



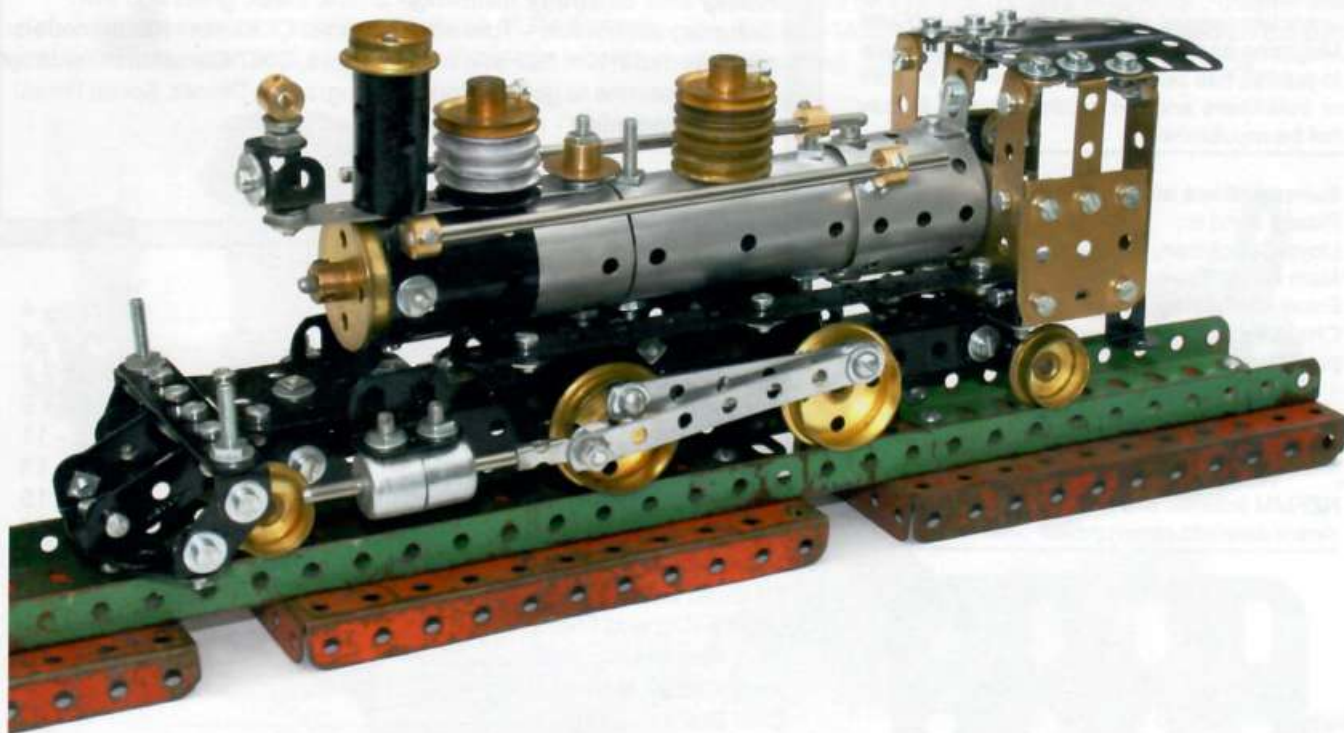
NZFMM MAGAZINE

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February 2006



This beautifully restored Rogers K88 locomotive belongs to the Plains Railway Society in Ashburton, New Zealand. Below is the **MECCANO** model of the locomotive build by Rob Campbell. More details on page 3.



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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.

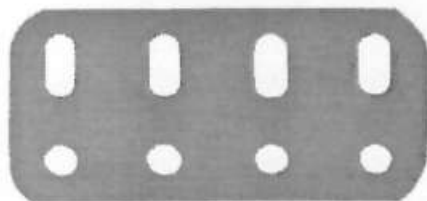
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The Malaise of a hot Summer.

Meccano has traditionally been a winter season (i.e. cold, dark, wet, inside, fireside) hobby in which to wile away the hours, and going outside the house is not a pleasant prospect.

I have never heard about Meccano being taken on a picnic, or even as an outdoor activity on the patio under a sun umbrella with a cold beer to hand. Is it because our assortment of spare parts is too heavy, awkward, inaccessible to be used outside? Not really. Model trains, picture painting, reading, woodwork, etc lend themselves to inside or outside sites but apparently not Meccano modelling.

Perhaps the fault is our parents, (got to blame somebody ☺) who used to believe that a sunny day was for sending children outside for health and fitness reasons. Vitamin D and a slim body?

In these summer days of late with outside temperatures getting up towards 28°C, the internal drive to pick up a screwdriver has been noticeably absent. In actual fact, I am looking forward to the winter months of being closed in against the outside world, tea and biscuit on hand, radio/music in the background, and nuts and bolts in the foreground. I will get my Vitamin D from a multi-vitamin tablet and cultivate a 'beer belly' like the low jeaned girls I see on TV.

R. Bruce Neilson

March Madness, Turangi, 2006

One of the aspects of these meetings is to keep them informal and relaxed.

If you do not have a clockwork motor powered traction engine, feel free to bring another model. We are interested in all things Meccano. For those that feel so inclined, please bring your MotorVators, rigs and laptops. Andrew Wells will be there and I am sure he will be able to continue with his 'knowledge transfer'.

Programme

Friday and Saturday morning - arrive, meet, greet and eat.

Saturday afternoon - 1pm ish, Welcome, Clockwork motor models run, Afternoon tea, NZFMM notices/news, 2007 Convention update (only 13 months to go !!), Group Photographs, Dinner, Social times!

Sunday morning - morning tea and au revours.

Safe travels.

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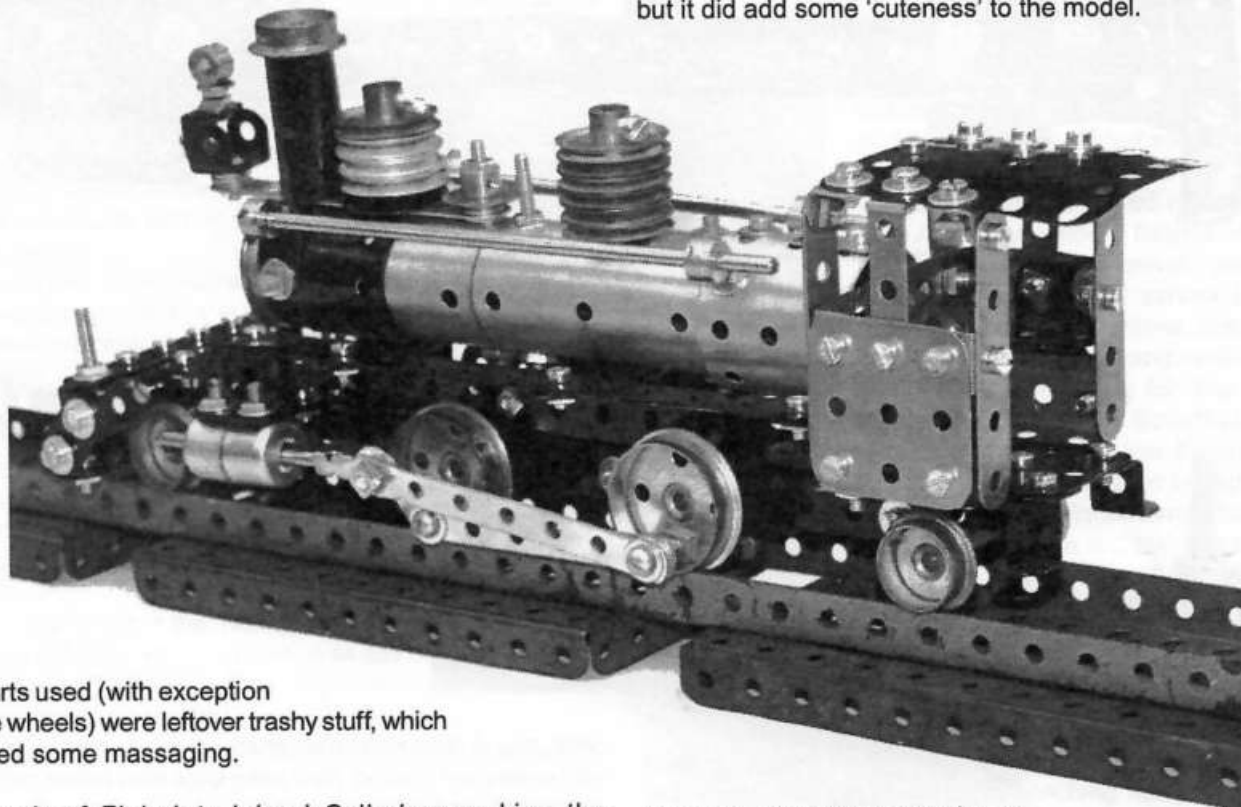
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The ROGERS K88 "KINGSTON FLYER" Locomotive

A miniature model by Rob Campbell, Red Beach Orewa.

This was a completely new experience for me, crafting in such a miniature scale.

I made a basic error in my drafting on paper here, where I stuck with $\frac{1}{2}$ " grid and had the boiler bottom line exactly $\frac{1}{2}$ " above the chassis spine. In reality, with double Angle Brackets for the spine, and other Angled Brackets joining it to the boiler, my planned $\frac{1}{2}$ " space between them grew around $\frac{3}{16}$ ". This meant heightening the cab sides from 2" to 2 $\frac{1}{2}$ ", departing from the drawing's more accurate scale but it did add some 'cuteness' to the model.



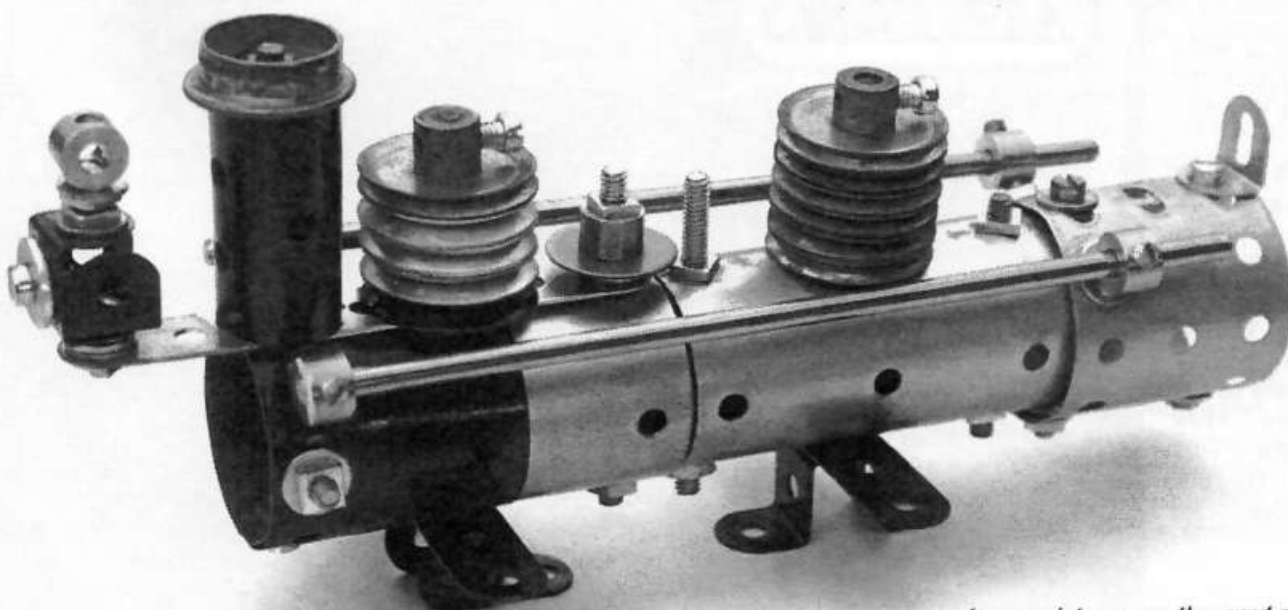
All parts used (with exception of the wheels) were leftover trashy stuff, which needed some massaging.

The pair of Fishplate-joined Cylinders making the locomotive's boiler were old red and green items, each with three holes along the top, bottom and one side. This restricted placements of the sand and steam domes, and bell (later dark blue ones had five linear holes).

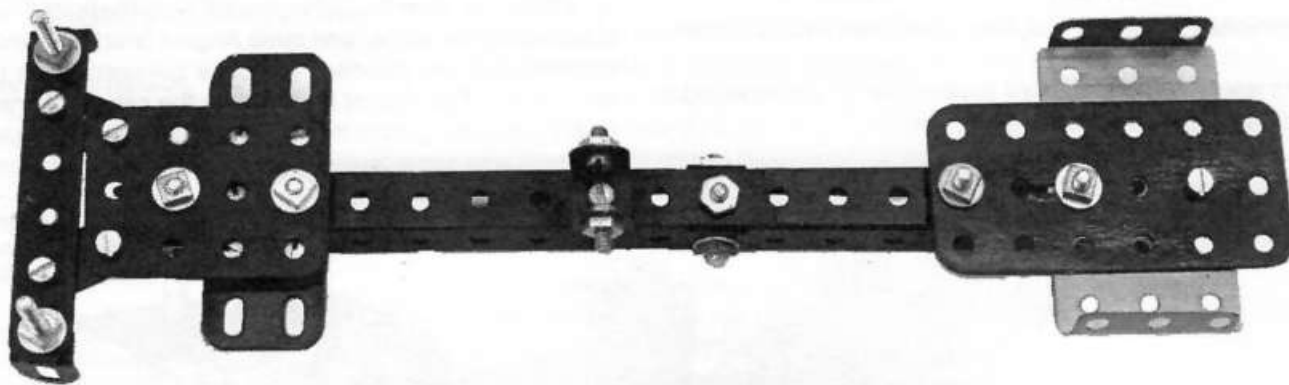
The chassis consists of a spine using three 8" Perforated Strips; with Fishplates front and rear for the bogie wheels.

As nearly all parts were trashy as mentioned prior, I used spray cans of non-Meccano hues to match that of the restored K88 run by Plains Railway Enthusiasts at Ashburton.

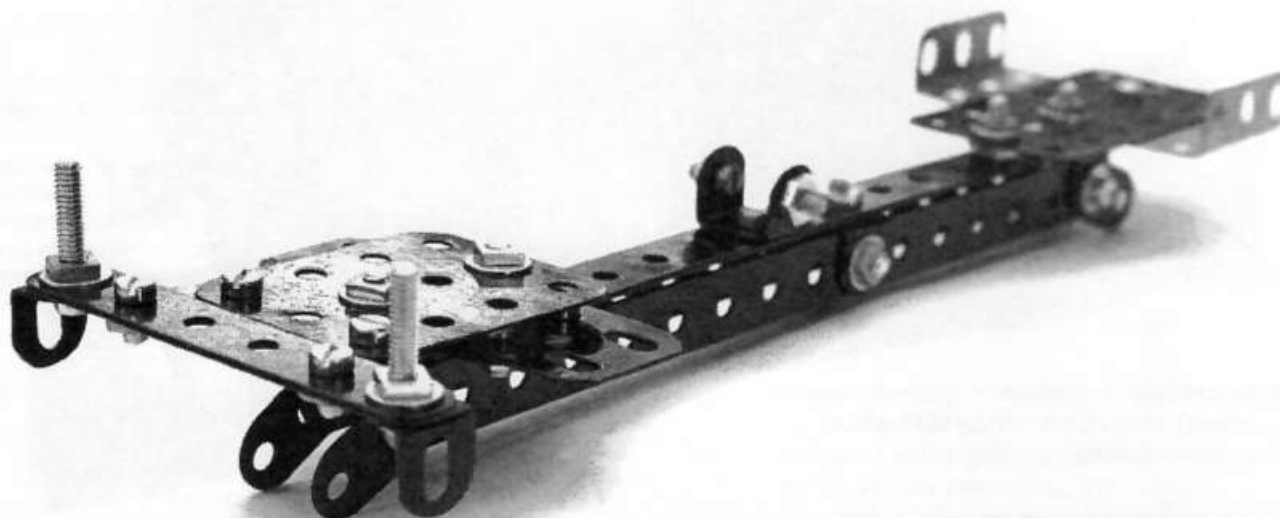
Finally, a note on this little model's inspiration: it came from the Smokey Mountain Railway model depicted on the back cover of June 2005 edition of NZFMM magazine.



(more pictures on the next page)



Two pictures of the underframe of the K88 Locomotive



Advanced Design Set 3700 F1 Race Car

assembled
by Bruce
Geange

This is what
you get for
your money.

This is a
reasonable
model but as
with other
models in this
scale, you will
need skinny
fingers to get
three nuts
inside a P/N
11 Double
Bracket!



WHAT A LIFE

by John Westwood

Editor:- John Westwood is well known to many readers as the creator and producer of the International Meccanoman. Some of us met him when he visited New Zealand in 1998. In this article, prepared for the Society of Bookbinders Newsletter, John talks about his life and experience with books but we also know of his skill with Meccano especially in catering for young modellers. Our article on a Meccano Apprentice Set in the December 2005 issue reminds us of John's particular concern for inspiring young people.

This article is published with John Westwood's permission; in order to cover Meccano matters, John has provided a postscript.

Our editor, Nigel Jury, asks me to recall my life as student, bookbinder, designer, teacher, typographer, studio director, model-builder, editor, and bookbinder, and to predict the future of book-binding.

When I was a lad in the 1920s, Bromley, only ten miles south of London, was still a country market town in Kent. My home had a stone sink with a single tap; gaslight. Horses drew the carts delivering coal, bread, milk; open top buses with solid tyres took us for a few pence into the country; grimy steam trains took us in half an hour to London. Cat's whisker wireless was new. I read books avidly, and built Meccano models. Deafness was no handicap when in 1936 I went on from grammar school to Bromley Art School, with its high standards and pretty girls! At that time, England had over a hundred art schools some quite small in towns like Carlisle, but all offering training for career or hobby to the whole local community.

Then, machines for folding, backing and case-making made shoddy hardback books in flimsy cloth for sixpence. However, Douglas Cockerell was already training craft bookbinders in the sound methods evolved since William Morris had protested against degraded methods in industry. One of his students, Katharine Pountney, was teaching at Bromley Art School on Thursdays. And so I chose to train in drawing, design for printing (with typography under John Biggs) and bookbinding

But bindings tooled with Arts and Crafts twigs and flowers all over seemed to me archaic. In contrast, the bindings by Paul Bonet and others in Paris were too wildly revolutionary in design, or even somehow unrelated to "the architecture of the book".

How should I design for binding, where graphics in England were led by Edward Bawden, Ravilious, McKnight Kauifer? I had to satisfy examiners, and maybe compete for a place at the Royal College of Art. Then, by good fortune, I saw an illustration of a binding by John Mason and was at once

inspired. From then on, I felt able to work on, maintaining regular correspondence with John Mason. Later, when teaching at Coventry Art School, and had set up a bindery in an attic of temporary premises in Radford Road, I went over to Leicester and enjoyed meeting John Mason.

Art schools helped; my father (an artist in the printing trade) met my mother at Bournemouth Art School; I met my wife while on a short course at the Central School. She and I toured France and Italy with rucksacks. In 1948, noisy double-header steam locomotives took us over Shap Fell to Carlisle, where we raised a family. By now ARCA qualified I helped Harold Shelton modestly for eleven years to develop the small art school into a regional college. Busy times: teaching, house maintenance, binding, writing and illuminating, designing for The Folio Society (as noted in Bookbinder) - showing bindings at the Festival of Britain in 1951, writing on typographic design for *Print in Britain* magazine, and with my family in an A.C two-litre saloon touring Cumberland, and then to Mallaig, Holy Island, Brittany.

The Carlisle college served the whole community, including day release training for trade apprentices. My own teaching programme for the advanced art diploma courses was sandwiched with sessions teaching humble printing apprentices, and even a couple of bookbinders (again in an attic bindery!) for City and Guilds exams.

Printers were receptive to creative typography ideas, in Carlisle jumping straight from 1920s styles, but by then the bookbinding trade was dying, as machines elsewhere displaced skill. Carr's Biscuits still employed a bookbinder to make their special account books in house - no computerised accounts in the 1950s - and together we made traditional spring backs. In London, the trade binders still showed antagonism towards the 'amateur' Douglas Cockerell school of thought and methods. My spell as a student under the elderly Douglas at the Royal College may be described in the detail it deserves in another article.

Typographic design led me astray from bookbinding (and lectureship in graphics) in 1960 to Her Majesty's Stationery Office in London, to take charge of the team founded by Harry Carter and Alan Dodson, under guidance from Sir Francis Meynell. They designed everything from fine illustrated hardbacks to letterheads and official forms. Fine posters for the V&A Museum appeared, when Peter Branfield joined the team. I dined with graphics enthusiasts at the Double Crown Club, and edited newsletters for the newborn Printing Historical Society. In my fifth home bindery, over the years, I still undertook some binding commissions. A grand time, in London.

By the 1970s, my interest in fine books was attacked



externally by the onset of computerisation, with offset litho killing off hot metal and letterpress. HMSO began the move to Norwich, and (sadly) has since been privatised, ending half a century of official government sponsorship of fine book typography. See *From Layout to Graphic Design* - a copy is in the Victoria and Albert Museum Library - to read how UK government publications gradually became presented with readable modern typography and attractive cover designs.

At Principal level as divisional director, I retired from HMSO in 1978 and years on still practise The Craft. In 2005 I have enjoyed rebacking in leather and restoring a woebegone but extremely heavy broken-jointed tome: Gerard's *Herball*, 1633, with thousands of woodcuts.

As to the future? We live in an unstable world. Government has reduced support for art and craft education; the hundred art schools of the 1930s are now nearly all lost, or merged into often unsympathetic multi-faculty colleges.. Few private enthusiasts (with money) now sponsor creative arts, and architecture, compared with those in the 18th century. How will print on paper (and bookbinding) survive, when all records are put into computerised archives?

Maybe I am allergic to electronics but the continuity of our technology (with mains electricity and computer factories) could be catastrophically broken one day, as happened previously to the less vulnerable technologies of ancient Greece and Rome. Electronics could cease to exist.

But we know that well-bound books can survive through dark ages; the ages when a few cloistered scholars kept the book arts alive. Our craft began then, and continued in medieval monasteries and churches; master craftsmen made great and minor works of art. I still find Herbert Read's *The Meaning of Art* worth study.

The monasteries evolved into our universities, who regrettably have now mostly almost forgotten the guiding medieval principle: that respect for (and sponsorship of)

the skills of the eye and hand are just as important to the maintenance of civilization as the skills of the brain alone.

Just as universities still employ a few humble craftsmen to rebind their books, they ought surely to have advanced studies in bookbinding craft and history, and ought also to engender creative design and practice likewise. I hope that the Society of Bookbinders will find a university to nurture our art, to give it a future in the dark age which already seems to be creeping upon us.

The ingenious mechanism of the opening and closing of the joints of a rounded and backed sewn book will not easily be improved but there is endless scope for research. Remember, the binder is the architect of the book: what goes inside is just interior decoration!

Postscript

The foregoing was not written for Meccanomen. So I now add that Meccano is of equal importance to me. Our readers may guess my reasons for saying that Meccano has equal potential importance in the gloomy future I predict above. To fill a gap in the above story: in 1987, at a meeting of the Henley club, I proposed a Newsletter, to keep together the Meccanomen, so scattered worldwide. Geoff Wright and Bryn Jones encouraged me to proceed; hence International Meccanoman magazine, from 1988.

I had to do it myself, when the main UK club magazines proved unwilling to raise their sights and publish international Meccano news.

And then Michael Adler proposed an International Society of Meccanomen; he succeeded, and my magazine became the I.S.M. Journal.

Artwork I produced by very simple paste-up typescript, my own drawings, and other items. Geoff helped with production from the start, bless him. Eleven continuous years on my part were followed admirably in 1999 by Paul Joachim with his more advanced technology. The I.S.M. has primary responsibility, however, for the magazine.

My own simple romantic model building has included Styal Mill, Mapledurham Mill, and the Gladstone Pottery.

Cordless Screwdriver

Available now from Dick Smith Electronics for about NZ\$10. Complete with 3 hour recharging unit. 250rpm. Best used when dismantling models after Bolt has been loosened.

A supplementary 64 piece bit set also available for about NZ\$17.



Meccano Apprentice Set – Concrete Mixer

designed and built by Paul Vodanovich.
drawn and described by Bruce Neilson.

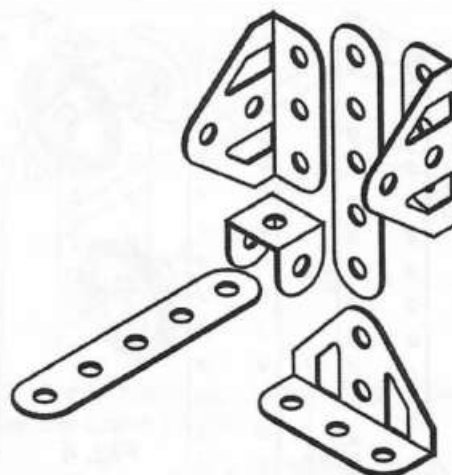
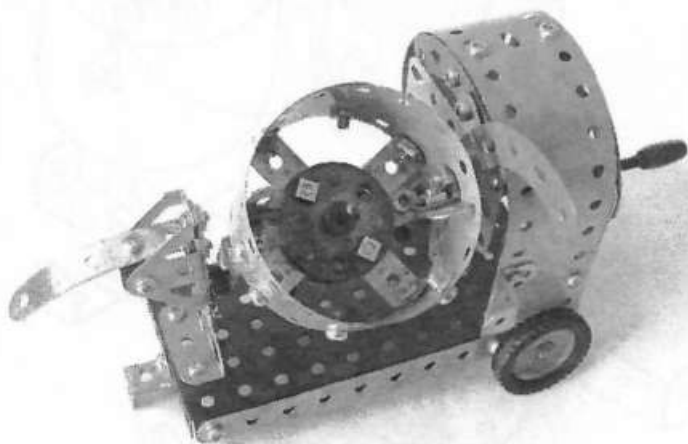


Fig. 1

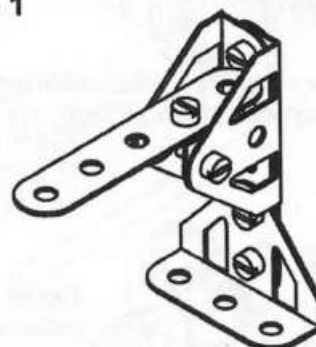


Figure 1 – Front support and moving handle. Curve the moving handle for a better effect. (See photograph of model.

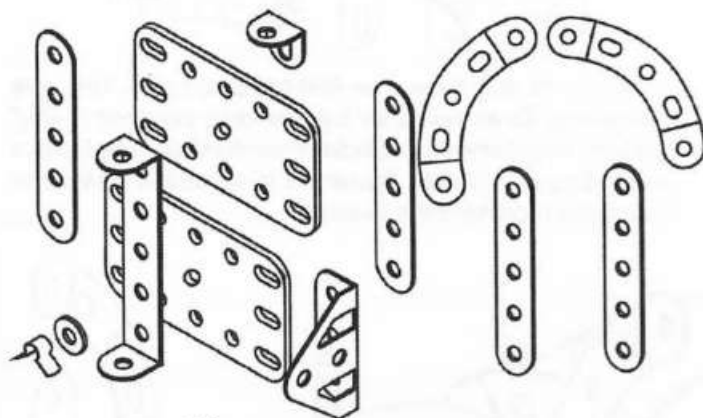


Fig. 2

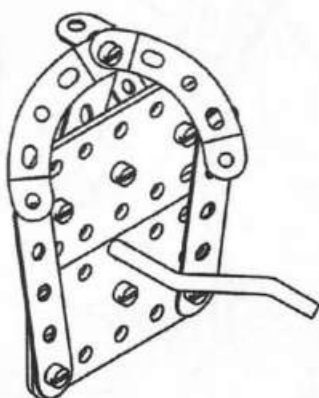
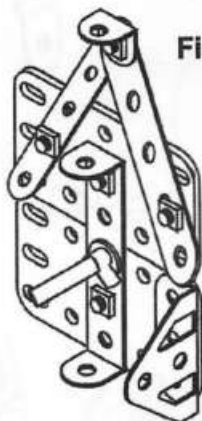


Figure 2 – Back support and Crank Handle alias motor. Both sides of this module have been drawn. Note the Spring Clip and Washer which will come into effect on completion. (Fig 12)

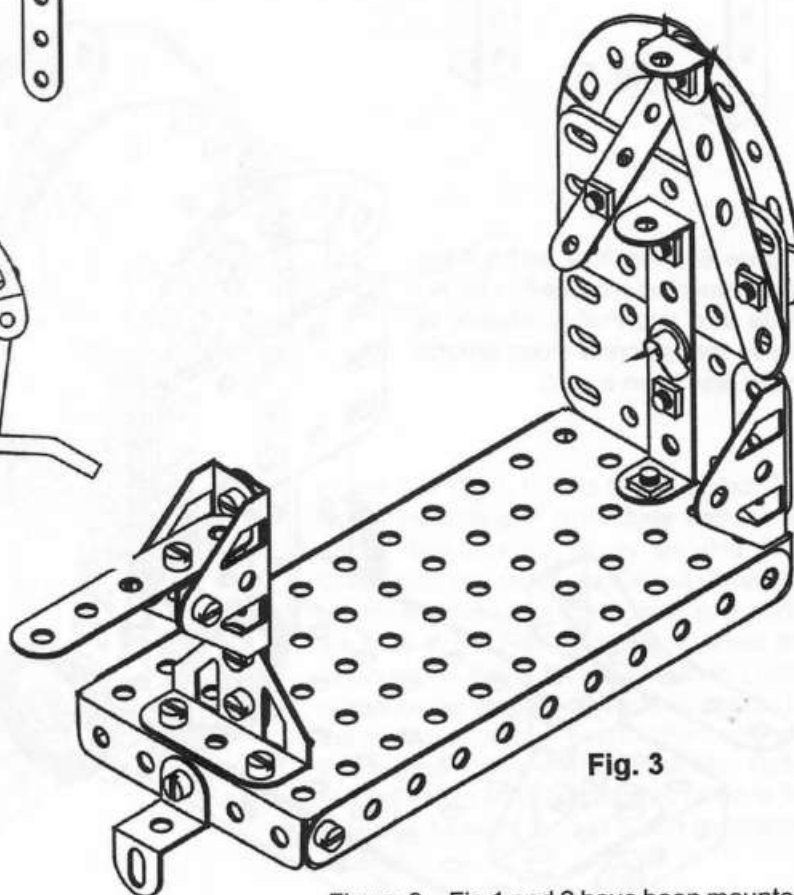


Fig. 3

Figure 3 – Fig 1 and 2 have been mounted on a P/N 52 Flanged Plate and a P/N 125 Reversed Angle Bracket added.

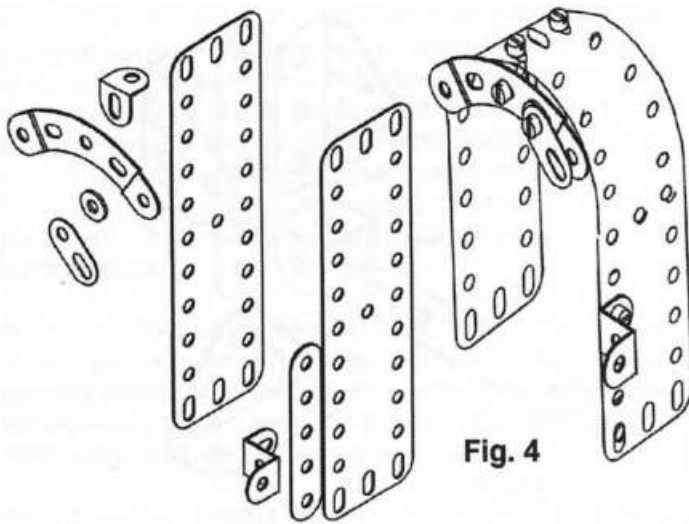


Fig. 4

Figure 4 – Motor covering. (I had trouble getting the curves drawn so refer to photograph as well).

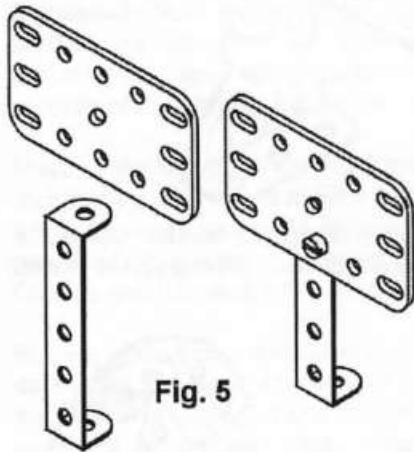


Fig. 5

Figure 5 – Front of motor covering.

Figure 6 – Fig 3, 4 and 5 have been mounted onto the P/N 52. An Axle and two Pulley wheels to move the concrete mixer around have also been added.

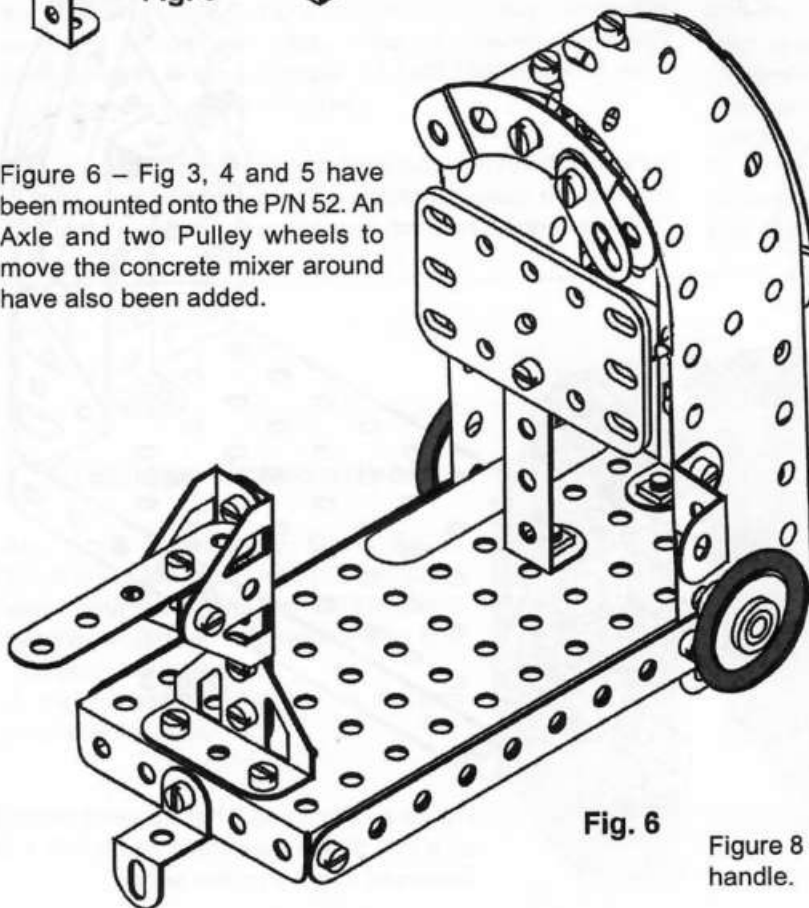


Fig. 6

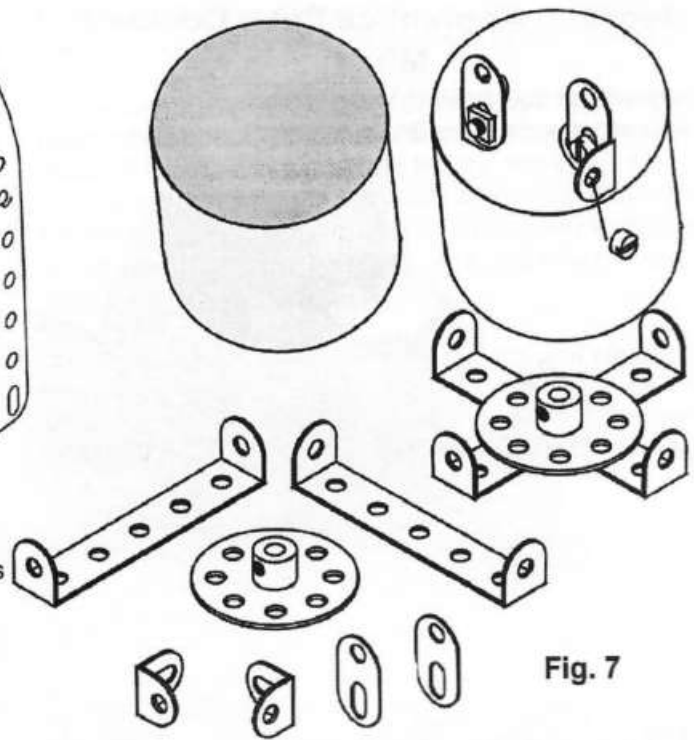


Fig. 7

Figure 7 – Mixing drum. The Flexible Strips, P/N 189, are overlapped three holes at each end to produce a 2 1/2" diameter cylinder with a 16 hole circumference. The Double Angle Strips fit inside the drum to form the base and Fishplates represent the beaters.

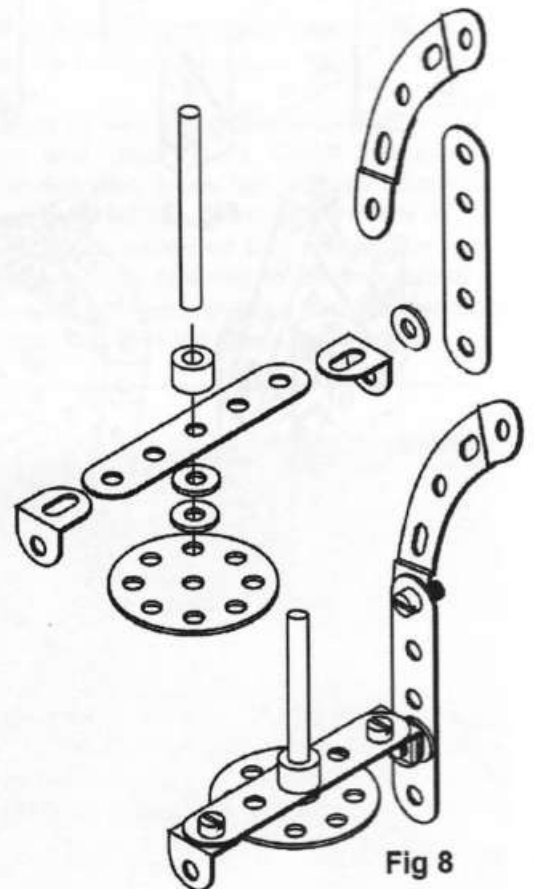


Fig 8

Figure 8 – Mixing drum support, centre Axle and emptying handle.

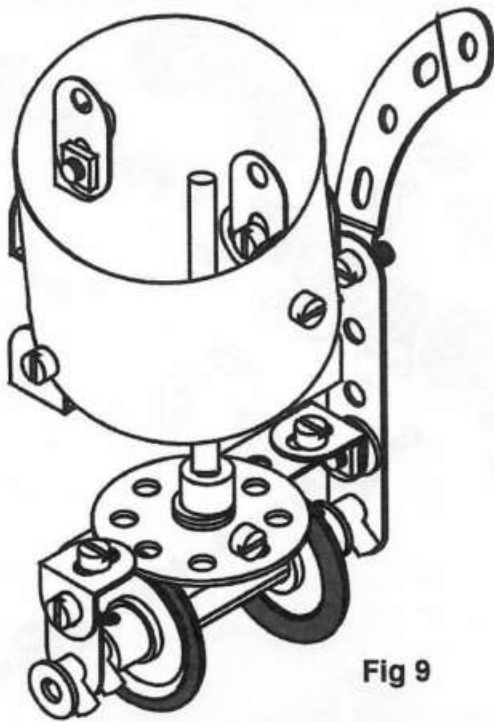


Fig 9

Figure 9 – Fig 7 and Fig 8 have been joined by the centre Axle. The two Pulleys and P/N 213 Rod Connector are represented and will be fixed in place with Figs 10 and 11 when final assembly is done at Figure 12.

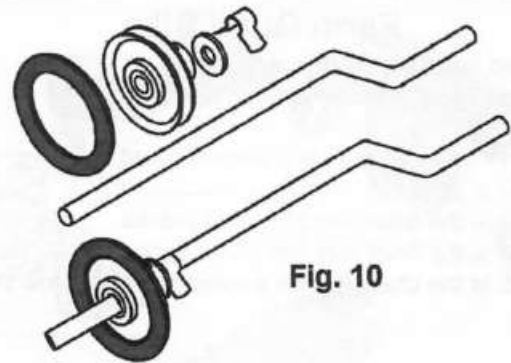


Fig. 10

Fig 10 - Crank handle and other parts. The Pulley runs loose on the Crank Handle.

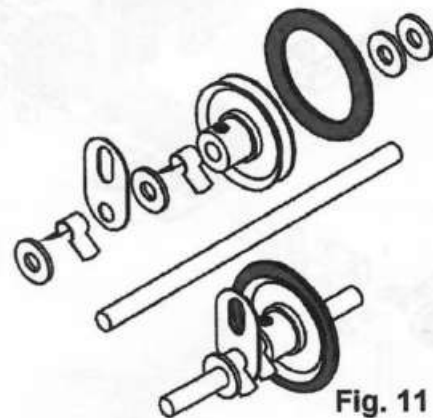


Fig. 11

Fig 11 – The front Axle and parts. The Pulley is fixed onto the Axle and drives the mixing drum.

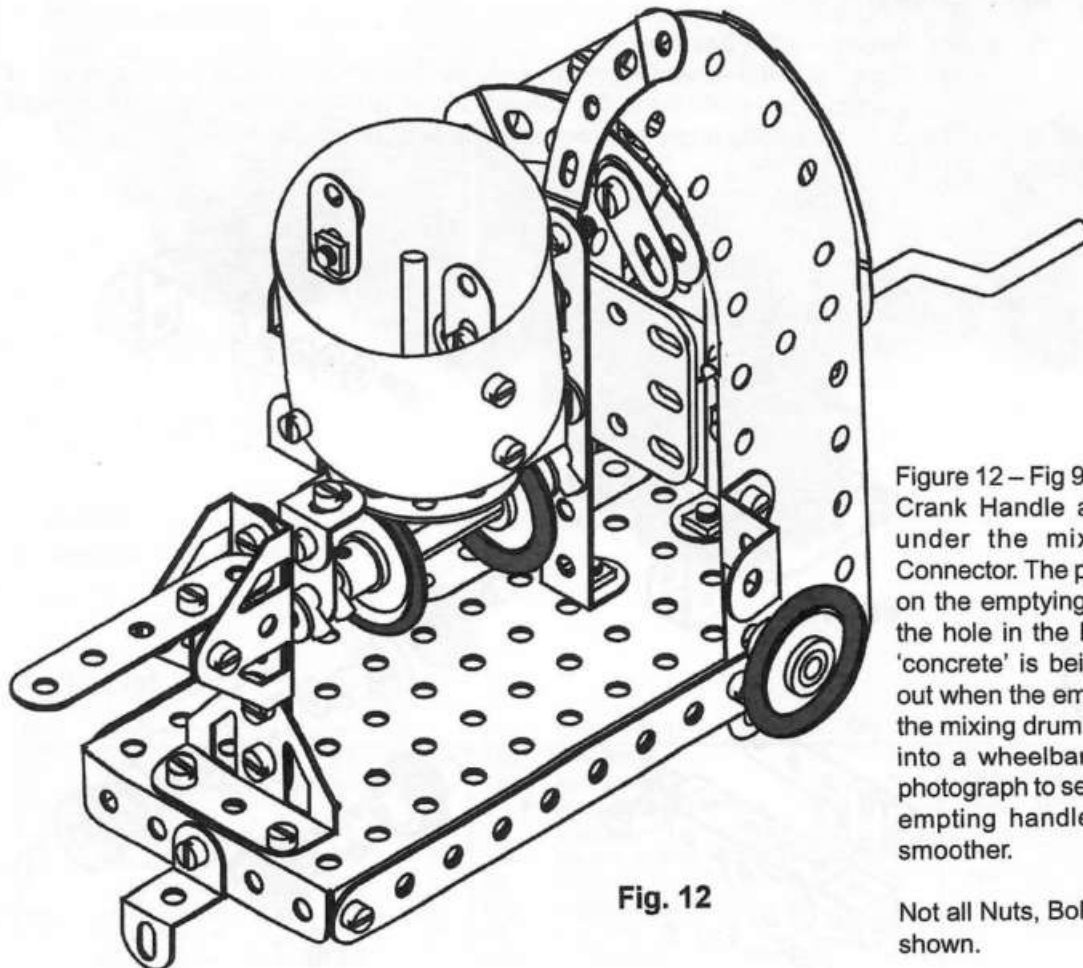


Fig. 12

Figure 12 – Fig 9, 10 and 11 are added. The Crank Handle and front Axle are joined under the mixing drum by the Rod Connector. The protruding thread of the Bolt on the emptying handle (Fig 8) is put into the hole in the Fishplate (Fig 6) while the 'concrete' is being mixed and then pulled out when the emptying handle is bent to tip the mixing drum over to pour the 'concrete' into a wheelbarrow as in real life. Refer photograph to see the curvature given to the emptying handle to make this operation smoother.

Not all Nuts, Bolts and Washers have been shown.

Farm Quad Bike

designed and built by Bruce Geange
drawn and described by Bruce Neilson

Figure 1 shows all the parts required laid out.
Figure 2 is the seat.
Figure 3 is the back tray and mudguards.
Figure 4 is the front tray and foot supports.
Figure 5 is the chassis with exhaust pipe and tow bar.

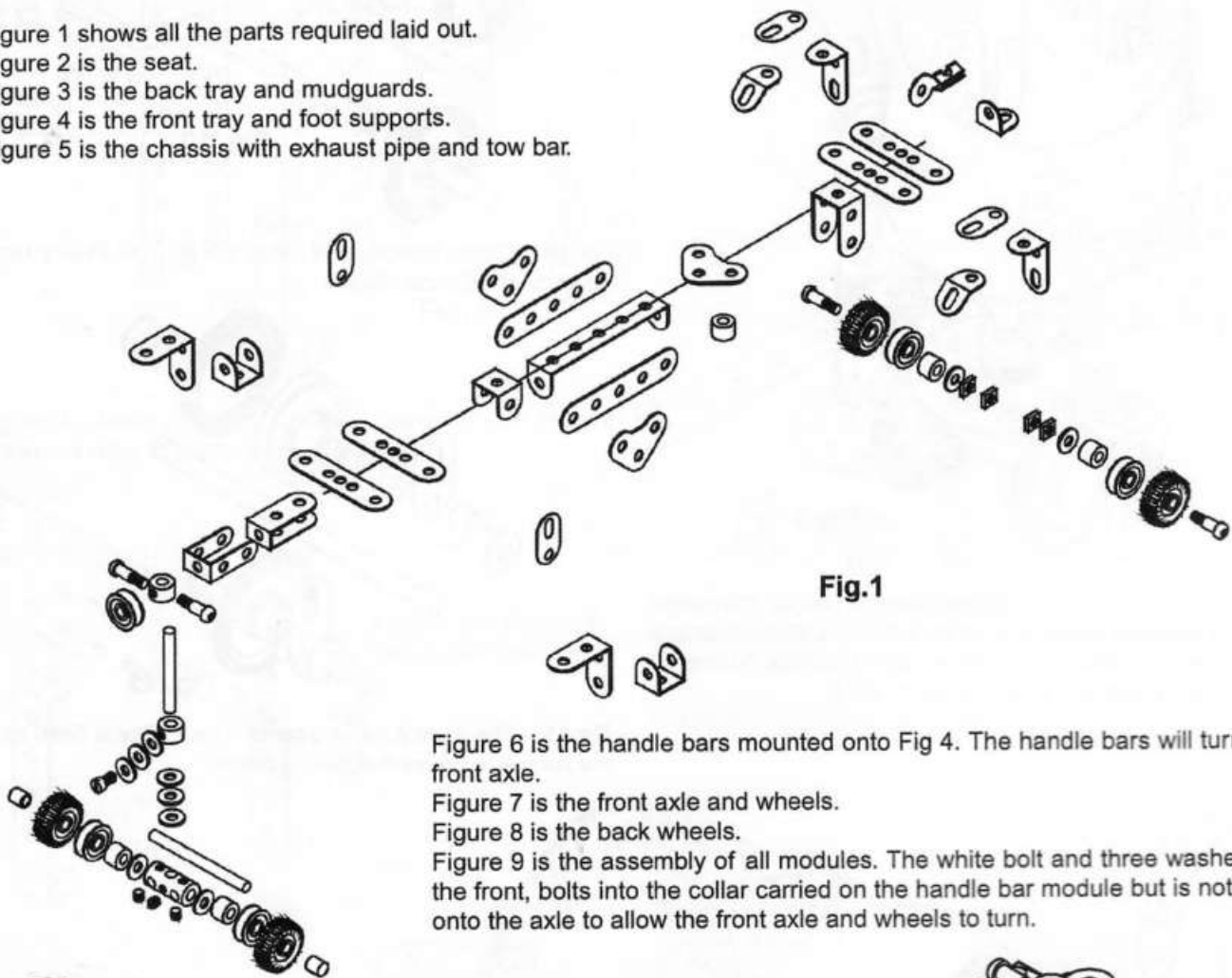


Fig.1

Figure 6 is the handle bars mounted onto Fig 4. The handle bars will turn the front axle.

Figure 7 is the front axle and wheels.

Figure 8 is the back wheels.

Figure 9 is the assembly of all modules. The white bolt and three washers at the front, bolts into the collar carried on the handle bar module but is not tight onto the axle to allow the front axle and wheels to turn.



Fig. 2

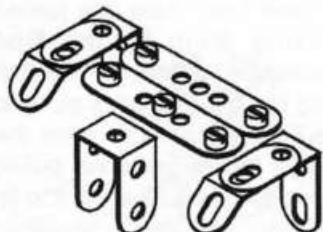


Fig. 3

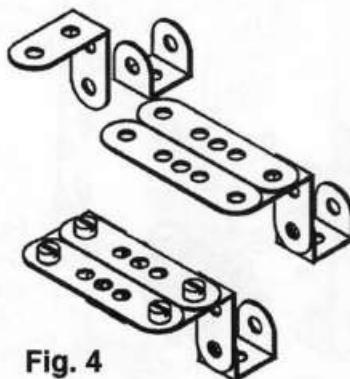


Fig. 4

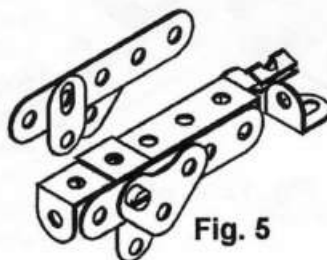


Fig. 5

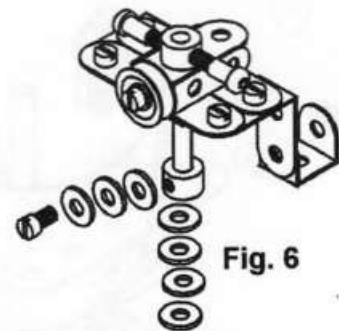


Fig. 6

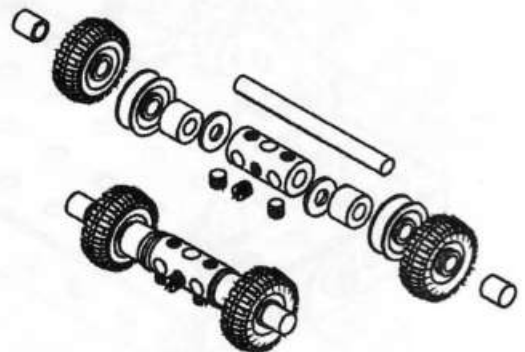


Fig. 7

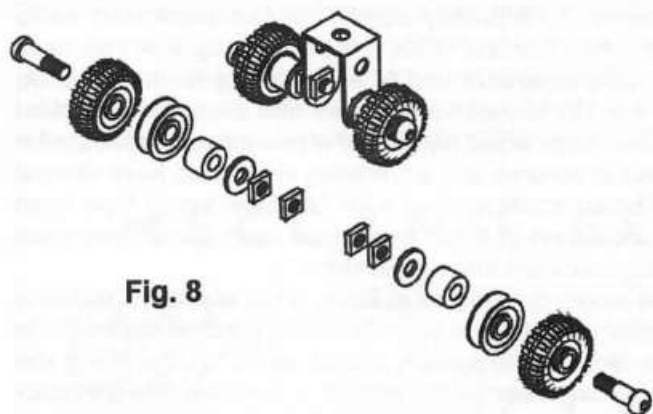


Fig. 8

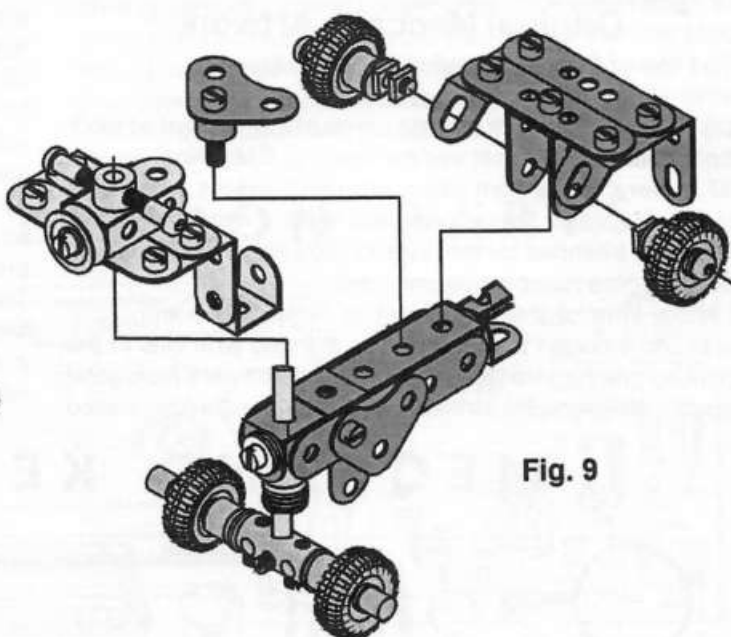
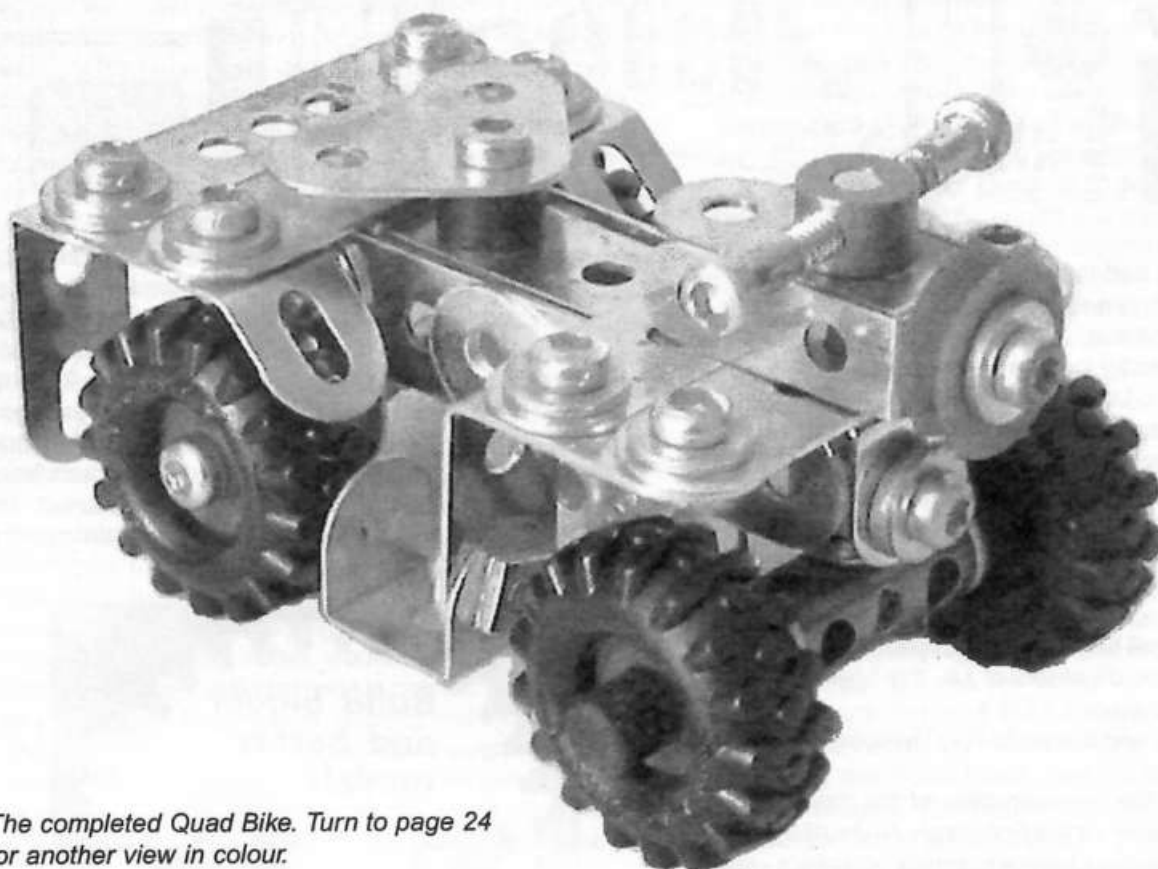


Fig. 9



The completed Quad Bike. Turn to page 24 for another view in colour.

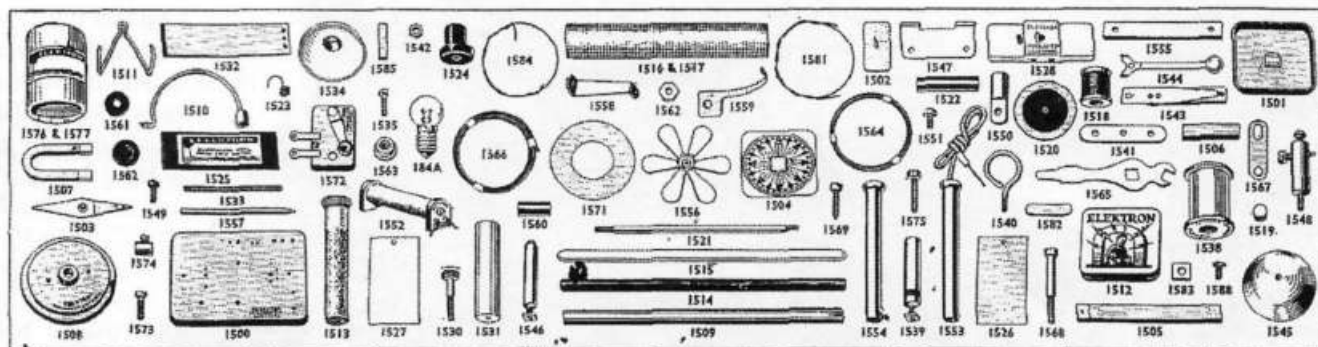
Parts List.

P/N	Description	Size	Qty	P/N	Description	Size	Qty	P/N	Description	Size	Qty
5	Perforated Strip	2 1/2"	2	16a	Axle Rod	2 1/2"	1	102	Single Bent Strip		1
6	Perforated Strip	2" five hole	4	18a	Axle Rod	1 1/2"	1	133a	Corner Bracket	1" x 1"	3
10	Fishplate	1"	4	23bP	Pulley Plastic No Boss	1 1/2"	4	142g	Tyre	Tractor 1 1/2"	5
11	Double Bracket	1/2" x 1/2" x 1/2"	3	38	Washer	Standard	12	147f	Pivot Bolt	3/4"	2
11a	Double Bracket	1" x 1/2" x 1"	1	38a	Washer Spacer Plastic	Standard	5	147g	Pivot Bolt	1"	2
12	Angle Bracket	1/2" x 1/2"	1	59	Collar		2	212	Rod & Strip Connector	Straight	1
12a	Angle Bracket	1" x 1"	2	59a	Collar Cap Mini Rubber		2	811a	Narrow Double Bracket	1" x 1/2" x 1"	1
12b	Angle Bracket	1" x 1/2"	2	63	Coupling		1				
12c	Angle Bracket Obtuse	1/2" x 1/2"	2	69a	Grub Screw	Standard	3				

The most basic would be to paint closely around the object using photo opaque white, in this case a Meccano model. A white paper mask would then be cut to mask out the rest of the back ground. Some retouching would then be done using a fine brush and gouache water colour or ink dyes.

photographically coated copper plate. This would mask the areas to be etched away in the acid bath. When the block was etched it left a negative image of dots it would have then been mounted on a wooden block ready for letter press printing. If the block was marked for a cut out it would mean

MECCANO ELEKTRON PARTS



Almost all pictures in Meccano studio would have needed more detailed retouching. As was stated in a reply, this would have been using an airbrush. Usually in the U.K. a De Vibiss Aerograph, in the USA the most popular was the Badger. The air brush is the size of a large fat pen with a reservoir for the paint or ink and is driven through an airline by an electric air compressor. A large studio would have a central compressor driving a network of air lines. The use and technique was one requiring great skill. Areas where paint would not be applied are masked with a wax film. This would be applied over the entire photograph, the areas to be retouched would then be cut away using a sharp knife and peeled off. The artist would use grey gouache water colours these are/were produced in a range of photographic greys both warm and cool. Areas where the retouching was required would then be sprayed building up from the lightest to darkest. Many areas would be repeatedly masked and retouched. Finishing off with the bringing out details and highlights. I will not bother to go into the many techniques used with the airbrush. The end result would have been a drawing beyond photographic quality. In some cases incorrectness, often noted, would have been the result of conjecture by the artist perhaps in order to meet a deadline. In other cases to correct something that did not fit on the original model or to make it look as though it did! A lot of simple retouching would also have done using ruling pens to emphasize edges of parts, the teeth on gears etc. Sometimes this is quite crude. Perhaps done by the junior artist.

The completed drawing would have had a tracing paper cover put over it to protect it. then a heavy paper cover. The work would be very prone to damage a greasy finger print could ruin many hour of work. Instructions for the printer would be written on the edge of the paper mask. Size and type of block required. i.e. width 6" RIP, (rest in Proportion) 120 dots per inch. fine half tone. cut out. The retouched art work would then be sent to the block maker where it would be photographed at the reproduction size required and screened to produce half tone dots. The finer the dot the better the eventual reproduction. The negative with the screened dots would be exposed against a

the white background would not show as any tone the block could then be cut out a few millimetres from the image and ground away so that type could be set around block. Letter press printing involves direct contact of the paper onto the inked surface of the type and blocks. This was the most common method of printing not many years ago and now is almost exclusively found in museums. Much of the Meccano manual work would probably have involved a process call photogravure, a process involving copper plates with the type and artwork all in place. This method was economical on long print runs but very expensive for short ones. The techniques used to make the artwork would have been much the same. This method of printing was largely replaced by offset litho.

If a block was going to be sent out to several magazines, printers or dealers copies would be made from the copper block. These blocks were know as "stereos" and were usually zinc and gave a lower quality of reproduction but were a lot cheaper. The artwork and block would have been returned to the Meccano studio. They would have certainly been kept for future use, as we know often many years later. The relatively high cost of this art work and the block meant it had to used for many years often long after products were changed. In some cases of course it would be deemed necessary to retouch the art work again such as adding the cross hatch lines for blue plates or when parts changed. On the ones reproduced in Hornby Companion Vol. it is suggested they were changed directly on the printing blocks. This could easily have been done by scribing across the surface of the block. It looks as though they were done by the junior on his first day or perhaps by an outside studio. The post war removal was more successful and must have involved a great many man hours as not only were the cross hatch lines removed but also the Dinky Toys and Hornby trains.

What a pity the Meccano archive of artwork was not saved. Time and cost would not allow for such techniques to be used today but at least Jim has some examples for posterity. We can only speculate what models were made and photographed but never saw the light of day. (Alan Esplen, UK).

The 50 Year Search For That Elusive Set 10.

by Les Megget.

Almost from the time I received my first Meccano set in 1954, I've hankered after a Set 10 in its wooden cabinet, the same dream as many other Meccano Boys had back in the 1950s and 1960s. No one I knew had a Set 10 when in my first life as a young Meccano boy and I never saw any in the Wellington shops, only advertisements in the Meccano Magazine (MM) which eventually arrived in NZ at least six weeks after their publication date (and they were also detailed in the annual catalogues which I slobbered over on a regular basis). I eventually built up a comprehensive set, equivalent to about a medium red/green

Set 9, but no large circular parts and definitely no wooden cabinet to keep them in.

Thirty five years on and I entered my second Meccano life still keen on owning a Set 10 but now I find they are no longer produced at Binns Road, Calais or even in China (but maybe in India)! I had seen a new set 10 (French I guess) in the early 1980s in a Wellington shop but had failed to follow my instincts and passed it by. So I began searching the Internet auction sites. Plenty of second hand set 10s available at a price of course, and what would the cost be to get it here from the UK or US, probably prohibitive?

Then in May 2005 on Trademe I see this "Meccano No 10+ set mostly unused" up for auction. This could be it and it resides only an hour down the road in Hamilton. There wasn't that much detail in the description and only one image, which didn't show most of the parts. It was described as a light red/green boxed Set 8 with enough boxed spare parts to make up a Set 10, weighing 37kg. The owner had purchased all the parts from an UK dealer (getting out of Meccano) in the mid-60s with the goal of making up a Set 10. Also included were a new E20R motor, two 6V + 6 speed gearbox motors and a No 1 clockwork motor, a new Meccano transformer, a new Gears Set A and a used No 1 clock set. Most of the spare parts were new and some were still in their unopened yellow boxes of the period. Alas no Set 10 cabinet, which could be purchased as a separate item in the 50's and 60's according to the MMs.

But what is this lot worth?? I decided to ask around, mainly on the Spanner 2 web group. I received quite a few helpful suggestions over the next few days, which averaged out at about \$3,500-\$4,000 for the lot. I put in a series of bids in

an attempt to find the "reasonable reserve". After half a dozen attempts starting at \$1,500 dollars I found the reserve at \$3,501. Then the nervous wait to see if I would be outbid over the last three days. Luckily I had blown off all the other bidders and the set was mine.

Bank cheque in hand I was off to Hamilton a couple of days later to collect my treasure. Two very large apple boxes of near new parts awaited me; the Set 8 in great condition but in a well worn box, as well as 50 odd MMs of the mid-60s and all the No 10 leaflets and the manuals for Set 2 to 10. I was rapt, even better than I had envisaged. The seller told me that the dealer used to break-up No 9a sets to sell as



parts and the flexible plates and girders were still strung to yellow cards, as they appear in the Set 9a images to be found on the NZFMM website.

Once back in Papakura, I began the long but enjoyable task of checking off what was there. After several evenings I was able to see that I had an entire set 10 + the set 8 and a lot of extra parts thrown in. There was a mixture of light green and mid-green parts but mainly LG/LR, a majority of the parts had never been used and some of the gears were tarnished by being kept in their yellow boxes for over forty years. Some of the parts boxes had less than their stated number of parts, but there were enough of everything to make up the Set 10 as the original owner had desired.

Well now the problem of a cabinet to put them in became more pressing. Empty original Set 10 four drawer cabinets aren't exactly plentiful forty years after they were manufactured and after three months of "no hits" on the Internet, I decided to order a repro cabinet from a well known UK dealer. After waiting three months they confirmed that they were having trouble getting new cabinets out of their cabinet maker and there were none in stock. But as luck would have it I happened upon an original four drawer cabinet being advertised by John Thorpe (UK) on eBay for a "buy it now price" of £375, more than the repro cabinets but it was original and in excellent condition. I just had to have it and to hell with the substantial postage! Payment was made using the Internet Paypal money transfer system, the most efficient and painless way of spending money I have yet used. About ten days later the Rural Delivery man drops off the well packaged cabinet and the parts go straight into it and into the Meccano room, which is meant to be my wife's music room (it still has the piano in it but the Meccano

is taking over, she says).

After all those years a young boy's dream is fulfilled, Oh! the satisfaction. I do intend to use those near-new parts, I don't believe in excellent sets just to be looked at; that wasn't Frank Hornby's intention, was it?

The No 10 Set all boxed up and ready to be admired (or unpacked and used?)



Conventions in the Future.

by Simon Moody

To borrow someone else's line, I've been thinking!

As we approach the NZFMM 2006 March Madness Meeting at Turangi, it becomes apparent how much easier it is to organize an event like this, compared to a convention like our biennial conventions that have been run in the past. (and I have done both!)

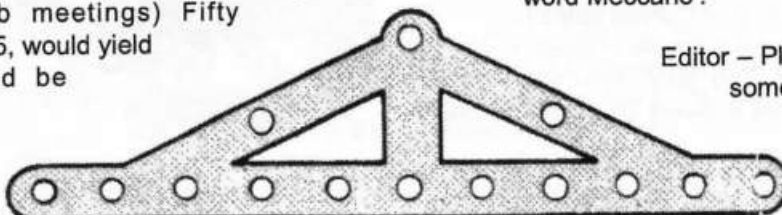
Conventions with public viewing are a huge undertaking. The venue has to be larger, in good condition, in a favourable location and hence more expensive to rent. Safety aspects have to be covered to a high standard. Entry and admission facilities, barriers and of course advertising need to be addressed. Advertising (quantity, type and target/s) can make or break the financial success of the convention but is in itself expensive. A convention organized for enthusiasts (and family etc) only, requires just a venue and tables. A communal meal is also a requirement but this is common to both types of event. The venue can be in a more obscure location. A school or church hall could be used and with some canny negotiation, be rented for a competitive fee. For example a school or church may well appreciate \$400 or \$500 income from a hall for two days. Money that they would not have otherwise had. Advertising to the public is no longer required. (Advertising to prospective participants is easy enough through magazines and club meetings) Fifty registrations, at say \$25, would yield \$1250, which should be enough to hire a hall and to pay for incidentals (from memory we had 60 + registrations in 2001).

Hence there is no need for paying public to finance the event. It may be that the NZFMM needs to be structured so that it has a financial base to enable deposits for halls to be paid before registrations are collected. An enthusiasts' only convention could be easily organized by a couple of people and hence could be shifted around the country for variety. Hamilton, New Plymouth, Nelson, Christchurch immediately spring to mind. Other small centres are possible as long as there is access to nearby accommodation and restaurants.

At the 2001 Convention at Upper Hutt, I enjoyed the relaxed atmosphere of the enthusiasts' only Saturday. You could wander around looking at models without having to keep all models going all the time to cater for the paying public. Just imagine the pleasure of having two days of 'total immersion' in models, associated operating, chatter and socialising with like-minded Meccano people. I feel that the work involved in preparing and running a publicly attended convention far outweighs any benefits gained. This includes financial and new membership gains. Keeping it simple would remove the burden from modellers so that more time could be devoted to the hobby and building models. It would no longer be an onerous task but become a joy to indulge in a great pastime with friends.

There are other opportunities to share the hobby with the public. These are when your local groups have displays.

These are probably the best vehicles for 'spreading the word Meccano'.



Editor – Please give the above matter some thought as the subject is very relevant and reasoned discussion is needed from all of us.

Don and Joyce Blakeborough Golden Wedding Celebration

When you celebrate fifty years of marriage and include some Meccano friends among the guests, it is a fairly safe bet that Meccano will feature among the gifts.

The attached photo was especially posed for the NZFMM Magazine to show gifts of a boxed 15 set and a unique Motorbike and Sidecar model especially painted in gold for the occasion.

An Oldie but a Goodie – The Walking Kangaroo

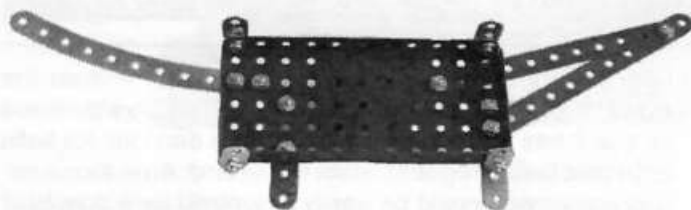
by Bob Prescott

The model of a walking kangaroo by Mr Y.M. Bhavé of Poona, India appeared in the December 1927 edition of the Meccano Magazine.

The article claimed that it was "most amazing to watch when in action and every Meccano enthusiast will find its construction well worthwhile". It also claimed that "provided



Don and Joyce at the Golden Wedding party.



The body made from modern P/N 52 Flanged Plates.

the model is built exactly as shown in the illustration it should perform without any hesitation".

I did and it didn't! That is, I built it as shown and it did not perform (it seemed to be tail heavy), so I made it with a few modifications using the basic instructions as a guide.

The body of the kangaroo consists of two 5 1/2" x 2 1/2" Flanged Plates connected by four Fishplates. Up to 1928, P/N 52 only had flanges on the long sides and as I had two of those awaiting restoration, I used them because it made it easier to get to the nuts inside the body. If you don't have any old P/N 52 you could use 5 1/2" x 2 1/2" Flat Plates and Angle Girders or use more modern P/N 52s and complete each side before you connect them together as shown in the photographs.

The neck is constructed from four 5 1/2" Strips bolted to the plates as shown. I used two P/N 90 2 1/2" Curved strips for the head, joined at the nose by a double bracket. His ears are made with P/N 38b Mini Spacers and Fishplates and coloured mini spacers are used for his eyes and mouth.

Four 2 1/2" Strips are used for his legs as shown and the tail uses two P/N 89 5 1/2" Curved strips joined at the end with a Double Bracket and Mini Spacers.

The body of the kangaroo rocks on a 2" Axle Rod placed in the centre top holes of the body to which is attached a P/N 62 Crank, a 3 1/2" Strip, a 2 1/2" Curved Strip and a 2 1/2" Strip brace, as shown on each side, joined at

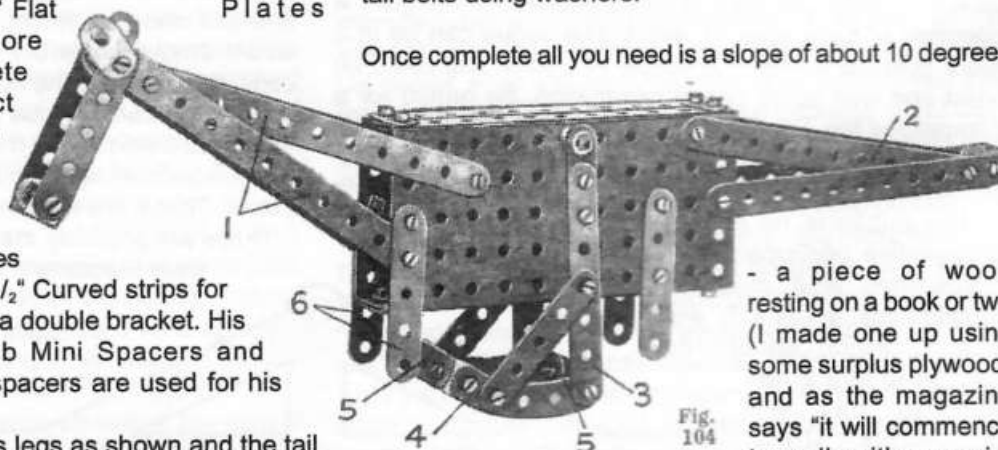


The Kangaroo walking.

the base by a P/N 6 2 1/2" 5 hole Strip and angle brackets.

Small weight adjustments can be made on the mouth and tail bolts using washers.

Once complete all you need is a slope of about 10 degrees



- a piece of wood resting on a book or two (I made one up using some surplus plywood) and as the magazine says "it will commence to walk with a quaint

action"! A great model for the kids (young and old) "hands-on" table.

MECCANO FOR 2006

In January, Dave Taylor went to the UK Toy Fair at London's Docklands. He reports on *Spanner* that there is not much new from Nikko-Meccano. Most of last year's sets are still available, such as the Design series, Multi-Models and the 6-wheel R/C Truck. The Monument series and the Space Centre have been discontinued. NEW are two medium size cars with sound effects and flashing lights. Also a mini one without the gadgets. All are built on the Nikko unitary chassis. They look good, have modern shapes and the sets build multiple models.

NO GENERATION GAP

Because Erector was not available in their part of New Jersey, USA I sent over a Design Starter Set as a gift for an 8-year old girl who is a potential engineer. It turned out her grandmother used to build models all the time with her brother's Erector set when she was the same age and older. Now Grandma is looking forward to helping Kacey with her Meccano modelling.

PROBLEMS AT CALAIS?

Following his visit to the UK Toy Fair, Dave Taylor adds that there appears to be some doom and gloom at Calais where there have been redundancies, partly due to mechanisation and out-sourcing to China.

QUOTATION

"God is good at Accounts". (Mohammed)

JPL USES MECCANO

In the "Dominion Post" of 28/11/2005, Bob Brockie's popular "World Science" column was about visits to some of the world's huge assembly plants. It included a paragraph, "Meccano freaks can visit the spaceship factory at Pasadena, California, where Jet Propulsion Laboratory builds the probes that cruise to other planets". (Thanks to Lou Nichols for this item)

MECCANO DISPLAYS

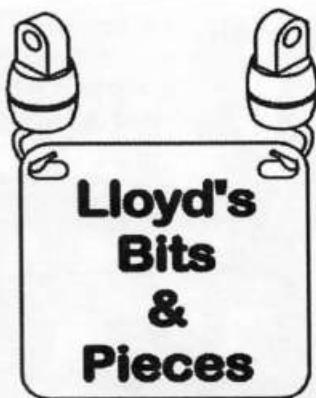
In Marks & Spencer's stores, Concorde sets were strategically displayed in the Mens' Department alongside cuff links and ties. This was at the other end of the store, away from the gifts and toys. (John Lacey on *Spanner* 2) From a retailing viewpoint it makes sense, doesn't it? (L.S.)

TWO DOGS, TWO BISCUITS

Writing about postal services on *Spanner*, Colin Hoare in Canada says his mailman leaves a dog biscuit in every mailbox of a householder who owns one dog. And for those with two dogs, he leaves two biscuits.

HUGE MECCANO COLLECTION

This was auctioned in France in November, 2005. It was said to weigh more than 200 Kg and include new Meccano France parts. I counted, in the pictures posted on *Spanner* by Edmundo Veiga, no less than fourteen immaculate blue



Boilers with ends and three 3 1/2" x 12 1/2" Flanged Plates.

YOUR GARAGE MODEL RAILWAY

Allan Barton tells us on *Spanner* that at his last house his model railway tracks ran across a 16ft. wide electrically operated lifting garage door. He experienced very little trouble with this approach. The track dropped back into place as the door closed, guided by strategically placed P/N 126 Trunnions. Alan comments, "One can do anything with Meccano".

ARE DEVELOPERS LIKE US?

The "Weekend Herald" of 3/12/05, in an article about building developers in Auckland, said, "They're like little boys with their building blocks and toy Meccano sets". (Thanks to David Wall for this item).

SOME PRICES

At Christmas, Toyworld, Johnsonville, had the Concorde set available at NZ\$79.99 and the Spitfire set at \$89.99.

QUOTATION

"Time is an old lens of amber and as you look down the barrel of it good things get remembered and bad ones left behind". (From Robert J Waller's 'Border Music').

NATIONALITY IRRELEVANT

Patrick Broxham reports from Taiwan on *Spanner* that he found locally made metal construction sets whose boxes have pictures (like those on the early Meccano sets) of well-scrubbed boys building intricate models. The difference was that these boys have happily concentrating Chinese faces. "Small boys' interest in things mechanical is universal," says Patrick, "and while sets like these are made and sold and played with there is hope left in the world".

QUOTATION

"England is a nation of shopkeepers". (Adam Smith – NOT Napoleon).

TOLERANCES

"I have faced frustrations with written instructions not matching the illustrations. These taught me that engineering is the art of making the probable possible and that we live in an imperfect world where imperfections have to be specified in tolerances. And that you ignore tolerances at your own risk". (Arup Dasgupta on *Spanner*)

A GIRL'S MECCANO

Paul McMahon tells us on *Spanner* about a colleague who bought a 50 model Meccano set for his nephews. His daughter, aged six, also wanted to build something. He gave her the set and offered to help her, but she insisted she could manage by herself. She sat quietly occupied for some time. When he went to see what she had built, he found she had threaded all the nuts on a piece of string to make a necklace.

MWT – February 2006 Meeting – A visit to Hawke's Bay Members

by John Hansen

members had not been on Highway 50, through Tikokino, before, it was decided to take this route and at about midday we arrived at our Napier host's house. Trevor and Sue Adam were expecting us as arrangements for this visit had been



Trevor Adam has his Meccano displayed in this fine new hobbies room at his home in Napier.

It was 9.10am as our bus pulled out of the Alpha bus depot in Feilding bound for the Hawke's Bay and Napier. On board were thirty people, not all Meccano enthusiasts, who were

looking forward to a day of seeing new sights and meeting new people. Out of the thirty we had four English visitors and three children belonging to one of our club members. In Woodville we picked up our last three passengers and our bus was fairly full.



David Glenday

made over the previous six months. Napier is renowned for its great weather and it certainly lived up to its reputation.

With the help of family and friends they had laid out for us a wonderful BBQ lunch with light refreshments. This was certainly welcomed by all concerned and after the introductions, a most enjoyable meal was held under the many sun umbrellas provided. Of course there were all of Trevor's Meccano models and sets to view after lunch, plus other models provided by local enthusiasts David Glenday,



A good way to store all those spare 24 1/2" Angle Girders

As some of our

Tony Wilson and Jordan Everson. Much discussion and examination of models etc was had and during this time a number of people were bussed up-town to have a better look at Napier and its shops. This weekend was part of the Art Deco festival they hold in Napier every February and so there were additional attractions to see.



The touring party assembled in front of the bus. That's Chris at the driver's window.

Trevor had recently upgraded his Meccano room (a separate room from the house) and it certainly looked the part. Plenty of room to build and store models. An auction was held of the remaining unsold manuals from Jim Crarer's estate and this provided a bit of excitement and some spirited bidding. As an appreciation of the day, Trevor was presented with a MWT shirt. Our many thanks and appreciation was expressed to Trevor, Sue and all the helpers for such a wonderful afternoon. After picking up the remaining passengers in downtown Napier we headed home stopping at Matamau for tea. We had on the way up stopped here and left our tea orders. With still enough light remaining we arrived at Feilding just after 7.30pm. This gave most of our Wanganui and Taranaki members time to get home in daylight. In concluding this report I would like to record the following:

Many thanks for the members and there families for supporting what must be a first Meccano tour by bus. Thanks to Paulette Morton for organising the Tea etc. Thanks to Chris Morton for volunteering his services as the bus driver and for getting us there and back safely – great job Chris.

And finally to Trevor, Sue, Hawke's Bay Meccano enthusiasts, and all the helpers for such a wonderful day and your great hospitality.

(photos by Bruce Geange and John Hansen)



Trevor and Sue Adam with Trevor's Ferris Wheel in the background.

Wellington Meccano Club - 10th February, 2006

by Lloyd Spackman

Except for our Club's Christmas Dinner which was enjoyed by a dozen members and their partners, we hadn't met together since October. Unfortunately our February meeting was disrupted by heavy rain all evening and only nine members with four models turned up.

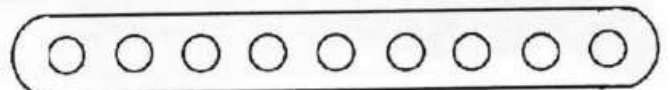
Lloyd Spackman showed us a little beam engine taken from Bert Love's book "Model Building in Meccano". It was electrically driven instead of by a clockwork Magic Motor. His model of Peter Matthews' small steam engine has been converted to a Hornsby "Yukon" tractor on crawler tracks.

Bryan Jones had built a "come back" machine following Richard Payne's model in the latest International Meccanoman. It happily ran automatically back and forth inside a big crate.

Simon Moody brought his partly built traction engine designed for the competition at Turangi.

Also with us were Susan Moody, Keith McCallum, Nancy Jones, Brent and Sean Houston and Eldon Porter.

Our next meeting should be on April 7th. at Konini Primary School, Wainuiomata.



Christchurch Meccano Club Exhibit at the Canmod 2006 International Convention

This Convention was organised by the Canterbury Model and Experimental Engineers and held at Halswell Domain, Christchurch in January 2006. report by Graeme O'Neill, Christchurch Meccano Club.

After a lot of effort over the Christmas break and with a newly acquired trailer, a pile of steel work and some sheets of custom-wood, a reasonable mobile display unit was constructed and painted.

This unit became the centre-piece of our display on the weekend of 7th and 8th Jan 2006. We were joined by Chris Morton who comes from Feilding. Chris is a model engineer but also has a keen interest in Meccano so was on hand to drool over the display!



This photograph shows Doug King's steam powered pile-driver; a 1950s No 6 frigate; a 4WD and quad bike from the black radio control sets as well as some of the people who viewed the display.



This photograph shows the Dakar racer mock-up model from black radio control set; the remodellied SteelTec Harley bike; the Dozer from set 7600; Centenary crane set; Centenary House model plan.

This was a most successful convention, with what seemed like absolutely everybody from around the Christchurch area attending over the five days. On the Friday and Saturday a particularly huge crowd was on board or trying to get on board every available train at the station - trains five a breast, they was!! And the one kilometre track was nose to tail with happy people who had.

All of these people had to file past the Meccano display on the way in and/or on the way out!!! Boy, was I hoarse by the end of each day. BIG thanks also go out to Doug King who helped on the Saturday and then again on the Sunday.

I would describe what we had on display - but photos say it be better.

There are many more photos and a lot taken of the trains etc. These are available on CD to each club to copy. Will fill up with past history etc.

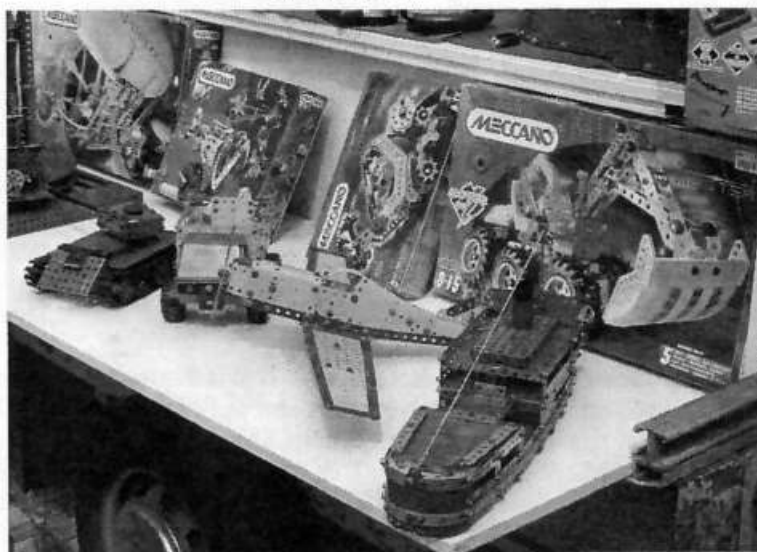
On my return to work, I made trip to Greymouth and caught up with Neil Pluck again. He is still flat out making models for the toy museum in Wanaka, and is planning to be at our February meeting with some of them. These will be used at our next outing at Sefton on Sunday March 5th weather of course permitting.



Here is a view of the new radio control red truck set; the front of centenary house along with some smaller items including four speed gearboxes.



Doug King busy with his pontoon crane.



Army and highway Multikit models; 1950s No 5 set monoplane and Ferry boat built in YIG and RIZ colours for change.



Graeme O'Neill talking to one of the many ex-Meccano owners who passed by the show during the weekend.

I hope you all had a great Christmas and have found time to enjoy our New Zealand summer. Life on the farm now slows down a bit with most of the lambs sold, calves weaned and all the sheep shorn. Time to enjoy life and all it beholds.

With it being winter in the Northern Hemisphere prices on eBay tend to remain strong. This time I have mixed in a few other toys to give you an indication of just how strong the antique toy market is.

1 - Lovely No 2 Set from the late 1950s Set has been restrung and parts look great in their light green/red colour. Good box and manual is complete although has Sellotape. Sold for NZ\$165.

2 - Pre-war 000 Set French. Another lovely set in a good box, contents still strung, comes with that strange cardboard parts. This one is still uncut. All paperwork, instructions, leaflets AND original greaseproof paper. Missing small parts box. NZ\$170.

3 - Unopened 0A set early 1960s. Mint condition-NZ\$180

4 - Stokys Metallbaukasten 3a .Looks fairly complete with instruction manual. Seller states that 'Box says 3a but inner card says 2a. Nice box and nice item. Good buy at NZ\$200.

5 - No 8 Set 1970s. English yellow and silver parts. Parts look in good condition, comes with clockwork motor, box looks fairly rough. Sold for NZ\$280.

6 - 1926 'Good News' new colour leaflet. This is the leaflet which introduced Meccano boys to the new red and green Meccano. A superb example and sold as such-NZ\$160.

7 - Marklin 1930 Mercedes 1107. This tin racing car made by Marklin in the 1930s. The car is in very nice condition with only a few minor chips and a few minor areas of rust Painted in a racing red colour it also has a clockwork motor which runs well. It is 15" long and seller states that it's much better than the Meccano Constructor cars which he also collects. Nearly brought the price of a good second hand real car-NZ \$1400.

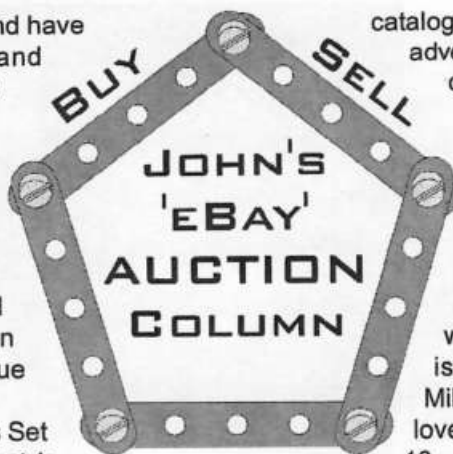
Next we have a few Bayko items. All these were produced by Plimpton before Meccano took them over.

8 - Bayko/Plimpton Instruction Book for Set 4. Set 4 was the largest set and this manual of 56 pages was in excellent condition apart from the front and back covers being separated from the manual. NZ\$43.

9 - Bayko' shop sign. This tin sign coated in plastic was made about 1950/60s. Original condition and measures 9" by 13". A rare item and yours for NZ\$290.

10 - 1950s Bayko Counter Spares Box. This is a Bayko spares cabinet made by Plimpton to hold Bayko spare parts. Made out of cardboard it was placed on the Toy shop counter and the customer

could choose which spare part he wished to buy. A lot like a Meccano Dealers cabinet. This one has four drawers and the dimensions are: height 12", Depth 12", Width 16" Comes with original price list



catalogue and a ready made model with card advert on chimney. Also included were a lot of spare parts. An amazing find-only one bid but it secured it for NZ\$1286.

11 - Meccano Unused Mechanism Outfit. Still has plastic seal over parts. Box has some corner damage otherwise mint. Early 1960s. NZ \$280.

12 - 1960s Dinky Toys Military Vehicle Set No 5. NMIB. This is the 1960s set which came out in a presentation box. Box is in good condition. Included are five Military vehicles in British Army Green. A lovely item but oh the price NZ\$7500.

13 - Meccano Caterpillar Tracks. Unopened Meccano Track Pack. Late 1970s. Includes all

parts and instructions ,nice box. NZ\$90

14 - The Meccano System and Special Purpose Sets by Bert Love and Jim Gamble. Near mint book-431 pages with lots of colour. One of the best books in the series. NZ\$90.

15 - Bing Bus 1910. This bus made by Bing in 1910 is a fairly rare beast. Made of metal, clockwork powered it is 12" long. The tin plates

have been lithographed with advertising banners. The principle colour of the body is nearly a Meccano red in colour with the roof and upstairs in a cream colour. The spoked wheels are missing their tyres -there are three figures who sit upstairs, a sailor, a lady and a businessman. The model works well and before I tell you the selling price I have had this auction photo. as my computer background photo for last few months NZ\$9000.

16 - Meccano writing pad. You have seen these advertised in the MM. Well here is one which sold really well. Seller states paper is reddish in colour, with only 14 sheets remaining out of how many originally? Originally cost one shilling but this sold for NZ\$146.

17 - Now let me finish with another German toy. Germany certainly made a lot of fine toys and this one by Schuco is one of them. Schuco Ingenico Elektro 5311 Deluxe 1953. Made in the US zone Germany this set is in near mint condition. If you can imagine a Meccano Car Constructor Outfit No 2 well this set is something similar. This set has two car bodies, a red one which is a Cabrio and a dark blue one which is a Ingenico. You add the chassis, wheels, grills etc to make a working car with a motor and I believe remote steering. The set is complete with no rust or dents. Box in good condition with its original papers. A wonderful toy and fabulous Schuco set. Sold for NZ\$3450.

Thank you for spending the time to read my column and I hope you enjoyed reading about some of the toys sold on eBay .Until next time. John Hansen <happytimes@ihug.co.nz>



New Zealand Club Diary 2006

Auckland Meccano Club.

Contact - David Wall - Ph 09 426 1965.

Meetings at 2 pm on second Saturday every third month.
2006 - 13 May, 12 August, 11 November.

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.

2006 - 8 April, 10 June, 12 August, 14 October, December
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).

2006 - 7 April, 2 June, 4 August, 6 October, 1 December.

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.

2006 - 3 March, 7 April, 5 May, 2 June, 7 July, 4 August, 1
September, 6 October, 3 November, 1 December.

Other Important Dates

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

6-7-8 April 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 April 2006 issue of NZFMM Magazine
should be sent to the Editor well before 7 April 2006.

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.

Update from Ashok

Further to our article about Ashok's Geared Roller Bearings
in the December 2005 issue, the following additional
information has been received from Ashok.

"Please tell Gerald and others that the nine hole Strips are
to be bolted on either side of one of the Hub Disc spokes.
This narrows the centre hole of the Hub Disc and provides

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.*

News from MW MAIL ORDER

email <mwmo@btinternet.com>

Web site <www.mwmailorder.co.uk>

Meccano Magazine on CD. Volume 6 1951/55.

Contains more than 4,450 pages scanned from the 60
issues for the years 1951 to 1955. These cover a period of
steady post war improvement for both the company and
the magazine. While the magazine remained in the pocket
size adopted nearly ten years earlier, the page count grew
steadily and the improvement in paper quality resulted
better reproduction of illustrations. A small range of obsolete
parts reissued in late 1953 and a range of new parts and
sets are illustrated in these pages. Published models
included a walking dragline, a diesel locomotive and a
'harbour construction crane' that may just have been the
test-bed for the proposed 7.5 inch. GRB. The 1952/53
international competition produced some exceptional prize
winning models that could be said to mark the
commencement of post war super modelling. The major
prize winners are illustrated in a series of articles
commencing in September, 1953.

Modelplan 164.

Peter Matthew's Double Fairlie Locomotive "Taliesin". Price:
£7.40

Two rail Double Fairlie locomotive from the Ffestiniog
Narrow Gauge railway. This model is constructed from
standard Meccano parts. Described and illustrated in
IsoMec.

VirtualMEC 3D CAD for MECCANO.

The leading 3D CAD application for Meccano model
building. Building models with VirtualMEC is just like the
real thing! Standalone application for Windows. Free demo.
Download or on CD.

Bayko Master Plans.

New model designs by Gary Birch For Meccano and
Plympton Bayko

Phil's Films.

Professionally-made feature films taken at major UK
Meccano events and exhibitions. See the models in action
and entertaining interviews with their builders and many of
the Meccano world's best-known characters. DVD and VHS

a centralised, firmer mounting for the Axle Rod.

The 285 teeth on the disc have been hobbled, with a "Made
in England" hobbing cutter."

Ashok, Ahmedabad, India. Meccano websites: <http://Ashok_Banerjee.tripod.com/Meccanoville/Welcome.htm>
and <<http://tinyurl.com/8b3p9>>



*Bruce Geange's Farm Quad Bike.
(See page 10)*



*Some of the Les Megget's MECCANO purchase spread out to admire.
(See page 14)*