



NZFMM MAGAZINE

Volume 27 No 4

August 2003



*Bruce Geange's
Side Tipping
Trailer described
on page 4.*

MECCANO at work



*Simon Moody's
prize winning
automatic tramway*

Published by The New Zealand Federation of Meccano Modellers

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

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

Meccano lives!

Included in this issue are two notices which need your immediate attention so please read them and reply immediately.

Ampworks alias Andrew Wells in association with Gordon Good, our NZ Meccano wholesaler/importer is doing something positive to push Meccano into the public face and needs your help. So read and reply to Andrew NOW.

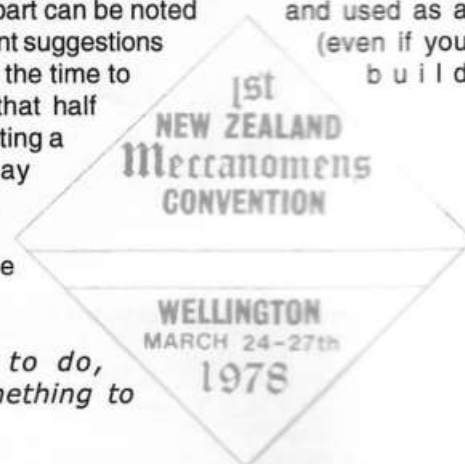
On a more relaxed note the 2004 March Madness Meccano Meeting, promoted by Simon Moody, has come to fruition and the registration form is in this issue. Why not have a weekend away from home with your nearest and dearest and renew the Meccano enthusiasm. Time is of the essence so fill out your registration form NOW as there are only 50 places available.

Winter is the traditional time for Meccano modelling (in the English tradition). The recent frosts have given us good reasons to light the fire, turn on the gas, or turn up the electric heating and contemplate a model or two. One of my minor regrets in life has been the failure to make a permanent list of models I would like to build. You know, the ones in a magazine or elsewhere that quite intrigued you at the time but now you can't remember what it was or where to find the information. So whether you are an 'original' builder or 'follow the plan' builder, a notebook (paper or electronic) containing sufficient information as to source material, flashes of inspiration from the bath, photos, 'When I get a No 10 set', and suchlike is a worthwhile exercise. A shortage of a particular Meccano part can be noted and used as a source of Xmas and birthday present suggestions (even if you buy it for yourself). An estimate of the time to can be of use especially when that half completed super-size model is getting a bit boring and a quickie Sunday afternoon model would be more satisfying. The contemplation of what to build next can be part of the enjoyable modelling exercise.

*"Happiness is something to do,
something to love, and something to
hope for."*

R. Bruce Neilson

PS Had you realised that our 2003 Convention was just 25 years since the first gathering in 1978?



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A Model of a Locomotive Coaling Plant

by Don McClelland

My coaling scene did not start as this but only as a locomotive. I went on holiday with a No 9 set cabinet full of 1980's French Meccano, Gresley Class K photos and a line drawing. I like Mogul class 2-6-0 locomotives with clean lines so I thought it would make a good compact Meccano model.

Much later, holiday over unfortunately, I found a photo showing a coaling tower with a Jinty 0-6-0 locomotive in a Steam Days railway magazine. I often thought of building the No 9 Coaling Tower. Maybe it might complement the locomotive. The instructions are for Model 9.5 from the Set 9 manual, 1954-1962.

After building an American 4-4-0 locomotive I found I had enough yellow and silver parts left over to build the coaling tower and so to relax I decided to build from instructions. I had also become frustrated with pulling apart and rebuilding the train mechanism to stop it from jamming.

The idea of a second locomotive came from discovering that if I used 2" pulleys I could build the Jinty locomotive at a scale close to the K class locomotive. The building was also made easier when I found a photo of a prize winning model in the February 1957 Meccano Magazine.

The locomotives are powered by Richards 6 speed motors set to a ratio 32/1. As the automatic reverse mechanisms have to be narrow, I used a single eccentric that slides the pinion over a $\frac{3}{4}$ " contrate gear. I spent lots of time getting the locomotives to move backwards and forwards the same distance. The coaling tower is powered by a Meccano M0 motor, as I did not have a spare E020S motor. By using nylon gears the model worked well.

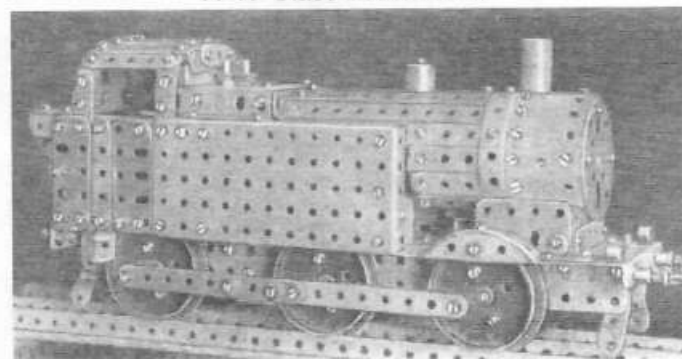
Details of the mechanism should be available at a later date when the models are dismantled. Pictures of Don's prize winning model may be seen on the back cover of this magazine.



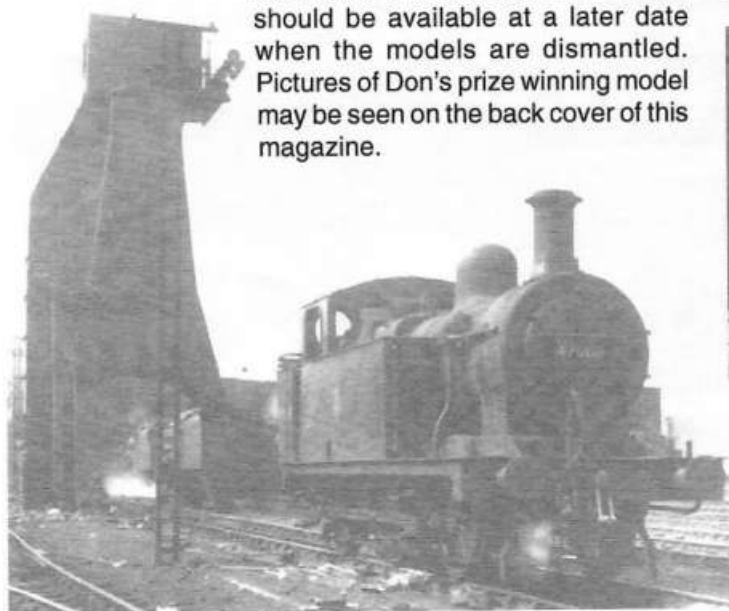
The Prototype Coaling Plant



A "K" Class Locomotive



The Meccano Model of the 0-6-0 Locomotive with the prototype in action on the left.



Ed: Pictures and description of the Doncaster coaling plant are in the April 1933 MM p 264; details and description of a model of that plant are in July 1934 MM p 553. It is different to Don's model.

D8 Side Tipping Trailer on Tracks

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

This trailer model is designed to be hitched behind the D8 Tractor featured in the June 2003 issue of NZFMM Magazine. The idea of building the trailer originated from a small picture of the prototype D8 tractor working on-site in a sea of mud. There were two trailers in tandem to carry earth and rock dug from foundations on the construction site. The unusual feature of this trailer is that it runs on tracks rather than wheels. Evidently this was intended to prevent the trailer bogging down in the extreme conditions. The trailer incorporates a side-tipping mechanism which is the reason it is described as a "side tipping trailer". Clearly this feature adds "play" value to the model.

For ease of understanding, the descriptions and parts lists are divided into three sections; chassis module, track module and bin module. All of the instructions for building the model are from the point of view of someone standing at the back of the trailer looking towards the drawbar.

Chassis Module.

Sides.
Ends.
Bottom.
Draw Bar.
Gearing for Hoist.
Hoist.

A – Left and right sides.

For the left side, a 5 1/2" Flat Girder (1) is bolted to 5 1/2" Angle Girder (2) by the slotted holes with 1" x 1" Angle Brackets (3) on front and back and Fishplate (4) on front.

The side is extended upwards at the 4th and 8th holes of the Flat Girder (1) by the slotted holes of Fishplate (6) and 4 1/2" Narrow Strip (7). The Fishplates (6) are further extended by Obtuse Angle Bracket (8) which holds a 4 1/2" Perforated Strip (9).

Repeat for right side as a mirror image.

B – Front and back ends.

Connect the sides at front and back by the slotted holes of 4 1/2" Angle Girders (5) to both holes of Angle Brackets (3). The end holes of Angle Girder (5) are not used.

At the front end the slotted holes of the Angle Brackets are bolted to holes 1 (right side) and 8 (left side) of Angle Girder (5). A 5 1/2" Perforated Strip (10) is bolted to the Angle Brackets in holes 2 (right side) and 9 (left side). In holes 1, 2 (left side) and 10, 11 (right side) of Perforated Strip (10) use 1/2" Bolts to carry the following parts in order:- Angle Bracket (round hole), Perforated Strip (10), Corner Bracket (11), Plastic Spacer (12), Corner Bracket (13), 5 1/2" Perforated Strip (14), and Nut.

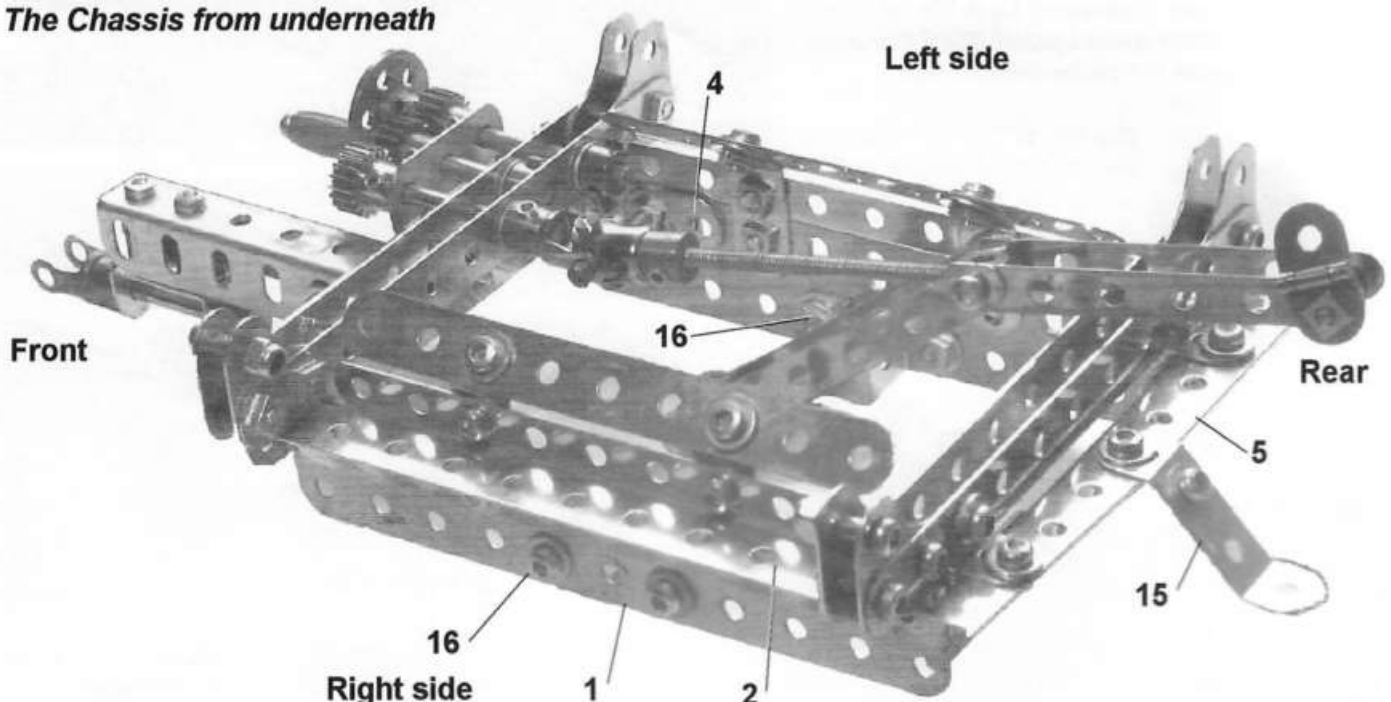
The back end is made the same as the front end except that the Angle Brackets are attached to holes 2 and 8 of Angle Girder (5). A 1" x 1/2" Angle Bracket is attached to Angle Girder (5) by an Obtuse Angle Bracket.

Add two 5/8" Pivot Bolts and Locknuts (30), loosely fixed, ready for the attachment of the bin module.

C - Bottom of Chassis.

Bolt Double Bent Strips and Angle Brackets at 16. Bolt a 3 1/2" Perforated Strip to the Angle Brackets.

The Chassis from underneath



D – Draw Bar.

Bolt 1" x 1/2" Angle Brackets to holes 4 and 6 of Angle Girder (5). Bolt two 3" Angle Girders (17) to the Angle Brackets. Two 3/4" Bolts hold the following at the end of Angle Girders (17): Angle Girder (17), Angle Girder (17), Plastic Spacer, Plastic Spacer, 1" Double Angle Strip (18). Double Angle Strip (18) has a 1 1/2" Axle Rod through the lugs with a Washer and Collar on the back end and Small Fork Piece (19) on the front end

E – Gearing for Hoist.

Bolt 1 1/2" Angle Girder (19) to Angle Girder (5).

The 2 1/2" Axle Rod (20) carries from back to front:- Collar, Washer, Perforated Strip (14), Perforated Strip (10), Angle Girder (19), Washer, 1/2" Pinion, 1" Bush Wheel which carries a 1" Pivot Bolt with an plastic grip from a Crank Handle.

The 1 1/2" Axle Rod (21) carries from back to front:- Collar, Washer, Perforated Strip (14), Perforated Strip (10), Angle Girder (19), Washer, 1/2" Pinion.

The 1 1/2" Axle Rod (22) carries from back to front:- Universal Coupling, Washer, Perforated Strip (14), Perforated Strip (10), Washer, 1/2" Pinion.

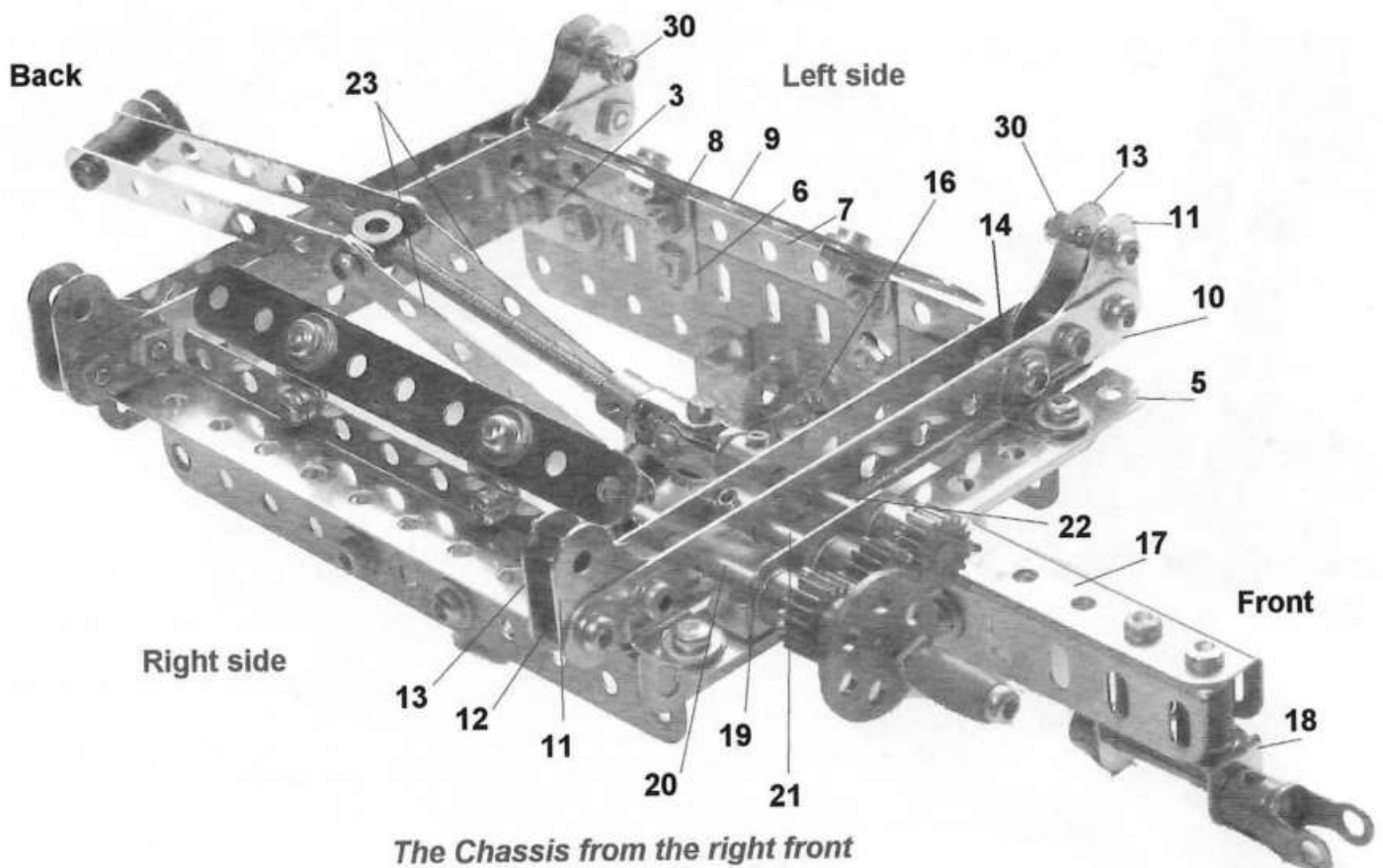
F – Hoist.

Assemble the hoist separately and then attach it to the chassis.

3" Narrow Strips (23) are held at the front by a 3/4" Pivot Bolt (24) which holds the following from left to right:- Bolt head, 3" narrow Strip (23), Plastic Spacer, Plastic Spacer, 3" narrow Strip (23), Nut, Hinge and Nut. The two Nuts are tight on the Hinge and the Narrow Strips (23) are loose on the Pivot Bolt (24).

A four hole Collar (25) is held by two Bolts at the ends of Narrow Strips (23) and 3" Narrow Strips (26). Each Bolt has under the head, Narrow Strip (23), Narrow Strip (26), Nut, Collar (25). The Nuts are tight on the Collar but the Narrow Strips are loose on the Bolts. Ensure that the Bolts do not block the remaining two threaded holes of the Collar (25). A 3/4" Pivot Bolt (27) carries from left to right:- Bolt head, Narrow Strip (26), Plastic Spacer, Plastic Spacer, Narrow Strip (26), Nut, Hinge, Nut. The nuts are tight on the Hinge but the Narrow Strips (26) are loose on Pivot Bolt (27).

Bolt the Hinge on Pivot Bolt 24 to the 5th hole from the left of the 3 1/2" Perforated Strip using a Locking Nut (28). 3 1/2" Screwed Rod (29) is wound through the four hole Collar (25) down to the Universal Coupling and secured with a Grub Screw in the Universal Coupling.

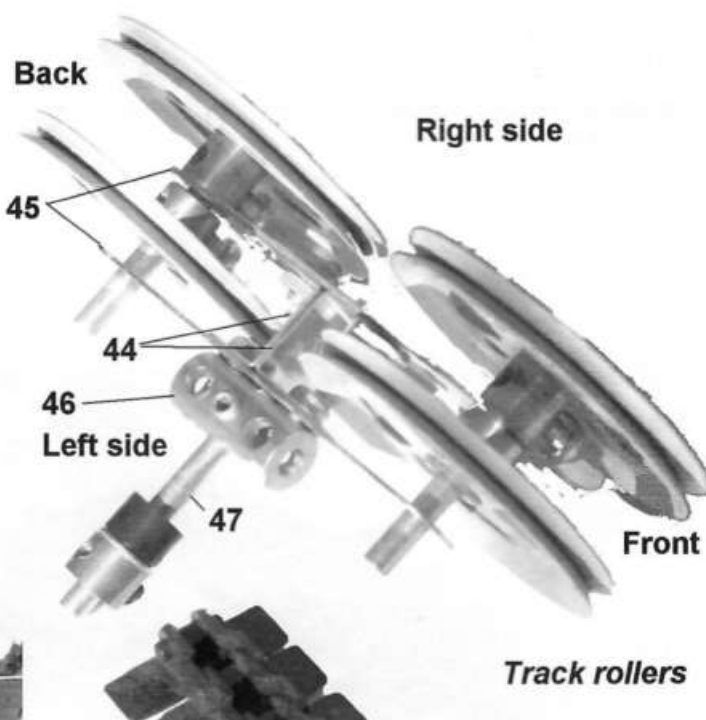
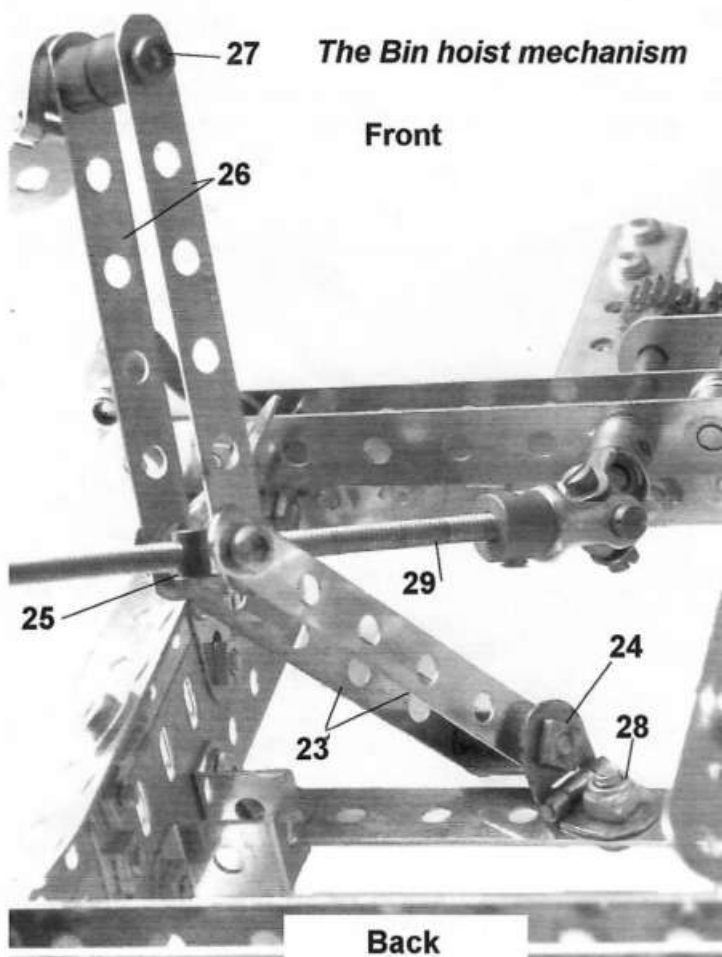


Chassis Parts List.

Part	Description	Size	Quantity	Part	Description	Size	Quantity
2	Perforated Strip	5 1/2"	4	45	Double Bent Strip		2
2a	Perforated Strip	4 1/2"	2	59	Collar		3
3	Perforated Strip	3 1/2"	1	80a	Screwed Rod	3 1/2"	1
9	Angle Girder	5 1/2"	2	103	Flat Girder	5 1/2"	2
9a	Angle Girder	4 1/2"	2	111	Bolt	3/4"	2
9c	Angle Girder	3"	2	111a	Bolt	1/2"	8
9f	Angle Girder	1 1/2"	1	114	Hinge		2
10	Fishplate		6	116a	Fork Piece Small		1
11b	Double Angle Strip	1"	1	133a	Corner Bracket	1"	8
12a	Angle Bracket	1" x 1"	10	140	Universal Coupling		1
12b	Angle Bracket	1" x 1/2"	2	140y	Collar 4 hole		1
12c	Angle Bracket Obtuse	1/2" x 1/2"	5	147d	Pivot Bolt	5/8"	2
12d	Angle Bracket Obtuse	1" x 1/2"	1	147g	Pivot Bolt	1"	1
16a	Axle Rod	2 1/2"	1	147f	Pivot Bolt	3/4"	2
17	Axle Rod	2"	1	235b	Narrow Strip	3"	4
18a	Axle Rod	1 1/2"	2	235d	Narrow Strip	4 1/2"	2
26	Pinion 19t	1/2" x 1/4"	3	516	Bush Wheel	1"	1
38	Washer	3/8"	6		Lock nuts		3
38b	Plastic Spacer		16				

Tracks Parts List.

Part	Description	Size	Quantity
4	Perforated Strip	3"	4
11	Double Bracket	1/2" x 1/2"	4
18a	Axle Rod	1 1/2"	6
20a	Pulley Wheels	2"	4
38	Washer		2
38b	Plastic Spacer		2
59	Collar		2
63	Coupling		2
P91	Track Link		56



Tracks Module.

The right and left tracks are mirror images.

Two Double Brackets (44), bolted back to back, are bolted to two 3" Perforated Strips (45). The left Bolts are threaded into a Coupling (46). 2" Pulleys are fixed to two 1 1/2" Axle Rods which are journaled in the Perforated Strips (45). Another 1 1/2" Axle Rod (47) is fixed to the Coupling and carries a Plastic Spacer. Fix twenty eight Track Links around the Pulleys and join them up. Thread Axle Rod (47) through the Double Bent Strips at (16) and secure with a Washer and Collar.

Repeat for other track unit.

Bin Module.

A – Base.

The base consists of a $5\frac{1}{2}$ " x $2\frac{1}{2}$ " Plate (31) which has a loose Bolt (31a) to eventually hold the hoist (27).

B – Left and right sides (mirror images).

$5\frac{1}{2}$ " x $2\frac{1}{2}$ " Flexible Plates are secured to the base by Obtuse Angle Brackets in the corners on the inside. The Bolts (32) carry in order:- Nut, Obtuse Angle Bracket, Flexible Plate, $5\frac{1}{2}$ " Perforated Strip, $2\frac{1}{2}$ " Perforated Strip (34) and 1" x $\frac{1}{2}$ " Obtuse Angle Bracket.

The Bolts (33) carries:- Nut, Fishplate, $5\frac{1}{2}$ " Perforated Strip and $2\frac{1}{2}$ " Perforated Strip (34).

The Perforated Strips (34) are extended by Fishplates which in turn carry two Obtuse Angle Brackets (35). These Fishplates carry a $5\frac{1}{2}$ " Perforated Strip (36). Four 1" x $\frac{1}{2}$ " Angle Brackets (37) provide extra support for the ends.

On the left side, two Collars (38) are loosely threaded onto nutted Bolts to provide the hinging point with Pivot Bolts (30).

C – Front and back ends (mirror images).

Bolt four Angle Brackets (39) to the base. Bolts (40) carry:- Bolt head, Washer, 2" Perforated Strip, Angle Bracket, $2\frac{1}{2}$ " x $1\frac{1}{2}$ " Flexible Plate and 2" x $2\frac{1}{2}$ " Triangular Flexible Plate.

Bolts (41) carry:- Bolt head, Washer, 2" Perforated Strip, $5\frac{1}{2}$ " Perforated Strip, a second $2\frac{1}{2}$ " x $1\frac{1}{2}$ " Flexible Plate and the 2" x $2\frac{1}{2}$ " Triangular Flexible Plate. Extend the $5\frac{1}{2}$ " Perforated Strip by a $1\frac{1}{2}$ " Perforated Strip (omitted in picture).

Bolt Angle Brackets (42) to the $5\frac{1}{2}$ " Perforated Strip and then bolt $4\frac{1}{2}$ " Perforated Strip (43) to the Angle Bracket. Bolt Angle Brackets (37) to the ends.

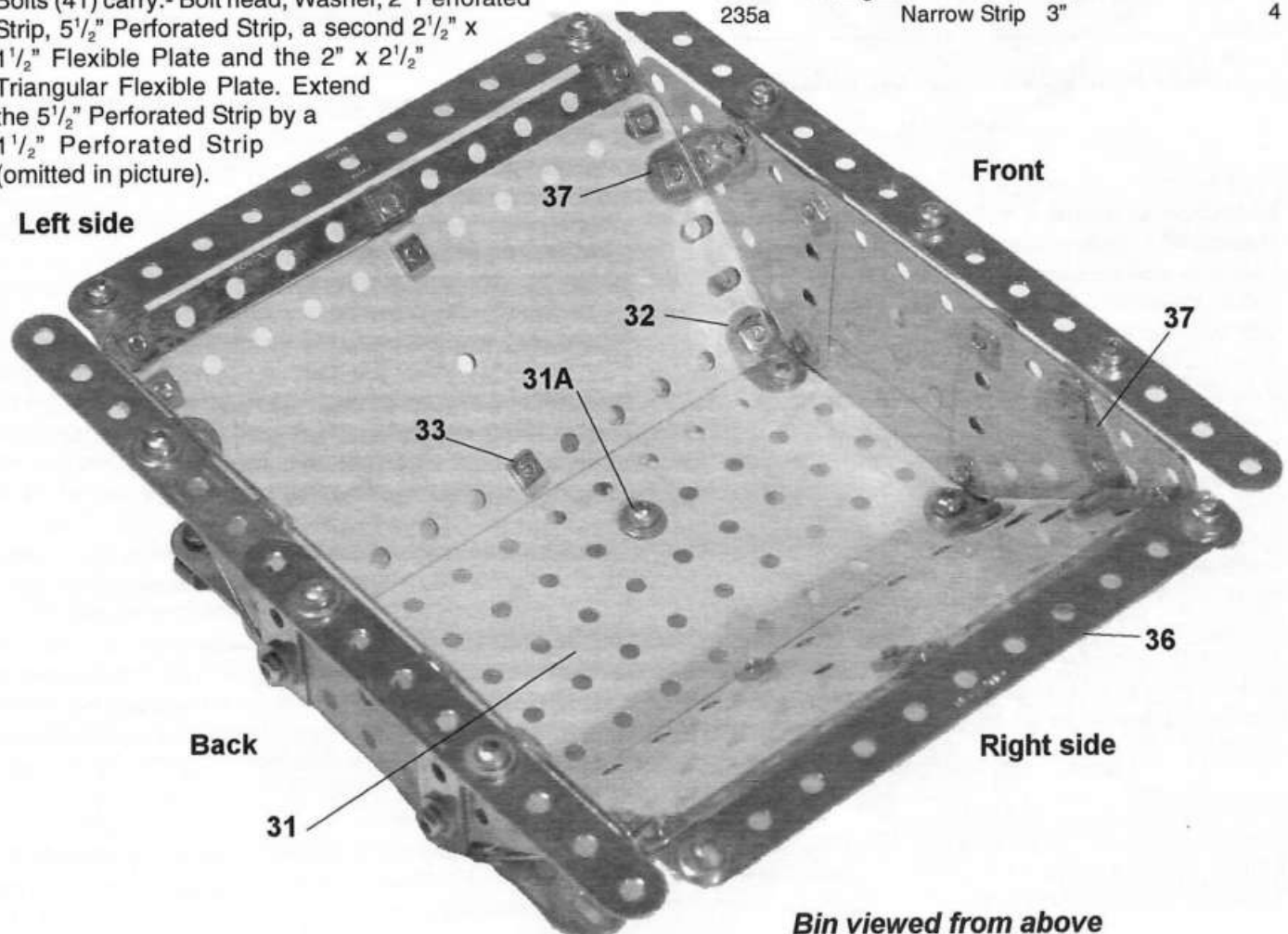
D – Joining bin to chassis.

First remove the Pivot Bolts (30), then insert Collars (38) between the Corner Brackets (1) and (13) on right side. Replace the Pivot Bolts (30) and tighten.

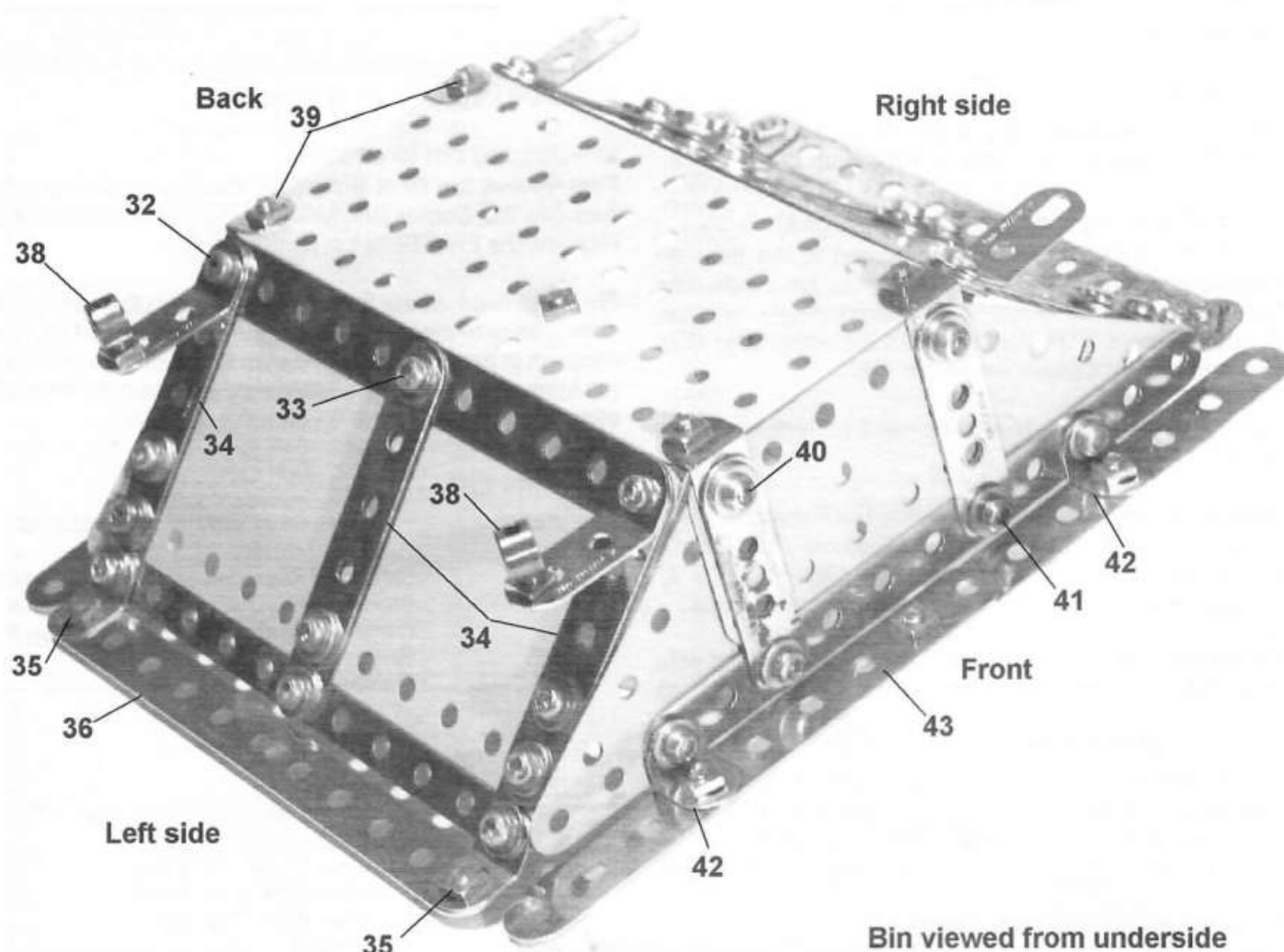
Fold the Hinge on the hoist (27) and attach the spare leaf of the Hinge to the underside of the bin by Bolt (31A). The midpoint of the hoist is pushed over to the left side and Bolt (31A) made tight. Make adjustments here to get a smooth elevation.

Bin Parts List.

Part	Description	Size	Quantity
2	Perforated Strip	$5\frac{1}{2}$ "	6
2a	Perforated Strip	4"	4
5	Perforated Strip	$2\frac{1}{2}$ "	6
6	Perforated Strip	2"	4
6a	Perforated Strip	$1\frac{1}{2}$ "	2
10	Fishplate		6
12	Angle Bracket		8
12c	Obtuse Angle Bracket		8
??	Obtuse Angle Bracket	1" x $\frac{1}{2}$ "	4
59	Collar		2
70	Flat Plate	$5\frac{1}{2}$ " x $2\frac{1}{2}$ "	1
188	Flexible Plate	$2\frac{1}{2}$ " x $1\frac{1}{2}$ "	4
192	Flexible Plate	$5\frac{1}{2}$ " x $2\frac{1}{2}$ "	2
222	Triangular Flex. Plate	$2\frac{1}{2}$ " x 2"	4
235a	Narrow Strip	3"	4



Bin viewed from above



NZFMM 2004 - March Madness Meeting

The venue is booked !!

Motuoapa Lodge & Conference Centre, Saturday 20 March 2004, 2pm onward. (earlier if you like)

This is on State Highway 1, on the East side of Lake Taupo just 9 km North of Turangi. Motuoapa is a small settlement and boat marina.

The idea for this meeting was mentioned on page 23 of the June 2002 issue of the NZFMM Magazine:- 'The Alternate Years'.

The meeting is for NZ Federation members and Meccano Enthusiasts and is just a social type 'get together', no public show or anything complicated.

Motuoapa is about 4 hours drive from Auckland or Wellington, and a little less from New Plymouth and Napier/Tauranga. The weekend is not a holiday weekend so there should not be any unusually heavy traffic patterns. It is not the middle of winter so the roads should not be icy. The centre is very reasonably priced and has motel accommodation attached. All the facilities are of an excellent standard.

Accommodation:

Motuoapa Lodge:- (07) 386 8961; 2 person studios, \$79; Family 4 people \$120; Family 4 people with spa \$125
Tauranga-Taupo Fishing Lodge:- (07) 386 8385, (2 km North

of Motuoapa); Single \$70; Double \$85; Cabins (double twin) \$35

Turangi:- Many and varied. Consult your motel guide or <www.jasons.com>

Meal:- Saturday evening meal, at the Motuoapa Lodge, Buffet style \$25 per head and BYO drink.

Models:- Bring it or them **PLUS** there will be a No. 1 clockwork motor powered challenge event. Details will be circulated later, probably the October NZFMM Magazine.

Registration:- \$5.00 per head to cover cost of Conference Centre and tea, coffee etc. **Note: Limited to the first 50 registrations/people** (the limiting factor is the number of meals that can be comfortably catered for). **Closing date for registrations and motel bookings by me is 20 September 2003 so register NOW.**

Enclosed with the magazine is a Registration Form. I need to get the numbers attending and I have asked the Lodge owners to assist with arranging accommodation there and at the other centres if required to do so. If two couples wish to share a unit that's OK. Let me know if you want to arrange accommodation yourself or if you would like me to do it. Would we like the conference centre on Sunday morning for morning tea, chats and goodbyes? Give me your thoughts on the registration form.

Simon Moody, Blue Mountains Rd, RD 1, Upper Hutt, NZ.
Ph (04) 5283032, fax (04) 5287971, email <moodys@ihug.co.nz>.

An Oldie but a Goodie - A Meccano Gyroscope

by Bob Prescott

You may be familiar with the small gyroscope tops that used to be sold in most toy shops.

They consisted of a heavy wheel which could be spun into rapid motion and balanced on the edge of a glass rim for example. My Reader's Digest Library of Essential Knowledge defines a gyroscope as a "device consisting of a flywheel mounted inside a ring on an axis that leaves it free to pivot in any direction, without suffering disturbance from outside forces".

When I spotted the Meccano Gyroscope in the April 1929 magazine I was curious to see how well it worked. As the article pointed out this was no toy and it had many applications such as the gyrocompass.

I have included the MM instructions in italics and added my own comments in plain text.

"The gyroscope proper consists of two Hub Discs 1 mounted face to face and secured to an Axle Rod by means of two Bush Wheels. In order to increase the mass of the gyroscope near the periphery, four 50-gramme Weights 2 are secured to the inside of each Hub Disc in the positions shown."

Eight 50-gramme Weights? I don't own any of these rare items but I do have plenty of Wheel Discs. I built up eight piles of 6 Wheel Discs which weighed approximately 35 grams per pile and secured these evenly around the Hub Discs at the periphery.

"The swinging frame consists of a Circular Strip 3 that is attached by $\frac{1}{2}$ " x $\frac{1}{2}$ " Angle Brackets and lock-nuts to a Strip bent in the form of a U. The U-shaped Strip has a Double-arm Crank bolted to its lower extremity to form a means of connection with a $1\frac{1}{2}$ "

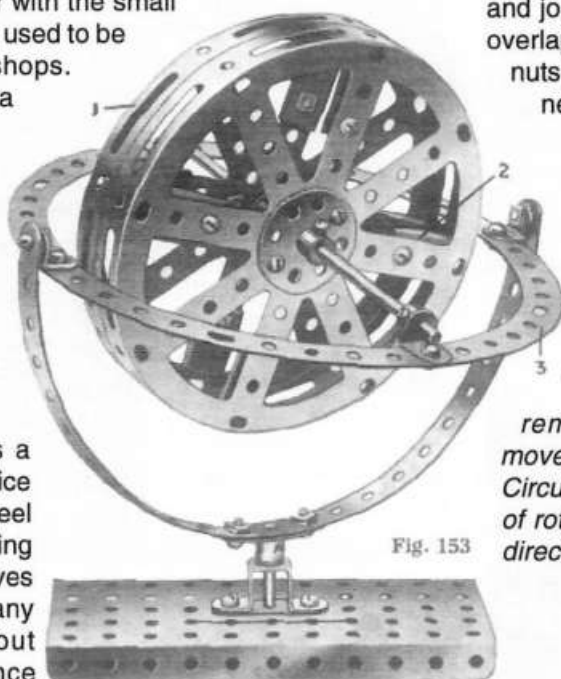


Fig. 153

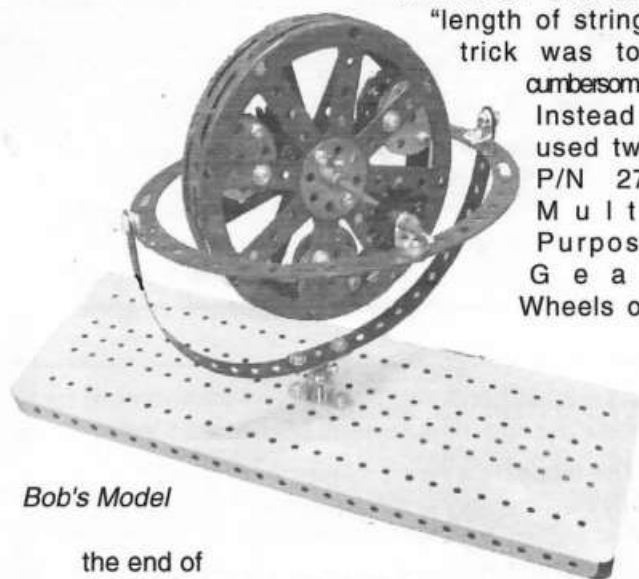
The Gyroscope in the April 1929 Meccano Magazine

Rod. This Rod, which forms a pivot, is free to turn in a reinforced bearing consisting of a Double Bent Strip and a $1\frac{1}{2}$ " Strip bolted to the $5\frac{1}{2}$ " x $2\frac{1}{2}$ " Flanged Plate forming the base of the model."

I used two shaped $5\frac{1}{2}$ " Perforated Strips to form my U frame and joined them at the base using the Double Arm Crank overlapping three holes and I used P/N 37h captive lock nuts for lock nutting at the Angle Brackets. In my view it needs a bigger base for stability so I used a P/N 236 $13\frac{1}{2}$ " x $4\frac{1}{2}$ " Flanged Plate (lid for parts box). The same could be achieved by using three P/N 52 $5\frac{1}{2}$ " x $2\frac{1}{2}$ " Flanged Plates joined together.

"To start the gyroscope, a length of string is wound on to the spindle and its end is then given a smart pull so that the wheel is set spinning in a clockwork direction. If now the U-frame is turned also in a clockwork direction the edge of the Circular Strip remote from the observer dips. When a reverse movement is given to the U-frame, the same end of the Circular Strip rises. This is due to the tendency of the axis of rotation of the gyroscope always to point in the same direction in space."

I decided that the "length of string" trick was too cumbersome. Instead I used two P/N 27f Multi Purpose Gear Wheels on

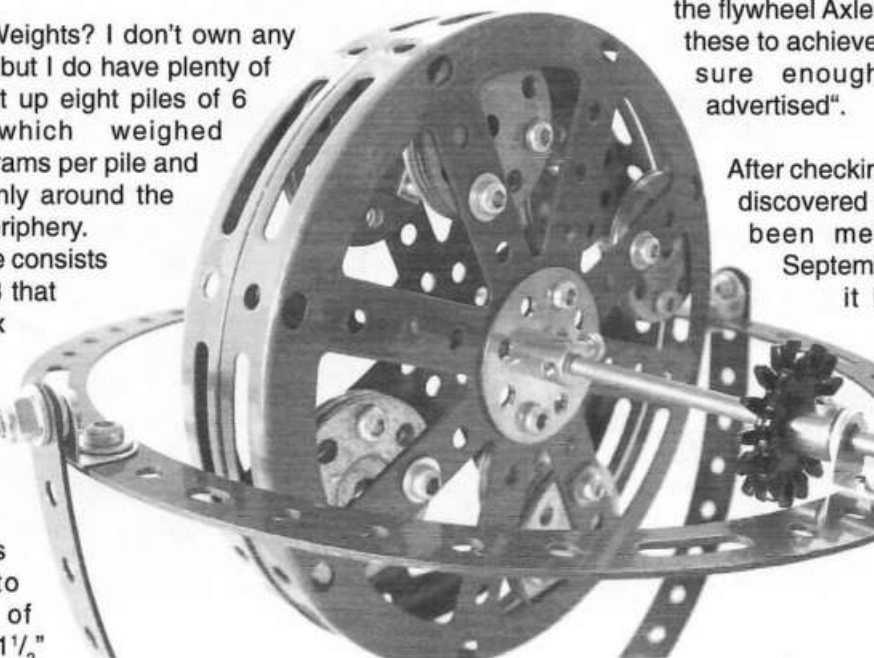


Bob's Model

the end of the flywheel Axle Rod and turned these to achieve the spinning motion and sure enough, it performed "as advertised".

After checking Bruce Neilson's Index I discovered that the same model had been mentioned again in the September 1944 MM but this time it had been constructed

without weight in the flywheel. I doubt that it would work so well because you need weight to achieve a reasonable amount of spinning motion. An interesting model - build it and see how it works.

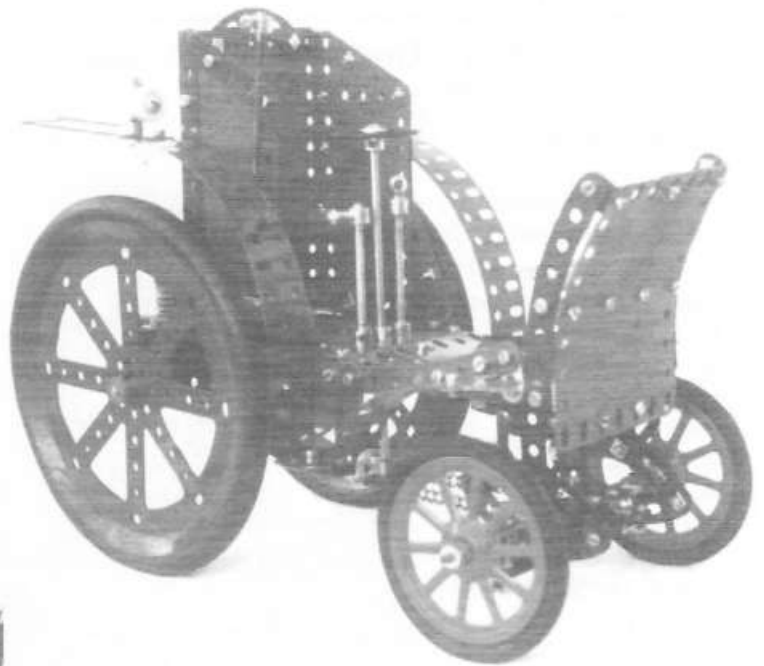
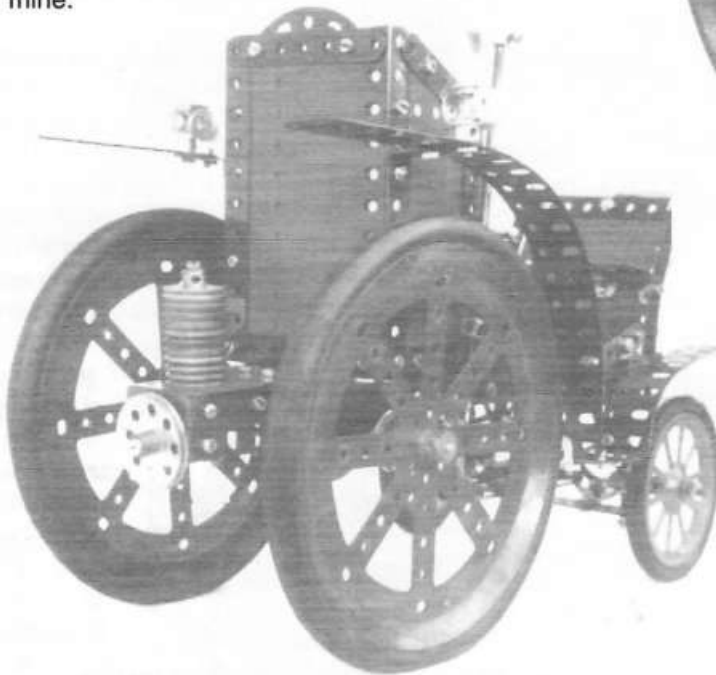


Booker's Benz

from Malcolm Booker

Congratulations on the continued excellence of the magazine. I look forward to getting each issue. There are always many item of interest.

I was really taken by Bob Prescott's article about the early Benz car in the April 2003 issue. Having read the article and thought about Bob's ideas I decided to make one. Bob started with the MM model and improved on it. I have used the MM model and Bob's ideas to make mine.



I have used 6" pulleys fitted with 6" drain pipe seals for the driving wheels and 3" spoked wheels fitted with 3" drain pipe seals for the front wheels. The model is a little longer and features a single cylinder engine at the rear. It is powered by an Emebo motor but is otherwise very similar to Bob's model..

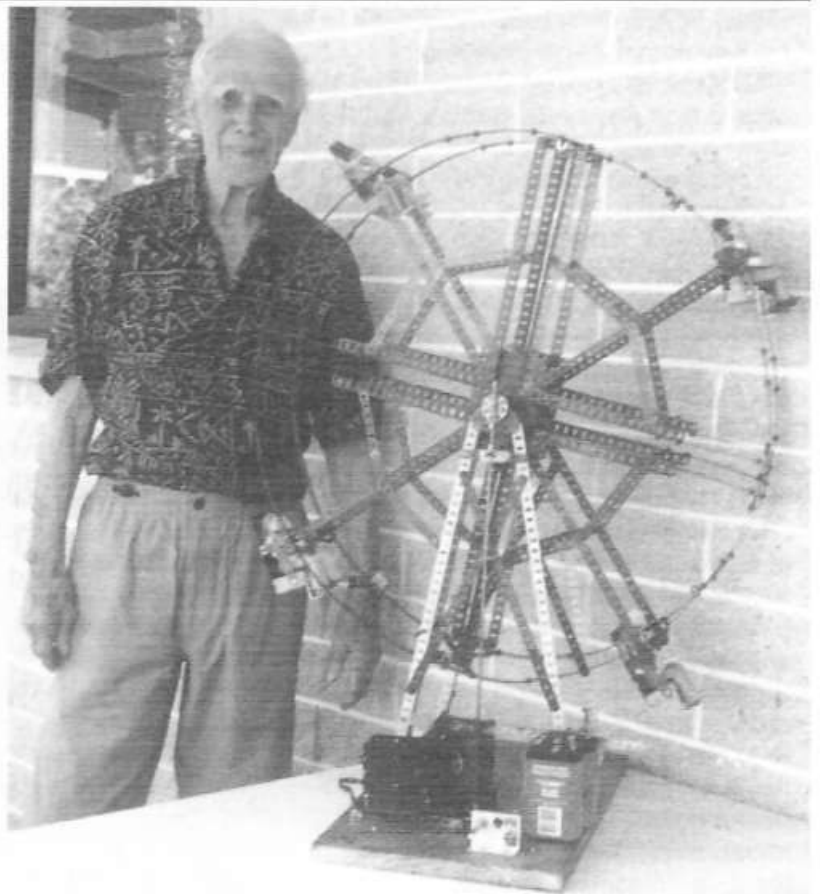
Ed - Malcolm Booker lives in Sydney and has a room full of models which he displays from time to time at local exhibitions. He is an International Society of Meccanomen committee member.

Ferris Wheel

by Syd Reynolds, Waikanae.

The model is a Ferris Wheel, built entirely from my own memory and imagination; it stands thirty five inches high and is shown in the enclosed photos with myself in one to show the scale. The wheel is based upon Angle Girders attached to a 5 1/2" x 3 1/2" Flat Plate with a rim of 12 1/2" Perforated Strips. The four carriages carry very life-like and jointed figures with Cranks at each side holding stub Axles running in Trunnions mounted on the wheel rims.

The Meccano motor is powered by two 6v batteries, driving through two Pinion-gear wheel reductions to a Worm wheel reduction to a vertical shaft driving the main wheel Axle through a Pinion and a Contrate wheel on that axle. This whole drive is not very good and I feel I must get a new chain and eliminate some gears by installing a motor speed control.



My Meccano Life

by Barry McKey



I was born in 1935 so there were only wooden toys in the shops during the war. I started like others with the "Jiffy Joiner", a great construction toy but tall models crashed in pieces. My parents said they would get me a Meccano set. Some time later we saw the advertisement in the Weekly News [that pink covered paper] by Frank Wiseman & Son Ltd [sold sports gear & toys] for Meccano Sets 1, 2, & 3. I got the No 3 set. I always remember

my mother saying it did not look much for 32/6 [\$3.25] That was a good sales point later in life when you showed prospective customers the manual of all the models you could build with that particular set. I soon learned the terms of construction and about the accessory sets etc.

My job after school was at Barry and Hastings Ltd, Matamata, cleaning the windows, sweeping the floor etc. They sold stationery, books, toys, Meccano and Hornby Trains. I made models for live demonstrations in the windows on Friday nights, which attracted large crowds

and was able to pass on my knowledge of the Meccano system. I joined the Meccano Guild in March 1947 and started getting the Meccano Magazine.

I started work in that same shop in 1951, my lifetime job for 35 years. Selling Meccano was like a franchise, one seller in each town but you needed an import licence from the Government to cover such toys. So there was only one shipment per year and that same licence had to cover Dinky Toys, Hornby Trains and Meccano.

Occasionally I would go to Auckland on business and visit the NZ agents, Models Ltd. They were upstairs in Fort St, very dark, no big flashy showroom. Mr. Kirkup would load you up with price lists and advertising material and maybe allocate you some extra sets. His storeman was Cyril, he repaired clockwork motors and Hornby Trains.

Selling Meccano in Matamata goes back to about 1925 when Mr. C.E. Barry started the business selling books, stationery, gramophones, music and toys. We also sold Meccano parts, Dinky toys & Hornby train sets.

I still own my No 8 set plus clockwork and electric motors, also the demonstration Rotating Motor Chassis model 57/16, which I displayed at the 2001 Convention.

I think the youth of today miss out in construction of models like K'Nex and Lego etc. They only need to follow diagrams whereas with early Meccano the young model builder learned all the terms of construction like journalled driving shafts, the names of the particular parts, flanged plates, trunnions, fish plates, also about driving pulleys, lock-nutting along with the difference between a helical gear and a bevel & worm gear. I do realize you cannot turn the clock backwards.

PS - I have seen the original "Tinker Toy" at the Opotiki Museum, but not the NZ (?) Jiffy Joiner sets.

Barry lives in Tauranga, 116A Vale St.

MECCANO ON THE MOVE

by Bob Prescott

So you are shifting house, no doubt a stressful time for all involved but moving a Meccano collection needs special attention.

Take:- eight or nine built-up models, 3 drawer and 7 drawer wooden cabinets, six plastic compartment boxes, a large plastic tool box, a large amount of Meccano literature and several boxed sets.

Built up models probably need the most care. I was lucky to have a "Pak and Save" type supermarket nearby with a plentiful supply of cardboard boxes. Over a period of time I selected boxes closest to the models' sizes and cut them down to size, each with its own separate overlapping top. Once lined inside with thick bubble wrap, the model fitted snugly with any spare space filled with squashed up newspaper. The top slid over the bottom and the box was secured with strong nylon rope tied with a "newspaper knot", something I learned in my first ever job.

The two cabinets were more of a problem - although small, they were heavy but I figured the removal guys would

use their two wheel trolleys to overcome that difficulty. After filling any spare space in the drawers with rags etc, strong nylon rope was tied around the cabinets over thick cardboard to protect the edges (and yes, the "newspaper knot" again!), and the rope also prevented the drawers from opening.

The plastic boxes were easy to prepare. I just made sure all the plastic connectors fastened securely (using a file in a couple of places) to ensure a snug fit.

Once again weight was a problem with the literature - imagine the ten or so bound Meccano magazine volumes. A good supply of smaller cardboard boxes to keep the

weight of each box to a reasonable level and careful packing solved the problem.

The individual sets were put in appropriately sized boxes.

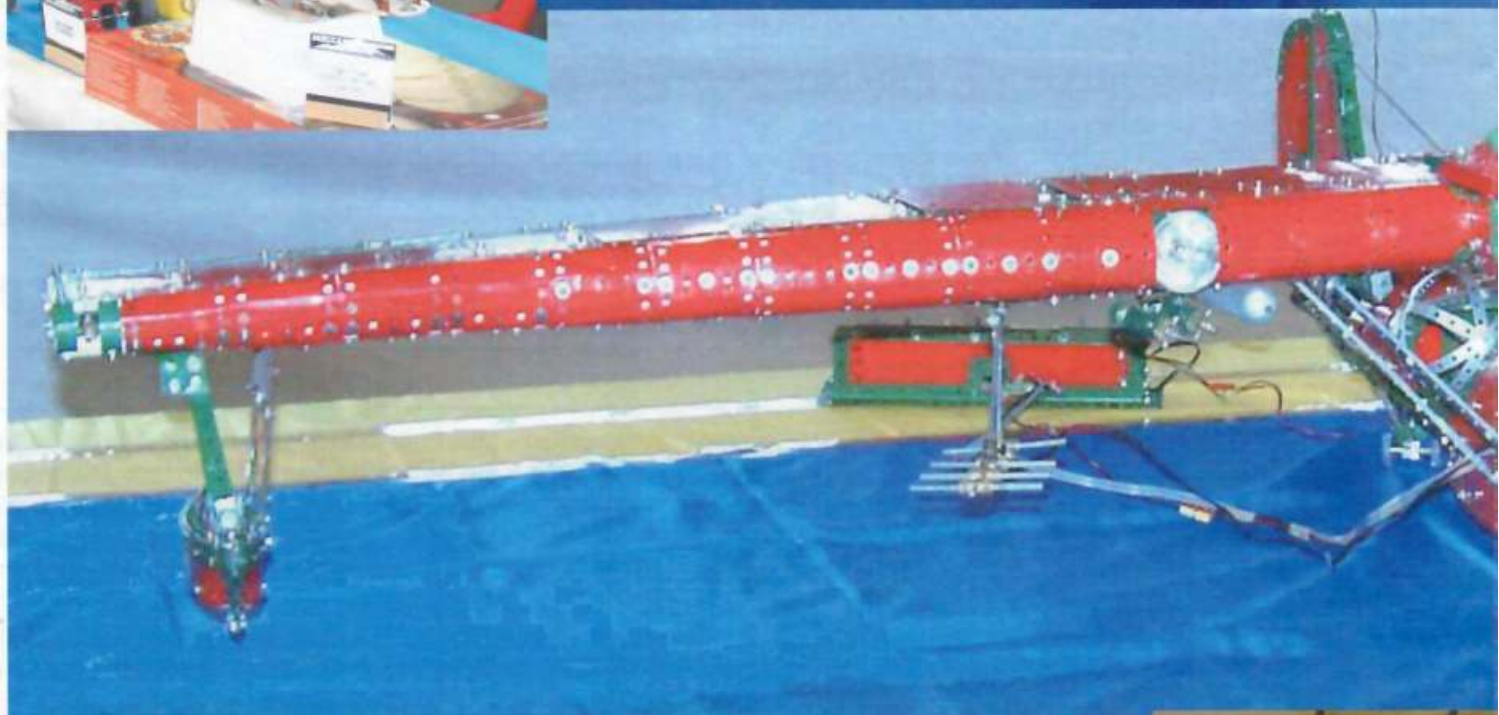
The cardboard boxes were clearly labelled as to contents.

After moving twice in four months I'm glad it is all over and I am thankful for all those holes - imagine the extra weight if they weren't there! Now to fit it all into our new house - Oh and Daryl, don't even think of moving!!!

Ed - You will find Bob's new address on page 2.



Things that Might Fly - M



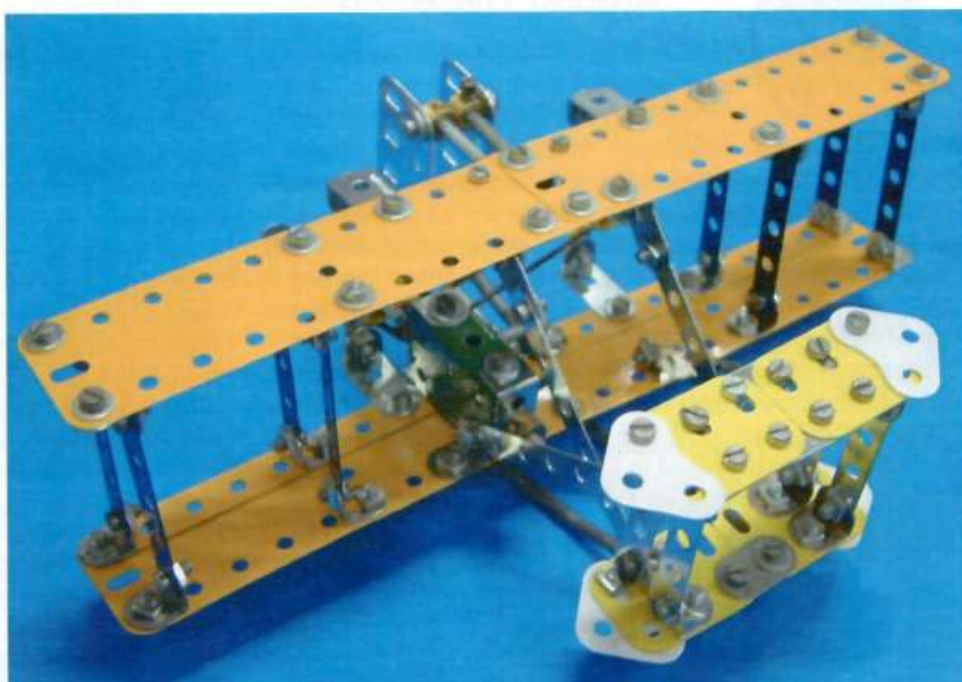
More Models From the 2003 Convention

From top left:- Tom Pittam's Crazy Airship; Don Wilson's Bleriot ; Biplane (we can't remember who the builder was); David Wall's Really Crazy Airship; Bruce Geange's Aeroplane Constructor Set Models (one of these is a replica! Can you guess which?); Paulette and Chris Morton's Various Flying Machines.

Centre:- Don Wilson's Catalina Flying Boat - It does everything except fly!

Photographs by John Stark and Bruce Neilson

This colour page has been sponsored by MWT Meccano Club from Convention funds.





Bruce's Choices From Around The World

by Bruce Neilson.

The Meccano Newsmag - March 2003.

Pick of the articles – A Planetarium revisited by Michael Whiting.

Orrery - "Planetarium consisting of an apparatus that illustrates the relative positions and motions of bodies in the solar system by rotation and revolution of balls moved by wheelwork; sometimes incorporated in a clock."

This is a model which is rare in the New Zealand Meccano scene. The only model I am aware of was built by Graeme O'Neill, Christchurch some years ago. However there are a number of model plans available if you have a lot of gear wheels and are prepared to use some non-standard MW Models and Exacto gearwheels. The Meccano Orrery is being continually refined by four enthusiasts; Alan Partridge, Pat Briggs, John Nutall and Mike Whiting. An MW Modelplan No 73 was published in July 1991 and now further refinements to that model plan have been introduced to give an accuracy of 0.05% to a Sun, Moon and nine planets Planetarium.

This model is for the experienced modeller requiring care in building to get a smooth running model. Some background reading and understanding of the terminology is recommended (to answer the public curiosity). The mathematics have been done for you so no worry there.

Also in this issue are articles on:- A modelplan for a simple mobile crane with four wheel steering and driven by three hand-wheel operated motions, more postcards, a 'Diggano' for your spade (to protect the sole of your gumboots), compact tram bogies, Nickel period models and club reports.

Southern California Meccano & Erector Club - March 2003.

Pick of the articles – More Issues of American Meccano Magazines Discovered by Kendrick Bisset.

For the historian, this article is a must. A table spans August 1916 to August 1927 showing known issues and contents and six guessed issues. Printed magazine titles, volume, issue, and months have been found to be not always correct.

Also in this issue are articles on:- the November 1920 MM Supermodel No 24 'The Travelling Gantry Crane', 'The Toy Story' book review, and Anton Calleia describes a heavy duty differential which requires the cutting of a $\frac{5}{8}$ " diameter hole out of the centre of a Wheel Disc P/N 24c to allow a $\frac{1}{2}$ " Pinion P/N 26b to protrude through the P/N 24c to engage other gears to get the differential to work. The article is headed "Does need ever justify part modification?" and

(The last bit of the Bits and Pieces)

LASTLY, TODAY'S LIMERICK:

Frank Hornby's half inch pattern angular
Produces fine models rectangular,
But when they're hexagonal
With dimensions diagonal,
One's reactions are solidly strangular.

Anton asks for "the judgement of my peers". The dichotomy between Meccano modeller and model engineer continues.

The Sheffield Meccano Guild Gazette - June 2003.

Pick of the articles – Maze by Michael Wilding.

Say out loud ten times the following "I can build anything with Meccano". Now that your ego is all pumped up, grab your trusty screwdriver and build ????. A Maze? Yes something as simple as a maze which the public can trace by eye or finger to unfold the required route.

Michael has set out seven points to consider to get a good result:- Graph paper pre-design, Shape of Maze, Framework of flat plates butt joined, Odd number of holes, No bolt heads in pathways, Flat or vertical display, and Selection of colour. The article's illustration is a Delphic maze of 75 holes x 49 holes ($37\frac{1}{2}$ "x $24\frac{1}{2}$ "") in the shape of a Greek temple. A bibliography of maze books is included in the article.

Editor's note – 75 holes x 49 holes would equal, in terms of P/N 70 $5\frac{1}{2}$ "x $2\frac{1}{2}$ " Flat Plate, roughly 7 plates wide by 10 Plates deep = 2.73 kg = 6 lb.

Also in this 38 page issue are articles on:- Other magazine reviews, SMG meeting, BR Class 9F 2-10-0 freight locomotive prototype and model, and rebuild of Supermodel 21 Transporter Bridge.

The Meccano Newsmag - July 2003.

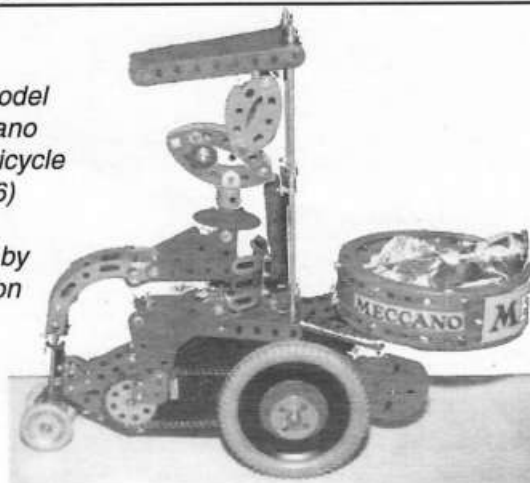
Pick of the articles – Birmingham Corporation Tram by Mike Edkins.

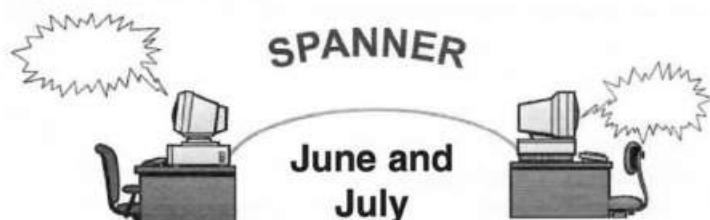
This model is written up in a Constructorproject modelplan No 75 consisting of 10 pages of text interspersed with Isomec drawings, two pages of black and white photos and two pages of coloured photos. The prototype is a two-decker tram running on a gauge of 3ft 6ins which gives a tall narrow profile. The model is 15" long by 7" high built to a scale of 1:27 ($\frac{1}{16}$ " to 1ft) and runs on $1\frac{1}{2}$ " gauge track with powered bogies from a MO motor. Careful use of matching coloured plates and strips will give a resplendent visual appearance. This is a detailed modelplan and should be within the abilities of a 'follow the plan' modeller.

Also in this 40 page issue are articles on:- A proposed competitor to Dexion girder systems by Meccano in the 1960s, Oxtan Club report pictures (in colour), bending Perforated Strips into Channel Girder shapes, Tony Homden's Meccano life, Nickel sets restoration, Club and show reports.

Konkoly's model
of the Meccano
Bunny on Tricycle
(See page 16)

Photograph by
Bruce Neilson





The use of email from the Spanner group is acknowledged.

Wheretoe Meccano.

I can understand Meccano's abandonment of a range of universal sets with conversion sets in favour of single- or several-model theme sets with a great variety of different colours - but I don't like it. If you view Meccano as just another toy (admittedly one you have to put together yourself like perhaps a plastic kit that builds a car or a 'plane etc.) then this might seem to be a good way to appeal to the kids of today. For example, if Meccano produced a kit that could build a transformer (NOT the electrical kind), my 10-year old son would want it NOW. The danger is, however, that the theme sets you produce may not appeal to potential purchasers (e.g. 1995 Space sets). However, if you can sell the idea that you can build almost anything YOU want to with Meccano then perhaps you can capture the imagination and potential purchasers might see beyond the models in the manual that comes with a particular set. If those models don't appeal, then sets can be viewed as a cheaper way of adding to one's parts collection than buying the parts as spares. That's how I view Meccano sets these days.

However, Meccano is not just a toy - it is a system of re-useable parts that conform to specific standards ($\frac{1}{2}$ " hole spacing, $\frac{5}{32}$ " BSW thread etc.). That is its key feature (shared with other systems like LEGO) and to reduce it to series of separate theme sets is really missing the main point. Unlike a plastic car kit that you glue together, even with a single-model Meccano set you are not limited to just that one model. Basically, the more Meccano you have, the bigger and more complex are the models you can construct. I think that a series of increasingly larger sets, each containing the parts from the previous one (and more) with conversion sets to go from one to the other AND ready availability of spare parts, captures the spirit of Meccano much better than the current range of sets. Now we have such a hotchpotch of different colours (which can have their uses) but any large model built with recent parts may have a patchwork appearance. Of course, so many parts (especially the larger ones) have officially been discontinued so this does not help sell the idea that the ultimate aim can be to build large and complex models.

Maybe there isn't as much money to be made by selling universal sets but neither has Nikko shown much sign yet of bringing Meccano into the 21st Century like some of us thought they might. Where is the radio-control kit that would seem to be such an obvious addition given their experience with RC cars etc.? What about an official Meccano computer control system (similar to L*** Mindstorms)? All we get is more plastic and spring steel ☹.

I would like to see Meccano return to a series of universal sets - not necessarily those from the past as there are a lot of good new parts (including plastic ones) that should be included. I would like to see radio control or computer/

robotic control kits produced. I doubt that it would be viable, but Meccano could also return to producing a more modern Meccano Magazine (LEGO has its World Club with regular newsletters) - perhaps it could be internet or CDROM based - or books of modelplans that could be purchased. Meccano the company need not sell Meccano to make (or lose) money. Do you get the feeling that official Meccano is 'just' managing to keep afloat? Thankfully, with the compatible parts manufacturers spread around the world, and second-hand sales, I think we'll all be able to get the parts we want to continue enjoying our hobby, but it would be so much better if the average age of Meccano enthusiasts was well under, rather than as I suspect, over 50. (John Stark, Nelson, NZ, ISM 0479 (Age 17839 days)).

Nut Holder.

(1) I have punched some half inch disks from a thin flexible advertising magnet and used them on standard Meccano wrenches. Gluing them to the wrench would make them even better at holding the nut until the threads have gripped. (Alan Winston, Seattle).

(2) Blu-tac is most useful for holding Nuts or Bolts in place - on the finger or any convenient Axle or Strip - the Drift (sic) with a Blu-tac tip will often get a Nut into a difficult spot. I would not be able to assemble a Meccano Constructor Car or Aeroplane without this valuable 'tool'.



(3) The nut holder and starter was built by me, milling a $\frac{1}{4}$ " wide channel in a brass bar, lined with a glued magnetic rubber sheet that holds the nuts in place. (Edmundo Veiga, Rio, Brazil).

Electric Motors

(1) A great source of powerful motors are old battery powered drills - many people discard them when the batteries are so old they cannot be charged. The motors are easy to get out and once the pinion is removed, many have an output shaft of 4mm, so no bushing is required, a 16mm hole punched out of the centre of a $2\frac{1}{2}$ " x $1\frac{1}{2}$ " flanged plate and they screw straight on. Lots of power for supermodels, very cheap. (David Harvey).

(2) There has been some discussion lately about E20R, E15R, and Emebo Motors. As a modeller who possesses none of the above, I have to ask (with apologies to collectors), if they have any virtues? I have dozens of the little 3v/6v Calais motors, which will run practically everything at 6v, and with the 19x transmission (P/N760) will handle the Super Models, provided speed is not an issue. They are compact, and even with the battery pack can be effectively fitted and disguised within the model. I guess the question is - am I missing something? or why should I be interested in these sideplate behemoths? (Howard Wildegrube).

(2a) I have two E15R motors, and 'had' an Emebo motor years ago until my youngest brother, when home ill from school one day, drove a battery-powered vehicle I'd built around until it suffered melt-down. The Emebo was a great little motor but was prone to over-heating - the red plastic

(continued on next page)

Obituary – Andreas Konkoly

Born in Budapest in 1918. Married Clara in 1949. Died 18 June 2003.



Andreas Konkoly started model building at age 10 with European building systems and bought his first Meccano set in 1952. Built the No 4 set up to a No 10 set by 1956. First published in Meccano Magazine in 1958 with a three speed and reverse gearbox and has 21 other entries in the Meccano Magazine. A biographical in the Meccano Magazine June 1972 mentions prizes awarded for his models at International

fairs and television appearances in Hungary.

In his lifetime, Andre published approximately 250 modelplans. These could be purchased directly from him in Hungary by way of black and white photographs accompanied with typed instructions (often carbon copies) on very thin paper in English written as a second language. He developed a method of explaining the construction of his models by listing the parts in order of attachment which

is uniquely his but which was most effective. I have successfully built a lot of his models which can be taken as a compliment as a 'follow the plan' type of modeller. Some of his models have been republished in a number of Meccano Club magazines.

Andre's models vary from the complex to the plain but I think he will be remembered for his pioneering work on Meccanographs alias Guilloche or Designing machines, clockwork motor models such as Horse and Chariot, MM March 1965 and Meccano Bunny on Tricycle, RMG December 1990 and the way-out models such as The Living Face, CQ 1989 issue 5 and Hungarian Centipede, Meccano Magazine, April 1971.

A number of Andre's models had their origins in normal toys and gadgets which he then converted to a Meccano format and sometimes to fit inside the limits of a Meccano No 10 set. (Cyclic Colour Mixer, CQ December 1991; Meccano Sailor, Meccano Magazine June 1972).

Although he lived in Hungary during the communist regime, he had access to photographic facilities "My photo expert can make for me the technical photos of the models – I have not in my hands – only on the end of Sept." (letter 17 July 1987), and overcame currency restrictions by having buyers of his modelplans remit payment to addresses outside Hungary.

His occupation was "the spreading of technical periodicals in Hungary" and he was able to travel extensively through Eastern Europe and even into Egypt (MM April 1977). The photo showing Andre and wife Clara "in our home" (letter 1 November 1987) implies a reasonable level of wealth.

Andre was a Meccano character whose epitaph will be the models he put into print for the benefit of current and future generations of Meccano modellers.

R. Bruce Neilson.

(continued from page 15)

case melts and goes out of shape. The E15R is not very powerful and is noisy but does produce a characteristic ozone smell (which is toxic, but never-the-less seems to be the main redeeming feature of this motor for the nostalgic older Spanners). At nearly 49, I'd just about put myself in that category these days. I also have several PDUs (Power Drive Units), which were a great idea with their built-in 6-ratio epicyclic gearbox. Again a little noisy and the plastic gears were quite brittle. Bad news if you managed to get it engaged in two gears at once (if the retaining ring slipped off - I kept a short rubber band around mine), or if you had a catastrophic gear jam in your model etc. It was a good idea to use a rubber band as the first stage in the gearing when using these motors. I imagine they are rather expensive to obtain these days. I recall paying about NZ\$80 for the last new one I bought in the 1970s. Like you, I have dozens of the 3/6V French motors and about 6 of the 19:1 gearboxes. In my view, for model building with Meccano motors, you're better off with these than almost any previous Meccano motor I can think of. They are not the best or most powerful Meccano motors, and won't suit every application, but they are cheap enough that if one expires - I have not had that happen yet - it's no great loss. Same can't be said for PDUs, Emebos etc. That said, however, unless you are a collector or a purist, there are much better non-Meccano motors around. Leave the genuine articles to the collectors ☺. My favourites are the so-called Bull

Motor - a grey motor with integral gear reduction (often set at 60:1) but can be changed by adding and replacing nylon gears on stainless steel pins inside it. (You need to have a couple of these if you want to add gears - take from one to add to the other). These motors are not available from Bull Electronics any more (last I heard) but Motor Model has a range of this type of motor. Go to <www.motor-model.com/index1.htm> and find the moto-reducteur serie VIII page (under jeux de construction Meccano). The motors I have look like the one in the photo labelled moto-reducteur avec support sm-05.m.

The late Norm LaCroix developed an E15R replacement based on a small Canon brand electric motor. I got a couple of these from him and can vouch for the fact that they leave the E15R for dead in terms of performance (but don't sound or smell the same!). I don't know who supplies these motors now. See <www.memeshadow.net/cmamas/meccano/cmnsfe15r.html> for photos of Norm's motors.

Ashok also has an Indian-made geared motor that is smaller than the Bull motor. It has internal metal gears. The shafts on the two samples I have are bigger than 4mm so Ashok supplied a brass adaptor. I removed the shaft and turned it down to Meccano axle diameter in my lathe. A very nice motor though, and quite cheap at around US\$10 (Ashok will correct me if my price estimate is out of date). Those are my thoughts anyway. (John Stark, Nelson, NZ, ISM x479).



A BIT OF HISTORY: On page 186 of Hornby Companion Series (HCS) Vol. 6, Bert Love writes about the 1940-1945 wartime production from Binns Road. Tony Press in Melbourne said on "Spanner" that he recently bought a small tin containing 50 mint pre-war 'strong' spring clips. The tin is made from gold coloured tinplate, 2 1/2"x1"x1/2", with a yellow

Meccano label wrapped around it, marked - No. 35, 50. Under this label which slides to one side quite easily, the tin is marked in red — "MORPHINE Ampoule Syringe". Bert Love says the needles were manufactured in large quantities by Meccano Limited where they were packed with the morphine ampoules. After the War thousands of surplus tins were used by Binns Road as packaging for Meccano nuts, bolts, spring clips and washers.

FOR OLDER MODELLERS: Bill Inglis in Victoria, Australia, put on "Spanner" a selection of pithy advice for we older Meccanomen. Here are a couple of them: "OLD" is when your sweetie says, "Let's go upstairs and make love", and you answer, "Pick one, I can't do both". "OLD" is when an "all nighter" means not getting up to pee".

QUOTATIONS:

Reason can answer questions, but imagination has to ask them. Great people talk about ideas. Small people talk about other people.

(Ralph Gerard and Tobias Gibson in Dick Hubbard's 'Kidz Board').

THE LONG AND THE SHORT: At a MWT Club meeting, Don Blakeborough asked, "What is the longest Meccano part?" Not the hank of cord, as you might think. Don's answer — "The boiler without end".

LONDON FACILITIES: During the 1950s and 1960s, Meccano Limited had a London Office in Conduit Street, not far from Gamages Store. They also had a main warehouse in Walnut Tree Walk. (Ed. Barclay and John Westwood on "Spanner").

[Aren't English street names lovely !! (L.S.)].

SPARE PARTS: There are at present (1974) 466 different spare parts in the Meccano system. (M.M.Q., April, 1974).

FAREWELL Jerry: New Zealand modellers who were at our 1991 Wanganui Convention will remember the friendly Canadian who called in on his way to Sydney and enlivened the prize giving with his gifts of CMN caps to the prize winners.

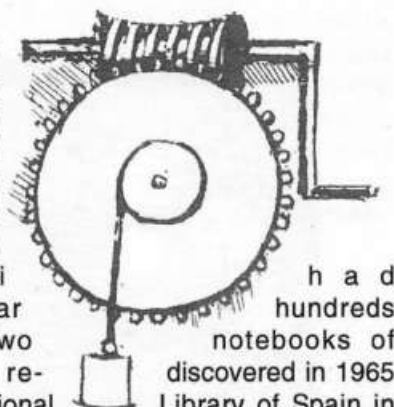
Jerry Dubois had been a prominent Meccanoman for many years. In 1975 he was writing to the Editors of 'Meccano Engineer', disagreeing with some of the items they were printing. Sadly, Jerry died on July 5th after a long illness. He will be missed by his many friends, not only in his native Canada, but also all over the Meccano world.

MECCANO STEAM ENGINE: There is a 1965 Meccano Steam Engine for sale in Levin. Asking price is \$NZ300. It

looks clean and in good condition. Further details from me. (L.S.)

WORM GEAR 500 YEARS OLD:

Although the invention of the worm gear has been credited to an 18th century clockmaker named Hindley, it appears now that Leonardo da Vinci conceived the gear of years earlier. Two of his drawings were re-discovered in 1965 and are held in the National Library of Spain in Madrid. In these notebooks are da Vinci's drawings of a lathe, a chain driven bicycle, ball bearing races and a worm driving a gear. (Popular Mechanics, March, 1975)



MECCANO IS GOOD FOR YOUR TEETH ! John Westwood said on "Spanner" that his parents let him spend his weekly sixpence allowance on whatever he liked. He said he always spent it on extra Meccano parts from the dealer in Bromley, Kent. Never on sweets. So, at 83, he still has his original teeth. Bravo, Meccano, says John.

CRAZY FROM 16 TO 88: Meccano France's 2003 brochure has its sets listed as suitable for ages 3 to 15. The only exception is the 'Crazy Inventors' series which are listed as suitable for ages 16 to 88. Does Meccano France think we modellers, 16 and over, are all so 'Crazy Minded'? Incidentally, why stop at 88 ?

GOOD MECCANO STOCKS: In July, Toyworld in Wellington (and presumably most other Toyworld stores) had good stocks of Meccano sets. Everything from the Yoocon magnetic sets up through the 'City' range; Multi Models (formerly the Motion System) up to the 9550 sets (\$199.99); and the Special Edition Crane Set (also \$199.99). Also Future Masters 8600 set (\$145.00); the Special Edition Loco set (\$225.00); and a Design 5700 set (\$59.99). For the first time in several years, Toyworld's Christmas lay-by sale brochure includes several Meccano sets.

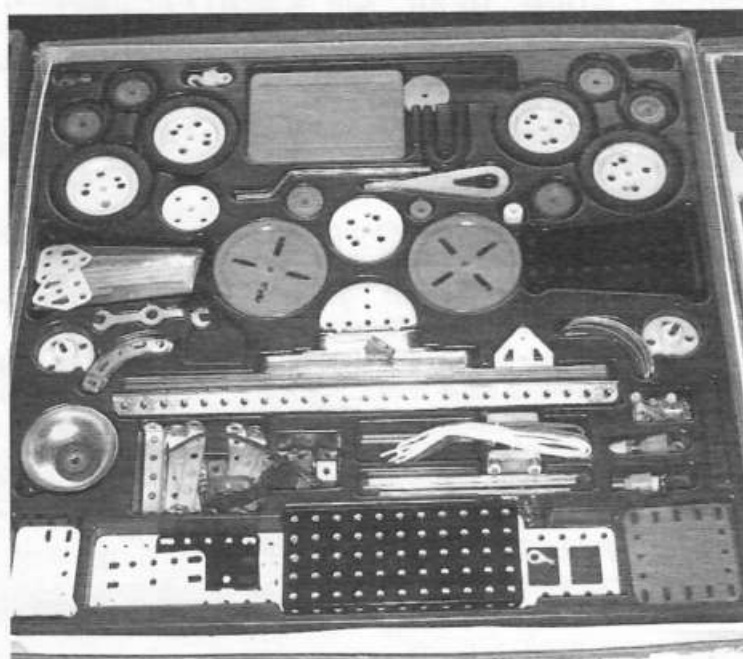
DOES YOUR PAINT SKIN OVER? For skinless paint leftovers, try this old trick. Take a deep breath, exhale into the tin, then quickly close the lid. Carbon dioxide in your breath halts skin formation. (Popular Mechanics, May, 1975).

[May not apply to Meccano paints. The trick is NOT to Inhale. (L.S.)]

RETIRE HAPPY: Don Redmond's advice to Senior Citizens — "Keep busy and keep active. One feels sorry for (retired) people who don't have interests. If you don't keep interested and busy you are going to deteriorate quickly. If you don't have other interests, it's your own blooming fault". (Canadian Meccanotes, Dec. 1997).

(Well, that's the pieces, you will find the bit on page 14)

Some Non-MECCANO Sets - Part 6

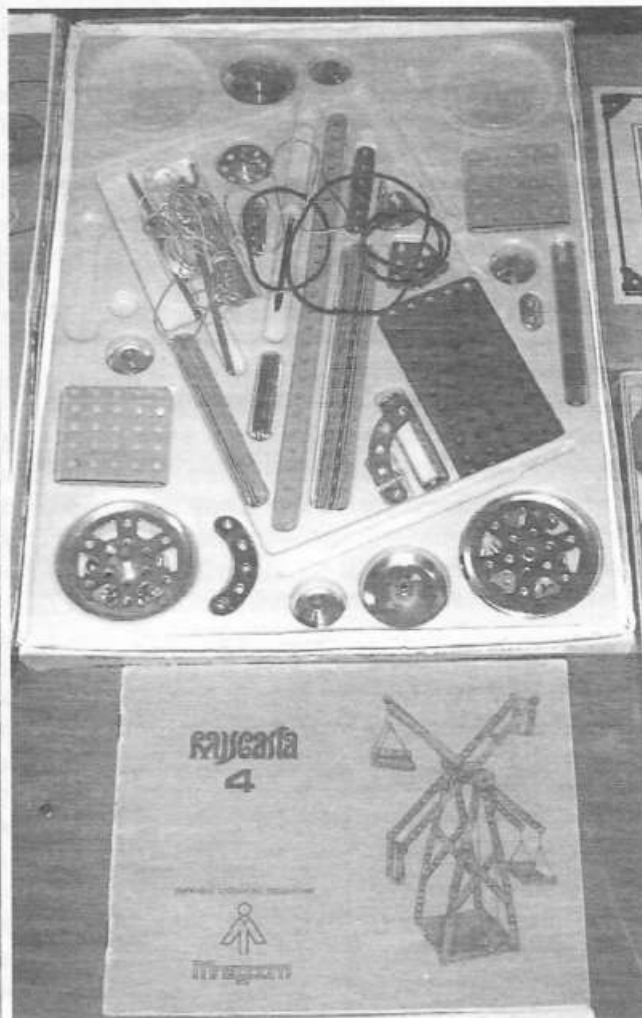


This construction set originated from the Soviet Union and was probably manufactured from the early 1980s until quite recently. The holes are 4.4mm diameter and are spaced at 12.5mm which is much the same as Meccano.

We're not much good at translating the Russian text. If you are a student of Eastern European languages, why not let us know what the words mean?



The Model Engineering Set was made in New Zealand in 1949. The holes were 3mm diameter and spaced at 6.35mm and 12.7mm.



The Musala Set originates from Bulgaria. It has metric dimensions - 4mm holes spaced at 10mm centres.

Once again we're not sure of the translation so help would be appreciated.

Auckland Meccano Club Meeting Report

by David Wall.

Our August meeting was held at the home of Neil and Eileen Carey. Apologies were received from Peter Hancock - business commitment, John Denton - injured foot requiring a stay in hospital and Merv Mexted - on holiday. This reduced our usual muster to nine constructors and five partners.

A brief resume of the display models is as follows:-

William Irwin - displayed the classic Andreas Konkoly swinging ball escapement clock (otherwise known as "tiny ball on end of string"). William also displayed a range of literature pertaining to Andreas who has recently died.

Andrew Wells, of electronic control fame, demonstrated his noughts and crosses machine, this plays against itself and at the completion of each game it clears the board in preparation for a fresh challenge. Also displayed by Andrew was a sample of packaging for his electronic components. Somehow this reminded me of the style and quality of traditional Meccano product packaging.

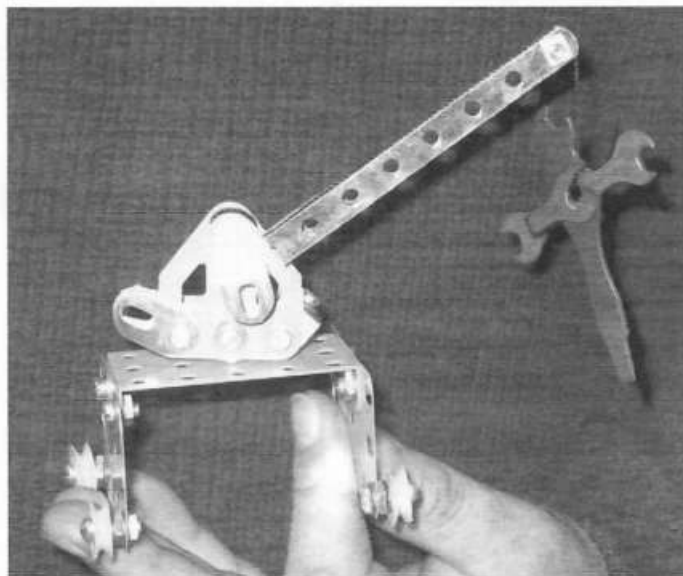
George Ovenden brought along his articulated low loader truck and an attractive caterpillar tractor which provides a realistic load for the former vehicle.

Kegan Wrightson displayed a cable-car, rubber band catapult and a most engaging non-Meccano battery-powered beetle which begs to be reproduced in Meccano - how about it Kegan?

Alistair Monroe showed us his shiny, well constructed, red and zinc articulated truck.

My own model was a double acting solenoid beam engine (Elektrikit model No. E25). In passing, I must say that each Elektrikit model I have constructed has been most successful, the instructions are clear and easy to follow, whilst the completed models fire up readily without endless fiddling.

The day prior to our meeting, William took me over to MOTAT (Museum of Transport and Technology) to examine



the now somewhat dilapidated Meccano Computer. Yes, with a great deal of effort it would be possible to resurrect this valuable scientific artifact. At the moment there seems to be a dichotomy of opinion between the restorationists who wish to see the instrument in full working order and the preservationists who prefer to retain the machine in its present condition. Until this stalemate is resolved I'm afraid that the status quo will prevail. William gave members a rundown on the present situation regarding this machine.

After a delicious afternoon tea, (thank you ladies), the meeting concluded at about 4.30pm.

Please note that our next meeting will be held on Saturday 8 November starting at 2 pm at 45 Kath Hopper Drive, Orewa.

Wellington Meccano Club Meeting Report August 2003

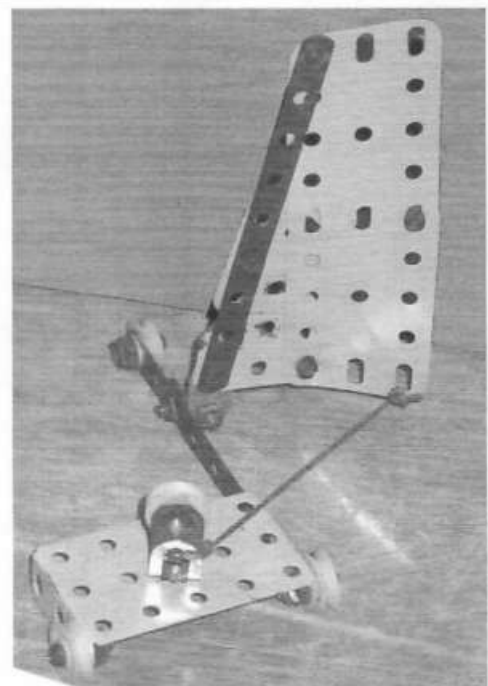
by Bryan Jones and Lloyd Spackman.

Our meeting was held at Konini School in Wainuiomata on August 1st.

Bob Prescott was a welcome visitor, and as he now lives in Paraparaumu, we hope to see a lot more of him. Bob showed us a 5700 Design 2 Set helicopter model with the new spring steel deformable parts. Also a Space 2501 Set which he bought second-hand recently.

Other models present were Bryan Jones' shunting loco and container wagon. And there were tractors from Simon Moody, Daryl Lundy, Lou Nichols and Laurie Webb. These were tested on the slope with varying degrees of success. Simon passed out circulars about the proposed alternative year's "get together" Clubs meeting, and registration forms. Lou has an offer of Meccano Magazines for sale, selected issues from 1946 to 1948. Contact him for details.

Next meeting, October 3rd, for final tractor tests before the competition with MWT Club.



Daryl Anderson's crane and Viv Alexaner's land yacht were two of the Pocket Meccano models displayed at the MWT August meeting

MWT Meeting Report for 9 August 2003

by Bruce Neilson

A good turnout of members for the AGM and August meeting. Bob Prescott moves into the Chairman's chair and John Hansen remains Secretary/treasurer. \$5 subs are payable now.

The antique subject of the August meeting was non Meccano products sold by Meccano Ltd. This turned out to be one of the best shows of the year with boxed examples of the Jones Meccano Sewing machine, Mogul Army truck, Cliki builder, Dinky Builder set No 2, Meccano Puzzle maker, Circular jigsaw puzzle, Speedboat, Pennant for bicycle, 52 tooth gear wheel for radio, Horizontal Steam Engine circa 1979, two American Microscope sets, Plimpton Bayko sets 3 and 2 converter and a Meccano Bayko Builder dealers chest 50% full of parts from Penang, Malaysia. (Owners names have been deliberately omitted).

The model for the meeting had to be built from the contents of the Pocket Meccano set which even the slow builders responded to and ingenuity, as always, was to the fore with this set.

The model tour had Viv Alexander comparing the boxed sets of a 1960s strung on cardboard, No 4 set (solid, well displayed and all the contents shown) with 1970s Super Highway, Army, and Trucker Fleet sets with flimsy plastic inserts, parts rolled in multi pocket plastic bags and some parts locked into the inserts. Not satisfied with a Pocket model, Viv had let loose with half a dozen including a nice land yacht and a split personality lady/or/robot.

Daryl Anderson had surplus books, sets and a plum red dealers chest for sale.

Selwyn Bluett showed a compact motorcycle and a demonstration excavator boom utilising cord mechanisms. John Freer brought his RD8 Caterpillar Tractor complete with 2" Flat Plates for tracks and a two winch Bull-tilt blade. Bruce Geange has a serious case of Tractoritis coming out this time with an E27 Crawler and a Pocket billycart.

John Hansen produced a Pocket dog kennel with TV aerial. John Ince demonstrated his Meccanograph with Schmidt coupling and a couple of Pocket dogs of vicious nature. Simon Moody had a Mark 1 version of his tractor climbing the 1 metre incline at a 45 degree angle with ease. We await Mark 2, 3, 4, etc. with interest.

Bruce Neilson displayed an Pocket articulated steam lorry. Lou Nichols produced the second version Pocket Meccano box and plan sheet of models to make, and Pocket child's swing and roundabout. From the May 1948 Meccano Magazine came a Magic Motor powered horizontal single cylinder steam engine.

Anne Prescott had built a Pocket plant pot with flowers while Bob has been using Set 5700 to produce a helicopter.

Robin Rye started with a demonstration of some Frizinghall parts including a screw ram for simulated hydraulics and progressed to a very substantial 'item' built from modules which, when erected, turned out to be a mechanised ramp for the October tractor hill climb.

Lloyd Spackman demonstrated a set 7620 ride-on lawnmower and as a tribute to Andre Konkoly, the Intermittent Centrifugal Motion Machine.

Paul Vodanovich had acquired the twelve leaflet No 10 set folder and then demonstrated his Dockside crane and the Set 4 Telpher span. As an aside, the 'Mechanic' set from the Warehouse does make a nice motorised helicopter (unfortunately the parts are not Meccano compatible).

The evening concluded with supper, auction of parts and literature and members were still talking in groups when I left at 6.30pm.

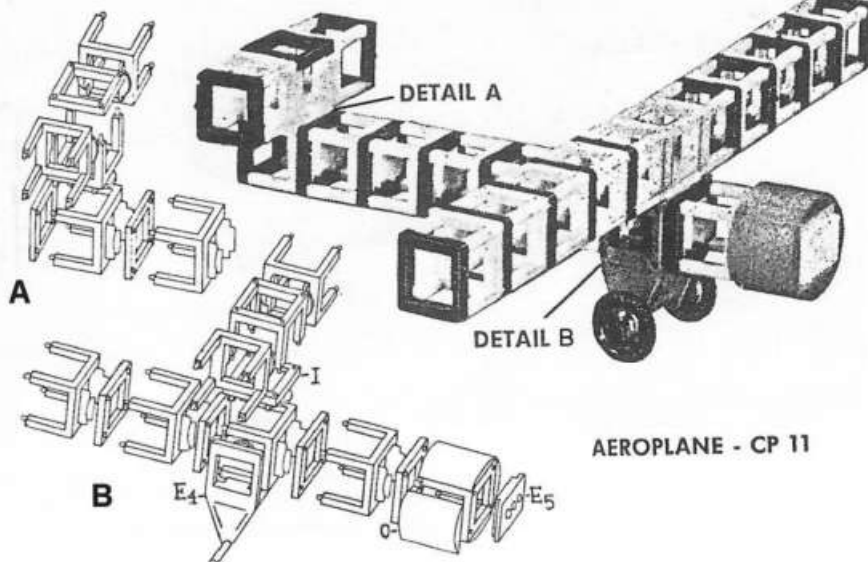
Cliki Builder

Cliki Builder was first announced in the October 1964 Meccano Magazine. The concept was to create plastic construction sets with parts which clipped together.



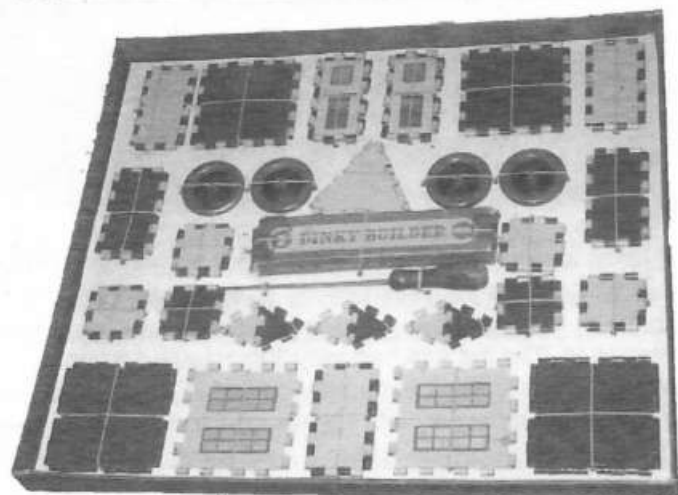
The basic 'Cliki' set contained brick type parts suitable for the construction of houses and buildings with roof tiles, doors and windows. These sets also contained wheels for simple vehicles.

The 'Cliki Plus' sets included skeletal parts as may be seen



from the picture below, with axles, crank handle, cord and hook and a type of pulley. They were designed for building working models such as cranes, aeroplanes, etc.

The system was probably of Danish origin and was in direct competition with Lego. (See article in NM Newsmag March 1991).



Some of the interesting items marketed by Meccano Ltd but not Meccano.

Clockwise from the bottom left they are:-

A Dinky Builder Set; a Meccano Jigsaw Puzzle; a Jigsaw Puzzle Maker; a Mogul Army Truck and Chris Morton leaning on his dealer's chest of Bayko Spare Parts.

Christchurch Meccano Club Meeting July 2003

by Ian Torrens

A very cold night with snow falling for our 4 July 2003 meeting. At first only four members were present then Neil Pluck and partner arrived having come over from the West Coast. Neil and partner brought with them a series of models, these being cars, trucks, aeroplanes, biplanes, a sitting cat, and a very nice model of a Type Ka Railway Locomotive. This had fire doors that opened by means of a lever in the cab. The steam piping was very well represented on the boiler as was the various whistles and valves of the

locomotive. A most impressive model. Neil also had an amusing model of a toilet with a wall mounted cistern complete with a roll of toilet paper. Unfortunately, the flushing mechanism did not work. A very interesting and amusing model. David Lang showed an Army Caterpillar Half Track Twin Gun from Star Wars, which was powered by an photo-electric cell and walked along very well. A very interesting evening with supper on at 2100 hours and the meeting finished at 2140 hours.

Editor's note:- Ian has now retired as the CMC reporter and I thank him for his regular contribution to the NZFMM Magazine.

I was at the editor's house the other day enjoying a lunch of cheeses, gherkins, pickles, spreads etc on rye bread and the talk got around to valuing second-hand Meccano collections. One method which intrigued me was as such - take out all the brass, motors and exotic parts then weigh the remainder. You then multiply the weight (in Kilos) by \$10. This gives you the value for the cheaper parts. As an example, if the total weight of the cheaper parts was 33 kilos then you would value that part as $33 \times \$10 = \330 . Interesting, must try it sometime.



3 - 1926 New, Unused Meccano Set No 1. According to seller "It is completely unused and was found today, Sunday 13th April, 2003, still wrapped in 1928 French newspaper. The metal parts were made in France but the instruction book which covers sets 0 - 3 is in French but printed in England. Sold to a well known collector for NZ\$380.

4 - 1964 No 5 Set. This is a beautiful set complete and in mint condition. Unhatched blue and gold are the colour scheme of the parts. Excellent box-manuals and guarantee all there. Sold for NZ\$275 - worth every penny.

Now let's get down to the business at hand - E-Bay.

Firstly let's look at Theme Sets:-

1 - Late 1970 Army Construction Set. In very good condition, nice box and all there. After ten bids sold for NZ\$110.

2 - Boxed Caterpillar Track Pack. 1970s in good condition. Sold well at NZ\$100.

3 - Meccano Super Tool Set - still shrink wrapped. Not a big seller in its time but this one sold for NZ\$67.

4 - Crane Multikit - Old shop stock in MINT condition. Looks great. NZ\$250 was the last bid.

5 - Space 2501 Sealed. Includes all manuals and stickers. Sold for NZ\$80.

Now let's turn to Meccano Lapel Badges. Most of us have a few of these pinned on our caps etc.

1 - Meccano Guild Badge in very good condition. NZ\$60.

2 - Meccano Pin badge-Triangular in shape, yellow in colour, with Meccano written on it extending out one side. Sold for NZ\$45 after eleven bids.



3 - NZ Federation MM Badge-in excellent condition-NZ\$12.



Next up, Meccano made in France:-

1 - Meccano Clockwork motor MIB. All instructions, Magic type motor blue in colour in a pale green box. Very nice and sold accordingly at NZ\$170.

2 - Meccano 20 volt electric motor. Motor in vg condition, red in colour in a red box. Seems cheap at NZ\$100.



And so to close let's look at every boy's Meccano dream, a No 10 Set. This set sold recently on E-Bay and was made in 1988. It is contained in a Ash faced cabinet in very good condition. The set has had very little use and all parts are as new. The original bill of sale is included £860. All manuals present and colour of parts - plates etc English yellow, strips silver, wheels etc blue and red. Sold for approx NZ\$6000.

Until next time. John <onacem@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 - 8 November starting at 2 pm at 45 Kath Hopper Drive, Orewa.

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 - 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 - 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 - 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.

Kapiti Coast - Bob Prescott Ph 04 905 2963.

Napier - Trevor Adam Ph 06 843 4837.

Palmerston Nth - Bruce Geange Ph 06 357 0566.

Wanganui - Tom Pittams Ph 025 274 8486.

Internet sites

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

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

Stop Press

We are pleased to announce the arrival of Jayden Tyler Bond, 5lb 10oz, on July 24 2003 at Stratford. All well including the new grandmother, Judith Bond.

This is definitely not a *For Sale* notice!

For Sale - Convention 2003 Videotape

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..

Daryl Anderson, <meccano2003nz@bitworks>.

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 Magazines.

Approx 200, 1926 to 1977

Doug Harris Ph. (09) 535 2546, Fax (09) 535 8048, email <digbee@xtra.co.nz>

For Sale - Meccano Literature.

'The Meccano Magazine Anthology' New Cavendish Hornby Companion Series Vol. 7a. As new condition, with slip cover, slip cover is slightly dinged on one corner, but fine. Caution - this is a large volume, and heavy to post! \$110. Airmail probably around \$30 out of NZ.

'Meccano Magazine' Facsimile reprint of January to June 1936. A hardbound book by Michael Bentley. 'Six complete issues of the famous pre-war Meccano Magazine reprinted in faithful facsimile'. Reproduction appears even better than the originals! Nice dust jacket with the LMS 'Coronation' locomotive. Jacket has very slight creasing at the top. \$60. Doug Harris Ph. (09) 535 2546, Fax (09) 535 8048, email <digbee@xtra.co.nz>

For Sale - Meccano Supplies.

New Sets now available including the New Design 2 Helicopter. Postage free and discounted for NZFMM members. Price list available. Spare parts new and used can be ordered for you. Let me know what you want.

Contact Wayne Blakely, Meccano Supplies, Patikipapa Road, RD 1, Marton. Phone 06 327 6184, Fax 06 327 4184, Now on email <meccano_supplies@hotmail.com>.

For Sale - Exacto Spare Parts Range.

Exacto make a extensive range of standard Meccano parts as well as parts of their own designs including a Large Axle range. These are all factory new parts. Exacto price lists available. For any further information, contact me at:- Wayne Blakely, Meccano Supplies, Patikipapa Road, RD 1, Marton. Phone 06 327 6184, Fax 06 327 4184, Now on email <meccano_supplies@hotmail.com>.

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>.

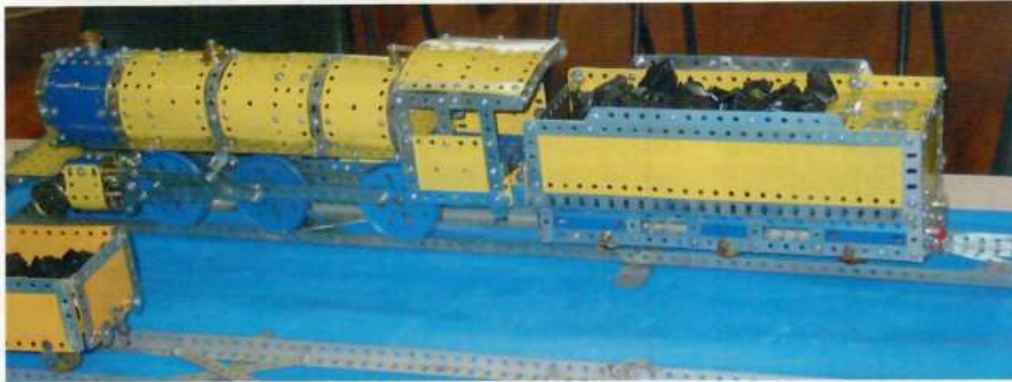
For Sale - NZFMM Lapel Badges.

\$10 including post and packing within New Zealand. Bruce Neilson, PO Box 1009, Palmerston North. email <rbneilson@infogen.net.nz>.

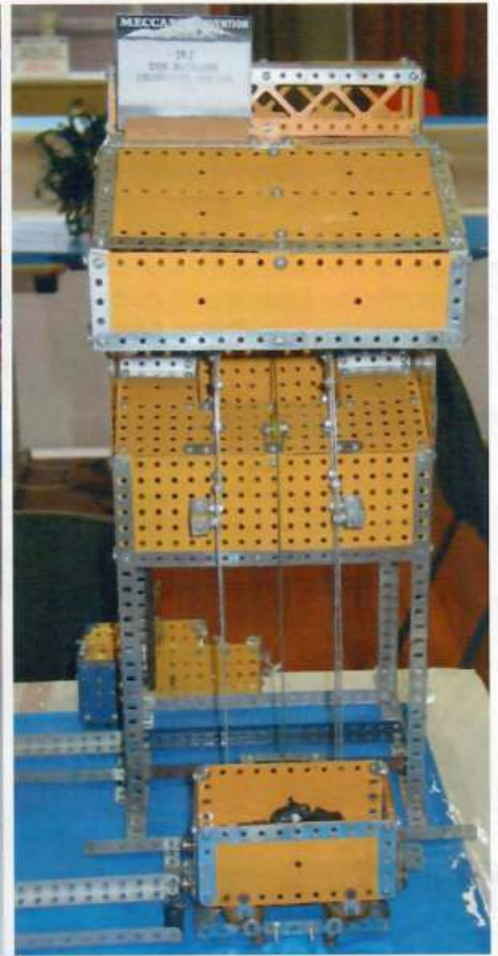
For Sale - Meccano Magazines

For Sale: Duplicate Meccano Magazines from my collection - April- July, Sept, Nov 1964, Jan, Feb 1965. All intact and in good condition. Please contact Andrew Cathie, Email <andrewsc@xtra.co.nz> or write PO Box 32143, Devonport, Auckland.

(<<<<<< continued in left hand column)



Don McClelland took the senior third prize for his excellent model of a locomotive coaling plant. The model included the shunting locomotive which delivered the coal wagon to the plant, the plant which elevated the wagon to the hopper and the main line locomotive which received the charge of coal in its tender. The model is described on page 3.



Simon Moody was awarded the senior first prize for his model of a tramway. The two trams moved automatically along the track, stopping on the passing loop, and then moving on to repeat the movement.

We hope to publish more about Simon's model in the next issue of the magazine.

