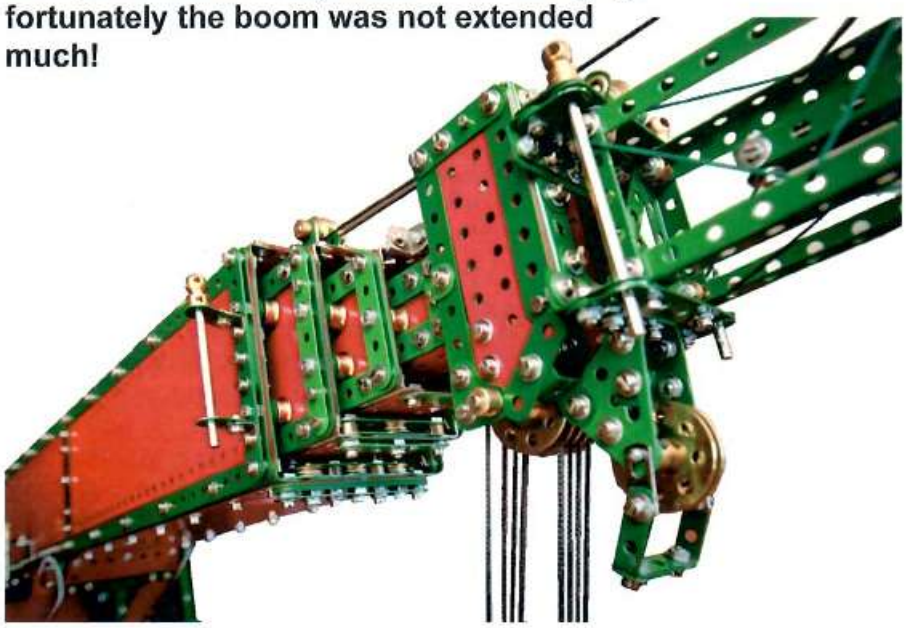
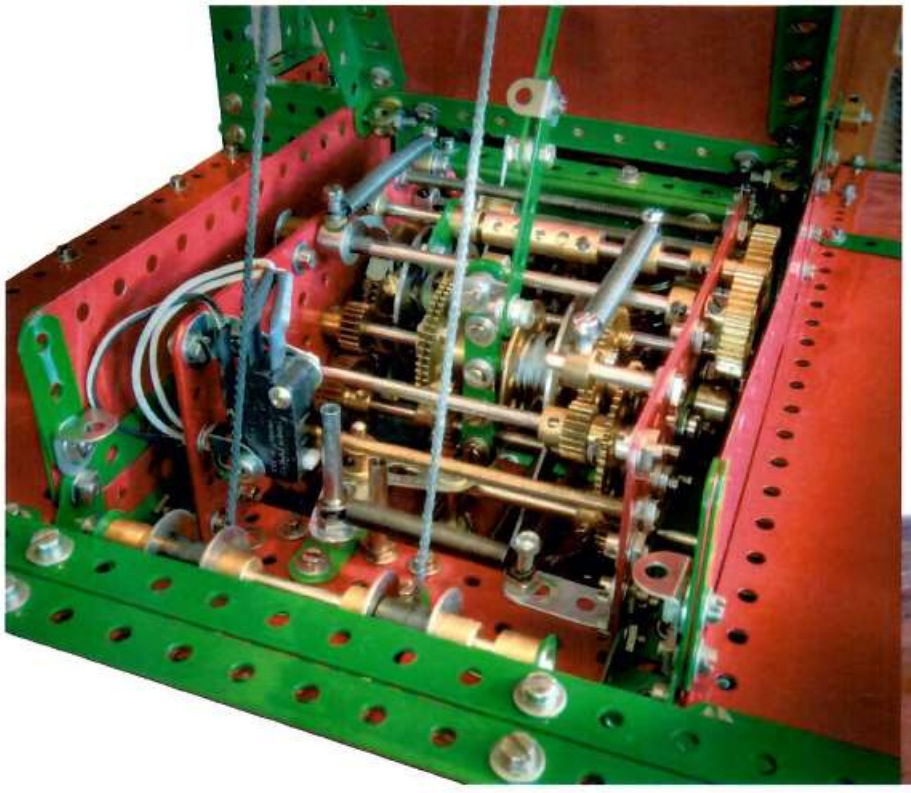
NZFMM MAGAZINE

Volume 34 No 1 February 2010

Selwyn Bluett's crane with a telescopic boom is described on page 3. The picture below is of the telescopic boom sections while at the bottom of the page the gear assembly is illustrated. On the right of the page is the complete crane. It just fits on the page - fortunately the boom was not extended much!





Published by The New Zealand Federation of Meccano Modellers

NZ Federation of Meccano Modellers Magazine

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>

The NZFMM Magazine is published four times a year in February, May, August and November. The publisher is the NZ Federation of Meccano Modellers. The purpose of the magazine is to publish articles and photographs about Meccano and Meccano models, to report the meetings of New Zealand Meccano Clubs, to print letters expressing the views of Meccano modellers, to keep members informed of future events and to print advertisements of Meccano related things. The views expressed in the magazine are not necessarily those of the editor or of the Federation.

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.

Subscriptions are payable annually in March. Please send to:
Lloyd Spackman, 22 Redwood Village, Main Road, Tawa, Wellington 5028, New Zealand.
Email <fishplate@paradise.net.nz>
Cheques and bank drafts should be made payable to the "NZFMM magazine account". New Zealand residents pay their subscription to become members of the NZ Federation of Meccano Modellers and receive the magazine as a member. Overseas residents pay their subscription to receive the magazine but do not become members of the Federation.

New Zealand	$30.00pa
Australia	$34.00pa
Rest of World	$36.00pa

NZFMM Internet site hosted by William Irwin
http://nzfmm.co.nz

Another Year, Another Decade

When you read this the first month of the new decade will be well gone. You are probably wondering, like me, what happened to the last decade, the "noughties" as they are being called. Well the last decade reintroduced me to the wonders of Meccano and I am well pleased to have rediscovered my childhood passion.

I can't say I was that impressed though with the new products from Meccano over the last year, nothing to excite me whatsoever. The most exciting development was James May's Toy Stories TV series and his Meccano *Bridge of No Return* in Liverpool. I've just purchased his book of the same title and an excellent read it is too. Note that the TV series is to be screened on Wednesday evenings on TV3 over the month of February. I've seen the Meccano episode and it was very well done and the bridge was a triumph for Meccano over gravity on a grand scale.

There has been a lively discussion going on Spanner lately about which of Meccano or Lego is better. There are some wonderful models being built in Lego and I must admit spending a few hours on the Internet looking at them in action. I still believe that Meccano comes out on top when large mechanical models are being considered. Several modellers are pushing the Meccano system to its limits, myself included, and most are being forced to use the large axle system or other compatible parts to get their creations to behave as the prototype does or did. I see nothing wrong with this in a Meccano model, as I'm convinced that Frank Hornby would have developed Meccano in the same way if he had lived another 60 years or more!

In a couple of months we have the *April Antics* get together in New Plymouth. It's time to dust off your old E20R or E15R electric motors and AC transformers and build a model that goes continuously and looks the part for display there. I'm having trouble thinking of a model, which isn't a crane!

Don't forget that the subscriptions are due soon if you wish to continue receiving this "excellent publication" and I'm not quoting myself there. Compared with many other worldwide Meccano magazines I feel it is excellent value for money. Hopefully this coming year we will be able to have 4 pages of colour in every issue at no extra cost.

Have a great Meccano year, I plan to.

Contents

TOWER MOUNTED TELESCOPIC CRANE

by Selwyn Bluett

Photos by Bates Photographix Ltd

I have always had a soft spot for cranes and with the 2009 convention looming it was a good excuse to start building one.

The first problem was to decide what type to build, with such a varied range to pick from.

My place of work is next to a crane hire business so the obvious choice was a telescopic crane of some description, as they had three of them in their yard, also I thought they would be a handy source of valuable information. This turned out to be the case as many times during construction I would pop across to see the guys and clarify some point I was unsure on.

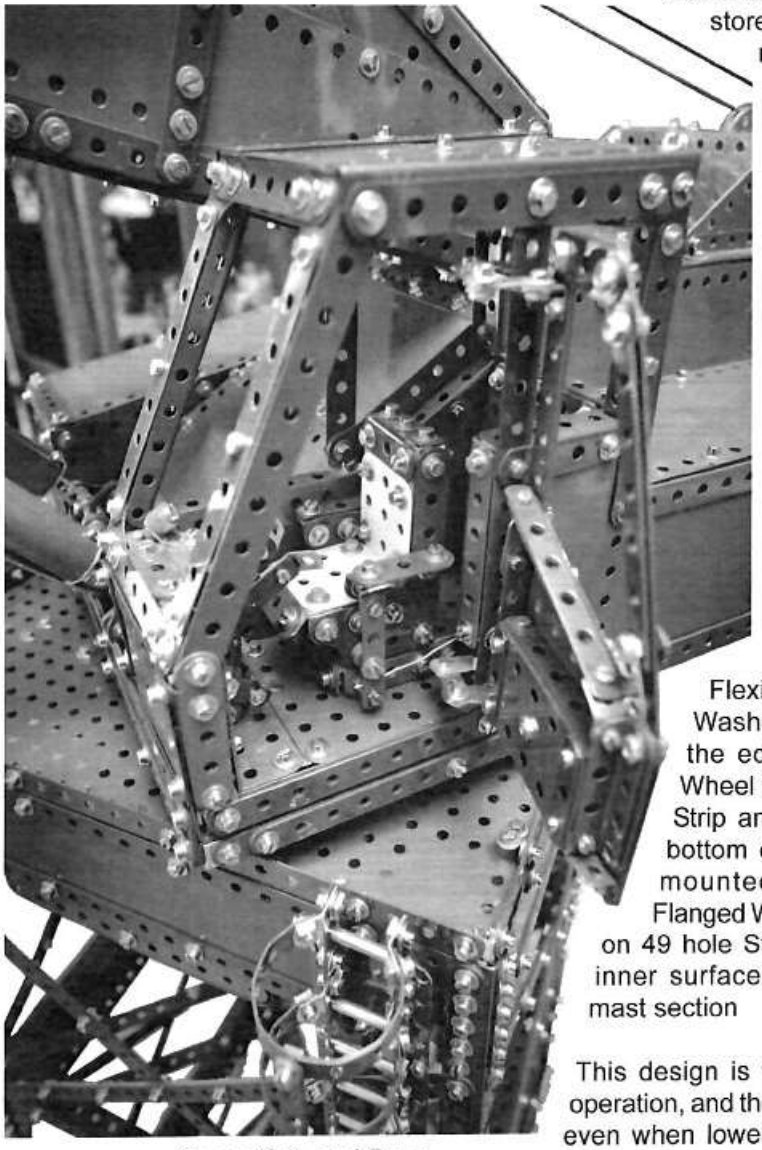
This crane is based on a 25 ton Kato crane.

I did not set a scale for this project, but kept to certain key dimensions and design features that I had observed or taken note of while the crane was in their yard.

Building a truck chassis to complement this crane would have been a large complex model in itself and I could see parts, ability and time available would be scarce. The solution came when looking through a crane book. I came across a picture of a telescopic crane mounted atop a tower being used on a building site, so this validated my crane combination.

The design brief to myself was that this crane had to extend to a reasonable height and all sections of the telescopic mast had to be of similar construction and of uniform appearance and colour. Construction was divided into three separate parts, telescopic mast, main crane body and tower. These were treated as separate but inter related projects.

This crane differs from pictures taken of it at the 2009 Christchurch convention. I added a larger main section of boom once I returned home. This section had been finished before the convention, but I did not want to chance fitting it and running into unforeseen problems and not having my model ready.



Crane Cab and Door

MAST

The first part of construction was the telescopic mast. All four sections are constructed with 49 hole Angle Girders and 49 hole Strips, with Flexible Plates running the full lengths of each section. Larger 25 x 7 hole Strip Plates have been used on the first two sections to give a cleaner appearance and the last smaller section utilises 25 x 3 hole Flexible Plates and 25 x 2 hole Flat Plates. All of these non standard parts are available from Ashok or Exacto dealers.

The two part fly jib was assembled using 49 hole narrow Angle Girders. To brace this I made use of an old Meccano idea of stringing

This kept the scale correct and the weight down and believe it or not acts as a stressed member. The final draw out section of this jib is again made of 49 hole narrow Angle Girders fastened together to form a box section. This is known as a stinger. The jib is stored on the side of the main mast and is released and swung into place when extra reach is needed.

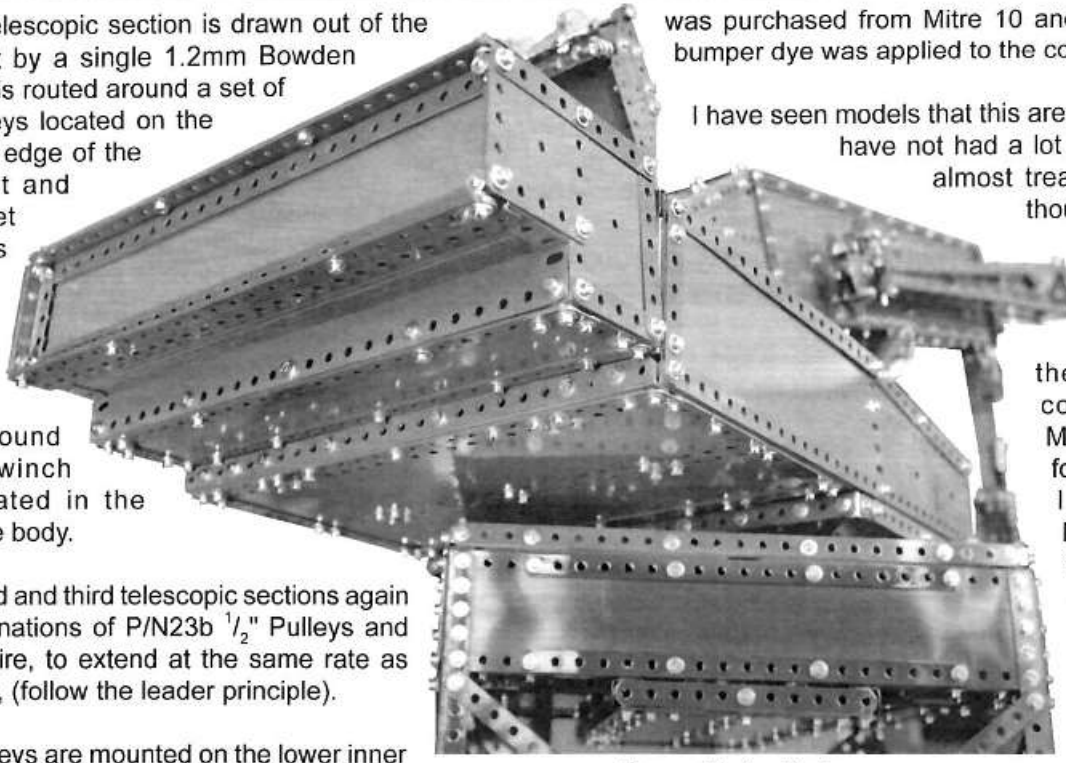
On the inner sides of all leading edges of the telescopic sections are mounted $^1/_2$" boss less Flanged Wheels, P/N20e. These run on the 49 hole Strips that are fastened to the sides of each mast section. These Strips are spaced away from the Flexible Plates by three Washers and this allows the edge of the Flanged Wheel to locate behind this Strip and run freely. At the bottom of each section are mounted another four Flanged Wheels and these run on 49 hole Strips secured to the inner surface of the proceeding mast section

This design is very friction free in operation, and the sections will retract even when lowered close to resting position.

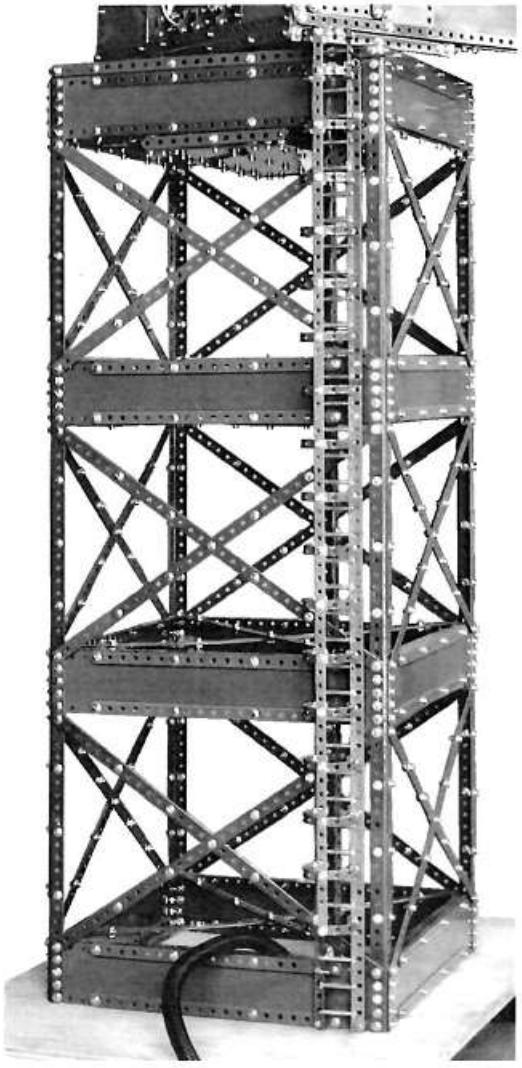
The first telescopic section is drawn out of the main mast by a single 1.2mm Bowden cable that is routed around a set of three Pulleys located on the inner front edge of the main mast and another set of Pulleys located on the rear of the first section. The cable is then wound onto a winch drum located in the main crane body.

The second and third telescopic sections again use combinations of P/N23b $^1/_2$" Pulleys and Bowden wire, to extend at the same rate as each other, (follow the leader principle).

These Pulleys are mounted on the lower inner edges of the mast section or as in the case of the final section; they are mounted on the top leading edge.



Crane Under Body.



The Tower

I initially used 1" boss less Pulleys for the above duties, but had a few split in half from the extreme loading.

Each section extends out of the previous section by 75% of its total length

A lot of time was spent on the hook design and what was to be suspended from it, also the type and colour of cord to be used. In the end white cord was purchased from Mitre 10 and an automotive bumper dye was applied to the cord.

I have seen models that this area of construction have not had a lot of attention and almost treated as an after thought.

In the end a man cage was constructed for the small hook, complete with Meccano men and for the main hook I selected an apt Meccano slogan from what was available.

MAIN CRANE BODY

Again I used a few non standard Flexible Plates for neatness. Construction of this part of the crane is simple but strong. The counter weight at the rear of the crane can be removed. This weighs six kilos and is made up of many 25 hole Strips and P/N197 Flexible Plates.

There are four electric motors in the main body. Two PDU motors are used to drive the winch drums that control the large and small hooks. These were a good choice as the correct ratio was easy to select, with a bit of trial and error.

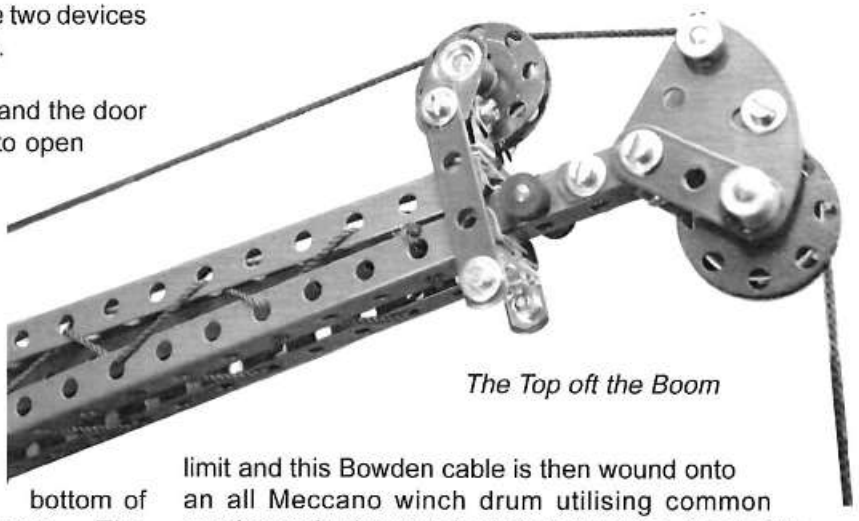
The two powerful automotive door window winder motors that retain their extremely low reduction gearing are used to elevate and extend the mast. All of these motors are located on the outer sides of the main body.

The Hook

With the top inspection cover raised you can see the two main winch drums and their associated gearing. Both of these main winch drums have a ratchet type safety pawl that is mounted in the first order

of gearing to stop accidental unwinding. These two devices are controlled by a lever in the operators cab.

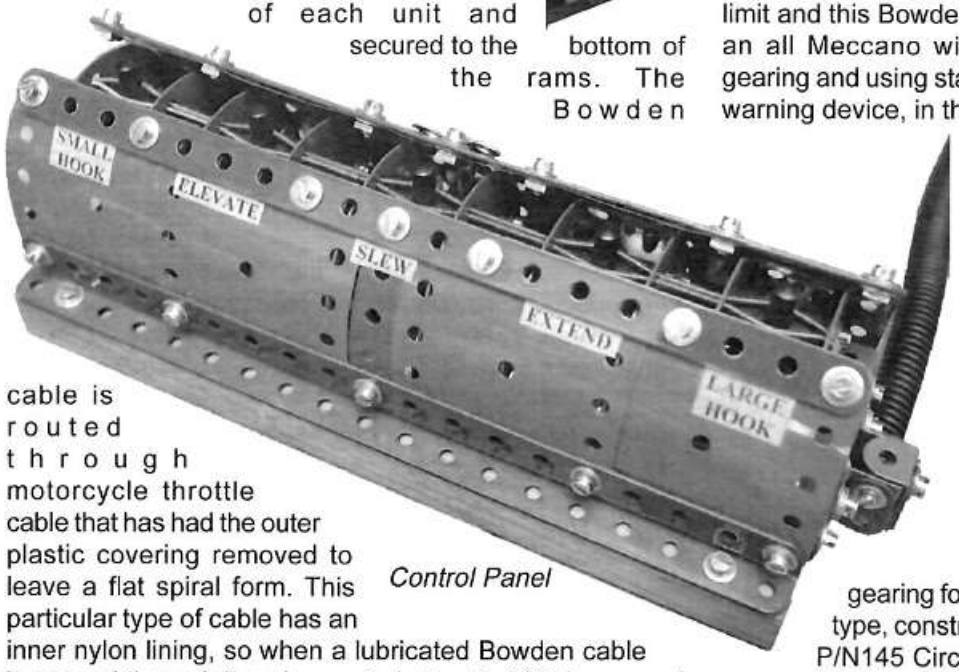
While on the subject, the cab is double lined and the door has special hinges fitted that allow the door to open out and away from the cab.



The Top oft the Boom

HYDRAULICS

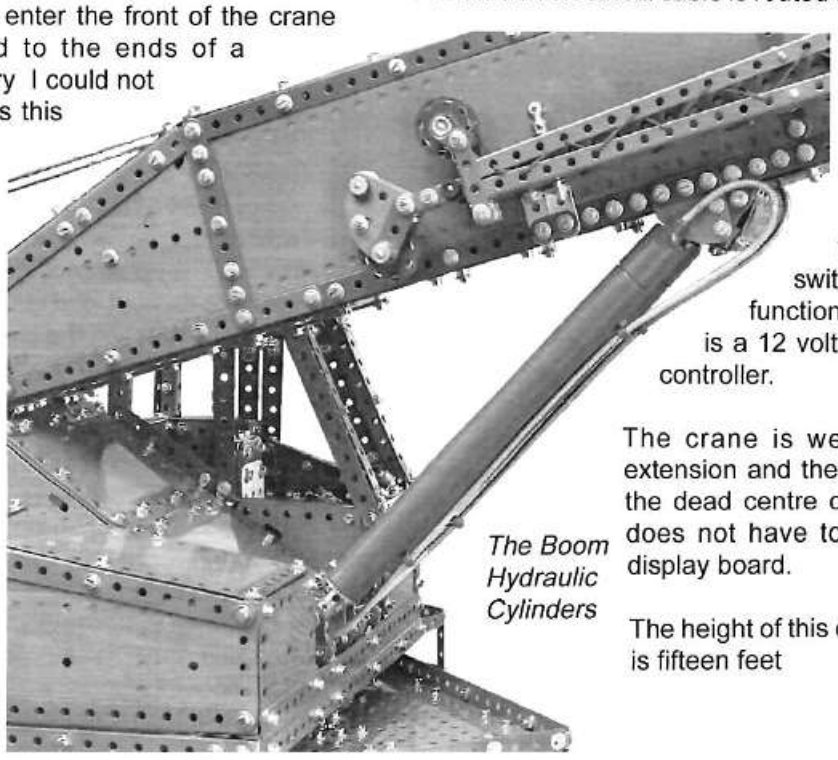
The two simulated hydraulic rams are actually automotive bonnet gas struts. These have been de-gassed, shortened to suit with new mounting points made. A 1.2mm Bowden wire is introduced at the top of each unit and secured to the bottom of the rams. The Bowden cable is routed through motorcycle throttle cable that has had the outer plastic covering removed to leave a flat spiral form. This particular type of cable has an inner nylon lining, so when a lubricated Bowden cable is passed through it and operated at up to 180 degrees of radius the movement of the Bowden cable is extremely free running and very little force is lost to friction.



Control Panel

The two Bowden cables enter the front of the crane body and are attached to the ends of a compensating beam, sorry I could not supply a picture of this as this unit is located in the lower part of the crane body underneath the visible mast winches and gearing.

The compensating beam allows dead equal travel of each ram. At the centre of this beam is attached a five sheave pulley block, this is linked with Bowden cable to another five sheave pulley block mounted to the rear of the crane body. This drops the tension on the cable back to an acceptable limit and this Bowden cable is then wound onto an all Meccano winch drum utilising common gearing and using standard diameter axles. An audible warning device, in the form of a small horn linked to micro switch is fitted to this winch drum so that the operator is alerted when maximum elevation is reached.



The Boom Hydraulic Cylinders

TOWER

The tower is of basic construction with plenty of bracing.

Up one side is a ladder for the operator to access his crane.

At the top of the tower is hidden a small electric motor and reduction gearing for slewing. The turntable is the common type, constructed with P/N146 Circular Plates and P/N145 Circular Strips and a pair of large Exacto Gear Rings are mounted to the underside of the main crane body.

A multi flex electrical cable is routed down through a pair of long Angle Girders formed in a box section, which is out of sight behind the access ladder. A hand held Meccano control module with five knife type switches controls all crane functions. The power source is a 12 volt battery linked to this controller.

The crane is well balanced on full extension and the weight is directed to the dead centre of the tower, hence it does not have to be attached to the display board.

The height of this crane at full extension is fifteen feet

My 1950s Scammell Explorer

by Les Megget

The Scammell Pioneer (6x4) and Explorer (6x6) Recovery Tractors have been popular topics for Meccano models over the years. I was particularly taken with the 1:10 scale model Explorer shown on the front page of the July 1977 MM (Vol. 62, No.2), built by Terry Briggs in blue and silver, the more recent 1:9 version by Neil Bedford in yellow and silver and the army green 1:7.5 Pioneer by John MacDonald shown in CQ37, September 1997. The Pioneer version was produced from 1929 till 1945 and during WW2, 548 being produced for tank transport "in the sand of the Western Desert and the mud of Northern Europe". The early post-war Explorer had 6-wheel drive with much more power available from its 10.35 litre Meadows petrol engine than that produced by the Pioneer's smaller Gardner engine. The engines actually left the Meadows factory as diesel engines but were converted to petrol by Scammell on the orders of the UK Army. Fuel consumption was only 2-3 MPG but that didn't seem to worry the military at that time. Figure 1 shows my interpretation of the Explorer.

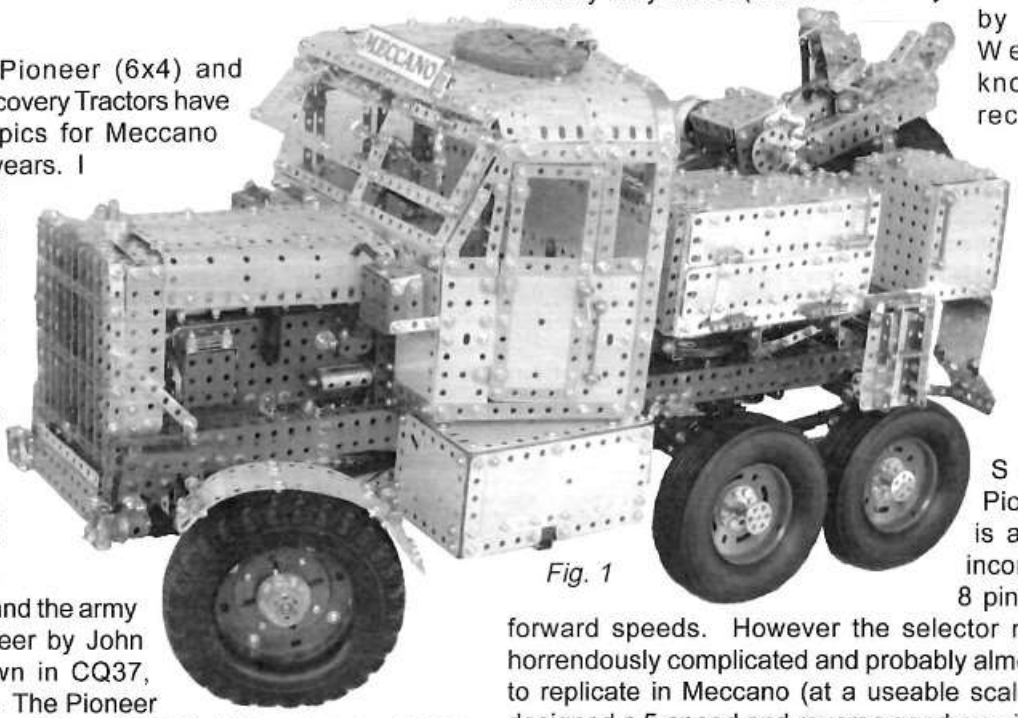


Fig. 1

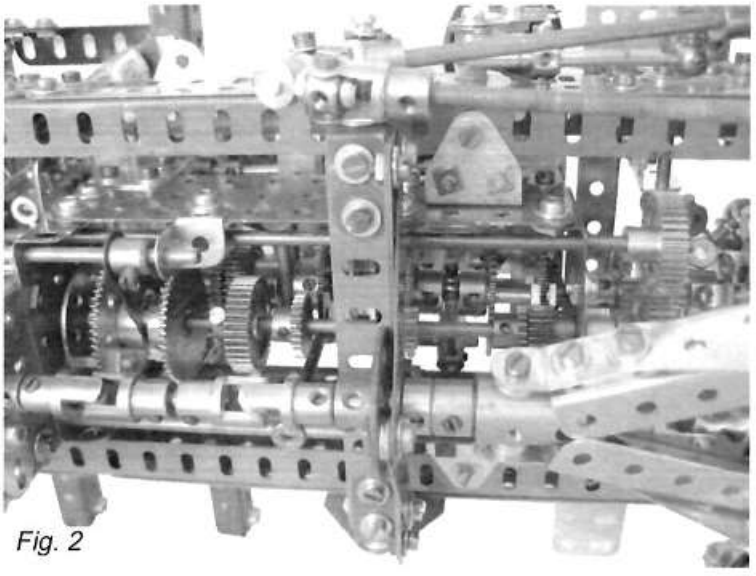


Fig. 2

I have always admired the rugged and solid look of this Scammell Recovery vehicle and when I purchased the Dinky Supermodel of it a few years back I made up my mind to model it in Meccano. There is plenty of scope for gearbox and transmission design and the recovery crane and heavy winch under the rear tray make for interesting designs in Meccano. In my version an Exacto motor drives a heavy-duty clutch (found in the May 1960 MM, designed by Alan Wenbourne, known more recently for his Meccano rolling bridge and his London Eye models (SkegEx 2009).

The actual 6-speed Scammell Pioneer gearbox is a masterpiece incorporating only 8 pinions for the 6 forward speeds. However the selector mechanism is horrendously complicated and probably almost impossible to replicate in Meccano (at a useable scale). I instead designed a 5-speed and reverse gearbox with 3 lay-shafts so that I could use the excellent selector mechanism (placed above the gearbox), designed by Pierre Monsallut and used by Guy Kind on many of his vehicles since 2000. My basic gearbox was based on an in-line one detailed by Michael Knowles in "Everything Automotive, part 3: Gearboxes". The ratios are 6:1, 3:1, 1.5:1, 1:1 and 0.75:1 for first to overdrive fifth gear, respectively. I lowered the reverse gear ratio to 12:1 from the suggested 10:1. The gearbox uses a 50t gear with radial holes, an item now readily available from the overseas dealers. Figure 2 shows the gearbox from below.

The output shaft goes directly into the transfer box, which has a cab lever-controlled Dog-Clutch on its output shaft to disconnect the front wheel drive. The drive shaft goes to the forward and rear spur gear differentials through a pair of Universal Joints at the rear and 4 Universal Joints at the front. The suspension on the Scammell is unique and the vehicle was renowned for its ability to go almost anywhere. I've seen a photo of a Scammell driving up a vertical wall and its front was able to reach a height of about 7 feet before it reached the limits of the suspension travel at the rear. The single rear axle and differential is pivoted on long leaf springs and the drive to the pair of stub-axles is via gear-driven (not chains as in most Meccano versions) "walking beam" axle cases. I used 3-38t Gears and 2-76t idler Gears in each rocking beam, there being 3" between the diff axle line and each "stub-axle" to the wheels with Ashok rims. I decided to use 5.75" diameter wide ribbed tyres (from Frizinghall Models), so there is less than 1/2" between the tyre treads (axles 2 & 3), which is about to the required scale of 1:8.3 in this model. These rocking beams can rotate about 45-degrees in each direction (in a vertical plane), quite independently of each other, see Figure 3.

The front axle pivots on a longitudinal pin under the gearbox the bearing of which is rigidly fixed to a chassis cross-member and a similar pin is attached by a short transverse leaf spring at the front of the forward differential (Figure 4). Thus the front axle can rotate nearly +/- 45-degrees about the truck's longitudinal axis. I used the hollow Large Axle system for the rear pivot support and a similar system to transfer the considerable weight at the rear wheel drive between the axle shaft support and the rocking beams. The construction of the axle boxes and the rocking beams is "heavy and solid" resulting in negligible bowing of the rear wheels. I ended up using 6" ashtray tyres at the front, as I didn't have enough ribbed tyres (Frizinghall's have run out of stock of the large tyres).

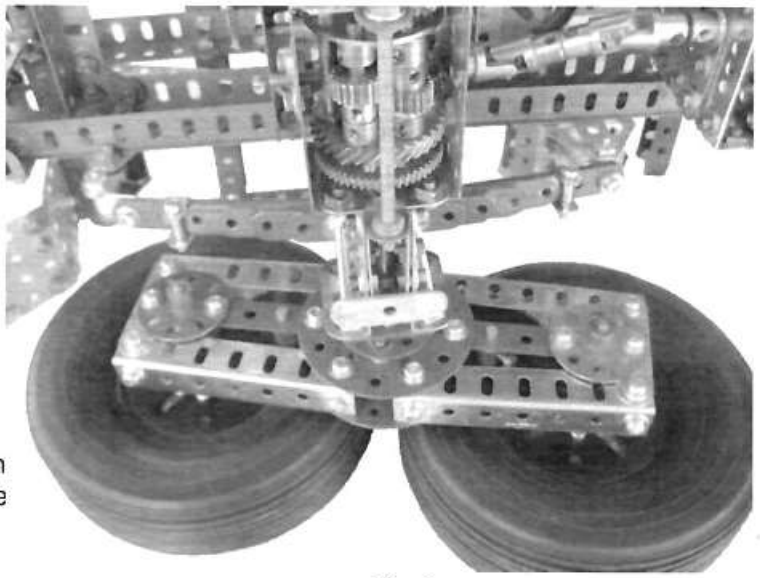


Fig. 3:
Showing rocking beam rear suspension, black 76t idlers visible. (Extra crown wheel gear is for diff locking if I find this model had such a thing; doubtful).

The steering uses a short Worm and Pinion to a drop arm positioned just outside the right chassis rail. The drop arm connects a steering rod *back* to the rear suspension pivot line on a long crank with the longer link forward to the right hand steering king-pin. These long links are required so that the front suspension movement doesn't cause changes to the steering angle when going over rough terrain. There are plenty of images on the Internet and video clips on Youtube showing just about every detail needed to model the Scammell, including scale drawings.

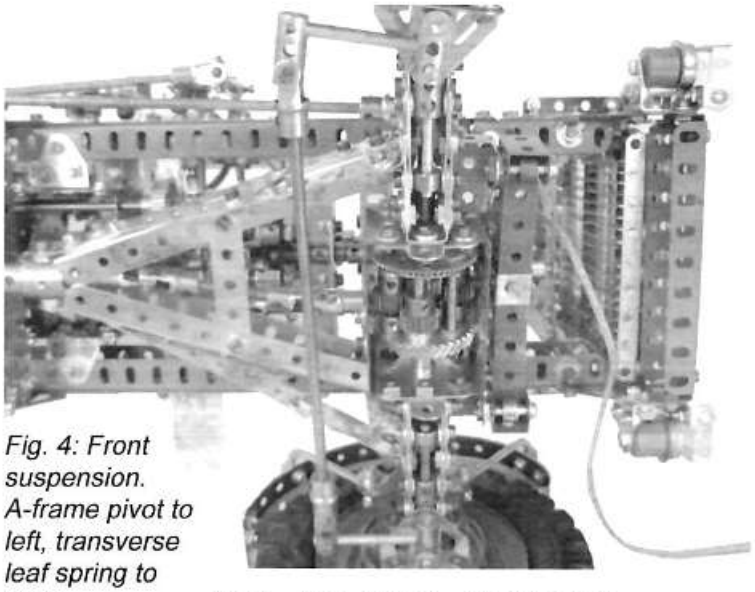


Fig. 4: Front suspension. A-frame pivot to left, transverse leaf spring to right.

The 4.5 Ton, rear mounted, crane is a 2-speed model on the Explorer driven from a PTO from the front of the gearbox, via Helical gears to a vertical drive shaft through the rear tray. On the Pioneer the 2 Ton crane was manually operated. It was a tight squeeze fitting in the 2-speed and reversing crane gearbox and it maybe is placed a little too rearward, compared to the prototype. The jib is extended manually using a Sprocket and Chain drive turned by a large crank handle, as per the prototype. The crane is also used to lift the spare wheel on its special folding frame up to its locked travelling position.

There is a very heavy-duty 15 Ton capacity horizontal winch under the tray, just behind the cab. This is also driven from the PTO, again by Helical gears, but has a free wheel devise to allow the cable to be pulled out manually. A Socket Coupling with half a Dog-Clutch and a gear in the other socket are used to engage the winch again from a lever in the cab, see Figure 5. Small Pulleys and rollers at the rear and front allow the winch to real in disabled tanks, etc from the front if required. A ratchet brake is employed on the winch drum controlled by a hand-brake type lever to the right hand side of the driver's seat.

The model has no brakes included. I believe the prototype had a transmission brake on the output shaft from the gearbox (or incorporated into the rear diff?) but I haven't fitted one on the model at this stage.

(continued on next page)

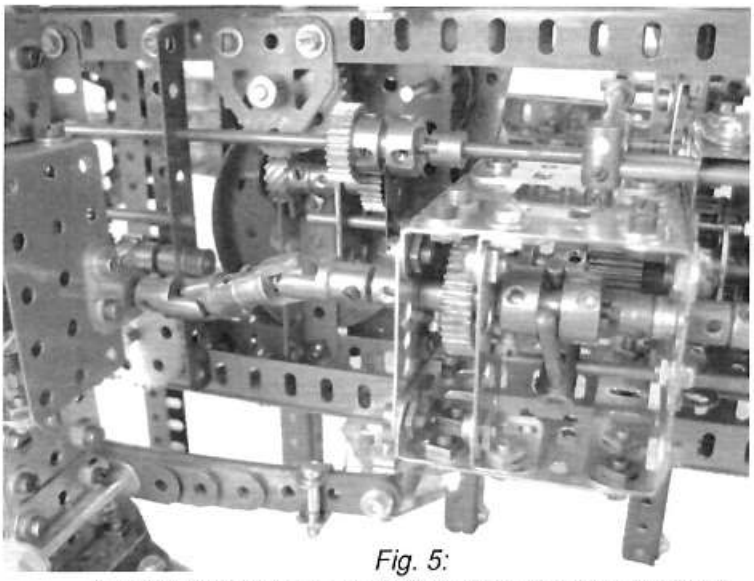


Fig. 5:
Dog-Clutch drive to winch (top-centre). Helical drive to crane just visible bottom left. Transfer box at centre.

All the rear storage lockers and petrol tank are modelled, as are the folding down steps to allow access to the crane controls and storage lockers, see Figure 6. The fold down open storage cage under the driver's door is for the tracks (not included) to be fitted on the rear wheel bogies to increase traction in very soft conditions (thus making the vehicle a "half-track"). This model is surprisingly heavy at over 20 kg and it is quite awkward to carry around with my weak abs!

My model still needs an exhaust, some more engine detailing (spark plugs and leads), a front draw-bar and a few other detail refinements (a spade and other tools).

I read in the book "Scammell- The Load Movers from Bradford" by Nick Georgano (1997) that the NZ Army imported 4 Meadows diesel-engined Explorers in 1959. These had more streamlined cabs and were fitted with fixed front wings, and this is a variation I might change my model to. I can't find any details of the current whereabouts of these NZ Scammell Explorers but they were probably scrapped years ago or are being used on a farm somewhere out back!

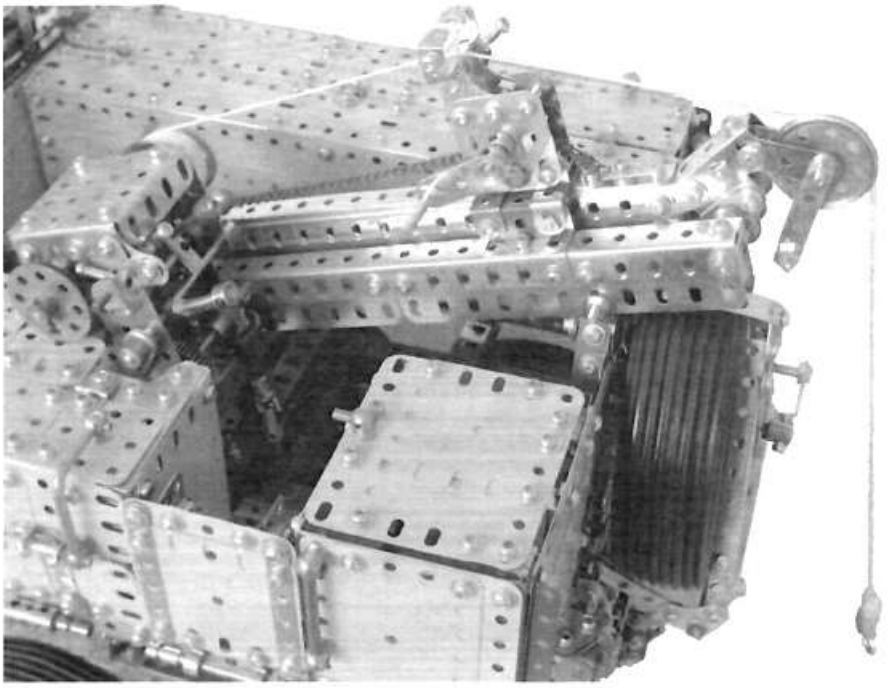


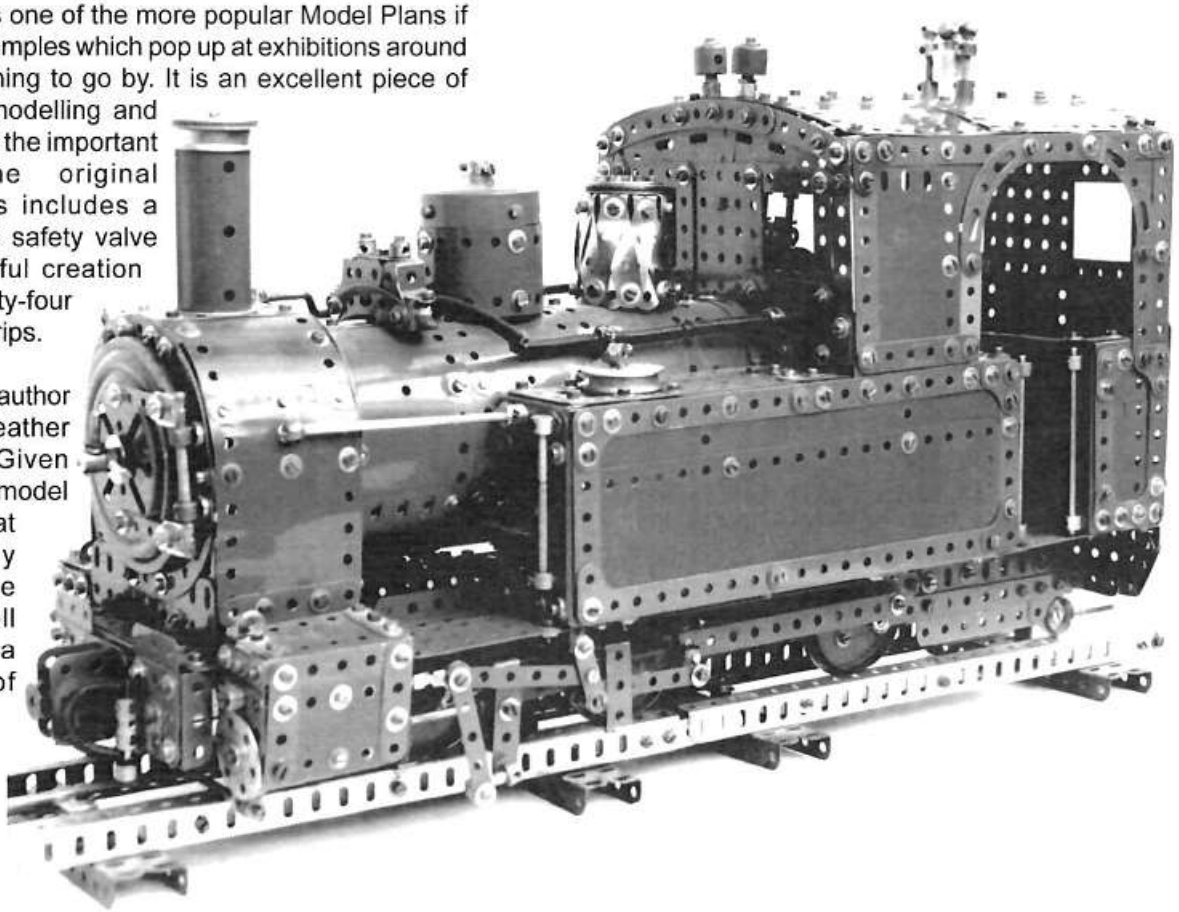
Fig. 6:
Lockers, crane and spare tyre. Access steps on inside of fold-down door, left bottom.

Model Plan 90

by Simon Johnson

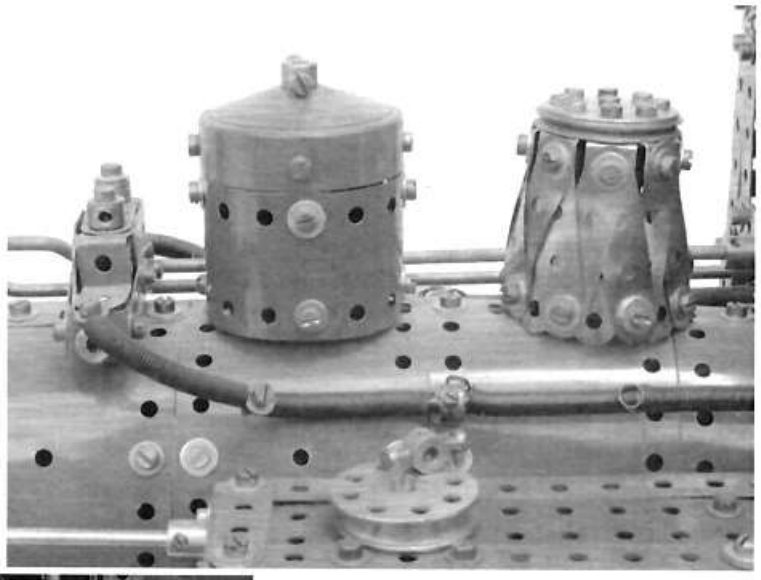
"The Countess" is one of the more popular Model Plans if the number of examples which pop up at exhibitions around the world is anything to go by. It is an excellent piece of Meccano scale modelling and incorporates all of the important details of the original locomotive. This includes a GWR style brass safety valve cover, a wonderful creation made up of twenty-four Electrikit brass strips.

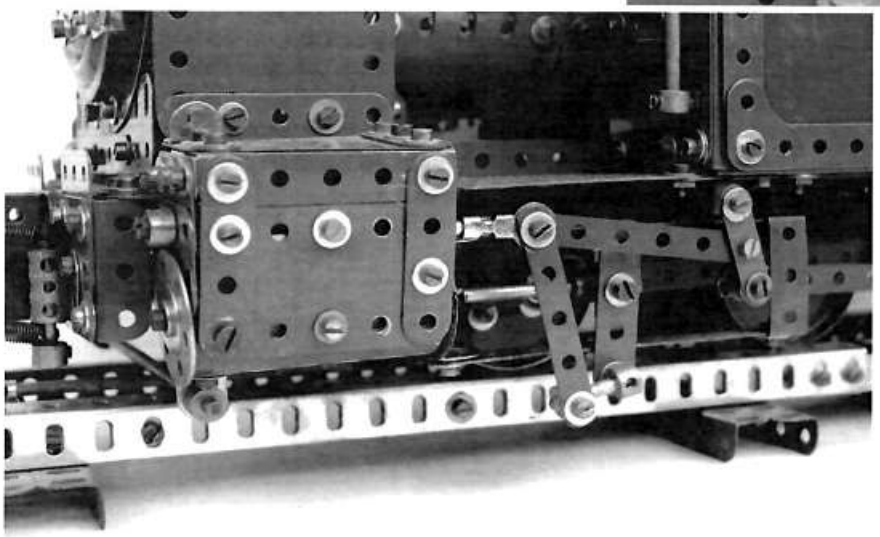
The modeller and author of the plan is Heather Moore-Bridger. Given the quality of the model it is a shame that this is her only Model Plan. The plan itself is well laid out with a combination of photographs and Isomec diagrams. It is easy to follow, an important consideration if your modelling is a stop start affair with the "stop" periods amounting to several months. As described in the plan, 'The Countess' is built for two rail operation using Electrikit insulating parts for the axle bearings and split axles



connected with a combination insulating and standard bush wheels bolted together. I chose not to go down this route because all my wheel flanges are in good order and I couldn't bring myself to strip the paint from the rims of two of them to provide the necessary contact with the rails. I opted instead for a three rail set up with spring loaded $^{3}/_{4}$" flanged wheels acting as contacts. The centre rail of the track is made up of sundry rods joined by rod connectors and secured to the sleepers by right angle rod and strip connectors mounted on insulating spacers.

The model is powered by a PDU set on a low ratio and driving the rear axle via $^{1}/_{2}$" inch and $1^{1}/_{2}$" bevel gears although any suitably geared motor would be equally effective .





Meccano Hedge Cutter

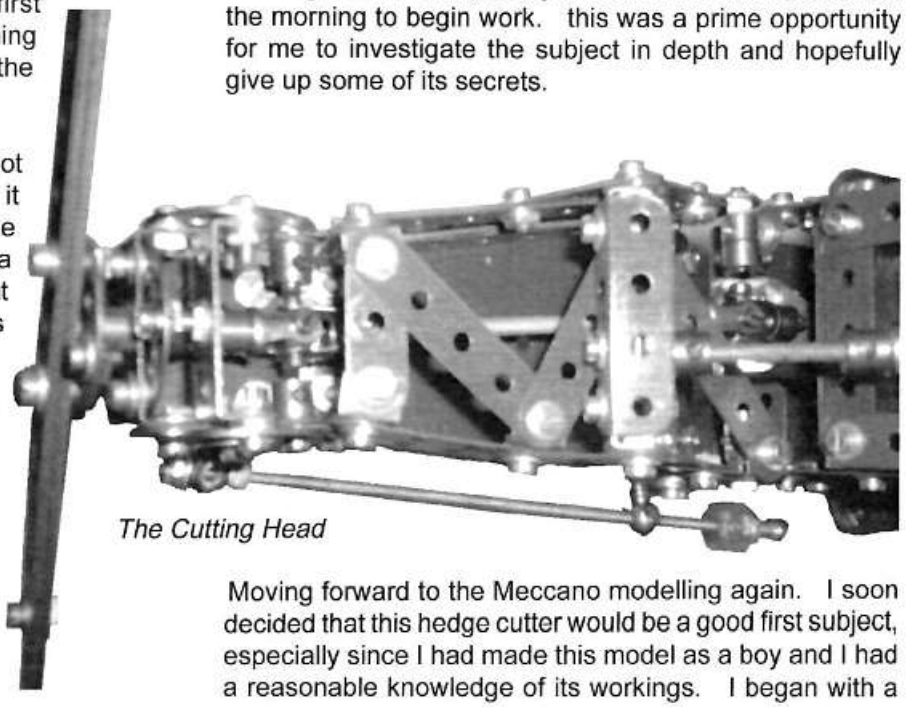
by Selwyn Bluett

This model of a hedge cutter was my first attempt at building anything since returning to Meccano after a long absence from the hobby.

Meccano was a big part of my childhood, not that I had a very extensive set, although it was always being added to at times, but the vacuum cleaner was its chief enemy with a severe appetite for small parts, anyhow that aside a model or plans for one were always on the go.

Growing up on a farm meant that there was an interesting array of machinery on or visiting the farm during the different seasons of the year. Silage and haymaking equipment, bulldozers, diggers and draglines to name but a few, to perform the various jobs. So my models at the time were a reflection of this.

A local contractor living in the district, whom I knew very well, owned this hedge cutter that I have built. This machine visited our farm once a year to cut the large boxthorn hedges and if the timing was right the hedge cutter would be left over night at our farm, ready to move on to the next farm in the morning to begin work. this was a prime opportunity for me to investigate the subject in depth and hopefully give up some of its secrets.

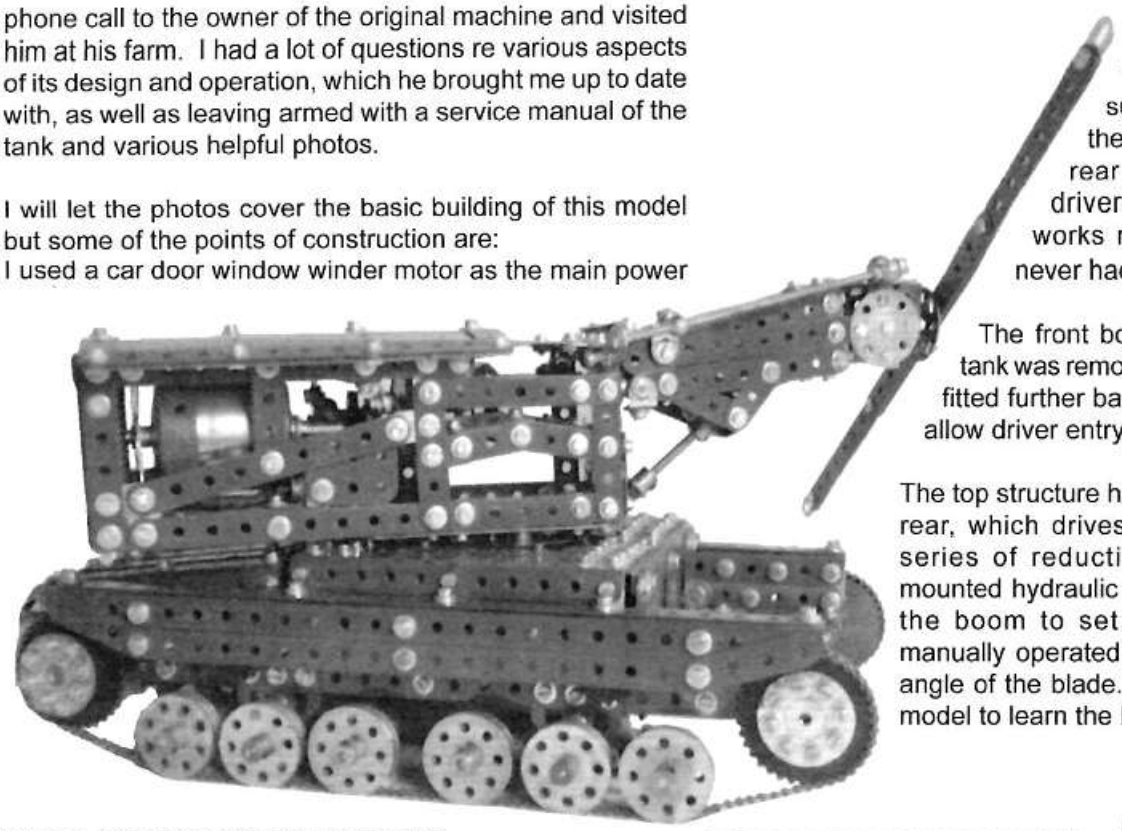


The Cutting Head

Moving forward to the Meccano modelling again. I soon decided that this hedge cutter would be a good first subject, especially since I had made this model as a boy and I had a reasonable knowledge of its workings. I began with a

phone call to the owner of the original machine and visited him at his farm. I had a lot of questions re various aspects of its design and operation, which he brought me up to date with, as well as leaving armed with a service manual of the tank and various helpful photos.

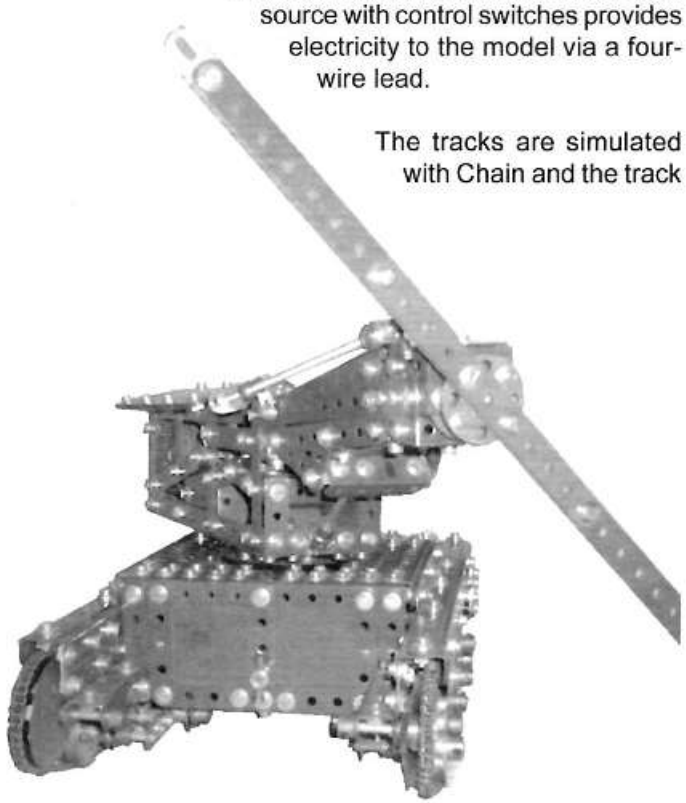
I will let the photos cover the basic building of this model but some of the points of construction are:
I used a car door window winder motor as the main power source. This powerful motor is located in the rear of the hedge cutter, suitably geared down to drive the tracks. The model has forward and reverse movement but with no steering. A 12 Volt power source with control switches provides electricity to the model via a four-wire lead.

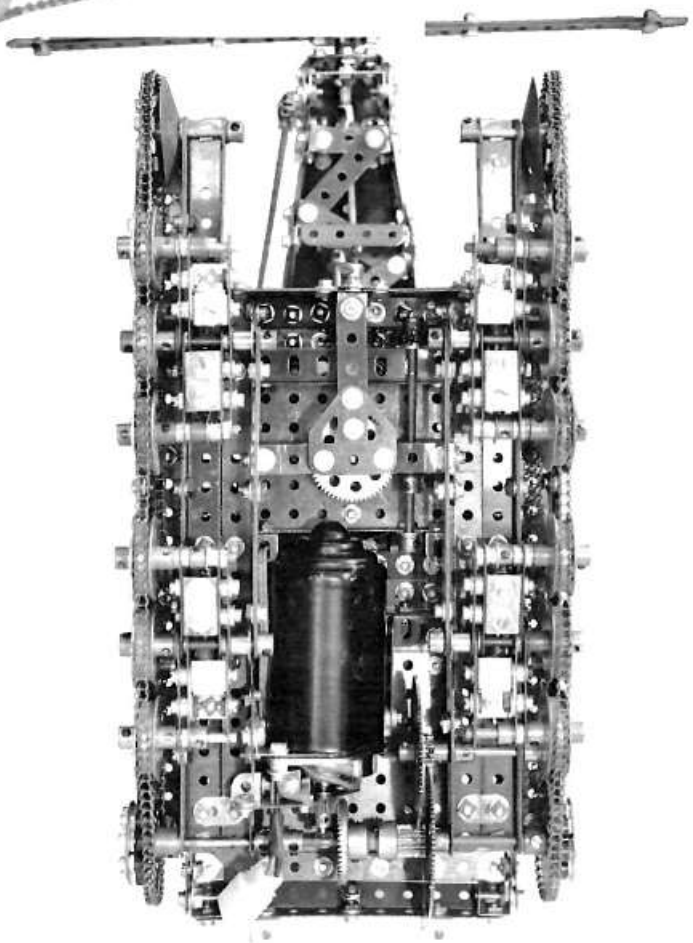


The tracks are simulated with Chain and the track wheels (sprung) are made up of large wheels and discs suitably spaced to keep the chain captive, with the rear 2 inch Sprockets as drivers. This arrangement works really well and I have never had a chain come off.

The front bodywork of the original tank was removed and two doors were fitted further back, as per my model to allow driver entry.

The top structure has motor housed at the rear, which drives the blade through a series of reduction gearing. A front mounted hydraulic ram raises and lowers the boom to set blade height and a manually operated crank handle sets the angle of the blade. It's been a good little model to learn the basics on.





Underneath the Hedge cutter

AKORANGA COLLECTORS FAIR & SWAPMEET

Wide range of Diecast models & Collectable toys (includes Meccano & Hornby trains)
When: Saturday 17 April 2010 **Time:** 11.00am - 2.30pm

Where: GLENFIELD MEMORIAL HALL, Hall road (off Glenfield Road) near Hogans Road,Glenfield, North Shore City Entry fee: $5.00 adults.
Enquiries to Graeme 027 4920 487

Modelplan for the F11F-1 Grumman Tiger.

by Gary Higgins

I first thought of making up another model using mainly the Concorde set after I had seen what Frank W Webber had done with it. He had made up a Mig Jet aircraft using only the Concorde set parts.

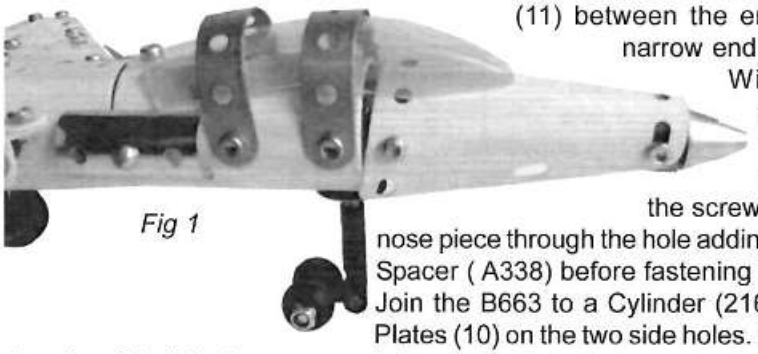


Fig 1

I decided upon the Grumman Tiger as the aircraft I wished to model, as for the basic body shape and wings I was able to use a number of the Concorde set parts. In addition I had a 2501 Space Construction set, which had some nice rockets and more white triangular parts and these form the basis of the model.

The main body of the model consists of four of the white Cylinders (216) with a part (B663) forming the nose of the aircraft.

In the construction I have used a fat ball point pen tip for the point of the nose, which has been sawn off and a 1" screw glued inside. This is the only non-Meccano part used and makes a useful nose cone which can easily be used as a spinner in propeller driven aircraft.

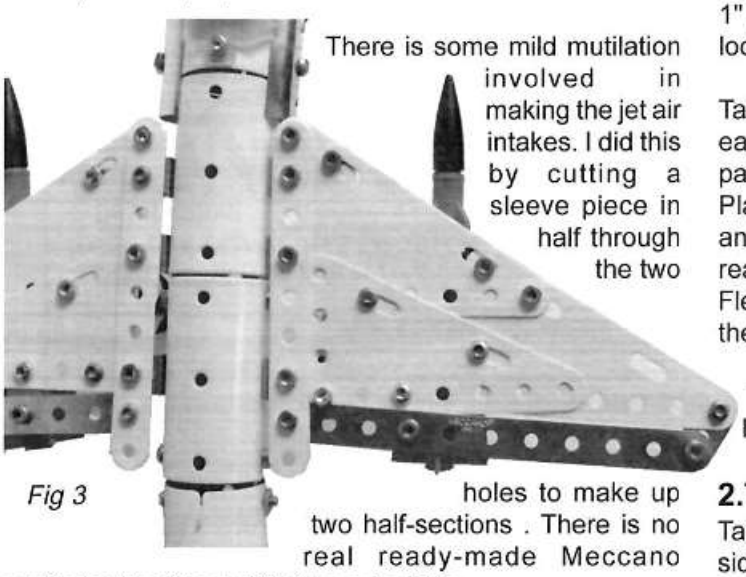


Fig 3

There is some mild mutilation involved in making the jet air intakes. I did this by cutting a sleeve piece in half through the two holes to make up two half-sections . There is no real ready-made Meccano equivalent to this and it will no doubt be suitable for other models.

The model is made in three sections:

1.The nose and cockpit
2.The mid section and main wings
3.The tail and jet unit

Once made up these are joined by long bolts to complete the construction.

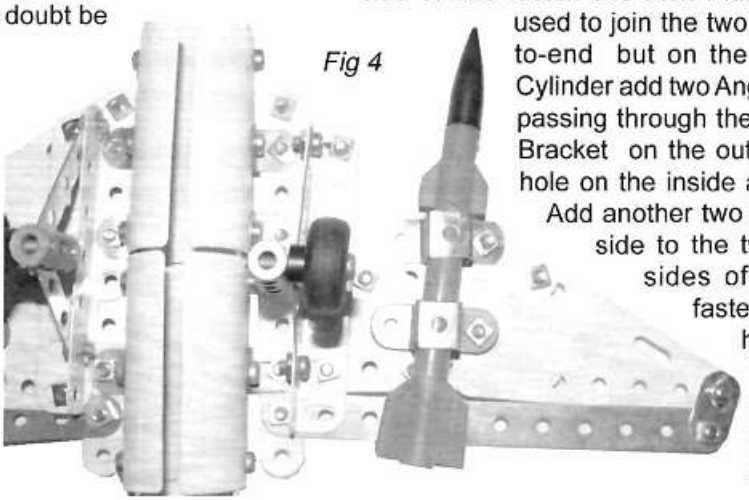


Fig 4

1.The nose and cockpit.

Start the assembly by fitting a Double Bracket (11) between the end holes at the narrow end of part (B663) . With the central hole of the bracket facing outward place the screw of the made up nose piece through the hole adding a Small Plastic Spacer (A338) before fastening it with a nut.
Join the B663 to a Cylinder (216) by using Fish Plates (10) on the two side holes. Fasten the small hole of the Fish Plate to the B663 allowing the oval hole for fitting to the Cylinder.

Fig 2

Place a long screw ($2^{1}/_{2}$" long) down through the top hole of the Cylinder and out through the bottom slot. Place a Large Washer (38d) on this and a nut to hold the assembly in place. Next add 4 Narrow Plastic Spacers (A338) and screw onto the remaining thread a part no (A423) .
Take two made up wheels (142l) which consist of a Large Plastic Spacer (A238) inside a Tyre (A242) and fasten them in place through the transverse hole of the (A423) using a 1" bolt with a washer on the outside of each. Fasten with a lock nut.

Take 2 flexible 7 hole Strips (B488) and fasten one end of each to the two side holes in the Cylinder (216) . One will pass through the Fish Plate from the B663 to hold it in place. Place a Plastic Cockpit (204C) on the top of the Cylinder and fasten in place with a screw through the hole in the rear of the Cockpit to the top of the Cylinder. Pull the Flexible Strips over the Cockpit and fasten in place through the two other side holes in the Cylinder.

This completes the nose and cockpit, which should now look as in Fig 1.

2.The Mid section and main wings.

Take two Cylinders (216) and to the two end holes on the side of one fasten two Fish Plates (10). These can be used to join the two Cylinders together end-to-end but on the outside of the second Cylinder add two Angle Brackets with the bolt passing through the small hole of the Angle Bracket on the outside and the Fish Plate hole on the inside as can be seen in fig 2. Add another two Angle Brackets on each side to the two central holes in the sides of both Cylinders again fastening them by the smaller holes.
To both ends of the completed central fuselage add two Fish Plates to the side holes

fastened by the small hole with the oval hole to allow for adjustment when fitting the nose and tail sections.

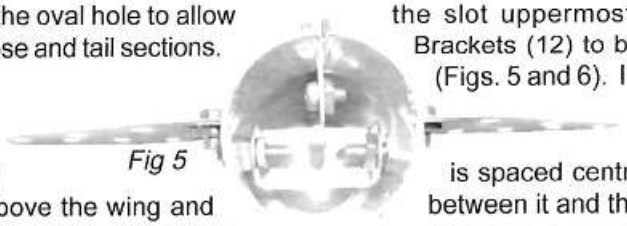


Fig 5

To make up the wing lay out three $3^1/_2$" x 2" Triangular Plates (225) as shown in Fig. 3 and fasten them to a 6 hole Strip above the wing and an $5^1/_2$" Strip at the rear of the wing the latter is held by two Fish Plates. The Triangular Plates can be moved about using the slotted holes to achieve the best fit.

Once the wing has been formed as described, a $3^1/_2$" Angle Girder (A601) can be fixed to each side of the wing using the slotted holes as shown in Fig. 4. To the front facing Angle Girder first hole fix a $2^1/_2$" Narrow Strip (235) and to the second hole from the rear of the Angle Girder fix a 4-hole Narrow Strip (A417). These strips join and are held in place by a bolt fixed through the lower screw hole of a Coupling as in Fig. 4. Through the upper screw hole in the Coupling is fixed a 1" Bolt holding a Wheel (142j) made up of a $^1/_2$" Plastic Pulley (A384)and a Tyre (A542). This has a Washer placed between the Wheel and the bolt head with a Large Plastic Spacer (A238) fitted between the Coupling and the Wheel. Tighten the screw just enough to allow the Wheel to rotate freely.

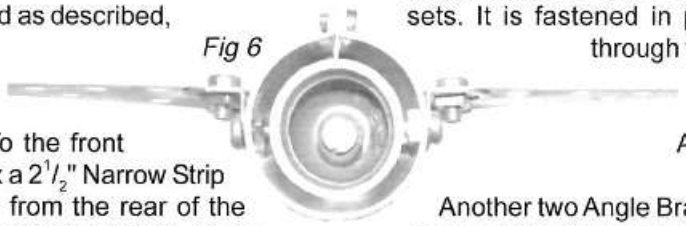


Fig 6

At this stage the missiles from the Space Construction set (491) can be used (they are not necessary however and can be left out of the model if you do not have them.) Fasten them to the underside of the wings using two Double Bent Strips (45), the means of fixing can be easily seen in Fig. 4. This completes the two wings which can now be fastened to the main fuselage by the three Angle Brackets, as in Figs. 3 and 4.

This completes the mid section and main wings.

3. The tail and jet unit.

This unit consists of a Cylinder (216) and will be fitted with the slot uppermost. To the cylinder fit two Angle Brackets (12) to both sides using the central holes (Figs. 5 and 6). Inside the central holes the screws also hold a 1" x $^1/_2$" three hole Double Angle Strip (A548). This is spaced centrally by fitting a Nut (or Washers) between it and the fuselage on each side. This will hold the rocket motor in place (again if you do not have one it is not really necessary). The rocket motor (B090) uses the forward part of the two part plastic Jet Engine from the Space 21501 set or the Crazy Inventors sets. It is fastened in place by using a $1^1/_2$" screw through the center of the jet engine and fastened to the center hole of the fixed three hole Double Angle Strip (A548).

Another two Angle Brackets are fitted to the two rear holes of the Cylinder and the two Angle Brackets on each side hold the tail fins which are each made from a $2^1/_2$" x $1^1/_2$" Triangular Plate (221).

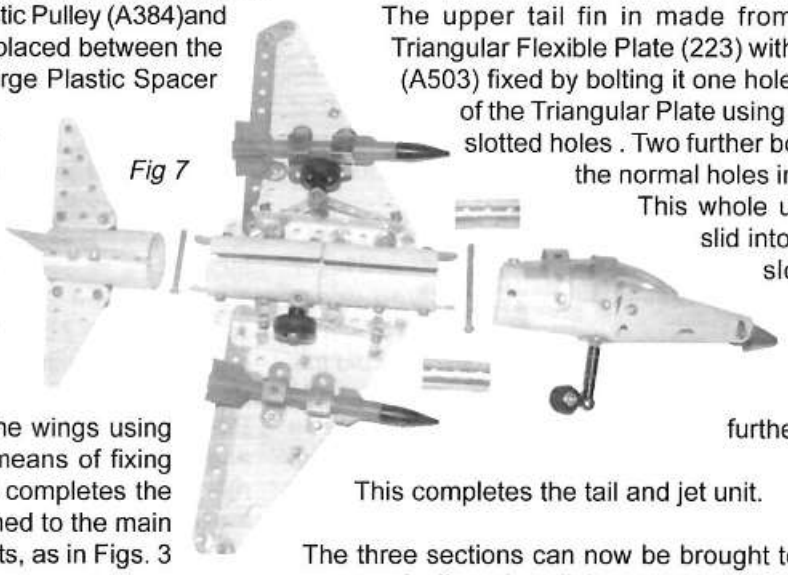


Fig 7

The upper tail fin in made from a $2^1/_2$" x $2^1/_2$" Triangular Flexible Plate (223) with a 1" Flat Girder (A503) fixed by bolting it one hole in from the end of the Triangular Plate using the Flat Girder's slotted holes . Two further bolts are added to the normal holes in the Flat Girder. This whole unit can then be slid into place using the slot in the top of the Cylinder. It will be found to sit in place without any further fixing.

This completes the tail and jet unit.

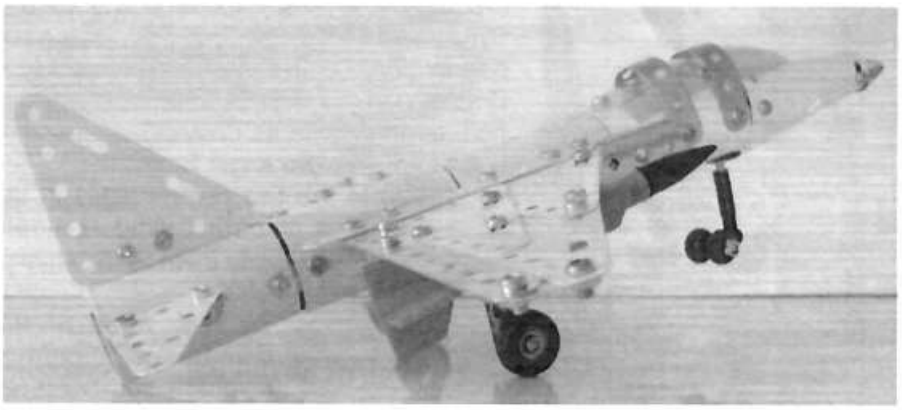
The three sections can now be brought together with the nose and tail sections lining up with the slotted holes in the Fish Plates in the central fuselage, (Fig. 7).

The nose and central fuselage sections are fixed in place by using a 2" Bolt passing through one of the half Sleeve Pieces (163) mentioned earlier, through the fuselage and out through another half Sleeve Piece on the other side a Nut finishes this section.

The tail section is fixed in place by passing a $1^1/_2$" Bolt through the unit once it has been slid in place over the Fish Plates.

The model should now be complete.

The parts list is on the top of the next page.


The completed model.

Grumman Tiger Parts List

P/N	Description	Size	Qty
2	Perforated Strip	5½"	2
2a	Perforated Strip	4½"	2
10	Fish Plates		10
11	Double Bracket		1
12	Angle Brackets	½" x ½"	10
38d	Large Washer		1
45	Double Bent Strip		4
63	Coupling		2
163a	Half Sleeve Piece		2
204c	Canopy for Cockpit		1
216	Cylinder		4
221	Triangular Flex. Plate 2½" x 1½"		2

P/N	Description	Size	Qty
223	Triangular Flex. Plate 2½" x 2½"		1
235	Narrow Strip	2½"	2
491	Space set missile		2
A417	Narrow Strip	2"	2
A238	Large Plastic Spacer		4
A242	Tire -To fit large plastic spacer		2
A337	Nut		77
A338	Small plastic spacers		5
A384	Tire - To fit ½" pulley		2
A423	Plastic screw fitting		1
A503	Flat Girder	1"	1

P/N	Description	Size	Qty
A542	Plastic pulley	½"	2
A548	Double Angle strip	½" x 1"	1
A637	Bolt	7/32"	68
A737	Lock nut		1
B090	Jet engine top		1
B488	Flexible Perforated Strip	3½"	2
B663	Rolled Triangular Plate		1
B696	bolt	1½"	2
B471	Spinner or made up equivalent		1
	Bolt	2"	1
	Bolt	2½"	1

REMINDER: APRIL ANTICS 2010

Saturday 17th & Sunday 18th April, 9.00am until late Saturday & 9.00am - 11.00am Sunday
VENUE: Devon Hotel & Conference Centre, 390 Devon Street East, New Plymouth 0800 843 338

Meccano Display in Feilding

by Bruce Geange

I was asked before Christmas if I would do a Meccano display for Santa's Cave. I gave this some thought and agreed to. Most of the display would be static with three models operating from a pushbutton and controlled from a timer. The working models were the Ferris-Wheel, Two Musicians and a Tower Windmill. The space was 2m wide and 1.5m deep. Twenty-five models were displayed on two tables set at different levels making an attractive display.

More pictures on pages 14 and 15.

Christchurch Meccano Club - October Model Train Show: Donald McKenzies Army Model Collection

Christchurch Meccano Club - October Model Train Show: Neil Plucks Display.

AMG November meeting: Mike Stuart's Supermodel Pontoon Crane. (Note chrome GRB).

Three
Christ

AMG November meeting: Richard Sealey displays horror and disbelief at Henry Porter's use of Aero Constructor parts.

e pictures of Meccano in the Feilding
tmas Cave display set up by Bruce Geange.

The Mystery of the Crazy Inventors Nautilus

by Gary Higgins

The Crazy Inventors series of models were somewhat more unusual that any of the models Meccano had made previously. They made use of many of the newer plastic parts and also included a number of specially made wooden parts forming parts of the models such as base-plates.

The models made in this range were an airship, walking steamboat, car, a bat winged flying machine, a helicopter and time machine. The other unique feature of all these models is that they used a small figure with moveable arms and legs.

The models were produced by Meccano France in Calais in 2004.

I was visiting a website in the same year when I saw a picture taken of a proposed Meccano model of the Nautilus submarine made famous by the book "20,000 Leagues Under the Sea". This model had been made up using similar parts to the Crazy Inventors series and looked most attractive. The site went on to state that the model had not been put into production but gave no reasons.

Based on the small photograph on the site (Fig. 1) I decided to try and make up the model (even though I could not see all the details) and created a model, which I displayed at the Meccano Convention in Wellington in 2007, where it was very popular.

Early in 2009 I saw a similar Nautilus model to mine on a French website.

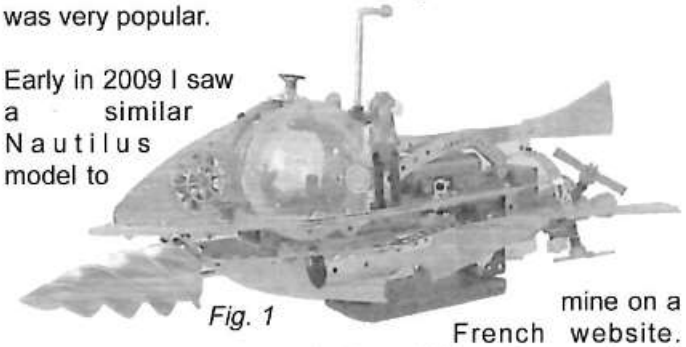


Fig. 1

The model had been supplied by a Philippe Bouvas, but all attempts to contact him failed.

Later in 2009 I received an email from Michel Perrin. Michel's English was about as good as my French but with some perseverance and the use of Altravista Babelfish translator we were able to communicate.

It appears that Philippe Bouvas had seen two Nautilus models in a bric-a-brac shop in France and he had purchased them both.

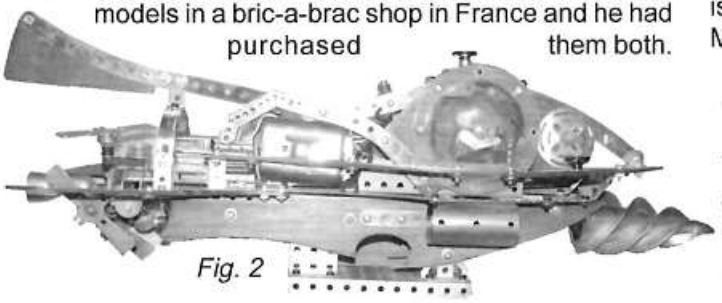


Fig. 2

He had kept one, which he modified slightly for the display I had seen and the other one he gave to Michel who had left it in its original condition.

Michel sent me full and detailed photographs of his prototype model, (Fig. 2) from which I altered mine to fit the details of the prototype (see Fig. 3). Mostly I followed the made up prototype but I varied the engine drive sprockets using bossed gears instead of tri-axles because they gave a better drive and reversed the Contrate gear for a better fit (Fig. 4).

The drive from the rear engine to the screw at the front of the machine was via a flexible tube pushed over the axle rods at each end, a flexible coupling if you like.

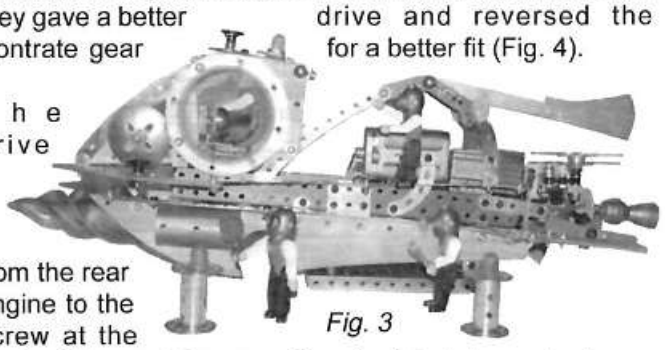


Fig. 3

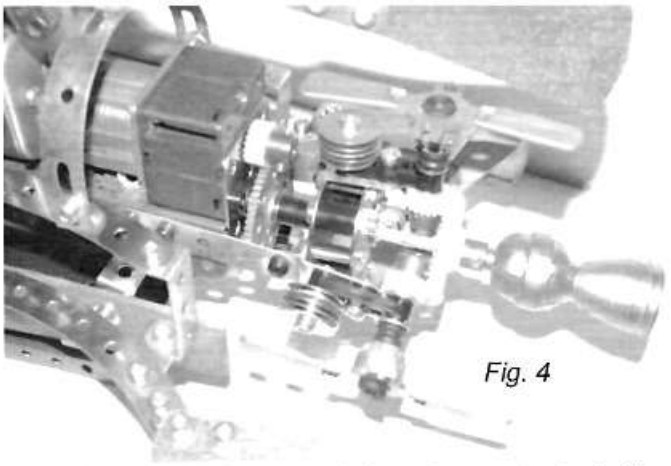


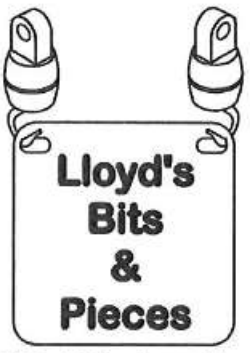
Fig. 4

The original also had an extended wooden section including the two side fins. In my reconstruction I used independent side fins, as they looked neater. Of course I had to find a giant squid to complement the model, it was harder than it looks... just try walking into a toy shop and asking for a giant squid! I located one from China on the Internet and the model looked the part (Fig. 5). Further pictures of the Nautilus and details can be seen on my flickr site at http://www.flickr.com/photos/meccanohig/sets/72157622983801982/

There are a few guesses as to why Meccano never proceeded with the model. It is possible there were copyright issues over the name "Nautilus" And perhaps the model used too many expensive parts to keep the price down to the level of the other sets. Whatever the reason it is unfortunate as the model runs very well and is popular at Meccano shows. Possibly one of the staff of Meccano France knows the answer and we will find out in due course.

Thanks to Michel Perrin for photographs of the prototype and information on the French finds.

(Fig. 5 of the giant squid eating the Nautilus is on page 28.)



A PRINCELY E20b MOTOR: Geoff Brown told this story on Spanner last year.

"Nearly 20 years ago I visited Bombay with Ashok and met a gentleman who ran a toy factory. Rashik Mehta was his name, I think. We were privileged to be taken back to his flat and there he showed us some half dozen pre-war Meccano motors. Among them was an E20b fitted with ball bearings. The bearing housings had been very nicely made and were secured to the side plates with what looked like 6BA screws and square nuts. On my enquiring the origins of this, Mr. Mehta told me he had acquired it from one of the princely families of India and that they had had it specially made thus by Meccano."

THE MECCANO NAME: The origin of the name is still somewhat uncertain. According to Mr. Harold Owen who was employed at Meccano Ltd. from 1927 to 1968 the word was invented by Frank Hornby himself and derived from the phrase "make and know". In 1997 Mr.Owen, then aged 94, told me that this story had been related to him by Ernest Beardsley, a very early associate and friend of Frank Hornby. The only direct quote from Hornby himself is - "I decided on the name because it was one that people of every nationality could pronounce" *(Bob Thompson on Spanner)*

IT PAYS TO SHOP AROUND: Last month I bought from Kirkcaldie & Stains a Set 5510 (Multi Models X 10) for $NZ53.95. On the same day the same set was priced at just over $70 at Toyworld City and only a little less at Toyworld, Johnsonville. *(Lloyd S.)*

CHRISTCHURCH M.C., 48 YEARS AGO: We have this report from Meccano Magazine of February, 1962.:

"The Club display of working models at the N.Z. Industries Fair was a record success. Various interesting subjects such as different forms of gearing have been set for model-building meetings. One meeting was devoted to cranes and an excellent variety of models was built. The session ended with a Parents' Night early in December when nearly 60 parents and members attended. It was also the occasion for presenting Merit Certificates and the Ellison Cup. The 1961 Cup competition resulted in a draw. David Archer attained a total of 221 marks for model building and 100 for attendance and John Curtis 226 marks for his model building and 95 for attendance, making a total of 321 in each case. David Archer was the 1959 winner of the Cup. The best junior member was Barry with 230 points for model building and 80 for attendance. President and Leader is Mr. C.E. Saunders, 6 Walsall St., Riccarton.

BAMBOO "MECCANO" : In Mozambique the majority of children rarely have toys at home or any pracrical educational items at school. However, it is possible to make a great range of simple devices cheaply, using local resources. We were shown a picture of a Meccano-like tower crane. The main parts are twice Meccano dimensions and are made from bamboo. Nuts and bolts are the commercial builders ones used for guttering. Angle joiners are made from tinplate (condensed milk cans) with holes punched in it. *(Bob Thompson on Spanner)*

WHAT AM I DOING HERE ? This is an extract from "The Forgotten Soldier" by Guy Sajer (published by Cassell, 1999). A true story of a young Franco-German soldier in the cold and snow of the W.W.2 Russian Front. (Thanks to Lou Nichols for this item. As Lou says, "Meccano crops up all over the place". "But after a moment I couldn't go on. My knees trembled and I dissolved in tears. I could no longer grasp what was happening to me. I could see clearly in my mind's eye France and my family and the games I used to play with my friends and my Meccano Set. What was I doing here ? I can remember crying out between sobs, 'I'm too young to be a soldier !' "

FROM A NEW MEMBER: "I am a 1970's Meccano Boy and I am getting back into my Meccano again after all these years. I was given a 3M Set in the early 70's as an 8th birthday present. I was given expansion packs by my father for birthdays and Christmases thereafter, so I got 3x, 4x, 5x,6x and finally a 7x, but never the 8x, unfortunately. I have collected bits and pieces over the years like motors, the steam engine and now parts fom TradeMe and e-Bay. I have finally sorted and catalogued the collection and am ready to start building again. The best inspiration I can get is to talk to like-minded individuals so I would like to come to a meeting of the Auckland Meccano Guild....." *(from Michael Holderness)*

McCAHONNO: Chris O'Doherty (aka Reg. Mombassa) is a New Zealand born artist and musician working in Australia. He is well-known there but hardly known in New Zealand. In the "N.Z. Listener" of 19th December, 2009, is a review of "The Mind and Times of Reg. Mombassa", a book written by fellow New Zealand—Australian, Murray Waldren. This quotation is from the review : "He unashamedly enjoys puns and one of his works is the words IAM in Meccano drawn across a landscape he knew in childhood. The title is "McCahonno set : early morning, Whangaparaoa peninsula (2006)". *(Thanks again to Lou Nichols for this item)*

THE MAY BRIDGE: Most of us will by now have heard or read of the bridge made entirely (almost) of Meccano by engineering students at the University of Liverpool, U.K. It has been featured in James May's series on BBC TV, showing life sized constructions using some of Britain's best-loved toys. Students built the bridge with help from the North East Meccano Guild. Dr. Tim Short, senior lecturer in engineering design said they took the design proposal from the architecture students and the drawings from Atkins (Structured Engineering), added an enormous amount of Meccano and created a bridge that is unique and impressive. The students worked incredibly hard on it over the course of 11 weeks. The 75ft. bridge was engineered by Hayden Nuttal, design director of Atkins, and was made out of half-inch wide Meccano strips, girders, bolts and nuts. The moving mechanism comprised one 30ft beam sliding into place like a canal lock gate and a 39ft section rolling down like a drawbridge. Approximately 100,000 pieces of Meccano were used.

(from 'Professional Engineering, 19/8/09) *(Thanks to David Wall for this item)*

(continued on next page)

THE FATE OF THE BRIDGE: It is now at the University of Liverpool, on display in the Departments of Architecture and Enginering . It will be used for teaching purposes and later will be dismantled but still used for teaching.. The University feels it should have some return for its input of about 11,000 hours of staff and technicials time.

WHEN THE MOTAT D.A. BEGAN WORK: On 27th November, 2008, it all came together We finally got the historic MOTAT differential analyser hooked up to the printer and got it to plot a curve on paper. It was amazing to see this machine, built in Cambridge, U.K., in 1935 come to life again. It was last running in demonstration mode at MOTAT in the mid to late 1970's, *(from William Irwin)*

Christchurch Meccano Club
February Quarterly Report

Another year has come and gone, 2009 was a busy year for the Christchurch Meccano Club (CMC) starting with the 2009 Exhibition last Easter, which was a great success, a big thanks to the many of our club members who gave up a lot of their spare time, which made the Exhibition such a success.

Many thanks also the New Zealand and overseas guests & exhibitors who helped make the first Exhibition for the Christchurch Meccano club since 1995 into a wonderful weekend.

The Christchurch Meccano Club was invited to set up a display at the very popular Christchurch Model Train Show held every year in October. The show normally attracts in the region of 20,000 people and the 2009 show was no exception. CMC members put on an excellent range of models, 25 trestle tables were used, Meccano models, Hornby & Lego Trains and a very nice assortment of the popular "hands on" models. The usual comments & stories were heard, "Is Meccano still made?", "I had Meccano when I was younger but I don't know what happened to it, I think dad took mine to the dump." etc etc.

All in all, a very successful show, to which we have been invited back again this year. In December the CMC were invited to put on a display by a local church group, each Christmas they put on a show and afternoon tea for about 1000 underprivileged children. It was a very busy and enjoyable day for the handful of members who attended and displayed models.

Our December Christmas meeting was very well attended by club members and their families, an excellent range of models were on display also. We also had the return of a few past members, it was a good time to catch up and discuss the last year's activities. Also of note, was the excellent supper that was served!

We are now busy getting ready for our Easter 2010 display "Frank Hornby's Toys of Yesteryear Display" it will include Meccano sets and models, Hornby Electric Trains and Dinky Toys. Also on display will be CMC members "other" interests, Lego Electric Trains, K'nex models and for the younger "hands on" model builders there will be Torro Construction sets for public model building.

Anyone contemplating visiting Christchurch over Easter 2010, Friday 2nd, Saturday 3rd & Sunday 4th April will be most welcome to display their models or just visit us at the Great Hall at the Arts Centre in central Christchurch.

Neil Pluck, President, Christchurch Meccano Club

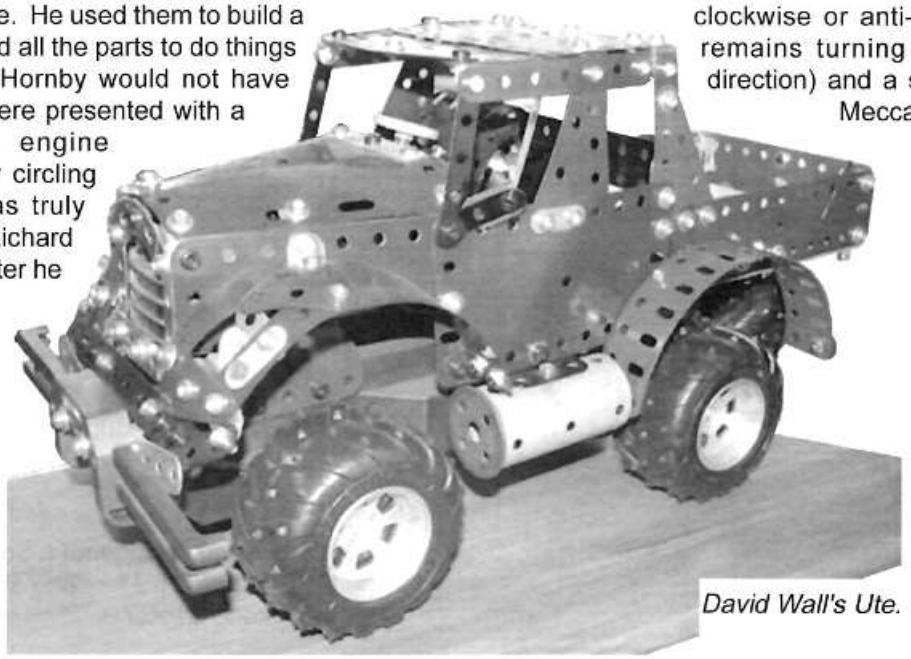
October Display - Two Days of Standing Room Only!!! Two more pictures on Page 14.

Reporter: Gary Higgins

The meeting on November the 14th was held at the Carey's residence in Hillsborough.

16 Guild members and partners attended to make it a very enthusiastic meeting with an excellent display of models.

Henry Porter had brought along one of his "Gadgets" which involved the use of most of the Aero-Constructor parts that he had. He did not use them to build aircraft however, that is not Henry's style. He used them to build a "Gadget" that used all the parts to do things that even Frank Hornby would not have thought of. We were presented with a wing flapping, engine twirling, propeller circling machine that was truly amazing. Even Richard was impressed after he had got over the shock at seeing aircraft parts used in such a manner. Henry lives to build and his models are often only made up for a day or two, so we were lucky to see this one.



David Wall's Ute.

Gary Higgins brought along a selection of models: An Interstellar Space Cruiser from his Dan Dare set, a Harrier jet based on the new M&S model available in the UK. Gary observed a couple of pictures of the new model and did a spot of reverse engineering to create it. He had built a Grumman Tiger jet aircraft using the Concorde set and parts from the space set of the 70s. See the model plan in this issue. He also brought along a small model windmill made with parts from a Vogue constructor set.

A passenger ship, under construction, was built by Matthew Carey, our youngest member.

Richard Sealey brought along his aerial acrobatics display, which provided much amusement. The safety net under the acrobats is made entirely out of Meccano string carefully knotted together. When asked why he had used Meccano string Richard replied that it was because of his not wanting to use a non Meccano item in the model in case David Wall caught him out!

He also brought along a nicely boxed Number 2 Aero Motor with all the various parts included.

Mike Stuart brought a very nice example of the supermodel Pontoon Crane running on two E20 electric motors. The chromed GRB looked very nice as part of the base drive for the unit.

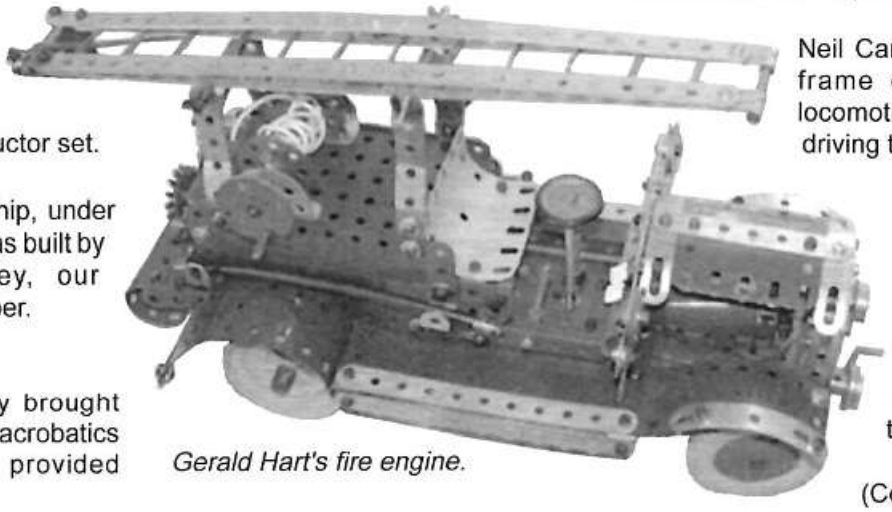
Rick Vine brought a device, which he described as a "uni-rotational device" (no mater what direction the input turns, clockwise or anti-clockwise, the output remains turning the same clockwise direction) and a small aircraft in yellow Meccano.

William Irwin brought his usual array of Meccano club magazines from around the world and he had built up a small Christmas fairy from an article in the December 09 Constructor Quarterly magazine.

Gerald Hart had his selection of models including a fire engine, a vintage car, a motorcycle and sidecar and an orrery demonstrating the movements of Saturn and 5 moons.

Les Megget is building another super mobile crane and this one will have power steering so watch out for it.

Graeme Humphrey brought along a supermodel of the contra-rotating fly boats. The model had been made by Trevor Adams of Napier.



Gerald Hart's fire engine.

Neil Carey is still working on the frame of his NZR WW class locomotive. He has an E20 motor driving the wheels and valve gear, which he demonstrated to the assembled group. We look forward to progress at the next meeting.

David Wall had made up a ute from the Big Truck set complete with spare tyre slung under the tray.

(Continued next page)

The truck set lends itself to making up a number of innovative models and we can certainly add David's to the collection.

Other members who attended were John Denton, George Ovendon, Graham and Kegan Wrightson and Peter Hancock. Peter gave us a roundup of the April Antics programme, which can be seen on the NZFMM site. Plans for Model-X 2010 are underway with a similar table layout used for 2009, which was very successful.

William pointed out that the Guild has a library with material that can be borrowed. William also gave an update on the Differential Analyser, which is now in operating condition. We have replaced the torque amplifier springs with suitable clock springs and have found a good substitute for the spring covering. This has solved a great many of the machine operating problems. We have also replaced the main drive belt with a circular leather belt similar to the original. If you attend MOTAT on a Tuesday William and Gary may be able to run the machine for you.

The next meeting will be held at Peter Hancock's residence in Howick on the 13th of February.

Models at the Show

by Alistair Tong

The following MWT members involved themselves with a display of Meccano models at the Egmont A & P Association 126th annual show. The show theme was Farming in the Naki, (Naki is a local term for Taranaki) and was held at the Burnside Show Grounds on Friday and Saturday 20th & 21st November 2009.

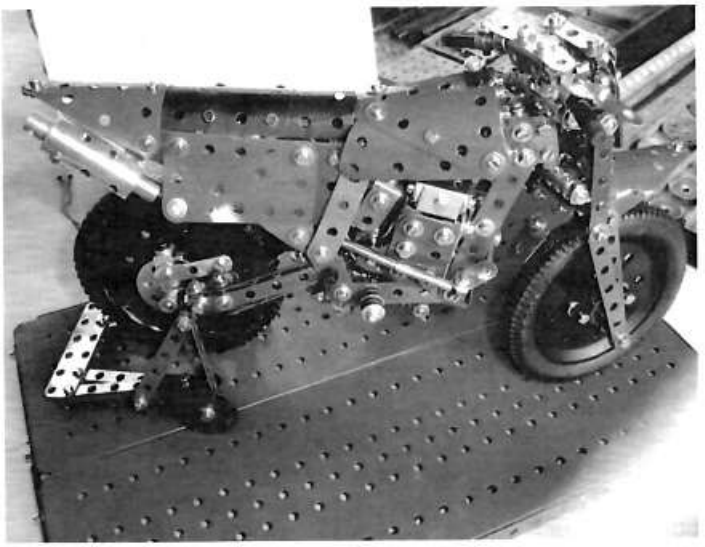
John Freer, Selwyn Bluett, Daryl Anderson, Alistair Tong and Paul Vodanovich took along various models and set them up on a large trestle table inside the Home Industries Edna Wills Hall. We shared our table with Lego models that were surrounded with a wire cage for security after the judging.

Some Meccano models were not entered in the competition but complimented the display for comment.

John Freer presented his unfinished Walking Dragline that caused gasps from those who recognised just how complex the model was. It is fitted with 5 motors to give realism to the various movements when completed.

Selwyn brought along his very well presented Supermoto motorcycle. The rear wheel was turning slowly and driven by a concealed motor wired through a time switch.

Alistair gave his Rotary Cowshed an airing that was also operating through a time switch. Various comments about this model included the "F" word!? No not that one. Some



Selwyn Bluett's Supermoto motorcycle

described it as fantastic.

Paul had sent up from Wanganui a Sports Car in red and green built from a No. 8 Meccano set and a couple of miniature prehistoric creatures.

Daryl had been rummaging around in his extensive collection for the event and came up with a 1965 Plastic Meccano Set C, and a 1913 Nickel Set No.3. A few oosssss and aahhssssss over these two.

Judging was done by Alistair Tong. Points and prizes were awarded according to the following judging criteria:

1st Appearance. 2nd Scale. 3rd Workability. 4th Use of genuine parts (non heretic). 5th Technical aspects and complexity.

There were several classes of entry and the following were the main ones on the day.

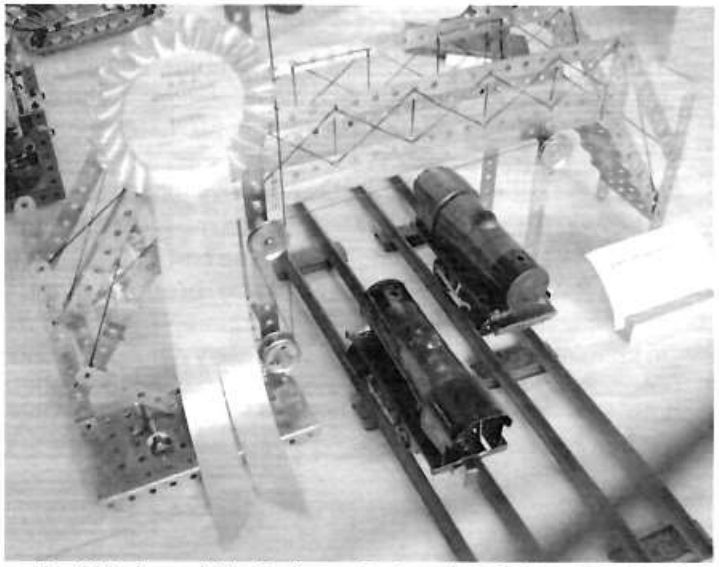
9001 Model using battery pack 16 years and under.

1st Ryan Gwynn. Meccano 4 wheel motor bike.

9002 Model using battery pack 17 years and over.

John Freer $^{1}/_{2}$ Track Truck - not placed.

9003 Meccano model working with power 17 years and



Paul Vodanovich's Railway Pedestrian & Signal Bridge

over.

John Freer Stationary Steam Engine not placed.

9004 Meccano Static Model 17 years and over.

1st John Freer Loco and Tender on Track.
2nd Paul Vodanovich Fighting Bi-plane from the No.4 Instruction Manual.
3rd Paul Vodanovich Railway Pedestrian & Signal Bridge with Track & Train under.

9006 Model using Lego under 5 years

1st Cody Hall Warehouse
2nd Jemma Ogden Girls bedroom.

9007 Model using Lego 5 to 7 years

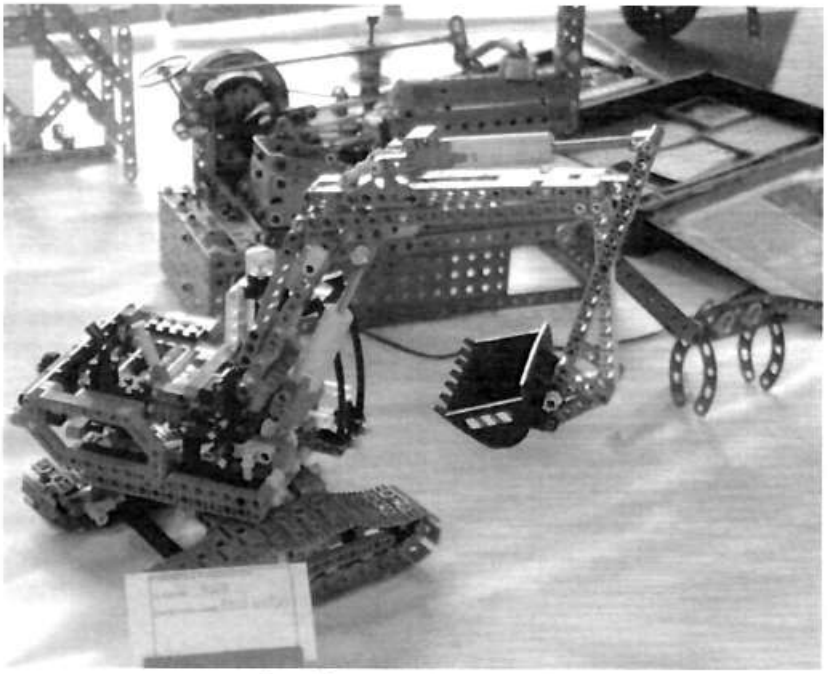
1st Adam Bridges Walking Robot
2nd Leroy Gwynn Recycle Yard
3rd Liam Finer Submarine

9008 Model using Lego 8 to 12 years

1st Brad Saxton Tractor and Hayrack
2nd Joseph Seaver Fun Bike (K,nex)
3rd Simon Brotherson Space Vehicle (manned)

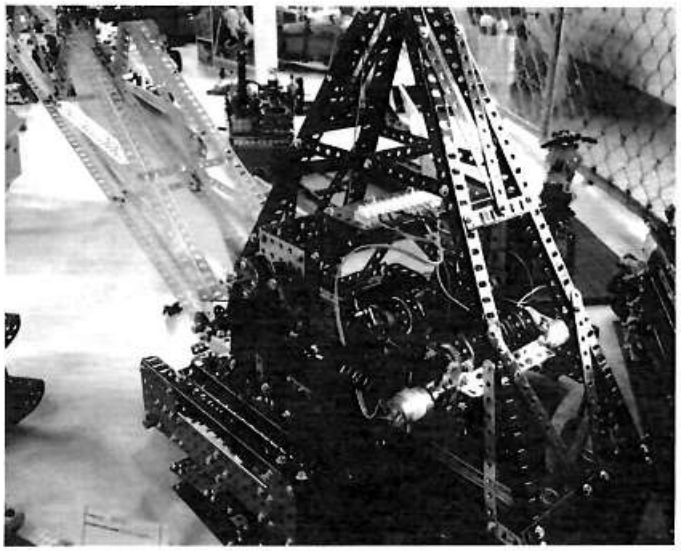
John's Meccano $^1/_2$ Track Truck and Stationary Steam Engine (actually running very realistically) were not placed as the Chief Steward decided that all the prize money this year should go to the children. That's life.

And so we will do it all again next year. There is strong interest in the Model Building competition and the usual question where can I buy some Meccano? Most mums say they are very keen to have their children involved in doing something useful with their hands.. Heard that before?



Brad Saxton's Lego Backhoe

Brad Saxton's Lego Tractor and Hayrack



John Freer's Walking dragline

MWT
MECCANO
CLUB

Report December 5th 2009

by Lou Nichols

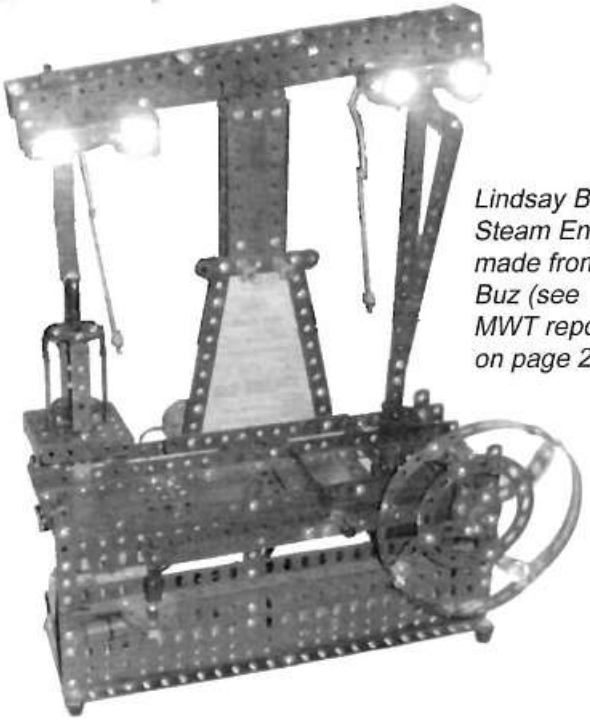
Cookies Restaurant at Paraparaumu on the Kapiti Coast was the venue for the MWT Meccano Club's Christmas Luncheon and because Paraparaumu is easily reached from Wellington, the Wellington Meccano Club members were invited to join with us for lunch and so a party of 45 members, wives, relatives and friends gathered at mid-day for a very nice Christmas lunch. At the conclusion of the lunch it was time to go to the Southward Car Museum which is also located in the Otaihanga district of Paraparaumu. Southwards is a world class car museum with over 300 cars, some of them unique, with some very early examples. Also to whet the appetite are three aeroplanes, a Bleriot monoplane, a Tiger Moth bi-plane and a Vampire jet fighter. Plus motorcycles, traction engines and motoring memorabilia. Extra facilities for the visitor, picnic in the grounds, a cafe and theatre/conference venue. So, for those of you who have never been to Southwards it should go on your itinerary if you are travelling North or South on State Highway One. The museum is 50 or so kilometres from Wellington and you use the Otaihanga tumoff, which is well signposted. All in all a very nice outing for the wind up meeting for 2009.

The Southward Car Museum

For some reason MWT club members are collectors and like to collect as many of the very interesting items that Meccano produced over the years from 1901. Looking back at the NZFMM magazines from 2009, MWT members were able to view Meccano sets 000 from 1929, a French 0005 from 1942 in blue/gold and a UK 0 set from 1946. A rather unique item was from Meccano-Triang, Canada, called Tunny Men at the Circus5. All done in colourful plastic figures complete with horse and ringmaster. A further item from Meccano-France was a HOrnby goods train set operating on 12 volts DC, also from the 1970s

Three of our MWT members usually come up with some really well thought out Meccano interpretations of items they have seen. Firstly Bruce Geange with his 1946 Opperman Motocart, a tree wheeled mechanical farm cart with tipping tray that had the motor mounted in conjunction with the front wheel. Bruce's inspiration for this model came from a Dinky toy and three photographs of the cart in operation by using the Internet. Hugh Ramage brought along a mechanism he copied from a sewing machine. You have to imagine a parallel shaft in a secondary parallel shaft in a contrary motion by use of a single connecting rod - poetry in motion. Tom Pittams always manages to come up with a novelty item and his October contribution was a nicely operating spider that walked across the floor quite realistically. Good enough to frighten the girls with.

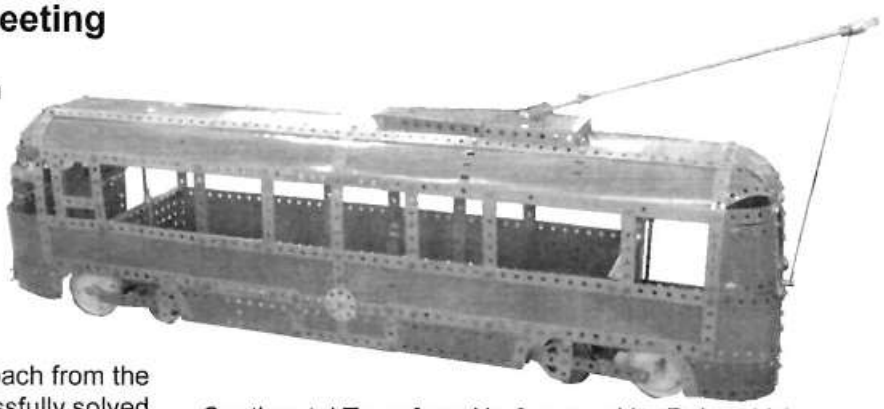
To all our readers MWT Meccano Club members wish you all a successful Meccano model building year for 2010.



Lindsay Bond Steam Engine made from Buz (see MWT report on page 24)

February Meeting

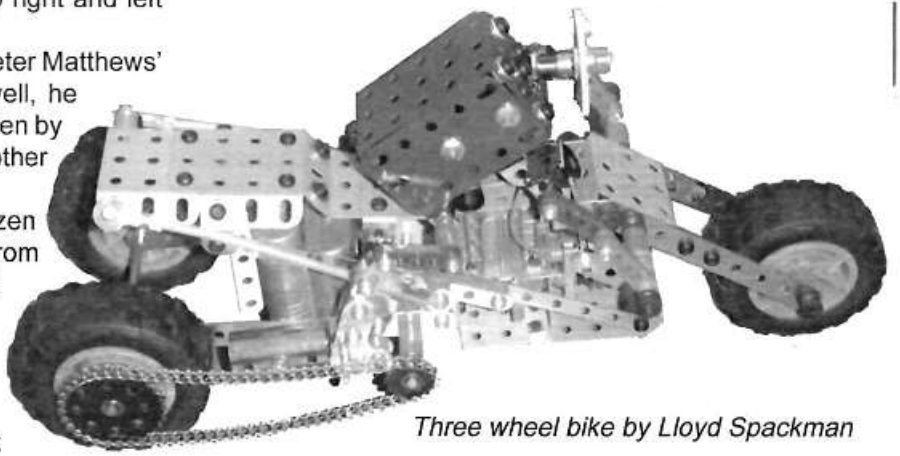
A calm, warm evening greeted members as they came to our February 5th meeting at Wainuiomata where there were some interesting models and collections to inspect and discuss.



Continental Tram from No 8 manual by Robert Vale

Robert Vale had built a continental type coach from the 1957 set 8 manual. On it he had fairly successfully solved the problem of the 3-way curves on the top right and left corners of the roof.

Lloyd Spackman showed us a modified Peter Matthews' design small working steam engine. As well, he had a motor tri-cycle built from set 9550, ridden by a colourful man built from parts from various other sets.



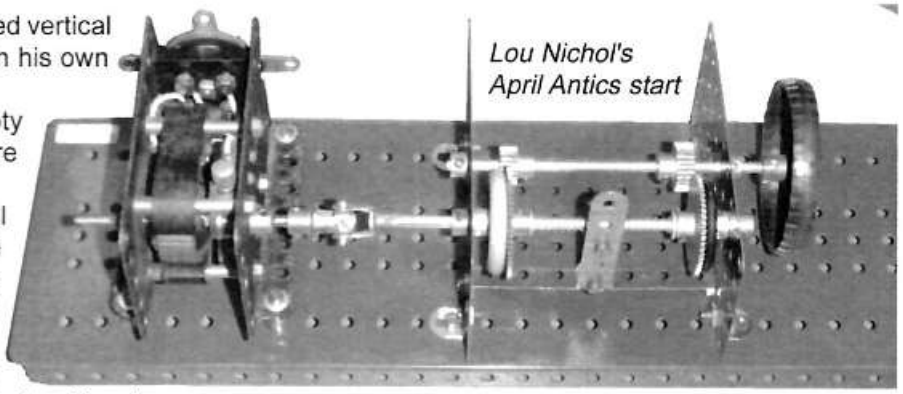
Three wheel bike by Lloyd Spackman

Simon Moody's display of about a dozen electric motors and transformers, ranging from a golfball one to E20R, and others attracted a lot of interest.

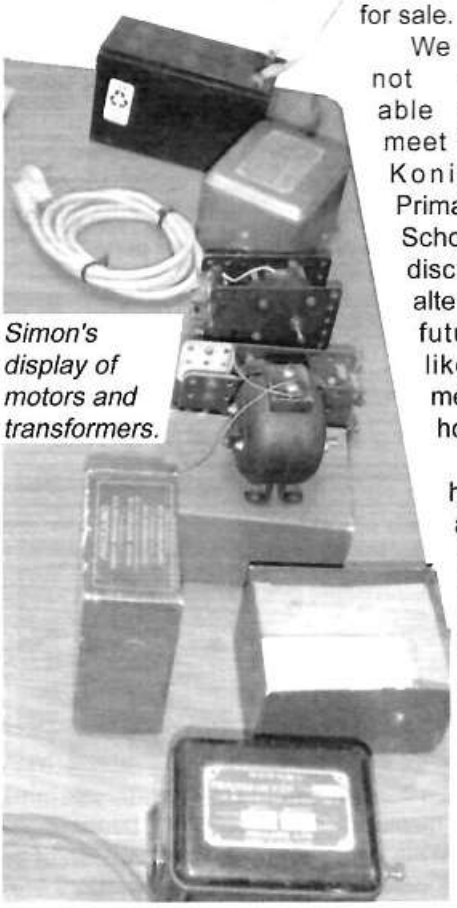
Don Flowers carried in the base of his very large mobile crane, now complete with the tracks formed from $3^1/_2$" flat girders, using a huge quantity of nuts, bolts and lock nuts. *(photo on page 28)*

Eldon Porter showed us his partly finished vertical boiler steam engine which he is making in his own workshop.

Bob Prescott had with him two empty plastic, two-tray storage boxes which were for sale.



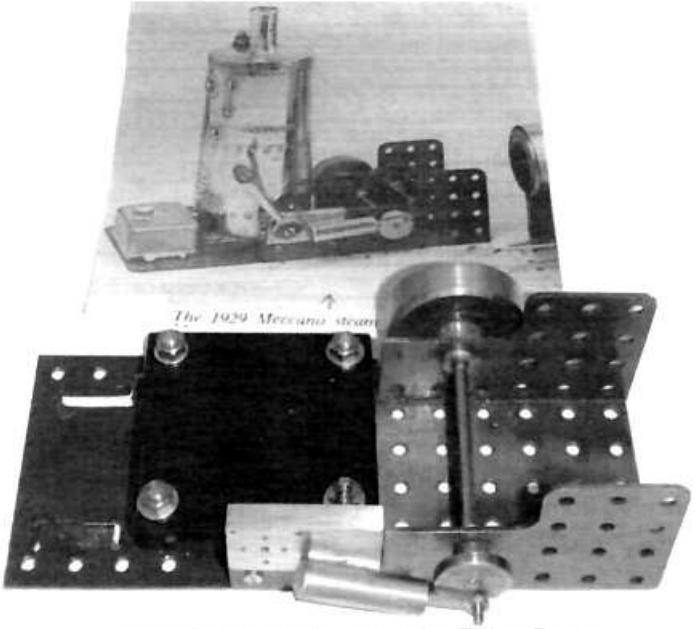
Lou Nichol's April Antics start



Simon's display of motors and transformers.

We will not be able to meet at Konini Primary School after March so discussion centred on alternative venues and future dates. Most likely we will be meeting in members' homes after March.

Our next meeting, however, will still be at Konini School on Friday, March 26th. Early because of Easter and it will be the last one at this venue. It has been a pleasure meeting at Konini and we are grateful to the School for having us there.



1929 Steam engine copy by Eldon Porter

MWT
MECCANO
CLUB

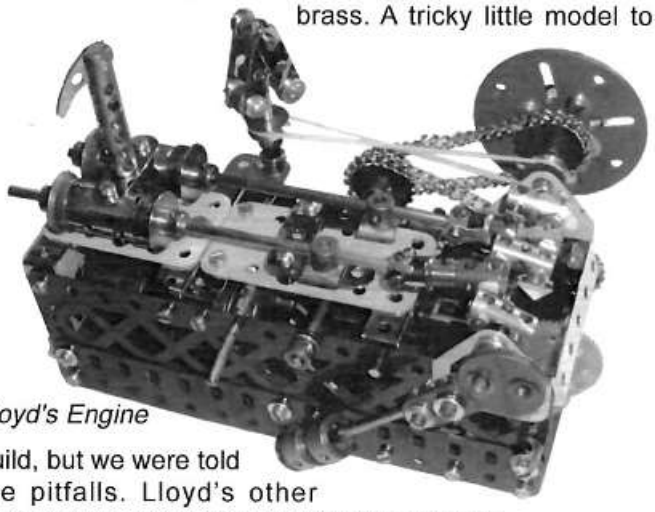
Report February 13th 2010

by Lou Nichols
photos Bruce Geange

From puzzles in Meccano to Windmills our model selection for the first MWT meeting of 2010 was very interesting. Commencing with developments, Hugh Ramage brought along the final version of his radio controlled Container Straddle Truck (photo on page 28). The truck now steers on all eight wheels and Hugh demonstrated the radio control and steering versatility by driving the model around the room without collecting any stray chairs or tables on the circuit. Sadly this model is now to be dismantled, Hugh requires the parts and is ready for a new Meccano challenge.

Don Blakeborough brought along a very interesting puzzle with the name 'Tower of Hanoi' - a Chinese patience game. For anyone wishing to make up this game and try their patience, here are the rules: The objective of this patience game is to transfer the Tower of discs from one post to either of the other two posts by moving only one disc at a time and never placing a larger disc on a smaller one. The game is completed when the tower of discs is moved to the far post. Don's game had five discs and the minimum number of moves is 31. More discs than five can be used, but this increases the number of moves required.

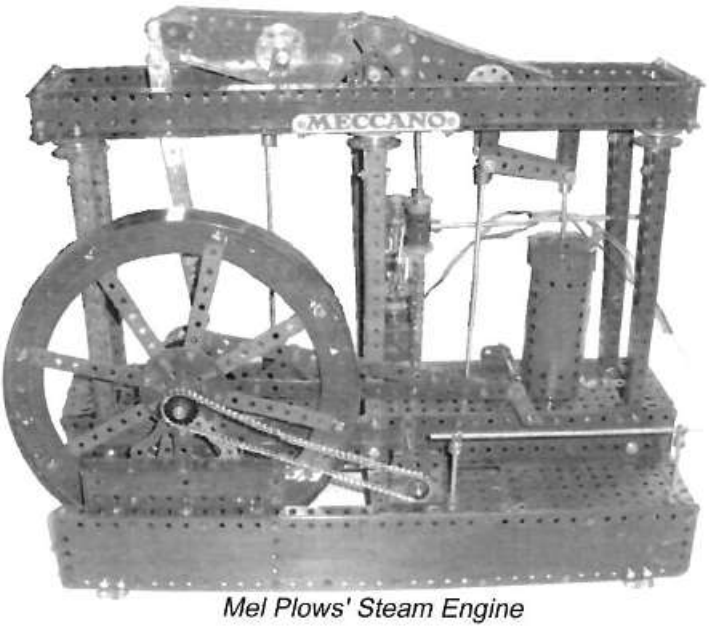
Lloyd Spackman brought along two very different models; a miniature twin cylinder steam engine in blue, nickel and brass. A tricky little model to build, but we were told the pitfalls. Lloyd's other model was a motor tricycle with rider and was immediately nicknamed the 'Big Yin'. Do you remember Billy Connolly's 'World Tour' series with Billy on his motor tricycle showing us the highways and byways of New Zealand and giving a very good commentary of some of our more quirky aspects on his way.



Lloyd's Engine

Mel Plows is also into steam engine modelling, but his was a bigger model than Lloyd's in the shape of a Beam Engine copied from a photograph of one used in Kew Gardens for pumping water. His other model was a vintage car, both models in very smart red/green colour scheme.

If you are into building models from the Modelplan series,



Mel Plows' Steam Engine

then John Ince's Modelplan 138, a Meccanograph incorporating the Schmidt Coupling might be just your model. John demonstrated the Meccanogaph very nicely.

Towards 'April Antics' in New Plymouth, Lou Nichols brought along his E15R electric motor coupled up to a two speed gear box with clutch as his start for his April entry. The model itself will appear in April.

Tom Pittams always manages to bring along some quite novel items, today's contributions being three Meccano robots in orange, black and green, plus his spider, but this time modified to carry its own power pack. Previously it just dragged the power pack around behind itself.

For the Feilding 'Magic Cave' Christmas display, Bruce Geange made a very good display of Meccano models and today brought along his very nicely executed smock windmill, (a windmill of which the cap only and not the body revolves) looking resplendent with red superstructure, green roof and yellow sails with green centre veins. Visitors to the display were invited to press a button to set the windmill in action and this proved very popular. (see page 13)

The nickel finished strips from the 1920s tend to get overlooked. However, Paul Vodanovitch enjoys cleaning these up and his contribution today was a marine flotilla comprising a battleship, heavy cruiser, light cruiser, torpedo boat and liner. All looking very pristine in shiny nickel.

Today's other system item was from Daryl Anderson in the shape of 'Buz' shop display model of a working beam engine with flashing lights. This model came to Daryl as part of the late Lindsay Bond's collection. (Photo on page 22)

Obituary: Cees Van Pypen

It is with sadness that I have to inform you of the death of my husband Cees Van Pypen. he passed away on the 24th September 2009 suffering a heart attack. He always looked forward to the magazine and although he had joined a club here in Queensland he thought your club and magazine was the best. I am left with a collection of Meccano, at the moment I am not to sure what I will do with it., but rest assured that it will not go to the tip as one member of the Queensland club requested I don't do.

Please remove his name from your mailing list I would appreciate that and would you inform the members of your club of his passing .

Regards, Raewyn Vanpypen

Photographing Models.

by John Ince

Photographs of Meccano models are an important part of this magazine. But they need to be of reasonable quality. Colour photographs are quite satisfactory even when the published picture is going to be black and white. This article was first published in April 2001 but as there have been significant changes in cameras since then it is worth dealing with the matter again. These days most people use digital cameras which are usually automatic.

I think that this is one reason why many photos have poor depth of focus. The cameras automatically set to a large aperture and fast shutter speed. In preparation of the magazine I spend a lot of time getting rid of picture backgrounds so that what we publish is just the Meccano model. If the background is complicated then editing the photo can be very difficult. The picture at the bottom of page 14 illustrates the point. The fine details of the models are mixed up with the background so the picture is left in colour and untouched.

Here are some suggestions that may help readers to improve the quality of their snaps.

Depth of Field:

As most model photographs are taken at close range it is not possible to focus on all parts of the subject at the same time. How can this problem be resolved? Set your lens manually to a small aperture say *f11* or *f16*. The higher the *f* number, the smaller the aperture. This means that only the central part of the lens is used; it also means that the depth of field is much greater and the whole of the model will be in focus. But there is a penalty.....

Length of Exposure:

As much less light is able to pass through the lens at high *f* numbers, it will be necessary to increase the time of exposure to compensate. I find that up to 1 second may be necessary. This is a time exposure. An exposure meter, (are they still available?), will be handy in determining the exposure. Perhaps your camera will have a manual setting and the built in meter will be of assistance. Again there is a penalty. You must.....

Keep the Camera Steady:

A tripod is essential for time exposures. You will also need to use a cable release as pressing the shutter button would cause the camera to move. A poor alternative is to set the camera on a firm base and use the delayed shutter release.

Lighting:

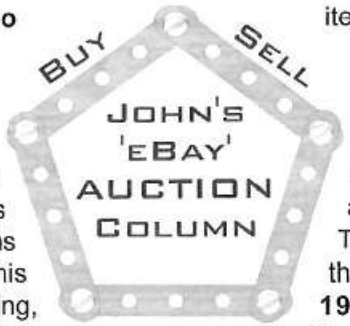
Beware of photographing the model in bright sunlight or under bright artificial light. If the light casts a shadow then it will not be possible to see the shadow detail in the photograph. Although your eye may be able to distinguish the details in the shaded parts of the model, the film in your camera cannot. I find that the best light is inside near a window on a sunny day. In other words, strong subdued light but no shadows.

For photographs taken at an exhibition or club meeting a flash will probably be necessary. Some definition will be sacrificed.

Backgrounds:

Make sure that you place your model on a neutral background. I prefer sheets of white, grey or blue card curved as necessary to completely fill the field of view. Another suitable background is a projection screen, usually a special plastic material with a matt surface, attached to rods so that it may be rolled up when not in use. Some sort of supporting stand will be necessary. In some cases a model may be very effectively photographed against a real life background. Sometimes model ships can be photographed with a water background. But be sure to keep the background in scale with the model.

Another very important feature of the photograph may be the inclusion of the model builder in the frame. This is especially desirable if the picture is taken at an exhibition and vital if the model builder is a prize winner.



1925 "Jackie Coogan visits a Meccano factory" Booklet. This promotional 20 page booklet puts the film star Jackie Coogan visiting the famous Binns Road factory. Coogan was an American child actor (he was 11 years old when this publication was printed).Some of us may remember him as Uncle Fester in the T.V program "The Addams family". Anyway getting back to the booklet this one was a very nice example with tight binding, no tears etc. NZ$180. As a matter of interest there is a booklet with similar text put out by Meccano for the American market.

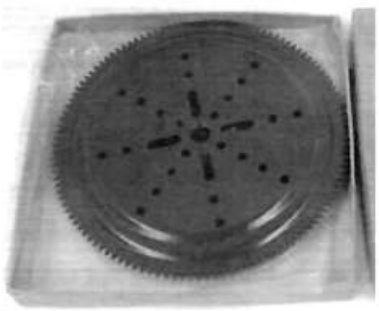
Pre war Small Parts Box for nuts and bolts. Well I tell a lie, apparently the box with the lady, girl and boy on the lid (which this is) is for the small Meccano parts and the boy with the cat and crane holds the nuts and bolts. This box in average condition and these have been selling well lately. NZ$90. Box is empty.

1926 Meccano Instruction Book No 1. This 212 page edition of the popular No 1 series of manuals . Good clean example. Lovely manual to get and treasure. NZ$140.

Meccano magazine No 1. The very first MM-not that uncommon, some of the next few numbers more hard ti find. Largely an advertising ploy by Meccano it was given away free to boys interested in Meccano. Covers the period Sept. -Oct. 1916, this one in fairly good nick and sold for NZ$250. Not bad for a freebie.

Meccano RAF Supermarine Spitfire Set. This is a fairly new set, not seen by writer before. Set has never been opened so can not show you contents. Has anyone made what looks like a very nice model? NZ$36.

Meccano 6" Ball Thrust Bearing. Not a standard Meccano piece but one made by Ashok Banerjee in India. Great workmanship in this as new Bearing. Sold well at NZ$225.



Geared Roller Bearing Part No 167.- Another Ashok Banerjee replica. I can vouch for the quality of these replicas as I have test driven one. This one is in red and green and with the optional wooden box to house it. These sell on Ashok. s site for NZ$600 but the lucky winning bidder got his for NZ$360.

Rare boxed X1 Electrical Outfit. Circa 1921 the X1 set unlike the X2 set came without the motor and accumulator. The box is in great condition, the four small boxes which hold the various insulating washers and bushes, 6 B. A nuts and screws, contact screws etc are also sound and clean. Set not complete- bobbins and wire wheels and maybe a few other

items have gone missing. The first electrical sets were introduced in 1920 with the X1 selling for 15 shillings and the X2 for 55 shillings. Both sets are now considered very desirable Meccano items to own and complete sets bring good money. The French and the Americans had there own sets as well. The manual in this set is in good condition and the set itself realised NZ$620.

1926 Meccano Guild Certificate and Envelope. The Meccano Guild was started in 1919 by Frank Hornby. Frank was the President of the Club and boys could apply to become members. This one is in a very clean and damage free condition and also comes with its envelope dated 1926. Amazing the two have been kept together all this time. NZ$106.

Meccano No 0 Aeroplane Construction Set in Wartime Box. Red and Cream in colour with letter markings LV-CLT. Unsure of completeness, comes with No 0 instruction manual which looks like has a few tears. Wartime box quite plain-brown box with a blue and white label. NZ$500.

Unused 6A accessory Outfit-mid 1950s. As it was as it left the Meccano factory those many years ago(no brown paper wrapping). Only minor shelf wear, small parts box still sealed. Parts are as new, no rust, no nothing. Correct manual, lovely set. NZ$210.

Marx New York Platform Tin Wind up Toy. Not Meccano but still a great toy and it is already built for you. This fantastic 1930's toy is quite rare in this condition. Great graphics(see photos) and it still works. The train moves around the city while the plane flies overhead. Lovely toy to own and appreciate. NZ$1300.

Twelve Miniature Loaded Sacks circa 1930. Genuine loaded sacks from this period. Seller states that they came from an early 1930s No 7 outfit. In good used condition with no breaks in the bags. Ideal for set restorers. NZ$250.

French SMLs. A collection(38 out of a possible 42) of Super model leaflets in French. All but one in excellent condition, only No 4 has a few problems. Unusual to find nearly a complete set and a good buy at NZ$220.

1950s Meccano Dealers Spare Parts Box. As well as getting the lovely dealer's Box you get it full of new parts mostly still sealed in their boxes. There are approx. 170-180

boxes of parts. Seller believes it is prior to 1958 as after that the box was made of stained beech. This was a good buy at NZ$2450 and I think it came down to this part of the world.

Royal Meccano tin. These sets were first made in 1911 to commemorate the coronation of George V. The tin on this set(auction is only for the tin) is in a fairly worn state-not a large tin but was probably a better set than the Kindergarten set it replaced. Sold for NZ$300

New Zealand Club Diary 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 on Saturday 8th May, 2010, at David & Elizabeth Wall's home at 45 Kath Hopper Drive, Orewa starting at 2.00pm.

MWT Meccano Club.
President - John Freer - Ph 06 272 8467
Secretary - Graham Hawtree - Ph 06 344 7501
Meetings at 2 pm. Next meeting Saturday, March 13th 2010 at the Hawtree home, 50 Fox Road, Springvale, Wanganui. There will be no April meeting.

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 April 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 For details please refer to the information sheet included with the November magazine. If you need another copy please email John Ince.

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

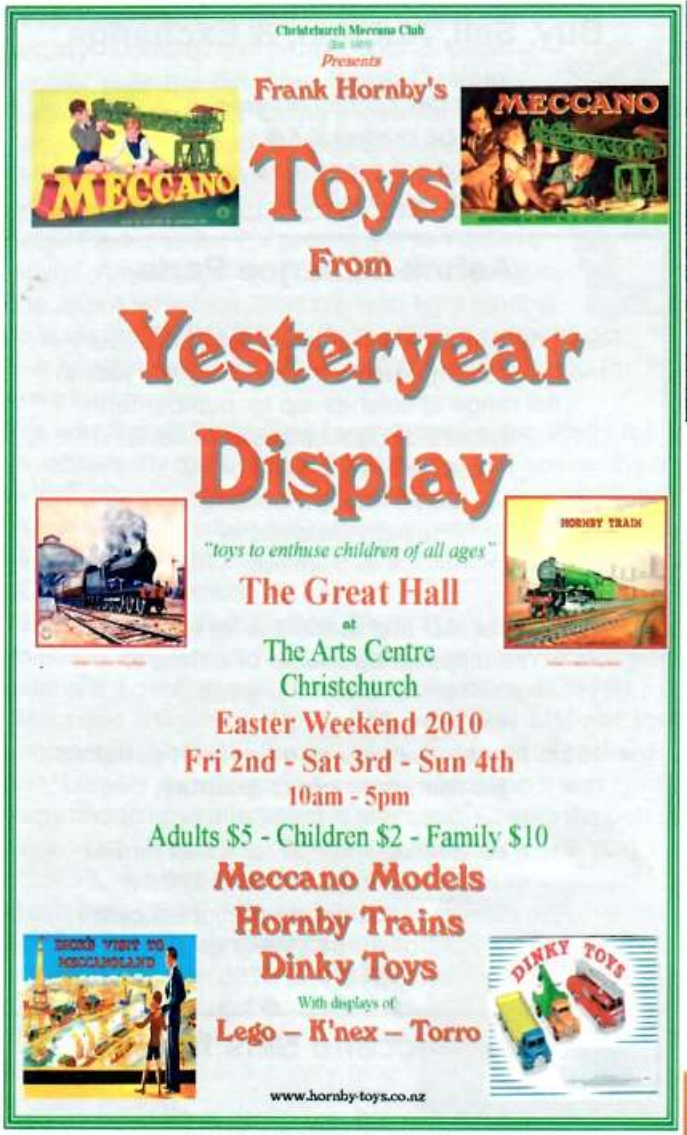
Buy, Sell, Auction, & Exchange.

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.

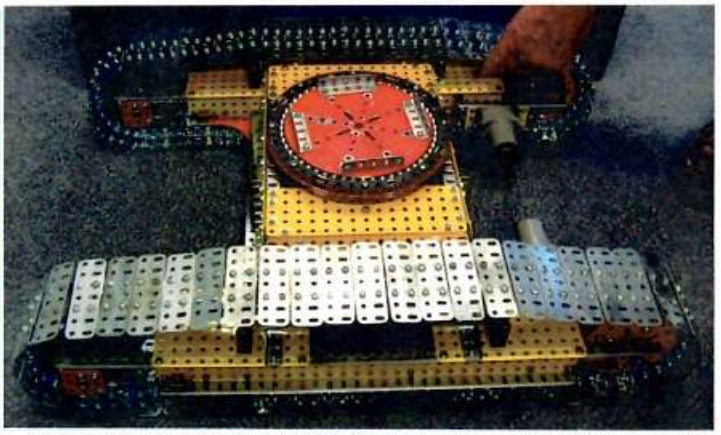
Boxed Meccano Sets for sale.

— A 1960 Set No 7 in red and green is pictured on page 28. The parts are in good condition but the box needs a bit of repair work. The guarantee slip is dated 12/4/60. Includes Instruction Manuals 5, 5a, 6a and 7/8
— A 1959 Set No 8a also in red and green is pictured below. The parts are in unused condition and the box is in very good condition although unfortunately the tray is missing. The guarantee slip date is probably 1961. Outfit No 9 Manual included.
— An unboxed 1971 Set No 3 in zinc, yellow and blue with Instruction Manual.

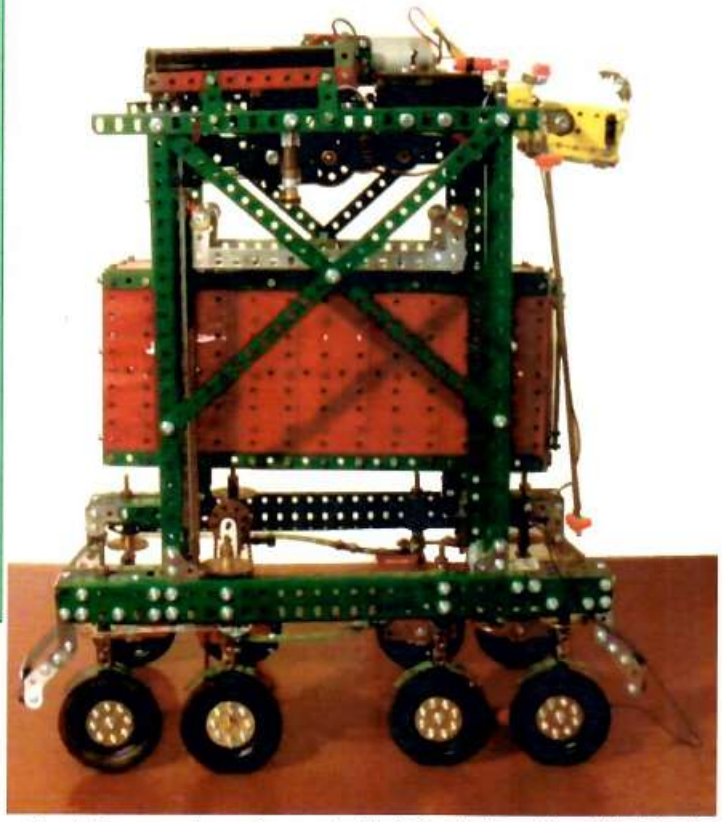
For more details, parts lists etc and to make offers, please contact John Ince,



Easter 2010 is in April.

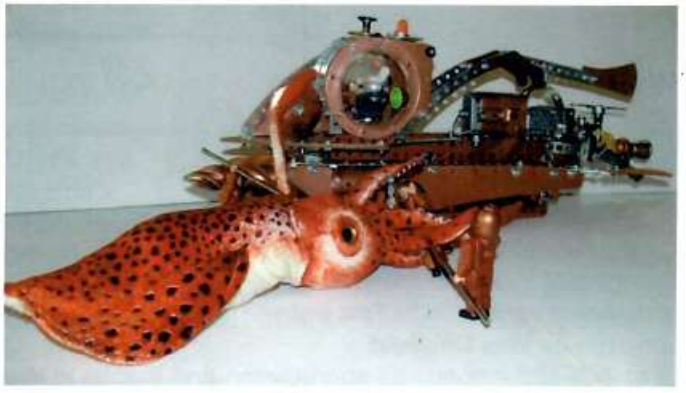


At the WMC meeting Don Flowers showed the base of his very large mobile crane.



Hugh Ramage's radio controlled Container Straddle Truck at the MWT Meeting.

1960 Set No 7 - page 27 Buy and Sell



The giant squid eating the Nautilus - page 16 Fig. 5

Printed by Aorangi Print, 125 Campbell Road, RD5, Feilding, 4775, NZ; email: <penny@aorangiprint.co.nz>
Printed on a Fuji Xerox DocuColor 1256GA.