long.

Life membership was awarded to Bruce Neilson for his services to NZFMM.

I had the opportunity to enjoy a great 'Meccano' evening over a meal with members of the Christchurch Meccano Club hosted by Donald McKenzie at his beautiful home at Cashmere in early September and my thanks go to President Neil Pluck and his team for making this possible.

There have been a variety of localised events, many where the public were able to view the fruits of our hobby, held by

all four clubs throughout the year. Unfortunately I am limited in space and so unable to list them.

On a sadder note, the year has seen us lose one of our finest modeller's and collectors with the passing of Don Wilson. This edition of our magazine fittingly displays one of the many fine models that Don was so well known for. Our condolences go to Don's family.

2010: I am aware that members of all four clubs have a range of events organised to celebrate our hobby in their own areas as the year progresses and in most cases these will be open to the general public. Unfortunately space precludes me listing these events.

Our key national event for 2010 is the planned '**APRIL ANTICS 2010**' scheduled to be held in New Plymouth on Saturday 17th and Sunday morning 18th April at the Devon Hotel & Conference Centre. This was the venue where the APRIL ANTICS 2008 was held. As on that occasion, a special family dinner is planned for the Saturday evening. Full details of the event and specifications of the special competition/challenge that will be part of the Saturday afternoon's entertainment are included in the flyer that has been forwarded with this November Magazine. If further copies of the flyer are required or you have any special questions relating to the event, feel free to email me at <peter@augustus.co.nz>.

I take this opportunity to thank Editor Les Megget, Composer John Ince, Distribution Officer Bruce Geange, Treasurer Lloyd Spackman for all their behind scenes effort and of course all of you who have contributed articles, plans and photos to enable the team to make this magazine one that we can very proud of. It is also fitting to thank our web masters William Irwin and Gary Higgins for the establishment and ongoing development effort that they have and continue to put into our NZFMM web site.

I take this opportunity to wish each and every 'Meccanoman' and his/her wife/partner and family a very happy and safe Christmas and a Happy New Year in 2010.

Editor's Model of the Past, No. 2

by Les Megget

I remember building this ERF Tipping Lorry in the 60s after purchasing four grey Motor Tyres to fit the black 3" Pulleys I first received in my No. 6 set in 1952. There were never any building instructions in the Meccano Magazine but the lorry was prominently portrayed in advertising on the inner back cover of the MM during the late 40s, as shown in Figure 1. I had borrowed some of these early post WW2

THE MECCANO MAGAZINE

HORNBY TRAINS

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Every minute spent playing with Hornby Trains is brimful of thrills and enjoyment. Hornby Trains are strong-pulling, long-running, tested and guaranteed.

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Every boy is happiest when he is inventing, creating and constructing - that is why boys still find Meccano the most fascinating hobby in the world. There is nothing like it for young engineers who are keen on developing their own ideas.

Complete Outfits from **7/6** inc Tax

MADE IN ENGLAND BY MECCANO LIMITED

Fig. 1: Advert from back inner page of Jan 1948 MM

MMs from the brother of a close friend in Wellington and admired the lorry the first time I saw it. I must have devised a drive train but I cannot remember any of the details. It would have been driven by my hard working E20R electric motor, now worn out.

Over the following 40 years I completely forgot this attractive tipping lorry until I purchased a set of *Constructor Quarterly* (CQ) magazines a few years back. In issue No. 37 (September 1997) there is a 5½ page article by Bill Charleson about his version of the same ERF lorry. Time to make the model again, I thought!

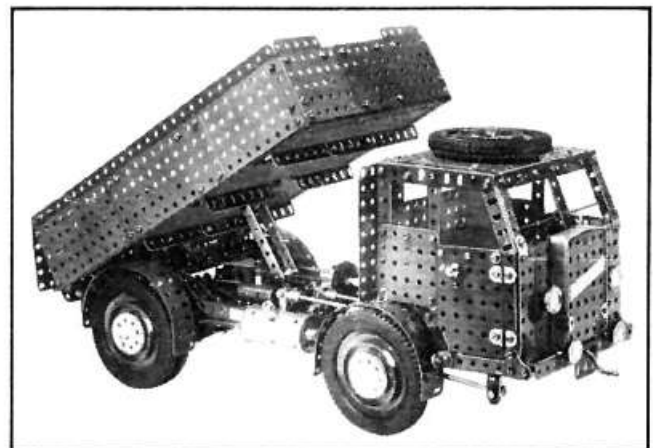
The CQ article says the lorry is loosely based on an ERF truck and the model won a prize in the "Grand 'Summer' Contest Results", model building contest of 1938,

announced in the February 1939 MM and including a small photograph and a brief description on p116, see Figure 2.

THE MECCANO MAGAZINE Grand "Summer" Contest Results By "Spanner"

THIS month I continue my description of the fine models that won prizes in the "Summer" Model-Building Competition. As will be gathered from the photographs and details of models already published in the January month's article I have chosen some ideas for their future model-building

There were as usual many interesting models of various kinds of motor vehicles among the entries, and some of these are particularly attractive on account of the large amount of detail work incorporated in them. One of the best is the model tipping lorry illustrated on this page. "It was built by A. Aikman, Steyning, who is a regular competitor in "M.M." competitions, and represents a modern forward control, Diesel-engined lorry used for heavy haulage work. The model is capable of carrying a load of 40 lb. and is driven by an E6 type Electric Motor. Features of the chassis are Ackermann steering gear, single plate clutch, three-speed and reverse gear-box, differential and mechanism for tipping the body. The drive to the tipping mechanism is taken from a ½" Pinion on the end of the clutch shaft, which engages a further Pinion on a shaft fitted with a sliding Dog clutch. The latter is controlled by a hand lever placed near the driver's seat, and movement of this engages a ½" Pinion with a 57-teeth Gear on a Threaded Rod mounted longitudinally in the chassis. This Rod carries also an Octagonal Coupling, to and a second Octagonal Coupling connects the Strips to the body, which is pivoted at its rear end to the chassis.



A model of a tipping motor lorry that won a prize for A. Aikman, Steyning.

Fig. 2

I did a Google internet search of ERF trucks to find that it was a firm founded by Edwin Foden's second son Edwin Richard (known as ER) in 1933. Their father had founded Foden's Limited in 1912 with ER and brother William as joint Managing Directors, until a family bust up saw ER and his son Dennis start producing diesel-engined lorries from their own factory in Sandbach, England. I found a photo of the pre-war ERF prototype lorry in the web's Fleet Data Photo Archive, shown in Figure 3.

When you compare Figs 2 and 3 you notice some differences, namely the front wheels are about 18" further

forward on the prototype; the model has a very short wheel-base! I decided to move the front axle forward by 5-holes to better represent the "real" lorry. The CQ article contains enough detail and photographs to be able to build the truck without going into a bolt-by-bolt description. In a NZ published book I found at Model-X, "ERF in New Zealand" by Graeme Carter & David Lowe, there is an advert for a 6 cubic yard End Tipper by ERF (Figure 4) which resembles the prize winning model, but obviously a more modern version. This was from an advert in the *Waikato Times* of June 1953.

The CQ model has a simple clutch driving a 3-speed and reverse gearbox to a spur gear differential, using a large Bevel Gear as the crown wheel. Bill Charleson must have



MJ 2711 ERF first ever ERF 4x2 platform truck
Banbury Steam Rally on 30th June 2002 ~ Photo: Peter Jarman

Fig. 3: Prototype pre war ERF tipper

6 cu. yd. END TIPPER BY ERF

Like all ERF vehicles, this End Tipper is built for the job, with rugged strength where it's needed. The power unit is a sturdy, reliable Gardner L.W. oil engine—direct injection, cold starting; and there are 5 forward speeds and reverse. Three Models are available, with oil engines developing 75, 94 or 112 B.H.P. at 1,700 r.p.m.

All three models carry the full 6 cu. yd. load.

Widely spaced, twin telescopic rams, with power take off control, operated from the cab, give a 45° angle of tip.

Hinge brackets, incorporated in rear spring bracket provide wide hinge centres and low body sub-frame for stability.

It will pay you to get further particulars of ERF, the British vehicles with a world-wide reputation for hard work and dependability.

See the ERF(s) at Hamilton during the Waikato Winter Show — 25th May to 2nd June.

Demonstrations by arrangement with the Distributors:

F. BUTLER LTD.
151-3 WARD STREET, HAMILTON.

Fig 4: Advert from *Waikato Times*, June 1953 showing ERF End Tipper

designed these for himself because there is not enough detail in the MM notes to give any detailed clues as to the mechanical design. The MM article says "the lorry is driven by an E6 type electric motor" but Bill and I have used a modern 6-speed motor stuffed into the cab where the passenger's legs would be. The front axle and steering gear are straight out of Bert Love's book "Model Building in Meccano and Allied Constructional Sets". The gearbox is controlled by a neat gear stick with a Rod and Strip Connector at its lower end operating 2 layshafts by means of 2 pairs of closely spaced Couplings and Short Couplings, see Figure 5. I added a couple of crude detent mechanisms (a sprung Axle binding on a $\frac{1}{2}$ " Pulley on each lay shaft in an effort to stop the gearbox jumping out of gear at regular intervals.

One aspect of the CQ model I didn't like was the fact that the driver had to reverse the "engine" (electric motor) to allow the power driven tipping mechanism to lower the

tipper. Who ever heard of that happening in reality? So after much fiddling I devised a compact forward and reverse gearbox positioned over the main gearbox, which allowed the tipper to be raised and lowered, with the engine idling. This gearbox is controlled by a lever in the cab operating on a Socket Coupling seen in Figure 6. I did have to raise the tipper's rear supports $\frac{1}{2}$ " to allow space for this new gearbox. The tipper is raised by a horizontal Screwed Rod turning in an old-fashioned Octagonal Coupling, which is

attached to double pairs of 9-hole Strips forming the lever mechanism to the bottom of the tipper.

I constructed my 2009 version of the lorry from the mid-30s set I purchased at the beginning of the year. These parts are tidy and certainly not mint and give the lorry a sense of age (patina) I think. I used grey tyres, as in my boyhood version, because the original 1930s tyres in the set are now mush. The MM article says the model will carry a load of 40 lb. I haven't tried that but I can tell you that the load couldn't be sand because it would all fall out through the holes in the Flat and Strip Plates used to build the tipper's sides and bottom! Not one Flexible Plate is used in this model. The nice authentic looking mud guards are bent 15-hole Flat Girders which I deformed by hand and hopefully will straighten out again when I pull the lorry apart. My version lacks seats and bits of the cab rear, so you can see the mechanism in all its glory. An overall view of the model is shown in Fig. 7.

Footnote: When is a lorry a truck? I have been having this discussion with CQ's editor Robin Johnson with reference to my Merc 8x4 truck/lorry/tractor/prime-mover and Sidelifter semi-trailer described in the August issue of this Magazine. I think the word lorry is very English and went out of fashion here in the 60s and 70s when more American trucks were being imported. I think of a lorry as an old short wheel base (2 or 3 axles) vehicle with a flat tray on the back. Ever heard of a dump lorry? A tipping lorry maybe!

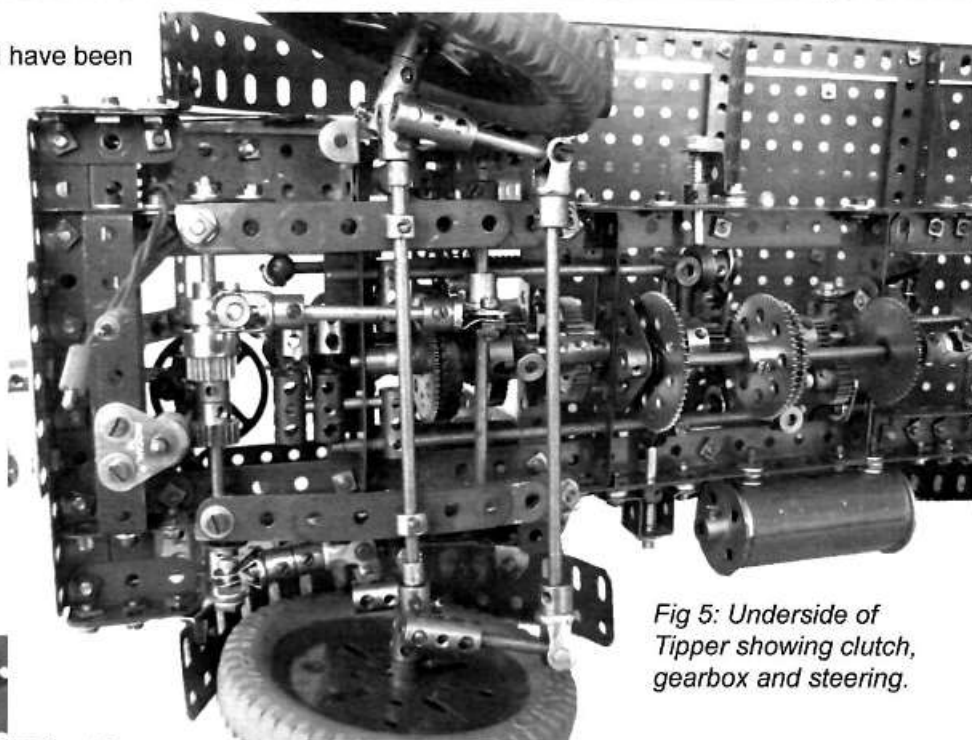


Fig 5: Underside of Tipper showing clutch, gearbox and steering.

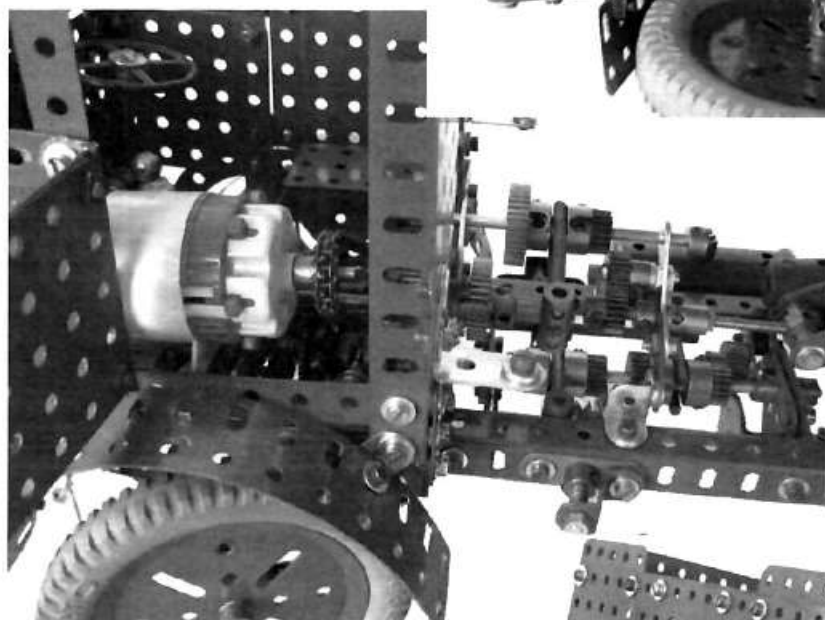


Fig. 6: Tipper up and down gearbox from left hand side, main gearbox below.

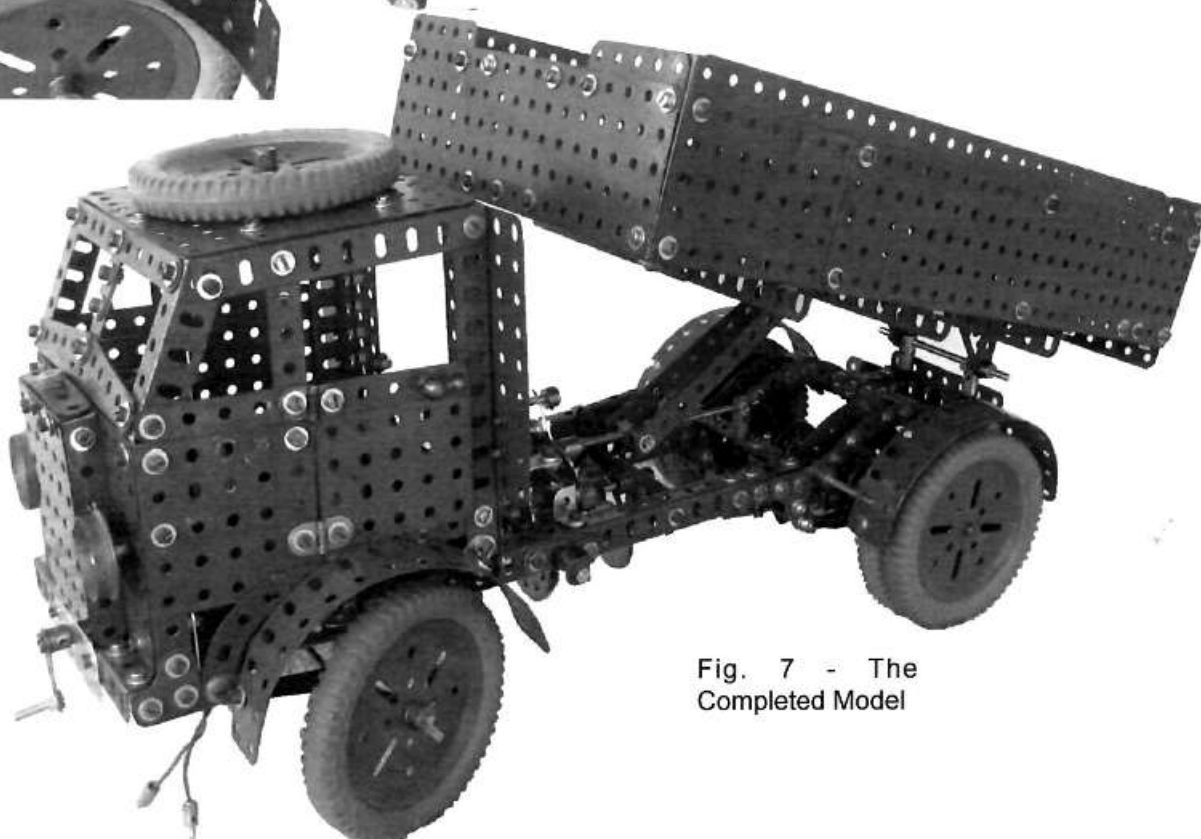


Fig. 7 - The Completed Model

Ficino School Meccano Display (18 August 2009)

by Gary Higgins

Every two years the Auckland Meccano Guild puts on a display of models for the children and staff of the Ficino School in Mt. Eden, Auckland.

This year was well attended by AMG members with seven Meccanomen bringing their models to display.

Members attending were Richard Sealey, Neil Carey, Les Megget, David Wall, Gary Higgins, Peter Hancock, William Irwin and John Denton.

While John, up to his usual standard, provided the largest number of models, the prize for the biggest crowd puller had to go to David Wall, who has the uncanny ability to choose a model which mesmerizes the children and gives us mere mortals little chance of competition.

This year David chose the Harmonograph, which draws circular ellipses on a piece of paper (last visit he chose a



David Wall drawing ellipses for the children.

Meccanograph which had the same affect).

Most classes visited the display as well as a number of teachers and parents.

We assume that most children today have little knowledge of Meccano however William talking to one lad about the south facing chariot was in the process of explaining its workings when the lad piped up, I know I've built one, out of Meccano and he proceeded to tell William how it worked. This is of course great for the Hobby showing that there is some new blood out there.

The models were well appreciated by all the children and I won't go into more detail here as photos of all the models are available on our new website at amg.nzfmm.co.nz.

An excellent lunch was provided by the School for the Meccanomen and I have to say the children were very well behaved and most polite. They enjoyed the hands on experience of working a number of the display models and we hope that a number go home and ask for Meccano sets in the future.



Richard Sealey demonstrates his gear mechanism machine..

TREVITHICK (and his road steamer):

"They had started off in fine style from Camborne and had covered nearly a mile of the way when the front wheels hit a water-gully across the road with such force that the steering tiller was knocked out of Captain Vivian's hand. Before he could regain control the carriage had lurched across the road and overturned in the ditch. Willing hands soon righted the carriage and the damage could have been repaired without much difficulty but, unfortunately, the accident had happened almost opposite the inviting open door of a public house. The carriage was pushed under some shelter and the parties adjourned to the Hotel and comforted their hearts with a roast goose and proper drinks, forgetful of the engine. Soon its water boiled away, the iron became red hot and nothing combustible remained either of the engine or the Hotel.

So ended the very brief career of Trevithick's first steam carriage. It was a disaster the cause of which was entirely typical of its wayward inventor."

MUFF RD. NAME STAYS: "Muff Road" is staying. A resident of the road in Orari, South Canterbury wanted it re-named "Ohapi Rd." to recognise the original name of the district and to stop street signs of the name being stolen. But descendants of Yorkshireman, Sam Muff, after whom the road was named, held a petition to keep it. Temuka and Geraldine Community Board members have now agreed. Douglas Muff will be pleased. (See also page 17 of our last issue).

(from the "Dominion Post", 28/8/09).

HORIZONTAL CHAIN DRIVES: Loose horizontal chain drives can be made to work well by fastening a fishplate or small plate under the chain where it is supposed to make first contact with the sprocket. If the drive operates in both directions you'll need to add this on both sides of the sprocket. (Paul McMahon on Spanner)

QUOTATION: "Not everything that can be counted counts, and not everything that counts can be counted." (Einstein). (from the N.Z. Chartered Accountants Journal)

EARLY MECCANOGRAPHS: The earliest design is in Vol. 1, No. 1 of the Meccano Magazine Peter Harwood tells us on Spanner that at Henley, 2009, he and Alan Blake fielded four Meccanographs, among them Eric Baldwin's one, the Vol. 1, No. 2 model of November, 1916, which appeared almost unchanged for many years, latterly as Supermodel No 13 and as a 50's set 8 model, and a 1919 design machine (Model No. 130). The November, 1916 model appeared in a 1915 manual of prize-winning models.

3 DIMENSIONS ARE BETTER: Taskers was a U.K. engineering firm. In 1950, their West African representative inquired whether the firm could design a special vehicle to transport hardwood logs from the Nigerian forests. What was needed was a semi-trailer pole carriage which could be attached to American ex-army tractors. A suitable vehicle was designed, but on the principle that if you wish to sell



something 3 dimensions are better than two, the Chief Designer, Mr. H.O. Doughty, made two models in MECCANO which were shown to the Nigerian representatives when they visited Anna Valley. As a result, 150 of these trailers were supplied to Nigeria over the next 5 years.

(Tony Brown on Spanner).

"CONSUMER" RATES MECCANO: In its November, 2008, issue, N.Z. "Consumer" magazine tested Lego, and Meccano construction sets. Its comments on Meccano are interesting. "Meccano 20

model set (\$80): The Meccano set was ingenious. The pieces could be combined in 20 different ways to make 20 models. It also came with a small three-volt motor to power the finished product. But the Meccano stayed in its box. The myriad of tiny screws and bolts seemed too daunting, even though the set was recommended for children 8 years and older.

We built one of the models: it was entertaining if fiddly. Patient assistance will be required if you buy the Meccano set for your 8 year old.

(Thanks to David Wall for this item).

AMI-LAC COMPATIBILITY: Following a query about AMI-LAC, Sr. Rolando Piazzoli (President of the Italian Meccano Club) said on Spanner that the AMI-Lac system is fully compatible with Meccano and Märklin with the exception of the axle diameter which is 4.00 mm metric (Märklin style). Meccano axles won't fit in the LAC bosses. These require careful drilling with a 4.06 mm bit. The LAC system is still produced at the family owned factory in Casalpusterlengo, 40km S.E. of Milan, Northern Italy.

SIR HARRY AGAIN: "Meccano teaches engineering and architectural skills in a way that Lego doesn't. If we had more Meccano we would have railways that worked. There would be more engineers with better basic understanding. I don't think Lego taught me anything although it is very nice". (From Douglas Laing, Johannesburg, on Spanner).

ROBERT JARDINE: Older members of Wellington Meccano Club will remember Robert Jardine who was a founder member of the Club. I found him listed among its Committee in the very first issue of Don Blakeborough's Club newsletter. His son, Andrew, who now lives in Claremont, California, was kind enough to write to me last month as follows:

"I thought I should let you know that my Dad, Robert Jardine passed away in June. He had been ill for some time. I was pleased to be able to visit him in May and read to him from the latest "Constructor Quarterly" magazine, I was also able to be in N.Z. for his funeral.

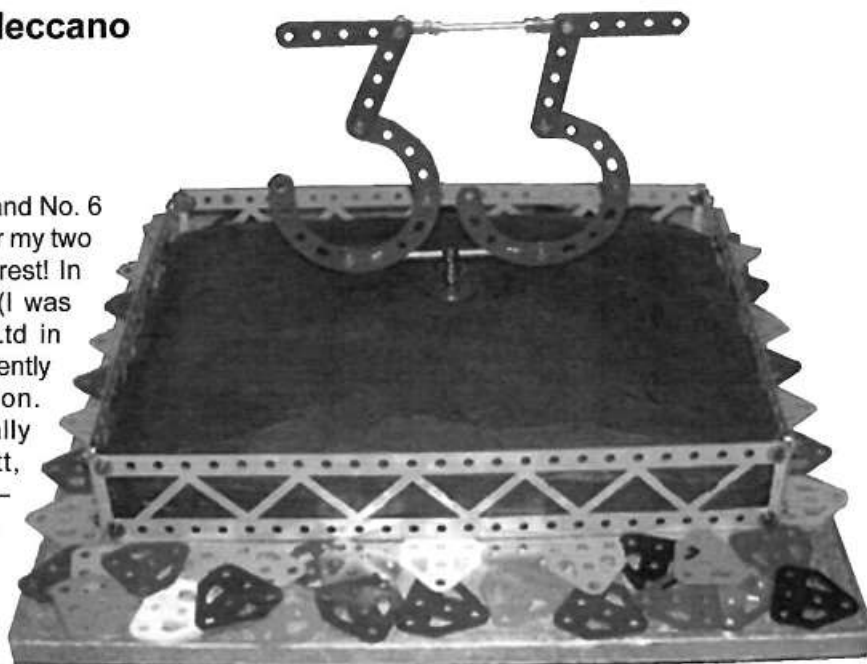
I am always grateful for the interest my Dad fuelled in me for Meccano and fondly remember the Wellington Meccano Club meetings we attended together. I am still an avid collector (and occasional builder) and try to instil a similar interest in my two teenage sons, Sam and Ben".

Kind Regards Andrew Jardine. (Lloyd S.)

Brief History Of Auckland Meccano Guild

by David Wall

Sometime in 1972 I purchased a second-hand No. 6 Outfit (an Ocean Terminal Set) ostensibly for my two sons – neither of whom displayed any interest! In order to increase the scope of this outfit (I was hooked by now) I approached Models Ltd in Auckland City. The original manager had recently retired and his place was taken by Don. McKenzie who, together with his equally progressive sales manager Don. Scott, encouraged me to start a Meccano Club – no doubt as a sales aid. I eventually agreed and in mid-1974 the first of our monthly Wednesday evening meetings was held in the YMCA complex in Northcote on the North Shore.



Was P/N 159 (Circular Saw) used to cut the cake?

We continued in these premises until 1977 when, as most of our members lived in the City, it seemed better to seek a more central venue. Thus we moved our activities to "Boystown" in Nelson Street, Auckland City. We were several years in this venue but as "Boystown" catered for a wide range of (noisy) youth activities we decided to meet on a quarterly basis in the relative tranquillity of members' homes. These meetings were also held on Wednesday evenings.

A change to Saturday afternoon meetings was subsequently made to avoid the need for night driving as by now members

were widely dispersed throughout Auckland. This has proven to be a popular move and continues to the present time. As a further innovation, about 15 years ago we encouraged members to bring their partners to meetings, whilst this didn't result in a model building boom it has resulted in a very high standard of afternoon tea! The ladies also enjoy the opportunity for fellowship.

In addition to venue changes we have also changed our group title, originally we were an Association – then a Club and now, in keeping with tradition, we have become a Guild.



Auckland Meccano Guild members at David Walls' for the 35 anniversary from left Henry Porter, Michael Holderness, Graham Mills, Gerald Hart, Graham Wrightson, George Ovenden, Kegan Wrightson, John Denton, Matthew Carey (Holding sign), Richard Sealey, Les Megget, Neil Carey, Rick Vine, William Irwin, Mike Stuart, Gary Higgins, David Wall.



Meeting September 2009

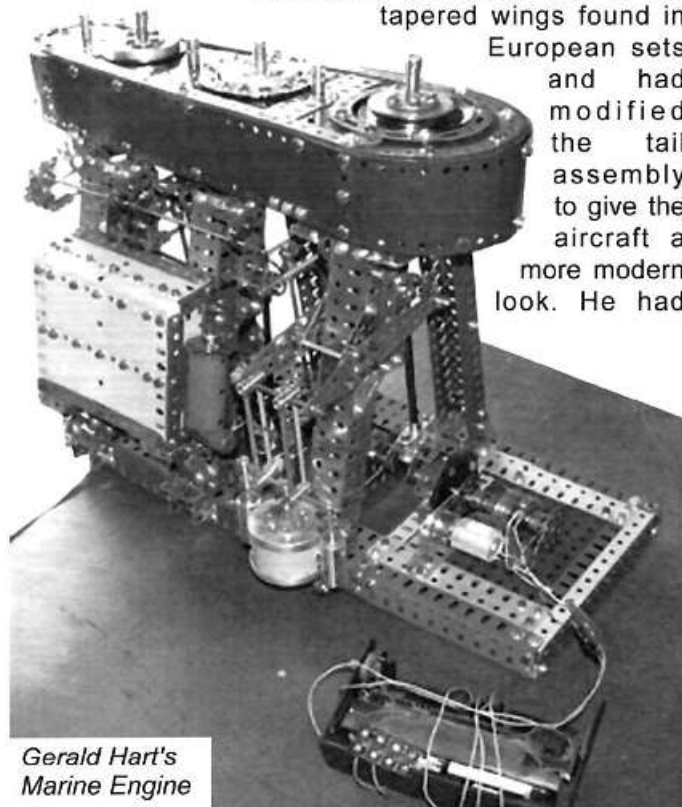
The meeting was held at the home of David and Elizabeth Wall and represents quite a milestone in the growth of the Guild.

David Wall formed the Guild in 1974 and it has been continuous ever since. This meeting was the 35th anniversary of the formation of the Auckland Meccano Guild and David and I suspect, with a great degree of help from Elizabeth, had baked a celebratory cake for the occasion. The "35" was marked out in Meccano on the top and the entire cake was surrounded with the largest collection of multicoloured flat trunnions I have ever seen.

Now to get back to Meccano, David, as well as displaying a supermodel of the motor chassis had devised a multi drive band display to demonstrate how multiple pulleys and drive bands can be used effectively.

John Denton had brought along a very nice O gauge railway (you see we do appreciate model trains as well).

Gary Higgins had two aircraft he had made up based on the 1930s Meccano aero constructors. He had made a Hurricane using replicas of the tapered wings found in European sets and had modified the tail assembly to give the aircraft a more modern look. He had



Gerald Hart's
Marine Engine

also made a tri-motor passenger aircraft of his own design. He had brought a model of the new pink VW and a 1920s model of a tractor and plough.

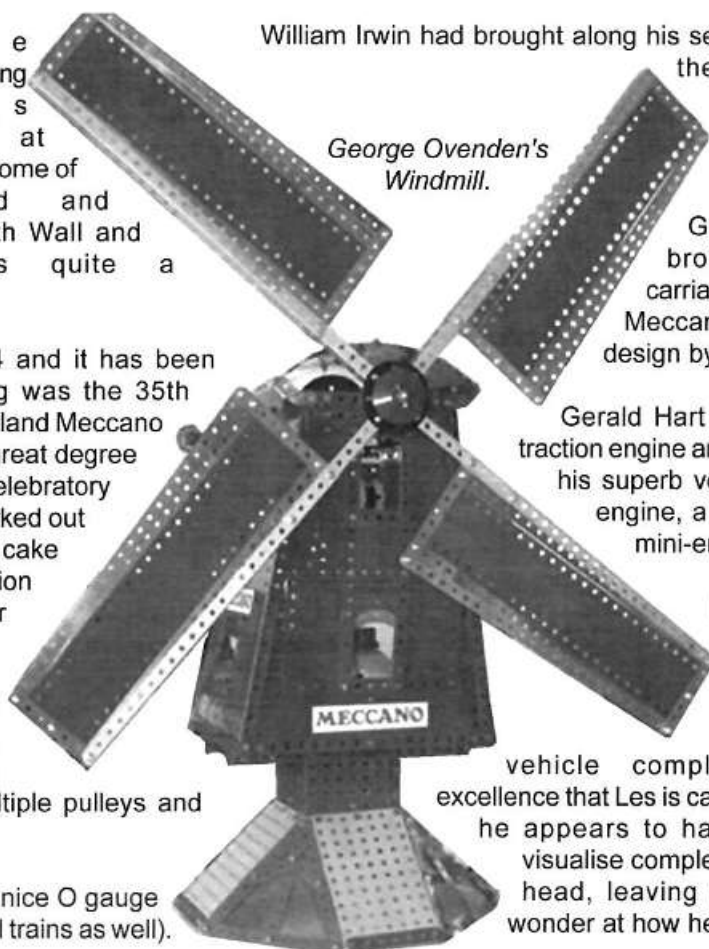
William Irwin had brought along his selection of many of the latest Meccano club magazines from around the world.

George Ovenden's
Windmill.

Graham Mills had brought a horseless carriage in red and green Meccano, modelled off a design by Bruce Geange.

Gerald Hart had made a nice traction engine and had also brought his superb version of a marine engine, a marvel in intricate mini-engineering.

Les Megget presented his Scammel Explorer, a 1940s go anywhere vehicle completed with the excellence that Les is capable of achieving, he appears to have the ability to visualise complex gearboxes in his head, leaving the rest of us to wonder at how he does it.



Mike Stuart brought along a very compact model of a Climax logging engine.

George Ovenden had constructed a large windmill which worked exceedingly well and he had used the 2.5" x 5.5" plates to advantage by flattening them out and removing the unwanted end flanges.

Michael Holderness brought along a nice selection of small brass parts he has been machining on a lathe.

Rick Vine had made his own version of the chattering teeth party favourite and a Meccanograph constructed mainly from the Space Base set based on an original concept by Nigel Pope. It was interesting in that the Table revolved and the pen was fixed. Rick also had a miniature locomotive, a microlite aircraft and a dockside crane built from the modern 30s vintage set.

Richard Sealey had brought an impressive selection of Meccano gearing all built on a solid base, this model demonstrated most of the well known and little known Meccano Mechanisms. Richard also had a No. 1 aero motor and the mainframe of a set 0 aero set.

Henry Porter had brought along his large model of a floating crane with twin booms which worked very well and he also had a steam truck in blue/gold and an extended seaplane of his own design.

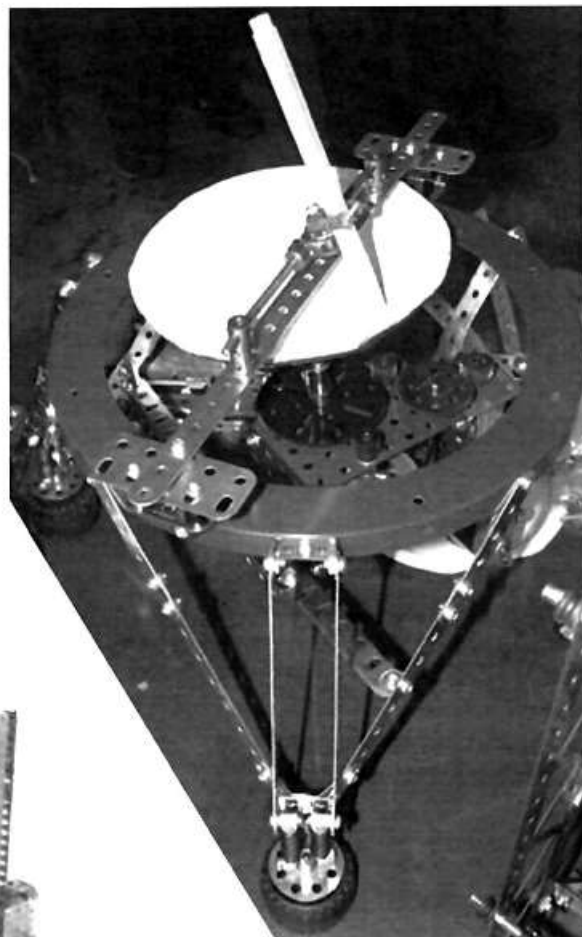
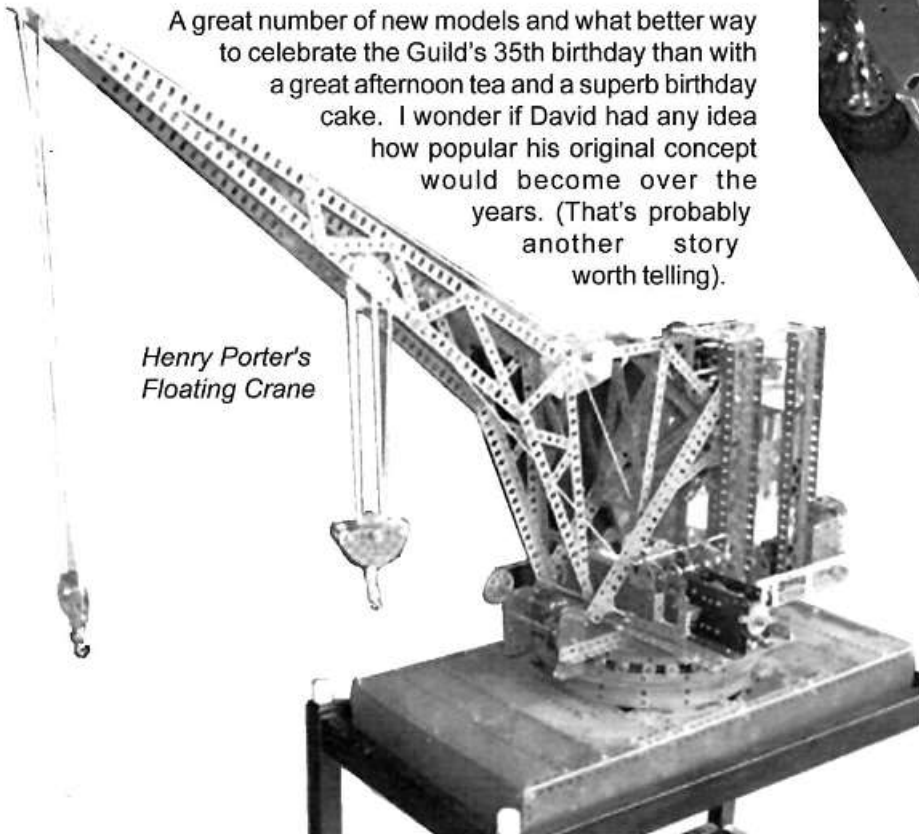
Neil Carey has been building another of his super locos. This time he had the chassis of an NZR WW class loco with working valve gear, he has a way to go yet with the model but I'm sure it will live up to his usual standard. Neil also had a 1920s electric motor.

Matthew Carey had built a very nice warship using a Buz model plan but from Meccano ex the new 1930s vintage set.

Graham and Kegan Wrighton attended and Kegan had brought a model of a 1812 cannon .

A great number of new models and what better way to celebrate the Guild's 35th birthday than with a great afternoon tea and a superb birthday cake. I wonder if David had any idea how popular his original concept would become over the years. (That's probably another story worth telling).

*Henry Porter's
Floating Crane*



Rick Vine's Space Base Meccanograph



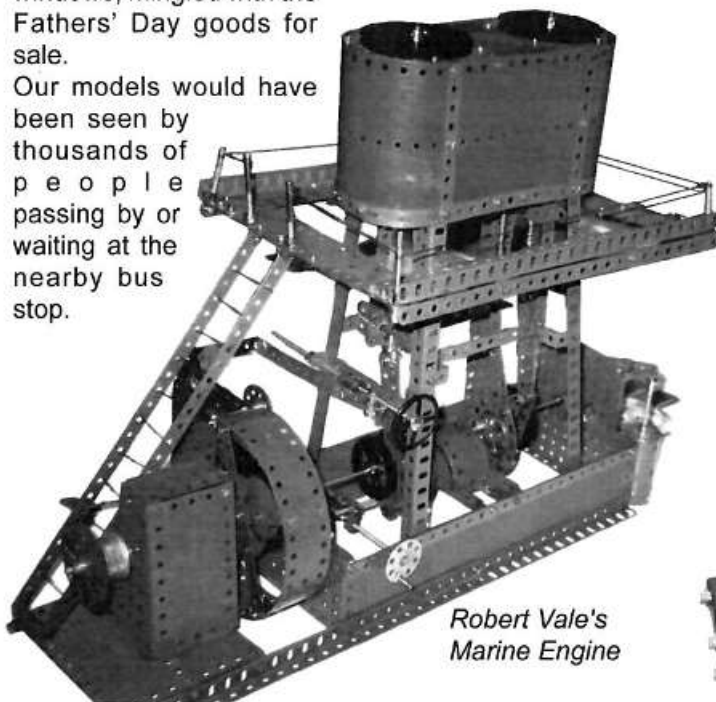
Bob Prescott's London Bus was at the Wellington Meccano Club meeting reported on the next page.

W.M.C. Display At Kirkcaldies

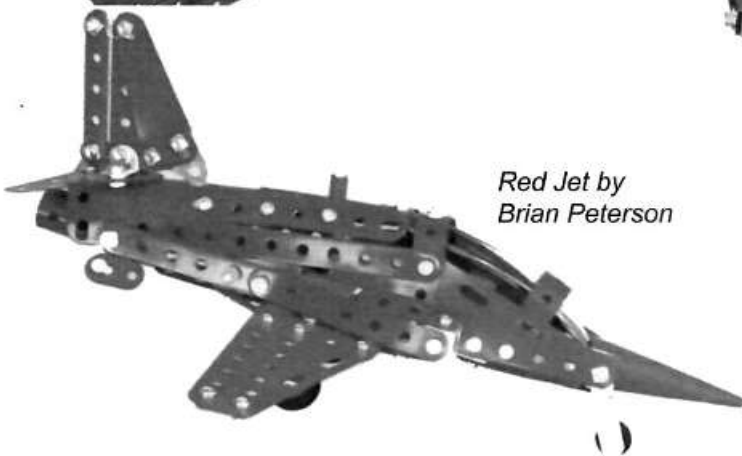
Kirkcaldie & Stains Ltd. is Wellington's premier department store. As part of their Fathers' Day 2009 promotion they asked whether our Club could supply Meccano models to augment their window displays.

Instead of using a single window of models, their staff placed models in half a dozen windows, mingled with the Fathers' Day goods for sale.

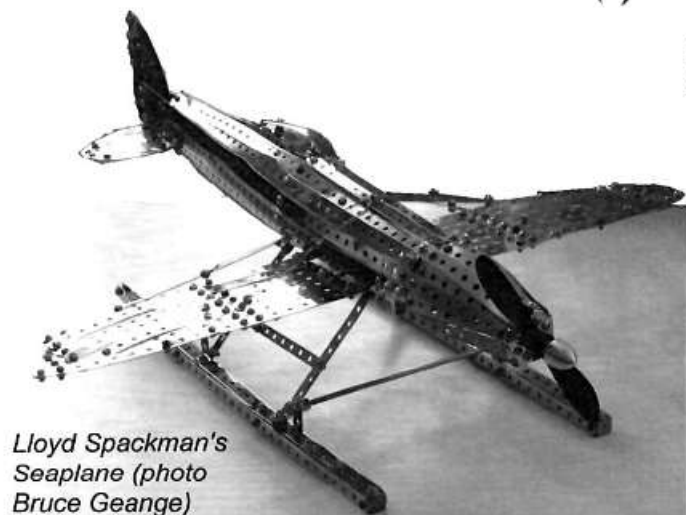
Our models would have been seen by thousands of people passing by or waiting at the nearby bus stop.



*Robert Vale's
Marine Engine*



*Red Jet by
Brian Peterson*



*Lloyd Spackman's
Seaplane (photo
Bruce Geange)*

K & S staff told us there was much interest in the Meccano models, including at least one request to buy one of the models.

October Club Meeting

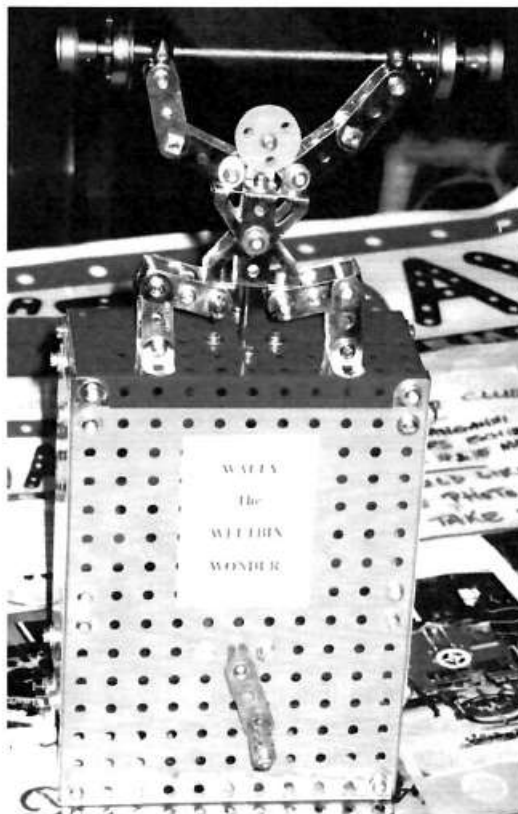
Our October meeting was held in the cosy surroundings of Brian Peterson's home in Maungaraki which is a suburb on the heights of the Western Hills above the Hutt Valley.

Once everyone arrived (including some lost on the way) we admired a 1950s twin cylinder marine engine built by new member, Robert Vale, from a set 8 manual. Then Bob Prescott showed us his (now) hand operated weightlifter model. Brian had laid out his 1950s (mostly red) set 9a for us to see and Lloyd Spackman had some small Design Series sets for sale.

Altogether, we had a different and very pleasant Club meeting.



Unimog Truck by Simon Moody



*Bob Prescott's
Weight Lifter*

MWWT MECCANO CLUB

**Meeting
Report
October 10th
2009.**

by Lou Nichols
photos by Bruce Geange

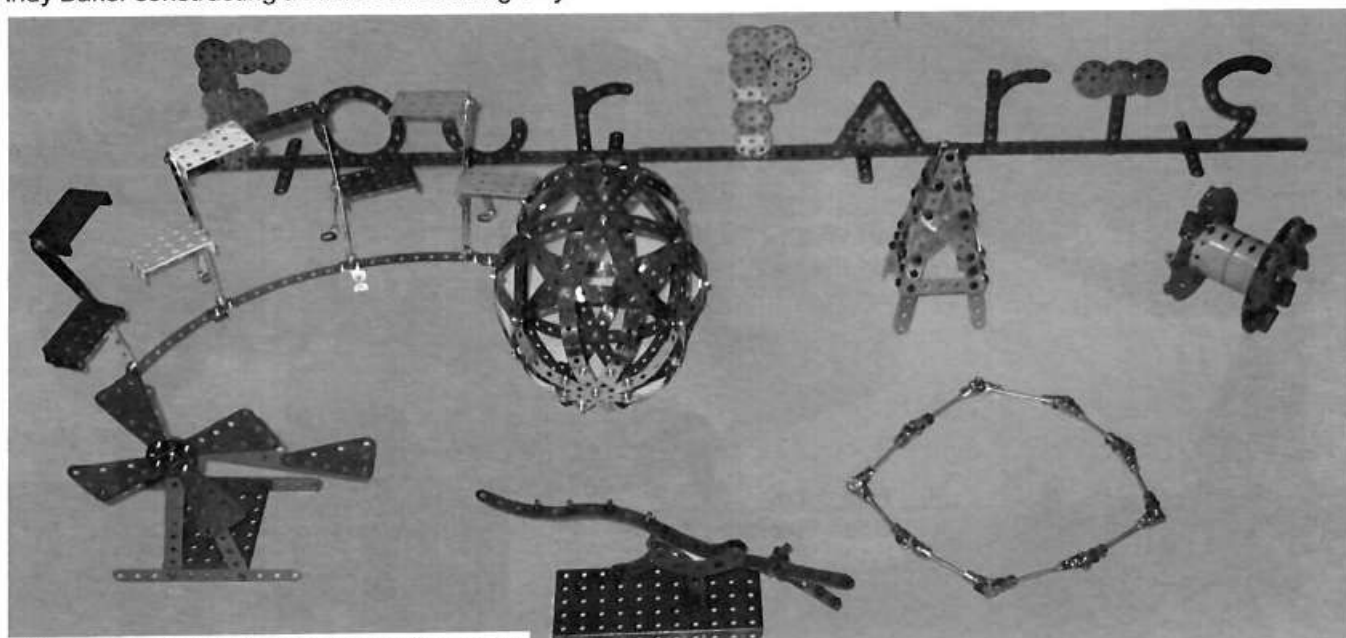
To open my last report I mentioned the lovely late winter day we were having. For some reason winter does not want to let go and herald spring. Today is like another winter's day, low temperatures and not very bright. However, this did not stop twenty one members turning up to a very enjoyable afternoon.

The model theme today was the construction of a model using only four part numbers with no restriction on any of the parts chosen and no restriction on the number of nuts and bolts. Six members brought along eight models of a diverse range, commencing with our youngest member, Andy Baker constructing a Micro Tower using only five hole

Not strictly Meccano, but nicely filling up our historical slot, Wayne Blakely had a quite nice collection of Motor Chassis parts from the Primus range ca.1915 and comprising mudguards, wheels, grill and bonnet. Not a complete range of parts yet but Wayne is working on it.

The large model of the day was Mel Plows Beam Engine from a No. 6 set, ca. 1936. Looking very resplendent in red/green and working away very nicely. Our next largest model was from Lloyd Spackman, a Schneider Trophy Racing Seaplane constructed throughout in very shiny nickel. The propeller turned fast enough for the model to give the impression it was about to take off. The aeroplane theme was continued by Paul with a bi-plane in red/green, from a 1940s No. 4 manual. Modifications were made to the tail and fin using a combination of semi-circular plates and very effect they looked.

If you are into Meccanographs, just consult Bob Prescott, (who has done a write up in this issue of his model) or John Ince. Their models very ably demonstrated. A word of warning from John Ince. Do not always believe a



The entries in the "Four Parts" competition.

strips and angle brackets plus a rugby ball using only eleven and nine hole strips. Stan Baker was not to be out done, making a necklace using only axle rods and universal couplings. Paul Vodanovich delved into early Meccano Construction Manuals and came up with two very lifelike animals from the long distant past, namely a Terradactyl and a Brontosaurus. Lou Nichols came up with a display stand to display his miniature models and Hugh Ramage brought along a very nice little windmill. Last but not least Alastair Tong sent along an illustrated model that simply spelled out four parts. Participants in this theme were rewarded with a chocolate fish and very nice they were too.

computer generated drawing. One of John's models is a T-Frame Meccanograph and following the drawing didn't quite work. So he brought along the original from the drawing and also his own interpretation, which did what it was supposed to do.

Bruce Geange's model inspiration was started off from a Dinky toy of a 1946 Opperman Motocart. A three wheeled mechanical farm cart with tipping tray with the motor mounted in conjunction with the front wheel. Bruce managed to obtain three photographs of the cart in operation by using Internet. A very nicely executed working model.

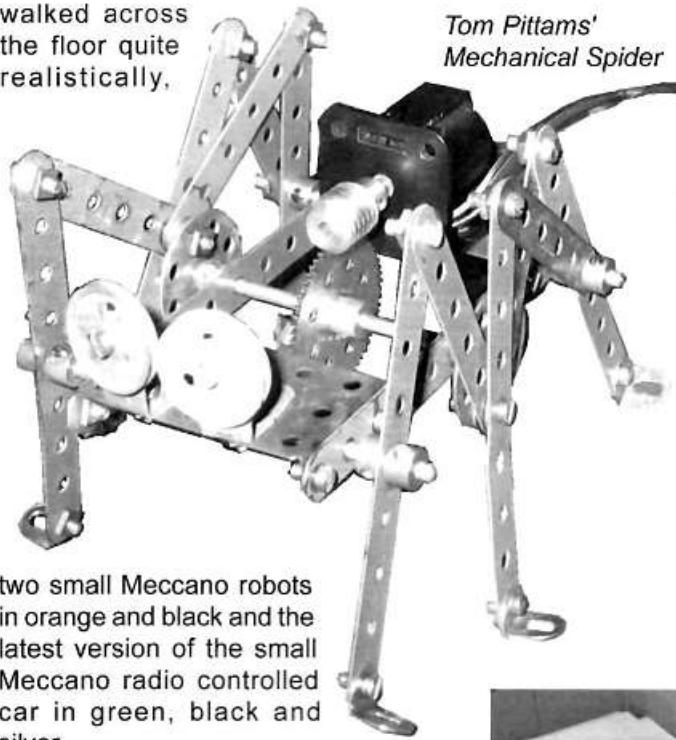


*Don Blakeborough's
miniature tractor.*

Tom Pittams always manages to come up with novelty items and today his contribution was a nicely operating spider that

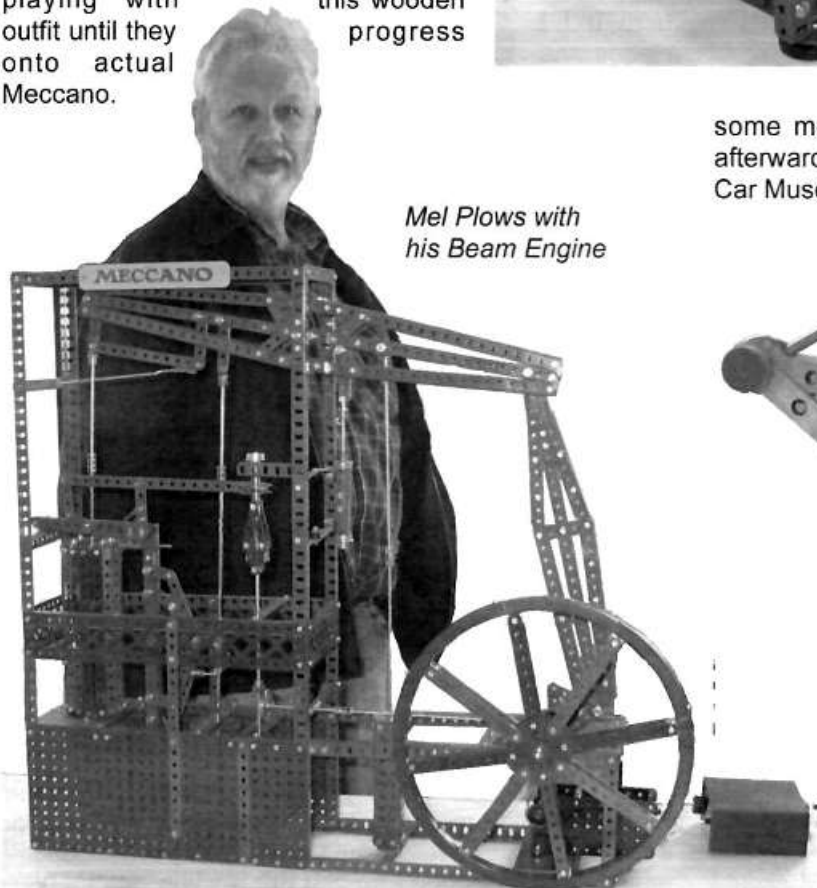
walked across the floor quite realistically,

Tom Pittams' Mechanical Spider



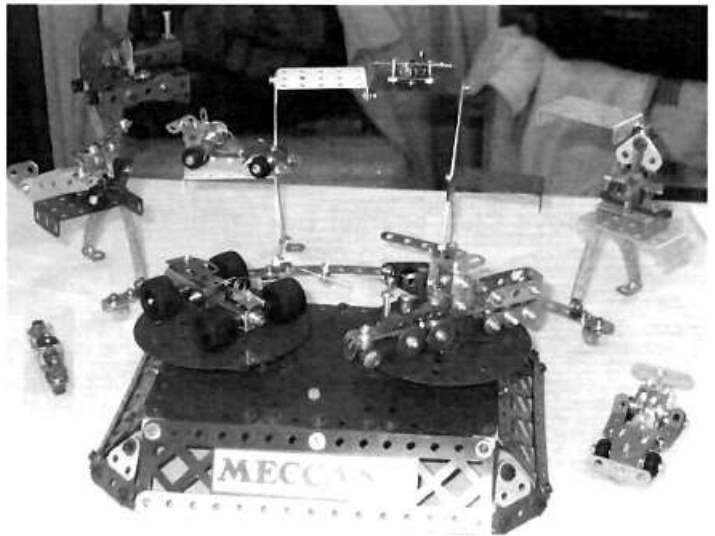
two small Meccano robots in orange and black and the latest version of the small Meccano radio controlled car in green, black and silver.

Chris Rickard from New Plymouth finished the models of the day with what he terms Meccano in wood, namely the wooden construction kit with the name 'Humdinger'. A N.Z. made product, very robust with the wooden cabinet able to be used in some of the models. Chris has the coloured instruction brochure and informed us his grandsons love playing with this wooden outfit until they progress onto actual Meccano.

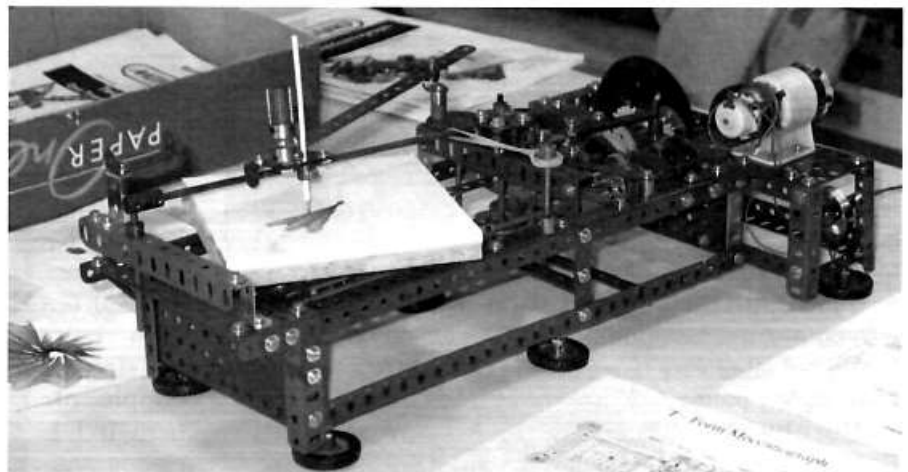


Mel Plows with his Beam Engine

Members were reminded that the Christmas lunch will be at Cookies Restaurant, Seaview Road, Paraparaumu at 12 noon on December 5th. It will be a combined affair with

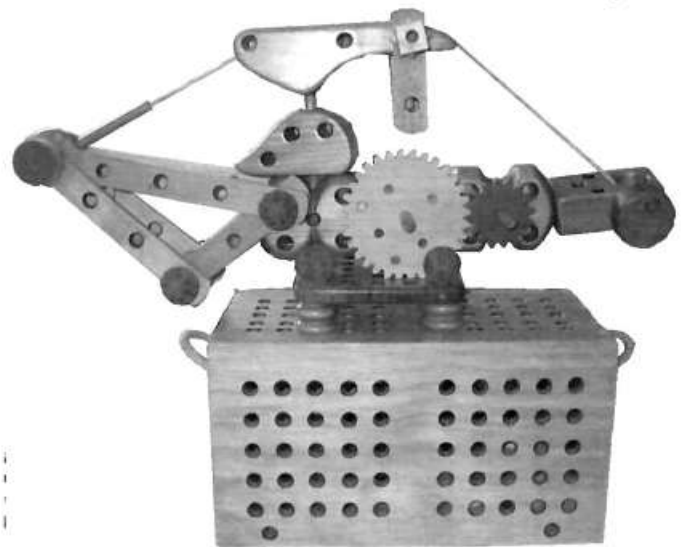


Lou Nichols' display stand with his miniature models.



John Ince's T-Form Meccanograph

some members of the Wellington Meccano Club and afterwards, at 2pm, there will be a tour of the Southward Car Museum. The tour will conclude not later than 4pm.



Chris Rickard's model in wooden "Meccano"

Welcome to this edition of happenings on eBay with particular reference to Meccano and related products. We have:

Meccano E20B Electric Motor(Boxed). A nice example of this reversing motor. Finished in the deep blue colour, decal good, motor has been used but not abused. Good box with a small hole having been made by shaft in side panel. NZ\$150.

Dinky Toys Club enamel Badge. Not common circa 1950s, this one in great condition, about 12mm in diameter. NZ\$60.



Meccano No 1 Set. This is the 1970s set with dark blue box with four models on the lid. Looks unused, box is sound with no broken corners, colour has faded a bit. Comes with Instruction manual. Sold very well at NZ\$125.

Meccanoman's Journal - Issues 1-40 Bound. This journal put out by the Chief Meccano man as he called himself was published between 1965 and 1975. Unsure if this is the complete series, if not must be close to complete. The journals were printed(?) on a sheet smaller than A4 and are quite distinctive in their style and appearance. A most valuable source of information and other interesting tidbits. These journals are bound in 5 volumes of 8 issues each. In great condition and all complete. Would be heavy to post but still a great buy at NZ\$58.

1952 Outfit No 0. Unused and in mint condition. Comes with correct manual, guarantee slip, etc. Lid shows a little fading but label very nice. These sets always sell well yet have so few parts. NZ\$93.

Hornby Stephenson's Rocket Live Steam Train set. This set is a 100% complete and is in great condition. This 1970s gauge 3.5" is a very desirable set to collect even though it is not that old.



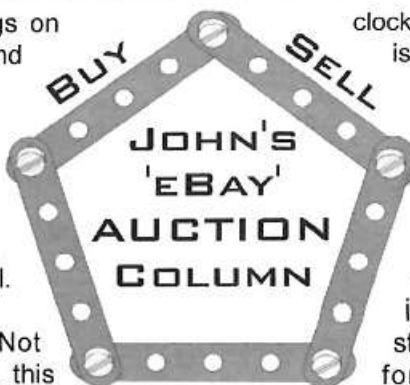
The set comprises of a engine and tender, track, instruction leaflet, funnel, spanner and gas cartridge draught restricter. Tender and engine are yellow in colour. Box is nice and all inserts are present. Nice to have. NZ\$490.

Rare 1938 Dinky catalogue. This pre-war 10 page catalogue is in excellent condition. The catalogue is entirely of Dinky products - no Meccano or Hornby. The catalogue has a few small tears along the fold lines and has had 2 holes punched in it so it would go into a binder. Very little foxing or fading. NZ\$210.

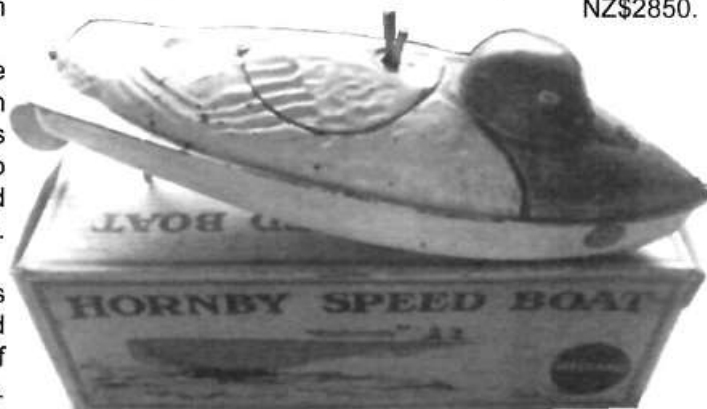


Meccano Writing Pad. You may have seen these advertised in early MMs. This one is not complete but still has 25 pages unused. Cover is a pink-orange colour and measures 12.6cm by 20.8cms. Not common, NZ\$186.

Very rare Meccano Tinplate Clockwork Duck Boat. First time I have ever seen this item on eBay - the Meccano Duck Boat. Most of us are familiar with the Meccano



clockwork boats of the 1930s but this Duck Boat is the rarest of them. I presume very few of them were sold, most children would want a 'real' boat, not a duck. This boat was made on the Hawk 9" hull with a new Duck top. Looks to be in amazing condition for age and has its original key. To add extra enjoyment to this auction it came in its original box. The box is a Hawk Speedboat box with Duck stamped on the end flaps - no special box for this Duck. An expensive Duck at NZ\$2850.



A nice Meccano Elektron Set No 1. This set comes from the era where the "Product of Meccano Ltd, Liverpool" is attached across the top of box lid. Set is only missing a couple of small pieces and parts themselves are in A1 condition. Nice clean manual and box is one of the better ones I have seen, nice and bright. Altogether a nice set and sold for a reasonable price, NZ\$380.



Spanish Meccano "Dolly Varden" Dolls House Leaflet. Rare to find in English language but this one is in Spanish. Dated 1936 this leaflet also lists the Dinky range of furniture. Sold for bargain price of NZ\$50.

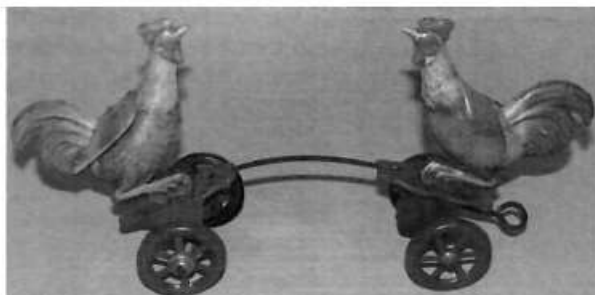


The Meccano Engineers Pocket Book. These books were published by Meccano so that budding model builders could draw up plans 'on site' and take the details home and build corresponding model. They are quite rare and this auction was for two -

one used and one not. The pages are a bit like graph paper so you could get your measurements right. They came out in the 1920s. NZ\$480.

Einfalt Tin Wind-up Fighting Hen and Cock.

Nothing to do with Meccano but an interesting tin wind-up toy made in Germany in the 1920-30s. Toy works well and in great condition for age. Only fault is that the hen has broken here feet. Tin toys have a wonderful magic about them especially early German and French ones. NZ\$350.



rumoured that they use to add sawdust to the mix) and are highly collectible parts. Set is I guess 95% complete, parts mostly in good condition and the original box still has its inner compartments and the five long lift out trays for the bricks, etc. Box has a lot of wear but label still looks reasonable for age and has the No 6 label on the lid edge. Instruction Manual missing front and back cover. This set sold well - NZ\$6350. Buy a car for that!!

Well that's all for this time, I wish you all a Merry Christmas and a Peaceful and relaxing New Year - John Hansen.

Pre War No 6 Bayko Set. Before Meccano took over



Bayko in 1959 it was made by Plimptons of Liverpool. Bayko was first made around 1934 and was made from Bakelite and it was the first mass produced plastic construction toy. The No 6 outfit was the largest pre war set Bayko made and contained the very desirable 'oak' bricks and other oak parts. Oak parts are a mottle dark brown in colour, (it is



Wall Clock

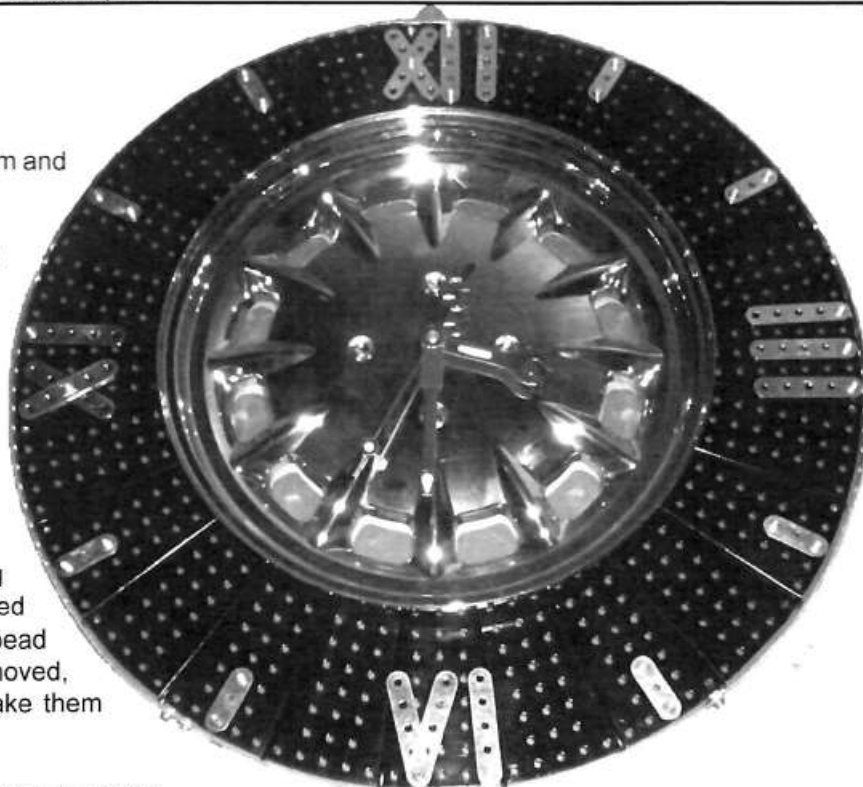
by Selwyn Bluett

This clock hangs on the wall in our dining room and has a story to go with it.

A while ago my wife, Robyn, bought me the clock as a present, she thought it would be good to hang in my Meccano room, since the hands depict a screwdriver and spanner. The trouble was I didn't really think much of it (don't tell her) and because of its design was hard to read at a glance. Anyway, one day I dragged the clock out of storage, wondering if I could tidy it up with a "Meccano make-over". I had a collection of various coloured old sector plates, as you do. Doing a quick lay up around the clock I soon realised that they would basically fit OK, so out to my bead blaster where they got the paint and rust removed, then a few coats of black satin paint to make them look like new again.

Assembly was pretty easy, only needing a few carefully placed washers between the sector plate mounting flanges, so that would sit flat and "hug" the clock, holding it in place.

To finish the project 12 1/2" zinc strips were rolled to shape and fastened around the outer circumference, numerals



were also fitted making use of short zinc strips, which really stand out against the black background.

Now that I have a decent looking clock I'd better get a new battery for it!

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Compiled by Lloyd Spackman

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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.

The next meeting will be held at the home of Peter and Jan Hancock, 1 Orangewood Drive, Northpark, Howick [2013], Auckland [phone 027 4488366] on Saturday 13th February, 2010, starting at 2.00pm.

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 February 13th 2010.

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 5th February 2010 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.

Other important dates:

April Antics on April 17th and 18th April 2010 at the Devon Hotel & Conference Centre, New Plymouth

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 February 2010 issue of NZFMM Magazine should be sent to Les Megget and John Ince well before 10 February 2010

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

Our New Website:

The new NZFMM website is now active. The address is <http://www.nzfmm.co.nz> or <http://nzfmm.co.nz>. (The www is optional.)

The Auckland Meccano Guild site is now at <http://amg.nzfmm.co.nz> This website replaces the previous one run by Wes Dalefield.

The NZFMM extends its appreciation and thanks to Wes for flying the flag of the NZFMM for many years despite his moving away from New Zealand.

The joint web masters are William Irwin and Gary Higgins. They can be contacted at webmaster@nzfmm.co.nz on NZFMM website matters.

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.

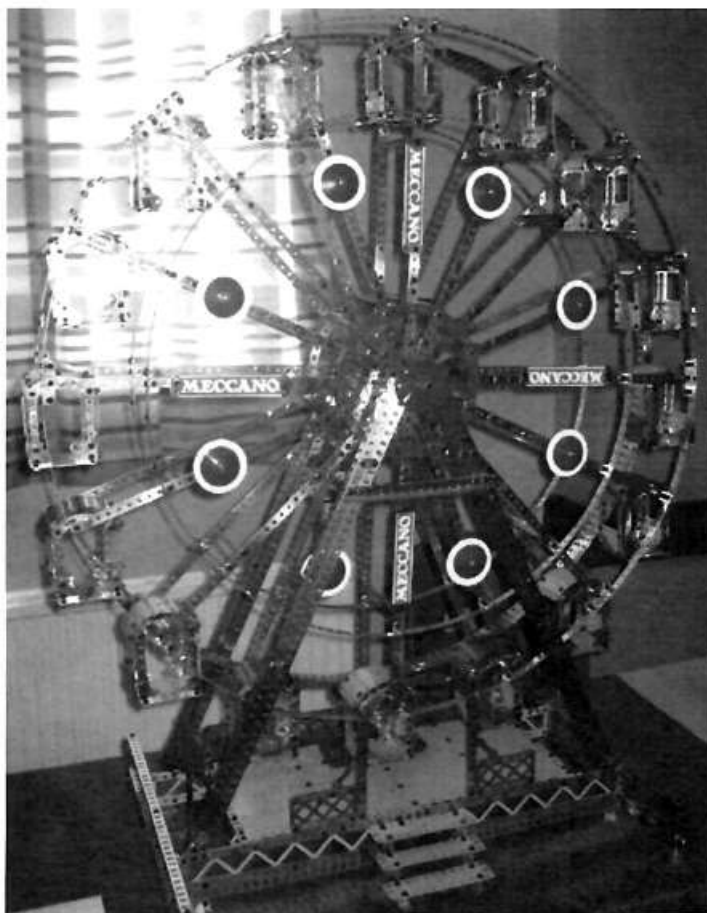
King Ghidorah Sets

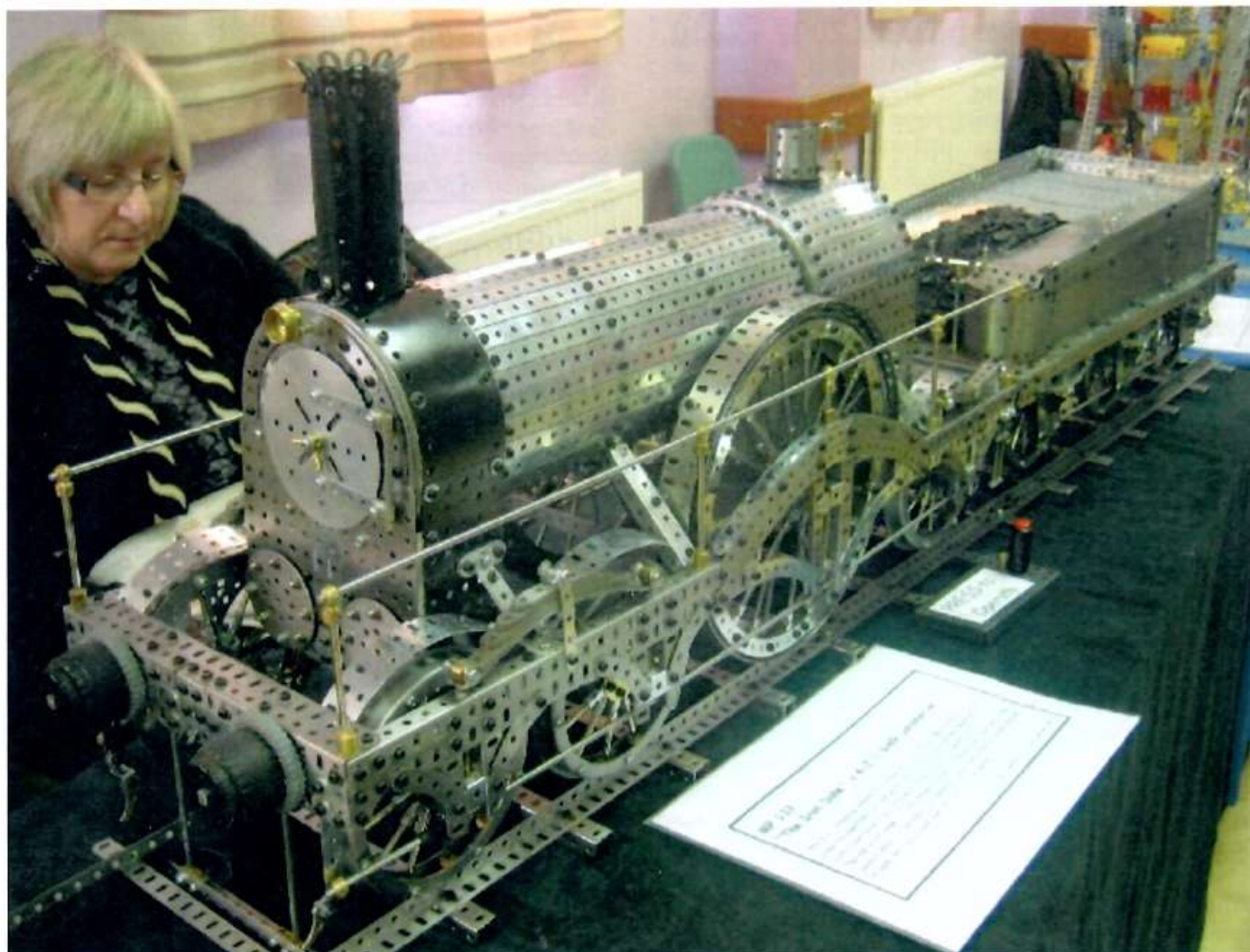
Meccaparts have just received another shipment of a small number of these sets from Meccano HK. They are brand new, full sets with instructions etc., but are packages in plain white boxes to get around copyright issues in Japan of the fictional King Ghidorah character. The Set Includes 1681 parts with 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 \$NZ312 including GST. Freight extra at cost. Contact andrew@meccaparts.com or call 09 523 4447 www.meccaparts.com <<http://www.meccaparts.com>> for all your Meccano Parts needs.

Sheffield Meccano Guild

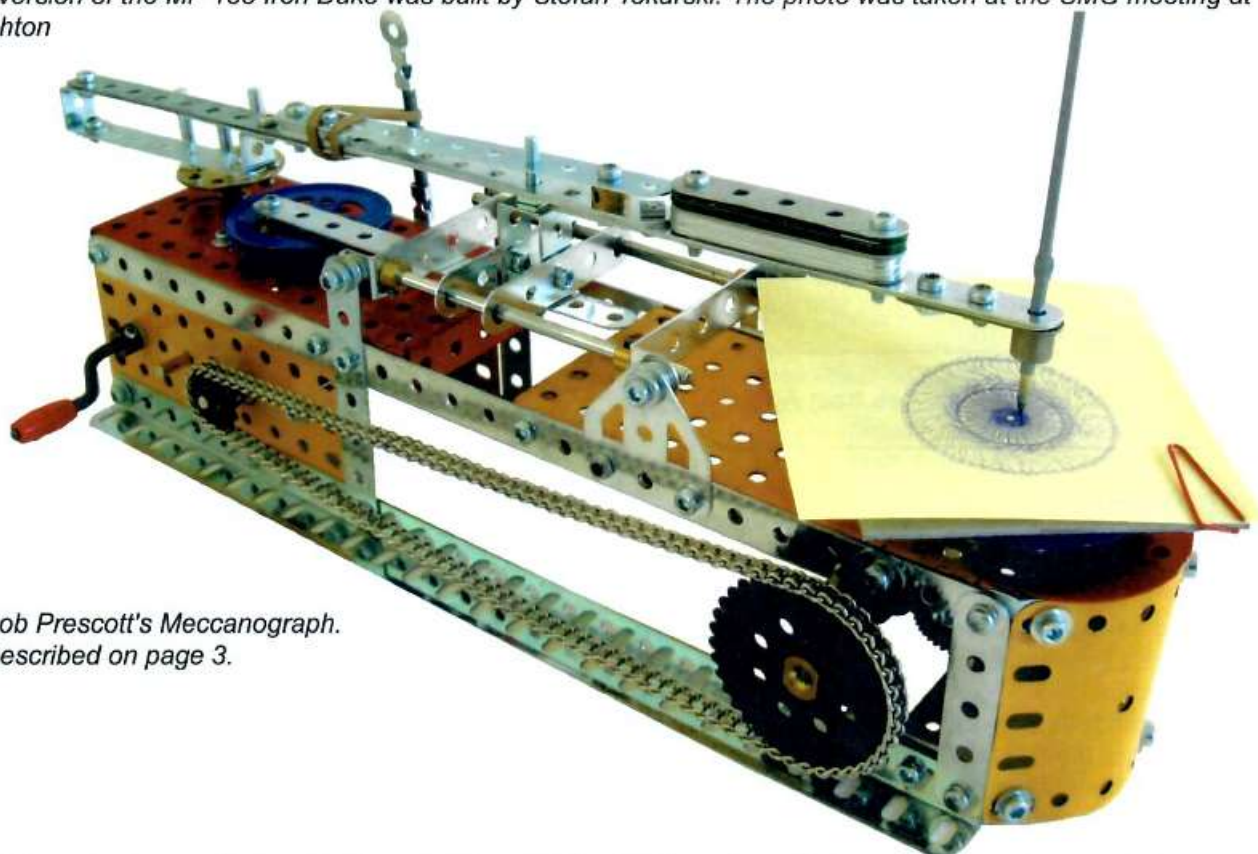
by John Ince

These two pictures from the SMG meeting, and the note, came from Stefan Tokarski, England. He says "I hope you like what I have done to the Iron Duke. (page 28) The Ferris Wheel is a design from Edmundo Veiga from Brazil. I hope to get more pictures when I take them to the National Space Centre in Leicester in November."





This version of the MP 133 Iron Duke was built by Stefan Tokarski. The photo was taken at the SMG meeting at Laughton



*Bob Prescott's Meccanograph.
Described on page 3.*