



NZFMM MAGAZINE

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At the Convention - here is Simon Moody operating his Tower Crane. In the background is Brian Hickson's Wind Machine.

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NZ Federation of Meccano Modellers Magazine

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

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Well another biennial Convention has come and gone and what a good one it was too. The whole Easter was very well organised and went without a hitch from my viewpoint. The ground floor site for the Meccano display was just the right size for the number of exhibitors, although my crane's boom threatened the ceiling tiles and roof beams occasionally!

A truly great range of models were on display. I thought the standard of modelling was better than the 3 other Conventions I've attended. I gather the exhibitor's voting was very close, showing the consistent standard of models wishing to be judged. It was a pleasure to again welcome John and Pam Pond (UK) and Graham and Mary Jost (Melbourne) to our Convention, thus making it an international convention.

The dinner at the RSA was just what was required; good basic grub and plenty of it, all at a very reasonable price. I'm sure everyone enjoyed the evening immensely. A total of 12 hours of public display over 2 days was enough for me; my feet aren't used to standing for that length of time. There was a good crowd through on both days with all the usual questions, namely "How long did it take to build that crane and what did it cost?" I modified my answers a bit over the weekend! The children seemed to get a lot of fun from everything on display and I was impressed with models built by our junior members.

The only thing missing, in my opinion, was the model-walk-around. I believe the modellers enjoy briefly explaining their models and it certainly helps the viewers to decide on the merits of the models and how to cast their votes. There was plenty of time to chat with new and old friends on the Friday set-up day, but of course I could have spent more time chatting, as I'm sure we all could. I thought the balance between convention and exhibition was about right this time.

The Hornby train display upstairs was impressive. It was just a pity I didn't find more time to examine each layout and display in more detail. Peter Hancock's Meccano building table on the mezzanine floor was very busy and hopefully we may have converted a few junior modellers to Meccano and away from that L*** stuff!

My sincere thanks go to Paulette and Chris Morton and Daryl Anderson and their committee for organising such a memorable Convention. Now we Aucklanders have the challenge of organising the next Convention in 2013, at least to the same standard. That won't be easy.

(continued on page 3)

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The Design and Making of a Scale Model

by Les Megget

Part 5: The Final Bits

Fly-jib:

The 37" long fly-jib for the Liebherr 1050-3.1 mobile model crane was added after November's Te Papa display. This used mainly 12 $\frac{1}{2}$ " Narrow Girders for the 4 corners and Rod and Strip Connectors with varying lengths of Axle Rod for the truss web members. This proved to be quite heavy at 1.7 kg and I reduced the weight by replacing the Axle Rods and connectors with original green Meccano cord, see Figure 1. This reduced the fly-jib's weight to 0.7kg. That doesn't sound much but when you have the fly-jib attached to the boom head with the boom flat the fly-jib adds about 25% to the force in the luffing cylinder due to the extra moment of the fly-jib being that much further away from the luffing cylinder's top pivot (the reaction point). The estimated force in the luffing cylinder piston rod was now approaching 140 lb, and any load on the hooks will of course increase that! The 4-section boom weights in at 5.5 kg (12 lb).

The prototype's fly-jib is a 2-piece bi-fold job, which is attached to the boom head with 4 pins, and when 2 are removed the fly-jib can be folded back against the right hand side of the boom when not in use. All 4 pins are removed when the main boom alone is being used. Because of the extra length and weight I decided against modelling the outer fly-jib section. The angle of the fly-jib relative to the main boom can be adjusted to 0, 20, 40 and 60 degrees by use of yet another hydraulic cylinder on the prototype. I used a couple of long rods running in 5-hole Couplings to give an infinite range of adjustment (see Figure 2). Once adjusted the fly-jib is restrained from drooping further by tightening 2 black-headed bolts in the long

couplings. The "assembly jib", as it is called is fixed to the boom head and the fly-jib hinges from that. This short jib has a set of pulleys (sheave set) at its end so either the main or auxiliary winch cables can run over them. Alternatively a "hook beam" can be attached to the end of this assembly jib (not modelled here).

At the end of the Te Papa weekend my luffed boom was looking decidedly drunken, leaning transversely to the right by about 10 degrees or more. The whole superstructure was quite wobbly when pushed sideways and obviously needed some strengthening.

This was done by added bracing to the bottom of the vertical support cantilevers (front and back), which support the boom and by increasing the beam depth between these cantilevers behind the boom support pivot. Also I found that my roller bearing supports, front and back, to the carrier chassis were too flexible and I've added extra chassis cross members to support these roller bearing supports. I was relying too much

on these simple supports being cantilevered from the box section, which supports the roller bearing's weight from the crane above. The overturning moment of the crane is substantial with everything loaded up.

Counterweights:

I've only made a single top counterweight section of the 4 flat but curved pieces, which normally come with this crane. It hangs on Threaded Axles from the two counterweight

boxes, themselves supported on brackets bolted to the outer sides of the boom support cantilevers described above. These boxes were tricky to

make as they surround the orange warning lights also built on to the boom support frame, as seen in Figure 3. I had to be able to remove these boxes easily so I could remove the boom support pin when dismantling the crane. The same problem exists with the prototype too but of course you don't usually have to remove the boom when travelling back to base. The main flat counterweights can be removed separately and stored on the carrier's deck immediately

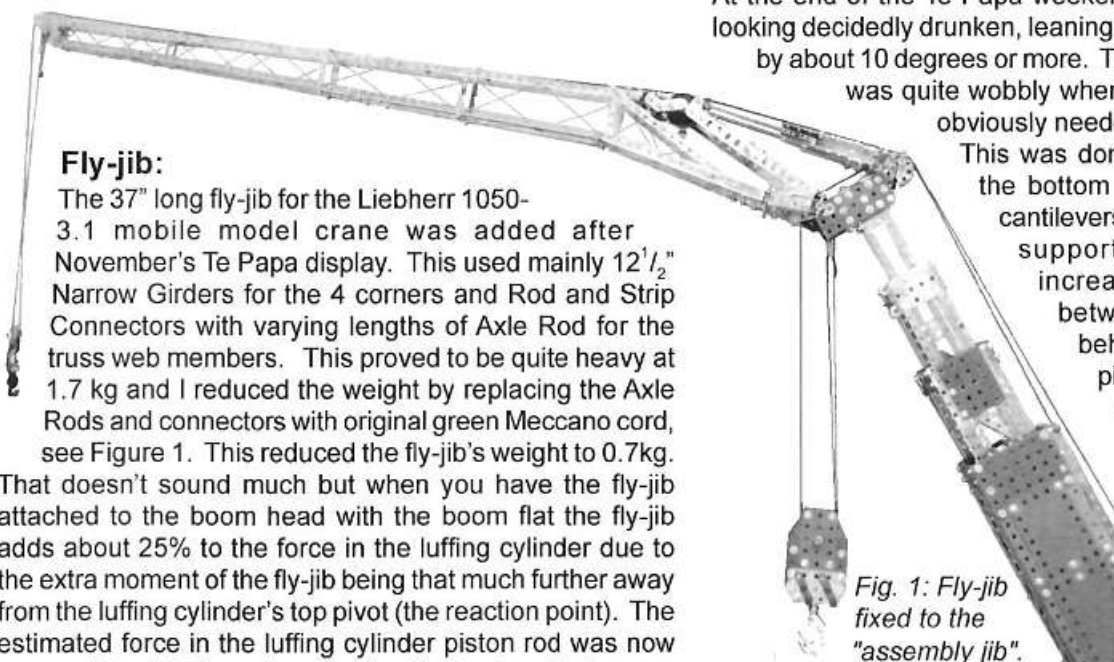


Fig. 1: Fly-jib fixed to the "assembly jib".

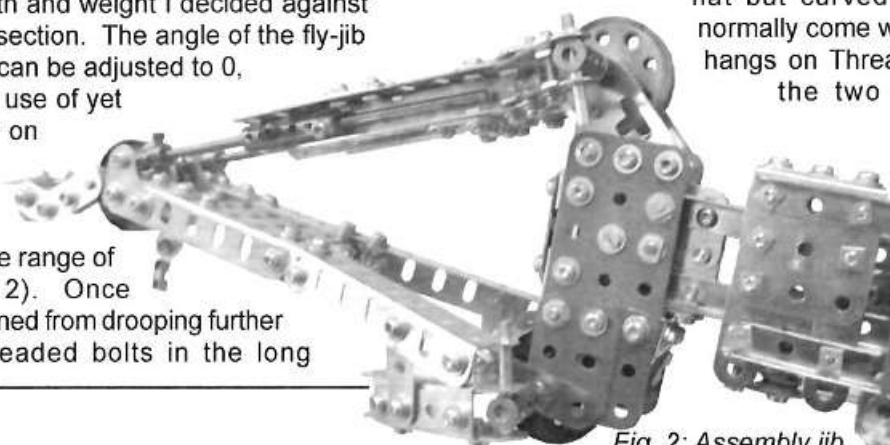


Fig. 2: Assembly jib showing mid-angle position.

(continued from page 2)

Peter Hancock was re-elected as our President for a 2-year term at the AGM, held on Good Friday evening. His main aim is to write, to introduce and to get ratified a clear and straight-forward (simple English) NZFMM constitution.

Another February Folly next year is being planned by Simon Moody at Taupo and full details of the modelling challenge will be in the August issue.

Happy winter modelling to you all. - Les Megget.

behind the engine. This better balances the loads on the 6 wheels when travelling. I didn't fill the counterweights with lead or a multitude of Strips because there is enough weight in the substantial supporting structure. I didn't "go modern" with the blinking hazard lights by using LEDs but used "old-fashioned" 12V bulbs powered from a mini-switch driven by yet another geared motor hidden in the crane's machinery locker. The cab roof hazard light is powered through another mini-switch being turned on and off by the drive from the carrier's drive train motor (engine).

Crane Cab:

The crane driver's cab is attached to the outer left hand boom support. In the prototype, as an optional extra, you can have the cab tilting upwards by up to 20 degrees to facilitate a better view of what is happening at the boom head. I modelled this using a 37 rpm geared motor with a threaded axle running in Threaded Boss attached to the back of the cab, see Figure 4. The cab models the prototype as closely as possible but the only working control in the cab is the switch for the tilting mechanism. I glazed some of the crane cab but didn't bother with the truck

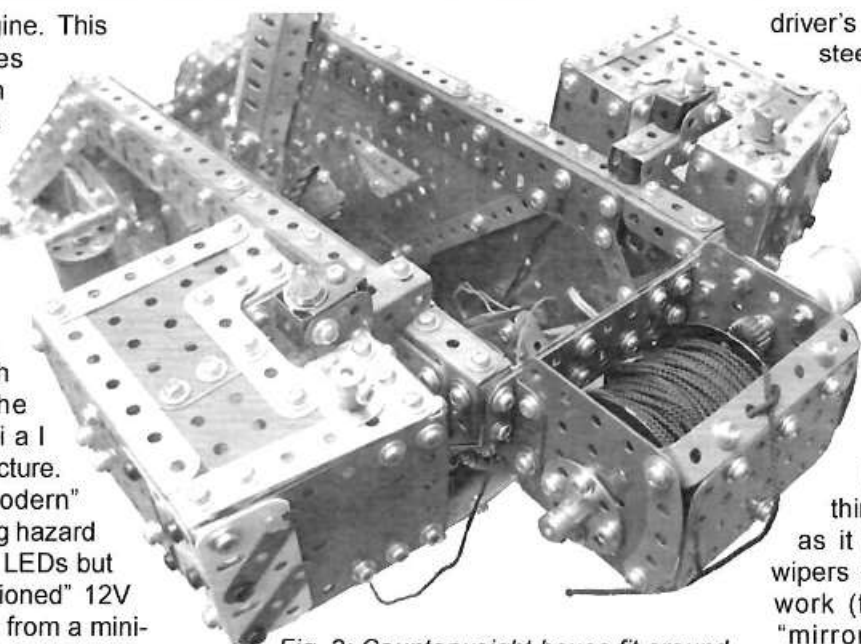


Fig. 3: Counterweight boxes fit around hazard lights. Threaded Bosses screw into flat counterweights slung below.

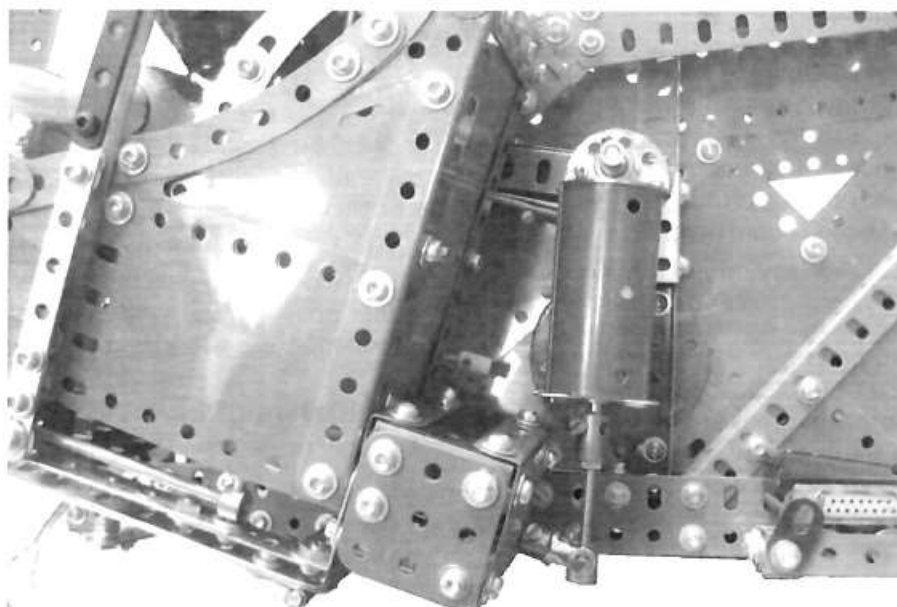


Fig. 4: Crane cab's tilting mechanism. 15rpm Motor hiding in the red (Buz) Cylinder.

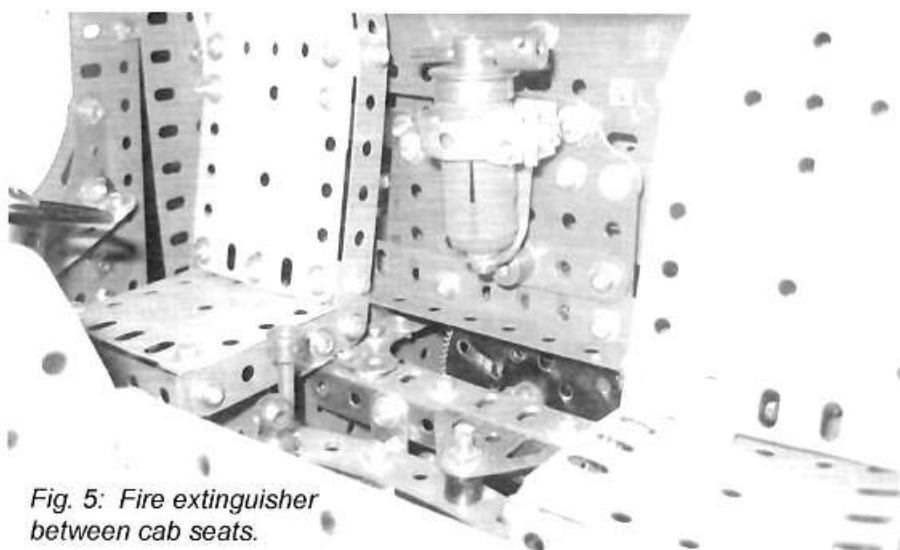


Fig. 5: Fire extinguisher mounted vertically between cab seats.

driver's cab as I needed to get at the steering wheel, gear sticks and the steering mode lever when demonstrating the model. The driver's sliding door works well after several rebuilds and the driver's access step slides out, as per the original.

Finishing touches:

I've modelled most of the lights on the carrier but made the decision not to use real bulbs as there are enough things to go wrong on this model as it is! Mirrors and windscreen wipers are all represented but none work (too many holes in the zinc "mirror" plates). There is a fire extinguisher mounted vertically between the cab seats seen in Figure

5. Now how many of you saw that at the Convention? When my "expensive but nasty" power pack blew up while setting up the crane I might have needed to use that extinguisher!

As is normal with complex models conflicts occur when the model is finally all assembled. I found, at a very late stage, that the crane driver's cab fowled on the engine cover when the crane was slewed with the cab tilt down! This meant moving the cab pivot up half an inch to stop the sliding access step mashing the hand holds on the carrier's deck. It's easy to forget that bolt heads and



Fig. 6: Liebherr crane rebuilding Christchurch at the Convention.

their washer take up over $1/8$ " space. If you get a chance to look at the boom when it is horizontal there is no clear space between the bolt heads on the side of the boom and the inner faces of the boom support because the $1/4$ " designed-in free space each side is taken up with opposing bolt heads. Some how I fluked that and the boom just passes without jamming.

Conclusions:

This model has taken nearly 2 years to design and build with probably 1,500 hours being spent in the process. In many ways it's like designing a "real" structure, as I used to do as a job, except it was buildings in those days. Trial and error is the name of the game and several times I thought "What is the point of all this?" but I'm a determined chap and tend to carry on till I succeed, even if there is a lot of blue language and high blood pressure along the way, just ask Shirley! Finally I'm really pleased with this model; I've at last completed a crane that just about does everything that the prototype can do, without thinking that I could do several things better. That has always been the feeling

with my earlier large cranes. This model just might stay built up for a while but I'm sure to need some of its parts before too long. What next? Well maybe a model that isn't a crane for a change; now that's a thought.

Postscript:

The crane and carrier behaved very well at the 2011 Convention except some how I badly buckled the long Screwed Rod used to extend the boom's second section. I had to partially dismantle it to fully contract the boom before I could travel home! I'm planning to go back to using a winch and cable system to extend that section in readiness for the Model-X show over Queens Birthday weekend. I must have rebuilt the structural steel building frame, supposedly in Christchurch, 30 times over the two public days at the Convention, see Figure 6. People asked how much the crane can lift. Well theoretically it should lift the prototype's capacity divided by the scale (9.4) cubed, which comes out to 20 kg. Well I'm sure it won't lift that much before the winches would begin to slip and the boom would be lying on the ground; 2 kg is more like it!

Report to NZFMM Community on the 2011 Convention

by Roland Jaspers

File Status: Likely to be too long winded

Meccano Experience: Low

Expectation: High

After four great days in Palmerston North I have to declare the 2011 Convention a success. The 2009 Convention was a great experience from a visitor point of view. This convention for me was equally as wonderful from a participant's perspective. From being met at the airport on arrival to leaving Monday morning every person I came into contact with was friendly, helpful and good to be with and talk to. The Friday meal provided just the right relaxed atmosphere and the AGM was brief and to-the-point. I thoroughly enjoyed the food, company and atmosphere at the prize-giving dinner so all round, the weekend was great. Not so great however was my model of the High-Speed Ship Coaler, (L-outfit, Special Leaflet 2). When deciding on the convention model I looked for something robust, but not too technically challenging. The Ship Coaler seemed to fit the bill with its relatively simple mechanical structure, but in hindsight I fear I overreached myself. Building the basic structure from stripped and repainted parts went well. After assembling the tower and the

runways, and building the truck and grab (which was fun because I had no idea how a grab was meant to work) I gave it a rest for some time, as I had great trouble making sense of the section dealing with the various gears and chain structure. After a couple of months of trepidation I finally bit the bullet and went through it line-by-line, with some moderate success.

A month before the show I still could not get the model to work properly, despite good assistance and advice from two club members. My stress levels were rocketing. So a week before the model was due to be picked up by Ross Mitchell (who kindly took all the CMC models to the convention) I decided to remove the motor, fit a simple crank handle and make it a static model. Lo-and-behold, no more stress.

As a beginning modeller I might have benefited from more face-to-face time with experienced modellers, in explaining some of my Coaler problems. With schedules somewhat tight I believe, this proved to be not possible. In the hope that I might get more advice on the basis of this report, I have posed my problems and solutions in a table below. It is the same list as the one which accompanied the model at the convention.

	Problem:	Solution:
1	Late starter in Meccano, so few clean parts.	Stripped and repainted parts in standard colours. (Enjoyable.) Followed Charles Steadman's method.
2	No Meccano Electric Motor.	Substituted MeccParts 16RPM motor.
3	Operation very slow on 16 RPM.	Changed 3:1 chain movement ratio to 1:1 ratio with parts no 31.
4	Gear operation uncertain in movement.	Spring loaded gear shafts to ensure gears are disengaged as soon as the handle is released.
5	Vertical travel by the grab needs simultaneous cord movement from the grab-operating cord.	Attach 0.5" by 1" part 12b to grab-travel handle, to automatically engage grab-operating handle.
6	Chain movements for travel of grab trolley and truck are erratic, chain jumps on sprocket wheel.	Added springs to the chain-cord set. Solution is only partially successful.
7	Chain movements for rotation of the cord drums are erratic, chain skips off sprocket wheel.	Added spring loaded tension sprockets to chain. Solution is only partially successful due to the narrow diameter of the sprocket wheels driving the chain.
8	When using a drive band the system binds and the drive band slips.	Connect motor directly to the input shaft.
9	With the motor connected directly to the input shaft, the system seizes as soon as load is applied.	Change to hand-operated system.
10	Grab opens when moving up towards trolley (due to cords winding unevenly?).	Remove part 12b from grab travel control, to allow minor adjustments to grab during movement (Not elegant due to having to stop and start grab travel). Restrict width of cord winding on roller by mounting 2 * part 102 in front of the rollers. This did not solve the problem.
11	When coal-shute sides were filled in, the bolts prevented the bottom of the truck from dropping.	Redesigned the shute with a wider box.
12	Original design does not have working grab.	Filled in grab with flexible plates.
13	Grab does not centre (horizontally) above the truck when in the tower.	Reposition the grab trolley arm (as part of the changes for the mark II version).

(continued on the next page)

N.Z. FEDERATION OF MECCANO MODELLERS
Income and Expenses - April 2010 to March 2011

2009/10		2010/11	
2765.37	Cash Book Balance	March 1, 2010	3366.89
	INCOME		
3548.30	Subscriptions N.Z.	3092.00	
1033.81	Subscriptions, Australia	874.63	
875.78	Subscriptions, Rest of World	780.74	
133.96	Subscriptions in advance	128.00	
14.00	Back copies & casuals	6.50	
50.00	Donations	161.00	
<u>119.65</u>	Advertisements	<u> </u>	
<u>5775.50</u>			<u>5042.87</u>
8540.87			8409.76
	EXPENSES		
3595.39	Printing 4 Issues	3096.31	
9.09	Printing back copies	<u> </u>	
45.00	Printing Subs. list	31.74	
36.00	Printing Subs. forms	<u> </u>	
1399.00	Postage	1197.40	
80.00	Plastic Wrapping	80.00	
8.50	Envelopes	12.00	
—	Labels	51.08	
<u>1.00</u>	Bank Charges	<u>4.00</u>	
<u>5173.98</u>			<u>4472.53</u>
3366.89	Cash Book Balance	March 1, 2011	3937.23
	Bank Reconciliation		
	Cash Book Balance March 1, 2011	3937.23	
plus 11/12 Subs paid since 1/3/11		<u>3219.93</u>	
	Bank Balance April 8th, 2011	<u>7157.16</u>	

Bob Prescott
 NZFMM Treasurer

(Roland Jaspers article continued)

Questions:

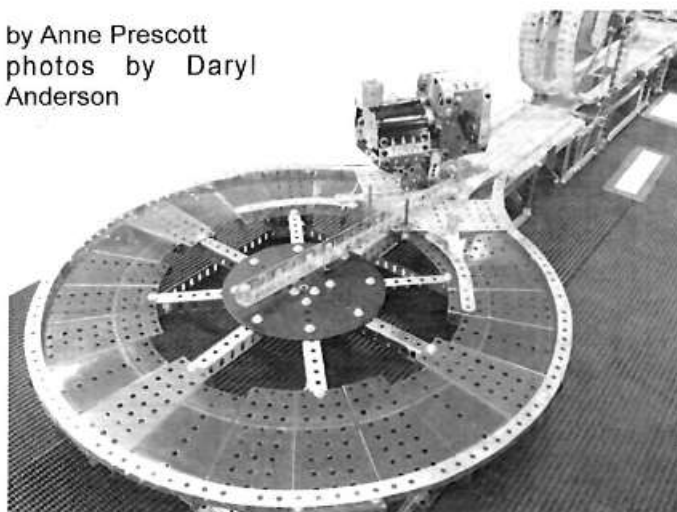
Should I redesign the model with two motors?
 Should I redesign the horizontal movement with a single continuous cord, counter-wound on an axle (i.e. one cord unwinds as the other winds on)?
 Should I redesign the chain system to an axle and bevel gear arrangement? Is this feasible considering that the input drive is fixed, and output shafts move to engage gears on the input shaft? Would universal joints compensate for this?

How can I ensure even winding of the grab raising/lowering cord on the wooden roller? Both cords need to wind evenly as an uneven diameter on the roller causes the grab to tip sideways.

How do I stop the grab from opening during vertical travel? I am somewhat comforted by the comment made to me that the Coaler is in fact not all that easy to make and the general belief that models are not well described in the instructions. I would welcome any comments to jaspersrm@clear.net and thank you all for a very pleasant Easter weekend.

Wanganui Model Railway Expo Saturday 19th and Sunday 20 February 2011

by Anne Prescott
photos by Daryl
Anderson



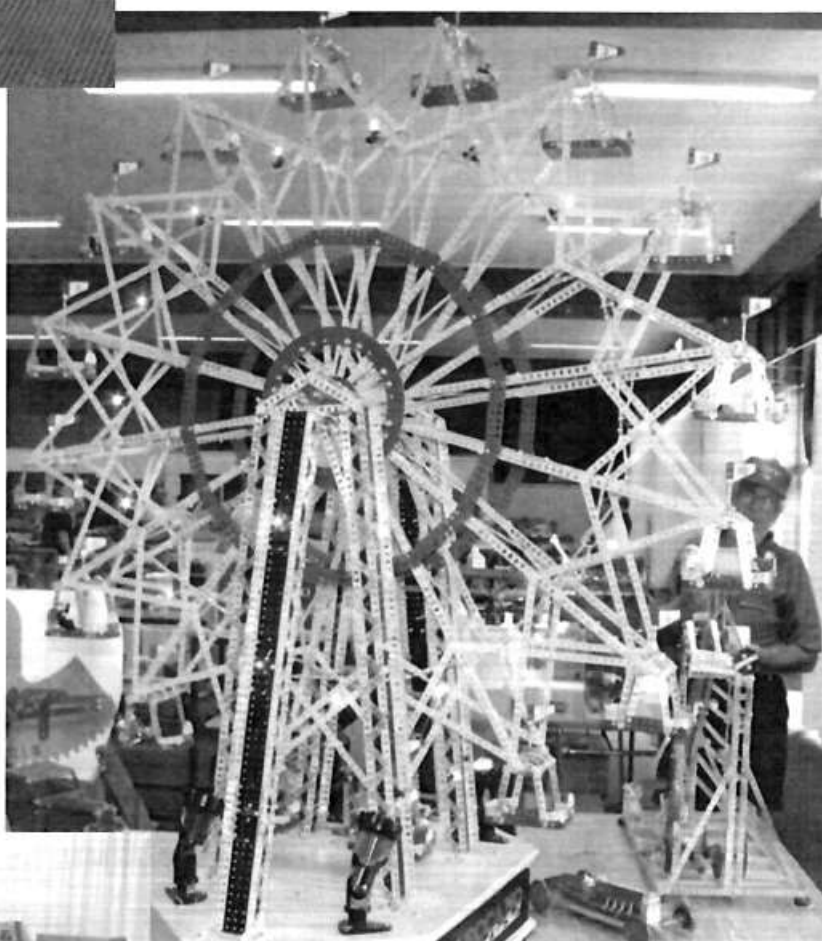
Part of Bob Prescott's Tricky Track.

Once again the MWT Meccano Club was invited to participate at this biennial exhibition organised by the Wanganui Model Railway Engineering Society and eleven Meccano modellers and supporters brought along various models both large and small. The centre piece was the late Lindsay Bond's two metre high model of the Eiffel Tower.

The models on show ranged from the very large to the very small and included Daryl Anderson's ferris wheel complete with passengers, Bob Prescott's "Tricky Track" and John Freer's crane with its many controlled movements. Graham Hawtree and Paul Vodanovitch made several smaller models and Tom Pittams showed novelty models such as robots and radio controlled cars which the children enjoyed. Hugh Ramage, Chris Morton, Wayne Blakely,



Graham Hawtree's display.



Daryl Anderson's Ferris wheel

Viv Alexander and Colin Saunders also contributed to the big display put on by the MWT club.

The exhibition had model railway displays of Hornby Dublo, Triang and Märklin railway stock with realistic background scenery as well as aircraft, ship and tank models, and a "Lego" layout. Outside, The Steam Traction Society from Feilding were giving rides on a trailer attached behind one of their large traction engines. All the visitors, both young and old, were interested and entertained by the variety of models shown by clubs from the southern part of the North Island from Taupo to Lower Hutt.



John Freer and his Walking Dragline.

ERECTOR SET # 5510

by Lloyd Spackman

I was sent, from the United States, for my birthday, an ERECTOR Set # 5510. When I opened it I found that the contents of the box were entirely one of the MECCANO Motion System sets. The only "Erector" indication was that name on five sides of the box where "Meccano" is usually printed. Of course, Meccano is marketed in the U.S.A. under the Erector name.

The 24 page manual features ten models, five of which have full building instructions, while the other five have large, clear colour photographs. One model which shows a lot of French ingenuity is a cyclist who pedals like mad



it again recently I added a sidecar (from Meccano Set 6520) and bolted a battery box and M.O. motor to the frame. This gave the model a good turn of speed.

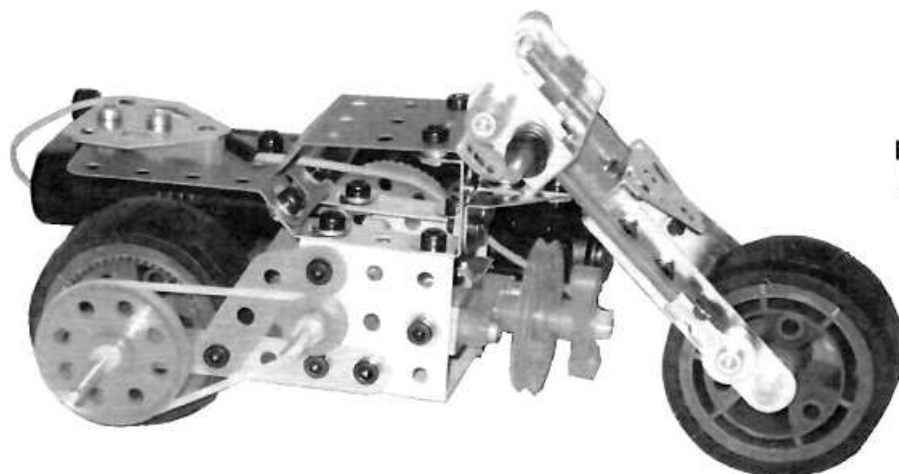
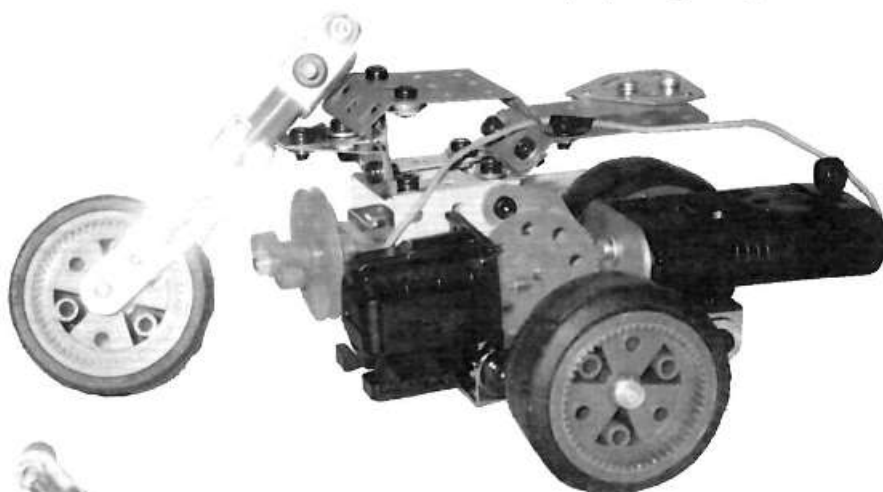
The building instructions are clear and easy to follow because they deal with construction one step at a time. The instructions in the manuals of some larger recent sets are difficult to follow because they describe two or more procedures in the one illustration.

The Erector set comes in a 300mm x 245 x 60mm cardboard box with the recently introduced 'zip' opening along one side.

and at the same time leans from side to side, head and all, as he pedals.

The predominant colour of the parts is medium green relieved by the standard orange of gears and spacers, plus a small quantity of zinc strips, etc. The bolts and tyres are black. There is no motor.

I built the motor cycle first. When I built



North Americans who open it, expecting Erector parts, won't be disappointed.

What an experience being involved in a 'hands on' encounter with Meccano and the Public can be!

by Peter Hancock

Early in the final week leading up to the recent NZFMM Meccano Exhibition held at Te Papa (Museum of New Zealand) I was confirming with Nikkie Rich the Events Producer responsible for overseeing the program that we had everything covered off to ensure that things would run smoothly, as we knew that timing for set up and break down was going to be our major challenge. Nikkie reached the end of her list and then, dropped the bomb shell. What were we doing about fulfilling the widely advertised invitation for young and enthusiastic potential modellers to have a brief 'hands on' encounter with Meccano during their visit? Panic!! We had forgotten all about this. We had to meet this challenge. The first thought was to contact the New Zealand Meccano importer to see if they could help. No luck there as they did not have any small sets or warranty parts to offer and we had no budget to purchase any smaller sets to provide the resources! What to do?

Later that evening I remembered the 'Centenary Set 00+' I had read about some time before based on the 1928 Set 00 with some additional parts added that appeared exactly 100 years after the name 'Meccano' was registered as a trade mark in September 1907. On to the web and there I quickly had the latest information regarding this intriguing project. My sincere thanks go to Peter Harwood for the development of this special set, and our own Christchurch Meccano Club members who held a small competition in November 2007 from which emerged some really good models from this offering. The plans from these models along with those suggested by Ellis Cory expanded the currently available model plans on the web to thirty three. Meccano enthusiasts from around the world went on to participate in a Christmas Challenge in 2008 to build a model based on the small set of parts that Peter had assembled. Peter's article suggests that in time, further model plans resulting from this challenge will be posted.

There were more than enough plans for me to choose a range of fifteen to have available for the duration of this project. I copied seven sets of the selected plans and armed with these and after working my way through several boxes of older parts (and my main supplies as needed) I was able to assemble seven sets. These sets were supplemented by a reasonable selection of plastic Meccano parts so as to give those who would participate in the 'hands on' encounter a choice of using either form of Meccano or combining both and this did occur in several free-hand models that eventuated. The most difficult issue in assembling the sets

was finding sufficient 1" tyres, part 142c. Most of mine were somewhat over the hill.

On site, the project came to life within 5 minutes of the doors opening each day to the public. It was a full on exercise with very few lulls on either day. My extending pocket magnet which I continually swept the floor under the tables picking up stray nuts, bolts and parts with was my saving grace otherwise I would have been doubled

over for life as it was hard on the feet and back keeping up with these energetic young people and a staggering number of young and not so young parents who were tempted to sit down and actually interact and participate for quite lengthy periods with their sons and daughters.



Whole families stopped over and spent time on occasions and in a number of instances children modelled singularly or in pairs for several hours with mothers and fathers going off to view exhibits elsewhere returning from time to time to ensure that their young ones were safe. There was the

added bonus of the elderly who came and watched the activity and of course reminisced about their own recollection of their Meccano days. The universal question was 'I wonder what happened to my set?' or 'I have some Meccano somewhere and boy it must be worth a mint now due to its rarity and age'. How do you let those with such rosy thoughts of big \$ signs down gently?

I was quite moved by several incidents that just happened during the project, from the 5 year old autistic boy who was being quite noisy and distracting his mother seriously who suddenly saw others playing and came to the table, cocked his head on one side then picked up a strip and did not make any more noise and just became totally absorbed for over two hours while he worked with his mother to make a model. When the two of them got up to go, his mother asked me with tears in her eyes where she could go to purchase some suitable Meccano for them to take home as she said that they had just experienced a small miracle. There was the young girl aged about 10 years who arrived just after the show opened on the Sunday morning in a wheel chair with her mother father, brother and sister. They along with the surge of the early crowd all homed in on the main displays and she being in a wheelchair was crowded out. Seeing her on the outer, I attracted her attention. She came to the table and remained for nearly five hours modelling. She made up some models from the plans and then set to and created a three dimensional horse complete with tail. Without doubt it was the best model of the day and was paraded around the site for all to see with much pride before she left for home. As she was completing it, someone looking on said that it looked like an elephant and her face fell, so I quietly suggested that it looked like a fine horse to me. She smiled

and said that it was a model of the horse that she gets to ride for an hour once a week as therapy. At this point her father told me that she was confined permanently to the wheelchair due to a serious accident that had occurred quite recently in which her lower spinal cord had been damaged irreparably. Receiving her thanks and beaming smile as she left to go home really touched me. The last I heard was her father discussing if she would like to purchase some Meccano!

trying to push screws into nuts and require some gentle tuition in the art of screwing them together. An unfortunate reminder of the significant loss of ability to do anything other than pushing things together and banging keys on a mobile device! If an opportunity presents itself for you as a Meccano person to participate in a 'hands on' event at a display some time then I would recommend that you eagerly embrace the event as it is very humbling and highly satisfying at the same time.

I learnt a lot about human nature and the art of sharing over the duration of the exhibition and observed that when young ones handle Meccano in the right environment that they can become very involved and quite giving towards each other. The question is, how do we keep their interest up while they become hooked? I am also amazed at the number of children and sadly their parents who start out

February Folly

by Lou Nichols

Normally thoughts of Taupo are of a very large lake situated in the centre of the North Island which is famous world-wide for the fine trout fishing and all sorts of recreation water sports. However, on Saturday 26 February 2011, Taupo became the venue for a meeting and competition based on the No.1 Meccano Clockwork motor, with not a thought given to trout fishing or water sports.

A good gathering of twenty eight folk were present for the day, comprising modellers, wives and Peter Kessler from Switzerland. Peter loves escaping the European winter and is a frequent visitor to not only New Zealand, but to Australia and Argentina as well. Peter is well known in the Meccano fraternity and he is ISM member 21.



Don Flowers with his model.



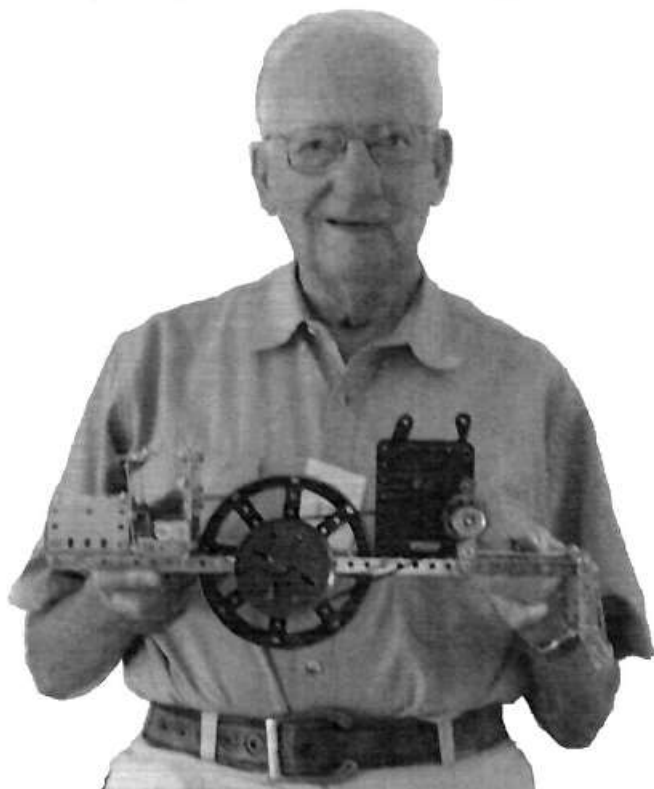
Here are the modellers who enjoyed February Folly.

(February Folly continued)

The nitty gritty of the competition was for the model to have one wheel only, a ground contact wheel, with no tracks or other propulsion system. Three main concepts emerged:

- the motor placed centrally within two joined $9\frac{7}{8}$ " flanged rings.
- the motor placed within a drum.
- the motor driving a forward placed wheel held upright by outriggers.

The winner by a mile was the centrally placed motor within the flanged rings and two models of this type were from



John Ince with his model.



Lou Nichols with his model.



Jeff Clark with his model.

Simon Moody and Brian Hickson. The other modellers having a go were Don Flowers, Jeff Clark, John Ince and Lou Nichols

Model contributions on the day were brought along by Bob Prescott and Brian Peterson.

The ladies did not stay around for the whole of the modellers session but enjoyed themselves with retail therapy and locating a restaurant for the evening social gathering. The restaurant chosen was Thai Delight in the Suncourt Shopping Centre at 19 Tamamutu Street. A most enjoyable venue with good company with which to close our day.



Simon Moody with his model.

NZFMME EASTER CONVENTION 2011

PALMERSTON NORTH

by Lou Nichols

From Oamaru to north of Auckland, the Meccano Modellers of New Zealand gathered in Palmerston North for a very successful Easter Convention. Also, we must say thank you to Graham and Mary Jost from Melbourne, Australia and John and Pamela Pond from Cornwall, England. The models were from the miniature to the massive and everything else in between. The variety was outstanding as we all build the models we want to and except for a few recent Meccano kits there wasn't much duplication.

So it was Meccano Magic, Mechanisms and Models to delight in a first class location, the Palmerston North Convention Centre right in the heart of the city. When the MWT Meccano Club Convention Committee first sought a suitable venue they approached Destination Manwatu, who fully embraced the idea of a Meccano Convention and their publicity people put forward the concept of including other hobbies and past times. Not all crowded into one venue, but to be in other suitable locations around the city, thereby giving the public plenty of choice for their viewing pleasure. And so the name Square Affair was coined, the full title being Destination Manwatu presents Square Affair – A festival of Miniature Attractions. Palmerston North has a very central location and can be approached from all points of the compass, thereby able to draw on quite a large population base. The Convention ran over two days, the Easter Saturday and Sunday and the public participation in all the locations was very good. We shared the Convention Centre with Hornby Trains and Dinky Toys and they were located up on the 1st. floor.

Here are a few of the other events: ...Roaring 50's Car Show & Shine; Dolls, Teddy bears & Dollhouse Miniatures; Glamorous Fifties Expo; 50's Speedway Bikes, Trad Jazz & Cartoons; Rock N Roll Hop. Alas, there wasn't enough time for the Meccano men and women to see other events as they were kept too busy doing their own thing in entertaining and informing the audience. Hands on was a great feature. There seemed to be more models that the public could inter-act with, particularly the range of Meccanographs scattered throughout the venue. I spotted a number of children with a variety of designs they had drawn and held onto. Quite a number of people were really interested in John Stark's clocks and he was able to give them a run down on the mechanical and chiming devices. Chris Rickards had a really large Hammer Head crane that operated all weekend with boys, girls, men and women all taking turns to show how good they were at driving this model with the joystick and most of them were pretty good at it.

Large models were quite the order of the day in the shape of two 'Tricky Tracks' each with different features, large cranes from Les Megget, a Liebherr 1050 Mobile Crane,

Simon Moody with a Tower Crane and a really massive container crane modelled on the actual example used at the Port of Otago, from Ross Mitchell. Ross deserves a medal for simply tackling moving this model up from Oamaru, let alone erecting it, operating it and then having to dismantle it again.

One of the more unusual models was a working table lamp, which is used on a daily basis by Mrs. Pluck. Another more unusual model complete with the appropriate music is the animated 'Abba' popular music group, a model that appeals to every member of the public. Not a large model, but one that never ceases to bring a smile on the operators' face as they turn the crank handle is Robin Rye's version of a weight lifter whose knees bend very nicely. From the small to the large was Brian Hickson's 'Windmobile' a model under development for an all terrain vehicle to be powered by the wind only, particularly useful in desert conditions where petrol stations are very far apart. Gary Higgins had a great display of dragons and dinosaurs, the children loved the animation of these creatures.

The old Meccano factory of the Binns Road days made up a varying range of dealers display models and some of these have survived and made their way into Meccano enthusiasts hands. Those on display were a Ferris Wheel, a display of Mechanisms, Aeroplane Rides, a Windmill and a Radar Screen. Always good to see these models on display to tempt new modellers into our hobby. Also back to the Binns Road days, do you remember the instruction manuals with the 'Walking Dragline' as the cover illustration. This turned into the real model as interpreted by John Freer. A beautiful working model.

Once again Selwyn Bluett won the prize for best model on display, an immaculately displayed Farm Tractor and Feed Wagon complete with descriptive panels describing the combination. A worthy winner among all of the excellent models on display. A selection of photographs of models in the exhibition is on the next two pages and on the back cover where there is also a group photograph.

Our next Convention is two years away in 2013 and will be hosted by the Auckland Meccano Guild. If we can keep the momentum going, we are all in store for another great Convention and Exhibition.

The prizewinners were:-

Senior modellers

1st	Selwyn Bluett
2nd	Daryl Anderson
3rd	Les Megget
4th	Ross Mitchell
5th	Max George
6th	John Freer

Junior modellers

1st	Roman Johnston
2nd	Cooper Harland
3rd	Andy Li

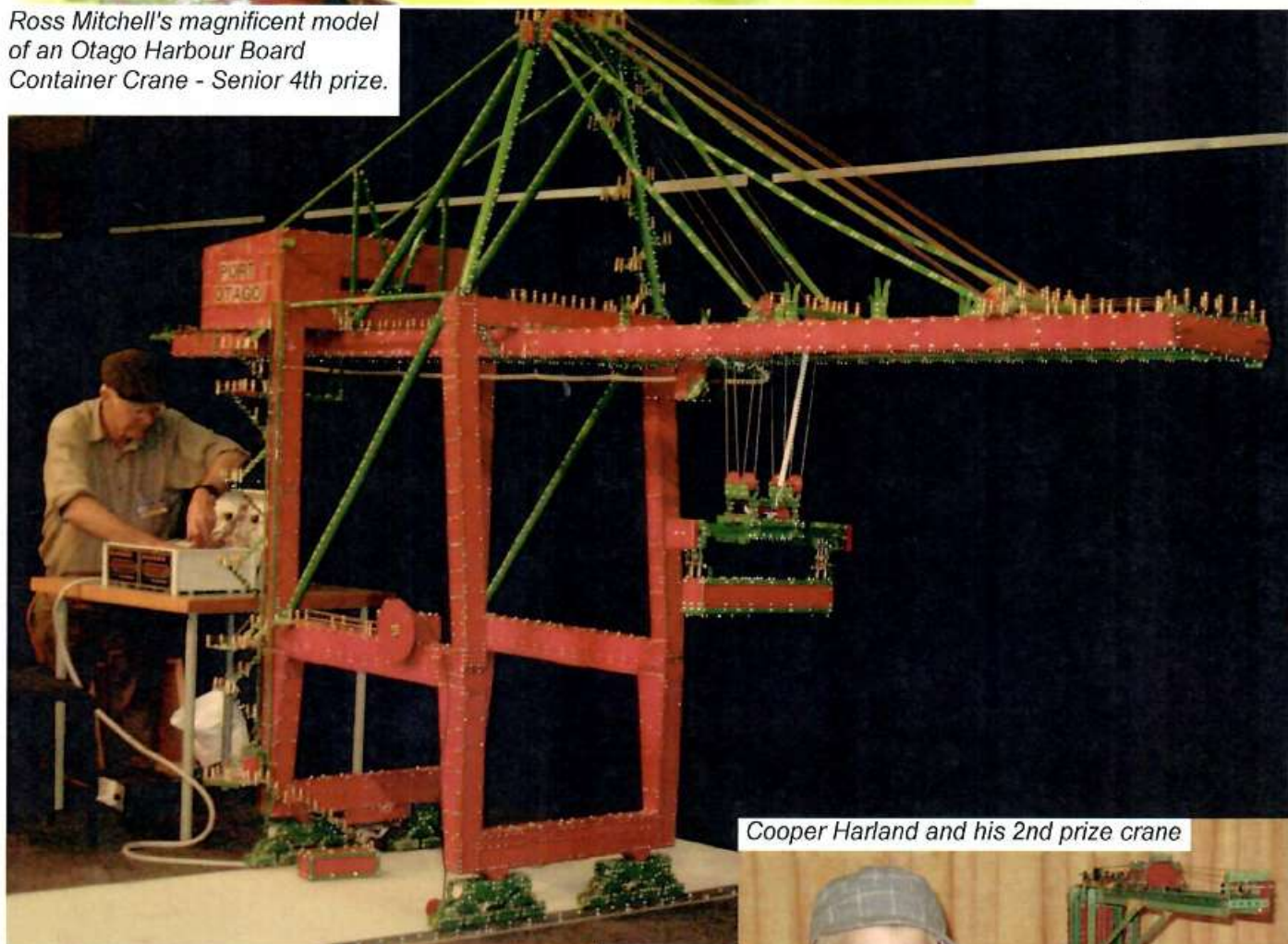
The Public Vote was won by Daryl Anderson (Meccanoland).

Convention



Selwyn Bluett's farm tractor and feed wagon.
- Senior 1st prize

Ross Mitchell's magnificent model of an Otago Harbour Board Container Crane - Senior 4th prize.



Cooper Harland and his 2nd prize crane



Max George's Tricky Track



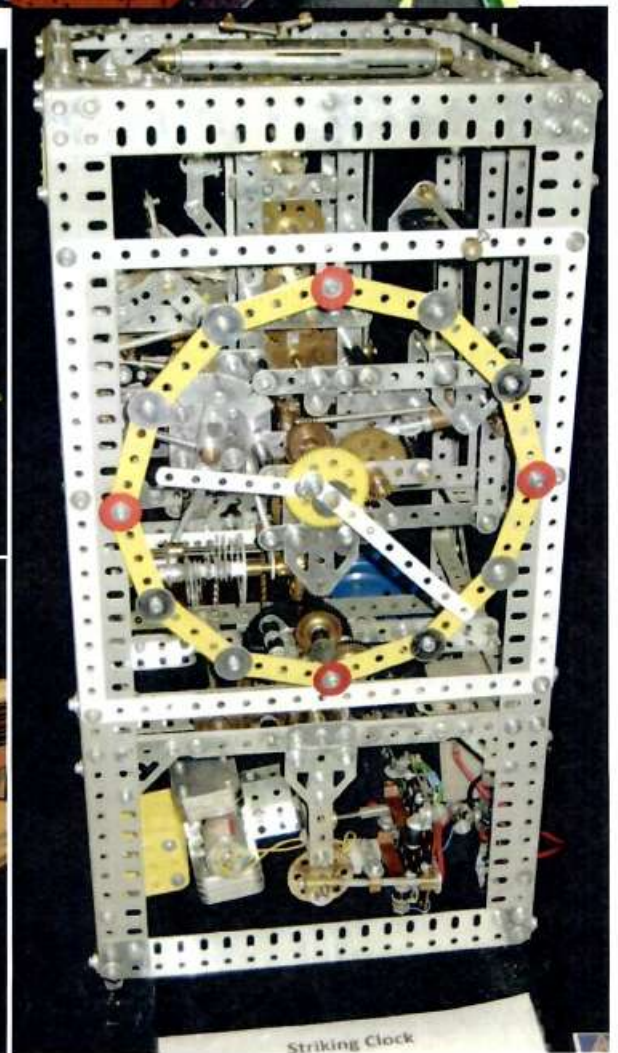
n Mode



Daryl Anderson's
Meccanoland - Senior
2nd prize



Roman Johnston's crane - Junior 1st prize.



John Stark's Striking Clock

You can make anything with Meccano

by Bob Prescott

David Wall asks "How many of you have put Meccano parts to an alternative use" in his article "Wallpaper roller and Blotter" in the February 2011 edition.

Well the answer is me! I live in a retirement village and the more able bodied of us volunteer to do small jobs for our immediate neighbours which includes changing light bulbs. Our homes are fitted with those recessed bulbs with screw type fittings and when they have been in place for a couple of years some are very difficult to undo partly because you can't get your fingers around the bulb.

I spoke to our village handyman and he used sandpaper wrapped around the bulb. So I joined two P/N 215s Formed slotted strips on a long bolt and lined the inside with coarse sandpaper.

You simply press the two outer ends of the 215s together on the bulb and turn anticlockwise. It really works.

So, I ask David's question again – how many of you have put Meccano parts to an alternative use?



Dear Mr Editor,

We are sad that you consider our model was "doing its best to drive me mad again" as reported in your article about the Te Papa Display.

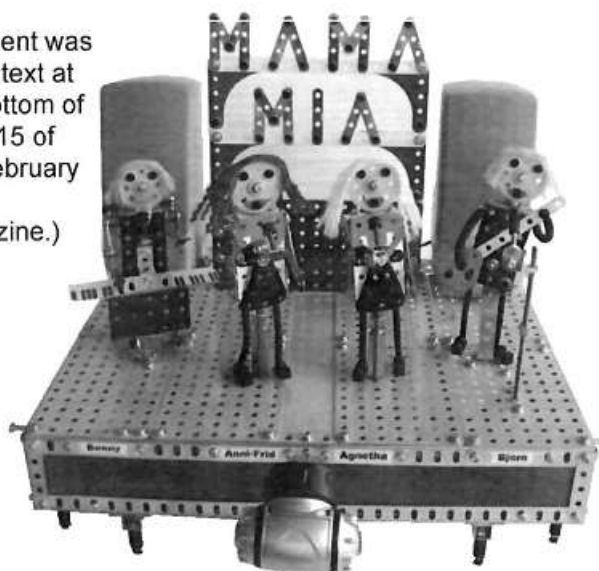
It seems to us that our performances are always well received. Indeed our builder Bob Prescott told us that we were the fourth most popular model as selected by the public at the Christchurch Convention in 2009 so we must be doing something right.

At public displays when the visitors stop, smile, laugh and sing we know we are appreciated by all, young and old. Many return for a repeat performance.

We can only suggest that you ensure your display is well away from us at the Palmerston North Convention. Sad really, you will miss our major North Island performance.

Knowing me, knowing you,
Agnetha, Bjorn, Benny and Anni-frid.

(The comment was in the text at the bottom of page 15 of the February 2011 magazine.)



ISM News 2011

By Bob Prescott

I have been in touch with Philip Webb Chairman of the ISM and he reports that things are settling down after the funeral of Paul Joachim past editor of the IM magazine.

Philip is hoping that the first newsletter of the year should

be published in late May, including our 2011 Convention report. The publication of the 2011 Handbook will take a little more time but he hopes it will be available later in the year.

The chairman regrets the delays but is sure you understand the problems the ISM has to overcome.

MECCANO FASHION: Among the many entries in the 2011 World of Wearable Art Exhibition in Wellington was an open work "cloak" built from Meccano strips. It was worn by a young man over a long black tunic. The Meccano parts reached the floor and up to his shoulders, and he wore a Meccano hat. A picture of this entry was among a montage of photos in the "Dominion Post". Although one needed a magnifying glass to see, it was obviously Meccano. (L.S.)

MECCANO DRAGSTERS: Activities at the April meeting of South East London Meccano Club included races between vehicles driven by the pull back -and-go motor from the Xtreme Dragster Meccano kit. Races were between vehicles that actually resembled a dragster (with or without a driver) and another for minimalist vehicles built for speed. Some N.Z. Meccanomen will remember Chris Warrall who is the Founder and Secretary of SELMC from when he lived here some years ago. Chris supplied this information through Spanner.

QUOTATIONS: Nash on Inheritance: "You shall leave what I leave over" (Walter Nash, former Prime Minister of N.Z.)

Common People: "I think God must have loved the common people ; He made so many of them". (Abraham Lincoln)

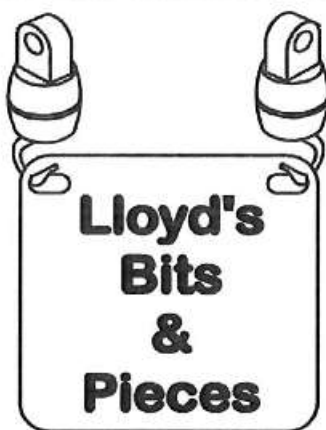
Cliques: "The worst cliques are those which consist of one man." (G.B.Shaw)

Idling: "It is impossible to enjoy idling thoroughly unless one has plenty of work to do." (Jerome K. Jerome)

SEAT BELTS, IRISH STYLE: 'I hired a car at Dublin Airport on the day when the wearing of seat belts in Ireland became compulsory. When I got the car I found that although seat belts had been fitted they were not connected at the floor end. I went back to the hire desk and told the booking clerk. She advised me to just drape the belt over my shoulder so that the police would think I was wearing it. She seemed genuinely surprised that I actually wanted to wear a working seat belt. I recall that, at the time, there were tee shirts on sale in Ireland which had a diagonal seat belt printed across the front to fool the police into thinking the driver was wearing one.' (Tony Homden on Spanner).

BENT PLATES: Whenever a plate is bent the metal on the outside of the bend stretches. If the bend is shallow it can usually be straightened out without much visible damage. But if the bend is sharp or the piece is crinkled the stretch is too much and the piece can never be returned to its original state. In that case consideration may be given to converting the plate to a smaller one. (Charles Pack on Spanner)

NUTS & BOLTS, ALL TOGETHER: I recall my father buying me some boxes of Meccano bolts and nuts in response to my oft-repeated complaints that there weren't enough in the set I had. To my surprise, all the nuts were found to be screwed onto the bolts, so giving me the boring



job of separating them before they could be used for model building. By the time I had completed the task I had plenty of time to consider the poor person who had been given the job of screwing them together in the first instance. (Michael J. Walker on Spanner)

HOW DID HE KNOW ? An old German was talking to his grandson one day. "Ah yes, my boy, I remember well the day that War broke out. I was just a little chap like you. My father was taking the shutters down from our shop one morning when a Hussar galloped though

the village shouting 'To Arms. To Arms. The Seven Years War has broken out.' (Told to his class by Barney Murphy, Professor of Economics at Victoria University, Wellington, N.Z.)

QUOTATIONS; "The truth often leaks out; even in an affidavit". (Barney Murphy)

"Kings are not born; they are made by universal hallucination." (G.B. Shaw)

"My memory is the thing I forget with". (A child)

JAMES MAY BRIDGE: Here are a few more notes from Rodney Fewings on Spanner: About 100,000 pieces of Meccano were used and it took 1,100 man hours to build. The bridge moved with a 9 metre beam sliding into place like a canal lock gate and a 12 metre section dropping like a drawbridge. Liverpool University students have been responsible for the construction of the bridge with help from the North East Meccano Guild. The bridge design was engineered by Hayden Nuttal, Design Director of Atkins Structural Engineering. It is made from real, half-inch wide Meccano strips and girders, and not from giant Meccano.

THE JOE BELL AUCTION: Stan Baker reported on Spanner that about ten N.Z. Meccano modellers were at the auction, but few of them bought much. There were over 250 registered bidders, including train buffs. "I was told by those who know that the trains went for exorbitant prices, largely to overseas collectors. Individual locomotives were sold for \$2000 to \$3000.

Meccano was far more variable. No. 1 clockwork motors at \$60 to \$90. Aero set pieces from about \$300 up. Magazines bound and in good condition (years 20 and 30s) for \$20. Don Blakeborough's EMS fetched \$70. Individual 20's magazines went for less than \$1 each.

The Live Steamers all fetched at least several hundred dollars, with the best going for over \$2000. By contrast the No. 10 sets in good, original cabinets were given away. \$2000 for the mint set first up, then \$1600 for a badly corroded zinc rot one which followed it. The next got \$1500. By the time the last one (in better condition) went up the buyers had got what they wanted and it went for \$1000. Only two of the sets went to local Meccanomen". (Thanks, Stan, for your comprehensive report.)

EITECH Versus MECCANO, How do they compare?

Part 2

by Les Megget

After comparing a small Eitech set (#C84) with the Meccano 10 Models Multimodels set (#5510) in the February issue I thought it would be interesting and compare slightly bigger sets from the same manufacturers. This time I will start with Meccano.

Meccano:

I bought the then new French 25 Multimodel set, #7550 back in August last year for the pricey sum of \$150. I've seen this 250 parts/pieces set cheaper than that recently. This set is definitely up compared with the 10 model set, as it

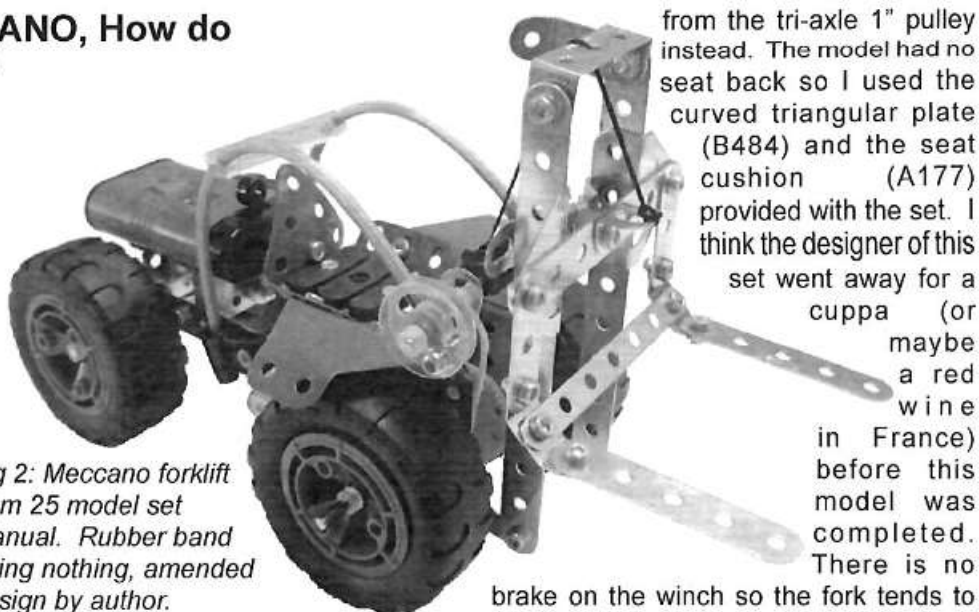


Fig 1: Meccano 25 Multimodel set box.

includes a 3V motor and battery box. The attractive box, shown in Figure 1, is similar to the 10-model set but the box is larger. I opened the box by breaking into one side not noticing that there is a tear strip along the top-side of the box. Most people would look for that on the lower side, I would have thought. Inside there are several plastic bags which once opened cannot be sealed again. The colourful A4 manual has full exploded diagrams to build 8 models only but the other 17 can be downloaded from the Meccano website, and it says that on the box. Firstly I downloaded the instructions for the tractor, which was a reasonable model but the steering wheel turned the wheels the wrong way! I did redesign that aspect to make it do the normal thing.

To do a direct comparison with the Eitech set I'd purchased I built the Meccano forklift. This model does look like a forklift, well almost (Figure 2) but has no steering and for some stupid reason the motor drives the front wheels AND lifts the fork at the same time! I quickly took the rubber band off the drive to the winch and made a hand crank

Fig 2: Meccano forklift from 25 model set manual. Rubber band doing nothing, amended design by author.



from the tri-axle 1" pulley instead. The model had no seat back so I used the curved triangular plate (B484) and the seat cushion (A177) provided with the set. I think the designer of this set went away for a cuppa (or maybe a red wine in France) before this model was completed. There is no

brake on the winch so the fork tends to drop as soon as you release the crank; maybe that's the reason they decided to power the fork? The fork just runs up a couple of 11-hole Perforated Strips, totally inferior to the Eitech design.

Again with this set the wheels are too large (at the rear anyway) and the tyres too wide for a forklift but some of the other models described are better suited to them. The motor is only geared down by the small plastic Pinion and Contrate, there being no 19:1 reduction box with this set. The model runs too fast and jams when the forks reach their limit of travel. Some good play value but some steering would have made a great improvement. Who ever heard of a forklift with no steering? There are some interesting new parts in this set, which could be useful in other models. The red parts are attractive and could almost be used alongside light red plates from the 60s, maybe on a dark night! The finish is more a satin finish than glossy. I felt this set was overpriced for what you get and the models need some major work.

Eitech:

I purchased this C08 set with its 460 parts from Amazon via the web. It cost \$118 in January but it took 51 days to get here from Redmond, USA. Actually I got fed up with waiting for this set to arrive and sent Amazon a complaining email. They immediately dispatched a replacement set,



Fig 3: Eitech's colourful and attractive box.



Fig 4: Top contents tray in Eitech set box (spare parts showing after building forklift).

which arrived 10 days later. They cancelled my first credit card debit and recharged me for the second set. It was cheaper because the NZ\$ had strengthened. When the first set eventually turned up I offered to pay for it but I've heard nothing from Amazon so I got 2 sets for the price of one. I'm certainly winning here!

Another very attractive box (Figure 3) showing the forklift truck and a shot of the other excavator model on the front opened from the side to reveal a 2-layer set with the nickel metal and blue plastic parts in blue plastic trays (Figure 4) with a clear plastic cover over the top tray. This bore some resemblance to Meccano sets of the 70s and left the current Meccano offering for dead.

The A4 construction manual with this set is much better than the manual in the set described in the last issue, with large easily understandable exploded diagrams. The model took me 3 hours to build with only minor bending adjustments needed to make the telescoping, 2-stage forks work properly. The forklift frame is much more substantial than the Meccano effort and uses Angle Girders, figure 5. Now this model really does look like a forklift with good precise rear wheel steering activated by turning a crank on top of the engine cover. The forks are raised by turning lovely cranks on either the left and right side, while each have a nice gravity activated brake, which you flip over to release the forks. The winch is powered through double

reduction gearing. Plastic gears with metal bosses with grub screws work really well; none of the plastic tri-axle Meccano crap here (using gears which slide along the shaft and are meant to be held by rubber collars, yuck. There is a 2-piece plastic seat and a steering wheel, here for looks only. The forks can even be tilted in 3 positions, similar to the prototype, by moving a lever on the right hand side. Very neat!

No motor with this model but who needs one? Fantastic play value; I wish I was eight again. It has double front tyres of the correct diameter and width with two smaller diameter wheels on the rear. I added the lights using remaining parts in the set. The set does use yellow little plastic mini-collars to hold the axle rods in place but after a month I found several had split so I replaced them with the Meccano equivalent!

I'm afraid Meccano has lost this comparison in a big way. Eitech's model looks much better, performs 5 times better, much more play value, the mechanisms are well designed and work much better and it's much cheaper to boot! Sorry Meccano but its back to the drawing (CAD) boards, the Germans have left you on the starting line this time. I suppose there is some advantage in being able to build 25 models from the one set but I'm sure any inventive young lad could build quite a few more models using the Eitech parts in this C08 set.

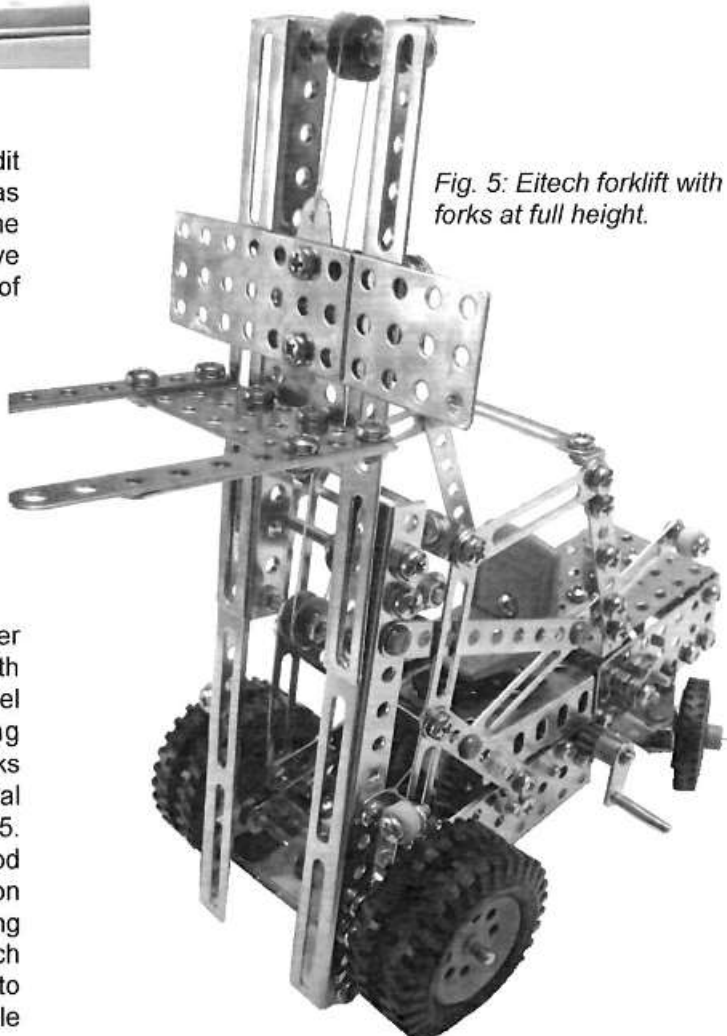


Fig. 5: Eitech forklift with forks at full height.

Wellington Meccano Club

Report of Meeting 4th
February 7:30pm
by Campbell Morrison

Apologies: Lloyd
Spackman, Brian
Peterson, Brent
Houston, Max
George

Agenda:

Far better turn out than expected and sounded like there was going to be a similar turn out to February Folly.

Discussion regarding the missed Christmas lunch and a general acceptance that we will have to arrange somewhere that is not as dependant on numbers. Suggestion of central location was Paekakariki with options of Fishermans Table or Finns.

Square Affair emails were received by members but unfortunately there wasn't any contact details for the hotels etc. Stan went through the arrangements and did a particularly good selling job with the registration forms. He also highlighted the venue closure of 5pm Friday night.

Te Papa proved to be very good, setup had its challenges but the security and services were excellent. Te Papa have expressed interest in repeating the show. Members expressed surprise at the lack of vendor support.

Lou informed the meeting that Alistair Tong had recently died, Stan talked of Alistair's Car Chassis that was displayed at Te Papa

There was a little discussion around RailX 18-19th Feb in Wanganui but there was no known arrangements with members.

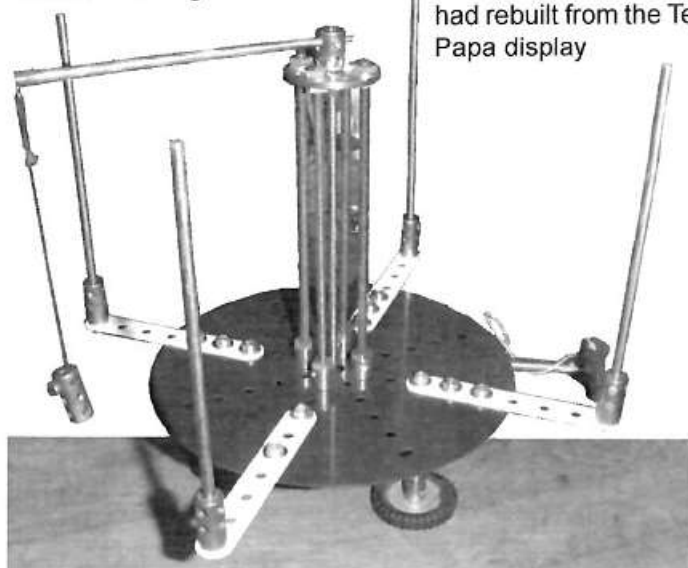
Next meeting is to be held at Max and Gillian George's details below

Models and Themes:

There was no particular theme this month.

Lou brought this displace of micro models with rotating platform.

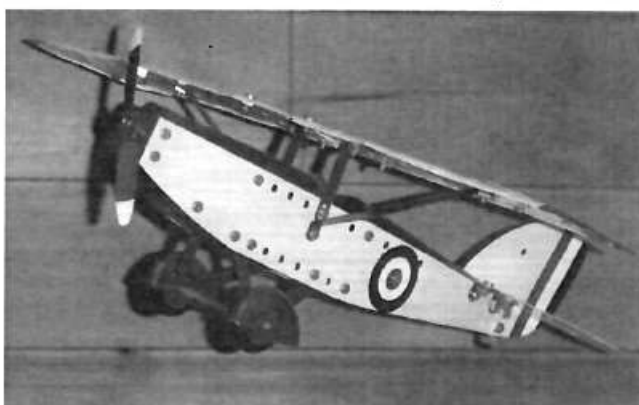
Simon bought a clock escapement that he had rebuilt from the Te Papa display



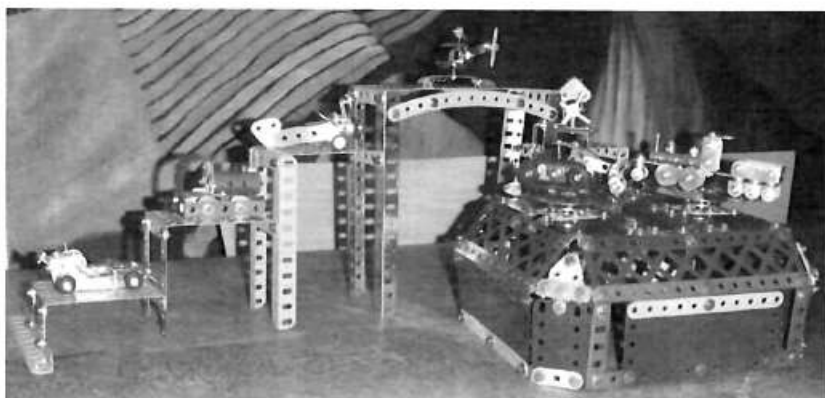
Campbell showed two aeroplanes he purchased at the Joe Bell auction both examples of the superb handy work of Bruce Geange.

And this is a replica, other than the lack of meccano stamped into the plates you would never know. And mean while Andy gave my wife Kathy a good run for her money at scrabble.

There was no



model theme decided or if there was I forgot to write it down.





Quarterly Meeting Saturday 12th of February 2011

[Reporter P Hancock]

The summer meeting was hosted by Jan and Peter Hancock at their home at 1 Orangewood Drive North Park Howick.

The number of members in attendance was significantly lower than usual with a number

of apologise being received from members away on overseas travel, while others had sports and business commitments to attend.

Several interesting models were on display amongst which was "A Fantasy All-Terrain Vehicle". This model built by David Wall utilised the wheels and front bumper salvaged from his recently disassembled Meccano truck/tractor unit set (#8701). Power for this model is provided by a Stokys (Swiss) Clockwork motor (of superior quality to the Meccano product). Although the three axles are independently sprung, there is no provision for steering, which means that the operators have to lift the vehicle around corners - a very minor shortcoming — unless you are one of the operators!"

Mike Stuart displayed his "Heavy Duty Spur Gear Differential and Universal". The universal was made from two 1" Elekkit bush wheels joined with four floating collars and $\frac{3}{16}$ " bolts. The design allows the universals input and output shafts to be up to 2 to 3 mm out of alignment when operating.

Gerald Hart had built a beam engine modelled on one of James Watt's early creations with the sole purpose of demonstrating and confirming for himself that a sun and planet gear combination would work as well as a conventional crank assembly. The model demonstrated this very clearly.

Henry Porter displayed and explained the workings, challenges and detail required during building of one of his recent larger models [does Henry ever make really small ones?].

The model concerned was the "Tandem Compound Corliss Mill Engine" a photo of which graced the lower half of the cover of the February 2011 NZFMM Magazine. The Magazine carried a detailed report [page 9] describing his motivation to build it and how he went about it. It is a truly awesome model.

Les Megget displayed his latest smaller [for him] model of a quite a sophisticated fork lift made from his recently purchased set of "eitech" from Germany. This was an attractive looking model and it is certain that this new offering in metal construction toys will be of interest to

modellers at the Easter Convention where it is likely to be on show.

Members spent time reviewing various literature and photos brought to the meeting before progressing to detailed discussions relating to the quality and effective operation of original factory brass gears and those now available for purchase from a number of sources as replicas. It is agreed that it is a distinct advantage to the modeller that there are so many additional offerings being produced to provide the extended range of combinations of ratios and spacing's



David Wall's All-Terrain vehicle

both here and overseas. However, concern was expressed as to the wide level of variation and general consistency of quality, straightness and finish of some of these gears currently being offered for sale. It can be a great disappointment to a modeller who having waited for a considerable period of time for a gear(s) to arrive to complete a model then finds the item wobbling and binding. AMG members noted with pleasure that there is a local supply of high quality gears with a range of variables now available at competitive prices.

The Guild had received copies of several flyers available from "Square Affair" in Palmerston North relating to the various events that will make up this special 2011 Easter event. The meeting then reviewed who was attending the Convention and who was displaying models. It is unfortunate that on this occasion we will have several of our members reluctantly missing from our normal line up due to various personal circumstances.

After confirming various practical issues relating to travel to and from the event for those attending and the practicality of who will set up and be responsible for models provided for the display by members that will be not be able to attend in person the meeting adjourned to enjoy a sumptuous afternoon tea with the ladies.

MWWT

MECCANO CLUB

Meeting

—
Saturday
21 May
2011

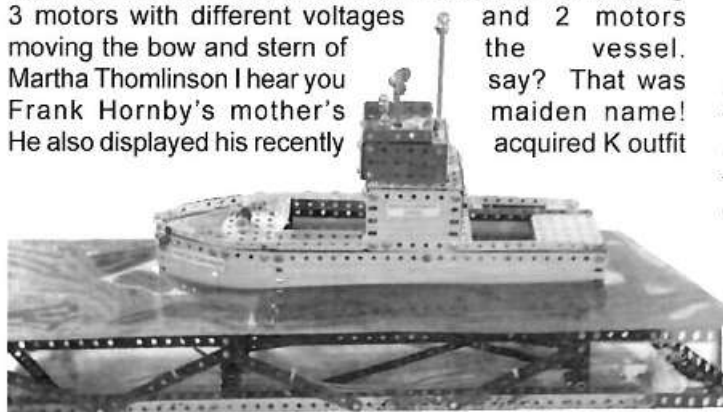
by Bob Prescott
Photographs by Bruce Geange

Twenty members attended and brought many interesting items to this meeting.

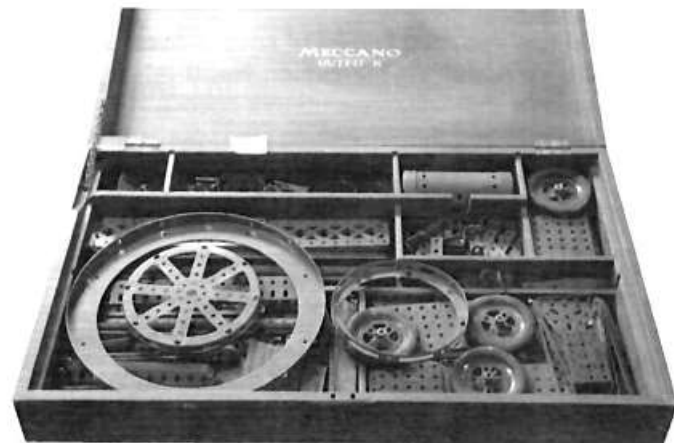
John Freer had his Convention 2011 Walking Dragline Crane model and demonstrated all its working functions. He had adapted it from the super-model plan – an impressive model.

Stan Baker showed us his new motors in several sizes and rpm, all with 4mm shafts and mounting plates and priced at around NZ\$20. He also demonstrated the new universal coupling developed by Ashok Banerjee – a neat, compact unit.

Daryl Anderson had the good ship "Martha Thomlinson" at sea where both the ship and waves moved, the waves using 3 motors with different voltages and 2 motors moving the bow and stern of the vessel. Martha Thomlinson I hear you say? That was Frank Hornby's mother's maiden name! He also displayed his recently acquired K outfit



in a wooden cabinet from Trade Me, in blue and gold with the red and green girders and strips which were in the 'colonial' sets.



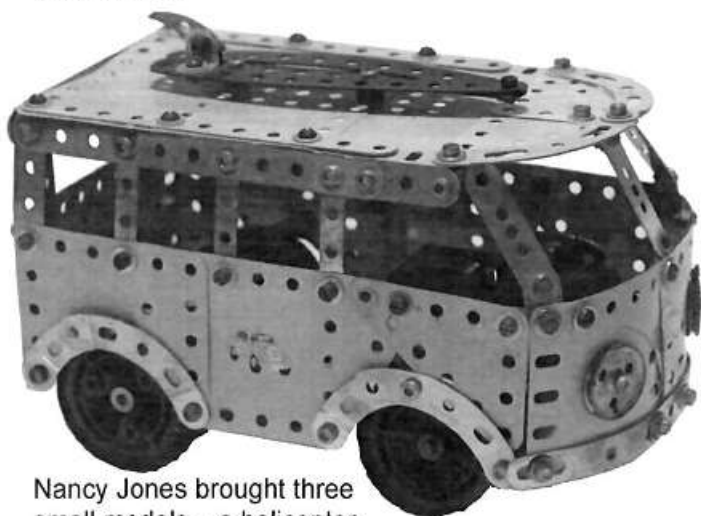
Bob Prescott showed his version of Bernard Périer's "Hovering Flying Saucer" from CQ 92. The illusion worked

reasonably well but Bob explained that it was very difficult to get the turning platform 'true'.

Robin Rye showed us his very large spanner made from refurbished blue parts to fit a 1 1/4" nut! He also had a couple of model rabbits from a recent CQ magazine.

Graham Hawtree had two railway models carved from Welsh coal. He also had a 1930s No. 1 Aeroplane which he acquired with a recent purchase.

It was good to have young Cooper Harland with us and he demonstrated his string or cord weaving machine which worked well.

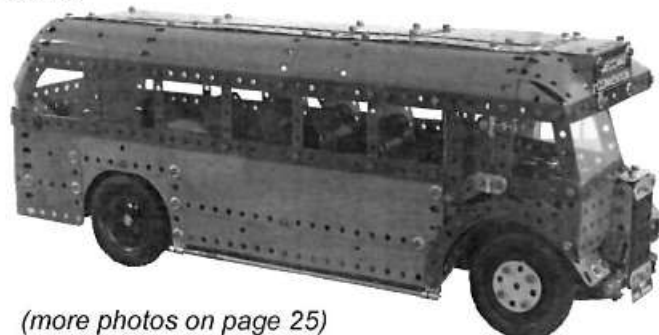


Nancy Jones brought three small models – a helicopter, traction engine and car, which she had at the Convention. She told us the main question she was asked was "does the helicopter fly?". Husband Bryan had his VW Combi Camper with flower decals and surfboard on the roof.

Tom Pittams gave us a demonstration of his computer controlled Spykee robot, with appropriate sounds, both in and outside the room, progress being watched on his PC screen and which then backing into its own charging station.

Paul Vodanovitch had his Walking Elephant from the Motion 40 set. Its walking action looked to us as if its refreshment drinks came from a bottle!

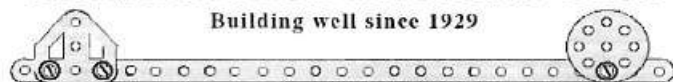
Bruce Geange brought his Cuthbertson Water Buffalo vehicle controlled by 2 x 50rpm motors. This machine was designed to operate over swampy ground and in water up to 4 feet deep. He also demonstrated his radio controlled 1947 AEC Regal Single Decker Bus – both very impressive models.



(more photos on page 25)

CHRISTCHURCH MECCANO CLUB

Building well since 1929

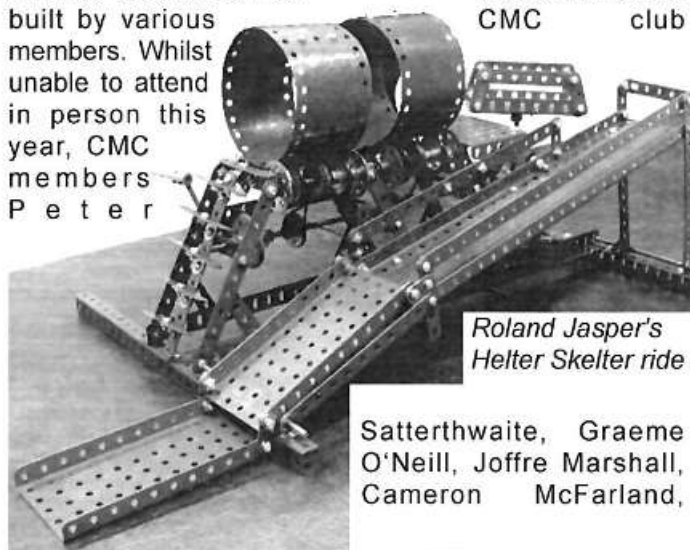


May 2011 Quarterly Report

by Mike Howse

The CMC was well represented at the recent NZFMM 2011 Convention hosted by the MWT Club in Palmerston North recently. Neil and Grace Pluck, Roland Jaspers and myself enjoyed the warm hospitality of the MWT Club. We took with us a selection of Meccano models built by various members. Whilst unable to attend in person this year, CMC members

Peter



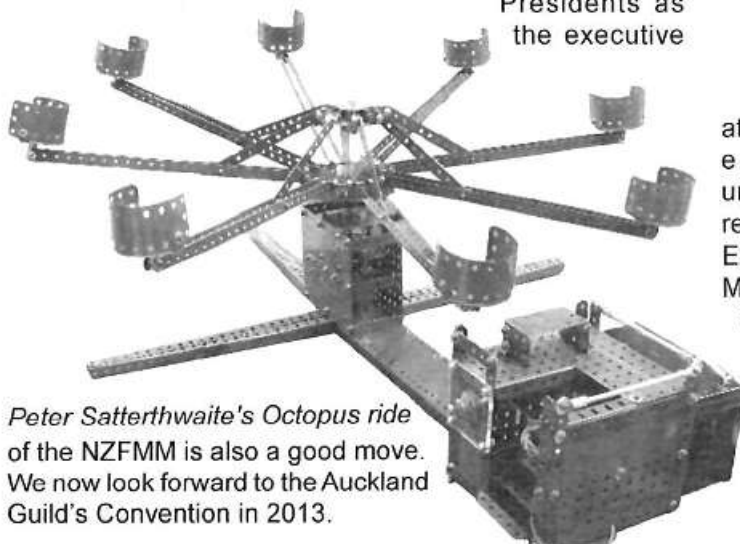
Roland Jasper's
Helter Skelter ride

Satterthwaite, Graeme
O'Neill, Joffre Marshall,
Cameron McFarland,

Donald McKenzie and
Hugh Aston all lent
various Meccano
models for displays.

In attendance also from
Christchurch on the
Friday were Charles,
Sue and Thomas
Steadman.

The CMC congratulates Peter
Hancock on his re-election as President of the
NZFMM, also, the move back to having the four club
Presidents as
the executive

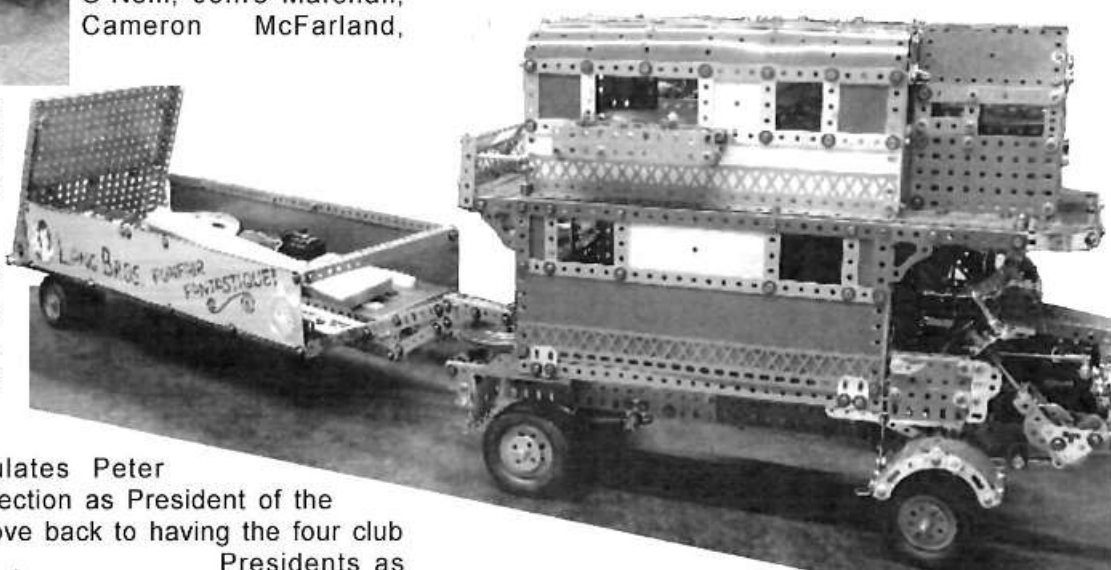


Peter Satterthwaite's Octopus ride
of the NZFMM is also a good move.
We now look forward to the Auckland
Guild's Convention in 2013.

The May CMC club meeting was held at our temporary club-rooms at the Papanui RSA on Friday 6th May. We had approx 20 members and family members attending along with a visiting Meccanoman from Oamaru, Ross Mitchell. Ross very kindly assisted CMC club-members with the transportation of models to and from Palmerston North over Easter. Worth noting here is the very fine (and large) model of a wharf crane Ross had on display at Palmerston North. CMC President Neil Pluck gave members an update on the NZFMM Convention/Exhibition in Palmerston North. He commented very favourably on the Exhibition's turnout of quality models and great displays. It was moved that the MWT be sent a letter of thanks for the hospitality they extended to the visiting CMC members.

The Secretary announced the June meeting will be the club's AGM. This year the positions of President, Secretary and Treasurer will be up for election. The current President, Secretary and Treasurer have indicated that they will be standing for re-election. The Secretary announced that any other members wishing to stand for any of the positions should have their nominations to the Secretary in writing 7 days prior to the AGM, i.e. by the 27th May 2011.

Future displays by CMC in 2011 and 2012 were discussed, one problem we now have in Christchurch is the lack of any suitable display facilities. It was suggested that we look



David Lang's House Bus and Trailer

at having or supporting a Meccano Display out of town, e.g. perhaps in Nelson over Easter 2012. It was unanimously agreed that the Exhibition Committee be reconvened to look at the feasibility of the CMC holding an Exhibition in Nelson in conjunction with a number of Nelson Meccanomen. The committee are to report back to the CMC at the September meeting.

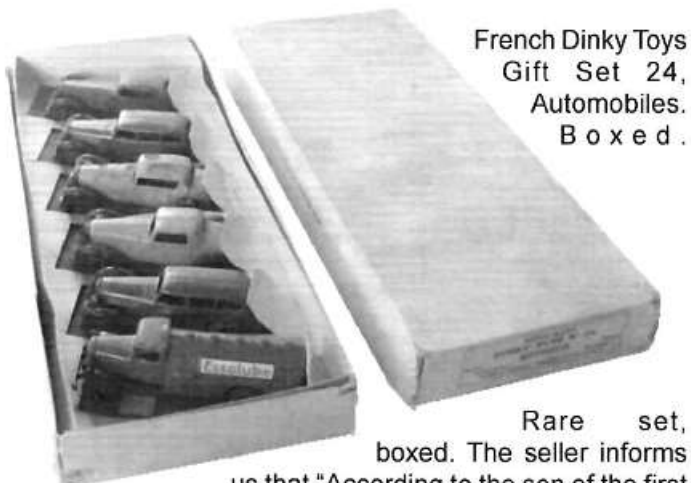
The April model building competition was for a Fairground Model, this was won by Peter Satterthwaite with his Octopus Ride. The meeting concluded and was followed by a very nice supper again provided by Mrs McFarland.

It is a lovely Good Friday morning here in Cairns. The weather has settled down after my last report and we now will hopefully have lovely settled days with no extremes in temperature. Easter is a busy time for all of us - for us it is time to reflect on the meaning of Easter and the redemption of our sins, for others it is time for travel and relaxation and for you in New Zealand the Meccano Convention. As I write this I am hoping that your model you have spent the last six months building is going as expected, that your friends you have not seen for a few years have not aged to much and perhaps you may get lucky and acquire a piece of Meccano you have longed for. Lets look at this months offerings from that vast auction site called eBay.

1960s Meccano Dealers Newsletter. Unusual item - Meccano Dealers Newsletter from 30th May, 1960. According to seller "it has details on window displays for Dinky, New Bayko Outfits, Hornby Speedboats. "Double sided. It would be interesting to know how long these Newsletters went for - first one I have seen for a while. Sold for NZ\$115.



Meccano 6A Set 1930, Blue and Gold. Not a common set, Blue and Gold Set 6A. Comes in a long rectangular box, and contains some rarer pieces including digger bucket, ships funnel, artillery wheels, etc. Not sure how complete it is but looks to be in good order. Nice manual. Sold for NZ\$290.

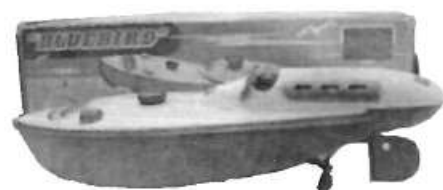


French Dinky Toys
Gift Set 24,
Automobiles.
Boxed.

Rare set, boxed. The seller informs us that "According to the son of the first owner, the dealer has exchanged a car for the tank truck. He had never seen the Essolube truck before". Set made in France and introduced in 1934 and discontinued in 1940. This set contains six vehicles. Sold for NZ\$2450.



Sutcliffe Bluebird Speed Boat 1950s
Boxed. Hard to find this model boxed. Box



in good nick with nice graphics. Boat in good used condition, old type cork plug present. No key but will display well. Yours for NZ\$190.

Toy catalogues are a very useful aid in dating toys etc and good ones sell well. For example a 1959-1960 Playthings Toy Catalogue from Sydney, Australia sold recently for NZ\$125. This 24 paged catalogue had toys ranging from kites to Meccano.



French No 1 Electrical Set from the 1960s - As New. This 1967 set is the very best of the best in Electrical Sets of the



1960s. This set had it all much better than the English equivalent. It is a complete working set, great graphics and presented in a very thoughtful way. You would be very hard pressed to find better - NZ\$1008.

1963 Meccano Mechanisms Outfit. Very nice outfit of this useful set. This one is too good to use - just admire. Complete with cellophane sheet and corrugated card. Box has a few repairs and manual some taping but still a nice set. Sold for NZ\$115.

Dutch Meccano No 11A Aeroplane Set. Converting set for the Aeroplane sets of the 1930s. These are not that common and here we have one for the Dutch market. It is complete and in good nick, instructions have been stapled. Box is reasonable. I expected it to go for a higher price - sold for NZ\$270.



Plastic Meccano Conversion Set BX. Used to convert Set B to Set C in the Meccano Plastic Range. Looks complete and in nice order. NZ\$70.

Meccano Oilcan "Banjo" type two". This lovely oil-can is in very good condition, no dents etc and the nickel plate still polishes up very well. Very nice item and sold for NZ\$ 257.

Presslands Great Book of Tin Toys. This is a great reference book for tin toys and is a collectible book in its own right. This copy has been signed by the author. Published in 1995 with a production run of only 2000 copies of this book are hard to find. This one is new and



comes with its slip case. The book covers tin toys from the 19th century through to the post WWII years. From early German trains to 1950 Japanese Robots - they are all there - over 650 photographs. Sold for the reasonable price of NZ\$190.

Seven light green 24 1/2" Angle Girders. From the late 1950s early 1960s. Seven light green angle girders, only minor paint loss and nice and straight. Sold very well at over NZ\$60 each - total NZ\$470.

Meccano Directors Report for 1949. Have not seen one of these before. Twelve pages in this original document showing the financial position of the company in 1949. Would think quite rare and unusual. Sold for NZ\$68.

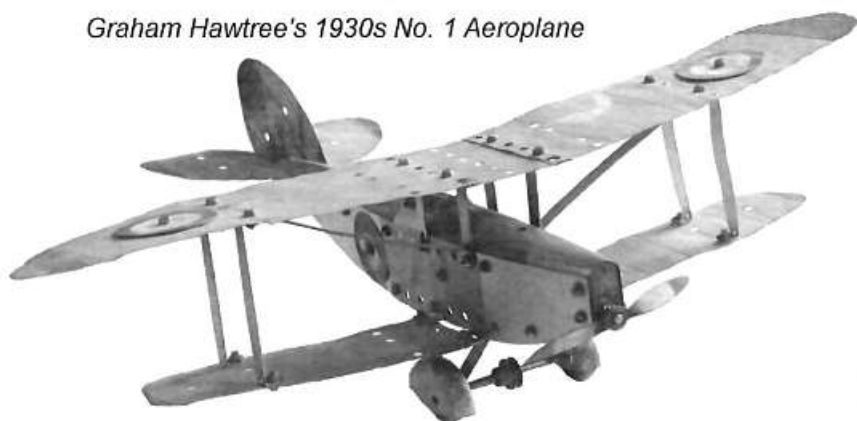
Meccano Aero Constructor No 2 Clockwork motor with key and box. Nice item with original box, key and information sheet. Motor in great condition and box nice with return slip on inside lid. Should of sold well and realised NZ\$440.

Lets finish with something different. Japanese tin toys of the 1950-60 period are avidly collected and here is a really neat one. Cragstans MR ROBOT with box. He stands about 11" tall and is in wonderful condition with lots of gloss to his tin body and a clean battery department. He moves with a bump and go action and a lighted spinning internal dome. In fully working condition. The box is also nice and clean with some minor repairs. An idea for a Meccano model. Sold for NZ\$750, a reasonable amount to pay for a quality toy.

Thanks for reading and hope you enjoyed delving into the fascinating world of old Meccano and Toys.

John Hansen.
Cairns.

Graham Hawtree's 1930s No. 1 Aeroplane



Paul Vodanovitch's Walking (Drunken?) Elephant



More pictures from the MWT meeting

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Compiled by Lloyd Spackman

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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 13th August 2011 from 2pm at Neil Carey's home, 23 Eaton Road, Hillsborough.

MWT Meccano Club.

President - Daryl Anderson

Secretary - Paulette Morton - Ph 06 323 8001

Meetings at 2 pm. Next meeting Saturday, June 11th 2011 at Daryl Anderson's home in Hawera.

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 June 3rd 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.

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.

Meccgear

Precision made gears, helical, bevel and pinions. All the hard to find sizes. Plus many brass parts. As seen at the Palmerston Convention. Huge selection all machined from solid brass using precision machining techniques. These are not turned up in a shed. They are manufactured to the highest tolerances available. Extremely reasonable pricing, with discounts for large purchases. For a full price list of parts currently available contact Jeff Clark 021 743 080 or email jeff@theaudioconsultant.co.nz

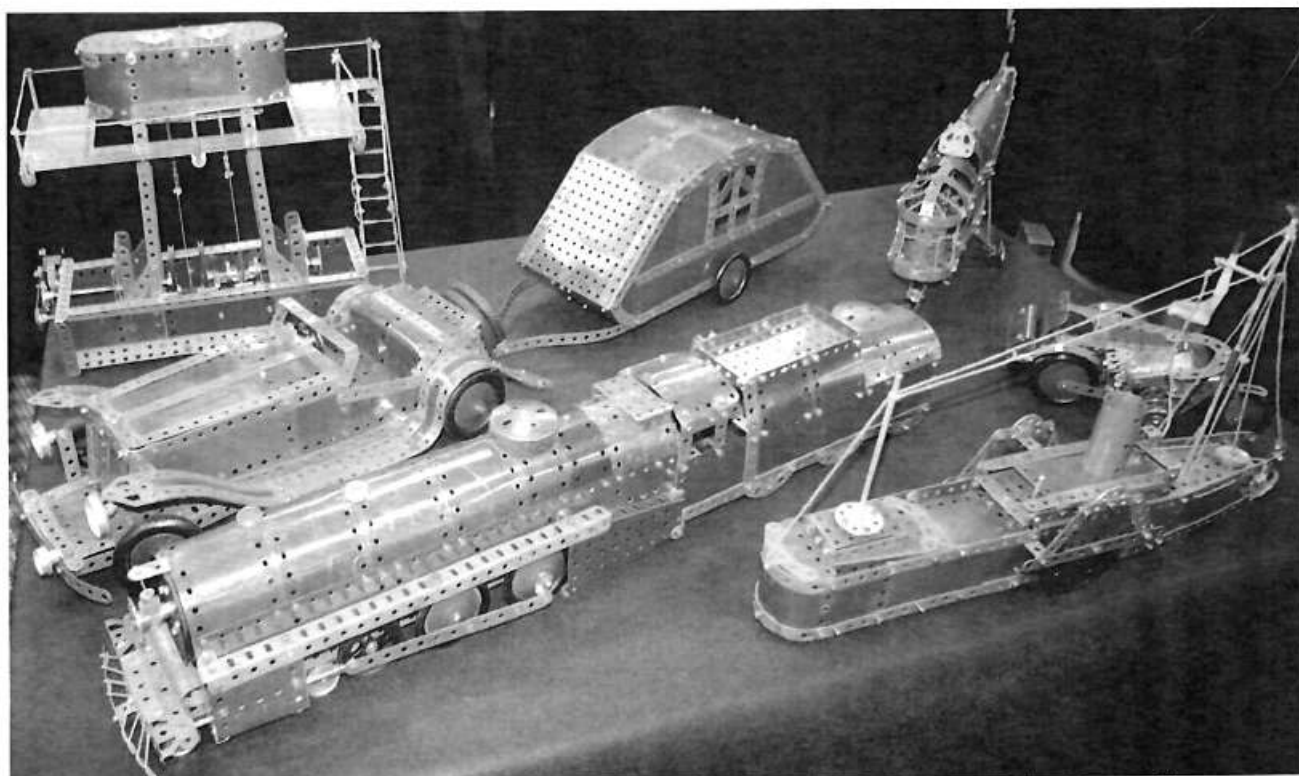
Set 10+.

Tatty 9a box c1953, medium R/G. I've seen photos of this set and the parts seem in reasonable/good condition but some girders and strips look rusty.

I was given a full parts list and it seems to contain all the parts needed to build the Giant Blocksetting Crane, Super model No 4 (95 3- hole Angle Girders P/N 9f, 64 12-1/2" AG 14 24-1/2" AG, 20 large flanged wheels, 54 DAS 3-hole by 1 hole #48, etc). Set contains 84 gears! Some Zinc parts included. \$1500. Tel Andy (09) 420-5347, email linandy@clear.net.nz

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

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



Paul Vodanovich had this interesting display of red and green models at the Easter Convention.



1 Trevor Adam, 2 Barry Babbage, 3 Caleb Perry, 4 Stan Boker, 5 Daryl Anderson, 6 Roland Jaspers, 7 Rhonda Lin, 8 Ross Mitchell, 9 Ainslie Mitchell, 10 Hugh Ramage, 11 David Shand, 12 John Freer, 13 John Jordan, 14 Colleen Shand, 15 Chris Rickards, 16 Robin Rye, 17 Marty Cooper, 18 Paulette Morton, 19 Chris Morton, 20 Bryan Jones, 21 Nancy Jones, 22 Simon Moody, 23 David Couch, 24 Mary Jost, 25 Brian Hickson, 26 Bob Prescott, 27 David Wall, 28 Anne Prescott, 29 Selwyn Bluett, 30 Graham Jost, 31 Andy Li, 32 Bruce Geange, 33 Max George, 34 John Pond, 35 Grace Pluck, 36 Neil Pluck, 37 Tom Pittams, 38 Wayne Blakely, 39 Les Megget, 40 Paul Vodanovich, 41 Judith Vodanovich, 42 Gary Higgins, 43 Mike Howse, 44 John Stark, 45 Jeff Clark, 46 Mel Plows, 47 Cooper Harland, 48 John Ince, 49 Lou Nichols, 50 Charles Steadman, 51 Graeme Mills, 52 Peter Hancock President



Mel Plow's Six Wheel Trailer