



NZFMM MAGAZINE

Volume 27 No 5

October 2003



Neil Carey
reproduced the
expanding plastic
ball in

MECCANO

Have you seen this crystal set at MOTAT in
Auckland? Read more on page 14.

NZ Federation of Meccano Modellers Magazine

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

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Corrections

1 - In the August issue, page 9, right column, third line of italics, are the words: "...in a clockwork direction.". The word should be "clockwise".

2 - On page 14 of the April 2003 issue, the three biplanes are by David Lawrence's (USA), not Lynn Krause.

Values

What is the glue of our civilisation? Is it the values that we pass to our children? I came across the following words recently defining Family Values. "You work hard. You protect and provide for your family. You put your responsibilities before your desires. You lend a hand when someone's struggling, listen and hold a hand when someone's hurting, speak up when someone needs guidance, stand up when the truth needs a friend." * Missing is the current emphasis on 'I' and 'me'.

Where does Meccano fit into the above? Could I suggest that building a model is hard work. Certainly there is physical and mental work in building a model and there are associated virtues of patience, tenacity, temper control, learned skills, and modesty at the end.

Responsibilities before desires? Do the lawns have to be mowed before you spend the afternoon completing a model? Do you read to your child at night (from an old issue of a Meccano Magazine)?

For the remaining values I would consider Meccano friends and Meccano Clubs fit very well into thinking outside of yourself. The problem that you are having with a model can have a fresh point of view when discussed with a knowledgeable friend. Club meetings are a gathering of like minded souls for the benefit of all rather than an armed confrontation, and certainly stabbing a bladed screwdriver into your hand is a time when a sympathetic word is needed.

Most (all?) of us learn the benefits of organised chaos in our Meccano collections, the ups and downs of collecting parts from the past, looking with repressed envy upon someone else's purchase and good fortune, and recognising (and accepting) the Meccano skills of other people when a model of distinction is displayed.

I think we become better human beings as a result of having Meccano as part of our lives.

R. Bruce Neilson (* 'The Trigger' ISBN 0006483836).

It is a Small World

On page 25 of the June issue, we featured a small curly headed boy trying out the Meccano Sailor at the Palmerston North Museum Toy Day. This picture was included at the whim of John Ince, our compositor, who had no idea that the lad was Alex Rasmussen of Palmerston North, grandson of Peter Hancock of the Auckland Meccano Club.

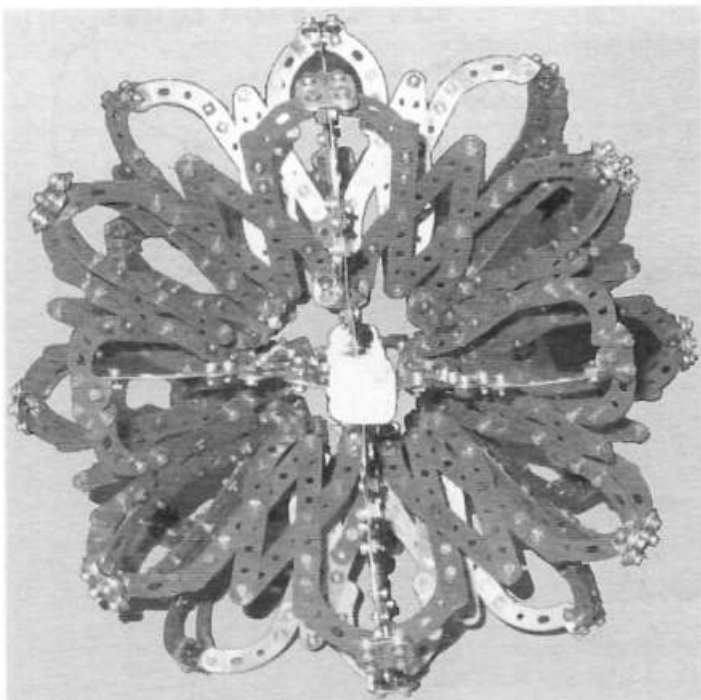
Well, Peter, guess what your next model will have to be? (Check Meccano Magazine, June 1972, page 291).

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MECCANO EXPANDING BALL

by Neil Carey



does and I haven't had the time to suss out why. On completion of the model I put the measuring tape across the ball in its condensed state and found it measured just under the 15" so decided to enter the model in the 15" cube competition with surprisingly some success.

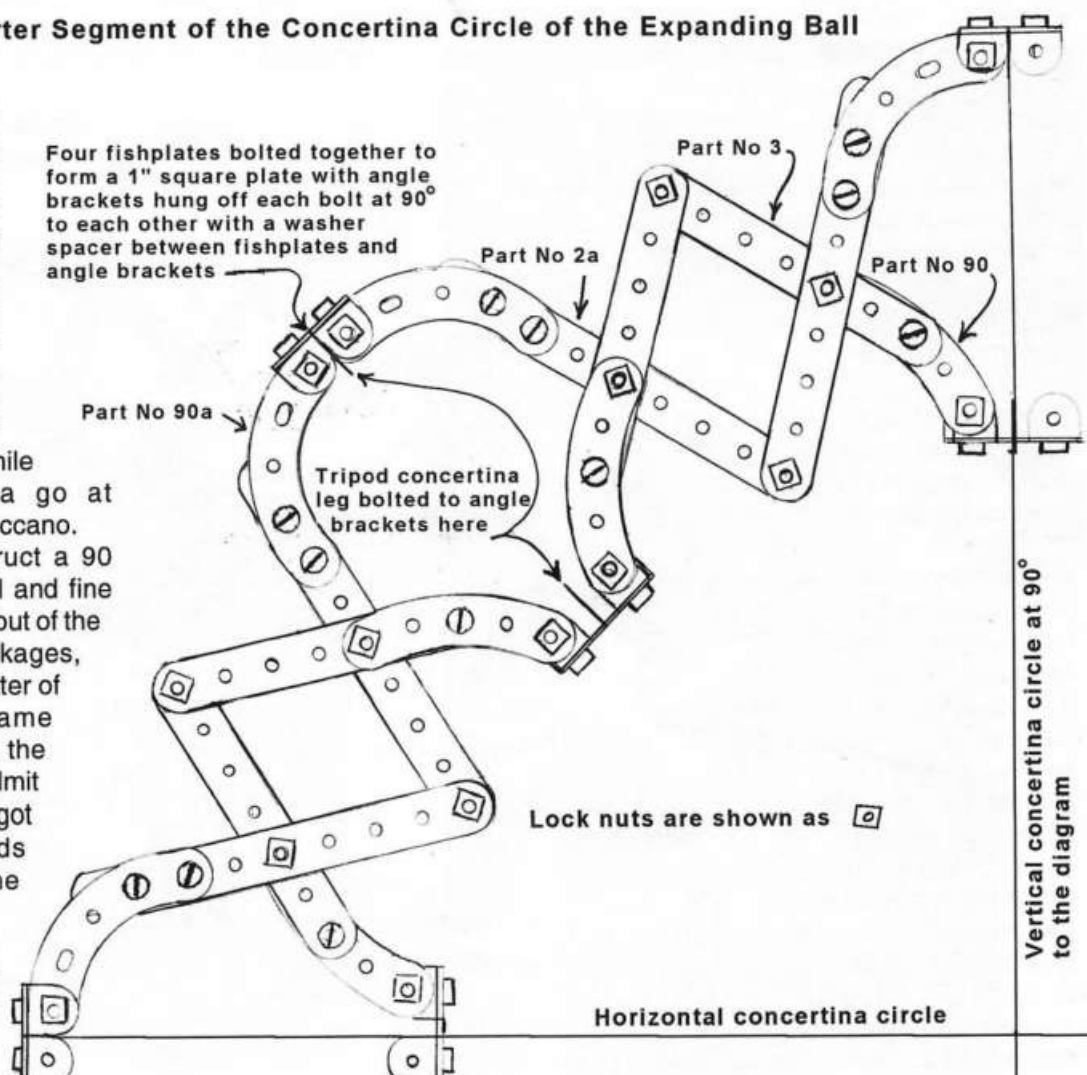
Referring to the concertina circle segment diagram, four of these sections are bolted together to form a concertina circle, two of these circles are bolted vertically at right angles to intersect each other, the third circle is bolted horizontally to intersect the two vertical circles at their mid section. Referring to the "tripod" leg diagram, three of these sections are attached to Angle Brackets bolted to P/N 77 Triangular Plates to form a "tripod". Eight of these tripods are constructed and positioned in the triangular spaces formed by the three intersecting concertina circles. The legs of the "tripods" are attached to the vacant Angle Brackets that are attached to the 1" square of Fishplates on the concertina circles.

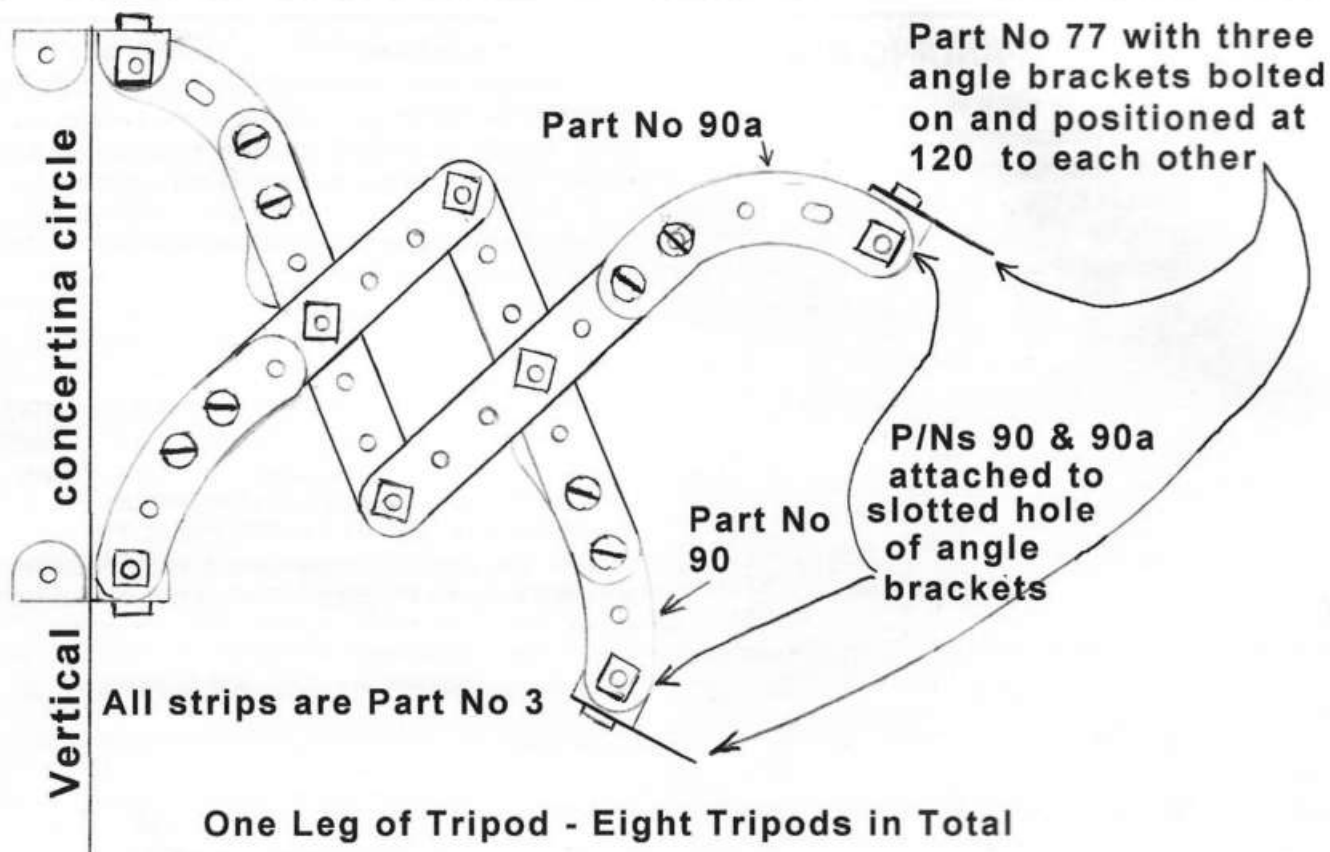
For the record the model contains 192 Angle Brackets, 144 Fishplates and 384 lock-nutted Bolts.

I constructed the expanding ball for the 2003 Hawera Convention. At the beginning of the New Year while sitting in the lounge pondering on what sort of Meccano model I could put together in time for the Easter Convention in Hawera, I glanced over to the grand kids toy box and spotted this plastic expanding ball, the type of thing found in the \$2 shop. After examining the ball for a while I decided to give it a go at reproducing the ball in Meccano. I thought if I first construct a 90 degree section of the ball and fine tune it to get any gremlins out of the expanding concertina linkages, then it would be just a matter of repeating the same construction to complete the ball. This I did, but must admit the repetitive construction got a bit tedious towards completion especially the lock-nutting.

My only disappointment with the model was that it didn't expand to the extent that the plastic toy

Quarter Segment of the Concertina Circle of the Expanding Ball





Ed. - We have noted that in addition you will need the following parts:

P/N 2a	4 1/2" Strip	48
P/N 3	3 1/2" Strip	144
P/N 77	Triangular Plate	16
P/N 90	2 1/2" Curved Strip	96
P/N 90a	2 1/2" Curved Stepped Strip	96

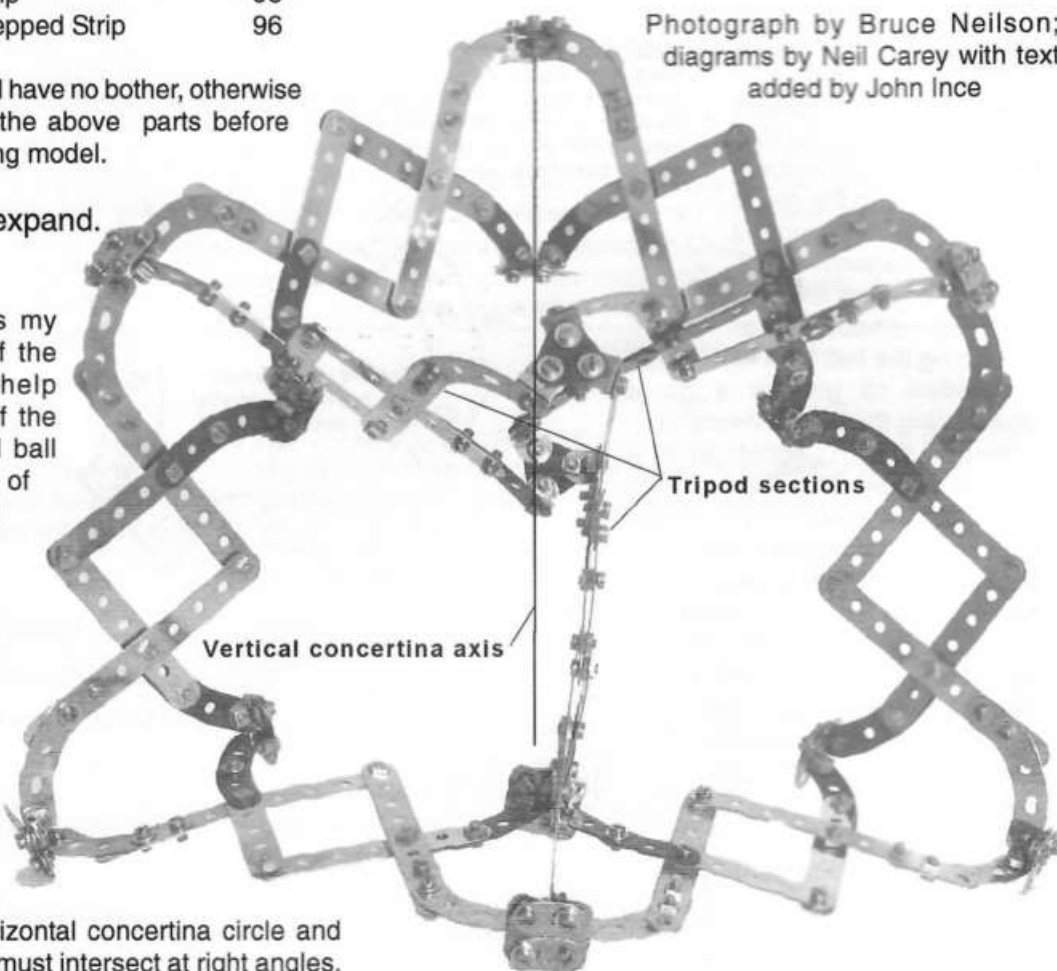
That condition must be maintained in both the fully closed and the fully open state for the ball to function correctly. If you want to solve the problem you will probably need to get to work and drill extra holes in some of your Meccano Strips!

Anyone with 12 No 10 Sets will have no bother, otherwise please check your stock of the above parts before embarking on this fascinating model.

Why the ball won't fully expand.
by John Ince

The picture on the right is my assembly of one quarter of the expanding ball, built to help understand the intricacies of the mechanism. The completed ball will not fully expand because of dimensional problems caused by the limitations of the Meccano 1/2" hole spacing. The quarter segment will expand but in doing so the two axis do not maintain the 90° relationship with each other.

The easiest way to visualise the problem is to take one quarter circle section and lay it flat. Referring to the diagram on page 3, the horizontal concertina circle and the vertical concertina circle must intersect at right angles.



Photograph by Bruce Neilson;
diagrams by Neil Carey with text
added by John Ince

My visit to the Perth Maylands Meccano Club

by Bob Prescott



Maylands Meccano Club Hall

Your Roving Reporter visited Perth in September and took the opportunity to visit the Maylands Meccano Club, named after a suburb in the north east of the city. Although my visit didn't coincide with the normal monthly meeting, their Chairman, Dave Howe, kindly picked me up and took me to the Saturday afternoon activity session and I have to say, what a set-up.

I won't go into the history of the Maylands club as this will be done by a Perth club member in a future edition of your favourite Meccano Magazine but here is a brief resume.

The clubrooms and the Meccano in it was bequeathed to the club by Viv Malmgreen. It is open every Saturday afternoon at 1pm for anyone to come and pay \$1 to build models with the large amount of Meccano. A club member

is on duty to help and advise if necessary and of course to secure the hall at the end of the session. The rooms are equipped with "Jack" and "Jill" toilets and a kitchen for tea, coffee and cold drinks.

The newer enthusiasts are encouraged to identify the part from a chart and then get the required part from a drawer system at one end of the hall. There is also a good collection of Meccano Magazines and model plans. The afternoon I attended we had three young lads and a Dad visit (which is three young lads more than we get to a MWT meeting!), and they stayed for two to three hours.

I met Dave Howe, Mike Hanrahan and Ross Smith and it was a nice surprise to see Donald Malcolm, an ex-MWT Club member, who had driven some 400km from Albany with his model of a stock car which was of great interest to both the junior and senior modellers.

A great afternoon and I thank the Mayland Meccano club members for their hospitality. (photos by Bob Prescott)

Inside the hall (below left) and Donald's stock car (below)



The Wellington Meccano Club Combined Railway Yard Project

by Bryan Jones

The Wellington Meccano Club display at Hawera last Easter was a 14 metre railway yard including the following models, which were mostly based on New Zealand Railways/Tranz Rail prototypes:-

Diesel shunting locomotive (Bryan Jones).

Two diesel shunting tractors (Simon Moody).

Four container wagons, complete with 20 foot containers plus a 40 foot container (Bryan Jones/ Simon Moody/ Lou Nichols/ Laurie Webb).

Gantry crane (Simon Moody).

Breakdown crane and support wagons (Simon Moody).

Electric locomotive based on a Swiss Railways prototype (Laurie Webb).

plus the track, turnouts, buffer stops and overhead wire support structures (Bryan Jones/ Simon Moody/ Lou Nichols/ Laurie Webb).

I decided that I would create a container train. My work with Tranz Rail gave me access to some general drawings of shunting locomotives, plus at the time I was working at Hutt Shops in the wagon repair shop. By August 1999 I had produced a copy of a bogie, and shortly after a complete container wagon which was copied from a Tranz Rail PK prototype.

The dimensions were worked out from Simon's container sizes. Although these were not strictly in proportion, it was found that a good looking wagon could be produced almost to scale (a rather odd scale - 1:17.5!). Simon had produced his trams for the Auckland Convention that year, and had turned some nice flanged wheels which were just the right size for that scale. These were smaller than the usual Faceplate/Wheel Flange combination and allowed a smart bogie to be produced.

The container wagon was shown at several Club meetings, and three other members took it away to produce copies. Over the following months, several "standardisation" meetings were arranged so that all wagons ended up with wheels at the same gauge, couplings at the same height, and container "twist-locks" in the same places so that all containers and wagons were interchangeable.

Meanwhile, the shunting loco had to be designed and built. I decided to do a model of a DSG loco. At that time Tranz

Rail were modifying these for Remote Controlled Shunting by changing the step areas at each end to provide a safety "refuge" for the operator to stand in. The model had to be built with these fitted, and I ordered several white and yellow parts from MW Models so that the model could be built in the right colours. I designed from colour photos I took of several examples of the locos, plus some sketches and measurements I made one quiet Sunday afternoon at the Loco Depot.

Progress was slow during 2000. We had the 2001 Convention to organise, and other things in life intervened (as they do) to take the place of Serious Model Building! The week before the Convention, the loco was just a frame on bogies. The night before the

Convention, a cab was completed and a hastily arranged trailing cable power supply was rigged up to allow the loco to be driven up and down ten metres of track, pushing the container wagons.

The Wellington 2001 Convention was a success in that the train idea worked well. It held the public's interest, as there was movement all the time, and having a crane to move containers gave the display a sense of purpose. We decided that we would endeavour to complete the display for the Hawera 2003 Convention.

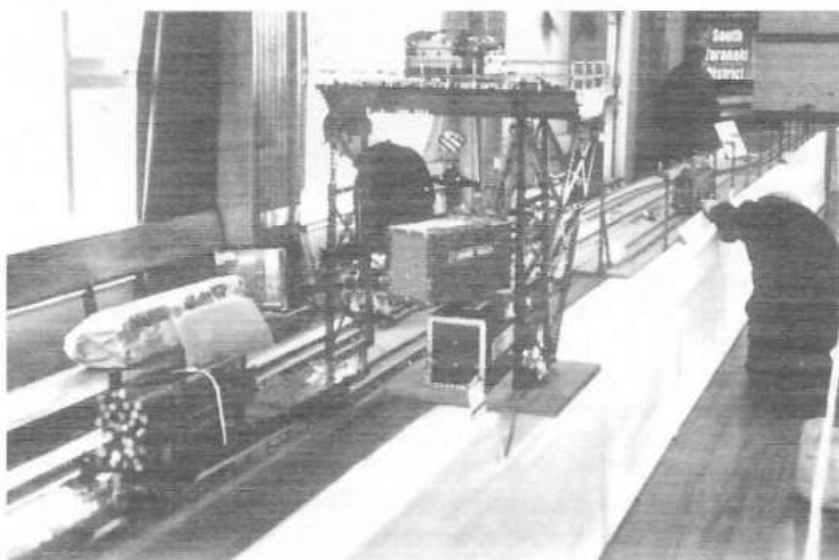
Simon's ideas for a container crane went through several changes, and Laurie Webb announced an intention to model a Swiss electric mainline loco. I was interested to see if a



*Laurie Webb inspecting his electric locomotive.
(photo by Lou Nichols)*

The project had its beginnings back in 1999. Simon Moody announced early in the year that he was intending to build a container crane. It needed plenty of containers to give it something to do, so he appealed to members to produce one or two each. He suggested a design and suitable dimensions to fit the scale of the crane. The longer-term objective was to produce a Club display for the 2003 Convention, and we thought that we could expand the theme to become a container terminal. Each member could contribute a model which would fit the general theme, to an agreed scale so that containers could be moved about by various modes of transport.

working turnout ("set of points") could be produced in Meccano without too much gnashing of teeth or mangling of parts. The project showed a trend towards becoming a railway yard, rather than a container depot. Once again, design work had to be done to determine that the loco and wagons would negotiate a four-metre minimum radius curve (70 metres scale size - a bit tighter than real life) and the size of the curves then determined the amount of track that we would be able to fit in a display.



A long view of the railway yard. (photo by Lou Nichols)

In September 2002 the Wellington Meccano Club was invited to provide a display for the Karori Festival. This provided the incentive to complete the bodywork on the shunting loco, and a rebuild of the bogies was done at the same time to improve their alignment for smooth running. There was just enough time to complete one side of the body in blue, copying the general paint scheme for Tranz Rail's locos at the time, and the other side was finished in red parts, like the older colour scheme.

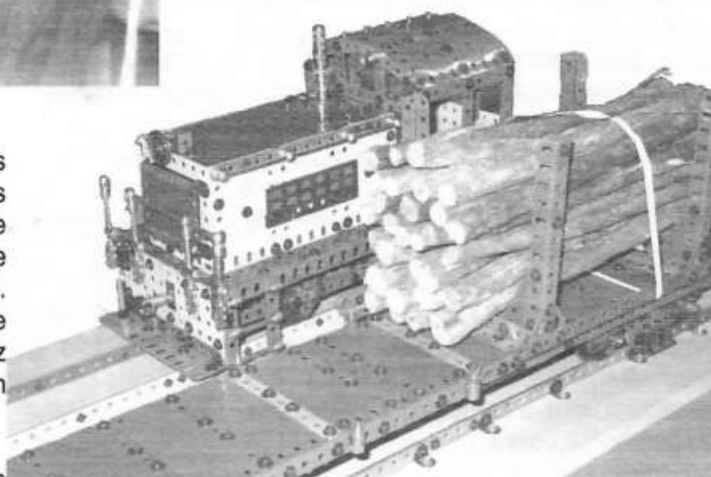
Simon came up with the idea of making baseboards of a standard size that we could screw the track to, rather than making up metres of rails with sleepers between. I felt this would better represent a yard anyway, as the sleepers are not visible in a yard, and it made the job of accurate rail alignment a lot easier. The turnouts took forever to get right, and many hours were spent running wagons back and forth over the curves and rectifying potential trouble spots. The experiences we had had with Simon's trams were valuable in locating these problems.

The track layout grew as other members contributed baseboards and ideas, until it ended up as a main line (eventually electrified for Laurie's loco) with a turnout on it leading to a second turnout serving two parallel sidings. Train movements were planned so that the shunting loco could move about on the sidings while the main-line loco was busy moving a train of its own.

Simon incorporated a gantry crane (also modelled on a NZ Railways design) into his baseboard, with a track under it so that containers could be lifted and transferred.

In the last weeks before the Convention this year, the complete display was assembled several times and the rolling stock was checked for operation. Each time, finer adjustments had to be made to get things running well. In the end we were adjusting to an accuracy of a half-millimetre. Simon produced another crane and two small shunting locos, so these, plus Laurie's loco, had to be included in the "standardisation" process.

A final burst of work was required to complete my DSG loco. Some blue plates had arrived in another MW Models order, so the red side of the bodywork was rebuilt to match the blue side. Having sidings to work in, with the possibility of rolling stock on tracks on either side, showed some serious entanglement problems with the trailing-lead method of control! I decided to build a remote control system, and devised one using a multi-channel infra-red unit (from a stereo system), which gave control over direction and variable speeds. As a final detail, an electronic flashing LED circuit was built into the cab roof to mimic the strobe lights on the remote-controlled prototypes.



Diesel shunter and log wagon (photo by Bruce Neilson)

The loco was powered by two sealed lead acid batteries, which gave a day of shunting on a full charge. These supplied a motor with six-speed gearbox on each bogie, driving one of the two axles. Being self-contained and infra-red controlled, no power via the rails was required for this loco, which made the turnout design a lot less complex than it could have been. Laurie's loco was powered from the overhead wire with a rail return, and we used the rail which was not interrupted by the turnout so that the loco could traverse the length of the display.

Easter 2003 arrived, and the five members involved with the display project gathered in Hawera and assembled it. There was enough to keep three people working over the length of the display, although it was manageable with two people. Thanks to all the preparation, the weekend was relatively trouble-free, and appeared once again to hold the public interest. We were pleased with the way it ran, and were rewarded by winning the prize for Best Club Display.



Greetings to all you Meccano builders and collectors out there. As I write this column I am trying to get over the "flu" which arrived on Thursday night. It does not want to leave - must like the place. Let's take a look at this month's offering

from eBay-the world's largest online auction. Where would we be without the WWW!!!!!!!

This month I have decided to mix them all up and end with a curious item.

(a) - "A Meccano Cleanout" is the description of this lot being mainly red and green parts-mostly strips and plates with some brass, axle rods etc in what looks like good condition. Also included nice 3A 1950's box in very good condition. Sold for NZ\$150 which seems reasonable buying.

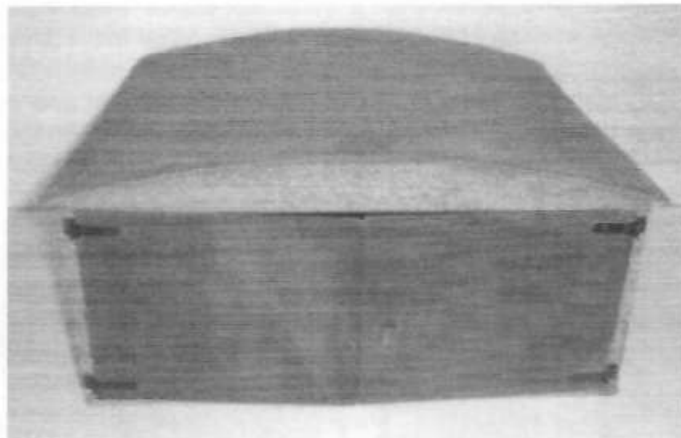
(b) - "Six Meccano 12 1/2" Flat Girders P/N 103b in mid-green 1946-57 period in unused virtually mint condition. Unsold shop stock in dealer's original yellow box with yellow label ref 12370. Box very good, lacking one small inner flap, opened neatly at one end." This is the wording from the auction and who's to argue with the seller. Purchased by a well known collector for NZ\$147.

(c) - Our next lot is a piece of Meccano history which I would like to own one day-"Adventures in Meccanoland"-a promotional booklet put out in 1929. It is the strange tale of Dick's travel in a wonderful new country. It has twenty four pages in full colour plus drawings of Dick interacting with Meccano Models. This one was in excellent condition and sold for NZ\$150. Nice!

(d) - Meccano No 8 Set -1960's. Most of the parts are in very good condition and yellow plastic trays have a number of splits but overall condition of bases good. No top lid and includes Manual. Nice item and sold well at \$600NZ

(e) - Our next item comes from quite close to home (in fact I have seen it). A Meccano Dealers Wooden Display Cabinet. As the seller states "The chest is in reasonable condition for it's age which is about 50 years old, and it does have marks and paint chips from being on a shop counter for all those years. It has its original removable Meccano frieze, and card parts, display insert in good condition, although it is faded. The insides of the six drawers are clean and tidy. The cabinet measures 563mm wide, 383mm deep, 391mm high excluding the frieze which is 55mm high. Two of the drawer knobs are missing and some knobs are different colours, these must have been replaced at some stage." This is a nice item and would look good in any Meccano-room. Sold for approx. NZ\$1800.

(f) - Now for something pretty rare, nearly as rare as hens teeth, Meccano Aeroplane Hangar. Colour is brown roof and sides and green double doors. In good condition for age. Sold well as to be expected for NZ\$1500.



(g) - Meccano Wood Roller with rod and collars-Part No 106. Still sealed in original wrapping. A must for buyers of Dealers Cabinets. Realised NZ\$85.

(h) - Another one for the dealers cabinet. Twelve hanks of 1950 mid green cord P/N 40 in its clean yellow dealers box. NZ\$120 purchased same - \$10 per bundle.

(i) - Now something for the Hornby train buffs. A Southern 2594 Loco. As seller states "it is an all metal train. The top of the train is in excellent condition with I would say the original paintwork. The lower part of the train is all there but needs to be repaired. On the box it says Hornby Dublo EDL7 Tank Locomotive." Must have something about it for it sold for over NZ\$900.

(j) - If you have a spare copy of Geoff Wright's *The Meccano Super Models* lying around, sell it on E-Bay. One in excellent condition has just sold for NZ\$420. Can't you buy these from MW Models for about NZ\$150.?

(k) - Second to last item this time is a very nice red Digger bucket. Complete and looks great. Nice buy at NZ\$150.

(l) - To finish, a Meccano Fountain Pen. As seller states "This is a Styphen style pen which holds two regular cartridges or one styphen style cartridge. The package and the pen both show Meccano logos and advertising. The package is a bit bent by the hanger. Now you have seen everything. Bargain at NZ\$20.

Off to take another aspirin, look after yourselves and get your Xmas orders off to Santa early.



THE RAVINGS OF A COLLECTOR

by Viv. Alexander

As members of the MWT are aware, my main interests these days lie in the history and collecting of Meccano Liverpool products, although I can sometimes manage to make very simple models (see Aug NZFMM). So the editor thought some comments on collecting might be of interest. Of course, all my remarks have been stated many times before by others.

What to collect:-

As with some other hobbies, there is a wide range of ways we can collect Meccano. Naturally, this will be governed not only by our own particular interests, but also on how keen we are and to some extent on the depth of our pocket.

Some of these are:-

Collecting a set from each period of Meccano history. Even the 1909-11 sets with tunnel fixing are reasonably obtainable. Early Mechanics Made Easy etc sets are a very different matter however. Collecting a range of sets of a particular period. These can make a nice display. Collecting a sample of every different Meccano part - that's a challenge! Especially if you include parts of non-Great Britain manufacture. The wide range of recent parts with a very short life may also be difficult. Collecting a range of the different finishes of a particular part. e.g. P/N 5 exists in dozens of colours, and look intriguing when set out mounted on a background.

Sources:-

Material may be acquired in at least 3 main ways:- privately, from auctions, or from dealers, and the price paid will usually increase in the order shown.

Privately:- May involve advertising, as in newspapers, a card in the local shop window, or by word of mouth. Let as many people as you can know of your interests (unless you are worried about people knowing you have a collection - burglary is a risk these days). There is a lot of material still in attics, and this quite often ends up in being thrown out (horrors!). I once saw a motor car constructor set auctioned, which was destined for the tip until seen by the auctioneer, and gave the surprised owner a nice bonus. Persistence often pays off - on occasions I have had to 'interview' a large number of people when trying to track down a lot that had been rumoured to be around. Patience also helps. Sometimes a person waits years before finally deciding to sell his collection. It pays to keep in contact without pestering the person (although I nearly lost one lot by not 'pestering' enough. The seller thought I had lost interest).

Auctions:-

A number of auctions both in New Zealand and overseas have either sections which contain toys, including Meccano, or have special toy auctions. If your collecting is going to be more than casual, it is helpful to get the catalogues of at least one auction house. There is also E-bay, which I must confess I avoid. It seems to me that prices tend to be quite high, and I don't like the fact that I might be pipped on the post, when someone puts in a very late bid and the auction closes before I can post another one. At least in postal auctions, everyone is on the same level playing field. One downside, you don't know how far other bids better yours. Auctions attended in person overcome this, but keep a close hand on your purse strings - it is easy to get carried away.

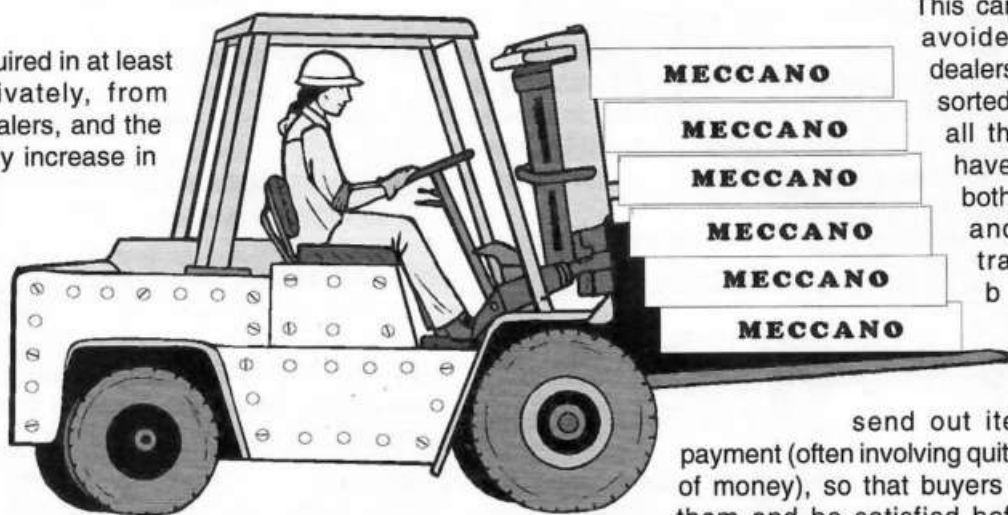
Dealers:-

Again, unless you are going to only collect casually, eventually you will need to deal with a dealer to get a particular item you want. I know some people won't buy from a dealer on principle, for various reasons. I won't get into that argument. (Mind you, some Meccanomen think that 'collecting' spoils the fun of model-building. I'm not buying into that argument either. Live and let live). However, there are two sides of the coin. At one stage in my varied career, I was a stamp dealer, and there are similarities in collecting stamps and collecting Meccano. I can see both sides of that coin, and will relate some of the things I have learned later. But one I will mention here is condition. In auctions, descriptions especially as regards condition might result in what you get not being quite what you expected - one man's 'excellent' may be another's 'very good'.

This can't be easily avoided. With dealers, this can be sorted out. Almost all the dealers I have dealt with, both in Meccano and Hornby trains, have been extremely trusting, and will

send out items before payment (often involving quite large sums of money), so that buyers can inspect them and be satisfied before paying.

Meccanomen and Meccano dealers are a very honest lot.



Information:-

In collecting, information about the subject is very important. In Meccano, we are very fortunate - old catalogues are readily available. Also, there is a lot of information in the Meccano Magazine, so acquire as varied a selection of these as possible. (Remember that catalogue illustrations can sometimes be wrong or misleading, e.g. by being out of date). Knowledge about values is more difficult, but dealers (them again!) price lists can help. As a number of these dealers have internet sites, obtaining these is easy if you are online.

Miscellaneous:-

Now for one or two of the wrinkles I have gained from experience. First, it doesn't matter if you miss out on a common item - these will constantly turn up, so you will be able to get another later. Uncommon items are just that, so will not turn up in every lot found in the attic. If you therefore see a scarce or rare item you really want at a dealers, grab it while it is there. It may be still there in twelve months time, but it might not, and being scarce, you may never see another. Similarly, if you see such an item in an auction, you will have to be prepared to pay high for it, and bid accordingly (especially if it is a postal auction or one you can't get to). If your budget is restricted like mine, you may have to forego one item to get another. I once made the mistake of dividing my limit between two lots, and missed both. I also remember seeing something I wanted in a shop in Los Angeles (not a Meccano item this time, but the same principle applies). I decided not to buy it then, but get it on my way home from the UK as I didn't want to cart it all round the world (it was fragile). Naturally, it wasn't there on my return, and I have never seen anything to match it since. (Why didn't I put it on layby? I don't think they would have held it for ten months!).

The last word:-

Meccano is for enjoying, and I enjoy looking at mine and other Meccanomen's collections, as well as displaying them. I don't have a No.10, and probably never will have, but I enjoy looking at a friend's set, and don't envy him - I am satisfied with what I have - which I think is one of the secrets of good collecting. Once envy comes in, some of the enjoyment goes. The same with money. I don't view my Meccano as an investment. It may well be, but it may not. All hobbies cost money, and whatever I get back will be a bonus - to me the hobby would be spoilt if it was only an investment. And I still have something nice to look at, admire, and sometimes even build with. Not that I don't still keep a lookout for something to add!

But enough moralising - I'm off. I've heard a rumour that there is a No.9A around, so I must rush.....!!!!!!

A Topical Jingle

A recent news item in the *Sunday Star Times* reports that

"One of New Zealand's trendiest restaurants, Mikano on Auckland's waterfront, has been forced to close for 11 days as punishment for serving alcohol to underage schoolgirls.

Problems arose when the school friends - aged 14 and 15 - couldn't pay their \$562 bill, which included a \$265 bottle of wine, and police were called."

*Some pretty young models dined at the Mikano,
That's a trendy Auckland restaurant, did ya know!
The girls drank so much booze
That their feet popped from their shoes,
We think they should stay home and model Meccano.*

John Ince

Malcolm Booker's D8 Tractor

from Malcolm Booker (Australia) (ISM 41).

I was very taken by the Caterpillar Tractor in the June 2003 issue and have made it. See picture. Congratulations to Bruce Geange for winning the competition and thanks for sharing the Tractor through the NZFMM magazine. I look forward to the companion tracked Trailer and the blade.

I offer a few suggestions in building the tractor and hope that these may encourage people who have not made it to make it:-

1 - Buy battery box S6154 and Switch P7682 from Dick Smith Electronics shops.

2 - Use 5 hole Couplings to reduce the play in the half shafts.

3 - Use short Grub Screws in the Socket Couplings and $\frac{3}{4}$ " Sprockets.

4 - Bolt a 1" x $\frac{1}{2}$ " Angle Bracket to the bottom centre of the radiator by its elongated hole and bolt to its round hole a $\frac{3}{2}$ " Strip spaced by two Washers to hold the battery box under the motor.

5 - Deepen the slots in the boss of the plastic driving Sprockets and fit a four hole Coupling held by the collet. Long Grub screws attach the other end of the Coupling and hence the Sprocket to the half shaft.

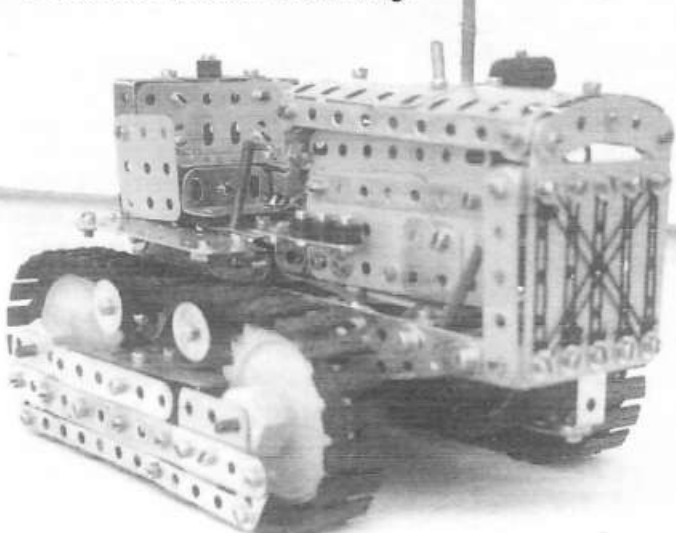
6 - Use longer Axles for the drive sprocket half shafts.

7 - Use a longer Threaded Rod for the air cleaner.

8 - Bolt 2 $\frac{1}{2}$ " Strips along the bottom of the $\frac{3}{2}$ " Flat Girders to give better bearings for the drive sprocket half shafts.

9 - Drill a larger hole in the end hole of a $\frac{1}{2}$ " Strip to hold the reversing switch.

10 - A 1 $\frac{1}{2}$ " x 1 $\frac{1}{2}$ " Double Angle Strip spaced by two Washers each end holds the ends of the engine sides. Fold the radiator forward when fitting.



Finding the "Treasure Box"

by Barry McKay

The local Matamata Historical Society were running the Opportunity Shop and a lady brought in this box (Hudsons Treasure Assorted Biscuits) containing four old one pound (by weight) honey tins with lots of old Meccano pieces and a few tattered manuals. They decided to keep it for display at the Tower Museum.

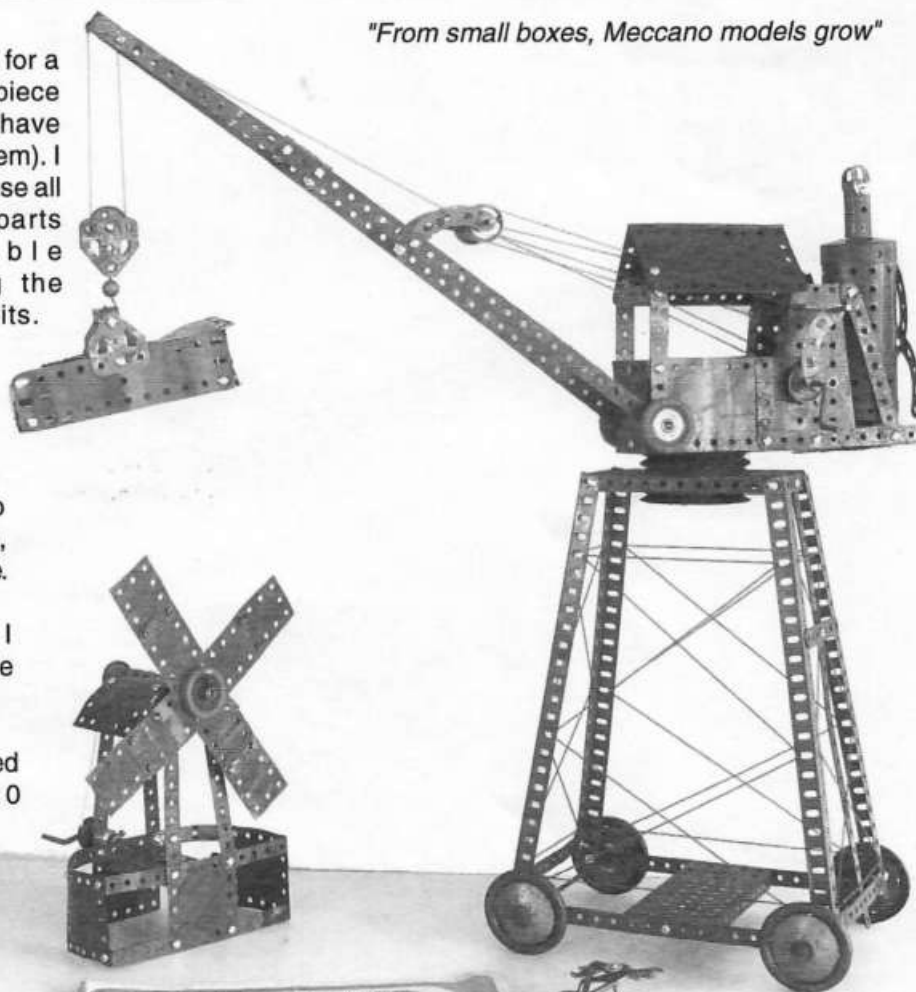
I had the job of cleaning it and photocopying the manuals. I then made up two models from the box contents plus a few extra parts from my collection. Of course there were no

Nuts and Bolts so bought 100

(too bright for a museum piece so might have to paint them). I did try to use all the parts available including the broken bits. The find just shows there is still Meccano out there, somewhere.



"From small boxes, Meccano models grow"



The photos of the models show how I tried to use as many pieces as possible on each model, even the broken bits.

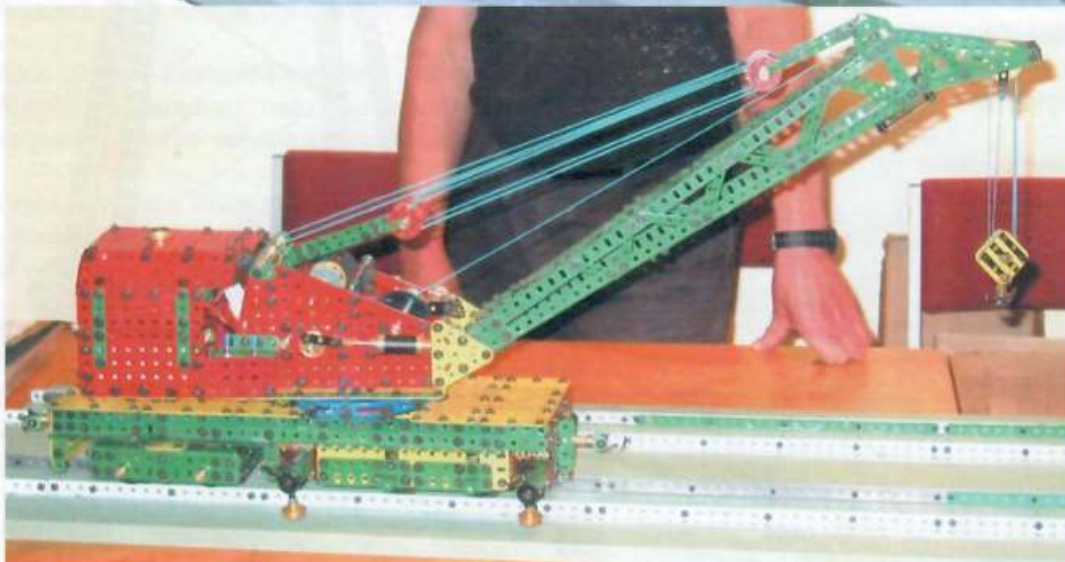
Editor's note – Barry's manuals are dated 54.0a alias 1954 Set 0a to convert Set 0 into Set 1, 57.0 alias 1957 Set 0, and the coverless one is probably the 0 to E Sets manual of 1935 – 1937 (information sourced from Don Blakeborough's Vol. 6 'Encyclopaedia of Meccano Manuals')



All About Trains - the Wellington Mec



The picture at the top of the page shows the container train plus the log waggon; bottom right is a section of track with the turnouts and then the container gantry; bottom centre has Simon Moody fixing something on his diesel locomotive; bottom left is Simon's breakdown crane; centre left is the DSG shunting locomotive by Bryan Jones; and in the centre the electric locomotive by Laurie Webb. The photographers are Bruce Neilson, John Stark and Bryan Jones.



Meccano Club Exhibit at Convention 2003



This colour centre fold is sponsored by the MWT Meccano Club by a contribution from the proceeds of the Hawera Convention 2003.



Meccano Crystal Radio Receiving Set in Auckland.

by William Irwin

A second New Zealand Meccano 1922 No. 1 Radio Receiving Set has been discovered in Auckland, and has recently gone on public display at MOTAT (Museum of Transport and Technology) in their telecommunications section (see photo). The other such set is owned by Graeme O'Neill in Christchurch, and was described in *Constructor Quarterly* 35, March 1997.

During my research into the Differential Analyser at MOTAT one of the staff members mentioned that they had a Meccano Radio locked away in a cupboard. Intrigued, I asked whether I could view it, not knowing what to expect. It turned out to be the very rare "non-constructional" Meccano crystal set of late 1922, produced in a hurry in order to comply with the BBC licensing department. The set came to light as the staff member was sorting through a stack of old radio equipment, and the Meccano label caught his eye. He separated it out and locked it away in a cupboard for safekeeping.

The set is in reasonable condition and has been cleaned up a bit for display purposes. Unfortunately there is no box or instruction leaflets, but the original BBC licence sticker is still in place on the underside



of the baseboard (see photo). The cat's whisker crystal device is of a smaller diameter than that illustrated in previous Meccano literature. Is it original? These parts were probably bought in at the time, and different makes could have been substituted. It is notable that

the smaller crystal device is identical to those on several non-Meccano crystal sets of similar vintage in the same display cabinet! So it is also possible that the original Meccano crystal device became damaged and a previous owner substituted a readily available alternative.

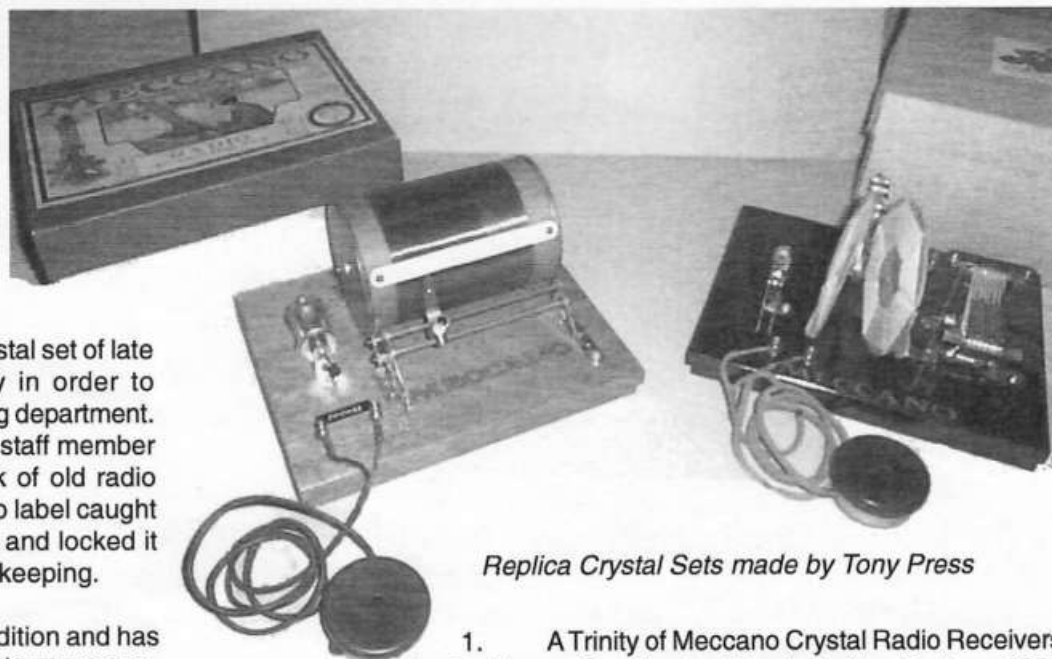
There were only two standard Meccano parts used, namely an Octagonal Coupling used to carry the coil scraper on the slide rods, and two architraves with their five-hole edges bent at right angles. Within a year these were released as Parts No. 139 and 139a, Flanged Brackets (right and left). It is also a mystery why a single earphone was supplied instead of double earphones.

Another mystery was that the thick brown paper on the

underside of the baseboard had reddish tinges round the edges as if it had been scuffing against something red. This was soon cleared up by Graeme O'Neill who sent pictures of his original empty box lined with red paper on the inside!

The Meccano Crystal sets were very slow sellers and by the end of 1923 they were being sold off cheaply. A full history of these sets by Bert Love, including the Christchurch set, can be found in the references given below. The co-operation of MOTAT in this project is acknowledged.

References:



Replica Crystal Sets made by Tony Press

1. A Trinity of Meccano Crystal Radio Receivers, by Bert Love, *Constructor Quarterly* No. 16, June 1992.
2. Meccano Treasure from the Antipodes, by Bert Love, *Constructor Quarterly* No. 35, March 1997.

The photographs on the front cover, and of the label and headphone back, are by William Irwin.

Post script by John Ince

The O'Neill crystal set was first pictured in the October 1996 issue of the NZFMM magazine using some photographs which I took. Bert Love saw them in the magazine and telephoned Don Flowers who had just taken over as editor. He asked me to discuss publication with Bert and this led to the pictures and story in the CQ.



Graeme O'Neill bought the set in 1985 as the result of a buy, sell and exchange programme on local radio in Christchurch. It was not clear where the set was purchased or whether the vendor was the original owner. It may not have been purchased in New Zealand as there were many

UK immigrants after WWII and some of these people brought Meccano with them.

The set was displayed at the 1987 Convention in Christchurch and was successfully rigged up to receive a local radio station. It was complete in its original box and both set and box were in beautiful condition. The instruction card was somewhat marked and the version published in the CQ was scanned and cleaned up to remove the worst of the blemishes. The publication code was 1222/2.5.

I did not have the pleasure of meeting Bert Love but corresponded with him subsequently about unusual Meccano motors. Graeme met him in the early 90s at a meeting of advanced modellers when he was working in England. Bert's response to the receipt of my letter and photographs of the crystal set was:-

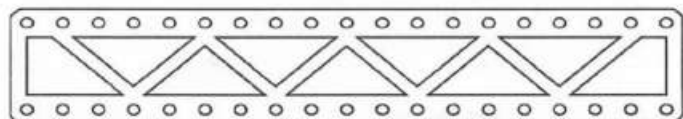
25 Marine Place,
ROTHESAY PA20 0LF
Monday, 28th Oct. 1996

Dear John,

What a pleasant surprise to receive your air mail letter and contents - postmarked CHRISTCHURCH 7p.m. 23 OCT - which arrived in second delivery - 11.30 a.m., this morning.

Many thanks for the high-speed turn around - via Don Flowers - and for the super co-operation with 'immediate' colour shots and very useful "Marks I & II" of the original Instruction Card. I am assuming that the leaflet is on firm card (rather than paper) for the purposes of a forthcoming CQ article. - I know that Robin will be as pleased as I am. (The leaflet was printed on what was virtually tissue paper)

You may rest assured that the 'trio' Don, John and Graeme will receive full credit when the article is published, together with the excellent known history of acquisition to date. Well done the N.Z. Fed! - I have never seen such a fine example of such a rare Meccano item (saw one in tatty condition at Peter Matthews' home in Hurstpierpoint before he departed for S.A.) but the set illustrated is in such good condition with a carton that is a complete knock-out, that it shouts for full colour publishing.



That Meccano Word

That Meccano word just keeps popping up. From the Evening Standard a Rotorua house manufacturing company is manufacturing houses using "a series of interconnecting metal joints, similar to **Meccano** style construction kits, that held the frame together". Conecta International aims to use the 'wall of wood' coming from NZ maturing forests and export extensively to address a critical housing shortage in Europe.

Laurie Webb's Swiss Electric Locomotive

by Bryan Jones

Laurie built his Swiss Electric locomotive following a modelplan published by Dr Keith Cameron. The plan was based on a Swiss "box cab" design, with the body carried on two large bogies. Each bogie had three pairs of driving wheels, coupled together via coupling rods and driven via connecting rods to a jackshaft placed above the axle line. In the model the jackshaft was driven by a motor with six speed gearbox. The model was designed for a track gauge of 2.5" inches. The WMC display railway used a scale gauge of 2.45 inches, so the wheels were adjusted slightly to suit. The prototype locomotive ran on 4' 8½" gauge track, so the model was built to a different scale to the rest of the display, which of course represented NZR 3' 6" gauge track. However, the loco did not look too much out of place running up and down towing some of the wagons.

The pantographs were insulated and sprung so that they would follow an overhead contact wire. This enabled power to be fed to the loco independently of the other rolling stock in the display, and also made it easy for the loco to negotiate the turnout which formed part of its running territory. There would have been several difficulties in arranging the turnout to have insulated rails for two rail power, so the continuous rail through the turnout was used for the return conductor.

Laurie took care to select the best of his red flexible plates in building his model, and repainted the green strips to present a very tidy appearance. The model used his best shiny bolts and brassware, and all bolts used small brass washers under the heads to preserve the paintwork. Photos of the prototype were used for adding details. One small departure from the plan was the fitting of a coupling which would allow the NZR style wagons to be coupled to the loco.

Photos of the locomotive may be found in the centre fold and on page 19.

What our Readers think

The request to translate the Russian on the *Instrukcija* set box on page 18 of the August issue. For the most part, if the Russian letters are transliterated into their English equivalents, the box translates itself. e.g., the letters under *Electromehanskais Konstruktors* are: *Elektromexanicheskij Konstruktor*, which I work out is 'Electro-mechanical Constructor'. Similarly, under *Instrukcija* we have *Instrooktsiya*. The letters under *Meginajumi* are 'Opitov', which is 'experiments' (although '45 experiments' sounds odd).

Incidentally, if this set was manufactured in Russia, I suspect the set in this particular packaging was not intended for the Russian market - otherwise the Russian would have come first. Hornby was not the only one who produced different language labels for different markets. However, I am open to correction.

Sorry I can't help with the Bulgarian - I can't even read it, it's not clear enough! Viv. Alexander

BOOK REVIEW "THE TOY STORY"

The Life and Times of Inventor Frank Hornby
by Anthony McReavy.
Ebury Press/ Random House, 2002. 288 pp.

review by Lloyd Spackman



Anthony McReavy is an academic and historian: that explains why, if you are looking for a straight-forward biography of Frank Hornby, you are going to be disappointed.

The book is sub-titled "The Life and Times of Inventor Frank Hornby". The emphasis should be on 'and Times'. The biography is there but it is

overlaid by a great deal of social, economic and political history of Great Britain from about 1860 to the 1930s. Consequently the biography is not easy to find and follow. For instance, mention that Frank disliked school leads into a twenty page dissertation on childhood and the English education system of those times.

A few years ago I wondered in my 'Bits and Pieces' column whether anyone could tell me what Mrs Hornby was like. The answer is in this book. "Clara Hornby was a short, stout woman with dark, curly hair. She was cultured and well educated, having been a school teacher. She and Frank shared a love of music and were both accomplished singers". It was a close-knit family and Frank loved playing with his children, devising toys and games to amuse them. A sad blow to their family was the death in 1919, from polio, of their daughter Patricia, aged 14.

An important influence on Frank's thinking was a book by Samuel Smiles entitled "Self Help". In it, Smiles described the lives of famous inventors and the obstacles they overcame. It was an inspiration to young inventors and Frank was interested in inventing for its own sake.

Mr. McReavy covers the rise of the Hornby/Meccano empire in some detail, at times quoting from Frank's own writings such as "The Life Story of Meccano". The book also deals with pre-Meccano construction systems, notably William Farish's 1820 model making system. Most of these earlier efforts were architectural in purpose. It was Hornby who added the mechanical components.

It is what happened to Meccano after its invention that marks the product as unique. It did not become famous of its own accord. It was promoted all over the world by Hornby's entrepreneurial flair, sound marketing practices and international outlook.

The book also covers the success of "Meccano Magazine", the Meccano Guilds first formed in 1919 and the Hornby Railway Company from 1928. A chapter is devoted to Hornby Trains but there is little mention of Dinky Toys.

Mr. McReavy devotes two long chapters to Frank Hornby's election campaign and his political career, set against a background of Britain's economic struggles in the 1930s Depression, and the politics of the time.

It is obvious now that, considering his age (68) and state of health he should never have stood for Parliament. But it seems that this was a natural step for a businessman of his stature and social standing in Liverpool. The long hours at Westminster and the weekend travel to and from Liverpool took their toll. The book really ends with Frank's death in 1936 from complications caused by his diabetes. A final chapter traces the gradual decline of Meccano Limited under various owners. It also notes some of the non-Meccano products made by Binns Road such as the Aeroplane and Motor Car construction sets, the Crystal Radio and Dinky Builder.

The lack of photographs or drawings is a big minus in this book. All we have is the text broken up each few pages by a small picture of a Binns Road product. That leaves pages and pages of dull, unbroken text. It ends with reference notes and a bibliography. An index of only the Hornby/Meccano content would have been a welcome addition.

My recommendation — if you just wish to read it, borrow it from your Public Library. If you wish to add it to your Meccano library, any good bookshop will get it for you from Random House in Auckland. It will cost you about \$NZ60.

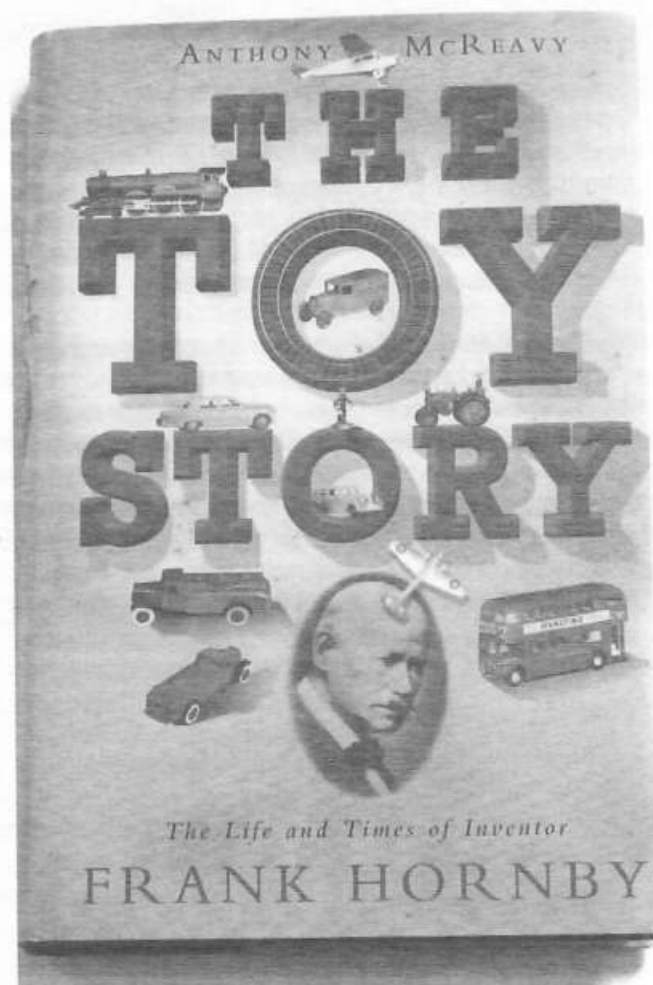


Photo by Bruce Neilson



TOYWORLD ADVERTISING: ToyWorld's Christmas advertising features three Meccano Motion System sets and three of the little 2-model Series sets, the latter at NZ\$19.99 each.

REPAINTING AND BAKING: Jim Picton bakes his repainted red parts at 175 deg. Celsius for 20 minutes, then cools them on

a rack for 15 minutes before putting them back in his parts cabinet. (Canadian Meccanotes, 12/97).

TWEAKING: I built Servetti's Fantasy Factory in 1981. Now, 15 years later, I would doubtless tweak it and build it quite differently, incorporating what I have learned (by reading and by experience) in the meantime. (Keith Cameron in Canadian Meccanotes, 12/97).

EXPANDING THE THEME SETS: Robin Rye's front end loader added to the Set 201 tractor is a development that should be given wider publicity. It adds to the value of the theme set models. (MMG. Newsletter, 6/95).

BARBECUED MOTORS: Powerful, slow motors can be made from the geared motor units from old barbecue rotisseries. Usually they have a square socket output connection, so a Meccano adaptor with a square end would need to be fitted to convert the drive for Meccano use. (Canadian MeccaNotes, 6/97).

TOO MANY 1" SPROCKETS: Lou Boselli (USA) ordered a large quantity of P/N 9b (3.5" angle girders). What he received was a big bag of P/N 96. The supplier didn't want them back. So, what do you do with so many 1" sprockets? Lou and Don Redmond designed and built a tractor drawn triple disc-harrow farm implement based on a Marklin model. It used 33 of the sprockets. (Canadian MeccaNotes, 6/97).

DESIGN WITH MECCANO: Aucklander Gary Treadwell has designed a multi-hull yacht which won him prizes in Great Britain. He says reading about the competition set him thinking of a way to fold his bimarant. "After months of playing off and on with Meccano models until I was happy that I had optimised the design, I filed a patent for the structure.....". (New Zealand Herald, 1/3/03).

BLIND MECCANO MODELLERS: Terry Bullingham is a well-known U.K. Meccano modeller. In spite of losing his sight during the Falklands War, Terry has become a very gifted modeller and an inspiration to sighted ones. There are at least two other blind Meccano modellers in the UK (Philip Webb on "Spanner").

ALIGNING RODS THROUGH 3 OR 4 BEARINGS: When building the gearbox of a blocksetter, Bill Steele of the Transvaal MG first got everything as square as possible using a set square and hand tightening the nuts. He then placed 11 1/2" rods across every spare hole position in the gearbox and aligned it till every rod ran freely. With the rods still in place, and checking all the time, he tightened

everything up. (Transvaal M.G. Newsletter, 10/99).

MADE IN DAMASCUS, S.A.R.: A blatant copy of a small Meccano set was bought in Bloemfontein, RSA, by Peter Matthews. He said the quality is atrocious. Bolts are countersunk machine screws with square nuts. Colours are orange, black, yellow and zinc and the flexible plates are plastic. (T.M.G. Newsletter, 10/99). [Incidentally I bought a plastic washing-up bowl the other day. It was made in Spain!] (L.S.).

ENJOY YOUR HOBBY: "For me, the fun comes from any part of the hobby which gives relaxation and recreation because in our little world of collecting and building we can do whatever we want to - something that life outside our little Erector or Meccano world rarely offers." (Bob Galler in SCM&E Newsletter, 7/66).

MECCANO/MARKLIN MARKETING: According to Bert Love, Meccano Ltd. and Marklin were making arrangements to market joint Meccano/Marklin sets when World War I broke out. When the German Government confiscated the Meccano Ltd. assets it handed the German factory over to Marklin. (SCM&E Newsletter, 7/66).

MECCANO DOLL'S HOUSE: Mentioned in "The Toy Story" by Anthony McReavy is one of the few Binns Road products especially for girls - the Dolly Varden Doll's House. It stood about 45 cm tall and was designed for Dinky scale furniture. This must be one of the rarest Binns Road products. I had never previously heard of it or seen it mentioned in Meccano literature. It did not turn up in the comprehensive collection of non-Meccano Binns Road products at MWT Club's August meeting. Is there one in N.Z. or Australia? Tony Blewett, on "Spanner" says it is described in a 1937 Meccano catalogue.

CLEANING BRASS GEARS: Andrew Wells, on "Spanner" says he has a successful three-step approach - 1. Overnight soaking in white vinegar. 2. Soft wire brushing. 3. Brasso, using a Dremel power tool with a felt pad.

HONG KONG MECCANO?: A Ferris Wheel construction set, No. 8257, selling for A\$69-84 at Dick Smith Electronics stores in Australia appears to be a Chinese made reissue of the 1994 Erector set 8256, originally marketed only in North America. The set is mainly metal parts and the strips, etc. are stamped "Meccano" with "N" underneath. Andrew Wells says on "Spanner" that it appears to be a special set out of Hong Kong rather than from Calais.

PHILOSOPHY TO END WITH: "I have a very simple philosophy", says David Wells (Australia) on "Spanner". "Be serious and committed when you have to be, but otherwise enjoy life with enthusiasm and never really grow up".

TODAY'S LIMERICK:

*The wife of a man from Milano
Demanded he buy her a piano.
He replied, "Oh, my dear,
We've no money I fear,
But I'll build you a good one in Meccano".*
(Keith Cameron in SCM&E Newsletter, 10/96).

Bruce's Choices From Around The World

by Bruce Neilson

MW Modelplan 139 – Sinclair Harding Navigation Clock – November 2002 – by Michael Adler – £16.00

16 pages text, 6 pages colour photos, 14 pages line diagrams, 2 pages parts list.

Some of the parts needed include 21 of P/N 62b Double Arm Crank, 17 of P/N 20 1 1/8" Flanged Wheel, 11 of P/N 73 Flat Plate 3" x 1 1/2", and 16 of P/N 133a Corner Bracket 1". This Meccano Clock closely follows the design of Sinclair Harding, a leading firm of clock makers and incorporates two of the most important features of the first seagoing clock of 1735 built by John Harrison - the linked balance arms (which give the clock a visually fascinating, restful and attractive quality) and the unique frictionless 'Grasshopper' escapement with the subtle lock and release action of the pallets. The Harrison clock, for the first time ever, allowed a ship at sea to accurately tell the time and hence establish the ship's longitude at any moment and hence the ship's position on the globe.

As in all precision Meccano machinery, a Meccano clock requires straight axle rods, free meshing gears, no binding in the movements and careful construction. The planetary weight is driven by a 6 volt electric motor which is switched on/off by a mercury tilt switch.

If you are into Meccano clocks, this modelplan offers a challenge inside the dimensions of 20" high, 10" wide and 6" deep.

MW Modelplan 140 – Fairground Spider Ride - November 2002 – by Tony Parmee – £5.60

A Set 10 model. 8 pages text and 4 pages coloured photos. Four cars attached to four arms go around and around a circular track with a hump. Size is about 25" x 25" x 8" high. The interesting progressive frictional drive mechanism incorporated in this model initially provides slowest speed with maximum torque and automatically speeds up until the cars become airborne over the hump. Technical details of this mechanism can be found in Meccano Magazines of 5/1930, 12/1945, 11/1957 and the 1936 Standard Mechanism No 96.

A reasonably straight forward model for those who like fairground attractions.

MW Modelplan 141 – Precision Clock with Riefler Escapement – March 2003 – By Michael Adler – £19.60.

18 pages text, 8 pages colour photos, 17 pages line diagrams, 2 pages parts list. Some of the parts needed include 13 of P/N 63 Coupling, 17 of P/N 63c Threaded Coupling, Elektrikit parts, and specially made escape wheel, pendulum spring and pallet pins.

The Riefler clock is a pendulum clock using the principle of deriving energy by bending the suspension spring. Again straight axle rods, free meshing gears, no binding in the movements and careful construction will be needed to successfully complete this model which measures 10" x 10" x 26" high.

MW Modelplan 142 – Terror Tower White Knuckle Ride – April 2003 – By Tony James – £8.00.

A Set 10 model. 8 pages text, 4 pages coloured photos and 11 pages diagrams. A fairground ride with a slow ascent followed by a very rapid descent (but with a safe landing). The tower is 6" x 6" x 6' 6" high with a bench on each side, each bench holding three figures (get your revenge on the L**o men). The base is 12" wide and the tower divides into three parts for transport. There is a fully automatic gearbox and braking system with safety features. Another good fairground model.

MW Modelplan 143 – The Pinyon Blocksetter – May 2003 – By Bill Steele – £14.00.

17 pages text, 8 pages coloured photos, 1 pages diagrams and 2 pages parts list. There is also an A3 poster of the cover of the 1950 Set 9 Manual featuring Father, Sons and the Giant Blocksetter Crane in front of the fire.

Readers will have to bear with me if I wax a little lyrical but this model, for many a Meccano boy (including me), is the ultimate, unobtainable, absolute Meccano model. Never a building plan, never enough parts, never a GRB (Geared Roller Bearing) and never enough skill left many Meccanoboy with a lifelong ambition which can now be realised.

The Pinyon Blocksetter was never built by Meccano Ltd



but is the result of artistic and technical work by W.H. Pinyon to produce an illustration. Pinyon used original photography from the 1920s and artistry to produce the evocative picture which graced the manuals and box lids of the 1950s.

The Modelplan is based on turning his picture into a metal Meccano model within the limitations of picture clarity (and a little licence where details are not shown). The Modelplan is not a bolt by bolt instruction but has sufficient detail for the average Meccanoman to successfully create the model. Builders should also refer to the bibliography of the background to Giant Blocksetters and the Pinyon Blocksetter.

You will need to have in your large collection of Meccano parts, 132 of P/N 9f, 244 of P/N 12, 2200 of P/N 37b, 10 of P/N 52 to be curved, 183 of P/N 59, 16 of P/N 119 and 1 of P/N 167?? with extra holes drilled in the plate.

The model is large, i.e. the base tower is 20" long x 13" wide x 14" high; the boom is 68" long x 8" wide x 12" high; and the counterweight alone is 8.5kg (19lb). My estimate of the total weight is 60-70lb. So first check out the size of your building area, the size of your car and the state of your bad back before starting construction.

So if you have a lifelong dream to build the Giant Blocksetting Crane on the 1950s manual cover, your wish has come true!

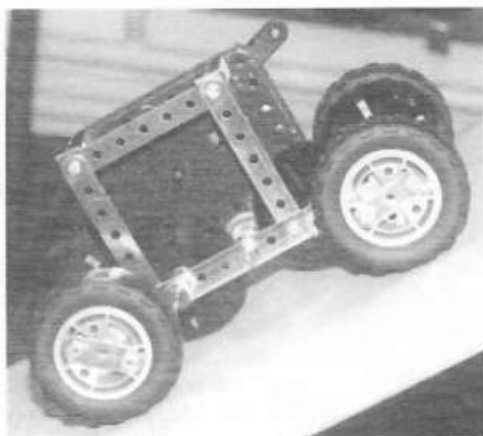
Wellington Meccano Club Meeting Report, October 2003.

Photos by Bryan Jones

by Lloyd Spackman

October 3rd was one of the worst storm nights of the year. In spite of that, seven members came to Konini School in Wainuiomata for our meeting.

There were two No. 1 C/W motor powered tractors successfully climbing Simon's sloping board. And one that couldn't.

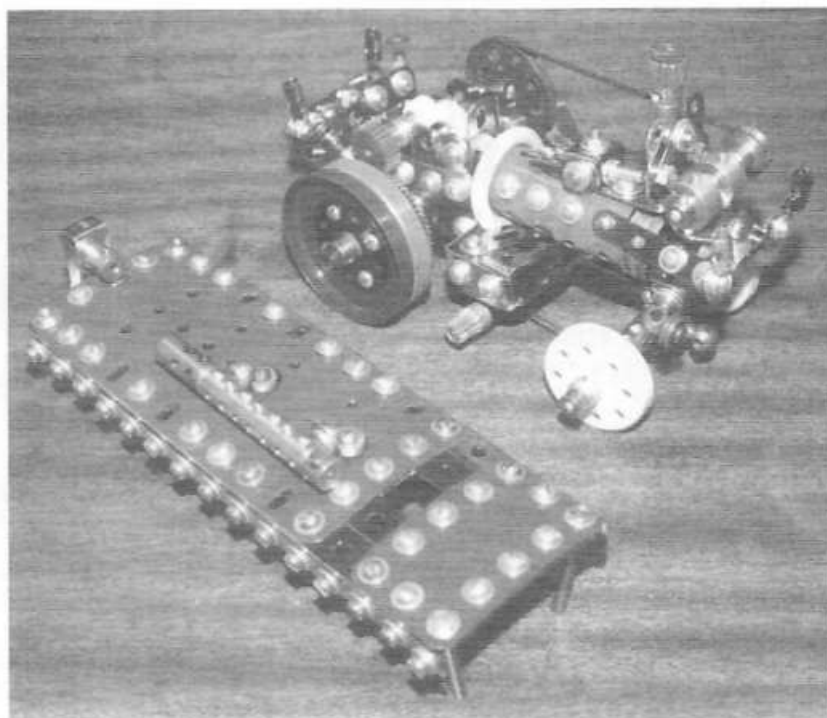


Daryl's hill climber

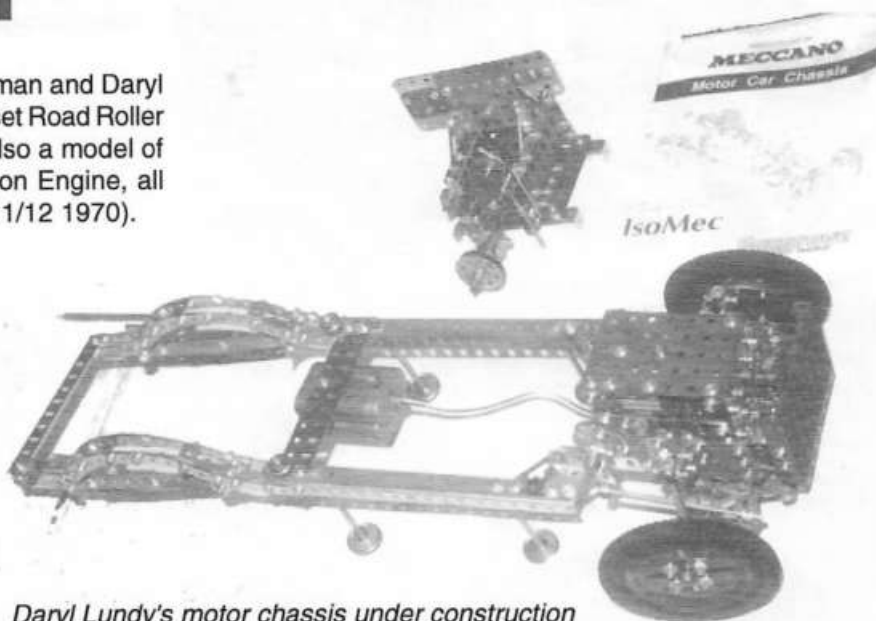
Other models were brought by Lloyd Spackman and Daryl Lundy. Lloyd showed a Motion System 6520 set Road Roller on which the tapered tyres were unusual. Also a model of Bert Halliday's miniature Showman's Traction Engine, all eight inches of it. (Editor's note – See MM 11/12 1970).

Daryl showed us his partly built motor car chassis designed by Roger Hill and described in the excellent Isomec Model Plan No. 84. He also had with him a Mechanisms Electronic Control set he had received that morning from Ampworks Limited in Auckland.

There was plenty to talk about and we were still chatting till well after 9pm while outside the rain poured down and the wind howled around the school buildings.



Lloyd Spackman's version of the Showman's Traction Engine.

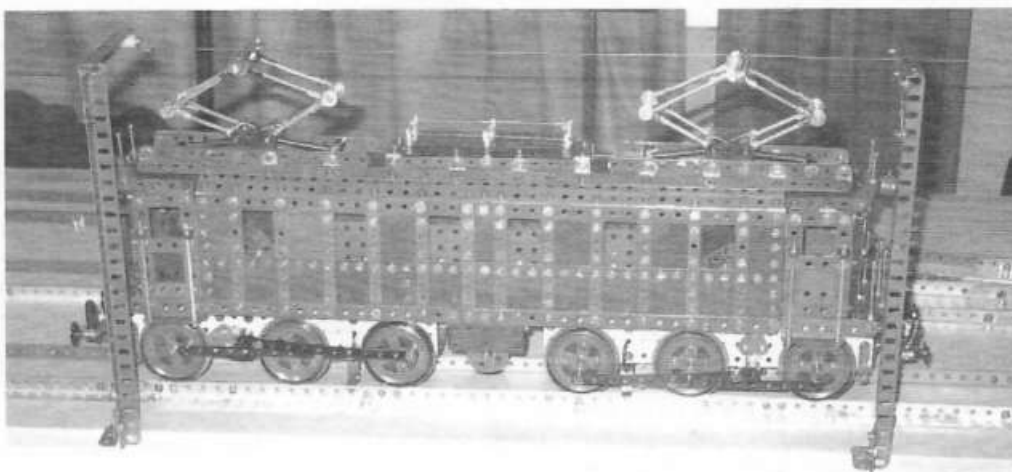


Daryl Lundy's motor chassis under construction

Laurie Webb's Swiss style electric locomotive.

Photo by Bruce Neilson

Please turn to page 15 for a description of this model, which was part of the rail yard display at the Hawera Convention.



MWWT MECCANO CLUB

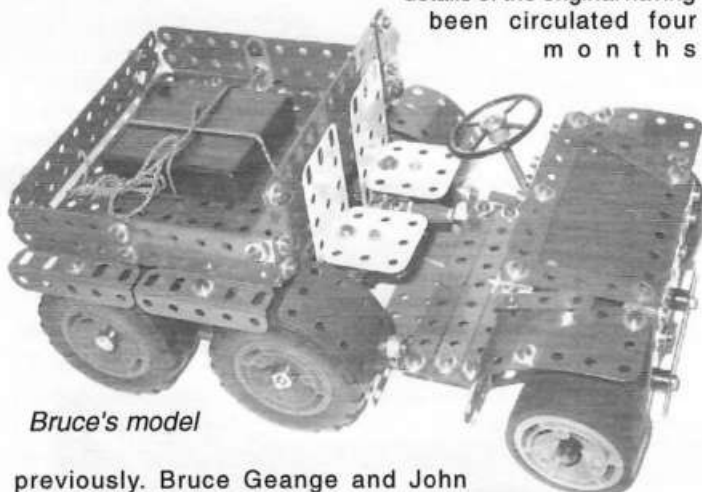
Meeting Report for 11 October 2003

by Bruce Neilson

Twenty two members fronted up at the October meeting for five hours of entertainment starting

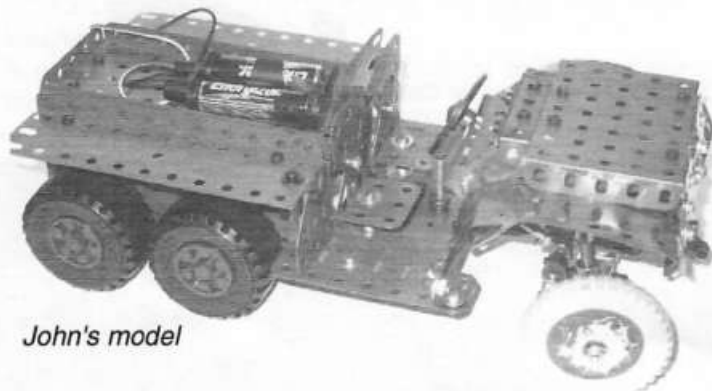
with the Antique preliminary with the topic being Meccano Magazines (more or less) other than The Meccano Magazine. Among the items presented were UK Shire album No 248 Construction Toys, Australian Models and Hobbies, UK Model Maker, UK Meccano Engineer, 1919 Meccanoland, 1937 Hornby Trains and Meccano, 1925 Magic Carpet, UK Hornby Railway Collector, 1916 USA Meccano Engineer, MW Models modelplans and MW literature, numerous current Meccano Club magazines from around the world, CQ magazine and plan booklets, etc.

The model of the meeting was a six wheel Gator vehicle with details of the original having been circulated four months



Bruce's model

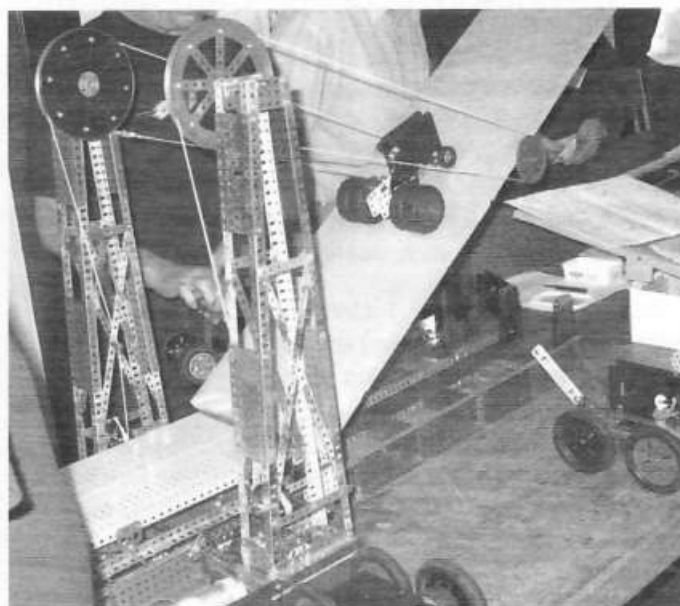
previously. Bruce Geange and John Hansen rose to the challenge and presented models with working items such as steering, gearboxes, suspensions and tipping decks and the general contours and appearance of the prototypes. The prize money was divided between the two entrants.



John's model

A lucky dip for overseas Meccano event medals and badges gave everyone a new MWWT hat decoration.

The 'incline' challenge between WMC and MWWT brought out the worst interpretation of the rules and the best of models. Robin Rye must be thanked for his ingenuity in providing a Meccano model of the incline, fully adjustable and complete with an 'anglemeter' made from a Quadrant and Strips. Most of the



Robin Rye's adjustable incline

entrants hitched their No 1 Clockwork motors into a wheeled chassis, geared the vehicle down, and tackled the incline in the spirit of the competition. A couple of models went up the incline by unconventional means but got the 'raspberry' from the audience. The eventual winner to climb one metre up the steepest angle (about 45 degrees) went to Daryl Lundy WMC and Simon Moody accepted the prize on his behalf.

The model table tour was a real mixture of memorabilia and models. Viv Alexander started with an infra red controlled model of a Moonwalker (purported to have been a present for his son) and finished with a box of No 1 Special (French and German only) Aeroplane Constructor with corrugated plates.

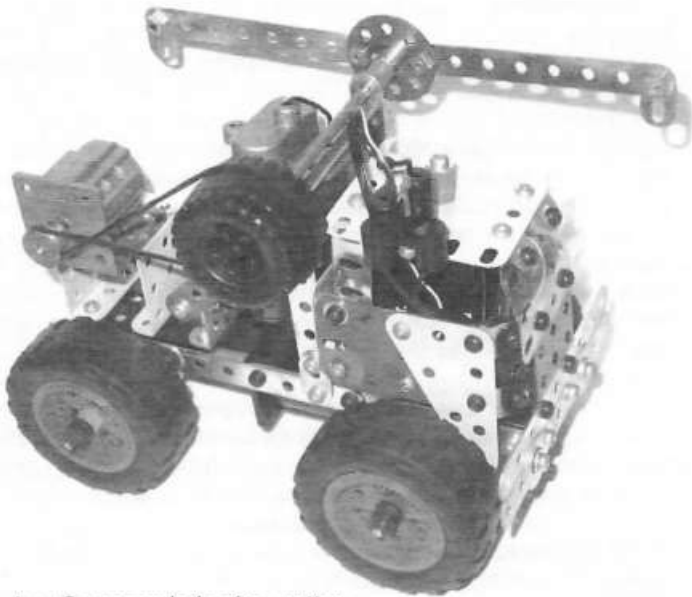
Daryl Anderson had early boxed sets and other items for sale.



Wayne Blakely presented a Mogul series Fire Truck with extending ladder and bell, a No 4 Exacto set which includes some unusual wheels, and a Master series Tracked Digger set.

Selwyn Bluett produced the ultimate deterrent to children who poke their fingers into models, in the form of a tracked hedgecutter with a lethal high speed rotating two blade attachment for trimming hedges or fingers.

Coincidentally another hedge cutter was built by Ian Cameron from more modern parts who confirmed the danger of being whacked on the fingers by the rotating blade.



*Ian Cameron's hedge cutter
- mind your fingers!*



John Freer had a largish model of a Centurion Tank with attention being paid to detail and movement.

Bruce Geange not only had his six wheel Gator on show but a Bates Steel Mule tractor with wheels at the front and tracks at the back.

John Ince had a very nice display case with a wide variety of 1923 nickel parts mounted on a black background.

Simon Moody brought his Railway Breakdown Crane specifically to show the bearing he had built between the crane body and the railway wagon.

Tom Pittams had a three legged Derrick Crane.

Robin Rye showed the pamphlets of the latest Case III tractors which has the front and back wheels in the form of rubber tracks. This is leading to the development of the Meccano equivalent using the latest rubber tracks as a starting point.

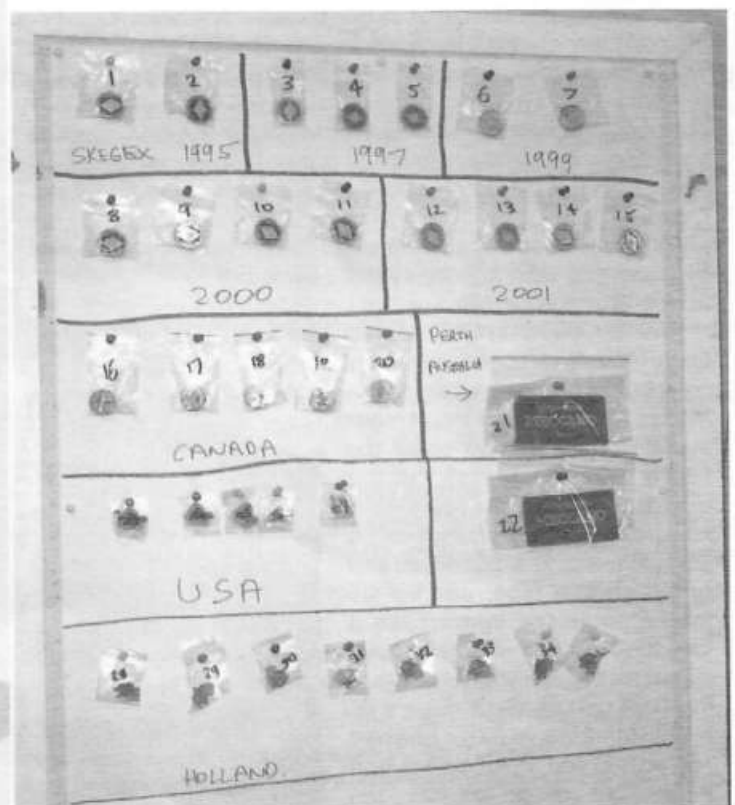
Lloyd Spackman had the 8" Bert Halliday Traction Engine on display. He also had a wheeled vehicle from the 6520 set. The tyres in this set actually are tapered which created interest.

Paul Vodanovich had No 5 and No 7 red and green sets in boxes in nice condition.

Don Wilson had a refurbished 1908 Mechanics Made Easy set and took us through the peculiarities of the contents from joiner's screwdriver to big head bolts.

A number of members had second-hand parts, replica parts, literature, etc. for sale and our usual fish and chip supper was followed by an auction of Meccano items.

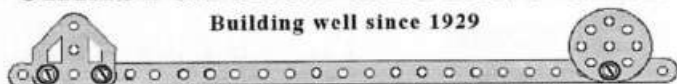
(photos by Bruce Neilson)



The display of event medals and badges to be distributed amongst members.

CHRISTCHURCH MECCANO CLUB

Building well since 1929



September Report

by Graeme O'Neill

The Christchurch Meccano Club meeting for September was filled with nostalgia, with two surprise visitors of the club's past enjoying telling us new boys about their past times with the club. The first was McKenzie Irvine, a member during the period 1936 'til 1945. This of course was as a school boy, but he has been able to identify some members and locations in a set of photos that John Ince was given just before his migration north. I will package up a selection of these shortly complete with names for possible inclusion in the magazine. McKenzie is presently 'training' his grandchildren in the fine arts of Meccano building in Kaiapoi, using his own child-hood set. I caught up with McKenzie recently after a phone call asking for a copy of smaller models for the youngsters to start off with. The John Westwood booklet came to the aid for this job along with a couple of selected models from the 1950s number one set.

The second member was Peter Satherwaite, a member from 1960 to 1965. He brought along a collection of photos of models he had built during that period. They included a fine highly detailed bulldozer about the same size as the famous Taylor model, complete with dual E15R motors, gearbox and clutches and a huge tandem gantry crane modelled after the unit used in the Benmore Power station for lift the generators. Also photos of displays in the old Ferry Road Industries Fairs of the late 1960s. Peter told us of his loss of 'sanity' in the late 1960s when he sold his collection of "some No 10 sets". He also mentioned the number 10 also in the guise of a rough quantity of sets! He now, of course, regrets this action most humbly.

McKenzie, whilst studying these photos, said that we could not have built models like those before the war because they (the bulldozer and monster gantry crane) had not been invented in real life!

The regular members attended included Dave Laing, Donnell Sampson and their little helper who enjoyed playing with his brand new bucket of Junior Meccano. Also myself, John Crawford, Cameron McFarlane, and Ian Torrens - who has handed in his job of taking these minutes. His effort has not gone without notice by those that wish to keep in touch when not able to attend in person.

Other models on display were my externally complete version of the 1901 house (MW Modelplan). There are lots of mental plans floating around about the house being illuminated, but this would require all of the holes in the walls and window frames to be taped up, with little bits of red and green electric tape, and on the inside, to stop it looking like a colander. Another idea is to have automatically opening doors. There is also a rumour about using it as a Christmas model (in it's splendid red and green - of course) and have Santa's sleigh landed on the roof. Hope there's still enough time left! The night was once again finished off with a lovely supper provided by David and Donnell.



photo by Graeme O'Neill

October Report

by Graeme O'Neill.

The Christchurch Meccano Club meeting for October was attended by nine adults; John Hamlyn, Ian Torrens, Doug King, Peter Satherwaite, Dave Laing, Donnell Sampson, Cameron McFarlane.

John Hamlyn brought along his 5 foot long Road Grader chassis, that has already got plenty of surprises attached. The main one being the completed completely active front axle with the typical slewing of the front wheels that can be (shortly anyhow) controlled from the cab, as will the normal steering. Behind the front axle is a massive set of rippers that will also be raised and lowered from the cab. Next is the large space for the main blade assembly - maybe by next meeting? The rear end is completed with the normal swinging beam dual axles arrangement, but powered not by the Meccano standard chain-drive but using bush wheel mounted peg-gearing from the heavy duty differential and 1" bevels and final reduction to the road wheels. It was suggested that the mains motor (taken from an electric heater) was powerful enough to allow for the traction speed to be raised quite comfortably.

Cameron McFarlane and **Donnell Sampson's** lad were up to their tricks again bringing along a large number of K'Nex models. Cameron confessed that his son had made his motorised models. An excellent large motor bike over two feet long, angle mounted on a stand with drive to both wheels was the pick of these.

Peter Satherwaite was surprised the previous weekend, on visiting Doug King's home, to find the remains of his Meccano collection and his wooden cabinet sitting in Doug's workshop! By the time of his second meeting you could almost red and green blood flowing through his veins again. Poor Peter was starting to ask questions about things like "how much would a number 10 cost today" and "do you know anybody that *may* have one they don't need". So if anybody knows of any surplus Meccano around is invited to drop me a line at contact details below. I would enjoy to see one of our old talented members back into the fold.

Graeme O'Neill I returned with my version of the 1901 house (MW Modelplan), for the benefit of Doug who is now allowed out at night after his visit to hospital. Since our last meeting I have rebuilt some parts and have now resolved that it has gone way beyond the original No. 10 set contents. It now sports a stairway into the third story (attic) the first fireplace and the ground floor and attic flooring are installed. Lots more reinforcing has been included, and the plans for the motorised front doors is in the

mental building stage - this should be able to hide inside the front facing gable and be hidden behind the attic wall panels. Then will come the lighting - hope to come up with a tidy method of using LEDs for the ceiling and wall lights, rather than filament bulbs. If successful I will write something up.

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

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.

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, Xmas Dinner 29 November.

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.

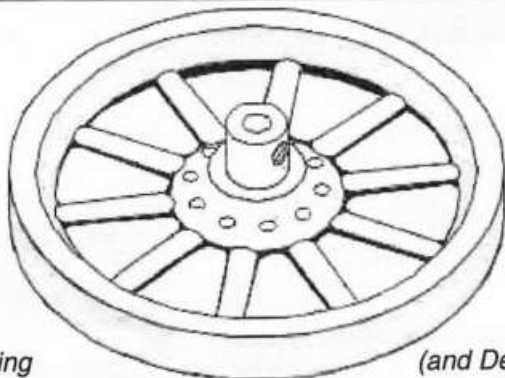
Internet sites

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

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

Articles etc. for the December issue of NZFMM Magazine
should be sent to the Editor well before 15 November 2003.

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



Wheeling

(and Dealing?)

For Sale - Meccano Magazines.

1939 complete year and some from about 1955 onwards.
Doug Harris Ph. (09) 535 2546, Fax (09) 535 8048, email
<digbee@xtra.co.nz>

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.*

Wanted - Meccano set used - 5 upwards.

Kelvin Davies, 6 Sanctuary Point, Pakuranga, Auckland.
Ph 09 576 4616, Email <Hel-Kel@xtra.com.nz>.

Wanted - ASHTRAY TYRES

Six Firestone type as made in Christchurch. Don Flowers,
Ph 04 563 8008 or email <flowers@ihug.co.nz>.

For Sale - Large Meccano Collection

From an email and a telephone enquiry - Jill Carter, c/o
"Funky Junctions", Ph: 07.8656918, Whangamata has a
quantity of Meccano for sale (including cabinets). Best I
could gather over the phone was it was a large lot, condition
not excellent, but not rusty. Apparently no original boxes or
tins or books. Tried to establish if any larger circular parts
etc. but no positive answers here. Could not obtain an
asking price but probably expects a good offer and would
like to pass on to a Meccano builder.

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 - NZFMMM Lapel Badges.

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



This photograph by Bruce Neilson shows the builder of the model dressed as an Endeavour sailor.

Living Treasures Exhibition

by John Ince

The Living Treasures exhibition at the Museum of Wellington City and Sea was opened on 8 October 2003 and will run for several months. Items displayed were selected from the museum's extensive collection by six prominent local people. These included Richard Taylor, spfx (special effects) artist and director of Weta Workshop, a place recognised internationally for its contribution to the film industry in particular the Lord of the Rings trilogy.

Richard Taylor selected two ship models, one being the Meccano *Endeavour* built by John Ince and entered in the International Society of Meccanomen competition about eight years ago. Like many people, Richard had a Meccano set in his youth and in the words of the museum staff was "blown away" by this working replica.

The model is on indefinite loan to the museum. (Photos by John Ince)

LIVING TREASURES

Museum collection stores are places of wonder. The treasures they preserve have the power to fascinate, inspire, puzzle and repel. The Museum of Wellington City & Sea holds these treasures in care for the community. Wellington itself also holds a rich collection of treasures - its people. *Living Treasures* presents six well-known personalities with strong connections to the Wellington region. It features their personal treasures and items they selected from the Museum's collections. We celebrate their stories.

LIVING TREASURES

Museum collection stores are places of wonder. The *Treasures* they preserve have the power to fascinate, intrigue, puzzle and repel. An exhibition of museum and personal objects chosen by photographer **Ans Westra**, fx artist **Richard Taylor**, artist **Gordon Crook**, composer/percussionist **Gareth Farr**, plastic surgeon **Dr Swee Tan**, and chef **Ruth Pretty**.
Open Daily 10am to 5pm Location Queens Wharf
Free entry
www.museumofwellington.co.nz
 Exhibition supported by the New Zealand Community Trust

MUSEUM OF WELLINGTON CITY & SEA