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Volume 24 Issue 3

AUGUST 2000



**NZ FEDERATION OF
MECCANO MODELLERS**

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EDITORIAL

Welcome to this issue of your magazine, once again not a lot of articles from members.

You will find a further list of Konkoly models on pages 13, 14. Also on pages 21 and 22 you will find the first of a series on the history of the Christchurch Meccano club, this material is from Graeme O'Neill.

Also in this issue you can read the press release about the takeover of Meccano by Nikko, reads good for the product, but don't hold your breath while you wait for the new products.

The 2001 convention is only 5 months away, so we hope that you are all busy constructing models for display. I know that it seems a long time away, but it's 8 months since last Christmas, my how time seems to fly.

I have also heard that Mattel are no longer the New Zealand agents for Meccano, does anyone know who the Nikko agent is in New Zealand?

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CHROMIUM PLATED No 10 SET

From William Irwin

This unique Meccano set no. 10 started life as a 1988/89 French set in a five drawer wooden cabinet, which replaced the four drawer cabinet about this time. It has dome headed bolts and hexagonal nuts, which means that it precedes the general change to Allen key bolts and square nuts which took place in 1989. The current owner, Andrew Cathie, recently bought the set from a second hand toy dealer in Auckland, New Zealand. Most parts are chromium plated, with the exception of brass pinions, gear wheels and other miscellaneous brass items such as collars and couplings. Andrew was told that the nuts, bolts and washers had been palladium coated, but he is not sure whether this is true. A photograph of the boxed set is shown.

Now, the unique aspect of this set is that the replating was sanctioned and paid for by Meccano SA! When the original owner bought the set, the paint on the painted parts was in poor condition and possibly the zinc parts were also corroding. Complaints to the retailer and to the local New Zealand Meccano agents, prompted Meccano SA to pay for the set's renovation, which was carried out by the New Zealand Meccano agents at the time. We have yet to find out why they chose chromium plating! Andrew reports that it appeared as if the set had not been used at all for model building before he acquired it.

The model:

Meccano sets are meant for model building and Andrew very wisely wanted to show off this magnificent finish in a model. He chose Murray's Hypocycloidal Straight-line Engine, I suspect partly in order to show off the chromed flanged ring. This was built from instructions in CQ 23 (March 1994) written by Howard Somerville on the model he had constructed. Matthew Murray was a blacksmith-turned-steam-engineer from Leeds who apparently beat Trevithick to the title of first railroad engine developer. While working for Blenkinsop on the Middleton rack railway, he built the first commercially successful steam locomotive in 1811-13. He patented his Hypocycloidal

Straight-line Engine in 1802, but it did not become popular.

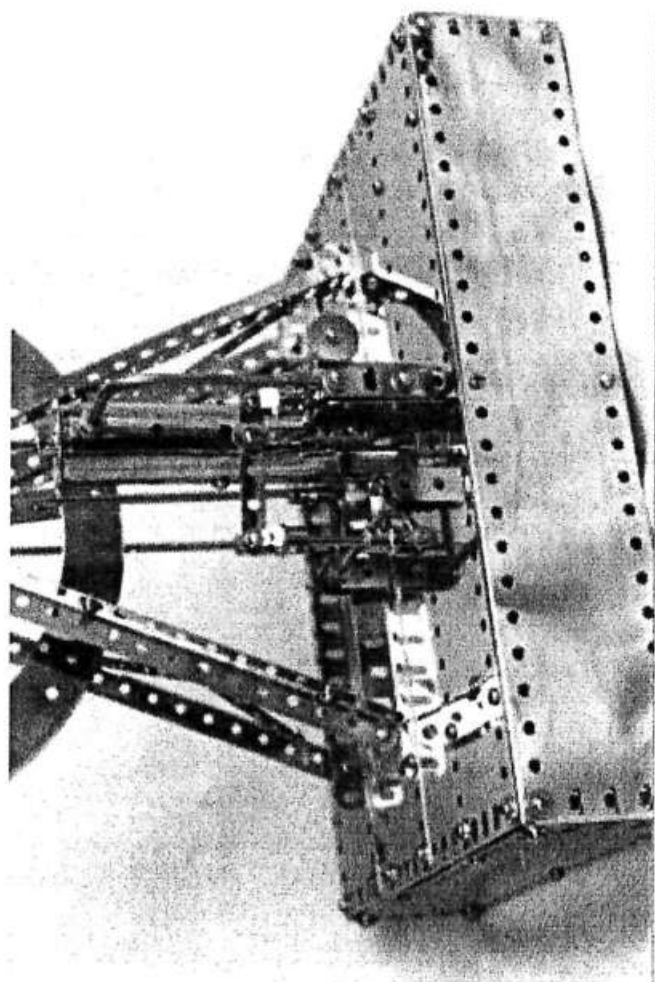
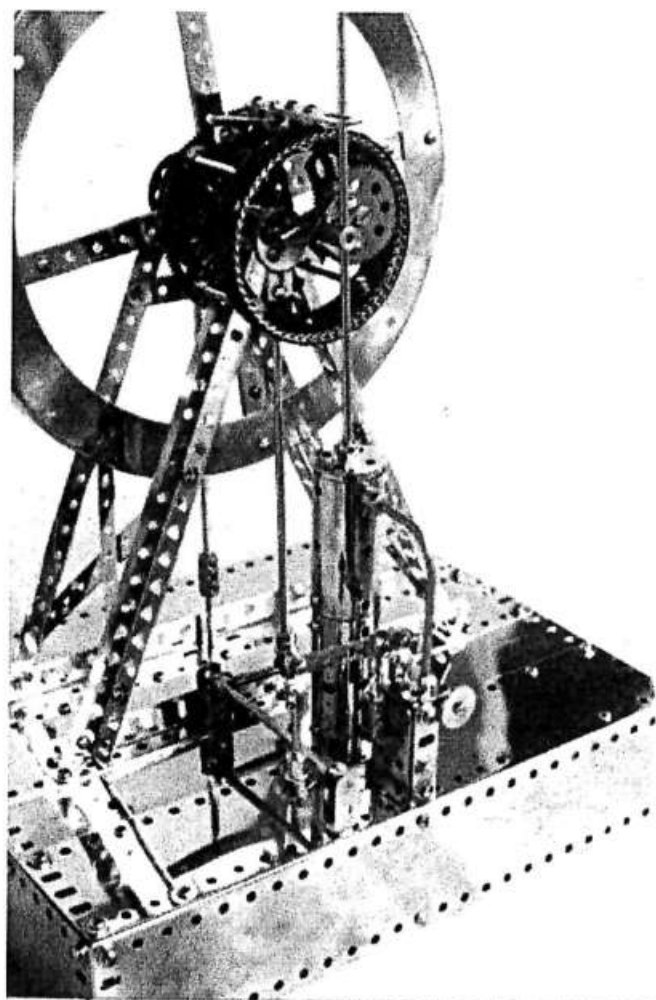
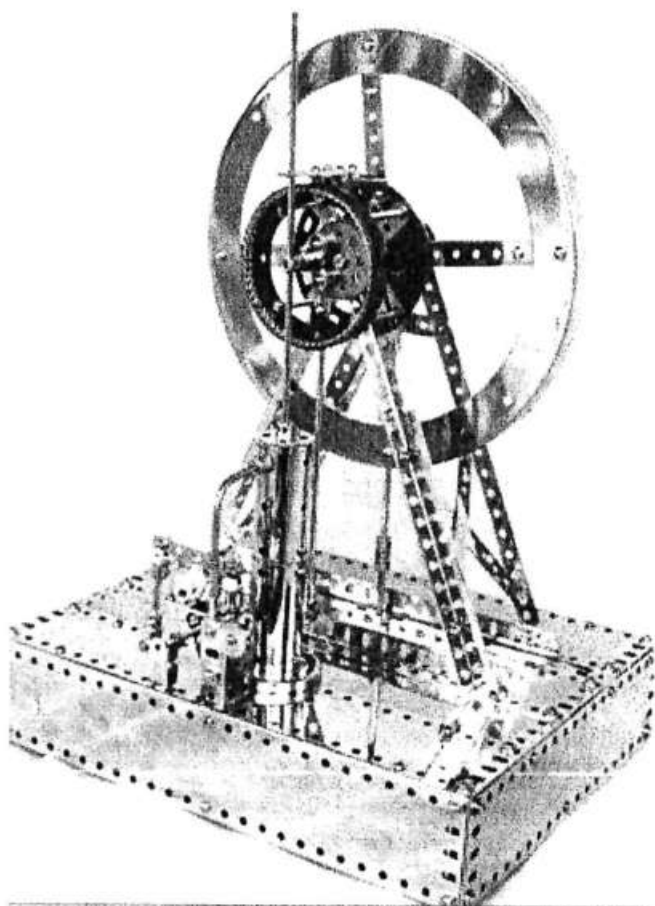
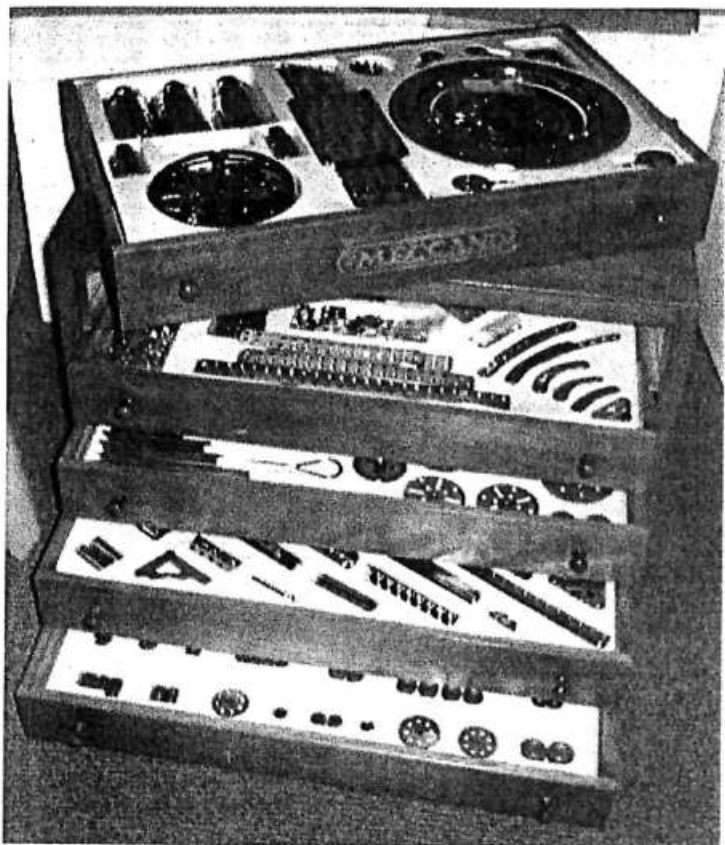
Here are Andrew's notes on the model, shown in the photographs :

"There are a few differences between Howard's model and mine. Where he no doubt stuck to the prototype, I left out some features which didn't directly affect the main motion of the machine. I also wanted to keep as much as possible to the contents of this newly acquired set, which caused a few minor changes. Photograph no. 4 shows a close-up of the planetary 60-tooth gear running inside the MW Models circular girder with internal sprocket chain acting to mesh with the gear teeth. The feature of the engine making it "straight-line" is that the ratio of the outer "gear" to the internal gear is 2:1, causing the short coupling, attached to the piston rod, to go exactly up and down with no sideways movement. It is a fascinating thing to watch in action.

The finish is very appealing to my eye, and has prompted me to think about renovating selected parts from my old stock the same way. I am told, however, that chromium plating is inclined to highlight surface imperfections whereas painting tends to gloss over them, so that will be an issue. I can well believe that flexing and bending would quickly cause the chrome to flake, so I'm taking care to build only the "right" sort of models! Future plans: I have a couple of projects in mind for models from this unique set, but would welcome any further suggestions!"

References:

Constructor Quarterly #23, March 1994, pp46-47
Information on Murray:
<http://www.powerweb.freemove.co.uk/pioneer/index.html>,
<http://www.sdrm.org/history/timeline/index.html>,
http://www.leeds.gov.uk/tourinfo/c_of_l/trails/tr11_19.html (including photo)



HAWERA MECCANO CLUB

From Alistair Tong

During the last couple of years I have been discussing Meccano with three elderly gentlemen of the town. (Ian Taylor, Frank Parkinson, Bence Cox) They have produced evidence in the form of a couple of photos and have also shared their thoughts with me of those early days.

the office of Laurie Taylor (solicitor). Bence was 14 at the time and entered a photo of the Ruakawa Falls (Parapara Road – Wanganui to Rahtahi) in a Meccano Magazine competition. He won 1st prize with his entry. The leader worked at the Union Foundries in Hawera and Larkman's father was the Engineering



The above photo was given to me by Frank Parkinson and was taken at the base of the water tower in 1931 showing the following members with their models:

Frank Parkinson, Bence Cox (secretary) Roland Kelp, Gordon Forbes

?Walsh, Jim Waldren, ? Philips (leader) Ian Taylor, Alf Larkman

The models appear to be of :

1. twin Funnel Ship
2. 2. Bi Plane
3. 3 Mono plane
4. 4. Sydney Harbour Bridge – built by Philips
5. Hammer Head crane
6. Coal Loading crane - built by Frank Parkinson
7. Pit Head Winching Gear.

The meetings were held upstairs in Princes Street in

master at the High School. Ian Taylor (no relation to Laurie Taylor) has a 1930's certificate for a model prize and while on a train journey to Carlyle during WW2 met a worker from the Hornby Factory. They shared a compartment on this train where Ian learned that the factory worker was making gyroscopes (instead of Meccano).

In 1930 Bence Cox was a member of the Hawera Meccano Club and is shown as a 12 year old in the following photo. This picture was taken at the rear of the Nolantown Dairy where the club met at the rear of the Toy's shop. Charlie Toy was one of the son's of the proprietor Mrs Toy.

Bence was also a member of the Meccano Guild and recently gave me his guild badge. It is approx 70 years old, is triangular in shape and made of bronze. It has the three "words" along each side and a ceramic blue triangle sits in the middle.



Len Toy, Gorden Forbes, Aurther Brookes (secretary) H Lee
Ralph? Riggor, B Lee, G Dick (leader), Charlie Toy, Bence Cox.

The new millennium is now under way with the hype and hooplah just a memory. I do hope that whatever way you celebrated the clock ticking over to the year 2000 you and your families enjoyed yourselves. If of course you do not believe that the new millennium has arrived, then you will be able to do it all over again as the clock ticks over to 2001. What has this got to do with meccano you might be saying. Well , in 2001 or more precisely, Easter 2001 is when Wellington Meccano Club will be hosting the bi-annual National Meccano Convention and herewith a reminder from me. Don't forget to mark your diary, tie a knot in your handkerchief, or whatever, but do remember to come and join us in Upper Hutt just north of Wellington for the Meccano Convention that celebrates 100 years since Meccano was first marketed by Frank Hornby. I think you will probably find one or two references to the convention in this issue of the magazine.

As most enthusiasts of our hobby have a surplus of parts I would like to throw in a suggestion for a model that you will find does not take that many parts and may even persuade some of the younger people that come to the convention to take up the hobby. The suggestion is this "How about building your favourite first model". It is probably a fair bet to say

that the majority of us would have started off our meccano building days with a fairly small set. So, if sufficient favourite first models turn up they could be displayed on one particular table. The youngsters will enjoy these models and might even say "I could build that" and then get mum or dad to invest in a set of Meccano. I don't know of any magic way that we can bring youngsters into our hobby, but this suggestion might just do the trick with some of them.

The latest news that seems to be coming out of Calais is that the Meccano factory is not fairing well presently. We all hope of course that this will not mean the demise of meccano as we know it, but as long as there are enthusiasts world wide, the hobby of Meccano will never fade away.

From Lou Nichols.

MY INTRODUCTION TO MECCANO STEAM

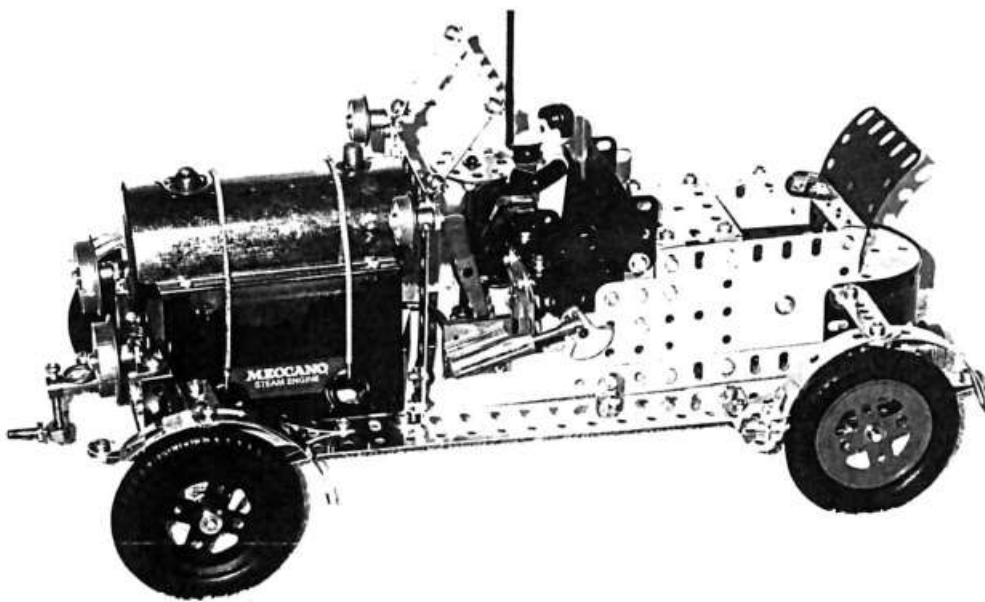
From Bob Prescott

I recently bought a Meccano Steam Engine which according to Don Blakeborough's volumes of knowledge was a 1968 onwards model with 6 holes in the heat shield. Apparently before 1968 they had 7 holes.

I have now completed my first steam model, the "Super Steam Car" from the January 1968 Meccano

Safety valve: on inspection and comparison with the valve in my engine I thought it was the wrong valve. The valve in my engine was 1" long and the new one was 1½" long, but it fits OK. I guess someone decided it would be better with a much longer spring.

Water level plug: this is an improved version. The "turning rods" are bent out from the boiler which



Magazine, so let me share with you a few Meccano steam engine (or old Mamod SP3) problems I have encountered.

Because of its age and the possible shortage of spares in the future, I decided to obtain some spare parts now from MW Models. I ordered :-

- 1 x S12 safety valve,
- 1 x S19 water level plug and
- 1 x S74b solid fuel burner tray.

makes it easier to turn with less chance of burnt fingers. This is a great improvement and I have already bent out the straight "rods" on my existing plug.

Solid fuel burner tray: my engine has a meths burner and although I am happy to fire it up outside I thought it would be a good idea to get a solid fuel burner to give me the choice of meths or tablets. On inspection it was obvious that the new tray was bigger than the old one and in fact it would not fit between the flanges pressed in the engine base. The

base of the meths tray measures $2\frac{1}{2}$ " x 1" and the tablet tray is $2\frac{1}{2}$ " x $1\frac{3}{8}$ " which means it needs to be modified for it to fit.

On contacting Geoff Wright he explained that "the burner we sent you is correct for the SP3. The problem is that you have the obsolete meths fired SP3 which went out of production in the 1970's and meths burners are now illegal" !

He also explained that he had been trying to get Ma-mod to produce a burner to fit the obsolete meths burners but without success, probably because there would be insufficient demand.

I hope the above will help steam enthusiasts, and my steam car it goes like a rocket, well, a steam rocket!!

I noticed in the Feb 2000 edition of the NZFMM Magazine that Bob Prescott had built a model of Wright Bros Flyer III.

Whilst our MMG members had not seen this article, Alan Covel (Solihull, West Midlands) produced another model of Wright Bros Flyer III for our meeting of March 25th 2000

Some details below:-

The familiar Wright Flyer III of 1905 is generally regarded as the world's first practical aeroplane and was the subject of Alan's model. This superb model had a wing span of $50\frac{1}{2}$ " and an overall length of 35". The frame work was built mainly from zinc strips, the fabric covering was represented by a very large number of transparent plastic plates and, of course, the wire

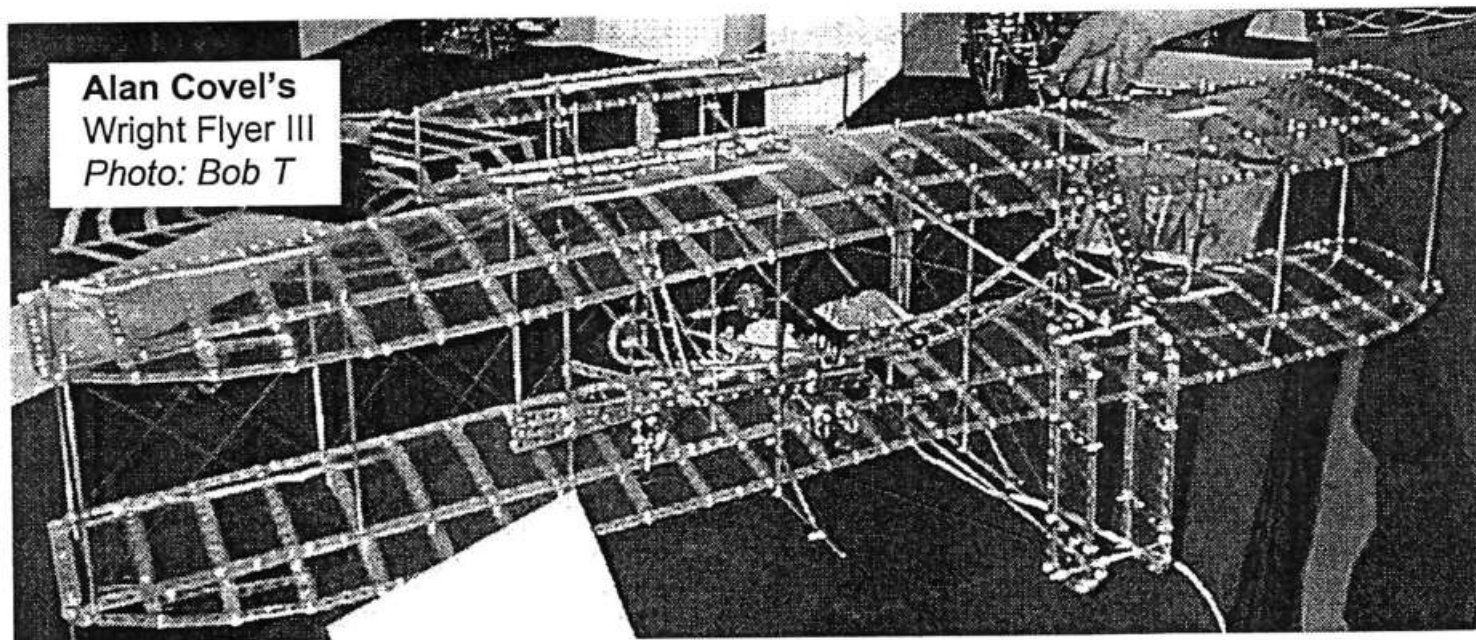
bracing was Meccano cord. This novel construction technique, together with a great deal of care and attention to detail, resulted in the very fine model which really looked the part. Even the 11" diameter propellers were chain driven and rotated correctly, being driven from a small electric motor buried in the engine.

I hope that you might be interested in this, to include in a future copy of NZFMM Mag, I also attach a photograph of above model,

Kind regards

Bob Thompson

Chairman/Editor Midlands Meccano Guild, England.



**Alan Covel's
Wright Flyer III
Photo: Bob T**

THE WISDOM OF KEITH CAMERON

(Edited by Lloyd Spackman from letters written to him by Keith Cameron).

APRIL, 1989:

While being highly supportive of Robin Johnson and his TOP NOTCH C.Q., and very sympathetic with his struggles to get Meccano into the official title of his publication, I can understand the reluctance of Marc Rebibo to go along with it. Note the policy and editorial content of the original Meccano Magazine in this regard. Note also the litigious tendencies of Frank Hornby in the U.S.A. **TRADE-MARKS AND PATENTED NAMES ARE THE POSSESSION OF THE LEGAL OWNERS** and they must guard them. That is the major point of having patents. A magazine bearing the title 'Meccano Quarterly' would be presumed to reflect the policy of the Company owning that name and that policy is to further sales of their own product, not someone else's. Any infringement or deviation from that policy, express or implied, would be viewed with disfavour.

Meccano enthusiasts are now so used to the parts of alien systems intruding themselves into Meccano models that we hardly notice how frequently such occurrences are described in the articles we read. But such deviant behaviour would be viewed with horror by someone who had a great deal of money sunk in the Company. So, while one deplores the failure to reach an agreement (for this could really have benefited Meccano rather than hurt it) one has to say that Marc Rebibo had the law on his side and one has to agree that he had reason to exercise his right.

Two comments regarding SYNCHRONOUS CLOCKS :

1. Modifications are needed to allow for differences in the frequency of house current in different countries. The well-known mechanism published in M.M. (the Mantel Clock) works fine on the British 50 cycle (hertz) supply but substitution of a 60T gear for the 50T is needed before it will keep accurate time on the 60 cycle U.S. supply. I have rarely seen this mentioned in the literature, but it should be appended to instructions, remembering that we are world-wide in scope.

2. I have described an easy instant start for synchronous clocks in my construction article for the KRAZY KLOCK. This used a secondary motor

which could be brought into engagement with a gear in the clock mechanism and energised simultaneously. The current supply was adjusted so that this motor turned over the mechanism at the exact speed needed for a start. I found this mechanism invaluable at the Canadian exhibition where I showed KRAZY KLOCK. In an exhibition setting it can be most embarrassing and frustrating to be twiddling a knob to try to get a clock going while the world looks on !!

JUNE, 1989

Regarding HYDRAULICS IN MECCANO, the system should have some means of reproducing rams more effectively than it has at present, with some modellers having to use thinly disguised threaded rods. FISCHERTECHNIK has had an operating pneumatic system for years, its introduction made easier by the light weight of its plastic parts. At least its designers have gone to considerable trouble to develop a sophisticated system with valves and other parts. Meccano has often been slow to introduce expensive parts, possibly remembering the financial losses attending not only such disasters as its roller skates but also such products as its ELEKTRIKIT and even some of the aeroplane sets. I doubt that Sr. Richini would want to risk his shirt on such a venture and in any case he seems to be thinking of the 21st Century and would probably say that hydraulics are outmoded.

Besides heavy road building equipment, many MODERN ROBOTS depend on hydraulics - surely an indication that they are here to stay for quite a while. So I would favour introduction of such a system and would even be willing to spend money on it. It would come to quite a bit by the time one had bought valves, flexible tubing, rams and pressure cylinders and compressor. And could it be made efficient in operation ? I speak from total ignorance. If it is a true hydraulic system what fluid would be used ? Would it leak ? Would one need a course in plumbing before one could build a model ?

ROD GRIP THINER

From Lloyd Spackman

When you have figured out what that means, versatile MECCANO was the answer !

My son's 9wt., 9ft. 6in. fishing rod had a cork grip which was a bit thick . So I built this Meccano gadget to spin the rod while sandpaper held against the grip took off sufficient of the cork. It could be used for other lathe-type jobs, also. There was a *direct drive* from the motor shaft pulley to the rod.

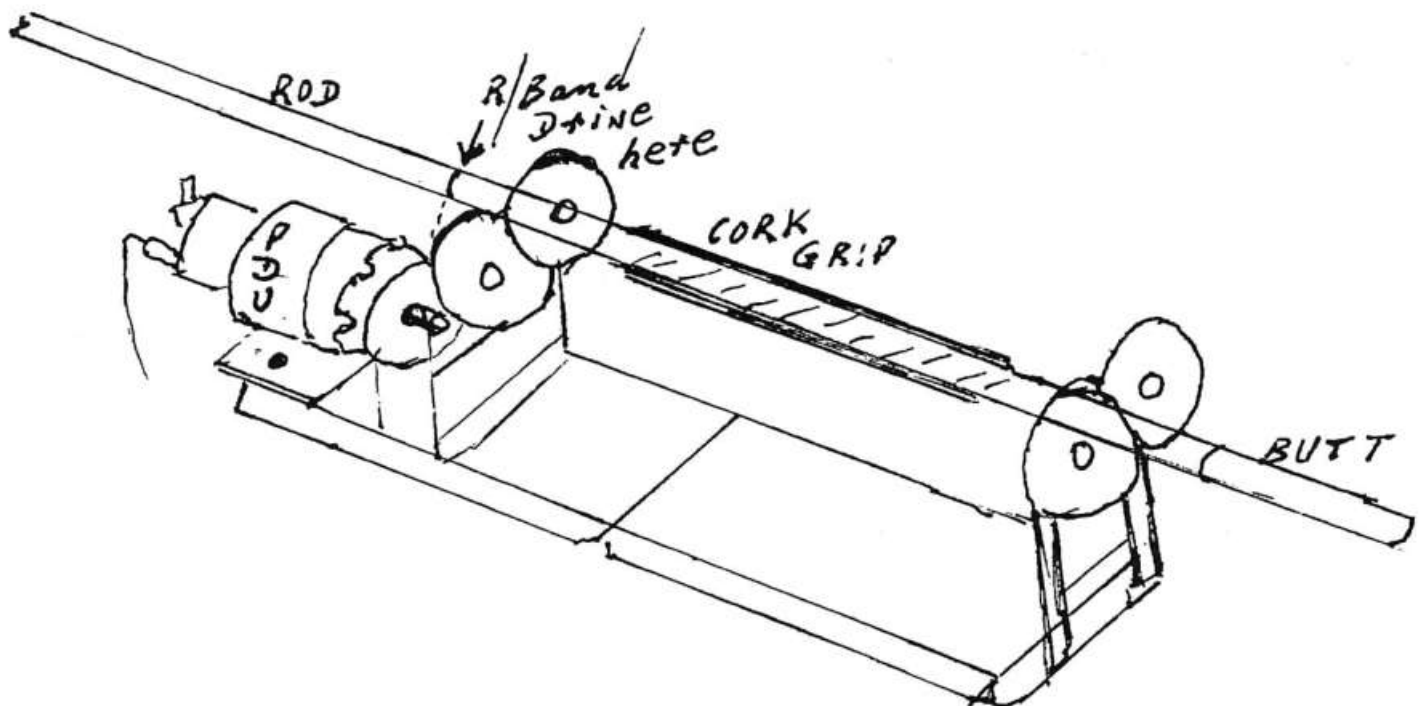
In case any Meccano trout fisher persons have the same problem, here is the gadget.:

Bolt two 5-1/2 x 2-1/2 flanged plates end to end. Bolt a 2-1/2 angle girder by its slotted holes across the plate at the extreme right and another at the 7th hole from the left end. To each upright flange bolt a 2-1/2 x 2-1/2 flat plate. At the 2nd and 3rd holes

from the bottom of the right hand plate bolt two vertical 2-1/2 strips, two holes apart. Then fix a short threaded pin to the top hole of each strip, pointing outward. Put on the pin a 1 " pulley without boss, washers either side, held by a collar. Do the same at the top corners of the left plate, but pointing inward.

Bolt a P D U at the left end of the flanged plates, with a rubber band drive from a 1/2"

pulley on the motor shaft **DIRECTLY AROUND** the barrel of the rod butt, clear of the cork grip. Keep the eyelets on the rod clear of the pulleys and support the far tip on a pile of books or similar. (You should, of course, be able to halve the rod and work on the lower half). The loose pulleys can be moved in or out to suit your rod.



FRANK HORNBY IN AUSTRALASIA

From Robert Renfrew

From Newsmag No87, July 2000

Frank Hornby was a seasoned world traveller. Many of his trips overseas have been mentioned in the Meccano Magazine over the years, such as his trips to Europe, the United States and his around the world trip.

One trip that rates a minor mention of one sentence in the Meccano magazine of December/ January 1918 – 19 (no 8) was his trip to "Australasia". This small comment in "Our Mailbag" was in reply to a letter from a schoolboy in Scottsdale Tasmania. The reply stated that "the inventor of meccano is on his way back from a trip to Australasia and he wanted to say what a fine reception he had".

Reading this paragraph reminded me of a receipt in my collection. This receipt, dated 26th September 1918, was for a shipment of £1168 worth of Meccano goods from Newport (near Liverpool) to Messrs (?) Wilson and Page, Meccano agents in Sydney, Australia. Further examination of the receipt shows that it was written on stationery from the Hotel Australia, Sydney's leading hotel of that era, and the receipt had the New South Wales Duty stamp attached.

This confirmed the fact that Frank Hornby was indeed in Sydney on the 26th September 1918.

The next step was to see if I could obtain any more information on this 80 year old trail. A search for the hotel's guest register proved fruitless, as did a search through the microfiche of the newspapers of the day. Finally the shipping registers at the State Archives turned up the entry, "F.Hornby".

Frank Hornby sailed from Sydney on Thursday 3rd October 1918 on the SS Moeraki, a vessel of 2375 tons under Capt. WP Collins, bound for Lyttelton via Wellington in New Zealand. No trace of his arrival could be found, but it is most probable that he disembarked at either, Perth, Adelaide or Melbourne, and travelled overland by train to Sydney. In Volume 6 of the HCS (page 72) it is stated that "When news of the Armistice reached Binns Road on 11th November 1918, the Meccano factory closed down for the rest of the day and everyone, including Frank Hornby, went off to celebrate". This date is only 39 days after Frank Hornby left Sydney for New Zealand. if he

stayed in New Zealand for only a couple of days and then had good connections getting back to Liverpool, via the USA he would certainly be cutting it fine to arrive by Armistice day.

The above raises some interesting unanswered questions.

1. When did Hornby leave England.
2. Did he visit any other countries besides Australia and New Zealand.
3. Where did Hornby disembark in Australia.
4. Which way did he travel back to Liverpool.
5. When did Hornby arrive back in England, Was it in time to be back in Liverpool for Armistice Day, or did a "Ghost writer" tell a little white lie.

Perhaps some of the readers of this magazine may have the time and the interest to delve more into this unknown journey, and supply more information on the life of Frank Hornby.

Perhaps someone here in New Zealand could find out Details of his arrival and departure dates, and where he left from.

Fabrique en Angleterre

This and the less comon "Importe d' Angleterre" are found on Meccano parts in the 1920's in order to comply with French regulations for imported goods. Having always thought that the stamping's started in 1921 – 22 I was somewhat surprised to see Fabrique en Angleterre on a four spoke, gloss black 3" pulley that was deleted in 1919 – 20.

6½" Circular Strip. Pt No 145.

Much has been written about the prototype 6½" overall dia Circ Strip which I won't repeat here. But obviously Meccano did intend to issue it prior to the modification to 7" dia as I have a 1924 outfit with a Book No1 that actually lists the 145 in the contents of Outfits as 6½". Unfortunately the manual print reference is obscured.

From Newsmag No 87.

By David Howe

CONVENTION 2001, UPDATE

From Simon Moody

As a reminder, especially to those we don't see at meetings, by subscribing to this magazine you are a member of the NZFMM and are thereby more than welcome to attend and exhibit a model or models at the convention. Similarly, if you know of anyone with Meccano that would like to join in, keep them informed of the event and obtain a registration form for them.

Planning for the convention next year is well underway and progressing well. We have produced a most attractive certificate of participation and have a badge designed.

The badges and certificates will be available at the convention to those who have registered and are in-

cluded in the cost of registration.

Registration is \$25.00

We are limiting the number of badges produced to the number of registered participants so that they will be valuable and collectable. In order that we can have them made, it is necessary that early registration is completed.

Registration forms will be sent out in due course.

7 1/2 months to go, so I hope all those models are well underway!

PRESS RELEASE

Chatenay Malabry, 15 May 2000

The Commercial Court of Calais agreed on May 11th to transfer the brand name and assets of Meccano to the Japanese Group Nikko with the creation of Meccano SN.

Following two years of difficulties, Meccano's future is now in the hands of Nikko, the world's leader of radio controlled cars. Nikko has a turnover of more than 2 billion French francs and employs 4000 people worldwide in its production and distribution sites.

Through its world wide distribution network Nikko will ensure a strong international presence for the Mecano and Erector brands. Meccano and Erector sets will now be distributed through Nikko's subsidiaries, with the exception of France where both companies will continue to operate separately.

Nikko's know how in new technologies will be integrated in future developments of Meccano and Erector products in order to give a new boost to the Meccano and Erector brands.

Andreas Konkoly Index of Meccano Models & Literature

Compiled by William Irwin (with help from Bruce Neilson)

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| 145 | Triple-Engined Cabin Monoplane | | RMG 1996/30/2093 |
| 146 | "Moiret" Theatre Cf 150, 162,169 | | RMG 1994/26/1084 |
| 147 | Overtime Large Steam Engine | | CQ 1992/15/4 |
| 148 | Meccano Bunny on Tricycle | | RMG 1990/12/377 |
| 149 | Chubby Pattern Maker | | |
| 150 | Compound Moiret Pattern Machine | cf 146 | |
| 151 | Super Ball Second Clock | | |
| 152 | The Living Meccano Boy | | |
| 153 | Modern Tractor | | |
| 154 | Wilescro Stationary Steam Engine | | |
| 155 | Pique, the Dancing Mundial Figure / Mexico 1986 | cf 152 | |

BITS AND PIECES

From Lloyd Spackman

QUOTATION: "Meccano is better than life. In Meccano the pieces fit " (Kees Trommel, quoted in R.M.G. Newsletter No. 37).

THE PENGUIN STAIRCASE: I have recently again built this splendid exhibition model of Keith Cameron's design. I used a diagonal drive with eight P/N 30 bevels. (see NZFMM Mag, Apl., '89). If anyone would like to build it I can lend them the model plans and six penguins. My main alteration this time was to bank the curves quite steeply. (L.S.)

HORNBY FAMILY HISTORY: Les Maher, a member of WLMS, has copies of the 1881 and 1891 Liverpool censuses in which the Hornby family is listed. Also extracts from a Liverpool trade directory of 1853 which lists Frank's father, John, as a provisions dealer who was born in 1825.

(from WLMS newsletter, 9/98)

A 'TOO MUCH' STORY: She insisted on taking innumerable outfits with her on holiday and they arrived at the airport loaded with luggage. "I wish", said her husband thoughtfully, "we had brought the piano." "No need to be sarcastic," said his wife, "its not a bit funny". "I'm not trying to be funny," he said, "I've left the tickets on it." (Thanks to George Ovenden for this one from a Probus Club newsletter.)

MRS HORNBY ? In the literature about Meccano I've yet to come across mention of Frank Hornby's wife. Who was she? What was she like? Perhaps one of our lady modellers could research Mrs. H. for us. Like any wife, she must have had some influence on Frank and the way his business empire developed.

MECCANO ART - ITALIAN STYLE: Canadian Meccanotes had a well-illustrated story about an Italian artist known as "BAJ" who worked with large Meccano structures. In 1984 he built 43 Meccano sculptures for an exhibition. Reminds me of our N.Z. artist/meccanoman, Edward McKenzie, who was featured in our August, 1989, issue.

THE YELLOW PROBLEM: Repainting old

Meccano parts, it has been relatively easy to colour match in red, green and blue. But yellow has been a problem when trying to match the 1970's shade of yellow. I have now found water based Resene "Fire Bush 3BY60" in the 75ml pot is a good match. It has a dull matt finish but this can be remedied by spraying with a clear acrylic for a final coat.

33 TON 'TITAN' BLOCKSETTER: This crane, built by Geoff Tomlinson, was the front cover photo in 'Model Engineer' of 18 June, 1999. It was exhibited at a National Model Engineering Exhibition at Harrogate, England. 'M.E.' said, "Geoff brought back lots of happy memories to a great many visitors. Most model engineers recall with nostalgic pleasure their introduction to the construction of mechanical masterpieces, large or small, simple or complex, using this popular construction system."

(Contributed by Lou Nichols)

DISMANTLING -- A COUPLE OF TIPS: If you are using a powered screwdriver, first loosen all bolts by hand. It sounds like double work, but a tight bolt won't do your drive motor much good. Once that is done, the rest is much easier on your wrists, and quicker. And when packing your parts away, tie strips and girders in blocks of 10 using plastic coated twist ties. (L.S.)

COMMENT: : "There is a universal language of communication, and we all speak it -- bad English" (Prince Charles).

MODEL ENGINEER: The Editor of "Model Engineer" has kindly given us permission to use items from his magazine in this column. If any N. Z. modeller subscribes to "M.E." and notices mention of Meccano, please advise me or send me a photocopy.

THE SET 115 IS REAL; In my review of "Golden Deeds" in our last issue I queried whether the Set 115 mentioned in the novel was fact or fiction. William Irwin has kindly assured me it is fact. It was manufactured by Gilbert Meccano (U.S.A.) in the 1930's.

CHRISTCHURCH MECCANO CLUB

From Ian Torrens

It was a mild evening for our may meeting at which 12 members were present and five models were on display.

David Lang had a very neat K Nex tower crane combined with a roller ball unit. This had a grab which picked up the ball and placed it on the roller guide. The model was operated by remote control and measured 5'4" high x 30" wide x 32" long. The crane boom was 5'4" in length.

Peter King showed a quantity of second hand parts for sale, which were selling very well.

Doug King displayed a mantle clock on a base measuring 12½" x 8". This was a pendulum type and worked well for the whole of the evening.

Ian Torrens bought along a steam wagon, 21" long x 6" wide x 7" high. This was from the F - L manual, June 1936, page 36. He also had his small fork hoist mounted on the wagon deck as a load for the wagon.

Mention was made of a display at Timaru on 3rd to 5th June to which some members may be going. Supper was served at 2100 hrs and as usual this concluded the evening.

On a cold winters night, 7 July 2000, seven members of the Christchurch Meccano club came along

with five models.

Star display for the night was **Peter King's** sixteen wheel, four bogie railway locomotive. The motor for this, operates a two cylinder engine as well as all sixteen wheels. This model, previously mentioned, is about three quarters finished, and now measures 40" long x 7½" wide and 13" high, a most impressive model.

Ian Torrens showed a novelty item, this being a Giraffe, 9" long x 13" high and mounted on a yellow base, part No 236. Something a little different from the usual type of model.

Doug King had **David Lang's** Schmidt offst coupling which has been mentioned before. This and several other models were displayed by Doug at the timaru Model truck show. A letter of appreciation was available for perusal from that club.

Cameron McFarlane produced a K Nex/ Meccano drive unit. A combination of both systems, very neat and worked well.

John Hamlyn displayed his 1949 Albion Flat Deck Lorry. This has dual rear wheels and a very neat built up radiator using verticle 2½" strips for the cooling area.

Altogether a very pleasant evening, which concluded about 2130 hrs.

SECURITY:

I've noticed in "M.E." a couple of appeals from model engineers who have had their models stolen. The value was not so high in money terms but to the owners they represented hours, perhaps years, of thought and work and are probably, to them, priceless.

Meccano modellers are in much the same situation. We should pay attention to security at home and consider insuring our sets and models wherever they are, separately to our home contents insurance.

I once had a young man call to inspect some sets I had for sale. His only comment was, "I'd need a wagon to carry them". He left me an address and phone number. There was no reply to the phone and when I later called at the address it didn't exist. I still think, after many years, that he was (as the Yanks say), "casing the joint".

THE POWER OF MECCANO TO EDUCATE AND INSPIRE:

From Simon Philpott comes this excerpt from a "Times" of London obituary of *Joan Freeman*, one of the few female physicists of her generation.

"Joan Freeman died in Oxford, England, on March 18, aged 80. She was born in Perth, Western Australia, and when she was 4, her family moved to Sydney which was her home, apart from a year in New Zealand, until 1946. She led a team of nuclear scientists in the 1960's and 1970's at Harwell, researching the Establishment's advanced tandem accelerator. She led her team, not by attempting to impose her will, but through the sheer brilliance of her intellect. Her interest in science was awoken early, first by a young neighbour's *MECCANO* set and later by Arthur Mee's Children's Encyclopaedia. (Thanks to Doug Harris for this item).

MWT

From Bruce Neilson

President - John Hansen, 131 Camp Rd, RD 4, Linton, Palmerston North. (06) 325 8211
Sec/Treasurer - Bruce Neilson, PO Box 1009, Palmerston North. (06) 355 0776
Meetings - First Saturday in each quarter ie. 12/2/2000, 6/5/2000, 5/8/2000.

Meeting report for Saturday 12 February 2000.
This is our grand tour meeting of the year and a good turnout of members and partners visited our members in Marton and Feilding.

Bert and Wayne Blakely produced an impressive range of sets, models and spare parts including five Aeroplane Constructor sets with associated nut and bolt tins, and the 1929 SML crane under construction.

Bob Prescott had built the Penny in the slot Pianist and Fidler from the 1949 set 9 manual, and the latest motorbike from the new sets. Bob also demonstrated the uses of a computer to the Meccanoman with the various Internet sites.

Chris and Paulette Morton had an exhibition of boxed Meccano sets under canvas.

The antique for the meeting was spanners and screwdrivers which produced an amazing response with items from the very beginning of Meccano which most of us had never seen in the metal. Most members were able to produce good samples of long, cut out, wooden and steel handled screwdrivers and square, hexagonal and box spanners. With the help of our expert members, the finer points of differentiation were readily identified.

A sit down supper finished off a very pleasant day

Meeting report for Saturday 6 May 2000.
Members gathered at Wanganui for an antique and model meeting:-

The antique subject was Tins and Containers that held the nuts and bolts and small parts in boxed sets. There is no authoritative reference on this subject so Vol 6 of the Hornby Companion Series "The

Meccano System and the Special Meccano sets" was used together with boxed sets whose ancestry were believed to be impeccable.

From within members ranks, we were able to produce with approximate dates:-

Cardboard box, Glass cover insert, US, 1911

Replica from a TV program - 1916 set 6 large label

Cardboard box, picture with border, 1919 set

Tin, no border on picture 1925

Cardboard box green, "Nuts and bolts especially designed for Meccano", 1913-1920 (also seen in Pink

Cardboard box black, Picture with border

Tin, Cat with red/green crane on gold plated tin, 1920s and 30s

As above with Eiffel tower

Tin, Aero set with Mother and sister

Tin No 2 Electron set

Tin, 37G, Tower Bridge, for gross of nuts and bolts probably spares from dealer

Cardboard box with original brass nuts and bolts, 1930s

Cardboard box with No 10 set motor car model, 1935

Cardboard box, Red/Yellow/Green with perspective lettering, 1956

Tin, green 1964

Cardboard box, 1965 Mechanism

Cardboard box, French Meccano blue gold, 1972

Tin, gold, small

Tin, green, rolled and straight edges

Plastic trays with click in lids

Plastic trays with click on lids

Cardboard box, small spare parts.

Replica labels after digital remastering in mint form

Paint touch up, tins, Red and Green, 1930s

The Meeting model was an Insect which produced two which were motorised and the remainder moved by dubious means such as hand, foot or string.

Viv Alexander. - A very nice collection of French

items featuring O gauge trains, Meccano sets, 1920 Inventors set, 'A' set in blue and gold, catalogues, 193? "How to use Meccano Parts", and a thin paper 1936 Manual.

Daryl Anderson. - Insect - A spider driven by a clockwork motor out to legs made from double arm cranks. Also on display a very old vertical steam engine rescued from a wooden boat, "AA" box only with a guarantee date of 10/36, and a boxed set entitled "Castos" for making your own plaster castings, repairs, etc.

Don Blakeborough - Insect - Mounted on a pointed axle to provide movement, this insect was complete with eyes and stinger.

Bruce Geange. - Insect - From green narrow strips an authentic stick insect. And a very authentic articulated front end loader from CQ 9/99

John Hansen. - Insect - from NMMG 7/1994

John Ince. - Insect - The Y2K bug complete with computer case and descriptive puns such as two digits on each leg, etc. John also showed his GWR 1846 Iron Duke 7ft gauge locomotive which is the early stages of construction. In a scale of 9.8:1 this will be a large model.

Simon Moody - Two Mk2 Trams for 2001 with tapered wheels. Also associated switching mechanism for stopping and reversing the trams at the end of their run.

Chris Morton - Insect - Dung Beetle based on MM 7/66. This model moved forward very well with the assistance of a genuine Meccano string lead

Bruce Neilson. - Insect - Six legged walking machine powered by PDU from CQ 9/89

Lou Nichols - A pedal tricycle to be completed with the addition of a rider, and the start of a gantry crane.

Bob Prescott. Insect - Making good use of various tyre sizes an authentic ant was produced. However the Rock and Roll band based on Nigel Popes Internet model plan but altered with the addition of a trumpet player, flashing lights, taped music, etc was rewarded with a round of applause and appreciation.

Robin Rye. - A partly completed JCB Telescopic Loadall vehicle

Lloyd Spackman. - A nice collection of eight Simplicity models demonstrating that good models can be made from a minimum of parts. A perennial favourite The Penguin Staircase by Keith Cameron was put through it's paces and alternative drives discussed. A new Junior Meccano Bulldozer.

Paul Vodanovich. - Insect - Bee with Wheel Discs for the body. Also Construction Jeep, Car Transporter from Evolution 6, and Campbell's Blue Bird from the 1950 No 9 Manual

Next Quarterly and Annual General Meeting - 2pm, 5 August 2000 at St. Lukes Church Hall, Corner of Cornfoot St and Manuka St, Wanganui. Tea will be at 5pm.

Antique for this meeting - Meccano spare parts still wrapped in their original packaging

Model for this meeting - Any subject provided it fits inside a 4" cube

PETER PERYER, PHOTOGRAPHER:

In 'Bits and Pieces', August, 1995, I mentioned the Meccano bus model used by prominent New Zealand photographer, Peter Peryer.

I found out later that the bus had been built by an A.M.C. member, George Ovenden. A book of Peryer's photographs, entitled "Second Nature", has been published, and Plate 53 is a double page of the Meccano bus photo.

The narration by Gregory Burke has this to say: "The heroic spirit of the pioneer is specifically and ironically alluded to in his recent image, "Meccano Bus, 1993", which shows in model form a 1950's bus toiling its way through a landscape recently scarred by earthmoving equipment. However, the pathos conveyed by the image is burlesqued by the fact that the bus is made out of Meccano, a kitset for making models that for many New Zealanders is synonymous with a childhood in suburbia."

(Regrettably, the photo on the front cover of the book is of a dead cow by the roadside. --L.S.)

WELLINGTON MECCANO CLUB

From Bryan Jones

Our club meeting for June was held on Saturday 10th at Sun Valley School in Wainuiomata. This allowed members of the MWT Club to attend, and we welcomed a number of them and their partners. The afternoon began with tea and coffee as everyone arrived, and once the displays of models were set up we moved around as a group so that each person could talk about their models.

Bob Prescott brought a steam powered car, a model which appeared in the Meccano Magazine in January 1968. It was based on a Meccano Steam Engine, and this formed a major part of the vehicle body. Bob did not actually steam it up at the meeting, but we did have the chance to examine it. Bob also brought his Rock Band, complete with taped sound. The original for this is a Nigel Pope model, found via the Internet, and Bob had modified it a little.

Don Blakeborough showed a collection of small models which included an insect, which was made for a competition held at the MWT Club's previous meeting, an 0-4-0 steam loco, and a set of racing cars, identical except for being made of different coloured parts.

Bryan Jones talked about the three container rail wagons, complete with containers, by Laurie Webb, Lou Nichols and himself. These were marshaled together on a length of track and are almost ready to run as a train. A few "standardizing" adjustments are required to get the wagons to match and make the containers interchangeable.

Don Flowers brought his large truck-mounted crane. This has progressed to the point of having the first section of the telescopic jib mounted on the crane, and the very large size of the model is becoming apparent.

Paul Vodanovich displayed three very smart models from collectible sets: the US Fire Truck, a Motorbike from the Dynamic series, and a Helicopter from the

Collection series.

Bruce Geange operated his Scotch Derrick, which I think was from one of the old Supermodel leaflets. He has added Infrared Control so that the lifting and slewing movements may be operated remotely, and these worked very smoothly.

Brian Peterson showed a selection of his constructions over the last year or so. These were a BMC Mini car, a BMC motor for the car (but not to the same scale), a road grader, and a road roller from the Collectible series. He also showed his submarine and the most recent, his railway station building.

Lloyd Spackman's models also featured the transport theme. He had two from the Motion series: a forklift truck and a propeller-driven dune buggy. His motorcycle with sidecar, and a second motorcycle, were from the Collection series.

Robin Rye demonstrated a clutch and gearbox. The clutch appeared as an Idea for Experimenters in the January 1960 Meccano Magazine, and was designed by A Wenbourne. The design followed prototypical construction with a pressure plate and a driven plate. Robin commented that it had been a problem to get it to achieve the desired result of an adequate drive torque, without loading up the drive motor when engaging or disengaging. The clutch was connected to a gearbox from a No10 Set design with 2 forward speeds plus reverse.

Bruce Neilson showed us his "Indestructible" crane, designed for audience participation at public displays. It was a hammerhead crane with hand cranked movements, and was mounted on a labeled baseboard so that budding operators could try their skill at placing loads on specific targets.

Simon Moody had his European trams set up on a long track with passing loop. He also had one of the tram bogies running on a test track, being a "work-in-progress" to try out a mechanical timer design. One

of the trams was made to run later in the evening, after adjustments were made.

Frank Abbot, who has been unable to attend the Wellington meetings for a while, was present this day and showed his latest model, an 0-4-0 tank locomotive as used in England for shunting docks and industry. So far he has the chassis assembled.

John Hansen had a successful demonstration of "Hugo the Magnificent". This was a robot magician figure which would make a Dinky toy alternately appear and disappear while hidden behind a cloth. An earlier appearance of the model at the Convention in Fielding had been fraught with a few problems, but these had been resolved and the model performed as it should.

The afternoon was completed with a fish 'n' chip tea, over which there was a discussion of details relating to next April's convention. The Wellington committee were asked about permission for the operation of

live steam models, what information was available about block booking of motels, and the catering arrangements for lunches. Darryl Anderson kindly offered his computer lettering service for making up signs, and the MWT Club had electrical leads available which Lindsay Bond had made up. Discussion also addressed the problems of space allocation and how to deal with last-minute entries.

After tea there was time for further model viewing before our visitors departed. The evening wound up quite late, with continuing suggestions for Simon's trams keeping a few of us occupied until about 10.30 pm.

Next meeting: Friday 4th August, St. Lukes, Wadestown.

MECCANO - 100 YEARS YOUNG IN 2001 - A LIFETIME HOBBY

George Ovenden

"Isn't it curious that both the Meccano and the Erector systems were conceived during a train journey ?

Frank Hornby was on a train trip just before Christmas (must have been a few years before 1901) when the sight of cranes, derricks and bridges during the journey inspired him to invent Meccano when he got back home. This is related in "The Life Story of Meccano", M.M., January, 1932, and also in "Frank Hornby, the Boy who made \$1,000,000 with a Toy", by M.P.Gould.

A.C.Gilbert, in his autobiography, "The Man who lives in Paradise", relates that while riding on the train from New York to New Haven about 1911 he watched steel girders being erected to carry power lines and this gave him the idea of the Erector system for boys.

I wonder if there is any truth in either story, or are these what we now call 'urban legends'? M.P. Gould was an American and might have heard the Gilbert story. Also I suspect that "The Life Story of Meccano" was not written by Frank Hornby himself.

William Irwin

The little black 6v motor -- The article in our Feb., 2000, issue was worth reading and I agree that if you don't have room for more gears then dropping the voltage is the only way to reduce speed. Your comment on the B.G. and MWT tractor was fair enough. I found as you did, straight away, so used Simon Moody's long couplings.

The chromium plated Set 10 purchased by Andrew Cathie is not such a monstrosity as some thought. One can imagine it as nickel and it looked really good on the steam engine which Andrew brought to our November meeting."

There has been correspondence on the LEAST USEFUL Meccano part. Surely it must be the French plastic spring clip. I have before me a shiny 9 cm axle rod. On it is a metal Liverpool spring clip which grips the rod firmly, as intended, and has been made to the same or a similar design since about 1915. On the same rod is a French plastic spring clip which slides easily. I added three more, giving a row of 4, which I can still slide with my little finger. So - what use is it ?

(I heard from Peter Kessler that the change to plastic was so that little boys could not scratch their delicate little fingers.- That is my translation of what Peter actually said !)"

PROCTOR'S MECCANO CLUB

From Graeme O'Neill

- 22.06.29 AT THE PRELIMINARY MEETING OF THE "PROCTOR'S MECCANO CLUB", A MECCANO GUILD MEMBERSHIP APPLICATION WAS SENT TO LIVERPOOL.
- 06.07.29 THE FIRST "OFFICIAL" MEETING WAS HELD AT PROCTOR'S OPTICIANS, MANCHESTER ST..(MR COX OWNER/MANAGER?)
- 23.08.30 CLUB RENAMED "PROCTOR'S MECCANO AND HORNBY CLUB"
- .03.31 MECCANO GUILD REPORT.
- 21.03.32 PROPOSED TO FORM AN ASSOCIATION WITH SUMNER AND FENDALTON MECCANO CLUBS. CHCH HORNBY RAILWAY Co. TO FORM OWN BRANCH.
- 23.07.32 2nd ANNIVERSARY MEETING ATTENDED BY OVER 120 INCLUDING ASHBURTON, FENDALTON & SUMNER M.C. MEMBERS. PHOTO SENT TO M.M. 1932 WINTER SHOW LEFT OVER FOR YEAR DUE TO LIMITED SPACE. SEPERATE COMMITTEE MEETINGS HELD @ DIFFERENT MEMBERS HOUSES.
- 23.03.33 MEETINGS HELD FORTNIGHTLY ON SATURDAYS AT TRINITY CHURCH HALL.
- 17.09.33 3rd ANNIVERSARY ASHBURTON MEETING ATTENDED BY C.M.C. LEADER & SEVERAL OTHERS.
- 19.09.33 SUMNER M.C. REOPENING SOCIAL AT (SUMNER?) TOWN HALL .
- 22.11.33 REMAINING FENDALTON M.C. MONIES (16/9d) USED FOR THEIR REMAINING MEMBERS SUBS FOR YEAR. MEMBERS ASK FOR COMMITTEE'S RESIGNATION - REASON NOT STATED.
- 16.12.33 CHRISTMAS BREAKUP AT YMCA CONCERT HALL, SUMNER M.C. INVITED
- 24.02.34 MYSTERY BIKE HIKE TO SAND SPIT (NOW CALLED SOUTH SHORE) TO WATCH OUTBOARD SPEEDBOAT RACING. MONTHLY COMMITTEE MEETINGS HELD EITHER BEFORE OR AFTER NORMAL MEETINGS AT YMCA.
- 30.06.34 MR COX ARRANGED A FILM EVENING. FORTNIGHTLY MEETINGS AT THE YMCA.
- 14.07.34 MR COX GAVE A TALK OF TRIP TO SYDNEY. VISIT TO ADDINGTON RAILWAYS SIGNAL BOX.
- 20.08.34 VISIT TO KAIAPOI WOOLLEN MILLS.
- 31.08.34 HIKE WITH SUMNER M.C. UP EVAN'S PASS TO MT PLEASANT. A TALK BY LIEUTENANT BRUNSKILL ON "MY VISIT TO MECCANO FACTORY".
- 01.09.34 4th ANNIVERSARY MEETING AT YMCA CONCERT HALL ATTENDED BY SEVERAL ASHBURTON M.C. MEMBERS.
- 22.09.34 PICNIC AT GROYNES, BELFAST ATTENDED BY 16 MEMBERS.
- 08.12.34 CHRISTMAS BREAKUP AT GROYNES, BELFAST. 5 MEMBERS ATTENDED ASHBURTON M.C. 4th ANNIVERSARY MEETING.
- 02.03.35 MYSTERY PICNIC @ WAIMAK RIVER. MOST CYCLED FROM SQUARE.
- 18.03.35 VISIT TO CHRISTCHURCH FIRE STATION.
- 30.03.35 VISIT BY MR E.SPEERS FROM WELLINGTON M.C. 13 MEMBERS PRESENT.
- 24.04.35 EASTER MONDAY HIKE TO KENNEDY'S BUSH.
- 20.07.35 VISIT BY MR L.ORAMS OF THE BLENHEIM M.C. SUBS INCREASED TO 1/6 PER YEAR. 21 MEMBERS.
- 03.08.35 LANTERN SLIDES OF MERSEY TUNNEL BY MR. BATTERSBY.
- 26.10.35 VISIT BY MR E.SPEERS & WESTERN FROM WELLINGTON M.C. TO MYSTERY PICNIC AT PLEASANT POINT.
- 09.12.35 CHRISTMAS BREAKUP AT STEWART'S GULLY, KAIAPOI. 15 MEMBERS ATTENDED GAMES AND TEA.

INCLUDES GUILD/HRC MEMBERSHIP.

- 02.03.36 HIKE TO GOVERNOR'S BAY BY 12 MEMBERS. GOOD DAYS FISHING!
- 21.03.36 **ELLISON CUP DONATED** BY CLUB SECRETARY (L.W.BEST) FOR PRESENTATION TO MEMBER WHO SECURES MOST NEW MEMBERS.
- 04.04.36 HIKE TO GODLEY HEAD LIGHTHOUSE AND LYTTLETON ARRANGED FOR EASTER MONDAY. MRS ANCALL DONATES SUBSCRIPTION FOR THIS YEAR'S MECCANO MAGAZINE.
- 02.05.36 CORRESPONDENCE FROM MECCANO GUILD, **ASHBURTON M.C., MODELS LTD.** ELLISON CUP TO **ROY GAY**. BILLETS FOR 8 **ASHBURTON M.C.** ARRANGED FOR ANNIVERSARY MEETING.
- 25.05.36 6th ANNIVERSARY MEETING ATTENDED BY OVER 24 INCLUDING **ASHBURTON M.C.** MEMBERS.
- 13.06.36 MECCANO LTD LANTERN SLIDE LECTURES "BULNERS FATHER" AND "A NIGHT AT THE POOL".
- 11.07.36 TOURIST DEPT LOANS SLIDES OF NEW ZEALAND SCENERY. MICKEY MOUSE CARTOONS.
- 22.08.36 MECCANO STOCKIST (E.C.REECE LTD) NOTIFIES OF PARTS SALE. ACTIVITIES ARRANGED FOR SCHOOL HOLIDAYS: VISIT TO ADDINGTON RAILWAY WORKSHOPS, CYCLE RIDE TO PINES BEACH, HIKE TO KENNEDY'S BUSH, PICNIC AT GROYNES.
- 03.10.36 MEETING STOOD IN SILENCE FOR **FRANK HORNBY'S DEATH**. NOTICE OF **NEW CLUB AT GREYMOUTH** STARTING (MR. GILMORE). 18 MEMBERS PRESENT.
- 17.10.36 LABOUR DAY PICNIC REARRANGED BY WAIMAK RIVER FLOODS.
- 31.10.36 RETURN VISIT TO **ASHBURTON 6th ANNIVERSARY** MEETING BY 10 MEMBERS.
- 14.11.36 MOVED TO BEGIN PUBLISHING THE **C.M.C. MAGAZINE "COUPLING"**.
- 12.12.36 CHRISTMAS BREAKUP CYCLE HIKE FROM VICTORIA SQUARE-OPAWA-BROMLEY-PLEASANT POINT-NEW BRIGHTON-WAIMARI BEACH. HOME AT 8 O'CLOCK!
- 13.02.37 R.A.HANDSIDES MADE FIRST HONORARY **LIFE MEMBER**.
- 27.02.37 LAST MEETING IN YMCA DUE TO COST.
- 13.03.37 MOVED TO TOC H CLUB. SUBS INCREASED TO 5/- TO COVER SUBS TO THE **C.M.C. MAGAZINE "COUPLING"**.
- 27.03.37 7 **ASHBURTON** MEMBERS PRESENT RETURN RECENT SURPRISE VISIT BY 6 C.M.C. MEMBERS' TO **ASHBURTON M.C.** ON 06.03.37.
- 10.04.37 MOVED TO CRICHTON COBBERS' CLUB.
- 23.05.37 **7th ANNIVERSARY MEETING** VISITORS TAKEN BY TRAM TO SIGH OF TAKAHE, WALKED TO VICTORIA PARK FOR AFTERNOON TEA. THAT EVENING, **ASHBURTON** MEMBERS FAREWELLED AT RAILWAY STATION.
- 06.06.37 BOOKED HALF A RAIL CARRIAGE ON ARTHUR'S PASS EXCURSION.
- 17.07.37 6 **ASHBURTON** MEMBERS RETURN SURPRISE VISIT. COPIES OF THE C.M.C. MAGAZINE "COUPLING" SENT TO **ASHBURTON**.
- 11.09.37 GUILD CERTIFICATE & BADGE PRESENTED TO PETER HUMM. 28 MEMBERS PRESENT. BIKE HIKE TO HAREWOOD NEXT SATURDAY
- 25.09.37 GUILD CERTIFICATE & BADGE PRESENTED TO G. PAINTER. FISH & CHIPS FOR SUPPER.
- 04.12.37 GUILD CERTIFICATE & BADGE PRESENTED TO L.BROWN. MEMBERS OF **HAGLEY M.C.** PRESENT. ARTHUR LABAN REPORTS ON RECENT VISIT TO LIVERPOOL. PETER CHAPMAN SAYS GOODBYE WITH ICE CREAM SUPPER.
- 25.03.38 W.C.T.GAY OFFERS COMPLETE SET OF SML & MANUALS TO PROPOSED LIBRARY
- 09.04.38 LETTER FROM **MAYLANDS M.C.**

COMMING EVENTS

MEETING ADDRESS:

WMC:

ST LUKES CHURCH HALL
55 PITT STREET
WADESTOWN

MWT:

ST LUKES CHURCH HALL
CORNFOOT ST
WANGANUI

CMC:

ST JOHNS HALL
FERRY ROAD
WOOLSTON

AUGUST 2000

4th – WMC – St Lukes Hall

4th – CMC St Johns Hall

5th – MWT – St Lukes Hall

SEPTEMBER 2000

1st– CMC – St Johns hall

OCTOBER 2000

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