

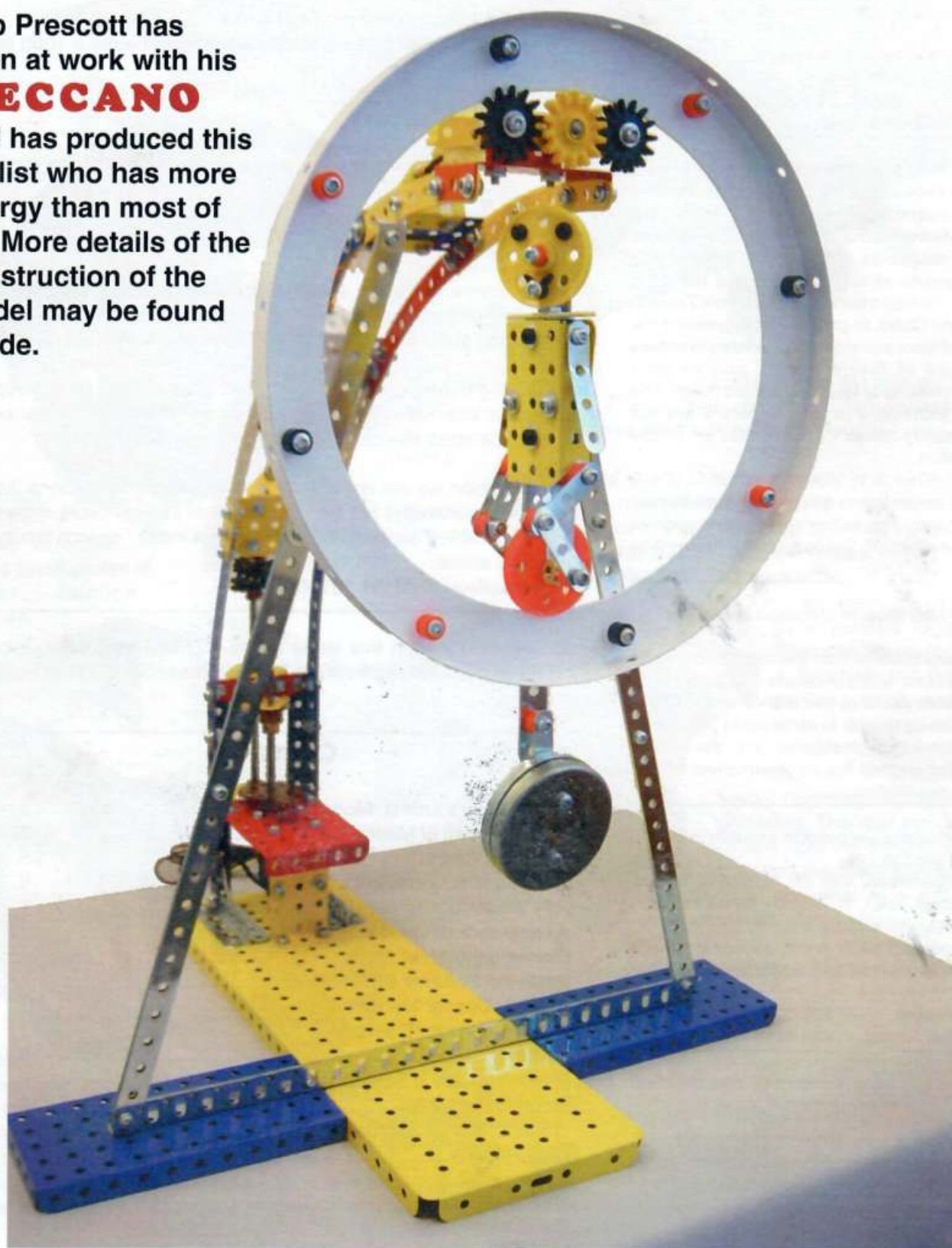


NZFMM MAGAZINE

Volume 28 No 1

February 2004

Bob Prescott has been at work with his **MECCANO** and has produced this cyclist who has more energy than most of us! More details of the construction of the model may be found inside.



Published by The New Zealand Federation of Meccano Modellers

NZ Federation of Meccano Modellers Magazine

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

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

Roving Reporter: Bob Prescott,
16 Watford Drive, Kapiti Village,
Paraparaumu 6010. 04 9052963
Email: <bobandanne@paradise.net.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 author's name and address must be supplied. Publication of letters will be at the editor's discretion.

© NZ Federation of Meccano Modellers

In general material from this magazine may be reproduced without alteration subject to acknowledgment of the author and NZFMM Magazine as source. In some cases permission to publish has been obtained from the authors or publishers and the articles marked © may not be republished.

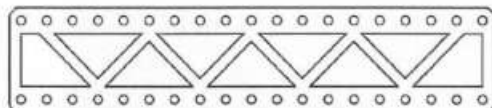
Subscriptions are payable annually in March. Please send to:

Lloyd Spackman, Villa 22, Redwood Village,
Main Road, Tawa, Wellington, New Zealand.
Email <fishplate@paradise.net.nz>

Cheques and bank drafts should be made payable to the "NZFMM magazine account".

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

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



Cover photo by Bob Prescott; centre fold photos by John Stark and Bruce Neilson.

Meccano Archives

Like it or lump it, we now live in the digital age, i.e. life is now zero (0) and/or one (1) and combinations thereof.

Meccano has a rich past of manuals, magazines and models (i.e. words and pictures) all recorded to paper. The digital equivalent I recently found out is as follows:-

2 kilobytes (kb) of digital storage (DS) = 1 typewritten page.

1000 kb of DS = 1 megabyte (mb) of DS = 500 typewritten pages = 1 ream of paper.

650 mb = 1 CDrom = 650 reams of paper.

1000 mb = 1 gigabyte (gb) = 500,000 typewritten pages = 1000 reams of paper.

80 gb is the today's average size of the hard drive storage device in the home computer.

1000 gb = 1 terabyte (tb) = 1 million reams of paper.

1 tb hard drive storage devices is now available for US\$1200.

1000 tb = 1 petabyte (pb).

1000 pb = 1 exabyte (eb).

etc etc.

All of the above relates to editable typewritten pages. Text can also be treated as a picture/photograph and photographs can be stored in sizes varying from 100 kb to 1000 kb as there are compression programs available.

The digitising of Meccano Magazines has been started by a group within the Spanner Internet community, models are displayed on various web sites and animated Meccano models are appearing.

So in conclusion we will not only have fragile paper collections (limited in access and availability) but also an option of indestructible digital format (readily replicable), supported (I hope) with a index / search facility to find that elusive article.

R. Bruce Neilson (0 01101 1010011)

A CD is included with this issue of the NZFMM magazine. It contains selection of photographs from the Easter Convention 2003 at Hawera.

Contents

Roger Keey's Latest Model Building.....	3
The Evolution of Meccanographs.....	4 - 5
Meccano News from Feilding.....	5
A Letter from Cape Town.....	6
Ray Warke Builds a Jeep.....	7
A Difference of Opinion.....	7
Planning the 'Next' Model.....	8
Peter the Pedaller and Lazy Larry.....	9 - 10
Another Use for Meccano?.....	11
Competitions for Convention 2005.....	11
Spanner.....	14 - 15
Bruce's Choice.....	16
Bits and Pieces.....	17
Hawera 120th A & P Summer Show.....	18
Club Reports.....	19 - 21
eBay.....	22
Club Diary.....	23
Buy & Sell.....	23
More Things to Buy.....	24

Roger Keey Writes from Christchurch about His Latest Model Building.

I enclose some photographs of two models of steam-traction vehicles that were used for heavy goods transport by road in the early part of the

between 1913 and 1932. In this example, the driver sat perilously sandwiched between the horizontal boiler and the cylinder. The model has been made to the limitations of a 1960's red-green No 9 set. (This necessitated some

twentieth century. These vehicles were a development of earlier traction engines.

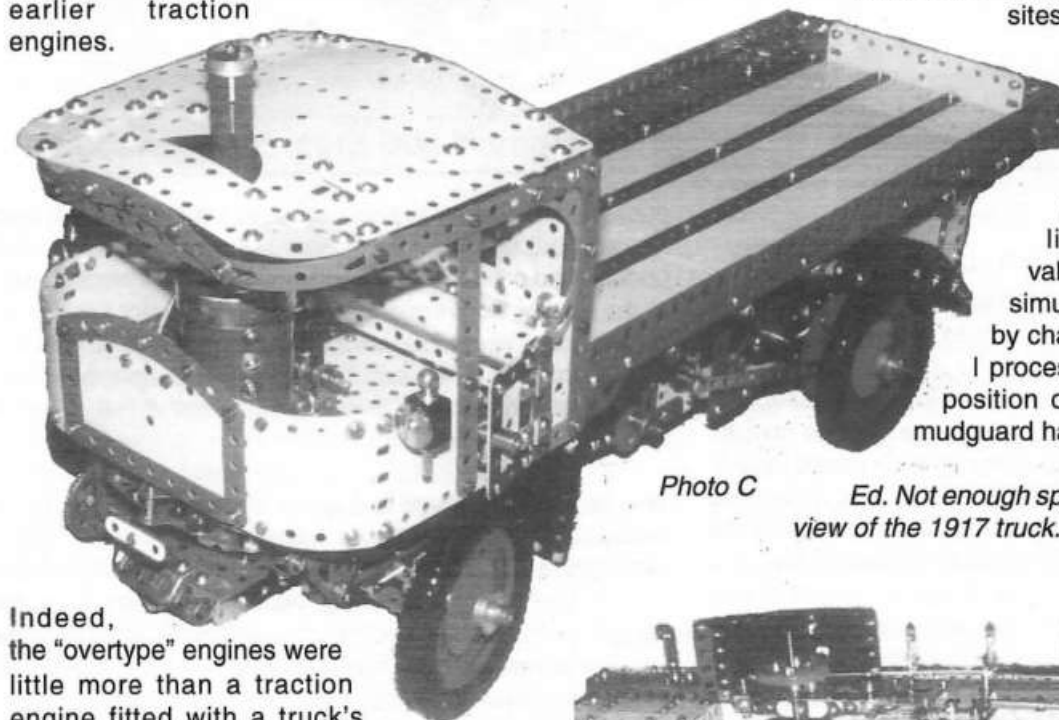


Photo C

Ed. Not enough space for photo A which is a front view of the 1917 truck.

Indeed, the "overtake" engines were little more than a traction engine fitted with a truck's decking. Both models are based on the "undertype" engines, in which the cylinders and crankshaft are placed below the chassis.

Photographs A and B show two views of the 1917 Yorkshire steam wagon. The Yorkshire company produced thousands of such wagons

imaginative use of parts, such as the simulation of a cylindrical section with 1" pulleys fitted with rubber tyres!).

Photographs C and D show a model of a 1918 Atkinson logger. This had a loading capacity of six tons, but with improvements in boiler design a truck with a capacity of twelve tons was built in 1923, the largest wagon in Britain at the time. The wagons were used on logging

sites and for heavy goods traffic in general. The logger was fitted with twin cylinders and a layshaft for the valve motion, which was driven from a spur gear on the crankshaft. Due to the limitations of Meccano the valve-reversing mechanism is not simulated. The rear axle is driven by chain from the crankshaft. (After I processed the film I noted that the position of one stub axle and a front mudguard had been displaced!!).

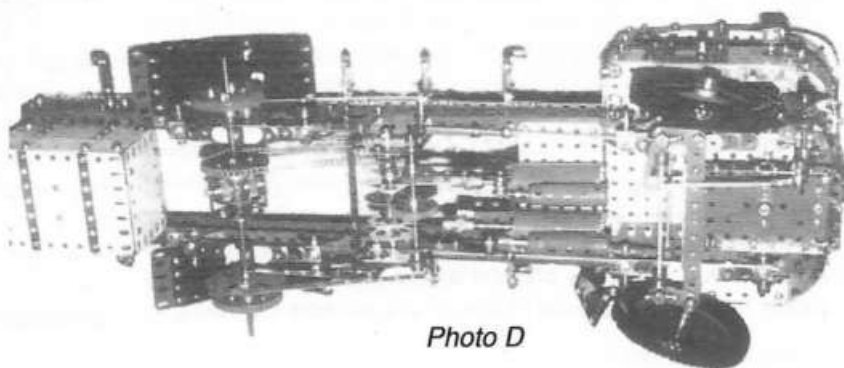


Photo D

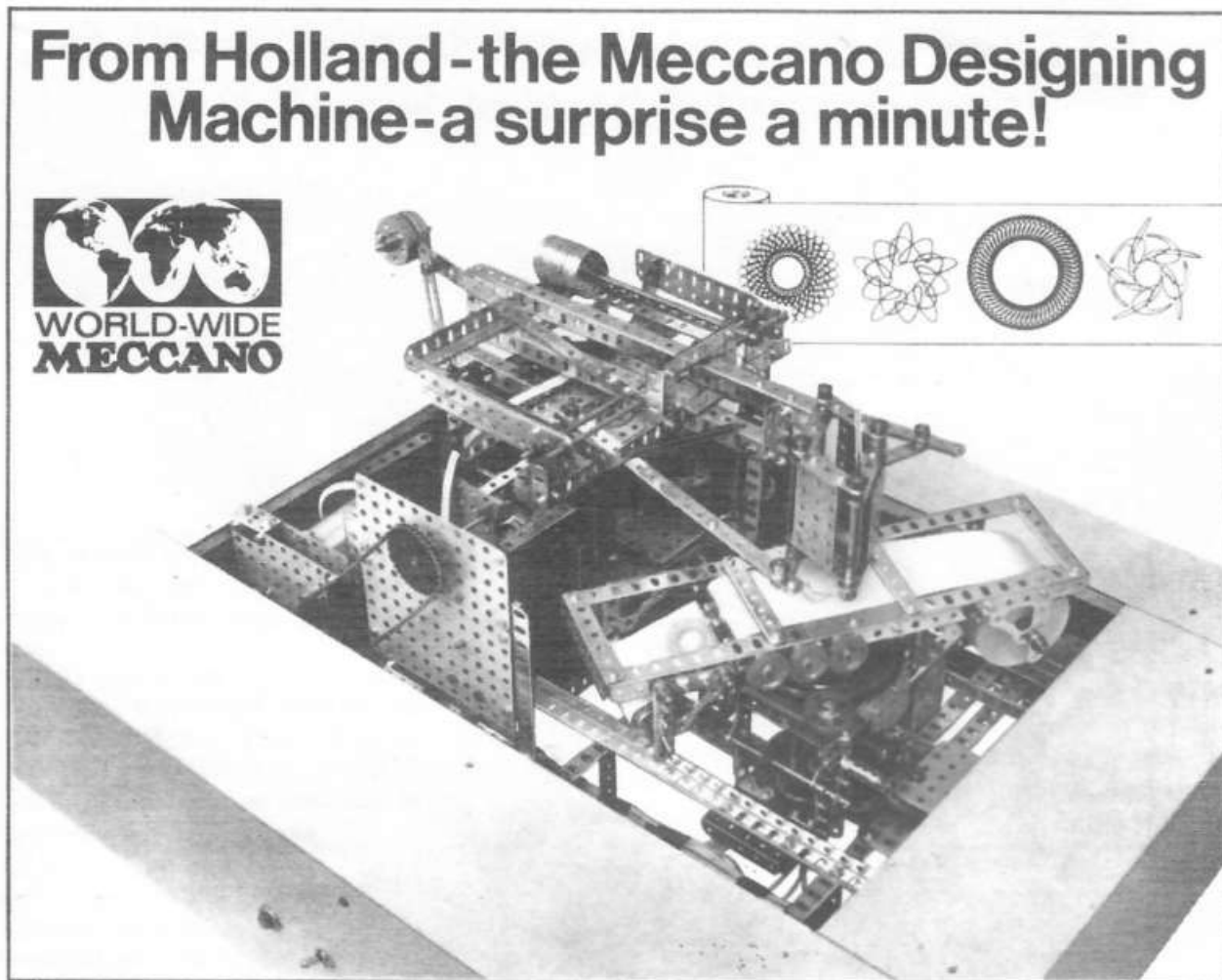
The Evolution of Meccanographs

by John Ince

On the inside back cover of the April 1971 Meccano Magazine there was an illustration of a new automatic Meccanograph. It was described as follows:

the phase relationship of the two cranks that drive the pen linkages changes, and a special mechanism changes the amplitude of their motion. So in fact all the designs drawn by the machines are different, and it is impossible to tell in advance what they will be like, Beat that for originality!

As far as I am aware the details of that machine were not



From Holland - the Meccano Designing Machine - a surprise a minute!

This is a machine that never ceases to surprise and attract attention! Original and ingenious in its use of Meccano pieces, it employs most types of gear combinations to produce drawings at the rate of about one figure a minute. No two drawings are ever the same-and it's impossible to tell in advance what the next design will be like. At the end of each drawing the pen is automatically raised and the paper moved along to present a clean space for the next design. The pen is driven by two linkages, which in turn are driven by a crank from a separate gear-set. As each gear-set rotates a new reduction ratio is introduced between the main shafts and the cranks that drive the linkages. During the course of producing a single design, each gear-set moves through one complete position. As one gear-set has five positions and the other six, this means that in theory only thirty different designs would be drawn before the same combination of gears started again. But in practice this never happens because in the time between the designs

published. Evidently the concepts attracted interest in New Zealand as, by 1980, a Christchurch Meccanoman, Jack Locker, had produced his own version and demonstrated it at the Easter Convention of that year. I did not see it then but it worked beautifully until running out of paper. I did see the machine in 1989 and took some photographs. From these I attempted to reproduce the model but was not successful.

The two cam concept is a great idea and I was able to incorporate it into my Mk II Meccanograph described in Model Plan 138. This machine made use of another useful device, the Schmidt coupling. Now I have completed the design of two more Meccanographs, both of which use another borrowed idea, variable table rotation speed. This was demonstrated in the Konkoly *Magnificent Meccanograph* which was described in the August 1965 Meccano Magazine.

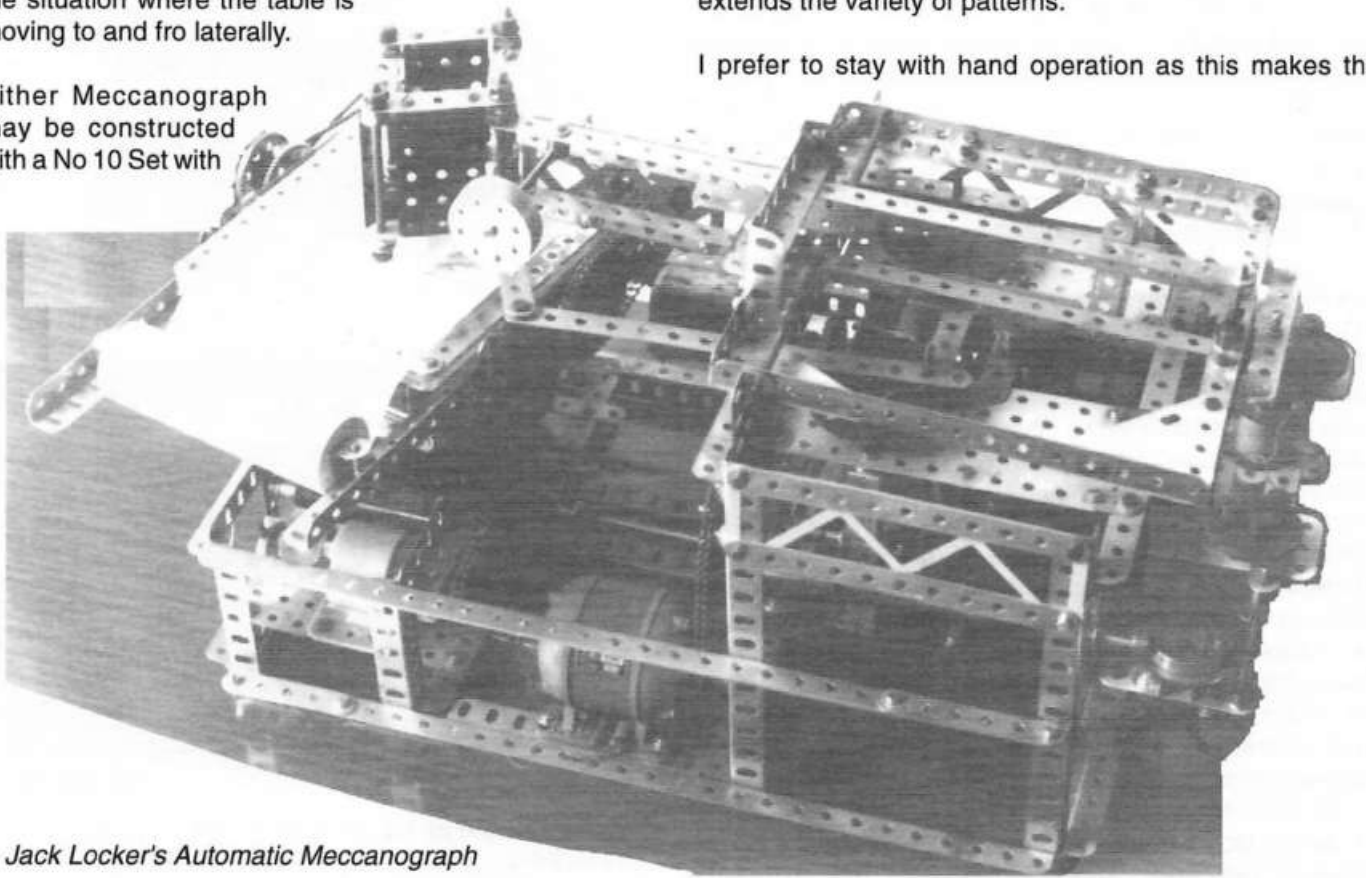
The new designs are soon to be published in Model Plan 147. These two Meccanographs, Mk III and Mk IV, are a development of the two described in MP 138. Both are

designed to produce patterns with up to fourteen peaks or sides. This is achieved by gearing the table rotation and the table reciprocal motion so that the one relates to the other by the factors two to seven. Once again the Schmidt coupling provides the means of driving the table rotation in the situation where the table is moving to and fro laterally.

Either Meccanograph may be constructed with a No 10 Set with

In summary, these Meccanographs have borrowed the Schmidt coupling, the variable table rotation speed and, in the more complex version, the double cam pen drive to produce interesting and adaptable models. The beauty of the double cam is that it allows phase changes which vastly extends the variety of patterns.

I prefer to stay with hand operation as this makes the



Jack Locker's Automatic Meccanograph

a few extra parts and both are quite compact. Mk IV, which is the larger, will easily fit inside a 15" cube.

machines especially popular at exhibitions where the young people may produce their own patterns to take away.

Meccano news sent out from Feilding

by Bobbie Nicholls

(This article appeared in the Feilding Herald on Tuesday, December 23, 2003)

VERY few people in Feilding would know that a publication with an overseas circulation is published in the town. The circulation is not huge, just 195 for the Christmas edition 2003, but the subscribers are a dedicated band of enthusiastic Meccanomen, including about 40 from overseas. The NZFMM magazine is edited by Bruce Neilson of Palmerston North and retired Christchurch City Engineer John Ince compiles it from his home office in Lennox Place.

He said the NZ Federation of Meccano Modellers Magazine keeps him in contact with people who share his interest in metal models. The magazine is published six times a year and printed in Feilding by Carrington Print. Its pages contain a collection of news, photographs and stories about modellers and their models. Some articles also appear on the Federation's website, giving a taste to attract subscribers.

The first magazine was a much simpler format 25 years ago, but Mr Ince's publication is a 21st century production which uses a Pagemaker computer programme for full colour and layout.

This is not his first venture into print. Mr Ince was the author of *City of Bridges*, a book about Christchurch's bridges over the Avon and Heathcote Rivers. It may not have hit the best seller list, but it is a smart and interesting hardcover book. He also revised a *History of Municipal Engineering in Christchurch* and produces instruction manuals for original Meccano models, which are in steady demand.

New Zealand has four Meccano clubs, in Auckland, Wanganui, Wellington and Christchurch. They hold a biennial conference and exhibition, the most recent of which was last Easter at Hawera. Feilding hosted a conference in 1997.

"It is no use holding an exhibition in a city," Mr Ince said. "Advertising the event is too difficult, but in a town the size of Hawera everyone hears about it and we had thousands of children come through."

(continued on page 7)

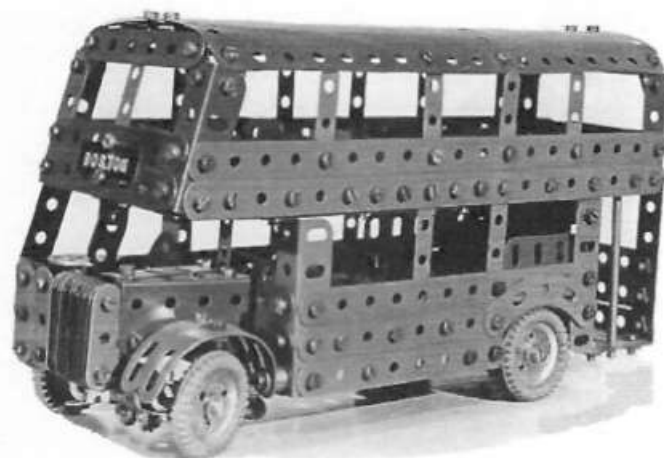
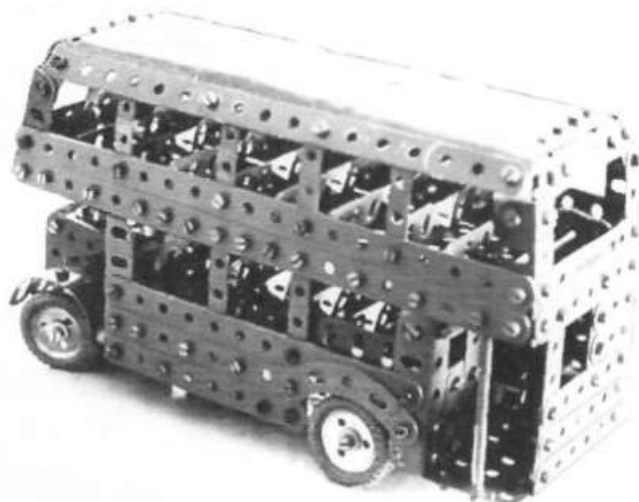
A Letter from Cape Town

Colin Cohen writes to John Ince

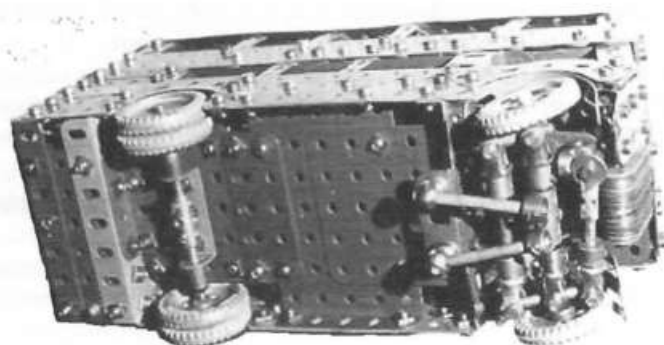
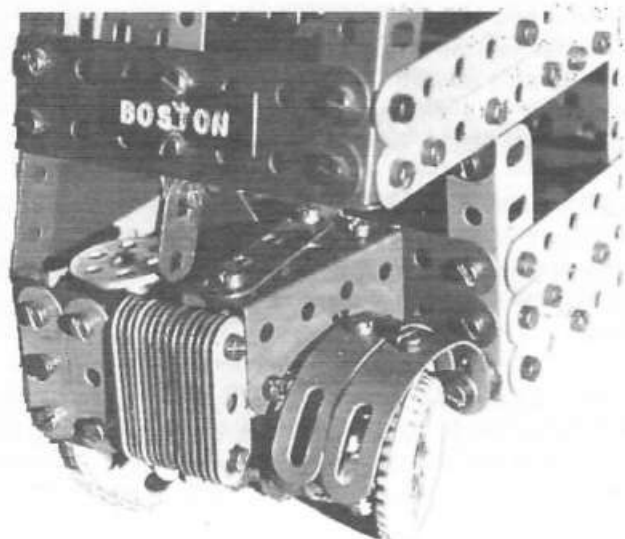
This is not the first time that I have heard about a blind modeller, but maybe it is the same person. Amazing how a handicapped person can adapt and build up a normal life within their capabilities. (Ed. See the efforts of Ray Warke, a blind modeller, on the next page.) There is a somewhat steep concrete road to the top of one of our popular mountain areas and we occasionally see two friends in wheelchairs who have worked their way up to enjoy the beauty. I have also heard about a guy who has had one arm amputated at the shoulder but who still manages to do very challenging rock climbs!

I read with interest your notes on the London RT Bus constructed by Ivor Setten of the Canadian Club page 18. I found it particularly interesting because some months ago I sent Colin Hoare a photograph of a Leyland Double Decker Bus that I had built to the same scale way back in 1974. It was then fast becoming a rarity on our roads and was of course the same as the famous 'London Bus'. I dare say that you had them in New Zealand too. Anyway he was most enthusiastic and I wonder if this inspired Ivor. I've attached some photographs of my bus and as you can see, it is not a complex model. So I wonder why the model plan should require 16 pictures and 10 pages of instructions even if motorised!

In my case the seats are $1\frac{1}{2}$ " Angle Girders attached to the sides by means of Angle Brackets and the curved staircase is constructed from Angle Brackets and Fish Plates supported on a strip formed into a spiral shape as the staircase makes a right angle bend. The rear wheels are secured to bolts which in turn are held in 173a's. I went through a phase then when I did not mind cutting parts to suit, hence note the odd lengths of Strips forming the sides of the body. Thankfully that idea didn't last long. Why 'Boston'? We exhibited at a local suburb by that name. Looking now at the photographs brings back nostalgic memories to me. When travelling to and from school we would toss our bags into the area beneath the staircase. At other times the bus would be practically empty, but I liked to go upstairs to the front seat and the conductor would get



most upset that he had to come all the way to get my fare. "If there were more seats further forward would you still go to the front?" "Yes." Stupid question. On one occasion when making my way down the stairs with a shoe box full of 35mm films for my father's 'Magic Lantern' projector, I dropped the box. The conductor would not wait till I had picked up the films and so I had to get off at the next stop and walk back.



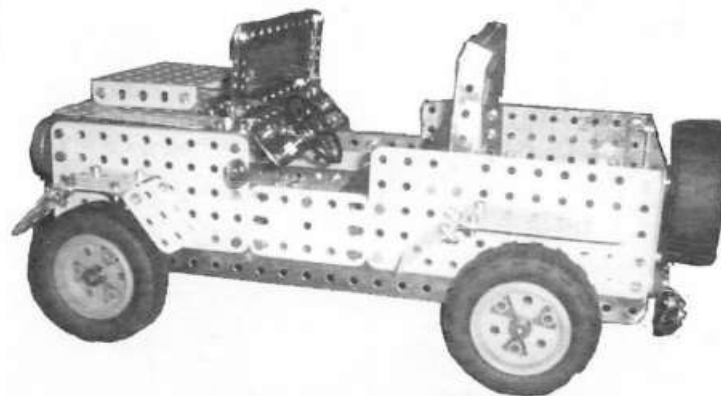
Against the Odds - Ray Warke Builds a Jeep

by John Ince

Do you have difficulty following those wretched model plans? The pictures are never clear enough, are they? Well here is a modeller, Ray Warke, who manages when he cannot see at all! He recently posted this message on spanner:-

Hi Spanners,

A few weeks ago Wes Dalefield asked us if we wanted to build a jeep. He offered a link to a web site where I found a plan to build Lloyd Spackman's jeep. I wrote to Wes telling him of my joy, as a blind modeller, finding my first Meccano plans in a text format and asked him if he knew of any others. I was contacted by Lloyd Spackman, Casper Mol and John Ince who all offered to help me. Lloyd sent me



some of his plans and John sent me his Meccanograph plans and Casper scanned a whole Meccano Magazine with OCR software providing me with something I could read from cover to cover!

(Continued from page 5)

"You learn a lot about people by their interaction with working models. You invite children to turn a handle and they have their sleeves over their hands and only know how to push buttons. We are producing children who have no ability to tighten nuts and bolts," he said.

He suggested Meccano which uses tiny screws and requires small screwdrivers is very good for developing those motor skills.

"There are a lot of (elderly) men around who won't give up their Meccano collections," Mr Ince said. The sign of a Meccanoman is one who keeps his Meccano pieces in a filing cabinet of shallow drawers and can find what he wants instantly.

Most club members are over 40 years and it is a hobby with a large proportion of doctors.

Meccano has been around for 100 years, introduced in 1901 by the Hornby train manufacturer in Liverpool, England. It was every boy's favourite toy in the 30s and 40s.

I want to thank all of these guys for providing me with a whole new outlook on Meccano. I built Lloyd's Jeep and then decided to scale it up a bit and add a bit more detail. I intend to write up instructions for this modified model. If anyone is interested in a copy, let me know! My next projects will include John's Meccanograph, a Transporter Bridge from Lloyd and an Orrery from the magazine that Casper scanned.

Today, a friend called round with a digital camera and took a few pics of the modified jeep. I have attached the front view of this model and will follow this email with three other views. I don't even have a monitor on this computer, so we don't know how the pics have turned out. I have also reduced them in size by 50% in order to reduce file size. In short, I've got no confidence in these pics at all! I'd appreciate some feedback on the pics so that I know how to send those of future models. If larger images are wanted, I have the original files which are all about 360k each.

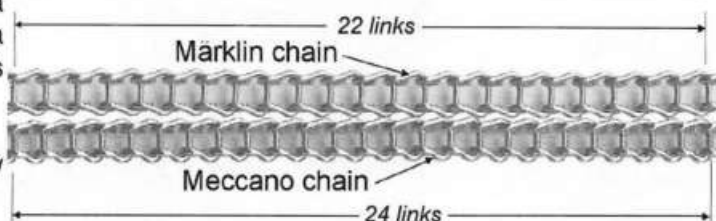
Ray Warke lives in Devon, UK

Web pages are in html which may contain pictures/graphics and text. Some people place text in their graphics but that is not economical. More usually the text is just that and can be copied and pasted into another document or application. In Ray's case as he does not need or have a monitor I imagine that every page/document he opens is automatically fed into the voice synthesiser so that he can hear it. Then he probably has voice recognition application on his computer so that he can speak to it rather than type the commands or messages.

A Difference of Opinion

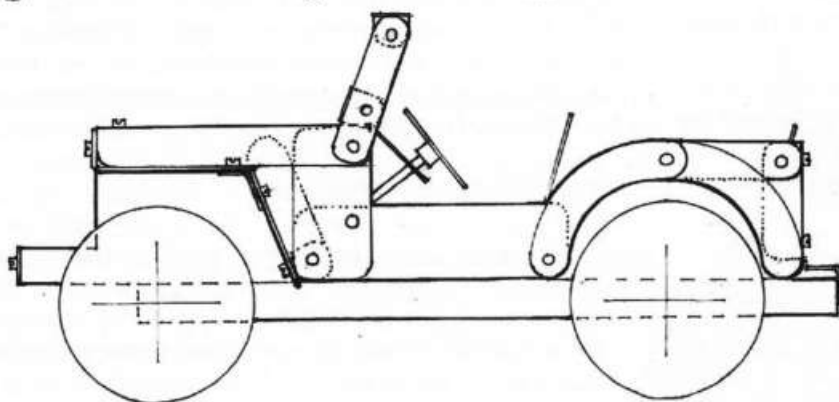
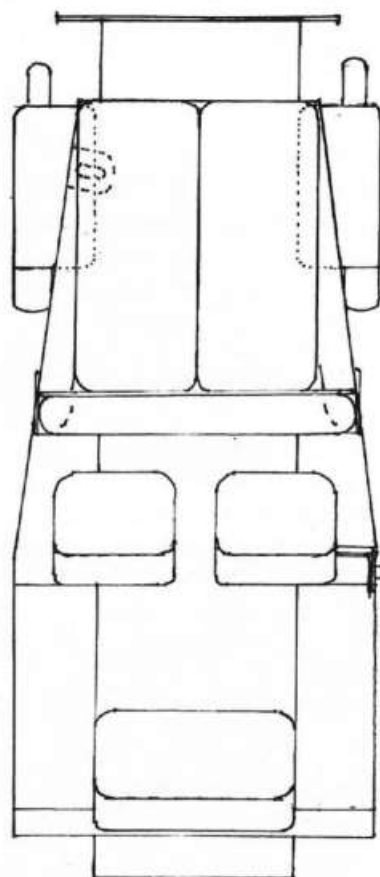
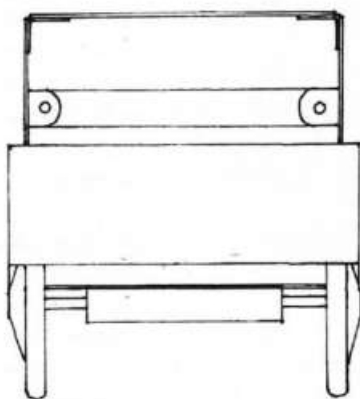
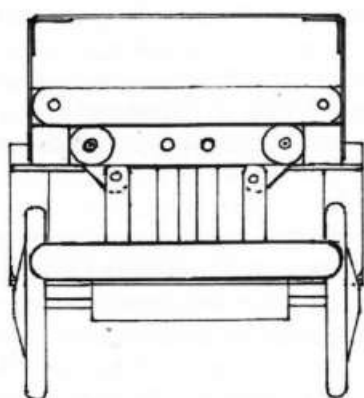
from John Stark

I cannot agree with Lloyd's comments on p17 of the December 2003 issue regarding non-Meccano sprocket chain. Marklin chain does not fit Meccano sprockets. I have some mint Marklin chain looking great with its brass finish still sealed in plastic bags numbered 11747. A while back I opened one of them and there's no way it is 100% compatible with Meccano. Marklin chain has a coarser pitch than Meccano.



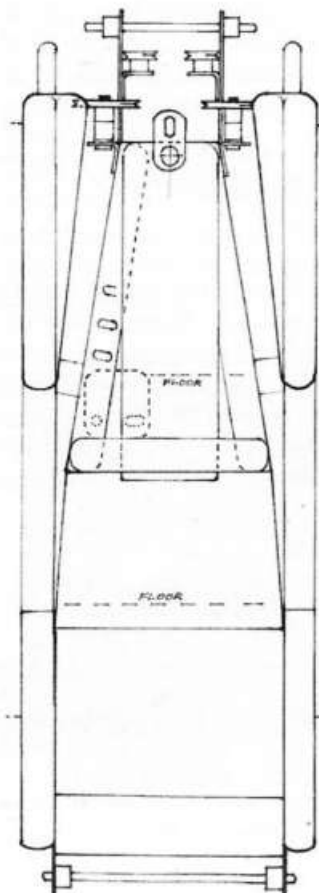
Planning the 'Next' Model

by Rob Campbell



WWII JEEP

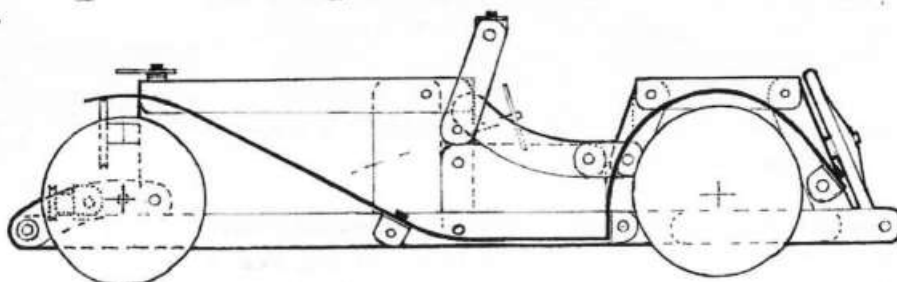
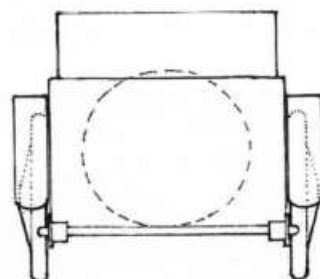
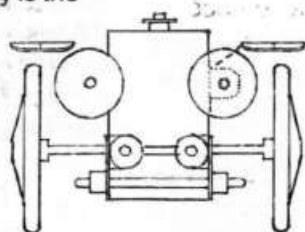
The one which you published my plans of, then followed up with two photos, was 13 $\frac{1}{2}$ " long on 3" tyred wheels. This new one is down-scaled, using 2 $\frac{1}{2}$ " metal road wheels, 3" shorter at 10 $\frac{1}{2}$ " long, and to me it personifies the profile of the old Jeep much better than the first one. This Jeep could be made more 'real' by employing curved engine hood sides, but the exercise was economy of parts. The mission idea behind the plan was this: Simplicity is the key to being minimalist, in a scale as small as possible while retaining the accurate profile with the fewest parts.



1935 SS SPORTS

The same goal was used here. It's 13 $\frac{1}{2}$ " long and fairly accurate to the original. I considered using narrow strips for the screen, but elected to stay with the old basic stuff. The rear fenders need to be spaced outwards through slots in $\frac{1}{2}$ " x $\frac{1}{2}$ " Angle brackets, and the rear wheel track likewise widened about $\frac{1}{8}$ " each side. You're probably aware that SS Cars eventually grew to become Jaguar Cars Ltd.

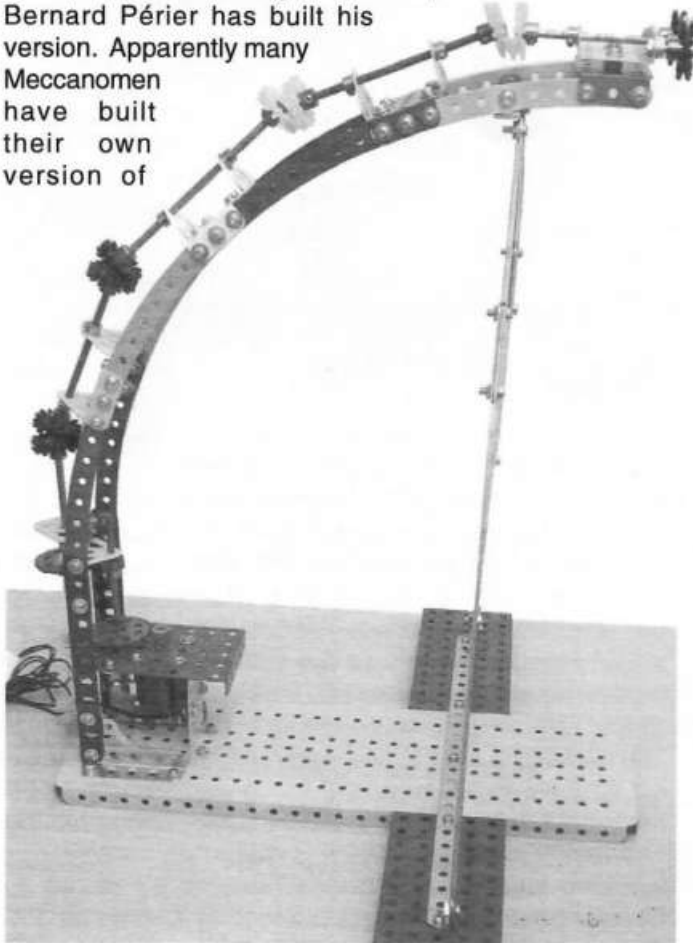
PS. I intend to build both, so results could be forthcoming down-track.



Peter the Pedaller and Lazy Larry

by Bob Prescott

Your Editor, Bruce Neilson, gave me some photographs of this model from the *Canadian MeccaNotes* and asked me to build, photograph and "write-up" for our magazine. The model was originally built by Jean-Max Estève for the 2002 CAM exhibition in Bouffémont, France. At about the same time Constructor Quarterly 62, the December 2003 edition, was published and guess what, Bernard Périer has built his version. Apparently many Meccanomen have built their own version of



this model so why not me? My model contains what I like best of all the photographs.

I must admit I prefer the Canadian MeccaNotes version with its more interesting curved tower and drive chain using eleven P/N 27f Multi-purpose Gears - if you don't have enough P/N 27fs most dealers sell second hand ones for about 20 pence (NZ 65c).

Base

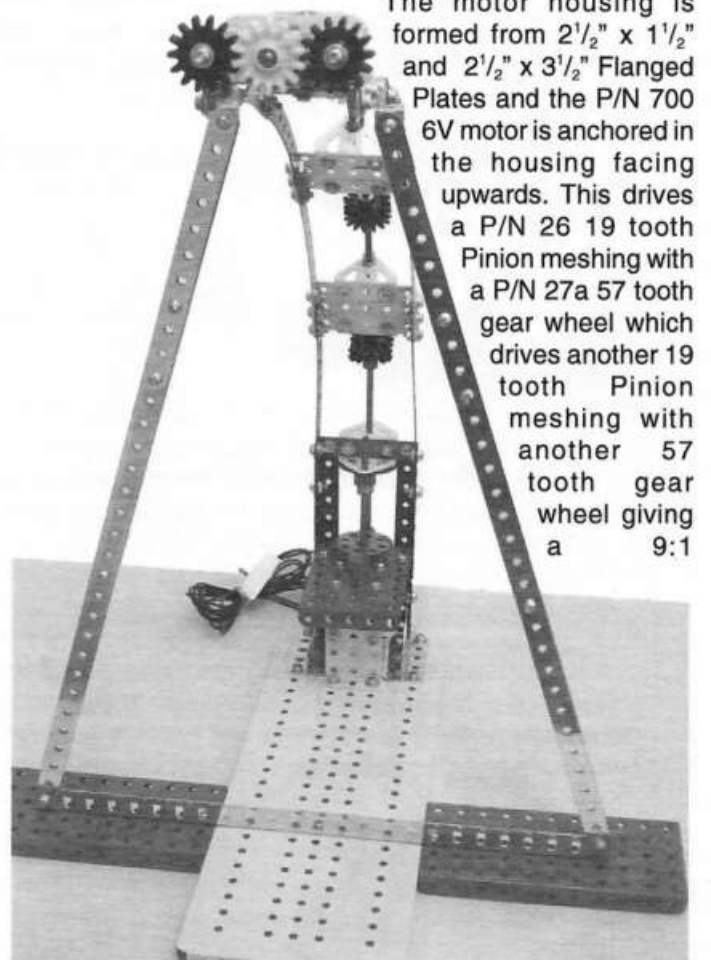
The base is made with a P/N 236, 13 1/2" x 4 1/2" Flanged Plate and two P/N 52 5 1/2" x 2 1/2" Flanged Plates arranged as shown. If you do not have a P/N 236 you could use more P/N 52s to create a similar size base - it does require a substantial platform.

Tower

The two sides of the base of the tower are formed by 5 1/2" Angle Girder uprights and 2 1/2" Angle Girder bases braced by P/N 139/139a Flanged Brackets. The rest of the curved tower is built from eight P/N 89 5" Curved Strips, four each side overlapping three holes at the base and two holes on the upper parts which includes P/N 51 2 1/2" x 1 1/2" Flanged

Plates. The curved tower is supported by 12 1/2" and 5 1/2" Perforated Strips overlapping four holes connected to a 12 1/2" Angle Bracket placed on the base and Corner Angle Brackets to the tower. I in fact, doubled up on the supporting Perforated Strips to make firmer supports for the tower.

The Drive



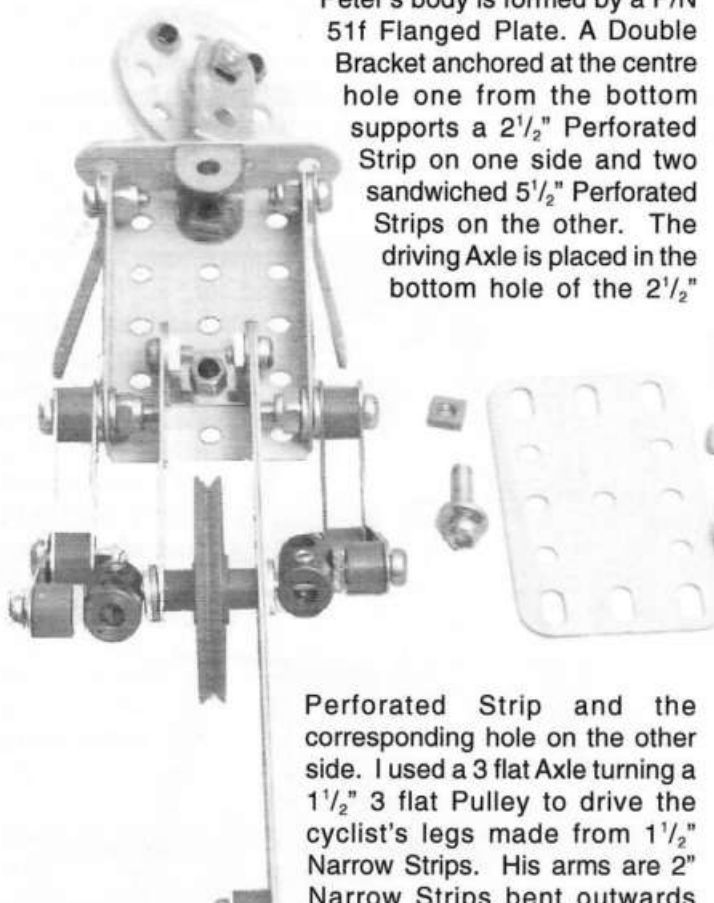
The motor housing is formed from 2 1/2" x 1 1/2" and 2 1/2" x 3 1/2" Flanged Plates and the P/N 700 6V motor is anchored in the housing facing upwards. This drives a P/N 26 19 tooth Pinion meshing with a P/N 27a 57 tooth gear wheel which drives another 19 tooth Pinion meshing with another 57 tooth gear wheel giving a 9:1



reduction. This Axle drives the first P/N 27f Multi-purpose Gear Wheel. The drive continues up the curved tower with Trunnions mounted on the 2 1/2" x 1 1/2" Flanged Plates supporting the axles and Multi-purpose Gear Wheels. The final driving Axle is mounted through a P/N 51f Flanged Plate and its Multi-purpose Gear Wheel drives two free wheeling Multi-purpose

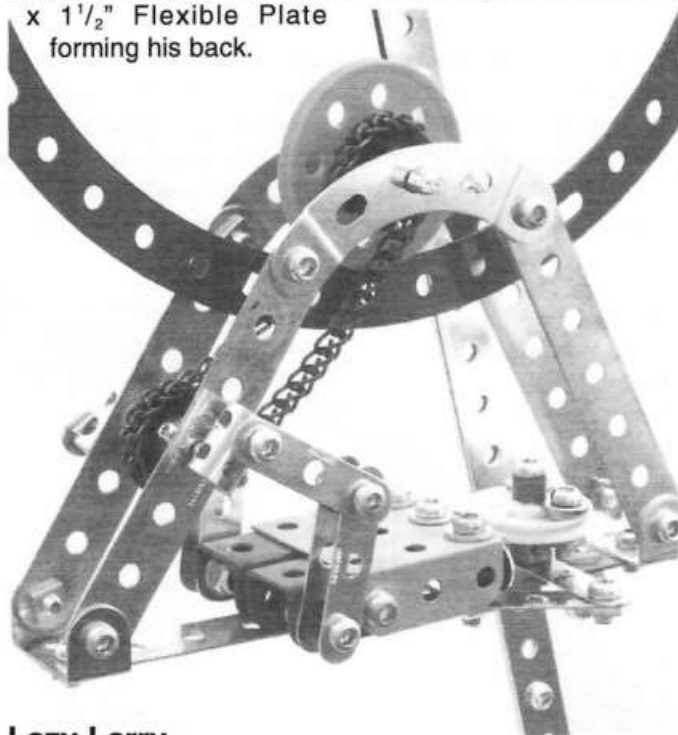
Gear Wheels mounted with Pivot Bolts and these Gear Wheels turn the P/N 167b 9 7/8" Flanged Ring which is placed on them.

Peter the Pedaller



Peter's body is formed by a P/N 51f Flanged Plate. A Double Bracket anchored at the centre hole one from the bottom supports a $2\frac{1}{2}$ " Perforated Strip on one side and two sandwiched $5\frac{1}{2}$ " Perforated Strips on the other. The driving Axle is placed in the bottom hole of the $2\frac{1}{2}$ "

loaded with Wheel Discs. The head is a $1\frac{1}{2}$ " Pulley mounted on the body via $1 \times \frac{1}{2}$ " Angle Bracket through a 2" Perforated Strip onto an Angle Bracket. Peter is completed with a $2\frac{1}{2}$ " $\times 1\frac{1}{2}$ " Flexible Plate forming his back.



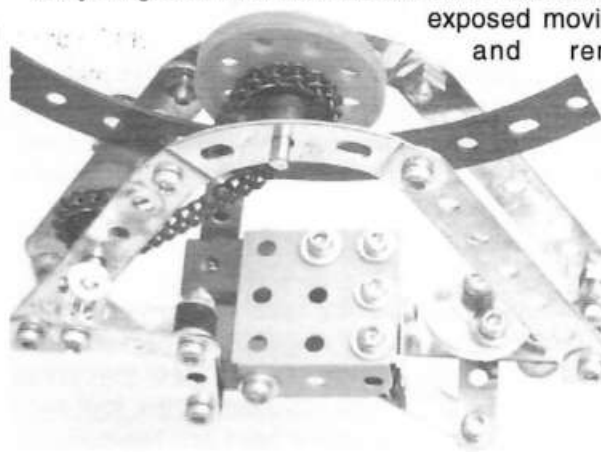
Lazy Larry

Bernard Périer introduced another "rider" lying on his back with his hands behind his head. His framework is constructed with a $5\frac{1}{2}$ " Perforated Strip base, two $1\frac{1}{2}$ " $\times 1\frac{1}{2}$ " Double Angle Strips, four $3\frac{1}{2}$ " Perforated Strips and two Stepped Curved Strips. His body uses a P/N 51b $1\frac{1}{2}$ " $\times 1\frac{1}{2}$ " Flanged Plate and two P/N 51c Flanged Plates supporting his legs. Arms and legs as before are Narrow Strips with his legs mounted with $\frac{3}{4}$ " Bolts and Locknuts and his head is a $\frac{1}{2}$ " Pulley. Larry is driven by a 3 flat Axle, a $1\frac{1}{2}$ " 3 flat Pulley driving a $\frac{3}{4}$ " Sprocket which drives a further $\frac{3}{4}$ " Sprocket via Sprocket Chain driving his legs. The main driving ring, which is placed on the tower free wheeling Multi-purpose Gear Wheels, is a P/N 145 $7\frac{1}{2}$ " Circular Strip. Some weight is added by loading the Pivot Bolt securing Larry to the base Perforated Strip with Washers.

I powered my model via a Hornby Control Centre but any transformer around 6v 400ma should suffice. All in all an interesting model to build but if you intend using it at an exhibition (with a circus music background of course), keep the youngsters at a safe distance as there are plenty of

exposed moving gears and remember,

you've got both Peter and Larry to keep them amused.



Another Use for Meccano?

by Simon Johnson (District Librarian, Feilding)

A query to the *New Scientist.com* for significant inventions or principles which owe their discovery to the use of Meccano drew the usual differential analyser, Mini motorcar, laboratory equipment and the unusual one, "Library classification - When compiling classification schemes, librarians use the principles of 'faceted classification' pioneered by Shiyali Ramamrita Ranganathan. In *A Descriptive Account of the Colon Classification*, Ranganathan describes how he saw a Meccano set for the first time in Selfridge's store in London. His "Meccano idea" of building classification numbers encouraged him to use faceted classification." (Alan Cooper, London)

Cataloguers are peculiar people. I discovered this back in

1976 while writing a paper on Universal Decimal Classification (UDC) for my post graduate diploma in librarianship. UDC is a little like Ranganathan's faceted system. If you are classifying a book with a number of aspects - say militant unionism among Irish coal miners in 19th century Reefton - you simply "bolt" together the numbers which represent the various ideas. Not being a cataloguer at heart I found this amusing and constructed a theoretical number to classify a book on the sexual behaviour of seventeenth century Barbary pirates. The lecturer - a true cataloguer - wasn't amused.

To return to Ranganathan, you can see how the image of Meccano gave him the idea for a faceted classification

system. Here were a variety of components which could be fixed together to make a infinite number of models. This led him to imagine how a classification system could be constructed with short numbers representing aspects of the book (e.g. sex, pirates, seventeenth century naval warfare) which could then be "bolted" together by punctuation marks.

Suppose we have a book about "research in the cure of tuberculosis of lungs by x-ray conducted in India in 1950." The call number will be as follows: L,45;421:6;253:f.44'N5

These notations represent: *Medicine, Lungs; Tuberculosis: Treatment; X-ray: Research. India'1950*



In the real world this sort of detail is rarely necessary, except, perhaps in specialised libraries dealing in a single subject such as dairy research or medicine. Most of these libraries use UDC rather than Ranganathan's system of facets bolted together with colons and commas. However, some information professionals believe faceted classification is the only way to tame the chaos of the World Wide Web. Web directories like Yahoo! are created by teams of indexers assigning a series of subject terms to each document. Ranganathan's approach may provide the website creator, the indexer and the user with a common language to identify the content of a document and the nuts and bolts to hold it together.

NZFMM 2005 Convention

"Coordinated Colour" Model Competition

1st NZ\$ 500 cash - 2nd NZ\$ 200 cash - 3rd NZ\$ 100 cash - 4th & 5th NZ\$ 50 cash

The prizes are sponsored by Peter Hancock, David Wall, and Bruce Neilson who will also be the judges. A lady judge will be added to the judging panel.

1. The competition is open to all registered exhibitors.
2. Registered exhibitors must be personally present at the convention.
3. The model must be present at the NZFMM 2005 Convention, fully assembled and operating.
4. The model must be made only of Meccano or Meccano replicas, coloured in Meccano factory (Binns Road or Calais) colours. Motors must be of Meccano origin but not washers.

5. The judges will award points as follows:-

- 5(a). Up to 100 points for a Meccano model with "coordinated colours".

Clarifications - Coordinated -

- (i) Patterns of colour - not blotched, haphazard or indiscriminately displayed on the model.
- (ii) Combinations of colour - colours which enhance each other when placed together and create harmony and pleasure in the eyes of the viewer.

Colour -

As issued by the Meccano factories i.e. red, green, gold (includes brass), silver (includes nickel, aluminium, zinc, polished steel, chromium), black, blue, yellow (French and English), etc. Shades of the same colour are considered to be one colour i.e. red - pre WW2, post WW2, faded, worn, etc.

- 5(b). Up to 5 bonus points for eight or more colours used.
- 5(c). Up to 10 bonus points for pristine (immaculate, spotless, unblemished, complete) colour on parts. Use of car polish and similar is acceptable.
- 5(d). Up to 10 bonus points for powered actions or movement by the model. i.e. electric and clockwork motors, human power, etc.
6. The decision of the judges shall be in the spirit of the competition, final, and no correspondence shall be entered into.

The NZFMM 2005 Convention \$200 Meccano Wind Powered Model Challenge

The challenge made by Brian Hickson to fellow Meccanomen to produce a WIND POWERED land vehicle is being carried through to the 2005 Convention with the prize of \$200 cash.

Full details of this competition are on page 9 of the April 2002 issue of NZFMM Magazine.

All Sorts of Things- More Mod



This coaling crane was operated by Andrew Wells with his Motorvator programmable controller.

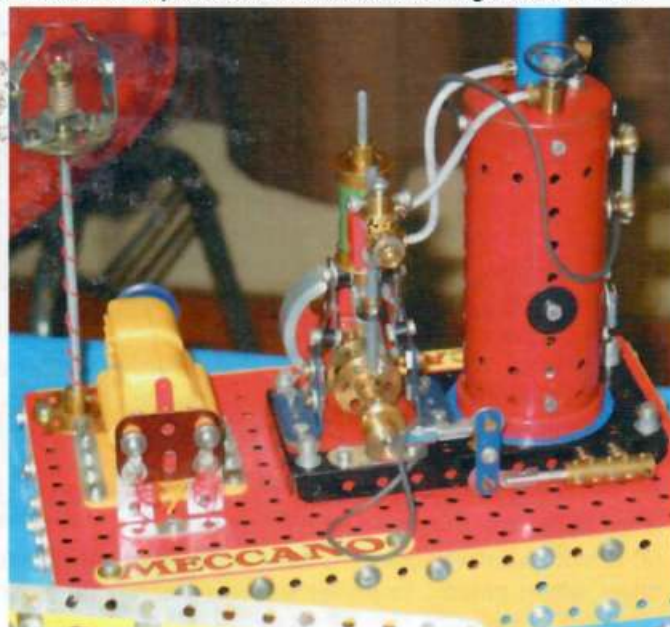


John Hansen sorting out a problem in his build. This colour page has been sponsored by MW.

John Ince had a fine display of clockwork and electric motors.

David Wall produced this neat steam generator unit.

Paul



Models From the 2003 Convention



observed tower

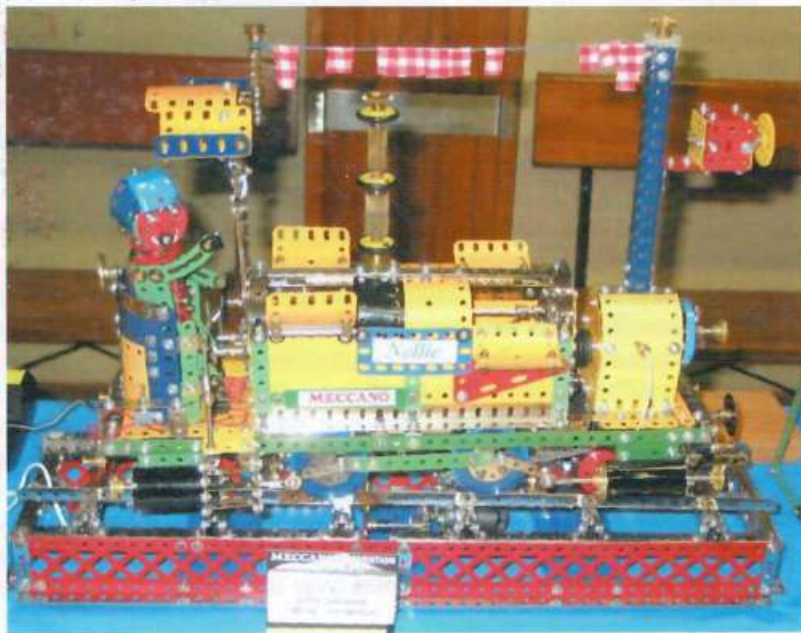


Bruce Geange built the gantry and Bruce Neilson built the warehouse in this big storage building.

VT Meccano Club from Convention funds.

Vodanovich showed models from old red and green sets.

Lloyd Spackman amused us with his model of Nellie



The use of email from the Spanner group is acknowledged.

Kemex Set 0: I had previously only ever seen it in 30's literature and could find none amongst the collectors I knew. I had begun to think that perhaps they were never actually made.



Anyway, this set turned up a few weeks ago. It has French packaging and is missing a few parts (test-tubes / burner / brush / Manual), which is a shame, but not a disaster. Otherwise the chemical tubes and general inside appearance are fine. (Tim Gant, Scarsdale, NY, USA.)

Exacto Replica parts:

I received from Juan Carlos Rovetta the attached pictures of new replica

parts (Funnel and Flywheel) that they are starting to manufacture. (Edmundo Veiga).



Bearings: My attempts to use a P/N 24 Bush Wheel (or even a P/N 62 Crank), bolted to a Flanged Plate, as an Axle Rod guide and journal bearing surface to support the vertical weight of a rotating carousel (the bottom of the carousel is a P/N 19b

3" Pulley Wheel, whose boss sits on the Bush Wheel boss), have not worked. Even if I use Washers between the Bush Wheel holes and the Flanged Plate, to make sure the bush boss does not get jammed or distorted, the Axle Rod gets tighter the more I fasten down the Bush Wheel. Is this something that just doesn't work well? I don't think fine tuning and fiddling will help, I have done that, even slowly tightening the Bolts while spinning the Axle Rod to try and keep it loose in the arrangement. Without a boss-journal, leaving the Axle Rod to spin freely in the hole in the Flanged Plate means that it is wobbly and the rod drive gearing underneath meshes poorly because of this excess space in the hole. (Jim Bobyn in Montreal).

I have had success with the Bush Wheel bearings but care in the choice of Bush Wheels and Axles is required. You must also ensure that the Washers used to stand the Bush Wheel off from the Flat Plate are all identical. There have been variations in Meccano Washers over the years.

The later French axles are slightly thicker than Binns Rd

SPANNER

January 2004

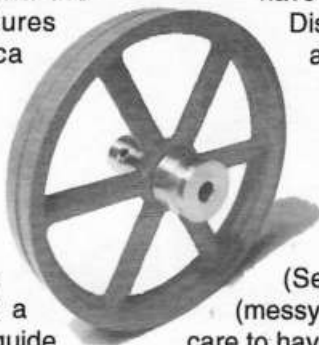
equivalents and can be a bit troublesome. A good trick is to use your thickest axle (or a Drift - which is thicker anyway) to set the bearing up. Then use a slightly thinner axle in the model.

In such bearings axles

MUST be dead straight or problems are certain. Make sure the axles are nice and smooth. Use Brasso etc. to polish them up if they are at all tarnished/oxidised.

I have also made my own axles from 4mm stainless steel rod. There's no trouble at all with them binding. Some would argue that 4mm is too loose a fit and that eccentricity (especially for gear wheels etc) can cause problems in gear trains. I have made clocks using home-made 4mm axles, home-made 4mm pivot rods and home-made pivot bolts and have not had any significant problems with binding in gear trains. However, I have noticed when these shafts are turned very quickly, that the slight eccentricity does create additional noise, but the shafts near the escape shaft in clocks tend to turn rather slowly so this is not a problem at all. I don't use cranks for bearings if I can help it. I don't have enough of them to spare for that purpose.

Alternatives to the Cranks and Bush Wheels that I have used include:-stacks of 1 1/2" Strips or Wheel Discs - perhaps 3 - 5 of them - are easy to adjust for smooth running. Plastic part 260c - some axles are tight in these, but the 4mm home-made jobs run very nicely (and quietly without the need for much lubrication).

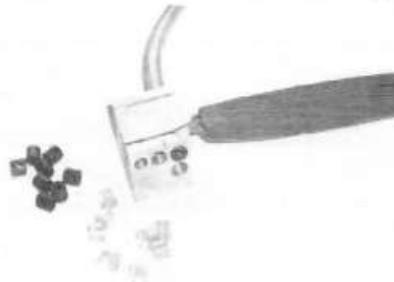


I use a spray-on silicone-based lubricant (Selleys' Ezy Glide) these days instead of (messy) oil where lubrication is required (taking care to have good ventilation of course).

The need for better bearings was brought home to me most vividly in 1968 when in the 4th form at college. We had a hobbies evening at school and I took along the Set 8 (I think) Meccanograph from a manual of that era. It was operated by hand and by the end of the evening the axle on the input shaft was cut about a quarter through by the plate (P/N 52) that it passed through. (John Stark, Nelson, NZ, ISM 0479.)

P/N 23c Rubber Pulley: It has been commented here the tendency of French P/N 23c Rubber Pulley to degenerate and crack with time. Making use of the concept of French P/N 59c Plastic Grip to substitute Collars in the 3 flat rods I built a jig to cut in regular sizes hoses of internal diameter = 1/8". In fact I tried three varieties, two of crystal clear plastic of 1mm and 2mm walls, and a rubber hose of 2.2mm wall, used for lines of vacuum in windshield wipers connection to carburettors. I had very satisfactory results using them. Time will tell if they do not suffer of the same disease. But as they perform without cracking inside the hood, exposed to oil, heat, dust and time, I would suppose that they will do better in models. I attach picture of the hose slicer jig. As it

is a cheap solution I thought it might interest some of you. PS. I built the jig with a block of aluminium. As some may not have it available it can be done also with a piece of wood that will have the advantage of taking longer to dull the cutting blade as it rubs with the bottom. (Edmundo Veiga)



Driving Bands:-A good source for a wide range of driving bands, both in length and width is an electronic repair shop,

They have a real wide variety to choose. They have bands for stereos, CD players, VCRs, etc. (Oscar Nenninger).

There exist in the market (look for suppliers of rubber related products) a polypropylene (I believe this is the name of the material), sold in continuous cords of several choices of circular cross section's diameter, which can be cut with the appropriate length and then have the ends "soldered" by heat or crazy glue. This way you can make a belt adequate for your need. Here it is marketed as "polycord". (Edmundo Veiga).

I took Daryl's advice and visited the Engineers Supplies at Crouchers' here in Hawera.

There I was able to choose black 'O' rings of various circumference made from Nitrole. Five O rings of 2mm section ranging in size from 12cm to 35cm cost me NZ\$ 4.21. (Many sizes are available and in stock at this store). (Alistair Tong, Hawera, NZ).

Imitation 'digging' stuff: I need some ideas on what types of "clean" media have been used in either cranes to represent grain/coal or media that a Meccano excavator model can literally drive over and/or excavate, without corroding the parts or creating a huge mess. So far I have Rice Crispies (and all the variations of breakfast cereals) and styrene balls or packaging beans, which work well for a crane as they are lightweight, but not so great for heavy earthmoving models that move over the media. Any ideas. (Anthony Els, Johannesburg, South Africa).

The best thing that I have found is plastic pellets meant for injection moulding. It comes in lots of colours and pellet sizes. I have some black that works perfectly as shiny coal. Find a local injection moulder and offer to buy a few pounds. I got 20kg for NZ\$10. (Andrew Wells, NZ).

Spare Parts Web site: As mentioned earlier I'm updating my website <www.meccanoman.co.uk> to include some 140 illustrations of my Meccano specials and compatibles. This has now gone on line and also includes loads more parts, No 10 sets for less than £700, No 9 sets for under £160 and for the first time, a Bayko spares service (Plimpton parts). Lots more goodies and bargains already in the pipeline for 2004. (Dave Taylor).

Photographic lighting: First off, to those shutterbugs in the audience...I apologise for the extremely lousy photos. I

used to do semi well with a 35mm, but really seem to have fits with the digital and no more lighting aids (or the old box of lenses and filters). Please bear with me and understand that even with aid from Photoshop, I know that these should be left as negatives then burned :-). I don't know why the zinc looks so sick in the photos, had very hard time last night and today trying to get it to give good detail, without the blinding bright spots. Maybe when I build more in colour systems the shots will be better (or can get some extra lighting than the flash and room light provide. (Orion Dreamdancer).

Photographing anything shiny is one of the photographer's biggest challenges - and anything curved and shiny is even worse, and anything black and shiny (such as a pool ball) almost impossible!

The standard test for a rookie photographer used to be to send them into the studio with a shiny chrome-plated electric hot water jug, and say 'Photograph this..'. What you see on the surface of the jug is not the chrome, but whatever is reflected in it. So you need to have a very light coloured surround for the jug - this is known as 'tenting'. Often a white drape is used, but we used to use expanded polystyrene sheets in various sizes, shapes and thicknesses to achieve the tenting effect. A small gap is left at the front to poke the camera lens through. Various commercial models are available. The jug can then be lit by setting up lights over the top, or even better is the use of a 'HazyLight' also known as a 'softbox', and by various other names - basically it's a big white sheet which you shine a light through (and can be of almost unlimited size - e.g. for photographing cars). The most common ones are about a meter square, and have a powerful studio flash head inside them. Useful ones for our purposes would be about 30cm square.

Pictures of premade tenting and softboxes can be seen at:
<<http://www.redwingphoto.com/pages/tabletop.html>>
<<http://www.bowensinternational.com/pages/framesetreflector.html>>
<<http://www.firelily.com/photography/softbox.html>>

The photographers' white umbrella also works well to bounce light. Generally use one from each side. Another alternative, used commonly in medical photography is the ring flash, which has a flash tube which is curved around the camera lens and provides completely shadowless lighting. It used to be used a lot in fashion photography, for stunning effects. The above, however is professional gear, and probably beyond the requirements of most Spanners.

So basically, it's: use soft lighting from all around the subject. Photographs can be lightened and darkened on your computer in various photo enhancement programs. Contrast can be adjusted, colours changed, etc. Photoshop is probably the software, but quite expensive. There is a 'light' version available at reasonable cost. Use the 'Levels' controls to adjust dark, middle tone and light areas separately, then the contrast/brightness controls to make final adjustments. (Doug Harris, NZ).



Bruce's Choices From Around The World

by Bruce Neilson

Runnymede Meccano Guild Newsletter - October 2003 - 50 pages in black and white. Pick of the articles - Also includes show reports of the Stonleigh Festival August 2003 and Henley Gathering September 2003, radio

control of a giant blocksetting crane (Pt 1), Modern Tractor by Andreas Konkoly with clockwork motor, Spanner extracts covering friction clutches, electric clocks, Schmidt offset coupling, Meccano stamps; vehicle suspensions, sliding doors, Spanish Meccano, UK Multikits and French Meccakits, Language on 90s sets and SMG October meeting report

The Meccano Newsmag - November 2003 - 40 pages with six in colour.

Pick of the articles - 'All me own work' alias simulated hydraulic piston tipping mechanism by Tony Parmee.

Tony has taken the old idea of cord operating over pulleys to create the ram needed for tipping truck models. If you into building, altering and improving the models from the manual s of the 1950s, this is for you. Improvements to the 1953 manual 5.25 Heavy Goods Truck and 1954 Manual 8.19 8 Wheeler lorry are featured.

Other articles include London Transport tower wagon, eight Meccano factory window display models for dealers, Dockyard crane general details, 12" rail mounted Howitzer and 81mm Mortar motor carrier, update on the Walking Gyroscope in CQ June 2003, and reports of the Oxton September 2003 and Skegex 2003 shows.

Constructor Quarterly - December 2003 - 56 pages all in colour.

Pick of the articles - As usual I had trouble picking the best article so have picked three.

For the decorative/aesthetic category, the article on designing and building Ionic, Doric and Corinthian columns by Colin Davies is delightful. Trap a bundle of axle rods inside a Flanged Wheel and you have the beautiful fluted column for the real Victorian machinery look. 4 pages including 3 photos and 2 diagrams.

For the large modelplan, Chris Shute's 'Persephone's ping pong (pp) performance is 8 pages including 10 photos, 4 diagrams and a parts list. This is a self contained pp ball machine where the pp balls descend a spiral, ascend in a bucket wheel and then Persephone loads the pp balls onto a launcher which throws the pp ball into a catching funnel. All this in an open cube 13" long, 10" wide and 24" high. As a public entertainer, this should go well.

Foot note - Chris Shute posted the following (shortened) on the Spanner group. "Motor speeds. The 2" Pulley rotates at about 150rpm so that pp balls are delivered every 5.6 seconds".

And yes, once again, Bernard Perier gets my pick for the

small modelplan of 'Rolo Ringman, the Unicyclist' who pedals vigorously inside a vertical ring and gets nowhere. 3 pages 6 photos and text. This model is within the abilities of the average modeller.

Southern California Meccano and Erector Club Newsletter - December 2003 - 12 pages in black and white.

This issue contains the SCM&EC November club meeting report, 2003 Toronto hobby show report. AMI-LAC metal construction sets and an article by Neil Pluck (NZ) on wind powered land vehicles.

The Sheffield Meccano Guild Journal - December 2003 - 34 pages in black and white.

Pick of the articles - Octopus Ride by David Birnie.

This is a revisit to the model described in the June 1966 Meccano Magazine and improved by the writer. 2 pages of text and 6 photos show the improved lifting of the arms and the motorisation and gearing needed.

Also included is the report on the SMG October 2003 meeting, other magazine reviews, another maze design, 'K' type oilcans (the real ones), Walking tractor MM August 1972,

Darlington November 2003 show report, getting power onto a moving structure by an 'energy chain' and basics of radio control.

Eric Taylor's Giant Lorry mounted Crane by Bernard Haste - 2002 - 52 pages in colour. A Constructor Quarterly Special Publication.

If you collect literature or modelplans like I do, you may be tempted to buy this CQ special publication. The price is high but so is the quality. Glossy paper, clear colour photographs, hard covers and sewn binding make this a book to decorate your coffee table. However this is a model for the experienced builder with a good supply of parts.

Part 1 - History of the Taylor original (1970), Wright copy (1972) and Haste copy (1977).

Part 2 - Construction of the Haste model. Truck body 48" x 13". Five forward and one reverse manual gearbox. E20R motor. Cab 18" x 13". Jib 25" plus 10" plus 8" = 43" total length. Three PDU motors. 28 photographs and 10 diagrams.

Part 3 - Parts list including 3200 Nuts, 310 Collars, 53 12 1/2" Angle Girders and 19 x P/N 26.

Part 4 - Reprint from Meccano Magazine January 1977 "Taylor Touch" Part 1.

Adventures in Meccanoland - 2002 - 26 A5 pages. Covers in colour, contents in black and white. A Constructor Quarterly Special Publication.

This is a reprint of a Meccano Ltd 1923 booklet which is a piece of nostalgia and 1920's advertising blurb. A child's story of visiting Meccanoland and talking to the inhabitants (built of Meccano parts) who have gymnastic equipment, etc (built of Meccano parts). Unless you must have this book, not recommended as a buy.

Two More Meccanographs by John Ince - 20 pages - colour and black and white - MW Modelplan 147 - 2004

For those who have been following the development of the

(Continued on page 23)



COMPLIMENT: "I enjoy reading the NZFMM magazine very much. It is an excellent publication and comes over as very friendly. Having been involved with publication of the Midlands Guild MMGG, I know just how much work is involved. Please convey my congratulations for a job well done to those involved in its production".
(John Bridger, Devon, England). (Thanks, John).

THE NEW PLASTIC PARTS:

I agree many of these are very useful, not as replacement for the metal equivalents, but as augmenting the system. I don't like the garish orange but the black, grey, yellow and red plastic parts look good and work well. I, for one, can't afford to use brass collars (P/N 59) as spacers. The P/N 38a (large) and P/N 38b (smaller) plastic spacers are most useful parts. (Andrew Wells, NZ, on 'Spanner').

COMING IN 2004: Meccano France's 2004 catalogue promises six new Starter sets; a Design 1 radio control 4x4 truck set in silver and black; a Renault F1 racing car set; a "Landmarks" set which builds the Eiffel Tower, the Tower Bridge or the Empire State building; and (like Lego) a choice of buckets of 100 or 150 parts, mainly strips, axles and wheels.

MÄRKLIN SPECIAL SET: When the Märklin Metall Division of the Märklin Company was sold to Metallus of Germany they hinted there may be an occasional Märklin "Super" model set produced in the future. The 2004 Märklin catalogue shows a large excavator model. It is priced at £99.95 in the UK. The model's manual, tracks and 16.5mm roller bearing will be available separately from Dave Taylor in England. Stefan Wanders of Metallus says its $\frac{5}{32}$ " bolts have been replaced by bolts with M4 threads which are not compatible with the former Märklin nuts. These bolts are blackened and other parts are powder coated.

A COMPETITOR FOR LEGO? Late in 1964 advertisements appeared in 'MM' for a new construction system called "Clicki". Clicki bears a striking resemblance to Lego and was still advertised during 1966.

HORNBY HOVERCRAFT: 1964 seems to have been the year for new non-Meccano products from Binns Road. One was the Hornby Hovercraft. Powered by a 0.049 cubic inch GloPlug engine driving a 5" prop, it measured 15" long by 9" wide by almost 6" high. It was still advertised in June 1965, together with an article telling owners how to re-fuel and start the motor. Unless you were a model aircraft enthusiast, the GloPlug motor might have been beyond the capabilities of a lot of modellers.

STEAM CRANES AND MECCANO: "This one, in common with others of its breed, had a vertical boiler with two cross tubes in the firebox, a vertical cylinder on either side of the

superstructure frame driving the main shaft, two rope drums for the hoist and luffing operations respectively and the usual swing and travel gearing. I knew something of cranes from hours spent pre-war with my No. 7 Meccano, so it was not altogether strange - only larger. Many times since, I have regretted selling my Meccano for 30 shillings when I began work because 'I shan't want that again'. I always think the decline of engineering began when Meccano was no longer available. It was a remarkable foundation on which to build."

(Chas. Taylor in his "Life in a Loco Works", OPC Publishers.). (Thanks to David Wall for this item).

CHRISTCHURCH (NZ) MC.: The July 1964, 'MM' records that Mr Sidney Kennedy won both the Ellison Cup and the Saunders Cup presented for the most model building points and for attendance. He was also presented with a Meccano Merit Medallion.

3-RAIL TO 2-RAIL: In 1964, Beatties of London were offering to take 3-rail Hornby track in part payment for 2-rail track. They were also offering to convert good, modern 3-rail locomotives to 2-rail running. ('MM', July 1964).

'MM' DECIDED HIS CAREER: The famous vet and author, James Herriot, was 13 when he read an article in Meccano Magazine entitled "Veterinary Surgery as a Career". It set him on the path to a 1939 graduation from Glasgow Veterinary College. ('The Guardian', Feb 25 1995, quoted by Geoff Wright in 'Newsmag', July 1995.)

TOWER CRANES: When out of service, the top of a tower crane is allowed to 'weathervane', thus presenting the line of least resistance to the wind. The design permits the mast to sway up to 28 inches out of vertical at a height of 200 ft. ('Newsmag', July 1995)

RETIREMENT VILLAGE DISPLAY: George Ovenden reports from Auckland that he and Joan thoroughly enjoy "Village" life. At the Village's Arts, Crafts and Hobbies display George filled two tables with a dozen of his Meccano models. They evoked a lot of "Once upon a Time" stories, and visitors also drooled over his collection of 1930s Meccano Magazines.

Ed. Bob Prescott had a similar experience at the Arts, Crafts and Hobby show at Kapiti Village where Bob and Ann Live.

HALF OF EVERYTHING: A Meccanoman whose marriage had broken up received a letter from his ex-wife's lawyers. It demanded half his Meccano collection as well as half his stamp collection and half his model railway as part of the divorce settlement. Comments on the 'Spanner' Newsgroup were hilarious, one of the best being from Doug Harris (NZ).

HELICOPTER HISTORY: The principle of the 'Flying Propellor' was known to the ancient Chinese. Leonardo da Vinci made working drawings of a helicopter. But it was the British aviation pioneer Sir George Cayley who drew up full scale plans for such a machine, a model of which was flown successfully in 1843. Driven by a steam engine, it stayed up for 40 seconds. ('MM', July 1964).

Hawera 120th Agricultural and Pastoral Summer Show

by Alistair Tong (Model Convener for the show)

MWT Meccano Club was well represented once again as exhibitors at the 120th Summer Show held on November 21st & 22nd at the Hawera Show Grounds.

A 5m x 2.5m covered flat table was provided in the Home Industries 'Edna Wills' Hall for display of the following models and they were contained within a wire cage once they had been 'settled' and judged. 230v power was available to those models that were judged and ran in the 'going mode'. Entry fee was 50c per model and prize money was \$3 for 1st and \$2 for 2nd (minimum of 3 entries/class).

Selwyn Bluett:- Boxthorn Cutter (1st class 1298). Demonstration Differential (3rd class 1298).

John Freer:- Centurion Tank (1st class 1299). Artillery Gun (3rd class 1299).

Bruce Geange:- John Deere 'Gator' (only 1st prize awarded in class 1297).

Alistair Tong:- Robot on Wheels (2nd class 1298).

Ian Cameron: 'Butlers' Boxthorn Cutter (1st class 1297). 'Coles' Crane (2nd class 1299).

Selwyn Bluett also displayed Meccano models of a Motor Cycle rear suspension, a Motor Cycle assembled in red and green and a track and cab structure for an unfinished 'Hitachi' Digger assembled from mainly restored parts.

Daryl Anderson displayed a Meccano Dealers Display Model of the Blackpool Tower and a Buzz Builder Dealers Display model of a Horizontal Beam Pump.

There was a private entry in class 1296 for a model using battery pack; 17 years and under. This was of a snow ski assembled using 'copy Meccano' orange and yellow parts. (I did not meet the owner).

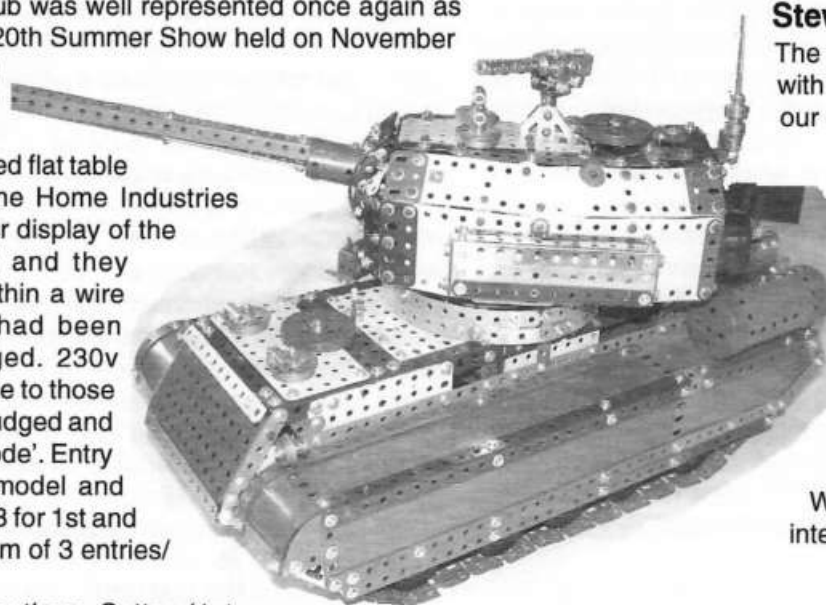
Sharing the same table was a good representation of both Lego and K'Nex models. These were of aeroplanes, a house and garden, buggies, a large motorised Ferris wheel (not operating) and various 'space' and 'action' characters.

Stewards comments:

The organisers were very pleased with the turnout and have asked for our club members to consider the following for the future (report back before the next event):-

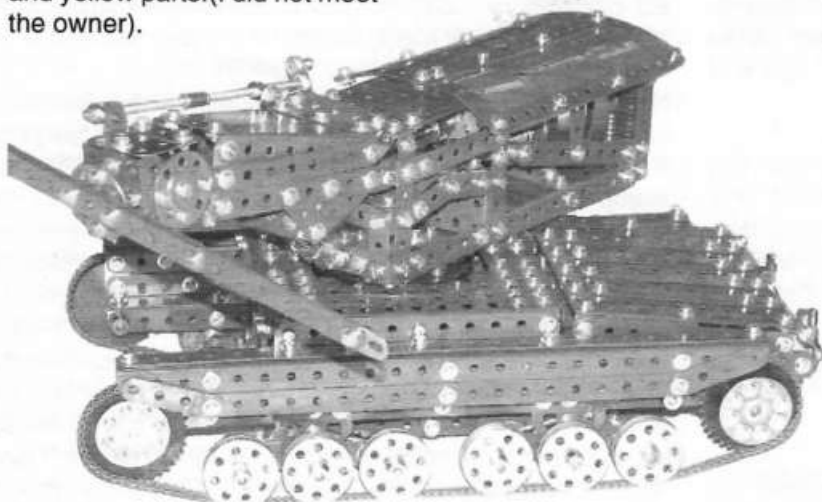
Provide a hands on demonstration of our hobby. i.e. have club members on duty at specified times to show examples of how the models are assembled and operate them in a controlled area adjacent to the display.

Would our members be interested? I hope so.

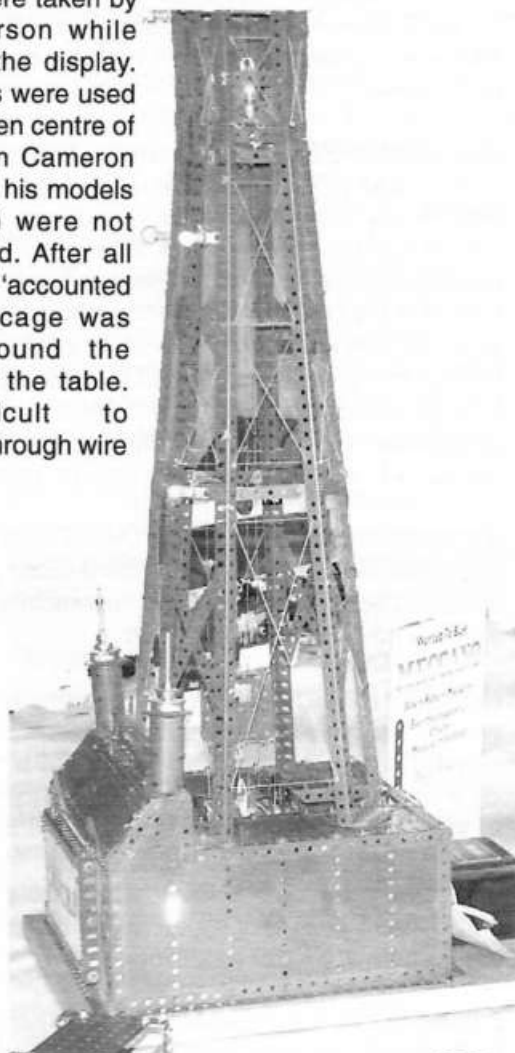


Centurion Tank by John Freer

All photos were taken by Daryl Anderson while assembling the display. Other models were used to fill the barren centre of the table. Ian Cameron came late so his models (good ones) were not photographed. After all models were 'accounted for' a wire cage was erected around the perimeter of the table. Very difficult to photograph through wire netting !!



Boxthorn Cutter by Selwyn Bluett



Meccano Dealers Display Model of the Blackpool Tower from Daryl Anderson

Wellington Meccano Club Meetings

by Lloyd Spackman.

December 2003

Our December meeting at Wainuiomata was most enjoyable in spite of a small attendance. Star attraction was Bob Prescott's Ferris Wheel set 8257 which he had obtained from Hobbyco in Sydney. It was still all in its box so we had a good look at the parts. The box and the manual state clearly "Made in China for Meccano S.A.". Bob had also brought a vibrating dog (NOT the infamous pair on the bridge) built from a Design 3 set.

Simon had with him a set of three 6" rollers for a plate bending machine and the one-piece rubber track from a Future Masters set, designed for 5½" centres. Lloyd brought a powered helicopter built from a 6520 Motion System set. Lou and Brian played with Brian's 1928 manual Meccanograph, making attractive designs using different colour ball-pens. With a Christmassy supper, it was a good meeting.

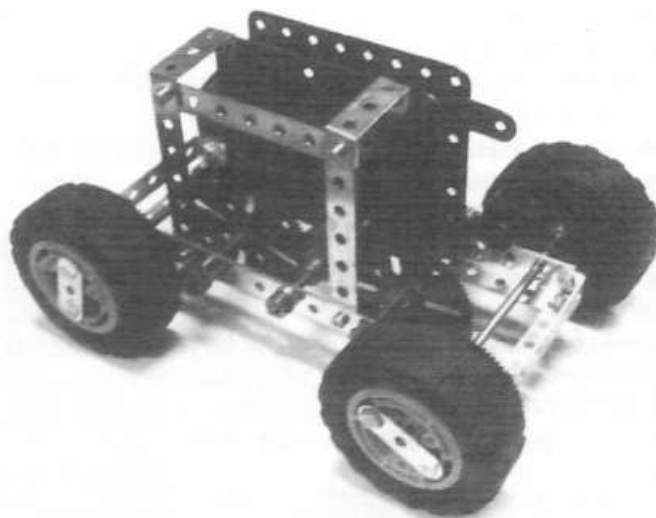
Our Club also had its Christmas get-together with a gathering of 13 members and their families for dinner at a Chinese restaurant in Wellington City.

February 2004

There was a good attendance and a wide variety of models and literature at our meeting held on January 30th.

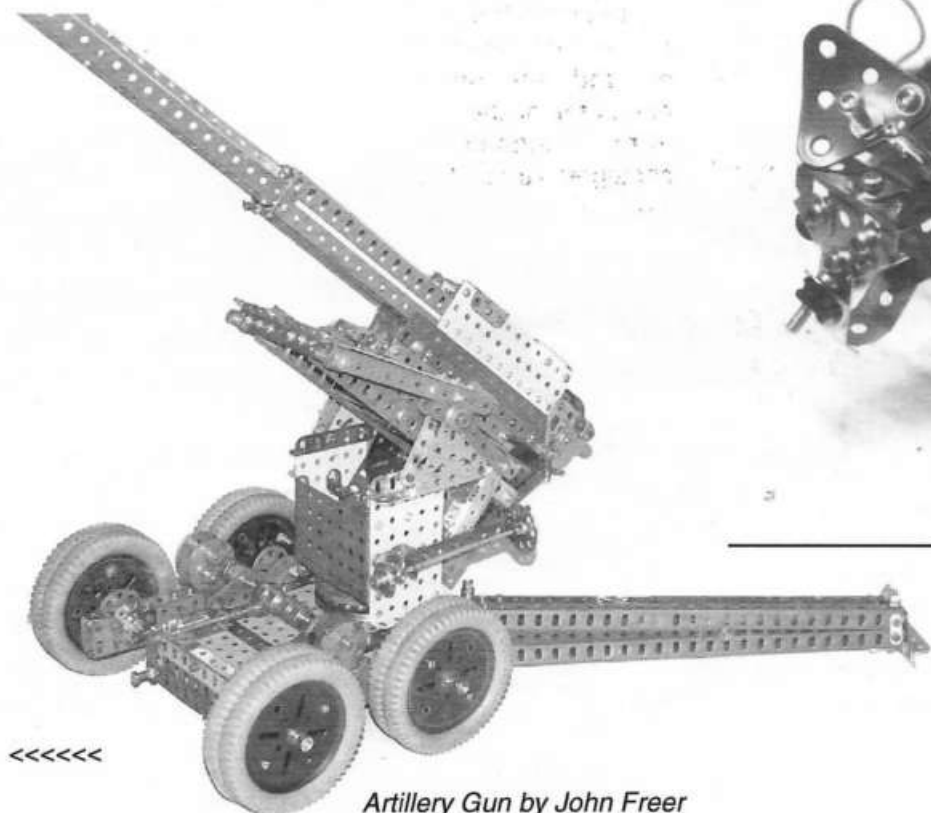
Simon showed us the dark green, 8 ft. long, jib of his model of a Stothert & Pitt D22 crane. Meccano is said to be "Engineering in Miniature" and Simon's model (to be ready for the 2005 Convention) is going to be a splendid example of this. He also produced the rules for his next "challenge"

- drag racing this time!! Lloyd presented his nearly finished model of the motor car chassis based on Roger Hill's excellent MW Model Plan 84, with its Isomec drawings. Campbell brought along a medium size Marklin set in very good condition, in its original box. Most of the painted parts

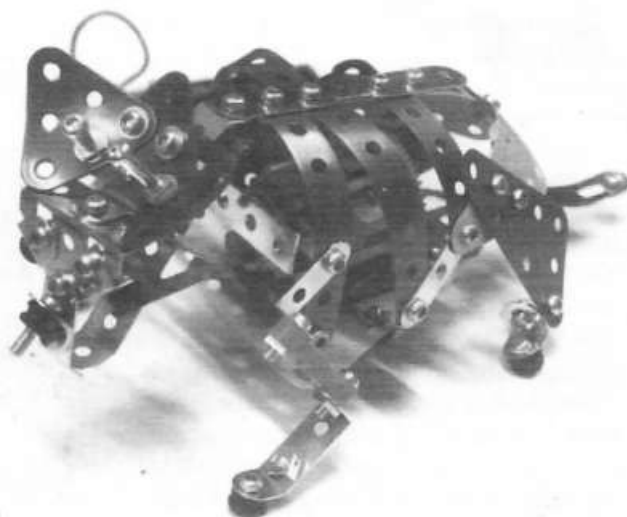


were bright orange. Daryl's climbing machine which won the challenge at the October MWT Club meeting, was duly returned to him, together with his prize. He had brought with him the two bound CQ Special Publications of Robot Gargantua and the Lorry Mounted Crane, as well as a selection of other model plans.

Bob had built a tiny 6-wheeler tractor unit from parts in a 9550 set. He also showed us photos of a novelty model which will appear in this magazine in due course. Our Club's prize at the 2003 Convention was a 5510 set from which Bryan and Nancy had built an attractive green motor cycle. They had also built the helicopter from the 6520 set. Our next meeting will be on Friday, April 2nd.



Artillery Gun by John Freer



Terrier by Bob Prescott

Meccano at Te Manawa Life Art Mind, Palmerston North

by Bruce Neilson (photos Bruce Geange)

The Te Manawa Life Art Mind (alias Palmerston North City museum, gallery and science centre) does not go for the old style of massed dusty exhibits but is more into interactive displays in modern well lit exhibition halls. As the result of a successful participation in a 'Toys' day in 2003, Meccano was very much in the mind of the museum administrators for 2004. Bruce Geange was approached and the idea jelled for a 'Meccano Ltd.-Products and Models' weekend to occupy the ground floor entrance, foyer and atrium.

Daryl Anderson's marble roller, Lindsay Bond's Eiffel tower and the Taranaki TV



Bruce Neilson, Nathan Conlon and Wayne Blakely

people arrived on Saturday and a capacity crowd of 1030 on Sunday.

For some strange reason, the newspapers decided that Meccano and the show were the flavour of the week with Bruce Geange and Bruce Neilson appearing in full colour on the front page of the Evening Standard on Friday night, Bruce Geange on page 8 of the Saturday Dominion Post, the two Bruce's on page 1 of the Sunday Tribune, and a small girl with Meccano model in Tuesday's Evening Standard and all for free!! Finally the Guardian, the Thursday weekly for 5 February, featured both Meccano (red and green) and Hornby trains on page 13.



Obsolete Meccano Parts - Bruce Geange

video of the Hawera Convention occupied the entrance way. Bob Smyth (Wellington) and Elsdon Arnold (Palmerston North) agreed to set up a 4m x 3m Hornby 'O' gauge working layout, Cynthia Cooper (PN) brought her 6' x 4' Hornby Dublo layout, Maurice Woolley (PN) displayed Dinky toys in glass cases, Bruce Geange and others displayed Meccano memorabilia by way of motors, steam engines, obsolete parts, Aeroplanes, Motor Cars, Speed boats, boxed sets, etc again in locked glass cases, and a 7m x 2.5m hollow square provided the arena for static, moving and hands-on Meccano models by Bruce Geange, John Hansen, Bruce Neilson and John Ince. Extra help came from Nathan Conlon, Alison Geange and Shirley Gray. Wayne Blakely sold new sets to the public who by now were all enthusiastic for Meccano.

Set up day was Friday 30 January and we were open to the public Saturday and Sunday. 440



John Ince and his Meccanographs - just turn the handle please!

Meccano with MWT

by Bruce Neilson (photos by Bruce Neilson)

At the International Pacific College - Sep. 2003.



The International Pacific College in Palmerston North has a large Japanese student population and celebrates a Blossom Festival day each year. John Ince was asked to set up a Meccano display in the library as part of the day's festivities. With support from Chris Morton and Bruce Neilson, a row of models was setup among the magazine stands and the public entertained. With a little encouragement, handles were turned, models moved and solemn faces lit up with a beaming smile of accomplishment.

Meeting - December 2003.

The heading is not entirely true. In MWT tradition, members go out for Christmas dinner at the end of each year which this year happened to be 29 November at the RSA Club at

Wanganui. A total of 42 members, partners, children, and a couple of mums gathered for pre-dinner drinks and then buffet dinner. We made Tom Pittams blush by revealing that Monday would be his birthday and the whole room sang him happy birthday :-). Quite a number of members took advantage of the occasion to deliver items to other members, the NZFMM Magazine included, which made for some relaxed after-dinner reading. In the time honoured tradition, a good time was had by all.

The Feilding Christmas Cave

Model displays come in many forms. The NZFMM Magazine printer, Murray Carrington, asked John Ince if a Meccano display could be included at the Feilding Rotary Christmas Cave which runs for ten days prior to Christmas eve. These displays are completely enclosed with wire netting fronts to allow viewing. A space of 6' x 5' was decorated with Meccano posters, set boxes, models, colour lights and spot lights. 2000 paying customers passed through the doors in the ten days and favourable comment was received for the display.



CMC MEETING REPORTS

by Graeme O'Neill

The Christmas meeting was very well attended and included all of the regulars plus the Plucks flying visit from Greymouth with old parts and books to sell. Also was the normal annual Christmas visit by ex member, Alan Tunncliffe

The February meeting was rather empty, with apologies from four members due the clash with the Waitangi weekend.

Dave Laing and Donnell Sampson brought along the only new models, the first being a model hovercraft of similar size to that marketed by Meccano UK back in the 60s. this was given a run around the church hall with the pilot needing just a little more time as the controls before any challengers are received.

Their Meccano model was



Doug King's model with the original Swedish stamp.

inspired by the Mars landers at present in the news. The parts were all from the current sets 8651, 9550, and two 7600. The three motors were used to control the steering, and the traction of the rubber tracks. A neat roller bearing was added to the rotating cab unit by using two additional 3" rubber tyres and using the plastic spacers as rollers.

Pictured is a model shown at the Christmas meet inspired by the well known Swedish stamp.



Others present included Doug King, John Crawford, Cameron McFarlane, Selwyn Megson and Graeme O'Neill.

The motion of Christchurch Meccano Club holding the Convention after next was raised, but passed over until next meeting when, hopefully,

the few 'active modelling' members will be present. Also was mentioned that on the first Sunday of March, the Sefton show will be held again, and we have been invited once more to attend. (Weather dependant of course).

The night was once again finished off with a lovely supper provided by David and Donnell.



Circuit 24 advertised - December 1963 Meccano Magazine, inside back cover

Model Plans 147



Two More Meccanographs producing Multi- Peaked Patterns



Designed &
& Described
by John Ince
© John Ince February 2004

The Meccanoman's Club
P O Box 4650
HENLEY-ON-THAMES
RG9 1YP ENGLAND

John Ince has completed a new Model Plan featuring another two Meccanographs. Have a look at the article on Meccanographs on page 4 of this issue.

<<<<<<

Andre Welti, a Swiss member of ISM, tells us that Märklin will launch a new metal construction set to celebrate 90 years of Märklin Metallbaukasten. This set will be produced by Metallus at Spelle in Germany. It will contain 4707 parts with M4 metric nuts and bolts and the price will be EURO 749. The set will be shown at the Nuremberg Toy Fair and will be distributed exclusively by specialist Märklin dealers.



A Melbourne Meccano Club Publication

The illustration shows the cover of the magazine published by the Melbourne Meccano Club to report on their annual exhibition in October 2003. The magazine comprises 24 A4 pages with the front cover and centre fold in colour. The magazine is very well illustrated and, as well as reports on the Exhibition, contains the following articles:-

The Meccano Dinky Builder - A Brief History by Tony Press
The Sideplate Meccano Electric Motor - 1915-1958 by Tony Press

Demonstration of the Meccanisms System by Graham Jost
Unique Number 7 Outfit at Museum Victoria by Graeme Thomson

A Short History of English Meccano 1901 - 1941 by Graham Jost

The magazine is edited and produced by Bill Fitzgerald of the Melbourne Meccano Club and is printed in New Zealand by the same printer who does the NZFMM magazine. Needless to say it is very well produced and provides some excellent reading. Any New Zealand readers who would like a copy should contact Bruce Neilson, address on page 2. Overseas readers should contact Graeme Thompson, email: <thomson@bigpond.net.au>.

MELBOURNE
MECCANO
CLUB
INC

ANNUAL MECCANO EXHIBITION 2003

