



NZFMM MAGAZINE

Volume 28 No 3

June 2004



Bruce Geange's Gantry Crane doesn't look as if it will be able to lift Mike Stoodley's Face Shovel but if you feel like trying why not build both models?

Detailed descriptions of these excellent models may be found inside.



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NZ Federation of Meccano Modellers Magazine

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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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Corrections for April Issue

The Motat exhibition pictures on page 18 should be credited to Doug Harris.
The Drag racer on page 14 was from David Lawrence who also was the author of the 'driving while swivelling' idea on page 16.
Editor's apologies.

An Appreciation

To the wife, partner, girlfriend, spouse, better half, significant other and any other endearing terms.

Who extends your valuable Meccano modelling time by taking care of day-to-day living details, provides you with a packed lunch on Meccano exhibition day, lends you money for that 'must have' Meccano buy, accompanies you to far away places and takes a back seat while you hold the floor, makes morning tea for you and your noisy Meccano mates, carries one end of that large model, and gives you warm fuzzies and support when you drop that #%\$&* \$ nut on the floor eight times in a row.

Thank you ladies, one and all, for your support to the Meccanoman in your life and his hobby. There will always be a chair reserved for you.

On a slightly different note, three Meccanomen recently came back from the Manfield Field days, (where farmers go to view and buy new tractors and suchlike) having left orders for bargain priced, shiny red, ball bearing slides, multi-drawered mechanic tool chests to store their Meccano in. These chests make a nice piece of furniture as well as good storage



A Chest to be Proud of!

(1) R. Bruce Neilson.

CONVENTION 2005 HEAR YE, HEAR YE

All members and partners of the NEW ZEALAND FEDERATION OF MECCANO MODELLERS and all other interested parties Be advised, that Ye are all summoned to be in attendance without exception at the 2005 NATIONAL CONVENTION. To provide various shapes, sizes and variations of models of choice for the CONVENTION, MODEL DISPLAY and to attend the BIENNIAL GENERAL MEETING & FEAST of the above august body.
(More details on page 24)

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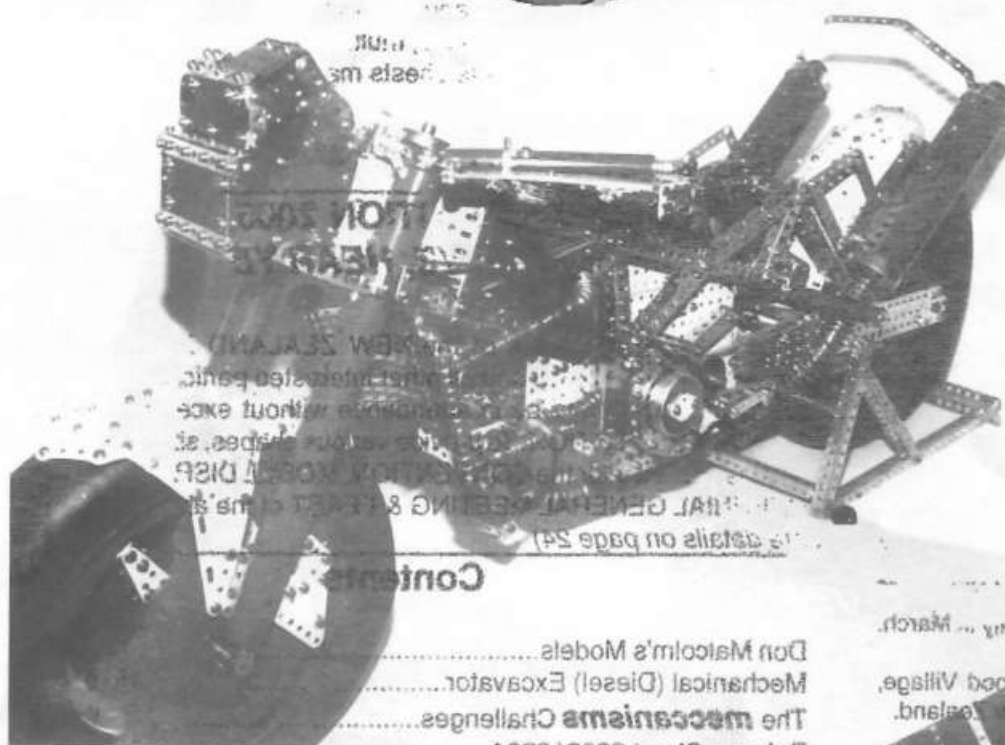
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What our Readers are Building.

from Donald Malcolm, Albany, Australia.

Enclosed are photos of my last two models that I've built over here. The first photo is of a Ducati 888 Super bike racer with yours truly behind it to give you a perspective of its $\frac{1}{2}$ scale size. The only non-standard Meccano in the whole model were the tyres and some No. 8 fencing wire I used as a core for the exhaust pipes and oil/water pipes on the engine.

The second model is of a Sprint Car and was a 'quick build' model for the Maylands Meccano Club in Perth to use in an exhibition. It took six weeks to build. The car has working steering and a complete drive train with differential/ reduction box as per the prototype. This model also uses No. 8 wire for



the exhaust pipes and has sponge foam tyres.

Note the Meccano dealers flags which have white (not gold) lettering on them.



Here are a couple of pictures of the Sprint Car with Don in the LH one

Mechanical (Diesel) Excavator

model design and text by Mike Stoodley.
photographs by Bruce Neilson.

This is a freelance model generally based on excavators seen in England during the 1930s and 1940s when steam was being replaced by diesel. The model also incorporates some of the features of the old Supermodel SML 19

'Meccano Steam Shovel'. It is virtually all Meccano apart from the realistic 'to scale' plastic tracks. The numbers in brackets () refer to numbers on the figures.

The model has two means of operation. By hand, using hand wheels (3a) and (13) which drive down to and then through the E20 motor, and by electricity through the E20 motor. When electricity is driving the E20 motor, the hand wheels rotate automatically by being back driven.

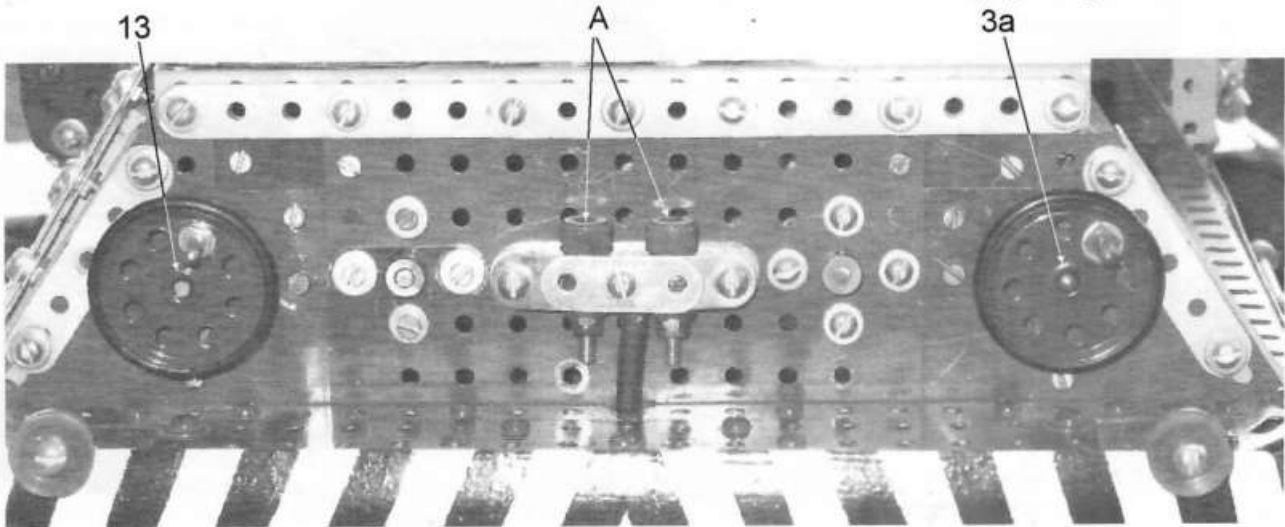


Figure 1 – Rear of cab (above)

Figure 2 – Rear of body (below)

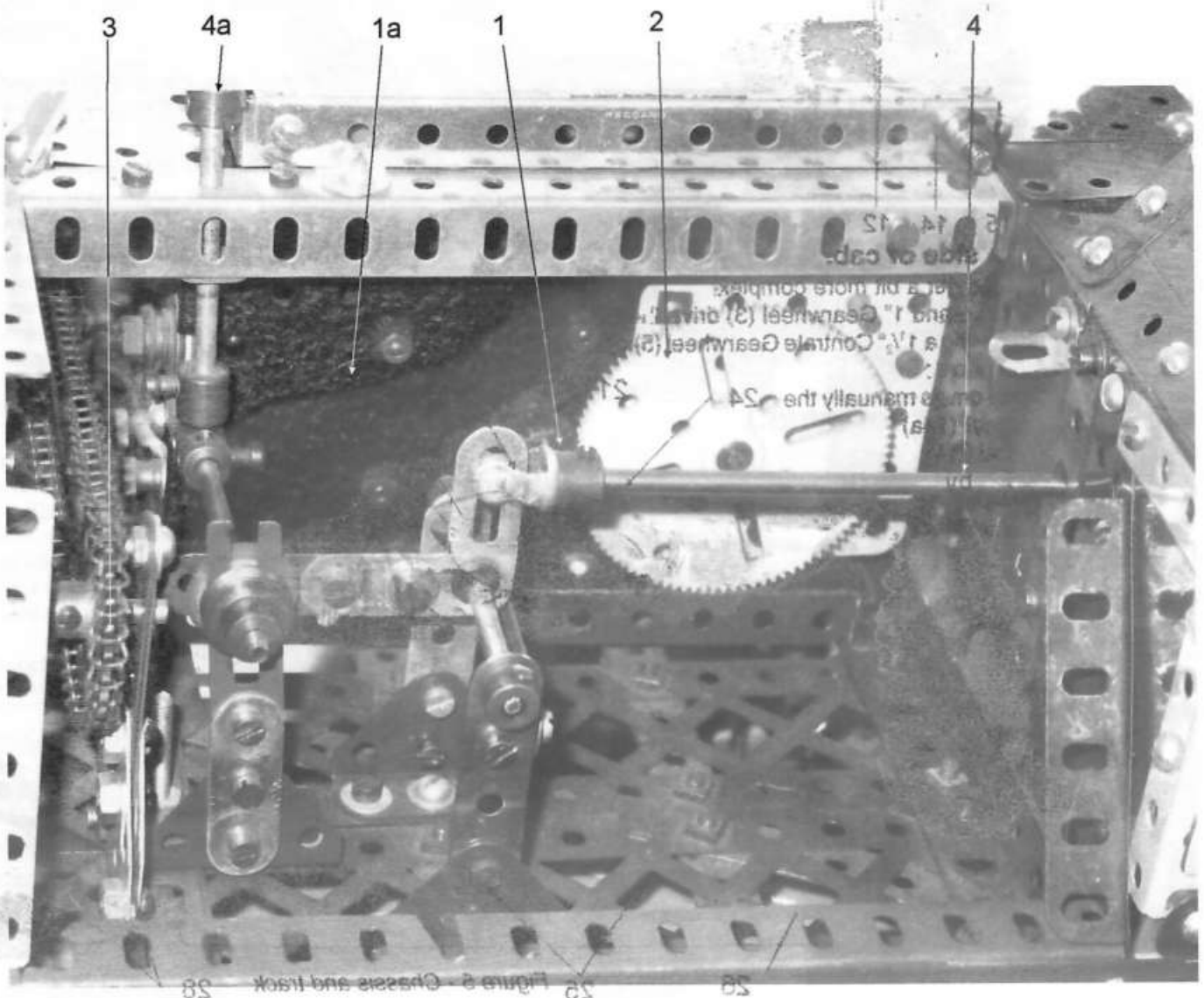


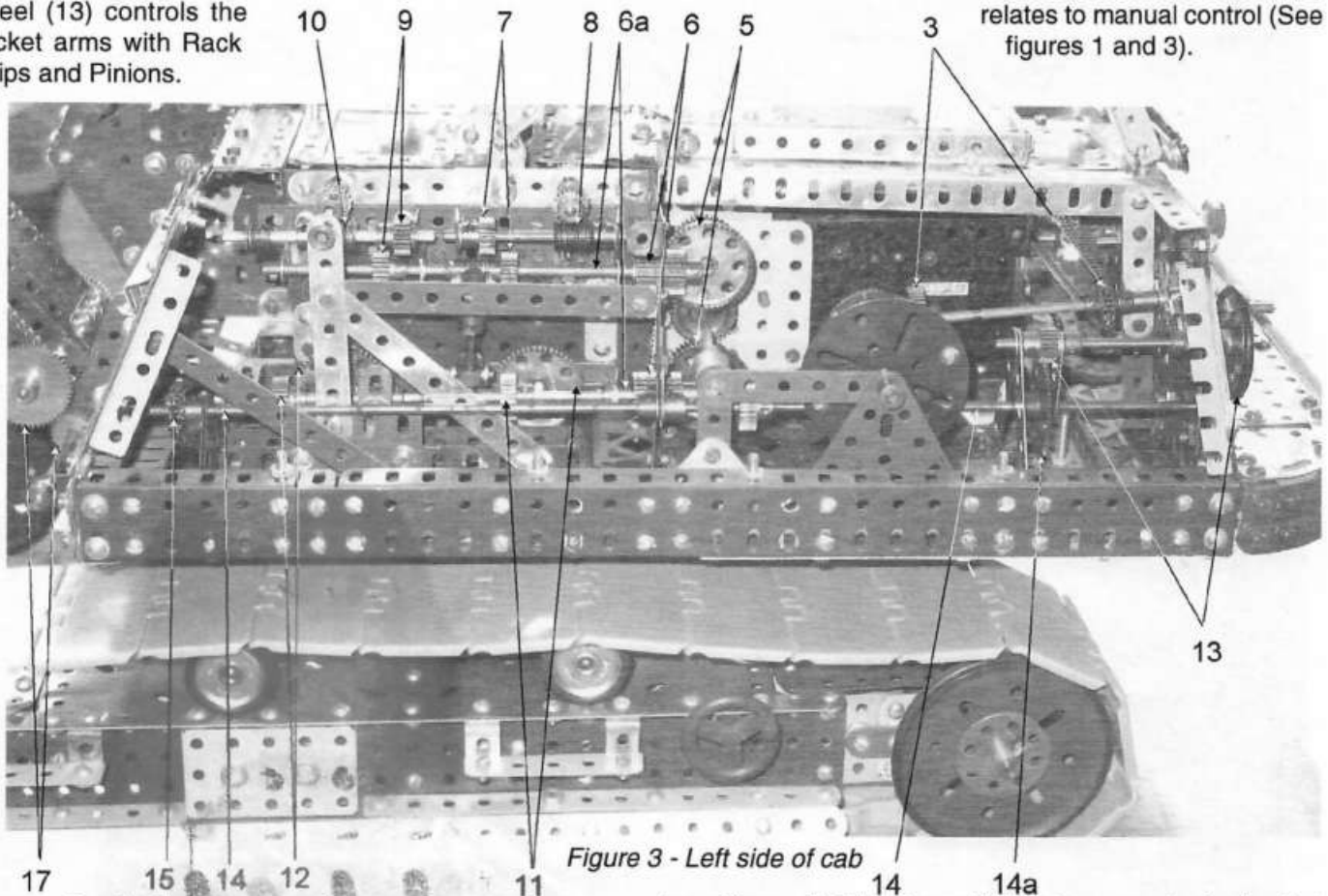
Figure 1 – Rear of cab.

This shows the rear end plates with the electrical input terminals (A) for electric operation, and the two hand wheels for manually operating. Hand wheel (3a) controls the four basic movements; hoisting, luffing, swivelling and travelling via the E20 motor. Hand wheel (13) controls the bucket arms with Rack Strips and Pinions.

Figure 2 – Rear of body.

This shows the E20 motor power source (1a) with a $\frac{1}{2}$ " Pinion (1) on the drive shaft engaging a $2\frac{1}{2}$ " Gearwheel (2) for reduction. The Collar (4a) controls the stop/start lever, while the Axle Rod (4) extends through to the driver's cab.

The Sprocket Chain drive (3) relates to manual control (See figures 1 and 3).

**Figure 3 – Left side of cab****Figure 3 – Left side of cab.**

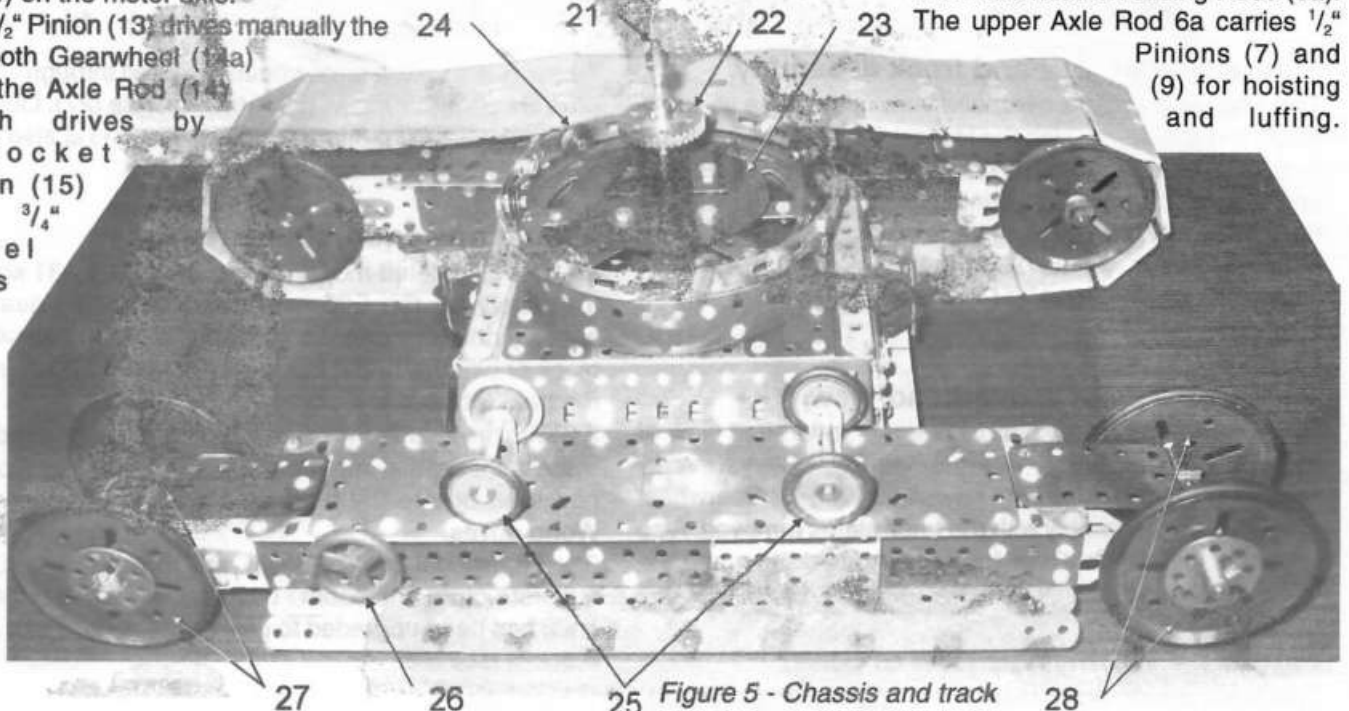
This is where things get a bit more complex! The manual Sprocket Chain drive and 1" Gearwheel (3) drive the E20 motor Axle by engaging a $1\frac{1}{2}$ " Contrate Gearwheel (5) (See Fig. 4) on the motor axle.

(see Figure 4). The Gears (17) in turn operate the bucket arms adjustment by Rack Strips.

From the motor the final reduction gearing terminates in two $1\frac{1}{2}$ " Contrates (5) which engage long $\frac{3}{4}$ " Pinions (6) which are fixed on sliding Rods (6a).

The $\frac{1}{2}$ " Pinion (13) drives manually the 57 tooth Gearwheel (14a) and the Axle Rod (14) which drives by Sprocket Chain (15) and $\frac{3}{4}$ " Bevel Gears (16)

The upper Axle Rod 6a carries $\frac{1}{2}$ " Pinions (7) and (9) for hoisting and luffing.

**Figure 5 – Chassis and track**

These motions are automatically braked by Worms (8) and (10).

The lower Axle Rod 6a carries two $\frac{3}{4}$ " Pinions which engage $1\frac{1}{2}$ " Contrates for swivelling (11) and travelling (12)

Figure 4 – Winding machinery from above.

Most of this view is self-explanatory showing the final drive

to the hoisting drum (10a) which is visible. The luffing drum (8) is similarly driven. Swivelling is operated by Contrate (20) whose Rod also carries a $\frac{1}{2}$ " Pinion. This engages a $3\frac{1}{2}$ " Gearwheel in a fixed position on the top of the base. Travelling is activated from Contrate (12) (figure 3) by Helical Gearing (18) by a vertical Axle Rod which goes down into the base of the model. (See Figure 5).

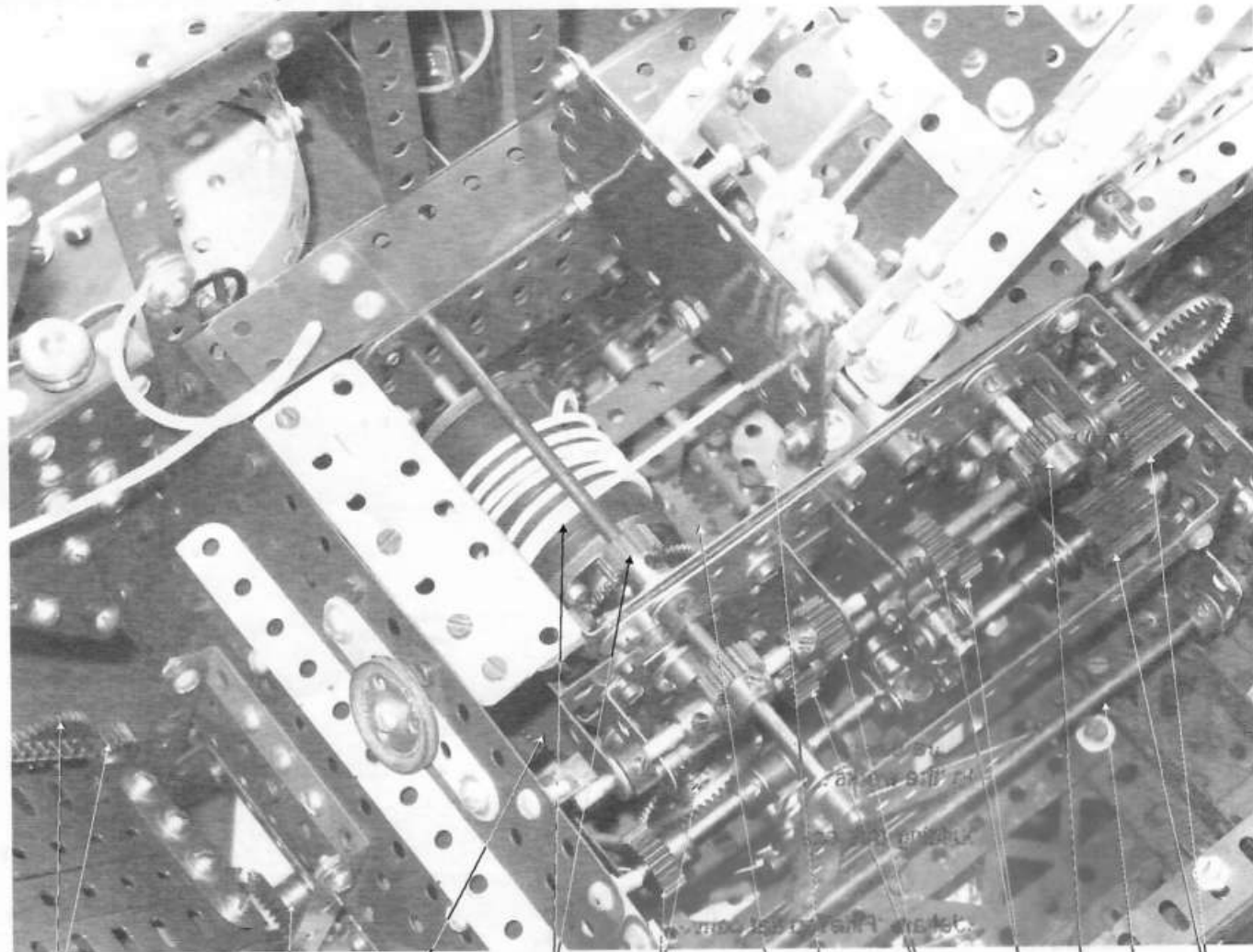


Figure 4 - Winding Machinery 17 16

19 10a

12 18 20 9 7 8 14 6

Figure 5 – Chassis and track assembly.

This shows an oblique overhead view of the base with one track removed. Following the Helical Gear drive (22) in the excavator's body, Axle Rod (21) continues down below the swivel gear (23), with a $\frac{1}{2}$ " Pinion engaging a $1\frac{1}{2}$ " Contrate Gear. (See Fig 7 for on going transmission). The track boom show the jockey wheels (25), track adjustment wheel (26), main drive wheels and $1\frac{1}{2}$ " Contrate (27), and idler wheels (28).

Transmission to the drive wheels is routed through Contrate (29), Gears and Pinions (30) and Contrate (27). One of the two track-tension compression springs (31) is also visible, as well as the track adjusting wheel (26).

Limitations and Comments

1 – The completed model weighs in at 72 lb / 31 kg and is too heavy for the E20 motor and reduction gearing to actually drive it along the ground. So the model sits on a block of wood with the tracks just clear of the ground and the tracks 'travel' realistically.

2 – With the final Worm gear drive to the hoisting and luffing drums, these two motions are unrealistically slow (but powerful) due to the automatic-braking systems via the Worm drives.

3 – The model breaks down into three modules, base, superstructure and boom / bucket. Over the last ten years each has been upgraded to give better actions and a more realistic look.

Figure 6 – Chassis overhead view.

This is self explanatory simply being an overhead view of the spider-with-no-legs, being seven $\frac{1}{2}$ " Pulleys evenly spaced in Curved Strips; the swivelling fixed $\frac{1}{2}$ " Gearwheel and one track assembly with the track plates removed. Also shown is the Helical Gear for travel transmission and the $3\frac{1}{2}$ " swivel gear.

Figure 7 – Worms eye view of base.

This is an upside-down view of the underside of the base

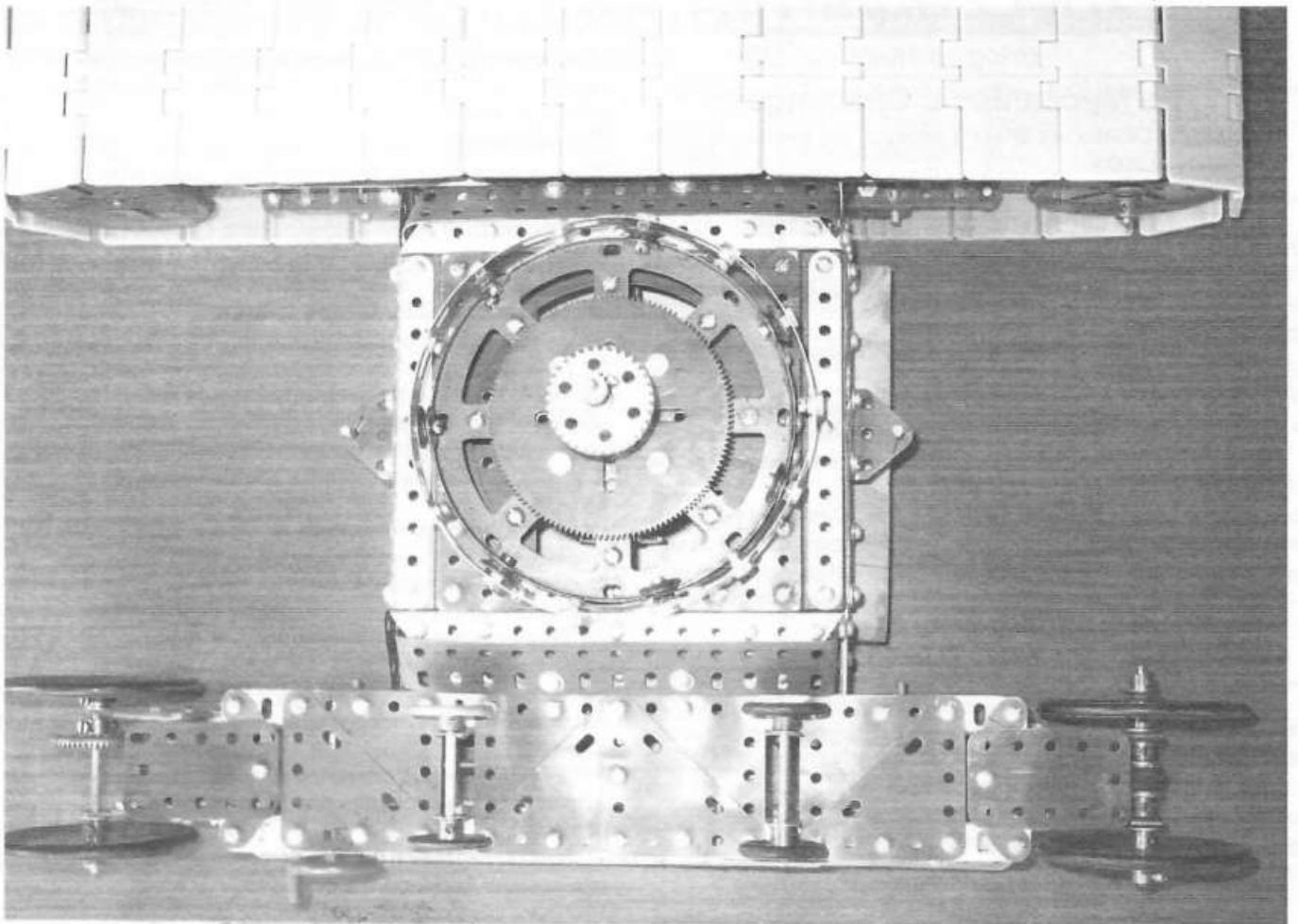


Figure 6 – Base overhead view

4 – The top and side plates are easily removable to give visual and manual access to 'the works'.

As with all other models, building this one has been jolly good fun!

The track plates for this model are 'FliteTop flat conveyor

chain', manufactured in various sizes starting at 1", by the Regina Group of Italy. The internet site address for this company is <http://www.regina.it/flite.htm> and that will provide more details.

This chain is imported into New Zealand by Engineering Plastics Ltd, 42 Bennett Street, PO Box 694, Palmerston North.

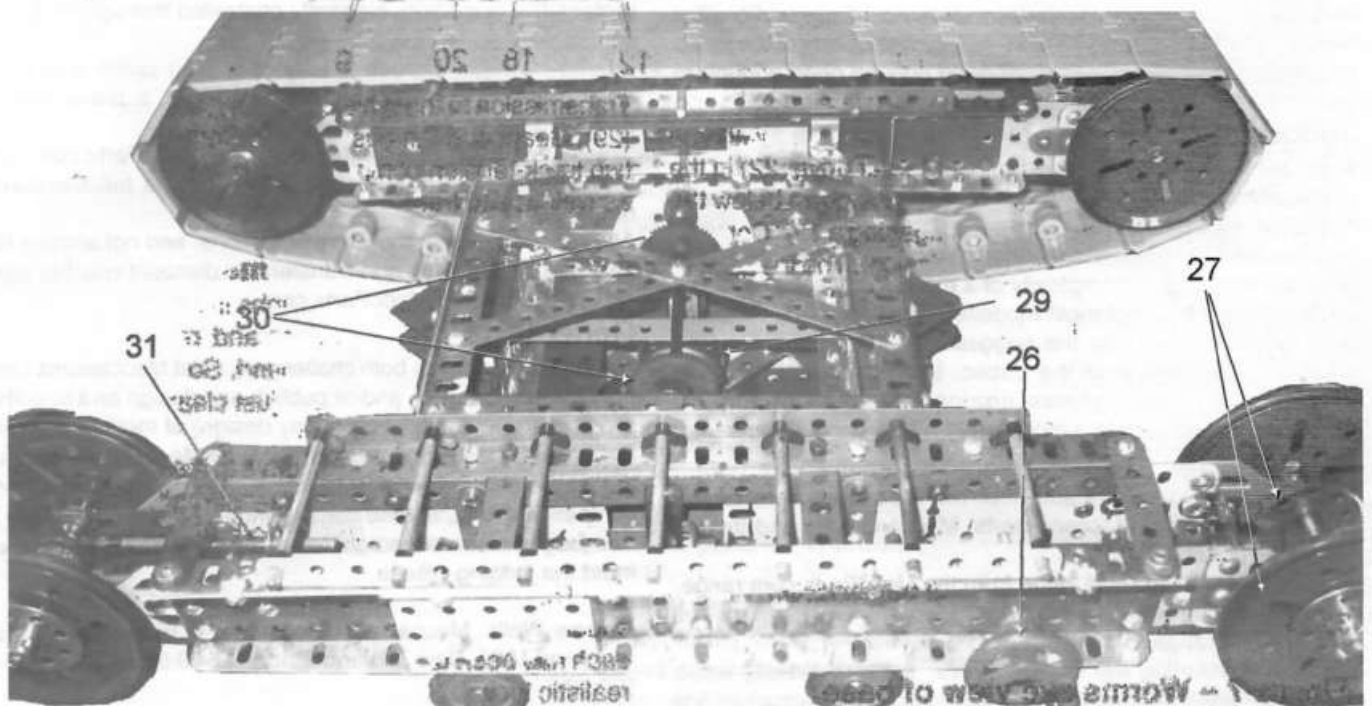


Figure 7 – Worms eye view of base

MECCANISMS™

Bringing Models to Life

The Meccanisms Challenges

Meccanisms Limited are offering prizes at the biennial NZFMM convention in 2005.

The MotorVator Challenge

Prizes will be awarded to models that incorporate the Meccanisms MotorVator programmable controller, and will be judged as follows:

Conditions:

1. The model must incorporate and utilise one or more Meccanisms MotorVator Controllers.
2. A model built from Meccano Parts (and/or including replica parts) and Meccanisms Parts, with the following exceptions: Washers, Wiring, electrical components, baseboard, power supplies and/or battery power sources.
3. Any non-Meccano and non-Meccanisms parts must be able to be purchased (as of June 2004) from a current catalogue of a reputable retail outlet, i.e. designs should not rely on parts from surplus or specialist sources, or obscure or obsolete parts. A copy of relevant catalogue entries should accompany the entry.
4. Additional Electronic circuits are permitted, as long as they are either (i) purchased as a retail item, or (ii) are built from a currently available kit, and meet the conditions of (3) above.
5. All softwares must be documented and provided in printed form and on Diskette or CD.
6. The model may be either:
 - (i) Present and operating at NZFMM 2005, or
 - (ii) Presented to the judges through a combination of a video sequence (VHS tape, DVD, computer video file on CD or DVD) and accompanying commentary (either as voice-over, written documentation and/or computer presentation - e.g. PowerPoint or similar). If the latter option is chosen, the video sequence must cover a minimum of three minutes and must clearly show the operation of the unit.

To most closely match the "live demonstration" required of models presented at Auckland, the judges request an unedited sequence of at least one complete cycle, and/or showing each of the salient features. This may require two or more complete cycles viewed from different camera positions. Sequences with evidence of 'video editing' during the specific operating sequence will be discounted, although the addition of titles etc. before and/or after the operating sequence(s) is acceptable. The quality of the video sequence is not being judged - it need only be good enough to accurately show the qualities and operation of the model.

Judging Criteria:

A model that demonstrates functionality that would not be practically possible without the use of an intelligent programmable controller, either

- (i) because the functionality cannot be reproduced mechanically, or
- (ii) the cost and/or complexity of a mechanical solution would be beyond the reach of most modellers. and/or

B. A model that exhibits the suggestion of 'intelligence' when viewed by a member of the public. Examples might include machines that play games against a human opponent, machines that assemble a model from a collection of parts, etc.

Prizes

First Prize: \$500 retail value from the MeccParts.com range, including all current Meccano parts, Meccano Sets and the full Meccanisms range.

Second Prize: \$150 retail value from the MeccParts.com range, including all current Meccano parts, Meccano Sets and the full Meccanisms range.

Each entry meeting the criteria above, and not already being awarded a prize, 25% non-transferable discount voucher against any single order to MeccParts.com.

The Director Challenge

Prizes will be awarded to models that incorporate the Meccanisms MotorVator controller and Director handheld control console, and uses only the pre-programmed Operating Modes built-in to the MotorVator.

Conditions:

The model must incorporate and utilise one or more Meccanisms MotorVator Controllers, and Meccanisms Director.

2. A model built from Meccano Parts (and/or including replica parts) and Meccanisms Parts, with the following exceptions: Washers, Wiring, electrical components, baseboard, power supplies and/or battery power sources.

3. Any non-Meccano and non-Meccanisms parts must be able to be purchased (as of June 2004) from a current catalogue of a reputable retail outlet, i.e. designs should not rely on parts from surplus or specialist sources, or obscure or obsolete parts. A copy of relevant catalogue entries should accompany the entry.

4. Additional Electronic circuits are permitted, as long as they are either

- (i) purchased as a retail item, or (ii) are built from a currently available kit, and meet the conditions of (3) above.

5. The model may be either

- (i) Present and operating at NZFMM 2005, or
- (ii) Presented to the judges through a combination of a video sequence (VHS tape, DVD, computer video file on CD or DVD) and accompanying commentary (either as voice-over, written documentation and/or computer presentation - e.g. PowerPoint or similar).

If the latter option is chosen, the video sequence must cover a minimum of three minutes and must clearly show the operation of the unit.

To most closely match the "live demonstration" required of models presented at Auckland, the judges request an unedited sequence of at least one complete cycle, and/or showing each of the salient features. This may require two or more complete cycles viewed from different camera positions. Sequences with evidence of 'video editing' during the specific operating sequence will be discounted, although the addition of titles etc. before and/or after the operating sequence(s) is acceptable. The quality of the video sequence is not being judged - it need only be good enough to accurately show the qualities and operation of the model.

Judging Criterion:

The prizes will be awarded to the model that best shows prototypical operation, elegantly controlled through the Director control console.

Examples might include a fully operating crane that can be demonstrated to locate and move a load, a plane with fully operating flaps, undercarriage, etc.

First Prize: \$200 retail value from the MeccParts.com range, including all current Meccano parts and the full Meccanisms range).

All Entries that meet the Entry conditions, and not already being awarded a prize: 20% non-transferable discount voucher against any single order to MeccParts.com.

General

A condition of entry to both challenges is that Meccanisms Limited may freely reproduce and/or publish any design and/or software program (or a modification of any design) of models entered.

Both challenges will be judged solely by Meccanisms-appointed judges. The decision of the judges shall be in the spirit of the competition, final, and no correspondence shall be entered into. The judges reserve the right to not award prizes should no entry meet the judging criteria.

Andrew Wells, Meccanisms Limited, P O Box 26-179, Epsom, Auckland 1003, New Zealand. Phone +64 9 523 4447, Fax +64 9

NZ FEDERATION OF MECCANO MODELLERS

Income and Expenses, April 2003 to March, 2004

2002/2003

2003/2004

1859 **Cash Book Balance, April 1, 2003** 2364.31

INCOME

2693	Subscriptions, N.Z	2757.00	
1141	Subscriptions, Overseas	1152.86	
266	Subscriptions in advance for 2004/5	441.23	
226	Casual Sales and Back Copies	525.04	
18	Donations	13.50	
17	Advertising		
	Donation from M.W.T. Club	540.00	5429.63
<u>4361</u>			
6220			7793.94

EXPENSES

2177	Printing 6 issues	3409.83	
184	Printing extra (back,) copies	252.60	
19	Printing Members List	20.00	
1276	Postage, 6 issues, plus back copies	1327.40	
50	Postage on Back Issues	91.73	
79	Plastic Wraps	79.92	
40	Labels (3 years supply)	0	
31	Bank Charge and Sundry	29.44	5210.92
<u>3856</u>			

2364 **Cash Book Balance, March 31, 2004** 2583.02

BANK RECONCILIATION

Cash Book Balance	2583.02
Plus unpresented cheques	703.62
	277.40
	24.00
	<u>26.89</u>
Bank Balance, 1 March, 2004	<u>3614.93</u>

Subscribers on mailing list, February 17, 2004	NZ	127
	Overseas	52
	Total	179

MWT at Kidz Day @ Cooks

The Cooks Gardens Trust Board, Wanganui, put on a Children's Day at the Gardens on Saturday 24 April and MWT participated by having a room allocated in one of the grandstands and exhibiting Meccano in it's many forms. There were models to be played with, turn a handle, look at and watch go around. Wayne Blakely then offered the latest sets from his sales counter. Don Blakeborough brought along some help in the shapes of granddaughter Nicole Matthews 10 years old and Ashleigh Liddington 12. (brother's great, great granddaughter) We ran the display from 10am to 4pm with a continual procession of children and parents. The club received a letter from Melinda Cade, on behalf of Cooks Gardens Trust Board and staff, thanking the MWT Meccano Club for the tremendous support and help given by assisting helping to make Kidz Day @ Cooks event such a success.



Mum, will you get me a Meccano Set, please?

What our Readers say

At a purely subjective level I liked the bulldozer on the cover of the June 2003 issue - why - lots of Meccano in it.
Wes Dalefield (USA).

1 - Having read Bruce Neilson's item on making the lounge the 'Meccano Den' (Page 10, April 2004 NZFMMM) I would like to suggest two new words for our vocabulary - Mounge and/or McLounge. M or Mc refer naturally to Meccano (with apologies to McDonalds fast food).

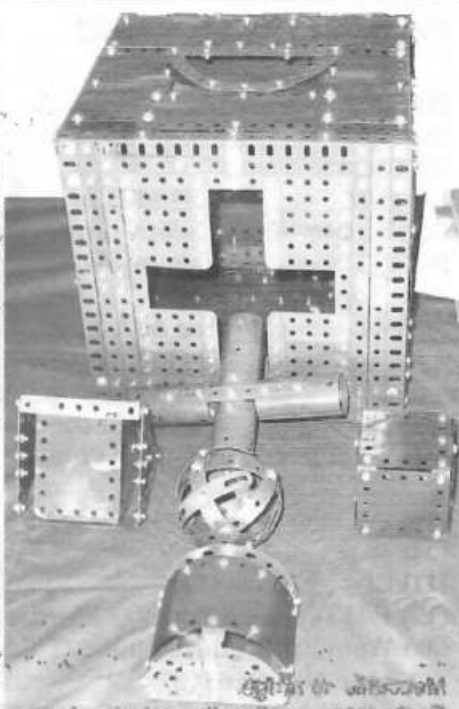
2 - I think your modelplan presentation is excellent. Clear and concise with good photographs. I favour the use of arrowed numbers. Is there a better way? No doubt there are always ways to improve but at present I cannot think of any.

Mike Stoodley (Palmerston North).

I was glad to read in your latest magazine that you had a merry March madness at Motuoapa, you all look very happy in the photograph. I was glad that Tony and Cheryl Rednall were able to meet with you all. I spoke to him last week and he thoroughly enjoyed his visit with you.

Regarding the choice of magazine covers it is very difficult to choose the best one, but if pressed, i would go for June 2003 as I am rather biased on agricultural machinery. I hope all is well

John Pond (Cornwall, England)



Get the Blocks in the Box - there is just one hole each block will fit

Overhead Travelling Gantry Crane

designed and built by Bruce Geange.
text and pictures by Bruce Neilson.

The Prototype

Businesses which operate inside warehouse and manufacturing facilities need heavy lifting by a crane which can access all parts of the floor area and even move outside. Rails mounted on substantial wall pillars high up in the roof allow a gantry crane to operate to maximum effect.

History of this Gantry Crane

This model was built to satisfy a long held wish for such a crane. The three actions of HOOK, CRAB moving from side to side of the building and the GANTRY moving from end to end of the building were created on a framework of 24 1/2" Angle Girders to give a reasonable amount of movement.

Detailed Instructions.

Figure 1 - Crab Top View Figure 2 - Crab Underside

- (1) P/N 700, MO Motor Mk.2. Motor to drive Crab.
- (2) Chain to drive (3).
- (3) P/N 14a, Axle Rod 5 1/2". Carries two Worms which drive the 57T Gear Wheels on Axle Rods (4) and (5).
- (4) P/N 15a, Axle Rod 4 1/2". First Axle Rod carries 57T Gear Wheel and two 1/2" Pulley with Boss.
- (5) P/N 15a, Axle Rod 4 1/2". Second Axle Rod carries 57T Gear Wheel and two 1/2" Pulley with Boss.
- (10) P/N 700, MO Motor Mk.2. Motor to drive Hook.
- (11) Chain to drive (12).
- (12) P/N 14a, Axle Rod 5 1/2". Carries one Worm which drives the 57T Gear Wheel on Axle Rod (13).
- (13) P/N 15a, Axle Rod 4 1/2". Carries 57T Gear Wheel and the winding drum which is made up

The Warehouse

After completing the gantry crane, a warehouse was built to put the crane through it's paces using three electrical switches on the baseboard as remote controls.

Building the Model

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. Also note that the

text, number in brackets (), and photographs have been prepared as the model was dismantled. A CDRom containing additional large digital photographs is available. Contact the Editor.

This Gantry crane needs elevated rails which can be of a simple outside yard type or inside a building. A modelplan for a suitable warehouse was published in the April 2004 NZFMM Magazine.

Figure 1 - Top View of the Crab

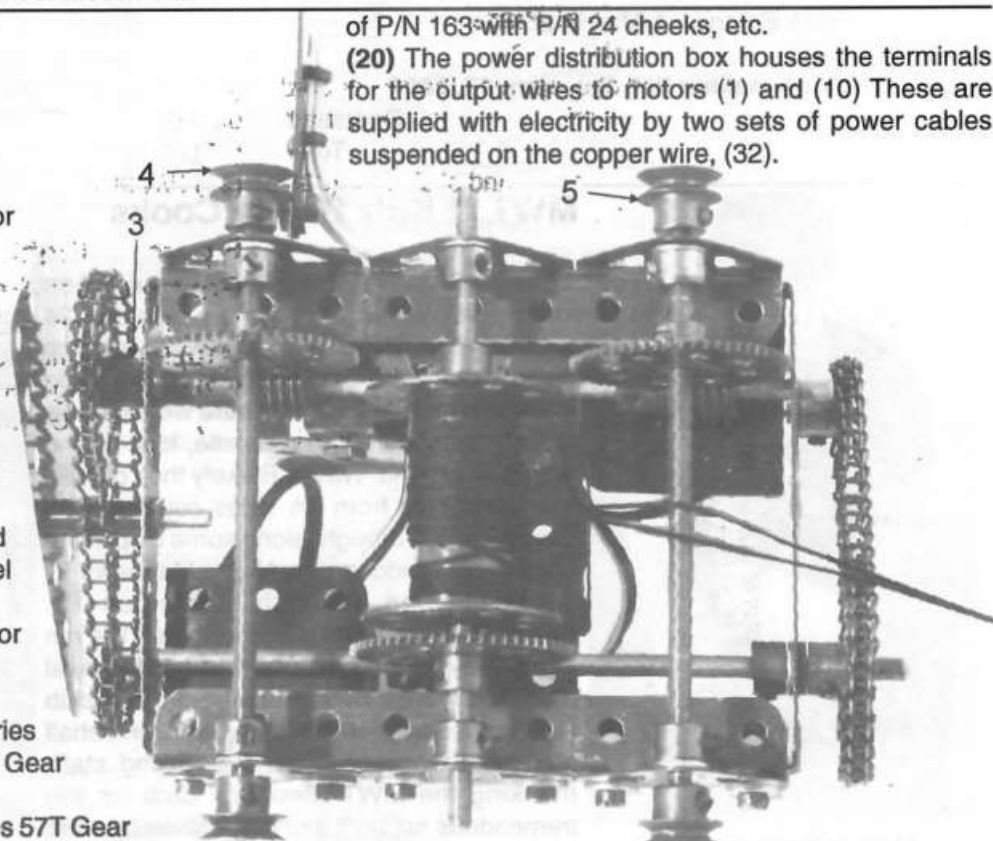


Figure 2 - Underside View of Crab

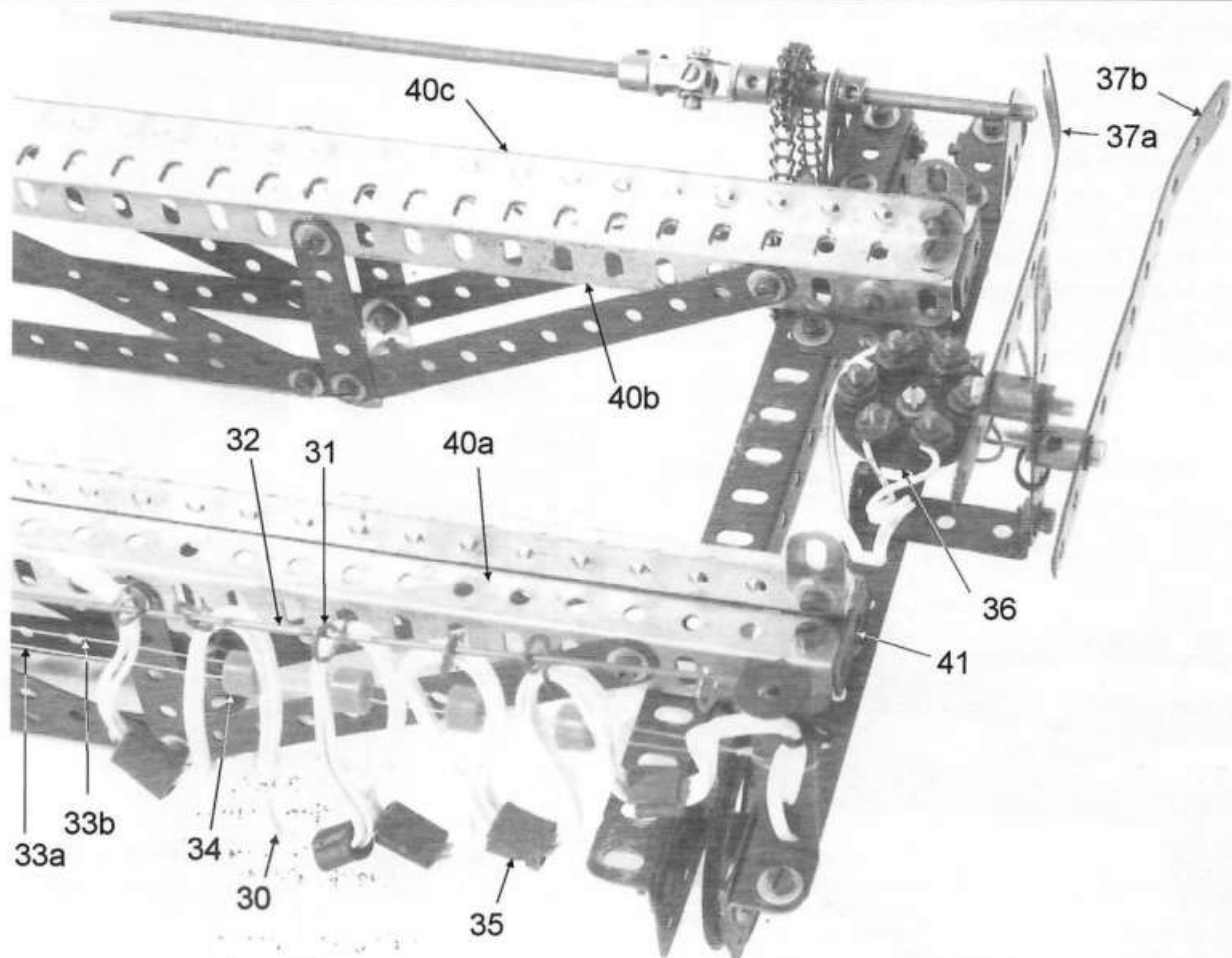


Figure 3 - End of Gantry showing Power Cables

Figure 3 - Right End of Gantry showing Power Cables and Terminal Plate

(30) Power cable [cut from crab] to (36).
 (31) to (35) show the method of supporting the power cord so that it folds neatly as the Crab moves back and forth across the Gantry.
 (31) Wire eyelets holding power cable and sliding on (32).
 (32) Thick copper wire under tension.
 (33a) Nylon Cord.
 (33b) Nylon Cord.
 (34) P/N 38a, Spacer Plastic Standard.
 (35) Lead weight.
 (36) P/N 518, Insulating Bush wheel 1" 6 Hole. Acts as connection.
 (37a) and (37b). Guides to fold up and hold power cable in position as Gantry moves backwards and forwards along the warehouse wall.

(40a) P/N 7, Angle Girder 24 $\frac{1}{2}$ ". Gantry frame, oval holes down.
 (40b) P/N 7, Angle Girder 24 $\frac{1}{2}$ ". Gantry frame, oval holes down.
 (40c) P/N 7, Angle Girder 24 $\frac{1}{2}$ ". Crab running rail.
 (41) P/N 9l, Angle Girder 1".

Figure 4 - Right Half of One of the Two Gantry Cross Beams

(41a) P/N 9l, Angle Girder 1".
 (41b) P/N 9l, Angle Girder 1".
 (42) P/N 9f, Angle Girder 1 $\frac{1}{2}$ ".
 (43) Centre of Gantry beam.

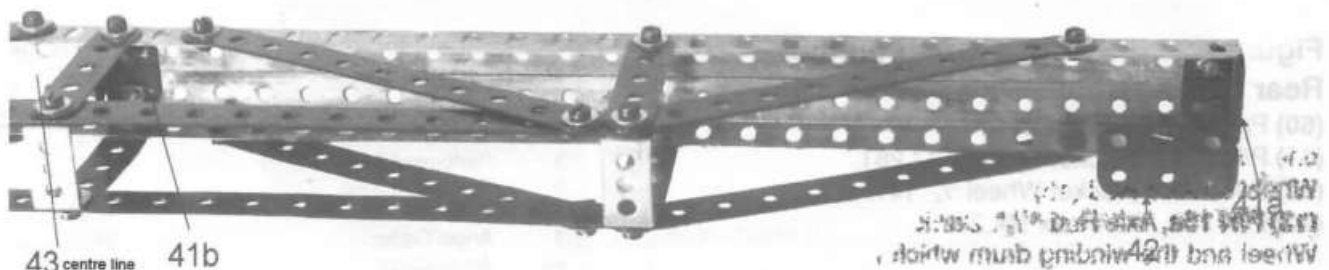


Figure 4 - Underside View of Right Half of One Gantry Cross Beam

Figure 5 - Left Bogie with Rear Cross Beam Showing Bogie Drive

- (50) P/N 18b, Axle Rod 1".
 (51) P/N 20a, Pulley with Boss 2". Boss inwards.
 (52) 1/2" gap to allow (51) to self centre.
 (53) P/N 17, Axle Rod 2".
 (54) P/N 20a, Pulley with Boss 2".
 (55) P/N 45, Double Bent Strip.
 (56) P/N 95a, Sprocket Wheel 1 1/2" 28t.
 (57) P/N 96a, Sprocket Wheel 3/4" 14t.
 (58) P/N 16b, Axle Rod 3".
 (59) P/N 15, Axle Rod 5".

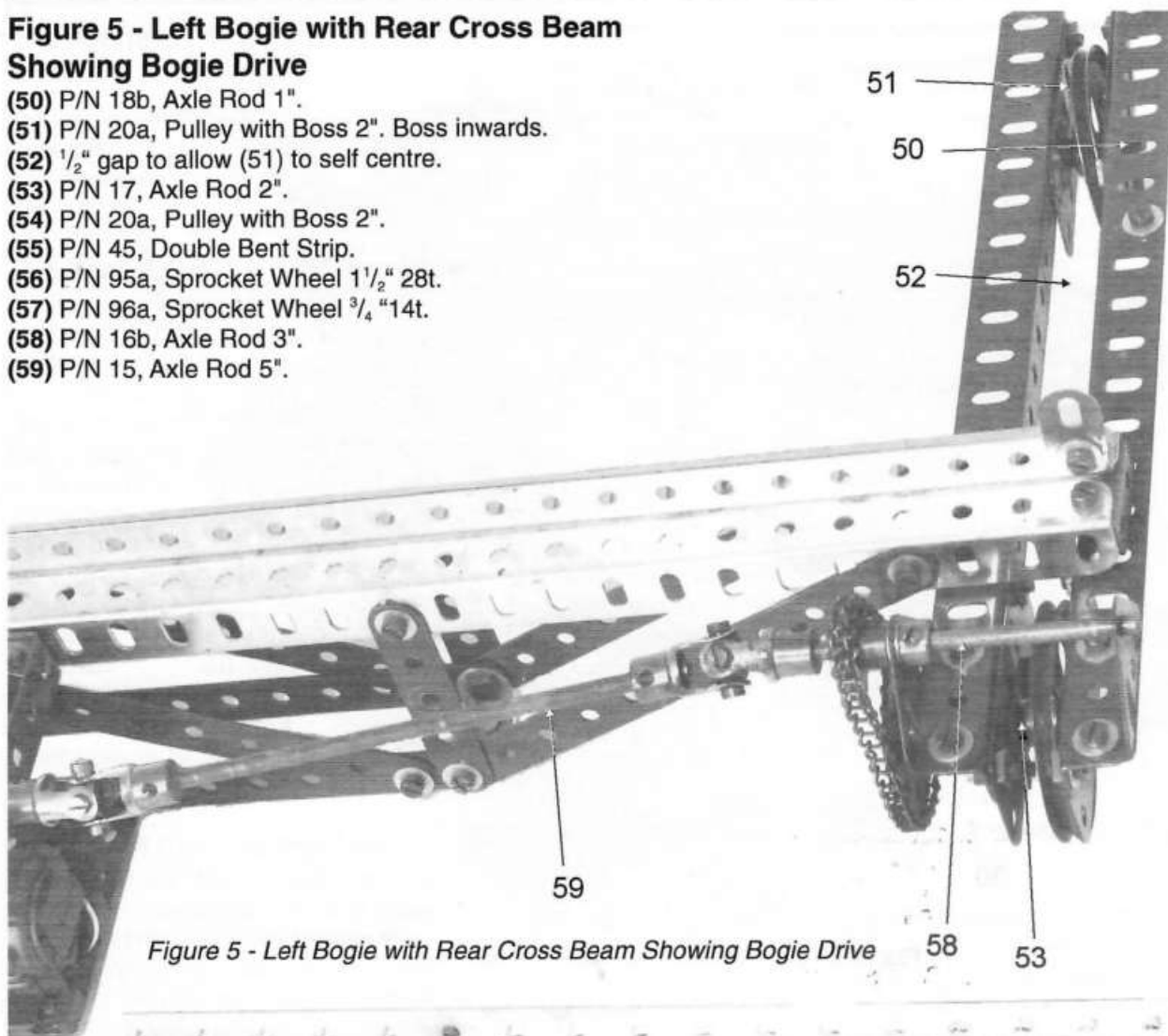


Figure 5 - Left Bogie with Rear Cross Beam Showing Bogie Drive

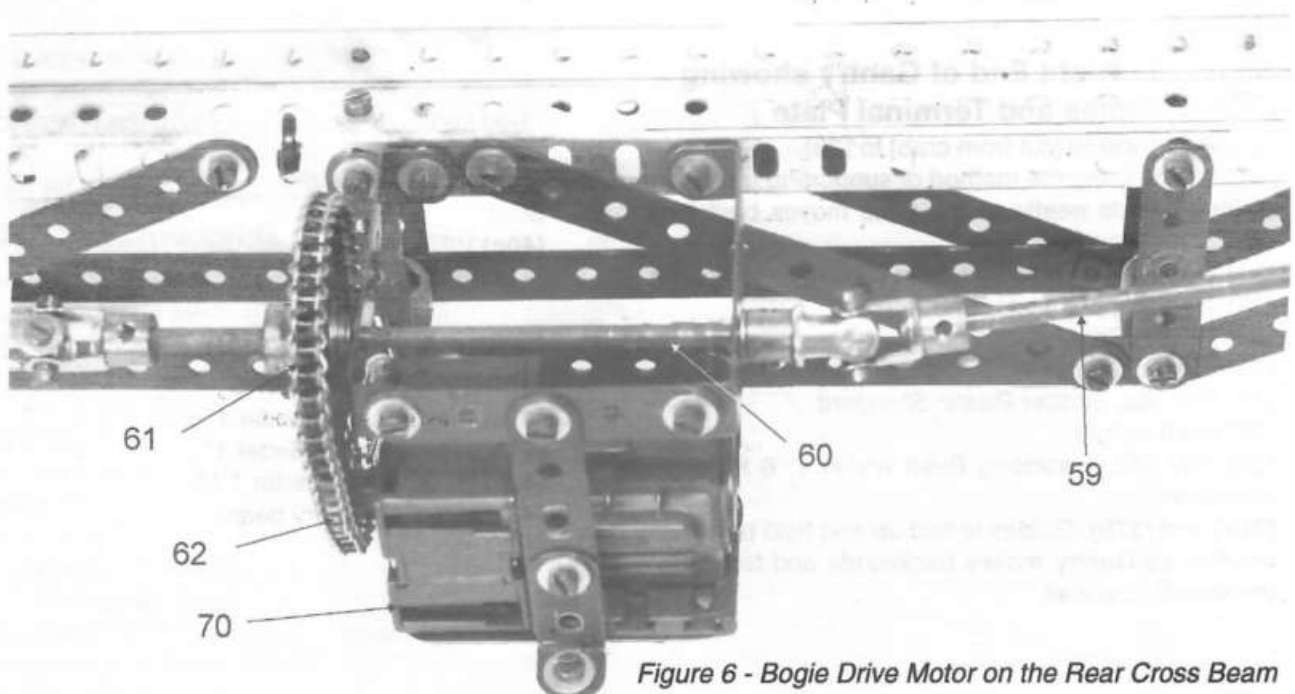


Figure 6 - Bogie Drive Motor on the Rear Cross Beam

Figure 6 - Bogie Drive Motor on the Rear Cross Beam

- (60) P/N 15, Axle Rod 5".
 (61) P/N 95a, Sprocket Wheel 1 1/2" 28T.
 (62) P/N 96a, Sprocket Wheel 3/4" 14T.
 (70) P/N 700, MO Motor Mk.2.

Parts List

P/No.	Description	Size	Total
2	Perforated Strip	5 1/2"	18
3	Perforated Strip	3 1/2"	1
5	Perforated Strip	2 1/2"	3
6	Perforated Strip	2"	12
7	Angle Girder	24 1/2"	6
8a	Angle Girder	9 1/2"	4

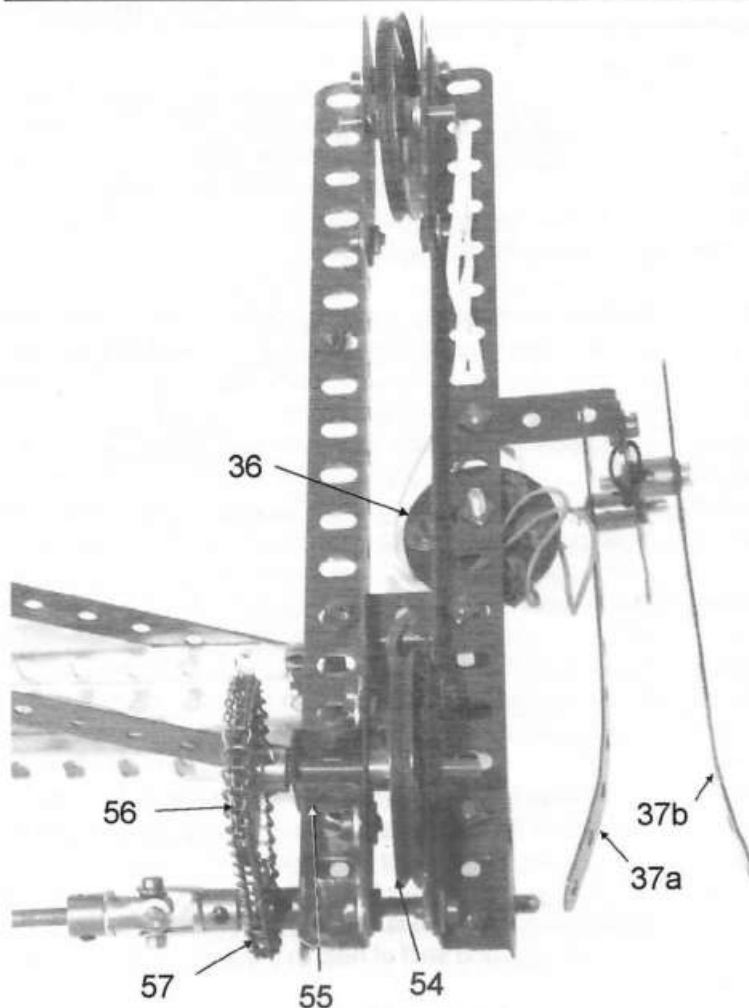


Figure 8 - Underside of Right Side Bogie

P/No.	Description	Size	Total
9a	Angle Girder	4 1/2"	4
9f	Angle Girder	1 1/2"	6
9l	Angle Girder	1"	4
10	Fishplate	1"	5
12	Angle Bracket	1/2" x 1 1/2"	3
12a	Angle Bracket	1" x 1"	2
12b	Angle Bracket	1" x 1 1/2"	1
14	Axle Rod	6 1/2"	1
14a	Axle Rod	5 1/2"	2
15	Axle Rod	5"	2
15a	Axle Rod	4 1/2"	2
16b	Axle Rod	3"	2
17	Axle Rod	2"	4
18b	Axle Rod	1"	2
20a	Pulley with Boss	2"	4
23a	Pulley with Boss	1 1/2"	4
24	Bush Wheel 8 hole		2
24a	Wheel Disc 8 hole		2
27a	Gear	1 1/2" (57t)	3
32	Worm		3
37a	Nut		132
37b	Bolt		136
38	Washer Standard		142
38a	Spacer Plastic Standard		4
38b	Spacer Plastic Mini		3
45	Double Bent Strip		4
48	Double Angle Strip	1/2" x 1 1/2" x 1 1/2"	7
48a	Double Angle Strip	1/2" x 2 1/2" x 1 1/2"	3
48b	Double Angle Strip	1/2" x 3 1/2" x 1 1/2"	2
51	Flanged Plate	2 1/2" x 1 1/2"	2
55a	Slotted Strip	2"	2
57d	Hook Flat Wire		1
59	Collar		8
63d	Coupling Short		2
72	Flat Plate Perforated	2 1/2" x 2 1/2"	1
94	Sprocket Chain	40"	1
95	Sprocket Wheel	2" (36t)	1
95a	Sprocket Wheel	1 1/2" (28t)	6
96a	Sprocket Wheel	3/4" (14t)	3
103f	Flat Girder	2 1/2"	9
111	Bolt	3/4"	6
111d	Bolt	1 1/8"	1
126	Trunnion		5
126a	Trunnion Flat		8
140	Universal Coupling		4
163	Sleeve Piece	1 1/2"	1
518	Bush wheel Insulated 6 hole	1"	1
700	MO Motor Mk. 2		3
	Wire Copper		1
	Threaded Rod	1 1/4"	2
	Cord Braided		1
	Cord Nylon		1
	MECCANO Sign		1

Note: As this parts list was prepared from the completed model it may include some errors.

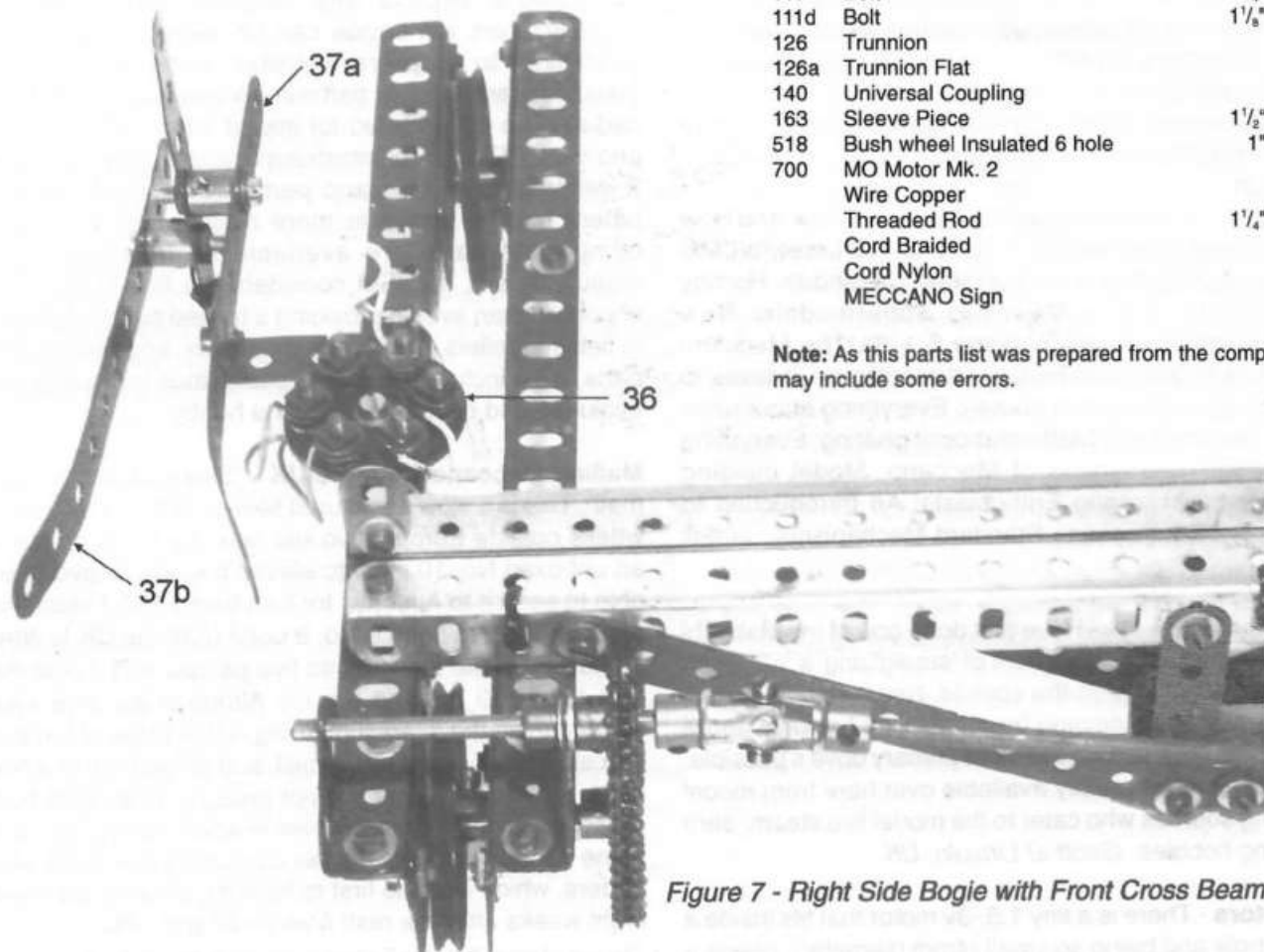


Figure 7 - Right Side Bogie with Front Cross Beam Removed

Rack Strips - Has anybody else noticed that the current 9101 plastic Meccano set contains eight 3" double Rack Strips (i.e. teeth both sides) compatible with metal Meccano gears? Apart from the hole fitting stubs at the end (which to my mind aren't going to be much use), they have four standard holes, two at each end (think six hole strip minus the centre two holes). I've not yet tested if these can be bolted together to form an indefinite length Rack Strip or not. *Paul Dale, Australia*

Gears. Metal or Plastic - What's the best gear combination? Metal on metal, plastic on metal, plastic on plastic? Obviously in cases of high load, metal/metal is needed for pure strength. But what about moderately loaded applications which are expected to run for considerable time? Are Worm Gears a special case? *Neil Fraser, Scotland.*

For silent running I prefer to use plastic gearing. Metal/plastic combinations are fine as long as they are used intelligently and they are not tightly meshed. That means a few thousands of an inch backlash. The most obvious working example of the use of Delrin gears is that in car windscreen wipers where the motors have a steel or phosphor-bronze worm fitted and the driven gear is an Acetal plastic gear. Use a low melting point grease. Meccano gears chop up because of the sharp edges on brass Worms!! The teeth of the Worm need dressing (radius) on the tooth edges with a flat needle file to take the burrs off. *Mike Dennis, UK.*

Rechargeable dryfit batteries - Lidl, the supermarket chain, are selling mobile power stations. These are rechargeable units with a dryfit battery. No need for mains power and can deliver a few amps too. I use these units to power my models at exhibitions and showgrounds and they have several DC tappings providing 3, 4.5, 6, 9 and 12 volts. They are extremely portable and neat and provide a convenient alternative to mains transformers. They are priced at under £15. *Dave Harvey, UK.*

Literature for new Meccanomen - Meccano Parts And How To Use Them; Meccano Constructor Guide; WLMS Everything Automotive 1 and 2; New Cavendish Hornby series: Volume 2 The Meccano Supermodels; New Cavendish Hornby series: Volume 6 + 6a The Meccano System; Key To Meccano History (chronological indexes to all the material in Volume 6 above); Everything about roller bearings; Meccano and Mathematics of gearing; Everything epicyclic; The Techniques of Meccano; Model building Technology for Meccano Enthusiasts; An Introduction to Meccano Clocks; Meccano Standard Mechanisms. *James Dooley.*

Shim for motor shafts - Have just done one of my Mabuchi RS 555's by the simple expedient of 'supagluing' a $\frac{1}{2}$ " length of $\frac{5}{32}$ " od, $\frac{1}{8}$ " id tubing on the spindle. Near enough perfect seat for a standard Meccano boss although I always agree with the suggestion re a rubber band primary drive if possible. This sort of tubing is readily available over here from model engineering sources who cater to the model live steam, aero and boating hobbies. *Geoff at Lincoln, UK*

Micro Motors - There is a tiny 1.5 -3v motor that fits inside a Meccano hole and being so small (4mm diameter), needs a



$\frac{7}{32}$ " collet so it can be fixed anywhere either by a modified Wheel Disc, a three hole Narrow Strip or even a Double Bracket with the centre hole enlarged. They are widely used by

the indoor flying model association and the motors are ex-Vibrator/Pager motors. *Mike Dennis.*

Boilers for Railway Locomotives - Among many other points about locos buzzing round in my head, the question of taper boilers is relatively easy to solve. You cheat, invisibly! When you build the boiler, make sure you use post 1954 Plates with slotted holes. When you build it, leave a slot along the bottom longitudinal centreline instead of overlapping the Plates and just attach the bottom edges to something like a $12\frac{1}{2}$ " Strip along each long edge. When you have completed the whole length of the taper section, carefully ease the firebox end of the strips apart to give the correct larger diameter and fix them at the right dimension. The play in the bolt holes enable you to do this and the average spectator isn't going to go peering under your boiler to see how you've done. *Geoff.*

Giant Block Setter Cranes - Full details will shortly be published by the West London Meccano Society as "Everything about Peter Goddard's Blocksetters". We are currently just finishing the pictures for this two volume work which has details of all the Goddard cranes and a lot of background stuff of help to the avid GBSC modeller.

Inclusive Parts List (IPL) - <www.hsomerville.com/ipl> Details and illustrations of over 5,000 Meccano-compatible, replica and original parts from 24 manufacturers world-wide can be viewed on-line, with direct links to suppliers' websites. Parts are listed by manufacturer, category, part number and description. Lists can also be downloaded for import into MeccInv, Excel and most PC and Macintosh applications. Now that ever fewer traditional Meccano parts are produced by the patent holder, and ever more replica and Meccano-compatible parts are available from independent manufacturers, the ISM considers the IPL to be more important than ever in providing a unified parts reference to help modellers, encourage producers, and enable new parts to be included in model plans, thus promoting the evolution and development of the hobby.

Mailing Meccano from the UK - "Small packet surface mail". This is a slow, uninsured service taking about eight weeks outside Europe, two kilo max. By breaking down an unboxed No. 10 set into eleven parcels, I have been able to send it to Australia for less than £110. I used this exact method to send a No. 9 outfit from the UK to New Zealand. I broke it down into five parcels and it cost me less than £40 to send the lot. Although all were sent surface mail, the interesting thing is that three of the five parcels actually went by air mail, and arrived within a few days. I understand that it is not unusual for surface mail parcels to go by air mail if there is spare capacity on the plane at the time. The parcel containing the strips and girders, which was the first to be sent, actually got there eight weeks after the rest! *Melvyn Wright, UK.*

The use of email from the Spanner group is acknowledged.



Bruce's Choices From Around The World

by Bruce Neilson

*Southern California
Meccano and Erector
Club Newsletter V28/1 -
March 2004 - 8 pages in
black and white.*

Pick of the articles - A
detailed modelplan for a $\frac{1}{20}$ th
scale model of an American
Dump Truck by Charlie Pack. There

are $3\frac{1}{2}$ pages of text and 5 photos to build a 14" long model including steering from the cab, rear swing-axle suspension and electrically powered tipping mechanism. The rear wheels are not powered so that children can push the vehicle. Built in all Meccano and uses cable and winding drum for the hoist.

Also includes a picture of a 1947 Ford 8N tractor with three point linkage, and the members list as at February 2004.

*The Sheffield Meccano Guild SMG Journal No 85 - March
2004 - 28 pages in black and white.*

Pick of the articles - A general modelplan for a live steam Crawler Crane by Russ Carr. Each crawler track is independently controlled, the steam engine runs only in one direction and lifts out for refuelling, and there is a ball bearing turntable.

Also includes SMG Meeting notes for December 2003, Trevor Baylis (inventor of the clockwork radio) and his Meccano life, Magazine reviews and extracts and part three of the Electric Steelmaker model.

*Modelplan 145 - Grignon Clock by Michael Adler -
November 2003 - 34 pages.*

The plan contains 10 colour pictures, 11 pages of text, 11 pages of Isomec drawings and a 2 page parts list. The model is contained in a case $18\frac{1}{2}$ " x $7\frac{1}{2}$ " and requires additional items of a 6v motor Bull type, mercury tilt switch, pendulum spring, battery holder and four AA batteries.

The Grignon Clock was originally designed and built in the 1700s. It has a pioneering dead beat escapement with impulse on alternate oscillations, one pallet giving impulse while the other locks the escapement.

How it works - "The pendulum is impulsed via the escapement and through the crutch to the pendulum on one oscillation only. The pendulum returns on its own for the start of the next cycle. At the start of the impulse swing, the pendulum first unlocks the escapement. The impulse is then given through a 12 toothed escapement wheel and is completed before the swing ends, allowing the tooth giving impulse to escape. The escape wheel meanwhile has been locked by a stop detente, ready for the next cycle. The pendulum beats $\frac{1}{2}$ seconds and therefore each swing from one side to another can be geared directly to the seconds hand which moves as if for a dead beat escapement.

The power to the clock is delivered via a battery powered six volt electric motor which operates in an epicyclic fashion

on the going train, and is activated via a gravity mercury switch in series with the power supply. The weight of the motor itself supplies the power, and recycling occurs every 30 to 40 seconds depending on the motor over-run.

The clock is easy to bring to time, and holds its time very reliably. The clock plates are enclosed in an attractive case, which can be enhanced with glass and a wooden plinth."

*Modelplan 146 - New Arnfield Clock by Michael Adler -
December 2003 - 38 pages.*

The plan contains 9 colour pictures, 16 pages of text, 15 pages of Isomec drawings and a 2 page parts list. The model is contained in a case 17" x $7\frac{1}{2}$ " and requires additional items of a 6v motor Bull type, mercury tilt switch, two limit switches, relay, capacitor, pendulum spring, battery holder and four AA batteries.

Arnfield principle - "For a pendulum to be a successful oscillator, it must be interfered with as little as possible. The unlocking of the escape wheel is one of those functions and there has been a constant search to relieve the pendulum of this duty. As recently as 1987, Jim Arnfield invented the detached gravity escapement where the unlocking is not carried out by the pendulum but by a neutral second gravity arm, and this is activated by the arm that gives impulse to the pendulum and not by the pendulum itself. The latter takes no part in the process of unlocking at all. The escapement has proved to be very successful and the clock accordingly has a high degree of accuracy. As the pendulum is impulsed only by the gravity arm, a very constant force is delivered to the pendulum, which is able to help itself to the impulse. Moreover the pendulum is entirely isolated from the varying forces which power the escapement".

*Modelplan 148 - Snowdon Rack Railway Locomotive by
Peter Matthews - February 2004 - 24 pages.*

The plan contains 1 colour picture, 3 pages of text, 17 pages of Isomec drawings and a 1 page parts list.

"The challenge of building a rack railway in Standard Meccano parts is to build the rack and pinion. Remembering the scale of the model I couldn't build a decent rack that would operate with a small pinion from the Meccano system. I decided to use the Flexible Track produced in the 1970s inverted, i.e. with the rack upwards and (although it is vastly over scale) to use the plastic Sprocket Wheel that came with the Flexible Track Pack. As the flexible track links do not have holes to secure them, the method I used was to clamp the links down with Flat Girders.

The valve gear was quite a challenge in such a small scale and with $\frac{1}{2}$ " hole spacing it proved difficult, however with the new plastic part 260B it made it much easier. There are many new parts entering the Meccano system these days that are very useful. I always try to build my models in modular form because that makes them much easier to draw. I also explain the construction of models in this form. In many cases I have used Threaded Bosses for ease of assembly but these could be replaced with Angle Brackets in many places. Where it is obvious that a Grub Screw is to be used they have not been drawn. As in all my other Model Plans the model is constructed entirely from Meccano Parts."

The model is approximately 16" long x 7" wide x 7" high.

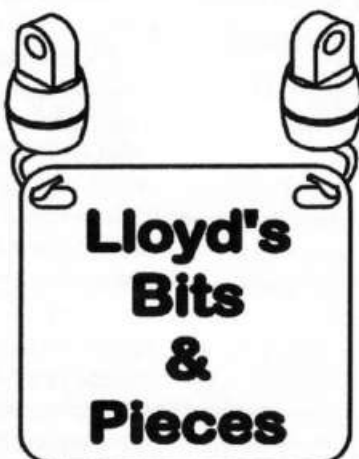
RENAULT F1 CAR:

Andrew Wells has been advised by his Renault dealer in Auckland that the price of the Meccano model kit has increased from \$NZ350 to \$NZ550 since January. In January it was STILL GBP68 in the U.K. Ian Dickson on "Spanner" says the Renault order number is 77-11-224-089 Caffret F1 MECCANO.

VALUABLE 36b:

Last month Nigel Boyle in Christchurch <oldtoys.tmc@extra.co.nz> auctioned an 8 inch long 1928-40 screwdriver on his eBay site. It had the knurled handle and "Meccano" stamped on top of the blade. There was some age and storage wear. It sold for \$US88 to a buyer in the UK.

Worth US\$88??



gives a good finish. Use an old cardboard box on its side for a spray booth. (Mr. H. Beech in 'Model Engineer' No. 4210).

QUOTATION:

"Ahead of us is the Volga which we cross on a bridge of steel latticework built, it seems, from the world's biggest Meccano set." (From 'The Trans-Siberian' by Sale and Oliver in 'Train Journeys of the World', AA Publishing, Hampshire, England.) (A highly recommended travel book. LS).

SHIMS FOR OUTPUT SHAFTS:

"I use a pop rivet sleeve to fatten a thin shaft. It is soft and grips the original shaft nicely when a pulley or gear has its grub screw tightened. If necessary a drop of epoxy glue can be applied." (Patrick O'Shea, South Africa, on "Spanner").

MUSICAL MODEL:

At the Bristol Model Engineering Exhibition last year the South-West Meccano Club showed, amongst others, a model of a pair of musicians on a stage. They played a tune when a 2p coin was inserted in a slot. The Club had also kindly laid on a supply of 2p coins. ('Model Engineer' # 4212).

MODEL JUDGING:

"At public exhibitions which model gets the most attention? The orrery or the jazz band with movement, sound and lights? It depends on who is looking. In my opinion any competition without a set of criteria for judging models against relies on the 'gut' feeling of the judges. This 'gut' feeling will develop from good information about each model at one end of the scale to 'I like that pretty one' at the other end. What sort of message does this kind of judging send?" (Bruce Neilson, NZ.).

HARTREE'S MECCANO:

Here is an anecdote about Douglas Hartree who built the first Meccano Differential Analyser. "Apparently there were always Meccano sets around the house. His daughter, Margaret, in her personal memoirs of her father, writes that he introduced his children to the wonders of Meccano in the mid 1930s, stimulating their interest in building more and more elaborate structures. However, parts kept disappearing; new sets were given at birthdays and Christmas; yet more parts disappeared. The children did not know they were being used to construct the Differential Analyser". (From "Reminiscences at the end of the Century" by Charlotte Froese Fischer who was a student of Hartree's at Cambridge in the 1950s) (Thanks to William Irwin for this item).

SPRAY PAINTING PARTS:

Using aerosol cans for painting a large number of small parts is not economical but it is convenient, consistent and

BILLY'S FORTH BRIDGE:

During Billy Connolly's "World Tour of Scotland" series on TV he was crossing on the road bridge and, looking across at the famous Forth Rail Bridge, he commented that, as a boy, he tried to replicate the bridge with his Meccano - all 7 pieces of it! (Thanks to Lou Nichols for this item).

FITTING:

The Conical Disc P/N 187a, fits perfectly into the modern tyre, 142r. (Remi Lanne on "Spanner").

MECCANO LIKE FISH:

On "The best of Leighton Smith", Newstalk ZB, 23 May, 2004, he was interviewing Rick Stein the TV chef. When Leighton asked Rick what was his favourite fish Rick replied, "Turbot, but it has a pre-historic bone structure and is difficult to fillet". Leighton responded, "Much like negotiating a Meccano set". (Thanks to Daryl Anderson for this item).

TOOL BOX:

Dick Smith stores in Australia were selling a single tray tool box, yellow and black, internal measurements 36cm x 7.5cm x 15cm. It had eight various sized compartments and the price was \$A4.97. (Kevin Dunne, N.S.W. on "Spanner").

AMI-LAC MCS:

This is just about the last metal construction system still being produced in Europe. It comes from a little village outside Milan, Italy. Reports say the quality is not very good.

QUOTATION:

"To keep up with her brothers, dolls and tea parties were out. Meccano, camping and cricket were all-important. (From "Back Room Girl" by Donna Baker).

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Alexander, Viv - Collecting Meccano	27/5	9			
Ampworks Motor-vator (Wells)	27/6	20	Land Yacht in Pocket Meccano (Alexander)	27/4	19
Anderson, Daryl with Eiffel Tower	27/2	2	Locomotive, Clockwork (Wall)	27/2	20
Annual Meeting, NZFMM	27/3	11	Locomotive, Electric (Wall)	27/2	20
Auckland Meccano Club, Group Photo	27/6	21	Locomotive Ka (Pluck)	27/2	10
Axle, Light for Vehicles (Els/Spanner)	27/6	16	Locomotive 0-4-0 (Geange)	27/2	21
			Locomotive 0-6-0 (McClelland)	27/4	3
Babbage's Difference Engine (Robinson/ISM Jnl.)	27/1	9	Locomotive - Set 0507 (Blakely)	27/2	21
Babbage Difference Engine (Irwin)	27/2	6	Locomotive - Shunting (McClelland)	27/4	24
Bayko Parts Chest (Morton)	27/4	21	Lynx Modelling System	27/2	18
Beatles Band (Prescott)	27/3	14			
Benz 1894 Velo-Auto (Prescott)	27/2	3;24	Mantel Clock (Stark)	27/6	1
Benz Automobile (Booker)	27/4	10	Marklin Sets (Photo)	27/2	18
Binns Road Memories (McKibbin)	27/2	16	Marklin Steam Engine (Pond)	27/1	3
Badges - Evan Lewis	27/2	20	Masking Tape Removal (Harris/Spanner)	27/1	14
Blakeborough, Don (Photo)	27/3	2	Masterbuilder System, parts	27/2	18
Blocksetter, Pinyon - MW Modelplan 143 (Steele)	27/5	18	Maylands (Perth) Meccano Club (Prescott)	27/5	5
Bluett, Selwyn (Photo)	27/3	20	Meccanisms/Meccparts (Wells)	27/2	9
Brass Cleaning hints (Fraga/Spanner)	27/1	14	Meccano Expanding Ball (Carey)	27/5	3
			Meccanograph Mk. II (Ince)	27/3	15
Canadian Sheriff Model (Konkoly/Ince)	27/6	1	Meccano Motors (Wildegube/Stark/Spanner)	27/4	15
Catalina Flying Boat (Wilson)	27/4	1	Mechanix System	27/2	18
Caterpillar D8 Tractor (Geange)	27/3	1;3	Melbourne MC Magazine (Prescott)	27/1	4
Centurion Tank (Freer)	27/5	21	Model Building for Kids (Barclay/Spanner)	27/2	14
Christchurch MC Visits by "Old Boys"	27/5	22	Model Engineer Set	27/4	18
Cliki Builder System	27/4	20	Model X, Auckland Report (Hancock)	27/3	23
Clock, Vienna Regulator (Stark)	27/3	14	Mogul Army Truck, Photo	27/4	21
Clockwork Motor Springs (Barton/Spanner)	27/1	14	Motor Car No. 1 (French) Set	27/2	24
Clouston, Jock (Obituary)	27/6	20	Motor Cycle - CHIPS (Blakeborough)	27/3	14
Coaling Plant for Locomotives (McClelland)	27/4	3;24	Motor Cycle (Ince)	27/3	15
Colin Cohen, South Africa (Autobiography)	27/6	19	Motor Cycle Models (Ince/Neilson)	27/1	12
Collecting and History of Meccano (Alexander)	27/5	9	Moving My Meccano (Prescott)	27/4	11
Constructor Quarterly, March 2003, Review (Neilson)	27/2	15	Munroe, Alistair, Photo	27/3	22
Convention Publicity (Neilson)	27/1	10	Musala System	27/4	18
Crane, Lorry Mounted (Cohen)	27/6	4	My Meccano Life (Barry McKey)	27/4	11
Crane from Pocket Meccano (Anderson)	27/4	19			
Crystal Receiving Set (Irwin/Ince)	27/5	1;14	Neilson, Bruce as Auctioneer, Photo	27/2	9
			Nut Holders (Various/Spanner)	27/4	15
Designing Models (Webb/Spanner)	27/6	14	NZFMM Magazine Report, 2001-2003 (Neilson)	27/2	9
Digger Buckets (Cochrane/Spanner)	27/1	15			
Dinky Builder Set (Photo)	27/4	2	Parsisson, Jack, Parts list (Booker)	27/1	5
			Parts Packs, MW Models (Rye)	27/3	13
Earthmoving Machinery (Irwin)	27/2	20	Portable Engine (Booker)	27/1	5
Egmont A & P Assn. Display (Tong)	27/1	6	Prize winners, Hawera Convention, 2003	27/3	11
"Endeavour" in Meccano (Ince)	27/5	2			
Exacto Crane Set (Walmsley)	27/1	1	Railway Yard Project, WMC, Hawera, 2003	27/5	6
Expanding Meccano Ball (Carey)	27/3	14	Restoring Meccano Boxes (Cochrane/Spanner)	27/1	16
Expanding Meccano Ball (Carey)	27/5	1;3	Right Angle Drive without gears (Monger)	27/1	4
			Robot "Pick Up" (Wells/Irwin)	27/6	22
Ferris Wheel (Denton)	27/6	21	Robot - R2D2 (Irwin)	27/2	20
Ferris Wheel Set 8257 (Prescott)	27/6	12	Rotary Hoe (Geange)	27/1;23;24	
Ferris Wheel (Reynolds)	27/4	10			
Flexible Parts - Design Series (Bourne/Spanner)	27/1	16	Sheriff, Canadian (Konkoly/Ince)	27/6	10
Floating Bearing by David Whitmore (CMN/Neilson)	27/1	8	Showman Traction Engine (Spackman)	27/5	19
Frontlash and Backlash (Robinson/Spanner)	27/1	14	Shunting Locomotive, Diesel (Moody)	27/3	15
			Side Tipping Trailer (Geange)	27/4	4
"Gator" Vehicle (Geange/Hanson)	27/5	20	Sprocket Chain Cleaning (Wilding/Bradley/RMG News)	27/3	16
Geared Roller Bearing - CQ March, 2003 (Neilson)	27/2	15	Steam Engine, Single Cylinder (Tong)	27/3	15
Generator, Caterpillar (Geange)	27/3	14	Swiss Electric Locomotive (Webb/Jones)	27/5	15;19
Gyroscope (Prescott)	27/4	9			
Gyroscope (Denton)	27/6	21	Tong, Alistair (Photo)	27/3	11
			Toy Day at Science Museum, PN (Neilson)	27/3	25
Hawera Convention 2003 - Group Photo	27/3	28	Trailer for D8 Tractor (Geange)	27/3	15
Hawera 2003 - Morton & Rye	27/2	1	Tractor, D8 - Suggestions (Booker)	27/5	10
Hawera 2003 - Convention Report (Neilson)	27/3	12	"Toy Story", Book Review (Spackman)	27/5	16
Hawera 2003 - Setting Up Photos	27/2	12	Trailer, Side Tipping (Geange)	27/4	1;4
Hawera 2003 - Thanks Message (Anderson)	27/3	13	Transporter Bridge (Ince)	27/3	20
Hedge Cutter (Cameron)	27/5	21	Transporting Meccano by Air (Various/Spanner)	27/6	15
Helicopter (Munroe)	27/1	20	Trains - WMC Exhibit, Hawera, 2003	27/5	12
Hints for Meccanomen (King)	27/6	23	Tramway, Automatic (Moody)	27/4	1;24
Hornby Trains, Live Steam (Taylor/Spanner)	27/6	14	Treasure Chest and Crane (McKey)	27/5	11
House, 1901 Model (O'Neill)	27/5	22	Turntable (Wells)	27/6	11
Instrukcija Set (Bulgaria)	27/4	18	Vehicle Chassis Frames (Bolton/Spanner)	27/3	18
			Videotape of Hawera Convention, details (Anderson)	27/3	27
Jeep (Campbell)	27/1	19			
Jeep (Spackman)	27/6	3	"Where to Meccano?" (Stark/Spanner)	27/4	15
Jigsaw Puzzle, Photo	27/4	21			
Jigsaw Puzzle Maker, Photo	27/4	21			
Junior Prize winners, Hawera, 2003	27/6	24			

MWT MECCANO CLUB

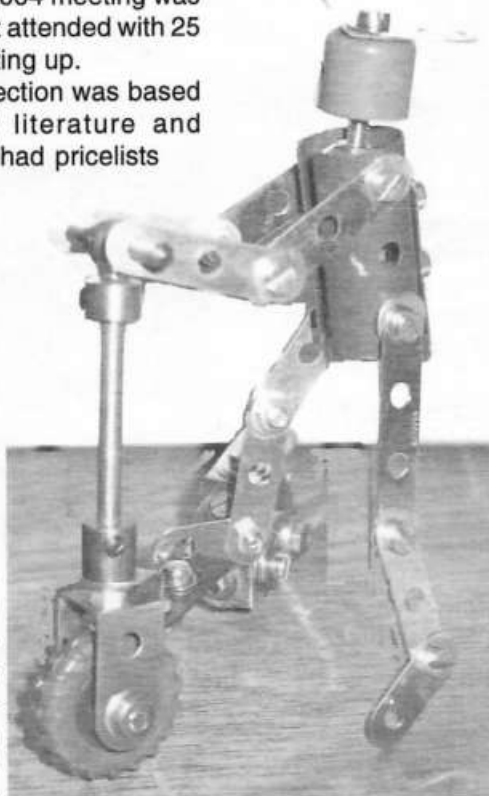
(1932, 1936, 1938) with No 6 sets going for 47 shillings; Australia, UK, and US. We also had a selection of literature ranging from catalogues illustrated and partly illustrated, Hornby book of Trains, 'Story of Meccano by the Meccano Boy' 1914 and 1912; 'Dick's visit to Meccanoland', 1935; X series leaflet, and 'How to use Meccano Parts', etc.

The model tour had the following models including the Model of the Meeting being a "child's toy":-

James Burnside – robot from Set 9 awaiting its arms; **Don**

Wilson – a mechanical electric controller which gave programmed on/off commands to

The April 17, 2004 meeting was one of our best attended with 25 members fronting up. The antique section was based on pre-1939 literature and pricelists. We had pricelists from New Zealand



automatic track tensioner and track steering using an Exacto 330 rpm motor; **Alistair Tong** – cube with shaped holes, 110v motor and transformer; **John Freer** – German 28cm K5E rail gun. The scale was set by P/N 20b 3/4" Flanged Wheels and worked up from there; **Paul Vodanovich** – recent acquisitions of Junior Meccano and a 1912 set. His model was of a mobile mantis from a recent set; **Wayne Blakely** – small tractor and the 2004 catalogue; **Tom Pittams** – teddy bear on strings. Hornby Dublo Duchess of Athol set; **Bruce Geange** – tracked tractor using the dimpled fixed length rubber tracks recently introduced; **Bruce Neilson** – walking hexapod from CQ; **Paulette Morton** – rattle; **Chris Morton** – seesaw and the grandchildren's construction of a vehicle in Junior Meccano; **Lloyd Spackman** – crane and aeroboast from two model sets, dragster, Keintz steam engine flywheel in

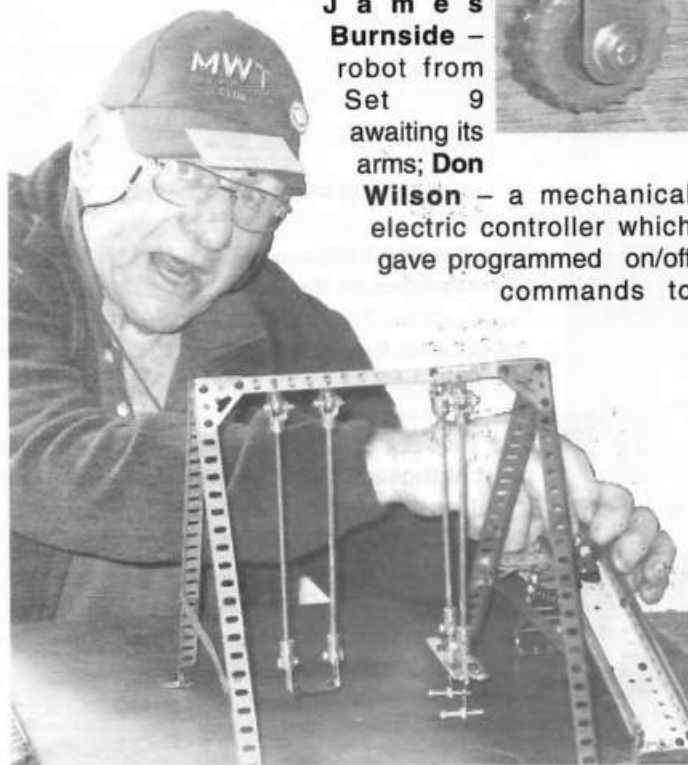
WRI P/N 119 Channel Segments; **Viv Alexander** – a large collection of manuals in different languages; **John Hansen** – an infrared driven tilt table from CQ; **Hugh Ramage** – football rattle;



Daryl Anderson – skipping rope and a good number of sales items; **Robin Rye** – come-back toy.

A highlight of the evening was the first viewing of the new MWT club badge and distribution of same to members.

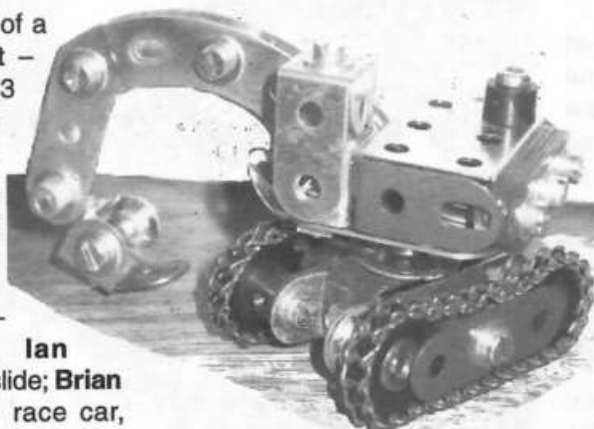
The meeting concluded with the auction and evening meal.



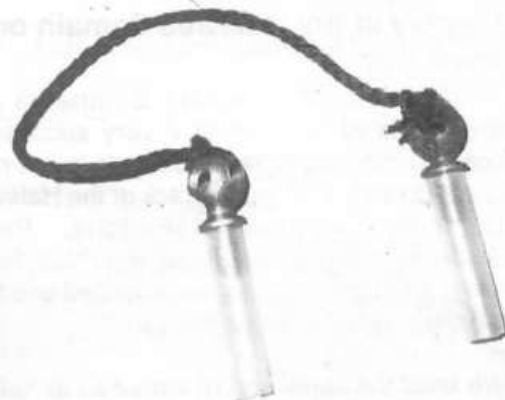
Ian Cameron with his swings and slide

operate different parts of a model; **Bob Prescott** – Peter the Peddler Mk 3 version and the entertainment centre; **Selwyn Bluett** – differential, miniature digger and boy on scooter;

Don Blakeborough – small aeroplanes; **Ian Cameron** – swing and slide; **Brian Wilson** – Renault F1 race car, Case tracked tractor with



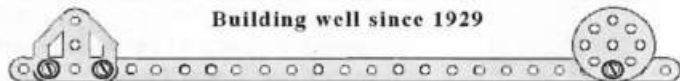
The world's smallest backhoe!



Photos by Bruce Neilson

CHRISTCHURCH MECCANO CLUB

Building well since 1929



by Graeme O'Neill

Meeting on April 2nd.

The club meeting was very well attended and included all of the regulars except Doug King who was on holiday and John Hamlyn who has normally got work commitments on Friday nights these days.

A few models were shown but I left all mine at home ready for the Halswell show which was the following day and is described below.

Dave Laing and Donnell Sampson brought along their revamped Marklin/Meccano Blocksetter with traction motor on the trolley driving along via rack strips.

Peter Satherwaite brought along his 1950s pendulum clock that ran very nicely at the meeting but unfortunately the wind on Saturday interfered with the pendulum swing.

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



Dave Laing with his crane

time as the wind was just a bit much.

Most members enjoyed a ride on the trains, and I did my rides on the Sunday which turned out to be not so hot, but there were still enough people over the two days to take 1200 ticketed rides plus lots more free ones.

The models at the Halswell display included most of those shown before, apart from those mentioned above; Graeme's UK Multikit models, a range of Junior plastic models, 1901 house, 1950s outfit models. Ian Torrens' Blackpool tower, Dave Laing's Mars lander. Cameron's new set models, including the new flexi part motor-trike. Solar powered K'Nex windmill.



Display at the Halswell domain on April 3rd.

The Christchurch Model Engineers (of Brougham St fame) held a very successful opening meeting to show off their brand-new one kilometre 7 1/4" gauge track at the Halswell Domain. Cameron McFarlane, Peter Satherwaite, Ian Torrens, Graeme O'Neill, Dave Laing and Donnell Sampson attended and had a most enjoyable day in the sun.

We used the same sort of format as at Sefton with my tent as the holding area in case of bad weather or in this case to shelter from the sun. I rushed home, when we found that the number of models took more space than was available

Donnell Sampson Dave Laing and Ian Torrens Halswell 3rd April



Auckland Meccano Club Meeting Report

Reporter: Peter Hancock.

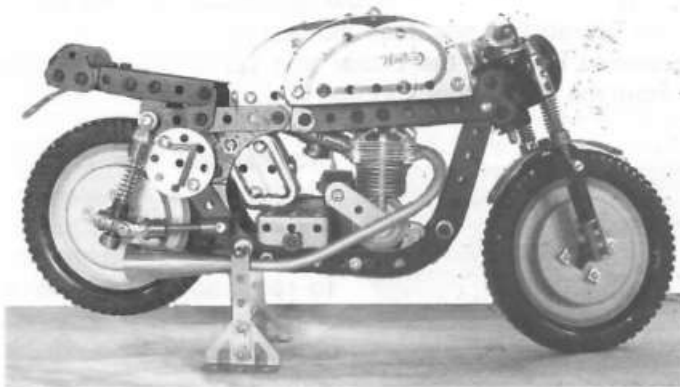
Eight club members, partners and New Zealand NZFMM President Daryl Anderson attended the autumn meeting, which was hosted by Jan, and Peter Hancock at their home in Howick on Saturday 8 May. Apologies were received from Merv and Bev Mexted (shifting house), Andrew Wells (Australia) and Doug Harris.

President Daryl had made a rare trip to Auckland to collect various models that he and others from the lower North Island had made available for the special Meccano presentation and display that had been mounted at MOTAT for the past several months along with collecting materials for his business and had timed the visit so that he could attend our meeting. Daryl was welcomed formally to the meeting in his capacity as New Zealand President by David Wall.

Models of the day:

David Wall displayed a beautifully crafted model 2-8-0 locomotive (electrically powered) scaled to two-inch gauge based on design criteria first issued by the UK 'Ministry of Supply' in 1943 for mainly 'freight' locomotives to be used both in England and overseas. Those exported operated mainly in Europe. Approximately 1000 units were built in total and after the war some 740 were returned to the UK where they worked out their useful lives on the British railway network, gaining a reputation of being one of the best locomotives ever used on the UK network.

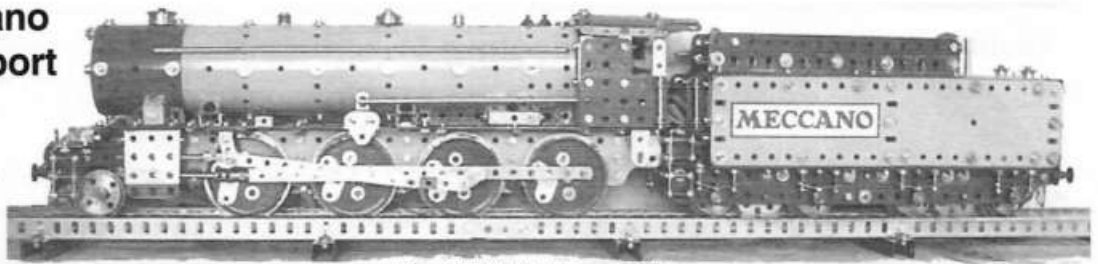
John Denton had built a very stylish model of a Manx M30 Norton motorcycle.



John Denton's motorcycle

William Irwin displayed a designing machine based on a model originally built by Andrew Konkoly and a miniature model all in silver of an open touring car of a bygone era. George Ovenden had completed further refinements to his tugboat, which he had on display.

Bruce Haines showed two of his truck tractor units. Graeme and Kegan Wrightson showed off several versions of racing machines. Time was then spent reviewing several publications covering a number of models built or models that would be possibilities for future building.



David Wall's locomotive

DVD:

It was then time to settle down with the ladies to watch on big screen a very well assembled DVD produced by William Irwin (man of many talents). William had videoed the MOTAT Meccano display and edited this to DVD. The second track he had edited was a valuable record of the excellent weekend meeting of New Zealand Federation members and guests held during this past March at the Motuoapa Conference Lodge at Turangi. Both tracks are backed with well-chosen music backgrounds and are an excellent record of both events.

Differential Analyser Motat:

William provided a further update on the restoration process he and John Denton are applying to this device. William and John continue to visit MOTAT each Wednesday to continue the repairs.

Club business items:

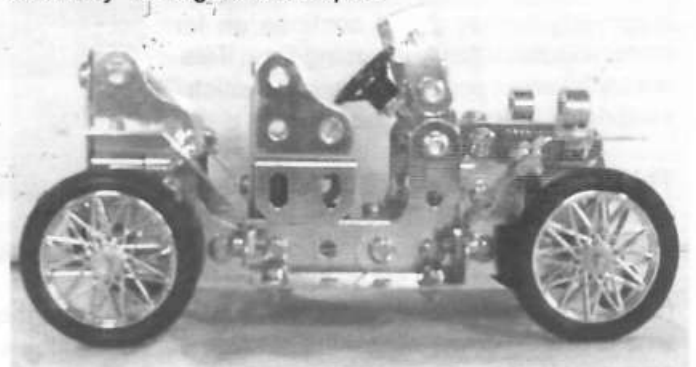
Members dealt with the following general business:

- 1. Rules:** The club has decided to adopt a set of rules to ensure we meet with IRD tax requirements and this will probably mean that members will be levied a token membership fee sometime in the future. Treasurer Graeme and secretary Peter are to review and the requirements and begin the process and report back to the next meeting.
- 2. 2004 'Model X':** This event will be held over the three days of Queens Birthday weekend in Henderson. Members were reminded of the organising committee's 'in facility', safety, and parking rules. A roster of who would mind the stand each day was then drawn up and Peter will apply for exhibitor passes. John and Peter will set the stand up on the Friday evening for the event.

- 3. Convention 2005:** An update of the actions taken to date regarding Convention 2005 was tabled for comment and input.

On the completion of business, an excellent afternoon tea was served and everyone settled down for a good old chinwag.

The next meeting will be held at the home of Neil and Eileen Carey at 23 Eaton Road, Hillsborough, Auckland on Saturday 14 August at 2.00pm.



William Irwin's car

Wellington Meccano Club Meeting 11 June 2004.

We had a real mixture of attractions to examine and discuss at our June 11 meeting at Wainuiomata.

For models, we had a selection of Bryan's and Nancy's models, some of which were quite new to us. In particular, the yellow mini-bus and the little green aeroplane were eye-catching. Lloyd brought along a motorised motor tricycle built from a Motion System 4505 set and his model of the single cylinder Kientz oscillating steam engine from the 19th Century.



Lloyd Spackman's Motor Tricycle

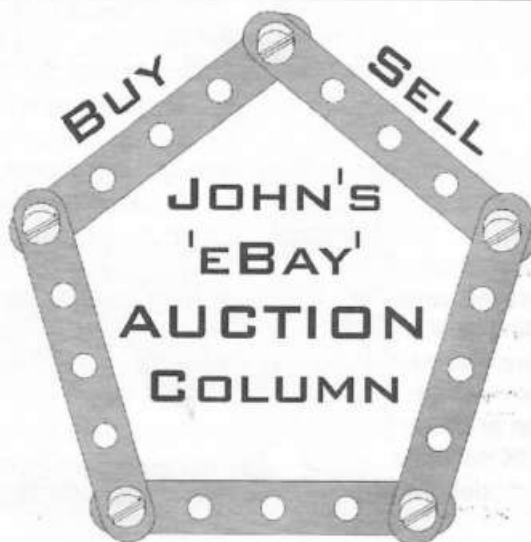
Simon has acquired a Meccanisms MotorVator 4 set from Andrew Wells and was busy experimenting with controlling four PDU's with it, with help from two of our more technically literate members. Campbell brought along his laptop computer and showed us some of the large range of Meccano information he had downloaded into it, including model building instructions and various manuals.

There was also a box of Constructor Quarterlies to look at. We discussed Conventions and alternative venues for future Club meetings. It was a most interesting meeting on a cold and frosty night in the Valley.

(More pictures on the next page)

Welcome again to another eBay column. This month I am departing from my usual commentary of eBay sales and taking time to look at the mechanics of bidding on eBay and other online auctions.

Lets start at the beginning (always a good place to start) and you first have to register your name and a password only known to you on the site you wish to bid on. The name you choose is always (for your own safety if nothing else) a made up name like say Unicorn or Meccano-Savvy. You need to remember this name and your password as you will require this when you log on to the auction site. Once you are registered you can bid on items which take your fancy.



Zealand trader in toys etc. and concerned a Bayko Pre War No 21 Outfit plus extras. Now this item is a pretty rare beast and attracted a good interest. This was a seven day auction and attracted fourteen bids. If we analysis the bidding page we find the following:

One bid on day listed; one bid the next day; twelve bids on final day.

The winning bid was not the final bid placed on this auction. The winning bidder had entered an amount which no later bidders exceeded. This is achieved by telling eBay (or TradeMe) that I wish to bid up to a certain figure and the

on line auction site does the rest for you. In this case it worked because the bidder who bid only eight seconds from the end did not succeed in winning.

Auctions can take basically two forms (there are exceptions)

- those that auto-extend and those that do not. Lets look at the auto-extend ones first. A lot of the auctions on New Zealand's favourite auction site TradeMe auto-extend. This is a choice made by a seller when he lists his item on the site. Auto-extending is in essence extending the finish time of a auction if a bid is placed in the last few minutes of that auction. So in theory an auction could continue on for many minutes after the closing time. This is very handy in coping with sniping which I will detail further on in this article.

The second type (non-extending) is used sometimes on TradeMe but on eBay it is the "King". Auctions finish at a pre-determined time set by the seller (usually a number of days from the listing time) and this time is broken down into tenths of seconds. Let us look at an example of an eBay auction and analysis it. The auction I have chosen was an auction run by a well known New

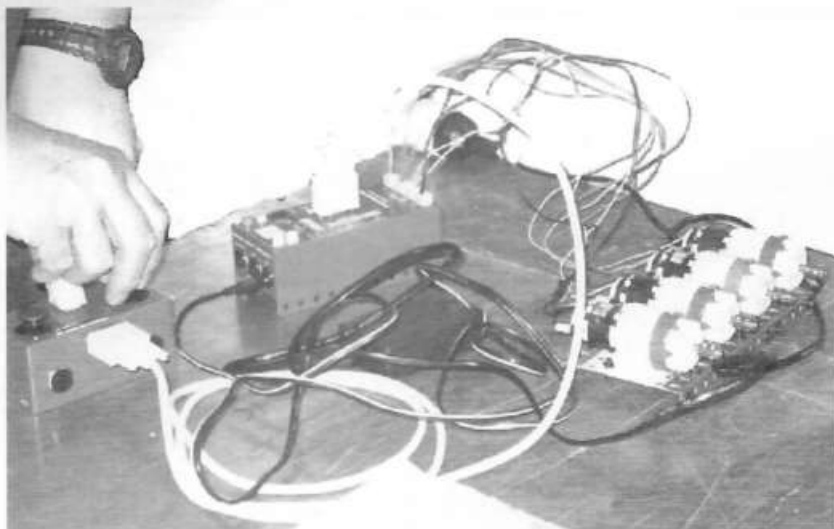


You may ask why leave your run so late - the answer is because if you succeed the other bidders do not have time to respond. This is called sniping and it is usually done by a software program on the bidder's computer. I may write further on sniping - the good and the bad of it. On eBay it is a fact of life.

Bidding on auctions can be fun, worrying, exciting and depressing - only remember if you win can your bank balance stand the strain.

By the way the above auction featured realised NZ\$1650.

Until next time happy building and collecting. John Hansen <jc.hansen@ihug.co.nz>



Simon Moody's hands at the controls of his new Activator

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.
Next Meeting - Neil and Eileen Carey at 23 Eaton Road,
Hillsborough, Auckland on Saturday 14 August at 2pm
2004 - 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 - 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 - 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 - 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:

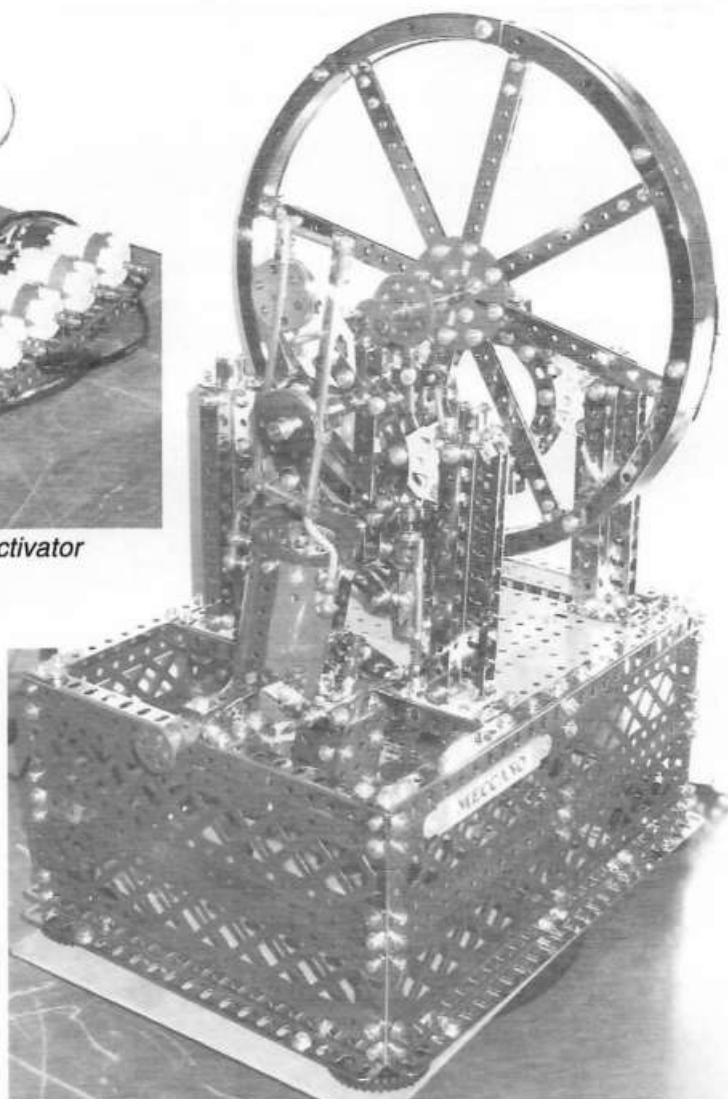
International Society of Meccanomen (ISM)

<www.internationalmeccanomen.org.uk>.

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

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

Back Numbers - NZFMM Magazines from April 2001 are
available. These are printed to order and delivery will be up to six
weeks after payment date. Contact the Editor.



Lloyd Spackman's Kientz Oscillating Steam Engine

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,

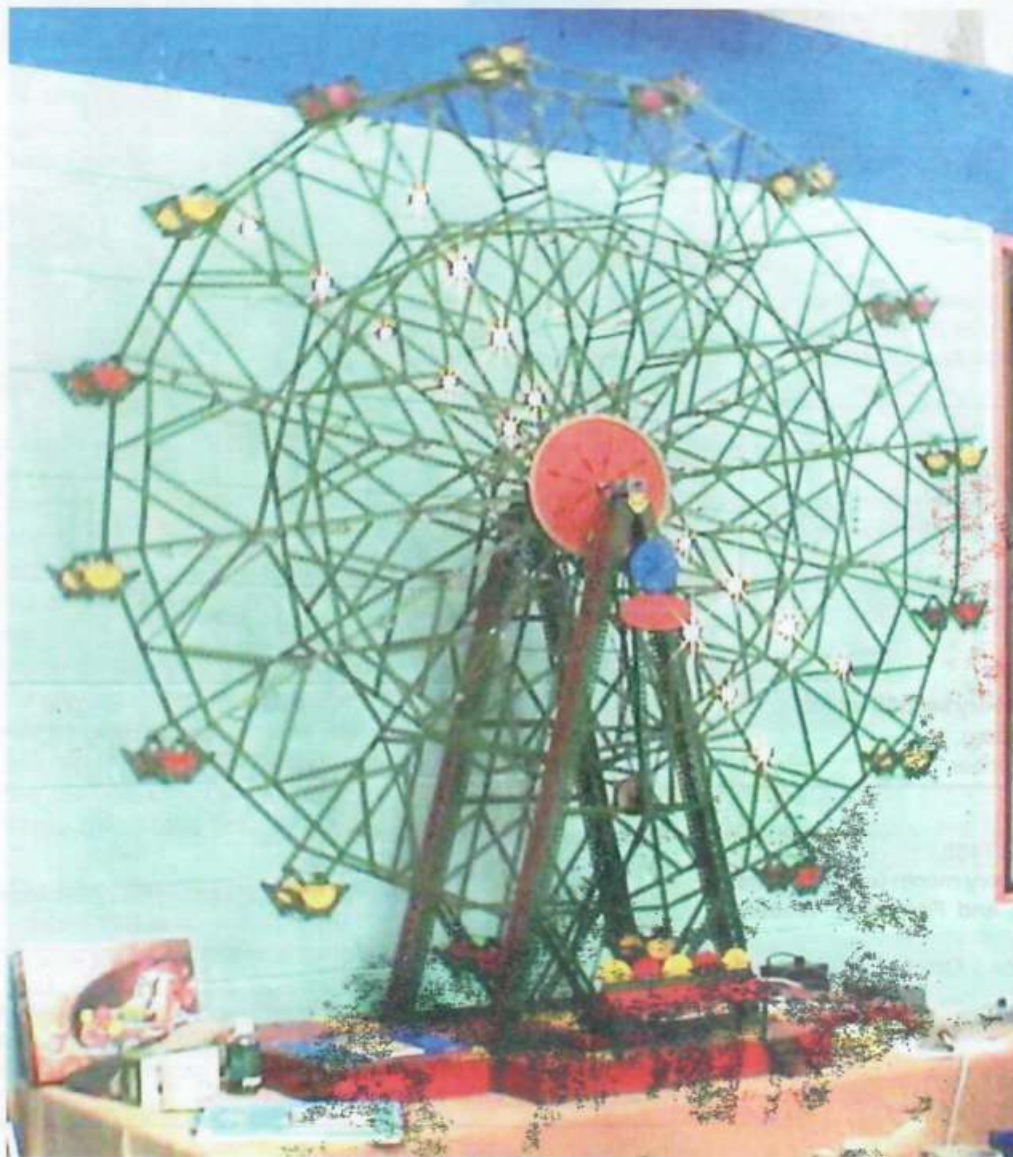
New email address <info@meccanosupplies.co.nz>.

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>.



*The New MWT Badge
Do you like it?*



Malcolm Booker writes:

Also enclosed a photo of my Caterpillar Tractor and Trailer. I am still hoping that the blade for the tractor will be published in the magazine.

(Your wish is coming true. The blade has been built by Bruce Geange and will be published shortly. Ed.).

CONVENTION 2005

WHEN:

From noon Friday 25th March 2005 & to depart no later than 5.00pm Sunday 27th March 2005

WHERE:

Pakuranga Youth Centre, 13c Reeves Road, Pakuranga, Auckland.

Full details available in the August edition of this magazine.

To contact the organisers: email <convention2005@augustus.co.nz>
Phone: ++64 9 535 5355
Fax: ++64 9 537 3989

MOTAT Additional Notes.

I never managed to get a good still picture of Trevor Adam's big wheel at MOTAT as the light was not right and it was too far away for flash. Also Doug Harris did not photograph it probably for the same reason. Trevor collected his big wheel from MOTAT last Friday and displayed it at the Akoranga Collector's Fair on the North Shore last Saturday. I attach a picture of his Ferris wheel taken there. I did not use flash so the cars might seem slightly blurred. Trevor

did not want to be in the picture! It probably deserves a picture in the magazine if you have room. I also attach a picture of David Wall and Merv Mexted who had a table at the collector's fair.

By the way the pictures taken of the MOTAT exhibition were by Doug Harris and not by me as stated in the article.

Best regards,
William Irwin.