



NZFMM MAGAZINE

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Meccano seems to have taken a dominant place in Les Megget's lounge!



Read about this crane truck on page 5.

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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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Father, I have sinned!

As a 'dyed in the wool' red and green Meccanoman (and I do not mean that I died in bed between my sheepskin underlay and my woolly blankets :-), I must make a confession. After seeing Bob Prescott's Digger model from the new Cable Command set in the metal (write up, parts list and model photo elsewhere in this issue), I bought three sets. Pure greed but I finished up with six 12" wire inside 8" Bowden cables plus track gear, and a variety of modern parts which are starting to appear in recent published models. The cost of a Command Cable set is considerably less than the cost of individual parts, so that is my Scottish ancestry placated; and a coat of red / green paint will calm my colour sense.

Hydraulic systems of the 'wet' variety have been tried in the past and failed mainly due to the fact that the laws of hydraulic pressure do not alter in proportion to the scale of the operation. The substitutes are Screwed Rods driven by electric motors, string/wire over pulleys, and Bowden cables. Bowden cable is what you used to have as the brake system on your bicycle. It has two components, an outside sheath which normally is loosely fitted to holding points at each end for tidiness and an inside flexible wire with an strong anchor on each end. You supply a pulling action to the wire for one direction and a spring/rubber band will supply the reverse action. The photo shows the loop formed at each end of the wire to be bolted to the Meccano part to be levered. The threaded metal tube is nutted to each side of a Meccano part to provide a fixed pathway for the flexible wire and a resting place for the end of the outside sheath. The complete cable does not work with a sharp bend in it but

needs a gentle curve of about 1" minimum



radius. I also applied the old schoolboy trick of putting some oil down the sheath to prevent any rust and lubricate the sheath and the wire before first time use. The 'play' value of the three Manual models is excellent and children will have a fun/realistic/strong toy to play with.

All in all, an impressive solution to a long standing problem and a recommended buy (see Sell advertisements page 23).

I must add that within two minutes of Bruce Geange viewing the three models I had assembled from the Manual instructions, his fingers were twitching to make some alterations, and his brain was ticking with some application ideas.

R. Bruce Neilson

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1918 Atkinson Steam Wagon with Vertical Boiler

by Mike Stoodley

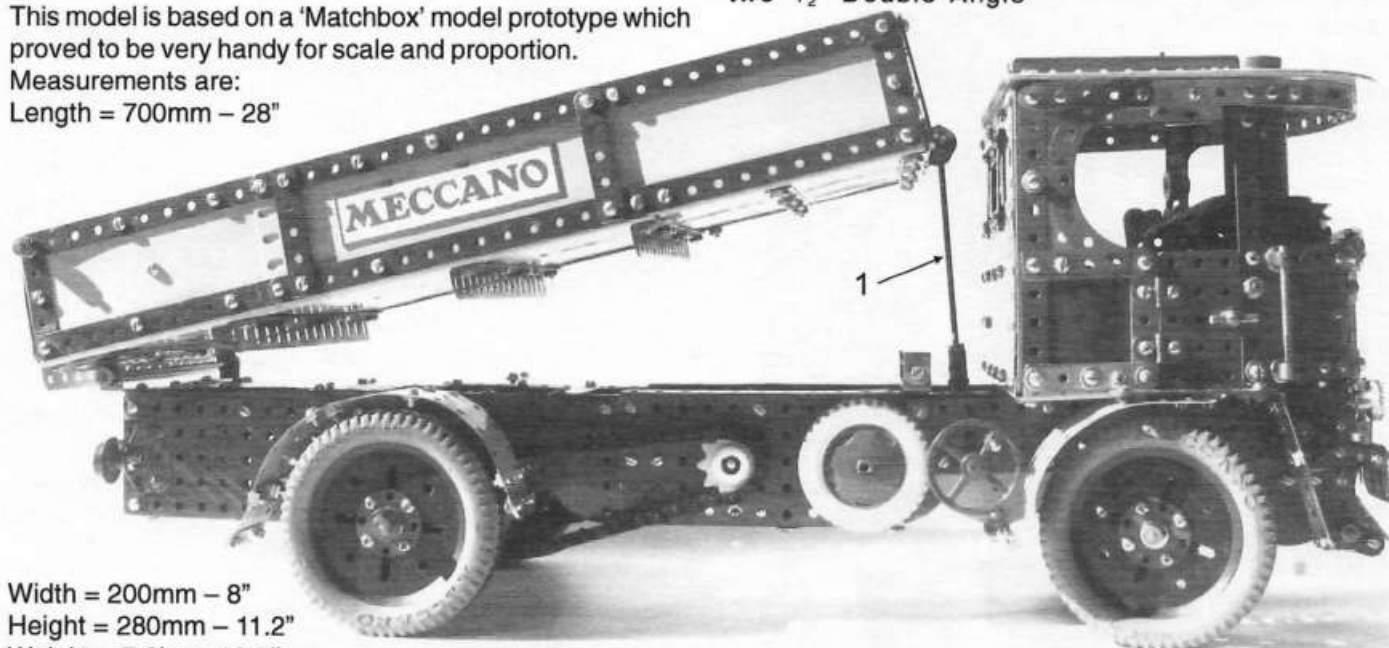
This model is based on a 'Matchbox' model prototype which proved to be very handy for scale and proportion.

Measurements are:

Length = 700mm – 28"

only non-Meccano parts in this model, I am putting together a proper Meccano roof at present.)

The gear lever (7) is a nine hole Strip connected by an End Bearing (8) to the sliding Rod (8a) which is journalled in two 1/2" Double Angle



Width = 200mm – 8"

Height = 280mm – 11.2"

Weight = 7.2kg – 16.5lb

Like many models no doubt, it began life as a simple look-alike which I had wanted to construct when I was about ten years of age (way back in the 1930s!) so if one waits long enough...

However, it has become what I call a progressive model, with continual additions, developments, readjustments, and refinements. To be specific, in its now final(?) stage, it has: Numbers in (?) refer to the pictures in the article.

(1) Tipping mechanism for the tray.

(2) Differential on the drive shaft.

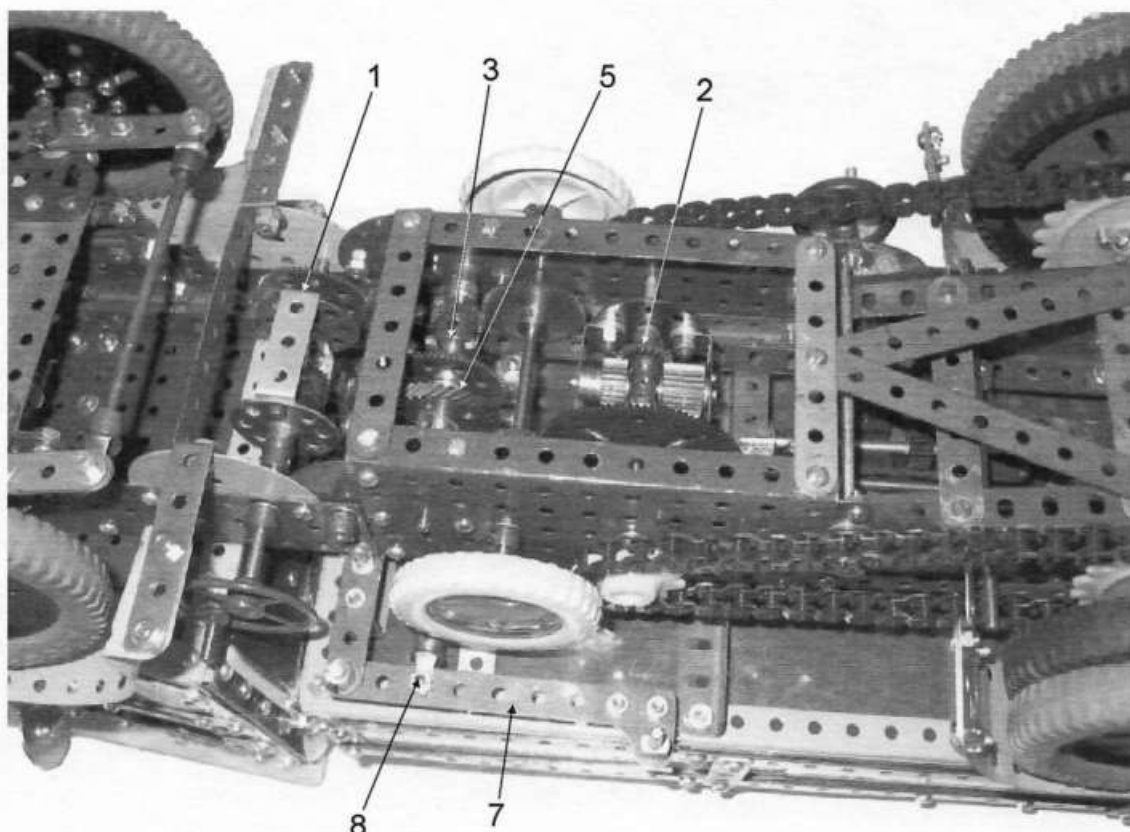
(3) Keyway / Socket Coupling gear change from drive / neutral / tipping.

(4) A six speed electric PDU motor housed in the water tank at the rear, with a long (5) drive Rod and Helical Gear linkage to the Keyway gear change Rod at the front (behind the cab).

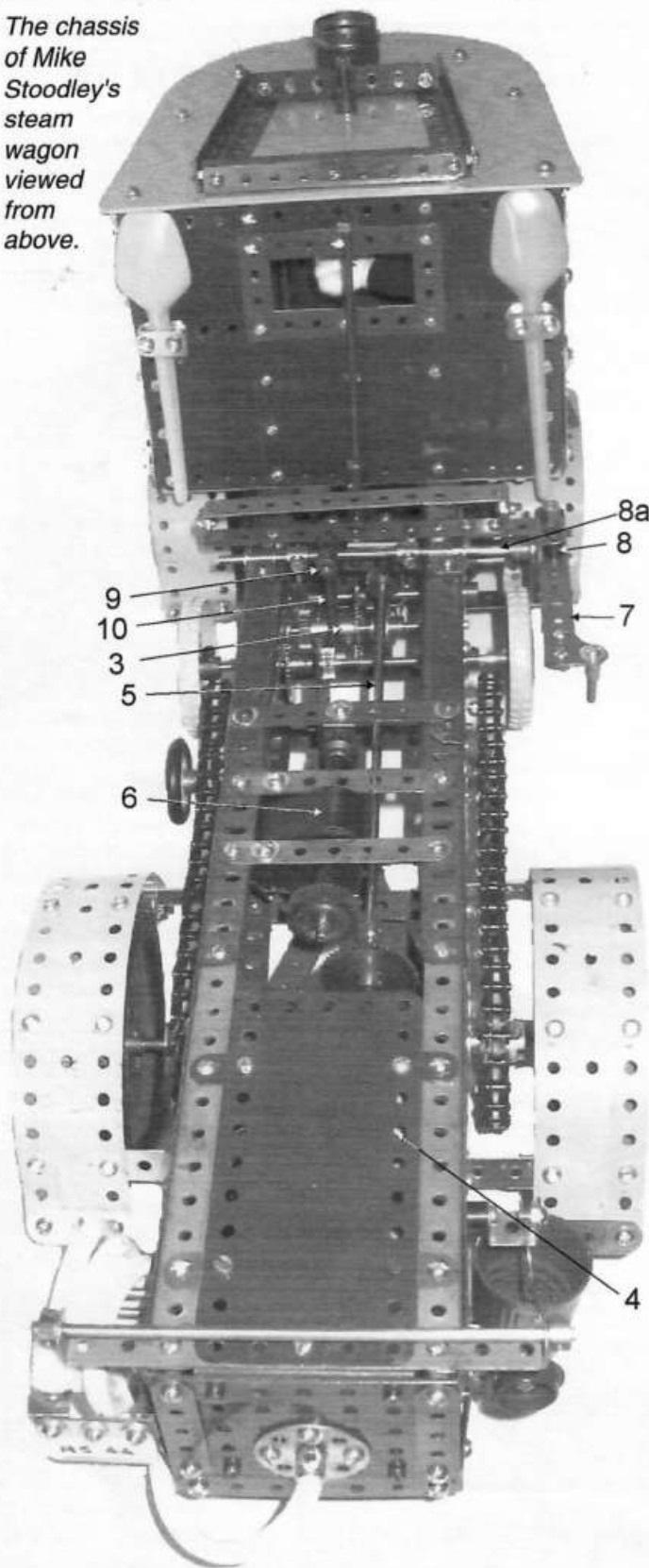
(6) A 'clicking' gadget from a broken toy, found at a picnic site! This is connected by Pinions to the long drive Rod from the electric motor and sounds realistic. (This clicker, the cab roof, and the bucket and shovels are the

Brackets, both of which are slightly bent and offset to prevent the Rod (8a) from sliding freely. This Rod carries a Coupling (9) which in turn carries two vertical 2" Rods (10) which fit into the narrow neck of the Socket Coupling (3) on the Keyway, effectively effecting the actual gear selection changing.

(A picture of the chassis from above is on the next page)



The chassis of Mike Stoodley's steam wagon viewed from above.



CDRom "Meccano Magazine Volume 1, 1972 to 1981" Review.

by R. Bruce Neilson

I have just received my CDRom titled "Meccano Magazine Volume 1, 1972 to 1981". First impression? Brilliant!! This CDRom has a readable printable .jpeg picture of every page of every Meccano Magazine (39 of them) issued between January 1972 and April 1981.

How do you find items (articles, pictures, models, mechanisms, etc) relating to your query? Go to one of the four indexes provided i.e. Author index, Chronological index, Keyword index, Subject index and look up the item you want. When found, double click the blue line of the item you want and you will be automatically taken to the page of the MM containing that item.

Can't find your item listed alphabetically? Then use the computer facility of 'Edit' then 'Find' to type in a partial or whole word relating to your item and the computer will search all the words in the index and take you to each index entry in turn that contains that word anywhere in an index line. When you have found the item you want, then do your double click.

Know the month and page of your item? Go to the Cover table, click on the cover relating to your month, and the click on the page (they are numbered) you want. Or go to the Monthly table and repeat the actions of the previous sentence.

The period 1972 to 1981 was a troubled time for the Meccano Magazine and the number of magazines printed for some issues was as low as 5000 for the whole world. Accordingly this is a most desirable historical recording which should not be missed.

This is Volume 1 of a series of Meccano Magazine CDRoms which will eventually go all the way back to issue 1 of 1918. The CDRoms are being organised by a group of volunteer Meccanomen and they are to be congratulated on producing a most useful and a brilliantly presented reference library.

The world and our technology is undergoing rapid change and this is reflected in the new ways we are getting access to archival material. The days of fragile pages of rare original documents and associated paper indexes and their inflexibility of alphabetical sorting, corrections and additions have now been superseded with the issue of CDRoms. The impending popularity of DVD technology will get six, seven or more CDRoms on to one DVD. The word 'halcyon' comes to mind which my dictionary defines as 'idyllically happy and peaceful'.

Available from MW Mailorder, PO Box 4650, Henley-on-Thames, RG9 1YP. England for £14.95 + P & P.

A Letter from David Wall

I would like to take the opportunity to express to all Members of the Federation my pleasure in having Life Membership bestowed upon me at the Auckland Convention last Easter. The honour is greatly appreciated and the impressive Life Membership Certificate takes pride of place in our home. It was great to meet up with old friends at the Convention and Elizabeth and I hope to repeat the experience next Easter at Turangi.

Finally my congratulations to all prize winners and exhibitors and especially to Peter Hancock who orchestrated a most successful Convention.
Regards to all.

TADANO 60-Ton Hydraulic Crane-Truck

by Les Megget

As with most Meccano vehicles the tyre size available dictated the final scale. I wanted to use 3" Pulleys as the rims (having heaps of them) so the heavy truck Tyres (P/N 142bw) available from Dave Taylor (UK) were purchased. These have an outer diameter of 4 1/4". I found some A4 scale drawings of the sixty ton crane truck on the internet and decided to build a 10.6:1 model of it. I had seen a Rough Terrain version of this crane working on the Auckland motorway and thought the style very modern and attractive for a crane.

THE CARRIER (Truck) made by Faun:

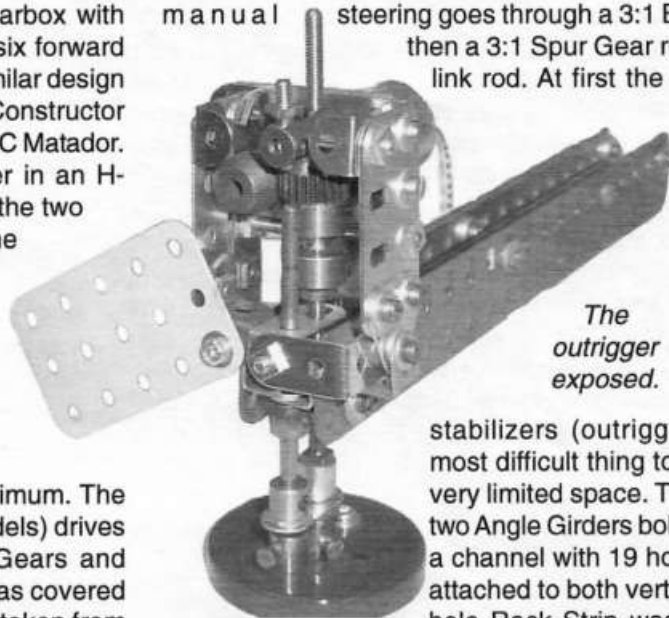
The 40 1/2" long chassis was built up from Angle Girders into channel sections, the web being reinforced with long Flat Girders. The three-speed and reverse gearbox with two-speed range box was built up first, giving six forward speeds and two reverse. This gearbox was of similar design (but with different ratios) to that described in "Constructor Quarterly" magazine No. 47, March 2000, the AEC Matador. The selector Rods ran forward to a gear lever in an H-pattern gate made from Fish Plates controlling the two layshafts. These Rods were quite long and the gear change was fairly sloppy, even after untold adjustments. The range box (2:1 and 3:1 ratios) was controlled by a separate lever in the cab. A manually controlled diaphragm clutch uses a Tyre on a 1" Pulley with a 2 1/2" Face Plate as the clutch plate. A thrust bearing made from Collars and Washers effectively kept the axial forces on the prop shaft to a minimum. The modern 12 volt side plate motor (Frizinghall Models) drives through a Worm reduction and then Bevel Gears and Sprocket Chain to the clutch plate. The motor was covered with a mock-up of the Cummings diesel engine taken from

photos found in a library book.

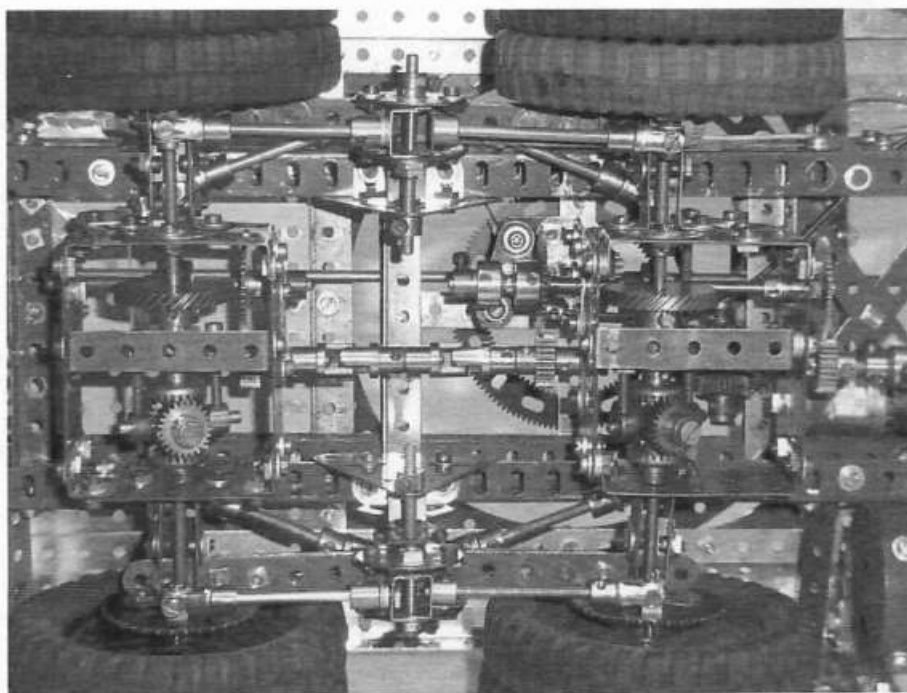
The prop shaft drives the forward rear axle's differential with an inter-axle differential between the two main differentials. The axle differentials are conventional "over the top" with Contrates and Pinions but the standard Meccano Helical crown wheel is not drilled and is connected to the cage by a Short Coupling, (**see photo**). There was no way I was going to drill holes in my precious Helical Gears. I later included a locking device using a Dog Clutch to the inter-axle diff, controlled by a lever in the cab via wire within some Spring Cable. The rear suspension has cantilever leaf springs from a central pivot with several tie rods restricting the axle's movements.

The front suspension comprised semi-elliptic springs for each axle suspended from perpendicular Rod and Strip Connectors from Fish Plate shackles. The front two axles are not driven on the model or prototype. The manual steering goes through a 3:1 Bevel Gear set,

then a 3:1 Spur Gear reduction to the link rod. At first the wheels turned left when the steering wheel was turned right, a slight design adjustment being required!

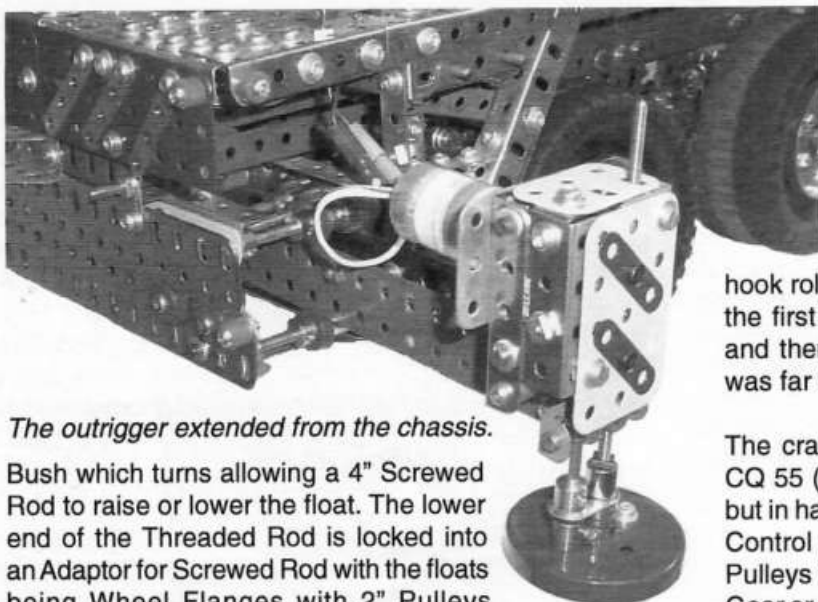


The four stabilizers (outriggers) were the most difficult thing to construct in a very limited space. These comprise two Angle Girders bolted together as a channel with 19 hole Flat Girders attached to both vertical sides. A 13 hole Rack Strip was bolted to the inside of one of the Flat Girders by the vertical slotted holes for adjustment. The rack was driven by a 19t Pinion driven through a gear train from a Meccparts motor bolted to the truck's chassis. Each outrigger has a double Bevel Gear to reverse the movement, controlled by a vertical lever protruding from the truck's deck. Each outrigger can be moved in or out independently. The rear outriggers extend from a gearbox at the rear driven by a longitudinal axle from the front outrigger gearbox.



Rear axle assembly from underneath

Each outrigger jack (**see photo**) is driven by a Meccparts geared motor (370 rpm) driving a 19t Pinion by a Worm on the motor shaft. This Pinion is locked into a Socket Coupling at the top which is restrained from moving vertically by two long Bolts or Pivot pins bearing on the Socket Coupling's groove. The bottom Socket of the coupling holds a Threaded

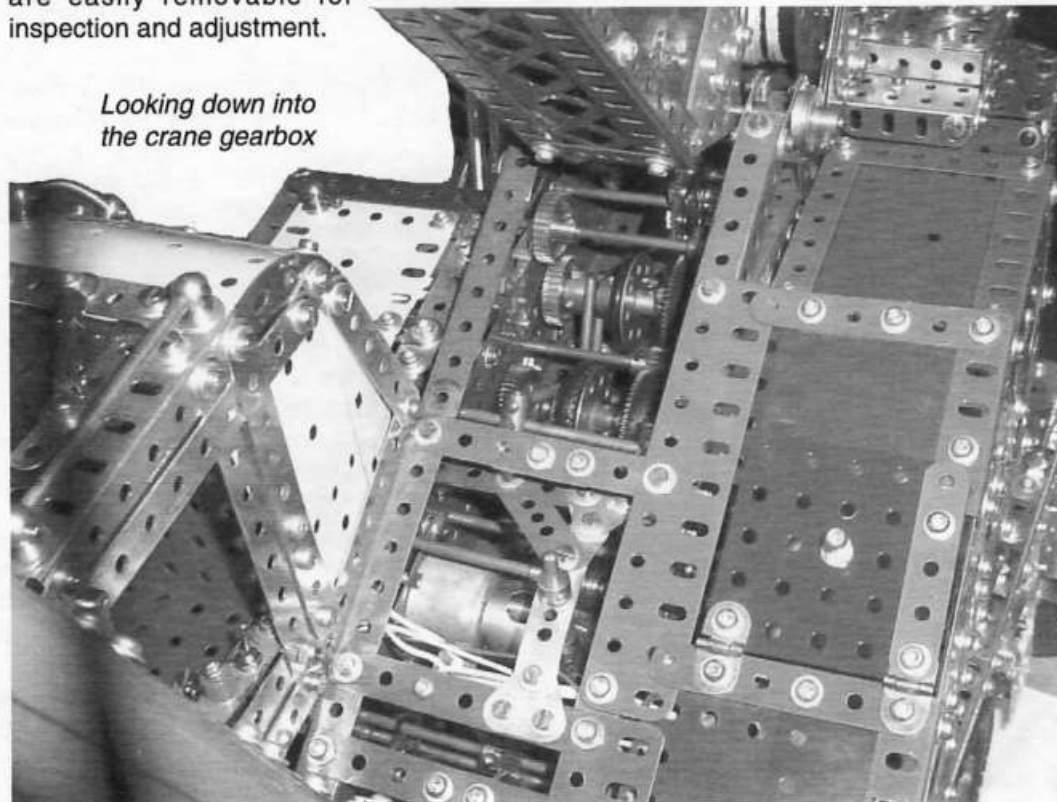


The outrigger extended from the chassis.

Bush which turns allowing a 4" Screwed Rod to raise or lower the float. The lower end of the Threaded Rod is locked into an Adaptor for Screwed Rod with the floats being Wheel Flanges with 2" Pulleys hidden under them for extra strength. An extra stabilizing rod was locked into a Rod Socket in the float to stop the jack shaft rotating. This jacking system is fairly slow but can lift each corner of the 45 kg crane-truck without outside assistance. The jacks on each side are of a slightly different design because of the dimensional limitations. They stick out $1\frac{1}{2}$ " beyond the side of the truck (non-prototypical) but to fix that would have required a redesign of the chassis (motors just that much too long). The jacks are each controlled by an up-off-down switch on the carrier's deck. The floats can be removed by loosening two bolts and stored on the truck for travelling, as per the prototype. The jacks were rebuilt at least three times before I was satisfied. The outriggers move in transverse box girders ($2\frac{1}{2}$ " by 2" deep) made from Angle Girders and Braced Girders supporting four $1\frac{1}{2}$ " Pulleys running on the outer edges of the outrigger's Flat Girders.

Plated covers over the mechanicals are either hinged or are easily removable for inspection and adjustment.

Looking down into the crane gearbox



THE CRANE (Tadano):

This slews on a Bert Love designed roller bearing ("Meccano Construction Guide", 1971) comprising fifty two Meccano Ball Bearings sandwiched between $7\frac{1}{2}$ " Circular Strips and 6" Circular Plates, a brilliant design which can carry large, out of balance forces without any hook rollers. This was my third attempt at a roller bearing, the first two being the usual sixteen $\frac{3}{4}$ " Flanged Pulleys and then the small Ball Thrust Bearing (P/N 168), which was far too small for the imposed forces.

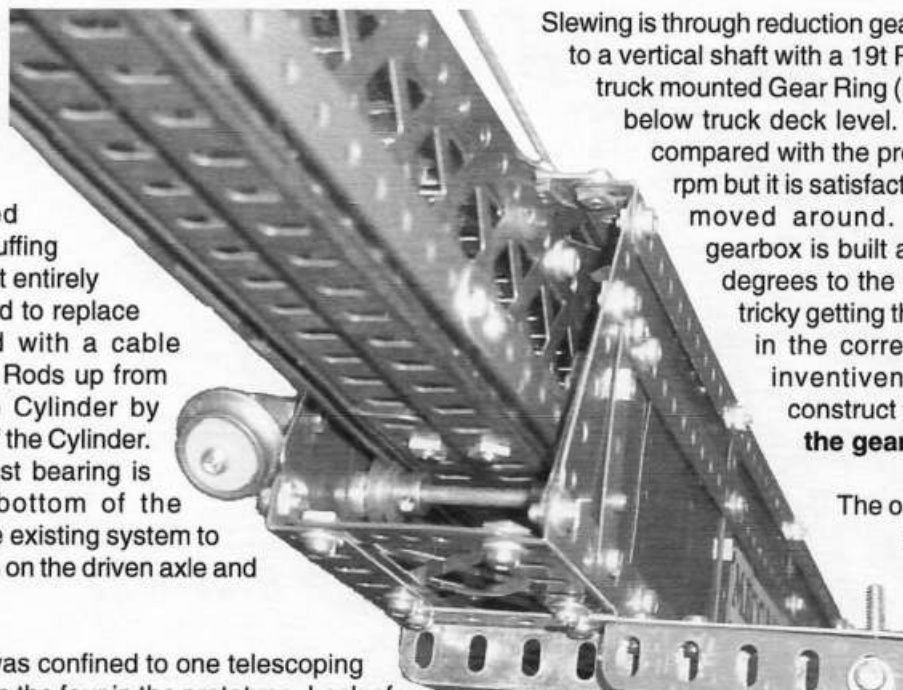
The crane gearbox is modelled on the one described in CQ 55 (March 2002) in the Ruston Bucyrus RB-22 crane but in half the space using 1" Tyred Pulleys as the clutches. Control rods move two Socket Couplings fitted with these Pulleys in unison. The Tyres bear on either a driven 57t Gear or a Bush Wheel while the outer Socket of the coupling carries either a 19t Pinion or a 1" Gear (P/N 31). Thus the output shafts are either revolving forward or backwards depending which clutch is engaged. The control rods are moved by Bell Cranks via more rods to the control levels in the crane's cab. These rods are spring loaded so that the harder the levers are pushed the larger the force transmitted to the clutches. Each control lever is held in position on a Rack Segment by a Fish Plate bolted horizontally to a Coupling fixed to the lever. The levers are sprung so that to disengage the Rack Segment the lever is pulled upwards. This arrangement I felt was neater than the usual arrangement of another locking lever incorporating a Pawl meshing with the Rack, or some such. The main crane gearbox controls three motions: luffing, slewing and the jib telescoping with an extra heavy duty motor for luffing.

Luffing proved the most difficult. I wanted to use only Meccano standard or compatible parts and the luffing is

done with an $11\frac{1}{2}$ " standard Screwed Rod revolving in a Coupling which pushes two $11\frac{1}{2}$ " Axles out of the modelled hydraulic cylinder (five Cylinders bolted together internally with Narrow Strips). These rods are connected to the underside of the jib by Strip Couplings. Bevel Gears drive the Screwed Rod at the base through a large gear reduction (Worm on the motor shaft driving 25t Gear before the 3:1 reduction in the gearbox). The main gearbox motor wasn't up to the job and was supplemented by the larger motor at a very late stage. The telescoping jib is heavy at about 5 kg and requires real grunt to lift it from its horizontal rest position. I

calculated that the hook could carry about 30 kg before the rods would buckle but I wasn't prepared to carry that sized load! As a result luffing is very slow and not entirely satisfactory. I intend to replace the Screwed Rod with a cable system pulling the Rods up from the bottom of the Cylinder by Pulleys at the top of the Cylinder. Also a decent thrust bearing is required at the bottom of the Screwed Rod in the existing system to reduce the stresses on the driven axle and the Bevel Gears.

The jib extension was confined to one telescoping segment rather than the four in the prototype. Lack of space and weight considerations were the main reasons for this. I had intended the extension to be done by a rack and pinion but this would have required the motor at the jib's outer end (unsightly). After several attempts I ended up with $\frac{1}{2}$ " Pulleys positioned on the inner vertical sides of the main jib with $12\frac{1}{2}$ " Strips running between the Pulleys, the Strips being spaced out from the inner jib's sides by Plastic Collars, (see photo). Care was needed in the jib's construction so that bolt heads didn't jam the pulleys when extending. The inner jib is pulled out by a nylon covered steel fishing cable, which goes around a $\frac{1}{2}$ " Pulley at the outer jib's end. An automatic Pawl brake stops the jib falling back when the gearbox is in extension or neutral mode. Gravity allows the jib to retract when the hoist capstan is reversed.

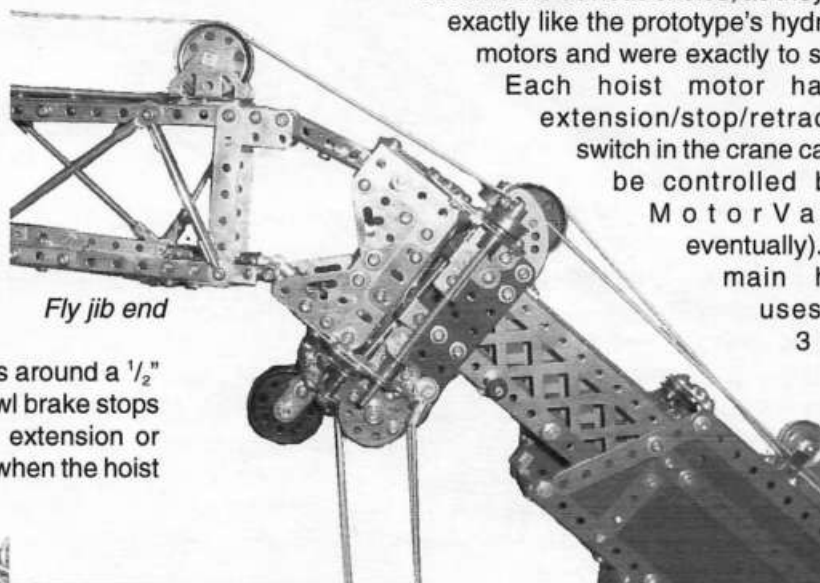


Slewing is through reduction gearing (Worm and Pinion) to a vertical shaft with a 19t Pinion running around a truck mounted Gear Ring (P/N 180) centred at just below truck deck level. Slewing is a little slow compared with the prototype which does 2.5 rpm but it is satisfactory for the weight being moved around. Because the crane gearbox is built at an angle of about 20 degrees to the horizontal it was pretty tricky getting the vertical slewing shaft in the correct position and some inventiveness was required to construct the upper bearing (see the gearbox photo).

The original plan was to drive both hoists from the main crane gearbox but when MeccParts motors became available with many different geared down ratios, they

became the obvious choice, as they look exactly like the prototype's hydraulic motors and were exactly to scale.

Each hoist motor has a extension/stop/retraction switch in the crane cab (to be controlled by a Motor Vator eventually). The main hoist uses a 370 rpm



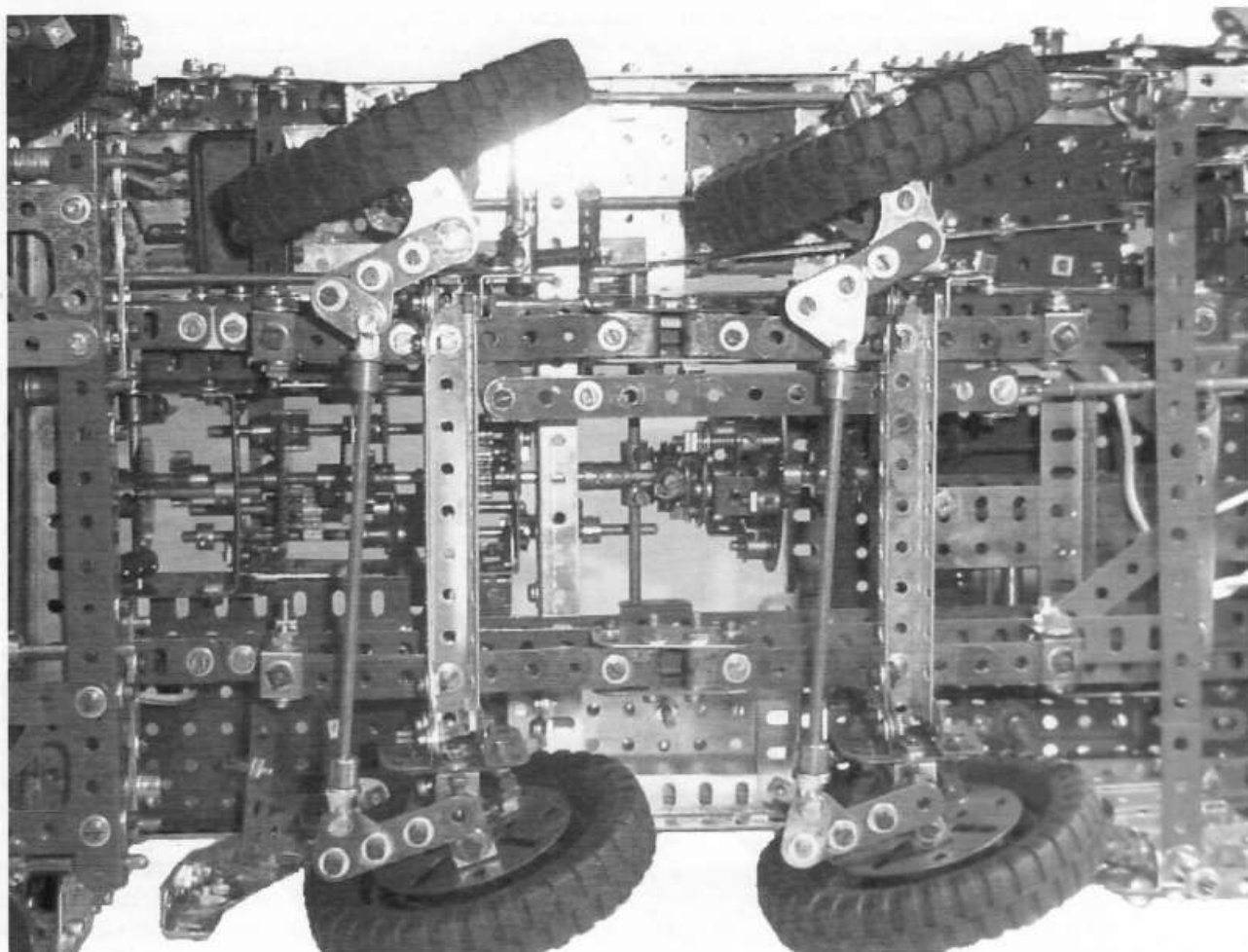
Fly jib end



The truck rear wheels with the crane cab and bottom of jib.

motor through a 3:1 reduction while the auxiliary hoist uses a 500 rpm motor and a 4:1 reduction, giving correct scaled speeds. These motors are powerful enough to lift 5+ kg on the main hoist with five sheave rigging.

The 8,000 lb prototype counterweight hangs off the back of the crane by Screwed Rods in the model out of dummy hydraulic cylinders. This allows the counterweight's removal and storage on the truck's deck as per the prototype. The counterweight was to be filled with Meccano Nuts and Bolts but this proved unnecessary.



The truck front axles assembly from underneath

The fly-jib was a challenge as I wanted to make it as light as possible and normal angle girders would have been too massive. I used 12½" Narrow Girders (Exacto) spliced with 7 hole Narrow Strips on both legs with the web members being Axle Rods held by about one hundred Rod and Strip Connectors on the outer girder sides (no room inside without butchering the Connectors!) These friction-only connectors proved satisfactory for the loads being transmitted through the trusses. The fly-jib is in two parts which fold up and are cradled on the side of the main jib by two substantial brackets. The fly-jib is designed to be set up at either 3, 25 or 45 degrees to the main jib (as in the prototype) by a single Rod being repositioned in 2 short channels made up from Narrow Angle Girders. (see photo). I was very pleased with this system and it works well even when standing on a chair to get at it with the main jib at 70 degrees to the horizontal.

This is the largest model I have ever made in my two lives as a Meccano modeller (first life aged 6 to 18, second life started a couple of years ago). I'm glad I didn't build it to a larger scale because at 45 kg it needs two people to shift it around and I took the crane off the truck to get it home from the Convention. I've been pleased with the standard of new parts available

from France and Argentina, almost up to Binns Road paint standard and the new one piece brass gears from Exacto are excellent.

I have used a wide variety of parts in this model from 1920s nickel Strips and Braced Girders to 21st Century French zinc plated pieces with many of my 1950s red/green pieces used in unseen places. The colour scheme is meant to be two-tone with red/green for the lower portions of the carrier and crane with contrasting yellow/zinc for the upper surfaces, as the photos of the real thing always seem to be two-tone paint jobs. Blue was used for the dummy hydraulic cylinders. This model took eighteen months to complete and that entailed about 900 hours at a rough estimate. The model contains about 3,000 nuts and bolts! Well now I have to decide whether to pull it all to bits to build the next model. I'm certainly not going to buy another heap of parts for the next model, so I guess that its days are indeed numbered!



The crane hoist drums and drive

Photos by Les Megget

Another picture of this model appears on the back page of the April 2005 issue.

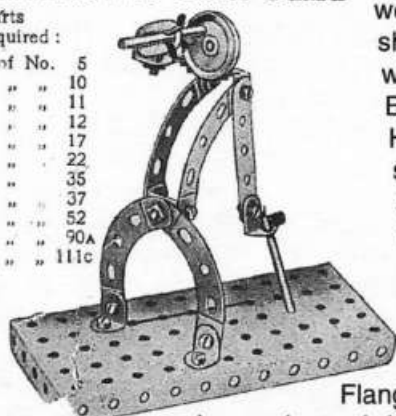
Konkoly's Nurse

by Simon Johnson

All good cartoonists are able to suggest character with a few well placed lines – a prominent nose, receding hairline or characteristic stance. Andreas Konkoly did this in many of his 'humanoid' models and none better than in this most oddball of his creations.

Model No. 0.76 Coast Guard

Parts required:	
1 of No.	5
2 "	10
2 "	11
6 "	12
2 "	17
1 "	22
3 "	35
15 "	37
1 "	52
4 "	90A
1 "	111c



Looked at clinically, all we have is a body like a shuttlecock topped off with a 1" Pulley without Boss for the head. However the bell shaped body suggests an old fashioned nurse's cape and the 1" Pulley capped with a tightly wound hank of Cord and small

Flanged Wheel a sensible

bun and nurse's hat. Hitched to a pram, she becomes the quintessential nanny taking little Piers or Amanda for a turn around Hyde Park. But it is the nurse's – er – chest which provides the finishing touch. All nannies have a motherly bosom and if you are sketching a cartoon nanny with the minimum of detail, the bun and bust are obligatory. Konkoly realised this and delivered the goods on both accounts.

I'd never been interested in novelty models. There were quite a few in the manuals of smaller outfits when I was a boy and they always seemed vaguely pointless. Some – like the model 0.76 Coastguard illustrated were excellent examples of cartooning in Meccano but I was drawn to the Steam Engine powered by a Magic Motor.

It was Konkoly's lively description of his creation which sucked me in. "As the walking mechanism of the nurse is based on the mechanism of woman's walk she is walking with tripping, short steps...." And further down the page: "The besoms are No. 6a, two No. 23d and two 147b parts." Besoms? A couple of sentences later all is revealed: "According to Photo D we cover the breasts with a bent No. 5 part."

Something peculiar was going on here. First we provide the lady with a pair of half inch Pulleys (with Boss) then cover them up leaving only the heads of two Pivot Bolts to suggest their presence.

Hell, it wouldn't take long to build. A few days over Christmas.

Some modellers like Konkoly's model plans. I'm in two minds, - the photos are fine, but the instructions require an encyclopaedic knowledge of Meccano part numbers to

follow clearly:

"First we encircle with four No. 215 the No. 46. Figuring on Photo G, fixing to it the No. 2a parts of the sides and the No. 3 parts of the abdomen."

Luckily the model is easy enough to build from the photographs alone. However, a few points should be made. Once the nurse's body is complete, it is impossible to thread the Sprocket Chain around the 1 1/2" Sprocket Wheel which drives her legs. Fit the Chain beforehand tying the loose ends in such a way that it stays in place while the rest of the model is being assembled.

The nurse's hands (Crank) are attached to the pram handles (Handrail Couplings) by 1" Rods. It doesn't take much for this arrangement to slip, loosening the drive Chain. I added a 2" Slotted Strip as a brace. The slot provides useful Chain adjustment.

Initially I used eraser rubber for the feet. These broke too easily. I replaced them with shoes cut from a heavy rubber strip bought at Para Rubber.

Konkoly claims the nurse will take eighty steps at one winding. Even with the mechanism running perfectly this isn't possible. Perhaps Konkoly's No. 1 Clockwork Motor had been fitted with a chime spring from a mantel clock. The problem lies in the fact that with every forward step the nurse takes, she lifts not only her body but part of the weight of the pram and clockwork motor. This is because the pram that the nurse's side of this point has to be lifted with

rides on a pivoted undercarriage so pivot becomes a fulcrum. Any weight on the nurse's side of this point has to be lifted with each step. This situation can be improved by adding weight to the front of the pram. A 'U' section 2 1/2" x 2 1/2" Plate makes a suitable cover for a lead sinker. With the weight installed, the nurse walks much more freely, taking an extra fifteen steps before running out of puff.

I considered replacing the clockwork motor with one of Meccparts little geared electric motors but decided that it went against the spirit of the model. Virtually all of Konkoly's models were clockwork powered. Perhaps he had trouble laying his hands on an E15R in pre-glasnost Hungary but I suspect that there was more to it than that. There's a quirky light-heartedness in his Walking Coolie, Santa

Claus, Joe Black the Porter which suggests the clockwork novelties made early last century by German toy makers. Lehmann made a coolie very much like Konkoly's; nowadays they are worth a small fortune among collectors. I learned that Andreas Konkoly died recently. Perhaps his spirit marches on in the models of another European, Bernard Perier. Perier's intergalactic rabbits and pedalling manikins remind us – like Konkoly's nurse – that while fiendishly complicated excavators and radio controlled tanks leave us speechless with envy, it is the novelties that make us laugh.



NZ FEDERATION OF MECCANO MODELLERS

Income and Expenses April 2004 - March 2005

2003/2004

2004/2005

2,364 **Cash Book Balance, April 1, 2004** 2583.02

INCOME

2,757	Subscriptions, NZ	2829.00
1,153	Subscriptions, Overseas	1443.71
441	Subscriptions in Advance	361.45
525	Casual Sales & Back Copies	592.12
14	Donations	91.25
540	Donation from M.W.T. Club	
<u>5,430</u>		<u>5317.53</u>
7,794		7900.55

EXPENSES

3,410	Printing 6 issues	2675.90
253	Printing Extra and Back Copies	325.08
20	Printing Members' List	14.63
1,327	Postage on 6 Issues	1556.70
92	Postage on Back Copies	58.20
80	Plastic Wrapping	89.00
	Envelopes	44.99
29	Bank Charges and Sundry	31.01
<u>5,211</u>		<u>4795.51</u>
2,583	Cash Book Balance, March 31, 2005	3105.04

BANK RECONCILIATION

Cash Book Balance	3105.04
Plus unpresented Cheques	264.80
	456.28
	<u>31.00</u>
Bank Balance March 1 2005	<u>3857.12</u>

Subscribers on mailing list, March 1 2005	N.Z	134
	Overseas	60
	Total	194

CABLE COMMAND SET 6515

by Bob Prescott

What's new in Meccano - Cable Command.

Meccano have introduced a 15 Model set in their multi-model series and its feature is Cable Command (I would call it bowden cable) and two are included in Set 6515.

For some reason it is available in Australia and New Zealand but not apparently in the United Kingdom at the time of writing.

The set includes an assortment of old and newer parts (if you know what I mean) from short Perforated Strips, Angle Girders and Double Angle Strips as well as Plastic Spacers, 3 flat Pulleys and no less than 14 captive Lock Nuts. The eight plastic half Flanged Wheels (about the same size as P/N 20b) need to be removed from plastic frames like kit-set models. They take "caterpillar" type tracks (the same as in Future Master set 4600) or the attractive new Tyres. I do like the pale green matt finish on the flanged plates and curved strips.

I built the digger shown on the cover of the set manual which also includes a break-down truck, helicopter, crane and rocket ship. The digger built up easily in a couple of hours and the cable command worked well, one moving the main boom and the other controlling the bucket/scraper. There is the odd "deliberate mistake" in the manual such as a part appearing on the model without instructions to add it but hey, it wouldn't be a Meccano manual without them!

The Recommended Retail Price (RRP) for the set is NZ\$65. I bought mine from MECCPARTS and Andrew Wells' N Z Federation cash or cheque price is \$55.30. In my view this is very good value and cable command is a most useful addition to the Meccano parts list.

Cable Control Set Parts List

Pt No.	Description	Size	Qty	Pt No.	Description	Size	Qty	Pt No.	Description	Size	Qty
2a	Perforated Strip	4 1/2"	5	38a	Washer Spacer Plastic		20	147f	Pivot Bolt	3/4"	2
3	Perforated Strip	3 1/2"	2	43	Tension Spring		1	147g	Pivot Bolt	29/32"	1
4	Perforated Strip	3"	2	48	Double Angle Strip 1 1/2" x 1/2"		2	155	Rubber Ring		1
5	Perforated Strip	2 1/2"	2	48a	Double Angle Strip 2 1/2" x 1/2"		2	179	Rod Socket		1
9d	Angle Girder	2 1/2"	2	51c	Flanged Plate 1/2" x 1"		1	186g	Driving Band		1
9f	Angle Girder	1 1/2"	4	51f	Flanged Plate 2 1/2" x 1 1/2"		1	186h	Driving Belt		1
9l	Angle Girder	1"	2	51g	Flanged Plate obtuse 2°		1	212	Rod & Strip Connector		2
12	Angle Bracket	1/2" x 1/2"	11	53	Flanged Plate 3 1/2" x 2 1/2"		2	235	Narrow Strip	2 1/2"	2
12c	Angle Bracket Obt	1/2" x 1/2"	2	59c	Collar (silicone)		5	260b	Plastic Mobile Dbl Bracket		1
16b	Axle Rod	3"	1	74	Flat Plate Perforated 1 1/2" x 1 1/2"		2	260c	Plastic Strip, Thick 5 hole		4
21p3p	Pulley no Boss	1 1/2"	1	90a	Curved Strip 2 1/2" - 90°		2	316a	Axle Rod Triangular 2 1/2"		1
22cp3p	Pulley no Boss	1"	1	111	Bolt 3/4"		8	317	Axle Rod Triangular 2"		1
23bp3p	Pulley no Boss	1/2"	2	111a	Bolt 1/2"		5	940d	Jonc 4mm diam.		1
34	Spanner		2	111c	Bolt 3/8"		6	J0044	Rubber Tyre		4
36c	Allen Key		1	111d	Bolt 1 1/2"		4	J0047	Caterpillar Track		2
37a	Nut		62	133b	Triangular Plate 1/2" x 1 1/2"		1	B451	Half Flanged Wheel		8
37b	Bolt		41	133c	Triangular Plate obt 1/2" x 1 1/2"		2	B708	Bowden Cable & fittings		2
37h	Lock Nut		14	137	Wheel Flange		1				
38	Washer		1	147d	Pivot Bolt 9/16"		3				

Note: This set contains some new parts and in line with current practice the list with the set is illustrations with no names. Parts are identified by number such as A602 (0009D). For the old hands that means a 2 1/2" Angle Girder! Some recent parts have no traditional number. The part names in the above list are the best we can do.

Meccano in West Africa

by Bruce Neilson.

Pictures by A and G Torrie

Recently Don Blakeborough and I visited Arthur and Gabrielle Torrie who had a Meccano story which we wanted to record for posterity. The conversation also revealed that Meccano Ltd did have compassion for deserving causes.

Arthur had used Meccano as a boy when he inherited a nickel set from his uncle in the late 1920s. Eventually in 1956, he was seconded from New Zealand to the United Nations Scientific division and with family was sent to Sierra Leone in West Africa as an education consultant. With money in the budget and the end of the financial year rapidly approaching, Arthur bought every science orientated book in the country for the schools and also all the available Meccano sets. At this time the native inhabitants of Sierra Leone were moving from a organic subsistence existence and being exposed to metal utilisation by way of bridges, cranes, trucks, etc. The Meccano sets formed the means to set up clubs at various schools for after hours activities. The clubs took the children from Meccano models in manuals through to self design modelling.

Meccano was introduced to the teachers training college at Njala. The use of the clubs was extended into history, art, language, ecology, science, etc and moved from an after hours school activity into the main school day as an improved way of learning. There was even an on-air radio station with the transmission gear scrounged and assembled. One of the success stories came from a former student who wrote to Arthur in 1962 from Glasgow University where he had



been awarded a degree in electrical engineering and was a qualified pilot.

There was also the story of a letter from the college in 1959 being sent to Meccano Ltd telling them of the success the Meccano was having and in return came back Sets 8, 9, and 10 as a gift to help with education. Meccano did have a heart!

The Torries returned to New Zealand in 1960 before being posted to other parts of the developing world. They have published books on their experiences so check your local library.

The two pictures show students at a Meccano Club session working on their models.

Judges, and Models at C



Daryl Anderson photo

Bruce Neilson, Elizabeth & David Wall and Peter Hancock about to select a winner!



John Ince talks to Selwyn Bluett and a visitor about his models.



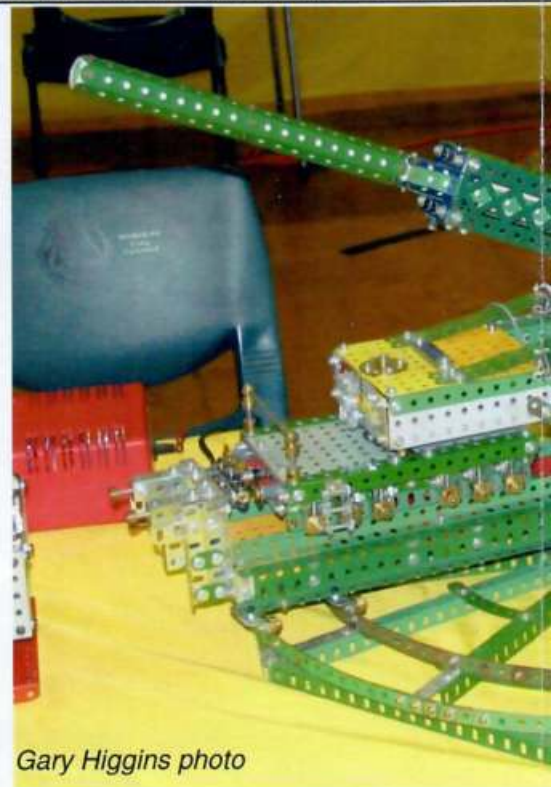
Daryl Anderson photo

Simon Moody explains his Dockside Crane to John Freer and Bruce Geange.



Bruce Geange photo

A couple of young enthusiasts study Bruce Neilson's display of Unicycles.



Gary Higgins photo

It looks as if John Freer's Railway Gun

These pictures are just a selection from the 100 photographs taken at the Exhibition by Bruce Neilson, Gary Higgins, Daryl Anderson and Bruce Neilson. As the model labels did not identify the builders, we are sorry we have incorrectly identified some models.

Modellers with their Convention 2005



Bruce
Geange
photo
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1026 or so
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apologise if

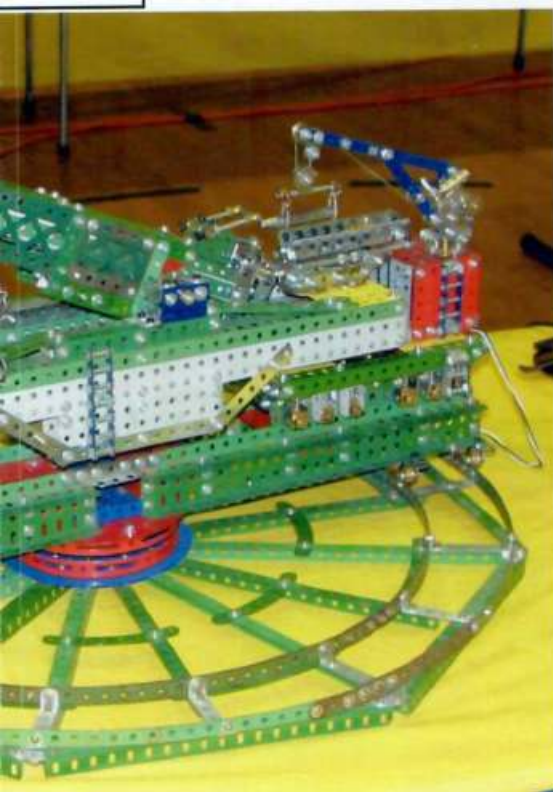


Daryl Anderson photo

Mary Jost arranged this superb Vase of Flowers - all from Meccano parts!



Gary Higgins photo

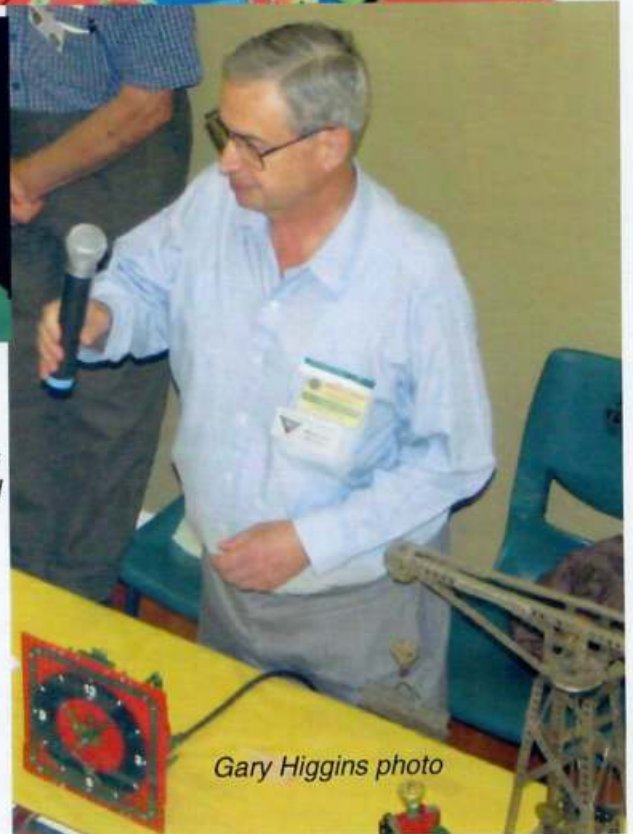


un is about to fire a shot at its builder.



Paul Vodanovich likes the traditional red and green Meccano. The picture, top right, shows his Dockside Crane and Builders Lorry. (Bruce Geange photo)

Malcolm Booker, on the right, is talking to the convention delegates during the Saturday morning Exhibition tour. The time is 11.05 on his Synchronous Clock.



Gary Higgins photo

YOU, DEATH, and MECCANO

by Bruce Neilson.

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

The **ONLY** certainty in life is that you are going to die.

1 – THE LEGALITY.

If you are lucky, you will die in bed surrounded by your loving family and relatives. Your will is up to date and clearly express your wishes in the disposal of your assets. Your appointed trustee will organise an orderly distribution of your estate as directed by your will.

If you are unlucky you will die messily, without a will, and your nett assets will be acquired by people you hate.

An extreme point of view? Not necessarily. After death, greed motivates your relatives and harmony becomes a rare commodity. For example I am aware of situations where the deceased's children/relatives/in-laws have descended on the deceased's house before/after the funeral and stripped the contents out on the basis of "Dad promised me that.", "I gave that to Dad and I want it back.", and "I'll have that." All of which basically amounts to theft.

Dying with a will, without a will, and how your wishes can be ignored has been altered in recent New Zealand legislation so the usual politically correct answer is to consult your solicitor. Prepare yourself by reading up on the subject. I refer you to an example website <<http://www.tegglaw.co.nz/estate.html>> written in understandable English which has the following headings:-

Funeral arrangements.

What does an executor do?

What happens if there is no will? Intestacy.

Distribution of estate property where no will exists. (Intestacy). De facto partners – Important changes to these rules from 1 February 2002. From 1 February 2002, a de facto partner will have the same rights to receive the deceased's property under the rules of intestacy as does a married spouse, provided etc etc.

Surviving spouse or de facto partner may choose division of property under Property (Relationships) Act (from 1 February 2002). This new law also allows a surviving spouse or de facto partner to choose between either:- applying under Property (Relationships) Act for the property of the relationship to be divided according to the Act's equal-sharing rules, or not having the property divided under the Act and instead receiving whatever he or she is entitled to under the rules of intestacy.

Can a will be contested?

Challenges under the Family Protection Act.

Challenges to the legal validity of the will.

2 – THE REALITY

Your legal or defacto spouse is going to get at least 50% of your nett worth after your death whether you like it or not. (What happens when you have both a separated legal wife and a live-in girlfriend of more than three years?? ☺)

All right, you have decided that your Meccano collection is of sufficient value to make some arrangements about.

A – Suggestions for disposal while you are alive. (If nothing else you will have a lot of fun.)

1 – Set up a trust and remove assets from your ownership. The trust deed will set out beneficiaries, time limits, dissolution details, etc; will cost you annual running costs, and is not totally tamper-proof.

2 – Sell the valuable stuff that you only look at and gloat over and make good use of the money. Keep the building stuff to use until you die and then you don't really care what happens. See also paragraph A4.

3 – Give stuff away to whoever. Remember that not everybody sees a Geared Roller Bearing (GRB) as the holy grail but only as a source of spending money. Also that under the new Property Relationships Act, if you gift assets to your children, in three years, half could be claimed by their partners in the event of their relationship break-up.

4 – To gain Government subsidy of your rest home fees, you have to have spent most of your nett worth. The current situation is that when a person aged 65 and over is assessed as needing long-term residential care, they can apply for a residential care subsidy to cover the cost of their care. Eligibility for this subsidy is subject to an asset test. The following level of assets is currently exempt from asset testing:

\$15,000 for a single or widowed person in care; \$30,000 for a couple with both partners in care; \$45,000 for a couple where one partner is in care, and their house and car. Assets tested include the house, holiday home, car, shares, bonds and savings.

The present government has said that from 1 July 2005, single people and couples with both partners in care will be able to keep up to \$150,000 in assets (including both property and savings) before their assets are used to contribute to the cost of their care, up from \$15,000 and \$30,000 respectively. Couples where one partner is in care will retain their current exemptions of a house and car, while their cash asset exemption will rise from \$45,000 to \$55,000. The exemption thresholds for all groups will then increase by \$10,000 a year, progressively removing asset testing.

If you place your trust in politicians, spend your \$7 banknotes now.

B – Disposal after your death.

Ask yourself this question. "If I were to drop dead tomorrow, would my trustees be able to access and dispose of my Meccano collection to the maximum advantage of my beneficiaries??"

The answer is probably "No". Expensive or valuable items will not be recognised. Collections will go to public auction and be sold by the box lot for a song. Relatives will descend like vultures to pick over your assets.

So what can you do now to be prepared?

Make a will. Make a will. Make a will.

Identify valuable items by some means such as a unique number and compile an inventory showing the unique number, suitable description for the auction catalogue, estimated value and year of valuation.

With the inventory include some written advice to your trustees as to the best method of disposal. I would suggest that:-

(continued on next page)

The use of email from the Spanner group is acknowledged.

Mamod Steam engines

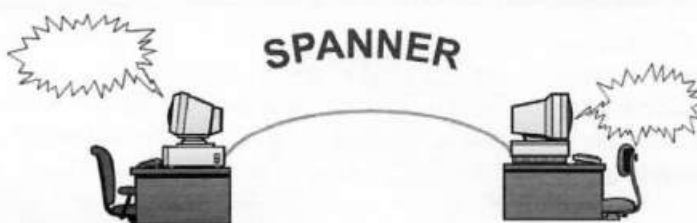
running on air - At shows etc. using air avoids fire regulations and prevents small (and not so small) kids

getting burns and law suits! To merely get the engine to turn over, quite a low pressure will do. A pump from an aquarium will usually do the job quietly. Or if there is room under the table, a car inner tube (if you can find one these days) will supply a long lightly loaded run. Lubricate the cylinder with a silicon grease as it will wear faster when dry. Connect with rubber tubing into the filler hole using a drilled out bolt. If you can't find the correct thread then glue in a suitable piece of pipe or tubing with bath tub sealer. Some pumps have an inlet port to give you vacuum. There are no problems (except the whistle, which won't work anyway with a low demo pressure) in fact the vacuum probably seals the valve block better! Regulate the speed by squeezing the tubing with a C clamp. (Allan Barton).

Black Washers, Nuts, Bolts, etc - NZ\$2.80 per kg at the local electroplaters for 'black zinc' coating. They use some silver salt as opposed to that to get the shiny zinc or the gold sheen zinc plating. (\$5 for a large peanut butter jar full). (Simon Moody, NZ).

Buy a bottle of chemically blacking agent such as "Carrs Metal Black" (for Whitemetal and Steel) Immerse the 4mm steel washers as required then rinse in clean water and Fix using Carr's Electrofix. Although a bit pricy this method does have the big advantage of being able to do as many or few washers as one requires. Suppliers are available via Model Railway traders. (Roland).

Cord for models - You might find that Braided Dacron Kite Flying Line is easier to find. Comes in Black and White. I use 50 lb line which is about 1.5 mm in diameter. Make



sure you ask for Braided, not Twisted. (Andrew Wells, NZ).

Driving Bands - The alternative for Meccano bands is to weld the polypropylene cord that can be mended by heat (while the two extremities

are melting one joins one to the other and let it cool) in the appropriate length of belt needed. It is sold by length offered in several options of circular cross section's diameters. Down here it is called "Polycord" and usually is green. (Edmundo Veiga).

Orrery in three hours - My nine year old daughter goes back to school tomorrow. They will be looking at space and planets in science, so I said I would build an Orrery to take to school. So a quick request to Roland Jaggard got me a scan of the instructions for the Model of the Month from June 1957. I changed the structure slightly and used a French motor in place of the E20R. I also changed the 1:1 bevels used for keeping the earth at an appropriate angle with 3:1 pairs as I thought they looked neater. It makes a change completing a model within three hours instead of three years!! (Richard Payn).

Obsession?? - Yes, I have noticed that a fair percentage (20% ?) of Meccanomen seem to return to the hobby with small visions and budgets initially, but soon the appetites get whetted, bank vaults get opened, and the spending reaches high levels. In one case I learned about a returnee to Meccano (after a hiatus of 40 plus years) ramping up from about a 6 outfit's worth of parts, to a first vintage No. 10 outfit within four months, followed by eight more No. 10 outfits in the next six months! (Jim Bobyn in Montreal).

Metallus and their Track Set - It comes in a nice wood box with a clear plastic cover, parts are placed on a foam tray, small parts in plastic boxes. very strong, it makes two (continued on next page)

(continued from previous page)

[a] Boxed and rare items, and bundles of loose parts in good order, should be sold through the Internet. Use Trademe or eBay for maximum audience and an international price. Find an "agent" who knows how the online auctions work, can take digital pictures, organise packing and freight overseas, and advise on methods of receiving payment. (Contact Meccanomen John Hansen, Palmerston North, or Daryl Anderson, Hawera, for advice.)

[b] Loose parts in good order can also be sold through a suitable New Zealand auction house such as Dunbar Sloan, Wellington. They will advise on the best way to package for best price, freight to their premises, etc. However watch out for the commission and other expenses charged.

[c] Auction the rough stuff through the local Meccano club and pay the club a decent commission of about 25% for their trouble.

Avoid sleazy dealers who want to make a minimal lump sum offer for the lot.

Meccano parts made up into say half kilo lots of similar parts will enhance the sale price.

In my opinion Meccano models are best left assembled and in particular Meccano Ltd factory models where their provenance creates the value.

Meccano literature has value and even research papers and correspondence are wanted by keen Meccano enthusiasts.

The next question is "Where is your Meccano?" Scattered all over the house, lent to friends, contained in models, in the garage awaiting refurbishment? Have some pity on those who have to sort your Meccano after death. Organise your collection before death. Boxes and plastic bags with labels identifying the contents will help considerably.

What about the Meccano stuff on your personal computer? Databases, inventory, books partly written or completed, etc. Unless this information is grouped under one main directory and instructions are available to retrieve it, the information will probably never see the light of day and considerable monetary value will be lost. The availability of write-able CDRoms makes the transfer and sale of data much easier.

If you are the secretary or treasurer of your local Meccano Club, there will be financial and secretarial records to be returned to the club. At least keep them all in one place in a box.

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

(continued from previous page)

track chains of 32 links each, long enough to place sprockets on each end of a 25 hole girder, plates are 1 x 2 inches, equivalent to a 4 hole flat girder. Distance between pins are 1/2", it comes with twenty sprocket wheels, teeth are 1/2" pitch, like any standard bicycle sprocket. I took me six hours to assemble them, I recommend to make a one inch matrix to assemble each link, so you can perfectly square them. Each track plate consists of the plate (1" x 2"), two angle girders (2 holes), two fishplates, two long bolts, two brass tube spacers, two nuts and four washers, bolts are 4 mm, black steel. Very heavy and sturdy, but look great once completed. (*Oscar Nenninger*).

Maybe it is time now for some "official" information from the manufacturer! The track set was designed by us at the same time when the excavator set was prepared for Marklin. As there would be only 1600 excavators, it made sense to introduce the track set and the 165 mm roller bearing as a spin-off as well. All design work is carried out by us and most parts are made in Spelle (a 9000 inhabitants village nearby Rheine, which is an important railway and motorway junction in the north western part of Germany) in our own brand new factory. All Parts are created with Delta CAD. Right after saving any drawing on the main server, the machine operator at the factory can download the drawing to the machine and start production of new parts. We made a test how fast we can design and finish a new part (100 parts are minimum). The record so far was 72 minutes (from first sketch till ready part in your hands): Designing / drawing at office, 3 km from factory: 18 minutes Download to machine (all information on server): 5 minutes Making 100 sample parts: 7 minutes De-burring: 20 minutes Washing and preparing for powder coating: 6 minutes Powder coating and drying 15 minutes Putting parts into tray for examination: 1 minute That's why we simply can't outsource our main production. Of course, fasteners, polyamide washers, sleeves and most brass ware are not made by us as we are not specialized in these parts and making bolts by your own doesn't cover machinery costs regarding world market prices as M4 fasteners are made by billions per year.

Wes Dalefield Webmaster prize

by William Irwin

Readers will recall that Wes Dalefield laid down no rules for the webmaster's prize competition, and that it was purely up to my subjective decision as to who was to be the winner!

Apart from the fact that I am rather partial to differential analysers and calculating machinery, my reasons for awarding the prize to Tim Robinson for his demonstration two stage Torque Amplifier were the following:

1. It represents Meccano precision engineering at its finest, and worked flawlessly.
2. It is the culmination of years of research by Tim evolving through at least five previous versions to the present one.
3. The model is presented with full accompanying explanation and background information on printed stand-up cards.

Production of parts started in August 2000 in our old facility but moved to the new plant in November last year. Photos of the new plant may be watched on our homepage under "gallery". The track sets are not intended to be "beautiful". They simply need to work, even under high loads. Original tracks are covered with mud after the first hour under working conditions so reliability comes before "bling" (looking good). We didn't purchase the Temsi stock in 2001 but simply put their parts in stock to sell them. When stock dries up Temsi will be more or less history. In fact, it already is, after production stopped in 1999.

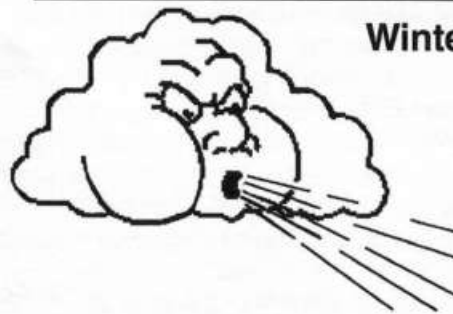
After Marklin stopped production in the same year, there was a supply gap in the German market soon, especially when stock at dealers became less and less in 2000. Our goal was to avoid the mistakes Marklin / Meccano / Temsi etc. made, like a very limited range of parts, no possibility of custom made parts or colour patterns, no state of the art motors and electronics, plastic instead of metal and some others. Our name is Metallus, not 'Plasticus' or something like that, so our main working material will be always steel or brass.

One fact still seems to be not known generally. Marklin has always produced $5/32$ threads. They wanted to introduce M4 threads in 1983 when the new combined slot/inbuss bolts were created. After coming to the conclusion that these new fasteners would not fit to previous bolts as well as complaining consumers, the new bolts were made with $5/32$ threads (on Marklin's old pre-WWII machines, maybe one reason why these fasteners were so expensive). Considering this, we decided to offer standard M4 fasteners, which can be delivered in a much wider range, but gears and pinions and some other brass parts in both imperial and metric size.

At the moment we are establishing a dealer for the United States, so all readers from the other side of the Atlantic ocean may refer to Joel Perlin in Oxnard, CA from this week onwards. You may pay by credit card which will ease payments and reduce bank charges significantly. *Stefan Wanders, (Administrator and webmaster Metallus).*

MotorVator Owners

A series of basic starter articles for MotorVator owners are starting to appear on the Internet site <<http://www.meccanisms.com/modules/xfsection/>> under the 'Getting started' heading.



Winter Weather and Meccano

A MWT Club member, Peter Winter, featured in his local newspaper recently for all the wrong reasons. A

NZ sized tornado came through his farm and demolished a shed and strewn the contents for 200 metres. Donations of strong Meccano Angle Girders for the shed rebuilding process will be gratefully received.

Bruce's Choices From Around The World

Runnymede Meccano Guild Newsletter No 57. February 2005, 50 pages black and white.

Pick of the articles - . The Cat and Boy labels on tins. An in depth review of the variations and time line of this particular label by Clive Weston.

Also includes:- Exhibition at Midhurst. VirtualMEC the new software for assembling models from pre-drawn parts. Museum Roundabout. Plastic Gears shrinking with age. Clutch assembly. Spanner notes on car licence plates, cord, and tumbling and blackening parts. Marks and Spencer (M&S) branded Concorde Outfit review. Gymnasts modelplan by Konkoly. Motorbikes Design Series 4700 and Dynamic Series 4015 reviews. SML 3 Motorcycle and sidecar rebuild. Meeting report. Multi motors grouped into one output. Junior Plastic gear mutilation, Meccano Magazines on CDRom.

Sheffield Meccano Guild Journal No 89. March 2005. 26 pages black and white.

Pick of the articles -. Modelplan Part 1 for Industrial rail mounted Crane. This is a wagon load of gear wheels and detail so will be a challenge for the experienced modeller. Also includes:- Stocksbridge Christmas Gathering. GRB by Dave Taylor review. Marks and Spencer (M&S) branded Concorde Outfit review. Magazine reviews. Differential using mutilated Contrate..

Meccano Newsmag No 101, March 2005. 6 pages colour photographs, 34 pages black and white.

Pick of the articles - Modelplan for Planetarium alias Orrery Sun and 9 planets accurate within 1%. This model uses turntables to support the lowest 5 planets and then have a free standing support for the upper planets. There is no parts list but you will need a lot of gears.

Also includes:- 110 volt motors. Seven speed and reverse gearbox using only two shafts. 1953 proposed revisions to the Meccano system from Company archives. Where to Meccano? Saturnilabe within set 10. The Skegness Festival Pavilion in pictures. Jig for No 1 Clockwork motor spring replacement. Horizontal steam engine in pictures. Peter Pyefinch's 10x8 tractor and trailer and resultant publicity. Meeting report Oxtun January 2005. Exhibition Lincoln August 2004. Show at Northern model Boat Show July 2004. Show at Abbey Pumping Station Leicester January 2005.

International Meccanoman Journal No 45, May 2005, 32 pages in black and white.

Also includes: Founder's Trophy 2005 entries and winner. Meccano Spine Robot Mk 1 with MotorVator. Meccano Hook history. Meet Jim Gamble. 'Technology' hints include a mini roller bearing, drop arm, hinges, peg gears, drills and taps, folded crankshaft, linear actuators, 36 degrees, differential casing. Bad Bolt cure. Inventing a model Pt 2. ISM Magazine history, Virtual Meccano software programmes.



Exhibitions at:- Berlin Technology Museum, TIMS Meccanuity, NZ Auckland Convention, CMAMAS Toronto Toy Shop, Fairy on mushroom. Bet Halliday's Showman traction engine 'Lady Marie'. Coarse Meccano Pt 6.

Southern California Meccano & Erector Club Newsletter, Vol. 29 No 1, January 2005, 12 pages in black and white.

Includes William S Harrison founder A C Gilbert Heritage Society obituary. We are an endangered species reprint. Meeting March 2005 report. Members list. Fire Engines. P/N 54. GRB in the Gilbert Meccano set 150

Constructor Quarterly 68, June 2005, 56 Pages all in colour

Pick of the articles - As far as I know, New Zealand does not have any locks on it's canals or inland barges as seen in Europe and the UK. When I opened this issue and saw the prototype Falkirk Wheel for barges which rejoins the Forth and Clyde canals and then Geoff Bennett's Meccano model I was impressed! This is a rotating boat lift equivalent to eleven locks which has been designed with eye catching elegance and beauty. Copyright does not allow me to reproduce the pictures in this review which makes it all the more important that you subscribe to CQ. The prototype can be found on the Internet at <<http://www.thefalkirkwheel.co.uk/index.asp?tm=5>>

Also includes -. Abbey and Cathedral Medieval Crane. Cardboard Meccano Helicopter. Freightliner Cabover Truck radio controlled. Horse racing game. Tractor County FC 1004 with PTO and plough. Forth Bridge, Petrol pump dispenser, 3D viewer and picture sheet. 'Dinner for Two'. First Pendulum Clock by Galileo, Keith Cameron, and John Wilding. Exhibition Meccanuity 2005. Emma Hornby. Trix Construction Sets.

MW Modelplan 158, Two Cranes, One Tower, One Dockside (Set 10) by John Ince. March 2005, 20 pages.

4 pages of colour photos, 16 pages of text interspersed with plenty of clear photographs, parts lists and 3 motors. 84" high and 60" high.

This modelplan gives you a 'twofer' and is for the Meccanoman who would like an operating model. I have an advantage here in that I have seen the models in the metal and certainly recommend them for various reasons. The models are not complicated and the guess work of design, size, etc has been taken care of so building time is minimal. In lieu of MO motors, the use of tin can motors from broken tape recorders fitted with a wrap around holder is explained. Motor control is through a multi-pin adaptor to a board containing three DPDT switches. However with the increasing interest in the Meccanisms MotorVator and Director toggle unit, these models make ideal models to connect the MotorVator to, and provide the experience of being a real crane driver. Future purchasers of this modelplan will find an inserted page setting out the MotorVator details.

(continued on next page)

CONRAN'S FERRIS WHEEL: In "Home and Garden" magazine, November, 2004, in a feature on the home of Terence Conran, the famous furniture designer and chef, there is a Meccano model Ferris wheel, shown stationary. However, if you then refer to his book, "DIY in Design", the same model is pictured as part of the frontispiece and on page 154, this time in motion. It is good to see that famous designers also enjoy Meccano models. *(thanks to Lou Nichols for this item).*



FROM INDIANA, U.S.A.: "I am an emigrated Brit. I had Meccano as a youth but my mother sold it while I was in the Royal Corps of Signals. I emigrated to the USA in 1957 and only started to buy Meccano parts when I retired in 1997. Now I have nearly a No. 9 set. I have added more girders and plates and left out some of the plastic parts. One of the best features of Meccano is how it often makes one compromise to develop a function if one does not have the parts ideally needed." *(from Peter Liley, Indiana, USA).*

STEAM PROTOTYPES: Steam Wagons, Ploughing Machines, Traction Engines, Road Rollers, Locomotives and many more. If you are looking for photos and descriptions of any type of steam engine I can recommend the British magazine, "Old Glory". It is devoted to stories and photos of all sorts of steam driven transport; in particular their restoration. My copy came from a bookshop at the lower end of Willis Street, Wellington.

ERECTOR STUNT PLANE SET: I was given an Erector (USA) No. 2200 set which builds either a small stunt plane or an air boat. It's easy to assemble, although the double ended clips which hold most of it together don't grip as well as they should. Designated for ages 4 to 8, I think even an 8 year old would have difficulty pushing the 1/4" rubber pulleys on to the two 1 1/2" axle rods. These are the only metal parts in the set. Distributed in the USA by Brio Corporation, the parts are made in France and China. Instructions are the usual drawings on a large, colourful sheet of paper.

NIKKO IN CHINA: During discussion on parts for the new Spitfire model recently put out by Meccano France, Casper Mol on Spanner reported that Nikko's Chinese factory is situated in Bulong Industrial Zone in Dongguan City. According to their web site, 50% of all Nikko products are now fabricated there.

THE A380 AIRBUS: "Stepping into MSN1, as the first Airbus is known in the Company, you see none of the sights you'd expect — no carpets, no seats, no lockers, no subtly lit ceiling. Instead there are metal edges with every rivet visible, boxes of inscrutable engineering devices, metal pipes and rivers and rolls of wiring (800 km of it) dangling from the Meccano ceiling." *(from the "NZ Herald, 28/4/05, quoting from an article in "The Independent". It featured Fernando Alonso, the Airbus Director of flight testing and development at Toulouse. Thanks to Rick Vine for sending me the article)*

(continued from previous page)

MW Modelplan 157, Copley Clock or John Harrison's Third Marine Chronometer by Michael Adler. January 2005, 40 pages.

4 pages of colour photos, 17 pages of text, 1 page parts list, 16 pages of diagrams, 2 pages of clock face and 1 PDU motor. 10" wide, 16" high,

This clock is another in the series of quality Meccano clocks by Michael Adler. There is a minimum of non-Meccano parts and the text and Isomec diagrams should make building

QUOTATION: "What is this life if, full of care, one has no time to stop and stare". (Anon.)

'IF IT MOVES !': On Canadian TV an engineer turned TV comedian improvises mechanical contraptions from junk. Duct tape and WD40 are his favourite tools. His motto is, "If it moves, and shouldn't, use duct tape. If it doesn't move, and should, use WD40" *(from George Turner on Spanner).*

A NEW METAL Construction System (MCS): Toyworld, in its latest brochure, advertises a new metal construction system called 'Geomag'. It is from Switzerland and appears to have metal rods and clips held together magnetically.

ON ANTIQUES ROADSHOW: Sean O'Connor from Redruth, Cornwall, had brought his 1938 Meccano biplane to the Show. It appeared to be in excellent condition. He had bought the kit set for GBP10. Without the original box, the host, Paul Atterbury, valued it at about £300.

RODS: Meccano Rods are 4.06 mm diameter. Marklin rods are 4.00 mm. So, Meccano rods are a tight fit in Marklin bosses. *(Samuel Chow on Spanner).*

FIRESIDE FUN: "You mustn't play with that hammer", says Mum; "You'll hurt your fingers." "Oh no I won't, Mum. Willie is going to hold the nails".

METALLUS: These sets were reproductions of Marklin sets manufactured from 1956 to the mid-1970s. The seven sets were numbered 1009 to 1015 with the 1015 'Berlin' set being the largest. Its parts count, at 2450, was close to the Meccano set 10 of 1950s vintage. In general, the Marklin sets had somewhat fewer mechanical parts (gears, etc.) but more structural parts than the comparable Meccano sets. Also, Marklin stuck with a sort of light green and red with blue flexible plates colour scheme throughout the period whereas there were several Meccano colour schemes. *(Charlie Pack on Spanner)*

straight forward. I liked the open skeletal appearance of this model which will intrigue the spectators. Care will be needed in the assembly as to squareness and smoothness and the text tells where this is critical. The aggro is going to be in the tuning of the clock so I would invest in a set of 'straight' axles to reduce that problem area. I would think that this model is for the Meccanoman who wants to move his skill levels up to a level where near enough is not going to be good enough.

Auckland Meccano Guild Report:

by Peter Hancock

Meeting - May 14th.

With the Convention now a fond memory of great models, great fellowship, great co operation, great competition, great food and just great fun, it was time for the members of the Auckland Meccano Guild (note the subtle name change) to reflect on the occasion and take stock of forthcoming events that members would be involved in.

This was done at the quarterly Guild meeting held in the Hancock's home at Howick on Saturday, May 14th.

The meeting had a great turn out of members with several new faces in attendance and some we had not seen for a while. Several regulars were conspicuous by their absence with Neil Carey away in USA, Merv Mexted in the South Island, the Pond's having returned to their home in the UK and, several regulars who forgot that the event was on that date?

A substantial number of newly built models were on display and many of them were demonstrated and discussed for the first hour of the meeting. Enthusiasm was running high, no doubt as a result of the energising forces that had been a feature of the Convention. These forces had obviously inspired the great recovery ability of our Auckland modellers to get stuck in and produce a new crop of offerings.

Convention 2005

The meeting attended to the business matters relating to the winding up of the Convention itself and the secretary was able to report that all event management matters were completed and that the Treasurer would be able to report to the August meeting that the Guild is still financial and that no one would be out of pocket after the final audit is completed.

A significant number of congratulatory e-mails and letters had been received from those who had attended, commenting positively on the event. Sales of the official DVD and video have been strong and appear to be continuing. It was noted that a CD containing still photos of the event will be produced in due course by our NZFMM editor and made available to members.

Attendance and where appropriate prize winner certificates were being completed and forwarded as the secretary's time permitted with a list of those who had registered for the event along with the models that had been registered prior to the event. Thanks to John Ince who had supplied a copy (yes it is a little out of date but still very useful) of the various club name abbreviations which cut down on the size of the attendee document and significantly simplified for many of us the various club details that those who attended belong to around the world.

The President paid tribute to the ladies and all the others who had worked behind scenes to make the event the enjoyable success that it was.

Model X 2005 would be the next event that AMG members would be participating in over the three days of Queen's Birthday weekend at the West Wave Recreation Centre at Henderson. Members readily promised their availability to manage the stand and supply a wide variety of models.

Ficino School

Elizabeth Wall asked members if it would be possible for a

display of models to be mounted at the Ficino School where she is a member of the board. Several Guild members had mounted a display for the children of this school in June 2004. It had been well received and a request had been made to Elizabeth by the staff to see if she could have the Guild repeat the exercise. Members decided to get in behind this project.

Model X 2005

Model X 2005 (the 20th year the event has been staged) began for members on Friday evening 3rd of June with the set up of tables and the larger models. The stand consisted of six trestle tables providing some fourteen meters length which was loaded with as many models of all descriptions



as possible at all times. The centre pieces were the Taupo Totara Timber Coy steam engine built by Neil Carey and the Tadano Truck Crane built by Les Megget.

John Denton had a number of smaller working models and acted as anchor man (thanks John) for the weekend being on the stand from the set up on Friday evening and through the full three days the show was open to the public to the breakdown on Monday evening. As other members came to assist and then went, the display changed. Even so there were a number of models that remained in their packaging under the tables as there was just not enough display space. It is agreed that we will seek to increase our table numbers and stand size for the 2006 event.

The show was very well attended by the public and it was a delight to watch the looks on the many young and not so young visitors' faces as the models went through their paces. It was agreed by all, that the talking, tinkering, running repairs and time standing on ones feet was well worth it when you see what one has created through the large and expressive eyes of the young. The wide ranging 'wonderful' questions asked so earnestly by those who became so engrossed in what was happening were a delight and made one proud to be associated with our wonderful hobby. Hopefully we can expect that we have influenced some youngsters to become involved in Meccano.

Ficino School experience

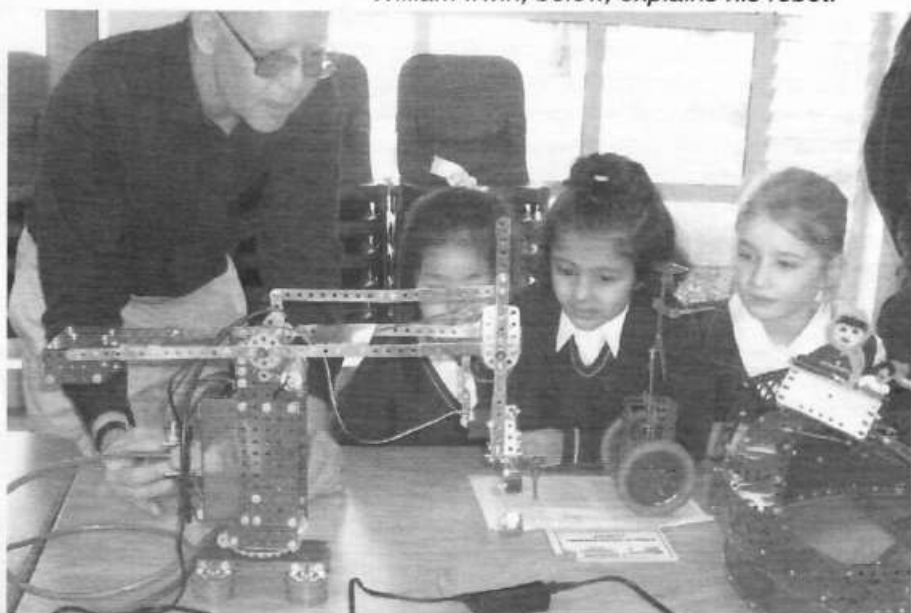
On Friday June 10th a number of members turned up at the Ficino School. What a day! We were allocated the school hall and made use of every possible trestle table we could find and even pressed the stage area into use to set out all the models that turned up. From 10.00am teachers began to bring these wonderful well behaved and inquisitive girls and boys through to view the display with each group spending about 40 minutes with the team. Many 'hands on' models were tested through out the day and so many questions asked. The display included a variety of hands on models which included William Irwin's computer/MotorVator controlled robotic arm which a number of the students worked hard to master. George Ovenden had produced a robotic arm using traditional parts and these two models were operating along side each other. Andrew Wells had built a computerised plotter using a MotorVator and his laptop and this churned out the school name on many sheets of paper and most children retired to their classes clutching these sheets and a MECCANO magnetic name plate at the end of their allotted time. Some teachers took the opportunity to use the models on display to demonstrate simple science facts and most of the children (the girls were right into this) got down on the floor to race the several model cars that we had provided. We used up a number of AA batteries on the day. There was a real issue as to who from each group could get hold of the two radio controlled vehicles that had been brought along. A bit of a problem with the sets all being on the same radio frequency!

We were provided with a sumptuous lunch with the students and the day and display wound up at 3.00pm.

Without exception we were thanked by the young ones and teachers alike as they completed their visit with the team. In reflection Members have had a great MECCANO time out this year and we have had great exposure. It is now up to the Guild to see how we can promote these types of events in the future. When we are involved in events of this nature it promotes Meccano model building and seeing the young and not so young peering into the mysteries of a model and working to answer all those special (sometimes weird) questions that young innocents ask I am sure is great therapy for us all.



Meccano on show at the Ficino School. William Irwin, below, explains his robot.



John Ince shows John Hansen and Francis Wilson his crane driven by a MotorVator.



Tom Pittams used all of the parts.



Bruce Geange built a horseless carriage.

WELLINGTON MECCANO CLUB, June, 2005 Meeting

by Lloyd Spackman

At our June meeting a good deal of the evening was spent at a demonstration by Tim Moody and Daryl Lundy of the MotorVator System, using two laptops. Other members watched closely and, no doubt, learned a good deal about it.

Models at the meeting included a mini model of the "Rocket" from Frank Abbott. Good to see you again at our meeting, Frank. Nancy Jones has graduated to larger models and showed us, from the Design Series, a R/C Jeep and a motor cycle. Brent Houston produced a 2005 Meccano France catalogue which was eagerly studied by members.

Lloyd Spackman brought his completed modified Blocksetter crane. Of particular interest was the use of Marklin chain to move the trolley back and forward and the neat Stokys winding drum for the hoist. Lloyd also showed us a Stunt Plane from an Erector (U.S.A.) City Series set. In the business session we discussed arrangements and possible models for the 2007 Convention. One suggestion was the building up of a stock of common parts from which, at the Convention, youngsters could build their own models. Simon Moody said the 'March Madness' get-together would be held at Turangi in March, 2006.

Other members and visitors present were Bryan Jones, Eldon Porter, Campbell Morrison, Tania Lawson and Sean Houston. Our next meeting will be on August 5th.



Lloyd Spackman with his Blocksetting Crane

MWT Meeting 11 June 2005

by Lou Nichols

pictures by Bruce Neilson and Bruce Geange

The meeting started with a MotorVator session with the test vehicle from Sheet 3 being demonstrated (See 'Articles' on web site <www.meccanisms.com>) and questions and answers.

We then moved onto our antique spot with Nuts, Bolts, and Washers being the topic. This developed into quite a tour of Bolts with examples of dome heads of various lengths, etc and quite a bit of history from Don Wilson and John Ince.

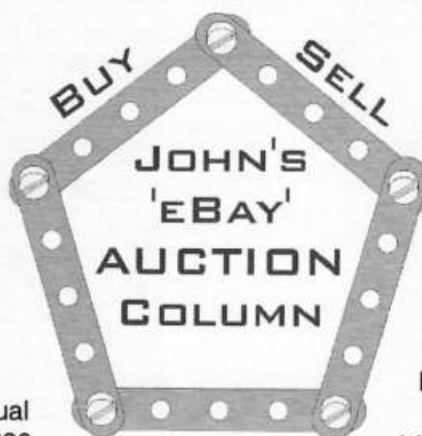
The model of the meeting was from a restricted number of parts (for a proposed Meccano Apprentice Set, about a Set 1 in size, with some extras). The members came forward with the following models:- Ian Cameron, a four wheel Motorbike; Bruce Geange, Truck with long tray and chunky tyres; John Hansen, a dancing man (Norm Hewitt?) driven by a rear crank; Lou Nichols, Chair-o-plane with four seats and steps; Bob Prescott, F1 racing car with rubber band drive; Tom Pittams, Submarine with snorkel, Seesaw, Boy on Bicycle, Quoits and Letters MWT; Hugh Ramage, Bobcat using the Spanner for raising the bucket; Gary Thomas, Granny knitting, Ma Baker with rifle, and the Wolf waiting for Granny; Alastair Tong, an Irish Trailer with the wheels at right angles to the towbar; Paul Vodanovitch, Concrete Mixer with revolving bowl and towbar; Francis Wilson, Breakdown Crane with operating raise and lower of the Hook; Peter Winter, Oil Rig. Tom Pittams' example is pictured on the bottom of page 20.

<<<<< MWT Meeting pictures

The tour of members models revealed some quite ambitious efforts. Tom Pittams has a Block Setting Crane halfway built prompted by a purchase of the base giving him a flying start. Hugh Ramage is throwing his weight around in the form of a six pound sash weight driving his pendulum Clock. Bruce Geange has had a long time ambition to build a Horseless Carriage and a resplendent model in blue, yellow, and nickel; driven by a Crane motor, showed its paces as it drove across the floor and did the grand circle. Robin Rye had the Renault F1 race car set assembled and on display. Bruce Neilson had three models from the new Cable Command sets on display to show the Bowden Cable arrangements to work the models. Lloyd Spackman also had a Block Setting Crane which was the completed model from the April meeting which included some Märklin parts to good effect. Lou Nichols has ambitions for the Earnslaw steam ship and has started collecting prototype data. Chris Morton, in a buy of a small suitcase of old Meccano, found a very nice example of DMS 1155 2" Pulley 1916 with the lugs turned left and right alternately. John Ince had his two cranes running under MotorVator and Director control as an alternative to his DPDT switches. Don Wilson demonstrated his Riley automatic gearbox and explained the intricacies thereof. Paul Vodanovitch had a Forklift from a modern set with a slight problem. The lift goes up in unison with the wheels which makes for tricky loading by the operator.

MWT meetings are held in a church hall and we had a surprise visit from a touring youth group who were having a meal at the church. Our visitors came from Canada, USA, and England and were suitably impressed (and educated). We finished up the evening with supper and an auction of Meccano parts.

Well it is that time again to write up this eBay column of mine. I have been doing this for a number of years now and it still amazes me the variety of Meccano and related products which find its way onto eBay and other on line auctions. Let us see what we have this time.



1 - A boxed Meccano Army Construction Set looks all there with nice box and manual. Sold for NZ\$70.

2 - A 1976 Multikit Crane building set, manual and full set of unused stickers. Nice, NZ\$80.

3 - 1936 Meccano parts and how to use them in French, nice condition and sold to well known Meccano collector for NZ\$30.

4 - Next up is a complete model of the 1927-1934 Meccano Loom. This has been constructed in dark red and green and seller states it is complete but for the shuttle. The model is 19" long, 14" wide and 12" in height. An interesting model to buy and get going and sold for NZ\$170, quite reasonable.

5 - Another built up model, Bert Love's Grandfather Clock made from 1979 No 10 set. The sale included the clock, manuals and No 10 chest of drawers. Clock looks real nice in blue and yellow and was a good way of obtaining a No 10 set plus a couple of motors. Sold to a UK buyer for just under NZ\$4000.

6 - Pre war No 2 Car with original box and key. The car body is green with yellow mudguards. Rare to find with box. Seller rates car 9.5/10. Meet sellers reserve and sold for approx. NZ\$2000.

7 - A boxed No 1 Car Constructor set 1936 in excellent condition. All original parts are present including spanners, clockwork motor, lights, wheels, fixings and all necessary body parts and fixings. The box is a replica done to a high standard and includes the manual. Sold well at NZ\$1400.

8 - Jones Lockstitch Junior Sewing Machine. Produced by Meccano between 1966-1977, this example is in good working condition and includes the box, instruction manual and spare set of needles and shuttle. A nice example and sold for the reasonable price of NZ\$40.

9 - French Dinky Junior 105 Citroen 2CV. In good condition, painted steel blue, no box. Sale price NZ\$500.

10 - A Temsi electric motor in good condition. Same as Meccano Power Drive but in a cool shade of green NZ\$50.

11 - A 12 volt Decaperm electric motor-a nice motor, quite powerful. In mint condition, sold

for NZ\$130. Included box.

12 - A 1921 4 volt electric motor, boxed, nickel plated, in good condition. This motor is quite rare being one of the earliest Meccano electric motors. Sold for NZ\$130.

13 - A very nice 1953 No 9 manual in French. Beautiful cover design, this manual in very nice condition. Sold for NZ\$85.

14 - A French Motor Car Constructor set in cream and red. Includes manual, unsure if it is a No 1 or No 2, my French is very limited. Any way sold well at approx. NZ\$1000.

15 - Up next we have an interesting lot. It is a lot of 00 gauge Hornby 2 track Wagons. The total number involved is 89 and they are all as new and most are in there original boxes. Some are made of plastic but most are metal. An amazing collection which sold for NZ\$2300.

16 - A 1914 steam engine. Very rare and this one is, let the seller explain. "The item is in nice condition for something 90 years old, the original nickel oxidised boiler finish is really strong and evident, having only a small blemish to the right hand side as viewed from the front. The original steam whistle and relief valve are still present, as is the inline displacement lubricator, just missing the screwed cap. The fixed cylinder, slide valve engine turns over smoothly by hand and everything appears to operate as it should. The all important 'Made in England' metal stamping can just be made out on the pushrod. The original twin wick vaporising spirit burner is also present and sat beneath the boiler". Only one bid but he secured it for approx. NZ\$2000. See photo.

17 - Let us end with something not very expensive but I think cool. As I have said in the past, Mogul toys are a great toy and I believe quite collectable. This Mogul Army truck (no box) and in average condition brought NZ\$13, a nice investment. See photo.

Well folks I think that is enough for this time. Thanks to all the people who have been in touch with me to sell items on eBay and TradeMe. It is appreciated.
John Hansen,
happypastimes@ihug.co.nz



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.
13 August at 2.00 pm at the home of the Carey's, 23 Eaton Road, Hillsborough,
12 November at 2.00 pm at the home of the Wall's, 45 Kate 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 - 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 - 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 - 1 Jul, 5 Aug, 2 Sep, 7 Oct, 4 Nov, 2 Dec.

Other Important Dates

8-9 October 2005. - Melbourne Meccano Exhibition. email <gsjost@melbpc.org.au>

11 March 2006. - March Madness at Turangi. email <moody@ihug.co.nz>.

6-7-8 March 2007. - Convention 2007, Upper Hutt. email <moody@ihug.co.nz>.

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 August 2005 issue of NZFMM Magazine should be sent to the Editor well before 7 August 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.

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 - 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

Meccano Supplies has the new Cable Command set now available at \$56.00 plus postage This is the new 15 model set now included in multi model range of sets. Also available from the multi range is newly revitalised 5 model set at \$32.00 plus postage.

For these new sets and any other Meccano requirements contact Meccano Supplies Wayne Blakely ph 06 327 6184 fax 06 327 4184 email info@meccanosupplies.co.nz

Freight \$10.00 within the North Island, \$15.00 to the South Island. Any surplus will be refunded.

For Sale - EXACTO Parts Range

I will be placing my next parts order at the end of June. If you would like some parts included in this order please contact me. The Exacto parts range can be viewed on my website www.meccanosupplies.co.nz or I will send you a copy on request. Wayne Blakely ph 327 6184 fax 06 327 4184 email exacto@meccanosupplies.co.nz

For Sale - Meccano Parts and Sets

For Sale - Genuine Meccano Parts and Current Sets.

As featured elsewhere in this issue, new Multi Model Sets No 15 and No 5 are now available.

Prices for NZFMM members:-M6515 No 15 (with Cable Control) NZ\$56.90; M3501 No 5 NZ\$35.00

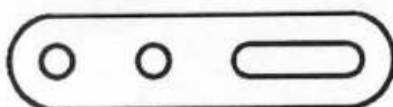
Also on special this month, M0508 Renault F1, was \$350 retail, now \$245 to NZFMM members.

Postage per order, North Island \$7.95, South Island \$10.95. MasterCard and Visa accepted, cheques and direct deposit most welcome.

Andrew & Vivien Wells, P O Box 26-179, Epsom, Auckland 1003. Phone 09 523 4447, Fax 0800 MECCANO. email andrew@meccparts.com. <www.meccparts.com>

Internet Agent Available

John Hansen, Phone (06) 3258 211, email <happypastimes@ihug.co.nz>.



The Junior Prize Winners at the NZFMM 2005 Easter Convention

Here is Ammon McClelland with his large 'Troop/transport Plane' in red which got him the first prize and the MMF Junior Trophy.



Bruce Neilson photo

Kegan Wrightson took second prize with his 'Smoky Mountain Railway'.



Gary Higgins photo

Kegan >> (photo by Bruce Geange)



Glenn >> (photo by Bruce Geange)



Bruce Neilson photo

Glenn Allison took third prize with his Sydney Harbour Bridge.