



George Ovenden (left), David Wall, Bob Pentney & Rick Vine discuss George's two models at the Auckland Meccano Guild May meeting. The gantry crane is in front of the red fire engine.



Also at the AMG meeting was John Denton's walking Strider from the Avatar movie.



NZ Federation of Meccano Modellers Magazine

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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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Meccano Booming & Moving Forward

John Pond (Cornwall, UK) recently sent me a 2 page article from *The Independent* newspaper entitled "Deconstructing Meccano". This colourful article gave a brief history of our favourite construction "toy" and revealed that a Hollywood movie, a 3D animated movie, is planned with Meccano as the main character. The movie will be in a similar vein to *Toy Story*. The producer, Steven-Charles Jaffe (of *Ghost* and *Star Trek IV* fame) and his two associates were Meccano fanatics when boys. He hopes that the film will lead to a TV series and video games. Does this mean that my button-pressing son (read video game fanatic) might just become interested in Meccano at long last?

The other piece of interesting news in the article is that production of Meccano has been reduced by 20% in China and increased in France by the same amount, with new automated machinery installed. Sales have been up 20% over the last 3-4 years and 80% of all Meccano production will be in Calais from now on. The plant manager at the Calais factory says "We lost out for a while during the computer-game boom but there seems, all over the world, to be a return to traditional values and traditional kinds of toys – a trend which has been reinforced by the recession. At a time of uncertainty, people feel the need for something more solid, something they can touch, something more educational". The James May TV series *Toy Stories* has increased interest in Meccano, at least by British children, so it is all good news.

The only criticism of modern Meccano, in the article, comes from Philip Webb (Chairman of the ISM) who deplores the abandonment of the traditional colours. There are now "over 100 nuances of colour" in the Meccano range (admits the Calais plant manager), making it very difficult to construct a large model with uniform colours; tell me about it! Even French yellow pieces come in several different shades of yellow these days.

21 Meccanomen (and their partners) had a very successful *April Antics* weekend and this issue contains full coverage by Gary Higgins. Planning for next year's Easter Convention (or should that be Exhibition) in Palmerton North is well under way and a preview is included on page 22.

As per usual I'm in need of Meccano related articles for the next issue. So if you could spend one or two winter evenings writing up an article I, and the membership, would greatly appreciate it.

May these winter months produce many Meccano models.

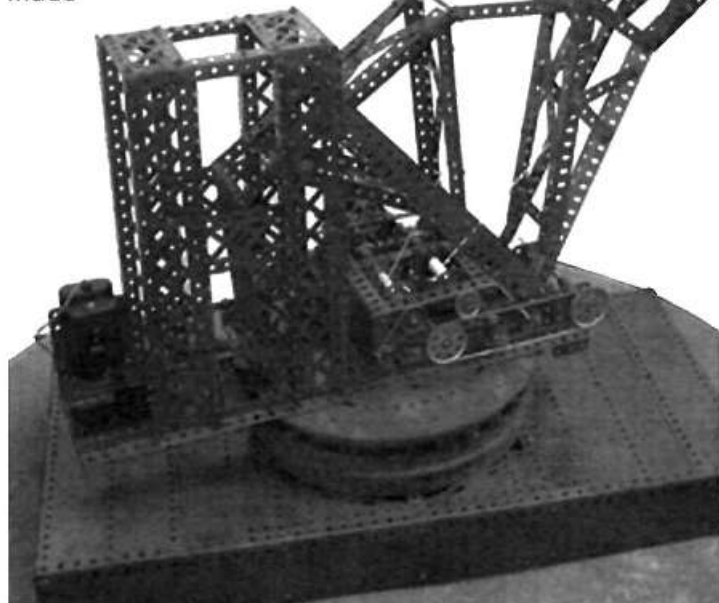
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Henry Porter's Pontoon Crane

A few years ago, while I was looking through my pre-war Meccano Magazines I saw in the February 1935 issue, an advertisement for Meccano, which showed the Super Model Pontoon Crane with a little drawing above it of the crane on which it was based. (See page 4)

This sketch showed the prototype had double towers at the back and a longer jib. Some years ago I made

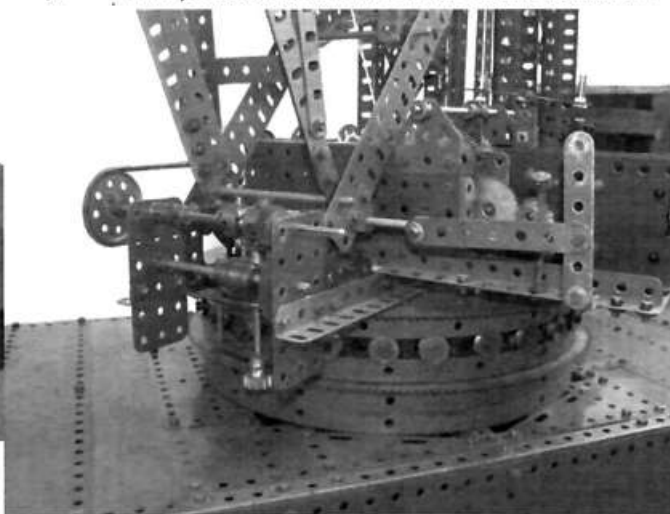


a model of it. Recently I constructed the model shown above. I used the original engine mounting with gearing and hoisting drums. A drive was taken between these to a pulley on the other side. Originally I tried a chain drive as illustrated in "Meccano Parts and How to Use Them", but it kept coming off because it was running too fast. So I replaced it with a rubber band drive to the front of the crane. This drove gearing with an engagement mechanism and vertical drive down the $\frac{1}{2}$ " Pinion, which engaged with the large 210-toothed plate on the roller bearing.

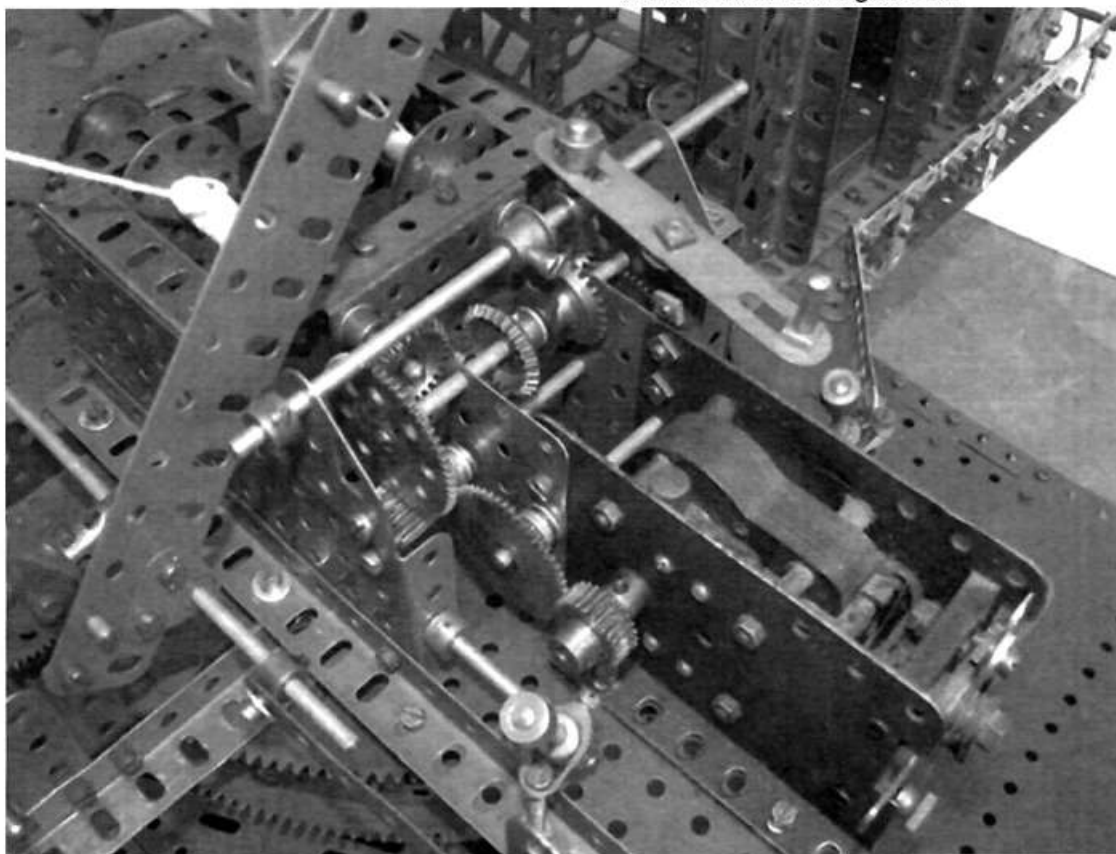
The luffing gear was driven by a motor with gearbox and battery box, as found in the Mechanical

Workshop set. This was mounted between the uprights of the rear tower and connected to the traditional luffing gear mounted on the rear of the front tower. A small gangway was made to connect the position of the motor switch to the main control platform. The large toothed plate can be replaced by the Large Toothed Segments for those people who have them.

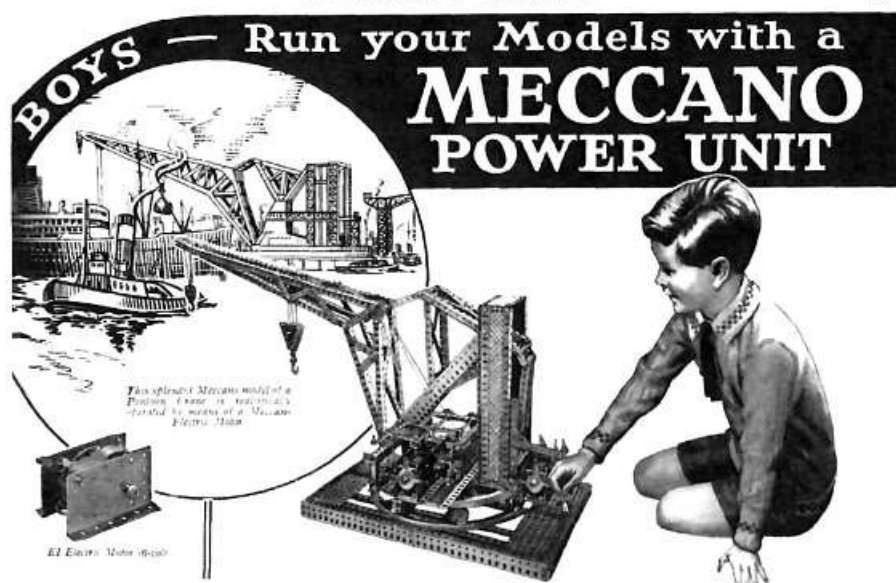
The picture below shows the crane turntable.



The picture below shows the electric motor and the drive to the gearbox.



The advertisement on page ix of the February 1935 Meccano Magazine, which inspired Henry Porter to build his crane model.



N.Z. FEDERATION OF MECCANO MODELLERS

Income and Expenses - April 2009 to March 2010

2008/9		March 1, 2009	2009/10
2923	Cash Book Balance		2765.37
	INCOME		
3777	Subscriptions, N.Z.	3548.30	5536.20
1516	Subscriptions, Australia	1033.81	
856	Subscriptions, Rest of Wld	875.78	
32	Subscriptions in Advance	133.96	
89	Back Copies & Casuals	14.00	
70	Donations	50.00	
400	Donation Wgton.M.C.	—	
—	Advertisements	<u>119.65</u>	
6740			<u>5775.50</u>
		8301.57	8540.87
	EXPENSES		
4600	Printing 4 issues (6 last year)	3595.39	
70	Printing Back Copies	9.09	
25	Printing Subs. List	45.00	
15	Printing Sub Forms 10/11	26.00	
1978	Postage, 4 issues (6 last year)	1399.00	
15	Postage, Back Issues	—	
100	Plastic Wrapping	80.00	
10	Envelopes	8.50	
57	Labels	—	
25	Convention Regn. Forms	—	
3	Bank Charges	<u>1.00</u>	
6898			<u>5173.98</u>
	Cash Book Balance	March 1, 2010	<u>3366.89</u>
	Bank Reconciliation		
	CashBook Balance March 1, 2010	3366.89	
	plus 10/11 Subs paid since 1/3/10	<u>3313.68</u>	
	Bank Balance April 8th, 2010	6680.57	
	Mailing List	March 1, 2010	
	New Zealand	123	
	Australia	27	
	Rest of World	<u>25</u>	
		175	

April Antics 2010

This year's April Antics hosted by NZFMM to place at the Devon Hotel in New Plymouth and is reported by Gary Higgins.

The event is provided to allow Meccano modellers/enthusiasts and their families to meet, share their views on everything and anything, to demonstrate their ideas, expertise and enjoy fellowship in a convivial atmosphere.

This years challenge was entitled 'Ozone & Artistic merit'.

The rules were simple;
Build a machine of your choice.

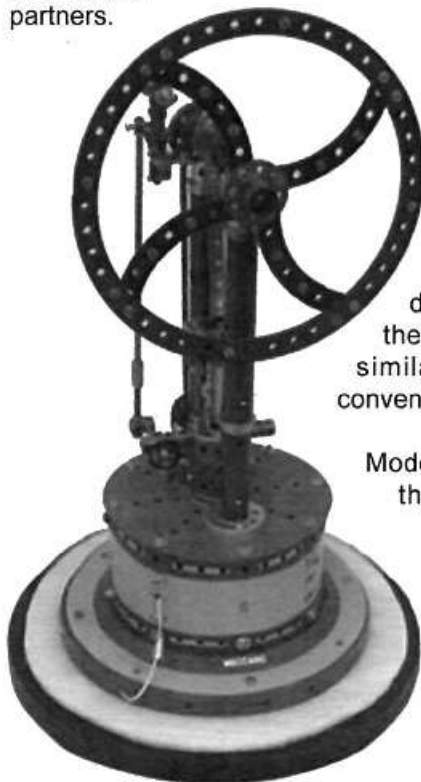
Ozone:

1. powered by a Meccano "cricket ball", E15R or E20R motor.

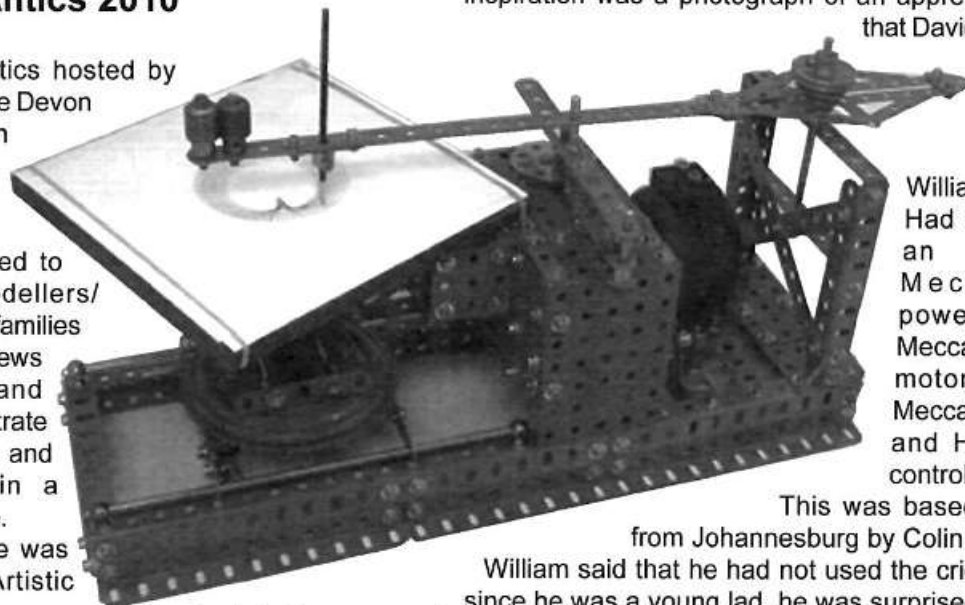
Artistic Merit:

1. maximise imagination and innovation
2. Include features to enhance artistic merit
3. Make it run smoothly and well.

We had a good attendance with 21 Meccano men attending many with families and partners.



Vertical Steam Engine by David Wall



William Irwin's Meccanograph

inspiration was a photograph of an apprentice set piece that David had observed overseas. It ran faultlessly.

William Irwin (AMG) Had brought along an eccentric Meccanograph powered by a Meccano cricket ball motor and original Meccano transformer and Hornby speed controller.

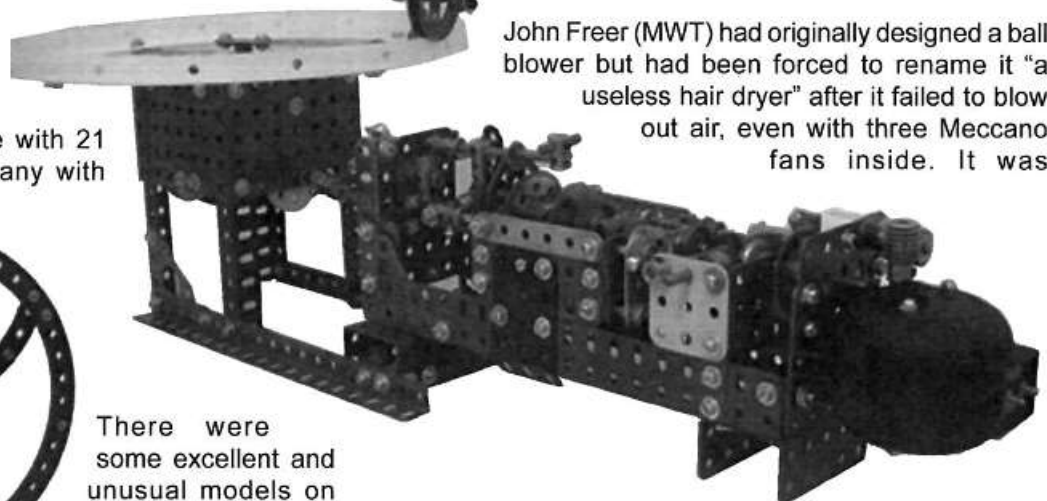
This was based on a design from Johannesburg by Colin Cohn.

William said that he had not used the cricket ball motor since he was a young lad, he was surprised at how well it ran.



Frank Denison (New Plymouth) had built a small mobile crane based on a 1970s Meccano Magazine model by Ian Jenkins. An Emebo motor had been used to good effect in driving the upper crane to provide slewing and hoisting action via various gear arrangements while the chassis drive was via a powerdrive motor.

John Freer (MWT) had originally designed a ball blower but had been forced to rename it "a useless hair dryer" after it failed to blow out air, even with three Meccano fans inside. It was



Barry Babbage's model of a trick cyclist

powered by a cricket ball motor and original transformer.

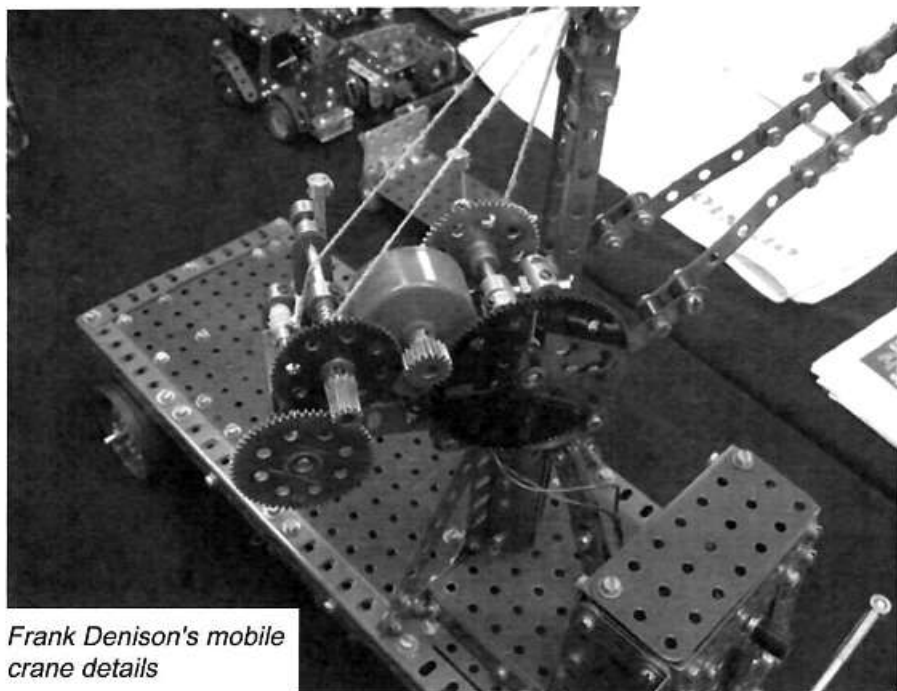
Gary Higgins (AMG) had made up a steam lorry in blue/gold Meccano driven by an E20R motor with the side plates extended by flat plates to meet the original model specs. The motor drive the vehicle via a chain drive to the rear wheels and the tray tipping was via a series of cords and pulleys.

Wayne Blakely (MWT) had made up a windmill to a 1926 design but had been innovative in making the model friction driven i.e. none of the sprockets were grub screwed to the axles, they were free to rotate. This is a great idea for exhibition models where anyone touching the sails can cause them to stop without damage to the model or the

There were some excellent and unusual models on display, most meeting the above criteria but a similar number using conventional motors as well.

Models were provided by the following NZFMM members:

David Wall (AMG) who had made a vertical steam engine powered by a small modern electric motor hidden in the base. The model



Frank Denison's mobile crane details

cyclist circling around on a flanged ring similar to a CQ magazine model but Barry had also added a 4-speed gearbox and all was driven by a cricket ball motor. A flywheel was used to good effect on the end of the gear train to even out the vibrations on the central rod. This the first time Barry had used one in a model. Barry also made up a planetary gear system taken from an earlier mechanisms book but he found it did not work very smoothly and was stubborn when sliding between gears,

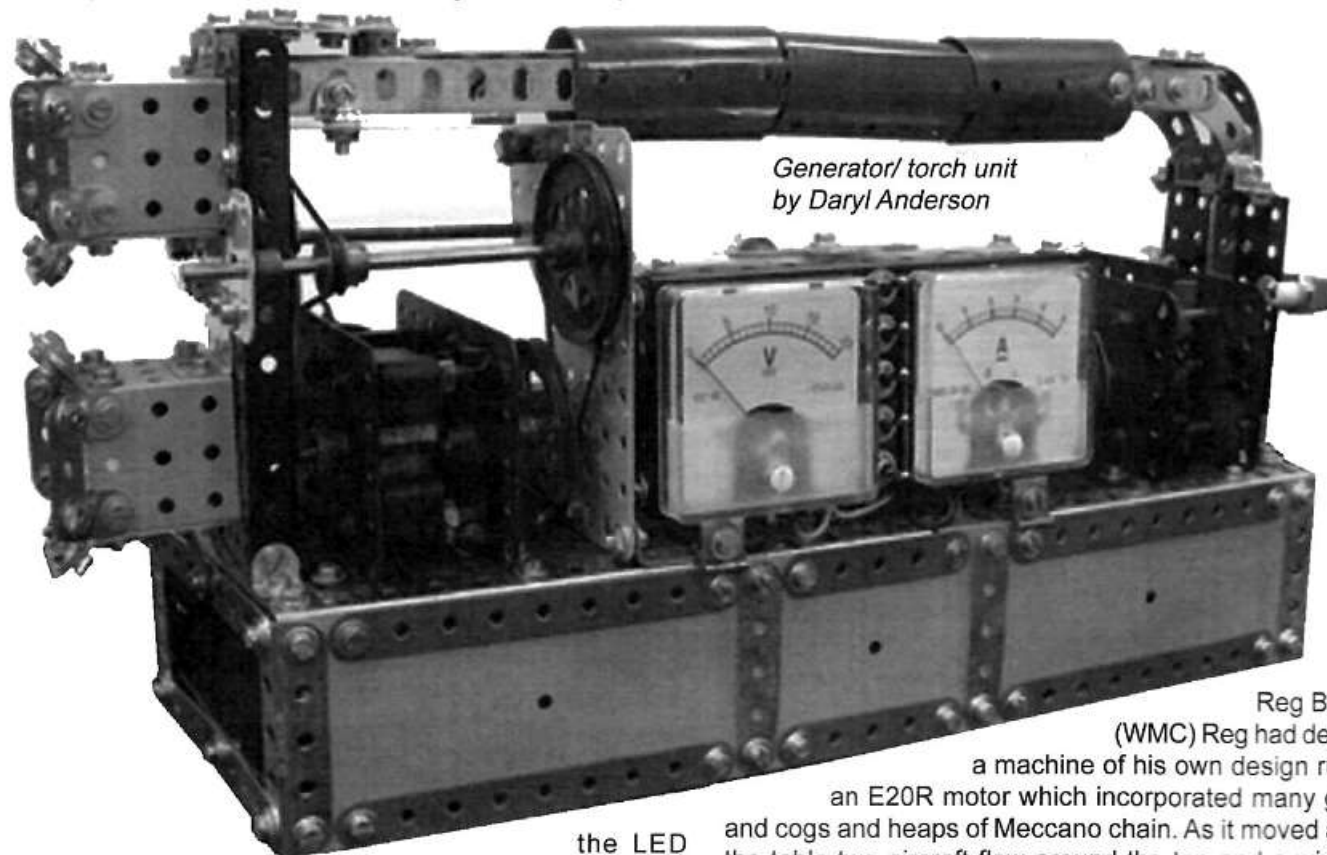
Chris Morton (MWT) had brought along a model made up from a use-only- three-parts competition, Chris had designed a rolling mine. These were invented to try and blow up enemy installations. They consisted of a central area filled with high explosive and were rocket propelled on each side. However it was soon found that if rockets on one side did not ignite

public.

Daryl Anderson (MWT) had made a portable transformer and light unit powered by a 12 volt heavy duty battery. He was running E20R and E15R motors which in turn ran, via a band drive the output spindles of two small electric motors. These provided the power source as generators to power

then the whole device was liable to run back and destroy friendly installations...hmmm.

Graham Hawtree (MWT) had a pristine original Geared Roller Bearing complete with box in red/ green.



Generator/ torch unit by Daryl Anderson

the LED lights. These were screwed into Electrikits sockets and are commercially available. An ammeter and voltmeter were also coupled to the device to keep track of current generated/used; very clever Daryl.

Reg Barlow (WMC) Reg had devised a machine of his own design run by an E20R motor which incorporated many gears and cogs and heaps of Meccano chain. As it moved along the table two aircraft flew around the top and a windmill device twirled at the front, at least I think it was the front! Reg quite rightly won the prize for the model to most closely match the criteria.

George Ovendon (AMG) had designed a ferris wheel from

Barry Babbage (Tauranga) had completed a model of a trick

a model plan but had altered the side bracing by replacing strips with angle girders to stiffen up the A frame. The model ran remarkably quietly powered by a small tape recorder motor. George also had a model of a Jeep built to a design by Lloyd Spackman (WMC) and a small tractor and trailer driven by a magic motor. The model plan was designed by Bruce Geange (MWT), who was there to appreciate it.

Bruce Geange (MWT) had constructed a model from a picture of a Oppermann 3 wheeled farm truck which used a car mirror motor as a drive with a reduction gearbox. The hydraulic lift on the trailer was simulated by cording and pulleys.

Alistair Tong (MWT) had brought along a model he described as "Hey Diddle Diddle". He had built a rotating sun-moon device and decided it would be nice to incorporate a cow jumping over the moon. It does this very well- the kids will love this model. There was of course a steam engine pretending to be the driving, power however it was delivered by an E20R.

Other members in attendance were:

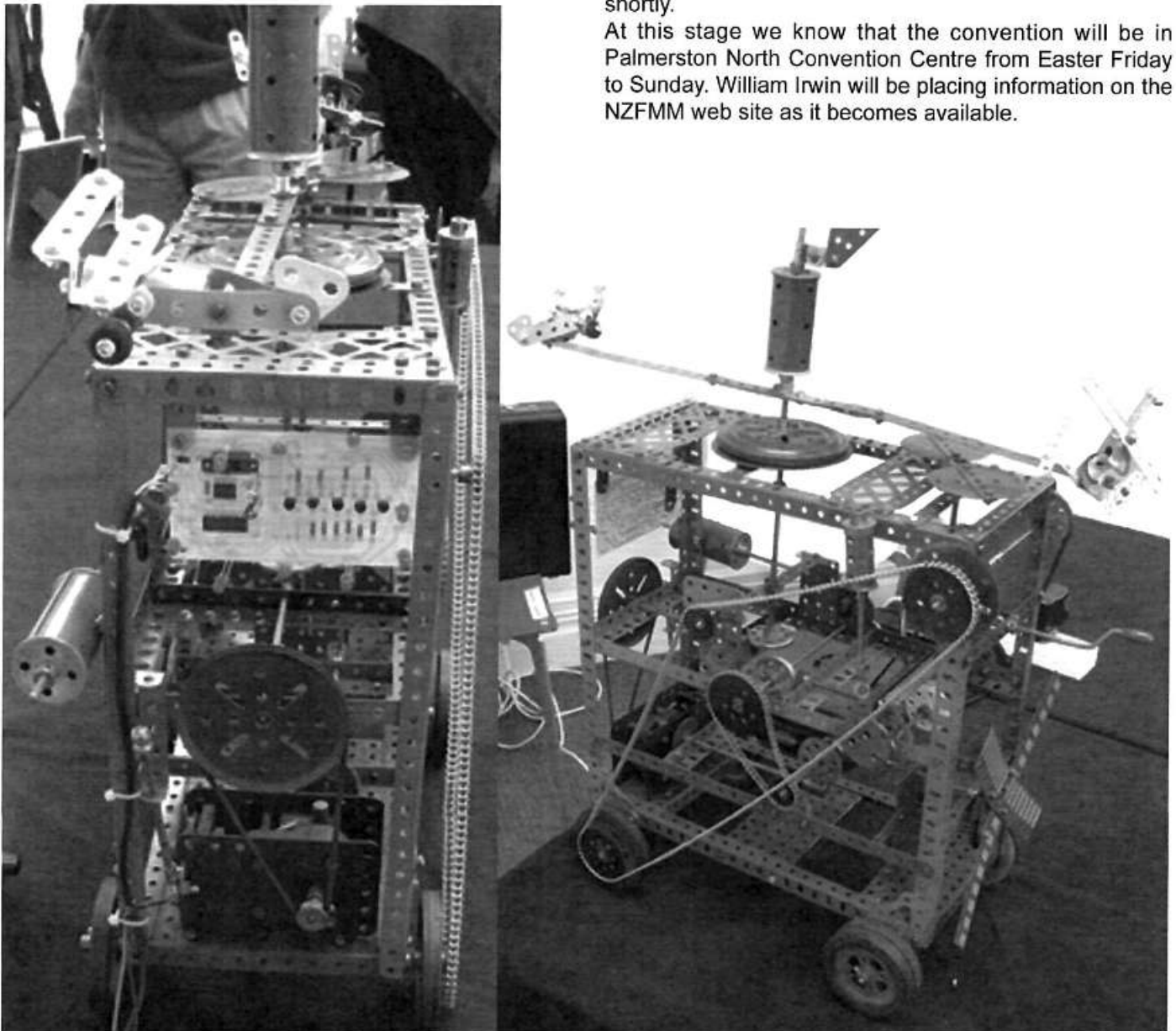
Charles Steadman (CMC) who demonstrated his OPM site, Sewyn Bluett (MWT), Peter Hancock (AMG) responsible for the majority of the organisation for this event. – thanks Peter. Simon Moody (WMC)- co-organiser – thanks again, Bryan Jones (MWT), Robin Rye (MWT), Brian Hickson (Matamata).

Peter gave an update on the magazine, now with 4 copies a year, 28 pages and 4 colour pages. There may be electronic options in the future however the printed copy will always remain.

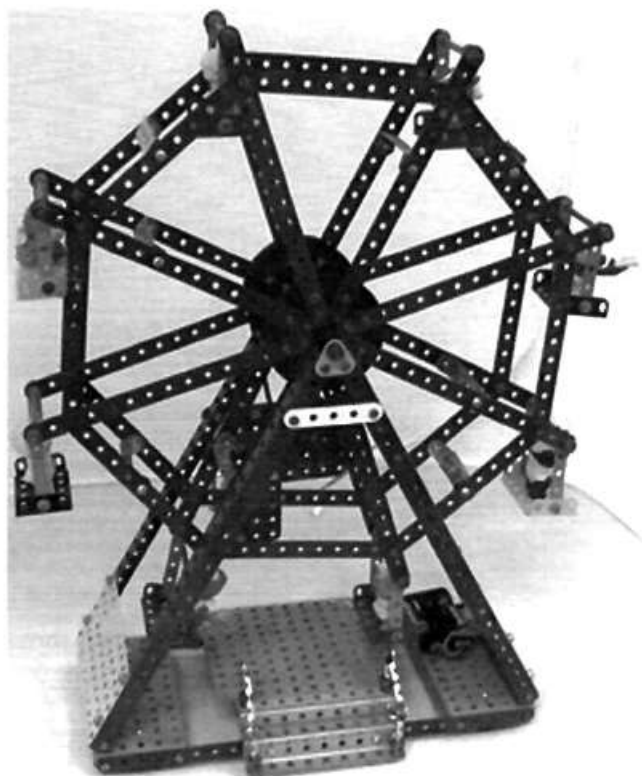
Discussion took place on the development of a Constitution for the Federation and Peter tabled some papers from the onset of the federation for members to view.

The 2011 convention was then discussed at length and we can expect further information from the hosting club (MWT) shortly.

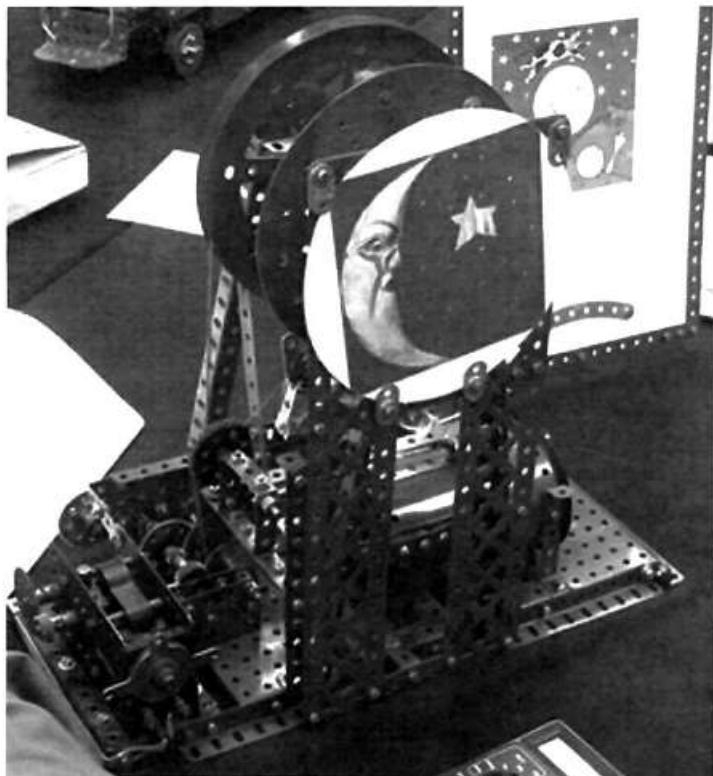
At this stage we know that the convention will be in Palmerston North Convention Centre from Easter Friday to Sunday. William Irwin will be placing information on the NZFMM web site as it becomes available.



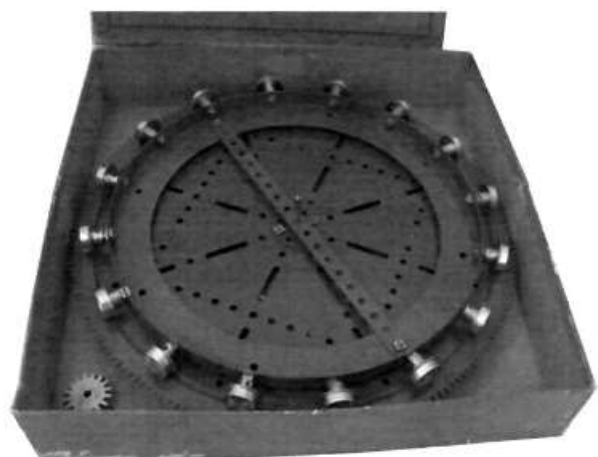
Reg Barlow's complicated machine run by an E20R motor and doing lots of things.



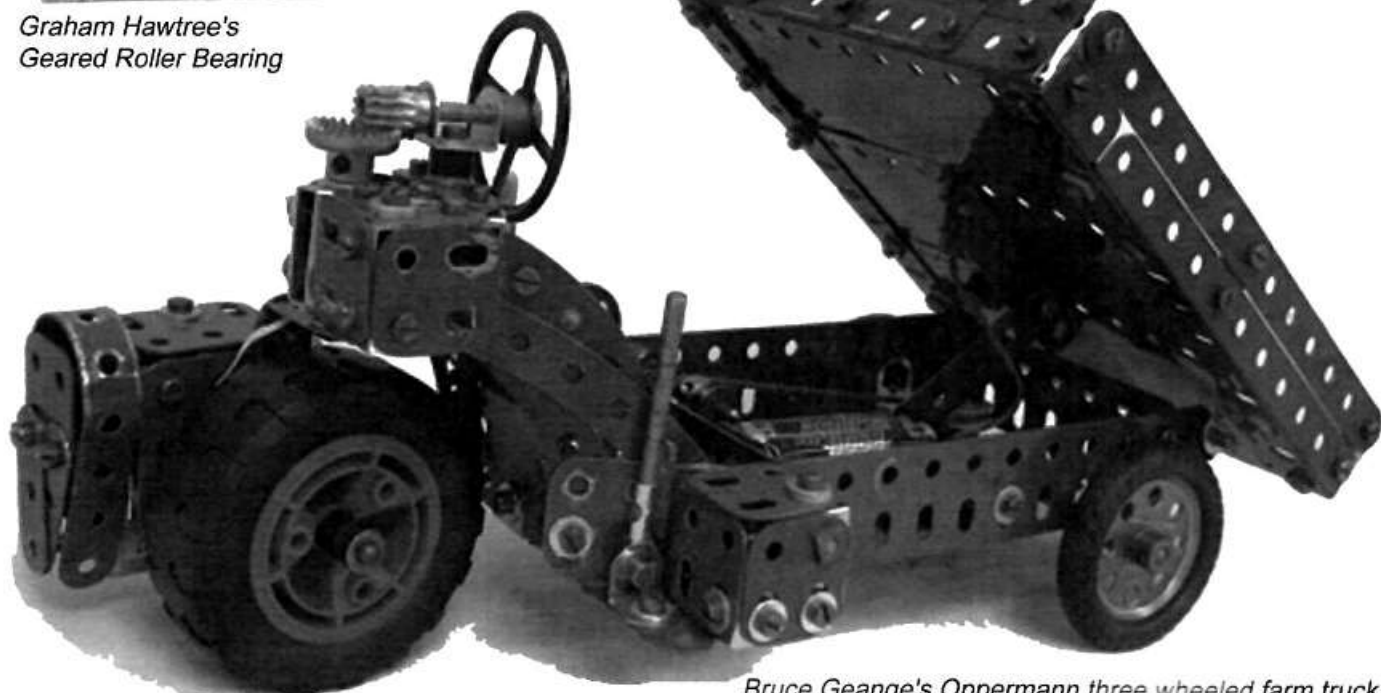
George Ovendon's Ferris Wheel



Alistair Tong had a model he described as "Hey Diddle Diddle" which incorporated a cow jumping over the moon.



*Graham Hawtree's
Geared Roller Bearing*



Bruce Geange's Oppermann three wheeled farm truck.

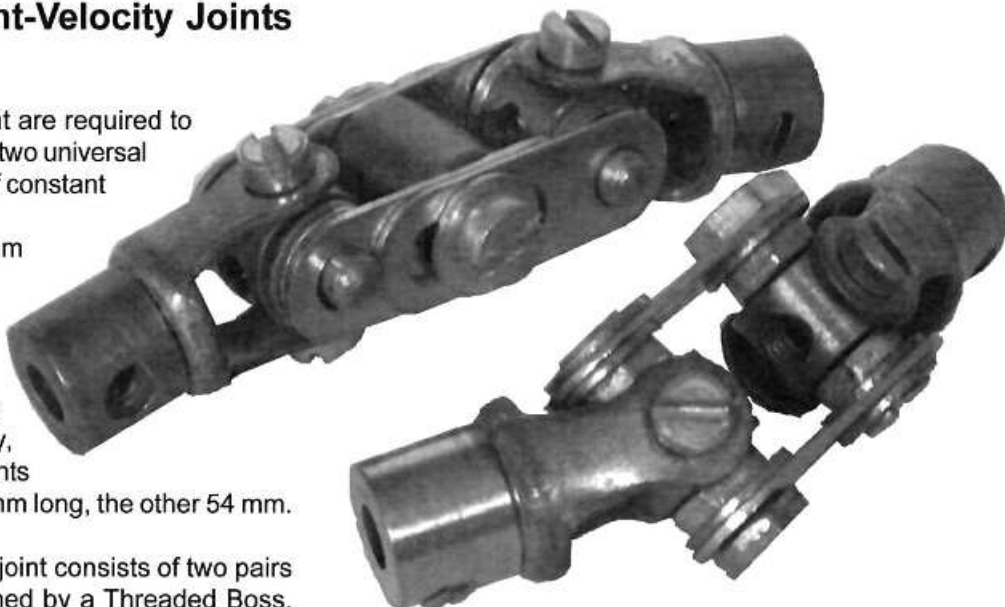
Two Compact Constant-Velocity Joints

by Mike Stuart

When two shafts not in alignment are required to be coupled directly without gears, two universal couplings (PN 140) are required if constant velocity is to be maintained.

A single Meccano version is 37 mm long (or 34 mm if one PN 116a fork is replaced by a large fork piece, PN 116). When space is at a premium, shorter universals are desirable, or alternatively, either of the following made up joints can be used. One measures 60 mm long, the other 54 mm.

The central portion of the longer joint consists of two pairs of Narrow Fishplates (firmly) joined by a Threaded Boss. The two Fishplates on each side overlap at their slotted holes and the length between the round end holes minimised to keep the joint as short as possible. The Threaded Boss should be equidistant from the round holes. Swivel Bearings are held by their shoulder bolts on $\frac{1}{2}$ " axles (purists can use PN 550, Elektrikit Short Pivot Rod) located in the Fishplates' round holes. I used non-Meccano washers with an outside diameter slightly less than a standard Meccano washer as spacers. If standard PN 38 Meccano Washers are used, the degree of swivel in the joint is reduced.



The shorter CV joint uses a single Narrow Fishplate on each side of the central portion. A $\frac{5}{8}$ " (15 to 16 mm) bolt (same length as a pivot bolt) is firmly bolted to one end (it doesn't matter which) of each Fishplate. A Swivel Bearing is passed over the bolt and the opposite-side Fishplate is then lock-nutted to the bolt. In the photo the $\frac{5}{8}$ " bolts have filed heads to reduce the width of the joint and non-Meccano washes have been used to protect parts. If slightly narrower collars are available, these can be used in the swivel bearings and $\frac{1}{2}$ " bolts (without any washers) employed to join the fishplates.

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CONVENTION – EXHIBITION or is it – EXHIBITION – CONVENTION

by Peter Hancock, President NZFMM

That is the question?

The dictionary states that a 'Convention' is *"a formal assembly of a group with common interests"*. It also states that an 'Exhibition' is *"a public display of art, products, skills, activities, etc."* and that an 'Exhibit' is *"to display (something) to the public for interest or instruction"*.

Over recent weeks I have been made aware by a significant number of members as to the concerns that many of them hold as to what has 'happened' to the format that members had come to expect of the NZFMM biennial "MECCANO CONVENTION" as we move towards the 2011 Exhibition/convention being organised by the MWT Meccano Club to be held in Palmerston North next Easter.

To recap: For a number of years, the event had taken the format where modellers would begin to congregate from early in the morning on the Easter Friday at a venue that one of the four New Zealand Meccano Clubs had arranged on behalf of the NZFMM. Good Friday being set aside for long distant travellers to get to the venue and as a general set up day providing a reasonably relaxed time when models were assembled, friendships renewed, yarns spun and modelling problems shared and mostly solved. This was a 'NO' pressure day without formal meetings or functions being arranged to attend so as to maximise the opportunities and time for friendship and informal gatherings and where necessary permitting people to go to bed early that evening to recover from travel and late night finalisation of models without the requirement of having to front up to specially organised evening functions.

Easter Saturday morning was all go with modellers working from early morning to complete their stands and prepare for the all important 'Show and Tell' session which generally started at around 9.00am when time was provided for every modeller who was operating a stand to introduce and explain their models and answer the questions posed by their peers. This was the time when exhibitors could complete their voting forms for the various prizes to be awarded on the Sunday afternoon and made time for unobstructed photos and latterly videos to be shot. These important activities usually required around three hours and were generally completed at around 12.30pm, at which time modellers prepared themselves and their exhibits for display to the general public for their viewing and pleasure. The event was generally opened to the public at 12.30pm and modellers were demonstrating and talking with the general public until closure of the event to the public at around 4.30pm.

The Saturday evening was one of fun and food in which most of the modellers, their families and associates participated. Sometimes a speaker was provided. Easter Sunday saw the event opened to the public from around 9.30am until final closure which occurred around 3.00pm. Time was then invested in holding the Biennial General

meeting, the awarding of prizes, staging the all important group photo and often the holding of an 'auction' before finalising who the next host club for the event would be. The Convention site then became a scene of breakdown and clean up activity as members packed up and departed. Yes, it was necessary to have paying public participation during the Saturday afternoon and for a significant time on the Sunday to help the finances of the host club, thereby hopefully ensuring that the host club was not too seriously out of pocket at the end of the event.

Over the years this format catered for members requirements that a NZFMM Convention be a biennial opportunity to primarily:

- Meet and display to each other a wide selection of individual and group built models from the very small to extreme sized models;
- Have sufficient time to talk about and explain their models and the thinking, stresses and learning successes experienced in getting them built and on display to show each other;
- To have sufficient time to break out for fellowship, discussion and have a large family type dinner;
- To have the opportunity to participate in the Biennial General meeting;
- To participate in a group photo;
- Participate in an auction of all sorts.

As well:

- To generate funds from entrance fees to help cover costs of mounting the Convention;
- To show the local public that MECCANO is still alive and thriving;
- To pique the interest of those who might like to take up the hobby again and join the local club;
- To generally assist the local toy retailers to boost their sales of Meccano.

Changing Times:

The Christchurch Meccano Club hosted a very successful 'Meccano Exhibition' (which in retrospect at no time did they promote to the NZFMM wider membership as a Convention) in the Great Hall of the Old University during Easter of 2009. Many modellers from around New Zealand were in attendance and participated. A number of us conned ourselves into thinking that the event would also provide us with all the trappings of our beloved Convention traditions. While the Christchurch Club were excellent hosts and they tried hard to fulfil our 'Convention' type wishes, it was just not possible for them to meet our expectations given that when you hold a 'full on Exhibition', it is the paying public who are 'royalty' and those who provide and 'man' the exhibits are committed to meeting the public's demand. It was we the members who fooled ourselves into thinking that the Exhibition would be able to run as we wished in parallel with the public. The outcome was that for a number of attending members, expectations were not fully met with insufficient time being available for the traditional 'Show and Tell' segment to be completed and we did not have the opportunity to hold an appropriate Biennial General meeting or auction. No group photo was taken and we have no publically available video/CD record of the event. As an Exhibition, the event was extremely effective and as far as

I am aware, ticked all the boxes of the various criteria that the Christchurch Club had established.

Costs of mounting an Event:

The event in planning for Easter 2011 by the MWT Meccano Club will also be a full blown 'Exhibition' as the management of, lay out and timing of the event is in the hands of a professional event management group which is part of the Palmerston North City Council. The big difference between the Christchurch and MWT event will be that the Palmerston North City Council will retain all the funds generated by the public entry fees. The reason for this is that the cost of venue hire, insurances and advertising were substantial and would have placed MWT members under considerable financial strain.

Sadly, due to the ever increasing costs of hiring venues and staging an Exhibition it looks as if the NZFMM needs to seriously rethink over the next few months how members' wishes for the components of our former successful Conventions detailed above can be met. Some major rethinking is required.

APRIL ANTICS 2010

It was pleasing to note that 21 members were able to attend this event held in New Plymouth on Saturday 17th of April with many staying on to attend the informal dinner on the Saturday evening with wives, partners and families in attendance. Several members joined a significantly reduced group on the Sunday morning for an informal chat. Informal feedback suggests that those attending really enjoyed the time together and the fun that the model challenge provided. Good comments regarding the quality of the Saturday evening meal along with the fellowship and discussions held were the order of the day. It was pleasing that time was found and taken to hold robust discussions on the Saturday afternoon to hear various points of view on the conundrum we are currently facing relating to funding a Convention. However with the good will demonstrated on the day we have much to think about and have established from those attending that meeting that all members be asked to support MWT in ensuring that the 2011 Exhibition be a huge success by attending and providing the usual strong show of models.

The success of the April Antics event is food for thought as part of our rethink of the NZFMM two yearly cycle of members' events may possibly include a blend of similar meetings and fellowship events such as those enjoyed in the April Antics format on a national scale as well as a modified criteria for future Exhibitions/Conventions.

OTHER MATTERS

Development of the draft NZFMM RULES:

A draft has been prepared with the help of a lawyer and is temporarily on hold while we seek out possible revised aims and objectives of members relating to the information provided above.

NZFMM Magazine:

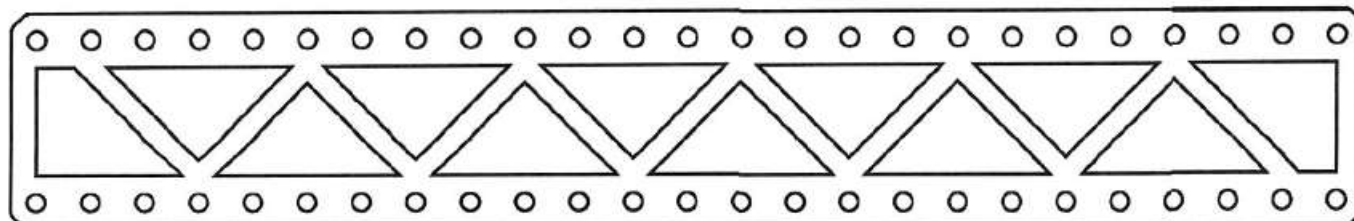
An impassioned plea to all NZFMM members to assist Les Megget our editor and John Ince our compositor by providing them with materials, photos, model write ups and interesting copy for the magazine. Thanks to all who have risen to the occasion and provided materials for this copy of the Magazine. We are currently investigating as to if and when we should provide an electronic PDF version of the magazine by email to members. More information on this will be provided later in the year. **Note** that there is no intention of discontinuing the paper version of this magazine in the foreseeable future.

Lloyd Spackman, our treasurer, has requested that New Zealand NZFMM members be reminded that if you are one of those who have not yet paid your annual 2010 membership fees that these are now overdue. We would appreciate your urgent attention to ensuring that you are a financial member. To our valued overseas readers of this Magazine we would appreciate your checking to see that your subscription to this magazine is current.

NZFMM Website:

We would suggest that if you have not already done so that you make www.nzfmm.co.nz one of your web browser favourite sites. William Irwin our Web Master is regularly updating the materials it contains. Preliminary materials and information relating to the 2011 Easter Exhibition are available on the site now.

Any comments, suggestions, personal ideas or general feedback, positive or negative on any of the matters in this report are welcome and can be forwarded by email to: peter@augustus.co.nz or by mail to: Peter Hancock, P O Box 39 085, Howick 2145, Manukau.



The Design and Making of a Scale Model

by Les Megget

Part 1: The Research

I have always been very interested in cranes, although Shirley says she didn't realise this till we had been married over 25 years and I got my boy-hood Meccano down from the attic in my parent's home in Wellington about 8 years ago. I just love the large telescopic boomed mobile cranes which are prevalent on construction sites everywhere these days. They are solid, resourceful machines, and it is patently obvious what they were designed to do. My first mobile crane, after my Meccano rebirth, was the Tadano 4-axle truck crane I built for the 2005 Convention in Auckland (see Figure 1). The truck carrier was a reasonable success but the crane wasn't really. I had tried to accomplish the boom luffing by using two 11 1/2" Meccano long Screwed Rods in compression with a heavy 3-piece telescoping boom. It nearly badly buckled at Model-X in 2005 when I got carried away and had the boom fully extended with the luffing angle near horizontal. I just caught it, literally, in time before it became a mangled heap on the floor. Luckily there were very few spectators around to witness this embarrassing moment!

After that I thought I could do much better than that and the Grove Rough Terrain crane was the result, this being shown at the Upper Hutt Convention in 2007 (Figure 2). The crane part was certainly more like it but I was never happy with the 4-wheel steering, which was supposed to have been controlled by servos and Meccpart's Motivator. Some how the forward/reverse gearboxes seemed to jamb up at the most inopportune times and the gears were buried in the guts of the chassis under the crane superstructure and thence impossible to get at in a hurry. I was pretty happy with the 3-section boom, which went up via cables better than it came down due to friction and non-uniformities in the rails at the splices. 1/2" Pulleys ran on these rails (Angle Girders) to extend the second and third boom sections.

Ok, where to from there? Well, while we were in the UK two years ago I saw a very compact Liebherr 3-axle mobile

crane in Scotland and I took a couple of photos of it. On my return to NZ I looked up the Liebherr website to find a fantastic range of cranes and all the specifications and dimensions anyone would need to model them. But then I began to ponder other Meccanomen's mobile cranes and how they had tackled the problems of no-hydraulics-in-the-Meccano-system.

The first Meccano telescopic mobile crane I remember seeing was in *Constructor Quarterly* (CQ) No.13 (September 1991), the Issigonis Shield winning Grove 6-axle mobile crane built by Tony James. I got in touch with Tony

through the *Spanner* web-group and he kindly sent me a lot of photos and details of his crane, see Figure 3. Tony modelled his Meccano crane from a 1/87 (HO) scale plastic Wiking model borrowed from the local toy shop. Quoting Tony: "My crane had six axles, the first, second, fifth and

sixth steered. The first, fourth and fifth were driven. At Skegex the cord (brown parcel string) that extended the jib (9'-6" max) came off its top pulley and was repaired on site with the jib fully extended horizontally while the string was "fished for". The luffing cord was pre stretched nylon type cord running over 1" plastic pulleys. The overload warning bell (boiler end) was activated by the luffing cord passing over a return pulley mounted on a spring loaded bearing which pulled a gear into mesh when the load exceeded about 25kg. The gear drove a Ratchet Wheel and Pawl, which actuated the bell clapper - all Meccano".

"The crane motor was a Marx Hectoperm 12V, which had ample power on 8.4V. The outriggers and jacks were powered with a PDU, which also turned the six driven wheels but only when jacked up - too much drag from the squashy Action Man tyres. The Hectoperm also drove a worm and 57t gear fitted with six long bolts which pressed on the loose end of a flexible coupling to make a Diesel tick-over sound". The boom had 3 sections and the luffing cylinder was made from a series of Cylinders (P/N 216) with bent Flexible Plates comprising the outer cylinder.

The luffing cords were well hidden within the cylinders. This model was obviously well ahead of anything else at the time and a marvel of miniature engineering at such a relatively small scale.

From memory the next Meccano telescopic crane I read about was by Richard Payn and featured in CQ39 (March 1998), shown in Figure 4. This

Fig. 1: Tadano truck-crane in 2005.



Fig. 2: Grove RT mobile crane of 2007.



mechanism and ended up taking more photos of that model than any of the completed ones on show! Since then John has rebuilt certain portions of the carrier as he wasn't happy with it but he is currently working on the crane superstructure and I'd expect the finished model to be a prize-winner at a future SkegEx.

The latest masterpiece in telescopic crane modelling was a very impressive model crane shown by Ian Henwood at Henley last year, and the previous year with a different boom (Figure 6). This 9-axle monster is to a smaller scale using MJ tyres (A045) on the new plastic Meccano geared hubs, the tyres holding their shape under the weight by the use of two Face-Plates within the tyre but outside the hub, if you see what I mean.

The crane has a 7-section boom with a prototypical semi-circular bottom cross-section, which at full extension must be approaching 20 ft in length, wow! There is a video on Youtube of the boom extending, if you are interested. The boom is extended by 3 small motors hidden within the boom. The main (outer) section has a fixed screwed rod inside. The next section has a motor, which drives a "nut" on the fixed screwed rod just mentioned, plus another long screwed rod, which runs through a "nut" attached to section 3. So the motor pushes away from the outer section whilst pushing out the next inner section (3). It means the this driven nut and screwed rod can be connected by a pair of spur gears to get the direction of rotation correct. Similar motors and rods move out sections 4 & 5 and 6 & 7. A very neat solution to the boom extension issue. I think I might partially try it on my crane. Ian used a lot of non-standard countersunk headed bolts and narrow nuts to get the sections sliding past each other more easily.

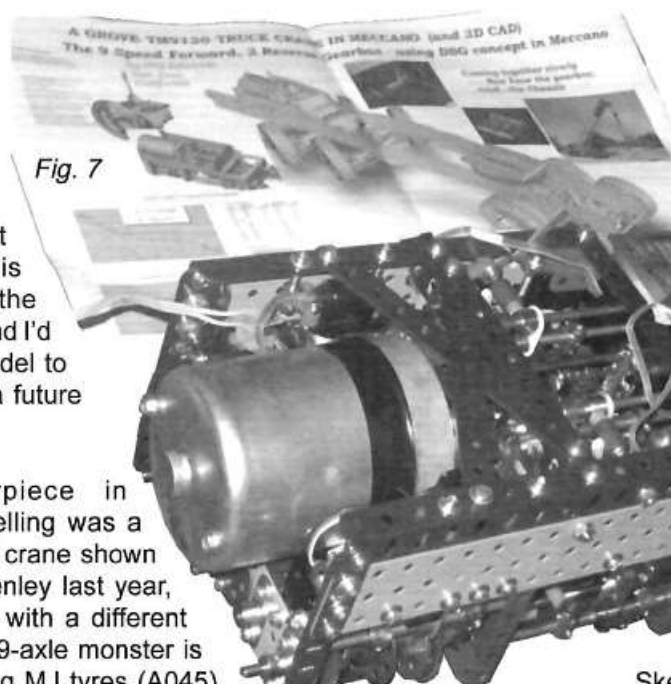


Fig. 7

The luffing is done by 6mm? threaded rods running in 2 long cylinders outside the boom section. These rods are driven by a series of 38t gears arranged along the front of the crane superstructure.

Finally the other inspiring mobile crane currently under construction, that I know of, is by Phil Edwards who lives in the US these days (a Grove TM9120 4-axle truck-crane). He had the impressive 9-speed + 2 reverse

DSG (Direct Shift Gearbox) gearbox on display at SkegEx in 2008 (Figure 7) and there have been several articles in club magazines of his computer aided design drawings, which he is using to get the carrier dimensions "exactly" to scale, or near enough damn it. From the built Meccano portions I've seen so far this crane will top everything ever built before.

My Liebherr crane:

Well the decision was made over a year ago to model the Liebherr LTM1050-3.1 50 tonne 3-axle mobile crane; very similar to the one I had seen in Scotland (Figure 8). Only having 3 axles was a necessity as I only had six 6" ash-tray tyres of the same type, thanks to Stan Baker. The story of finding 6

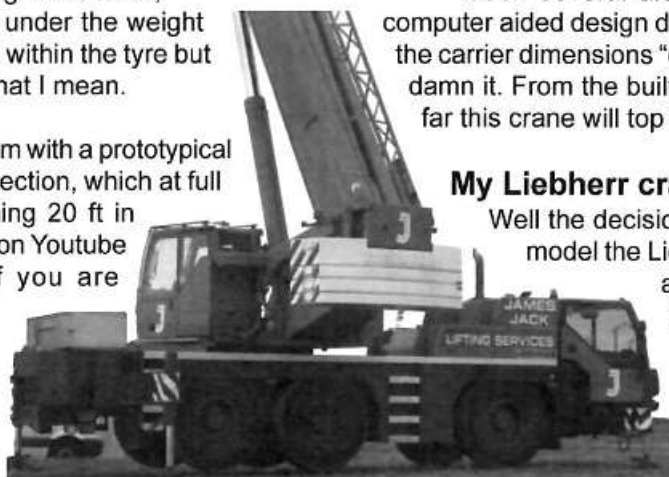


Figure 8: Liebherr LTM 1055 in Scotland, 2008.

identical large tyres would fill a page of this story, no trouble! Also 5 differentials is plenty and my collection of 19t Pinions isn't limitless, but as it is this model will have over 60 of those hidden away. With 6" diameter tyres the scale turns out to be

9.4:1 with the carrier being 40 inches long and the outer boom section about 46". With 4 boom sections this means potentially a total extended boom length approaching 13ft and our stud height is only 10ft. Whoops, does that mean removing ceiling panels during site testing?

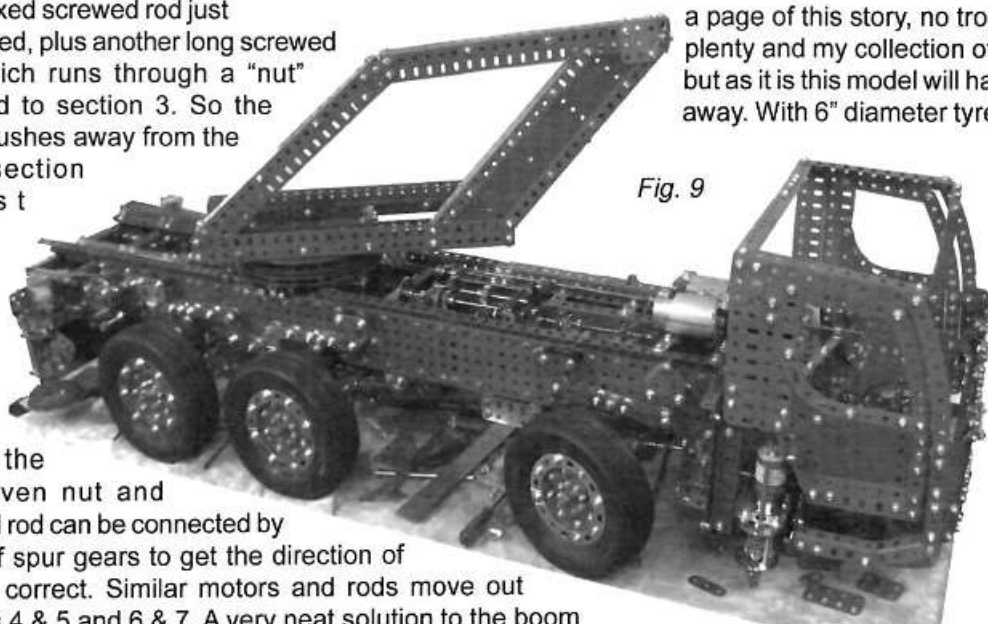
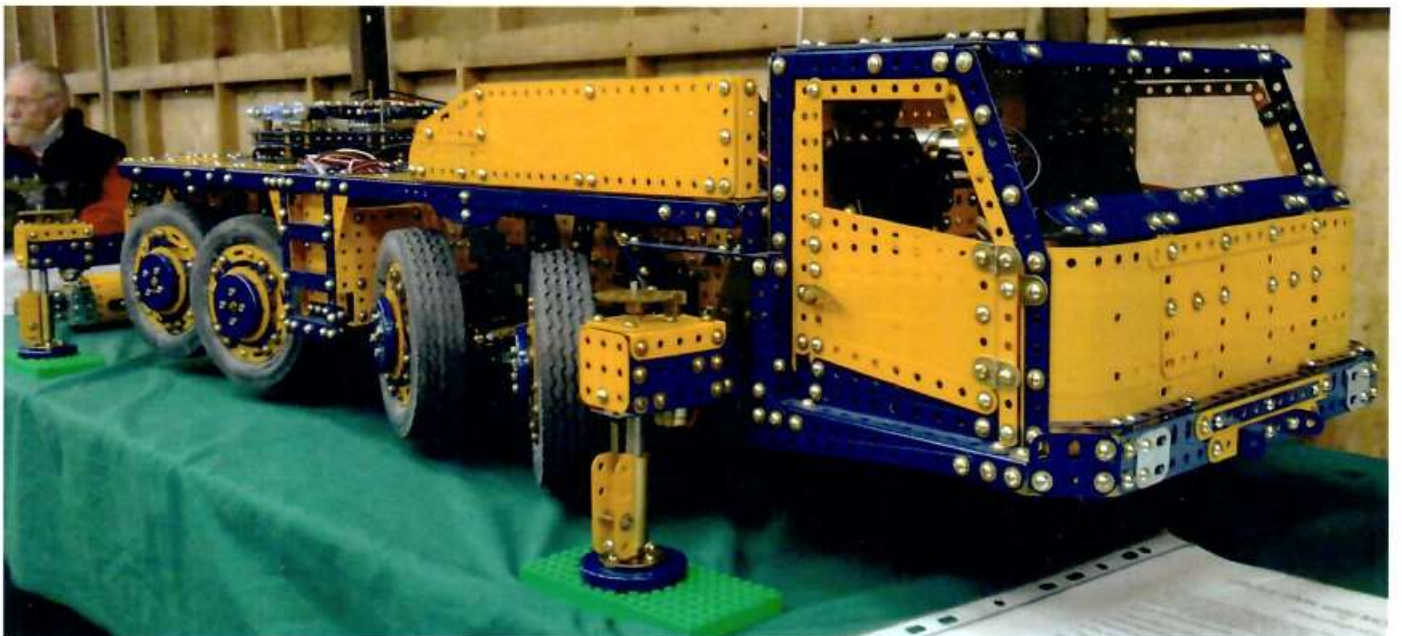


Fig. 9

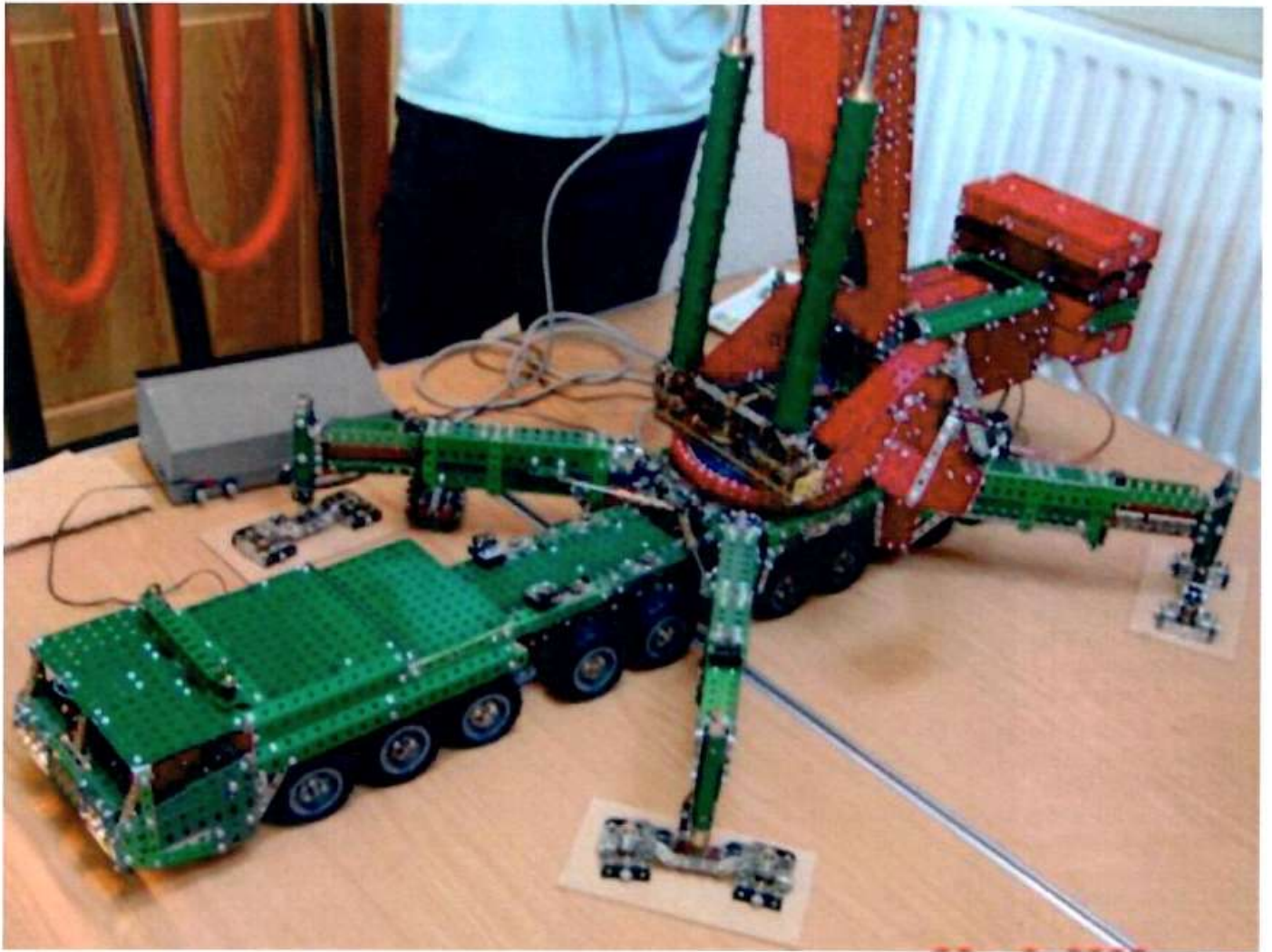
Figure 9 shows the near completed carrier (May 2010), still to have most of the bodywork completed. Part 2 of this story will relate more details of the carrier design and building.



Figure 3: Tony James's Grove crane at SkegEx in 1991.



*Figure 5: John Ozyer-Key's Grove mobile crane's carrier (2010).
Note the good use of Lego base plates as stabilizer load spreaders!*



*Figure 6: Ian Henwood's 7-section boom mobile crane first shown at Henley in 2008.
(Photo from NZMeccano website)*



Figure 4: Richard Payn's monster Grove 90 Ton lorry crane (1998).

Goldhofer modular trailers

This article has been transcribed from "Classic Plant and Machinery Magazine", March 2010.

An interesting area of heavy haulage is modular trailers which are either towed or self-propelled. Conrad has introduced a model of a set of Goldhofer units and a separate model of a Goldhofer power pack which attaches to the modules.

The model comes as two sets of units, a line of six wheels and a line of four wheels, and these can be joined together in a variety of ways to suit the application needed, either end-on or side by side. Each line consists of a pair of bogies with four tyres so the complete model has 80 tyres.

The units are solidly made with a heavy metal surface and to some extent this hides some intricate engineering as the axles are linked in sets which steer at the same time. A drawbar can also be connected to force the steering when connected to a suitable tractor unit.



An add-on model for the trailers is the power pack which would be used when the modules need to drive under their own steam. The model power pack is heavy and solid, with some very fine casting details on the top surface and cabinets, grilles and controls on the sides. A couple of working hydraulic cylinders enables attachment to the modules to be varied.

These are robust models and are well engineered. They would look good paired up with some heavy crane or carrying a suitable load. The trailer costs around £90 and the power pack around £35.

Overall Rating: Recommended

The Goldhofer power pack fixed to the modular trailer.

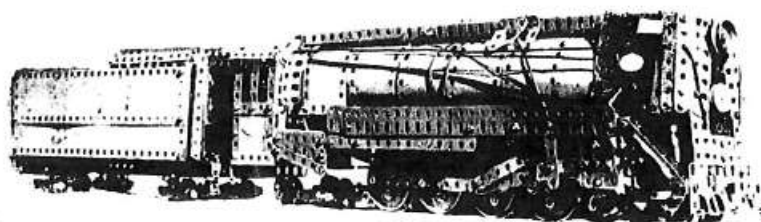
A Meccano girder provides a suitable heavy load for the Goldhofer.

The Editor
NZFMM Magazine
231 Opaheke Road
RD4 Papakura 2584

Dear Les

I came across this old photo of a Ka engine my brother made when he was about 14 I think. He got first prize for it in the Meccano model contest in the Meccano Magazine for that month. This was about 1937. We had an outfit L which I have still got.

The driving wheel were 2.5" face plates and flanges and the boiler was made of 2.5" x 5.5" plates radiused to suit. The baker valve gear impression I remember was quite good. The model was too small to make it authentic. The first Kas came out with cowling over and in front of the boiler. This covered a lot of detail that would have been difficult to replicate in a model of this relatively small scale. The pipework was wire and string.



Somehow a clockwork motor drove the engine along. I think it was in the tender and the drive was through the tender wheels. The track is not shown in the photo.

Thought readers might be interested

Regards,
Don Stuart,
3 View Road
Shelly Park
Manukau 2014 Ph 5347568
Email: meganddon@xtra.co.nz

MECCANO STOCKS IN MAY: Toyworld, Wellington City, has a wide variety of Meccano sets in stock at present., though not many of some sets.

At the small end are the Micro, Maxi, Design 2715 and Multi2 at \$11-99, 14-99, 19-99 and 29-99 respectively. Metal Robots in the plastic boxes are \$24-99 and 34-99.

At the other end of the scale is one #8541 Multi Models infra red set officially making 12 models. It boasts 2 x 6v M.O. motors and 2 battery boxes and is in a large sleeve type cardboard box. Price \$149-99. I had not met this one previously or heard of it.

In between there are a Special Edition Spitfire #0525 at \$89-99; a 23 model Motion System #8257 at \$109-99 and a green #6950 R/C Tuning car at \$89-99. As well, there are many other Multi Model and Motion System sets. (L.S.)

OUR NO. 83 PYLON: The 64.1 metre high structure built from 32 tonnes of steel and held together by 3240 bolts, on a windswept dairy farm near Pukekohe is No. 83, the first completed pylon of Transpower's new electricity transmission line between Whakamaru and south-east Auckland. A team of six riggers spent four days putting the pylon together like a giant MECCANO set after bundles of steel were trucked from a Matamata yard. The initial assembly was done on the ground, with the bigger pieces being lifted into place by giant cranes. The riggers then climbed over the latticework like a team of ants, bolting the parts together. (This is an extract from an article in the "Dominion Post" last month)

A PRESS RELEASE FROM MECCANO H.Q.: Dated April 21, 2010, it says: "Leading construction toy specialist, Meccano, is increasing its current manufacturing capacity at its headquarters in Calais, France, in direct response to a huge increase in demand following the brand's resurgence in the U.K. and Europe.

The new production stream will enable Meccano to be more responsive to market demand from its domestic retailers as well as elsewhere in Europe, reducing stock issues and reducing current lead times by over 8 weeks."

(from Ron Corry on Spanner)

SYDNEY'S BEST MECCANO STORE: Dave Denner in Melbourne says on Spanner that one of the best stores in Sydney has to be Hobbyco in the Queen Victoria Building near Town Hall Station. They usually have pretty good range of sets and some specials from time to time.

MARKLIN IN RECEIVERSHIP: On 30/8/09 Georg Eirmann told us this on Spanner. The receivers were looking for a millionaire with a penchant for model railways. Some years ago the Marklin family sold the Company to a hedge fund, which then sucked it dry. Now they have not much more than the Company name, tools, some casting moulds and their employees. But they are still producing and selling model trains.

NEWS FROM MECCPARTS: On February 9th Andrew Wells reassured us that Meccano parts are still coming from Hong Kong. He thinks they are locally made. Brass gears are still coming from Calais.

ALAN TITCHENER: A reference by John Nuttall on Spanner on February 3rd, 2010, to page 564 of M.M., September, 1937, was about an article above the Meccano crane pictured there. It is entitled "Gold Dredging in Central



Otago" by A.L. Titchener. Alan Titchener became Professor of Mechanical Engineering at Auckland (N.Z.) University and later was the first Professor of Chemical and Materials Engineering. Les Megget goes on to say he knew Alan quite well before he (Alan) retired about 15 years ago. "He was a great guy and an icon at A.U.", said Les.

COMMENTS: "To insert a degree symbol into an e-mail message, hold down the ALT key and tap on 0186. Release the key and the symbol will appear."

(Ralph on Spanner) (Doesn't work on my machine - L.S.)

"We do not stop playing because we grow old; we grow old because we stop playing" (Bob Watson on Spanner)

"Growing old is compulsory. Growing up is a choice"

(Ellis Cory on Spanner)

ARTHUR PORTER'S D.A.'s: Tim Robinson has advised on Spanner that Arthur Porter had passed away aged 99.

One integrator from Arthur Porter's original machine is in the Science Museum in London. That first analyser built in 1934 by him in Manchester was the inspiration for the second machine built in Cambridge a year later and which is now on display at MOTAT in Auckland, N.Z.

In 1934 Arthur was an undergraduate at Manchester University working with Douglas Hartree. He went on to a distinguished career in science, engineering and education. He wrote his memoirs in 2004 and it is incredible how much he packed into one lifetime, even one as long as his.

(from William Irwin and Tim Robinson on Spanner)

BALL ROLLER MODELS: Among the information on Spanner about Roller Ball models, Max Morris contributed this: "On some of my ball lifters I use Dunlop Airflow Practice Golf Balls — they are twice the weight of ping pong balls and do not bounce about. This has some advantages at times. They are self-coloured plastic so they don't fade and are far more resistant to being trodden on, should one escape. As an added bonus they are exactly 40mm in diameter. They are available in white, yellow and orange."

HEATHER MOORE-BRIDGER: Accompanying his subscription renewal, Canadian Colin Hoare, President of CMAMAS, wrote me the following comment:

"Regarding Simon Johnson's article about Modelplan 90, this was not the only Modelplan published by Heather Moore-Bridger. GMM SML No. 31, Britannia Pacific Locomotive was also hers. She was a keen model builder and it was thought she would become a leading light in the British Meccano scene.

However, it was not to be. She and her husband disappeared from the U.K. Clubs scene. However she re-surfaced about 30 years later when she came to a recent Meccano show and identified herself to one of the exhibitors. It was a sad and unnecessary loss to the Hobby in the U.K." (L.S.)

A 1930's FESTIVAL: On May 1st, 2010, the National Maritime Museum in Greenwich (south-east London) held a 1930s Festival. 8 members of the South East London Meccano Club were there with a selection of 1930s models. The event kicked off the Museum's model boat exhibition which will run for about six months.

(from Chris Warrell on Spanner)



**Meeting 26th
March
7:30pm**

Apologies: Brian
Peterson, Lloyd
Spackman

AGM:

This month's meeting was
the AGM with nine members

present.

The meeting was also the last time that the members would meet at the Konini School venue and the members present acknowledged the efforts of both Susan and Simon Moody in making this venue possible.

The Treasurer, Lou Nichols, went through the club finances. The income for the year was totally derived from subs and a request was made, for those able, to pay subs for the 2010 period.

Both roles of President and Treasurer were re-elected unopposed.

President is Campbell Morrison, proposed by Reg Barlow, seconded by Simon Moody.

Treasurer is Lou Nichols, proposed by Campbell Morrison, seconded by Reg Barlow.

The role of secretary will be continued by Simon Moody.

On completion of the AGM requirements the meeting was then opened for general business.

The meeting was informed that Lloyd Spackman has had an accident limiting his ability to attend and be scribe for the NZFMM and Campbell Morrison will pass on these minutes for inclusion in the NZFMM magazine.

Simon raised a concern he has with the way conventions seem to be losing the relationship with members and becoming focused on public displays. Simon used the example of the MWT upcoming convention being controlled by the Destination Manawatu committee. Although members understand the financial pressures on clubs he feels the time for member meetings is totally taken over by public display and members are expected to spend three days effectively manning public displays with no significant benefit to the club and, in fact, considerable cost and inconvenience to members. There was general agreement from those present and it was agreed that Simon could present alternative proposals to various venues of his choosing such as Te Papa in an attempt to bring back a significant part of the focus to that of the modellers for any future Wellington club hosted conventions.

Two of the members present were intending to attend the April antics.

Campbell raised the fact that the majority of the club members were living or moving up the Kapiti Coast and members need to consider moving the club away from Wellington.

Lou informed the meeting that Joe Bell was not very well but was still keen on his trains and Meccano. The members wish Joe well and hoped all would work out for the best.

It was reiterated that as this was the last meeting at Konini School the next meetings were to be held at members homes. The June meeting is to be at Campbell Morrison's details below.

Models and Themes:

The theme this month was models using five parts and was well represented. Next month's theme is seven parts up to and including Part No 30.

The following is a fairly obvious theme interpretation from Bob Prescott



But Bob also added these as more sophisticated examples



*The Parts lists and
descriptions are
obviously reversed!*

WMC FIVE PARTS – Mini tank

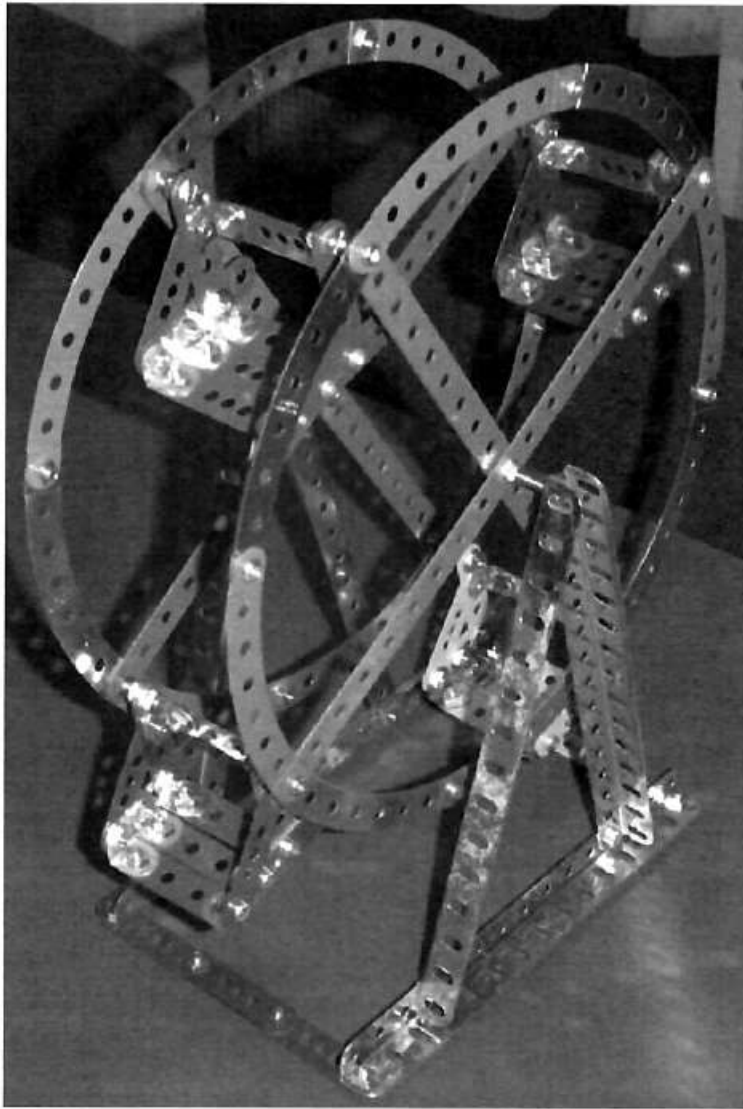
1. 2 x P/N 6a.
 2. 4 x P/N 11.
 3. 1 x P/N 12.
 4. 1 x P/N 115.
 5. 2 x P/N 260c.
- Nuts bolts and washers.



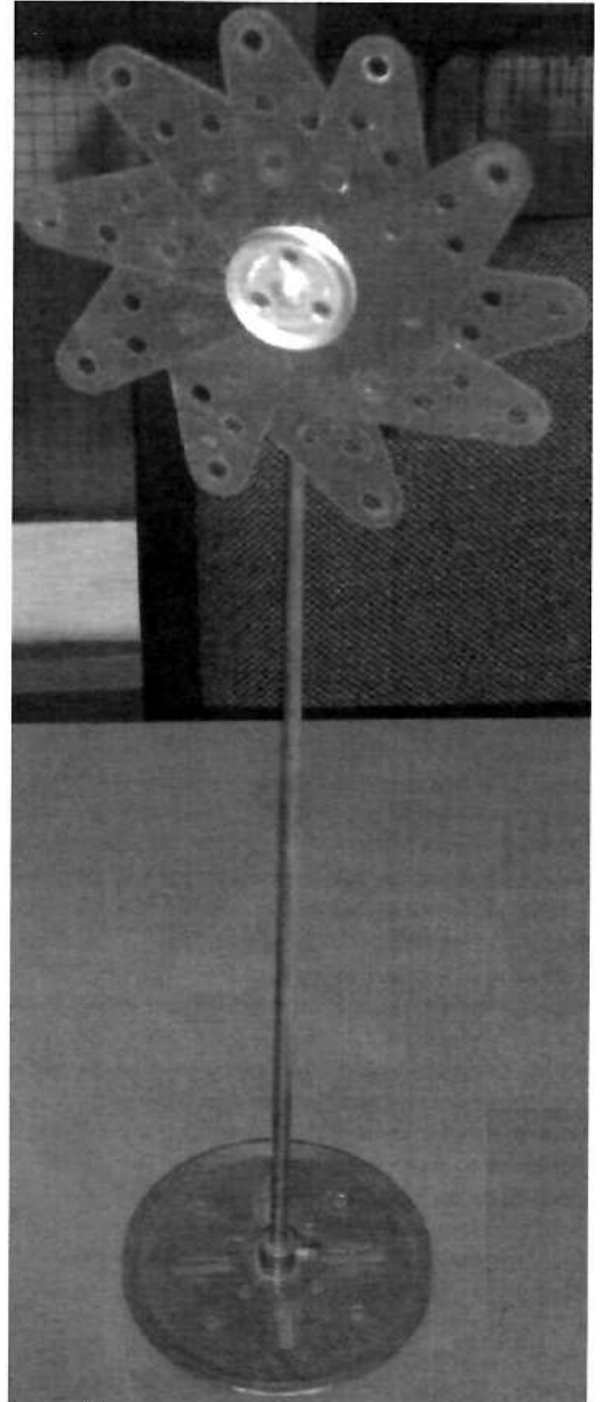
WMC FIVE PARTS – Mini cannon

- 2 x P/N 18b.
 - 1 x P/N 32.
 - 2 x P/N 59b.
 - 1 x P/N 63.
 - 1 x P/N 212.
- Nuts bolts and washers.

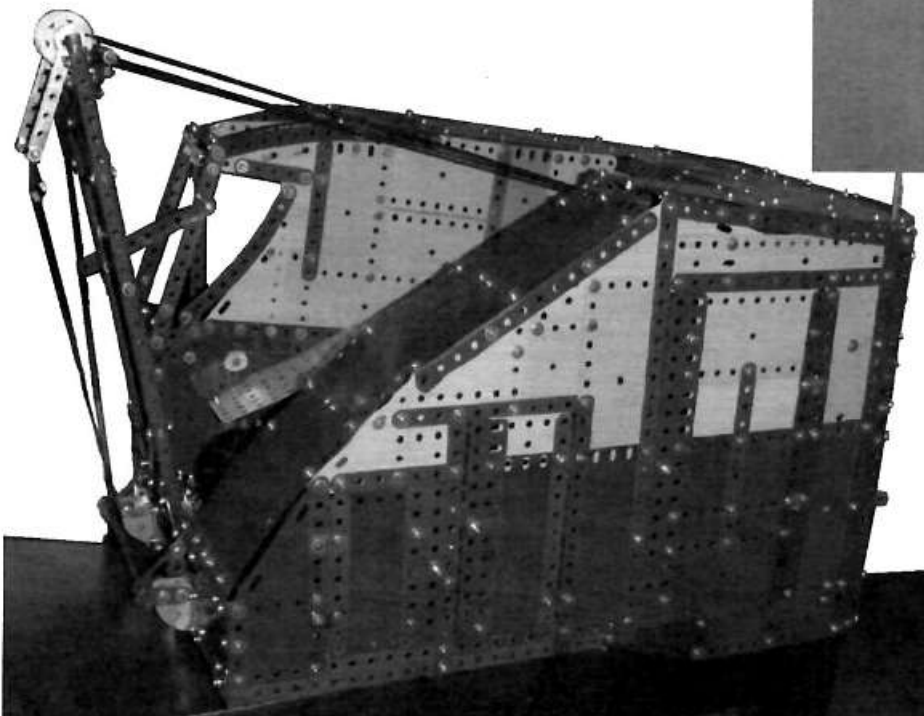
Lou Nichols showed his five part Ferris wheel



And this is Reg Barlow's Red Dandelion



Don Flowers brought the next instalment of his Digger model



The next meeting will be on
Friday 4th June 7:30pm at
Campbell Morrison's home, 84
Blue Mountains Rd.,
Silverstream. All welcome



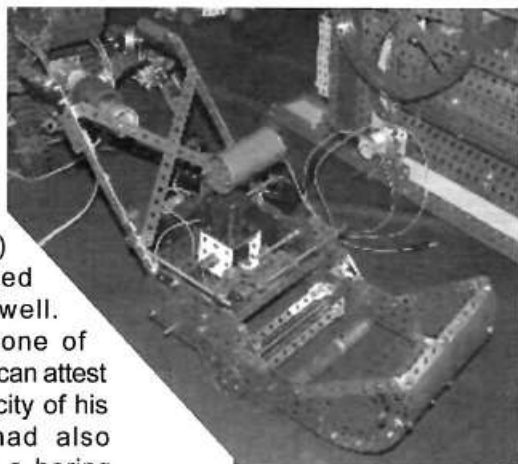
Meeting 13th February 2010

Reporter: Gary Higgins

The meeting was held at Peter Hancock's residence in Howick. Apologies from Richard Sealey and Les Megget.

Peter had put together a great deal of Meccano for a sale, which was enthusiastically set upon by the club members. Many came away with a bargain load of Meccano to add to their building or collecting needs.

Henry Porter brought along an array of models consisting of a reel type lawn mower with a petrol engine (simulated) which worked exceedingly well. Having used one of these as a lad I can attest to the authenticity of his design. He had also brought along a boring device made up in the "crazy inventors" style,



Henry Porter's reel lawn mower

which consisted on an old fashioned horse buggy as the top propelled by two caterpillar tracks with a rotating screw at the front, two lights hung from long flexible rods. He had also designed a small motorcycle using a rotary aircraft engine, a truck and the control room and engine room of captain Nemo's Nautilus submarine.

Gary Higgins brought along his version of the Master Connection set abyss explorer with an extra engine at the rear and manipulator arms in front. An optical illusion demonstration model designed by Andreas Konkoly after an original concept by well known Meccanoman Bert Halliday. As the wheel is turned the rings rotate in alternate directions and a disc and fan at the top appear to be floating in mid air. William Irwin has also built this model and found an electric motor moved the rings faster making the illusion more effective. Gary had also brought along his version of the Meccano Crazy Inventors Nautilus described in the last magazine issue, along with his giant squid. Gary had designed a "Krazy

Rocket" along Crazy inventors lines which spun on a central axis and threw out two side arms with centrifugal force, the top was mounted with the Meccano rubber screw.

In fact the round of models at this display caused one of the Spanner group to wonder what type of weed we had been smoking when we built the models.

Gerald Hart had a very nice model of an overtype steam engine in mainly red and green.

Rick Vine had an array of models including the three new Robot kits, a jog dog model which when activated hopped its way along the floor, a miniature forklift, an F1 racer in blue silver and yellow, three of the press out and fit lazer cut wooden models of a Tank, the sphinx and a rhinoceros. He also had a 10 wheeler truck, Foden? Carrying a couple of Masker models on the back and finally he had built an orange and black racing car from the current Infrared sets to a design available in the USA.

Neil and Matthew Carey had brought along a motorized tricycle.

David Wall had constructed two cars from the non-motorized tuning sets and had attached strings to the fronts as a pull along toy.

William Irwin had brought along a selection of worldwide Meccano club magazines.

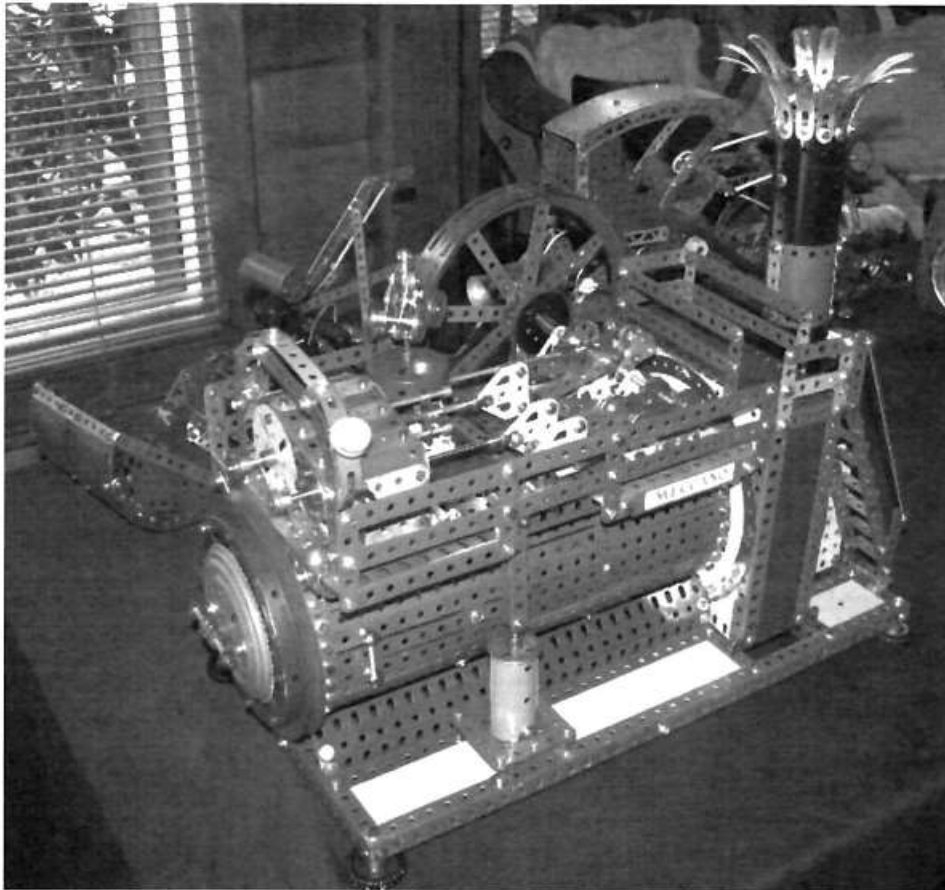
George Ovenden had a Ferris Wheel complete with small figures and a truck made to a Lloyd Spackman design.

Mike Stuart had designed a very nice Jeep featuring all the details of the original. It was most impressive how he had managed to squeeze all those gear trains into such a small space.

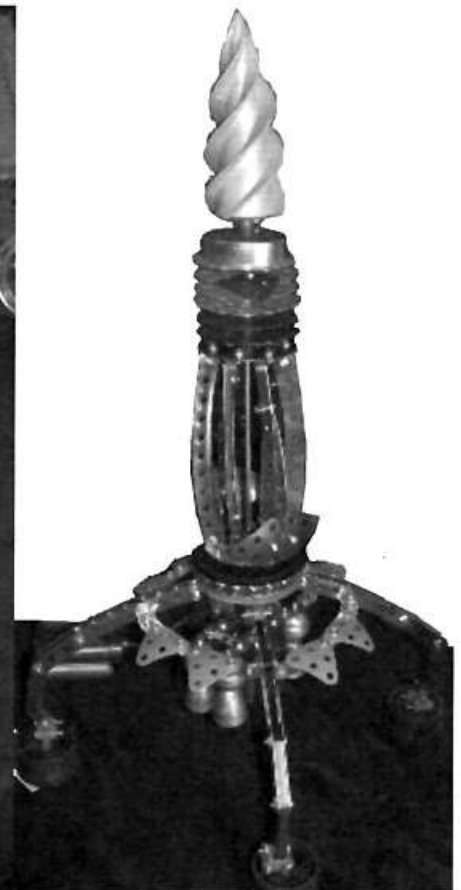
Other members to attend were Peter Hancock, John



Mike Stuart (left) explains the workings of his Jeep to Graham Mills



Gerald Hart's Overtake Steam Engine



Garry Higgin's "Krazy Rocket"

Denton, Graham and Keegan Wrightson and Graham Mills.

William and Gary brought along some large 5.75 inch circular pieces, which had been removed from old obsolete floppy disks. They were useful as flanges to convert hub discs into railway wheels leaving the wheel centers open. Needless to say they disappeared very smartly.

Gary spoke about his wish to mount a Meccano display at the Toi Ora live arts group for mentally handicapped people. Also planned is a presentation to them of a Meccano set, which they could use to encourage people to build models. Quite a lot of Meccano has been donated by people to this worthwhile cause and I'm sure we will see some interesting models arise from it.



From Left Graham Wrighton, John Denton and Keegan Wrighton examine some of Peter Hancock's sale items.

Model X is still on track and we hope to have a similar display to last year, which was very successful.

Peter said that a draft of a constitution for the federation was nearing completion.

After an excellent afternoon tea hosted by the ladies the meeting concluded to the sounds of large boxes being moved and parts being collected as a result of Peter's highly successful sale. He will have more bits and pieces at the next meeting so make sure you come so as not to miss out!



Meeting May 8th 2010

Reporter: Gary Higgins

The above meeting took place at the home of David and Elizabeth Wall. Eighteen members attended with a good selection of models making for some lively discussions.

George Ovenden had brought along a very well modelled fire engine with ladder in red and silver and a gantry type travelling crane in yellow.

Les Megget is constructing another large mobile crane, this time a Liebherr of which he has completed the chassis and it is up to his usual high standard.

Gary Higgins brought along a steam truck modelled in blue and gold Meccano and based on a model in an L set manual. He has adapted the drive by using a modern motor and gearbox and a second motor with gearbox to raise and lower the truck tray, the motor being swung on an axle. He also has a racing car modelled in blue/ gold and a plastic Meccano dragster. He also had brought an early Buz builder motor connected up to a steam pump to demonstrate its abilities. It works with two thin copper strips pressing directly onto a flat commutator.

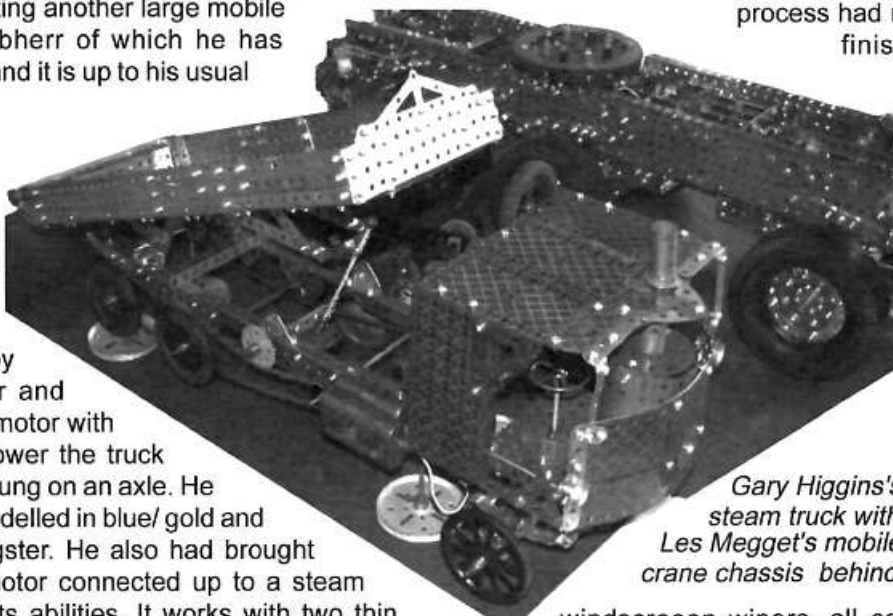
John Denton had made up a walking model of a strider from the film Avatar. It walked very nicely and looked the

parts in black and yellow stripes.

Rick Vine had brought along a model of the crazy inventors car, a steam engine nicely made using the new Vintage set (one of the best models able to be made with this set) and a small non-Meccano cat which hopped forward when activated.

Gerald Hart had a very nice articulated truck and trailer in red and green. The trailer has its own crank down stand, as with the real thing.

Mike Stuart brought along a front end loader made in red and zinc. The model is from a No10 set model plan. Mike was asked how he kept the red and silver parts so pristine. He had the red powder coated some time ago and the zinc had been re plated but, like all zinc the shine deteriorates with time. Some trials with a new zinking process had resulted in a blued finish with a lot less lustre than the original.



Gary Higgins's steam truck with Les Megget's mobile crane chassis behind.

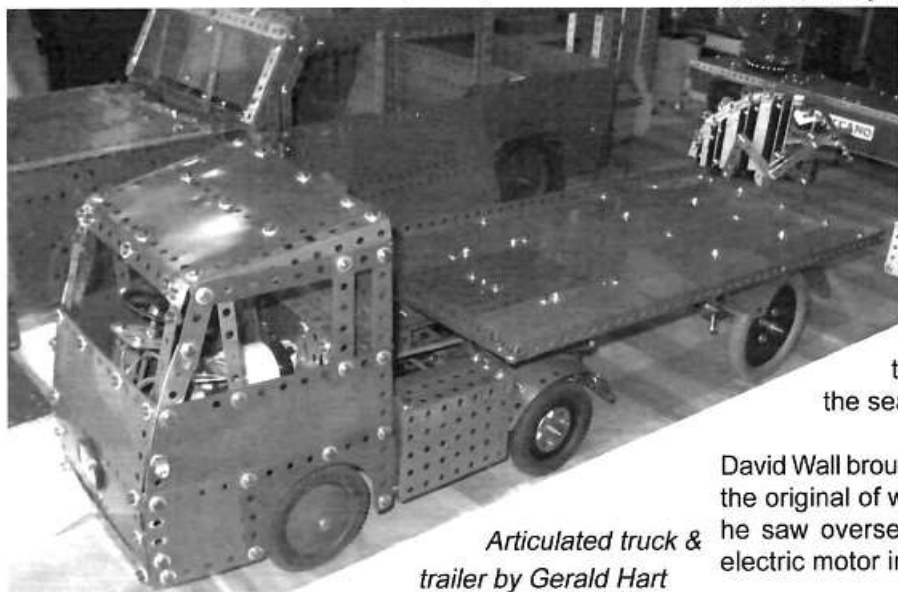
Henry Porter had brought along his model of a steam truck in red and green, a racing car and a Land Rover of his own design with a full gear box and differential and working headlights and even working

windscreen wipers, all controlled by small toggle switches mounted inside the cab. For the headlights Henry had fitted Electrokit bulb holders into torch surrounds. Henry also had some very nice bicycle wheels with a fitted tyre from a Japanese plastic bicycle available commercially. These would be suitable for models requiring spoked wheels with realistic wire spokes and a selection of helical gears of larger size made by Exacto. These were very thin in cross section (~1.5mm) though compared to the smaller diameter gears.

Graeme Mills had made a single flyboat using some curved and flanged Erector girders, which he used to good effect on the sides and numerous trunnions made up the seats.

David Wall brought a small model of a vertical steam engine, the original of which was based on an apprentice's model he saw overseas. It ran very well, powered by a small electric motor in the base.

Richard Sealey had an impressive number (4) of Set 0 Aero Constructor aircraft. These now days are rather rare and



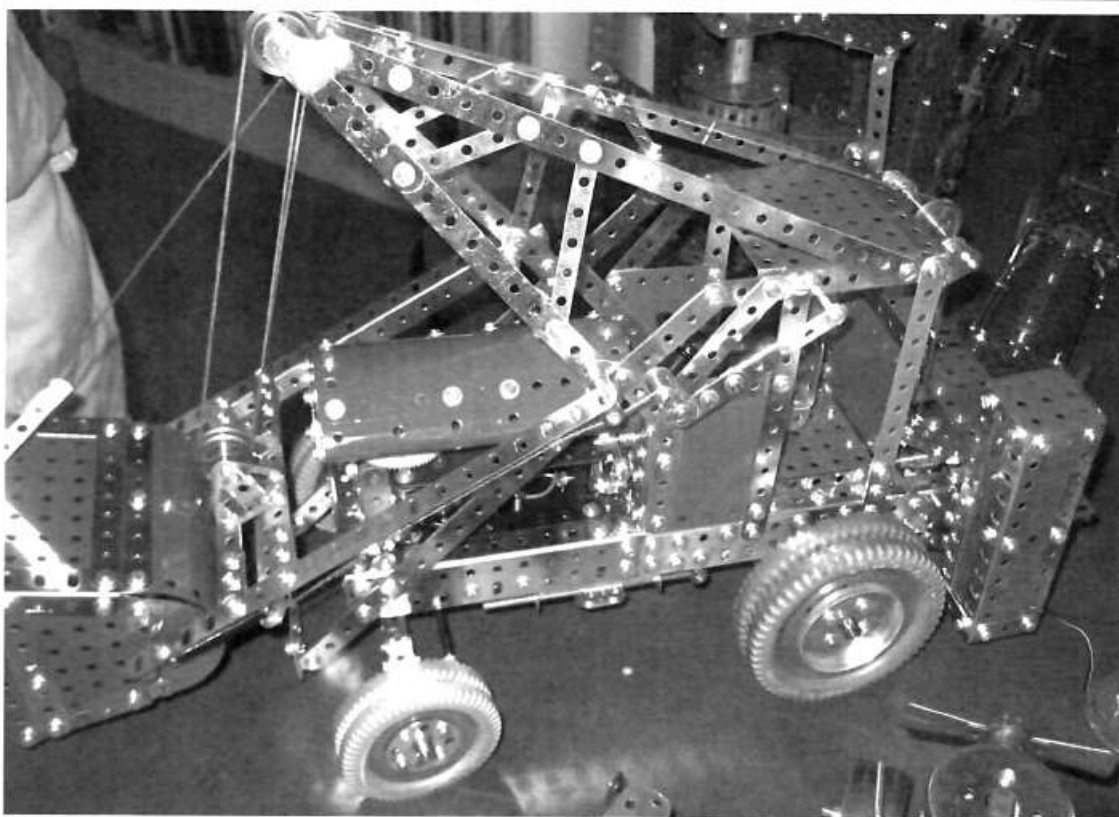
Articulated truck & trailer by Gerald Hart with Henry Porter's

Land Rover behind (note operating windscreen wipers).

not a sight you often see in New Zealand. One is an early grey military model, which will require some restoration as it is entirely covered in fine rust.

Graeme and Kegan Wrighton had a small No. 2 set model of a horizontal steam engine, a small dockside crane from the 20 Model set and a fighter aircraft of their own design.

Matthew Carey had made up a very nice model of the Queen Mary in red and green Meccano. Neil is still working on his locomotive but admitted to tying the string in Matthew's model.



Mike Stuart's Set 10 Lifting Shovel

Plymouth which was by all accounts very successful.

William Irwin had brought along his usual selection of overseas Meccano club magazines.

Les Megget gave a report on the NZFMM magazine and would like more copy

Also attending the meeting were:- Bob Pentney, Peter Hancock and Graeme Humphrey.

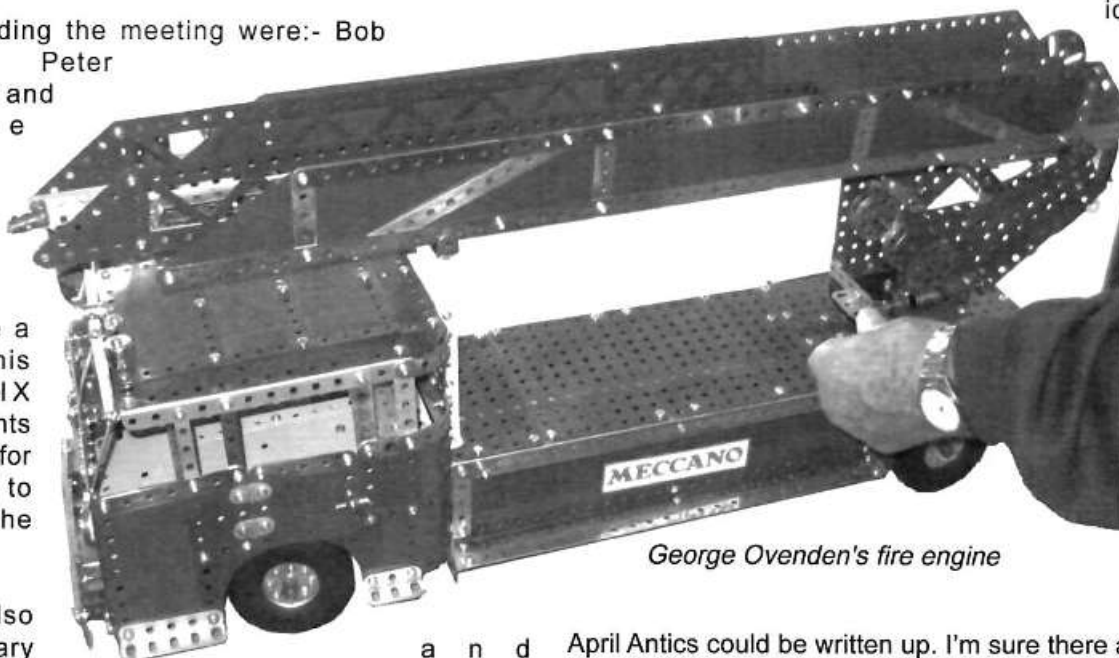
Model X 2010

Peter gave a talk on this year's Model X arrangements and asked for volunteers to man the display.

He also thanked Gary William for their help with the two websites and hoped they would support the other clubs in getting online.

There was some robust discussions about the 2011 Meccano exhibition which will be held in Palmerston North at Easter. Further details can be found on the NZFMM website and in the magazine.

Peter gave a report on the April Antics 2010 at New



George Ovenden's fire engine

April Antics could be written up. I'm sure there are a lot of closet authors out there who have designed models and could do a write up.

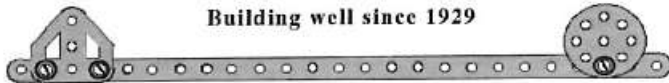
Finally, a big thanks to all those who use their own residences to host our meetings and a thank you for all those who bring a plate to the club meetings, if you don't you can always start at the next meeting.

(Two more pictures are on the front cover of the magazine)

ideas from past issues of Meccano magazines providing they are relevant or perhaps someone could do a rebuild of some earlier models and write them up. Models made for

CHRISTCHURCH MECCANO CLUB

Building well since 1929



May Quarterly Report

by Mike Howse

CMC's major 2010 Exhibition was held over Easter in the Great Hall at the Christchurch Arts Centre. We had a very good turnout of models and displays by club members.

Whilst visitor numbers were down about 25% on our 2009 International Exhibition all participants agreed that visitors had a far better experience being able to take more time to view and discuss items on display.

With Donald McKenzie's display of five electric Lego Trains at one end of the Great Hall, the main Meccano displays in the middle and the Christchurch Tinplate Groups Train display at the other end visitors were indeed spoilt for choice.

Neil Pluck's "Tricky-Track" model was very popular as was his Hornby O Gauge train display

Also worthy of note was what must be New Zealand's largest display of K'nex Dealer Display models belonging to the McFarland family.

The Dinky Toy displays of Alan Tunnicliffe and John Hamlyn again drew very keen interest.

The displays that seemed to attract the most attention from

younger folk were the "please touch" models of Joffre Marshall and Roland Jaspers.

There seemed to be a permanent queue waiting for a turn.

Another very popular section was the "Have-A-Go" tables where ten Torro Construction Sets were set out for children

(of all ages) to make up models from the handbooks.

A special thanks to the Christchurch Tinplate Trains Group whose display of Hornby Trains was again very popular with both children and adults.

Special thanks also to John Stark who came down

from Nelson to display part of his collection of Meccano clocks, and they kept great time!!

Again the results from the retail sales of Meccano Sets from the stall contributed significantly to the successful bottom line for the 2010 Exhibition.

The CMC AGM was held prior to the normal May monthly meeting.

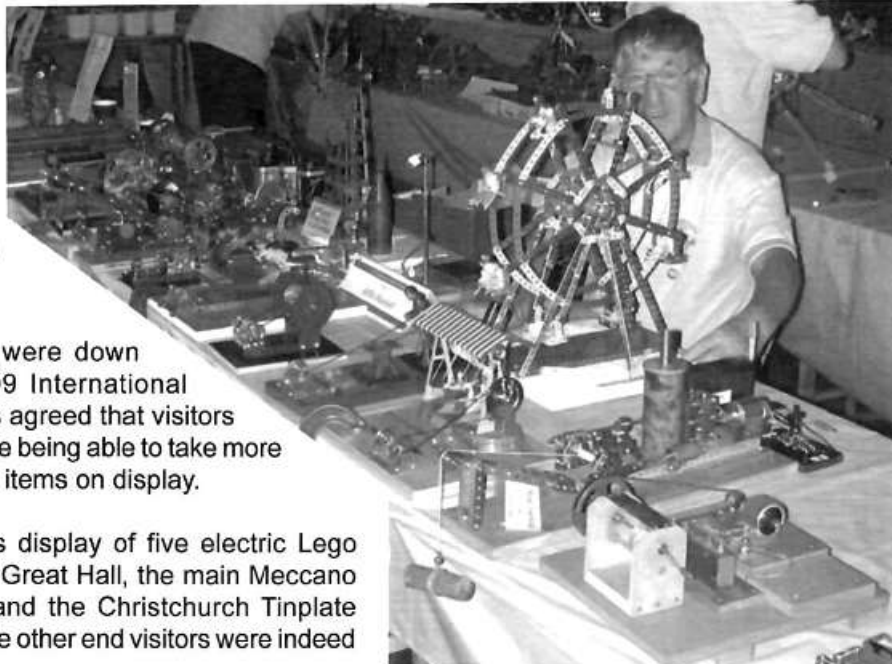
The existing executive, President - Neil Pluck, Secretary - Roland Jaspers and Treasurer - Donald McKenzie were happy to stand for office again therefore no elections were required.

The President reported on a variety of successful displays put on by club members during the 2009/2010 year and thanked all members for their contribution to the continuing success of the club.

The Treasure reported that the Clubs finances were in a healthy state.

Tribute was paid to a previous long serving Treasurer Mr Doug King who has continuing health issues and finds it difficult to attend meetings.

In recognition of Doug's service and commitment to the CMC it was deemed



Joffre Marshall with his "Hands on" display.



Neil Pluck with his Tricky Track

appropriate that he be granted Life Membership to the CMC.

Doug now joins Mr Ian Torrens as a Life Member.

The AGM was closed and the May monthly meeting was convened.

Mr Bob Prescott from the MWT Club was a welcome visitor and he brought along his popular model of a Meccanoville Miniature Railway. Bob also gave a brief outline of progress on the 2011 NZFMM Convention in Palmerston North.

It was proposed that the CMC exhibition committee start preparing a plan for members, wags and models to travel to Palmerston North next Easter.

The May model theme was a "2 seater sports car".

With a number of members away sick and on business model numbers were down this month, however those that were on display were of excellent calibre.

Joshua McCormick won the junior section, Neil Pluck and Roland Jaspers were joint winners of the Senior section.



Display by Graeme O'Neill

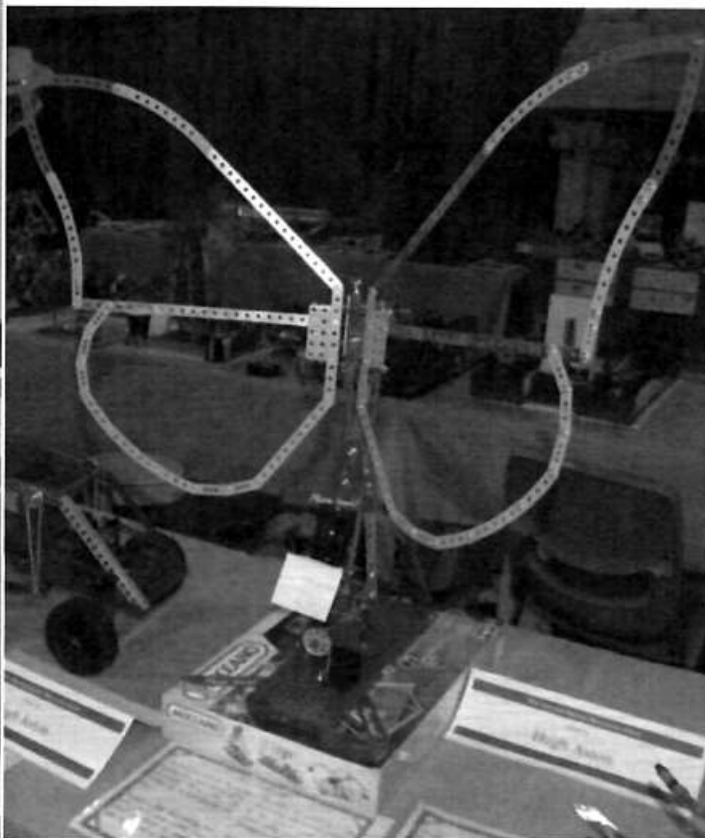
CMC club members have been invited to hold model building workshops for young model builders 8yrs to 12yrs old during KidsFest 2010, an event held here in Christchurch early in July run by TV2 and the Christchurch City Council.

As the event receives extensive TV and media exposure it was unanimously agreed to participate and hold the workshops.

We supplied a draft copy of an advertisement that will appear in a run of 100,000 booklets that is given to every school child in Canterbury region, that should give us exposure and perhaps the odd (or normal) new member.



Junior prize winner Joshua McCormick (CMC)



Hugh Ashton's Butterfly

THE 2011 MECCANO CONVENTION

Hello to all Meccano Modellers.

The MWT Meccano club wishes to invite everyone to come and participate in the Convention weekend. It is our turn to host the Easter 2011 get together on 22nd to 24th April, and this time we are combining with Destination Manawatu in an exciting three day Convention with a 1950s theme. The event is being held at the Palmerston North Convention Centre on the square and will be open to the public from 10.00am until 4.00pm Friday, Saturday, and Sunday.

Destination Manawatu have built an exciting and interesting weekend around our convention, and will be carrying out extensive advertising to promote this weekend and have indicated to us that they are expecting to draw at least 30,000 people to attend. They have booked a number of other venues around Palmerston North all with displays and attractions akin to the weekend, and will be providing free buses running around a loop to link these venues together. This means that there is going to be a variety of places and things to see and do for partners, children, in fact bring the extended family. Please keep an eye on their web site www.squareaffair.co.nz as time moves along. This weekend now has the potential to offer you and your models the best possible display chances, so that the maximum number of people get to see, and admire and appreciate the time and effort that you as constructors put into designing and building your creations. We have arranged for the convention centre to open from 8.00am until 10.00pm on the Thursday and longer if we feel we need it to get models in. Now, here is something to ponder about; if you are planning to have a model that you think maybe better displayed at either higher or lower than normal table height, DM have offered the services of professional set builders, and also lighting if required, free of charge. More about this in later bulletins.

The Nuts and Bolts of the Weekend.

1) Let's deal with an issue that a few modellers have been concerned about, which is what happens if I can't get there on the Thursday. Well it's not a major problem as long as you have registered, have told us what table space you require and paid your registration fee, there will be that space available for you when you arrive. But what if I get there after the hall has been opened to the public, still not a major problem. MWT has the biggest hall in the convention centre which has rear door entry and is on the ground floor (no steps) MWT will have helpers there to assist you in with your items etc, although it would be very helpful if you could try to be there and set-up by 10am on the Friday when the doors open to the public.

2) Because of the tight time frames surrounding this Convention, changes have been made to the way things would normally run. To make the best use of time available, there will most likely be "a show and tell" session for those modellers who arrive and set up on the Thursday, probably after tea on that evening. What about us Friday guys I can hear you saying, still not a major issue as there will be time after the venue is shut to the public on the Friday evening

to allow you time, that would be in line with what would normally happen at convention.

3) **Convention AGM** - This would normally be held at or just before the prize giving dinner on the Saturday evening. We feel that by the time we get the last public out of the venue it's going to be approximately 5.00pm, with dinner planned for 7.00pm it does not leave you the Exhibitor much time to refresh etc. It is proposed that the best solution would be to hold the AGM on the Friday night after a quick tea. Remember we have the use of the Convention Centre until 10.00pm or a bit longer. This is an important AGM as it is proposed to present a new constitution for members to consider, and to elect a new President.

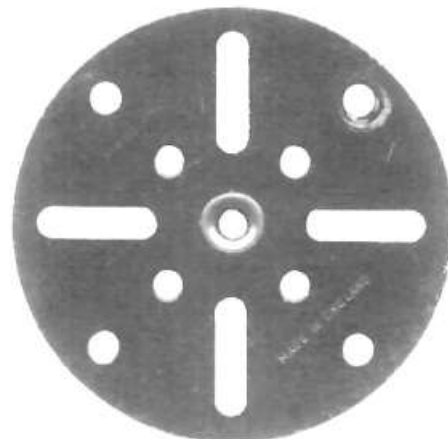
4) The Committee has arranged a separate lounge off the side of the exhibition hall for relaxation; tea and coffee will be supplied there. Then there are some restrictions:- Please don't take your drinks back into the main hall as this will infringe the in house catering rights, and likewise no food is to be consumed in the main hall.

5) MWT will have registration forms available soon, when we know more about costs and dinner venues etc and accommodation packages that will be available.

6) We plan to have a courtesy van available to collect folk from the airport/railway station, also to and from the dinner if needed, more about that on the registration form. Please keep an eye on the Federation Web site, and don't hesitate to ask questions as we are here to help, regular bulletins will follow.

Convention Committee,

Graham Hawtree, Secretary ~
mwtmeccano.club@xtra.co.nz
 Chris and Paulette Morton ~ ceandpj.m@clear.net.nz
 John Freer ~ nhorvath@xtra.co.nz
 Daryl Anderson ~ nosredna@xtra.co.nz



New Zealand Club Diary 2010

Buy, Sell, Auction, & Exchange.

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 14th August at Neil Carey's, 23 Eaton Road, Hillsborough 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, June 12th 2010 at the St. Luke's Church Hall, cnr. Cornfoot and Manuka Streets, Wanganui.

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 4th June 7:30pm at Campbell Morrison's home, 84 Blue Mountains Rd., Silverstream.

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:

2011 Convention on April 22nd to 24th April 2011 in Palmerston North.

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

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.

William Irwin has a boxed Hornby Railways Gauge 1 Stephenson's Rocket for sale. The set, which dates from about 1980, has a carriage and special (very clever) track which can be either set up in a straight run or as an oval track. The loco is live steam powered using butane. William can be contacted by email: irwins@ihug.co.nz (No asking price was mentioned). An image of the set, sans rails, is below.



John Stark's two clocks on display in Christchurch - see page 24.



Back Row: Daryl Anderson, Reg Barlow, Bryan Jones, Robin Rye, Selwyn Bluett, Barry Babbage, Charles Steadman
 Middle Row: Wayne Blakely, Bruce Geange, David Wall, Gary Higgins, Brian Hickson, Allstair Tong, Peter Hancock
 Front Row: Willam Irwin, George Ovenden, Frank Denison, Simon Moody, John Freer, Graham Hawtree, Chris Morton



Christchurch Club Member Donald McKenzie's SS Enterprise at 2010 Easter Exhibition