



NZFMM MAGAZINE

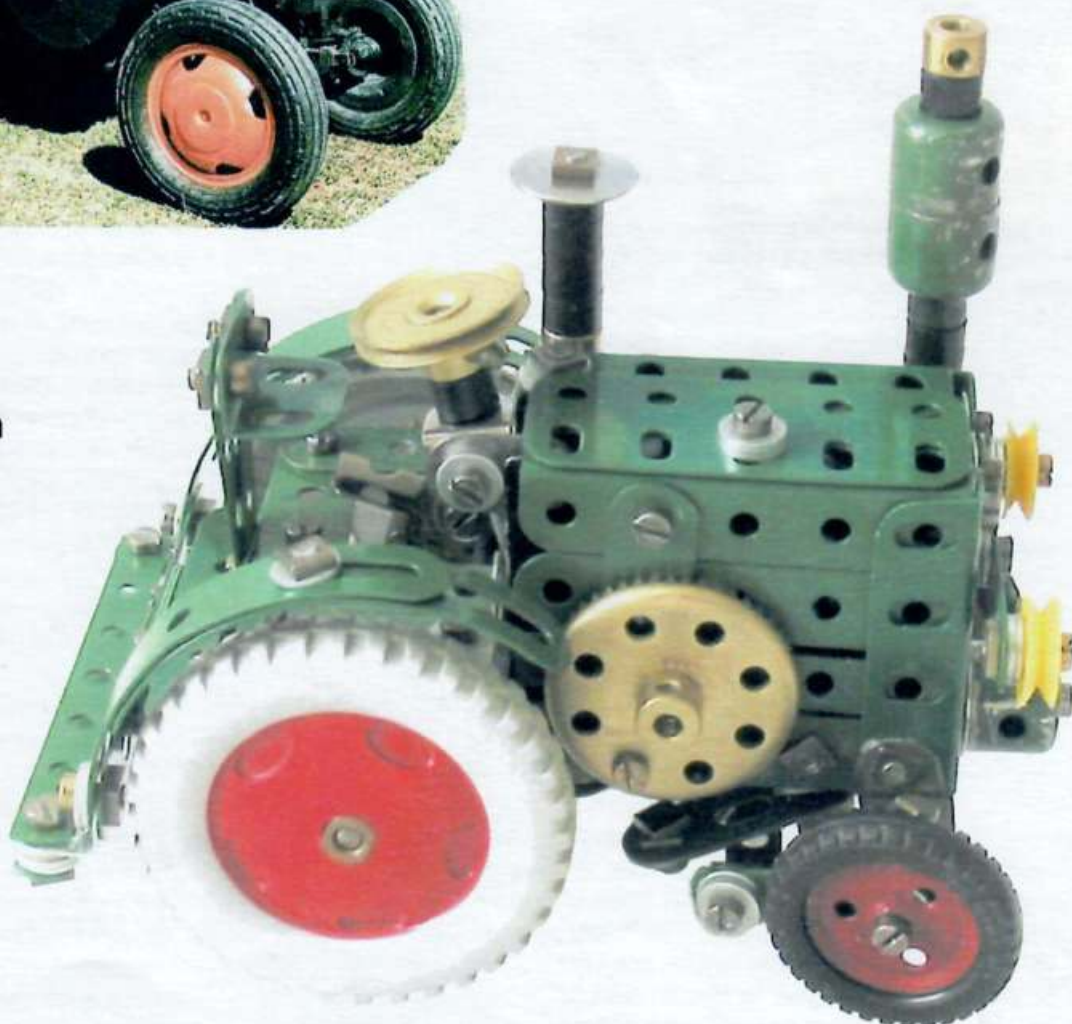
Volume 29 No 4

August 2005

This Meccano Guild medal was presented to A. Abel for services to the Meccano Guild. It now belongs to the MWT Meccano Club. Please turn to page 20 for details.



The Lantz N Bulldog tractor is nicely modelled in **MECCANO** and driven by a Magic Motor. If you would like to see where the motor is hidden please turn to page 7.



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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Correction

Ooops! The picture on the back page of the June 2005 issue attributed to Kegan Wrightson was actually made by Lou Nichols. Our apologies to Kegan and to Lou. Unfortunately we do not have a picture of Kegan's prizewinning model.

Meccano in New Zealand History

Did you know that two copies of every New Zealand published work are required to be supplied free (including the postage) to the National Library? One copy is held by the National Library to be made available to the public and the other copy is permanently preserved in the Alexander Turnbull Library. The purpose is to ensure that the works of New Zealand writers and publishers are kept for the use of present and future generations, and provide for research into all aspects of New Zealand life and culture. The National Library lists the publications in the online NZ National Bibliography at <www.natlib.govt.nz>.

So NZFMM is woven into the fabric of New Zealand and in two or three hundred years time, your article may be read by some visiting Martian settler ☺.

On the subject of Meccano literature in libraries, the Wellington Public Library holds a complete bound set of the Meccano Magazine. This was possible by active support from the Wellington Meccano Club some years ago. My understanding is that the volumes are for reference purposes only, are not lent out, and so you will need to visit Wellington and spend some time at the library. That is a different reason to visit Wellington.

R. Bruce Neilson

REMINDER - 2006 March Madness

March Madness will be on Saturday 11 March 2006 at *The Bridge Motel*, Turangi. This venue is better than last time and has an onsite restaurant and bar. There is much more accommodation than at Motuoapa. 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 but *The Bridge Motel* restaurant is able to cater for 60 to 65 comfortably. 11 March is still during daylight saving and 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!! Simon Moody, Blue Mountains Rd, RD 1, Upper Hutt. email <moodyd@ihug.co.nz>, ph (04) 528 3032, fax (04) 528 7971. SEND THAT EMAIL NOW - NOW - NOW - NOW.

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Selwyn Bluett's Hitachi EX700 Excavator

by John Ince from notes provided by Selwyn

I think that Selwyn Bluett surprised everyone when he demonstrated his model of a Hitachi EX700 excavator at the 2005 Meccano Convention in Auckland.

Selwyn had never had the pleasure of driving a digger, but he has always liked diggers and thought that the Hitachi EX700, which he saw working at Egmont Village some years ago when they were demolishing a big bridge, was a beauty. So he decided he would build this digger.

Building this model started just after the Hawera Meccano convention and, as he had no Meccano at the time, he has spend the two years researching, building and testing the model as well as buying the parts necessary. These set him back about NZ\$3000. As well as Meccano, the model includes other special bits, some machined to fit. The completed digger does virtually everything a real digger can do.

Selwyn chose to build the model to a scale of $\frac{1}{19}$ full size. This was determined by the plentiful supply of Meccano $12\frac{1}{2}$ " Angle Girders and Strips and, although he did not use working drawings, the completed model is very close to scale.

The Digger Construction

One complete track assembly with its supporting structure was built first, then its twin. A sub-frame was made and the two track units connected to each other. Each track consists of thirty-one shoes, which are made up from two $2\frac{1}{2}$ " Strips bolted to Fishplates and Angle Brackets. Fishplates make up the track links and $1\frac{1}{8}$ " Bolts serve as pivot pins. These are spaced with Washers and secured with lock nuts.

Each track runs on five pairs of P/N 20 $1\frac{1}{8}$ " Flanged Wheels; track tension is accomplished by manual adjustment of the front track sprocket. Two large automotive door window winder motors are mounted under the turntable sub frame, at 90 degrees to the track frames. The four motor control wires are passed up through the centre of the turntable. These motors have had their output shafts machined to 4.10mm diameter and are shaft mounted in two Bush Wheels with torque straps to secure the motor housings from rotating. Drive



Is Barry Babbage explaining to Selwyn Bluett (left) why his digger is smaller than the one described on this page? (photo Bruce Neilson)

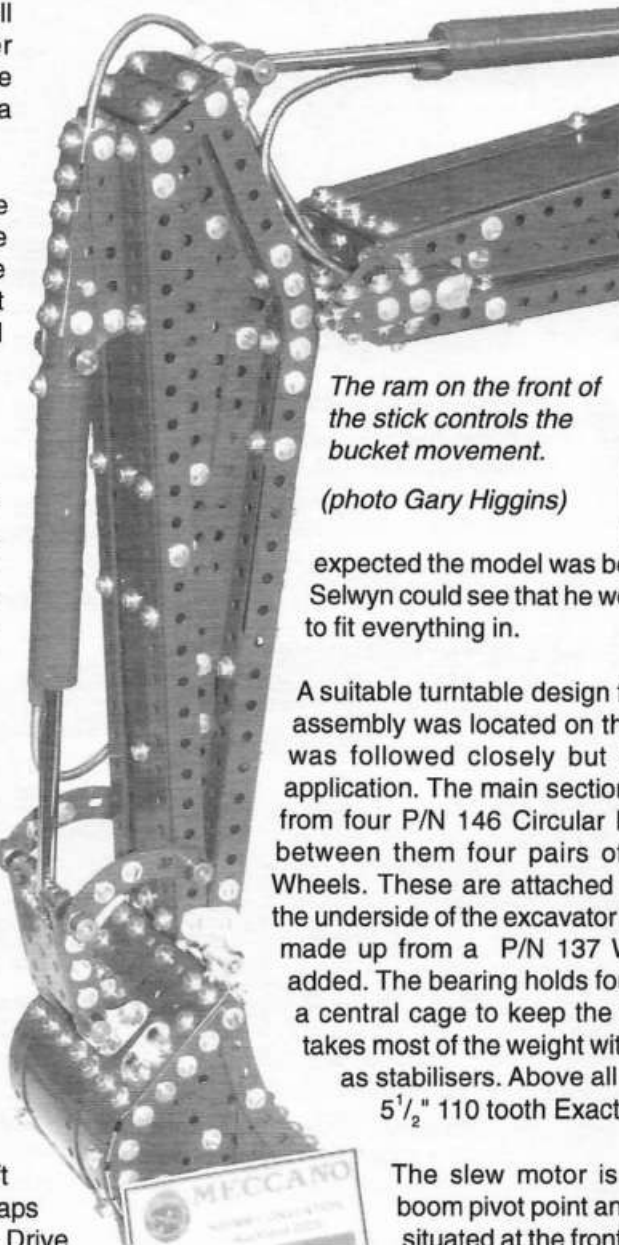
is transmitted to the rear track P/N 95 2" Sprocket Wheels by a train of various gears that are hidden inside the track frames, (nine per side). This gives a reduction ratio of about 24:1.

The next was to build a skeleton of the upper structure to give an idea of how the model would look. Selwyn found that he had to be thinking ahead a couple of stages, always keeping in mind the final result. As was to be

expected the model was becoming very heavy and Selwyn could see that he would be pressed for room to fit everything in.

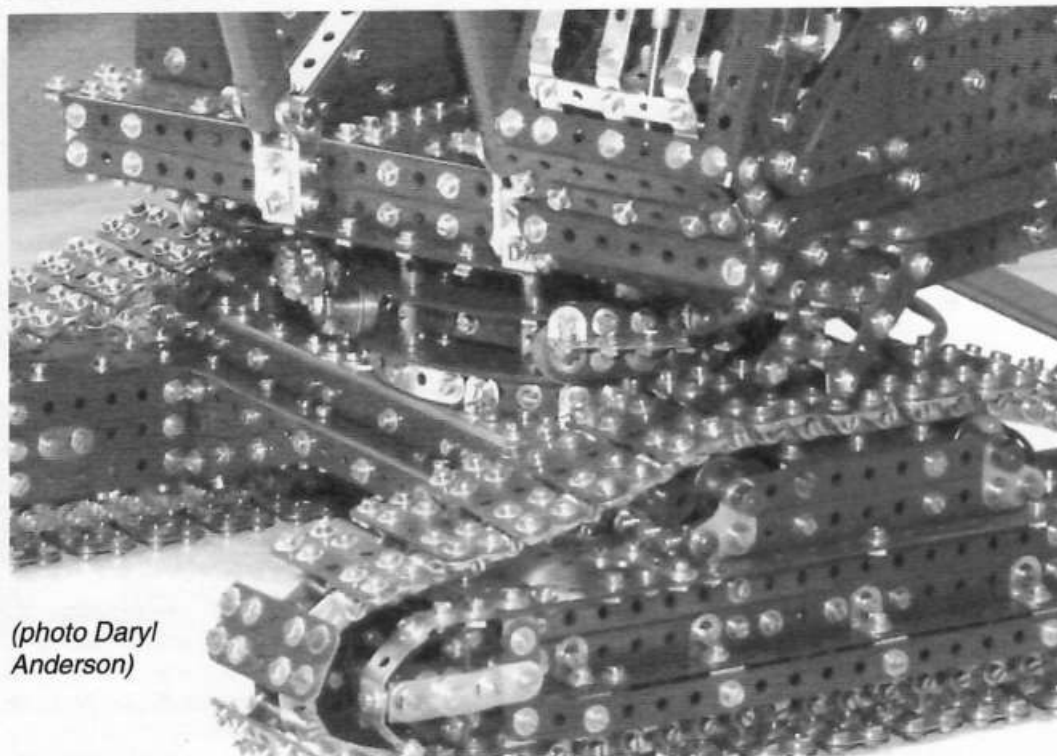
A suitable turntable design for a hook roller bearing assembly was located on the Internet and this idea was followed closely but beefed up to suit this application. The main section of the turntable is built from four P/N 146 Circular Plates, which sandwich between them four pairs of P/N 20b $\frac{3}{4}$ " Flange Wheels. These are attached to four posts, bolted to the underside of the excavator chassis. A thrust bearing made up from a P/N 137 Wheel Flange was also added. The bearing holds fourteen $\frac{3}{8}$ " Balls and has a central cage to keep the balls in place. This unit takes most of the weight with the hook rollers acting as stabilisers. Above all of this are mounted two $5\frac{1}{2}$ " 110 tooth Exacto Gear Rings

The slew motor is positioned behind the boom pivot point and connects to a gearbox situated at the front right corner of the body.



The ram on the front of the stick controls the bucket movement.

(photo Gary Higgins)



(photo Daryl Anderson)

In this picture the rollers in the turntable are visible and also the construction of the track.

This gearbox is made up of two pairs of P/N 27a Gear Wheels and P/N 26 Pinions, (57t/19t), which transmit drive through a Worm and Pinion to a vertical Axle Rod that protrudes through the floor of the excavator and has a 20 tooth Exacto large tooth Pinion mounted on it. This Pinion meshes with the Gear Rings as mentioned above and provide the rotation movement.

Building the bucket, stick and the boom was fairly straightforward, as far as scale was concerned as these parts of the prototype excavator come in a wide range of sizes and styles. The boom with its compound curves was a challenge because of the need to keep it as light as possible while ensuring that it be strong and rigid. The complete assembly still ended up weighing 8kg.

The idea for the main structure of the digger was that it had to have a very strong boom pivot point, directly above the turntable, (as does the prototype machine) and to keep the profile of the body as slim as possible. Hitachi excavators have very square lines so the plate work was easier than that of having to model a machine with more rounded lines.

Mounted behind the boom pivot point is the slew motor, this connects, to a gearbox situated at the front right corner of the body.

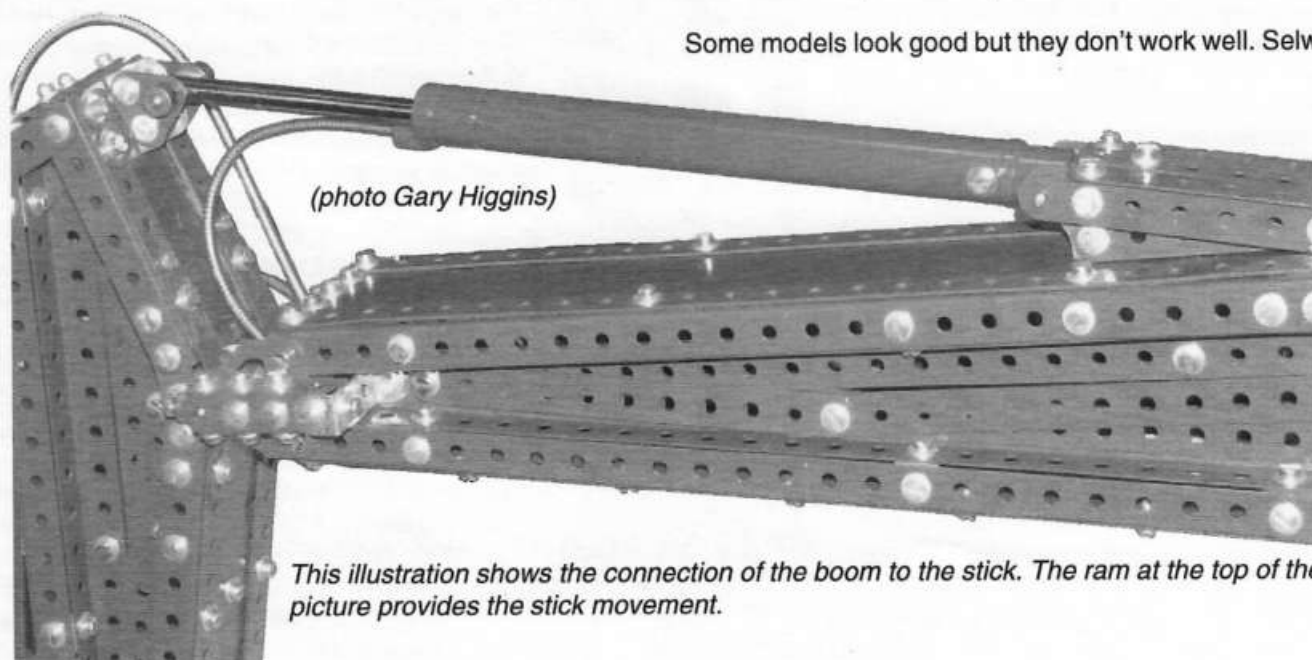
Behind all of this is the main "engine room" in which are located the three motors that operate the winding

drum modules. As these automotive door window winder motors retain their original reduction gearing it was possible to use just one pair of Sprocket Wheels and Sprocket Chain to obtain the ratio required to drive the winding drums.

The counter weight at the rear of the excavator body contains relays and wiring. No extra ballast was needed, as the balance point is very close to centre. The cab has a roll over protector (ROP) built from Narrow Strips, without this the cab looked too plain, and it also disguises the fact that it has no windows. The door features internal hinges that allow it to open out and away from the cab for good access to the controls. These are six SPDT switches which control all movements.

The model weighs 36 kilograms.

Some models look good but they don't work well. Selwyn's

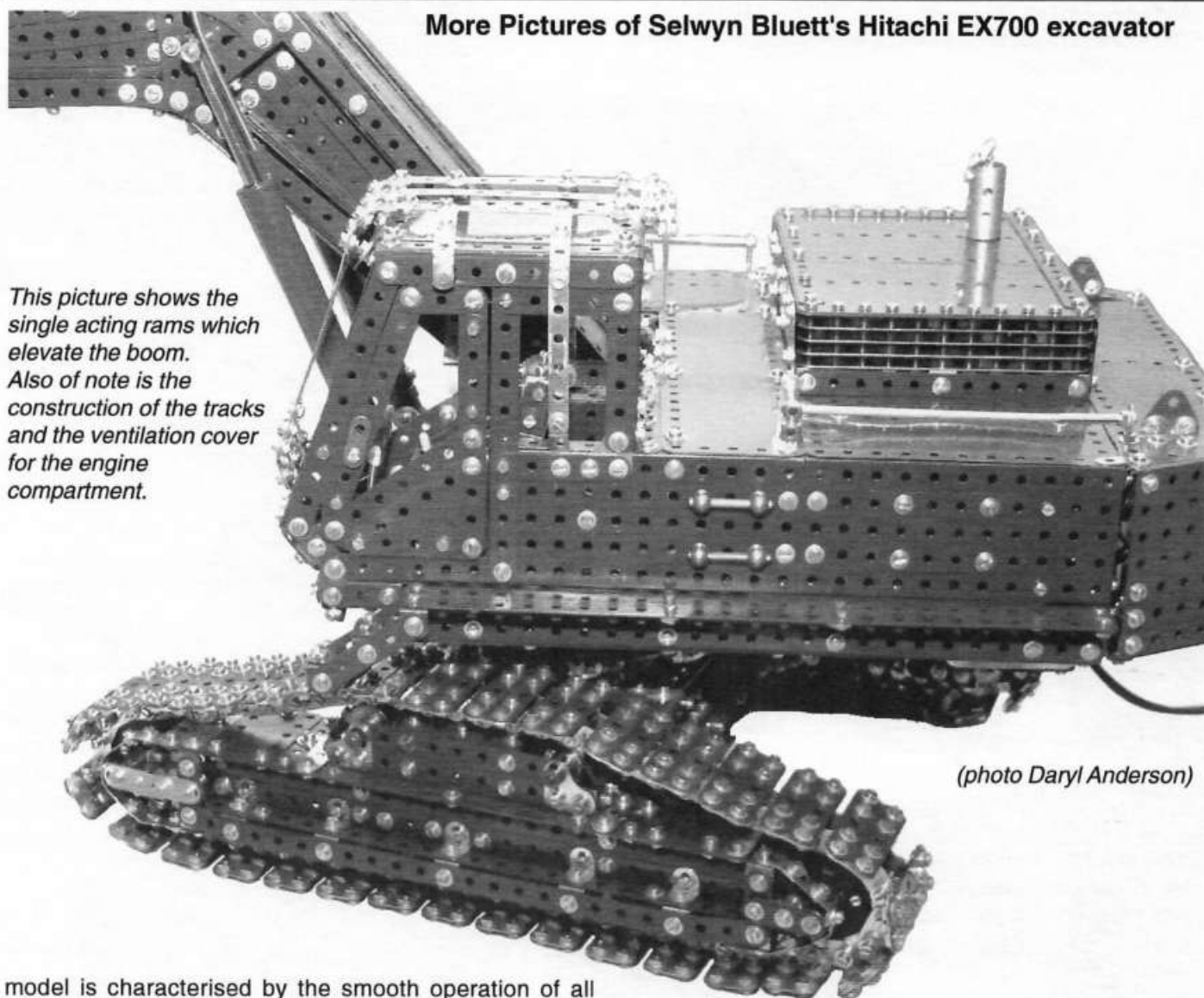


(photo Gary Higgins)

This illustration shows the connection of the boom to the stick. The ram at the top of the picture provides the stick movement.

More Pictures of Selwyn Bluett's Hitachi EX700 excavator

This picture shows the single acting rams which elevate the boom. Also of note is the construction of the tracks and the ventilation cover for the engine compartment.



(photo Daryl Anderson)

model is characterised by the smooth operation of all functions at realistic speeds.

Simulated Hydraulic System

The prototype Hitachi excavator has a hydraulic operating system which in a model must be simulated. The rams are 8mm automotive gas struts (as found in your car bonnet or boot lid) that have had the gas removed, shortened and new ends made to suit.

The double acting rams are controlled by 1.2mm Bowden cable that is introduced at each end of the ram housing and anchored to the ram. The cable then runs through motorcycle throttle cable that has had the plastic covering removed to leave a 4mm o/d flat spiral nylon lined outer form. The Bowden cable is then wound onto winch drums, which are Meccano P/N 32 Worms (Use of a Worm stops the cable over-riding on itself and, rather surprisingly, each Worm thread will hold 270mm of cable!) suitably geared to the drive motor. In line cable adjusters take care of cable adjustment. Over winding is controlled by limit switches at each end of its travel.

The boom is operated in the same manner as the bucket and stick rams but the ram is only single acting and because of the immense force required to raise the boom, (approximately 12kgs) 1.5mm o/d cable is used and a winch

drum operates two guided three sheave pulley mechanisms bearing on a compensating bar to transmit equal lifting force to each ram.

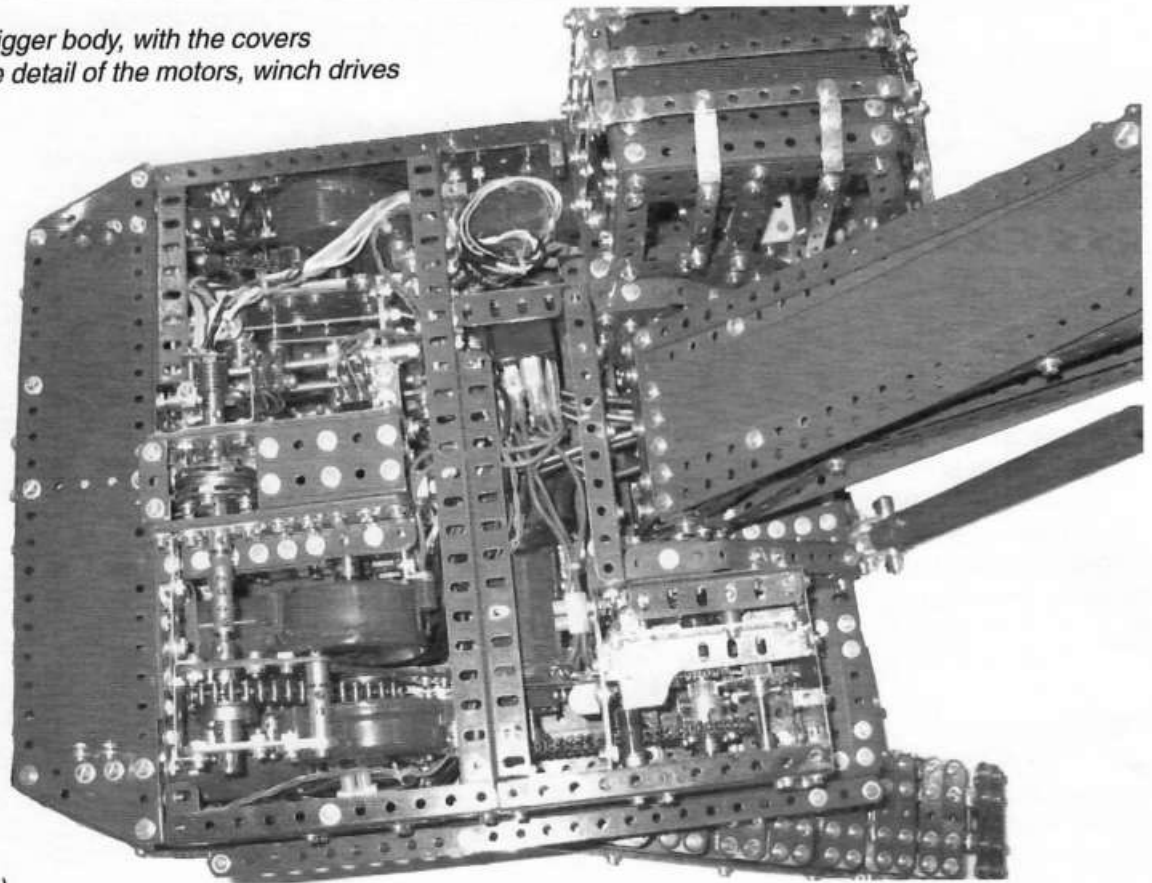
The Drive Motors

To power the six independent functions, the model has six electric motors (driven by a 12-volt motorcycle battery). These are controlled from the cab with operating levers that actually work.

The two largest motors are hidden inside the track base, to which they are linked by gearboxes. Each track can be independently driven enabling the model to be driven forwards or backwards or turned.

The other four motors are mounted in the upper body. One powers the boom movements to raise and lower the boom, one to activate the knuckle joint at mid-boom and thus control the stick, and one operates the digger bucket curl. It is these three functions which use the simulated hydraulic system through the miniature winch and Bowden cable system described above. The last motor powers the rotation of the superstructure.

In this picture of the digger body, with the covers removed, the intricate detail of the motors, winch drives etc may be seen.



(photo Bruce Geange)

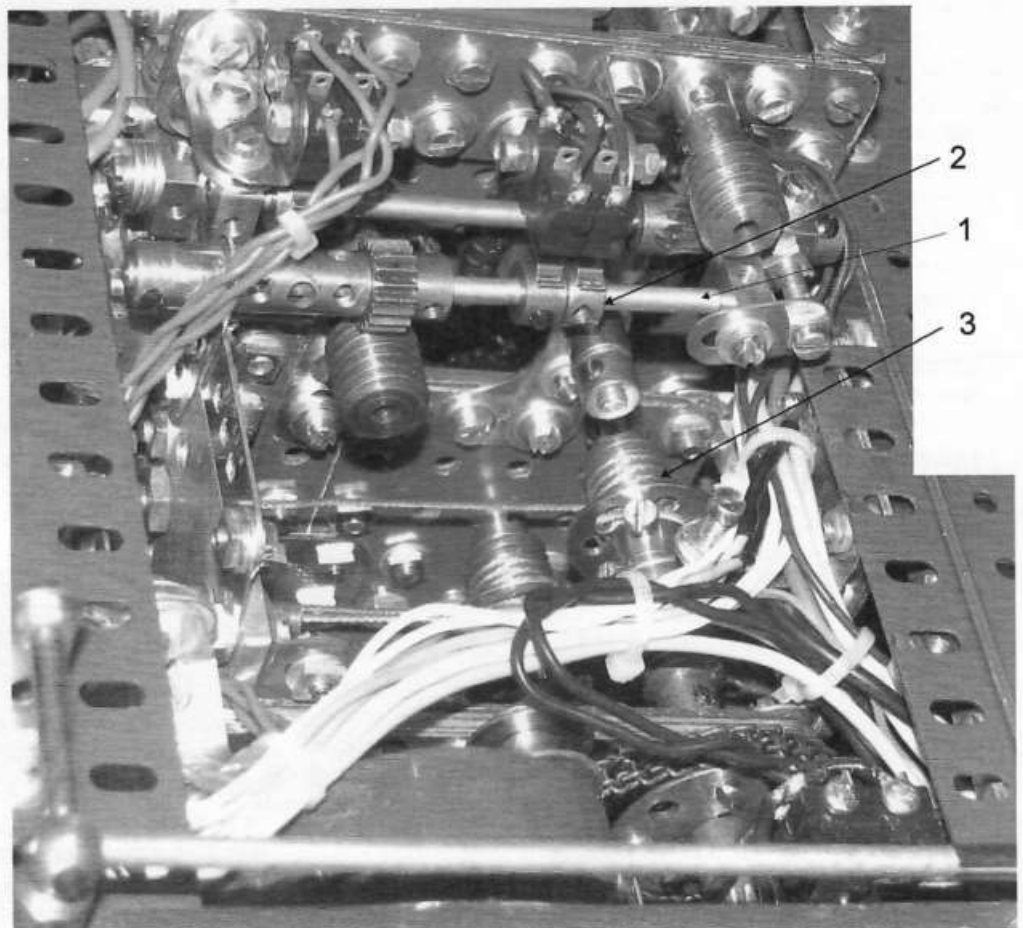
The electric motors used are modified automotive door window winder units, which are controlled by miniature SPDT switches in the operator's cab, which in turn operate twenty four 30amp automotive relays (four per motor) because the switches would not cope with the current load.

The power source is an external 12v 14 amp/hr maintenance free motorcycle battery. Total current draw is 35-40amps.

Controlling Ram Movement

All the motor driven functions are limited by micro-switches to prevent over-run. Some of these controls are located close to the Worm winches, which are used for the Bowden cables, and may be seen in the photograph. The control Axle Rod, 1, carries Collars, 2. Each Collar is adjusted so that the Grub Screw activates the micro-switch at the appropriate point.

(photo Gary Higgins)



With the cover removed some of the inner workings may be seen.

Lanz N Bulldog Tractor with Magic Motor

locknuttied.

DD

Same as DB.

designed and built by Bruce Geange
photos by Bruce Neilson

Prototype

The Lanz N Bulldog tractor was imported into New Zealand in the 1930s in large numbers and was equipped with three forward speeds and one reverse. The engine, which had a single cylinder, was started by using a blowlamp to heat a hot bulb, located in the front of the machine below the radiator, up to a temperature that would ignite the crude oil fuel. Once started the engine ran at 540 rpm. Because the engine had just a single cylinder there were two large flywheels located each side of the engine and represented in the model by the Contrate Wheels. A feature of the prototype was the thumping sound of the running engine. Because of the lack of balance inherent with a single cylinder engine the tractor tended to bounce on its wheels when not moving.

Comments

This is a general model building plan. The model has working steering (the tricky bit) and is powered by a Magic Motor. Further pictures are available on CDRom from the editor

DA (Please refer to the picture on page 9)

P/N 111c Bolt $\frac{3}{8}$ " holds, P/N 23a Pulley with Boss $\frac{1}{2}$ " loose, P/N 142c Tyre 1", P/N 38 Washer Standard, P/N 37a Nut locknuttied to, P/N 235g Narrow Strip $1\frac{1}{2}$ " and, P/N 11 Double Bracket $\frac{1}{2}$ " x $\frac{1}{2}$ " x $\frac{1}{2}$ ", P/N 37a Nut locknuttied.

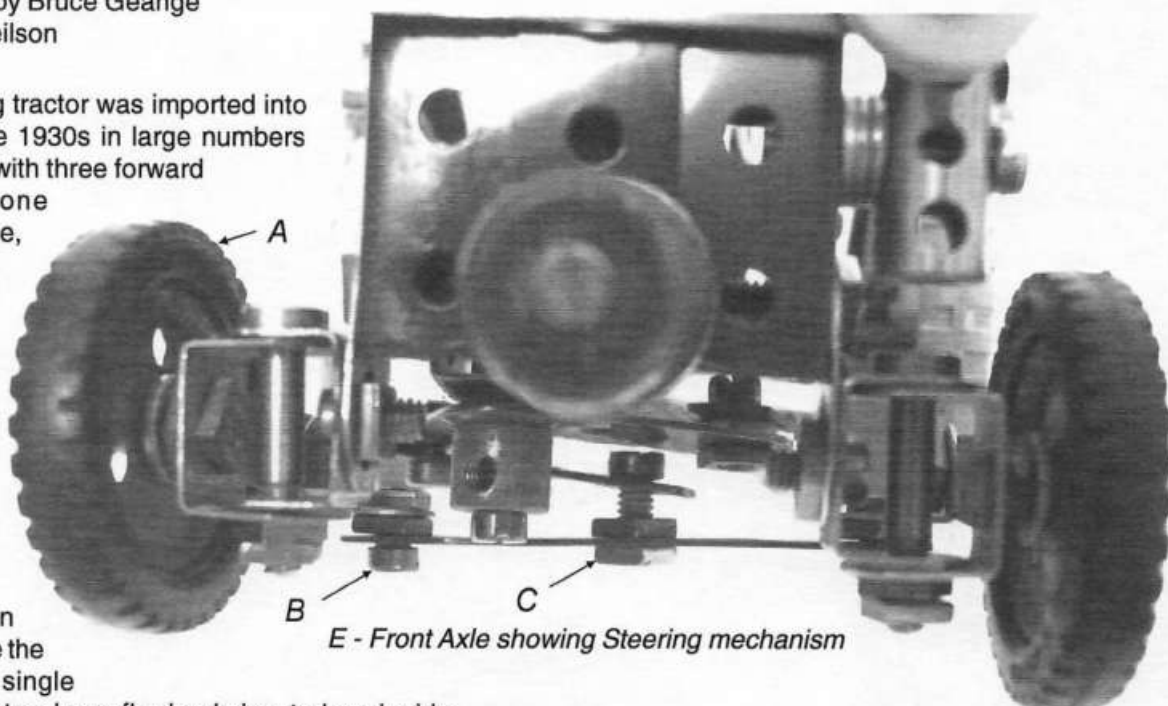
P/N 147b Pivot Bolt Slotted locknuttied to, P/N 11 Double Bracket $\frac{1}{2}$ " x $\frac{1}{2}$ " x $\frac{1}{2}$ " bolted to, P/N 10 Fishplate 1".

DB

P/N 37b Bolt holds, P/N 235 Narrow Strip $2\frac{1}{2}$ " loose, P/N 37a Nut locknuttied to, P/N 12 Angle Bracket $\frac{1}{2}$ " x $\frac{1}{2}$ ", P/N 37a Nut locknuttied.

DC

P/N 111c Bolt $\frac{3}{8}$ " Head, P/N 235g Narrow Strip $1\frac{1}{2}$ " loose, P/N 37a Nut locknuttied to, P/N 235 Narrow Strip $2\frac{1}{2}$ ", P/N 37a Nut



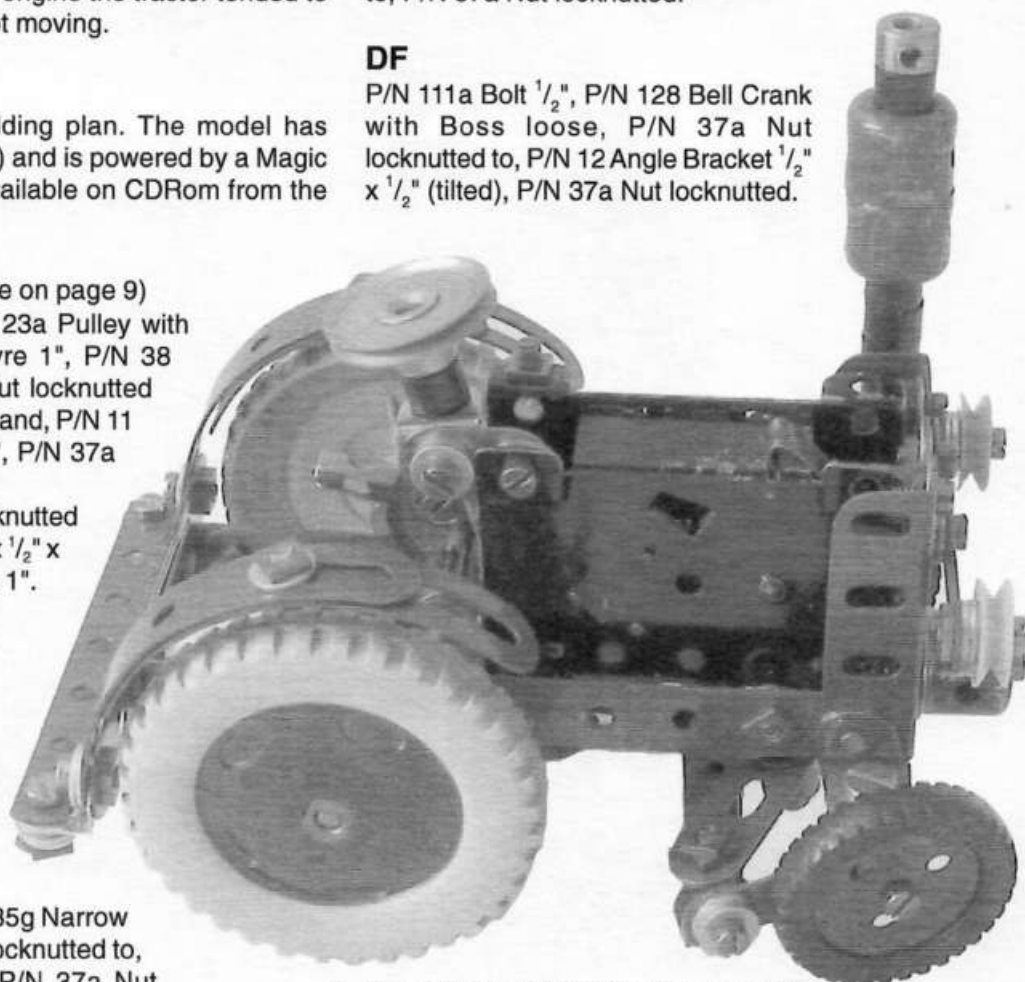
E - Front Axle showing Steering mechanism

DE

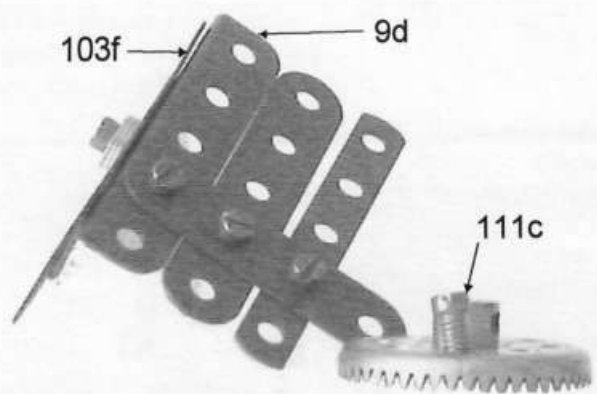
P/N 37b Bolt, P/N 235g Narrow Strip $1\frac{1}{2}$ " loose (from DC), P/N 128 Bell Crank with Boss loose, P/N 37a Nut locknuttied to, P/N 37a Nut locknuttied.

DF

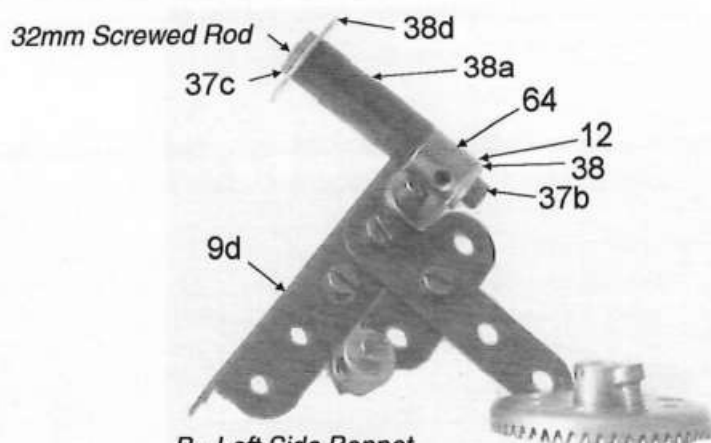
P/N 111a Bolt $\frac{1}{2}$ ", P/N 128 Bell Crank with Boss loose, P/N 37a Nut locknuttied to, P/N 12 Angle Bracket $\frac{1}{2}$ " x $\frac{1}{2}$ " (tilted), P/N 37a Nut locknuttied.



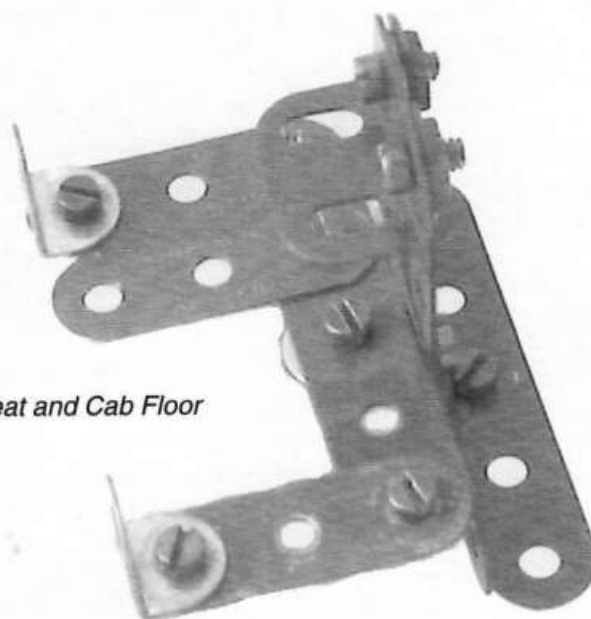
F - Tractor from right with side removed



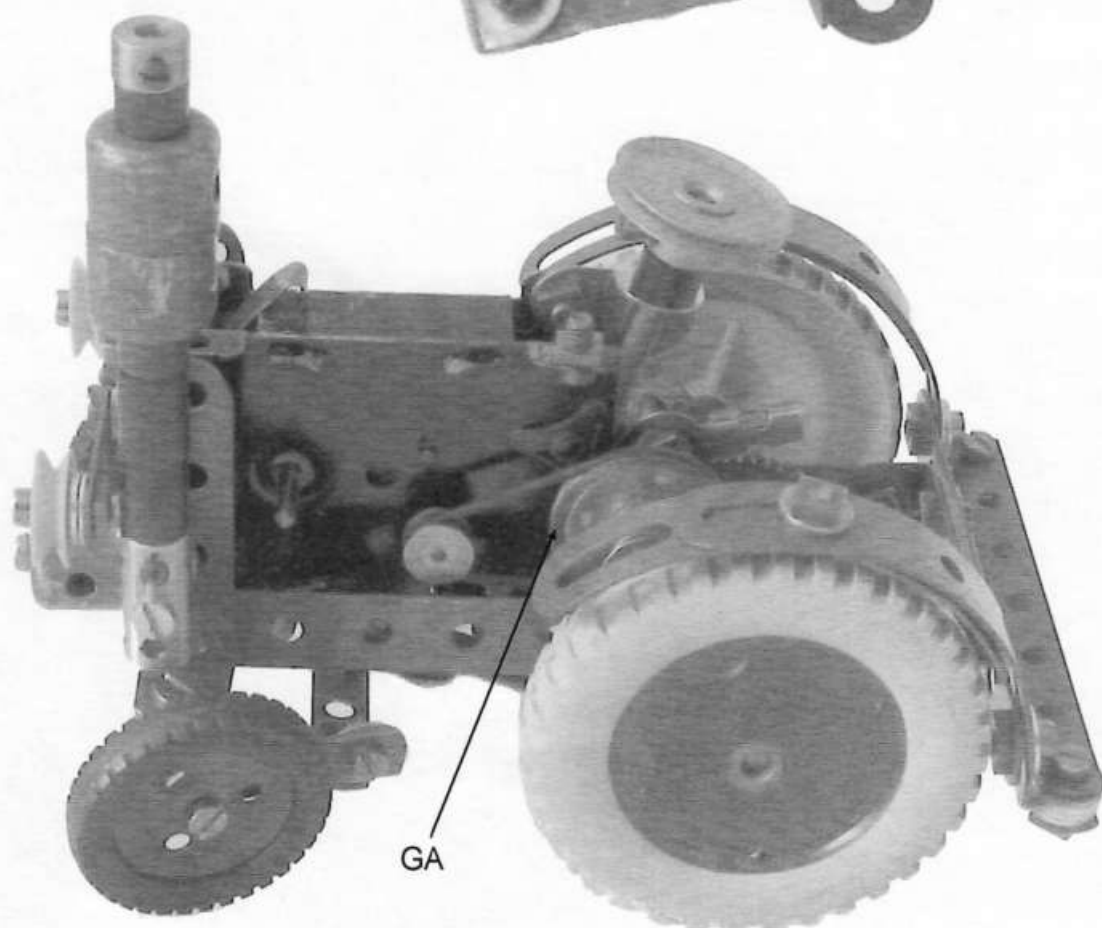
A - Right Side Bonnet



B - Left Side Bonnet



C - Seat and Cab Floor



G - Tractor from Left with side removed

DG

P/N 37b Bolt head, P/N 235h Narrow Strip 2" loose, P/N 37a Nut locknutt to, P/N 128 Bell Crank with Boss other end, P/N 37a Nut locknutt to.

DH

P/N 111c Bolt $\frac{3}{8}$ ", P/N 235h Narrow Strip 2" loose, P/N 37a Nut locknutt to, P/N 62 Single Arm Crank, P/N 37a Nut locknutt to.

DI

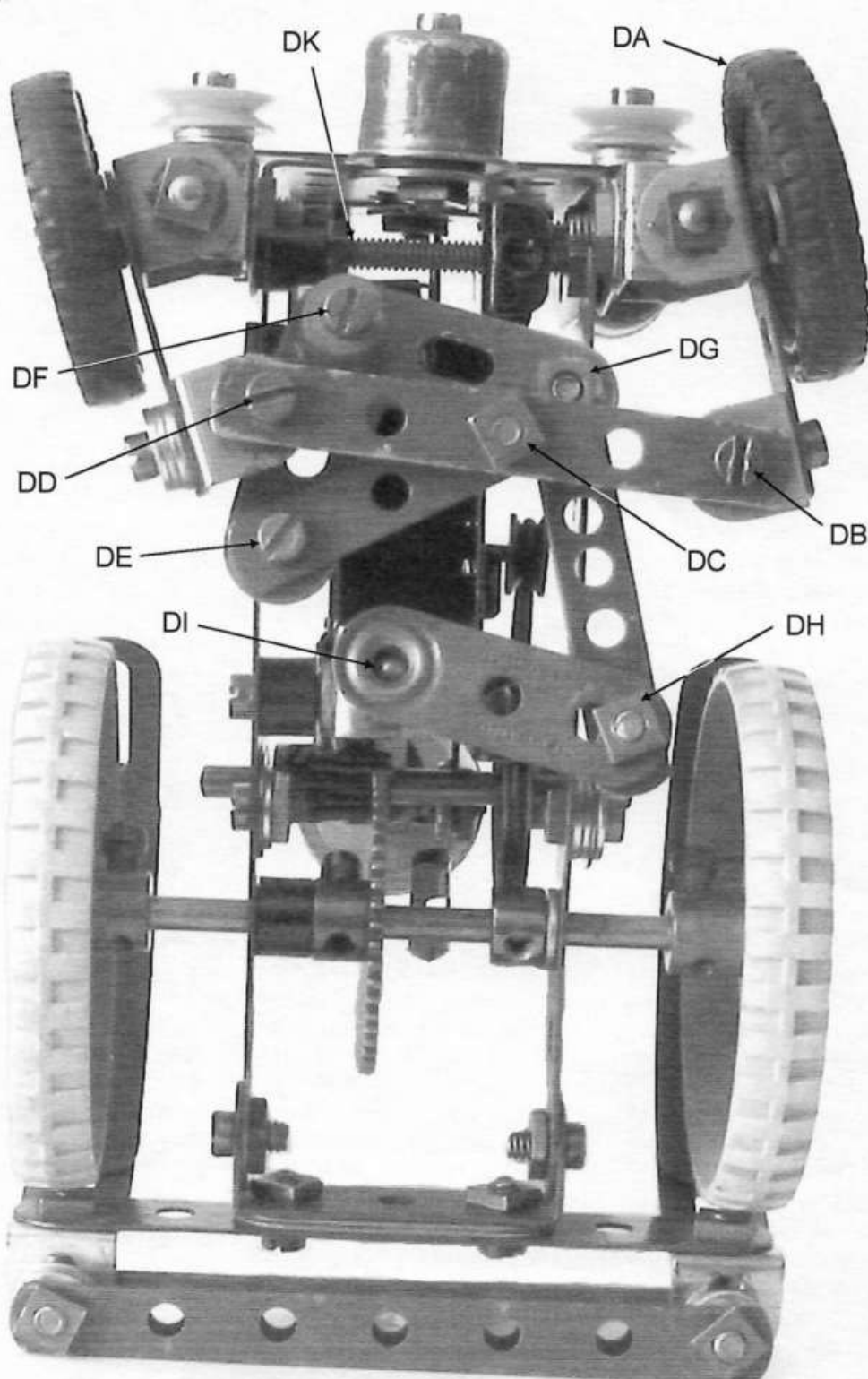
P/N 62 Single Arm Crank boss fixed to, P/N 16b Axle Rod 3" (steering column).

DK - Attaching motor to chassis.

$1\frac{3}{4}$ " Screwed rod, P/N 37a Nut locknutt to, P/N 10 Fishplate 1" and, P/N 9c Angle Girder 3", P/N 2a Perforated Strip $4\frac{1}{2}$ ", P/N 37a Nut locknutt to, Magic Motor, P/N 37a Nut locknutt to other side of Magic Motor, P/N 38a Spacer Plastic Standard, P/N 2a Perforated Strip $4\frac{1}{2}$ ", P/N 9e Angle Girder 2", P/N 10 Fishplate 1", P/N 37a Nut locknutt to.

GA - Drive and Gearing.

P/N 17 Axle Rod 2" through, P/N 10 Fishplate 1" other end attached to 2a, P/N 22 Pulley with Boss 1", 12 tooth pinion, P/N 10 Fishplate 1".



D - Chassis and Steering

New Zealand's First Computer: The Meccano Differential Analyser

by William Irwin

The differential analyser was built at Cambridge University in 1935 by J B Bratt and brought to New Zealand in 1950 by Dr. Harry Whale. The first public display of this recently restored historic machine was at the 2005 NZFMM Easter Convention in Auckland. It was made available by MOTAT (Museum of Transport and Technology), where it had been held in storage since the early 1980s. Prof. Harry Whale (retired), Dr. Garry Tee and Prof. Bob Doran (Auckland University) were able to attend the public opening on Easter Saturday.



Dr Harry Whale (left) and William Irwin

Restoration Work

The current Differential Analyser restoration exercise was initiated during 2003 following various discussions held between MOTAT, Auckland University, and the Auckland Meccano Guild. William Irwin and John Denton (both AMG members) undertook to carry out the restoration work, and MOTAT set aside a workroom for this purpose.

Due to the historical significance of this machine in terms of the history of computing, this was to be a conservation exercise in which as many as possible of the original components were to be retained in their original finishes. Initially the first two Integrators and a plotting table were to be restored for static display. This has now been achieved. Longer term aims are to get these units operational for simple demonstration purposes, and to restore the remaining integrators for static display.

A Brief History of the Differential Analyser

The first full scale Differential Analyser was built in 1931 by Vanevar Bush at MIT in the USA. On seeing this machine on a visit to MIT, Douglas Hartree remarked that it "looked as if someone had been enjoying themselves with an extra large Meccano set". On his return to Manchester University he set about constructing a small scale Meccano based model with the able assistance of Arthur Porter in 1934. This is commonly known as the Meccano Differential Analyser No. 1.

The Manchester machine proved to be so successful that a second Meccano Differential Analyser was constructed at the Cambridge University Mathematical Laboratories by J B Bratt under the direction of Prof. Lennox-Jones in 1935. It initially had four Integrators, a fifth Integrator being added by Maurice Wilkes in 1937. During the war years it was co-opted for military use, and various improvements were made to it at this time under the direction of Dr. J Crank. This is known as the Meccano Differential Analyser no. 2, now in Auckland, New Zealand.

Dr. Harry Whale, who had used the Meccano Differential Analyser briefly while studying at Cambridge, bought it for £100 in 1950 and had it shipped to New Zealand for use in his research at the Seagrove Radio Research Station in Auckland. It subsequently saw service at the DSIR in

Wellington, and ended up at the Wellington Polytechnic. In 1973 it was donated to MOTAT and shipped to Auckland, where Dr. Whale, assisted by two students, got it operational again for demonstration purposes. Since the late 1980s it has been in storage at MOTAT after sustaining some water damage.

What is a Differential Analyser?

The Differential Analyser is a special type of Mechanical Analogue Computer capable of solving differential equations by integration. It consists of several wheel and disc Integrators connected together by suitable shafting to suit the problem

to be solved. The answers are produced graphically as output to a plotting table. Each Integrator includes a Torque Amplifier on its output shaft in order to transfer the drive into the shafting system without causing slippage of the Integrator wheel on the disc.

Given a simple differential equation involving three variables and a constant, this machine took four minutes to solve it, though longer problems can take from ten to thirty minutes. Each variable is assigned to a separate shaft, with integration performed by the integrator units, and sets of gears at differing ratios for multiplication by the constant. The machine can take several hours in programming, as instead of using a modern programming language, it needs technical adjustments to be made to the shafting and gears for each different problem to be solved.

A typical Differential Analyser consists of the following components:

- A - Two or more wheel and disc Integrator units
- B - Two or more Torque Amplifiers (one for each Integrator)
- C - Adding and counting units
- D - Input and Output tables
- E - Gearing and shafting to link everything together
- F - Motors to drive the Torque Amplifiers
- G - A motor to drive the main drive shaft of the Analyser

Current setup (as found):

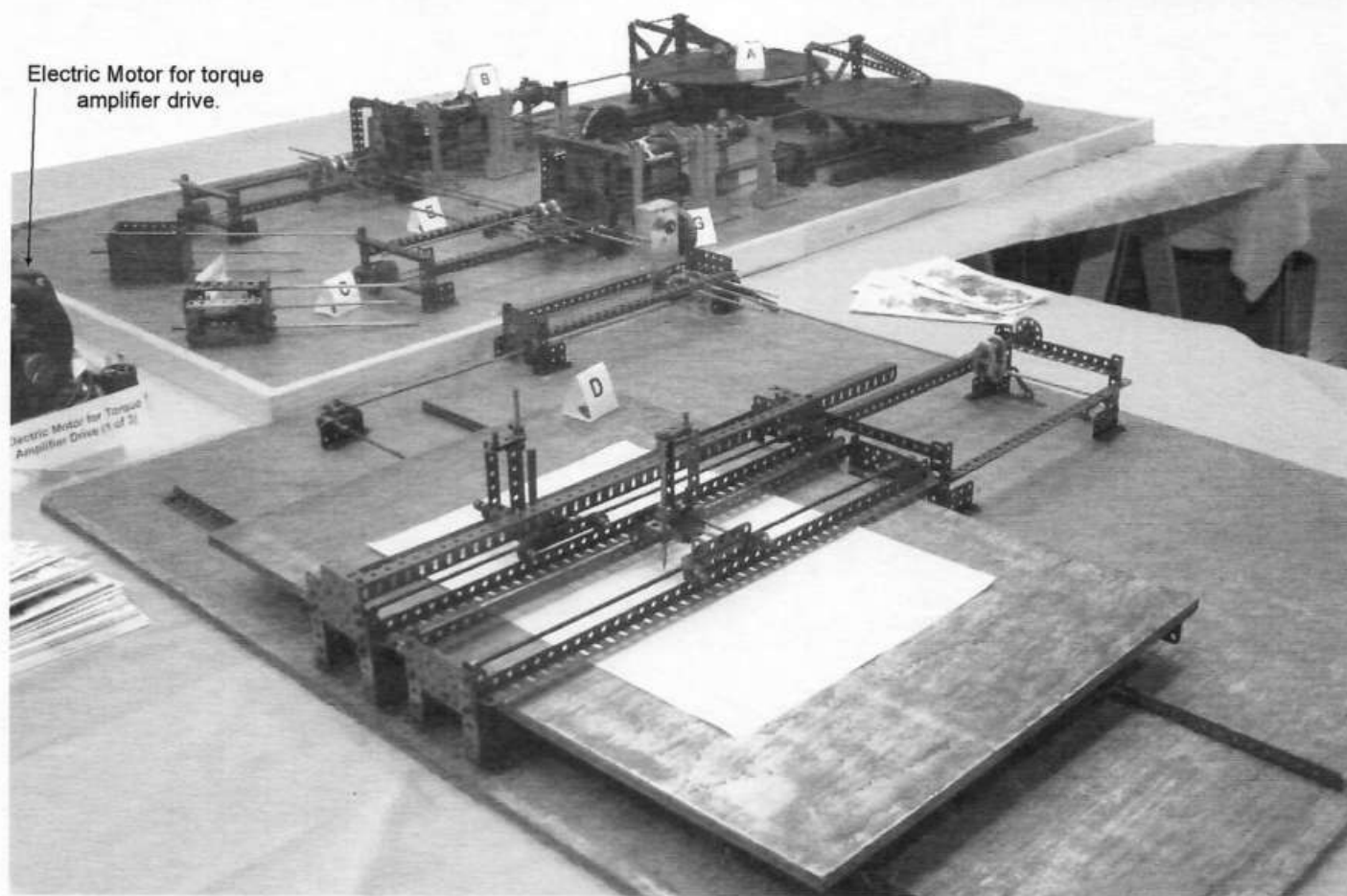
The Differential Analyser is currently set up to solve the simple equation

$$d^2y/dx^2 = -y$$

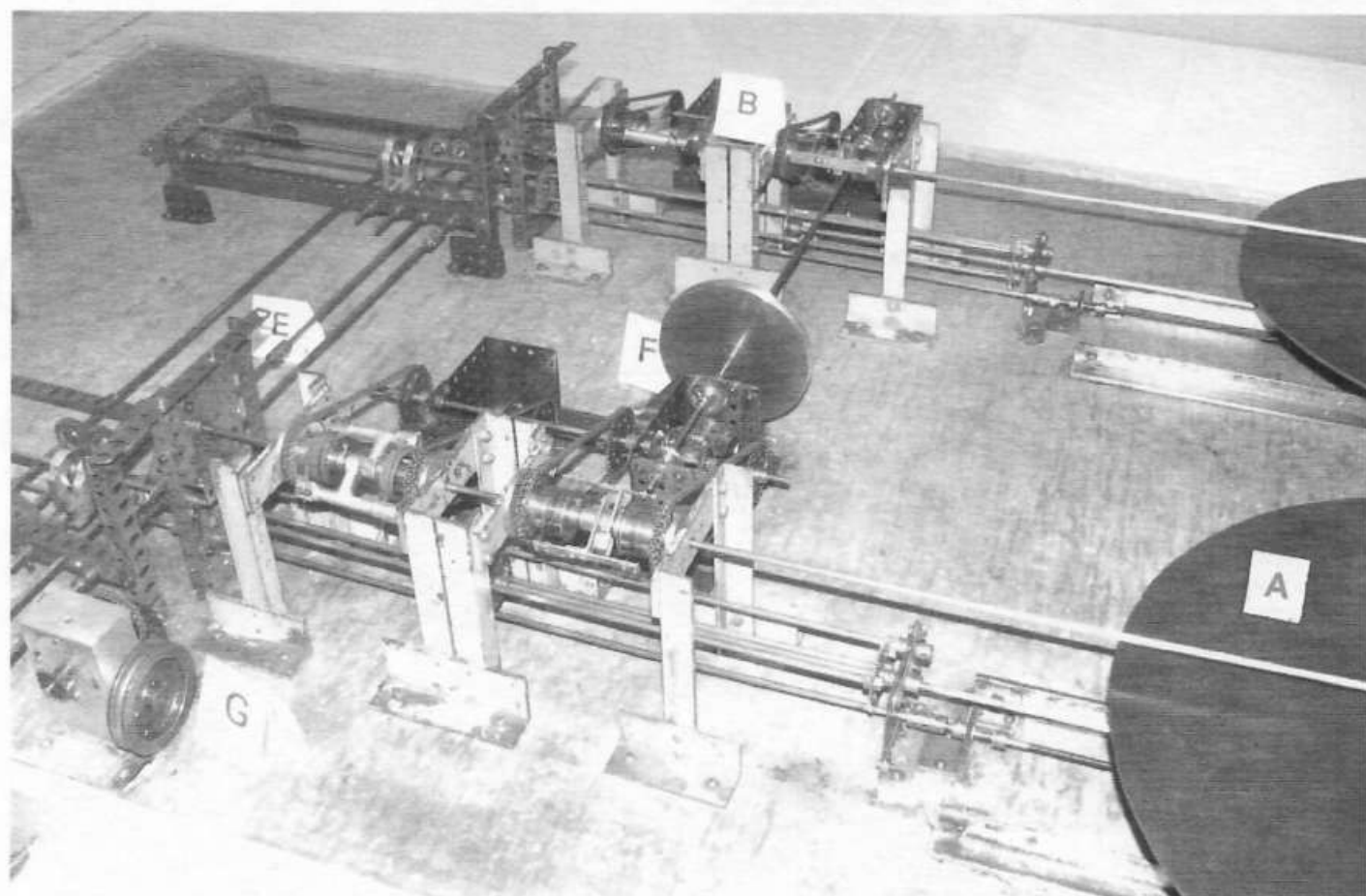
Careful examination of the shafting will reveal that the output from one Integrator is fed as input to the other Integrator, and vice versa. The output from either Integrator plotted against the independent x (time) variable will yield a sine curve. The output of the integrators plotted against each other yields a circle. This is the standard circle test for testing the accuracy of the machine.

Acknowledgments:

Auckland Meccano Guild extends its thanks to the Director of MOTAT for the loan of the restored machine for the duration of the exhibition.



An overall view of the Differential Analyser and the Plotting Table - photo by Daryl Anderson



The large brass pulleys at F and G are driven by motors mounted under the base board - photo by Gary Higgins



Selwyn Bluett (left) received the Meccano Modellers Senior trophy as well as the first place in the Exhibitor's Choice competition for his model of a Hitachi EX700 excavator. See the detailed description on page 4. (Photo Bruce Neilson)



Les Megget (right) took second prize for his Tadano Truck Crane. (Photo Bruce Geange)

Seated in front are Mary & Graham Jost, John Pond, John Ince, William Irwin, Neil Carey, Michael Threlfall, Michael Adler and Barry Babbage all watching Bruce Neilson, the auctioneer.



Shirley Gray and Allison Geange (watching nervously?)



Will he pay too much for this box of old Meccano?

The Auction on Saturday afternoon at the Easter Convention 2005. (Photos Bruce Geange)



Third prize winner was Neil Carey with his scale model of the Taupo Totara Timber Company Locomotive. (Photo Bruce Geange)



Simon Moody (right) was third in the public's choice with his Dockside Crane. (Photo Bruce Neilson)

The 2005 Easter Convention Prize Winning Models were pictured in the April 2005 issue.

Here are some shots of the winners receiving their prizes.



(Photos Bruce Geange)



Above we see Peter Hancock (left) speaking at the prize giving.

On the left Bob Prescott, president of the MWT Club, receives the Inter-Club Competition Trophy on behalf of the club.

Daryl Anderson, NZFMM President, is the other person in these two photos and that's his hand doing the shaking in the photos at the top of the page.

The use of email from the Spanner group is acknowledged

Outfit or Set

Would you please explain the difference between "outfit" and "set"?

I ask, because of my 20 Model Leaflets enclosed with my Number Ten, 19 are named as buildable with the "Outfit," whilst one of them requires the "Set." Christofer and other interested Spanners.

You must remember that I am a builder rather than a historian, but this is my understanding. We are really dealing with different English words having similar meanings. There is no difference other than the historical context. In the very early days of Mechanics made Easy the different selections in which it was sold were simply referred to as "boxes". So it was "Contents of box B" or "The D Box".

When it changed to Meccano they became "Outfits" a much grander sounding word, and this continued through the great years of Meccano right until the company was taken over by Triang in 1964. See the Contents list and the Price lists. When the range was re-launched in the new black, yellow and silver colour scheme in both the Contents and the Price lists they became "Sets" perhaps in an attempt to become less formal and more modern.

So one of your leaflets must have been produced after 1964, and Wes's Light Red and Green was before 1964 so it would have been an Outfit. (*George Illingworth, Kenilworth, England*).

Gear Box Gate Change

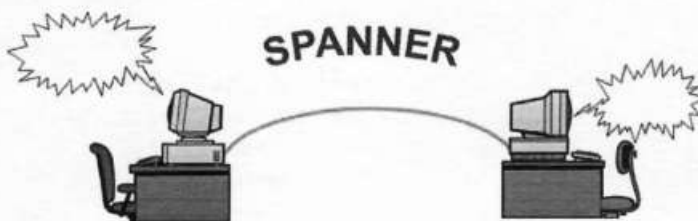
The top of the three hole cube (51b, 2 x 74, 48) has a four-hole row made from 4 x 806b - 1 inch Narrow Strips.

These have $\frac{3}{4}$ " Bolts mounted in their upper ends. The outer bolts are joined by Rod Connectors P/N 213. Although the picture shows square nuts, you will get closer tolerances with hex nuts. The result is a six-position gate into which a Rod, pivoted and mounted as shown, fits very neatly without slop. In fact, if you remove the Rod Connectors, you'll find

there is still room for the "gear stick" to fit between the outer Bolts and the side plates - thus giving you up to ten positions from the one lever! (*Philip Webb, Derby UK*).

Meccano X Sets and Parts

We were recently discussing the Meccano X and parts introduced for this short lived series which made it into the standard Meccano Outfits, such as the $1\frac{1}{4}$ " Wheel Disc, $\frac{3}{4}$ " P/N 24a (later $1\frac{3}{8}$ " Wheel Disc P/N 217a) and the $\frac{3}{4}$ " Washer



P/N 38d (later P/N 217b). While researching the Meccano X Outfits and British Model Builder following an article in the Sydney Meccano Club newsletter I found a few other items from the series of Outfits.

The $2\frac{1}{2}$ " Screwed Rod was introduced in the Meccano X and BMB Outfits in 1932 but was never included in any other Meccano Outfit. They were nickel plated with cropped ends (as were the 1" Screwed Rods in the X Outfits). Up to this time all standard Meccano Screwed Rods were 'round ended' and brass finished and all the standard Outfit Screwed Rods remained brass plated (strangely at about this time the standard Meccano Axles were changed from cropped ends to 'round ended'!).

The Small Loaded Hook was also introduced in the Meccano X Outfit in 1932 in black finish with a $\frac{7}{16}$ " diameter ball and top loop close to the ball. The later Small Loaded Hook had a $\frac{3}{8}$ " ball and the loop was raised to allow the Hook to be bolted to a Trunnion (it is strange that the Small Loaded Hook was made this way - the Large Loaded Hook was altered to this style in 1927). Pre war both red and black Hooks were produced in all sizes. The Small Loaded Hook was included in standard Meccano Outfits from around 1933/34. The British Model Builder was only supplied with the standard Meccano wire Hook.

It is interesting to note that when Meccano Ltd started production of a new small Hornby MO Train Set in 1932, a non branded version was also manufactured and sold at reduced price in other than Meccano outlets as 'The British Express Train' with the same pressings but different tin printing.

Regarding the red/green Meccano X Clockwork Motor (later the black Magic Motor), a small $\frac{5}{32}$ " Whit threaded $\frac{1}{2}$ " Pulley was included with the Motor which was a true $\frac{1}{2}$ " diameter (as was the original $\frac{1}{2}$ " Pulley, unlike the later $\frac{1}{2}$ " Pulley Without Boss which was really $\frac{5}{8}$ " dia), by $\frac{3}{16}$ " wide with a $\frac{5}{16}$ " root diameter. I believe the original X Motor also included a $2\frac{1}{2}$ " Threaded Rod. (*Tony Press, Melbourne*).

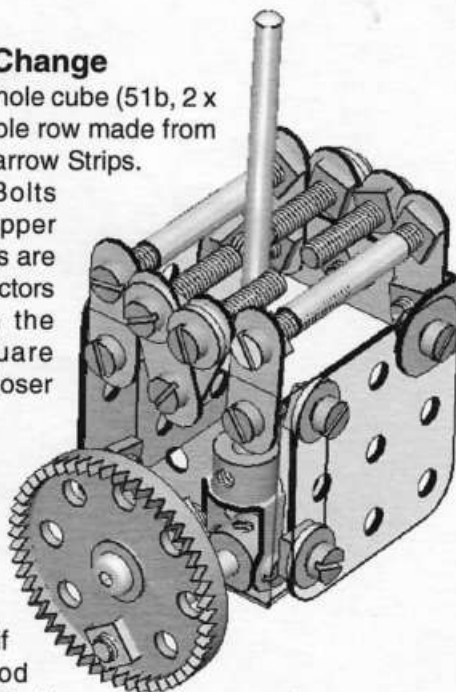
Meccano Magazines on CDs

Thanks to the fine efforts of the Internet Meccano Magazine Scanning Group, coordinated by Paul Dale, Volume 1 (1972 - 81) and Volume 2 (1968 - 71) of the Meccano Magazine on CD are now available. For full details see: <www.mmagazine.co.uk>. The contents of both Volumes can be copied from CD to a local drive for single-point reference to all issues. The combined indexes (for PC or Macintosh) can be downloaded from the above website.

Meccano Worldwide Mail Order (MWMO)

Geoff & Elizabeth Wright trading as Meccano Worldwide Mail Order and the Meccanoman's Club have a NEW website at <www.meccanomailorder.co.uk> (also accessible via the Meccano Webring).

The site is fully up-to-date with their current product lines - sets, literature and software. As with MW Model Plans



(the latest is No 160), MWMO now offers a service for 'Meccano Magazine on CD' purchasers - to send them each volume as it becomes available, on standing order. MWMO only needs to have the purchaser's card details on file.

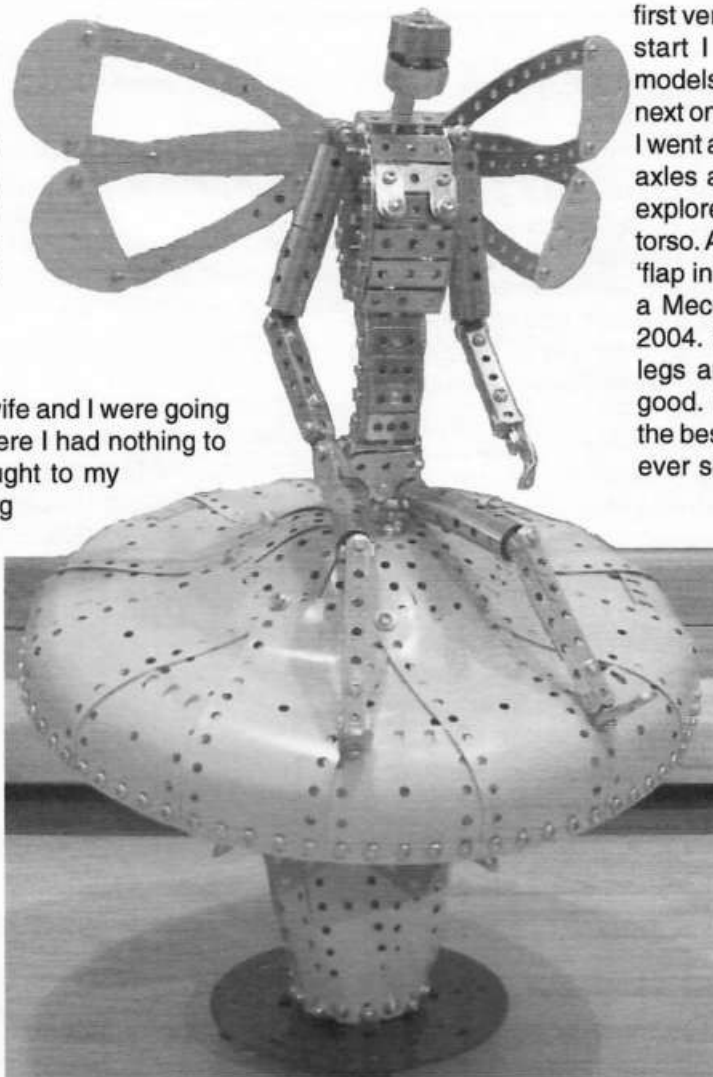
Fairy on Toadstool

About nine months ago my wife and I were going to a party and on the way there I had nothing to do for about an hour. I thought to my self "Let's think of something to build". A vision came into my head of a fairy sitting on a toadstool. I thought that that would be very difficult and tried to think of something else. But the fairy kept lingering in my mind. (I have a fondness of faerie, fairies, dragons and such things) So it was decided that 'sometime' I might start on a fairy. On the journey home some details were thought out. We got home at about 2am and went to bed. While my wife was fast asleep I could only keep thinking of the fairy.

So I went out of bed and stayed up till 4am to build the

Wes Dalefield - Meccano Biography:

My first introduction to Meccano was in 1961 on my seventh birthday when my father gave me an outfit 3. I still remember it as a light green and red outfit in a yellow styrene pressed plastic inner in a cardboard carton. The parts were held in place with green and red headed pins. The 3A up until 6A followed on Christmases and my birthdays to make up an outfit 7. This was the largest outfit that could be purchased in New Zealand at the time because of import restrictions. My father also repainted his Meccano and then gave it to me. After that he bought parts for me at one of the local motorcycle dealers, Pink and Collison. Oh the frustration. We could never buy the parts that I wanted though. The highlight for me was the Elekkit set that I was given. I built most of the models in the manual and it was a good introduction to electricity and magnetism.



first version of the fairy. Right from the start I knew I would build several models, each one as a study for the next one, learning more techniques as I went along. That first fairy was mostly axles and brassware (for joints) and explored the length of arms, legs and torso. Also it featured wings that would 'flap in sync'. The second model was a Meccano man, built in November 2004. It explored how to build arms, legs and torso which simply looked good. No wings. This was, thus far, the best looking Meccano figure I had ever seen. About three weeks ago I

started on the other part of the model: the mushroom. Although its shape looks quite complex it is fairly easy to build. The most work was the inside of the hood: 80 curved strips. And while I was up to speed the third (and current) fairy immediately followed. This time I wanted to get a more feminine look and used more curved parts as before. E.g. the Meccano man had a straight back. This fairy is more slender. (Alex de Jong, The Netherlands)

This frustrated childhood required therapy. So after I got married I finally built the models that I wanted to build such as the blocksetting crane and the walking dragline with the help of MW Models. Fortunately I met up with John Ince who introduced me to Bruce Geange and things lead on to the Manawatu-Wanganui-Taranaki Meccano Club. Here I met many wonderful Meccano folk and still keep in contact with them.

My wife's work has meant that we have had to move around the world several times. In fact my blocksetting crane, which I have never taken apart, must be one of the most travelled Meccano models in the world. Every time I have moved I have got the movers to make a special set of boxes for it. Fortunately I have been able to keep in touch with other Meccano enthusiasts through the Internet. I have also kept in contact with New Zealand by creating and editing the NZFMM website.

I soon realised that I could never be a collector moving around so much so I started, with a lot of help from Roland Jaggard in the UK, a collection of images of various sets from Binns Road. This continues to grow. <<http://www.dalefield.com/nzfmm/slap/index.html>>.

Bob's Tour 2005

by Bob Prescott

Anne and I recently enjoyed a holiday in the Europe and the U.K. and had a stop-over in Sydney on the way. We took the opportunity to visit Hobbyco, advertised as the oldest and largest hobby shop in Australia and what a super hobby shop it is - if you visit Sydney don't miss it. The Meccano specials at the time were Ferris Wheel 8258 A\$59.95, RC Car 7800 A\$ 95.00 and Super Construction set 0570 A\$85.00.

In London Marks and Spencers in Oxford Street still had two of their "exclusive" Spitfire sets for sale but I had already secured one courtesy Timothy Edwards in Ayrshire. Another major Oxford Street store no longer stocks Meccano because there is "no call for it"!

The weather in "bracing" Skegness was very pleasant for the 2005 Meccano Show. I was pleased to have a chat with Chris Shute, the designer of the "Percy the Ping Pong Porter" which I built for the Auckland Convention last year but which never worked satisfactorily. Chris admitted he had made a few modifications to make it work more smoothly. It was good to renew acquaintances with Robin Johnson, the editor of Constructor Quarterly, John and Joyce Sleaford, David Barrett, Tony Parmee, Michael Threlfall and Peter Kessler, and to see Andrew Wells motivating - Dave Harvey's industrial arc welding robot was operated by a MotorVator. Models that attracted us were Darren Bonner's black Subaru Impreza, Tony and Maurice Rednall's 'best ball roller yet', Joe Ethridge's blocksetter, and Guy Kind's Unimog plus cyclists, caterpillar tractors, a military tank

transporter, cranes and Mike Hooper's 'Jolly Fisherman' which is of course the symbol of Skegness.

It was then on to Scotland for one of the highlights of our tour, a visit and ride on the Falkirk Wheel which recipients of the June 2005 Constructor Quarterly will remember as the cover model by Geoff Bennett. The wheel is the world's first rotating boat lift and was built as a millennium project to join two canals by replacing 11 locks. More about the wheel in a future article.

Travelling south once more we stopped at Bradford and visited Frizinghalls (pronounced Fryzinghall). The staff there indicated the Meccano sales were healthy and they still produce their own catalogue of Meccano and Exacto parts. It would have been nice to have been able to buy the Mamod steam engine in the shop window!

We enjoyed our visit to Ironbridge, near Telford. I wonder how many have built a model of the bridge over the River Severn, completed in 1789. Whilst there we went to the Enginuity Centre where the Telford and Ironbridge Meccano

Society hold their annual show and several models were still on display. It is an interesting museum with plenty of inter-active displays especially educational for children demonstrating about water, electric, wind power etc.

So we've brought back lots of memories of interesting places, not forgetting a Sunday flea market outside Munich airport in Germany selling all sorts of old/ antique tin cars and toys, steam engines and railway engines/carriages, surely we missed a bargain or two there. It is good to be home and now I can build my Spitfire.



Taking and Identifying Photographs

by John Ince

You will have noticed on page 2 our apology to Kegan Wrightson for displaying the incorrect picture on the back page of the June magazine. We also noted in the centre fold that as the model labels did not identify the builders, we may have incorrectly identified some models.

Photographs of the Easter 2005 Exhibition have been provided by four photographers, Daryl Anderson, Bruce Geange, Gary Higgins and Bruce Neilson. As is to be expected all four used digital cameras.

Altogether we have 1039 pictures. Unfortunately as none of the photographers kept a diary of the pictures they took it has proved very difficult to identify who many of the models belong to. Certainly the photographers would have had problems making diary entries owing to the absence of modellers names on the models which were labelled. But only those models entered in competitions were provided

with a label so many models had no identification whatsoever. There are about a third of the 1039 pictures not identified. I suggest that photographers have someone accompany them to record notes of each shot.

In the case of large models people could usually see who the builder was but where a builder displayed a lot a small models this was not so easy. As far as Kegan Wrightson's prize winning model is concerned there does not appear to be any photograph. Sorry Kegan.

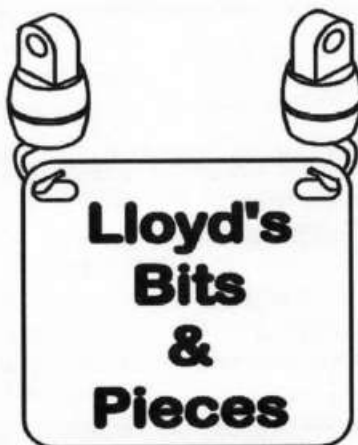
It cannot be too strongly emphasised that ALL prize winning models at a convention must be identified and photographed preferably with the model builder in the picture.

Some comments about photographing models were published in the April 2001 issue, page 19. With the modern digital camera and its automatic features some of those 2001 comments are no longer relevant but the remarks about backgrounds certainly are. If the picture is of a specific model and not a general view then please try to get a background which is not too messy.

QUOTATION

"We were pleased to note the excellent progress in the 'Mecanno' (sic) Engineering outfits for boys. The 'Mecanno' toy has not been seriously affected by the fiercest competition in the past and the firm responsible for it has also shown that in all the most important particulars, i.e. excellence of workmanship, finish, packing and instructions, their toy, which is entirely British made, has excelled those of a similar character made abroad."

(This item, quoted by Doug Harris on Spanner2, is from 'Models, Railways and Locomotives', Editor Henry Greenly, published by Model Engineering Press. The date — July, 1915).



- <www.bbc.co.uk/dna/h2g2/A1010070>. The best quotation from it is this one -
"He seems to have been a practical child. When told of the arrival of a baby sister, Tommy declared a preference for a Meccano set."

A FAST DIGGER

The British firm of JCB is well known for its bright yellow earth moving machines. Dave Harvey, who works for JCB, tells us on Spanner2 that they are having an Open Day at their factory in September. At this event the amazing 'Dancing Diggers' will perform. We have seen their routines here

in NZ. Also on display will be their new JCB GT Back Hoe Loader which has a supercharged Chevrolet V8 engine and is capable of travelling at over 100 miles per hour.

TEACHING IDEA FROM MECCANO

Mr. Brian Chong is a tutor at the Western Institute of Technology. He teaches architectural technology, and uses scaled down pieces of plastic, polystyrene and light wood to build models which help his students visualise actual designs of buildings. Mr. Chong says he got the idea from a Meccano set he had when he was a kid. (*Thanks to Robin Rye for this item which was originally an article in the Taranaki Daily News*).

A TAIL-LESS HELICOPTER ?

Caspar Mol tells us on Spanner2 that at the University of Delft in Holland they are working on a helicopter without a tail rotor. Apparently spin can be controlled by flapping the main rotor in a certain way. This is a nice challenge for Meccano helicopter modellers.

ANOTHER METAL CONSTRUCTION SYSTEM

In Sweden you can buy a Slovenian made metal construction set called 'Mehano 153'. Christopher Noring says on Spanner2 that the factory began in the 1950s, basically copying Meccano, but ceased production in the 1990s. However, France Sustersic says from Slovenia that sets are again in their shops. However, except for plates and strips the parts seem to be quite different from what they used to be.

SPECIALS TO COME?

Toyworld management says that when the 2005 Meccano sets arrive (probably late this month) there may be special prices on the earlier sets so that they can clear stock. I have found Toyworld's 'specials' sometimes mean 50% off. (*Lloyd Spackman*).

PRACTICAL PREFERENCE

Thanks to Andrew Wells for bringing to our notice on Spanner2 the story of Tommy Flowers. Tommy was the Post Office technician who during WWII worked at GCHQ, Bletchly Park, England deciphering enemy codes. To improve the decoding he developed one of the first electronic computers, even before Alan Turing. This may not mean much to us now, but these machines were vital to England's war effort. The story is in a long article on the BBC website

SIR ALEC ISSIGONIS' 10 SET

The set presented to Sir Alec by his colleagues when he retired is probably one of the best known such sets. Sir Alec later gave the set to a neighbour's son who used it a bit, then sold it through MW Models to fund the purchase of a motor bike. Simon Bowditch from Connecticut, USA, told us on Spanner2 that he bought this set in 1995 and has it safely in his bedroom cupboard. Sir Alec put a lot of Meccano thinking into the design of his famous Morris Mini so it is good to know his Set 10 is well looked after.

SPACE CENTRE MODEL

Meccano France has in its 2005 catalogue a Space Centre model, the parts probably made in China. Howard Wildegrube (Oregon, USA) tells us on Spanner2 that there is a mix of parts including 8 x P/N 99, Braced Girders; 3 x P/N 52 Flanged Plates (presumably for the base) and 3 x P/N 162c Boiler bodies. Also several of the new flexible or curved parts. This static model has few plastic parts, the metal is good quality, and it stands about 24 inches tall.

FIXING THE RAILWAYS

This item is part of a letter from Mr. P. O'Sullivan, New Lynn, to the Editor of the NZ Herald on July 15, 2005, -

"When I came to New Zealand more than fifty years ago I used the rail services quite a bit, having little choice. Even then I thought both long distance and local rail to be little better than a dilapidated Meccano set..."

He goes on to advocate handing the planning, design and construction of NZ. Railways to people who know what they are doing, preferably German or Japanese railway engineers. (*Thanks to David Wall for this item*).

MG FROM A LANDMARK

Bob Pentney in Auckland has built an MG car model using parts from a 'Landmarks of the World' set, plus rods, gears, etc. As the Landmarks set doesn't have long Angle Girders or Flanged parts, Bob made good use of Flat Girders from his 10 set.

MWWT MECCANO CLUB

**Meeting August 13
2005**

The antique for the meeting was Keys which arrived in quantity, peculiarity, with motors and deliberate

misinterpretation.

We did not see a Trinity or the very first X motor from the Aeroplane Constructor set but just about every other variety was there. It became obvious fairly soon that Meccano Ltd had muddled the water for collectors with some keys being used not only for Meccano but also Hornby and even onto the change of ownership to Triang. Keys for the very first clamping of pulleys to axles were presented and some nice examples of the variations of saw cuts and tunnels were shown.

The model for the meeting was the 6" Pulley or other seldom used part. We had Penny Farthing bicycles, Spinning tops, Merry go rounds, and Kermit the Frog who kept going back to Miss Piggy, driven not

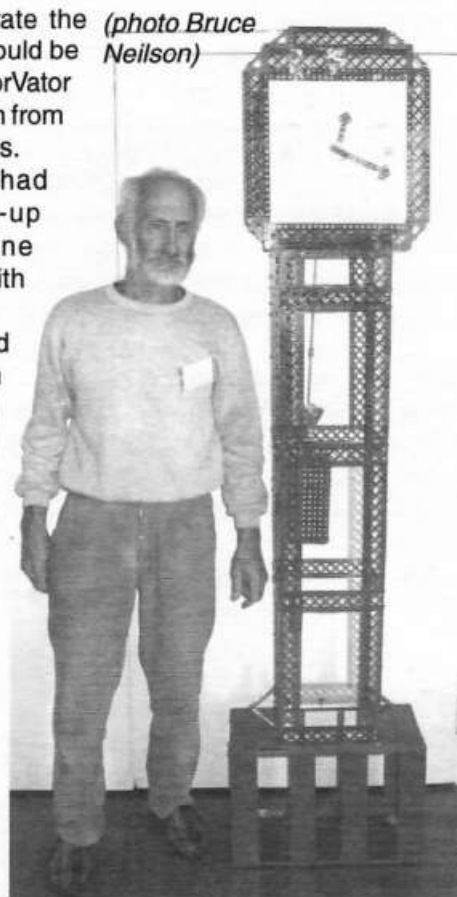
used to demonstrate the ease the motors could be plugged into a MotorVator unit and then driven from the Director toggles.

Chris Morton had scored a made-up 1938 Aeroplane Constructor set with civilian markings.

Tom Pittams had been experimenting with the Cable Control set to produce some different models and had an Aeroplane mounted on a plinth.

Bob Prescott had a Spitfire set and made up model on show.

Don Wilson had a three speed and



(photo Bruce Neilson)

reverse gear box with the pinions cut in half to achieve the maximum compactness.

Francis Wilson had the biggest model on show with a Grandfather Clock. Plenty of tips and advice was offered from those who had previously built clocks. A nice selection of boxed sets brought back memories for some of the spectators.

Peter Winter showed a Paddle Boat he had found in one of his old Manuals and made comment on the difficulties in constructing it.

The AGM re-elected Bob Prescott as Chairman and John Hansen as Secretary/Treasurer.

The meeting concluded with supper and an auction of brass, parts, and literature.



*Penny Farthings by
Bruce Geange on the
left and Paulette
Morton on the right.*

(photo Bruce Geange)

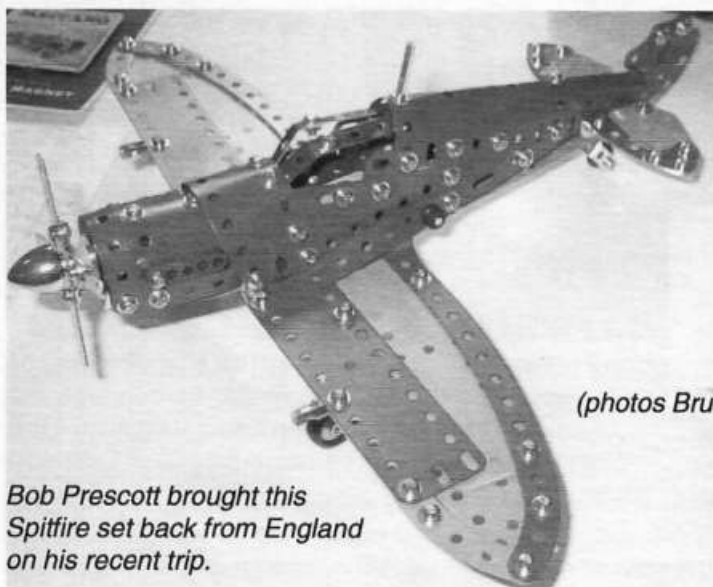
by lust but a rubber band.

Other models presented by members were:

Don Blakeborough with further work on his clock with a large escapement and three hands out of one shaft.

Bruce Geange with a Lanz Bulldog Tractor (written up elsewhere in this issue).

Simon Moody with a two motor Gantry Crane which was



*Bob Prescott brought this
Spitfire set back from England
on his recent trip.*



*Chris Morton bought this
1938 version of the No 1
Aeroplane at an auction
recently.*

(photos Bruce Geange)

Wellington Meccano Club, August 2005 Meeting.

by Lloyd Spackman

We had 15 members at our August meeting - the most for a long time - and there were plenty of models and parts to admire and talk about, as follows:

Simon Moody — an attractive dark red and dark green framework of a Ship Coaler model based on SML2. Simon was also demonstrating his MotorVator.

Lou Nichols — a tray of parts (including a nice digger bucket) selected and ready for building SML19a, the Steam Excavator.

Colin Croft - the two feet of a dragline model now being demolished. Very smooth operation of the built-up eccentrics.

Bryan Jones — the side frame of his Plasser railway line tamping machine. This frame measures a bit over six ft. in length. I understand he and Laurie Webb are each building

one of these models.

Nancy Jones — a selection of small plastic models and the mobile crane with cable control from Set 6515.

Eldon Porter — another model of the same crane. Great minds, etc.!

John Ince — a box of unpainted strips, plates, etc, for sale and the latest MW Mail order news letter.

Lloyd Spackman — the Locomotive from Set 0507, which ran well on the carpet.

Laurie Webb — Marklin parts.

Campbell Morrison — a little model of the 'Rocket'.

Don Flowers — a front wheel drive axle including an all-pinion differential.

Also welcomed were Frank Abbott, Susan Moody and Max and Gillian George.

In the business part of our meeting we discussed the Club's Christmas Dinner; the Turangi get-together on 10-11 March, 2006; and the possible visit to MWT. Club's October meeting when Andrew Wells may run a competition for the smallest crane driven by four motors through a MotorVator.

AUCKLAND MECCANO GUILD August 2005 REPORT

by David Wall

The Guild's third quarterly meeting was held at the home of Neil and Eileen Carey on Saturday 13 August. Due to a prior commitment our Secretary, Peter Hancock was unable to attend so I have been left to wield the secretarial pen.

First of all, apologies, these were received from Peter Hancock, Merv. Mexted, Doug. Harris, Bob Penty and Graeme Wrightson. Incidentally, I was advised that the Guild's efforts at Model X had netted approximately \$160.

Now for a brief resume of the models presented for our delectation:

John Denton — An attractive novelty item called "Round the World". It comprised a rotating open sphere with programmed lights surmounted by a pair of circling aeroplanes.

Tony Caldwell — A jet fighter aircraft and tower bridge.

Gerald Hart — An hydraulic crane (SML 25), a small beam engine and traction engine.

Andrew Wells -- An automated elevator which demonstrated his MotorVator control system. Andrew also brought along the latest Meccano France offering, an attractive model of the famous Spitfire.

Rick Vine — A range of models including a Bugatti racing car, beach buggy and a selection of miniatures — loco, canon,

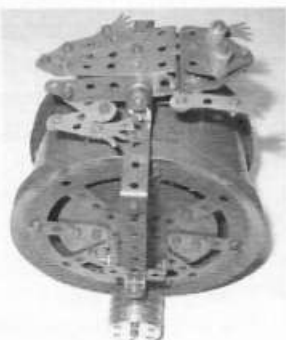
Spitfire, road worker and finally an auto reverse mechanism.

William Irwin — Although William did not bring a model he provided members with a selection of current Meccano literature to peruse. The popularity of these was demonstrated by the group of members constantly clustered around the table bearing his literature. He also brought a DVD with a medley of 4 recent Meccano events on it e.g. Auckland Convention, Model X etc.

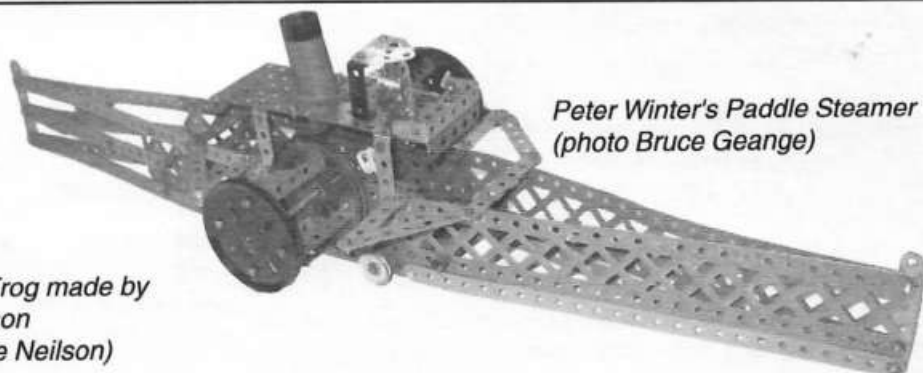
Mike Walmsley of Paeroa made a most welcome appearance. He brought with him a clockwork tractor and a No. 2 aeroplane made up as a single wing parasol type. The piece de resistance was his recently purchased Marklin tracked digger outfit which was introduced to celebrate the Company's 90 year association with its metal construction system. The outfit was beautifully presented in a strong plywood chest.

Now a moment to savour — an all too brief description of **David Wall's** splendid model. This talented gifted and most **modest** of Meccano artisans presented a superbly crafted swash plate mechanism which operated faultlessly, as we have come to expect from David's impeccable craftsmanship, (Yes — well I AM the one writing this report so what else would you expect?)

After our customary lavish afternoon tea the meeting concluded shortly after 4 pm. The Guild's next meeting will be held at David and Elizabeth Wall's Orewa home on Saturday 12 November commencing at 2.00 pm — All welcome.



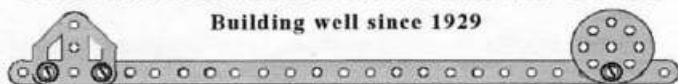
*Kermit the Frog made by Francis Wilson
(photo Bruce Neilson)*



*Peter Winter's Paddle Steamer
(photo Bruce Geange)*

CHRISTCHURCH MECCANO CLUB

Building well since 1929



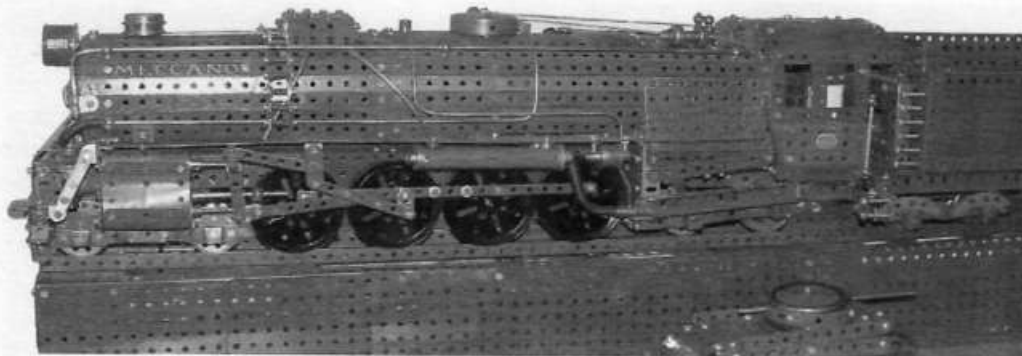
June and July 2005

I write this report of the July meeting on Friday 1st, and send some

photos from the June and July meetings, from my motel room in Greymouth once again.

The June meeting was rather quite, with only four braving the very bad weather, taking a heavy toll on the members. The July meeting on the other hand was held in rather good weather and a good attendance.

In attendance at the meeting were Ian Torrens, Doug King, Cameron McFarlane, Peter Satherthwaite, Neil & Grace Pluck, Dave Laing and Graeme O'Neill.



Dave Laing's presence was eagerly awaited for his wonderful supper once again. His home time at present is being fully occupied with raising their little son. This has been a full time job as we all know.

Models present included:

The Pluck's brought along a version of the Block Setter Crane of SML size but limited to the parts supplied by the Wanaka Museum. This BSC model will be left in the condition supplied with the longest angle girders only 12 1/2" long. The roller bearing has been built-up on rolled perforated strips.

This is the latest of many models Neil is building from a car load or two of old parts that they had collected together. Other models that have been supplied already are copies of his NZR Steam loco (that one has been shown on the net), and an excellent Tonka front end loader that's been completed with Meccano parts as per the photos.

Graeme O'Neill's Renault F1 racer, Radio-controlled 4WD, UK

Army Multikit tank, Cameron McFarlane had two models of small, simple 'steam' engines built as simple movement makers for public displays. His wife was busy recently and made a great job of building the Tower Bridge model. See the photo, Cameron brought it along last meet.

Keep on Meccanoing, Graeme O'Neill.

Merit Medallions Awarded in 1934

- NEW ZEALAND (Ashburton) - F. Osborne, N. Dunn.
- (Wellington Boys' Institute) - F. H. Speers, R. J. Southwick, A. Abel.

Meccano Guild Merit Medallions

This month I publish my usual list of Merit Medallions awarded during the past year. It is always a proud moment in a Meccano boy's life when he receives one of these Medallions, especially when it is presented to him with some formality at an Exhibition or concert, and I should like Leaders to make greater use of them than at present. The Meccano boy does not need any artificial stimulus to make him do his best on behalf of the club of which he is a member, but it is only right that enthusiasm, skill and energy should be recognised.

Two Merit Medallions are available each session in each Club and the award is made entirely on the recommendation of the Leader. There is no restriction in regard to the character of the work for which they are given, provided that it has been beneficial in some way to the Club, and to the Meccano Guild generally. In some cases efficient work in an official position has been the basis of the award. In others excellence in model building, in devising schemes for the club program or in strengthening the position of the club by attracting new members has earned the Merit Medallion for certain members, and I shall look forward to receiving as soon as possible the nominations of Leaders who wish to reward good work on behalf of their clubs carried out during the present session.

This extract is from the Meccano Magazine, February 1935 page 116. Alan Abel was aged 15 at the time of his award and currently lives in Feilding.

Well its that time of the month to tell you some of the happenings on eBay. What I report here is only a tiny amount of the trades that go on in the Meccano/Erector sector of eBay. The busiest time is the weekends especially the evenings - people have more time to study what is available.

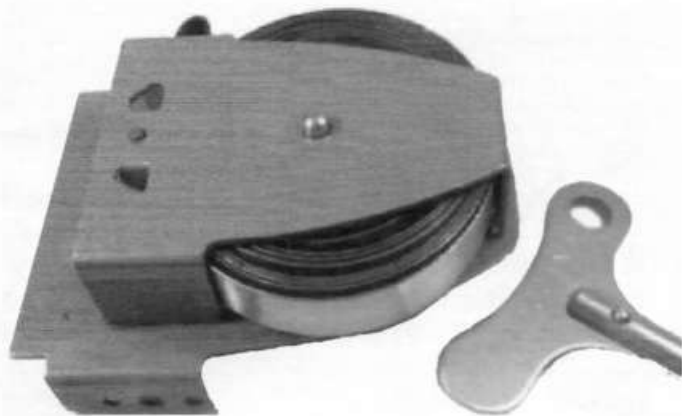
This month we have:

A nice boxed Aeroplane Motor No 2 in fully working order with instruction sheet. Not a common item and sold well at NZ\$160.

Here is an item most of us have seen. A Crane building set from the 1970s (has an orange box); this set had been used and believed to be nearly complete; it had most of the stickers and Manual present. Sold well at NZ\$100.

Next an item which most of us would like to own, a 1929 Meccano Standard Mechanisms catalogue. This one is very good in its binding and in nice condition. NZ\$100.

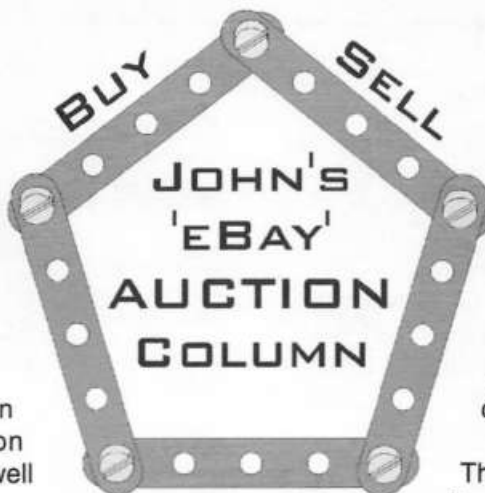
To go with the Aeroplane motor you may need the Meccano No 2 Car Constructor clockwork motor (A1050). This lovely motor in a beautiful green colour comes with a key and sold for approx. NZ\$330. A lovely item.



Also, while we are with the Car Constructor Set, there were two empty boxes. These originally contained parts for the cars. Both were in good condition. NZ\$125.

A 1912 No 1 Clockwork motor in very nice condition, manufactured by Märklin for Meccano - this one had no key. It looked grand in shiny nickel and sold for NZ\$260.

This next item attracted quite a bit of interest. It was listed as a huge amount of vintage Meccano pieces in original condition, with two original boxes, one tin, one cardboard. It is the tin box which is interesting, being for a Royal set which came out in the early 1900s. As all the parts are a mixture of nickel, red and green it is hard to tell if the complete set is there. Parts looked in nice condition and included a few manuals. Could have been a good buy at approx. NZ\$750.



Colour Lantern Slide Advertising Meccano. 1927-1928 lantern slide. These were made available to Meccano Dealers for use in local cinema's. Loaned free of charge. Very rare due to being so fragile. Sold for approx. NZ\$750.

1955 Dinky Toy Catalogue. It is 24 pages long and in very nice condition, just a couple of small scribble marks on front cover. Sold well at NZ\$330.

This next item was from a number of rare items being sold by the same vendor. A Dinky 61 RAF Aeroplane Gift set, NMIB. Rare in this condition, strings not original, planes very nice. Sold for approx. NZ\$850

Next a couple of French Meccano items. Firstly a No 9 French manual 1953, 68 pages very nice condition. NZ\$60. Secondly a French No 9 set 1960. 100% complete with guarantee and all manuals. In that lovely French Blue and Gold. Sold for NZ\$1900.

The Plastic Workbox Set. This item although not very old is not that common. It came with manual and was in good condition but did not say if it was complete. A nice item and sold for NZ\$80.

To finish with I am going to share with you this item listed on eBay. Listed as 1920 Meccano Erector Set instruction Sheets. The lot consisted of a number of pages from a 1920s Meccano instruction book. The book had no cover and consisted only of pages 21-44. Seller stressed the connection with early civil rights in America and the use of the "N" word. Failed to sell, no bids, asking price US\$5000.



That's all folks, thanks for perusing and hope you enjoyed. Until next time.

John Hansen. <happypastimes@ihug.co.nz>

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by Lloyd Spackman

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Consolidated NZFMM Magazine Index

An index of the NZFMM magazine from 1976 to 2004, comprising Volumes 1 to 28 intersorted by Subject, Volume and Page is now available. To obtain the index please email the Editor at <rbneilson@infogen.net.nz> to receive by return email a .rtf text file. This file is 473 kb in size and will print out 26 A4 pages and 1500 lines

Happenings in England

by John Ince

If you have tried to contact Dave Taylor recently to order Meccano parts then you may have experienced problems. About mid-August two emails to his usual address <dave@meccanoman.co.uk> bounced so I asked Tony Rednall, who lives in Norfolk, if he knew what was going on. His response was:

Like you I have also found Dave Taylor to have "gone awol". I thought initially that he was on vacation but this non-response has been going on for I guess six weeks or even more? I will now make a further enquiries and get back to you.

My third attempt on August 18th seems to have penetrated the barrier! It seems that Dave was on holiday.

Tony has established a new Meccano Club in East Anglia which comprises the English counties of Norfolk, Suffolk

and Essex. He tells me

that "The East Anglian Meccano Set" (T.E.A.M.S) is going fine. A little short on members but never the less growing.

A cousin of mine in Suffolk emailed me with the news that on August 20th:-

We had our annual Bacton Fayre where Tony Rednall and his brother were exhibiting their latest Meccano construction. They had recently been awarded 1st prize at Skegex 2005 organised by North Midland Meccano Guild - apparently it is the top award that they could win...but you would be able to tell us more! There was a lot of interest from the general public, although Tony was disappointed that he was only able to display for 4 hours - he would have liked to exhibit for the whole day. Tony is in the midst of setting up a Meccano club in Norfolk and Suffolk and if this goes well, he will bring more exhibitors to the Fayre next year.

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.

November 12 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 - 8 Oct, Dec 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 - 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 - 2 Sept, 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 <moodys@ihug.co.nz>.

6-7-8 March 2007. - Convention 2007, Upper Hutt. email <moodys@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>.

Newton Engineering Parts

Available from: John Ince, 5 Lennox Place, Feilding

Email: <johnince@man.quik.co.nz>

These parts are unpainted and have in the past been made by Newton Engineering, Christchurch from 1mm electro galv mild steel. Recently the material has been changed to zincalume sheet of similar thickness. The zincalume sheet is a slightly harder steel and presents a better painting surface.

Angle girder	241/2"	\$4.50ea	Flat plate	4 1/2" x 3 1/2"	\$4.00ea
Angle girder	181/2"	\$4.00ea	Flat plate	4 1/2" x 2 1/2"	\$2.50ea
Flat girder	24 1/2"	\$4.00ea	Flat plate	5 1/2" x 3 1/2"	\$4.50ea
Flat girder	18 1/2"	\$3.50ea	Flat plate	5 1/2" x 2 1/2"	\$3.50ea
Girders 1 x 2	24 1/2"	\$5.00ea	Flat plate	2 1/2" x 2 1/2"	\$2.00ea
Flat plate	3 1/2" x 2 1/2"	\$2.50ea	Flat plate	24 1/2" x 1 1/2"	\$4.50ea

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 - Meccano Aeroplane Constructor parts

Any from the smallest strut to the main wings and body parts - especially body parts for No. 1 Specials (any colour at this stage). Offers with price and condition to Viv Alexander, Box 4138, Wanganui, or email <va@clear.net.nz>.

For Sale - DVD by William Irwin

NEW ZEALAND MECCANO MIX 2004/2005. Contents:- MOTAT Meccano Exhibition, February - April 2004. NZFMM Motuoapa "March Madness" meeting, March 2004. NZFMM Auckland Meccano Convention - Impressions, March 2005. Model X Hobby Show, Auckland, June 2005. **DVD-R format, duration 14 minutes.** (DVD+R format available on request). **\$8.00 each**, including post and packaging in NZ. \$10 each for overseas.

Available from: W Irwin, 6A Tyne Road, Milford, Auckland 1309, Tel: 09-4100748, email: <irwins@ihug.co.nz>.

For Sale - Meccano Sets and parts.

A number of Meccano, SteelTec and Wisdom Sets together with some unusual Meccano parts from the collection of the late Jim Crarer are offered for sale. For a complete list, please email Jan Seaman at <seaman@clear.net.nz> or write to Mrs J. Seaman, 84 Basil Road, Taradale, Napier.

For Sale - Meccano Sets and parts.

Current sets. All sets discounted for NZFMM members. Please ask.

Spare Parts - Meccano and Exacto ranges. Cheese Head bolts and square nuts. Contact me for more info. email <Wayne@meccanosupplies.co.nz>. Ph 06 327 6184 fax 06 327 6184.

Check out meccanosupplies online shop. <www.meccanosupplies.co.nz> for the current range of sets and the Exacto parts range.

Please ask for a catalogue and price list.

For Sale - Meccano Sets and parts.

For Sale - Genuine Meccano Parts and Current Sets. 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>.

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



Easter Convention 2005 - Senior and Junior Male Exhibitors

Ladies picture next issue.

Fifth Row at back

- 1 Peter Hancock
- 2 Barry Babbage
- 3 Tim Moody
- 4 Ross Smith
- 5 Gary Higgins
- 6 Les Megget
- 7 Andrew Wells
- 8 Bruce Geange
- 9 Don McClelland
- 10 Neil Carey
- 11 Bryan Jones
- 12 Robin Rye
- 13 John Jordan

Fourth Row

- 14 George Ovensen
- 15 John Pond
- 16 Dave Barnard
- 17 Graham Jost
- 18 Tim Robinson
- 19 Brian Hickson
- 20 Graeme Wrightson
- 21 Wayne Blakely
- 22 Paul Vodanovich

Third Row

- 23 Michael Adler
- 24 Don Blakeborough
- 25 Barry McKey
- 26 John Hansen
- 27 David Wall
- 28 David Barrett
- 29 Doug Harris
- 30 Malcolm Booker
- 31 Bob Prescott
- 32 Tom Pittams

Second Row

- 33 William Irwin
- 34 Simon Moody
- 35 Daryl Anderson
- 36 John Denton
- 37 Bruce Haines
- 38 Lou Nichols
- 39 John Ince

First Row seated on floor

- 40 Ammon McClelland
- 41 Kegan Wrightson
- 42 Glenn Allison
- 43 Marshall Wells
- 44 John Freer
- 45 Bruce Neilson
- 46 Selwyn Bluett