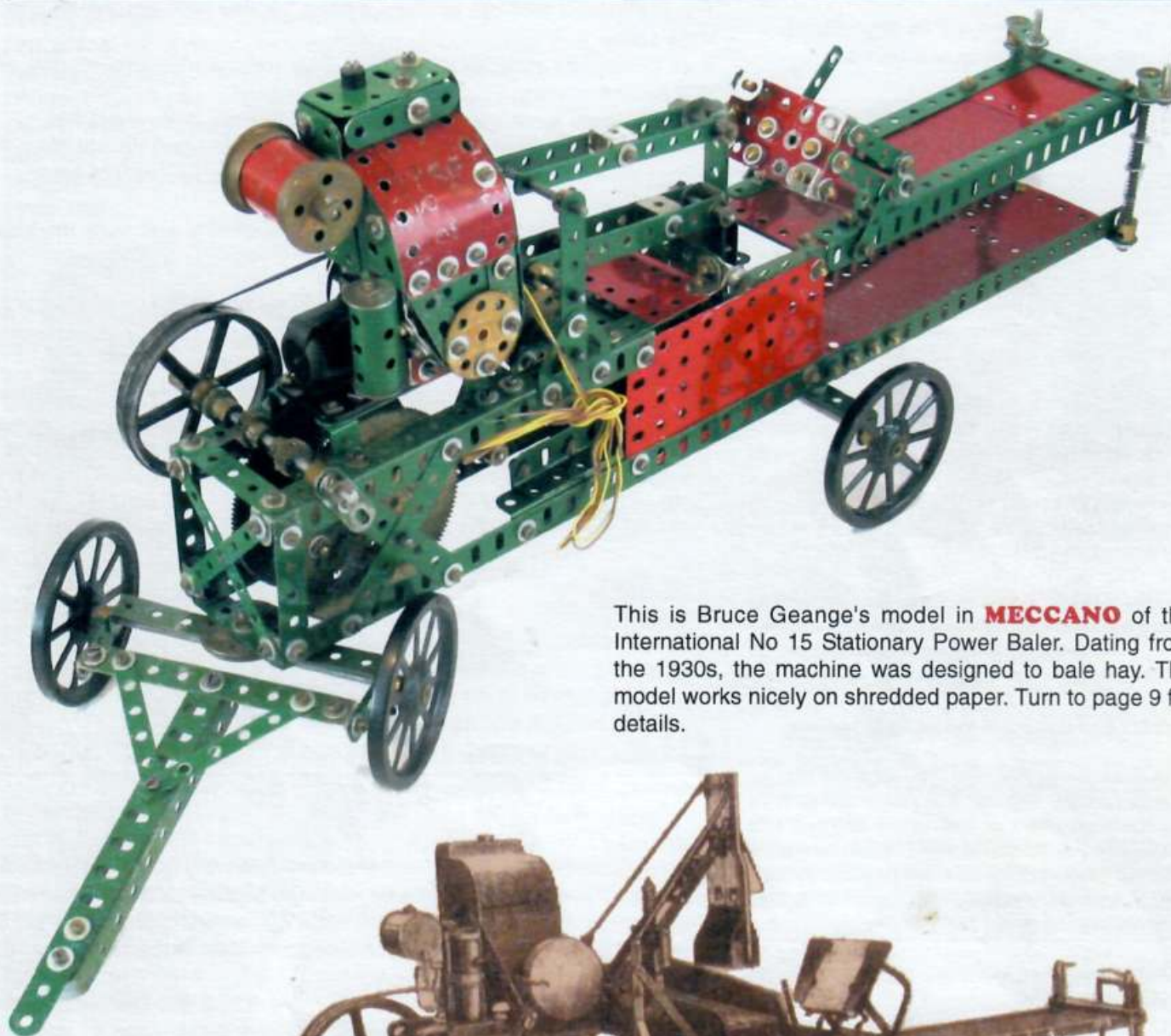




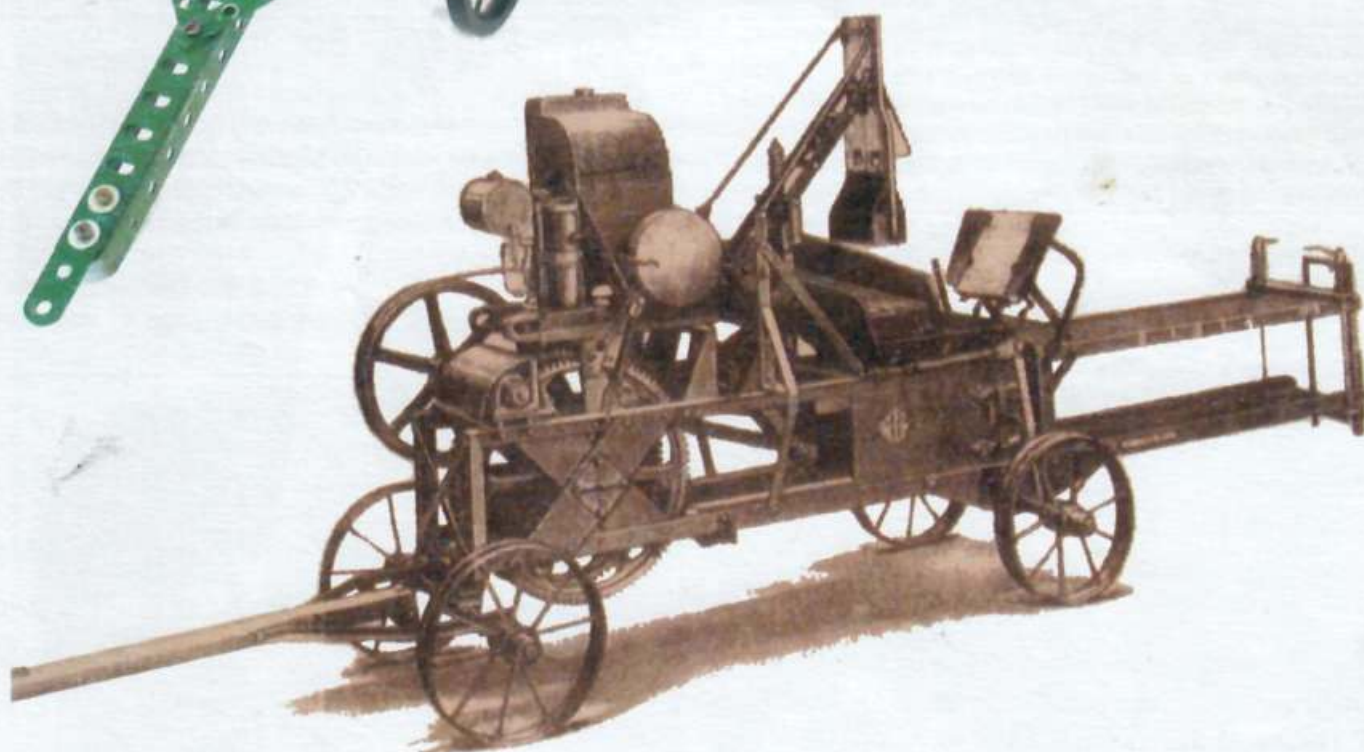
NZFMM MAGAZINE

Volume 29 No 1

February 2005



This is Bruce Geange's model in **MECCANO** of the International No 15 Stationary Power Baler. Dating from the 1930s, the machine was designed to bale hay. The model works nicely on shredded paper. Turn to page 9 for details.



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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Subscriptions for 2005 - 2006 are now due. A renewal form is included with this issue. Please return promptly.

Vive Le Difference

While reading through back issues of Meccano related magazines, it strikes me that there are perhaps there are continental differences in the type of models which are built.

The English are strongly tied to the past and historical in the form of railway steam locomotives, blocksetter cranes and vintage motor vehicles built inside small residences.

The Europeans produce intricate models packed with gearing on a fairly large scale.

East Europeans suffer from isolation and produce whimsical models with little resemblance to a prototype.

South Africans have space and the size of their models reflect this.

North Americans (apart from the late Keith Cameron) do not have the quantities of Meccano to grow up with and generally collect and hoard Meccano as an investment.

New Zealanders are a mixture of original modellers and copy modellers with a strong sense of Meccano purity.

Australians ??

Then there are female modellers whose models come from left field and make the onlooker think again i.e. looping caterpillars (from Tension Springs P/N43) on bending leaves, vase of flowers.

Then there are individual modellers who have a cult status: Keith Cameron: intricate, computer control. Bernard Perier: style, immaculate, unusual. Andreas Konkoly: whimsical, play value. Bruce Geange: trueness to prototype. Daryl Anderson: mechanical soundness and longevity. Howard Sie: complicated multi geared. Alan Partridge: ping pong balls. Pat Briggs: clocks. Brian Rowe: steam engines. Roger Le Rolland: simplicity models. And so on.

What do you think?

R. Bruce Neilson.

PS Growing old is compulsory, but growing up is optional.

PPS A little ditty by Spike Milligan

'There are holes in the sky where the rain comes in,
But they're ever so small. That's why rain is thin!'

Convention 2005 Reminder

You will have received your registration form for the 2005 Convention in Auckland. It is essential that this be sent in as soon as possible. The closing date for registration is **February 25th 2005** (as noted down the side of the form), not March 25th 2005 as stated at the bottom of the form.

Details of competitions and prizes on offer during the Convention were included in the NZFMM Magazine of February 2004, page 11 and June 2004, page 8.

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London Transport TD Single Deck Bus MW Modelplan 86

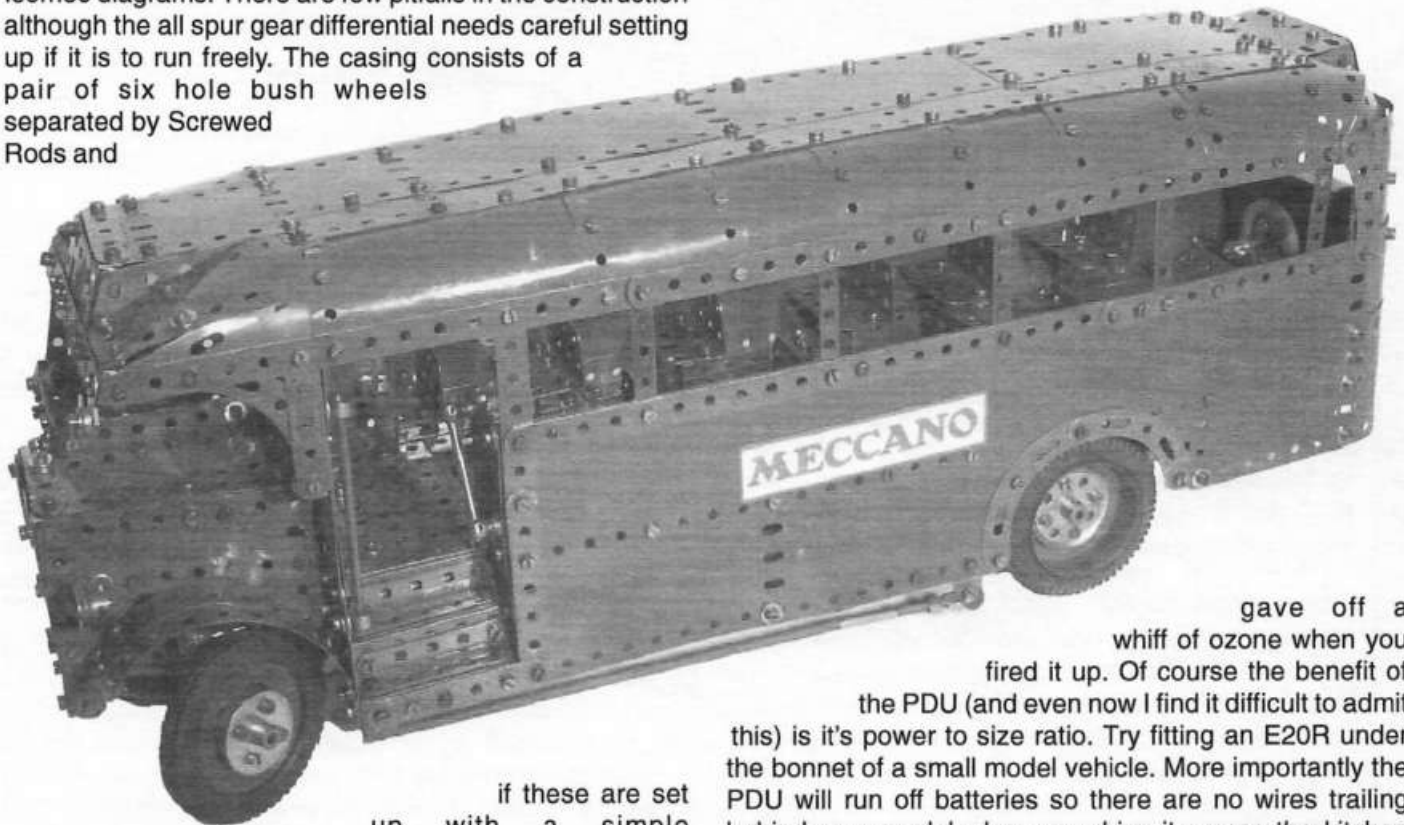
by Simon Johnson.

Modelplan 86 is just the sort of project for the modeller who is always short of time. Well proportioned and detailed, the bus is still a simple model which won't be hanging around in a half built state for months on end.

The plans are a clear combination of photographs and Isomec diagrams. There are few pitfalls in the construction although the all spur gear differential needs careful setting up if it is to run freely. The casing consists of a pair of six hole bush wheels separated by Screwed Rods and

crookedness, I ordered a range of steel Rods from Ashok Banerjee. These are well worth the money and I look forward to building steam engines with smooth running crankshafts and gearboxes which don't vibrate at high speed.

The bus model is powered by a Power Drive Unit (PDU) set on 32:1. As a teenage modeller in the 1960s I looked down on the 'yellow plastic motor'. After all, I had a E20R, a substantial piece of work in black crackle finish which

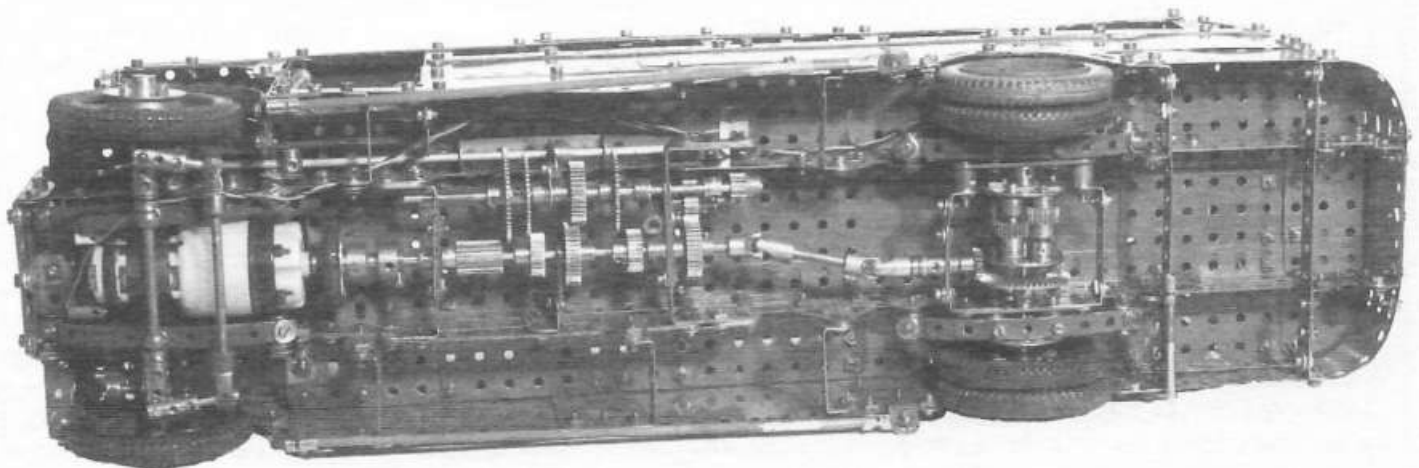


if these are set up with a simple micrometer and straight Axle Rods are used for the half shafts there should be no problems.

Of course finding straight Axle Rods is another matter. I'm sure I remember reading that the muck metal wire used at Binns Road for making Axle Rods was stored on huge drums, the result of which being that all Meccano Axle Rods have a bit of a bend in them, even the straight ones. After experimenting with 2 1/2" Axle Rods of varying degrees of

gave off a whiff of ozone when you fired it up. Of course the benefit of the PDU (and even now I find it difficult to admit this) is its power to size ratio. Try fitting an E20R under the bonnet of a small model vehicle. More importantly the PDU will run off batteries so there are no wires trailing behind your model when you drive it across the kitchen floor.

Modelplan 86 uses torch batteries carried in a holder made from 5 1/2" Strips built under the floor of the vehicle. There is no real need for this; a six volt AA battery holder from a Dick Smith electronic store will do the job and can be hidden under the back seats.



Oh dear! The driver took the corner too fast - that lets us get a good look at the underneath of the bus.

What Do You Know About Meccano Crystal Sets?

by John Ince

One of the surprising products of Meccano Ltd in the early days of Meccano was the Meccano Radio receiver. Why did Frank Hornby embark on this product? Perhaps this is explained by his article in Meccano Magazine No 25 July-August 1922.

Meccano and Radio.

A WONDERFUL NEW DEVELOPMENT.

Most of our readers are doubtless aware of the tremendous interest now being taken in Wireless Telephony in all progressive countries. America has so far taken the lead in this movement, and in that country high-power installations are established in all important and thickly populated centres, from which are transmitted news bulletins, concerts, stock and weather reports; shipping news, children's bedtime stories, fashion reports, sermons, etc., by Wireless Telephony. These installations are known as Broadcasting Stations, and anyone with a suitable receiving apparatus is privileged to "listen-in," and receive their wondrous and varied messages without restriction or payment.

The subject of radio transmission and reception is in itself a vast and complex science, but the installation of a receiving apparatus of sufficient power to receive messages from broadcasting stations at reasonable distances, is something which any bright intelligent boy can accomplish for himself with little difficulty.

Mr. Frank Hornby, the inventor of Meccano, and the Editor of the "Meccano Magazine" has just returned from a visit to the United States, where they have made a very close study of this subject. With the aid of a receiving set, constructed entirely of Meccano parts, and the addition of telephone ear-pieces, crystal, and one or two inexpensive fittings, they have listened to concerts, speeches, reports, etc., broadcasted from points five to twenty miles distant, with the greatest enjoyment.

The closest attention is being given by us to the development of this wonderful science, and experiments are being made that we already know will result in any Meccano boy being able to instal his own receiving set made from Meccano parts. Fuller announcements will be made in our September issue, and in the meantime we shall be glad to receive queries from our readers on any point connected with Wireless Telephony and Telegraphy, and to reply to them in our next issue. If a reply is desired through the post, a stamped addressed envelope should accompany the query.

Evidently Frank Hornby was hooked with the radio thing and consequently set his product designers to work. The result was published on page 6 of the Meccano Magazine No 26 September 1922

The Meccano Crystal Radio Receiving Set.

Our illustration shows the Meccano Crystal Receiving Set and we wish to draw our readers' special attention to its great simplicity in design and manner of construction. Any intelligent boy can assemble it in one evening. It has been tested thoroughly in London, Paris and New York and in each of these cities clear telephonic and telegraphic messages have been received. In London we have listened to broadcasted concerts from Marconi House. In New York, where the opportunities for testing are much greater than in this country, it has proved to be as efficient as the more costly and elaborate instruments in use there. In Paris we have listened to concerts broadcasted from the Eiffel Tower and have heard them with great clarity.

No scientific instrument ever introduced has been subjected to more thorough tests than the Meccano Radio Receiving Set and if properly adjusted, according to the simple instructions, it will be found to be highly efficient. It is suitable for receiving telephonic or telegraphic messages on a wave length of 360 metres. Provided that the instrument is installed within a distance of about 25 miles from any of the broadcasting stations, it will be suitable for "listening in" to the concerts, etc., that will be broadcasted in accordance with the arrangements made by the Postmaster General with the Broadcasting Company of which Meccano Limited is a member. Tests and experiments are being made continuously by trained Radio experts in the Meccano factories. Already several valuable discoveries have led to improved results in Radio receiving with the aid of Meccano parts. These will be fully described in future numbers of the *Meccano Magazine*.

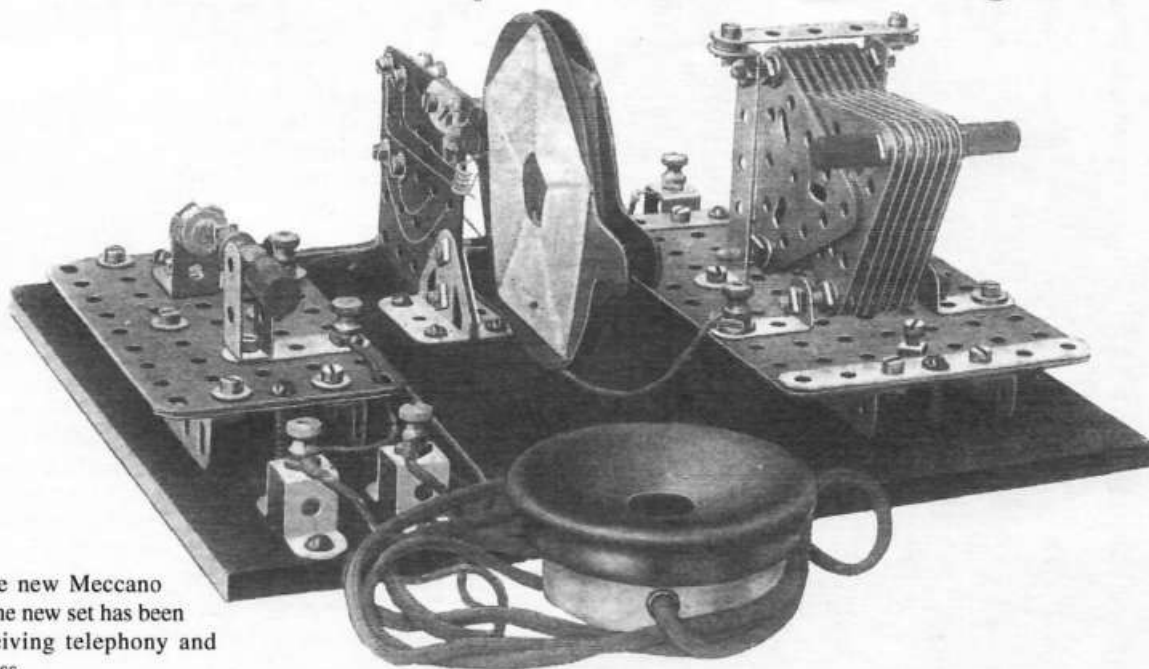
We are very desirous that all Meccano boys shall be kept in close touch with the Radio movement and that they shall participate fully in the pleasures that this great invention will bring. If you live within 25 miles of a broadcasting station the Meccano Crystal Set is the simplest and most effective apparatus with which to commence to enjoy this wonderful new science. Your first step should be to send for the Meccano Radio Instruction Leaflet. This will be forwarded post free on receipt of 3d. in stamps. If you reside more than 25 miles from a broadcasting station you will require a more powerful receiving set, and in this connection our Radio Department is now at work on a Meccano Valve Set, and full particulars will be announced in the "M.M." as soon as it is ready.

If you are in any difficulty in regard either to your apparatus or to the erection of your aerial, do not hesitate to write to the Editor, Radio Department, Meccano Magazine, Old Swan, Liverpool, who will be glad to help you.

The illustration of this first Meccano Crystal Set is on the next page and as can be seen it makes extensive use of standard Meccano parts. In addition there were a number of special parts produced. At the time the construction of radio receivers was not something that anyone was permitted to do without first obtaining a constructors licence. In November 1922 MM the following statement was issued:-

Technical objections having been raised by the Postmaster General to the Meccano Crystal Receiving Set in its original form, certain modifications have been made in the design in order to secure official approval. This approval has now been given and we have pleasure in

The Meccano Crystal Radio Receiving Set.



illustrating herewith the new Meccano Crystal Receiving Set. The new set has been tested thoroughly, receiving telephony and Morse with great clearness.

Perhaps for this reason a fully assembled set was introduced so that by December 1923 the Meccano Magazine carried an advertisement for No 1 Crystal Receiver and No 2 Crystal Receiver. The advertisement is reproduced on page 6.

The entry of Meccano into the radio receiver market did not go unnoticed by the BBC as this message from the company's General manager in the December 1923 MM shows:

A Message from British Broadcasting Co.

THE readers of the Meccano Magazine live in a happy age. There are few greater pleasures than that of constructing things for ourselves. Young and old alike seem to find a good deal of enjoyment in the construction of homemade wireless sets, and in the use of them afterwards.

It has sometimes struck me that the boys of the present day know so much, that they may lose the sense of wonder. This would be a great loss, and one which, I hope, they may never experience. I know one of our greatest scientists who never uses a telephone without feeling what a marvellous thing it is. Although I spend all my days thinking about Broadcasting, it still seems to me a marvellous thing that a person may speak from our studios in London, or from any of our stations throughout the country, and be heard by over a million people, from Land's End to John O'Groats. Every day and every evening, there is speech and music in your home. All that is necessary to hear it is an aerial and a receiving apparatus, which many of you will no doubt be making for yourselves, or buying complete.

The British Broadcasting Company has all along been anxious to cater for those who wish to make their own wireless sets, and at last a licence has been provided for this purpose. I do not like to intrude upon the of a Christmas number by talking about pains and penalties, but I expect you know that nobody may use a wireless receiving set without a licence. Without a licence they are disobeying the law, and such a course is not wise. Apart from this, they are avoiding payment towards the heavy costs of maintaining the broadcasting service.

Another point, I wish to make clear to you is that the

Constructors Licence is issued to those who will use only British parts. When you go to your dealer to ask for parts, it would be better to say to him Are you sure that these are British parts?

There are a great many people out of employment just now, but we are already finding work for many of them in the wireless industry. If everybody who constructs a set will loyally observe the condition of the licence (that only British parts are used) there will be a great deal more employment for British labour. I am sure that you realise this and will do your best to help. The pleasure of constructing your own set will be all the greater if you knew you have helped to keep in employment someone belonging to your country.

There are a number of items already included in our programmes that are of special interest to readers of the "M.M.". If there are items not at present provided, which a number of you would like, perhaps you could let your editor know. If he will pass the suggestions on to us we will see what we can do about it. Your interest in wireless should not end when your set is complete, for we wish you to realise that when you have a really good British set, you are in touch with one of the greatest services that the world has ever known.

J. C. W. REITH,

General Manager B.B.C..

Note. I shall be very pleased to hear from readers of the "MM" with suggestions or new items to be broadcast. Write neatly on a postcard and address to "Broadcasting," Meccano Magazine Liverpool

EDITOR.

Listen with a Meccano Receiver

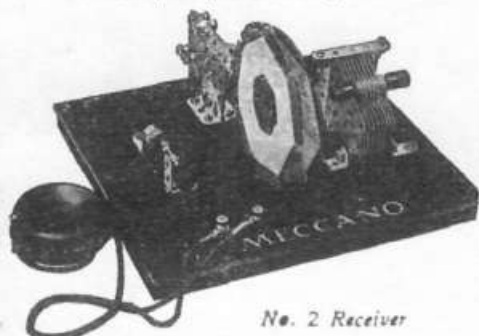
No. 1 Meccano Crystal Receiver

With a good aerial this set will receive telephony up to about 25 miles from a broadcasting station, and Morse signals up to a distance exceeding 100 miles. The set, which may be used with a broadcasting licence obtainable from any Post Office at a cost of 10/-, will receive on wave-lengths from zero to approximately 1,000 metres.

R.S. 1—Receiving Set complete, tested and guaranteed, price ... 29/-
Compulsory Broadcasting Fee ... 1/-
Price 30/-



No. 1 Receiver



No. 2 Receiver

MECCANO LIMITED

BINNS ROAD

LIVERPOOL

No. 2 Meccano Crystal Receiver

This set is of the constructional type and is specially adapted to the requirements of those who wish to carry out simple experiments. Its range is the same as that of No. 1 set described above, and it receives on wave-lengths of approximately 300-500 metres. It may only be used with a constructor's licence, which costs 15/-, and is obtainable from any Post Office.

R.S. 2—Complete Set of Parts, in strong carton, including single telephone 2,000 ohms resistance, price ... 25/-
R.S. 2a—Complete Set of Parts, in strong carton, without telephone, price 15/-

The illustration in the December 1923 meccano Magazine.

Prices of Meccano Radio Receiving Set and Special Radio Parts.

RS1. Meccano Crystal Receiving Set, complete. Efficiency tested. Packed in strong carton. price 55/-
RS2. Outfit containing parts to make Meccano Crystal Receiving Set, in strong carton...price 45/-

No. Meccano Radio Parts. s. d.

401. Specially Prepared Fibre Flat Plates, $4\frac{1}{2}'' \times 2\frac{1}{2}''$... each 0 3
402. Specially Prepared Fibre Flat Plates, $2\frac{1}{2}'' \times 2\frac{1}{2}''$ 0 2

No. s. d.
403. Specially Prepared Fibre Triangular Plates, $2\frac{1}{2}''$... each 0 1



404. Insulating Handles ... each 0 3
405. Brass Washers, $1/32''$... doz. 0 4
406. 9" Lengths 22s Bell-wire with Tags each 0 2
407. Inductance Discs (wound to 250 metres) ... per pair 6 0



No. s. d.
408. Single Telephone Receivers each 18 6

409. Detector Arm, Complete each 1 0
410. Meccolite Crystals Mounted (Complete with Clips, No. 411) each 2 6
411. Clips for Crystals 0 3
412. Mounting Boards 5 0
Instruction Leaflets 0 2

This Parts List is the one published with the 1922 Meccano Crystal Set

As not many of these Meccano Crystal Sets survive it is difficult to determine how many might have been sold. A clue is provided by the advertisement on page 180 of the December 1923 MM where Peto-Scott Co Ltd offer owners of Meccano Crystal Sets three ways of improving it. These upgrades consist essentially of a signal amplifier to extend the range of the set, an output amplifier to increase the volume and the two combined. To have justified production of these upgrades there must have been a lot of Meccano Crystal Sets around. The same MM contains several other advertisements for radio receivers.

By October 1925 Meccano Ltd were advertising just the No 1 Meccano receiver. In the February issue it did not appear but there were several other more sophisticated radio sets offered by other companies. The MM of December 1927 contains an advertisement for the Meccano No 1 Crystal set now featuring two sliders, "one on each

side of the inductance, giving greater selectivity and clearness of reception." The 1928 MMs contain no advertisements for Meccano Crystal sets. There are, however, advertisements for more sophisticated radios by other companies. In April 1928 the MM announced a Grand New Meccano Model-building competition. The prizes included 13 Meccano Radio Crystal Receiving Sets and 30 single telephone receivers. In May 1928 the competition prizes included Meccano Double Headphones. Were they clearing out the last of the stock?

In 1928 the MM featured the conclusion of a series of articles on *Electricity Applied to Meccano*. The December one was XIV - *Crystal Receiving Set*. Evidently any remaining problems with the British Post Office about building radio sets from Meccano parts must have been resolved. Here are the edited instructions for this set.

Building the Meccano Model

The Meccano crystal set is of very simple construction, as will be seen from Fig. 1, but this fact does not detract from its efficiency.

The plates forming the "panel" may be made from stout cardboard or fibre strip. The best way to make the holes is to place the material between two $5\frac{1}{2} \times 2\frac{1}{2}$ " Flat Plates; a Meccano Rod may then be punched through the fibre, the holes in the Meccano Plates acting as a guide for the Rod. After the holes have been punched, the edges of the fibre plate may be trimmed.

The coil formers may be made out of the same material as the panel, or if preferred, they may be bought already shaped in various sizes. If cardboard is used it should be soaked in melted paraffin wax. Sufficient fibre for the panel and formers should be obtainable for about sixpence.

On each of the coil formers 25 turns of 26 S.C.C. Copper Wire are wound. In order to secure its end, the wire is first passed through two small holes that are made near the centre of the former. The winding is then commenced, the wire being laid on alternate sides of each of the segments of the former until the 25 turns have been completed, and the coil is finished off by passing the end of the wire through two other small holes near the circumference.

The coil 1 is attached by a nut and bolt to a 57-teeth Gear Wheel that is secured to a 3" Rod journaled in a $2\frac{1}{2} \times 1\frac{1}{2}$ " Double Angle Strip 3. The latter is bolted to the fibre plates forming the base of the model. The 57-teeth Gear meshes with a Worm on a $3\frac{1}{2}$ " Threaded Rod that is journaled in a $2\frac{1}{2} \times 1\frac{1}{2}$ " Double Angle Strip, and this Strip is secured to the base at right angles to the Double Angle Strip 3. By rotating the insulating knob that is locked by a nut on the end of the Threaded Rod, the coil 1 may be moved slowly round, thus altering the position in relation to the fixed coil 2. This alteration of the coils tunes the set to the desired wave length.

The fixed coil is attached to a 1" x 1" Angle Bracket secured to the base. The 57-teeth Gear with the coil 1 attached should be now adjusted on its Rod so that the two coils are as close to each other as possible without actually touching. The 1" x 1" Angle Bracket is provided with a terminal to which the aerial lead-in is attached and the commencement of the winding of the fixed coil 2 should be secured to the bolt that holds the coil to the Angle Bracket.

The crystal is mounted in two Double Brackets that are bolted to 1" x 1" Angle Brackets, 4. Suitable crystals with cat whisker may easily be obtained, but we recommend readers to use only the best. Several well-known and reliable makes of crystal are on the market.

A Cranked Bent Strip 5, pivotally mounted by a lock-nutted bolt (see Standard Mechanism 263) on the panel, carries at its upper end a Threaded Boss that is attached to the Cranked Bent Strip by bolts. The bolts are inserted in the tapped transverse holes of the Threaded Boss and are locked in position by nuts so that they do not grip the 2" Threaded Rod passing through the longitudinal bore of the Boss. This Rod carries the cat whisker at one end and an insulating knob at the other. (A suitable knob may be purchased from any wireless stores or, if appearance is of secondary importance, a 1" fast Pulley fitted with a small Rubber Ring (part 155) may be used in its place).

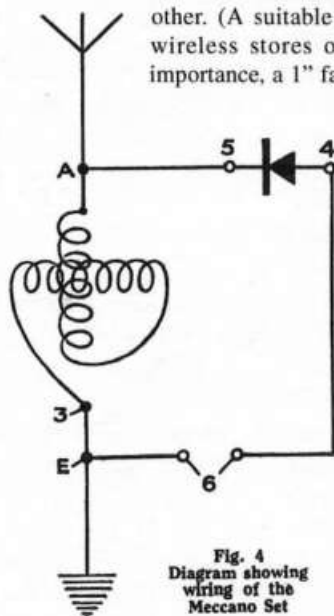


Fig. 4
Diagram showing
wiring of the
Meccano Set

The theoretical diagram of the set (Fig. 4) should make the following description the wiring perfectly clear. The "aerial terminal" attached to the Angle Bracket carrying the fixed coil, is connected by a short length of wire to the retaining bolt of the Cranked Bent Strip, 5, and a wire from the 1" x 1" Angle Bracket 4 carrying the crystal leads to the phone terminals 6, the other terminal being connected to one of the bolts fixing the $2\frac{1}{2} \times 1\frac{1}{2}$ " Double Angle Strip 3 to the base and also to the

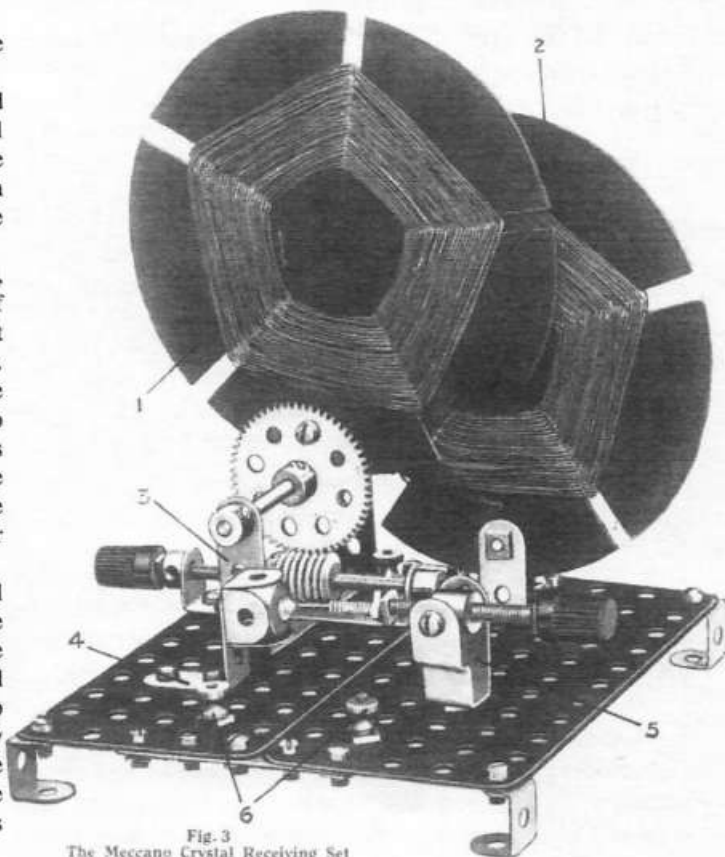


Fig. 3
The Meccano Crystal Receiving Set

Parts required to build the Crystal Set

2 of No. 5	28 of No. 37	1 of No. 80A
6 " " 11	5 " " 37A	1 " " 81
2 " " 12A	1 " " 44	4 " " 304
1 " " 16B	1 " " 47	4 " " 305
1 " " 27A	1 " " 48A	4 " " 306
1 " " 32	4 " " 59	1 " " 313

The following items will be required, but are not included in the Meccano system.

Strip of fibre or stout cardboard, approximately 15×5 ".
2 Ebonite Knobs (not essential). 1 Crystal. 1 Catwhisker.

"earth" terminal (the latter can just be seen in Fig. 3; it is secured to the base to the right of the 57-teeth Gear Wheel) The wires of the remaining ends of the variometer coils should be connected together. It only remains now to connect the aerial and earth wires and phones to their respective terminals and the set is ready for use.

There are two known Meccano Crystal Sets in New Zealand. One of these, belonging to Graeme O'Neill, was featured in this magazine in October 1996 and subsequently in the Constructor Quarterly in March 1997. The other was unearthed at MOTAT by William Irwin. Both sets are discussed in the October 2003 issue of this magazine.

So what happened to Frank Hornby's great interest in radio? I think the new radio technology was advancing so quickly that Meccano Ltd were rapidly overtaken by other companies. The Crystal Sets offered as competition prizes were probably a good way of disposing of the remaining stock while the build your own crystal set described above provided an honourable exit from radio.

One can almost imagine hearing Hornby shouting to his staff, "Come on chaps, lets get back to Nuts and Bolts!"

Stationary Power Baler International No 15, 1930s

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

1 - Prototype

One of the first farm machines that compressed hay into bales and used two loops of wire to hold the bale together. The baler was placed in the middle of the paddock, the gasoline engine started and the hay was brought to the baler. One man stood on the stand and forked the hay into the opening, (safety was not a consideration), while other workers inserted the bale boards and wired the bales. (*Your compositor, John Ince, worked on a machine like this in 1946.*)

2 - History

This was a model challenge at a MWT Meccano Club meeting. Very popular with children at Meccano exhibitions who feed shredded paper in and the machine compresses the paper and pushes it out the back of the bale chute.

3 - Comments

The model is not complicated and all features are clearly shown in the pictures. Most but not every detail has been supplied so a careful study of the modelplan is required. The completed model was broken down into modules, each module photographed and described. Build each module and then assemble in reverse order from M to A. Use round head Bolts in the chute as shown in the pictures to enhance the flow of hay (alias shredded paper). A CD Rom containing large colour digital photographs is available. Contact the Editor.

4 - Detailed Instructions.

(A) Loading stand for man. This is a stand-alone module which leans on the side of the baler but is not bolted to it. The three out-of-sight parts are shown at:- **(A1)** P/N 10, 1" Fishplate, to bolt P/N 73 onto. **(A2)** P/N 38, Standard Washer, at back to hold P/N 73 in position. **(A3)** P/N 10, 1" Fishplate, extends P/N 9b by one hole.

(B) Bale Binding Chute. Where the bales are wired and ejected.

(B1 and B3) P/N 3, 3 1/2" Perforated Strip.

(B2 and B4) P/N Various starting at the bottom. P/N 37b, Bolt. P/N 38, Standard Washer, three of. (B1). P/N 64, Threaded Boss. P/N 80c, 3" Threaded Rod. P/N 120b, 9/16" Compression Spring, four of. P/N 38, Standard Washer, three of. (B3). P/N 38, Standard Washer. P/N 37a, Nut, tight. P/N 62a, Single Arm Threaded Crank. P/N 115, Short Threaded Pin.

(B5) P/N 37, Nut and Bolt, four to attach bale binding chute to (M) Chassis.

(B6 and B7) Various including P/N 8b, 7 1/2" Angle Girder, two of. P/N 190, 2 1/2" x 2 1/2" Flexible Plate metal. P/N 192, 5 1/2" x 2 1/2" Flexible Plate metal.

(B8) Dummy board placer. Various including **(B8a)** P/N 111c, 3/8" Bolt, lock-nutted. **(B8b)** P/N 51, 2 1/2" x 1 1/2" Flanged Plate. **(B8c)** P/N 9l, 1" Angle Girder, butt joined and bolted to P/N 6. **(B8d)** P/N 48a, 1/2" x 2 1/2" x 1/2" Double Angle Strip. **(B8e)** P/N 10, 1" Fishplate.

(B9) On/Off lever for push button switch (L). Various including **(B9a)** P/N 111a, 1/2" Bolt. P/N 37a, Nut, two of lock-nutted. P/N 235b, 3 1/2" Narrow Strip. P/N 38, Standard Washer, four of. (B7). Bolt head.

(C) Gasoline engine with one side opened up.

(C1) Base and Motor. P/N 125, 1/2" x 1/2" x 1/2" Reversed Angle Bracket, four of. P/N 4, 3" Perforated Strip, two of. P/N 700, MO Motor Mk. 2. **C1a** are four connecting Bolts.

(C2) Motor drive. Sides. P/N 12, 1/2" x 1/2" Angle Bracket, four of. P/N 74, 1 1/2" x 1 1/2" Flat Plate, two of. P/N 6a, 1 1/2" Perforated Strip, two of. **Top.** P/N 12, 1/2" x 1/2" Angle Bracket. P/N 74, 1 1/2" x 1 1/2" Flat Plate. **End.** P/N 12, 1/2" x 1/2" Angle Bracket. P/N 74, 1 1/2" x 1 1/2" Flat Plate.

(C3) Motor gears. P/N 26, 1/4" x 19T Gear Pinion. P/N 28, 50T Gear Contrate. P/N 16b, 3" Axle Rod. P/N 59, Collar, two of. P/N 38, Standard Washer, two of. P/N 23a, 1/2" Pulley with Boss.

(C4) Supports. P/N 38a, Standard Spacer Plastic, two of. P/N 111a, 1/2" Bolt, two of. P/N 48a, 1/2" x 2 1/2" x 1/2" Double Angle Strip, two of.

(C5) Side 1. P/N 188, 2 1/2" x 1 1/2" Flexible Plate metal, two of. P/N 6, 2" Perforated Strip.

(C6) Side 2. P/N 103f, 2 1/2" Flat Girder. P/N 12, 1/2" x 1/2" Angle Bracket.

(C7) Side 2a. P/N 90a, 2 1/2" Curved Strip. P/N 103h, 1 1/2" Flat Girder. P/N 6a, 1 1/2" Perforated Strip.

(C7a) Side 2a. P/N 64, Threaded Boss, inside.

(C8) Top. P/N 103g, 2" Flat Girder. P/N 38a, Standard Spacer Plastic. P/N 12, 1/2" x 1/2" Angle Bracket.

(C9) Side 3. P/N 188, 2 1/2" x 1 1/2" Flexible Plate metal, two of. P/N 6, 2" Perforated Strip. P/N 6a, 1 1/2" Perforated Strip. P/N 55a, 2" Slotted Strip, two of. P/N 24a, 8 Hole Wheel Disc. P/N 215, Formed Slotted Strip. P/N 10, 1" Fishplate. P/N 12c, 1/2" x 1/2" Obtuse Angle Bracket. P/N 90a, 2 1/2" Curved Strip. P/N 103h, 1 1/2" Flat Girder.

(C9a) Side 3. P/N 64, Threaded Boss, inside, two of. These bolts release the side to access the interior.

(C10) Side 4. P/N 103f, 2 1/2" Flat Girder. P/N 12b, 1" x 1/2" Angle Bracket.

(C11) Fuel Tank. P/N 20, Die Cast 1 1/8" Flanged Wheel, two of. P/N 188, 2 1/2" x 1 1/2" Flexible Plate metal, two of. P/N 17, 2" Axle Rod. P/N 38, Standard Washer, two of. P/N 37a, Nut. P/N 111c, 3/8" Bolt.

(C12) Air Cleaner. P/N 163, 1 1/2" Sleeve Piece. P/N 38d, Large Washer, two of. P/N 81, 2" Threaded Rod.

(D) Cover for (G) Horizontal Press. P/N 6, 2" Perforated Strip. P/N 5, 2 1/2" Perforated Strip. P/N 38, Standard Washer, three of. P/N 12, 1/2" x 1/2" Angle Bracket, two of. P/N 10, 1" Fishplate. P/N 188, 2 1/2" x 1 1/2" Flexible Plate metal.

(E) Vertical Press.

(E1) Lifter. Left and right sides are mirror images.

(E1a) From bottom. P/N 37a, Nut. P/N 11, 1/2" x 1" x 1/2" Double Bracket, old style 1" span. P/N 38, Standard Washer, three of. P/N 179, Rod Socket. P/N 17, 2" Axle Rod. P/N 59, Collar. P/N 11, 1/2" x 1/2" x 1/2" Double Bracket. P/N 120b, 9/16" Compression Spring. P/N 59, Collar.

(E1b) Pivot. P/N 18a, 1 1/2" Axle Rod. P/N 6a, 1 1/2" Perforated Strip. P/N 11 from (E1a). P/N 59, Narrow Aero Collar, two of. P/N 11 from (E1a). P/N 6a, 1 1/2" Perforated Strip.

(E1c) Pivot. P/N 37a, Nut, two of, lock-nutted. P/N 2a, 4 1/2" Perforated Strip. P/N 11 from (E1a). Bolt head. Bolt head.

P/N 11 from (E1a). P/N 2a, 4 1/2" Perforated Strip. P/N 37a, Nut, two of, lock-nutted.

(E1d) Tight. Bolt head. P/N 6a from (E1b). P/N 38, Standard Washer, two of. P/N 24, 8 Hole Bush Wheel. P/N 37a, Nut.

(E2) Upper Beam. Left and right sides are mirror images.

(E3) Lower Beam. Left and right sides are mirror images.

(E4) Plunger. Various including P/N 38a, Standard Spacer Plastic, six of.

(F) Side Plate. P/N 53a, 4 1/2" x 2 1/2" Flat Plate.

(G) Horizontal Press.

(G1) P/N 17, 2" Axle Rod. P/N 35, Metal Spring Clip. P/N 9b, 3 1/2" Angle Girder. P/N 38a, Standard Spacer Plastic, two of. P/N 4, 3" Perforated Strip. P/N 38a, Standard Spacer Plastic. P/N 38a, Standard Spacer Plastic, two of. P/N 9b, 3 1/2" Angle Girder. P/N 35, Metal Spring Clip.

(H) Front wheels, steerable. Lock-nutted to (B2) Chassis Bottom.

(I) Rear axle. Securing bolts are round heads. P/N 192, 5 1/2" x 2 1/2" Flexible Plate metal. P/N 8, 12 1/2" Angle Girder. P/N 38, Standard Washer, four of. P/N 48d, 1/2" x 5 1/2" x 1/2" Double Angle Strip. P/N 37a, Nut. **(Ia)** Rear axle securing Bolts.

(J) Flywheel. P/N 132.

(K) Mechanism.

(K1) P/N 15b, 4" Axle Rod. P/N 62, Single Arm Crank. P/N 26, 1/4" x 19T Gear Pinion. P/N 26, 1/4" x 19T Gear Pinion. P/N 62, Single Arm Crank.

(K2) Geared Crank and mirrored twin. P/N 18b, 1" Axle Rod. P/N 3, 3 1/2" Perforated Strip, two of. P/N 38, Standard

Washer. P/N 59, Collar. P/N 27b, 133T Gear.

(K3) Centre Crank. Bolt head of Bolt 1 3/8". P/N 38, Standard Washer. P/N 27b, 133T Gear. P/N 59, Collar, long (3/8"). P/N 38, Standard Washer. 4" Narrow Strip. P/N 38, Standard Washer, three of. 4" Narrow Strip. P/N 38, Standard Washer. P/N 59, Collar, long. P/N 27b, 133T Gear. P/N 38, Standard Washer. P/N 37a, Nut.

(K4) Centre shaft. Various including two 4" Narrow Strip overlapped seven holes, two of.

(L) Push button switch (normally closed). P/N 16a, 2 1/2" Axle Rod. P/N 63, Coupling. P/N 14, 6 1/2" Axle Rod. P/N 59, Collar. P/N 37a, Nut, two of, lock-nutted. P/N 147c, Pawl No Boss.

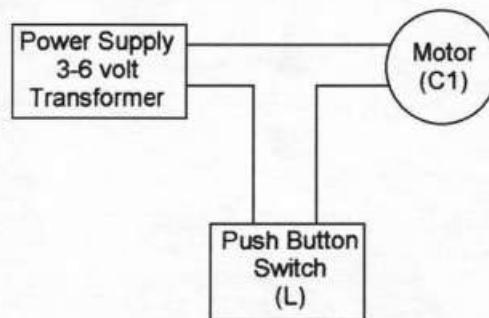
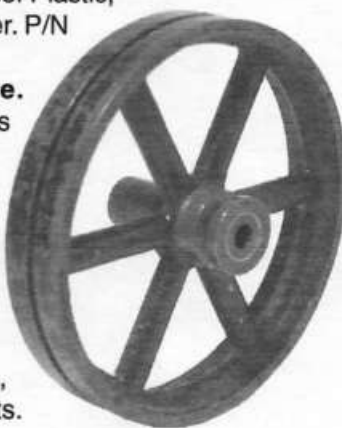
(M) Chassis.

(M1) Top Chassis. P/N 5, 2 1/2" Perforated Strip, four of. P/N 8b, 7 1/2" Angle Girder, two of.

(M2) Bottom Chassis. P/N 5, 2 1/2" Perforated Strip, four of. P/N 8, 12 1/2" Angle Girder, two of. P/N 9b, 3 1/2" Angle Girder, two of.

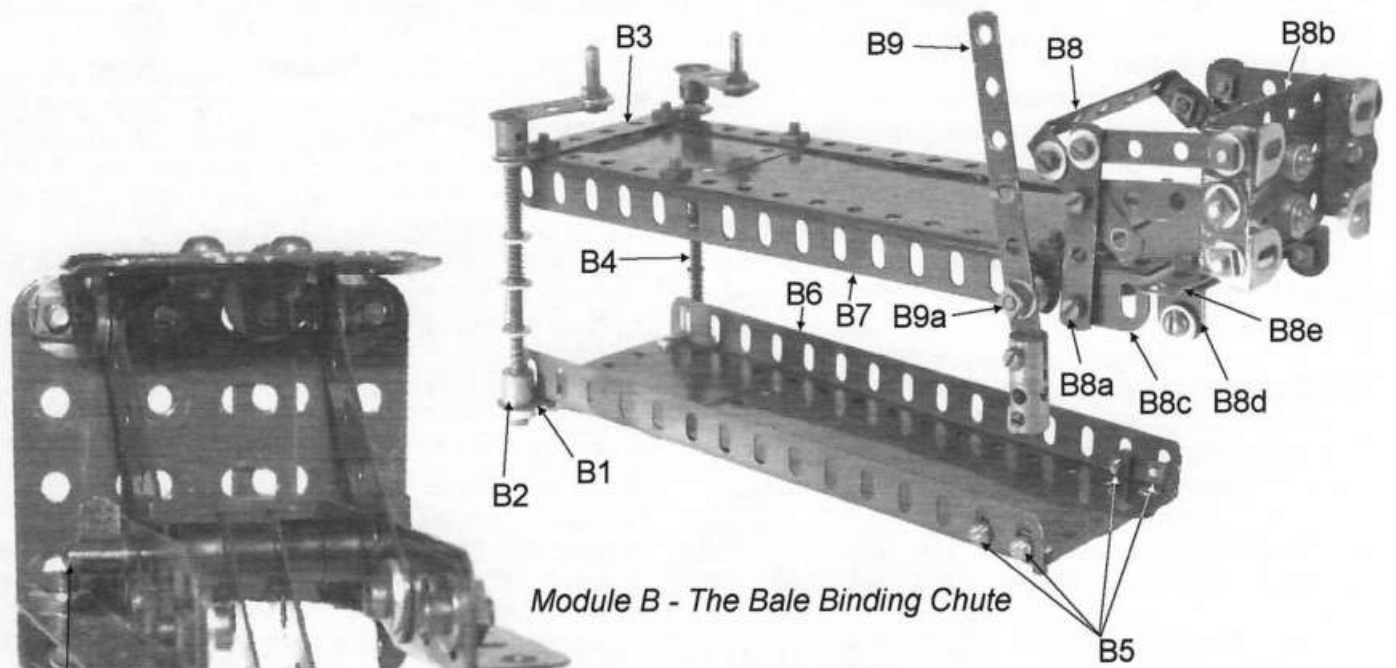
(M3) Sides Chassis. Mirror images join (M1) and (M2). P/N 5, 2 1/2" Perforated Strip. P/N 3, 3 1/2" Perforated Strip, two of.

(N) Wiring diagram.

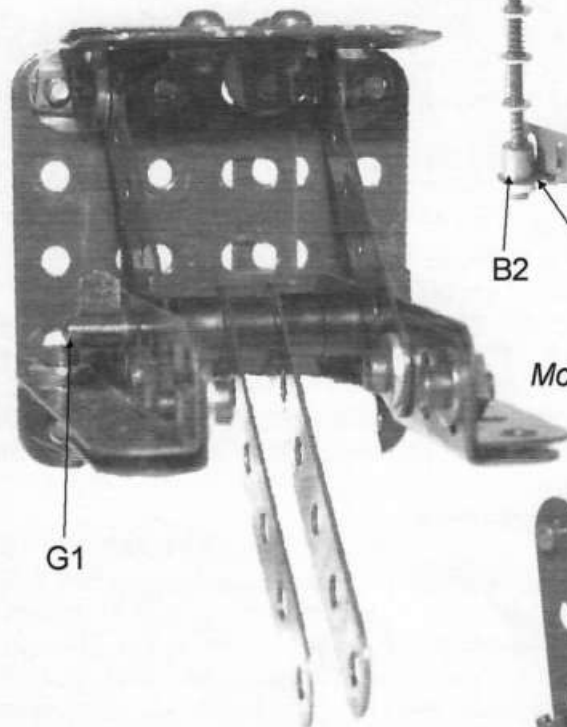


5 - Parts list

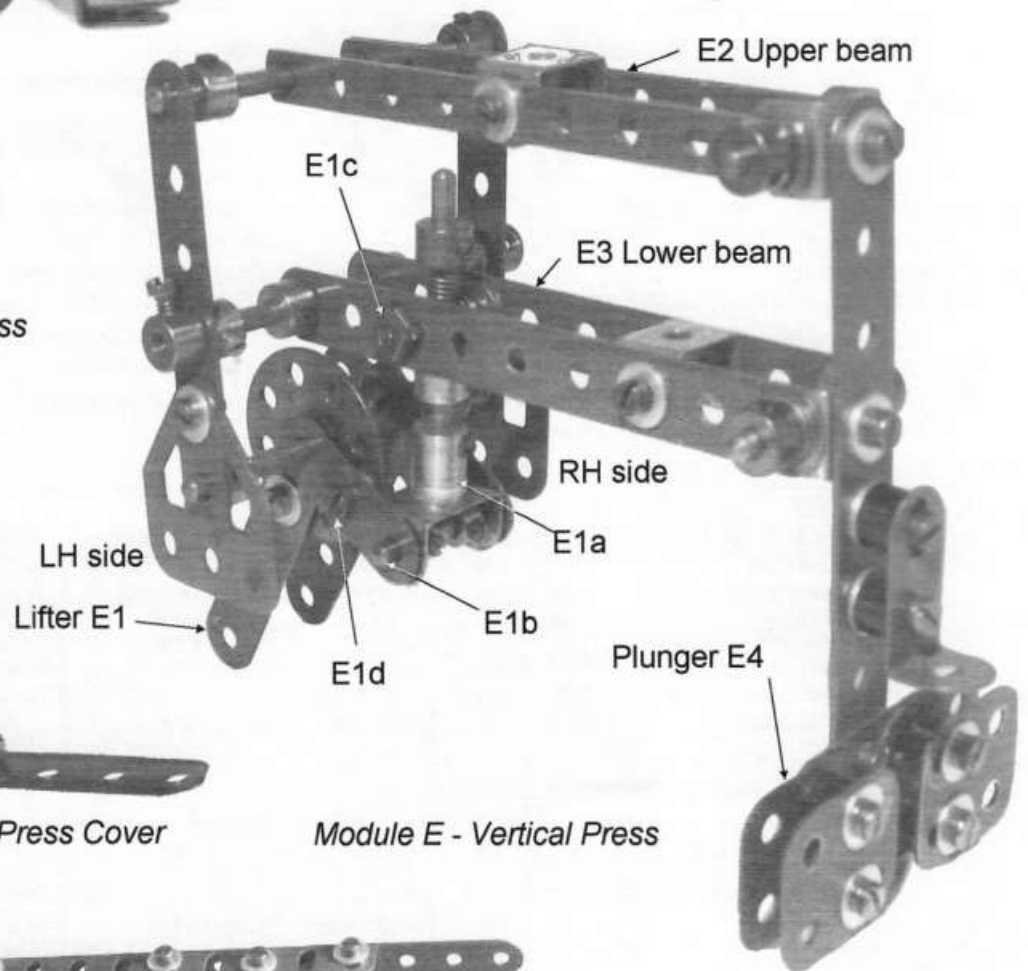
Pt No.	Description	Size	Qty	Pt No.	Description	Size	Qty	Pt No.	Description	Size	Qty
1b	Perforated Strip	7 1/2"	2	23a	Pulley with Boss	1/2"	1	103f	Flat Girder	2 1/2"	5
2	Perforated Strip	5 1/2"	4	24	Bush Wheel	8 Hole	2	103g	Flat Girder	2"	3
2a	Perforated Strip	4 1/2"	5	24a	Wheel Disc	8 Hole	4	103h	Flat Girder	1 1/2"	3
3	Perforated Strip	3 1/2"	6	26	Pinion	1/4" x 19t	3	103i	Flat Girder	1"	4
4	Perforated Strip	3"	6	27b	Gear	133t	2	111a	Bolt	1/2"	13
5	Perforated Strip	2 1/2"	11	28	Contrate Gear	50t	1		Bolt	1 3/8"	1
6	Perforated Strip	2"	6	35	Spring Clip	Metal	2	115	Threaded Pin	Short	2
6a	Perforated Strip	1 1/2"	8	37a	Nut		160	120b	Compression Spring	9/16"	9
8	Angle Girder	12 1/2"	2	37b	Bolt		147	125	Rev Angle Bracket	1/2" x 1/2" x 1/2"	4
8b	Angle Girder	7 1/2"	6	38	Washer		48	126a	Trunnion Flat		2
9	Angle Girder	5 1/2"	2	38a	Washer Spacer Plastic		12	132	Flywheel		1
9a	Angle Girder	4 1/2"	1	38d	Washer	3/4"	2	147c	Pawl No Boss		1
9b	Angle Girder	3 1/2"	5	48a	D A Strip	1/2" x 2 1/2" x 1/2"	3	163	Sleeve Piece	1 1/2"	1
9f	Angle Girder	1 1/2"	2	48c	D A Strip	1/2" x 4 1/2" x 1/2"	2	179	Rod Socket		1
9l	Angle Girder	1"	2	51	Flanged Plate	2 1/2" x 1 1/2"	1	186c	Driving Band	10" Heavy	1
10	Fishplate	1"	6	53a	Flat Plate	4 1/2" x 2 1/2"	2	188	Metal Flexible Plate	2 1/2" x 1 1/2"	7
11	Double Bracket	1/2" x 1/2" x 1/2"	10	55a	Slotted Strip	2"	2	190	Metal Flexible Plate	2 1/2" x 2 1/2"	2
11 old	Double Bracket	1/2" x 1" x 1/2"	1	59	Collar		20	192	Metal Flexible Plate	5 1/2" x 2 1/2"	3
12	Angle Bracket	1/2" x 1/2"	25	59	Collar Narrow Aero		2	215	Formed Slotted Strip		1
12b	Angle Bracket	1" x 1/2"	3	59	Collar long	3/8"	2	235a	Narrow Strip	3"	2
12c	Angle Bracket Obt	1/2" x 1/2"	1	62	Crank Single Arm		1	235b	Narrow Strip	3 1/2"	1
14	Axle Rod	6 1/2"	1	62a	Crank Single Arm Threaded		2	235ba	Narrow Strip (special)	4"	4
14a	Axle Rod	5 1/2"	2	63	Coupling		1	235d	Narrow Strip	4 1/2"	4
15a	Axle Rod	4 1/2"	1	63b	Coupling Strip		1	235h	Narrow Strip	2"	6
16a	Axle Rod	2 1/2"	1	64	Threaded Boss		4	236a	Narrow D A Strip	1 1/2" x 2 1/2" x 1 1/2"	1
16b	Axle Rod	3"	4	73	Flat Plate	3" x 1 1/2"	3	700	MO Motor Mk. 2		1
17	Axle Rod	2"	2	74	Flat Plate	1 1/2" x 1 1/2"	4		Switch Pushbutton (normally closed)		1
18a	Axle Rod	1 1/2"	3	80c	Threaded Rod	3"	2		Insulating Strip	1"	1
18b	Axle Rod	1"	2	81	Threaded Rod	2"	1				
19a	Spoked Wheel		4	81a	Threaded Rod	1 1/2"	1				
20	Flanged Wheel	1 1/8"	2	90a	Curved Strip	2 1/2"	2				



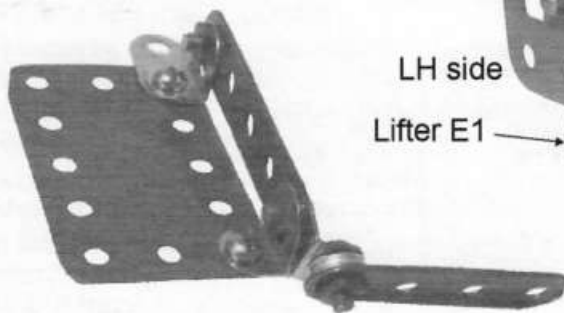
Module B - The Bale Binding Chute



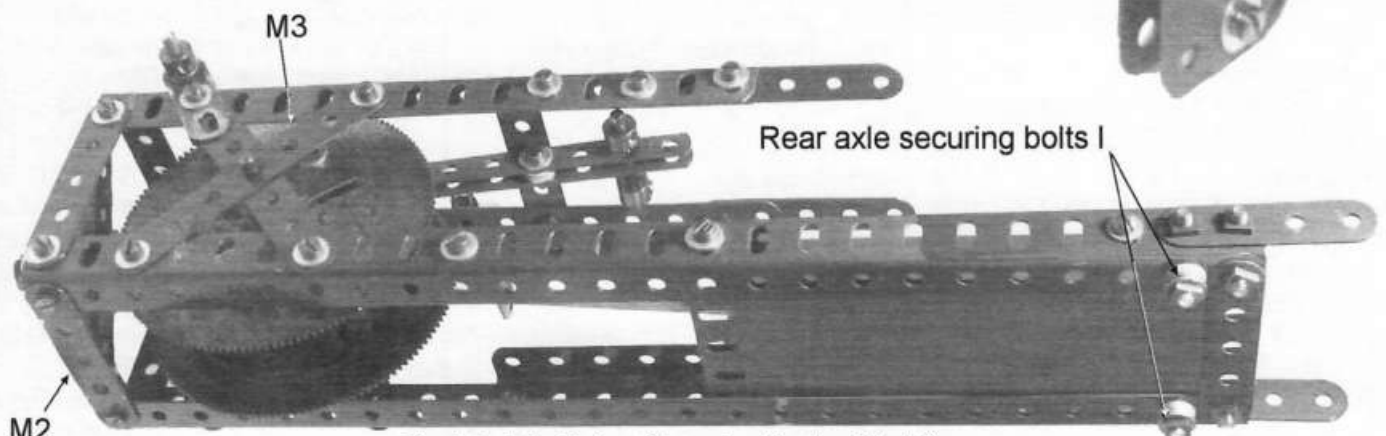
Module G - Horizontal Press



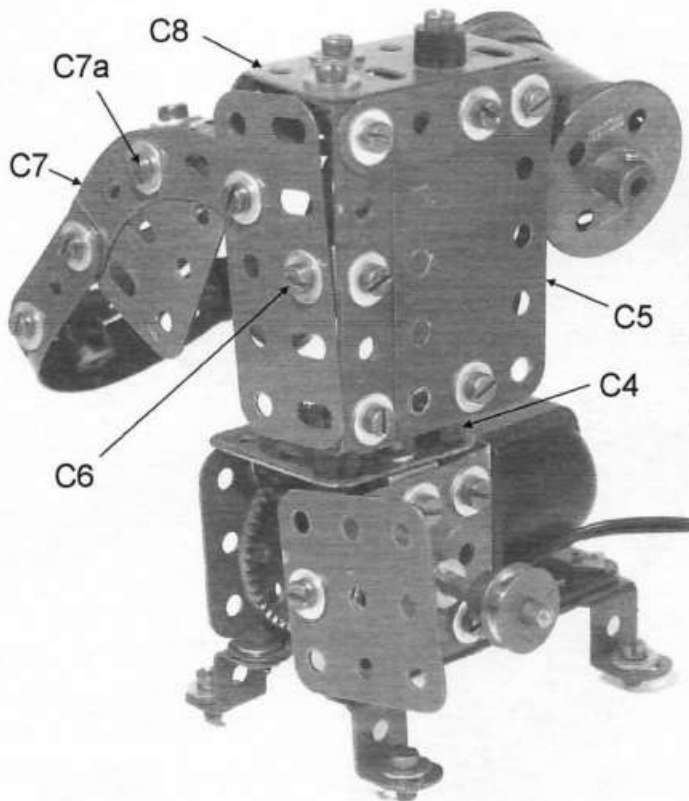
Module E - Vertical Press



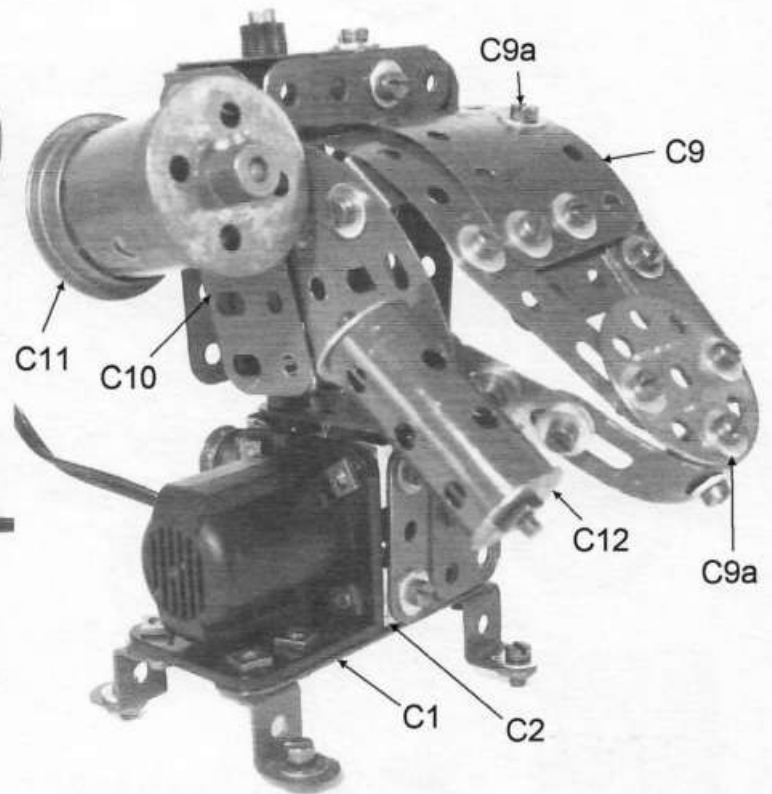
Module D - Horizontal Press Cover



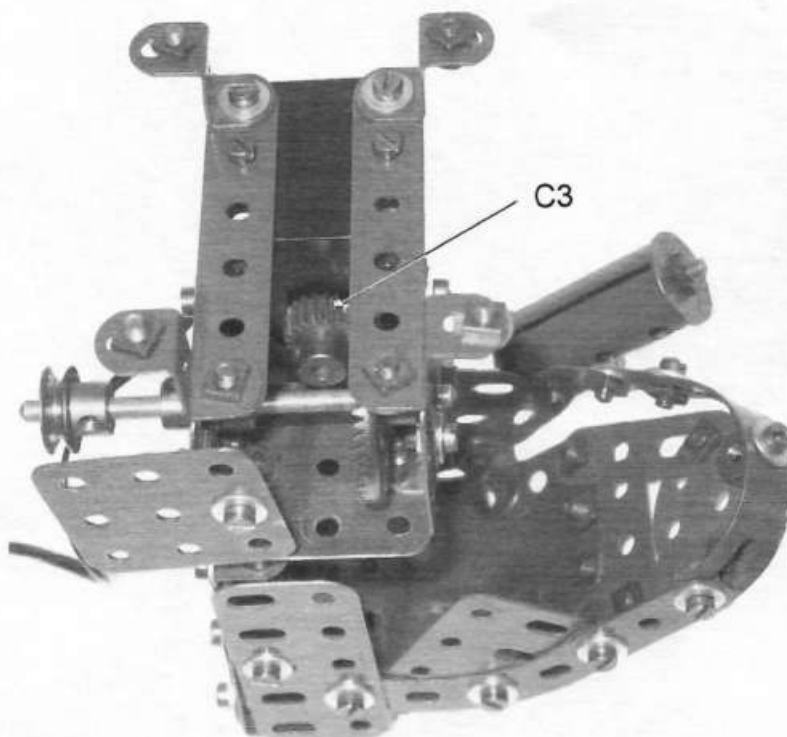
Module M - Baler Chassis Underside View



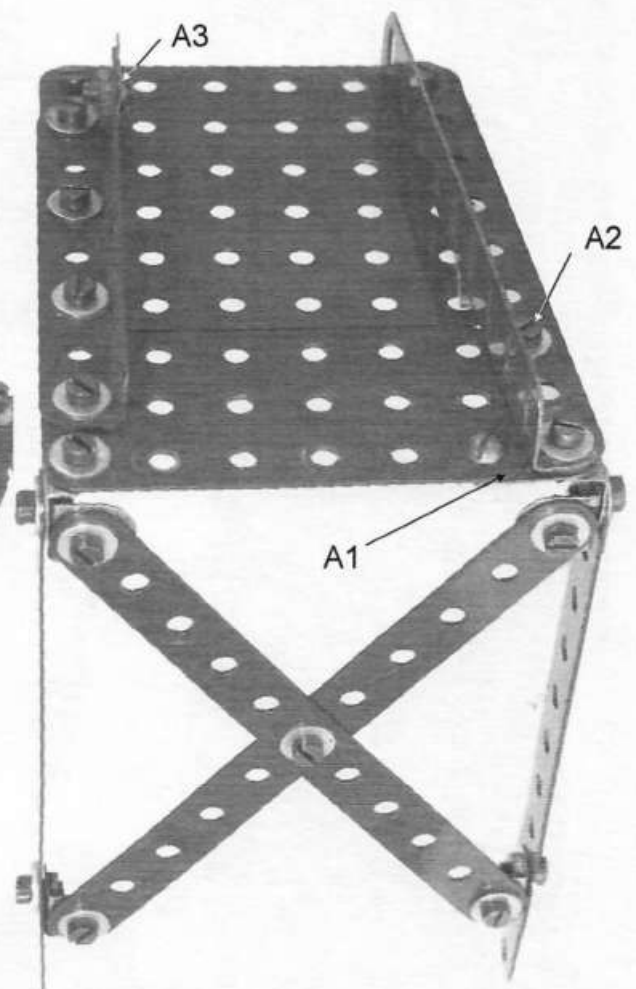
Module C - Motor RH Side



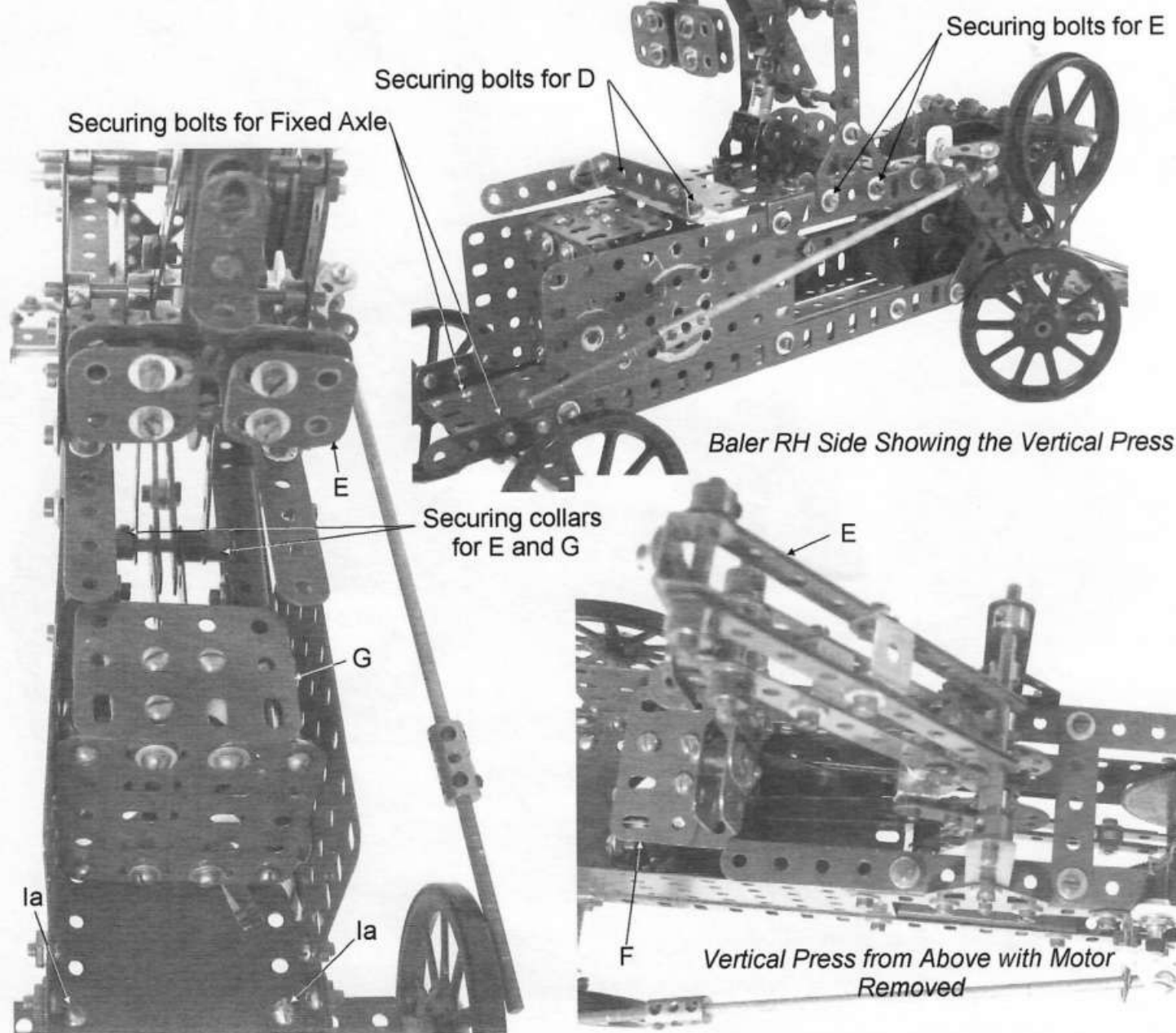
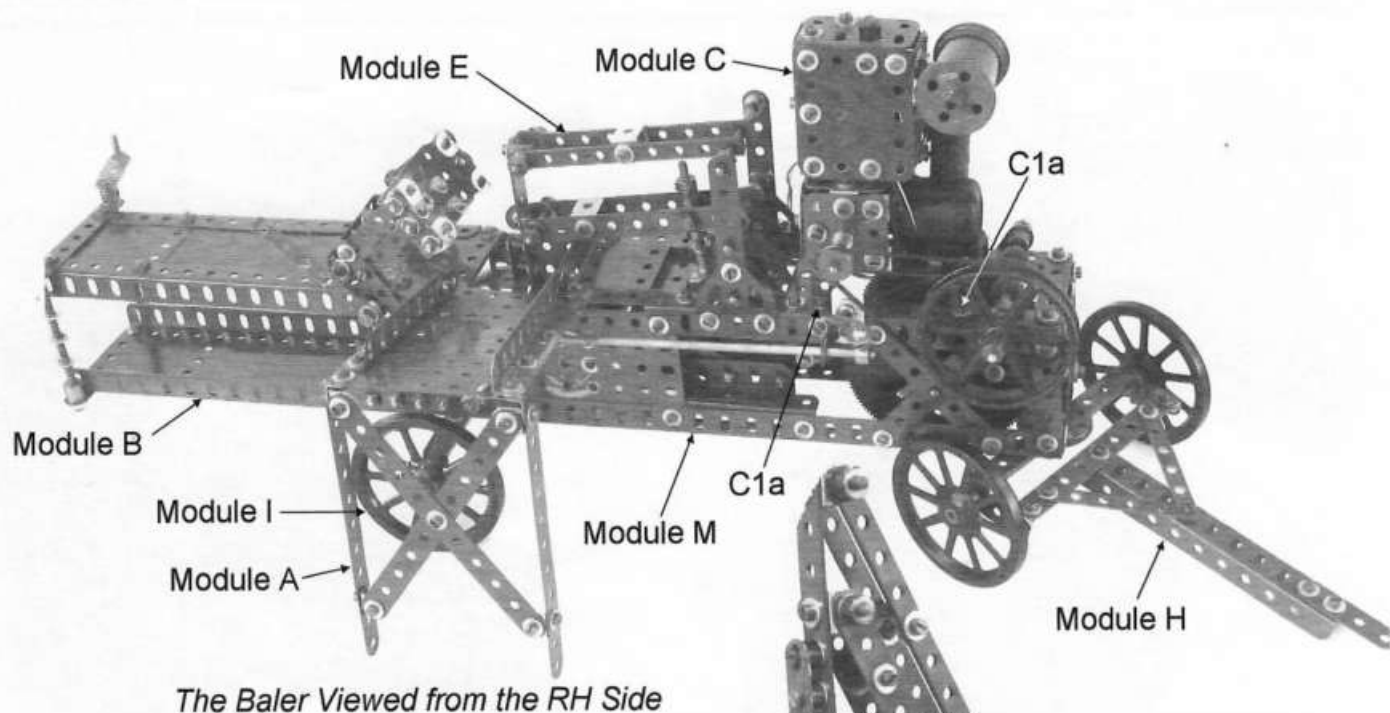
Module C - Motor LH Side



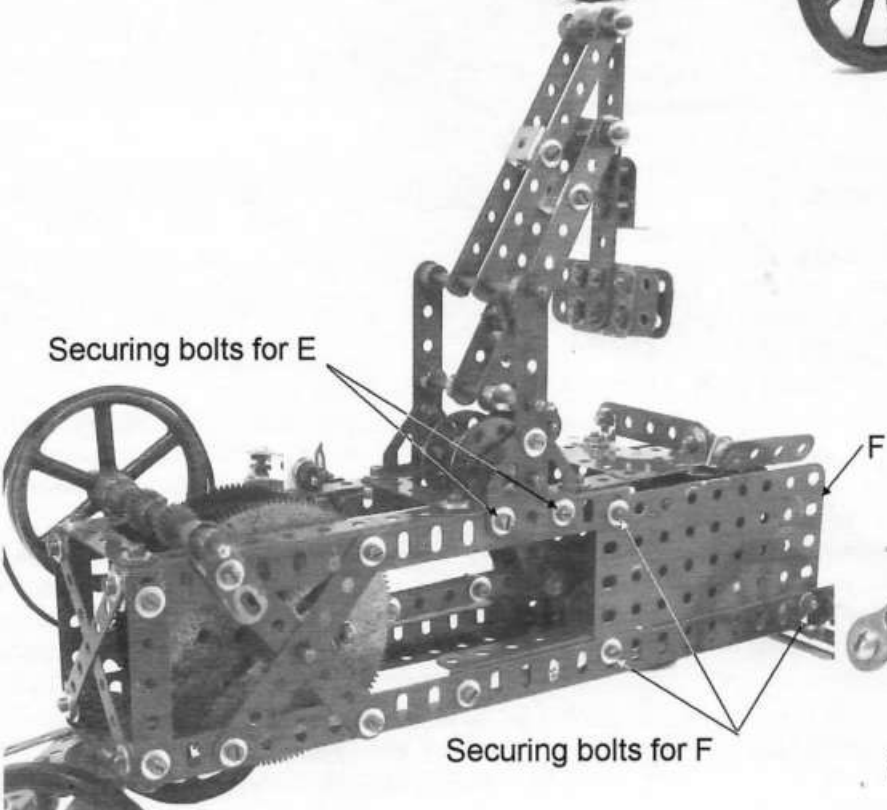
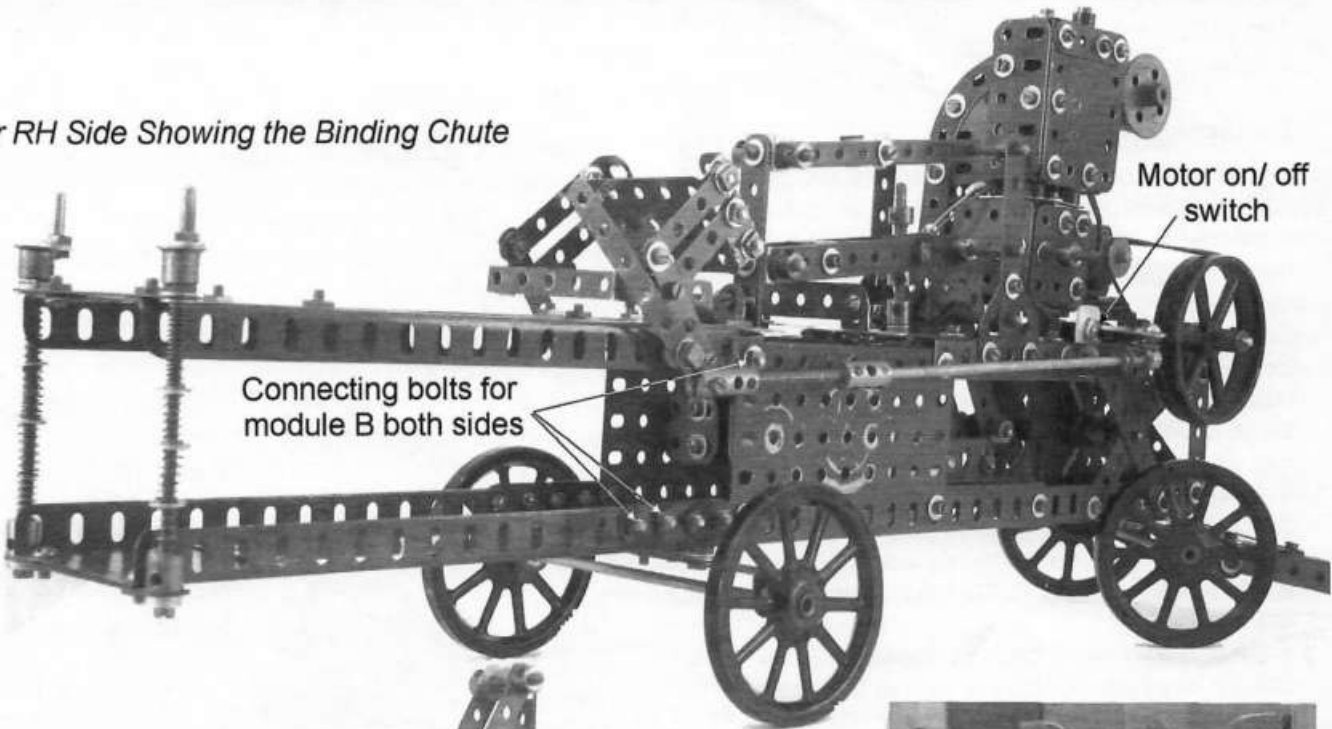
Module C - Motor Underside



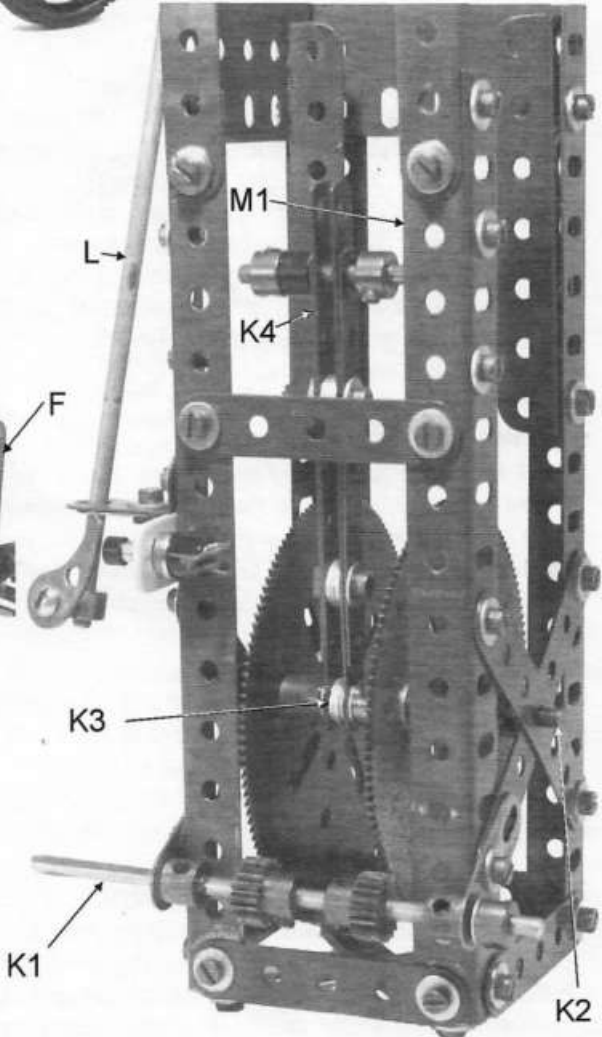
Module A - Loading Stand for Man



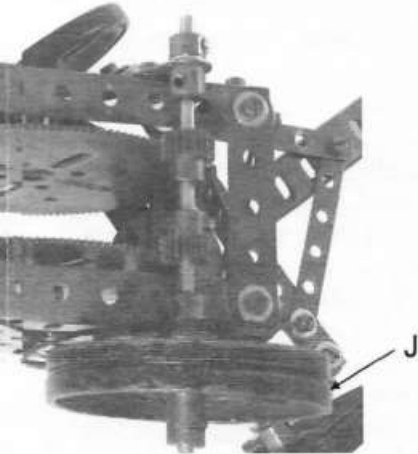
Baler RH Side Showing the Binding Chute



Baler Body LH Side with Motor Removed



The Crank Mechanism From the Top (Motor Removed)



The use of email from the Spanner 2 group is acknowledged

Landmarks of the World set review

1 - No rotating parts in this lot - but a very large lot of structural bits excepting flanged plates. Many strips (including the 'molecular' strips) and a good selection of the smaller flexible plates.

2 - A very large lot of flat girders (when did we last see those?), some angle girders, and other assorted bits that have been rare recently. Brackets, fishplates, some smaller angle girders, and Double Angle strips up the wahzoo, as well as a large quantity of narrow strips and brackets.

3 - Only two axles in the lot, although used only for structural decor, they're ROUND!! Also, even though they have been 'guillotined', they seem to have a chamfer of some sort subsequently applied to the ends. I've not seen anything like it before.

4 - The whole lot is marked 'Made in China'. Despite what anyone may say about that mark, the quality of the finish is, in my view, outstanding. To be sure, most if it is zinc plate, but even that is substantially better than I've seen from Calais in the past decade. The paint work on the flexible strips and plates is also very good (even if I don't care for the colour).

5 - No plastic, except for a handful of the black plastic collars. Dare we hope this is a trend?

6 - The models, with plans given, are pretty ordinary - not much there except if you haven't seen the real thing. All up, I would give this set a 3 for artistic impression, but a 9 for technical merit.

(Howard Wildgrube, Oregon City).

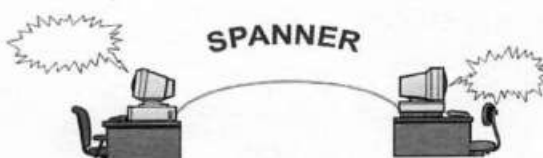
Scaling Modelplans

1 - A Meccano friend had my original blown up to make it the same size as the model I'm building. I also favour a model-sized drawing when building a near-scale model. It is a much easier method than using a scale rule off a different sized drawing, using a calculator, using a slide rule or any other method requiring maths. (Richard Payn).

2 - Cheaper tip using CorelDraw! that I've used recently. Import an image of your subject then enlarge it to your scale size. You can then set it to mark off lengths between points on the model pretty clearly. Cover the thing with them, then print with shrink to fit on A4. If needs be, repeat ad nauseam with subassemblies. (Greg Webb).

Springs for Clockwork motors

All old stock springs would have disappeared long ago. In post-war years, rather than have springs preassembled and retained with a coil of wire, they began to supply the springs just as long strips. These had the ends shaped, looped over the inner Tee - bolt and then wound in between the frames. Thus, the easiest way to fix post-war springs is simply to reverse this process - by hauling on the outer end of the spring to disengage it from the frame and straightening it between thumb and forefingers as you go until you've got it all out. This avoids you taking wheels off and pulling the frame apart. You can then extract the broken end - invariably the inner, re-temper, cut and drill it to suit then wind the



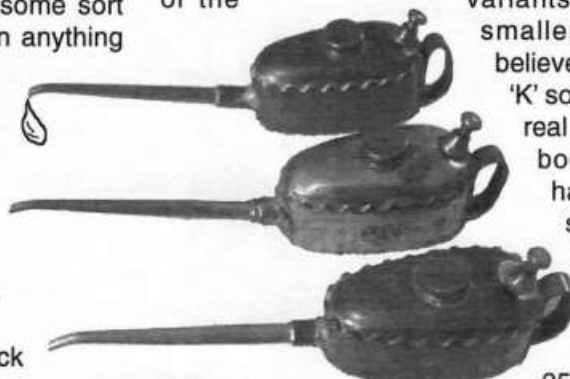
whole thing back in. Inevitably you do lose some spring strength doing this but that may not be critical compared with the joy of having the locomotive running again. Obviously, a new spring

here is better if available.

Broken springs do seem to affect post war locos more - pre-war ones seem to last indefinitely. Perhaps it's a quality thing. (Geoff Brown at Lincoln).

K oilcans

In short we have three, all different. Spout may be either brass or copper, attachment to body may have a reinforcing ring, Oilcan may have Meccano on bottom as in top two cans or on top of filler as in the lowest can in the pictures. All three have K stamped on the nearside. However, one of the

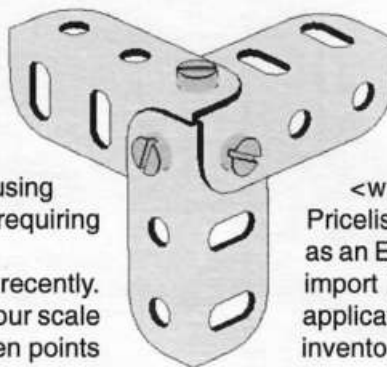


variants not shown, a little smaller and chubbier, I believe, has a separate letter 'K' soldered on, just like the real ones. In above shots, body length excluding handle is 40 mm and spout length is a max of 55 mm, as measured on the centre one. Body height over filler is 25mm and over plunger

is 28 mm. Max body width 20 mm. (Geoff Brown at Lincoln).

Meccano Box Corners

If you fit the Angle Girders together as shown in the attached drawing, you should be able to construct a box. (George Illingworth, England).



Mike Rhoades pricelist

Mike Rhoades' latest pricelist (September 2004) is now on <www.meccinv.com> (Download Pricelists).

Part prices can be downloaded as an Excel spreadsheet, as a .CSV file (for import into other database or spreadsheet applications) and as a MeccInv pricelist for inventory valuation.

A scan of the original, illustrated pricelist is available as a .PDF (Acrobat) file, as well as his current 'Specials List' (sets, cabinets, motors, rare parts, magazines, tools and special offers).

Mike Rhoades can now be contacted via email <www.meccinv.com> for details. (Howard Somerville).

Polyhedra

One way of using your surplus five hole strips is to make regular or semi-regular polyhedra, using six or eight hole wheel disks at the vertices. You'll have to curve the strips slightly with a strip roller, but construction is remarkably easy (but somewhat tedious!). A dodecahedron (twelve pentagonal faces) requires the following: 20 - 6 hole wheel disks, 30 strips (the same length), 60 nuts and bolts.

And if you're feeling more adventurous, you can build a soccer ball shape (12 pentagonal and 20 hexagonal faces)

We Want It To Go To a Good Home.

by John Pond, Cornwall, England

In March 2004 I was invited to exhibit Meccano models at the Liskeard Model Engineering Exhibition held at Liskeard, Cornwall, England. This two day weekend show displays a variety of models, covering those built from scratch to those assembled from kits. The wide range includes model steam engines, aircraft, ships, boats, farm carts and gypsy caravans. Meccano men are warmly welcomed by the organisers, and our models fit in well among the others.

On this particular occasion, I was showing my version of Douglas Muff's model of the Reaper/Binder (knotter not yet working!), a stationary Steam Engine driving a Mamod Workshop, the Caterpillar Crawler Tractor featured in the NZFMM magazine of June 2003, and numerous simple models which the small people were invited to play with.

During the Sunday, a family of four - parents and two young teenagers, a boy and a girl, came by and expressed great interest in the models. The father said (how many times have we heard it?!) that they had Meccano in their loft at home. I encouraged them to get it down and have a go at building some of the models together, and I gave them my telephone number, in case they needed any help. They then moved on to see the rest of the exhibition.

The show was drawing to a close and I was beginning to pack everything away, when the lady of the family returned saying that she had two boxes of Meccano in her car, if I would like to see it. In the boot of her car was a wooden chest and a cardboard box, both of which contained a considerable quantity of Meccano, dating from 1926 into the 1930s.

The lady explained that after a family discussion, they realised they were not going to build any models themselves, and had decided that they wanted their Meccano to go to a good home. Of course, I assured her that it was going to a very good home - a home, indeed,

that was delighted to receive such a useful collection. As you will all know, only too well, I couldn't wait to get home and examine and catalogue my new treasures.

Apparently, the grandfather had sold Meccano in his shop, during the 1930s, and when he finally gave up the shop, parts had been put in the wooden chest, and stored in the attic for years. The condition of the normal run-of-the-mill parts was from reasonable to very poor, as might have been expected after all those years, but amongst it all was parts I'd never seen before, the most interesting of which I have listed below. I'm sure that you will all agree that my weekend had turned out to be very worthwhile!

John's unusual parts (pictured on page 24):

P/N 41	Propeller blades, dark red green tip	5
P/N 57	Hooks, 1908-1940, obsolete	7
P/N 61	Windmill sails, all kinds	30
P/N 110	Rack strips	3 1/2" 1
P/N 110	Rack strips	6 1/2" 4
P/N 113	Girder frames	5
P/N 118	Hub disc	5 1/2" 2
P/N 119	Channel segment, dark red	8
P/N 120	Buffer	6
P/N 123	Cone pulley, early type	1
P/N 127	Bell crank, no boss	1
P/N 127	Bell crank, with boss	2
P/N 130	Triple eccentric	13
P/N 131	Dredger bucket, 1925	1
P/N 131	Dredger bucket, 1929 pressed	2
P/N 138	Ships funnel	1
P/N 143	Circular girder	5 1/2" 1
P/N 145	Circular strips	7 1/2" 2
P/N 146a	Circular plate, dark red	4" 2
P/N 150	Crane grab	2
P/N 156	Pointer (off centre)	4
P/N 159	Circular saw	6
P/N 162	Boiler complete, grey	1
P/N 169	Digger bucket	2
P/N 174	Grease cup	4

Ed. John Pond is in New Zealand and we expect to see him at the Easter Convention.

with the following: 60 - 6 hole wheel disks, 90 strips (the same length), 180 nuts and bolts.

You can build these without the wheel disks (and fewer nuts and bolts) and just join the strips together directly, but that's slightly more tricky to get right. I'm sure all this has been done before, but it uses up a lot of those surplus strips ☺. (Paul McMahon, Cambridge).

Meccano Parts List

I have just completed a major revision of the Meccano Sets Parts Lists I had first made available to all a couple of years ago. Lists are built on Excel spreadsheets, and are available for download on ZIP format from Timothy Edwards' website: <<http://edwards.web.users.btopenworld.com/partlist.htm>> Excel 2000 version is used. Should anyone require files on an earlier Excel version (namely Excel 4) or non zipped files, please drop me a line and I'll be glad to oblige.

There are 4 lists now:

- 1 - UK sets from 1979 to 1981 - Just before demise of Binns Road to end of production in UK.
- 2 - France sets from 1979 to 1988 - French made sets

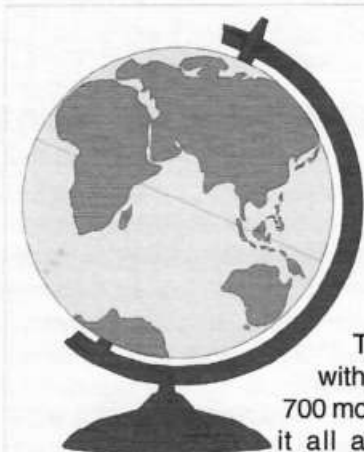
from just before demise of Binns Road to Meccano France revival under Mark Rebibo.

3 - France sets from 1989 to 2000 - French made sets from introduction of Allen bolts to Nikko takeover.

4 - France sets from 1998 to 2004 - French sets (some made in China), from just before Nikko takeover to present day.

Revision consisted on correcting errors and listing many missing or new sets, namely all the ones released in 2003 and 2004.

In spite of all the care taken on elaborating the lists, all I'm sure is that they contain errors, mistakes, omissions or other types of inaccuracies. If you happen to find any of these, please do not hesitate to report them to me, so as adequate corrections may be entered on future revisions. In particular, data on the UK 1980/81 Action Packs Sets still missing (entered in red colour on the sets identification lines on the UK 1979/1981 list) would be most appreciated. (Oscar Felgueiras, Portugal).



Bruce's Choices From Around The World

MW Modelplan 153, Simple Robotic Arm by David Heathcote. August 2004, 12 pages in black and white.

This is a mechanical model with a PDU motor and four P/N 700 motors. Isometric drawings say it all and there is a Parts list. Movements of the arms modules are driven by the motors which in turn are controlled by switches. A control box of levers (see CQ 66) will also be needed.

MW Modelplan 154, Gantry Crane (Set 10) by Tony Parmee. September 2004, 16 pages.

4 pages of colour photos, 10 pages of text, 1 page Parts list. 96" long, 60" high, and 3 PDU motors.

This model has been designed by a ex-structural engineer and therefore is structurally sound. So span the model across an aisle at your exhibition so that the public can walk underneath. The design has three modules for ease of transport.

Southern California Meccano & Erector Club Newsletter, Vol. 28 No 4, September 2004, 12 pages in black and white.

Pick of the articles – The mysteries of why radio control of models receive interference from other models in the hall and how to get around the problem of limited frequencies is discussed in this article.

Also includes Tim Robinson Differential Analyser wins top awards at Vintage Computer Festival, Spanner 2 charter, 1910 Set 6 for sale, Part 2 of YD171 Floating Crane modelplan, Model report from Toronto Hobby Show, Erector Giant Power plant model,

Sheffield Meccano Guild Journal No 87. September 2004. 2 pages colour photographs, 38 pages black and white.

Pick of the articles - Jones KL77 mobile crane Pt 2. Six more large photographs and a page of text delve into the complexities of the reversing unit, lifting and lowering the load, and derrick and jib overwind protection.

Also includes:- Magazine reviews, Track mounted pipeline crane (Metallus caterpillar track system), Lincoln steam rally, Traction Engine simplicity, Show reports from SkegEx 2004, Northern model boat show (July), AOD Converter (Argon Oxygen Decarburisation) molten metal refiner

Runnymede Meccano Guild Newsletter No 56. October 2004. 50 pages black and white

Also includes Meccano news including the new sets Concorde, remote controlled Jeep, Landmarks of the World, White House USA, Design series, Model report from Stoneleigh 2004, Henley Gathering 2004, Review of Motion System sets 3505 and 3506, Modelplan of Konkoly's Walking Nurse, Review of the new VirtualMEC computer software for drawing Meccano models, Roller Bearing with

16_ pulleys, Plastic gears from Junior Meccano and 6 hole Bush Wheels, The speedboat Miss England history and model, Strip Bender for right angles and additional tools, Golden Spanner award criteria, Model Beyer Peacock Garratt Class NGG16 2-6-2 + 2-6-2T, The Ferris Wheel set altered for permanent running, Model report October meeting, Corrections to the Konkoly Heartograph modelplan

Meccano Newsmag No 100, November 2004. 8 pages colour photographs, 36 pages black and white.

Pick of the articles – Steam Engines. Small is beautiful and also fun. There is a horizontal, a vertical and a small mill. They have been made as small as possible but still with moving parts. 8 colour photos and two pages of text.

Also includes:- Live steam walking elephant, Corn Grinder, an Egyptian toy, Constructor Project No 77, Meccano synchronous motor, Liverpool side plate motors, You are all doomed – whither Meccano, SkegEx history, Club reports from Oxtan (Sept), SkegEx (July).

Sheffield Meccano Guild Journal No 88. December 2004. 2 pages colour photographs, 18 pages black and white.

Pick of the articles – Jones KL77 mobile crane Pt 3. This is the conclusion with another 10 photographs and two pages of text.

Also includes Jones KL77 mobile crane Pt 2 correction, Model report (October), Magazine reviews

Constructor Quarterly 66, December 2004, 56 Pages all in colour

Pick of the articles - I chose the Multi controller box as it will always be needed. Five levers control five motors, each lever with the choice of seven positions in the following order:- fast left, slow left, free wheel left, dead stop, freewheel right, slow right and fast right, and all the way back again. The mechanism is all Meccano plus some multithread wire, plastic sleeving, and M4 washers. The actions are all mechanical with no electronic mumbo jumbo. What could be simpler??

Also includes IMTTY, The lost cord conjuring trick detailed modelplan, Live steam six wheel carriage 1829, Robot gripping end effector, Meccanomen of the 1930s, Oshkosh D12 x 10 offroad truck (SkegEx winner 1998), Electronic throttles, Perpetual calendar, Beam engine (miniature), Xmas tree and Tractor in X series, Level luffing crane, Wandering man on a pedestal, Driving and steering tracked vehicles,

Canadian MeccaNotes No 36, Dec 2004, 28 pages in colour.

Pick of the articles - The prototype, Gateshead Millennium Pedestrian Bridge which has a lift capability to allow river traffic pass. The span operates like an eyelid. The model, replicates this action with a careful weight balance between the pedestrian bridge and the counter balancing arch.

Also includes: Model report for Toronto Hobby Show, Toronto Toy shop display, British Columbia Meccano Club September and November meetings, Attila Szakonyi Canadian Meccanoman of the year, First class lever – Seesaw demonstration model, Watt beam engine in nickel, Meccano at the Vintage Computer Festival, Ship Coaler in

(continued on the next page)

MECCANO SONG:

In New Zealand we have to put up with the plagiarism by a chain of menswear shops using the name of our hobby. The Italians seem to have gone one better. David Wall sent me a photocopy of an advertisement for a CD of Italian love songs. Track 9 is "Un Amore per Vincere", composed by Bassani/Aldighetti and sung (or played ?) by "Meccano". I'd be interested to know whether there is an English translation of the name. However it lends credence to the theory that, in 1907, Frank Hornby took the new name for his invention from an Italian source.

MODERN ROBOTS:

I hope Auckland modellers will have visited the "Big Boys' Toys" exhibition last month to see Honda's "Asimo" in action. Their scientists and engineers have been working on this robot for nearly 20 years. It is 1.2 metres tall, weighs 52 kilograms and is designed to move at ease in a normal human environment. It can walk up and down stairs, pick things up and even recognise faces. Our Meccano modellers working on robots have some way to go yet ! After all, Honda has more money than we do.

MECCANO FOR FARMERS:

Because of several references to Meccano in its pages, Robin Rye kindly sent me a copy of "Ag. Trader". This is an internet shopping mail-order catalogue aimed particularly at the farming community. Many of the advertisements are for nappies and other maternity products (definitely non-Meccano!). Others are for large plastic ride-on toys and die cast models sourced from Germany. 'Out to Play' has advertised Meccano elsewhere but this time spells it Mecanno. Near the end of the catalogue we find an impressive 9cm x 6cm colour advertisement for Meccano from our own Wayne Blakely.

A HANGING MATTER:

Michael Threfall has asked on "Spanner 2" if we have ever wondered why a certain type of crane is called a "Derrick" crane. Michael's story is that in London, England, in the 1800's Mr. Derrick was the public hangman. Business was brisk and he found it difficult to fit it all in a normal working day. He devised a system whereby he could execute up to 28 people simultaneously. The system came to be called a "Derrick".

CRANES - LIVE AND MECCANO:

While on the subject, did you know that cranes were named after the flamingo type birds of the same name because of their similar shape. (from Tony Henderson, NZFMMM, April, 1989).

(continued from previous page)

Meccano and other systems, Channel Segment P/N 119 WRI replicas, Canadian Mechantrix replica factory machinery, Andrea Konkoly modelplan rights purchased by Frank J Mrazik (?), Techno set from other systems, CMAMS spare parts purchase scheme update, Emile Amirault models, George Bannerman and the Grandparent school experience.

**MECCANO FOR CHRISTMAS:**

Toyworld's Christmas catalogue has a half page (vertical) showing the Meccano Play Bucket of parts as well as two of the Motion System sets. The other half of the page is for Lego sets. Curiously, most of the whole next page is for K'Nex models.

STILL WORTH US\$26,000?:

Sixteen years ago a 40ft. tall Meccano model of the Eiffel Tower was erected, in appalling weather conditions, on the Wolman Ice Rink in New York City. It stayed out in the open all winter. Meccano/Erector used standard steel nuts and bolts and standard Meccano tools for the job. It was said to have used 18,762 Meccano parts.

Recently it was for sale on e-bay for US\$26,000. (Ed. Barclay on "Spanner 2").

COWBOYS AND ———:

We were lunching at Georgie Pie (that dates it!) restaurant in Greenlane, Auckland. Our grandson, Timothy, needed something more from the counter where two of the attendants were Fiji Indians. When Tim returned to our table I said casually, "Did you ask the Indian gentleman?". "No," said Tim, "He didn't have any feathers around his head".

THREADED RODS:

If you need to fit a pulley or gear on a threaded rod or a long bolt, tighten a nut each side of the wheel. Don't use grub screws if you can avoid it as they may damage the threads. A run through a die will restore most damaged threads.

SPECIAL EDITION CRANE SET:

The 100th Anniversary Crane set no. 7080, issued in 2001, has been reissued by Meccano France and renamed the "Super Construction" set. It is made in China and is in a newly designed box/case.

ANOTHER BUILDINGS SET:

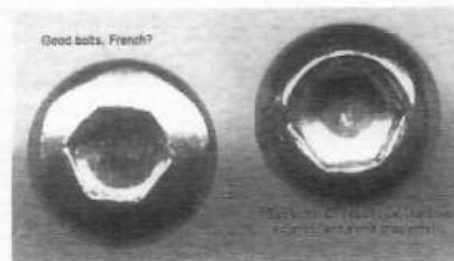
Following on from the Eiffel Tower, etc., "Landmarks" sets, Meccano France has re-issued set No. 0516 which builds the US Capitol building in Washington, DC. It comes in a metal box like the Ferris Wheel set did and is priced at US\$50 at 'Toys R Us'. Except for the two domes which seem to be moulded or spun aluminium, it is mostly steel parts. (Madhav Bhalero on "Spanner 2").

REGULARITY:

"In my opinion it is the regular every two monthly arrival of our magazine that is one of its greatest attributes". (Bruce Neilson, January, 1988). Ed. Hoist with his own petard!!

Chinese Bolts

The latest International Meccanoman reports a Meccano quality problem discussed on Spanner. It seems that bolts in the sets produced in China have a poorly shaped recess for the Allen key making it difficult to apply adequate torque for tightening. Which is probably just as well as the heads sometimes break off!



MWT Model Report from the 121st Egmont A & P Show held at the Hawera Showground Friday 19th & Saturday 20th November 2004.

by Alistair Tong.

Both days were fine with some cloud and pleasant temperatures. A steady stream of patrons came to view the models displayed in the Edna Wills Hall - Home Industries section. (Flowers - vegetables - knitting - embroidery - cooking - photography and children's art were also on display in this Hall).

A table of approx 4 x 3 metres was shared with K'Nex and Lego models plus a battleship model in wood. Some models were battery driven and others required mains power. Selwyn Bluett had a push switch mounted on the wire netting protective cage. This enabled viewers to activate his excellent single cylinder engine and see it working. He won First prize with this model in red and green.

Adjacent to the display table was a work trestle on which we had Meccano pieces available for discussion with the public. This comprised of samples of Junior Meccano (plastic) - Red and Green - Yellow and Blue (metal). John Freer had purchased from Dick Smith in New Plymouth a 'best of 50 models' set just to 'sock it to them' that Meccano was still currently available in the shops. Alistair

Tong had rifled the shelves of the local Toyworld shop and had samples of their stock scattered on both tables for all to see - touch and feel. We also had a 2004 Dealers Catalogue to refer to.

Sample comments from spectators:

"I built a crane with a clock work motor once. Attempted to lift fathers' boot off the floor. Only managed a lift of a couple of inches until further work on the gearing - ropes and pulleys!"

"Teaches children patience - needs discipline and co ordination to finish models. Encourages thinking to solve problems. All good attributes to have in today's world."

"Removed a clockwork motor from an uncles wind up gramophone to power a model! Dumped the oak wooden cabinet in the river!!!"

"Gee - I only had a small set with very few parts. Never

enough parts to make complicated models like those on display."

A good effort and a very rewarding time. Thanks to Daryl - Robin - Selwyn & John for being there. A big thank you to other club members for providing models.

Quote from the South Taranaki Star at the conclusion of the show presidents report- attributed to Dr. Johnson "If your tired of the Egmont A & P show - then you are tired of life." Could apply to Meccano???



John Freer's Biplane received a special award.

Results:

Class 1297 - 1st John Freer - Truck Crane

Class 1297 - 2nd John Freer - Quad Bike

Class 1298 - 1st Selwyn Bluett - Single Cylinder Engine

Class 1298 - 2nd John Freer - Horizontal Steam Engine

Class 1298 - 3rd Alistair Tong - Mono Plane

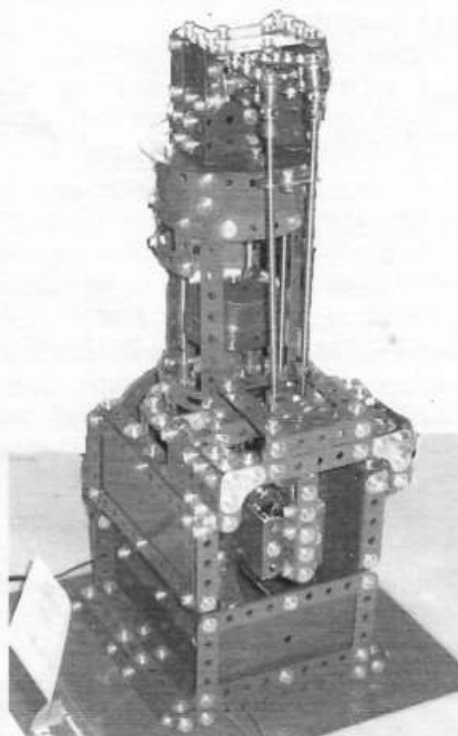
Class 1299 - 1st Selwyn Bluett - Scooter

Class 1299 - 2nd Bruce Geange - Tractor & Plough

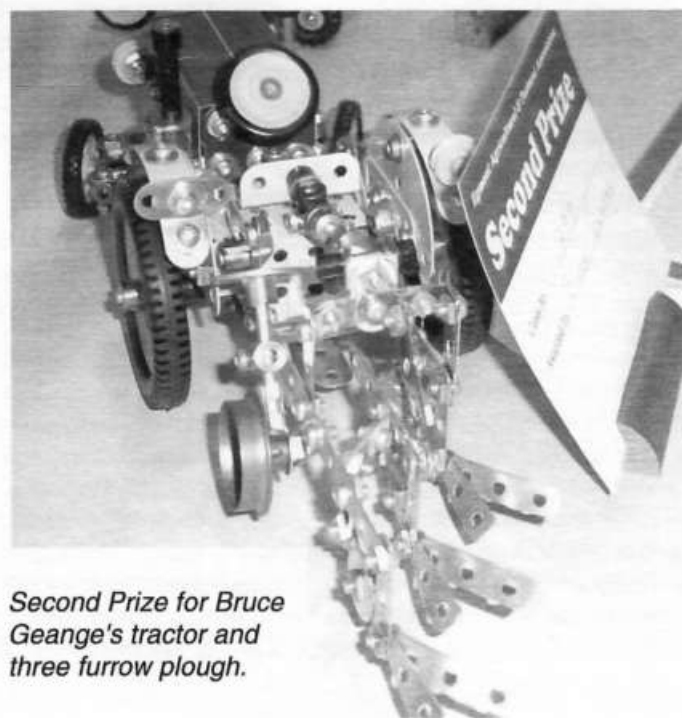
Class 1299 - 3rd Paul Vodanovitch - Crane

Other models on display were a Traction Engine - Vintage Car - Biplanes - Helicopter - Hedgecutter - Railway Gun.

An excellent turnout and thanks to all.



Selwyn Bluett's Steam Engine



Second Prize for Bruce Geange's tractor and three furrow plough.

Auckland Meccano Club Report

by David Wall

The Auckland Meccano Club's first meeting of the year was held on Saturday 12th February at Merv. and Bev. Mexted's beautiful apartment overlooking Stanmore Bay on the Whangaparaoa Peninsula.

A total of 22 members including partners, were present.

Apologies were received from:-

Roy and Gary Forster; Rob Campbell; Evan Lewis

Models displayed:-

Bugatti racing car – William Irwin; Robotic hand and tractor – George Ovenden; Ancient breakdown truck – John Pond; Gyroscopic walker and radio controlled jeep – John Denton; Tower crane and Empire State Building – Anthony Caldwell; Drill press, intermittent gear, aircraft, jeep and Meccano cricketers – Rick Vine; Meccanograph, Penny Farthing bicycle and miniature tank and aircraft – Bob Pentney.

Merv, our host, opened his Meccano sanctum for our delectation. In this were displayed a wide variety of models

ranging from a Mechanics Made Easy "B" Set to the latest offerings from France. Merv. also demonstrated several interesting models from the opposition.

Our guests from "foreign parts" – John and Pamela Pond from the UK and Peter Kessler from Switzerland added an exotic flavour to the meeting.

The main topic of conversation was the forthcoming Convention. Peter Hancock, our Secretary and Convention Convenor, chaired this discussion. It gave us the opportunity to sort out last minute details and allocate duties. As usual the ladies expressed their willingness to participate in the event by organizing, amongst other things, the provision of the all-important vittles.

Peter also displayed a most attractive Convention badge and logo which I am sure will meet with the approval of all members. This was followed by our usual lavish afternoon tea.

The next Auckland meeting will be held on Saturday 14 May, 2pm, at the home of Peter and Jan Hancock, 1 Orangewood Drive, Howick. For further details of this meeting please phone Peter on (09) 535 5355.

Exhibition 2004

Melbourne Meccano Club Inc.

by John Ince

Once again the MMC has produced a fine magazine to commemorate the club's annual October Exhibition. This year the Editor is Lindsay Carroll who has taken over the role from Bill Fitzgerald. As far as the Exhibition is concerned Lindsay has this to say in his editorial:

This year marked the centenary of the first public exhibition of Meccano... well, alright, Mechanics Made Easy... models conducted by Frank Hornby in Liverpool. Tony Press has written an article on this interesting piece of history, which you will find on page 18. Our Exhibition Sub-Committee adopted this as a theme for our exhibition this year.

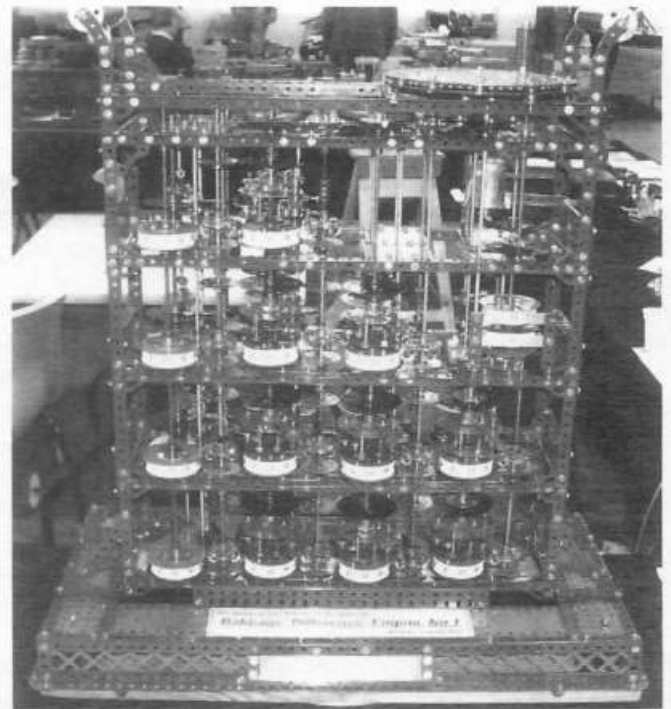
Tony Press's article provides some good background of this historic event.

Of special interest in the magazine is a description of Charles Babbage's Difference Engine No. 1 This extraordinary machine was reproduced in Meccano by Tim Robinson and one of the features of the Melbourne Exhibition was Graham Jost's version. The cover of the magazine reproduced opposite has an excellent photograph of Graham's model.

An unusual exhibit described on page 21 is the working Meccano Theatre made by Rupert Alexander. A number of picture in colour give readers an inside look at the various acts.

Lou Nichols was at this exhibition and his comments were in the December 2004 issue of the NZFMM magazine. If you would like a copy of the MMC magazine it is hoped to have some available at Convention 2005.

EXHIBITION 2004



Inside:
Babbage's Difference Engine rebuilt in Meccano
100 years on from the first Meccano Exhibition
An amazing fully functioning theatre in Meccano



Meccano at Te Manawa

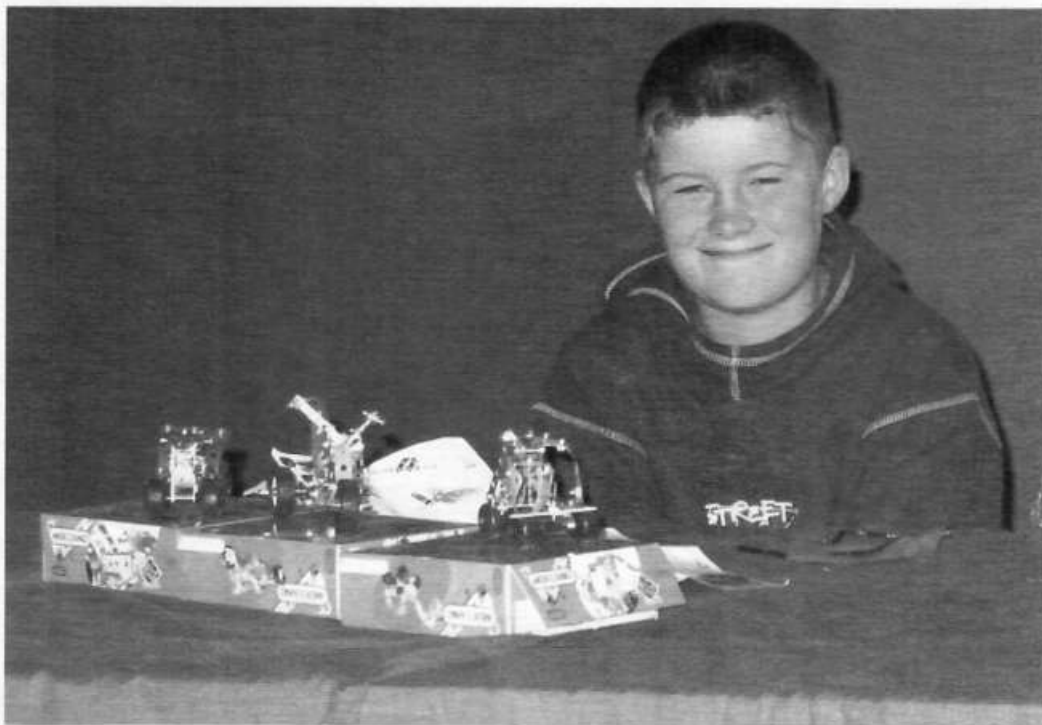
by Bruce Neilson

The Te Manawa Museum at Palmerston North ran a children's program over the school holidays, Dec 2004 and January 2005. The theme was construction and deconstruction under the title of "Buildit". Sessions were set up where 'experts' (mainly adults) from various clubs (model railway, plastic kits, model aeroplanes, etc) were to be on hand for help and advice while children assembled kits, made scenery and buildings for the model railway and suchlike. The museum has collections of K'Nex and Lego so a theme was set for a day and it was a hands-on to build with these mediums. There was also a large collection of broken electronic and mechanical appliances to be taken to pieces.

Bruce Geange, John Hansen and myself were roped in to provide a Meccano workshop. Nine afternoons were scheduled where the child purchased one of the small boxed sets in the Design Starter Series (2711 Motorbike and Sidecar, 2712 Four Wheel Motorbike, 2713 Helicopter, 2714 Mechanical Digger, 2715 Ski Mobile, 2716 Boat) and could sit down and assemble their model with expert advice on hand and then take their model home. From our own resources a separate set of the six models available in this series were assembled by us so that not only did the child have the printed sheet of instructions to follow but also a completed model to handle and turn over to clarify any confusion. We also test ran assembly with Bruce's grandsons. The outcomes were that eight years of age was the minimum unless a parent took a major hand in helping their child. The small scale of these models with as many as three nuts to be fitted inside a P/N 11 Double Bracket made for a balancing act of the Nut on top of the Bolt thread to get the Nut started a disincentive. Some children who had experienced Meccano before (through grandparent or parent) had little difficulty. On the other hand

other children's total inexperience required help in the basic idea of turning a nut on a thread as opposed to the pressing down method of Lego.

The museum invested considerable resources in time, effort and money in setting the mezzanine floor up with work areas and a full time employee/attendant/helper but in my opinion totally inadequate advertising. Attendances were poor and



the Meccano stand attracted about ten children over the nine afternoons. The other workshops fared little better with some 'failed to show up' experts from other clubs not helping.

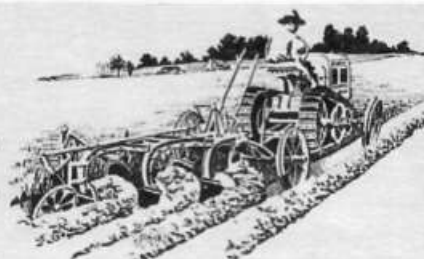
For all that the three of us had an enjoyable time (laptop computers came to the rescue and some work got done in the slack time) and gained experience in what is unknown territory for us. In my opinion the current sets do not provide a good introduction to the concepts of Meccano and we intend to explore the ideas of the 1960 - 1970s No 1 set plus as expounded by John Westwood in his 20 model isometric model sheet.

The young man in the photograph is Julius who has Meccano at home and assembled three models in three hours with no help from us while waiting for his grandmother to collect him. He restored our faith in the children of today with good manners and excellent Meccano building abilities.

The Bates Steel Mule Tractor 1918

This curious tractor was featured in the December 2004 issue of this magazine when Bruce Geange's Meccano model was described on pages 4 and 5. Here is the illustration on which Bruce based his model. As far as we know he has not yet tried pulling a plough with the model!

Length, 105 in.
Width, 62½ in.
Height, 58 in.
Width of Space to make Complete turn, 16 ft.
Speed—High Gear (miles per hour), 3.5 to 4.5.
Speed—Low Gear, 2.33 to 3.



Motor, 4 cylinder.
Overhead Valve.
Size of Cylinder—Bore, 4½ in.
Stroke, 6 in.
Total Weight of Tractor, 4,000 lbs.
Width of Crawler, 10 in.
Pressure per square inch on Treads, 3.5 lbs.
Fuel used: Distillate or Kerosene.

PULLING 3 FURROW 14 in. PLOUGH.

The Bates Steel Mule

MWT Xmas**Dinner 27****November 2004**

by Bruce Neilson

Following tradition, the MWT club members and family friends made the December meeting our Xmas dinner at Hawera. The program included optional prearranged visits to the newly renovated Water Tower and Tawhiti Museum. The tower has been closed for five years and had over a million dollars spent on the restoration and is now open for climbing up.

The actual dinner was at Dairylands on the corner of Whereroa Road and SH3. This complex has displays and hands on experiences relating to the dairy industry. The dining area is mounted on a slowly revolving milking platform with the consequence that when you come back from refilling your plate, your table and friends have 'disappeared'. Very disconcerting for first time diners ☺



What did Tom Pittams say that made both Lou Nichols and the cow look the other way?

The picture is a carefully chosen moment when the large fibreglass cow which stands on the front lawn was lined up with the diner (Tom Pittams) sitting inside the glass walled restaurant.

Meccano at the Feilding Rotary Club Xmas Cave

by Bruce Neilson

John Ince and I again set up a display of Meccano models at the annual Xmas Cave (I think last years success had something to do with it). The criteria is that the various stands are enclosed in wire netting etc, are unattended, and have to run for ten days up to Xmas eve. Rotary charge

an admission fee with the proceeds going to charity. Our space was about 8' by 6' and as we found out too late, bring your own tables. We scrounged around and came up with a semicircular piece of particle board and trestles. A borrowed bed sheet provided a blue background for John's Aeroplane and banner and the table got covered and a good collection of models. Empty Meccano set boxes gave vertical height to the display. Our innovation this year was to supply electricity to some of the models. A slow release pushbutton switch was built into a security box (painted

white) and mounted close up to the wire netting front of the display. Push the button in and for the next thirty seconds the Unicyclist, Windmill, Beam Engine and two revolving display stands carrying Motorcyclists burst into movement. More surprisingly the models lasted out the ten days with no attention and became one of the most popular displays.



Welcome to my first column for 2005. I trust Christmas was a happy and contented time in your household and that 2005 is full of lots of new challenges. I have lots of exciting items to report to you this month so let us get into it.

Our items are:

Plastic Meccano Set 400. This was the biggest Plastic Meccano Set when they were introduced. This set is nearly 100% complete and includes instruction Manual. Looked really nice and sold for NZ\$70. This set contains the rare plastic gear wheels.

Meccano Shuttle (Part No 104). This item always sells well and this one being in lovely condition sold for approx. NZ\$400.

Bayko-Oak. Bayko was a product Meccano purchased in the early 1960s and prior to that it was manufactured by Plimmerton. For a short period in the 1930s (when Bayko began) Bayko issued some bricks which were mottled brown in colour-they were commonly called Oak Bayko. This lot on eBay consisted of 150 full bricks, 64 half bricks, 120 right angles, 6 step sections, 2 chimneys, 60 windows, 7 doors, 11 pillars, 2 roofs, 2 bases, and a 72 page booklet in poor condition. This collection was only a few pieces short of a Deluxe No 6. This stuff is rare and sold for NZ\$3300.

Meccano Radio Crystal Set-Circa 1923. This is the No 1 set in its original box and headphones. Upon research there was only one set produced and it was either fully assembled (53 shillings) or as a kit (45 shillings)-a lot of money in 1923. Sold for one of the highest prices seen lately for Meccano on eBay-approx. NZ\$10,700.



Mogul All Steel Mogul Wagon Army Vehicle.

In very nice condition with a great box. A steal at NZ\$50. These are very collectible items.

Meccano Magazine December 1925. This is the classic December

issue-always bigger than the other issues of the year and this one is particularly nice as the cover shows a small boy talking to the steam locomotive engine driver-a classic cover. Every Meccano boy should have a copy of this one-sold for NZ\$80.

Meccano High Voltage Motor No 2. Sold by a local eBay this rare 1925 motor with its lamp reduction board is in good condition and came with its original box. Sold well at NZ\$1230.

1936 Meccano Foundry Kit. This set was made in the USA in 1936 and it came in a oak box which measures 15 1/2" x 12" x 3 1/2". The set had all but 2 or 3 items present and looked in nice condition. Not a common item and came with the correct instruction manual. Sold for NZ\$400.

Hornby Speedboat No 3-Condor. In original box with original paperwork, instructions, key, etc. Nice item in cream and red. Sold for NZ\$960.



A bottle of Meccano Lubricating Oil. This rare glass bottle of Meccano Lubricating Oil, unopened with original sealed cap for use with Meccano models, Motors, Trains, etc. The bottle is 100mm tall and sold for sixpence in



1935. Today's value is NZ\$800. How much per ml???

Dan Dare Space ship Kit. Not Meccano but on same principle. With this kit you can build five different Dan Dare Space Models. Not boxed and instruction manual is a photocopy-an unusual item and sold for NZ\$160.

Meccano Construction Set 1000. Came out in the late 1970s. Set is all original and looks complete. Has the original instruction manual and stickers. Box has two splits to the corners. NZ\$80 was the sale price.

Now let us look at some train set sales and to finish a nice Dinky set.

Bassett Lowke Princess Elizabeth Clockwork Loco. In reasonable condition for age (60 years old). Colours are Red and Black and includes key. Lovely item and good value at NZ\$730.

Bassett Lowke O gauge Flying Scotsman 12 volt. Dating from the early 1930s. This 12 volt Flying Scotsman is in superb condition and is in original condition and runs really well according to seller. Was housed in a custom box (not original) Colour Green and Black LNER 4472. Sold after spirited bidding for NZ\$2365.

Hornby O Gauge 20 volt Trainset 1930s. A nice set in well played with condition. Been in the same family since new. Items include: Special Tank Engine LMS 6781, 4 small carriages and 1 long open carrier, Transformer and Automatic Circuit Breaker, Engine instruction Sheet, Circuit Breaker Leaflet, Hornby Book of Trains 1938-39 plus Track.. Sold for NZ\$1650.

The Dinky set to finish is the Dinky Toy Set 24 (on Page 42 of the Hornby series Vol 4). The colours vary from that colour plate. The set comprises of 8 cars (came out in mid 1930s) in a presentation box. The box is a mottled blue in colour and each car lives in its own recess within the box. All the cars are complete except for 24c which had slight damage. All the paintwork is average and there is



sign of metal fatigue but this is limited. The box is nice and sound. After 25 bids the winner paid NZ\$8000.

Well that is all folks until next time, enjoy

your collecting and model building.
Happy New Year. John Hansen
<happypastimes@ihug.co.nz>

email

New Zealand Club Diary 2005

Auckland Meccano Club.

Contact - David Wall - Ph 09 426 1965.

Meetings at 2 pm on second Saturday every third month.

May 14 at 2.00 pm at the home of the Hancock's,

1 Orangewood Drive, Northpark, Howick,

August 13 at 2.00 pm at the home of the Carey's,

23 Eaton Road, Hillsborough,

November 12 at 2.00 pm at the home of the Wall's,

45 Kath Hopper Drive, Maygrove, Orewa

MWT Meccano Club.

Contact - John Hansen - Ph 06 325 8211.

Meetings at 2 pm on second Saturday every second month

at St. Luke's Church Hall, cnr. Cornfoot and Manuka Streets, Wanganui.

2005 - 9 April, 11 June, 13 Aug, 15 Oct, Xmas dinner.

Wellington Meccano Club.

Contact - Lou Nichols Ph 04 973 6177.

Meetings at 7.30 pm on first Friday every second month at ?? (contact Lou to get place of meeting).

2005 - 1 April, 3 June, 5 Aug, 7 Oct, 2 Dec.

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.

2005 - 4 Mar, 1 April, 6 May, 3 June, 1 July, 5 August, 2 Sept, 7 Oct, 4 Nov, 2 Dec.

Additional Meccano Contacts

Hamilton - Don McClelland Ph 07 847 4503.

Hawera - Daryl Anderson Ph 06 278 7666.

Kapiti Coast - Bob Prescott Ph 04 905 2963.

Napier - Trevor Adam Ph 06 843 4837.

Palmerston Nth - Bruce Geange Ph 06 357 0566.

Wanganui - Tom Pittams Ph 06 345 9099.

Internet sites

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

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

Articles etc. for the April 2005 issue of NZFMM Magazine should be sent to the Editor well before 7 April 2005.

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



Hornby Spanner/ Rail Gauge

Sold for \$30

These are some of the unusual parts auctioned at the MWT February 2005 meeting.

Buy, Sell, Auction, & Exchange.

Advertisements in this section are free.

First insertion will be printed in full.

Subsequent identical insertions (max. one) may be abbreviated to fit space available.

For Sale - Meccano Parts and Sets

We accept Visa and MasterCard, cheques, cash or direct debit to our bank account.

To make it easy, shipping is at one fixed price (depending on region), regardless of order size.

Contact Andrew & Vivien Wells, MeccParts.com, PO Box 26179, Epsom, Auckland 1003, Phone (anytime) 09 523 4447, Free fax 0800 MECCANO, Email <andrew@meccparts.com>.

For Sale - Meccano Supplies.

Wayne Blakely, Meccano Supplies, Patikipapa Road, RD 1, Marton. Phone 06 327 6184, Fax 06 327 4184, New email address <info@meccanosupplies.co.nz>.

For Sale - Exacto Range.

To order Exacto parts, contact Wayne Blakely, Meccano Supplies, Patikipapa Road, RD 1, Marton. Phone 06 327 6184, Fax 06 327 4184, New email address <info@meccanosupplies.co.nz>.

Internet Agent Available

Do you have Meccano and other items for sale and would like to reach a New Zealand or worldwide audience? Then why not list them on an on-line auction. I am offering my services as your agent on the New Zealand TradeMe auction site and on the international eBay site. I have years of experience on both these sites. The prices you will realise will be the market value of your goods and the only cost to you is my commission. All items are dealt with in a professional manner with adequate research, quality presentation and pictures which will enhance your sale. All queries, packing and posting are handled by me and at the end of the auction, a detailed statement is supplied along with your proceeds.

An additional service I can provide is to search, on a daily basis, for items you wish to acquire and report back to you via email the results of these searches.

Looking forward to hearing from you - John Hansen, Phone 06 3258 211, email <happypastimes@ihug.co.nz>



P/N 121 Train Coupling

Sold for \$22

P/N 173 Rail Adaptor

Sold for \$61



This is the picture of the parts listed on page 15 for which John Pond generously offered to provide a good home!

Product Review – Doug Harris Signs, Labels, Posters



Meccano small parts tin labels.

There are three each of four labels nicely done on photographic paper. The pictures have been cleaned up and would be considered in mint condition. They are 2mm oversize to allow trimming to exact size of your tin and then glue on.



Meccano signs.

Red 'MECCANO' on a yellow background 300mm x 105mm. Green and black 'MECCANO Engineering for boys' on a yellow background with green border 260mm x 80mm. Epson inkjet glossy finish print on heavyweight paper. Very suitable for exhibition displays.

Poster

'Toys of Quality' retailer advertising literature 1929-1930 150mm x 110mm.

Full details of prices, ordering, etc for these items and other Meccano replica literature can be found on Doug's Internet site at <<http://www.geocities.com/hornbymeccano/>>



All these items are high quality replicas of original Meccano Ltd artwork and for the Meccanoman who has 'orrible' parts tins or would like to decorate his wall or exhibition stand, I would recommend them.
R. Bruce Neilson (Editor).