

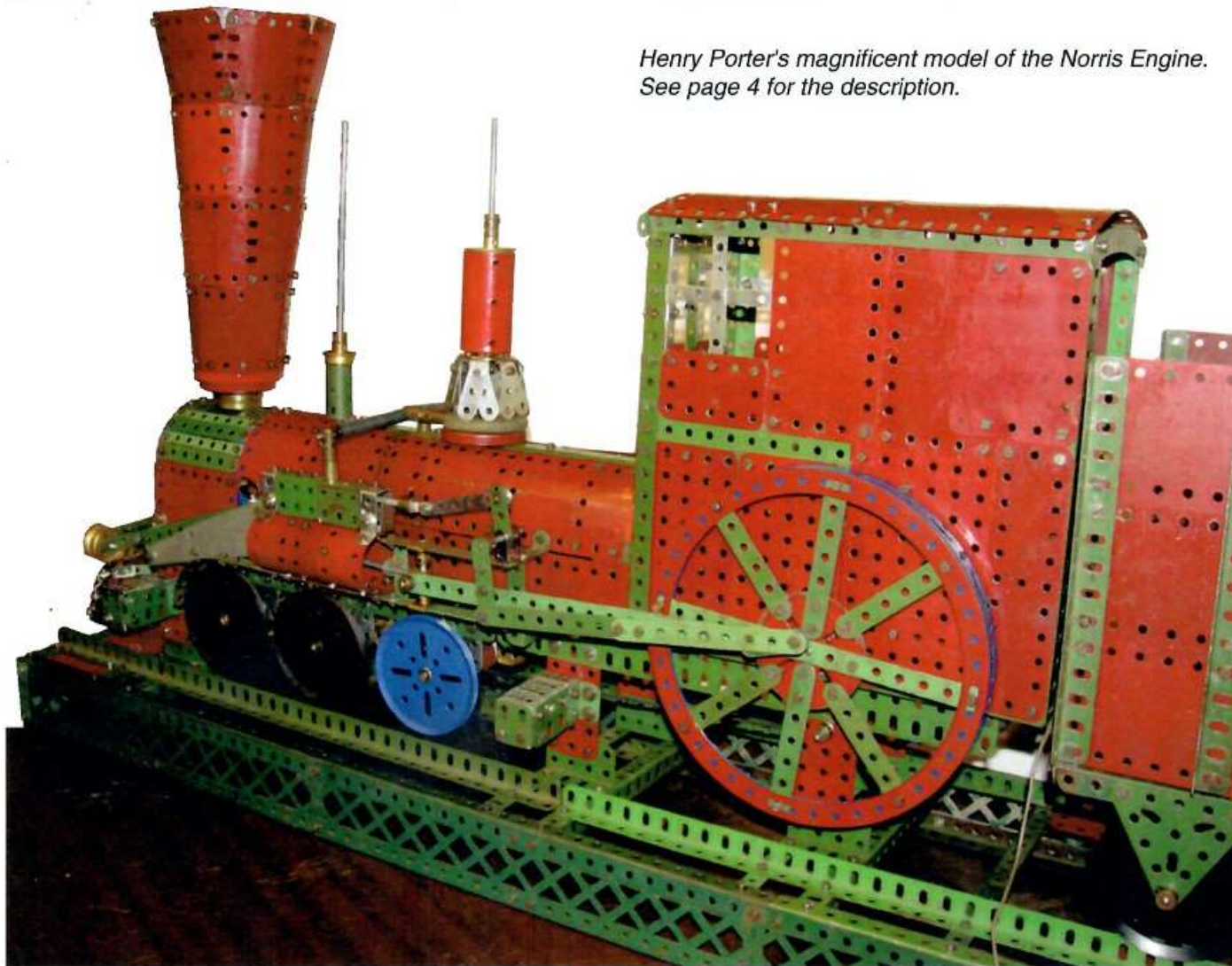


NZFMM MAGAZINE

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August 2011

*Henry Porter's magnificent model of the Norris Engine.
See page 4 for the description.*



*Father Christmas driving Bruce Geange's Oppermann
Motocart with a load of presents. Article on page 13.*



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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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LOSING MECCANOMEN

Some of you may not have heard that Bruce Neilson passed away on July 16 2011 in Palmerston North. Bruce was a long time member of the MWT Meccano Club and NZFMM and had been Editor of this Magazine from early 2001, retiring in August 2007 after suffering a severe stroke. His contribution as editor was highly significant as the standard of the Magazine was raised several levels and the models he built and described with Bruce Geange were magnificent. The instructions to build these models were easy to comprehend with clear module-by-module images, and I've seen reproductions of some of their models internationally. Like Don Wilson, who died in 2009, Bruce will be missed for his knowledge, his model building and willing assistance to all Meccano devotees.

Another well known Meccanoman lost to us since my last editorial is Paul Joachim from London, UK. Paul had been editor of the ISM Journal for many years and was well known internationally for his large and complex models (steam locos and helicopters come to mind), his publishing abilities and his friendly assistance given to any one who asked for it. I was lucky to meet Paul in 2008 at SkegEx and enjoyed talking Meccano for a few minutes. Many of the UK based Meccano magazines have been full of obituaries about Paul and his life, cut short in his 65th year.

John Ince, our long time Assistant Editor and latterly "Compositor" has told me that he wishes to retire from that position at year's end. John takes all the "copy" I fire at him (text and images electronically) and turns it into the printed pages you receive in the post. I'm looking for someone to take over this very necessary position next year and if you feel so inclined please drop me an email shown on this page.

I do often wonder if we are replacing the Meccanomen who pass away or retire from the hobby. This great hobby will surely die itself if the younger members coming in don't at least keep up with those departing at the older end. As I've said previously it was good to see some very competent younger modellers displaying at the Palmerston Convention, but we really need more generation X, Y or Z members I believe.

My thanks to those willing contributors who sent in articles for this issue (without much pushing from me). Please keep up the effort of sending me things to publish. You will note that I've kept my own contributions to a minimum this month, long may that continue!

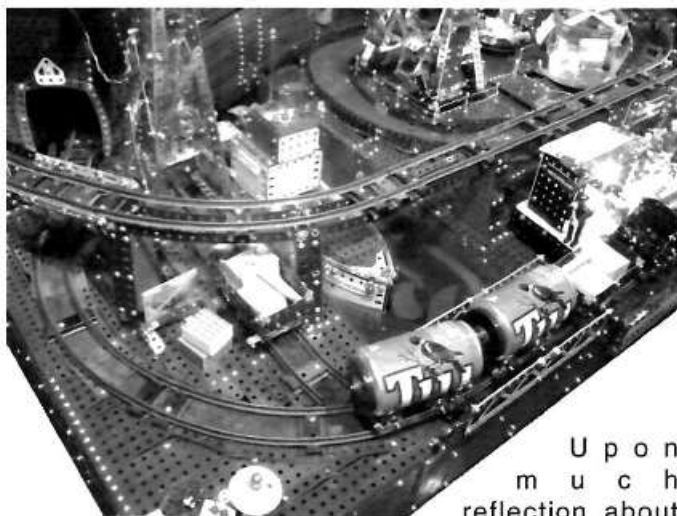
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HISTORY OF MECCANOLAND

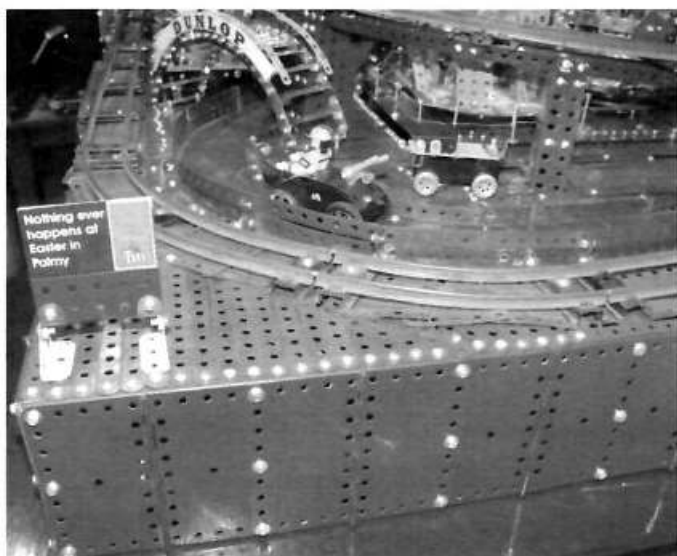
by Daryl Anderson

Around 2002 the idea came to construct Meccanoland.



U p o n
m u c h
r e f l e c t i o n a b o u t

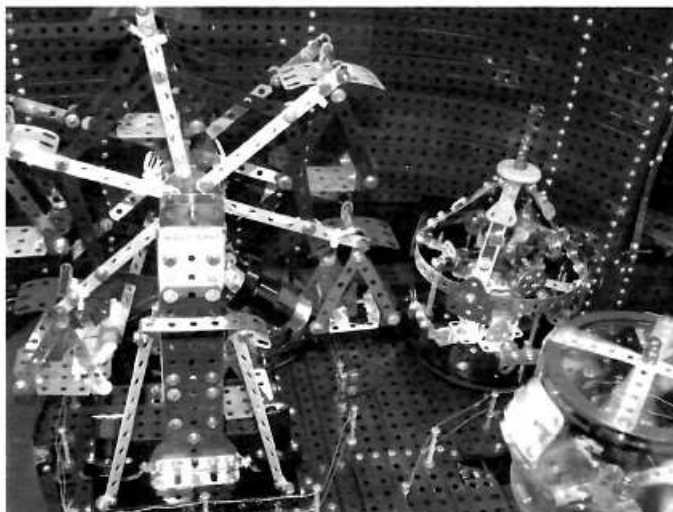
what the model could look like and what I wanted it to do, basic dimensions using Hornby O gauge track were arrived at. In 2006 a start was made with the framework constructed, track laid, the hill constructed and tunnel portals made. Due to circumstances the model was then left for 4 years.



Meccanoland is described as a diorama, a miniature three-dimensional landscape, purely for fun and entertainment. It measures 1.6 x 1m and is in one piece with all the motorised sections removable for transport.

Apart from motors there is very little non-Meccano used in the construction, even the figures are mostly Meccano from the plastic series, with most modified and painted to change their looks.

Not counting the locomotives and cars which are all battery powered, there are 15 electric motors used in the fixed sections, Fairground 4. Ship 6. Crane 3, Windmills 2.



The fairground has a Ferris wheel, merry-go-round (roundabout) and Gravitron that rotates as well as lifts up to approx 45 degree angle then down again.

A cargo ship named after Frank Hornby's mother has motors to lift it out of the water fore and aft, a motor on the radar



and 3 motors running at different speeds to move the water in a random wave effect. The water is translucent plastic sheet.

The crane has an Elektrikit electromagnet on the hook that can load the ship from the top of the hill and lift on and off the cargo hold hatch covers. This is controlled from a cable remote.

Motors on the model are switched individually so each mechanism can be turned on and off. Two power supply rails are used, 12 and 6 volts. All the motors are 6 volt or less with 12 volts used for lighting.

Standard flanged wheels would not stay on the track due to a shallow flange and the curved Hornby rail so wheels with deeper flanges were made and have been problem free. The only issue is lack of traction due to very steep gradients, 'O' rings on the driving wheels have cured this. The main locomotive features a vehicle reversing camera on the front transmitting to screen. This is effective even in



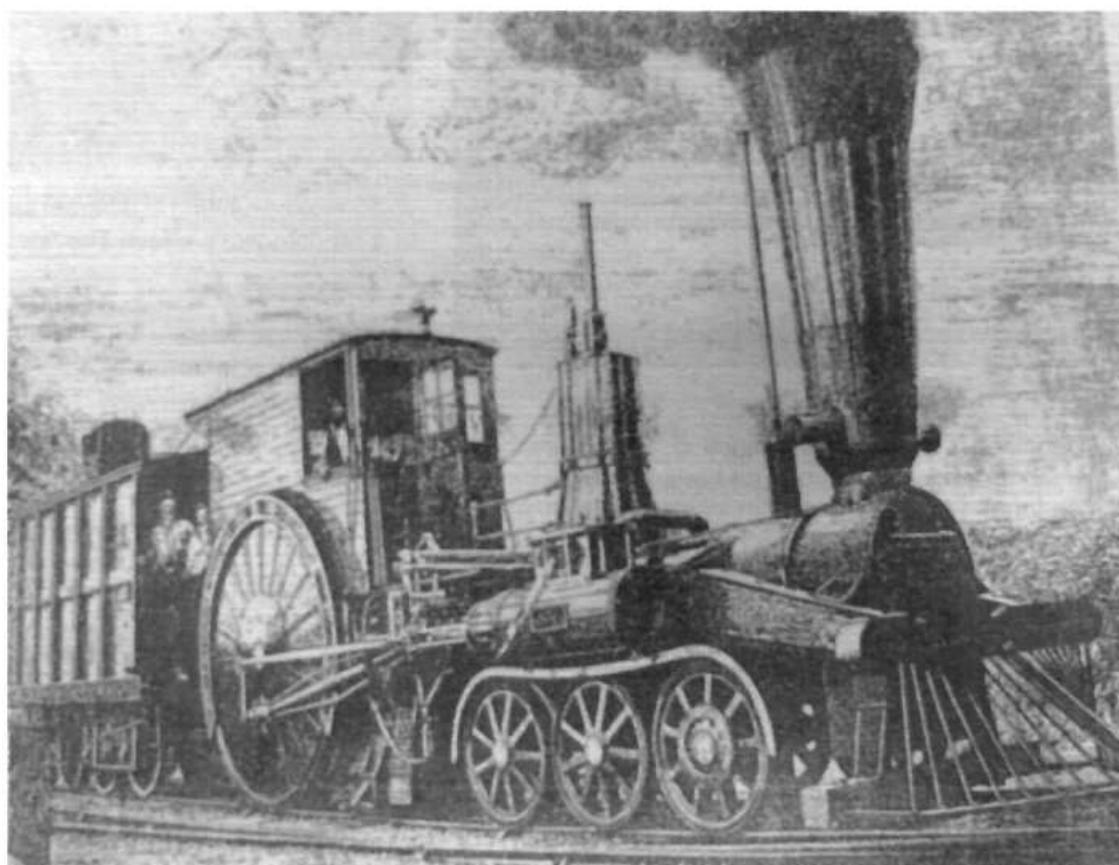
the darkened tunnels due to infra red diodes on the camera lighting the spiders and skeletons inside.

The model was displayed for the first time at the 2011 NZFMM National Convention at Easter in Palmerston North. This was part of a larger event called "Square Affair". Local brewery Tui were a sponsor, so to add interest, their iconic brewery was constructed in Meccano, as well as a classic

Another unusual model from Henry Porter

One of the most ridiculous looking locomotives in the book *Wheels Across America*, is the Norris engine. This Crampton-Norris engine ran in the USA in the 1850s on the Camden and Amboy Railroad. Pistons turn big wheels as quickly as small ones, but a turn of a big wheel moves the train farther than one turn of a small one. Engineers sometimes used large wheels to get high speeds. These Norris's had driving wheels with a diameter of 2.44 metres and could reach speeds of 110 km/h.

The most difficult task initially was the smoke stack. This was made with 2 1/2" by 2 1/2" Flexible Plates with slotted holes and wasn't as difficult as I thought. As the boiler was 3 1/2" in diameter, there wasn't a lot of room to get one's fingers in to secure the valve gear steam pipes and slanting supports.



scene from the television commercials and Tui rolling stock.

As the event was held in the Manawatu, the home of wind farming, a pair of windmills completed the model. The diorama was fun to design and build, making it all work in a small scale.

I've had other ideas for further additions in the future :~ a cable car from the station to the higher level. A helicopter that rises up from the top level, moves out over the model and lowers a winch picking up a person, hopefully can use the Motorvator here. A vehicle that travels the length of the top section and returns. An oil drilling rig and pump. A sun raising from behind the hill that arcs across the sky followed by the moon. Radio control the locomotives and make a cam controlled switching box to automatically start/stop each section at random.

There are seven videos of Meccanoland to watch on the Internet; www.youtube.com and in the search box type Meccanoland. The music heard there is a mix of Wurlitzer fairground music, train sounds, fairground crowd noises, cars and aircraft etc. This is on a continuous loop played through speakers under the model.

The cab and tender were rather easier to construct. The model was driven by a motor with gearbox borrowed from the Mechanical Workshop set.

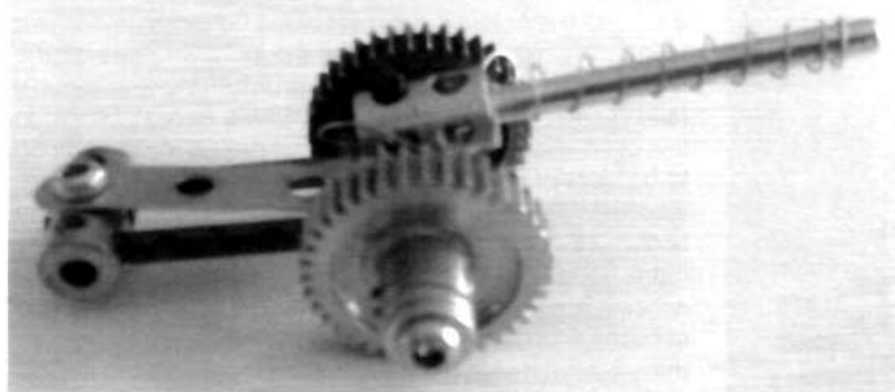
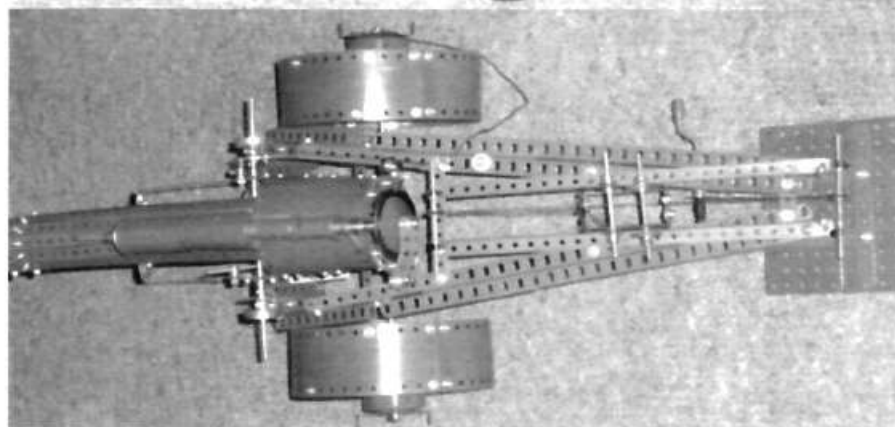
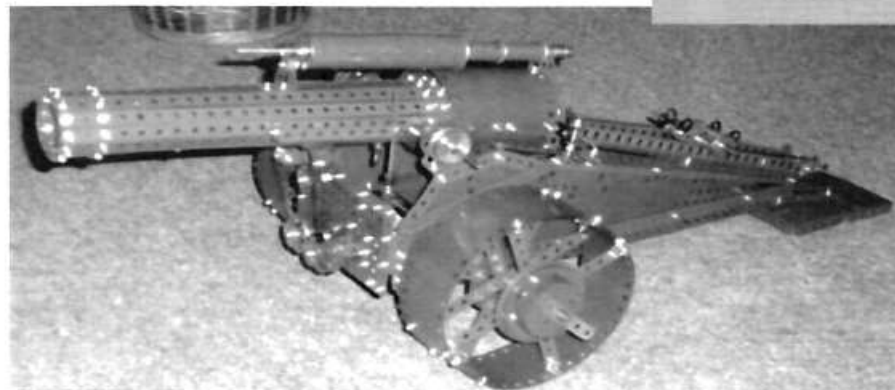
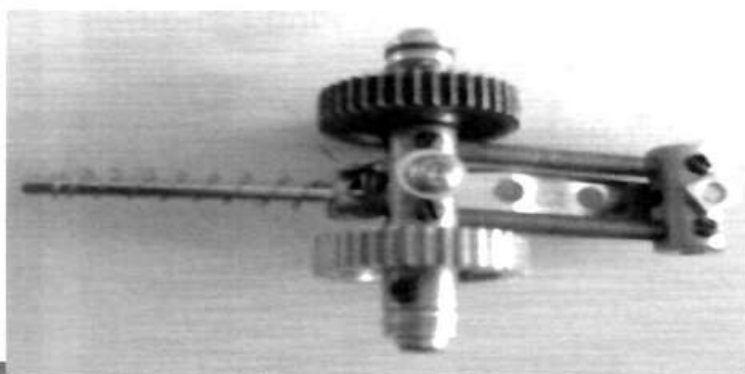
There are lots of wonderful and weird locomotives from around the world to model.

A colour picture of the model is on the front cover.

Artillery Field Guns

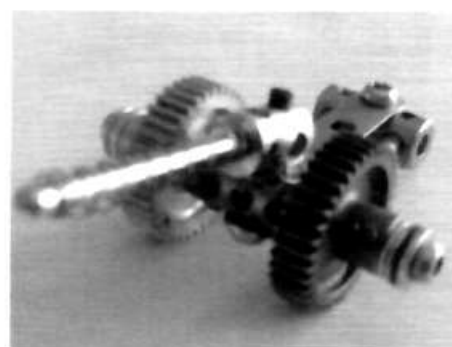
by Roman Johnston

After my operation and recovering, I made an artillery field gun (8.11) from a set 8 instruction manual from the set I purchased earlier last year. It fired very well managing to fire a worm (p/n 32) a reasonable distance of 5-10 meters and anything smaller (a plastic washer or a collar) at least 15 meters. Here are a



to the narrow strip but right angles to the large coupling. Then bolt a $2\frac{1}{2}$ " axle rod on to the end of the short coupling to make the barrel. Then to put the wheels on you get a long bolt put four washers on the gear wheel (P/N 31) and bolt to the ends of the coupling. At the other end of the narrow strip bolt another coupling by the $\frac{1}{2}$ " inch bolt. Then bolt the other $2\frac{1}{2}$ " axle rods so they sit just in side the end s of the other coupling. Lastly to finish it of get a spring from a pen an striating out a $\frac{1}{3}$ of one end to wrap around the join between the short coupling and the narrow strip. To change the angles of the barrel just bend the narrow strip. The best I could make this shot was a collar around 10 meters, a plastic washer around 15 meters and a normal washer around 20+ meters. All in all a great model and a quite satisfactory one.

Here is a list of parts required to make



the smaller gun:-

couple of pictures of it. I had help from Ross Mitchell in re-painting the parts to make it look good and new. After completion of this bigger gun I had a go at making the smallest artillery gun, Meccano could make it possible and still fire. This only used only nine separate parts.

To start of with making the small artillery gun you get a coupling and a Bolt (P/N 111) through the centre of the coupling. Then get a short coupling and use a threaded hole In between the couplings put the narrow strip (P/N 235h) in and do it up tight so the short coupling run parallel

P/N	Description	Qty
17	Axle rod	3
31	Gear wheel	2
38	Washer	8
63	Couplings	2
63d	Short coupling	1
111	Bolt	1
111a	Bolt	1
111e	Bolt	2
235h	Narrow strip	1
A spring from a pen		

Compact Spiral-Driven Ping-Pong Ball Rollers

by Graham Jost

For the Easter Meccano Convention this year, Mary and I brought across a Ball Roller, a Clock and two pairs of animals from Noah's Ark that Mary had made for our Annual Exhibition in Melbourne last year. These were well received by the adoring public, and I promised our Editor a short article on Ball Rollers of the type shown for the NZFMM Magazine. This roller is actually the last of a series of three that I have built over the past year, as a result of a very useful email discussion with Max Morris in England. Fig. 1

Max had asked me about the details of a Spiral

a very long-standing reliability problem in an earlier roller of mine, and which had already been written up in CQ78, Figure 1 – the 1 clear the rods. 1/8" Bolts do (just!) Max also suggested it might be used as



Fig. 2 Original Ball Roller

a feature in its own right, hence the following.

First, I decided to use one of those large French base plates as a base and, apart

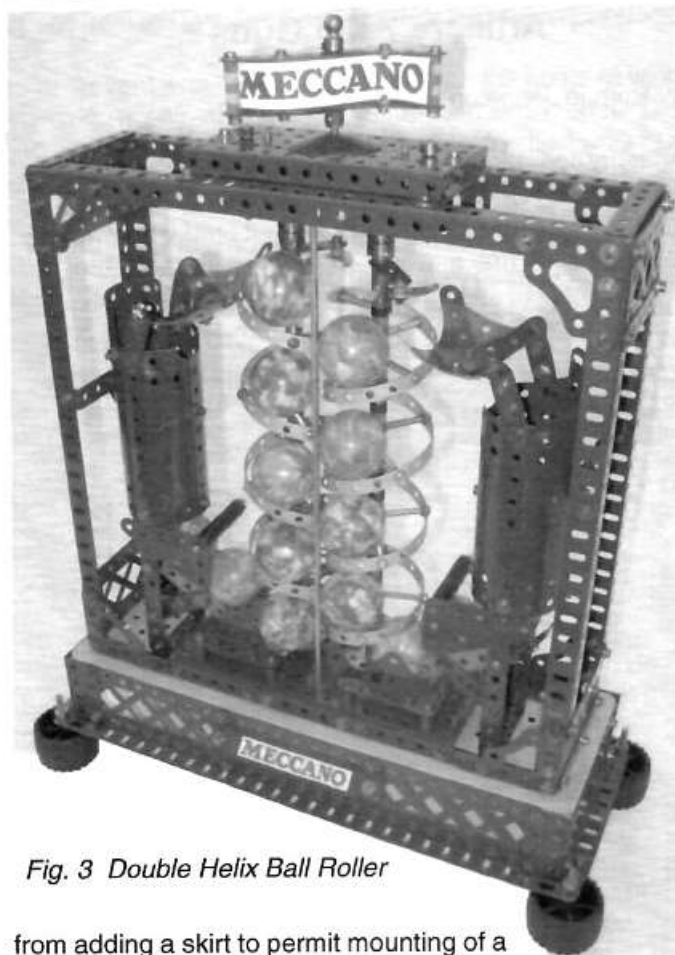


Fig. 3 Double Helix Ball Roller

from adding a skirt to permit mounting of a current French black motor and reduction drive underneath, to mount the rest of the ball roller on top. The first such roller is shown in Figure 2, where the framework comprises 12 1/2" Angle Girders as shown – to my mind the whole presents a pleasing appearance, being neither too large for the baseplate, nor too small – it is also perfectly stable on those lovely large fat French rubber wheels acting as feet. Two sets of balls spiral upwards via a single central spiral, each set being held against the two restraining rods shown, one at the front and one at the rear. The spiral itself is formed from one of Jack Parsisson's (see Meerlu on the web) excellent long Narrow Strips, in this case about a metre long, which are an absolute boon to builders of spirals. On reaching the top, the balls are ejected to their respective sides into Boilers to return to the bottom, re-enter the spirals and continue on their way once more. The use of Crank handles, cut to suit, provide neat access and exiting spaces for the balls as well as the necessary constraints to hold them in place as they ride the spiral. The Meccano banner on top is rotating at half-spiral speed, as it seems to be turning too quickly otherwise. This roller is very basic, but is totally trouble free.

For the next roller, two counter-rotating, handed and meshing spirals elevate two sets of balls; so that the two restraining rods of the first machine become one, Figure 3 – this is surely the ultimate in visual openness. Although two Stokys 2" gears are used to connect the spiral shafts beneath, I have been told that 2" Meccano Sprockets would work equally well here. At the top, the ejectors are necessarily turning in the opposite direction to their respective spirals, thanks to simple gearing

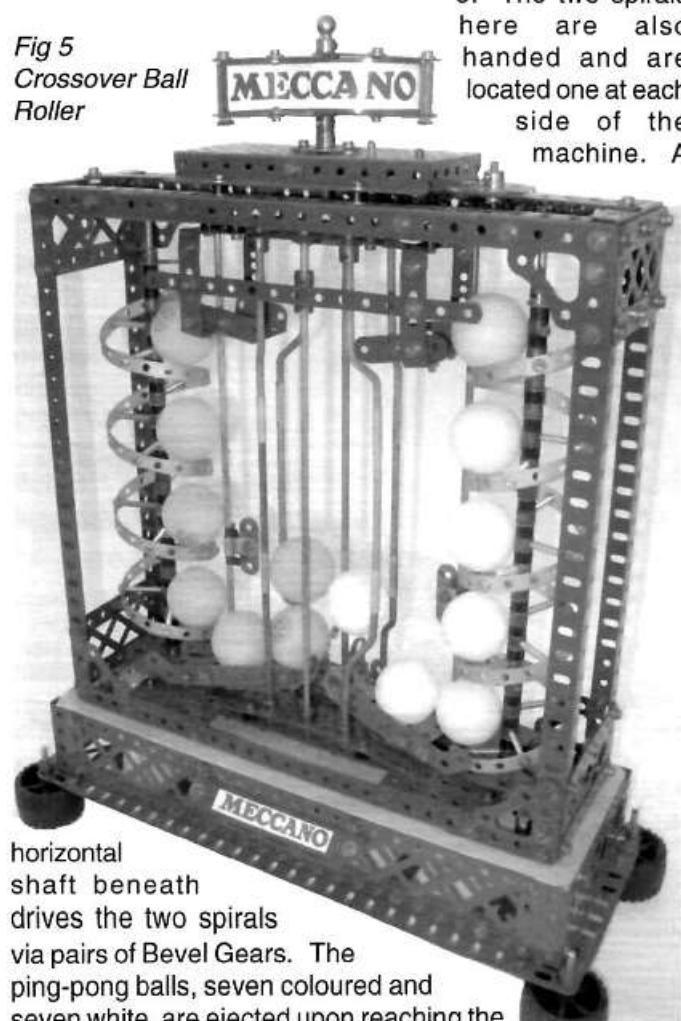


Fig 4 Exiting drive - double Helix Roller

hidden beneath the top cover, Figure 4. This roller also works well and is totally trouble free.

The final roller in this series, and the one shown at this year's Convention, is the Crossover roller shown in Figure 5. The two spirals here are also handed and are located one at each side of the machine. A

Fig 5
Crossover Ball
Roller



horizontal shaft beneath drives the two spirals via pairs of Bevel Gears. The ping-pong balls, seven coloured and seven white, are ejected upon reaching the top into the *broad* central hopper in turn, one from the LH spiral followed by one from the RH spiral, and so on. As each ball is ejected, more or less horizontally, it falls towards the *opposite* side of the hopper. Thus the balls that ride up one spiral to be ejected at the top find themselves entering the bottom of the other spiral, and vice versa: they are continually changing sides. In Figure 5,

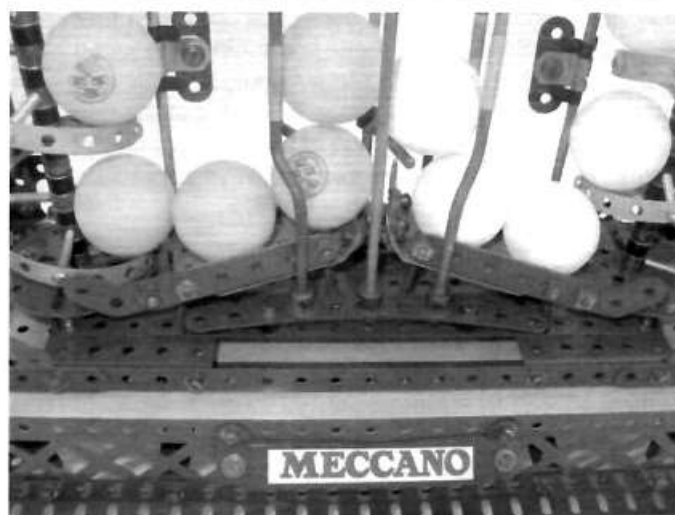


Fig 6 Wagglar - front view

for example, the coloured balls rising in the LH spiral will find themselves entering the RH chute at the bottom, whilst the white balls in the RH spiral will end up entering the LH chute. The crucial key to this changeover is the little wagglar projecting from the rear at lower centre, Figures 6 and 7. This is oscillated back and forth by a simple mechanism actuated by the projecting Bolt in the slotted hole of the rotating Faceplate at the base of each spiral – the slotted holes permit easy adjustment of the extent of the angular oscillation of the wagglar in each direction, Figure 8. The wagglar controls the entry of the balls to the chutes at the bottom, one at a time, and as they have been collected in order above it from one side and then the other,

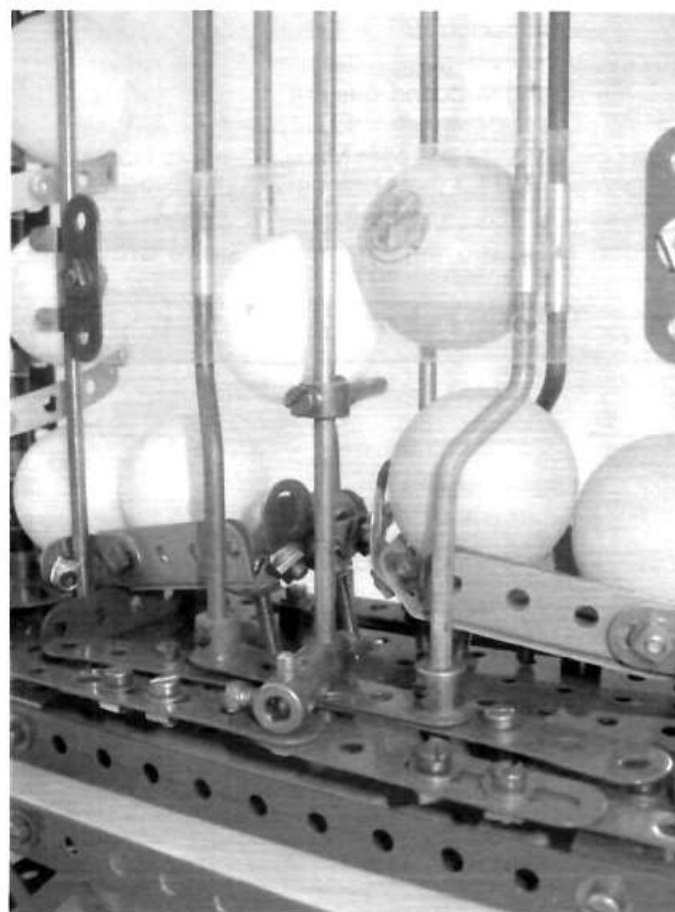


Fig 7 Wagglar - rear view

they are delivered to their respective shutes in that same order. Some very careful fine-tuning is required in this area, but once clog-free action is achieved, totally reliable running becomes the order of the day – as those who saw it in action at the Convention will testify. I'm not sure that onlookers always appreciate the subtlety of it all, but I rather like it!

All rollers are driven by French black motors, make use of Jack Parsisson's continuous Narrow Strip, use crank handles at top and bottom to permit access to and exiting from the spirals, have a half-spiral-speed rotating Meccano banner on top and have the common frameworks as shown. Ball rollers are notorious for shedding balls at the least provocation, which accounts for why I've never shown all three together at one time in one place. But now that I am developing ever increasing confidence in their reliability, perhaps I should try it!

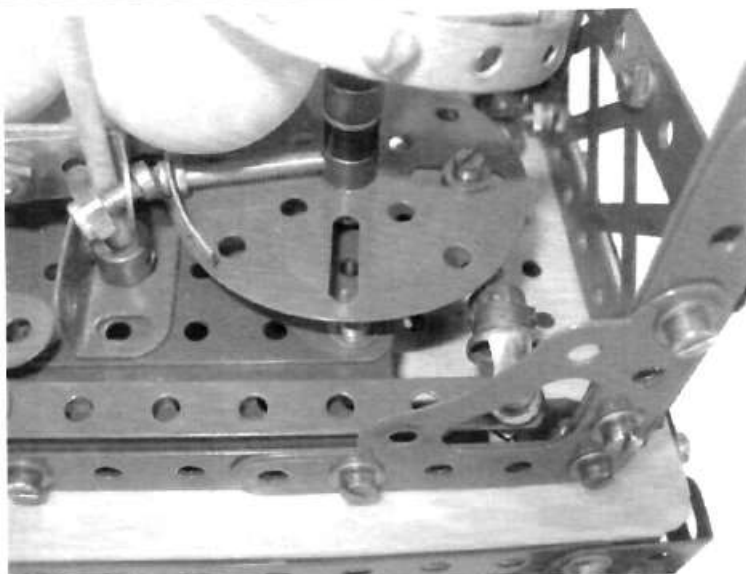


Fig 8 Waggler Activation Bolt

All rollers may be seen on Charles Steadman's website at: <http://www.nzmeccano.com/image-33994> where

both stills and videos of these and other ball rollers of mine are to be found.

Set 3501 - Meccano or Erector

by Lloyd Spackman

I have been fortunate enough to have been given, at various times, three of the 5 model set 3501 (the "Bicycle" set).

Two are Meccano dated 10/2004 and the latest is Erector dated 04/2010.

The exterior design of the Erector set has been updated as is evident from the photos. The Erector and the second Meccano sets are identical inside as are the parts and the instruction leaflets. Everything inside the Erector set is pure Meccano just as I found when I opened my Erector set 5510, as described in our May 2011, issue. The boxes of the Erector and second Meccano sets have the same brown



cardboard insert and the sleeve type end flap openings. The first Meccano one had a zip opening along one side and no interior cardboard.

I think the new exterior design is more attractive. On one side it clearly states "Made in Shezen, China, for Meccano" and then the Calais address. Instead of the old "ages 8+" it now says "ages 8 - 88". Once one reaches the age of 88 one does NOT lose interest in Meccano. Believe me! So, what do I do with three of these sets? I now have nine nice looking grey wheels but only six tyres for them. Maybe I will build three identical bicycles.



Plasser + Theurer 08-475 Unimat Ballast Tamper

by Bryan Jones and Laurie Webb

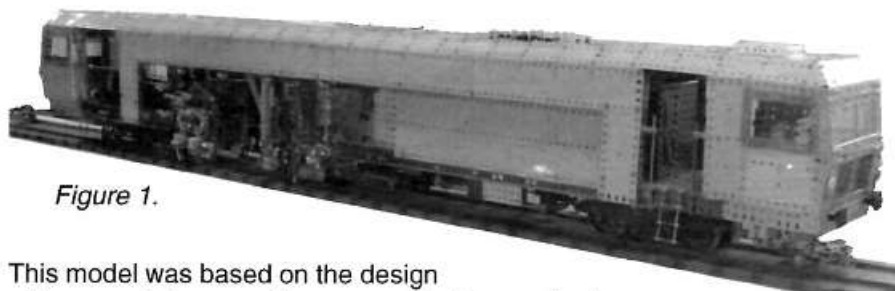


Figure 1.

This model was based on the design of three prototype machines owned by Queensland Rail in Australia. Because it was not possible to visit the machines to photograph them, we used some general arrangement drawings kindly supplied by Plasser Australia, and photographs supplied by Plasser + Theurer's head office in Wien, Austria. Bryan's knowledge of the design concepts of similar Plasser machines, which are owned by KiwiRail in New Zealand, was put to work in "guesstimating" some of the unseen details. The model ended up being the result of four years of research, design, construction and reconstruction, with Laurie producing the bodywork and bogies, and Bryan producing the various mechanical sections.

A ballast tamper is a machine which is used to correct and stabilise the geometry of railway track. It measures three parameters: the horizontal line (ie. how straight the "straight" tracks are, or the smoothness of curves), the vertical line (are there dips in the track due to sunken rail joints or settling of the ballast formation), and the cant (how much one rail is higher than the other, so that trains lean when they go around curves).

As it measures, the tamper has electronics which compare the measurements with the design parameter data for the track it is working on. If there are errors, the tamper uses hydraulic power to lift the track slightly and move it as required to correct the errors. It does this one sleeper at a time. While the track is held in its corrected position, tamping heads descend, and vibrating tines thrust into the ballast (the stones under and around the sleepers). The tines

s q u e e z e towards each other in a pincer-like movement to compact the ballast around and under the sleeper, which holds the track in its new position.

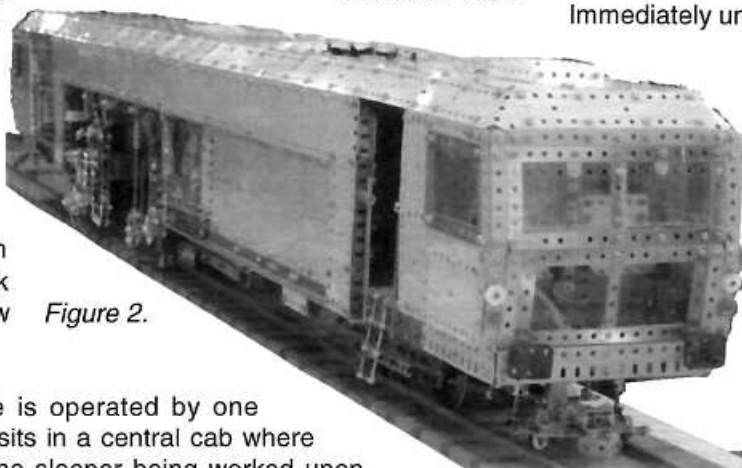


Figure 2.

The machine is operated by one person, who sits in a central cab where he can see the sleeper being worked upon.

He drives the tamper to the next sleeper and initiates the measurement/correction/tamping cycle. The machine does this automatically in approximately 3 seconds. If the tamper is tamping every sleeper along a length of track, it works at a rate of about 15 sleepers per minute, or about $\frac{3}{4}$ km/hr.

Our model was built to a scale of 1:12, running on $3\frac{1}{2}$ inch gauge track. As the prototype machine relies very much on hydraulics for movement of its various parts, we had to simulate the hydraulic rams, and only had the drive plus the tamping head movement mechanised. All other movements were modelled as much as possible, but had to be moved manually to place the model in different poses.

Figure 2 shows the model from the front end. A driving cab sits over the front measuring buggy. Behind the steps is the enclosed engine compartment, and then the central work cab. Beyond this is the lifting frame and the tamping heads. At the rear is a driving cab for travelling in reverse and the rear measuring buggy is being towed behind the tamper.

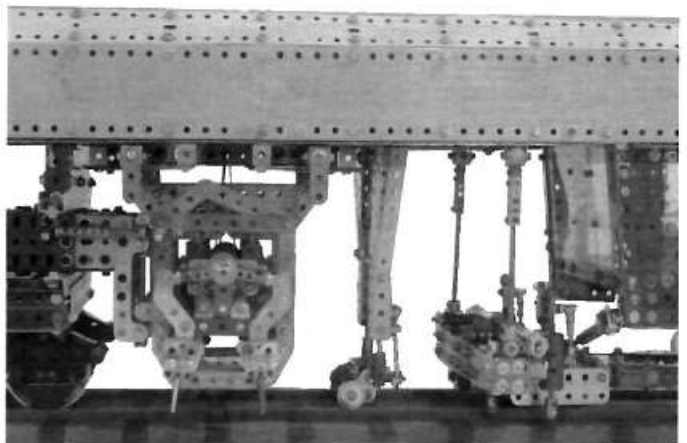


Figure 3. The Tampers

Figure 3 shows the work area of the tamper from the right hand side. The operator sits in the work cabin at right, and faces the back of the machine.

Immediately under and to the rear of the cab is the clamp frame. This has gripping rollers, simulated by $\frac{1}{2}$ inch pulleys, which on the prototype machine grip under the head of each rail. The model has simulated hydraulic rams to lift the frame, thus lifting the track, and inclined rams under the work cab to push the track sideways. Because of the long wheelbase of the prototype tamper, there is enough room between the bogies for the rails to flex when force is applied.

In the centre of the photo is another

measuring buggy. On the prototype there is a steel wire stretched between the front and rear measuring buggies, at just above rail height under the central axis of the tamper. This central buggy measures the error between the wire and the central axis, which provides the measurement of horizontal straightness. Two similar wires inside the tamper roof, vertically above each rail, provide the measurements for vertical straightness. A pendulum mounted on this buggy measures the cant.

To the rear of the measuring buggy, and just ahead of the rear bogie, is the tamping head assembly. On this machine there are 4 independent heads, which generally work together. Figure 4 shows details of the outer right hand head and support arm.

Each head consists of a carrier (the green parts in the centre) and two sets of tines, represented by $1\frac{1}{2}$ inch rods mounted in Couplings. The tines are at the bottom end of Z-shaped levers, which are attached to the carrier via Pivot Bolts. At the top end of the levers are short hydraulic rams (short Couplings) which attach them to two eccentrics (represented by $\frac{1}{2}$ inch Pulleys) on a shaft which rotates rapidly. This provides vibration which is transmitted to the tips of the tines, and the rams provide the squeeze movement. The shaft is represented by a $1\frac{3}{4}$ inch rod, with a $\frac{1}{2}$ inch Pulley with Boss at the outboard end to represent the hydraulic drive motor. A 1 inch Pulley on the inboard end represents a flywheel.

Because of the scale we used, it was not possible to make working vibration components, and the squeeze movement was held in the "un-squeezed" position by rubber band, so

held in the squeezed position by a couple of Grub Screws in the Short Couplings for the photo.

Each tamping head is carried on vertical slides in a frame. The 4 frames are normally arranged in pairs inside and outside of each rail. In the prototype a hydraulic ram lowers the carrier quickly so that the vibrating tines are thrust into the ballast on either side of a sleeper, and then withdrawn again after the squeeze cycle. The tines are lifted clear of the sleeper so that the tamper can proceed to the next sleeper. In our model a string from each carrier was run back via pulleys to the engine compartment, where an intermittent motion mechanism was used to lower and raise the heads.

As mentioned, the 4 head frames normally sit in pairs above each rail. The Unimat Tamper is also able to tamp turnouts and crossings, where other rails sit at an angle to the rails upon which the tamper is sitting. The heads must

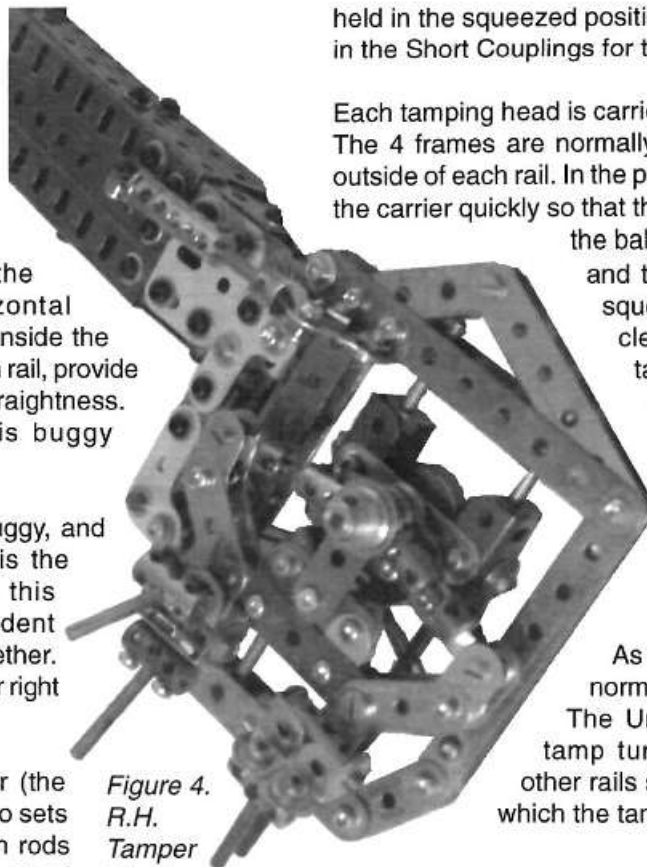


Figure 4.
R.H.
Tamper
Head

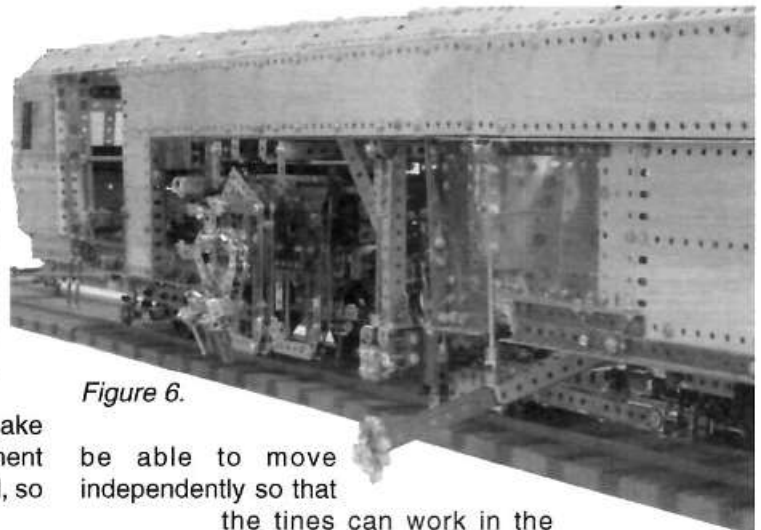


Figure 6.

be able to move independently so that

the tines can work in the irregular spaces formed by the sleepers and rails in these situations.

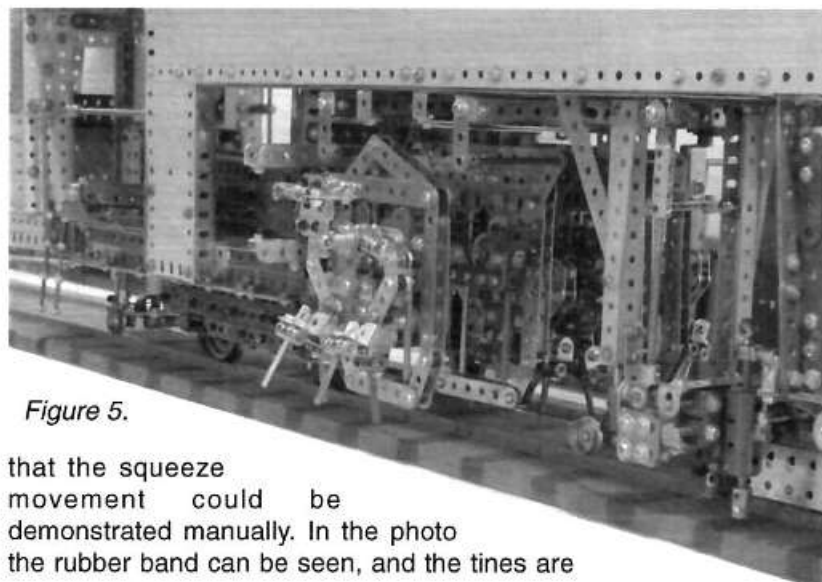


Figure 5.

that the squeeze movement could be demonstrated manually. In the photo the rubber band can be seen, and the tines are

Figure 5 shows how the outside frame can swing away from the inner frame. It is carried on a sliding arm, which pivots at its rear end, and which has a wrist joint so that the frame may be pivoted at an angle. It may be seen that the inner frames are hung from two axes, representing horizontal columns. In the prototype, hydraulic rams can move these inner frames sideways on the columns. Also, the tines on each carrier are in pairs, an inner set and an outer set. As shown in Figures 4 and 5, the outer set can be swung up to allow the inner set to fit into tight spaces in turnouts. For ordinary track the outer set swings down to be parallel to the inner set.

Figure 6 shows the tines in their normal position. It also shows the lifting arm which is deployed while tamping turnouts. The diverging rails of a turnout provide an out-of-balance load for the clamp frame to lift, so this telescopic arm locks onto the outer rail and lifts at the same time as the clamp frame. This keeps the turnout geometry flat. There is a similar arm on the opposite side of the machine.

The tamper rides on two bogies, the front one of which is powered. Apart from the driving mechanism, the bogies are identical, and an early mock-up can be seen in Figure 7. The coil springs carrying the axle boxes are represented by stacks of alternate thick and thin washers. The use of Wheel Flanges and Face Plates for wheels worked out very well for our chosen scale.

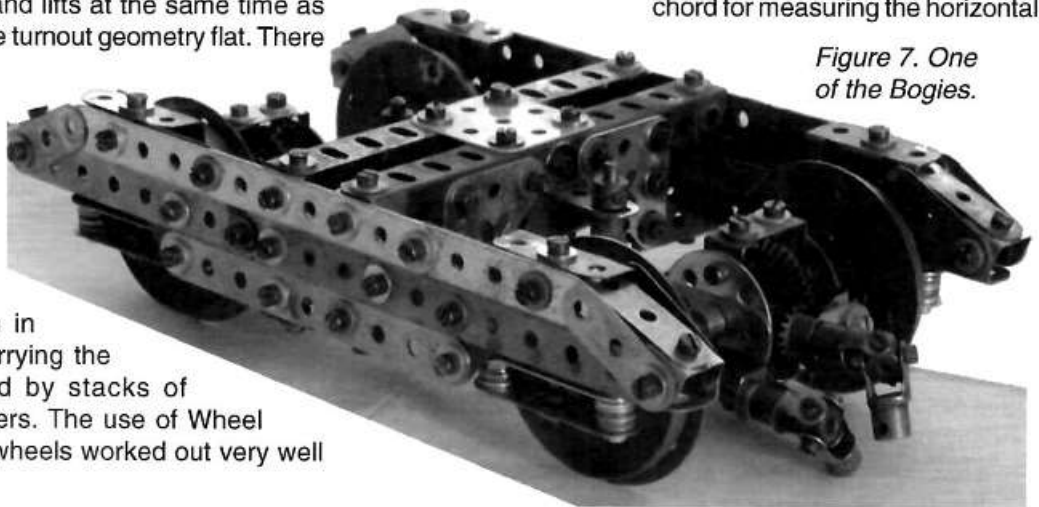


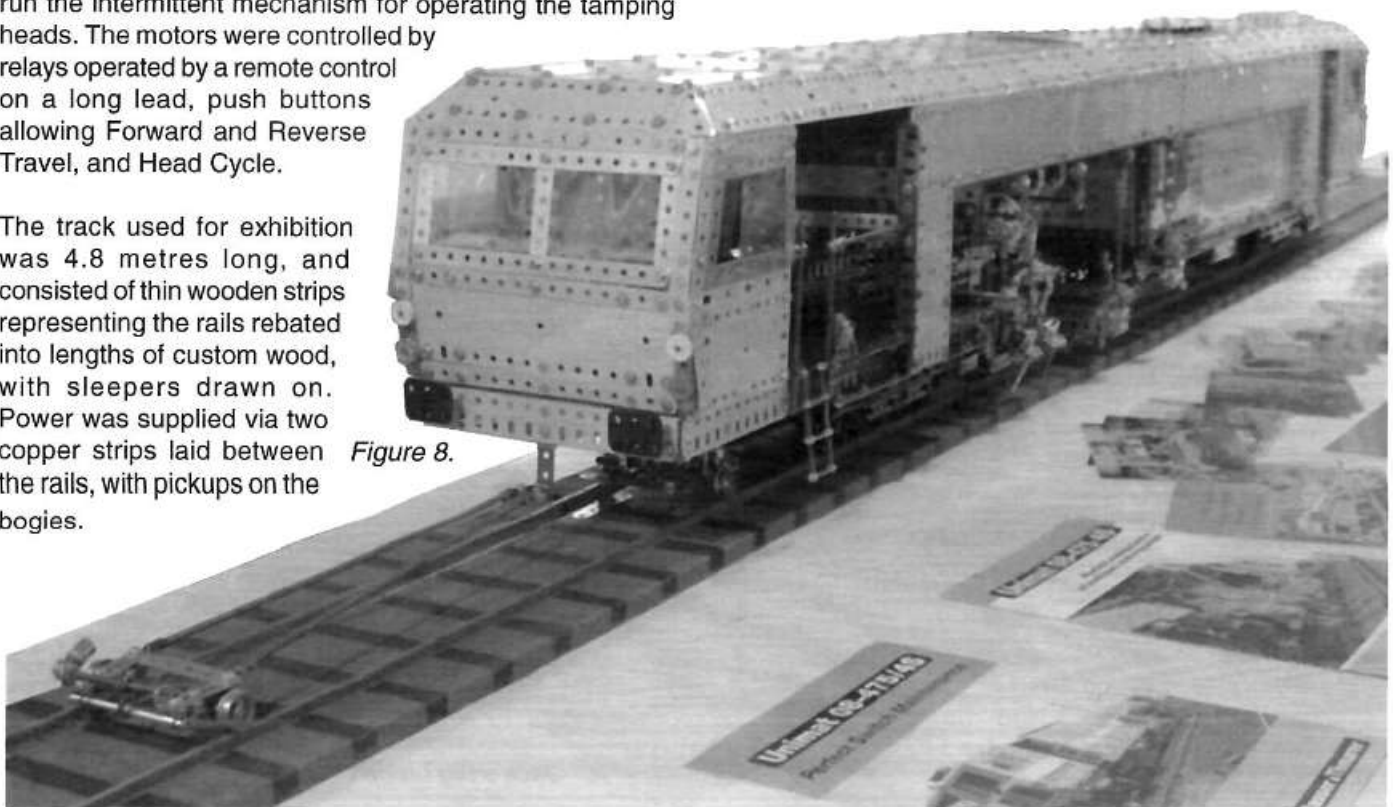
Figure 7. One of the Bogies.

Each axle is driven via a propeller shaft and right angle gearbox. Plasser + Theurer builds these as individual units, offset towards one end of the axle, and the propeller shaft is in line with the axle, not as a hypoid arrangement as would be found in a tandem axle truck. The other axle is turned around and its propeller shaft is extended via universal joints so that both shafts appear at one end of the bogie. Because the shafts must be contra rotating for both axles to turn the same way, a splitter box is mounted after the machine's gearbox, and two propeller shafts connect this to the bogie.

Our model used two small Meccaparts motors to drive the bogie, and despite the weight, these moved the model at a speed typical of what the prototype would use for moving from sleeper to sleeper. A Power Drive Unit was used to run the intermittent mechanism for operating the tamping heads. The motors were controlled by relays operated by a remote control on a long lead, push buttons allowing Forward and Reverse Travel, and Head Cycle.

The track used for exhibition was 4.8 metres long, and consisted of thin wooden strips representing the rails rebated into lengths of custom wood, with sleepers drawn on. Power was supplied via two copper strips laid between the rails, with pickups on the bogies.

Figure 8.



A view of the rear end of the tamper is seen in Figure 8. The rear measuring buggy, towed behind the tamper, is on the prototype the rear anchor point for the chord for measuring the horizontal

alignment. The longer the chord, the more accurate the measurement, and it is usual to arrange the chord so that the measurement point is about halfway along the chord. This necessitates the rearward extension of the chord to a point beyond the mainframe, so a trailing buggy is often used.

Most of the photos were taken at a club meeting in Wanganui, where we had the brochures, plans and photos supplied by Plasser + Theurer displayed, as well as a laptop computer which ran a short promotional video of a real machine operating.

A Trip to Jack Parsissons (Feb 2011)

by Rick Vine

February was Joanne and my wedding anniversary and we decided to treat ourselves to a week in Melbourne. I couldn't pass up this opportunity to visit the Melbourne Meccano Club, I emailed Dave Denner asking when the next club meeting was. Unfortunately it was the day we would be leaving so Dave suggested a BBQ with a few club members. He emailed me back to say he would pick us up from our hotel and take us to Jack and Carol Parsissons. What hospitality! I'd get to see Jack's workshop, pick up a few parts, meet some fellow Meccanomen and have a good meal – what a wedding anniversary present!

Dave picked us up at the hotel, he had also picked up Lindsay Carroll (MMCI President) and the four of us travelled down to the Mornington Peninsula where Jack

a n d
Carroll
live.

When we arrived Jack handed out some beers and we stood on the veranda watching all the native birds feeding in the garden. We then walked to the end of the garden where the workshop stands. What a glorious sight of all the 'Jackano' hanging on the walls, the raw steel blanks and the machinery that makes it. Jack had acquired the equipment from Ken Gordon when he passed away. Jack not only makes Meccano replica parts of a very high standard, but also makes parts to order and a few other specials. His new range is based on a single new part in the Meccano Xtreme set – the threaded strip, but he makes several strip lengths plus angle brackets, and generously gave us all a sample range. The strength of the thread is impressive – Jack gave us a strip, a bolt and a screwdriver and said to tighten, it would be hard to say which would strip first, the bolt or the strip, I'd say it was as strong as any standard nut and bolt. After a good chin wag about Meccano we headed back to the veranda.

Jack and Carol have a wonderfully setup veranda. It's roofed and surrounded with windows, and has a fully fitted BBQ, it makes for ideal entertaining. Also joining us were Graeme and Ann Thomson, who had kindly entertained us when we were in Melbourne in 2005. Jack took us into his office where he had stored his latest model (the word doesn't do it justice) of an Australian icon 'Big Lizzie'. The original huge machine was used to clear land around Red Cliffs in the 1920s. Jack's huge model



Dave Denner, Lindsay Carroll & Jack Parsisson

stands about 2 ft high, 1 ft wide and over 4 ft long, it's incredibly detailed and includes a working representation of the single cylinder crude



Some of Jack's unusual new parts.

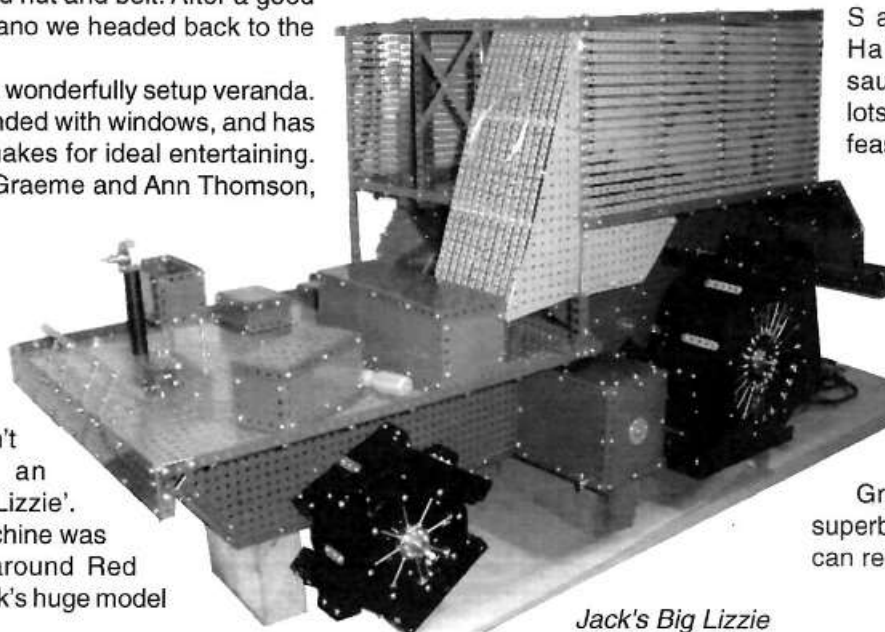
oil engine. For more pictures, Jack's model is featured in the February 2011 edition of the MMCI Newsletter. (BTW thanks to Dave for building the Helicopter for the MMCI Challenge from pictures I supplied of my entry).

For subscriptions to the MMCI Newsletter see www.mmci.com.au

After discussing and marvelling about the model, Jack fired up the BBQ and opened the wine (I heartily recommend

the Stump Gully Sangiovese). Hamburgers, steaks, sausages, chicken and lots of salads – what a feast and then desert, I could hardly move, and luckily I didn't have to for a while as the conversation continued on until late.

Many thanks to Dave, Jack & Carol, Lindsay and Graeme & Anne for a superb afternoon, I hope we can reciprocate one day.



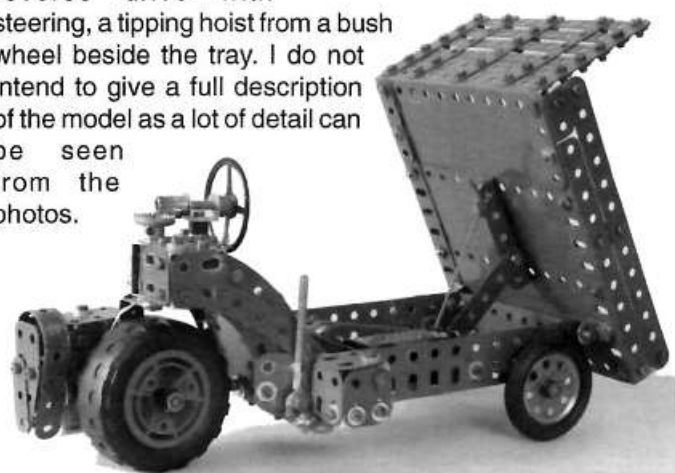
Jack's Big Lizzie

Oppermann Motocart

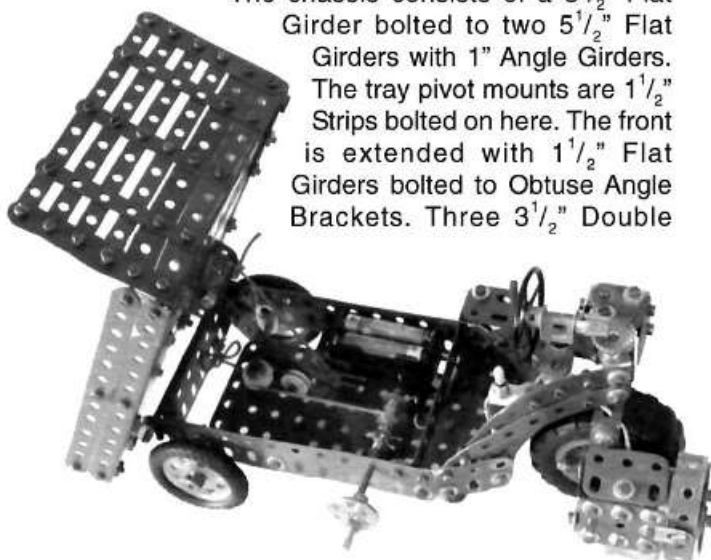
Model built and described by Bruce Geange

These useful small machines were used for cartage and clean up jobs. Many councils and industries used them. A single cylinder motor was used to drive the front wheel and a manual hydraulic tipping hoist could be fitted to the tray.

The Meccano model is driven with a motor from an old computer CD unit. There is lots of goodies in these when they are dismantled. The model features a forward and reverse drive with steering, a tipping hoist from a bush wheel beside the tray. I do not intend to give a full description of the model as a lot of detail can be seen from the photos.



The chassis consists of a $3\frac{1}{2}$ " Flat Girder bolted to two $5\frac{1}{2}$ " Flat Girders with 1" Angle Girders. The tray pivot mounts are $1\frac{1}{2}$ " Strips bolted on here. The front is extended with $1\frac{1}{2}$ " Flat Girders bolted to Obtuse Angle Brackets. Three $3\frac{1}{2}$ " Double



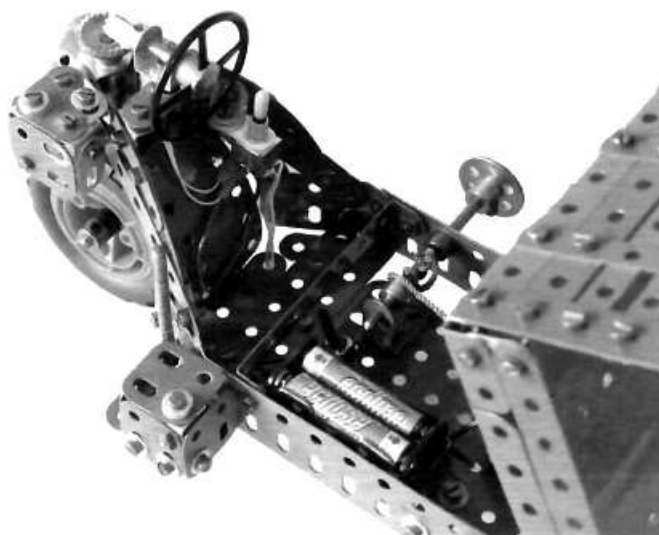
Angle Strips space the chassis apart with thin spacer washers as required. A $4\frac{1}{2}$ " x $2\frac{1}{2}$ " Flat Plate is bolted to the base of the chassis below the tray with a 1" x 1" Angle Bracket fixed to it for the tray winch. The front goose neck consists of on each side, one 89a, one 89b, Curved Stepped Strips and two 90, Curved Strips. These are joined at

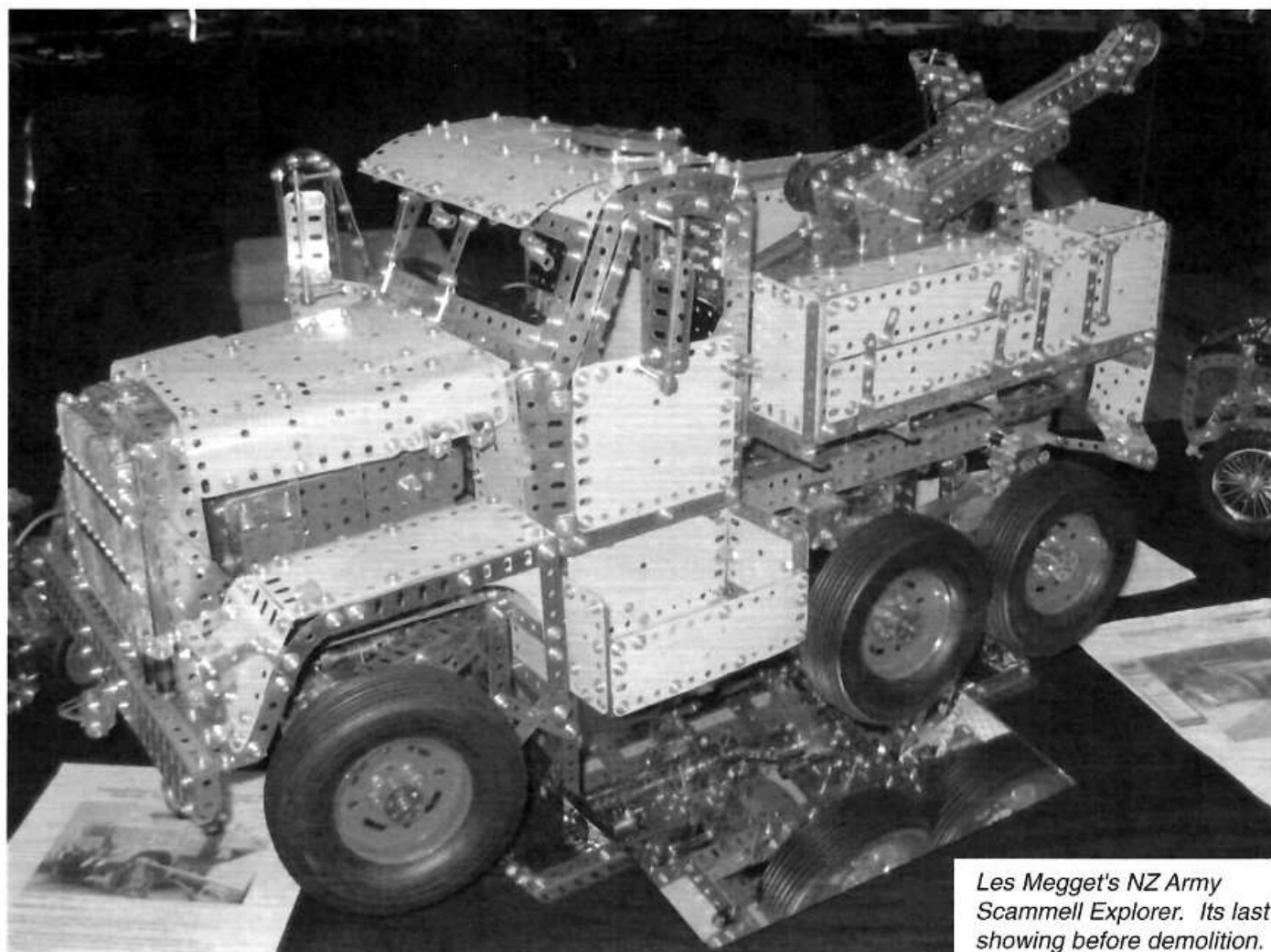
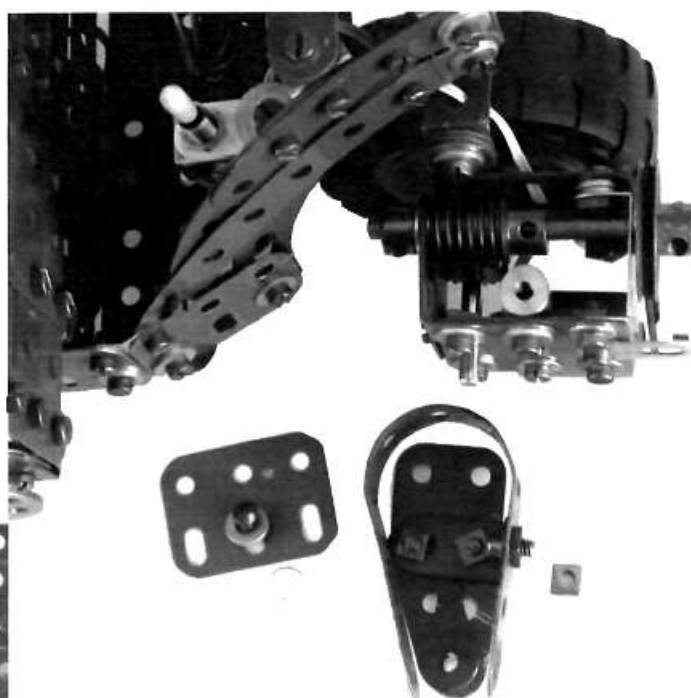
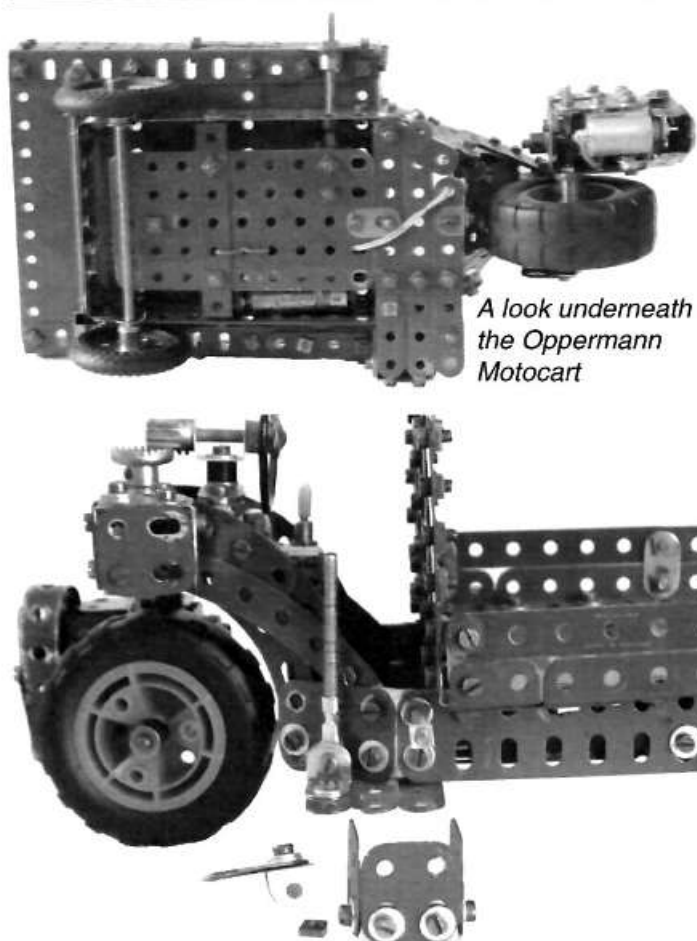
the top by two 1" x $\frac{1}{2}$ " Double Angle Brackets with a Fishplate in the lower holes. Bolt heads are spaced with washers to allow room for a Coupling that fits in between the Double Angle Brackets with a 1" axle at the top and a $\frac{3}{4}$ " Threaded Pin for the steering frame below that has a 1" x 1" Angle Bracket fixed to it. Washers may be required here to make the model sit straight. The drivers compartment is filled in

with Strips and a $2\frac{1}{2}$ " x $1\frac{1}{2}$ " Flexible Plate that has a slight curve.

Two 2" Strips and a $1\frac{1}{2}$ " x $1\frac{1}{2}$ " Flat Plate are bolted to the 1" x 1" Angle Bracket. A $1\frac{3}{8}$ " Threaded Pin is fixed to the lower hole, this carries the driving wheel. The motor unit housing is spaced with 1" x $\frac{1}{2}$ " Double Angle Brackets and filled in as per photos. A driving belt from the motor to a 1" Pulley on a $2\frac{1}{2}$ " Shaft and a Worm Wheel. Two $\frac{1}{2}$ " Pinions are fitted to a cross shaft taking the drive to the internal gearing on the driving wheel. Steering wheel and fuel tank are fitted at the front and the hydraulic oil tank down by the foot plate. The rest of the model can be built from the photos.

More pictures on the next page.





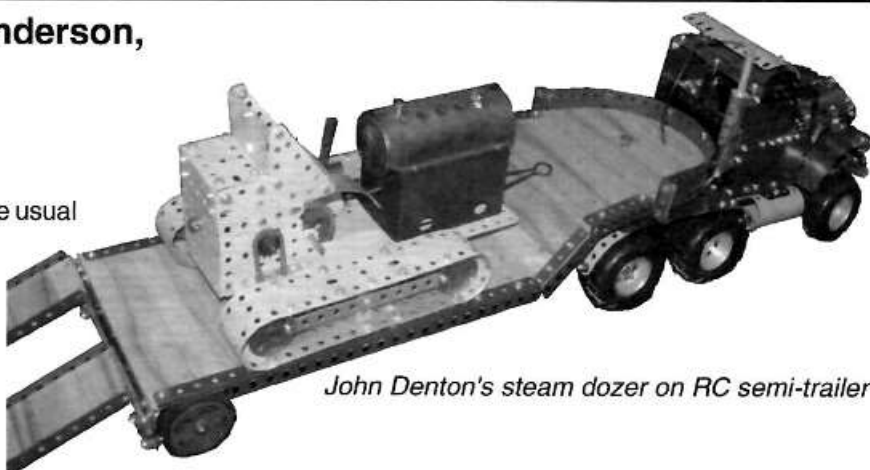
2011 Model-X, Westwave, Henderson, West Auckland

by Les Megget

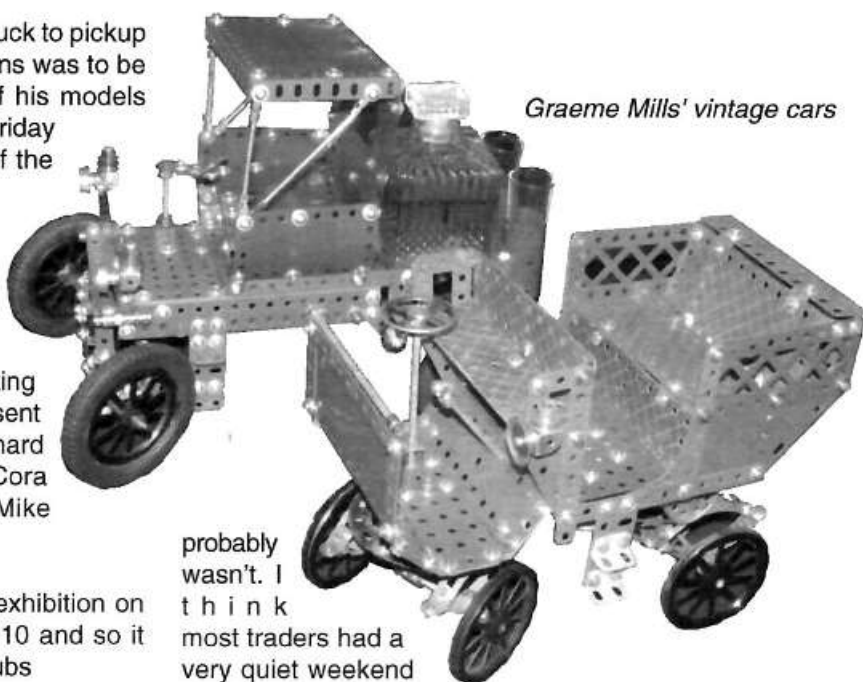
The annual Model-X exhibition was held at the usual venue over the Queens Birthday weekend. The exhibition was much the same as previous years except we had extra table space due to the Hornby Model Railway Club deciding not to exhibit this year.

Peter Hancock was the chief organiser and he persuaded all AMG members to bring plenty of models for display. Talk of hiring a truck to pickup models was even contemplated. Gary Higgins was to be overseas working that weekend but most of his models were delivered, by Gary, to Westwave on the Friday evening. Setting up is the biggest hassle of the weekend with entry to the hall only starting at 6pm and parking a real problem due to popularity of the pool and the gym. Peter had organised a good team of willing helpers to put up the 20 tables, cover them with acres of black table coverings and then sort out the models then available. We had it all looking fairly ship-shape about 8:30pm. Members present were Peter, Gary, Les & Shirley Megget, Richard & Margaret Sealey, Bob Cook, John and Cora Denton, Henry Porter, Graeme Mills and Mike Stuart.

There was a reasonable crowd through the exhibition on the Saturday but numbers were down on 2010 and so it was for the whole weekend. The number of clubs displaying was down too, with far less a number of model train layouts and no large Lego display. Plenty of vendors selling all sorts of stuff, some of interest to the modelling public but a lot that



John Denton's steam dozer on RC semi-trailer



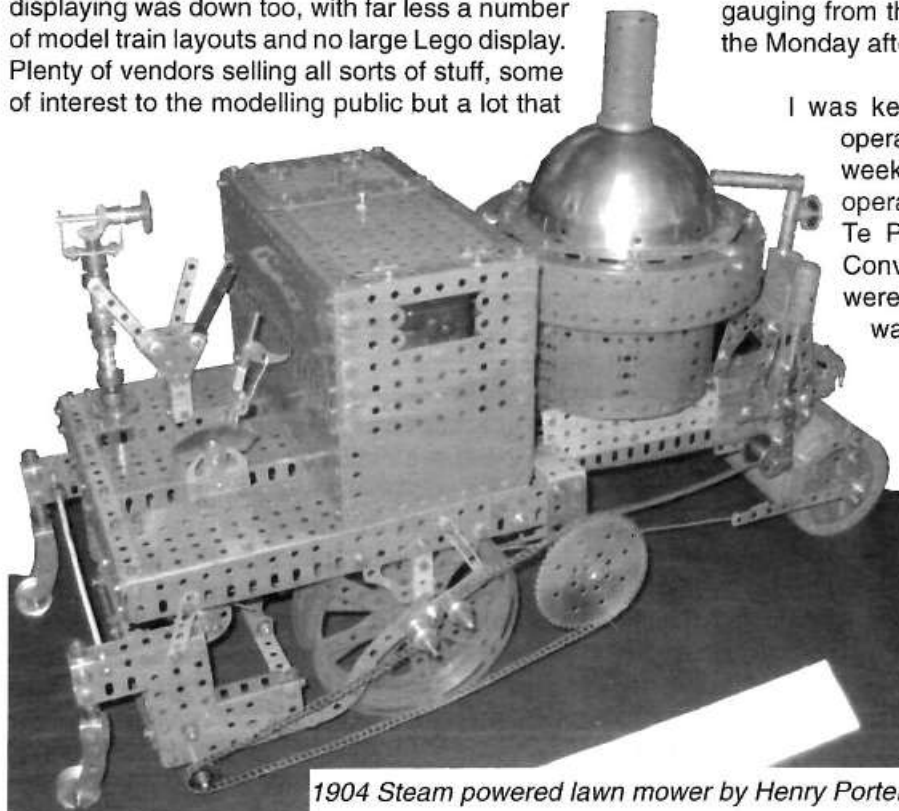
Graeme Mills' vintage cars

probably wasn't. I think most traders had a very quiet weekend gauging from the comments I heard as we packed up on the Monday afternoon.

I was kept busy on the Saturday and Monday operating my Liebherr mobile crane and after the weekend it definitely needed a service! It had operated for a total of over 50 hours during the Te Papa show last November, the Easter Convention and Model-X but certain aspects were now showing a lot of wear and tear, which was to be expected.

Other AMG members displaying models or helping out over the weekend were David & Elizabeth Wall (days before they left for the UK), John Pond also preparing to return to his homeland, and Rick Vine.

The picture of Les Megget's big truck is on the previous page



1904 Steam powered lawn mower by Henry Porter

In memory of R. Bruce Neilson

Bruce, a committed Meccanoman to the end of his days, was a modeller through his younger years in New Plymouth, cherished a basic Meccano set, which was lost to a family misadventure. With renewed passion started collecting again in his twenties, still owning the first big set purchased and the cabinet it came in fifty years later.

Bruce Neilson was the NZFMM president from 1985 until 1993, also a keen contributor to this fine magazine and took up the role of Editor from 2001 until late 2007, when ill health forced him to retire.

He was well known for the articles and isometric drawings of models which appeared in the magazine and was seen at many national Conventions and MWT club days with his camera ensuring there was a gallery of images for all to enjoy. Many a Meccanoman in NZ and a few throughout the world would have received a CD full of his event photos or enjoyed the visual documentation of many a model.



Bruce participated at other levels in his passion for all things Meccano, coordinating events, sponsoring prizes, judging models and as Auctioneer extracting your hard earned cash for the collections and parts available for sale.

If I was to pick a cherished achievement in Bruce's Meccano career it would be the cataloguing of the Meccano Company's literature index - a legacy that should endure and be referenced globally for all who enjoy and revel in this time consuming activity. It is worthy of note that both in the current NZ Electoral role and on his Death Certificate Bruce's occupation is proudly and aptly documented as Meccano Modeller.

In paying tribute to my father I thank all those friends who have sent wishes, taken a minute to reflect on the times shared with him or enjoyed being the recipient of knowledge as a result of his passion for Meccano.

Bob Neilson, Auckland (meccanoman@xtra.co.nz)

CLOCKWORK MOTOR CHALLENGE February Folly, Taupo 2012

Details of Dates and Location will be published in the November magazine.

Rules: for the two tiered challenge.

1. Build the truck and trailer as per the 1951 Meccano Manual, Outfit 9, Model 9.1
2. Use only Meccano parts or replicas.
3. Note that it is powered only by a No.1 clockwork motor. The three pages of instructions are included with this magazine.
4. Two trucks, one for each section may be entered.
5. Prize for each Section – Liquorice Allsorts!

Section 1: Elegance; to be judged by the truck and trailer builders.

1. Build it so that it goes. Demonstrate straight ahead and turning.
- 2a. May make wheels able to rotate independently on their axles.
- 2b. May use wheels on the trailer to match those on the truck.
3. Use good condition or refurbished parts.
4. May add extra detailing and accessories. (Hints- driver, opening doors, spare wheel, bumpers, shiny bits, etc are all good)

5. May substitute plates (body work and deck) as shown in the manual with flexible plates, as long as the shape and dimensions of the model remain as per the instructions.



9.1 LORRY and TRAILER

Section 2: Go and Show; elegance as per section 1.

1. Build the truck so that it tows the trailer in a 'figure of eight' manoeuvre, by itself.
2. May add to or alter steering mechanism.
3. May add to or alter transmission train.
4. Try to keep the space required for the manoeuvre **close to or less than 3.5 x 2.0 metres**.
5. Keep the number of winds of the motor to a **minimum** to complete the 'figure of eight' manoeuvre. The motor can be rewound, several times if required, and then the model put back to where it stopped, so that it can continue its operation until the 'figure of eight' manoeuvre is completed.
6. Judge will seek assistance from other truck and trailer builders regarding the looks of the model. Performance parameters and quality will be at the judge's discretion. Judge will heed the spirit of the competition but the decision is secret, final and absolute.

EMAIL ADDRESS: For those meccanopersons who may not yet know, I have changed my e-mail address. It is now fishplate@vodafone.net.nz. Thank you. Lloyd Spackman

59c COLLARS: If you find the little plastic 59c collars are difficult to push on to a rod, try pushing a drift through them first. Or warm them a little. (Lloyd S.)

QUOTATIONS: "There are only two ways to live your life. One is that nothing is a miracle. The other is that everything is a miracle." - *Albert Einstein*.
"Life is either a daring adventure, or it is nothing" - *Helen Keller*

RETIREMENT: On Spanner, mention by Joe Attard from Malta that the retirement age there (and beginning of your O.A.P.) is 61 years brought a lot of comment from retirees all over the world. Here are a few of them:

Jim Bobyn: "I needed to retire from being retired because I was too busy being retired".

Reg. Hall: "I remember my father saying two years after he retired that retirement is wonderful, but you have to work at it"

Derek Spelman: "I think one of the most important things for surviving old age is to keep very busy; focused on something with unending potential. Meccano fits the bill."

Doug Harris: "This is true - I'm busier and have less spare time now than I ever had."

Les Megget: "Being retired (sort of) requires the art of being able to say 'No' to yet another job, but I haven't been very successful with that word lately. The thing about retirement is having some choice on how one spends his time, even though a little more time to relax would be nice."

Lloyd Spackman: "For my part, I could not have managed retirement without a good hobby and Meccano filled that niche."

PAPER FROM STONE: Mr. Dick Hubbard has his staff insert a little newsletter in each of his firm's packets of cereal.

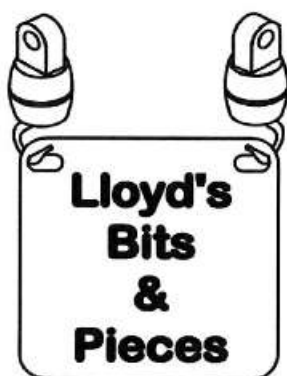
Those N.Z. Meccanomen who don't eat his cereal for breakfast miss out on some very interesting items. Recent issue No. 116

included a story about a Taiwanese company which has developed a process of making a substance like paper from ground-up marble stone. To all intents and purposes it IS paper, with several advantages over the wood pulp based product. The only limitations seem to be that it won't photo copy and you can't use it in a laser printer.

If anyone is interested in more details, please contact me and I will send you a copy of the full text. (Lloyd Spackman).

WES. DALEFIELD: Owing to deteriorating health, (particularly his dexterity), Wes. has decided to sell most of his extensive Meccano collection - "To people who would love it by using it", Wes says. Wes. was for many years the webmaster for our N.Z. Meccano web site even though he lived in several other countries.

His auctions will be conducted through the Spanner



newsgroup and are for Spanners only. We wish Wes. success with his auctions and a continuing respite from his ill-health. (Lloyd S.)

MECCA-NIC.: (Technician not needed). "My adult son was picking up a new phone with his younger brother. As they were leaving, they were asked if they needed a technician. Little brother replied: 'No, I can do it. I have a Meccano set.'"

(JMS, Auckland) (From 'N.Z. Woman's Weekly' of 9/05/11) Thanks to Lou Nichols for this item.

A MECCANO SOLUTION: Peter Bridge on Spanner notes that the recently opened Olympic 2012 basketball stadium in London is described as the Meccano solution to the problem of having redundant, little used facilities after the Olympics. The stadium is designed to be dismantled afterwards and will be sold on. Apparently Rio is considering a bid. Frank would be pleased. After all, his legacy was designed to be re-used over and over again.

QUOTATIONS: "To eat is human; to digest is divine". (C.T. Copeland)

"Bad officials are elected by good citizens who don't vote." (Elbert Hubbard)

MURPHY'S MECCANO LAWS: When building large Meccano models, there are laws which state:-

No two sides of any structure are ever identical - even if they should be.

The bolt that works loose has an inaccessible nut.

No matter how carefully you plan a project you'll always be short of something.

You never have enough parts of the right colour.

You've left the spanner just out of reach.

In the only available description the most complicated area is seldom well detailed and never shows clearly in the photos.

(from Ken Senlar in M.M.G. Newsletter, Jan., 1998.)

KIM COLLECTS, ALSO: Charlie Pack from the San Francisco Bay Area, U.S.A., is well known as a collector and builder in Meccano and Marklin. Mrs. Kim Pack is also a collector - of TinkerToy, Lionel Logs, Anchor Stones, and Stanlo. Of these names, only TinkerToy may be familiar to New Zealanders.

EDUCATION: "I find television very educating. Every time someone turns it on I go into the other room and read a book." (attributed to Groucho Marx)

FOR ROYAL WATCHERS: The June, 2002, issue of 'Book and Magazine Collectors' has an article on "The Coronation of Queen Elizabeth II - Price Guide to Collectibles". It features the June, 1953, issue of Meccano Magazine with an illustration of the cover of M.M. and some text. The cover picture of the M.M. is of Her Majesty waving to the crowds from her coach.

The M.M. as a collectible had a price estimate of 3 to 4 pounds sterling. (thanks to George Ovenden for this item).

Bentley Blue Train Special

by Les Megget

I've always liked the aggressive styling of this Bentley Speed Six special bodied monster from 1930 shown in Figure 1. It was commissioned by Captain Woolf Barnato, the leader of the so-called "Bentley Boys" and Le Mans winner in 1928, 1929 and 1930. Woolf is infamous for betting at a Cannes party that he could beat the famous French Blue Train from Cannes to Calais (home of Meccano France incidentally) in his Bentley Speed Six. The next day he drove off as the train left Cannes station, crossed the Channel and arrived at his club in London four minutes before the Blue Train was set to arrive at Calais. The car he drove was not the special Gurney Nutting bodied coupe shown here but a Mulliner bodied 6.5 litre Speed Six saloon (4 doors).

For decades the myth has been that the coupe was the Bentley actually driven in the race but this special coupe was only delivered to Barnato a couple of weeks after the "race". He nick-named it the "Blue train Special", hence the confusion. As was the custom at the time Bentley manufactured the chassis and drive train and then specialist body building companies would add the body and interior fittings, as specified by the eventual owner. This 6.5 litre coupe was a one off, although a replica has recently been built. Both of Barnato's Bentley Speed Six cars are now in the same American collection.

The interior is unusual because the single rear seat faces sideways (side-saddle), due to the lack of headroom at the rear. However even though the rear seated passenger can't easily see where he is being driven he has the use of *two* cocktail cabinets beside him!

Bentley Motors ran into financial strife and went into receivership in 1931, the company being purchased by Rolls Royce. This followed Woolf Barnato saving the company from going bust in 1926 by



Figure 1. Woolf Barnato's Bentley Blue Train Special.

investing some of his substantial fortune in the marque. Traditional Bentley fans say that the production of "real" Bentleys stopped in 1931!



Figure 2. Blue Train Special and Austin-Healey 100/6.

Austin-Healey 100/6 (Figure 2) and I then went out into the garage and measured the height to the top of the windscreen of our Healey, so that I could get the approximate height of the fold in the Bentley's bonnet. This

The Meccano model:

Several years ago I purchased some lovely Ashok chrome wire wheels for 3" internal diameter tyres. This seemed the right model to use them on. I couldn't find any scale drawing of the Blue Train Special on the internet, just lots of photos. However I found the photo shown of the Bentley next to an

photo shows how large a car the 1930s Bentley is compared with a 1960s British sports car.

Thus the model's scale (8.5:1) was fixed by the 4.25" diameter tyres I proposed using on the wires. Figure 3 shows the model as far as it has gone. I haven't

decided yet whether to complete the body panels and interior, or just leave it as a skeleton. I found images of similar Bentley scale models on Gerald Wingrove's website and that helped me build the chassis correctly. Take a

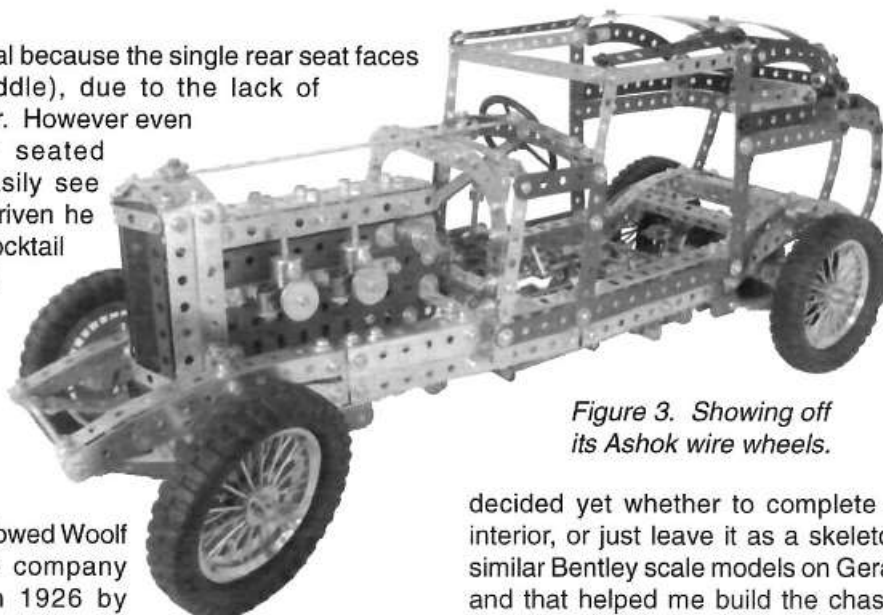


Figure 3. Showing off its Ashok wire wheels.

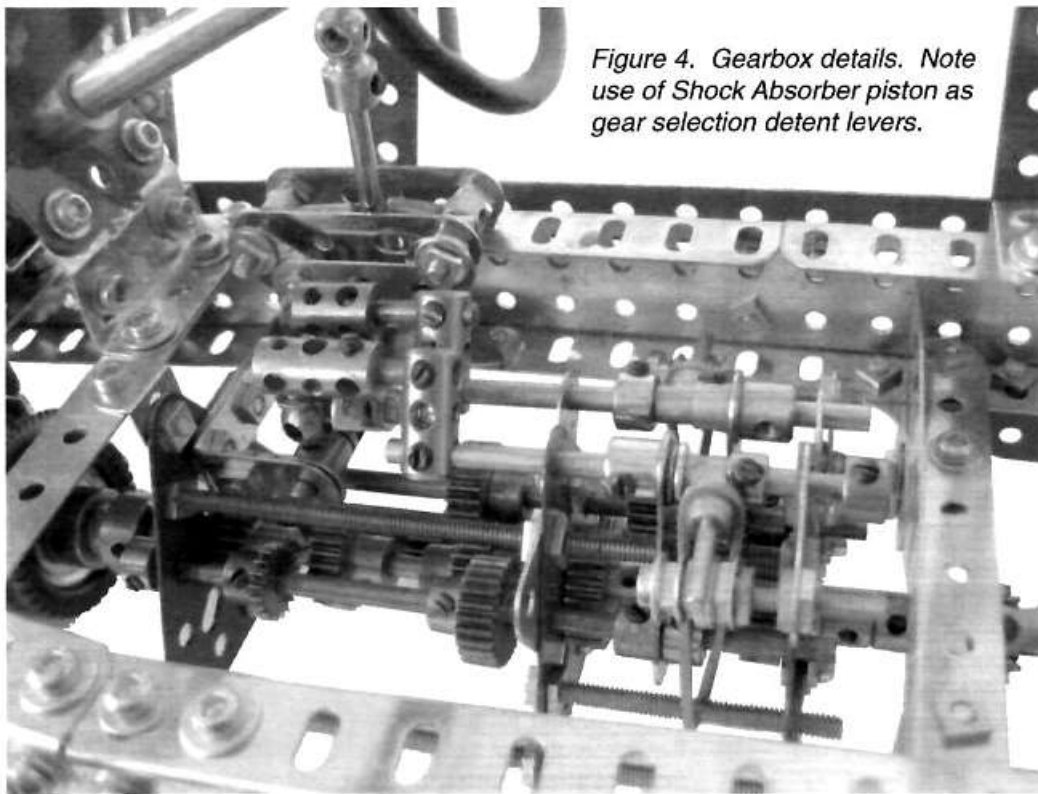


Figure 4. Gearbox details. Note use of Shock Absorber piston as gear selection detent levers.

plates is just right for 19t and 25t Pinions to mesh (Figure 4).

The gearbox is driven by a Jay-Car 12V motor, driving a simple friction clutch, shown in Figure 5. The motor is covered by a representation of the massive 6-cylinder, 6.5 litre Bentley engine with its two large SU carburettors on the left hand side. The prototype was not supercharged (blown) as many of its brothers were.

The steering is by Worm and Pinion with the prototype's significant positive camber of the front wheels well represented (top of the wheels point outwards). Suspension is by the normal elliptic leaf

look at his website <www.geraldwingrove.com> for details of his magnificent hand-built car models.

The model has a 4-speed and reverse, all pinion, gearbox fitted with the gear change fitted to the *right* of the steering wheel, as was the custom for c1930 Bentleys. I've used three large 2 1/2" Triangular Plates (P/N 76) as the basis of the gear box because the vertical and diagonal hole spacing of $0.5 \times \sqrt{2} = 0.707$ " (from the centre hole) of these

spring set-up and I haven't modelled the lever-arm dampers as yet.

It took several attempts to get the body length to height proportions about right but I think I've succeeded reasonably well. Black flexible strips from recent sets proved very useful in getting the roofline right.

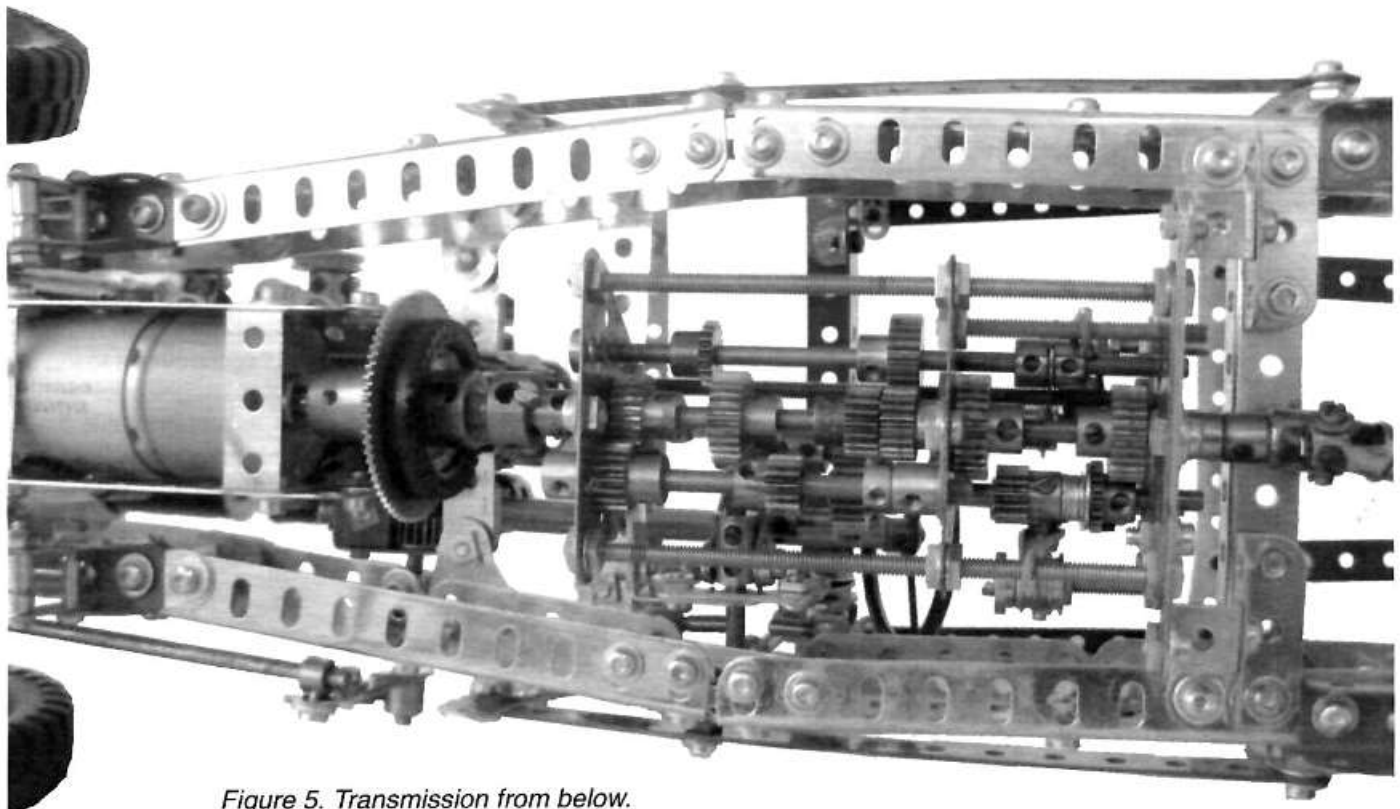


Figure 5. Transmission from below.

Wellington Meccano Club

Max has a great spot to work on his Meccano downstairs and with their large living room there was no shortage of space to set up members contributions.

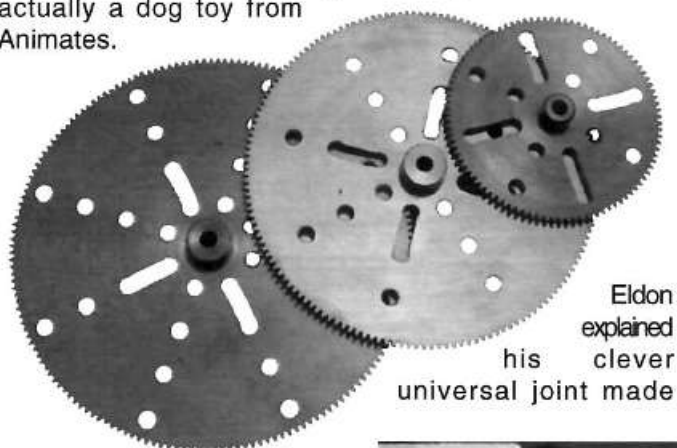
There was much discussion regarding the upcoming NZFMM Constitution to be discussed at the convention. General consensus was things seem to be getting a bit bureaucratic. Although the cost to become an incorporated Society may be low the ongoing costs and responsibilities seemed unnecessary considering who long the federation had been going. Various members were going to propose alternatives at the convention.

February Folly went well by all accounts. Simon showed his winning entry, wining the challenge with a 72m run.

Lloyd suggested a motor challenge for next time. The South East London club had a challenge for drag racers with two prizes, Speed and Looks.

Robert bought a selection of old Meccano circa 1920 and what Lloyd concluded was circa 1926 instructions from which Robert had made the lawn swing model 328.

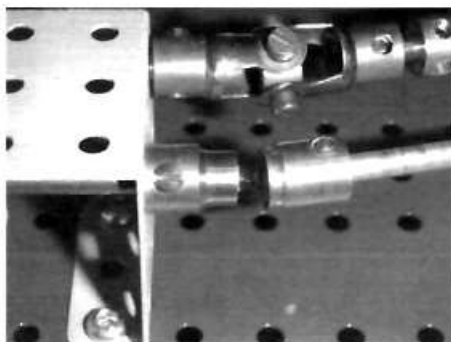
Simon showed the selection of large gears supplied by Meccgear and lateral thinking with a large tire find which is actually a dog toy from Animates.



Eldon explained his clever universal joint made

from a ball allen key. Although limited to about 15° it had no slop in the joint and could transfer considerable power.

Lou brought this modified display of micro models with rotating platform to get suggestions on stabilising the platform.



Meeting: April 1st

Apologies: Brian Peterson

Agenda:

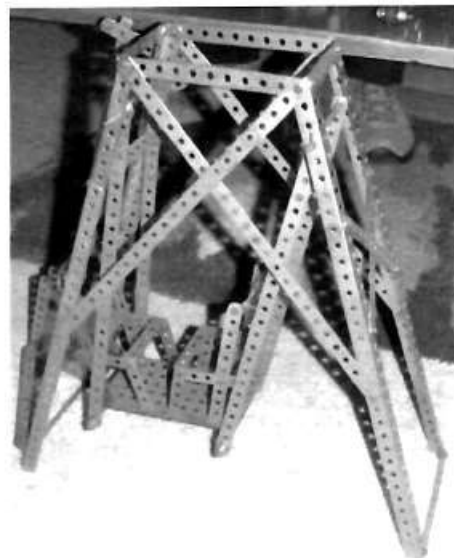
Another fabulous turn out and our sincere thanks goes to Max and Gillian for hosting this meeting.

Please remember the next meeting is the club AGM so we need a good turn out and please consider your nominations for the President, Treasurer and Secretary.

Models and Themes:

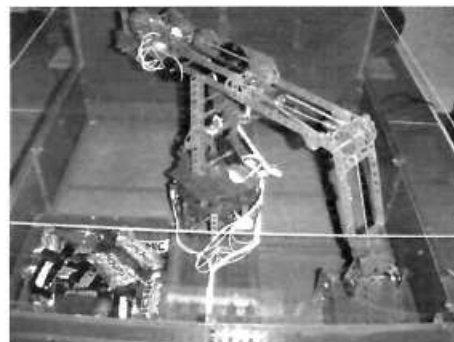
Again there was no particular theme this month with the focus being toward displays for the convention.

Robert Vale's vintage Lawn s w i n g , instructions and motor.



Max's model for the convention in final testing with the last swing bridge section in development. Max has no shortage of space and good thing too for a model of this size.

Our newest member, David Couch bought a quite stunning robot arm for testing prior to entering it into the convention. This is a large model complex model and David was interested in feedback on how best to display and demonstrate the model allowing people to pick up candy while trying to ensure its reliability over the convention period.



I think the consensus was 'good luck' in holding back the exuberance of some convention goers but it is a fine example of meccano being able to relate to modern themes and a perfect model for the convention.

Lloyd had been busy as usual with aeroplanes this time. The micro lite is from kit 7064 and the silver plane from the 'Mechanical Workshop' set.

And Reg Barlow bought his Dune Buggy.





Meeting June 3rd

Apologies: Max
George, Lloyd
Spackman

Great turn out for the
AGM and our thanks
goes to Keith
McCallum for hosting
the meeting. The
m e m b e r s

acknowledged the passing of Frank Abbott and signed a card. Simon Moody is supplying an obituary for the NZFMM. Those present considered the convention was a success with lots of models and a great public attendance. It was suggested that Destination Manawatu appear to be trying to repeat the show annually. Members felt the Federation Meeting was very limited and was deferred to a later date as a result there was negligible discussion regarding the constitution.

Lou went through the club Finances and it was decided that if the club was not required to host conventions etc then the current bank balance was adequate to allow the club to finance any private function that might be decided on. It was also agreed to continue to meet at members homes to remove the requirement pay venue costs reducing out outgoings to nearly zero. As a result the members donation has been reduced to \$10.

The following positions were all returned unopposed.

President: Campbell Morrison

Treasurer: Lou Nichols

Secretary: Simon Moody

Unfortunately our newest member, David Couch gave notice that he was moving to Nelson and so this would be the last meeting he would be able to attend but he will remain on the membership list. David also kindly offered the members his Meccano magazines, Campbell will pick up and distribute at a future meeting.

Models and Themes:

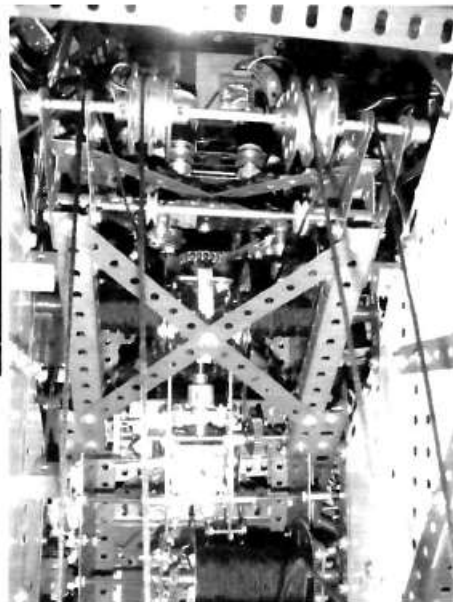
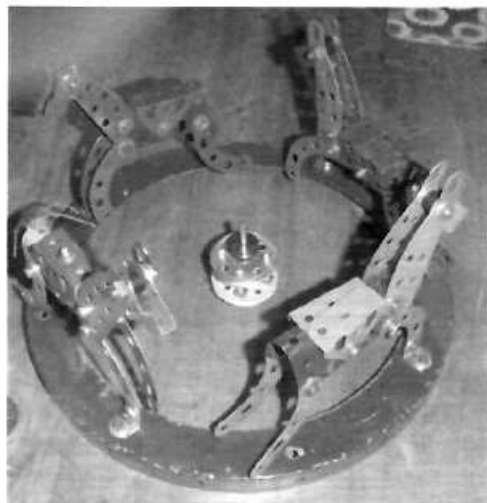
This meeting we only had two models, Don bought his Rustin RB20 Cable Operated Back Hoe as its final outing before it meets its demise. The weight of this beast required two people to manoeuvre it into the venue. Once in place Don's use of a 6 channel remote control demonstrated its superb functionality and detail, right down to the drivers peddles.

Further down is a picture of the model innards but this really doesn't do justice to the complexity of this



model.

Lou, at the other end of the complexity scale, bought the beginnings of his 'Round About'. The intention is to model the roof on the Karori Reservoir which has always held a great fascination for Lou while using some of the balanced h u b techniques he learned from his display at the recent convention.



MWWT MECCANO CLUB

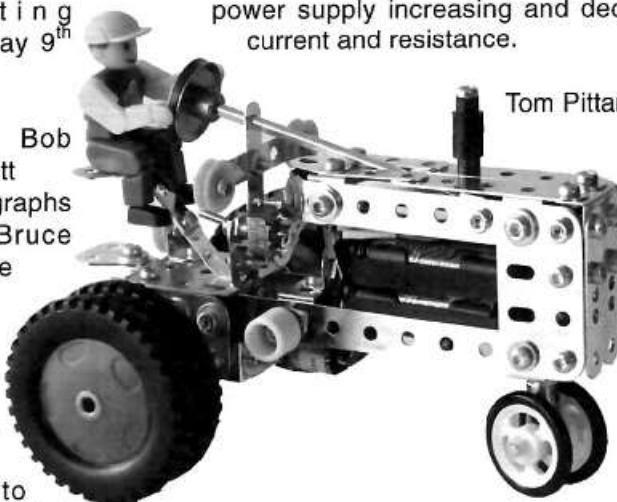
Meeting
Saturday 9th
July

by Bob
Prescott
Photographs
by Bruce
Geange

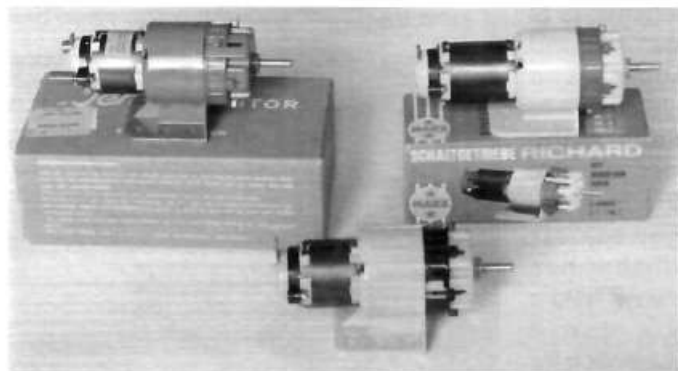
The
feature

event of this meeting was a presentation by Bruce Geange on Electrics 101. He covered the tools required, and their availability, power supplies, cables, switches, battery boxes and how to incorporate them in models. This was followed by soldering practice sessions which were very worth while and I am sure our members are now more able to "power" their models.

power supply increasing and decreasing voltage, current and resistance.

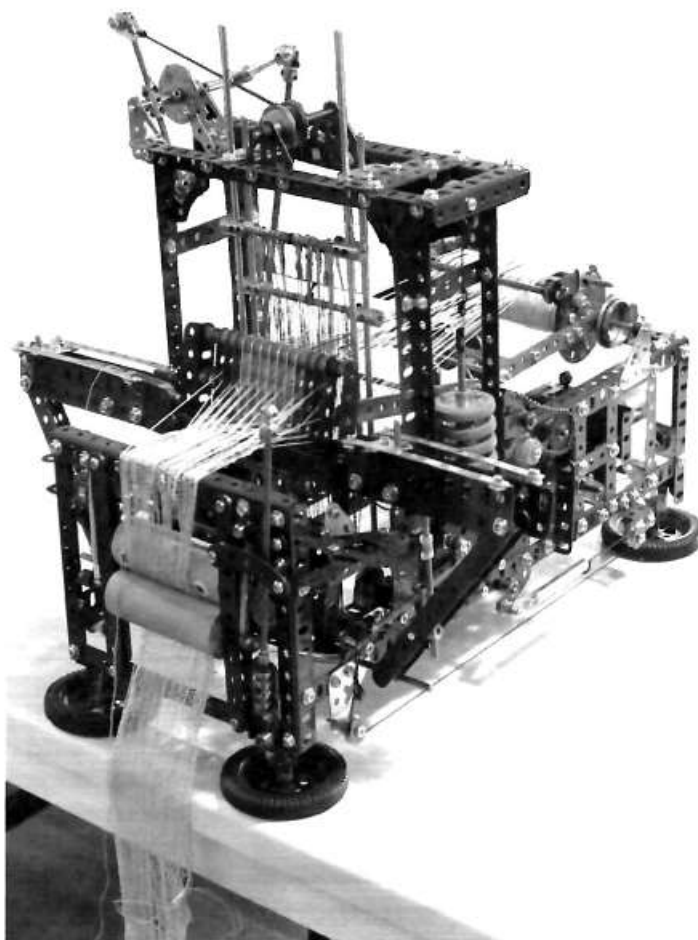


Tom Pittams demonstrated his version of the "Kontiki" with two empty drink bottles in a shallow water tank, driven by a strapped-on propeller arrangement. He also had the model from the small 1822A



Daryl Anderson brought three different speed PDUs: a standard Meccano one, a Richards grey one with the lower mounting and a Temsi one, recently acquired on Trade Me. The Temsi model was exactly the same as the Meccano one except for the colour. He also bought some Temsi sets originally purchased in Saudi Arabia.

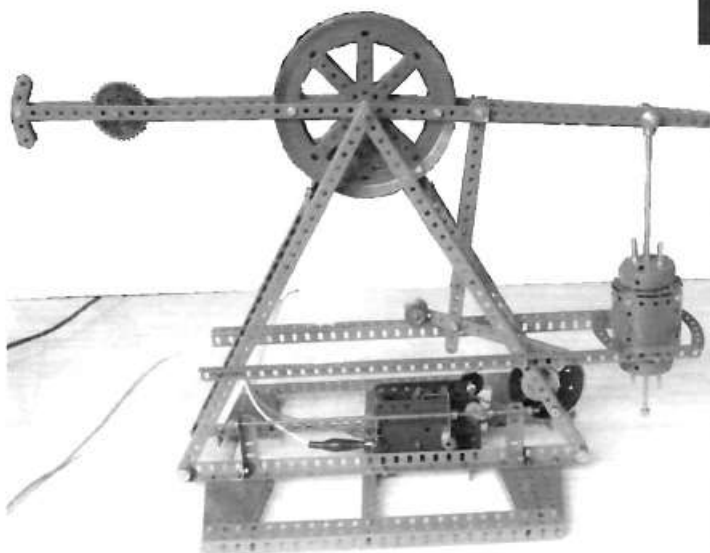
Chris Rickard used his grandson's "nodding donkey" model to demonstrate the use of Ohms Law, using a variable



Xtreme set which has bolts but no nuts. Tom's final demonstration was another Spyke robot, this one controlled by infra-red and voice commands.

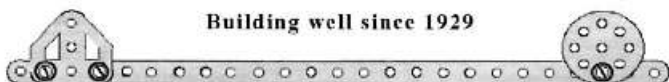
Hugh Ramage operated his loom built from the GMM Automatic Loom plan published in 1974. The plan noted that in the view of the author the super models 16 and 16a didn't work very well and this model was based on a Spanish version. The original designer of this plan was Dr Keith Cameron. Hugh made his own wooden shuttle and used cotton on the loom after finding wool was too "hairy". It was a great machine and very interesting to see it working.

Robin Rye brought his very detailed ERTL 1971 International V8 Tractor model which he bought at a recent Field Day Show.



CHRISTCHURCH MECCANO CLUB

Building well since 1929

**August 2011 Quarterly Report**

by Mike Howse

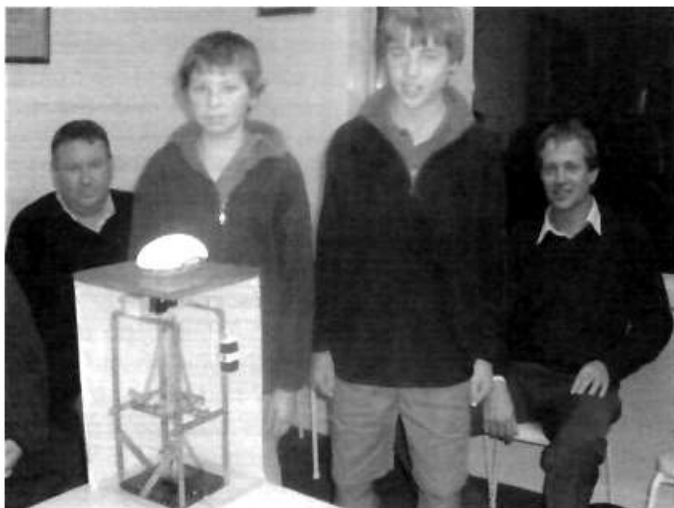
June, July and August have been quiet months on the Meccano front for most members of the CMC.

This however is not reflective in the numbers of members who have been attending our monthly meetings. Now that we are guests of the Papanui RSA we have experienced an increase in members attending meetings, we are regularly having 20 to 25 members attending.

It is interesting to note also the number of members and their respective wives who have a meal and refreshments at the RSA restaurant before the meeting.

An item of interest appeared in a recent edition of the Christchurch Press, it was a design of the light that was activated by movement such as an earthquake, when there was a movement the light turned on.

From CMC members' interest was the design of the lamp, it was made of Meccano. The two young high school lads who made the lamp did so as part of a school science project. Whilst not winning first place with their design they were placed a very close second. We extended an invitation to the two young lads to come along and explain their model, which they did accompanied by their respective fathers, who were also Meccano enthusiasts.



The two earthquake lamp designers (L) Hamish Visser & (R) Lewis Lennox with their respective proud fathers seated behind them.

Recently, club member Ralph Wise acquired a table top model of various motorized fairground rides, however the models and the Meccano needs some TLC, therefore with refurbishment in mind a number of club members met in Ralph's basement to start the project.

Roland Jaspers was in charge of taking lots of pictures, Ralph, Neil Pluck and Blake Huffam proceeded to dismantle the model for refurbishment. Roland and Neil are currently

in the process of stripping the paint and preparing the Meccano for repainting. The plan is to reinstall the fairground models with a more modern motor, and onto a table that so it is easier to transport.

Ralph will donate the finished project to the CMC to be displayed at shows we put on.

It will be known as the Ralph Wise Showground Model.

Which leads me into an upcoming project the CMC is involved with, following a discussion with John Stark from Nelson at the NZFMM Convention over Easter 2011 it was



Everyone hard at work: (L to R) Ralph Wise, Neil Pluck and Blake Huffam.

decided to investigate the feasibility of holding a Meccano display in Nelson at some stage.

As there are only two recognized Meccano enthusiasts' in Nelson, John and David Couch, the CMC decided at a recent club meeting that members would join John and David in Nelson and hold a display.

The date that seemed to suit everyone was Easter 2012, therefore it was decided that is when the Meccano Magic Display would be held.

So far we have 20 modelers who have confirmed their attendance, every one is invited to attend and display their models, there is no registration fees etc. If you're in the Nelson area over Easter 2012 please call in.

The event is listed on the "It's On in Nelson" website: www.itson.co.nz/2012/2673-meccano-magic-models-display

Further details such as a registration form or the display setup details can be obtained from either:

Neil Pluck oelduck@xtra.co.nz 027-668-4168

John Stark jdstark@paradise.net.nz 027-340-3608

As usual, at the conclusion of each meeting Mrs McFarland's hearty supper treats are very much appreciated.

Reporter: Gary Higgins



The May meeting of the Auckland Meccano Guild took place at David Walls' residence at Orewa.

David had his excellent Mississippi riverboat, which he had recently displayed at the NZFMM convention in Palmerston North.

This is a superb model which realistically catches all the charm of the real thing. If I had been awarding the prizes David would have been right up there in the winner's circle.

Richard Sealey had managed to score some more aircraft parts on E-Bay, I don't know how he does it! This time he had a virtually complete cream and green European aero set with some specialised extras such as the double height engine mountings part no 205 and 206; I had never seen these before. They obviously come from one of the large special sets, most likely the 12s. This set also had the corrugated finish and one pair of the tapered wings. We look forward to seeing the made up models Richard.

John Denton had made an excellent job of recreating a model of a twin oscillating cylinder steam engine, complete with operating electric lights, which John made by extracting LED's from a cheap LED unit. It ran faultlessly during the meeting.

John Pond, our visitor from Cornwall in the UK, arrived with the models that he had displayed at the Convention namely a small tractor and harrow and a motorcycle and side car and a small circular saw bench. He should have been awarded a prize for having travelled the furthest to the meeting.

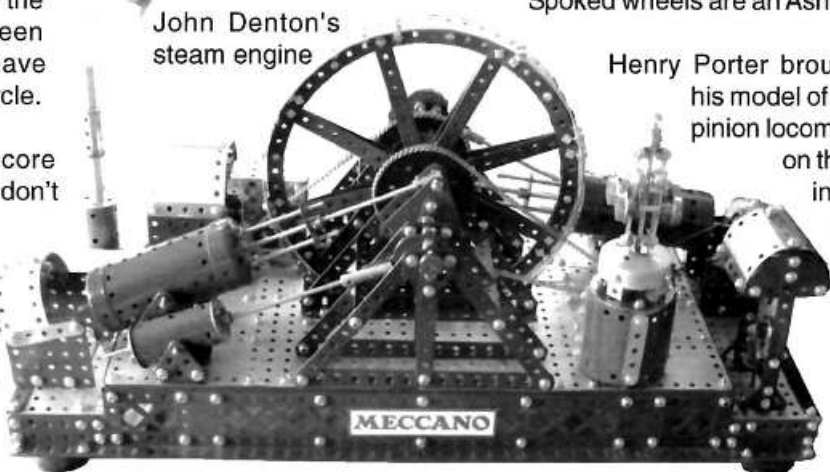
Rick Vine had an example of a Meccano jigsaw featuring the famous Meccano yellow truck Reg BEK343 as well as a WWII motorcycle, a mini model of the starship enterprise, a fixed wing aircraft, a helicopter made with the Vintage Meccano set and a school master caning a pupil which was Rick's PC model of the day.

Gerald Hart had a 3 wheeler Morgan car, and recovery truck in Yellow and Red built from a design by Tony Davis.

Mike Steward had been working on a compact wharf crane designed by Colin Cohen and detailed in the Johannesburg Meccano Hobbyists Newsletter. The gears are so numerous and fitted into so small a space that he will need much perseverance to get it up and running. Mike had finished most of the base and we look forward to seeing the finished model.

Les Megget has started work on a new model car. It is based on the Bentley Speed 6 (often known as "the Blue Train car"). Les has completed most of the chassis and will no doubt show us a superb model when finished. The Spoked wheels are an Ashok special.

John Denton's steam engine



Henry Porter brought along his model of a rack and pinion locomotive used on the railways in India and a interesting model of a walking scorpion and a small triceratops. This was

a request from me for Henry to make a smaller model. Most of his are so large it is a mammoth effort to remove them from his modelling room.

Gary Higgins has been experimenting with USA Gilbert Erector and has aquired some sets to build with. He had made up a model Ice truck from an 8 1/2 set and had adapted a couple of 110 volt Erector motors to run from a 6 volt motor attached at the rear. Erector made motors with a driving axle accessible from both the front and rear of the motor.

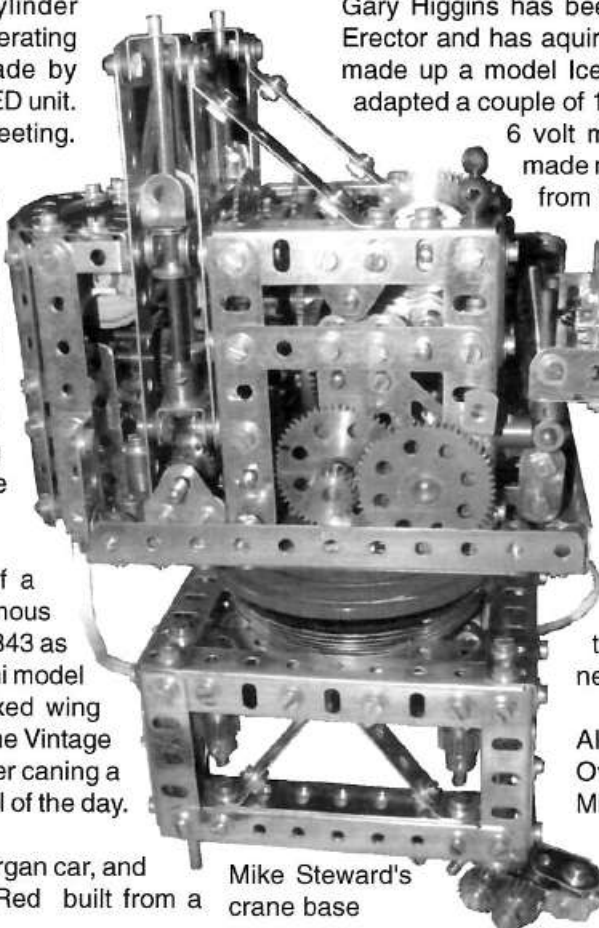
Gary also had a nice example of a 3X USA Meccano set from 1916 complete with excellent motor and manuals. He had a selection of early USA Meccano motors and one of the Humpback French ones. Gary had two of the new Xtreme models made up, a pull and go dragster and a non- motorised dragster, these use the no nuts strips with tapped holes.

Jeff Clark from Meccagears was there with his excellent selection of new parts.

Also in attendance were: George Ovenden, Peter Hancock, Graham Mills, Neil Carey, Matthew Carey.

An excellent afternoon tea was hosted by the ladies making it a most enjoyable afternoon.

Mike Steward's crane base



Winter is a grand time of year. The weather is cooler, the days are just starting to get a little bit longer and the cane trains have started running again. It was great to see the photos and reports from the Meccano National Convention in Palmerston North. The standard of the models was indeed impressive and congratulations go to the winners and to all the other exhibitors, as without you there would not have been a Convention. I did not read anywhere which club won the trophy; I presume it was the MWT Club!! (That's correct, Ed).

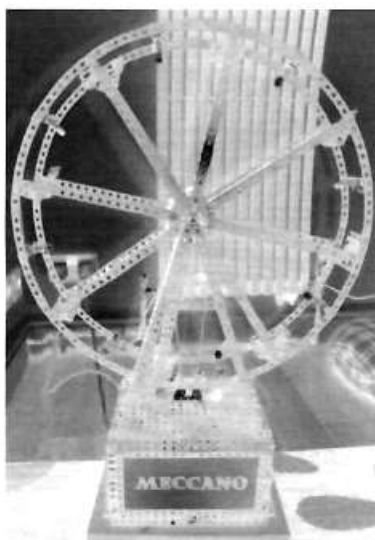
Time to delve into the fascinating world of vintage toys especially Meccano and its derivatives.

- Meccano Century Special Edition Set-As New.

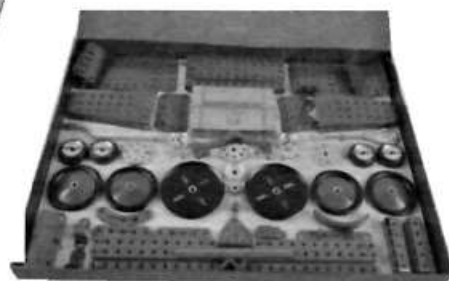
Not a very old set and in fact most of us can remember when this came out - I know of a few people that purchased them at the time. The set builds a Block-setting Crane and came in a special 3-drawer presentation box. In red and green it displayed quite well. This set is as new, never been used and comes with all literature etc. Quite heavy in that it weighs about 20 kilos. Sold for NZ\$1,850.

- An original 1930s Meccano Envelope. Envelope in reasonable condition, if you subscribe to CQ it is the same design as the envelope they use to send the magazine. Sold for NZ\$54.

- Meccano Shop Display Ferris Wheel with box 1958. A nice rarer item this. A Meccano Display model that Meccano dealers could use to attract customers, either put it in the window or inside somewhere likely to attract attention. This one is in very nice condition, just a bit dusty. Wiring to lead has been replaced but internal wiring still



original. Wheel goes well but 2 coloured lights need replacing. The original transformer not present. What makes this display model different is that the box Meccano used to post it to the shop is the box the model has been housed in for the past 50 years. Sold well at NZ\$1,000.



- 1956 No 5 Meccano Construction Set. Lovely set stung in original box. Box in nice condition and parts mint or near mint. Nice yellowed covered manual. Sets from this era display well. Sold for NZ\$250.

- Gilbert Institute of Erector Engineering Badge. Similar to the Meccano badge but this one is for the Erector enthusiast. Nice badge in great condition. NZ\$102.

- Very Nice 1946 Clockwork Motor 1A. In red (looks like mint,



very glossy) and brown cardboard box and yellow label. Comes with guarantee, key and instructions; hard to find better. Sold for NZ\$70



- 1916 Gilbert Erector Electrical Set with manuals. Very interesting and beautiful set made by Erector (Meccano's



American Competitor) in 1916. Set is not complete but fairly close to it. Comes with an electric motor, transformer plus many other parts. Manual looks in nice order. The label on



the box lid is one to rival Meccano in quality and design. Sold for NZ\$690.

- Meccano Pennant, Original. Metal pennant as were used on Meccano display models during the 1950s. This one is unused and comes complete with original tissue paper. Yours for NZ\$184.

- Vintage Meccano Championship Medal, 1924. Very rare, this bronze medal is 29mm across and was awarded to a prize-winner in the Model Building Competition held in 1924. An excellent article can be found in Constructor Quarterly, issue No. 50 under the heading "The Meccano Guild and Special Awards". This article written by Tom

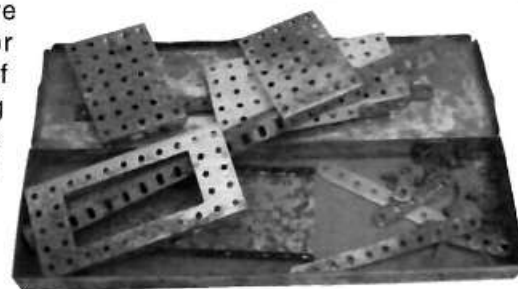
McCallum and gives a history of these medals and states that this competition held in the year mentioned had 21 cups and 460 medals on offer. Of the 460 medals they were mostly bronze and silver with ONE gold medal going to the winner. This gold medal would as they say "be as rare as hens teeth" to find now days. Anyway this bronze medal was I believe cheap at NZ\$190.



- Four Original Meccano Engineer Magazines. These early (1921-1924) magazines were produced by Hubert Lansley, the first Meccano "Spanner". The magazines in this auction are No 4 (Oct, 1921), No 6 (Nov-Dec 1921), No 8 (Mar-April 1923) and No 9 (Jan 1924) which was the last issue. In great condition. Sold for a very reasonable price of NZ\$193.

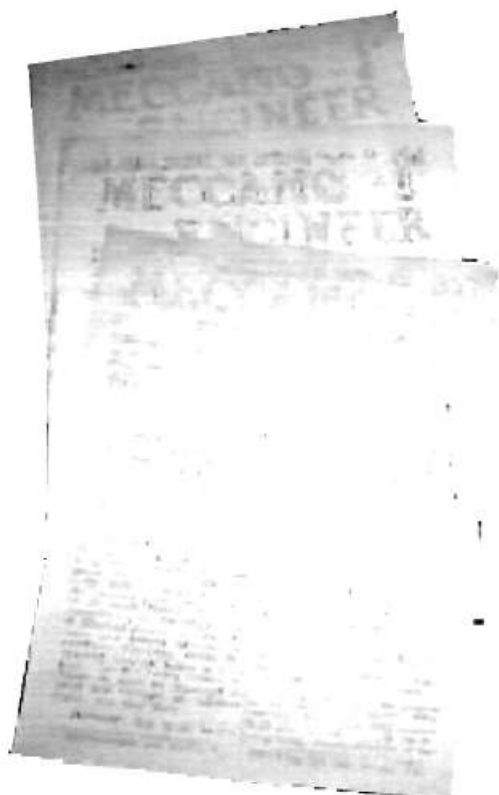
- Finally a piece of

Meccano history which we are unlikely to see again for quite a while. Meccano Accessory Outfit No 1A approx. 1907-1908. Very rare set and you are only buying the tin box as the contents are either so rusted, or they are Märklin or they are of the wrong era. Tin box in reasonable condition for age. "Mechanics



Made Easy" and "E&H" still nice and clear on enamelled top. This early set also has a paper? strip running diagonally cross tin lid stating "Meccano Accessory Outfit" plus other information. Part of label is missing. Hornby starting using the "Meccano" name around 1907 so this could be a transition set or else he was just using up spare tins from an earlier period. Sold from Germany it realised NZ\$1,370.

Well that's it for this time, I wish you all the very best of health over these cold winter months and may your model building or Meccano collecting bring you much joy and happiness.



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 12th November at Les & Shirley Megget's home from 2pm at 231 Opaheke Road, Papakura

MWT Meccano Club.

President - Daryl Anderson

Secretary - Paulette Morton - Ph 06 323 8001

Meetings at 2 pm. Next meeting Saturday, October 8th 2011 at the St. Luke's Church Hall, cnr. Cornfoot and Manuka Streets, Wanganui.

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 October 7th 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.

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

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

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.

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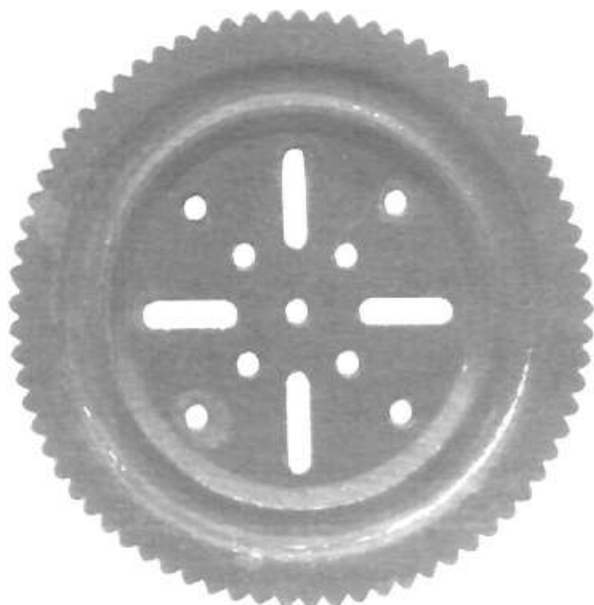
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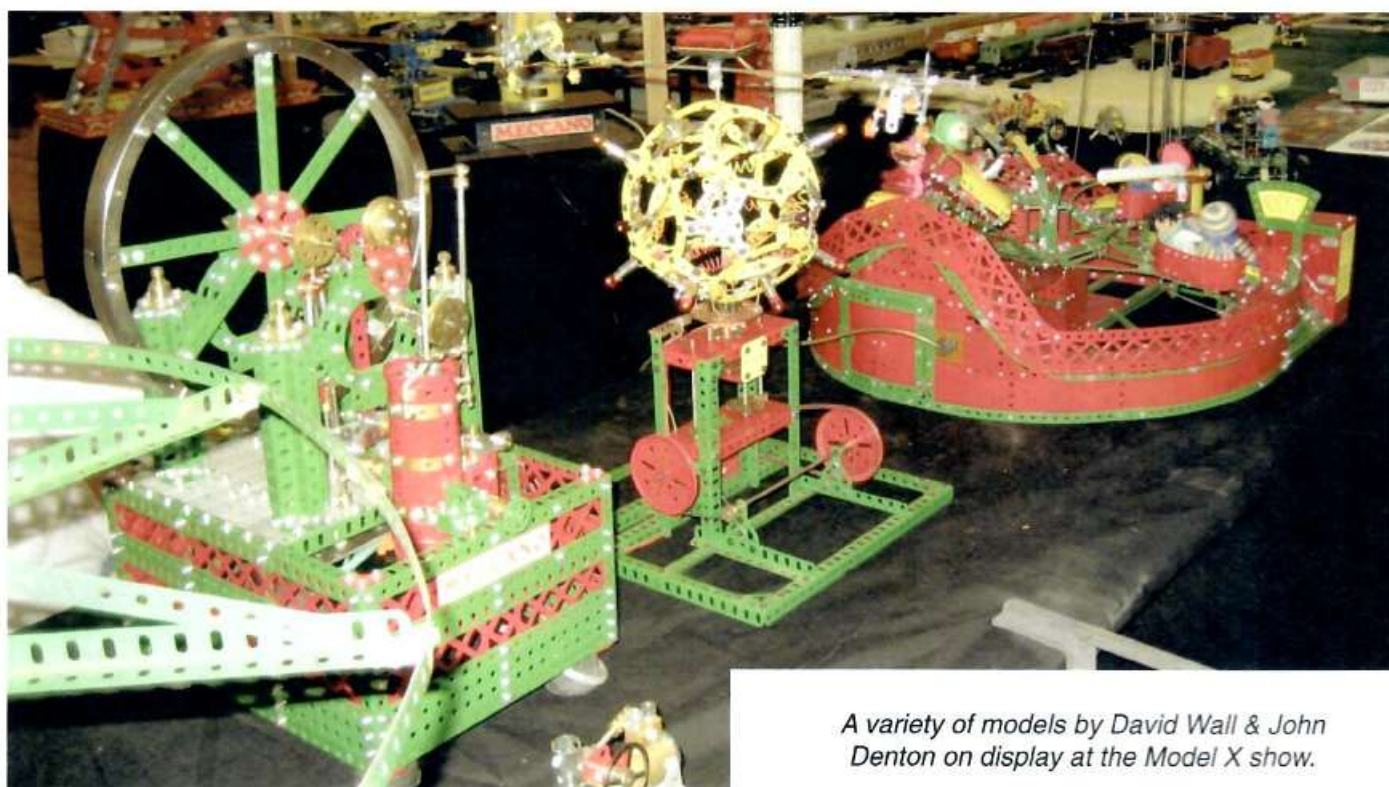
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PO Box 25 444 Wellington





Daryl Anderson's Meccanoland display. Article on page 3



A variety of models by David Wall & John Denton on display at the Model X show.