



NZFMM MAGAZINE

Volume 28 No 2

April 2004



Seen recently on a road in Greymouth. Is this **MECCANO** Wind Driven Vehicle the answer to the energy problem? More about this model on Page 4.

Published by The New Zealand Federation of Meccano Modellers

NZ Federation of Meccano Modellers Magazine

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

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

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Subscriptions are payable annually in March. Please send to:

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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>



*The badge of the
Meccano Club of
Switzerland - the
A.M.S (Amateure
für Metallmodellbau
in der Schweiz)*

Strength in Unity

While contemplating the state of the world in front of the first fire of the year (29 March), the subconscious mind came up with the nugget of information that New Zealand (NZ) has the only (?) country grouping of Meccano modellers in the world.

The New Zealand Federation of Meccano Modellers (NZFMM) pulls together the four NZ clubs and a lot of isolated individual members (lone wolves) under a single umbrella. This in turn gives all NZ modellers the opportunity to step up from their local club or solitary existence to meet each other at the broader national physical get-together of the NZ biennial conventions and now the off-year "March Madness". (See the write-up elsewhere in this issue of the very successful 2004 event).

In addition, every two months, the mental side of the Meccanoman gets a boost when the NZFMM Magazine hits the letterbox to record the national Meccano scene and re-stimulate individual enthusiasm.

All of this results in a wider appreciation of Meccano in NZ, a wider circle of Meccano friends and a stronger hobby.
R. Bruce Neilson (from the armchair).

Warning – Unpaid SUBSCRIPTIONS

If the address notice on your envelope shows "March 2004", you have not paid your subscription to the NZFMM Magazine for the period to March 2005. Unless you pay your subscription NOW you will miss out on fantastic pictures, enthralling articles and the dreaded 'Zinc Rot' might attack your Meccano. The treasurer's address and subscription rates are on page 2 (as always).

Feedback requested

We would like to have your views on the presentation of model building plans in this magazine. Do you find the descriptions easy to follow? Do you like the pictures with numbers and arrows? Have you built any of the models? Have you any suggestions?

More important, have you got a good model which you would like us to publish? If so please contact Bruce Neilson.

Contents

Rob Campbell Reports Progress.....	3
The 1971 Designing Machine.....	3
Wind Master Meccano Model.....	4 - 6
Warehouse For Overhead Travelling Crane.....	7 - 9
The Complete Meccano Modeller.....	10 - 11
Dr. Arthur Gordon Butchers.....	11
Spanner	14 - 15
Bruce's Choice.....	16
Bits and Pieces.....	17
Meccano Exhibition at MOTAT.....	18
Club Reports.....	19 - 22
eBay Auctions.....	22
Club Diary	23
Buy & Sell.....	23
Rob Campbell's Models in colour.....	24
Last Years Magazine Covers.....	24

Rob Campbell Reports Progress with his Models

Here are some shots of the two completed models, of which you published my rudimentary plans in February 2004 issue of the NZFMM Magazine.

WWII JEEP:

This is 1:12 scale, coloured VHT Ford engine blue as per Air Force version. As it was a minimalist exercise I left the wheels solid silver as emphasis, plus I regarded it as more of an art statement than a model.

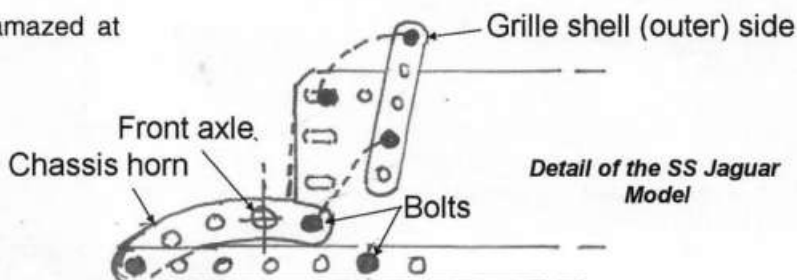
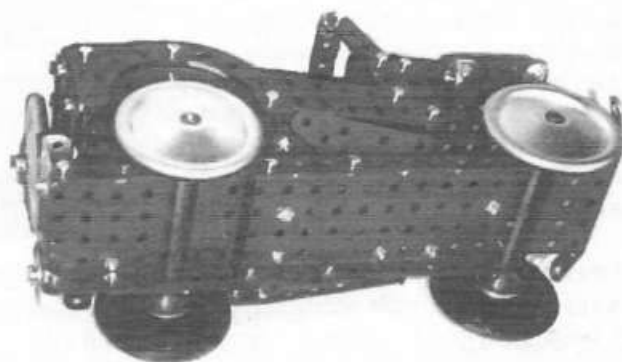
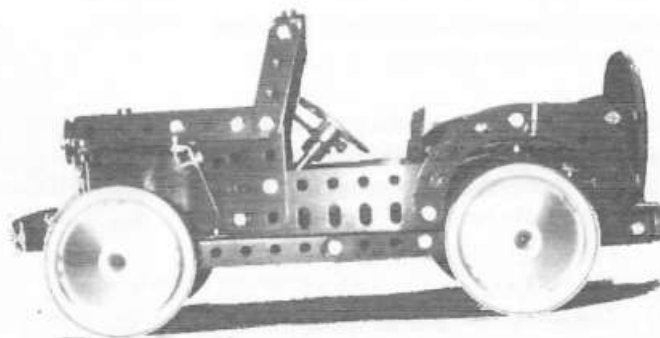
1935 SS JAGUAR:

To a scale of 1:13, this has a bunch of New Zealand BUZ parts: The four $2\frac{5}{8}$ " road wheels, steering wheel and headlamps, seats, some perforated strips, all screws and nuts, and all brackets - fishplates, right-angle brackets and obtuse brackets. (With engine hood sides being $4\frac{1}{2}$ " x $2\frac{1}{2}$ " flexible plates with slotted end holes, these allowed attachment of the frontal chassis horns as per sketch below.)

I'm enjoying the magazine, and am continually amazed at the complexity of some build-ups.

PS. In my opinion the SS Jaguar would have more appeal and be more representative if it had the old $2\frac{1}{2}$ " Meccano tin road wheels. The BUZ ones were all I had of that manufacture, and were used due to the amount of BUZ parts elsewhere in the model.

Colour pictures of these models may be found on page 24.



The 1971 Designing Machine

letter from John Stark

In your article on the evolution of Meccanographs in the February 2004 NZFMM magazine, you show a photo of the Meccano Designing machine from the April 1971 MM (and a version of it by Jack Locker). You note that you are not aware of the details being published.

In fact, full details of construction were published in *Constructor Quarterly* 2 (Dec 1988) p36-47 with additional notes on gear placement in CQ 3 (Mar 1989) p19. The original version was designed by Dr Ir. A. H. Boerdijk, and the CQ articles were written by Dr Keith Cameron based on a modified version that Keith constructed. (The modifications were to "allow the use of standard and Elektrikit parts and currently available motors.") The CQ 2 article is fully illustrated with eleven black and white photos and six diagrams.

I have both of the above CQ issues and have been tempted to build the Designing Machine several times although there are a few parts that I don't yet have enough of - and a several

clocks I would have to dismantle as well :-)

Issues 2 and 3 of CQ are still available from Robin Johnson.



David Wall writes:

On behalf of our Auckland members I wish to thank Simon Moody for organising the recent "March Madness" Meccano frolic. He chose a delightful venue and also managed to provide us with beautiful weather.

Our UK guests, Tony and Cheryl Rednall were most impressed with the welcome they received and the friendly atmosphere which prevailed.

My personal view is that when the organising of our biennial Conventions becomes too onerous for our ageing membership, Simon has given us a perfect example of the way forward. The informal, non-competitive ambience plus good company was most relaxing and enjoyable. Well done Simon.....book us in for 2006.

WIND MASTER MECCANO MODEL

constructed and written by Neil Pluck
photos by Steven Reid

It all started at the New Zealand 2001 Meccano convention at Wellington. Brian Hickson talked about a challenge for someone to build a wind-powered land vehicle as a Meccano model for the Hawera 2003 convention.

The basic rules for the wind-powered vehicle are:-

- 1 - The vehicle shall be a wind-powered land vehicle.
- 2 - The tractive effort is to be applied through either wheels or tracks or a combination of both.
- 3 - The model must be capable of controlled changes of direction regardless of wind direction.
- 4 - The model when placed on a reasonable level playing field or car park in a 10 to 15 kph plus wind will demonstrate that it is able to move and change direction.
- 5 - The model must be made from Meccano with the exceptions of rubber bands, protective devices and springs.

I thought about it and decided to have a go at making a wind-powered vehicle according to these specifications, as it would be a great challenge. I knew little about wind power. After much research about wind power, I first had to decide what sort of blade arrangement to use. I made two prototypes, a vertical cylindrical vane and a horizontal two-blade type. The cylindrical type did not seem to start in light wind very well as the wind would have an effect on both sides and it did not turn. The two-blade type moved easier, therefore I equipped the wind machine with three blades, which was even better. However Meccano being Meccano it was harder to mount three blades as most Meccano round

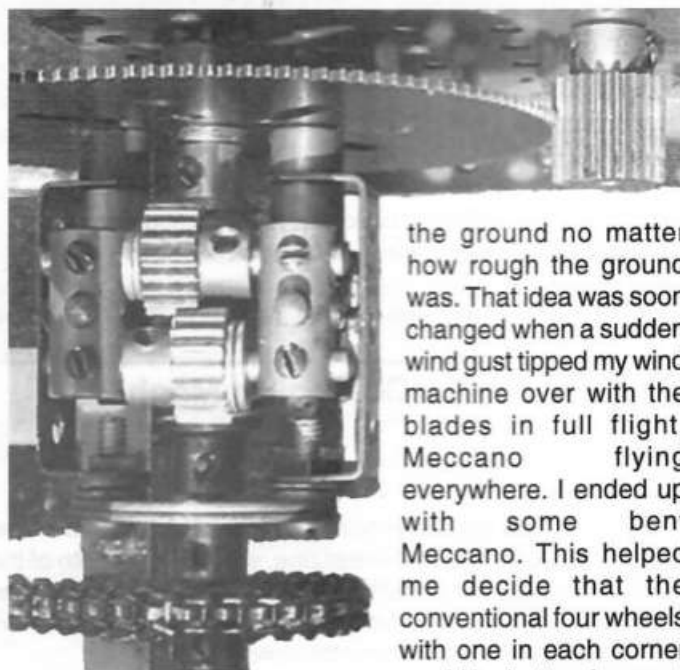
parts are divided into four. I tried a six hole Bush Wheel to hold the blades onto the shaft but it was not strong enough to support three blades. I went to four blades, which was better still.

Variable Pitch Propeller Hub with spring and 3 1/2" Gear removed:

Originally the model had fixed blades but with wind gusts it would go up to very high speeds, causing it to throw apart. I needed adjustable blades to control wind gusts so in the end it was overcome by making a variable pitch blade. The blades are pivoted on Axles located in the Hub Disc with a Pawl mounted on each Axle. When the wind pushes against the curved blades the Axle would rotate moving the Pawl towards the spring loaded 3 1/2" Gear moving the Gear away from the Hub and the blades would flatten out to stop wind surges. The blade spring tension and travel is adjustable. This was made with a lot of trial and error. However when I was satisfied with the veritable blade mechanism I moved onto a tower of some sort that had to fit into the car to transport it without having to take too much apart to enable it to go to the Hawera 2003 convention.

Limited Slip Differential:

I started with a tower using 24 1/2" Angle Girders and a wide base to make it stable. As it was not having suspension I decided to make it with three wheels so it would sit flat on

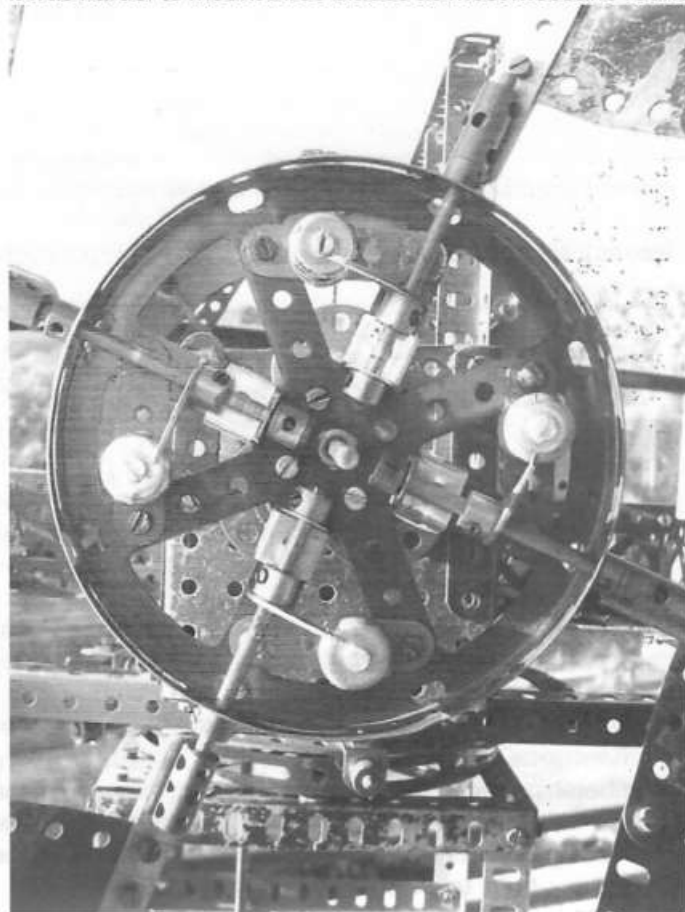


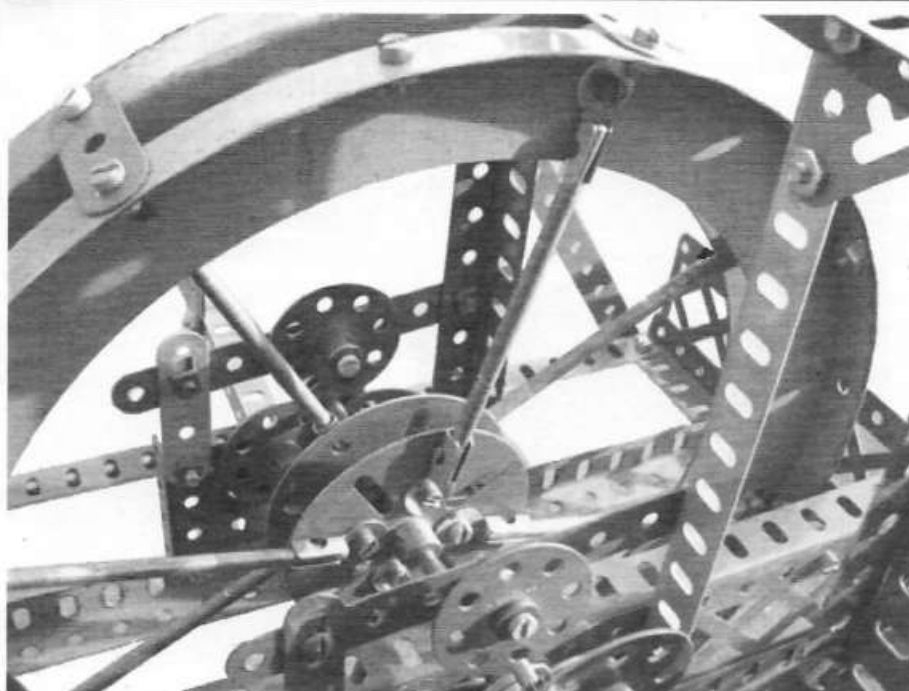
the ground no matter how rough the ground was. That idea was soon changed when a sudden wind gust tipped my wind machine over with the blades in full flight, Meccano flying everywhere. I ended up with some bent Meccano. This helped me decide that the conventional four wheels with one in each corner would be better. A normal

differential would not be any good on uneven ground as one of the driving wheels may leave the ground and it would stop driving so I used a limited slip differential designed by Graeme O'Neill from the Christchurch Meccano club a few years ago. This design allows the vehicle to still drive forward if one of the wheels loses traction. Dual wheels were added at the rear for extra traction on uneven surface. All the time the vehicle is getting heavier.

Counter Rotating Flywheel and Adjustable Free Running Bearings.

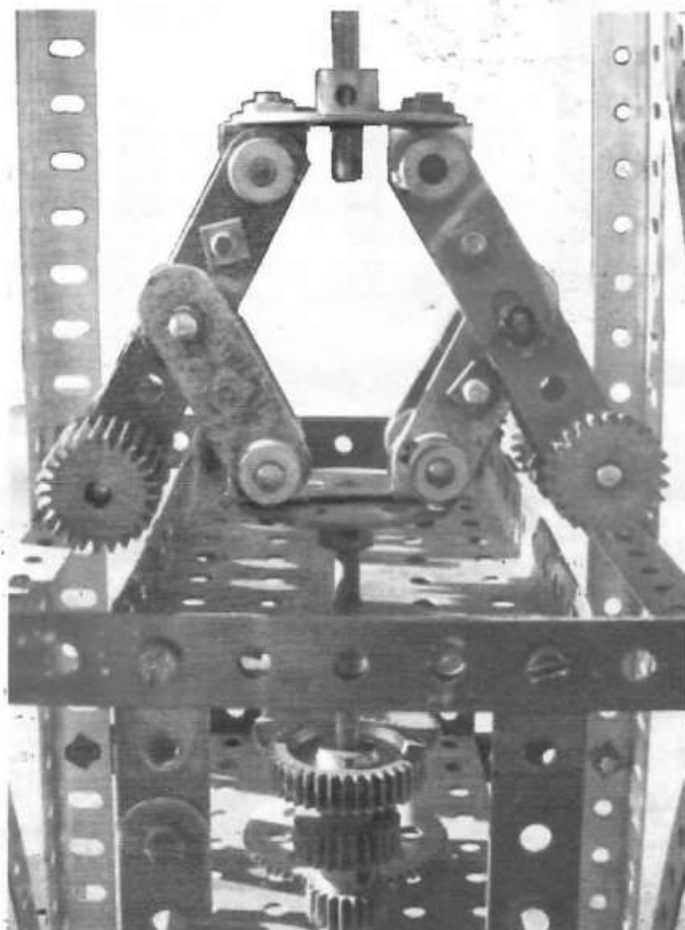
The wind machine was starting to take shape and was





The Counter Rotating Flywheel

getting ready for another test run. On this test run I found that as the blades rotated it caused a gyroscopic affect and had tendency to walk the top around the centre locating rod and turn the blades away from the wind. Therefore the top was removed and rebuilt, this time it was built with a counter-rotating flywheel to rotate in the opposite direction so as to counteract the rotational forces of the blades. When the counter-rotating flywheel was fitted it stopped the top from moving around, and made the drive smoother in operation.



The Governor

Also the propeller and flywheel shafts were mounted with low friction bearings, which made the blades easier to rotate in lighter winds. Getting the blades balanced was very hard, you had to balance each blade individually and then make the hub balance. Adding extra parts, Washers or Nuts and Bolts did this.

Mock Up of Turntable Drive.

The drive from the propeller shaft was driven down to the Roller Bearing off centre so it was not driving through the centre shaft, which was only locating the two halves. If there were any movement sideways it would not load the drive shaft. The drive went through two 1" Gears back to the centre shaft with a Socket Coupling and two 1" Sprocket Wheels. I had to use them to get clearance between the two Hub Discs with the 1/2" Pulleys running between them.

Governor and Gearbox.

I could have used Pinions and Gear Wheels but it would have caused a gear reduction to the drive that went down to the governor-controlled gearbox. The three-speed gearbox and governor would not get up enough speed to operate. The drive then went down to the base and across to the differential and down to the rear wheels via the chain drives. At different points along the driveline I could change gears to alter gear ratios if needed. Without the gearbox it moved very slowly as it had to be geared down to get its weight moving.

Gear Drive from Differential to Steering.

As the machine had to show that it could function in all wind directions I fitted automatic steering so it would do a figure 8 pattern. The drive for the steering was taken from the differential drive and driven to the front and across to the centre to rotate, a 6" Circular Plate that was connected to the steering; as the plate rotated it moved the steering back and forth to make it travel in a figure 8. In a light wind it took about 45 minutes to travel that distance. The front wheels were mounted on ball bearing races for extra strength and ease of turning because the load is spread over a bigger area.

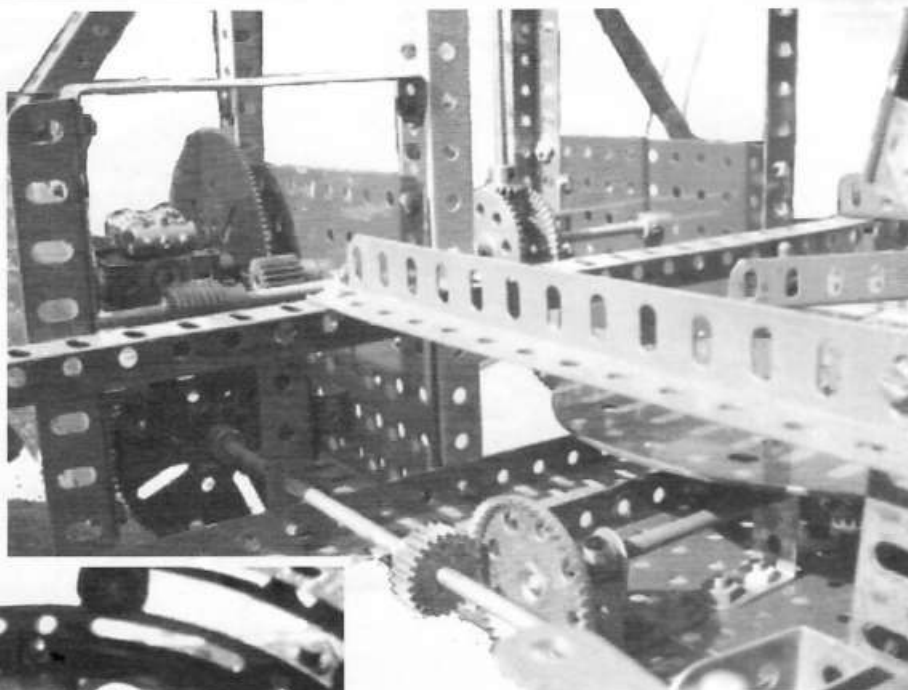
Overview Looking Down on the Rotating Top.

Specifications:

Width	18 1/2"
Length	24 1/2"
Total height (top of tower to ground)	27"
Blades from tip to tip	33"
Edge of tail to propeller	24"
Top width	12 1/2"
Total weight approx.	12 kg.
Seating for two people	(Small)

The Final Road Test.

The tower was not high enough for a built-up area as the blades were susceptible to wind turbulence but it was all right in an open area. Its performance would be affected with the extra weight if the tower were taller. It was a really great experience building a model powered by something other than battery or electricity. It is unfortunate that as I could not make it to the Hawera 2003 convention. I have dismantled the machine, but even more unfortunate is that I have found out since that the competition has been carried over for another two years to the Auckland 2005 convention.

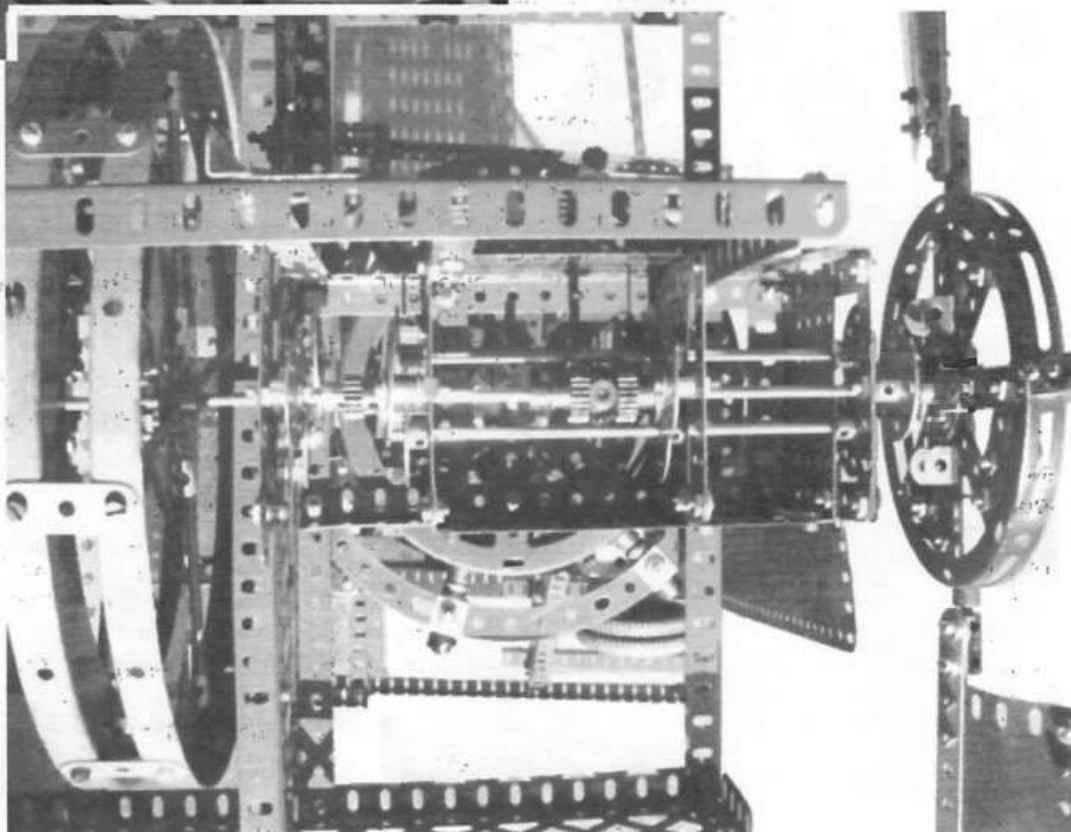


The Gear Drive



The Turntable assembly

View of the Wind Machine from above



Warehouse For Overhead Travelling Gantry Crane

designed, built and described by Bruce Neilson.

Note – The Gantry Crane modelplan will be published in June 2004 issue of NZFMM Magazine.

1 – Prototype – You must be joking! "Build a warehouse for this gantry crane please. You've got plenty of Angle Girders waiting to be used in your storage cabinet." were the words from Bruce Geange with six weeks to go to the 2003 Hawera Convention.

2 – History – So home I went and with more good luck than good design, the following building was constructed. P/N 7, 24 1/2" Angle Girders are the longest Meccano Angle Girder so were the first item reached for. After a couple of false starts, the composite Corner Wall Pillar (1) evolved. This is not an engineered design for strength and load bearing but I wanted an I beam to stiffen up the model.

3 - The model is not complicated and all features are clearly shown in the figures. Most but not every detail has been supplied so a careful study of the modelplan is required. The hole counts for the pillars start on the floor. Also note that the text, number in brackets (), and photographs have been prepared by checking off the completed model. A CD Rom containing additional large digital photographs is available. Contact the Editor.

Detailed Instructions.

Corner Wall Pillar (1) comprises four P/N 7, 24 1/2" Angle Girders. Round holes are inside to make up an I beam. You will need two pillars for the front corners and two more pillars for the back corners. Inside the I beam starting at hole 1 at the foot is: (1a) P/N 161, 2" x 1" x 1/2" Girder Bracket, holes 1 to 2. (1b) P/N 6, 2" Perforated Strip, hole 3. (1c) P/N 103k, 7 1/2" Flat Girder, holes 7 to 21. (1d) P/N 6, 2" Perforated Strip, hole 28. (1e) P/N 103g, 2" Flat Girder, holes 30 to 31. (1f) P/N 103g, 2" Flat Girder, holes 46 to 47.

Intermediate Wall Pillar (2) as for (1). (2a) P/N 161, 2" x 1" x 1/2" Girder Bracket centred, holes 1 to 2. (2b) P/N 4, 3" Perforated Strip centred, hole 3. (2c) P/N 103k, 7 1/2" Flat Girder, holes 7 to 21. (2d) P/N 4, 3" Perforated Strip centred, hole 28. (2e) P/N 103e, 3" Flat Girder centred, holes 30 to 31. (2f) P/N 103e, 3" Flat Girder centred, holes 46 to 47.

Horizontal Girder (5) has four P/N 8, 12 1/2" Angle Girders as for (1). (5a) P/N 103c, 4 1/2" Flat Girder to hold the beam together.

Horizontal Girder (6) has four P/N 8, 12 1/2" Angle Girders as for (1). (6a) P/N 103c, 4 1/2" Flat Girder to hold the beam together.

The next decision is the number of intermediate wall pillars to determine the length of the warehouse. Mine finished up 55" long as a two man lift and available garage storage. Therefore build a total of six intermediate wall pillars.

The width of the warehouse is determined by the width of the Gantry Crane.

Door pillar (7) comprises four P/N 7, 24 1/2" Angle Girders. Round holes are inside to make up an I beam. You will need two pillars for the left side and two more pillars for the right side. Inside the I beam starting at Hole 1 at the foot is:

(7a) P/N 161, 2" x 1" x 1/2" Girder Bracket, holes 1 to 2. (7b), P/N 6, 2" Perforated Strip, hole 3. (7c) P/N 103k, 7 1/2" Flat Girder, holes 7 to 21. (7d) P/N 6, 2" Perforated Strip, hole 27. Back door pillars only. (7e) P/N 103e, 3" Flat Girder centred, holes 34 to 35. (7f) P/N 103e, 3" Flat Girder centred, holes 46 to 47.

Horizontal Girder (8) has one end bolted to (7e), other end bolted to flange of (1). It is made from four P/N 8, 12 1/2" Angle Girders as for (1). (8a) P/N 103c, 4 1/2" Flat Girder holds the beam together.

Horizontal Girder (9) has one end bolted to (7f), other end bolted to flange of (1). It is made from four P/N 8, 12 1/2" Angle Girders as for (1). (9a) P/N 103c, 4 1/2" Flat Girder holds the beam together.

Horizontal Girder (10) has ends bolted to (7e) and comprises four P/N 8a, 9 1/2" Angle Girders as for (1).

Horizontal Girder (11) has ends bolted to (7f) and comprises four P/N 8a, 9 1/2" Angle Girders as for (1).

Horizontal Girder (12) has one end bolted to (7e), other end bolted to flange of (1) and comprises four P/N 9, 5 1/2" Angle Girders as for (1).

Horizontal Girder (13) has one end bolted to (7f), other end bolted to flange of (1) and comprises four P/N 9, 5 1/2" Angle Girders as for (1).

Braces (14) P/N 2, 5 1/2" Perforated Strip. Two at each end.

Wall Base (15) P/N 1, 12 1/2" Perforated Strip.

Diagonal Brace (16) P/N 1, 12 1/2" Perforated Strip. Two of, overlapped 15 holes. 16 required.

At this point, assemble the front and back walls, add bracing (15) and (16) and add the **Gantry running rails** as follows.

Rail Support (20) P/N 2a, 4 1/2" Perforated Strip. Loosely bolt to hole 26 outside of each flange of the front and back wall pillars. Total of 20 needed.

Rail Bracket (20a) P/N 3, 3 1/2" Perforated Strip. Loosely bolt to hole 31 outside of each flange of the front and back wall pillars. Total of 20 needed.

Bracket Connector (20b) P/N 12, 1/2" x 1/2" Angle Bracket. Join each pair of (20) and (20a) through the round hole of (20b) so that each (20b) faces inwards towards the other close (20b). Total of 20 needed.

Rail Strengthen (21) P/N 9b, 3 1/2" Angle Girder. In the centre of each (5), loosely bolt by the round hole, (flange holes downward), to line up with (20b). Total of 8 required.

Gantry Running Rail Composite of two P/N 7, 24 1/2" Angle Girders and one P/N 9, 5 1/2" Angle Girders, butt joined, as follows.

Running Rail (22) P/N 7, 24 1/2" Angle Girder. Loosely bolt (22) by slotted holes facing to the front, round holes up, starting at the first (20b) on the left hand side.

Running Rail (22a) P/N 7, 24 1/2" Angle Girder. Loosely bolt (22a) by slotted holes facing to the front, round holes up, starting at the second (20b) on the right hand side. This will leave a gap of 11 holes in the centre of the Running Rail.

Rail Stiffener (22b) P/N 103k, 7 1/2" Flat Girder. The (22b) is bolted to the elongated holes (22) and (22a) (overlap two holes at each end) and (20b) to provide a base for (22c).

Running Rail (22c) P/N 9, 5 1/2" Angle Girder. Fit between (22) and (22a), reinforce the joins with P/N 10, and bolt to (22b).

Now join the front and back walls by bolting on the components of the end walls.

Cross braces (30) Four P/N 7, 24 1/2" Angle Girder are bolted

diagonally across the roof.

Compound girder (30a) is made of Angle and Flat Girders totalling 29½" long joining front and back walls.

The **Running Rails** components, (20) to (22c) can now be adjusted and tightened and checked with the Gantry Crane. The whole warehouse structure will stiffen up with this adjustment. Check squareness.

Rafters (40) P/N 7a, 18½" Angle Girder. 10 required.

Rafter braces (40a) P/N 1, 12½" Perforated Strip. 5 required.

Diagonal bracing (40b) Compound Perforated Strips 21½" from rafter to rafter. 8 required.

Ridge board (40c) Compound Angle Girder 55" long.

Baseboard (45) particle wood painted white. Use woodscrews to attach warehouse to (45) ensuring squareness.

Roof panel (50) of Strip Plates.

Copper wire Tensioners (60) P/N 126a, Flat Trunnion. Two Flat Trunnions bolted to the front corner pillars and P/N 116a attached with P/N 111 Bolts.

Copper wire (60a) is tensioned to carry six weighted power cables from Gantry crane to three electrical switches (61). The power cables are carried on copper wire rings which slide along the tensioned copper wire.

Three electrical switches (61) giving Forward/Off/Reverse. These switches provide remote control to the three motors on the Gantry Crane.

A variable transformer of about 1 amp is used to slow/speed up the Gantry Crane motors to an acceptable operating speed.

To provide a test for the crane driver, eight containers were provided. The problem of getting a balanced load was solved by building a lifting point on each container. With experience, the containers can (just) be stacked two high.

Container load (70) 10" x 8" x 6½" Code HP1 cardboard boxes taped up and decorated.

Container Girder (71) P/N 8a,

9½" Angle Girder. Four required.

Container Girder (72)

P/N 8b, 7½" Angle Girder. Two required.

Container Gripper (73)

P/N 12b, 1" x ½" Angle Bracket. Four required;

Container Lift

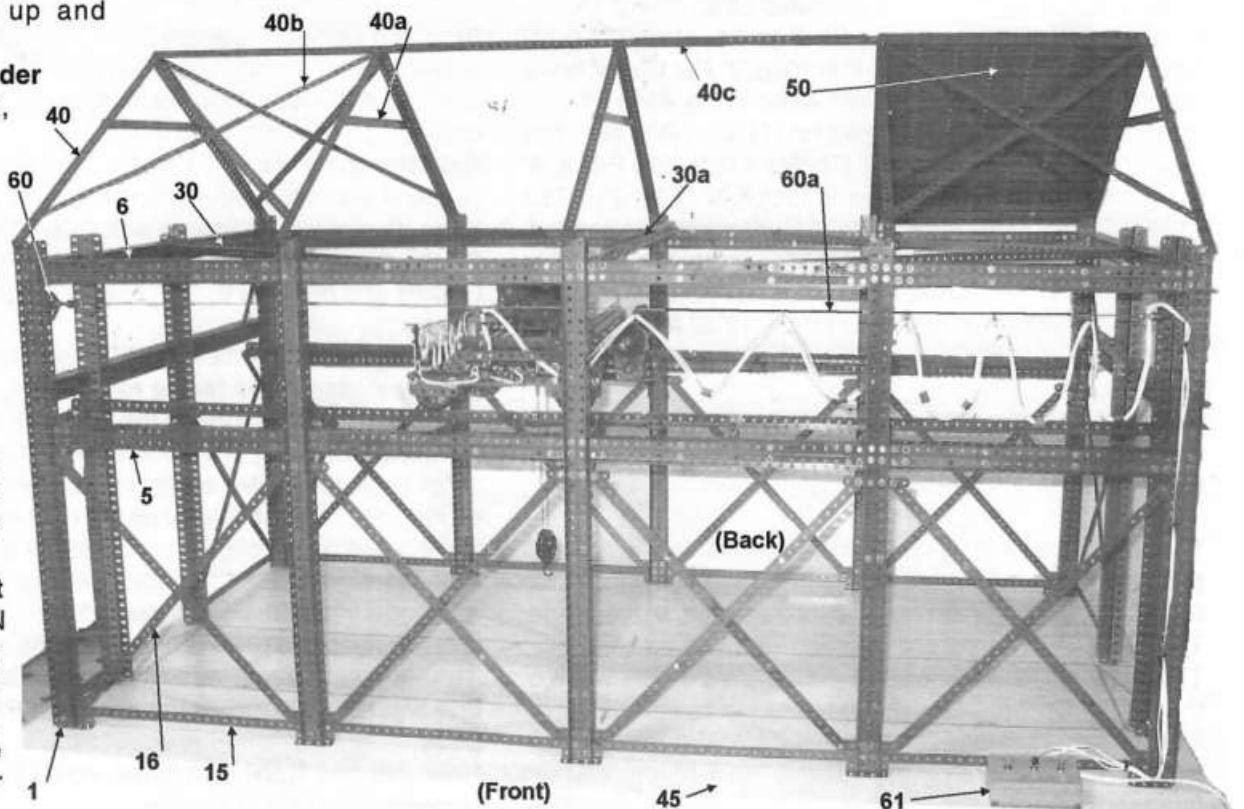
Point (74) P/N 18a, 1½" Axle Rod. Secured by two Collars. This is the lifting point for

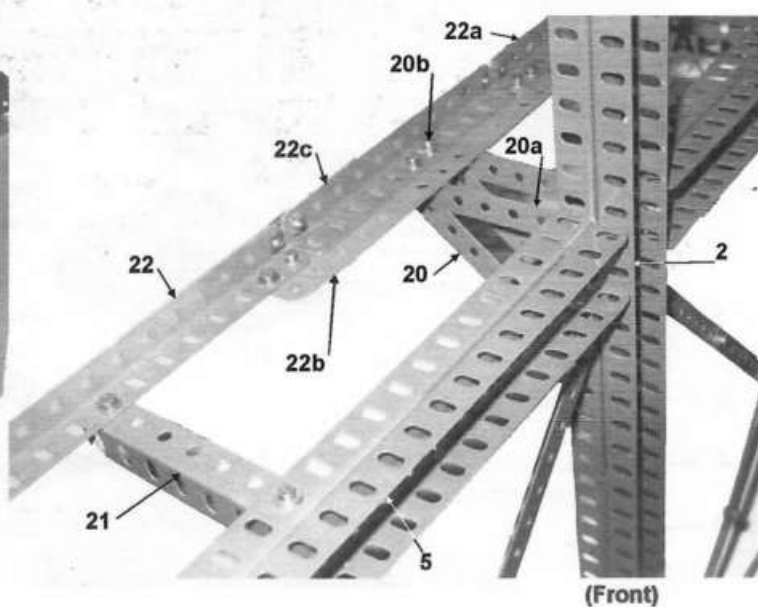
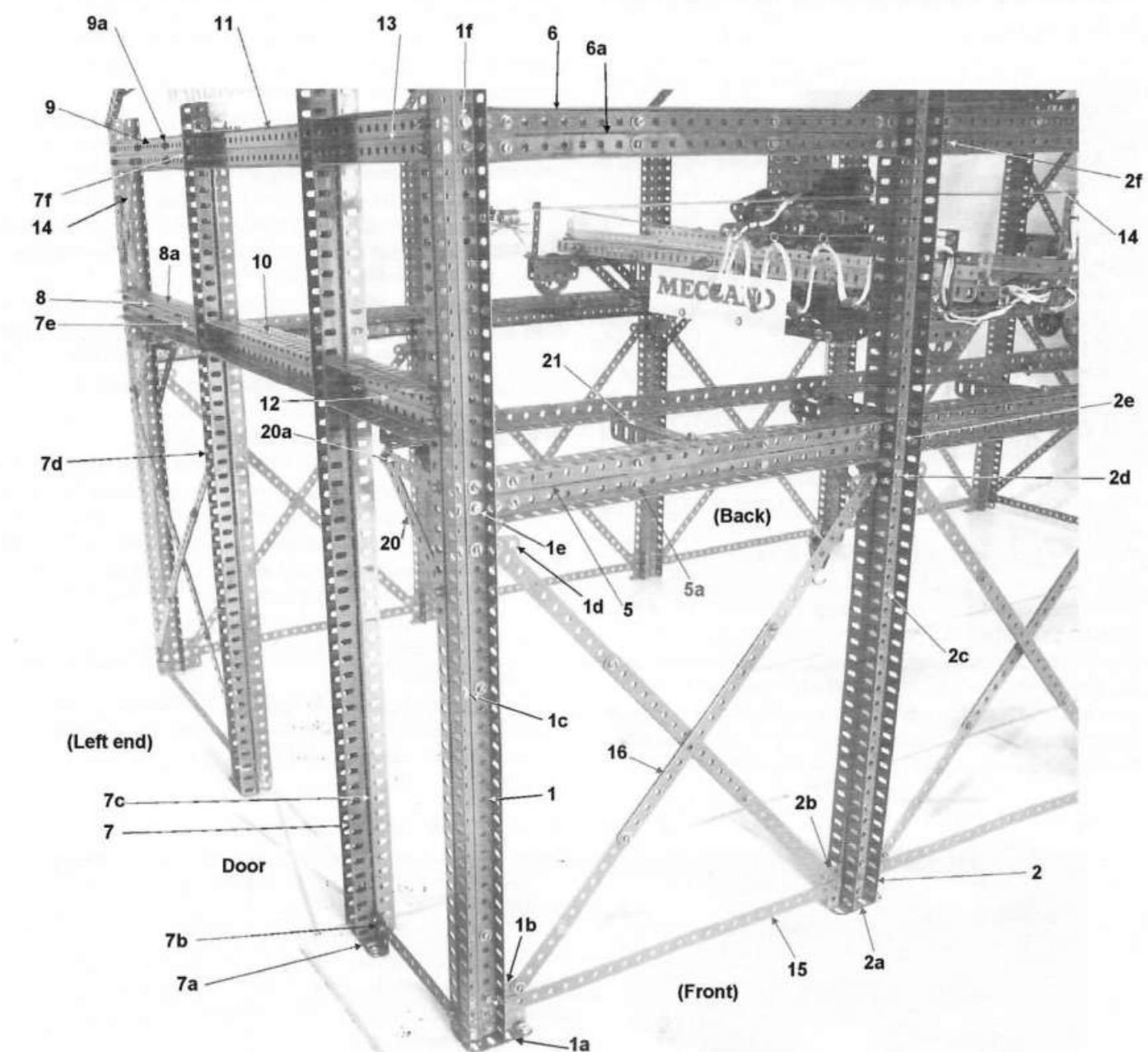
the hook.

Mark out the floor of warehouse with guidelines to place containers with a centre roadway for the lorries. To finish off the challenge, build a lorry such as the Heavy Goods Lorry, Model 5.25, in the 1952.4a Manual

Parts list of Warehouse

Part No.	Description	Specification	Total
1	Perforated Strip	12½"	56
2	Perforated Strip	5½"	4
2a	Perforated Strip	4½"	20
3	Perforated Strip	3½"	20
4	Perforated Strip	3"	12
6	Perforated Strip	2"	16
7	Angle Girder	24½"	64
7a	Angle Girder	18½"	10
8	Angle Girder	12½"	85
8a	Angle Girder	9½"	20
8b	Angle Girder	7½"	2
9	Angle Girder	5½"	18
9b	Angle Girder	3½"	8
12	Angle Bracket	½" x ½"	20
12b	Angle Bracket	1" x ½"	4
37a	Nut		800
37b	Bolt		800
103c	Flat Girder	4½"	20
103e	Flat Girder	3"	20
103g	Flat Girder	2"	8
103k	Flat Girder	7½"	16
161	Girder Bracket	2" x 1" x ½"	14





The Complete Meccano Modeller

by Bruce Neilson

Do you build your Meccano models in a small corner of your house, in discomfort and in a less than ideal situation? Take control, take over the lounge, and take no lip from anybody.

1 – A comfortable swivel chair ergonomically designed with five wheels, no arms and angled back support. The height must be fully adjustable and go low enough so that when seated, your knees are higher than your hip joints which helps the blood flow up and down the legs. A flat cushion minimises a numb bum.

2 – A sizeable folding trestle table say 8ft x 3ft (2400mm x 900mm). A four or five ply wooden top is a lot lighter than a particle board top. Having got your chair at the correct height, lower the height of the table by shortening the table legs so that your legs fit under the top with about 4" (100mm) to spare. My table finished up at 25" (630mm) high. (That will leave room for the family cat to sleep on your thighs). This also brings your forearms across the table at a comfortable level.

Cover the table with: (a) cushioning material (felt type) then, (b) a large bed sheet which covers the tabletop then hangs down the back to act as a draught excluder for your legs (secure these two in place using drawing pins as nails. Go on, it's your table!) then (c) a large loop-pile towel to wipe oily hands and rusty parts on and which also acts as an anti-bounce material when nuts and bolts are dropped accidentally. Pick a colour different from any other towel in the house so you know it is the Meccano towel.

3 – Light by day – Place your table in front of the main window to get maximum light into the modelling area.

4 – Light by night – A standard lamp on a pole with at least two directional high wattage bulbs to throw light into dark spots.

5 – Light and magnification – An embroiderer's arm extending lamp with a 3X magnifying glass and built-in light is most useful when inserting grub screws (and other parts) at night or into the dark guts of a model.

Warning – You must cover the magnifying glass when not in use to prevent the sun shining through the glass and causing a fire.

6 – Revolving plate alias 'Lazy Susan' – Gives easy access to all sides of a half built model by spinning the plate. Lazy Susans were originally designed for dining table use and is a plate mounted on a roller bearing. My plate is wooden, 14" (360mm) diameter and covered with felt. Larger metal 'Lazy Susans' are becoming available.

7 – Holder for modelplans – Clear plastic (designed to hold open cook books) are ideal to hold up your modelplan which of course is a laminated photocopy of the original.

8 – Parts list – Have a couple of laminated illustrated parts list to help identify parts listed in your modelplan.

9 – Rubbish tin – Small for tidiness.

10 – Paper handkerchiefs – To clean anything.

11 – Cattle stick – To reach over the table and shut the sliding window drapes.

12 – Tools everyday – Screwdrivers (normal, and small tip for grub screws), two split blade screwdrivers (small to hold grub screws, large to hold bolts), two spanners, two drifts



with collar handles, $\frac{5}{32}$ " BSW tap and die set, 6" ruler with inch and millimetre measurements.

My current problem is losing a tool in the pile of Meccano parts when dismantling a model. I intend to paint all tools bright yellow to stand out from my red/green Meccano.

13 – Tools occasional in a plastic tray (cutlery box) – Pliers (needle nose, bent, side cutter, plain), biro pens, scissors, magnets on an extending handle, tape measure, oil syringe, screwdrivers (long shaft, narrow blade, spare).

14 – Because I keep my primary supply of Meccano parts in a cabinet in the garage (the cabinet needs a concrete floor because of the weight), which is 30ft (10 metres) away from my table, I hold a small secondary supply of Meccano parts at my modelling table. If the modelplan has a parts list, I use a plastic tray to transport those parts from cabinet to table

15 – Parts always being used – Clear plastic fishing tackle boxes – Without lids and multi fixed partitions. Each pocket is labelled.

(a) Box 1. Nuts, standard $\frac{7}{32}$ " bolts, washers standard and thinner, standard $\frac{5}{32}$ " grub screws, fish plates, obtuse and angle brackets, stuff to be re-sorted.

(b) Box 2. Collars, couplings, spacers, gearwheels, etc.

(c) Box 3. Whatever you fancy.

These three trays are partly held in the bottom of a purpose

built wooden case.

16 – Drawers, small and labelled – Each drawer measures $4\frac{1}{2}$ " x 2" x $1\frac{1}{2}$ " - 25 drawers to a unit. Two units are held in a purpose built, backward tilted wooden case. Different length bolts and axles are held in separate drawers.

17 – Fishing box (Plano brand) with multi tiers and moveable partitions. This holds small size Strips, Angle Girders, Pulleys, Plates, etc.

18 – Drawers, wooden and large – Office credenza with four drawers and mounted on wheels. The intention was to have Meccano parts in plastic boxes but has never been used.

19 – Power point and multi socket box – Use a multi socket box (underneath the table) to plug in lights, transformers, soldering iron etc.

20 – Heating – A must have, but remember that heat rises to sit under the ceiling unless stirred up so have a fan heater or similar to keep warm air circulating all the way down to the floor.

21 – Radio/Television – A radio only needs your ears. A television also needs your eyes so when the *#*^+##* advertisements are on, pick up your screwdriver.

22 – Ring binder – To hold plans for the next model, ideas, lists, etc.

Dr. Arthur Gordon Butchers, M.A., 1885 – 1960

by Bruce Neilson

The attached picture of A.G. Butchers has been extracted from page 547, September 1935 Meccano Magazine as advised by George Ovenden (Auckland). The text under the picture reads, "Dr. A.G. Butchers, M.A. has been Leader and organiser of the Correspondence School (Wellington) M.C. since its affiliation in September, 1932. Members of this club never meet, for they live in remote districts in New Zealand, but enter keenly into Model-building Contests arranged by correspondence. A 'Meccano Magazine' circle has been organised."

An Internet search brought up the site <www.dnzb.govt.nz> alias Dictionary of New Zealand Biography which revealed some more of this early Meccanoman. Dr Butchers gained his first degree in 1906, taught at NZ schools, researched and studied NZ education and published his findings. He joined the Correspondence School in 1930 and became Headmaster in 1935 until retiring in 1951. The commentary talks about an active man of innovation and leadership and 'adept at enlisting support for difficult and ambitious projects'.

The assumption I would draw from this is that Meccano and its Club organisations would have fitted in very well with Dr. Butchers' visions and hence his involvement.

I have a rusty memory of someone telling me that the Correspondence School in the 1960-70s sent a lot of old Meccano to the Wellington rubbish tip. Can anybody add to or confirm this story??

Meccano Club Leaders

No. 82. Dr. A. G. Butchers, M.A.



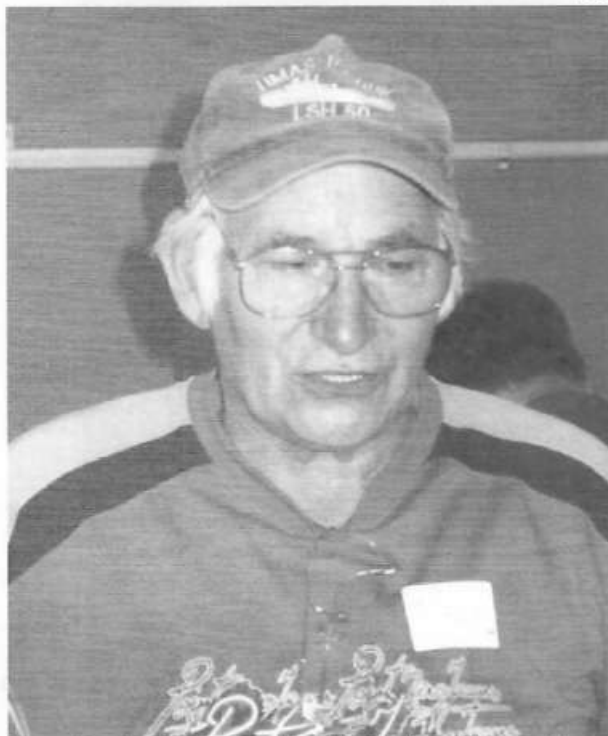
Dr. A. G. Butchers, M.A., has been Leader and organiser of the Correspondence School (Wellington) M.C. since its affiliation in September, 1932. Members of this club never meet, for they live in remote districts in New Zealand, but enter keenly into Model-building Contests arranged by correspondence. A "Meccano Magazine" circle also has been organised.

This picture of Dr A G Butchers is from Page 547 of the September 1935 Meccano Magazine.

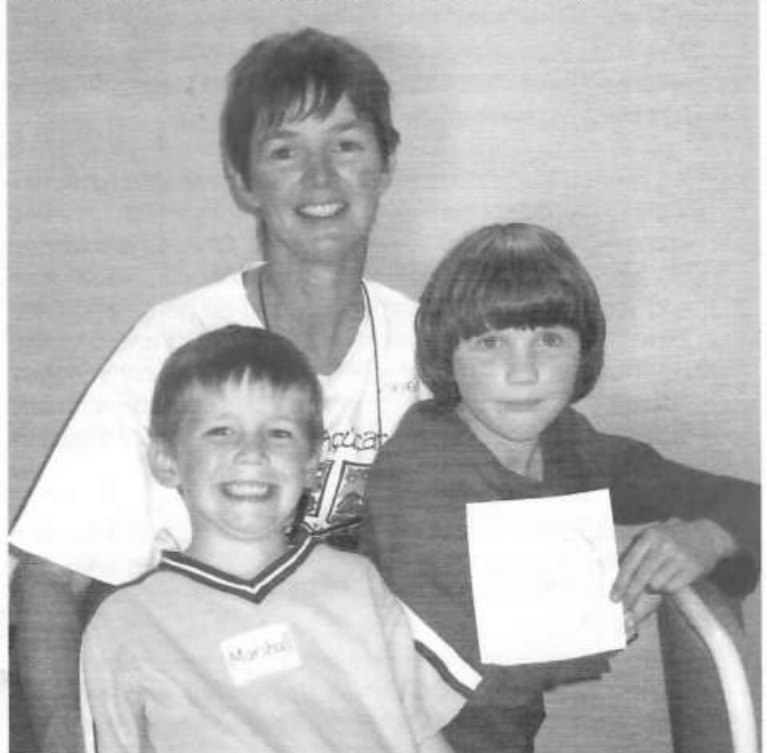
March Madness at Motuoapa - Most



Back Row: Daryl Anderson, Tony Rednall, Selwyn Bluett, Lou Nichols, Laurie Webb, William Irwin, Bob Neilson, George Williams, John Denton, Cora Denton, Andrew Wells, Bruce Geange, Bryan Jones, Nancy Blake, Susan Moody, Shirley Nichols, Edna Ince, Anne Prescott, Aileen Jones, Vivien Wells, Marshall, Zoe.
Middle Row: Barry McKey, Brian Hickson, David Wall, John Denton, Cora Denton, Andrew Wells, Bruce Geange, Bryan Jones, Nancy Blake, Susan Moody, Shirley Nichols, Edna Ince, Anne Prescott, Aileen Jones, Vivien Wells, Marshall, Zoe.
Front Row: Bryan Jones, Nancy Blake, Susan Moody, Shirley Nichols, Edna Ince, Anne Prescott, Aileen Jones, Vivien Wells, Marshall, Zoe.
Behind the Camera: Bruce Neilson who also took the other photos on these pages.



Tony Rednall was our English visitor. He was the recipient of NZFMM and MWT Meccano Club badges



Vivien Wells with Marshall and Zoe were new faces to most of us.

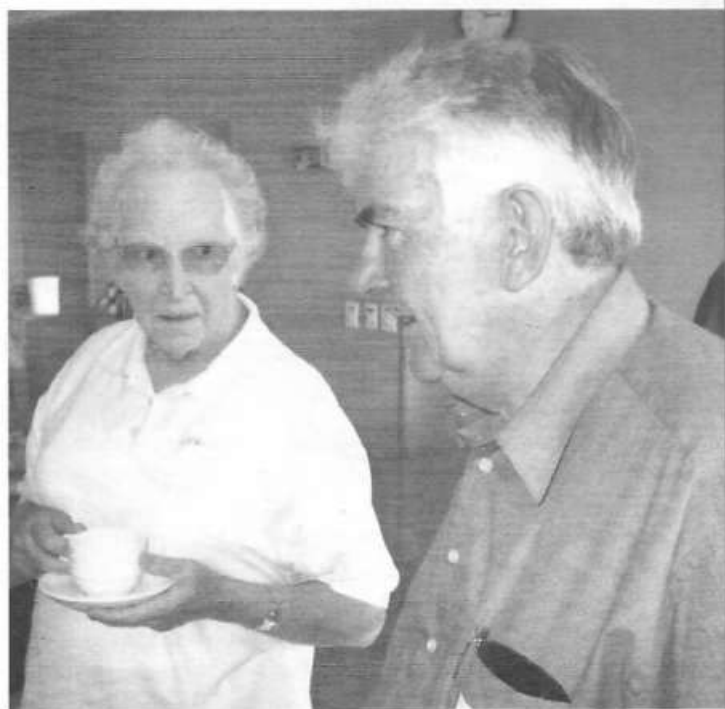
of the Merry Medley of Meccanomen



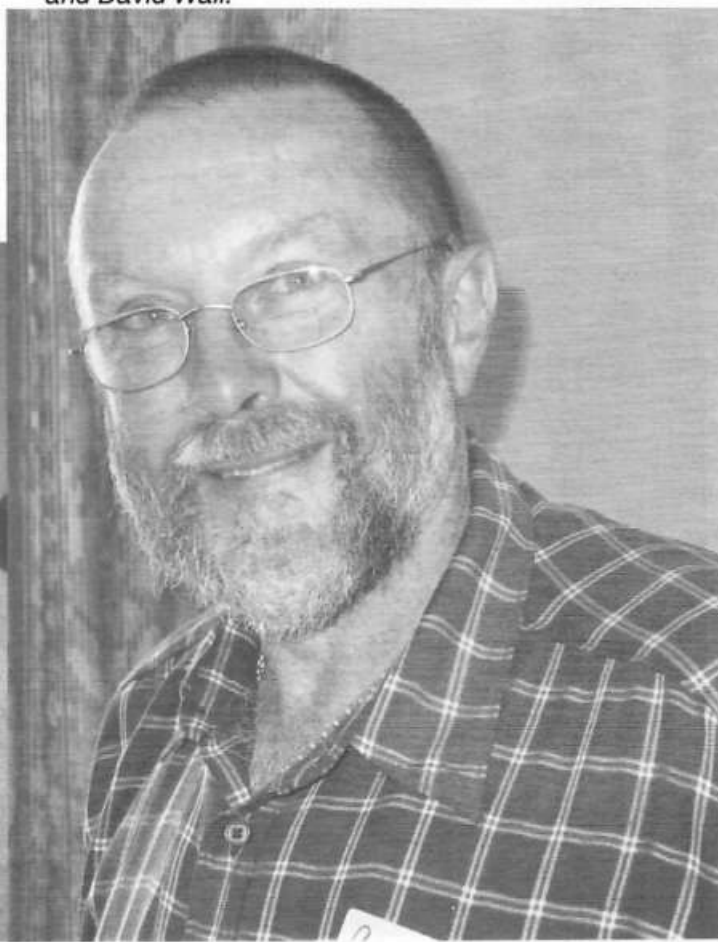
Willard, Wayne Blakely, Chris Morton, Bob Prescott, Barry Babbage.
John Ince, Robin Rye, Paulette Morton, Simon Moody.
Hilisa Willard, Alison Geange, Shirley Gray.
pages and the next.



Simon Moody watches a race with Barry Babbage on the right. In behind are Lou Nichols, John Ince, Bob Prescott and David Wall.



Shirley and Lou Nichols and that welcome cup of tea!



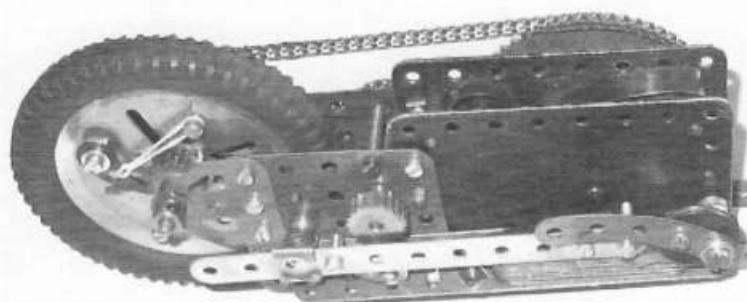
Brian Hickson - A winner's smile!

March Madness at Motuoapa.

"Hear Ye, Hear Ye, Hear Ye. There will be a gathering of the Meccano clan at Motuoapa on 20 March 2004!!" and the word

went out and from around the world they came. Weeell, nearly the truth. We did have two visitors, Tony and Cheryl Rednall from England who timed their travels to coincide with the gathering.

Twenty four Meccano modellers registered and a total of 46 family and friends sat down to dinner on Saturday night. There were models on display, models to view on the television screen, and Dragster models to race (at

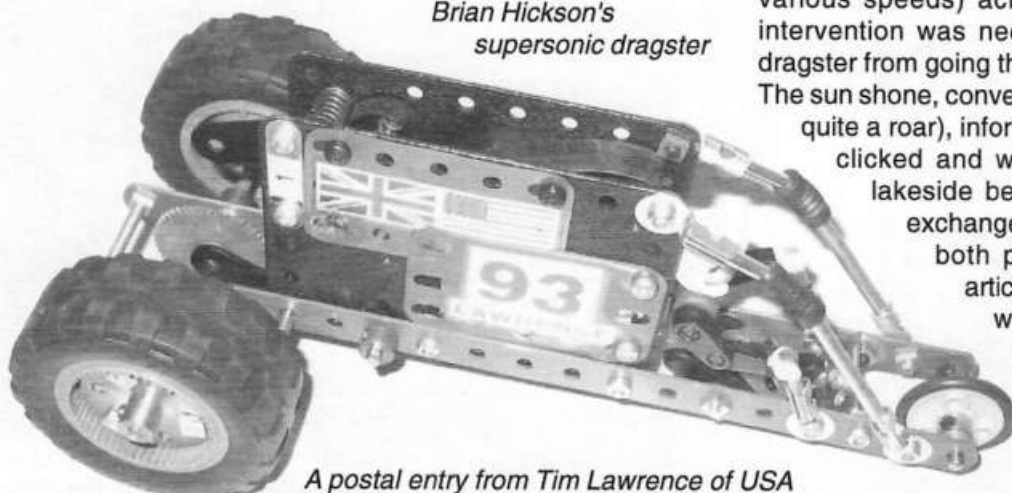


*Brian Hickson's
supersonic dragster*

various speeds) across the floor. Human intervention was needed to prevent Brian Hickson's dragster from going through the kitchen wall!

The sun shone, conversation was continual (and at times quite a roar), information freely exchanged, cameras clicked and whirled, knitting needles clicked, lakeside beaches were walked, money was exchanged for parts (to the satisfaction of both parties), the editor received two articles and some promises (thank you), wine was drunk, and excellent food consumed, and in total, a very enjoyable weekend was had.

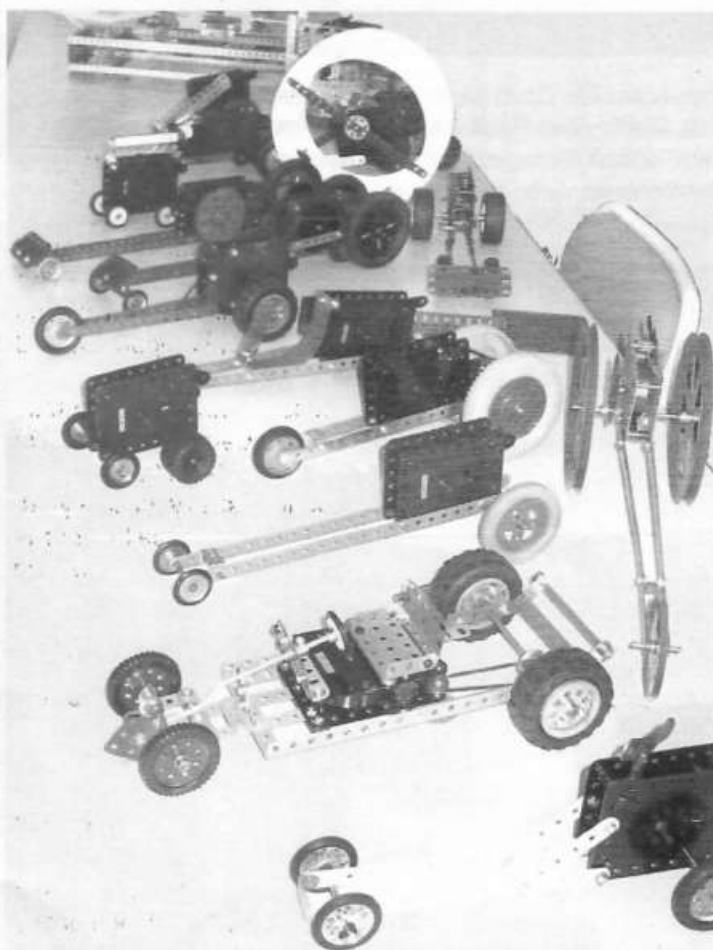
Pictures say a thousand words so on pages 12, 13, and 14 there is another 10,000 words.



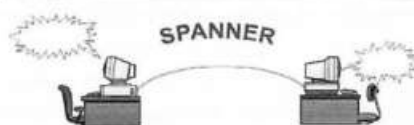
A postal entry from Tim Lawrence of USA



Simon Moody, John Denton and Daryl Anderson watch a start, with Lou Nichols peeping from behind.



A "VROOM" of dragsters. The entries assembled in the pits before the race start.



February and March 2004

The use of email from the Spanner group is acknowledged.

Oil Cans - Briefly, it is known that oilcans were made by the apprentice school at Kayes, the oilcan manufacturers in Leeds. A very desirable piece, they are almost certainly coppered on tinfoil and, I am given to understand by a HRCA man, there are at least ten known detail variations. The more visually obvious ones are both brass and coppered tin spouts but trademarks and other details vary as well.

In England it is just as much fun to pick up the real ones. These come in various sizes and, unlike the Meccano one, can be had for as little as a fiver apiece at a decent antique fair! If I remember aright, they came in $\frac{1}{4}$, $\frac{1}{2}$ and 1 pint sizes and I occasionally put mine out at meetings for people to pore over.

There are four sorts of Meccano oilcans to look for (possibly more, knowing this hobby) of which the K is the 'commonest' if that is the right word! Both of the banjo types have been seen fairly often on eBay lately but the most difficult to find is the tall thin one with an octagonal design on the front. It is very similar to one often seen at fairs and made for Remington typewriters and is very likely from the same manufacturer, but has a different spout shape. Other than the K, the cans have a little screw-in 'pricker' in the top of the spout but these usually go walkabout. The net result is that I spend my time at most fairs grovelling around in the bottoms of tool boxes looking for them! I've a sort of feeling that if I put a pricker on eBay for a can it will raise more than the can itself! Rejoice in your good luck - the K is an exquisite thing, really! *Geoff Brown at Lincoln*

Rubber Replicas - There is a book instructing how to reproduce rubber parts using space age polymers that hardens and stay elastic, cast cold, mixing two components. These books are aimed at the old car restoration market whose original gaskets and rubber parts are the first to be ruined with age and new ones are not available. I have such book that instructs what and where to buy components and how to cast them in small batches.

This title is available at Amazon.com. How to Cast Small Metal and Rubber Parts. Visit <http://www.amazon.com/exec/obidos/search-handle-form/102-9449028-7279348>

Additionally it also teaches you how to cast, in your backyard, small brass and aluminium parts using a furnace that burns kitchen stove gas and a hair dryer as a blower. (*Edmundo Veiga*).

Enlarging holes - Bosses and holes in gears etc will have to be reamed out. Do not use an electric drill. Hand ream or use a lathe otherwise oversize and eccentricity will prevail. (*Dave Harvey*).

This may seem a silly question, but what size hand reamer would you recommend for easing out 4mm holes to accept 4.1mm rods smoothly? (*Chris Bourne*).

I don't actually use a hand reamer. I put a 4.1mm drill into a large diameter bossed component such as a 2 inch pulley with a tyre and use it as a reamer and twist it through by hand. I find this is the best way, taking about 0.15 mm of

the bore. When the boss spins nice on the drill, you know it will be OK. Remember French axles are just that bit bigger on outside diameter and need a little more clearance. (*Dave Harvey*).

Polystyrene and Tyres - A little while ago, I opened my Meccano set 8600, Shovel, with the six large tyres, as I needed the 1:19 ratio gearbox. I bought this set in April 2002, and have not touched it since. I found the six tyres stuck to the expanded polystyrene, and when I gently pulled them loose, they had already sunk 1mm into the packing. So there must be some kind of reaction. It might be a good idea for those who own this set to put a piece of paper between the tyres and the tray. (*Joe Attard, Malta*).

This has long been a problem. I found many of my unused sets where the tyres and wheels had melted their way completely through the styrofoam. A little late now, but you're right, a wrapping of paper or poly would have probably saved the day. Once the styrofoam is wiped off there does not seem to be any damage to the tyres but the packing is of course spoilt. Maybe it could be "rebuilt" using RTV or a spray can of expanding insulation foam. Anyone tried??? (*Allan Barton*).

Truck Building Practice - In hindsight and with deserving credit I must say that a lot of the ideas and inspiration come from the Kenworth trucks in Meccano Nieuws 2002.3 (?), which were in turn inspired by Bernard Perrier's modelling. There's probably a mini Kenworth hiding somewhere in Constructor Quarterly's pages. Ultimately I just couldn't get the Dutch design to work properly beyond the cab design - or for that matter figure out how the insides were all held together. Then I remember a technique that Bernard and several other modellers have a tendency to use - brassware. Lots of it! For corners of "cubes", use a four hole Collar (or three-tapped square threaded boss) can be used with great success. Instead of Angle Brackets, use Threaded Bosses. Much more effective. This scale soaks up Couplings at an unbelievable rate. About fourteen to a truck before I start counting Short Couplings or Collars!

To solve the chassis problem, I created an effective low-profile frame by using a stack of five $4\frac{1}{2}$ " Narrow Strips, holes up, spaced apart 1" by Couplings, attached to the cab by another Coupling. The point of all this is the satisfaction of finding a solution that looks good. A satisfyingly portable and heavy lump of a truck is the result, with everything positioned underneath for a motor and fixed steering to be (eventually) fitted. Figuring out a drive train at that scale, as well as a "proper" steering arrangement for the rear trailer wheels is a long-term challenge, but not impossible. I'll post pictures if I ever get it right (and maybe the antics of wayward left-right drivers when the motors are installed).

There's really an almost obscene fascination with building small models of such huge prototypes. All the more if the modelling ideas "flow" together quickly and into other solutions, courtesy the existing stockpile of many modeller's ideas and techniques. Now imagine the model built with half or quarter scale Meccano parts as appeared in traction engine form at Skegness last year. Look up <<http://www.mecworld.co.za/cmnp/>> for the whole series of pictures and drive arrangement (look under updates). (*Anthony Els, Johannesburg*)



Bruce's Choices From Around The World

by Bruce Neilson

Midlands Meccano Guild Bulletin No 11 – December 2003 – 20 A5 pages in colour

This is an unusual club publication in that it is the model report of the MMG meeting of 8 November 2003. And they have done themselves proud. The text report prepared by Mike Cook fills 18 A5 pages with 21 coloured pictures by Ken Wright and goes into depth about the models presented.

The editor, Dave Bradley, advised me that all he uses is the common 'Microsoft Publisher' computer programme. The articles are done via Microsoft Word and are pasted in. The photographs are taken by one or two members who then send the images to him either through the email or on a CD. These pictures are placed and adjusted for size and position accordingly. Then came the interesting bit. Quote "I have an Epson 1290 printer and I buy the cartridges from computer fairs cheaply. I do all my own printing. It takes about a week to print about 130 copies." (That is a new way of getting the printing expense down, Editor). To continue "George Illingworth (Chairman) sends me the address labels then I put the bulletins into envelopes and upset everyone in the local post office."

This bulletin is a fine example of using modern technology to maximum effect and benefit of Meccano enthusiasts.

PS This is the bit that brings tears to a far away New Zealander's eyes. "Members were able to buy Meccano parts and literature from the three dealers present."

Canadian MeccaNotes No 32 - December 2003 – 28 pages in colour.

Pick of the articles – Driving while swivelling using the potential in P/N 27f Multipurpose Gear. We all know how the teeth on the P/N 27f are splayed out so a train of these gears does not have to be in a straight line to remain in contact. Take this a step further and a drive can start at the first module and drive a second (or third) trailer unit.

Also includes the Hobby Show 2003, British Columbia and Ottawa shows, Gordon Frank obituary, a reprint of Konkoly's "Centrifugal Intermittent Motion" from the Meccano Engineer magazine September 1975, review of the Renault Formula 1 Racer set with parts list, a 3.9m Anglo-Australian Telescope model, Crisscross Crankshafts mechanism and some additional notes on 3" Pulleys.

The Journal of the International Society of Meccanoman No 41 - January 2004 – 32 pages in black and white.

Pick of the articles – Gearless Motion to provide a hour and minute hands ratio of 12:1 by Michael Adler. This is an ingenious mechanism illustrated by a photo and Isomec exploded drawing to make the parts and assembly straightforward. As always, you can make anything in Meccano.

Also includes Gordon Frank obituary, Skegex and New Zealand 2003 videos, Oscar Fontan biography, ideas from Philip Webb on steering box, helical bogey, drive, multi-motor power supplies, gear reduction, crawler track, rigid rear live axle casings, spring cord, light clutch unit and railings, electro-mechanical impulse counter, tin printing and Meccano, Meccano crystal radio at MOTAT, Willy DeWulf's modelplans, MotorVator electronic control, magazine reviews and reports on the Henley and West London Meccano shows.

Runnymede Meccano Guild Newsletter No 54 – February 2004 – 50 pages in black and white.

Pick of the articles – All Knows Designing Machine by Andreas Konkoly. This is a compact Meccanograph within 11" x 8" and only requires the following gearwheels:- 1 x P/N 25b, 2 x P/N 26, 2 x P/N 27a, 1 x P/N 28, 1 x P/N 29, 2 x P/N 31 and 2 x P/N 32. There is a bonus because you start with circular patterns and can then convert the Meccanograph to longitudinal patterns.

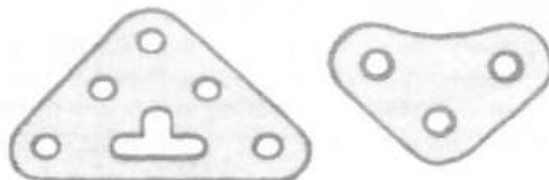
Also includes Renault F1 Outfit 0508, Motions System Set 5510, Nikko company websites and company details, Meccano Quiz, Spanish literature, Renault F1 rebuilt in currently available parts, the Andreas Konkoly modelplan rewrite project, crane with two joined clockwork motors, Schmidt offset coupling, box and lid restoration, Canadian modelplans list, "The Countess" railway locomotive, monoplane from Aeroplane Constructor and Meccano parts, meeting report and building castle turrets.

Meccano Newsmag No 98 – March 2004 – 40 pages with 4 in colour.

Pick of the articles – 'The Small Meccano Man' (TSMM) by Brenda Cox. Robots and robotics may be the saviour for the future of Meccano as students and enthusiasts look for structural systems to experiment with. Honda has produce 'Asimo', the world's first robot capable of dynamic walking; Brenda has taken the first steps for Meccano by producing TSMM. The Mk 1 version concentrates on getting the legs 'right' with hip, knee and ankle joints. The upper body is rigid and carries a P/N 700 six volt motor. A two wheel trailer provides balance and counter weight. Well worth building. If you do, I want to hear from you.

Also includes Orrery on Geared Roller Bearing (picture only), an all Meccano floating amphibian vehicle, modelplans from concept to sale, controller for two motors in Meccano, pre-war Meccano finds, Mercedes Unimog truck, Wabco dump truck, Charles Williams autobiography, Jonathan Shapero biography, review of the CDRom 'Meccano – a companion volume to Metal Constructional System' 1184 pages in .PDF format, model reports from Oxtan, Stoneleigh and Lincoln.

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



MECCANO WASHERS - WHY SO THICK ?

"I have always found it frustrating that Meccano washers are too thick. When used under bolt heads or between wheels and plates the thickness matters little, but for packing purposes it does matter. When a part such as an angle girder needs to be attached at a point where two parts overlap, a washer is required under one end to bring the girder level. The Meccano washer is too thick and simply puts the unevenness at the opposite end. In order to do the job properly one must use either a strip or a fishplate. Why are Meccano washers not the same thickness as a strip ?" (Ed Barclay in *Canadian Meccanoman News*, Sept., 1994)

MARKLIN SPROCKET CHAIN: Thanks, John, for your comments in our February issue. Nevertheless, I have used Marklin chain successfully on Meccano sprockets, running slowly and horizontally.

MECCANO STORAGE - NEAT !! Bruce Neilson has told us on "Spanner" how pleased he is with his latest acquisition - two new mechanics tool chests for his Meccano storage. He even gave us a photo of himself leaning on one. But why look so thoughtful, Bruce ? Many of us would love to have one of them if we had (1) Funds; (2) Space; (3) Concrete Floor; (4) Parts to put in it.

ANY RADIO 'HAMS' OUT THERE ? M. Jean Deveau in Quebec, Canada, would like to contact any Meccano modellers who are also amateur radio enthusiasts. His contact details are - communicate with him on Echolink. His node number is 10 73 23 and his call sign is ve2cdk. He is 'on' between 8h and 9h EDT as well at different times during the day (EDT).

3 LINES = TRIANG: Hamleys Toy Store in London, England, was once owned by the Lines family and was run by the Lines sister while the three brothers ran the factory at Merton. Three lines make a triangle, so they called the product 'Triang'. They liked funny names for their products. Hence FROG - 'Flies Right Off the Ground' for their model aircraft. (Tony Press on "Spanner").

QUICK WORK ! Brian Ward at Tirau says he built "Peter the Peddler" straight after he received his February magazine. He made some modifications to fit in with his collection of older parts. We believe a number of other modellers built it quite soon after the magazine arrived. (Watch out for Bob Prescott's Mk. III version).

DIFFERENTIAL ANALYSER: Doug Harris advised us that William Irwin and other Auckland modellers are working one day a week cleaning and repairing the differential analyser at Motat.



'BIGGEST MONSTER MECCANO SET'

"Carolyn operates and flies the Mark 9T Spitfire in memory of her late husband, Nick, an engineer and a pilot by conviction. Nick Grace spent five painstaking years restoring one of the last remaining Spitfires from more than 16,000 fragments stored in hundreds of tea chests. "It was", he used to say, "the biggest monster Meccano set". It is a tribute to his self-taught brilliance that when ML 407 finally emerged from a bramble covered shed, it flew." (From "A Spitfire Ace called Carolyn", 'International Express', 27/01/04). (Thanks to Lou Nichols for this item).

"GOLDEN DEEDS": This was Catherine Chidgey's second novel, the one which had the Meccano theme as one thread in the story and also had the blue/gold Meccano pictured on the covers. It was chosen last year as a 'Notable Book of the Year' by the 'New York Times'.

DESIGNING A BRIDGE: On the Dartford bridge near London, England, the two supporting towers are three inches further apart at the top than at the bottom to allow for the earth's curvature. (NMMG Newsmag, July, 1995)

THE LARGEST SETS: Set 7 was the largest Meccano set until 1934 when the 'L' set was introduced. The "7" was more comprehensive but the 'L' was heavier because of the added strip plates. A nickel Set 6 plus a 6a was selling on eBay auction recently for GBP 3045.

POOR CAT ! When he was age six, robotics theorist and engineer, Mark Tilden, made a suit of armour for the family cat, all from Meccano. (Colin Hinz on "Spanner").

MAGNETISM: A magnetised screwdriver is a most useful tool, especially for inserting grub screws. Magnetise it by stroking the blade, in one direction only, with a permanent magnet. (M.M.G. Gazette, No. 2).

INSULATING: Plastic or nylon finished gears are ideal substitutes for the obsolete insulating bush wheels. (M.M.G. Gazette, No. 4).

PHOTOGRAPHING MODELS: "I photograph models by daylight, either in a conservatory or outside in the shade. That way the lighting is diffused and virtually shadowless, whether the sun is shining or not. A tripod, of course, is necessary. A white sheet pinned to the wall and laid over the table provides a blank background". (Howard Somerville, on "Spanner").

REMOVING A ROD CONNECTOR: To remove a rod connector or a rod & strip connector from a rod, slip a pulley on to the rod, then tighten another pulley at the other end. The loose pulley will allow the connector to be pushed off the rod.

Meccano Exhibition at MOTAT

by William Irwin, who took the photos.

The Meccano exhibition at MOTAT (Museum of Transportation and Technology), Western Springs, Auckland, is now well under way. The show runs from February through Easter and the school holidays till late April.

The display has been set up by MOTAT in conjunction with Auckland Meccano Club members. The exhibits cover a wide range of Meccano sets, models and literature from the early nickel period to the present day. Models, some of them working, as well as sets and boxes, have been borrowed from modellers as far away as Napier and Taranaki. Having laid the groundwork for the exhibition, Andrew Wells had to depart on an overseas trip early February. The final display was put together by William Irwin and John Denton with the able help of the MOTAT exhibition team.



windmill, and John Denton's superb nickel period windmill on specially made wooden base. All these models are operated automatically by movement sensors. Pride of place is also given to the recently discovered 1922 Meccano Radio Crystal Set on loan from the MOTAT Telecommunications section. A continuously running TV video presentation of the Hawera Meccano exhibition occupies one corner.

A separate glass case has been stocked with current Meccano sets by the Meccano agent together with some built up models supplied by club members. New Meccano sets, as well as reproduction Meccano posters are for sale at the MOTAT shop.

While putting up some of the posters recently Doug Harris, John Denton and I were surprised by a visitor to the exhibition asking about the Differential Analyser. The visitor turned out to be Hans van Overkerk from the Dutch Meccano Club in Holland on his second visit to New Zealand! He had attended the 2001 NZFMM convention in Wellington.

Many thanks to the following Meccano enthusiasts for making their valuable models, sets and literature available for display during the exhibition: Trevor Adam, Daryl Anderson, John Denton, Peter Hancock, Doug Harris, William Irwin, Merv Mexted, George Ovenden, Alistair Tong, Paul Vodanovich, Andrew Wells.



The display is dominated by Trevor Adam's giant operating Ferris wheel on a raised platform. All other models and sets are displayed in four large glass cases and four small ones. A selection of manuals and Meccano Magazines are displayed in a cabinet against the wall together with a fine display of Doug Harris's reproduction Meccano posters above it. A Meccano time-line describing the various Meccano periods graces one wall. Three impressive dioramas under glass, incorporating Meccano racing cars, space vehicles and crazy inventors models, were constructed by MOTAT staff members.

Operating models are the giant ferris wheel, Alistair Tong's rotating motor chassis and vertical steam engine, Peter Hancock's Plastic Meccano ferris wheel and dealer's model



Meeting reports for the Christchurch Meccano Club.

by Graeme O'Neill, who also took the photos.

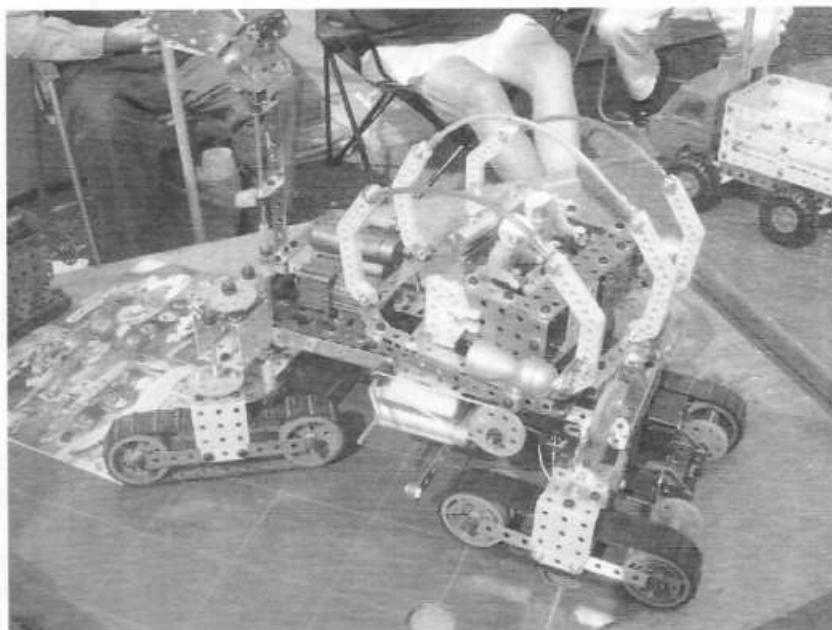
The club meeting was very well attended and included all of the regulars except Peter Satherwaite.

A few models were shown ready for the Sefton show as described below. Dave Laing and Donnell Sampson brought along their new model.

Their Meccano model was 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" pulleys and rubber tyres and using the plastic spacers as rollers.

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 Saturday of April, the Christchurch Model Engineers (of Brougham St fame) will be holding an opening to show off their brand-new one kilometre 7 1/4" gauge track at the Halswell Domain and I have suggested that the Christchurch Meccano Club could help them hold people's attention long enough for them to take one more ride around the track. (Weather dependent, of course). The plan is to use tents and open air prayers to give us some more

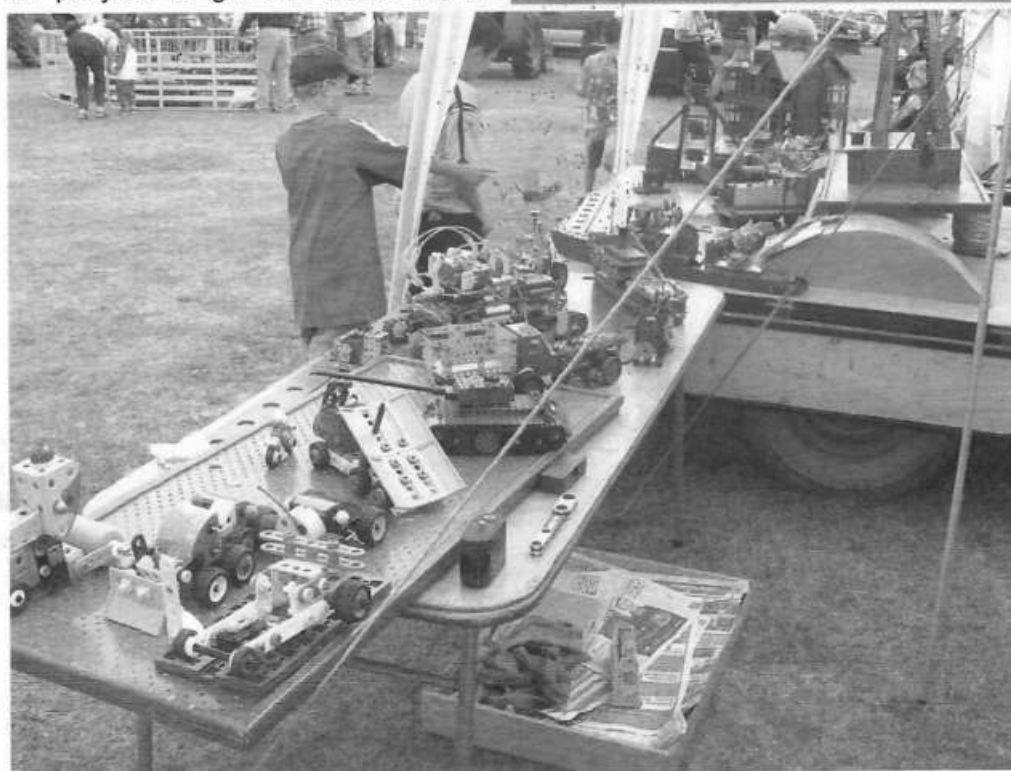
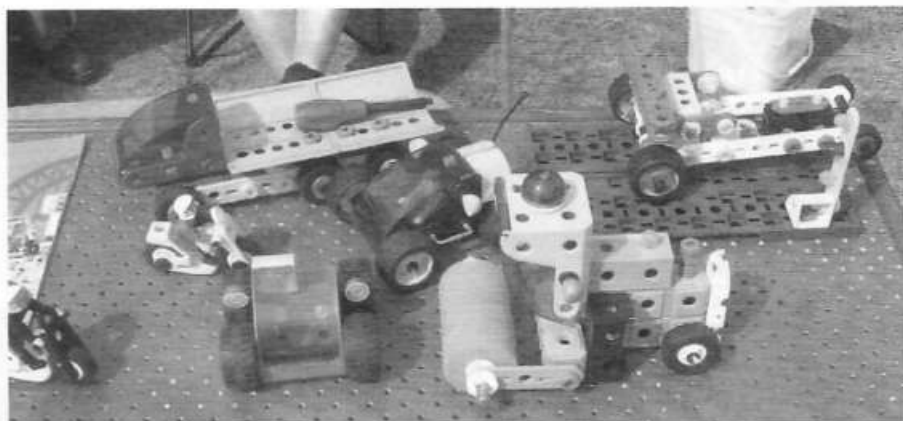


David's "Laingmobile" at Sefton

wonderful sunshine.

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

The Sefton show on March 8 2004, was enjoyed once again



by all who attended. These included Ian Torrens, David and Donnell, Doug, Cameron and myself. We easily filled the two supplied trestle tables and the deck of Doug's little truck. All was sheltered from the lovely sunshine by gazebo and tent. Models also included Doug's Swedish Christmas stamp Ferris wheel; Graeme's UK Multikit models, a range of Junior plastic models, 1901 house, 1950s outfit models; Ian's Blackpool tower; and Cameron's new set models, including the new flexi part motor trike.

The Sefton display on the left with some plastic items in the picture above.

Auckland Meccano Club Meeting Report

Reporter: Peter Hancock.

The summer meeting and first club get together for 2004 was held at the fabulous home of Merv and Bev Mexted at Whale Cove, Whangaparaoa on Saturday afternoon 14 February.

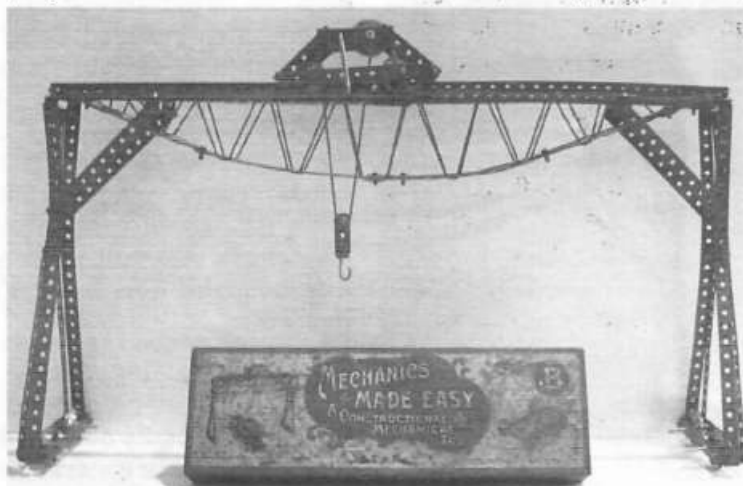
Seven members and partners attended with apologies being received from Andrew Wells who was overseas 'doing' the rounds of various toy fairs in Europe and England, Graeme Wrightson who is settling in to a new home in Beachlands, East Auckland, where he and his family have recently moved and Doug Harris.

It was the first time that we had visited the Mexted's home for a Club meeting and I am certain that all of us were taken back on arrival. First by the size of Merv's modelling and display room which is really spacious and seriously equipped, and then by the well equipped woodwork and general engineering workshop that Merv has set up on the ground floor of this beautiful home. Upstairs in the main living area, one is confronted with a panoramic view of the Hauraki Gulf at its best.

As club members settled down to view Merv's models and begin serious Meccano business, the ladies relaxed on the large deck area and were able to enjoy some sun and survey the sailing action-taking place on the Hauraki Gulf on one of our rare sunny summer days. Later in the afternoon when it was time for tea, coffee, and much needed nourishment (sumptuous as always) we all adjourned to this deck area to survey and enjoy the wonderful view.

After viewing Merv's collection of models superbly displayed on a series of well-positioned shelves in his modelling room we settled down to attend to the formal business of the meeting.

CONVENTION 2005: An update of the actions taken to date regarding Convention 2005 was tabled for comment and input. The venue is booked and secure. The 'Dinner' venue is being finalised along with the menu. The form that advertising for the event should take is being worked on and it is planned that we will begin releasing information to overseas journals during May. Peter had met with Daryl Anderson in Hawera recently and gleaned a number of ideas and thoughts from him, which we can consider for the 2005 programme.

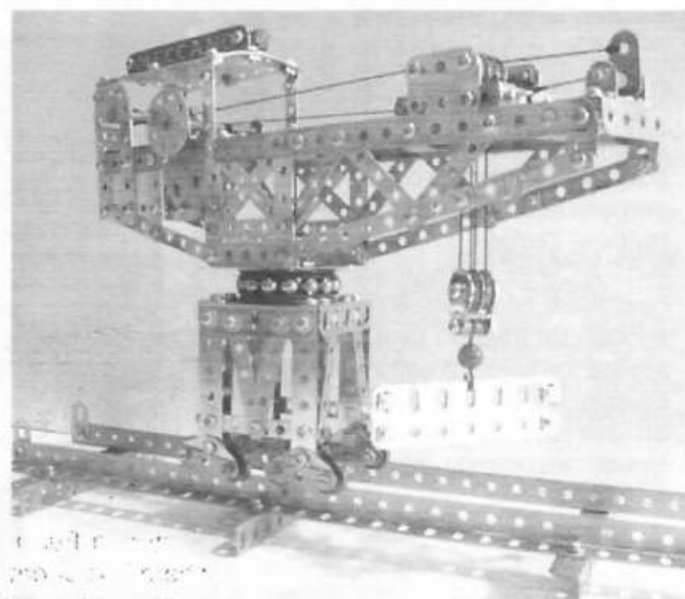


Merv Mexted's MME set and the crane built from the parts.

WAIKATO AMP SHOW: A letter has been received from the Waikato AMP Show committee, which has again changed its direction markedly about its exhibits for 2004 advising that they would not require our services this year. This news was received with some relief, as it has been quite a difficult show and organisation to work with.

2004 'MODEL X': Members were reminded that our next big display event is 'MODEL X' (the annual modellers and hobbyist expo) that we will participate in over the three days of Queens Birthday weekend 2004 in Henderson. Members were asked to consider what models they would have available to display at this event this year. We will finalise models and stand 'manning' at our next quarterly meeting to be held in May.

DIFFERENTIAL ANALYSER at MOTAT: William Irwin gave members a further update of the actions and negotiations that he and John Denton have been involved in over recent time. William and John are spending one day a week restoring various sections of this device. It appears that a good deal of time and patience is required. We will expect a further update on progress at our next meeting. There is a suggestion that a section of the analyser may be available to display at Convention 2005.



John Denton's Blocksetting Crane looks realistic.

MECCANO DISPLAY at MOTAT: Andrew Wells, William Irwin and John Denton have been deeply involved in setting up and now William and John are regularly reviewing and where necessary maintaining the collection of Meccano models that have been loaned by members from all over the country. Thanks to all those who have made models and memorabilia available for this public display. MOTAT is operating a Meccano shop with a variety of current sets available for sale for the duration of the display.

MODELS OF THE DAY: David Wall displayed his quite ingenious 'Rotating Dial Clock' based on a prototype design from Suko Investment and Manufacturing Limited. George Ovenden had further perfected his Tug. John Denton displayed his Block Setter Crane taken from a recent Constructors Quarterly along with

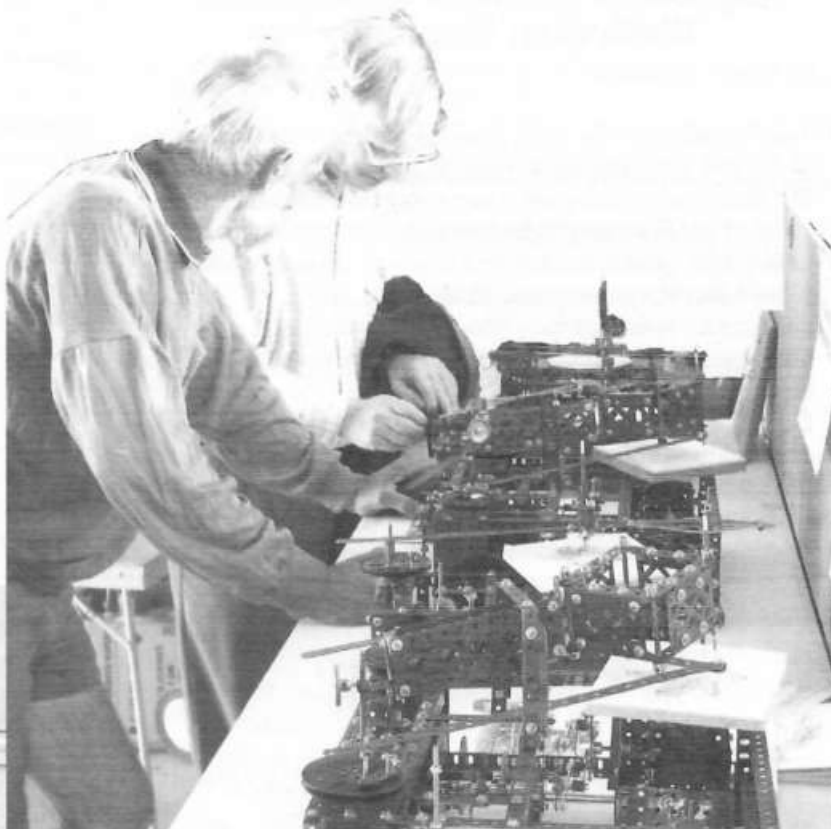
(Continued on next page)

MWT Meccano Club Grand Tour 14 February 2004

Club members, family, friends, and interested Meccano people totalling about 40 in all, started off the Tour on a sunny afternoon at John Hansen's residence by having lunch and checking out John's boxed sets in the lounge and models past (Meccanograph) and future (horizontal steam engine) in the office.

Next stop was Bruce Neilson's entire residence with cupboards and storage drawers open in the garage along with an assortment of models, Junior Meccano in the kitchen, building table and Meccanabilia in the lounge, and library in the spare room.

Bruce Geange had brought out his collections



Hugh Ramage has a go at John Ince's Meccanographs



Alistair Tong tries his hand driving Bruce Geange's tractor

of Hornby and Hornby Dublo trains, Dinky and Fun Ho diecast models, opened his workshop where he performs miracles of restoration (and high class model engineering)

and his back room with Meccano storage and models. For those needing sustenance, afternoon tea was laid on.

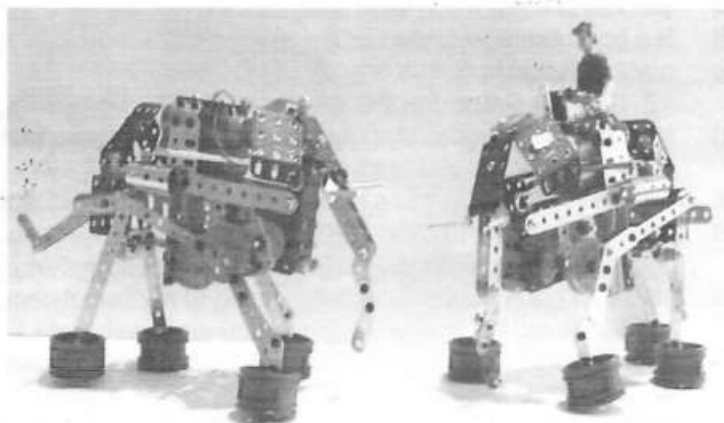
John Ince laid out four Meccanographs in his garage for close study and his hobby room for rare items of motors, etc. For some strange reason, the Ince's immaculate gardens attracted considerable attention from the non-Meccano element of the visitors.

The day came to a conclusion at Paulette and Chris Morton's place, where their large hobby room provided lots of seats for tired bodies, food tables for a barbecue

and other foods, and conversation opportunities among friends old and new.

Our thanks to the MWT members and their families of Palmerston North and Feilding for a most enjoyable afternoon.

his version of a miniature steam engine shown recently in this magazine. Both John and Merv had built model



John's and Merv's elephants

elephants that shaped up to each other. Merv's was complete with handler.

A sample of the new 2004 models and packaging were to hand demonstrating the new 'motion system' recently launched.

Then the find of the afternoon when Merv showed off his latest acquisition given to him by an elderly gentleman of a 'Mechanics Made Easy' set B. This is the second of these located in Auckland in the past several years. The previous one located now belongs to Doug Harris. Merv had built up the block setter crane depicted on the tin lid from the parts it contained (with the odd screw being required).

All in all a great meeting enjoyed by attending members.

Wellington Meccano Club

by Lloyd Spackman.

Two models vied for most attention at our meeting on April 2nd 2004. One was Bob Prescott's "Peter the Peddler, Mk. III". Bob has re-designed it since its photo was on the front page of our February issue. He has put the motor at the top with a 19:1 gear reduction box driving the centre one of the three Multi Purpose gears. This gives just the right speed. It is a much tidier design and runs well whether it is Peter or Lazy Larry pedalling furiously at the bottom of the flanged ring.

Don Flowers brought along a Renault F1 racing car model about which much has been written. In blue and yellow colours, it looked good and is much more "real" than many of Nikko-Meccano's other recent new models. Don's daughter purchased it for him at a London, England, Renault

dealer's shop.

Other models were there from Bryan - a Volkswagen Kombi model about six inches long; from Simon - a shunting locomotive with remote control running on a section of track left over from the Hawera Convention; from Lloyd - two models from the 4500 series two model sets, an air boat and a crane. Also a dragster which he had lengthened and experimentally inserted a 19:1 gear reduction which slowed it down considerably.

Lou ran a competition in which he handed out the parts from two old 2/3 manual models and told the participants to build what they liked. Thus the manual's seaplane became a pot of flowers and a car became a buggy of sorts. We discussed a competition for the next Convention, (Simon's fertile imagination at work again !!), and held an informal Annual Meeting, everyone being re-elected. It was an entertaining evening for us all.



Well the weather is getting cooler and the day's shorter. Time for Meccano modelling and reading your favourite books. I see this month that the NZ Trade Me site has passed its ten millionth auction. eBay is over three billion so we have a little way to go. Let us get down to this month's selection on eBay.

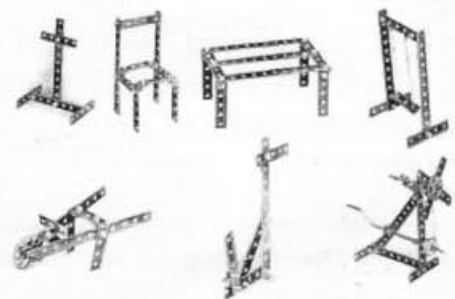
1 - Meccano 6 Speed Gearbox. This is in good condition and is unboxed. After 16 bids, sold for approx. NZ\$100.

2 - Meccano light red and green Mechanisms Set 1959. This set looks very nice being unused and complete. Has instruction manual and would make a nice addition to any collection. Realised NZ\$406.

3 - Now for something most of us have lying around in the bottom of our Parts Box - a Meccano black Flywheel. This is P/N 132 and this one is in good condition but has the usual problem of movement of the central boss. It still sold well at NZ\$54.

4 - Next up an interesting item from days gone by - a Meccano Kindergarten Drawing book. Quite rare and this one looks to be a good example.

Twenty four pages long, measuring 180mm by 250mm, this book came out with the Meccano Kindergarten Outfit way back in the



1900s. An unusual item and sold for NZ\$700.

5 - Box of Dredger Buckets. Six dredger buckets (like new) in a bit worn 1928 box. Sold for NZ\$190.

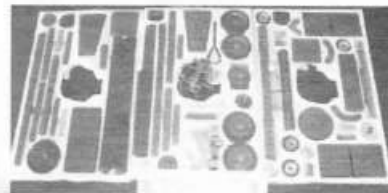
6 - Now one for all you large scale modellers out there, twelve feet of Meccano Caterpillar Track in excellent condition. Realised NZ\$106 or just over \$8 per foot.

7 - A very nice Aeroplane Constructor No. 1 in cream and light green. This sold for NZ\$1350 - the box and parts looked good, all original and included the original instruction book. A nice item.

8 - The next item I believe was made by MW Models of Henley - Heavy Duty Rubber Tyres which fit on Boiler Ends. This auction was for six and they were in good condition.

Sold for approx. NZ\$24 each.

9 - Some of you may have some Buz running around in your parts collection. Well here is a large Buz set. What was sold was apparently the largest Buz set made, a No. 9. This one dates from 1960s-1970s and came in a tin box which holds three plastic trays filled with parts. Included a 4-12 volt geared motor



and instruction book. The set was overall in good condition and complete. Weighed in at 5kg. Sold for NZ\$230. As a matter of interest does any-one know about this Buz motor. Is it similar to Meccano?

10 - An unused Meccano E15R electric motor boxed. Comes complete with end protectors for the shafts, instructions etc.

Sold well at NZ\$270 after 12 bids.

11 - Let us look at a Meccano Magazine, in fact the last one, Spring 1981. By this time in Meccano Magazine history, the magazines were coming out at infrequent intervals and you never knew if you were going to ever get another. This is a good example of the last issue and must be now getting quite collectable as this one sold for NZ\$66.

12 - A 1978 Crane Set (Phase 2 version). Not one of my favourite sets but this one was all there except label sheet, in good condition and realised NZ\$100.

13 - To finish lets look at a rather heavy item. It is Meccano Magazines from 1945 to 1981. This is a full set between the above years all covers present and bound into individual years. In good condition and according to my calculations there should be approx. 300 magazines which sold for approx. NZ\$2500 or just over \$8 each. Lots of happy reading ahead for this buyer.

Enjoy the rest of the Magazine. I believe it is one of the best club Magazines in the world at the present moment but then again I might be biased.

New Zealand Club Diary 2004

Auckland Meccano Club.

Contact - David Wall - Ph 09 426 1965.

Meetings at 2 pm on second Saturday every third month.
2004 - 8 May, 14 August, 13 November.

MWT Meccano Club.

Contact - John Hansen - Ph 06 325 8211.

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

2004 - 12 June, 14 August, 9 October, ?? Xmas dinner.

Wellington Meccano Club.

Contact - Lou Nichols Ph 04 973 6177.

Meetings at 7.30 pm on first Friday every second month at
?? (contact Lou to get place of meeting).

2004 - 4 June, 6 August, 1 October, 3 December.

Christchurch Meccano Club.

Contact - Graeme O'Neill Ph 03 322 7456.

Meetings at 7.30 pm on first Friday every month (except
January) at St John's Hall, cnr St John St. and Ferry Rd.,
Woolston, Christchurch.

2004 - 7 May, 4 June, 2 July, 6 August, 3 September, 1
October, 5 November, 3 December.

Additional Meccano Contacts

Hamilton - Don McClelland Ph 07 847 4503.

Hawera - Daryl Anderson Ph 06 278 7666.

Kapiti Coast - Bob Prescott Ph 04 905 2963.

Napier - Trevor Adam Ph 06 843 4837.

Palmerston Nth - Bruce Geange Ph 06 357 0566.

Wanganui - Tom Pittams Ph 06 345 9099.

Internet sites

International Society of Meccanomen (ISM)
<www.internationalmeccanomen.org.uk>.

Meccano Webring <www.meccanoweb.com/meccring>.

Articles etc. for the June 2004 issue of NZFMM Magazine
should be sent to the Editor well before 7 June 2004.

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

Buy, Sell, Auction, & Exchange.

Advertisements in this section are free.

First insertion will be printed in full.

*Subsequent identical insertions (max. one) may be
abbreviated to fit space available.*

For Sale - Meccano Parts and Sets

MeccParts.com supply all current parts and sets at
competitive prices. See <www.meccparts.com>, fax to 0800
MECCANO, write to P O Box 26179 Epsom Auckland 1003
or call Andrew or Vivien Wells on 09 523 4447 anytime.

For Sale - Meccano Supplies.

New Design series sets. 2 Helicopter, 3 Motorbike and 4
Car are now available. Discounted by 15% for NZFMM
members. Special offer for this issue of the magazine is
Set 0507 Special Edition Train set, \$200 post free. Contact
Wayne Blakely, Meccano Supplies, Patikipapa Road, RD
1, Marton. Phone 06 327 6184, Fax 06 327 4184, New email
address <info@meccanosupplies.co.nz>.

For Sale - Exacto Range.

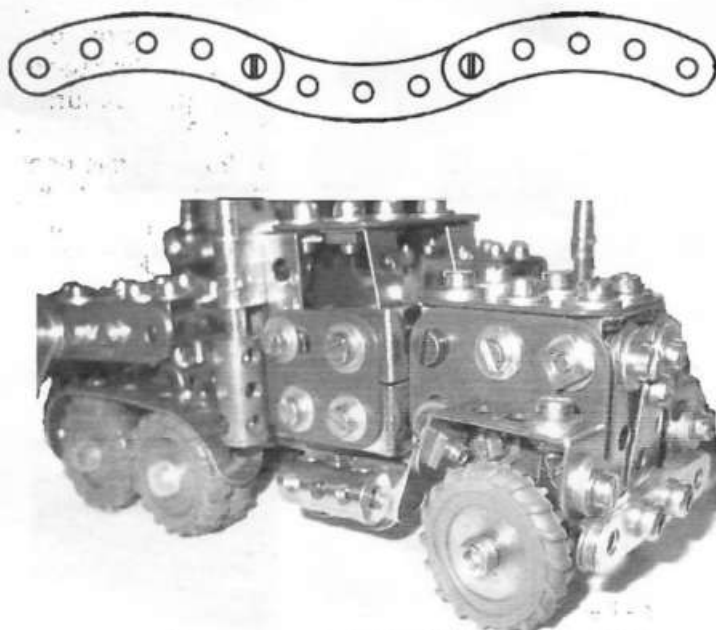
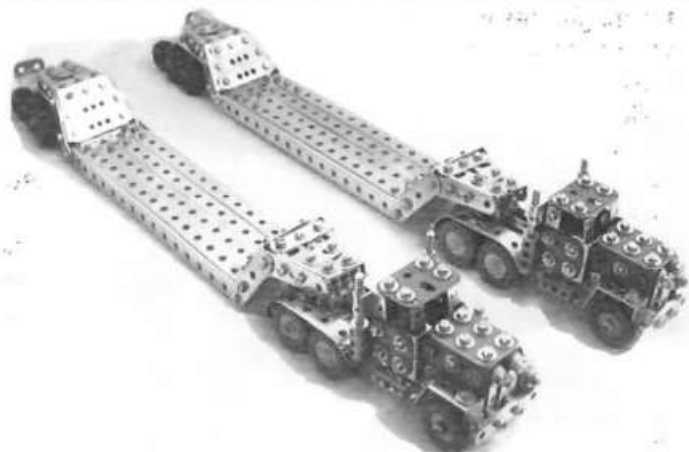
To order Exacto parts, contact Wayne Blakely, Meccano
Supplies, Patikipapa Road, RD 1, Marton. Phone 06 327
6184, Fax 06 327 4184, New email address
<info@meccanosupplies.co.nz>.

Stop Press

The Motat Meccano exhibition in Auckland has been
extended to 7th May.

Going to Australia this year??

The Melbourne Meccano Club 2004 Exhibition will be held
on Saturday, October 9, from noon until 5:00 pm and
Sunday, October 10, from 10:00 am until 4:00 pm.
Contact Graeme Thomson, Secretary MMC, email
<thomson@bigpond.net.au> for further information.



These models of articulated truck/ trailer units are described in Spanner, (page 15), and were built by Anthony Els.



Rob Campbell built these fine models of a 1935 SS Jaguar and a WWII Jeep. More about them on page 3.



NZFMM MAGAZINE

Volume 27 No. 1 February 2003



Published by The New Zealand Federation of Meccano Modelers

NZFMM MAGAZINE

Volume 27 No. 2 April 2003



Published by The New Zealand Federation of Meccano Modelers

Last Years Magazine Covers

Did you have a favourite magazine cover from last year? Why not write and tell us what you think.

NZFMM MAGAZINE

Volume 27 No. 3 June 2003



Published by The New Zealand Federation of Meccano Modelers

NZFMM MAGAZINE

Volume 27 No. 4 August 2003



Published by The New Zealand Federation of Meccano Modelers

NZFMM MAGAZINE

Volume 27 No. 5 October 2003



Published by The New Zealand Federation of Meccano Modelers

NZFMM MAGAZINE

Volume 27 No. 6 December 2003



Published by The New Zealand Federation of Meccano Modelers