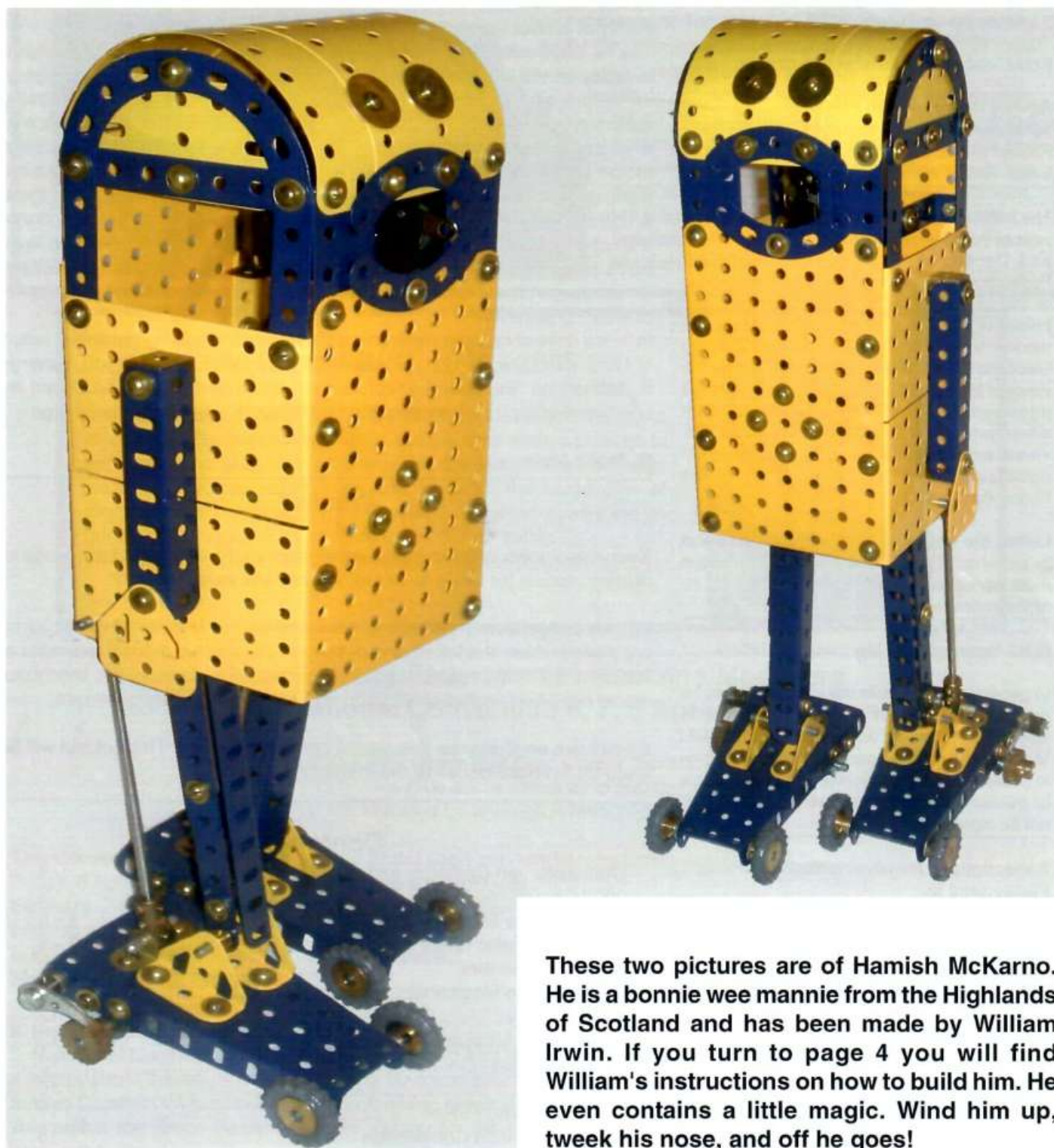




These two pictures are of Hamish McKarno. He is a bonnie wee mannie from the Highlands of Scotland and has been made by William Irwin. If you turn to page 4 you will find William's instructions on how to build him. He even contains a little magic. Wind him up, tweek his nose, and off he goes!

NZ Federation of Meccano Modellers Magazine

1 + 1 = 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.

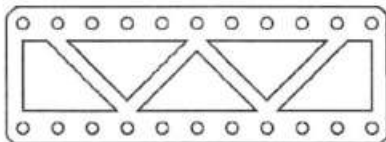
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You will have noticed in the Club reports that our New Zealand clubs are reporting bigger attendances (with models) and growing membership. Delighted to hear it ☺.

Which brings me to the thought that a hobby shared is a hobby better enjoyed. I have some Meccano friends here in Palmerston North where visits are anything from an hour for a cup of coffee and a chat, to time spent in the Meccano room drooling over the latest Meccano model through to a blokes 'Stinky' lunch of pickles, chutneys, strong cheeses, salami, etc and plenty of conversation.

The NZ 2006 subscribers list inserted in this issue, being on a spreadsheet, is easily sorted into town order and I note that there are several groups of modellers where there is not an existing Club and therefore probably suffering from isolation trauma. Could I suggest that a explicit invitation to a neighbouring Meccanoman (men) for a visit bringing their latest Meccano model (with say a months notice) every so often would do all parties the world of good Meccano wise. Plus the enthusiasm gets a boost. And there is nothing like a visit from your peers (or in-laws) to get 'put off jobs' done, a bit of a tidy up and that long neglected model finished off. Even low level items like a visitor having a quiet read of the magazines you have but the visitor doesn't is a pleasant hour which invariably produces discussion of one sort or another.

In these days of multiple electronic distractions and solitary pastimes, reach out and communicate with somebody for the benefit of both of you. Synergy is defined as "Increased effectiveness, achievements etc produced by combined action, cooperation, etc." or simply 1 + 1 = 3, so give it a go.

R. Bruce Neilson

Wanted

Everyone knows that the model room at Binns Road produced a range of display models for dealers. Some of these still exist.

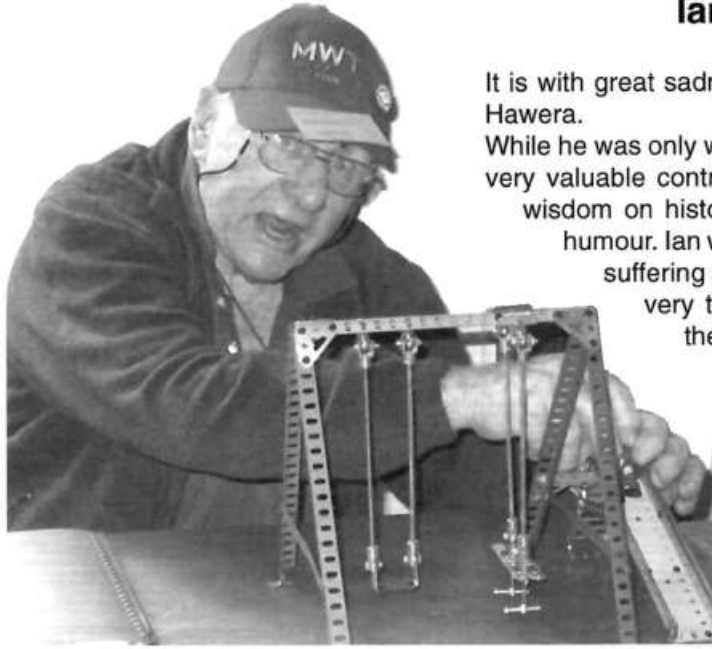
What is not so well known is that from time to time Meccano Ltd published brochures which illustrated and described the display models available at the time. As these models were only available to dealers, the brochures would have had limited distribution and are consequently quite rare.

If you have anything like this please contact the editor. This subject will be featured in future issues of the magazine.

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Ian Cameron. 1931 - 2006



It is with great sadness we announce the passing of Ian Cameron of Hawera.

While he was only with us in the MWT Club for a short time, he made a very valuable contribution, both in his skills as an engineer and his wisdom on historical matters relating to machinery and his good humour. Ian was a life-long Engineer with his own business. After suffering a stroke in 2000 he found the use of Meccano to be very therapeutic for his mind and body. After attending the 2003 Hawera Convention, Ian joined the MWT Club and rarely missed a meeting.

His other interests were Legion of Frontiersman, small bore rifle shooting and swimming administration, rising to high rank in all the organisations. It is good that Meccano kept his mind active in his final years, he will be missed. Ian's funeral was held in Hawera, Taranaki on Saturday 1st July 2006 and was attended by local Meccano people.

David Barrett (UK), 1944 - 2006

It is sad indeed to hear of David's passing. David and Margaret visited New Zealand several times and we were always pleased to see them at our Meccano gatherings. He and Margaret were always welcoming voices when Anne and I shared the same digs at Skegness. On behalf of all New Zealand Meccanomen we pass on our sincere condolences to Margaret and their family.
With sadness, Bob Prescott, Paraparaumu, New Zealand



New Zealand Federation of Meccano Modellers National Convention 6, 7, 8 April 2007

Held at: 'EXPRESSIONS' Upper Hutt Civic Centre, Fergusson Drive, Upper Hutt.

(The same venue as in 2001)

Hosted by Wellington Meccano Club

This Convention is open to all Meccano Enthusiasts and families, including overseas.

Friday, 6 April is set up day but we welcome any early visitors.

Saturday, 7 April is exhibition for enthusiasts and families/friends. Meet, greet, demonstrate and socialize. Saturday evening communal meal.

Sunday, 8 April the exhibition is open to the public.

Modelling Categories:

1. Free Choice, Senior 1st, 2nd, 3rd.
2. Free Choice, Junior 1st, 2nd, 3rd.
3. Ball Roller Competition. (Rules as set out in NZFMM Magazine, June 2006 and on page 18 of this issue)
4. MotorVator Challenge. (Model from the Meccano Electronic Set but controlled with programmed Motorvator)
5. Wes Dalefield Webmaster Model. (Something clever and innovative)

Remember the Bruce Baxter Memorial Trophy for the most popular public choice and the Trophy for the best/most prolific club display.

Registration:

Form will be available with the NZFMM Magazine soon or request one from me directly. (normal post or email)

Enquiries:

Simon Moody, Blue Mountains Road, RD 1, Upper Hutt 5371, New Zealand, email <moodys@ihug.co.nz>.

The McKarno Toddler (R2D2)

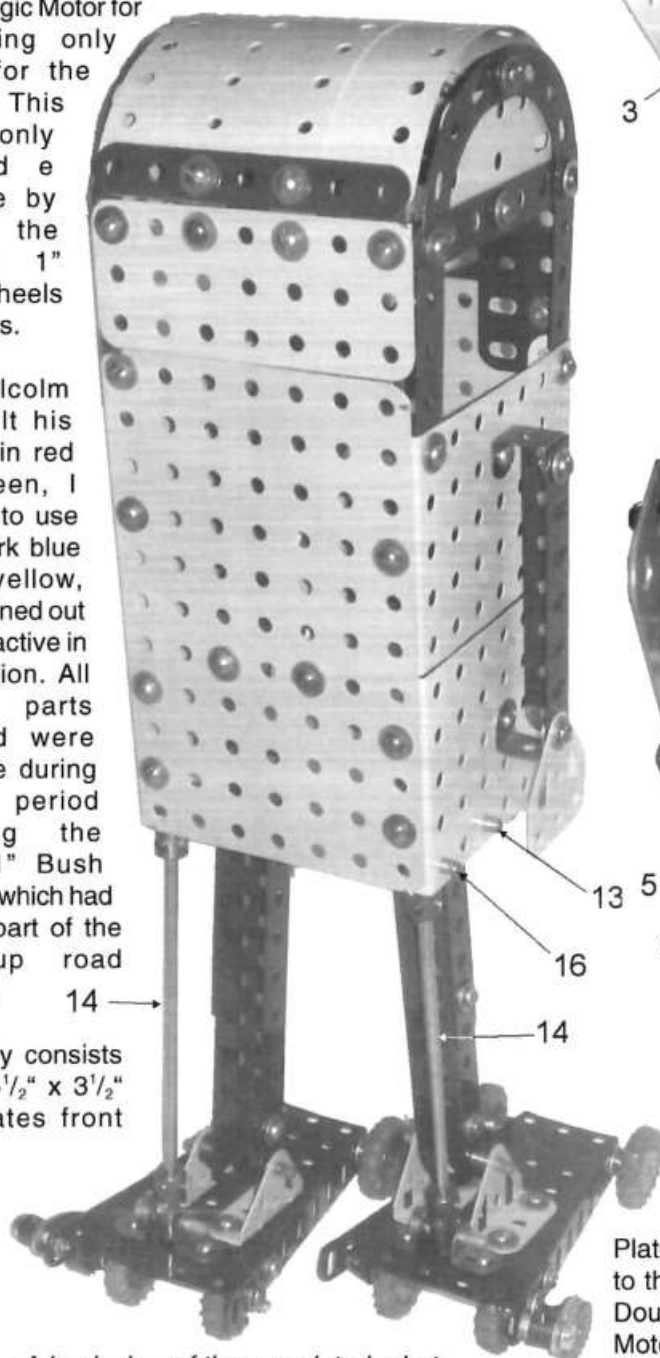
built, photographed and described by William Irwin from a design by Tony Parmee.

Some time ago Malcolm Booker of Sydney sent me some rough sketches of a design for this delightful little robot as designed by Tony Parmee, and shown briefly by him in his Clockwork Robots article in Constructor Quarterly 30, December 1995. He had built the McKarno family consisting of father, mother and toddler all driven by clockwork motors.

The challenge was to use a Magic Motor for a walking only Robot for the toddler. This was only made possible by using the smaller 1" Bush Wheels for cranks.

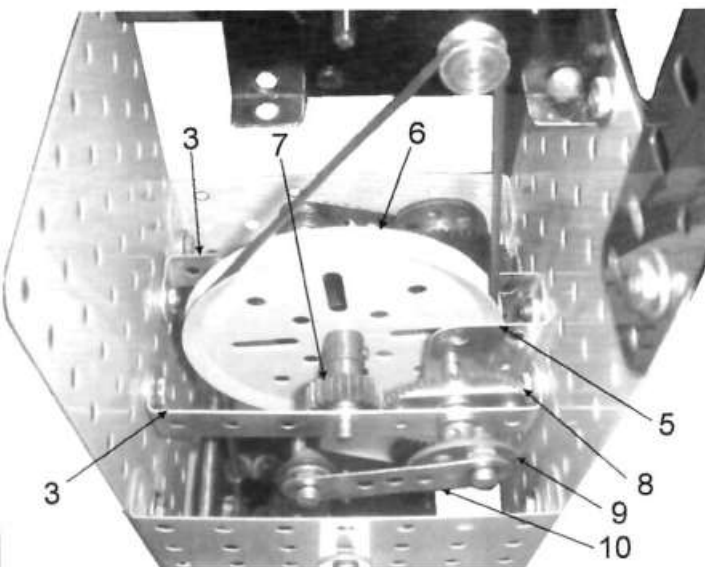
As Malcolm had built his version in red and green, I decided to use 1978 dark blue and yellow, which turned out very attractive in my opinion. All the parts required were available during that period including the brass 1" Bush Wheels (which had formed part of the built up road wheels).

The body consists of two 5 1/2" x 3 1/2" Flat Plates front

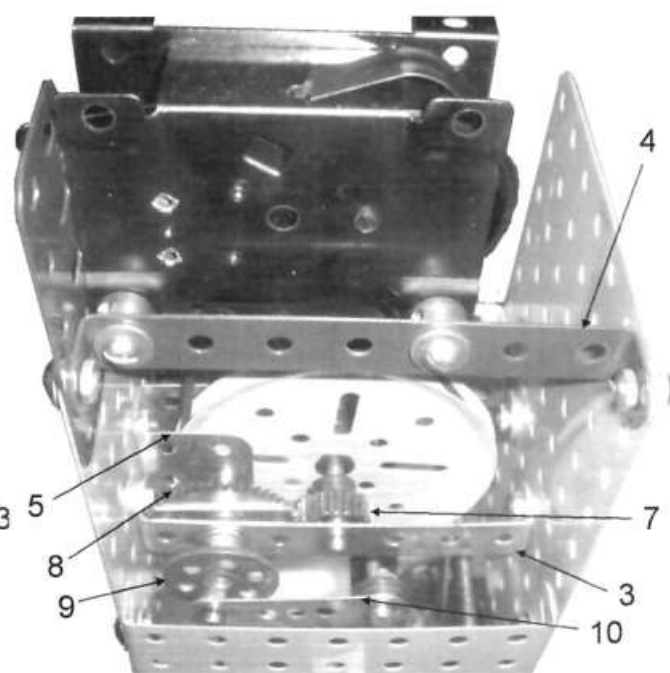


A back view of the completed robot.

and back connected by four 3 1/2" x 2 1/2" Flanged Plates on the sides. It is advisable to build the mechanism between the two Flat Plates before adding the top side Flanged Plates. Inside this framework the mechanism is housed between two 3 1/2" Double Angle Strips, 3, bolted three holes apart and five holes from the bottom, spaced from the Flat



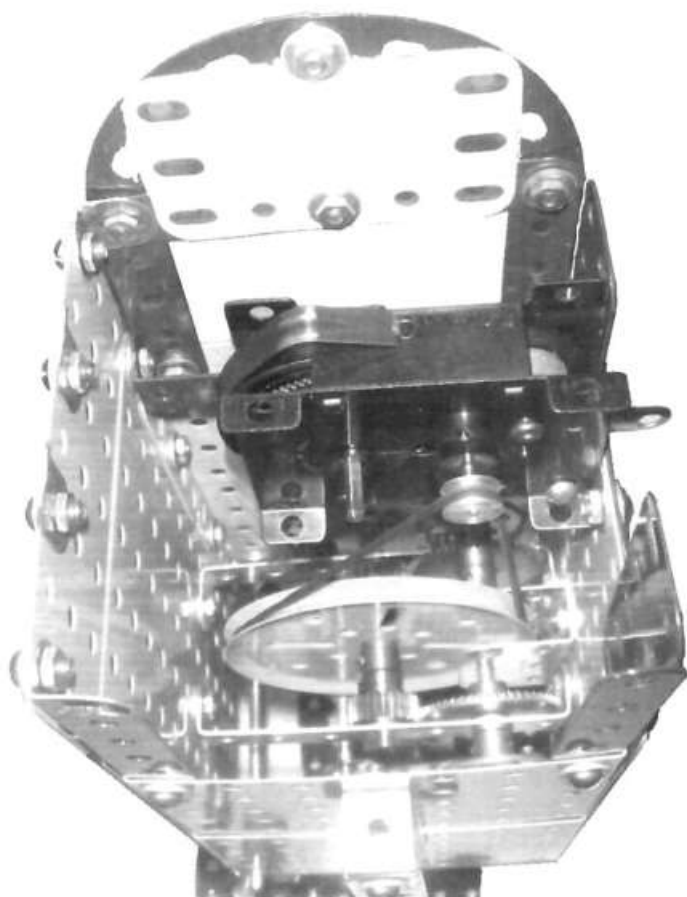
View from RH side with head and upper Flanged Plate removed.



View from LH side with head and upper Flanged Plate removed.

Plates by Washers to suit. A Channel Bearing, 5, is bolted to the inside of the front Flat Plate vertically between the Double Angle Strips four holes from the bottom. The Magic Motor is bolted to a 3 1/2" Double Angle Strip, 4, spanning between the top left end holes of the Flat Plates and spaced from it by Collars on the 3/8" Bolts. The motor is also fastened to an Angle Bracket which is attached to the centre top hole of the front Flat Plate by the Bolt which also holds the 2 1/2" Curved Strip forming the mouth.

The drive is taken from the motor by rubber band to a 3" Pulley, 6, on a 2" Rod journalled in the centre holes of the



Overhead view with part of head removed.

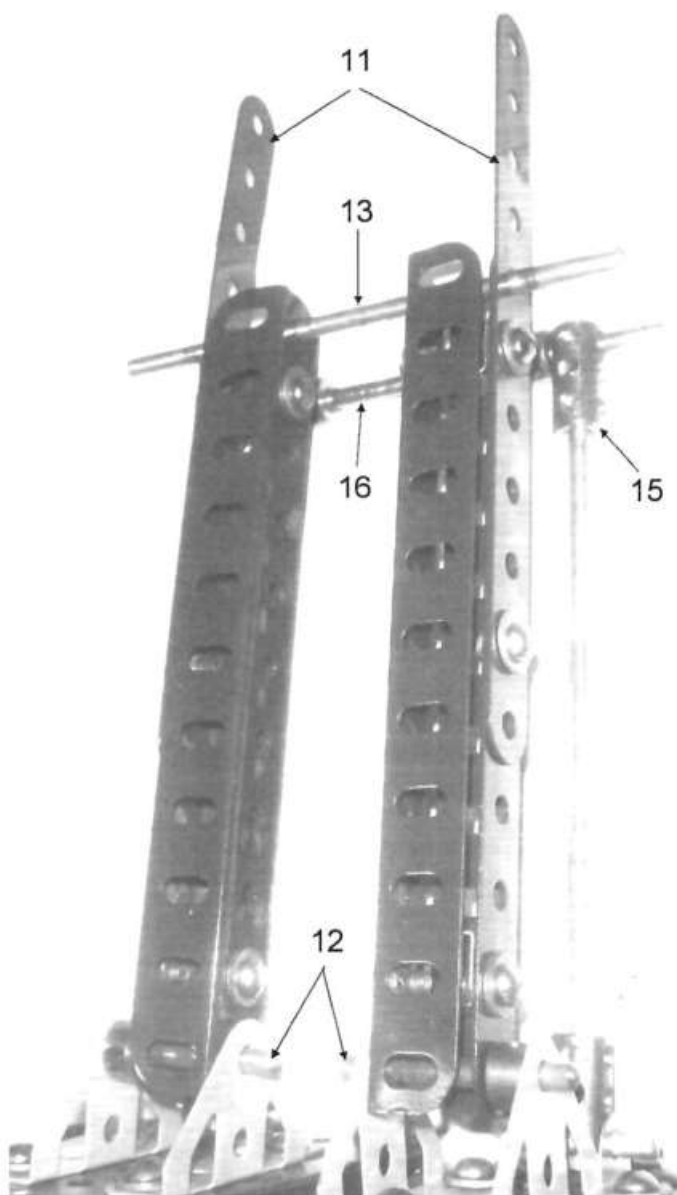
$3\frac{1}{2}$ " Double Angle Strip. This Rod also carries $\frac{3}{4}$ " Pinions, 7, on either side of the Pulley spaced from the Double Angle Strips by a Washer. The Pinions mesh with $1\frac{1}{4}$ " Gear Wheels, 8, on either side mounted on 1" Rods journaled in the Double Angle Strip and Channel Bearing, 5. 1" Bush Wheels, 9, are mounted on the ends of the 1" Rods with a Washer on either side of the Double Angle Strip. A 2" Strip, 10, locknuttied to the Bush Wheel at one end and the $5\frac{1}{2}$ " Strip, 11, extension from the leg at the other end, provides the crank action for each leg movement. The cranks on either leg must oppose each other.

Each foot consists of a Flanged Sector Plate with two Trunnions bolted as shown to support the leg. The foot runs on four $\frac{1}{2}$ " Pulleys with rubber Tyres mounted on a $2\frac{1}{2}$ " Rod in front, and a 3" Rod at the back journaled in 1" Triangular Plates fastened to the Sector Plate flange. A Ratchet Wheel, 17, is fastened to the outside of the 3" Rod as shown to engage a Pawl fastened in the end hole of the flange by a Pivot Bolt.

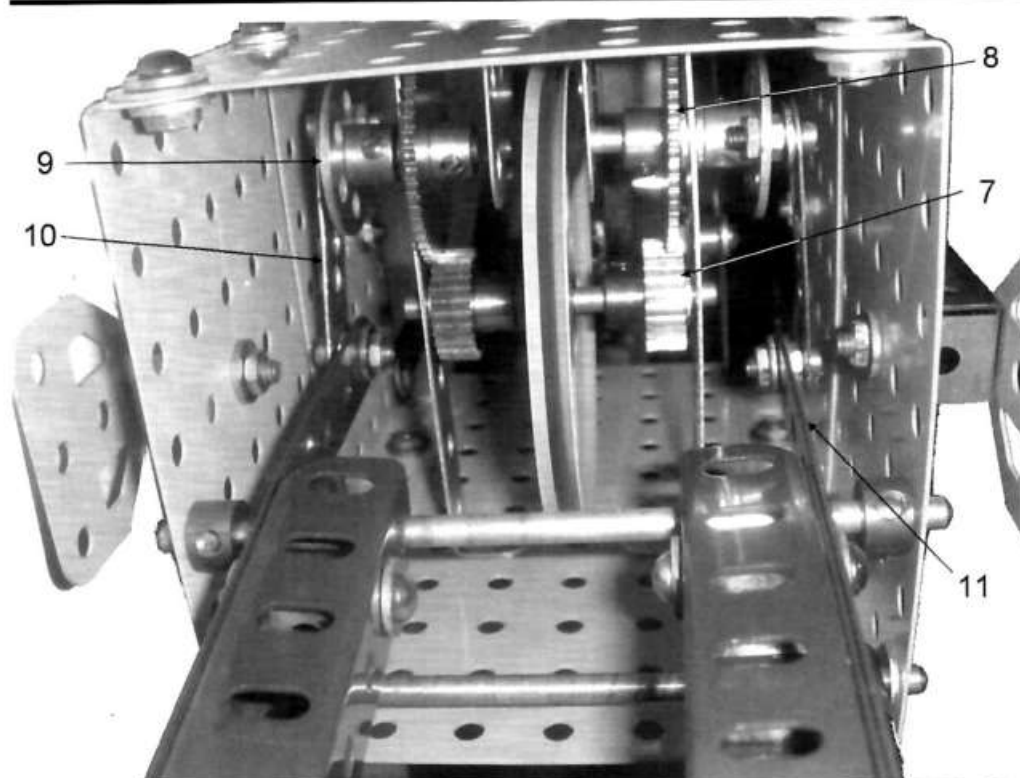
Each leg consists of two $5\frac{1}{2}$ " Angle Girders connected together by Double Brackets. The legs pivot on $1\frac{1}{2}$ " Rods, 12, at the bottom journaled in the Trunnions, and on a 4" Rod, 13, at the top journaled in the side Flanged Plates of the body three holes from the back as shown and held in place by Collars. Each leg is extended upwards by a $5\frac{1}{2}$ " Strip, 11, overlapped with the Angle Girder by seven holes. The top end of the Strip is locknuttied to the end of the 2" Strip forming the crank on each side. The support rods behind the legs are 5" Rods, 14, with Couplings at each

end pivoted on 1" Rods journaled in Angle Brackets at the bottom, and on a 4" Rod, 16, at the top journaled in the bottom end hole of the side Flanged Plates. The top Couplings, 15, are loose on the 4" Rod and kept in place by Collars.

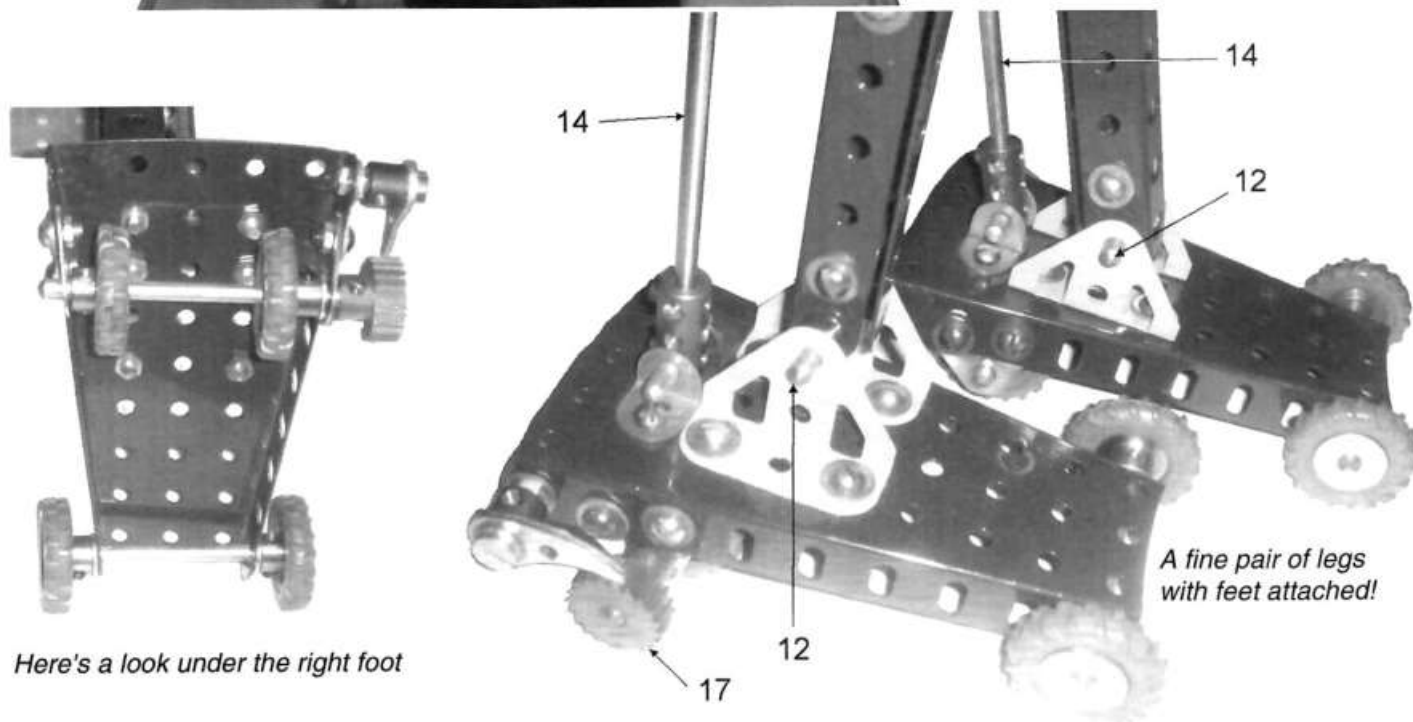
The remainder of the body work should be clear from the pictures. The head is formed by three $5\frac{1}{2}$ " Flexible Plates (I used yellow Plastic Plates for easier bending) with $\frac{3}{4}$ " Washers for eyes and two Curved Strips for the mouth. The Flexible Plates are braced by $3\frac{1}{2}$ " Strips front and back and are fastened to the rear $3\frac{1}{2}$ " x $1\frac{1}{2}$ " Flat Plate (Exacto) by two slightly bent Fishplates. The on/off motor switch protrudes through the mouth. The winding key can be extended by two 2" Flat Strips to assist in winding the motor through the gap in the side of the head. The arms of $3\frac{1}{2}$ " Angle Girders and Flat Trunnions are attached to the sides of the body by Double Brackets.



The legs viewed separate from the body.



From underneath the body the attachment of the legs may be seen.
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A fine pair of legs with feet attached!

Here's a look under the right foot

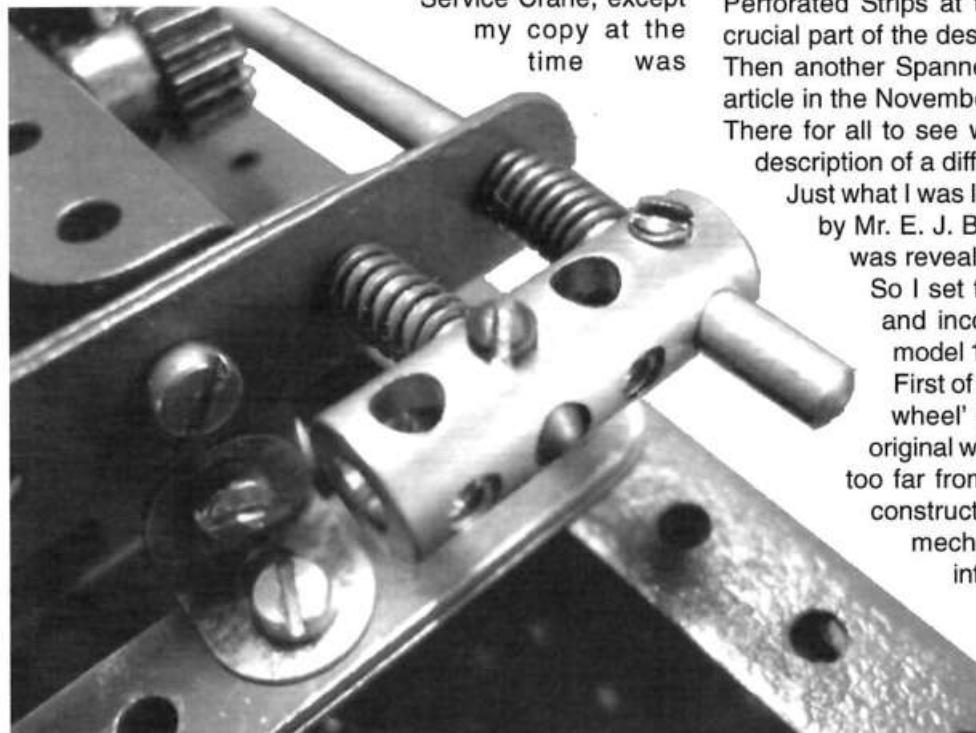
Parts required:

P/N	Description	Size	Qty	P/N	Description	Size	Qty	P/N	Description	Size	Qty
2	Perforated Strip	5 1/2"	2	19b	Pulley with Boss	3"	1	90a	Curved Strip	2 1/2" - 90°	6
3	Perforated Strip	3 1/2"	4	23a	Pulley with Boss	1/2"	8	103f	Flat Girder	2 1/2"	2
5	Perforated Strip	2 1/2"	4	25	Pinion	1/4" x 25T	2	111a	Bolt	1 1/2"	2
6	Perforated Strip	2"	2	27	Gear	50T	2	111c	Bolt	3/8"	4
9	Angle Girder	5 1/2"	4	37b	Bolt		85	126	Trunnion		4
9b	Angle Girder	3 1/2"	2	37c	Nut		94	126a	Trunnion Flat		2
10	Fishplate	1"	2	38	Washer	Standard	135	147a	Pawl with Boss		2
11	Double Bracket	1/2" x 1/2" x 1/2"	8	38d	Washer	Large	2	147b	Pivot Bolt		2
12	Angle Bracket	1/2" x 1/2"	7	48b	Double Angle Strip	1/2" x 3 1/2" x 1/2"	2	148	Ratchet Wheel	20T	2
15	Axle Rod	5"	2	52a	Flat Plate	5 1/2" x 3 1/2"	2	160	Channel Bearing		1
15b	Axle Rod	4"	2	53	Flanged Plate	3 1/2" x 2 1/2"	4	186a	Driving Band Light	6"	1
16a	Axle Rod	2 1/2"	2	54	Flanged Sector Plate	4 1/2"	2	188	Flexible Plate	2 1/2" x 1 1/2"	2
16b	Axle Rod	3"	2	59	Collar		8	189	Flexible Plate	5 1/2" x 1 1/2"	3
17	Axle Rod	2"	1	63	Coupling		4	452	Tyre	1 1/2"	8
18a	Axle Rod	1 1/2"	2	74b	Flat Plate Exacto	3 1/2" x 1 1/2"	1	518	Bushwheel 6 Hole	1"	2
18b	Axle Rod	1"	4	77	Triangular Plate	1"	4		Magic Motor		1

Crane Automatic Brake controlled by a Differential

by Alistair Tong. MWT Meccano Club, Hawera, NZ

After first obtaining the set of No. 10 Special Leaflets about 1970 I had a wish to assemble the first one, 10.1 Railway Service Crane, except my copy at the time was



written in French!! It wasn't until I purchased an English language leaflet a couple of years ago from an Australian Spanner that I was able to proceed with assembly. I am quite used to the style of instruction as presented by these leaflets so putting the Crane together was no real problem. This model was built for the NZFMM Convention that was held in Auckland, Easter 2005. During assembly I found that the braking of both winding drums to be rather primitive. Of course the model was assembled within the parts of a No. 10 set so the use of tensioned Perforated Strips rubbing into the groove of $\frac{1}{2}$ " Pulleys was acceptable at the time. Not very efficient and in fact not really workable when the hook or jib was 'loaded'. After modification the Crane was entered in competition at the Hawera Agricultural & Pastoral Show which is held each year in November. At this last outing, the model was given a Special Award by the judges for innovation regarding the braking mechanism for the jib winding drum. I can't lay claim to the design of this feature but am happy to acknowledge where the idea came from.

First of all on the Spanner group there was discussion of/for such a mechanism that just came out of the blue. Someone mentioned that a suitable design was shown inside the last page of the

Meccano Instruction Book 'Mechanisms' (my copy being in both English and French). For the life of me (and others commenting at the time) I could not understand how it actually worked by referring to the illustration as printed (there being no actual assembly instructions available). There was no Compression Spring shown at the Coupling that moves on the Rods sliding in and out of the $3\frac{1}{2}$ " Perforated Strips at the end of the gearbox housing. A crucial part of the design mechanism.

Then another Spanner mentioned a Meccano Magazine article in the November 1956 edition, pages 582 and 583. There for all to see were intimate details and a working description of a differential operated brake mechanism.

Just what I was looking for. Designed and assembled by Mr. E. J. Benton, Lye, Worcestershire. Now all was revealed.

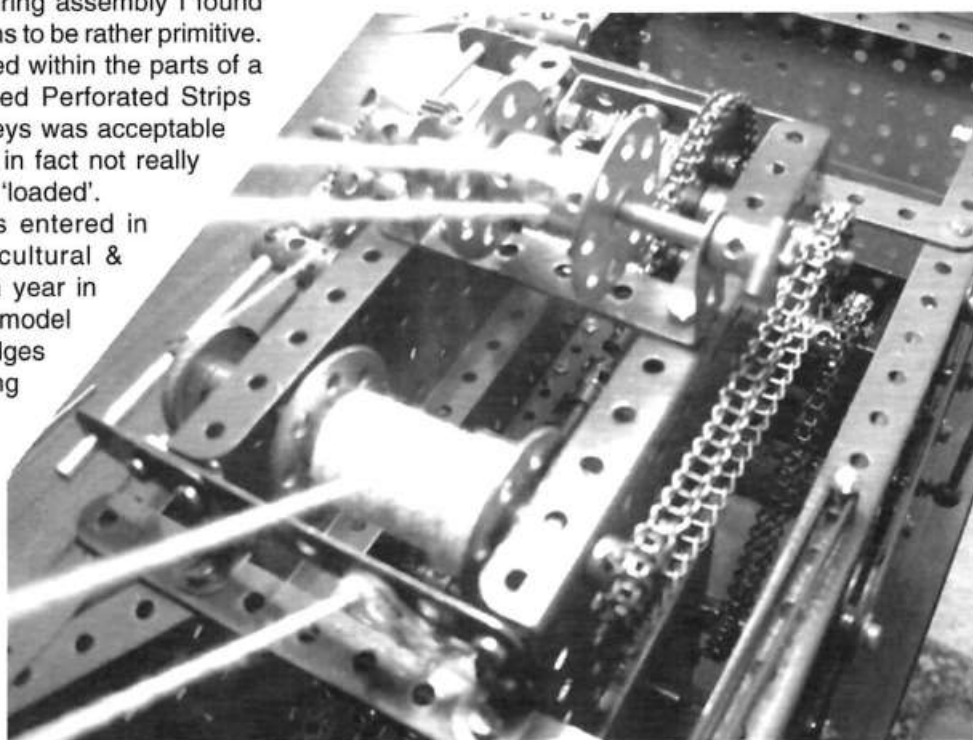
So I set to work to construct the mechanism and incorporate the design into my Set 10 model 10.1 Meccano Railway Service Crane.

First of all I chose a chain drive to the 'crown wheel' as that was the type of drive to the original winding drum. (I did not want to deviate too far from the placement of original parts or construction.) I reversed the assembly of the mechanism so that working parts would fit into the cab and be driven and operated from the original controls and driving shafts.

Now we had an excellent example of a mechanical solution to brake the jib winding drum both when the

jib was being raised/lowered or supporting a load. Perfect and of great satisfaction to the builder - me. The only modification to an otherwise excellent design was to fit two Compression Springs on the Rods sliding in the Perforated Strips at the end of the gearbox housing.

The original Meccano magazine article is reproduced on the next page.



The following article was published in the Meccano Magazine November 1956 by "Spanner":-

A Differential Operated Brake Mechanism

Mr. F. J. Benton, Lye, Worcestershire, wrote to me some time ago to tell me of experiments he had made in connection with an automatic brake mechanism for the winding shaft of a model crane. These experiments were designed to produce a brake that was applied immediately the drive to the shaft was disengaged, irrespective of whether the winding drum had been hoisting or lowering the load. Eventually Mr. Benton designed the differential mechanism shown in Fig. 2, and he tells me that it is most effective in action.

The drive from the model's power unit is transmitted through gearing to a 57-tooth Gear, 1, which forms the crown wheel of a differential mechanism. The Gear, 1, is connected by two $1\frac{1}{2}$ " x $\frac{1}{2}$ " Double Angle Strips to a Bush Wheel, 2, but the Double Angle Strips are spaced from the Gear by three Washers on each Bolt. A 2" Rod is passed through one side-plate of the mechanism housing and through the boss of the Gear, 1. A $\frac{3}{4}$ " Contrate, 3, is fixed on the Rod, which is then passed into the long bore of a Coupling, 4. A 2" Rod fitted with a $\frac{3}{4}$ " Contrate, 5, is similarly passed through the other side-plate and through the Bush Wheel, 2. Two $\frac{3}{4}$ " Pinions, 6, are placed on a 2" Rod, which is supported in the $1\frac{1}{2}$ " x $\frac{1}{2}$ " Double Angle Strips and passes through the Coupling, 4. One of these Pinions is fixed on the Rod while the other should be able to rotate freely, and they both engage the Contrates, 3 and 5.

A 1" Sprocket on the Rod carrying the Contrate, 3, is connected by Chain to a similar Sprocket on the winding drum shaft 7. The Rod carrying the Contrate, 5, is fitted with a $\frac{1}{2}$ " Pinion that engages a 57-tooth Gear mounted on a Pivot Bolt that is fixed to the housing. Two Threaded Pins, 8, are held by their nuts in the 57-tooth Gear. The Threaded Pins bear against a $1\frac{1}{2}$ " Rod fixed in a Coupling, 9, which carries also two $3\frac{1}{2}$ " Rods free to slide in Strips bolted to the housing. One of the $3\frac{1}{2}$ " Rods is fitted with a Coupling, 10, and the other carries a Coupling, 11, with a Compression Spring between this Coupling and the Strip serving as the

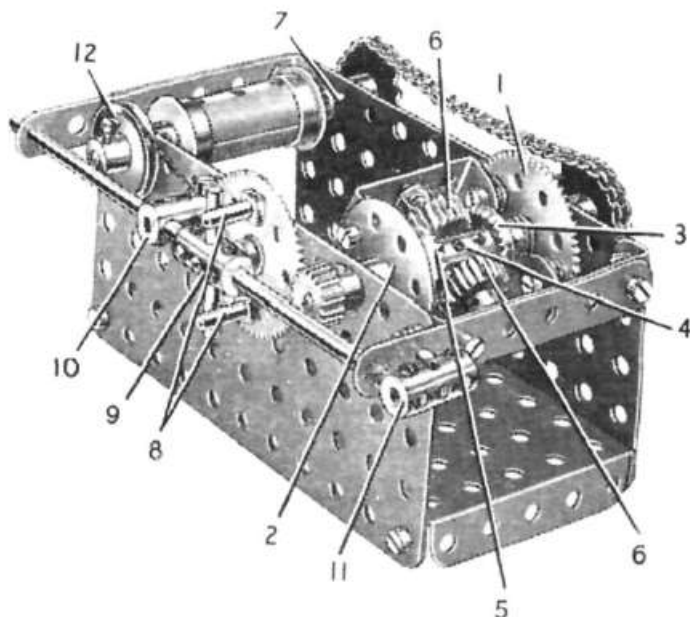


Fig. 2. A novel automatic brake for a model crane that depends for its action on a differential mechanism.

bearing. A 1" Rod held in Coupling, 11, is passed through a hole in the Strip and serves to prevent the assembly from rotating.

The action of the mechanism is as follows. A length of cord is passed round a 1" Pulley, 12, on the winding shaft and is tied to the Coupling, 10. The Compression Spring between Coupling, 11, and the Strip tends to tighten this Cord round the Pulley to form a simple band brake. When the drive is disengaged this brake prevents the winding shaft from turning. As soon as the drive is engaged however, the differential mechanism is brought into action and the Gear carrying the Threaded Pins tends to rotate. The Threaded Pins then press against the $1\frac{1}{2}$ " Rod in Coupling, 9, and slide this Coupling and the Rods it carries against the pressure of the Compression Spring. The Cord round Pulley, 12, is thus slackened and the brake is released. The brake is automatically re-applied as soon as the drive is disengaged. Thus a separate brake lever is unnecessary and the controls are much easier to arrange.

From Our Readers

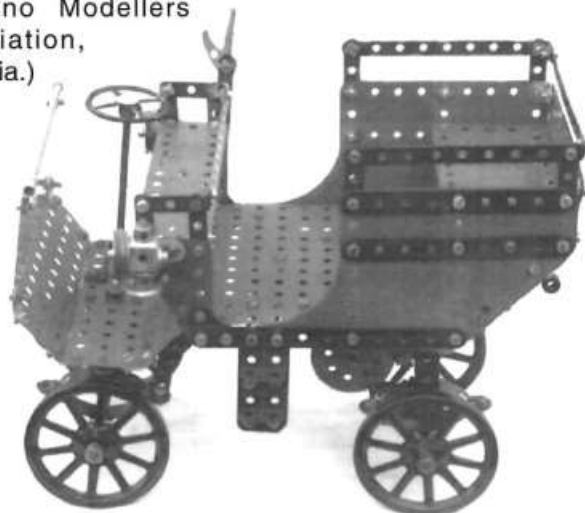
Your NZFMM Magazine keeps on getting better. (Ed. I like this man already ☺). I particularly like the instructions for small models. You can build them relatively quickly and not lose interest like I do with some of the larger more complex models. Photos enclosed are Lang Bulldog Tractor. It works well and is an achievement to get a working model



with a Magic Motor. I used red/black wheels. I thought they looked better. Horseless Carriage. I built mine about two years ago using repainted red and green parts. I used a recent black MO Motor with a two battery reversing battery box fitted on the outside low

down on the back of the model. *Malcolm Booker Australia.*

(Ed. Malcolm also included a newspaper cutting recording the passing of Jack Gentle, a long time member of the Meccano Modellers Association, Australia.)



The Meccano Magazine

*This article is reproduced by kind permission of **This England** magazine. It was first published in the Spring 2005 issue of that magazine.*

by Royston Sumner

The Meccano Magazine persuaded me as a young boy that, perhaps after all, learning to read would be worth all the time and effort. What had been the point of struggling with "Janet and John" type books when all their subjects seemed to do was to get up and go to school? For an eight-year-old there were far more exciting activities such as playing cricket, operating a Hornby clockwork railway, damming streams and much else that my mother did not immediately know about.

A perceptive schoolmaster, Mr. Austen, offered me an old copy of the magazine with the comment: "Take this home and see what you think of the pictures." The moment I opened the December, 1938, issue I knew this would be worth the effort. No grown-up had been able to tell me about Casey Jones, in spite of the song. Now, here in the editorial, it explained how this Minnesota train driver had saved his fireman and a trainful of people by remaining at the brake of his crashing locomotive after it had hit the overlapping end of a goods train.

It even took Hornby trains seriously, as in an article "Railway Fun for Beginners". There was no concession to First Reader vocabulary or "planned learning", as words such as "accessory, miniature, ambitious and tinprinted" came streaming out in long sentences.

A serious piece on model bogie-wheeled railway coaches



made me long for my first grown-up train set. Fortunately, by the first Christmas of the war Father Christmas was tuned in so well that this was put right. Stamp-collecting was also taken seriously with an introduction into the mystery of 'approval sheets'.

My money had been used to buy Dinky aircraft as found on sale in the shops but in the *Meccano Magazine* was a description of as many as 50 different types of Dinky aircraft that ought to be available.

For a boy whose great ambition was to have a bicycle of his own, what could be more absorbing than to read about how an old man of 23 years who had just cycled around the world had taken two years? Allen Pendlebury, a former shop assistant, dressed in collar, tie, jacket and what looked like Oxford bags, was pictured in Liverpool as he was about to cycle home to London. This after more than 26,000 miles - and 27 countries, with the only problem experienced in the jungles of Sumatra, where there were no paths and he had to replace his front wheel. From now on a Lines Fairy Cycle was definitely out!

Looking at the cover price of sixpence, it remains a mystery as to how the magazine was bought on penny-a-week pocket money. I must have run a lot of errands for neighbours! Due to the shortage of paper during the war however, it became virtually unobtainable in our small country market town and in January, 1942, it became reduced in size and lost much of its special character. Nor would it ever regain the qualities of the 1929 to 1935 64 golden years", as I discovered when I started collecting them.

In those first years of conflict, the magazine responded to a boy's longing for real information in the midst of being fitted with a gas mask, digging an air raid shelter in the garden and sharing with neighbours the news that came through our accumulator-fed wireless.

The bright, cheerful colours and sheer quality of the front cover had a grab-you character, and the publishers had a whimsical way of varying the illustration. After pictures of a large machine tool for making aircraft parts (March 1939), a Junkers 90 (April) and the new *Coronation Scot* (May) came, in June, "A Puffin and Proud of It". This was disconcerting and aroused fears that the contents had been changed.

Fortunately these fears were unfounded. The Dinky toy advertisement said the Hawker Hurricane was now available in camouflage colours. The editorial contained a report on the launching of the battleship *The Prince of Wales*. Amongst the "Air News", which had a picture (no less) of the "secretly developed" Stearman X-100 high-speed bomber, built by Boeing, was a report of a Squadron Leader who, on safari, had shot an elephant and brought back its ears to be made into coffee table tops: "They are easily washed and never wear out

Meanwhile, in the section on book reviews, there was an unintended portent of the infamous bridge over the River Kwai. Harraps (3/6) had published "Tiger Bridge", a fictional account of the personal hazards faced by a young man sent out to Indo-China to help in the construction of a railway bridge.



What to build with your Meccano was a regular feature, and now two pages were given over to "Britain's Fighting Forces in Meccano". Part One, "Ships of the Royal Navy", showed how to create *HMS Hood*, *HMS Manchester*, *HMS Ark Royal* and an anonymous destroyer, using just a few parts from the smaller Meccano sets.

In July the Royal Air Force was represented, disconcertingly, by a Handley Page Hampden, Supermarine Walrus, Hawker Hart, Gloster Gladiator and an Armstrong Whitworth Whitely bomber. At least by December the Frog advertisement had a Spitfire, Blenheim, Lysander and Wellington, each of which would play an effective wartime role.

By February, 1940, an advertisement was showing how Brylcreem was being used by an RAF type wearing a forage cap and collar and tie. A reminder of the nature of war came in two-page articles on what it was like for Finland to defend herself against invasion by Russia in the depths of a bitter winter, and a description of Poland's lost port of Gdynia.

The Meccano Magazine frequently showed prescience as to where technology was going. In 1933 it described how to construct a television set using Meccano parts.

Later it was right on target in an article on the Supermarine Spitfire and the Hawker Hurricane, aptly entitled "Aloft with the Interceptors", which started: "If television had advanced a few stages further what might it not have shown us at the present time". Within the foreseeable future aircraft would have night-time airborne radar - in other words, rudimentary television.

The article was a fictional but insightful account of what it was like for a Spitfire to attack an enemy aircraft. Within a few months of its appearing in 1940 there was the stark reality of the Battle of Britain, when many of the fighter pilots were 19 years old and within the magazine's readership age.

In April, 1940, the colourful front showed "Sunshine on the S.R." (Southern Railway). As it happened the many soldiers returning from Dunkirk in May saw a lot of this sunshine as their trains queued up from signal to signal along the straight tracks from Ashford to Redhill. At each station, railwaymen's wives served them tea and sandwiches, while others stood on bridges and in fields to cheer them as if they were returning from a great victory: which, in a curious, upside-down British way, that was what it was.

The main purpose of the *Meccano Magazine* was naturally to sell Meccano products (their creator, Frank Hornby, is the "Great Briton" in this issue) but it was always much more than that. Because of its uncomplicated reporting of developments in technology, its immediacy, and its concern for what was shaping the lives of boys and girls, each year's issues of the *Meccano Magazine* became a perfect time capsule, and to read them now is to bring the past vividly and enjoyably alive.

(Note: The MM covers pictured here are not the same as those in the *This England* article.)

Frank Hornby

*This article is reproduced by kind permission of **This England** magazine. It was first published in the Spring 2005 issue of that magazine.*

For any boy who grew up in the first half of the 20th century it is likely that Frank Hornby played a vital part in his childhood. This former meat importer's clerk from Liverpool was responsible for three of Britain's greatest toys ever invented: Meccano, Hornby trains and Dinky Toys. The mechanical construction kits, train sets and die-cast models are still remembered with enormous affection across the world. They have acquired legendary status and become collectors' items.

But although Frank Hornby's toys have become household names, rather less is known about the man himself. He was born on May 15th, 1863, at 77 'Copperas Hill, Liverpool, the sixth child of John Hornby, a provisions wholesaler, and his wife Martha.

Frank didn't really enjoy school but he developed a fascination for the massive cranes and machinery at Liverpool docks. It was one of Britain's greatest ports, a thriving, bustling place and Frank was transfixed by the way the cranes worked as they loaded and "loaded vessels.

After leaving school he followed his father into the provisions industry and worked as a clerk for David Elliott, a meat importer in the city. Despite this, Frank's real ambition was to be an inventor and he would spend his spare time working on inventions in his shed. He had no mechanical or engineering training, but one of the things that encouraged him to pursue his dream was a book entitled *Self Help* by Samuel Smiles. Published in 1859, it told the story of great inventors and the struggles they faced before achieving success. Reading this inspired Frank tremendously and increased his determination.

He tried inventing no end of devices and gadgets, including one to solve the problem of perpetual motion. Although he had little success, his enthusiasm and dedication never faltered.

Apart from inventing, music, sport and chess were among Frank's other interests. He had a fine tenor voice, played the piano and sang with the Liverpool Philharmonic Choral Society. It was a musical event that led to Frank meeting his future wife, Clara Walker Godefroy, a teacher from Everton.

Frank and Clara married on January 15th, 1887, and two years later their first son, Roland, was born. He was joined by Douglas in 1890. Frank proved to be a loving father and he was actively involved in keeping his sons entertained. As the boys grew older Frank kept them occupied with models and toys which he had started making from sheet metal.

Anxious to perfect his model-making, Frank hit upon the brilliant idea of using strips of metal, with holes punched in them, which could then be bolted together. The pieces would be interchangeable and when combined with thick wire (for axles) and brass wheels, the possibilities for making different models became endless.



Frank Hornby

Managing Director,
Meccano Limited.

Once he had designed and made the key components Frank decided to patent his idea in 1901. It was described, in rather unappealing terms, as "Improvements in Toy or Educational Devices for Children or Young Adults", and Frank had to borrow the £5 patent fee from his boss, David Elliott.

Fortunately, by the time the kits went on sale in Christmas 1901 they were called "Mechanics Made Easy". At a price of 7s 6d sales grew slowly and many failed to see the potential of the "constructional mechanical toy". In addition, Frank encountered problems with suppliers of the components. Deliveries were late and the quality and specifications failed to

match his exacting requirements. However, this didn't prevent David Elliott stepping in as a business partner, providing some much-needed investment and a workshop in Liverpool's James Street.

The faith which his boss placed in him is a good indication of Frank's character. He was a hard-working, respectable and devoted family man, yet he also possessed the essential drive to succeed in business.

Frank appreciated the importance of advertising, whether in the conventional sense or by more inventive means, such as launching a model-building competition in a 1903 edition of *Model Engineer* magazine. Although demand gradually increased, Elliott and Hornby didn't make any profits until 1906, but even then there wasn't enough to cover the partners' salaries. However, Frank felt confident enough to develop more components and kits, and resigned his daily office job with Elliott.

The pressure was now on for Frank's venture to succeed, especially as his third child, Patricia, was born in 1905. In



The Factories and Head Office of Meccano Limited, at Liverpool, England

1907 he found new premises in Duke Street enabling him to combine the manufacture and despatch of his kits under one roof. He also changed the name of his toy to Meccano and sales began to take off in this country and overseas. Eventually, Frank decided to form a limited company and David Elliott retired.

Frank was an astute businessman. His shrewd promotion of his product was coupled with a policy of only dealing with retailers direct - by-passing wholesalers. He also patented the Meccano brand in every country where it was sold. Over the years the company would take legal action against anyone who attempted to copy Frank's original idea.

The range of Meccano increased dramatically to satisfy the worldwide enthusiasm and Meccano clubs sprang up everywhere. Parents certainly approved of the new toy - they could see it was educational as well as fun.

Frank's two sons subsequently joined the business, working at the company's offices in Paris and Berlin. Continuing expansion made the company move to West Derby Road in 1909 and then to a new purpose-built factory in Binns Road six years later. Although the First World War limited production it did not affect the demand for Meccano and in 1916 the *Meccano Magazine* was published (see overleaf) followed three years later by the launch of the Meccano Guild for enthusiasts.

Frank's business had succeeded beyond his wildest dreams and showed no signs of abating, but in 1919 he suffered a personal tragedy when his daughter died at the age of 14. Understandably this was something which affected him for the rest of his life.

In 1920 the first Hornby Trains appeared on toyshop shelves and quickly became best-sellers. Attention to detail in the 0-gauge railway models was paramount and the range was expanded constantly, with electric trains replacing the original clockwork ones. The Hornby Railway Company, which was similar to the Meccano Guild, was formed in 1928 in response to the toy's overwhelming popularity.



1934 Brochure

Meccano profits were boosted by the introduction of Hornby

Trains and in 1930 the company's sales totalled just over £291,000. Reflecting his success and prosperity, Frank and his family made their home at the grand "Quarry Brook" house in the small town of Maghull, eight miles from Liverpool.

Always on the lookout for new challenges Frank decided to stand for parliament and was elected Conservative MP for Everton in 1931. To him, politics was the logical progression for a successful businessman, but he also went to Westminster out of a sense of duty - he wanted to serve his home city, which was starting to feel the effects of the Depression.

As an MP he spoke out on issues concerning trade, industry, unemployment and social welfare. He was a protectionist and wanted home markets protected and foreign ones developed. The importance of investing in British manufacturing was something that he continually stressed.

Combining politics with his business was exhausting, but he battled on and in 1932 the company went public. Two years later, Dinky Toys were introduced and, just like Meccano and Hornby Trains, they generated immense loyalty among youngsters. These three lines were the most successful of the company's products, which also included Elektron (electrical kits), Kemex (chemistry kits), Dinky Builder and the Dolly Varden Dolls' House, the only Meccano product created solely for girls.

Sadly, Frank's punishing workload took its toll. His health began to suffer and he stood down as an MP in 1935. He had already developed diabetes and his eyesight was deteriorating. He realised that the time had come to scale

down commitment to Meccano. By the following year he had developed a heart problem which suddenly worsened and he was rushed into hospital. Despite emergency surgery he died on September 21 1936, aged 72. He was buried at Andrew's churchyard, Maghull.

From garden shed inventor to wealthy entrepreneur Frank Hornby had achieved a great deal in his life. But perhaps greatest achievement of all

was the inspiration, education and enjoyment that toys brought to children - and adults all over the world.

Comments on *This England* Articles

by John Ince

As might be expected the two articles on Meccano matters published in *This England* got some comments by way of letters to the editor.

We now know that Adrian Williams, Chairman of the International Society of Meccanoman, reads *This England*. One of the letters was from him. Adrian took the chance to tell the world that Meccano had a worldwide following, and that the ISM had about 500 members. He also noted that

there were Meccano exhibitions at Skegness, at Henley-on-Thames and at the Kew Bridge Steam Museum in London from time to time.

Another letter was from a Harry Jones who found the articles stirred old memories. He recollected the times as a youngster when he visited the local Meccano dealer and experienced the anguish of deciding whether to buy a length of sprocket chain, or a flanged trunnion plate, or a 9 or 12-inch angle girder with his limited supply of pocket money.

Part of Frank Hornby's original 1901 patent is reproduced on the next page.

Patent No 587

A.D. 1901

Date of Application, 9th Jan., 1901

Complete Specification Left, 9th Oct., 1901 – Accepted, 30th Nov., 1901

PROVISIONAL SPECIFICATION.

"Improvements in Toy or Educational Devices for Children and Young People."

I, FRANK HORNBY of 10, Elmbank Road, Sefton Park, Liverpool in the County of Lancaster, Manager, do hereby declare the nature of this invention to be as follows :—

This invention has for its object a toy or educational device for children. There has been a long felt want among young people for some device which will enable them to construct mechanical objects without the laboriousness of turning, boring, and careful adjustment. The present invention is designed to meet this want, and provide means whereby the interest in mechanical construction from an elementary point of view, is enhanced in addition to providing an interesting means of mechanical education.

It comprises a series of pieces so made that they can be built up and fastened together to form various objects, such as railway lines, railway curves, points, inclines, bridges, tunnels, stations, signals, signal boxes, warehouses, hoists, cranes, pulleys &c, a certain amount of study, ingenuity, or intelligence being required to fit them together, so that the invention while being a toy is also a useful educational device. The pieces are made of metal of various shapes and sizes, such as flat strips of various lengths and widths, angle pieces also of various lengths and widths to form framings, railway sleepers and other structures; rounds pieces or rods to form axles and shafts &c; discs for forming wheels; tubes for forming chimneys, funnels; wires for suspension bridges and so on. The straight pieces are perforated with round

holes preferably about half an inch apart each way, and a quarter of an inch or thereabouts from the edges. The angle pieces are also pierced with holes but one set are preferably elongated so as to admit of adjustment. By this means the pieces can be fastened together by bolts and nuts, into a great variety of structures, or screws may be used in which case the holes or some of them are tapped. The discs are perforated in the centre and around the edge to the centre at suitable distances. The wheels or discs have a slot at the centre hole, to admit of their being keyed to a rod or shaft. The flat strips are uniform in thickness. The metal rods are grooved longitudinally to admit of the wheels being keyed on by a child by an arrangement as follows. This comprises a small piece of thin flat steel, bent to grip the shaft. One side of the key is bent and shaped in such a manner as to fit in the groove of the shaft, and at the same time to fit into a slot in the wheel. The other side of the key is straight and prevents the wheel sliding along the shaft when not required to be keyed on to it. In the equipment, a small file may be included so as to cut the metal rods to the desired length, also a screw driver, round nosed pliers to work wire into certain simple designs, and screws and bolts. Cardboard can be employed for the roofs and floors &c of warehouses, platforms and tunnels and will lend itself to painted designs. By providing various pieces of different shapes provided with a series of holes, they can be so assembled and fastened together that a child of ordinary ingenuity can build a toy railway station, signal boxes, lines, points and other railway accessories without the use of special tools. Also various other objects can be assembled or built up by the exercise of a certain amount of study and ingenuity, and consequently the invention constitutes an educational device for the young as well as a toy. To give an illustration, the flat pieces can be used for sleepers, the short angle pieces can be bolted thereto, and more flat pieces bolted against the angle pieces with their edges upwards so as to form a toy railway. The moving tongues of the toy railway points can be easily formed by utilizing one of the holes as a pivot, miniature warehouses can easily be built by a suitable assembly and fastening together of the parts and so on.

Dated this 8th day of January 1901.

SPECIAL EDITION - CONCORDE SET

0517

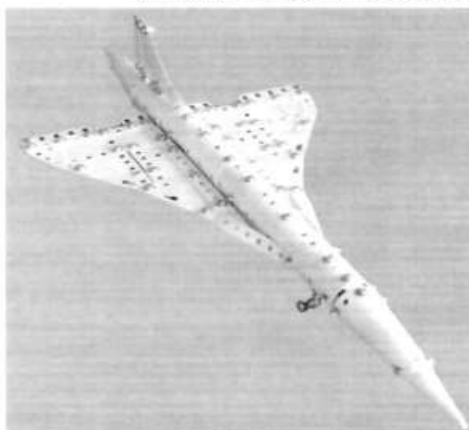
by Bob Prescott

This set, like the Spitfire, was originally marketed "exclusively" by Marks and Spencers in the United Kingdom. They are now both available in New Zealand. The Concorde retails for NZ\$79.95, club discount will bring it down to around \$65. Most of the parts are white and on inspection the paint job is disappointing with paint collecting around the holes which could damage when using nuts and bolts (and it does!).

As with all modern sets, Meccano Ltd do not provide Washers to use against painted surfaces and when you do use them (and I used thin ones) standard $\frac{7}{32}$ " Bolts are not long enough in many cases so I substituted $\frac{3}{8}$ " Bolts where needed.

You can construct the model in two to three hours and apart from adding about 130 thin Washers and a few $\frac{3}{8}$ " Bolts, I also changed the tail. Using the plan I could not get it central on the fuselage so I arranged the fixing Angle Brackets with their angles facing each other and the tail fin placed between them packed with Washers to get it in the right place. I also moved it back one hole to make it look "right"!

To get a more pronounced nose droop I bent a white P/N 6 and connected it between the fuselage top and the nose



cone. To get more of a droop I pivoted the nose cone down and dropped a $\frac{3}{8}$ " Bolt in the appropriate P/N 6 hole. To get rid of the droop, remove the $\frac{3}{8}$ " Bolt, pivot the nose cone up and place the Bolt in the appropriate hole.

The undercarriage is a bit fiddly and the Axles could have been slightly longer to make the wheels rotate freely.

Apart from no less than six white P/N 216 new parts include four 4" Flexible Curved Strips, and two $3\frac{1}{2}$ "x 2" Flexible Plates which could get plenty of use in general modelling, plus two large nose/tail cones and two small nose/tail cones which would have a more limited use.

All in all an attractive model and better than the Spitfire in my view – a pity you have to add parts to make it even better.

The use of Spanner emails is acknowledged.

Accuracy of Model Plans

As a result of forwarding to Lindsay Carroll your comments over the last few days re Modelplans, their accuracy, etc, I now submit the following response from him to me. I found it most interesting and support what he says. My model plan experience is minimal, but does include Tony James's Tower of Terror, a great model, requiring some fine tuning, but basically excellent instructions, Keith Cameron's (the late) Tricky Track, another superb attention grabber at exhibitions, but oh boy!, a ton of fine tuning needed there. So, read on fellow Meccano brethren :-

"Dave, I derive a great deal of amusement in the comments on this topic that you have referred to me over the last day or so. Most of the humour is, no doubt, unintended and results from a common tendency to pontificate on subjects of which people have little or no knowledge. So here's a short reality check for you.

It is a simple fact that all model plans are a service to the fraternity and a labour of love on the part of the writers and publisher. If either relied solely on the income from this source for their living, it would be a long time between meals

As the extremely lengthy process of documenting a model is not undertaken with a view to profit, to impose the commercial standards onto this process (as some spanners seem to think mandatory) will probably result in the end of the venture. Overnight, I looked out an article in the March 2004 Newsmag where Tony James outlined what he goes through to produce a Modelplan. I'll bring it with me tomorrow. It should be required reading for anyone contemplating writing a Modelplan and for those who plan to voice mean spirited criticism of those who have done so.

The ability to design a great model and document it are rarely found in one person. But, as Dirty Harry says "A man's got to know his limitations." It would be ideal if writers were to seek the assistance of competent technical and copy editors with their text and, if possible, a competent builder to construct the model from the plan, before submitting it for publication. But these talents are pretty thin on the ground. You saw first hand how much time I spent on readying that article by our club member for CQ and how it changed in the process. Even now I'm still not sure that the review panel caught everything! Still we'll know in a few weeks when you start grousing about all the "My CQ has arrived messages" clogging up Spanner won't we?

The model plans are produced by photocopying and that includes the colour. The economics of short run duplicating mean that each booklet will be relatively expensive. In this market, I suspect that a sale of more than fifty copies world wide would confer best seller status. Also not all subjects appeal equally to all builders. How many copies do you think Howard will sell of the two plans I have just received and showed to you yesterday? I would be interested to see the lists of published articles and model plans from the more vociferous of the critics of the current model plans. It is pretty much axiomatic that those who are able, get on with it, and those who are not consume valuable bandwidth bagging them. (LJC)."

Thanks for your comments. I think I can safely rest my case there!! :-) Lindsay does however make one valid point, that

SPANNER



"The ability to design a great model and document it are rarely found in one person". This is sadly true. On the other hand, the imposition of "commercial standards" is

justified solely by the amount that is being charged to the user, not the economies of scale, view to profit, and/or flamboyant lifestyles (or otherwise) resulting from them. Are we supposed to judge the quality of an artist's work by his fortune? Chris Bourne, on the other hand, has published excellent modelplans as a "service to the fraternity", free, gratis, and for nothing. It would indeed be absolutely mean-spirited to criticise them in any way other than possibly to very gently point out any mistakes in them (if indeed there are any there at all — I haven't personally made the models he described). The difference is enormous. You could remind those who pontificate about those who "pontificate on subjects of which people have little or no knowledge", that my original profession and training was as a proof-reader of technical manuals. I agree whole-heartedly about the suggestion by Knud regarding an attempt to build up a repository of 'opinion' regarding Modelplans. I would like to know the same about some of the supermodels, too. Very few if any of us have built every model going — and it would be nice to know which are particularly good ones. Apart from the clarity (and accuracy) of instructions, it would be useful to know whether the model was inherently more satisfying than one might imagine from first looking at the plans. I would put the SML1a modified Motor Chassis in this category, as it ended up a whole lot better than I imagined it would. The MP100 Traction Engine, by comparison, was big and impressive but not really as functionally sound as I thought it was going to be. He was, however, limited by his own desire to make it within a No 10. outfit and so there is a reason for this. (Charles).

I think that a repository of opinion on the modelplans and supermodels would be well worthwhile if someone was prepared to co-ordinate it. As a writer of Modelplans I know that my experience has developed but one does need feedback especially if a mistake has slipped through. A central repository would be great especially if it allowed the original author or anyone else to comment on how any problems could be solved. For instance with MP100 (Showman Engine), at the time of writing I could find nothing which detailed the forward roping pulleys used on some engines so we solved it practically by bringing the rope forward on a surviving Scenic and seeing what it fouled. Since then a photograph of the originals has been found as well as an eyewitness to how they were used. So such a central repository could easily include a few notes on how that part of the model should be modified. Again as a builder such an idea would be great. One thing which is an issue in this area is the different tolerances within builds and parts - as well as a certain amount of 'luck' for want of a better term. Examples of this are frequent in bracing on cranes (in my experience mine doesn't always match the instructions) but also within specific parts. For instance the Avery Undertype TE in the GMM series (from memory so hope have correct model) uses a pair of helical gears early in the drive train and when I built that I discovered that there is slight

differences in the sizes of those gears and I only had one pair which would fit.

In terms of 'luck' one which I can't explain is that I know several people who have criticised the SML27 Dragline and especially had real problems with the gearbox. On the other hand I've now built that at least twice, possible three times and never experienced those problems. Returning to the MP100. The first of those models was around for at least three, probably four years and would run on three volts. The Crane engine which was displayed locally was the third in the series since it was originally built as the first clone of MP100 when the instructions were written. It was then dismantled and reconstructed to check the instructions and then modified to be the Crane/Road Loco version. Having more experience at building the thing you would expect that final version to run best - but it never did. I'd always assumed that it was purely because the original had had so much tinkering with at shows. Now though I'm suspecting I have one Powerdrive which runs far far sweeter than all the others.

I'd be interested to know what you consider the weak points of the Showman engine. If I was working from an unlimited set of parts then various things would be different such as the back axle, the scale of the back wheels etc. The front axle, from memory, is a weak point - but then it was on the originals.

In terms of future modelplans my preference would be to have any model out on display for at least a couple of years in order to be certain of locating the weak points. Hopefully the Mack Wrecker will be written up next year - weak points on the current version include the gearbox which doesn't need as many ratios as it has and is occasionally causing another problem. (*Tony*).

Please excuse me for butting in. I couldn't resist the pontificating bit! As a contributor to Chris Bourne's model library I am quite aware of the time and effort involved in writing up a model plan. However, the idea of turning this labour of love to profit, how so ever small, did not attract me. I was therefore happy to have an opportunity to add to Chris' library. I will do so again when I am ready with my next model. I agree that my models are puny compared to some of the humongous models I see on the web. But do the model plan prices have to be equally humongous? I have never bought a plan, nor do I intend to at prices at which I can get plenty of Meccano instead. (*Arup*).

I'm not enough of an expert on real Traction Engines to know what pulleys should go where, or how appropriate or otherwise the model is to the prototype — and I understand the points made in the documentation about how much more information came to light at a later stage. And I think your point (also made about clocks) that 'luck' plays a great part in the model coming right is very true. When building a freelance (or at least self-designed) model, one tends to build a mechanism and then test whether it works smoothly and satisfactorily. If it follows reasonable engineering practice and works well one would naturally move on to the next area of the model. But if it only worked well because of a fluke combination of tolerances this could easily be a major sticking point for future builders. I would suggest that the solution to this would be to have several (or at least, more than one) 'beta-testers' to build the model from the draft plans before declaring them as final versions.

It would be wonderful to have a repository of plans, which

could include author's comments and prototype expert's musings, alongside the various builders' bouquets and brickbats. I am attempting to recruit support for a general Meccano forum which could easily include this amongst its repository of information, but I'm not going to say any more on Spanner otherwise I'll end up opening that can of worms again. :-) (*ducks for cover*).

I fully understand the admirable intention of (and great difficulty achieving) fitting the model within a No. 10 set, and have no problems with any of the issues that that brings up, such as weird collars and compromised wheel scaling. But I have to say that, compared with many No. 10 set models, for me the mechanical parts were a big let-down. The structure, on the other hand, was large and impressive. I hope that you don't take these suggestions the wrong way — or anyone else does either. They are meant to be an honest indication of my opinion of the modelplan. They might prove useful to another modeller (at least warning people of possible areas where they might want to take great care, or apply flexibility). But this particular modelplan would certainly not encourage me to purchase others without further reference to other builders, which is probably unfair on other authors. That's not really a very good situation, especially when the modelplan prices are "humungous" in Arup's words. Well, maybe not quite that bad, but still.

If I were to publish a Meccano modelplan (which I haven't, although there are plenty of other things I have), I would probably sound out two or three modellers I knew and send my drafts to them to build. At least one of the four of us would also (or instead) create the model virtually. Feedback from that might give a more reliable final version. Rebuilding one's own model is rather like proofreading one's own book - a blind man will often do it better. And having one model last for several months or shows doesn't solve the 'luck' problem we referred to earlier. (*Charles*).

I completely agree with these sentiments. Proof-reading one's own work is very unsatisfactory and building from one's own instructions, while it assists in identifying really serious errors, is equally troublesome because you already know what you meant. The writer may think it's obvious, but to others, it isn't!

Also, of course, you are right in suggesting that once one man is charging money for his time, everybody else will want to follow suit. Why should I contribute my skills for free when everybody else is charging their rate? At the same time, the issue of high production costs for small print runs does distort the economics. Bringing modelplans out on CD in groups is a fine idea for keeping the costs down. Another possibility is to look into "Print on Demand" or PoD systems. At least in the USA, you can get a 200+ page hardback in black and white done for about \$20 a book. PoD exists in the UK too but I am not sure how competitive it is yet or what difference, if any, a book consisting largely of line diagrams would cost. This might be a way forward for substantial publications in the future but it's unlikely to do much to help the modelplan business where I think the most concern is expressed about plans with relatively few pages but lots of high resolution colour photographs.

And of course there is always the option of sending the plan to me for the Meccano Model Library. (*Chris Bourne, London UK*).

Model plans, whether they be Supermodels, manual models

or any other can from time to time be confusing or anomalous either in part or total, depending on who is reading them. The old adage "leave it and come back later" can help one to see the wood for the trees but the help of another pair of eyes is often far more effective.

Regardless of the above I use model plans as a guide - the basis of something to be developed and if possible improved. My most recent supermodel was based upon unpublished plans and instructions prepared by the late John Reid - who set off by describing everything in great detail but after a while, realising the mammoth task he had undertaken, gradually made his notes less detailed and descriptive. Nevertheless I built my version of the model which immediately caught the eye of the "Dreaded Tony" - it was a model of a Scenic Showman Engine.

That model was developed and altered over a period of several years - including a virtual rebuild after falling off the table at a steam rally! With the help of Tony I developed an attractive model which bore only a slight resemblance to that described on the original plans but which had taught me a considerable amount about engines and the modelling of them.

To the point - I would happily be prepared to discuss with or try to help anyone with the problems of constructing such a model, e.g. how to accommodate two cranks and two double eccentrics between the horn plates, and to receive constructive criticism on what I had done - I had plenty of that from Tony for which I am grateful. If I took upon myself the mammoth task of 'writing up' the model I would expect others to develop it further if and when they attempted to build it. (*John Lacey*).

Lubrication for Clockwork Motors

WD-40 is NOT a lubricant and it becomes a nasty gummy substance in a short time. For many motors that have only light rust in the works, disassembly and cleaning may not be necessary. If the works move, I think the best remedy is squirting small amounts of a thin oil (sewing machine oil is good) into all moving parts including the spring, and just letting it run a few times to work out the kinks. Then use a heavier (automotive?) oil (another caution: "3-in-1" brand household oil is designed to evaporate, so it won't last) on the bearing holes and gears and gear shafts to maintain smooth running under load. The original Meccano grease for the spring is good stuff and equivalents are available in automotive supply shops. (*Jim Bobyn in Montreal*)

You can get 90% of the muck out of most motors by poking/dusting out with a cleanish paint brush (about 1 1/2" with long fairly stiff bristles). All ways clean out a motor before adding oil, otherwise you will make a really sticky sludge. (*Dave Taylor UK*)

I would stay away from automotive oil. Meccano motors are a light duty job and sewing machine oil will provide the necessary lubrication. For cleaning, the lighter oil the better. A solvent (Varsol, turps, and many other trade names around the world) will be best then blow dry and apply the sewing machine oil. I agree with everyone else except the automotive oil. It will soak up too much energy. (*Frank Curry*).

Black Crackle Paint

Someone is asking me about the black crackle finish on an

ER15 motor that he is repairing. Can it be reproduced? (*Wes Dalefield USA*).

Like Dave I've got an aerosol black crackle - the bike boys use them. Found it works fine used sparingly and allowed to dry properly. Ideal for model steam engine fireboxes like the old SEL ones. (*Geoff at Lincoln*)

Loose Bosses (Non Human)

I find the best way to deal with a loose boss is to place the part boss down on a block of steel, place a ball bearing around 25mm over the peened end and whack ball bearing sharply with a heavy hammer. (*Alan Esplen*)

Another tip...put grub screws or any Meccano screw in the threaded holes before using hammer!!!. (*Dave Denner. Oz*). You must be a heavy-handed lot! I use a standard metal hole punch - or actually an octagonal one I made in the days when engineering degree students were required to do a stint of workshop practice in the long vacation. This has a 90-degree (or so) included-angle tip, its base just a little larger in diameter than a Meccano hole. A modest tap using this tool does the job perfectly - more expanding and less flattening perhaps than the large-ball method. (*Graham Jost, Melbourne*)

ISM Golden Spanner 2006

At the dinner on Saturday 1 July celebrating the Silver Jubilee of the Skegex Exhibition, the International Society of Meccanomen's Golden Spanner Award was presented by Adrian Williams, ISM Chairman and Secretary to the Golden Spanner Award Jury 2006, to Mike Cotterill. Mike's nomination for the Award had been made by Meccano Gilde Nederland, in recognition of his leading role in planning and organizing Skegex for 25 years. The jury members were André Welti (Switzerland, donor of the Award and jury Chairman), Ron Corry (Republic of Ireland), John Ince (New Zealand), Paul Lienhard (Switzerland), and Adrian Williams (United Kingdom). The Award was presented to Mike on behalf on behalf of André Welti and the Jury.

Gear Ratios

In John Nuttall's publication "Ratios with Two Gear Pairs", a 76-page index of 7,536 ratios from 1 to 361 that can be obtained with two pairs of Meccano and/or compatible gears, all the ratios are ready-calculated to 5 decimal places. It saves designers of astronomical clocks, Orreries, automated machinery and other Meccano mechanisms from re-inventing the wheel.

See <www.mwmailorder.co.uk> (*Howard Somerville*).

From Our Readers

My Sanctuary! Note the Tower Crane Modelplan 158. *John Riley, Surrey Hills, Victoria, Australia.*



TORQUE CONVERTERS: Campbell Morrison kindly e-mailed me a long article, one of five published in 1923 and 1924 in "The Automobile Engineer". It described George Constantinesco's development of torque converter transmissions. A great deal of interest was aroused in engineering circles at the time to the extent that:

"other models to demonstrate the principle of the torque converter were made in Meccano by schoolboys and other enthusiasts during the 1920's".

The article includes pictures of Meccano models of a torque converter. I have available a copy of the article for anyone who is interested in the work of George Constantinesco and his inventions.

(Lloyd S.)

TOYWORLD: Toyworld's winter catalogue advertises the Meccano Super Construction Set 0570 reduced by about NZ\$50 to NZ\$99.99.

MODEL ENGINEER: The English "Model Engineer" (ME) magazine No. 4272 for April/May, 2006, did Meccano proud. The Home Counties Meccano Group won the award for the best Club stand at the 75th Model Engineer Exhibition. The Group's models were mentioned in a short article with photos of models of a Blocksetter Crane and a Babbage Difference Engine. For Meccano enthusiasts, however, the front cover displayed a photo of a huge Meccano model of a factory, possibly a vertical boring mill. ME began publication before 1901 so is a bit older than Meccano. It now has a fortnightly readership of over 20,000.

BUTTER CHURN: The Meccano Butter Churn may not have been the only one. One appeared with the Marklin name on it and there is a report that Bing also made one.

SILLY QUESTION ! After an auction on Trade Me of a 1940's Set 4, on July 13th, there was a question asked about the Set. "Is this set compatible with Lego?" (*Thanks to Rick Vine for this item*)

NIKKO-MECCANO MAKES PROGRESS: Geoff Brown reported in June on Spanner that he had met with Nikko's U.K. representative, Holli Ng. She told him the market took off for them in 2004 with the advent of the Multimodel Sets and the Design series. Nikko, she said, has had a very good two years in the UK and the R/C cars are also selling well.

KL66 JONES MOBILE CRANE: Colin Hoare reports on Spanner that this model was originally built by the late Hugh Henry. He did not, however, prepare written instructions for any of his famous models. Colin obtained a set of negatives after Hugh's death and Keith Cameron provided several sets of prints of Hugh's competition models. Mike Edkins built the crane from these prints, wrote it up, and it became Model Plan 101.



QUOTATION: Be available, but not so available that you are in the way. (*Anon*)

CANDID REPLY: In England a firm applying for a license received the following reply from a Government Department: "With reference to your application, would you please repeat the particulars on page 4. Unfortunately, rats have eaten your application."

A REV. COUNTER: Use a bicycle speedometer set to Kilometres Per Hour (KPH). Tape the magnet to a suitable point and program in a wheel circumference of 1667. This gives a readout of 1 RPM. for every 1/10 KPH. (*Ellis Cory on Spanner*)

2005/6 GOLDEN SPANNER: This year's award was presented at Skegex to Mike Cotterill for his work in planning and organising the Skegness Meccano meeting and exhibition over the past twenty five years. Mike was nominated by the Dutch Meccano Guild. NZ's Don Blakeborough won it the previous year.

THE R/C "TUNING" CAR: In late June, Dick Smith stores had Nikko-Meccano's orange R/C car on sale for NZ\$67,

GEOFF WRIGHT: The scores of NZ. Meccanomen who have met or had dealings with Geoff over many, many years will be pleased to know that, in his retirement, he is in reasonably good spirits and living an active life. He and Elizabeth still live in Henley-on Thames. They have three children and several grandchildren. Geoff attends UK Club meetings and is a consultant to "MW Mailorder".

A 'TORNADO' WARPLANE: At Skegex, 2006, John Thorpe's model of a Tornado won the Issigonis Shield for best model. Second was Ken Senlar's model of a Vampire Jet. Charles Steadman said on Spanner that the supports for John's model were very slender and gave an impression of weightlessness, as if the plane was actually flying.

QUOTATION: "I have never had a policy. I have just tried to do my very best each day and every day." (*Abraham Lincoln, quoted in the "NZ. Accountants Journal*).

From Our Readers

Further to Lloyds Bits and Pieces on the Gottwald Boom Cranes, the late Bob McCracken's Meccano version appeared in NZFMMM 1993/4 and I also found that my No 10 bus photograph appeared on the NZFMMM August 1991 issue.

Also congratulations to NZ Post. My April issue was delivered unaddressed! *George Ovenden, NZ*

WELLINGTON MECCANO CLUB 4 AUGUST 2006

Though there were not as many models as usual we had an excellent August meeting with fifteen members present. Simon Moody had brought along an orange 8950 Set N-M "Tuning" truck. In the plan it seemed curiously shortened but Simon had added a carrying tray at the rear and this improved the look of the model.

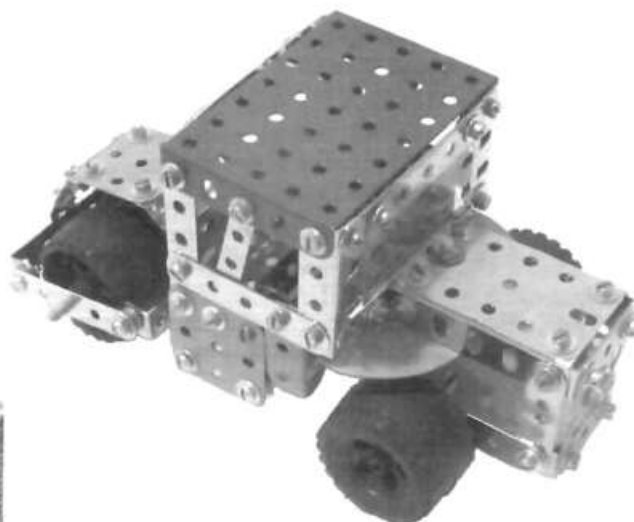
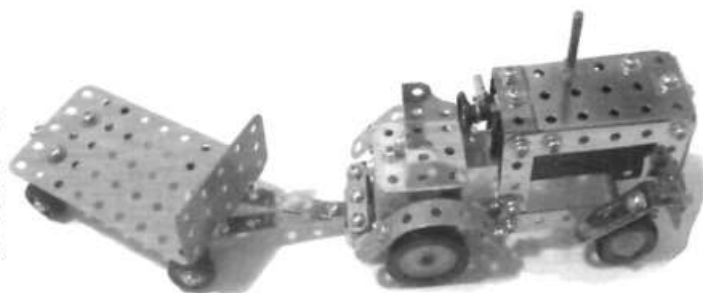
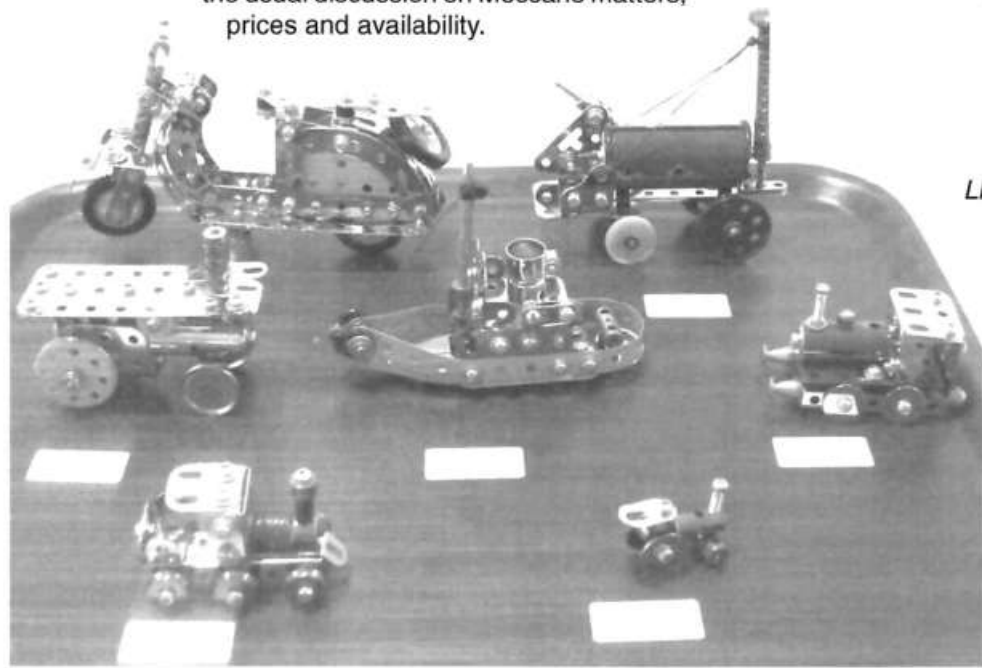
Nancy Jones also had a N-M "Tuning" model — the green car from the 6950 Set.

Campbell Morrison had built a roundabout from the Club's Ferris Wheel Set 8258. He also showed us a green motor cycle and sidecar with wheels of 3" Pulleys plus O-ring tyres.

Lloyd Spackman brought a collection of small models ranging from 1½" to 8" in length. They included a tugboat, a Lambretta scooter, traction engines and road rollers.

Members sat around and informally discussed the 2007 Convention. WMC logos requested by the NZFMM Editor were on display and we selected one for him. There was

the usual discussion on Meccano matters, prices and availability.



*Lloyd Spackman's small models
above and on the left.*

Later Stan Baker displayed his Ashok parts while Laurie Webb and Bryan Jones were deep in discussion of plans for their Plasser railroad tamping machines.

We also welcomed Max and Gillian George, Brent and Sean Houston, Don Flowers, Susan Moody, Lou Nichols and Brian Peterson.

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 continue over 5 minutes without human assistance of any kind, sort or description to perform correctly.
7. The decision of the judges shall be in the spirit of the competition, final, and no correspondence shall be entered into.

MWT MECCANO CLUB

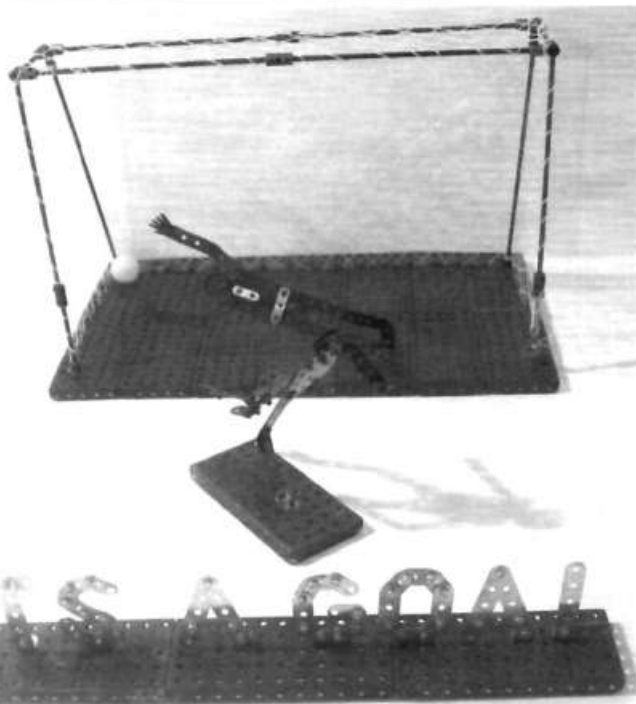
12 August 2006

The discussion on refurbishment of old parts continued with comments and possibilities of powder coating now being readily available.

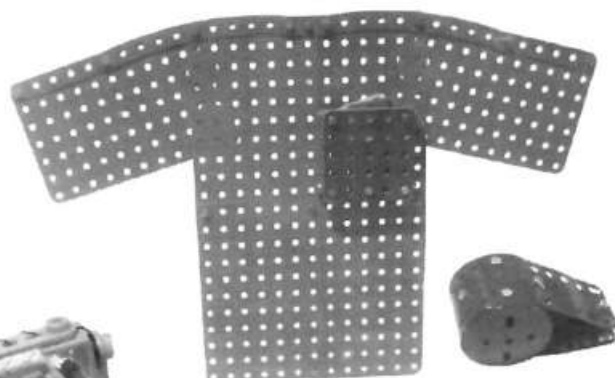
The meeting model was something from the World Cup (except the ball). Models of the goalposts, whistle, injured player with a broken leg, Australian and Italy Hollywood dive, "Its a Goal" diorama, referee's shirt complete with yellow and red (and clear and blue) cards and a football pitch with a ping pong ball to be blown using drinking straws.



Lou Nichols and Kelley playing Blow Football



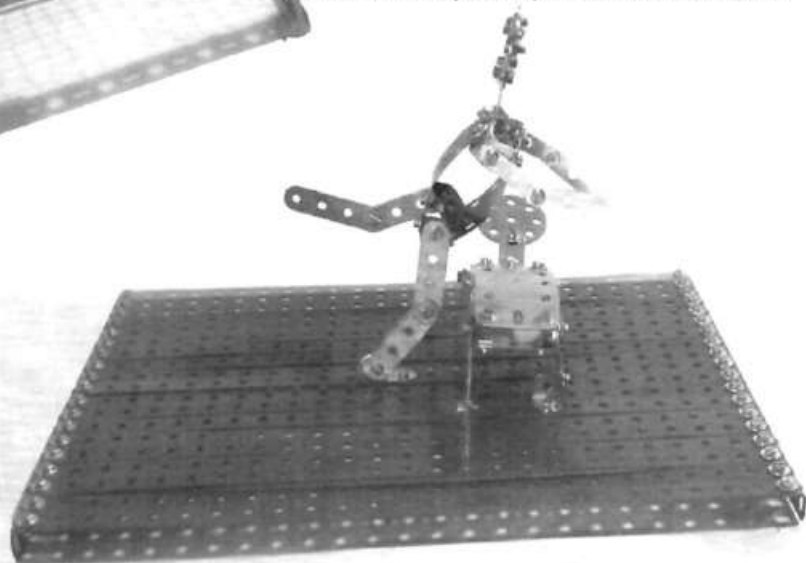
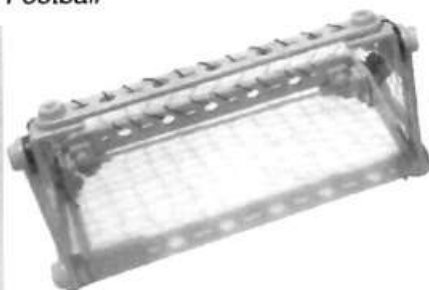
"Its a Goal" made by Francis Wilson



Paulette Morton made the referee's shirt and whistle plus a plastic Meccano goal.



James Burnside with his injured player



The Soccer World Cup

The match between Australia and Italy was scoreless until just about full time when the Aussie player slipped and fell in front of the Italian who was chasing the ball.

No doubt keen to see a result, the referee considered it a foul and awarded Italy a penalty. This gained them one point and the game.

John Ince's Italy - Australia incident

Other models presented were:

Don Blakeborough had a variety of items including a Constructor Aeroplane, Big Ben tower, front wheels of a Brian Rowe Traction Engine, strip bender and an optical illusion for bending Axle Rods.

John Hansen had a Farm Windmill Pump designed and built by the late Lindsay Bond which had been donated anonymously. This will be used by MWT as a trophy.

John Ince had gone back to the Meccano Magazine of June 1933 and built a demonstration model of the Hobbs Inertia Gear.

Bruce Neilson demonstrated the radio control Tuning race car.

Tom Pittams had variety of new sets (Tyrannosaurus, robot Crane, radio control race car) and a selection of kit sets from Dick Smith.

Hugh Ramage had his Toilet paper dispenser Version 2 in action and his Strip Bender

Lloyd Spackman had a tray full of small models, Bagnall tractor and Trailer and a Bomag Roller.

Paul Vodanovich had a clockwork motor driven Breakdown Truck.

Francis Wilson had built Bruce Geange's Road Roller from



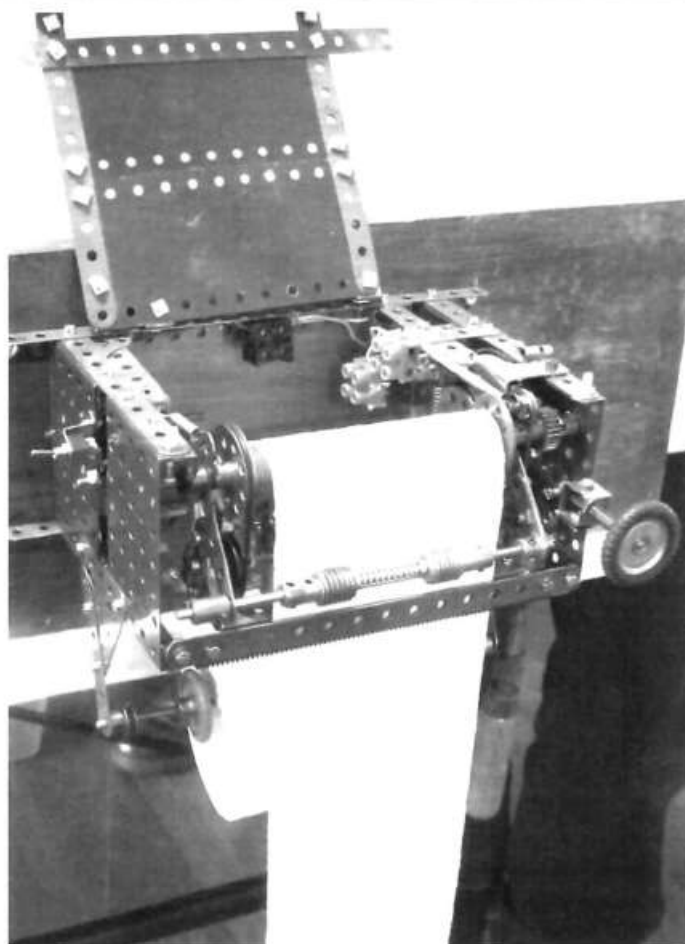
the plan in the June NZFMMM and a Meccano Speedboat in rather nice order.

Graham Hawtree showed us Nuts & Bolts and small wheels which he had had brass plated in Christchurch. We welcomed another new member, Chris Rickards, who comes from New Plymouth.

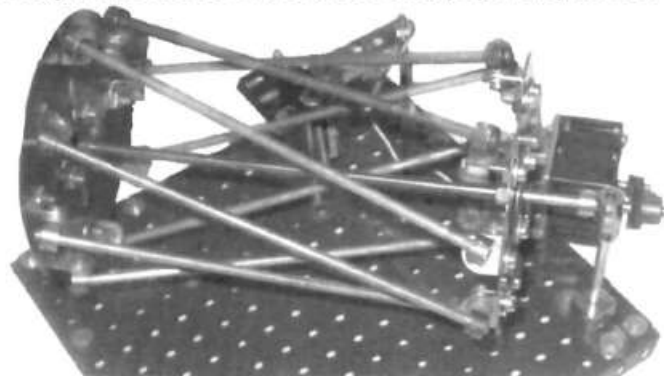
The AGM saw the re-election of President Bob Prescott and Secretary John Hansen and approved an additional three meetings for 2007.



John Ince explains to Hugh Ramage why the Hobbs Inertia Gear wasn't a success.

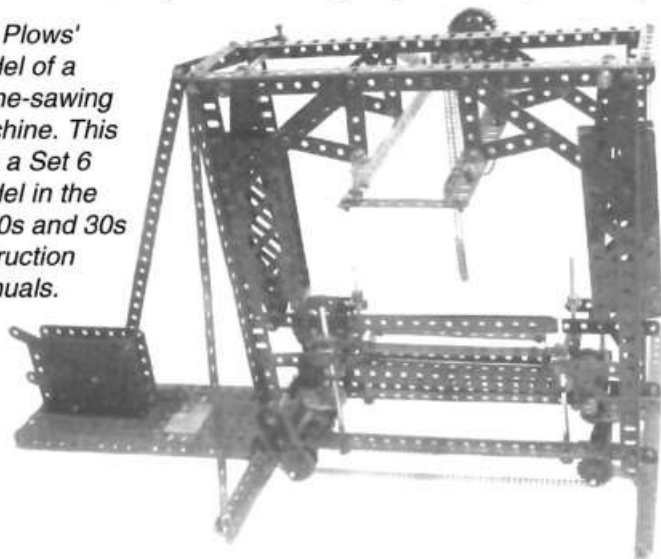


Every home needs one of these toilet paper dispensers!



Just turn the motor on and these Axle Rods immediately appear to be nicely curved. If only they would stay that way!

Mel Plows' model of a Stone-sawing Machine. This was a Set 6 model in the 1920s and 30s Instruction Manuals.





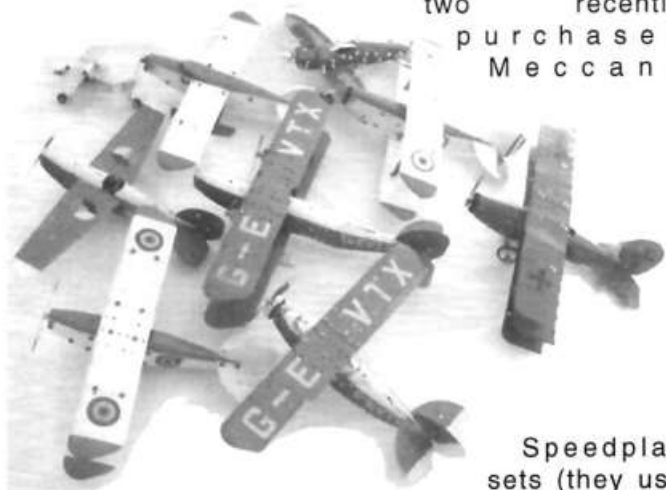
by Peter Hancock

There was an excellent turn out of twenty Guild members and wives at our winter meeting held at Neil and Eileen Carey's home on Saturday, August 12, 2006.

Members acknowledged George and Joan Ovenden's apologies (overseas) and welcomed two new

cheerful faces to the Auckland membership, Richard Sealey and Graeme Mills. Even though the weather was very cool and dull there was great enthusiasm within the meeting with much effort spent on discussing the merits of the many models on display while some spirited trading in desirable books went on in the background.

While not everyone attending had brought a model to display the regulars filled up every bit of flat space available. Gary Higgins showed off his replica Aero Constructor Fokker Tri-plane as used by the famous Red Baron, a Passenger Aircraft and World War 2 Biplane as well as his two recently purchased Meccano

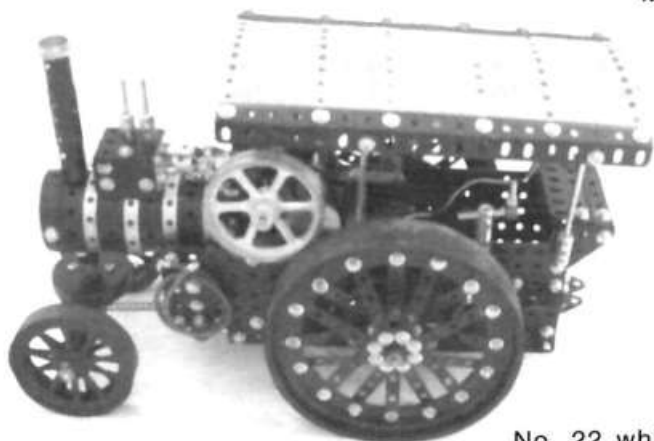


Speedplay sets (they use expanding plugs

rather than conventional nuts), one assembled in the form of an extremely energetic Robot that had people giving it a wide berth and the other set made up as a Race Car.

John Denton demonstrated his latest effort being a very well made Traction Engine based on a Meccano Super

Mod



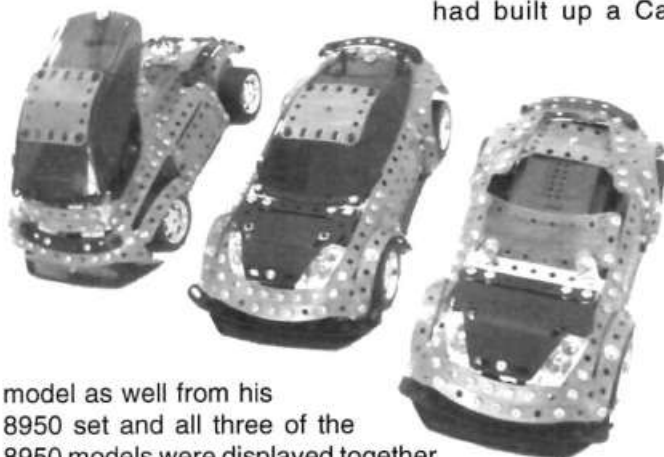
No. 22 which he had seriously modified and presented in black and zinc. David Wall mesmerized us all with a four pole Synchronous Motor made from Elektrikit parts operating on 10 volts AC.

David advised that it was suitable for powering a clock and advised that it will run for very long periods without attention. On the day it was equipped with spiral card that really caught the eye and was extremely hypnotic.

Gerald Hart showed his modified version of a Ship's Gun made from 1940s era manual, a steam Roller of his own design and a team of Trotting Horses in harness.

Rick Vine had brought a Cabriolet model complete with noise made up as one of the three versions shown on the box of the 8950 set released in past months. His offering included a micro Camera, a miniature Rocking Horse complete with rider, a 'Petit Velo' (small bike), a vintage Fire Engine and an Airplane made from set 3920.

Bob Pentney had built a radio control Truck being one of the three models on the box of the 8950 set. William Irwin had built up a Car



model as well from his 8950 set and all three of the 8950 models were displayed together for photos.

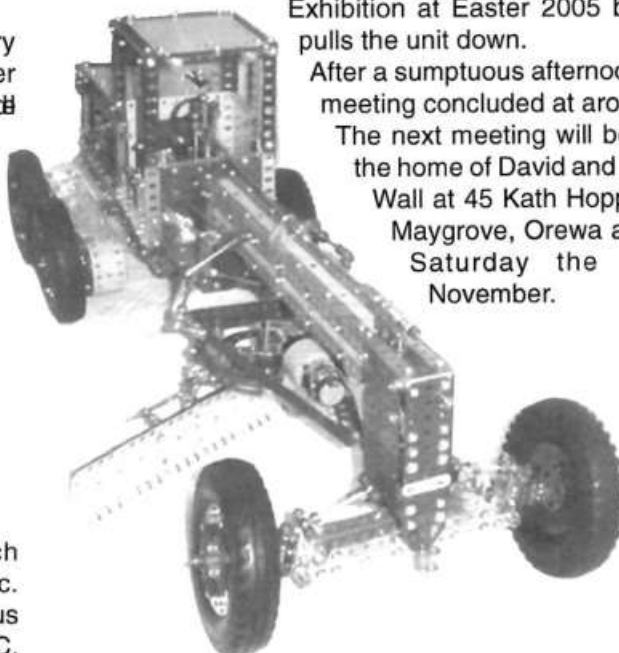
Les Megget had built a Bernard Perier Pickup Truck that was powered by pedal power provided by the driver. Les had produced his own model trailer to carry the power supply that actually powered the model.

Neil Carey showed his Meccano Super Model No. 22 Traction Engine that he had entered in the special competition used at the Turangi meeting where Simon Moody out-pulled everything else in sight. Neil has adapted this model for stationary exhibition. Neil then gave members a final opportunity to view his Taupo Totara Timber Company Steam Engine that he had displayed at the Pakuranga

Exhibition at Easter 2005 before he pulls the unit down.

After a sumptuous afternoon tea the meeting concluded at around 5pm.

The next meeting will be held on the home of David and Elizabeth Wall at 45 Kath Hopper Drive, Maygrove, Orewa at 2pm on Saturday the 11th of November.



As I look out my window on this late winter's day I can see the first signs of spring. Our plum trees are nearly coming out into blossom (the plum trees are always first here) the weather is slightly milder and our lambs are growing nicely. What this has to do with eBay and other auctions site is nil and yet it has, how we feel about our life and the environment we live in keeps us going and what we wish to achieve and some of those wishes are items you do not have but are sometimes obtainable from the internet. Let us look at some of these nice items:

*** Meccano 1920-1930 dealers Cabinet.**

Most of us are familiar with these cabinets, used by Meccano retailers to tempt us into buying more parts. This six drawer wooden cabinet was sold for restoration. Comes with brass handles, extra dividers in some of the drawers but this one was missing it's back. Maroon colour and sold for NZ\$170.

*** Dinky Toys No 514 Weetabix Guy Van Boxed.** This is one of the most collectible Dinky toys and this one was in very good condition with an excellent box. The model did have some sun fade but still sold well at NZ\$1000.

*** Another Dinky-Dinky toys No 3 Passengers Boxed.** The six railway passengers are in excellent condition with only minor chips and great colour. The box is also in great nick-nice item and sold for NZ\$320.

*** And finally for Dinky's French Sign No 41 Boxed.** This is a complete set of road signs in original box which is marked Panneaux de signalisation Route. The signs have minor surface rust and box has a bit of wear. Bargain at NZ\$90.

*** Meccano Part No 36, Screwdrivers.**

These four early screwdrivers (1912,1914) were in used condition and sold well at NZ\$210.

*** Meccano Guild Certificate and Correspondence UK to Australia.** This lot of 1950s correspondence sold for NZ\$45 and included was a Meccano Guild Certificate and three letters postmarked for August 1954. One is an enrolment letter and the other two refer to pen pals in Australia. Unusual.

*** Book Terence Cuneo 'Railway Painter of the Century'.** This wonderful book published by New Cavendish in 1990(1st edition) is 160 pages long, in great condition and full of his wonderful drawings and paintings. He did the cover work for quite a few Meccano Book of Trains. If you ever see a copy grab it. This one sold for NZ\$120.

*** 1925 Dicks visit to Meccanoland.** This Meccano promotional booklet of 1925 showed a bit of wear with creasing, small tears etc. Still sold well at NZ\$160.

*** A future collectible – 1983 Meccano Set 'A'.** Brand new ,never used, still sealed. NZ\$20.



Erector Steam Shovel Set



*** A nice 1981 Set 1000.** Looks to be in good condition, stickers all unused. Good buy at NZ\$25.

*** Now 2 clockwork motors. A French 1930 No 1 Clockwork motor,** boxed with instructions. Nice NZ\$40. Secondly a **1939 No 1 Clockwork motor,** blue in colour with original key, instructions and box. Only minor wear. NZ \$65.

*** Next a set that displays well. A 1931 AC Gilbert No. 7 Erector Steam Shovel Set.** Nice box, repairs to label, good manual. Set is complete although there is a little rust on some pieces. Sold for NZ\$270.

*** To finish with I have three non-Meccano related items I believe you may find interesting. * Noah's Ark** German Putz wood with 30 animals, late 1800s. In Victorian times one of the toys that more wealthy households had would have been a Noah's Ark plus animals. This one was made out of wood and is three stories high with 30 hand carved animals. The Ark's roof lifts off to store the animals and along one side near the bottom a sliding panel can be opened to access the stalls for the animals. The Ark is in great condition being just over a 12" long and 8" tall. All animals in tact and in great condition. Sold for approx. NZ\$1000.

*** Ertl Case 1370 Turbo 504 Farm Toy.** Seller describes as such Hard to find CASE 1370 504 Turbo - new in the box - stock #216 - very nice vintage farm toy made by Ertl - box shows a bit of shelf wear, very nice rare toy. Released in 1972, Diecast, scale 1:16, cream body, red wheels. Sold for approx. NZ\$1000.



*** And to finish with a 1934 Marx Mechanical City Coal Co dump Truck** in Original Box. This would make a great Meccano model, it is even in the right colours red body and black wheels. Here is how the seller describes it "This Marx, Mechanical City Coal Company Dump Truck is by far the largest and most difficult to find of the

early Marx's, Mack Style trucks. All tin litho it measures a whopping 13 1/2" long by 5" wide by 5" tall. It is in amazing excellent+ to near mint condition and comes complete with its rare original box. Despite low production I managed to find three or four examples over the past ten years, however they were always well played with. The truck offered here is, without question, the highest grade I've found for this model and the only one I've seen with its original box. The cab and hood are orange and has a black roof. The trailer is black on the outside and green underneath. The dump bed is deep red with blue interior. It has dummy head lights and a manually raised dump bed. The front axle can be adjusted into three positions. It is powered by a strong spring wound motor with attached key. It also features a separate driver." This very collectible toy did sell well reaching the New Zealand price of \$5000.

Well that is all for this time, thanks for reading and hope you enjoyed. Until next time enjoy your model building and collecting. 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 - 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 - 28 October Xmas Dinner, 9 December.

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

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

Consolidated Index for NZFMMM 1976 to 2005 Vols. 1 to 29

27 pages in .rtf format can be sent by email only on email
request to the Editor.



Buy, Sell, Auction, & Exchange.

Advertisements in this section are free.

First insertion will be printed in full.

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

Wanted to borrow

To scan for making a repro label: No. 6 Set Box lid from
1955. Preferably Auckland area. Thanks, and a free poster
from my website to anyone who can oblige. Doug Harris,
09 272 9180, digbee@xtra.co.nz.

For Sale - Meccano Supplies.

Meccano type cheese head bolts, 6mm long zinc \$10.00
per 100 + post, 5.5mm long nickel \$10.00 per 100 + post,
Square nuts standard size zinc or nickel \$8.00 per 100 +
post

Contact <wayne@meccanosupplies.co.nz>, ph 06 327
6184, fax 06 327 4184, or write to Wayne Blakely,
Patikipapa Road, RD 1, Marton 4787.

Check out [meccanosupplies](http://meccanosupplies.co.nz) on line shop.
<www.meccanosupplies.co.nz> for the current range of sets
and the Exacto parts range.

For Sale - Meccano Parts and Sets by the Wells.

We've got all genuine Meccano and junior Meccano parts
and sets, geared motors, the Meccanisms range and the
new Speed Play Range!!!

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>

For Sale - Engineering Tools of every kind

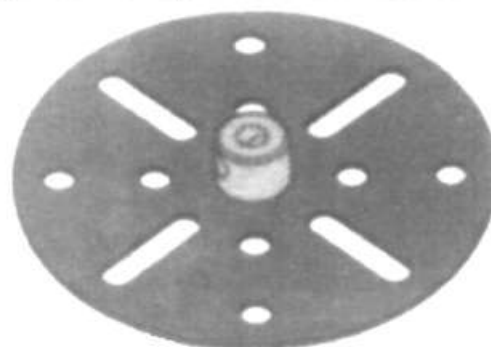
TOPMAQ stores at Christchurch, Dunedin and Palmerston
North. On line catalogue at www.topmaq.co.nz or Free
phone 0508 867 621.

For Sale - Fruit Wines - Traditional and Award winning.

'Cottage Wines' - Proprietors John and Denise Ingle at 81
Branch Road, New Plymouth. On line catalogue at
www.cottagewines.co.nz.
Email <cottagewines@xtra.co.nz>. Phone 06 758 6910.
Mention this advertisement when buying and qualify for a
discount.

Internet Buy, Sell and Watch Agent Available.

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



John Thorpe Tornado



Ken Senar Vampire

Guy Kind
Caterpillar Pipe LayerMichel Breal
Calais level luffer crane.

Skegex Winners 2006

Geoff Brown
took some
g o o d
photographs of the
prizewinning models
at Skegex and posted
them on Spanner.
Thank you, Geoff.

Phil Edwards
Rickshaw ManMike Whiting
Galleon

First prize - John Thorpe, Tornado
Second prize - Ken Senar, Vampire
Third prize - Michel Breal, Calais level
luffer crane.
Fourth prize - Guy Kind, Caterpillar Pipe
Layer
Fifth prize - Phil Edwards, Rickshaw
Man
Sixth prize - Mike Whiting, Galleon

John Thorpe has been offered £3000
for the model but has declined the offer.
He says "it took years to get enough
mint parts to build the model and much
more talent and effort to build said
model than any customer can offer".

To see more photographs of Skegex 2006, have a look at this ISM web site:
<http://www.internationalmeccanomen.org.uk/GI/Exhibitn/Skeg2006/index.html>