



NZFMM MAGAZINE

Volume 25 No 4

August 2001



Published by The New Zealand Federation of Meccano Modellers

NZ Federation of Meccano Modellers Magazine

Editor: Bruce Neilson,
P O Box 1009,
Palmerston North. 06 355 0776
Email: <rbneilson@infoegen.net.nz>

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

Roving Reporter: Bob Prescott,
9 Eastview Place, Feilding.
06 323 9963
Email: <rjp@xtra.co.nz>

The NZFMM Magazine is published six times a year in February, April, June, August, October and December. The publisher is the NZ Federation of Meccano Modellers. The purpose of the magazine is to publish articles and photographs about Meccano and Meccano models, to report the meetings of New Zealand Meccano Clubs, to print letters expressing the views of Meccano modellers, to keep members informed of future events and to print advertisements of Meccano related things. The views expressed in the magazine are not necessarily those of the editor or of the Federation.

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

© NZ Federation of Meccano Modellers

Material from this magazine may be reproduced without alteration subject to acknowledgment of the author and NZFMM Magazine as source.

Subscriptions are payable annually in March. Please send to:
Lloyd Spackman, Villa 22, Redwood Village, Main Road, Tawa, Wellington, New Zealand.
Cheques and bank drafts should be made payable to the "NZFMM magazine account".

New Zealand	\$23.00pa
Overseas Airmail	\$33.00pa

NZFMM Internet site hosted by Wes Dalefield
<www.dalefield.com/nzfmm>

Guest Editorial

by John Ince

Well how did you like the June magazine? A bit different wasn't it. We decided to reduce the font size so that we could get more in. Even so it took 24 pages to print all of the stuff that Bruce unearthed. I enjoyed reading my copy which I was lucky to get a bit before everyone else as it was the printer's proof. Just about the same as what you got. But, you ask, surely I read the contents as the magazine is produced? No, my job is compositor, which has nothing to do with that steaming heap at the back of the garden. Lets check what the Oxford dictionary says:

Compositor *n.* One who sets up the type for printing.

These days it is not quite like that as there is no metal type. It all happens on a computer and one may even paste without using any glue! Bruce Neilson, who is the editor, gets all of the text ready from the stuff you provide for him and then he sends it to me by email. I then place it in the magazine file. It all looks a bit like a physical paste up except that there is no paper and, as I said before, no glue. I choose the pictures and once these are adjusted to size and titivated up, they go in too.

As I do not need to read the articles when I place them in the magazine I am left with the pleasure of reading it all later.

I like Bob Prescott's contributions. He believes that readers enjoy stories about how modellers get the idea of building a model. I agree with him so if you have a story to tell please write it down and send it to Bruce - with pictures please. Then there are the stories about people. This issue we have picked up something about Sir Harry Kroto, Nobel Prize winner in 1996, and a man with some positive views about Meccano. In the October issue we will have a feature about Blake Huffam, the West Coast modeller who built that amazing gold dredge now on display in the Hokitika Museum.

Just keep the news coming and I am sure you will enjoy the reading!

Contents

More About Cranes.....	3
Frank Price Obituary.....	3
Building the Iron Duke.....	4 - 5
Have a go at Building a Bagnall Tractor.....	6 - 7
Meet the Meccanoman - Bryan Jones.....	8
What Our Readers Think	9
British Scientist Speaks out for Meccano.....	10
The World of Keith Cameron.....	11
Meccano Bedside Lamp.....	11
Stationary Engines from Convention 2001.....	12 - 13
Restoring a Meccano T20 Transformer.....	14
From the President - Lou Nichols.....	14
Bits & Pieces.....	15
Selections from Spanner.....	16
Bruce's Choice from Overseas Magazines.....	17
Club Reports.....	18 - 21
NZFMM Magazine Index: 1995 to 2000.....	22 - 23
Club Notices and Advertisements.....	24

*The Cover Photograph is by Graham Jost, from Melbourne, and shows Brian Hickson doing some sort of deal with John Ince.
Is he trying to buy the Iron Duke Model?*

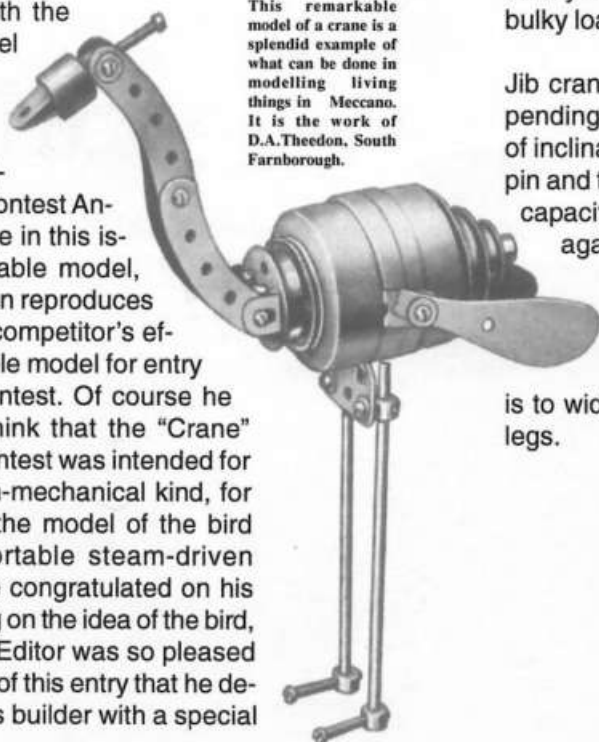
More About Cranes.

Remember the definition of *crane* in the June Magazine? This fact has been known for a long time as a young modeller in 1931 proved. Here is his "crane" model with the Editor's comments.

Extract from the Meccano Magazine December 1931, page 993 and 994.

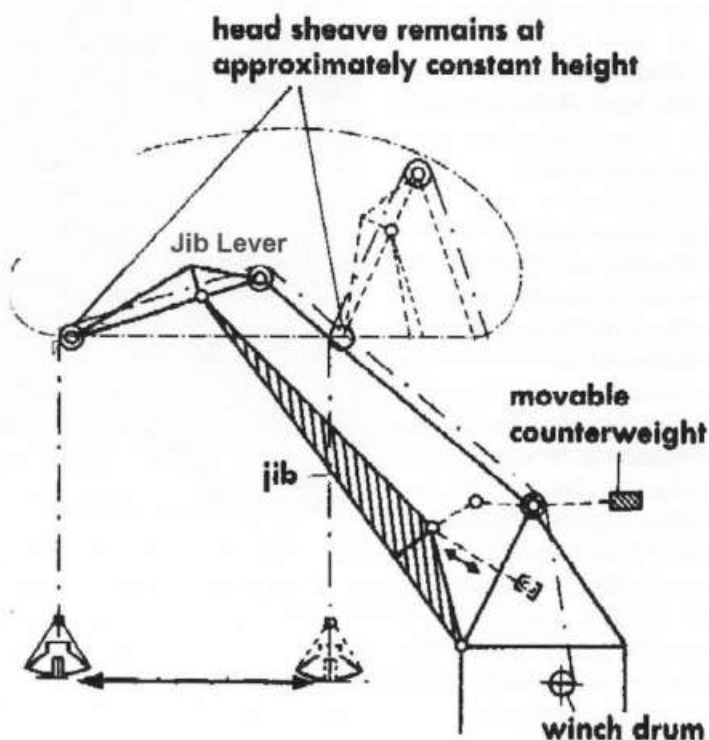
Before dealing with the prize-winning model cranes I must refer readers to another kind of crane, which is illustrated on the Contest Announcements page in this issue. This remarkable model, which it will be seen reproduces a crane bird, is a competitor's effort to find a suitable model for entry in the "Crane" Contest. Of course he does not really think that the "Crane" Model building Contest was intended for models of the non-mechanical kind, for he accompanies the model of the bird with one of a portable steam-driven crane. He is to be congratulated on his inspiration in hitting on the idea of the bird, however, and the Editor was so pleased with the originality of this entry that he decided to reward it's builder with a special prize of 10/6.

This remarkable model of a crane is a splendid example of what can be done in modelling living things in Meccano. It is the work of D.A.Theodon, South Farnborough.



One type of crane is the level luffing crane which is so designed that, by some form of compensating mechanism, the load moves in a horizontal path when the jib is luffed (raised or lowered); this arrangement has certain technical and operational advantages, especially in wharf cranes used for the loading and unloading ships in port. The diagram shows a double lever jib crane. In this crane the compensating action is obtained by the movements of the jib lever. An advantage of this crane is that its projecting jib lever provides a greater amount of lateral clearance than an ordinary straight jib, so that there is ample space for handling bulky loads.

Jib cranes have defined lifting capacities which vary, depending on the angle of inclination. The steeper the angle of inclination, the closer the load is to the centre of the king pin and the larger the safe load. This difference in the lifting capacity is set by the stability of the crane i.e. its safety against overturning. Safety against overturning can be increased by a heavy counterweight which is located rearward from the kingpin either mounted on the substructure of the crane or a special secondary jib projecting to the rear. Another method is to widen the base of the crane by extending stabilising legs.



Incidentally readers will find elsewhere in this issue details of a new competition, in which models of any kind of animal, bird, fish or reptile may be entered.

Of Cranes and Suchlike Things

by Bruce Neilson

Jib or Boom - The arm of the crane

Slewing - The jib rotates in a horizontal plane about a vertical pivot

King pin - The vertical pivot mounted in the substructure of the crane to which the jib is attached

Luffing or Derricking - The jib is raised or lowered in a vertical plane thereby changing the angle of inclination

Hoisting - Lifting the load.

Obituary - Frank Price

From the Auckland Meccano Club

It is with sadness that we report the passing of our good friend and fellow Meccanoman Frank Price on 1 July 2001 after enduring a terminal illness that slowed him down but did not stop him living life to its full. Frank, who was featured in the June 2001 NZFMM Magazine, carried on Meccano modelling until the very end.



The sincere condolences of the Auckland Meccano club members and the New Zealand Meccano Federation family go to his loving wife Barbara and his family at this time of loss.

A fine family man, a good friend and a brave man now at rest.

THE GREAT WESTERN RAILWAY

IRON DUKE

by John Ince

The **Iron Duke** was built in 1847 for Great Western Railway (GWR) to run on that company's seven foot gauge track. The locomotive was designed by Daniel Gooch and built at the Swindon Works. Isambard Kingdom Brunel was responsible for selection of this very wide gauge which he believed to be ideal for the comparatively level and straight route between London and Bristol. In fact the **Iron Duke** regularly pulled loads at over 60 mph (97 km/h).

The locomotive had a 4-2-2 wheel configuration and was fitted with eight foot diameter driving wheels. The five foot diameter boiler provided steam at 120 lb/sq in to two cylinders located between the front wheels. These cylinders were 18 inches in diameter and 24 inches long. The piston rods were connected by crank shafts to the main axle. When travelling at 60 miles

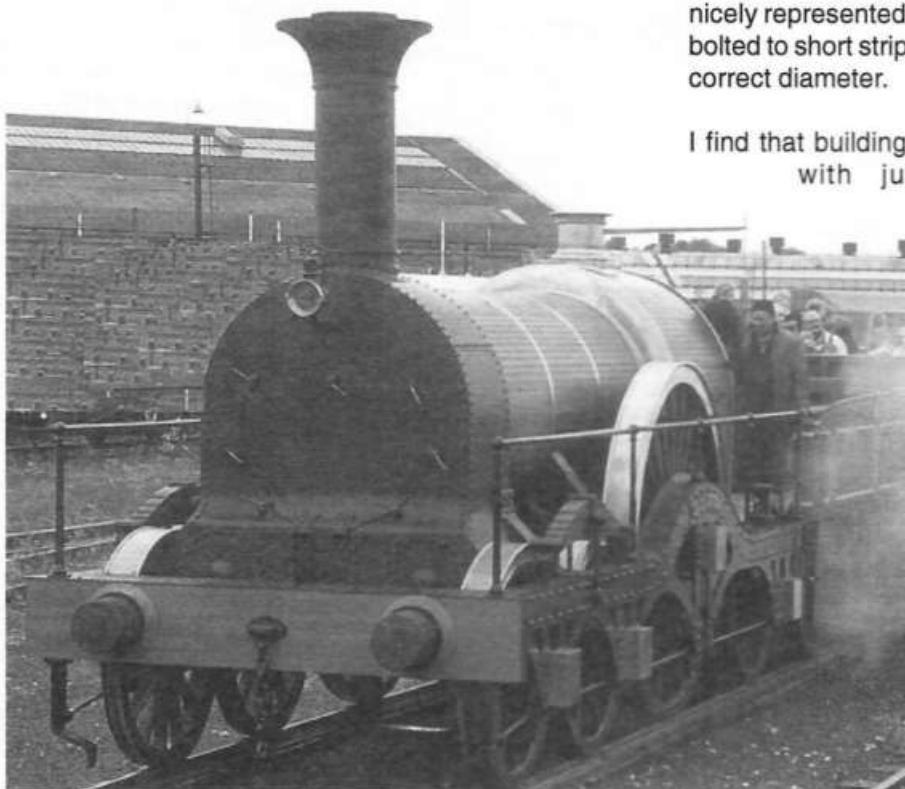
per hour the main axle would be rotating at 207 RPM. With the two cylinders exhausting steam into the funnel, this would have resulted in 7.5 puffs per second. Quite an impressive sight and sound!

The working drawings for the **Iron Duke** are contained in Tredgold's *The Steam Engine* published in 1850, and provided an excellent start for building this model. The scale of 9.8:1 was selected on the basis of using part no 167b for the main driving wheel. The 8'1" diameter, excluding flange, converts to 9⁷/₈" (251mm) in the model. For other wheels part no 118 Hub Disks are used. These are slightly smaller than the engine wheels and slightly bigger than the tender wheels but are close enough to look very realistic. The five

feet boiler diameter converts to 6¹/₈" (156mm) in the model and is nicely represented by 12¹/₂" Strips bolted to short strips curved to the correct diameter.

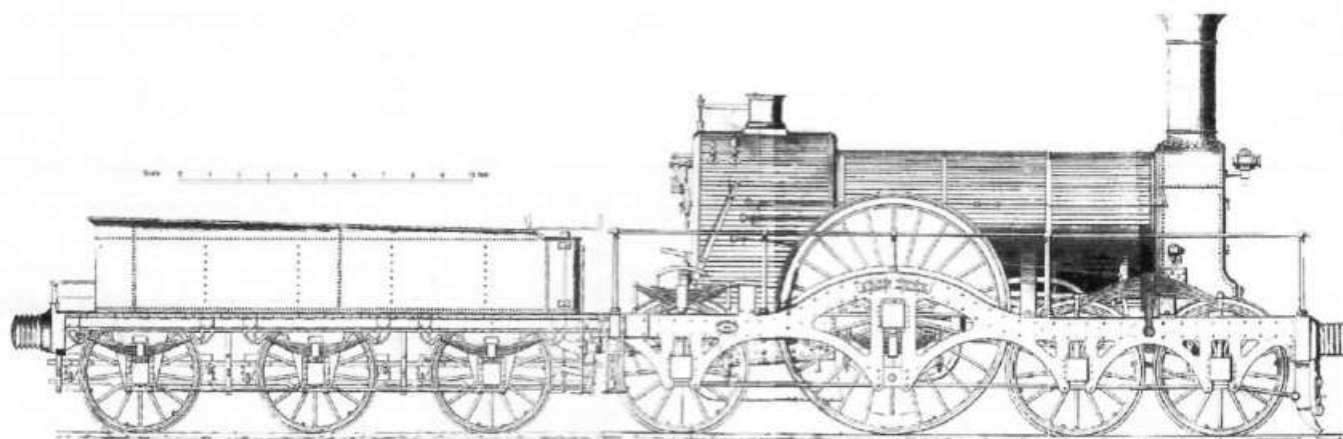
I find that building scale models with just standard

Meccano parts offers a great challenge. Once the scale has been decided it is often quite surprising how other elements of the model fit in without too much adjustment of scale. The large size of this model was selected



The Iron Duke Replica

so that the "running gear" comprising the crank rods, piston rods, cross heads and valve gear could all be faithfully



The Elevation of the Iron Duke Locomotive and Tender from Tredgold "The Steam Engine"

MANAGEMENT OF THE LOCOMOTIVE ENGINE.

QUALIFICATIONS OF ENGINE DRIVERS AND FIREMEN.

1. Personnel.—The most essential personal qualifications of an engine-man or fire-man are — sobriety, steadiness, activity, presence of mind on emergencies and the most constant watchfulness when on duty. These, combined with an accurate practical knowledge of the construction of a locomotive engine and its management, are essentially necessary to any candidate before he can become a good and safe. engine driver. The same qualities of mind, combined with a knowledge how to shut off and put on steam, reverse the engine, know the height of water in the boiler, how to turn on the feeds, and apply the brakes, are necessary for every candidate before he can be allowed to go with a train as its fire-man.
2. Skilled.—Every engine-man and fire-man should be able to read and write, and understand the mechanism of a locomotive engine. If they have been fitters of engines, it is by some regarded as an advantage, and should be so stated in their testimonials.
3. Apprenticeship.—Every engine-man should serve a regular apprenticeship. If the candidate has been a fitter or erecter of locomotives, or a stationary engine driver of experience, he must serve as fire-man at least one year, under a steady and competent engine-man, who must certify to his steady habits and practical knowledge of the principals of the management.....

reproduced. One of the most interesting mechanisms to reproduce was the braking system on the tender. All of these components, with the exception of the wooden brake shoes, are common parts. Then there are the rather large buffers which look good and accurate when assembled from a collection of old and modern tyres with Flanged Wheels and Wheel Disks to finish off.

The 1850 book from which the plans were obtained contains some words of advice for those contemplating a career in the railway. This text is reproduced above.

To make a model more realistic the addition of figures is a good idea. In the case of the Iron Duke this means build scale models of the engine driver and fireman. They must be represented doing the job required of them and also meet the criteria specified in the extract reproduced above. Do you think that the illustrated figures achieve this?

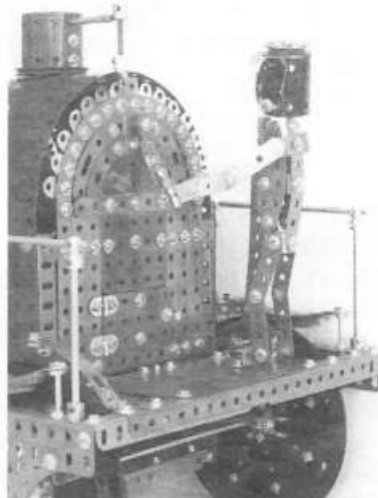
The engine driver has been modelled as a tidy gentleman with a neat cap placed with his right hand gripping the reversing lever and with his left hand holding the regulator. He is an upright gentleman who can just see over the top of the fire box and boiler.



The Fireman.

The fireman is an altogether coarser individual with long black hair, and is modelled in a crouching position grasping a shovel. He faces towards the rear and is about to dig his shovel into the heap of coal. This may be fashioned from either wood or plastic foam and should be painted black.

Have a thought for the crew of this locomotive when it was racing through the English countryside, on a wet day, without any protection from the weather. In 1850 locomotives were not provided with a cab to protect the crew! They would have been cold above and warm below.



The Enginedriver on the Footplate.

So why build models of locomotives of 1850 vintage? This is my second one with Caledonian No 15 being built a few years ago. The first reason is that the working drawings were available. The second reason, noted above, is that there is a great challenge in building a scale model from Meccano. Locomotives are good subjects for models because there are

plenty of working parts. Meccano is a great medium for working models. As for choosing an 1850 vintage subject, that is because machinery in the mid 19th century was comparatively simple with most of the working parts visible.

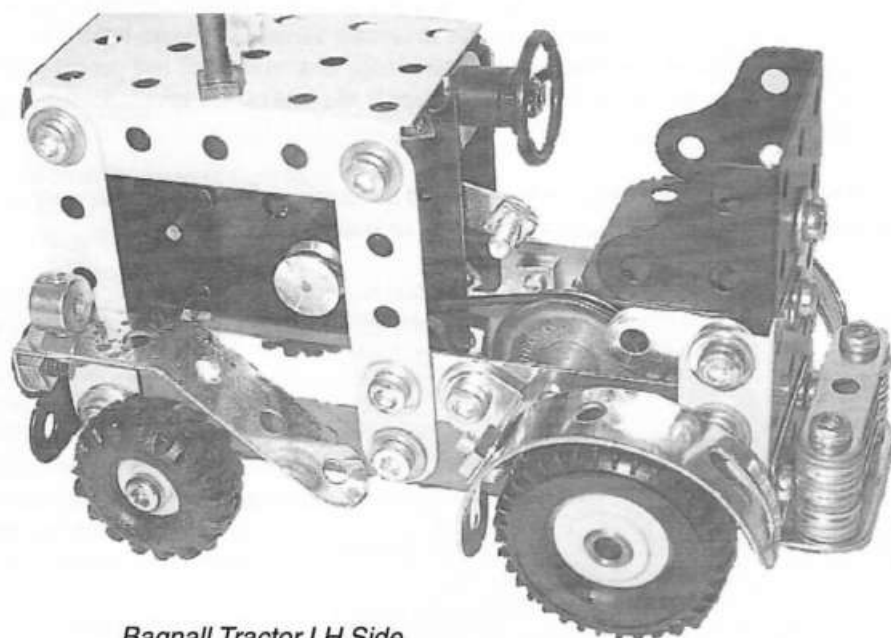
A glance at the list of models displayed at Convention 2001 shows that most were of things such as locomotives, stationary engines, cranes and vehicles for which the prototypes are no longer in existence. Modern machinery tends to have the working parts well concealed so that for best effect the model builder must leave the body work off and thus expose the vital parts.

A model plan has been prepared for the Iron Duke. It is available from MW Models as MP 133.

Have a go at Building this Model!

Bagnall Tractor and Trailers.

Designed and built by - Bruce Geange
Text and Isomec Drawing - Bruce Neilson
Photographs - Daryl Anderson



Bagnall Tractor LH Side

Arising from a Magic Motor exercise, Bruce Geange built and detailed this Bagnall Tractor and two trailers. The prototype used to travel on New Zealand Railway station platforms moving luggage and parcels, and was occasionally borrowed to push rolling stock into position.

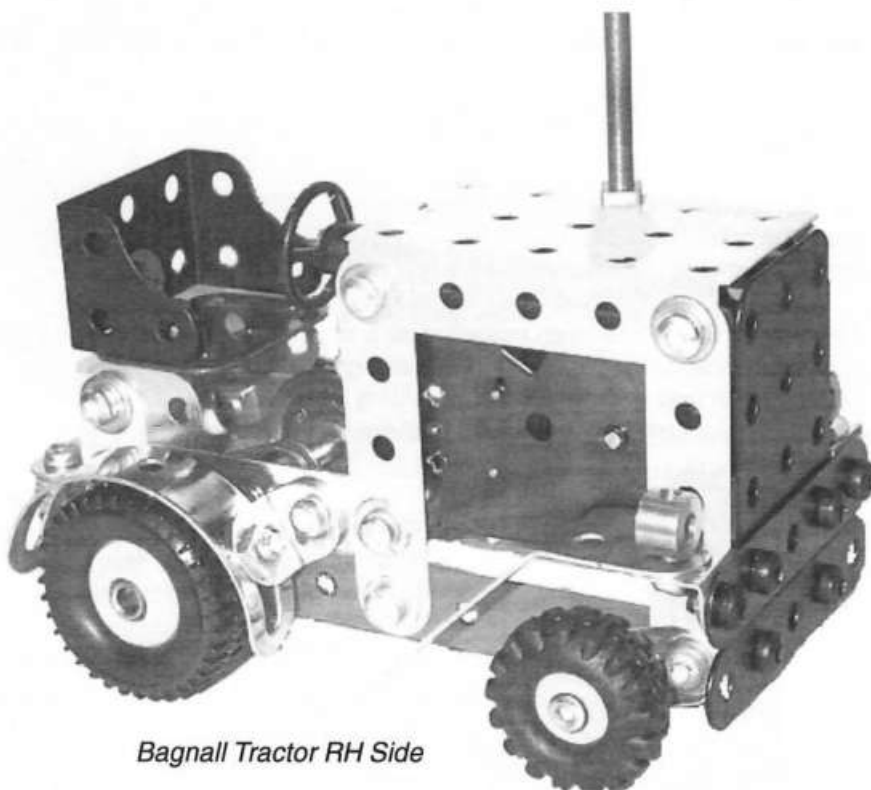
One of the reasons in presenting this model is to give Meccanomen a model that can impress visitors. When your snooty relatives ask what do you do in your spare time, you no longer have to apologise for a half built dusty crane. Bring out this gem in resplendent yellow, black and zinc; wind it up and present Meccano in a positive light.

The photographs are directly from Bruce's model and give sufficient information for the average Meccanoman to rebuild the model. If you do not have some of the parts shown, (which come from modern sets), substitute other parts to achieve the same shape. In this way the model may be rebuilt using red/green parts.

The Isometric drawing of the trailers has been simplified and not all nuts and bolts are shown.

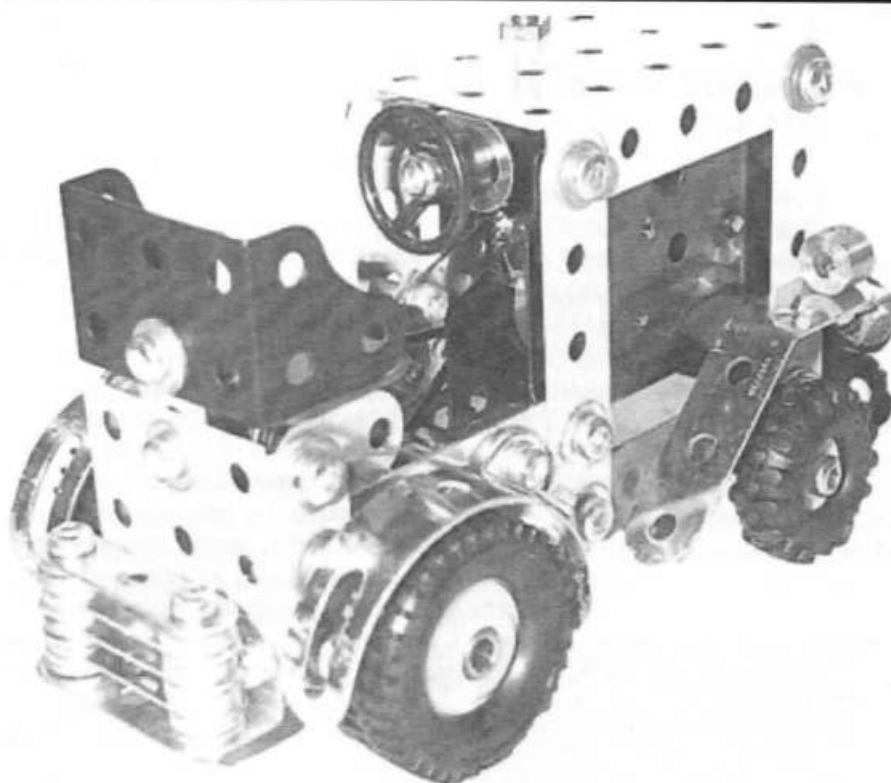
I suggest that you start with the Magic Motor and add parts to it. Looking forward, the flat tags of the Magic Motor are on the right hand side and the brake lever is under the steering wheel. The chassis Strips are 9 holes long. Sacrifice a couple of five hole Strips for the front mud guards

where a sharp kink is required and roll a pair of Formed Slotted Strips P/N 215 tighter for the back mudguards. The front wheels are not on an axle but on Pivot Bolts individually journalled in Fish Plates which in turn are bolted (with other parts) to the first holes of the 9 hole chassis Strips. The Fish Plates are then taken out of parallel with the chassis Strips to adjust the height of the front of tractor. The Driving Band from the Magic Motor is in the shape of a figure eight to reverse the drive to make the tractor go forward and connects on to a 1" pulley on an intermediate 1 1/2" Rod. A second Driving Band runs off a 3/8" Pulley (from an E20 Cricket ball motor. Substitute is a Short Coupling or directly off the Rod) onto a 1" Pulley on the rear axle (2 1/2" Rod). The proper



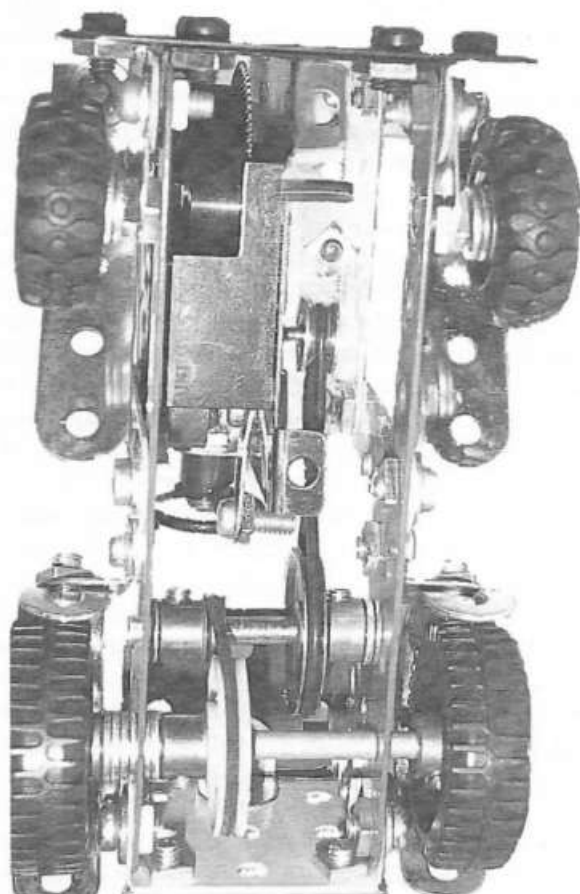
Bagnall Tractor RH Side

length of Driving Bands is always a problem so check out your local supplier of "O" rings which come in a multitude of sizes. As always check your model for squareness to ensure easy running.

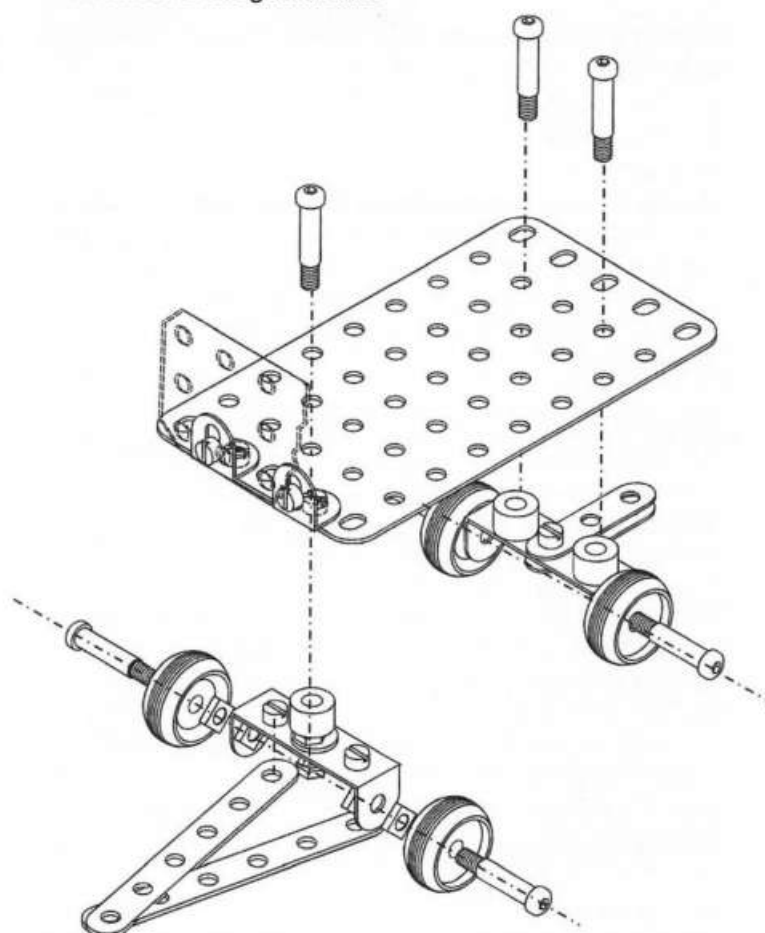


Bagnall tractor Rear View

The pictures in this article are available as .jpg downloads in colour from the Editor, Email address <rbneilson@infogen.net.nz>



Bagnall Tractor Underside



Bagnall Trailer Isomec View

Meet The Meccanoman

Bryan Jones - Wellington Meccano Club - ISM 445

I was born and grew up in Taumaranui, the eldest with a sister and a brother. Dad was the assistant engineer for the Borough Council, and I was introduced to the world of civil and mechanical engineering wonders at an early age. After my high school education specialising in my interest in physics, I spent a couple of years at the University of Canterbury, trying to get started in an Electrical Engineering degree. Common sense finally prevailed, and over the summer holidays after a dismal showing in the exam results, I was offered a job as a communications technician with N.Z. Railways. Six years of training and experience in Auckland followed, and at the end of 1982 I transferred to the head office electronics design and repair facility in Wellington.

A life-long interest in trains came to fruition in 1989 when I was asked to take over the electronics maintenance of the big yellow machines which maintain Tranz Rail's track network. This has become a full-time position in the last four years, and I am kept busy with telephone support and hands-on trips to work



on machines anywhere in New Zealand. I also find time to indulge in a bit of photography, and complement the work interests by enjoying classical music, particularly choral and organ music. I sing with the Festival Singers in Wellington, and have in the past been very involved with three theatre groups, providing and assisting with lighting and sound for productions.

My entry into the world of Meccano began at the age of five, when Dad gave me a small set for my birthday. I remember him putting together the first model, a little Beam Engine powered by a Magic Motor. My grandfather was Newton Jones, a bookseller in Ashburton who also sold Meccano parts, and Dad's visits home resulted in small numbers of parts being added to my collection. Dad had his own Meccano, half of a large collection of parts which he and one of my uncles had amassed from dismantling the various Christmas display models which my grandfather had imported. Over my years at home, the collection grew to a 1970's Set 7, with an accessory set providing my introduction to the zinc, yellow and blue parts which seemed so strange and out of place in my red and green collection.

During my school years I built models on an almost weekly basis, initially from the outfit leaflets, and later on from contemporary Meccano Magazines and Dad's collection of 1920's and 1930's Magazines. Family trips around New

Zealand resulted in odd parts being acquired, plus a few of the Set 10 Leaflets, from the firm of Bunkers Ltd in Hastings just before they closed down. I began to find flaws in the engineering design of many published models, and turned more to the world around me for subjects to model. One of the most frustrating of these was a model of the council's Road Sweeper, a three-wheeled machine with a rotary broom which swept rubbish onto a conveyor belt, which lifted it into a hopper. The prototype used hydraulics for all of its functions other than propulsion, and many unsuccessful attempts were made to overcome the high leverage forces needed to recreate this in model form.

I reluctantly had to be parted from my beloved Meccano during the years at University, and I was not reunited with it until 1983, when Dad passed away and the family had to move house. By this time I was established in Wellington and had room for the possessions previously stored at home, and Dad's Meccano and magazine collection also came my way. In 1993 I discovered the Wellington Meccano Club through visiting its Easter exhibition, and shortly afterwards became a member. This renewed my interest in modelling (although not at the rate of a new model every week!) and I have had the delight of being involved in public exhibitions and in sharing the hobby with other modelers.

Club membership has exposed me to the resources globally available, such as subscriptions to the New Zealand Federation and to the International Society of Meccanomen, plus a selection of the complimentary magazines from other societies which came our way while Don Flowers was editor of the NZFMM magazine. I had a three year spell as President of the Wellington Meccano Club, and have written the meeting notes for about seven years. I have endeavoured to attend the conventions held since I joined, and promoted our involvement in any display or exhibition that we could manage.

My favourite models over the years would have to be (almost inevitably) cranes, culminating in a large tower crane which I produced just in time for the Christchurch Convention in 1995. Twenty-one years before, I had been fascinated by the gracefulness of cranes working on building sites in Christchurch, and decided that one day, when I had finally figured out how to get the design sorted out, I would build a working model. The result was well worth the effort put in to creating it, and the model gave me a lot of pleasure in the time it was up. Present model building interests are tending towards railway subjects, mainly through my ready access to information through work. I enjoy the challenge of having to design something within the Meccano system, which still works or looks like the original subject.

I believe in Meccano being a working system. Models need to move, and preferably work in a similar way to the original. My Meccano collection reflects that thought in that many of the parts are rather "pre-loved" and my efforts at restoration have not made much progress. I have acquired second hand and some new parts during the last nine years which has doubled the size of the collection, and the lack of storage keeps a limit on the size. Dad began making a se-



WHAT OUR READERS THINK.



To the Editor,
Replica Parts

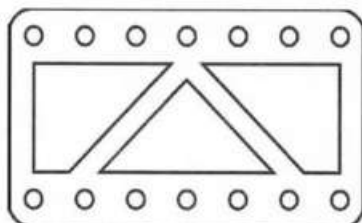
I'm sure that many of our members who were fortunate enough to attend the last convention will have met Jack Parisson from Victoria, Australia. Jack is a worthy successor to the late Ken Gordon who manufactured a wide range of Meccano compatible parts.

Whilst at the convention, I purchased several of the parts that Jack had on display including a Pt. No. 167b, Flanged Ring, which has proved to be dimensionally accurate, well finished, and very reasonably priced. On arriving home, I ordered two of Pt. No. 160d, 5 1/2" x 1 1/2" x 1" Channel Bearing. Although not listed on Jack's price list, he made them as a special order. Equally impressed with these, I ordered the same part in 1 1/2", 2 1/2", 3 1/2" and 4 1/2" lengths and am well satisfied with the results. The former parts cost A\$3.50 each with a commensurate reduction for the shorter lengths.

Although very pleased with my purchases, there is a slight catch. Not only are we at a disadvantage with the exchange rate, but banks uniformly charge a 1% commission on all currency transactions with a \$6 minimum charge. At present credit card use is not an option. A combined club order would, of course, reduce the effect of these charges.

Despite the banks' avaricious "bite", I consider Jack's parts very good value and would not hesitate to recommend them to fellow members.

David Wall



(continued from previous page)

ries of timber drawers which I hope to complete one day, which will keep the parts in order and not in the assortment of boxes and cartons that they are at present. Most of the collection is red and green, or the older zinc (1930's) finish, but as really badly damaged parts get cleaned up and repainted, I find that I am happy to change the colour scheme to yellow and white to match the appearance of modern machinery.

As for future projects, there are always a couple of ideas in my mind for models, although like the tower crane they might take a while to appear. I have been interested in using electronic control systems in Meccano, and have had to build

The Editor,
The Future of Meccano

It is becoming increasingly apparent that Nikko Meccano will not in future produce many of the "traditional" parts which have been available from retailers for the past 90 or so years. Instead, Nikko Meccano will obviously concentrate on making the (I nearly said 'trashy', but that is not fair as the quality has been good) plastic sets (with a few metal parts) aimed at the Junior market.

In years to come serious modellers will have to look elsewhere for the parts they need. If you are not too purist, Marklin and Erector are compatible, but supplies of these (and Meccano) parts will dry up eventually when no more are being manufactured.

It will be even more necessary for replica makers to continue their good work.

Another source of parts in future will be the "attic" sets. It will be important for Clubs and dealers (such as Wayne Blakely in N.Z. and Dave Taylor and Geoff Wright in the U.K.) to get hold of these sets. Thus they will make sure there is a supply of parts for modellers, even if such parts are "pre-loved".

There must be many sets and collections in attics around the country, gathering dust.

Finally, the collections of we older modellers will eventually, in some cases, be sold by the trustees of our Estates. It would be a pity if they got into the hands of auctioneers and commercial second-hand dealers.

Lloyd Spackman

The Editor
A Thank You

Grace and I would like to thank the Wellington Meccano Club for a well organised Convention with a feast for the eyes of such fantastic array of models created by all and such a wealth of knowledge about Meccano all in one place. With special thanks to Simon and Sue Moody for their hospitality over the whole weekend.

Grace and Neil Pluck, Greymouth

my own motor speed controllers. Simulating movements which in the real world are done hydraulically continues to challenge me, and I watch with interest the experiments of others in this area. Like most people I find time management to be a bit of a problem when getting any model building done, but I like the fact that you can start and stop when you like; the model can be put aside for another day, and it is still there waiting (with an extra dust coating!) when you return. It is a stimulating, creative hobby, and one that I hope to be able to enjoy for a long time.



Eminent British Scientist Speaks Out for Meccano

Sir Harry Kroto is an English born scientist who has recently been speaking in support of Meccano. Sir Harry has achieved such eminence is his research into the long chain carbon molecules that he was, in 1996, awarded the Nobel Prize for Chemistry. He believes that he benefited significantly in his youth from playing with Meccano and that the skills he gained have contributed to his success in later life.

Sir Harry was interviewed by Kim Hill on National Radio last month and here is the gist of what was said:

Kim Hill: Can you tell me what Meccano means to you?

Sir Harry Kroto: To give young kids an idea of how things could be made and constructed. Strips and things with holes in them and nuts and bolts to build cars and things which work.. Many pilot experimental things in factories were set up with Meccano before, during and after the war.

Kim Hill: How old were when you first used Meccano?

Sir Harry Kroto: I have no idea but I can remember it all my life. Father bought it very early on. What it teaches you is how to put nuts and bolts together, to screw things together, to build things the way they are constructed in real life. I don't think anything else gives you the feel for materials. The main thing about threading a bolt is not to misthread it and not to do it up too tight. Lego is quite different. It is like saying that having an elephant is like having a horse - they are not the same

Kim Hill: Does it not only help people who want to be engineers but also helps the scientific constructs of the brain?

Sir Harry Kroto: Possibly; more than anything else it gives people a feeling of how things are put together in real engineering terms. Lego has very good points; there is no problem with that. It teaches you how to put bricks in a house but it does not teach you how to put a car together with steering, and how a differential works. You can do all that with Meccano. Lego must know that it does not have the same educational qualities; its different.

Kim Hill: I wonder if people these days think you don't need to know how to put a bolt on. You don't need to know how to construct a car.



Sir Harry Kroto: May be true for some people but someone needs to put a bolt on. In fact, just as an example, have you ever changed the tyre on your car? Have you tried to get the nut off?

Kim Hill: I have but I have found it difficult.

Sir Harry Kroto: Yes, because the guy who put it on, put it on so hard with a hydraulic ram as if it was never going to come off again. But sometimes on the road you have to get it off.

Kim Hill: Do you have any children? Did they play with Meccano?

Sir Harry Kroto: Yes, I do, and no, they did not, or not very much. They wanted to play guitars, make films and things. That was their nature.

Kim Hill: What do they do now?

Sir Harry Kroto: One's in Los Angeles making movies and one's in London keeping a group together.

Kim Hill: Do you think that if they had played with Meccano as children their lives would have been quite different?

Sir Harry Kroto: They did not take up. My views are those with hindsight. There is a lack of feeling for structure and how things are made. It is not only to do with play things. Modern materials have made wood carving and construction from woodwork unnecessary, so the feelings of knowing how to shape things and make things out of wood have gone as well. We don't have a car industry in Britain; we can't even make trains that last more than a week or two before they need to be repaired. These are the problems.

If I do a poll of the British Association meeting, as I did recently, 90 to 95% of those people had Meccano when they were kids. It's not the same now and I am asking what are the losses. The losses are in the real feel for nuts and bolts and of how things are actually made.

Kim Hill: This interview is very good timing on your part. I understand that it is 100 years since the invention of Meccano.

Sir Harry Kroto: Yes that's true. There is a large group of people in the country who keep the Meccano spirit going. It is very difficult in a time when kids want to make money for doing nothing. They see people making a million dollars for sort of wearing shades or people who are celebrities making large amounts of money. It is not easy for kids today to work hard, as they need to, to become scientists, engineers or technologists. But that sort of culture has problems in the future because everyday life is so dependent on science, engineering and technology.

Sir Harry was also reported in the Dominion with a story first published in the Daily Telegraph. His sentiments were much the same as those in the above interview. Once again he was quite outspoken about Lego and said that he thought that one of the disasters of modern life was that Meccano had been displaced by Lego. He thought that 99 per cent of all British engineers were brought up on Meccano. Then Lego came along.....

THE WISDOM OF KEITH CAMERON

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

NOVEMBER, 1997

"I'm as occupied as ever with Meccano. The latest is a design from an Argentine enthusiast, who sent me the instructions in Spanish. So I had to brush up on my Spanish! The model is about seven feet long so the work table had to be lengthened and a specially wide background had to be used for the photographs. What is the model? Well, that is a secret until a descriptive booklet appears. Hint - it is connected with coal."

[This letter included a note from Mura that Keith had taken ill in mid-November and had undergone a serious stomach operation. However, a further note from Keith, dated December 9th, said he was out of hospital and recovering well.]

MAY 1998

"I will still receive chemotherapy throughout June and so far have had very few side effects from it. We greatly appreciate the prayers, support and concern of our dear friends around the world"

"I entirely agree with your adverse reaction to the latest Meccano sets from France. The only excuse for these one-model sets is the hope that these modern, up-to-date models will attract new customers. But, as you rightly point out, this will backfire when the young builder tires of the model and wonders what to do next. In the old system he had a manual that presented him with many choices and even enticed him to buy an auxiliary set so that he could have enough parts to build larger and more interesting models. That policy certainly hooked me, as it did many others."

"I recently bought the X-PLOER with the intention of using it to show how limit switches work. This is for a series of articles for 'CQ' (Constructor Quarterly) on the subject *Meccano and Electricity*, directed to those who are afraid of volts and amps. I fitted two micro-switches along with two diodes so that the motor automatically shuts off at either end of the travel of a long threaded rod.

Critical though one is of the series, one has to admit that the models are well designed and have an appeal. New parts are introduced such as the 2¹/₂" gear with threaded boss. And an assortment of parts comes out in new colours such as fluorescent orange. This multiplying of colour finishes, however, could be a problem when one takes apart a model and tries to incorporate the parts into an entirely different model, possibly producing a patchwork effect. Pity the poor designer at Meccano headquarters trying to design models that will appeal to a wide range of potential buyers and yet be financially viable."

NOVEMBER 1998

"It is always a real joy to hear from our good New Zealand friends. We keep in touch with Mike Stuart in Hong Kong and heard from him early in the year. We also had a very welcome letter from George Ovenden."

"We much enjoy your Bits and Pieces. I can well believe the number of parts involved in your Harley Davidson. These 'small' models are merely small in overall size and not in complexity and care of assembly; they are also often as rich in detail as the much larger models, sometimes richer. It can be harder to build a small model which has its own problems peculiar to its size. How to incorporate the details so that they are not out of scale, and how many complex details to include such as steering, motorising and suspension."

"Large and super-large models also have their problems. How to make their component parts in proper proportion; how to make them rigid; how to avoid excess strain on gears and axles; how to avoid having them topple over in the middle of an exhibition. And of course where to get the vast number of parts; how to transport them to the hall and how to dismantle and reassemble them easily."

"We seem to be in for a sparse Meccano period in the USA. Irwin Toys of Canada has taken over distribution but they are said to have a poor reputation. So far there have been no new sets here in the Tampa Bay area. The 'latest' is an old Evolution 4 dressed up to look like a 'Special Edition' Erector set. This is a good way to kill the system in this country."

"Meanwhile I get lots of fun over demonstrating Oscar Fontan's wonderful Coal Loader/Unloader and plugging away at my *Meccano and Electricity* series. I would appreciate any comments you have on the articles. Some like them and some don't."

[Keith passed away at Easter, 1999, and his death was felt throughout the Meccano world. Few have contributed as much as he did to our hobby. It was one which Keith loved and gave much to. I hope these extracts from his letters will encourage Meccanomen to model better and to write about their models].

Lloyd Spackman

Meccano Bedside Lamp

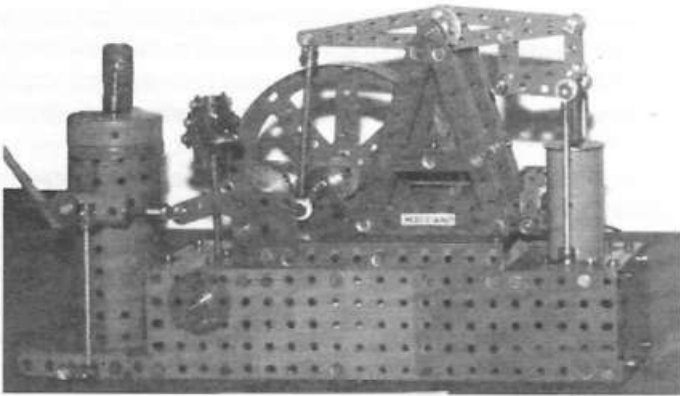
By Neil Pluck, Greymouth

After counting, cleaning, and categorising the Meccano; Grace decided to make a stand for our bedside lamp which turned out to become as it is today; a fully functional light. The lamp started as a ceramic bed side lamp that was not high enough. Grace made a stand for it which surrounded the base and made it easier to switch off and on.

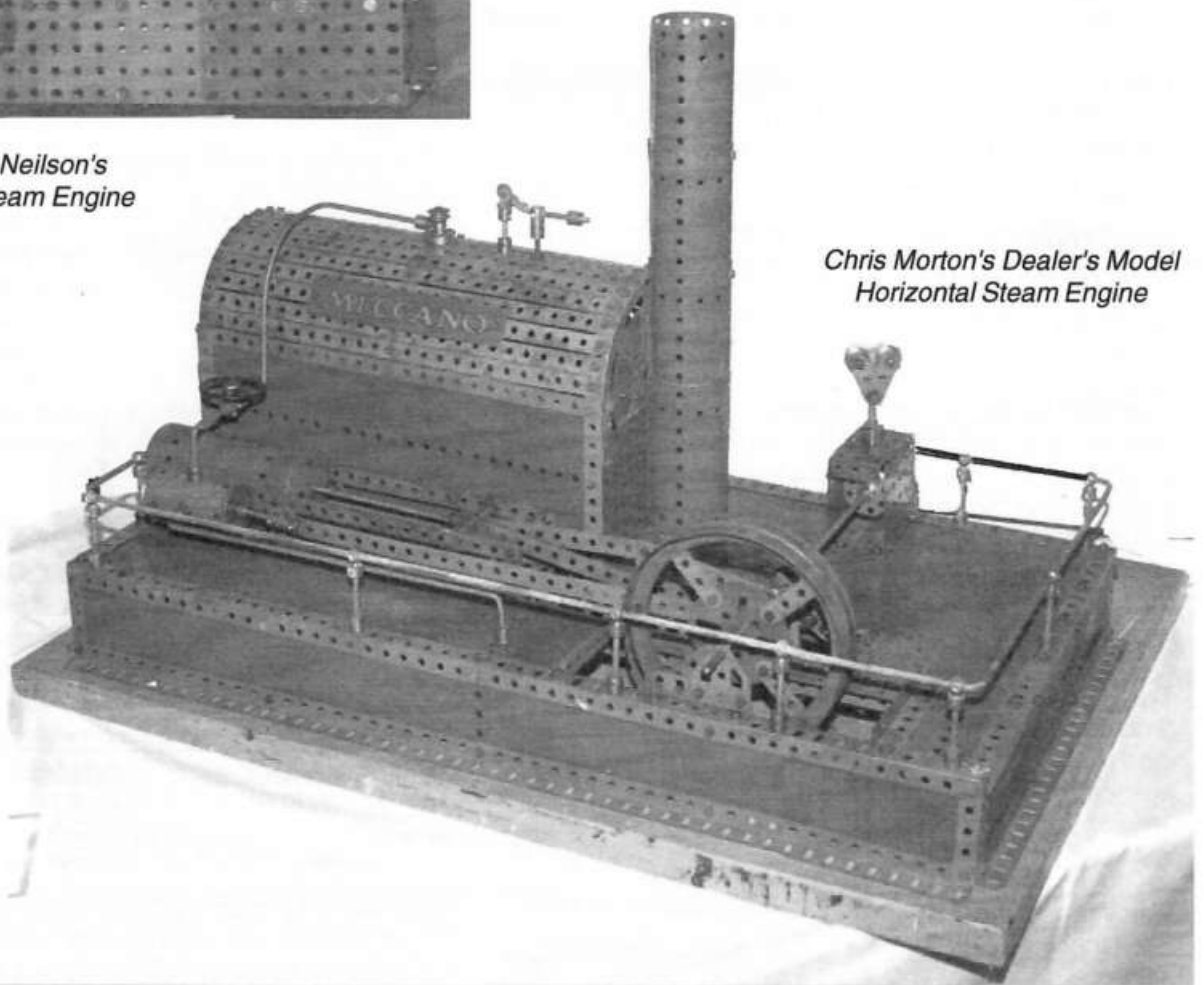
The lamp didn't look right with the original lamp shade so Grace made a new Meccano shade for it. With the weight of the new shade, the ceramic base broke. So out came the Meccano again and Grace filled in the centre with different shapes to replace the ceramic base. We ended up with this very interesting lamp of shapes and colours and of course, with the light on, there is the Meccano part shadows all over the room. This was Grace's first major model with approximately fifty hours of work involved.

(For a photograph of Grace's bedside lamp, please refer to the June 2001 magazine, page 3)

The Only Wheels these Steam Engines have are Fly-wheels! More Model Photos from the 2001 Convention.



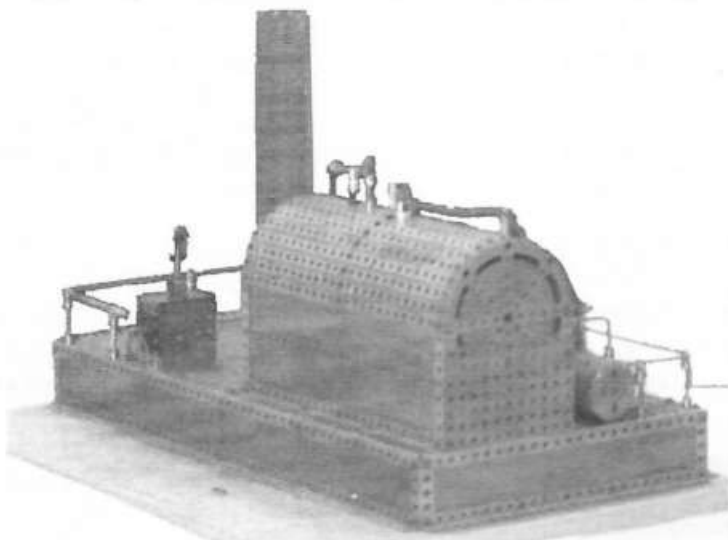
*Bruce Neilson's
Watt's Beam Engine*



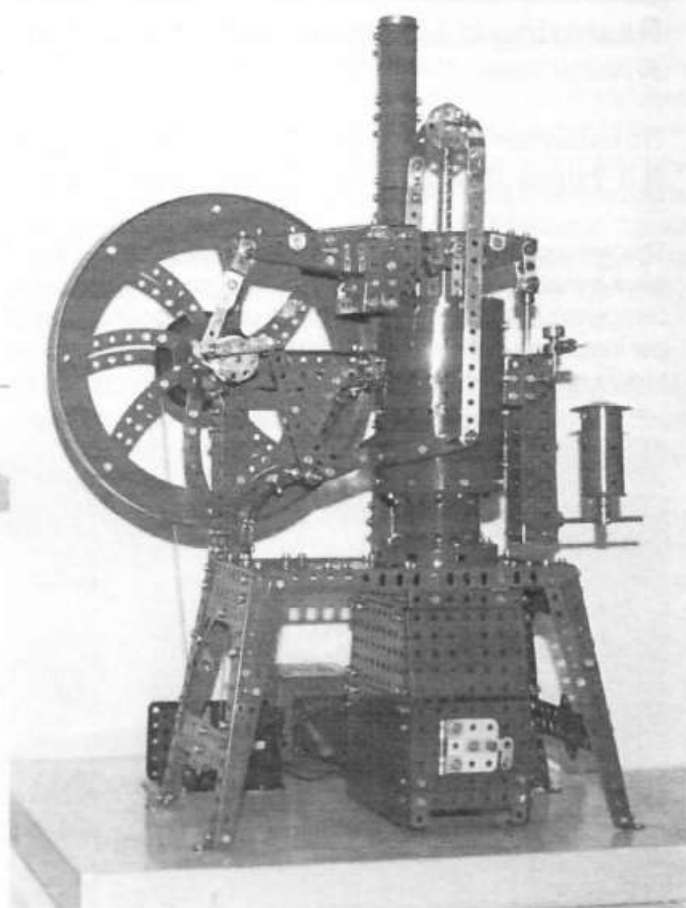
*Chris Morton's Dealer's Model
Horizontal Steam Engine*



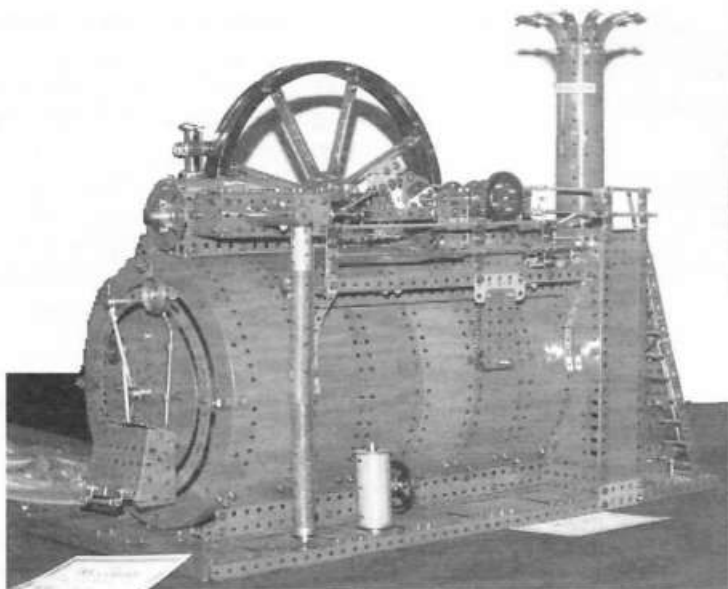
Robin Rye's Showman Traction Engine and Stinky (This one does have wheels)



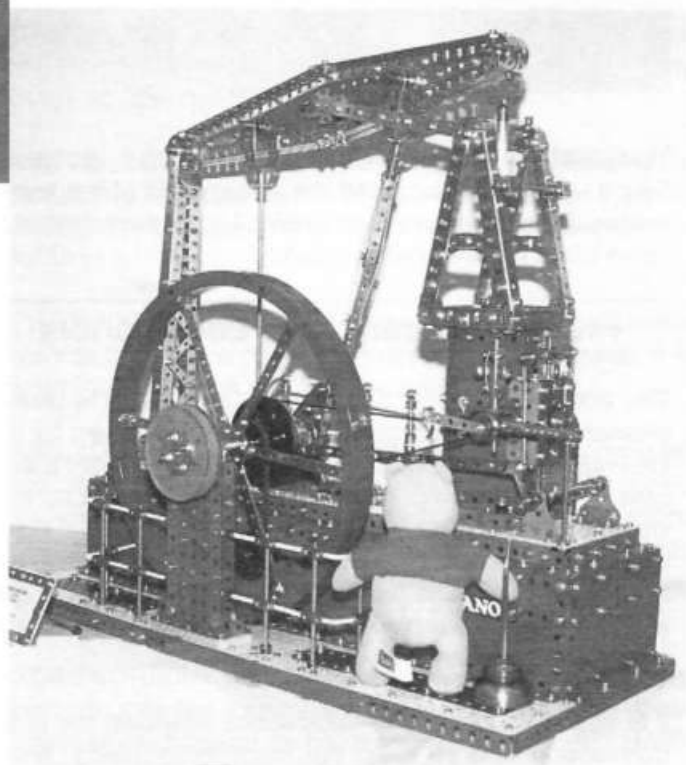
Neil Pluck's Steam Engine



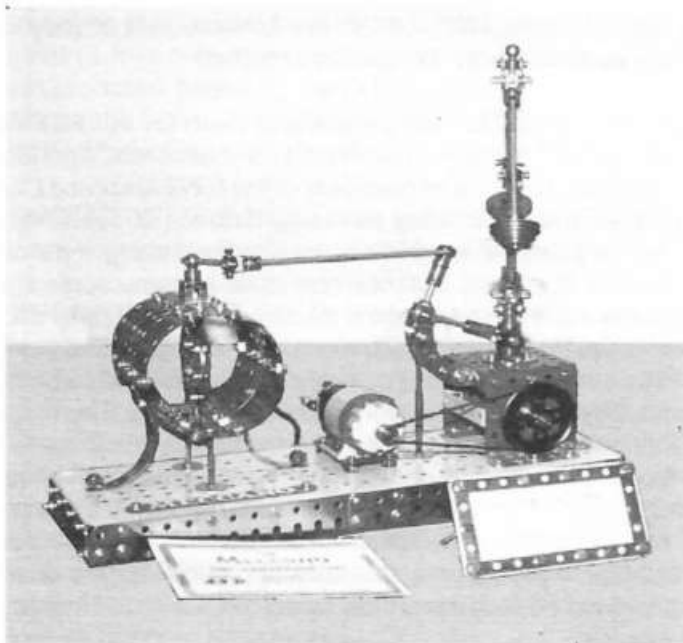
*Neil Carey's Hot Air Engine
(Would have gone well at the AGM!)*



*Bruce Neilson's Steam Engine based on a
Brian Rowe design*



David Wall's Half Beam Steam Engine



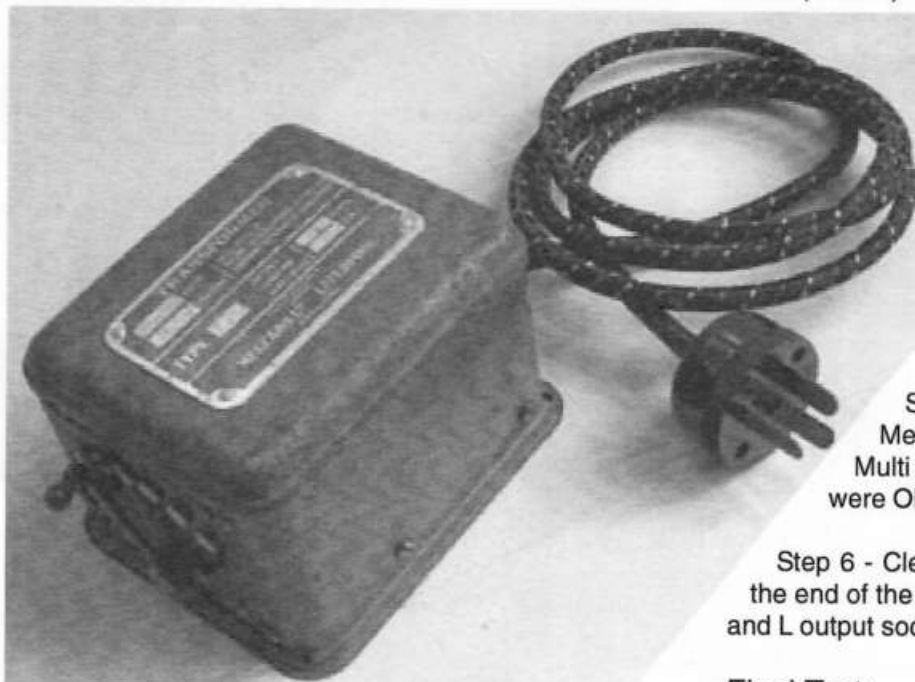
← *David Wall's Watt Steam Engine Governor*

Restoring a Meccano T20 Transformer

By Alistair Tong

Transformer faults as purchased second hand in a 'handy man barn' in Hawera, New Zealand:-

The three pin power plug was hanging open and the screws were missing. ('Sperry', Made in England plug otherwise complete) The blue cotton covered power cord had the rubber insulation perished and crumbly with the red, black, and brown wires bare and touching each other.



Step 2 - Unscrewed the transformer base and removed windings assembly from the case. Carefully cut open the shellac covered fabric (spaghetti) insulation at the power cord connections and found an open circuit on the black wire! Unsoldered the earth connection. The parts were saved for future display and discussion.

Step 3 - Very carefully scraped the shellac off the two input wires that were the transformer winding ends. Mounted a double terminal block onto a plastic piece fastened to one of the transformer through bolts. Fitted bared winding wires to the block using previous wiring positions, i.e. red (active) black (neutral)

Step 4 - Connected new three core textile covered flexible cable to the internal transformer connections at terminal block, i.e. brown to red terminal, blue to black terminal, green/yellow to earth terminal. Used existing Bakelite grommet in transformer casing although it was a fairly tight fit over new power cable. Fitted restored three pin plug to the new power cord.

Step 5 - Tested the circuits with a 500v Megger meter to check the insulation and a Multi meter to check the continuity. Both circuits were OK.

Step 6 - Cleaned the controller (output) terminals on the end of the case by rubbing a twist drill through the E and L output sockets.

Final Test:-

Connected the transformer to an E20R Meccano motor as fitted in Special Model Leaflet No 27 Robot Man. Plugged the restored T20 transformer into the household power outlet. Switched on — success. Away the motor spun and responded to the various controller settings

Restoration process:-

Step 1 - Cut and discarded the power cord at the transformer, saving parts of the three pin plug. Restored the plug using brass electrical screws to suit.

From The President, Lou Nichols

The 2001 New Zealand Meccano Convention is now a pleasant memory and from the feedback received by the Wellington Meccano Club, the event has been rated a success by all those who participated and by the public who visited on the open day. I would like to say a personal thank you to all who participated. Not only to the modellers, but also to our wives and partners. Without their support and encouragement, our biannual convention wouldn't be the very enjoyable event that it has grown to be.

It is now not too early to think about attending the 2003 Convention and so keep the momentum going. MWT Meccano Club have already got themselves into gear and so it is up to us, the Meccano modellers, to now make a firm commitment for Easter 2003 and mark our diaries. MWT have already announced two competitions, the wind driven land vehicle (sponsored by Brian Hickson) and the 15 inch Cube Model (sponsored by Peter Hancock, David

Wall, and Bruce Neilson), so the Convention is already lining up to be a very worthwhile occasion.

Welcome now to our new editorial team for our NZFMM Magazine, namely Bruce Neilson, John Ince, and Bob Prescott. They are all members of the MWT Meccano Club and all live within easy travelling distance of each other. Although with electronic communications being a normal course of events, distance now does become somewhat irrelevant. However, I think all three enjoy meeting each other so there still is something to say for the personal touch. The whole magazine is put together electronically with the final layout sent to the printer in the same way. The magic of putting the magazine together in this way would make a good future article and a way of introducing our printer Carrington Print Ltd. of Feilding. It is quite possible that any one of the three members of the new editorial team may approach you for an article, although of course you do not need to be asked if you have an article or wish to have your say.

BITS AND PIECES

from Lloyd Spackman

FAMOUS HORNBY TRAIN IN TV SHOW: One of Meccano Ltd's rarest Hornby locomotives, the "Princess Elizabeth", in LMS livery appeared on the BBC's *Antique Road Show* on June 10th. This 'top of the range' loco and tender was released in April, 1937, priced at £5 5s 0d. Perhaps because it was so expensive it did not sell well and was withdrawn in 1940. The *Road Show* host said a mint, boxed one should now be worth up to £2500 while a used, unboxed



specimen would be £800 upward. John Cook had his immaculate "Princess Elizabeth" running in the Hornby model railway display at our 2001 Convention.

EXACTO: Exacto is once again being manufactured by Sr. Richini's son, Adrian. Adrian's address is: Sr. Adrian Richini, (Exacto); c/- Sr. Juan Carlos Rovetta; Arce 957 2B, C 1426 BSO; Buenos Aires; Argentina. e-mail: <exacto.ltda@starmedia.com>.

STEAM ENGINES: "Meccano was a constructional toy that allowed the young engineer to design and build his own models. They could be made and dismantled at will, the designs being limited only by the builder's imagination. Meccano even made, from about 1929, its own steam engines to drive these models. Most inter-war steam toy makers produced bases for their steam engines that allowed them to be built in as an integral part of a Meccano set-up. (from 'Model Engineer' No. 4140).

QUOTATION: "Common-sense is the collection of prejudices acquired before the age of 18". (Albert Einstein).

MECCANO IN THE COLD: "I don't know if there are any Meccano-persons in Antarctic waters at the moment, but there is certainly a large collection of Meccano in the store-room of the old cinema at Leith Harbour in South Georgia. The old whaling station had some for the younger hands, presented, I believe, by the Flying Angel Mission. When whaling ceased, virtually everything that was not personal was left behind. I, for one, used to make great use of it during my stay over winter before joining the floating whale factory ship "Southern Harvester". I was 15 at the time. (Reg. Hall on Spanner Newsgroup).

METALLUS: This German engineering firm bought Märklin Metall when its parent company closed down that part of its operations. It also bought the Dutch Temsi when that closed last year. Metallus is expanding its metal construction system which is based mainly on Märklin but with many new parts. They call it "The Young Engineer". It is therefore compatible with Meccano, but a snag is that Metallus thread sizes are different. They have appointed Dave Taylor as their UK agent. Some Metallus brochures were sent to NZ Meccano modellers a few years ago.

CLIPS TO COAL: One use for a large supply of metal spring clips is to use them as coal in a locomotive tender. Put a small magnet underneath to keep the layer of clips in place.

WHAT'S IN A NAME ?: While the origin of the name Meccano is obscure, the names of other systems are more clear. Märklin, of course, is a family name. Lego's name is derived from two Danish words, "Leg" and "Godt", meaning "to play with".

SPROCKET CHAIN: Metallus is quoting DM7.95 per metre for new belt chain like Meccano's P/N 94. UK dealers are quoting about 3.50 pounds a metre. MW Models is evidently out of stock but Dave Taylor says he has plenty. Converted to NZ\$ those prices would be approximately NZ\$ 8.60 from Germany and NZ\$ 12 from the UK, plus freight, etc. in each case. Metallus also sells roller chain like Stokys for DM19.40 (NZ\$ 21) a metre.

OZ COMPETITION FOR MECCANO: Before and after WWII, there were in production in Australia about 14 Meccano type construction systems. Only two lasted for any length of time and Meccano outlasted them all. (Tony Press on Spanner Newsgroup).

MATTEL LOSES MONEY: Mattel, the world's leading toy maker, has reported losses of US\$ 4.9 million for the second quarter of 2001. Mattel held the New Zealand agency for Meccano in the 1990's.

THE VINTAGE 1926 SET 6: This set is still for sale. Details were published on page 20 of our April, 2001, issue. It is worth having a look at if you are near Tawa.

ARE YOU SINISTRAL ? Very helpful if the bolt is on the left side of your model. An engineer who was a foreman during the last War says it was very handy having a left-handed chap in his team. He could work alongside a right-handed colleague without each getting in the other's way. Better still, if you are ambidextrous.

SCREWDRIVER WARNING: The "Mechanic" metal construction sets (no country of origin stated) on sale in Warehouse stores have on the box a notice - "MIND THE SHARP EDGE OF THE SCREWDRIVER". That's something I have never worried about with our P/N 36.

SPANNER REPORT, AUGUST 2001

By William Irwin

The use of email from the Spanner group is acknowledged.

Although many Meccanomen were away attending Skegex, or on their summer holidays in the Northern Hemisphere, there was nevertheless a surprising amount of Spanner activity during the past two months. Paul Dale, who runs the Spanner list server from Brisbane in Australia, reports a current Spanner membership of a little over 250, which shows a slow but steady increase.

Needless to say the Skegex centenary exhibition in UK dominated the discussion both before, during and after the show. Several Spanners shared their impressions with us and pictures of some of the magnificent models were made available on-line by John Thorpe <www.thorpes.demon.co.uk/skegex01> and Michael Adler <<http://users.actcom.co.il/~anthias/>> on their respective web sites. Another very interesting thread, started I think by Joe Attard, is the "Location and Age" of Spanners. There has been a deluge of potted biographies of Meccanomen from all over the world, which makes fascinating reading, and well worth keeping for future reference. Allied to this thread is the "Your First Model" thread started by Anthony Els. I wonder if Anthony got the idea from our recent Wellington NZFMM convention where participants were asked to build their first model?

Rob Beijersbergen contributed a valuable tip to restore crumpled and bent transparent plastic plates. He clamps a bunch of them between two metal Meccano plates of the same type (preferably without a central hole). He then puts them into water from the hot tap (about 80 ° C) for half an hour, and then cools them under the cold tap. They are then as good as new.

Anthony Els tried out the idea of using a ball bearing between two fork pieces instead of the usual spider and shoulder bolts in a Universal Joint. He got the idea from *Meccano News* #184. This idea was originally suggested by Jack Brown in IM 16, Sept 1995 as pointed out by Philip Webb. Anthony produced a lovely CAD picture of the universal joint and comments as follows:

"It uses a standard Meccano ball bearing, and works amazingly well as a universal, supporting large torques and running smooth and quiet. No screw heads are facing outward, with the outside diameter almost that of a standard boss, allowing use in compact spaces. Minimal free play. It requires a bit of fiddling to assemble properly, especially getting the squished forks concentric."

The humble spring clip elicited a lively discussion after Anthony (Manchester) inquired as to what he could do with a box of 559 spring clips. Some replies were as follows:

Tim Gant:- They make good Meccano coal in the tenders of locomotive models. I retained them using an Elektri kit magnet.

Lynn Krause:- I find them useful during building/tinkering when I am repeatedly assembling, disassembling, adjusting, etc., because they can be clipped on and off without the

need to "unstring" all the parts on the axle.

Anthony Bolton:- Looking at the back page of Holy Trinity 'M' Club's Newsletter for Spring

2000, there is a 'doodle' with eight Spring Clips mounted on suitable bolts on a Gear Wheel. One arm of each Clip bears down on the shoulder of the next. Each of the other arms engage a centrally mounted 19 tooth Pinion. Result, a ratchet with a possible $8 \times 19 = 152$ stops or engagements per revolution (see picture, provided by Philip Webb).

Tony Press:- I have found a use: for attaching an Angle Bracket to an Axle Rod. Put the loop of the Spring Clip through the slotted hole facing out and push the Axle through the loop. Depending on the Clip and the Angle Bracket you may have to curve the Bracket slightly and you will possibly break a Clip or two, but with 500 odd at your disposal, who cares. Why do this? you cry. Well my tramway overhead 'wire' is an Axle Rod attached to another support Rod at right angle on the tram post, with the Clip method and a Collar attached to the other leg of the Angle Bracket it works a treat.

Anthony Els:- One application is compact non-reverse mechanisms. I think the original idea is "Meccano parts and how to use them". A 15t gear might be more suitable. Spring clips are counter sprung using an elastic band on the free holes of the flanged wheel. Use narrow spacers liberally where required. (Anthony has again provided a fabulous CAD picture!).

Chris Bourne:- Mike Gleen's model-in-progress of Babbage's Difference Engine No 2 uses dozens of spring clips arranged in spiral formations on axle rods (the lugs of the spring clips acting as cams).

Greg Rahn has the final word:- I am the collector that has cornered the market in spring clips!..... They were Meccano factory originals packed in clear plastic packets of 24. The vintage is the 1960's and 1970's.....These packages are packed, 500 at a time, in cardboard boxes! I have 4 of these boxes! 20,000 clips! That is why everyone that comes to visit the Cochrane Meccano Collection can't leave without a handful!!! You have no choice! Its the law!

Model Building

Anthony Els requested details of which models were currently being built by Spanners. This produced an avalanche of replies, from a tumbler to clean brass parts by Alastair Tong to Servetti's Fantasy Factory by Les Pattison (also built recently by John Hansen for the NZFMM 2001 convention). Phil Grover was struggling with Michael Adler's grasshopper clock, as was Tony Brown with trying to understand the model plans for Bert Love's grandfather clock. At least 3 models are being built in my favourite 1978/79 dark blue/yellow colour scheme, namely Richard Payne's Daf 8 wheeled lorry, Paul Dale's double flyboats, and Howard Somerville's River Don engine and rolling mill. George Illingworth pointed out that there are really two camps in the Builders' World: those who rise to the challenge to originate models either from real prototypes, or from weird imagination, and those who rise to the challenge to understand instructions in order to recreate models originated by others. Of course many of us have a foot in both camps.

Bruce's Choice From Around The World

by Bruce Neilson

Meccano & Erector Club - Second Quarter 2001

Pick of the articles - Table Only Meccanograph by Nigel Pope.

Most of us have built a Meccanograph at one time or another but this one is slightly different. Start with the parts from a Space Base set, fix the pen permanently in place and make the table move with the assistance of the MO electric motor through some simple gearing. A fast movement swings the table around inside the Flanged Ring (167b) and a slower motion turns the table on its own axis.

Johannesburg Meccano Hobbyists Newsletter - May 2001

Pick of the articles - The 2001 New Zealand Convention by David Feinstein.

David has done us proud with his coverage of the Convention with lots of photos, and complimentary words. His tour through Melbourne, Wellington, South Island, and Sydney gave him the Grand Tour and happy memories.

Model Plan 128 - Coles Six Ton (Dinky Toy) Mobile Crane - May 2001

by Tony James.

A Set 10 plus, with a PDU or Decaperm electric motor builds a 1/8th scale model based on the prototype and the Dinky Toy Model No 571. A substantial built up 5½" ball bearing turntable holds the superstructure securely to the wheeled chassis. The model features four levers to give forward and reverse to lifting, derricking, slewing, and drive to road wheels, working steering, and a panic clutch. There is plenty of detail as well as "play" value in this model for real Meccanomen and all packed into a model which measures approx. 13" high (excluding the 30" jib), 13" long, and 12" wide. The Model plan contains 16 coloured pictures (4 pages), 11 pages of line diagrams, 15 pages of text, and 1 page of parts list (708 P/N 37c Nuts).

Model Plan 129 - Rotating Big Wheel - May 2001

by Roger Little.

This model requires a baseboard 32" x 24", is approx. 40" high, uses 1535 x P/N 37c Nuts, and 4 x P/N 167a Large Toothed Quadrants. Two electric motors, one to rotate the wheel and the other to rotate the whole structure are needed. The stomach churns at the thought. The model is mounted on a substantial Meccano base with stairs. 15 coloured pictures (8 pages), 6 pages of text and 1 page of parts list comprise the Model plan.

Model Plan 130 - Shortt Hit and Miss Synchronometer - May 2001

by Michael Adler.

This model is for the advanced Meccanoman who is prepared to read the instructions carefully and has an understanding of clock theory, pendulums, minor electronics and

has already built Meccano clocks. In saying this, I must congratulate Michael Adler on an exercise in Meccano which reproduced the pre-eminent pendulum clock that powered the world's observatories from 1922 to the introduction of the atomic clock. A massive Model plan containing 5 pages of pictures of the prototype, 34 black and white Meccano pictures (19 pages), 28 line diagrams, 20 pages of prototype text, 27 pages of Meccano building text instructions, plus indexes, bibliography, and parts list (300 P/N 37c Nuts), is what you get for your money.

Model Plan 131 - Terex 100 To Mine Truck - May 2001

by Ralph Rigg.

A Set 10 plus some 15mm copper pipe and 13mm brass tubing and thin washers are needed for this model. 16" long, 8" wide, and 7" high makes this a compact model but it features gearbox (3 forward, 1 reverse), differential, rear suspension, steering, and a tipping body using simulated hydraulics. The actual tipping is by Crank Handle and Sprocket Chain. The type of motor is not specified but the space under the bonnet looks like 11 holes long, 7 holes wide, and 6 holes high which is reasonable for a cylindrical motor. 3" Pulleys are used as wheels. This model looks the part and has plenty of super-detail. 13 coloured picture (8 pages), 1 page prototype pictures, 3 pages of text, and 1 page of parts list (323 P/N 37c Nuts) comprise the Model plan.

Model Plan 132 - Noel Ta'Bois' London Trolleybus - May 2001

by Mike Edkins, Ken Wright, John Bridger and Roger Wallis
This model started back in 1946 and has been built and improved by a number of master modellers which perhaps indicates that good models never die, they just get reincarnated. If you have the hankering to build a double-decker trolleybus, this Model plan will take you by the hand and lead you to success. The 20 pages are all in black and white and contains 14 photos, 21 Isomec line diagrams, and considerable detailed text (1380 P/N 37c Nuts) and parts list. The model is mainly strip and plate for the body and interior, with double differentials at the rear tandem axles, front wheel suspension and steering, and a motor of your choice. The model measures 31" long, 9" wide and 19" high.

Model Plan 133 - Iron Duke - GWR 4-2-2 Locomotive - June 2001

by John Ince. (Associate editor of NZFMMM).

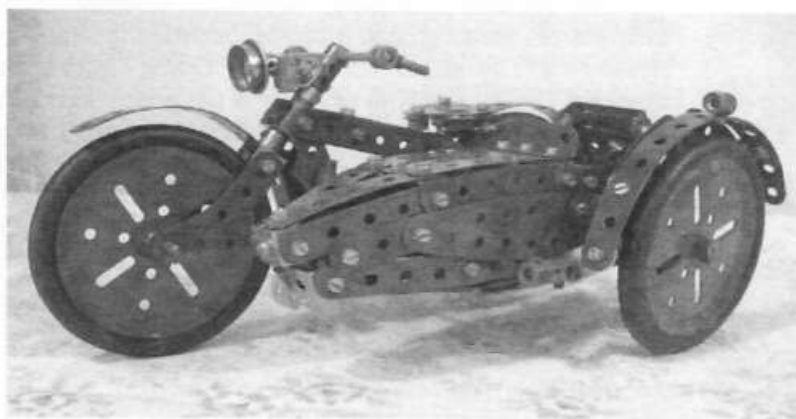
This model appeared in the flesh? metal? at the 2001 Convention and for those modellers who fancied building the model themselves, John has completed the model building plan. 28 pages of coloured pictures (9), black and white shots to clarify tricky bits, parts list, and plenty of text makes up a solid instructional model plan. Jigs are described and recommended in the assembly. The modeller who has the equivalent of about two No 10 sets (1400 37a) and 1.5 metres of table space, should have little difficulty in completing this Meccano model. Use of some black coloured Meccano parts will reproduce the grimy fireman and the sooty driver to properly man the locomotive.

Auckland Meccano Club Meeting Report, 11 August 2001

Report and photographs by Peter Hancock

Report of the Auckland Meccano Club meeting held at the home of Neil and Eileen Carey, Hillsborough, on the afternoon of Saturday, 11 August 2001.

On a rather wet and overcast day, 13 club members, wives and partners assembled for our quarterly meeting. The weather was soon forgotten in the warmth of fellowship and discussions that were enjoyed by all over the next several hours, which was then capped off with a sumptuous afternoon tea.



We were pleased to welcome Hans Ponse who was attending a club meeting for the first time and we hope that we have convinced him to become a regular member. There were not as many models on display at this meeting as we have come to expect and there were various excuses given by individual members for this shortage. There were several models that we have seen before on display but we noted that they were operating very smoothly with various modifications and adjustments that had been made since we last viewed them.

David Wall had his beautifully crafted 'Grass Hopper' Half Lever beam engine running to perfection. David admitted that it had taken him some 6 months part time to craft this model for which he used plans taken from Stewart Turners Catalogue of model plans.

William Irwin had an interesting find recently and had this Number 2 (Motorised) early 1975 set on display. This set was still shrink wrapped when William managed to obtain it. The set and its packaging were of real interest as yet again there were a number of parts enclosed that were not exactly as one would have expected. Paint colours and finishes and even the polystyrene packaging were unusual. William had several books and magazines on show but the most interesting item was the 'Torque Amplifier' he had built copied from a model recently completed by Michael

Adler which in turn was based on a design by Tim Robinson. William is following up on the Differential Analyser that has been rediscovered at MOTAT recently. William has prepared an article, which he is expecting to be published in this magazine in the near future on this sadly neglected device. Michael Adler had been very interested in this unit when he visited Auckland recently and this had prompted him to build the 'Torque Amplifier' unit (that William copied) on his return home after his recent trip to New Zealand.

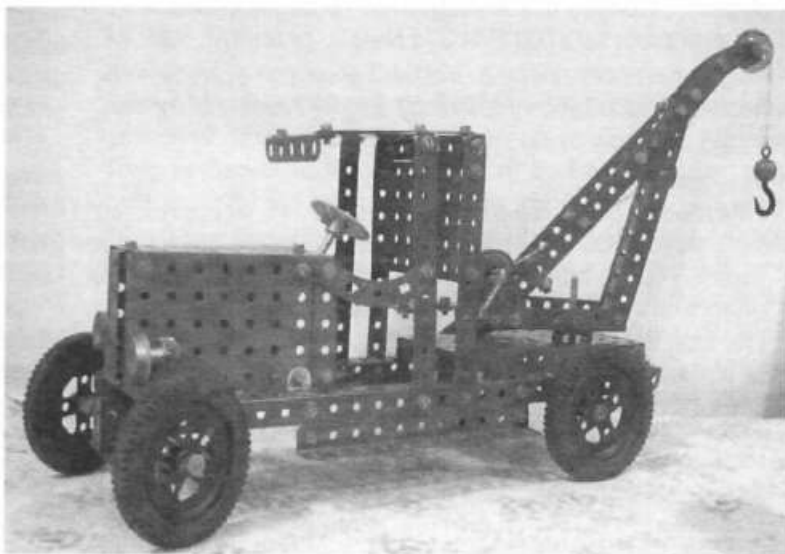
George Ovenden displayed a breakdown tow truck based on one featured in the July 1930 Meccano Magazine. This is a nice model.

John Denton had a lovely motorcycle taken from a number 9 set of the late 1920s vintage and an army scout car built from a 1972 Army Multi Kit. Both models were well presented.

Neil Carey had his Ryder Ericsson Hot Air Pumping Engine on display and this model is now well run in and running very smoothly.

Graeme Wrightson had a Mill steam engine based on a Number 3 set on display and was showing son Kegan's steam engine and pit head gear based on a model from a 1960 set 2 manual and wheeled mobile crane from an evolution 3 set. It is heartening to see a young lad showing real interest in our hobby.

The next Auckland Meccano Club Quarterly meeting will be held at the home of George and Joan Ovenden at 19 Richards Avenue, Milford at 2.00pm on Saturday the 10 Nov. 2001.



MWWT MECCANO CLUB

Meeting Report for 4 August 2001

The antique show and tell featured Favourite Tools either Modified Meccano or Non Meccano. The tools on

show highlighted the shortcomings of the official driver and spanner. The following ideas were presented: Longer shafts for screwdrivers/Allen keys; ball ends for Allen keys with hardened tips from industrial tool suppliers; screwdrivers with some kind of grip to hold a bolt at an awkward angle; spanners extended with strips; and spanners ground and bent and folded and blue tacked to hold a nut. The unusual items included locking forceps, flat square nose pliers, bicycle spoke spanner, and a wooden stick with double sided Sellotape.

The model for the meeting had been set at any model containing the Fan P/N 157 and we had a pennant using the fan as a base, a Christine Rankin look a like with his stylish earrings, a mechanical horse with a cooling fan, a Krazy Kar from 1936 with air conditioning, a flower pot in full bloom, a windmill; and a Caterpillar Diesel Generator on skids with the Fan doing its normal function.

The Model Tour also produced a variety of exhibits reflecting members interests and expertise.

Viv Alexander had French sets 1, 1A, and 2A from the 1950's still with most of the brown paper wrappers intact and inside the boxes, beautiful gold and blue parts strung in their pristine glory. Mutterings of time travel were expressed.



Viv Alexander and Bruce Neilson Checking out Tom Pittams's Crane

The calendar industry is producing some nostalgia art with pictures from the 1930's featuring such things low level loaders at the docks, steam trains, etc. which had Daryl Anderson twisting the agent's arm for a free sample. Don Blakeborough showed a dealers parts chest display card which had suffered fading from too much sun to produce a new range of colour for the parts.

Bruce Geange had his Aeroplane Constructor No 1 on display and then showed no less than six replica Digger Buckets he had made (see advert Ed.). These Buckets are built to the highest standards and Bruce's retirement is being put to good use. Refurbished Clockwork Motors are also on show.

John Ince celebrated the publication of his third Model Plan "Iron Duke" (see front cover Ed.) with the model presented in the metal and a copy of Model Plan 133 (also a first by being printed in NZ).



John Ince's Iron Duke goes belly up for all to see!

Tug of War was on the Wellington Meccano Club's (WMC) mind when Simon Moody (who has a foot in both camps) showed three models that WMC had produced at their last meeting using the larger Clockwork Motors with unrestricted design. The net result was plans for an inter-club Tug of War competition on the carpet in February 2002.

Lou Nichols produced a Lego catalogue which showed parts which were very similar to some new Meccano parts and photographs of the 2001 Convention from Don Flowers.

Retirement is also working wonders on Tom Pittams who no longer has any excuses and demonstrated a neat Dock side Crane complete with motors.

The Model Plan of the Coles Crane is being tackled by Lloyd Spackman who had the chassis on display. Alterations had been made to accommodate more than one motor. This model is intended to be built within a No 10 set and some of Lloyd's parts were seeing the light of day for the first time.

Our Annual General Meeting voted Tom Pittams in as the new Chairman, Bruce Neilson as Secretary/Treasurer, and Paul Vodanovitch as Model writer. The 2002 calendar was discussed with a change of meeting day to be considered. We also welcomed a Meccanoman visitor; Ian Stuart from Washington State, USA who for some strange reason, went home with less money and more Meccano than he arrived with.

(Photos by Daryl Anderson)

Wellington Meccano Club Meeting Report 1 June 2001

by Laurie Webb and Bryan Jones.

On a frosty Friday night a small group of three members gathered at St. Lukes Church Hall. After an hour when it had become apparent that there were going to be more apologies than attenders, the meeting adjourned at 8.25 p.m. to Laurie Webb's residence in Miramar and continued in rather more warmth!

Further comments on the success of the Convention had been received in a conversation with Doug Harris of Auckland. He had enjoyed the idea of having a non-public day so that exhibitors could be free to appreciate each others' efforts.

The main part of the evening was on the tug o' war challenge proposed by the MWT Club. The group proposed that we hold our own competition at the next meeting, and set the following guide lines for entries:-

1. The motive power to be a No 1. Clockwork Motor (current version; 6 holes x 8 holes plate size).
2. Wheels and tyres to be Meccano parts only (no ashtray tyres etc.).
3. In a pre-tug test the model must be capable of travelling 2 metres on a smooth wooden floor.
4. No modifications must be made to the model (e.g.. changes of gear) between the pre-tug test and the tug o' war.
5. The tug o' war will be between two opponents on a smooth wooden floor, and the winner will be the model which pulls its opponent 250 millimetres from a starting mark.

Consideration of these points kept the meeting going until around 11.35 p.m.

Wellington Meccano Club Meeting Report 3 August 2001

By Bryan Jones

After a small gathering in June, where the meeting at St. Lukes was abandoned in favour of the warmer confines of the President's residence, it was pleasing to see a larger number of ten members gather for the August meeting, with two apologies also received.

Items displayed:

Bryan Jones: Tug o' war entry dubbed the "Teutonic Tractor", running on Part No. 331n tyres, and with bodywork made up to resemble a Volkswagen- definitely the most stylish of the entries, if not the best performer!

Simon Moody: Tug o' war entry running on 6x 2 inch pulleys with tyres. This had a good grip on the ground and proved to be the best at towing. Simon also brought the beginnings of his next crane project; a Supermodel Railway Breakdown Crane.

Lou Nichols: Chair-o-plane powered by Magic motor, borrowed from Bruce Neilson. Lou is building a copy of this rather nice little model, and intends to replace the six chairs with two of his own design, plus two horses and two aeroplanes.

Brian Peterson: Plastic Meccano helicopter, one of the kit series sold about five years ago. Brian had also been experimenting with some plastic roller chain he acquired, and found it to be exactly the same design as the Meccano Caterpillar Track chain. He has spliced his chain into the Meccano chain, and has been adding track pads made of wood and painted to match the Meccano Track.

Lloyd Spackman: Chassis for a Coles 6 Ton Crane. He is building this model from Modelplan 128, and it already looks very interesting, with working steering and transmission, and a built-up roller bearing to be fitted in the turntable. Lloyd also showed a small, but cleverly made tractor unit, a truck designed by Nick Rogers and published as part of his Transport Fleet.

Laurie Webb: Tug o' war entry running on 4x 3 inch pulleys with tyres. This also gripped the ground well, but stalled when matched against the other two entries.

The June gathering drafted some rules for a tug o' war competition, and three members rose to the occasion by providing models for trial. The models were checked for compliance with the rules, and after some discussion on the nature of the surface to be used, it was decided that both a Formica table top and the carpeted floor would be used. Much winding of motors followed, and a chain with hooks at each end connected the entries. The results were similar for both surfaces; Simon's tractor steadily towed each of the others away. Laurie's tractor even suffered a bit of "gearing slip" under the strain, and Bryan's Teutonic tractor proved too light on its feet and left tracks in the carpet.

A discussion of the rules repeated those which had been drafted at the earlier meeting, with amendments:

- Tractor to be powered by a No 1 Clockwork Motor (6 hole x 8 hole frame).
- Meccano parts only to be used, especially in regard to wheels and tyres.
- Tractor is to travel a minimum of two metres on the short pile carpet of St. Lukes church floor when not towing.
- A tug o' war will follow where the winner will be the entry which tows the other contestant 150 mm from the starting position.
- No modification to an entry will be allowed between trials e.g. changing of gear ratios etc.
- There would be no weight limit on entries, it being thought that the requirements of the third rule would limit how far a clockwork motor could move a model over a carpeted surface.

Simon was to attend the MWT Club meeting the following day to suggest a combined meeting and tug o' war competition.

Correspondence was received from the MWT Club, with favourable comments on the running of the Convention and the enjoyment of it by their members, and from the organiser of the Karori Festival on 20/21 October, inviting our participation.

Laurie had a 6 volt Electric Motor for offer, property of a work mate who was otherwise going to give it to a museum. It was not working and needed a bit of cosmetic restoration, but some interest was received.

Lloyd played a tape of a radio interview from the National Programme between Kim Hill and Sir Harry Kroto. Sir Harry, a chemical physicist, was recently quoted in newspaper articles as blaming the demise of British engineering, science and technology expertise on the replacement of Meccano interest by Lego. When questioned he explained that he had nothing against Lego as a product, but that it only taught the skill of putting bricks together in a building structure, whereas Meccano taught a much wider range of engineering principles. The familiarity with those principles had, in his opinion, been lost.

The meeting concluded with the usual supper and chat at around 10 pm. The next meeting is set for Friday 5th October, although this date may be subject to alteration

Digital Camera Photographs

by John Ince

When photographs are to be published in the NZFMM magazine, a high quality image is required. My comments in the April magazine were mainly related to conventional film cameras but digital cameras also need to be used with care.

For publication, conventional photos are scanned at a minimum of 300 pixels per inch. Many modern scanners have a much higher resolution but the 300 x 300 is quite satisfactory and produces a printed image of good quality. Those photographers using digital cameras should make sure that they set them to the best resolution in order to get a picture good enough for printing. This will, of course, use more camera memory and thus limit the number of shots that can be stored.

Do not judge the photograph by the image you see on your computer screen. This will have a resolution of 72 x 72, quite inadequate for printing. An example of such a photo may be seen in the June magazine, page 8, Brian Hickson's *Chipper Loading Crane*. Better resolution shots of this crane were taken but the backgrounds precluded their use in the magazine as vital parts of the crane were not visible.

Provided the photographs are of high resolution they may be forwarded to the editor by email as high quality JPG files. A high quality JPG file of a 6 x 4 colour picture has a size of about 1.4mb; this reduces to 145kb for medium quality but much information is lost.

The composition of a pictures may be improved by zoom-

>>>>>>>>>>

Christchurch Meccano Club Meeting Report for June 2001

By Ian Torrens

Our June 2001 meeting brought along seven members with four models on display. John Crawford had a neat Fire Engine which was 14" long x 8" high x 2 1/2" wide. Quite a presentable effort. David Lang showed us his walking machine again which has four motors now and is walking well. David also had a Stars Wars Trade Federation A.A.T. (Armoured Attack Tank). This measured 12" long x 10" wide x 6" high. The main gun swivels as the tank travels along, looking quite scary. David also had a carton of Lego "Dark Side Developer" kit and the Lego Mind Storms. Both look very interesting. After a pleasant time of general discussions and a good inspection of the models, supper was served at 2130 hours after which the meeting concluded.

Christchurch Meccano Club Meeting Report for July 2001

By Ian Torrens

Our July 2001 meeting was notable for the few members that attended, five only, and for the fact that no models were on display. We hope this will improve in the near future. Graham O'Neill showed an International Meccanoman's Magazine for May 2001, as well as eight A4 pages of Meccano adverts done on his computer. These illustrated new single and multi model sets. Very interesting. As Graham was absent, Doug King brought these along and they were enjoyed by all. Among these papers was the M.W.Models News Sheet for May 2001 which was well received. A Meccano article from the Nelson Mail newspaper was on show and this revealed Don Wilson's six metre long warship as well as Simon Moody's 2.6 metre high shipyard crane. This article also showed Daryl Anderson's roller coaster. Altogether a very good evening which concluded at about 2215 hours.

Christchurch Meccano Club Meeting Report for August 2001

by Ian Torrens

At this meeting, 3 August 2001, eight members were present on a calm mild winters evening. However only one model was on display. A good number of the usual type of magazine were available, being well perused by one and all. David Lang showed the model which was a Lego Saturn Five Rocket on it's launch pad. This measures 24" high by 10" wide and 12" long. An impressive item. Some general news by Graeme O'Neill followed including some articles from the English scene. Most interesting.

The usual discussions occurred with supper being at 2100 hours and the meeting finished about 2145 hours. A pleasant and enjoyable evening for all.

ing in as close as possible using the optical zoom on your camera. The shot should then be framed with minimum of distractions in base and background. The use of light coloured cardboard behind the model to screen out messy backgrounds helps a lot but if you do this, please ensure that the background is complete.

NZFMM MAGAZINE INDEX

1995 to 2000. Vols. 19 to 24

Compiled by Lloyd Spackman

GLOSSARY

AMC =	Auckland Meccano Club
CMC =	Christchurch Meccano Club
MWT =	Manawatu, Wanganui, Taranaki
WMC =	Wellington Meccano Club
CAD =	Computer Assisted Drawing
MM =	Meccano Magazine
MODS =	Modifications
P =	Photograph
TMG =	Transvaal Meccano Guild

	Vol.	Page			
Action Control Set, Trucks (Flowers)	21/1	9	Convention, Auckland, 1999 Organisation	23/1	8
Aeroplane (P) (Bond)	20/2	9	Convention, Auckland, 1999 Prize List	23/3	8
Aeroplane Set No. 1 (Geange)	19/4	12	Convention, Auckland, 1999 Reports	23/3	3
Agricultural Tractor Model (Rye)	19/5	4	Convention, Christchurch, 1995 (P)	19/3	9
Allen Bolt Drivers (Torrens)	21/3	4	Convention, Christchurch, 1995, Prize List	19/2	12
Alternative Parts (Dalefield)	22/1	9	Convention, Christchurch, 1995, Report	19/2	4
AMC, Aug. 1999 (P)	23/5	24	Convention, Feilding, 1997 (P)	21/2	10
Ashley Display 1998 (CMC)	22/3	13	Convention, Feilding, 1997 (P)	21/3	7
Automatic Brake (CAD) (Lake)	21/1	8	Convention, Feilding, 1997 Exhibitors	21/2	9
Badges Circa 1916 (P)	24/4	7	Convention, Feilding, 1997 Information	21/1	12
Ball Bearings source (Ovenden)	20/5	17	Convention, Feilding, 1997 Prize Lists	21/2	9
Bending Strips, Jig (Blakeborough)	20/2	5	Convention, Feilding, 1997 Reports	21/4	8
Bicycle Tyres (TMG)	20/4	8	Convention, Wellington, 2001 Competitions	23/4	17
Big Wheel, Factory (P)	19/3	23	Convention, Wellington, 2001 Preliminary	23/3	13
Big Wheel, Fairground Model (Watt)	20/3	16	Crane Grab Specifications. (Blakeborough)	21/1	14
Billboard Signs (P) (Carey)	22/2	16	Crane Truck, Articulated (P)	24/4	9
Biplane, Aero Constructor Set (P) (Bond)	22/5	1	Crane, Lorry Mounted (P)	24/2	1
Blake, Huffam, Gold Dredge Builder (P)	19/5	11	Crane, Marklin (Spackman)	20/1	7
Bond, Lindsay (Obituary)	22/6	3	Crawler Track for Excavator (Muff)	20/3	10
Bond, Lindsay Tribute (Dalefield)	22/6	20	Cyclist in Mid Air (MODS) (Spackman)	19/4	5
Book Review, "Golden Deeds" (Spackman)	24/2	18	Davis, Frank, Comments on Models	20/4	7
Buchanan, Brian (Obituary)	20/5	3	Display Stand, Rotating, Model (Spackman)	22/4	3
Bucket Wheel Excavator Model (Watt)	19/5	10	Dog Clutch Coupling (MM)	19/2	14
Buggy, Collection Set, Isomec (Croft)	21/2	1	Double Angle Strips, comment	21/4	10
Cameron, Keith, Comments	20/2	10	Dragline, Walking Model (Dalefield)	22/1	6
Cameron, Keith, Letters	23/5	20	Dumper, Construction Site (P) (Geange)	20/3	7
Cameron, Keith, Letters	24/1	10	E15R Motor Modernised (LaCroix)	23/2	13
Cameron, Keith, Letters	24/2	20	Eiffel Tower (P)	20/4	15
Cameron, Keith, Letters	24/3	9	Eiffel Tower, Bent (P)	19/5	1
Cameron, Keith, Letters	24/4	14	Encyclop. of Meccano Parts, (Blakeborough)	19/1	14
Cams (Bond)	19/1	4	Engine, Twin Cylinder (P) (Crarer)	21/3	5
Capital E. Expo. 1997 (P) (WMC)	21/6	10	Excavator (P) (Muff)	20/2	1
Car Chassis, Dealers Model (Tong)	22/5	3	Excavator Details (Muff)	20/2	3
Centenary of Meccano	23/5	7	Exhibition Manual (Ince)	19/6	14
Chinook Helicopter (P) (Spackman)	20/1	12	Exhibition Manual (Neilson)	19/5	12
Chopper Bike, Collection Set 2302	21/1	1	Fairground Models (Anderson)	21/4	3
Christchurch Star visits CMC	23/5	5	Ferguson 35 Tractor Model (Babbage)	22/2	3
Chrome Plated Set 10 (Irwin)	24/3	3	Fishing Rod Grip, Thinning (Spackman)	24/3	10
Cleaning Brass Parts (Redmond)	20/5	17	Flexible Plate Roller Model (Hill)	20/4	10
Cleaning Zinc Plated Parts (Ovenden)	20/5	17	Four Wheel Drive Vehicle (Caravani)	22/5	11
Clock, Astronomical (MM) (Rahm)	19/5	18	Fowler Ploughing Machine (P) (Chandler)	19/4	1
Clock, Electric (P)	20/1	1	French Meccano Sets (Glenday)	21/2	8
Clock, Electric Model (MM)	20/1	3	Front End Loader Model (Ince)	21/6	3
Clutches, CAD (Nichols)	20/4	4	Front Wheel Drive Exacto	21/3	5
Cog Railway (P) (Cameron)	22/3	1	Gantry Crane Model (Watt)	20/2	6
Connection Series Sets (P)	22/4	10	Gear Rings, Internal Teeth (O'Neill)	24/2	22
Convention, Auckland, 1999 (Clarkson)	23/4	15	Gearbox, 2-Speed with 4WD (Flowers)	21/4	14
Convention, Auckland, 1999 (Hancock)	23/3	5	Gearbox, Multipoint (CAD) (Moody/Croft)	19/6	6
Convention, Auckland, 1999 (McKibbin)	23/4	7	Gears, Meshing, non-standard (O'Neill)	24/1	13
Convention, Auckland, 1999 (P)	23/3	1	Geraldine Outing, 1996 (CMC)	20/5	5
			Giant Rocking Horse, Factory (P)	19/4	18
			Go-Kart, Collection Set 2204	21/3	1
			Gold Dredge Model (Huffam)	19/5	13
			Gold Dredge Model (P) (Huffam)	19/2	1
			Gold Dredge Prototype (P)	19/1	1
			Gordon, Ken (Obituary)	22/6	4
			Grab, Single Suspension Model (Moody)	24/2	6
			Grader Model (CAD) (Geange)	23/5	10
			Grader, Junior Meccano (Blakely)	20/4	1
			Gray, Dr. E.C.N. (Obituary)	22/3	16
			Gyroscope Model (Ince)	19/6	13
			Harley Davidson Cycle (MODS) (Spackman)	21/6	5
			Hawera Meccano Club, History (Tong)	24/3	5
			Helicopter (P) (Bond)	20/3	5
			Hercules Transport Plane (P) (Davis)	21/4	6
			Herman the German, Floating Crane	20/1	7
			Hornby, Frank visits Australasia	24/3	11
			Hornby, Frank, Tribute (McAdam)	22/3	7
			Hornby's Grave (Blakeborough) (P)	22/4	17

Hornby's Homes (Blakeborough) (P)	22/4	18	Plotter Model (Watt)	19/6	10
Index of NZFMMM Vols. 12 to 14	15/3	16	Pontoon Crane (P) (Avisenis)	19/3	1
Index of NZFMMM Vols. 15 to 18	19/2	15	Pontoon Crane Model (Torrens)	21/5	3
International Society of Meccanomen	20/1	15	Price List, Gears & Wheels (King)	21/4	15
Isomec Computer Graphics (Croft)	20/3	8	Proctors Meccano Club (CMC)	24/3	21
Jeep with 4 x 4 Chassis (P) (Flowers)	20/3	7	Proctors Meccano Club (CMC)	24/4	15
Judging Models, comment (King)	21/6	12	Purple Meccano Set 1513 (Spackman)	23/5	21
Knotting Mechanism (Muff)	22/6	5	Racing Cyclist Model (Spackman)	22/3	3
Konkoly Models, Index of	24/2	13	Radio Receiving Set, (Meccano)	20/4	18
Konkoly Models, Index of	24/3	13	Reaper & Binder (P) (Muff)	23/4	3
Konkoly Models, Index of	24/4	17	Reduction Gearing for E20R motor (MM)	22/5	15
Large Axle System, Strickland (Watt)	19/4	11	Remote Control for E20R (Torrens)	19/1	10
Life Story of Meccano (McAdam)	22/4	5	Repainting Parts (Neilson)	23/2	3
Liggett, Kelvin (Obituary)	19/1	11	Replica Brass Price List (Moody)	22/1	18
Limited Edition Crane Set (Advertisement)	22/5	14	Replica Parts (King)	22/2	6
Limited Slip Differential (Heathcote)	22/1	15	Rider in the Sky (MODS) (Spackman)	19/4	5
Locomotive, Electric (P)	24/2	1	Right Angle Drive (Croft)	21/1	11
Locomotive, Miniature Model (Heathcote)	22/6	13	Road Roller (P) (Hansen)	20/2	9
Love, Bert, Comments	20/2	14	Road Roller, Mini., Model (Spackman)	19/4	3
Love, Bert, Letter	21/2	8	Rotary to Parallel Mechanism (CAD)	20/5	16
Magic Box Puzzle (Davie)	22/2	12	Rotating Crane Model (Spackman)	21/2	14
Magic Box Solution	22/4	13	Rotorua Rail Expo. 1997 (Jones)	22/1	11
Mascot NMMG Model (CAD)	23/2	16	Screwdrivers (Neilson)	24/1	20
Master Connection Set 0020 (P)	23/1	1	Secondhand Purchases (King)	23/2	7
Master Connection Set 0030 (Hancock)	22/5	10	Sefton Display, 1999 (CMC)	23/3	10
Master Connection Set 0050 (P)	23/2	1	Sets 1998 (Wright)	22/2	8
Matthews, Peter, Museums (Avisenis)	19/6	18	Skegex Report, 1999 (Prescott)	23/5	3
Maudsley Table Engine (Rye)	22/4	16	Skier from NMMG Mascot (Spackman)	24/1	22
Meccano Memories (Davis)	23/2	10	Slip Drive, Light (Spring Clips)	20/5	16
Meccano Memories (McKibbin)	22/1	14	Snowcat Model (Spackman)	23/1	4
Meccano Memories (Slattery)	24/1	9	Snowmobile (P) (Vodanovich)	24/4	7
Meccano Story, Anonymous	21/1	15	Sopwith Fighter Plane (MODS) (Spackman)	24/2	3
Meccano Story, Anonymous	21/4	17	Southern Calif. M & E Club (Spackman)	19/6	16
Meccano, 1997 Sets (P)	21/5	10	Spaceman (CAD) (Roth)	21/6	8
Meccano, Sunday Telegraph (UK)	20/4	9	Special Parts (King)	22/1	5
Meccano's Future (Neilson)	19/4	17	Spray Painting Nuts & Bolts (Symonds)	20/2	5
Microlite, Collection Set 2105 (P)	21/4	1	Square Corners, Pythagorus, (O'Neill)	24/2	22
Mission the Universe Set 4810 (P)	22/1	1	Steam Engine SP3 (Prescott)	24/3	7
Model X, 1997 (AMC)	21/4	10	Steamboat (Dealer) (Bond)	21/1	13
Models, Describing (Cameron)	19/2	8	Steamboat (MM, May, 1971)	21/2	13
Models, Writing Up (Cameron)	19/3	22	Steering Axle, Heavy Duty (Thompson)	22/5	4
Mogul Army Truck (P)	22/5	7	Steering for Small Vehicles (MM)	22/5	15
Motion System Set 9550 (Spackman)	24/4	8	Tangye Twin-Cylinder Eng. (MODS) (Watt)	19/3	18
Motor Cart, Tipping Model (Spackman)	20/3	11	Thrust Bearing (CAD) (Lake)	21/1	7
Motor Cycle & Sidecar (P)	24/4	9	Tower Crane (P) (Jones)	19/4	8
Motor Speed Control (TMG)	24/2	21	Tractor, Crawler Model (CAD) (Geange)	23/4	8
Motor, Black 6 Volt, (Can. Meccanotes)	24/1	7	Tractor, Crawler Model (MODS)	24/1	12
Motor, MO, Mounting (Matthews)	24/1	8	Tractor, Ferguson Model (Babbage)	22/2	3
Mustang Fighter Plane (Malcolm)	24/1	5	Triple Pulley (CAD) (Matthews)	21/1	7
Mustang Fighter Plane (P)	24/1	1	Truck Models (P) (Nichols)	24/4	11
MWT Club Tour, 1995	19/6	3	Truck, 6-Wheel Model (CAD)	24/1	14
MWT Club, August, 1999. (P)	23/5	1	Turntable for Tower Crane (Jones)	20/5	13
Near Miss at Skegex (Hoare)	21/6	13	Uxbridge Expo., 1997 (AMC)	21/6	9
New Zealand Meccano History (Davis)	20/3	3	Wall, David & Ken Gordon (P)	22/1	3
Nuts & Bolts (Partridge)	20/1	10	Wall, David in Australia	22/1	3
Obsolete Parts (Blakeborough)	20/5	15	Washers (Spackman)	19/4	16
Oil Can No. 2, K Type (P)	22/4	9	Watt, Bill (Obituary)	20/4	3
Oil Pump, Grasshopper (P) (Torrens)	22/4	1	Westwood, John, visits N.Z.	22/6	15
Over-run Mechanism (Buchanan)	19/4	15	White Half Track (P) (Flowers)	24/4	1
Paddle Steamer Engine (P) (Watt)	19/2	9	WMC News Sheet No. 1 (Replica)	20/5	9
Parts Pirate (King)	22/3	5	Wright Bros. Flyer III (P) (Covel)	24/3	8
Peter Peryer, Bus (P)	24/3	18	Wright Bros. Flyer III (Prescott)	24/1	3
Plane, Collection Set 2104 (P)	20/5	1	Wright Bros. Plane (P) (Prescott)	24/1	1
Plotter Model (P)	19/6	1			



New Zealand Club Diary 2001

Auckland Meccano Club.

Contact - David Wall Ph 09 478 6825

Meetings at 2 pm on second Saturday every third month.
10 November; George Ovenden, 19 Richards Ave., Milford, Auckland.

MWT Meccano Club.

Contact - Bruce Neilson Ph 06 355 0776.

Meetings at 2pm on first Saturday every second month.
6 October, St Lukes Church Hall, cnr Cornfoot and Manuka St, Wanganui.

1 December, Xmas Dinner at Ohakea - Ring for details

Wellington Meccano Club.

Contact - Lou Nichols Ph 04 973 6177.

Meetings at 7.30 pm on first Friday every second month
5 October (to be confirmed) and 7 December at St Lukes Church Hall, 55 Pitt St, Wadestown, Wellington.

Christchurch Meccano Club

Contact - Graeme O'Neill Ph 03 322 7456.

Meetings at 7.30 pm on first Friday every month (except January)

7 September, 5 October, 2 November and 7 December at St Johns Hall, Cnr St John St. and Ferry Rd., Woolston, Christchurch.

Additional Meccano Contacts

Hamilton - Don McClelland Ph 07 847 4503.

Wanganui - Tom Pittams Ph 06 345 6788

Palmerston Nth - Bruce Geange Ph 06 357 0566

Napier - Trevor Adam Ph 06 843 4837.

Internet sites

International Society of Meccanomen (ISM)

< www.actcom.com.il/anthias/ >

Meccano Webring

< www.meccanoweb.com/meccring >

Articles etc. for the October issue of NZFMM Magazine should be sent to the Editor well before 13 October.

Convention Reminder

19 Months to Go.

New Zealand 2003 Convention.

18-19-20 April 2003.

Community Centre, Albion Street, Hawera.

Organiser - Daryl Anderson.

Email <meccano2003nz@bitworks.co.nz>.

\$200 Wind Power Challenge.

\$800 15" Cube Competition.

Buy, Sell, Auction & Exchange

Advertisements in this section are free

Meccano Replica Parts made by

Jack Parsisson,

7 Meerlu Ave., Frankston,

Victoria 3199, Australia.

Ph 9789 5796, Fax 9785 9365.

Email <jackp@cavva.com.au>

New Price list 22 June 2001.

Buy - Sell - Trade

Wayne Blakely Meccano,

RD 1, Marton

Ph 06 327 6184, Fax 06 327 4184

Buy & Sell

Second hand Meccano as parts or sets.

(SELL - Boxed No 4 set 1960 red/green with manual - NZ\$80 plus post and packing)

Manuals from 1912.

Photocopy service.

Agent for MW Models, England.

Current Sets as available - enquire.

Convention 2001 Photos

Prints are available of each stand at the Convention, plus guests and prize winners at the AGM. Please call me to see if the photos you want are in the selection!

Standard 3 x 5 inch prints are 60 cents each.

You can email me at bryanj@ihug.co.nz or write to me at P.O. Box 3005, Wellington or phone me at (04) 528 3988 - please leave a message if I am not in.

Bryan Jones - Wellington Meccano Club.

Digger Buckets P/N 169 - High Quality Replica

Limited supply. Painted red and boxed.

NZ\$40 plus post and packing.

Bruce Geange, 4 Winchester St, Palmerston North, New Zealand.

Ph 06 357 0566

Meccano Transfers

Finish your model off with a "Meccano" word transfer direct onto the model or onto a 4 1/2" strip for bolting on. NZ\$2 each

The "Meccano Boy" picture transfer is ideal for your small parts containers. NZ\$4.50 each.

Neil Pluck 129A Main South Rd, Greymouth.

Ph 03 768 6856

Replica & Meccano Parts

Angle girders 24 1/2" \$3.80ea, 18 1/2" \$3.50ea,

Flat girders 24 1/2" \$3.60ea, 18 1/2" \$3.20ea,

Flat plates 1 1/2" x 24 1/2" \$3.80ea.

These parts are all made from 1mm electro galv mild steel and are unpainted.

Nuts & bolts ZP 1000 \$130.00, 400 \$56.00.

Washers 4mm x 9mm OD ZP 200 \$6.50

Grub Screws, black, slotted 50 \$8.00

Post and packing at cost.

John Ince, 5 Lennox Place, Feilding. Ph 06 323 7075

email <johnince@ihug.co.nz>

The Vintage No 6 Set

This set is still for sale. Details were published on page 20, April 2001, issue.