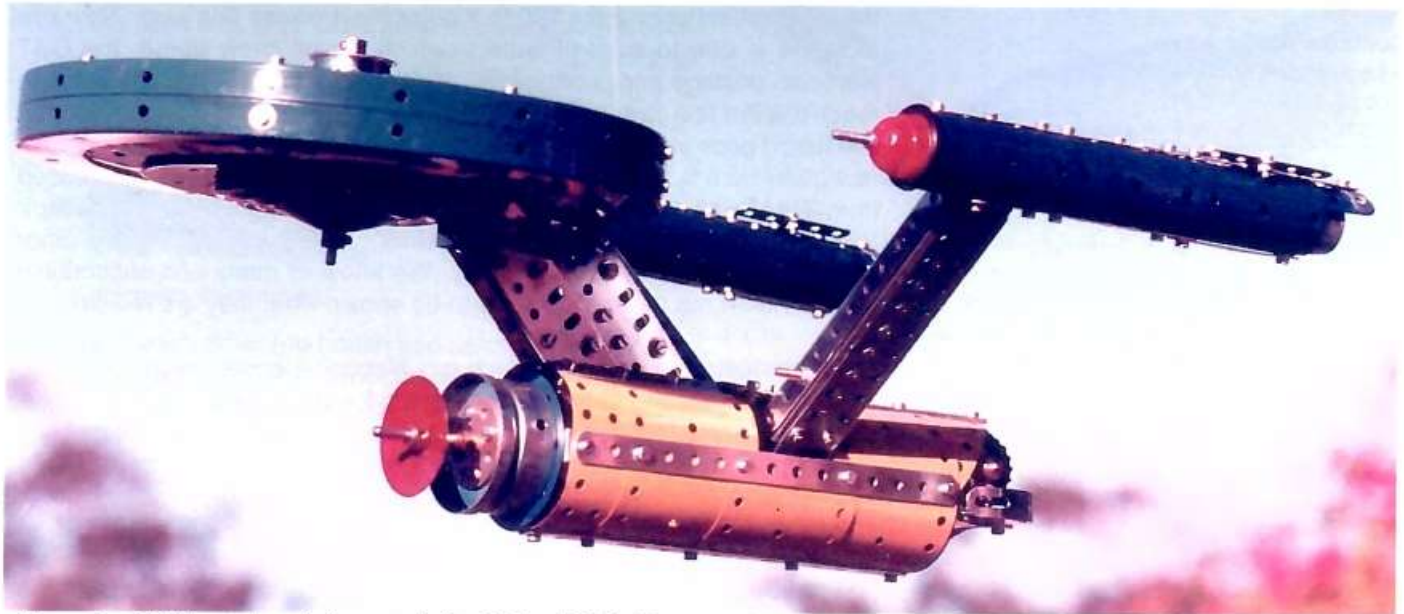




NZFMM MAGAZINE

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Here is William Irwin's model of the USS Enterprise in flight. The model and variations of it is described on page 3



Henry Porter's model of the Tandem Compound Corliss Mill Engine is described on page 9.

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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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Money and Subscriptions

It is that time of the year again when many clubs, guilds and professional groups send out their annual subscription notices. Not the best timing in the world after we have tried to survive and pay for the spending excesses of Christmas and the Boxing Day sales.

You will see from the subscription notice in this issue that we are increasing the local subscription from \$30 to \$32 for the 4 issues this year. Now this increase is due to several factors, which we all know about; the GST increase, postage and printing increased costs. With inflation predicted to reach 6% in a few months I suppose a 7% increase isn't too bad seeing the sub hasn't gone up since December 2007. Yes I know the number of issues has gone from 6 to 4 per year but the number of pages/issue increased from 24 to 28 and there is now more colour content (and that's not cheap). You have been sent 2 subscription notices, one for yourself and the other to give to another Meccano-person. We know of many non-subscribing Meccanomen out there, who need to be shown what they are missing.

I was interested to see how much our Magazine costs /page compared with other Meccano related magazines I subscribe to. At the new subscription rate the NZFMM Mag equates to about 28.6c per page (was 26c), compared with 28c/page for the Runnymede Meccano Guild magazine, which is all colour but has its printing costs highly subsidised. The North Midlands Meccano Guild Newsmag (part colour) comes out at 40c/page, the Johannesburg Meccano Hobbyists Newsletter (all colour) at 50c/page and the most costly Constructor Quarterly at 70c/page (no surprises there). So I reckon you are getting really good value for money from your NZFMM subscription (but I'm biased of course).

Some NZ Meccanomen think we should just produce an electronic digital version of the Magazine but I personally couldn't do without my hard copy to read in bed, so an electronic version alone won't happen as long as I'm editor, but an electronic pdf version may be offered as an option some day soon (like the J'burg Club magazine, at half price).

I hope you are all building models, large and small, for the upcoming February Folly meeting and the bi-annual Easter Convention at Palmerston North. I'm really looking forward to the Convention. I know there are some very top-secret models being built; it will be great to see them and you in the flesh! If you haven't done so already the MWT club convention committee need to know your display table length requirements URGENTLY.

Contents

My USS Enterprise Spaceship.....	3 - 4
MECCANO Versus EITECH, How do they compare?....	5 - 6
My Life with Meccan.....	7 - 8
Meccano in Music.....	8
Tandem Compound Corliss Mill Engine	9
The Design and Making of a Scale Model Part 4.....	10 - 12
Malcom Booker's Eiffel Tower.....	13
Don Blakeborough's Letter about Conventions.....	13
Wallpaper Roller & Blotter.....	14
Te Papa Museum Meccano Display.....	14 - 16
Lloyd's Bits and Pieces.....	17
A Look into the Past.....	19
Club Reports.....	18 - 23
The 2011 Convention and News from John Pond.....	24
Historic Meccano Publications.....	25
Auction / eBay	26
Club Diary	27
Buy, Sell, Auction, & Exchange.....	27

My USS Enterprise Spaceship

by William Irwin

Soon after returning to Meccano in the early 1980s I was looking around for a suitable subject to model from scratch. Space vehicles and rockets, both real and fictional, were still in fashion. I had recently managed to obtain the Star Trek USS Enterprise and Klingon Raider

USS Enterprise mini model

Dinky toys from a local toy shop, which my son was fond of as they could shoot round

missiles at each other (no health and safety rules in those days). I searched the Meccano literature at the time but could find no record of these

USS Enterprise from underneath

ever having been modelled before.

So I decided to tackle the USS Enterprise.

There are two designs for the Enterprise, the first TV series design which was chunkier and the second TV series which was much more streamlined and elegant. My Dinky Toy was from the first series so that is what I modelled. I did not want it to be too big so I based it on the large flanged ring for the saucer, the face plate for the body and the cylinder for the motor pods. In retrospect the flanged ring diameter is a bit too small for the overall scale chosen but I think no one noticed. I also chose 1970s yellow/zinc/blue Meccano as the colour scheme. The accompanying pictures are scanned from photographs taken at the time.

Having connected the 2 flanged rings together with fishplates it was easy to fill in the top with strips, circular strips of varying diameter and $2\frac{1}{2}$ " x $2\frac{1}{2}$ " flexible plates. I completed the centre by using a 1978 yellow face plate and a 1978 zinc flanged wheel. The underside was made up of 2

hub discs and a 6" circular plate suitably fastened together to the top radiating strips. A ball thrust race and a blue conical disc were added, all connected together by a $3\frac{1}{2}$ " vertical rod and held fast in the boss of the flanged wheel at the top and a collar at

the bottom.

The body was relatively simple to model shaped around blue face plates front and back connected by $4 \times 7\frac{1}{2}$ " angle girders, covered by mainly $2\frac{1}{2}$ " x $2\frac{1}{2}$ " curved plates and

$2\frac{1}{2}$ " x $1\frac{1}{2}$ " flexible plates curved to suit, leaving gaps for the connection to the saucer and for the side arms extending out to the pods. Two $2\frac{1}{2}$ " x 2" triangular flexible plates are used at the back curved to suit. I recall there were some challenges involved in fastening the nuts in the inside of the body! The rear was modelled by a semi-circular plate and formed slotted strips attached to the rear face plate and topped by Rubber tyres and rings of various diameters mounted on pulleys and connected together by a $2\frac{1}{2}$ " axle rod. The front antenna consists of a boiler end, a wheel flange and a bush wheel fastened together by bolts, mounted on a 3" axle rod held in the boss of the front face plate. A short coupling and a red conical disc held in place by a collar completes the antenna.

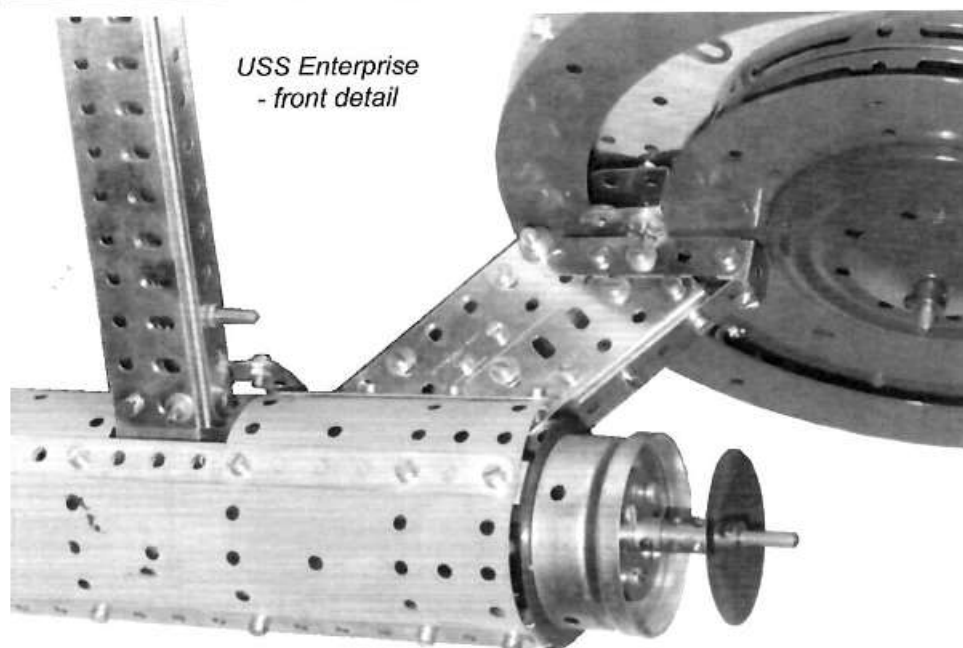
Each side engine pod consisted of 3 cylinders joined together by narrow strips. Again dexterity was required to fasten nuts inside the cylinders. The nose cone is the end of a rocket motor supplied with 1979 Space sets

pressed against a 1" rubber ring and fixed to a 2" threaded rod which is in turn fastened to a bracket inside

USS Enterprise from above on it's stand.

the cylinder. The rear of the pod is filled in by the centre disc of a 1978 road wheel, and shielded on top by a curved $2\frac{1}{2}$ " x $1\frac{1}{2}$ " blue plastic plate extending out from the end of the cylinder with narrow strip embellishments as shown.

The final task was to connect the



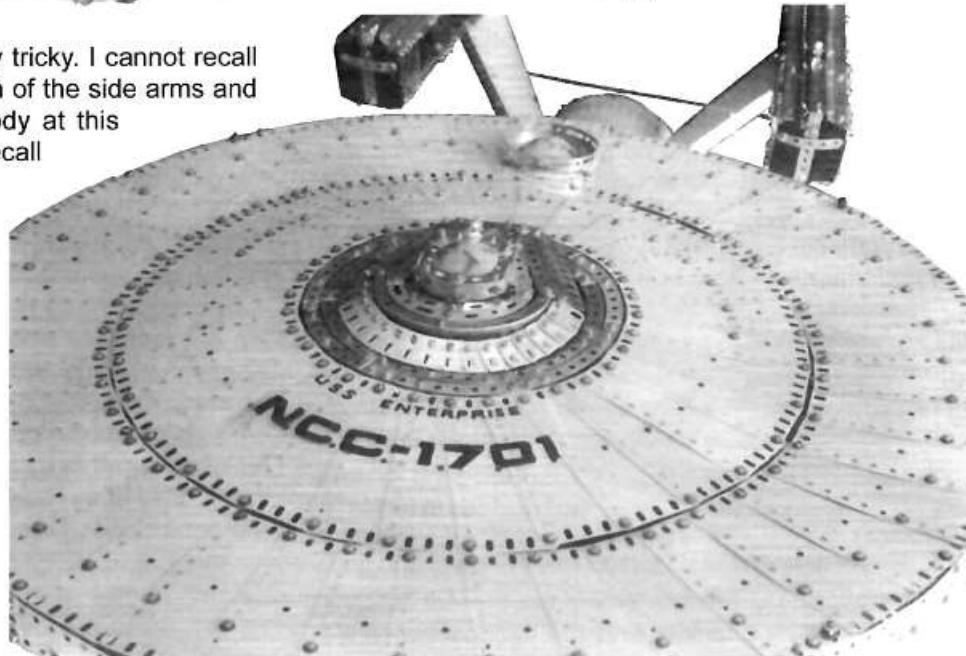
*USS Enterprise
- front detail*

hub disk.

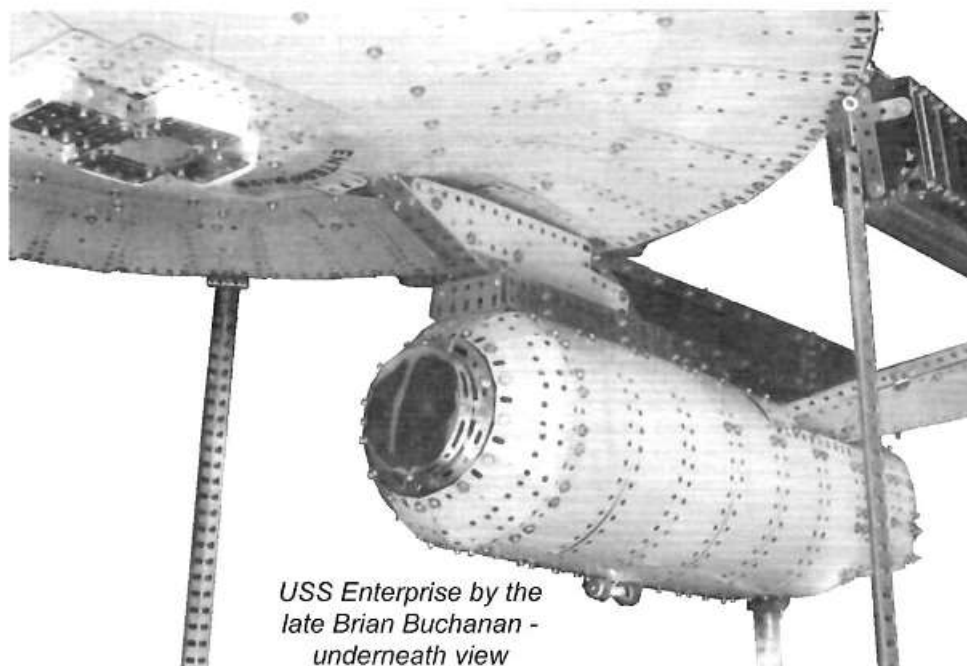
The completed model proved to be front heavy due to the weight of the saucer compared to the rest of the structure. It looked great when suspended on thin wire. However for exhibition purposes I built a support stand made up of axle rods on a simple base as shown. In due course a mini-model of USS Enterprise was published by John Lavers in CQ20, June 1993, which I promptly built and displayed next to my larger model. This model used no nuts and bolts whatsoever!

My model remained built up for many years and was dismantled in

pieces together which proved really tricky. I cannot recall the hidden details of the connection of the side arms and the sloping front girders to the body at this distance in time. However I do recall that the side arm built-up box girders extend to the bottom inside of the body to which they are fastened, as well as being braced across the top between the arms and fastened to the top of the body. Likewise the sloping box girder built up of angle girders and flat girders connecting the saucer to the body was fastened rigidly to the inside of the body and to the underside of the saucer through holes in the flanged ring and circular plate, and via a channel bearing fastened also to the lower



*USS Enterprise by the
late Brian Buchanan -
view from above*



*USS Enterprise by the
late Brian Buchanan -
underneath view*

a hurry just before shifting to New Zealand in 1998. On arrival in Auckland I discovered that a very large model of the USS Enterprise had been built by the late Brian Buchanan and had been displayed at the NZFMM 1991 convention in Wanganui. His model was based on the series 2 Star Trek model which was more streamlined. The accompanying pictures are taken from Brian's scrap book now in the Auckland Meccano Guild library.

*A picture of the USS Enterprise
in flight is on the front cover.*

MECCANO Versus EITECH, How do they compare?

by Les Megget

After reading Bernard Perier's latest book "Serial Constructor" I decided to attempt my own comparison between modern Meccano and Eitech. Bernard describes quite a number of Eitech models in the book and has mainly only good things to say about the German construction system.

Eitech:

I was able to purchase a small Eitech set on the internet and it arrived within 3 days from Napier (Bestgifts.co.nz). The set I chose was largest available there, numbered C84 *Forest Vehicle Construction kit*, which cost \$50.42 before postage. The set comes in a colourful, attractive cardboard box (Figure 1) with the 3 models described in the instructions shown on it.

Eitech is made in Germany (formally in East Germany since 1955) where it was known as "Konstruktion". It uses metric nuts and bolts and the 4mm diameter hole spacing is 10mm. The width of the strips is between normal and narrow width Meccano. All the strips, plates, brackets, etc are bright nickel-plated giving a very clean, crisp look. There are no flexible plates in Eitech and as Bernard says "the system is modelled on early 1930s Meccano". Some of the plates in my set weren't very flat after the hole punching and really needed a good hit with a large hammer or flattening in a vice (with suitable jaw protection of course). All the 204 parts (includes nuts & bolts) were in one resealable plastic bag, much better than the Meccano packaging, see below. 4 tools were provided: 2 screwdrivers, 1 with a Phillips "+" head for the bolts and the other with a blade for the grub screws. There were 2 spanners included, one with a nifty plastic surrounded ring spanner to carry and hold a nut to where it is needed.

The collars and couplings are black plastic, cross-threaded

for the grub screws. The building instructions use exploded diagrams like Meccano do, but the diagrams are hard to follow by comparison. The 3 models are described together rather than being separate entities and it was confusing as

to which model you were actually building at times. There are no written instructions and only the parts are numbered on the drawings. Each part has a 4-digit

number and you need to check the set's part list at the back to check the required bolt length, etc. The 3 models described are only slightly different from each other and use the same chassis. The large, soft rubber tyres easily push on to their plastic rims, which in turn are a push fit on the tri-sided axles used. I built the digger shown in Figure 2 without any real difficulty. The large headed bolts are a little easier to handle than Meccano's modern hex-headed bolts. Eitech use soft blue or yellow plastic collars with a nut and bolt tightened accordingly to obtain movable joints, whereas Meccano usually employs 2 lock nuts. There were no pivot bolts in this set and the way of holding the bucket arms up is to tighten a bolt in the coupling on to the threaded rod acting as the lifting piston; not good practise in my view. I've added the lever (with yellow knob) on the side to assist in raising the bucket arms. This was made from the remaining parts in the set.

This model has plenty of play value. It rolls and steers along the floor nicely, the bucket can be lifted and its contents deposited neatly under mother's feet!

Meccano:

I've had a French made 10 Model set

(Multi Models # 5510) lying around unused since 2007.

It cost \$59.99 from Toy World and contains 220 parts including nuts and bolts. So the 2 sets described here are almost equivalent in cost and number of parts. The Meccano UK website shows a new 10 model set (#5550), which I haven't seen in NZ yet. It is completely different from the 5510 set described here.



Fig. 1



Fig. 3

The set comes in the familiar blue cardboard box (Figure 3), which opens from the top to reveal 7 plastic bags for the parts and the instructions. These bags need to be torn or cut open and from then on the parts roam around freely in the box or tip out on the floor if you are not careful. Eitech's single resealable bag is much better; please take note Meccano!

The Meccano instruction leaflet is much better than Eitech's effort with clear exploded diagrams and coloured pictures of all the parts required to build the section being shown separately. Again no written instructions but the parts list (pictures) is at the front and much easier to comprehend; the Eitech part's sketches are 2D black and white line drawings.

Only 5 models are described in detail in the instruction manual with the other 5 shown as single pictures at the rear. To get a good comparison with the Eitech digger I decided to build the snow-plough tractor shown as model 6 (Figure 4). There are no instructions for this model available on the Meccano website but later sets (2010) provide this

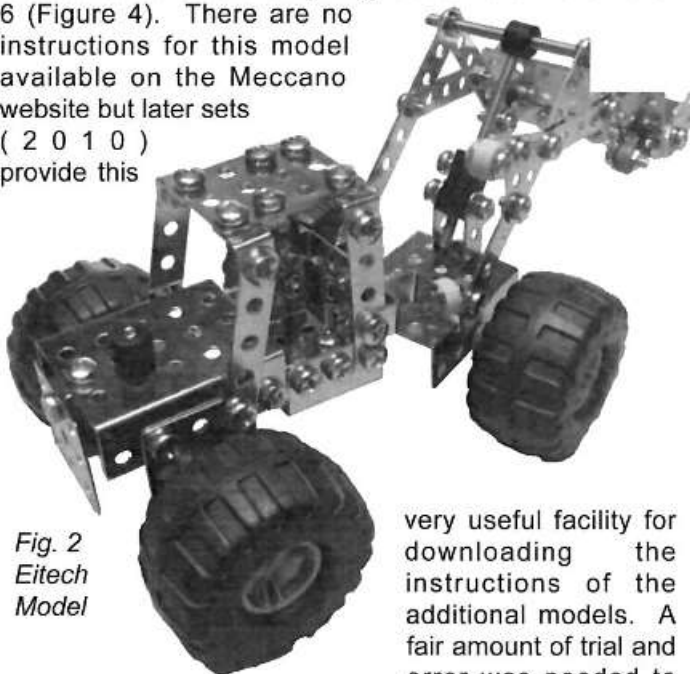


Fig. 2
Eitech
Model

very useful facility for downloading the instructions of the additional models. A fair amount of trial and error was needed to build the snow-plough as some of the detail is not visible in the single picture. I found the set to be 6 nuts short but I did use 4 nuts to hold the stub axles to their double angle brackets, which I think Meccano weren't expecting. They were using only the nyloc nuts to hold the wheel on and hold the stub axle sort of firmly, I think? There were extra nyloc nuts left over so I guess I could have used those instead of robbing 6 nuts from my supply. The normal P/N 37b bolts in this set are black for some unknown reason; maybe cheaper than the zinc-plated variety. Some of the parts in this set are a vibrant green while the pulleys, gears and collars are orange. I don't personally like how every modern Meccano sets employs a different colour for the metal and plastic parts but I guess I'm old fashioned. The low profile tyres need very strong fingers to put them on the rims and I think Dad would be called upon to do that. The Eitech tyres are much more realistic for the model reviewed but the Meccano ones would look better on the car and motorbike shown in the instructions.

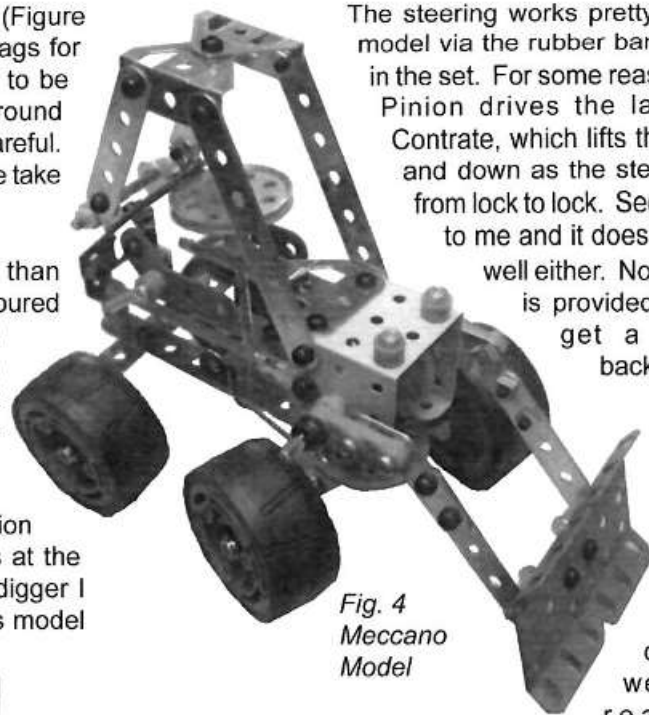


Fig. 4
Meccano
Model

model with some play value but another way of lifting the plough would be more satisfying.

I always have the feeling with these multi-model sets that Meccano design a couple of models very well thus fixing the parts included in the set and then design 8 other models, in this case, fiddling with the parts in an often haphazard way to produce a model that only barely looks like any real prototype. Eitech go to the other extreme with a small number of very similar models, but they do look more realistic. But in saying that would modern children really care as long as the models have plenty of play value and were quick and easy to assemble?

OK, now to attempt to rank these sets and models. Each item is ranked between 0 and 10.

	Eitech	Meccano
1. Packaging	8	6
2. Variety of parts	6	8
3. Standard of parts	7	9
4. Instruction manual	4	8
5. Variety of models	3	8
6. How realistic are the models	7	5
7. Ease of construction	7	8
8. Play value	8	6
Totals	50	58

So Meccano wins the day on this crude, one-off comparison. Meccano's greater range of parts and even the extra colour helps, although the shiny nickel-plated Eitech parts look great compared with Meccano's zinc-plate, which I know will tarnish sooner rather than later.

My Life with Meccano

by Jeff Clark

One never knows exactly when the bug bites, but I guess for me it was around Christmas 1968. My father was a tool maker so I guess it was logical that he went with the Metal Construction set rather than the Plastic building blocks of the day. I figure people fall into 2 camps Meccano or Lego, bit like cat and dog lovers. Frank Hornby had done a grand job with the "X" kits so I was pretty sorted for the next few years with Christmas and birthday presents.

You have to hand it to Mr Hornby's awesome upgrade marketing plan, a lot of modern companies have learnt a thing or two from this very solid strategy of brand loyalty upgradeability. Which, I may add was based on a solid and well engineered product to start with. 100 years of happy customers kind of says it all when you get the balance right. This is where recent adopters have missed the boat I believe. Who will remember their names in an 100 years?

Anyway, I managed to keep the supply coming right up until we emigrated to New Zealand. As space was at a premium, I was given the choice of taking 2 toys with me to the land of the "quarter acre pavlova paradise". The 2 were narrowed down very quickly to my Meccano set and, you guessed, the Hornby railway set.

With a benevolent aunt I managed to keep the flow of "red cross" parcels of "X" sets from the UK. Finishing at a respectable Number 8, circa 1972.

Very proudly building all the models as you did, the container crane was a particular favourite that was built more than once....and again the lure of the tractor with the 9 set beckoning, tantalisingly at the back of the 8 set manual.

The usual change of scenery brought a change in lifestyle and hobbies and the Meccano set was wrapped up carefully and stored.

Some 35 years later and a wet Winter Sunday in Hamilton. Being married to a Civil Engineer has its quirks, the now famous line "what ever happened to that Meccano Set you had?" now rings with ironic laughter in our house hold. After tearing the house apart and a few phone calls to my father, assuring me I didn't give it away. It was found stored under the house in original boxes, "X" conversion boxes and plastic sleeves full of plates etc. I was always reasonably careful with my things as a child.

The passion was still there, unwrapping the various parts, the gear set, which was a particular treasure with contrates and keyway. The 12 $\frac{1}{2}$ " girders and braces. Electric and

clockwork motors. My collection spanned the end of the Black and Yellow and beginning of the Blue- Yellow period. It all came flooding back, how many models more I could have made if I had this part or that.

The next memorable statement was "I always wanted a 10 set, but never quite got there", my wife, bless her socks suggested that I fulfil that boy hood dream.

Now, some of you reading this will be smiling, 'cause you know what I was about to find out...

The quest started, and along with that a realisation complemented with a History lesson. The Internet for all my "bagging" over the years came in very handy. More importantly I realised it was in one of the best places in the world to fulfil this ambition and meet like minded Meccanophiles.

While Binns Road had closed a long time ago, Meccano had always flourished in NZ. I don't know whether this was down to expats, or the kiwi "can do" attitude.

The information from the NZ Meccano websites was invaluable in filling me in on, quite frankly, everything I didn't know about Meccano, which was quite a lot. I became a "party bore" telling people of the Meccano Difference Machine at MOTAT and other new-found facts gleaned from the many excellent articles from the web sites.

Then a funny thing happened, I started realising how many people of my age had great memories of growing up with Meccano as a child, or the uncle with the red and green set and models decorating the house.

In fact I remembered the cuckoo clock built from Meccano that kept good time in an uncle's lounge in London that fascinated me when I was 5. Maybe that was the beginning?

Two years on and I have my beloved 10 set, in fact 3 now. I purchased my first from a chap in the London Meccano Society and had it shipped out, the others procured locally. My staff thought I was mad when the first parcel arrived. As I opened each drawer and salivated at all the parts that I had only dreamed about as a child, now finally mine.

Interesting to note that my father said the 10 set cost about one to two weeks pay for an average worker in the 1960s. Working on the second hand value of these today, it would be fair to say they have increased in value. One of the few consumer products that has?

Anyway, its all been said before, but I never really counted Meccano as a toy. Anyone who questions me now, I direct to any of the stunning "you tube" clips of Excavators, NZ Exhibitions or Difference machines. This divides people into "what the hey!" and "phenomenal!". I know the people who say "phenomenal" will take it further, whether it be buying a set for a nephew or niece and living vicariously through their model building. Or, rekindling the hobby for themselves.

(continued next page)



Meccano formed an analytical approach to problem solving for me. It made me think through problems, understand how joints, loads, drive trains and gears work. This is the reason that I had more of an interest in engineering solutions both mechanical and civil, and ultimately assisted in choosing engineering as a profession.

As a side note the saddest thing I saw a couple of years ago was a virtual Lego program, showed a picture of what you were to make and you ran a mouse over the selected parts to build it. No chance of handling the pieces, changing the design, no imagination or skill required. Plus I bet the child didn't actually learn anything from the experience either except how to get RSI (or whatever the PC brigade call it today).

You have to wonder if children are missing out on some fundamental learning process without Construction Sets, suppose the same could be said about my childhood lacking IT knowledge. But I believe it's still more relevant to know

when it's safe to walk on a dilapidated bridge in South America versus Using MPEG3 or WAV files. But then I am biased.

To reinforce this I was impressed recently by the programme James May produced "Toy Stories" and raised the point that of all the "toys" shown on the series Meccano was actually used to solve an Engineering issue, that says it all for me. Television also exonerated my excesses in the end, when one of my staff rang one night, bewildered telling me to turn to the *Antiques Roadshow* as they were valuing a 10 set in an Oak Cabinet.

Finally, the point of this article is to say thanks to all the people including Frank Hornby who helped keep something alive and strong that fires the imagination while teaching sound engineering principles. In this day and age there is so much that is intangible and "virtual" it's good to get your hands dirty (well smelling of zinc) and actually create something. Happy model building.

Meccano in Music

by Jim Parlane

Why would a musical Group called THE TRONS be of any interest to Meccano Guys? I'd previously heard of them and thought they were just another Hamilton based group of noisy heavy metal string benders and then I saw them at Raglan busking on the street at holiday time.

The TRONS is actually one computer programmer who "used to play with Meccano as a kid" and his instruments. He is effectively a one man band and it's all pre recorded.

Instantly I recognised Meccano attached to the instruments of the TRONS. Where normal people have fingers on the keyboard or on the frets of a guitar, the Trons have fingers of Meccano coupled to relays and that is wired to the ever present in the new millennium, computer and it's all designed to make music. The drums and cymbal are played by the trons drum sticks again attached to relays and the controller synchronises them to beat as directed. The instruments are plugged into amplifiers in the usual way.

The Trons are run by one guy and you can hear him by typing, you guessed it, "the trons" into You Tube on your PC on broad-band.

This is a cross between the 70's synthesiser band Kraftwerk, a Wurlitzer Theatre organ like the one at MOTAT and a 4 piece rock band. I guess you would call the type of music Fusion??

I will try to send you the photos I took.

I imagine that the programmer had to write computer code for every beat of music for each instrument.

The band consists of a Keyboard with 5 notes played,

a drum kit with cymbal, bass drum and a tin foil plate attached to it to suffice as a snare drum.

The lead guitar has a Meccano strumming mechanism and bar chords are formed by Meccano fingers across the frets. The bass guitar has one string and a mechanism for plucking, making chords and one for doing the "steel" guitar continuous range up or down the string.

All of this just goes to show that Meccano is alive and well in the world of music.



Tandem Compound Corliss Mill Engine

by Henry Porter

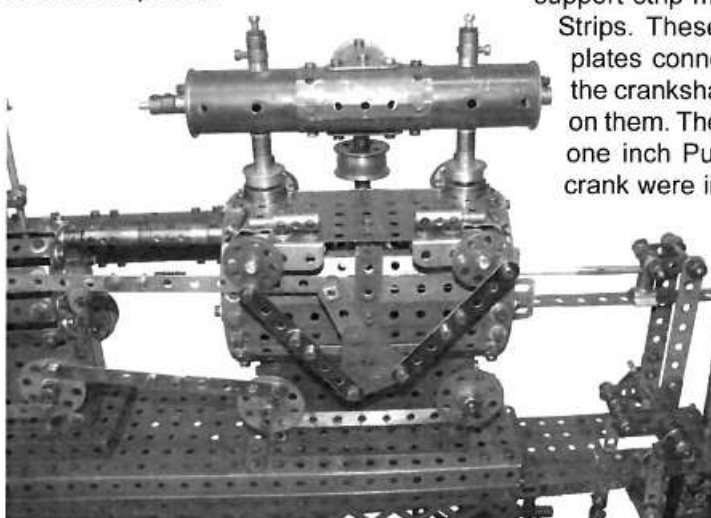
Many years ago when I was visiting the Science Museum in London, I bought some photos of various machinery. One of those was a model of a Corliss mill engine. Some years ago I made a basic model of it based on the early 1930s model set 6, number 41. Instead of a single cylinder I put in two in line and built the pump cylinder below. Then I was able to try out the complex system of levers to operate the steam valves.

The other week I decided to have a go at the original model in the museum. Each cylinder block is a complex model on its own. The high pressure cylinder is $2\frac{1}{2}$ " diameter and the low pressure one is $3\frac{1}{2}$ " diameter. The base is constructed with 37 hole and 49 hole Angle Girders and at the end with pre war Braced Girders and is 19 holes wide. The main frame is 15 holes high with girders and braced girders to give it a pre war look.

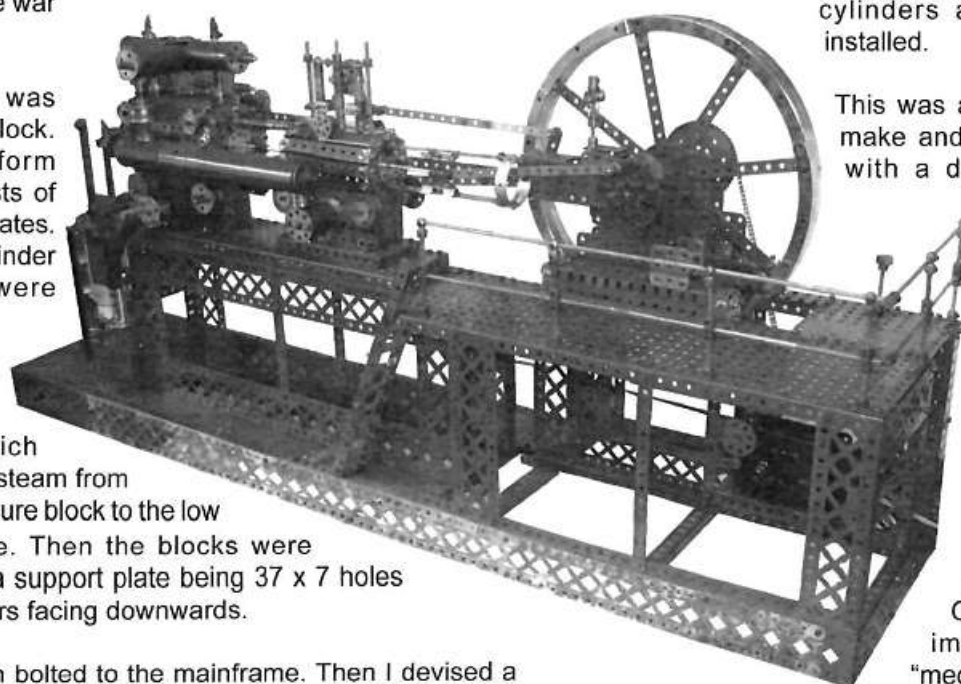
The original was on a white block. The platform mainly consists of 11 x 7 Rigid Plates. When the cylinder blocks were completed, they had to be joined by the rear cylinder which transfers the steam from the high pressure block to the low pressure one. Then the blocks were bolted on to a support plate being 37 x 7 holes with the girders facing downwards.

This was then bolted to the mainframe. Then I devised a curved pipe from the rear of the high pressure block to the vertical cylinder down at the back, which has a stop cock on it.

The piston rods were inserted and joined by a little rubber



The two photos above are views of the valve gear.



connector from the Crazy Inventors outfit. The slide and support structure was built and the pump crank installed. The support blocks and the plates for the crankshaft were built. The blocks were made of girders with overlapping long holes to adjust the height to be level with the piston rod.

The slides for the crosshead and side support were added with a circular support strip made from two Formed Curved Strips. These were screwed to horizontal plates connected to the plates supporting the crankshaft. The governor was mounted on them. The flywheel, a Large Eccentric, a one inch Pulley and a Face Plate for the crank were installed and the far end piston rod was connected to the support slide and the pump crank.

Then the really interesting part started, connecting the narrow strips which operate all the steam valves and poppet valves on top of the high pressure cylinder. The poppet valves had to have a fine tune up. After this the pump cylinders at the far end were installed.

This was a fascinating model to make and there is another one with a dynamo attached for generating electricity pictures on flickr at <http://www.flickr.com/photos/meccanohig/4164103153/in/set-72157617191989900/>

Editor's note: Henry would have to be NZ's most prolific Meccano modeller. Have a look at "Henry's Models" models recorded by Gary Higgins in 863 images on his Flickr "meccanohig photostream".

That is no typo there are 863 images, as at today 20 January, of nearly 100 different models (I haven't counted them all)!

A colour photo of the Corliss engine is on the front cover.

The Design and Making of a Scale Model

by Les Megget

Part 4: The Crane Boom

The Liebherr LTM 1050-3.1 mobile crane I am modelling has a 4-section telescopic boom, which increases its length from 11.4 metres to a maximum extension of 38m, measured from the boom support pivot. Further extension can be provided by a 2-part folding fly-jib increasing the length by 9.2m (folded) and 16m (un-folded). These mobile cranes are designed to carry large loads at minimum boom extension but at maximum luff (82-degrees here) but can only carry small loads with the boom near the horizontal. The prototype can carry its maximum rated load of 50 tonnes only when the boom is retracted at its maximum luffing, which corresponds to 3 m horizontal radius from the slewing axis. When fully extended the rated load drops to only 1.4 t when the hook is at a distance of 34 m horizontally from the slewing axis (at minimum luff). These loads are with 9t of counterweight fitted and the stabilizers down of course. In my experience it is rare to see such a mobile crane being used with its boom near the horizontal, a lattice jibbed crane would be better suited for that work.

The model's boom:

The biggest design problem with a telescopic boom was attempting to fit the 3 telescoping sections, in this case, within the base section and keep it all close to scale. The external boom dimensions scaled to $3\frac{1}{2}$ " deep by 3" wide, rounded up to the nearest $\frac{1}{2}$ ". The whole success of this model would depend on whether I could get the 3 sections inside the outer boom to slide in and out properly. I made up a shortened mock-up of the boom to try out my telescoping idea, see Figure 1. The problem with Meccano telescoping booms is the nuts and bolts, which hold each section together, restricting the movement, so my idea was

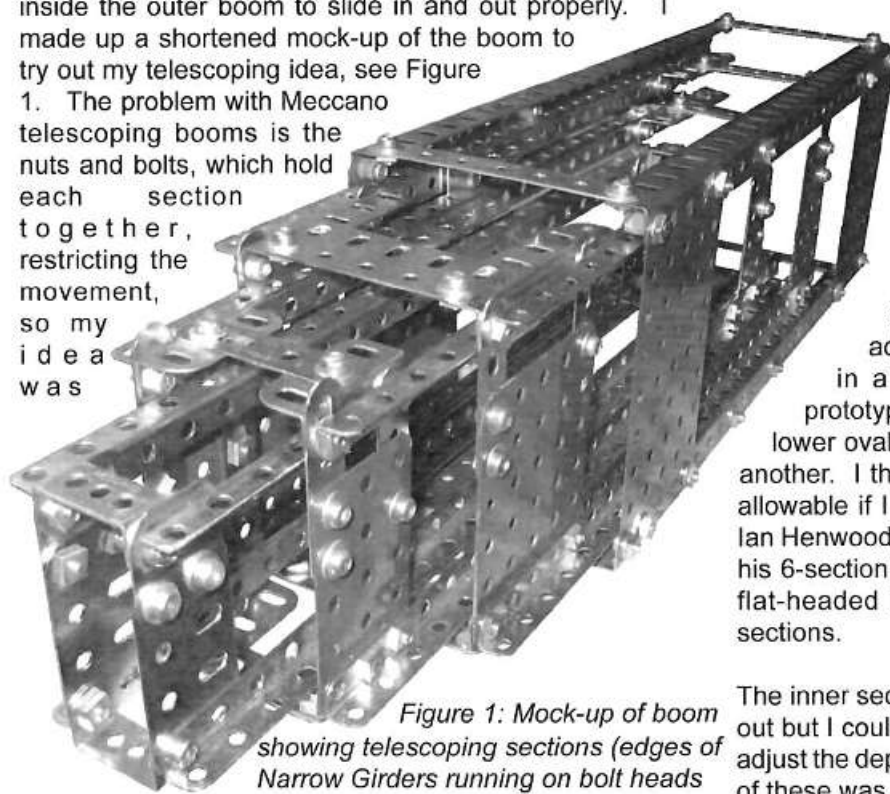


Figure 1: Mock-up of boom showing telescoping sections (edges of Narrow Girders running on bolt heads of the next outer section).

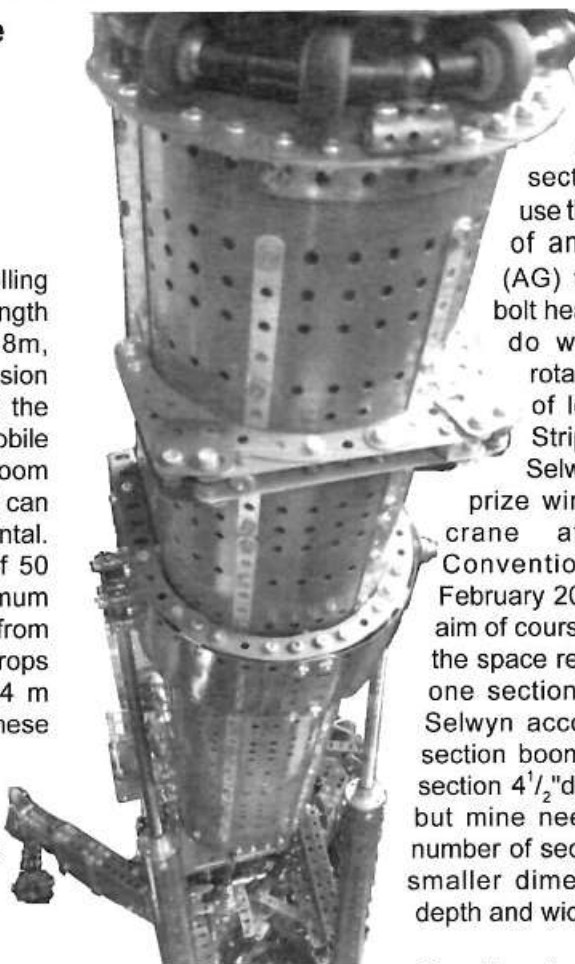


Figure 2: Ian Henwood's boom showing semi-circular lower cross-section.

to use the bolt heads as the supporting medium for the next inner section. If I could use the horizontal leg of an Angle Girder (AG) to slide on the bolt heads then I could do without pulleys rotating on the edge of long Perforated Strips, as used by Selwyn Bluett in his prize winning dockside crane at the 2009 Convention (see the February 2010 issue). The aim of course is to minimize the space required between one section and the next. Selwyn accomplished a 4-section boom within a base section $4\frac{1}{2}$ " deep by 4" wide, but mine needed the same number of sections in an inch smaller dimension, both in depth and width!

The other aim with the design was to keep the boom's weight as small as possible, as my cable luffing system, described in part 3, wouldn't be able to lift a 30 lb boom from the horizontal. Thus I've used Narrow Angle Girders as the structural longitudinal members of the telescoping sections and only used standard AGs for the outer section. To provide the sliding surface I've positioned the narrow AGs with their horizontal leg *outwards*, rather than the conventional *inwards*. Horizontal here means with the boom in the travelling flat position. This allows the horizontal legs to have no nuts and bolts in them, leaving an unimpeded surface to slide on the bolt heads of the adjacent outer section. This of course results in a boom cross-section shaped unlike the prototype, which has a smooth outer section with a lower oval shape for efficient sliding of one section on another. I thought this deviation from the prototype was allowable if I could get the boom to extend successfully. Ian Henwood used a semi-circular shape for the bottom of his 6-section boom (Figure 2) but he used non-Meccano flat-headed bolts to assist the sliding between inner sections.

The inner sections of my mock-up boom slid easily in and out but I could see that it would take time and patience to adjust the depth of each sliding section as the overall depth of these was not equal to $\frac{1}{2}$ " increments. So to cut down

the sloppiness between sections I had to use the slotted holes of 2" Perforated Strips (P/N 55a) and the oval holes of short Flat Girders to get the section depth right. Section 2 ended up $2\frac{3}{4}$ " deep to the outside of the Narrow AGs, section 3 was $2\frac{1}{16}$ " and the inner section 4 was $1\frac{3}{8}$ " deep.

The final boom was made up with the same cross-sections as the mock-up but I used 72-hole Narrow AGs

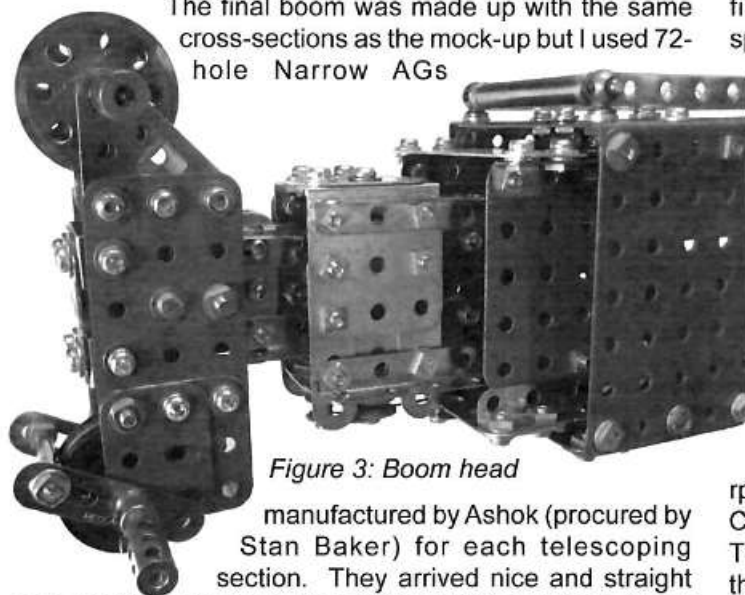


Figure 3: Boom head

manufactured by Ashok (procured by Stan Baker) for each telescoping section. They arrived nice and straight so no problems there and no lapping of AGs required! Many of the Bolts used to support the next inner section are $\frac{3}{8}$ " long with small plastic Collars next to the head to give a longer rolling width on the Narrow AG leg. I haven't plated the inner sections to save weight and no Meccano Flexible Plates would be of the correct dimensions anyway. Narrow Perforated Strips are used as "truss" web members to maintain the rigidity of these light sections.

The sides of the main boom section are partially plated with $5\frac{1}{2}$ " by $3\frac{1}{2}$ " Flat Plates with several lengths of Flexible Plates filling the spaces in between. I've used Couplings on their sides as captive nuts and Fishplates with Bolt shanks protruding for fastening these Flexible Plates so that they can be removed for maintenance. The top and bottom surfaces use Braced Girders for lightness and

accessibility. I did have a problem at the recent Te Papa Meccano display where a couple of my hastily placed bolts holding these Braced Girders clashed with Bolts holding the top of section 2 together, which caused the boom to jamb as I attempted to lower it. Not the easiest problem to fix standing on the display table in front of about 50 spectators. However I eventually got the boom down for transportation home. The boom end pulley support on the inner section is shown in Figure 3, the Couplings on the pulley axles being the support "brackets" for the fly-jib. The boom pivot is a $5\frac{1}{2}$ " Large Axle Rod supported in Large Square Bearing Plates (P/N 252) in both the boom support structure and the boom sides.

Boom extension mechanism:

The prototype uses a hydraulic cylinder to extend boom section 2 but uses cables to extend sections 3 and 4. My plan was to use a long (24") length of $\frac{5}{32}$ " Meccano steel (not more flexible brass) Screwed Rod in place of the hydraulic cylinder. A powerful geared motor (140 rpm) drives this Screwed Rod directly using a special Socket Coupling manufactured to fit the 9mm diameter motor shaft. The Screwed Rod moves section 2 out by turning in a threaded Double Arm Crank positioned near the rear of section 2. There is really only 1 position for this rod to run without conflicting with the inner boom sections and their diagonal truss members. Getting the motor and the Screwed Rod all lined up wasn't easy, but was possible with the use of Plastic Collars, Washers and long bolts.

The nylon covered stainless steel fishing cable used to extend section 3 is attached to the inner end of the base section (1), runs around a $\frac{1}{2}$ " plastic Pulley at the outer end of section 2 and is then attached to the inner rear end of section 3. The $\frac{1}{2}$ " Pulley is held by a Fishplate keeper on both sides to stop the slack cable falling off the pulley when the boom is being retracted. Section's 2 and 3 Pulleys are placed on the underside of the respective section. Additional cables are also used to retract sections 3 and 4 with $\frac{1}{2}$ " Pulleys at the bottom of each section. With the

boom at maximum luff gravity will normally be enough to bring these sections down but at less than about 45-degrees luff some assistance is required.

You will have realised by now that at full boom extension (about 6 ft beyond the main section's outer end) the flexible Screwed Rod is unsupported over a length of 2 ft, carrying a weight of the outer 3 sections (at maximum luff) and some component of the load on the hook; buckling of the rod could be expected! In an effort to eliminate this buckling I've invented a moveable lateral restraint, which moves out with section 2 but at only about half that distance. This halves the buckling length of the threaded rod, thus theoretically

increasing the buckling load by a factor of 4 (Euler's classical buckling equation). The motor

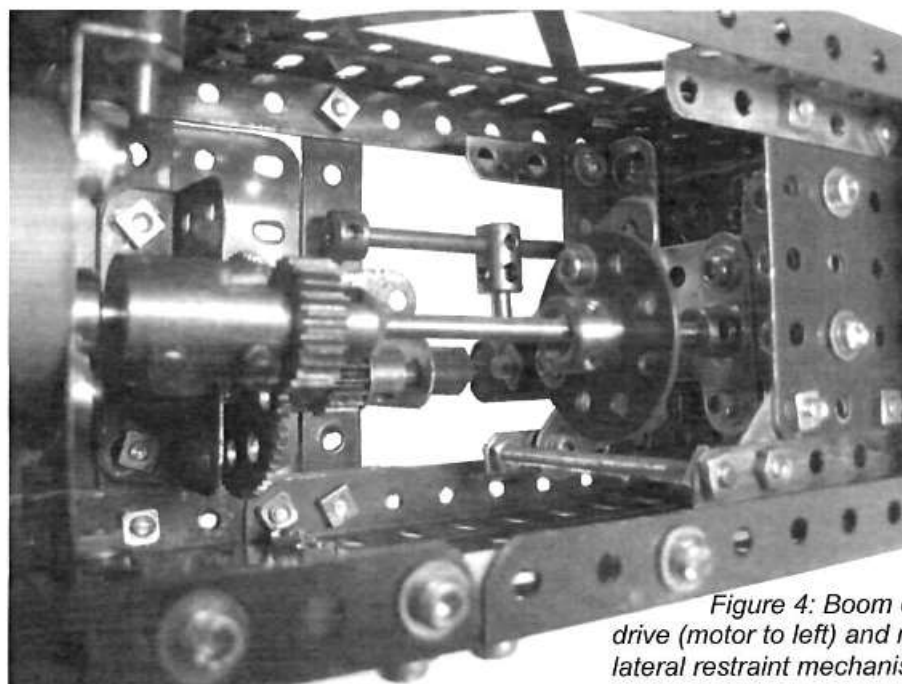


Figure 4: Boom extension drive (motor to left) and moveable lateral restraint mechanism.

shaft has a 25t Pinion on it which meshes with a 57t Gear (not at 1" centres), which has a 19t pinion on the secondary shaft meshing with a 19t Pinion on another shaft connected to a 11 $\frac{1}{2}$ " Screwed Rod running along the inner side of section 1, see Figure 4. The moveable lateral restraint comprises a Threaded Crank and Large Axle Bush Wheel at its end. The large diameter hole in this Bush wheel allows some movement (tolerance) of the main screwed rod. An 11 $\frac{1}{2}$ " guide rod keeps the lateral restraint from turning. Figure 5, taken at the Te Papa display, is of the crane with the boom about 40% extended.

Winches:

The crane's main hoist is almost hidden from view under the boom at the rear of the boom support structure. I've used a 37rpm Meccparts motor directly driving the winding drum. This comprises 2 Face Plates sandwiching 2-modern plastic geared wheel rims (P/N 187C). A couple of layers of insulating tape around these rims smooths out the lumps and bumps on these moulded wheels. The technical crane data says the hoists have a maximum line speed of 120 metres/minute. This translates to an equivalent model motor speed of about 85rpm when the winding drum has a diameter of 1 $\frac{7}{8}$ ". Thus the motor I've used is too slow but is reasonably realistic to the observer although today's children would probably like speeds greater than real life!

The identical optional auxiliary hoist is bolted to the back of the boom support frame and for this I've used a 197rpm geared-motor and I usually turn down the voltage when using that hoist, otherwise the cable gets thrown off the winding drum when lowering the hook, causing a lovely jamb-up, as happened several times at Te Papa.

I've recently spent some time building a cable distributor for the main hoist, so that the cable is spread evenly, layer by layer, over the width of the winding drum. Figure 6 shows this device positioned in front of the main hoist. A 19t Pinion on the winding shaft meshes with a 95t Gear, which has a Worm on its axle, which meshes with a 14t Pinion on a vertical Axle Rod. At the upper end of the rod a Single Throw Eccentric is fixed. A lever (6-hole Narrow strip and a

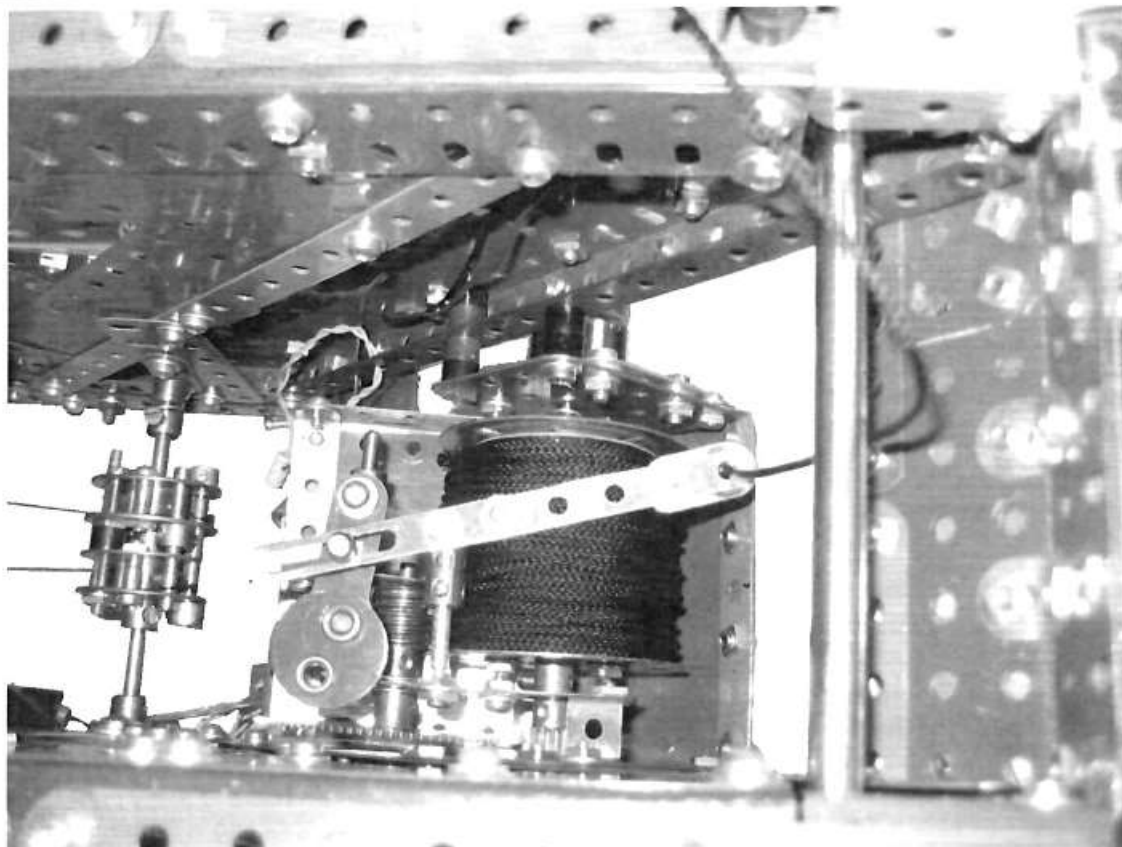


Figure 6: Main winch showing drum cable distributor from above.

Slotted Narrow Strip, P/N B698) increases the throw from $\frac{3}{4}$ " to close to 2" (the winch width) at the back of the winding drum where the cable goes vertically up around the boom's main pivot before heading up the boom. The braided cable (black, please take note Selwyn!!) is 1.5mm diameter and at the reduction of 5x14=70 revs of the winding drum gives 1 revolution of the Eccentric. This means 35 turns each way (35x 1.5= 52.5mm), close enough to the winding drum's width. There isn't enough space below the auxiliary hoist's winding drum for a similar device, without moving outside the scale dimensions of that hoist.

All the crane motions (slewing, luffing, boom extension and the 2 hoists) are controlled by 5 mini DPDT switches on a Meccano hand set which is connected to the crane by a 12-wire cable and plug. The switches are wired up "forwards-stop-backwards" and a couple use sprung switches so stopping the motor is instantaneous. This can be critically important at shows where your mind can be diverted by spectator questions. I've resisted using any limit switches on the boom extension or luffing motions up till now; I just need to concentrate at all times when I'm demonstrating those actions!

The final part of this crane's story will be in the May issue with brief descriptions of aspects I haven't covered yet and a run down on how the crane preformed at this year's Easter Convention.

A photograph of the crane at Te Papa is on the back page.

Letter to the Editor

Dear Les,

Enclosed is a photo of my latest Meccano model, 1912 Model No. 108, Eiffel Tower. It is made from old nickel-plated parts, which I have restored and re-nickelled. It is 4'-6" high. The model did not have a motor so I have fitted a 1921 Meccano electric motor.

Best wishes to you and your family. Happy Christmas.

Malcolm Booker (ISM 41), Killarney Heights, N.S.W. Australia (26 November 2010)



Meccano Conventions

By Don Blakeborough.

In reply to articles about the Meccano Conventions and in particular to David Walls comments:

1 (a) What about the time to travel from Auckland to Wellington or Dunedin to Christchurch and the other way as well. The original idea was for a 4 day weekend to allow members 1 day to get there and 1 day to return home with 2 days of Convention time.

1 (b) Down grading to a smaller Hall and not admitting public would be a burden to the host Club. Not admitting the public would not create any real publicity for the host Club and would not attract new members for the Club or for the Federation.

2. Public judging lets members know what the general public think about the models that we build. Their ideas are different to ours and we get ideas from them for future models.

3. Not all Meccano enthusiasts are retired or rich. They/ we need time to get there and home again.

4 Locations need to be spread around the country. New members are always welcome and if in a set area (Taupo suggested). What about the South Island members. Also the local Clubs would miss out attracting new members. If no new members to any Club, then that Club would eventually die out. Except the Taupo area where they don't even have a single Meccano enthusiast that I know of-

5. Insurance. ??? Up to individuals or Clubs.

Disadvantage.

1. Not all husband/wife/partners are Meccano enthusiasts and attending a Convention every year deprives the partner/ wife from getting away at Easter for their own break.

2. Not all Clubs have the ability or the chance to participate in a display like ModelX. Although they do what they can to promote Meccano.

3. I have been to every Meccano Convention (Christchurch 2010 was an Exhibition and because of delays from that Club, it was too late to make any bookings for travel or accommodation) in New Zealand and been involved with running many Conventions both in Wellington and those organised by Wanganui. In all cases door takings have greatly increased the host Club funds.

Conclusion.

A two day event. I am all in favour of this. But suggest that the public be admitted on the Saturday after 1.00pm and all day on Sunday. (However, be prepared to experience overcrowding as the public jam into the hall.) I have experienced this twice, once at Wellington and later at Wanganui.

I believe that one of the main objects of a Convention is to get new members — if no new members join the Clubs then that is the end of this hobby/interest in New Zealand, it will die. Keep the two day Convention with at least one day public viewing alive.

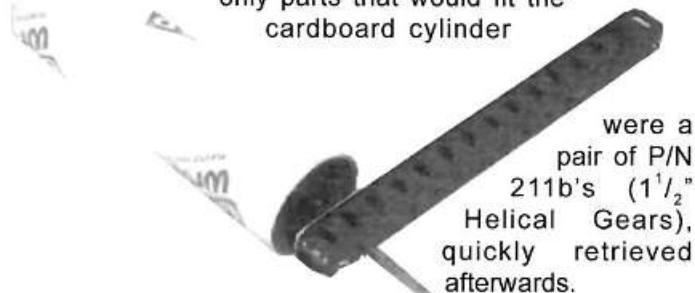
Notes.

Bruce Neilson and I spent a lot of time discussing a Convention many years ago. This was the start way back in 1978. Our plans were discussed at the AGM at the first Convention. They were adopted by all those present. Why change it now? It has worked well until a few changes were made recently. Get back to the basic ideas that were adopted by the AGM in 1978.

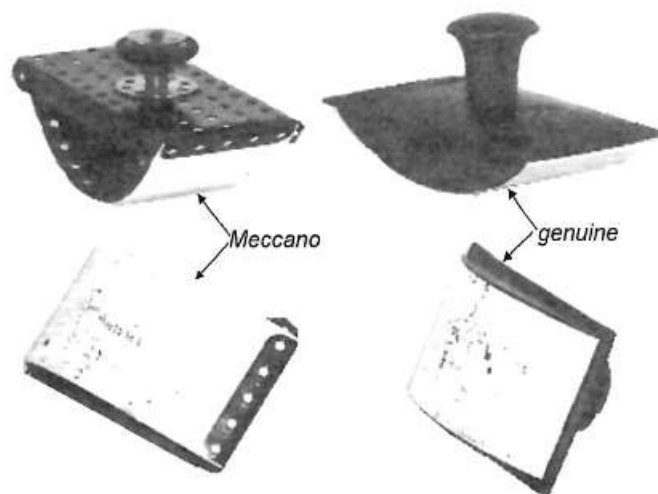
Wallpaper Roller & Blotter

by David Wall

How many of you have put Meccano parts to an alternative use? Well, I have been guilty of this sacrilege. For example the wallpaper roller, this was constructed in desperation one weekend when I was charged with putting up some wallpaper and realised that I had no roller. It was quite an expensive piece of equipment as the only parts that would fit the cardboard cylinder



were a pair of P/N 211b's (1 1/2" Helical Gears), quickly retrieved afterwards.



I had always wanted a blotter to complement my collection of fountain pens. A few surplus parts and a bit of ingenuity resulted in a most satisfactory reproduction. Ironically a couple of weeks later I discovered the genuine article at a local market for \$1.

Te Papa Museum Meccano Display

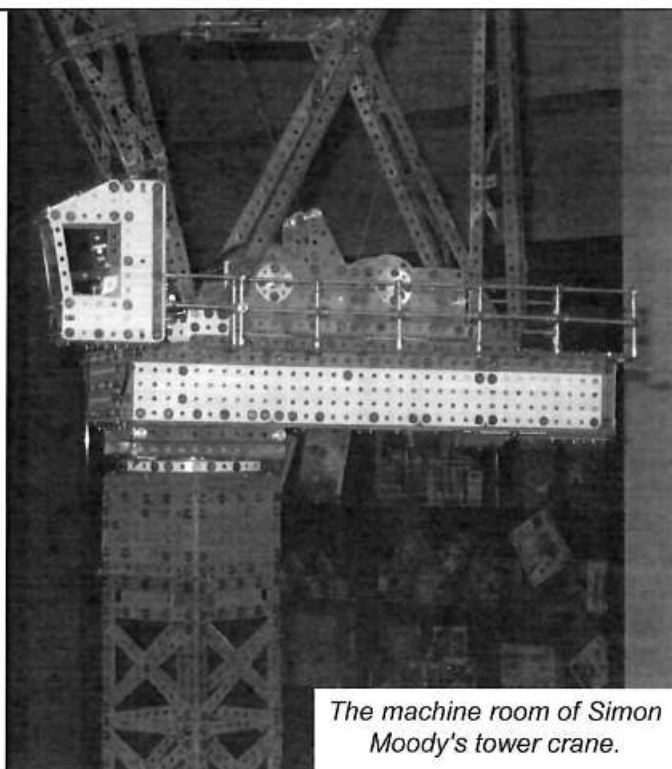
by Les Megget

Shirley and I had planned to be in Wellington the two last weeks of November and when **Peter Hancock** mentioned that the NZFMM had been invited to put on a display at Te Papa (Museum of NZ) it suited us well. The only problem was how to get my large Meccano models, the Liebherr mobile crane and the Scammell recovery tractor down the road, as well as all the other stuff we had to take south. No problem (for us) as Peter said he planned to hire a large Ford Transit van to transport models from Auckland and pick up others from Meccanomen in the central North Island.

So a couple of days before the display weekend (20 and 21 November) Peter left Auckland with the van at least half full of models and all **John Denton's** display stands, Meccano signs, etc. Peter had taken my crane away, in pieces, after the AMG meeting held at our place the preceding Saturday. He picked up models by **Bruce Geange** and others on his 2-day trip south. The van played up with probable blocked fuel injectors but he made it to Wellington to meet at Te Papa



Bruce Geange's models: Blocksetting crane, tractors, etc. Lindsay Bond's Eiffel Tower behind

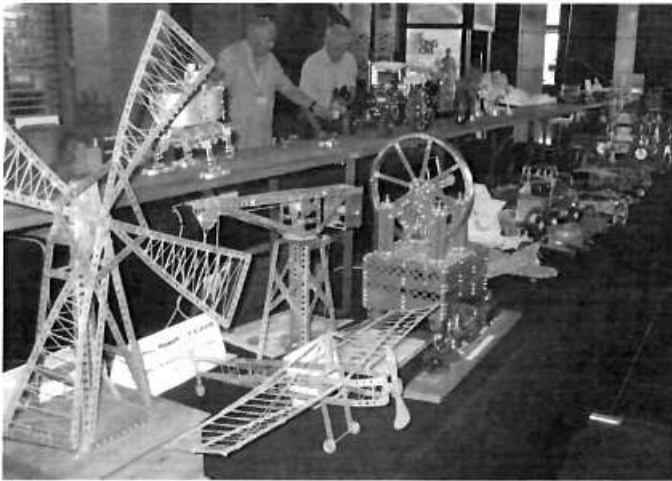


The machine room of Simon Moody's tower crane.

late on the Friday afternoon (6pm).

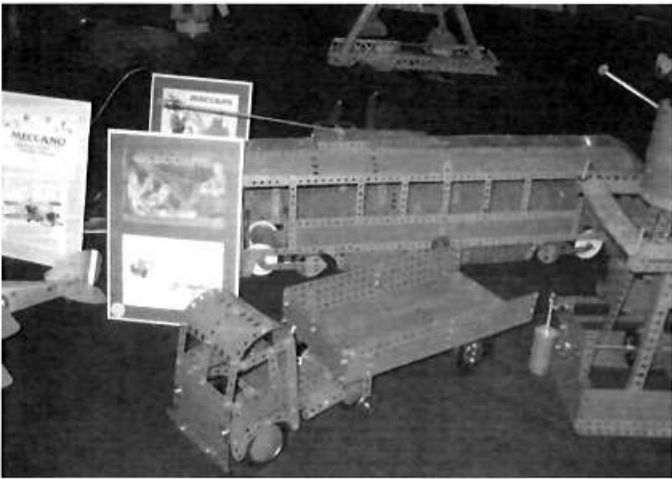
There assembled were a large group of Meccanomen and partners (**Peter & Jan Hancock, David & Elizabeth Wall, William & Pam Irwin, John & Cora Denton, Simon Moody, Les & Shirley Megget, Keith McCallum, Bob Prescott, Stan Baker, Brian Peterson, Max George and Rowland Jaspers**) all ready to unload the van and get into the display area. However there was a problem because of another dinner event on the same floor we weren't allowed to our site till after 7pm. **Robert Vale and Don Flowers** arrived to set up their models, in Don's case his large, as yet incomplete, excavator.

Finally about 10pm we had set up the tables and their covering cloths, carefully missing the highly fragile floor



Bob Prescott and Max George discussing models.

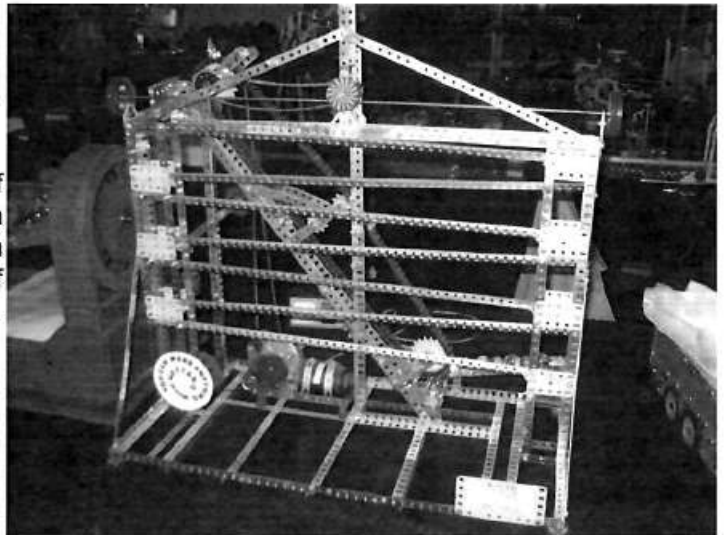
lights, with many of the smaller models to be taken out of their boxes and put out the next morning. The Te Papa staff were wonderfully supportive and put on a meal of pizza and drinks sometime after 8:30pm, by which time most of



Light Red-Green models on display.

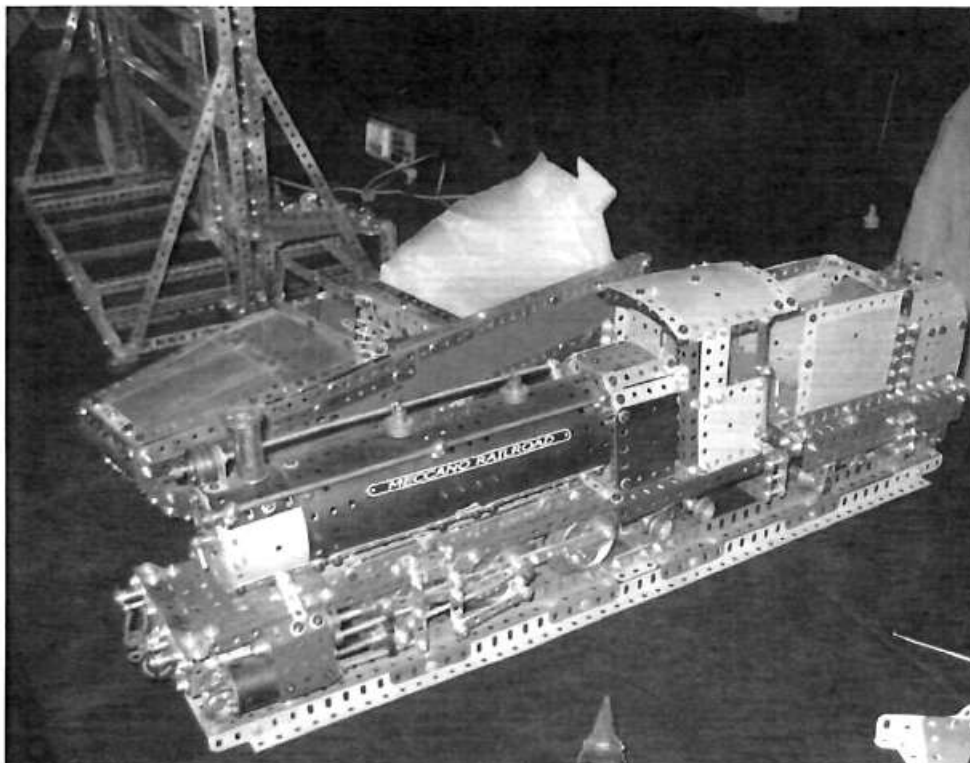
us thought our throats had been cut!

Saturday morning dawned fine and warm and we again assembled at the Museum from 8am onwards. When I arrived Peter was being interviewed by a NZ Radio reporter and I rushed to get my crane up and running. This radio interview was 3 weeks later broadcast on the National programme, much of it William telling everyone about his mini-differential analyser, which he had on display. All the models had found positions on the tables and John's mezzanine shelves, and it indeed looked a great sight. The staff were amazed just how large the display was.



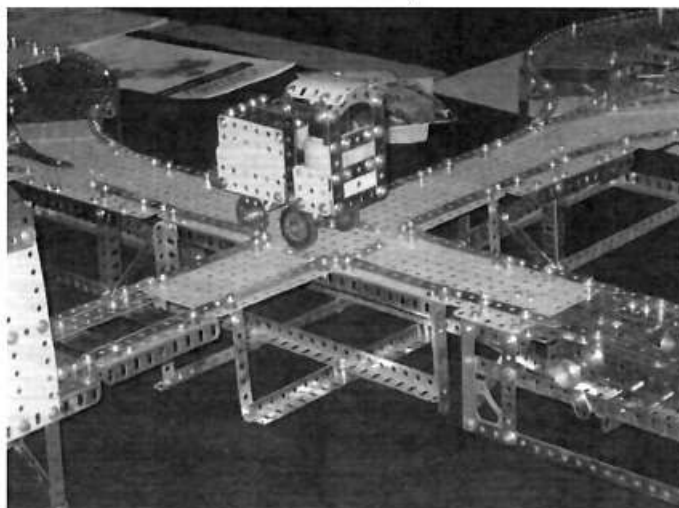
Daryl Anderson's Ball Roller, a real crowd pleaser.

At 10am the queuing crowd outside were let in and from then till closing at 6pm it was all on for young and old. I almost lost my voice with all the talking and answering questions. The usual question: "How long did the crane take to build?" being answered what seemed like hundreds of times. Note to self: Record the answers to the obvious



questions and play them back at Palmerston North when asked. Everyone was very busy all day and Peter had a continual group of children and bigger children building models at the "do it yourself" table. There were two "Tricky Tracks" on display one by Bob Prescott and the other by Max George. Simon's tower crane was getting a lot of attention, although a stripped geared motor rendered it a manual model. Simon's crane and my crane together with the late **Lindsay Bond's** Eiffel Tower (arranged by **Paulette Morton**) were competing for the highest model. Bob's Abba group display was doing its best to drive me mad again with its Mama Mia songs. Those tunes do stick in the memory for several days after you stop listening to them!

There were heaps of smaller and medium sized models on display by **John Denton, Gary Higgins, Peter Hancock, Brian Peterson, Bruce Geange, Daryl Anderson, Stan Baker and his son Andy Li, Alistair Tong and John Freer**. These ranged from 1920s nickel models right up to the latest sets containing almost as much plastic as metal. Every colour ever produced by Meccano, be it English, French, Chinese, Indian or even Argentinian manufacture, was there showing off their 'true colours'. There were several ex-Dealer models on show, including Alistair's rebuilt revolving (on a spit) motor chassis. My apologies if I have left anyone out but trying to remember which model belongs to which builder when Christmas and New Year have intervened isn't easy for an ageing brain like mine (and I didn't have time to take extensive notes over the weekend).



A portion of Max George's Tricky Track (always plenty of spectators watching).

Peter had arranged a very pleasant meal for a group of us at the Ibis hotel, where the Auckland contingent were staying. We all trundled off to bed fairly early that night, worn out but happy at how the day had gone.

Sunday was more of the same, with public viewing from 10am till 6pm, a long day when you are not accustomed to standing around all the time. I think someone said 10,000 people went through Te Papa that weekend, about double that for a normal weekend. It always surprises me how quickly a display can be taken



Don Flower's yet to be completed impressive excavator.

down and packed away. However it did take over 2-1/2 hours to get the van fully packed up and we all left for our separate destinations leaving Peter to get the van and models back home again. This he did the next day without too much drama but it was a long day having to return models to Palmerston North on the way. I can't record my appreciation enough to Peter for his efforts to get the models south and back again. Also his organisational skills were to the forefront with the whole weekend going extremely smoothly.

The staff at Te Papa were rapt with the whole thing and want us to do it all again, maybe in a couple of years time! We may have rekindled the energy needed by then. More pictures of the display models can be seen on the NZFMM website www.nzfmm.co.nz

(Photos by Les Megget. More shots on the back cover)



Some of the hundreds of smaller models on show.

LEARNING MECCANO : "Learning, at its most valuable, is a life-long pursuit that captures our imagination and forms within each person a sense of who they want to be. Learning, when it is more than just the gathering of information or the sifting of facts has the potential to give one direction and meaning." (from Joe Grayland, Director of Professional Development, N.Z. Institute of Chartered Accountants)

I have found one never ceases to learn about Meccano. If you can't do something one way, there is always another way, e.g. to achieve that different gear ratio or to find another length strip that fits better. And for the collectors and historians there are always new versions of early Binns Road history. (Lloyd S.)

WONDERS OF THE WORLD: Students were asked to come up with their own lists of 7 wonders of the world. Their lists were of most of the usually accepted "wonders". Except one girl whose list was: "to touch; to taste; to see; to hear; to feel; to laugh; and to love". (from Hubbard Cereals Clipboard No 99)

MECCANO SET CHANGES: Ralph, on Spanner, points out that plastic bags seem to be standard packaging in all new Meccano sets. He also pointed out that the black bolts have disappeared and that the gearbox cube which used to be in most of the motorised sets has been replaced by a couple of trunnions.

FLANGED WHEELS: Mr. S.P. Dutt notes on Spanner that most recent Meccano sets don't have any large flanged wheels. He makes them with a $1\frac{1}{2}$ " contrate facing a 57t gear.

MECCANO CURTAIN PULLS: After his plastic moulded curtain pull ends started to disintegrate, Mike Dennis thought about turning some new brass ones. Then he thought again. Instead, he used flat trunnions for the replacements. Colour coded. Two red ones on the closing pulls and two blue ones for the opening pulls. They work well.

SOME LEGO HISTORY: From John Hanson on Spanner — The bricks that became Lego were invented by Hilary Page, the founder of Kiddicraft and were first patented in 1939. Kiddicraft Self Locking Bricks were manufactured through the 1940s and 1950s. They were noticed by a member of the Lego company which had just invested in an injection moulding machine (Lego originally made wooden toys). Lego obtained permission to manufacture a metric version of the bricks (0.1mm different in size) in 1949 and bought the rights in the 1950s for a pittance. Hilary Page committed suicide in 1957.

TOYWORLD SALES: Toyworld's November catalogue included an assortment of new Design Starter sets at \$NZ17-99 each, a Super Construction set at \$119-99, an Easy Tool Box at \$29-99 and a Hornby Harry Potter Train Set at \$279-99.



IT ISN'T WHAT YOU KNOW Tony Homden, on Spanner, said a woman in a South London office where he worked had a sister who worked in the Sales Department of Meccano Limited. His sister set him up with a Trade account and Tony was able to buy Meccano at wholesale prices.

FIRST TIME AT TE PAPA: The Te Papa November events brochure had this to say: "Saturday 20 and Sunday 21 - 10am to 6pm - Meccano Display. Prepare for an amazing display of Meccano models, Hornby train memorabilia and historical literature. You can create your own Meccano masterpiece, too! Wellington Foyer, Level 2. Free entry."

MY LOVELY FAMILY: "What would you like for Christmas, Grandpa?" was, as usual, their request in November. "I'll make it easy for you" I replied; "Just one of those small Meccano sets from each of you three, thank you. You know, the very small ones, about 15 or 20 dollars each". Christmas Day came, and do you know what my lovely family gave me? — One Metal Robot set; One set 0708A Maxi Kit Buggy; One set 2729 Design Starter Aeroplane; One set 2511 Multi Models 2; One set 3501 Multi Models 5, and a cake of chocolate. I hope other Meccanomen had as good a Christmas as I had. (Lloyd S.)

CHANGES AT MECCANO FRANCE: An article by Hugh Schofield in the B.B.C. Business News, December 24th 2010, contained a lot of information about M.F.'s future plans. Meccano France has moved much of its Chinese production back to Calais and hopes eventually to have 50% in France and 50% in China. China will serve the United States market where Meccano is sold under the "Erector" trade name. Presumably, then, Calais will serve the rest of the world, including Australasia.

SPYKEE MICRO ROBOT: A Dick Smith Ltd. advertisement on 17th November included one for the IR Spykee Micro Robot, saying it is a fun toy with full movement and infrared control. Batteries were included and the stated price was \$NZ54.99.

CATHERINE CHIDGEY: Ms. Chidgey is the N.Z. author of the partly Meccano themed novel, "Golden Deeds" with its "Meccano" cover. As well as another novel about a wig-maker, she has translated into English, on behalf of Gecko Press, a German childrens' book titled "Donkeys".

THE JOE BELL AUCTION: About 10 N.Z. Meccano modellers and collectors were at the auction but apparently few of them bought much. There were over 250 registered bidders, including train buffs. Stan Baker, who was there, said the trains went at exorbitant prices, largely to overseas collectors. Chris Morton scored a pair of buffers, but nothing else.



Meeting 13th November 2010

by Gary Higgins

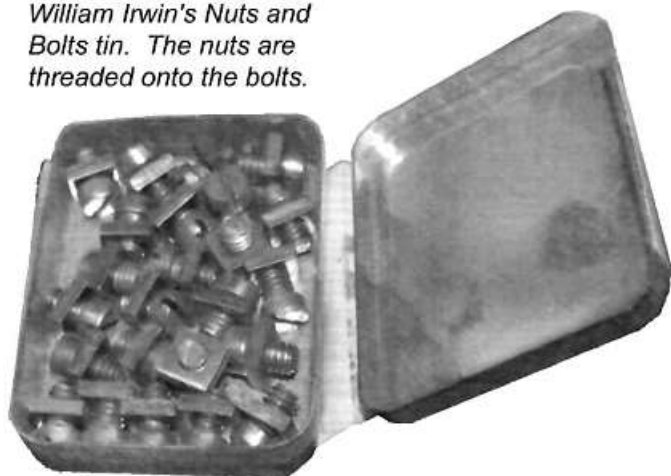
The meeting took place at the home of Les and Shirley Megget in Papakura.

Rick Vine brought along a straight line machine which allowed the user to turn a handle at one end and the machine proceeded to follow a straight line. Rick had also built a fire engine using a Master Builder set 7064 and had made up a Nano Robot kit.

Gerald Hart had made up an impressive looking steam powered truck, an excavator and a nice model of a motorcycle built around a No.1 clockwork motor.

Les Megget has his huge Liebherr mobile crane on display in the lounge and confessed that he did a lot of

William Irwin's Nuts and Bolts tin. The nuts are threaded onto the bolts.



his Meccano modeling there, even though he has a separate room for such activities. I think we all do a bit of this Les.

William Irwin had brought his usual selection of Meccano related club magazines from around the world. Ed: William also had a small tin of 24 unopened nuts and bolts. There had been discussion on Spanner 2 as to whether Meccano spent a lot of time putting the nuts on the bolts of their sets and spare parts. Well William sliced open the yellow paper wrapping to reveal that the nuts were indeed threaded on the bolts, in this case at least!

Graeme Mills had made up a very nice model of a bulldozer international T24

John Denton had made up his version of a cyclic color mixer.

Gary Higgins had brought along a small aircraft modeled in Eitech and a selection of dog-chew tyres in various sizes.

Henry Porter had made up a motorcycle, a side winding plowing traction engine and a tractor along with a full set of attachable implements, all of which worked.

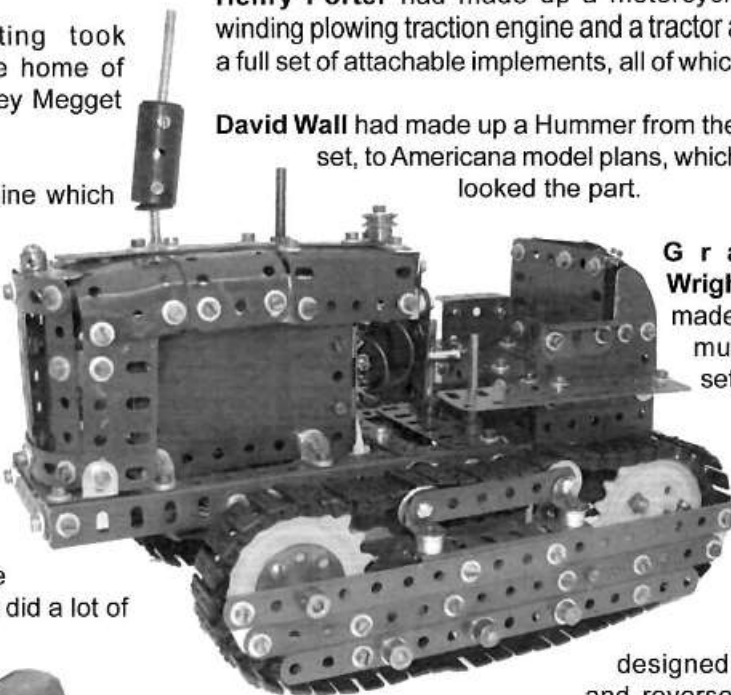
David Wall had made up a Hummer from the big truck set, to Americana model plans, which certainly looked the part.

Graeme Wrightson had made up a 10 multi model set crane.

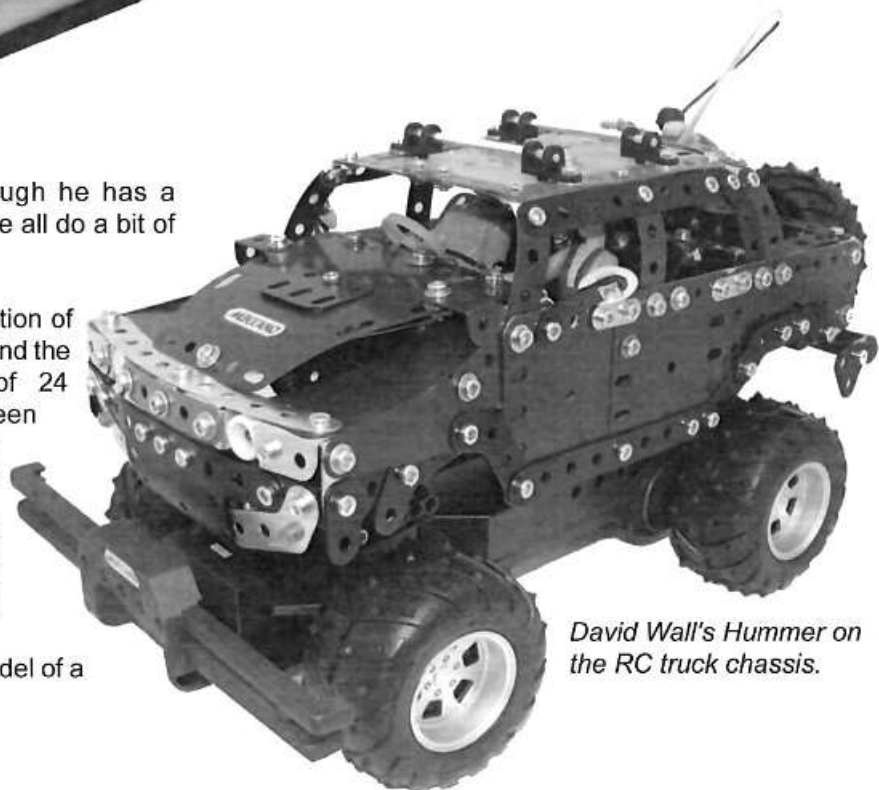
Mike Stuart had made up a very well

designed 5 speed and reverse gearbox driven by a Märklin motor.

Graeme Mill's crawler tractor

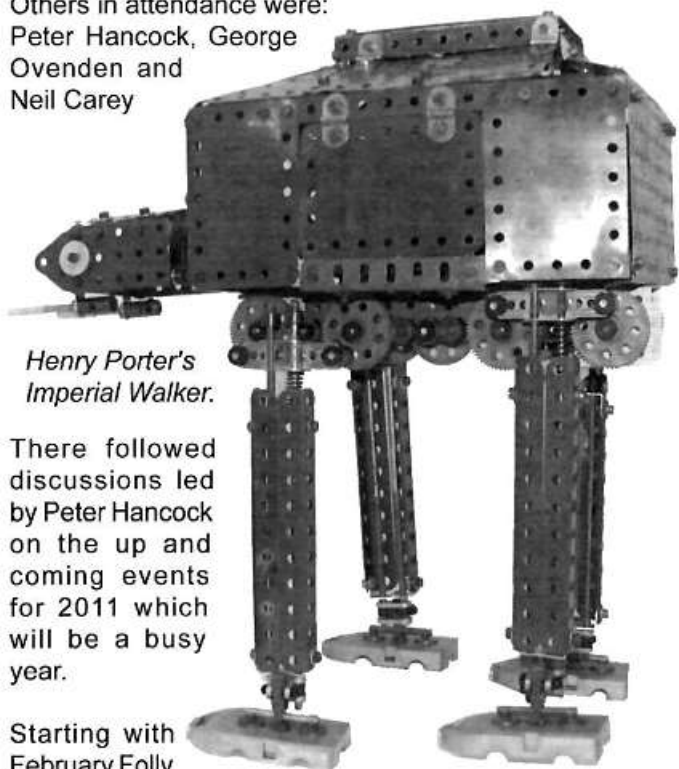


Jeff Clark was in attendance with a large selection of Meccano style gears for sale. He trades under the Meccagear name and has lots of goodies for prospective buyers. Coming up shortly will be a new miniature version of the GRB, which will be eagerly sought after.



David Wall's Hummer on the RC truck chassis.

Others in attendance were:
Peter Hancock, George
Ovenden and
Neil Carey



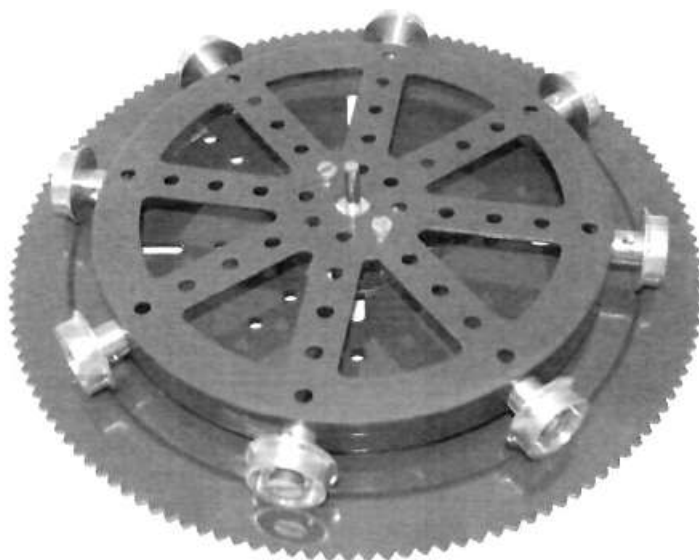
*Henry Porter's
Imperial Walker.*

There followed
discussions led
by Peter Hancock
on the up and
coming events
for 2011 which
will be a busy
year.

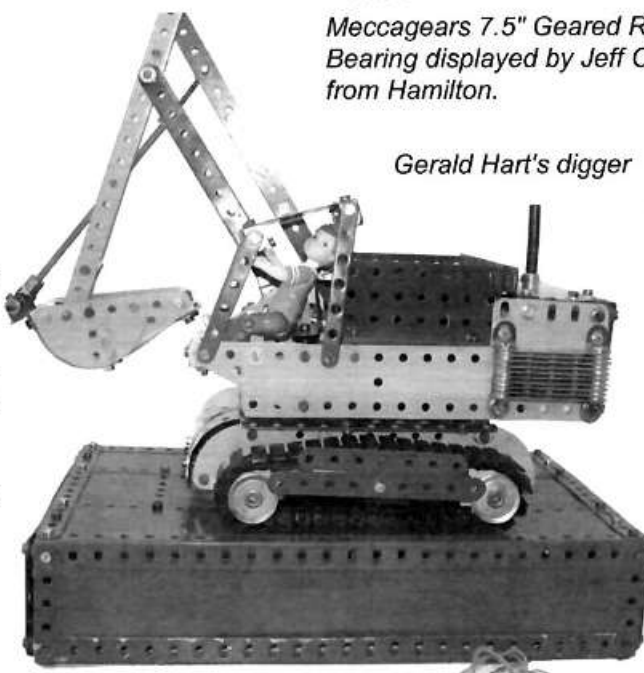
Starting with
February Folly
in Taupo, then
the Easter convention in Palmerston North, Model X in
Auckland at Queen's Birthday weekend.

Details were also finalized about the Te Papa exhibition,
which by all accounts was a roaring success (see the write
up in this issue).

An excellent afternoon tea was had by all and we look
forward to the next meeting in Howick
All photos by Gary Higgins.



*Meccagears 7.5" Geared Roller
Bearing displayed by Jeff Clark
from Hamilton.*



Gerald Hart's digger



A Look into the Past.

This historic photo of NZ Meccanomen at a get-together in New Plymouth in 1987 was scanned from the late Brian Buchanan's scrapbook by William Irwin.

Those in the picture are:-

Back Row: Brian Buchanan, Robin Rye, Simon Moody, Lindsay Bond and George Ovenden

Front Row: Bruce Neilson, Don Blakeborough, Don Wilson and John Jordan.



Report of Meeting 1st October 2010

Apologies: Robert
Vale, Simon Moody

Agenda:

The meeting was held at
'The Leisure Centre' which is
one of the numerous facilities at

Lou Nichol's village in Paraparaumu. This venue proved to be perfect for the meeting being central to many members and a large space to allow larger models, as a result there was a very good turn out. It was very nice to see Brian and Nancy Jones at the meeting.

Campbell went through a couple of recent emailed ads for number 10 sets from Daryl Anderson and John Ince. In addition John Ince had a list of parts for sale at very reasonable prices.

The February Folly details were discussed details at the end of these minutes.

The NZFMM Exhibition Easter 2011 22-24 April was discussed and members notified that the Friday is now a non exhibition day and is for setup and members only. It was also noted that the MWT were combining with the Wanganui Race way the week before the NZFMM exhibition should anybody be interested.

The auction of the late Joe Bell's Meccano etc was briefly discussed as the catalogue is now available.

The Christmas Dinner was discussed and it was decided this would serve as the next meeting. Cookies at Paraparaumu was chosen again to make organisation and access simple. Subsequent to the meeting Lou have arranged the booking for Saturday 18th Dec at Midday. Lou and Reg are working on possible after lunch activities so any suggestions would be appreciated.

Bryan Jones and Laurie Webb's model of the Unimat Tamer is now on the manufacturer's web page.

<http://www.plassertheurer.com/en/aktuelltv/index.htm>

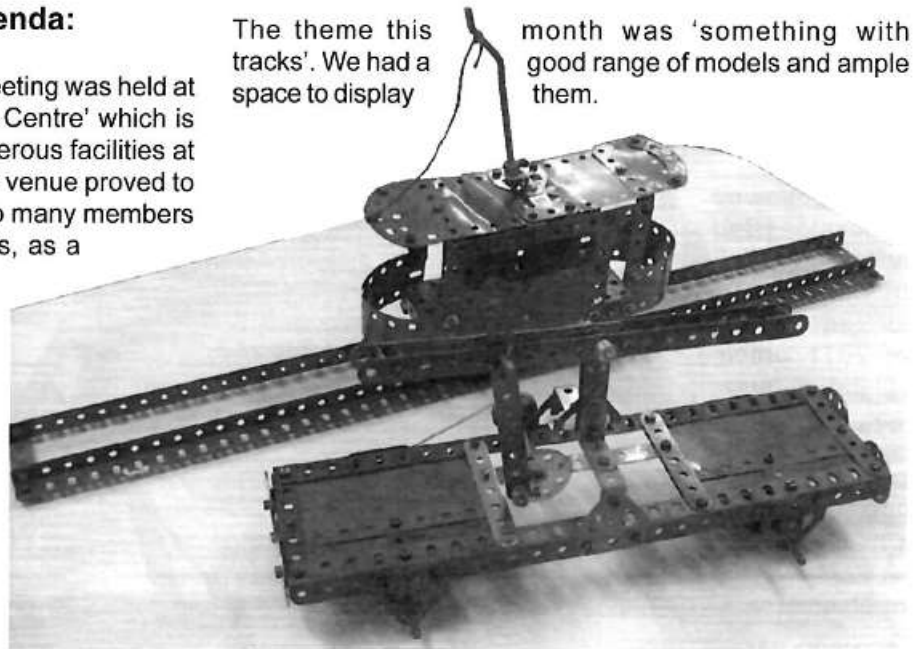
Find the third entry 'short reports' and click on video.

After the meeting we all enjoyed a very nice snack and watched the AK Meccano Exhibition 2005 on the Leisure Centre projector, even though it was getting late none of us could leave the models were such an inspiration.

Models and Themes:

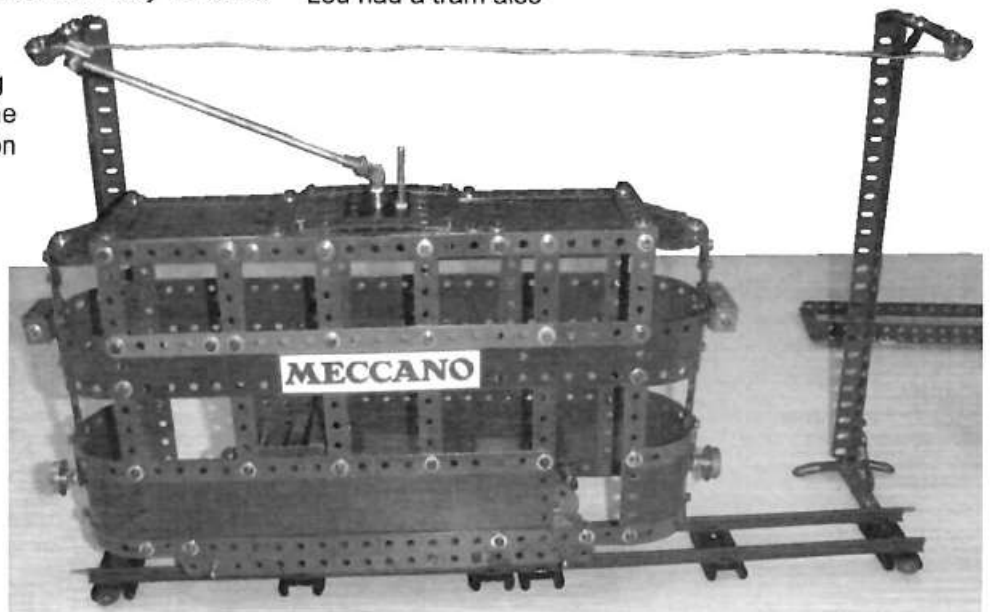
The theme this
tracks'. We had a
space to display

month was 'something with
good range of models and ample
them.



Here is Reg's Tram and Jigger

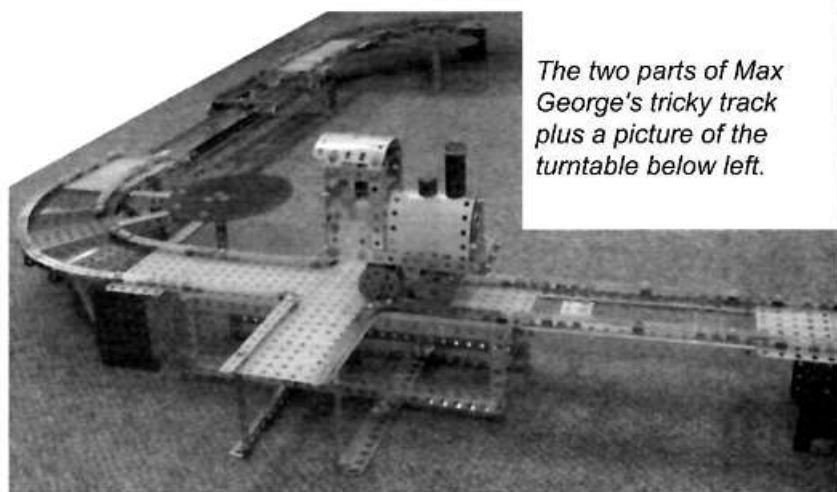
Lou had a tram also



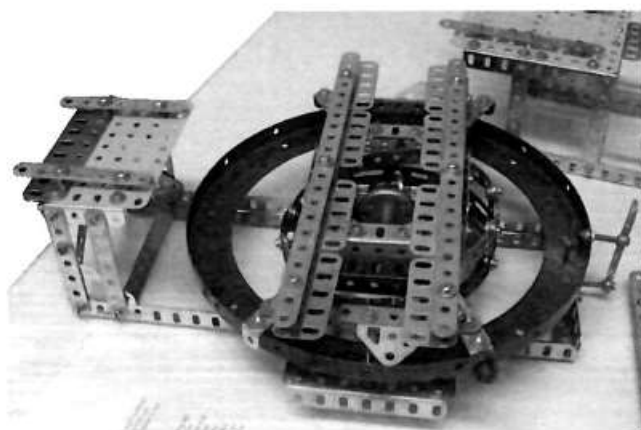
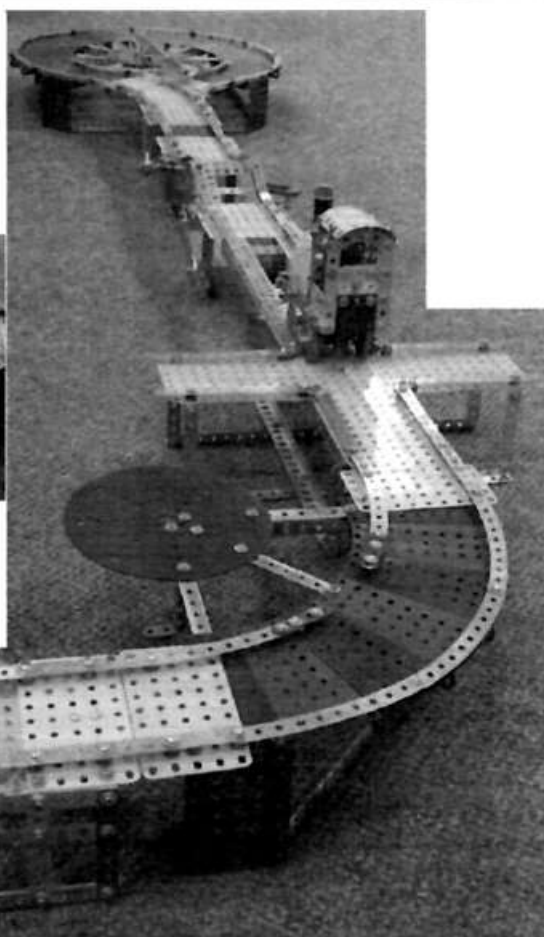
Max has been very busy with a fantastic train and track. The action of the train is just brilliant as it trundles along its track and associated obstacles.

And there are more obstacles to come, along with many hours of adjustment I suspect.

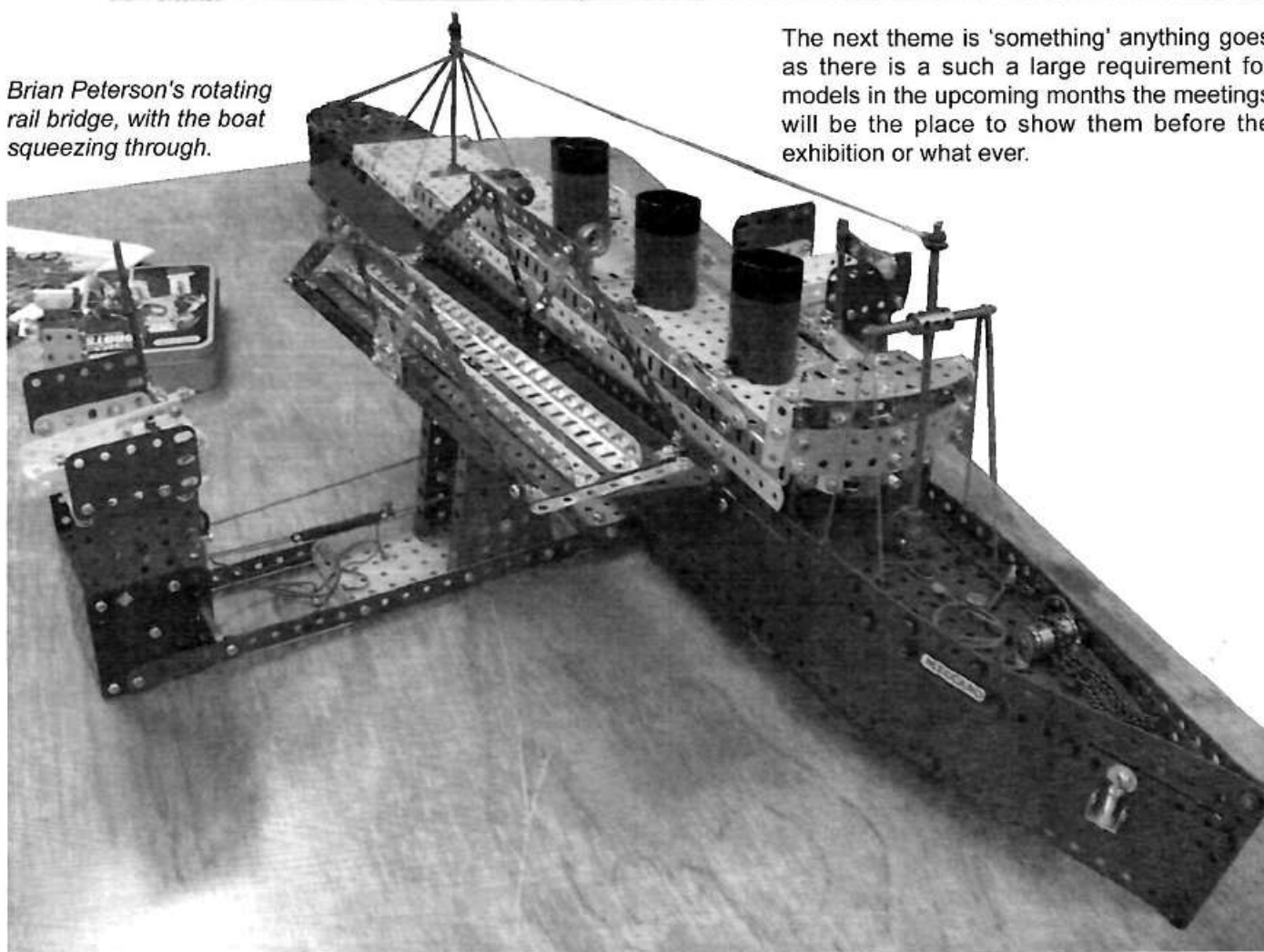
Brian brought his rotating rail bridge. He says the boat was just to prove the bridge worked albeit a tight squeeze.



The two parts of Max George's tricky track plus a picture of the turntable below left.



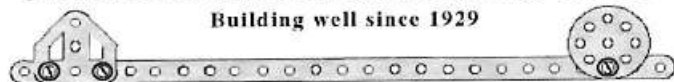
Brian Peterson's rotating rail bridge, with the boat squeezing through.



The next theme is 'something' anything goes as there is a such a large requirement for models in the upcoming months the meetings will be the place to show them before the exhibition or what ever.

CHRISTCHURCH MECCANO CLUB

Building well since 1929



February 2011 Quarterly Report

by Mike Howse

Following the Sept 2010 earthquake Christchurch has continued to get reasonable size aftershocks, whilst surviving the main quake in September with only minor damage, our club rooms has succumbed to the aftershocks. We normally meet at the Cranmer Bridge Club at 25 Armagh St Christchurch, but the aftershock damage to the building may require it to be demolished.

So the CMC is looking for a new home for a year or so, as of going to press we are still attempting to finalize suitable premises. We will be able to let you know further details in the next issue.

Even though we are homeless, club members have still been very active in displays and model building.

During November 2010 the club was invited to put on a display at the Ferrymead Historic Park during their public open day. The day was fine and we had an excellent turnout of members and models.

Feedback from the general public was very positive.

In December club members also provided a display of Meccano Models at the annual St Christopher's Church Christmas function for less fortunate children. Peter and Hilary Satterthwaite, Cameron McFarland and Roland Jaspers provided an excellent selection of display and hands-on models.

As usual, the club's December meeting was very well attended by members, partners and children. We had approx 45 people attending. President, Neil Pluck, in his address to members, thanked everyone for their continued support of the club by producing and displaying excellent models throughout the year. The winners of the best models produced over the year were announced also.

Grade of Modeler	Name	Prize
Experienced: 1st	Neil Pluck	Remote Control Car
Experienced: 2nd	Hugh Aston	20 - Model Set
Experienced: 3rd	John Hamlyn	Large Robot
Novice: 1st	Josh McCormack	30 - Model Set
Novice: 2nd	Finn Aston	20 - Model Set
Novice: 3rd	Joy McFarland	Large Robot

Following the prize-giving the meeting was concluded and very nice supper was served and enjoyed by all present.

Upcoming events include a display at the Sefton A&P Show in February and the NZFMM Convention at Palmerston North in April.



The Display at Ferrymead.



Some of the Models in the Display.



Long Serving Member Graeme O'Neill enjoying the day.



Peter & Hilary Satterthwaite at the Ferrymead Display.

MWT MECCANO CLUB

February 12th 2011

by Lou Nichols

The weather for our first meeting for 2011 was, as they say, "one out of the box". I am sure it was the first MWT meeting

where all the doors were able to be left open to let the very light breeze that was blowing make the atmosphere pleasant enough to hold the meeting.

Viv Alexander did not disappoint with his contribution of Meccano collectables. First up in immaculate order was a French Meccano Electrical set from 1920. It is just as it came from the factory with the components still tied down. Following on from Daryl's Meccano envelope reported in the last NZFMM issue, Viv has also obtained one, with the contents as follows:

- A 1916 The Meccanograph Manual of Instructions
- The Meccano Magazine for July/August 1917
- Meccano Competition Entry Forms
- An advertising leaflet

Graham Hawtree also brought along collectables but of the present time, viz: three very nicely produced embroidered patches with a Meccano theme. The only clue

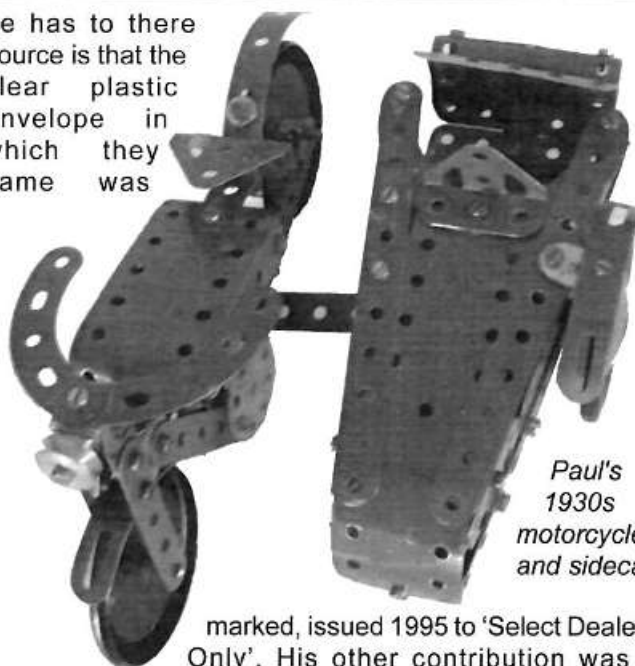


1920s Electrical Set



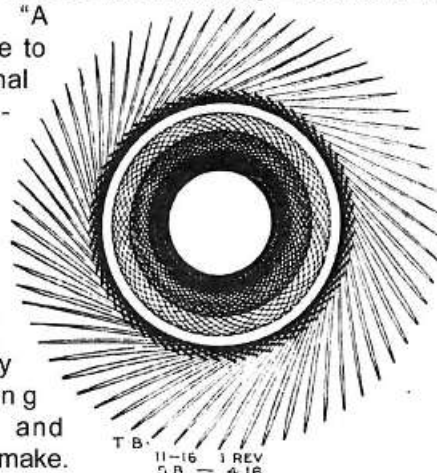
Graham's patches.

he has to there source is that the clear plastic envelope in which they came was



Paul's 1930s motorcycle and sidecar

marked, issued 1995 to 'Select Dealers Only'. His other contribution was a computer disc he purchased from Timothy Edwards in the U.K., entitled "A Companion Volume to Metal Constructional System V1.0 - Originally compiled by Frank Beadle updated 2003". Graham has had the disc printed out into four volumes and very interesting reading and viewing they make.



From the 1916 Meccanograph Manual.

Onto the actual Meccano models. Referring again to the Nov. 2010 NZFMM magazine, page four, Bob Prescott brought along 'The Simple Puzzler' that is intriguing to watch in operation. When

(continued at the bottom of page 27)

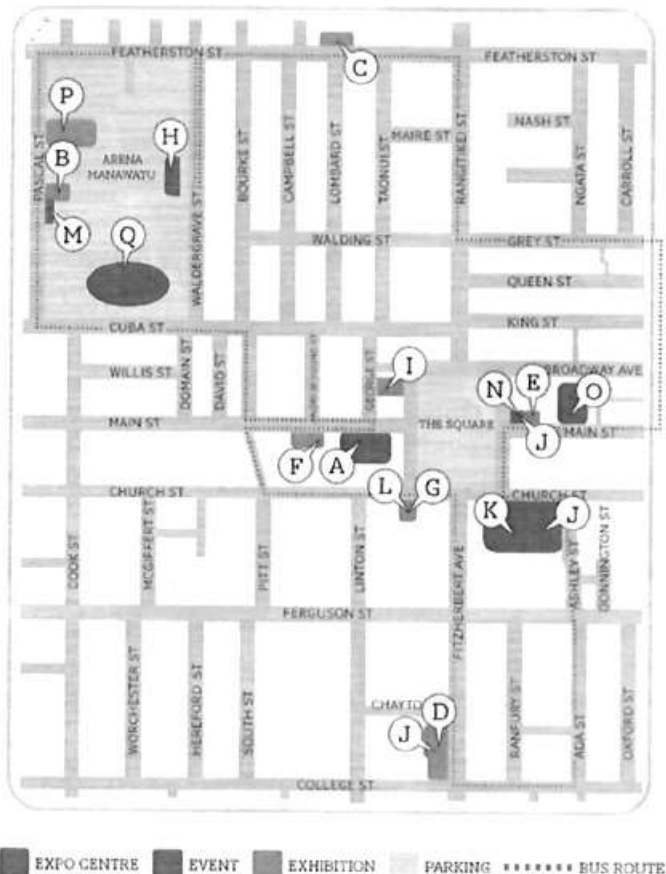
Alistair Tong 1942 - 2011

The MWT Club is saddened by the passing of a member of long standing Alistair Tong, at the young age of 68. He was a very active member who was particular in his models, always displaying them to a high standard. Alistair would usually make a model for club theme model meetings, sometimes taking a very literal interpretation of the rules!! Even when he could not attend a meeting, he would still make a model and ask someone else to take it on his behalf. Many will remember the painstaking research he put in to tracking down information on his dealer model car chassis. In his memory we will have this model on display at Convention along with a cow shed model sadly he was unable to complete. Alistair took a interest in young people by showing them the wonders of our hobby and was also the enthusiastic Convener of the model section at the local A & P show which included all construction systems. As well as being a devoted husband to Jocelyn, Alistair was a true family man. A motor mechanic by trade he had a number of interesting jobs in that field as well as in later years security guard and bus driving, both still involving vehicles. Some may not realise but Alistair's other interests included Amateur Radio and a member of the Hawera Repertory Society, performing last year the production of Oliver. There was a great turnout of MWT members at his funeral in Hawera, the church was overflowing and club members formed a guard of honour in respect to our Meccanoman and friend who will be deeply missed.



The 2011 Convention.

Event	Venue	Date	Time	About
Square Affair	Convention Centre	Sat 23rd	10am	Meccano - Working & static models from cranes to a
Expo Centre	Main Street	Sun 24th	to 4pm	Meccanoland at the NZ Meccano Exhibition
				Hornby Trains - A fascinating display including a large
				Working track, models, exhibitions and Hornby Dublo.
				Die cast Toys - including Corgi, Matchbox and Dinky



Square Affair is a weekend celebration of classic toys and memorabilia from the 50s. Exhibitions, events, competitions and a comprehensive film programme will fill the diary from Friday 22nd to Sunday 24th of April this year.

Square Affair is designed for all ages and will have a wide appeal: from avid collectors and enthusiasts to families who love having fun. The Festival will be hosted in and around the Square with most venues being within easy walking distance from each other. 1950s buses will provide transport between the venues, included in the Square Affair Expo Centre fee.

The Square Affair Expo Centre is the one marked A on the map.

As the year gets underway and Easter draws closer, we encourage those who have not yet registered to get your form off to the secretary, Paulette Morton as soon as you can.

Registrations don't close until the end of March but even if you are not quite ready to send in the form, an email to Paulette with your likely space requirements and what type of models you are bringing will be greatly appreciated. This will aid the committee in the layout planning of what will be a unique Convention.

News from John Pond

John has advised us that they have now downsized to a new address:-

6 Heather Meadow
Fraddon
St Columb
Cornwall
TR9 6GA
UK

Our new home suits us fine, but what about the MECCANO?!! A 14ft x 10ft up market garden shed was the answer, where the Meccano is now housed in magnificent splendour!

The photo is of John's 10 year old grand-daughter, Daisy Pond, playing with Meccano at the St Enoder Garden Society Annual Show.



In the foreground is the intelligent Monkey and in the background John's model of the hay bailer designed by Bruce Geange.

Historic Meccano Publications

by Graeme O'Neill

The following article has been scanned from a faded original I hold and then retyped over. The text layout is similar in

style to the original. The grammar and spelling is copied from the original. If there is interest, ask the NZFMM editorial staff, as I have at least the next two issues available. They are not suitable for reproduction as they are very faded.

THE NEW ZEALAND MECCANO NEWSPAPER

Vol.1 No.1

February 15th 1927

GRATIS

Published solely in the interests of Meccano Girls and Boys in New Zealand and Fiji

INTRODUCTORY

My dear Girls and Boys,

The time has now come and trade has become so large, thanks to your loyal support, that we are able to issue a newspaper for your benefit, once every month and it is, only right that, before I tell you all the good news, I should, introduce myself to you as the "Chief Meccanitan" for New Zealand and I welcome all the Meccano and Hornby Train Girls and Boys to join my Tribe.

Many of you, will ask-me no doubt to increase of this paper before we have really started but I must ask you, please, to be patient and if you would really like to help to make it bigger, ask your Chums who have Meccano & Hornby Train Sets, to ask their dealer for a copy NOW. Our object is to provide you with competitions and all the latest information concerning Meccano & Hornby Trains, whilst as soon as our circulation becomes sufficiently large, we shall add other articles of general interest. In the meantime, I shall be pleased to have a letter from you telling me all about yourself and I shall be glad to answer any questions you may choose to ask should such lie within my power.

Be on the watch for the next issue, because as soon as our tribe swells, we shall be able to undertake many things. Here are two problems for you.

CAN YOU DO THESE?

It is required to subtract 45 from 45 in such a way that 45 is left. How is it done?

Required to make one word from the following seven letters, (using all the letters) EDORNOW

Answers next month.

A prize of 2/6 will be awarded for the first letter opened by me on 21st February obtaining a correct solution of the above.

COMPETITIONS

For Modelbuilders:- Prizes of £2-2-0, £1-1-0, and 10/6, worth of Meccano products will be awarded to the boys who construct the best model from parts contained in a No.0 Outfit using as many "Meccano" FLAT PLATES as possible. You will also be allowed to use extra nuts and bolts but otherwise the model must be constructed from the parts in a No. 0 Outfit plus the flat plates.

Photographs or sketches only must be sent and they must bear the constructor's name address and age. A list of parts used must also be enclosed. Models must be the sole work of the competitor, but the sketches or photos need not be necessarily be the work of such. Photos will be returned if postage is enclosed. Address your entry to "THE CHIEF MECCANITAN", P.O. Box 129, AUCKLAND. AND MARK THE ENVELOPE "OUTFIT COMPETITION". COMPETITION CLOSES MARCH 10th 1927 At 4:30pm, Results in May issue.

FOR ALL OUR READERS. - For the two best letters containing suggestions for the improvement of this newspaper two prizes of Meccano Products value 5/- each will be awarded. Entries close 10th March and must bear your name age and address. Address your Envelope to "THE CHIEF MECCANITAN", P.O. Box 129, AUCKLAND and this should be marked "IMPROVEMENTS" competition.

NEW MECCANO GOODS.

Miniature "Dunlop" Cord Balloon Tyre No.142A to fit 2" PULLEY WHEEL No20A price 6d each

An accumulator 4volts 20 amp. price 42/- each

Supplies of the above are due in New Zealand about March 7th.

Now stocked by all dealers

Riviera Train Sets, The ideal Model Train for New Zealanders.

IN OUR NEXT ISSUE

The Chief Meccanitan's Letter
brainy.

Model Building Competition
Notes and news of the month.

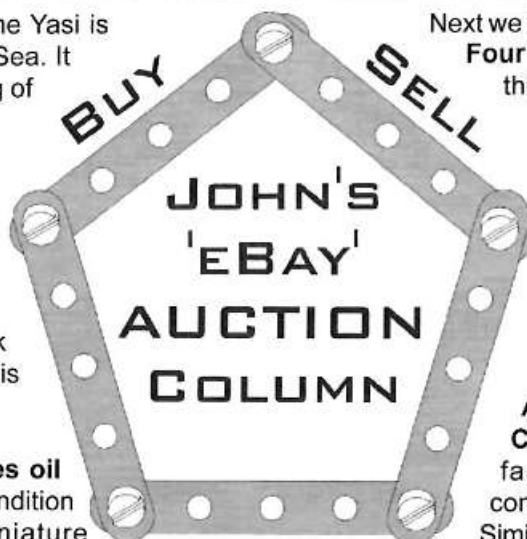
Photographic Competition An advertisement "Treasure Hunt"
How to obtain a Riviera Train Set and Control Outfit for sixpence

More problems for the

*With all best wishes,
Yours sincerely,*

the Chief Meccanitan

As I write this report Tropical Cyclone Yasi is bearing down on us from the Coral Sea. It is a very intense cyclone with a rating of 5 which is top of the scale. We have all been preparing for it for the last few days and in some way it will be great when it is all over. There could be much damage and hopefully very little human life loss. We have a number of "extra" guests who have taken refuge with us. Lets take a look at some of the 'goodies' we have this time.



Next we have a most unusual and unique item. **Four Meccano Dinky Mugs.** Apparently this chap used to work in the Meccano offices for many years. These are a set of four unused mugs, dark blue in colour with green lettering reading "Meccano 1979 Dinky Die cast toys." They are by Kiln Craft and still in their original packing. No cracks or chips. A real collectors item- NZ\$110.

A Meccano Hornby Speed Boat Club enamelled Lapel Badge 13mm face diameter c1930s in excellent condition. Very Nice condition. NZ\$50. Similar to a Dinky badge but for the Hornby

Speed Boat Club.

Always an eternal favourite- **A Kayes oil can.** This one in particularly nice condition and sold for NZ\$230. These miniature seamless oil cans with piston pump, handle and rigid spout were made by Kayes of Leeds; the leading oil can maker, for Meccano Ltd. . The oil can is made from red and yellow brass that are a copper based alloy. This leak proof design is 9 cm (3.5 inch) long and 2.4 cm (less then an inch) tall; it is marked with Kayes logo 'K' on the side and stamped at the bottom 'Meccano'.

No 2 Meccano Constructor Car Clockwork motor. To be used with the Meccano Car Constructor Sets of the 1930s. Not boxed but in great condition, blue in colour. NZ\$210.

1955 Hornby Dublo Price List/Catalogue. This is a four-page fold out, this one has some small tears, etc but the most interesting feature is it is for the Kenya, Uganda, Tanganyika market. Quite rare- NZ\$110.

Now let's look at a nice Märklin set- a distant relative of Meccano. This is a **Märklin Elex 1053.** The Elex sets were Märklin's Electrical Sets. There was the 1052, 1053 and 1063. The set looks complete and in great condition. Sold for the reasonable amount of NZ\$280.



The Meccano Dinky mugs.

A yellow plastic **"I have visited Meccano Ltd"** badge in very good condition, 19mm across. This is the first one I have seen like this, presumably given to visitors to Meccano. Sold for NZ\$50.

Mogul Tractor Digger, Boxed. This item is in great condition and the Box is in similar condition. Made during the 1970s. A great addition to a Mogul toy collection. NZ\$64.

"Unda-Wunda" Toy Submarine 1966 Sutcliffe Models, 1966. This Clockwork tinplate Sub. Is New Old Stock and so has never been used. Measures 9.75 inches or 25cm. These are really cool items and Sutcliffe Toys are very collectable. Sold for NZ\$190.

Unsure how much longer we will have power so will now sign off. My best wishes for a highly successful Convention in Palmerston North. It is always a great time to catch up with new and old friends.

John Hansen
Cairns



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 Saturday 14th May from 2pm at David & Elizabeth Wall's home, 45 Kath Hopper Drive, Orewa.

MWT Meccano Club.

President - Don Blakeborough

Secretary - Paulette Morton - Ph 06 323 8001

Meetings at 2 pm. Next meeting Saturday, April 9th 2011 at the St. Luke's Church Hall, cnr. Cornfoot and Manuka Streets, Wanganui.

Wellington Meccano Club.

President - Campbell Morrison - Ph 04 528 8624

Secretary - Simon Moody - Ph 04 528 3032

Contact - Lou Nichols - Ph 04 297 1515

Meetings at 7.30 pm on first Friday every second month.

Next meeting April 1st 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 Papanui RSA Club, 55 Bellvue Ave or No 1 Harewood Rd., 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 May 2011 issue of NZFMM Magazine should be sent to Les Megget and John Ince well before 10th May 2011

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

(continued from page 23)

set in motion and with the polarity in one direction the two one inch pulleys reject a $12\frac{1}{2}$ " girder placed over them, but reverse the polarity and the girder sits happily in one place

Paul Vodanovich brought along two models with widely spaced years of design, a 1930s motorcycle and sidecar and a 2005 Snowmobile in grey and green plastic in which the electric screwdriver becomes the drive for model. This latter model from the Speed Play range of models. An interesting way to view the development of the system.

Alistair Tong was remembered today with Daryl bringing along Research brochure on the Revolving Motor Car Chassis which he commenced in 1998. A most interesting

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.

Replica Meccano and Compatible Parts

NZ & Australia Distributor for **Ashok Banerjee** Parts. Fast Delivery - Most extensive parts stock held in the region. Competitive prices and no minimum purchases. Payment by transfer to bank account in Australia or NZ or PayPal. Will dispatch by courier or airmail to anywhere in the world

New Parts introduced recently or coming available in next 3 months include:-

Quality **Bowden cables** made to order

Bush wheels, cranks and other brass bosses supplied with integral precision **Ball Bearings** to exact Ashok Axle dimensions for frictionless bearings

3 size ranges of high efficiency **1.5 ~ 6 volt Motors** with Meccano compatible mounts and drive shafts. All available in 10, 25, 50, 100, and 250 rpm. Smallest fit inside a Pt 11 double angle bracket.

Precision variable 0 - 32 volt, 0 - 3.2 amp regulated **Power Supplies**

230 volt **Synchronous Motors** fitted on Meccano flanged plate. Sold complete with with junction box and and power cord

Good range of **Ash tray tyres**

Money back guarantee if not satisfied

Price list in PDF, Excel or by printed copy (30 pages)

Contact Stan Baker nzmeccanoman@gmail.com

PO Box 10 012 Wellington

Phone +64 4 566 7150 or +64 21 421 750 mobile

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.

and well compiled brochure. For those of you who knew Alistair he rescued a Meccano Revolving Motor Car Chassis, which he successfully rebuilt. The actual origin was never quite sorted out but Alistair found out a lot about Meccano Motor Car Chassis.

Lou Nichols and Lloyd Spackman each brought along several small models each. Lloyd with a collection of aeroplanes and Lou with Meccano miniatures with display stand and revolving twin turntable. These models are a start for the forthcoming Convention.

Our model theme was for a model to fit within a 6" cube. Two entries were forthcoming, a very nice little motorcycle from John Ince and a thrust bearing from Hugh Ramage using parts from the latest kit sets and colours.



William Irwin's Mini-Differential Analyser and written display material at Te Papa (Photo: William Irwin)



Very nice Merry-go-round at Te Papa. I think the builder was Keith McCallum.



John Denton's Red Arrows emerge from the clouds.



Figure 5: Les Megget's Liebherr Crane on show at Te Papa Museum, boom about at 40% extension. Full story on page 8.