



NZFMM MAGAZINE

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Hmmm? It must be there somewhere!

Chris Morton helps Robin Rye sort out a mechanical problem during the setting up of the exhibition.

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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Convention Time is Here Again

This editorial is written before our Convention but will be published after. Therefore it may suffer from being a split personality. I enjoy Meccano Conventions, not only from showing off models to other exhibitors but meeting and renewing friendships, some of which go back 30 odd years. I have seen children grow up, been introduced to new wives/partners, and mourned the loss of old Meccano friends. I have broken bread with all sorts of people (even Australians ☺) and had some amazing conversations, some of which had nothing to do with Meccano! I have seen NZFMM grow from small beginnings

in 1978 at the Wellington Railway Social Club hall to now need an indoor basketball court for our display. We have improved our presentation of models with:- tablecloths, laminated computer printed signs, new 'vibrant' colours of Meccano parts, and the growth in refurbished parts so that rusty, beat-up models are not the norm. We have embraced the utilisation of new technologies of computers, cell phones, digital cameras, CDRoms, email and Internet. We no longer have to wait for the printing of coloured pictures in our favourite magazine months after the event but (probably) will be able to view the Convention on our computer screen within hours of the pictures being taken.

Isn't life great? So if you did not enjoy the Convention, you were not trying.

Yours in anticipation,
R Bruce Neilson.



Daryl Anderson, Convention convener, can be justified in smiling as he witnessed the start of what was a most successful Convention.

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Karl Benz and his 1894 Velo Automobile

by Bob Prescott, who also took the photographs.



Background

In 1885 the first car to be sold to the public rolled out of the workshop of Karl Benz, "the father of the automobile". Although Gottlieb Daimler and Karl Benz were developing the modern internal combustion engine at the same time, it was Benz who concentrated on the development of the automobile and he was the first person to offer a workable motor car for sale. Karl Benz was the son of a locomotive driver who died in a railway accident when Karl was two years old (although one source said that Benz Snr. died of pneumonia)! Karl first trained as a locksmith and then followed in his father's footsteps as a



The original Motor Show demonstration.

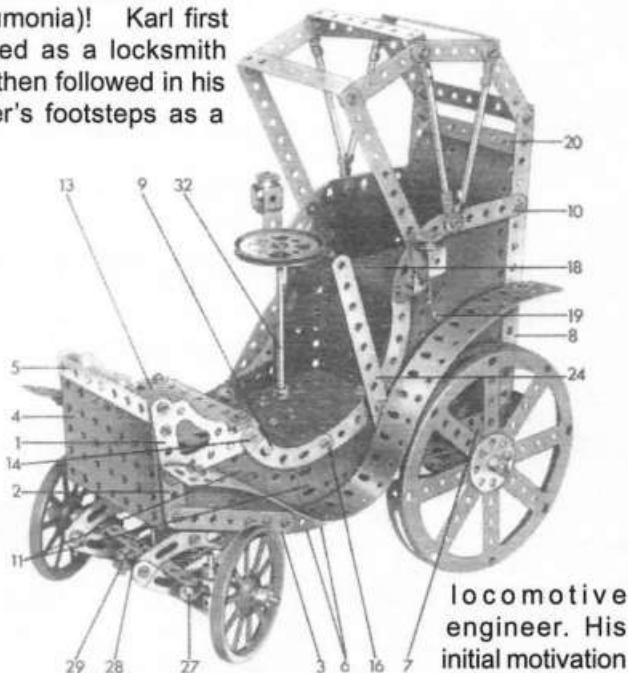
front steering wheel powered by a $\frac{3}{4}$ hp engine capable of about 8mph. On its first test drive Karl discovered that it was very unstable and he hit a wall after a few yards and it was some time before he managed to drive it a mile. Meanwhile Mrs. Berta Benz was fed up with the lack of her

husband's progress and one morning she borrowed the car and set off with their two sons Eugen and Richard on a 62-mile trip! Their main problems on this odyssey, the world's first journey by car, were to find a chemist that sold enough petrol when refueling was necessary (no petrol stations in those days), and the need for the boys to get off and push the car up hills! Although twenty-five were made there were few buyers because it was both unstable and uncomfortable and Benz was persuaded to build a four wheeler and the "Viktoria" was introduced in 1893. Powered by a 3hp engine it had a top speed of 11mph. It was a great success and forty-five cars were sold in 1893. An improved version called the "Velo" was introduced in 1894.

My interest in Karl Benz started after seeing the "Veteran 1900 Benz" in the February 1965 Meccano Magazine ("MM"). Apart from being an interesting model it used two P/N 19a Spoked Wheels and two P/N 118 Hub Discs for wheels, parts I owned but had yet to use. What better reason could I have to build the model?

Back to the MM model by "Spanner" - quite frankly in my view it was not a very accurate model. It was probably meant to be the "Viktoria" but the engine behind the driver's position was missing altogether. I always aim to build a model as accurate as possible both in detail and scale as much as the system will allow. I start, as I guess most of us do, by getting a reasonable size photograph from a book (blown up if necessary) and I measure it, height, length, width and distance between the wheels etc. and convert those measurements to an appropriate scale for the model I wish to build. I then draw a rough outline using imperial measurements and this helps me select the appropriate parts to use.

(For a colour picture of Bob's model see page 24)



The Benz car in the February 1965 Meccano Magazine

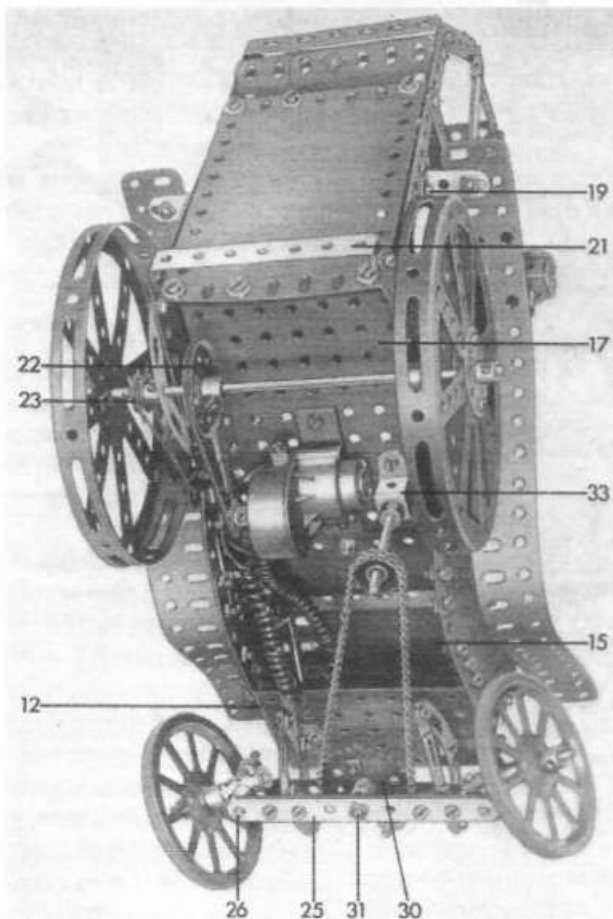
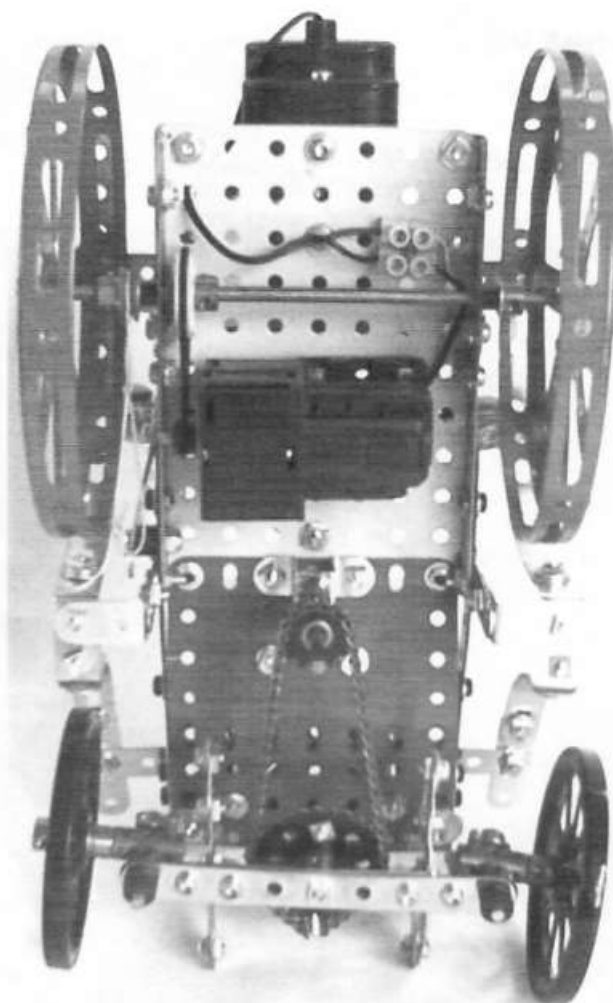
after acquiring a penny-farthing bicycle. Apparently he often complained about the amount of manual effort needed to propel the bicycle! His first car, the "Motorwagen", was introduced in 1888. It was a three wheeler with a single

locomotive engineer. His initial motivation for building a "horseless carriage" was probably enhanced

Construction

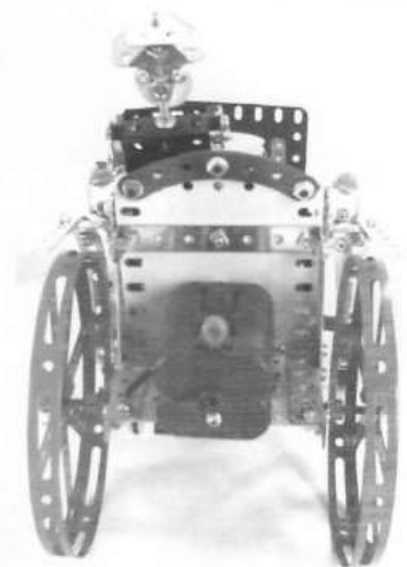
The model I decided to build was the "Velo", which was introduced in 1894 and was the first car to be sold in significant numbers. I took a simpler approach to the chassis construction rather than the fiddly method used in the MM. I started with a $5\frac{1}{2}$ " x $3\frac{1}{2}$ " Flat Plate ("rear chassis plate") edged on its long sides by two $5\frac{1}{2}$ " Angle Girders ("chassis angle girders") round holes downwards. The chassis angle girders are extended forward by a $5\frac{1}{2}$ " Curved Strip overlapping by 4 holes on both sides. A Fishplate is connected to the front hole of the $5\frac{1}{2}$ " Curved Strips at right angles slotted hole downwards. A $3\frac{1}{2}$ " x $2\frac{1}{2}$ " Flanged Plate ("front flanged plate") is secured between the slotted holes of the Fishplates and the fifth hole back of the $5\frac{1}{2}$ " Curved Strips flange up. This may need adjustment at the Fishplate to ensure the front flanged plate is horizontal. The gap between the rear chassis plate and the front flanged plate is filled with two $2\frac{1}{2}$ " x $2\frac{1}{2}$ " Flexible Plates suitably curved to represent the sloping floor.

The front flanged plate supports the backward facing front seat. Three overlapping P/N 73a Flat Plates Obtuse (from the Space sets) and two curved $2\frac{1}{2}$ " x $2\frac{1}{2}$ " Flexible Plates form the front, and the seat is made up of Perforated Strips, Angle Brackets, Narrow Double Brackets and Screwed Rods and this module is attached to the front flanged plate by two Angle Brackets. This front panel was known as the "dashboard", reminiscent of the front panel on a horse carriage because it prevented the coachman being "dashed" by flying



The 1965 Meccano magazine model from underneath.

stones kicked up by the horses; indeed the term "dash" or "dashboard" is still used today. The driver's seating area module's construction can be seen from the photographs and the module is connected to the fifth hole from the



back of the chassis flat plate/chassis angle girders to leave room for the battery box representing the car's engine. You will notice that I used P/N 324a Cab Plastic from the Space set for the seats.

Two $2\frac{1}{2}$ " Curved Stepped Strips bolted to the chassis angle girders under the chassis on each side form the bearings for the rear driving axle which is a $6\frac{1}{2}$ " Axle Rod carrying a 1" Pulley for the Driving Band and a $\frac{1}{2}$ " Pulley for the brake. Two $5\frac{1}{2}$ " Hub Discs each bolted to a P/N 24 Bush Wheel are mounted on the rod as the rear wheels using Spacers and Washers to ensure the correct position.

The MM model used an Emebo motor but as I don't own one I experimented with French motors and settled on one with a 3-flat shaft (P/N 770) and a 19 to 1 gearbox (P/N 760). With a P/N 23c Rubber Grommet on the gearbox shaft it produced just the right driving speed via a $2\frac{1}{2}$ " Driving Band to the 1" Pulley on the rear axle.

I decided to use the steering mechanism described in the MM model with some minor modifications - two pairs of 3" Stepped Curved Strips each pair

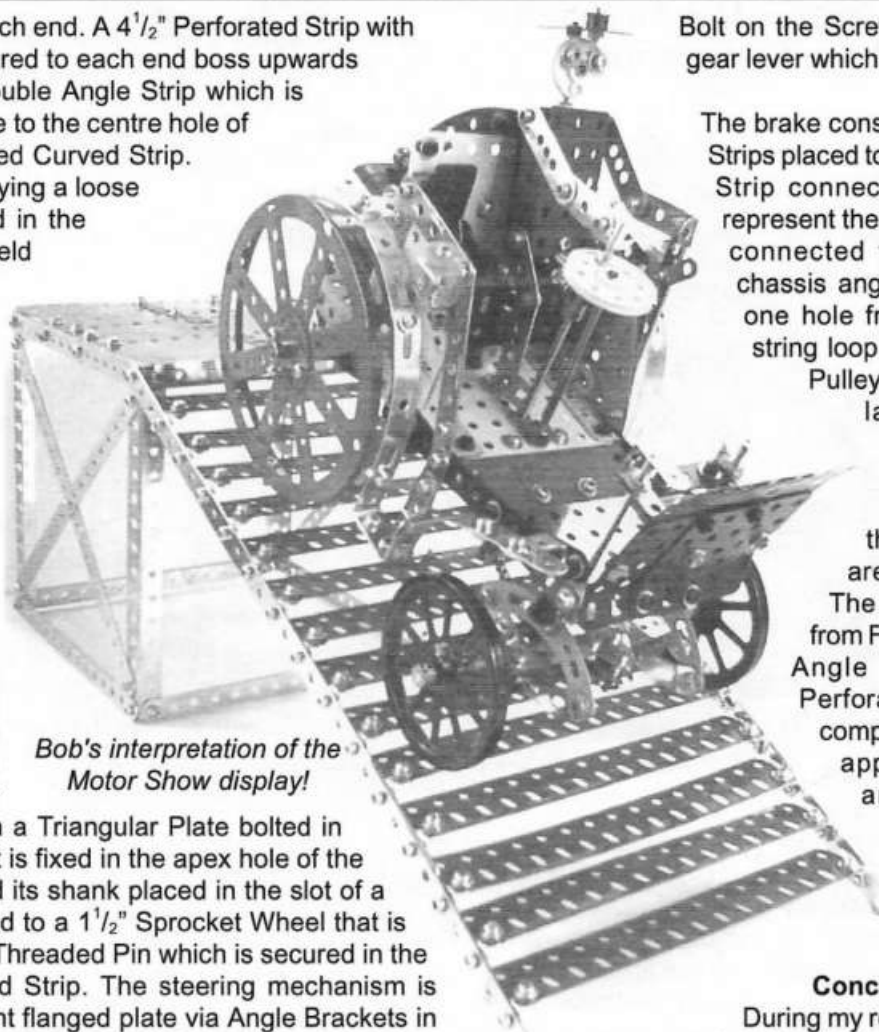
bolted together at each end. A $4\frac{1}{2}$ " Perforated Strip with a P/N 62 Crank secured to each end boss upwards is fixed to a $2\frac{1}{2}$ " Double Angle Strip which is secured on each side to the centre hole of the bottom 3" Stepped Curved Strip.

A $1\frac{1}{2}$ " Axle Rod carrying a loose Coupling is mounted in the boss of each crank held

in place by a Collar at the top and a Rubber Grommet at the bottom. Another $1\frac{1}{2}$ " Axle Rod is secured in the coupling and a $3\frac{1}{2}$ " Spoked Wheel turns freely on the rod and is held on by a Collar. Two 1" Axle Rods each with a Collar are secured to the inner end of the Couplings. The Collars are then connected together

by two 2" Strips with a Triangular Plate bolted in the centre. A $\frac{3}{4}$ " Bolt is fixed in the apex hole of the Triangular Plate, and its shank placed in the slot of a 2" Slotted Strip bolted to a $1\frac{1}{2}$ " Sprocket Wheel that is mounted on a Long Threaded Pin which is secured in the base $4\frac{1}{2}$ " Perforated Strip. The steering mechanism is connected to the front flanged plate via Angle Brackets in the middle hole of the top 3" Curved Strips using 1" Bolt and two Spacers to give the car the correct level.

The steering wheel is a $1\frac{1}{2}$ " Pulley, secured on a $6\frac{1}{2}$ " Axle Rod journaled through the front centre hole of the rear chassis plate and held in place by a Double Bent Strip below the rear chassis plate and the Axle Rod is held at the right level by Collars. A $\frac{3}{4}$ " Sprocket Wheel is fixed to the lower end of the steering rod and connected by Chain to the front $1\frac{1}{2}$ " Sprocket Wheel. For the gear lever a 3" Screwed Rod is bolted in the adjacent hole to the steering rod and a Threaded Coupling, 1" Axle Rod and $\frac{3}{4}$ "



Bob's interpretation of the Motor Show display!

Bolt on the Screwed Rod complete the gear lever which the MM model ignored!

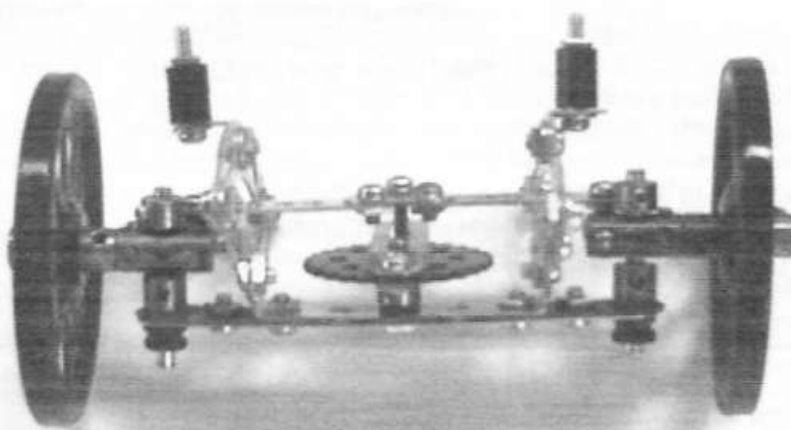
The brake consists of two $5\frac{1}{2}$ " Narrow Strips placed together with a 1" Narrow Strip connected between them to represent the brake lock. This is then connected to the left-hand side chassis angle girder by a Locknut one hole from the bottom with a string loop between it and the $\frac{1}{2}$ "

Pulley on the rear axle. The lamps are made from Double Brackets with a $\frac{1}{2}$ " Pulley on top.

These are connected to the side of the seating area by Angle Brackets. The mudguards are made from Formed Slotted Strips, 1" Angle Girders, and Short Perforated Strips to suit. To complete the model, build an appropriate scale driver and place him or her between the steering wheel and brake and the Velo is ready to go.

Conclusion

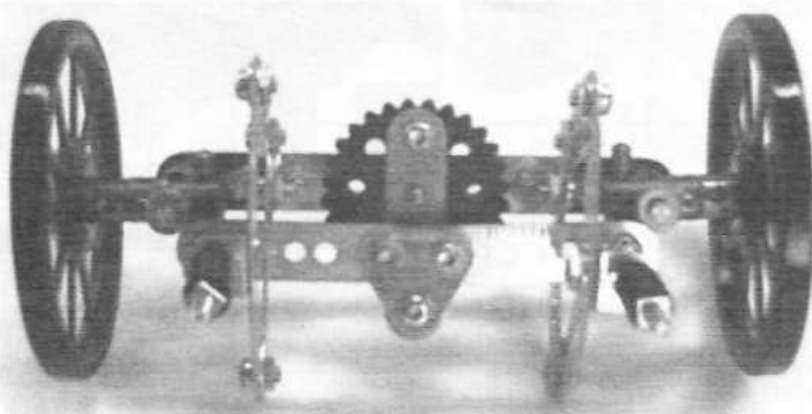
During my research for building this model I discovered a fantastic photograph



The Steering mechanism seen from above and in front

of a Viktoria being demonstrated at the London Motor show of 1898 which I was persuaded to replicate. Obviously Mrs. Berta Benz's earlier "encouragement" helped Karl to progress successfully!

As an interesting aside, I wondered where the Mercedes marque fitted into this part of automobile history. I had heard of Karl Benz and Gottlieb Daimler but not Mr. Mercedes. Well, a rich Czech diplomat who was a car enthusiast promised an order for thirty-six cars from Daimler if they were named after his daughter. Her name, Mercedes of course. I didn't know that - did you?



Charles Babbage – The Southern Hemisphere Connection

by William Irwin

The wonderful pictures of Tim Robinson's Meccano model of Babbage's Difference Engine (International Meccanoman No 38) led me to surmise that Charles Babbage might have progressed much faster had Meccano been available to him in the 1800s. As it was he had only completed one tenth part of his Difference Engine no. 1 when government support ceased in 1833. Only fragments of his later Analytical Engine design were assembled by him before his death. His youngest son, Henry Provost Babbage, tried to continue his work, and he assembled six fragments of the Difference Engine from original parts after Charles Babbage's death in 1871. One of these fragments is on display in the Powerhouse Museum in Sydney, Australia, which I was able to view on my visit there last January (see photograph). There is a rumour that this fragment was once used as a doorstep in a farmhouse near Wanganui in New Zealand!

Charles Babbage's two eldest sons, Dugald Bromhead Babbage, and Benjamin Herschel Babbage, emigrated to South Australia in 1849 and 1851 respectively. Benjamin's son, Charles Whitmore Babbage, went on to New Zealand to a farm near Wanganui in 1880, and many descendants now live in New Zealand and Australia. Many of them have large collections of Babbage relics, documents and letters. The Auckland Public Library holds three letters from Charles Babbage to his younger friend Sir George Grey, later governor of New Zealand.

The Auckland Babbage family held one of the 6 fragments of the Difference Engine assembled by Henry Babbage in 1879. This fragment was on loan for many years to Auckland University and displayed in the Computer Science department. In 1995 the Babbage family put it up for auction

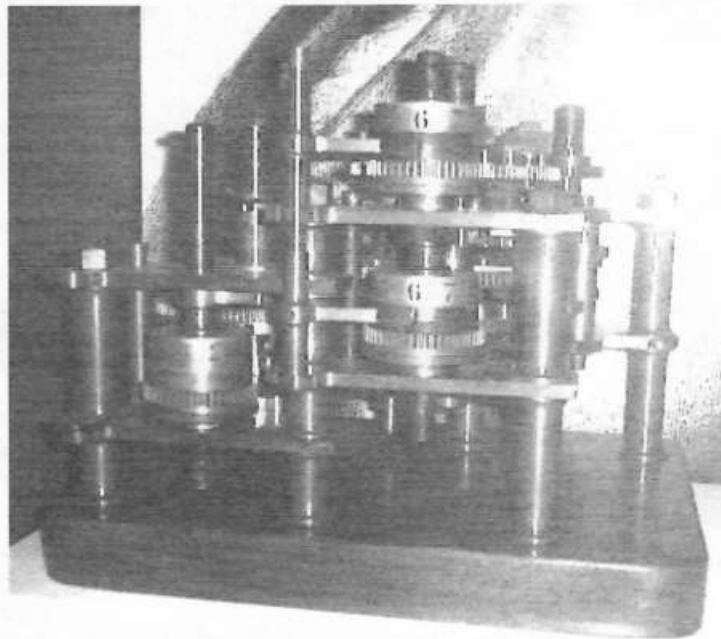
at Christies, where it was sold for a large sum of money to the Powerhouse Museum in Sydney, thus retaining it in the southern hemisphere. The University of Sydney (Macleay Museum) also holds ten loose parts of the Difference Engine and Analytical Engine.

Charles Babbage's Analytical Engine, designed in 1837 in a prolonged creative frenzy, was the first true computer as it included all the fundamental components of general computers today, including input and output devices,

control, store, mill (for arithmetic operations), conditional branching and programming by means of punched cards as used in the Jacquard loom. What a pity it could never be built to completeness!

References:

- 1) G J Tee: The Early History of Computers – Part 1, Search Vol. 18 No. 5, Sept. 1987.
- 2) G J Tee: More about Charles Babbage's Difference Engine No. 0, Institute of Mathematics and its Applications Vol. 30, Sep/Oct 1994.



Difference engine specimen: after Babbage's death, this portion of the Difference Engine was assembled from original parts by his son Henry. It was one of six specimens constructed to demonstrate etc etc

Crossword - Meccano Anagram by Type

Find all the words which can be made from the word "Meccano" and fit them into the crossword. Including Meccano, there are 25 words, one x 7 letters, two x 5 letters, eight x 4 letters, ten x 3 letters and four x 2 letters. The clues are a similar type of word; i.e. 6 across - Chisel = Con.

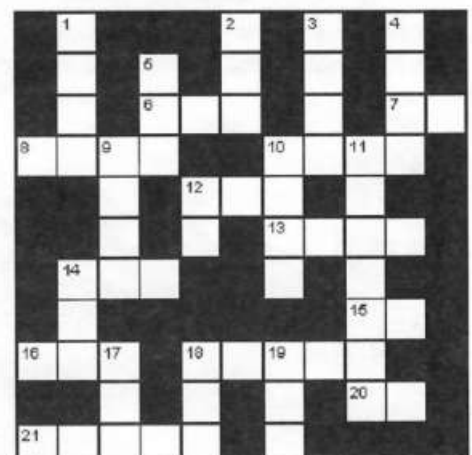
Clues Across

- | | |
|-----------------|---------------|
| 6 Chisel | 15 Modulation |
| 7 I | 16 Mechanism |
| 8 Erst | 18 Deep |
| 10 Arrived | 20 Active |
| 12 New | 21 Kayak. |
| 13 Spice | |
| 14 Subordinates | |

Clues Down

- | | |
|-------------|-------------|
| 1 Portent | 11 Meccano |
| 2 Preserve | 12 Nobelium |
| 3 Plant | 14 Ratite |
| 4 Crown | 17 Crew |
| 5 Hotshot | 18 Unit |
| 9 Strobilus | 19 Age. |
| 10 Arise | |

(Solution on page 23)



EXACTO KEEPS MOVING AHEAD

Reprinted by courtesy of David Williams, Canadian Modeling Association for Meccano & Allied Systems (CMAMAS) and Juan C Rovetta, Exacto.

During the past months Exacto has been introducing new products and services that widen the scope of their offer for the benefit of Meccano enthusiasts all over the world. From the point of view of Juan Carlos Rovetta, present Managing Director of Exacto, there is much to be done yet in the development of our paramount hobby and for the benefit and pleasure of so many adult boys all over the world. What follows is a review of the main highlights.

Blue & Gold on non-Exacto parts

This classical finish has had previous notes including an ample description of its development and characteristics. Enthusiasts all over the world, gave a generous response to this new offer. Many Meccano enthusiasts were consulted about their non-Exacto parts, and the decision was taken to provide the service of giving the new blue & gold finish to any part that is not in the Exacto range. This is not a full refurbishing, nothing can be done if the part is structurally damaged since work is done only on the finish. The parts are treated individually, carefully stripped to the bare metal and given the full finishing process leaving them as if new. All this should be great news for those seeking their blue & gold big sets, like 10s and Ls. Since these big sets may have some 50 to 70 of such non-Exacto blue & gold parts, then the cost of finishing them falls into a quite affordable range considering the value of the whole set.

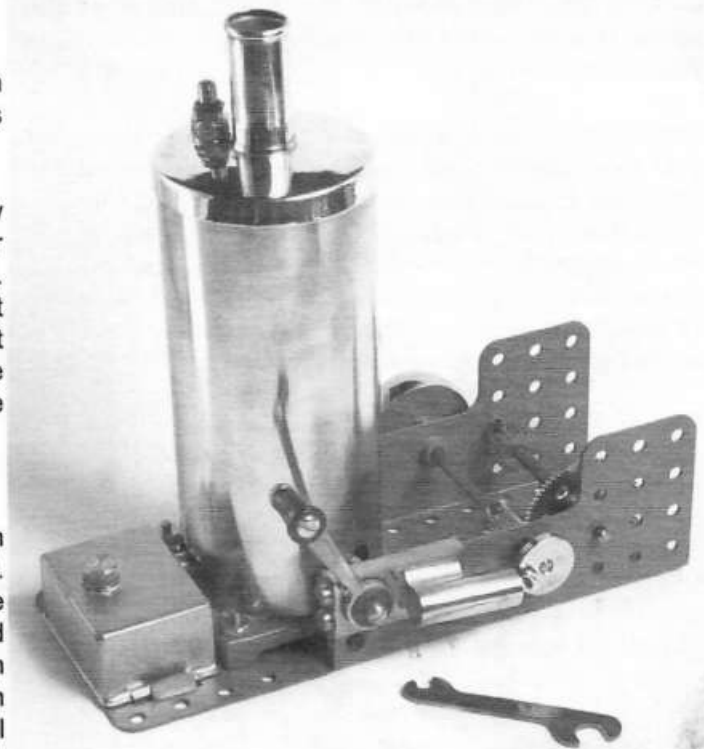
Exacto Ignis electric geared motors

Maybe those participating in Spanner have had the chance to read some comments on these motors. Paolo Caravani (Italy) has even qualified them as jewels, generous and



passionate as Italians usually are. But now let's get to the hard facts.

Three motors comprise the range. The photograph shows models MR4 and MR8. They are provided as a set, including an adapter plate, fasteners, cables (not shown in the photo) and Exacto No 255 couplings in the bigger sizes with 8mm ($\frac{5}{16}$ ") shafts. Each one has a nominal power output that



can cover almost every need for a Meccano constructor, from a small model to the wildest and bigger ones. Since they are geared motors, the output speed (RPM) must be defined upon ordering the set. Their technical characteristics are as follows:

MR4 SET

nominal power: 1.20W (similar to MARX MILLIPERM)
nominal voltage and current: 12V DC; 100mA
range of speeds: 15 - 50 - 100 - 200 RPM
4mm diameter shaft mounted on bronze bushings, acetal resin gears

MR8 SET

nominal power: 4.80W; nominal voltage and current: 12V DC; 400mA; range of speeds: 9 - 18 - 47 - 78 - 258 - 330 - 1400 RPM; 8mm diameter shaft mounted on bronze bushings, steel gears; suitable for Exacto 8mm ($\frac{5}{16}$ ") system; set includes No 255 coupling (8mm to 4mm).

MR5 SET

nominal power: 33.60W (12% more power than MARX HECTOPERM)
nominal voltage and current: 24V DC; 1.4A
range of speeds: 0.3 - 1.2 - 5 - 21 - 90 - 380 - 1600 RPM; 8mm diameter shaft mounted on bronze bushings, steel gears
suitable for Exacto 8mm ($\frac{5}{16}$ ") system, set includes No 255 coupling (8mm to 4mm)

Exacto reproduction 1929 vertical steam engine
Exacto has officially stated: we seem to be the only survivors among Binns Road licensees. We do feel uneasy when we are mistaken for manufacturers of reproductions or imitations. Hey, we are the real stuff! We strive to keep

up a tradition, and are particularly keen on improving and evolving. Interestingly enough, even contradictory as it may seem, Exacto is explicitly offering a reproduction now, though not a simple one.

The engine is 100% identical to the original counterpart, both functionally and dimensionally. This is so to the point that Exacto offers both the complete motor and the spares, in case the happy owner of an original piece needs to repair any broken or deteriorated item. Of course, Exacto can do such repairs too, and the same skilled craftsmen responsible for these reproductions would be refurbishing the original engines.

The only difference is obvious: the imitation rivets, inspection doors and water-level indicator are missing, since these decorative details would have meant a considerable increase in the cost of the engine. All the rest is there: the control lever allowing for forward / neutral / reverse operation, the fine-pitch 76 teeth gear and 26 teeth pinion, the safety valve, the gauge cock, the lamp, the superheating of the live steam, and the thrill of having the engine running and puffing gently at 600/650 rpm under a 2kg/cm² (28psi) working pressure. The joy will last some 20 minutes, until the methanol is completely burnt-out and continuing with the fun calls for refilling the lamp and the boiler.

Exacto sets

During 2002 Exacto started to produce and sell its well-known

version of the classical Crane Set, which met a more than reasonable commercial success and reached every corner of the Meccano world.

Now the stakes are on a modern version of the No. 4 set, 1976 composition. The set, which can be provided in Liverpool red/ green or in Exacto blue/ yellow/ grey livery. The box was carefully designed so that the parts can withstand even the most careless postal handling. All the parts are firmly positioned inside polyester + EVA rubber sandwich trays, and small items such as fasteners and brackets are contained inside cardboard and tin cylindrical boxes. Sets No 1, 2 and 3 can be delivered in the same packaging.

The first sets are being delivered with a complimentary model book, a surplus of the golden Meccano Industria Argentina age.

In a way, this is a piece of history adding value to the set.

New members in the Exacto family of helical gears

There are two new members in the Exacto family of helical gears, as shown in the photo. They are Z60 and Z48 (i.e., 60 and 48 teeth). These gears add greater possibilities to the range, with transmission ratios from 1:1 to 1:5 between parallel or orthogonal shafts. Moreover, Z12, Z24, Z36, Z48 and Z60 share a most practical property: they all mesh at hole distance or at half-

hole distance. See table below for detailed information.

Z	12	14	24	35	36	48	60
12	1.00 12.68 1.00						
14	1.17 13.73 1.08	1.00 14.79 1.16					
24	2.00 19.02 1.50	1.71 20.07 1.58	1.00 25.36 2.00				
35	2.92 24.83 1.95	2.50 25.88 2.04	1.46 31.17 2.45	1.00 36.98 2.91			
36	3.00 25.36 2.00	2.57 26.41 2.08	1.50 31.70 2.50	1.03 37.51 2.95	1.00 38.03 2.99		
48	4.00 31.70 2.50	3.43 32.75 2.58	2.00 38.03 2.99	1.37 43.84 3.45	1.33 44.37 3.49	1.00 50.71 3.99	
60	5.00 38.03 2.99	4.29 39.09 3.08	2.50 44.37 3.49	1.71 50.18 3.95	1.67 50.71 3.99	1.25 57.05 4.49	1.00 63.39 4.99

transmission ratio
distance between axis (mm)
distance between axis (holes)

NZFMMM readers buying EXACTO products

Wayne Blakely, (see advertisement page 22) is the NZ agent for Exacto and enquiries for any of the above can be discussed with him.

Report on the NZFMM Magazine 19 April 2003

by Bruce Neilson

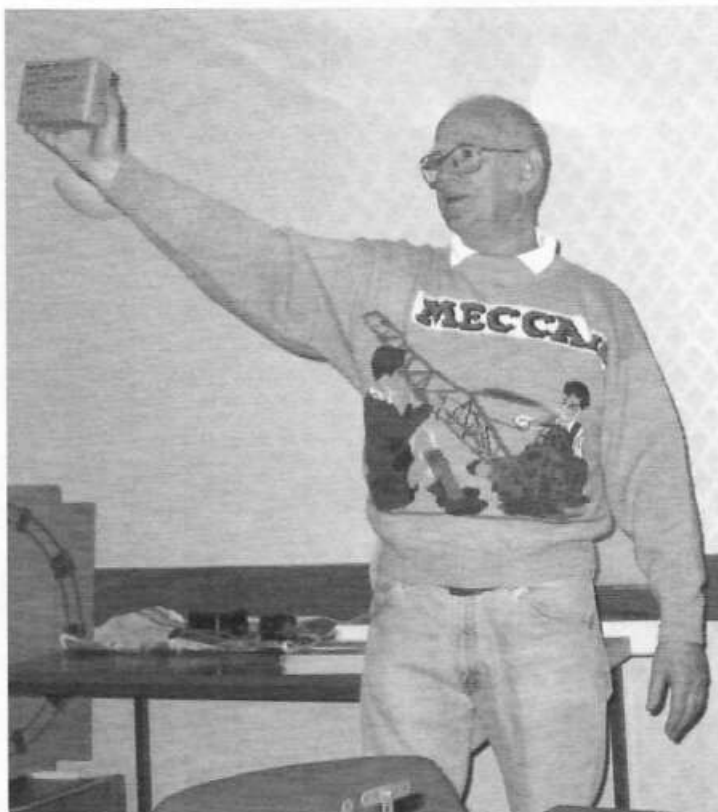
Since the NZFMM Meccano Convention in March 2001, the present editorial team has produced twelve magazines at two monthly intervals. These total 296 pages of which 16 were in colour. The usual number of pages per issue is 24 although when the copy available permits the number has been increased to 28 or more. Usually the balance of material submitted is sufficient to fill the 24 pages.

Highlights over the last two years.

1. Improvements in the size of images from digital cameras has given us more and better pictures to select for publication.
2. Colour has been extended from one page to two pages per issue.
3. New writers have contributed material so as to give a wider variety of articles.
4. The indexing of the magazine articles is up to date and annual subscriber lists have been issued

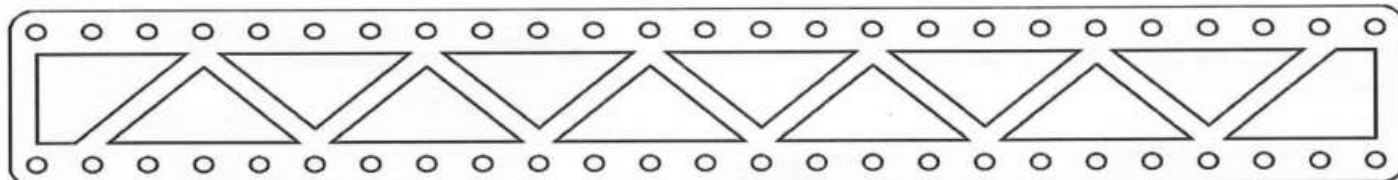
Internet Promotion.

Wes Dalefield, who was previously a member of the MWT Meccano Club, New Zealand, is currently living in Virginia, USA, has his own Internet site. Wes generously uses part of this site to promote the NZFMM and the magazine. The site is part of the Meccano WebRing. On his site Wes shows the list of contents of each magazine and a couple of articles as 'teasers'. This publicity has helped to increase the number of subscribers to 124 in New and 44 overseas.



*You might think that this is The Editor presenting his report to the AGM but no, here he is in another role as auctioneer at the Convention auction.
(photo by Daryl Anderson)*

Accordingly I would like to thank all of those who have contributed to the NZFMM Magazine for two successful years.



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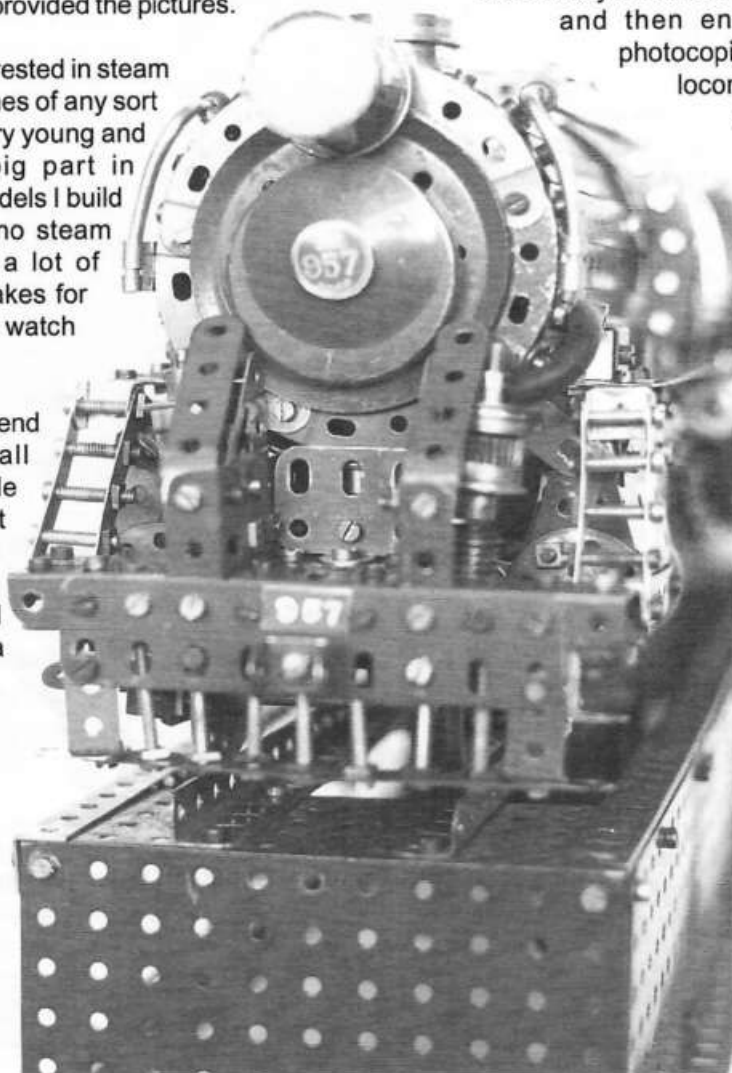
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Ka Steam Locomotive

by Neil Pluck, who also provided the pictures.

I have always been interested in steam and mechanical machines of any sort and size since I was very young and this has played a big part in selecting the type of models I build with Meccano. Meccano steam models always have a lot of moving parts which makes for a interesting model to watch when it is in motion.

I was challenged by a friend to make a small locomotive, which I made in two nights. The first night looking at photos for something simple and the second building. I made a



2-6-4 WF tank locomotive and he was so impressed he asked for a bigger locomotive. After some thought he suggested a Ka locomotive for which he had plans and photos.

All Ka's were built in New Zealand. The Ka was the largest steam locomotive in use by New Zealand Rail. They were built between 1939 to 1950 and were originally coal fired. Later they were all converted to oil burning.

The specifications show the magnitude of the size.

Length	69' 8"
Width	8' 5"
Height	11' 6"
Weight	148 tons
Tractive force	32,740 pounds
Water capacity	5000 gallons
Working steam pressure	200psi
Track gauge	3'6"
Fuel oil capacity	1570 gallons
Wheel arrangement	4-8-4

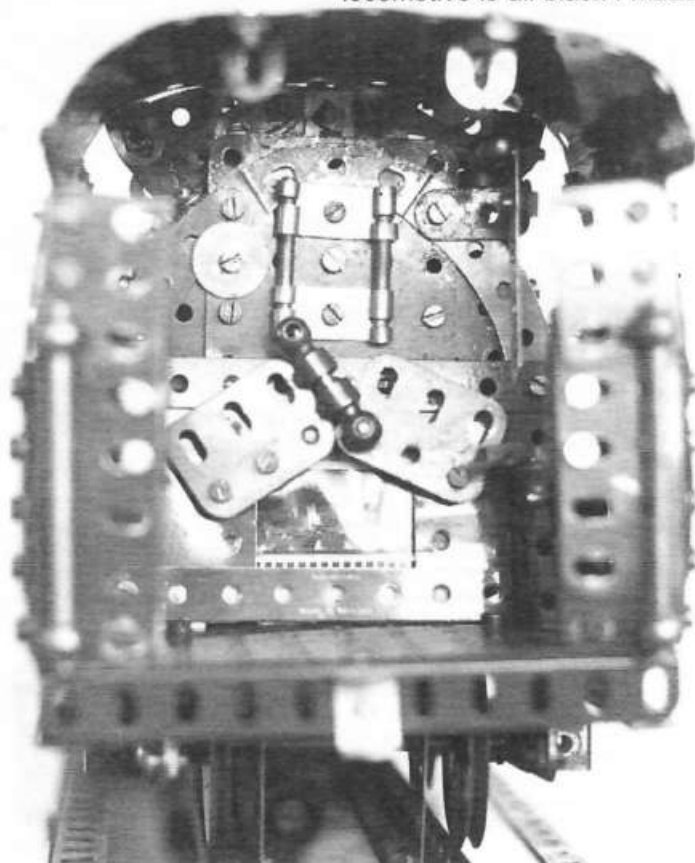
The model took approximately three months to build using my spare time. It is a scale of 1:17. The dimensions for the Meccano Ka are 27" long, 8" high and 5 1/2" wide. The tender is 15" long, 8" high and 5 1/2" wide.

I started with a line drawing of the engine which was reasonably small but I decided on the size of the wheels and then enlarged the drawing with the photocopier until the driving wheels of the locomotive were the same size as a 3"

Pulley. I had to use early 3" Pulleys as they are smaller in diameter and can be used with a seven hole centre spacing without them hitting each other.

This gave me a working drawing the same size as the locomotive would be when completed. Having the plan ready to go, the initial building was slow and the skeleton stage of the model was difficult because some of the measurements fell within the standard 1/2" spacing. So I had to go smaller or larger with that particular part which made a difference to the next part and so on.

At first, the model was basic but as it progressed and took shape, I put in increasingly more detail, which made it look better and better. I decided to make the boiler from Perforated Strips, because Flexible Plates would add too much red. As the real locomotive is all black I made





the model mostly green with a bit of red to brake the overall colour. Also Perforated Strips make a nicer boiler.

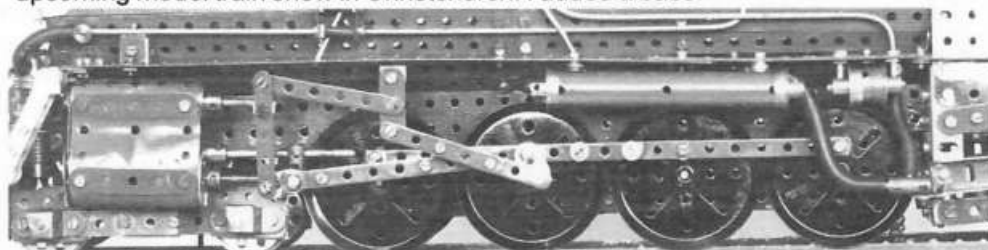
I spent a lot of time perfecting the driving wheels, connecting rods and valve gear. The firebox doors open and close via a lever just as the real locomotive did, revealing a picture of flames and fire (cut from a magazine).

The model was originally designed to be a stationary model. However later I decided to motorize the locomotive for an upcoming model train show in Christchurch. I added a base

underneath and mounted a 12v-DC window wiper motor out of a car. I find these more powerful and quieter running than the standard Meccano motor. Also they are less expensive to replace.

Originally I used long Bolts for the steps but covered them with black tubing for a more realistic look. Another friend of mine hand painted the numbers for the locomotive, which were glued to cardboard for thickness and I glued these onto the locomotive to complete the look. The steam pipes are made from brazing wire bent to shape.

On the whole getting the proportions right was the most difficult part and finding a fire picture for the firebox the right size. Putting the last piece on is always the easiest part.



The driving force that makes the Ka go!

(Also appears in the Meccano & Erector Newsletter Jan 03)



This is Ka 945 which was built in the NZR Hutt workshops in 1939. It remained in service until 1967 and is now owned by Steam Incorporated, Paekakariki.

Getting Setup for the Exhibition o



Clockwise from top left:- Brian Hickson trying to make the motor chassis demonstration model work with the "bit" in his teeth; Paul Vodanovich and Andrew Wells discussing something with Andrew Wells; Bruce Ge... truck in perfect order. (Photographs by Daryl Ande...

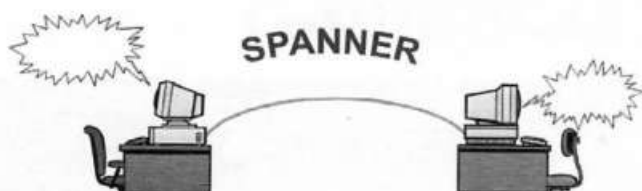


n Friday and Saturday Morning.



ke his mind up; Barry McKay, Tom Pittams and Alistair Tong
el; Bruce Neilson setting up his warehouse; John Hansen
s Morton assisting to fix a large aeroplane; John Ince
ange sorting his trains out; Barry Babbage getting his forklift
erson and Bruce Neilson)





The use of email from the Spanner group is acknowledged.

New Zealand Meccanomen will probably see some disturbing parallels in relation to our 'education' system (Editor).

Model Building in Decline??

The problem is, kids want computer games. In the west, kids generally have too much disposable income and are indulged both by parents (who both work and feel guilty) and by schools (that are afraid to discipline because of lawsuits from parents). For many kids, the concept that things may require an effort is totally alien. We have a school system that is completely geared towards intellectual development, with only token or no attention to the development of manual skills. It's all about "academics" and tests. In my opinion, kids are pushed to learn things they are too young for, and many develop a distaste for school and learning. I think what Ed Barclay is doing with Meccano at Canadian schools is just fabulous, and that kind of hands-on teaching should become standard practice in all schools! Frank Hornby would be proud! (Caspar Mol)

It's not so much that kids only want computer games it's that they want things that they can actually do. My boyhood Meccano of the 1940's and 1950's started with simple models with large parts. If you didn't construct them exactly as the instructions or didn't tighten the nuts and bolts properly the models still worked. The selection of parts was such that you could invent all sorts of other things without too much trouble. Modelling skills were honed later. Remember we all have to crawl before we can walk. We start with simple improperly made models before we attempt a Blocksetter. Just examine the sets from the last fifteen or more years. Bags of small fiddly parts and models which would tax an expert. Imagine seeing this selection of parts for the first time and trying to invent with them. Children just can't start at that level. In my half-day workshops children have large parts and have the option of either copying one of my demonstration models or inventing one of their own. Over 90% of the children do complete a model. Only yesterday two children built a toilet with a crank, windlass and block and tackle to open the seat. Sometimes models fall apart as they show them to the class but they laugh over it - they are proud because they built it themselves. Children today can, and really do enjoy, building but they have to be supplied with materials they can use.

Equal opportunity is not treating everyone as exactly equal. We are wasting valuable technical talent by aiming all children towards University or College when there clearly those who have very little academic talent. There are so many technical minded individuals wasting away in our educational system. The hands-on technical side is, or has, vanished from our schools. Industry is no better as the apprenticeship programs seem to be a thing of the past.

Without these programs in place even if there were a full technical stream in the schools where would they go after leaving school? In the days of apprenticeship the children who left school at fifteen usually went into one of these programs and learned a skilled trade. Until we start to put our children into a stream where they are most suited there will be problems.

I started by trying to teach the children basic technology as at the time it was missing from the Ontario Curriculum. A few years ago this Curriculum was changed and to my delight it contained everything I had been trying to teach the children. I use Meccano because it is without question the best reusable medium possible. (Ed Barclay, Ontario, Canada)

The following story is from a teacher here in Perth who has introduced Meccano into the classroom. It is not common by any measure. Tends to support the position put by Ed. The kids are 7/8 years old. It started off with a very basic kit of old parts. Thanks to the spanners who have helped in setting up the contacts and supply parts.

'It is very interesting to note that the children made 2D models for their last assignment. I am using the theme Clowns and one of the assessments was to design and make a clown that is recognisable by Year 2 peers. Although they make 3D models of vehicles and furniture in other lessons, not one team could make a free standing 3D clown. That will come. This has been a great exercise with benefits that I had not anticipated. The biggest problem I face is helping the children to recognise the concept of finger tight, for the nuts and bolts. I have needed to use two pair of pliers on occasion when a complex model has been put together too tightly. I love the interactions that take place as the children negotiate for specific parts, especially the semi circles.

The children are getting a real sense of time as they often have to construct and totally dismantle all models in a forty minute period. I tell them that they can build for twice as long as it takes them to dismantle. Each child can put things away as I photocopied most parts and the pictorial references are invaluable. The co-operation and team work is very encouraging. All to do with a common value, that if they are responsible I will allow them more and more freedom'.

With more of this there is hope for another one hundred years of Meccano. (Ross Smith, Perth, Western Australia).



Mini-planes among the clouds by Lynn Krause

Bruce's Choice

Just for a change this month, I have delved in depth into the delights of the doyen of magazines, Constructor Quarterly. The March 2003 issue has a cornucopia of interest from the simple to the complex, from the tall (37" Display Carousel) to the short (3 1/2" Jason, the Shivering Sheep).

The Display Carousel first appeared at Skegex 2002 and took the eye of our roving reporter Bob Prescott who personally visited Skegex with wife Anne, and John and Margaret Jordan. Two pages of pictures and text show how to build the square base, two revolving roller races and eight associated arms, a central tower and lots of coloured lamps. And the purpose of the model? To mount Meccano boxes and models on the revolving arms and the tower to promote the Meccano hobby. Ok Bob, your mission is to

Into bridges? How about a 72" Transporter Bridge, nicely proportioned and looking just like the prototype which is at Middlesbrough, England.

Looking for a real birthday present? (i.e. not underwear). 'Invest' GBP40 (NZ\$120) for the modelplan of Eric Taylor's Giant Lorry Mounted Crane. 52 pages of hardbound A4 with 28 colour plates, 4 monoplane, and 11 diagrams. Keep in mind that the original model was built in the 1970s and this modelplan is the rebuild and rewrite of this historically important classic model. The reviewer, Paul Joachim, makes the point that Eric Taylor's model demonstrated correct engineering principles in miniature leading towards a scale approach in form as well as 'working right'. Again keeping in mind the age and the pioneering style, the lorry chassis is a work of Meccano art with plenty of detail and features, but the crane module is far less satisfactory showing signs of haste and poor design.

Ping-pong ball roller addicts have had a feast of modules from Alan Partridge. Did you know that ping-pong balls can be elevated in a 'Konkoly' rubber band elevator; dropped down a 73° slope and do a 360° loop and finally get elevated again using a turnstile mechanism? So, get a lift in your life.

Roland Emmett is well known for his cartoon sketches of very eccentric railway locomotives. A Meccano model of 'Nellie' was written up in CQ Dec. 2002 and now there is an addition in the form of an automatic reversing mechanism. Michael Denny has also altered the parts used in Nellie Mk 1 to use common parts that can be given away without feeling too much pain. This system is named "GROPE" = Get Rid Of Parts Effectively and to quote Mr Denny "the idea is to stimulate the young etc. to take an interest in Meccano by giving away complete models made out of common or dustbin parts. So far, no evidence that the idea works".



"Jason the ugly little sheep" by Bernard Perier again comes from the edges of innovation. You build a naked little sheep using a 4 1/2" x 2 1/2" Flat Plate, Compression Springs for feet plus other parts, add a Magic Clockwork Motor to drive an offset weight, and Jason 'shakes from the cold'; two pages with four photos.

If you have 56, 57, 19 and 20 tooth Pinions, you can build a very small epicyclic reduction gearbox.

If you have invested in a CQ 1931 000 cardboard parts replica, there is a continuing series of models showing what can be done with these parts with a little imagination. Bernard Perier (again) has designed a twin-engined aeroplane.

For the collector/investor, there is a good article on 'The oldest unused Meccano set?' Michael Hanson lays this claim to a Mechanics Made Easy, Set C, 1906. The set includes the manual, hank and ball of Cord (two different thicknesses), wired bundles of strips and all the other 'goodies'. The pictures are close-up and clear.

In CQ 54, Dennis Backer built a steam shovel based on an Otis prototype. Tony Brown has been researching Otis and other early steam shovels and fills in the broader picture of the prototypes with four pages of history, designs, and pictures.

Geared Roller Bearing (GRB). For most Meccanomen, an original GRB with box is a much sought after Meccano item to be hoarded and brought out only on each 15 May to honour Frank Hornby's birthday. Other Meccanomen buy a replica (from MW Models) to use as an integral part of a model and soon discover the inherent problems of the 12 1/2" large plate design. Another large plate replica variation has now been produced by Metallus of Spelle, Germany, well known for their manufacture of Marklin and Meccano new and replica parts. The major difference in the Metallus replica is 24 miniature roller bearings held in place by special Angle Brackets and 8mm Bolts to act as wheels. This 'Grosses Kugellager mit Durchmesser' will support up to 200kg so now you can really build a 'big' model. However the inherent design problem of GRB to have a self-centering centre of the two plates and wheel spider, and a large enough centre hole for a multi core cable has not been provided.

So far we are up to page 31 of 56 and I have run out of room to mention the Bluebird car of Sir Malcolm Campbell built by Bernard Perier (again) in resplendent yellow and 1 1/2" Pulleys with black Motorcycle Tyres, the 1939 Mechanised Army Outfit, a philosophical piece on the future of Meccano, Colin Cohen had 20 electric motors so built himself a 10ft x 6ft ship to shore Container Crane solving the problem of picking up the containers by a spreader device on the way, and for the time when you are in the dog box, there is a beautiful bowl of flowers using all the latest parts and colours to make and present to your partner.

Binns Road Swimming Lessons

from Robert D McKibbin

Attached is a short account of a conversation I had with an ex-Meccano toolmaker and the use they made of vats in the toolroom back before the factory closed. I found it interesting as a slant of something different about Meccano. Maybe other Meccanomen may be interested as well.

"He still does not want to be thrown in the oil!" The lady laughed offering explanation for her failure to wear her diamond cluster engagement ring bought many years before. Wanting to know more I asked our new fellow Liverpoolian friends to expand.

"Well," she sat back in her chair and sipped her wine, "He worked at the Meccano in Binns Road." She pointed her slim finger accusingly at her husband. He sat listening with a wide grin beaming across his tanned face. My ears pricked up with the mention of the factory that meant so much to me as a thirteen year old. A chance coincidence, twelve months before brought us together, sitting in the local Return Services Association restaurant enjoying an evening meal. My wife had met Jean on a day course on fitness for the more mature. Not that either of them needed it, but who was prepared to argue.

"So you worked at the Meccano?" I asked eagerly, waiting to tell him how I acquired my No. 10 Meccano.

"I was apprenticed as a toolie and was there till the big redundancies and the factory closedown." Gordon replied with a measure of pride peppered with sadness. He listened with interest as I told him the story of my brother in law, his Meccano set and its eventual arrival on my doorstep in New Zealand. He posed the obvious question drawing my dejected reply that the box had long gone as it sat neglected in the darkness of my sister's attic.

We talked for some time about some folk we knew from our past. Various people he had worked with at the famous factory who had crossed my path as a member of the Liverpool Police. However, none of them in a professional capacity!

Swinging the conversation back to Jean's original claim I asked "So why the ring thing?"

Gordon forced a wry smile, and then grinned. "I would not let her tell anyone at work we were engaged!"

"Meaning"

"The other lads would have thrown me in either of the big vats as a....well they called it a reward."

"Which vats and what were they for?" I probed with anticipation.

"In the tool shop, there were two large vats, one filled with water, the other with whale oil. They were used for reducing the temperature of the cast iron dies in the making of Meccano pieces, especially the dinky models. The water was for quick cooling while the whale oil provided a slower method. They were in constant use throughout the working day. The slight mention of a birthday, an engagement, or wedding or other celebration was a signal that lit up everyone's face. The unsuspecting person immediately became fair game. Work ceased as men descended on his well-being which was in immediately jeopardy as he felt himself being lifted up headhigh. The march across the shop floor was short and unceremonious as the belligerents aimed the poor soul into the centre of the closest vat. Both were extremely cold. Many a time, the lamented cry of 'No! Not the whale oil!' was heard as the new celebrant, struggling to escape his fate, headed towards the destination he did not want. Those times I made sure I kept quiet, and at functions insisted that Jean keep our secret. So, after all this time, if she forgets to put on her ring, she blames me!"

Inwardly I contemplated the simple explanation but Gordon broke the silence as he whispered remorsefully,

"I will tell you one thing, those bosses stuffed the Company up! They should have been drowned in the other vat!"

From Memory Lane

from Bill Inglis

In January 1975, when Bill and Paul Inglis were holidaying in New Zealand, they met up with some other Meccanomen and this picture was taken. Who are they?

If you cannot put names to the faces, please turn to page 23 for the answer.



SE LOCOMOTIVE IN NZ: Late in March, Toyworld, Wellington, had on display one of the controversial Special Edition Locomotive sets, priced at \$NZ225. It is, in my opinion, an ugly model and anything less like "real" Meccano is hard to imagine. The only other Meccano they had in stock were a couple of City 7100 sets.

GILBERT POCKET ERECTOR: My Pocket Erector set is dated MCMLXXIII on the packet. In the 30-model building guide leaflet Mr. Gilbert says, "Erector is the most versatile construction set ever invented." Of course, he'd never heard of Frank Hornby!

REPAIRS LIKE MECCANO: When motor cycle racing champion Barry Sheen had a bad smash in 1982 his shattered legs were rebuilt using 27 screws. "Like a Meccano set", remarked 'The Times'. (Sunday Star-Times, 16/3/03. Thanks to Bob Prescott.)

MW's QUICK SERVICE: I emailed an order for parts to MW Models in England on March 12th. The parts arrived in the mail on March 17th.

TAKEN OVER AGAIN ? A report in an Italian Economics newspaper dated March 8th said Italian financial group, Benetton, through its subsidiary '21 Investments' had taken a 33.34% share in Nikko Meccano. (Paolo Caravani, Rome, on 'Spanner').

QUOTATION: *The past is a different country - they do things differently there.* (Quoted by Colin Hoare on 'Spanner').

RIGHT THROUGH HIS TUMMY: 1933 saw Meccano Ltd. produce mini pilots for their Aeroplane Constructor Outfits. The pilots had their midribs pierced to receive one end of the propeller shaft.

PUSH - PULL: "A little grade 2 girl recently asked me if the opposite of pulleys was pusheys, and if so, how did they work." (Ed. Barclay, Canada, on 'Spanner').

"OUR" DIFFERENTIAL ANALYSER: William Irwin reports on 'Spanner' that the DA is currently back in safe storage at MOTAT in Auckland. It is in a very bad state of repair



and needs extensive restoration before it can be displayed again. William has proposed to MOTAT that initially two integrator units be restored for a static display.

COMMENT: "Just received the Meccano mag. The section on motor bikes is excellent - great what imagination will do. And the rotary hoe is clever." (Frank Davis, Rotorua, NZ)

MISALIGNED SHAFTS: For transmission of torque between two misaligned shafts I use two male-half dog clutches on a short axle. One of them is rotated 90 degrees out of alignment with the other. This loose section is then held in place by the

two female-half dog clutches on the fixed, but misaligned, axles. (Sorry, I forgot to note who said this. LS)

SOME PRAISE: "By the way, the NZFMM magazine is GREAT !!! (Stan Jenereski, Massachusetts, U.S.A.)

"I look forward to my bi-monthly treat in receiving your most interesting and informative magazine. Bruce Geange's Rotary Hoe is an interesting model, not yet built in the U.K. I could be the first if I get a move on." (Albert Howe, Ripon, North Yorkshire, U.K.)

SERVICE FROM MECCANO FRANCE: "A couple of years ago I bought one of the latest sets and found one 1.5" tri-flat axle was missing. I wrote to Meccano S.A. in France and forgot all about it. I filed one of my normal axles to build the model. After some weeks I received SIX 1.5" tri-flat axles from MW Models in England." (Joe Attard, Malta, on 'Spanner')

DOWN TO BANANA BOXES: Michael Lavender's love affair with a 1955 Alvis Grey Lady started when he came across its disassembled parts on a Canterbury farm. "It looked pretty much like a Meccano set - everything that could be pulled apart was pulled apart," said Mr. Lavender. Two years of hard work and \$5000 later, the Grey Lady is back on the roads. (Rotorua Daily Post, 13/2/03. Thanks to Frank Davis).

STOKYS NEWS: Paul Lineard from the Swiss AMS Club advises that, following two bad fires at the factory, the Stokys Company has been sold by the previous owners. Production is expected to resume in June, 2003. (Edmundo Veiga, Brazil, on 'Spanner').

Warning – Unpaid SUBSCRIPTIONS

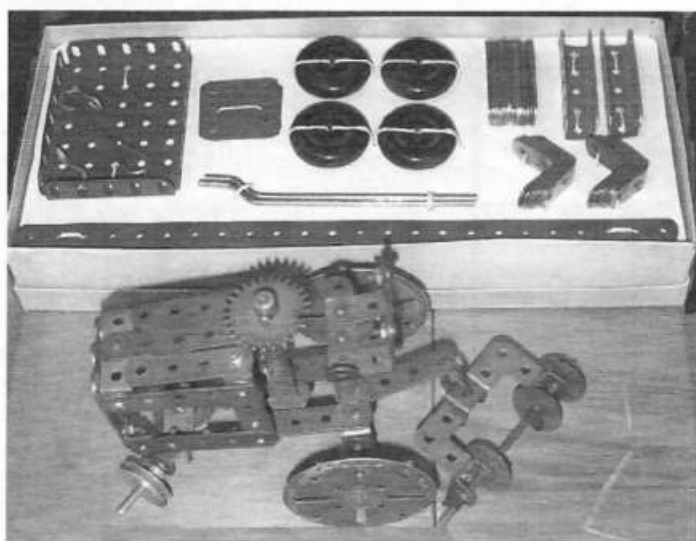
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How can you sleep at night worrying?? People are pointing at you in the street and your children are mocking you.

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Some Non-MECCANO Sets - Part 5



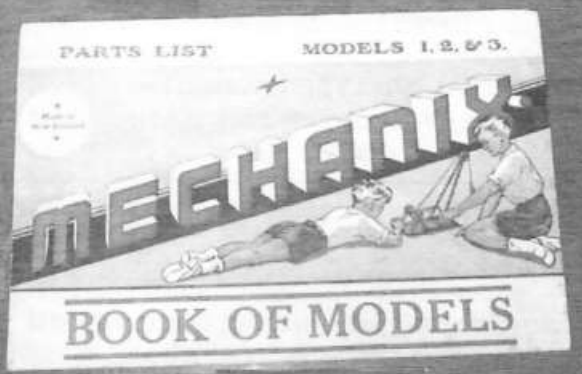
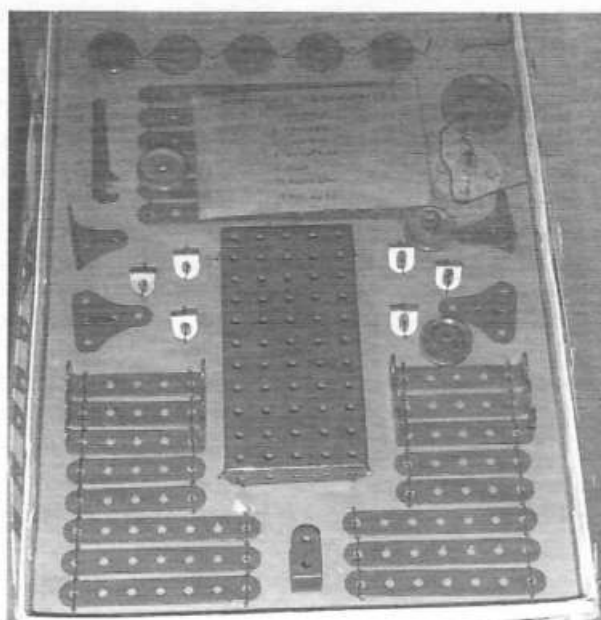
The Lynx sets were produced in England during the early 1930s. The hole size and spacing is the same as Meccano. This is a No 6 Set.



These parts are from Masterbuilder, a product made in England in the mid 1950s. It is similar to Meccano.



Märklin was manufactured in Germany from 1914 until recently. As it is dimensionally the same as Meccano, some of the unusual parts are popular with Meccanomen.



Mechanix was a construction system manufactured in New Zealand during the late 1940s and 1950s. The hole spacing was 12.7mm but the 4.2mm hole diameter was slightly greater than Meccano. This is a Set No 2.

Warm greetings to all Meccano devotees.. As the days get shorter and cooler our minds drift towards a nice warm fire and building lots of models. Let's have a look at what has been happening in the cyberspace world of eBay. Firstly let's start with Meccano literature, a vast area which you could spend a life time collecting and still not cover all the bases.

[1] 1939 Catalogue 13/639/11500. This Meccano catalogue was printed in June, 1939 just before the war started and was distributed to the dealers but never sold to the public. In mint condition 72 pages. A rare item and sold accordingly at NZ\$280.

[2] 1939-40 Catalogue. NZ edition. Models Ltd shown as the dealer. 56 pages in vg condition. NZ\$110.

[3] 1950 Catalogue. This is the one with the helicopter on the front, in very nice condition, 31 pages (Canadian edition). Sold well at NZ\$160.

[4] Meccano "The Treasure Chest Catalogue" of 1937. 72 pages of real gems. Spine repaired with tape. Condition nice for age. NZ\$125 after 8 bids.

[5] Meccano general products 1964. Ref 9/464/150 2nd. 4 pages with price list in centre. vg condition. After 10 bids sold for NZ\$80.

[6] Here is something that sold very well (I must have one some where). A 1964 Meccano Hornby Dinky Dublo price list. As quoted in sale "Folds out into large double sided sheet picturing the product range in black/white and yellow". In nice condition and must be rare. NZ\$200 after 9 bids.

[7] And what must be a record for any Meccano Catalogue/Book-sold by our very own NZ eBay "bayrose", alias Nigel Boyle, Christchurch, a Meccano Hornby Dealer booklet 1930. As quoted by Nigel "Our Selling Service' 1930 Meccano, Hornby Trains and Accessories booklet, with the wholesale agent in South Africa printed on cover, 15/530/.4. Incredibly rare and desirable. This dealer booklet which is a joy to read. Real gems on every page. A terrific insight into the Meccano dealer support system". After 18 bids it was sold for NZ\$1050.



this sold well at NZ\$175 after 15 Bids.

Now let's look at Meccano Instruction Manuals.

[1] 1940 No 10 set Manual. Very nice (would like one). Largest instruction book of the time. ref 13/140/1. 108 pages of sheer joy, rusty staples and a bit of Sello tape but still very nice. NZ\$300 bought it.

[2] 1928 Meccano Instruction Manual for outfits 4 to 7. 140 pages in vg condition. Looks nice. NZ\$250 after 15 bids.

[3] No 10 set 1949 Instruction Book. This is a reproduction of the original catalogue. Can still be bought from MW Models for approx NZ\$33 so

[4] No 9 set Manual 1950. Ref 13/650/65. Well known manual with dad with pipe and boys building Block setter crane. Final price NZ\$180.

[5] A rare Da manual plus a F-L Manual. The Da manual is complete and F-L a bit tatty and incomplete. Good buying at NZ\$80.

[6] And to end Manuals - take a look at this one. Meccano Instruction Manual 1930. As quoted in auction "shows models built with the No 1 outfit, No 3 outfit, No 5 outfit, No 10 outfit and the ship building outfit". Cover has someone's name pencilled on it and has some bending and minor tears. An American manual with bids only from U.S.A. Sold for NZ\$650.

Let's finish again with some of the more curious aspects of the Meccano collecting hobby.

[1] Vintage reel of connecting wire. This reel is made from thick card and measuring 2 3/4" diameter by 1 3/4" wide. It originally contained 50 yards of wire but only half is left. Used by Meccano in its factory and never sold to public. Sold for NZ\$150. Don't throw anything away!

[2] Made by Meccano France. Obi-Wan Kenobi from Star Wars in original French blister pack-never opened. Apparently very rare. Sold for NZ\$9000. Beats collecting Metal Meccano!!!!



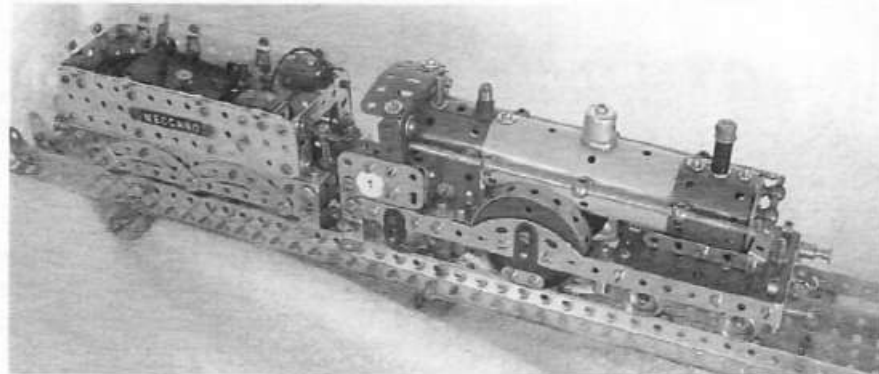
[3] And to finish - Meccano Factory built Concorde plane beautifully built in French yellow and blue. This model used to hang in Fao Schwartz, New York. In great condition and a bargain at NZ\$650. Would make a great model to publish.

That's all folks; see you all at Hawera. Best of luck collecting. John Hansen.

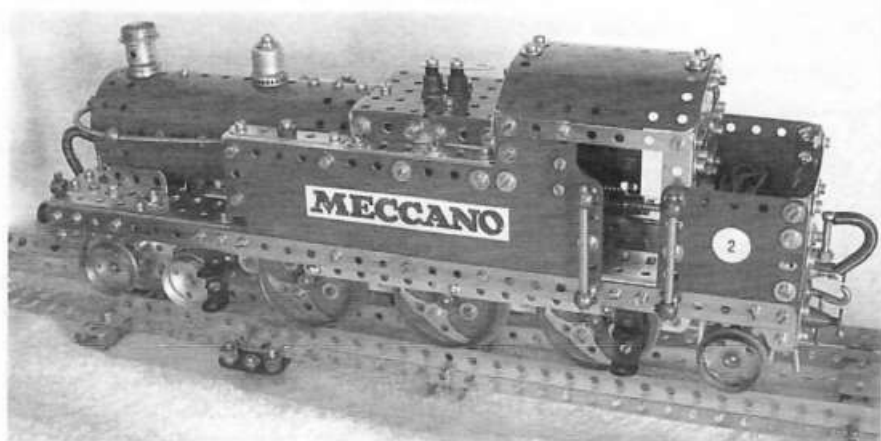
Auckland Meccano Club Meeting February 2003

pictures by Peter Hancock.

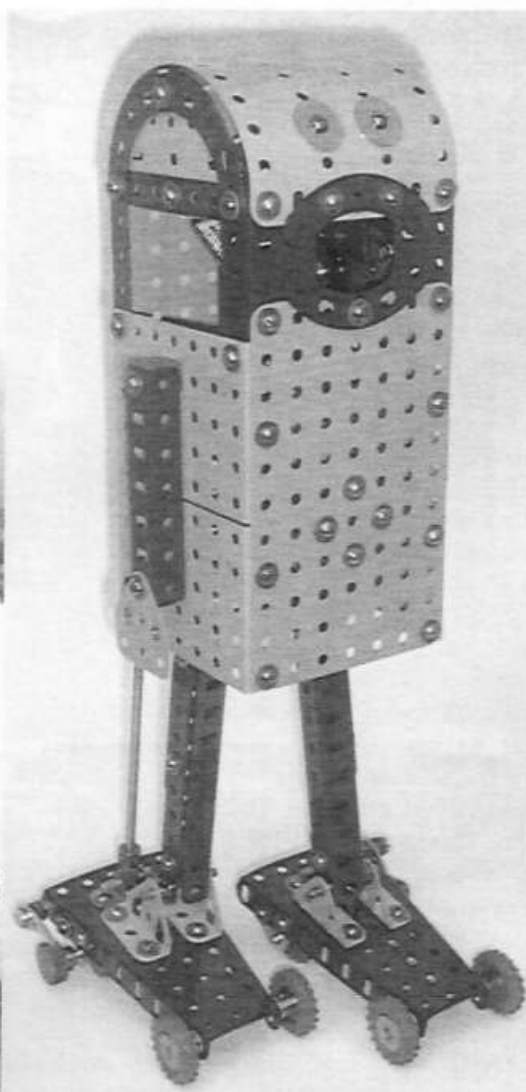
These pictures are from the February 2003 meeting of the AMC.



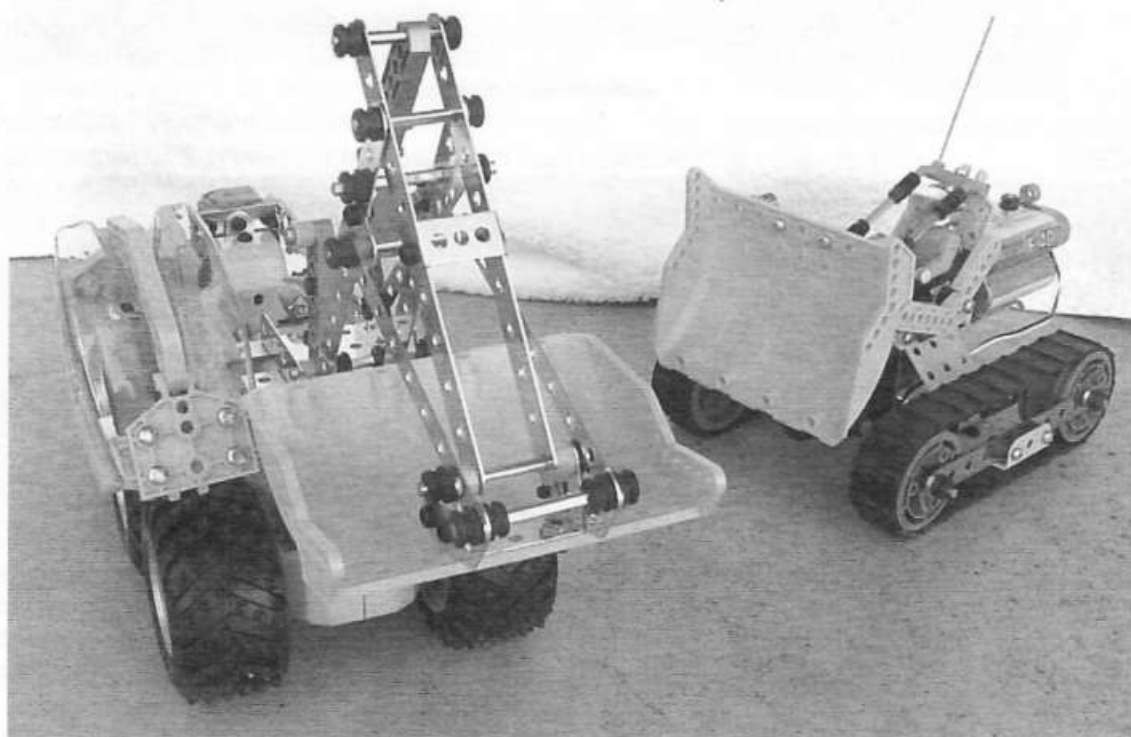
David Wall's clockwork locomotive



David Wall's electric locomotive



William Irwin's version of the robot - R2D2



William Irwin gets into earthmoving machinery!



Evan Lewis has these badges to prove a long association with Meccano

MWMT MECCANO CLUB

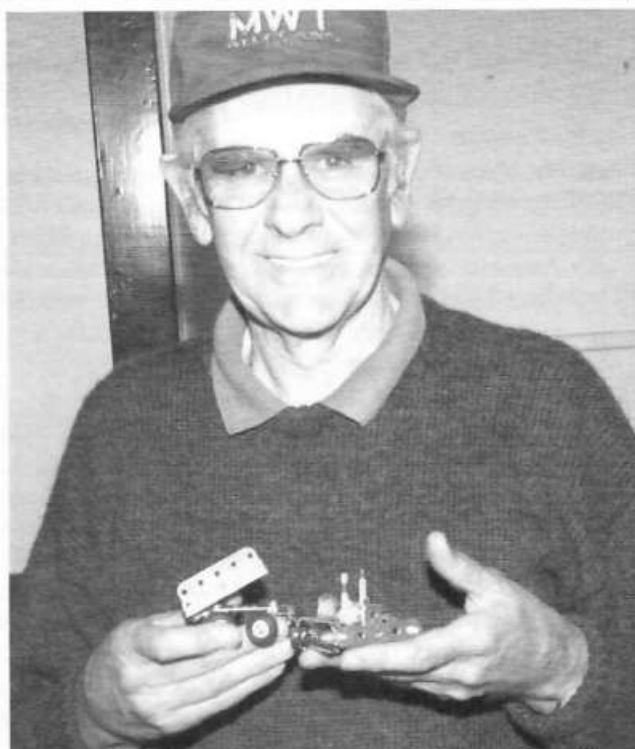
Meeting Report for 12 April 2003

by Bruce Neilson who
also took the pictures.

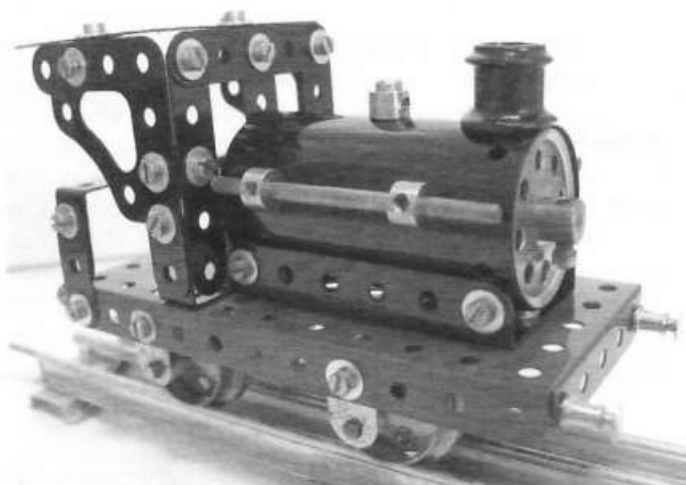
Geared Roller Bearings (GRB) and associated parts were the topic for the April antiques. We had two genuine GRB in

boxes (refurbished), three replica GRB (ex MW Models) and Quadrants in used states and original packets at the meeting. Pinions were presented in solid and sintered brass. Two other genuine GRB are held by club members but not shown. Discussion revealed that most of the GRB plates had not been used in actual models but the possible uses extended from the Giant Blocksetting Crane out to Ferris Wheels, Merry-Go-Rounds and 4 wheel vehicles. The advantages and disadvantages of the solid plate GRB versus open centred Quadrants for cable insertion, keeping together as a unit, and driving with Pinion or Sprocket Chain were also discussed.

The model of the meeting was a model with a maximum weight of 200 grams. Modern electronic scales made the weigh-in easy. Aeroplane, Bulldozer and Trailer, Mouth-guard, and two motorbikes were the results

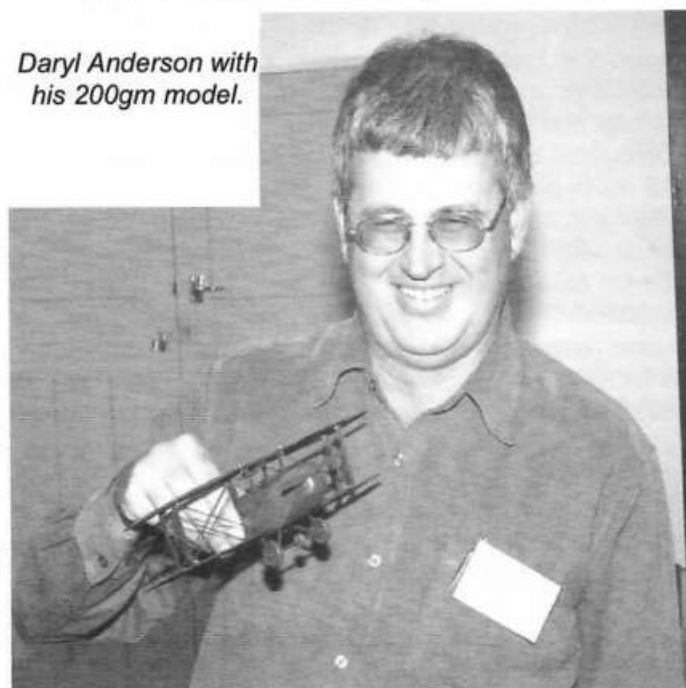


Bruce Geange with his 200gm bulldozer & trailer.



The 0-4-0 Locomotive built by Bruce Geange

*Daryl Anderson with
his 200gm model.*



of fertile brains.

The other models and Meccano items presented were as follows. A very nice restrung French No 1 Motor Construction set. The first Meccano 'O' gauge 0-4-0 locomotive and wagon with the reputed truck load of No 10 sets on board by Don Blakeborough. The Special Edition 4-6-4 Locomotive from a recent Meccano one model set by Wayne Blakely. Coincidentally another first Meccano Locomotive by Bruce Geange. A preview of the history of Meccano motors, electric and clockwork, mounted on a five shelf display stand by John Ince. A working version of the Crazy Inventor Airship by Tom Pittams. Two railway wagons, complete with tarpaulin, by Robin Rye. From the 40 Set a one person lift by Paul Vodanovich.

The meeting concluded with an auction of Meccano parts which secured some people some bargains of uncommon items.



*Wayne Blakely with his locomotive from the current series
of Meccano sets*

Christchurch Meccano Club Meeting December 2002

by Ian Torrens

Another Meccano year has gone by, and for the December 2002 meeting ten members were present with six Meccano models showing their all. Graeme O'Neill had a Rotary Hoe with forward and reverse action of the blades being controlled from the handlebars. This model was 6" long and wide and 12" high. He also displayed a Best of Fifty Meccano manual together with six previously seen Lego models. John Crawford brought along a Tractor and Trailer he has just finished which measured 12" long, 3" high and 6" wide. Donnell Sampson and David Lang had a Lego train set with about 25' of track. This looked very good and went forward and reverse in grand style, being held on the tracks by magnetic attraction. They also had a Desert Conveyancer which had two drive motors and a triple blade propeller to assist driving, each blade being six inches in length. This model had two twin wheels in front, each with independent mounting and tilting capability. This unit had a driver and twelve passengers seated on it which looked very good indeed. The model measured 26" long, 32" wide and 21" high. A large Lego Swing Boat, 44" long, 36" wide and 21" high was also shown by David and Donnell. Discussions continued for much of the evening with supper being at 2115 hours and the meeting finished at 2200 hours.

Christchurch Meccano Club Meeting February 2003

by Ian Torrens

For our first for meeting of the year, held on 7 February 2003, eight members were in attendance on a fine warm meeting. Eight models were on display and six empty cartons of very recent Meccano were available for us to peruse. The cartons were from the Future Masters series. Numbers 4505, 4600, 5650, 8600, 8651 and 9550 – all

very interesting sets as the cartons showed. The fully assembled 'Spirit of Meccano' airship was on show and a very fine model it is. This is Set 8651 and is well worth the effort of construction. Also on display, was a car type gearbox, a racing car with rack and pinion steering, a caterpillar tracked digger, an off-road drive unit, a lawnmower and a racing car with driver. Altogether an interesting set of items to view for the evening. After a period of viewing and discussions, supper was put on at 2100 hours and the meeting finished at 2145 hours.

Christchurch Meccano Display at Sefton March 2003

by Ian Torrens

This was the Sefton Easter Fair, brought forward to keep clear of the many other functions which occur on that weekend. It was a cold wet morning at Christchurch on 2 March 2003 for our display at Sefton Domain, but once away from Christchurch, the weather became fine and sunny and very warm. In attendance were Doug King, Graham Kingsley, David Lang, Cameron McFarlane and Ian Torrens. Setting up started at 1015 hours and quite a presentable showing was made. There were fourteen metal Meccano models and eight Plastic Meccano models being shown with David Lang building up a bulldozer from his new future Masters set he had with him. This created a good deal of interest from the public as the model took shape. Seven different empty cartons with a total of twenty four models were there for the public to peruse. On show were Railway Locomotives, Ships, Lawnmower, Aeroplanes, Trucks, Gearbox (car type), Round-about, Gear mechanisms (two), and a Blackpool Tower model which was much admired by a woman just out from England. After a busy day talking Meccano to many members of the public, packing up was done at 1530 hours reaching Christchurch at 1700 hours. A pleasant and interesting day.

Wellington Meccano Club Meeting Report March and April 2003

by Bryan Jones.

The Wellington Meccano Club held a couple of meetings at Konini Primary School, in Wainuiomata, during March. The library there had sufficient space for the whole of our Exhibition display to be set up for testing. Several hours were spent at each meeting, testing and adjusting the various sections of the display, and members went home afterwards with plenty of work to do before the next meeting. We decided to hold an April meeting as the last opportunity to try out the more crucial parts of the display before the Exhibition. On Friday 4th April, eight members gathered at St. Luke's, Wadestown, where we welcomed a visitor, Eldon Porter. Another evening of testing and adjusting was held, with most things being made ready for the Exhibition. A couple of us still went home with more work to do!

Lloyd Spackman interested us with a second-hand Pocket Erector Set, which he had bought through E-bay. This was similar in concept to the Pocket Meccano Set, and produced at about the same time, the box being dated 1973. The

instructions proclaimed that 30 models could be built. Lloyd noted that there was only one tool included, which was a combination screwdriver/spanner, so the proper tightening of nuts and bolts would be rather difficult.

Colin Croft brought along a small gearbox consisting of 60/12 tooth gears and pinions. These had been made by Meccano and Exacto, and it was interesting to note the small differences in manufacture between the pairs of gears. Simon Moody had Wellington Meccano Club badges for sale. The firm which produced a run of these badges for us some years ago, still had the die and were prepared to do another run at a reasonable price. They are similar to the NZFMM badge in dark blue and gold, with the lettering altered to the club name. The badges attracted some interest, and sales were made.

The meeting closed with supper. This may be the last meeting to be held at St. Luke's for some time, as we understand that the hall is about to be demolished. A community centre is to be built on the site. Future meetings will be held at a location to be advised. Next meeting: 6th June.

New Zealand Club Diary 2003

Auckland Meccano Club.

Contact - David Wall - Ph 09 426 1965.

Meetings at 2 pm on second Saturday every third month.

10 May, Jan and Peter Hancock, 1 Orangewood Drive, Howick.

9 August, Neil Carey.

8 November, George Ovenden or David Wall.

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.

14 June, 9 August, 11 October, ?? December.

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).

6 June, 1 August, 3 October, 5 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.

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

Additional Meccano Contacts

Hamilton - Don McClelland Ph 07 847 4503.

Wanganui - Tom Pittams Ph 025 274 8486.

Palmerston Nth - Bruce Geange Ph 06 357 0566.

Napier - Trevor Adam Ph 06 843 4837.

Internet sites

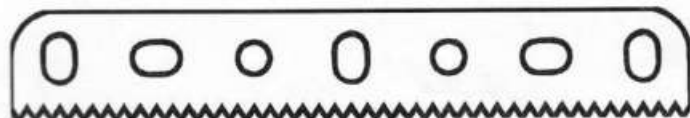
International Society of Meccanomen (ISM) <www.internationalmeccanomen.org.uk>.

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

Articles etc. for the June issue of NZFMM Magazine should be sent to the Editor well before 14 June 2003.

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

Subscriptions - If your address label reads 'March 2003' this will be the last NZFMM Magazine sent as you are not financial for 2003 - 2004.



The People in the Bill Inglis picture.

From left to right they are Paul Inglis, Robbie Stevens, Kingsley Burrell, Bob Boundy, Bill Inglis.

Crossword Answers

Across: 6 Con, 7 Me, 8 Once, 10 Came, 12 Neo, 13 Mace, 14 Men, 15 Am, 16 Cam, 18 Ocean, 20 On, 21 Canoe. Down: 1 Omen, 2 Can, 3 Coca, 4 Acme, 5 Ace, 9 Cone, 10 Come, 11 Meccano, 12 No, 14 Moa, 17 Man, 18 One, 19 Eon.

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 Stickers

Daryl Anderson, Hawera, New Zealand. email <daryl@bitworks.co.nz>.

For Sale - Meccano Supplies.

New 2002 Sets now available. Contact Wayne Blakely. Phone 06 327 6184, Fax 06 327 4184.

Exacto Agency - Wayne Blakely

Paper price list available from me at Phone 06 327 6184, Fax 06 327 4184.

Electronic price list available from William Irwin at email <irwins@ihug.co.nz>.

For Sale - Replica & Meccano Parts

Girders and plates: These parts are made by Newton Engineering, Christchurch

Angle girders	24 1/2"	\$4.00ea;	18 1/2"	\$3.70ea
Flat girders	24 1/2"	\$3.80ea;	18 1/2"	\$3.40ea
Flat plates	3 1/2" x 5 1/2"	\$3.50ea;	2 1/2" x 5 1/2"	\$3.10ea
Flat plates	3 1/2" x 4 1/2"	\$2.40ea;	2 1/2" x 4 1/2"	\$1.95ea
Flat plates	2 1/2" x 2 1/2"	\$1.60ea;	1 1/2" x 24 1/2"	\$4.00ea
Flat plates	2 1/2" x 3 1/2"	\$1.95ea.		

Girder Bracket 1 x 2 x 24 1/2" \$4.30ea
These parts are all made from 1mm electro galv mild steel and are unpainted.

Bolts, etc:

Nuts & bolts ZP 200	\$35;	400	\$65;	1000	\$150.00
Bolts ZP cheese head			3/8"	50	\$5.00
Bolts ZP cheese head			1/2"	50	\$5.00
Bolts ZP cheese head			3/4"	50	\$5.00
Bolts ZP cheese head			1 1/4"	25	\$3.00
Washers 4mm x 9mm OD ZP				200	\$6.00
Grub Screws, standard length, black, slotted				50	\$7.00

Please order from John Ince, 5 Lennox Place, Feilding.

Phone: 06 323 7075 Email: <johnince@man.quik.co.nz>

Prices are in NZ\$ and do not include packing and postage.

Wanted To Buy - Combined spanner and drift for Meccano Car constructor No.1 and instructions for this set in French.

Viv Alexander, 52 Virginia Rd, Wanganui - 06 345 3058

Wanted To Buy - Manuals and Magazines (details in Feb. mag)

John Rickit, 19 Findlater St., Matamata - 07 888 4338

For Sale - Meccano Magazines - Another Purchase.

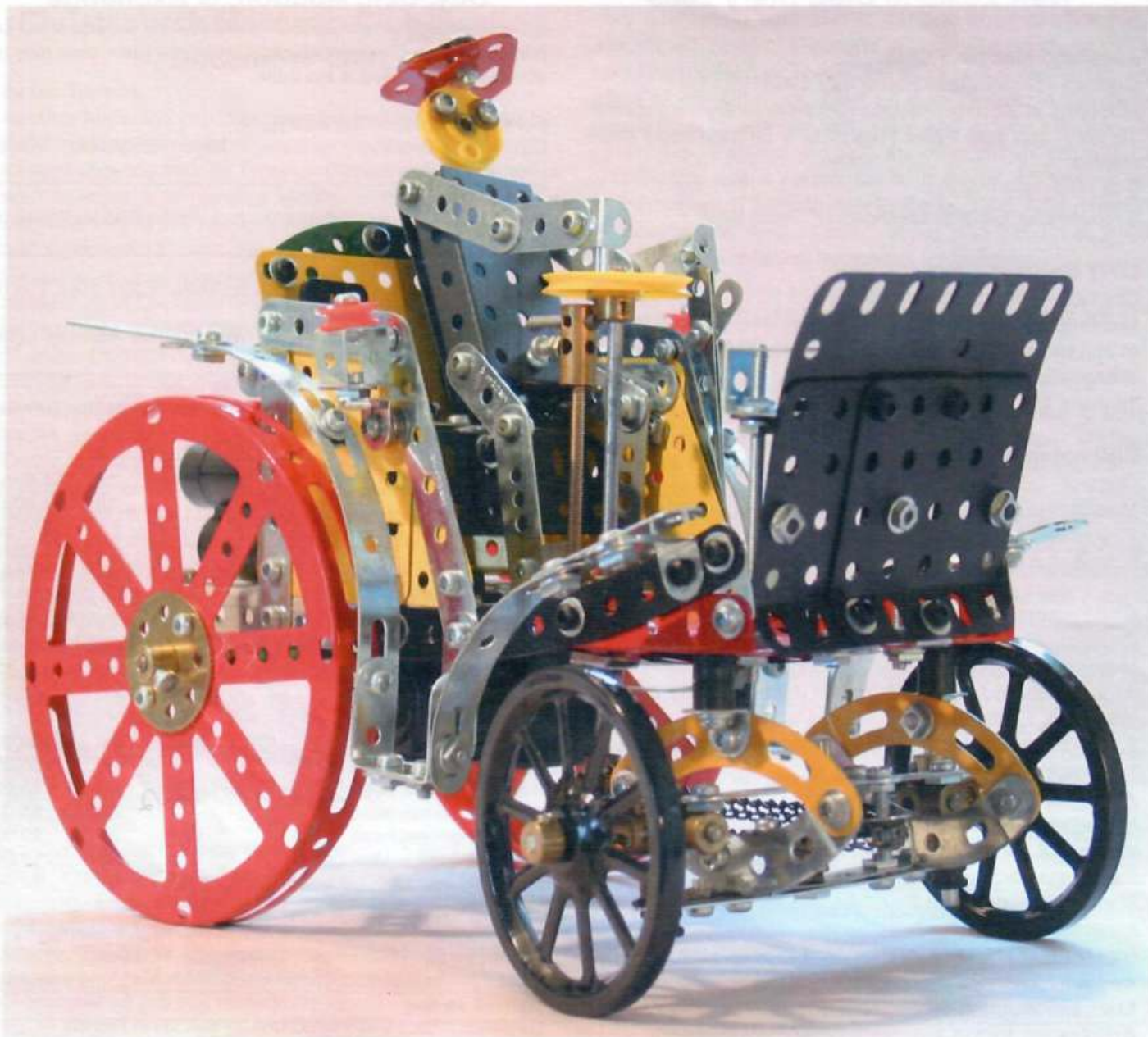
Approx 200, 1924 to 1975. Many full years, most postwars are in good condition. Doug Harris (09) 535 2546, Fax (09) 535 8048, email <digbee@xtra.co.nz>

For Sale - Meccano Magazines. Phil Maxwell, Bathgates Rd, RD10, Waimate; (03) 689 8205; email Phil Maxwell <psmaxwell@xtra.co.nz>

For Sale - 2003 Hawera Convention badges.

\$10 each plus \$3 p&p, overseas extra. Orders to Daryl Anderson, PO Box 40, Hawera. As there are a limited number left, first in first served.





*If you want to build this fine model of the Benz Motor Car then turn to page 3 and follow Bob Prescott's instructions.
(photo by Bob Prescott)*



*This French example of the No 1 Motor Construction Set was exhibited at the April meeting of the MWT Meccano Club.
(photo by Bruce Neilson)*