



NZFMM MAGAZINE

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Les Megget's Liebherr mobile crane fronts the AMG stand at Model - X, Toyworld "shop" behind.

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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>

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

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Lloyd Spackman, 22 Redwood Village, Main Road, Tawa, Wellington 5028, New Zealand.
Email <fishplate@paradise.net.nz>

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Getting youngsters into Meccano, should we bother?

I've been thinking a lot lately about the future of our fantastic hobby and what the future may hold. Every month it seems another older Meccanoman passes away leaving a smaller number of Meccano fans to spread the word to the enthusiasts, non-believers and the younger generation. Is this really a problem? Has Meccano had its day now that every youngster seems far more interested in electronic games, computers and mobile phones (button pushers rather than nut and bolt turners)?

Well I think not. From the response I got from the young boys and girls at the recent Model-X, to the performance of my mobile crane, a great deal of interest and knowledge was apparent (see Gary Higgins write up below). Meccano (France) needs to foster this interest more than they appear to be and I applaud the efforts of the Christchurch Meccano Club in allowing children to get their "hands dirty" making models with a plastic Meccano equivalent (see the CMC news in this issue). The Auckland Guild goes to a central Auckland school for a day every second year to show our Meccano models and let the children play with them. I'm unsure how many new Meccano boys (or girls) we have inspired to have a go, but hopefully it wasn't zero.

With the upcoming 2011 Easter Exhibition fast approaching I have a suggestion for the MWT organising committee. How about putting together a whole heap of the 00 Plus sets used by the Spanner Group during the 2008 Christmas period to produce over 120 models? (See the ISM website). I don't think the parts need be pristine and a set could be sold for minimal cost with a small profit going to MWT. I would have thought \$15-20 for each set would cover it. The 120 model photos and instructions are available on the internet and could be printed off to go with the sets. A CD would be cheaper but permission would need to be granted as they are available commercially from MW Mail Order. Obviously a few models need to be on show as an example of what the set can build.

I've looked carefully at what that Danish plastic construction toy company is producing currently (and models being shown off on Youtube) and I still think Meccano has more advantages especially when it comes to mechanical aspects, even though their electronic control system leaves Nikko's RC system for dead!

Many thanks to all of you who have provided letters and articles for this issue. Keep those fingers tapping on the keyboard (the only button pushing I do), or just write me a letter.

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Meccano International TD - 24 Crawler Tractor

by Bruce Geange

The first model TD - 24 was produced from 1947 to 1952

and was the largest crawler tractor at the time.

One of the features of the

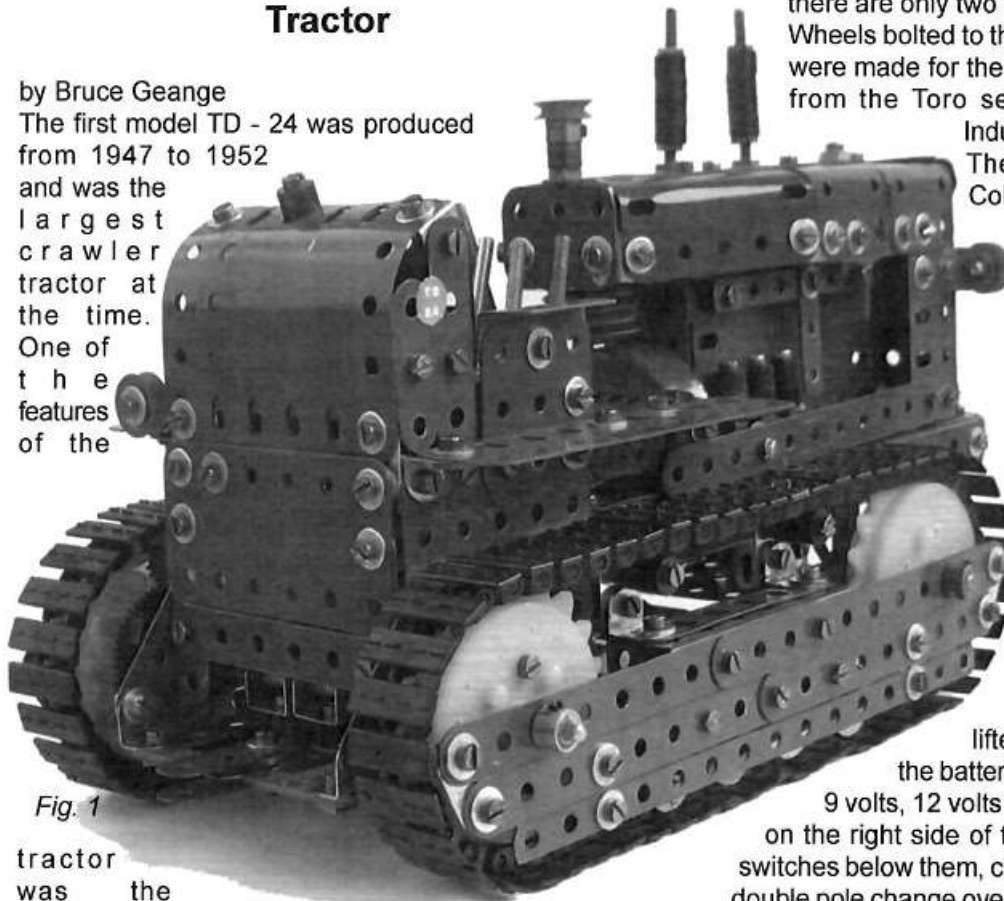


Fig. 1

tractor

was the steering, placing the levers forward put the tractor in high range and pulling them half way back was low range. Moving a lever further back would turn the tractor with power on both tracks and the lever hard back would brake the track and make a pivot turn. The engine was International producing 155 drawbar horse power with petrol start and diesel run.

The model has a scale of approx one fifteenth

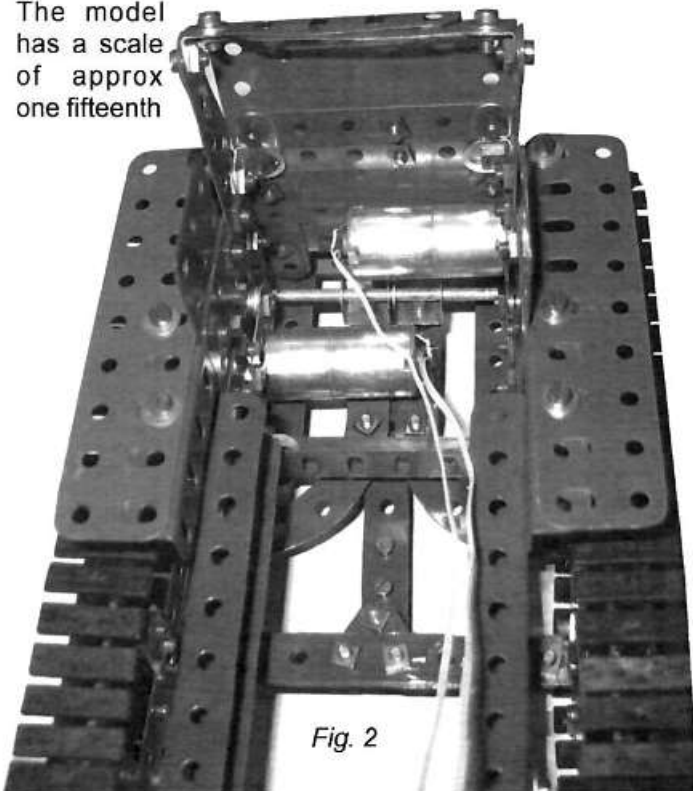


Fig. 2

full size. It is powered by two Jaycar geared motors and there are only two $\frac{1}{2}$ " Pinions mated to two $\frac{1}{2}$ " Gear Wheels bolted to the track sprockets. Mounting plates were made for the motors. The track sprockets come from the Toro sets that were produced by PDL Industries in NZ a number of years ago.

The centre holes accept Meccano Collars and Couplings etc. Dimples on the sprockets were drilled out to allow fixing of the gearwheels with bolts, washers and nuts. The bonnet is held on by two $\frac{3}{8}$ " Bolts screwing into threaded cranks on the side of the radiator, 2nd hole from the front on each side. This is made up from Flexible Plates folded to suit the curves required, two $2\frac{1}{2}$ " x $1\frac{1}{2}$ " Triangle Plates and a $1\frac{1}{2}$ " Flat Girder. Obtuse Angle Brackets have been altered slightly. The $2\frac{1}{2}$ " Strips inside the lower edge of the bonnet are spaced with standard washers. The engine can be

lifted out of the tractor after taking out the battery box. I am powering the model with 9 volts, 12 volts if you wish. A kill switch is mounted on the right side of the engine. All control levers have switches below them, clutch, single pole switch; gear lever, double pole change over switch; steering levers, single pole

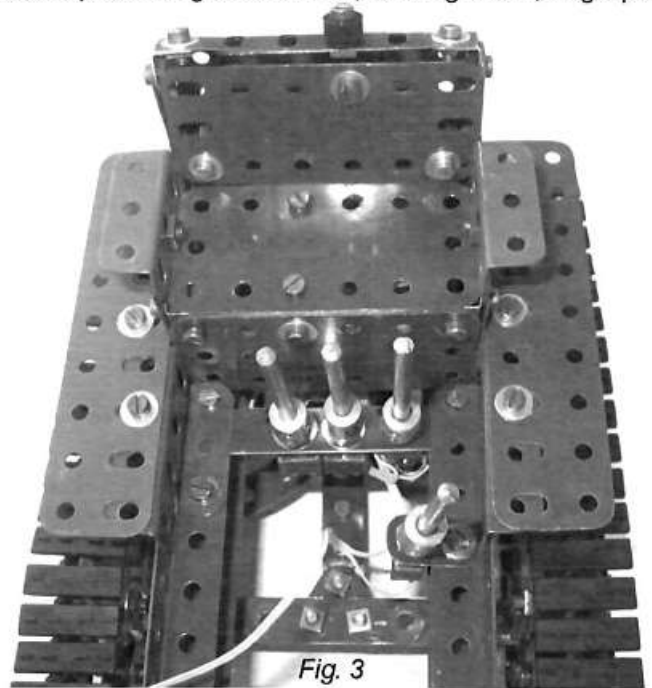


Fig. 3

switches. It is not intended to give a full description of the model as the photos tell a lot.

The frames are two $7\frac{1}{2}$ " Angle Girders bolted by their slotted holes and extended by strips at one end and bolted to a $2\frac{1}{2}$ " x $2\frac{1}{2}$ " Flat Plate. The frames are joined at the front by a 3" strip with Angle Brackets and a 3" Flat Girder. The Flat Plates have a 3" Strip at the top rear with other parts (see photos) and a 3" Angle Girder at the lower front held by Angle Brackets, flange up. A Flat Trunnion and a crank are

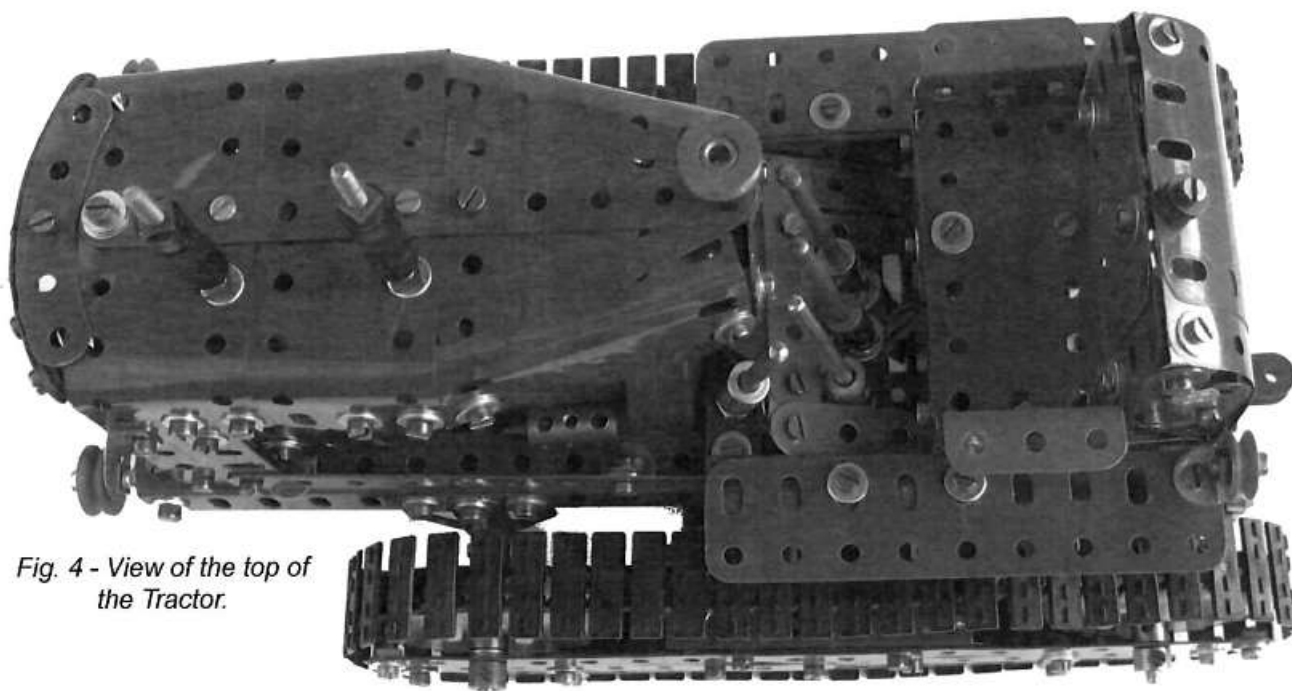


Fig. 4 - View of the top of the Tractor.

bolted to the frames starting at the sixth hole from the front for the idler wheels and track frame.

The track frames are built from strips joined with fishplates and spaced by two 3" Angle Girders bolted by their slotted holes. Track rollers are made from Plastic Collars and $\frac{3}{4}$ " Washers. An equalising spring (dummy) is fitted to Angle Brackets between the frames. This is made up from a 1" triangle, two 2" Strips either side, two 3" Strips next and two 2" Strips on top make the spring. Support brackets on each track frame are secured to the rear axle by $\frac{1}{2}$ " x $\frac{1}{2}$ " Double Brackets. The 2" Strips bolted to the Curved Stepped Strips require round head bolts fitting where the drawbar slides over. The drawbar is fixed to the last hole on the 1" triangle by a Pivot Bolt and a compression spring. If using Meccano track pack sprockets the frames will need to be wider.

Two $1\frac{1}{2}$ " x $1\frac{1}{2}$ " Angle Brackets are secured to the radiator grill base and clamped to the 3" Flat Plate by two 2" Strips. A $2\frac{1}{2}$ " x $2\frac{1}{2}$ " Flexible Plate is bolted behind the radiator. The switches are

mounted on tinplate strips cut and drilled to suit. The clutch switch has its own bracket, the other three are mounted on the one bracket. Short Couplings are secured to three switches and extended by axles. The clutch switch has a coupling and axle. The engine was constructed from two $2\frac{1}{2}$ " x $1\frac{1}{2}$ " Flanged Plates with $1\frac{1}{2}$ " x $1\frac{1}{2}$ " Double Brackets fixed to the second row of holes. The fan is secured with one of these bolts. A Boiler End with a 2" Pulley inside is secured to the lower end of the rear Flanged Plate by a long bolt and washers. The inlet manifold is spaced with Plastic Collars while the exhaust (left side of engine) has two Washers at each end. The engine sides and sump are filled in with Flexible Plates and Angle Brackets. A 3" Strip is fixed to the rear Flanged Plate lower centre slotted hole to support the battery box. Two Angle Brackets spaced by a Plastic Collar near the front of the engine sit on the tractor frames.

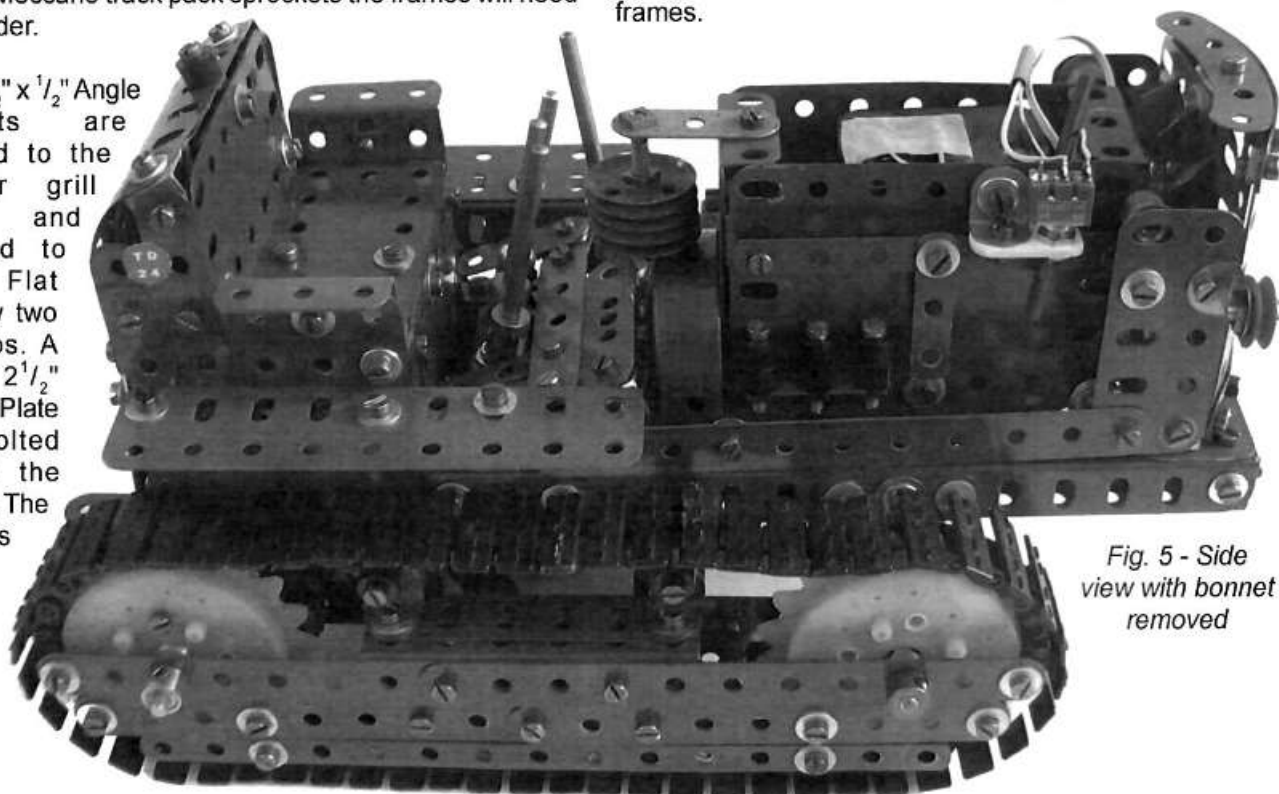


Fig. 5 - Side view with bonnet removed



Fig. 6 - Foot plate and battery box.

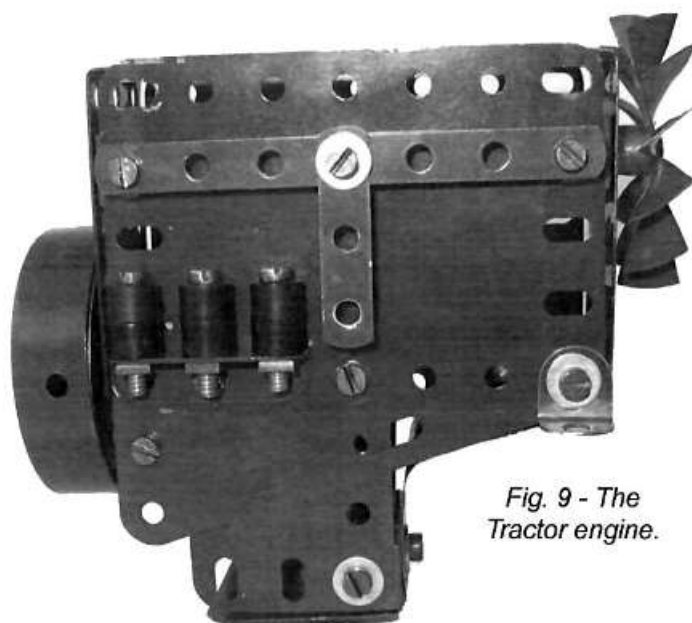


Fig. 9 - The Tractor engine.

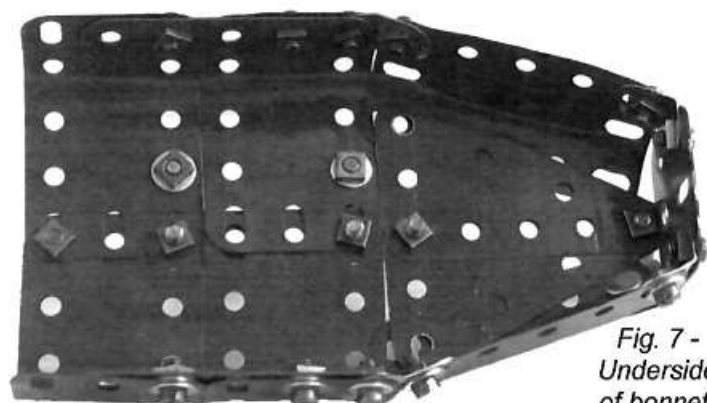


Fig. 7 - Underside of bonnet.

The seat base is secured by one Threaded Boss and the seat back uses two Threaded Bosses. The foot plate is made up from Strips and is held in place by one Angle Bracket on the right hand side. Lights were added using $\frac{1}{2}$ " Plastic Pulleys with Washers and Angle Brackets. This has been an interesting model to design and build and has the looks of the full size tractor, runs well with ample power.

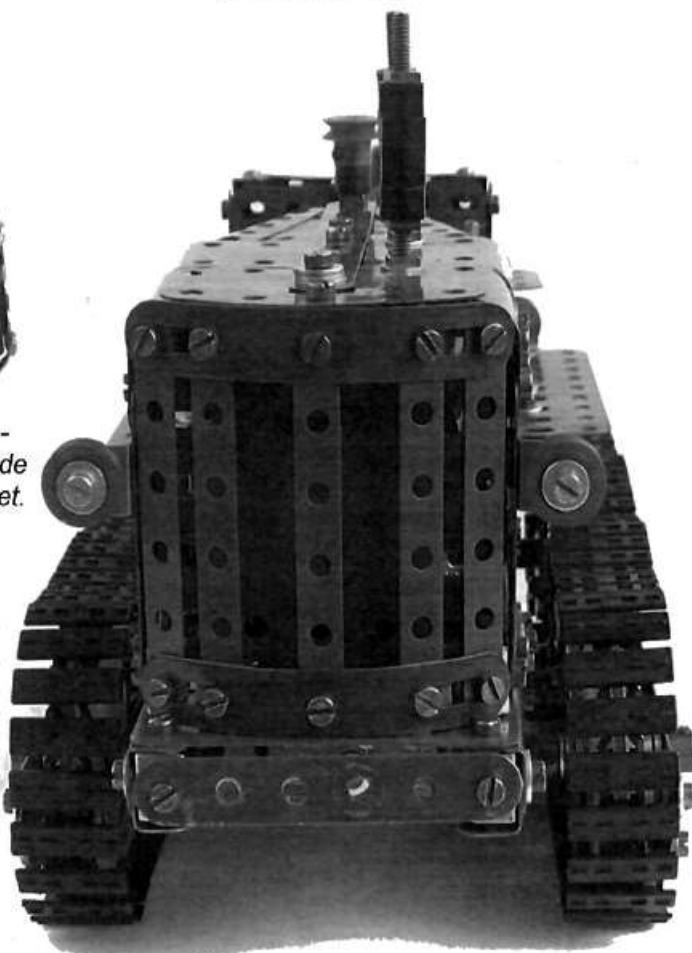


Fig. 10 - Front view of the tractor.
(watch out or you will be run over!)

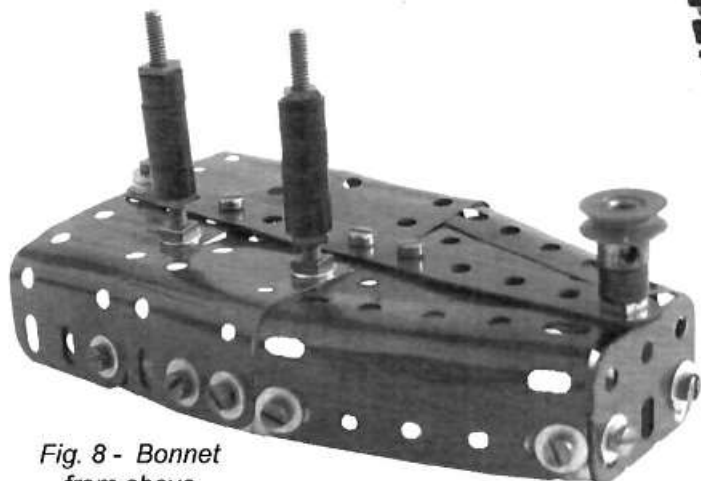


Fig. 8 - Bonnet from above

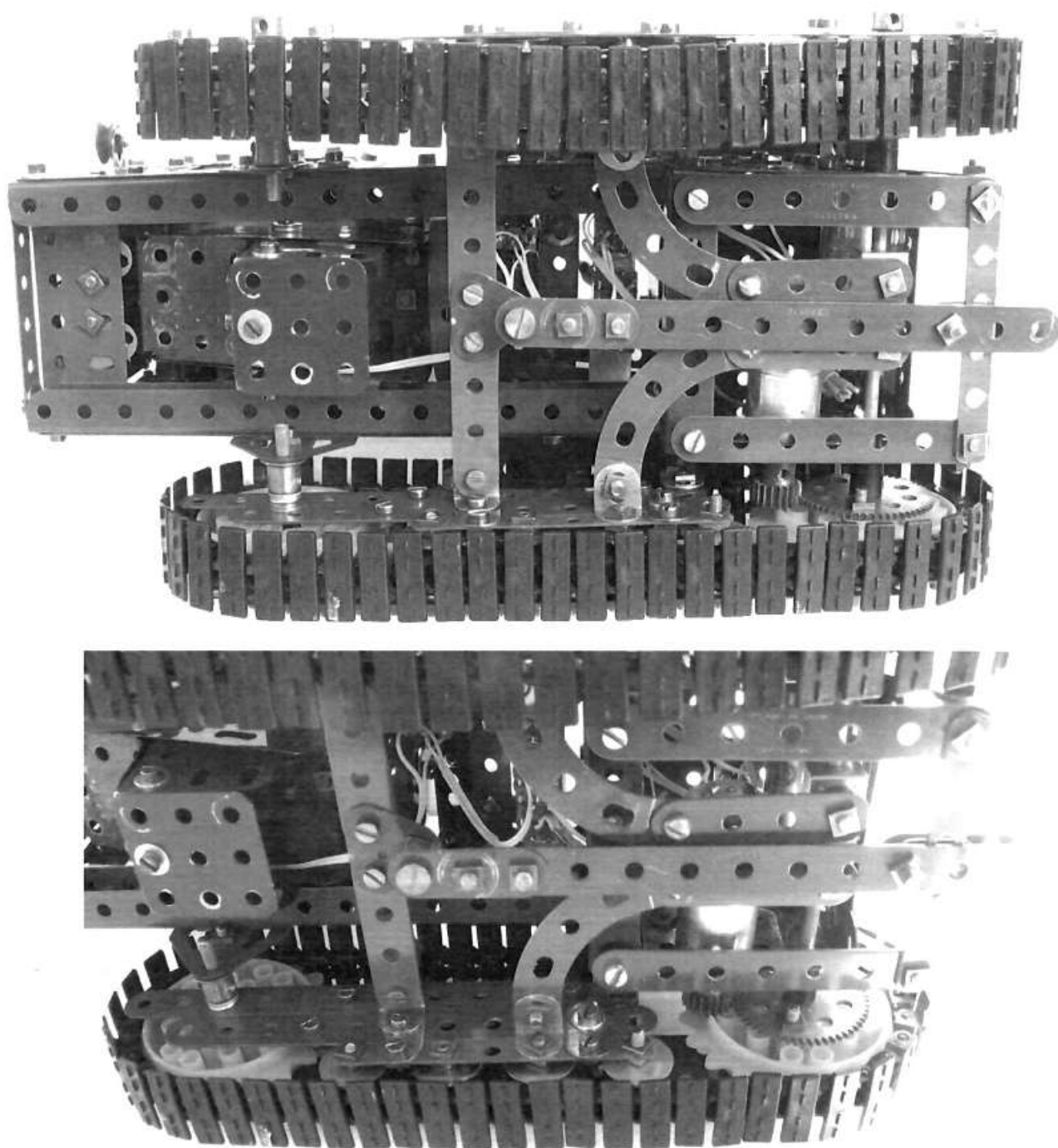


Fig. 11 & 12 - Two Underside views of the tractor.



Fig. 13 - The Meccano model with the prototype.

A Picture of the completed Tractor is on the back cover.

The Special Edition Locomotive

by Lloyd Spackman

When Meccano France introduced Set 0502 in 2002 there was a lot of criticism. Many Meccano modelers didn't like the look of the model, especially the bulbous nose cone. They said it didn't look like a proper loco and the gaudy artwork on the box didn't help, either.

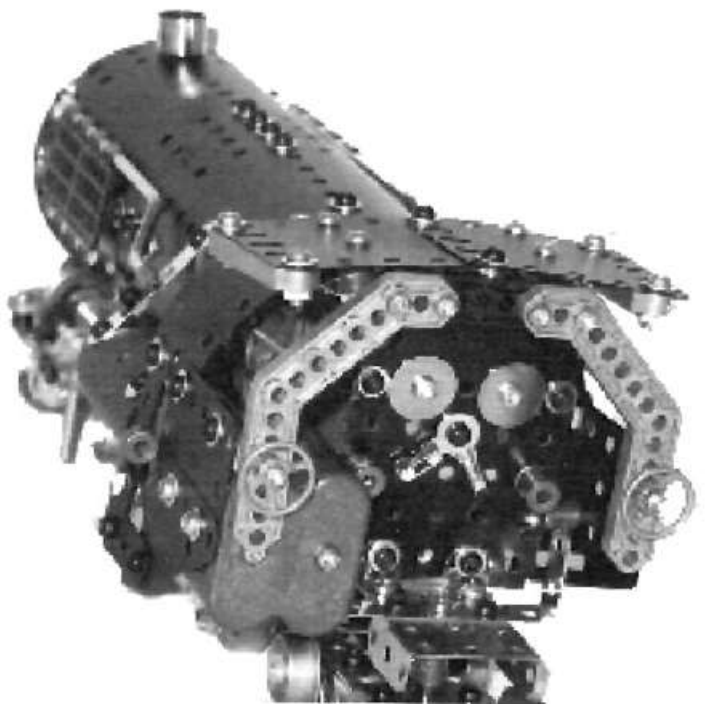
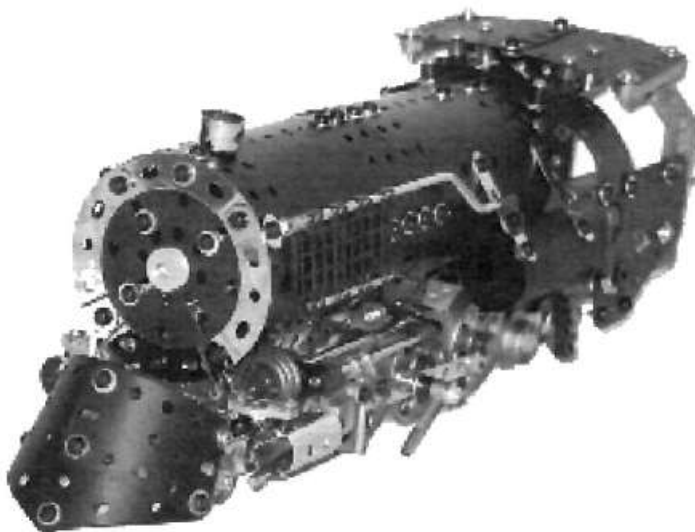
I was given a Set 0502 and have built the model twice. The second time, recently, I modified the front to make it look more like a conventional locomotive. The modification parts are, of course, not in the original Set.

I left off the round black front. Instead I finished it with a

Face Plate, boss inward, and surrounded by 4 stepped curved strips held around the Face Plate by four Narrow Fishplates on the inner side. This is fixed to the boiler front by a bolt at the top into a Threaded Boss and at the bottom to the $2\frac{1}{2}$ " Angle Girder which crosses at that point. A Chimney Adaptor at the second hole from the top front completes the modification.

I also inserted at the rear a black $2\frac{1}{2}$ " x $2\frac{1}{2}$ " Flat Plate with a $2\frac{1}{2}$ " x $1\frac{1}{2}$ " Black Flexible Plate at the top, overlapped one hole. This was decorated with various $\frac{3}{4}$ " Washers and other small parts to simulate the driver's controls. It fitted nicely halfway along the battery box, held by two $\frac{1}{2}$ " Angle Brackets at the bottom, and made for a reasonable driver's cab.

All told, I think I have improved the look of an otherwise excellent model.



A Tribute for Joe Bell – b 8 May, 1952, d Wellington 5 July, 2010, aged 58.

by Lou Nichols

Frank Hornby must have had Joe in mind when he founded Meccano and all the later products of Hornby trains, Dinky Toys and Meccano Magazines. Joe loved them all and over the years amassed quite a collection of which he made good use. Joe was a bachelor most of his life, but married his childhood sweetheart, Karen in April 2009. When Karen heard of Joe being diagnosed with terminal cancer, she returned from Sydney and her love and support gave Joe a quality of life he wouldn't have been able to achieve as a single man.

Because he was single for so many years, his home was the bachelor residence I am sure many of us Meccano modellers would like to aspire to. Trains and Meccano Models of all descriptions were in every room

and the highlight of the mainly dedicated Hornby train layout was that the train currently being used ran out of the room, disappearing through the airing cupboard and emerging through a tunnel portal into the lounge. Then across one wall of the lounge to again disappear through a tunnel portal to once again emerge into the train room. Joe stuck mainly to 'O' gauge and Hornby, but did have a 'N' gauge on one end of his dining room table (dining room tables have more uses than placing food on them), and a Lionel train occupied almost all of the lounge floor. Joe also loved cats, Ford cars and Minis. His show car was a black Ford Zephyr and his everyday vehicle was a bright orange mini. For many years he worked as a panel beater and car painter, both as an employee and in his latter years as his own business man.

The Iron Duke revisited !!

by Stefan Tokarski

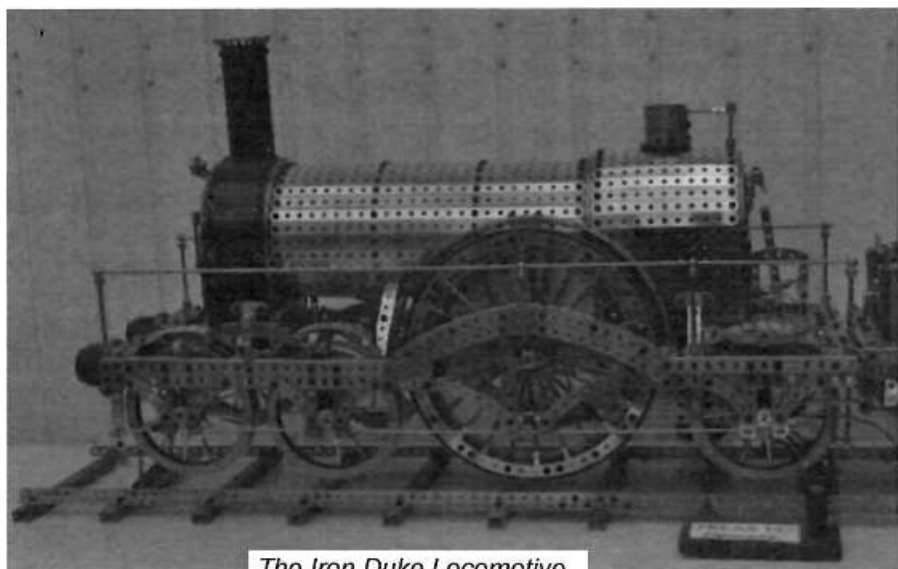
How do you decide which model to make next ??

I was waiting to leave the National Railway Museum (NRM) in York in 2009 after the two day exhibition with the Sheffield

Iron Duke on my extensive list of models to make one day.

A month earlier I had also seen a Meccano friend of mine who had produced laser-cut one piece rings for wheel flanges. I had previously used Pt No 90 curved strips but the rim produced I thought was not realistic enough, but OK for purists. Could I link the two together? As a keen Meccanoman the answer is a big Yes, and having the time, as I am paralysed and in a wheelchair, I need something to keep me and my brain active. I try to make a mixture of Model Plans and scratch built models.

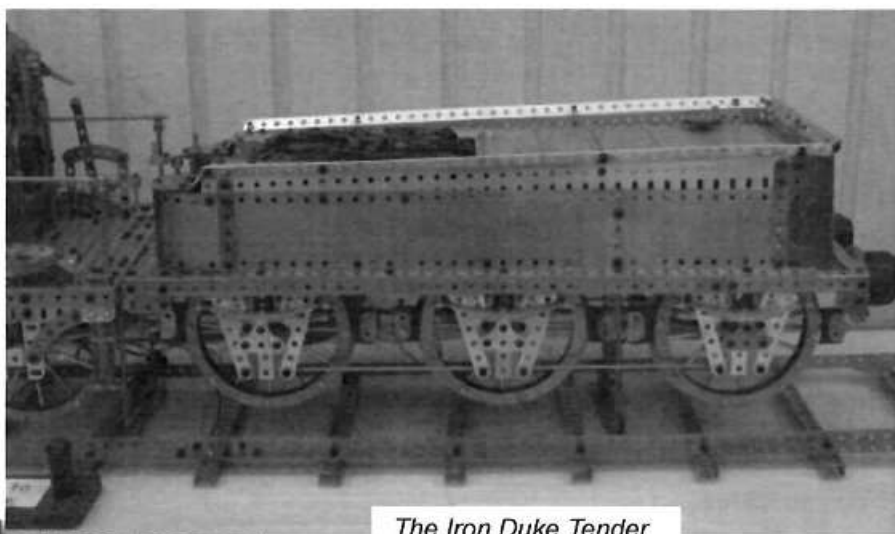
When I did an Internet search I found that lots of people had put on various sites pictures of the Iron Duke mainly from the NRM. This meant a visit was not necessary, even though I only live a one hour drive from the museum. I now had the drawing and plans from John and the one piece laser cut wheel flanges. Some of the model details I could see did not need to be changed so I used them from the plan. The wheels had to be made with 12 and 24 spoke to be like the original engine; John had used 6" discs which were the old Meccano solution for such a wheel. Rings were



The Iron Duke Locomotive

Meccano Guild or SMG, and while I was waiting was asked by the stewards to wait out of the way in my wheelchair near a locomotive. I looked up and to my surprise saw that it was the Iron Duke. This was a replica locomotive that had been built from the original drawings and I found out later that it was near the door because it was going to another museum on loan.

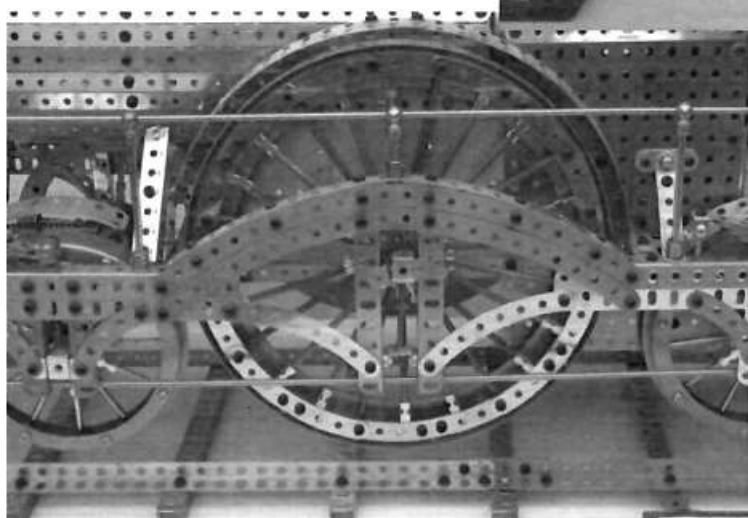
About 10 years ago I had bought John Ince's ModelPlan, MP133, for this locomotive and MP118 for his smaller locomotive, Caledonian No 15. I had the



The Iron Duke Tender

made to suit the 12 smaller wheels for which the spokes were 50mm axles and rod and strip connectors. For the large driving wheels, the rings were made using Pt No 167b and Pt No 89b as you can see in the pictures on the (NZMeccano.com) site.

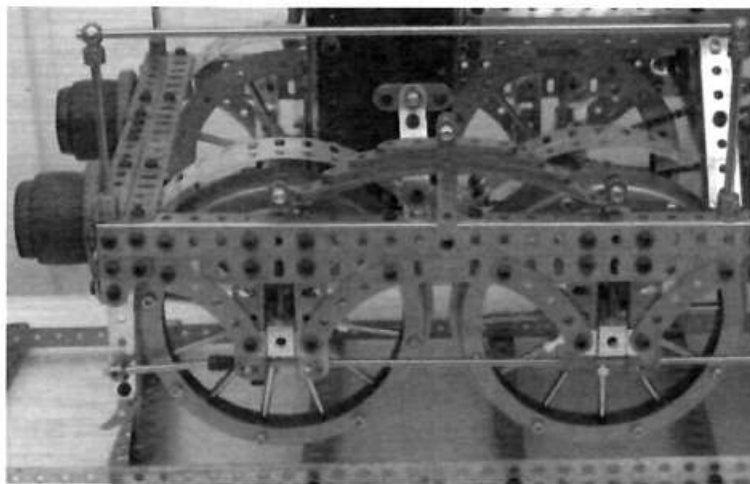
The boiler and areas both front and back were details of the model where I felt an alternative was called for and checking the dimensions found it could be done with a mixture of Märklin and Meccano Hub discs. These would give the changes in diameters required. The boiler now required four Märklin hub discs and two Meccano hub discs with two circular girders for the centre. The Boiler assembly was now fastened to the inside of the chassis by eight bolts all with captive



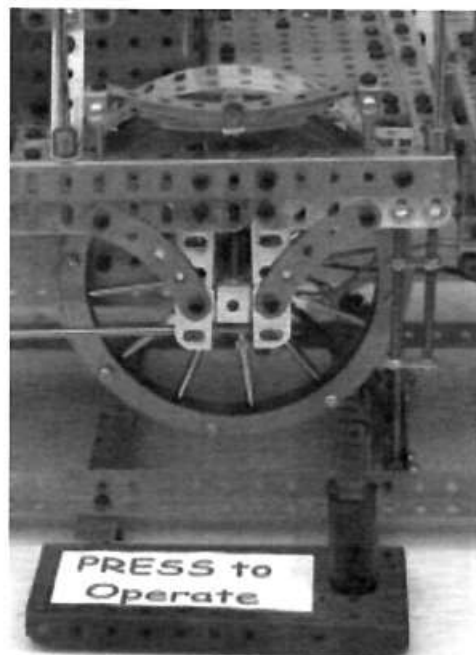
The main driving wheel with the nicely executed spokes.

nuts. The chassis hump holding the large driving wheels was equally given a make over but sadly I could not get the sign right so I would appreciate if any who have made the locomotive would send me pictures with a sign. You have to look at the assembly pictures to see the smaller changes and additions.

I did feel that John had done superb job tackling a model that was not an easy subject. ModelPlans are not easy but for the few Meccanomen who tackle them to see the rewards must be nice. It also has the advantage that you will not be forgotten for many years as a Meccanoman.



The front wheel on the locomotive



The rear wheel on the locomotive

What our Readers Think (or are Building in Meccano!)

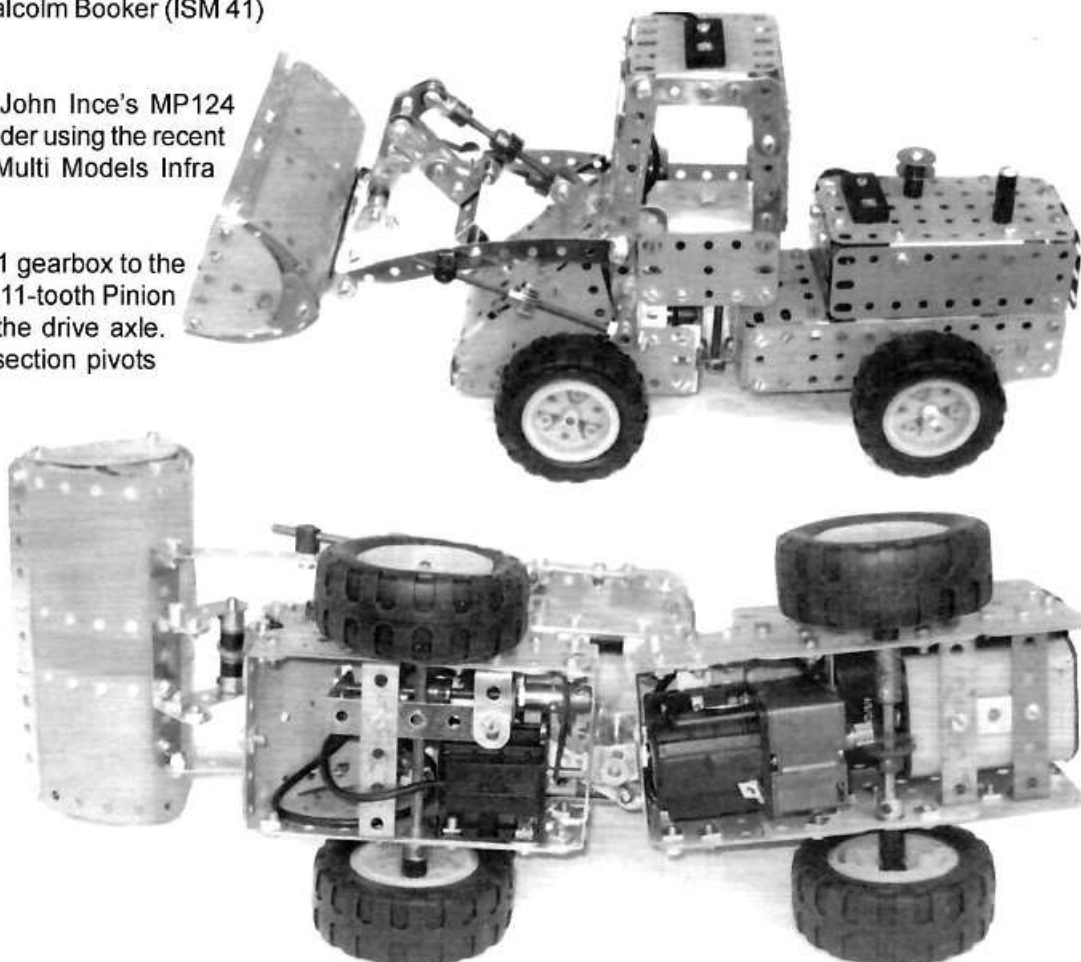
This is a letter from Malcolm Booker (ISM 41)
June 2010:-

I have recently built John Ince's MP124 Dresser 510B Pay Loader using the recent Meccano set 8541, Multi Models Infra Red Control.

I coupled a recent 19:1 gearbox to the traction motor with an 11-tooth Pinion to a $\frac{3}{4}$ " Contrate on the drive axle. The top of the drive section pivots upwards at the rear to allow the battery box to be turned on and off.

The battery box for the steering is fitted in the floor of the cab and is switched on and off using a screwdriver from underneath.

The tyres from this set suit the model and it works well.



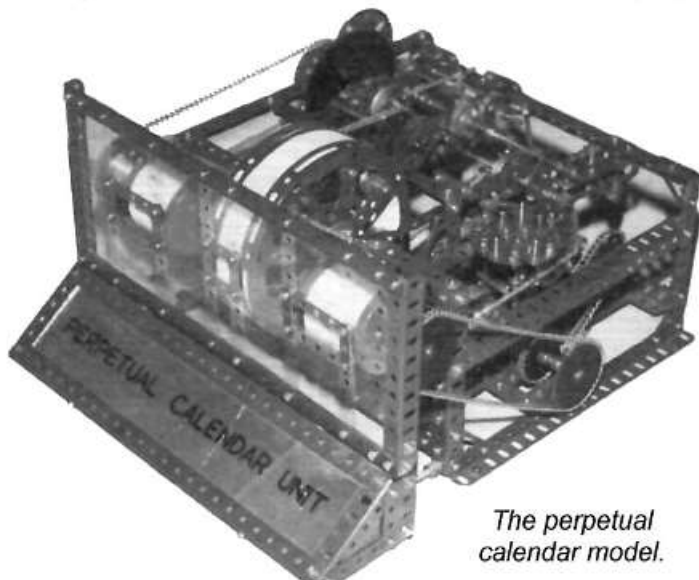
Colin Cohen, Meccanoman Extraordinaire. 1938 - 2010



Colin Cohen with several of his models.
Photo by his daughter Melanie

by William Irwin - who also took the photos except as noted. The Meccano fraternity has lost one of its truly creative geniuses. Long before I actually met him I marvelled at his dive bomber fairground model on the stage of the Old Drill Hall at an exhibition in Cape Town in the 1970s. I eventually joined the Cape Town Meccano Club in 1980 largely due to Colin's encouragement. I have very fond memories of Colin, Marion and their young daughter Melanie at many meetings and exhibitions until my departure for New Zealand in 1998.

Perhaps Colin's most famous model was the "Sleeping



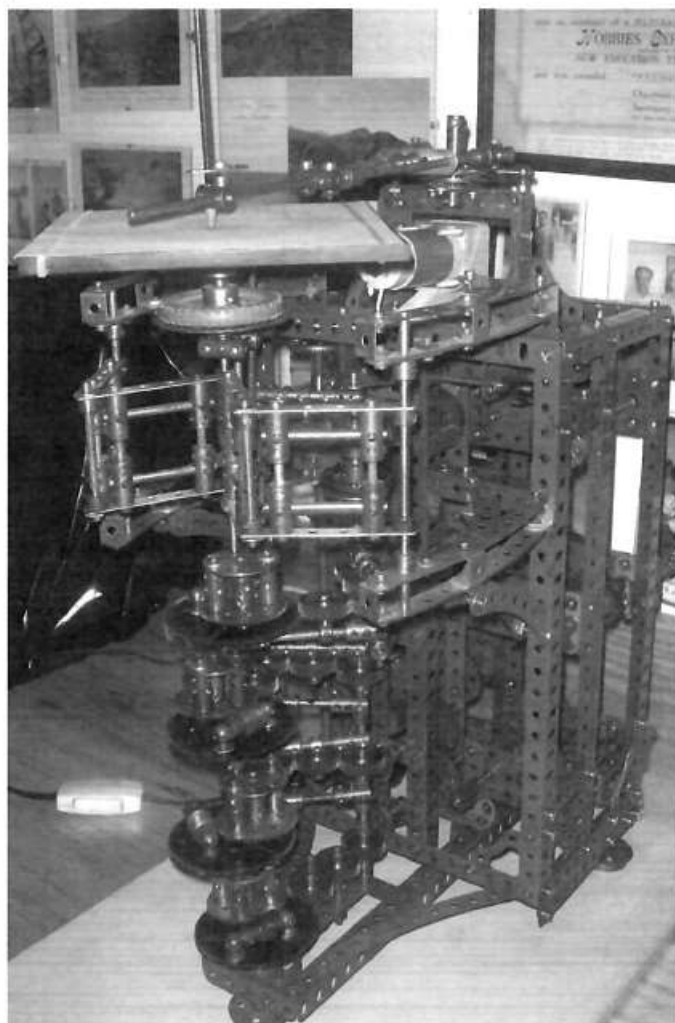
The perpetual
calendar model.

Meccanoman" which he had constructed in secret over three years and finally revealed to the club members at a meeting at Michael Adler's house in 1977. It had its first public showing at the Cape Town Festival in 1980 and six year old Melanie eagerly took charge of it together with an adjacent display of Meccanoids. Melanie had forbidden Colin to ever dismantle it, and today it can delight her own young son.

No better tribute to Colin can be given than from his lifelong friend, Michael Adler, in this recent message to Spanner:-

Colin will be sadly missed. He was a Meccano genius. He belonged to the purist school who only used genuine Meccano parts and would not use any other material at all in his models. He believed that everything could be run from one Meccano motor with complicated gearing and elaborate control rods. He was never without a screwdriver in his hand, and it broke my heart to hear him say that he could not lift one any more. Can you believe that his daughter offered to build for him. Such love and devotion.

I have known Colin since I was a boy. I used to play on the floor in his parent's house. We were members of the Cape Peninsula Meccano Club, and then the Cape Town Meccano Club of which he was chairman for very many



A really complicated designing machine.

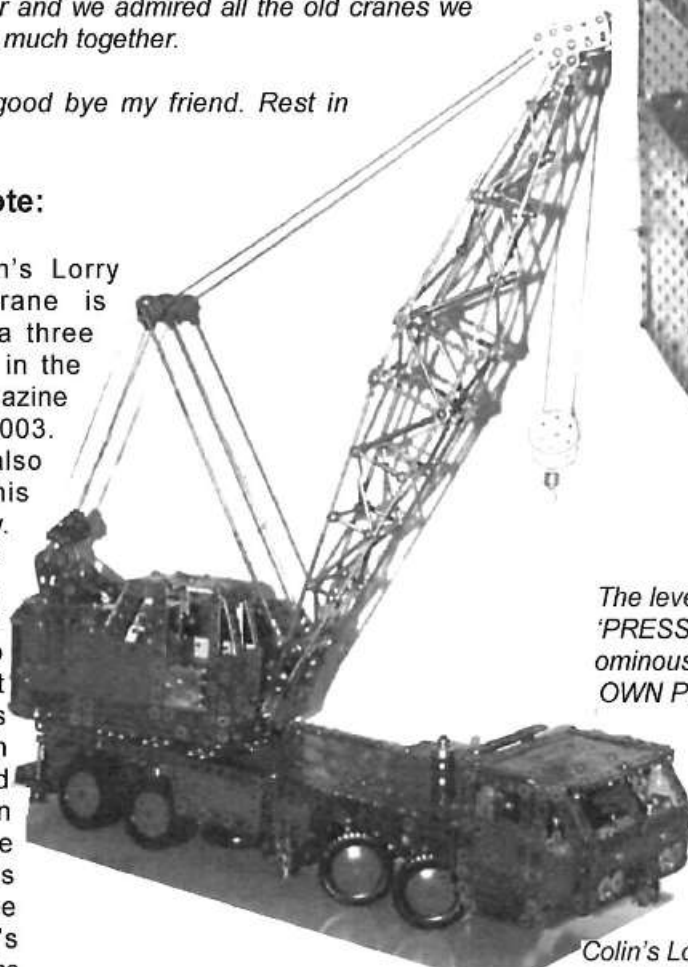
years.

I knew Colin was ill when he told me he was short of breath only six months ago. I recently went to see him and spent a lovely afternoon with him and with Tatchell Venn and Kenny Leibrandt. We showed him old videos of Meccano shows and he loved it all. Melanie and I took him for a drive to the harbour and we admired all the old cranes we both loved so much together.

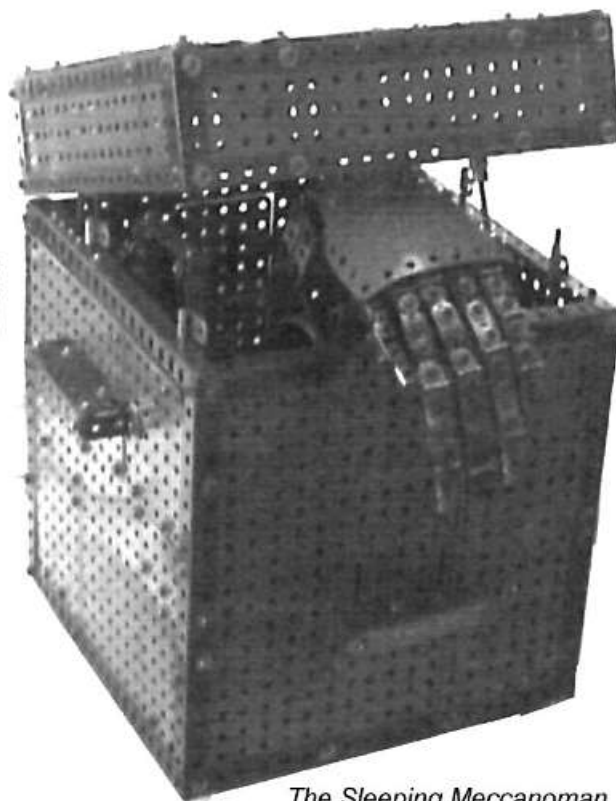
Dear Colin, good bye my friend. Rest in peace.

Editor's Note:

Colin Cohen's Lorry Mounted Crane is featured in a three page article in the NZFMM Magazine December 2003. That issue also contains his autobiography. In the February 2007 NZFMM magazine Bob Prescott reports on his visit to South Africa and meeting Colin Cohen. The issue has photos of three of Colin's Meccanographs and also of his axle rod sorting machine.



*Colin's Lorry Mounted Crane
reprinted from the 2003 magazine.*



The Sleeping Meccanoman

The lever in front bears the explicit instruction - 'PRESS'. Below the lever stands a card with the ominous warning - 'SLEEPING- DISTURB AT YOUR OWN PERIL. Give in to your curiosity will arouse the Meccanoman who is asleep inside the box. In a lazy fashion he raises the lid and reaches out with his hand. He takes hold of the lever and, clasping it with his fingers, pulls it upwards again. He withdraws his hand, shuts the lid and goes back to sleep.

FEBRUARY FOLLY - New Zealand Federation of Meccano Modeller's Meeting

When: Saturday 26 February 2011, 9.00am to 5.00pm.

Where: St Andrews Church Hall, 91 Titirapunga St, Taupo Town Centre, Taupo.

Reason: Fellowship, bring models (any and all), bring items of Meccano interest, participate in clockwork motor challenge, meeting.

Agenda: This is a guideline only:-

Gather from 9.00am onwards; Fraternise, model examination and play; Lunch; Meeting and discussion of NZFMM Constitution; Clockwork motor challenge; More fraternisation, models and play; Tidy up and leave hall at 5.00pm; 6.30-7.00pm meet at restaurant for meal and social time.

Registration: The hall costs \$15/hour + GST (\$138 including GST at 15% for 8 hours). Registration: \$10 to cover hall hire, morning and afternoon tea condiments.

Refreshments: The hall has kitchen facilities so morning and afternoon tea will be on hand. (Tea, coffee & Milo). Lunch to be obtained by you.

Accommodation: If you are coming to Taupo for more than the day, I suggest you book accommodation early. Summer

in Taupo is busy with many events and accommodation fills quickly closer to the day. (Sue and I are already booked at the Baycourt Motel in Taupo for Friday and Saturday nights)

Clockwork Motor Challenge:

1. Number 1 Meccano clockwork motor.
2. Meccano parts and replicas only.
3. One wind of motor only.
4. Model to have one wheel only (ground contact wheel). No tracks or other propulsion system.
5. A 5:1 reduction, overall, at least, between the normal motor output shaft and the wheel.
6. **Aim:** To make the model go as far as possible in a straight line. The winner will be the model that has the largest number derived from the distance covered divided by the length of deviation from the straight line, (millimetres) except if the deviation is 1mm or less.
7. **Prize:** liquorice allsorts. (what else?!)
8. Judge's calculations can be checked but subsequent decision is secret, final and absolute.

made up the chassis transverse members. With a long, slender chassis such as this care must be taken to provide enough torsional restraint by adding cross-bracing and such like. In this case the gearbox housing provides some of this near the front and the lower roller bearing of the crane support is built into a solid box between the chassis rails and has a depth equal to the chassis, see Figure 2. This crane support bearing is between the 2 rear axles (which are positioned below the chassis rails). You should not be able to pick up the chassis at both ends and be able to easily twist it front to rear. About half way through the construction (about 9 months on) I found a 1:50 scale model of the exact crane I'm modelling had been released overseas and within a week one had arrived (Figure 3). This excellent scale model answered many of the queries I had about the prototype's details I hadn't found from images on the web, including chassis depth and transmission details, which were next on the construction programme.

Transmission:

The prototype's 6-cylinder Liebherr diesel engine is positioned behind the driver's cab on this crane, directly driving a 12-speed ZF gearbox with 2 reverse speeds, then through a 2-stage transfer box with lockable transfer differential. From the transfer box the drive is taken directly through universal joints to the front and second axles. In front of the second axle is the customary inter-axle differential which divides the drive between axle 2 and axle 3 behind. All 3 axles have their own differentials, of course. Therefore on this crane there are 5 diffs., all being of the all-pinion variety in my model. That is six 19 tooth Pinions in each differential.

One of the major problems in attempting to model a prototype realistically is finding room for the mechanicals in a confined space. Meccano gearboxes and power steering gearboxes are almost always proportionally larger than their actual full-sized equivalents. There certainly wasn't enough space between the large 12V motor + friction clutch and the transfer box for a 12-speed gearbox so I designed an 8-speeder with 2 reverse ratios. The position of the transfer box was dictated by the axle positions and the need to get 2 UJs between the transfer box forward to axle 1 and rearward to axle 2. Figure 4 shows the front portion of the transmission with the transfer box central. To save longitudinal space in the gearbox the high 1:1 ratio and low 4:1 ratio gears were placed to the side, rather than adding to the gearbox's overall length. The 4-speed and reverse gearbox ratios are 3:1, 2:1, 1.5:1 and 1:1 with reverse being 3:1. This gives a good range of forward ratios namely 12, 8, 6, 4, 3, 2, 1.5 and 1:1 (bottom to top), which are similar to those of the prototype. The 4-speed gearbox is controlled by the normal double-H pattern gear shift, while a separate lever in the cab changes the high to low ratios. The transfer box distributes the gear box output down 2" through 3-38t Gears, then a 3:1 ratio to the 57t Gear crown wheel of the transfer differential, which is lockable by moving a $\frac{1}{2}$ " long 19t Pinion to lock the crown wheel with a 57t Gear locked to the rear output from the transfer box. This diff-lock will be controlled by another lever in the cab via a flexible Bouden cable. Märklin style UJs were used because they are shorter than the Meccano versions.

All 3 axles have lockable differentials on the prototype but at this time I've decided not to include these locks. Like the real crane each wheel hub has a planetary reduction by using small Gear Rings and 3-19t Pinions, the planet Pinions being narrow faced ($\frac{1}{8}$ ") to save space in the hub. The Gear Rings are incorporated into the wheel hub which is made up from Ashok 2 $\frac{1}{2}$ " diameter Wheel Flanges (P/N 137a), Stepped Curved Strips and long bolts.

Steering:

All 3 axles are steerable on the model, as on the prototype. The real crane has 5 steering modes but I've only attempted 3 on my model, namely conventional steering by front wheels only, 6-wheel steering, and crab steering by all 6 wheels turning in the same direction. All three axle structures are identical and are made up from many Couplings, Channel Bearings, 3 by 3 hole Flat Plates, Axle Rods and Rod Sockets. These axle frames are very stiff and allow the axles to carry the full weight of the crane without any distortion. Steering articulation is accomplished with Märklin UJs, the king pins being short axle stainless steel rods (4mm) bearing in Couplings above and below the drive axle. The hubs comprise 5 by 3 hole Flat Plates and Trunnions, stiffened with 2" Threaded Rods between them, see Figure 5.

Power steering involves a small geared motor (360 RPM) driving a reversing gearbox comprising 2 clutches (57t Gears against 1" Tyred Pulleys). This mechanical power steering mechanism is fully explained in CQ82 (Among the Model-Builders by Jean-Pierre Veyet) and works remarkably well. There is also a driven threaded rod which is attached by a Square Coupling to the lever being actuated by the steering wheel, which also engages either clutch (1 clutch for left turn, the other for the right). This cross bore threaded coupling link disengages the clutch which is steering the wheels. Thus you turn the steering wheel a small distance, the wheels turn part-lock and stop when the compensator opens the clutch. More steering lock requires more movement on the steering wheel; ingenious. The steering box output drive goes through a series of reduction gears to a large Contrate on a vertical axle on which a Crank is fixed at the bottom. The Crank (steering link) is linked directly to the steering arms by an articulated shaft to allow for suspension movement. Each steering linkage is identical except the drive to the Contrates of axles 2 and 3 is through a separate steering mode gearbox positioned to the rear of the power steering box. This steering gearbox has 3 positions: a) only front wheels turn, b) front wheels turn and axle 2 wheels turn at a -2:1 ratio (half the axle lock of the front wheels in opposite direction) with axle 3 turning the same amount as axle 1 but in the reverse direction to the front wheels, and c) all 6 wheels turn in the same direction at a 1:1 ratio. Now I can make this work well but the trick is to only be able to change steering modes when all 6 wheels are in the straight ahead position, otherwise the 3 sets of wheels get quickly out of phase! Mode (b), all wheel steering, is only possible at road speeds less than 30kmh in the prototype, the wheels on axles 2 and 3 being locked straight ahead at greater speeds. My first simple mode gearbox attempt sort of worked but you couldn't change steering mode with the gears stationary

(continued on page 14)



Figure 3: 1:50 scale model of Liebherr 1050-3.1 with partially completed 1:9.4 scale model behind.

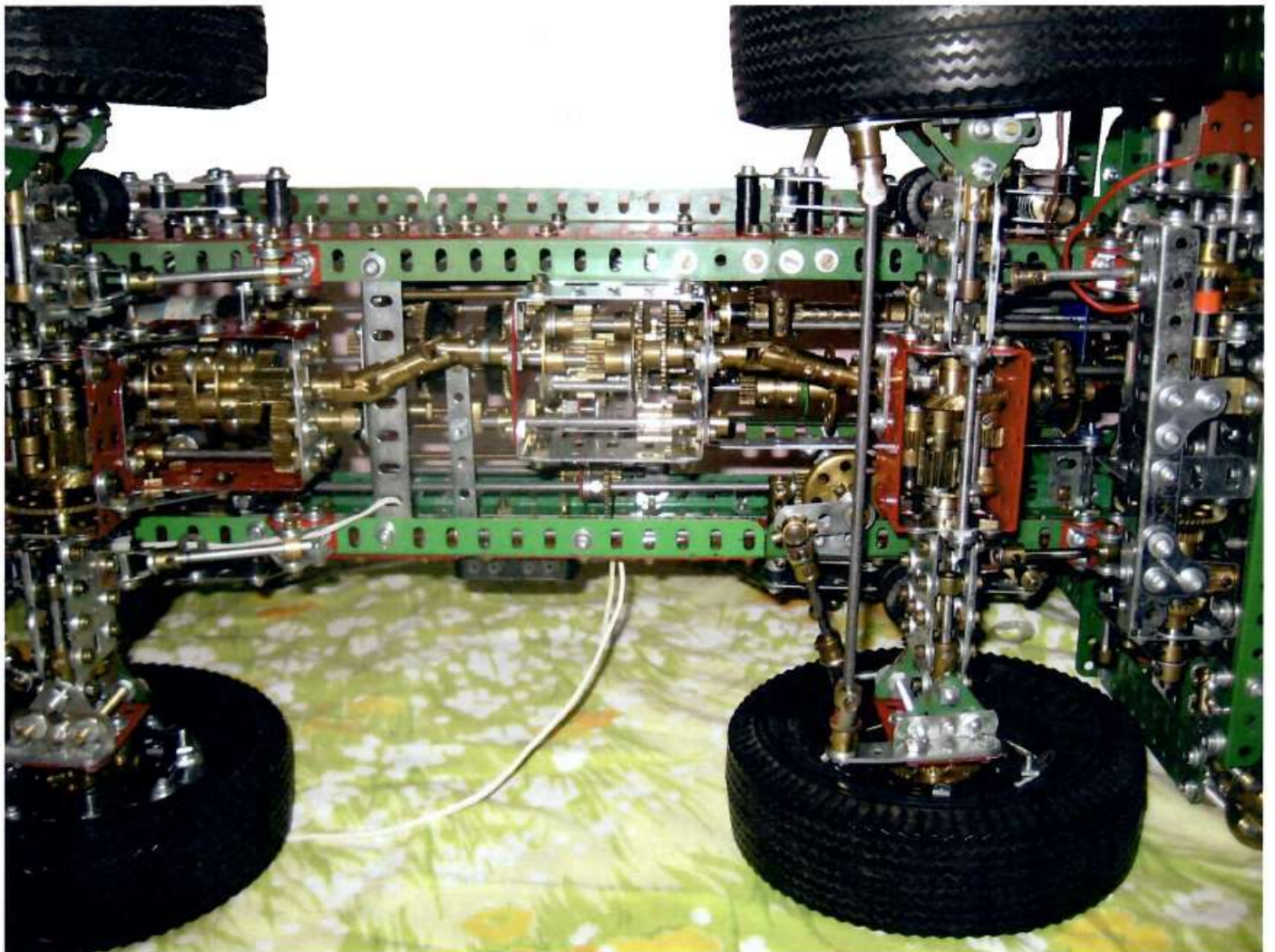


Figure 4: Front transmission from below showing transfer gearbox central and axle 2 interaxle diff to the left.

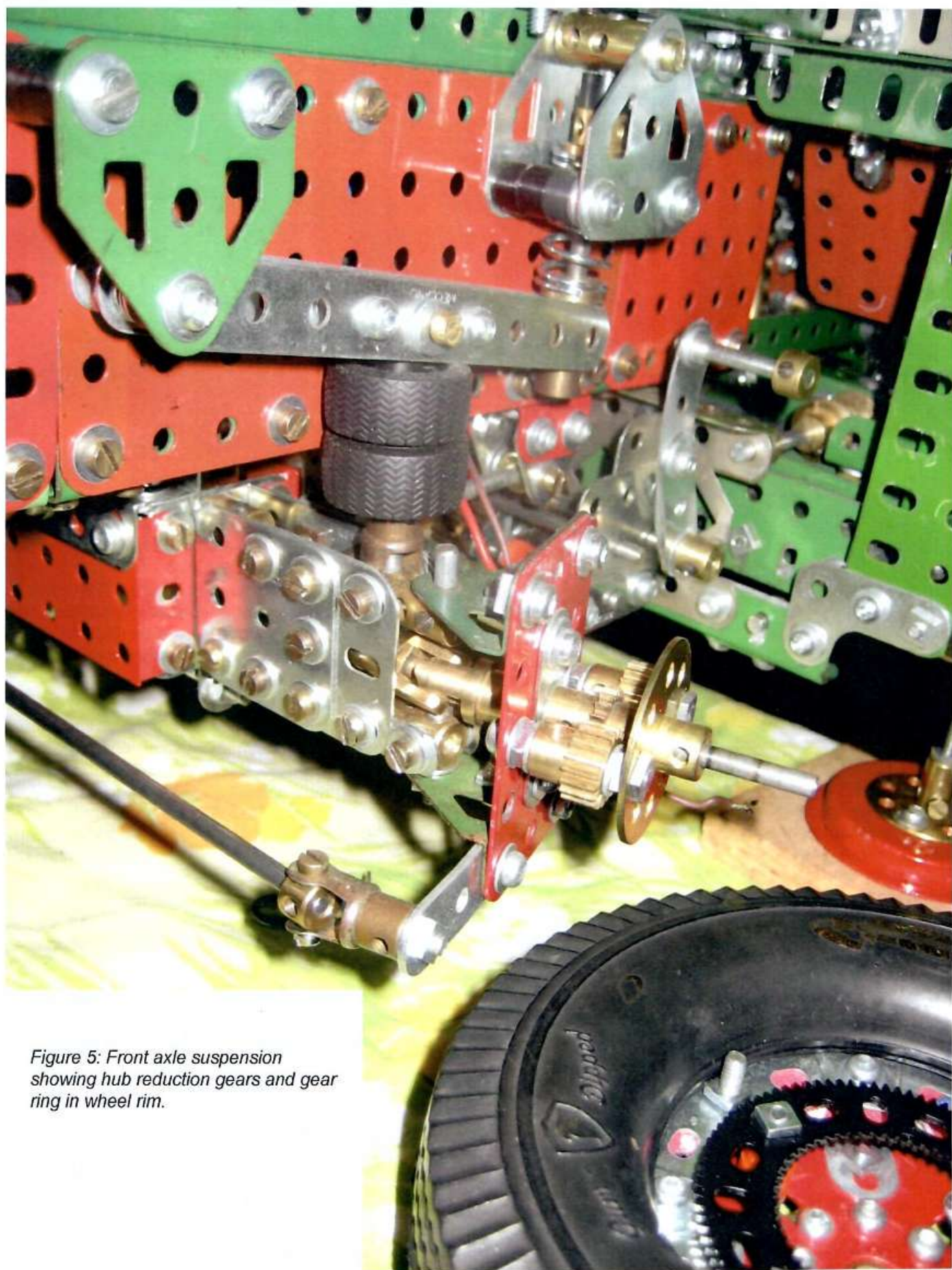
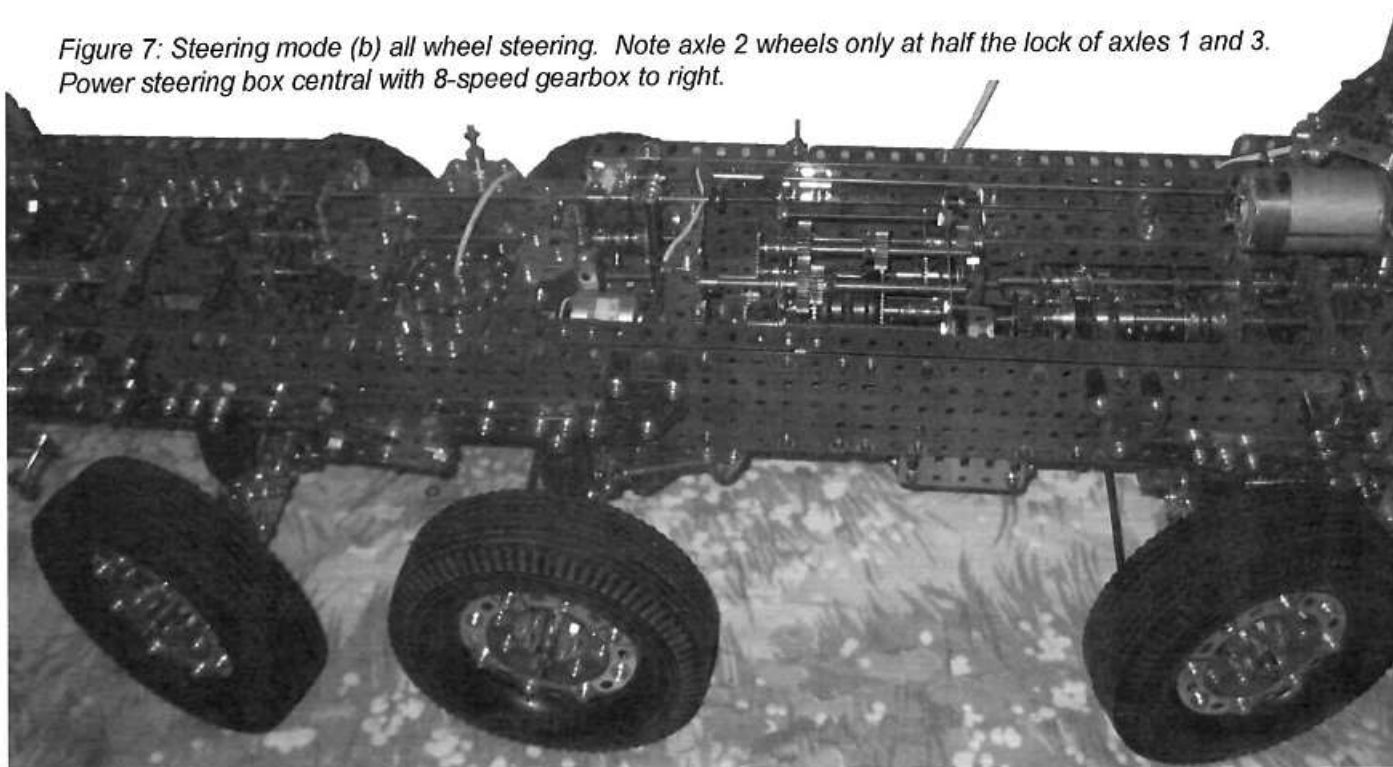


Figure 5: Front axle suspension showing hub reduction gears and gear ring in wheel rim.

Figure 7: Steering mode (b) all wheel steering. Note axle 2 wheels only at half the lock of axles 1 and 3. Power steering box central with 8-speed gearbox to right.



so a more complicated constant meshing gearbox was designed. A mock up of this gearbox is shown in Figure 6. It uses dog-clutches made from loose Socket Couplings, the slot in one end engaging with a Collar fixed to the driving shaft with a Pallet Pin (Grub Screw in Figure 6). All 4 dog-clutches move together with normal front wheel steering (mode a) occurring when the front Pallet Pin is between the front two Sprocket Couplings (no gear rotation occurring). Figure 6 shows the mode gearbox in front steering mode (a) with front Collar between the Socket Couplings in the left hand part. When the Sockets are moved to the right the 1:1 ratio is engaged at the left while the 2:1 ratio is engaged in the right portion giving mode (b). The output axles are to the right, the top being for axle 3 and the bottom for axle 2. With the Sockets to the left the reversing 3-19t Pinions are engaged while the 1:1 ratio at the right drives the steering to axles 2 and 3 at the same rate BUT in the reverse direction (mode c, crab steering). I think this is the first time 3 steering modes have been attempted in a Meccano model

and you can see how complicated it is. Note that the input shaft is a continuation rearwards of the steering drive to axle 1. The neat thing is that you can only change steering mode when all the Socket Coupling slots line up (all wheels straight ahead) and thus the 3 axles stay synchronised.

I can tell you many hours of thought and sketching went into the development of this mechanism! Figure 7 shows the wheels in all-steering mode (b).

In the model the front half of the steering mode gearbox (left portion in Fig. 6) was positioned in front of the crane roller bearing support, with the rear portion behind. There was just no space to have the two portions together.

Suspension:

The crane's specification describes the carrier's suspension as "All axles with hydro pneumatic suspension and hydraulic locking facility". Well Meccano doesn't cater for water and air well so I designed a balanced beam suspension for axles 2 and 3 and a large non-Meccano spring setup for axle 1

on a pivoted arm on each side, see Figure 5. When a rear wheel on axle 2 moves down, the corresponding wheel on axle 3 moves up to compensate. Pairs of $\frac{3}{4}$ " diameter tyres represent the air suspension units. There are track rods holding each axle end longitudinally fixed to the bottom

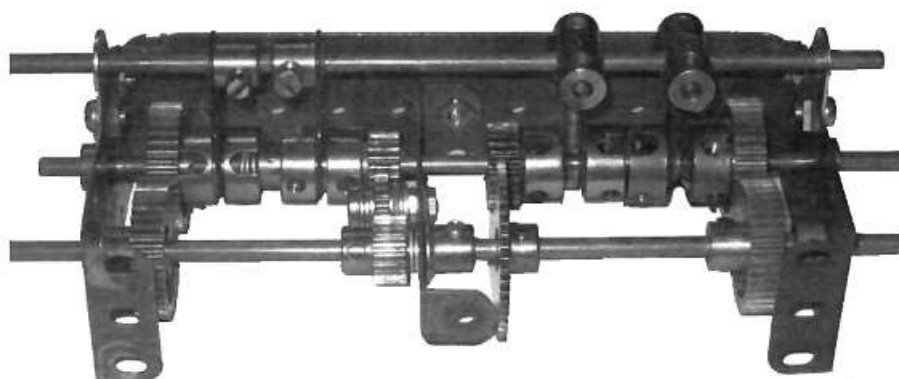


Figure 6: Mock up of steering mode gearbox. Input (axle 1) from left bottom, outputs from right, axle 3 top, axle 2 bottom. Lower axle is in 2 parts, join in the boss of the short Crank (centre). Collars between Socket Coupling alone fixed to top shaft.

suspension flange, as per the prototype. Maximum suspension movement is about $\frac{1}{2}$ ".

I will cover the details of the crane's four stabilisers and begin the crane saga in the next instalment.

Model X 2010

by Gary Higgins

Model X was held in the Henderson Aquatic (Recreation) Centre, as it has been for many years now.

This year the Auckland Meccano Guild put on a great show with over 100 models representative of all eras of Meccano modelling.

Special thanks go to those members and their partners who came in on the Friday evening and stayed late to set up the display tables, namely John Denton, David Wall, Richard Sealey, Les Megget and Peter Hancock.

Peter Hancock also organised the event and acted as the go between for all the pre-event negotiations.

I believe that we achieved a great layout this year, even with a corner taken by Toyworld, who mounted a massed Meccano display which would have been most opportune for them. In fact a number of our members were thought to be selling the Meccano on their display.

John Denton again takes the prize for the largest number of models and it could be said that John is the backbone of the show. He made all the tiered stands, the special crowd control restraints and stayed for the whole 3 days. John wore period costume, 1920s style with his bowler hat, waistcoat and bowtie, he really looked the part. (Photo page 24.)

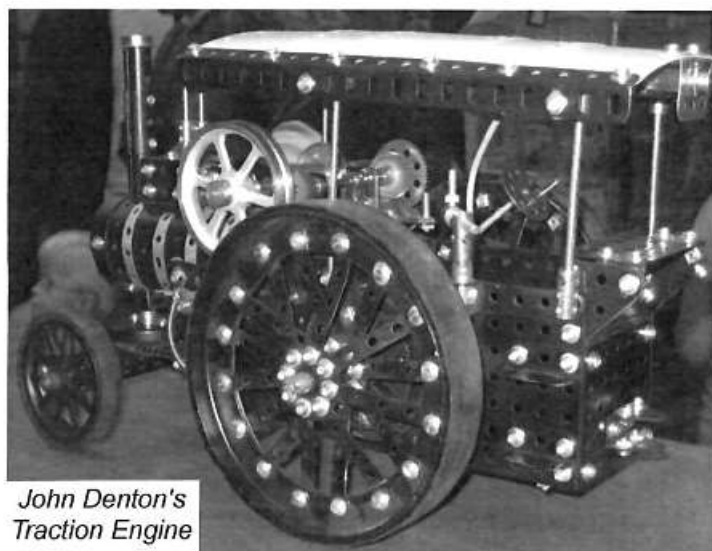
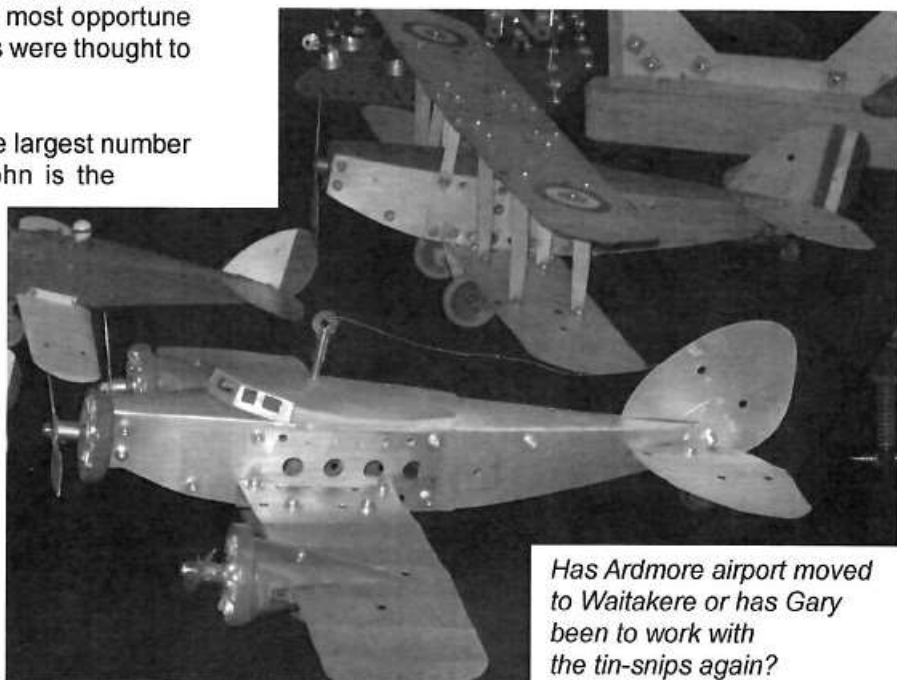
Some staff from a children's Television channel asked to interview someone about Meccano and we all volunteered John. I hope we can get a copy of the interview, it appeared that John did an excellent job portraying the hobby.

John's models included: the walking elephant (a 40 set model); Crazy Inventors steam boat,

which was appreciated by all who saw it; the Konkoly horse and chariot model, fascinating to watch; his triple Red Arrows display; strider from the movie "Avatar" (very up to date is John); a beautiful traction engine in black and silver which ran faultlessly throughout the show.

A motorcycle and sidecar in green; a 4x4 ute of John's design based on the 4x4 chassis; an oscillating steam engine, Emmets railway; truck and trailer unit with a steam powered bulldozer on the back.

An army scout car; Concorde with the modified tail shown in CQ; a WWII jeep of John's own design; two model trains; a Renault F1 racing car; the orange remote control car; a black 4x4 remote; the blue bird racer; two examples of cycling men, one based around a clock with a tilting base (CQ model) and another cycling around an aerial circle. Lastly, John had examples of three 1920s nickel models, a tower crane, an early aeroplane and a windmill. John in costume by these models gave the illusion that we really were back in the 1920s. Well done John. There are likely other of John's models that I have not mentioned but he really epitomises the hobby.



John Denton's
Traction Engine

Gary Higgins brought along four Harley Davidson motorcycles made from Steel Tec. This sold initially in the USA but has now ceased to trade. The parts are interchangeable with Meccano and the special plastic sections make the bikes more realistic, the wheels are a little small for the models though and Gary is looking at replacing them with 2" Meccano wheels and tyres.

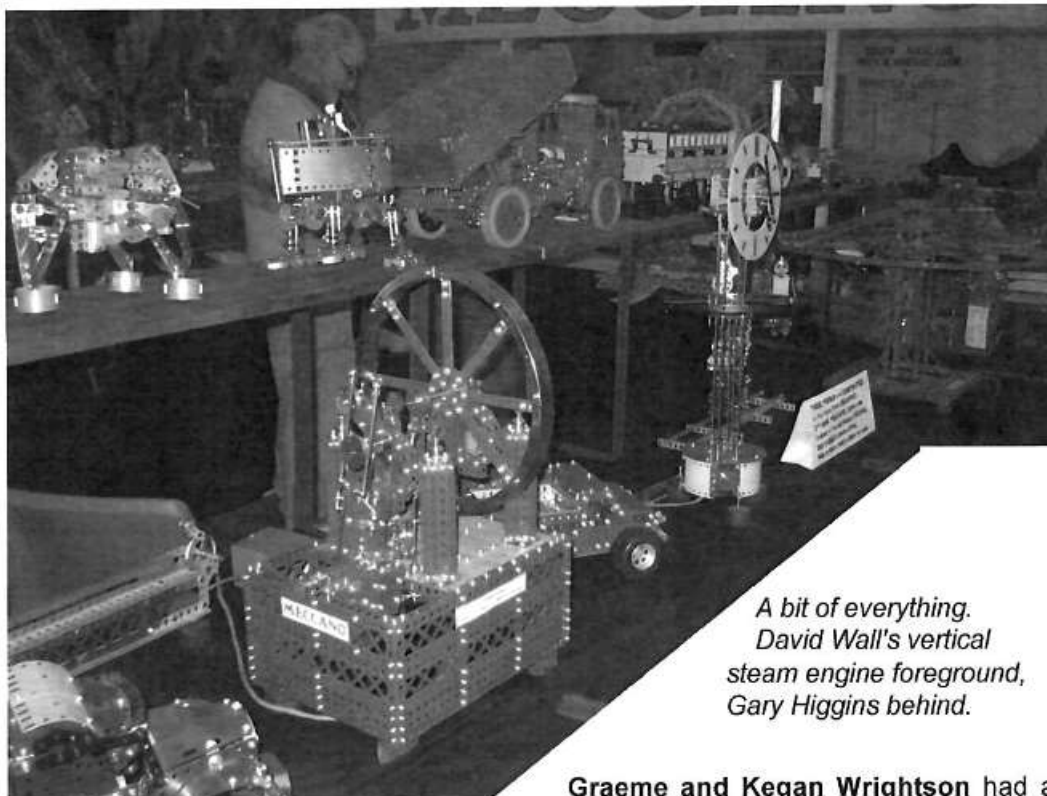
A Sopwith Camel, Fokker DR1 Red Baron (from his own design model plan available in NZFMM magazine) a 1930s steam truck based on an L set manual model, King Ghidorah, recently bought via Hong Kong, the model went together well and performed well for all three days of the show. Many people stood mesmerised by the three heads bobbing up and down.

A tri-motor aircraft and Hurricane of his own design, a Grumman jet (model plan available in NZFMM Magazine) a Harrier jump jet based on the kitset put out for M&S in the UK.

Gary had brought his Nautilus model (*20,000 Leagues Under the Sea*) and giant squid which amused the public, a deep sea submersible based on a master connection set and Konkoly's optical illusion machine.

Les Megget had his giant Liebherr mobile crane at the entrance to the display. (Photo front cover.) The boom of the crane extended almost to the ceiling of the hall and it was a magnet to all who saw it. When Les was running it he was surrounded by lots of people. Les also showed his ERF tipper truck.

Richard Sealey brought his aerial trapeze display, a motorised tricycle from a modern set, his display of meccano gearing systems which

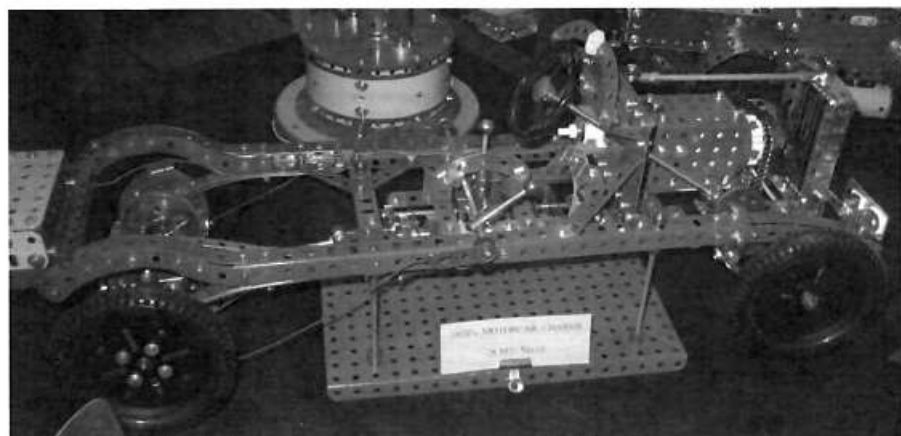


*A bit of everything.
David Wall's vertical
steam engine foreground,
Gary Higgins behind.*

Graeme and Kegan Wrightson had a airport fire tender, an O gauge train in Meccano including a small mobile crane, and four small cranes – a block setting crane in red and green from a 1960s No 3 Set, a dockside crane in red green from a 1960s No 3 Set, a swivel crane in blue and silver from one of the modern motion control sets and a small Set 0 crane in red/green.

Henry Porter came by and dropped off a model of an early automobile using plastic bicycle wheels with rubber tyres taken from a chinese cycling man kit. The axles were exactly the right diameter for Meccano.

Mike Stuart brought his example of the climbing penguins construction in red and silver.



David's SML No1 1920s motor car chassis (built with more modern parts).

attracted a lot of attention and a selection of Meccano Aero Constructors.

Three Set 0 aircraft; green and white seaplane, blue and white and two red and yellow aircraft, a recent one showing the sunburst pattern used in French sets. Richard also had a nice example of an early No1 Aero Constructor Set with the non- cambered silver wings.

Peter Hancock as well as being the main organiser for the display also brought a Saturn Rocket and stand, a display windmill in yellow, a twin engined helicopter in yellow, a huge plastic Meccano ferris wheel which acted as the backdrop for the display and a number of other smaller models.

William Irwin had his Konkoly clock, which ran pretty much on time over the whole display and he had a lovely Hornby Stephenson Rocket steam engine and carriage, which operated on a gas cartridge.

David Wall brought along a small vertical steam engine copied from an apprentice model he saw overseas, a red truck utility of his own design but based on the 4x4 remote control chassis and a motor chassis layout as per the supermodel guides.

The display was probably the most successful one and most colourful I have seen and we owe a big vote of thanks to all those who gave up their time to participate.

It was interesting to note that we had 3 Konkoly models together at one time by three different modellers:

The horse and chariot – John Denton

The 24 hour clock – William Irwin

The optical illusion machine – Gary Higgins.

St. John's Dunedin Meccano Club 1961 :

The Club's end of year meeting was attended by about 30 people, including several past members. It was held in St. Johns Parish Hall where members' parents and friends were given ample opportunity to examine the excellent display of working Meccano models. Interesting films loaned by Mr. F.L. Duncan, the father of one of the members, were screened. Mr. P.S. Baird, Leader and Patron, made a short speech and presented the model-building shield to B. Collins, the 1961 winner. The evening ended with a sumptuous tea provided by the members. *(From Meccano Magazine, February, 1962)*

Only 80 Years Late :

In the May/June, 1921, Meccano Magazine there was a reply to a suggestion by Mr. H.H. Pitman.

It read : "We have had in mind for some little time the introduction of thin spring Meccano strips which, after being bent, would resume their natural straightness. Up to the present, however, we have not found it expedient to include them in the Meccano parts. We have not, however, abandoned the idea." *(from John Nuttall on Spanner)*

Coloured Hands :

Neville Bond on Spanner tells us of a colleague who used to work in the Finance Department at Binns Road. One of his tasks was to take the weekly wage packets down to the shop floor for distribution. He could always tell what the workers had been doing that day by the colour of their hands. Gloves were obviously not issued or worn. P.S. It pays to wear a glove on your left hand or you will spray that too.

Dr. Robert Gibeault Retires :

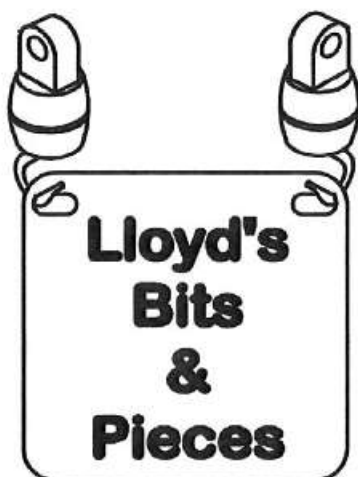
At its June, 2010, meeting, Meccano Quebec congratulated Dr. Gibeault on his retirement after 40 years as a family doctor. Members wished him a relaxing, Meccano-filled, retirement after he had brought into the world over 4000 babies —all potential Meccano enthusiasts. *(From Jim Boby on Spanner)*.

Long Journey To C.A.M. :

In May, 2010, Georg Eiermann with two companions made a one day journey from his home near Stuttgart in Germany across France to the French Meccano Club (C.A.M.) meeting at Le Puyen Velay. The distance was 785 km. each way. They spent a total of 15 hours on the road and about 5 hours at the meeting.

They started at 5am and arrived back home near midnight. By way of comparison it was like driving from Wellington to Kaitia and back. One of them drove, one kept him company (and awake) and the third man slept.

Georg says the meeting and the models on display made the trip worth while. The display theme was agricultural



machinery models. The money they didn't spend on hotels and restaurants went on buying Meccano parts. *(From Georg Eiermann on Spanner)*

Mature Listening:

Our kitchen radio was on when our son, David, 39, called in. He said, "Gee, I must be getting old when the station I listen to is the same one my parents listen to". *(Thanks to George Ovenden for this item)*

Meccano Engineers:

In the August, 1935, M.M. there is a photo of a boy named Arthur Schawlow who was then President of the Central Y.M.C.A. Meccano Club in Toronto, Canada. 23 years later he invented the laser in collaboration with his brother-in-law, Charles Townes. In 1981 Mr. Schawlow received the Nobel Prize for Physics. Another famous engineer is Sir Harry Kroto who, with two colleagues discovered the remarkable molecule Carbon-60. In 1996 he mentioned that he had a Meccano set which he used a great deal when he was a boy in Bolton, England. Sir Harry said Meccano taught him real engineering skills. *(From Don Morton, Canada, on Spanner)*.

History 1971 - 1992 :

Meccano France was purchased by General Mills approximately at the same time that Meccano U.K. was purchased by Airfix in late 1971. When the purchase took place, the French Meccano company was still owned by Lines Bros. and it traded under the name Meccano-Triang, Lines Freres S.A. After the purchase the company changed its name to MECCANO France S.A. In 1979 the name was changed again to MIRO-MECCANO S.A.

General Mills bought the U.K. Meccano operation from Airfix when Airfix went bust in 1981, having owned it for 10 years. In 1986, following the purchase by Marc Rebibo, it changed its name again to MECCANO S.A.R.L. and in 1992 there was another change to MECCANO S.A. S.A.R.L. and S.A. are different types of French companies. An S.A. is usually much bigger than an S.A.R.L. and has to process much more red tape. *(Rene Lozach on Spanner)*

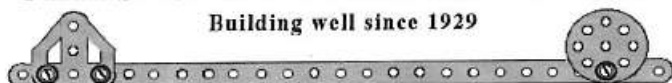
History 2000 - 2010 :

The Japanese Group Nikko bought Meccano in 2000. Meccano Directors Alain and Michael Ingberg added an investment fund to its capital, "21 Centrale Partners", owned by Alexandro Benetton. The Japanese Group sold its shares back to Meccano in 2007 and the Company's shares were then held by Ingroup 51% and Centrale Partners 49%. *(From www.meccano.com/about history)*.

Geoff Brown (U.K.) spoke to Michael Ingberg at the Toy Fair in January, 2010. Ingberg told him Meccano now has no connection with NIKKO and has not had such a connection since they bought back Nikko's share (49% of Meccano's capital) just before Meccano U.K. reopened. In France they simply act as local agents for some of Nikko's product lines. *(Charles Steadman on Spanner)*.

CHRISTCHURCH MECCANO CLUB

Building well since 1929



August Quarterly Report

by Mike Howse

CMC in conjunction with the Christchurch Arts Centre and KidsFest Trust recently held a series of model building workshops for children aged 6 yrs through to 13 yrs, the workshops were held over two weekends in the Cloisters Gallery at the Christchurch Arts Centre.

Participants booked in advance through the Arts Centre booking office and paid \$5.00 to take part, proceeds went to the KidsFest Trust.

Initially we were unsure of the public response to the workshops, however, it very quickly became evident from forward bookings that each session would be heavily booked ... with a waiting list.



Everyone Model Building ... with Roland Jaspers Assisting

The workshops were restricted to groups of 15 participants per 2 hr session with 3 sessions held each day.

CMC sponsored three prizes of Meccano Sets for the best models built over the sessions.

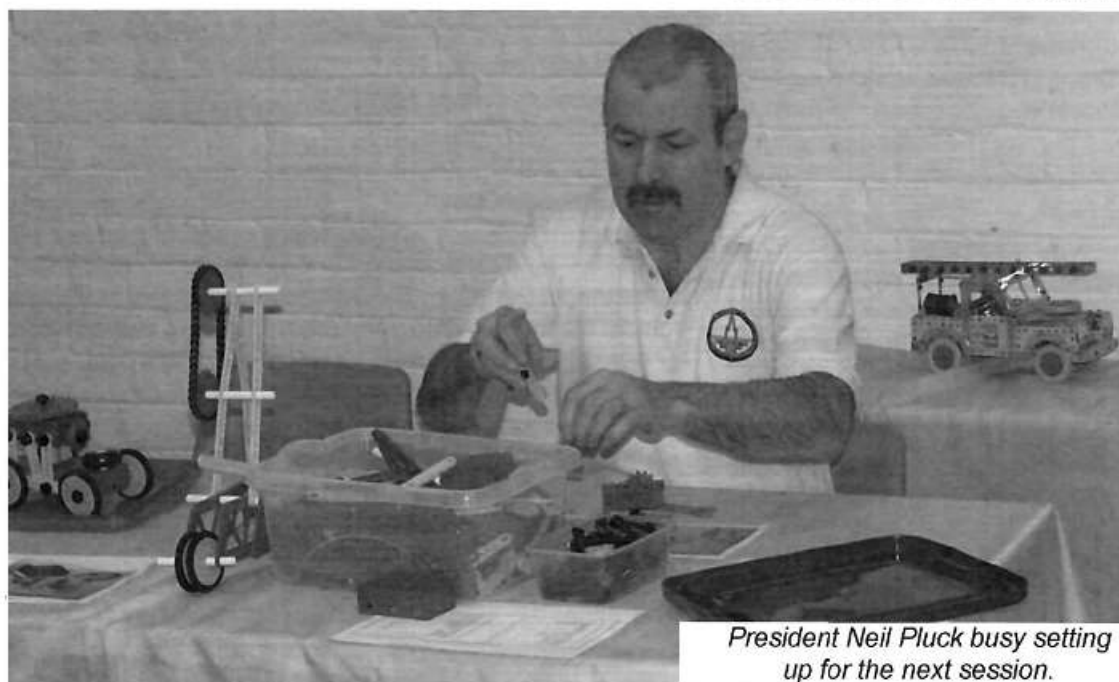
Reflecting the ages and probable abilities of the participants it was decided to use *Torro Construction Outfits* (very similar to the plastic Meccano sets), these sets have bigger pieces for little hands to manipulate. We made up 16 sets (one spare) and, for any young Meccano purists, we also had a couple of the Meccano Special Edition sets available for use.

The Torro Construction Outfits had a instruction booklet for budding model builders to follow, Neil Pluck and Roland Jaspers also built up a range of demonstration models for those younger model builders who have trouble following the picture instructions.

Each session had four club members in attendance to encourage and assist the participants. It was also very pleasing to see the number of parents who stayed and also participated in the workshops.

Over the four days of the workshops we were treated to a cross section of model designs, ranging from out of the instruction manual through to models thought up on the day.

A couple of interesting observations made over the course of the sessions, young ladies tended to make up models out of their imagination rather than the instruction manual. We observed model builders with vastly differing abilities, from excellent conceptual thinkers through to one young



President Neil Pluck busy setting up for the next session.



Ethan McCullum-Williams Aged 7 (Helicopter) 1st Place 2010

8 yr old lad who could not grasp the fundamental concept of how a nut and bolt worked.

At the completion of each session participants had their model details recorded and their pictures taken with their creations for competition judging.

The model judging session took 3 hours and covered 210 pictures, it's fair to say the judges deliberations were *robust*.



Family Prize Anderson-Couch Family Sam Aged 7 Lucy Aged 9 Molly Aged 5 (Tower Bridge)

In judging the best model the judges decided that a combination of age and creativity would be major parts of the selection criteria. The judges also nominated a visiting family group as worthy of an additional prize pack for demonstrating what the judges described as a brilliant example of total family involvement for the two hour session.

The prize winners and prizes were as follows:

1st - Ethan McCullum-Williams Age 7 – (Helicopter Model) – *Meccano Radio Control Blue Car Set*

2nd - Max Meredith Age 9 – (Eiffel Tower Model) – *Meccano 20 Model Set*

3rd – Mariana Havens Age 8 – (Catapult Model) – *Meccano 10 Model Set*

Family Prize: Anderson Family – (Tower Bridge Model) – *Meccano 10 Model Set*

On reflection CMC club members who participated in the workshops all agreed that the concept is an excellent way for the club to get actively involved with potential new club members, in fact we had two new members attend our August meeting as a direct result of the KidsFest workshops.

We had on display a number of hands-on models for children to play with, and our retail stall sold a modest number of modern Meccano sets.

The club has been invited back to participate in KidsFest 2011.

The next three projects for the club are: the yet to be publicly announced Te Papa Meccano Historical Display in Wellington, probably Nov/Dec, a church display in December and continued planning for the 2011 NZFMM Exhibition/Convention in Palmerston North over Easter 2011.

The monthly club night model competition is at an interesting stage with Neil Pluck leading the experienced modelers section and Joshua McCormack leading the novice section, however the competition is close.

The June, July and August club meetings have all had excellent member attendances and we were honored by two visits from the NZFMM roving reporter Bob Prescott this quarter.

In his August report President Neil Pluck outlined that the club is in good heart both membership wise and financially.

As usual, at the conclusion of each meeting Mrs. McFarland's suppers are very much appreciated by members.

Wellington Meccano Club

Meeting Date:
4th June 7:30pm

The meeting was held at Campbell Morrison's home and was well attended for a cold winters night.

A request to members to get subscriptions paid was well supported and

Lou spent a long time writing receipts. The members were also reminded of the need to keep up their subscription with NZFMM if the magazine is to continue. A reminder was given that the next Dunbar Slone Toy action was to be 23rd & 24th June. Campbell showed the new shield mounting and asked the members what should be done with the second as there had been a request by Andrew Jardine for safe keeping should the club no longer require it. The members present decided to retain both shields along with the other club memorabilia currently in storage with Campbell Morrison.

Campbell also raised the question of management and access to the club library literature which is also held in storage and difficult to access. Stan Baker will review and scan these then we can decide how best to continue access for members. Max reminisced of previous times when meetings were held at members homes and how a major part of the fun was to see what other members had and how they stored them etc. Alas the access to Campbell's hide away was too difficult in the conditions. Lou informed the meeting that

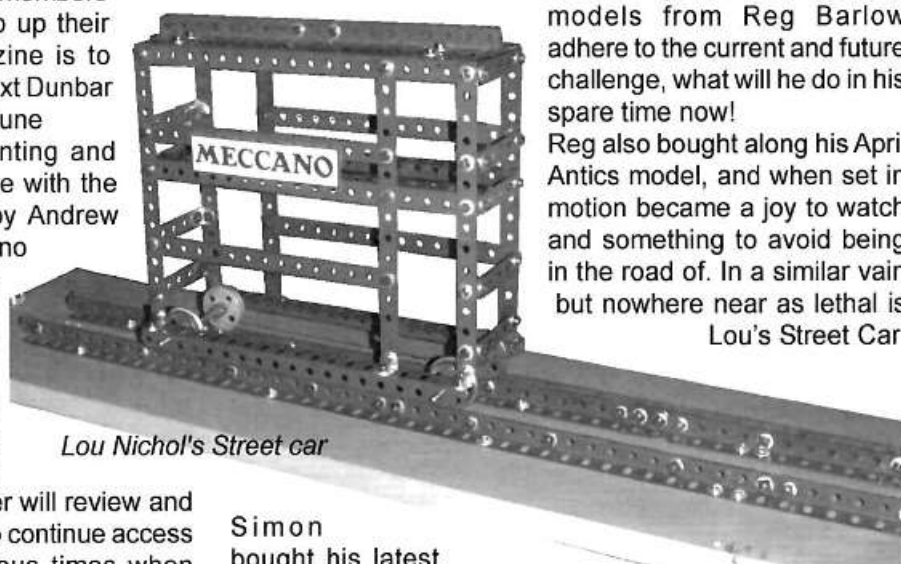
Joe Bell was very ill and is now in Mary Potter Hospice should members wish to visit but should be kept short. Campbell explained some of the sets on display and recent TradeMe purchases. He also explained a couple of other interests, tin toys, general mechanisms. Of great interest was some Ferro Fluid which takes on the 3D shape of a magnetic field and is used in BMW electronic suspension dampers.

Models and Themes:

The theme this month was models using 7 parts up to and inc part 30. The next theme is 'something that balances'

Interesting is that both these models from Reg Barlow adhere to the current and future challenge, what will he do in his spare time now!

Reg also bought along his April Antics model, and when set in motion became a joy to watch and something to avoid being in the road of. In a similar vain but nowhere near as lethal is Lou's Street Car

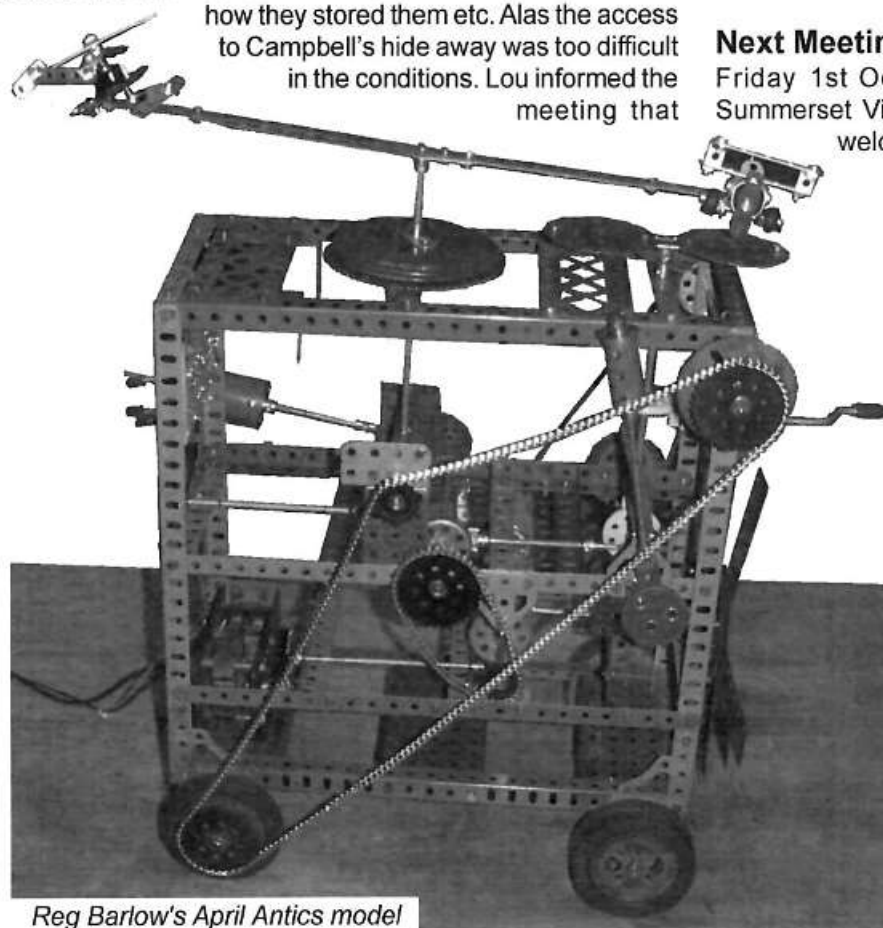


Lou Nichol's Street car

Simon bought his latest foray into the world of cranes with the beginnings of a Railway crane.

Next Meeting

Friday 1st October 7:30pm At the Leisure Centre, Summerset Village, Guildford Drive, Paraparaumu. All welcome



Reg Barlow's April Antics model

Wellington Club Members

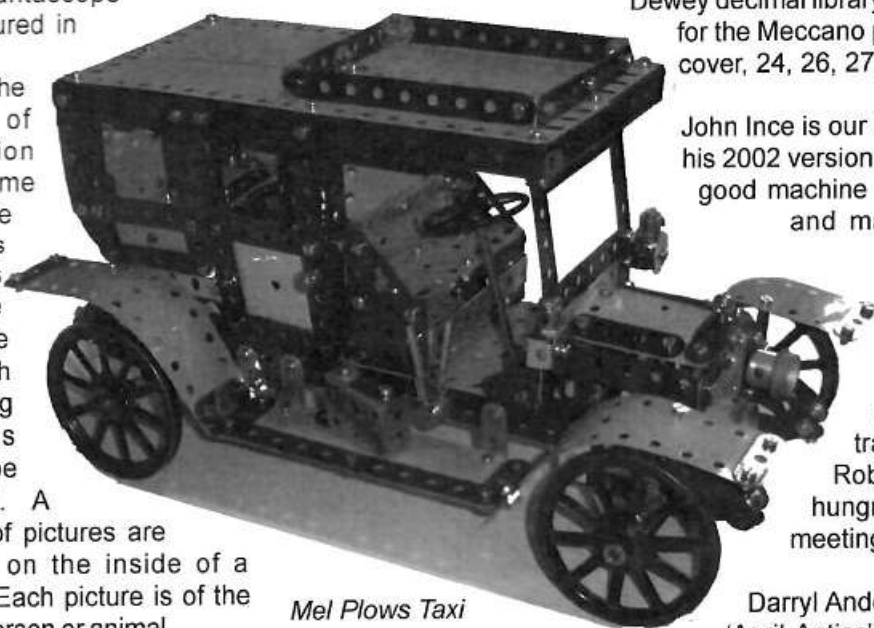
Stan Baker	Reg Barlow
Joe Bell	Colin Croft
Don Flowers	Max (T.M) George
Brent Houston	Bryan Jones
Nancy Jones	Andy Li
Darryl Lundy	Keith McCallum
Simon Moody	Tim Moody
Campbell Morrison	John Neal
Lou Nichols	Alex Paterson
Isaac Paterson	Brian Peterson
Eldon Porter	Bob Prescott
Lloyd Spackman	Laurie Webb
Robert Vale	

MWT MECCANO CLUB

For the first time in months not one member brought along a Meccano collectable. We must be slipping! Nevertheless, MWT Meccano Modellers brought along their usual varied display for us to view and ask questions of. First up today was Don Blakeborough with his Display of Meccano Gearing, featuring gears, pulleys and chain drives. Thirty drives in all, enough to keep anyone happy.

Not to be outdone, Bob Prescott brought along "The Fantoscope" as featured in C.Q.

Before the days of television and home cinema cameras this was the device by which moving objects could be viewed. A series of pictures are placed on the inside of a drum. Each picture is of the same person or animal, but each successive picture is drawn very slightly differently, i.e. the arms are positioned say starting an upward movement. The drum is set in motion by a crank handle and the picture is viewed through an



Mel Plows Taxi

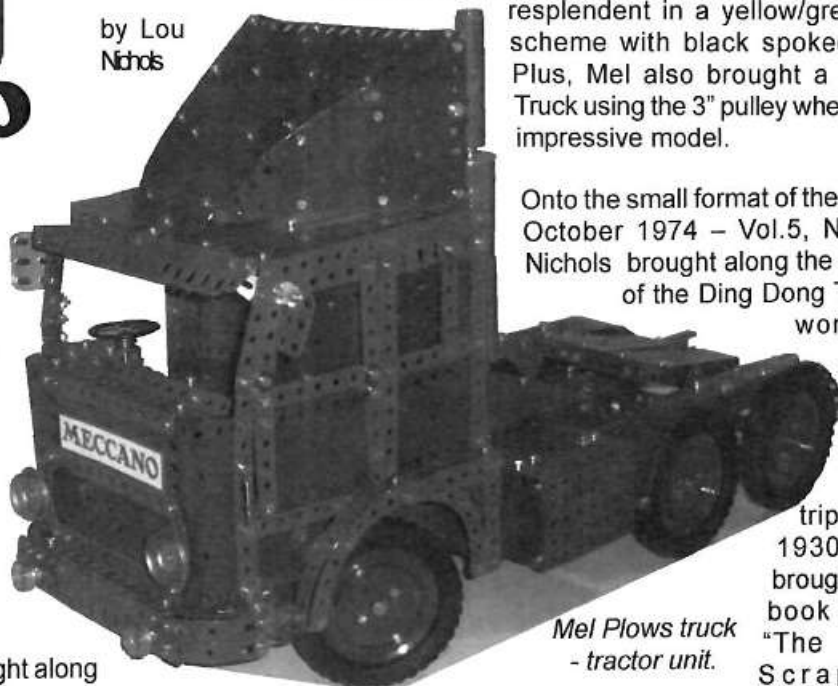


Schneider Trophy Seaplane

MEETING
12 JUNE
2010

by Lou
Nichols

aperture and this gives the appearance of a moving picture. Bob used a picture of 'the man with the pneumatic drill'. Another very good model as featured in C.Q., and brought along by Mel Plows, was a vintage Renault Taxi, resplendent in a yellow/green colour scheme with black spoked wheels. Plus, Mel also brought a European Truck using the 3" pulley wheels. A very impressive model.



Mel Plows truck
- tractor unit.

Onto the small format of the M.M. from October 1974 - Vol.5, No.4. Lou Nichols brought along the body work of the Ding Dong Tramcar, a work in progress. Also, Lou was on a nostalgia trip from the 1930s and brought along a book entitled, "The 1930s Scrapbook".

Dewey decimal library number is 941.083 OPI. The pages for the Meccano products enthusiast are; inside front cover, 24, 26, 27, 35 and back cover.

John Ince is our master of Meccanographs and gave his 2002 version with the Schmit coupling an airing. A good machine to follow the action of the coupling and makes very good designs into the bargain. For a complete contrast, Robin Rye had two whimsical trays which he had named 'Two Meccano Trays of Delight'. One was filled with Meccano Wheels of all designs and sizes and the other tray contained two packets of biscuits. Robin did not want the inner man to go hungry on his journey from home to our meeting.

Darryl Anderson brought along his model from 'April Antics', his evolving model of a Meccano torch. Power drawn through E15R and Emebo motors. Not only a white front light but a flashing red rear light. Tom Pittams is back into aviation with his black/silver seaplane from the Mechanical Workshop set with electric motor for a realistic propeller drive.

Our last two contributions for the day were from Bruce Geange and Paul Vodianovitch. Bruce with his International TD24 (Tango Delta) tractor in red/green livery. Left and right steering, forward and reverse, the mechanisms running through two geared motors. Paul's models were a Billiard Table and players from a mid-1930s M.M., a very neat small Schneider Trophy Seaplane in nickel and a helicopter in red/black/silver fitted with a crane hoist. This model like Tom's, was from the Mechanical Workshop set.

MWWT

MECCANO CLUB

**Meeting
14
August
2010**

by Daryl
Anderson

The meeting

was held at our usual venue of St Lukes Hall, Wanganui. It was also the AGM and with the Chairman John Freer not seeking re-election after 2 years service, Federation life member Don Blakeborough was elected to the chair with Paulette Morton elected to the Secretary/Treasurer position. The Lindsay Bond trophy was voted and the recipient this year is our outgoing Secretary Graeme Hawtree.



Graeme Hawtree with the Trophy.

The 25 members present bought along a wide variety of models with the theme Balance, drawing many fine models. Bob Prescott made small balance scales from a 1924 No. 1 manual

Don Blakeborough's convention model is taking shape, a robotic arm that at the moment is about 2ft. high and powered by PDU's and much more work to do. A Keith Cameron model plan from 1984.

Graeme Hawtree had on display a very rare motor, a Meccano EU 1072 from the late 1970's. These were bought in from Märklin in Germany and have outputs on each end with one end running $2\frac{1}{2}$ times faster than the other. Looked to be unused and in it's box and very nice. Someone asked if we will soon see models from Graeme now he has a motor, watch this space.

Lloyd Spackman's contribution to the meeting was the Locomotive special Edition 2002 he made up. Lloyd had modified the front replacing the plastic cone with metal parts and added detail inside the cab. His second model was a nice Harley Davidson Eltra-glide on a rotating turntable. This is from a West London model plan by Philip Webb.

Daryl Anderson had part of his Convention model, a fairground. Much smaller scale than his previous fairground models. He also showed small geared motors from

www.robokits.co.nz These come in various sizes and gear ratios.

Alistair Tong made for the balance rubber band that against rotating a 1960 No 2 manual. Stan Baker bought Bernard Perrier well and was very neat small orrery of moons. Very neat considering the trains. Contains standard get the Stan also had parts lists, which were snapped up.



Alistair's scales.

a different set of scales theme, containing a the weight pushed pointer. This is from a

along two models, a cyclist which ran effective. Also a Saturn and its and free running number of gear many non-Ashok gears to correct ratios. his latest copies of keenly

Wes Dalefield had modelled a very nice vintage car in nickel parts. It was great to see Wes again at our meeting having travelled all the way from Masterton. He asked how everyone polished their brass someone suggest Horolene and another suggestion was to use plenty of brasso, light it with a match and when cooled down the resulting white powder will buff the parts nicely with a clean rag. Best done outside not on the dining table.

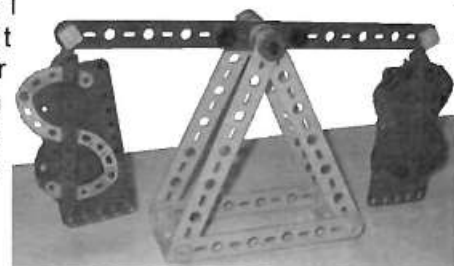
Chris Morton showed letter scales from a 1947 No 1 manual. These were different design to the other scales as had weights that were moved along an arm. On recently sorting through a parts collection, a scrap of a manual was found in the bottom of the box. On close inspection it was from a pre-war C set and pictured a different set of scales. Bruce Geange bought along a recently purchased Mogul Army truck and a neat digger operated by Bowden cable, another Bernard Perrier design modelled to perfection by Bruce.

John Inces's contribution to the balance theme was a merry-go-round to his own design. This was balanced on the end of an axle and very hard to describe, I hope the picture will tell more.

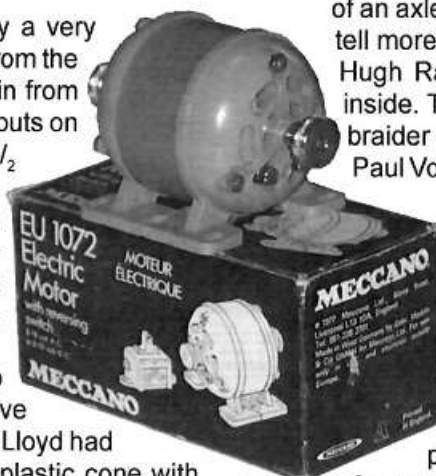
Hugh Ramage made a come-back with a rubber band inside. This was from August 1957 MM. Also showed his braider working faultlessly.

Paul Vodanovich had a racing car that was from a manual but modified to look neater. He also showed a small aeroplane made from restored parts and demonstrated his angle girder straightening jig. Paulette Morton contributed a model to the theme and while showed last due to being away getting our fish and chip tea it was no means least being a large model made from plastic and metal

parts. It featured dollar signs made from Meccano called "Balancing your budget".



Paulette's dollar balance.



Welcome to the latest ramblings from the world of eBay and the auctions it has. First a little of what is going on in my neck of the woods. June - July and up to November is Sugar Cane cutting and crushing season. To get the cut cane to the sugar mills there is a narrow gauge railway system which radiates out from the mills. The sugar is cut with large machines and transported to railway carriages modified to carry the cane (like a flat deck wagon with four tall sides). When enough carriages have been filled these are transported to the mill by a train. Some of these trains can be over 30 - 40 carriages long and as the cities have grown they have to be transported through them which at times can leave you waiting at the road/railway crossing for a few minutes. These special trains and their carriages make a great

topic to model in Meccano - there is a fine example on the back cover of the MMCI September 2009 issue modelled by Mike Maloney.

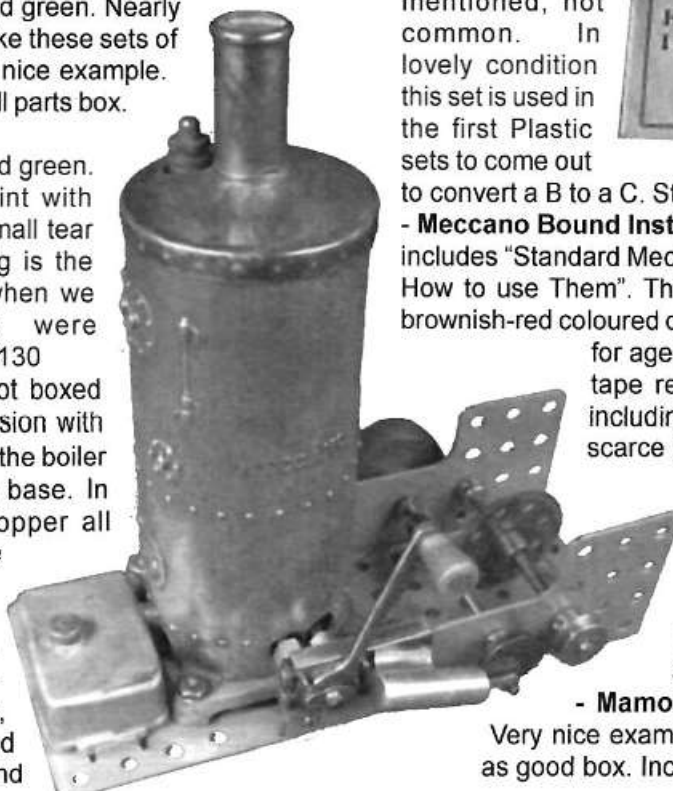
Lets start off with some Meccano which is about 50 years old:

- **1963 Set 1A**, light red and green. Nearly mint, had very little use. I like these sets of this era, and this one is a nice example. Complete with correct small parts box. NZ\$55.

- **1965 Set 5A**, light red and green. As with above nearly mint with correct small parts box, small tear on lid. What is interesting is the warranty is dated 1 65 when we believed these sets were discontinued in 1964. NZ\$130

- **1928 Steam Engine**. Not boxed but still very nice. The version with the Meccano embossed in the boiler and Meccano transfer to base. In resplendent blue and copper all original and complete including the 62 tooth gear. A nice buy at NZ\$1050.

- **1930 No 0 Aeroplane Construction Set** - French. Found in an attic, looks in fairly good nick. Red wings and white fuselage and



comes with necessary paper work. Box looks fairly good with nice label. NZ\$380

- **Plastic Meccano 2A Conversion Outfit**. Fairly rare beast this, first I have seen on eBay. Outfit is complete and as new, comes with a small range of plastic parts, manual and sticker sheet. I reckon a good buy at NZ\$33.

- **1927 No 7 Box**, no parts. Very nice box for 1927 No 7 set. In original condition, all trays, handles and locks in good order. No key. Lovely

and sold well at NZ\$3950.

- **Oak box for No 6 Set circa 1928**. In nice order, Original handles and hinges, good transfers, lock needs attention. Yours for NZ\$250.

- Something a little different - a **Meccano Pocket watch** made by Smiths. In very nice condition. Smiths made fairly ordinary watches for the masses and this one really sold well because of its Meccano connection. NZ\$110.

- A lovely **1938 No 7/8 manual** in excellent order. Beautiful covers on the manuals of this period of the two boys, one holding a model ship and the other building a Hammer head crane. Worth every penny at NZ\$90.

- **Plastic Meccano BX Conversion Set**. As with the other Plastic Conversion set mentioned, not common. In lovely condition this set is used in the first Plastic sets to come out

to convert a B to a C. Still shrink wrapped, sold for NZ\$52.

- **Meccano Bound Instructions O-E and F-L, 1936**. Also includes "Standard Mechanisms" and "Meccano Parts and How to use Them". These are all in one bound volume, brownish-red coloured cover. The book is in good condition

for age, has lose binding, a few tears and tape repairs. All manuals are complete including front and rear covers. Quite a scarce item and sold for NZ\$540.

- **Story of the Meccano Boy**. 1914 publication, this one is in excellent condition, no rips or tears. Comes with original Meccano envelope dated 10th November, 1914. A collectors item and sold for NZ\$450.

- **Mamod Steam Model Roadster SA1**. Very nice example in excellent condition with just as good box. Includes all Accessories and



Instructions. A great buy at the price - NZ\$250.

- **Bayko Building Set No 4, 1957.** This set dates from the Plimpton era of ownership, Meccano bought out Plimpton's a few years later. One of the best Bayco sets I have seen for a while on eBay - this being the largest set of that time. Contents complete and in excellent condition, manual has a bit of work done on it and looks good. The original box and internal divisions have been recovered and repaired where necessary - the box looks like new. NZ\$400.

- **1950s Technofix Auto Service Lift Garage and**

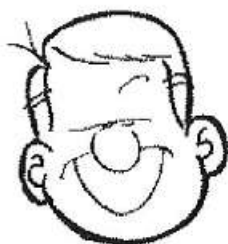
Cars. This is a real beaut toy made by the German firm of Technofix. I must admit I have a real liking for their bright and fun toys. The earlier ones were made out of tin with the latter ones being Plastic and tin or just plastic. This one is the combination of the two. Here is what the seller has to say about this toy "Condition is excellent showing a couple of pinhead marks and a few scratches on the cars. Overall 9.5/10. Comes with two cars that are both smooth runners. Wind-up mechanism working as it should, also has stop and go. Once wound the cars are held at the bottom of the lift until the lift reaches the bottom, once there one car moves in and is then taken to the top where it comes out and rolls down the track/road back to the starting point. The original box is there and although not complete and ripped it displays well and looks great with the Lift Garage." Sold for NZ\$250. Very nice buy.



- To finish with we have a very early Meccano set – not sold on eBay but through an English Auction house a few years ago. The set is **Mechanics Made Easy, Box A.** Set box made of tin. Lid is nice for age and comes with a few original parts. Set is about 1906 and would of cost 8/6d - a lot of money at that time. In today's money it sold for NZ\$1270 and would probably bring more now.

Well that is it folks for this time, please get in touch with me if you spot a special item that deserves to be mentioned in this column. Thanks for reading and enjoy this wonderful hobby of Meccano.

John Hansen, Cairns. Email: lintonian@gmail.com



What our Readers Think

MWT Meccano Club has 'Lost the plot'.

From Simon Moody.

As a preamble, I had reservations about the 2009 Meccano Exhibition, hosted by the Christchurch Meccano Club, being able to facilitate NZFMM Convention aspects and requirements to a satisfactory extent. As an Exhibition it was great but as a Convention I was disappointed. I had a very 'hands on' model and felt obliged to paying members of the public to keep my model operating. I did not meet and get to know many Christchurch Meccano Club members. I hardly had a chance to talk to exhibitors next to me, let alone in other parts of the hall. I did not get to examine other models to the extent that I wanted. I missed my usual banter with David Wall who was only a few metres away.

Upon reflection it failed to deliver what I wanted from a Meccano weekend and it did so very expensively. It cost us about \$1600 (ferry fares for us and a vehicle, traveling costs, four days accommodation and meals, registration and dog kennel fees) I felt that I could have had four full days in my Meccano grotto, sent a cheque for \$1000 to Christchurch Meccano Club and still been \$600 better off! The Exhibition was a fiscal success if you overlook the huge financial input of the exhibitors.

If I had more social contact with the other exhibitors, the opportunity to look at all their models for at least a full day,

the time, effort and expense and the trip itself would have been worth it to me.

I do not want to have another weekend like this again.

Early in 2010 I received my newsletter from the MWT Meccano Club. I could not believe what I was reading about the 2011 Convention. Up until receiving the newsletter, I knew of enquiries being made about venues and some other general matters.

I saw that a branch of the Palmerston North Council, Destination Manawatu (DM), had hijacked and expanded the idea of the NZFMM Convention to create a multi hobby/interest event all over Palmerston North for Easter 2011.

The main thrust of the reasoning for allowing this take over, was that, although MWT would not make any money they would not be exposed to any financial risk either. For this, I would get to spend a lot of time building models, traveling to and from Palmerston North, spending three full days there with the expense of accommodation and meals to exhibit my models to members of the public.

My enjoyment of this upcoming Convention has been removed. The main organizer for DM will have an ego boost

(continued on the bottom of page 27)



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 13th November at the Megget's, 231 Opaheke Road, Papakura (4th house on the right coming south after crossing the railway line, green/cream house back from road with tatty white picket fence).

MWT Meccano Club.

President - John Freer - Ph 06 272 8467

Secretary - Graham Hawtree - Ph 06 344 7501

Meetings at 2 pm. Next meeting Saturday, October 9th 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 1st October 7:30pm. at the Leisure Centre, Summerset Village, Guildford Drive, Paraparaumu.

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

(Simon Moody's letter continued)

and a complimentary sentence for his CV.

I have a collection of Meccano into which I put time into building models for my pleasure. I also enjoy looking at other peoples' models and talking to them about Meccano. I do not pursue the hobby for the benefit of a local authority or the general population.

Meccano at Easter 2011 is just not happening for me!

I got back into the Meccano hobby about 32 years ago and have experienced many displays, exhibitions and conventions. The NZFMM Convention hosted by the Wellington Meccano Club in 2001, featured an enthusiasts' day all Saturday and exhibition on Sunday. This was the first of this format.

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.

Stan Baker advises New Products, lower prices, faster delivery of Ashok Replica and other compatible Meccano items.

A) All items now stocked in NZ in red Green Yellow and Zinc. Some limited stocks of nickel and Dark blue as well. Target delivery within 2 days of order. No minimum order quantity.

B) Widest range of parts in NZ and Australia held ex stock.

c) Good range of sets of Ashtray tyres New ranges of geared motors and magnetic compatible parts coming soon.

d) New price list and pricing structure combined with currency fluctuations means across the board price reductions. Australian or NZ lists available based on payment to an Australian or a NZ Bank account, respectively.

e) Still with a money back guarantee on quality.

Send today to nzmeccanoman@gmail.com for new expanded pricelist.

Stan Baker, PO Box 10 012 Wellington.

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.

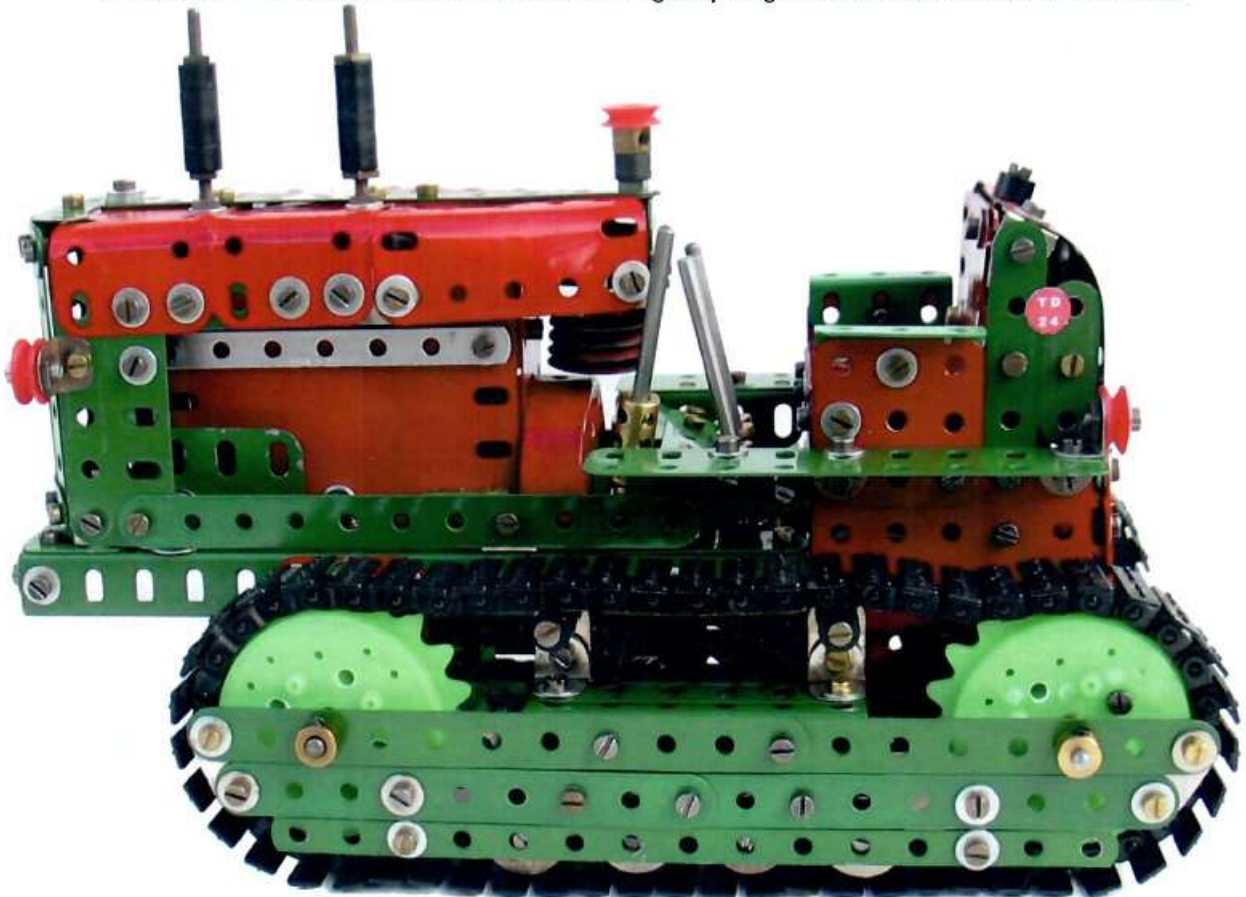
The NZFMM extends its appreciation and thanks to Wes for flying the flag of the NZFMM for many years despite his moving away from New Zealand. The joint web masters are William Irwin and Gary Higgins. They can be contacted at webmaster@nzfmm.co.nz on NZFMM website matters.

I am 100% in favour of all day Saturday for enthusiasts and 67% in favour of exhibition on Sunday. However, the extra work involved with having a display (Health and Safety, advertising, etc) reduces that to a point where I would be happy with a two day enthusiasts' event. An Easter weekend gives a day at each end (Friday and Monday), for traveling and two days of full immersion with Meccano models, modellers and families. That really 'does it for me'.

Throughout this letter, the words me and I feature a lot. This may sound selfish but I am sure those words apply to many other enthusiasts who just want to enjoy their hobby!



Here is John Denton at MODEL X in his 1920s get-up to go with his Nickel Meccano models.



Bruce Geange's International TD - 24 Crawler Tractor described on page 3 & 4.