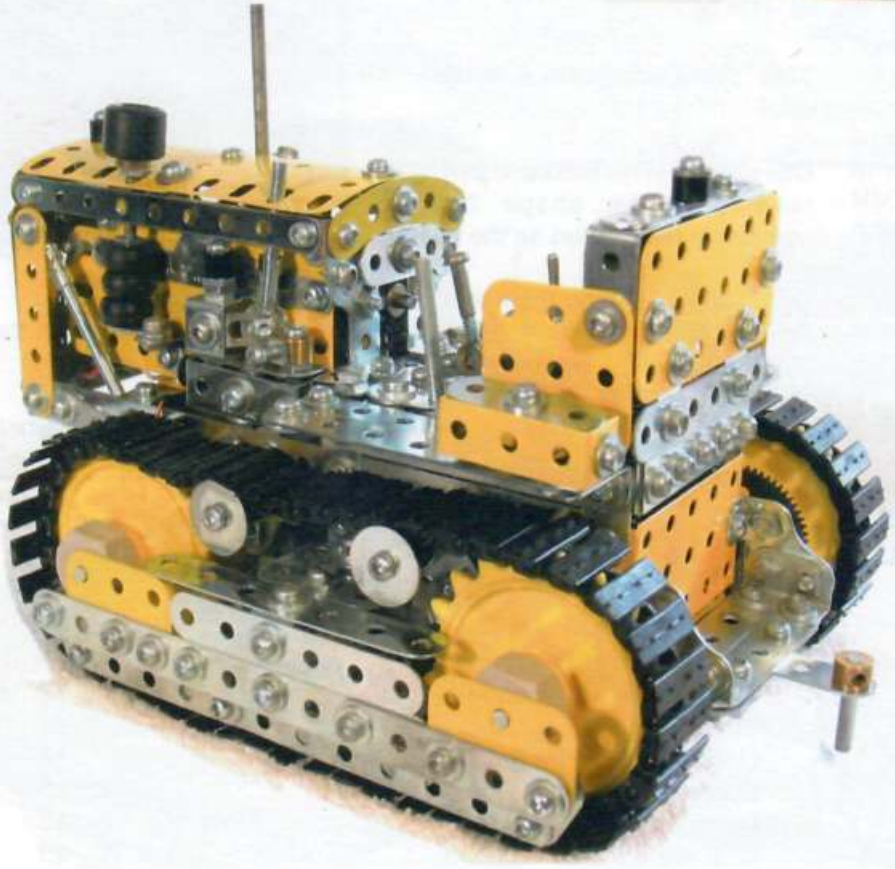
NZFMM MAGAZINE

Volume 27 No 3 June 2003

This fine model of a Caterpillar D8 tractor was built by Bruce Geange using a nice selection of yellow and bright zinc Meccano



The model won first prize for Bruce in the 15" cube competition at the 2003 Easter Convention at Hawera. For more details of this model please turn to page 3 .

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NZ Federation of Meccano Modellers Magazine

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

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

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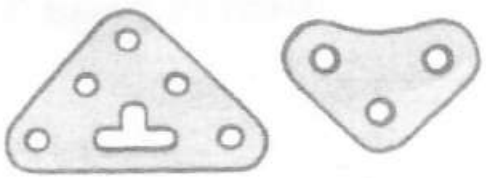


Meccano: Meat Pies or Fruit Pies

Why is it that males indulge in Meccano and females do not? (generally speaking). Does this 'cosmic law' come from our childhood upbringing, social environment or is it built into our DNA? This topic was chewed over by a 'cup of tea' group at the Hawera Exhibition and Tom Pittams came up with the 'pie' theory.

As children at the bakery shop, boys ask for meat pies and girls ask for fruit pies. Deviate from this unwritten rule and your mates will give you a hard time, ostracise you, and cast aspersions upon your sexuality so the reasons must lie in social environment. At exhibitions quite often grey haired ladies wistfully say 'My brothers wouldn't let me play with their Meccano' and similar.

In today's climate of equal opportunity, zero gender bias, and technology subjects being taught at school to all students, will we see more female Meccano modellers in the future? The social scientists are missing a golden opportunity of research.

R. Bruce Neilson

A Cautionary Tale

by John Ince

Most of our readers will recognise Don Blakeborough. Probably not many will know that on the Tuesday after the conclusion of Convention 2003 in Hawera, Don suffered a minor heart attack. This put him in hospital for a few days but the good news is that he was present at the MWT meeting on June 14th looking as fit as a fiddle.

This event suggests a couple of questions.

Question 1: What Meccano part most resembles the shape that is commonly recognised as the heart?

Question 2: Do you think that New Zealand biennial conventions should be discontinued because of the risk of members attending them having heart attacks?

Don't bother sending us your answers as we can easily guess what they will be!

Contents

Caterpillar Diesel D8 Tractor

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

The prototype:-

The prototype is the 1938,15 ton, 100hp Caterpillar tractor, powered by a six cylinder diesel engine and illustrated in the original advertising brochure at the bottom of the page. The sales pitch in the brochure described how the operator was absolutely spoiled by his working conditions.
"Even in the matter of controls, comfort is not overlooked. Composition handles are used instead of metal handles, a feature that means much to the operator especially in hot or cold weather."!!
We wonder whether the Company also supplied umbrellas and rain coats to protect the operator from the weather?

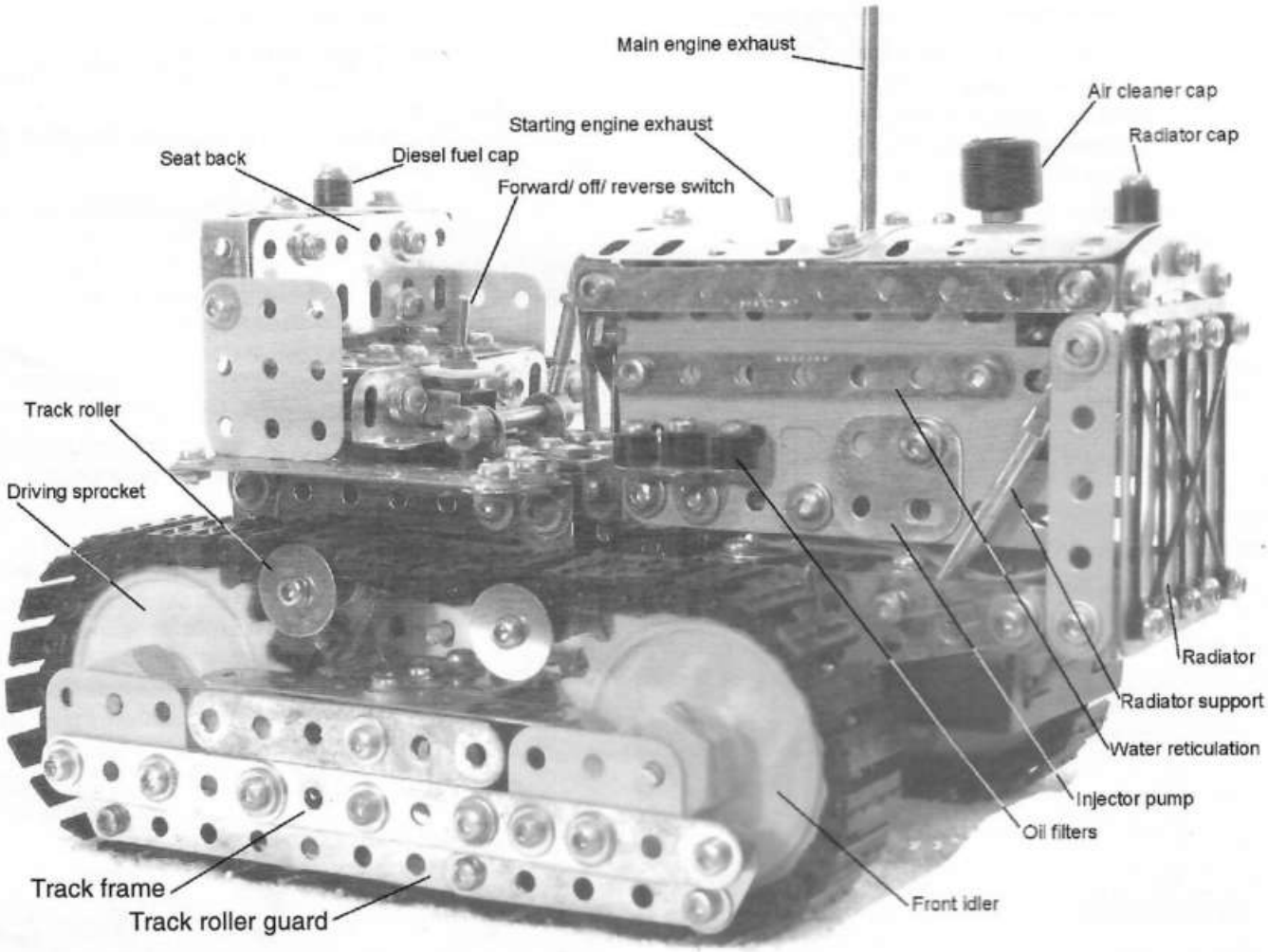
The model:-

This model,which is based on the information contained in the brochure, is the latest in a series of Meccano Tractor models and features:
I - Motor - Six speed PDU concealed in the engine housing with chain drive back to two Socket Couplings which engage/disengage the drive.
2 - Power Supply - A flat battery box fits under the engine housing and blends into the under shadow.
3 - Steering - Each track is put out of gear for steering using a skid turn.
4 - Reversing - A Forward/Off/Reverse electric switch controls the PDU Motor.
5 - Detailing - The engine housing is detailed with items from the prototype. Radiator has had the distinctive grill pattern reproduced. Tool box with hinged lid. Swinging drawbar.

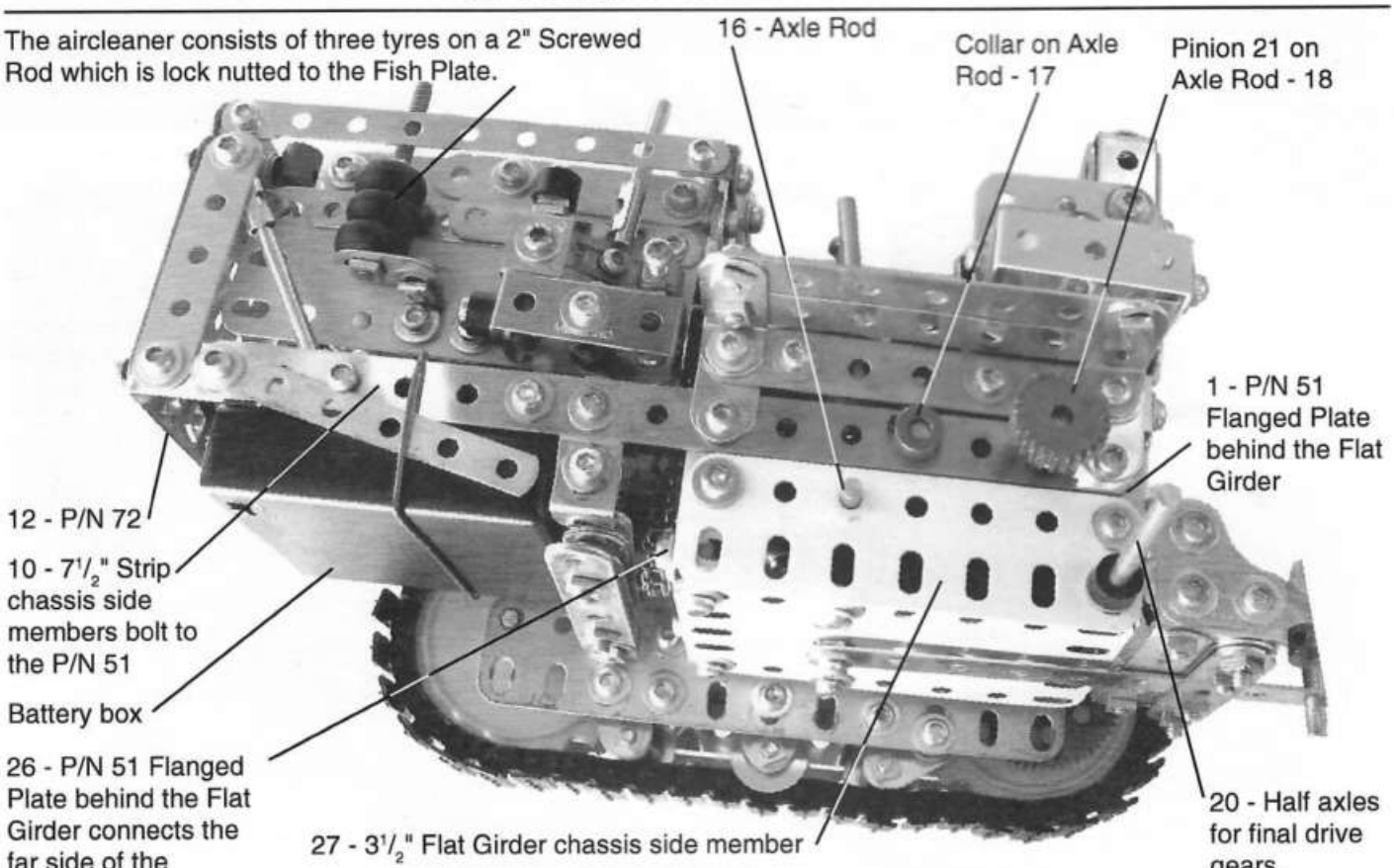
The model is built in modules and the order of building and attaching the modules is suggested as follows:- Chassis, Radiator, PDU Motor and mounts, Gearbox including driving levers and electric switch, Drivers seat including mudguards and toolbox, Draw bar, Engine compartment sides and top, and Track frames.

A ball nose Allen key is recommended to get at bolts in awkward places.

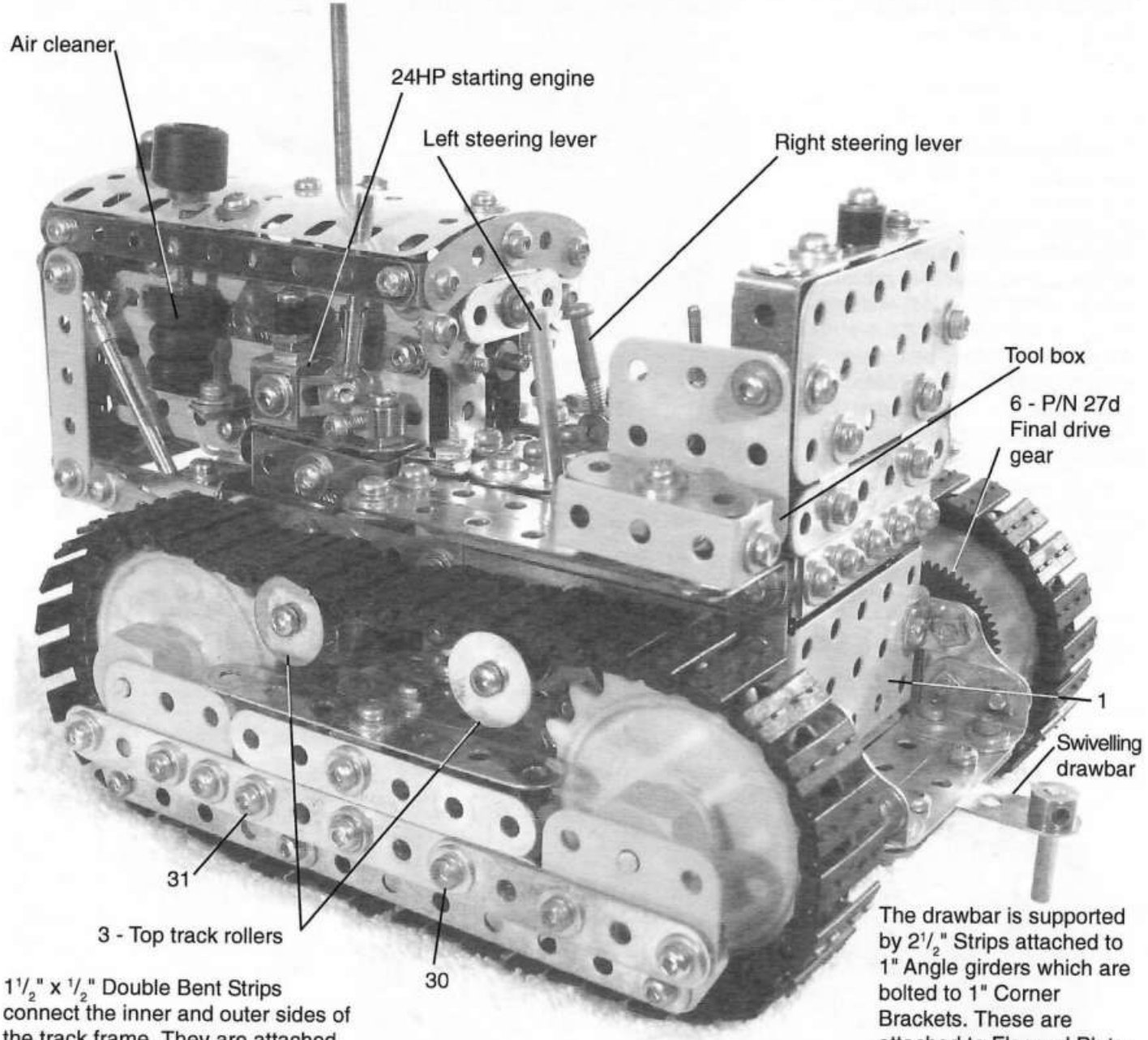
Before starting, please study all the pictures. Because this model has been photographed after completion, some modules appear in more than one picture from various angles. Construction of the model is described on the next seven pages. Extra copies of this issue of the magazine are available for $7 in NZ, $9 Overseas. Please contact the Editor at the address on page 2.



View showing the tractor RH side and front



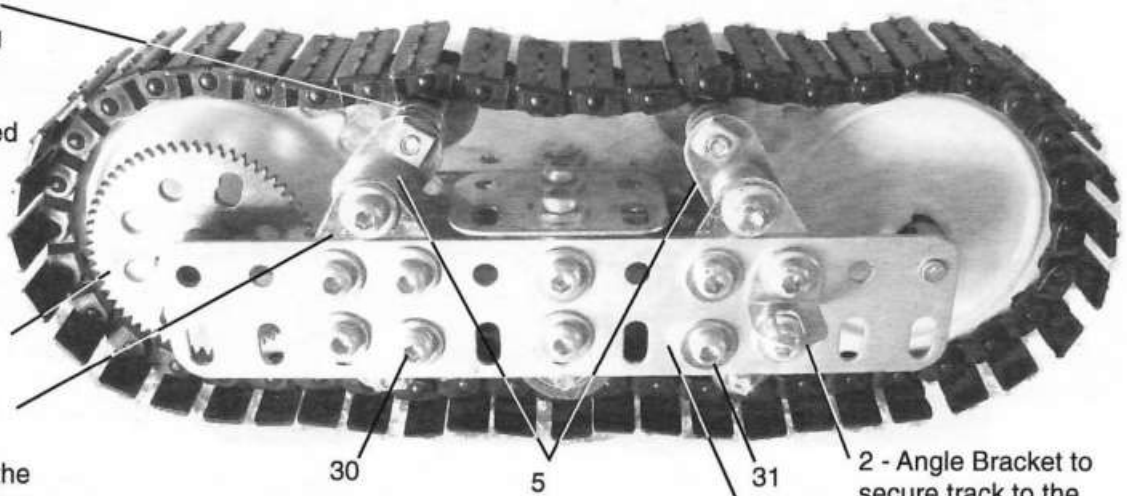
This LH side elevation with the tracks removed shows the tractor chassis



$1^1/_2$" x $^1/_2$" Double Bent Strips connect the inner and outer sides of the track frame. They are attached by bolts (30) and (31).

View showing tractor LH side and rear

The drawbar is supported by $2^1/_2$" Strips attached to 1" Angle girders which are bolted to 1" Corner Brackets. These are attached to Flanged Plate, (1), by Angle Brackets.

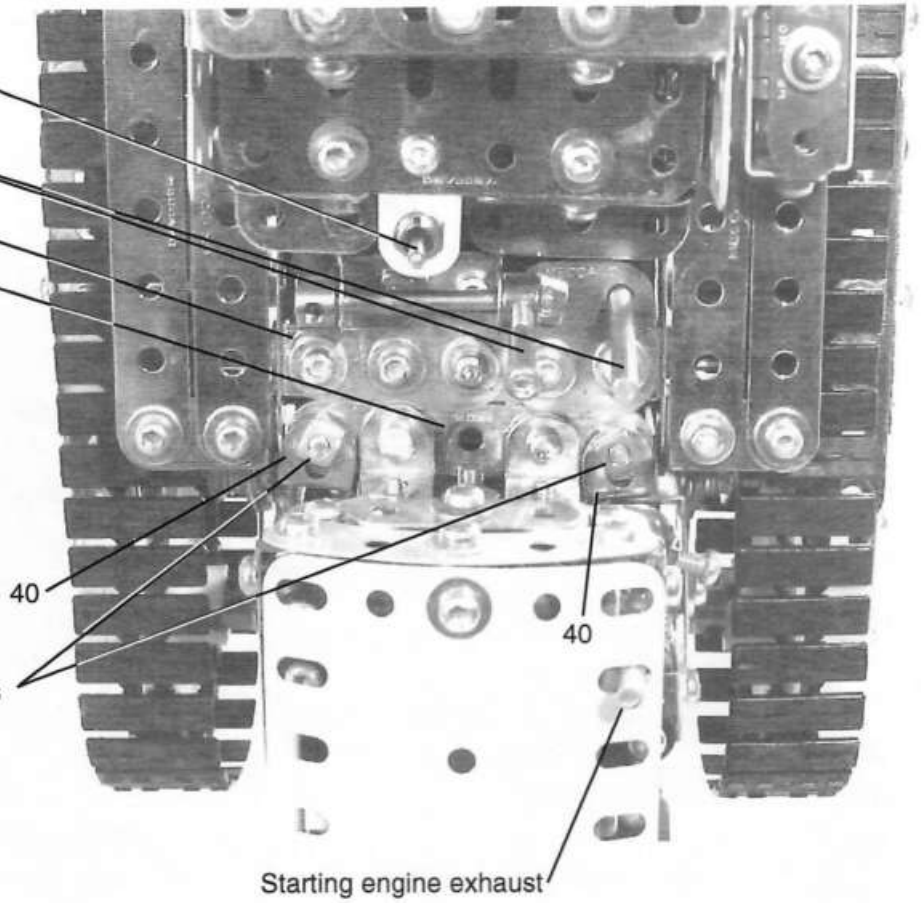


View of the track assembly from the inside showing the top track rollers

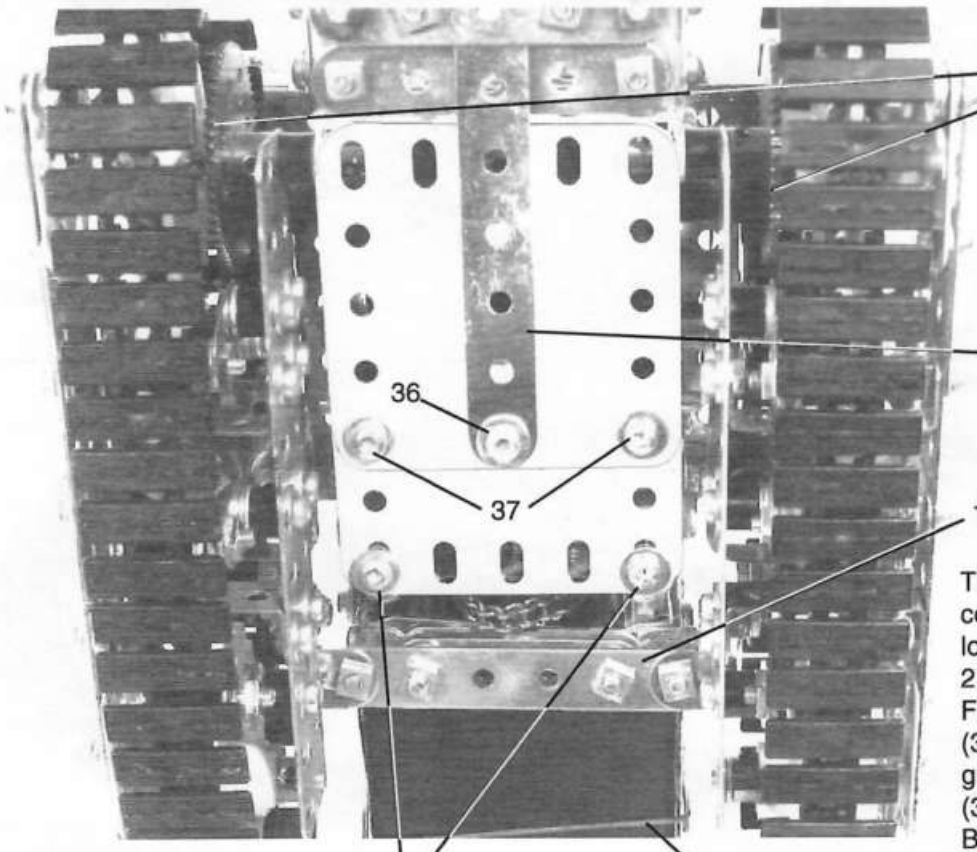
Forward/off/ reverse switch set in custom built plastic strip.

Steering levers

The side panels of the engine are part of a module which is held in place by Corner Angle Brackets, (40). The module is secured by lock nuts, (39), which are on Bolts set at each end of a $2^1/_2$" Strip, (41). This Strip is attached to the Double Angle Strip, (42), with two Fishplates. Double Angle Strip, (42), carries the 1" Flat Girders which are part of the steering mechanism show on the bottom of page 9.

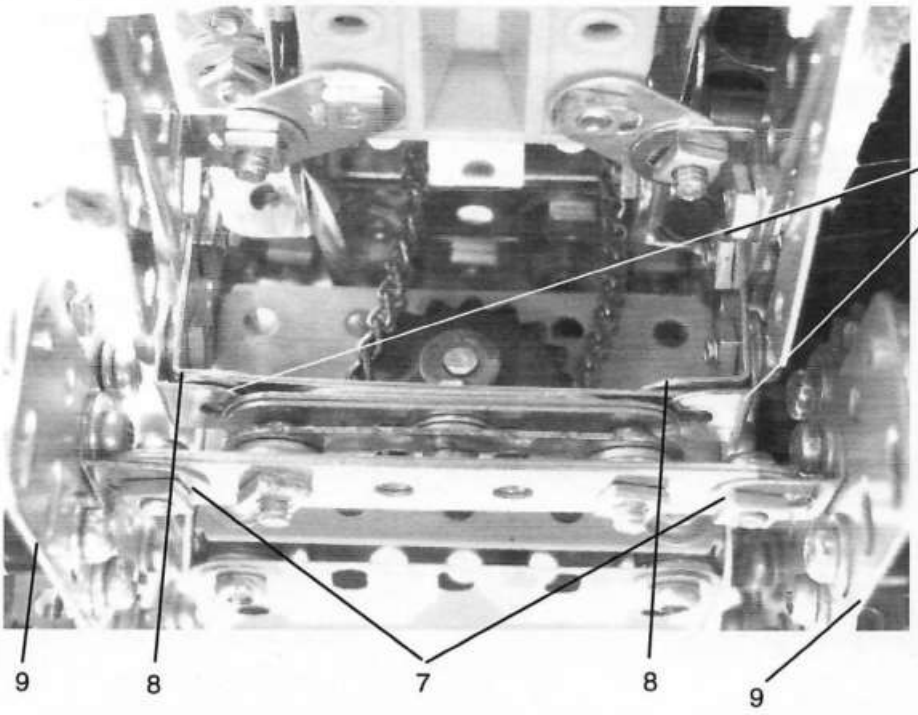


Driver's compartment and steering control mechanism viewed from above



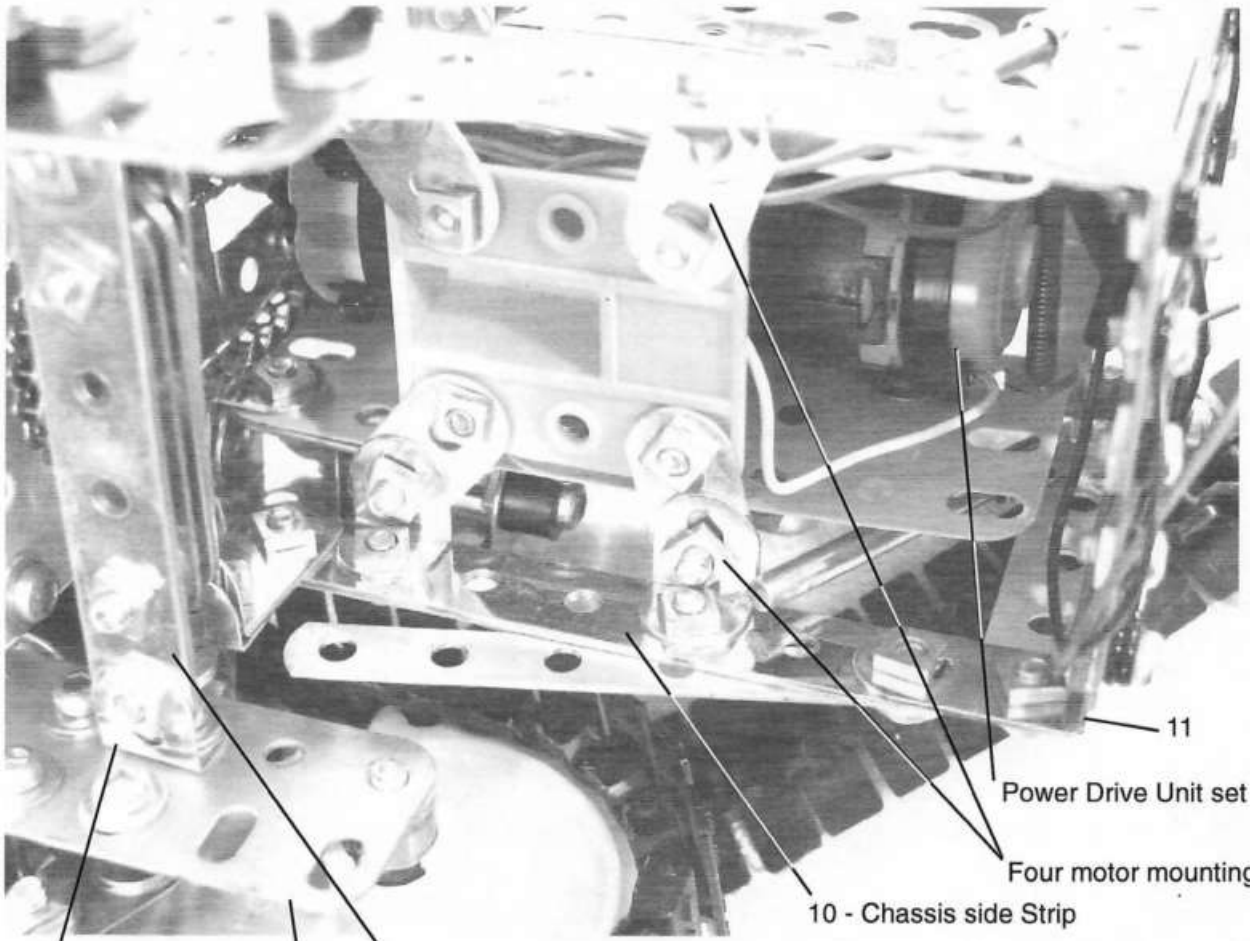
The drawbar is attached to the gearbox cover module by the $^3/_8$" Bolt, (36), and lock nuts, so that it is free to swing. A $2^1/_2$" Strip behind the two $2^1/_2$" x $2^1/_2$" Flexible Plates is secured with Bolts, (37). Slide the drawbar between the guides and fix the module with Bolts, (38), which screw into two Threaded Bosses, (39).

Underside view of the rear of the tractor showing the gearbox cover module.



Chassis cross brace

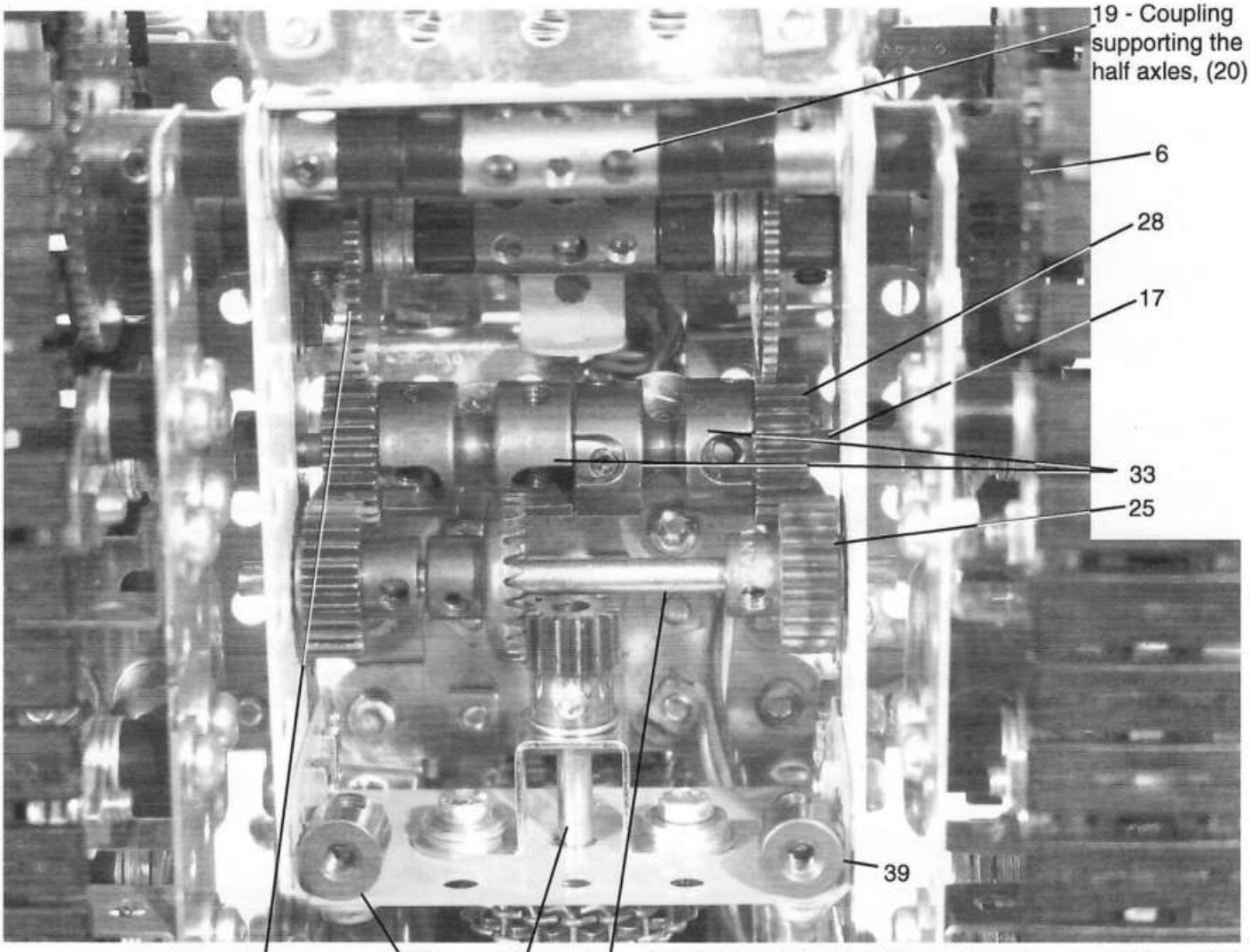
The chassis cross brace is built up from 2 x 3" Strips at the bottom, 2 Washers each side, 1 x $2\frac{1}{2}$" Strip, 2 Washers on the centre line, 2 x $2\frac{1}{2}$" Strips, 1 x $1\frac{1}{2}$" Strip and 1 x $2\frac{1}{2}$" Strip. The lower Strips are secured by two $\frac{3}{8}$" Bolts while the upper three are secured by one central $\frac{3}{8}$" Bolt. The whole assembly is secured to the track frame girders, (9), by Angle Brackets, (7). The chassis cross brace is held to the tractor chassis by the upper $2\frac{1}{2}$" Strip the ends of which are clamped between Angle Brackets (2) and $\frac{1}{2}$" x 1" Angle Brackets (8)



The motor is mounted on four brackets, each comprising an Angle Bracket and a Fishplate, bolted to the two side members, (10), of the chassis.

The picture also shows the $\frac{1}{2}$" x 1" Angle Brackets, (11), to which the $2\frac{1}{2}$" x $2\frac{1}{2}$" Flat Plate, (12), forming the radiator is bolted.

Mounting the motor in the chassis - viewed from underneath

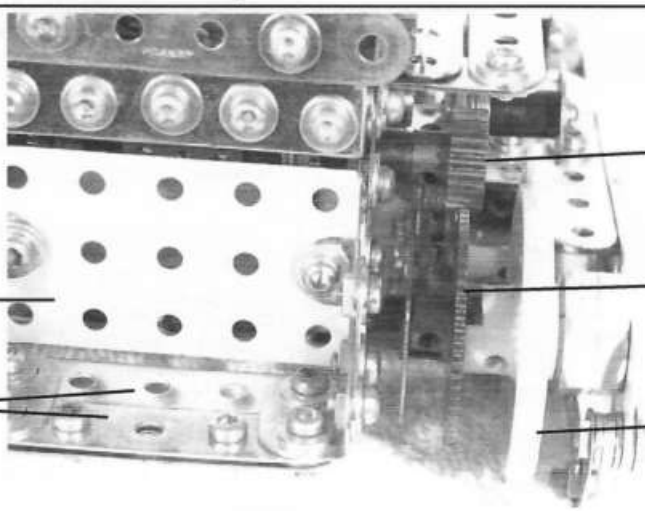


From the bottom of the picture, the drive from the motor goes to the 1" Sprocket , 96, mounted on a $1^1/_2$" Rod, (15), journalled through a Double Bent Strip to the 26c Pinion on the other end. The Pinion meshes with a $^3/_4$" Contrate Wheel fixed to the 3" Rod, (16). This Rod has a $^3/_4$" Pinion, (25), fixed at each end. These Pinions mesh with two more $^3/_4$" Pinions, (28), loose on another 3" Rod, (17), but fixed to the two Socket Couplings, 171, on the same Rod so that each subassembly is free to move laterally to engage and disengage the track drive.

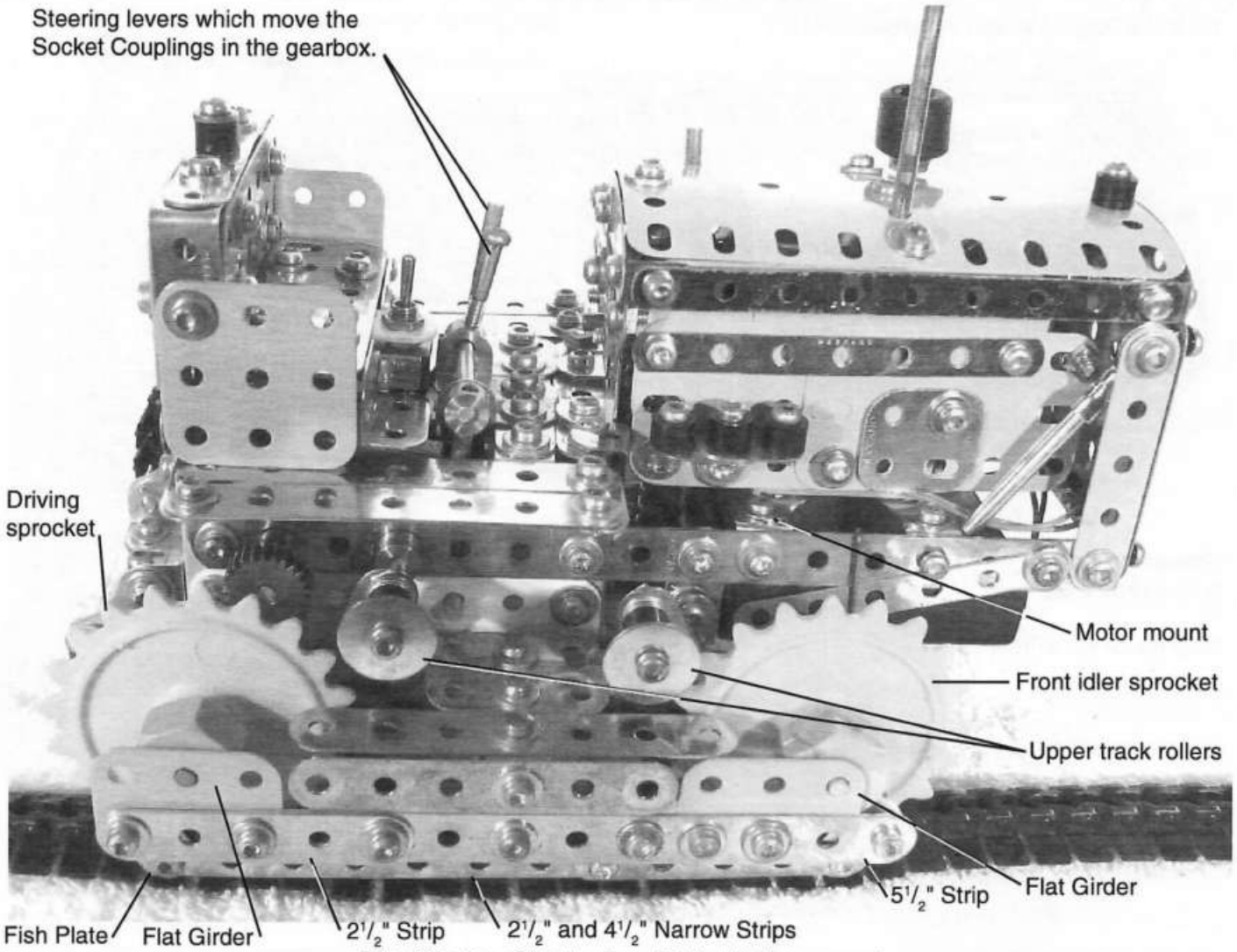
A $1^1/_4$" Gear Wheel, (18), is mounted on a 2" Rod, (22), journalled in a Coupling which carries similar parts on the opposite side. The outer ends of these Rods carry the $^3/_4$" Pinions, (21), of the final drive. These Pinions mesh with the $1^5/_8$" Gear Wheels, (6), on the track assembly. They are mounted on the two half axles, (20), which are a pair of $2^1/_2$" Rods journalled in another Coupling, (19).

The drive for each track may be disengaged by moving the Socket Coupling sideways on Rod (17).

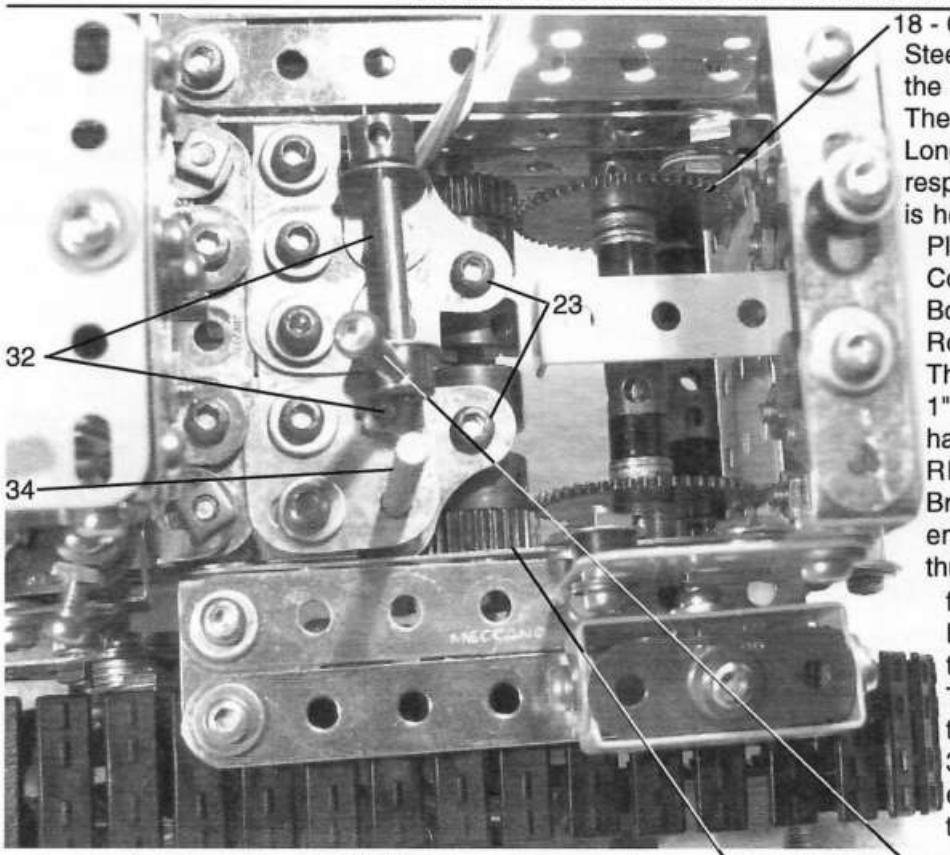
The gearbox viewed from below



Detail of final drive viewed from the rear

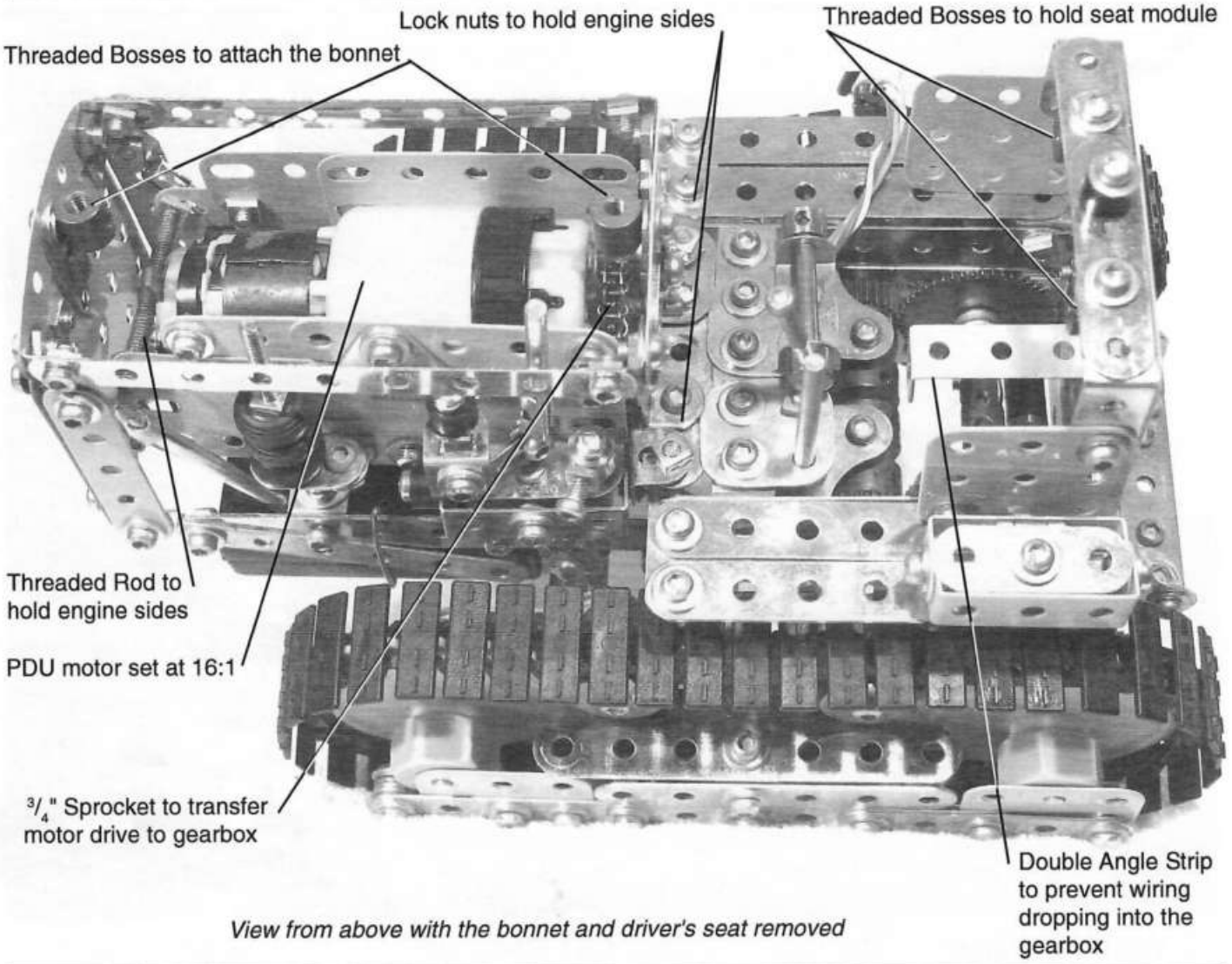


The RH side of the tractor with the track removed

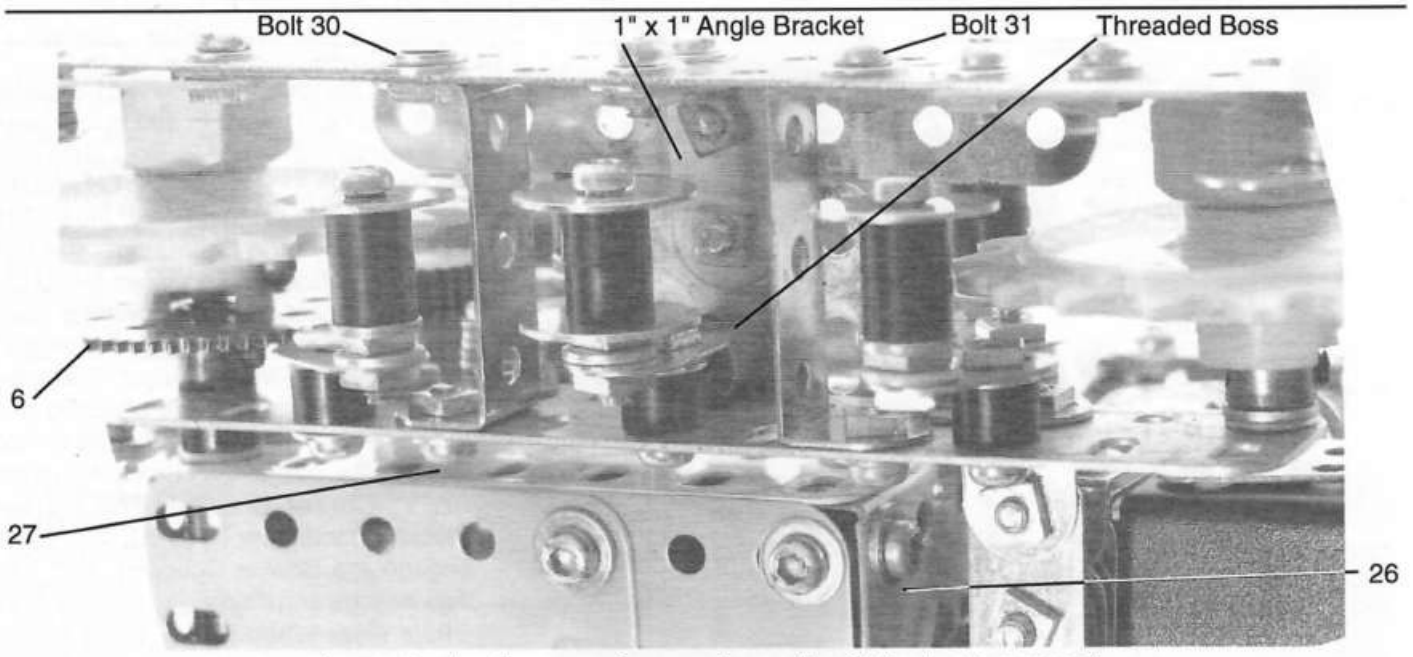


The gearbox from above with driver's seat removed.

Steering of the tractor is achieved by putting the left and right tracks in and out of gear. The steering levers are 2" Rod, (34), and Long Pivot Bolt, (35) controlling LH and RH respectively. The LH steering 2" Rod, (34), is held in place by a Collar under the Flat Plate. Its bottom end engages the LH 1" Corner Bracket. The RH steering Pivot Bolt, (35), is mounted in a Collar on a 2" Rod journalled in two Angle Brackets. These Angle Brackets are attached to a 1" Flat Girder. The other end of the 2" Rod has a Collar with a Pivot Bolt to move the RH 1" Corner Bracket. The Corner Brackets contain the ⅜" Bolts, (23), which engage the Socket Coupling, (33) and thus engage and disengage Pinions, (28), from Gear Wheels, (18). Each Corner Bracket is attached by its centre hole to the Flat Girders by the ½" Bolts, (32). The Corner Brackets are spaced below the Flat Girders by a Mini Plastic Spacer, 38b, plus Washers and a Nut so that the end of Bolts, (32), do not project above the top Nuts.



View from above with the bonnet and driver's seat removed



Lower track rollers seen from underneath with the track removed

To build this model you will need four 20 tooth plastic sprocket wheels, P/N P83 with Collet Nuts, P/N P78, as well as 94 Caterpillar Track elements, P/N P91, and a non Meccano miniature reversing switch with centre off.

When you have completed this model, keep it, as we will soon be publishing details of a companion tracked trailer and a blade to fit on the front of the tractor.

NZFMM Annual General Meeting 19 April 2003 - Decisions Made

President - Lou Nichols retired after his two terms and Daryl Anderson was elected unopposed.
Treasurer – Lloyd Spackman continues.
Editor – Bruce Neilson continues with the assistance of John Ince and Bob Prescott.
Convention 2005 – The Auckland Meccano Club will host the 2005 Convention.

Prize Winners at the Easter Convention 2003.

Senior Prize

1st	Simon Moody
2nd	Wellington Meccano Club
3rd	Don McClelland

Junior Prize

1st	Ammon McClelland
2nd	Jamie Besley
3rd	Andrew Babbage
4th	Kegan Wrightson

Club prize — Wellington Meccano Club

Bruce Baxter Memorial Trophy — Bob Prescott

15" Cube Competition

1st	Bruce Geange
2nd	Neil Carey
3rd	Bruce Geange

Jack Parsisson Prize — Barry Babbage

Wes Dalefield's Webmaster prize — Neil Carey

NZ FEDERATION OF MECCANO MODELLERS

Magazine Income and Expenses, April 2002 to March, 2003

2001/2002			2002/2003
1629	**Cash Book Balance, April 1, 2002**		1859.19
	INCOME		
2392	Subscriptions, N.Z	2692.91	
861	Subscriptions, Overseas	1140.95	
354	Subscriptions in advance for 2003/4	266.45	
76	Casual Sales and Back Copies	225.83	
20	Equipment Sold	0	
0	Donations	17.50	
20	Advertising	17.00	4360.64
3723			6219.83
	EXPENSES		
2047	Printing 6 issues	2177.12	
156	Printing extra (back,) copies	183.56	
15	Printing Members List	19.00	
1022	Postage, 6 issues, plus back copies	1325.50	
27	Plastic Wraps	79.35	
166	Equipment for Compositor	0	
0	Labels (3 years supply)	39.99	
60	Bank Charge and Sundry	31.00	3855.52
3493	**Cash Book Balance, March 9, 2003**		2364.31
	BANK RECONCILIATION		
	Cash Book Balance	2364.31	
	Plus unpresented cheques	235.10	
		430.88	
	Bank Balance, 9 March, 2003	3030.29	

Alistair Tong was an important member of the team for the Convention and his efforts in organising the catering were rewarded with this unusual "M" shaped pastry item!

The New Zealand Meccano Exhibition Hawera 18 to 20 April, 2003

hosted by the MWT Meccano Club
organised by Daryl Anderson, Alistair Tong and the team
reported by Bruce Neilson

The above heading records simple facts, the NZFMM Magazine pictures capture the visual moments in frozen time and the video gives 60 minutes of moving pictures through the eyes and ears of a seasoned TV team. So what do I include in the NZFMM Magazine?

How about meeting other Meccano~~men~~persons most of whom I know from previous gatherings and saying "G'day" to some new faces such as Andrew Wells and others.

How about welcoming three generations of Judith Bond, Yvonne Bond and Baby Bump Bond.

How about the Meccanopeople who tipped the teapots, sold 500 raffle tickets, set up selling stands, lay on the floor to help do running repairs for a mate, took the money off the public at the front door, brought thirsty exhibitors (alias partner) cups of tea and gave their Dad moral support and/ or a hand with his model(s) or came to Hawera to help out or came just for the occasion.

How about Saturday night dinner in the adjacent room, the big photo staging, dinner place mat quiz, competent catering, good food and conversation, prize giving with surprises and public recognition of some brilliant modelling, that noisy auctioneer in his Meccano jersey taking bids from unsuspecting victims to the sounds of good laughter

Then the smooth organisation with the all-over-town advertising with sponsors coming to the party for the newspaper advertisements, the Thursday setting up, plenty of table space, neat table covering, wide aisles, the hanging of flags, banners, and posters, professional looking table signs, souvenir badges, and the 'now they are racing' packup and cleanup on Sunday evening.

How about the public reaction with a queue at the front door before opening on Saturday, the continual buzz of voices, the range of ages and family groups, the wall of faces looking back at the demonstrating exhibitors, the wonder in the face of being allowed to touch some models and 'turn a handle' and for the new enthusiast going home with a Meccano set under their arm.

How about the group of knitting ladies providing a pool of calm in the middle of chaos.

How about the smile of success (and relief) on Daryl's face in the middle of Saturday afternoon when finances moved from 'Can we pay the bills' to 'We are in the money".

How about the car park with model transport ranging from little cars, big cars, car with trailer and a large rental Transit van.

How about the motel nearly totally booked out with Meccanopeople (except the front unit which had the damn dogfight at 2am ☺). The new owner had been in occupation only two weeks and enjoyed his guests presence.

How about modern technology with digital cameras taking

These boys are about to learn how to work the Meccano Hooligan crane.

pictures by the dozen (cost is no longer a consideration), having those pictures going around the world at 7.30 in the evening and featuring on the NZFMM Internet site in the same weekend as the Convention.

How about modern technology and the cordless microphone for the loud speaker system for the Saturday morning conducted tour.

How about the public launch of an 'all in one' package of electronics, computer control, robotics, etc straight out of the box by 'Meccanisms' (alias Andrew Wells and his team) and the marriage of this technology to the Meccano system. (The centenarian groom and the school girl bride?)

How about the ingenuity of models with Neil Carey's Expanding Balls, John Ince and his Schmidt coupling Meccanographs, John Stark's modern Clocks, Don Wilson's Catalina from his personal life; the BIG models going horizontally rather than vertically, the models that 'died' and the models that ran happily all weekend, the influence of the 15" cube model competition and the sound effects that accompany models. (Will the Beatles ever be the same again?).

And guess what. We are all invited by Auckland Meccano Club to come to Auckland at Easter 2005 to do it all over again. Yippee!!!

Just a few facts:- 37 plus registrations, 100 metres of tables filling a basketball court, 120 plus models, approx 3500 spectators through the door.

From the Organiser, Daryl Anderson, came the following heartfelt words in an email

"I have writers block, my son; I have started to write a report for the magazine four times, and four times given up mainly through a lack of something to say and how to say it.

I can say all the nice things like it was great for the support of Alistair (Tong) who did just as much work as I did and how the exhibition ran smoothly coz we tried to think of everything and mostly succeeded. Together we enlisted the support of local business friends and contacts to put together a three page spread in the local Hawera Star, most satisfying. I could say I decided on the Tuesday we would not have enough time to set out the tables on Friday morning and cover them by lunchtime so negotiated with the Council for the hall for Thursday afternoon. I roped in Robin (Rye) and John Jordan with Alistair and I (and a friend from the Bowling Club where we hired extra tables from) who did a sterling job and we got it done in only seven hours! The fellowship amongst the members was great but I didn't have time to get around and see everyone and their models as I was always wanted for something. It was satisfying we filled the hall with excellent models that the Public liked to see. And it was great to have the TV there to give our hobby a much needed plug. I want to say how generous the sponsors of the 15" cube competition were and the high standard of the models entered. I did hear a whisper that some were oversized which is most disappointing to be disqualified at a Meccano convention. It was good to see Meccano sets going out the door, the dealers must have been happy. It was great to see what Andrew Wells and his team have been up to, I can't wait to try it out when it arrives. I wanted to make an Exhibitors lounge, somewhere where they and their wives could relax, I think that was a success as well as the catering, no one said they were hungry. It was nice to see the reaction when we introduced some little surprises like the place mat quiz." (For a professed 'writers block", he's not bad, is he? Editor).

The Editor has provided the following notes on how to make an Organiser's life even 'more happier'.
"**The ideal exhibitor** sends in his registration early. He fills out his registration form in clear writing, provides all the facts, and lists special requirements for tables, position in the hall, etc. Pays a registration fee to cover the cost of lunch and 'goodies' even if not bringing a model. Reads the information pack and doesn't lose any of the contents. Arrives exactly on time for the various events in the programme."

We wish to thank our generous sponsors who helped to make this event possible:-
Croucher and Crowder Engineering, Signmaster, Simtech Sounds Electronic Servicing, J T Embroidery & Clothing, New World Supermarket, Hawera Bowling Club, Rainbacryl Ltd, Hardy Packaging New Plymouth, Fairview Aluminium, Ethel Anne Antiques, Quinns Auctions, Obertech Group, Secretarial Copy Centre Ranford Lotto, Geoff Sharp Computing, Moller Johnson Motors, Zubar, O'Dea Honda, Selectrix 100%, Arthur Brown Construction, Anderson's Monumentalists, Hawera Star, Newstalk ZB 1557AM, Ivan Jones Engineering, Wayne Blakeley Meccano.

A Letter from Robin Rye

I have noticed at the end of MW Models parts price list some (to me 'mysterious') parts packs. Challenged , I ordered one each of three different packs going by the name of 'Fluorescent Green parts', 'Black parts pack', and 'Miscellaneous parts pack'. So what did these packs in turn contain.

Fluorescent Green parts 13 parts.
2 Double Angle Strip P/N47, 3x5x3 holes.
2 Perforated Strip, 6 holes.
2 Narrow Strip, 6 hole; 1 Narrow Strip, 5 holes.
2 Obtuse Corner Angle Bracket P/N 133c, 3x1 hole.
2 Flanged Plates P/N 51b, 3x3 holes.
1 Semi Flanged Plate P/N 51e, 3x5 holes.
1 Corner Flanged Plate P/N 51d, 3x2 holes.

Black parts pack, 7 parts plus bolts.
70+ Bolts black; 1 Semi Flanged Plate P/N 51e, 3x5 holes.
2 Obtuse Flanged Plate P/N 51g, 3,3 holes.
2 Corner Bracket P/N 133, 3x3 holes.
2 Curved Strips P/N 89b, 8 holes.

Miscellaneous parts pack, 20 parts.
1 Semi Flanged plate P/N 51e, 3x5 holes.
2 Flexible Seats? P/N 177a.
2 Sprocket Chain P/N 94 two small loops.
3 Lock Nuts P/N 37h; 5 Mini Collars? P/N 59b.
5 Plastic Pins? P/N 184g; 2 Plastic Wire? P/N 913.

Overall, a good buy.

(Ed. Unfortunately MW Models have discontinued parts supply)

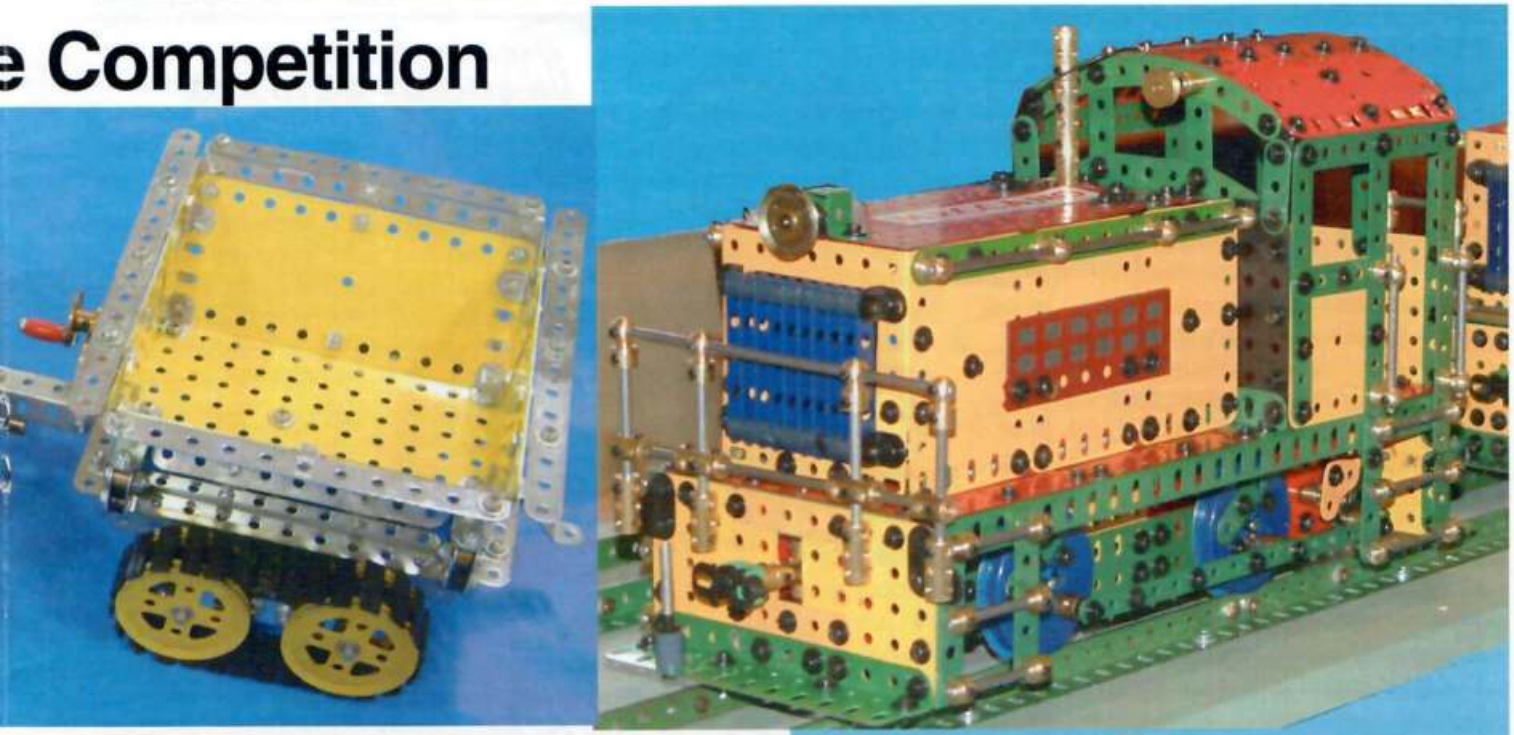
The 15" Cube

2nd Prize Winner

These are some of the entrants for the 15" cube Expanding Ball; Bruce Geange's D8 Trailer; Simo John Ince's Mk II Meccanograph; Alistair Tong's Regulator Clock; Don Blakeborough's Motorcyc entered his Rotary Hoe illustrated in the Febru Tractor featured on the cover of this magazine. Motorcycle. The photographs were taken by Joh

3rd Prize Winner

e Competition



e competition - from top left: Bob Prescott's Beatles; Neil Carey's on Moody's Diesel Shunting Locomotive; John Ince's Motorcycle; s Single Cylinder Steam Engine; John Stark's Vienna cle; Bruce Geange's Caterpillar Generator. Bruce also uary 2003 magazine. He won first prize with his D8 . Another entry was John Ince's hn Stark and Bruce Neilson.

Bruce's Choice

by Bruce Neilson

Runnymede Meccano Guild Newsletter - February 2003.

Pick of the articles – Sprocket Chain P/N 94 by John Wilding and Phil Bradley.

I have picked these two articles to complete a trio of articles relating to P/N 94. CQ 44 describes a jig that you can make to repair damaged P/N 94. Now on page 10 of this RMG is an article to clean and polish P/N 94 by stretching the chain on a piece of wood, lubricating with paraffin (kerosene) and offering it up to a rotary wire brush mounted in a electric drill. (Do not do this in the lounge in your best suit ☺). Then on page 28, the late Niels Gottlob's "Open link" idea of using and storing standard lengths of P/N 94 is restated. The idea is to have your Sprocket Chain in a set of standard lengths of say 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 20, 30, 40, and 50 links which have been very carefully separated. The Sprocket Chain is never re-closed. You make up the required length of P/N 94 for your model and run the Sprocket Chain with the open links away from the Sprocket Wheel.

Other articles – Midhurst exhibition, MW Models closure, GMM 12 Tank transporter rebuild, tools for Meccano building, Ashok Banerjee wheel centres 187y, bell P/N 562, 'Horolene' supplier, Andreas Konkoly autobiography, three spinning wheel models, 'Bronco the artist' model, Sir Alec Issigonis' BMW mini car, Elektrikit part 554P/N 23c splitting problem, DAF 8x4 lorry model, Meccano artwork, Metallus GRB, permanent 5 ½" bearing with trapped ball bearings, Centre Fork P/N 64 uses, smallest differential, light emitting diodes (LED) basics, DIY plating, rubber degradation, using large axle systems, Joseph Manduca's life story of the Meccano magazine, Meccano celebrities, RMG meeting 2/2003. 50 pages.

Sheffield Meccano Guild Journal – March 2003.

Pick of the articles – Gearboxes for 1 million to 1 ratio alias 1m:1 alias 10^6:1 by Allan Palmer.

The problems to solve are compactness, axle centres, backlash, use of worms, spur or large gear wheels, etc. But why stop at 1m:1 ? Why not aim for a 5,000,000,000:1 where each revolution of input equals one Earth year and the output is the age of the Universe. That will make the Star Trek fans freak out.

Other articles – Some Meccano storage ideas, a review of CQ special publication 'Eric Taylor's giant lorry mounted crane', 250t electric overhead track crane 1, the Ledwinka rear axle drive from his 1932 US patent, magazine reviews, all Terrain armoured transport from the Star Wars film, Meccano miscellany, SMG meeting 12/02. 26 pages.

Meccano and Erector Club Newsletter – March 2003.

Pick of the articles – Ashok Banerjee Parts Critique by Bob Galler.

Ashok Banerjee of Ahmedabad, India, manufactures and supplies Meccano replica and compatible parts. Bob Galler in New Mexico, USA, purchased some of Ashok's parts and ran a comparison test with Meccano factory parts. Overall Ashok received an excellent rating for finish; hole diameter, spacing, alignment and perpendicularity. Price, packing, payment and delivery are given a four star rating. Ashok's price list, etc can be found at <http://ashok_banerjee.tripod.com/Meccanoville/Welcome.htm>

Other articles – Ka class 4-8-4 locomotive, Alfred Carlton Gilbert of Erector. 8 pages

Constructor Quarterly – June 2003.

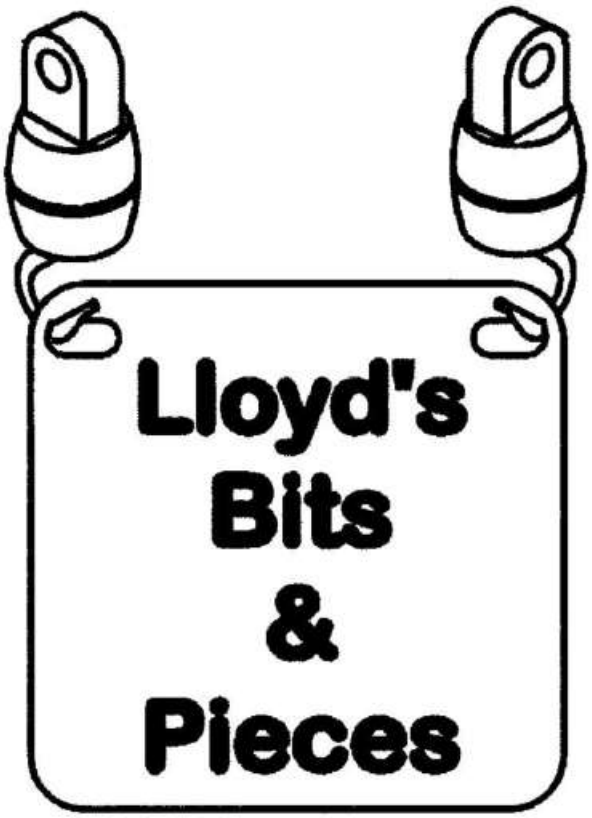
Pick of the articles – Walking Gyroscope by Bernard Perier.

When I looked through this issue for the item which took my fancy, I picked the article first and then discovered the builder was Bernard Perier. For models which come from far out, he scores regularly. This time it is a 'Walking Gyroscope', and, like a good wine, is a simple model with an interesting flavour, robust and best served after the main meal. Two pictures and a page of text describes a model which has an MO electric motor driving a revolving weight in a frame standing on two feet. But now for the interesting bit. Working gyroscopes have some strange physical laws. Start the motor and the revolving weight and the model rocks. At full speed the model walks with circular strides lifting its feet in turn. Then, just for a change, the model may stand on one foot turning around and around. In all, the model goes to prove the motto that 'Meccanomen can build anything'.

This model needs to be treated with respect due to the inertia forces operating.

Other articles – The Leyat Helica car driven by a propeller model, solenoid engine with optical switching, automatic two speed gearbox with centrifugal governor control, skip lorry model, experiments with Meccano vibrations, thoughts on the future of Meccano 2, Marxist and 'other system' Meccano, ping pong ball roller units 7, 000 cardboard parts windmill model, MME 'X' set 1907, 'Meccano: engineering in miniature? Get real!' in relation to SML4 and further corrections, GRBs for the collector, The ingenuity gap by Michael Denny, twin fishplate helix, slender construction of crane jibs, Enigma railway line model. 56 pages

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



QUOTATION: "Everything that can be invented has been invented". Said by the Director of the U.S. Patent Office in 1899. (T.M.G. Newsletteer, 6/99).

ELECTRIC MAGIC MOTOR: There was an electric version of the Magic Motor. This 20v (?) mite was the same basic shape as the wind-up one. It was produced at Binns Road from 1937 to 1940. (Canadian Meccanotes, 6/97) Has anyone ever seen one ?

NO MORE CRAZIES: Andrew Wells reported on May 6th that the NZ distributors will not bring any more Crazy Inventors sets into New Zealand owing to disappointing sales recently.

MOTION SYSTEM SETS: In May, Dick Smith, Wellington, still had some Motion System sets for sale. No. 6520 at $69.80 and No. 8540 (in a *purple* plastic box) at $129.00.

LEGO + INTEL = ? : Before the end of 2003, Lego and microchip maker Intel will form a business partnership. The new Lego toys with a new generation of embedded chips will be intelligent robot types. (Bob Galler on "Spanner").

SECURITY AND SAFETY: These have become important at Australasian exhibitions. Small models need to be bolted down and members sleep overnight in the exhibition hall to discourage theft. At one Australian exhibition a child deliberately put her fingers into a working gearbox and was injured. (I.M., Jan, 1988).

REALISTIC TRIPLE PULLEY: Peter Matthews in South Africa uses the new plastic 1" pulleys (P/N26bp) to make a triple pulley. He bolts three together through their slots with a six hole 1" bush wheel at one end as a fixing boss. Good for triple band drives. (I.M. Jan., 1988).

WHITWORTH EXCLUSIVE: The $^{5}/_{32}$" Whitworth thread is little used outside the Meccano system. This nut & bolt form is not recognised by British Standard 450, yet it has a rival which *is* recognised. This is the $^{5}/_{32}$" Whit. ME (Model Engineer) nut & bolt. The thread diameter is the same but the ME version has 40 threads to the linear inch instead of 32 as on the versions which we all know as parts 37a and 37b. (Tony Rednall in NMMG Newsmag, 11/95).

VIDEO OF THE CONVENTION TV FILM: I bought one from Taranaki Television as soon as it was available and have viewed it twice, so would like to comment briefly: It is a pity time did not allow for coverage of some other noteworthy models. Also, interviews with other prominent Meccanomen would have been enlightening. However, I can safely say the interviewer, Michael Self, "*did our hobby proud*". He concentrated on the modellers as well as the models and elicited a lot of Meccano history and philosophy. As well, he built up a picture of the diverse sort of people we Meccanopersons are. His summing up that Meccano is a living heritage, still popular after 100 years, hit the right closing note. The eerie bit on the film was Don Wilson's disembodied voice discussing his amazing Catalina Flying Boat model.

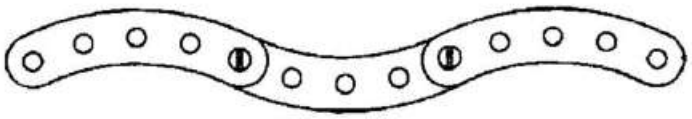
QUOTATION: Total mental and physical inertia are highly agreeable, much more so than we allow ourselves to imagine. A beach not only permits such inertia but also enforces it, thus neatly eliminating all problems of guilt. It is now the only place in our overly active world that does. (J.K. Galbraith, quoted by Peter Finney on "Spanner"). (Roll on our summer !!).

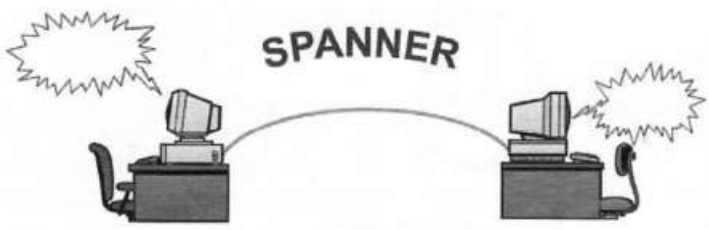
FORCEPS DELIVERY: Here is one of Howard Somerville's better (?) puns from "Spanner" Newsgroup:
Nick Rogers wrote, "The Meccano nut holder is atrocious to use. You would be better off getting a small pair of surgical forceps".
Howard replied, "They're more cost effective, too, especially when you can buy forceps for the price of three."

A FAMILY AFFAIR: At the Hawera Convention I was impressed by the large number of family groups who came to see our models. From very young babies in their mother's (or father's) arms up to elderly folk and everything in between. Many well behaved children of about kindergarten age, whose eyes just peeped over the table edge, were obviously enjoying themselves.

CHANGE-OVER HISTORY: Meccanoids and Space 2501 were the last two sets released from Binns Road. Hyperspace and Truckers Fleet were designed by a Liverpool team but manufactured in and released from Calais. Action Packs were made in and released from the U.K. in 1980. (Oscar Felgueiras and Caspar Mol on "Spanner").

THE LAST WORD: "Never test the depth of the water with both feet and never squat with both spurs on." (From 'The Old Farmers' Almanac', U.S.A.).

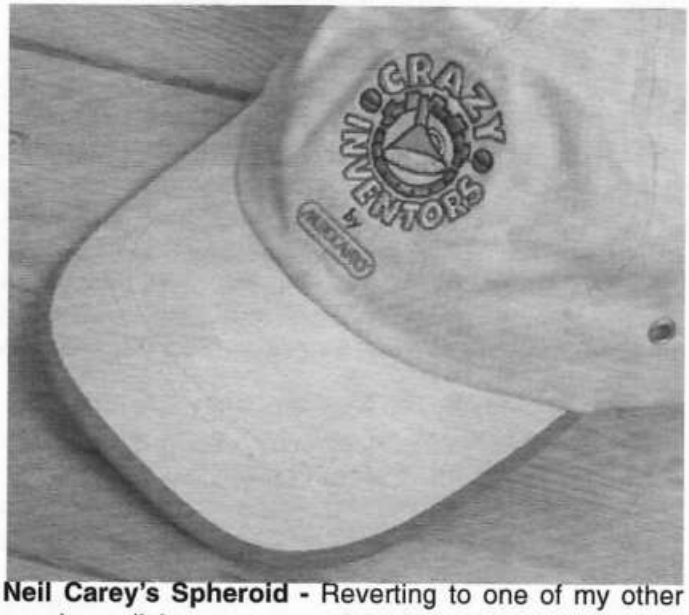




April and May 2003

The use of email from the Spanner group is acknowledged.

Meccano Crazy Inventors Cap - I was able to get hold on a Crazy Inventors Cap saying " by Meccano". The size is even too small for my 9 year old son. Is this one also available marked "Erector"? (Willem Blauw, Netherlands).



Neil Carey's Spheroid - Reverting to one of my other passions - light verse - we might do well to remember the following :-

"Sir", said Christopher Columbus,
"I realise the earth is not a Rhombus
But I am a little annoyed
To find it an Oblate Spheroid!"
(Geoff Brown).

2mm Bolts - In situations when Meccano holes do not line up (for a variety of reasons), my non-Meccano solution is to use 2mm bolts, nuts and washers. (Joe Attard, Malta).

Tip No 3 - With veteran vehicles etc. it is sometimes more useful to employ frame side rails built with pairs of normal Strips spaced apart by Collars, to which, Narrow Strips may be fastened to form box members. Note that Ashok's Narrow Strips make fine cart or leaf springs. A simple way of joining the two halves, or side frames, is to use a pair of Single Bent Strips (P/N 102) as part of each cross member, as this will keep the Narrow Strip holes, or distance, between the side frames at the normal Meccano $^1/_2$" standard. There are also of the correct width to the scale, and can be used as part of the boxed cross members. When used as a under frame of a bus or cargo hold, for examples, the upper Narrow Strips can be dispensed with, and replaced by Flat Plates employed to form the cargo or passenger floor. (Tony (AE Bolton), Maidstone, Kent, UK).

Tip No 4 - A simple king pin inclination, or offset, for ifs using 3" Pulleys with 4" tyres fitted (or, of course, 4" WRI tyres fitted to P/N 20a, P/N 162a or pairs of P/N 137). Employ a suitable length Axle Rod for use either as a king pin, or suspension leg or strut. Now mount a Short Coupling (P/N 63d) at a similar alignment as the axle line of the hub, this can be either a 8-hole Bush Wheel (P/N 24) or a Face Plate (P/N 109) (as examples), fitted with an Axle Rod to take the Road Wheel. The hub may be fastened to the Short Coupling by Angle Brackets (for example) fitted to the hub by the 3 and 9 o'clock holes, one per side of the Short Coupling. Now tilt the king pin to the correct inclination, or angle, and tighten. This angle is kept in place by suitable length Bolts fitted to the 6 and 12 o'clock positions on the hub, these press against the king pin and are fastened or lock-nutted in to the hub. If the inclination isn't too great, two Collars, each having two axle bores (part M059B/E in the Frizinghall catalogue), may be employed on the king pin with these Bolts entering the two side holes (OK, merely to hide to fact that these bolts are not fastened to the king pin). Should the inclination required be very small, the Short Coupling could be replaced by 4-hole Collar (P/N 140y) for example. To finish, merely add the upper (where required) and lower arms/wishbones, plus the steering. Please remember that length of the steering links should be similar in length of the suspension links, otherwise a condition known as bump-steer is the result. Where the complete suspension unit has been built onto a sub-frame, it is always possible to fit the unit to the chassis (or vehicle) with a small front to back tilt to return a small castor angle, hence, a steering axis which meets the ground just ahead of the axle line. As an alternative, use the smaller 1" Bush Wheel (P/N 518) and bolt to the king pin Collar or Short Coupling by Collars (P/N 59) held in the 3 and 9 o'clock positions. However, and should no one be looking!, two extra holes will be required at the 6 and 12 o'clock positions for the two Bolts. This unit would also be suitable for smaller 2" Pulleys fitted with 3" tyres - or sets of WRI tyres on 1.5" Pulleys. (Tony (AE Bolton), Maidstone, Kent, UK).

Tip No 5 - When constructing chassis members or frames for commercial vehicles, I prefer using the elongated holes of the Angle Girders as the sides of the frame, together with reinforced butt joints, both in length and depth. This was never easy to achieve with the Angle Girders manufactured at Binns Road. These days, Girders of different lengths are made to a much more even and uniformed practice. When designing any new model, I would rarely use long Flat Girders to hold the upper and lower Girders together, I would normally use only a number of Fishplates and the odd Corner Bracket or two. Just like the real vehicles, in Meccano, it is the upper and lower flanges which are designed to take the stress or load. However, any joints in the length or width would be overlaid with external Strips together with (where possible) internal Narrow Strips. This is useful to know where the model has to be built from the contents within a given outfit, hence, any Flat Girders may than be employed in a more useful role.
The main reason why vehicle manufacturers always mount

the cross members, spring hangers, steering box mountings etc. to the sides of the frame members and not the upper and lower flanges, is simply the fact that to start drilling holes in these flanges (to except bolts or rivets) would seriously weaken the design strength of the frame. For deeper depth members, I suggest that the Girders could be spaced apart with Narrow Strips, as this returns a total depth of around 1.5". As an alternative, and for a slightly deeper frame, use normal standard Strips instead of narrow ones. A chassis frame can easily be reinforced to take a greater load or stress merely by bolting very long Strips along the upper and lower flanges of the chassis members. Modern bus or coach frames often have cross and outrigger frame members to the full width of the vehicle. Instead of merely adding the outriggers to the normal longitudinal frame members, I will suggest the following. As the lower part of the frame side members are designed to take the stress in tension, I would still suggest using a full length longitudinal members together with short Girders for the cross and outriggers members. With the upper side frame portion designed in taking the load or stress in compression, I would suggest employing full width Girders across the vehicle together with short longitudinal Girders for bridging the cross members. It is merely a simple matter of bolting connecting brackets/strips etc. to the lower joints and Flat Plates to the upper frame to represent the floor. These plates will help keep the frame square and reinforced the complete frame unit. A similar design could be employed as an under frame to some commercial tipper bodies. (Tony (AE Bolton), Maidstone, Kent, UK).

Powder Coat Remover - In the UK you can find this wonderful product, may be you should be able to find it or something similar in France. "As a company that is always looking to innovate, Dale UK has developed a Powder Coating remover that is truly on the cutting edge of modern technology. Successfully strips all painted and powder-coated metals, including : Aluminium, Zinc, Magnesium, Titanium and high strength steel. Without any corrosion or flash rust. Place the job in a hot-tank (70 degrees Centigrade) and in minutes the coating dissolves into fine particles, leaving the metal in mint condition. All this happens without any unpleasant acidic or phenyl odours usually associated with chemical strippers. Only classified as an irritant, it is the safest chemical stripper available today. ECO ADV SOLUTION comes with a mineral oil seal that makes evaporating negligible. With a proper filtration and the occasional top-up additive, tank life can be up to a period of five years." <http://www.daleuk.co.uk/adveco.htm>.
(Francisco Fraga, Coimbra, Portugal).

I've been watching this conversation with some interest. The 'French' powder coating is quite thick and you need to break the highly polished finish. This is easily done using wire wool. I then drop the plates in Cellulose thinner and it softens the finish considerably. You can then remove the sludge using a soft piece of wire wool. If there is a crack in the paint finish the powder coating will break down quite quickly. Liverpool coatings usually come off without the need to break the surface with wire wool prior to dipping. (Nick Rodgers, Weybridge, Surrey, UK).

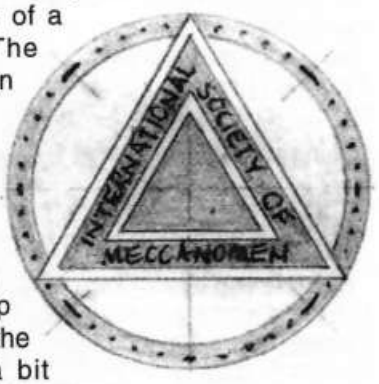
Constructor Quarterly Magazines for Sale - A friend of mine needs more space at home. He wishes to sell his collection of CQ magazines (issues 1 to 56), all in excellent condition. He is looking for around 2/3rds of their cost new (currently UK£12.50 each) plus postage and wishes to sell them as one lot. He lives in Kent. (Richard Payn, England). (Editor's note – The CQs sold within two hours!).

They did release a Meccano Barbie, Lynn! She was called Pippa and was a stylish '60s girl. (Chris Bourne, London, UK).

I'm building a tower crane, and as part of the exercise need to counter balance the boom. In the past I've cast lead weights, but that takes time. The 2 x P/N 160d create a channel just the right size to fit in 2 x Flex-A-Top boxes, filled with lead shot. The boxes came from Micro-Mark. Each filled box weights 14 oz (400g) in a 63 x 35 x 40mm package. Three of them balance a 60 hole boom length nicely. (Andrew Wells, Auckland, New Zealand).

New ISM Badge?

Those readers who receive the International Meccanoman will be aware that the society is considering the adoption of a new design of badge. The matter was discussed on page 6 of the January 2003 issue. The suggestion is to replace the existing triangular badge with one in which the triangular part is enclosed in a Circular Strip - Part No 145. Obviously the Circular Strip will be a bit smaller than the original. Advantages of the proposed design are that, being circular, it will probably be easier to manufacture and much easier to position the safety pin to the back of the badge.



If you have any strong views on the subject please make them known either to the ISM direct, or to your New Zealand committee member, John Ince, whose address in on page 2 of this magazine.

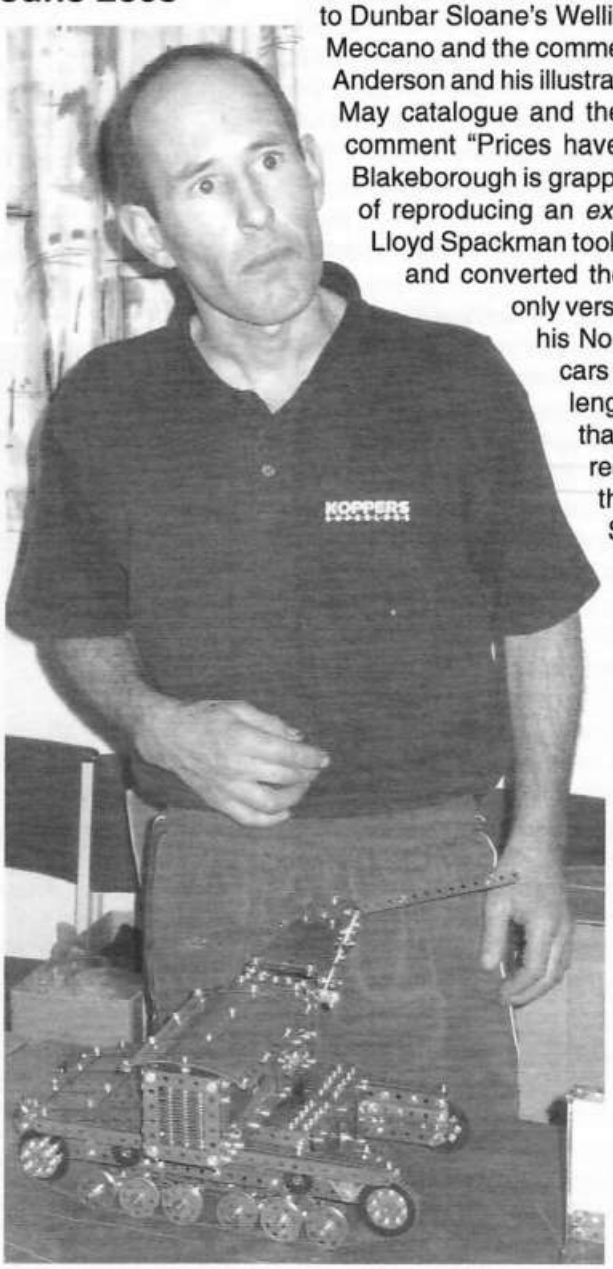
MWT Report for 18 June 2003

by Bruce Neilson

MWT was pleased to welcome Selwyn Bluett, John Freer, and Brian Wilson as new members and Hugh Ramage came back for his second meeting which speaks well of his initial meeting impressions. We had a preview of the Channel 7 video of Convention 2003 (see advert if you want to buy one) which in the writer's opinion is excellent. The TV crew reported in a factual manner of Meccano as a hobby, rather than a model show, with a touch of empathy. The reporter selected various ages of Meccano, talked to exhibitors without the usual "lets make stupid fun for the viewers" attitude, and asked questions which showed a knowledge of Meccano. The placing of a MWT red hat on the hairy reporter's head was a cunning marketing ploy by the Convention convenor ☺.

A short auction produced some brisk bidding as members accumulated building parts, Meccano Magazines and manuals.

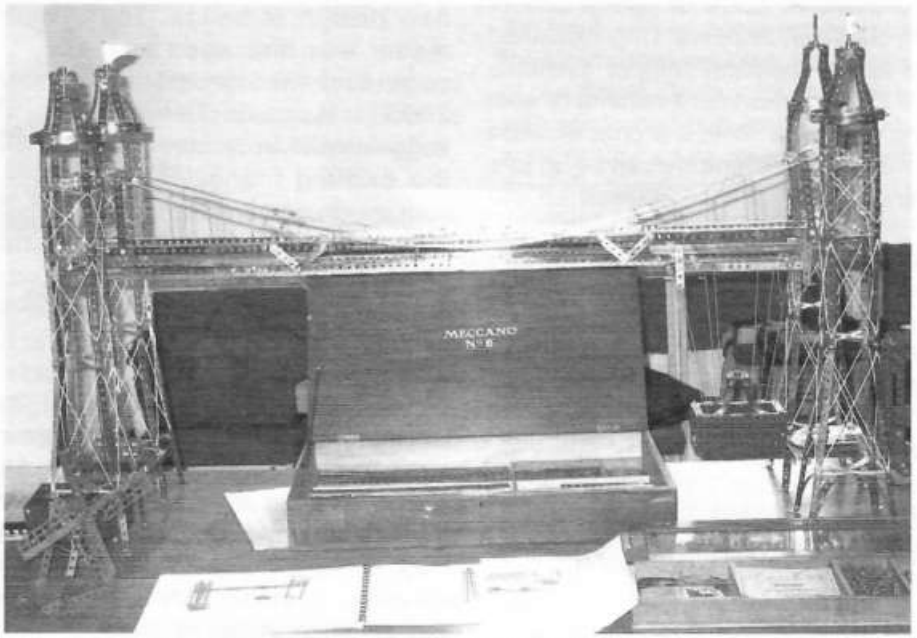
Members were lightly challenged to make a model from their oldest manual which produced a number of simple models from 1908, 1909, 1912, 1918, 1919, through to the 1930s and even to Gears Set A. These models threw up a few surprises of bad design, changed dimensions of parts (P/N 11 used to fit a Coupling between the arms) but other members were able to dust off old sets and use the authentic period parts for their model. John Hansen was pleased to show the two engine aeroplane completed by daughter Natasha.



Selwyn Bluett and his track mounted hedge cutter

Other peripheral Meccanobilia included Chris Morton's foray to Dunbar Sloane's Wellington auction with his boxes of Meccano and the comment "Prices are still rising"; Daryl Anderson and his illustrated copy of the Christies Auction May catalogue and the end result price list with the comment "Prices have gone through the roof"; Don Blakeborough is grappling with the technical problems of reproducing an *exact* replica of a Manual cover; Lloyd Spackman took a jeep model plan from Stokys and converted the model into a Meccano parts only version; and Paul Vodanovitch used his No 10, 20 and 40 sets to produce cars and motorbikes which raced the length of the hall somewhat faster than the spectators had anticipated resulting in some fast footwork for the rescuers.

Selwyn Bluett made his modelling debut with an impressive model of a Taranaki Hedgecutter. The prototype started life as a WW2 Valentine tank with the turret replaced by a custom made revolving enclosed cab, grunty motor and a 20ft armour steel blade pivoted in the middle. This machine was necessary to trim nasty boxthorn hedges which had become overgrown after years of neglect. Several members remembered this machine and other similar vehicles that flung cut hedge (and anything else) high and wide. The model has working tracks, suspension, swivel turret, etc with some more work still to be carried out (see picture which is worth a thousand words).



John Ince produced this model of a Transporter Bridge from a 1913 No 6 Set

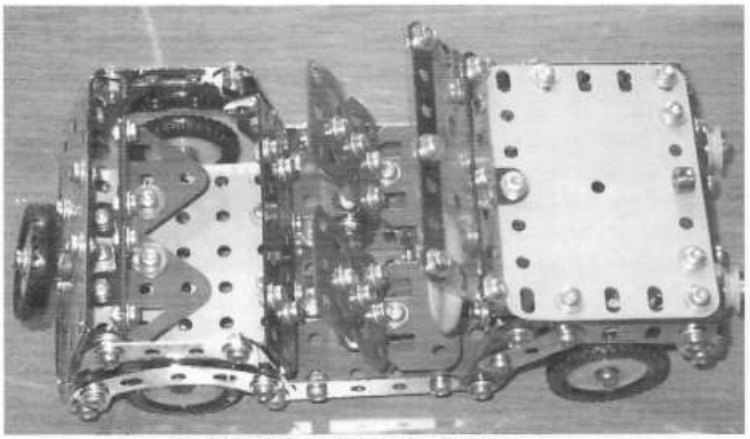
A challenge from the Wellington Meccano Club for a clockwork powered vehicle to ascend an ever steepening ramp was accepted with relish (and sauce) and will be run at the MWT 11 October meeting. The end of meeting discussion and demonstration of Robin Rye's initial vehicle model continued until members were physically removed from the premises.

Wellington Meccano Club Meeting June 2003

by Bryan Jones.

The Wellington Meccano Club's June meeting was held at Konini Primary School in Wainuiomata on Friday 6th. Seven members were present, plus MWT visitors Robin Rye and Daryl Anderson The object of their visit, and the main business of the evening, was to demonstrate the new tractor incline challenge, and formulate a few rules of combat.

Simon provided an incline in the form of a 1200 mm length of MDF, inclined at about 25 degrees to the horizontal. He demonstrated a rubber-tyred tractor with four wheel drive, which was able to climb to the top of the ramp. Laurie had a tractor with smaller wheels, also rubber-tyred, and it could almost reach the top, but was limited by a lack of adhesion. He did show, however, that it was very good at driving downhill! Lloyd Spackman and Daryl Lundy brought longer wheelbase designs, Lloyd's being based on a dragster, and Daryl's being an interesting combination of a centre driving axle and front and rear stabilizers. Both of these designs had adhesion problems on the slope and a lack of power.



Lloyd Spackman's Jeep

Next meeting: Friday 1st August, Konini Primary School.

The rules drafted after much discussion were as follows:

1. Models to be powered by a single No. 1 Clockwork Motor.
2. The tyres, wheels or track etc. used are to be genuine Meccano parts.
3. The tractor is to have a maximum wheelbase of 7.5 inches, and a maximum wheel track width of 7.5 inches.
4. The tractor is to start on the flat at the foot of the ramp, with its front wheels touching the edge of the ramp. It must climb at least one metre up the ramp.
5. The ramp steepness will be increased until the winner is determined as the tractor which climbs the steepest slope.

Other items were brought for display. Simon gave a quick demonstration of the Railway Breakdown Crane, seen at the Hawera Exhibition. Laurie had a large roller bearing, based on the 9.8" circular girders and lots of $^1/_2$" pulleys. This is to provide the turntable for a crane, and once we managed to get it back together with all pulleys "on-track" it moved quite smoothly. Lloyd brought a splendid little model of a Jeep, in yellow, blue and chromed parts. It had a simple working steering mechanism, and was from a plan posted on the Internet by a French modeller. Daryl and Robin brought a display of French set manuals dated 1982, some set pieces from that era, other advertising literature from the Red/Green period, and a nice tarpaulin covered four wheeled railway wagon, featuring the French soft plastic large "plate" as the tarpaulin.

The Club's AGM was held informally, with no reports being presented, but the following officeholders were proposed, accepted and duly elected: President: Bryan Jones; Treasurer: Lou Nichols; Magazine Notes: Lloyd Spackman.

To finish off his term as president, Laurie noted that a proposed exhibition which was to be held at Capital E had not eventuated, but that there might be a possibility of a static display. Simon mentioned the idea of having a non Convention year get together, which would be held somewhere central such as Turangi. It could be held in March before daylight saving finished, but not at Easter, so as to minimize the problem of finding accommodation. The meeting would take place on the Saturday afternoon and be rather like a club meeting, rather than a big convention affair. The meeting finished with supper at around 10 pm.

Christchurch Meccano Club Meeting April 2003

by Ian Torrens

It was a fine cool evening on 4 April 2003 for the meeting of the Christchurch Meccano Club. On this occasion nine members were present with seven models being on show. These were a small Grader, a small four wheel motorcycle, a jeep type truck, a front end Digger, and a partly completed Motor Truck. Two models from the ALCO system were displayed and these were a Motorcycle with a rider on it and an Aeroboat. A period of discussion about the models and of general news followed, then supper was put on at 2100 hors and the meeting finished at 2140 hours. A pleasant and interesting for all.

May 2003

by Ian Torrens

Once again, a cold winters night, yet eight members braved the weather and came to the May 2003 meeting of the Christchurch Meccano Club. A quiet night with only two models on display. These were a motorcycle modelled by Cameron McFarlane, eight inches long, three inches wide, and five inches high. This model was built in new Meccano and looked well in the bright colouring of that series. David Lang, once again, showed his All Terrain Vehicle, which had been previously viewed but this time with a full complement of eleven passengers which improved the overall effect greatly. Supper was on at 2100 hours, before and after which much general discussion occurred then a pleasant evening concludes at 2145 hours.

June 2003

by Ian Torrens

A chilly wet evening and once again, eight members were in attendance for the June meeting of the Christchurch Meccano Club. David Lang had his All Terrain Vehicle again improved further by radio control. This worked well from a model aeroplane type control box giving the steering and forward/reverse action. Very neat indeed. Graeme O'Neill showed a 4506 set with a helicopter made from this. The Helicopter measured 3" wide, 7" long and $2^1/_2$" high with the blades being 5" long and came out a nice looking model. Ian Torrens showed a pricelist and advert from MeccParts.com, Box 26, Epsom, Auckland, being sixteen A4 pages. Now after all these years, spare parts are available. A most welcome addition to the Meccano literature. Supper was served at 2010 hours with the meeting closing at 2040 hours.

Auckland Meccano Club Meeting Report

reporter: Peter Hancock

The autumn quarterly meeting and the second for 2003 was held at the home of Jan and Peter Hancock at Howick on Saturday 10th of May.

Alistair Munroe with his working cableway model.

Thirteen members and two guests ranging in age from nine years to 'mature' attended. This was the smallest number in attendance at an Auckland meeting in some time and the dull weather and ill health of several members who sent apologies could well have been the reason.

This was the first opportunity for Auckland members to meet after the recent Convention get together in Hawera. Everyone who had attended had good memories of the models seen, ideas and yarns shared and the good food and camaraderie enjoyed by all. It was felt that we should express our sincere thanks to the hosts for a wonderful event.

As one could expect, not too many models at this meeting as members are either breaking down their models after the show, just beginning construction of new models again, or had seen enough of their built up ones to leave them at home on this occasion.

Andrew Wells had brought along a mountain of new equipment and parts that he had landed since the convention and set up shop in the Hancock garage from where he did steady trade for most of the afternoon. Andrew had perfected the programming of the Meccanisms MotorVator 4 unit installed in William Irwin's Marklin robot arm since the convention and this unit happily moved a series of blocks from position 'A' to position 'B' and back again with out missing a beat. The only time out for Andrew from his selling and explanation of his invention during the afternoon was when William Irwin screened the video recorded at the convention by his wife. Everyone gathered around the big screen (we had the use of a video projector) and watched some thirty minutes of edited highlights of the convention weekend. Given that the camera lady was new to the job, the video turned out to do her real credit. Lots of comments on each model as the video played.

The ladies served afternoon tea and as usual there was enough food to feed a small army. The formal section of the meeting got under way after the tea break and Peter Hancock and John Denton reported on the Meccano display that had been set up in two large display cabinets on Thursday 24th April behind protective barriers at the Hamilton Winter Show Event Centre for the Anzac weekend show which began at noon on Friday 25th of April and ran through to the Sunday evening at 5.00pm. Unfortunately it was not possible for security reasons to break down the stands until several hours after the show concluded and the public had exited the event centre, so it meant that John and Peter had to travel to Hamilton on the Monday morning and bring the models home. Setting up and dismantling a show this distance out of town takes quite a deal of time, effort and driving. Unfortunately it was not possible to man the stand over that weekend as the accommodation costs and time required would have been excessive given that the convention had been the weekend previous and with everything else that is coming up in the Auckland Meccano world at this time. The Hamilton Show committee have reported that the display did attract a good deal of attention.

Elizabeth Wall then asked the members if they would be prepared to mount a model demonstration at a school that she is involved with in several weeks time. Members agreed to do this and this event was very successful with a number of teachers and students having the opportunity over several hours to look at a number of models both static and dynamic. It was a great opportunity to spread the message of Meccano to young ones. The next item on the calendar is "MODEL X" which is the largest hobby show held in Auckland each year generally over Queens Birthday weekend. The Auckland Meccano Club has been in attendance at every meeting since MODEL X began other than the one held in 2001 which due to circumstances was held over Easter when most of us were in the Hutt valley attending the 100th Jubilee year Federation convention. The list of models and a roster for 'manning' the stand over Queens Birthday was set up. While not so many models on display on this occasion, every one went away happy, as we had had a great time to look over items of interest and have a good old chinwag.

Auckland Meccano Club 2003 *MODEL X* Report

reporter: Peter Hancock

The Auckland Meccano Club mounted a significant display of models, many of them dynamic (covering six trestle tables) over two stands at the Queens Birthday hobby and model display at *Model X 2003,* which was held in the West Wave Recreation Centre in Alderman Drive, Henderson West Auckland. This is a large annual event with some one hundred and nine stands in total catering for an extensive range and variety of hobbies and hobby supplies. Entries to this annual event come from all over the North Island.

Our stand backed onto the 'Meccparts' shop, which had a large display of Meccano parts and Meccano sets for sale. Andrew Wells and his team sold parts and sets steadily throughout the time the show was open and did an excellent promotion for the hobby.

Andrew Wells making adjustments

John Denton stands guard over his models

Doug Harris and his Hornby team completed the display area we were in with their large set up of Hornby models. Andrew Wells and his team had set up a tower crane and were demonstrating this using the 'Meccanisms' controllers they are now marketing. This along with the Marklin Robot Arm owned and built by William Irwin raised a good deal of public interest and the team believe that collectively we had one of the busiest displays in the whole event. Certainly we received many comments and it was a good feeling when people said isn't it sad that you can't buy Meccano any more to be able to gently turn them around and point them in the direction of the Meccparts shop. Many just had to purchase a set, always for the grandchildren, yeh! Thanks to all those club members who spent time over the weekend manning the stand. Our vote is that MODEL X2003 was yet again a successful event with good exposure for Meccano.

(More pictures on page 24)

A plastic big wheel and lots of other things on display

A full range of Meccano parts for sale

MODEL X was a comprehensive display

Never too young to learn!

Toy Day at the Science Museum

by Bruce Neilson

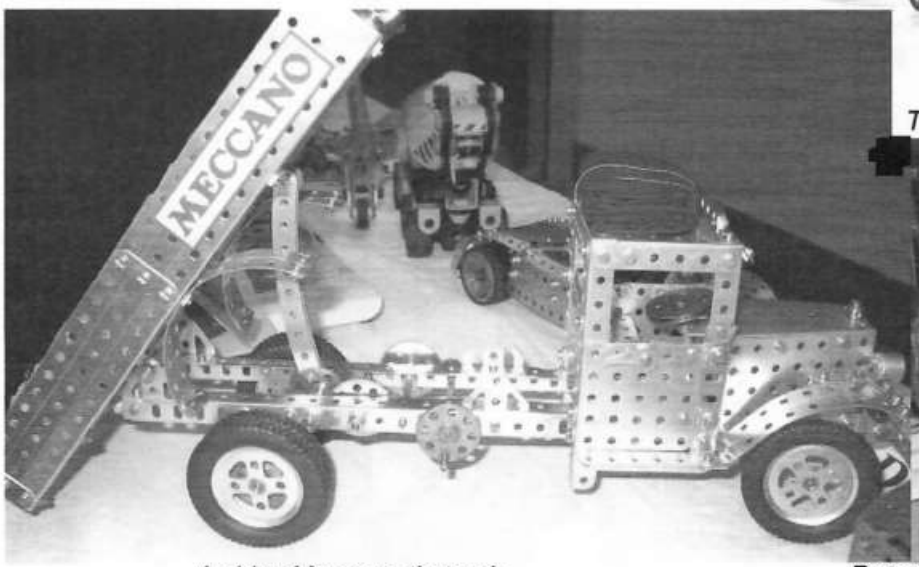
An invitation to participate in a Toy Day at the Te Manawa Museum, Palmerston North, on 8 June 2003 was an occasion of organised children's delight. An open day (11am to 3pm) with no charge brought over 3000 people to the museum to handle everything from Meccano, Lego, Kenex, face painting, inter active museum displays, etc. etc. Bruce and Alison Geange, John Ince, Bruce Neilson and Shirley Gray, and a borrowed small boy Nathan Condon, set up and tended Meccano models predominantly hand driven for the hands-on experience of people of all ages including the Bob Prescott Entertainment Centre model. The Meccano display was extended to Bruce Geange's displays of FunHo toys and steam driven engines.

As always the Meccano display attracted major attention with small children learning to 'turn a handle', older parents investigating the internal workings of One-way Windmills, the determination to complete an intricate Meccanograph design, feed 'grass' into the stationary Hay Baler, and make a couple of snowy haired men happy by pointing them to sellers of spare parts and nuts and bolts. *Toy World* contributed to the display with 2003 sets including the Racing Car with memory retentive flexible plates.

Previous experience of displays has got the process of setting up with table cloths, power points, signage, bring your lunch and drink bottle, etc. down to a fine art.

At the end of the day we were worn out but received much appreciation from the public and the museum organisers.

That's a crank handle so turn it clockwise!



A shiny Meccano tip truck

Bruce Geange explains the workings

Welcome to this month's edition of eBay Meccano sales. Prices are still climbing for well presented, rarer items in good to very good condition.

Meccano Magazines:

1. Complete year 1923 plus extra August. They look fairly good and sold for NZ$1930 after six bids.

2. The first 13 Meccano Magazines in good condition. These must be as rare as hens teeth and sold accordingly - approx NZ$3300.

3. Bound Volume 1929 in good condition. As usual they have had their covers removed. This was a great year for featuring lots of great super models in the magazine. Seems a bargain at NZ$140. Only one bid.

4. 1929 Dec issue. The really fat one of the MM year. In very good condition and sold well at NZ$90.

Dinky.

Now lets look at something not Meccano but Dinky made by Meccano. This is another vast area of collecting and I just want to look at Cars, Trucks etc:

1. Dinky 24C Citroen DS 19, Meccano France This model displays well with yellow body and grey roof. No box and few minor chips. Sold for NZ$120.

2. Dinky 152 Austin Devon. Made between 1956-60. In lovely condition in yellow and blue. NZ$265 would buy it. 15 bids.

3. Restored 1950's Dinky Riley in maroon and dark green. Very nice and sold for a very reasonable price of NZ$29.

4. 1939-1940 Buick. Seller unsure of Dinky number, perhaps 39d. Muddy brown colour with green hubcaps. No scratches or dents. Must be rare because sold for NZ$700.

5. Dinky No. 340 Land Rover. In mint condition and excellent box. Dark red body and blue plastic driver. Nice item and sold for NZ$580.

Electric Meccano Motors:

1. Marx Decarperm motor-12 volts -often used by Meccano modellers. New in original box. NZ$170 was the selling price. This is a really good motor to use so if you see one grab it.

2. Meccano EU 1072. Boxed with all instructions, leads etc. This motor was made by Marklin and has 2 output shafts. These always sell well. This time the sale price was NZ$220.

3. Meccano MR Motor. Unused and still shrink-wrapped. Nice little motor made by Meccano France. Sold by NZ seller for NZ$54.

4. 1920 Meccano Electric E2 Motor. Has reversing mechanism and extra gears. Seller assumes it has never been out of its box as it is in such good condition. Has instructions and box is very good. Made in USA and sold for NZ$830.

So now lets close with my usual look at the more **Curious Meccano items**:

1. Meccano Circuit 24 Boxed Slot Car Set. About 1961 or 1962. It has two Aston Martin cars in mint condition, controllers, power supply and track. Box looks OK. Collectibles of the future. Sold for NZ$90.

2. Creative Meccano Instruction Set. As quoted by seller "Creative Meccano set was produced by the Nottingham Educational Supplies (NES) as a teaching aid. This set is unopened and a full instruction book for the various experiments and demonstrations with extra instruction cards for the individual to use is included in the sale. This is an unusual kit, that was an experiment, how successful I don't know, I certainly have never seen any other kits." Has any one ever heard of these sets. Sold for NZ$80. Maybe a bargain.

3. An original Meccano Ltd invoice dated 10 October 1960. Bit creased but Oh! what history. A snap at NZ$14

4. And to close, a genuine original Meccano Ltd coffee mug in dark blue and yellow -1979. This mug was the personal property of the editor of the Meccano Magazine and it is in fairly new condition. As the seller says - a fairly unique item. After five bids NZ$65 was the selling price.

Hope those who went to the 2003 Meccano Exhibition at Hawera enjoyed yourselves. It certainly was a great weekend.

Until next time. John Hansen. email at <onaccem@paradise.net.nz>.

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.
2003 – 9 August, 8 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.
2003 – 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).
2003 – 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.
2003 – 4 July, 1 August, 5 September, 3 October, 7 November, 5 December.

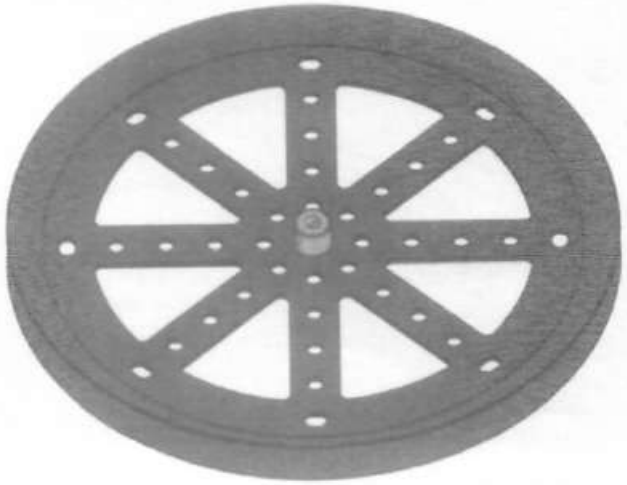
Additional Meccano Contacts

Hamilton -	Don McClelland Ph 07 847 4503.
Hawera –	Daryl Anderson Ph 06 278 7666.
Napier -	Trevor Adam Ph 06 843 4837.
Palmerston Nth -	Bruce Geange Ph 06 357 0566.
Paraparaumu –	Bob Prescott Ph 04 905 2963
Wanganui -	Tom Pittams Ph 025 274 8486.

Internet sites
International Society of Meccanomen (ISM) <www.internationalmeccanomen.org.uk>.
Meccano Webring <www.meccanoweb.com/meccring>.

Articles etc. for the August issue of NZFMM Magazine should be sent to the Editor well before 7 August 2003.

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



Buy, Sell, Auction, & Exchange.

Advertisements in this section are free.
First insertion will be printed in full.
Subsequent identical insertions (max. one) may be abbreviated to fit space available.

For Sale - Meccano Supplies.
New 2002 Sets now available.
Contact Wayne Blakely. Phone 06 327 6184, Fax 06 327 4184.

For Sale - Exacto Supplies.
Paper price list available from Wayne Blakely at Phone 06 327 6184, Fax 06 327 4184.
Electronic price list available from William Irwin at email <irwins@ihug.co.nz>.

For Sale - Convention 2003 Videotape
The one hour programme that screened on our local Regional TV Station, Channel 7 Taranaki. The programme takes up nearly an hour with only three advertisement breaks that would be about five minutes in total. We received excellent coverage for our hobby, with mostly intelligent questions being asked and good video of the models. The presenter, Michael Self, gave quite a bit of Meccano history, showed models in old and new colours and gave good coverage to the new Controller developed by Andrew Wells and Ampworks. The only criticism I have is a few more models could have been shown, there are some notable ones missing. The programme will screen again a few more times here, then move on to the other regional stations in New Zealand for screening.
Tapes are available with a printed cover from the TV Station direct for NZ$25 + GST 12.5% = $28.12 plus postage = $32.23 total in New Zealand. Contact Television Taranaki direct by email at <tvnaki@ihug.co.nz>, PO Box 46, Inglewood, Taranaki, New Zealand. Telephone 06 756 6656, fax 06 756 6659.
If anyone overseas would like one, you can deal direct but they don't take credit cards. If you wish I can co-ordinate sales from here where my office can process credit card payments and I will forward a cheque to the TV station. Please reply privately to me if you want one. Be aware the VCR tape will not play in all parts of the world due to differing TV broadcast methods. New Zealand Television Standard is PAL.
Kind regards from Daryl Anderson, Organiser, 2003 Meccano Convention, Hawera, New Zealand. email <meccano2003nz@bitworks>.

Wanted to Buy **- Dial Card** Part Number 560 for Elektrikit Set 1963.
Alistair Tong, 12 Princes Street, Hawera 4800, NZ. Ph 06 278 4652. email <alistairtong@xtra,co,nz>.

For Sale – NZFMMM lapel Badges.
Repeat of previous manufacture. Triangular in blue and gold colours with safety pin on back. $10 including post and packing within New Zealand. Bruce Neilson, PO Box 1009, Palmerston North. email <rbneilson@infogen.net.nz>.

Easter Convention 2003 - Exhibitors and Family Members

The participants and family members

Sixth row at back standing on chairs:–
1 - Michael Anderson,
2 - John Stark,
3 – Brian Hickson,
4.- Tom Pittams,
5 - Neil Carey,
6 - John Ince,
7 - Jim Parlane,
8 - William Irwin,
9 - Bruce Geange,
10 - Wayne Blakely,
11 - Lloyd Spackman,
12 - Barry McKey,
13 - Peter Hancock.

Fifth row standing:–
14 - Don McClelland,
15 - Barry Babbage,
16 - Kathy McClelland
17 - Bob Prescott,
18 - Shirley Hickson,
19 – George Ovenden,
20 - David Wall,
21 - Paul Vodanovich,
22 - Rob Thomson,
23 - Robin Rye,
24 - Simon Moody,
25 - Graeme Wrightson,
26 - Janine Wrightson
27 - Laurie Webb,
28 - Nancy Blake.

Fourth row standing:-
29 - Elizabeth Wall,
30 - Eileen Carey,
31 - Margaret Jordan,
32 - Pam Irwin,
33 - Don Wilson.

Third row kneeling behind chairs:-
34 - Lou Nichols,
35 - Bob Neilson,
36 - Chris Morton,
37 - Bryan Jones,
38 - Don Blackborough,
39 - John Hansen,

Second row seated in chairs:-
40 - Shirley Nichols,
41 - Anne Prescott,
42 - Alison Geange,
43 - Joan Ovenden,
44 - Heather Wilson,
45 - Joyce Blackborough,
46 - Shirley Gray,
47 - Judith Bond,
48 - Paulette Morton.

First row seated on floor:-
49 - John Jordan,
50 - Ammon McClelland,
51 - Yvonne Bond,
52 - Kegan Wrightson,
53 - Daryl Anderson,
54 - Bruce Neilson,
55 - Sharee Martin.

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