



NZFMM MAGAZINE

Volume 29 No 2

April 2005



*These two pictures were what inspired Lou Nichols to build a **MECCANO** Parrot and Jigger and win for him the First Prize in the Colour competition. Details of this unusual model may be found on page 5.*



NZ Federation of Meccano Modellers Magazine

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

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

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Convention Reflection

It is Wednesday, 31 March 2005 and three days after the Convention and I am still buzzing. Was that a great Convention or what? We (and that includes you) talked, photographed, sat, laughed, yawned, ate and drank, entertained, coped, mended models, knitted (here and there), gritted our teeth when a member of the public thought we should be providing Devonshire teas for the public(!), removed nasty children, answered lots of questions, listened to reminiscences from lots of grandparents, watched the wonder in little children's faces, heard the laughter of an excited intellectually handicapped girl, spent money on parts, sets and auction items, learnt some of the possibilities of computer control, marvelled with wonder at some very advanced Meccano models demonstrating esoteric mathematics, neglected spouses and partners, was allowed to drive Simon Moody's crane (me!), fed and watered the ravenous horde, and cleared the hall in record time. And we are going to do it all again in 2007 at Upper Hutt!

Our overseas visitors came from England, Australia, Israel and California, brought models, and tell me they had a great time. Thank you NZers for making them feel welcome.

From behind the scenes, public shows put on by small hobbies like us, are starting to be at risk with the price of halls rising, a plethora of rules and regulations (with attendant costs) from local bodies, OSH, etc and the aging of participants (we missed you, Don Wilson and Lloyd Spackman).

My bags and boxes are still on the garage floor waiting to be unpacked. The models will be checked for wear and tear, rubbed down to remove excess oil and contemplated for that awful decision. Will it be "Farewell long and faithful servant" and out with the screwdriver, or "Well done, you will be going to another show!". Thinking of which, how did your model(s) perform in the heat of travel and two intensive days of running? There is a considerable difference in quality of construction between a two day exhibition and 10 minutes running at home. And there were only a few 'hands on' models for the 'littlies'. We did not do very well in that department so think about it for 2007.

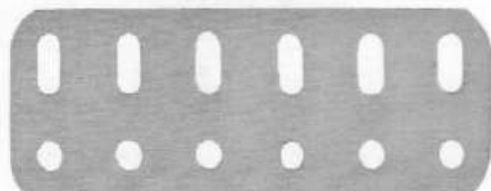
Before I get too sentimental, "Well done everybody in Auckland" for a great convention and please sort out your traffic problems. I got lost three times between the motel and going south on the motorway when going home on Monday ☺.

R. Bruce Neilson

(A hobby is that which gives the ego credit and the bank balance debit.
(Quote from Mike Stoodley))

Contents

2005 Convention - President's Report.....	3
Prize Winners in the Easter Convention Competitions.....	4 & 16
The NZFMM Magazine Editor Reports to the AGM.....	4
The Parrot and the Jigger.....	5-6
Convention 2005 - Overseas Visitors.....	7
Commentary on the GMM.SML.5 Road Locomotive....	8
Obituary - James (Jim) Crarer.....	9
Important Dates and Actions.....	9
What Our Readers Think.....	10
You, Divorce, And Meccano.....	11
Pictures at an Exhibition.....	12-13
Spanner.....	14
"Samantha" - 1929 Foden Steam Tractor.....	15
After Dinner Chocs.....	15
Bruce's Choices.....	16
Lloyd's Bits and Pieces.....	17
Peter Kessler in New Zealand.....	17
Club Diary	18 - 21
John's eBay Auction Column.....	22
Buy & Sell.....	23



**Daryl
Anderson's
President's
Report to the
NZFMM AGM
27 March 2005.**



On behalf of the Auckland Meccano Club, I welcome you all here for the 2005 Convention. It is especially gratifying to welcome our overseas guests. I would like the visitors from far away to stand and introduce yourself with your name, your partner's name and where you are from.

Sadly I have to report the passing of our members, Jock Clouston of MWT Club and Bob McCracken of Auckland club. We offer our condolences to their families and ask you all stand for a minute's silence to remember these Meccanomen no longer with us.

Thank you.

My term as President started at the Hawera Convention in 2003, it's hard to believe that was two years ago, how time flies.

As I see it Conventions have three main objectives:

1 - A gathering of like-minded individuals to show models to their peers, discuss Meccano matters, gain knowledge and fellowship, some of whom only see other enthusiasts every two years as they live too far from a club.

2 - To open the event to the public who get to marvel at the things we do (and pay our costs in the process!).

3 - To encourage others to get building with Meccano and join clubs and the Federation.

Objectives 2 and 3 are catered for between Conventions by displays in most parts of the country by groups ranging from one to a whole club involvement.

The NZFMM Magazine has grown to be a world-class publication with a circulation of 200 approx copies, with increasing overseas subscriptions. This is due to the excellent and varied content, coupled with a top class printing job. We are thankful to our editor Bruce Neilson, and we have John Ince and Bob Prescott assisting, with Bob's wife Anne proof reading. Very few mistakes make it through. The finances are expertly handled by Lloyd Spackman who also writes a regular column, as does John Hansen. I would also like to thank everyone else who has contributed to the magazine and to show our thanks in the usual way.

A highlight of the year is the Golden Spanner award to Don Blakeborough. Don has contributed so much to our hobby, from the very start of the adult enthusiast gatherings in New Zealand to today and is our sole life member.

Thanks to Simon Moody for having the inspiration and organising a mid-Convention gathering in the even year.

is a hall nearby that Simon is looking at for next year. This expands on objective one as we get to meet nationally on a more regular basis. I feel the time is right to consider a South Island gathering.



I am told the new range of sets made by Nikko are selling well, but to whom? I suggest it is mainly grandparents buying for grandchildren's birthdays and we the adult enthusiast. A step in the right direction is the 4 x 4 remote control set, which has great play value after the model is built.

Where will the hobby be in twenty years? Who knows but let us all do our bit to make it known in our own area. After a period when all school leavers wanted to do was work with computers, we see again the trades making a comeback as a career choice, let's hope in time kids move away

from the Playstation back to 'hands on' hobbies.

Andrew Wells and his team are to be congratulated for developing the MotorVator; this combines computer control and Meccano to a previous unseen level. What is needed next is a viable system of hydraulics or pneumatics.

I believe the interest is strong in a couple of areas with sufficient numbers to form clubs; these are Waikato/Bay of Plenty and Nelson/Marlborough. There will be people in these and other areas who still don't know of our existence. A small newspaper advertisement and contacting members could get the ball rolling. An informal club will keep enthusiasm going.

I thank and congratulate Peter Hancock, David Wall and Bruce Neilson for sponsoring the Coordinated Colour Competition, Brian Hickson for the Wind Powered Model Competition and Andrew Wells for the Meccanisms Challenges.

It gives me great pleasure to announce the 2007 Convention will be held in Upper Hutt where the 2001 Convention was held. I've talked to Christchurch Club about hosting 2007 which has been declined due to insufficient members to organise it and have floated the idea of a Nelson convention for 2009. While there is no club there at present, John Stark and Phil Grover are considering it.

It now gives me great pleasure in declaring the 2005 Auckland Meccano Convention open and I thank all the members of the Auckland Club for the tremendous show you have put on for us.

Prize Winners in the Easter Convention Competitions.

by Peter Hancock

Inter-Club Competition

Inter-Club. MWT ran out winners with the support of the brilliant new player **Selwyn Bluett** from Taranaki Division of MWT. (I love saying that).

Exhibitors' choice (Senior)

First place and winner MMF Senior trophy was **Selwyn Bluett** with his 'Excavator'.

Second place was **Les Megget** with his 'Tadano Truck Crane'.

Third place was **Neil Carey** with his scale model of the 'Taupo Totara Timber Company Locomotive'.

Exhibitors' choice (Junior)

First place and winner of MMF Junior Trophy was **Ammon Cleland** with his large 'Troop/transport Plane' in red.

Second place was **Keagan Wrightson** with his 'Smoky Mountain Railway'.

Third place was **Glenn Allison** with his 'Sydney Harbour Bridge'.

The NZFMM Magazine Editor (Bruce Neilson) Reports to the AGM 27 March 2005

I am pleased to report a further successful two years of production of the Magazine. Twelve issues were produced in the period April 2003 to February 2005. This represented one issue of 28 pages (June 2003) and 11 issues of 24 pages, a total of 292 pages. The front and back covers of each issue have been in colour. The colour centrefold in the April 2003 issue was paid for from accumulated NZFMM Magazine funds while the June, August, October 2003, and February 2004 colour centrefolds were sponsored by the MWT Meccano Club. The lists of subscribers were inserted in August 2003 and August 2004. The indices of articles for Volumes 26 and 27 (February 2002 to December 2003) were included in the June 2004 issue.

A CD Rom of photographs from the 2003 Hawera convention was donated and included with the February 2004 issue. A number of loose inserts supplied by and on behalf of various people have also been included in various issues.

The team's aim has been to include at least one model building article in each issue and this goal has been exceeded with a recent pattern of both a generalised model article and a detailed modelplan being published. In addition to articles that appear out of the blue, we also have contributions in each and every issue from regular columnists

Public's choice (Senior)

First place and winner of the Bruce Baxter Memorial Trophy was **Neil Carey** with his 'Taupo Totara Timber Company Locomotive'.

Second place **Les Megget** with his 'Tadano Truck Crane'.

Third place was **Simon Moody** with his 'Dock Side Crane'.

Public's choice (Junior)

First place was **Ammon Cleland** with his 'Troop/transport Plane' in red.

Second place **Keagan Wrightson** with his 'Smoky Mountain Railway'.

Third place went to **Glenn Allison** with his 'Sydney Harbour Bridge'.

Colour competition

First prize went to **Lou Nichols** for his 'Parrot and Jigger'.

Second prize went to **William Irwin** for his 'Konkoly Clock'.

Third prize went to **Simon Moody** for his 'Dock Side Crane'.

Consolation prizes (two) went to **Les Megget** for his 'Tadano Truck Crane' and **Mary Jost** for her 'Meccano Flower Arrangement'.

The Colour competition was judged by a predetermined 4 person judging panel. *(continued on page 16)*

covering eBay auctions, Spanner Internet discussion, Bits and Pieces from anywhere, and an insight into the contents of the other Meccano related magazines around the world. Club reporters also supplied regular details of the activities of the four NZ clubs. In all, 72 articles came from our regular columnists and Club reporters. Statistically we have had authors from Argentina (1), Australia (3), South Africa (1) and NZ (31 plus). Thank you to all those people who contributed time and effort.

The annual subscription rate (April to March) has been maintained at NZ\$23 for New Zealand and NZ\$33 for overseas and with no expected rise in costs, these rates will continue for the 2005-2006 subscription year. As at 1 February 2005 we had 130 New Zealand and 55 Overseas subscribers. The preliminary financial accounts for the year ending 31 March 2005 show a small increase in the accumulated funds on hand which will be used for the cost

of a colour centrefold of the Auckland 2005 convention.

My thanks to the other members of the production team, John Ince and Bob and Anne Prescott who provide invaluable support, model rebuilds, ideas, and suggestions for slight changes of direction; Lloyd Spackman who keeps track of the money in and out; and Wes Dalefield (USA) who hosts the NZFMM Magazine sample pages on his Internet site.

To misquote the late John F Kennedy, "Ask not what the Magazine can do for you, but what you can do for the Magazine".



John Ince, Bruce Neilson
Bob Prescott, Anne Prescott

The Parrot and the Jigger

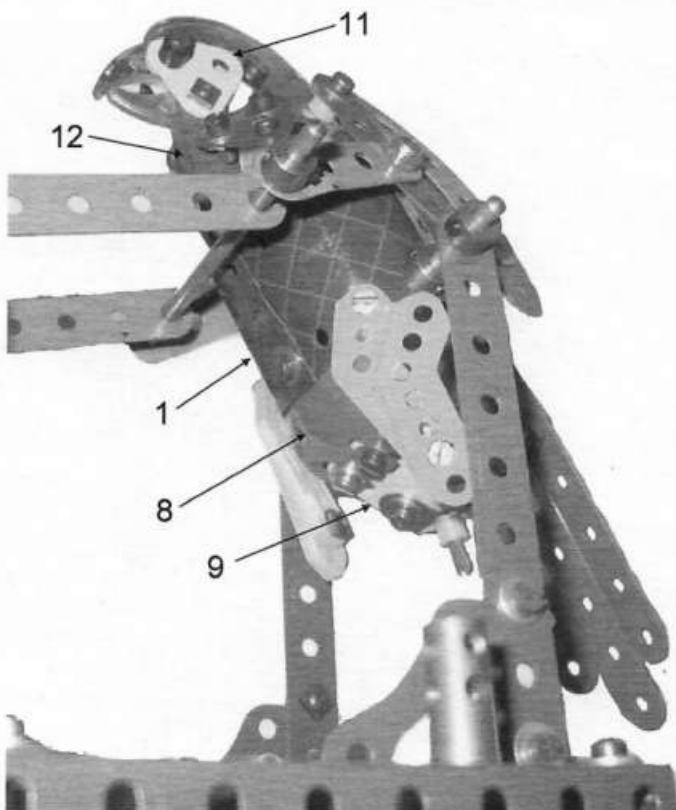
by Lou Nichols

Introduction

The inspiration for the model came from the name of a bar and bistro in Lower Hutt down by the railway. The illustration I worked from was a simple side on view of a parrot balanced on the central bar of a jigger. The colour scheme for the parrot was taken from a small coloured illustration on a Arnott's biscuit packet. I really had no idea how to model a parrot in Meccano, so I simply laid out a whole mixture of parts that I thought would be appropriate and went from there. The small strip and plate roller I have was invaluable in achieving the correct shapes. Once I got started the whole model came together reasonably quickly, which of course is very satisfactory.

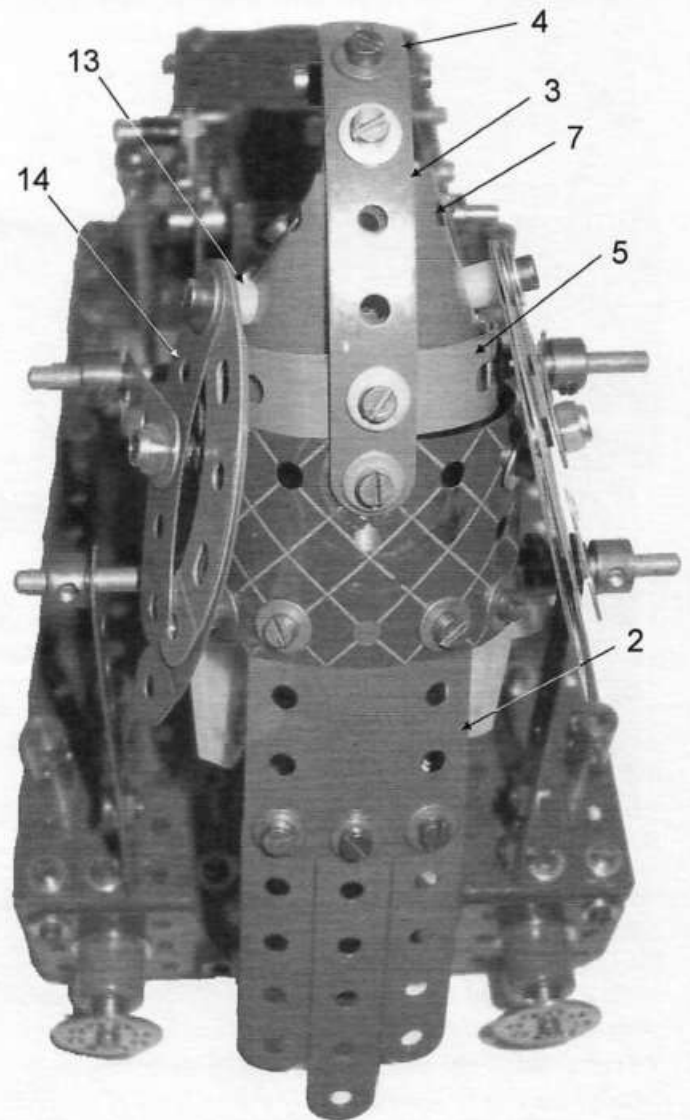
The Parrot

This bird is clearly of tropical origin judging by the gaudy colours present! The mid-body is a $5\frac{1}{2}$ " x $1\frac{1}{2}$ " blue crosshatched Flexible Plate, 1, rolled into a cylinder. The



red tail is attached to this and comprises a red $2\frac{1}{2}$ " x $1\frac{1}{2}$ " Flexible Plate, 2, just four holes visible. It has three red Strips, two five hole and one six hole to complete the tail.

The top of the back is a five hole green Strip, 3, slightly curved with two red five or six hole Strips, 4, sharply curved to form the top of the bird's head. Just two holes extend beyond the green Strip. The top of the body is two green Formed Slotted Strips. The back one, 5, is bolted to the green Strip while the front one, 17, carries two Obtuse Angle Brackets which each have red P/N 77 Triangular



Plates, 6, attached. The Triangular Plates are bolted to a red $2\frac{1}{2}$ " x $1\frac{1}{2}$ " Plastic Plate, 7, which must be sharply bent. The bottom of this Plate is secured to the Formed Slotted Strip, 5, with a bolt each side.

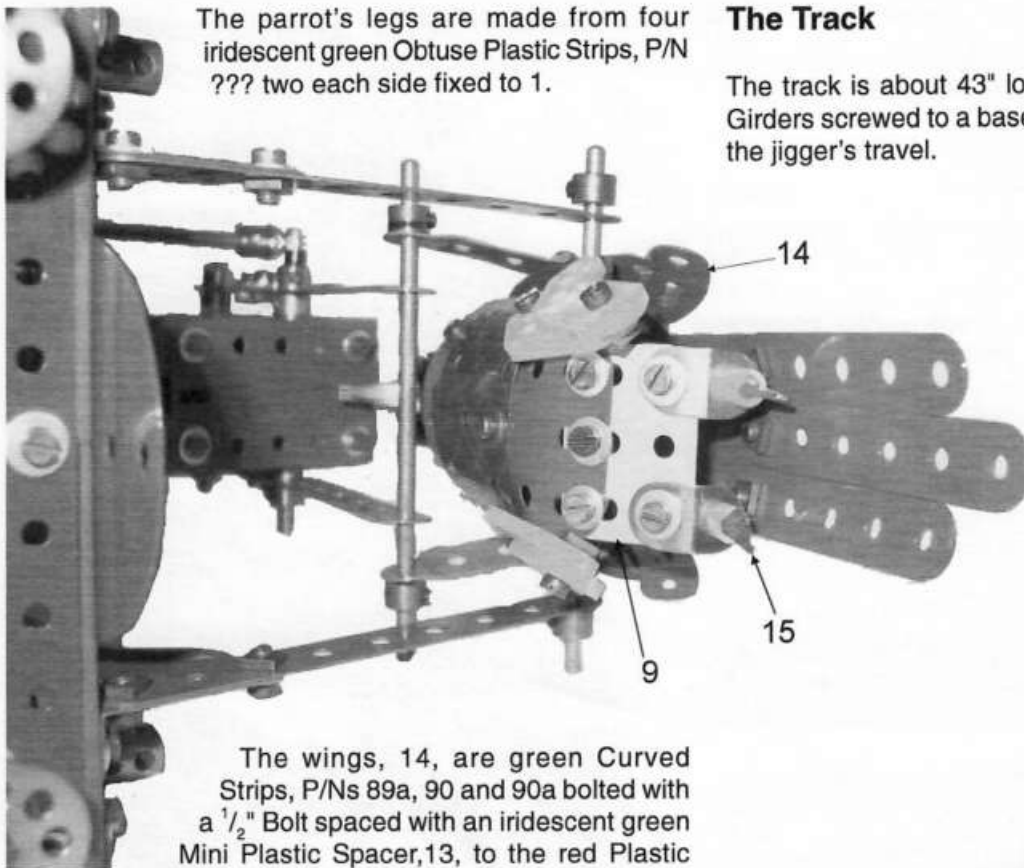
The abdomen of the parrot is formed by a red $2\frac{1}{2}$ " x $1\frac{1}{2}$ " Plastic Plate, 8, backed by another Formed Slotted Strip, 10. The centre holes of the latter and the Plastic Plate are secured with a bolt to the Flexible Plate, 1. At the bottom of 8 attach a yellow $1\frac{1}{2}$ " Flat Girder, 9. Finally attach the underside tail feather, one each side, with two Obtuse Angle Brackets. Each of these has a Centre Fork, 15, held in place with a Collar and an iridescent green Mini Plastic Spacer.

The slot at the upper end of 10 supports a pair of P/N 90 $2\frac{1}{2}$ " Curved Strips, 12, which extend up to the parrot's head. This comprises two yellow 1" Triangular Plates, 11. The bottom bolt fixes these to 12 as well as two P/N 147c set inside the Curved Strips. These are the bottom of the beak. The top of the beak comprises three P/N 147c held to 11 by a $\frac{3}{4}$ " Bolt using a black Mini Plastic Spacers each side to represent the bird's eyes.

The parrot's legs are made from four iridescent green Obtuse Plastic Strips, P/N ??? two each side fixed to 1.

The Track

The track is about 43" long and is fashioned from Angle Girders screwed to a base board. Buffers at each end limit the jigger's travel.



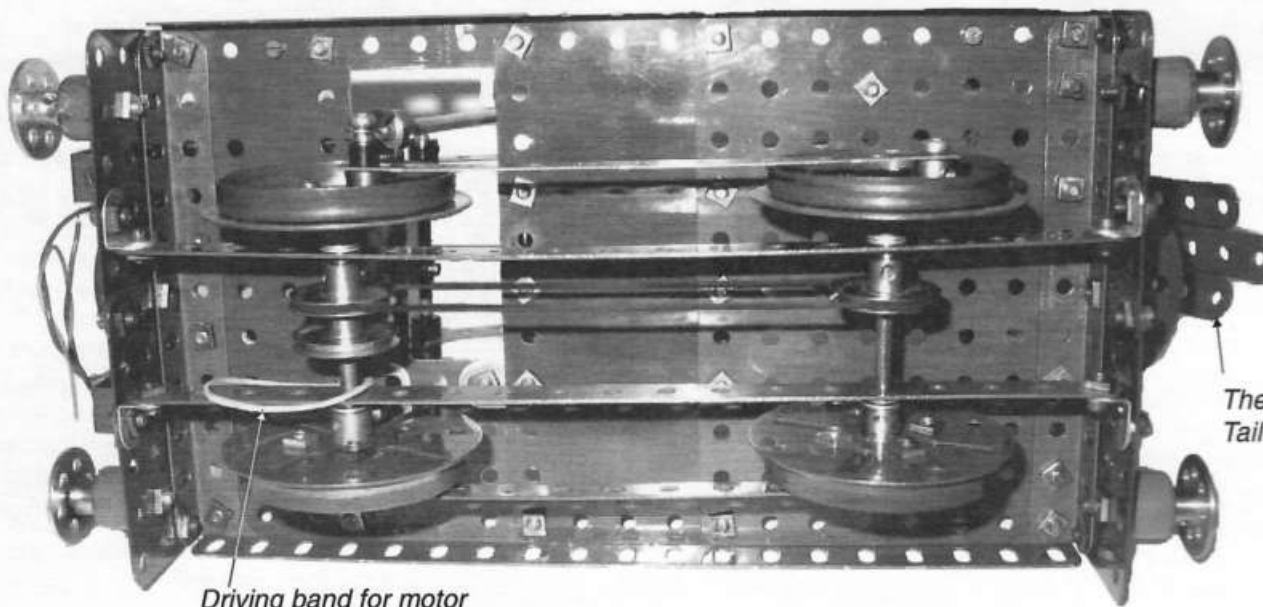
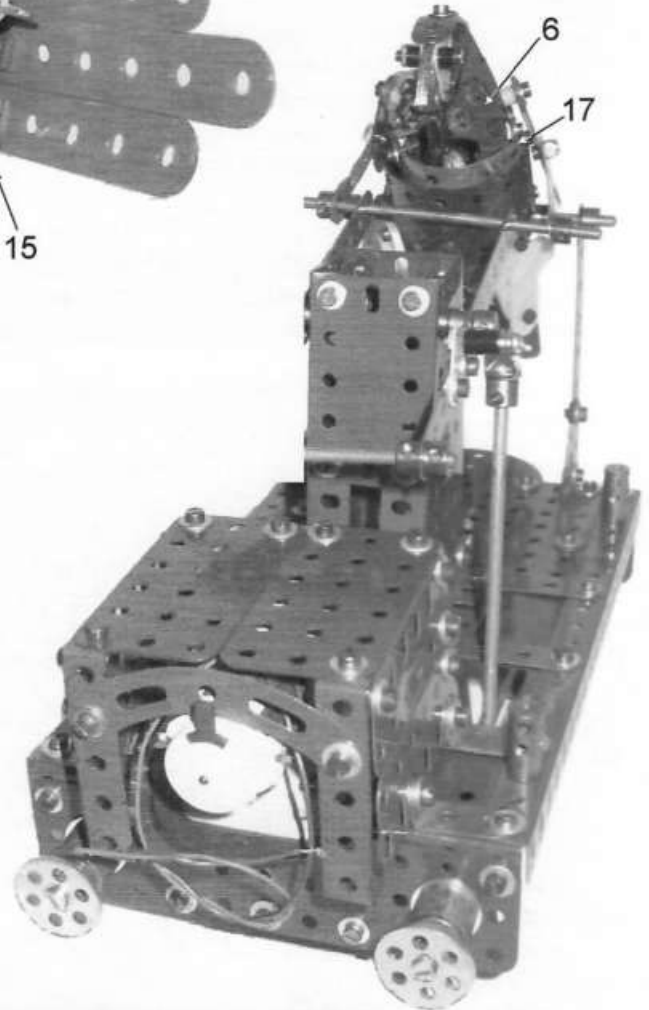
The wings, 14, are green Curved Strips, P/Ns 89a, 90 and 90a bolted with a $\frac{1}{2}$ " Bolt spaced with an iridescent green Mini Plastic Spacer, 13, to the red Plastic Plate, 7.

Attach 2" Strips to the middle of each wing with lock nutted Bolts to connect to the jigger.

The Jigger.

The jigger is not described in detail as it may easily be built from the photographs. It runs on flanged wheels built up from Face Plates and Wheel Flanges. The axles are set 5" apart and are connected by 1" Pulleys and a Driving Band as well as by green Narrow Strip connecting rods. The gauge is about $2\frac{1}{4}$ " to suit the track.

A motor may be provided to drive the jigger but it may just as easily be moved by hand.



Driving band for motor

The Parrot's Tail

CONVENTION 2005 - OVERSEAS VISITORS

by Bob Prescott

We welcomed back to New Zealand Michael Adler, Graham and Mary Jost and Dave and Margaret Barrett who all attended our Centenary Convention at Easter 2001.

This year's first time Convention visitors were:-

MALCOLM BOOKER

Malcolm Booker is a 68 year old retired mining engineer from Sydney who is a member of the ISM, the (Sydney) Meccano Modellers' Association, the Melbourne Meccano Club and the Queensland Meccano Club.



His interest in Meccano started at age six when he was given a box of assorted parts. His most valuable item is a display box containing some of his favourite parts and his favourite model is a tip truck built in 1952 powered by two clockwork motors. Malcolm and his wife June have been looking forward to a trip to New Zealand for some time and are pleased they could combine it with a visit to the 2005 convention with its excellent display of models.

JOHN POND

We welcomed John Pond and his wife Pamela who live in Newquay, England but since 1999 they have been regular long-term visitors to Auckland spending time with their daughter, this visit being for six months. John is a 71 year old retired farmer who belongs to the Atlantic Coast Meccano Club in Cornwall and the ISM.



He was 13 when he got his first set, a No. 5, and his most valuable item is a 1956 No. 10 set. He enjoys making traction engines and agricultural machine models and his favourite model is the Super Model No. 22 Traction Engine.

TIM ROBINSON

Tim Robinson, originally from Yorkshire UK, was a visitor with his wife Lisa from Boulder Creek, USA, where he is a member of the ISM and the Southern California Meccano Club. He is a 50 year old retired electronic engineer who received his first sets 4 and 4a when he was six.

His favourite model is Charles Babbage's Difference Engine which he brought to display at the Convention, and he especially enjoys making mechanical looms, clocks, mathematical mechanisms and computing machines.



Tim Robinson

ROSS SMITH

We welcomed Ross Smith and his wife Laurel from Perth, Australia. He is a 53 year old architect, a member of ISM and the secretary of the Maylands Meccano and Hobbies Club in Perth. His interest in Meccano started at age 7 when he was given a No. 1 set which he still has, and his most valuable item is a never-used No. 10



set. His favourite models are Meccanographs and like many other Meccanomen he is still hoping to build a block setter crane!

The Maylands Meccano Club, which owns a large stock of parts, holds regular model building sessions for children and by giving instruction and advice Ross hopes more young people will become interested in the Meccano hobby.

MICHAEL THRELFALL

Michael Threlfall and his partner Angela were visiting from Hampshire, UK. He belongs to the ISM, the Holy Trinity Meccano Club, the Runnymede Meccano Guild and CAM, the national club of France.

He is a retired Chartered Electrical Engineer aged 70 and started his interest in Meccano with a collection of parts when he was six. His particular interests are cranes and gear mechanisms.



Commentary on the GMM.SML.5 Road Locomotive

by Simon Johnson

The GMM SML Road Locomotive is one of those smaller models which are satisfying to build without taking hundreds of hours to complete, essential if you haven't reached retirement age and have a garden that is reverting to nature. The model was designed by P.W. Bradley who was responsible for other models in the GMM SML series. The plans are easy to follow. Dating from the late 1960s, they lack the colour of recent Modelplans but more than make up for this with clear line drawings which cover every aspect of construction.

One of the best known Traction Engine models is, of course SML 22. This pre-war model set the pattern of using Hub Discs and Spoked Wheels as a basis for scaling and was allegedly able to tow its builder on a specially constructed trolley. I have my doubts about this. For a start the trolley was built from Meccano which means the Binns Road Axles were carrying the weight of the boy without the benefit of wheel bearings to reduce friction. Besides, the old E6 motor would hardly have been up to the job.

Another problem with the E6 was its size. Housed in the rear of the model it imposed a width of six holes, an inch wider than the boiler.

The GMM Road Locomotive avoids this problem by building around a PDU motor which keeps the firebox the same width as the boiler - the correct proportions for an engine of this type. It also has a compact differential built into one of the rear wheels which means that the model can actually be steered. How the boy (Frank Hornby Jnr?) navigated around the family home on his trolley is hard to imagine since SML 22 had no differential.

Some adjustment is required to the differential to ensure smooth running. The plan shows the two $\frac{1}{2}$ " Bevel Gears making up the spider spaced from the central Coupling by Collars. This arrangement doesn't work since the heads of the Bolts securing the $\frac{1}{2}$ " Bevel to the wheel will foul the Collars even when it is attached with Set Screws. Some sort of thin walled spacer must be used which is little more than a diameter of the rod it is fitted on. I used a section of drinking straw with an electrical washer.

Bert Love's book *Model Building in Meccano and Allied Construction Sets* has an excellent section on Traction Engines. A similar model to GMM SML5 is illustrated and I have borrowed some of the improvements.

These include a working governor driven by a Driving Band from the crankshaft. It is extremely compact, with a small Contrate Gear running in a Coupling, the Contrate's boss acting as a Pulley. Narrow Strips are used to improve the scale of the front axle and a belt made from a strip of rubber used for the dynamo drive from the flywheel. GMM SML5 uses Sprocket Wheels and Chain, an arrangement which would never have been used on a Showman

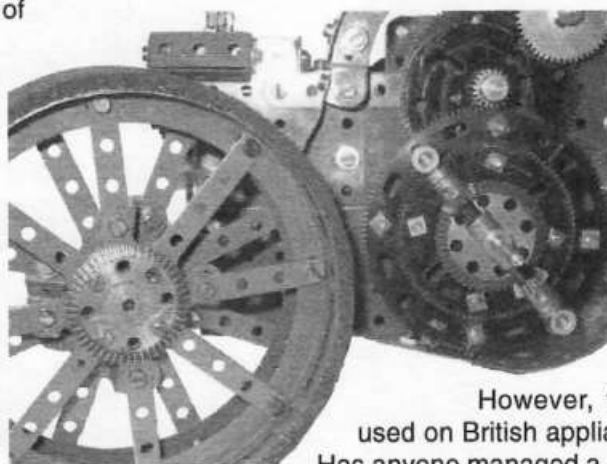
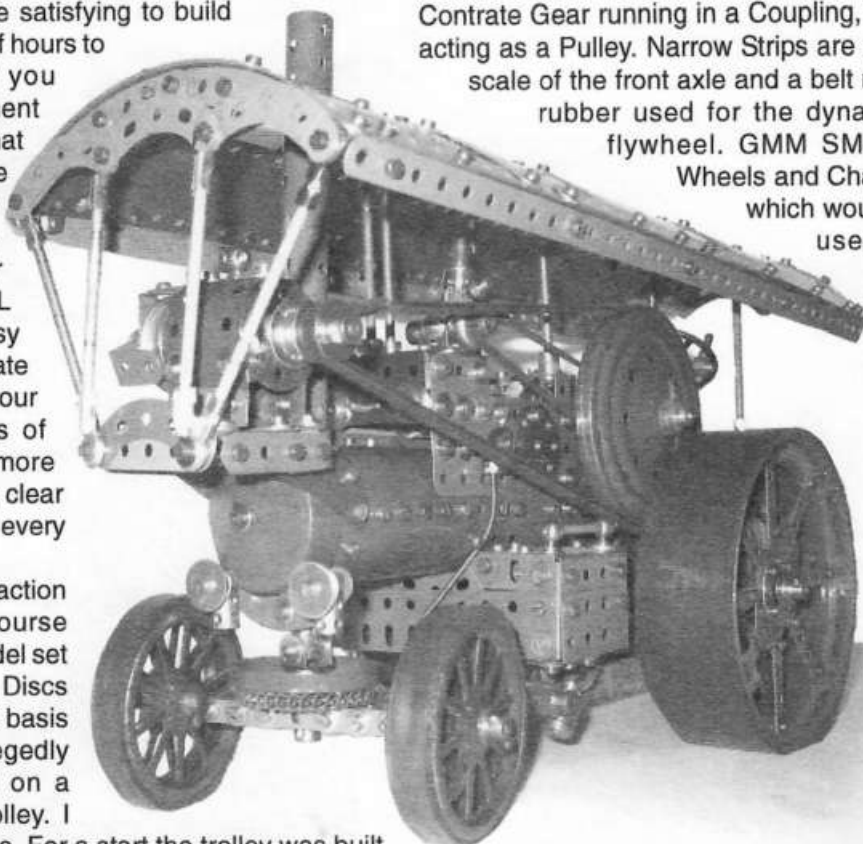
Engine. Perhaps Mr. Bradley believed - as I did - that a rubber belt would never stay on the smooth rim of the flywheel. Yet this is the way the prototype engine powered dynamos and other equipment in the days when there were no health and safety standards to worry about. I bought the

rubber strip for the belt from Para Rubber which sells a variety of rubber strips and tubing which could be useful for modelling purposes. The ends were joined with Ados contact adhesive and left to cure for twenty-four hours. The

front and rear tyres were made from Centurylon, an adhesive backed rubber strip also bought from Para. This was only a partial success. The material is quite soft and when it has been stretched around the $5\frac{1}{2}$ " x $1\frac{1}{2}$ " Flexible Plates forming the rim of the rear wheels, the join is clearly visible. Bert Love used washing machine driving belts to great effect.

However, these were presumably belts used on British appliances from the 1960s and 70s.

Has anyone managed a neater solution to the problem? Two other modifications are worth mentioning. Instead of using Hub Discs for each rear wheel. I bought a set of Jack Parsisson's narrow strip inserts and fitted them to $5\frac{1}{2}$ " Circular Girders which were staggered in the usual way. These make for much neater spokes which are closer to scale. Since my PDU is presently fitted to another model, I tried out one of Andrew Well's 320 rpm geared motors from Meccparts. Rated at 6 to 12 volts, it ran well on a small 9 volt rechargeable battery tucked in the coal bunker.



Obituary - James (Jim) Crarer April 16th 1921 - March 21st 2005

Jim Crarer lived a very full life over his 84 years and will be sadly missed by his family, friends and fellow modellers.

Jim had a family of eight children and worked for most of his life as a Lines Overseer in the Post and Telegraph Dept. During the war he served as a Flight Rigger both in New Zealand and in the Pacific on all sorts of aircraft including Corsairs.

After forty years Jim retired from the P & T and was then able to spend more of his time on his passion for model railways. He started with a small train on an oval track mounted on a piece of plywood but that eventually progressed to such a large layout that the garage had to be extended to accommodate it!

When Jim moved to a smaller property he had to either sell or store most of his model railway collection. It was then that Meccano became his principle interest. He built up a large collection and made many of the obsolete parts himself. Other parts he restored. A major part of Jim's collection was a built up No 7 Set of 1930s vintage partly made up of new parts appropriately painted for that era.

His Meccano collection will be disposed of by his family and they hope that those to whom the collection passes will fully appreciate it.



Important Dates and Actions

2007 Convention – 6, 7 and 8 March 2007

An invitation is extended to all to attend the 2007 NZFMM National Convention, hosted by the Wellington Meccano Club. Friday 6, Saturday 7 and Sunday 8 April 2007 at Upper Hutt. Friday 6th is set up day, Saturday 7th is enthusiasts' day with evening meal, Sunday 8th is open to the public. World wide Meccano enthusiasts are welcome. Now is the time to start planning your overseas trip to New Zealand to coincide with this event and to build that suitcase size model that you have been contemplating

2006 March Madness NZFMM meeting – 11 March 2006:

It looks like Turangi. Saturday 11 March 2006. The venue is better than last time: 'The Bridge Motel' It has an onsite restaurant and bar. Plenty of accommodation (much more than at Motuoapa last time). Sue and I are going to test the facilities out during the school holidays this month. Everyone enjoyed the 2004 meeting with 55 attending. This number was limited by the catering facilities. Again the catering

determines numbers. However the restaurant is able to cater for 60 to 65 comfortably. 11 March is still during daylight saving. It is not a holiday weekend. Turangi is in the middle of the Island. The weather should still be warm and mild and mild. With sufficient people using the accommodation and restaurant the \$400 fee for the conference facilities is waived (i.e. \$zero). Everyone does not have to stay at the motel if you have other preferred or convenient accommodation.

Question ?. Answer - Of course there will be a No. 1 clockwork motor event !

Treat yourself, family, partner or friend to a weekend away. I would like expressions of interest to gauge approximate numbers interested. - soon please, even right now!!

SEND THAT EMAIL NOW - NOW - NOW - NOW to: <moodys@ihug.co.nz>.

Simon Moody, Blue Mountains Rd, RD 1, Upper Hutt. email <moodys@ihug.co.nz>, ph (04) 528 3032, fax (04) 528 7971.

SEND THAT EMAIL NOW - NOW - NOW - NOW.

Warning – Unpaid SUBSCRIPTIONS

If the address notice on your envelope shows "March 2005", you have not paid your subscription to NZFMM Magazine for the period to March 2006. Unless you pay your subscription NOW you will miss out on fantastic pictures, enthralling articles and the dreaded 'Zinc Rot' might attack your Meccano. The treasurer's address and subscription rates are on page 2 (as always).

What Our Readers Think 2005 NZFMM - Auckland Easter Meccano Convention

from Graham Jost, Melbourne, Australia.

Well, what a Show! What Meccano models!! What local support!!! What wonderful day-long virtuals for exhibitors!!!!

What a Convention. Dinner!!!! In short, what a Convention!!!!!! An absolutely fabulous affair, superbly well-run, with not a thing out of place and certainly deserving of the very highest praise. And to have attracted no less than six overseas couples - that's a pretty good achievement in the antipodes. I was particularly pleased to be able to meet Tim

Robinson, the genius who has successfully reproduced a working Babbage Difference Engine in Meccano, and who took the trouble to transport his machine all the way from California. The dealers were a wonderful embellishment to the whole, and Andrew Wells' Meccanisms workshop was much appreciated by those attending, even if they did (or as I did anyway!) depart with feelings of "will I ever be able to come to grips with Meccanisms programming?"

Mary and I attended the Upper Hutt Convention in 2001, and although we had to miss 2003, we'll be back in 2007. These shows are just marvellous, not only for recharging the Meccano batteries, but for renewing friendships and

acquaintances and of course for gaining new ideas for future Meccano projects.

Perhaps I should add that we here in Melbourne (and I'm sure I speak for folk in the other Australian Meccano Clubs as well) are equally welcoming to overseas Meccano visitors. Should any of your fraternity be over this way at any time, please do make contact. In particular, as our Annual Meccano Exhibition will be held this year over the weekend of October 8 and 9, why not plan a visit to

Melbourne/Australia around that time? We look forward to a positive inundation from the Land of the Long White Cloud!

Graham Jost, Melbourne, Australia.

There we are, Bruce. Let me know if this does or doesn't fill the bill for you. But it does convey our feelings

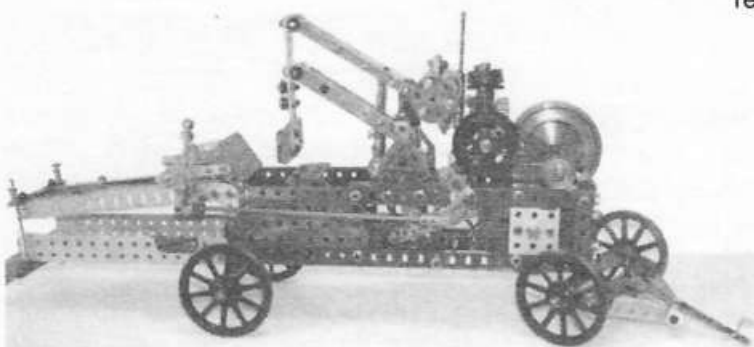
towards the Convention, and indeed for the three weeks in total that we spent in NZ. A most memorable time for us altogether. Marvellous.

Regards, Graham.

PS I'm attaching a rather nice photo of Andrew (et al!) at the start of his workshop. He's not the easiest to "catch", so this one might make a nice inclusion. The pates are, starting at top left: Tim Robinson, your good self, then in the next row, Tim Moody, William Irwin and Michael Adler. I was sitting next to Bryan Jones - without his help I'd still be there!

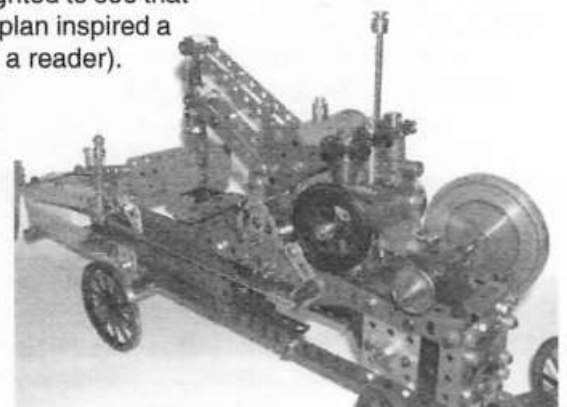
Reader Feedback

Kimball Monger, Australia, sent us the following pictures of



his rebuild of Bruce Geange's Stationary Haybaler.

(Ed.- Delighted to see that the modelplan inspired a rebuild by a reader).



You, Divorce, And Meccano

by Bruce Neilson.

WARNING – This article contains specific language and will offend some readers.

If you wish to retain your Meccano, assume nothing and trust nobody.

1 – The Legality.

You will find plain English information about the Property (Relationships) Act at the Internet site <<http://www.familylaw.org.nz/media/release050401.asp>> run by the New Zealand Law Society.

Some of the paragraph headings include:

1 - The new Property (Relationships) Act came into effect on 1 February 2002 and will apply to anyone who is married or who lives in a de facto relationship.

2 - A de facto relationship begins when both parties are over 18 years of age and they are living together as a couple.

3 - If you do not want to share everything equally, enter into a contracting-out agreement. If the agreement is too one-sided, it may be subject to review by the Court.

4 - Future maintenance can be payable after separation for caring for children; maintaining the standard of living while the couple lived together; or undertaking education to increase one partner's earning capacity.

5 - The partner who looks after the children can retain for a period of time all or part of the other partner's half share until the youngest child starts school or turns 14.

6 - Transferring property to a trust can be taken into account if it is considered that the transfer has the effect of defeating the sharing of relationship property.

7 - Generally, property owned before the relationship began and inherited property (in both cases, except for home and furniture and car) are not shared but relationship debts are shared.

2 – The Reality

If you have been buying Meccano using your joint credit card or cheque book, and showing your spouse your computerised inventory list and the latest 'through the roof' increased valuations from eBay, you are in trouble. After being divorced, you could find yourself living in a cardboard box with some of the Meccano as your half share of the assets, while your spouse retains everything else as her half share of the relationship property.

If you have or are likely to have considerable valuable Meccano assets, a survival strategy should be considered along the lines of:

Form a trust and transfer ownership of assets before the relationship commences.

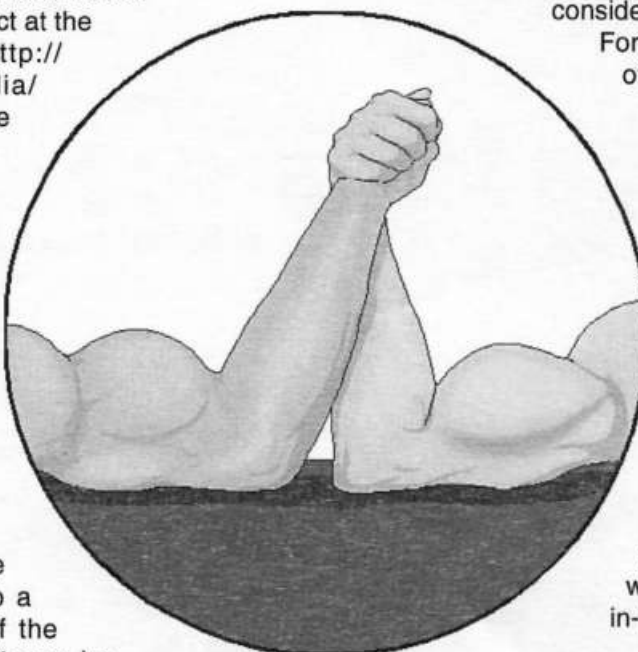
Make gifts to clear the trust indebtedness to you.

Make gifts of cash to the trust for future purchases.

Minimise the paper trail of purchases and sales to reduce hard evidence and keep the essential remainder out of sight or off the premises.

Keep all records on removable media and off the computer hard drive.

Do not discuss individual items and their financial history/value with anybody (especially your nosey in-laws).



The process of dissolving a relationship can turn vicious. If 'darling' turns to 'bastard' then an immediate plan is needed:

Employ a good lawyer.

Move most (but not all) of your Meccano off the premises in sealed boxes to your various mates for out of sight safe keeping. Get a receipt.

Claim everything of the spouse's as a bargaining chip even if you don't want it including half of the shoes (the left foot ones ☺).

This article relates to New Zealand law at March 2004 and is subject to alteration by politicians.

David Wall – NZFMM Life member

For services to the Auckland Meccano Guild and the New Zealand Federation of Meccano Modellers (NZFMM), David Wall was made a Life Member of the NZFMM at the 2005 Convention.

We're not sure whether this photograph of David was taken at the moment when his life membership was announced but it certainly looks as if he is expecting something to come his way!



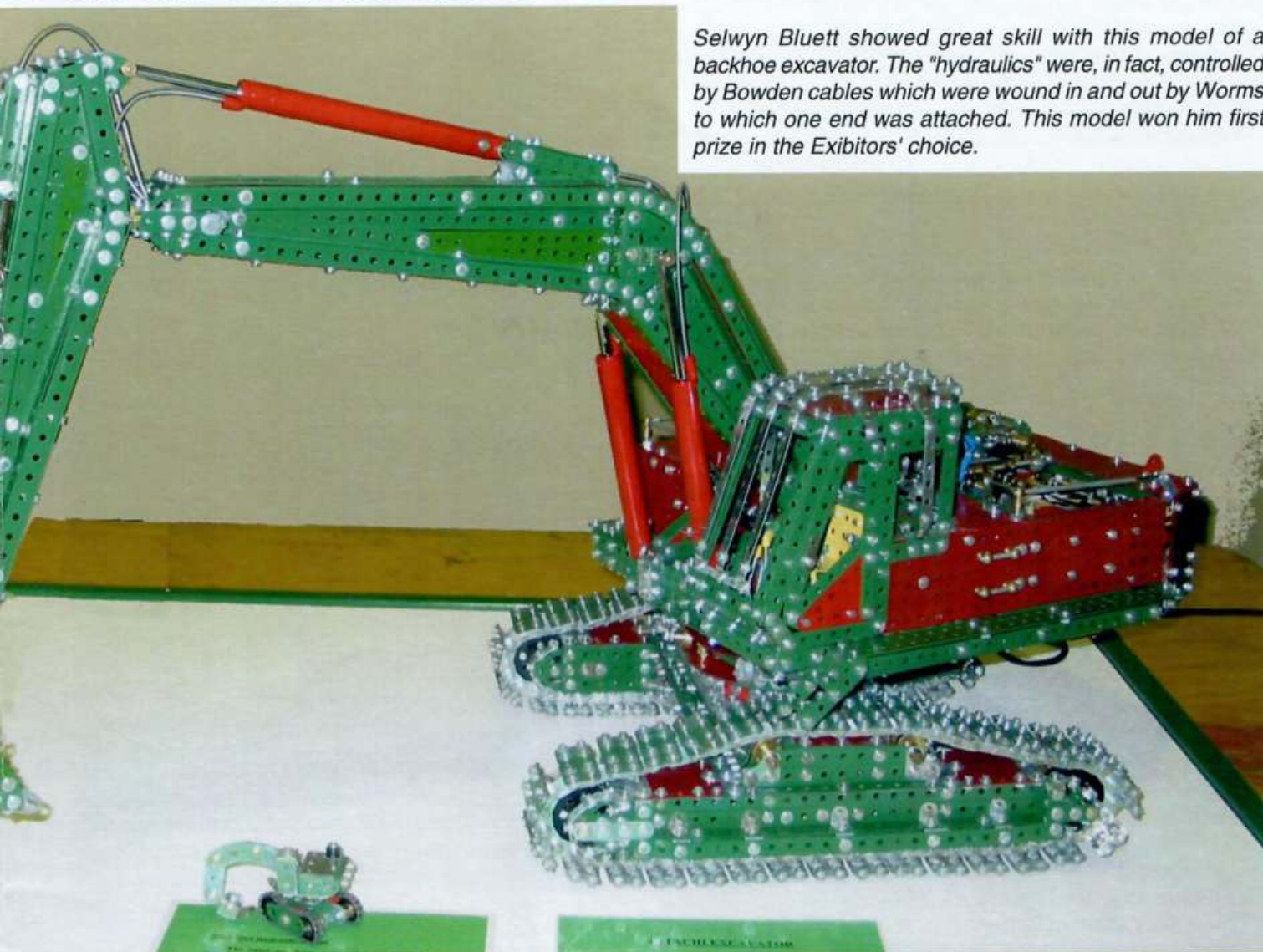
Picture



Simon Moody's Stothert and Pitt Dockside Crane looks very like the prototype. This fine model gained him several prizes.



es at an Exhibition



Selwyn Bluett showed great skill with this model of a backhoe excavator. The "hydraulics" were, in fact, controlled by Bowden cables which were wound in and out by Worms to which one end was attached. This model won him first prize in the Exhibitors' choice.

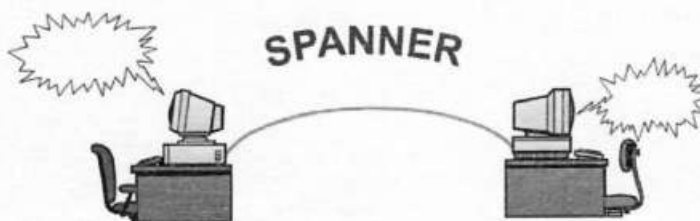


Neil Carey took first prize in the Public's choice and was winner of the Bruce Baxter Memorial Trophy with his 'Taupo Totara Timber Company Locomotive'.

Meccanomen age

Average age of ISM sample group: 63.4 years and majority of Meccanomen in sample group were born between 1933 and 1954, i.e. between 72 and 51 years old. (Joe Attard, Malta).

The average Spanner age still hovers at around 54.5, (Martin Hanson, Yorkshire).



Candlelit Dinner for Two

This model by Paul Dale is now available as a modelplan at the Meccano model library: <<http://www.users.zetnet.co.uk/dms/meccano/dale/dinner/>>. Thanks to Pauli for writing this up and making it available. (Chris Bourne, London UK).

Children's Models

"Today I was giving a mini Meccano exhibition to a group of Beavers and Cubs. This is the 6 to 11 years age range, boys and girls. There were just over 40 of them in total. While I was doing this, I asked them a couple of questions and got quite an interesting response. I asked how many of them had not heard of Meccano before seeing my models. I got three replies to this. However, some others could not name the system but knew what it was for. I asked how many of them had Meccano sets of their own. Just over half said they had them at home. Mind you, some of these would not be metal Meccano. So, as you can see, awareness is still very high and quite a lot of kids still own Meccano in some form. I also asked some of them which models were their favourites. These models all scored very highly: Elastic band gun, Radio control 4x4 (Marks and Spencer kit), Flying helicopter, both Meccanographs. These models all have high play value and so appeal to kids.

There was another group who favoured more complex models including: Tower Bridge, The self winding clock, Konkoly's Clock, Mersey ferry. Some favoured Army models, but this seemed to be mainly in the hope I would let them fire the guns (which I did not do).

Some of the older ones had Technic Lego as well. Some admitted to owning Action Man, but he seemed to be a bit passé.

Well..... It's just one group of kids in Great Yarmouth, but I thought the results are quite interesting." (Nigel Pope, Norfolk Broads, UK).

Inserting Bolts in awkward places

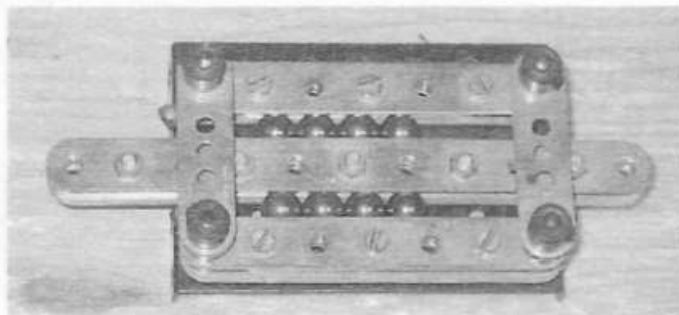
The Bolt is inserted with a shaped dowel or peg wood stick acting as a screwdriver. Nuts can be difficult to start in position, so again peg wood can be used to advantage. The nut is lifted on the end of prepared peg wood and then readily be started on the thread. Having started the nut, it can be turned home by means of a box spanner or a long pair of thin-pointed pliers. (Ellis Cory)

Linear ball bearing assembly

This bearing was such a joy to handle, I never took it apart. I was also determined to try and find a use for it in a model, which I eventually

did - the 14lb sliding counterweight in my lorry mounted crane (completed in 1996) used two of these bearing assemblies to slide in and out.

All the standard strips sandwich a bank of narrow strips



between them, so the edges of the standard strips form the bearing edges. The 2" strips over the long threaded pins keep the whole thing fairly tight. (Richard Payn, Bromley).

Meccano parts names and numbers

I built a very simple and complete reference guide for this purpose using images of the parts present in the manuals of the seventies (three pages) because they carry images of each type of part, sorted by number, carrying the part's name in English. Very compact. I copied them in colour from my Manual and printed them.

I also used the eleven pages of the Calais parts' catalogue of 1997, where you find the image of every single sized part, with its correspondent number (no names). You can find such pages at: <<http://perso.wanadoo.fr/mr.productions/index.html>>. Once there choose "English" and "Mecc parts" under Pictures on the left, yellow vertical rectangle. Open each one and copy, save and print them. Additionally I copied the pages that describes the specific electric parts, with numbers, images and names from my 4EL manual, and the electronic parts from its manual, and had them printed.

I built a table with the image, name and number of a selection of "new" French parts, not present in the previous pages, and had it printed. I have shared this table in the past, as an electronic file, to interested Spanners.

All this info was printed in double face A4 pages, covered by clear plastic to ensure its endurance under heavy use, built as a manual using spiral plastic binding, that allows easy 360° opening.

Basically the three pages of the manual of the 70s answer 97% of all questions. The fact that I am using a copy of easy handling and strong resistance makes its use to be done without any fear of ripping valuable old manuals. And everything, practically, is there. (Edmundo Veiga, Rio, Brazil).

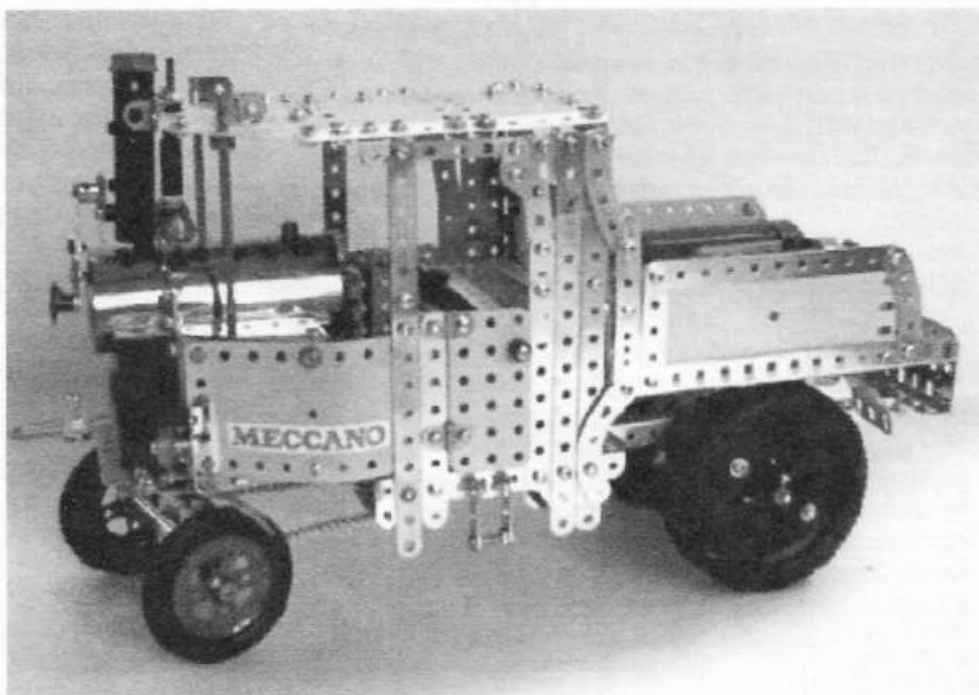
"Samantha" - 1929 Foden Steam Tractor

by Bob Prescott

In the NZFMM magazine dated June 2001, I described how I had constructed a model of a Foden steam tractor, the original of which was made in 1929. There has been an interesting sequel to that article.

When I introduced myself to John Pond, an English visitor at the recent 2005 Easter convention in Auckland, he produced photocopy of the magazine article and explained how he had a family connection to the original Works No 13454 steam wagon which was later converted to a tractor. His father owned a farm in Hampshire and at the end of World War II he sold a small piece of the land to a Mr. Hurst who was a dealer in old War Department vehicles, materials and scrap metal, a lucrative occupation because he later became a millionaire. His son was interested in steam and traction engines so he bought "Samantha", the original steam tractor with the registration number KX 3340 a photo of which is in my article. It has been restored to its original glory and is now regularly displayed by David and Jill Hurst at steam and traction engines shows throughout England. A small world, eh!

The pictures of Samantha and the Meccano model of her are those published in the June 2001 magazine.



After Dinner Chocs

by John Ince

One of the surprises of the Easter 2005 Convention was at the conclusion of the dinner on Saturday evening. We had enjoyed a good meal at the restaurant in the Howick Historic Village and had really had sufficient to satisfy even the hungriest of Meccanoman. We were not, however, finished until the after-dinner chocs were handed round. As the illustration shows these were very appropriately named and everyone imagined that they had been specially manufactured just for us but, no, one of the Auckland hosts had seen them in a local supermarket!

As you will realise everyone went quite nutty about them.



mecano

DULCE SABOR A CHOCOLATE CON RELLENO DE CAJETA
MILK COMPOUNDED CHOCOLATE FILLED WITH CARAMEL



10
UNIDADES

CONT.NET. 190g
NET WT: 190gm/6.70oz

CONT. 10 Unidades
CONT. 10 Pieces



Bruce's Choices From Around The World

**International
Meccanoman
Journal No 44,
January 2005, 32
pages in black
and white.**

Pick of the articles –
Inventing a model Pt 1

covering preparation, documentation, model specifications such as type, who for, operating conditions, transport, and scale by Willy Dewulf. I liked this article as it puts into print (for the first time) in a logical ordered manner, the muddled thought processes that most of us approach inventing a model.

Also includes: 14th AGM Meeting report, Bad hexagon Bolts; Nikko 12 digit numbering system; Display at Dunhill Company window, London; Tim Robinson's Meccano models of Babbage's Difference Engine and Differential Analyser at the Vintage Computer festival; Meet Josep Bernal, Spain; Modern Building Technology includes T495 16 Roller Bearing, T496 2" Roller Bearing, T497 Panel Beating, T498 Ratios and Spacings, T499 Fork Lift Mechanism, and T501 String Powered Ram; A precision clock escapement for the Meccano Riefler Clock;; A core No 10 Meccano Set with extra parts; Cabinet for No 10 set; Essential Meccano literature; Physically restringing sets; The Internet Spanner 1 conversion to Spanner 2; Reports from CMAS (Canada), Henley (England), Melbourne (Australia), Maylands (West Australia), MWT (New Zealand),

Another reason to join the International Society of Meccanomen is to receive the annual Yearbook which, in the 2005 issue, contains: mission, constitution, list of committee members (John Ince for New Zealand), Golden Spanner award provisions, Michael Adler Foundation prize provisions (Meccano construction), ISM membership list numerically, by country, and alphabetically (with essential

data), clubs, guilds and societies around the world, list of suppliers of Meccano paraphernalia, and video library catalogue.

Constructor Quarterly No 67, March 2005, 56 pages in colour.

Pick of the articles: In this issue, Robin Johnson as editor, makes no apology for devoting 16 pages to Tim Robinson's model of Charles Babbage's 1832 Difference Engine No 1. The purpose of the prototype was to create absolutely accurate mathematical tables such as logarithms, sines, cosines etc for use in astronomy and navigation. These tables can be created using a system of "Method of Differences" where the calculations are multiple addition or subtraction. A mechanical computer made up of gearwheels supplies two functions, the addition of individual decimal digits and for the propagation of 'carries'.

This model replicates the actions required of the original 'steam' computer and is one of the all-time outstanding supermodels built within the components of the Meccano system. Having designed and built this model, Tim has then supplied text and multiple photographs of the construction to the Meccano community as a permanent record. The model itself measures in at 30" high, 19" wide and 6" deep and can handle decimal numbers with four digits and up to three orders of difference.

Also includes: review of Design Control set 8700, an 8' Concorde, Unicyclist variation 6, Bug with 8 legs, Jeep 2" long, Locomotive NGG16 Beyer Garratt in a 1:12 scale ie 48" long (general modelplan), rotary Aero Engine (general modelplan), Newcomen atmospheric engine, and experiences in using CQ cardboard parts and a flatbed Truck.

NZFMMM editor's footnote:- A letter to the CQ editor raises the dilemma of 'model articles that are far too intricate and large for most of us to make or even be able to afford to purchase the parts at present prices'. This March issue certainly leans towards the large intricate models but we Meccanomen need these models as challenges, their details to be recorded and CQ does it in style. The tightrope balance between 'I can build that' and 'Incredible!!' is better judged over the four issues in a year when everybody from the tyro to the master builder is catered for.

(continued from page 4)

Dalefield Webmaster Prize

Tim Robinson for his demonstration two stage Torque Amplifier.

Meccanisms Director Challenge

First prize went to Simon Moody for his Dock Side Crane. Second prize went to William Irwin for his Robot Arm.

Hickson Wind Powered Model prize

Neil Pluck for his Wind Driven machine illustrated and described in the NZFMM magazine April 2004.

The picture is the one on that magazine cover and will remind readers what a fine machine it was. Unfortunately Neil was not at the 2005 Convention with his model and the prize was awarded *in absentia*.



New Sets for 2005/6

Andrew Wells advises 'Spanners' the new stuff probably includes:

Lots of new Junior Meccano including flexible strips and plates.

A new 5-model set in the multi-models range.

A new 15-model set including a 'flexible cable' for actuation.

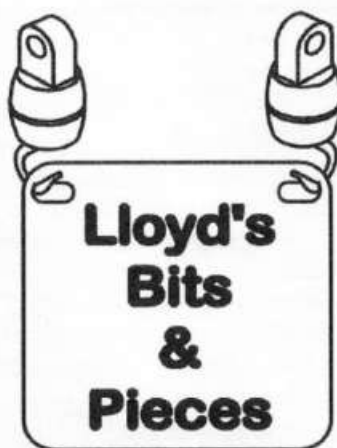
A new 'Design Advance' set to build two small car models.

The Concorde.

A smaller Eiffel Tower and a smaller 'Big Ben'.

Possibly another R/C model using the same chassis as the Jeep.

Thanks, Andrew, for that information.



Superbike like Meccano

In the August, 2004, issue of 'Superbike' magazine, Binotta's new Tesi 2D motor cycle was likened to "an explosion in a Meccano factory". Based around a Ducati V-Twin engine, the bike has an on-road price of GBP 24,265. Actually, the stripped down machine does look like one of the more recent Meccano models. (Thanks to David Wall for this item).

Spanish Meccano

The Spanish factory produced Meccano up to the 1980s. More recently it has marketed a look-alike system called 'Metaling'. This

has most of the standard gears in white plastic. (Tim Edwards on Spanner2).

A Safe Place

During W.W.II there was a little shop down in the basement opposite Hamleys in Regent Street, London, that sold only Meccano. Hamleys told us the Meccano was put there as it would be safer from the bombing. (Lytton Jarman on Spanner).

Dismantling Day

Here are a few tips to help with what is often a sad job:

1. Take your model apart into sections or modules and do each one separately.
2. When a section is completed, clear all parts away into storage before starting the next one.
3. Sort the parts roughly as they come free.
4. Put nuts, bolts and washers directly into their permanent storage containers.
5. Work on a large towel on a tray.
6. Have paper handkerchief handy to clean oily axle rods etc. before storing them.

Formed Slotted Strips

P/N 215 should have a standard radius of $1\frac{7}{16}$ ". In most sets, after use, these strips have all sorts of radii. (Hans Van Ouwerkerk on Spanner2).

Lesson For Transmetro/Toll Rail.

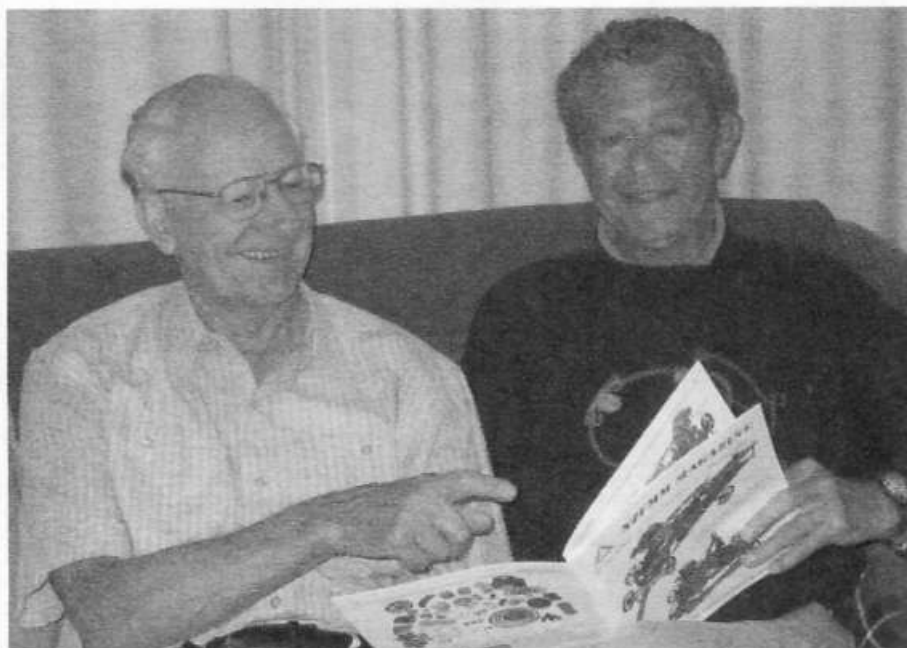
James Dooley in Langerthal, Switzerland, tells us on Spanner2 that his morning routine involves taking a bus to the station with three minutes allowed to change to the train; one change on the way with five minutes to do it; then arrive in Basel where he takes a tram to his office. It totals about an hour's journey and if he is late to his office more than (say) twice in the year it is a big, serious matter.

NZ Christmas Advertising

The pre-Christmas TV advertisements for Meccano were supplied by Meccano France in ten and twenty second versions. The placing was arranged by Gordon Good of Rainbacryl Ltd. They focussed on the Design series of sets, in particular Design 3. (Andrew Wells on Spanner2).

Peter Kessler in New Zealand

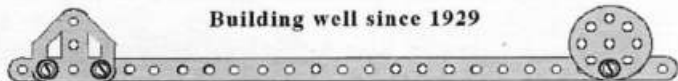
A recent Meccanoman visitor to New Zealand in February was Peter Kessler from Switzerland. Peter stayed with John and Edna Ince in Feilding for a few days and was snapped while reading the NZFMM Magazine. Peter was delighted with the hospitality he had received with his ten day stay with David and Elizabeth Wall in Auckland which included tours out to Northland, Coromandel and the February Auckland Meccano Guild meeting. Then the trip south to the Inces at Feilding and visits to Don Blakeborough, Bruce Geange and Bruce Neilson. Peter then travelled south to Wellington and Lou and Shirley Nichols. The tour then was onto Sydney for seven days and eventually back home to Switzerland. We truly live on a shrinking planet.



John Ince discussing the February 2005 magazine with Peter Kessler (right).

CHRISTCHURCH MECCANO CLUB

Building well since 1929



reports by Graeme O'Neill

Meeting 4th February 2005

A sombre crew attended the February club meeting, after the surprise announcement of John Crawford's death from cancer on the previous Sunday. Peter and Cameron attended the funeral for us.

In attendance at the meet, were Ian Torrens, Doug King, Peter Satherthwaite, Cameron McFarlane, Dave Laing and Graeme O'Neill. Selwyn Megson was absent, due to illness.

A few models were shown ready for the weekend "Edwardian" show as described below.

Dave Laing brought along his Marklin/Meccano Traction-engine, that will be ready to go, when the new battery arrives. It is based on 10" flanged rims at the rear and 5 1/2" Marklin flanged rims at the front, that is about the same size as the No 10 set model but is far better proportioned.

Graeme O'Neill brought along his brand-new Renault F1 racing car, a lovely looking model in the Renault colours of blue, yellow, white, black and zinc. The price was reflected in the looks not

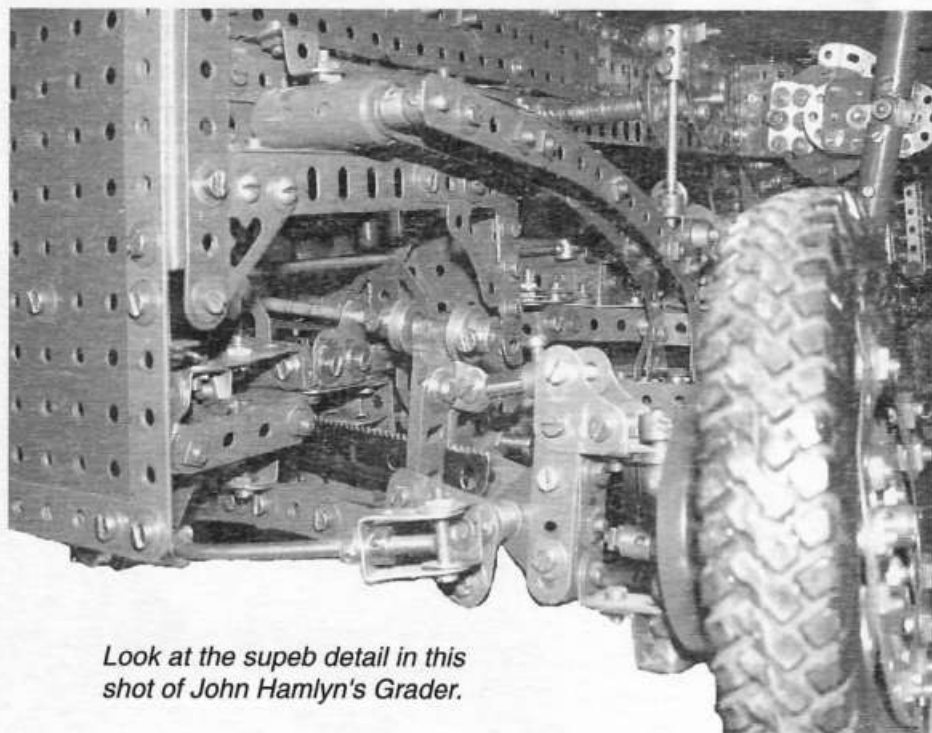
pre-occupied with motherhood.

The Edwardian Carnival

The Christchurch Vintage Car Club held its annual "Edwardian Carnival" in Hagley Park on 6th Feb 2005. The weather looked as though it was going to ruin the efforts of many, with a very heavy misty start. This held up our progress beyond raising the tent and gazebo then laying



Bill Malthus and Peter Satherthwaite contemplate their models.



Look at the superb detail in this shot of John Hamlyn's Grader.

so much the parts, but then it's not meant to become parts, is it? Also shown were the radio control models from December meeting.

The night was once again finished off with a lovely supper provided by David at about 10pm. Donnell, is at present,

and oil tanker; Dave's traction engine, round-about from ferris wheel set, James Bond-type snow-bike, walking steam-boat.

out the new 'table-tops' on boxes. Once the weather was seen to be burning off the mist, progress was completed by 10:30am, with the models set out for the large crowd (that stayed all day) to enjoy once again.

Those attending included Doug, Peter and myself. We once again easily filled the four square metres of tables. All was sheltered from the lovely sunshine by the gazebo and tent.

David and Donnell, with baby; then also Cameron, his wife and son also showed up for different parts of the day to help out. Ian Torrens was unable to attend.

Models also included; Doug's steam pile-driver, 'Sunshine' header (1930s Aussie farm machine); Graeme's Renault F1 racer, Radio-controlled 4WD and Quad bike, UK multikit models, 1901 house, 1950s outfit models; Ian's Blackpool tower,

Shows to come:- Sefton on 6 March 2005.

Wellington Meccano Club

December 2004 Meeting

by Lloyd Spackman

We had our December meeting a week early but still had an excellent attendance, several visitors and some very interesting models.

Max George brought along his well-known "Derek the Dragon" and proceeded to dismantle it on the spot, assisted by Laurie Webb. Goodbye, Derek!!

Simon Moody had the base and tower of his S & P D22 crane with the pintle revolving smoothly. It is very impressive even without the jib and driver's cabin.

Lloyd Spackman showed us the excavator from his 8600 Future Masters set and a new version of "Cyril the Cyclist" with the motor, 19:1 gearbox and the gear drive all vertically inside the body.

Campbell Morrison brought along his Renault F1 model as well as a helicopter built from the 8258 Ferris Wheel set.

Nancy Jones had built a roundabout from the Club's 8258 set and took it away again to build another model. The only problem with the roundabout was getting a hand under the revolving cars to reach the off/on switch on the motor.

Bryan Jones set out a length of rail track and points on the classroom floor and ran his big shunting loco with container wagon on it by remote control much to the delight of the Paterson boys, Isaac and Alex Paterson who, with their mother, Deborah, were welcome guests.

Others attending were Brent and Shaun Houston and Tim Surtell.

February 2005 Meeting

by Lloyd Spackman

This was another successful meeting with lots of models and plenty to look at and discuss.

Lloyd Spackman brought his rebuilt "Cyril the Cyclist" and a new model from his FM Set 7600. He called it 'A German Half-track on a bumpy road'. The unusual movement was achieved by combining two different models from the same Set.



Lloyd Spackman with some of his models.

Nancy Jones has been investing in Design Starter sets and showed two small models from these.

Simon Moody had left his crane at home, but brought a revolving airplanes model from the Club's 8258 set. He also brought along Timothy Moody's red/green tank model which was first aired at our 1991 Convention. It was good to see the old Red/Green colours among all the modern yellows, etc.

Laurie Webb had a largish tracked tractor driven by a clockwork motor. As a change from models.

Lou Nichols displayed photos taken at the Melbourne Meccano Club's October, 2004, Exhibition, as well as a set of photos of Jack Parsisson's excellent models of cranes and locos, etc. Lou also had a swing boat from his 8258 set and a little Rogers K Class loco, under construction.

Cameron Morrison showed us a sleek racing bike built from the 4700 Design Series set.

Bob Prescott demonstrated his radio controlled Jeep from the 8700 Design Series. It ran easily on the carpet and Bob says it has only two speeds — 'fast' and 'stop'.

Bryan Jones showed us an intriguing construction which turned out to be one side, in skeleton form, of his proposed model of a Plasser railway line tamping machine. This is particularly designed for work where rail points have to be lifted and re-laid. Even for Bryan it looks to be a real challenge. Eldon Porter brought along a fire engine model from a Master Builders set as

well as a double swing-boats model.

Tim Surtees had on his lap-top a series showing ways in which electronics is applied to Meccano modelling. On behalf of the Club, Bryan presented Tim with a Club badge as a souvenir. Tim will be returning to the U.K. shortly.

The other main item of business was preparations for the 2007 Convention which our Club is to hold. We will be back at the Upper Hutt Centre for this event.

April 2005 Meeting

by Lloyd Spackman

Cranes were the theme at our April meeting. All the models on show were cranes or parts thereof.

Simon Moody assembled his Stothert & Pitt D2 crane in the classroom, hooked up to power, and was happily driving it, surrounded by admiring Meccano men and ladies.

Lloyd Spackman brought along the base of his blocksetter crane which will be a modified version of SML4. His next job is to build the boom.

Timothy Moody had with him his Special Edition crane which

(continued on next page)

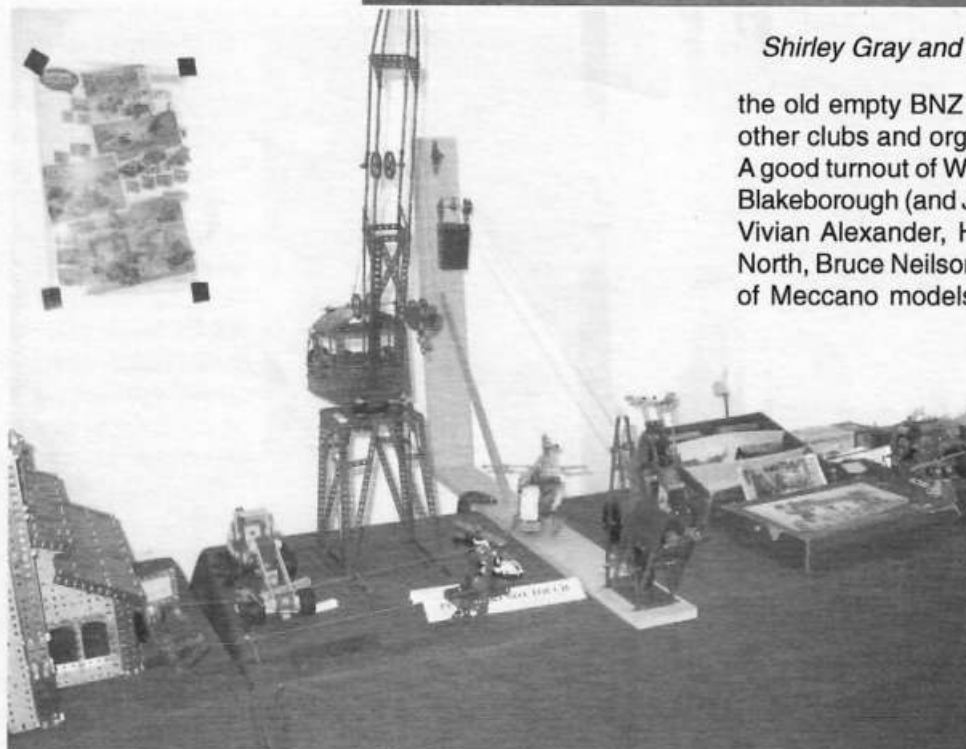
MWT Meccano Club at Wanganui Heritage 12 and 13 March 2005

by Bruce Neilson

Wanganui City had a 'Heritage' weekend during 12 and 13 March. Don Blakeborough accepted an invitation for the MWT Meccano Club to participate and we took up a room in



Shirley Gray and Don Blakeborough at the display.



the old empty BNZ building in the main street along with other clubs and organisations.

A good turnout of Wanganui based members namely, Don Blakeborough (and Joyce), Tom Pittams, Paul Vodanovitch, Vivian Alexander, Hugh Ramage, and from Palmerston North, Bruce Neilson (and Shirley) ensured that four tables of Meccano models were filled for the edification of the

public. The bay window was put to good use and Lindsay Bond's Eiffel Tower filled the corner.

Saturday had a reasonable traffic flow but Sunday, with the shops shut, was literally a day when we had to go outside onto the pavement and 'strong-arm' the few passing members of the public to enter the building to take a look around.

Overall we enjoyed ourselves and the picture(s) tell the story.

(WMC report continued from page 19)

looked neat in black and red. There was also a small model which Simon had used as a test bed for Andrew Wells' MotorVator Unit.

It was the Club's Annual Meeting and the following officers were elected:

President, Nancy Jones. Secretary, Bryan Jones. Treasurer, Lou Nichols. Scribe, Lloyd Spackman.

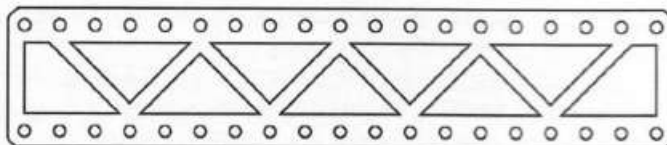
There was a lot of discussion on arrangements and suggestions for our hosting of the 2007 Convention..

Other members and visitors present were Susan Moody, Brent and Sean Houston, Eldon Porter, Campbell Morrison, Tania Lawson (from Eltham) and Don Flowers.

Our next meeting will be on June 10th because of Queen's Birthday weekend falling on our usual date.

Madam President

Congratulations to Nancy Jones who is now Madam President of the Wellington Meccano Club (two year term). Is this the first instance of a woman being a Meccano Club President? She joins an exclusive NZ group: Prime Minister Helen Clark, Governor General Dame Silvia Cartwright, Chief Justice Sian Elias and Madam Speaker Margaret Wilson!



MWLT

MECCANO CLUB

Meeting 12 February 2005

text by Lou Nichols.
photos by Bruce
Neilson and Bruce
Geange

24 members attended the February meeting which began with our antique segment. The nominated subject was Hornby 'O' gauge Railways which does have links with construction Meccano. However some rare pieces of Hornby were displayed ranging through pre-war viaduct, double track level crossing, reproduction track and locomotives, overhead bridge, 1924 carriage held together with nuts and bolts, signal mast, a large collection of the various national railways lettered by Hornby covering South Africa, NZR, Argentina, French, then samples of rolling stock manufactured in France and USA, plus samples of pre and post war French manufacture. The connection to Meccano was demonstrated with samples of electrical pickup shoe, couplings, buffers, and rail adapters. Models were displayed and demonstrated as follows:- Viv Alexander had a 3ft Passenger Ferry boat. Don Blakeborough had samples of red 1" Pulleys which had been queried in a recent Spanner discussion and then used them on a set of motor vehicles based on Nick

Rodgers' Transport Fleet modelplan. A infrared controlled crawler Tractor with a motor for each track was put through its paces. Selwyn Bluett proved that Meccano is essential in real life by showing two tools that are used daily on motor vehicles to get into difficult places. John Freer built a crawler Chassis incorporating modern parts and planetary gears and put it through its paces using an extension cable and control box.

Bruce Geange had an 'O' gauge NZR DA diesel Locomotive in red and green moving up and down a length of track. David Glenday made the long journey from Napier. With a red/green Set 9 modified Bus, a yellow/blue Jeep, a Truck and trailer in red/green and a bucket Loader.

John Ince had a Tower Crane with controller demonstrating the level luffing principle and a Ball Roller which carried

ping pong balls upwards on an Archimedes Screw.

Lou Nichols had a large collection of photos of the Melbourne Meccano show which he had attended.

Tom Pittams and Bob Prescott both had the new set radio controlled Humvee vehicles and the conflict between similar radio channels was immediately obvious. Car jacking is very easy in this medium ☺. Tom also brought a Motorcycle, a Helicopter and an Magic Motored industrial Tractor. Noise was added with a Rattle in Junior Meccano.

Robin Rye had a variable gear mechanism which has a planetary gear with two input shafts and one output shaft. This is an old idea now appearing in modern tractors.

Lloyd Spackman used recent Meccano sets to build a German half track vehicle for use on rough roads, a vehicle with 'go anywhere' tyres and a tricyclist whose legs were busy pedalling.

Paul Vodanovich has been repainting parts in red and green and took us through the processes he was using. A Breakdown Crane Lorry was his model for the meeting.

Francis Wilson had a large framed photograph with five people building and playing with Meccano models rescued from a NZ school (photo on page 24). This is the first time this Meccano picture has surfaced and no other details are known. A 1919 Meccanograph model was also shown.

Sartorial elegance was on display with the modelling of the new MWT polo shirts with embroidered club badge.

After supper a lively auction re-distributed rare and common Meccano parts with very good prices such as 200 slotted cheese head brass plated bolts for \$40.



Ian Stuart (USA) visits us (and his Mum) again.



David Glenday describes his bus chassis

Well it is over a week since the Auckland Convention and I think we can look back on a very successful gathering of Meccano minds. As usual many wonderful models, much talk and catching up with friends and trying to cope with the Auckland traffic. Let's see what we have this time in our eBay look.

Aeroplane constructor set. Green and white in original condition, no box and has instructions. Contents are from the Special Outfit No 1. Paint chipping but no rust. Looks really nice, sold for NZ\$1070.

Dinky Dr Who Tardis Police Box.

This rare dinky toy no 42 from the 1950s is in excellent condition and sold for NZ\$125.

Thunderbirds and Lady Penelope's Fab 1 car. This dinky model with Lady P and Parker plus a set of missiles sold for NZ\$180. The car had paint chips but still nice.

A Meccano 1950s T20R Electric motor finished in black crackle finish is the next item up. Also included in this auction was a **T20 transformer** as well. All boxed and in very good condition including instruction sheets and warranties. NZ\$160 was sale price.

The cricket ball motor EO6 6V in its original box. Sold very well at NZ\$265.

Next we have a very nice **French 1965 Meccano Gears outfit B.** The whole set is mint as is the manual. This set was made in France and manual is in French. Bit of a bargain at NZ\$80.

A 1975 Gears Outfit as new with manual. Missing plastic cover on lid. Sold well at NZ\$140.

For you train buffs we have a **Hornby Dublo Train set EOP 10** 1950s. Set consists of two lovely Hornby coaches, a 0-6-2 Tank Engine, and 10 sections of track. All the items in very good condition-box little scuffed but still good. Comes with original guarantee and NZ\$540 was the winning bid.



Now for a bargain. **A Meccano Mogul Army Truck** in average condition. Bargain at NZ\$12.

This following set, although not Meccano, was made in London during the 1930s. It is a **Contrument Set**, an interesting scientific educational toy. It comes in its original box and is numbered 100 set and what do you do with it? The manual states you can make cameras, projectors, viewers, etc with the lens, caps, nuts, and building pieces present. An unusual set and sold for approx. NZ\$800.

Let's finish with a few sets:

Set No 8 1955 Ex. Restored NZ\$612.

Set No 5 late 1930s in wooden box, complete and had little use NZ\$570.

Meccano Triang Super tool Set Unused 1960s NZ\$137.

Plastic Prima Set No 2, mint in box, not common good buying at NZ\$18.

Meccano Set H9. Original Box which is a bit rough and parts look in average condition. Also included 2 clockwork motors (look like 1A), manual poor. Unusual set and sold for NZ\$130 which would make interesting buying.

In closing, on our local site Trade Me, they are at the present moment auctioning a **CDRom** of the 2003 Meccano Convention at Hawera. We were given one of these free and so the present price of \$10 represents a good return on our investment. (Ed - Final sale price \$15.50!)

Until next time take care, keep smiling and may your model building be fun.

John Hansen.



A peep inside the Construment Set shows some curious parts.

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 Kat 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 - 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 - 10 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 - 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 June 2005 issue of NZFMM Magazine should be sent to the Editor well before 7 June 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.

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>.

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 to Buy

Green Light from Meccano Set 4EL, 12v (?). Please contact Lloyd Spackman, Ph. (04) 232 0918 or email at <fishplate@paradise.net.nz>.

For Sale - NZFMM Lapel Badges.

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

For Sale - Cheese Head Bolts and Square Nuts

Available from MECCANO SUPPLIES. All lengths available in zinc, nickel, or brass finish. Prices yet to be confirmed. Contact: Wayne Blakely, Ph (06) 327 6184, Fax (06) 327 4184, email <info@meccanosupplies.co.nz>

For Sale - Meccano Supplies

For all your Meccano requirements you can view and shop online at my website. <www.meccanosupplies.co.nz> or contact me personally.

From a single Bolt to a No 10 set, I give every order my full attention. I can also put together sets or conversion sets.

New Meccano sets are discounted by 20% for NZFMM members. Freight will be charged per order of sets or parts. \$10.00 within the North Island, \$15.00 to the South Island. Any surplus will be refunded.

Payment Options: Visa, MasterCard, Cheque, Direct deposit.

For Sale - EXACTO Parts Range

Available from the NZ agent MECCANO SUPPLIES.

The full range of Exacto Parts can be seen on <www.meccanosupplies.co.nz> or you can ask for a photocopy list to be sent to you. The prices shown are in NZ dollars.

Exacto Parts have been produced since 1956. The range of parts include standard Meccano parts as well as Exacto's own design parts, all of which are compatible.

To order, or to get more information, contact Wayne Blakely, Patikipapa Rd, RD 1, Marton. Ph. (06) 327 6184, Fax (06) 327 4184, email <exacto@meccanosupplies.co.nz>

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.

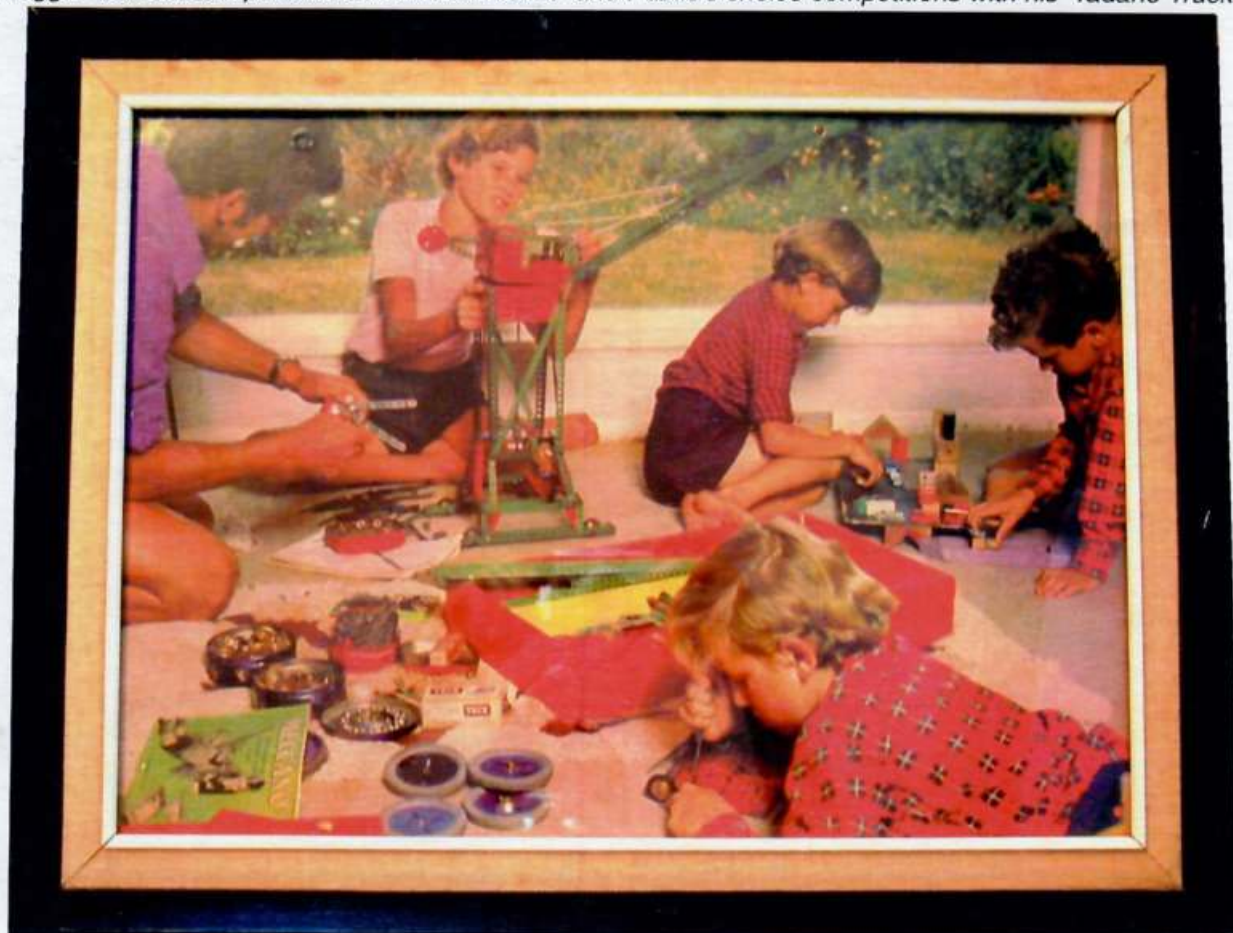
Contact Andrew & Vivien Wells, MeccParts.com, PO Box 26179, Epsom, Auckland 1003, Phone (anytime) (09) 523 4447, Free fax 0800 MECCANO, Email <andrew@meccparts.com>.



A mountain bike from one of the 2005 sets.



Les Megget won second prize in both the Exhibitors' and Public's choice competitions with his 'Tadano Truck Crane'.



Here is the large framed photograph which Francis Wilson rescued from a NZ school.