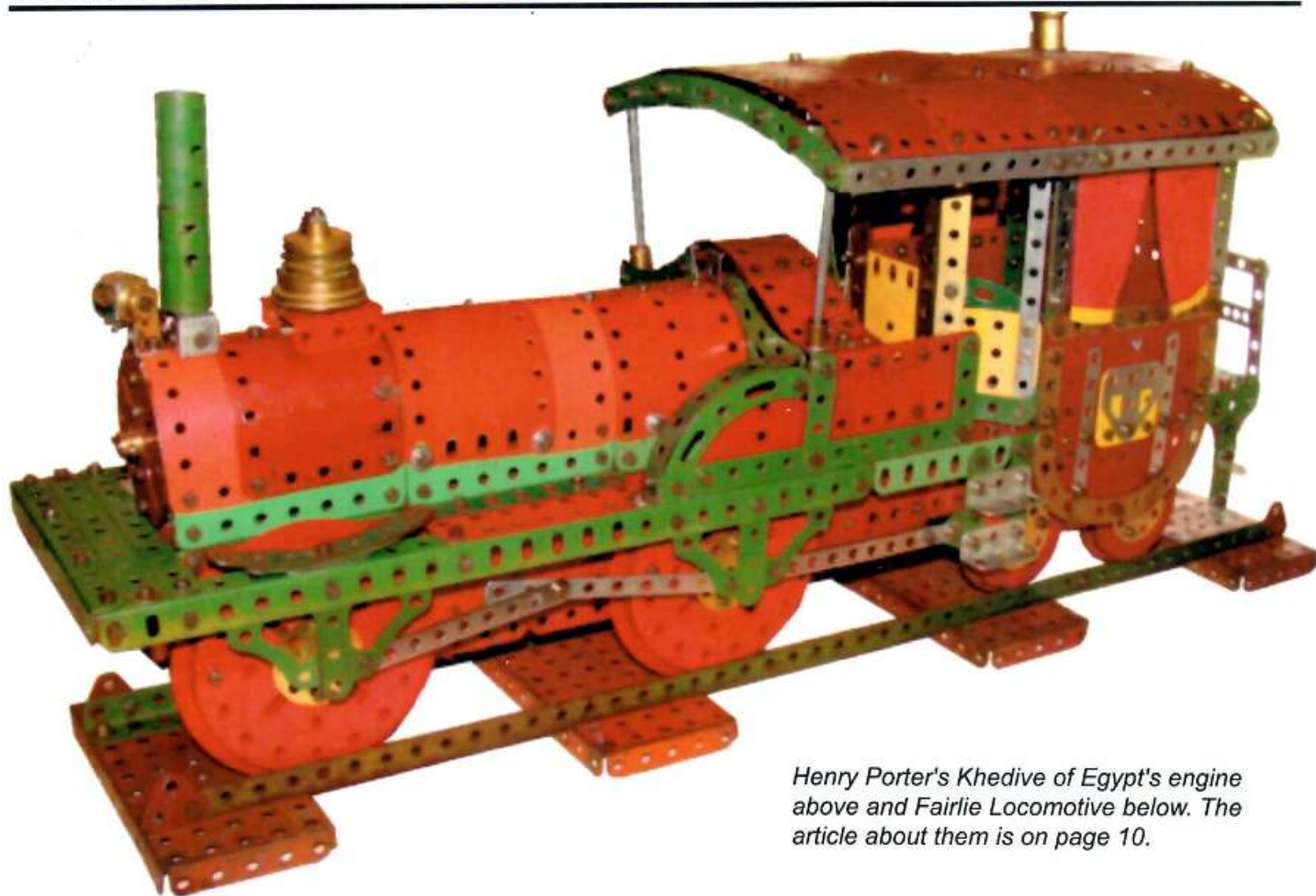




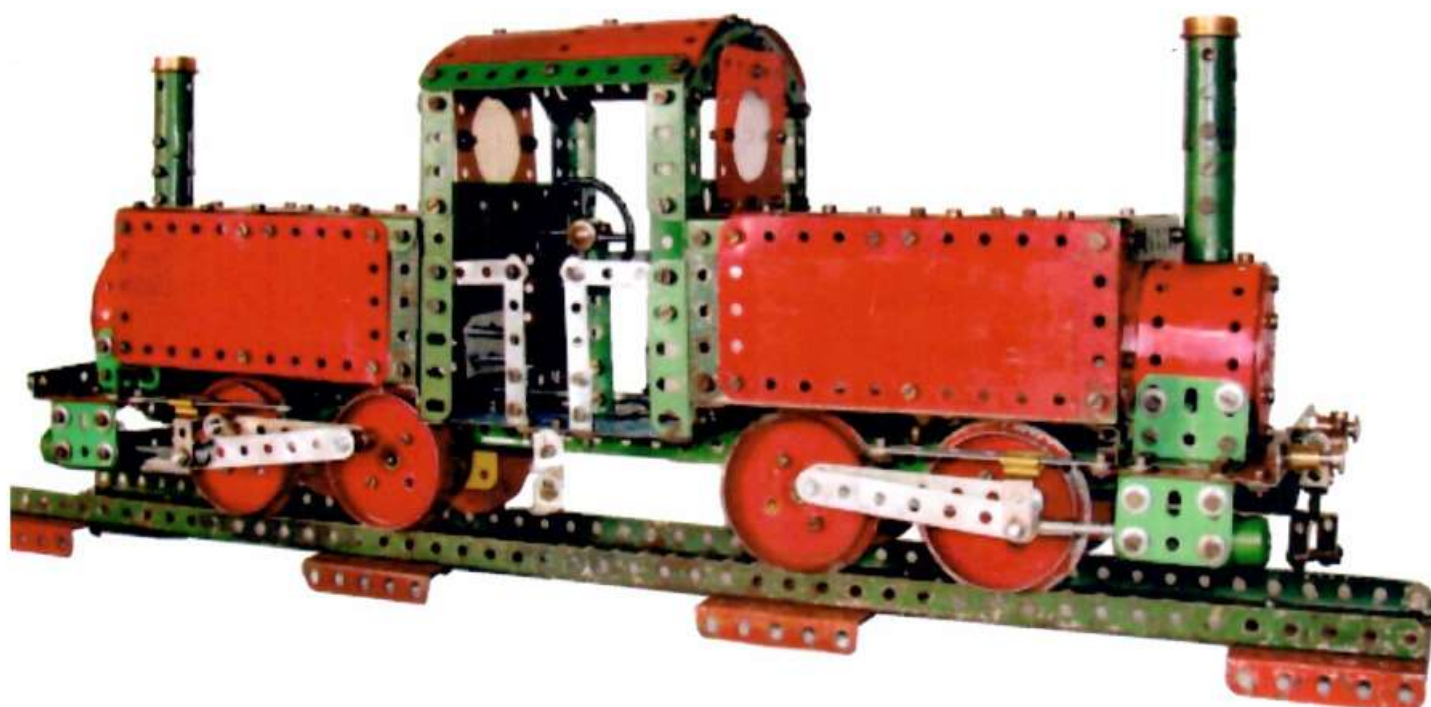
NZFM MAGAZINE

Volume 35 No 4

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Henry Porter's Khedive of Egypt's engine above and Fairlie Locomotive below. The article about them is on page 10.



NZ Federation of Meccano Modellers Magazine

Editor: Les Megget,
231 Opaheke Road, RD 4,
Papakura 2584.
Phone: 09 299 6668
Email: <l.s.megget@slingshot.co.nz>

Compositor: John Ince,
5 Lennox Place, Feilding 4702
Phone: 06 323 7075
Email: <johnince@man.quik.co.nz>

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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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Email bobandanne@paradise.net.nz.

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Thankyou John

This issue is the last that the Magazine's compositor John Ince will do the page set-up of, using the articles and photographs I send him. I see that John's first issue was Vol. 25, No. 2 in April 2001, when his position was *Assistant Editor* under the then new Editor, Bruce Neilson. In that issue John had an article on "Photographing Models". The message still hasn't got through in some cases (I'm to blame even), that we must have a neutral background for the best effect. How much time John has spent over the years removing curtains, the products of "flat surface" disease, views of gardens through background windows, etc I hate to think but it must be many hours.

What a fantastic effort to composite every issue for over a decade and may I record an appreciative thankyou to John from all the subscribers of the *NZFMM Magazine*. I'm not sure whether John now hopes to spend more time building Meccano Meccanographs, locos or cranes but he sure deserves to relax and enjoy reading our Magazine in the future, knowing that someone else has slaved over it.

That someone happens to be me and with a little help from the woman in my life we intend to continue producing the "Mag" 4 times a year for the next couple of years.

Thanks to our contributors this quarter, without your writing skills this Magazine would hardly be worth printing. This issue covers a wide range of Meccano related topics from David Wall's visit to SkegEx in July to Stan Baker's illustrated write up of the latest in radio control for operating your Meccano models.

Another great Meccanoman, Blake Huffam recently passed away in Christchurch. Blake is internationally known for his huge and impressive model of the Grey River Gold Dredge featured in the Meccano Magazine several times in the mid 1950s (see the article in this issue).

I must apologise to Bruce Geange for an incorrect statement in my last editorial. It was he who built all the models featured over the years when Bruce Neilson was Editor. Bruce Neilson then took the models and photographed them and wrote up their building instructions.

May I take this moment to wish you all an enjoyable and relaxing Christmas and New Year and I hope you get some old or new Meccano to play with, or even collect, over the festive season.

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Rebuild of Colin Cohen's Dry Dock Crane

by Mike Stuart

At a recent Auckland Meccano Guild meeting I browsed the December 2010 issue of the Johannesburg Meccano Hobbyists Newsletter and was much taken with a model therein. It was a version of the late Colin Cohen's Cowans Sheldon Dry Dock Crane, built by Chris Els.

Although standing only 2 feet high with the jib fully raised, and the body containing all the mechanisms and motor measuring just $3\frac{1}{2} \times 5\frac{1}{2}$ inches, the crane features luffing, slewing, travel, and two separate hoists, as seen in photo 1. All of these movements are driven by a single small electric motor and are reversed mechanically. Five levers (I needed to add a sixth described below) mounted at the front of the body control the

drives. This sort of highly-compact feature-packed model appeals to me and so I took the challenge to build it.

Colin is to be congratulated on managing to use almost 100% standard Meccano parts on such an intricate, small-scale model. However, I found it desirable at certain points to change his design and below I describe my modifications.

The detailed building instructions in the Newsletter suggest starting with the crane's gearbox (i.e. "cabin" structure) rather than the base and bogies. The first issue here was Colin's use of obsolete P.N. 11, $\frac{3}{4} \times \frac{1}{2}$ Double Brackets to space pairs of $5\frac{1}{2}$ Strips in the luffing drive. These were fortunately easily replaced by narrow $\frac{1}{2} \times \frac{1}{2}$ double brackets and spacing washers to bring the separation of the $5\frac{1}{2}$ Strips to about $\frac{3}{4}$. Actually it is only the lower double bracket on each side that needs to be narrow - this to avoid fouling in $\frac{3}{4}$ Contrate driving the luffing

screwed rod, (see photo 2).

The majority of the gearing in my model's gearbox is as per the Newsletter but with one important improvement. As Chris Els' instructions

mention, the original drive to the two screwed rods doing the jib luffing is not the most reliable. As with the slew and travel drives, reversing

is obtained by a sliding shaft connected to the control lever and fitted with two pinions, or in the case of the luffing, a single $\frac{1}{2}$ face Pinion. The pinion(s) engage one or other side of a Contrate Wheel with a neutral position when the Pinion(s) lie within the circle of the Contrate's teeth. With the luff drive there is a $\frac{3}{4}$ Contrate Wheel on each side (locked to its $3\frac{1}{2}$ Screwed Rod) and the corresponding $\frac{1}{2}$ face $\frac{1}{2}$ Pinions need to engage their respective Contrate at exactly the same time. This I found to my surprise, was difficult to do reliably. It didn't take long to figure out a simple redesign, which I was delighted to find worked perfectly first time. The drive to the shaft carrying the $\frac{1}{2}$ face Pinions (which now remain in constant mesh with their respective Contrate) is either 19:38 or 19:19:38 providing forward and reverse. The two 38 tooth Gears I used were narrow-faced; it may be difficult to fit standard $\frac{1}{4}$ faced one, (see photo 2)

Also at the back end of the superstructure where the motor is positioned, I provided much more rigid bearings for the slew output and motor input drives, (see photo 3 and photo 4 showing the curious original arrangement). Of course the motor used by the builder will determine part of the layout. I used an old tape deck motor running on 6v.

The design of the linkages between the control levels and their sliding shafts must have given Colin headaches considering the limited space

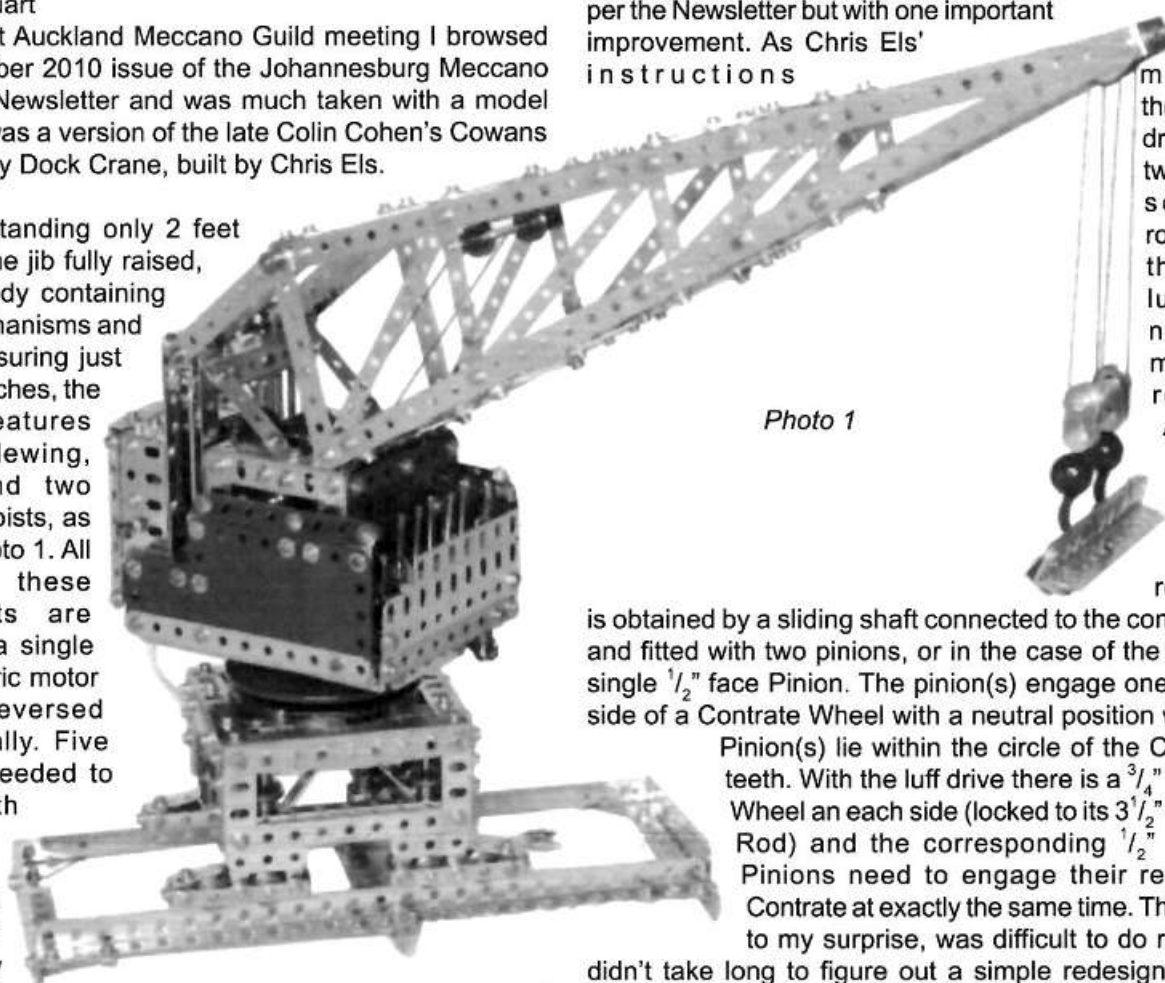


Photo 1

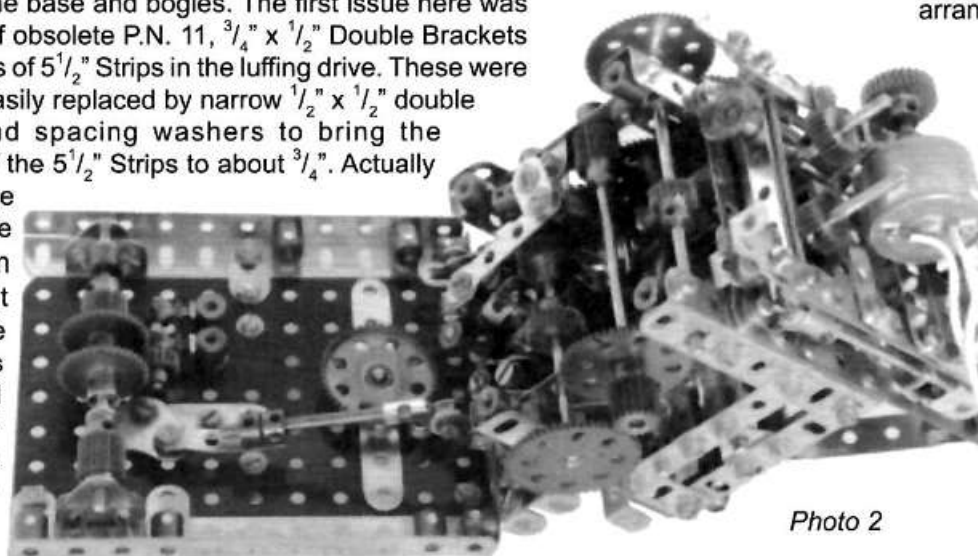


Photo 2

available. I made small changes to his design partly shown in photo 5. It was particularly difficult to reduce the "play" in the hoist lever linkages.

As mentioned earlier, I installed a sixth lever. I found this was required to activate a brake to prevent the superstructure rotating while travel was engaged. I couldn't see a way of hiding the linkage within the body but the brake itself is in the base of the gearbox, (see photo 6). The brake pad is a small piece of bicycle brake rubber, which is quite hard but won't damage the 1" Gear it locks.

The last 'problem' I found in the gearbox was

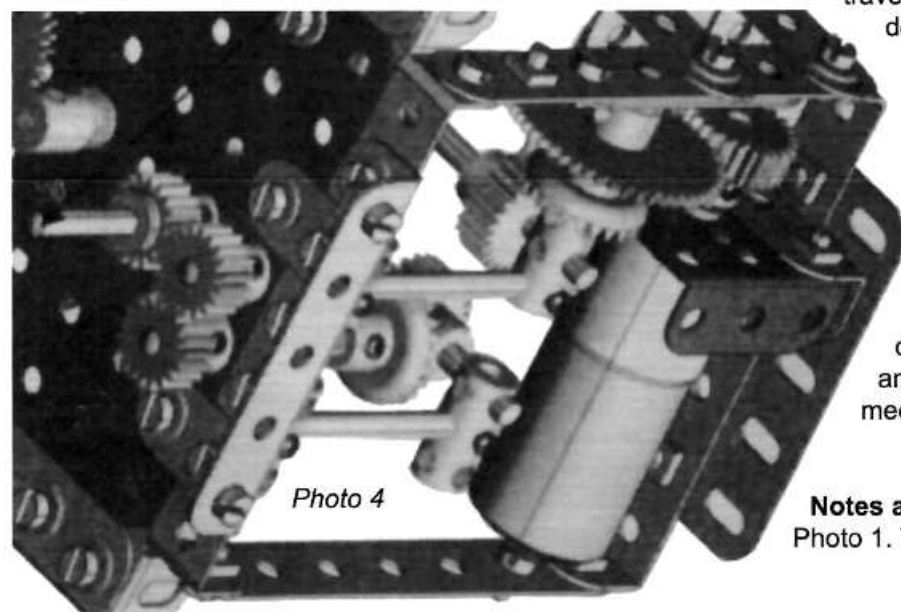


Photo 4

in the design of the hoist drum's braking. This is friction-based in Colin's and in my model and robs some lifting capacity from the motor. A worm drive would be an improvement but would require a major design change, which I didn't even consider!

After finally getting the upper part of the crane in decent working order I thought the slewing deck would be a doodle. I was mistaken. Colin's design uses no fewer than 6 pairs of gears in the deck to transmit the drive from the central axis to each bogie's drive wheel. In total, there are 19 pairs of gears in the deck. With all that friction and worse still a step-up ratio of 25:13 (1.92), and a weighty superstructure, it is not surprising a redesign was needed. My first idea to minimise the number of gears was the arrangement in

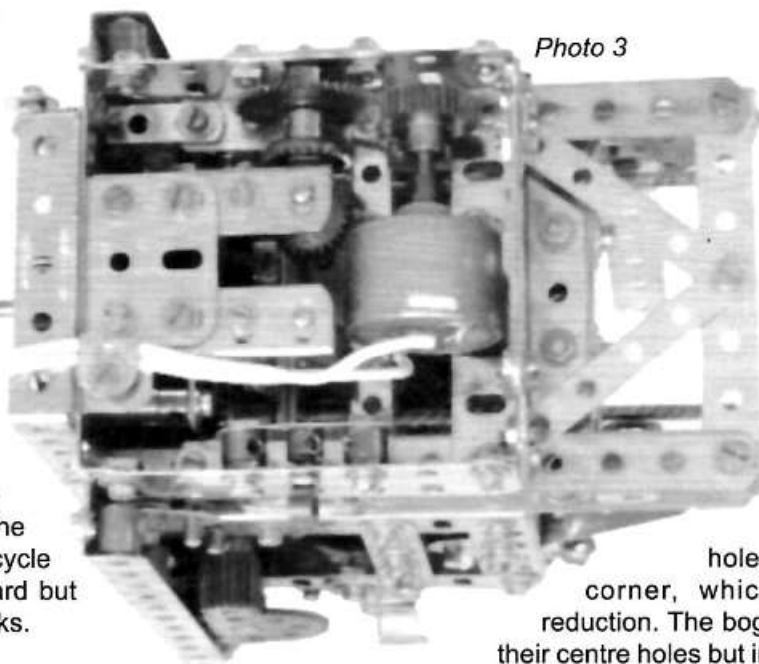


Photo 3

photo 7. This used 16 pairs of gears and a step-up of 25:19 x 25:19 (1.73) but while locating the bogies in a more rigid fashion proved a little more successful.

The deck and bogie arrangement I finally settled on is shown in photo 8. The vertical drives to each bogie have been moved one hole away from the deck corner, which permits a 15:25 reduction. The bogies are pivoted, not in their centre holes but in the next hole and are much more securely attached with a more positive drive than in Colin's model. To give a reasonable speed of travel one step-up (25:19) was used inside the deck but given a faster motor, this could be reversed, if necessary. Because the redesigned bogies are 1 inch deep compared to the original $\frac{1}{2}$ inch, the deck was reduced in height from $2\frac{1}{2}$ inches to 2 inches. Photo 9 shows my and Colin's bogies side-by-side.

Called a "mind-bender" by Anthony Els, the writer of the JMHN instructions, this model definitely provides a challenge for any builder and is highly recommended for those who like mechanically complex constructions.

Notes about Photos

Photo 1. The complete model

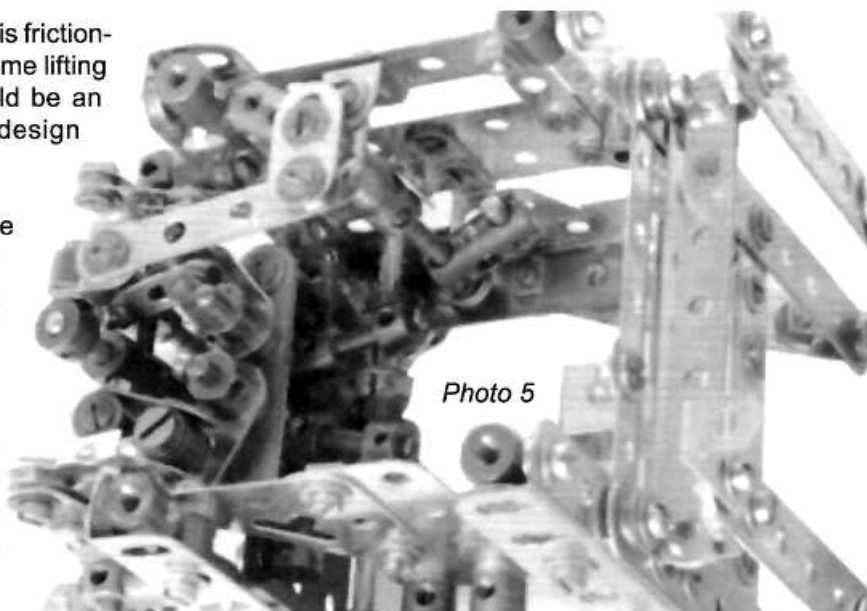
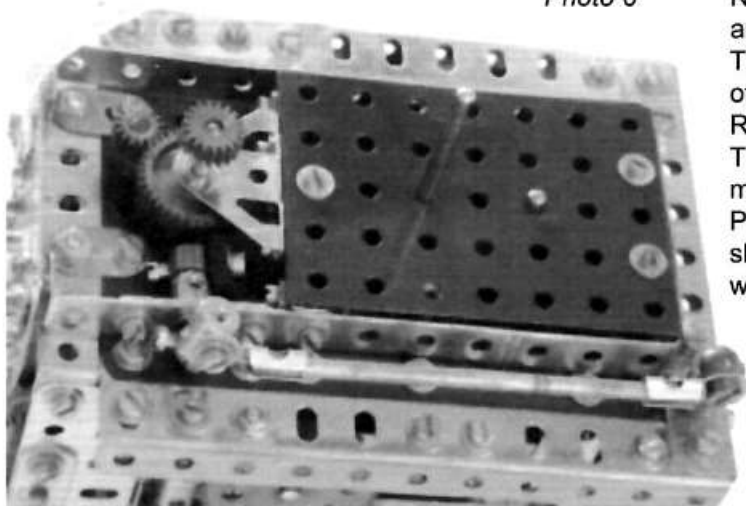


Photo 5

Photo 6



Narrow Double Brackets replacing Colin's $\frac{3}{4}$ " x $\frac{1}{2}$ " Brackets are on the outside of each Contrate. The drive to the luffing is from the $\frac{1}{2}$ " Pinion, just to the left of the Contrates, to either the idler $\frac{1}{2}$ " Pinion (on a short Rod locked in two Handrail Supports each bolted to a Threaded Boss on the base - the two Pinions are in constant mesh), then to the 1" Gear shown in mesh with the idler Pinion in the photo; or to the second (lower) 1" Gear on the sliding shaft. The $\frac{1}{2}$ " x $\frac{1}{2}$ " Pinions are in constant mesh with the Contrates.

Photo 3. Rear of gearbox with redesigned bearings for gearbox input (left, below motor) and slew output (near motor leads).

Photo 4. Rear of gearbox showing mounting of gearbox input and slew output drives in Colin's version.

Photo 5. Control lever linkages from underside of gearbox with all the gearing removed. Note use of Bolts with filed-down heads on 2" Narrow Strip (part of travel lever linkage). Use of such bolts of various lengths was found necessary where clearances were tight - i.e. in many places!

Photo 7

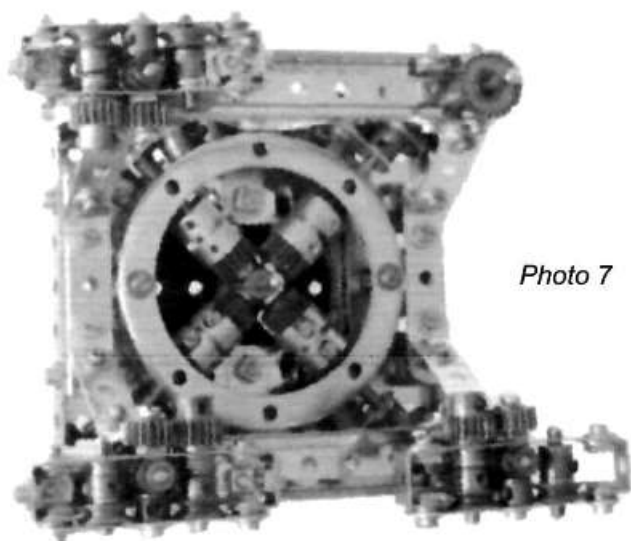
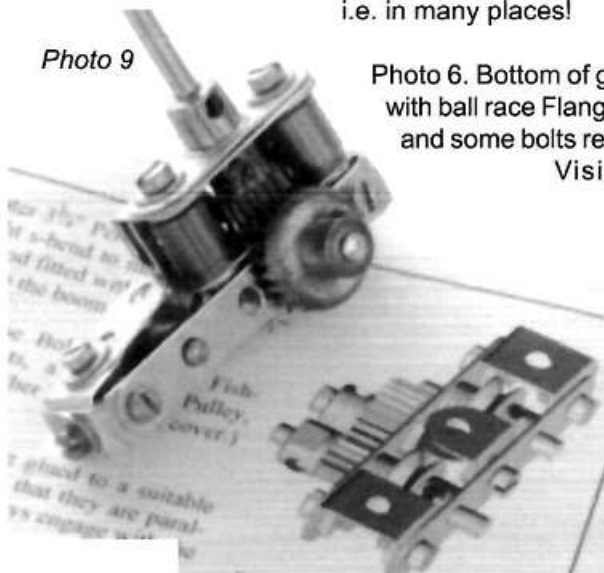


Photo 2. Bottom of gearbox with $5\frac{1}{2}$ " x $3\frac{1}{2}$ " Flat Plate base removed. (but still "hinged" with the luffing lever's linkage to the main part of the gearbox). The $\frac{3}{4}$ " Contrates driving the luffing Screwed Rods are at right (one partly hidden behind a 1" x $\frac{1}{2}$ " Narrow Angle Bracket). The $\frac{1}{2}$ " x $\frac{1}{2}$ "

Photo 9

Photo 6. Bottom of gearbox with ball race Flanged Disc and some bolts removed. Visible is



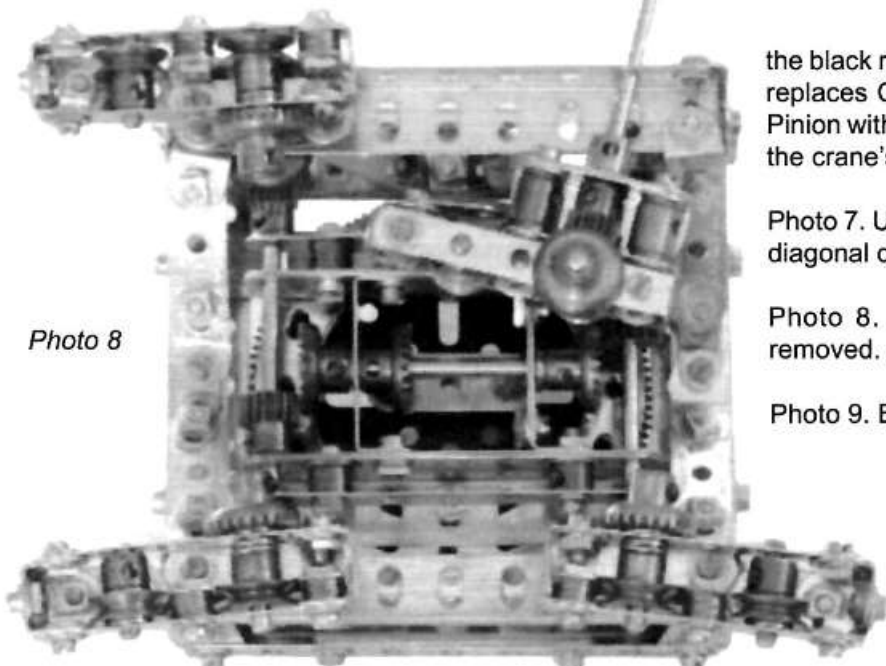
the black rubber brake operating on the 1" Gear (which replaces Colin's $\frac{1}{2}$ " Pinions seen in Photo 4). The $\frac{1}{2}$ " Pinion without boss meshes with the fixed $3\frac{1}{2}$ " Gear on the crane's slewing deck.

Photo 7. Underside of first revision of slewing deck with diagonal drive to each bogie.

Photo 8. Slewing deck underside with one bogie removed.

Photo 9. Bogies.

Photo 8



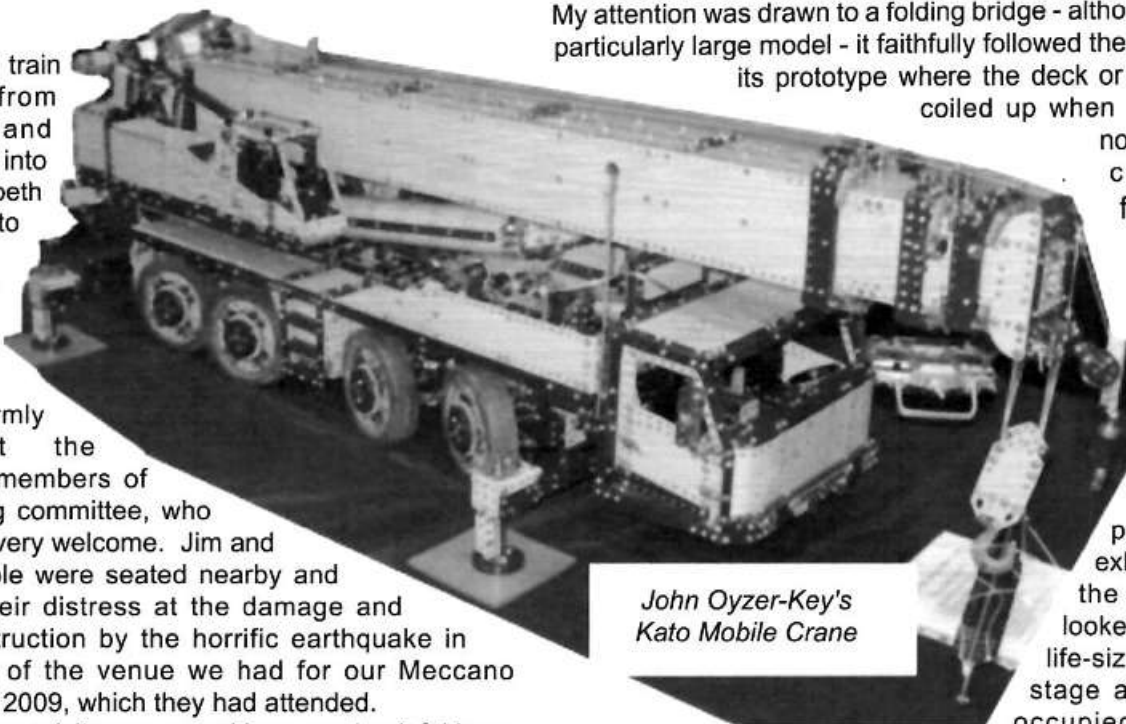
SKEGEX – JULY 2011

by David Wall

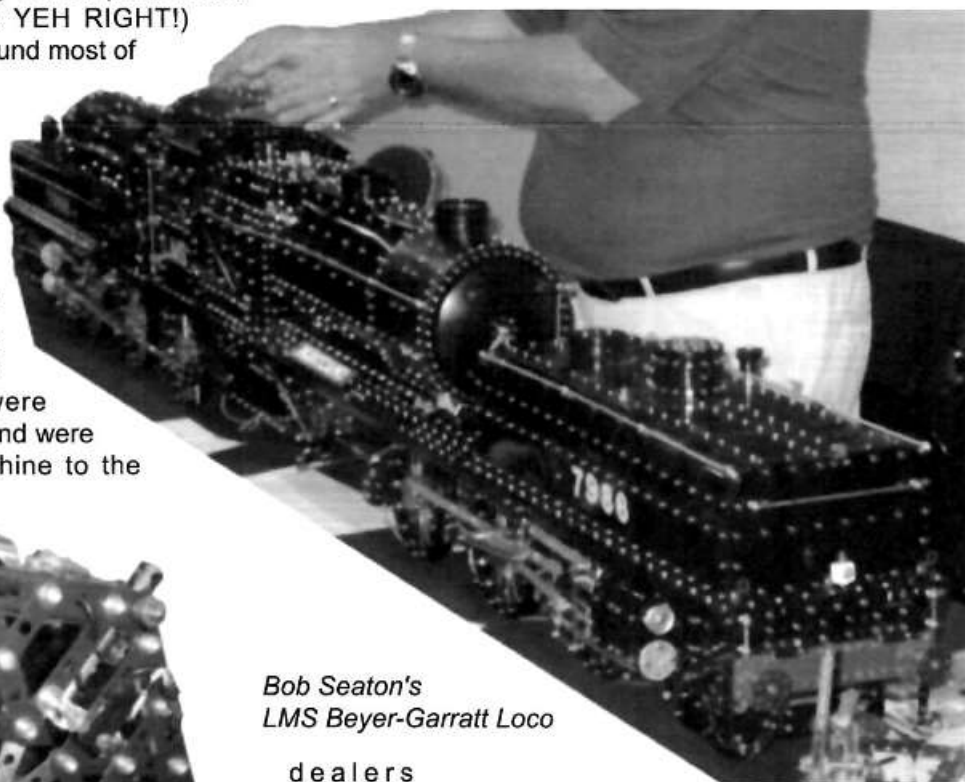
After a frantic train journey from Glasgow and having settled into our digs, Elizabeth and I made it to the Meccano Mecca in the mid-afternoon of the first day of Skegex. We were warmly greeted at the entrance by members of the organizing committee, who made us feel very welcome. Jim and Dianne Gamble were seated nearby and expressed their distress at the damage and possible destruction by the horrific earthquake in Christchurch of the venue we had for our Meccano Convention in 2009, which they had attended. Unfortunately my visit was marred by a most painful knee (an old All Black injury perhaps!! YEH RIGHT!) however I did manage to hobble around most of the exhibition with the aid of a walking stick. Whilst the exhibition was undoubtedly bigger than our Conventions I consider that the standard of our modelling skills would not have been out of place in this company. During my perambulations I had the pleasure of meeting and talking with many of the exhibitors including Graeme and Mary Jost from Australia, who were recently in NZ for our Convention, and were demonstrating their braiding machine to the

fascination of a throng of onlookers. (Thank you for the walking stick cord Graeme – it served me well in my travels.) My attention was drawn to a folding bridge - although not a particularly large model - it faithfully followed the action of its prototype where the deck or roadway coiled up when opening,

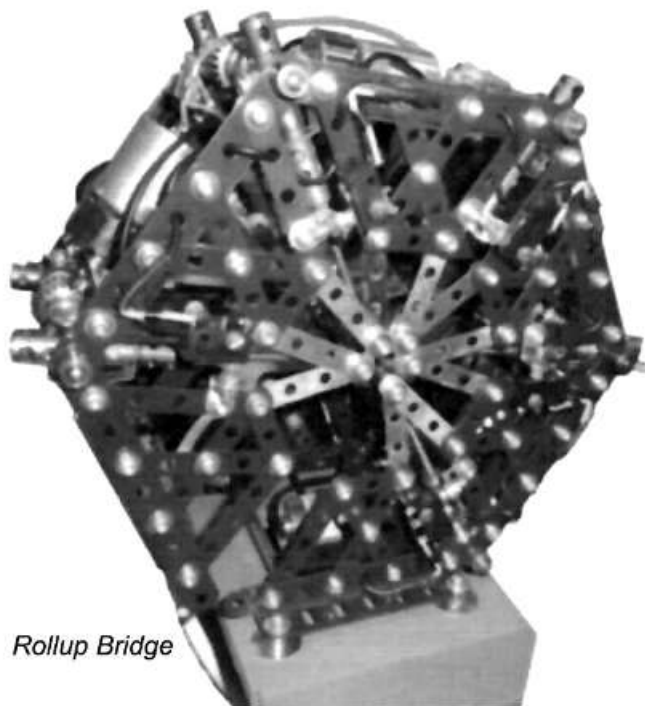
not unlike a child's feather blower. Another model that caught my eye was a colossal fighter plane exhibited in the foyer, it looked almost life-sized. The stage area was occupied by



*John Oyzer-Key's
Kato Mobile Crane*



*Bob Seaton's
LMS Beyer-Garratt Loco*



Rollup Bridge

dealers and needless to say I availed myself of some of their wares, principally the smaller Märklin parts which I find very useful. As well as second-hand standard Meccano parts there was a large selection of Meccano literature and a range of special items, gears and couplings, etc. As we are fortunate in having our own source of special parts, thanks to Jeff Clark, I resisted temptation. The 20-kilo baggage allowance does not leave a great deal of room for speculative purchases. On Saturday evening, Elizabeth and I joined the exhibitors and families at a dinner celebrating 30 years of Meccano in Skegness. This was an excellent opportunity to socialize

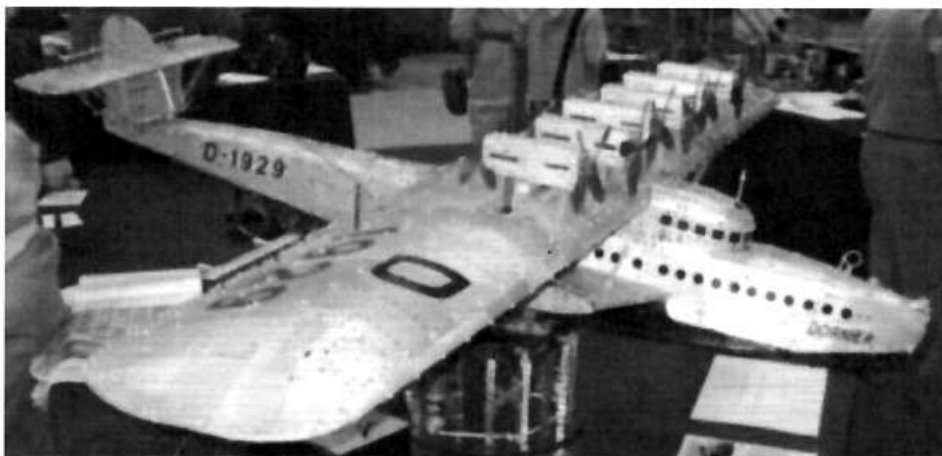
and there were also 2 speakers during the evening. I returned to the exhibition on Sunday for a final foray into the magic of Meccanoland. By this time my knee was telling me in no uncertain terms to take it easy, so I was forced to leave the hall prior to the announcement of the prize winners, the selection of which I consider, would have been very difficult owing to the wide diversity and high standard of models.

Now a brief word about "Skeggy". It reminded me of South End-on-Sea when I was there about 50 years ago. Throngs of good-natured, scantily

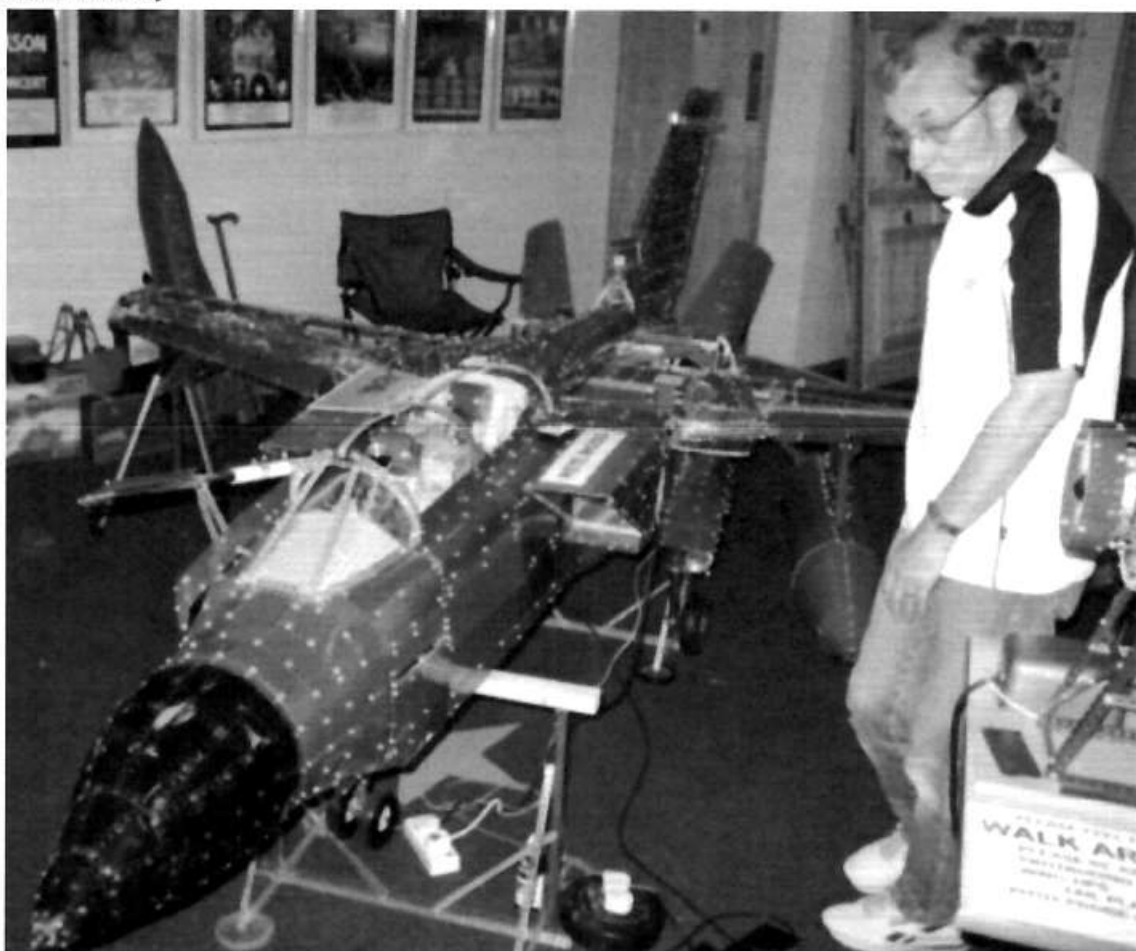
clad Brits whose pale skins were steadily becoming lobster-red in the strong sunshine – Yes, strong sunshine! All the traditional seaside attractions were there including horse and carriage rides along the front, donkey rides and deck chairs on the beach, a most beautiful beach with lovely white sand that stretched for miles into the distance, in the park a brass band playing in a traditional band rotunda and of course, the obligatory Punch and Judy Show surrounded by hordes of screaming children. The scene was completed by a multitude of "rides", a vast array of traditional foods,

fairground novelties and "kiss me quick" hats. I observed that since I last saw them the hats now had an additional request – "hug me hard" – hmm. In any event I was not allowed to buy one. The weather was the hottest and sunniest we had experienced during our entire sojourn in the UK. Thank you Skegness.

Another delightful experience was our 3-day sojourn with John and Pam Pond at their home in Cornwall. As most of you know, John, a retired farmer, is a most enthusiastic Meccano man. We did several day trips to show us sights around Cornwall including a visit to Camborne Museum where among the exhibits was a massive beam winding engine lazily bobbed up and down. The highlight of the visit was the privileged admission to John's recently



Dennis Remnant's Dornier Flying Boat



Tornado Jet Fighter

completed Meccano sanctum where he constructs his favourite models of agricultural machinery and hosts his fellow A.C.M.E. members. We were most grateful for their generous hospitality.

Just to complete David's story here are the place getters at this year's Skegex. (Ed)

- 1st Prize - John Oyzer-Key with his Kato Mobile Crane
- 2nd Prize - Ken Senar - Wessex Helicopter
- 3rd Prize - Bob Seaton - LMS Beyer-Garratt Loco
- 4th Prize - Chris Shute - Mystic Mec
- 5th Prize - Dennis Remnant - Dornier Flying Boat
- The 10th was Graeme Jost with his imported braiding machine from Australia.

MODEL REVIEW: The Adventures of Tintin Hydravion/Seaplane

by Les Megget

I decided to import this Seaplane set and the Jeep set from the UK as I'd heard that the NZ importers are not intending to distribute these Tintin sets (3 in total), due I believe to licensing restrictions. It seems a bit strange as Peter Jackson is involved with the Tintin movies soon to be released. That reason I think would make these sets popular in NZ, especially with Christmas close by. We don't have the Tintin books, which include the 3 models, only the one entitled "Flight 714" about a Qantas Boeing 707. Lucky Meccano didn't bring out a model of that; it would probably have been grounded!

I tried to buy the sets via Amazon UK on the internet but they wouldn't mail them to NZ for some unknown reason and Amazon US don't have them in their Meccano listing as yet. I purchased mine from *Wonderland Models* domiciled in Edinburgh, Scotland of all places. The basic cost of the Seaplane set was 39.99 Pounds (about \$80) with the air post being at least equal to that!

The box is very attractive (Figure 1) but about twice the size that it needs to be for the parts contained in the 5 plastic bags (320+ parts). There have been comments on *Spanner* about missing parts in this set but mine had everything, including a worthwhile extra Rod and Strip Connector (see later) + 3 rubber bands, a hank of cord and 2 springs, which aren't used in this 1-model set??

The first thing I noticed after taking the parts out of their respective bags was the peeling yellow paint on 3 of the aforementioned Rod and Strip Connectors. There was surface rust under this peeling paint, so either the steel wasn't cleaned properly or it was very humid the day these parts were painted.



Fig. 1

Some of the other parts had excessively thick paint but at least the Bolts went through the holes without the need to ream the excessive paint away, as was required in a couple of recent sets. Some of the zinc plated Strips have permanent marks on them which could be hidden inside

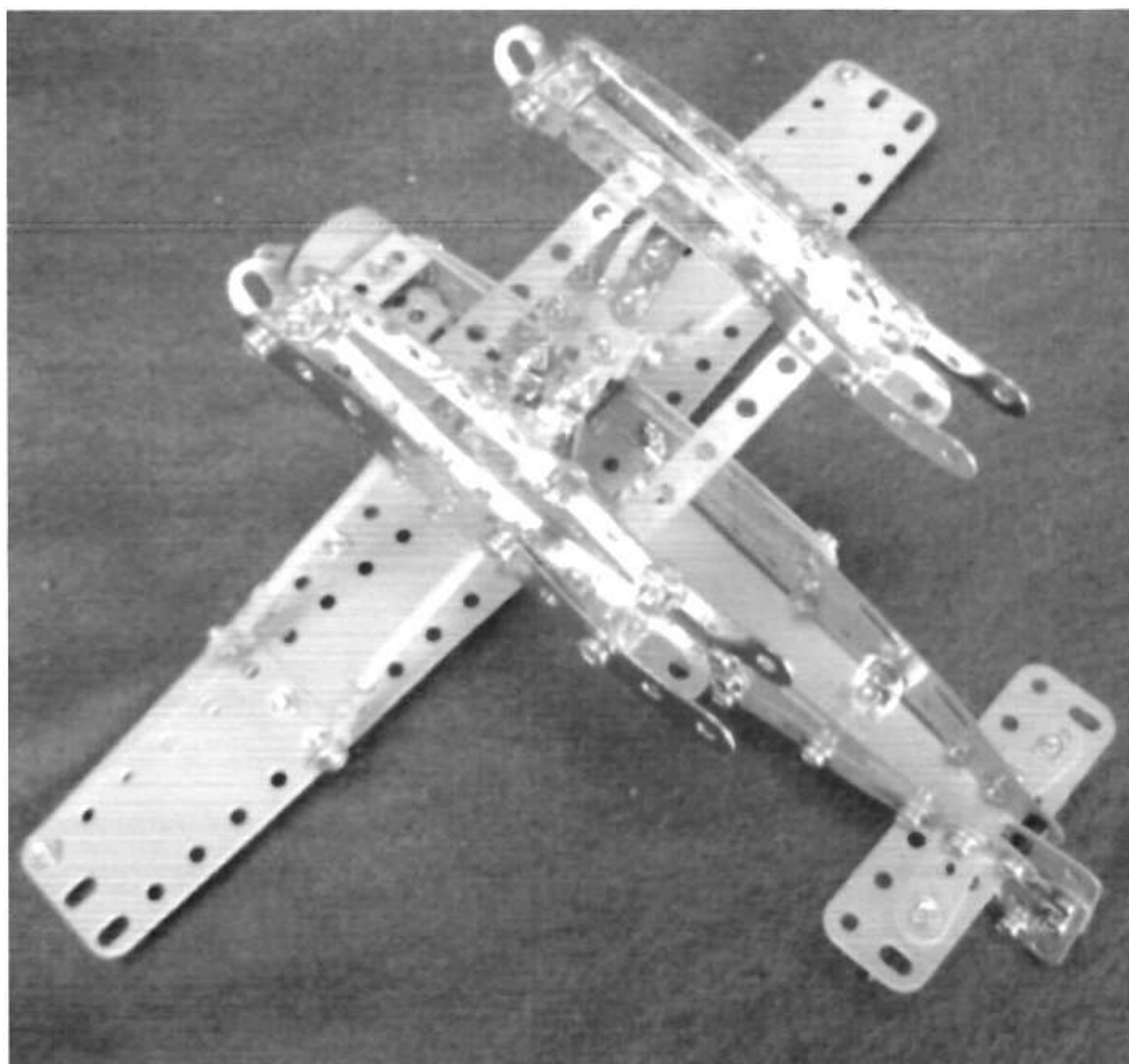


Fig 3 - We don't think the pilot survived the crash landing.

the model in most cases.

The multi-coloured building instructions were of Meccano's usual high standard and I didn't find any errors with this

manual. The set contains both black Plastic Collars and the mini-version but the instructions don't differentiate between the 2 types and you have to be careful to use the mini-versions in the right place (to hold the tail plane in place). It took about 3 hours to construct the plane (see Figure 2) and for once I didn't have to pull anything apart because I'd misinterpreted the instructions (drawings). The only problem was fitting the long bolts, which carry the splayed supports for the floats. These Bolts have to pass through the middle hole of the long $5\frac{1}{2}$ " Curved Strip, which butts against a 11-hole Perforated Strip on each side. There is marginal clearance between the edge of the Perforated Strip and the edge of hole in the Curved Strip, meaning some loss of paint off the edge of the Strip. Some connections require pretty strong fingers to get the Nut on the Bolts when straight strips are required to bend slightly to the shape of the fuselage.

I actually think this is a very attractive model in near Binns Road yellow but overpriced (due to royalties?). It is very

solid with nothing that will fall off or come apart with normal childhood play. Maybe it could do with $\frac{1}{2}$ " tyred wheels fitted to the floats so that it could be pushed along the floor and a better representation of the prop would be nice. There have been complaints on Spanner that the wings point downwards instead of having a 2-degree dihedral (upward slope) but that's just being pedantic in my view and how many kids would know (or care) about that anyway? Actually you could just about adjust the round plastic rods, which act as the wing struts to force the wings to have the prototypical dihedral.

A challenge would be to see what other models you could make from this set, which contains no new parts. I will review the smaller Jeep model in an upcoming Magazine. The third model, the galleon, is larger and therefore even more expensive but has been getting good reviews by Meccanomen on Spanner with its chocolate/cream colour scheme. See the AMG November meeting write up for Gary Higgin's interpretation of the galleon.

Figure 2 is on the back cover.

Peter Kessler

by David Wall

On the 21 November we received news that Peter, who recently turned 86, had died at his home that day after several months of illness. I spoke to him about a week ago and despite the seriousness of his illness he retained his customary cheerful outlook.

Elizabeth and I got to know Peter well over the last 20 years. He spent 2 or 3 weeks every year in the summer with us, during which we extensively toured New Zealand.

He always exhibited a keen interest in his surroundings and was a most entertaining travelling companion.



David Wall and Peter Kessler

Peter, as many will know, was a founder member of the International Society of Meccanomen and still retained a keen interest in Meccano activities.

Over the years we have known him he was a kind and generous friend who will be sadly missed by all who knew him.

The following item was published in the April 2005 magazine:

Peter Kessler in New Zealand

A recent Meccanoman visitor to New Zealand in February was Peter Kessler from Switzerland who stayed with John and Edna Ince in Feilding for a few days and was snapped while reading the NZFMM Magazine. Peter was delighted with the hospitality he had received with a 10 day stay with David and Elizabeth Wall in Auckland which included tours out to Northland, Coromandel and the Feb Auckland

Meccano Guild meeting. Then the trip south to the Inces at Feilding and visits to Bruce Geange and Bruce Neilson. To be followed by again going south to Wellington and Lou and Shirley Nichols. The tour then was onto Sydney for seven days and eventually back home to Switzerland. We truly live on a shrinking planet.

Peter Kessler in 2005



More of Henry Porter's Meccano Models

by Henry Porter
photos by Gary Higgins

Nilgiri Rack and Pinion Loco:

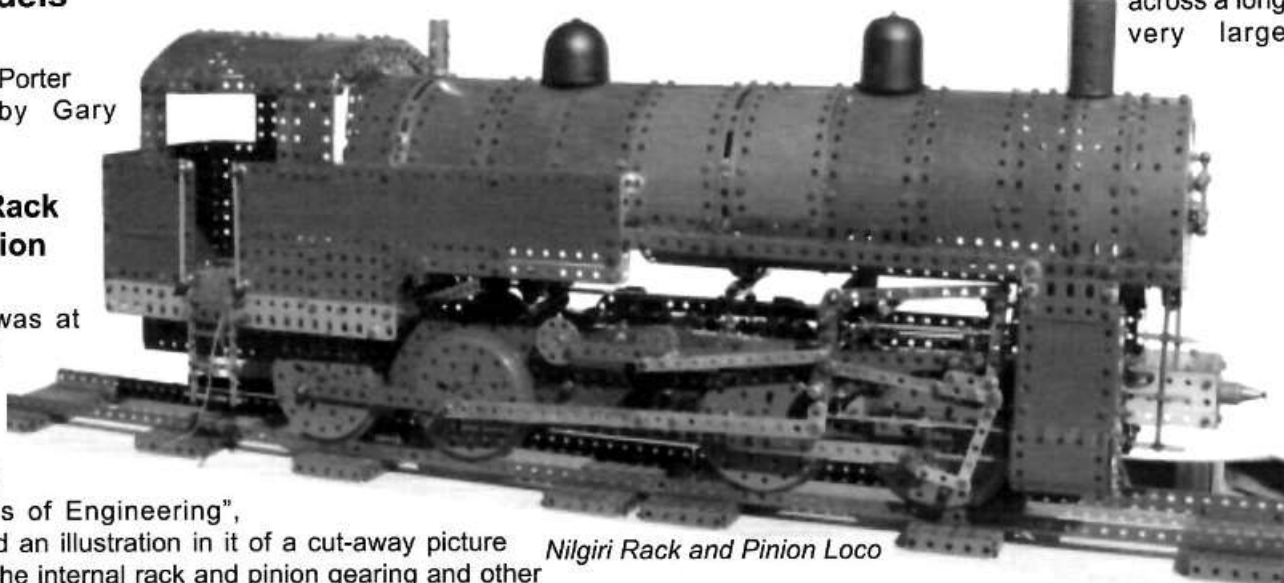
When I was at school I had an Odham's book called "Triumphs of Engineering", which had an illustration in it of a cut-away picture showing the internal rack and pinion gearing and other features. Unfortunately I lent it to a friend of mine who didn't return it. However when I was working for the Auckland City Council in the 1970s I went into a second hand bookshop in Elliot St and found another copy of it.

Quite a while ago I made a small version of this loco. I followed it up recently with this larger version, which was easier to make the double Walschaert's valve gear. When the driving wheels go forwards, the upper drive goes to the rack and pinions in reverse and also goes a lot faster. In the original loco there is a special linkage between the upper and lower valve gear so that when the lower one is lowered there is the linkage moves the upper one upwards so that the top one goes in reverse. Neil Carey very kindly gave me a photo of it after I had made the model.

This type of engine was used in India. At this scale it is too small to do the linkage between the two sets of valve gear. At sometime I will try to make a model of this at a larger scale to see if it can be made without too much difficulty.

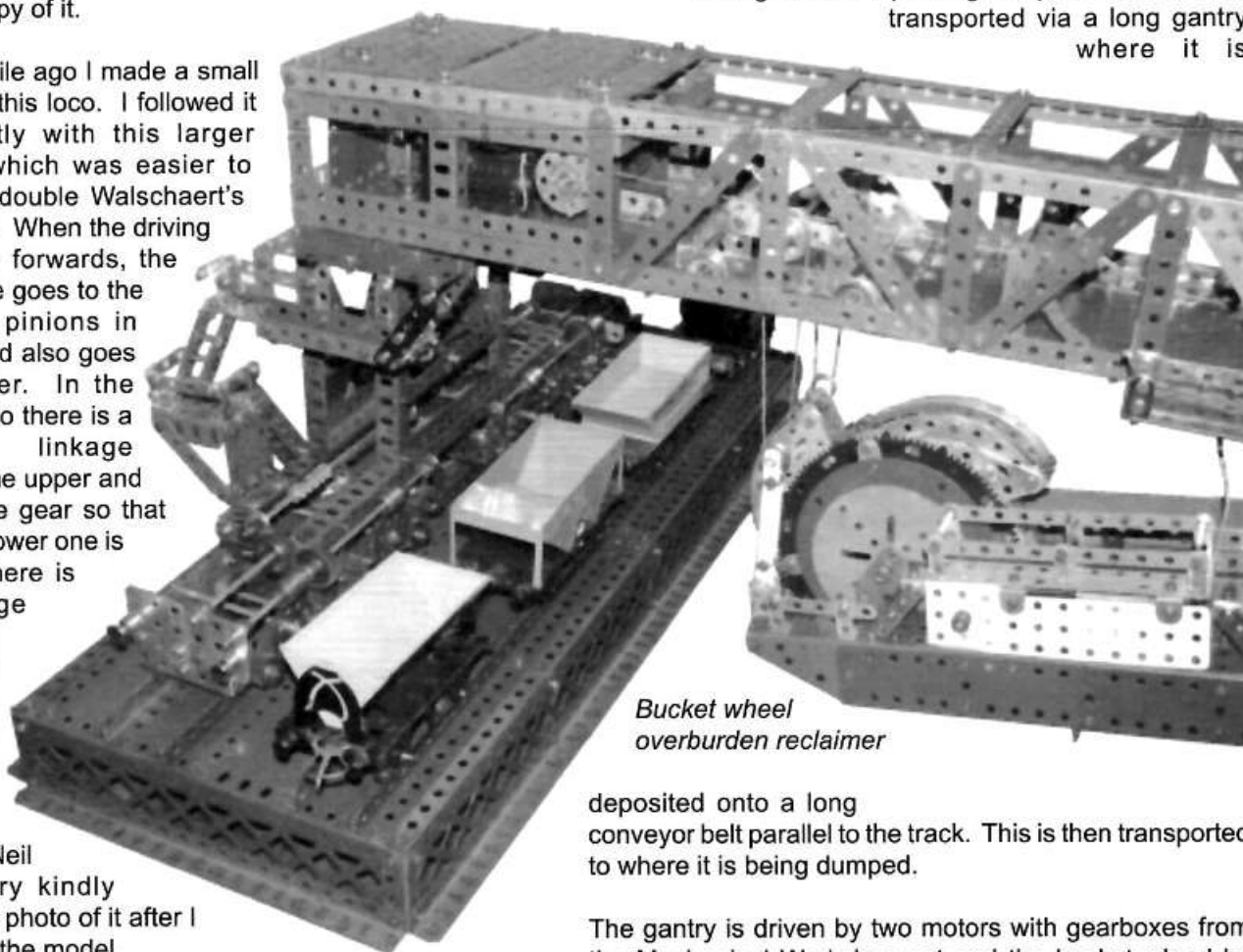
Bucket Wheel Overburden Reclaimer:

This model consists of a gantry crane structure which spans across a long very large



Nilgiri Rack and Pinion Loco

ditch with a railway track beside it. The train deposits the mine overburden into it. The bucket wheel reclaimer runs along its rack picking it up, which is then transported via a long gantry where it is



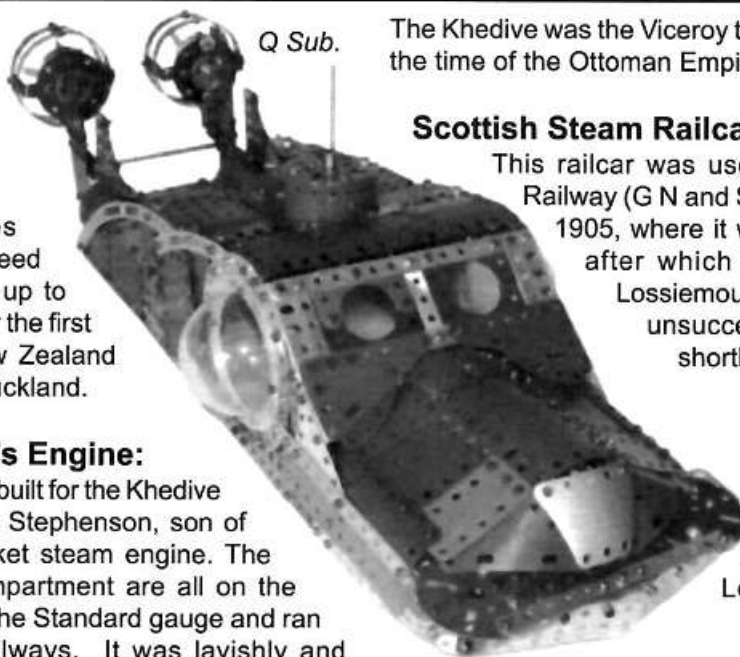
Bucket wheel overburden reclaimer

deposited onto a long conveyor belt parallel to the track. This is then transported to where it is being dumped.

The gantry is driven by two motors with gearboxes from the Mechanical Workshop set and the bucket wheel by one motor with gearbox. The gantry motors are run off 6 volts and the bucket wheel on 3 volts. The main conveyor is driven by a MO motor. The gantry bogies at the railway end run on a 1 1/2" gauge track and the other end on 2 1/2" track.

Q Submarine:

Earlier this year I found a fascinating illustration of this curious craft plus an interesting article on it. It was developed by Hugh Fulton for the Hughes Corporation. The surface speed is 20 knots and it will dive up to 120 metres. It was shown for the first time at the Hutchwilco New Zealand Boat Show in mid-May in Auckland.



Q Sub.

The Khedive was the Viceroy to the Sultan of Turkey during the time of the Ottoman Empire.

Scottish Steam Railcar:

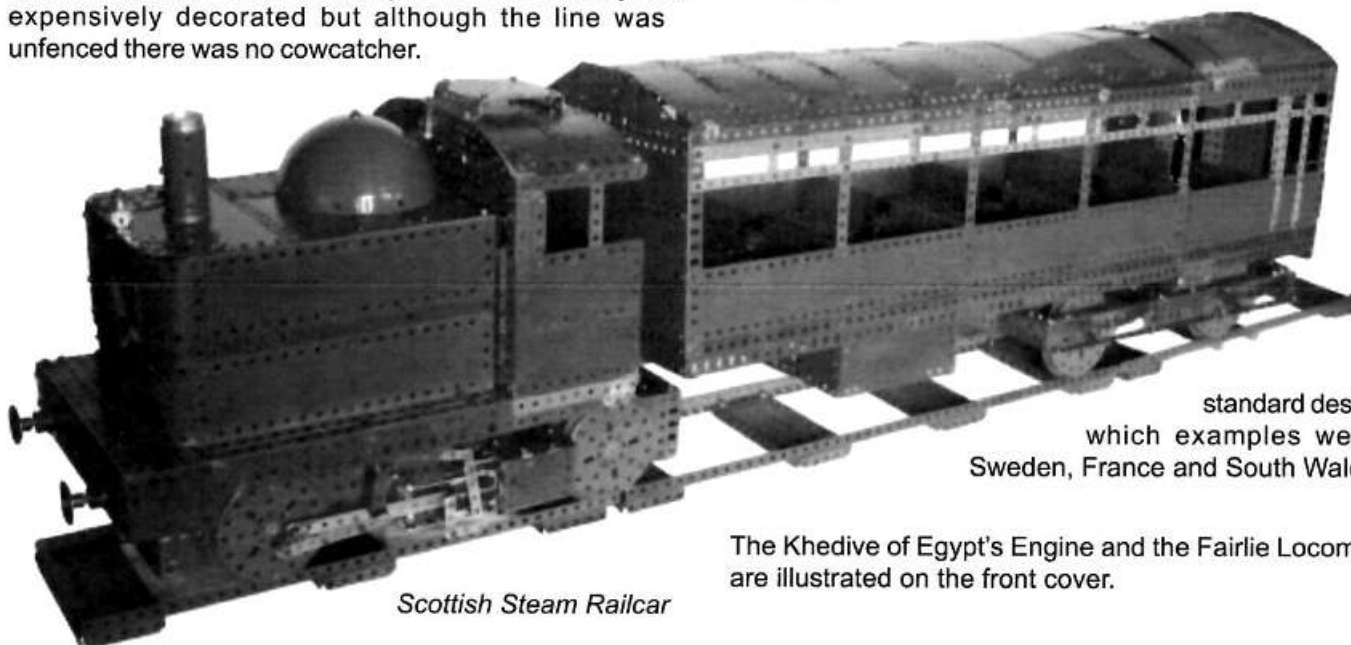
This railcar was used on the St Combs Light Railway (G N and S Railway) from November 1 1905, where it was used until April 5 1906, after which it was transferred to the Lossiemouth branch. The railcars were unsuccessful and were withdrawn shortly after.

Fairlie Loco:

This 0-4-4-0 "Pioneer" loco was built in 1869 by the Fairlie Engine & Steam Carriage Co, Hatcham, London. This was the first

The Khedive of Egypt's Engine:

This remarkable vehicle was built for the Khedive of Egypt in 1859 by Robert Stephenson, son of George, who built the Rocket steam engine. The engine and passenger compartment are all on the same frame. It was built to the Standard gauge and ran on the Egyptian State Railways. It was lavishly and expensively decorated but although the line was unfenced there was no cowcatcher.



Scottish Steam Railcar

standard design of which examples went to Sweden, France and South Wales.

The Khedive of Egypt's Engine and the Fairlie Locomotive are illustrated on the front cover.

Why not join the ISM?

by Bob Prescott (ISM 565)

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

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

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

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

There is also an ISM badge available at a small cost.

The ISM has a website www.internationalmeccanomen.org.uk with lots of Meccano and Society information including how you can join and pay with your credit card.

Don't worry if you are not on line, I can provide a membership application and my details are inside the front cover of the NZFMM magazine. Feel free to contact me if you want any further information.

So take action **NOW** and join the ISM for the 2012 year.

Radio Control & Remote Control for Meccano Models

by Stan Baker

Background

My interest in the Meccano hobby has never been in collecting metal nor in the challenge of creating models within the constraints of a particular set, or even solely from parts that "Meccano" in one of its many incarnations and owners once marketed or still market under the brand name "Meccano".

My interest has always been the complex mechanism, the fully functional crane or vehicle, the ingenious Meccanograph, the orrery, fairground ride, loom or even ball roller. I admire modellers with far greater skills than I possess in the hobby who can create such masterpieces. If these can be built entirely from parts branded Meccano, great but if they need new compatible parts for an optimum solution, then so be it.

As an Electrical Engineer, my other interest has always been new technologies and increasingly over the last few years I have attempted to marry new technology with traditional Meccano. Where no exact fit for such new technology exists I have endeavoured to have a solution manufactured.

Some examples of this are:-

Miniature roller bearings small enough to be able to fit inside a Meccano boss and allow much higher efficiency transmission drives are now common. Mass produced bearings for 4mm and $\frac{5}{32}$ " shafts are available but not for Meccano standard or the very similar 4.07 mm precision axles that I stock as Ashok's distributor in the region. So I bit the bullet and talked a bearing manufacturer into manufacturing those for me. I have now sold hundreds of these mounted inside Ashok parts globally and had great reviews. They allow far heavier loads to be carried on standard axles without resorting to the larger sized components.

New Technology Small precision Geared Motors that rely on rare earth magnetic material have increased the efficiency and power to weight ratio dramatically in your electric tooth brush, your computer hard drive or even the auto windows in your car over recent years. These new generation motors were an obvious candidate for use with Meccano instead of the weak power hungry clunky ones that had a Meccano label. However none came with shafts of the right size for Meccano, different sizes had a variety of wiring connections, often needing soldering skills, and they came in voltages ranging from 1.5 volts through to over 30 volts. Furthermore most would not meet NZ / Australian Radio and TV interference standards without additional circuitry. Then of course they rarely had good mounting capability. So again I had my own range of three new technology standard sized geared motors with uniform mounting, shaft size and voltage standards manufactured. Most available at no load speeds of around 10 rpm, 25 rpm, 50 rpm, 100 rpm and 250 rpm. However in practice it was found that the gears for the tiniest motor would fail before the motor would stall once you got the very high

torque associated with speeds around 10 rpm. The slowest speed was chosen to be 40 rpm and a 400 rpm was added to the range as well just for the tiniest motor. They are branded NZ Mecc Motor type 1, type 2 and type 3. The fact that I sold around 400 of those motors in the first 6 months shows the need was there.

To complement the motors I had AA battery holders manufactured to take 5 x 1.2 volt rechargeable batteries (6 volt), again because they just didn't exist already. These small power sources will run these motors typically for several days on one charge and are small enough to match the motor size and be built in to more models than was ever possible before. I may write up the technical performance of these with torque power voltage current and speed graphs for a future issue of the NZFMM.

So now we had tiny efficient motors with small high capacity power systems built-in to the model it was time to think about the problem of controlling the motors or other switched functions on the model without relying on cumbersome and failure prone tether cables or fiddling round inside the model to operate switches.

Radio Control and Remote Control Systems achieve just this function. I use the term "**radio control**" to cover proportional systems such as are used in radio control helicopters planes etc where a joystick is typically used to control speeds or a servo position for steering. The more you push (or pull) the joystick the faster (or slower) the motor will go or the more or less steering in one or the other direction. In contrast the "**remote control**" system can be likened to that used for your garage door opener, or your air conditioning or fridge. With such a system you can remotely turn switches on or off or operate a motor forwards

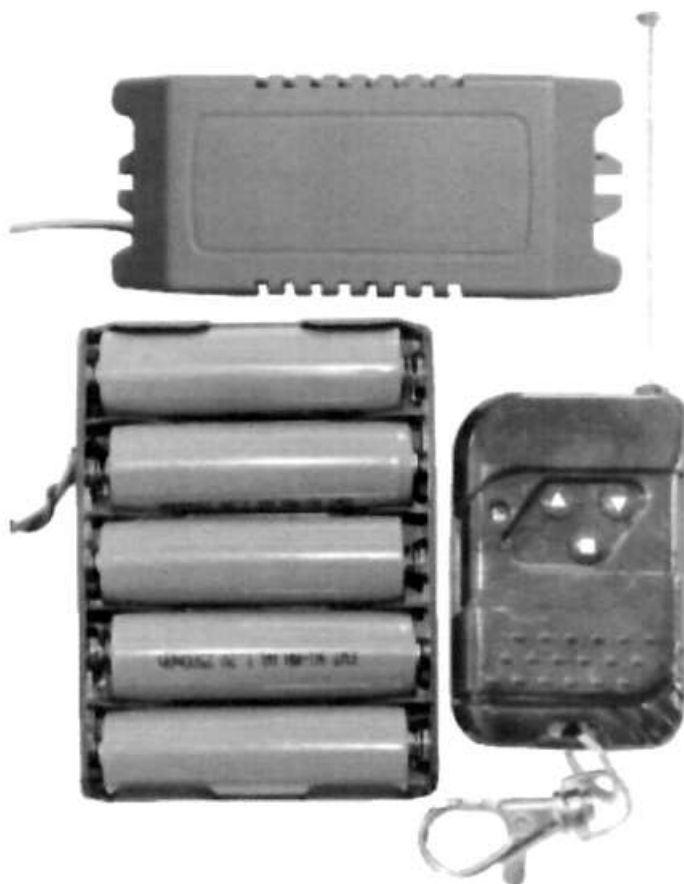


Fig 1: Reversing Switch Controller and Battery Holder

or backwards, but cannot readily control speeds. Again the technology was there for both Radio and Remote control but not in a form directly compatible for the most flexible use with the Meccano, the motors and the battery holder so I had these manufactured too.

Products have taken a long time in fruition, testing out pre production samples and getting changes made whilst endeavouring to keep prices down by not re-engineering devices where it was not necessary. With volume production now completed and product en route to NZ at the time I write this, I thought it opportune to describe the Remote control units to enthusiasts in the region.

This article covers the Remote Control. Maybe next year I will devote an article just to the Radio control solution that I have been working on

TWO DIFFERENT REMOTE CONTROL SOLUTIONS

This article discusses two products

- a) A **Simple On Off and Reverse** remote switch
- b) A **12 channel remote on off switch** no reversing.

In each case the concept is simple A small tiny switch unit is mounted in the model between the battery and the motor (or between battery and lights, horn etc) on the model. A tiny fob marginally larger than a garage door opener in each case has buttons for controlling the switch from up to 50 metres without the telescopic antenna extended and up to 100 metres with the antenna up. They operate by wireless (not infrared like your TV set) in the 400 Mhz band and each have its own unique digital coding such that they cannot interfere with any other model being controlled from similar switches in the same hall. Being Radio rather than infrared, line of sight is not required and the switch can be buried and not visible in your model.

In both cases the units are designed for 6 volt operation +/- 1.2 volts. Long term operation at over 7 volts 6 volts is certainly not recommended though

1 The Simple ON OFF Reversing Switch

See figure 1 for a photo of the switch unit and the Fob sized controller with an integral key ring. The 5 xAA battery holder in the photo give the scale and size of the solution. Figure 2 shows the switch unit with the cover off and the wiring set up described. It can be seen that only 2 connections - 4 wires are required. The battery is connected to the two terminal shown, and the motor to the other two. If you reverse the polarity and connect the battery back to front, the unit won't function but hopefully it won't self



Fig 3: Channel Switch Controller and Battery Holder

destruct either, (the samples tested certainly didn't!!). If used in conjunction with the AA battery holders and the NZ Mecc motors. No soldering is required. The screw terminals, whilst miniature are large enough to take the leads on the battery box and on the motors as supplied.

The fob unit is powered by a tiny battery identical to that used in a garage door opener with a similar life before replacement. It can be seen from Figure 1 that the fob has 3 buttons. Momentarily press the upper right button, just as you would operate a garage door opener and the motor will switch on and stay running. Switch it off by pressing the bottom centre button. Press the button on the top left and the motor starts in reverse. Yes it is possible to jump from full speed forwards to full speed reverse by omitting to press the stop button but this is not recommended for most models where inertia is present.

That in a nutshell is all there is to it. The switch unit has a control button used for programming a fob to the switch but this is not generally required as in all cases fobs will be supplied preprogrammed to the associated switch. The unit also has a jumper field where it is possible to program the unit to only be on when the button is depressed and not toggled on or off. There are other terminal blocks not required for its operation as described above. It may be possible for the advanced user to set this up as a 2 channel

on-off switch non reversing instead of the reversing function but this has yet to be exhaustively tested. As supplied the unit will happily power up to 3 amps at 6 volts. That corresponds to over 10 of my heaviest duty motors at full load in parallel!

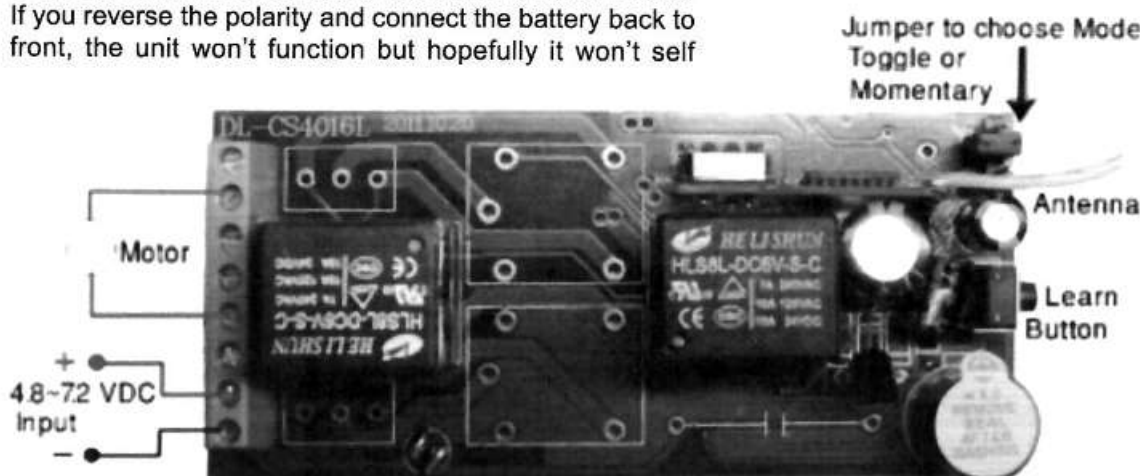


Fig 2: Reversing Switch Connections

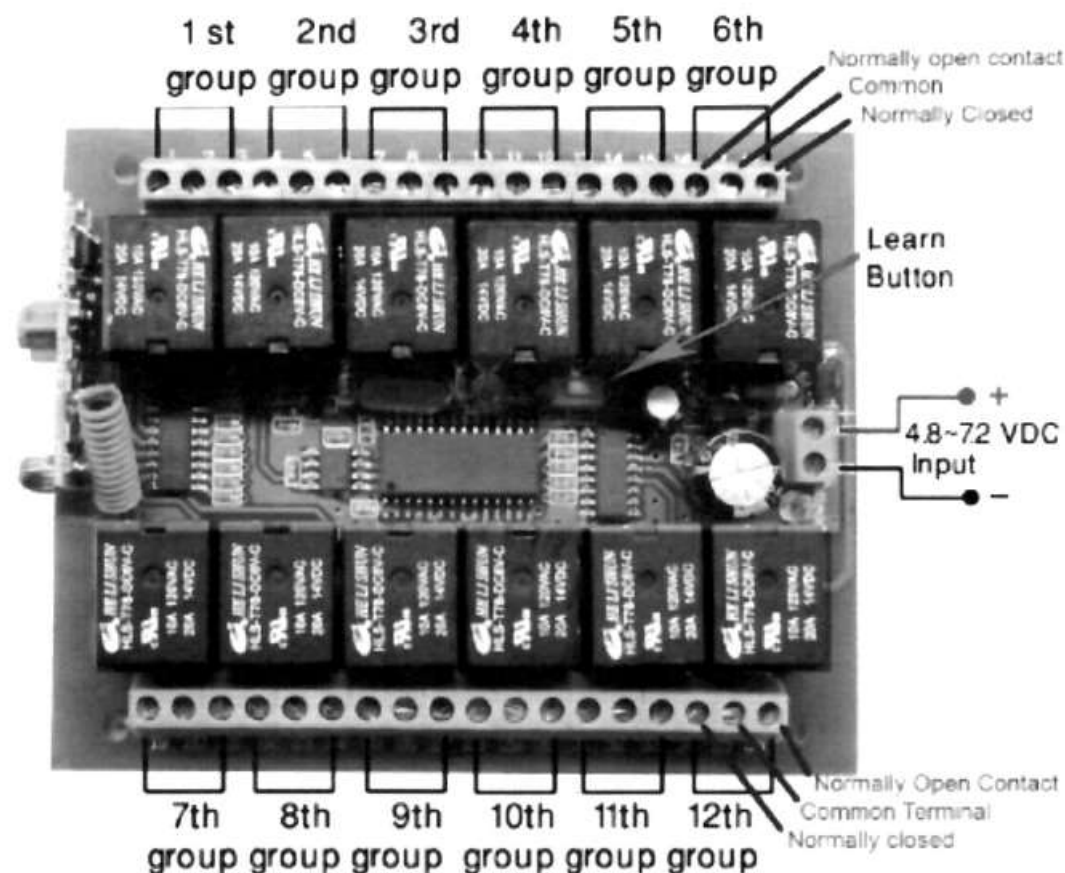


Fig 4: 12 Channel Switch Connections

2 The 12 Channel On Off Switch

Figure 3 shows the switch unit and fob for this application. Both are a little larger than that of their reversing counterparts but still very small as can be seen by the size of the AA batteries in the picture.

Figure 4 shows the switch unit with the cover removed. As with the reversing unit the battery is connected to two terminals to power the switch but in this case separate wiring must be made to the devices – up to 12 of them. Along with the power connections there are 12 separate groups of three terminals. Think of each of these groups as being similar to your light switches at home. The centre terminal of each is normally connected to one of the other two terminals. Operate the switch and the connection changes over to the other terminal. Turn the switch off and it reverts to its original connection. These are normally described as NC (normally closed) and NO (Normally open) contacts.

The switch unit therefore comprises 12 separate switches each with changeover contacts, each of these are rated up to a massive 20 Amps at 14 volts DC or 5 amps at 230 volts. NZ law requires a registered electrician to wire them for 230 volts though).

It is recognised that few models will need all 12 channels. Many will only require 2 or 3. However by coat-tailing on an existing device that was physically similar to what was needed we obtained price reductions relative to what could have been achieved with just a 3 or 4 channel unit. By providing all 12 switches, modellers are able to install front back and

indicator lights, horns and multiple other functions built into a model.

The 12 Channel and reversing switches used together

Often Members will want to operate multiple motors forwards and backwards totally independently in a model. In those cases it is usually necessary to have a reversing switch unit per motor. However there will be times that whilst forward and reverse are needed, the motors for the various functions are not running at the same time. ie only one motor at a time. In this case it is possible to run up to 12 motors, forward and reverse off a single reversing switch. Figure 5 shows how the two units could be wired to achieve

just 3 motors controlled forward and reverse with any single motor operating at one time.

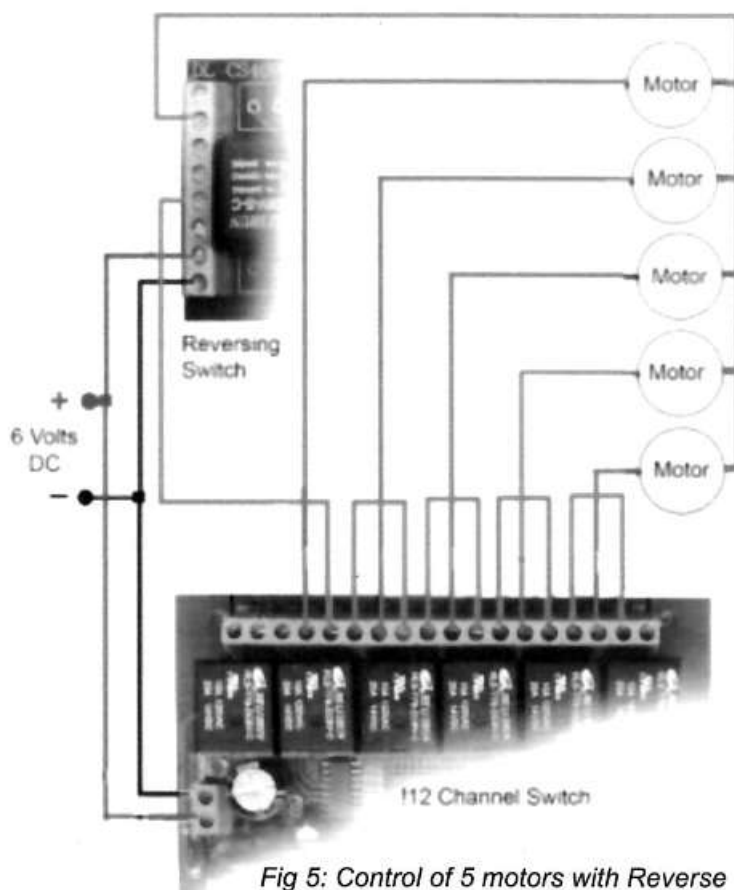


Fig 5: Control of 5 motors with Reverse

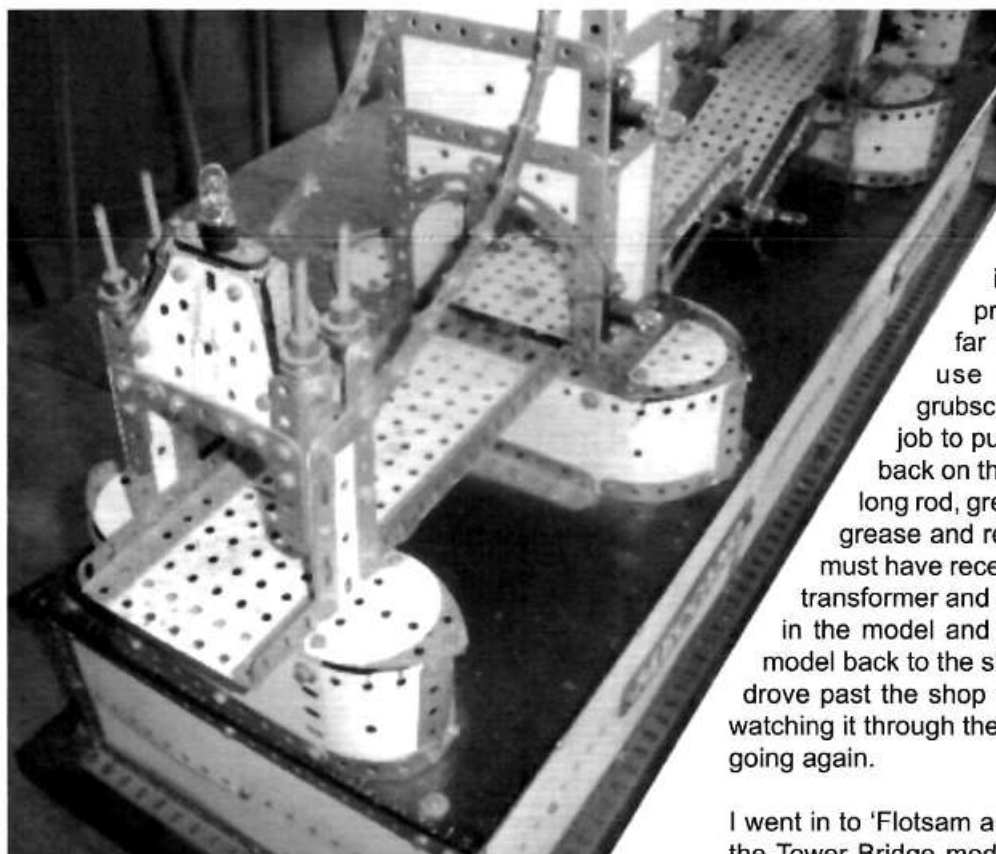
Repair of Dealer's Model Tower Bridge

by Rick Vine

My wife came home from a walk and said she'd seen a Meccano Bridge in a menswear shop window, so we walked back to the shop to see what it was. The shop (Working Style) was closed but there in the window was a Tower Bridge Dealer Display model. The bulbs were lit but the bascules were stuck at about 30 degrees from horizontal, the yellow plates had faded to a creamy colour and the zinc was looking a bit rough. I took some photos through the window. Next day I phoned the shop to ask if



Tower Bridge Dealer model as displayed in the shop.



A Close up View of one end of the Tower Bridge

they had any information on where the model had come from. David (the manager) said it was owned by the business owner who had purchased it from the antique dealer 'Flotsam and Jetsam' in Richmond Road. David also said it wasn't working very well and did I know where it could be repaired. I said I'd drop by and see what was wrong and maybe I could fix it. A few days later I visited the shop and David explained some gears were slipping so they had disconnected the motor and left the lights on. He also said it was a great drawcard and many gents had come into the shop and said how they had had Meccano as a child. I gave David the information that other Spanners had

sent me - it was of the 1970s era Yellow/Blue/Zinc. The rear of the model is open and it only took a quick glance to

see the worm and pinion were well worn. I said I could repair it and would drop by the next weekend. The next Saturday I went into the shop and we put the model on some stools to make it easier to get to the innards. I undid a face plate at one end of the long rod holding the pinion and slid the rod along in order to slip the pinion off. I then found that both grub screws on the worm had been broken - they were long grubscrews that protruded and over tightening had broken off one side of the slot. The space inside the model was too small to get any

purchase on what was left of the grubscrews, I explained the issue to David and he said I could take it home - a very trusting fellow. I put the model in the car and brought it home. Luckily there was only 12 screws holding the model to the wooden base, undoing them I let the model lie on its side (as the wiring for the lights precluded me from moving the model far from the base. I was then able to use some pin nosed pliers on the grubscrews and undo them. It was a simple job to put on a new worm, screw the model back on the base, slip a new $\frac{3}{4}$ " pinion on the long rod, greased the worm/pinion with graphite grease and refastened the face plate. Someone must have recently checked over the model as the transformer and mains wiring looked new. I plugged in the model and it worked like a dream. I took the model back to the shop and David was most pleased. I drove past the shop the next day and saw some gents watching it through the window, I was proud to have got it going again.

I went in to 'Flotsam and Jetsam' and said I had repaired the Tower Bridge model he'd sold to Working Style, and did he know any of the model's history. He could only recall he'd bought it 3 or 4 years ago in from a deceased estate (the kids were clearing out their father's basement) but didn't have his records of who they were, only that the house was on the North Shore. He also mentioned he'd had the transformer and high voltage electrics replaced for safety and admitted it was such a nice piece that he wished he hadn't sold it. A picture of the model working is on my YouTube site

http://www.youtube.com/watch?feature=player_profilepage&v=jGuYj2xMB_s

A photo of the interior of the model is on the back cover.

Another Great Meccanoman Passes On

by Les Megget

In mid-October Anton Calleia (California) informed Spanner that "Blake Huffam, ISM790, best known throughout the Meccano world for his scale model of the Grey River Gold Dredge, which is considered one of the most important Meccano models of the 20th Century, died on Saturday, October 8, in Christchurch, New Zealand. He was 81. His model dredge is on permanent display at the Hokitika Museum, South Island. He was an active member of the Southern California Meccano and Erector Club". Blake was also a subscriber to this Magazine and is listed as living in New Brighton, Christchurch in the August 2011 listing (under Huffen B. (sic)). I believe he spent much of his later life in Las Vegas, Nevada, USA.

I have found two references to this huge gold dredge in the Meccano Magazine, firstly in the January 1956 issue where the photograph comes from with the following description in the "Among the Model-Builders" pages:

"One of the largest working models I have come across for some time has been built by Mr. B.J. Huffam, Ikamatua, South Island, New Zealand. It is a giant gold dredge and is shown in one of the accompanying illustrations. The model is based on an actual gold dredge that operated on the gold bearing flats of the Grey River and it is 14 ft. 1½ in. in length and 3 ft. 6 in. wide. The bucket ladder can be lowered 20 in. below the bottom of the pontoons. When the photograph produced was taken the model was not completed, but when it is finished it will weigh approximately 360 lb. and over 12,000 nuts and bolts will have been used in its construction".

The May 1957 has another article (and photograph) about the then completed

dredger mentioning that it is to a scale of 1/2" to the foot, has 10 electric motors and 50 electric bulbs to supply illumination. The model has 26 stairways, walkways fitted with handrails, and sliding and hinged doors. The article says that the model now has "14,000 nuts and bolts to hold its 45,000 parts together!"

THE MECCANO MAGAZINE

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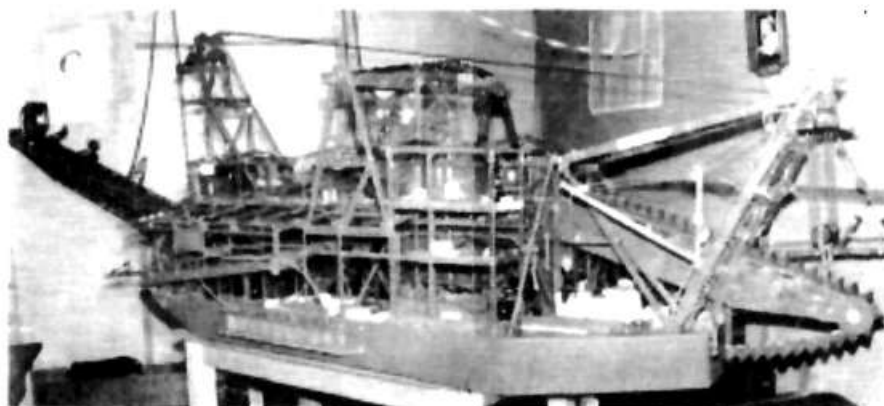


Fig. 3. The fine working model of a gold dredge built by Mr. B. J. Huffam, Ikamatua, New Zealand, mentioned in the notes on the opposite page.

This model still exists but from latest reports (2011) many of its functions no longer operate and it needs some TLC. The second photo was taken by Graham Jost (Melbourne) when he visited the Museum in 2009. Graham also says

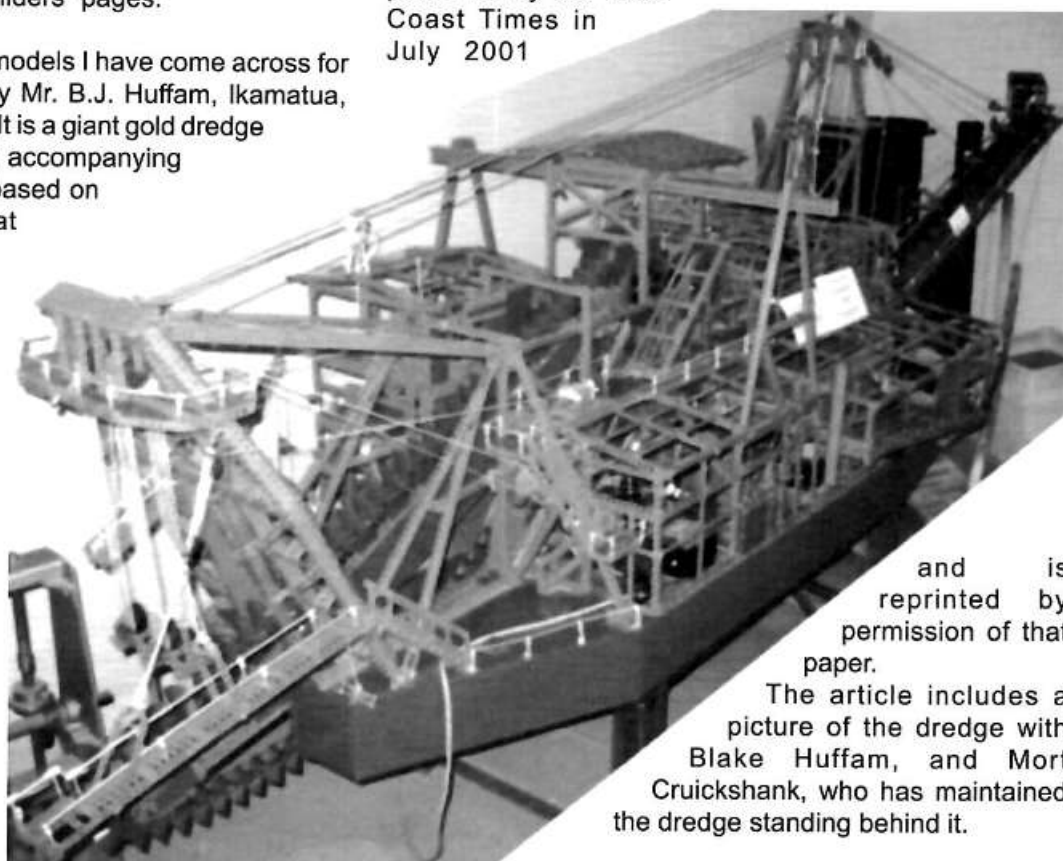
that some of the operations weren't working when he saw this impressive model.

This still has to be the largest Meccano model still in existence in NZ, probably in the Southern Hemisphere? All I can say is "Eat your Heart out Henry Porter!"

Blake's model was featured in the October 2001 issue of this magazine. The article starts with this paragraph:-

The Meccano Gold Dredge

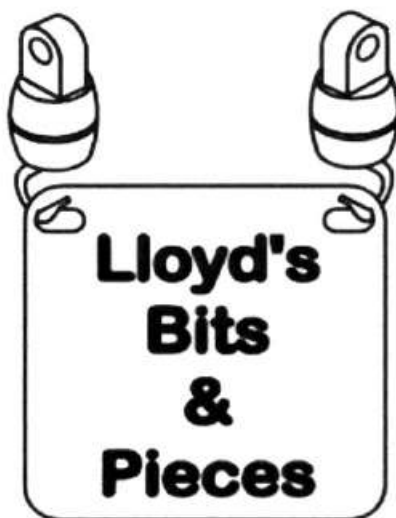
The following article on the Meccano Gold Dredge was published by the West Coast Times in July 2001



and is reprinted by permission of that paper.

The article includes a picture of the dredge with Blake Huffam, and Mort Cruickshank, who has maintained the dredge standing behind it.

'SPACERAIL': Has anyone else come across a Chinese roller ball construction set called "SpaceRail"? My grandson gave me one which he bought through the Internet. About 200 parts, all black plastic except two steel 1cm diam. balls, some connectors and eight 200 and 300mm steel rods. The vertical lift tower is an archimedes system and the balls run on two parallel 4mm tubular plastic rails spaced just under 1cm apart. I am still, at time of writing this, trying to build the model so I will leave any further comment until my next "B. & P." (Lloyd S.)



MANY CONSTRUCTION SETS: Charles Pack said on Spanner that at an exhibition in Paola Alto, California, there were Meccano, Märklin, Gilbert Erector and Metalcraft construction sets on display.

DESERT ISLAND DISCS: Well known British actor, Peter Sallis, was interviewed in a B.B.C. archival podcast of Desert Island Discs. He was asked about hobbies and he then recalled his Meccano modelling days in the 1920's when the height of his ambition was to own a Set 7. (From Michael Walker on Spanner).

MODEL CRAFT & HOBBIES: Their advertisement in the "Dominion Post" of 11th October included a small piece for a Meccano radio control set at \$79, a 25 model Super Construction set at \$19 and a tuning car set at \$29.99. These were at quite substantial reductions.

COINCIDENCE: When we were discussing Joe Attard's model of the cruise ship, "Ryndam", Les Megget mentioned that he and Shirley went on an Alaskan cruise in 2004 on its sister ship, "Zaandam". Les said they spent a very pleasant week on that cruise.

BRIBING KIDS !: Graham Jost told us on Spanner that he saw this notice in the Bakery at Clearwater, B.C., Canada.....

"Unattended children will be given an expresso and a free puppy."

FOREIGN LANGUAGES: Tony Homden, on Spanner, quoted English comedian, Tony Hancock, who, during his first visit to Paris said "Isn't it amazing how even the little children can speak French."

ANOTHER SHIP: Following Joe Attard's news of his model cruise ship, Mark Wilson told us on Spanner that a Meccano model of the "Titanic", built over 20 years ago, is now on display in a Port museum just outside Belfast, Northern Ireland.

QUOTATION; "A pessimist is a man who feels bad when he feels good for fear he will feel worse when he feels better". (George Burns)

TOYWORLD: Their "Layby for Christmas" and their "Top 20 Toys" catalogues missed out Meccano and K'nex this year, which was rather a shame. There were some new types of construction sets, however.

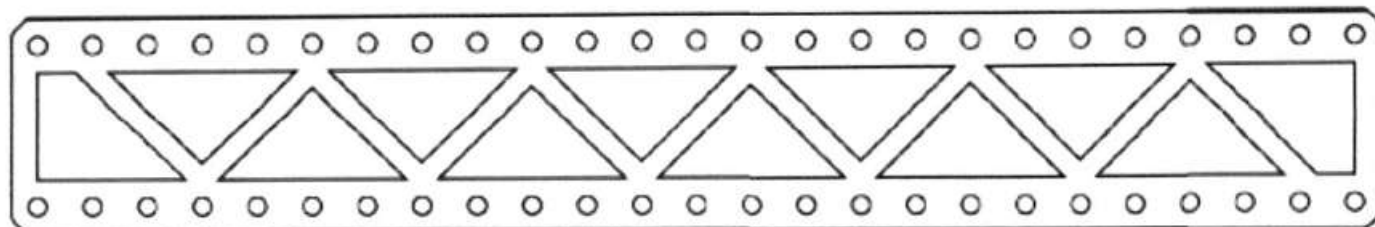
INSULATING WASHERS: Nick Rogers suggested on Spanner that an easy source is to cut the P/N 23c rubber collars in half and use those as washers.

DRIVING BANDS: Dave Collinson says on Spanner that he uses 3mm diam. green plastic belting (Watchmakers Lathe) cut to length and heat welded with a hot knife. The belt comes in different diameters.

TIN TIN: With the Tin Tin movie arriving in N.Z. later in the year, Georg Eiermann tells us on Spanner that in Germany, Tin Tin is called Tim, his dog is called Struppi and the comic books are known as "Tim und Struppi". Georg has a complete set of the comics, presumably translated into German language. Meccano has produced several sets of Tin Tin models (a galleon and a car among them) in conjunction with the movie. I believe there are a few of these sets already in New Zealand. (L.S.)

LOOK AHEAD: I have recently been building models from my Mechanised Workshop set #0532 and have found it pays to study the next several designs in the instruction manual as well as the illustration I am presently working on. That way, I can avoid making mistakes as I have often done. It is surprising what a difference one hole in the wrong direction makes. (L.S.)

PALLADIUM (Pd.): This is a chemical which provides a hard finish when used with nickel to replace the zinc plating on Meccano parts. My electroplaters in Auckland used it when I had most of my Z.P. Meccano parts cleaned and re-plated some years ago, a process that took me several years. Palladium is listed in my Rogets Thesaurus under the "protection" heading and also in the list of chemical elements. (Lloyd S.)



John Hansen's report:

As I arrived at work this morning for my cleaning job the blackboard in the Cafeteria proudly announced that it was only 47 days to Christmas. I smiled, that sounded just great to me - 47 days to one of the most joyous days of the year. I am sure all editors of publications like this know that writing a column or article for a magazine is a bit like working in a vacuum. The feedback I receive amounts to very little and I have talked to other scribes and they have the same problem. Does anyone read this column, is it just a quick flick of the eyelids and on to the next. Am I suffering from pangs of vanity-does it really matter, I fill up a page or two and help the editor. But to me it does matter and to get a response I have even been known to put in a few errors about Meccano history etc but still the silence remains. Is this information I diligently accumulate finding an interested audience? Meccano as a topic has had many millions of lines written about it, mostly good and informative, some very inspiring and some downright boring. Let me put the record straight, I have this passion for searching for the unusual and interesting auctions not only in Meccano but in other toys like old Board games, Tin Toys, other construction sets, etc. This passion comes at a cost both financially and in time and effort involved. The above needs to be said every now and then, our flames need a little encouragement to keep us full of light.

We, all in the Meccano community have Mr Hornby to thank (it could have been Märklin if we lived in Germany) for our boyhood dreams of being great Engineers, Aviators, Train Drivers, Sea Captains, etc as Meccano and the Meccano Magazine opened up all these worlds to us. We could build any manner of crane, ship, car, lorry, etc no matter how simple or complicated from a few pieces of formed steel, a few bits of brass and the nuts and bolts to hold them all together. We all have fond memories of our first set, the first model we built and how we knew that for the next few Christmas's we would hopefully get an A set to graduate to the next set up. These were indeed happy times and I can probably recall all the models I built during these happy years. Time is usually good to us all and as you approach retirement years the stock of Meccano on hand has usually multiplied many times. Larger, more complicated models are now within grasp and in my case that is true. I have been blessed to acquire lots over the years including some of the more rare parts and sets. Does this make you happier than when you had a lot fewer parts is a mute point. I always remember building a fire engine from one of the MMs and it took nearly every part in my box of Meccano and every bolt and nut - yes I did have enough parts and it was one of the best models I have ever built. Probable what I am trying to say that there should still be a thrill in creating something however big or small from just a pile of steel. About a year and a half ago I started building a model, which I have wanted to build for a number of years; The Laxey water Wheel. At the present moment it is about half finished, it is only in the last month or so that I have got back into construction- there is a big gap of no activity at all. You may ask why I was so

slack for such a long period and I could offer many excuses but the one I am sticking to is that I have been busy in other areas of the Meccano hobby. Restoration of sets bought over time, cataloguing of literature etc. I tend to move from one area of Meccano to the other thus never getting bored with either.

I have known many New Zealand Meccanomen in my time and I have it all to thank to my late good friend Bruce Nielson. When I joined the MWT Meccano Club in approximately 1990 Bruce was still living in New Plymouth at that stage. I saw an article in a newspaper about the MWT club and so I wrote to the address supplied and back came this encouraging letter to come along to one of the meetings in Wanganui. Bruce shifted to Palmerston North shortly after this and over time we came a lot better acquainted. Bruce had a good handle on life and its problems. If you ever get the chance to read some of his editorials he wrote for the NZFMM; they are some of the best around. Bruce always reckoned there were a lot of "lone wolfs" out there in the Meccano world- I certainly was one but after joining the MWT I met so many interesting and accomplished builders that the sky was the limit. I would like to acknowledge their enthusiasm and love they showed to me over the years and even to the present day when I can not attend meetings but still am an active member.

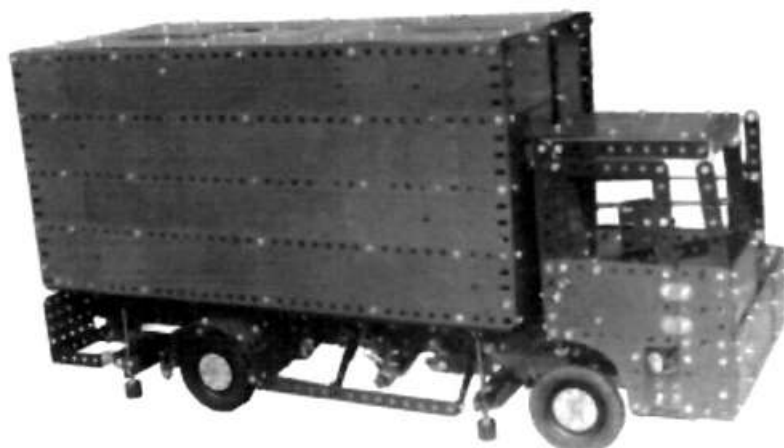
As you get older other interests and loves can turn you away from our chosen hobby but I reckon even when those old fingers of yours are unable to turn a Meccano nut the sight of a 1956 No 8 set, fully strung in its box is nearly as good a tonic to get you through a few more hardships and turmoil's.

I wish you all a safe and joyful Christmas and may your giving exceed your receiving. God Bless.

Letter to the Editor

From Malcolm Booker (ISM 41), NSW, Australia.

I have recently made MP194 Airline Scissor Lift Catering Truck, which was designed by Tony James from the UK. It works very well and I am very pleased with it. A tip for some one who may wish to make it; be sure to use a genuine Meccano Cord Anchoring Spring (P/N 176) for the lift ratchet.



Malcolm Booker's Lift Truck

JOE ATTARD'S "RYNDAM"

by Lloyd Spackman

When Joe Attard in Malta built his Meccano model of the Dutch (Holland-America) cruise ship, "M.S. Ryndam", and showed it to the "Spanner" news group he caused a sensation in the Meccano modelling world. The model was highly praised by many prominent Meccano persons and apparently became quite well known in Malta.

Early this year Joe was approached by the Valetta Port Authority. They told him the real ship, his prototype, in the course of a Mediterranean cruise, was due to call at Malta late in August. The Authority asked whether Joe would put his model on display at the wharf while the real ship was berthed there.

It is best if I now tell the story in Joe's own words, as shown on "Spanner".

was gently placed on a prepared table.

Initially a trickle of passengers and crew ambled curiously over and the usual questions followed: how long, how much, do they still make it, did you work to a plan? etc., etc. For the next three hours I was kept happily busy answering questions from an increasingly large number of passengers returning aboard after their shore excursions. On the whole it was a thoroughly enjoyable morning, meeting all kinds of people from US, UK, Canada, Spain, Italy, Holland and other countries. Beside many crew members, quite a number of the ship's officers showed interest in the model. The chief engineer wanted to see the engines!!

Eventually, the ship's local agents, whom I know, introduced the Captain. He gave me a good lead when he asked, "So, what do you intend to do with the ship now?" I promptly replied, "Sir, you can take it aboard with you when you leave, all in exchange for a good free cruise". His reply was, "Ah, there you go!" I have a feeling that for my next



The Ryndam in port with the model in the foreground.

"At 10am an open light truck pulled up in front of my home and two burly but gentle men proceeded to bring my Ryndam downstairs and place it carefully on some old, thick carpeting in the back of the truck. We made our way to the Port and soon the real Ryndam loomed ahead. We passed through security and pulled up by a small marquee not more than 25 yards from the side of the ship, where the model

cruise I shall have to use my credit card!

At 2pm, my model's 'Big Sister' left port and my model and I headed home. Today was one of those days when it was good to be a Meccanoman."

It was truly an historic occasion both for Joe Attard and for our Meccano hobby.



Meeting August 13th 2011

Reporter Gary Higgins

This meeting was held at Neil Carey's home in Hillsborough and was attended by the following members:

Les Megget : Les had brought a model of a 1950s mobile crane nicely made in red, green and silver Meccano and using many parts of the modern sets to add realism. Les had also constructed a rather nice example of a gearbox and clutch as pictured in the Constructor Quarterly (#93) magazine.

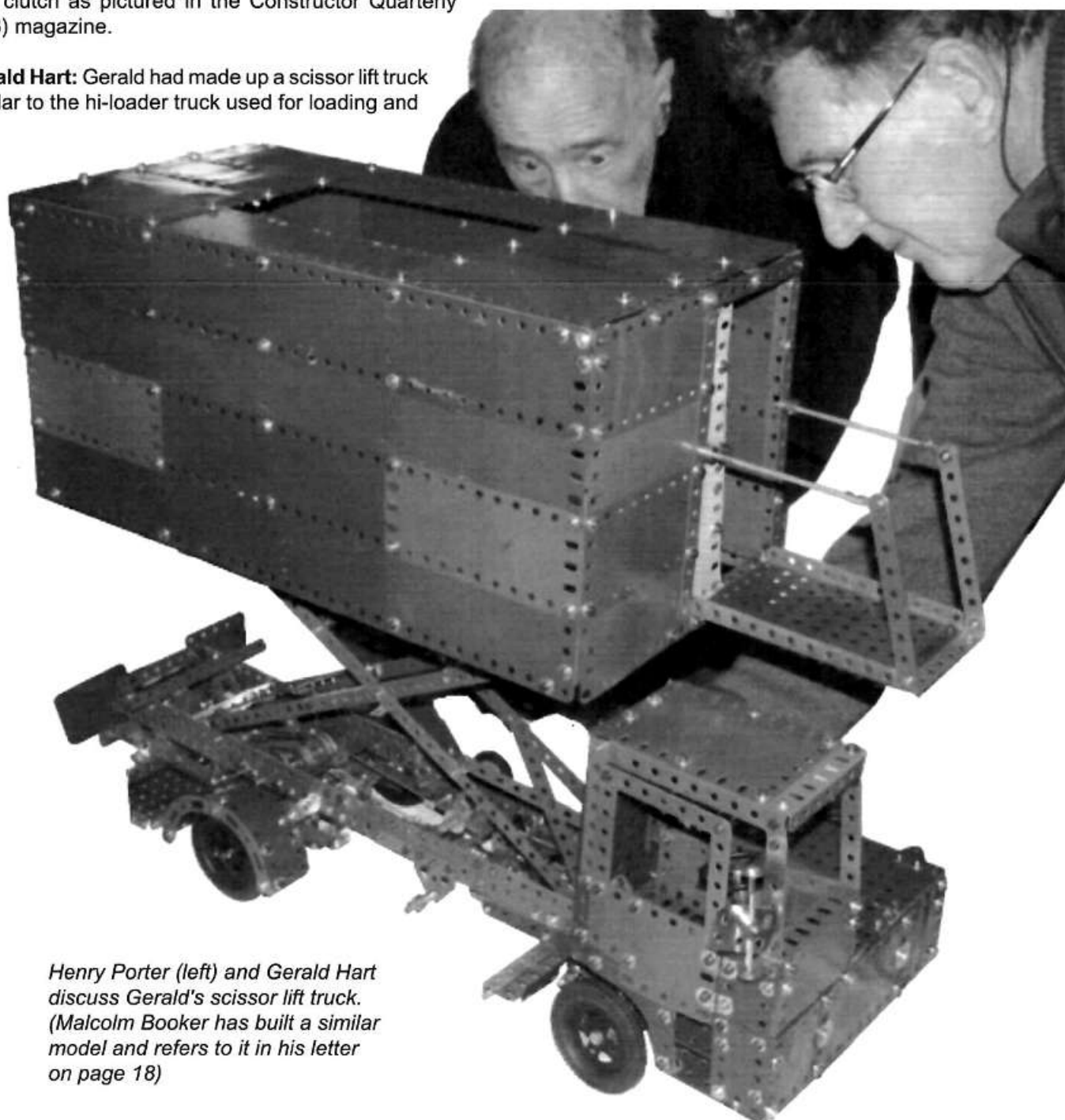
Gerald Hart: Gerald had made up a scissor lift truck similar to the hi-loader truck used for loading and

unloading aircraft. It was modelled in red/green Meccano and was constructed from a 10 set model plan. The vertical scissor lift movement worked very well.

Matthew Carey: Had made an off road buggy from one of the modern multi-model sets and it was powered by a six volt motor.

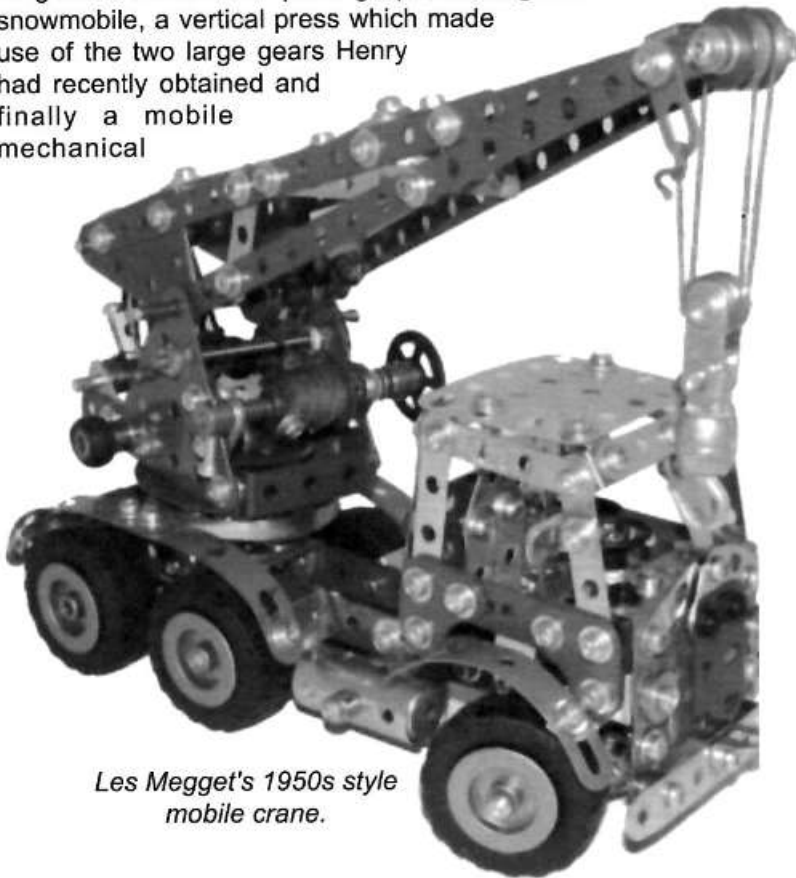
Mike Stuart: Mike had continued work on his dockside crane, the plans for which are in the Johannesburg Meccano hobbyists newsletter and which are based on an original model by Colin Cohen. This is a very neat model with many complex operations fitted into a tiny space.

Henry Porter: Henry is still coming up with the goods, his latest offerings are a model of a locomotive used by the Khedive of India, a Q Submarine, which was based on a



Henry Porter (left) and Gerald Hart discuss Gerald's scissor lift truck. (Malcolm Booker has built a similar model and refers to it in his letter on page 18)

magazine article and photograph, a dragster snowmobile, a vertical press which made use of the two large gears Henry had recently obtained and finally a mobile mechanical



Les Megget's 1950s style mobile crane.

workshop with all the features of the real thing, lathe, vertical drill press, saw etc..

John Denton: John brought along an original Wilescos steam engine plant in very good condition. The plant drives a colour wheel and a small but effective circular saw. John also had a Meccano steam engine, 1970s, as a comparison.

Rick Vine: Rick had constructed a "do nothing machine". This is a small box with nothing but a single switch on top. When the switch is pushed a flap opens and a small arm pushes the switch to the off position the flap closes and the machine waits for its next victim. Highly entertaining and will go down well at an exhibition. Rick had also made up a tower crane from the Vintage set. This set is capable of an interesting selection of models and the bright green and red parts are very attractive.

Gary Higgins: Gary had brought a restored 8 and a half Erector set from the 1960s and an Erector truck with a mounted crane made from a 10 and a half Erector set of 1953. He had the framework of a Primus Construction railway coach which he is building using replica wooden parts he is making up using originals as templates. There is still a long way to go. He also had some of the Primus roof sections used in the station. Gary had brought two of the new Meccano turbo sets which make up small racing cars using a pre-built motor shape into which the other parts are fixed. Some interest was expressed in these being used to build up small models easily during public "hands on" experience with Meccano. Gary also had one of the new Meccano Space Chaos sets which have some useful parts and interesting possibilities. It is likely to be some time

before we see them released in New Zealand. Also present at the meeting were:

Neil Carey who is still continuing with his next big loco build, Peter Hancock, David Barnard, Graeme Mills and Graeme Wrightson.

Peter Hancock announced that he was hoping to hold a special meeting to welcome two overseas visitors to New Zealand and show them some of our model efforts. They are Mr. George Gradek from Grand Marais, Minnesota, USA who is an Erector enthusiast and Mr. Hans van Ouwkerk from Holland. A number of club members said they could be there.

Another successful meeting finished with afternoon tea provided by the ladies.



Neil Carey's very early vertical Meccano steam engine. How many of those are there in NZ?



Special Meeting October 1st 2011

Gary Higgins reporting:

This special meeting was held at Les Megget's residence in Papakura to welcome two

overseas enthusiasts to New Zealand.

The idea was to meet with Mr. George Gradek from Grand Marias, Minnesota, USA and Mr. Hans van Ouwerkerk from Holland and to introduce them to local AMG members and show them some of the models made by club members.

There was a good turnout of members and models for this occasion which was greatly enjoyed by all parties.

David Wall had brought along his walking elephant which has been mounted on a special support enabling the walking motion to be shown without chasing it around the room.

Rick Vine had been given YES GIVEN! A 1933 No 3 set in fair condition along with all the various publications that would have accompanied such a set and a few extras such as "How to use Meccano Parts", the book "Standard Mechanisms", a 1931 set 00 and 0 manual, a set, a 1932 set 5 to 7 manual and a 1933 set 00 to 3 manual as well as a couple of manuals with missing covers.

The set was interesting having a green and red boiler and other blue and green circular parts and a nice array of gears. It obviously had a lot of extras with it including gold girders from a later date. It was accompanied by a very nice 6 volt motor with an intact transfer and included, what appeared to be the piston and flywheel of an old steam engine. Rick is looking at restoring the box which has split sides and most of the carton top edges missing. If you have any ideas could you contact Rick please.

Les Megget Now Les is slowly in the process of disassembling his giant Lebherr crane but is already thinking of building another gargantuan construction if the various gear trains and differentials I saw are any indication. I dread to ask what it will be.... probably another gigantic crane which we mere mortals can but admire. Les is still

continuing with his special Bentley speed 6. It has come a long way from the basic chassis we saw back in May.

Gary Higgins Gary brought a 9 and a half erector set along that he was in the process of restoring an old erector set he imported from the USA. The seller told me the box had



Hans van Ouwerkerk, Peter Hancock & George Gradek.

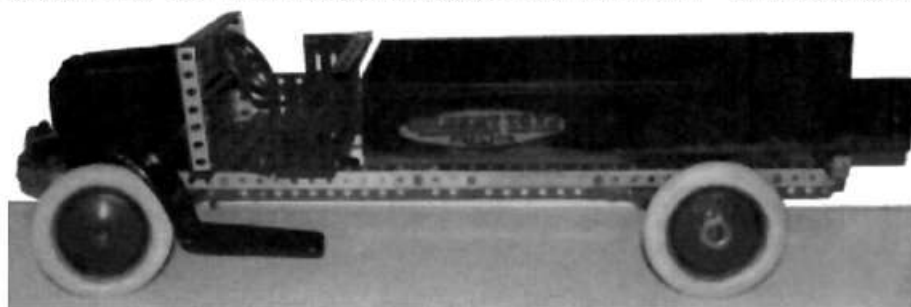
been found in an abandoned out building in the Nevada desert. The building had collapsed and the box had suffered extreme weathering. The contents were surprisingly good and he will make an effort to restore it to its former glory. Most of the parts were with the set except for some of the larger gears, a radiator for the car and the two longest girders 18.5 but these have been replaced.

The list of parts with the box and the colour and interior lithograph date the 9 1/2 box to 1938-39

He had also made up a model of the erector white truck set dated to 1929 when the front axles were re designed. This is desirable set to have in the USA and our visitor George Gradek has one just like it at home, so not only is erector alive and well in New Zealand both Gary and George are members of the AC Gilbert Heritage society, it really is a small world.

Gary is also experimenting with Primus Engineering parts having recently acquired an almost complete Primus motor car outfit and is in the process of re creating the wooden Primus train carriage by copying original wooden parts. It is hoped that some of the brass ware can also be replicated and Michael Holderness is willing to have a go at creating Primus buffers and roof ventilators.

George Gradek Our visitor from USA spoke at length about his erector constructions. George is currently building a roller coaster in erector and hopes to have it finished in time for the next Erector convention. It uses a car propelled by rubber tracks to move it around the circuit and should be very interesting to see once completed. George had a selection of his models on computer disk and we were able to view his aerial balancing man. He said that many builders had trouble getting this model to work but he built it once and it worked fine. He has also built the



Gary Higgins' Erector "White Truck"

erector parachute jump which is 6 feet high and that worked ok so its probably more skill than George admits to than luck. His balancing man looks not unlike the balancing man rolling around the outside of the clock in John Denton's model. I think this model (John's) is taken from Constructor Quarterly and George would like to see the model plan if anyone has it.

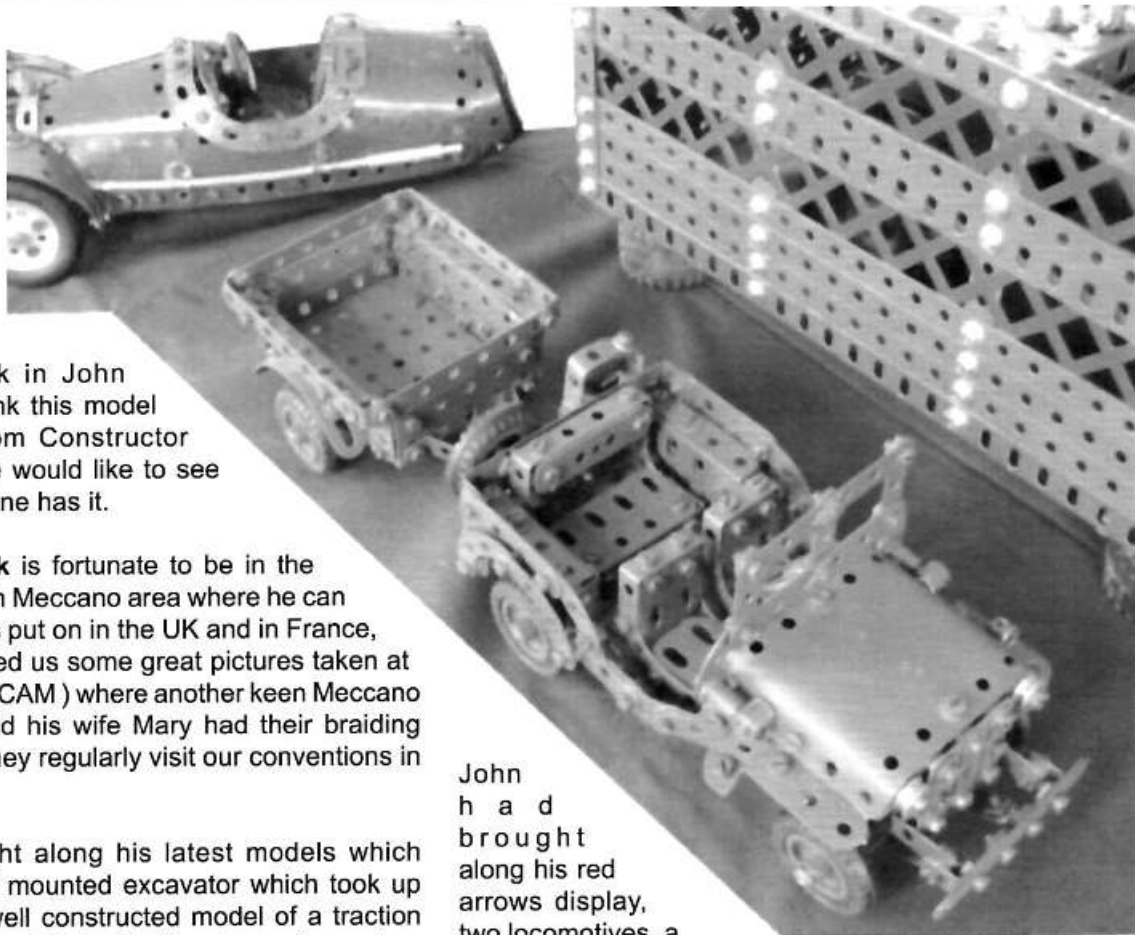
Hans van Ouwerkerk is fortunate to be in the centre of the European Meccano area where he can visit the great displays put on in the UK and in France, Holland etc. He showed us some great pictures taken at exhibitions in France (CAM) where another keen Meccano man Graham Jost and his wife Mary had their braiding machine on display, they regularly visit our conventions in New Zealand.

Henry Porter brought along his latest models which included a huge train mounted excavator which took up almost one table, a well constructed model of a traction engine, a tank nicely modelled with all parts moving as they should, swivel, barrel elevation etc., a dragster snow mobile, another one of these unusual machines that Henry reads about and decides to create a model and a nicely operating warehouse lift complete with closing doors etc. Henry should receive a prize for being New Zealand's most prolific modeller.

Michael Holderness brought some small parts he has been turning on the lathe but is willing to have a go at creating some specialist parts. Contact him if you have something that can be formed on a lathe from brass stock.

Graeme Wrightson had brought a small dockside crane, a jet ski, a miniature lorry with a crane and futuristic space fighter

John Denton had really outdone himself this time by bringing a one man Meccano display.



John had brought along his red arrows display, two locomotives, a twin cylinder oscillating steam engine, a trick cyclist

John Denton's Morgan 3-Wheeler and Jeep.

clock, walking avatar, Norton motor bike, 3 wheel Morgan car, military Jeep and trailer and a large and small traction engine. John also had a 10 set from approx 1979. In this set the box is constructed mainly of plywood with walnut finishing the exterior and drawer fronts.

Other members to attend were George Ovenden, Neil Carey and Peter Hancock.

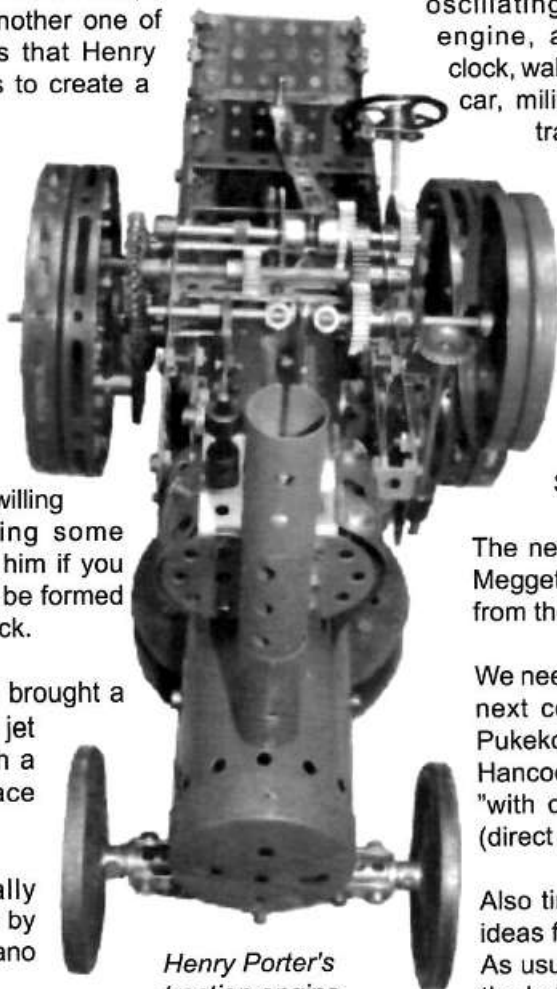
Peter pointed out that the Ficino school has asked us to put on another display on the 23rd of November for all those who can be there. Set up time is about 9.00 through to 4.00pm

The next magazine will be John Ince's last and Les Megget will take over as both editor and compositor from then on.

We need to set up an establishment committee for the next convention which will most likely be held in Pukekohe, Auckland in 2013. So far David Wall, Peter Hancock and Les Megget will be on the committee "with other poor souls press-ganged as required." (direct quote from Mr. Wall)

Also time to begin thinking about model X for 2012, ideas for displays etc.

As usual an excellent afternoon tea was provided by the ladies.



Henry Porter's traction engine.

MWMT MECCANO CLUB

MEETING REPORT for OCTOBER 8th 2011

by Lou Nichols

A sulky Spring day greeted the members but this did not detract from everyone enjoying the afternoon of Meccano models, collectables and fellowship.



Commencing with the collectable items, Graham Hawtree presented us with a very nice selection of small parts boxes dating from the 1920s through to the late 1950s. There are sufficient of these boxes still available to make a very attractive display and because of the changing illustrations, Meccano must have realised they helped to market the varying sets on offer over the years. Graham also has a model from 1953, a Workshop comprising Drilling machine, Lathe and Power Press.

Bob Prescott model tour with what he calls a Double Pendulum. A model purpose but keeps amused as once set the double pendulum its motion. Also the require too many

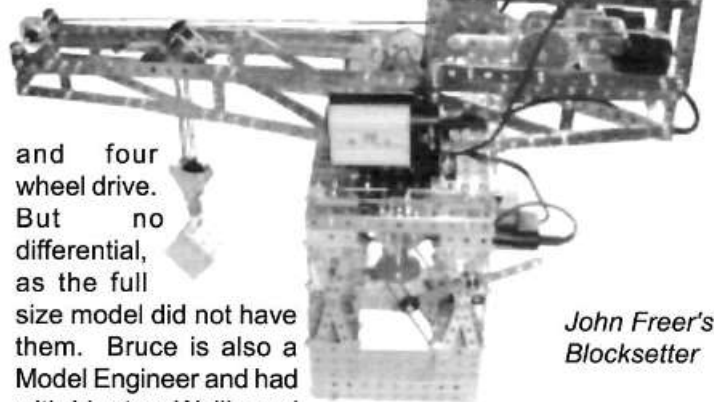
commenced the he calls a Double that serves no real the audience manually into action is not predictable in model does not parts to build it up.

John Freer a very

brought along nicely constructed free lance Mini

Block Setting Crane with parts taken from recently available kits. Nickel, Grey and Orange colour scheme being used. Two infra red controls and three

motors were incorporated for overall control. Keeping with the free lance models Bruce Geange brought along his Caterpillar 12 100H.P. Tandem Grader complete with steering

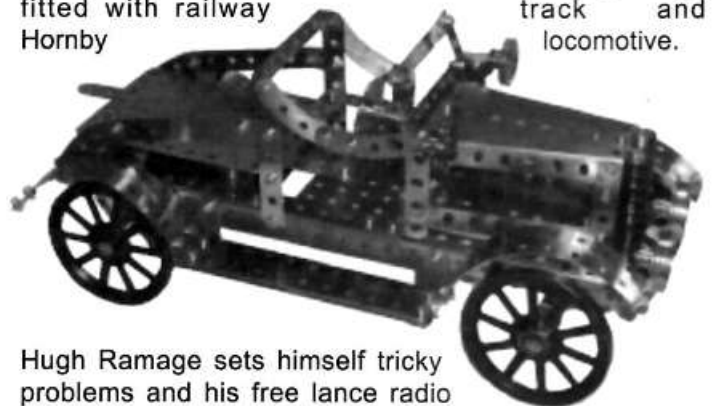


John Freer's Blocksetter

and four wheel drive. But no differential, as the full size model did not have them. Bruce is also a Model Engineer and had with him two Wallis and Stevens Simplicity Steam Rollers in 1:43 scale. These were made as the result of a challenge at a Model Engineers' meeting. Aluminium rod and a tube were handed out for members to make something with. The two steam rollers which resulted were finished in blue and red.

Tom Pittams likes to keep up with some of the latest kits available and had with him two models from the Extreme Series, namely Nos. 5280 and 1822A. No nuts in these models. A Go Kart with a pull-back friction driven motor and a Roundabout in modern bright colours. Orange and fluorescent yellow and very smart these modern colours look in the right context.

Paul Vodanovitch enjoys modelling in the original nickel and from volume 6 of The Hornby Companion Series – The Meccano System, the clockwork car from page 313. The radiator has been made up with the aid of rows of spring clips, which gives the model a realistic appearance. Also in Nickel, a 1912 manual model of a Lifting Bridge fitted with railway track and locomotive.



Hugh Ramage sets himself tricky problems and his free lance radio controlled helicopter was no exception, Fitted with variable rotor blades incorporating a free wheel device so that the gears are not stripped when the power is cut. A very realistic model. The helicopter does not fly, but gives a very good impression that it would like to take off. See ISM No. 57, page 10, May 2009 for the free wheel device.

To finish, a work in progress was brought along by Lou Nichols. It is a Roundabout with four horses and looks very much like the Roundabout which is the cover illustration of the Meccano Magazine for December 1968.



DOUBLE MEETING REPORT

by Lou Nichols

Herewith a double meeting Report for the Wellington Meccano Club. As it worked out both gatherings were held on Wellington's Kapiti Coast. The first meeting on Friday 7 October was held in the Leisure Centre of the Summerset Retirement Village where Lou is a resident and our December 3rd meeting was our Christmas luncheon, held in the Fishermans Table restaurant at Paekakariki.

Forthcoming Events – First up in 2012 is the VCC Rally in Wanganui over the Wellington Anniversary weekend, Saturday 21st January will be set up day and Sunday 22nd public day with exhibition at which MWT Meccano Club will participate along with the Model Railroaders and other hobbies. Over 760 cars are expected, so it should be a very good weekend.

Second up is the Nelson Meccano Modellers with their exhibition in Stokeover Easter 2012, 6th to 9th April. See further details in this issue.

Models and Visitors – Barbara and Hans Van Ouwerekerk from the Netherlands were

our visitors and hospitality on the days after the October meeting was given by Stan Baker and his partner and Bob and Anne Prescott. At our meeting we were able to view their portable slide show of Meccano models from recent European exhibitions. In turn Hans was very taken with the way Colin Croft tackled his turntable mechanism for

his classic Block Setting Crane that was looking very resplendent in nice shiny green and gleaming brass.

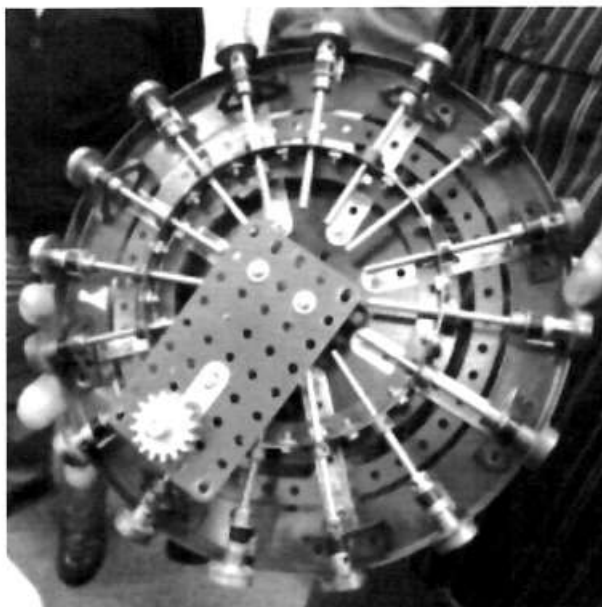
Other models, or should I say models in progress were on hand, Simon Moody has deserted cranes for the moment and brought along the completed wheels for his traction engine project. The wheels give a good impression of the very ample scale of the complete engine. Lou Nichols brought along a further instalment of his fairground carousel, now looking fairly complete, however the roof line requires some alteration. Complete models were from Brian Pettersen, a very nice

Bayko railway station with a Meccano train running past. To finish Stan Baker demonstrated his new range of controllers to go with his quite small electric motors that run at a specific rpm;

the motors may be small but they have plenty of torque. The motors and controllers can be purchased from Stan.

Our Christmas luncheon was well attended by a goodly number of members and wives and the Meccano theme was anything about

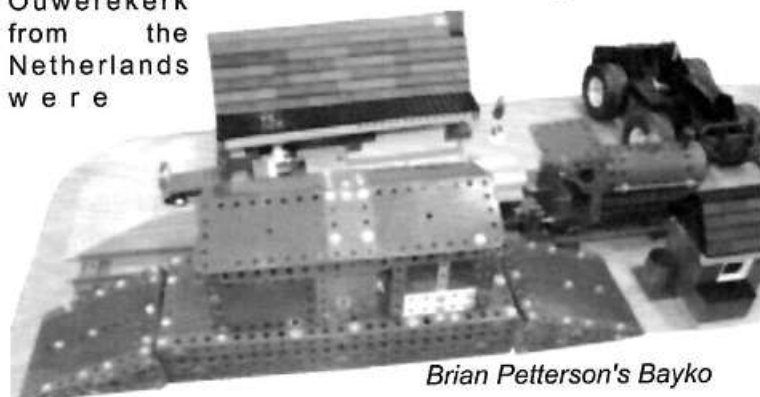
Christmas using no more than 20 parts excluding nuts and bolts. Contributions were two Christmas trees, the baby Jesus in a manger, a traditional sleigh and a helicopter; Father Christmas getting up to date with his form of transport. At the conclusion of the lunch we proceeded to the Museum of Aviation in Paraparaumu and were given a very informative talk by Roger Newth, the Curator on the latest exhibition "Commercial Aviation in New Zealand 1934 to 1979". This brought back nostalgic memories for quite a few of the members.



The roller bearing from Colin Croft's block setting crane.



Simon Moody's large traction engine wheels.



Brian Petterson's Bayko and Meccano station with train running through.

MECCANO display held at FICINO Private School in Mt Eden.

David and Elizabeth Wall, John and Cora Denton, William Irwin and Peter Hancock began setting up the display as soon as assembly was completed at 9.00am with the expectation from pupils and teachers alike that there would be a fully functioning show for them to study, ask innumerable questions about, and have a go at winding every handle, switching switches and generally testing everything in sight from 10.00am! The team just made it and it was then full on with groups visiting the display every 30 minutes and making the most of their time before angelically thanking us all for the fun that they had just experienced before the next group descended upon the team. As we had experienced on previous occasions they are an inquisitive lot.



Meccano school display with John & Cora Denton in the foreground.

by Peter Hancock.

The Auckland Meccano Guild had much pleasure in mounting a "mainly hands on" display of Meccano Models in the Ficino School Hall on Wednesday the 23rd of November.

Ficino School is a member of the Independent Schools of New Zealand located in Mt Eden, Auckland. It provides a high quality, non-denominational, private school education to boys and girls from year 1 to year 8. This was the fourth time that AMG had been invited over the past eight years to mount a significant display of Meccano for the students and their parents.



Elizabeth Wall demonstrates the Meccanograph.



Youngster taking photos of some of John's models.

Thankfully the children broke for lunch at noon and we were able to stop and enjoy a wonderful lunch that the school provided for us. This break of one hour gave us time to eat and dash back and service various models before the next group arrived at 1.00pm. All the children had visited the display by the end of the school day at 3.00pm but there was no let up as the children began returning with their parents to show off what they had seen and

(continued on page 27)

New Zealand Club Diary 2012

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 February 18th at Peter & Jan Hancock's home at 1 Orangewood Drive, Northpark, Howick from 2pm. (mobile 027 4488366).

MWT Meccano Club.

President - Daryl Anderson

Secretary - Chris Morton - Ph 06 323 8001

Meetings at 2 pm. Next meeting Saturday, February 11th 2012 at the St. Luke's Church Hall, cnr. Cornfoot and Manuka Streets, Wanganui.

Wellington Meccano Club

President - Campbell Morrison - Ph 04 528 8624

Secretary - Simon Moody - Ph 04 528 3032

Contact - Lou Nichols - Ph 04 297 1515

Meetings at 7.30 pm on first Friday every second month. Next meeting February 3rd 2012 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 February 2012 issue of NZFMM Magazine should be sent to Les Megget well before 10th February 2012

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

International Vintage Car Rally Weekend

1. The Meccano display is open to the public on the Sunday 22nd January 2012 from 10.00am to 4.00pm.
2. We, the Meccano folk, have access to the hall on the Saturday 21st to set our tables, models etc up from 10.00am on the Saturday.
3. I am assured that there will onsite security during the night and that the building is alarmed.
4. Intending Exhibitors should contact me ASAP to indicate the amount of table space they may require and if they are going to bring their own tables or that they need ones supplied for them.
5. My contact details are as follows:- Graham and Val Hawtree, 50 Fox Road. Wanganui, 4501. Phone 06 3447501 or 0274 537744 or fax 06 3447601 or email grahamandval1@xtra.co.nz

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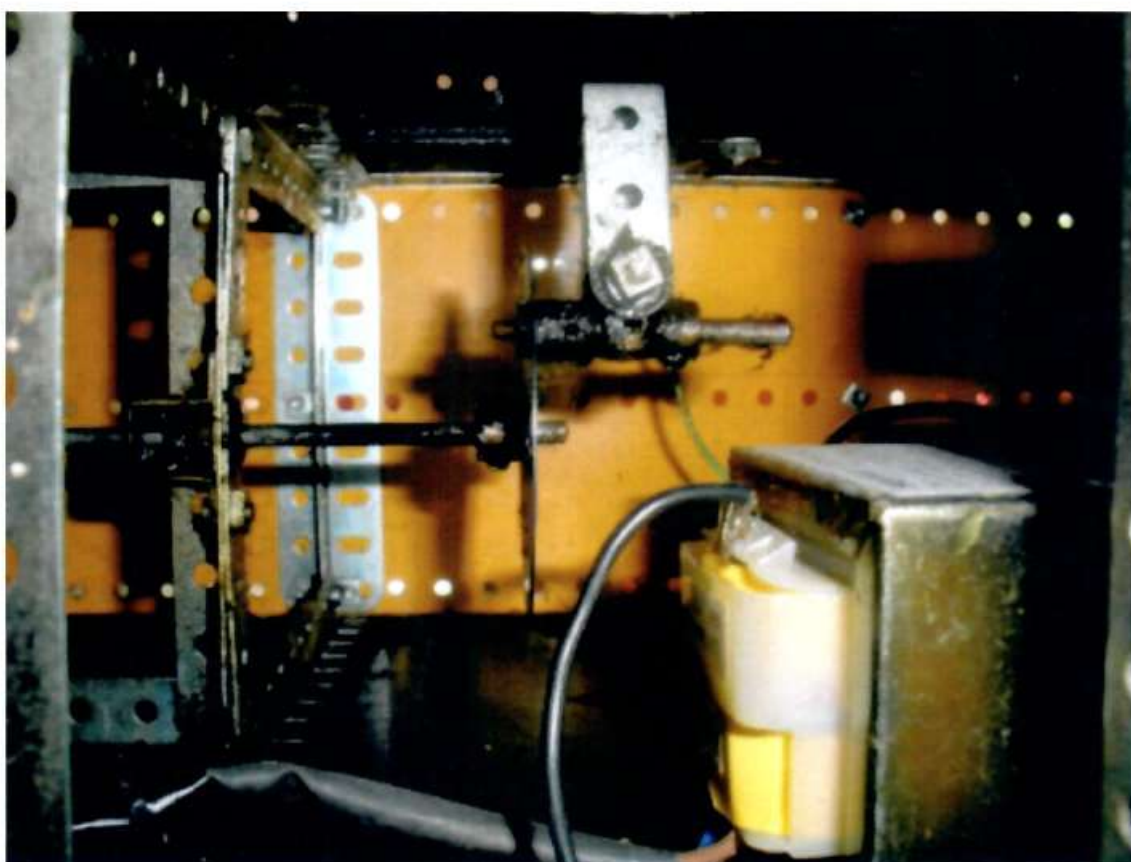
done in class and the event did not end until 4.00pm when we frantically broke the models down and packed out. What a wonderful opportunity to interact with enquiring young minds and to see a different slant on how our hobby is perceived by others. We left with the certainty that some parents would definitely be stopping off to buy some Meccano for eager children.

Elizabeth and Cora were kept busy all day as the children expected them to be able to demonstrate models and find answers to questions and the rest of us were so thankful for their support.

Those of us in attendance have received a letter of thanks for our efforts from Peter Crompton the Principal who has clearly indicated that they would like us to return again in the future.



Les Megget's Tintin Seaplane described on page 8.



*A look inside the Tower Bridge model at the gunked up mechanicals.
The article on the model is on page 15.*