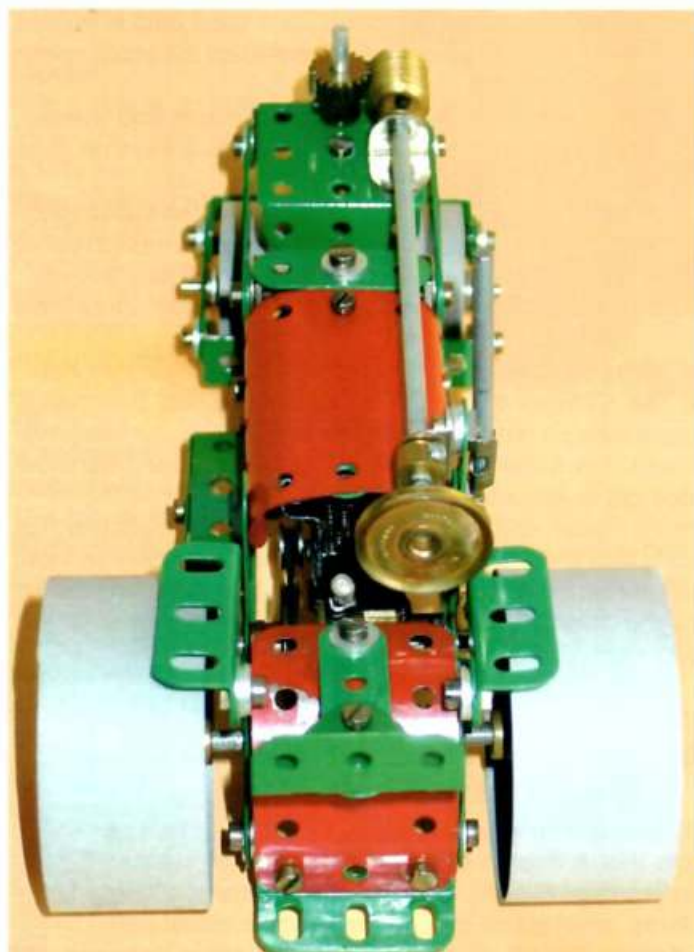




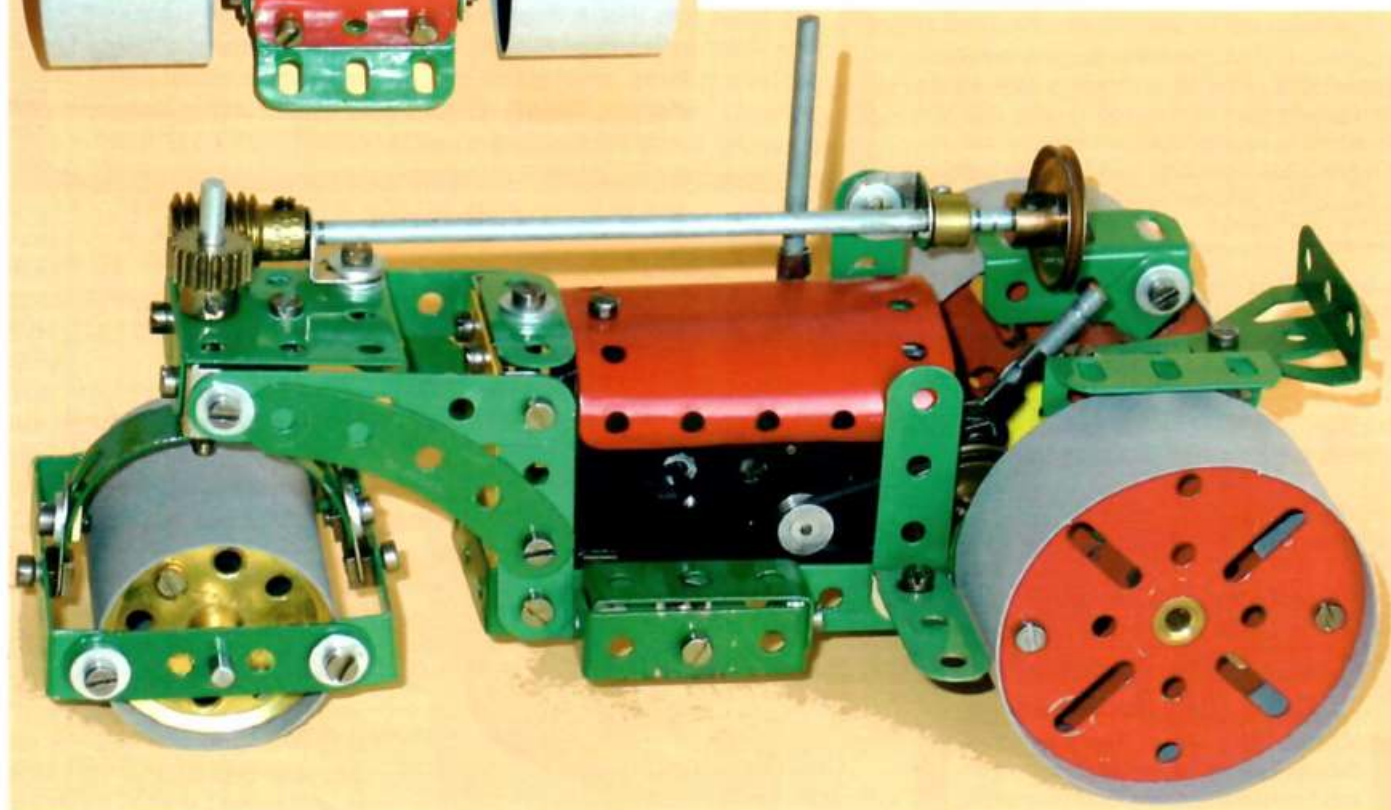
NZFMM MAGAZINE

Volume 30 No 3

June 2006



*Bruce Geange is an expert in building original models especially tractors and similar wheeled vehicles. Here is his road roller powered by a Magic motor. You will find building instructions on page 3. This is **MECCANO** at its best!*



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NZ Federation of Meccano Modellers Magazine

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

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

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New Postal Codes and Corrected Addresses

NZ Post have issued new post codes. Subscribers addresses used to post this and future issues have been corrected.

Full details on
<www.nzpost.co.nz/NZPost>.

Caring People

I have recently been updating the subscriber list from the 2006/7 renewal subscriptions and was struck by the number of readers who are kind to others.

Payments have been received in the following circumstances. Uncle for nephews, brother for brother (2), daughter for father, wife by default (quote "... thought the wife had paid this"), subs paid by NZers on behalf of overseas readers who have currency exchange problems, and subs paid to square off other obligations. And these are only the ones noted on the subscription form.

So avoid those inappropriate birthday / Christmas presents and instead, get your family to send a cheque to the Treasurer (details always on page 2) for a current or advance subscription.

NZFMM also receives donations of extra amounts above the subscription rate from readers "to help costs". The family of a recently deceased reader left the remainder of his 2007 subscription as a donation. Thank you all. My thanks also go to the Australian reader who 'recruited' three new subscriptions.

The subscription forms also included a number of complimentary notes and thank-yous. The CDROM of the 2005 Convention was particularly appreciated by our overseas readers (who make up 33% of our readers). Only one NZ reader has asked for his name to be excluded from the subscribers list due out in August 2006.

By way of comment, upper and lower case alphabetical characters, full stops, blank spaces, high and low dashes i.e. – or _ all are most important to be correct when transcribing your email address into handwriting for the Editor to type into the database. One wrong character and your email will disappear into cyber space.

On this happy note, regards to all. R. Bruce Neilson

Meccano Theft

from Simon Johnson.

I've been told that a decent sized accumulation of Meccano was stolen in Tauranga recently. Large grey box, approx 4" deep, containing three generations of Meccano, some nickel some early red and green, the guy remembers a couple of grey boilers. If anyone is offered this they should phone Philip 07 577 9424.

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Road Roller with Magic Motor

designed, built and described by Bruce Geange.

Prototype

This model is based on a road roller of War Department design and weighs four tons with the motive power from a Fordson Tractor.

Model

Bolt a P/N 6, 2" Perforated Strip (radiator side) and a P/N 2a, 4 1/2" Perforated Strip (chassis) to either side of a P/N 48, 1/2" x 1 1/2" x 1 1/2" Double Angle Strip. A P/N 103g, 2" Flat Girder overlapping three holes and attached by the slotted hole extends the chassis. A second P/N 48, 1/2" x 1 1/2" x 1 1/2" Double Angle Strip is secured to the end of the Flat Girders spaced with a P/N 38, Standard Washer.

The top of the radiator Strips each have a P/N 5, 2 1/2" Perforated Strip and a P/N 12, 1/2" x 1 1/2" Angle Bracket that are joined by a P/N 74, 1 1/2" x 1 1/2" Flat Plate with another P/N 12, 1/2" x 1 1/2" Angle Bracket at top centre with a P/N 4, 3" Perforated Strip and P/N 6a, 1 1/2" Perforated Strip for the radiator top and bonnet.

A P/N 90, 2 1/2" Curved Strip is secured to the radiator sides and is held by a P/N 37b, Bolt and P/N 38, Standard Washer with an P/N 12, 1/2" x 1 1/2" Angle Bracket at the front of the P/N 5, 2 1/2" Perforated Strip.

These two P/N 12, 1/2" x 1 1/2" Angle Brackets are joined by P/N 51b, 1 1/2" x 1 1/2" Flanged Plate.

A P/N 12, 1/2" x 1 1/2" Angle Bracket and P/N 63, Coupling are bolted to this plate.

The front roll cradle uses a P/N 215, 3" Formed Slotted Strip rolled to a smaller radius and the ends extended by a P/N 10, 1" Fishplate and then locknuttet to P/N 48a, 1/2" x 2 1/2" x 1 1/2" Double Angle Strip with the ends joined by five hole P/N 6, 2" Perforated Strip.

A P/N 64, Threaded Boss is bolted to the centre hole on the P/N 215, 3" Formed Slotted Strip.

The Magic Motor is bolted to the right side of the model on the second and sixth holes with a P/N 38a, Standard Spacer Plastic and P/N 111a, 1/2" Bolts.

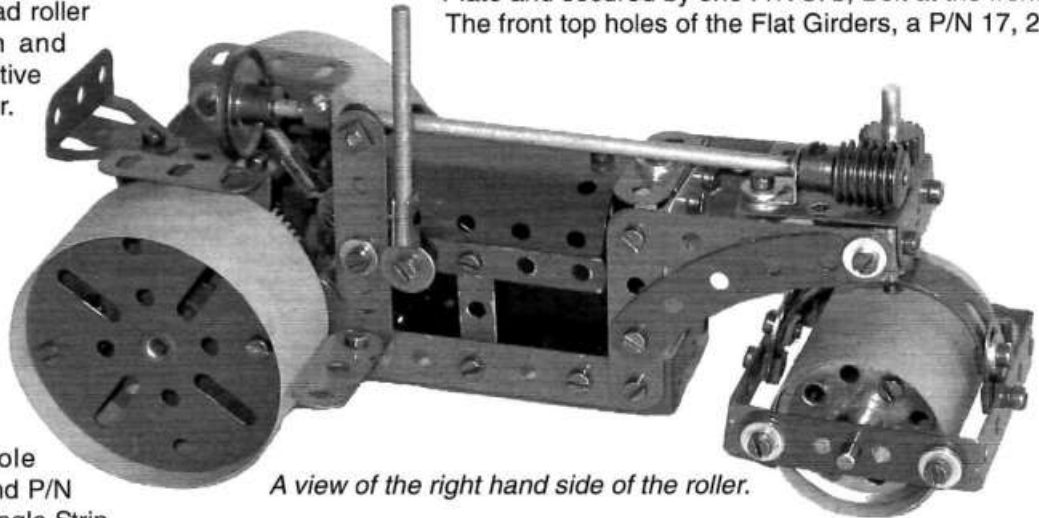
A P/N 12, 1/2" x 1 1/2" Angle Bracket and P/N 6, 2" Perforated Strip are also attached to hole six.

The front of the Magic Motor on the left side is held with a P/N 111, 3/4" Bolt and locknuts. A P/N 12, 1/2" x 1 1/2" Angle Bracket and P/N 6, 2" Perforated Strip are also fitted to the sixth hole on this side.

A tool box is made up from two P/N 48, 1/2" x 1 1/2" x 1 1/2" Double Angle Strip and secured by a P/N 111, 3/4" Bolt to the chassis.

The bonnet is formed from a P/N 190, 2 1/2" x 2 1/2" Flexible Plate and secured by one P/N 37b, Bolt at the front.

The front top holes of the Flat Girders, a P/N 17, 2"



A view of the right hand side of the roller.

Axle Rod carries a P/N 22, 1" Pulley with Boss and a P/N 26, 1/2" x 1/4" x 19T Gear Pinion with P/N 38, Standard Washers as spacers and a Driving Band.

A P/N 16, 3 1/2" Axle Rod in the third hole carries a P/N 27d, 1 1/2" x 57T Gear and a P/N 59, Collar with spacing P/N 38, Standard Washers.

A P/N 212, Straight Rod & Strip Connector with a P/N 18b, 1" Axle Rod is secured to the brake on the Magic Motor.

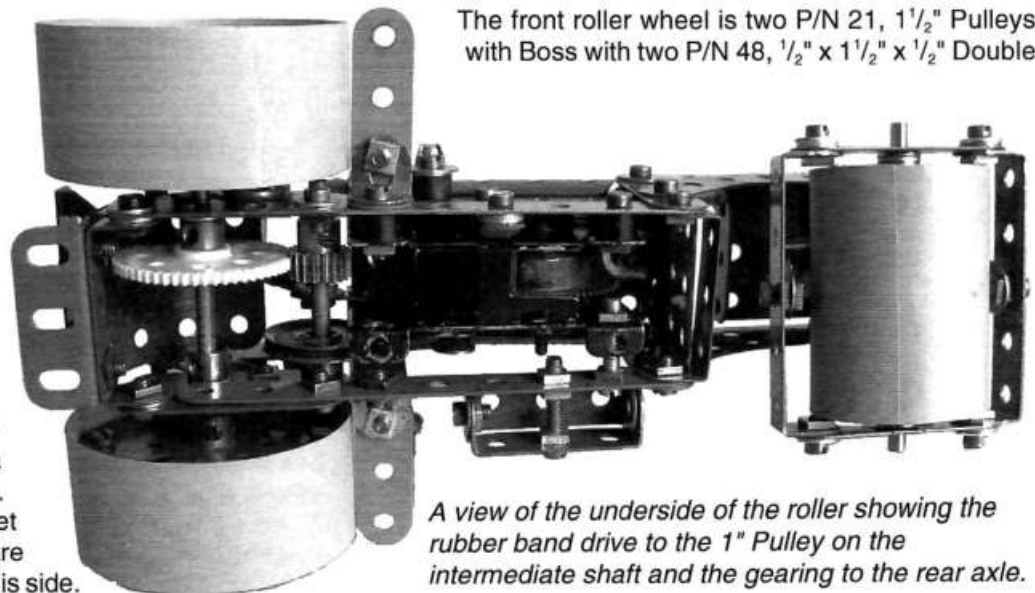
In between the two Axles, P/N 6, 2" Perforated Strips are bolted and P/N 9f, 1 1/2" Angle Girders are secured to form the guards.

A P/N 188, 2 1/2" x 1 1/2" Flexible Plate is curved to form the rear axle covering and bolted to the rear of the roller with a P/N 9f, 1 1/2" Angle Girder as a drawbar.

A P/N 6, 2" Perforated Strip and a P/N 126, Trunnion make up the seat and bolted to the top of the P/N 188, 2 1/2" x 1 1/2" Flexible Plate.

The rear rolls are each made from two P/N 109, Face Plates with Boss joined by two P/N 11, 1/2" x 1 1/2". Double Brackets Thin card is cut and rolled and glued at the overlap around each roller wheel.

The front roller wheel is two P/N 21, 1 1/2" Pulleys with Boss with two P/N 48, 1/2" x 1 1/2" x 1 1/2" Double



A view of the underside of the roller showing the rubber band drive to the 1" Pulley on the intermediate shaft and the gearing to the rear axle.

Angle Strips bolted between. Card is again glued around this.

A P/N 16b, 3" Axle Rod holds the roll in place with some P/N 38, Standard Washers as spacers.

A P/N 18a, 1 1/2" Axle Rod holds the front roller in place through the P/N 63, Coupling with a P/N 26, 1/2" x 1/4" x 19T Gear Pinion on top.

A P/N 55a, 2" Slotted Strip with a P/N 12, 1/2" x 1/2" Angle Bracket in at one end and bolted by the slotted hole to the P/N 6, 2" Perforated Strip on the right side.

A P/N 14a, 5 1/2" Axle Rod has a P/N 22, 1" Pulley with Boss and P/N 59, Collar at one end with a P/N 32, Worm at the other end make up the steering.

P/N 6b, 1 1/2" Perforated Strips are bolted to the P/N 12, 1/2" x 1/2" Angle Brackets in front of the rear rolls as scrapers. Motor detail on the right side is from a P/N 235g, 1 1/2" Narrow Strip and P/N 235h, 2" Narrow Strip with washers as spacers where bolted to the chassis and a P/N 212, Straight Rod & Strip Connector with a P/N 38a Standard Spacer Plastic bolted to the P/N 6, 2" Perforated Strip makes up the exhaust with a P/N 16a, 2 1/2" Axle Rod. This is fixed to the chassis.

The card dimensions are:

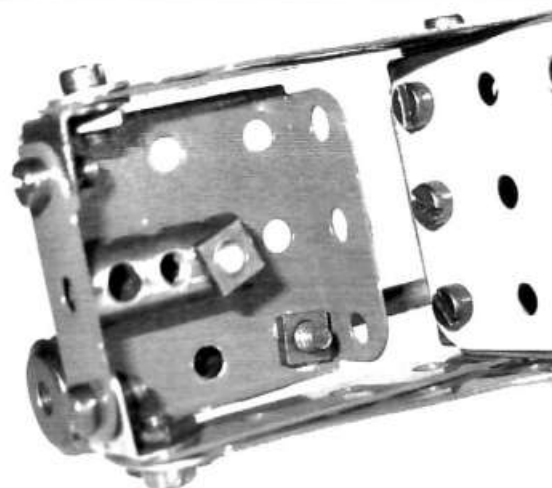
Rear rolls 14mm x 200mm approx - fits inside P/N 109, Face Plates with Boss.

30mm x 400mm - fits outside P/N 109, Face Plates with Boss.

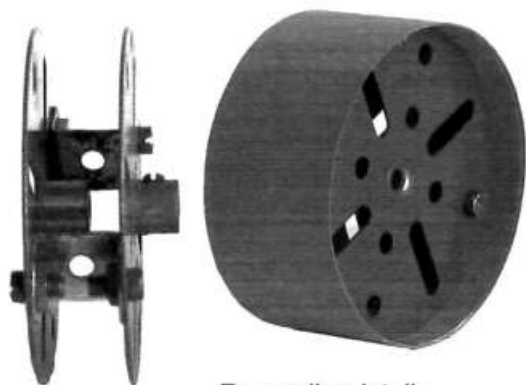
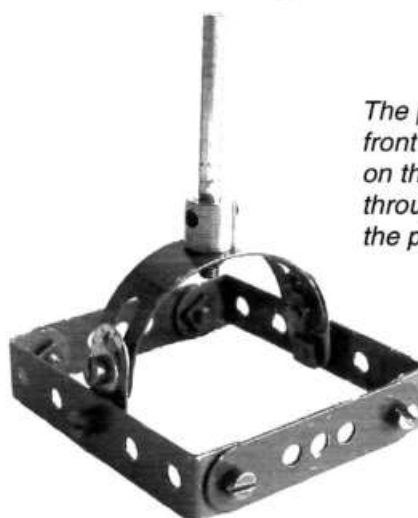
Front rolls 37mm x 130mm - fits inside P/N 21, 1 1/2" Pulleys with Boss.

55mm x 260mm - fits outside P/N 21, 1 1/2" Pulleys with Boss.

The Narrow Strip is glued to the wide card and let dry first.

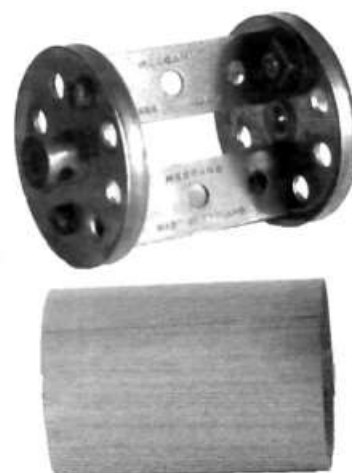


The pivot shaft on the front roller cage, pictured on the left, passes through the coupling in the picture above.



Rear roller details.

Front roller details



Parts List

P/N	Description	Size	Qty	P/N	Description	Size	Qty	P/N	Description	Size	Qty
2a	Perforated Strip	4 1/2"	2	21	Pulley with Boss	1 1/2"	2	74	Flat Plate	1 1/2" x 1 1/2"	1
4	Perforated Strip	3"	1	22	Pulley with Boss	1"	1	90	Curved Strip	2 1/2"	2
5	Perforated Strip	2 1/2"	2	26	Gear Pinion	1/2" x 1/4" x 19T	2	103g	Flat Girder	2"	2
6	Perforated Strip	2"	9	27a	Gear	1 1/2" x 57T	1	109	Face Plate with Boss		4
6a	Perforated Strip	1 1/2"	3	32	Worm		1	111	Bolt	3/4"	2
9f	Angle Girder	1 1/2"	2	37	Nuts and Bolts	Var		111a	Bolt	1/2"	3
10	Fishplate	1"	2	38	Washers	Standard	Var	126	Trunnion		1
12	Angle Bracket	1/2" x 1/2"	9	38a	Spacer Plastic	Standard	3	188	Flex. Plate metal	2 1/2" x 1 1/2"	1
14a	Axle Rod	5 1/2"	1	48	Double Angle Strip	1/2" x 1 1/2" x 1 1/2"	4	190	Flex. Plate metal	2 1/2" x 2 1/2"	1
16	Axle Rod	3 1/2"	1	48a	Double Angle Strip	1/2" x 2 1/2" x 1 1/2"	2	212	Rod & Strip Connector		2
16a	Axle Rod	2 1/2"	1	51b	Flanged Plate	1 1/2" x 1 1/2"	1	215	Formed Slotted Strip	3"	1
16b	Axle Rod	3"	1	55a	Slotted Strip	2"	1	235g	Narrow Strip	1 1/2"	1
17	Axle Rod	2"	1	59	Collar		2	235h	Narrow Strip	2"	1
18a	Axle Rod	1 1/2"	1	63	Coupling		1		Magic Clockwork Motor		1
18b	Axle Rod	1"	1	64	Threaded Boss		1				

Engineering Heritage in New Zealand or the Days when Steam was King

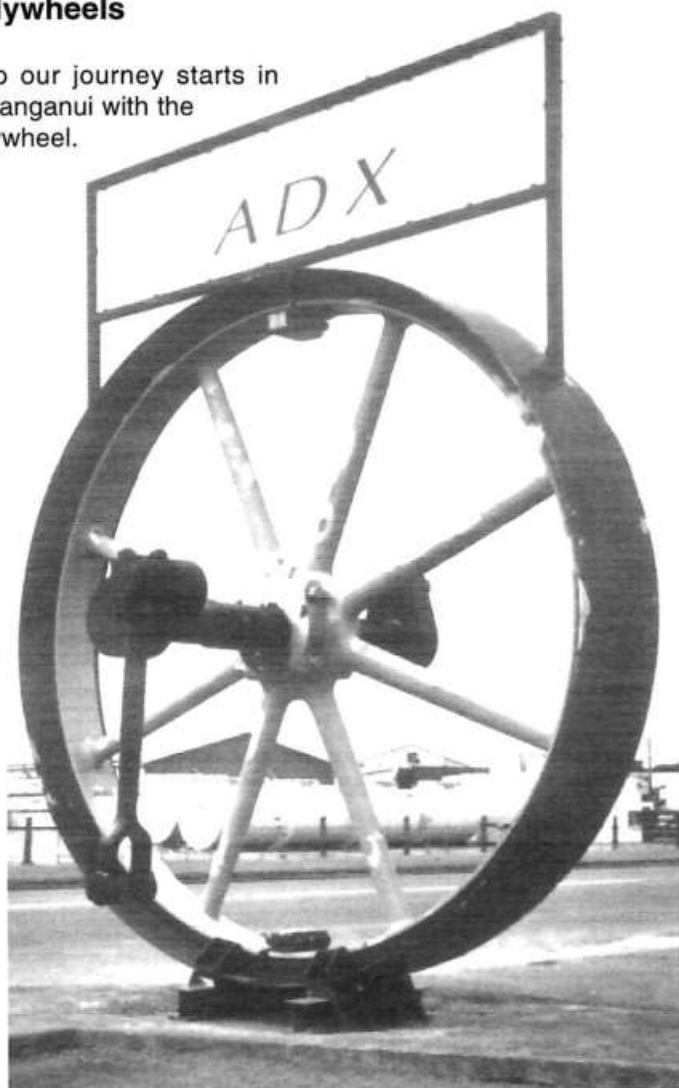
by Lou Nichols

When John Westwood visited New Zealand several years ago he stayed with John Ince for a few days and it just so happened that his visit coincided with a meeting of the MWT Meccano Club. On the way into Wanganui, where the meetings are held, the road passes through the industrial section of the town. ADX Ltd., Precision Engineers, at 437 Heads Rd, has on display outside its front office a very large flywheel. Well, John Westwood couldn't resist the little joke of, *"I knew I had put my Meccano flywheel down somewhere and for the life of me couldn't remember where."*

It has been in my mind for a while to write an article on the large pieces of engineering that are now on permanent outside display in the lower North Island and to supply some photographs and a short story of what each piece is.

Flywheels

So our journey starts in Wanganui with the flywheel.



This Flywheel was manufactured in London, England by Joseph Linde in 1911, shipped out to New Zealand and attached to a steam driven Linde ammonia compressor which had a 14" bore, driven by a horizontal double action steam engine which had been assembled at the Wanganui Meat Processing Company in 1917 - 18.

In 1926-1927 the Flywheel was plated for extra width by Wanganui Engineering Ltd., to accommodate a camel hair belt. Two of these belts were brought into the country, but only one of them was ever used. The remaining belt, in original condition, is at the Tenderkist Meat Company, complete with the original price tag of £147 0s 0d. At this stage a Parkinson 200hp motor was installed to replace the steam engine, and was, at that time, the largest motor to be imported into the country. These new modifications gave the refrigerating plant a 200 ton capacity, running continuously for 24 hours a day.

The flywheel has a 16' diameter, weighs approximately 8 tons, and while being used originally at the Wanganui Meat Processing Company, did 30 revolutions a minute.

On May 14 1977, Wanganui Meat Packers was destroyed by a major fire and Mr. Jack Tate, former General Manager at Wanganui Engineering Ltd., bought the flywheel from Mr. Graeme Titter, General Manager of the Tenderkist Meat Company, for 10c.

Large Gears

Moving south now, down to Wellington, where one of the earliest large engineering ventures was the construction of the Patent Slip and I have headed this part of the article; Large Gears: and these are located at; Cog Park, Evans Bay, Wellington, very close to where The Patent Slip was constructed and operated and at: R Bettany & Son Ltd., 119 Rimu Rd, Paraparaumu. Paraparaumu is approximately 50 kilometres north of Wellington.

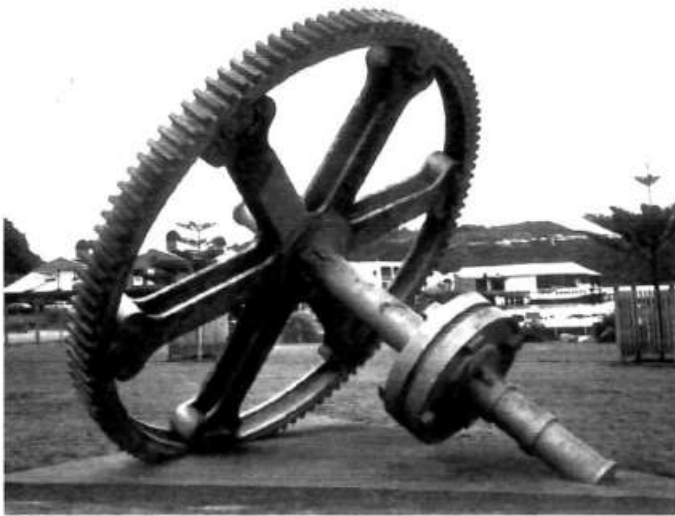
Early History of the Patent Slip

The Patent Slip had a long, eventful and interesting history



The Bettany & Son Gear Wheel

going back to the year 1863. In that year the Wellington Provincial Council appointed a committee, The Patent Slip Committee, to investigate the question of providing a slip for Port Nicholson, (Wellington Harbour). On 13 May 1863 the Committee reported:

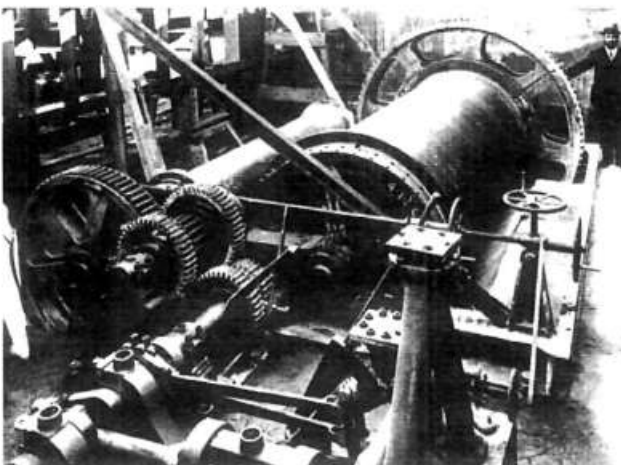


1. That a Patent Slip would be more suited to the circumstances of this port than a floating dock.
2. That the cost would be about £16,000 0s 0d.
3. That it is practicable to erect such a slip in this harbour and desirable that it be done without any unnecessary delay.

The committee recommended that the Government should be urged to lose no time in arranging for the construction of a slip capable of taking ships of 1,270 tonnes register. In the event five Acts of Parliament were passed:

The Five Acts 1863 1864 (2) 1871 & 1879

The General Assembly of New Zealand passed an Act entitled "The Wellington Patent Slip Act 1863". The Provincial Council passed an Act entitled "The Patent Slip Act 1864", (to contract any person who would erect, keep in good order and work a Patent Slip Hydrostatic Lift or Dock for their purpose of repairing ships of large burden). The same year the Provincial Council also passed another Act entitled "The Patent Slip Act 1864" In 1871 a further Act entitled "The Patent Slip Amendment Act 1871" was passed - a company, the Wellington Patent Slip Co. Ltd.,



had been formed by 1871

1874 saw the completion of the construction of the Patent Slip and in 1879 a further Act authorised the granting to the company of the area of 4.2209 hectares of harbour bed, on which the slipways were constructed, in exchange for a public right of way across the company's land.

The Wellington Patent Slip Co. Ltd. operated the two slips that were built on the Evans Bay site until 1961. However, from 1933 to 1961 the company operated the slips on lease from the Wellington Harbour Board and from the 1st October 1961 the Board took over the operations. In 1969 the No.2 slip was up-graded by the electrification of the haulage plant and re-railing the slipway at a cost of \$24,500. The old steam engine, a 50hp horizontal duplex was built in 1869 by Appleby Brothers, London. This engine saw a century of service and could haul ships up to 2,000 tons up the slip. This steam engine was donated to the Tokomaru Steam Engine Museum, which is located south of and quite close to Palmerston North. MWT Meccano Club recently had a visit there and this steam engine was pointed out on the guided tour. The same year the No.1 slip was withdrawn from service and later demolished. The Patent Slip remained in operation until 1974, giving a century of service to shipping that came into Wellington Harbour.

Acknowledgments, with thanks, are made to the following Company and Institutions:

Lou Nichols took the modern photographs.

(continued at the bottom of page 7)

N.Z. FEDERATION OF MECCANO MODELLERS

Income & Expenses, April 2005, to March 2006.

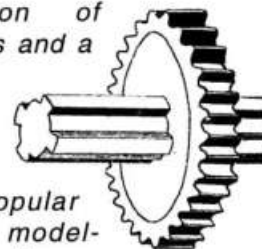
<u>2004/05</u>		<u>2005/06</u>
2583	Cashbook balance April 1, 2005	3105.04
	INCOME	
2829	Subscriptions - N.Z.	2763.00
1444	Subscriptions -Overseas	1940.76
361	Subscriptions in Advance	213.91
592	Casual Sales & Back Copies	308.15
92	Donations	59.49
<u>5318</u>		<u>5285.31</u>
<u>7901</u>		<u>8390.35</u>
	EXPENSES	
2676	Printing 6 issues	3275.62
325	Printing Back Copies	135.51
15	Printing Members' List	15.00
1557	Postage on 6 issues	1671.30
58	Postage on Cash Sales & Back Copies	72.30
89	Plastic Wrapping	89.10
45	Envelopes	46.99
-	Labels	20.00
31	Bank Charges & Sundry	11.05
<u>4796</u>		<u>5336.87</u>
<u>3105</u>	Cash Book Balance, March 1 2006	<u>3053.48</u>
	Bank Reconciliation	
	Cash Book Balance	3053.48
	Plus Unpresented Cheques	301.30
		29.25
		497.71
		<u>327.40</u>
	Bank a/c Balance March 1 2006	<u>4209.14</u>
	Mailing List	March 1 2006
	N.Z.	133
	Overseas	66

Curiosities from the Past

"FEATHERED" SHAFT.

This is the reply, to a suggestion made by a reader, in the December 1928 Meccano Magazine, page 1039:

The introduction of "feathered" shafts and a corresponding range of special gears to fit (as in sketch) would doubtless be popular amongst some model-builders for constructing gear-boxes, etc. The idea is, however, open to a grave objection, namely that a shaft having a number of projections upon its surface could not be made to work smoothly if journaled in a standard Meccano hole. This would mean that a special coupling would have to be introduced. The introduction of this type of Rod would, moreover, mean that a special range of "non-adaptable" gear wheels and pinions would have to be added, and this would not tend to increase the adaptability of the system. We cannot therefore give any further consideration to your suggestion. There is also the question of the cost of these parts, which would be considerable.



It was 28 years before Meccano Ltd introduced P/N 230, Rod with Keyway, which effectively adopted the idea, and another 30 years or so before the plastic Meccano slotted Axle Rods, P/N J306 etc., appeared.

(continued from page 6)
ADX Ltd., Wanganui -
Information on the
Flywheel.

Wellington City Council
Central Library, New
Zealand Collection.
Extracts from Port of
Wellington by Renner,
K.S., Chief Engineer -
Wellington Harbour Board.
1975 book, reference
38715. This book is not
available for loan, but can
be referred to in the New
Zealand Room.

Alexander Turnbull Library,
Wellington, New Zealand
Refs. C3535 1/2, F49263 1/2

The NZFMM 2007 Convention

Rolling Ball(s) inside a Model Competition

1st NZ\$ 300 cash - 2nd NZ\$ 200 cash - 3rd NZ\$ 100 cash

The prizes are sponsored by Peter Hancock, David Wall, and Bruce Neilson who will also be the judges

1. The competition is open to all registered exhibitors.
2. Registered exhibitors must be personally present at the convention.
3. The model must be present at the NZFMM 2007 Convention, fully assembled and operating.
4. The model must be made only of Meccano or Meccano replicas, coloured in Meccano factory (Binns Road or Calais) colours. Motors must be of Meccano origin but not washers.
5. The model must have rolling ball(s) somewhere in the model. There are no restrictions on the type of model.
6. The judges will award points as follows:-
 - 6.1 Up to 50 points for ingenuity in building the rolling ball(s) mechanism. (The power of creative imagination).
 - 6.2 Up to 50 points for reliability of the rolling ball(s) to perform correctly for 5 minutes without human assistance of any kind, sort or description.
7. The decision of the judges shall be in the spirit of the competition, final, and no correspondence shall be entered into.

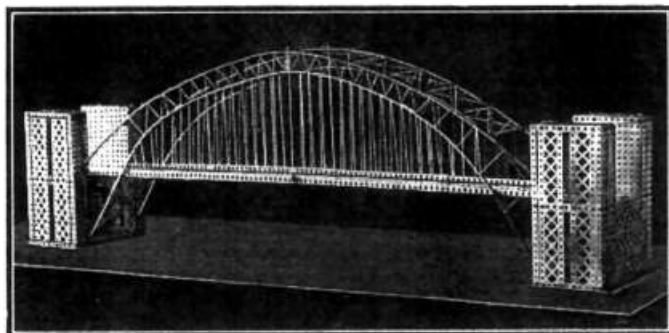
Where New Zealand features in Meccano history

A very kind Meccanoman has done some research and sent me extracts from the Meccano Magazine pages which record the official history of all/some of the New Zealand Guild affiliated Meccano clubs and Competition results.

May 1927 page 463 – The caption of the large centre photograph featuring about one hundred boys and men reads, "Our photograph shows some of the members of Wiseman's M.C., Auckland, New Zealand, which has the distinction of being the largest Meccano Club in the world. It was founded in 1924 by Mr. Frank Wiseman, whose interest in it never waned and who is now its President. The unique success of the club is very largely due to the splendid work of Mr. W. Shearer in the joint position of Leader and Secretary."



July 1927 page 639 – The caption of the central photograph reads, "This realistic model of the arch in the Sydney Harbour Bridge was built by R. O. Jukes (age 14) of South Canterbury, New Zealand, and was awarded Third Prize (Overseas Section) in one of our recent model-building competitions."



Oct 1927 page 911 – The caption of the central photograph of eighteen boys and one man reads, "The Napier (New Zealand) Meccano Club was inaugurated towards the middle of 1925 and was affiliated in April 1926 under the Leadership of Mr. Frank Drew. The club has been successful from the first and won for itself a very high reputation in the district by means of well-organised exhibitions of models."

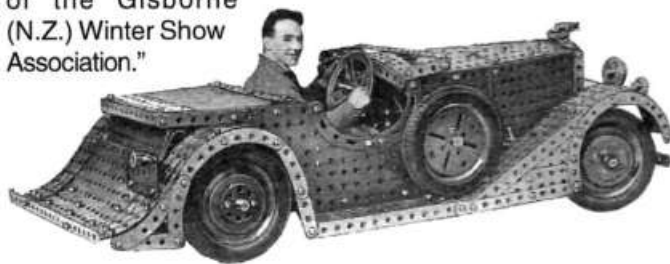


Nov 1931 page 911 – "Hawera M.C. – Mr. A. H. Larkman, Leader, gave two interesting lectures on "Useful Models" and "Animal Traps". Other talks have been given by members on "James Watt" and "The Flags of all Nations". Drawing contests have been held and members continue to take part eagerly in Model building Competitions. Club roll 14. Secretary B. Cox, Tawhiti Road, Hawera, N.Z."

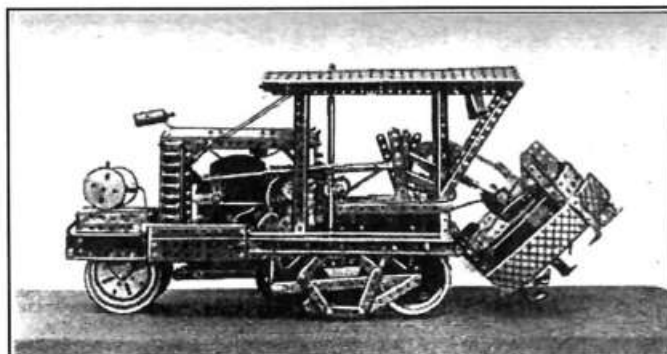
New Zealand

Hawera M.C.—Mr. A. H. Larkman, Leader, gave two interesting lectures on "Useful Models," and "Animal Traps." Other talks have been given by members on "James Watt," and "The Flags of all Nations." Drawing Contests have been held and members continue to take part eagerly in Model-building Competitions. Club roll: 14. Secretary: B. Cox, Tawhiti Road, Hawera, N.Z.

May 1935 page 310 – The caption of the central photograph reads, "This is not an extra large 'super' model, but an ingenious 'fake' photograph showing a New Zealand enthusiast, K. Anderson, at the wheel of his Meccano Model. The car secured first prize in the Meccano Section of the Gisborne (N.Z.) Winter Show Model Building Association."



Feb 1937 page 111 – The caption of the central photograph reads, "Farming implements make good subjects for



models, and here is a reproduction of a gyrotiller that was built by A. V. Butcher, Kaiapoi, S.I., New Zealand."

June 1941 page 193 – This is a large write-up with a photograph of the Christchurch and Ashburton M.C. members. "I have just been reading the annual report of Mr. J. Ancall, Leader of the Christchurch, New Zealand, M.C. It is a good thing to have an annual report, for its preparation provides an opportunity for taking stock of the position, compared with that of twelve months previously, and for deciding whether it is necessary to make changes of any kind. It is very interesting to find that Mr. Ancall regards as the most outstanding feature of life in the Christchurch Club the good fellowship that exists between all members. He is sure that the loyal co-operation of all connected with the Club has been responsible for the success achieved in the year under review.



A happy party of members of the Christchurch and Ashburton Meccano Clubs, snapped during a motor trip in the hills near Christchurch. The occasion was the Annual Birthday celebration of the Christchurch M.C., to which members of the neighbouring Ashburton M.C. were invited. The two Clubs often exchange visits to take part in Debates and Model-building and other contests, and a special trophy is competed for annually by the two Clubs.

As far as the programme is concerned the chief feature is the practical nature of the meetings. All kinds of model-building competitions, large and small, humorous and serious, are arranged, and special display nights are set aside for the visits of parents and friends of members. On these occasions each member not only builds a special model, but explains its workings and demonstrates it in action. A good instance of the practical character of proceedings generally was provided by a talk on "Gold Dredging" given by Mr. F. G. Dunne, Vice-President of the Club, for his son, one of the members, built a special model of a dredger so that the lecturer could demonstrate the working of the real machine. This is an idea that could be extended with great advantage.

Social events are given ample prominence. The Annual Birthday Social is always of special interest, and usually members of the Ashburton M.C., the Club's nearest neighbour, are present. They are given hospitality by the parents of Christchurch members, and the most recent of these Birthday celebrations included a motor trip into the hills beyond Christchurch. A photograph taken on this occasion, and reproduced on this page, shows how happy these Meccano Club members, are. With all their interests, charitable objects too are not forgotten, and at present various schemes are being put into practice for the purpose of raising money for Red Cross funds.

The caption under the photograph reads:- "A happy party

of members of the Christchurch and Ashburton Meccano Clubs, snapped during a motor trip in the hills near Christchurch. The occasion was the Annual Birthday celebration of the of the Christchurch M.C., to which members of the neighbouring Ashburton M.C. were invited. The two Clubs often exchange visits to take part in Debates and Model-building and other contests, and a special trophy is competed for annually by the two Clubs."

Branch News :

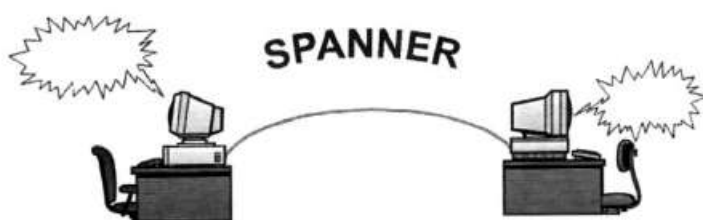
Christchurch M.C. – Excellent displays of Meccano Models and Hornby Trains have been given, and a popular feature was Display Night, when each member explained and demonstrated a model of his own construction. A Talk on "Gold Dredging" was given by Mr F. G. Dunne, Vice-President, who used a Meccano model built by his son for demonstration purposes. Several Debates included one with the members of the Ashburton M.C. Lantern Lectures and Film Displays also have been enjoyed, and Visits have been paid regularly to the School for the Deaf, Sumner, and a Boys' Home in the neighbourhood. Several members gained prizes in a Meccano Contest at the local Industries Fair. By various efforts members have raised £1/1/- for Red Cross Funds. Club Roll: 27. *Secretary*: Mr S. McGregor, 35, Totara Road, Riccarton, Christchurch.

Spring Creek (Marlborough) M.C. – This Club has now received affiliation with the Guild. Interesting meetings have already been held, a series of these ending with a State of Work at which the sum of £6 was raised. Half of this was devoted to the Patriotic Fund and the rest to the purchase of Meccano Outfits for use of members requiring extra parts. Club roll: 10. *Leader* Mr L. Sharp, Post Office, Spring Creek, Blenheim, Marlborough, N.Z.

Sept 1939 page 558 - The caption under the photograph of ten boys and a man reads:- "Members of the Wellington West (New Zealand) H.R.C. Branch No. 361, with their Chairman, Mr T. Cassells. On his right is K. R. Cassells, secretary. This Branch was incorporated in December last, and now has a well-planned layout representing the main line of the L.M.S., on which the "Royal Scot" and other services between Euston and Glasgow are faithfully reproduced."



Members of the Wellington West (New Zealand) H.R.C. Branch No. 361, with their Chairman, Mr. T. Cassells. On his right is K. R. Cassells, secretary. This Branch was incorporated in December last, and now has a well-planned layout representing the main line of the L.M.S., on which the "Royal Scot" and other services between Euston and Glasgow are faithfully reproduced.



Spanner June 2006

The use of Spanner emails is acknowledged. Minor editing has been done.

1 - Constructor Cars prices

I agree that some of the even common parts are reaching silly values. This must only be brought about by collectors as builders would be more than happy to use good repainted parts, I myself collect Constructor Cars and these and their parts have gone through the roof price-wise. A front under-tray went for £77.00 recently. It is a shame now that original cars are going to be few and far between. As regards financial gain, you get more for selling the parts on their own. This cannot be laid to blame at dealers' doors but at the buyers who pay such silly prices. Do any other spanners have any views re Constructor Cars? *(Gary)*.

The Meccano Constructor Cars, particularly the No. 2, have always been very popular, much more so than the Aero Constructor Outfits. With a complete Car going on eBay for over A\$1500 (£600), and boxed even more, the spare parts will always make a premium - although an under-tray for £77 seems a bit high. The Clockwork Motors seem to sell for over £100, which is also excessive, but often Cars are found without a motor so people will pay dear to finish a Car. (anyone got a blue Motor please? :-)). *(Tony Press, Melbourne)*.

I would very much like a genuine Constructor Car - the No. 2, not the No. 1. However they are currently fetching more on eBay than I am prepared to pay. I will wait for prices to drop or if they do not, I will also not be too bothered. Going by how often they turn up on eBay, my perception is that they are certainly not scarce (in general - specifics colours probably are) so I am very happy to wait it out. I have a few spares in a variety of colours, none of which I paid over much for so perhaps I will assemble a multicoloured one before I ever have one that is matching! *(Tim Gant)*.

2 - Collecting Meccano

I note (and have noted previously) your comments regarding the collectability and rarity of Meccano connecting with its increasing value, but I'm not really so sure. If that were the case, then why is earlier nickel-plated Meccano not even more valuable (because of its even greater rarity in good condition). Nickel sets never reach the same price levels, until you're back at the pre-Meccano 'historic' days. I think the point is that the value is related to the collector's memory of the product, which is why at the moment the 'classic' 50s and 60s red/green is prized above all others, because many Meccano collectors were kids then and are collecting age now. That's also why the 70s yellow/zinc is starting to build significantly in price too, I suppose. Most of those who were brought up on nickel-plated Meccano are no longer with us, and the demand has dropped right off. We were discussing

how many eBay bidders have no idea that a 1930 No. 5 outfit is in fact better equipped than a 1970's No. 9 outfit, and yet the prices are not even remotely comparable. I can't help thinking that in, say, twenty or thirty years there will be very few people left who remember red/green Meccano (first hand), and on top of that there is a *huge* amount of not only attic stored but also more recently deliberately and carefully collected Meccano which will find its way on to various estate sales — both of these factors I believe will prevent Meccano prices escalating beyond reach, or possibly depressing the price considerably. Look at similar products — apart from the clones even checking out Bayko on eBay brings up a whole stack of auctions, for a fraction of the price of Meccano. *(Charles Steadman)*.

I entirely share your opinion. Today's collectors are mostly sixty years of age (+/- ten) and most do collect because of childhood memories. Twenty to thirty years from now, all these collections will be on the market with, I think, very few people with childhood memories present to buy. My collection came about that way and it was in no way assembled with profit in mind. I did however essentially only buy mint, still strung sets in red/green, first because there is nothing more rewarding to look at than a fifty year old, pristine Meccano set (apart from Kylie Minogue of course, if you are male and on top of that, Australian!) and because if any sets will keep their value, it will be the immaculate ones (this for my heirs, not for me). So, from time to time, I do open a set (and here the small ones are more gratifying, because they are so simple to handle), open it, touch it and put it back on the rack. The charm of a 0a set with its few parts is incredible, a 10 set cannot match it for that, it is merely impressive. *(Guy Kind)*. I have always maintained that when my generation (sixty five) go away, there will be very little interest in old Meccano as used by builders, and for building with. The only value will be with very good boxed sets, but they will be just another antique. The only question is, will there be enough 'experts' to sort the chaff from the wheat? *(Joe Attard, Malta)*.

A collection you are not able to look at is not worth having. I try to keep some sets on view whenever possible and if I had a bigger house they would be on permanent display. *(Roland)*.

I agree very much with your comments. Meccano tucked away and never looked at is a real shame. For that reason I will probably be rationalising my collection over the next few years! On the subject of strung sets, I can see the logic from the point of view of what will hold value best. However, I am particularly interested in the markings and finish of parts and how they changed over time and when a set is shrink-wrapped or strung these aspects often cannot be seen, so actually one does not learn about that side of their history. My favourite aspect of collecting right now is the fine detail of what happened in the period 1910-1918'ish and the relevant sets are rarely if ever found in an untouched state - particularly in the UK. So I tend now to go after sets with 'as best I can tell' original contents and indeed I will pay a premium if that is the case, even if the parts are used and maybe have some rust. A collection of mint parts put in the right box is very clinical and can be quite nice in a way, I suppose, but for

me there really is nothing to compare with the genuine as-found article. This talk of collecting takes me back to how I got interested in this side of the hobby in the first place. I started as did most of us by being an obsessive model builder, but was always held back by the limited variety of parts then currently available. This changed when I found that much of what I needed was out there in the form of obsolete parts. So initially I bought the old parts simply to further my building interests! (*Tim Gant, Cobham, Surrey*). Ah! But there is the equally fascinating aspect of the 'packaging'. All Meccano cardboard Boxes including Labels were made by McCaw Stevenson and Orr Ltd of Belfast (MSO), starting in early 1900s up to the closure in late 1970s. Their box design also had to withstand shipping to the colonies where the great weight of steel was hard to contain. It is interesting to note that this firm also carried out colour printing, probably being responsible for many of the great Meccano advertising brochures and booklets. It would be interesting to know what number MSO were given in the Meccano print codes. Also, the wonderful part stitching to coloured card reached its height in the 1930s, lasting well into the late 1950s, with the beautiful part layout being a major selling point. (*Tony Press, Melbourne*).

3 - Clocks for beginners

A bit late on input to this topic, but I reckon that the clocks shown in the Outfit 9 Manuals are a pretty good introduction to making a working clock - (Manual 50.9, Model 9.12 Mantel Clock, and Manual 55.9, Model 9.8 Clock). Although they both use (unconventional) sprocket/chain drives to achieve the 12:1 ratio between minute and hour hand (designed before the 60t gear/15t pinion were produced), they use common parts contained in a standard outfit of the era. The 1950 model is built on a No. 2 Clockwork Motor, and the 1955 model using a No. 1 Clockwork Motor, but both have fairly similar (admittedly rather crude) mechanisms. I found the No. 1 Motor would last about forty five minutes! - perhaps not much good for a timepiece, but great to demonstrate the action, and the tick/tock is magnificent!! i.e. will drive everyone and their dog out of the house!. I had mine running in my parents' shop in Kilsyth (outer suburb of Melbourne) for a few weekends - when I was home from school to wind it - probably about 1957. One of our older customers (probably about my current age, now I think of it!), showed some interest and brought me in a large Capstan cigarette tin of various non-Meccano nuts, bolts, radio parts, etc. - I still have most of them! Although I haven't built one, from memory the No. 1 Clock Kit ran for about the same time, with similar results, but there have been modifications and improvements suggested over the years. I think Bill Inglis had an auto-rewind mechanism published at some stage (when and where, Bill?). The No. 2 Clock Kit I built some years ago would run for about thirteen hours - if I mounted it high enough! - so I could wind it before going to work, and again before bed. It kept relatively good time, too, within about two minutes a week. Didn't have much success with the chime though. Incidentally, there was no parts list for models in the 1950 Manual, but there was in the 1955 Manual. I think of parts lists as only a guide - I often substitute parts if I don't have the specific part required (*Mike Maloney, Ballarat*).

4 - New Book

Just found at Amazon : Factory of Dreams: A History of Meccano Ltd, 1901-1979 by Kenneth D. Brown. It will start shipping on the 15th June 2006. (*Francisco Fraga, Coimbra, Portugal*)

Here is the pre-publication blurb, from the publishers. They are a relatively new Industrial/business history publisher with an academic bias. <<http://cruciblebooks.com/product/view/118>>

5 - Axle Rods from 4mm Silver Steel.

As a newcomer to this community, may I ask about the silver steel (SS) idea? Is this because the standard axles are not true? Or some other reason?

I have made my own axles from 4mm SS (because that diameter is easy to get here in metric NZ). The diameter is a little smaller than ideal so gears etc are not a tight fit but the difference has not been enough to cause a problem for me. The SS rods are harder than Meccano which makes them less easily bent - if they are straight they tend to stay that way unless really abused. By contrast all of the longer axles in my Set 10 even when new and unused in 1974 were bent. (I tried to make Bert Love's Set 10 Grandfather clock back then without success because of the bent axles and eccentric gears in that new set - back then I did not have enough Meccano to substitute better parts.)

The hardness of SS rods does cause one problem - grub screws don't bite into it like with standard axles. If you need a non-slip gear then sometimes you need to file a flat into the axle. This is standard engineering practice and, if you make your own axles you're not mutilating genuine Meccano :-).

The other feature of SS is the bright smooth surface which reduces friction in the bearings. You can, of course, polish up Meccano axles to achieve similar smoothness.

I use home-made SS axles in most situations in the clocks I build. I set up the frame using the straightest Meccano axles I have, and then when the slightly narrower SS axles are put in they run very freely indeed. Any eccentricity in the gears/pinions due to the looser fit on the axles is easily taken up by the freedom in the bearings. Unlike other machinery, most shafts in clocks turn really slowly so a bit of sloppiness is not a problem at all (an advantage in fact). However, in modelling other subjects where shafts might turn quickly for long periods I'd be more inclined to ensure that axles were a good fit in bearings. A lot of noise and wear could result otherwise. (*John Stark, Nelson, NZ*).



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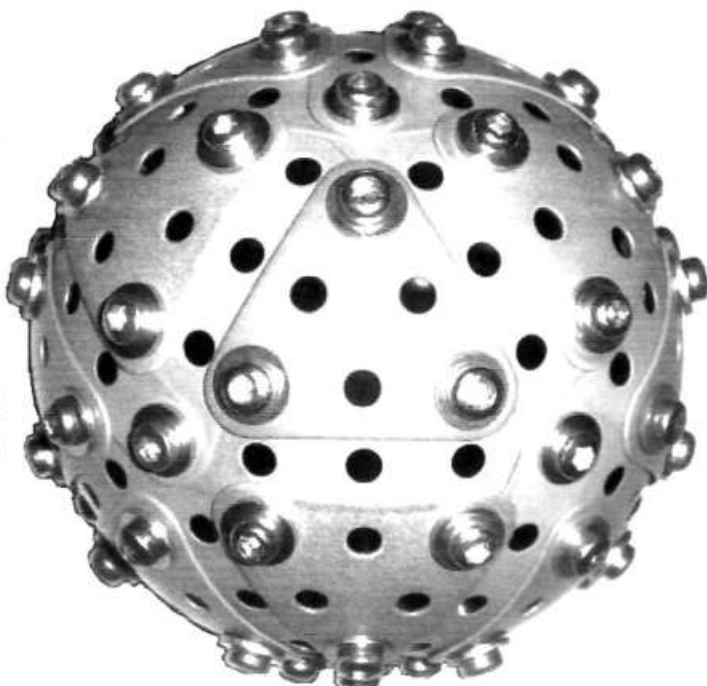
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Having a Ball

I successfully built the Meccano Ball described in the latest CQ 72. Picture attached. It was fun to build. I had to buy some more of the new sets to get enough strips and triangular pieces!

Best regards, William Irwin.





What our Readers Say



From John Hansen, Palmerston North

I would like to thank you for giving the NZFMM members an opportunity to comment on the future role of the Biennial Convention we hold at different venues on a roster basis.

I believe that the biennial convention is important for a number of good reasons:

- As a forum for members from the width and breadth of New Zealand to gather to discuss Meccano matters.
- An opportunity to see what other Meccano members are doing, both here and overseas. Also overseas Meccano builders plan their visit to N.Z to coincide with our convention.
- To stimulate the mind and soul – sometimes we get a bit lost in our own problems, Meccano and otherwise. Seeing new ideas and models certainly helps.
- Competition is good. Comparing yourself with other modellers I know in my case helps me to build better and brighter models.
- It is a chance to visit a new place every two years.
- And lastly it is a showcase of our talents to the world. If this involves getting new members, that is a bonus. I like having the public viewing your good (or bad) model you have on display. It helps bridge the gap between your private Meccano world and the rest of life.

The question I believe being asked is how these biennial conventions should be held. With only three clubs on the circuit each club has it every six years. That is the theory and it usually applies but there have been exceptions and I believe we will have to be more flexible in the future. I am a great fan of having the public attend conventions and the present format of one day for members and one day for the public works fine. However I can see the point that in larger centres finding suitable halls to run a public convention is more difficult.

A solution to the problem may be either:

- Finding halls in smaller centres nearer main centres.
- Having conventions in cities we have not had previously, e.g. Hamilton, Napier, Taupo, Nelson.
- To have conventions in centres where there is little or no Meccano member presence is a more difficult task but it could be overcome by using a small committee of members to organise and run such events.

As our membership grows older it will be increasingly harder to organise these larger events but I do not believe we have arrived at this point where the national convention

From Keith Major, Auckland.

I recently completed the purchase of a No. 9 set from Ashok Bannerjee in India. The transaction was smooth as silk, no problems at all. The parcel of parts arrived promptly, posted in India on the Thursday, arrived in New Zealand, at my home, on the following Tuesday. The parcel had not been opened by MAF (Ministry Agriculture and Fisheries) and no additional duty or charges were levied here in New Zealand. Packaging was first class as is the standard of the parts. Shipping was very reasonable, considering the weight of the parcel. I can recommend Ashok to any member who wishes to deal with him.

From David Wall, Auckland.

In April, Elizabeth and I had the pleasure of meeting Blake Huffam and his brother Paul. Unfortunately due to prior commitments, they were only able to make us a brief visit before Blake flew home to the USA that evening. It is amazing to realise that Blake would only have been in his mid-20s when he constructed the famous Hokatika gold dredge. Blake lives on the outskirts of Las Vegas and intends to rekindle his Meccano interests. The photograph below is yours truly on the left and Blake on the right.



should be a members only affair, we have at least another ten years left in us and who knows we may have an new membership to carry on. I do not worry about Meccano dying - it will die or live with or without us, we are just here to have fun.

Tuning Radio Control 8950 set

by Bob Prescott



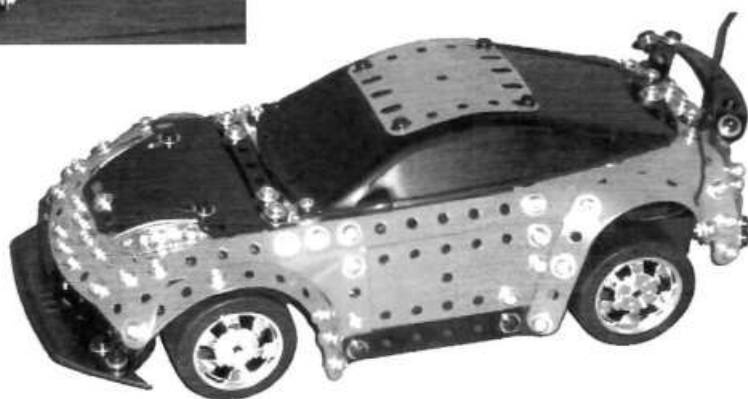
This set which retailed in Dick Smiths for \$117 was recently discounted to \$67 – I bought one! It makes three models, two of which are good looking cars. Some useful parts are provided e.g. two P/N 114 Hinges and several colourful "spring steel" parts. New parts include the car's upper body (hood) and headlights. As usual the set is advertised as being suitable for 8+ but I think an eight year old would have difficulty building the frame without help. The set is well packed – it is nice to buy a set without parts

rattling about inside the box.

The upper frame when built is fixed to the chassis provided and loosely connected by four plastic tubes between the chassis and front and back lights which "transmit" the flashing lights when selected.

The controller has an on/off switch and a noise/light switch which provides selection for five different light/noise (music/engine and tyre screeching sounds) combinations although I preferred the "off" position. If you do have it "on" have some earplugs handy. The controller is powered by a standard 9 volt battery with six AA batteries in the RC chassis unlike the RC chassis in the 8700 set which used a Meccano 6 volt rechargeable unit.

For the normal retail price of \$117 the set in my view is reasonable value but if you can get it at a discounted price it is excellent value, and why "Tuning" – I guess you tune in the lights and music and tyre screeches etc?



Using the 'MECCANO' Word

I recently received from Lloyd Spackman, a couple of examples of the use of the 'Meccano' word in a non-Meccano manner. The following is the guts of the matter.

1 - Meccano Clothing now has fourteen shops around NZ with two more to open shortly. So track them down in Auckland, Hamilton, Mt Maunganui, Wellington and Christchurch and, with tongue in cheek, ask to see their boxed Meccano sets.

2 - "Looks like an explosion in a Meccano factory" is the caption for a photograph of the Bimota Tesi 2D motorcycle. This motor cycle is built like a large 'X' with rods providing the steering. Inspiration was provided by the Star Wars X fighter configuration.



MECCANO our national stockist

The Pavilions Botany Downs - Auckland
Westfield Glenfield - Auckland
Westfield Henderson - Auckland
Westfield Manukau - Auckland
Westfield Parnara - Auckland
Centre Place - Hamilton
Westfield Christchurch - Hamilton

Bayfair - Mt Maunganui
North City Portmua - Wellington
Queensgate, Lower Hutt - Wellington
Eastgate - Christchurch
Northlands, Parnara - Christchurch
Westfield Riccarton - Christchurch
The Pines - Christchurch

ORANGE TOWN
Dunelmart Onehunga - Auckland
Dunelmart Humber - Christchurch

The New Year Honours 2006 Member of The New Zealand Order of Merit (MNZM)

John David Jordan, of Inglewood. For services to search and rescue.



Recently, the Governor General of New Zealand, Dame Sylvia Cartwright, awarded John Jordan the MNZM "For services to search and rescue. Mr Jordan has made a significant contribution to land search and rescue for over forty years and has taken part in many search and rescue operations, often in tough and dangerous conditions. He founded the Taranaki Alpine Cliff

Rescue Team in 1971 and has been involved in the committee since that time. He has been an instructor in alpine skills for forty years, a guide for Egmont National Park for twenty four years, and relief instructor for the Taranaki Outdoor Pursuits & Education Centre. He is a member of the Taranaki Alpine Club and New Zealand Alpine Club."

John includes all his family in this award for the support they have given him over the years. When he is not involved in the family farming ventures, guiding climbing parties somewhere in the world, a n d

cuddling his growing number of grandchildren, he is an active member of the MWT Meccano Club.



John at the investiture with his wife, Margaret, on the left and Dame Sylvia Cartwright on the right.

Doug Harris' MECCANO & HORNBY & Other Stuff.

So says the heading on my website, which was set up to show my posters of some of the wonderful old artwork from Meccano, Hornby, Bassett-Lowke, Ives, Märklin and many other sources. The posters are computer enhanced to clean up faults and blemishes, bright and attractive for framing, decorating your house or hobby room, even just filing away in your collection.

This is a continuation of the series of Photographic posters which I did when I had my own photographic studio and colour print laboratory. I see these earlier prints, and now my later posters, regularly at Hornby and Meccano Exhibitions, and in Collectors' homes. I have never yet seen anyone wanting to sell their posters once they have acquired them! They are now mostly A3 size (420 x 297mm - 16.5 x 11.75in) printed on high-grade Epson Photo Paper using genuine Epson Inks, but I can do any size required.

Michael Adler, founder of the International Society of Meccanomen (ISM1) designed a postage stamp for the Centennial of Meccano. The stamp was never printed, but I took Michael's idea, using the Giant Blocksetting Crane, a portrait of Frank Hornby, and appropriate text, and created a poster. We even printed a series of stickers of it.

Restoration of some of the earlier artwork, where there has been a lot of damage, can be exacting and require considerable ingenuity. I use Photoshop, and almost completely rebuilding, for example, a Hornby Train set box lid picture, can take up to 20 hours, sometimes pixel by pixel, but Photoshop is a remarkable program, and I feel I get good results. (John Ince seems to think so, too, hence this article.) *

I can reproduce a replacement picture for a Meccano or Hornby set box, exact to within a millimetre of the original size, and recently I have done a series of replacement pictures for Meccano small parts tin lids.

When Mike Dennis, nemesis (sorry Mikel!) of the 'Spanner' Internet chat group was in hospital, I altered one of my posters from the historic pamphlet 'Dick's Visit to Meccanoland' to 'Mike's Visit', printed it as a 'Get Well' card, and airmailed it to him. The possibilities, as you can see, are limitless. Thank You, Photoshop!

** Actually I don't use Photoshop as I have an even better bit of software. Very user friendly! John*

(A selection of pictures may be seen on page 24.)

CHRISTCHURCH MECCANO CLUB, 1969: "The highly successful Christchurch Meccano Club was the first and is at present the only Club of its kind in New Zealand. Its history goes back as far as 1929 when Whales's Meccano Club was formed at Whales shop at the corner of High and Manchester Streets. Early in 1930 the name was changed to the present C.M.C. although, by this time several similar Clubs had been formed in other parts of New Zealand.

Like Meccano Clubs everywhere they were hard hit by the Second World War. So much so that when the War ended only the Christchurch Club survived. Other Clubs have re-formed since, with varying degrees of success, but the Christchurch Club has flourished. Today it can boast a keen, dedicated membership. A sure sign of success is that the Club had its own stand at the last NZ Industries Fair, held in Christchurch." (from *Meccano Magazine*, May, 1969).

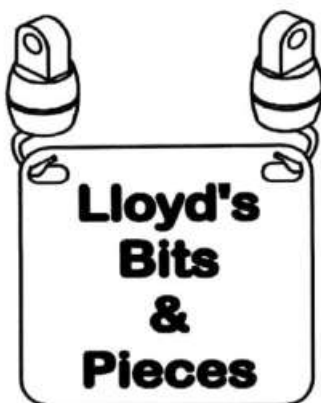
A BAD START: "After saying 'Good Morning' to my driving test instructor, full of nervousness and excitement, I jumped into the car, sat down and belted up, all ready to start. 'That's fine,' said my tester, 'but would you mind sitting in the driver's seat?'" (Anon, but true).

A NEW MECCANO HISTORY; Watch out for "A Factory of Dreams - a History of Meccano Limited, 1901 - 1979". To be published on June 15th, 2006, by Crucible Books, UK. Quoting from the Publisher's 'blurb' - "a full length (320 page) business history of the world famous makers of Meccano, Hornby Trains and Dinky Cars." Crucible Books are publishers of industrial and business histories of famous firms. The web site is: <cruciblebooks.com/product/view/118>. Amazon are taking pre-publication orders.

MECCANO RADIO SET: A No. 1 Crystal Radio Set sold on eBay in October, 2004, for \$US7650. It was boxed and complete with earphones. (Tony Press on Spanner).

ASHOK'S NZ DISTRIBUTOR: Ashok Banerjee in India now has an Australasian distributor of his special and reproduction Meccano parts. For an example, see page 24 of our Dec., 2005, issue. Ashok's representative is Stan Baker whose address is P.O. Box 10-012, Wellington; phone +64-21-421-750. E-mail <nzmeccanoman@gmail.com>.

TOYWORLD'S CHRISTMAS, 2005: Their Christmas catalogue left out Meccano. It also ignored K'Nex and Fisher-Price. Two of the more exotic toys in the catalogue were a BBQ play set with sizzling noises and a radio



controlled "Whoopie" cushion.

HOLE SIZES: Meccano Rods are 8 gauge (0.160 ins.) or 4.04 mm. Holes in bosses are typically 4.1mm. $\frac{5}{32}$ " is normal size for bolt threads. For heavy duty, large axles $\frac{5}{16}$ " is very close to 8mm and is used by some modellers for large trucks, etc. (Andrew Wells on Spanner).

QUOTATION; "Propped in an easy chair with a large footstool in front of it on which he could support his 'Meccano legs', as Rose called them, Dan was watching the television".

(From 'Country Passions' by Rebecca Shaw).

TIGHTEN THOSE NUTS: "An electrical engineer always tightens a nut with a pair of pliers. A mechanical engineer tightens it the proper way - with a hammer and chisel". (David Jenkins on Spanner. Originally in 'M.E.').

AN EINSTEIN QUOTATION: "Only two things are infinite - the Universe and human stupidity, and I'm not sure about the former" (Quoted by the 'Melbourne Age' and Graham Jost on Spanner).

EXACTO HISTORY: Exacto was formed in November, 1959. It signed an agreement with Meccano Limited in 1966 and produced Meccano parts from 1967 until its license was revoked by Meccano France in 1985. (Charles Steadman on Spanner).



Pictured here making final adjustments to his Japanese Floating Crane model is Mr. Ben Oustewegel of Western Springs, Auckland, New Zealand. (see April 2006 issue)

MUSIC: "This is the luxury of music. It touches every key of memory and stirs all the hidden springs of sorrow and joy. I love it for what it makes me forget and for what it makes me remember". (Belle Brittain).

SHORT THREADED COUPLINGS: Or long threaded bosses? These were available in the Action Control set 9526 from 1996 to 1998 They are still available on the Nikko/Meccano spares list or as reproductions. (Dave Taylor on Spanner).

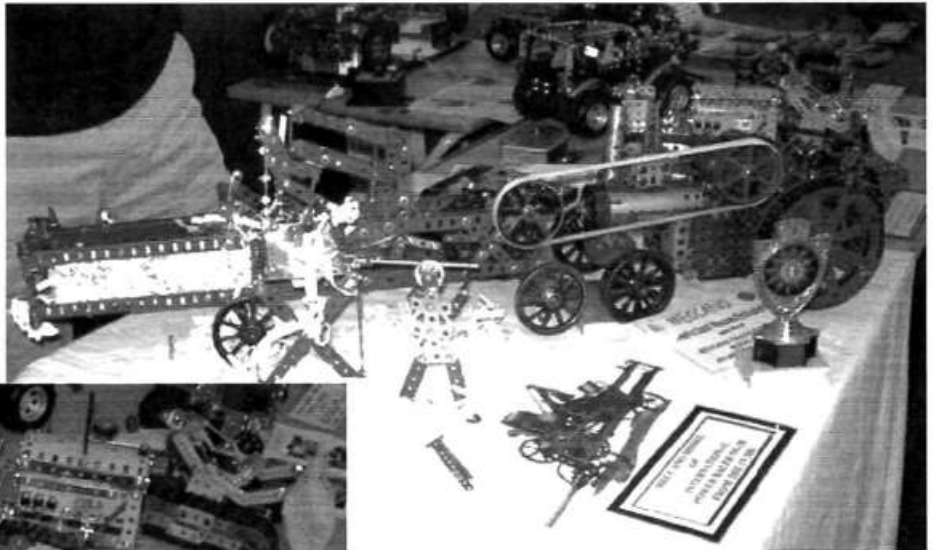
DOUBLE HELICALS: Meccano Ltd. never made the so-called herringbone gears. But Ashok Banerjee makes all his helicals in both left and right helix, so you could simply use one of each back to back on the shaft and there will be no lateral thrust. (George Turner on Spanner).

TOYWORLD ADVERTISEMENTS: In its April, 2006 catalogue, Toyworld advertised the fifteen model Meccano Set 6515 for NZ\$49.99 and the two model helicopter and buggy sets, 2511 and 2513 for NZ\$14.99 each.

Bruce Geange models in the UK

by Paul Voaden.

John Pond and myself attended the Holsworthy Model Engineering exhibition recently and John was awarded a first prize for the group of Meccano models shown on the two photos which I took at the time. We are both members of ACME, the Atlantic Coast Meccano Enthusiasts, here in Cornwall, UK.



We are both subscribers to your magazine and John thought you might be interested in the group of models. This includes Bruce Geange's Hay Baler driven by a No 22 engine. In the background is Bruce Geange's Caterpillar 100. Congratulations on the NZFMM magazine, I always look forward to its arrival.

WELLINGTON MECCANO CLUB JUNE MEETING

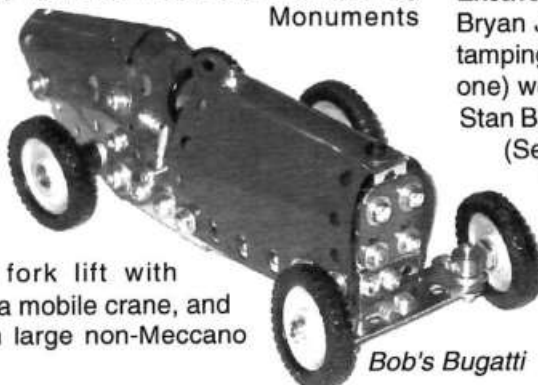
by Lloyd Spackman.

We had an excellent attendance and display of models at our meeting on June 9th, and there was much Meccano discussion all evening.

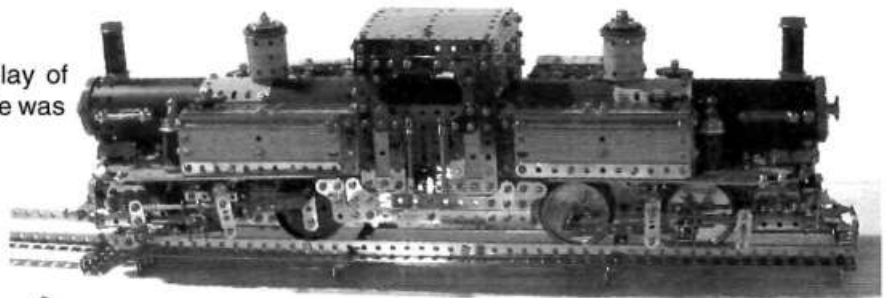
Among the models we had Don Flowers' big chassis for his mobile crane. Measuring about 36 x 24 x 10 inches, its power operated outriggers were in place. It is a credit to Don's skill in building large models.

By contrast, Bob Prescott had a very neat little red model of a Bugatti 35 racing car from a CQ article. Brian Peterson brought along an army half-track truck and the little Big Ben from the Monuments

Lloyd Spackman showed us his completed Double Fairlie locomotive from Modelplan 164. Simon Moody had a traction engine, a fork lift with simulated hydraulics, a mobile crane, and an off-road 4WD with large non-Meccano tyres.



Bob's Bugatti



Lloyd's Double Fairlie locomotive

Nancy Jones showed us her partly built Super Model Electric Mobile Crane in nice dark green colours. Lou

Nichols also had a Super Model - a partly built Steam Excavator. Also a tidy racing car from a 1960 2/3/4/ manual. Bryan Jones brought the frame of his Plasser railway line tamping machine. He and Laurie Webb (who is also building one) were deep in discussion about this model.

Stan Baker showed us the orange R/C Nikko-Meccano car (Set 8950) which has been widely praised as being N-M's best model to date. Stan, who is now Ashok Banerjee's NZ. agent also brought along a selection of Ashok's parts. There is no doubt these are superbly finished and of very high quality. Other members present were Brent and Sean Houston, Susan Moody, Eldon Porter (who showed us a 6" pulley he had made) and Keith McCallum.

AUCKLAND MECCANO GUILD – May 2006

By Les Megget.

There was a very good turnout of Guild members at Peter & Jan Hancock's home on the 13th May, even though the weather was wet and cool; good Meccano building weather I'd say.

John Denton was one of the first arrivals with a variety of models: CQ electric Clock/Unicyclist peddling around a large flanged ring, the latest noisy orange RC Sports Car with flashing lights, the CQ version of the RC Yankee Truck and the Spitfire Fighter, also ex-CQ. Tony Caldwell brought his Sand Truck and Water Cannon Truck, while Graeme Wrightson had three miniature Traction Engines on display. Gerald Hart had a range of interesting models including a Truck, three wheeler Caravan (very smart with its TV aerial on the roof), and Motor Scooter which reminded me of one I built many years ago. Gerald's was powered by a Magic motor. Gerald swooped on the three Cavendish volumes about Meccano on sale and got them for a very good price too!

Don Stewart had his No 2 clockwork motor and the original outfit L instruction book from his L-set (much envy all round), both of which I had not seen before in the flesh. A very neat O-gauge rail Bridge using seven girder frames each side was shown by George Ovenden. Rick Vine must have filled his car up to get

to Peter's as he showed a Sewing Machine, a pocket Meccano "test your strength" machine, a miniature Tractor, a Vulcan Bomber, a miniature Racing Car, an automatic reversing Elevator, which behaved faultlessly all afternoon, the Big Ben Clock tower and finally the NZFMM Farm Bike.

Bob Pentney exhibited a toothless reduction drive (Maltese Cross I think) and Neil Carey had his Traction Engine, which had been adapted from the famous SML No 22 designed by Master Hubert H. Lansley no less (or was he Mister by then?). President David Wall had a couple of interesting models but didn't write them down on the list!

Your scribe went small for a change after reading

Bernard Perier's latest CQ book "Zkwyx Meccanaut" and showed Archie, the cranky Caterpillar from story No 13 and an adapted version of model No 16, "The little red Tanker" but converted to a Tow Truck with small crane out the back.

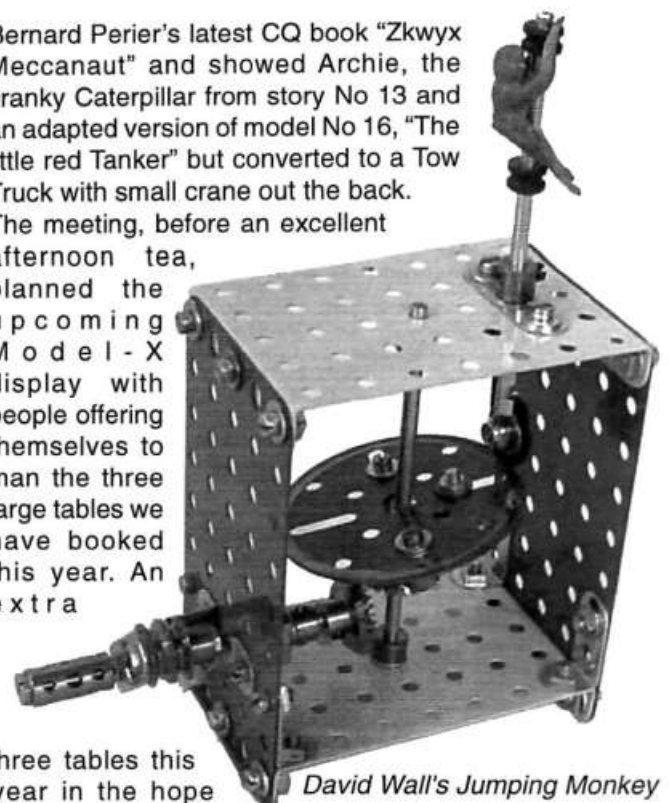
The meeting, before an excellent afternoon tea,

planned the upcoming Model-X display with people offering themselves to man the three large tables we have booked this year. An extra

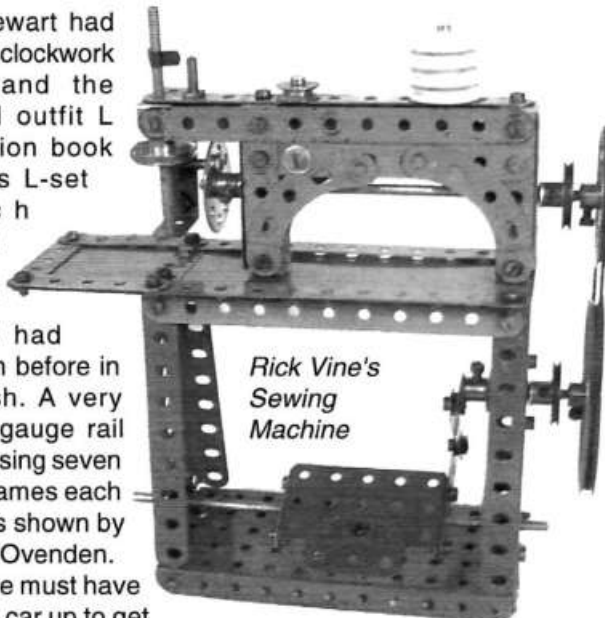
three tables this year in the hope that some of the

models which spent last year's show under the table will get shown this year. Peter and Neil told us about a recent quite large deceased estate of Geoffrey Martin which they are about to sort out for sale and David has been selling the late Bob McCracken's Meccano sets on Trademe through the able hands of John Hansen. The cabinet enclosed Set 10 attained over \$5,000 a few weeks ago.

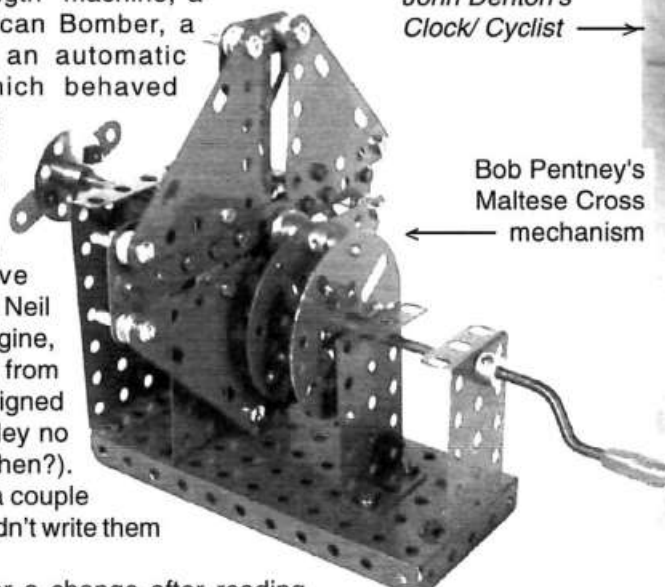
Another great afternoon; I reckon we could have them every second month!



David Wall's Jumping Monkey

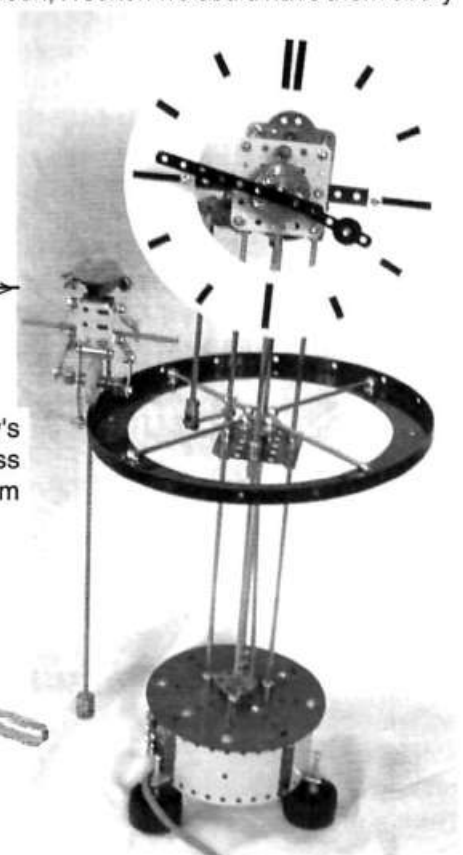


Rick Vine's Sewing Machine



John Denton's Clock/Cyclist

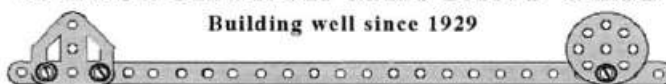
Bob Pentney's Maltese Cross mechanism



MEETING 5th May 2006

CHRISTCHURCH MECCANO CLUB

Building well since 1929



Apologies for no reports since the March meeting, as once again work commitments got in the way!

This month was attended by the Plucks, now back on this side of the hill. Neil has taken up a position at the Christchurch Honda workshops to be closer to his dad. He brought along a packing tape dispenser made of Meccano that he made to do his house moving easier.

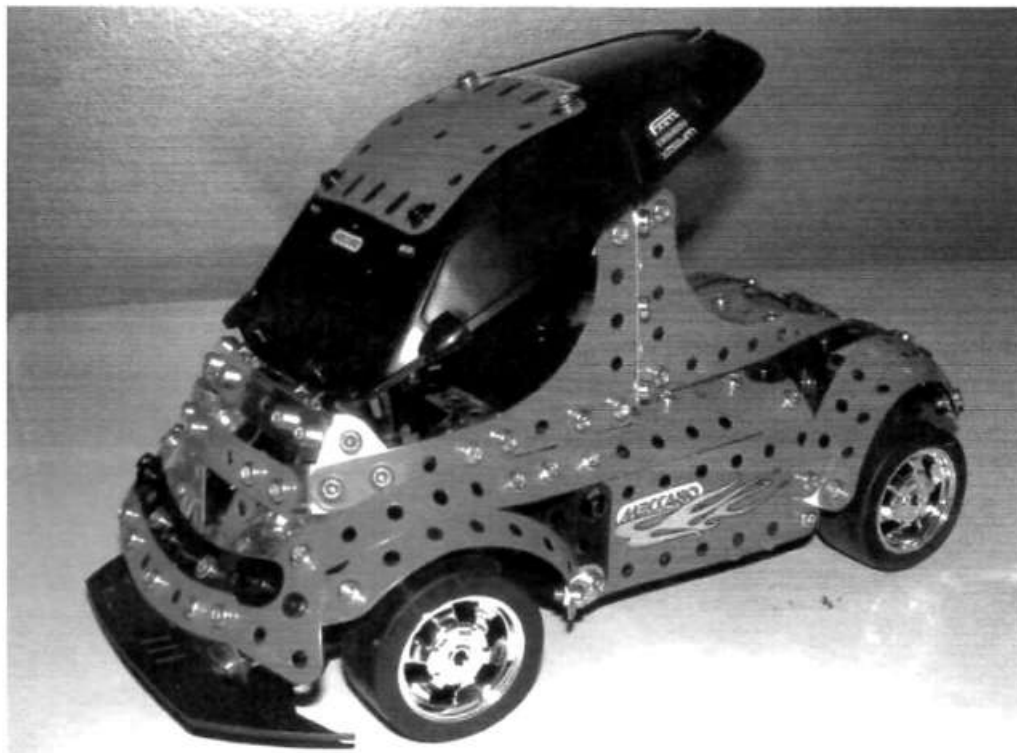
New member, Charles Steadman, brought along his nearly finished No. 10 set Traction Engine (MW Modelplan MP100, shown here). Charles has been collecting and restoring genuine parts to their former glory for this model. It looked very nice in shiny red and green. His only complaint was of the gearbox system, but that is always a problem with the lack of gear parts within the No. 10 contents. The back axle is interesting in that it is fixed to the chassis and the wheels are floating on it.

Also in attendance at the meeting were; Peter Satherthwaite, Cameron McFarlane, Alf Haywood and Selwyn Megson.

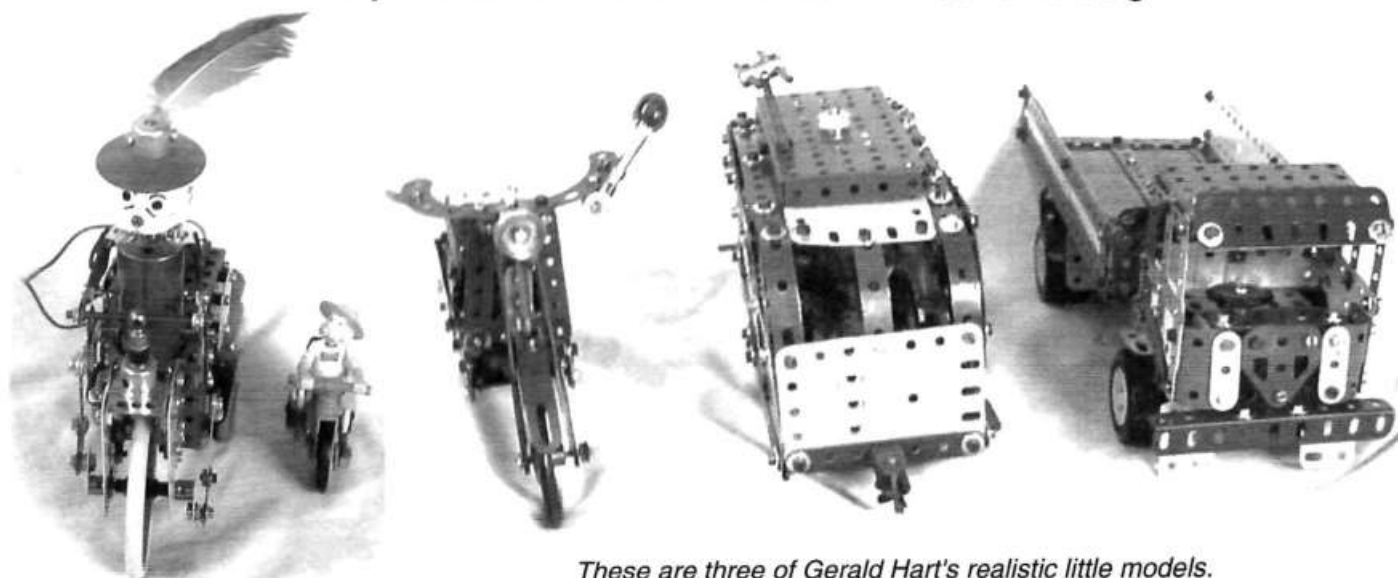
Graeme O'Neill was also able to attend this time - with a repeat showing of his #0508; 2004 Renault GP car, #8701; R/C red truck and his new orange truck model. This set is available from Dick Smith stores for \$117 (or \$67 on special) is excellent value and

got lots of attention as it whizzed around the wooden floor of the hall, making boy-racer noises. This model received the normal

attention to make it stronger etc. He also brought along his laptops and ran some slide shows, during the night; of the development of the new Halswell Modellers track over the last three years and some of the models gleaned off Spanner chat site and other web sites.



The night was once again finished off with a lovely supper provided by Peter, thanks again. Keep on Meccanoing, Graeme O'Neill.

More pictures from the Auckland Meccano Guild meeting

These are three of Gerald Hart's realistic little models.

David Wall's "Bavarian on a Bicycle"

MWTT MECCANO CLUB

June 2006

This was one of our biggest meetings to date; twenty eight members attended the 10 June 2006 meeting.

The initial topic of the meeting

was "Refurbishment" with Bruce Neilson leading off the discussion with examples of rock tumbling drums, three roller machine, specially shaped anvils, soft faced hammers and a summary of his experiences to date with spray paint cans. Other members contributed with brush painting, different versions of the three roller straightener, sand blasting, zinc plating etc. More to come at the August meeting.

The model of the month had to have a link with Royalty and included Don Blakeborough's Corgi Dog, Bob

Prescott's Crown with anthem, John Ince's Crown & Sceptre, Daryl Anderson's Sovereign figurines

by Meccano Ltd, MM 1954 and real Coronation flag, the Queen and horse, the King and a



That Corgi!



Sword. Alistair Tong's word "ROYALTY" with Sprocket Chain links won the prize of "Mecano" sweets.

Members presented the following additional models:-

Trevor Adam – Trevor the Cyclist rolling inside a Circular Girder

Viv Alexander – A French No 6 set and a collection of models built with only two Bolts and Nuts.

Don Blakeborough – From July 1974 MM, a Heald making machine.

John Freer – A Taranaki hedge cutting flail mounted on a Bren Gun chassis.

Bruce Geange – Replica Meccano Saw bench driven by a Lister stationary engine.

David Glenday – Bronco Land Rover and Packard Vintage Car.

Lou Nichols – SML 31 Steam Excavator and blue/gold Racing Car.

Tom Pittams – Crane, flopping wing bomber and a No 1 1938 Meccano Car.

Mel Plows – Set 10 three funnel Liner

Bob Prescott – Bugatti Racing Car.

Hugh Ramage - Toilet Paper Dispenser, Crane Lorry and his Bag Sewing machine.

Robin Rye – Marklin Mechanical Shovel special set assembled.



Alistair Tong's "Link with Royalty".

Lloyd Spackman – MP164 Modelplan of Double Ended Fairlie Locomotive completed.

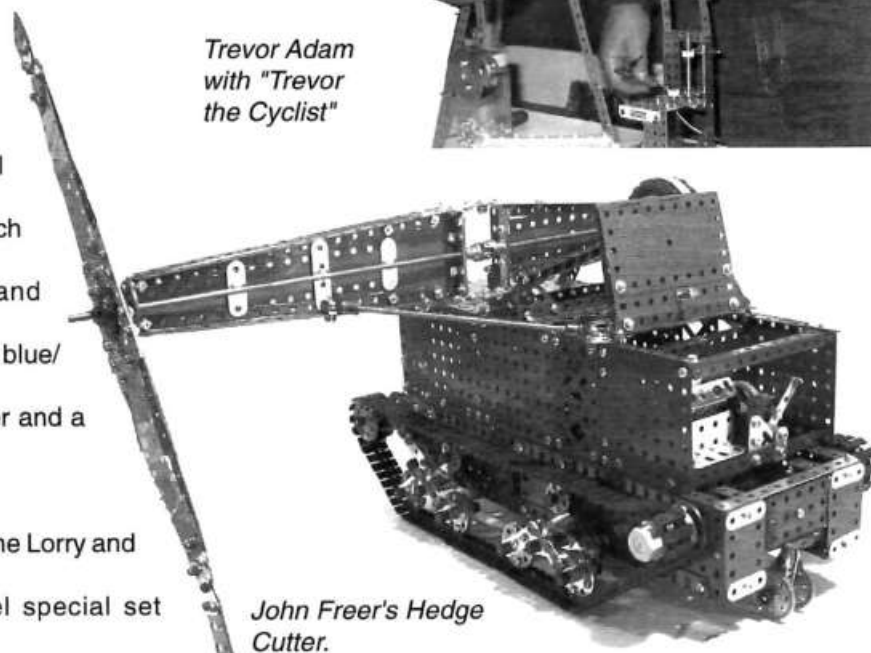
Paul Vodanovitch – Eight wheel Lorry and Junior Meccano Aeroplane.

Francis Wilson – Tins and Boxes from early sets.

The meeting concluded with an auction and supper.



Trevor Adam with "Trevor the Cyclist"



John Freer's Hedge Cutter.

Auckland Meccano Guild February 2006

by David Wall

The Auckland Meccano Guild's first meeting for 2006 was held on Saturday February 11 at the apartment of Merv and Bev Mexted's at Stanmore Bay on the Whangaparaoa Peninsula.

Members and wives enjoyed a pleasant and productive afternoon topped off with a superb afternoon tea. Peter and Jan Hancock gave their apologies.

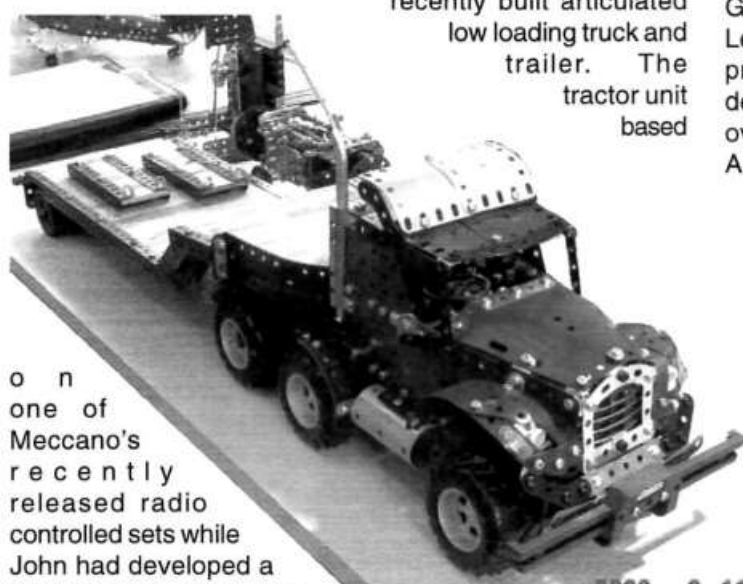
The following models were on display:

George Ovenden presented his version of an automated "Gong" being model number 31 from a 1930's set 'G' manual.

John Denton introduced his recently built articulated low loading truck and trailer. The tractor unit based



The Denton Spitfire



on one of Meccano's recently released radio controlled sets while John had developed a realistic free hand low-loading trailer assembly to complement the otherwise bare tractor unit. A nicely executed model of a spitfire resplendent in army colours based on information taken from a recent edition of the Constructor Quarterly was John's second model.

A historic steam powered cultivator, workshop crane, small

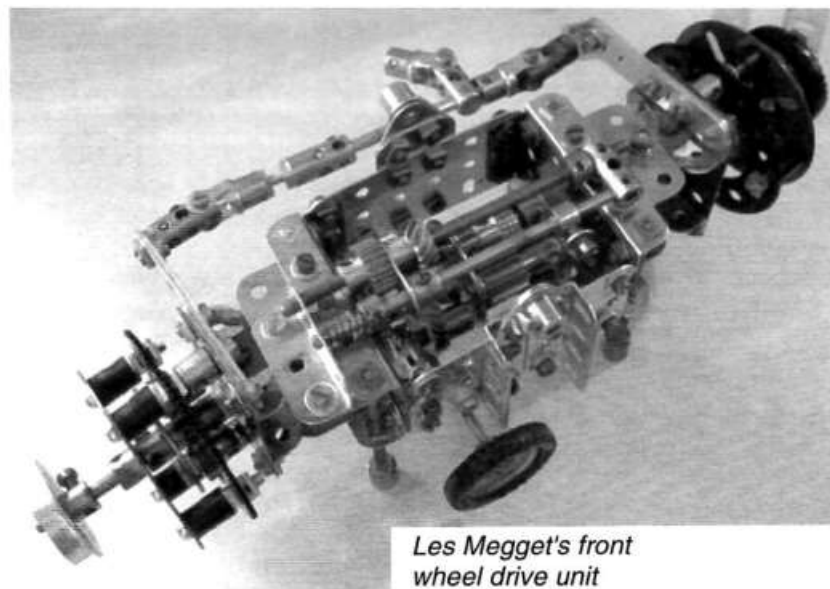
farm tractor and a simplistic jet plane were shown off by Gerald Hart.

Les Megget has embarked on yet another large-scale crane project and had the front wheel drive unit available for demonstration. We look forward to seeing this model grow over the next few months.

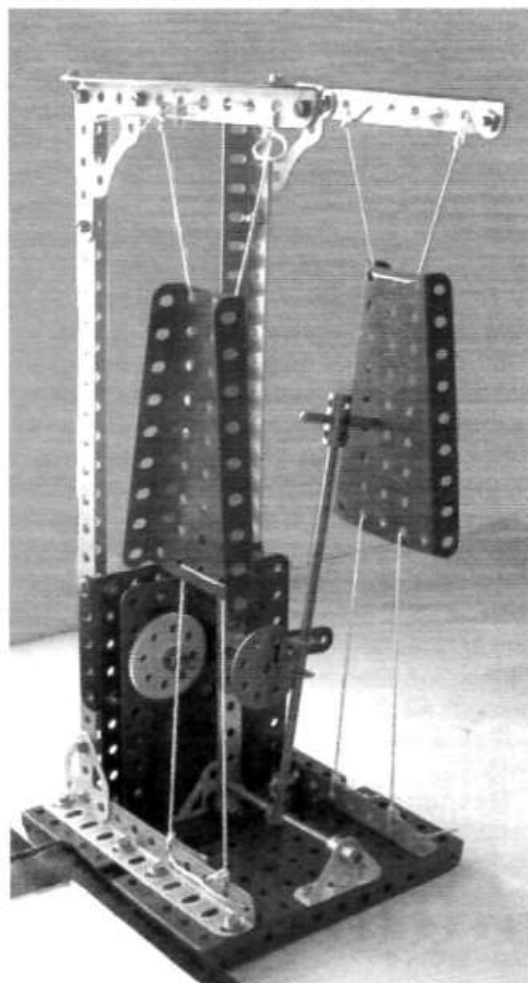
A 'Jules Verne' version of the 'Nautilus' submarine, a free hand fighter plane and two army multi kit models were presented by Gary Higgins.

Rick Vine displayed his motorcycle with sidecar, a model of a "2CV" French car, a straight line mechanism and a high wing monoplane.

William Irwin presented a selection of the latest available Meccano magazines for members to peruse.



Les Megget's front wheel drive unit



George Ovenden's gong

To those who collect and admire the Meccano system, the set or item which we would like to own the most would have a number of differing results? To some it may be a GRB, perhaps others it would be K type oil can, but perhaps the one item that would get the most votes would be a No 10 set. Of what vintage I think does not matter (although a No 7 set from 1930s would be nice), just the thought of having one would be nice. But on acquiring this very nice and desirable set (or other part) would you use it? A perplexing question which could be answered by the condition of the parts etc –new parts would make it hard. During the last month I have been privileged to sell such a set and I believe the new owners are going to 'use it'. Good on them and may it bring them much joy.

Let's get down to this month's offering. On eBay there have been a number of auctions run by the same seller of an Estate of someone who must have been a Meccano collector as the number of lots has been reasonably large. Here are some of the results:

* **Vintage Meccano parts.** Parts new and VG condition. Includes 2" Pulleys, twelve Boiler Ends, large Tyres, Hub discs etc Sold for NZ\$240.

* **Vintage Meccano parts.** Over 100 parts (all in new and VG condition) including 167b Hub Discs, Braced Girders, Flat Plates, Circular Plates, lots of small Bevel Gears etc. Sold for NZ\$500.

* **Vintage Meccano parts**-over 100 including seven Ships Funnels, Curved Strips, two Hub Discs, etc all in new condition. Sold for NZ\$210.

* **Meccano parts new and VG.** Large lot of English yellow Plates, Flexible Strips, and Braced Girders plus a selection of blue parts including Boilers, large Rings etc. Sold for NZ\$840.

* **Meccano Set No 4** 1963 M set. Never opened, still has plastic over parts. Sold for NZ\$290.

* **Meccano 4A.** New and unused about 1963 (M), still has plastic around parts, not a common set and sold well at NZ\$130.

* **Meccano Set No 5** 1950. Never used, still strung, parts tins look like pre war. Sold for NZ\$450.

* **Meccano Boxed 7A and No 8.** They look like early 1950s sets, both in excellent condition and sold well at NZ\$1070.

* **Meccano Elekrikit.** In a near new state, missing a few parts, comes with dial card and manual. This was a good buy at NZ\$130.

* **Meccano Electronic Control set.** This auction included two sets although one was missing battery box and second box very tatty (other set like new and complete). Sold for NZ\$242.

* **Meccano Shuttle** in very nice condition. This was one of three he had for sale. Not common and sold well at NZ\$240.

* **Meccano Steam Engine.** Never been taken out of box, mint condition. After fifteen bids sold for NZ\$245.



* **Meccano Tools**-included 4 screwdrivers including the wooden handled one, hank of cord, box spanner, nut holder and what looks like a reed hook. NZ\$122 was final price.

Now let us look at some other sales:

* **French Elekrikit No 1** with manual and dial card. Looks complete and the French set looks so much better than the English counterpart does. This set is larger and has a better design on the box lid. Sold for NZ\$320.

* **Märklin Elex kit No 1052.** In mint condition with manual and dial card. Very nice NZ\$82.

* **Märklin Pneumatic Halt/Crossing 1904.** A fairly rare beast used on early model railway layouts. Here is how the seller describes it "A very early Märklin railway accessory adjustable for any gauge. There are four action features operated by pneumatics, bell, gates, English style signals and the crossing attendant. They all have two positions. A bit of pumped air will move each one from position A to position B or the reverse? 36 cm X 22 cm. Very rare. The pneumatic controller alone, which I sadly do not have, is a hard to find and expensive piece. Nice bright hand-painted condition. All the components are different from later windup versions. Three figures of uncertain age included." Being so rare it brought the sum of NZ\$2380.

* **Constructor Quarterly,** that very fine Meccano magazine issued four times a year. Here we have issues 1-70 in binders plus 71, 72 loose, all in mint condition, (original cost NZ\$2800??) These sold (only one bid) for NZ\$1430. Of interest these were sold from Australia.

* **Meccano Water motor.** This is one of the rarest Meccano pieces that exist and this one sold by Vectis via eBay certainly reached a high price. This is how Vectis described it "Meccano rare Water Motor standing 5" tall to the top of the water feed, standing on two Meccano style feet measuring 3" long. Feet on both sides are part of the main plate covering the Water Motor and are embossed on both sides to read "MECCANO WATER MOTOR MADE IN ENGLAND". Finished in black with brass fittings. An extremely rare item, very few of these are known to exist. Good." Buyer unknown as was at live auction. Sold for

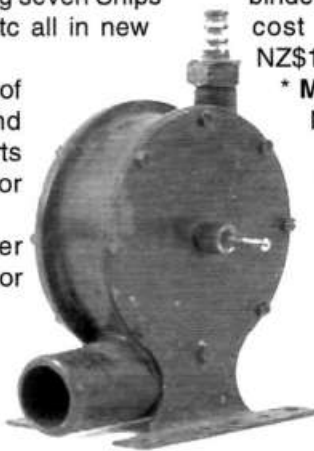
NZ\$3000.

* Next we have a **VERY NICE No 9 set 1938/39 Blue/Gold.** The top card has been unstrung at some time but the bottom layer is like the day it left the factory. Tyres are good and clockwork motor looks unused as well. Box is in reasonable condition for age, and came with original manuals. Sold for NZ\$5700.

* And now to conclude I would like to share with you my bargain of the month. It is a **1974 Meccano Mogul Dump**

Truck. The truck looks like new and comes with its original box. I asked what the shipping to NZ was and it was quoted at over NZ\$100. The truck sold for the princely sum of NZ\$7.50 – Oh the pain!

That is all for this time, thanks for reading and until next time. John Hansen. <happypastimes@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 - 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 - 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 - 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 - 7 July, 4 August, 1 September, 6 October, 3
November, 1 December.

Other Important Dates

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

Additional Meccano Contacts

Hamilton - Don McClelland Ph 07 843 4198.

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>.

Category Indexes to articles in Meccano related Magazines
<www.dalefield.com/nzfmm/constructorq/bneilson.html>

Articles etc. for the August 2006 issue of NZFMM
Magazine should be sent to the Editor well before 7 August
2006.

Back Numbers - NZFMM Magazines from April 2001 are
available. Contact the Editor.

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>

Stan Baker - New Zealand and Australian Agent for Ashok Bannerjee (India) parts.

Postal Address, Stan Baker, PO Box 10012, Wellington

Email <nzmeccanoman@gmail.com>

Phone +64 21 421 750

As an introduction, my intention is to hold stocks in New
Zealand for immediate delivery generally along the following
lines (but I will add other parts that might be in demand).

All Angle and Flat Girders including narrow replicas in green,
stainless steel, and some zinc.

Most Narrow and Flexible Strips again in green, and
stainless mainly.

All Axles in stainless steel including the triple flat and
Ashok's Heavy Axles and components for those systems.

All Sprockets and Chain including Ashok's additional
sprocket sizes.

Most brass items and in particular most of his gear variants
as well as standard Meccano gears.

All parts that were only supplied in the classic Sets 8
upwards.

His fantastic sideplate motor.

Most obsolete parts.

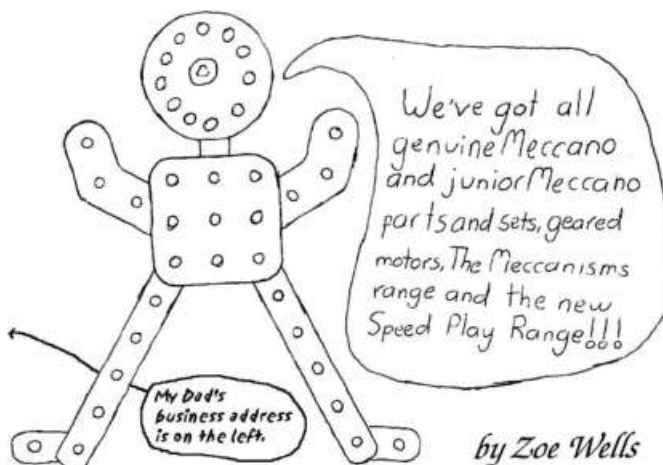
The best new Nikko parts such as dished flexible plates.

Others that fall loosely into that category or are in high
demand.

I will bring in any item listed in any finish however, including
whole No. 9 or 10 sets generally within around four to six
weeks. I do not have any minimum value for orders.
Discounts are offered both to NZFMM members and other
discounts based on order value.

My full price list (over 1000 items most with a variety of
finishes) is now available from me in either Excel or PDF
format on request. Prices are subject to change based on
the exchange rate particularly for items not in stock. In the
future I intend to set up an online web page with the ability
to sell by credit card. Initially payment will be by direct bank
transfer to an Australian or NZ bank account or cheque in
either currency.

Although briefly described in the pricelist many of the special
items need to be seen and handled to have their usefulness
appreciated. In this regard I am happy to send out samples
on loan for Meccano club meetings and will also sell "on
approval" if desired.



by Zoe Wells



These images of well known MECCANO posters and booklet covers have been provided by Doug Harris of Auckland, New Zealand; email: <digbee@xtra.co.nz>. Doug's web site is up and running and is entitled

MY MECCANO/HORNBY/OTHER MAKES POSTERS

<http://www.geocities.com/hornbymeccano/>

(turn to page 15 for story)

