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This is Henry Porter's model of Trevithick's 1802 steam powered high wheeled road carriage. See page 7 for the article.

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

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

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A MODERN ICON MODEL FOR MECCANO?

Recently there has been discussion on *Spanner* about whether Meccano should have a 21st century icon model to represent the product after the 20th century Giant Blocksetting Crane model icon is now old fashioned and therefore out of date. How many youngsters today would recognise a blocksetting crane for what it was and for what it did? The blocksetting crane became the icon model for Meccano boys because they saw the painting of WH Pinyon model on the front of the post-war manuals of the 1950s and on the 50s and 60s cartons and dreamed about being able to build such a large and impressive model. Most, if not all, of us didn't have nearly the required parts to build the GBSC and even a Set 10 of the time wouldn't go near the number of Angle Girders required to construct it.

My suggestion for the 21st century icon model was the modern hydraulic mobile crane. There are plenty of them around but large and complicated enough with the necessary "wow" factor. Some of Philip Webb's (the President of ISM who started this line of discussion) suggestions were: tower or container cranes, space ships, excavators, cruise liners, aircraft or ocean oil rigs (not sure that would be very PC at present) or even James May's Bridge of No Return. Cars were mentioned but the available Meccano tyre sizes are not large enough. As Philip put it "we are looking for an impressive looking model, which could be built by any one". What would you suggest? Drop me a line, we might get our own discussion going here.

There is plenty of Meccano activity planned for the coming months. We have the NZFMM display at Te Papa in mid-November with all the NZ clubs being represented. The February Folly is planned for the 26th of February 2011 in Taupo. Being in the busy tourist season you will need to book your accommodation soon. Then we have our 2-yearly Convention and AGM in Palmerston North over Easter. The registration form is enclosed with this issue. I hope the model building is progressing well for Taupo and the April Convention.

I'd like to thank our treasurer Lloyd Spackman for his long and faithful service to NZFMM over many years and announce that Lloyd has decided to retire from the post and that "roving reporter" Bob Prescott has taken over as treasurer.

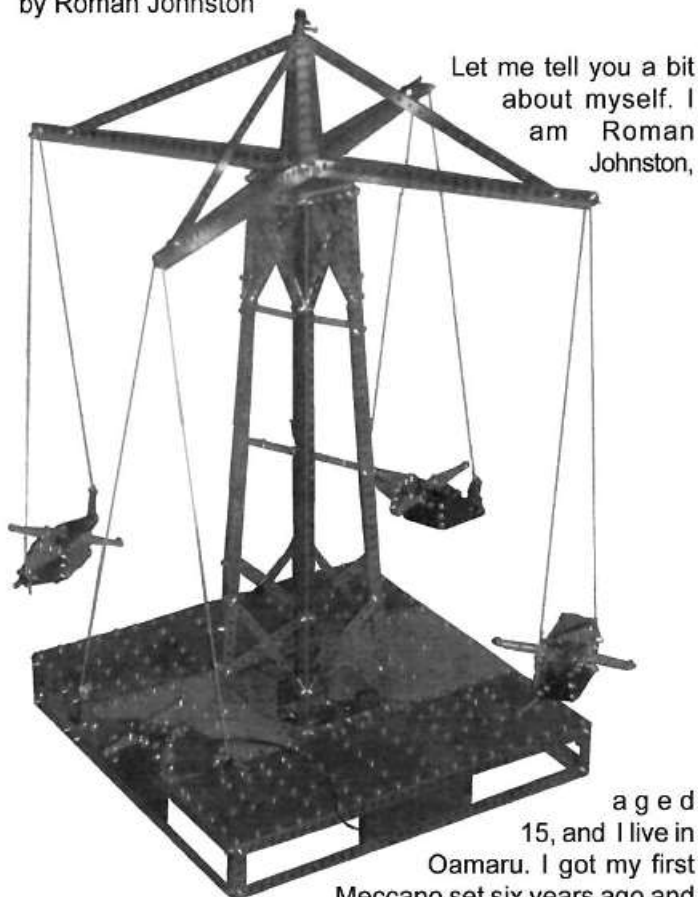
Finally may I wish all our subscribers a very happy Christmas and New Year and may all your Xmas stockings contain Meccano in some form or other.

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MECCANO CHAIR-O-PLANE

by Roman Johnston



Let me tell you a bit
about myself. I
am Roman
Johnston,

aged 15, and I live in Oamaru. I got my first Meccano set six years ago and have increased my collection. I am currently helping Ross Mitchell build a container crane in most weekends. In 2009, I entered in the Meccano exhibition with a chair-o-plane. I won the best new exhibitor.

The Base

The base is made of eight $18\frac{1}{2}$ " Angle Girders bolted at the corner with $2\frac{1}{2}$ " Girders bolt a $2\frac{1}{2}$ " x $5\frac{1}{2}$ " Flanged Plate thirteen holes in from the corners. On the top of the base, bolt two $18\frac{1}{2}$ " Angle Girder twelve holes in from the sides this is the tower support. On the bottom, bolt another two $18\frac{1}{2}$ " Angle Girders seventeen holes in from the sides parallel to the top girders. From the bottom pair of Angle Girders bolt two $2\frac{1}{2}$ " x $2\frac{1}{2}$ " Flat Plates with a $1\frac{1}{2}$ " x $2\frac{1}{2}$ " Flanged Plate seventeen holes in along the same girders in between the girders bolt another $2\frac{1}{2}$ " x $2\frac{1}{2}$ " Flat Plate. Bolt a motor and put a $1\frac{1}{2}$ " Pulley on it and connect the Pulley with a $2\frac{1}{2}$ " Driving Belt to a $\frac{1}{4}$ " Pulley that is on a $5\frac{1}{2}$ " Axle Rod going through the centre hole of the Flat Plate and the Flanged Plate. On top of the base fill up the space with $2\frac{1}{2}$ " x $5\frac{1}{2}$ " and $2\frac{1}{2}$ " x $4\frac{1}{2}$ " Plates leaving a square fifteen by thirteen holes.

The Tower

The tower is built with six $24\frac{1}{2}$ " Angle Girders. At one end of the girders bolt six $3\frac{1}{2}$ " Perforated Strips, this is the top of the tower. At the bottom of the tower, bolt six $4\frac{1}{2}$ " Perforated Strips. Five holes up from the base of the tower bolt twelve $5\frac{1}{2}$ " Perforated Strips, they crisscross as a pair. At the top of the tower do the same but from the first hole down, also bolt a $2\frac{1}{2}$ " x $3\frac{1}{2}$ " Flanged Plate in the centre of the top with a small spacer (pt no 38c). On the Flanged

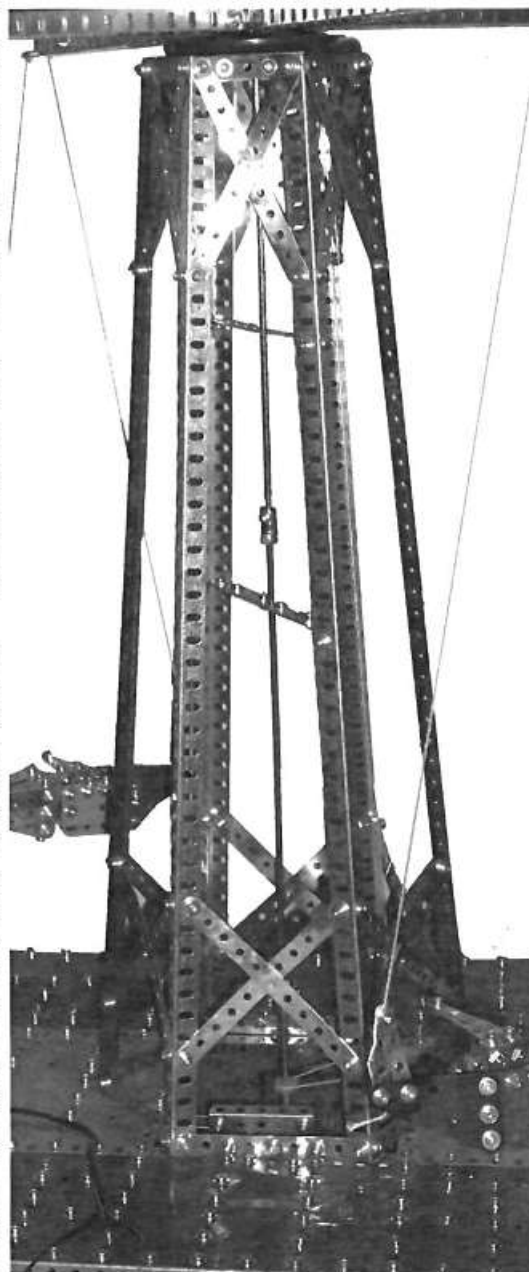
Plate bolt a Ball Thrust Race Flanged Disc with the centre hole in the centre of the Flanged Plate.

The Top

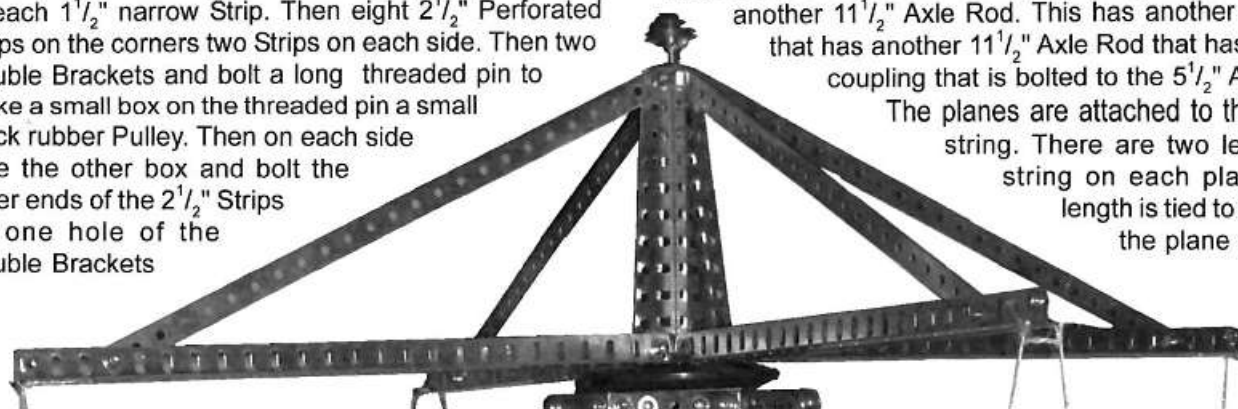
The top consists of a Ball Thrust Race toothed disc with a Bush Wheel (eight holes). On the Ball Thrust Race toothed disc bolt eight $12\frac{1}{2}$ " Angle Girders and at the point of intersection of two girders bolt a $5\frac{1}{2}$ " Angle Girder. At top of the $5\frac{1}{2}$ " Girder bolt a $12\frac{1}{2}$ " Perforated Strip all around at the other end of the Strip bolt it between the two girders four holes in from the end. At the end of the girders, bolt it together. At the centre of the four $5\frac{1}{2}$ " Girder fit a Threaded Pin (pt no 115 long) and a 1" Pulley (no boss) and on top of it a 1" Pulley (no boss) and a black rubber Pulley to make a triangle.

The Planes

I built the fuselage first, this consists of a $2\frac{1}{2}$ " x $1\frac{1}{2}$ " Double Angle Strip. At the end attach a $1\frac{1}{2}$ " x $1\frac{1}{2}$ " Double Angle Strip. Then attach a Trunnion and a $1\frac{1}{2}$ " x 1" Double Angle Strip at the second and third hole from the $1\frac{1}{2}$ " x $1\frac{1}{2}$ " Double Angle Strip these are the seats. The outer fuselage is two $2\frac{1}{2}$ " x $1\frac{1}{2}$ " Flexible Plates bolted onto the ends of the $1\frac{1}{2}$ " x 1" Double Angle Strips. The tail is two $1\frac{1}{2}$ " x $2\frac{1}{2}$ " Triangular Flexible Plates bolted on to the ends of the Flexible Plates at the end of the Triangular Flexible Plates bolt a 2" Narrow Strip on the last hole and another one the second hole in bolt the two Narrow Strips at the end hole. The wings are made by bolting two $2\frac{1}{2}$ " Narrow Strips at one end



and bolting two Angle Brackets and bolting onto the side of the fuselage. The nose cones are built by bolting four $1\frac{1}{2}$ " Narrow Strips together with four Angle Brackets to form a box. Then bolt four $1\frac{1}{2}$ " Perforated Strips in the centre one of each $1\frac{1}{2}$ " narrow Strip. Then eight $2\frac{1}{2}$ " Perforated Strips on the corners two Strips on each side. Then two Double Brackets and bolt a long threaded pin to make a small box on the threaded pin a small black rubber Pulley. Then on each side take the other box and bolt the other ends of the $2\frac{1}{2}$ " Strips on one hole of the Double Brackets



so it makes a triangle. Then bolt the cone to the $1\frac{1}{2}$ " x $\frac{1}{2}$ " Double Angle Strip.

Assemble

The tower is connected to the base by six Fishplates. Three are on each side. The bush on the top is bolted to an $11\frac{1}{2}$ " Axle Rod. The other end has a coupling that is bolted to another $11\frac{1}{2}$ " Axle Rod. This has another coupling that has another $11\frac{1}{2}$ " Axle Rod that has another coupling that is bolted to the $5\frac{1}{2}$ " Axle Rod.

The planes are attached to the top by string. There are two lengths of string on each plane. One length is tied to the tail of the plane the other length is

Fig. 5

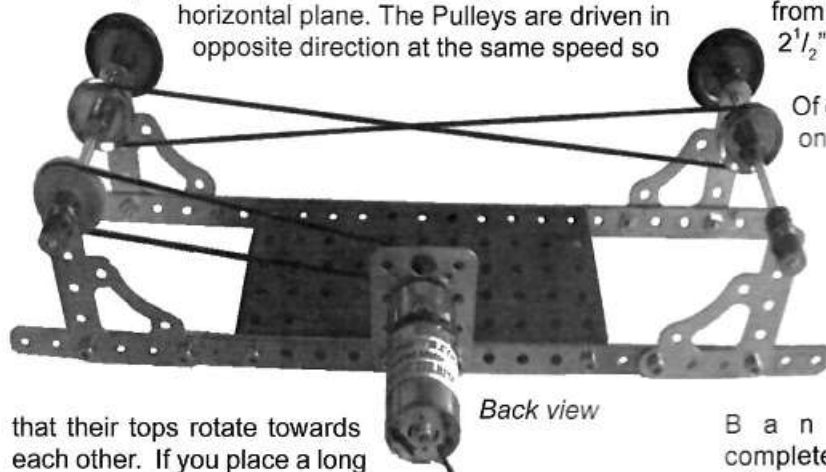
tied to the nose cone held in by a black rubber Pulley. The other ends of the strings are tied to the ends of the $12\frac{1}{2}$ " Angle Girders of the top.

THE SIMPLE PUZZLER

by Bob Prescott

Looking at a copy of "Canadian Meccanotes" dated March 1998 I noticed a picture of "Simple Puzzler" on the front cover.

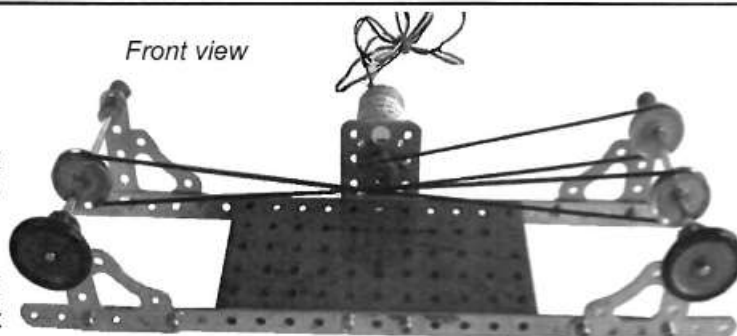
The text which was originally from "Spanner", explained that you gear down a motor to slow speed and have it drive two 1" Pulleys with smooth "O" ring type tyres. The Pulley shafts are 10" to 15" apart, parallel and in a horizontal plane. The Pulleys are driven in opposite direction at the same speed so



that their tops rotate towards each other. If you place a long Angle Girder on the rotating wheels like an upside down "V" the girder will stay on the pulleys even though the motion may be a bit erratic due to the variations in the friction against the tyres. If however the motor is reversed and the pulleys rotate away from each other, the Angle Girder will "walk off". The text surmises that Mechanical Engineers might like to work out the physics of the movement!

The base for my puzzler consisted of a P/N 52 Flanged Plate and two $12\frac{1}{2}$ " Perforated Strips bolted to each long flange on each side. The shaft bearings are four P/N 108

Front view



Corner Gussets positioned at the third and sixth holes in from the end of the Perforated Strips. You could use $2\frac{1}{2}$ " Perforated Strips and Corner Brackets.

Of course the amount of gearing required will depend on the motor you use. At first I used a 75 rpm Andrew Wells motor but considered it a bit slow, so I settled on a 222rpm motor slowed to about 110 rpm. 4" Axle Rods are used for the shafts and collars, 1" Pulleys and appropriate Driving

Bands complete the drive. The balancing pulleys and smooth "O" rings are mounted outside the Corner Gusset bearings.

Well, the "Simple Puzzler" works as advertised – the question is WHY?



Balancing the Angle Girder

Colin Cohen's Harbour Crane

by Les Megget

The photos show the late Colin Cohen's harbour crane (Figure 1) lent to me by William Irwin, a long time friend of Colin's. We believe that the details of this crane have not been published before this, except for a brief description and a couple of photos in the July 2003 issue of the *JMH Newsletter* and an earlier article on the slipping device in the *Transvaal Meccano Guild Magazine*. The crane is a 1/14th scale model of an AWD 4 ton crane and is powered by 4 motors. I've typed up Colin's comments from the back of the photographs.

Figure 2 shows one of the two pinions (Bush Wheels and Long Bolts) and quadrants for luffing the jib. The jib is perfectly balanced with lead filling the entire interior of the quadrants as well as the two visible boxes on the outside; a total of 12.6 kg. In addition there is 2.4 kg in the green assembly beneath the machine house as well as a further 2.7 kg inside, immediately above. The total crane weight on rails is 41.5 kg.

The crane's tower (Figure 3), is made of flexible plates and simply lifts off, revealing a sturdy

structure inside which supports the upper section. The doors open to gain access to the wires in order to disconnect them from the lower base. The Flat Plates represent a checker pattern plate, which is provided to walk on in the prototype. The green boxes are for ballast. The actual crane has an interior ladder to get up to the machine house. The travelling motor is situated below the tower: a Marx Monoperm with a wafer type gearbox.

Figure 4 is of the machine house mounted on a transporting stand. The PDU motor is for slewing. The driver's cabin contains a seat with armrest lever controls (like the real thing). The left hand one controls the travel (left = forward, right = back). Front and back movements control the derricking (luffing). The right hand lever controls slewing (left and right) and hoisting. The sides of the tower slope inwards and are therefore attached to the roof of the machine house

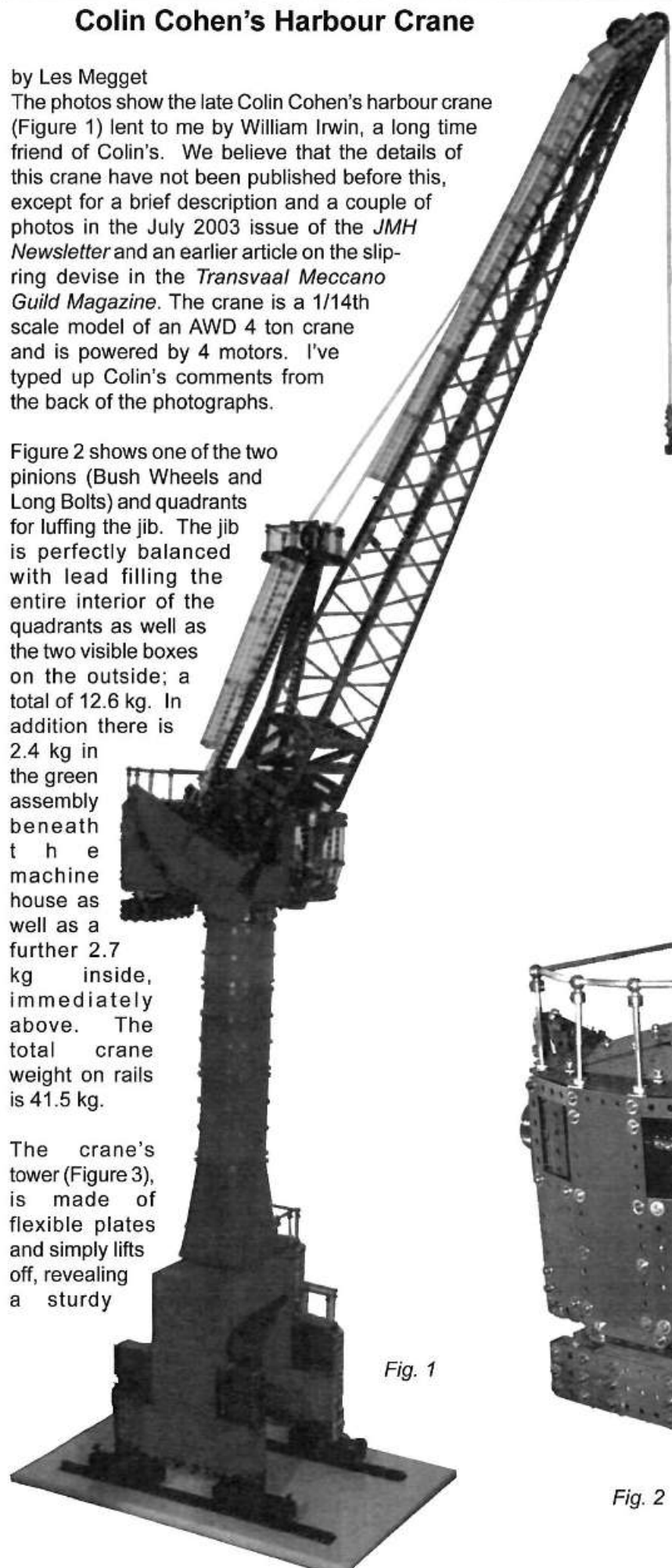


Fig. 1

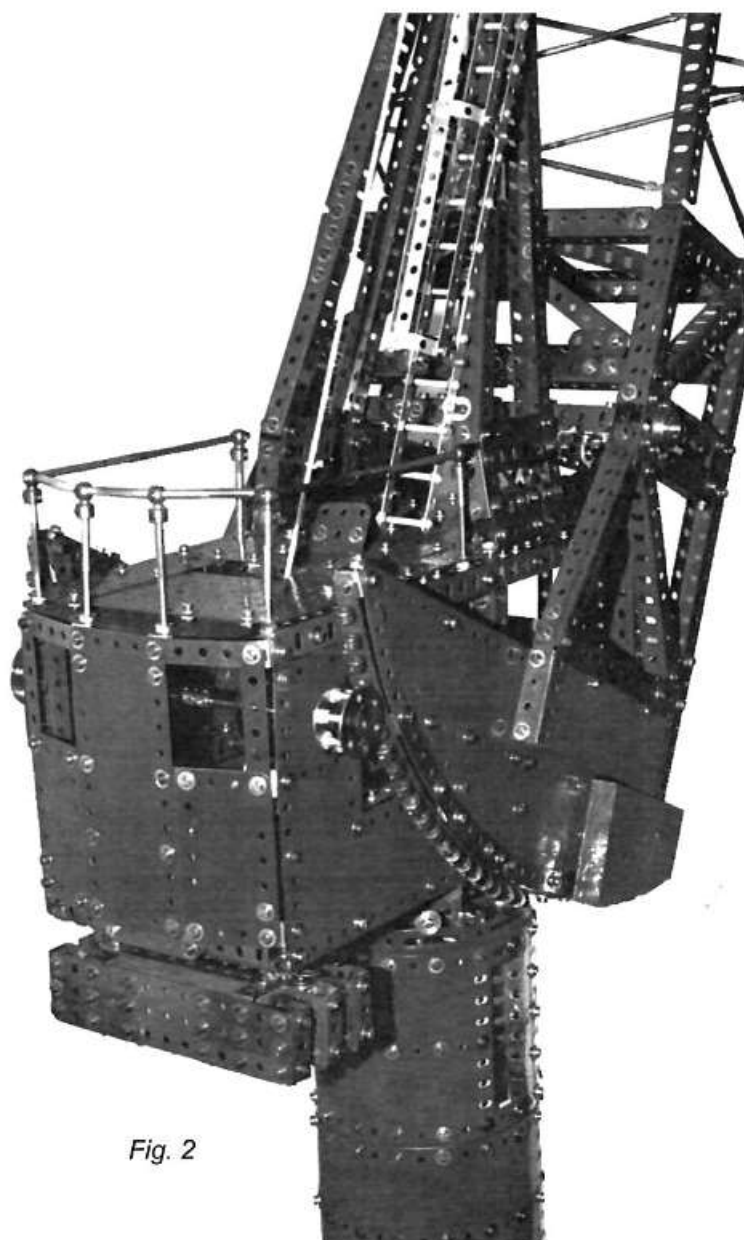


Fig. 2

by four 1" x 1/2" Angle Brackets. Figure 5 shows a close up of the armrest controls. The input wire is attached to the Reversed Angle Bracket. The Collar makes contact with one of the four Angle Brackets to each of which is attached a wire to the relays (very neat, Ed).

The slip rings are shown in Figure 6. Two rings for power supply and

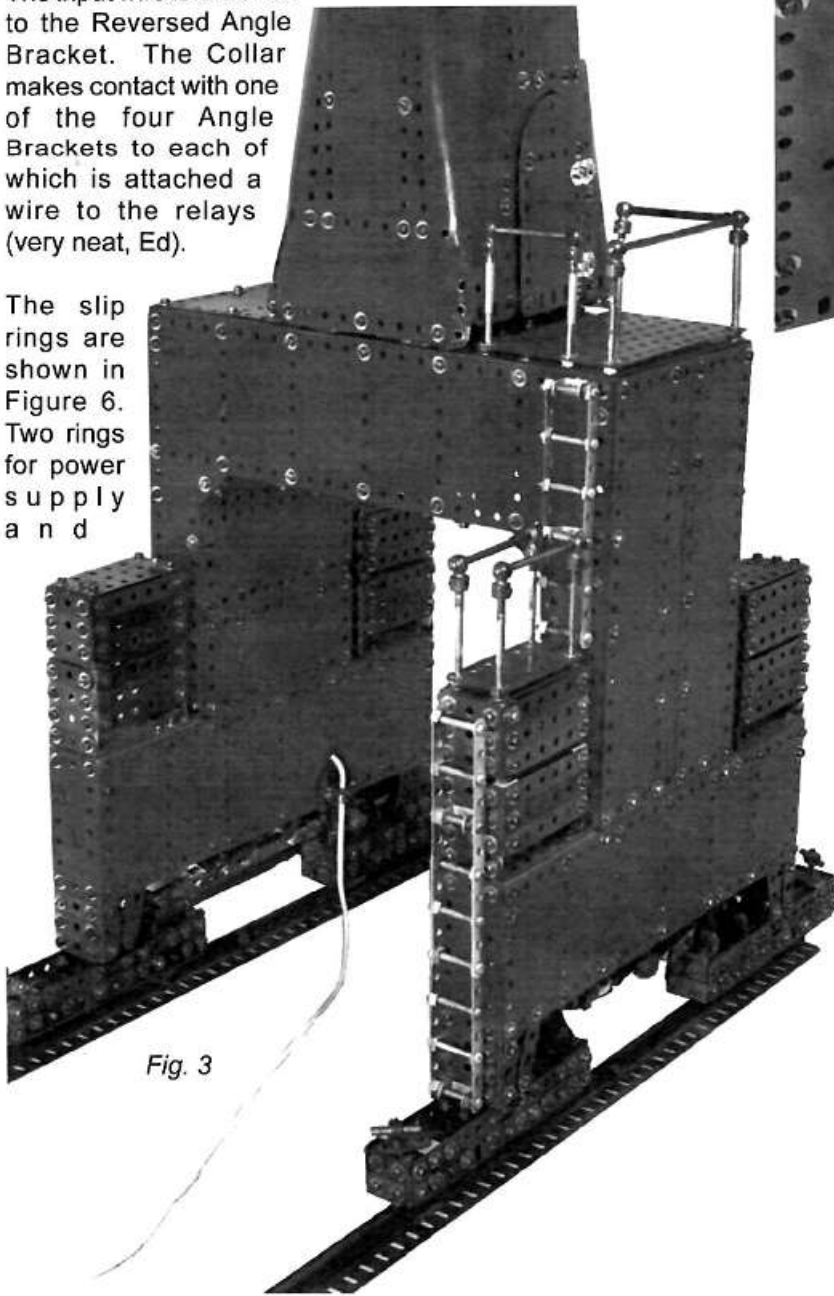


Fig. 3

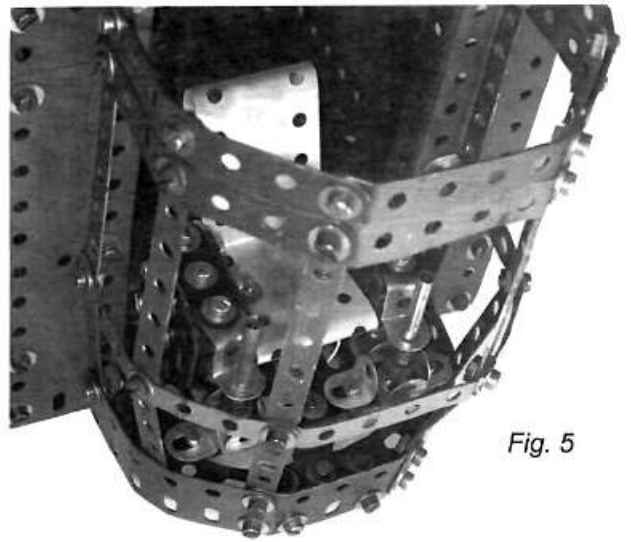


Fig. 5

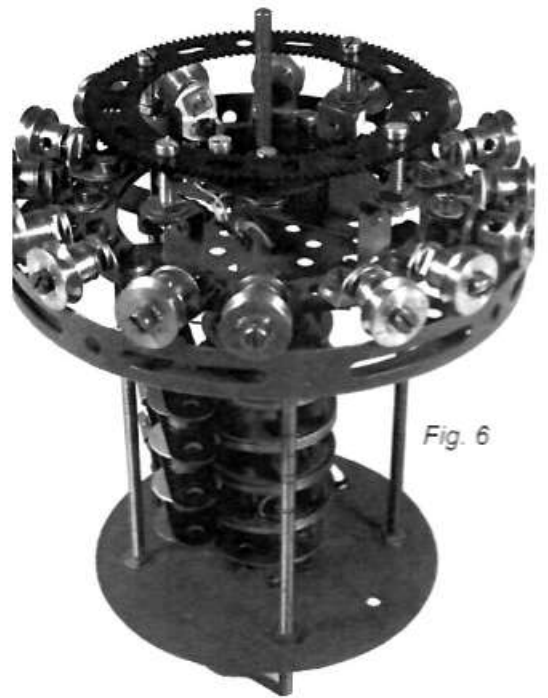


Fig. 6

two for the travelling motor. The wires pass up through the bosses of the Pulleys and out of the cross-bore of the Coupling above the Hub Disk. The Hub Disk rests on top of a Circular Girder at the top of the tower. The insulating strips fit snugly into Slide pieces, which are carried on a common rod. Each one is tensioned by Spring Cord onto a 4th Screwed Rod (not visible).

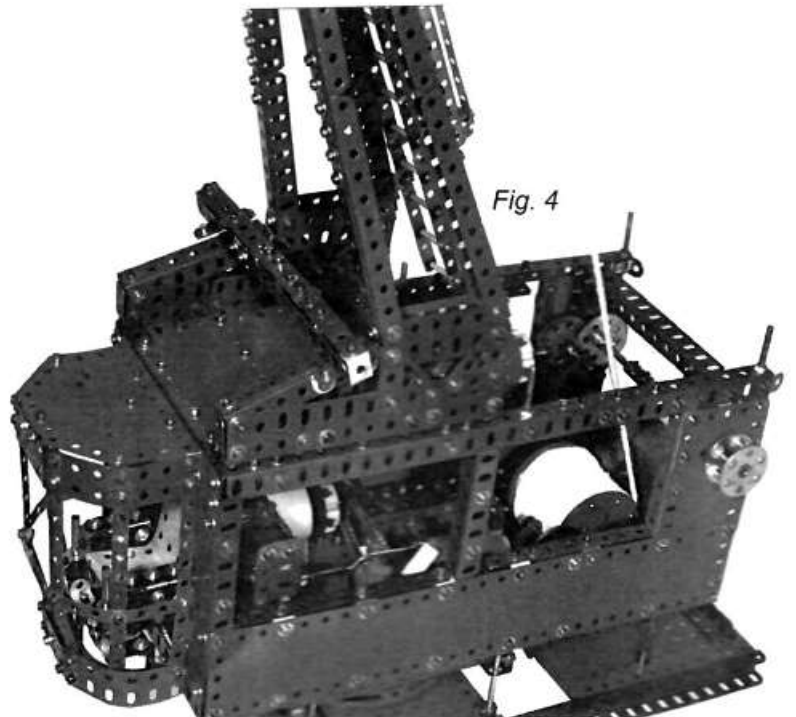


Fig. 4

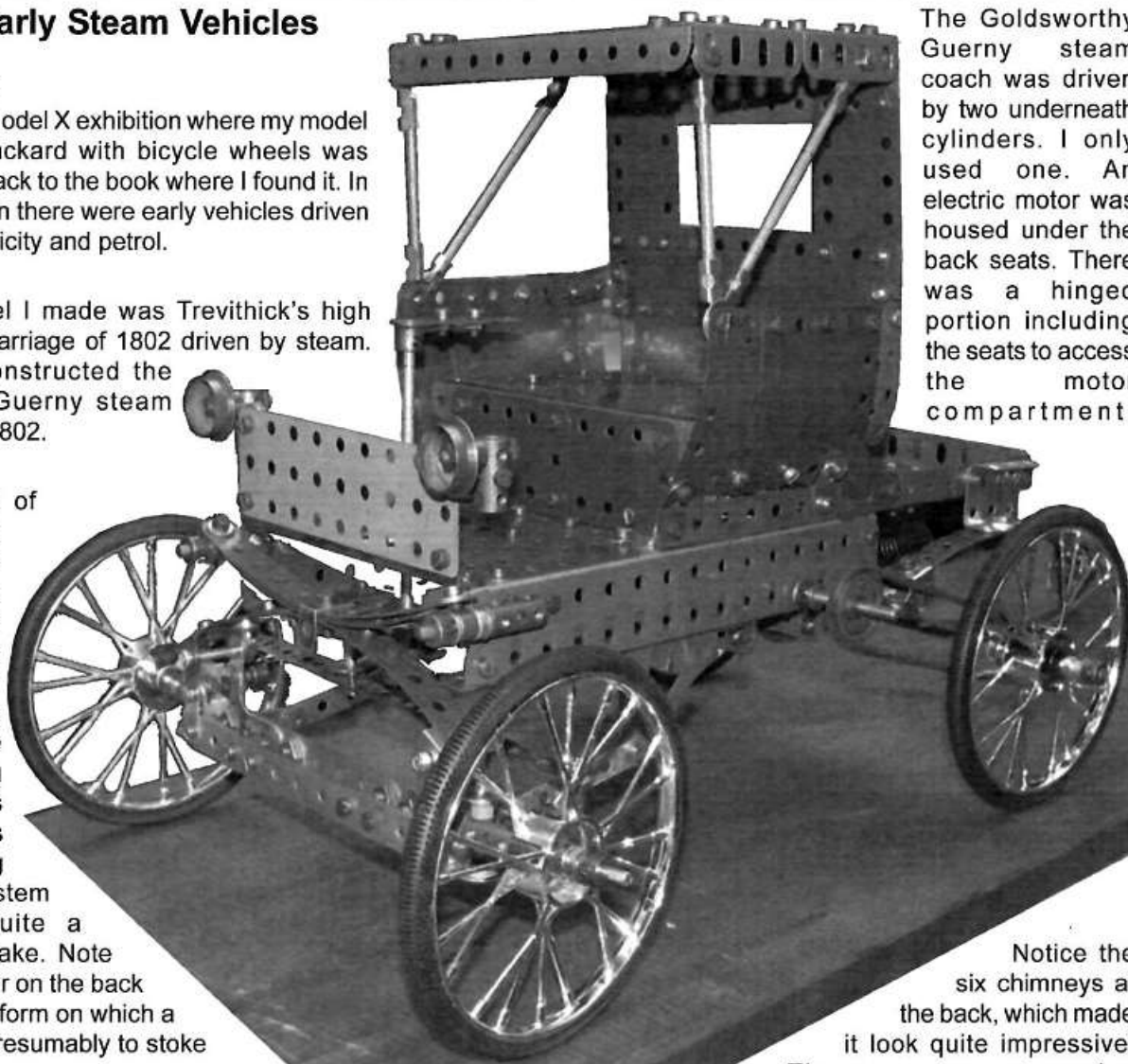
Some Early Steam Vehicles

by Henry Porter

After the 2010 Model X exhibition where my model of the 1900 Packard with bicycle wheels was shown, I went back to the book where I found it. In the same section there were early vehicles driven by steam, electricity and petrol.

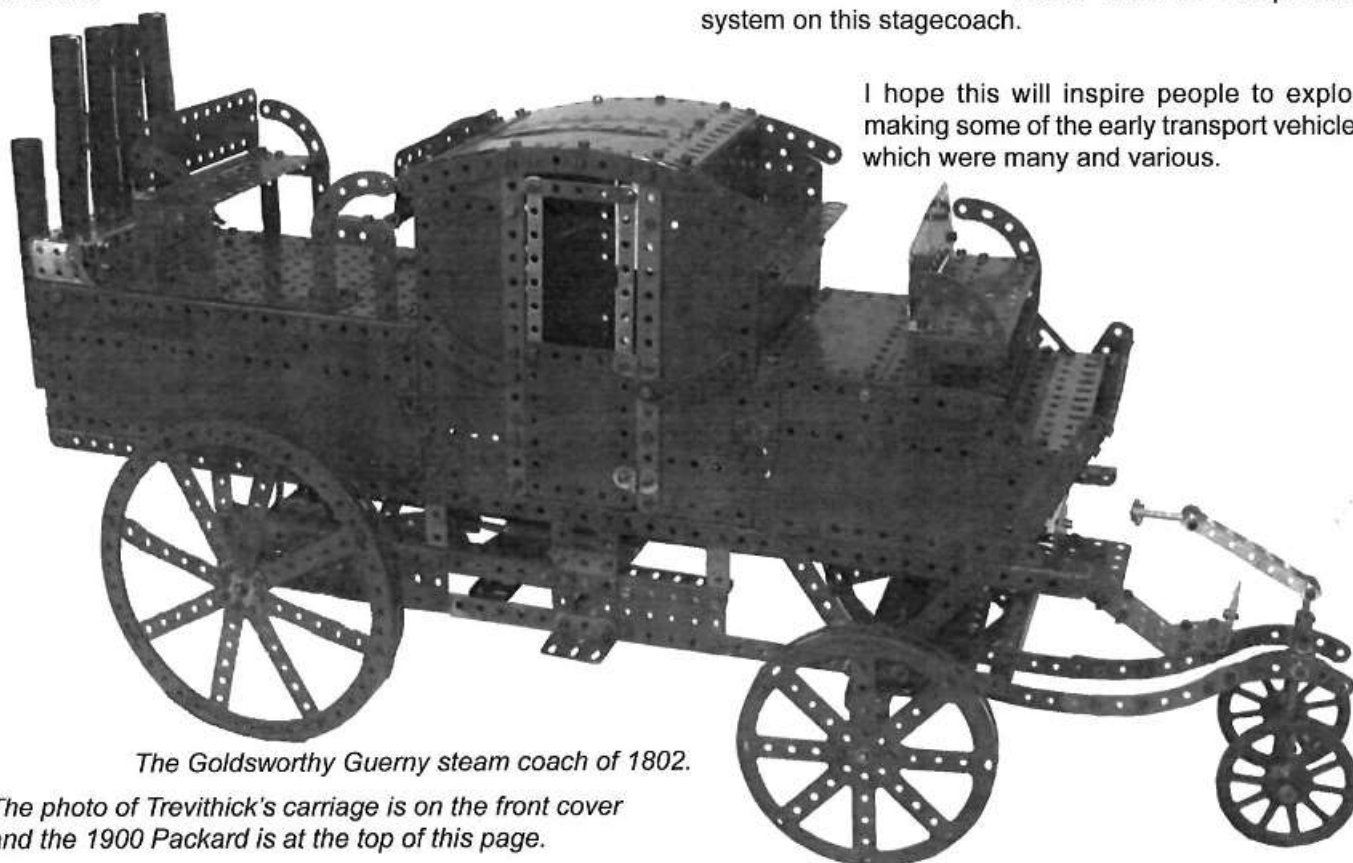
The next model I made was Trevithick's high wheeled road carriage of 1802 driven by steam. After that I constructed the Goldsworthy Guerny steam stagecoach of 1802.

The illustration of Trevithick's vehicle does not show the cylinders mounted on the main frame, so I made it as shown. The most interesting feature of this machine is its amazing suspension system which was quite a challenge to make. Note the vertical boiler on the back with a small platform on which a person stood, presumably to stoke the boiler.



The Goldsworthy Guerny steam coach was driven by two underneath cylinders. I only used one. An electric motor was housed under the back seats. There was a hinged portion including the seats to access the motor compartment.

Notice the six chimneys at the back, which made it look quite impressive. There was no suspension system on this stagecoach.



I hope this will inspire people to explore making some of the early transport vehicles, which were many and various.

The Goldsworthy Guerny steam coach of 1802.

The photo of Trevithick's carriage is on the front cover and the 1900 Packard is at the top of this page.

Editor's Model of the Past, No. 3

Meccano Lifting Shovel

by Les Megget

I just had to build the Set 10 "Lifting Shovel", model No. 10.6, when I first saw the advert (in colour, inside front page) of it in the December 1961 MM (Figure 1). I think it was about that time that I went out or ordered the Outfit No. 10 first dozen leaflets, which included the building instructions for the Lifting Shovel. I had to use my pocket money, which was the princely sum of 2 shillings a week at that time. Those 10 leaflets are now well worn and tatty, while Nos. 13-20 are near mint and must have been added later? The Nos. 1-12 leaflets are dated 10/54 so they must have been in stock for a while. Note the 3-hole Flat Girders on the chassis rails; in the drawing they are red but were never available in that colour till much later, as far as I know.

I didn't own a full Set 10 in the early 60s but had enough parts to make some of the Outfit No. 10 leaflet models. I do remember building 10.6 a couple of times before putting all my Meccano in my parent's attic in 1965, where it remained unloved and untouched till 2002. I don't have any photos from that time as my father was into Super8 home movies, rather than still photography.

When I rediscovered my Meccano and brought it all to Auckland I decided to let my son play

**You'll have most fun with
MECCANO**

**Your
Hobby
for a
Lifetime**

Even when a boy begins the Meccano hobby with a small outfit there's always something worth building, and thrills in plenty! Accessory outfits and spare parts can be added by easy stages to build more elaborate models like the Lifting Shovel pictured above. Meccano models are easily dismantled to be rebuilt into something new. No wonder the fun of Meccano lasts through the years. Outfits from 7/4

MECCANO

MADE BY MECCANO LIMITED, LIVERPOOL

Figure 1. Meccano Magazine advertisement - December 1961

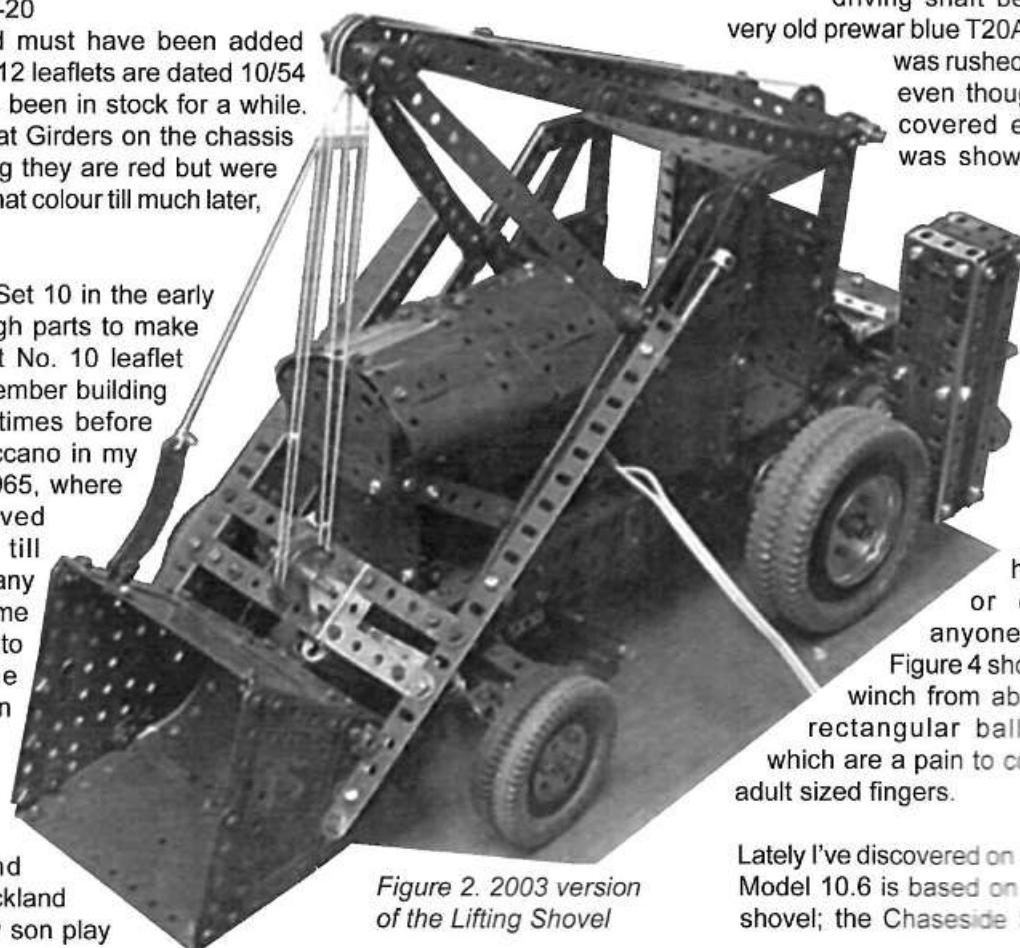


Figure 2. 2003 version
of the Lifting Shovel

with it. He built one manual No. 5 motorbike and then went back to his computer/video games (button-pressing-boy, now a computer programmer). So I decided to build something and it happened to be the Lifting Shovel. Thus my interest was rekindled and after talking to Andrew Wells at Model-X, and discovering that metal Meccano was still available, I was back into it with a vengeance.

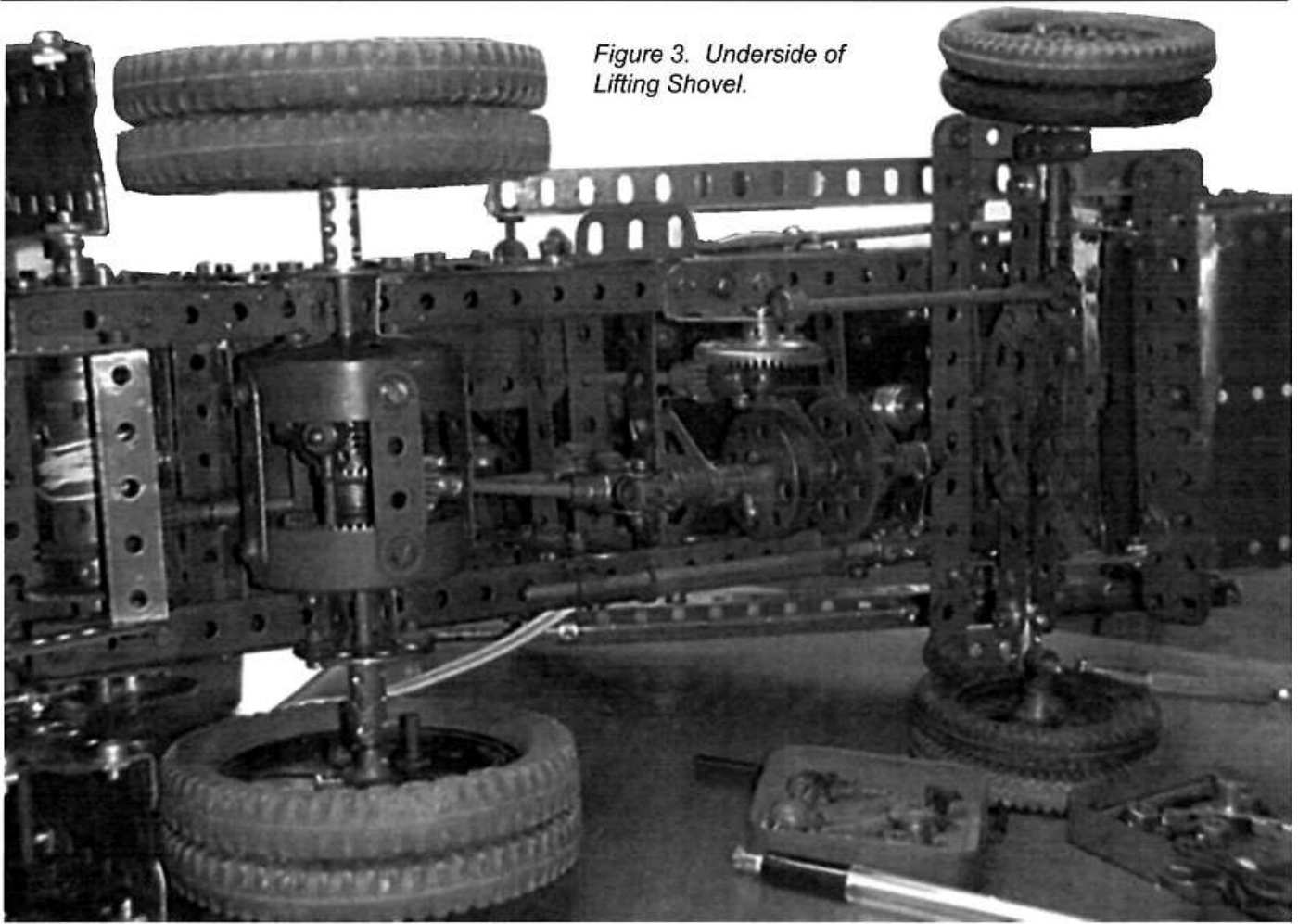
Figure 2 and 3 show the latest (2003) version of the Lift Shovel made using my 50 year old, medium red and green parts, as well as few new zinc Angle Girders. I followed the leaflet instructions almost to the letter, except for the winch mechanism, which I remembered never worked well in the earlier incarnations. I found my old E20R electric motor and used that even though it was well used and rather sloppy in its driving shaft bearings. My

very old prewar blue T20A transformer was rushed into use too, even though its cotton covered electric cord was showing signs of decay, not to mention the brittle and flaking rubber insulation on the wiring! I didn't burn the house down or electrocute anyone, thankfully.

Figure 4 shows the lifting winch from above and the rectangular ballast boxes, which are a pain to construct with adult sized fingers.

Lately I've discovered on *Spanner* that Model 10.6 is based on a real lifting shovel; the Chaseside Shovel on a

Figure 3. Underside of Lifting Shovel.



Fordson Major tractor, see Figures 5 and 6, found on the internet. (Pictures on page 10) It is a good-looking model from the past pre-hydraulic era and it goes well with its efficient steering, selector gearbox and differential. The prop shaft to the diff could do with a second universal joint though, if you can find the room to fit it in.

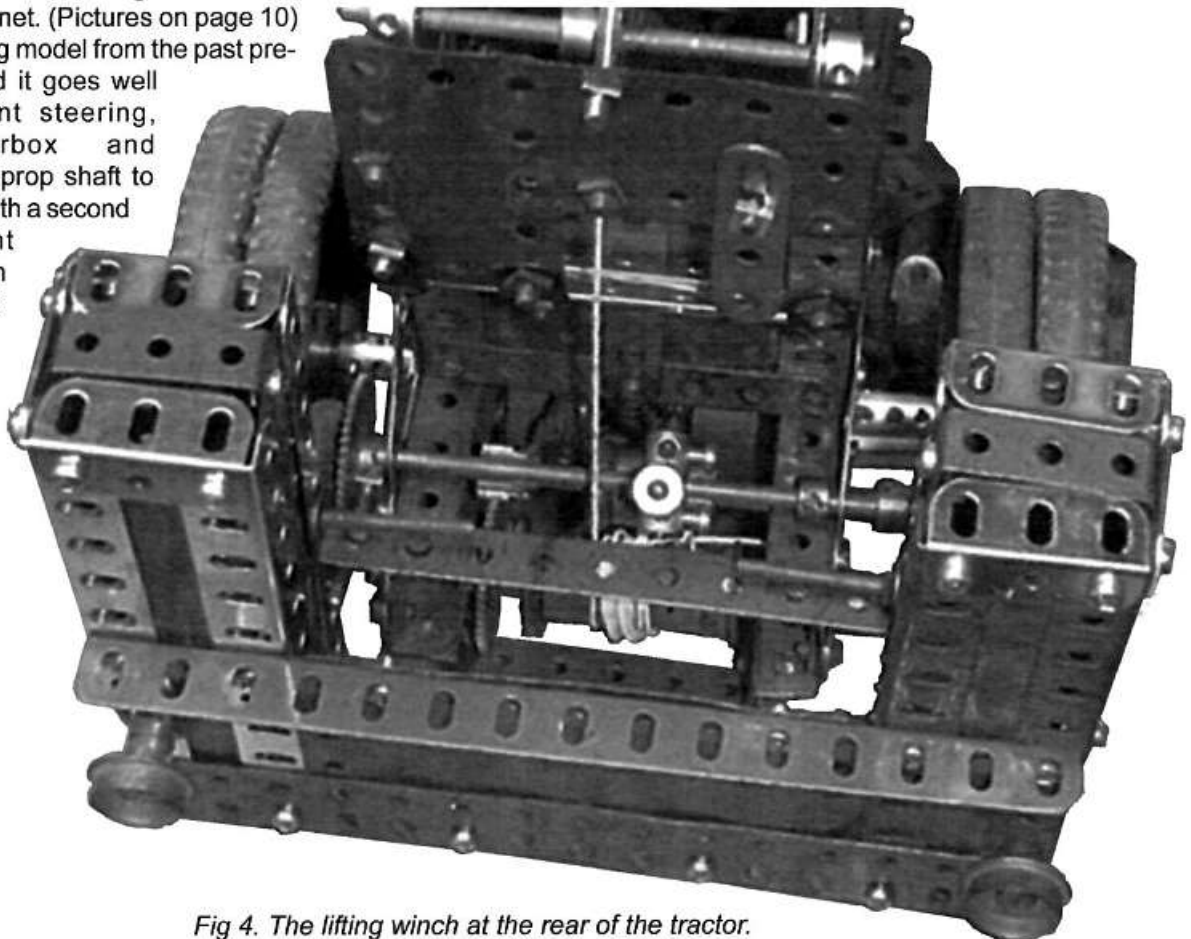


Fig 4. The lifting winch at the rear of the tractor.

Figure 5 shows the Chaseside loader with the bucket elevated.



Figure 6. Unrestored Chaseside Shovel; in even worse condition than my 50 year old Meccano!

Will Our Magazine Survive?

This is again a plea for more material to publish in the NZFMM Magazine. For every issue this year we are always a few pages short of copy and I end up dropping everything and racking my brains for a topic to write a 2-3 page article about (My Models of the Past in this issue). Now this is not meant to be the job of the Editor. My job should be to receive articles, decide on their suitability, edit them and pass them on to John Ince for the final page set up. When I offered myself as editor 3 years ago I was told it would take only 4-6 hours per issue. Well it actually takes more than 20 hours because I am writing almost all the substantive articles!

Without our much appreciated regular contributions from Lloyd Spackman, John Hansen, Bob Prescott and the club meeting reporters (Gary Higgins, Mike Howse, Daryl Anderson & Campbell Morrison et al) this Magazine would be very devoid of articles. I suppose we could fill the Magazine with borrowed articles from other magazines and past Meccano Magazines but that is not what a NZ Meccano Magazine should be about.

John and I fear that we will have to reduce the number of

pages down to 24 from the current 28 and even think about reducing the number of issues to 3 per year. It was the lack of articles being submitted that forced us to reduce the then 6 issues per year down to the current 4. Before I became editor Bruce Geange and Bruce Neilson (Editor) kept the magazine afloat by their regular articles about small models they had designed and built and including detailed building instructions. As you know by now I would rather build large models and building instructions for such models would bore me (and you) to tears. I think many of the subscribers became complacent due to the fantastic job done by the two Bruces, over a long period, and now you expect the editor to do much of the writing.

There were some fantastic models displayed at the Convention in Christchurch last year. How about some of you writing about your models and sending them in? Do not fear that I will reject your writing efforts. I will except anything as long as it is topical and contains a little about Meccano. I don't have the time to get on your backs personally trying to talk you into writing articles.

If you want your Magazine to survive YOU have to contribute to it!

Joe Bell Toy Collection Auction

by John Ince

In the August magazine we published a tribute to Joe by Lou Nichols. Recently I have received a catalogue from Dunbar Sloane giving comprehensive details of the auction on his toy collection on December 1st. I have emailed a pdf file of the Meccano elements of that auction to a good many NZ Meccanomen. If you did not receive one and would like it please contact me. The catalogue may be viewed on line at www.dunbarsloane.co.nz. Here are details of the collection from page 2 of the catalogue:-

Joseph (Joe) Charles Bell (1952 - 2010)

Dunbar Sloane is privileged to present for auction the lifetime collection of the late Joe Bell. As an avid collector and enthusiast, Joe was a regular participant in Dunbar's toy auctions for many years. Other collectors would remember him as a hard man to out-bid, once he'd set his heart on a particular lot he would battle until he won it and then once the item was in his collection he would treasure it and not let it go again.

Joe started his Meccano enthusiasm as a young boy. Belonging to the Wellington Meccano Club, his collection included no less than four No 10 sets and many complete new and vintage models.

Joe's passion for railway was sparked during childhood. His father would tell him stories about the locomotives that ran in England. Like most young boys with a fondness for railway, Hornby was his first layout.

The enthusiasm for Hornby gathered pace and his house became a home for a huge collection which included the American Lionel, MTH and many other makes, as well as a centre for Hornby Club meetings and other enthusiasts. His legendary track ran from the spare bedroom through

the lounge via the hot water cupboard. He particularly liked sound and smoke effects, especially at Christmas when he would have the trains working overtime, puffing and chuffing, bellowing clouds of pine scented smoke into the lounge. He also would treat himself, timing a Lionel or MTH purchase to coincide with his birthday or a Christmas

His collection includes Hornby both clockwork and electric, Lionel vintage and a very impressive collection of modern 0 gauge and Standard 1 gauge the majority of which are in as new condition with original boxes. The collection also includes HO & N gauge railway, Live Steam including four Aster Locomotives, Mamod and Wilesco. He even found space to collect Lead figures, including Cowboys and Indians with toy guns. NZ Tonka

other tinplate toys, Matchbox and Dinky with an emphasis on military and of course the Zephyr. (Notice on page 25)



The Design and Making of a Scale Model

by Les Megget

Part 3: Carrier Stabilisers & Crane Boom Luffing

Almost all mobile cranes have 4 hydraulic stabilisers which extend from the carrier chassis, usually by the width of the crane carrier (the maximum possible) in one or 2 sections. A hydraulic jack at the end of each stabiliser is then lowered to support the crane and its load. Each jack has a large pad to spread the load and large timber blocks are often used under the pads to further spread the load.

In the Liebherr LTM 1050-3.1 crane I'm modelling the 4 stabilisers have only one extending section and the pads can be moved laterally to move them from protruding out beyond the side of the carrier when travelling. I haven't attempted to model this pad repositioning on the model.

The stabilisers are made from two 19 hole Angle Girders formed into a U-shape with 19-hole Flat Girders vertically on each side. A $6\frac{1}{2}$ " Rack Strip is bolted to the inside of one of the Angle Girders and this is driven by a 15 tooth pinion through a series of gears from a geared motor situated between the chassis rails. One motor extends the two rear stabilisers while another identical motor deals with the front stabilisers. Each stabiliser can be extended/retracted individually by a spring loaded push-button rod near the wheel arches which engages a Small Contrate with another 15t Pinion on the shaft which has the previous 15t Pinion on it. Reversing the stabiliser direction is accomplished by reversing the motor polarity with an "out-stop-in" DPDT switch situated behind a hinged cover to the rear of the front wheel arch on the driver's side, see Fig. 1. The stabilisers run on $\frac{1}{2}$ " Pulleys (brass and plastic) on the edges of the Flat Girders. These Pulley's axles are journalled in a substantial box section at the front and rear (Angle Girders and Braced Girders), see Figure 2. At the rear this transverse box is fixed within the chassis depth but due to the engine and gearbox the front support box is placed below the chassis rails. This requires a different design and shorter length of the lifting jacks at the front (as in the prototype).

Each lifting jack comprises a 15 rpm Meccparts geared motor with its fixing plate bolted to a pair of $2\frac{1}{2}$ " Angle Girders, 2" Flat Girders and 5-hole Strips rigidly bolted to the long Angle Girders with 6 long Bolts with Plastic Collars as spacers. The motor shaft with a 19t Pinion drives another 19t Pinion fixed into a Socket Coupling. In the other end of this Socket Coupling is fixed a Threaded Boss in which a 5" Screwed Rod can run up and down. The Screwed

Rod is supported in two Bush Wheels spaced apart with four $1\frac{1}{2}$ " long Bolts as seen in Fig. 1, (2" Bolts in rear stabilisers). The slow revving motors are extremely powerful for their size and can lift the 110 lb. (50 kg) model, slowly, while the short length of the threaded rods precludes their buckling. A 6" Axle Rod runs through outer holes of the Bush Wheels to aid stability and stop the jack pad from rotating when going up or down. Each pad is made from a Wheel Flange, a Wheel Disc and a Face Plate with a Short Threaded Coupling connecting the pad to the "piston rod". The pad presents a flat surface to the ground with no bolt heads to concentrate the load as extreme point loads. Four DPDT switches control the "down-stop-up" movements of the 4 jacks and these switches are located behind the hinged panels located on each side of the carrier.

Crane Roller Bearing:

The bottom roller bearing was shown in the August 2010 issue (Fig. 2, p12). This comprises 14 Meccano Balls running in a Wheel Flange supported in a substantial box structure spanning between the chassis rails. The bearing plates are held together with a hollow Large Axle supported by Large Axle Bush Wheels. The purpose of this bearing is to carry the vertical loads from the crane above. The upper roller bearing is the same one I used in the previous Grove mobile crane. This uses 6" external Circular Strips ($4\frac{1}{2}$ " internal diam.) with internal 4" diameter Circular Plates. 35 Balls run between the top and bottom Circular Strips and Circular plates. The bearing's top and bottom plates are held together with 16 Collars of identical length fixed on Pivot Bolts. The outer bearing ring is fixed to the chassis at quarter-points, in such a way that little of the vertical weight is transferred through them. The upper bearing is to carry the lateral forces and out of balance overturning forces due to the loaded crane boom. The inner Circular Plates are attached directly to the bottom of the crane superstructure using two 6" Circular Plates on long bolts, again with Plastic Collars as spacers. The crane superstructure can be easily taken off by unscrewing the 8

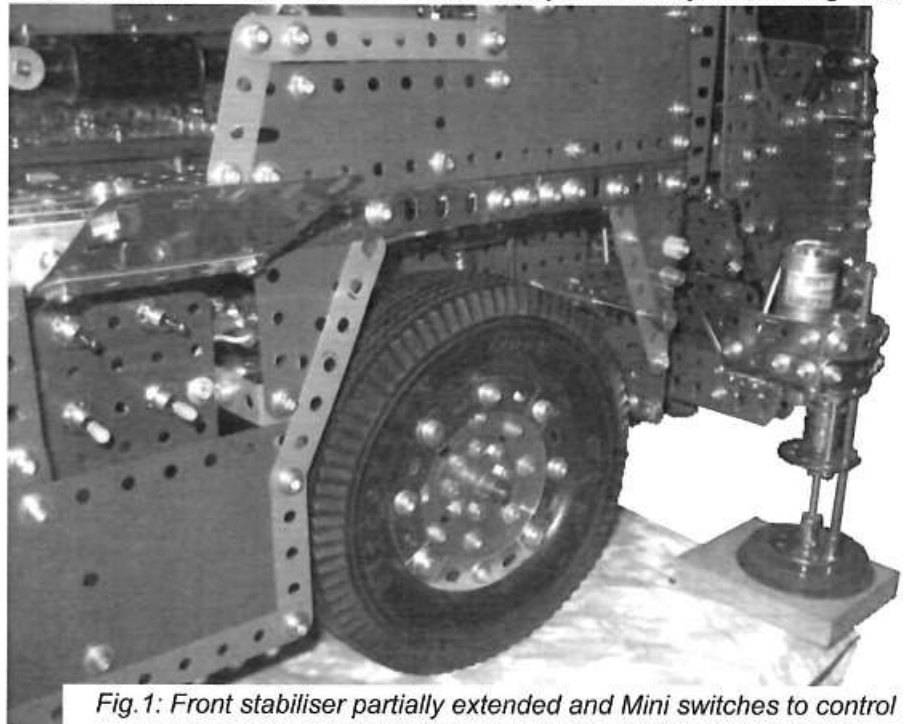


Fig. 1: Front stabiliser partially extended and Mini switches to control stabiliser's in and out actions and jack up and down positions.

Nuts holding the 6" Circular Plates to the top bearing plate. Two 6" diameter Ashok Gear Rings are attached to the top of the Circular Strips, see Fig. 3. Crane slewing is done by a Large Toothed Pinion (Ashok) meshing with the Gear Rings, the slewing geared motor being fixed vertically in the engine room above and driving through a 2:1 reduction, as can be seen in Fig. 4. The 12V power supply for the crane runs through the hollow Axle below and the $\frac{1}{2}$ " holes in the Circular Plates above. I decided not to design slip rings to distribute the current between carrier and crane, as the space available is minimal. Märklin miniature plugs and sockets connect the cables between carrier and crane.

Boom Luffing:

Luffing of the heavy 12 lb, 4-section telescopic boom was always going to cause the major headache in building this model. I didn't want to use large diameter threaded rods, with all their non-Meccano hardware, to extend the pseudo hydraulic luffing cylinder. Extra long $\frac{5}{32}$ " Meccano Threaded Rods were going to be too long for the $13\frac{1}{2}$ " jack extension (to preclude buckling) needed to luff the boom to near the prototype's 82 degrees from the horizontal.

My first attempt was a cable and pulley system inside two $5\frac{1}{2}$ " long Ashok Cylinders (P/N 216c), together with a normal $2\frac{1}{2}$ " Cylinder, all connected together with 3 Narrow Strips internally. This set up only allowed room for a pair of "there and back" cables (up the cylinder, around a narrow $\frac{1}{2}$ " Pulley fixed at the top and back, to be attached to the bottom of the piston rod; a long large $\frac{5}{16}$ " diameter axle from Stan Baker). The cables ran through holes in the bottom of the cylinder (Large Axle system Bush Wheel), around 1" Plastic Pulleys and onto two winches made up from Bush Wheels and long bolts (Fig. 5, p 15). The winch axle had a 22t Pinion on its outer end driven by a Worm on the large Exacto MR5 motor (90 rpm), firmly fixed in the machine room on the non-cab side of the crane superstructure (Fig. 4, p 14).

I had done some calculations as to the force in the luffing cylinder piston rod required to lift the boom from the horizontal rest position and found it to be about 105 lb! This is the critical load position because the load (unextended boom weight) is about 26" out from the boom pivot point and the lever arm from the luffing cylinder to the pivot is only 5". Conditions improve as the boom is raised due to the decrease in distance from the boom centre of mass and the increase in luffing cylinder lever arm from the boom pivot point. This initial mechanism wasn't successful as the forces in the cables were too large and the worm and pinion skipped teeth, even though they were rigidly supported in the substantial framework.

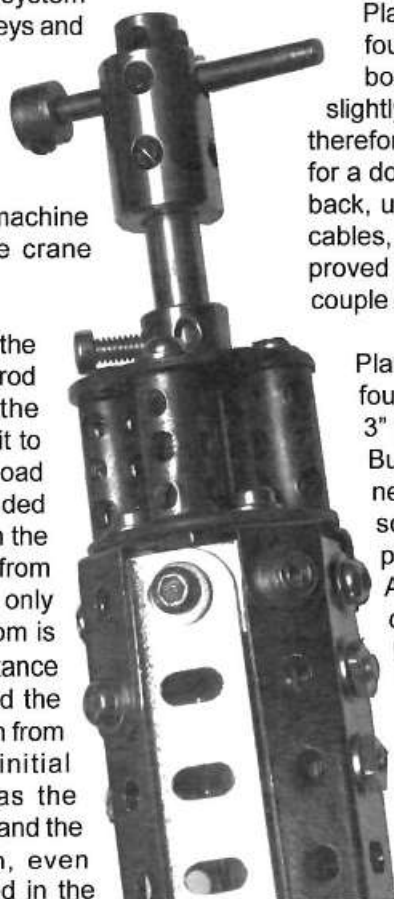


Fig. 6: Top of luffing cylinder showing strengthened piston rod support and top pivot detail.

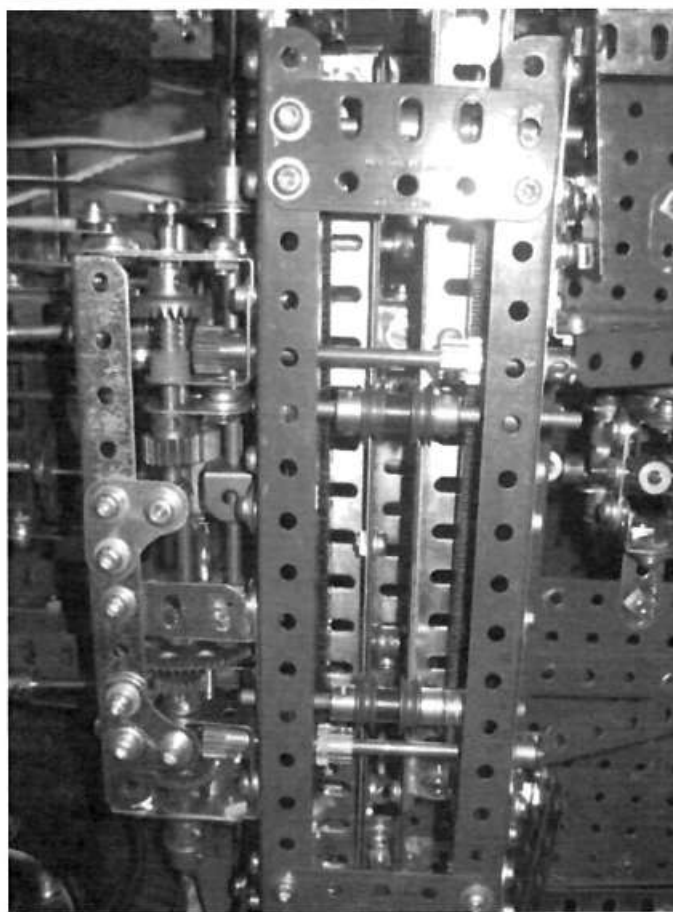


Fig. 2: Underside of front stabilisers (middle) with gear drive for their extension (to left).

Plan 2 was to increase the luffing cylinder size by using four $12\frac{1}{2}$ " Angle Girders as corners in a $1\frac{1}{2}$ " square box section with 3 x 3 hole Plates at the ends. This is slightly oversized and the square section non-prototypical, therefore see plan 3. However it did allow enough space for a doubling up of the cable runs within the cylinder (up, back, up and back again), which halved the forces in the cables, but of course halved the luffing speed. This set up proved to be much better and the boom can be luffed in a couple of minutes, which compares well with the prototype.

Plan 3 uses the identical cabling of plan 2 but uses four Obtuse Angle Girders ($12\frac{1}{2}$ " versions lapped to 3" Obtuse Angle Girders from Ashok) with Large Axle Bush Wheels at each end. This at least produces a near cylindrical cross-sectional shape, and almost to scale. A substantial support for the piston rod is provided at the top (Fig. 6), comprising two Large Axle Bush Wheels and 4 Couplings. Within the cylinder top are fixed 2 pairs of narrow $\frac{1}{2}$ " obsolete Pulleys with a pair of the same at the bottom of the piston rod fixed by $\frac{3}{8}$ " Bolts to a Large Axle Collar. I'm using 90 lb. braking strain nylon covered stainless steel braided fishing wire as the cables. I finished up using a 2" longer piston rod (16") so as to obtain a little more luffing angle of about 75 degrees from an $11\frac{1}{2}$ " extension of the rod.

Part 4 of this series will describe the telescoping boom design and the winches.

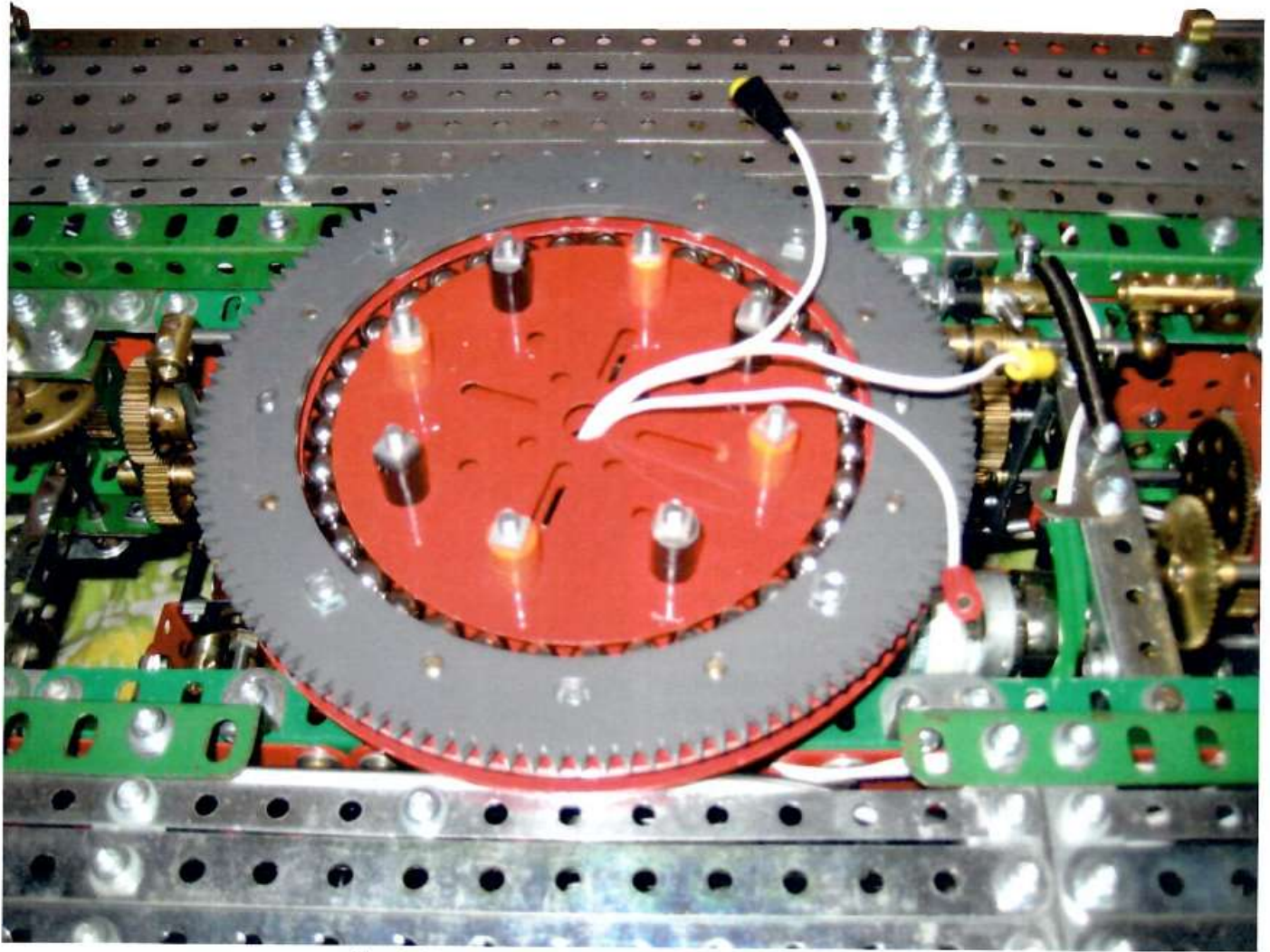


Fig. 3: Top of roller bearing showing slewing gear ring.

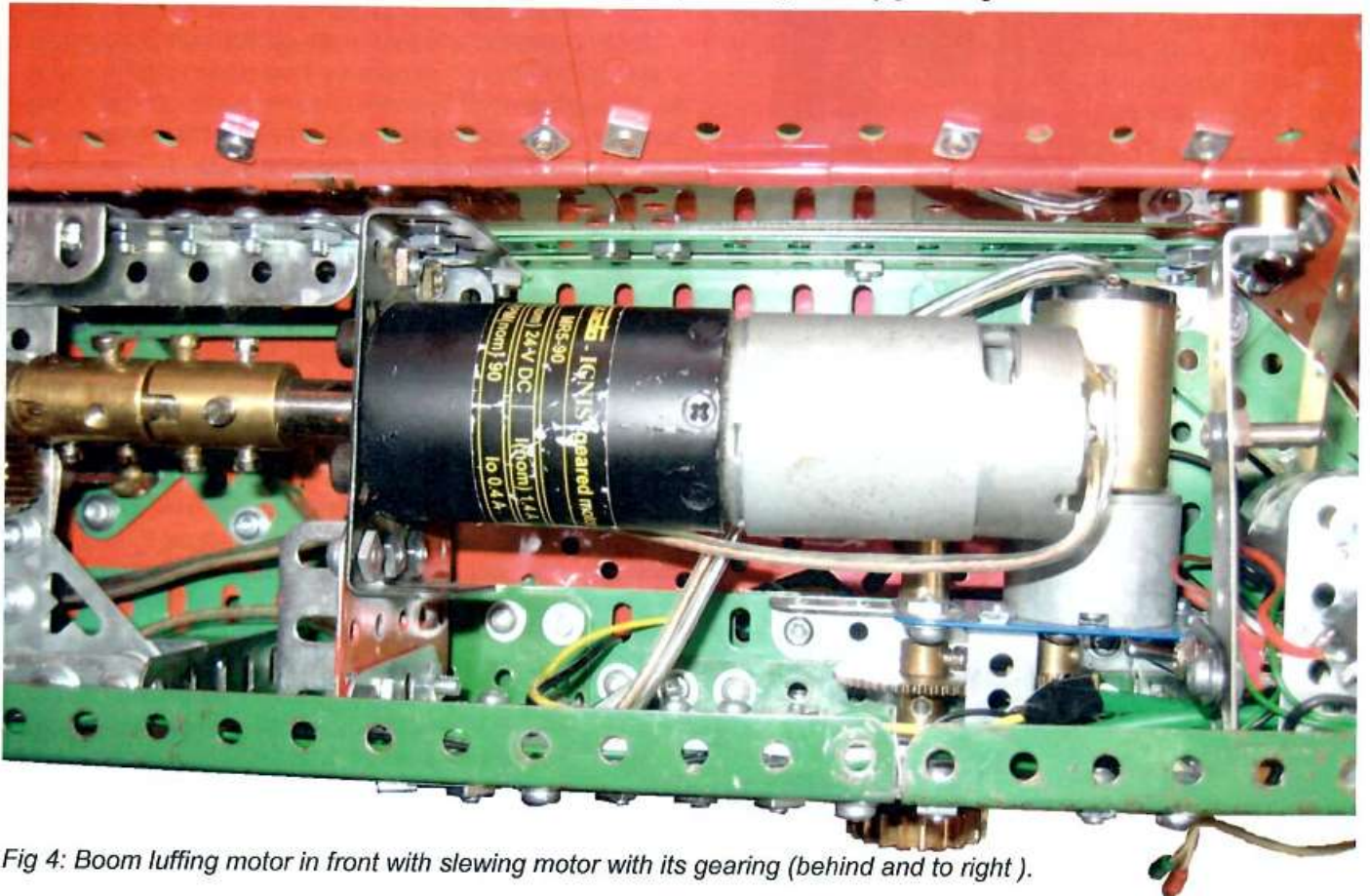


Fig 4: Boom luffing motor in front with slewing motor with its gearing (behind and to right).

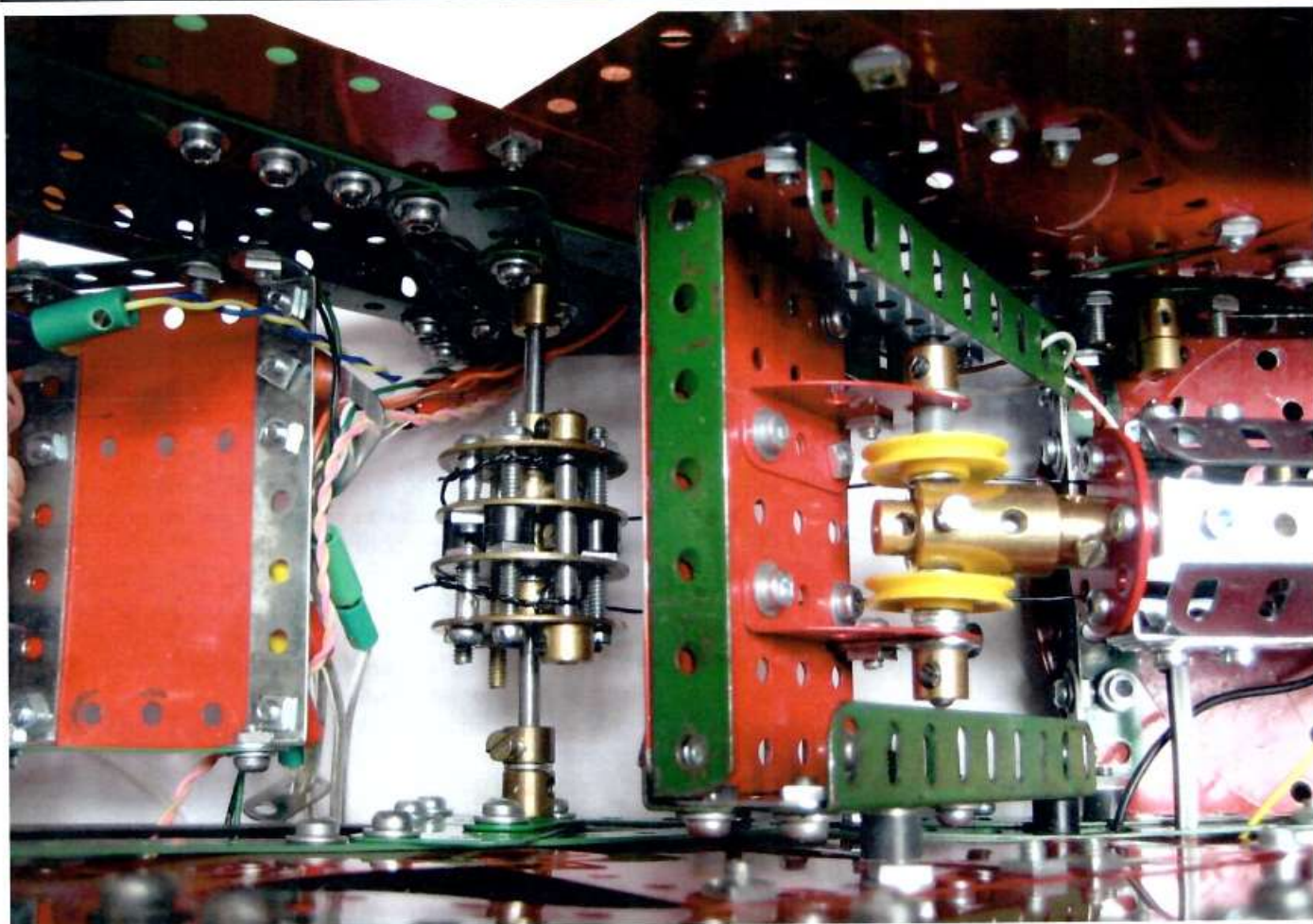
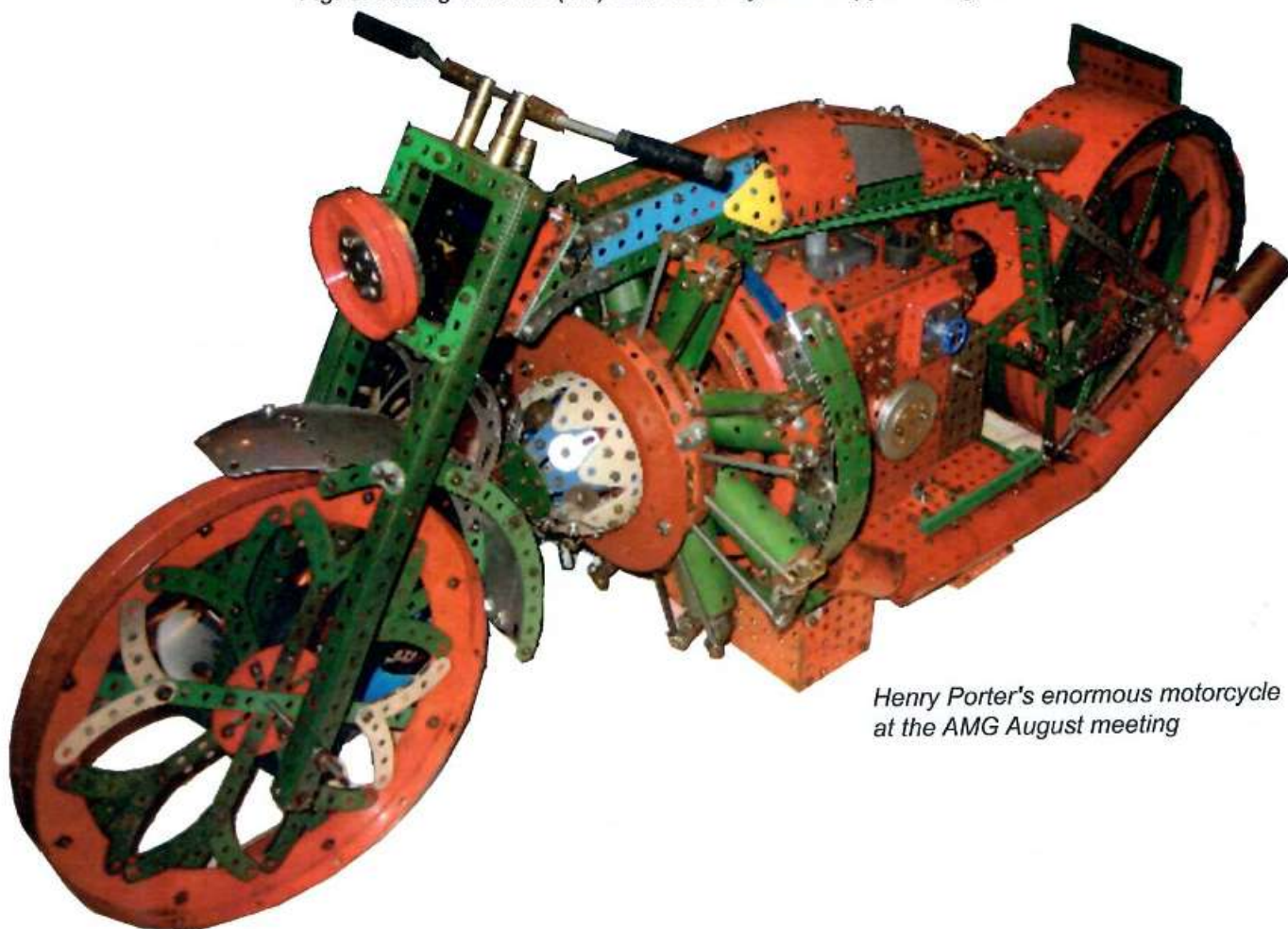


Fig. 5: Luffing winches (left) with boom cylinder support to right.



*Henry Porter's enormous motorcycle
at the AMG August meeting*



The countdown to Square Affair 2011 has started. The inaugural event will be held at Easter in 2011 with a series of exhibitions and events planned for the whole weekend. Drawing on enduring nostalgia, Square Affair is a 3 day celebration of classic toys and memorabilia from the 1950s. Designed for all ages, Square Affair will have a wide appeal: from avid collectors and enthusiasts to families who love having fun. With a catchment of 1 million people within 2 hours drive, we expect 30,000 people over 2 days. There are no large scale competing events to distract attention from this potentially iconic national event.

The main venue will be the Palmerston North Convention Centre which will host major exhibitions of Meccano, Hornby Trains, Die Cast Toys and Scalectrix. There will be other exhibitions on in venues all around the centre of Palmerston North. These venues will be linked by 1950s buses with the main entry price for the Convention Centre also covering the free transport. We had originally envisaged including Good Friday as an exhibition day, but have now decided that this is an important day for people to be able to get to Palmerston North and to set up their exhibits. Therefore the exhibition days will be Saturday and Sunday with pack out on the Easter Monday.

The event will not only be of static exhibits but will also include a range of events, including the 25th Anniversary

of Rose City Rock 'n' Roll Club holding a dinner hop at Arena Manawatu. Event organisers, Destination Manawatu, have secured marketing partnerships with more than \$250,000 to make sure the event, and all of its component parts are marketed across the nation. One of our key partners, Solid Gold FM, will be advertising the event nationally for more than 2 months leading up to the event and a whole suite of radio stations in the lower North Island under the Mediaworks banner, will inform those in the 2 hour drive zone about the event.

An Event Manager has been appointed, Shirley Wall, who will work out of Destination Manawatu's offices in Palmerston North to bring the event logistics together. She can be contacted on shirley@squareaffair.co.nz for exhibition or other information.

Shirley will be also looking to bring together a large pool of responsible volunteers to help exhibitors on the Saturday and Sunday, so that exhibits are well cared for and that our exhibitors get a break from time to time.

Destination Manawatu has an in-house graphic design team that has produced a wide range of marketing and other event collateral to this point. We are now starting to work with the various exhibition organisers to personalise information and other collateral for their use.

Convention 2011

The MWT Meccano Club have listened to all your comments, and are now able to announce the public opening part of the Easter Convention will be two days instead of the previously advertised three. This will give more time for fellowship and Federation business. Destination Manawatu are organising the rest of the "Square Affair" weekend, there will be big displays to interest all so we encourage your wider family to come. Massive advertising will be carried out in the lead up to Easter.

We now ask you to fill out your registration form and post it. Then make your models ready for the MWT Convention at Palmerston North in April 2011.

Friday 22 April - Setup day from 9 am onwards, with the model tour in the afternoon. The Federation AGM will be at 5 pm and is to be followed by a light meal consisting of yummy home made soups, rolls and a light dessert then fellowship from 7 pm. This meal is free of charge to the registered exhibitor and partner, and others may attend for a small charge.

Saturday 23 April - Open to the public from 10 am to 4 pm, followed by the formal dinner at your cost and then prize-giving.

Sunday 24 April - Again open from 10 am to 4pm, followed by removal of models and displays.

Monday 25 Anzac day - Removal of remaining displays

In the display/mounting of models it is not mandatory to use the standard hall tables supplied. Your model could be placed on the floor, or on a plinth, different options in size and height will be available. You may like a plinth on the table, which-ever shows your model to its best advantage. Lighting to emphasise aspects of your model has also been talked about being made available. These are offers that we hope will be taken up by some of you to enhance your models as it will add variety to the display for the public, as well as for the exhibitors but please advise us early of your preferences.

If travelling by public transport, please let us know if you would like to be met and taken to your accommodation as a welcoming gesture. Destination Manawatu wishes to know how many attendees want discounted accommodation, and at what level for how many persons please.

Please forward your registration form as soon as possible; if you have any questions send an email and we will try to answer.

With a change of officers of the MWT club, your Convention Committee has changed and are now:- Chris and Paulette Morton ceandpj.m@clear.net.nz

Daryl Anderson nosredna@xtra.co.nz

Don Blakeborough (currently not on email)

Stan Baker nzmeccanoman@gmail.com

NZFMMM TREASURER: As from this issue I have retired from the Treasureship of our Magazine. My successor is Bob Prescott. My thanks go to Bruce Neilson, John Ince, Les Megget and all the other Meccano enthusiasts who have made my financial job a very pleasant one over the past 9 years. Lloyd Spackman

QUOTATIONS: The best fertilizer for any farm is the footsteps of the farmer. (Confucius)
All men are equal. The trouble is they soon get over it. (Anon.)

54th BIRTHDAY: Modelcraft & Hobbies in Wellington had a 54th Birthday Sale and filled a full page in the "Dominion Post" on October 12th, 2010. The advertisement included a small one for Meccano, quoting the Ferris Wheel set at \$79-99, a 10 model Set and a Design 1 New Generation Set, each at \$47-99. M. & H. have a proud record of service to New Zealand hobbyists for all those years.

ANOTHER BIRTHDAY: "Spanner" the Meccano internet newsgroup was 14 years old on October 15th 2010. On that date in 1996 Ken Benstead sent the first international Spanner message. Ken was founder of the Meccano mailing list.

FRANK'S D.I.Y.: From the late Frank Davis on 8/11/2000 - "This project started with thinking about engines. I was looking at the 3-engined biplane "Argosy" in the Super Model book. It had radial motors made from worms. I didn't fancy trying to obtain about 10 more worms so I investigated making something similar. I was able to obtain some 15mm round brass rod. I had two spindles, one with a chuck on it, plus large and small pulleys. I adapted all this to my wooden frame saw bench and finished up with a sort of lathe which turned at 200 rpm. I was able to score the commencement of each fin of the cylinder with a wood turning chisel and then do the deeper cut by holding a hacksaw blade against the brass rod. Amazingly, it worked!

HENRY FORD SAID: Focus Groups embody problems, not opportunity. They look backwards and demand timidity, not strategy. Agriculture Minister, David Carter illustrated their limitation in April with a quote from Henry Ford - "If I had asked people what they wanted, they would have answered 'Faster horses'" (from the "Dominion Post", Wellington, N.Z.)

FROM S.A. TO N.Z.: It reminds me of the story about Irene van Dyk (ex S.A. netball player and still N.Z.'s star shooter). For many months she refused to buy a house in New Zealand as she couldn't find one that was surrounded by barbed wire. However, once she realised that there was a good reason they weren't, she couldn't move fast enough. (Charles Steadman on Spanner)



MECCANO REPAIRS: During the last War, Terry Pettit arrived home from school to find his father repairing an oil stove with one of Terry's precious 2 1/2" strips. However, the following week Dad made up for it with the present of a 1929 steam engine. Which Terry has still.

John Lacey repaired his refrigerator door with a couple of trunnions.

John Ozyer-Key repaired his lawn mower with two 4 1/2" flat plates and his ironing board with two 11 hole strips. (from letters on Spanner)

BATTLESHIP COLOURS: In a discussion on Spanner about Meccano colours, Gerarde Nixon mentions that during W.W. 2 the Royal Navy painted some battleships Mountbatten Pink to camouflage them at sunrise and sunset. The experiment was halted when trials showed that after the sun had gone down pink battleships were rather conspicuous. Tony Brown added that the so-called Dazzle Ships in W.W.1 were destroyers painted in a mix of bright and dark colours at strange angles. Apparently the human eye/brain has difficulty picking out something like that against a seascape.

THE PLASSER TAMPER MODEL: To read an article about Brian Jones' and Laurie Webb's rail bed tamping machine model try: <http://www.plassertheurer.com/en/aktuelltv/index.htm>

Scroll down under the "youtube" screen to find the 3rd entry ("short reports") and click on "Video" to see a report on their Meccano model of the Tamping machine.

ILLUSTRATIONS COINCIDE: "From time to time I get to read some of the British cigarette card collectors magazines. The "Card Times" issue of February, 2010, contains an illustration from a set put out by Senior Service in 1937 and titled "Winter Scenes". When I saw the picture I thought I had seen it before. That led me to my collection of Meccano Magazines. This picture graces the cover of the M.M. for January, 1950, and is in colour. The scene is of a Warwickshire lane in winter in the very heart of scenic England. (Thanks to Lou Nichols for this item)



Winter Road

SECURITY STILL WORKS: George Illingworth, on Spanner, remembers the elderly gentleman who saw his Meccano Dambuster Lancaster plane at a public

(continued on page 19)



What our Readers Think



My Personal Views On The Future Of The Biennial Federation Convention:

by David Wall

I would prefer to see future Conventions held annually over a two-day weekend with attendance being restricted to members and their partners.

Advantages:

1. Cheaper venues.

Removal of the public exhibition component would mean that venues could be smaller, simpler and located in less high-profile localities. A church or school hall with basic facilities would be adequate. The down-grading to a smaller less high profile venue together with a shortened duration would reduce rentals thus diminishing the present financial burden on host clubs.

2. Model Judging.

This would be undertaken by Federation members and partners. The public's judging abilities are less objective and more superficial than one would expect from those with an in-depth knowledge of Meccano.

3. Duration.

The type of Convention I am suggesting could be held over almost any normal weekend thus freeing up long weekends for other activities.

4. Location.

(a) The location could be based on the present system where individual clubs would continue to host the event in their own district or

(b) A central "permanent" location such as, but not necessarily, Taupo. If this option was adopted the Federation would need to appoint a small inter-club convention committee.

5. Insurance.

I'm not sure about this, but in the absence of the public exhibition factor, public liability insurance would either be unnecessary or at least much reduced.

Disadvantages:

1. Members Costs.

Assuming members attend each annual mini-convention their travel costs would double and accommodation costs would increase. If, however, members attend both the biennial conventions and Simon's fellowship events, as many of us do, travel cost would remain the same and a night's accommodation would be saved.

2. Publicity.

There is no doubt that the present type of Convention with its public exhibition component does give our hobby favourable exposure. However, most clubs seem to be involved in local exhibitions which achieve much the same result. Auckland, for example participates in the annual 3-day Model X Hobby Expo, our display draws very favourable public comment all at no cost to the Guild.

3. Club Finances.

Individual clubs would no longer be able to financially benefit (if in fact many do) from hosting a Convention. But if they were no longer burdened with having to periodically finance the present type of Convention, would this really be an issue?

Suggested structure for a 2-day event:

Saturday morning: Set up, mix and mingle with opportunities for buying, selling and swapping.

Saturday afternoon: Show and tell and model judging.

Saturday evening: Convention dinner and prize presentation.

Sunday morning: AGM, election of Federation officers.

Sunday afternoon: More mix and mingle and buy, sell, swap opportunities.

End of proceedings

Conclusion:

At present the Federation has a biennial 3-day Convention (stressful and expensive) and on the alternate years an informal 1-day fellowship meeting (thanks to Simon for initiating these) which many of us enjoy.

I am suggesting that these events be combined into a single annual 2-day event which would maximise opportunities for fellowship which is after all, I believe, the primary objective of our Conventions.

Most of us are creeping up the age ladder (except me of course) so to paraphrase a popular diet title – KISS (Keep It Simple Seniors)!

Your comments please.

More Thoughts on Conventions

by John Hansen, Cairns, Australia

I have been reading with interest at the debate which is going on re the 2011 Convention in Palmerston North. As some of your readers will know I have had a long association with the MWT Meccano Club and I have attended six Meccano Conventions so I have a fairly good insight into the working of the MWT Club and the running of Conventions.

(continued on next page)

Each Convention is different with the Club running it handling the various problems which do arise in their own particular way. There always has been a "General" outline of what should happen at the Convention although in saying this, this has changed over time. In the earlier days there was not a day for the modellers - it was open to the Public for the two full days.

I have always believed that the Meccano Convention was a time for modellers to get together and display their models to the general public and to compete amongst each other in the best of the Meccano tradition. To win a prize at a Convention was always a treasured thought of mine (the closest I got was in Auckland once where I got 4th or 5th) and I always enjoyed showing the paying public the joys of the Meccano system. It seems to me that the NZFMM members are more spoilt than ever now for having non public shows-the gathering in New Plymouth and the other one in Turangi plus of course your own Meccano Club meetings.

The Convention in Palmerston North has taken on a different flavour with it being combined with other pleasures to excite your mind but I would like to ask you to bear in mind that the organising committee did what they believed to be best. With some good will I am sure that all the necessary meetings, dinners and model visits can be accommodated in the time frame the committee has at its disposal.

A Meccano Convention to me was always the pinnacle of the Meccano hobby in New Zealand. I urge you to support it. Living in Cairns, Australia I will probably not make it but to all those modellers who spend so many months and at time years to make a "Convention Model" all the best, enjoy the experience and may the best model win no matter how big or small it is.

Comments on Simon Moody's letter.

by Bob Prescott

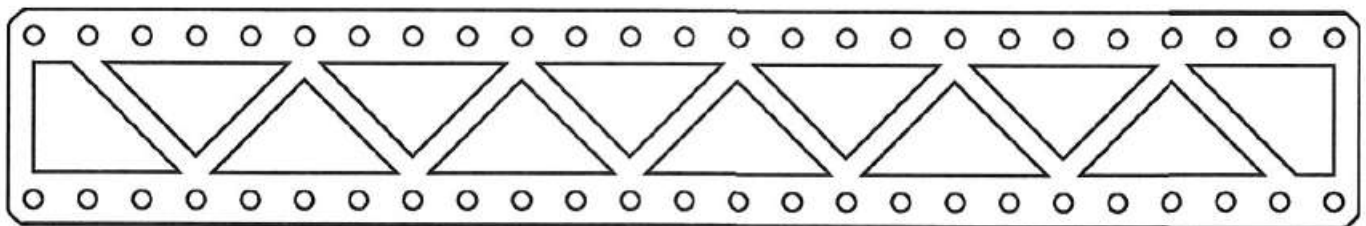
A few comments on Simon Moody's letter in your August edition.

Every other year one of our four New Zealand Meccano clubs is given the responsibility to organise our biennial convention.

The host club organises how they want the convention to run and the tradition has been that members of the other clubs support the host club.

In the past some conventions have had one public day and others have had two or more. Personally I support at least one public day because it gives us a chance to recruit new members but I also enjoy exclusive enthusiast time. I guess we all have our ideal preference on public versus enthusiast time. Sure the 2011 convention will be different but the point is that regardless of how the event is run, other Federation members should support it.

Sorry Simon, I doubt that I will be able to attend the "February Folly" you are organising in Taupo, I will be too busy preparing to support the MWT club's effort just a few weeks later at Easter 2011 in Palmerston North.



(continued from page 17)

show about 15 years ago. He had been an armourer in the R.A.F. and told George that he helped bomb up the aircraft at Scampton for the Dambusters raid. Wonderful, thought George, "He will be able to confirm the procedure for loading that unusual weapon." But he would not say a thing because he had been clearly told that it was a secret then and secret it stayed as far as he was concerned. "Very frustrating" says George.

TOYS FOR MEN: This was part of an advertisement in the "Weekend Herald" (Auckland, N.Z.) of 18th September, 2010. "You know you don't really need it, but now you've seen it, you just want one. Revisit the Meccano days of your boyhood by assembling your pen from a kit of pressed

steel complete with its own little pen stand and ruler. Hours of fun.

Paraferalia Falter 2D Pen Kit, \$62, from Red Letter Day. www.redletterday.co.nz <<http://www.redletterday.co.nz>> "

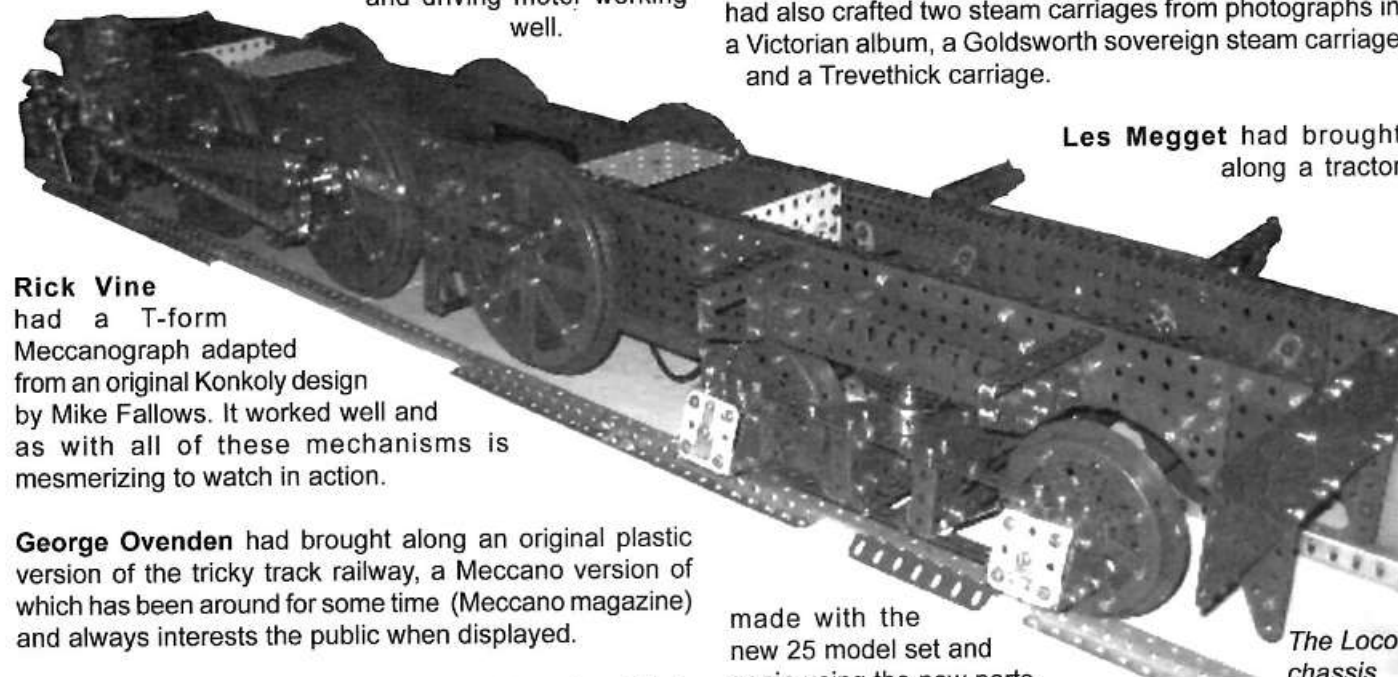
NOSTALGIA IN BOOKS: "If you are into nostalgia, then "The 1930's Scrapbook" will be right up your alley because scattered throughout the book are colour illustrations of Meccano products. The book is large format 379 x 267 mm, of 62 pages, is compiled by Robert Opie and is published by New Cavendish Books. (A name familiar to all Meccanomen - Ed.) Your Public Library will possibly have a copy. The Dewey decimal reference is 941.083.0P1. (Thanks again to Lou Nichols for this item)

AMG Meeting on 14 August 2010

by Gary Higgins

The meeting took place at the home of Neil Carey. Neil had opened up his basement to provide extra space for the models. Neil is still working on his version of a NZR rail chassis WW class No 644.

The chassis is almost complete with valve gear in place and driving motor working well.



Les Megget had brought along a tractor

Rick Vine had a T-form Meccanograph adapted from an original Konkoly design by Mike Fallows. It worked well and as with all of these mechanisms is mesmerizing to watch in action.

George Ovenden had brought along an original plastic version of the tricky track railway, a Meccano version of which has been around for some time (Meccano magazine) and always interests the public when displayed.

Gary Higgins had brought his dalek in yellow, silver, black

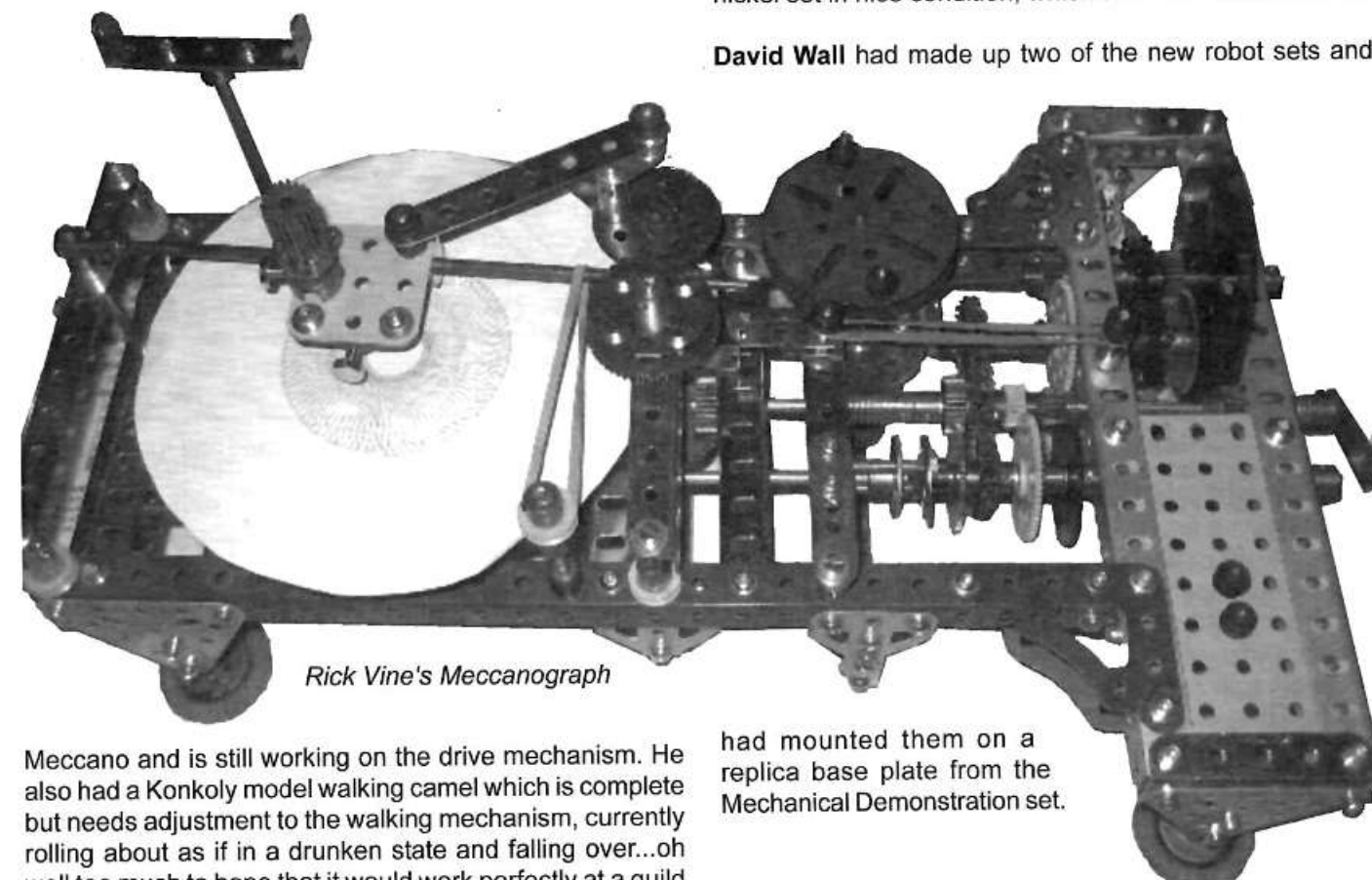
meeting. Gary had also made up one of the new extreme set models from existing Speedplay parts and had made up a spaceship from the new 10 model set using the new parts.

Henry Porter had built an enormous motorcycle (scale at about 1:3, Ed), which certainly looked the part, it commanded most of one table. (Picture on page 15) I asked Henry why he makes such huge models and he explained. They all start off small but things just get out of hand! Henry had also crafted two steam carriages from photographs in a Victorian album, a Goldsworth sovereign steam carriage and a Trevethick carriage.

made with the new 25 model set and again using the new parts.

Les also had an early 1926 No 3 nickel set in nice condition, which attracted some interest.

David Wall had made up two of the new robot sets and



Rick Vine's Meccanograph

Meccano and is still working on the drive mechanism. He also had a Konkoly model walking camel which is complete but needs adjustment to the walking mechanism, currently rolling about as if in a drunken state and falling over...oh well too much to hope that it would work perfectly at a guild

had mounted them on a replica base plate from the Mechanical Demonstration set.

Graeme Mills had brought along a neat model of an antique car cleverly disguised as a whiskey decanter. The appreciation for this particular model waned when it was found that the decanter was empty.

Matthew Carey had made up a neat lawn mower, which worked well. It was a little wet to try it out on the lawn.

Gerald Hart had brought along an excellent model of a reaper / binder and an early taxi.

Mike Stuart had his climbing penguins display.

John Denton had a nice 0 gauge train set on display.

Also attending the meeting were:

Bob Pentney, David Barnard, Roger Shearer and son who came along on Graeme Mills advice and William Irwin, who brought along an assortment of overseas Meccano magazines.

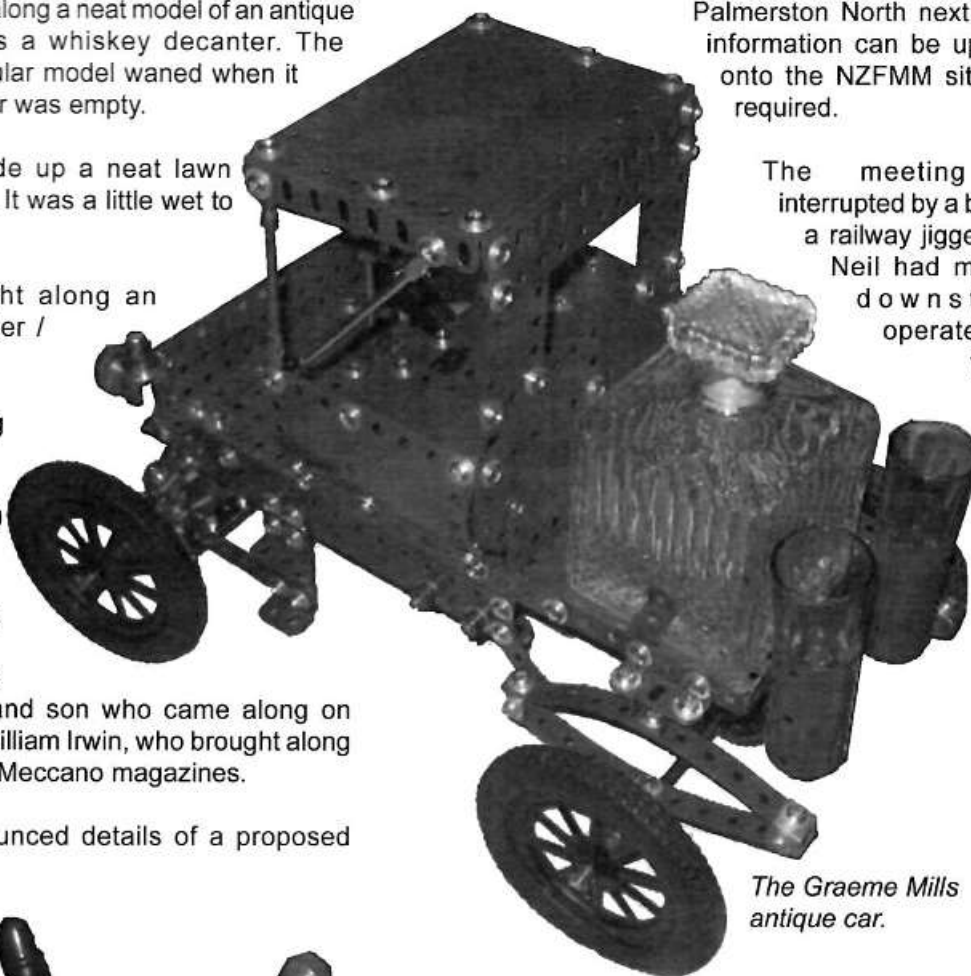
Peter Hancock who announced details of a proposed "February Folly" in Taupo. There is also a request from the Te Papa Museum to mount a display in November.

There was very positive feedback from the Model X display and Toyworld have been approached by Peter and have agreed to give a 10% discount for Meccano purchases. Peter will make up and distribute a club card to those who want them. You will need to give Peter your details to include on the cards.

There still has not been much feedback on the upcoming Meccano Convention in

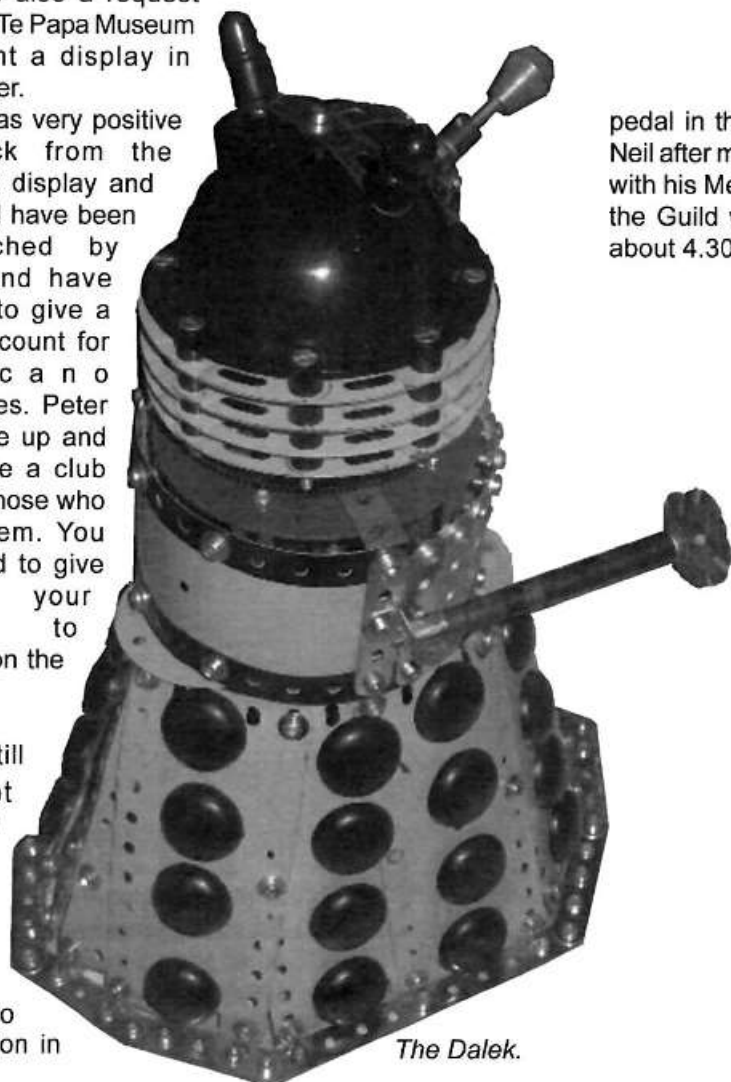
Palmerston North next Easter, information can be uploaded onto the NZFMM site when required.

The meeting was interrupted by a bell from a railway jigger which Neil had mounted downstairs, operated by a foot



The Graeme Mills antique car.

pedal in the dining room. This was probably installed by Neil after missing out on dinners because of his involvement with his Meccano building. Afternoon tea was provided by the Guild wives and partners, and the meeting finalized about 4.30.



The Dalek.

MWWT

MECCANO CLUB

**Meeting –
Wanganui
9 October 2010**

by Lou Nichols

A capricious Spring day greeted the members as they arrived for the meeting, but that didn't put off twenty-

three hardy Meccano men. We almost had all four seasons in one afternoon, the missing one was nice warm temperatures, but we did have sunshine, rain and hail in good measure and



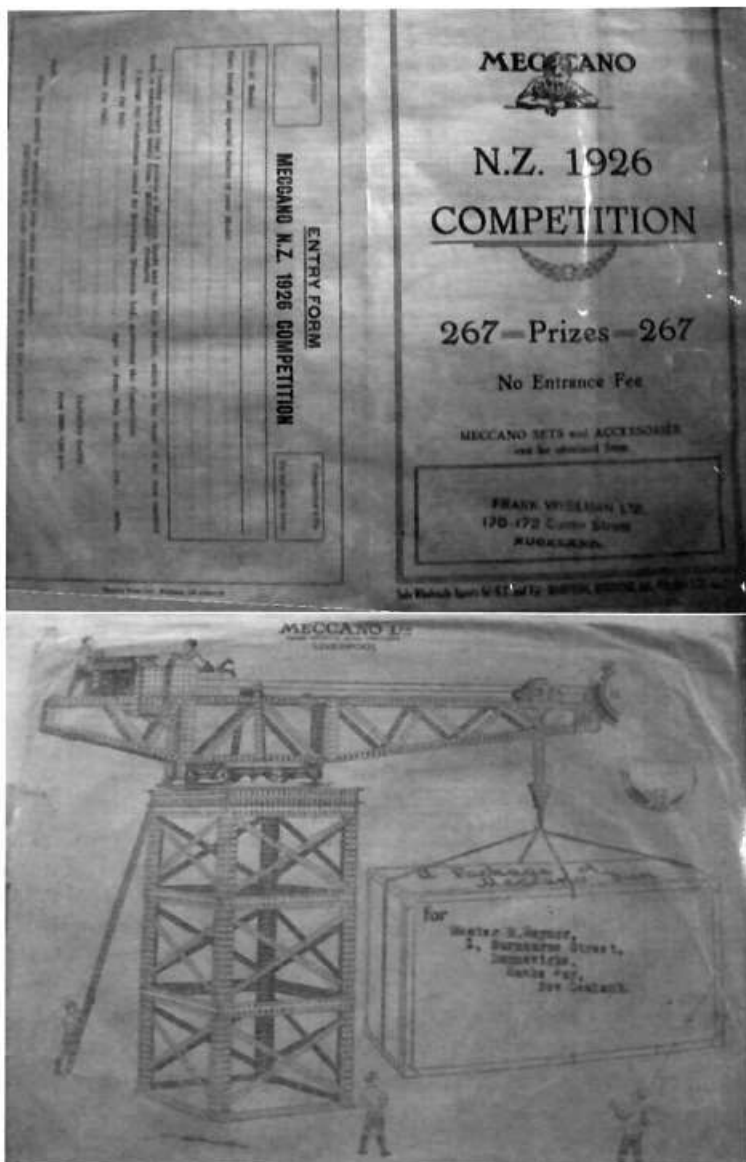
coolness.

Today we were again treated to some collectors items which are usually part of the form at our meetings. Darryl Anderson brought along an addressed 1926 Meccano envelope containing a Magic Carpet brochure with its smart blue cover plus a 1926 New Zealand Entry Form for a Model Building Competition. Darryl also brought along three working models on their own base which is to become part of a 'Meccanoland Diorama'. The three fairground models comprised a Ferris Wheel, Merry-go-round and a Graviton. (Photo page 28)

Alastair Tong brought a Micro Light from the 1983, No.3 manual in the blue and yellow colour scheme of the day and for those modellers who haven't seen any of the New Cavendish volumes, 2 and 6 were on display. These cover The Meccano Super Models and The Meccano System.

John Ince brought along

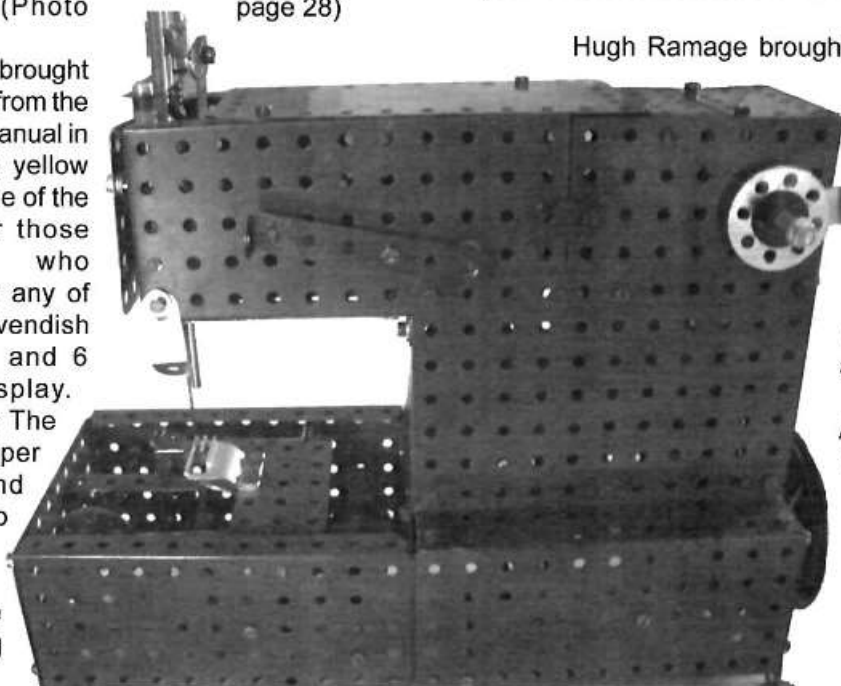
his previously published model, the Table Tennis Ball Spiral. A good fun model to build and once set in motion just carries on.



Hugh Ramage brought his freelance Sewing Machine.

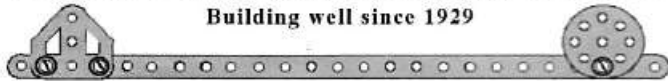
Hugh does know about sewing machines, as he works on them as part of his job, but to see one working in Meccano is very novel. His other items today were the 2006 Meccano Set No.0530 Special Edition that details 1930s and earlier era models plus a non-Meccano item, a Tamiya Planetary Gear Box Set.

A fresh item for our meeting was the use of a whiteboard on suitable easel that displayed the dates for future meetings and other events such as Meccano Exhibitions. This will no doubt become a permanent fixture at future meetings.



CHRISTCHURCH MECCANO CLUB

Building well since 1929

**November 2010 Quarterly Report**

by Mike Howse

Whilst we have had a quiet time re public displays this quarter there has been plenty of model building going on with the results on display at our monthly club meetings.

At our October meeting President Neil Pluck presented to our two Life Members, Mr. Ian Torrens and Mr. Doug King with framed certificates and, on behalf of the Christchurch Meccano Club thanked both members for their valuable contribution in the running of the Club.

A special thank-you also to Daryl Anderson of the MWT Club for the certificate design.

Upcoming November and December displays by members of the CMC include the Meccano display at Te Papa, the Ferryhead Heritage Park Display and the annual St Christopher's Church Christmas Display .

The St Christopher's Church display in 2009 attracted approx 1000 children over the course of one day, this year will be no exception.

The Christchurch Meccano Club annual Christmas December meeting will be held on 7:30pm Friday 3rd of December at our Clubrooms in Cranmer Square. All visitors, current and past members are very welcome to come along.

On behalf of the club, the President Mr. Neil Pluck wishes to thank all members for their great efforts over the course of the year, and that all Meccano men (and women) have a safe and merry Christmas and New Year.

A reminder also that the first meeting for the club in 2011 will be on Friday 4th February.



Life Member presentation: Ian Torrens on the left, Club President Neil Pluck centre and Doug King on the right.

No report has been received for the last Wellington Meccano Club meeting.

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Compiled by Lloyd Spackman

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**DUNBAR
SLOANE**
WELLINGTON

JOE BELL COLLECTION TOY AUCTION 1ST DECEMBER 2010

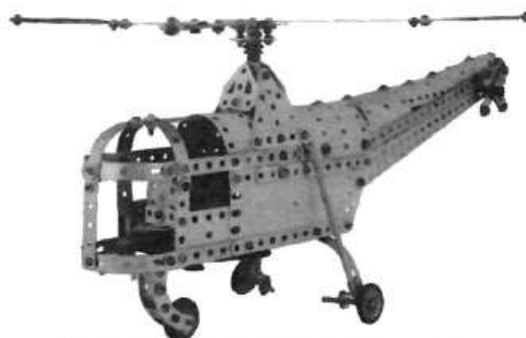
Dunbar Sloane have the privilege to present for auction the toy collection of the Late Joe Bell, Wgtn

Featuring Hornby, Bassett-Lowke and Lionel Railways, Meccano, Live Steam, Toys, Matchbox & Dinky.

To be held on
Wednesday 1st December, 12noon start
At 7 Maginnity Street, Wellington CBD

Full Catalogue Details Online:
www.dunbarsloane.com

Enquiries to Bettina Frith Ph (04) 472 1367
Email info@dunbarsloane.co.nz



Why not join the ISM?

by Bob Prescott (ISM 565)

The International Society of Meccanomen has, as its title indicates, members from around the world – some twenty-seven countries in all. The organisation's mission is "to encourage links in the Meccano world across international boundaries", a mission I am sure we all share.

The annual subscription at the present time is £20 and this is what you get:

1. The magazine "The International Meccanoman" (the I.M.) airmailed to you three times a year. This is an excellent 32 page magazine with lots of pictures, some in colour. It includes articles about meccanomen, club exhibitions and models from all over the world as well as a 3 or 4 page "model building technology" section which will help both experienced and inexperienced members.

2. The ISM Yearbook which has the Society's Constitution, ISM awards, and contacts information. There is a detailed list of all members and clubs, guilds and societies throughout the world as well as suppliers of Meccano sets and parts.

There is also an ISM badge available at a small cost. The ISM has a website www.internationalmeccanomen.org.uk with lots of Meccano and Society information including how you can join and pay with your credit card. Don't worry if you are not on line, I can provide a membership application and my details are inside the front cover of the NZFMM magazine. Feel free to contact me if you want any further information. So take action NOW and join the ISM for the 2011 year.



No. 119



Well it's that time again for me to share with you just a few of the eBay sales that I have thought interesting enough to place in this article. At times I visit other Auction houses to see what they are selling and will include a few of these items in this and further issues.

Just a quick note to tell you what is happening up in this

part of the world. We are approaching our "wet" season. Our season to date has been a lot wetter than normal - much like New Zealand and a lot of the storage dams are already over-flowing. This is good as Australia in parts has been in drought for many years. First up today let's look at:

Meccano 1950s Dealer Cabinet. This cabinet falls right into the middle of the "baby boomers" period and so may be familiar to some of us. This has six drawers on one side to hold the parts you wish to buy and on the side facing the prospective customers is the gorgeous Parts Display Card, which is original.



The veneer does have some damage to one side but overall still very nice. Comes also with a letter from Meccano Ltd re ownership of the cabinet. Sold for NZ\$1,125 plus postage.

Meccano No 9 Box. Just the box - no parts. From about 1963-64, this is the box with a big "M" on it. Not common and this one only looks average. Unsure of condition of inside. Sold well at NZ\$425.

Dinky Gift Set No 33. These lovely sets date from around the mid 1930s and are quite rare and desirable to collect. Set name is "Mechanical Horse and Five Assorted Trailers". The box looks very good considering its age. Included in the set is No 33A Mechanical Horse, 33B Flat truck, 33C Open wagon, 33D Box Van, 33E Refuse Wagon and 33F Gasoline Tanker. The models are in very nice condition - still shiny and like new. A couple of repairs have been made to two of the models being Fatigue related. A lovely set and sold here in Australia for NZ\$2,500.



1920s Product Catalogue. If you have "The Magic Carpet" book it is on page 275. Quite a plain cover, 20



pages long and this one for auction in nice order. Sold for NZ\$210.

Dealer Display Model Car Chassis and Body. This comes from the 1950-60 era of Meccano's history. Would be placed



in the Meccano Dealers window to lure buyers in to buy sets and parts - and what a fine

job they did. In red and green the parts look in a used condition - has an operating drive train operated by a Meccano? Mains motor. The illuminated sign on the base is split vertically. Something different for your Meccano Room. I have seen a similar but different one in New Zealand. Sold for NZ\$720.

Hornby Dublo BR Goods Cleaning Wagon.

In the Hornby Dublo world this is considered a rare find. Apparently only about 800 were made and this one is



a beauty. These wagons were made in the mid 1960s and were based on the D2 BR Mineral Wagon. As good as you will find. Has black die-cast body, black plastic spoked wheels and complete although the cleaning pads do show some use. No Box. Sold for NZ\$510.

Meccano No 2 High Voltage Electric Motor. This motor originates from the 1920s

- between 1924-28. It is in nickel and comes boxed with

instructions. Motor looks to be in excellent condition for age. Runs on and if my memory you connect it

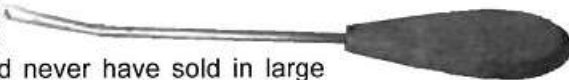
110/250 volts serves me right directly to the

power socket (light bulb socket). This one has had its lead and flex removed. Box in good condition for age and comes with a nice set of instructions in four languages. The sale price was NZ\$1,170!!

1957 Dinky Toys Colour Catalogue. Print code 7/757/30 and is the Australian edition. In very good nick, has not been folded - nearly as good as NOS. Yours for NZ\$120.

Meccano Part No 105 - Reed Hook. Used to draw threads through the reeds on a Loom. This part was around for over 20 years

but could never have sold in large quantities. They bring good prices; this one reached NZ\$200. Only ever seen with a red handle.



New Zealand Club Diary 2010

Auckland Meccano Guild.

President - David Wall - Ph 09 426 1965.

Secretary - Peter Hancock - Ph 09 535 5355

Meetings at 2 pm on second Saturday every third month.

The next meeting will be held February 12th 2011 at Peter & Jan Hancock's, 1 Orangewood Drive, Northpark, Howick Ph 027 4488366

MWT Meccano Club.

President - John Freer - Ph 06 272 8467

Secretary - Graham Hawtree - Ph 06 344 7501

Meetings at 2 pm. Next meeting Saturday, February 12th 2011 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 February 4th 2011 7:30pm. - location to be advised.

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.

Buy, Sell, Auction, & Exchange.

Advertisements in this section are free.

First insertion will be printed in full.

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

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.

Meccano Set for sale

Late 60s Meccano Set 6, Yellow, blue, red. Boxed, Some yellow/black manuals. Please telephone Pru (09) 5244879 Greenlane, Auckland to negotiate a price.

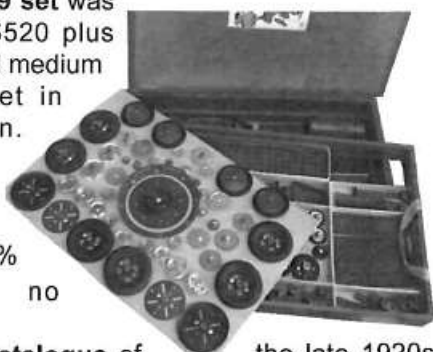
Articles etc. for the February 2011 issue of NZFMM Magazine should be sent to Les Megget and John Ince well before 10th February 2011

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

(eBay page continued)

This nice **1950 No 9 set** was a good buy - NZ\$520 plus postage for a boxed medium red and green set in original carton.

Meccano looks in great order and seller states that the set is 100% complete - no instructions.



A French Sales Catalogue of the late 1920s. Nice colourful cover and considered not really rare - desirable but this lucky vendor found two bidders which took its value I believe to over twice its normal price. It sold for the amazing price of NZ\$950. Some days you can get lucky.

1978 Meccano Crane Construction Kit. This one is still sealed so they do not come any fresher than that. This is

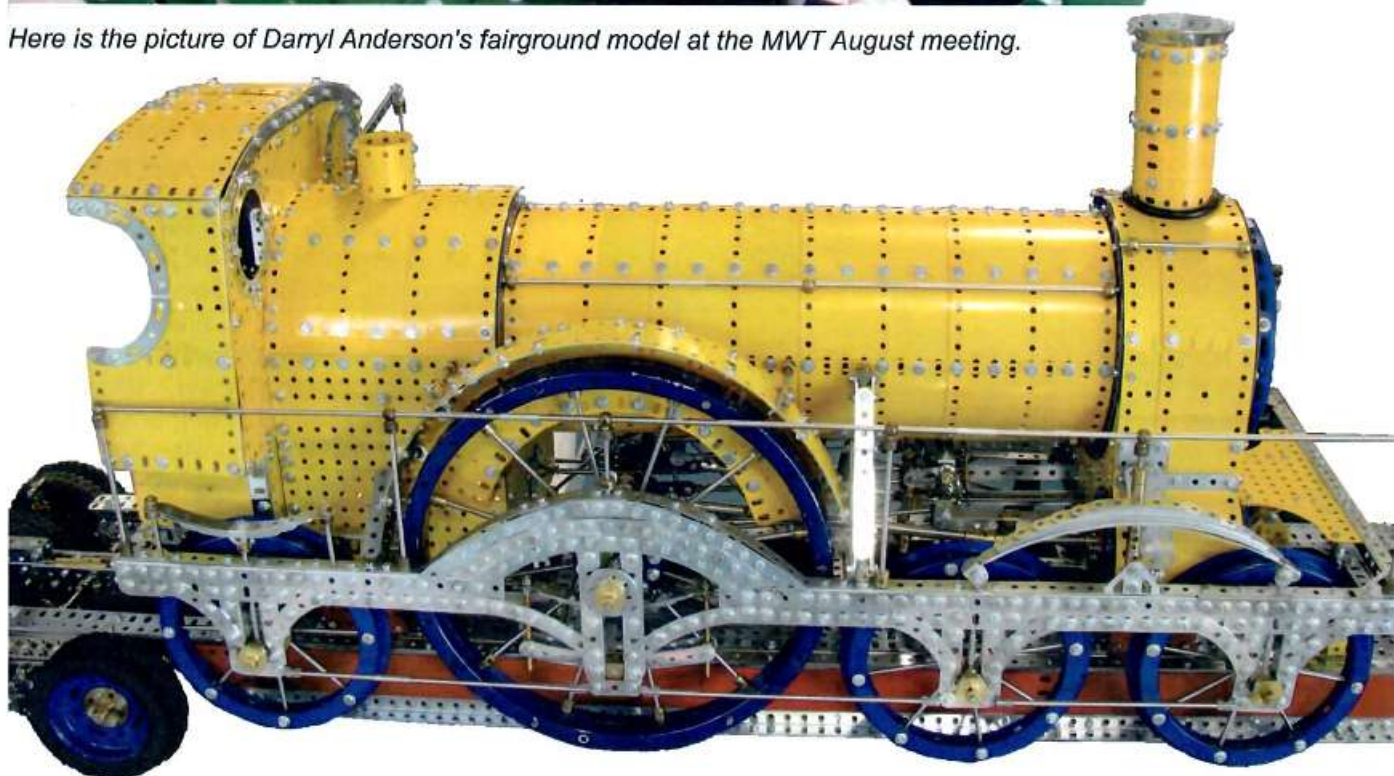
the 1978 version, which is more difficult to find. Good buy at NZ\$200.

To finish with here is something a little different - A Märklin & Cie Marine Steam Engine with Dynamo. Was fairly dirty when vendor found item so has been carefully cleaned. Here is what the vendor says about it "Valves all turn nicely, vertical engine spins free. The steam engine could still use some cleaning but we didn't want to go too far, used cleaning oil soft brush and rag. The base measures approx 13 1/2" x 11" and it stands 17" high including the smoke stack. Märklin brass tag on boiler and dynamo. There is some surface rust, light on the surface. The pieces we know are missing are the burner and sight glass. "Lovely item, would look good in any Meccano Room. Sold for NZ\$1,870.

Thanks for reading, hope you have been entertained in one of the best hobbies in the world. As this is the last issue before Christmas I would like to wish you all a Joyous and Peaceful time around this very special time of the year.



Here is the picture of Darryl Anderson's fairground model at the MWT August meeting.



Ross Smith of Perth sent this photo of Bruce Laan's model of the Iron Duke loaded aboard a large transporter. It was very considerate of Bruce to provide a cab to protect the crew from the weather. The original locomotive did not have one so the crew were exposed to rain and wind.