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NZ Federation of Meccano Modellers Magazine

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

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

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

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

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

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Christmas Nostalgia

Because I was born in 1938 in New Zealand, Christmas for me as a child was THE occasion of the year. The pillowcase to be left out for Father Christmas, the very early morning awakening to find the traditional orange, two shiny newly minted pennies, the Boys Annual book, the balloon, the new clothes (OK, so we were poor and they helped fill the pillowcase), and something(s) unexpected. Yes, a small Hornby train set one year and eventually the Meccano set when imports of toys started to happen in NZ.

The deprivation and hunger for what were expensive toys in my youth certainly has influenced my choice of hobbies in adult life and now I indulge myself to the maximum with apologies to no one.

Accordingly I wish all Meccano people, a Very Merry Xmas and a Happy New Year, may Father Christmas bring you all the toys you wanted as a child, and if Father Christmas doesn't; send an order to MW Models now and order lots of Meccano!

To get you in the proper mood, the Magazine team has called on our many contributors (thank you all) and presents you with a cornucopia of Meccano for you to read slowly just before Christmas. We have concentrated on a selection of small models, each of which can be built in less than a day. So on each of the days between Christmas Day and New Years Day, you can be a child again and nut and bolt to your hearts delight.

Your New Years resolutions are to start building your model(s) for Convention 2003, and to send a contribution to NZFMM magazine.

R. Bruce Neilson

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NZFMM Subscriptions to March 2003

NZFMM Magazine Subscription Renewal notices for 2002/2003 will be included in the February 2002 issue.

The Carousel featured on the cover is described on the following pages. It was made by Daryl Anderson who also took the photographs. Did everyone recognise the familiar face of David Wall on the cover of the October issue? He was, as to be expected, pictured behind yet another of his steam engines.

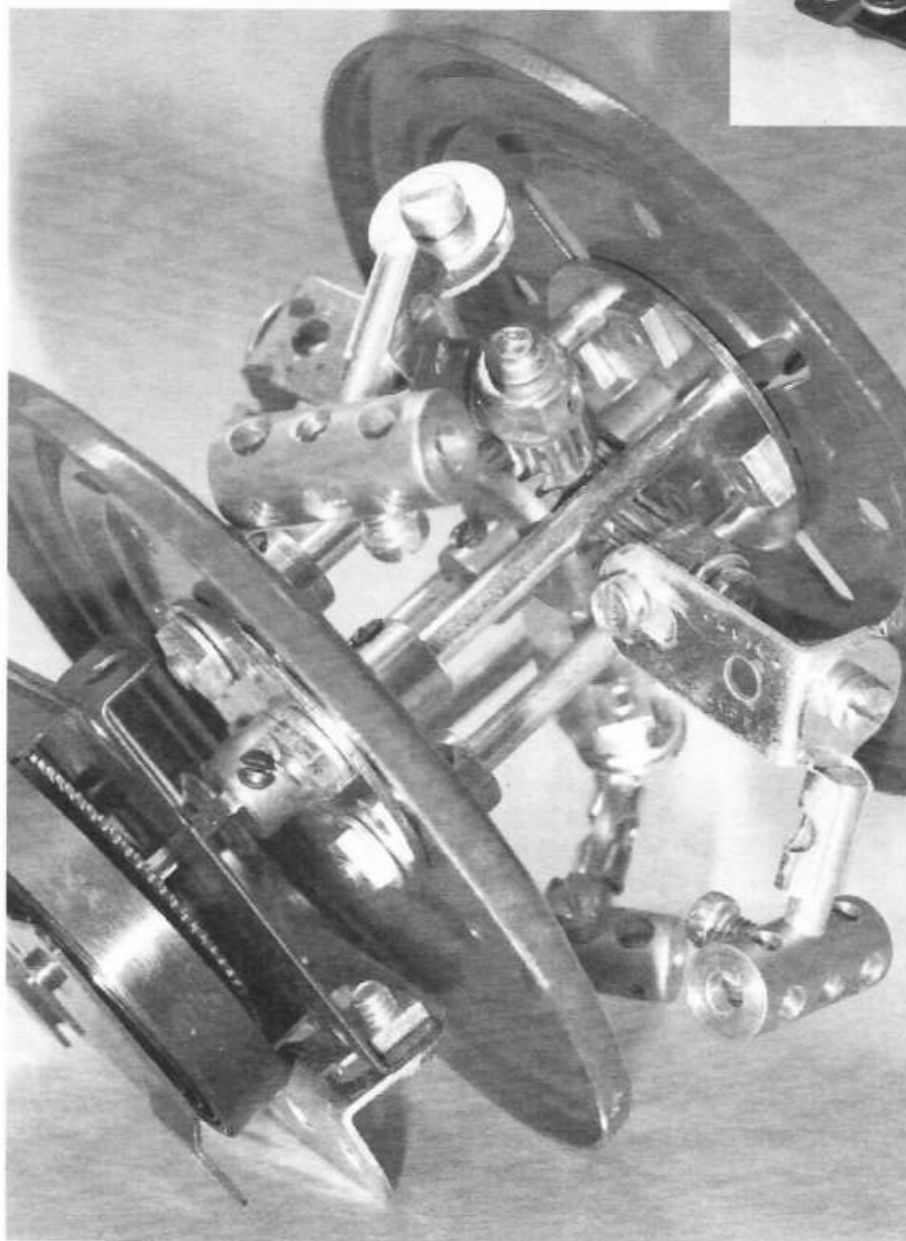
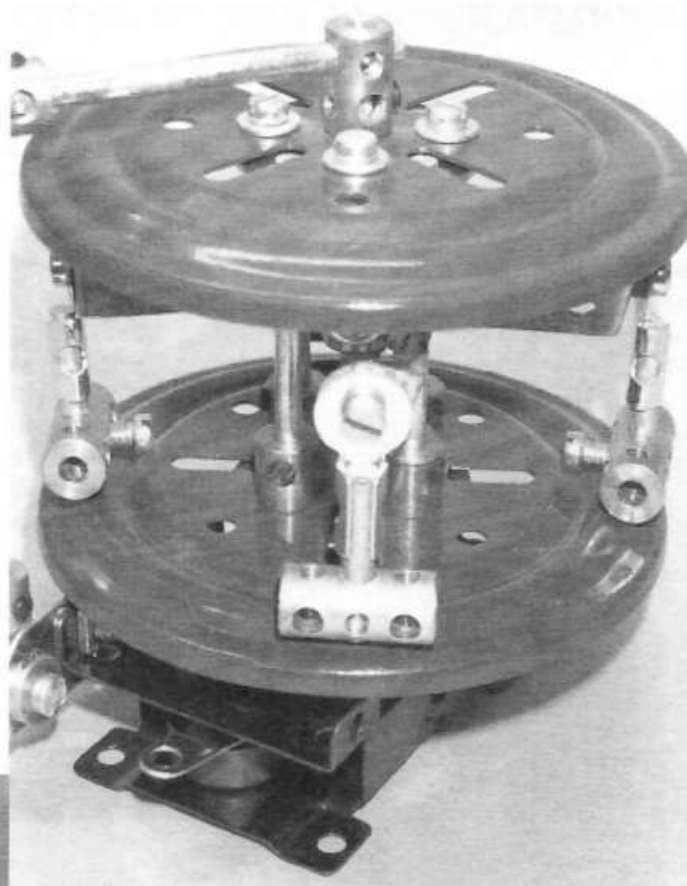
Four Inch Carousel

by Daryl Anderson

The model theme at a MWT Meccano club meeting recently was a model of anything that fitted completely inside a four inch cube. Having made a number of fairground models over the last few years, I thought that it seemed appropriate to try and make a small fairground model. The photographs and parts list should be sufficient for anyone to construct carousel, noting the following points.

The model is driven off the winding shaft of the Magic Motor, rather than the more usual pulley. This has the advantage of a slow speed drive. The motor is wound by simply rotating the whole structure. The Axle Rod in the centre with the $\frac{3}{4}$ " Contrate is not fixed at the motor end, or where it passes through the top Bush Wheel. These act as bearings. The Axle Rod and small Contrate are held stationary by the Axle Rods and Short Couplings up the side and over the top.

When the structure turns, the 11 tooth Pinions rotate on the $\frac{3}{4}$ " Pivot Bolts against the fixed Contrate, and the 1" x $\frac{1}{2}$ "



Angle Brackets rotate eccentrically causing the Couplings simulating horses to raise up and down. The Rod and Strip Connectors are lock-nutted to the Angle Brackets and are free to rotate.

This is an amusing little model that will only take an evening to construct.

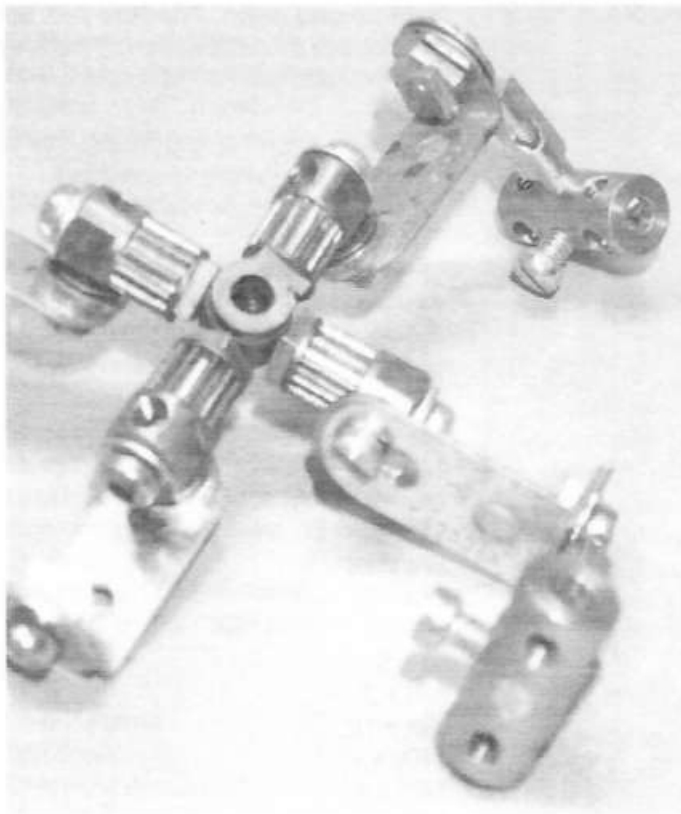
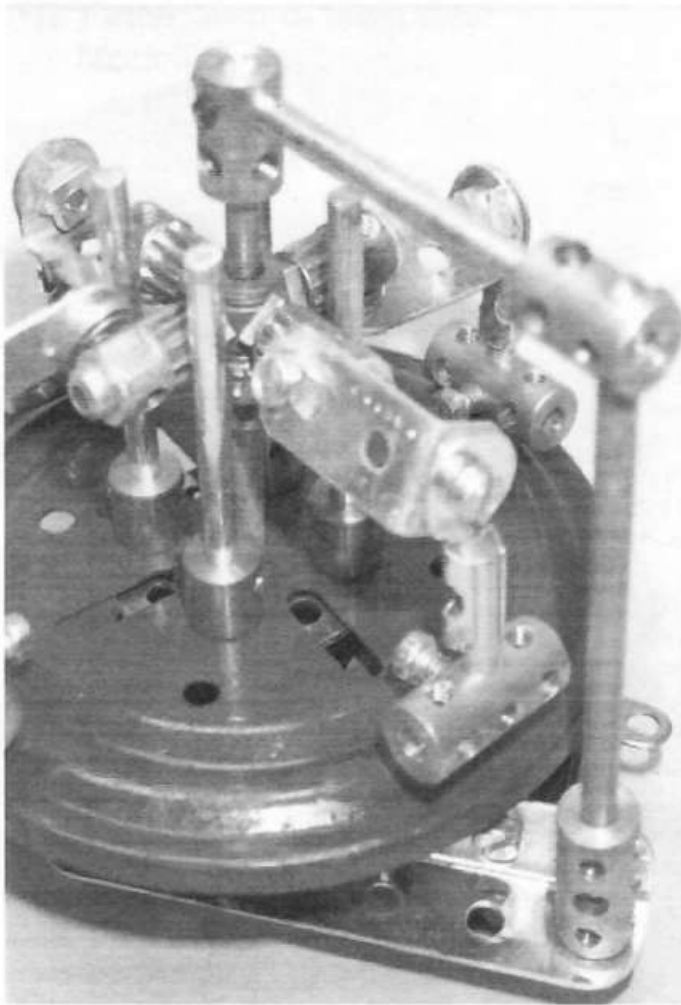
Parts List

9c x 1
12b x 4
16a x 2
16b x 1
17 x 4 x
18b x 4
24 x 2
26n x 4
29 x 1
37a x 18
37b x 20
38 x 31
63 x 5
63d x 2
69a x 10
140y x 1
147f x 4
168 a x 2
179 x 4
212 x 4
Magic Motor

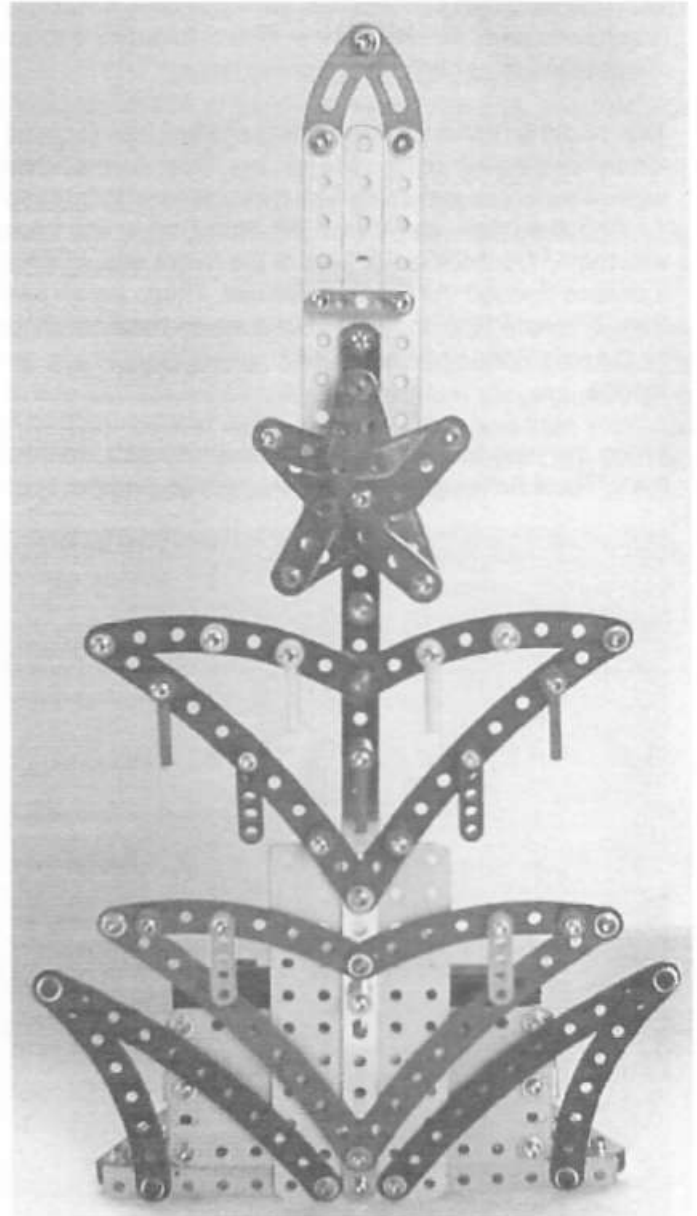
Christmas Greetings

By Bob Prescott

The Editor said "I want something Christmassy and festive for the Christmas issue". Christmassy and festive - trees, holly, Santa Claus, puddings, sleighs, reindeer and so on - what to do?



Two more views of Daryl Anderson's Carousel

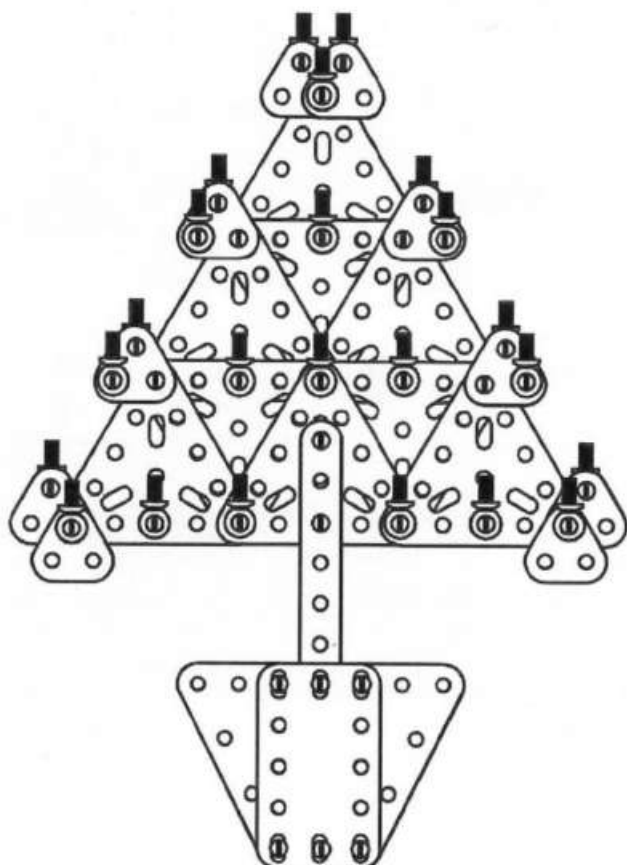


After looking through some Meccano Magazines for ideas I started building a Christmas tree and that led to a star. Incidentally at first I used curved strips for the star points but found the P/N 133c "Corner bracket obtuse" worked better. I topped the tree off with a candle and added a few decorations.

What a boring model - nothing happened. What it needed was music so I recorded "Still hooked on Christmas" onto a micro cassette and mounted the recorder behind the tree. Now when you look at my tree you can join in the singing. Do you know all the words of 'Hark! The Herald Angels Sing' or "I saw Mommy kissing Santa Claus"? You soon will after listening to my tree!

Another Christmas Tree

This Christmas tree is an ideal project for the Meccano modeller who has large quantities of unusual parts. In this case at least twenty two handrail supports - for the candles - and lots of triangular plates. Build one to impress your friends!



THE GOLDEN SPANNER AWARD

The following report was published in the January 2001 issue of The International Meccanoman:-

The Society has great pleasure in announcing the institution of the **Golden Spanner Award**. The award has been devised and conceived by André Welti (ISM 94), as a means of recognising outstanding contributions and activity in promoting Meccano as a hobby, on a local or national or international level. André has generously donated the award itself, which he commissioned from Swiss goldsmith Walter Mörgeli. Each Award Laureate will receive a lapel badge in the form of a Golden Spanner as his or her permanent insignia.



The Lapel Badge

The Rules pertaining to the Award have been devised by an international working party set up and chaired by John Ince (ISM 95) working with André and nine other members of the Society spanning seven countries and four continents.

The Rules are set out on pages 6 & 7 of this issue. The French translation has been prepared by Willy Dewulf (ISM 490).

The Society is indebted to all the members mentioned above, and particularly to André Welti for his inspirational idea and the generous spirit in which he has donated the Award.

Nominations for the Award for the year 2001, made in accordance with the Rules published on pages 6 & 7, must be sent by mail to:

Adrian Williams,
ISM Chairman,
Bell House,
72A Old High Street,
Headington
Oxford OX3 9HW
England.

Nominations must arrive before Tuesday 1 May 2001.

Readers who would like to view the rules should contact John Ince whose post and Email addresses are on page 2 of this magazine. Better still subscribe to The International Meccanoman.

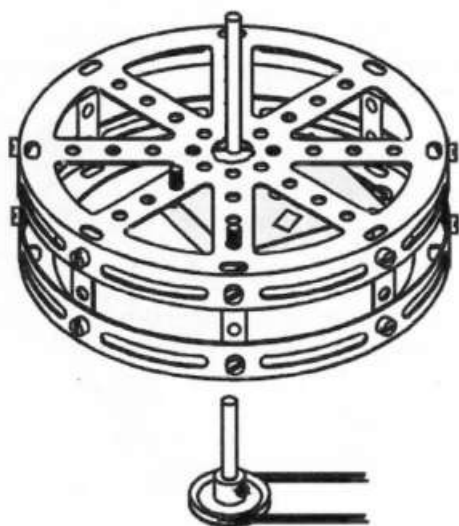
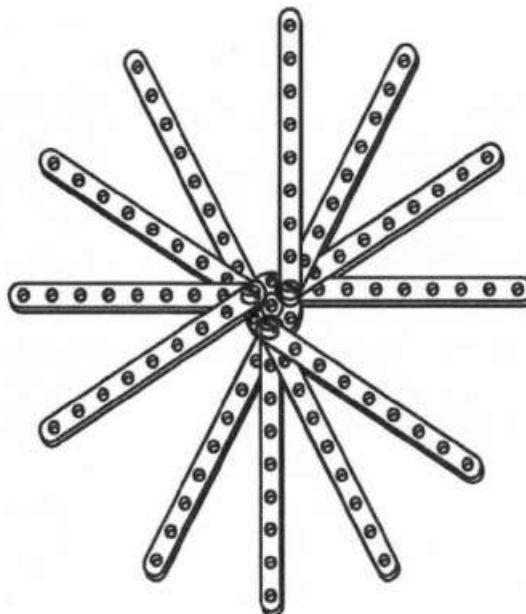
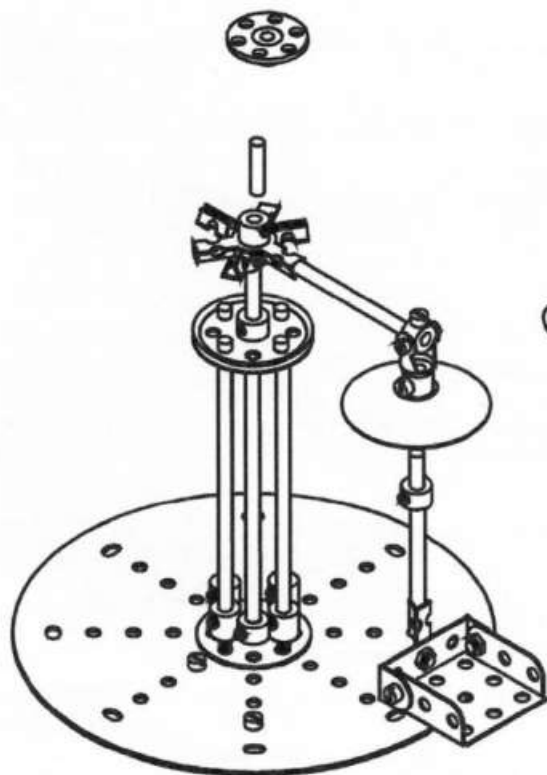
Chair-O-Plane

Designed by Bruce Neilson

This model came into being from a MWT Meccano Club exercise in creating a model incorporating a Magic Motor and is very suitable for a permanent mantelpiece model to impress visitors.

Parts List
 Magic Motor
 Driving Band
 13a x 1
 15a x 4
 16a x 6
 16b x 6
 21 x 1
 22 x 1
 24 x 1

37b x 51
 48 x 6
 59 x 7
 118 x 1
 143 x 1
 146 x 1
 165 x 6
 179 x 4
 187a x 6
 212 x 6
 213b x 2
 235d x 12
 235g x 8
 518 x 1



The Magic Motor bolts inside the base with a band drive to the centre 8" Axle Rod. The centre column of four 4 1/2" Axle Rods supports the rotating superstructure. The six chairs and their arms can be modified to suit parts available. The twelve 4 1/2" Narrow Strips should be put through a Bending Machine to give an elegant curve to simulate the canopy and are then secured to a 1" Bush Wheel and secured to the 8" Axle Rod.

The Chair-o-plane photographed by John Ince

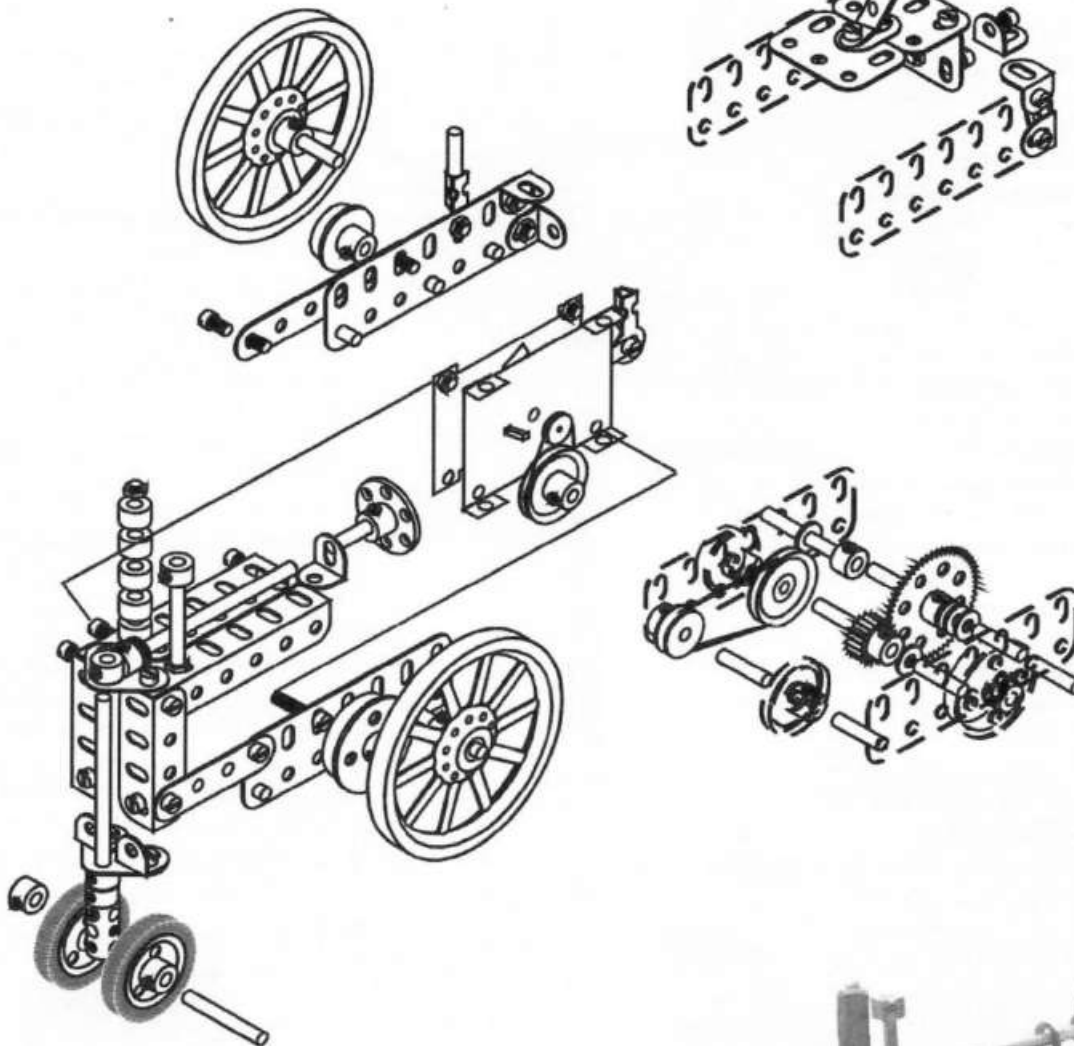
Tractor 1937 John Deere "G"

Designed by Bruce Geange

This model is about as small as you can get, if you want to include a motor. The model incorporates a wide back axle to allow the rear wheels to be adjusted for row width, and working belt take off. Simulated air and exhaust pipes, steel seat, and 'over the bonnet' steering complete the looks and flavour of the prototype.

Parts List

4 x 1	15b x 2
6 x 1	16 x 1
9c x 2	16a x 1
9e x 2	18a x 1
10 x 1	18b x 1
12 x 8	19b x 2
	20 x 1
	20b x 1
	22 x 1
	22a x 2
	23 x 1
	23a x 1
	26 x 1
	27 x 1
	37b x 26
	38 x 8
	59 x 5
	63 x 1
	103c x 2
	103h x 3
	111 x 1
	115a x 2
	126 x 1
	133a x 2
	155 x 2
	212 x 1
	235 x 1
	235h x 1
	518 x 1
	Magic Motor

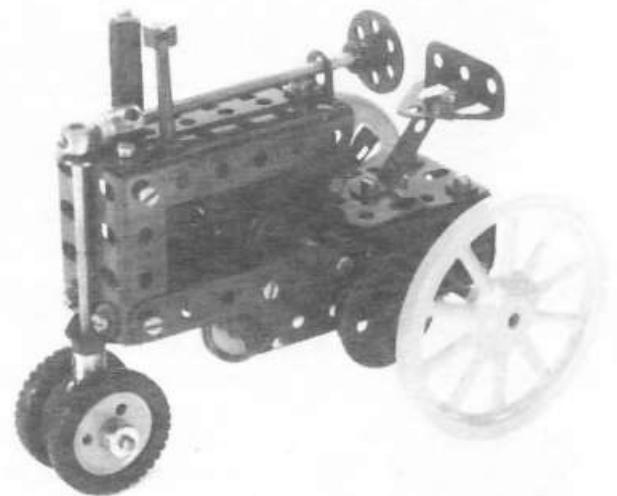


The following details relate to the prototype.

Power farming increased the working capacity of farmers and led to increasingly larger farms. Larger farms, in turn, required larger tractors. Noting this trend, John Deere introduced the Model "G" - the most powerful tractor it had manufactured until that time in 1937.

The "G" could handle the toughest conditions and four row bedders in most conditions, and four row planters and cultivators. Its belt could power a 28" thresher. A power take-off was standard equipment. Its power, combined with the other John Deere Row Crop Tractor features, made it popular with large acreage cotton and corn growers, and with grain farmers who also grew a few acres of the more common row crops.

The "G" was originally rated at 20.7 drawbar hp and 31.4 belt hp.



The completed Tractor photographed by John Ince

Making a Meccano Zoo

Novel Subjects for Model Building

Tis a pleasant change to turn sometimes from serious model-building and try what can be done in Meccano with lighter subjects. The possibilities of the Meccano System in the construction of humorous or quaint models are not generally realised, and indeed any model-builders never seem to make any attempts in this direction. This is a pity, because the building of such models is not only extremely amusing, but also it provides unlimited scope for ingenuity. In models of this type it is just as important to select the most suitable part for each special purpose as it is in building models of engineering prototypes. Still another point is that the completed models provide a great deal of amusement for one's friends.

On this page we reproduce three examples of quaint models from animal prototypes. Many other creatures could be portrayed in a similar manner, and a glance through any illustrated book of animals will provide plenty of suggestions. As a general rule no attempt should be made to reproduce the bodily shape of the creature, a flat form, such as is shown in the models illustrated here, being more effective. Generally speaking the model should represent a direct side view or a direct front view, three-quarter views being difficult to reproduce, and apt to be disappointing when completed.

The stork shown in Fig. 1 is a typical example of a side-view model, and a moment's consideration will show that it would be impossible to build it in any other manner to produce a better effect.

The body is first built up in flat form from Strips and Curved Strips, and the wing, also in flat form, is bolted in position. Curved Strips are used for the neck and head, and the beak is made from four $4\frac{1}{2}$ " Strips, the upper pair being placed edge to edge to form an inverted V section. Strength is given to the body, neck and head by curving Strips to the shape of the outline, and fixing them in position by Angle Brackets. The legs are made from pairs of $5\frac{1}{2}$ " and $7\frac{1}{2}$ " Strips attached at the lower ends to Single Bent Strips, to which the feet are bolted. Wood Screws may be passed through the Single Bent Strips and the short Strips forming the feet, and screwed into a baseboard to hold the model erect. This should be done before the legs are bolted to the Single Bent Strips.

The subject represented in Fig. 2 will not be found in any books on zoology, but we think all who have read Alice

in *Wonderland* will recognise it immediately. This example shows that the constructor need not confine his activities to actual animals, for many suitable and amusing subjects are to be found in fables, nursery rhymes, numerous books, and elsewhere. Model-builders might try their hands, for instance, at the cat that played the fiddle, and the cow that jumped over the Moon! These and other similar subjects would be certain to produce amusing models. The Cheshire cat in Fig. 2 requires little description, the construction being carried out generally in a similar manner to the stork. The fore legs are made to stand out from the body,

and the hind legs are fixed at the sides, as shown. Particular note should be made of the method employed for reproducing the face. The eyes, nose and mouth are fixed by means of Brackets and Strips at the back, so that they stand out prominently. The Set Screws have been removed from the 1" Pulleys forming the eyes, and replaced by Grub Screws that grip $\frac{1}{2}$ " Bolts that are passed through $1\frac{1}{2}$ " Strips. Two Angle Brackets form the nose, and a Curved Fig. 1. Strip, representing the mouth, produces the grin without

which no Cheshire cat could be considered complete. Stiff wire is arranged as shown to form the whiskers. A bird that contrasts strongly with the stork is the owl. In this case the distinguishing features are plump body, short legs, large head, almost without neck, and large round eyes. A direct frontal view shows to advantage the quaint features of this peculiar bird, and Fig. 3 illustrates a realistic model that has all the chief owl characteristics. The body, head and wings are all

in the same plane, and are built up from Curved Strips. The body is filled in with Strips, and three $1\frac{1}{2}$ " Strips are used for each foot, which is fixed in position by means of an Angle Bracket. A novel use has been found for Dunlop Tyres, which are fitted to the 1" Pulleys forming the eyes. The Pulleys are held in place by 1" Screwed Rods threaded into the tapped bores, and fixed to Angle Brackets bolted behind the head. The beak is fixed in place by a 2" Bolt.

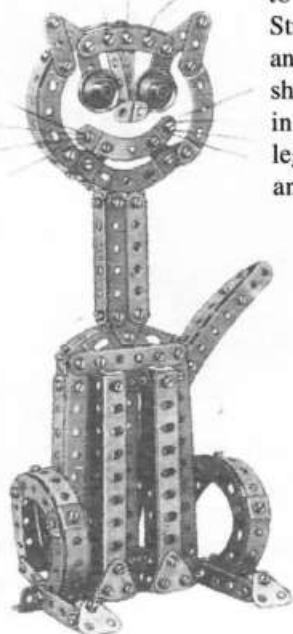


Fig. 2. The Cheshire Cat.

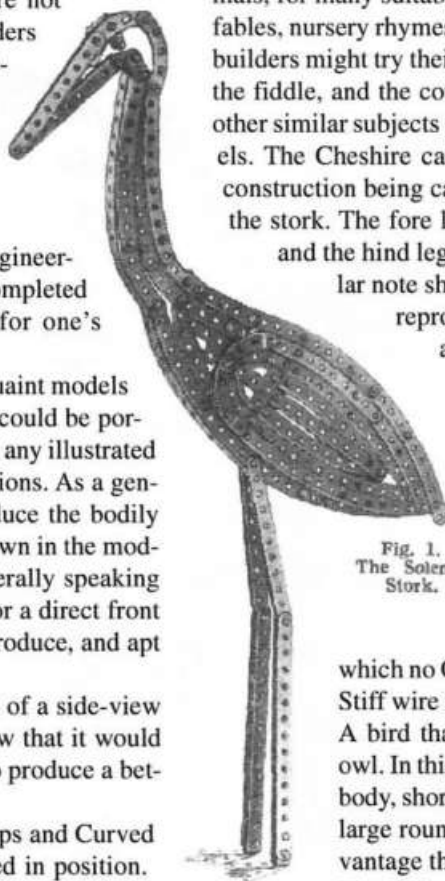


Fig. 1.
The Solemn
Stork.

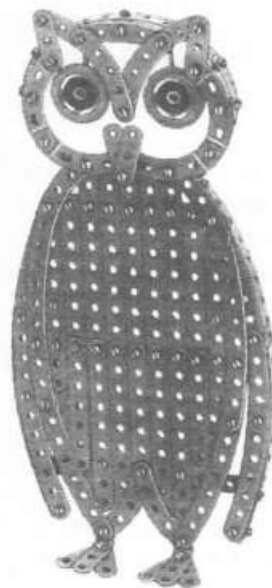


Fig. 3. A Wise Old Owl.

(This article is reproduced from the December 1933 Meccano Magazine page 999)

The Heathcote 0-4-0 Locomotive - Modifications

By Dr Paul Dale (biography on page 17)

(The original locomotive is in Transvaal Meccano Guild Newsletter (TMG) designed by Dave Heathcote, and reproduced in NZFMM magazine December 1998 with help from Lloyd Spackman. Email correspondence between the Editor and Paul Dale, Australia, and then a rebuild by Bob Prescott and further photographs by John Ince resulted in the following. Ed.)

The Heathcote locomotive is a modification to the miniature loco published a year or two ago in the NZFMM magazine which I've been meaning to write up and send. This is for the loco which used the black M0 motor as the boiler. I added a drive to the rear wheels from the motor and a power pickup for three rail operation.

I built it the day the magazine arrived (!) and figured out how to motorise it fairly soon after. The power pick up was the nightmare and it took quite some time to figure it out. My children absolutely adored this model to the point of destruction. (How's that for the seal of approval. Ed)

The drive from the motor to the wheels is obtained by placing a Worm gear on the motor's output shaft (possibly cut down to improve appearance?). This drives a 19 tooth Pinion on an Axle journaled in a pair of Fish Plates attached to the Flanged Plate. The 19 tooth Pinion in turn drives a 25 tooth Narrow Face Pinion (P/N 25c) on the rear Axle. Note that this Pinion extends below the bottom of the wheels so running on a flat surface isn't possible any longer. Some fine adjustment of the fish plates may be necessary for smooth operation of this gear chain.

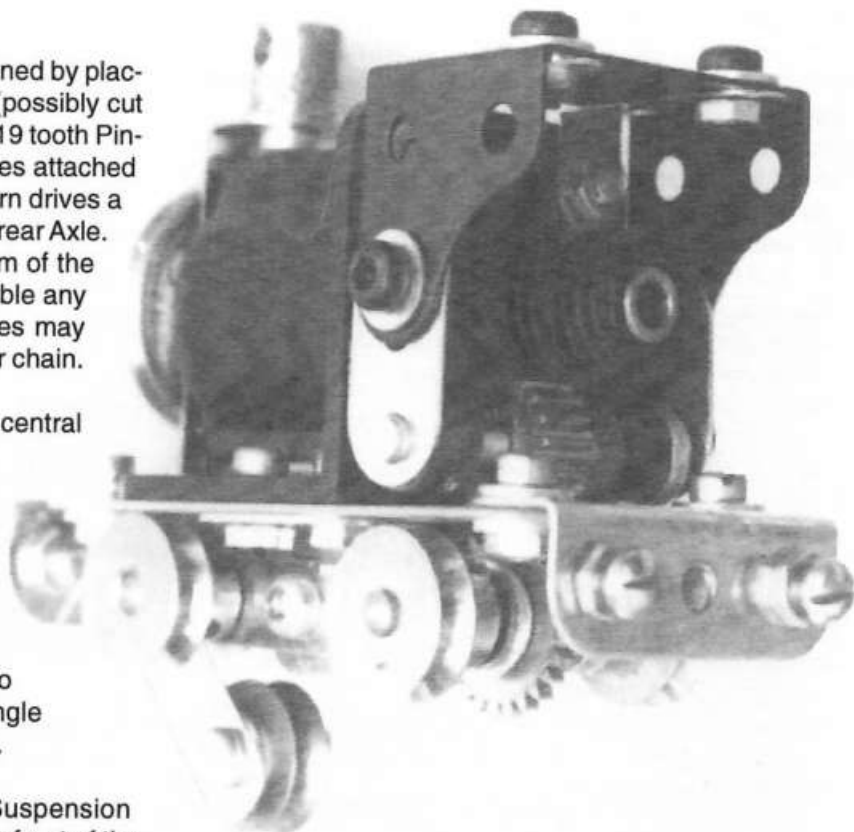
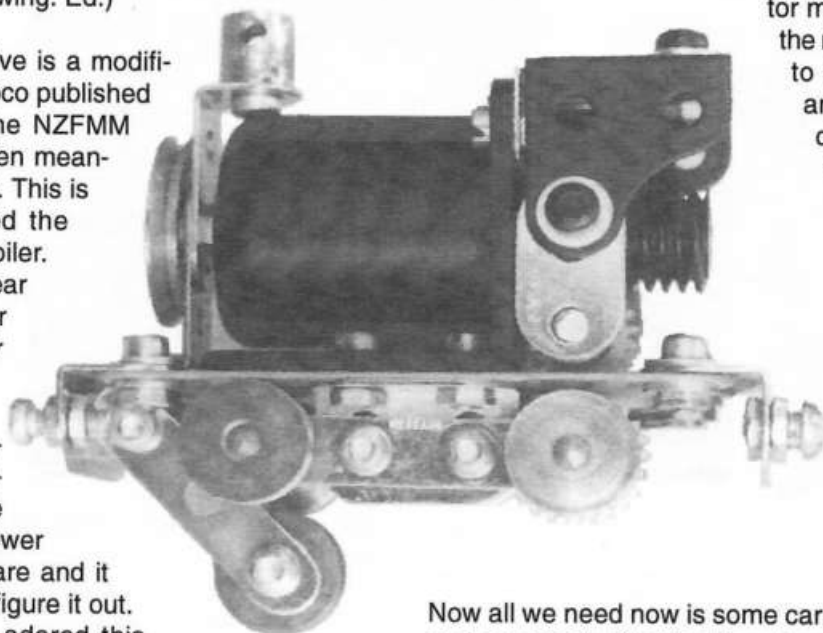
The rails consist of three Angle Girders. The central Angle Girder must be insulated from the others in some fashion. I used insulating washers and spacers available from Dick Smiths (look for transistor mounting kits) and 6BA bolts. Any number of other options are possible. The outer Angle Girders are extended upwards by Flat Girders. This provides clearance for the power pickup. Power is applied to the outer Flat Girders and to the central Angle Girder so these parts should be nickel or zinc.

The power pickup is constructed next. A Suspension Mounting Bracket (P/N 260a) is attached to the front of the loco using a long bolt which still acts as one of the front buffers. This part insulates the pickup from the rest of the

frame. The pickup itself consists of a 1½" Narrow Strip which is bolted to the Suspension Mounting Bracket. Because this is a rather tight fit, I used a 6BA bolt to hold the Narrow Strip and some filing of the end of the strip may be required to ensure free vertical motion. It is important that the Narrow Strip remain able to move vertically, but not to be able to slop around laterally. A brass ½" Pulley is locked to the lower end of the Narrow Strip and it is this Pulley which rides on the central rail picking up power.

The power leads from the motor must be taken back along the motor's base and through to the underneath where any excess lead is tightly coiled centrally. One of the leads is bolted directly to the locomotive's chassis collecting power from the four main wheels. The other is bolted to the central hole of the Narrow Strip and it provides both the power feed and acts as a weak spring to help push the pulley onto its rail!

Now all we need now is some carriages to the same scale and a method of linking them together!



The model in this article was rebuilt by Bob Prescott and photographed by John Ince. rebreuilt by Bob Prescott and photographed by John Ince.

MEET THE MECCANOMAN LLOYD SPACKMAN - WMC and MWT

I'll start this "This is your (Meccano) Life" with the Meccano side of it. Thanks, Bruce, for the invitation to contribute.

About 1928 I was given my first Set, a No 1, and the first thing I did was build a wooden box for it. I varnished the box dark brown for some reason. One of my first models was the Telpher Span. About that time I also had a Meccano Motor Car Construction Set, but can't remember what happened to that.

After 1931, when I left home to go to secondary school, I didn't do any more Meccano modelling. Fortunately, my mother kept my Set 1 safely put away and, about 1970, I retrieved it when our family home on the farm was vacated.

Nothing more happened until about 1975 when I visited a Wellington Meccano Club Exhibition in the old Railway Social Hall by Wellington Station. I don't remember why I went, but perhaps it was the latent power of Frank Hornby taking me there. Don Blakeborough was there to welcome me. Don, then, still worked for NZ Railways, so was able to hire the Hall for our use; and that Exhibition rekindled my interest in Meccano.

In 1980 I acquired a mint 1970 Set 10. Since then, I have never looked back as far as Meccano is concerned. Over the years, I've added a good few parts to the Set 10 and still do if I need them for a particular model. The other thing I have done with this set, and others I have bought, is have all the zinc parts stripped and re-plated with nickel and palladium by Rigg Electroplating Ltd. in Glenfield, Auckland.

The Set 10 had an interesting history. The owner was injured while working on the overhead motorway bridges leading into Wellington City. With his Workers Compensation (now ACC) payment he bought the Set 10 which Modelcraft & Hobbies Ltd. imported for him. I still have their letter to him, dated 18 August, 1972, thus establishing its provenance. Mr. Jones was so pleased with the four drawer oak cabinet, he kept the set INTACT and UNTOUCHED on display in his lounge for over eight years. In 1980 he wished to buy a colour Television Set so he advertised the Meccano for sale and I bought it.

I'm not a collector, so the parts didn't remain strung on their yellow cards for long. I have also acquired several

Märklin sets. As their parts are compatible with Meccano, they are very useful when building some models.

I build, display, take apart, and build something else, almost continuously. Generally they are small models which

I reckon are just about as difficult to build as are large ones. The other factor is that I don't now have the space for really large models. My favourites are the old locomotives such as "Agenoria", "Locomotion No. 1", and the Trevithick "New Castle" which I built this year.

I was a member of Auckland Meccano Club for 19 years; Wellington M.C. before that. At present I belong to WMC and MWT Clubs. I enjoy meeting with other modellers at Club meetings and particularly at our biennial Conventions.



As well as building models I have written on Meccano topics for many years, usually for our New Zealand magazines. My "Bits and Pieces" page has been running in NZFMM Magazine for over 14 years. Last year, I joined the "Spanner" Newsgroup on the Internet and that has become a sort of second hobby for me. It has been a revelation — such enthusiasm, expertise and wide range of views on our hobby (and other topics). I'm glad I joined, to become more a part of our world-wide Meccano fraternity.

FINALLY, some personal notes: I was educated at Wairarapa High School in Masterton, worked for the Post Office and then (from 1939) for the Army Department. On turning 21, I enlisted in the 2nd NZEF and served in North Africa and Italy. I was wounded in each of two historic battles — El Alamein and Cassino. The latter was serious enough to bring me back home to NZ early in 1944.

I worked for The Wellington Publishing Co. Ltd. for the next 26 years, rising to be Chief Accountant and Company Secretary. That company is now Independent Newspapers Ltd. (INL). In 1970 I resigned and spent the next 10 years as Executive Officer at Tawa College. I believe I was the first EO in a New Zealand State Secondary school. Tawa, for those who don't know, is a suburb of Wellington just north of the city.

When I finally retired in 1980, Betty and I moved to Devonport in Auckland where we spent the next 19 years. Sadly, Betty died early in 1999. As our family lives near Wellington, I moved back to Tawa and am living in a retirement village here. I have made many good friends through my Meccano hobby. I firmly believe everyone should have a hobby when they retire, and I am sure I picked a good one.

MY MODELLING TOOLS

by Lloyd Spackman

Tom Pittams gave me the idea when he showed us some of his tools and modelling aids at the October MWT Meccano Club meeting. Here is a photograph of most of mine:

1. Screwdriver with six inch blade. Essential for remote bolts. (I bought this one in 1982 at Holyhead in Wales).

2. Standard Meccano driver.

3. Drivers for Allen head bolts. I made them out of drivers from French sets and glued them into plastic handles.

4/5 Thin bladed drivers for grub screws and for opening links in sprocket chain.

6. Drivers for Allen head grub screws - two sizes.

7. Double ended, right angled screwdriver.

8. Standard spanner for square nuts.

9. Ditto, but with one end filed thinner - very useful in tight spots.

10. Standard hex nut spanners. One is slightly skewed.

11. Standard square nut spanner with four inch extension.

12. Two drifts, each with a collar on the top end.

13. Steel ruler, used mainly for measuring rods.

14. Fine nose pliers for closing sprocket chain links.

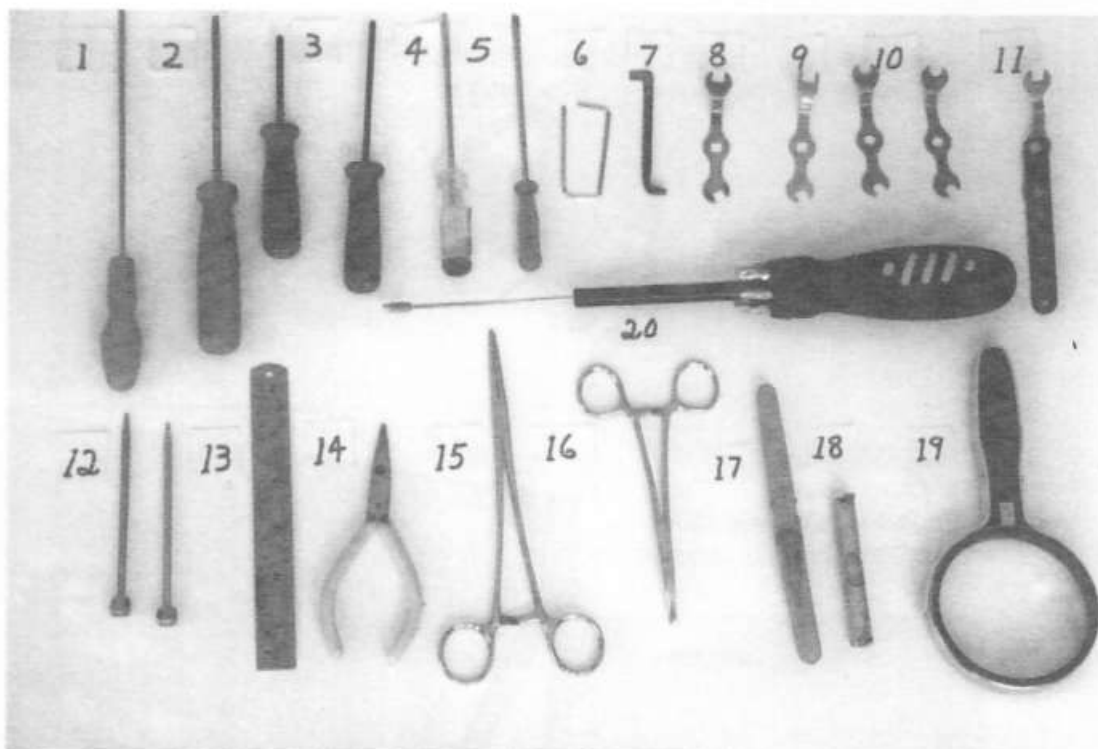
15. Long, straight forceps - great for working inside small models.

16. Curved forceps - equally useful for that.

17. Push type oiler.

18. Bubble level to check that my model is horizontal.

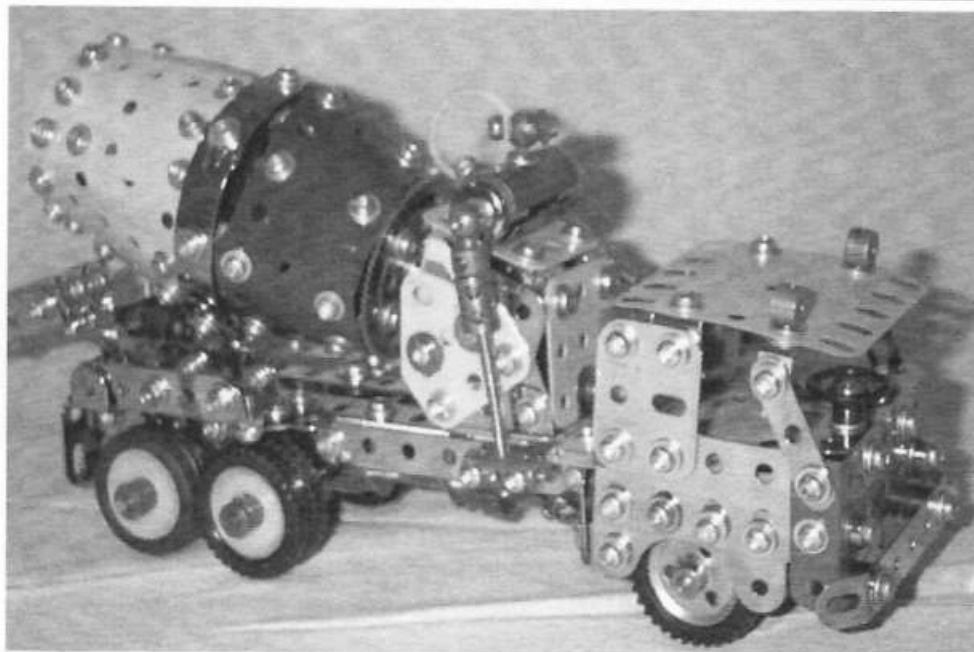
19. Magnifying glass for reading SOME model plans.



20. Magnetic, extending pick-up tool. Great for retrieving nuts, bolts & washers from deep inside a model or off the carpet.

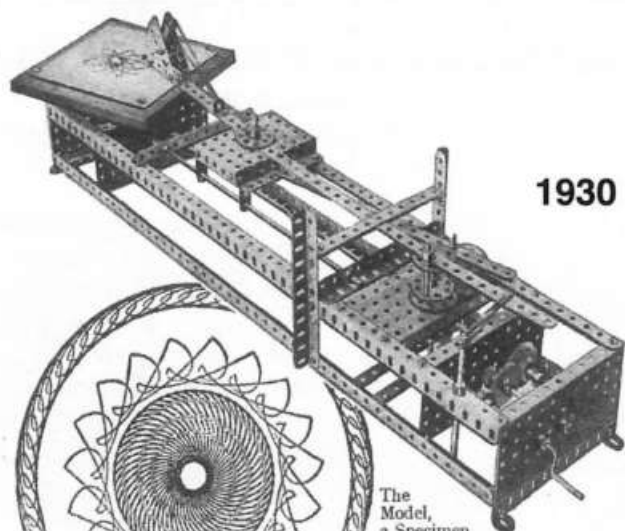
I also use a Black & Decker cordless power driver, especially when dismantling models. And, MOST IMPORTANTLY, two hands, in spite of arthritic thumbs (bearing up). Even, occasionally, my teeth, to hold parts in place while my hands are otherwise engaged. But I won't show you photos of those.

*Another example of
Lloyd's immaculate
modelling*

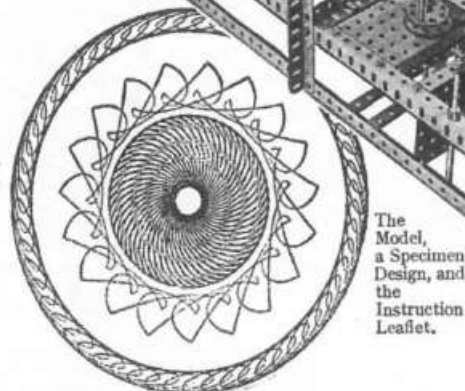


For Amuse

(These are the words placed on British Seaside Amusement Machines)
Compiled by Lou Nichols



1930



The Model,
a Specimen
Design, and
the
Instruction
Leaflet.

Meccanograph
Meccano Magazine - January 1930
page 43

1925

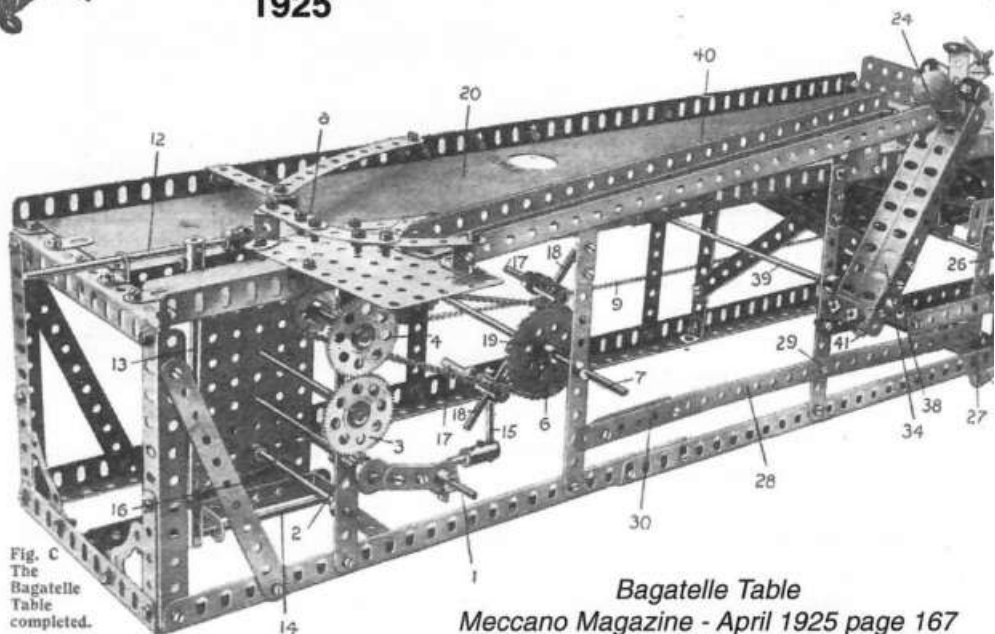
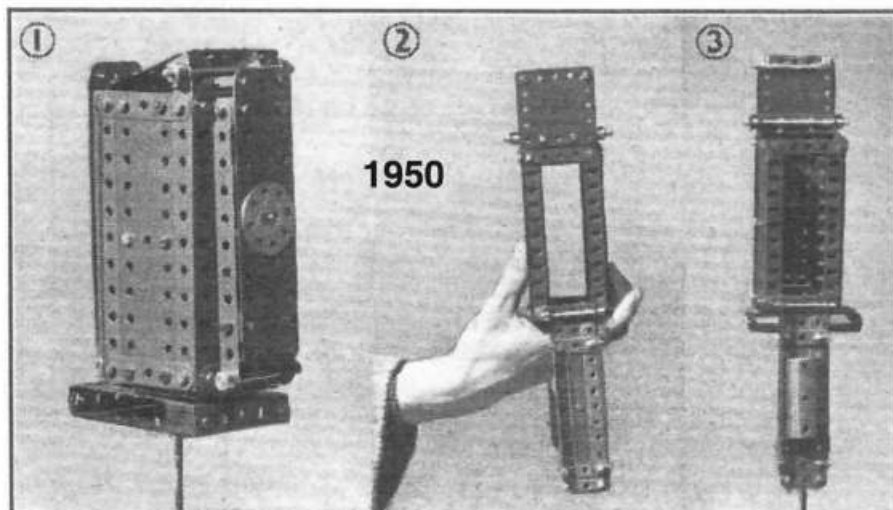


Fig. C
The
Bagatelle
Table
completed.

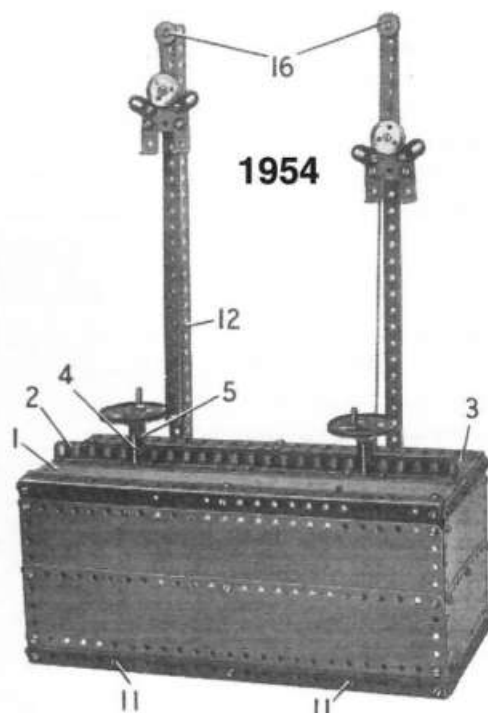
Bagatelle Table
Meccano Magazine - April 1925 page 167



1950

Fig. 1. These three views show the construction of the Magic Box described on this page. The secret compartment formed by a Cylinder is seen on the right.

Magic Box Meccano Magazine - December 1950 page 558



1954

Climbing Monkeys
Meccano Magazine - July 1954 page
344

ement Only

usements Arcade Machines that do not offer a prize)

1951

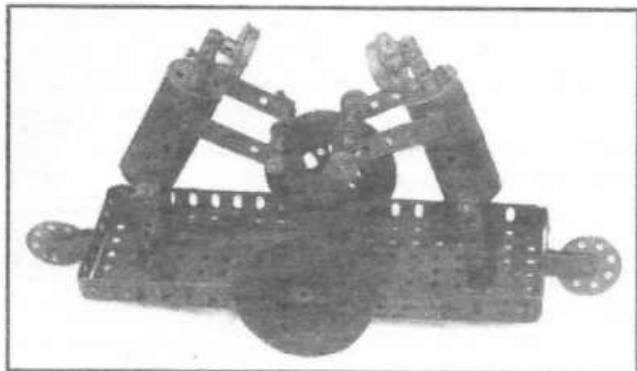


Fig. 2. This simple and amusing mechanical toy was designed by Eric Howell, Dronfield, Sheffield, and is described on this page.

Children's Toy

Meccano Magazine - December 1951 page 558

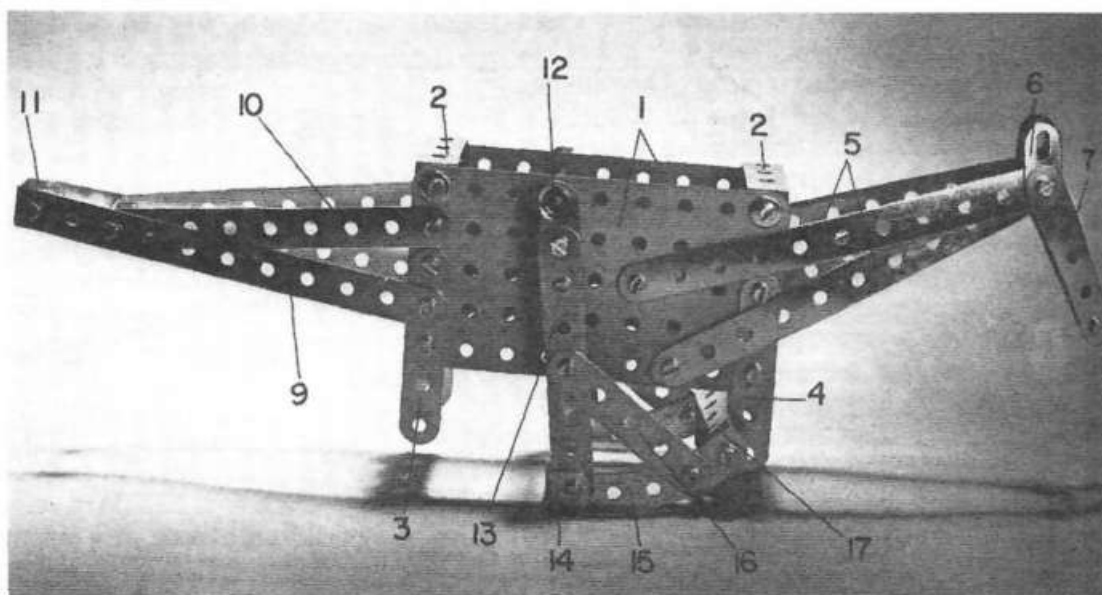
1969



Woodpecker

Meccano Magazine - August 1969 page 405

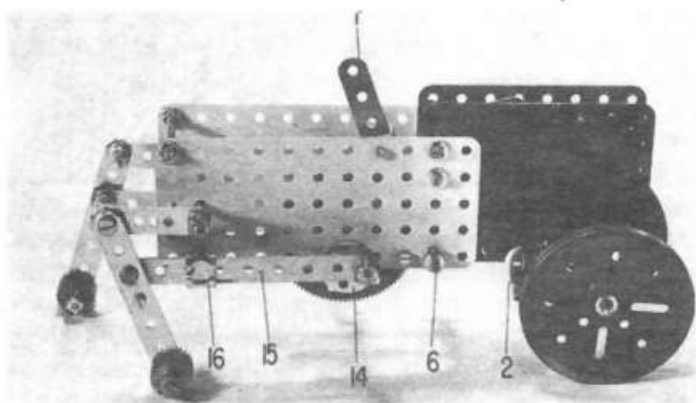
1969



Kangaroo

Meccano Magazine - August 1969 page 404

1972



Walking Tractor

Meccano Magazine - August 1972 pages 405 and 406

Instructions for building each of these models may be found in the pages of the Meccano Magazines referred to except for the Meccanograph which is, of course, featured in a supermodel plan.

More Replica Parts from Bill Inglis: Part II

By Bill Inglis via William Irwin August, 2001

Pt. No. 106A Sand Roller.

When I decided to replicate this part, I went off to the local sheet metal suppliers to try to source a supply of thin 'pricked metal' but could not find a supplier anywhere so decided I would make my own as I had a small Heine over-centre 'brain basher' Hand Press which I already used for

riveting the bosses to my Replica Pointers. I obtained a quantity of baby food can tinfoil offcuts from the Heinze factory in

Dandenong which was not far from where I worked and had the offcuts guillotined into strips of a suitable width for the pricked metal covering for the sand roller. I determined the length required for each roller and pattern drilled two pieces of kiln dried ash flooring to the correct dimensions to 'prick' the covering for the Sand Roller. I filled the holes in one piece with one inch flat head nails and screwed it to a metal plate and attached it to the ram of my hand press. I lined up and secured the other piece of drilled wood to the bed of my press so that the holes mated with the nails in the piece mounted to the ram, placed a piece of tinfoil between them and swung the handle. Those of you who are familiar with metal pressing and the forces involved will have guessed it. The handle would not go over centre but just bounced on the bit of tin without even marking it. Anyway off to my friend Ken and his press shop with my tooling(?) and strips of tinfoil to request him to bung it in one of his power presses. Would you believe that he had to use a seventy ton press to do the job - and I had intended to do it on a hand press, we all live and learn. Surprisingly, my simple wood and nails tooling 'pricked' about four hundred patterns in my strips of tinfoil without any real signs of wear and would have done a lot more had demand required. No wonder the English used a lot of wooden forming tools in short run aircraft manufacture during World War 2.

Whilst the drama of obtaining the pricked metal skin was going on I had a wood turner make me a quantity of wooden rollers ready for assembly into Sand Rollers so once I received the metal covering pieces back from Ken I was able to finish the parts. The end result was quite satisfactory and, especially considering the lack of demand for Loom Healds, they sold quite well. I well remember that the metal pieces were so sharp it was essential to use heavy gardening gloves in the assembly phase and that I ruined the fingers of three pairs in the process. My Sand Rollers were branded WRI on one end.

Pt. No. 127 Simple Bell Crank.

When I decided to replicate the Simple Bell Crank I elected to use the original pattern with the rounded piece in the middle on the supposition that those who wanted the later pattern could sim-



106A

ply modify it with a file. I had my friend Ken make the tooling and manufacture the Cranks for me, they were finished in nickel plate and branded WRI. They sold quite well and I think well justified my duplicating the original.

Pt. No. 156 Pointer.

If my memory serves me correctly, Pointers were the first parts I replicated after the Channel Segments as they had always fascinated me and it was a long time after I restarted to collect Meccano in the 60's before I came across an original. As with the 119's I had Ken make the die and produce the actual arrowhead, finished

in nickel plate. He also had one of his contacts with an automatic lathe turn the bosses for me

ready for riveting to the pointer arm. He also made me the necessary jig for drilling and tapping the boss for a 6 BA setscrew as well as the punch needed to rivet the boss to the pointer arm and a jig to mount the assembly in my hand press for the riveting operation. The overall result was pleasing and sales of this replica part well justified its manufacture.



156

Pt. No. 174 Grease Cup.

I had often thought that the prewar Meccano Grease Cups would be very useful for use in models designed for continuous running and incorporating Cranks as reinforced bearings which was why I decided to include Pt. No. 174 in my range of replica parts. I had Ken ask his contact with the automatic lathe to make a quantity (I think 2000) for me but they were nowhere near as good as the Meccano originals and I was somewhat disap-



174

pointed with

the result. Anyone who has been able to compare my replicas with the originals will know what I mean. From questions I asked at the time I would have had to go to someone who specialised in auto lathe work and order a run of 50,000 to justify the set up cost to accurately duplicate the Meccano original and I could not have afforded to do so. Nor did I think that such an action would have been economically viable. The duplicates I made sold slowly and most of the ones I had made found homes in various Meccanomen's collections so I think it was worth making them.

3" & 4" WRI. PVC Tyres Pt. No. 142m & 142s.

I had now finished making replicas of all the obsolete Meccano Parts for which I thought a demand may exist. However my Channel Segments were still selling quite well so I looked around for something I could make to complement the system. There had long been much comment on the need for some more realistic tyres, especially for the larger Meccano models, and a lot of correspondence on methods of constructing Meccano system hubs for use with ash tray Tyres, so the manufacture of larger tyres was an obvious choice as my next venture.



127

Having reached this decision I discussed the project with one or two Meccano friends and came to the conclusion that I would initially make 3" OD tyres using 1½" Pulleys as hubs and 4" OD tyres using 2" Pulleys or Boiler Ends as hubs. I felt Boiler End hubs would be particularly desirable as it enabled king pins and/or brakes to be placed closer to the outside of the wheel as is modern practise.



This ash tray tyre is not one of Bill Inglis's but just reminds readers of what is being talked about!

Again making use of my work contacts in order to manufacture my WRI Parts I talked to the owner of a small plastics injection moulding company we used for supplying us with injection moulded window components. Using Joe's expertise we determined that flexible PVC would be the best plastic to use for the project especially for its ability to recover to its 'as moulded' shape on cooling after being heated in boiling water to facilitate fitting to Meccano

hubs. We also decided to make a two cavity die, one cavity for each size of tyre, making provision to be able to block

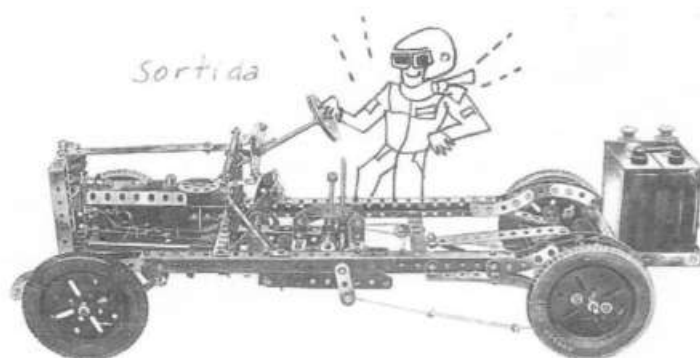
either cavity off during moulding should we not require equal numbers of both sizes of tyre. I can no longer remember what size of injection moulding press was required to mould them.

Discussions between Joe, his diemaker, and I soon made it obvious that I could not afford to have any sort of normal tread pattern machined into the die cavities and the only pattern which could be economically cut into the dies were the annular grooves used for my tyres. These were simply turned into the dies on a lathe whereas a normal tread pattern would have required costly complex milling operations.

Having determined the technical specifications the die was ordered and Joe ran a few test tyres to establish the best grade (softness) of PVC to use in their manufacture and production of the last of my WRI Parts commenced. I also built a simple modern Motor Chassis using my Pt. No. 142m's fitted to Boiler Ends which I photographed and used to illustrate my advertisements in the *Meccano Magazine*.

These items were well received by Meccanomen and sold well. Their main drawback was being so heavy and thus incurring exorbitant postal charges from Australia to the rest of the world. Non-the-less they were, with Pt. No. 119's, the only parts for which I had to order multiple production runs.

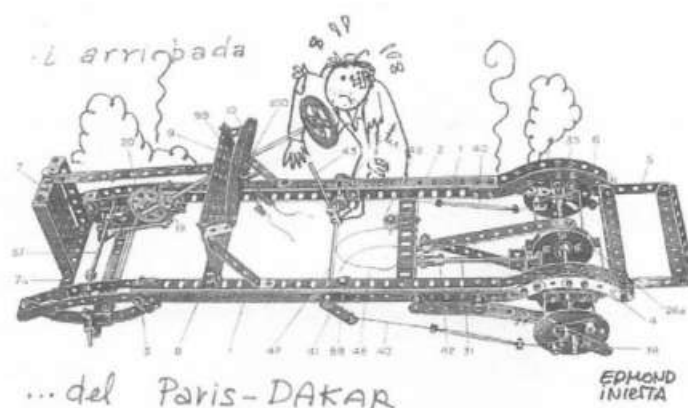
After the Paris to Dakar Tour!.



These pictures are taken from the December 2000 issue of the Spanish Meccano Society magazine - *Butlletí de la Penya del Cargolet*.

Have any readers thought of entering their Meccano motor car model in the Paris to Dakar rally? Evidently such a move is likely to end in disaster as the author of this cartoon found out!

The 1928 super model leaflet for the motor car chassis has been reprinted - in Spanish - in recent issues of the magazine.



Meccano at a Hobby Display in Greymouth

by Neil Pluck

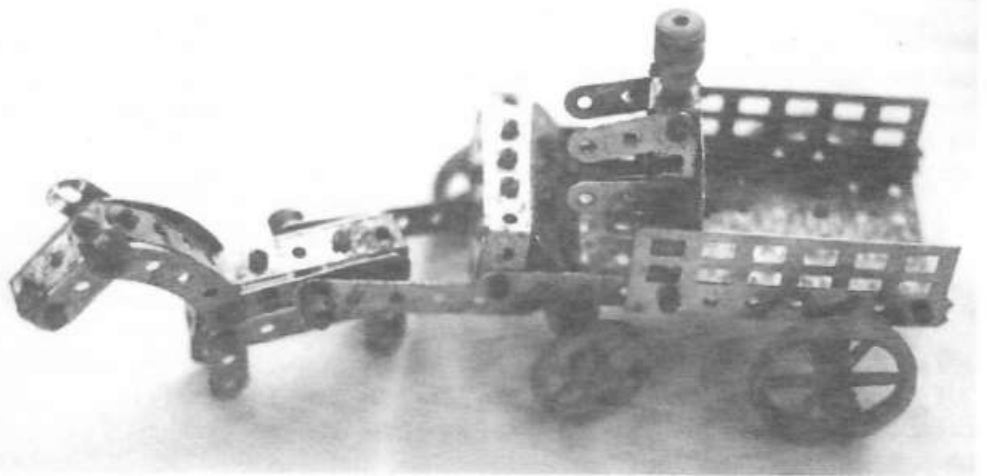
Each year the local Air Force Training Cadets put on a model display at the local Army hall to raise money for camping gear and first aid kits. This year, 2001, the event was in September. The display covers all sorts of hobbies from around the Greymouth and Hokitika area, including a big selection of model cars trucks and aeroplanes, some made from plastic kits and some built from scratch. Three large model railway layouts were on display but there were no Hornby trains. Other hobbies on display were remote control aeroplanes, racing cars and helicopters.

After receiving an invitation to exhibit at this hobby display, I spent most nights and weekends for the two months before the show building Meccano models. We set up our models on Friday night with last minute adjustments on Saturday morning before the doors opened. The Meccano models covered three large tables arranged in an L shape with a raised part in the corner for some small models.

The selection of models included a Motorised Beam Engine. This working model attracted a lot of interest. (illustrated)

A Meccanograph was going all of both days. Lots of people stood and waited for the patterns to finish.

A Horse and Cart. (illustrated)

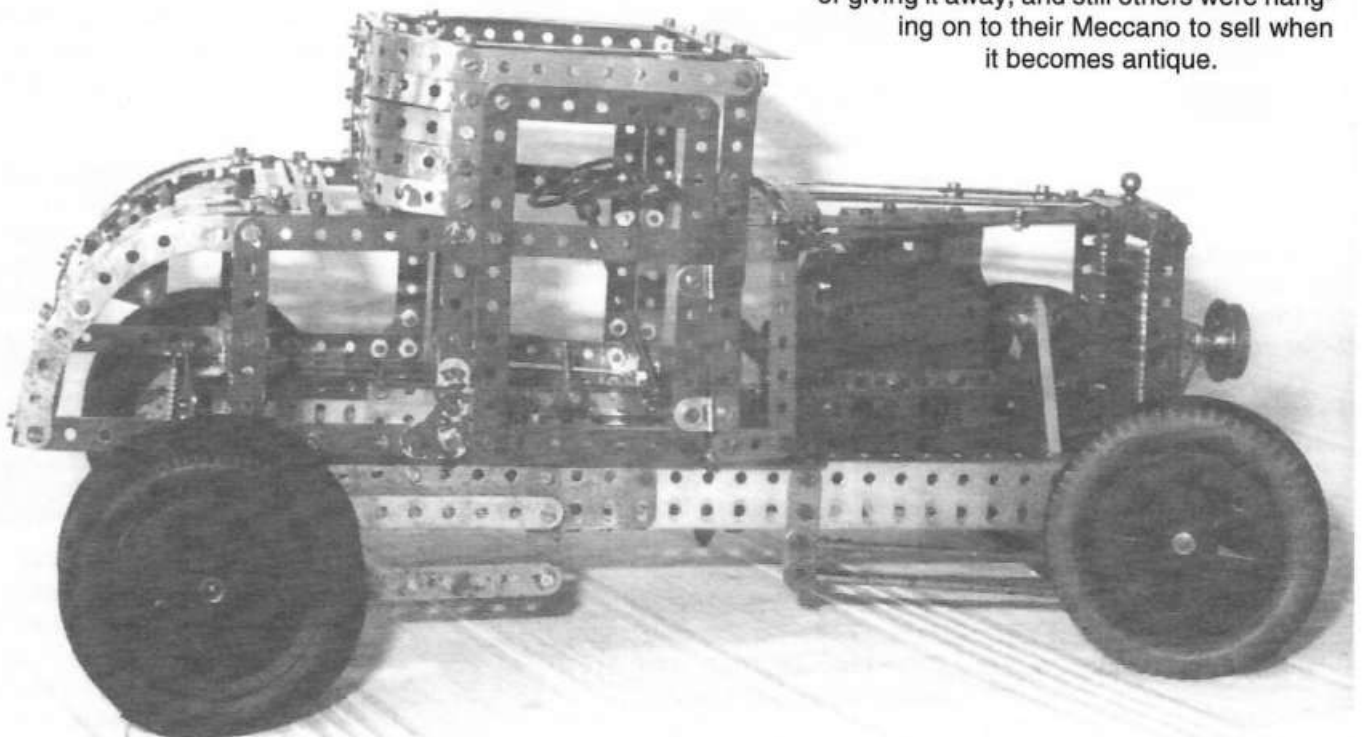


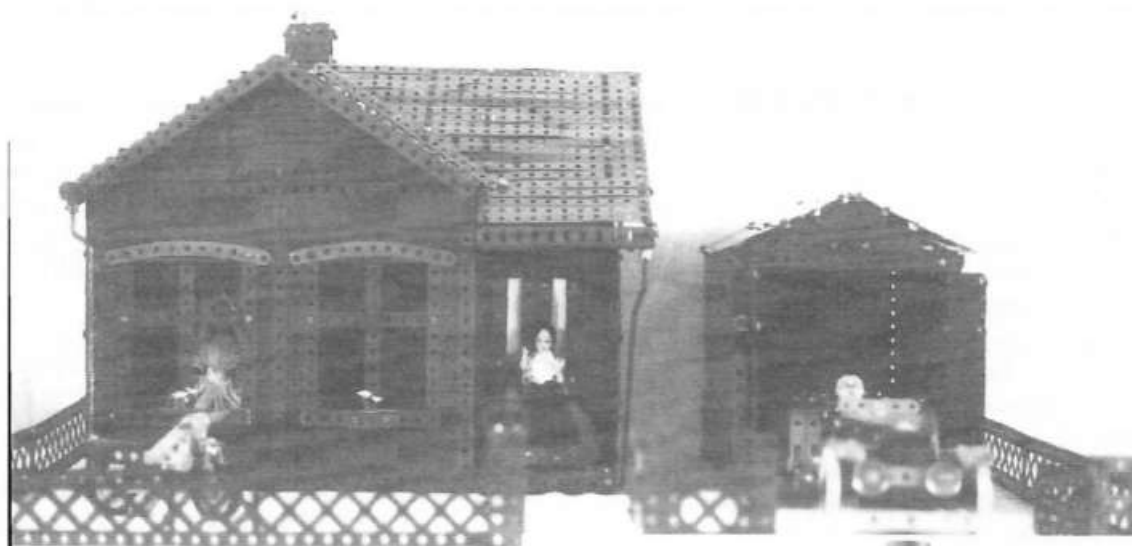
The Model 'A' Coupe drew a lot of remarks from the "big" boys to the younger ones. I decided to build the body from strips so people could see inside and under the car including differential, gearbox, etc. (illustrated)

The House is a copy of a 1930s Meccano Magazine model with garage, car and fences. (illustrated)

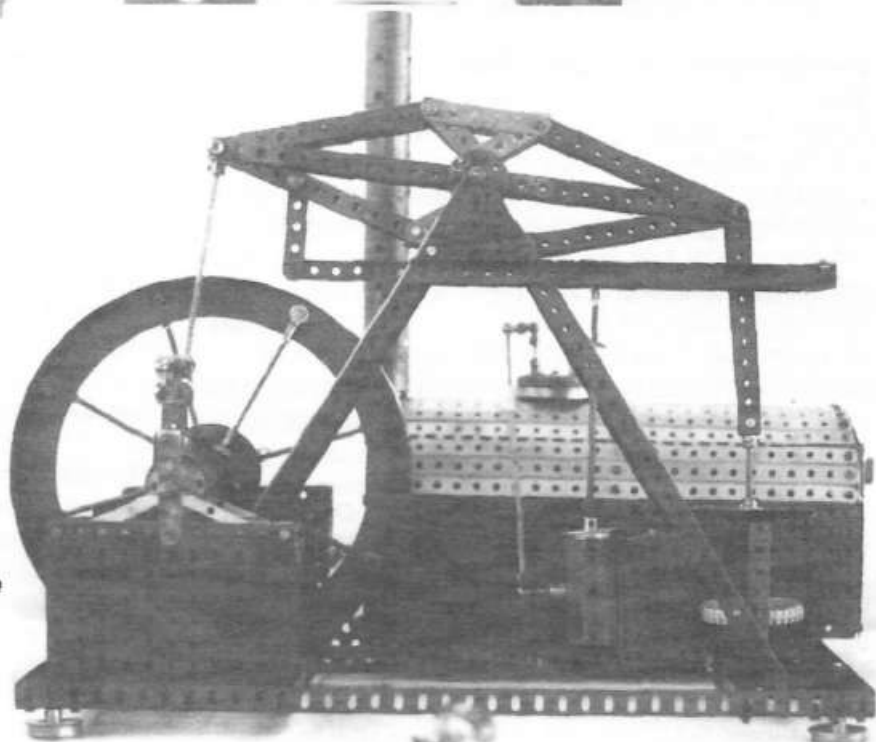
A Rotating Aeroplane, when turned off, would drop a bomb and destroy a truck or a house. At first I kept missing the target but I got better as the day went on.

During the exhibition I met a lot of people; some had had Meccano when they were younger; one said that he had never heard of Meccano and was very interested in how it all went together to make a model; many people had the same old story of Mum and Dad dumping Meccano or giving it away; and still others were hanging on to their Meccano to sell when it becomes antique.





The House



The Motorised Beam Engine

Introducing Paul Dale

I was born in Little Weighton Yorkshire in 1967 which makes me 34 so I am one of the younger Spanners although a long way past the youngest. After finishing my mathematics/computing degree at university, I bounced through a number of jobs including system administration, super computing, computer security and programming. In between two of these jobs, I took a few years off and did a PhD in parallel computing. Currently I'm working with embedded systems and having a great time of it. Paul lives in Queensland, Australia.

My introduction to Meccano was back in the early 70s (71 or 72, I think 71) when my parents gave me and my older sister a Set 4 and a Mechanisms set for Christmas. I can distinctly remember opening these two and I was hooked. Since we were living fairly close to a certain establishment in Henley at the time, several visits were made to purchase spare parts. One part I do vividly remember buying was a single hinge. My father bought the more exotic parts for me. These included Helicals and a Gear Ring amongst others.

Pretty soon I'd built up to a Set 6 and things stalled there for a few years. On a return visit to England, and Holland to where we almost emigrated, this was expanded to a Set 9. I had a month or so of joy building with just a 6X, 7X and 8X until we returned home to Australia.

Again things stayed fairly static for a time. However, a year or two after the closure of Binns Road, the dream of all Meccano boys came true for me: a Set 10! I'd been promised one for my eighteenth birthday and it looked like they wouldn't be available then so it came early. This was fairly fortunate as I suspect I'd not have wanted the set when I was eighteen.

Since then, I've built my stock up to a bit over two Set 10s. I spend what little free time I can make available, building things, often for my three young children, the eldest just turned five, who all love to help in various ways. They are great for stress testing models when I think they are nearing completion. I also do most of the organisational work for our local Meccano group, probably the youngest in the world, and of course the Spanner administration duties.



Bruce's Choices From Around The World

By Bruce Neilson

Canadian Meccanotes - September 2001

Pick of the articles - 0-6-0
Tank Engine and Coal Truck
by Paul Ebloque.

Running on 2 1/2" gauge, this locomotive uses a centre third rail to pick up power for the MR Motor. There are complete building instructions over nine pages with 21 black and white photos and parts lists so if your interest lies in working railways, this is for you.

Sheffield Meccano Guild (SMG) Journal - September 2001

Pick of the articles - A Rainbow and Stormcloud by Terri-Ann McGuigan.

Lady Meccano modellers think outside the square. Following the line of unusual models from the female members of the hobby, Terri-Ann has produced a Rainbow and on the end of the Rainbow is a Cloud, with a bolt of Lightning and Raining washers into a Puddle on the ground. The Rainbow is held at the ground end by a base and Bucket. The Rainbow is correctly coloured by red, yellow, black and blue strips. The Meccano Motto "We can build anything" has never been more clearly illustrated.

Runnymede Meccano Guild Newsletter - October 2001

Pick of the articles - Crane by Leonardo de Vinci and built by Colin Davis.

No, I am not kidding you. Mr de Vinci was subcontracted by Mr Brunelleschi to provide the means to build the dome of the Florence Cathedral in 1420. The dome was about 65 feet up in the air and gear wheels, pulley blocks and motors were not available / invented / or able to be used. Solve the problem! Mr de Vinci did and the dome is still standing today. This article has one picture and one paragraph so if you want to build this model you will need access to the prototype drawings by de Vinci.

Holy Trinity Meccano Club Newsletter - November 2001

Pick of the articles - Table Top Block Setting Crane by Brian Elvidge.

Good models never die! They just get resurrected and improved. This model is based on the Model of the Month in the November 1960 Meccano Magazine but considerably enhanced. Grunt is supplied by an E15R motor which means that the power to the bogies on the ground is by Axle Rod from the boom. The instructions are comprehensive over six pages with black and white photos and diagrams. Table Top means a large table as the boom is nearly three feet long. The writer has wrapped up his article to the maximum of copyright but you are allowed to change items when building!!?.

The Meccano Newsmag - November 2001

This issue is a celebration of the Centenary Exhibition at Skegex and a number of writers and photographers contributed to make this issue a full record of the models, people and proceedings. Even Frank Hornby rang in by way of the new Meccano Mobile Communicator. If you want to know what you missed by not going, read this issue.

Constructor Quarterly - December 2001

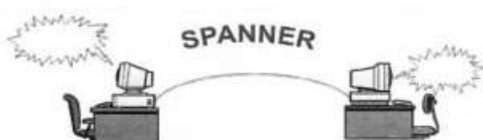
Pick of the articles - I had to admit defeat when trying to pick the best of the best as this issue has something for everybody from the simple to the sublime. So I wrote them all up from the Cabin Cruiser in 1930's 000 cardboard parts to the humongous Walking Dragline and on and on. Then after three days of indecision, I selected the "Hook a Duck - or a Swan" by Stephen Miles. Five photographs, four pages of text, one diagram, a parts list, and a partridge in a pear tree later you have a complete write-up on building this model. And what is it? Ducks and swans are perched on a tilted circular plate which revolves steadily in one direction while its axis of tilt revolves at a variable speed in the opposite direction. The object of the game is to remove the birds using a hook attached to a moveable arm; the model is 37 holes long, 19 holes high, and 9 holes wide, powered by an E15R motor, and guaranteed to amuse children from 8 to 88.

PS - This is the sort of stuff you get in your NZ\$50 all colour, singing, dancing CQ Magazine.

I am also unable to ignore what must be one of the great models of current times. The winner of the Sir Alex Issigonis Shield at Skegex 2001 was a model of a Ransomes & Rapier W1400 Walking Dragline weighing 150lbs and measuring in at 13ft long and 6ft high. However the statistics are only part of the story because the model is built from all Meccano with just one part mutilated to get the electrical cable into the interior of the model. In effect this model has been designed and engineered to look, move, walk, and support itself. For example, the slewing clutches had to be slipping, as the inertia built up when slewing could not be stopped instantly without causing damage. This model also makes use of the feature that 24 Sector Plates P/N55 make a 20 inch circle which is what the Dragline sits on. Because it is properly engineered, the model can walk, taking two inch steps on the steel topped baseboard. When building in this scale, there are problems of getting the model (or part of the model) through a normal doorway, transporting in the family car, and where can the model be stored!. This article has seven pages of brilliant photographs and general text. All I can say in conclusion is "Well done, Ken Senar".

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





NOVEMBER 2001

By William Irwin.

The use of email from the Spanner group is acknowledged.

Non-standard Parts.

Much discussion has taken place recently on the subject of the use of non-standard compatible parts in Meccano models, and following on from this, the desirability of setting up of an approved (by whom?) list of such parts for use by Meccano modellers. As this discussion has become a bit out of hand and acrimonious, I will not comment on it further here. As a result of this, I have decided to withdraw from Spanner for the time being in order to concentrate on more productive Meccano activities. However, I would like to thank the Editors for giving me the opportunity to contribute to the magazine in this way for the past few issues. Herewith follows a few non-controversial items from the October Spanner postings.

Finding plans for models.

Chris Bourne responded to a query on how to go about finding plans for models without spending a huge amount of money, as follows:

"In original models, I tend to move between subjects for which I happen to see a set of scale drawings, and subjects for which I have to track down scale drawings. Research can be just as expensive as buying existing model plans, although I think it's much more rewarding because you find out so much about your subject. A morning spent at the local public library going through volumes in the transport or engineering sections can be productive. For example I found a thin book which had bound together articles illustrating and giving three dimensional view plans for every "de Havilland" aircraft from 1918-1930s, all from *Flight* magazine of the day. Perfect source material for those aircraft. The Internet provides lots of source material if you search cunningly. I found collections of rotary aero engines with pictures of the main types, for example."

"Quite a good source for getting material for a model is to buy a plastic kit of the subject. The instructions will usually include three dimensional view plans showing the painting scheme - it is easy to measure details from this or from the kit parts themselves. Of course, this involves spending money on the kit, and some subjects might be quite expensive. But you do have a kit you can build at the end of it, should you want a change from Meccano, or an interesting model to stand alongside your Meccano version to show the prototype. On similar lines are die-cast models, some of which these days are made to a very high quality. Here again you can measure off all the basic dimensions for your model and ensure that it looks like the real thing."

"I have found that mechanisms are much harder to track down. Many writers don't bother much about the workings of a vehicle, for example, being much more interested in its appearance. That is annoying, but few among us can fit exactly the right type of gearbox into exactly the space available, and I think it is reasonable when learning one's

craft, as I am, to try and work within one's limits. There is no reason not to use published axles, differentials and gear-boxes when building new vehicles; perhaps concentrating on devising just one distinctive mechanism especially for the vehicle in question and borrowing the rest."

Angle Bracket sizes.

Chris Bourne again offers some useful advice on using angle brackets:

"Modern Angle Brackets have the hole slightly further away from the angle than Binns Road ones. I am not sure when the change took place exactly - EMP (Encyclopedia of Meccano Parts) does not appear to mention it - I suspect it may be as early as 1979 but I can't tell the age of all my brackets! It is clearly not just a factory variation, as all Angle Brackets in my Calais sets are of the same new pattern, and all brackets I know for sure to be of Binns Road manufacture are of the old pattern."

"What the change means is that you can hook an Angle Bracket over the edge of a Strip or Plate and the holes line up. This makes a more rigid joint. It is useful for building up strong compound strips and girders with rigid lugs. The extra space is sufficient to be able to fit the Angle Bracket snugly over the edge of a Girder, Flat Plate or Trunnion, not just thinner parts."

"However I found another use. The Angle Bracket used conventionally is a fairly weak joint, easily bent out of shape. If you take an old Angle Bracket and a new Angle Bracket you can nest the old one inside the angle of the new one. The holes will line up (although the slots overlap slightly) and the result is a doubled Angle Bracket for a very much stronger joint than before."

Geared Roller Bearings (GRB).

A thread on all the possible sources of manufacture for this well-known pre-war Meccano P/N167 yielded the following five sources:

The original GRB made by Meccano Ltd.

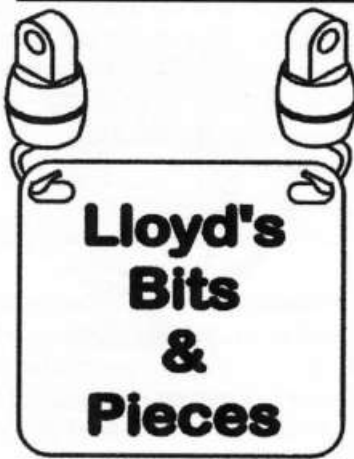
Servetti's replica GRB from the 1970s (the first replica?).

MW Models GRB replica.

Exacto GRB replica from Argentina.

Ashok Bannerjee GRB replica from India.

Following on from this, Chris Shute wrote that he had only used one half of a GRB in his Gargantua crane model, and wondered how a single GRB plate could be used in a model. Tom Smith suggested making a clock with the minute hand being a disc made from the one GRB plate, and the drive to the minute hand via its teeth. Nigel Pope also used it for a clock face which rotates once per minute and allows him to have concentric hour, minute and second hands. His clock can be seen on his website at www.btinternet.com/~n.pope/. Paul Dale had produced a dart board complete with dart that just happened to use one GRB plate for the board! He had also considered doing a roulette table with the other half. Stuart Glass claimed to use one as a hot plate on his little portable BBQ: "it does a good job (fat free cooking), but I have to change it each summer due to it going out of shape....". Tony Press remembered seeing a picture of a GRB bent at right angles and used as a book end! Don Blakeborough believed that Bert Love had a photo with a GRB bent. But this was done with mirrors. The parts were not bent.



QUOTATION: "In its heyday, Meccano stimulated generations of boys to take up technical careers. It was undoubtedly the finest engineering construction toy ever devised and there are still enthusiasts who collect and build Meccano models, almost giving it a cult status." (from 'Constructional Toys' by Basil Harley; Shire Album No. 248).

MECCANO STILL HELPS INVENTORS: Trevor Bayliss invented the wind-up clockwork radio now made in South Africa by FREEPLAY. It is a boon in undeveloped areas where there is no electricity. Trevor gives credit to Meccano for stimulating his ideas when he was a youngster. (Tony Darrah on 'Spanner').

CAN KIDS WIND IT UP ?: FREEPLAY, mentioned above, also developed a small (mobile phone size) clockwork charger which charges its own rechargeable battery which can be used to run a mobile phone. However, can you see youngsters trying to work out how to wind it? Watch them at any Meccano exhibition where there is a hands-on crank handle powered model. Few of the kids know what to do until they are shown. (Tony Press on 'Spanner').

ANOTHER MECCANO SHOP: Meccano Limited apparently had a shop in Berkeley Square in London's West End during the early 1960's. It doesn't seem to have stayed open for many years. That must have been a very expensive location because it was quite near to the Rolls Royce showroom. (George Illingworth on 'Spanner').

THE WORTH OF MECCANO: Adrian Williams says, "Anything is worth what a buyer is prepared to pay and what a seller is prepared to accept."

GROWING UP: Little Charlie and his father are at the Toronto Hobby Show, looking at the large 'grown-up' models built with Meccano parts. Little Charlie looks up to his father and says, "Father, when I grow up I want one of those great big 'grown-up' Meccano sets." His father looks down at him and says, "You can't do both, son. *I refuse to grow up.*" (from Charlie Pack, California, USA).

MUSEUM OF CHILDHOOD: This museum at 40 Makora Street, Masterton, in the Wairarapa, includes Dinky Toys and Hornby Trains. The owner, Diana Stidolph, says, "Hornby Trains are an example of a good childhood toy. A simple, basic set was within the reach of most New Zealand families early last century, and that's what I like about them".

FRATERNAL ASSISTANCE: Charlie Pack flew from his California home to Toronto, Canada, to attend the Hobby Show where the *Canadian Modelling Association for Meccano & Allied Systems* (CMAMAS) is a prominent exhibitor each year. On the Friday a gentleman turned up with red/green 8 + 8a + 9a sets, plus extras. Charlie was the highest bidder. Now there were TWO problems for Charlie. The seller wanted payment in cash in \$C, and how to get it home to California? A CMAMAS member paid the cash and took Charlie's \$US cheque in return. And another member offered to pack and ship the collection back to California for Charlie. How's that for Meccano friendship?

DEMISE OF THE MMG GAZETTE: From the latest MW Models News Sheet it appears that Gazette No. 20 was the last. The problem, in a nutshell, was too many magazines chasing the same hobby, resulting in a lack of material. The Gazette first appeared in 1978 and only 20 issues have been published. They may have been small in number but the quality was of the highest. Issues have contained many outstanding model plans and descriptions. However, like all Club or hobby magazines, survival depends on the quality and quantity of contributions from members. As David Williams (Canada) says, "A magazine is only as good as its contributors".

METAL CONSTRUCTION IS INTERNATIONAL: In the June issue of Runnymede M.G. Newsletter, Andreas Konkoly was advertising, as well as his own supermodel instructions, Stabil (German) set manuals; French Meccano manuals; Soviet Elektromekhaniskais Konstruktor sets; Merkur Bohemian Colour sets and a giant East German Burgstadtler set. Metal Construction sets seems to have been in favour in Eastern Europe. There have also been some Merkur sets advertised on e-Bay auctions on the Internet.

AS WE (OLDIES) USED TO SAY AT SCHOOL:

*Latin is a language,
As dead as dead can be.
It killed the ancient Romans,
And now its killing me.*
(Howard Somerville on 'Spanner').

QUESTIONS ?: "Questions about Meccano are never stupid. Only some of the answers can be stupid" (Rob Beijersbergen on 'Spanner').

REFLECTIONS: The only disadvantage of my bright nickel plated strips and girders is reflections. Several times I have tried to put the blade of my screwdriver into the phantom slot of an adjacent bolt head.

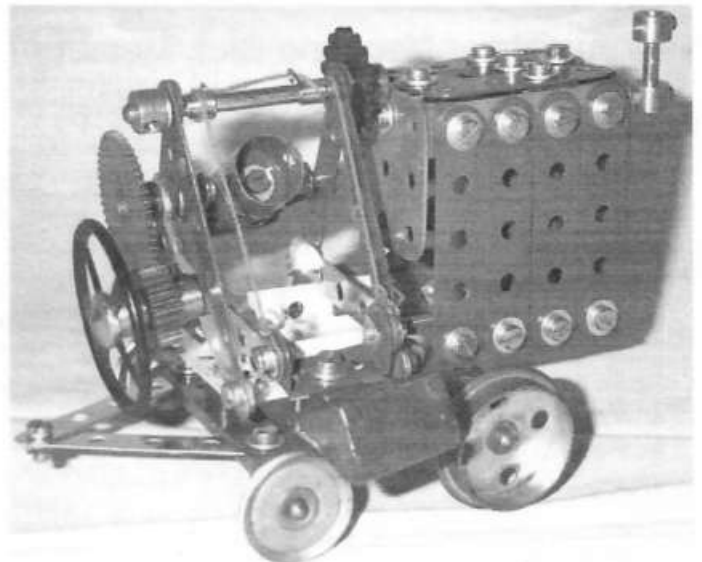
WEIGHTS: Weights for Meccano models such as clocks can be made thus — purchase lead shot (as for shotguns) from a sports store. Make an appropriate container from Meccano parts. Line it with a sealable plastic bag and pour the lead shot in through a funnel. The shot moulds itself to the shape of the container. (Bruce Neilson on 'Spanner').

MWWT MECCANO CLUB

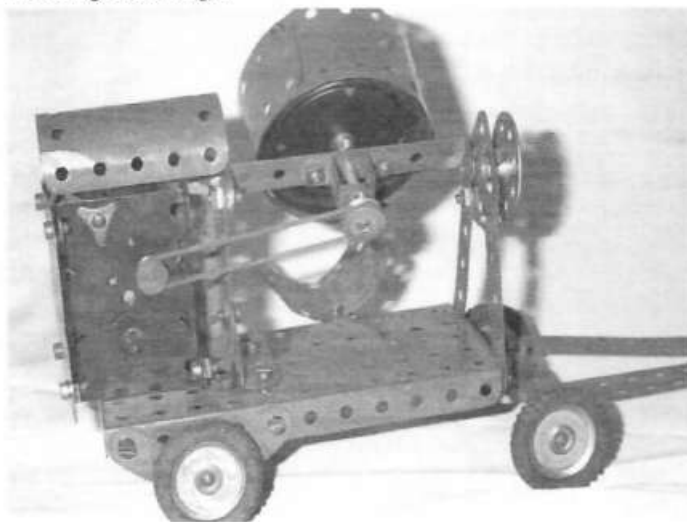
December 2001

Photos by Daryl Anderson

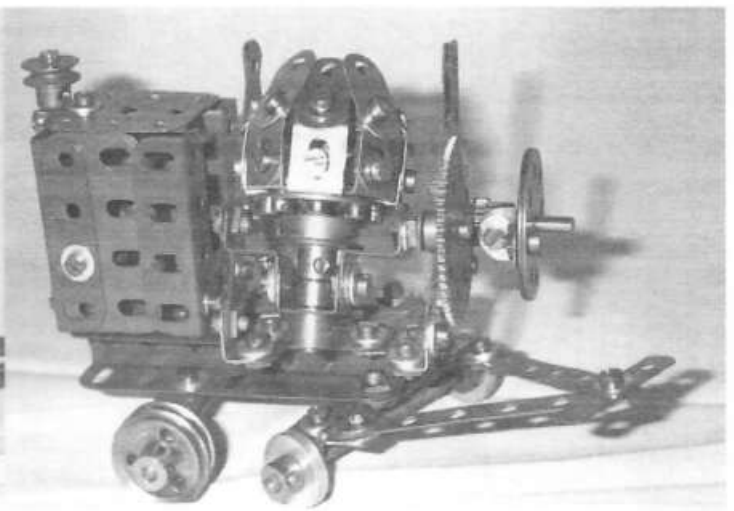
December is our traditional Christmas dinner "meeting" with an invitation for all members and their families to dine out and celebrate good fellowship. Hence there is not a meeting as such to report on but instead a montage of pictures of the concrete mixers which were built for the October meeting challenge.



John Ince - Concrete mixer



Chris Morton - Concrete Mixer

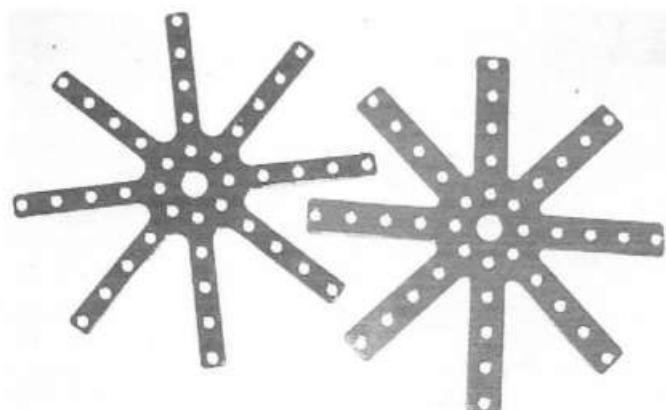


Bruce Geange - Concrete mixer

The problems that had to be solved in this exercise became apparent when the models were put up for discussion. The centre axle through the base of the rotating drum had to be substantial to give a firm drive around the outside of the rotating drum. Next, the cradle holding the rotating drum had to be swung on the drive axle to the rotating drum to allow the manual tipping of the rotating drum.

Then there was the mechanical raising and lowering of the skip.

As can be seen from the photographs, sometimes Meccanomen think alike and at the same time they think totally differently. Some people think compact and others think large. Some think simple and others complex. And sometimes the train of thought takes a totally different direction to arrive at a very neat model.



*Some new parts from Jack Parsisson
See page 24 for his address.*

Auckland Meccano Club Meeting Report 10 November 2001

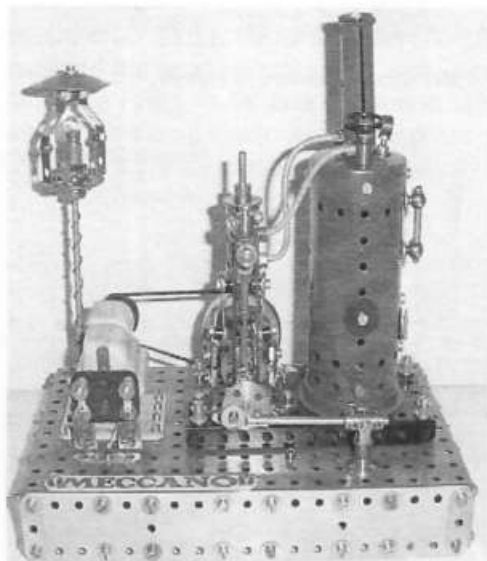
by Peter Hancock

The Auckland Meccano Club held its last meeting for 2001 at the home of George and Joan Ovenden at Milford on Saturday afternoon, 10 November 2001.

It was most pleasing to welcome four first time visitors to the meeting. George Willard and Stuart Glass had driven from Hamilton to attend this meeting on Auckland's North Shore. Hugh Munro and his seven-year-old son Alistair were attending their first meeting and did not have far to travel as they live in Mairangi Bay. We hope that we were able to impress them with our friendliness and fellowship, as we

are keen to see them become long-term members of the club.

John Pond who hails from the 'Atlantic Coast Meccano Club' in Cornwall UK attended the meeting. John now has family living in New Zealand and is likely to visit quite regularly down under so we can expect



David Wall - Vertical Steam Engine with Boiler

to see him at future meetings where he can update us on what is happening in the northern Meccano world.

Most members attending had some model or item to display and discuss.

William Irwin had brought along a collection of electric motors, large and small, and of various configurations. A number of these were complete with their original packaging. William explained the details and merits of the various units on display.

William was able to satisfy most of the demand shown on the day by members for the supply of WRI branded replica part number 119 'Channel Segments' which he had brought over from Australia from Bill Inglis. These parts are well made and well presented.

David Wall introduced some sample parts, which included universal couplings, single eccentrics (stainless steel), double arm cranks (stainless steel), handrail couplings (part # 136 and 136a), strip coupling, inserts for circular girder part # 143 both in standard strip and narrow strip sizing. These quality parts are made and supplied by Jack Parsisson of Frankston, Victoria, Australia.

Jacks address is 7 Meerlu Avenue, Frankston 3199, Victoria, Australia and he has a Web page <www.meerlu.com.au> where more details of the parts he has on offer can be found.



Boy with Crane - 2001 version!

David Wall displayed a vertical steam engine with boiler that was, as always, superbly crafted.

George, as host showed off his revamped Meccano work area, having recently elected to return to his

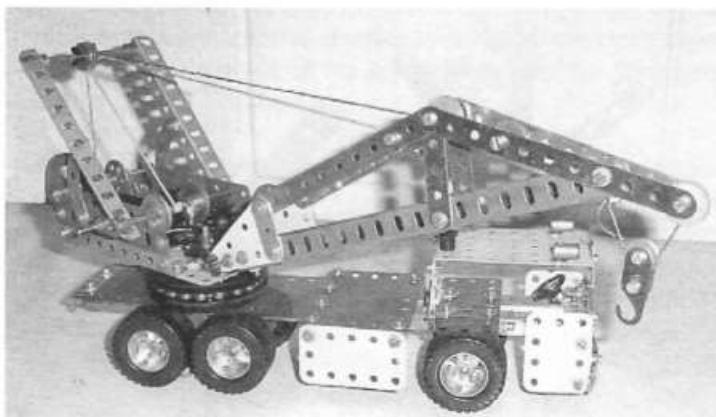
basement hobby area from the spare room, which he had been trying out for some time. George had an array of models to show off and comment on. Amongst these were an unusual 'right angle drive' modelled from a design shown in a 1920's Meccano Magazine, a breakdown truck modelled on details taken from the 1920's Meccano Magazine and another break down truck from the 1980's era from a design by Geoff Coles.

The club discussed and agreed to participate in the annual MODEL X extravaganza to be held in Henderson over Queens Birthday weekend 2002 and members agreed to supply models and travel to Hamilton to attend and participate in the annual Waikato Show Association indoor show to be held on Thursday 25 April through Sunday 28 April 2002.

Graeme Wrightson reported on the success of the Junior Modellers Club that he has been operating once a month through out this School year. This project has been very well patronised and supported by young people and parents alike. He recounted some of the high points and trials that he has experienced. Graeme is now planning for bigger and better things for 2002.

The meeting then adjourned to sample the wonderful afternoon tea that the ladies had assembled and to reminisce over models of yesteryear and those that are still dreams.

The next Auckland Meccano Club Quarterly meeting will be held at the NEW home of David and Elizabeth Wall at the new address, 45 Kath Hopper Drive, Maygrove, Orewa at 2.00pm on Saturday, 9 February 2002. Their new phone number is 09 426 1965 effective from the 12 December 2001.



George Ovenden - Crane

The 118th Hawera Annual Agriculture & Pastoral Show

16th & 17th November 2001

by Alistair Tong

The 118th annual Agriculture & Pastoral show in Hawera 16th & 17th November 2001 was a record breaker, according to the secretary. More than 15,000 people visited the show on Friday & Saturday. A fine spell of weather after days of rain ensured success. Home & Garden was the show theme and proved popular with some excellent show displays & street floats on Friday night. The Edna Wills Hall was the venue for the display of Photography, Baking,

Class winners were as follows:

Class 1296: Model made from Meccano. Static. 16 years and under.

1st Michael Anderson—Space Station assembly.

Class 1298: Model using battery pack. 17 years and over.

1st Alistair Tong—Clam Shell Crane (French silver and yellow).

2nd Daryl Anderson—6 wheeler Articulated Crane Truck.

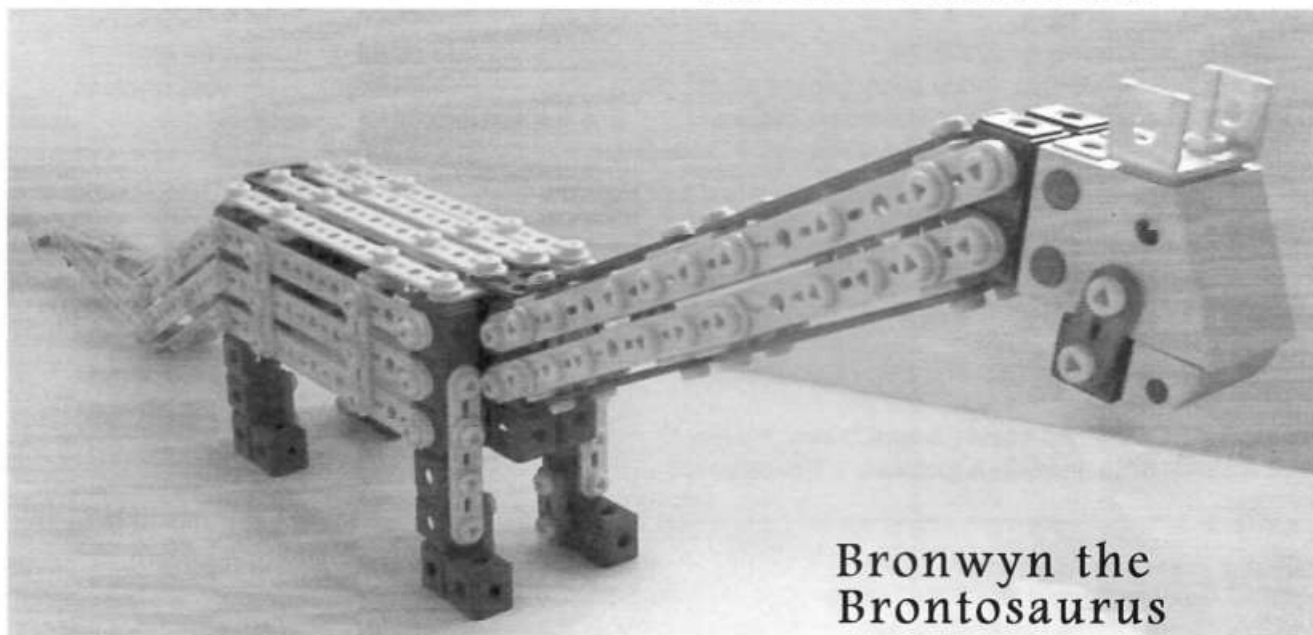
Class 1300: Model made from Meccano. Static. 17 years and over.

1st John Hansen—Anderson No.7 Concrete Mixer (French silver and yellow).

2nd Bruce Neilson—Hooligan Crane (blocksetter in red and green).

3rd Bruce Geange—Flat Deck Lorry (red and green).

Class 1301: Plastic Meccano or Kitset.



Bronwyn the Brontosaurus

Children's Art, Dioramas depicting the show theme, Flowers, Vegetables and models built in both Lego or Meccano.

The MWT members generously built & supplied the following models which were displayed on an unmanned large trestle table surrounded by wire netting for security (half the table space for Lego and half for Meccano).

Daryl Anderson - 6 wheeler Articulated Crane Truck from the Motion System(50 model Set 9550), Log Skidder from the Action Trooper Set 5007.

Michael Anderson - 'Space Base' plus a selection of Space Models.

Bruce Geange - Flat Deck Lorry from Set 5, 'Fordson' Tractor from Set 6.

John Hansen - Anderson No.7 Concrete Mixer.

Bruce Neilson - Hooligan Crane (Blocksetter), Treasure Chest, *Bronwyn* Brontosaurus.

Alistair Tong - Clam Shell Crane (loading logs), Bush Railway.

Prizes of \$3 for 1st and \$2 for 2nd were issued plus an A&P certificate to all, funded from an entry fee of 50 cents per model.

1st Daryl Anderson—Log Skidder.

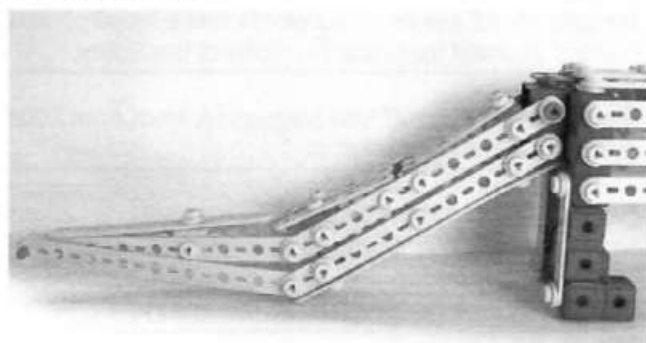
2nd Bruce Neilson—*Bronwyn* Brontosaurus (yellow and blue plastic meccano).

Display Only:

Treasure Chest (in red and green)—Bruce Neilson.

Fordson tractor (in red and green)—Bruce Geange.

The Club efforts were very much appreciated as we are almost struggling to keep the competition going. But as we were packing up the display of models, three teenage youths were heard to say *My dad used to be into Meccano and I think it is neat stuff*. There must be a message in there somewhere!



The End

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.
2002 dates:- 9 February, 11 May, 10 August, 9 November,

MWT Meccano Club.

Contact - Bruce Neilson Ph 06 355 0776.

Meetings at 2pm on second Saturday every second month.
St. Luke's Church Hall, cnr Cornfoot and Manuka Streets, Wanganui.

2002 - 9 February, 13 April (Wanganui Grand Tour), 8 June, 10 August, 12 October.

Wellington Meccano Club.

Contact - Lou Nichols Ph 04 973 6177.

Meetings at 7.30 pm on first Friday every second month
St Luke's Church Hall, 55 Pitt St, Wadestown, Wellington.
2002 dates:- 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)

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

2002 dates:- 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 February 2002 issue of NZFMM Magazine should be sent to the Editor well before 15 February 2002.

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.

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

Reminder - 14 Months to Go.

New Zealand 2003 Convention.

18-19-20 April 2003.

Email <meccano2003nz@bitworks.co.nz>.

Buy, Sell, Auction & Exchange

Advertisements in this section are free

Sale - Meccano Centennial Commemorative Stamps

by Michael Adler, ISM 1 and Doug Harris, ISM 158.

Featured is the Giant Blocksetting Crane, with a portrait of Frank Hornby. 'Meccano Centennial' is printed at the top, 'Frank Hornby' below. The stamp is orange, black and white. (Page 18, Oct 2001 NZFMM Magazine). A full colour version may be seen on my website: <www.geocities.com/hornbymeccano>, also my Meccano and Hornby posters. NZ\$20 posted for 5 sheets of 20 stamps, overseas prices on the website. Order there or from Doug Harris at Box 82 323, Auckland. email <digbee@xtra.co.nz>

Sale - Meccano Magazines 1961 to 1972

Sale by Tender within NZ - Yearly volumes amateur bound with covers (except 1969 bound w/o covers) plus extra set 1969 loose with covers. First tender is for all 12 years as one lot. Minimum tender \$500. Buyer to collect or pay additional courier costs.

Tenders close 15 February 2002 with Bruce Neilson, PO Box 1009, Palmerston North. or email <rbneilson@infogen.net.nz>.

Wanted - NZFMM Magazine Back Numbers

Prior to April 2001. Albert G Howe Email to albertghowe@howenos2.freemove.co.uk.

The remaining advertisements in this column have been published in previous issues. Please refer to the October issue for details.

For Sale - Meccano Replica Parts made by

Jack Parsisson,

Email <jackp@cavva.com.au>.

Buy - Sell - Trade

Wayne Blakely Meccano,

Ph 06 327 6184, Fax 06 327 4184.

For Sale - Convention 2001 Photos

You can email me at <bryanj@ihug.co.nz>.

For Sale - Meccano Transfers

Neil Pluck 129A Main South Rd, Greymouth.

Ph 03 768 6856. Email <oelduck@xtra.co.nz>.

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

Bruce Neilson, Email <rbneilson@infogen.net.nz>.

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

Bill Inglis Email <inglis@netc.net.au>.

For Sale - Replica & Meccano Parts

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