



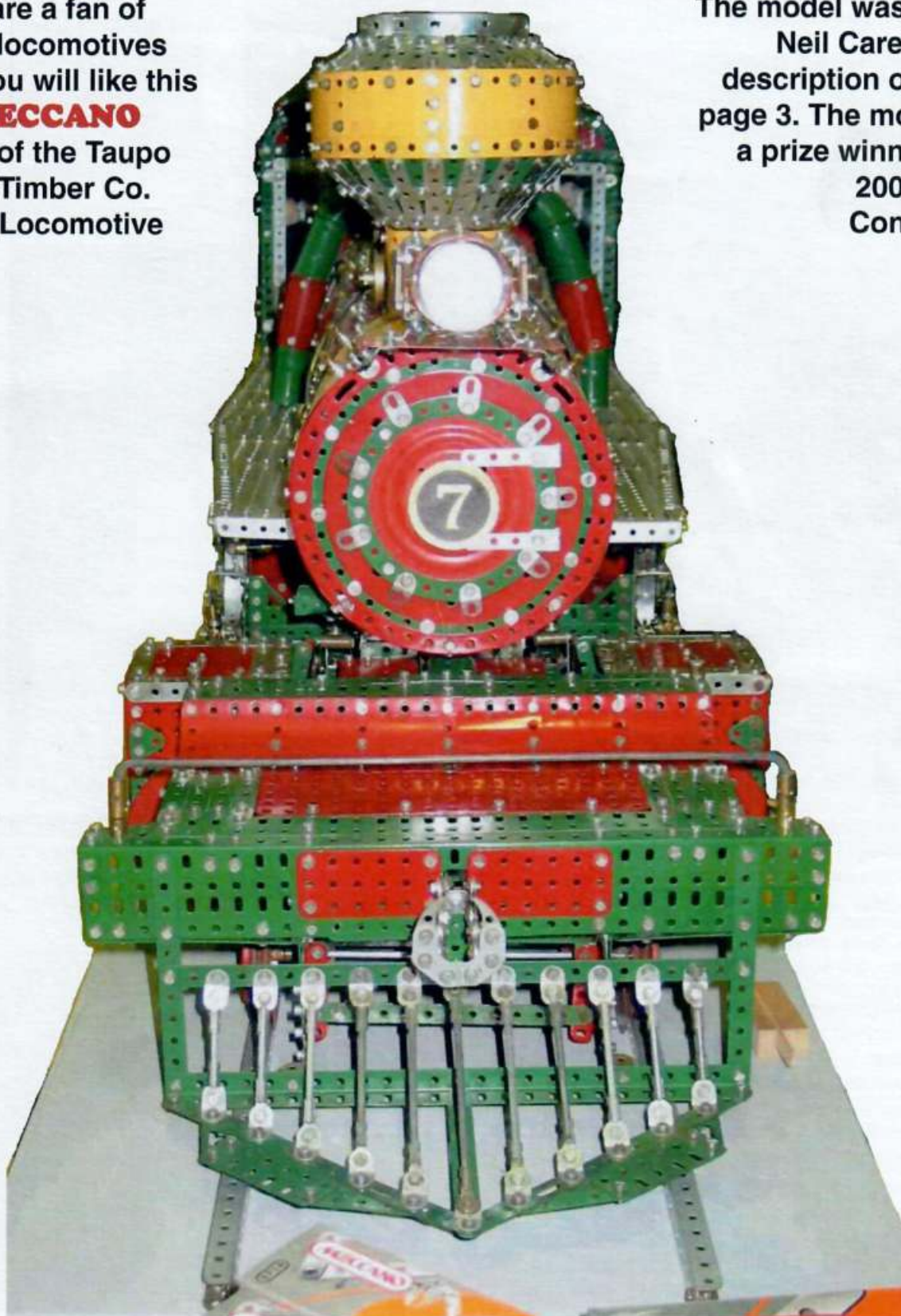
NZFMM MAGAZINE

Volume 29 No 5

October 2005

If you are a fan of steam locomotives then you will like this fine **MECCANO** model of the Taupo Totara Timber Co. Steam Locomotive No.7

The model was built by Neil Carey whose description of it is on page 3. The model was a prize winner at the 2005 Easter Convention.



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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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REMINDER

2006 March Madness
11 March 2006:

(continued bottom of page 17)

Meccano and Mindset

Who said that Meccanomen are fuddy-duddies? As can be seen in the MWT October meeting notes, we have no trouble taking on board new technology when it comes to making our models work better and more prototypically. The original concept and challenge of building a model within the range of Meccano parts still holds true and now with the extension of better single and multi motor control, the model can be operated either by toggles or automated through the MotorVator system.

Frank Hornby and Meccano Ltd were limited by the technology of their time in solving building problems such as the early use of bulky electric motors such as E15R and E20R which in turn required multi-stage gearboxes to convert one power source into three or four movements. This is reflected in the mindset of the published modelplans up to say the 1980s. The reduction in the size of electric motors, reduction in required voltage (two or four AA batteries for the MO motor), and the increased horsepower output changed the way we should consider designing a model. The standard is now one motor for one action so your crane will now sport three or four motors. Furthermore the modern electric motor can carry its own gearbox giving outputs of 10 rpm upwards. These rpm will be further adjustable by a variable transformer set between three to twelve volts. The need for a bulky reduction box now has a competitor.

The next stage is to change the mindset that a motor is only on or off. For example take the many times built Ferris Wheel driven by one motor either on or off. Why not think about having the Wheel stop at specified intervals for the loading of passengers? And not just a jerk go and stop. Speed up and slow down for each stop. Also remember that real Wheels are loaded for balance with Seat 1 first followed by Seat 5 followed by Seat 3 etc. Having fully loaded the Seats, we can now give our passengers their thrill by accelerating the Wheel, hold that speed for a set number of revolutions, and then decelerate the Wheel, and then repeat the (un)loading sequence. Electro-mechanically this is a tricky operation. The MotorVator programming option makes the control of the one motor relatively simple and just the job for your under 20 year old grandchild.

I also noted at the MWT meeting the use of laptop computers, PowerPoint slide presentation, digital cameras, cell phones, and a DVD movie of the 2005 Auckland Convention. Looking further afield, CDRoms of out of print Meccano literature complete with search indexes, Internet discussion group, Internet auction agents, Internet Webring and associated sites, virtual visits to overseas Meccano exhibitions, etc are all at our fingertips storing and giving information and breaking the mindset boundaries.

R. Bruce Neilson (who still can't preset a VCR video recorder :-).

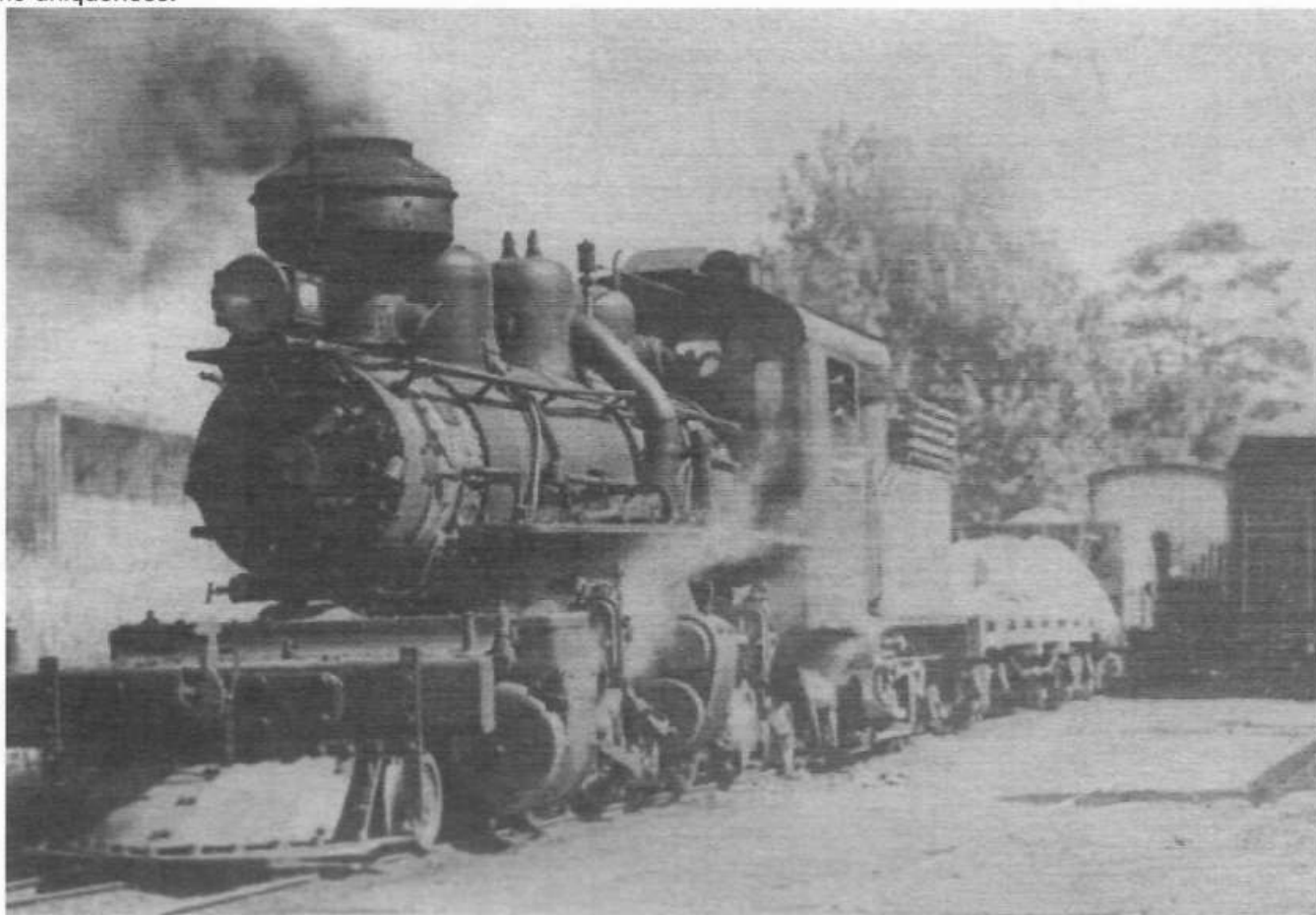
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TAUPO TOTARA TIMBER Co. Steam Locomotive No.7.

by Neil Carey

Since 1982 most of the Meccano models I have constructed for our conventions have been selected from prototypes of steam locomotives that were of some significance, either successful in design and performance and/or possessed some uniqueness.



My association with the prototype for the model constructed for this year's convention (2005) goes back to 1958 when a few members of the Railway Enthusiasts Society based in Auckland forked out £50 to save Taupo Totara Timber

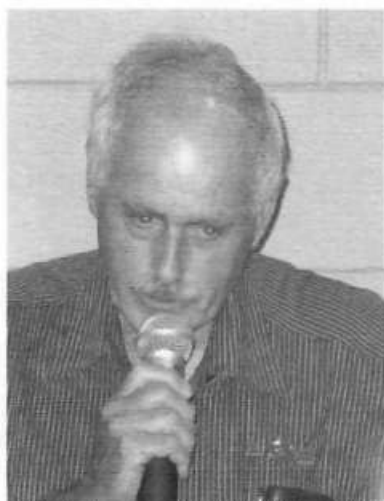
Co steam loco No.7 from being dissected with a cutting torch. I was involved with the cosmetic preservation of the loco while it was on display in Putaruru township until 1975 after which it was then transported to the Glenbrook Vintage Railway near Waiuku. After receiving substantial mechanical repairs, the loco in working order assisted in hauling the first train at the official opening of

the GVR on Labour Weekend 1977 and continued in service for the next 20 years. The loco is presently in storage awaiting a major overhaul.

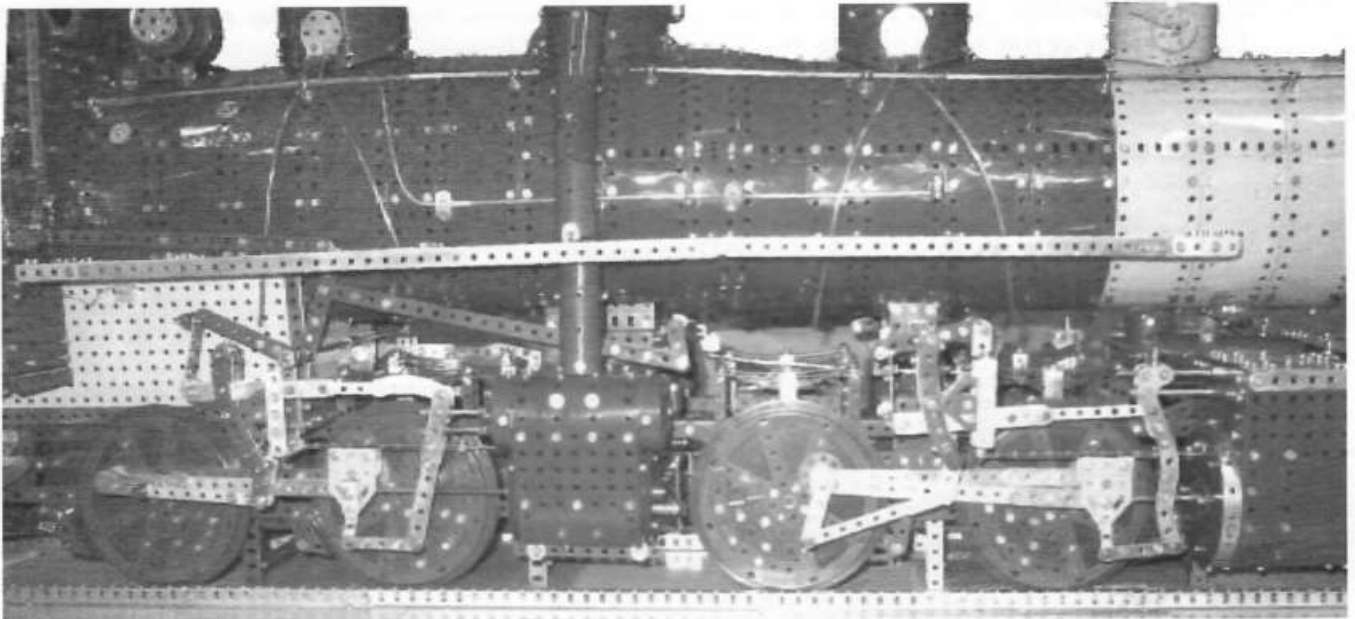
Apart from having had the opportunity to regularly drive the loco when it was operational on the GVR, the other inspiration to build the model was the fact that it was the only loco built by the American Locomotive Company in New York to have been exported to New Zealand.

Before construction of the model began in September last year, considerable time was spent in drawing up full size model plans on blank newsprint paper so as to ascertain the best possible use of Meccano parts, shape and size, to simulate the parts of the prototype.

Construction started with the leading engine unit underframe and cylinders and the positioning of the E20 motor concealed between the sides of the underframe. The valve motion gear was then set up and, as usual, to get this right and operating smoothly, more time was spent dismantling than assembling. The driving wheels consisting of hub discs and 6" circular plates, which incidentally dictated the scale of the model, were then fabricated and secured on the axles ensuring that the crankpins on the right hand wheels were exactly 90 degrees ahead of the left hand wheels. The side and connecting rods were then put on the crankpins with the little end of the connecting rod being secured in the piston rod crosshead with the little end pin. As with all the Meccano steam locos I have built, I stuck with the tried and tested and again used the gear train from the E20 motor to the main driving axle as used in



Neil tells people about his model



This picture of the two sets of driving wheels demonstrates the power of this locomotive.

Super Model No.15 (Baltic Tank Loco). The leading engine unit was completed with the provision of the front apron plate, two-wheel leading bogie, cowcatcher and boiler support traverse gear as the front engine unit is articulated from the rear unit.

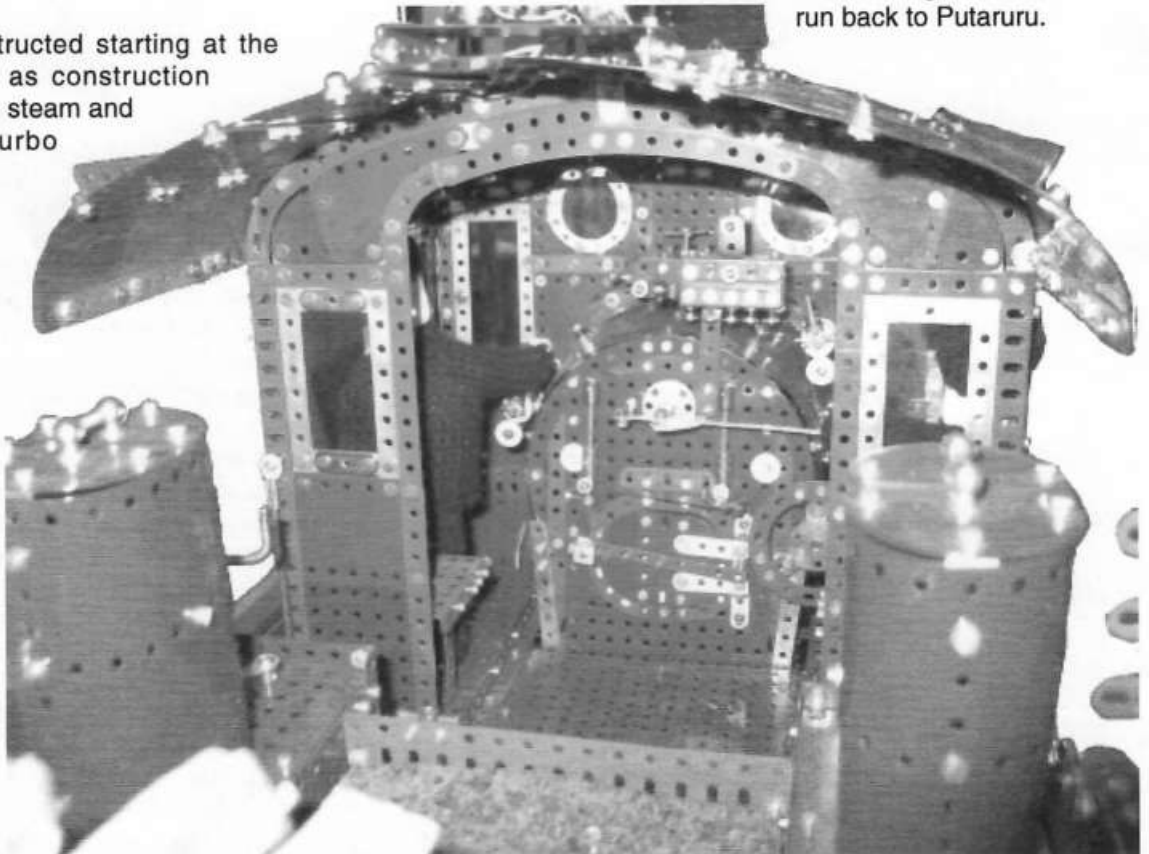
The rear engine unit was basically built the same way as the lead unit but with brackets etc provided to support the cab and a two-wheel trailing bogie was constructed under the tail end of the rear unit underframe. The drive to the rear engine unit driving wheels is by Meccano Sprocket Chain and 3" Sprocket Wheels from the main driving axle of the leading unit.

The boiler was constructed starting at the smoke box end and as construction progressed the funnel, steam and sand domes and turbo generator etc were built and installed on the boiler so as not to get "snookered" with one's arms not being long enough after the full length of the boiler was completed. After the basic boiler was completed, the engine reverse gear was fitted and the other cab controls were installed on the back end of the boiler.

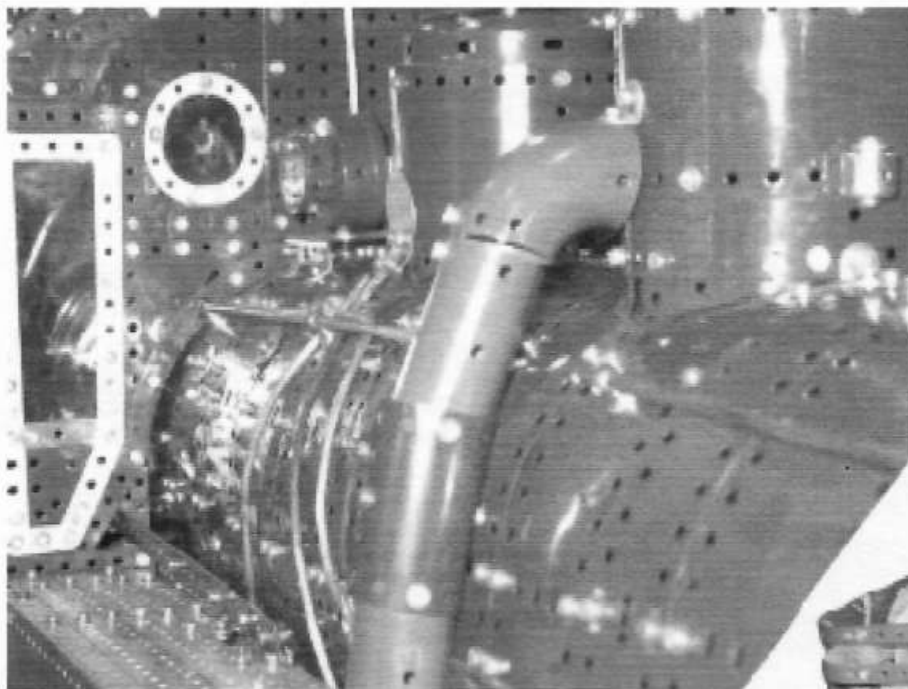
The cab was then constructed and the engine section of the model was completed with the positioning and wiring up of the headlights.

The construction of the tender was pretty straight forward except when nearing completion, it was noticed that the Meccano wheel axles were starting to bow under the excess weight so stands had to be fitted under the tender to solve the problem.

To explain the curiosity of the tender being loaded with both coal and wood, the prototype locomotive when running on the T.T.Co. private railway from Putaruru to the sawmill at Mokai north of Lake Taupo and return from 1913 to 1946, would be fired on coal from Putaruru to the sawmill and before returning would load up with wood slabs from the mill for firing on the downhill run back to Putaruru.



There is bewildering array of controls inside the locomotive cab. No wonder the driver, standing on the left, looks to be stuffed. (Actually he's knitted!)

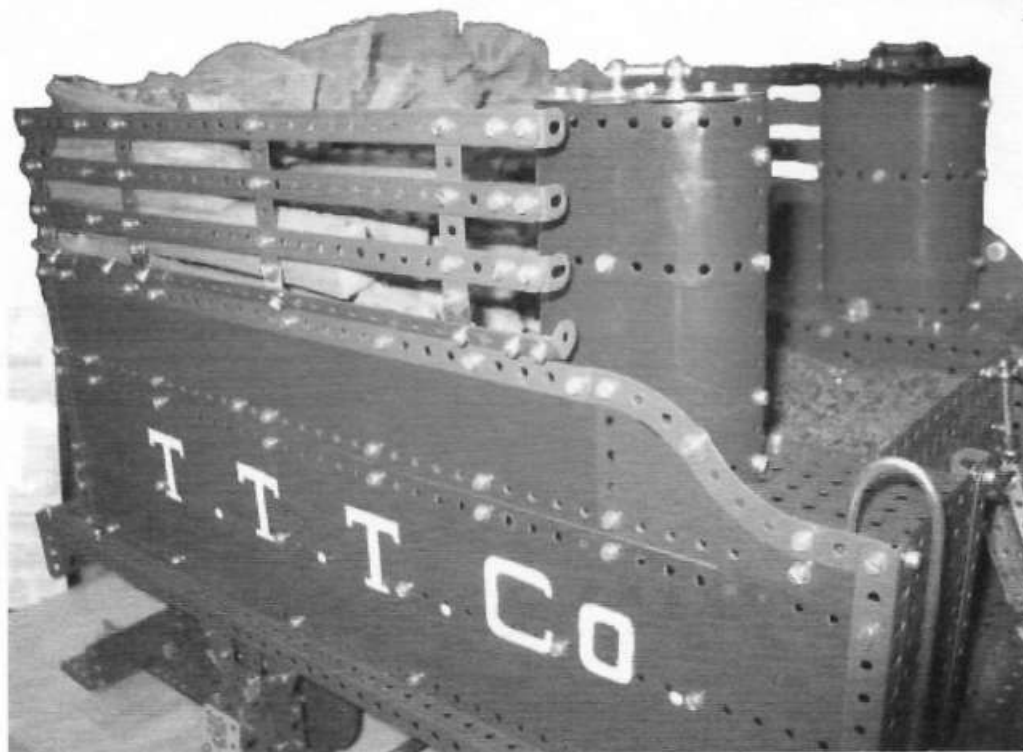
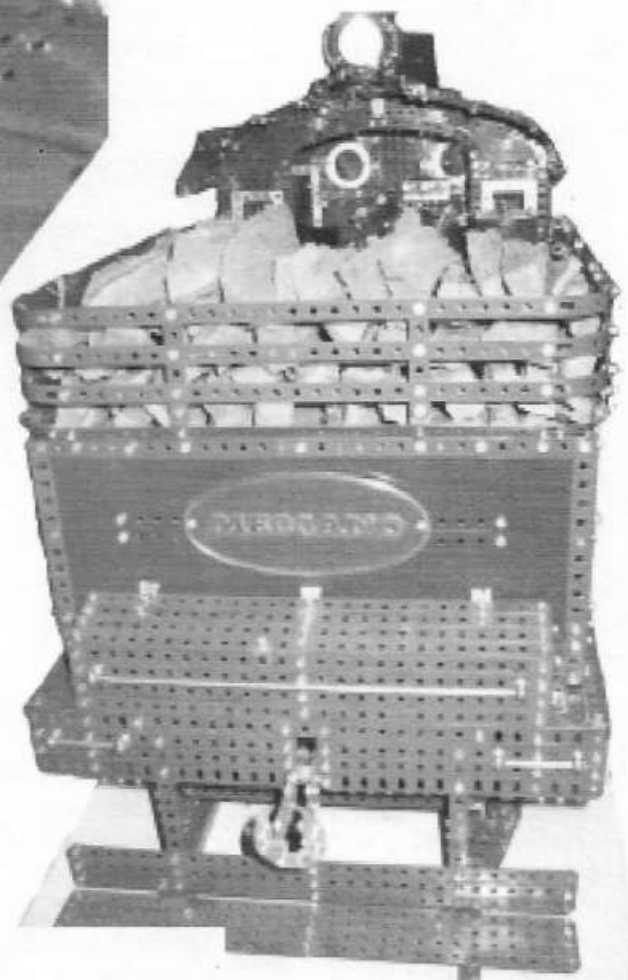


Some of the great detailing of pipework on the side of the boiler.

The transport of such large models has always been a bit of a mission, but having a preference to own station wagons rather than sedans has helped with the models just fitting in with the back seats folded down and front passenger seat shoved right forward (good job Eileen has her own car).

The other drawback with large models is that they tend to be rather heavy but I have always been thankful that there have been fellow members on hand to assist with transferring the models in and out of exhibition venues.

Finally, this model should survive into 2006 until it has been adequately photographed, then I'm afraid it won't share the same luck as the prototype for it will be dismantled.



Above and to the left are a couple of views of the tender - note the stack of wood for fuel.

Photos by Bruce Geange

The Falkirk Wheel

by Bob Prescott

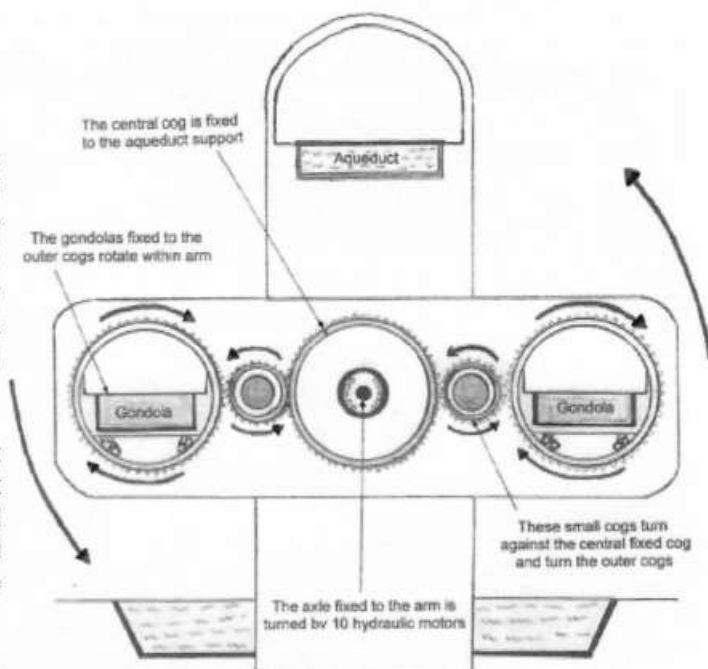
Those of you who contribute to *Constructor Quarterly* "The Meccanoman's favourite magazine" will remember Geoff Bennett's excellent model of the Falkirk Wheel on the cover of CQ68, a picture of which is reproduced on page 24 with the kind permission of RJ Publications. When a relation asked if there was anything special we wanted to do on a recent visit to Scotland it was easy, "The Falkirk Wheel please", and so it was arranged.

The Falkirk Wheel is part of Britain's largest and most ambitious canal restoration project in recent years. It involved repair or reconstruction of many of its five hundred structures, bridges, locks and aqueducts along one hundred and twelve kilometres of Scotland's two major canals, the Union and the Forth and Clyde.

Scotland's oldest canal, the Forth and Clyde runs for fifty seven kilometres from the River Clyde on the east coast with a branch canal to Glasgow. Completed in 1790 this was one of Scotland's first transport routes and the world's first sea-to-sea ship canal.

The Union Canal between Falkirk and Edinburgh, a one level canal with no locks, was completed in 1822 and when the canals were linked by eleven locks near Falkirk, the route between Glasgow and Edinburgh was complete. It took a full day to traverse the locks and as faster modes of transport were introduced the locks were eventually closed and filled in during 1933.

After the Falkirk locks were closed the canals continued to operate individually but in the 1960s through navigation ceased when low level roads were built across them in



"money saving" construction, rather than building bridges over them and for decades the canals lay virtually abandoned.

Revitalising the canals was dubbed "The People's Project". It was certainly the renewed interest by members of the public and canal enthusiasts in restoring the canals for their leisure activities which led British Waterways to realise that this decaying system could be turned into an asset to encourage canal-side development and small projects were started to remove obstructions. The public confirmed its support when the project was threatened with cancellation and volunteers quickly collected thirty thousand signatures petitioning the authorities to continue with the plans.

Raising the funds was a difficult task but in the early 1990s Lottery funds became available and European agencies, The Millennium Commission, Scottish Enterprise, British Waterways and local councils all combined to revitalise the full length of both canals. Eventually £85.5 million was raised to ensure the success of the project.



The Falkirk Wheel is unique – the Millennium project was the first boat lift of its type in the world. During the structure's five year design period the plan ranged from an overhead monorail system, or a funicular railway, to hefty cranes raising/lowering the boats between the canals. Eventually the concept of a turning wheel was developed.

Main components of the wheel were "assembled and bolted together in the factory like a giant Meccano set to ensure perfect fit". Sections were then taken apart and transported by road to Falkirk where the construction team had the "awesome task of matching up fifteen thousand bolts with over forty five thousand bolt holes".

The main drive of the wheel is by ten hydraulic motors that rotate the four metre diameter central axle. The gondolas together with the boats inside them are kept horizontal throughout the operation by a row of linked cogs that interact as the wheel turns but need no power supply. The actual half revolution only takes about five minutes but with loading and unloading the gondolas, the journey takes about fifteen minutes.

Of course both gondolas always weigh the same whether they have boats in them or not. Remember the Archimedes Principle – each boat displaces its exact own weight of water as it enters the gondola. So assuming the water depth is the same (and that is computer controlled) each gondola will transport the same total weight i.e. two hundred and fifty tonnes no matter how many boats it contains. The wheel therefore is perfectly balanced and takes only 1.5kw hours of electricity or



Leaving the gondola

enough to boil six kettles to complete the half revolution.

A ride on the wheel costs £8. You board your boat (about a fifty seater) and move into the gondola. The gates close (a scissor movement) and the ride starts and you are raised twenty five metres from the Forth and Clyde canal up to the Union canal. The gate opens and you proceed along a one hundred and four metre aqueduct and then through Britain's first new canal tunnel built for over one hundred years. This tunnel which is one hundred and sixty eight metres long was built to route the boats beneath the Roman remains of the Antonine Wall, once the Romans' most northerly frontier. No ground disturbance was allowed near this earth wall which was built by Emperor Antoninus Pius in AD142. Once out in the daylight again, the boat turned in the basin and we proceeded back through the tunnel, across the aqueduct (and the views from up here are impressive) into the gondola for our return to the bottom. All in all a most interesting one hour experience and well worth a visit if you are in Scotland.

If you plan your ride in the morning take the very pleasant fifteen minute walk along the towpath to the Union Inn, one of the original canal hostelries for lunch. I can recommend the chicken breast stuffed with haggis!



All aboard for the trip up!

Getting the Power through a Ball Thrust Bearing.

by John Ince

There is enough room, 11mm, between the upper and lower plates of a Ball Thrust Bearing, P/N 168, to install a simple commutator to enable a power supply to be taken from the engine room of a crane to the driving wheels at the bottom of the tower.

The commutator rings are made from 0.5mm copper sheet and are 5mm wide.

The outer one is 44mm o/d and the inner one 24mm o/d.

They are held in place by tabs soldered to the rings and bent over under the ABS plastic disk.

For my brushes I used scraps of brass from old electrical terminal blocks. These already had a tapped hole and a small bolt.

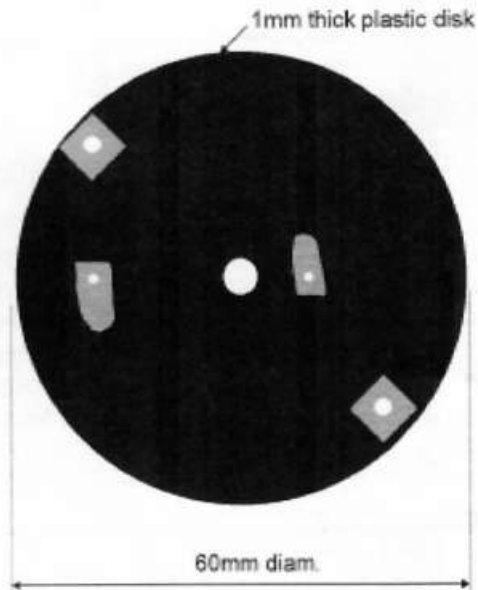
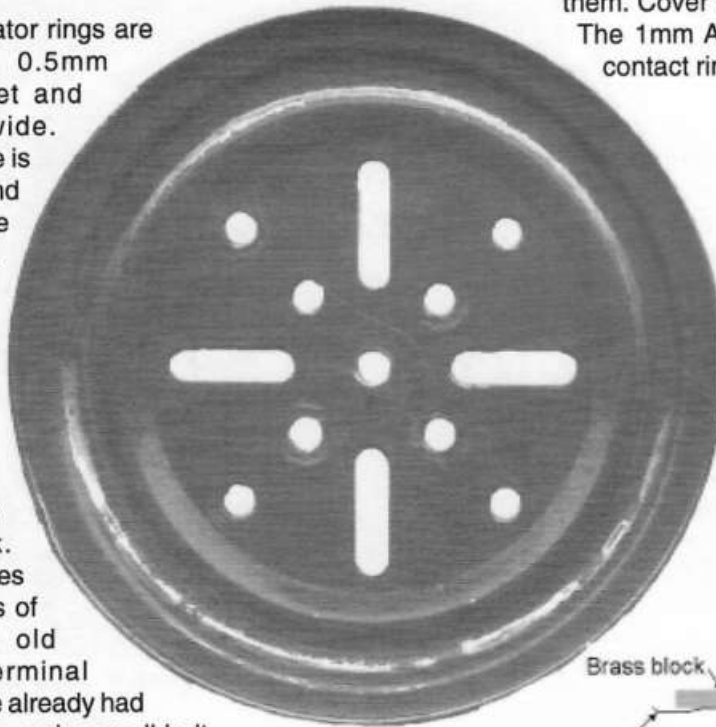
They are trimmed down to the thickness of a Meccano Nut and screwed to the disk. The spring brass brushes are of similar origin and are cut to size, bent and soldered onto the brass base.

Once they are in

the correct place and alignment, use a bit of double sided Sellotape to prevent them from moving. Another option would be to use the contact strips from a dismantled relay.

The upper ABS disk is held by Bolts passing through the outer round holes of the upper Ball Race plate. An extra nut between the plate and the disk gives enough space for the heads of small bolts holding the brushes in place. The $\frac{3}{4}$ " Bolts also secure the plate to the crane superstructure. The brush holding bolts have the supply wires attached to them. Cover with insulating tape to avoid a short circuit.

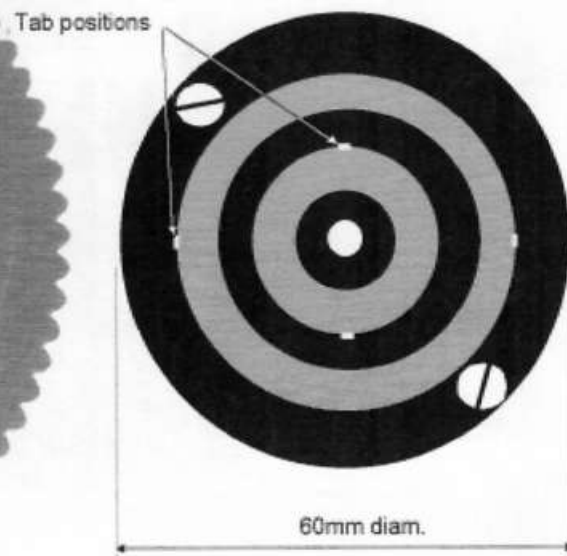
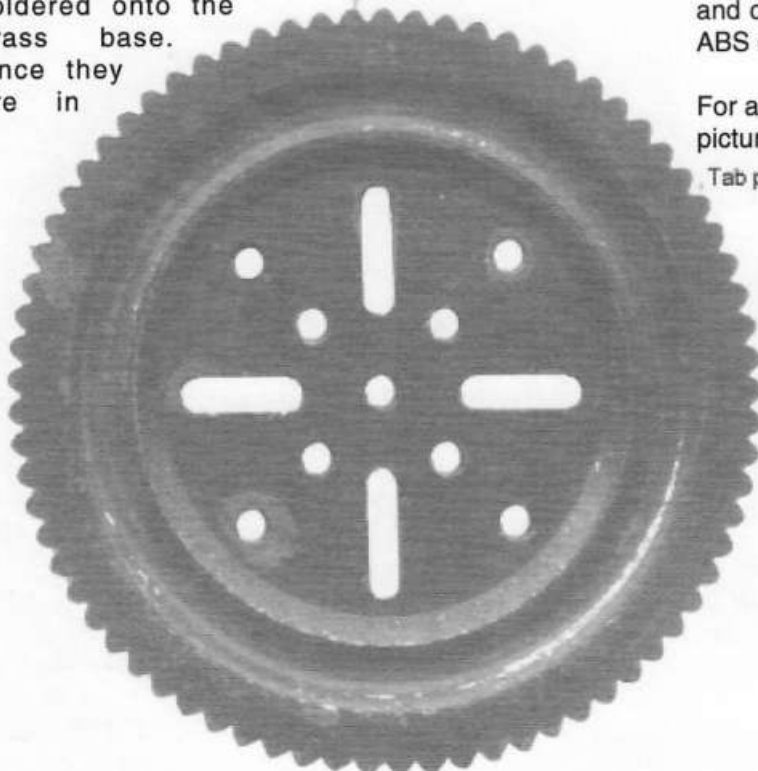
The 1mm ABS disk shown below has brass or copper contact rings fixed to it with tabs passing through holes



Upper part of Ball Race with commutator contact brushes

in the disk. These tabs are folded to lie in the slots in the ball race. Solder a connecting wire to one tab on each ring and cover with insulating tape. The two Bolts secure the ABS disk to the Ball Race bottom plate.

For another version of the commutator please refer to the picture on page 24.



Lower part of Ball Race with commutator contact rings.

0 10 20 30 40 50 60 70 80 90 100mm

The Firm Changes Hands.

by John Ince

At the recent meeting of the International Society of Meccanomen at Henley-on-Thames Geoff Wright made this announcement:-

I am delighted to announce that our good friend Howard Somerville has offered to take over and continue MW Mail Order and the Meccanoman's Club for the foreseeable future, and has purchased the business "Lock, Stock & Barrel", as he puts it. For the time being, mail, telephone calls, and e-mails will be transferred to him, and so for MW Mail Order, it is "business as usual".

Elizabeth and I want to thank you for all the support and encouragement you have given us over the past 35 years, and ask for your support in encouraging Howard in his endeavours for the future.

Besides building on his ever expanding Meccano CD service, Howard will also print and/or supply ModelPlans, DataFiles, and our wide range of Modelbuilding Literature. He will also be delighted to consider the publication of further new ModelPlans and associated literature. He will not however be taking on the dealership for current Meccano sets.

MW Models first made its appearance in the Meccano scene in the early 1970s. The March 1971 Meccano Magazine contained this advertisement - probably the first one by Geoff in his new role. It was not long before Geoff

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took over the running of The Meccanoman's Club. The July 1975 Meccano Magazine reported this event in the following report:-

AN ERA in the annals of the Meccano hobby is shortly to come to an end with the imminent retirement from the Meccanoman's Club of Mr G. Maurice Morris, the Club's founder, and Mr. John Pearce, his able Assistant. Though the activities of the Club will continue, these worthy gentlemen, who are advancing in years, feel that the time has now come for them to withdraw from the pressures of running the Organisation if they are to enjoy the leisure of their later years. Thousands of enthusiasts around the world will be sorry to see them go, but all will join with me in saying that they deserve the relaxation after all they have done for the Meccano hobby. We all wish them many happy years in retirement.

Nearly twenty years ago, Mr. Morris started to supply other Meccano enthusiasts with long-obsolete Meccano literature and parts. It was early appreciated that very few specimens of Meccano literature dating from 1901 were available and when originals were unobtainable, photo-copies were supplied.

As time went on, what had started as a hobby developed into a business and it was quite impossible for Mr. Morris to continue alone. In 1960 Mr. John Pearce joined him and took over the bulk of the work, but soon he, too, was overwhelmed with the sheer mass of activity. So a small staff was built up and The Meccanoman's Club was formed, operating from Abbey Wood in London. Since then over one hundred different Meccano publications have been produced by the Club, beginning with 'The Meccanoman's Guide' and ranging through 'The Meccanoman's Journal', no less than 56 Modern Supermodel Leaflets and 'The Development of the Meccano System', a supplement to which is now being produced.

From 1st October this year, with the retirement of Mr. Morris and Mr. Pearce, all Club activities will be sponsored by Mr. Geoff Wright of M. W. Models, 165 Reading Road, Henley-on-Thames, Oxon RG9 1DP. Thus, no correspondence can be dealt with at the Club's present postal address after 30th September. From then onwards, all enquiries should be addressed to M. W. Models. Mr. Wright assures us, incidentally, that, as far as possible, all Meccanoman's Club publications will be available indefinitely, though perhaps in updated form. Long may they continue.

This same issue had a rather more comprehensive MW Models advertisement.

In the early days of MW Models Geoff depended on the

MULTIKIT TAKES THE ACTION A STAGE FURTHER

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 Telephone Henley-on-Thames 3342 (STD code 049 12) Send SAE for free lists.

Binns Road factory for his supply of Meccano parts. He held most parts in stock although in May 1972 a circular sent to Bruce Neilson advised that there were temporary shortages of a few parts especially some electrical parts. Geoff was already offering second hand parts but very few brass parts were available in this category. This situation changed, of course, in 1979 with the collapse of the Liverpool factory in November of that year. By that time Meccano Ltd was part of the Airfix group and I understand that after the closure the remainder of the Meccano stock was moved to an Airfix warehouse in London. MW Models made a successful bid to purchase this stock and after a few frantic days the whole lot was moved to Henley. Many readers will have benefited from Geoff's foresight in making this purchase and thereby ensuring that Meccanomen worldwide continued to have access to vital components.

Peter King of the Christchurch Meccano Club, who was the source of the above comments, notes that Geoff also visited the Liverpool factory after the closure and purchased several odds and ends plus some machinery – in particular the 'sprocket chain' making machines and a great amorphous pile of press tooling some of which not being 'Meccano' was on-sold. Geoff told Peter that he made a crazy bid (scrap metal price) to the receiver for the tooling without any expectations of acceptance and had some difficulty in keeping a straight face and remaining calm and collected when it was accepted! Peter does not know where all this stuff went but it would have been priceless to the right buyers.

Most readers will be familiar with the News Sheets, price lists and numerous ModelPlans and other literature published by Geoff over subsequent years until a few years ago when he quit the Meccano spare parts side of the business. This change resulted in the name becoming MW Mail Order and the ModelPlans being distributed by The Meccanoman's Club rather than by MW Models.

The following letter was published in the International Meccanoman in May 1999:

WHY IS GEOFF WRIGHT'S SHOP MW MODELS AND NOT GW MODELS

Dear Spanners

Our family firm used to make Architectural Models. Dad's name was Maxwell Wright so the firm was called Maxwell Wright Scale Models. A family friend designed a beautiful little MW logo for him.

Later on after Dad's death we turned to model railways, and arranged for the production of a five pole motor among other activities. The MW logo came in most useful for our advertising. So we called the new firm MW Models.

So that's where the MW came from. And why it isn't GW Models. No connection!

*Regards,
Geoff*

Now we have to welcome a new player in the publications field - Howard Somerville. Howard is already well known to many Meccanomen especially through his production of the CDs of reproduced Meccano Magazines but here are a few notes about him.



Howard is pictured wearing his Dunhill outfit, a gratuity from the West London Meccano Society Dunhill Meccano project last year. This event was described in the January 2005 issue of *The International Meccanoman*. Alfred Dunhill, of Jermyn Street, London, is a store serving wealthy customers but started up in 1907 as a small tobacconist shop. Their motto is "It must be useful, it must work

dependably, it must be beautiful, it must last, it must be the best of its kind." That sounds like Meccano!

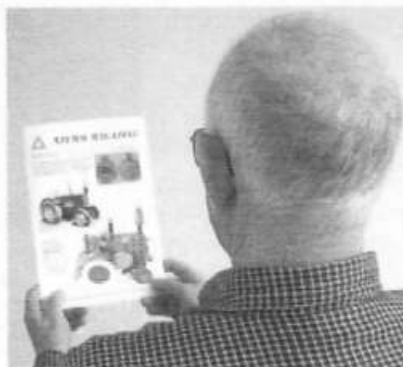
Howard is a semi-retired Information Technology consultant (small business systems) and has worked with Geoff Wright for some 10 years publishing Meclnv, EMP and the Meccano Magazine on CD. Howard has known Geoff for over 20 years and gained an overview of MW Mail Order activities some months ago when revamping the web site.

Wanted: A Reader to Review New Parts

Do you like, use, think about, invent models containing the new Parts introduced in the last ten years??

With the number of new Parts being introduced into the Meccano system, I want to feature a regular column which has a photo(s) of the new item along with its name and number, set in which originally included, is the part available through MeccParts.com, dimensions, a copy of the manual picture showing the original use of the Part, some lateral thinking of possible other uses for the new Part, etc.

This will assist long time modellers to bring these new parts into their model making and rebuild previously difficult mechanisms.



Wanted: A Reader to Review New Sets

Is there somebody out there who buys most of the new Meccano Sets as they become available??

I want to feature a regular column which lists, reviews and comments on the contents, new parts (particularly plastic mouldings), the main model of the manual, value for money and the potential of the set.

This will give potential purchasers some guidance in their decision making.

Please contact Bruce Neilson, the Editor, whose addresses are on page 2.

Meccano Medallions©

Further to the article on page 20 of the NZFMMM August 2005 issue, additional information has now come to light. The *Constructor Quarterly* Dec 2000 has an article by Tom McCallum with coloured pictures of medallions, awards, badges, certificates, trophies, etc issued by the Meccano Guild.

The North Midlands Meccano Guild magazine, *The Meccano Newsmag*, had an extensive two part article on Medallions by Roger Marriott in July and October 1996 which, with their kind permission, is reprinted below (slightly amended). The words in italics are direct quotes from the Meccano Magazine. The system of indexing adopted in these articles is as in Vol 7 of Hornby Companion Series (HCS) i.e. 4/M8 means page 4 of magazine number 8, whilst 366/25 means page 366 of year 1925.

Meccano Medallions - Part 1

There are some byways of the Meccano hobby that illuminate not only the extent of the vision of its creator but also the "wonderful possibilities of Meccano" and its endless avenues of interest. The subject of the Meccano medallions has received little attention in the literature but deserves a more detailed look. This is the first of two articles in which the history of the Meccano medallions from their introduction in 1920 to the 1960s is traced through the pages of the Meccano Magazine (MM) and Meccano Guild publications. The introduction of the awards seems to have been closely associated with the development of the Meccano Guild and Frank Hornby's vision of the society the affiliated clubs formed. The arrangements and nature of awards was to develop over time and took almost ten years to become fully established. The awards eventually formed a sophisticated and developed honours system for Meccano club members. I would like to thank Jim Gamble and Mick Burgess for providing access to original material for these articles.

THE GUILD AWARDS. - With the formation of the Meccano Guild in 1918 (announced in the September/October MM) existing clubs were invited to apply for affiliation to the guild. A club which became affiliated was given a certificate and was "allowed to avail itself of all the privileges of membership". These privileges were not explicitly defined but towards the end of the announcement is the statement "Special Badges, Diplomas, and Awards will be granted to members who display ability in connection with the Guild and Club work, and your Club Leader will tell you how these may be gained". The same statement was made in the Guild publicity leaflet for 1920 (ref 12,20/200) (the earliest I have seen). This also stated that the club leader would be provided with suggested club rules, a syllabus covering the first seasons work, and particulars of special awards to be

worked for by members. The first of these awards to be announced in the pages of the MM appears to have been the recruiting medallion.



THE GUILD RECRUITING CAMPAIGN. *The President wants every Meccano boy to be a member of the Guild, and wishes every member to do his utmost to help to make the objects of the Guild widely known. With this end in view a special Medallion is presented to each member of the Guild who obtains three new recruits, and an additional mark of merit is given when nine more members are recruited. Full particulars of the Recruiting Campaign will be sent on request.*

SPECIAL AWARDS TO CLUB MEMBERS. *Every encouragement is given to members of Clubs to do good work and to prepare short lectures or papers on subjects in which they are particularly interested. The experience and confidence in himself a boy thus gains in standing up before his friends and reading a paper of his own composition will prove invaluable to him, and to still further encourage this excellent work, a Special Merit Medallion is allotted to each club and awarded to the member who delivers the best paper. Further particulars of this scheme may be obtained from Headquarters.*

HOW TO JOIN. *Intending members should write to the Secretary of the Meccano Guild, Binns Road, Liverpool, asking for a membership form; this should be signed and returned to Headquarters with remittance of sevenpence if they live in the United Kingdom, to cover cost and postage of the Guild Badge and Certificate, or one shilling to cover the extra postage if they live abroad. On receipt of these applications, they will be enrolled as members of the Guild.*

The announcement of the award of special merit medallions was made shortly after the recruiting campaign. The intention was to offer encouragement to members to read instructive papers at club meetings. Each club was allotted two medallions, one for each winter session for the "boys who deliver the best papers". However, it would appear that the delivering of lectures was not very popular; repeated reminders to club leaders to make nominations and repeated extensions to the reasons for awarding the medal appear in the guild pages of the MM. So although initially announced as only for "lectures" even in the first year awards were given for other work. During the next forty five or so years the reasons for these awards was to cover virtually any work thought meritorious by the club leader.

THE RECRUITING MEDAL - The MM for June/July 1920 promises in the Guild secretary's report the announcement of the "great Recruiting Campaign" and that "those who render the best service will be singled out for special distinction". The announcement was made in the September/October MM 1920 in a two page supplement reprinted from the July/August MM 1920. (page 78 of Vol. 6 HCS). These medals were awarded to any boy recruiting three members to the Guild. Following issues of MM contained reminders of the campaign with illustrations of the medal and in the Jan/Feb MM 1921 the statement that the campaign "...has been enthusiastically taken up by a large number of guild members". The initial campaign ended on March 1st 1921 with the boy recruiting most members being awarded a gold medallion and the next largest a silver. The names of the winners of these awards was included in May/June 1921 (4/M18). The growth of the Meccano Guild in the next ten years was certainly prodigious for by 1930 the membership was claimed to be over 100,000. This in part can be attributed to the continuation of the recruiting campaign and incentives to members to join others.

SPECIAL MERIT MEDALLIONS. - TWENTY-SEVEN AWARDS.

As announced in a previous issue of the Magazine, the awarding of Special Merit Medallions has been extended to members who do good Club work during the session in addition to those who give interesting Lectures. Consequently the number of Club members who have become eligible for these Medallions has increased considerably. Medallions have been awarded as follows for work during the past session: -

*B. Warburton: Liscard High School M.C.
J. W. Gibbs and W. L. Edwards: Bronsgrove M.C.
L. Hall and H. Sandall: Small Heath M.C.
P. Coomb and A. Moore: Meads M.C.
R. Hardy: New Brancepeth M.C.
F. Hubball and A. Clements: Sparkbrook M.C.
T. Sutton: Norwich Enterprise M.C.
D. Boden: Dudley, M.C.
C. Broughton: Thornton Heath M.C.
G. W. Stevens and G. H. A. Murray: Jarrow-on-Tyne M.C.
G. Henderson: Airdrie M.C.
R. Coombs and W. Grindley: St. Mary with St. Gabriel M.C.
L. Goldsmith: King Street M.C.
H. Kilfoyle, Ruabon M.C.
J. W. Mayhew and J. S. Kelsall: Kenyon Hall M.C.
A. W. A. Dick-Cleland and W. B. Spiers: Kelvinside M.C.
J. Reynolds: Heamoor M.C.
H. Julian, South Wingfield M.C.
E. Sykes, Malvern M.C.*

Each of the boys mentioned above has served his Club in some special capacity. Some have given interesting lectures, others have worked hard for the good of the Club during the entire session. In my opinion each has earned his award. Mr. Hornby, our President, sends to them his congratulations and in this I am sure all Guild members will join most heartily.

For the benefit of those who are not familiar with how these awards are made I would point out that each Club is allotted two Medallions for each Winter Session. One Medallion is given to the member who delivers the best paper to his Club, while the other is granted to the boy who has done the best work throughout the Session. In connection with the former the subject of the Lecture is left entirely to the boy, the choice in the past having included "Engineering," "Stamp Collecting," "Astronomy," "Electricity," "Boys' Hobbies," and "Woodwork." When the paper has been read at the Club meeting it is sent to me together with any criticisms the Club Leader may care to offer. The award of the Medallion for the session's best work is at the discretion of the Club Leader. The Medallions themselves are very beautiful in design and finish, and each one is engraved with the name of the recipient. Naturally they are much valued by the boys who win them.

In the November/December MM 1921 (4/M21) the continuation of the campaign was announced. As a mark of further favour to boys who already possess the medallion the secretary promised those who recruited six more members could return their medallions to be engraved with their names and the words "special merit". It is unusual that the boys receiving special awards with their recruiting medallions were not reported regularly in the MM. There is little mention of these awards which appears contrary to Guild practice in respect of most other activities. A list of six boys who gained special awards (i.e. had recruited nine members) and had their names engraved on the medallions was published in 4/M23 but no other reference has been found to lists of winners. There is incidental mention that guild members have the recruiting medallion. (viz 366/25, 533/26). Boys are frequently commended for good work in model building, giving lectures and other things. It seems

likely from the repeated reminders in MM about the medals and the small number that appear today that these awards were not taken up in large numbers and even fewer members were successful in gaining the special award. None of the recruiting medallions known to exist are engraved. The later medallions than those of 1920/21 are not dated but retain the same design otherwise.

THE GUILD RECRUITING CAMPAIGN. - SPECIAL AWARDS

In No. 21 of the Meccano Magazine I announced that any boy who recruited six more members to the Meccano Guild (in addition to three which he recruits in order to win a Recruiting Medallion) would be entitled to have his Medallion engraved with his name and the words "Special Award." Many boys are endeavouring to qualify for this mark of favour and I have pleasure in publishing here a list of the boys who have recently had their Medallions so engraved: -

*N. Gobey, "Clovelly," Victoria, Road, Cirencester.
B. Warburton, 11, Brisbane Avenue, New Brighton.
S. Elliott, 142, Beckton Road, Canning Town, London, E.16.
N. Bamford, High Street, Codnor, Derby.
W. Barrett, 6, Irwell Street, Observatory, Cape Town, S.A.
E. Littlefair, 4, Clare Street, Halifax.*

Further awards will be announced in future issues of the "MM." Particulars of the recruiting campaign, and a supply of application forms will be sent on request.

The issue of recruiting medallions continued well beyond the 1920s as will be seen from the reproduction of the booklet "How to Run a Meccano Club" printed in Chapter 8 of Vol. 8 HCS and the 1936 prospectus for the Guild. A later Guild publicity leaflet (see p. 301 Vol. 8 HCS - the date of this leaflet is not known to me) refers to the guild recruiting campaign - to receive a medallion engraved with one's name there was the same requirement to recruit six more members making nine in all. However in March 1932 the rules for the awards were simplified to give incentives for a new recruiting campaign. Those recruiting three members were awarded a medallion, and those recruiting a further three members within three months had their name and the words "special award" engraved on the medal. (see 218/32 and 1936 Guild Prospectus: p. 302 Vol. 8 HCS). However by the late thirties the popularity of Meccano was already in decline and clubs rolls were necessarily depleted by the advent of war. The Guilds never again reached the membership of the late twenties and early thirties. It does not seem that the campaign was restarted after the war despite the marked decline in enrolments to Meccano clubs. The indexes to the Hornby Companion Series (HCS) contain few references to these awards particularly the special merit medals. Reference is provided in the index to the MM in Vol. 7 HCS to "Guild special awards" (5/MM = July/August 1922) and to "Guild special awards and medallion" (10/M26 = Sept 1922). However earlier references are identified above. The only reference to merit medals in Vol. 6 HCS is on page 360 which provides a good illustration of the medals at about half size together with a full-size illustration of the recruiting medallion. In the following article the development of the award of special merit will be considered in detail.

I would be interested to hear from any readers who have medallions in their possession together with the names of the members who originally received the award. A table of

references to the medallions will be supplied to any reader on receipt of a SAE. Roger Marriot, 40 Newbury Lane, Silsoe, Bedford MK45 4ET. Tel. 01 525 861309.

MECCANO MEDALLIONS. - Part 2

In this second of two articles in which the history of the Meccano medallions from their introduction in 1920 to the mid 1960s is traced through the pages of the Meccano Magazine and Meccano Guild publications, I will concentrate on the award of Special Merit Medallions (SMM). This award seem to have been closely associated with Frank Hornby's vision of activities of the Meccano Guilds and the society the affiliated clubs formed. The awards eventually formed a sophisticated and developed honours system for Meccano club members.

SPECIAL MERIT MEDALLIONS - In contrast to the award of recruiting medallions the award of "special merit" medallions is well documented in the pages of the MM. From 1921 until the mid sixties announcements were made, usually once a year in January or February, in the guild pages of the names of boys (and a few girls) to whom awards had been made in the previous season. Merit Medallions appear to have been of particular interest to Frank Hornby himself, the President of the guild. They were given with the knowledge and approval of the guild president (see 547/35) and this approval continued after Frank Hornby's death in 1936 when Roland became the president of the guild (see 734/36).

The medallions which were produced by a "well-known firm" were engraved with the name of the recipient and sent to the club leader for presentation to the winners. The firm was first stated as Elkington & Sons of Birmingham (4/M14) but later said to be of Liverpool (4/M17).

Two special merit medallions formed the basis of this article. One has a bright gold finish and is engraved with the name of B. Haines and probably awarded in 1929 by the Newcastle M.C. (154/30). A second example is not engraved, a dull bronze and somewhat thinner than the first. It is not known whether later medals were issued to clubs un-engraved or if medals were minted more than once with different specifications. The best photograph I have found of a winner wearing a medal is Mr S.A.S. Royan (410/30). This shows the medal worn on the jacket lapel, without a ribbon. Mr S.A.S. Royan was awarded the SMM in 1927 (1093/27).

SPECIAL AWARDS TO CLUB MEMBERS - Every encouragement is given to members of Clubs to do good work and to prepare short lectures or papers on subjects in which they are particularly interested. The experience and confidence in himself a boy thus gains in standing up before his friends and reading a paper of his own composition will prove invaluable to him, and to still further encourage this excellent work, a Special Merit Medallion is allotted to each club and awarded to the member who delivers the best paper. Further particulars of this scheme may be obtained from Headquarters.

THE FIRST AWARDS. - The first reference to special merit medallions in MM is September/October 1920 (4/M14). The announcement was made at the same time as the recruiting campaign but no illustration was provided. The intention was to offer encouragement to members to read instructive papers

at club meetings. Each club was allotted two medallions, one for each winter session for the "boys who deliver the best papers". The first awards were announced in March/April 1921 (4/M17) together with an illustration of the medallions. Three awards were for "lectures" and four for "club work". At the same time the secretary stated his disappointment in the number of entries: lectures were, it would appear, not very popular. He proposed the first of repeated extensions to the reasons for awarding the medal. Subsequently a medallion would be awarded on the recommendation of the club leader to any member who had done "special service in any capacity to the club". So although initially announced as only for "lectures" even in the first year awards were given for other work. During the next forty five or so years the reasons for awards was to cover virtually any work thought meritorious by the club leader. However there appears to have been a good deal of confusion over the regulations for awards.

Confusion over awards - The publication of the awards in March-April 1922 (4/M23) records a total of twenty-seven names, the largest to date, with photographs of four of the winners. The MM also stated that "as announced in a previous magazine, the awarding of special merit has been extended to members who do good work during the session in addition to those who give interesting lectures." The award for good work was at the discretion of the club leader however leaders were asked to send copies of papers together with comments to the secretary in order for an "adjudication ... at the end of the session" (4/M17).

The list of awards published in May 1923 (10/M34) has the introductory statement that medallions are awarded each session. The Meccano year was divided into four sessions. There were two winter sessions beginning 1 October and 1 January followed by the Spring and Summer sessions. The comments in the Secretaries notes indicate the main club activity was seen to be during the winter months; the President (Frank Hornby) was keen not to distract boys from sporting and outdoor activity the rest of the year. This may have been intended to mean medallions were awarded for each winter session. The same statement was made in March 1924 with the publication of winners. In addition it is stated that the award is judged by the secretary (then Frank Hornby) who asks that papers are sent to him with leaders recommendation "... so that I may judge which is the best and award special merit medallions accordingly". (81/24). Unfortunately the regulations were not clarified in the series of articles "How to Run a Meccano Club" published in 1924. Under the heading special medallions arrangements are described for making awards to members who deliver the best paper. The best paper was to be decided either by vote or by decision of the club leader and sent with comments to the secretary. (269/24). Similar statements are made in later publications on the running of Meccano clubs. That club leaders were confused may be gathered from MM 196/25 where the secretary finds it necessary to clarify the position in response to "a number of inquiries regarding the allotment of Special Merit Medallions".

Commenting in September 1926 (588/26) that very few

recommendations were received for awards for the summer sessions, the secretary corrected the impression that awards were only for winter sessions and announced a further change. In response to requests there would no longer be restrictions on the reason for an award - "the leader will be fully at liberty to award to any two members without reference to the delivery of a paper". It appears that lectures in Meccano clubs had declined further in popularity. Leaders only needed to apply for the medals about a week before they were required to allow for engraving. This would seem to indicate that a total of eight merit medallions were available to each affiliated club each year from about 1926/7.

Limited applications from clubs - Encouragement to club leaders to nominate awards was to be a constant entry in the Meccano Guild pages of the MM. Club leaders were repeatedly reminded of the availability of the awards and eligibility for awards was extended several times, perhaps in response to a limited number of nominations. By 1925 there were sixty clubs affiliated to the Meccano Guild (see 32/25 and 144/25) and although for the four years from 1922 to 1925 probably four medals would have been available for each club, only a total of 132 had been awarded. In some years publication of awards was not made which may well have been due to a lack of nominations. In November 1925 (601/25) the secretary notes the President's decision to extend the award to members of the guild in out-of-the-way places who are not club members but "do something of real value towards increasing the strength of the guild either in membership or influence". In March 1926 (202/26) the secretary commented that the list of awards made for 1925 "is far too short, comparatively few clubs being represented".

The honours system becomes established - By the end of 1927 the Meccano Guild had grown to over 330 clubs (1093/27) which could have led to well over one thousand special merit medallions being awarded in each year. The list of award winners shows the number awarded reached its peak in 1930 (124 awards) and exceeded one hundred only for 1929, 1930, 1931. No awards were announced for 1928. The largest number allocated to any club in a year was ten. This was probably due to some awards not being included in the previous years list as the nominal maximum would be eight awards in any year. Both Holy Trinity and Exeter MC are constantly referred to in the lists but the club receiving most awards and featuring most often seems to be Exeter (the largest club with over 200 members in the 1930s). In 1938 the list of awards reached one hundred

for the last time (118/39). Despite a good number of awards in 1939 (92/40) the advent of war was to bring about a decline in the number of awards that was never to be recovered. By the late forties the numbers of awards had dwindled to about twenty with no awards for 1945, 1947 or 1948. Although there was a partial resurgence in the mid-fifties, in the sixties the numbers rapidly fell to single figures and most of the awards were to overseas clubs. Whether more awards were made than were published in these later years is not known and perhaps now is impossible to trace but that only small numbers of awards were made is perhaps evident from the rarity of the medals today.

The Enigma of the new award - A new award was announced in July 1931 (588/31). To enable further good work by SMM holders to be recognised an annual award of a "Bar to be worn with the merit medallion" would be made to each club. The colours of the ribbon or "bar" would be that of the guild and clubs were invited to make suggestions for a suitable inscription. Leaders were invited to nominate one member to be awarded the bar at the close of each of the four sessions. The first awards were promised early in 1932, however I can find no reference in subsequent MMs to this award. Although leaders were frequently reminded of the need for nominations for the SMM there is no further mention of this additional award.. This clearly was to be the ultimate honour for the Meccano boy (or girl). Alas it is not known whether any individual ever had the honour of being able to refer to himself as the holder of the "special merit medallion and bar" - a high honour indeed.

Postscript - The final reference to merit medallions seems to be June 1965. By this time the "guild page" had been subsumed into a feature called "Around the Societies" which was mainly details of model railway clubs. In June 1965 a photograph of four members of Portsmouth Meccano club is shown receiving their merit medallions. It is perhaps a reflection of the changed nature of society that the guild did not maintain its prominent position in the MM for the 50th anniversary edition in 1966. Even the feature around the societies appears to have been dropped by then and no further reference to the merit awards was made. So a tradition valued by Frank Hornby and that had lasted for forty five years ended without a mention. Although some members who received awards were not included in the published lists (see 749/35) it would appear from the lists that between 1920 and 1965 in round figures, 1860 awards were made of which 480 were to overseas clubs. To date only a dozen of these medallions are known to be in the hands of collectors.

A Letter from an Appreciative Reader

Dear Editor,

In NZFMM magazine Vol 29 No 4, which came today, I found over sixty smiling faces, including friends I made in my visit a while back. Two of them were at the Henley show on 3 September, where I showed my complex model of the last working watermill on the River Thames, at Mapledurham.

But Peter Winter's paddle steamer on your page 19 is an exact replica of what was my first decent working model, built about 1933: the reciprocating cylinders inside are neat. On holiday in Bournemouth I had seen the real thing, when on a paddle steamer I was taken right round the Isle of Wight in one very full day. Memories.

John Westwood, Goring on Thames.

The use of email from the Spanner group is acknowledged

SPANNER

Canadian Meccanoman's Newsletter."

Dolly Varden Doll's House:- It was introduced in mid-July 1936; and, it seems, it was discontinued some time in 1937 or early 1938. I have acquired a double-truck advertisement which was published on pages 398 and 399 (centre fold) of Meccano Magazine for 1936. The Dinky Toys furniture is the same scale as the house; but the smaller Dinky Toys vehicles shown on the carriage drive to the house are grossly disproportionate, as are the human and canine figurines. (*Anton Calleia*).

Compliment:- A few weeks ago, I said that I was about to make the Bates Steel Mule Tractor, as described in NZFMM Magazine. Well, I did it, and took it to the SE London Club meeting three weeks ago. I found the building instructions to be very complete and just about 'idiot proof'. I did add a couple of bolts at the rear of the bonnet, to hold it down, and the brake lever on the Magic Motor I used had to be pushed so far down to work, that I was unable to bolt the suggested rod & strip connector to it. I used a pretty-well-used pre-war motor, maybe the brake had worn down! A very nice model though. (*Geoff Carter, London*).

Keith Cameron. His life:- Keith was a Meccano enthusiast from the days when he grew up in England. His model building skills were known in the 1930's, when he won several prizes in competitions organised by Meccano Limited.

He studied to be a doctor, and, being a devout Christian, he embarked on missionary work. This took him to (pre-Communist) China, where he ran a practice. It was there that he met his wife-to-be, Mura. Although there was a strict code of non-fraternisation between the men and women (and, if I recall correctly, a code of silence as well), they fell in love, and were married.

Keith left his Meccano set behind in England, but his interest was reawakened when he came across and bought a No. 7 Set in a market in a remote part of Tibet.

When China came under Communist rule, he and Mura were forced to leave, and set sail on a junk down the Yangtze River. Unfortunately, it ran aground. Although no personal effects were lost, this was considered extremely bad luck, so it took them three months before they could convince another local owner of a junk to take them to the mouth of the river, and from there they were able to take a steamer to the US.

Keith and Mura settled in Ary, Kentucky, a remote location up in the hills - so remote, that you had to ask your way to it from another community at the bottom of a hill because apparently there were no signposts to show where it was. He continued to practice medicine there, treating the coal miners and their families, until he retired to Spring Hill in Florida. Obviously, one of the main complaints that he treated was Black Lung Disease. Despite being so isolated from the rest of the Meccano world, Keith continued to build elegant and ingenious models, which he would then photograph and write up in detail. These he sent to "Meccano Magazine," to G. M. Morris to publish as Modelplans, and, in later years, to the "Midlands Meccano Guild Gazette," to "Constructor Quarterly," and to "The

Many Meccanomen visited him in Florida, and he and Mura were gracious hosts - I had the pleasure of going there at least three times. Sadly, he never went to any Meccano gatherings in Britain, despite being asked to do so, but he did come to two consecutive Hobby Shows in the 1980's in Toronto. He did not return, however, because he found the twelve-lane highways a bit too overpowering. He did, however, return one more time to Canada, when we organised a convention in Owen Sound, Ontario, in honour of his eightieth birthday. Three Meccanomen came from England for that event - Robin Johnson, Pat Briggs and Jack Partridge.

Keith was a wonderful man, and I know I am not alone in missing him still, several years after he passed away. (*Colin Hoare, Canada*)

Spitfire by Robin Rye:- All the talk of Spitfires reminded me of one made here in New Zealand by Robin Rye for the 1991 NZ Federation of Meccano Modellers Convention in Wanganui. I dug through my archives, found these photos and asked Robin to provide some notes which are reproduced below. Robin is not on email, but we communicate regularly by telephone, fax and latterly text messages on our mobile phones. Any questions will be relayed to him. Messages to follow with photos. Kind regards from Daryl Anderson ISM 156, PO Box 40, Hawera, New Zealand.

Supermarine Spitfire MK IXc and its hand wheeled tender:- Built 1/6th full size. Just over six foot span and just under six foot in length. Weighed about 35 kg. The retractable undercarriage was not strong enough to support the model so it was mounted by a three point system to a roller bearing on top of a tower.

I scaled up line drawings from a book to get the correct shape and proportions. To me the most notable "shape" feature I didn't obtain was the engine cowling bulges over the valve covers of the engine. The canopy was not attached. Two electric motors were employed. One drove the propeller (which proved a valuable fan in a hot room) and the other for wheel retraction. The cockpit was modelled. The joystick operated the ailerons and elevator in the normal manner. The foot pedals operated the rudder. A lever by the seat moved the flaps and another moved the two radiator shutters. One small item especially pleased me - the pilot's hand grip on top of the joystick after a lot of fiddling came together very realistically using a Flexible Coupling unit but bent very tightly with each end inserted in a right angle Rod Connector.

The model took about a year to make with a very intense final two weeks. All one piece, a skeleton was made of strips and angle girders. Plating started at each end of the four extremities and moved towards the centre. The final key plate is the rear most perforated plate under the wing between the radiators. The most used method I employed to get nuts to where I wanted them inside the wing was to put a piece of bicycle spoke wire through the hole and out to where I could put a nut over the wire then withdraw the wire with the nut and follow the wire with my finger back to the hole to hold the nut for a bolt. Very difficult at times!

At this scale the slotted and holes of the plates was sufficient

to take up the ever changing shape of all the outer surfaces. I can only recall one example of part "butchering" to make it work. A slight bit of tin snipping was employed to exit a rod from the fuselage to operate the rudder.

Transport of the Spitfire was by wood and foam cradle on the car trailer. Models of this size I now make modular. My first exhibition model at the first Meccano Exhibition I attended. (*Robin Rye, Rawhitiroa, Taranaki, New Zealand.*)

Magnetic Pickup:- Quite often we need to collect from the floor small steel parts like bolts, nuts, grub screws, washers, brackets, fishplates etc. As we get old this procedure becomes quite tiresome. Here I describe a contraption that allows one to collect them while standing, and which can easily eject them over the intended destiny. It is built with a mayonnaise Pet bottle, a scrap loudspeaker magnetic donut, and a suspending cord that holds the bottle, independent of another one that raises internally the donut. In standing position one swings the bottle over the parts to be collected, with the donut lowered at the bottom of the bottle, and they are attached to the outside of the bottle by magnetic attraction. When one intends to eject them over the destiny bin, it is only necessary to raise the donut by pulling its holding string and the parts fall at the desired spot. Is it not convenient? (*Edmundo Veiga, Rio, Brazil*).



Why Washers:- 'Pawl' brings up the washer controversy of a few months back. He insists that washers be under every nut and bolt; so when did this procedure begin as it doesn't show up in the manuals. (*Brian Willis, Gig Harbor, WA*)

Washers are shown in manuals but only where the slotted ends of plates have no other part in front of them. I think the general rule was that washers were also used against any slotted part. I like to use washers under nuts and bolts where ever possible, this is really only achievable due to the availability of cheap and thin M4 washers. The thick Meccano washers are not IMO (In My Opinion) suitable for this. Below is a Spanner thread from 1998 about the same subject. (*Alan Esplen*).

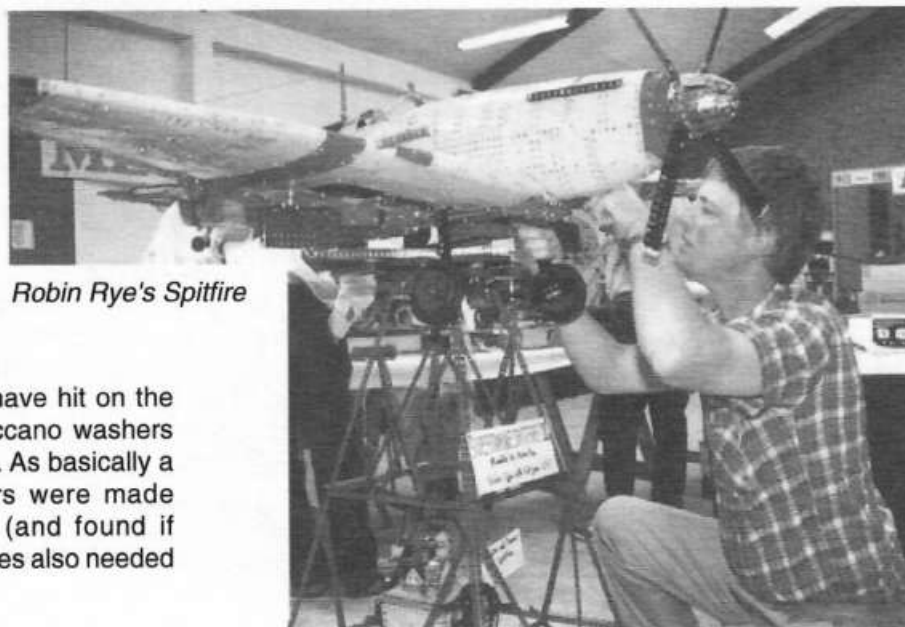
Most washers these days seem to be under every bolt head to protect the strips and plates from damage, rather than on axles (where the thickness does not matter too much except in tight places). I think you have hit on the answer to Dr Grahams question- the Meccano washers were to be used on axles to reduce friction. As basically a building kit for young lads, the washers were made generously large to be easily handled (and found if dropped). The alternate use over slotted holes also needed a robust washer. (*Tony Press*.)

Yes, I think, between you, you have covered just about all of the likely reasons and explanations. Washers were introduced in 1909, according to DMS, and are, as are the longer strips, 18 gauge. So clearly the same stock, thickness-wise, was used for punching out the washers. I wonder whether they were punched from off-cuts? Maybe in the beginning. But serious production would soon demand serious washer stock supplies.

I think I commented once before of the late-coming of washers - you would think that they would be needed right from the beginning. And how strange that it was not until the early 1920s that the full range of angle girders was available. Try building any model with only five $\frac{1}{2}$ " girders, and then $12\frac{1}{2}$ " and up available to you. If the answer is that, in those days, models were more skeletal than now, is it any wonder!! (*Graham Jost, Melbourne, Australia*).

Why are Meccano washers so thick? (they really are abnormally thick for their size). Meccano washers seem (without getting the micrometer out) to be about as thick as the metal that $12\frac{1}{2}$ " strips (and a few other items) are made from. Perhaps they are punched from the same stock. In certain constructions one could imagine the need for something as thick as one of these strips under a long bolt as a spacer. Meccano washers are ideal for this. One wonders, therefore, where the thinner washers are to do the same for the shorter strips made of thinner metal?

Perhaps the main reason we consider the Meccano washer so thick has more to do with the predominant current use of washers in Meccano construction. Most washers these days seem to be under every bolt head to protect the strips and plates from damage, rather than on axles (where the thickness does not matter too much except in tight places). Meccano washers are not really the best (aesthetically) for under bolt heads, and their thickness permits only three strips and one washer to fit on a standard $\frac{1}{4}$ " hex bolt. Also (without wishing to criticise models and Meccanomen from years ago), it seems to me from perusing model plans, that there is a trend to cramming much more complexity into smaller and smaller places. Just look at a few recent issues of CQ and compare the models with the old series of Supermodels. {I'm sure there are exceptions :-). Meccano washers (except the electrical thin ones) are a bit of a waste of space in complex mechanisms. (*John D. Stark, NZ*).



Robin Rye's Spitfire

WISEMANS MECCANO CLUB:

As early as 1863 James Wiseman was listed in the Post Office directories as a "Saddler" in Queen Street, Auckland. By 1866 it was J. and A. Wiseman. In 1920 it became J. Wiseman & Sons Ltd., and from 1928 it was Frank Wiseman Ltd. We know that the Meccano Club was formed in December, 1924, and affiliated with the Meccano Guild in 1925. It was said at the time to be the largest Meccano Club in the world, with 660 members. In 1970 the firm became Begg-Wiseman Ltd. and during the 1970's it got out of toy and model retailing. (*Basil Hutchinson in 'The Hornby Railway Collector', May, 1987.*)

MECCANO/MARKLIN:

Their sets in the 1960's and 1970's were nearly, but not fully, compatible. Chain and sprockets did not work across the two systems and the bevel and contrate gears were different. Spur gears were all 38 pitch in both systems and worked together. Marklin had more kinds of small brackets and some wheels that Meccano did not have. Meccano had more mechanical parts and more sizes of flat plates. (*Charlie Pack on Spanner*).

ANTICIPATION:

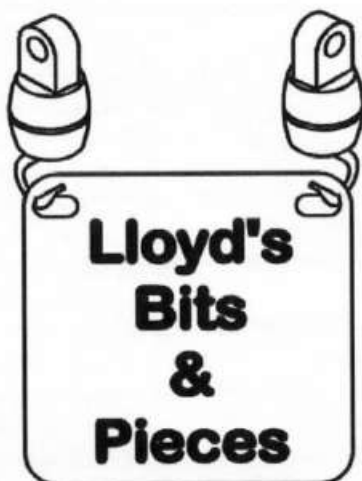
Early in September this year, Geoff Carter wrote from London, England, on Spanner that he was looking forward to receiving the August issue of this magazine. He was keen to see Bruce Geange's Lanz tractor as he has been building Bruce's Bates Steel Mule model from our December, 2004, issue. We are sure Geoff hasn't been disappointed.

ANTIQUES ROAD SHOW:

In this BBC. TV show from Scunthorpe, U.K., on September 25, 2005, a mint 1950's Set 10 was valued by the "Expert" at in excess of GBP3000.

INVISIBLE END:

In the USA, Denver, Colorado, has a new runway at its International Airport. It is so long that an aircraft parked at one end cannot be seen from the other end, due to the earth's curvature. Their airport is well above sea level so needs the more than three miles long runway which airports at or near sea level do not need. Denver's is also designed to take the long distance jets such as the Airbus A380.



HOW MANY SET 10s ?:

Writing about his visit to the Dunmow Exhibition, Nick Campling says on Spanner that his son, who likes to pull his father's leg about his addiction to Meccano, asked one of the exhibitors whether it was normal to have seven plus No. 10 sets. The reply was, "There is nothing wrong with that. I have twenty five and there are others exhibitors here with much the same."

QUOTATION:

"Growing old is compulsory. Growing up is optional". (*Geoff Carter on Spanner*)

CAR NAME PLATES:

Colin Smith in Arizona, USA has a new personalised license plate for his car with the

word 'MECCANO' in full. As Arizona is a one-plate State, the second one is displayed in Colin's Meccano room. David Wall owns the New Zealand equivalent, but unfortunately, NZ plates are restricted to six letters.

ANY 2" TYRES ?

One of Dave Bradley's latest models was of an Australian Road Train. It used sixty two x 2" tyres plus any spares he liked to add. His problem was getting hold of enough of them.

KNOWLEDGE IS EVERYTHING:

"When my daughter read my Grammar School report, she said, "Daddy, how come you did so badly at school; yet you know so much?" (*Peter Ruscoe on Spanner*).

STRAIGHT RODS:

For his Differential Analyser model, Tim Robinson says on Spanner that lots of really straight rods were essential. He used home made No. 20 drill rods in 01 oil hardened steel; diam. 0.061" +/- .0005". Most bosses fitted nicely but if they were too tight Tim used an 0.1615" reamer in them.

MWT's BEGINNING:

The first meeting of Wanganui and Districts Meccano Club was held on April 29th, 1989, with nine modellers present. It has since grown to be the very successful MWT Meccano Club.

MOTOR SPEEDS:

To find the unloaded speed of an electric motor, try this — a worm on the motor shaft engages a 50 tooth gear. In the boss of this gear is a $\frac{3}{8}$ " bolt. To find the speed, count how many times the bolt turns in one minute and multiply by 50. (*From Amis Meccano Suisse in NZFMM Magazine, August, 1989.*)

March Madness Update - Registrations are going OK. As of now 1 October there are about 48 people total. A good number (more than half) are staying the two nights! **Send your registration form (and cheque) NOW.**

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

Clockwork Motor Challenge to be run at March Madness:

Traction Engine.

1. Powered only by a standard Number 1 Clockwork Motor.
2. Meccano parts, replicas and specials.
3. Must be able to travel 1.2 metres on a single wind, unladen.
4. Must have a cylinder, a working connecting rod, crankshaft and flywheel etc (so that it looks like a traction engine).
5. Maximum wheel diameter -six inches.
6. Must have towing hook or hitch.

MWT

MECCANO CLUB

Meeting Report: 8 October 2005

by Lou Nichols and Bruce Neilson

MotorVators were the

flavour of the October meeting. Andrew Wells (Meccparts) came down from Auckland as part of his continuing education program and took us through the abilities of the MotorVator and the associated programming possibilities. Motors are no longer just on or off but can be paused, incrementally sped up and slowed down, reset to zero to allow for small fingers interfering with the model action, have their revolutions counted, stop and start for a sequence of actions of a model, etc. Andrew then turned theory into practice with his Meccano model of an external lift on the side of a building, using part of the program for a Robot Arm. Lift models in the past have been a nightmare model with electro-mechanical devices to get the lift to stop at a floor and the doors to open. That was the technology of the time but now there is a new option.

MWT members had responded to Andrew's competition challenge by building and demonstrating five luffing and one gantry cranes all run from the Director toggle levers. Motors to drive the cranes ranged from PDUs, Meccparts geared, and tape recorder and CDRom drive recycled.

An unusual Aeroplane Constructor set produced by Meccano Ltd for the Danish market was presented by one member. This set was unusual in that the wings were corrugated and one set tapered in Spitfire fashion.

Daryl Anderson had built the latest set model of a 'speed play' Helicopter which uses a rivet system of assembly. His MotorVator crane had five actions with an electro-magnet grab.

Don Blakeborough has a chiming and striking mechanism under construction and also had samples of collars of various periods and stampings.

Ian Cameron resides in Hawera and the township is famous for the it's Water Tower. So Ian presented the cylindrical tower base as a model under construction with the mushroom top to be completed.

Watch this space.

John Freer is making use of P91 Track Links in his Horstman suspension tracks which will form part of a freelance Bren Gun Carrier.

Bruce Geange had his MotorVator Crane powered by very small motors extracted from CDRom drives and bracketed by wrap-around tinplate. This

particular model had a gooseneck in the Carlisle fashion which gave a good level luffing ability.

John Ince's MotorVator Crane had started life as MP 158 and been modified with twin tape recorder motors to drive the bogies on the ground. Lou Nichols supplied the MotorVator to make this a joint effort.

Simon and Timothy Moody also joined forces with father supplying the model building skills and son the MotorVator programming skills. The intention is to have realistic crane actions of incremental speeds, pauses, etc.

Tom Pittams went back to basics and mounted an Aeroplane on the tip of a spindle. Using cord, he was then able to reproduce the movements of flight. A heavy lift hydraulic system was also simulated in a free lance model. Bob Prescott produced a Luffing Crane driven by the MotorVator and Director which was judged by Andrew to meet his criteria the best and was presented with a very nice Meccano Bowden Cable set.

Robin Rye tried to con us that his Tower Bridge was designed to transport the river across the land instead of the usual arrangement.

Lloyd Spackman had a very nice yellow model of the Canadian Short Skyvan Aeroplane built from a Canadian magazine. The lead load in the cockpit kept the model level on land but flying ability may be compromised. A horizontal steam engine model from Peter Matthews, RSA, was also presented.

Paul Vodanovich had a Breakdown Lorry, Articulated Lorry, and Sydney Harbour Bridge in red and green; and a 1930s battleship in nickel and brass from a Meccano magazine.

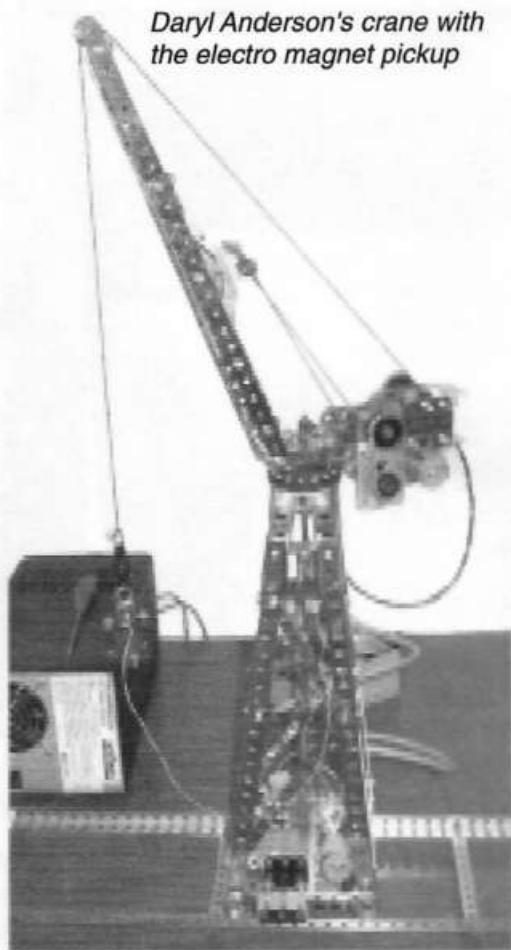
Sally Patrick from the Wanganui Library service visited us to the benefit of both parties.

The meeting concluded with an auction. The highlight was a boxed 1916 Set 6 with 1914 Instruction Manual and parts in mostly original condition, realising NZ\$750.

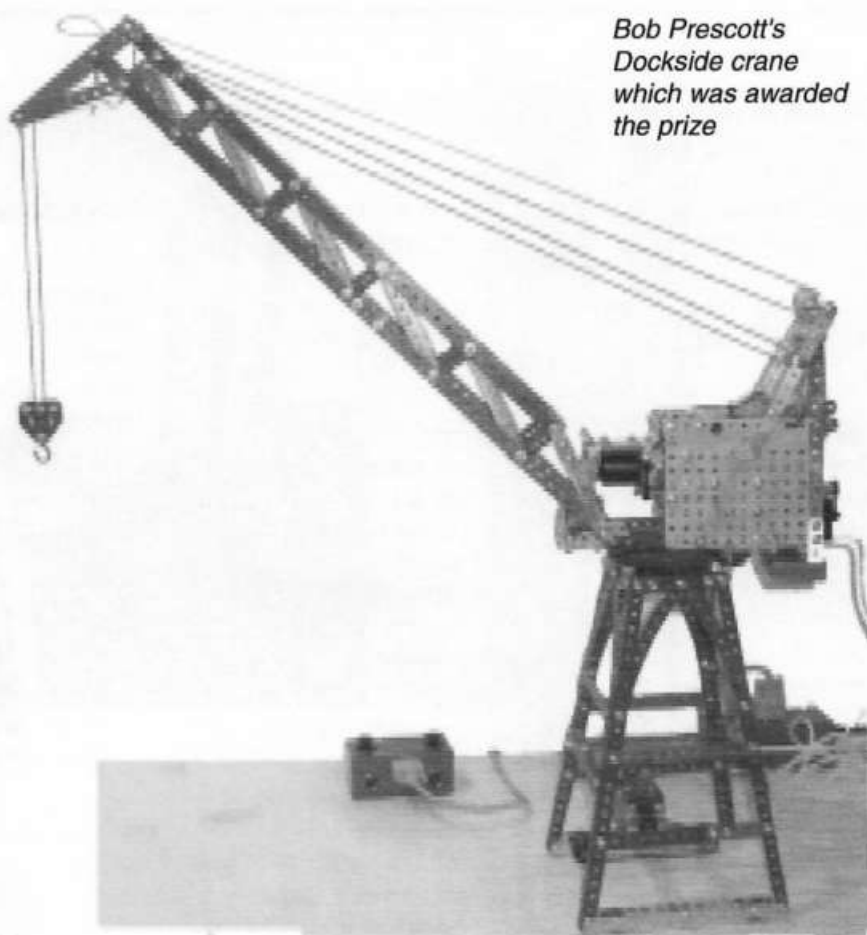


This is the 1916 No 6 set which sold at the MWT October meeting for \$750

*Daryl Anderson's crane with
the electro magnet pickup*

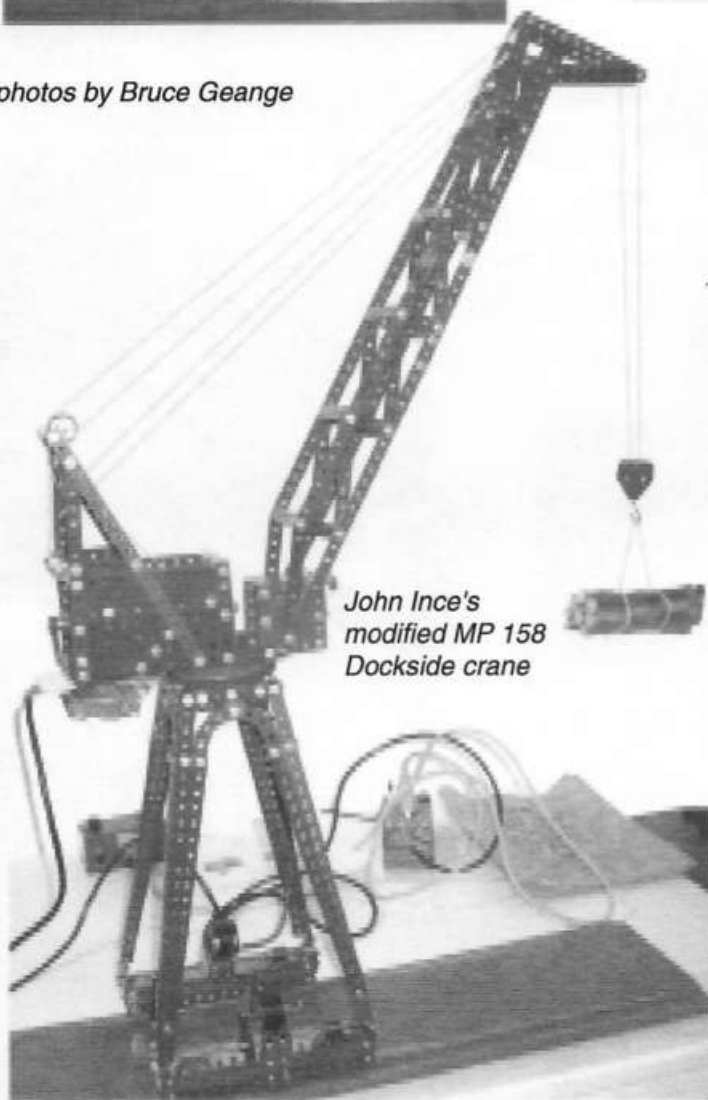


*Bob Prescott's
Dockside crane
which was awarded
the prize*



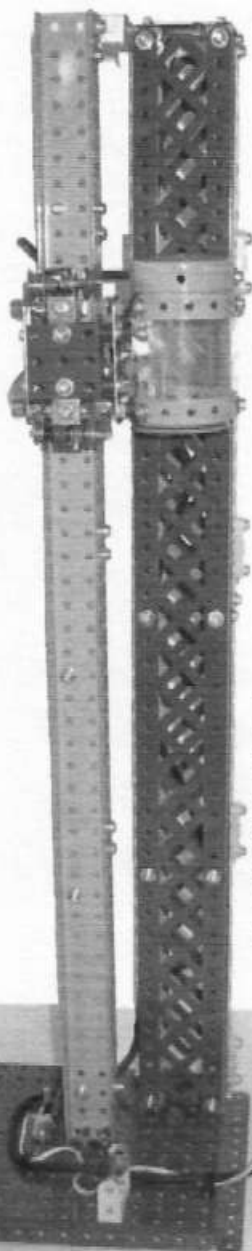
photos by Bruce Geange

*John Ince's
modified MP 158
Dockside crane*

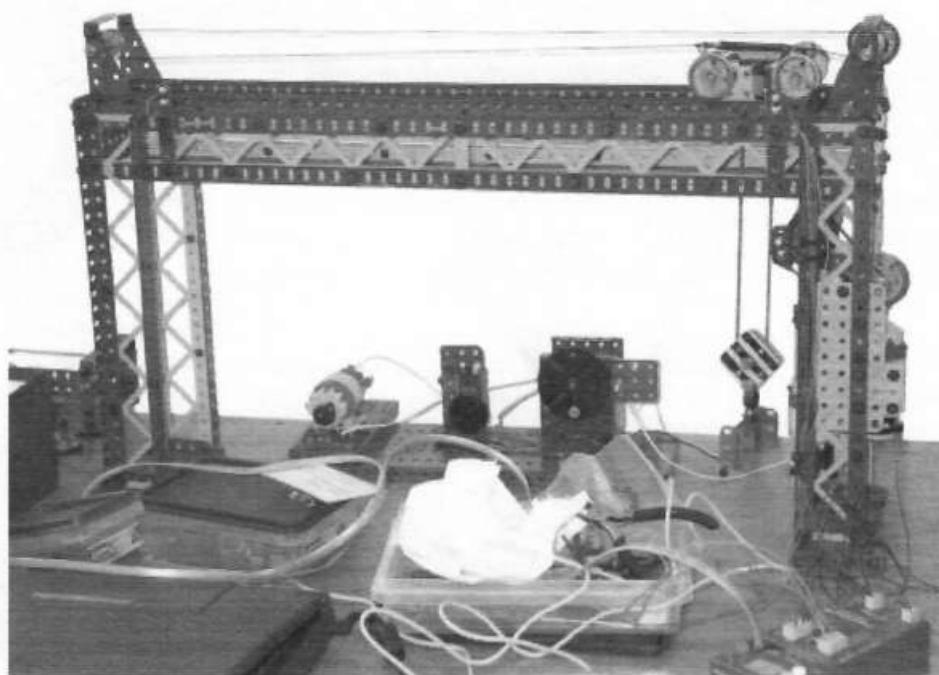


*Bruce Geange's
Dockside crane*



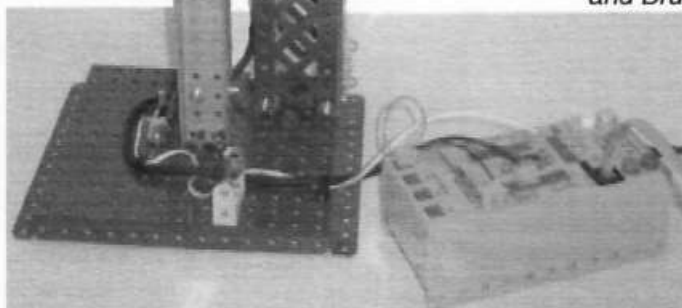


The tower on the left is complete with an automatic elevator controlled by a MotorVator - built by Andrew Wells, of course!



Simon and Timothy Moody were busy getting their gantry crane to work with a MotorVator in program mode.

photos by Bruce Geange and Bruce Neilson



Ian Cameron was content with an entirely non-automatic model of the Hawera Water Tower.

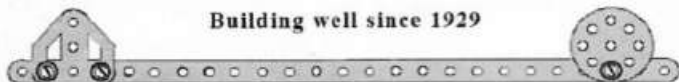


Andrew Wells hands Bob Prescott the prize for his Dockside crane



CHRISTCHURCH MECCANO CLUB

Building well since 1929



Meeting Reports for 2 September and 7 October 2005

There were only small attendances at these meetings due to bad weather which kept the less-able home by the fire. Those who did turn out to both meetings were Peter Satherthwaite, Cameron McFarlane, A.J Haywood and Graeme O'Neill. Ian Torrens and Doug King came for September and Dave Laing for October.

Only a few models were available, Cameron brought along his son's K'Nex models. The ball tower/roller model had all on board tuning it up, as the plastic parts did not like the transportation to the meet or to have one part sliding along another. What more can be said? It looked like a good model

to be built from Meccano though! The challenge was laid down to Peter, who lives near Cameron, to have a go.

Graeme O'Neill brought along his new "Special Edition Anniversary Set". An interesting set without gears and two Grub Screwed parts!! The Collar and P/N 19b. The black parts give another colour choice as well. I like the neat roller bearing using the 19b and 38a - very smooth.

The September night was once again finished off with a lovely supper provided by David at about 10:00pm. This was sadly missed at October meeting!

Shows to come:- We are hoping to be at the Model Engineers open day over 12 and 13 October at Halswell Domain. This will be trial run for their Convention over 5 to 9 Jan 2006. This would be dependant on weather as we haven't got a big tent at present, as mine got damaged at Sefton in a rough wind.

Keep on Meccanoing, Graeme O'Neill

Wellington Meccano Club 14 October, 2005 Meeting.

by Lloyd Spackman

We had an excellent selection of models at our October meeting and plenty of time to sit around and discuss them, and Meccano generally.

Models on display were as follows:

Simon Moody - A radio control truck of his own design and his gantry crane controlled by a MotorVator.

Eldon Porter - "Big Ben", a very attractive nickel model from the 'Monuments' series and a built up model of the Concorde from the S.E. set. Eldon also had some bowden cable controls he had made up in his own workshop.

Nancy Jones had sent along a motor cycle from the Multi Models set 3501 and a plastic truck from the City series, No. 2107.

Campbell Morrison showed us his two recent purchases from Toyworld, Lower Hutt, - the Concorde and the Space Centre, both still in their original boxes.

Lloyd Spackman - his yellow model of a Short Bros. 600, 36 passenger high wing monoplane which was designed by Leighton Hill in Canada; a little steam engine designed by Peter Matthews in South Africa; and a Model T Ford replica built from parts in the S.E. Locomotive set No. 0507. Don Flowers is well known for his large models and he showed us progress on the massive mechanism which will be the central part of a breakdown crane.

Lou Nichols showed us some 1997 photos he had taken of the window displays at Geoff Wright's shop at Henley-on-Thames.

Also welcomed were Keith McCallum, Sean and Brent Houston, Bob Prescott and Susan Moody.

We had a short business meeting, making arrangements for the Club's Christmas dinner on Tuesday, December 6th. This will replace the usual Club Meeting. Simon reported over fifty registrations so far for the 'March Madness' get-together at Turangi.



Brent Houston was welcomed at the WMC meeting. This picture was taken at the MWT meeting which he also attended.



Lloyd Spackman's Short Bros. 600, 36 passenger high wing monoplane parked alongside his Peter Mathews designed steam engine.

I was reflecting today on how unseasonable cold it is and how warm it was in August. It is like the two months have got mixed up – it is sometimes like this on on-line auction trading. You will find one day an item will go for a large amount and within the week the same item of similar quality sell for perhaps half the amount. The first item on this month's menu is a bit like this.

A 1961 No 3 Set. Believed to be complete with manual, looks nice but sold for NZ\$310. Not bad for the seller.

A 1970s No 8 set (breakdown Crew Set) in black and English yellow, looks complete (not my favourite colours) no mention of manual, sold well for approx. NZ\$500.

A No 9 early 1960s, never used, complete with original box and parts still strung to stringing board. Manuals 0-1 to 9 in Spanish included, a lovely item and good investment at NZ\$2190.

Next we have a lovely 1931 no 5 set in original black box. This set is in very good condition with a full set of manuals



plus How to use Meccano Parts and Meccano Standard Mechanisms. The parts which are missing are 1 x Angle Girder; 6 x P/N 12 Angle

Brackets; 2 x P/N 12a Angle Brackets; 1 x P/N 96 Sprocket Wheel; 2 x P/N 166 Swivel Bearings and 1 x P/N 167 End Bearing. Extra parts include windmill sails and two pulley blocks. Parts and box in very nice condition. Nice buying at NZ\$1000.

A French Aeroplane Constructor Set; includes No 1 and No 2 Manuals, Combined No 1 and No 2 Special Manual, 1A box and a large number of parts. Parts are in looks like nickel, red and yellow and seem to be in good condition. Sold for NZ\$450.

A unused Meccano Super Highway Multikit, all in excellent condition. NZ\$190.

This lovely M223 1930s two seater sports car with box sold recently for approx. NZ\$2500. This car has a blue body, red seats and cream mudguards was presented in very nice condition. Has a clockwork motor under the bonnet with movable steering, no key. Box in excellent condition. A rare item in this condition.

A Marklin No 2 clockwork Motor, with nickel sides, made in Württemberg, Germany. Overall excellent, original condition, and in full working order, complete with original key. Quite rare these and sold for NZ\$680.



Most of you probably do not know that Meccano put out some 45rpm records - they do not usually sell very well and this one made in 1967 and called Pied Piper sold for NZ\$3.

For you Dinky fans here is a 1939 Dinky toys catalogue, in overall nice condition, sold for NZ\$145.

A 1955 Dinky toys catalogue on the other hand in very nice condition sold for, wait for it, NZ\$330.

Next we have a nice item - a rare set of Dinky Meccano Station staff, 1a, 1b, 1c, 1d, 1e and 1f, large, (39mm tall), orange base, reference No 1 production period 1931-39 in a good sound box. Sold for reasonable price of NZ\$320.

I do not think I have seen the next item on eBay before - a 1920s Meccano 2X Electric Set. This was the biggest set



available at the time and included a 4 volt electric motor, and as the seller states, "Electric screws, nuts, pole pieces, bobbins, washers, coil cheeks, contact screws, bulb, bulb holder, spare cotton

coated wire on very rare Meccano spools and an Electrical Manual. The Accumulator is missing but they usually are!!" Sold to a well known collector for NZ\$2130. Set was in nice condition.

A rare 1924 No 10 Erector set in original box. Mentioned on Spanner this set sold recently in the USA. Condition of parts look good and is stated that the seller was unsure if set was complete. The set may have extra parts, the storage box is beautiful and the whole set looks wonderful. Apparently this set is quite rare and sold to an American collector for NZ\$3200.

To end with lets look at a couple of train sets. Firstly a rare 1920s locomotive, tender, coach and signal, boxed. The locomotive is a 2711, maroon in colour with the first Meccano transfer on its side, tender similar, green and cream roofed Pullman carriage all in nice condition, box has copper brown top and missing sides. A nice example of one of Meccano's first train sets. Sold for NZ\$1350.

Lastly a nice Dublo electric train set EDP14. Well looked after 1950s set is in super condition – just what you need on a wet day, yours for NZ\$600.

Well that's it for this month, thanks for reading and hope you enjoyed it. Old toys are fun and lovely to admire but, oh, so expensive to buy.

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.
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 - 3 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 - 2 Dec.

Christchurch Meccano Club.

Contact - Graeme O'Neill Ph 03 322 7456.

Meetings at 7.30 pm on first Friday every month (except
January) at St John's Hall, cnr St John St. and Ferry Rd.,
Woolston, Christchurch.

2005 - 4 Nov, 2 Dec.

Other Important Dates

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>.

Articles etc. for the December 2005 issue of NZFMM
Magazine should be sent to the Editor well before 30
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.



NZFMM CONVENTION 2005

Commemorative Limited Edition Badges

(100 cast). There are a small number of these
desirable badges available for sale. \$8.50 each, postage paid
within New Zealand. Overseas NZ\$11.00, Email order
peter@augustus.co.nz
Fax ++64 9 537 3989, P O Box 39 085, Howick, Auckland

Buy, Sell, Auction, & Exchange.

Advertisements in this section are free.

First insertion will be printed in full.

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

For Sale - 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 Supplies.

Cheese Head Bolts, Spare Parts, New Meccano Sets.
Contact <wayne@meccanosupplies.co.nz>, ph 06 327
6184, fax 06 327 4184, or write to Wayne Blakely,
Patikipapa Rd, RD1, Marton

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

Please confirm discounted prices for the new Meccano sets
only and postage rates when ordering.

Alternatively I can send you a catalogue and price list.

For Sale - Meccano Parts and Sets.

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 Buy, Sell and Watch Agent Available.

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



NZFMM CONVENTION 2005

Commemorative DVD/VIDEO'S

There are (4) DVD's & (6) Video copies showing
the exceptional display of models exhibited at this
Convention. These final few copies are available for sale for
\$16.00 each, postage paid with in NZ. Overseas NZ\$20.00, Email
order peter@augustus.co.nz
Fax ++64 9 537 3989, P O Box 39 085, Howick, Auckland



Ladies at 2005 Convention

Back row

1 - Janine Wrightson; 2 - Margaret Barrett; 3 - Cora Denton; 4 - Eileen Carey; 5 - Lisa Robinson; 6 - Carol Hansen; 7 - Kathy McClelland; 8 - Wendy Barnard; 9 - Nancy Jones

Middle row

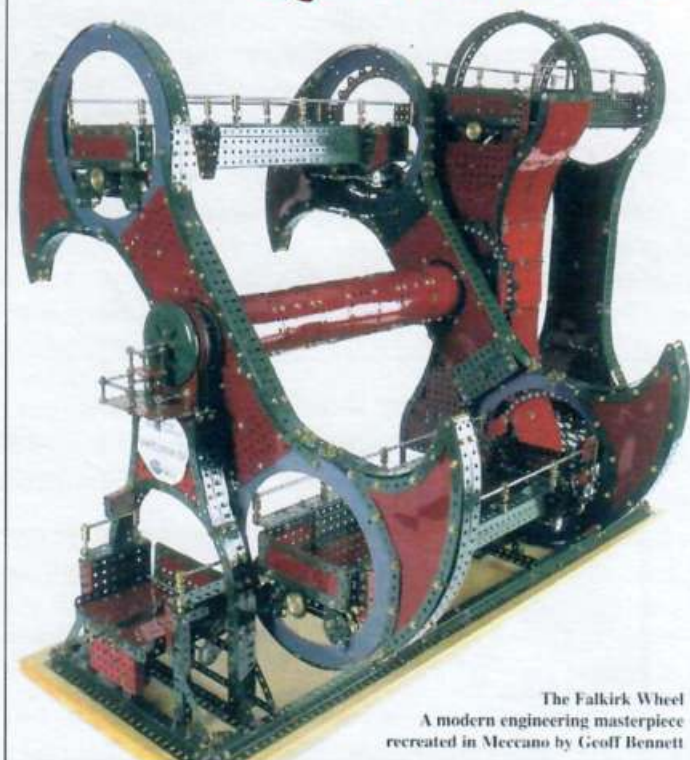
10 - Mary Jost; 11 - Anne Prescott; 12 - June Booker; 13 - Gayle Haines; 14 - Vivien Wells; 15 - Pam Pond; 16 - Alison Geange; 17 - Shirley Gray; 18 - Judith Vodanovich

Front row

19 - Shirley Nichols; 20 - Laurel Smith; 21 - Joan Ovenden; 22 - Zoe Wells; 23 - Elizabeth Wall

No. 68 June 2005

CONSTRUCTOR QUARTERLY



The Falkirk Wheel
A modern engineering masterpiece
recreated in Meccano by Geoff Bennett

Constructor Quarterly is published by Robin Johnson by whose permission the above cover is reproduced. The Internet address of prototype is www.thefalkirkwheel.co.uk



Bruce Geange's version of the Ball Thrust Bearing commutator (please refer to page 8)