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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.

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GUEST EDITORIAL

By Bob Prescott

My title in the editorial team is "Roving Reporter" and I have been doing a bit of roving lately. To England via Honolulu and Vancouver and home via Hong Kong. On my travels I always visit toy shops to see if they are selling Meccano and I have to report that there is not a lot of it about. Indeed in Hong Kong (a good source some three years ago) there was none in the two Toys"R"Us stores - plenty of other NIKKO products like radio controlled cars but no Meccano.



Apart from reporting, my other task is to urge others to contribute to our magazine (by example I hope). As John Ince mentioned in the Guest Editorial in the last magazine I believe the story behind the model is just as important as the model. What made you decide to build a particular model and what research was necessary to achieve success?

If you are planning an overseas trip to the UK, July, August and September are great Meccano months. Skegness, Stoneleigh, Henley, Enfield and others are all great Meccano happenings to visit and meet other enthusiasts. My visits will be recorded elsewhere in our magazine.

Yes I'm hooked on our hobby but unlike many others I was a latecomer to Meccano. I bought a No 9 set in Christchurch in about 1972 when I was in my mid thirties. When we moved to Wellington in 1978 it was stored away and it wasn't touched again until I visited (twice) the 1997 Convention held in Feilding my home town. I joined the MWT Club and the rest is history as they say. I tend to concentrate on smaller models and sometimes boast that I am President of the "I have not built a block-setter club!"

(continued next page)

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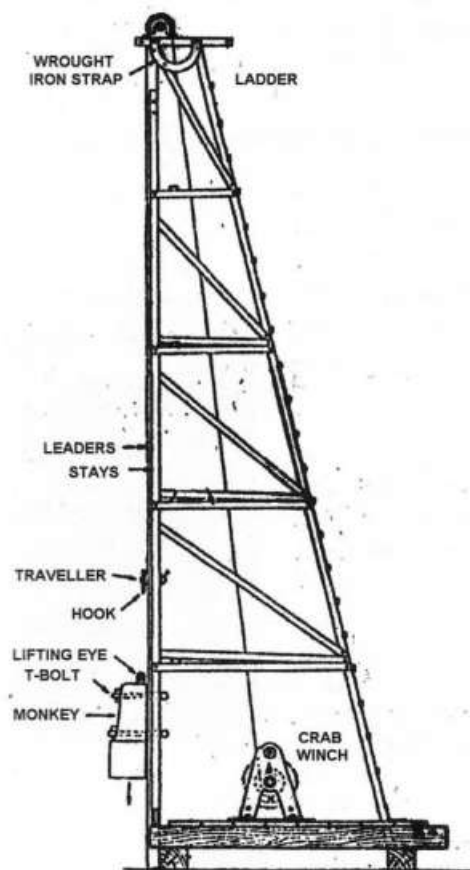
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Piledriver Frame

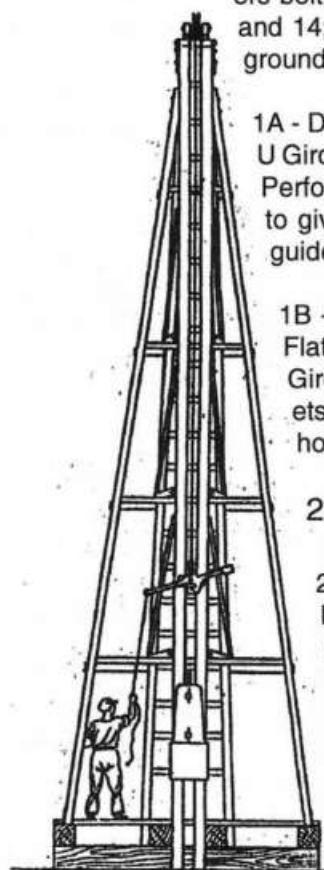
By Bruce Geange

This model originates from an article in the *Model Engineer*, 16 October 1958, page 482, with prototype diagram and description of the constituents. This was modified to allow automation.

A prototype Piledriver in a derelict state can be seen from



SIDE VIEW OF FRAME



FRONT VIEW

The Drawing of the Prototype

SH3 in a paddock, south of Taumarunui, NZ.

Washers are used as required. Please refer to pictures and diagrams as needed. The following notes are given as an aid to construction.

1 - BASE

Two U girders (each made from 2 x 12 1/2" Angle Girders bolted together to form a U girder) are joined across the top by two U girders (each made from 2 x 7 1/2" Angle Girders bolted together to form a U girder) bolted at Holes 1 and 14; and at Hole 25 by a single 7 1/2" Angle Girder at ground level.

1A - DECKING PLATFORM - The gap between the 7 1/2" U Girders is filled by 2 x 5 1/2" x 3 1/2" Flat Plates with a 5 1/2" Perforated Strip down the centre plus small Flat Plates to give a deck 15 holes by 14 holes. There is a rope guide made up of 2 x 126, 2 x 24a, and 1 x 23.

1B - LOWER PLATFORM - One end of a 5 1/2" x 3 1/2" Flat Plate is bolted to the centre of the back 7 1/2" Angle Girder and the other end is supported by Angle Brackets to the 7 1/2" U Girder at Hole 14. This deck is 1 hole lower than the DECKING PLATFORM.

2 - FRAME

2A - FRAME BOTTOM - A 1 1/2" x 1/2" Double Angle Bracket is bolted to the front of the front 7 1/2" U Girder and then 2 x 24 1/2" Angle Girders (slot holes to the front) are bolted to the lugs of the Double Angle Bracket.

2B - FRAME TOP - 2 x 9b, 2 x 48, 2 x 90a; with the 24 1/2" Angle Girders bolted to Hole 2 inside the 3 1/2" Angle Girders. The important part of the exercise is to have the GAP between the 24 1/2" Angle Girders an even 5/16" for the MONKEY and the TRAVELLER to slide up and down smoothly.

(Continued from page 2)

So what is the future of our hobby. It would appear that NIKKO is not aggressively marketing Meccano and they are not listening to the ISM. So we must be very thankful that we have MW Models in Henley-on-Thames where we can buy new Meccano when it is available and some very good second-hand dealers who provide an efficient service to our members. We must also be thankful for the replica manufacturers - hey guys we need you all. But in the end Ladies and Gentlemen, the future of our hobby depends on us. If we do not get actively involved in promoting Meccano, taking part in club activities and contributing to our magazines it will not survive.

Obituary - Russell Genese

New Zealand's Meccano fraternity lost a member when Russell Genese of Nelson passed away recently. He died at 56 after a chronic illness associated with exposure to asbestos.

Russell had a true passion for Meccano, being a born-again enthusiast like many of us. His garage was crammed with his large and varied Meccano collection gathered from around New Zealand. His pride was a boxed Geared Roller Bearing that turned up in an accumulation bought unseen from the North Island. He was particularly fond of early nickel Meccano and restored a considerable amount to "as new" condition. After Russell went on-line he became a regular and droll contributor to the Spanner mailing list.

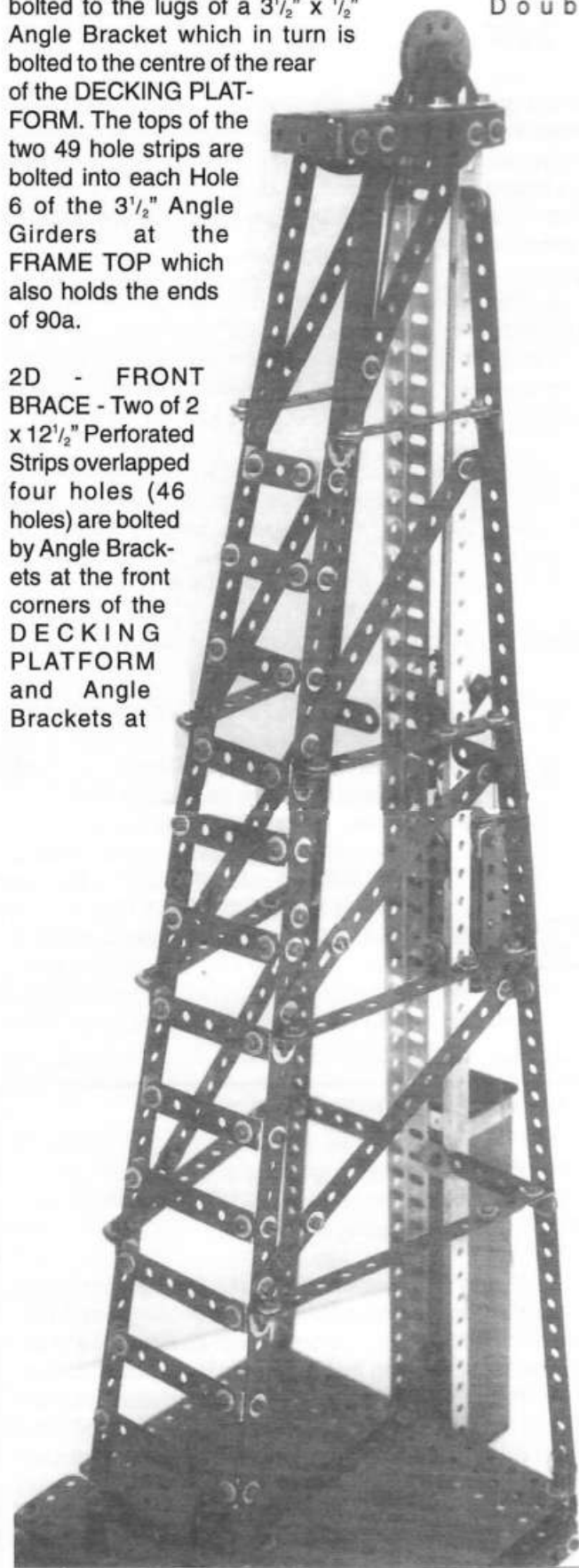
A gregarious and strong minded individual, Russell was unafraid to speak his mind. He spent 28 years in the New Zealand fire service as a firefighter and officer.

There is a rope guide made up of 2 x 126, 2 x 24a, and 1 x 22a.

2C - BACK BRACE INCLUDING LADDER - Two of 2 x 12 $\frac{1}{2}$ " Perforated Strips overlapped one hole (49 holes) are bolted to the lugs of a 3 $\frac{1}{2}$ " x $\frac{1}{2}$ " Angle Bracket which in turn is bolted to the centre of the rear of the DECKING PLAT-

FORM. The tops of the two 49 hole strips are bolted into each Hole 6 of the 3 $\frac{1}{2}$ " Angle Girders at the FRAME TOP which also holds the ends of 90a.

2D - FRONT BRACE - Two of 2 x 12 $\frac{1}{2}$ " Perforated Strips overlapped four holes (46 holes) are bolted by Angle Brackets at the front corners of the DECKING PLATFORM and Angle Brackets at



The Completed Frame

Hole 47 of the 24 $\frac{1}{2}$ " Angle Girders at FRAME TOP.

REMAINDER OF BRACING - Is not essential to the working of the model but strengthens the FRAME. Use Perforated Strips, Perforated Slotted Strips, and Angle Brackets to fill in the non right angle shape of the FRAME. The perforated strips are on edge and on the flat to suit.

3 - PILE

A 1 $\frac{3}{8}$ " x 1 $\frac{3}{8}$ " x 7 $\frac{1}{2}$ " wooden PILE, capped appropriately in steel band and rubber top, is firmly secured (Bolts and 38d Washers) to the FRAME BOTTOM.

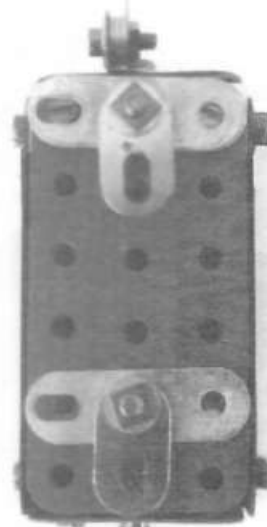
4 - MONKEY

(Heavy Weight which hits the top of the PILE)

4A - MONKEY - 1 x 73, 2 x 103e, 2 x 1" Flat Girder, 1 x 74, etc. The important part is (See photo) the back of the MONKEY which has two MONKEY BARS (1 $\frac{1}{2}$ " Perforated Strips) which go behind the 24 $\frac{1}{2}$ " Angle Girders of the FRAME.

4B - MONKEY BARS - In order onto the head of a Bolt 111a is placed 38, 73, 38, 38, 6a, 37c (Square nut fixed parallel to 73 to slide in the GAP), 10 (Round hole), 38, 37c.

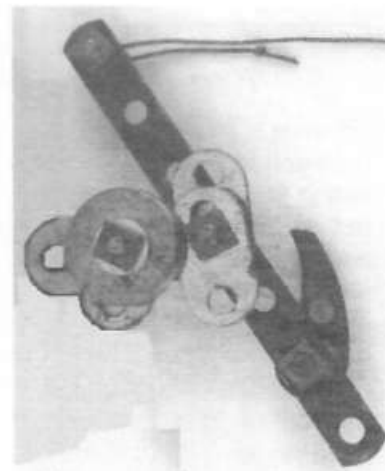
4C - MONKEY CATCH HOLE - The Fish Plate on top of the MONKEY leans backwards to facilitate the connection with the Pawl Without Boss on the TRAVELLER.

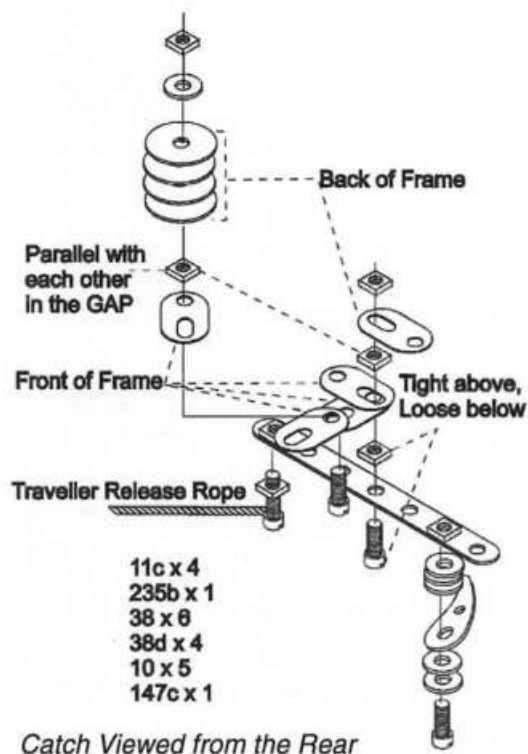


5 - TRAVELLER

(Sliding mechanism which picks up and releases the MONKEY)

This is the tricky bit and the problem that had to be solved to get the automation working so refer to photos and diagram when building. The TRAVELLER slides in the GAP between the 24 $\frac{1}{2}$ " Angle Girders with retainers at front and back of the GAP. The TRAVELLER hooks onto the MONKEY CATCH HOLE at the lowest point of the MONKEY's journey and releases the MONKEY at it's highest point of travel. The release is triggered by the TRAVELLER RELEASE ROPE. (See Paragraph 8 for more details).

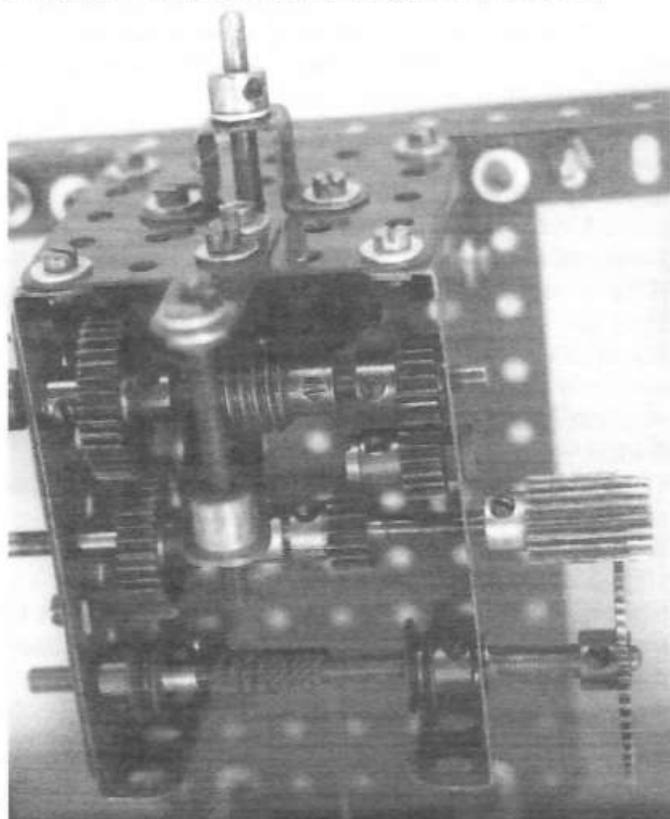




6 - AUTO REVERSE GEARBOX (ARG for short)

The ARG originates from *Meccano Magazine*, April 1979, Pages 61 and 62, and has been modified for this model. Please refer to diagram and pictures. In particular:-

- (a) - Worm A meshes with Gearwheel A;
- (b) - 3" Axle Rod fits in front of 2 1/2" x 2 1/2" Flat Plate and behind 3" Perforated Strip holding the Slide Piece;

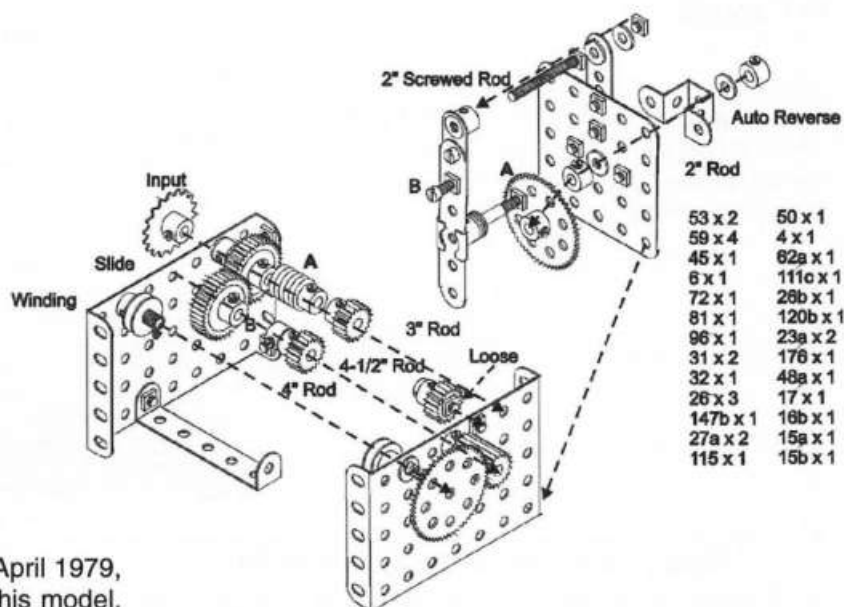


The Automatic Gearbox from Above

(c) - Bolt Head B rubs "Slide" Axle Rod and fits between the Collar and 1" Gear on Axle Rod "Slide".

6A - OPERATION OF ARG - The "Input" Axle Rod drives the Worm A onto the Gear A which causes the Bolt B to move from side to side. The Bolt B causes the 1" Gear Wheels to turn "Winding" Axle Rod in one direction and then the three 1/2" pinions turn "Winding" Axle Rod in the reverse direction. The 2mm diameter HOISTING ROPE winds and unwinds on "Winding" Axle Rod.

ARG



Exploded View of the Gearbox

is bolted to the LOWER PLATFORM (position not critical).

7 - MOTOR

Type of MOTOR is your choice. The picture shows a 1929 Vertical Steam Engine. Mount your motor on a made up Meccano base, camouflage to suit, and attach the base to the LOWER PLATFORM. Use Sprocket Chain to connect the MOTOR and "Input" Axle Rod of ARG.

8 - SEQUENCE OF OPERATION

8A - START - In MONKEY down position, ARG in neutral, HOISTING ROPE is fully unwound, and TRAVELLER RELEASE ROPE at full slack.

The HOISTING ROPE is permanently attached to the Anchoring Spring on the "Winding" Axle Rod of ARG and TRAVELLER. The Pawl Without Boss on the TRAVELLER hooks into MONKEY CATCH HOLE on the MONKEY.

8B - COMMENCE - The HOISTING ROPE is wound onto "Winding" Axle Rod raising the TRAVELLER and MONKEY up the FRAME (one layer of rope only on "Winding" Axle Rod). "Slide" Axle Rod moves across and the slack of TRAVELLER RELEASE ROPE diminishes. Just before the ARG reverses direction, the TRAVELLER RELEASE ROPE (One end tied to the TRAVELLER and the other end tied to the

FRAME) is tight, and pulls the TRAVELLER arm and Pawl Without Boss free of the MONKEY CATCH HOLE and causes the MONKEY to drop onto the top of the PILE. ARG goes to neutral and then reverses.

8C - REVERSE - The HOISTING ROPE is unwound off "Winding" Axle Rod thereby lowering the TRAVELLER (which acts as a counter weight) and the TRAVELLER and the associated Pawl Without Boss hooks onto the MONKEY CATCH HOLE just before the ARG goes to neutral. The cycle is now at START again.

9 TUNING

- (a) Length of HOISTING ROPE.
- (b) Length of TRAVELLER RELEASE ROPE
- (c) To adjust the duration of 'neutral' of ARG; adjust the $\frac{1}{2}$ " pinion on the "Slide" Axle Rod; and the 1" gearwheel on "Input" Axle Rod



Crazy Inventors Airship Set 8651

By Madhav ("Manu") M. Bhalerao, Alpharetta, Georgia, USA
With Acknowledgment to the Spanner Group

I just received my Crazy Inventors Airship set 8651 in the mail today. I thought some of you might enjoy a small write-up on it.

It comes in a box with one of the more artistic imprints I have seen from Meccano. There is no mention of Nikko on the box. The set is suggested for ages 8-88! (Sorry nonagenarians!) The components are said to be made in France and China, and there is supposed to be 357 of them in all. In the contents, there isn't as much plastic as I had anticipated. The parts are mostly in two finishes - the problematic zinc plating, and a rust brown colour.

Besides the Motor 770, there is also the Gear Box 760, which appeared in one or two sets before this. (For sure in the Master Connection 6x4 Machine set.) One other previous plastic part, the Rocket Motor Pt. No. 487, or one very similar to it has been re-introduced. In any case, the two halves of the Rocket Motor are now numbered B090 and B091.

There are a few other new parts, most of them numbered starting with the letter B for some reason. The trade-mark for this set, without a doubt, is the inflatable balloon, in cream colour with brown cross hatch marks. On the top half of the balloon it says "Spirit of Meccano" followed by the number 652; the significance of the latter escapes me. The bottom half has the Meccano logo with the Nikko triangle in the letter N, and the wording "Since 1898". I don't know if that is meant to be the year of Meccano's invention. If it is, we have an error, of course. All the lettering is in gold. This is part B047.

The only new metal part is a Channel Bearing numbered 160D. (Or was it in one of the Motion System sets, I wonder.) It is $5\frac{1}{2}$ " in length (eleven holes). The base is $1\frac{1}{2}$ " wide (three holes), and each flange is 1" (two holes) tall. The wood parts B076 and B046 are in a wooden slate, to be broken off from it. And the parts are not painted. The manual suggests this part be painted, and shows other parts painted. This must be a Meccano first! There is no colour or brush included in the set, naturally!

Some of the other new parts are the Anchor in plastic with metal chain (Pt. No. B053), transparent orange coloured dome light simulator (PT. NO. J3141, which may have appeared in some Junior set).

Threaded Pin Pt. No. 115 has been introduced as Pt. No. B115. It comes with a collar or shoulder thinner than days bygone.

Some parts are not listed in the manual at all. Notably, the set came with a plastic man figure (the 'operator', if you will) with movable joints, his head gear and stickers for his shirt.

There are two Gears and three Pulleys, all in gold coloured plastic, and of the triple flat axle variety.

The manual has full instructions for two models, and the suggestions for a third one.

I was going to list all the parts, but this description has become too long as it is. I hope I didn't put anyone to sleep! If you need the parts list, please ask me.

A final word - I thought the set was too expensive for what it contains. But I am happy to own it, all the same!



The Meccano Timeline

Date	Happening
15 May 1863	Frank Hornby born
15 Jan 1887	Frank Hornby marries Clara W. Godfrey
12 Jun 1889	Roland G Hornby born
31 Dec 1890	Douglas E. Hornby born
9 Jan 1901	First patent (No 587) lodged
30 Nov 1901	First patent (No 587) accepted
1902	Factory rented at 18 James St, Liverpool by Elliott & Hornby
1 May 1907	Factory at 10 Duke St, Liverpool
14 Sep 1907	Name "Meccano" registered at Designs Registry of UK Patent Office
4 Jun 1908	Meccano Ltd incorporated as joint stock company
29 Mar 1909	Registered office moved to 274 West Derby Rd, Liverpool
7 Aug 1912	Meccano (France) Ltd registered as joint stock company
1913	Meccano G.m.b.H registered in Germany for first time
8 Sep 1913	The Meccano Company of America Inc incorporated
1914	Meccano G.m.b.H confiscated and sold to Marklin Bros.
4 Sep 1914	Registered office moved to Binns Rd, Liverpool
Sep 1916	Meccano Magazine commences publication
30 May 1921	Meccano Ltd becomes public company
Sep 1926	Red and Green colour introduced
1928	The Meccano Company of America Inc sold to A.C. Gilbert Coy.
1929	Meccano G.m.b.H registered in Germany for second time
1931	Frank Hornby elected to Member of Parliament
1934	Blue & Gold colour introduced
21 Sep 1936	Frank Hornby dies
1945	Red and Green colour reintroduced
2 May 1950	Douglas E. Hornby dies
1954	Meccano G.m.b.H removed from Register
1964	Yellow, Silver, and Black colour introduced
2 May 1964	Meccano Ltd sold to Lines Bros. Ltd.
7 May 1965	Roland G Hornby dies
20 Dec 1965	Meccano (France) Ltd voluntarily wound up
1967	Yellow, Zinc, and Black colour introduced
Jul 1967	Meccano Magazine stops publication
Jan 1968	Meccano Magazine recommences publication
12 Aug 1969	Name change from "Meccano Ltd" to "Meccano Triang Ltd"
1970	Yellow, Zinc, and Blue colour introduced
3 Aug 1971	Maoford Ltd incorporated
Sep 1971	Lines Bros. Ltd goes into liquidation
28 Sep 1971	Meccano Triang Ltd assets etc. sold to Maoford Ltd
29 Sep 1971	Meccano Triang Ltd goes into voluntary liquidation
22 Oct 1971	Maoford Ltd name changed to Meccano (1971) Ltd
23 Dec 1971	Meccano (1971) Ltd sold to Airfix Industries Ltd (Meccano & Dinky)
Dec 1972	Meccano Magazine stops production by Model & Allied Publications (MAP)
1973	Meccano (1971) Ltd changed to Meccano Ltd
Apr 1973	Meccano Magazine Quarterly commences publication
1978	Yellow and Blue colour introduced
30 Nov 1979	Binns Road factory closes
Jan 1981	Meccano Magazine ceases publication
23 41 1981	Airfix group taken over by General Mills Toy Group (Miro-Meccano in France)
Nov 1985	Meccano S.A. bought by Mark Rebibo and production to continue from Calais
Jun 1989	Meccano S.A. bought by Dominique Duvauchelle of building group Bouygues
11 May 2000	Meccano S.A. bought by Nikko (Japanese radio controlled cars)

Would you like to have a list of the months and years when the Meccano Magazine was published? Please contact John Ince by post, email or phone. (see page 2) Here is a sample:-

1936	21	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1937	22	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

Meet the Meccanoman

David Wall - Auckland Meccano Club

I was born in Devonport in 1934 and by my calculations that makes me 39 years old this year. My first recollection of Meccano was just prior to the Second World War when my grandfather presented me with a Number 000 set. My recollection is that the set included a number of colourful cardboard parts. Despite deriving a great deal of pleasure from this set, it eventually ended up in that great Kiwi toy graveyard of the day, the back yard sandpit that my brother and I shared with the neighbourhood cats.

The war years of 1940 through 1945 meant that we were denied the splendid products that Binns Road were producing. In the place of Meccano, we had to make do with clumsy wooden toys which included the infamous 'JIFFY JOYNA', a primitive construction system based on wooden dowels which sprung apart with frustrating regularity just as the last piece was being installed.

Soon after the War ended, about 1946, my grandfather kindly presented me with a new Meccano outfit and this time it was a Number 3 set. My pleasure and excitement was unbounded, as favourite radio serials were forgotten, and for several evenings I was released from washing-up duties. My memory of the sets instruction manual was that it had a green cover featuring the Giant Block Setter (SML4). We Kiwi kids must have been gullible, as it never occurred to me to make comparisons between the legendary giant and the rather puny offspring (model 3.19), which will always remain my favourite 'first' model.

During schoolboy swapping sessions I slowly enlarged my collection and in my first year after beginning work I purchased a brand new Number 7 outfit from Models Limited in Fort Street Auckland City. I now had a useful collection of parts but still lacked the 'Big Round Bits' and so was unable to construct model SML22 (Traction Engine), a model I was currently obsessed with, without having to borrow my mother's baking tins to provide the rear wheels. Needless to say, this was not a popular move with my mother as the tins were never quite the same after their conversion to a higher and better use.

Meccano continued to give me great pleasure for several more years but sadly an excess of testosterone intervened and by the mid 1950's the Meccano had been discarded for other (nameless) pursuits. During a three year sojourn in Britain in the early 1960's, I must have missed many golden opportunities to rekindle the Meccano flame, however Brass Bands, fast motorcycles and faster women (the later to remain a dream unfulfilled) took over.

My third and final renaissance with Meccano did not occur until I was safely married with two small sons. One day while passing a pawnshop (euphemistically called 'Cash Converters' now) I spied a near new Number 6 set (Ocean Terminal) displayed in the window. I invested on the spot for the boys of course! Unfortunately for them, I had only to caress the parts for the old Meccano magic to return.

At that time it was possible to pick up new Meccano without too much difficulty and the 'Stoker Model Centre' in Great South Road just South of Newmarket held an impressive supply of second hand parts.

During this period I was attending Auckland University on a part time basis in order to gain a postgraduate diploma in Town Planning. During the University holidays out would come the Meccano. However at the commencement of each new term it was oiled and securely placed under lock and key in an old ammunition box. I knew only too well that if I did not take this precaution that it would only take a hint of Meccano to distract me from my studies.

Eventually with the Town Planning course safely behind me, Meccano could again resume its rightful place in my order of priorities. At the request of the new owner of Models Ltd, I started the Auckland Meccano Club in mid 1974. Originally I intended to establish a monthly theme model program e.g. cranes one month, vehicles the next and so on and to also keep an attendance record. I have long abandoned both of these ideas, as it did not take long to realise that I was only creating unnecessary rules and restrictions. My only restriction now is that members display an interest in Meccano. Regularity of attendance, model building prowess, and even the ownership of Meccano are not a prerequisite for membership of the Auckland Club.

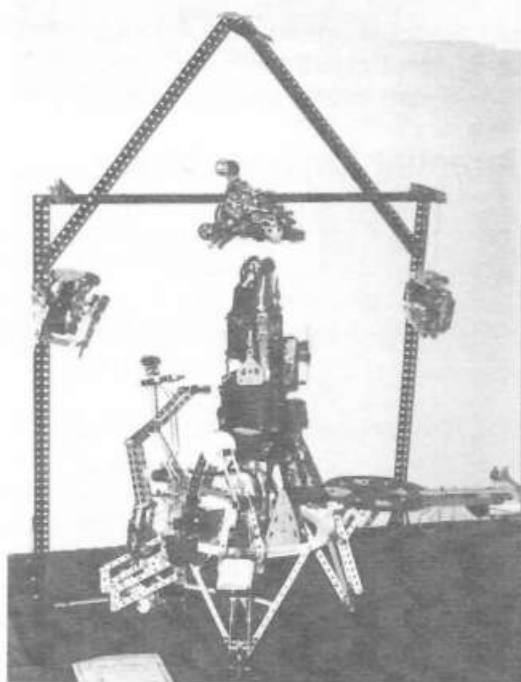
As our collective night driving skills have diminished, it was decided several years ago to transfer our now quarterly meetings from Wednesday evenings to Saturday afternoons and we now encourage our wives and partners to come along and this ensures first class afternoon teas are served. Club membership has remained fairly constant over the past 27 years with three other founder members of the club, Neil Carey, George Ovenden and Mike Geary still active. Sadly but inevitably we have lost several members during this period, Des Hughes, Cecil Mulvagh, Bill Watt, Brian Buchanan and one of our latest members Frank Price who passed away recently. Good Meccanomen each and every one of them and each has been a great loss to our club. On a happier note we have had a steady influx over the years of new members who have introduced fresh ideas and enthusiasm into the club (they shall remain anonymous as one must not encourage conceit).

Why Meccano? Well it enables me to delve into the past via industrial archaeology, to replicate historic machinery, particularly reciprocating steam engines (as members may have noticed) without demanding the exactitude, long time frames, and frustrations associated with conventional model engineering. Indeed it is a hobby that I shall never tire of. During my 60 years association with Meccano I have seen it face many vicissitudes, first the Second World War when the factory had to address more pressing matters, then the introduction of television (in the UK) followed by relatively cheap and realistic plastic model kits, alternative and perhaps simpler construction systems and now, it faces the challenge of how to entice young people away from computer screens.

The French made a valiant attempt in the face of difficult market conditions to keep the flag flying. I believe that we owe them our gratitude for a job well done. My major criticism of their custodianship was the abandonment of the progressive accessory system, which was not in my opinion one of their more enlightened decisions.

With regard to the future, well, my confidence was shaken when I examined the latest NIKKO catalogue, wooden parts indeed. However recognising that there is at least one historic precedence for the use of this material in Part Number

Our Junior Prize Winners at Convention 2001



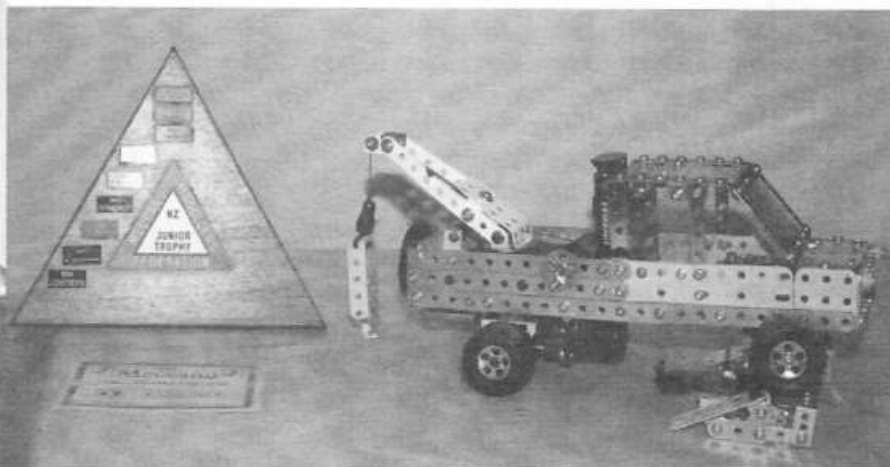
Michael Anderson's Space Station

In the April magazine we reported the prize winners in the Junior Competition-

First equal - Michael Anderson and Shaun Babbage

Third - Natasha Hansen

Here is a little bit more about them.



This picture shows the Breakdown Truck built by Shaun Babbage as well as the Junior trophy

Michael Anderson

I am 14 years old. I come from Hawera New Zealand, where my dad has his big collection of Meccano so it was easy to get hold of some. My dad was a big inspiration to me and helped when I needed it (I didn't really need that much help).



I decided to build the space base model because the first time that I saw it I fell in love with it, and really like space models. The other space models came later. It was fun and I might have a better model in 2 years time when the convention is held here.

(continued from previous page)

106, I suppose we must hope for the best but expect the worst.

Finally, should I ever be tempted to take my hobby too seriously I will pause and reflect on the late Ken Gordon's maximum, 'MECCANO JUST FOR FUN'.

Good luck and good modelling to all, and long may our New Zealand Federation prosper.

David Wall.

Interview with Natasha Hansen about her Cross Necklace



Q. - Where did the idea come from?

A. - I love curved strips and used to put them together to make a chain. Then on TV I saw a cross necklace so I joined a chain to make a necklace.

Q. - Was the necklace hard to make?

R. - Tightening the nuts and bolts was the hardest part. They always fall

off. (the nuts off the bolts).

Q. - Do you like the finished necklace?

R. - Yes.

Q. - How did you choose the colours?

R. - Dad has mostly Red Semi Circular plates.

Q. - Why did you enter the competition?

R. - I like to meet Meccano people and to see the other models.

Q. - Which model (at the 2001 Convention) did you like best?

R. - Derek the Dragon.

Q. - What other things do you like

A. - I want to get a Meccano Badge (the blue ones).



WHAT OUR READERS THINK.



Some Thoughts from England

A belated reply to your welcome letter (*Ed. from John Ince*) of 7 May enclosing the NZFMM magazine 25.2 I am delighted that you have been persuaded to help keep the mag going - you are a scattered crowd geographically, as I found for myself, even though the rest of the world thinks of you as small compared with larger countries.

So its a big success to have a competent compositor! (I once, 1976, published [Pitmans] a booklet entitled *Typing for Print* which helps authors, but you are in no need of it!) Being a practical man, you tend to make STATEMENTS. All relevant to Meccano, yes but (dare I suggest, from forty years of editing?) if you want to read your text a little more charmingly, you could try putting a colon or a semicolon sometimes in place of a full stop!

But these days the finer arts of editorship are rare, and Meccanomen of the calibre of Paul Joachim and your good self are to be treasured, flattered, and encouraged.

And I am not even as yet into the computer or Internet, so who am I to criticise?

Paul Joachim needs no help from me with the International Meccanoman mag. and I look forward enormously to the imminent Sept issue, which I hope will have news of the NZFMM Convention, as already reported in your really BRILLIANT NZFMM mag 25.2, which has a splendid mix of all one wants to find, (and, for me, familiar faces remembered from my visit!)

I am glad Michael Adler was with you on 14 April. He has recently recovered from severe physical/ medical trouble - a brave determined chap.

The Golden Spanner was the brainchild (sole sponsorship) of Andre Welti, for many years leader of the Swiss club - he will be with us in Streatley next week, in our little Thames-side country village, and we will be at the Henley exhibition.

I have such good memories of the four NZ clubs whose meetings was able to attend. And personal visits (was tempted to order my own tombstone with lettering produced by computer by a Meccanoman, en route!) - and the rail trips - Fox etc. (*Ed. Are you taking orders, Daryl?*)

On some visits now, I wear my MWT cap, and amaze people by telling them that it stands for Manawatu Taranaki - no - Manawatu Wanganui Taranaki - yes!

You ask, what I do with my time, now retired as editor? Well, one major operation (my sons not being into graphics) is to reduce to almost nil my 70 years collection of books and data on printing, bookbinding, graphic design etc. A London bookseller has paid me £2560 for the major part. More goes to Reading University probably, soon. Simplify is my motto for my autumn days! And Meccano activity.

All idle chat. My very real regards to all my friends in NZ

John Westwood

Differential Analyser Myths

I am pleased to report that the second of the "Differential Analyser Myths" listed by me in the June 2001 NZFMM magazine (page 18) has been proved to be true. I had queried whether fifteen Differential Analysers had ever been built using Meccano parts, as I could only find references to six.

Garry Tee, of the Auckland University mathematics department, is a recognised authority on the history of computing science. He has assured me that fifteen or more Meccano Differential Analysers were built over the years. In addition to the six mentioned previously by me, Garry mentioned four others built in UK as referred to in various computing literature not previously seen by me. Garry knows of one fellow graduate student at Auckland University in the 1950s who built a Differential Analyser to be used as part of his physics experimental apparatus. He also heard of several others at the time which were built by students elsewhere. These devices would have been described briefly within papers about experiments performed with such apparatus incorporating a Meccano Differential Analyser. It is quite likely that this happened also elsewhere in the world, so that probably many more than fifteen were built.

I am indebted to Garry Tee for contributing the above information and for putting the facts straight.

William Irwin

Words of Praise

Thank you for sending the NZFMM magazines. It is pleasing to see such quality coming from outside England.

Malcolm Brodie, Victoria, Australia

What an excellent issue this one (June) is. The production of the model photographs has greatly improved in clarity and I like the idea of presenting a resume of members and associates. It seems to bring the Clubs more alive.

Frank Davis, Rotorua

Meccano's Future

I fully endorse the sentiments expressed in Lloyd Spackman's letter (ref. Vol. 25, No. 4, P.9). I too very much doubt if Nikko intend to produce much standard Meccano let alone the "big round bits" which are essential when constructing large sophisticated models.

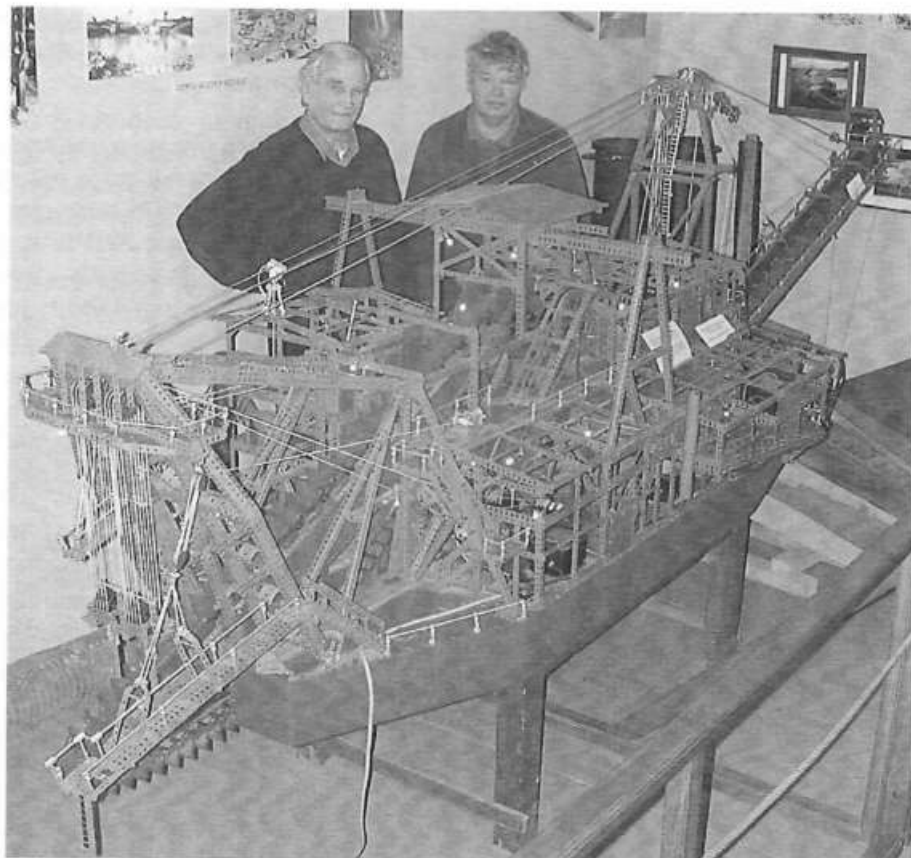
It seems to me that Nikko acquired the Meccano name only to facilitate the sale of, as Lloyd put it, plastic toy like

(continued on page 11)

The Meccano Gold Dredge

The following article on the Meccano Gold Dredge was published by the West Coast Times in July 2001 and is reprinted by permission of that paper.

Now resident in Los Angeles, Mr Huffam was back in New Zealand briefly for the first time in six years and he went to the West Coast Historical Museum to see the model, yesterday. Mr Huffam said even Californian Meccanomen had read about his model of the gold dredge which operated on the Grey River from 1938 to 1954.



A Meccano gold dredge and its builder, Blake Huffam, with Mort Cruickshank, who has maintained the dredge for the last 12 years, met at the West Coast Historical Museum, yesterday. The model has been nominated for the World's Greatest Meccano Model of the Twentieth Century award. A scale six-foot (1.8-metre) person would stand three inches (7.6 centimetres) on the model.

Hokitika's gold dredge model, built by Ikamatua Meccanoman Blake Huffam has been nominated as the World's Greatest Meccano Model of the Twentieth Century.

(continued from page 10)

sets aimed at the Junior market. The days when shops stocked traditional Meccano are at an end I fear.

All the more reason then to support second hand Meccano stockists. Replica parts manufacturers also deserve our full support. The availability of well made reasonably priced replica parts not only fulfils an immediate need but may also inhibit genuine second hand Meccano from acquiring a scarcity value which could see the price of the more sought after parts skyrocket. This is particularly relevant in view of the trend towards Internet selling where our weak currency puts us at a disadvantage when competing on the international market.

Meccano celebrated its 100th anniversary this year, and the greatest model award would be announced later this year as part of celebrations around the world.

Mr Huffam worked on the real Ikamatua dredge from 1950 to 1954, when it was scrapped, having recovered 164,230 ounces (4656 kilograms) of bullion. His 1:24 scale model was an accurate replica of that dredge. He began working on the model when he was about 20, finishing it when he was 26. Soon running out of parts, he contacted the Meccano factory to order more. "I was determined to do it. I developed a passion for it," Mr Huffam said. The job was almost overwhelming, but he coped by getting one piece at a time attached.

The model had a huge influence on Mr Huffam's life, as he took up work offered by heavy vehicle makers International in Australia as a result of them seeing the construction. The model had 45,000 parts and six electric motors to operate

the bucket chain and arm, revolving gold screen, stacker belt and arm and sand wheel. It was 4.3 metres long and weighed more than 200 kilograms. The only major parts of the model not standard Meccano parts were the sheet-metal hull and the buckets, which were cut out of condensed milk tins. Mort Cruickshank, who kept the model running for 12 years on a voluntary basis, used thick pencil leads to replace the electric motors' brushes.

Meccano was used to construct the first computers and a combine harvester model before the first full-scale harvester was made. (Ed. *The giant blocksetting crane was voted the greatest 20th century model. International Meccanoman May 2001*)

As I am not a purist, I also welcome the availability of Meccano compatible parts which extend the scope and versatility of the original system. If younger folk are to be encouraged to enter our hobby, it is essential that a stock of reasonably priced second hand and replica parts are available.

Now two postscripts; first, when may we expect one of our "brass wizards" to produce an Oldham coupling (ref. CQ June 2001, P.45)? Second, I disagree with Lloyd's last paragraph - I am taking my Meccano with me!

David Wall



The Magic Carpet

by Lou Nichols

Two ifs:

If you attended the 2001 NZFMM Meccano Centennial Exhibition you will have noticed a rather nice Hornby train layout sitting on a rather nice carpet with a rather nice Meccano Radial Travelling Crane sitting in the middle of the layout.

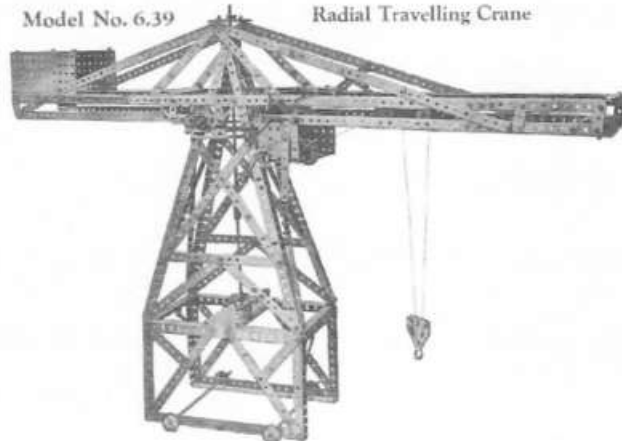
Secondly, if you have Volume Eight of the Hornby Companion series you will see that the idea came from the dust cover illustration of the book. To make the layout a reality, Brian Peterson of the Wellington Meccano Club liaised with Bob Smyth of the Hornby Railway Modeller's Club and between them they supplied the carpet and the layout, and I supplied the crane.

For those of us who enjoy this wonderful hobby of Meccano model building, it is like having our own Magic Carpet-on hand at any time we wish to indulge; and, of course, Frank Hornby and his publicity people were not slow in coming forward to extol the idea of the Magic Carpet into the publicity of the day. The illustration at the top of the page has been taken from a

leaflet issued to dealers all around the world in 1925; and here is some of the wording from the publicity leaflet which I think is still appropriate. "Any carpet with Meccano and a boy on it becomes a Magic Carpet. The boy can wish himself into a workshop filled with fascinating and ingenious machinery.... He can wish for Automobiles, Great Bridges, Looms, Cranes that raise and lower real loads and which he can operate himself. *And all his wishes come true!*"

A Meccano exhibition without cranes would not be a proper Meccano exhibition and our own NZFMM exhibition had some really fine examples - see the June 2001 issue of our NZFMM Magazine. Publicity is a great thing !!! We can show our friends our Meccano hobby and maybe they will also get aboard the MagicCarpet.

Model No. 6.39 Radial Travelling Crane



The Crane from the 1930 Manual

PS - I hope that the use of the word 'boy' from the publicity leaflet will not upset those who are now men and also that any girls or women modellers will be happy to be included in with the 'boys'.



The Wellington Meccano Club Magic Carpet display at Convention 2001

The Boyland Grandfather Clock

by Ed Heathcote

One of the surprises you get at Exhibitions is when somebody produces photos, newspapers and other pieces of paper out of a bag and another piece of history is revealed.

Ed Heathcote, Levin did this at Upper Hutt 2001 and his writeup and associated photo are recorded here.

'The photograph accompanying this article is of a rather unusual clock, built mainly of Meccano, with a few special parts which were made separately to specifications laid down at the time of construction.'

'In keeping with the usual Grandfather Clock style, it has a large dial with a minute and hour hand. Above this are three small round dials, each with a single hand. They show - Seconds (one rev/min), Hours. (one rev/24 hrs.), and Days (one rev/week). Below the main dial, three more single hand faces show - Weeks (one rev/four weeks), Months (one rev/year), and Leap Year (one rev/four years). Above this cluster of seven faces are two more single hand faces showing Sidereal Lunar Months (27.5 days) and Mean Solar Months (29.5 days). Between these faces is an orb, half black and half white, showing the phases of the moon. Finally, below the nine dials and one orb are the Planets revolving around a fixed sun. They are, in order from the sun; Mercury, Venus, Earth, and Mars. These are not in scale of individual sizes, or distances from the sun and each other.'

'The clock was originally built in the 1940's and the designer/constructor, Eric "Snow Boyland, added the two faces and one orb at the top, and the Sun/ Planets below the main face in the 1960s. After completing this, he decided that any more drives would not be kind to the basic prime mover, a standard 230 volt synchronous clock motor of 300 rpm, and declared the clock

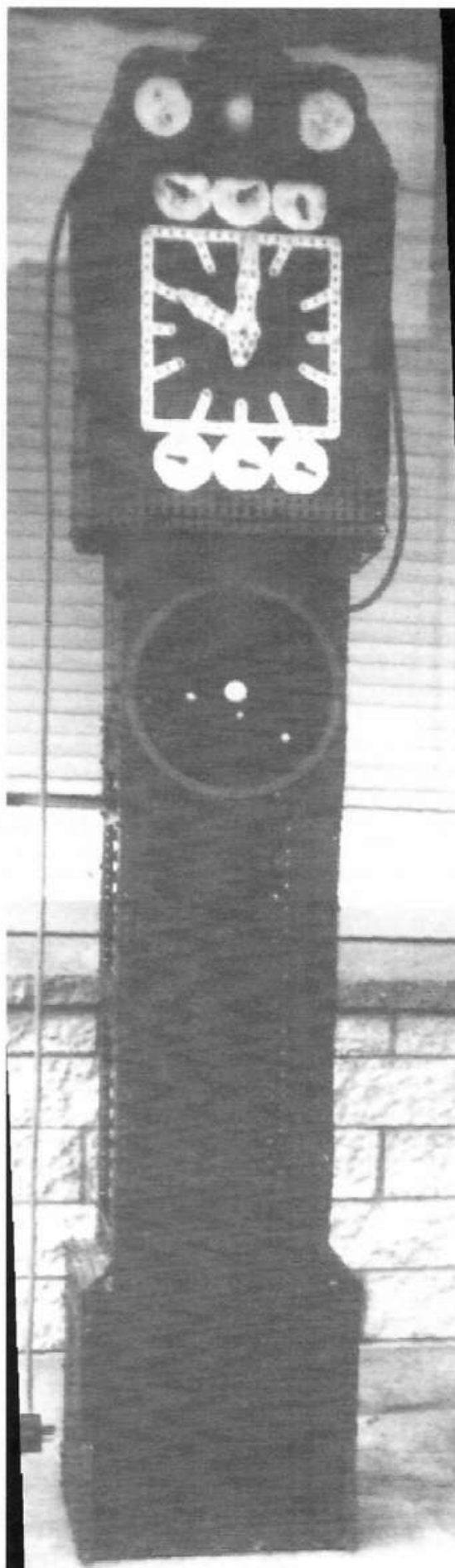
to be complete. When you consider 300 rpm being geared down through gears, worm gears, chain drives and compound axles (inside each other) it was not an unreasonable decision. The amazing thing is it kept perfect time throughout his married life of over 50 years.'

'Upon his passing in the late 1990s the clock was passed into the custody of his eldest son, who, in 2000 decided to gift it to Claphams Clock Museum, Whangarei. It went from Lower Hutt to Whangarei on the roof rack of a two litre car, inside a cardboard box. On arrival it was unpacked, put on the floor, and plugged in. It went first time, until the accumulated dust and cobwebs built up on the gears and stopped it. After a clean and oil, and a check and paint by museum staff, the clock is now still keeping perfect time in the museum's "HOBBY CLOCK SECTION", and will continue to do so for another 100 years, by the reckoning of the curator, Roger Schofield.'

'The skills that enabled the designer/constructor to achieve this undertaking were, half a lifetime of designing and machining gears of all sorts at the Railway Workshops at Woburn, Lower Hutt, and a lifetime hobby of astronomy. Who else would think of putting the Sun and Planets on a clock. And to cap it all, everything moves at its correct relative speed. Even the spiders who built their webs in the works, when the clock was working, did not know it was going.'

So another piece of Meccano history is on display for future generations

The photograph shows the clock at Lower Hutt prior to shipping to Whangarei. The front of the case is blue, the sides red and the dials white. A close up view from a newspaper cutting dated 8 July 2000 (assumed to be the Whangarei newspaper) shows a considerable number of braced girders, flexible plates and flat plates make up the case. Details of interior not shown.



How Bill Inglis came to make Meccano Replica Channel Segments Pt. No. 119

By Bill Inglis via William Irwin June 2001

Sometime about 1970 I decided that there was a definite market for Meccano Channel Segments which were very scarce on the ground and which, despite my avid collecting of all things Meccano had so far eluded me. Also, I was aware from my reading in the current publications on the Meccano hobby how some enthusiasts were attempting to make Pt. No. 119's from three pieces of suitably shaped metal soldered together along the joints which I felt would have been one hell of a job and the end result may not have been very satisfactory any way. I was of the opinion that the only practical way to make them was by the use of a properly designed press tool to form them in one piece although I knew that such a tool would be very expensive.

By now I had managed to pick up a complete circa 1926 No 6 (or was it 7, my memory is not clear) Meccano Set in original cabinet which contained a set of eight original pattern Channel Segments

which made, to my mind, a very flimsy ring so I decided that any replica's would need to be of the new improved pattern with side lugs which Meccano Ltd. introduced about 1929, but I did not then have access to one for use as a pattern. About this time a friend bought a box of old Meccano bits which contained three Pt. No. 119's of the new improved pattern with the side lug as announced in the MM of the time. As I was able to borrow one from him I now had an actual Channel Segment as a sample of what I wished to duplicate.

As part of my job as Production Manager of a metal window company I had had fairly close dealings with a very competent toolmaker who ran his own press shop as part of his toolmaking business and I discussed the feasibility and cost of making a tool to manufacture Pt. No. 119's on my behalf in his press shop. Needless to say the cost of making and developing the tooling was horrendous (to me at least). We had established that the tooling would need to be a three stage follow on die at a hell of a lot of dollars and due to the complex nature of the shape of the Channel Segment, it was impossible to assess in advance the cost of developing the precise shape of the blank. This meant that once the project was started the end cost was going to be very significant and could easily blow out considerably if determining the precise shape of the blank gave problems. Having got this far I decided that it was necessary to try to gauge the actual demand for the part and have a good think before I actually decided to commit cold hard cash to the project and proceed.

As I was one of G. Maurice Morris's Meccanomen and in regular correspondence with him I decided to run my desire to make replica Pt. No. 119's past him for his opinion. Consequently I wrote to him explaining that I was considering having a press tool made to produce replica Channel Segments even though the initial expenditure was high and,

if they did not sell, my fingers would be well and truly burnt. Because of this I asked if he agreed with my assessment that there would be a ready market for good quality replica's and also, if I decided to proceed, would he accept my advertisement for them in his *Meccanoman's Journal*? His reply gave me much food for thought as, although he agreed that there was a potential market for such replicas he urged me to be cautious. This advice was based on his knowledge that although people had advised of their intentions to make Pt. No. 119's in the past the actual parts had never eventuated, one person even accepting deposits for the goods and then dropping out of sight, and to remember the old adage "once bitten twice shy".

I discussed this disquieting news with both Meccano friends in Australia and overseas and, as I still received encouragement (and tentative orders for parts) to proceed with the project, I took my courage in both hands and gave Ken (my toolmaker friend) the order to proceed to make the necessary tooling.

As was expected the first "off tool" sample was not good enough due to metal flow during forming, distorting the

edges of the segments and the blanking die had to be modified. The second attempt was better but still not good enough so Ken further modified the blank which resulted in the "not quite perfect" edges of the segments of which all owners of my replicas are familiar. After talking to Ken, who felt that to achieve a measurably better result would be very costly, I decided to stick with the shape we had already achieved, especially as the original Meccano Channel Segments I had seen were not really perfect either. I now had to make a second decision on the "roundness" of the bolt holes in the side flange which ended up elliptical in shape, again due to metal flow during forming.

This could only have been fixed by (a) using oval piercing punches in the blank or (b) drilling or punching the holes in the side flange. Both these alternatives would have been very costly so again, I decided that perfection would have to be sacrificed in the interests of economics. The acceptance of these shortcomings in my replica Pt. No. 119's by my fellow enthusiasts showed that my decisions were correct. The third decision I made was to have them finished in nickel plate which was durable and in keeping with metal finishing in the late 1920's.

I now placed an order with Ken for 2000 pieces and whilst waiting for them to be made I talked with my company's carton supplier representative and obtained a quantity of surplus small corrugated board cartons at the right price for use in shipping the parts. These cartons were ideal in so far as they nicely held four sets (thirty two of) of Pt. No. 119's and the packet weighed just under 500 grams, the limit for small packet postage, and thus I was able to post them overseas at a reasonable cost. I was also grateful for Meccano SML 33 (if I remember correctly), Twin Cylinder Steam Engine, which required four sets of segments in its construction and this number became the standard for most of the orders I received.



No. 119

Once I received the parts from Ken I proceeded to supply them to those local enthusiasts who had confirmed their orders once I advised I was proceeding with the project to manufacture Replica Channel Segments and they were well received. I also immediately sent two sets off to G. Maurice Morris by airmail for his opinion as well as my advertisement regarding the availability of replica Meccano Channel Segments, Pt. No. 119, for inclusion in both the *Meccanoman's Journal* and the MM of the time. G. Maurice Morris was kind enough to comment on the quality of my replica parts in the copy of the *Meccanoman's Journal* which carried my advertisement and the orders for them started to arrive shortly after, followed by letters from satisfied customers and still more orders for the parts which was most gratifying and I knew that my gamble had paid off.

Unfortunately I no longer have my Meccano library, it all went to Clyde Suttle when I sold him my entire collection in 1980, and all my old replica parts activity records were destroyed in 1995 so I cannot remember now when I actually started to supply my replicas or how soon I sold out of the first batch of 119's but two months comes to mind, it certainly was not long before I had to place a second order with Ken for a new batch. For this second batch I had had Ken make a little insert for the die to brand my replicas "WRI" and all future replica parts marketed by me were so branded. The reason for my decision to brand my replicas was made because I had a suspicion that unscrupulous people may be going to try to pass off my parts as the genuine Meccano item at high prices. I was particularly suspicious of a "character" from UK (as I recall) who sent me an order for twenty sets which I did not supply until I received the second batch of branded items. This person had already "conned" me by selling me two Meccano electric motors which certainly were painted red and bore apparently genuine round Meccano motor decals but I am certain that they were actually twenty four volt aircraft motors dating from World war 2 but of course one can never prove this sort of thing and "caveat emptor" applies. Anyway my sale to him was on a payment with order basis and when he received the parts I received a very unhappy letter from him bemoaning the fact that I had not told him I was branding my replicas. All I did was inquire how my identifying my work affected the quality or fitness for purpose of my replica's in my reply which was never answered!

This second batch did not last very long either and I was soon ordering a third batch from Ken. It was now obvious that I was going to easily recover my outlay on the project so I resolved to invest any profits in the manufacture of replicas of other scarce Meccano parts but a report the details on these activities, as far as I can remember, must wait for another time.

In conclusion I would advise that whilst I did not always wait until I had received the money to pay for orders for my parts before I sent them I never had a bad debt because of this. The nearest I came to a bad debt was an English chap who wrote me a most apologetic letter to tell me he had lost his job and offering to return the goods. My answer was for him to keep them and pay me when he could afford it and that is what he did.

More Replica Parts from Bill Inglis: Part I

By Bill Inglis via William Irwin August, 2001

Once it became obvious that I was going to recoup my outlay on the manufacture of my Replica Channel Segments, Pt. No. 119, I decided that I would plough any profits from the sale of same into making replica's of other obsolete Meccano parts. As I can no longer remember the order in which I actually manufactured or had them manufactured, I will write these notes in part number order.

25 and 50 gram Lead Weights.

Whilst I was aware, or at least suspected, that the genuine Meccano Weights were pressure cast from a lead alloy, I decided to try to hand cast them from ordinary melted down lead sheet and, to that end, had my toolmaker friend, Ken Evans, make me a simple mild steel mould to cast the weights plus a jig to drill the 'hanging' hole after casting, and a simple punch to emboss the weight on the side. The end result was not very satisfactory. Whilst we got the weight right, and I spent hours over the stove in our kitchen melting lead and casting weights, my hand casting technique was not good enough to produce good clean sides on the weights without unsightly 'cooling lines' on the finished article. Whilst I supplied a few of these weights the quality was not good, the demand was not there and I soon dropped them from my list of replicas. (You cannot win them all).

Pt. No. 57A Scientific Hook.

At the same time as I was setting about making the Weights I procured a quantity of a suitable gauge of piano wire to make Pt. No. 57A and had Ken make me a suitable forming tool to form the wire into hooks. These were quite easy to form with the proper tooling and the end result was completely satisfactory but the demand was not there. I think because it was so easy to make one's own from a paper clip. I still possess a pair of heavy Electricians pliers with ruined cutting jaws from cutting the piano wire to length for these parts.

Pt. No. 101 Loom Heald.

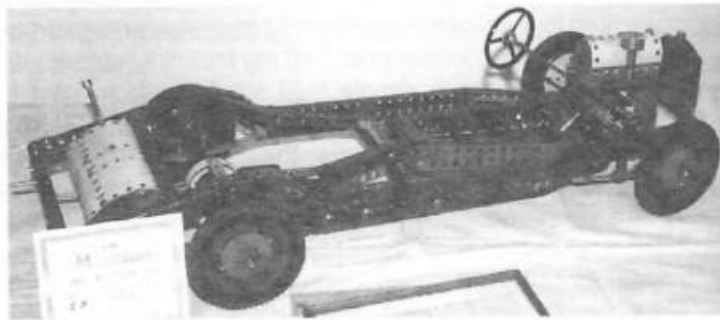
For this part I procured a quantity of a suitable gauge of tinned steel wire and had much fun in making a forming machine mainly out of Meccano. After quite a bit of fiddling around I ended up with a machine which formed the Healds quite nicely ready for dunking in a solder bath to preserve their shape. It was fiddly to use though as I had to cut the wire and load each Heald onto the locating pins by hand before machine twisting into shape and the overall operation of making the Healds was very time consuming. Whilst I felt that the completed replica compared quite well with the Meccano original, they were not a big seller, perhaps because there was not much interest in building Meccano looms in the '70's.

(to be continued)

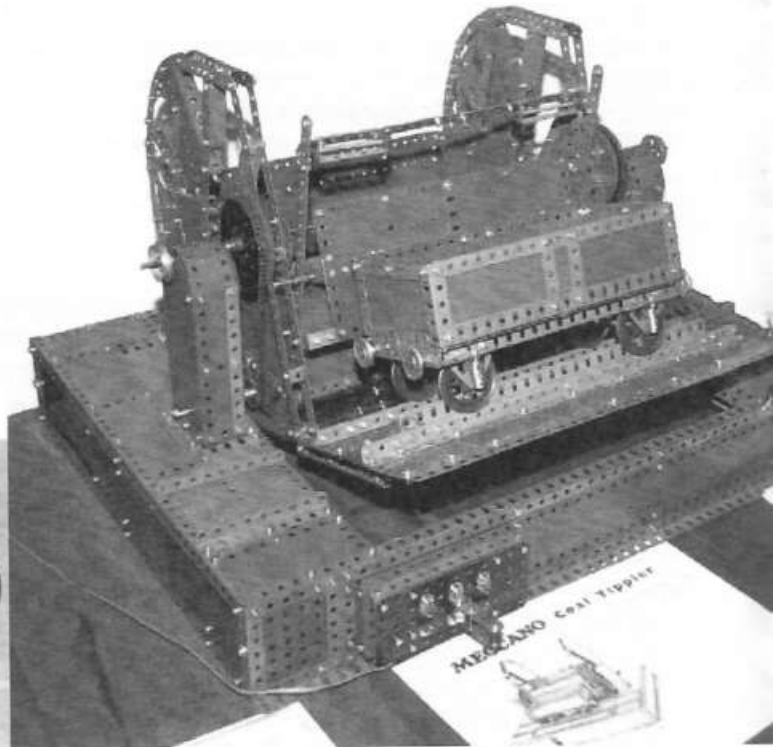
Some More Models from Convention 2001- Motor Chassis, etc

This selection of models concludes the collection of photographs from Convention 2001. Have we missed some out? We have tried to include as many as possible and thought it best to place them in broad categories. In the case of some small models, satisfactory photographs were not always available. Quite often the model was included with others so that a good deal of titivating has been necessary to show your model to best advantage.

Thanks to Bryan Jones for all of these pictures except for the Brian Peterson Oil Rig for which thanks are due to Peter Hancock.



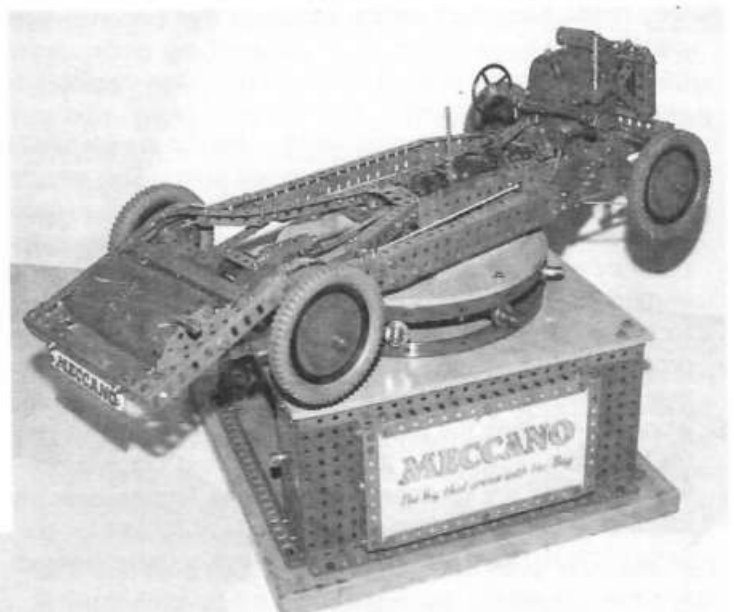
Frank Abbott - Chassis



Alistair Tong - Coal Truck Tippler



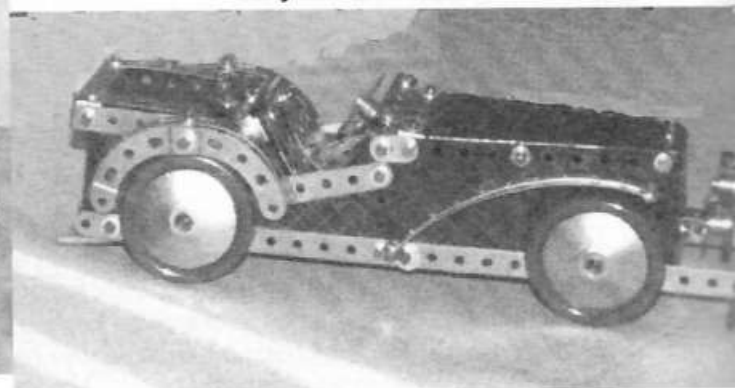
Colin Croft - Truck Chassis



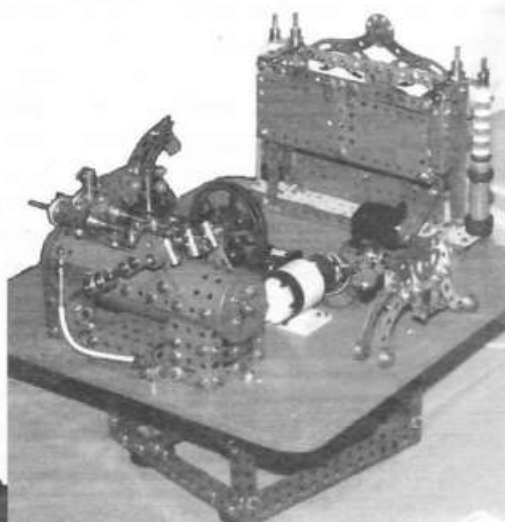
Barry McKee - Chassis



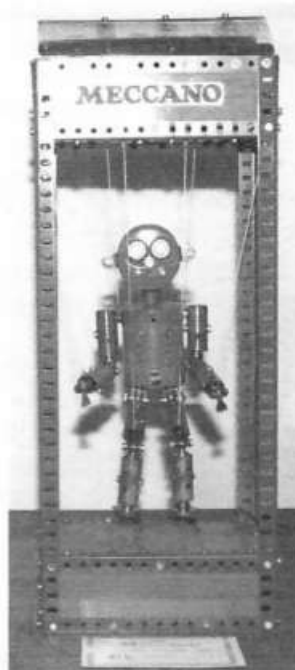
Barry Babbage - Motor Truck



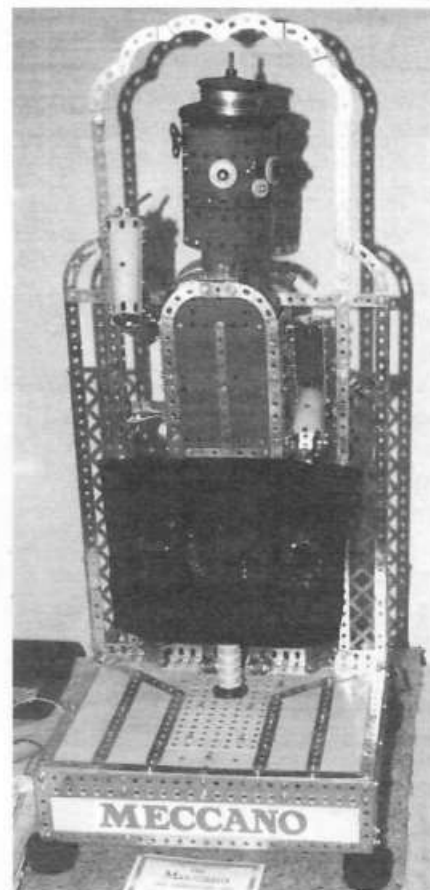
Lou Nichols - Motor Car



Lou Nichols - Fairground



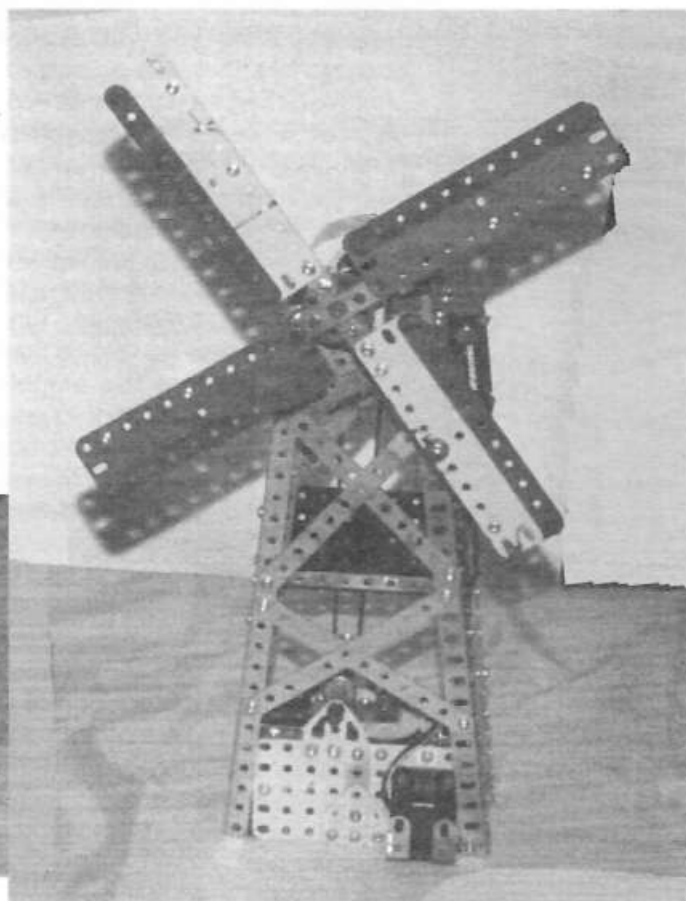
Bruce Neilson - Jogger



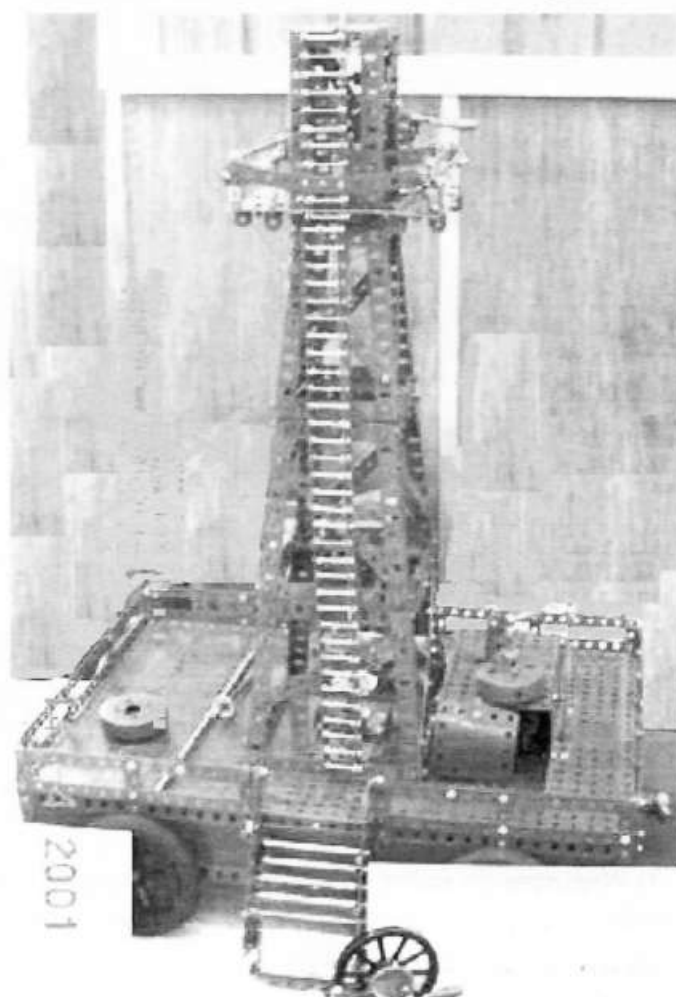
John Hansen - Magician



Max George - Dragon



Barry Babbage - Windmill



Brian Peterson - Oil Rig

Travels in the UK

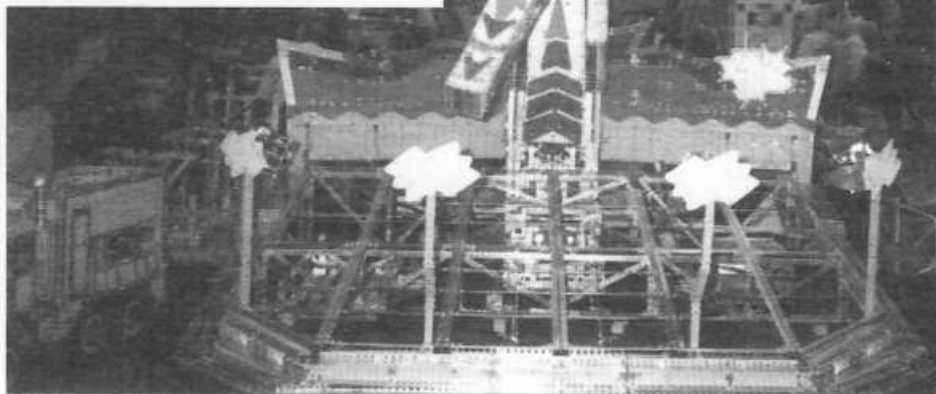
by Bob Prescott

A VISIT TO STONELEIGH

25,26 and 27 August 2001

The Midlands Meccano Guild exhibition is a very small part of the annual Town and Country Festival held at the National Agricultural Centre at Stoneleigh Park Warwickshire. The festival is huge, bringing together the "Live World", the "Countryside World", the "Motor World" and the "Leisure and Shopping World".

The Meccano exhibition was situated in the "Modellers' Hall" and included a large collection of models. I was particularly impressed with the large transportable fairground models built by John Molden and his son Michael, George Illingworth's version of Bert



Something Rather Large at Stoneleigh!

Love's No10 set Grandfather clock, Tony Parmee's model of Frank Hornby's house and John Seaford's 1938 No9/10 set Manual garage and petrol station model 9.3, to mention only a few.

Stoneleigh is really the family meeting. As I have said, it is huge and while you spend your time at the Meccano show, the rest the family can spend time enjoying all the other activities and make good use of your credit cards (and sadly the exchange rate is terrible!). Crafts, antiques, steam and vintage farm machinery, classic cars, fun fair, live entertainment such as parachuting, dog agility, stunts, plenty of food stalls and a host of retail outlets with many "specials" - just a few of the things to enjoy. From memory the Adult entry was £9 (or £6 for Old Age Pensioner (OAP) but there was a more economical family ticket which makes it very good value and the parking was free and well organised.

Thanks to the Midland Meccano Guild members for their welcome and it was good to see Dave Barrett again - he visited our Wellington 2001 Convention and is already planning another trip to New Zealand.

THE HENLEY GATHERING

1 September 2001

The Henley Gathering was held in the Christ Church Centre, mid-way between the Henley Railway Station and MW Models, which was apparently more suitable than the Town Hall where it had been held previously. This meeting was just that, a gathering of Meccano enthusiasts, although the general public are invited to attend for free! There was free parking for handicapped people and those bringing a model in the Centre grounds but there was parking close by for £3 a day.

Once again there were several great models, some of which had been at Stoneleigh, but the highlight of the Gathering for me was Jim Gamble's Meccano Historical Memorabilia. A great meeting and if you can bear the excess baggage charges, MW Models was open for bargain hunters!

I was asked to deputise for John Ince at the ISM committee meeting and this was followed by the ISM Annual General Meeting. One interesting statistic quoted was that the membership has increased from 474 to 485 and for the first time overseas membership is more than UK membership 51% to 49%.

The Spanner Trophy was awarded for the first time to Herr Hans Faust of Switzerland and you can read more about



The Henley Gathering

that and the meetings in your ISM magazine or on the ISM website users.actcom.co.il/~anthias/.

THE ENFIELD MECCANO EXHIBITION

8 and 9 September 2001

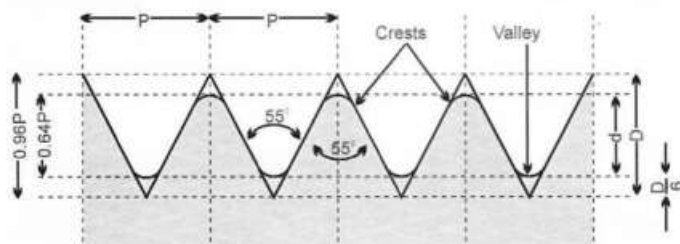
The Enfield exhibition was held in the Whitewebbs Museum of Transport which is housed in a restored 1898 pumping station. It originally held two steam engines and boilers which pumped water from a well into the New River. A £2 entry fee to the museum is good value but the presence of the Meccano exhibition made it even more worthwhile. This venue is "out in the country" - I had to take a tube and a train to get to get from Walthamstow, NE London and then walk about a mile (using a map obtained from www.multimap.com). The journey made the day even more enjoyable and using a £7 weekend pass on London Transport it was very economical.

This meeting is organised by the North East London Meccano Club and once again a great selection of models were on show in three rooms and it was good to see several younger enthusiasts demonstrating their models. This was my last chance to buy Meccano goodies from the two dealers present - Mike Rhodes and Dave Taylor - needless to say I left the museum with an empty wallet!

OVERALL OBSERVATIONS

In my view these were three great well organised shows and although a lot of the models were based on Meccano Magazine and model plans (lots of cranes and locomotives) there were not many new innovative models which "attract and/or amuse" if you know what I mean. Table coverings seemed to be left to an individual modeller which tends to make things a bit untidy. Having said that I really enjoyed all three and recommend them to you. Meccano in the UK is "fit and well" - long may it continue.

Pitch is the distance from a point on one thread to the corresponding point on the next.
Pitch is the reciprocal of the number of threads per inch
5/32 Whitworth Thread
 $P = 1/32$ of an inch = .03125 inch
 $D = .96$ of $P = .030$ inch
 $d = .64$ of $P = .020$ inch



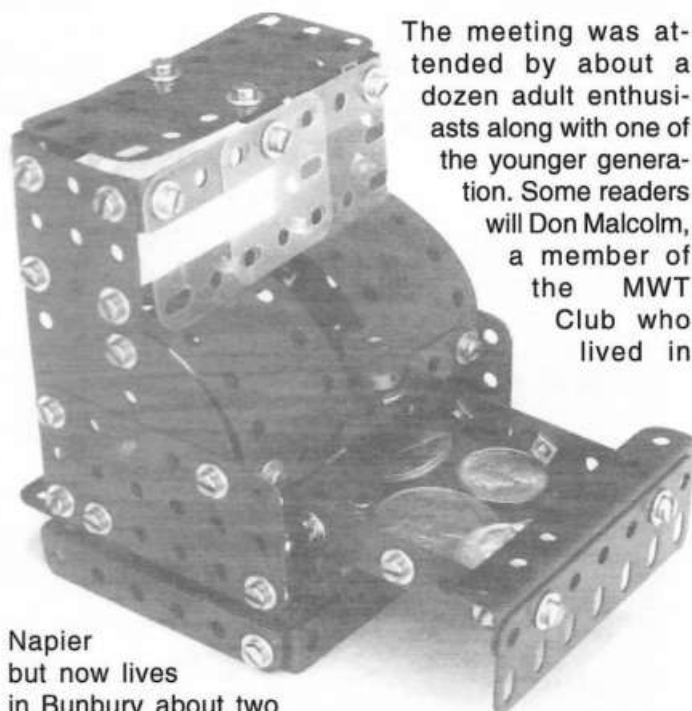
Some Valuable Information for the Technically Minded

Meeting the Maylands Meccano Club.

by John Ince

I was on holiday in Perth during September and took the opportunity to make contact with the local Meccano Club. As I had met a couple of the members, Ross Smith and Rod Purdie, on a previous visit I made contact before leaving Feilding to see if there were any Meccano parts which they needed. There were! As a result the Ince's were quite heavily loaded flying from Wellington to Perth but everything arrived safe and sound.

Ross arranged for the club's regular meeting to be delayed until the Tuesday evening after we arrived so that as many members as possible could be present. The Perth club meets in the suburb of Maylands hence the club name. Their venue is a hall owned by the club and used for several decades as a meeting place for young people to advance their model building skills. The club leader over most of this time was the late Vivian Malmgreen whose obituary appeared in the International Meccanoman in May 2000.



The meeting was attended by about a dozen adult enthusiasts along with one of the younger generation. Some readers will know Don Malcolm, a member of the MWT Club who lived in

Napier but now lives in Bunbury about two hours drive south of Perth. He brought along parts of his new model of a motor cycle. With wheels about 400mm diameter this will be quite something when completed. At the moment progress is slow as other commitments are occupying Don's time.

Also present was Bill Fitzgerald from the Melbourne Meccano Club. Bill is evidently a one time resident of Perth and consequently he had discovered the irregular meeting date by calling at the hall and talking to the caretaker. He was an unexpected visitor.

Much of the meeting was occupied with matching the ordered parts with their new owners. Because of the cash transactions taking place I took a Meccano cash register with me to give these transactions an element authenticity! Everyone who saw the cash drawer pop out was reminded of that classic TV show, *Open All Hours*!

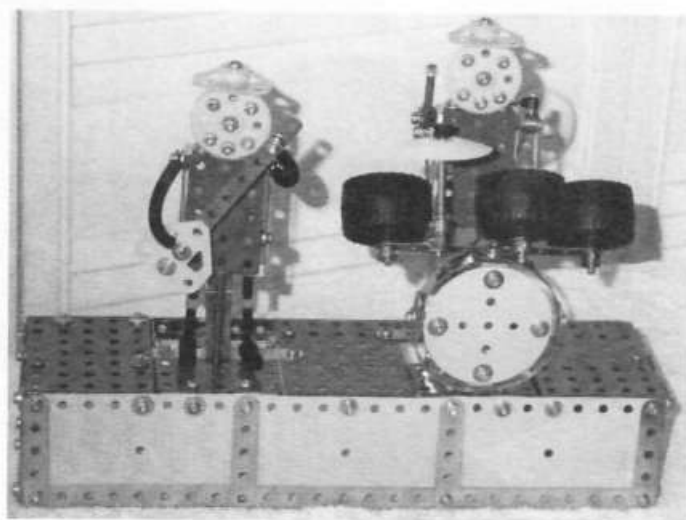
THE BEATLES

Where did they come from?

By Bob Prescott

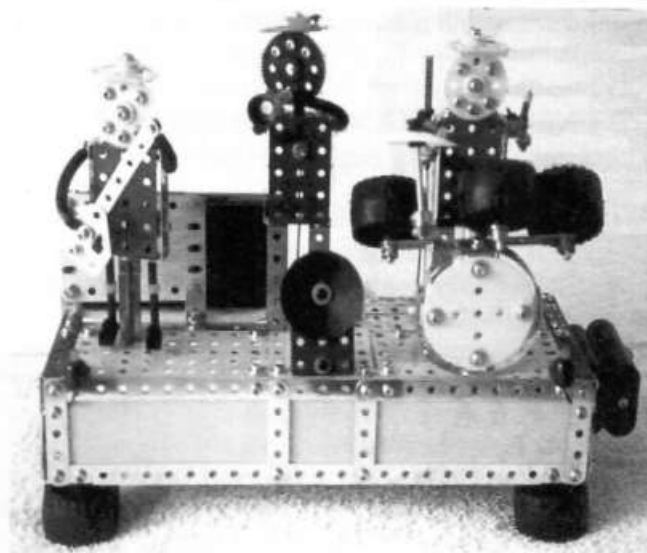
Well, we all know where the real Beatles came from. They came from Liverpool, the birthplace of Meccano - what better heritage could you have? But where did my model of the Beatles come from? It all started with the Meccano Model Library on the Internet which can be accessed via the Meccano Web Ring <www.meccanoweb.com/meccring> or direct <www.zetnet.co.uk/dms/meccano/index/html>

I'm sure I speak for all Meccano modellers when I say we appreciate the efforts of those who contribute to the library - great models. If you are not on the Internet, ask someone who is, to show you the library and perhaps download a model or two for you. Long may it live and grow. In the library is the model "The Rock Band" by Nigel Pope and at the time I discovered the library, our club had just set the next meeting's subject - a model powered by one or two clockwork Magic Motors. I built Nigel's band with some modifications, one Magic Motor driving the drummer and another Magic Motor driving the guitarist.



Nigel Pope's "The Rock Band" - modified.

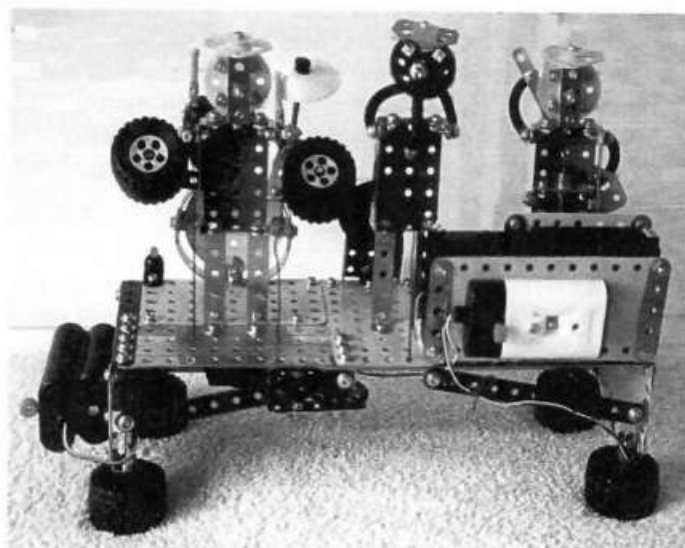
This meeting was followed by a Hobby Show in Palmerston North, and I thought of a development of the band with music to keep the public happy. I decided to add a brass section - a trumpeter positioned between the drummer and the guitarist. With her head positioned on a P/N43 Tension Spring, a string tied to an appropriate position on the driving shaft moved her head and the trumpet up and down. This time, like Nigel's original model, it was driven by a battery powered MO motor with flashing lights on the stage from a space set. For the music, I mounted a mini-cassette recorder on the back of the stage behind the guitarist and trumpeter and played pre-recorded jazz music on thirty minute a-side tapes. It was very popular with the public with many returning to our display to "dance"!



The Rock Band with more modifications

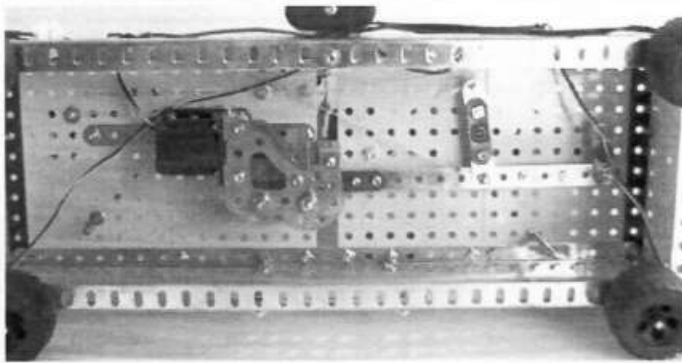
However I did have a couple of minor problems operating for about six hours a day for two days:-

1. After a few hours the strings pulling the drummer's arms wore through by rubbing against the holes where they passed through the flat plates and had to be replaced.
2. The music was slightly distorted at high volume. This was to be expected - after all, these mini-cassette recorders are designed for dictation not music.



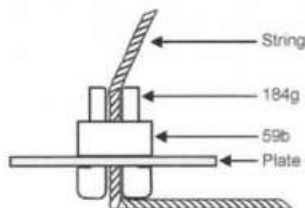
The Rock Band Mark III

The 2001 Meccano Centennial Convention was approaching, and I wondered what I could do with the band to give it new life? The Beatles CD "No 1" had just been released, and being of that generation, I had to add it to my collection. So naturally the band became the Beatles - out went Tina the trumpeter and in came John, George, Ringo and Paul. It was, of course, a complete rebuild apart from the motor and drive unit. Going from a three piece to a four



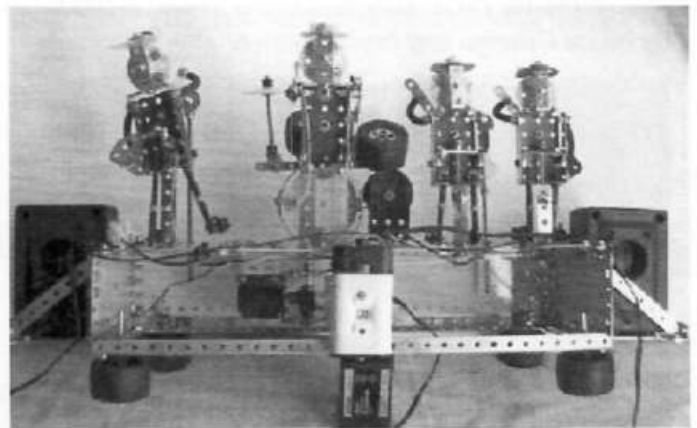
The Underside of the Model

piece band meant a larger stage but Nigel's basic construction was still used. Extensions were added to either side of the stage to hold two computer mini-speakers to carry the music from a small single CD player to overcome the previous problem of distortion. A small challenge was the movement of the three guitarists. George and John twisted to and fro as in Nigel's model and I wanted Paul to have a different movement. After a few experiments I decide to have Paul rocking from side to side with his body acting like a pendulum, with a string pulling his body against a spring. This in itself caused me some problems, because



*Photos by Bob Prescott
Diagram by Bruce Neilson*

the Meccano compression spring P/N 120b was too powerful, but I found the spring from a Bic pen to be ideal!

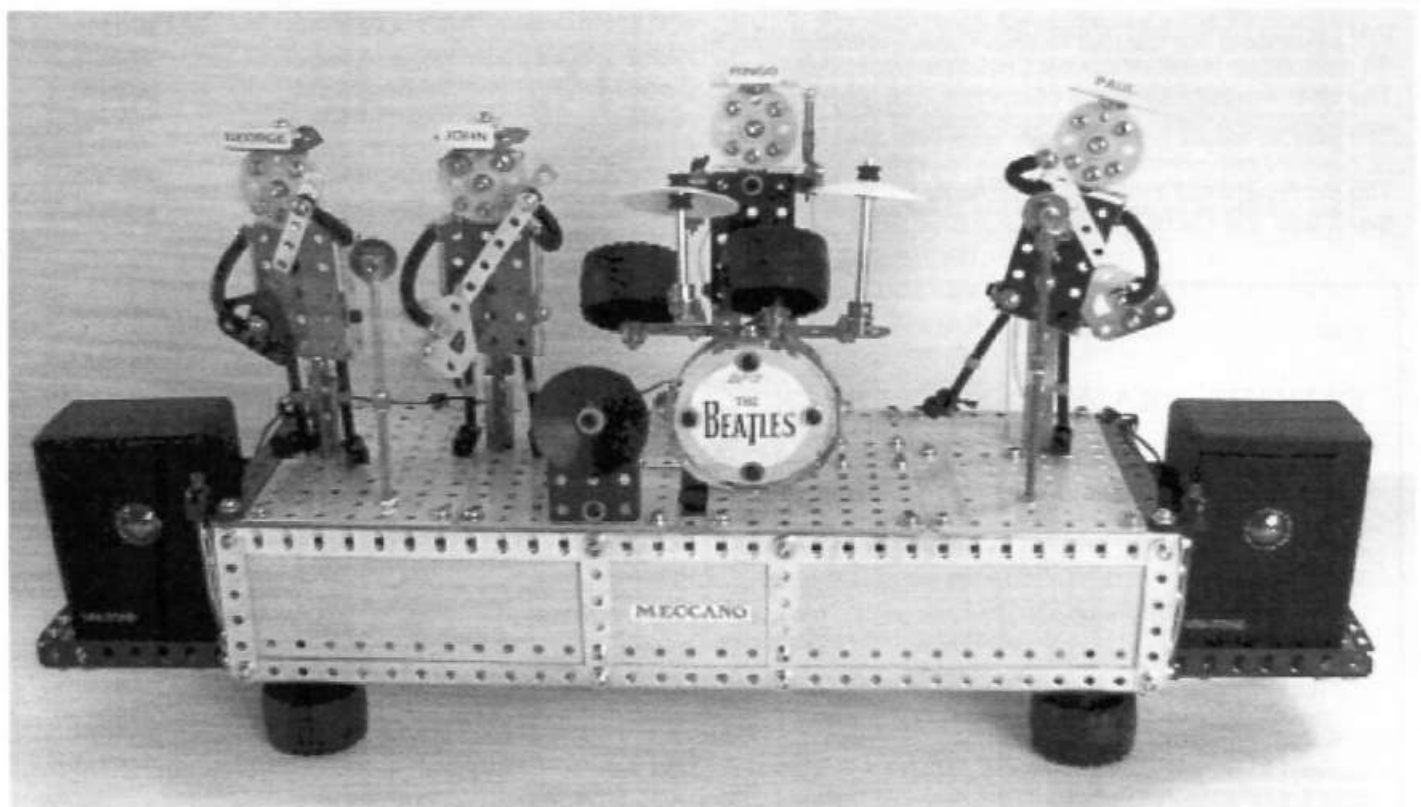


The Beatles - Seen from Behind!

Now I had three strings operating two players, Paul and Ringo, so I had to overcome the string-breaking problem. The answer - P/N 184g antenna holder with its lovely smooth and round cap. I drilled a 1/16" hole right through the holder, held it in place in the flat plate or perforated strip with P/N 59b mini clear spacer and thread the string through the holder -

The MO motor of the model was driven through a 6v 500ma transformer and the CD player had its own transformer.

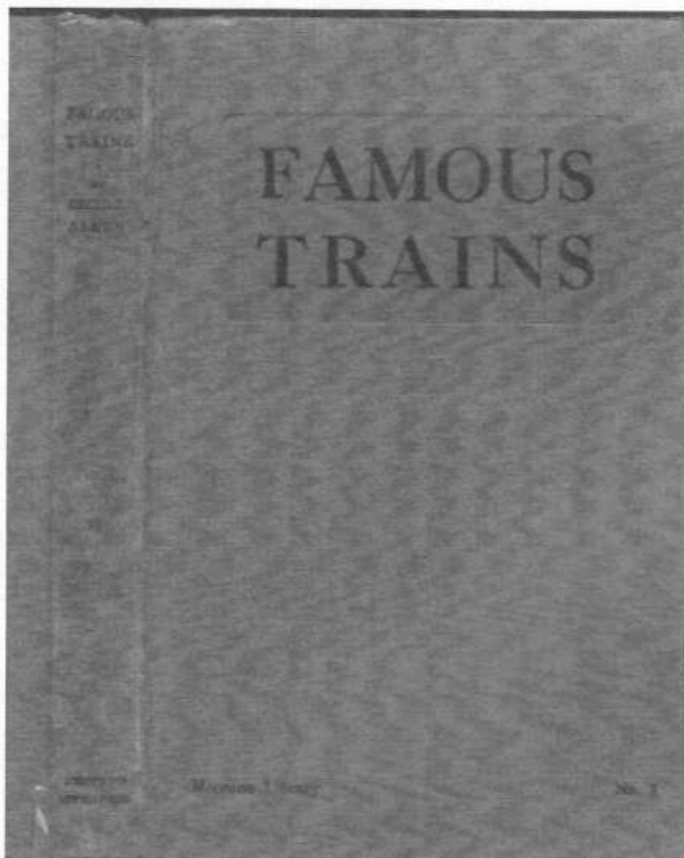
The Beatles performed flawlessly for two days at the Convention and people of all ages seemed to enjoy the performance and many joined in with the Beatles' hits! Possible future development of the band? What about an all dancing, all singing model of the Spice Girls - now there's a thought!



The Final Version - The Beatles

Puzzles from the Past Frank Hornby's Little Red Book

by Bruce Geange and Bruce Neilson



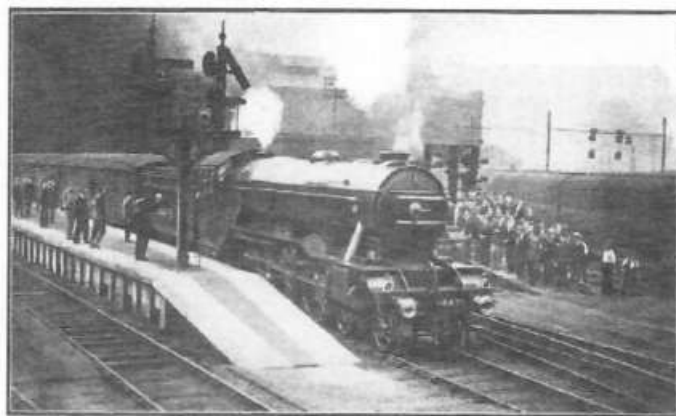
Keen Meccano collectors never miss an opportunity. Bruce Geange had been talking to a second hand book dealer some time ago. When more recently the dealer rang to say that he had something of interest, Bruce embarked on the 40 mile drive to his shop with anticipation and curiosity. The dealer produced a hard back book with faded red covers, measuring 190mm x 120mm, mended with Sellotape.

The provenance of the book is on the flyleaf which records that it was the *Office Copy, District Civil Engineer, N.Z.R.*

Wellington (rubber stamped in official red ink) with *H.W.P. Smith, March 1930* in flowing copper plate handwriting in ink. The price, noted in pencil, was 3/6.

A very gentle turning of the pages reveals:-

Page i "Famous Trains"



The Flying Scotsman leaving King's Cross on 11th July, 1927, on the occasion of its first non-stop run to Newcastle, a distance of 268 miles. This was then the longest booked non-stop run in the world. L.S.E.R. "Pacific" locomotive No. 4473, "Flying Fox".

Page ii A photo of "The Flying Scotsman Express crossing the Royal Border Bridge, Berwick, LNER "Pacific" Locomotive No 2577, "Night Hawk"

Pages iii reveals that in 1928 MECCANO LIMITED had several addresses. These were LIVERPOOL: Binns Road; LONDON: Walnut Tree Walk, S.E.11; PARIS: Meccano (France) Ltd., 78/80 Rue Rebeval; NEW YORK: Meccano Inc., 200 Fifth Ave.; TORONTO: Meccano Ltd., 45 Colborne Street. Page iv tells us that the book was *Printed in England at the Ballantyne Press, Spottiswoode, Ballantyne & Co., Ltd. Colchester, London & Eton.*

Page v is the *Contents Page*. The book contained 13 articles starting with the Flying Scotsman (LNER) on page 1; The Cornish Riviera Express (GWR.) on page 19 etc. with a total of 176 pages.

INTRODUCTION

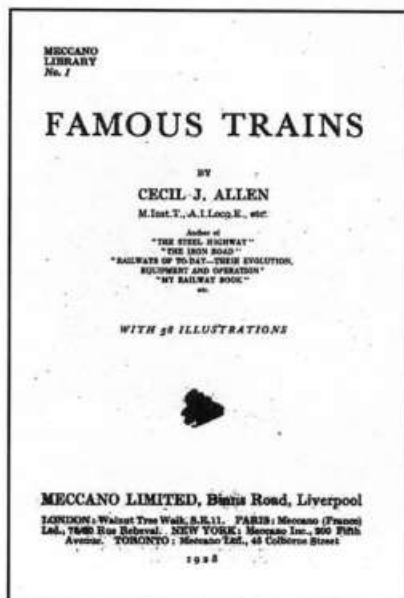
By the Editor *Meccano Magazine*

PERHAPS the most remarkable feature about railways is the fascination they exercise over generation after generation of boys. The small boy of to-day darts away to the bridge over the railway to see a train go under with as much eagerness as the boy of twenty or thirty years ago, and he is just as keen on reproducing at home with his miniature material the actual movements of real railways. But although the interest in railways remains, it has changed in its point of view.

I can remember that, when I was a boy, my great ambition was to drive a railway engine, and I believe that was the ambition of most boys who had any leaning towards things mechanical. To-day the average boy has a wider outlook. He is just as keen on the construction, mechanism, and working of engines, but he no longer—except in his very youthful days—yearns to be an engine driver. He feels that to drive the same engine day in and day out would confine him within too narrow limits. Instead of learning the mechanism and working of one engine down to its minutest detail he wants to know the general principles of all engines; to understand how they are classified and grouped and to recognise each type as it comes his way. Beyond all this he wants to know how a railway is run; how the traffic is signalled and controlled, and how each section of the vast organisation plays its part in producing the wonderful perfection that exists to-day.

At the time when I took up the editorship of the *Meccano Magazine* I knew that the vast majority of boys were interested in railways, but I did not then realise the keenness of this interest and the wide range it covered. It was not long before this realisation came to me. As

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INTRODUCTION

the result of certain articles hundreds of letters were received from all over the world expressing appreciation of the articles and the hope that they would be continued regularly and extended to the utmost possible limits.

Some eighteen months ago I asked Mr. Cecil J. Allen to write for the *Meccano Magazine* a series of monthly articles on "Famous Trains, and the Routes Over Which They Run." Mr. Allen to-day is easily the most popular writer on railway subjects, and the appearance of these articles month by month has been greeted with a great outpouring of approval from thousands of readers. The series will be continued for many months to come and I dread the time when it must come to an end, because the disappearance of the articles is certain to be followed by a storm of protest!

During the past few months large numbers of readers have expressed the wish that these articles could be given some more permanent form. These requests, and my own desire to secure for the articles an even wider public, have resulted in the preparation of this book, which deals with thirteen of the most famous British expresses. Incidentally, it should be mentioned that the schedule times given in this book are those in force in June 1928.

I take this opportunity of thanking the Great Western Railway, the London, Midland and Scottish Railway, the Southern Railway, and the London and North Eastern Railway for the loan of illustrations, and also *The Times* for the use of the illustration on page 88. Many of the photographs are the work of Mr. F. E. Mackay and are the copyright of Railway Photographs of Liverpool, to whom also acknowledgment is made.

As I have already stated, other articles dealing with the great trains of the world will continue to appear each month in the *Meccano Magazine*, and possibly at some future date a second series may be published in book form.

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On page vi the Introduction By the Editor *Meccano Magazine* tells how the Editor asked Mr Cecil J Allen to write for the *Meccano Magazine* a series of monthly articles on "Famous Trains and the Routes Over Which They Run". The Famous Train articles appeared in the *Meccano Magazine* from January 1927 until about September 1929 by which time 32 trains had been featured. Evidently the editor hoped, in response to reader demand, to publish all of these in book form but it seems only Book No 1 was produced.

Page 1 (See picture) is an example of the opening of each chapter which includes the speed and times for a route finishing with the Official Miles and Time Schedule and a chart of the Dimensions of the locomotive.

If you are lucky enough to have a set of 1927 *Meccano Magazines*, turn to February 1927, Page 120, and you will find *Famous Trains and the Routes over which they Run.....No 2 The Great Western "Cornish Riviera" Express* OR open your Hornby Companion Series Book 7a *The Meccano Magazine Anthology* Page 49 for the reprint of the above article. A comparison between of the *Meccano Magazine* and the book shows minor variations in the actual words and photographs.

A request to the Spanner Group for any other information about the book produced the following from Tony Press. *Famous Trains* was first offered for sale in the *Meccano Magazine*, December 1928, page 1033. Further advertise-

ments appeared in *Meccano Magazine* as follows:- January 1929 P91; February 1929 P178; March 1929 P266; April 1929 P345; May 1929 P414; July and August 1929 back cover; September 1929 P718; October 1929 P806.

The book is mentioned in *The Meccanoman's Journal* (1971/72) on page 693 and 750 where it is noted that only Book 1 was produced in the proposed series. The book had a dust jacket which appears to be rare as a request for a copy to the Spanner Group has had no reply



CHAPTER ONE

THE FLYING SCOTSMAN
(L.N.E.R.)

"SCOTSMAN" is a title that, at one time or another, has been fastened on to many express trains connecting London with the other side of the Border. But there is one train, and one train alone, that can lay claim to the historic distinction of being the real *Flying Scotsman*.

This is the famous express that leaves King's Cross terminus in London on the stroke of ten o'clock every morning. For some 65 years it has done this, day in and day out—with the exception of Sundays—heading northwards for Edinburgh, Glasgow, and, since 1890, for Perth and Aberdeen also.

The south-bound *Flying Scotsman* leaves the Scottish capital at precisely the same hour and rolls under King's Cross roof at 6.15 P.M., just as its "opposite number" is stopping in the Waverley Station at Edinburgh. Actually the two trains flash past each other, when they are running normally, somewhere near Raskelf, a station 18 miles north of York and almost exactly 200 miles from London.

The continuity of the departure time is in itself a record of no mean order, and the only occasions on which it has

B

LEADING -DIMENSIONS OF L.N.E.R 4-6-2
ENGINES, SUPER-"PACIFIC" TYPE

Cylinders (3), Diameter-	20 in.	26 in.
Cylinders Stroke-		
Driving Wheel, Diameter	6 ft. 8 in.	
Heating Surface, Tubes	2,522 sq. ft.	
" Firebox		215sq. ft.
" Superheater		706sq. ft.
" Total-		3,443sq. ft.
Firegrate Area-		411/4sq. ft.
Working Steam Pressure	220 lb per sq.in.	
Tractive Effort (at 85% wkg. press.)		36,465 lb.
Water Capacity of Tender	5,000 gals.	
Coal Capacity of Tender	8 tons	
Adhesion Weight		661/4 tons
Total Weight of Engine	96 tons	
" and Tender		1521.2 tons
Length of Engine and Tender		70 ft. 5 in

SPANNER REPORT, OCTOBER 2001

By William Irwin

The use of email from the Spanner group is acknowledged

The Spanner mailing list was established five years ago this month, and the following tribute by Michael Adler is printed with acknowledgment to the ISM Website, *Meccano On Line*.

Spanner's Fifth Birthday.

"The Spanner mailing list was established on 14th October 1996, thanks to the Internet and email. It was started by Ken Benstead following a suggestion by Michael Adler of the International Society of Meccanomen and now has over 250 subscribers, and is a virtual Meccano society. The list is unregulated, but the main discussion focuses on Meccano building and collecting. It has provided a lively means to exchange information and ideas, and some of the topics discussed have found their way into Meccano club magazines. Many close friendships have been established without most of the correspondents ever actually having met. Some of the group though, have been able to meet at Meccano exhibitions, especially Skegness in England, where group photos of over 25 have been taken, all proudly wearing their Spanner badges.

The computer and the Internet have proven to be huge aids for the fragmented and widely distributed small band of Meccanomen spread around the world. Not only has it enabled the Spanner mailing list and a multitude of Meccano orientated web sites to thrive, but it has enabled the transmission of scanned and digital photos, provided the means to make computer generated drawings, and lately has been the tool to make a complete magazine by electronic means only, from the supply of material, to the layout, and to the transmission to the printer.

The list is administered by Ken Benstead, and has become automated through the good efforts of Paul Dale, to whom we all owe a sincere vote of thanks. We wish the Spanner mailing list a very Happy 5th Birthday and may it grow from strength to strength in Meccano's centennial year.

Michael Adler, September 2001"

The discussions during September were naturally affected somewhat by the disastrous events in New York; nevertheless many interesting threads emerged, including two local Kiwi items.

Local News

Peter Gronous from Orewa contributes: In the local rag called "The Coaster" are two pictures and a story of a local "Meccano Boy", Rob Campbell, who has built an American Class A steam train from "2500 parts and 6700 nuts and bolts". From the pictures it looks to be about 10 ft long. His final words on the hours of work are "I think this is the stupidest thing I have ever done". Doug Harris responded with: Hey, this is the Rob Campbell I've known since the 1960's - I helped him with photography when he founded the NZ Hot Rod magazine. But he obviously has a rare talent, perhaps the Auckland Meccano Club should contact him, although I doubt that we'd wean him off hot rods!

Greg Ewing from Christchurch has been developing his paper folding machine, and pictures of his second Meccano prototype can be seen on <www.cosc.canterbury.ac.nz/~greg/PFM/FullSize/index.html>

Collectors Syndicate

The Spanner Collectors (as opposed to builders) have come out of the closet and formed an informal "Collectors Syndicate" headed by Greg Rahn. It appears as if (surprise, surprise) ordinary Spanners do like to hear about historical Meccano items acquired by collectors.

From Jeff (Sussex): I too had the impression that only the "collectors" wanted to hear about collecting, so I am pleased that Greg has broken the ice with the result of his meeting. If it wasn't for us "collectors", I often feel that the history of Meccano would be lost. Many things that "we" have found could well have been "skipped". I will relate a story that may make a few collectors cry or be very frustrated. Some years ago at Sotheby's South, England, a lot of Meccano turned up. It contained an unused, boxed GRB Grey, 3 Disk Weights 20 gram, Sand Roller, Shuttle, unused wrapped dark red & green Parts, Gold & Blue wrapped in original paper, six nickel 24.5" Angle Girders, a wealth of literature and Meccano Magazines. Sounds good. Three days before the auction it was withdrawn. I asked why and the manager of the toy department said that the very old gentleman had decided not to sell. I convinced the manager that the parts were very interesting and I made a large bid for the "lot". The old man who was very ill, eventually replied and although he had not collected the Meccano, did not want to sell the "lot" but wanted to give it to his young great grandchildren to play with. Can you picture the wrapping paper being torn off, GRB box flattened, everything now perhaps lost or defaced. What a loss.

On a lighter more trivial note Jeff also wondered why it is that Meccano only put one Spring Clip in the 1950's 7a set. Wouldn't it have been easier to put nineteen in the 7 and therefore not waste the time putting one in the 7a?

Tyranny of the Baseplate.

Anthony (Manchester) posed the following question: Perhaps because of Meccano, I don't know, but whenever I design something, my natural instinct is to choose a base, and build up from there. The larger Lego models fascinated me, because they didn't do that at all, their models were often without an obvious "base". I eventually realised I engineered like the old days when cars had a chassis, and everything was built onto it. The Lego models however used the "monocoque" construction method that is preferred now, as it reduces costs. More recent Meccano models have however successfully adapted to monocoque construction as well. This to me is one of my greatest personal challenges, to become fluent in designing in this method as well. My problem is that I still find it relatively difficult to do, and, dare I say, the results still often seem relatively "flimsy", and so are somehow not so satisfying. Do other Spanners feel the same, have the same problems?

Jacques Vuye replied: I can identify the "younger myself" with your description. The (in)famous P/N 52 as a "base" for your model! Here's how I got away from it. As a lad, I remember that when I started to build my own models in

(continued on page 29)

BITS AND PIECES

by Lloyd Spackman

THE JONES SEWING MACHINE: One of Meccano Limited's diversions was the Jones Meccano Sewing Machine, a neat hand operated item which is now rare. It reportedly worked well and looked very nice in its contoured white case. One was advertised recently on Internet eBay auctions for about NZ\$ 130.

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.

SPIT IT OUT: I dropped a plastic spacer into the innards of my Coles crane model. Couldn't find it, but the top part of the model jammed at a certain point when slewed by hand. I exerted a little more pressure and the spacer shot across the room like a bullet. Problem solved !!

OUR PATRON SAINT ?: Andrew Cathie has pointed out that several Clubs meet in St Lukes Church halls. MWT at Castlecliff, Wanganui; WMC at Wadestown, Wellington; and has met at St Lukes in the Hutt Valley; South East London at Bromley, Kent; and there are probably others. Can we adopt St Luke as our patron saint ?

CLEANING GREY TYRES: Wash them in warm water with a drop of liquid detergent in it. Dry overnight. Spray them with a pure silicone (in solvent) polish. Avoid ones with added wax. Then buff them to finish off. (Paul Joachim on 'Spanner')

MECCANO AT EDEX TOYS: A recent catalogue from this mail order firm which specialises in educational toys for pre-schoolers included Junior Meccano. Action Troopers set prices ranged from \$17.95 to \$49.95. Edex has retail stores at Albany, Takapuna and Lower Hutt.

TYRE TROUBLE ?: You can use a screwdriver as a tyre lever to ease the tyres back on the wheels of your bicycle, but don't use a screwdriver to ease Meccano tyres on to your pulleys. The rim edges are easily damaged. Hot water and strong thumbs are much better.

ADVERTISING !: A Meccano advertisement from the 1960's featured in BBC's Channel 4 Review of the 50 best TV advertisements of all time.

THAT WIND-POWERED MODEL: A suggestion for Brian and Daryl — ask each entrant to also bring a vacuum cleaner (to blow, not suck) in case the 2003 Convention days at Hawera are wind-less. Taranaki must have lots of calm days just as we do here in Wellington.

NEWS FROM ANDREW CATHIE: "As you can see from the letterhead address, we are now living in England and have been here a year or so. Our move went very well and we have rented a place here. House prices are astronomical so I don't think buying will be an option. Meccano-wise I haven't been able to do much building; however am three-quarters way through the Bert Love grand-father clock. Due

to space constraints the only Meccano I brought over was the chrome Set 10 plus some bits of brassware; so I'll have to build up a stock again. I have managed to get to Skegex both this year and last, which was most enjoyable." (4 September, 2001).

MECCANO FOR BABY: "The correspondence about Meccano brought back memories of my first child being born during the War. We didn't have a cot and couldn't buy one so my husband built one out of his old Meccano set. We padded it and put lace curtains around it and it served two more babies. The only drawback was that if you accidentally kicked it, it went 'boing'." (Mrs. M. Forsyth, Dover, England, writing in the 'Sunday Times') (Thanks to Bob Prescott for this item).

HYDRAULICS AT HENLEY: "I was interested to see the hydraulic arm in action as developed by Tony Rednall (and featured in Constructor Quarterly No. 53). It has an impeccably smooth and precise action and Tony claims the force delivered is very good. Brake fluid provided the hydraulic liquid. That clearly introduces difficulties in terms of handling and damage to paint work. Nevertheless, the result is most effective." (Andrew Cathie, 4 September, 2001).

ABOVE ALL OTHERS !: Among the many excellent pictures of Skegex 2001 models and modellers displayed on the ISM Internet website, one photo stood out above all the rest. It was a photo of an MWT Club cap atop the head of John Westwood. John visited us in 1998. Probably many viewers were wondering, 'Where in the world is MWT?'.

WRI BACK AGAIN: After about 20 years away from Meccano, W.R. (Bill) Inglis has reappeared on our Hobby scene. He sold his huge collection to Clyde Suttle (later sold to Joel Perlin) in the USA and retired from the Hobby. Many of us have WRI parts in our collections (I have a set of Channel Segments, P/N 119). It was great to hear from Bill again and welcome messages were sent by several modellers. Bill also advises he still has some P/N 119 available. His e-mail address is <inglis@netc.net.au>.

QUOTATIONS:

(1) "Age is something that doesn't matter. Unless you are a cheese."

(Anon.).

(2) "Meccano develops imagination in children while giving them knowledge of how things work. They also learn how to use gears and levers, offering a mixture of fun and learning".

(Keith Cameron in the Owen Sound 'Sun-Times', 12 June, 1993).

(3) "Research is what I'm doing when I don't know what I'm doing".

(Werner Von Braun).

(4) "About the only thing ever lost by politeness is a seat in a crowded bus".

(Anon.).

(5) "I was 13, and I was reading an article about careers for boys in the Meccano Magazine. As I read, I felt a surging conviction that becoming a veterinary surgeon was the career for me".

(James Herriot, Author).

Bruce's Choices From Around The World

By Bruce Neilson

Constructor Quarterly - March 2001

Pick of the articles - A Reliable Ping Pong Ball Roller by Alan Partridge.

The March issue contains 56 pages of models (PBY Catalina Flying Boat, Motor cyclist, Poclain Excavator, Tower Mill); model plans Ping Pong Ball Roller, Road sweeping lorry, Clock striking unit, Wobbly differential, Arcade Ball game, Owl and Pussycat and boat); articles (Frank Hornby's pub), cartoons, philosophy and controversy.

Alan Partridge set himself several criteria when building his Ping Pong Ball roller such as reliable unattended working, light weight balls, view from the front, and compactness. The model measures 25 x 13 x 19 inches and contains eight "items" which will manipulate a ball. 20 photographs and 11 pages give full building instructions for the apprentice Meccanoman as well as the master builder.

Sheffield Meccano Guild Journal - June 2001

Pick of the articles - SML No 28 (1936 reprint) The Pontoon Crane Part 1 by Allan Palmer.

Some of the 1920's Super Models are pigs to build by reason of design faults, mistakes in the instructions, or using parts which are now obsolete. Allan Palmer has taken this classic model and corrected and improved the design by lengthening the pontoon to more realistic proportions, using two P/N 167b Flanged Rings, one E6 motor and building a proper engine house. Cross reference this article back to your 1935 Manual L35 or the Super Model leaflet No 28.

Canadian Meccanotes - June 2001

Pick of the articles - Double Action Pop Can Crusher by Michael Stephens.

If Nikko really want to revive the fortunes of Meccano, they should issue this model as a boxed set and give one to every school. The model is topical, environmental, fun, and demonstrates the mechanical ability of Meccano, and every kid would want one. What does it do? It crushes (a word that evokes passion and emotion) empty aluminium cans. "The first action is to crush one side of the can towards the other. The second action is to bend over the two ends of the can simultaneously so that they are parallel to the sides, and to further flatten the whole mass". 5 pages includes 9 pictures and plenty of text, so get to it you Greenies, and to quote the author, "The model is very popular with children at hobby shows. They can see all the levers and links at work, and actually make the model do something useful. I bring a big garbage bag of cans along since every kid wants to crush at least a couple of cans...and I defy anybody to make this working model in that other "toy of the century, L*g*".

Runnymede Meccano Guild Newsletter - June 2001

Pick of the articles - Skegex 2001

Plenty of words and plenty of big black and white pictures of models and their builders. This ten page report has picked

up the flavour of Skegex and some of the quirky bits that caught the reporter's eye. The first prize was won by a 10ft, 281lb Walking Dragline built by Ken Senar built in a scale of 1:30. I suspect that this model was not built in the smallest room in the house.

Constructor Quarterly - June 2001

Pick of the articles - a tough question but in the end I would have to pick "Circling the World", by Mike Cotterill.

This model is old in concept but modern in design. Two aeroplanes circling the World and jazzed up for the viewing public with no less than twelve Lamp Holders P/N 539 (substitutes are readily available). Three photos, one diagram, and some text make up the three page article. If you are looking for a model to entertain the public at an Exhibition, this is a good choice.

The balance of the June issue is packed with models such as the Brough Superior Motor Cycle, Mini Cooper by Guy Kind which are as much sculptures as models, a variation of the "Rider in the Sky", the plans to build "Tom Thumb - Meccano Marionette" a favourite of mine which has remained built for many years, and the background to the latest CQ Replica, the 000 Cardboard Parts from 1929. So get it while it's hot.

Southern California Meccano and Erector Club Newsletter - June 2001

Pick of the articles - Centennial Exhibition, Feast or Funderal? by Michael Zeeman.

Well, it was certainly different. From the pages of a Dutch Socialist newspaper comes the thoughts of an "outsider" as he sees Meccano, Meccano history and Meccano future, seen in the context of Socialism. I will not spoil your reading of the article by quoting paragraphs (and political science is not my forte) but I liked this bit. We all know the pullovered boys wearing ties and shoes who appeared for many years on the front of Manual covers. Mr Zeeman thunders "The pullover has been replaced by the windbreaker and its logo is more important than its colour. The tie has been replaced by piercing and tattoos."

Now, if you please, visualise the 2001 Manual with an updated picture of the two boys dressed etc. as per above. The mind boggles but there is a thread of truth also.

The Meccano Newsmag - July 2001

Pick of the articles - Freelance Narrow Gauge 0-6-0 Tank Locomotive and Rolling Stock by Mike Edkins and Ken Wright.

This is a Constructor Project (No 73) which gives full details for the construction of this model. 8 pages of text and Isomec drawings and 2 pages of good clear photographs. This will produce a railway which runs on three rail 22mm gauge track.

Constructor Quarterly - September 2001

Pick of the articles - 4-6-4 Tank Locomotive at O scale by Bernard Perier

This is another of Bernard's beautiful models and I use the word beautiful deliberately. I defy anyone who builds this model in the resplendent green, red and polished brass to take it to pieces afterwards. Within eleven inches he has captured all the elements of the locomotive and that in-

cludes the Walschaerts valve gear and it does run on straight O gauge track.

I make no apology for mentioning other articles such as the "Mighty Antar" truck, No 1 in a series of units for your Ping Pong ball roller by Alan Partridge, a ball game for all children, Real hydraulics, an update on the Grandfather Clock SML14a, etc., etc. A cornucopia of creme de la creme.

The International Meccanoman - September 2001

Pick of the articles - Four Speed and Reverse Gearbox by Philip Webb.

This will be as near to a real automotive gearbox as you are going to get and the Isomec exploded diagram plus the text lay it all out for you. The gearbox, 12 holes long, 5 holes wide, and 7 holes high, lends itself to being made up permanently and moved from model to model. The movements are based on the N-S and E-W possibilities of the gear lever driving two lay shafts. The gear ratios are .166 in first, .25 in second, .33 in third and .5 in fourth.

Subscription rates, addresses, etc., for the above publications are available from the Editor, NZFMM magazine.

(continued from page 26)

the early '50's, it was the observation of "the real thing" that finally freed me from P/N 52 tyranny! I was always fascinated by trains and was "hanging out" in trains stations and depots, watching the equipment and how it was built and operated. For example, looking at a "de-boilered" steam engine revealed the chassis, the connecting rods and valve gears as a separate subassembly, the brakes system, suspension equalisation mechanisms, etc. Once you have acquired a general "feel" on how the object is built (i.e. structural part, then mechanism(s)), then eventual bodywork and accessories, etc. you attempt to basically follow the same route with your Meccano construction.

Ken Benstead contributed: One look at the modern French manuals quickly shows that the designers of those models are definitely non-cubists. Being a cubist myself I find it impossible to imagine how they designed those models. They contain different levels and non-standard spacing that seem to magically line up. The models are very flimsy during assembly yet quite solid when completed. Do any Spanners have insight into how the French designers do their stuff? I suspect they use 3D CAD systems to build complete virtual models before they actually assemble them from real parts. That would allow a great deal of experimentation with non-standard part arrangements. I have also noticed that their models require very little part mutilation or bending, which is perhaps another indication of the use of a CAD system.

Buying second hand sets

Anthony (Manchester) has noticed a pattern emerging when buying second hand (pre-loved!) Meccano sets:

1. The good screwdrivers will always be missing, you may get the odd wire one though.
2. If it contains recent stuff, there will be the 3mm Allen key, but never the 2mm one!

3. There will always be 1% of the contents that are general nuts and bolts, that could never fit Meccano in a million years, so why does it always end up in there?

4. No matter how much you know about Meccano there will always be 1% of the parts that have you wondering.

5. Since parts rust faster than an old East European car, WHY does it always get stored in the shed?

6. The usefulness of the parts, just exceeds your revulsion at the dust, muck and assorted insect fragments in with them.

Meccano Display at the Woodworker Symposium

by Bruce Neilson

An invitation to put up a small display at the New Zealand Woodworker Symposium, 15-16 September 2001, hosted by the Manawatu Woodworkers Guild was accepted by Chris and Paulette Morton and Bruce Neilson. The stand was set up next to the main doors with aeroplane models from modern sets, miniature models on a raised set of shelves, and red/green display models driven by electric motors and some hands on entertainment models for the spectators to get a grip on Meccano. The loan of the Marble Machine from Daryl Anderson, gave the stand noise and movement which pulled in the spectators. The wall at the back of the display tables was ornamented with the Meccano banner and laminated posters of Spare Parts, Red Green Outfits Price lists, etc. The use of table coverings gave a tidy appearance to the display and hid the clutter under the trestle tables.

This display was somewhat unusual in that a number of hobby groups and commercial stands occupied one hall for the entertainment of, and the extraction of money from the registered woodworkers who paid high fees to have a programme of speakers and demonstrations in an adjacent hall. The public were invited to attend the hobby hall where we were, but the outside advertising for such had been limited and numbers were small.

We fielded questions and reminisced for two days as the registered woodworkers came in and out for meals and cups of tea, to inspect the competition items, and participate in the final auction.

As a consequence, we had time to talk to people, get them to touch, and be entertained. The usual number of 'mature' ladies who said "My brothers had some of that Meccano" and then the pathos, "I was never allowed to play with it" passed by after being encouraged to touch. We had a small Block Setter Crane from Constructor Quarterly known as the "Hooligan Crane" for kids of all ages to drive by hand and soon had two generations competing to place the load on a designated marker. The poster of red and green sets elicited trips down memory lane of "I had one of those" and the subsequent history of disposal which surprisingly had a pattern of being passed around the extended family, given away, lost, or still owned but never used. The judicious passing out of our 'hobby' cards gave us hope of future acquisitions, even if the offer does not come for some years. At the end of the Symposium, we packed up and went home with the usual sore feet, croaky voices, and happy souls.

MWMT MECCANO CLUB

Meeting Report for 6 October 2001

photos by Daryl
Anderson

The subject for the antique show and tell was Hooks and there was a good turnout. John Ince led the discussion with a nicely presented collection and we travelled the range from Wire, Scientific, Loaded Large, Loaded Small, Dinky, Grab, Crane Set to the Train Coupling (and Hook).

For the 2002 year, our meeting day has been changed to the second Saturday in even months to maximise the number of members wishing to attend.

The model for the October meeting had been an exercise in inventive modelling by circulating the plans of a prototype Concrete Mixer and asking members to have a go at producing a Meccano model of same. The results varied from large to small, faithful copy to tenuous connection,

and from successful to a brave soul who got stuck half way and brought his effort along for discussion.

The most faithful copy was John Hansen's (see photograph)

complete with a drum which was power driven by a friction wheel driving onto a circular plate forming part of the drum. He also was able to raise and lower the skip. The E15R motor through the gearing produced a very credible grinding sound in tune with the prototype. Other Concrete mixers presented were a 'made in 30 minutes' hand mixer by Daryl Anderson, two small surprisingly similar mixers by Bruce Geange and John Ince, a concrete mixer Truck in gleaming colours by Lloyd Spackman which powered the drum by moving the truck along the floor and taking a drive off the back axle, and a Set 2 manual model by Chris Morton. Photographs of these models will appear in the December report.

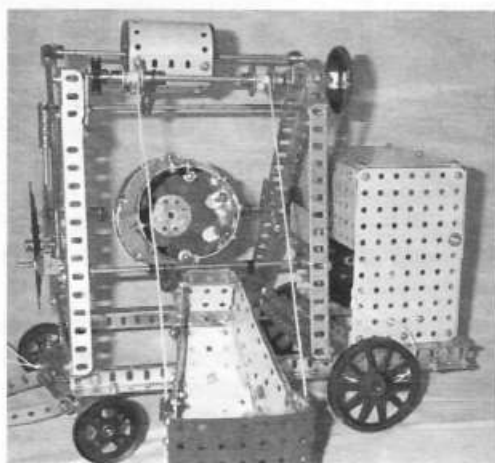
The evening had a international flavour with three members returned from overseas trips and associated Meccano experiences. Bob Prescott produced Henley photos, a Magic Motor purchase and a different kind of Brasso for polishing. The Brasso was in the form of an impregnated

wadding rather than the liquid variety. John Ince had been to Perth and attended the Maryland Club meeting. Bruce Geange had found MW Models at Henley on Thames with consequent purchases.

Among the items that were produced for the model tour, the following were noted:-

Daryl Anderson with an unusual clockwork motor which had its origins as the interior works of a mantle clock. Wayne Blakely with a 000 outfit in a proper box and most of the cardboard parts present. Bruce Geange with a refurbished truck and tractor in resplendent red and green. A large model of a brontosaurus in Junior Plastic Meccano from a model put up on the Spanner group was displayed by Bruce Neilson. Magic Motors have an appeal of their own and a miniature Carousel was produced by Lou Nichols. This will take pride of place for the occasion when visitors need to be impressed about the Meccano hobby. Some people collect stamps but we think that Tom Pittams collects tools and aids to construct models. These varied from bolt holders, right angle screw drivers to dentist mirrors. The first stage of a ladder fire engine was displayed. Lloyd Spackman displayed the progress in his Coles Crane with the boom and cab completed and the slewing arrangement to be revised. For a change of flavour, Lloyd had opened up his Märklin collection and built a tugboat. One of the comments offered was that Märklin had never really updated the basic parts offered in Meccano prior to the 1920' evidenced by collars with only one tap hole and the four inch sector plates. At this point in time, one of our trestle tables decided to collapse perhaps bearing witness to the heresy of having Märklin in the same room as Meccano? Paul Vodanovitch had a Helicopter from a No 5 manual with power supplied by a clockwork motor. A very ingenious engine starter to get the large rotor started was the Finger from Heaven. John Ince had a mini model of a cash register along the lines that Arkwright used in the TV programme "Open all Hours".

Anderson Concrete Mixers



Christchurch Meccano Club Meeting Report for October 2001

by Ian Torrens

It was a mild evening for our meeting, held on 5 October 2001, at which seven members were present. A quiet evening with only one model on display. This was a large item by David Lange. This was not of a particular subject, but had six separate movements with little men doing various tasks. The model was six foot high x three foot x one foot six inches. Quite interesting indeed and a good effort. After a good viewing of this, general discussion followed, with supper at 2040 hours and the meeting concluded at 2120 hours. Altogether a quiet but pleasant evening.

Wellington Meccano Club Meeting Report 12 October 2001

By Bryan Jones

Due to some members being away, our October meeting was postponed a week to Friday 12th. Eight members gathered for an evening of interest, with the second round of the tractor competition and some models with a difference. Bryan Jones had a return showing of the Teutonic Tractor (quickly branded "Herman the German" by a certain other member), with modifications to improve its tractive effort after experience in the first round.

Simon Moody's tractor, "Vladimir the Victorious", showing an increase in weight since its first appearance, was soon hitched up for a rematch. Several attempts showed that the two tractors were fairly evenly matched, both failing to make the ground required to decide an outcome. Simon retired outside to make "certain modifications", but unfortunately these only reduced the tyres' adhesion and he had to watch Vladimir being dragged away helplessly by Herman.

Lou Nichols had completed his version of the chair-o-plane model by Bruce Neilson. He had replaced the original seats with horses, planes and seats of his own design, and had it spinning quietly by way of a Magic Motor. Lou also showed a simplicity model of an small industrial type steam locomotive, from a design which appeared in a Meccano Magazine, and a selection of nine different hooks from the ranges of parts over the years.

Lloyd Spackman showed a Salvage Tug modelled entirely in Märklin parts (apart from one Meccano collar). The model was from a Märklin plan, which he had improved with details such as a radar, searchlights, winches, lifeboat and bumpers. He pointed out several of the useful brackets and joiner plates which did not have an equivalent in Meccano. Simon and Bryan both had parts to show, supplied as samples by Jack Parsisson, of Victoria, Australia. Of particular interest were spokes for circular girders. Jack produces these as a "spider", punched with eight holes in the hub to allow attachment to a bush wheel etc., and the spokes are just long enough to fit inside the flange of the circular girder. They are available in both standard and narrow widths, and in different colours, so a very attractive wheel can be produced by overlaying a standard width spoke with a narrow one in a different colour.

Lou showed samples of a Meccano Centennial sticker, intended for use on letters as publicity. These have been produced by Michael Adler and Doug Harris (readers may have seen reference to these on Michael's Meccano web site) and are available in sheets like large stamps. They are printed in black-and-white with a red background, and feature a photograph of Frank Hornby superimposed on the much-loved blocksetter crane model which appeared on early Manuals.

It was noted that the MWT Club is to move the date of its meetings by a week to make it easier for people to attend both their meetings and ours. Some discussion followed over the possibility of combined meetings next year and Lou suggested that we should host one in autumn, perhaps at the end of March.

Our next meeting at St. Luke's, Wadestown, will be held on Friday 7th December. A Christmas function is to be organised for an evening around this date, venue and actual time to be advised. The first meeting for 2002 will be held on 1st February, the last round of Tractor Testing before a visit the following weekend to Wanganui.

(continued from page 32)

Buy, Sell, Auction & Exchange

Advertisements in this section are free

For Sale - Index to Meccano Literature Vols. 1 and 2.

Reprinted by demand.

Vol. 1 - A grouped reference listing to Meccano Company Literature 1913 to 1981.

Vol. 2 - A grouped reference listing to Non Company literature 1960 to 1991 and Meccano Company Literature 1982 to 1991.

Two Volumes post paid, NZ\$60, US\$30, GBP20

Bruce Neilson, PO Box 1009, Palmerston North.

Email <rbneilson@infogen.net.nz>

For Sale - WRI Replica Channel Segments P/N 119. Chance of a Lifetime

Bill Inglis again has a quantity of his Replica Meccano Channel Segments, P/N 119, available in Nickel Plate, or passivated finish ready for painting, @ A\$30-00 per set of 8 (= one circle) plus postage and packing.

All enquiries to: Bill Inglis, P.O. Box 620, Myrtleford, 3736, Victoria, Australia.

Telephone. +61 3 5751 1846

or Email <inglis@netc.net.au>

NZ Clubs may wish to organise a club order

For Sale - Meccano Centennial Commemorative Stamp

A4 sheet with 20 stickers available from Doug Harris in NZ See his web site for further information at <www.geocities.com/hornbymeccano/>

or email <digbee@xtra.co.nz>

or PO Box 82323, Auckland 1705, NZ

Or email Michael Adler at <anthias@actcom.co.il>

For Sale - Replica & Meccano Parts

Angle Girders 24 1/2" \$4.00ea, 18 1/2" \$3.70ea

Flat Girders 24 1/2" \$3.80ea, 18 1/2" \$3.40ea

Flat Plates 1 1/2" x 24 1/2" \$4.00ea

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

Please note the slight increase of price.

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>

For Sale - Vintage No 6 Set

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

Email <fishplate@paradise.net.nz>

New Zealand Club Diary 2001 - 2002

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.

To be confirmed for 2002

9 February, 11 May, 10 August, 9 November,

MWT Meccano Club.

Contact - Bruce Neilson Ph 06 355 0776.

1 December, Xmas Dinner at Ohakea - Ring for details
Meetings at 2pm on second Saturday every second month.
2002 - 9 February, 13 April (Wanganui Grand Tour), 8 June, 10 August, 12 October, at
St. Luke's Church Hall, cnr Cornfoot and Manuka Streets, Wanganui

Wellington Meccano Club.

Contact - Lou Nichols Ph 04 973 6177.

Meetings at 7.30 pm on first Friday every second month
7 December at St Luke's Church Hall, 55 Pitt St, Wadestown, Wellington.

2002 to be confirmed

1 February, 6 April, 1 June, 2 August, 4 October, 6 December.

Christchurch Meccano Club.

Contact - Graeme O'Neill Ph 03 322 7456.

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

2 November, 7 December at

St John's Hall, Cnr St John St. and Ferry Rd., Woolston, Christchurch.

2002 to be confirmed

1 February, 1 March, 5 April, 3 May, 1 June, 5 July, 2 August, 6 September, 4 October, 1 November, 6 December.

Additional Meccano Contacts

Hamilton - Don McClelland Ph 07 847 4503.

Wanganui - Tom Pittams Ph 025 274 8486

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 December issue of NZFMM Magazine should be sent to the Editor well before 30 November.

Cartoonist Wanted - to make pencil sketches of the Editor's warped sense of humour. I supply the idea and rough sketch, you make a presentable cartoon. Email me at rbneilson@infogen.net.nz

Back Numbers - NZFMM Magazines from April 2001 are available. Contact the Editor

Wanted - Autobiographies from Meccanomen outside the members of the four NZ Clubs for the "Meet the Meccanoman" series. 1200 words and a facial photo plus. Record yourself for posterity. Contact the Editor.

Reminder - 17 Months to Go.

New Zealand 2003 Convention.

18-19-20 April 2003.

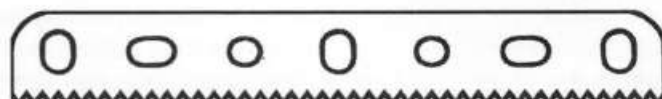
Community Centre, Albion Street, Hawera.

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

For Sale - 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

Sell - 1995 Evolution sets mint condition. No 4 set \$112;

No 3 \$90. Prices include post & packing

Second hand Meccano as parts or sets.

Manuals from 1912.

Photocopy service.

Agent for MW Models, England.

For Sale - 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.

For Sale - 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. Email <oelduck@xtra.co.nz>

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