



NZFMM MAGAZINE

Volume 31 No 1

February 2007

Who would have expected to see a Red Arrow's Hawk jet hovering over a steam wagon?

That's one of the remarkable things about **MECCANO**; it is possible to build models from all ages!

The Hawk is described by Bob Prescott on page 5.



There are more detailed pictures of the steam wagon starting at page 3. This fine model was designed and built by Mike Stoodley.



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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Subscriptions are payable annually in March. Please send to:

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Cheques and bank drafts should be made payable to the "NZFMM magazine account".

New Zealand \$24.00pa
Overseas Airmail \$34.00pa

NZFMM Internet site hosted by Wes Dalefield
<www.dalefield.com/nzfmm>

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

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

Stickability

I was looking for some words that describe the long term commitment to Meccano (in the broadest sense) that seems to be inherent in our hobby. Every convention I see faces that have been turning up for decades with a model or three. The number/complexity of models brought along by an individual exhibitor to the convention waxes and wanes with the level of personal commitment and interest in a particular subject (cranes, crank handles, enormous or mini, etc) but they are always there. Is it the challenge of the model or the fellowship of old friends that is the attraction?

The word 'stickability' also relates to the successful completion of a model. Over the years I have failed to complete a couple of models (Servetti Magician) but completed the rest. Meccano lends itself to the 'try and try again' ethic. I found the following words to describe what may be relevant to a typical Meccanoman and his hobby.

"People who have 'stickability' are able to: finish things they start - turn up every day - stick with a task in order to achieve success - suffer lots of failures before they achieve success - resist being discouraged when they don't get instant results - continue with the task despite failures / the lack of positive results - follow through and complete a task - even if it takes a long time - do what it takes to get to where they want to be. etc, etc."

"Serious leisure such as the pursuit of an amateur, hobby, or volunteer occupations requires stickability as well as valuing the process rather than the end product and leads to a sense of accomplishment. This involves collecting, making, tinkering, competing or being an enthusiast"

"There are three qualities of leisure: achievement leisure, social leisure, and time-out leisure (solitary, physically passive). Participation in achievement leisure, and social leisure, has a positive influence on mental health and forms the basis of one's self-worth".

So there you are folks, we are on the right track.
Regards to all, R. Bruce Neilson

NZFMM Convention 6 / 8 April 2007

Your completed Registration form and cheque was due to Tim Moody by 28 February 2007.

Have you sent yours??

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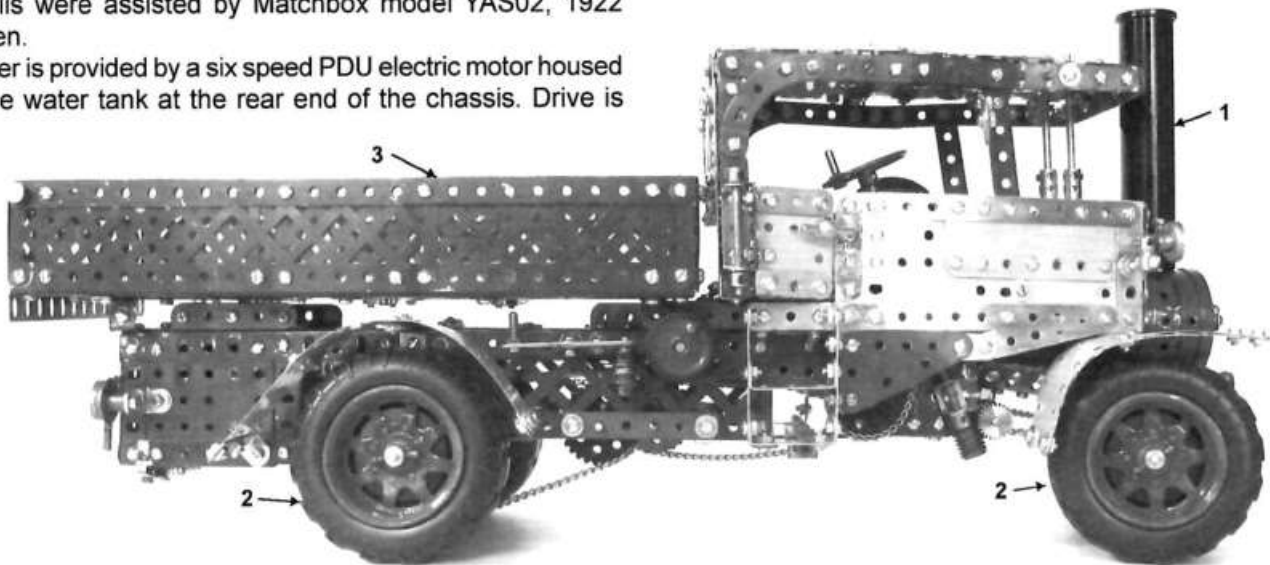
Foden Type Steam Wagon in Meccano

by Mike Stoodley

This model is based on the various Foden Steam Wagons built around 1930 in Great Britain, while scale and structural details were assisted by Matchbox model YAS02, 1922 Foden.

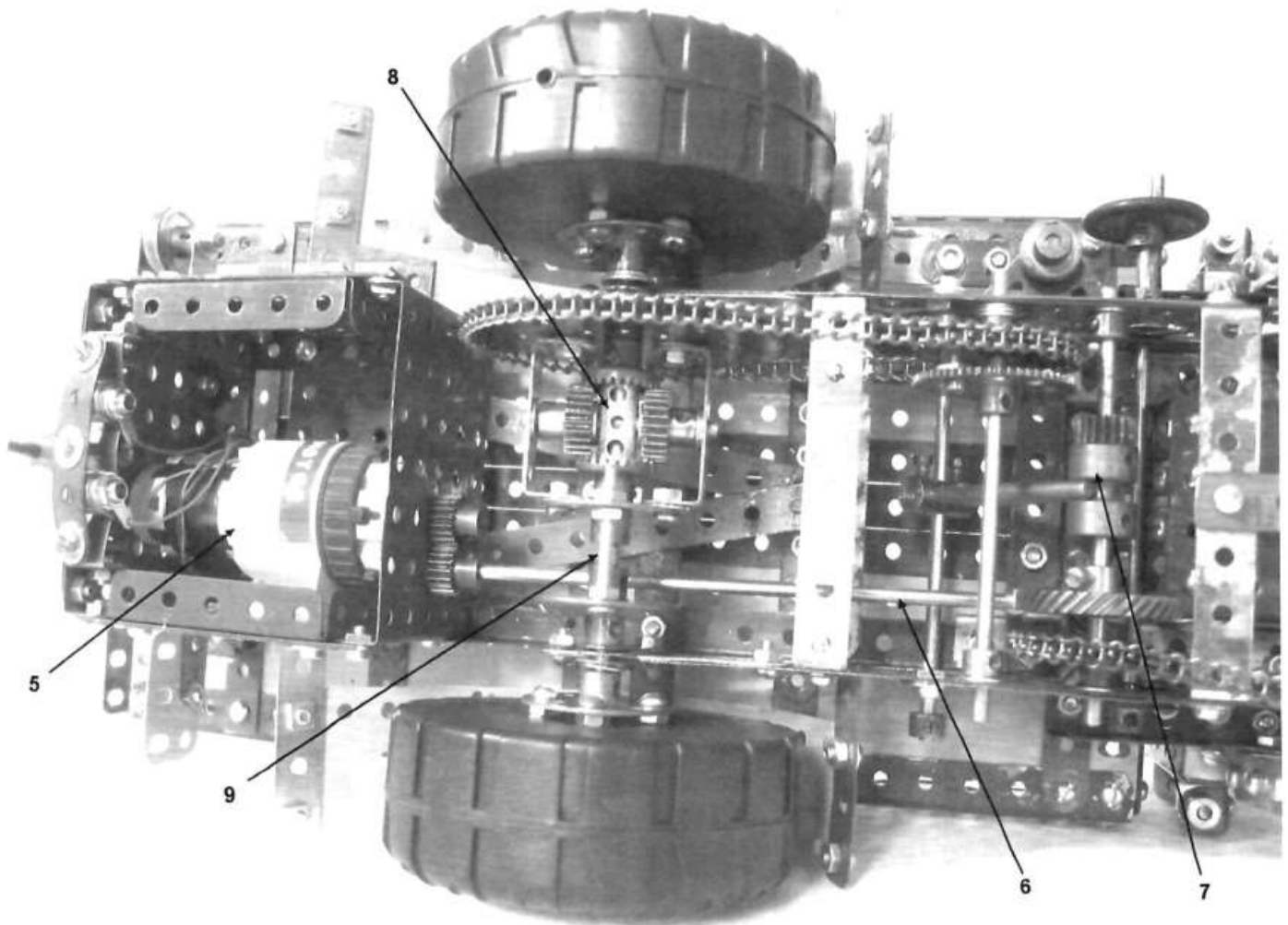
Power is provided by a six speed PDU electric motor housed in the water tank at the rear end of the chassis. Drive is

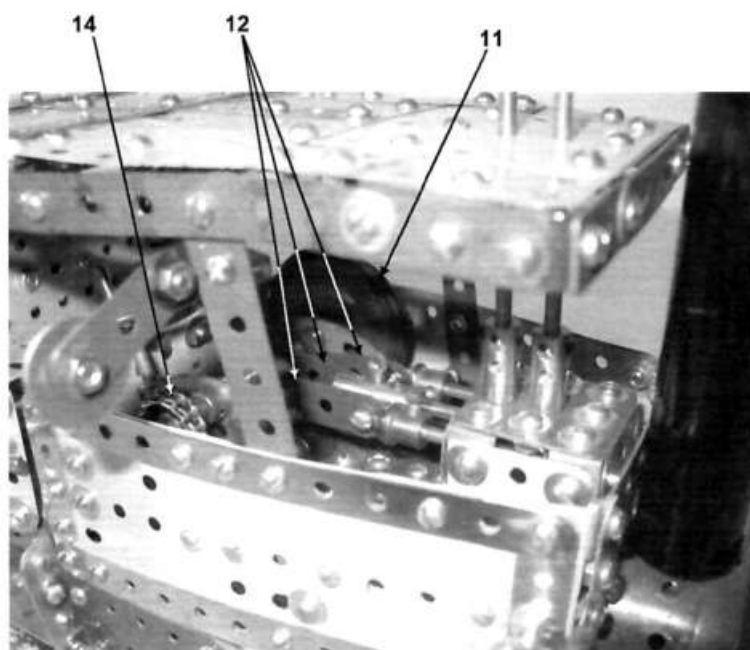
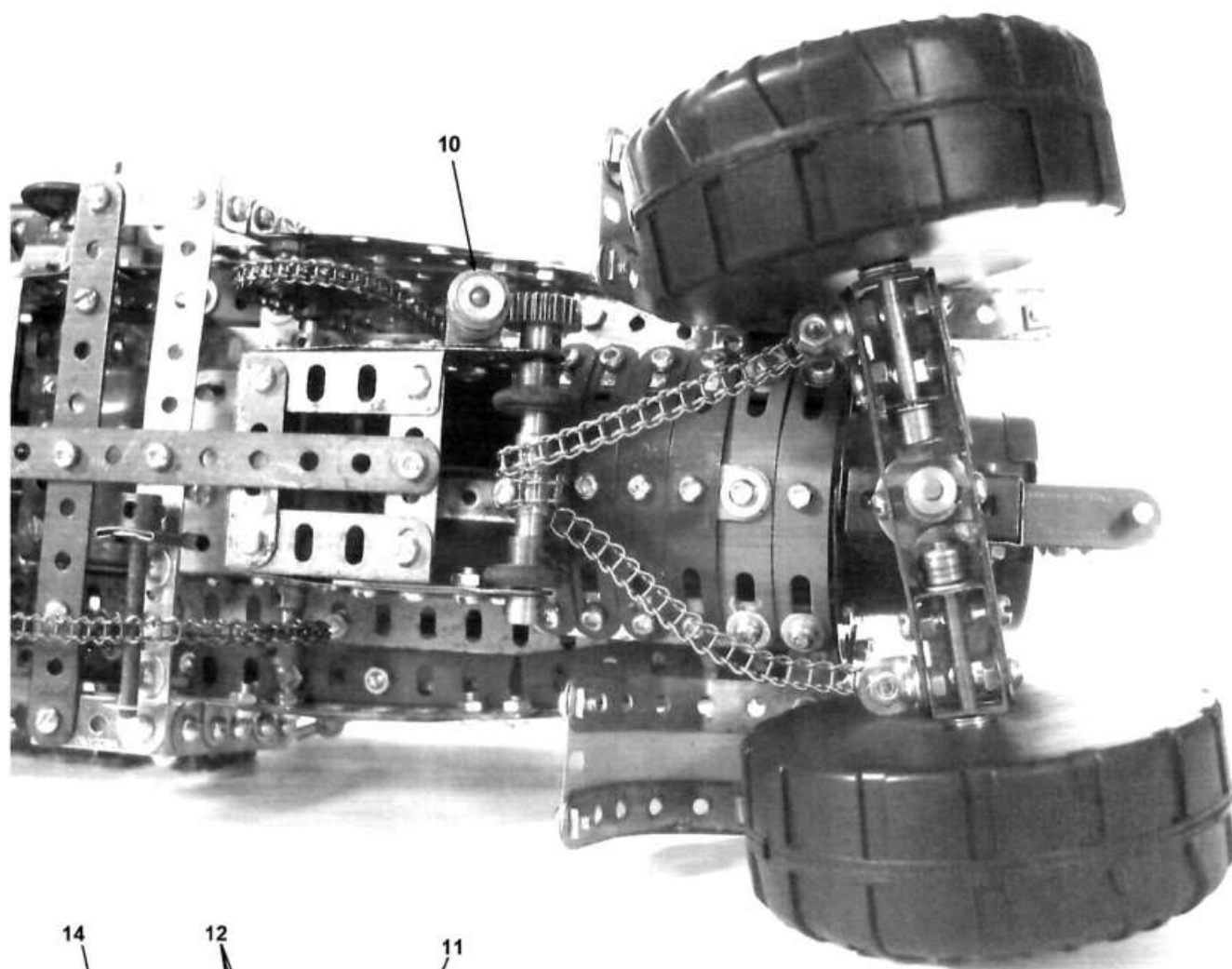
transmitted via shaft (6) to Helical Gearing to the Keyway and Socket Coupling (7) and thence by chain drive to the rear axle Sprocket and differential (8). For added stability of the final drive half-shafts, the differential has an 'extension' (9) consisting of long Bolts and an extra Bush Wheel. The simple steering mechanism is shown in (10). An old Meccano 2" Pulley with tyre makes a good flywheel (11)



transmitted via shaft (6) to Helical Gearing to the Keyway and Socket Coupling (7) and thence by chain drive to the

Three chain drives go from the crankshaft via Sprocket (14) to the final drive road wheels.



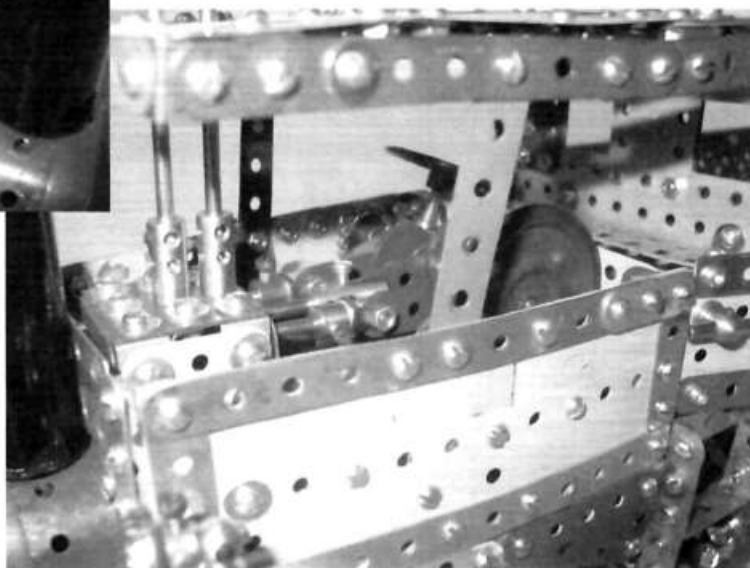


– with not so many gaps.

The finished model weighs in at 12lb (5.5kg), measures 23" (575mm) long, 7" (175mm) wide, and 10" (250mm) high and is all Meccano with the exception of the funnel (1) and all four road wheels (2).

The cylinder block is based on the old SML Traction Engine – being three holes ($1\frac{1}{2}$ ", 37.5mm) wide it can therefore take three piston rods. As a result the crankshaft carries three Single Throw Eccentrics (12). This is perhaps overdoing practicality and realism somewhat but when everything is going at a fair speed – well, it looks good!

Due to limited resources, the sides of the tray consists of two layers of Braced Girders (3) overlapped one hole so as to present a pleasantly latticed appearance

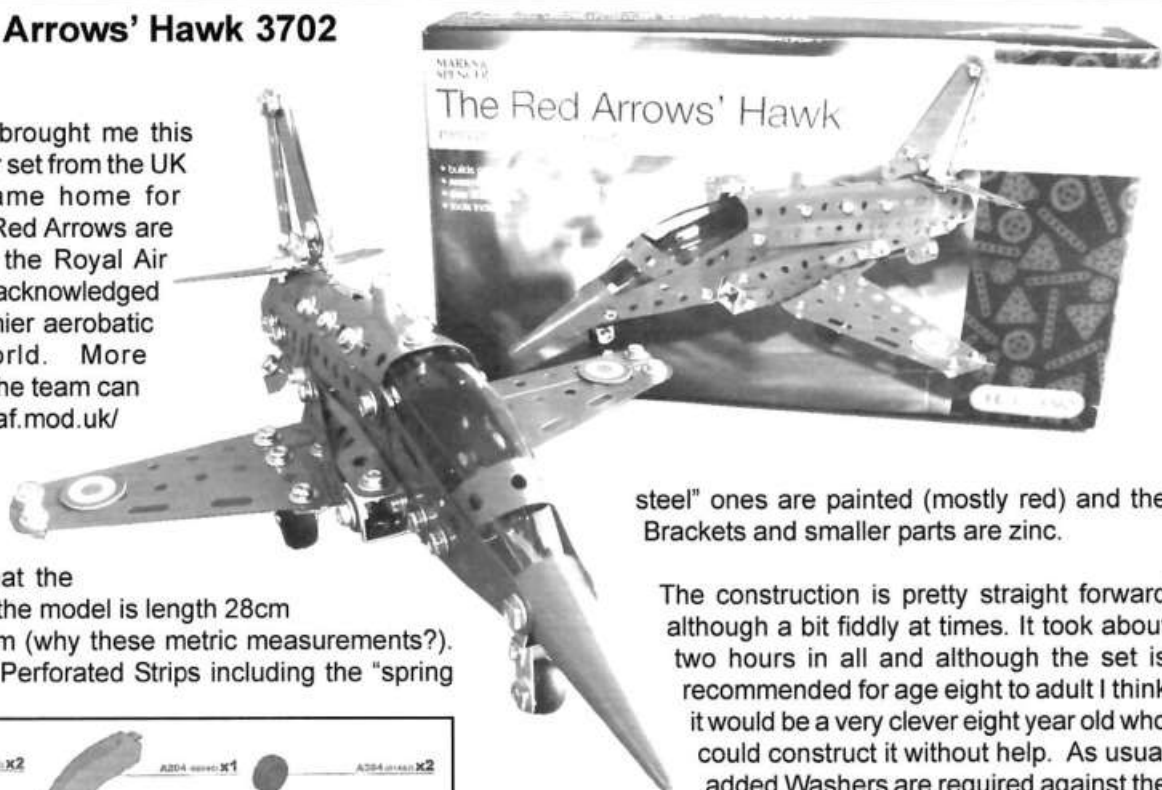


The Red Arrows' Hawk 3702

by Bob Prescott

Father Christmas brought me this Marks and Spencer set from the UK (our daughter came home for Christmas!). The Red Arrows are the public face of the Royal Air Force and they are acknowledged as one of the premier aerobatic teams in the world. More information about the team can be found at www.raf.mod.uk/reds/.

The box indicates that there are over 200 pieces and that the assembled size of the model is length 28cm and wingspan 23cm (why these metric measurements?). All the Plates and Perforated Strips including the "spring

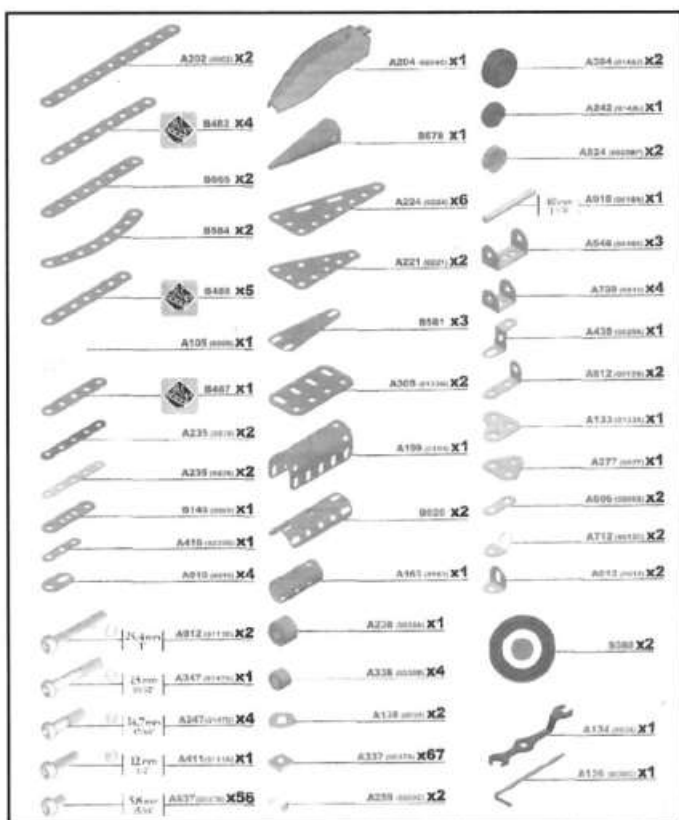


steel" ones are painted (mostly red) and the Brackets and smaller parts are zinc.

The construction is pretty straight forward although a bit fiddly at times. It took about two hours in all and although the set is recommended for age eight to adult I think it would be a very clever eight year old who could construct it without help. As usual added Washers are required against the painted surfaces (and that is most of them) and I substituted $\frac{3}{8}$ " Bolts in a few

places where Meccano expect the standard $\frac{7}{32}$ " bolt to secure too many parts. This is a good set and it was a nice surprise to find that the roundel decals are magnetised.

On the box it says that the model is "officially approved by the Red Arrows Trustees Ltd" and so it should be, in my opinion this is an excellent little model.



Roger P Johnson

MA, FREng, FISTructE, FICE.
Emeritus Professor of Civil Engineering,
University of Warwick.
by William Irwin

I have just received the 5 December issue of the Structural Engineer from UK, to find a most interesting article by Prof. R P Johnson of University of Warwick who was recently awarded a gold medal by the Institution of Structural Engineers. He is yet another well known engineer who was influenced by Meccano in his youth. >>>>>

An extract from the article:-

"My earliest ambitions were focused on engineering. In 1944 I was given a book, *Engineering at Work* in which was a chapter on the Golden Gate Bridge in the USA, then the world's longest span. I modelled it at a scale of 1:360 in pre-war Meccano. The drawing, which I have still, records that the deck was seven holes wide, the towers were two feet high and the overall length was eighteen feet.

Sixty years later Ben and I used the same Meccano for a cable stayed bridge with the same span and deck structure. It was far more stable than the earlier model, teaching us that the sloping stays are superior to hanging cables, in that the deck can be less stiff. No comparison could be made on methods of erection, for at full scale we had available giants half a kilometre tall – ourselves.

Most of the models made then were mechanical, including a Scotch derrick crane that could just lift a kitchen chair. At this size, Meccano displays some of the problems of real engineering, such as slip of bolts, large deflections and instability."

Roger Johnson also had Bayko and O gauge trains in his childhood and finishes off with the thought, "Can the virtual realities that captivate modern children possibly be as inspiring or instructive as Meccano, Bayko, and Hornby, which created reality in miniature? Does this explain the weak motivation of some of today's students?"

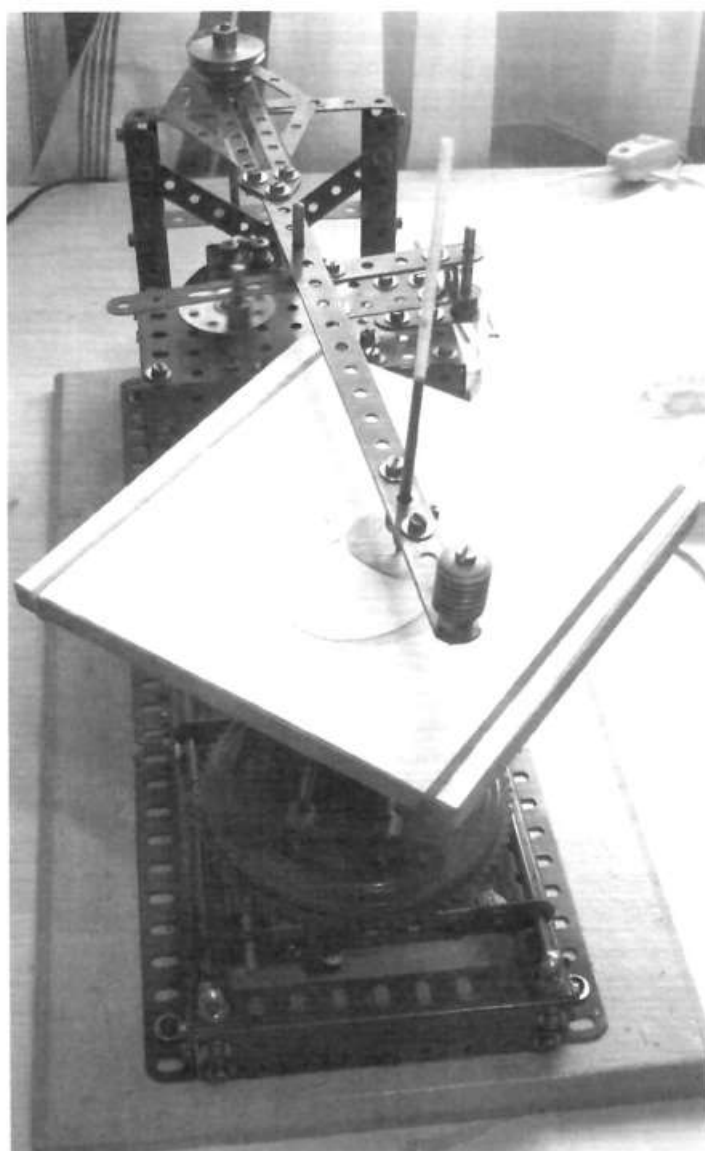
A Visit to Cape Peninsula Meccano Club

by Bob Prescott

Our recent overseas trip ended in Cape Town, South Africa and as the entry in the ISM Handbook states "They will be most upset if anyone visiting Cape Town doesn't look them up", we contacted their Chairman Colin Cohen and advised him of the dates of our visit. On Saturday 2nd December Colin collected Anne and me from our hotel at 10am and drove us to his and Marion's home on the lower slopes of Table Mountain with beautiful views over the city and Table Bay.



Group photo Standing Left to right - Roy Tee, Colin Cohen, Ortwia Bock.
Sitting - Francois Hugo, Ken Leibbrandt, Bob Prescott (NZ)



Colin and I spent the rest of the morning looking over his models, his intriguing "sleeping meccanoman", cranes, fair-ground models and several multi-adjustable meccanographs. In his Meccano den the walls are decorated with photographs of Meccano events and his other hobby hiking/rambling. Included are photographs of William Irwin and a young Michael Adler.

After lunch other members of the club arrived namely Roy Tee, Ortwia Bock, Francois Hugo, and Ken Leibbrandt with his wife Elize and Colin then demonstrated his latest masterpiece - his axle rod sorter (which I understand he has been working on for several years)! Axle rods (I think it was 2", 3", 4" and 5") are fed into a receiving tray, centred, measured and the information is passed to a bush wheel mechanism which determines the tray in which the overhead gantry pick-up drops it. (Colin, I hope this is a reasonable layman's explanation.) Colin really is a mechanism genius as you will see from the accompanying photographs.

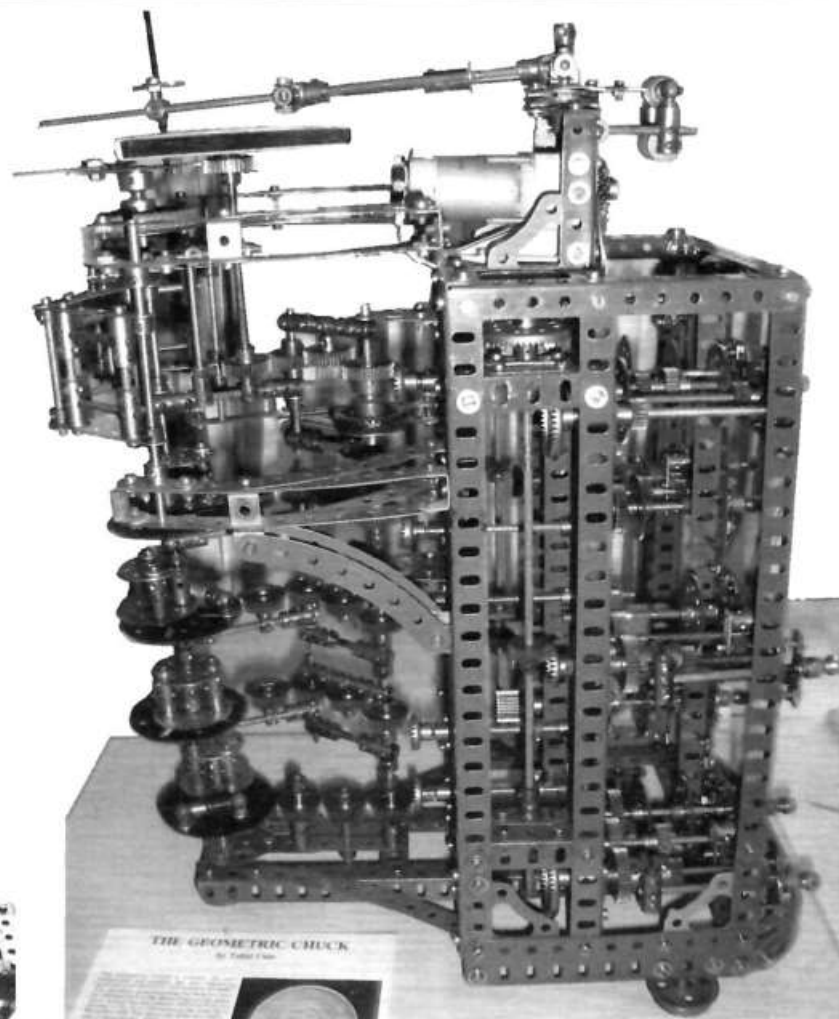
Obviously I didn't take a model to Cape Town (I'm allergic to excess baggage charges) but I did take some photographs one of which was my London bus, which in my write-up in the NZFMM magazine was accredited to the late Terry Stewart and published in the "Canadian Meccanotes". Colin produced a photograph of a London bus that he had submitted to the "Canadian Meccanotes" several years ago so he may have been the original designer and as a consolation I left him the photograph of my attempt!

Colin said visitors never leave his place empty handed and he gave me some 6" and 8" Screwed rods still sealed in their yellow boxes and I presented him with a NZFMM magazine and a MWT club badge and Anne gave Marion a New Zealand calendar.

Anne and I had a most enjoyable day ending with a lovely afternoon tea which Marion put on for us all. If you visit Cape Town, a beautiful city, do not miss a visit to the Cohen residence where I can assure you, you will be made most welcome.

The three Meccanographs illustrated (two on this page and one on the previous page) are the work of Colin Cohen.

Photographs by Bob Prescott.



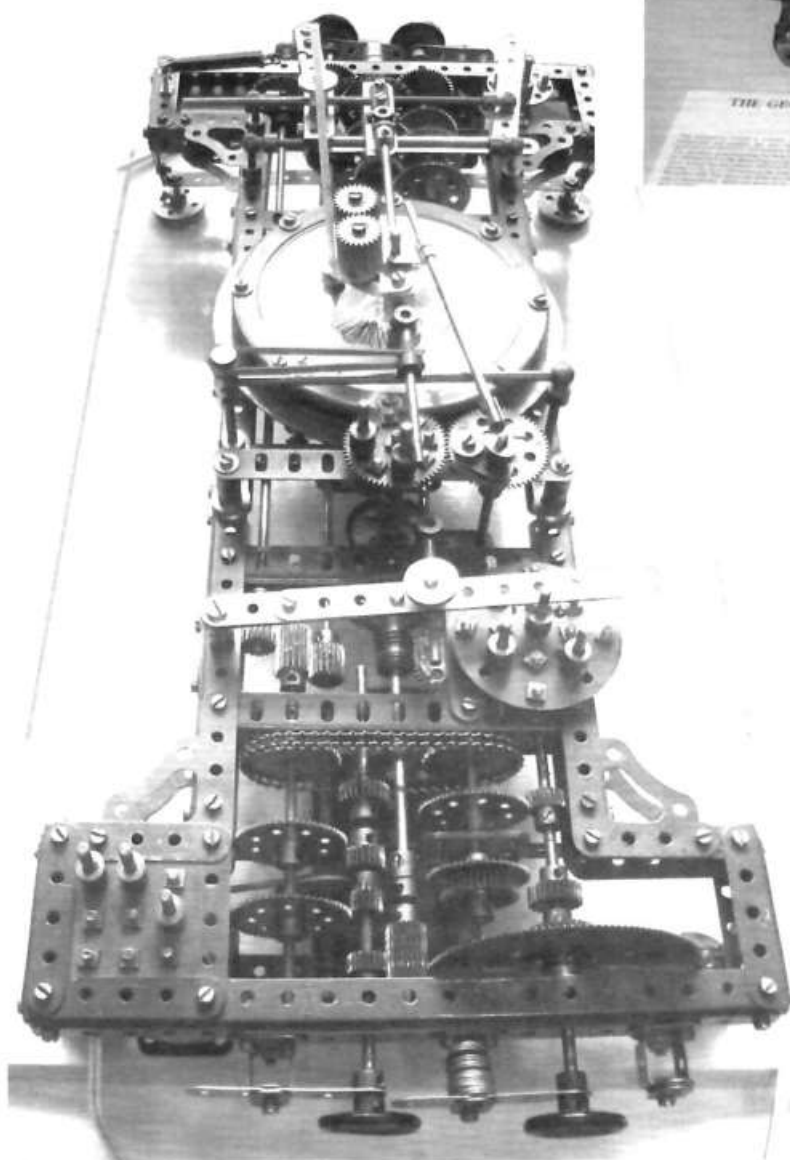
The Meccanograph pictured above is based on the Geometric Chuck. The explanation of that device is explained on a card in front of the model. The text of the visible part is reproduced below:-

The Geometric Chuck

by Tubal Cain

The Geometric chuck is probably the most complicated and possibly the most interesting accessory ever devised for attachment to the lathe. It is therefore, rather surprising that there have been no references to it in the Model Engineer for many years. Indeed, the only mention that I can find over 45 years is the cover illustration to the issue for 9 November 1950. This shows one of the more elaborate of these devices, which was shown at the 1950 M. E. Exhibition, and it is a pity that there was no description of it in the magazine itself. This article is an attempt to introduce readers to the device and to explain how it works.

I have no doubt that now many will be asking "What is a Geometric Chuck?" Put briefly, it is a device which, when attached ?? (end of readable text)



Gauge O Three Rail Locomotive

designed and built by Bruce Geange
photos and text by Bruce Neilson

Prototype.

This model represents a NZR Da diesel electric locomotive

Background

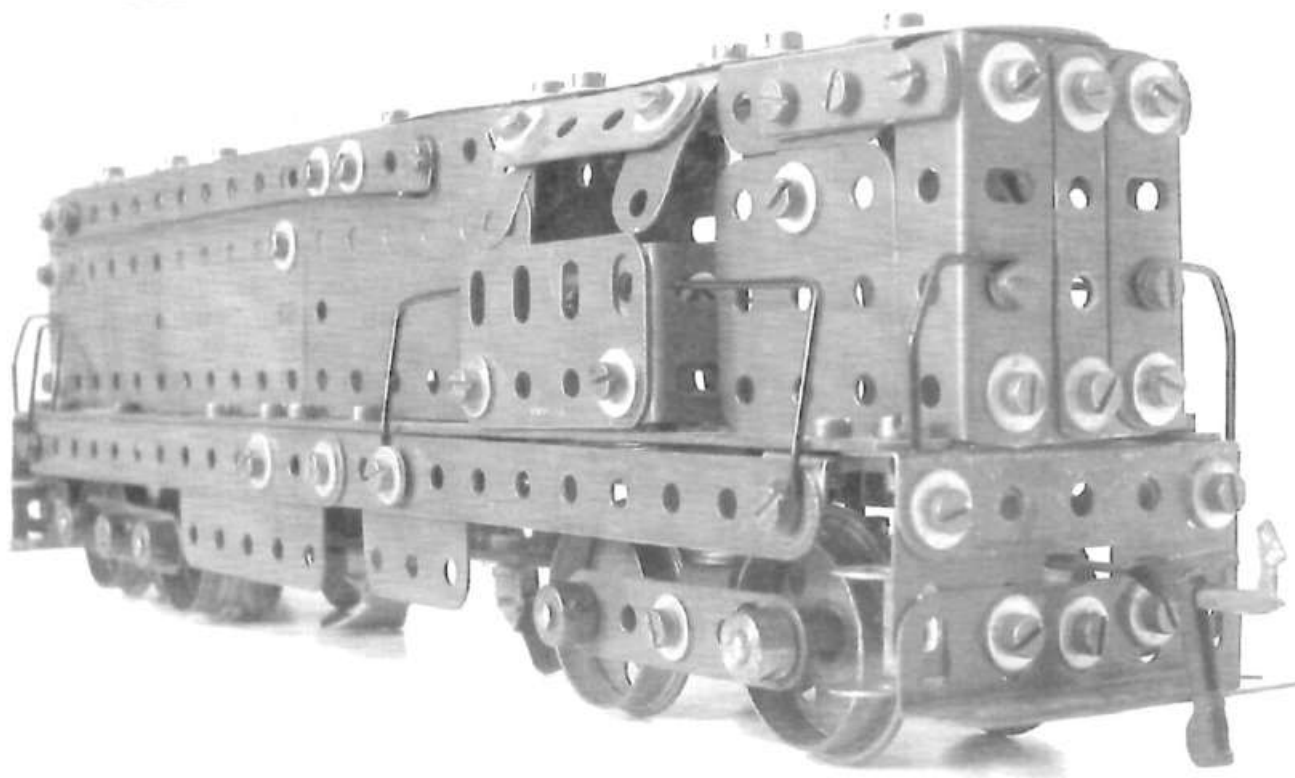
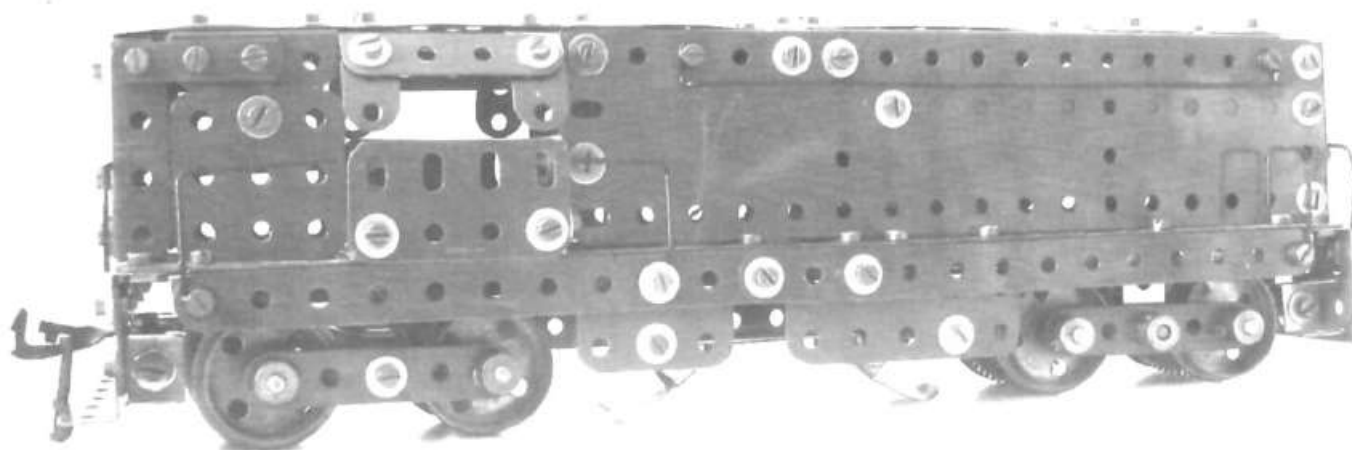
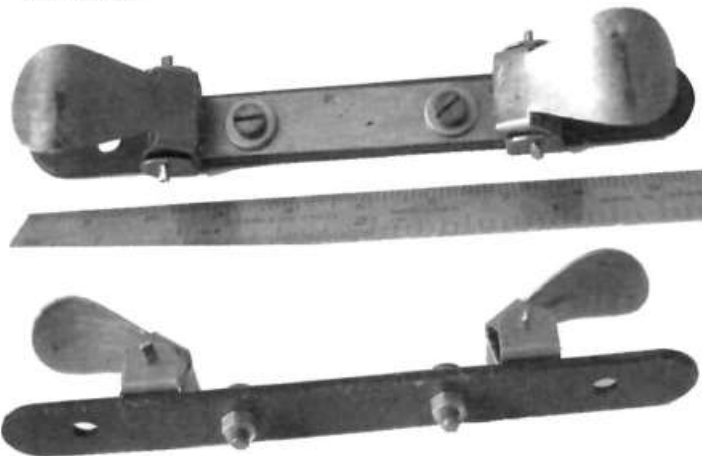
The locomotive was really designed to get a Meccano model to run on Bruce Geange's extensive Hornby O gauge three rail electric model railway. Having the centre electrical pickup from the centre rail and the wheels completing the circuit made the whole exercise much simpler. You will need an obsolete Meccano Collecting Shoe (lucky you) or make a replica which has all the insulating elements built in. By kind permission of Don Blakeborough, the specification sheet for P/N 149, Collecting Shoe from his 'Encyclopaedia of Meccano Parts' will be reproduced in the April 2007 issue. This is a straight forward model and the photographs will supply sufficient detail to build the model.

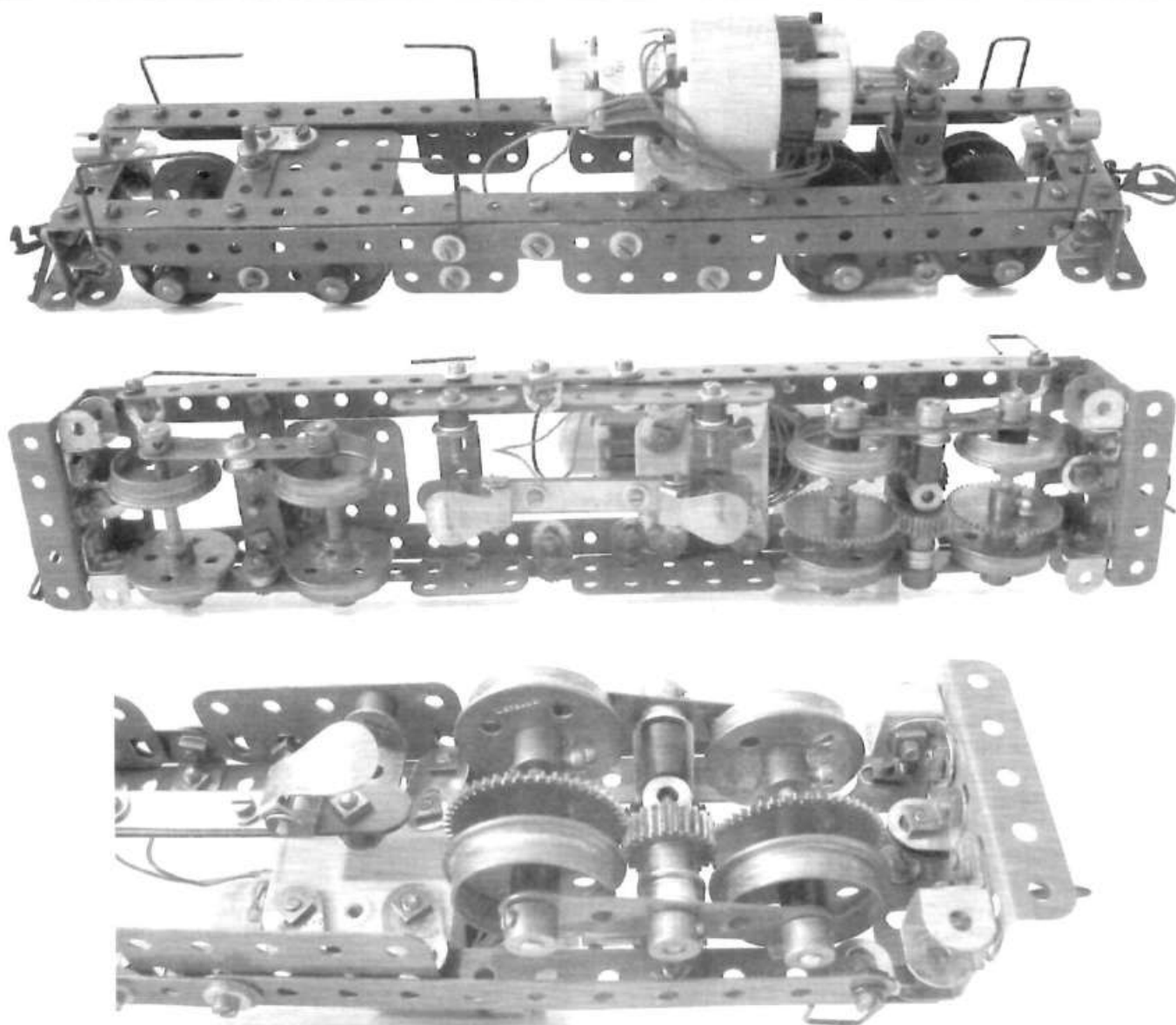
Body

Bolt 1, and the equivalent at the other end of the body, hold the body onto the chassis via P/N 64, Threaded Bosses

Chassis and Bogies

One of the PDU motor wires is fixed to P/N 149, Collecting Shoe and the other wire is bolted to the chassis to complete the circuit





Parts list for Body

P/N	Description	Size	Qty.
6	Perforated Strip	2" 5 holes	3
6a	Perforated Strip	1 1/2"	4
9	Angle Girder	5 1/2"	2
9d	Angle Girder	2 1/2"	2
9e	Angle Girder	2"	4
9f	Angle Girder	1 1/2"	2
9l	Angle Girder	1"	2
10	Fishplate	1"	6
12	Angle Bracket	1/2" x 1/2"	4
12c	Obt. Angle Bracket	1/2" x 1/2"	8
24a	Wheel Disc, 8 Hole	1 3/8"	1
37b	Bolt	7/32"	76
37c	Nut		?
38	Washer	Standard	?
74	Flat Plate	1 1/2" x 1 1/2"	4
103f	Flat Girder	2 1/2"	1
103g	Flat Girder	2"	2
188	Flexible Plate	2 1/2" x 1 1/2"	4
189	Flexible Plate	5 1/2" x 1 1/2"	8
235a	Narrow Strip	3"	2
235g	Narrow Strip	1 1/2"	7
235h	Narrow Strip	2"	1
	Wire Handrails		?

Parts list for Chassis and Bogies

P/N	Description	Size	Qty.
1	Perforated Strip	12 1/2"	2
2	Perforated Strip	5 1/2"	4
5	Perforated Strip	2 1/2"	8
6a	Perforated Strip	1 1/2"	2
9d	Angle Girder	2 1/2"	4
10	Fishplate	1"	5
11	Double Bracket	1/2" x 1/2" x 1 1/2"	4
12	Angle Bracket	1/2" x 1/2"	14
12b	Angle Bracket	1" x 1/2"	2
16a	Axle Rod	2 1/2"	6
18a	Axle Rod	1 1/2"	1
20	Flanged Wheel, die cast	1 1/8"	8
25	Pinion	25T x 3/4" x 1/2"	1
26n	Pinion	11T x 1 1/4" x 1/4"	1
27	Gear wheel, 50T	1 1/4"	2
29	Contrate, 25T	3/4"	2
37b	Bolt	7/32"	62
37c	Nut		?
38	Washer	Standard	?
38a	Spacer Plastic	Standard collar size	14
45	Double Bent Strip		2
46a	Double Angle Strip	1" x 1 1/2" x 1"	1
48	Double Angle Strip	1/2" x 1 1/2" x 1 1/2"	1

P/N	Description	Size	Qty.
59	Collar		13
63d	Short Coupling		1
64	Threaded Boss		2
74	Flat Plate	1 1/2" x 1 1/2"	1
103f	Flat Girder	2 1/2"	2
103h	Flat Girder	1 1/2"	2
103l	Flat Girder	4"	4
111	Bolt	3/4"	2
111a	Bolt	1 1/2"	2
111c	Bolt	3/8"	8
149	Collecting Shoe		1
	Grub screws	Various	21
	Hornby O Couplings		2
	Motor PDU 6:1 ratio		1
	Wire Handrails		?

Hawera A and P Show November 2006

by Alistair Tong

This year we had four of the local MWT members enter and display in the model building competition held in the Edna Wills Hall A & P Show grounds Hawera on 17th and 18th November 2006. Daryl helped set up but did not enter or display models this year. The large (and fenced) model table contained the following Meccano models. (Plus some very good Lego ones as well).

Robin Rye Märklin Digger

Selwyn Bluett Bridge

Alistair Tong Robot and Helicopter

John Freer Hedge cutter / Stationary Steam Engine with Boiler and Traction Engine

The following classes and prizes for our members were as follows

9002 Model using battery pack 17 years and over

1st prize Alistair Tong Robot (Speed Play system) \$3 plus Video Ezy voucher

9003 Model made from Meccano working with power 17 years and over

1st prize Alistair Tong Helicopter (Special Edition 100th anniversary set) \$3 plus Video Ezy voucher

9004 Model made from Meccano static 17 years and over
1st prize Selwyn Bluett Bridge (green strips with metallised roadway surface and wooden abutments) \$3 plus Video Ezy voucher

2nd prize Robin Rye Märklin Digger (90th anniversary of Märklin Metall) \$2

3rd prize John Freer Hedge Cutter (red & green)

unplaced John Freer Traction Engine (red & green & blue)
unplaced John Freer Stationary Steam Engine and Boiler (red & green & blue)

9005 Plastic Meccano or Kitset

No entries

Selwyn had gone to considerable effort in his presentation.



AUCKLAND MECCANO GUILD MEETING

The November meeting was held on Saturday November 11, 2006 at our home in Orewa and what a great muster we had – 18 members and 8 Meccano ladies

including John and Pamela Pond from the U.K.

Apologies were received from Peter and Jan Hancock and John and Cora Denton.

A brief resume of the models presented for our delectation is as follows:-

Bob Pentney – Tower Bridge (from Landmarks of the World).
Rick Vine – Ball roller (from The Ferris Wheel set) : Isetta Car : Small aeroplane : Knife Grinder : Intermittent Motion Machine : "Thumb Twiddling Machine".

The bridge abutments had been made from brown coloured ply. The road/rail surface was realistically metallised and a descriptive sign gave ample information about the history and original designer.

"William Howe, from Spencer, Massachusetts, patented his new truss design in 1840, and extended the patent in 1850 with design improvements. The Howe Truss was originally designed to combine diagonal timber compression members and vertical iron rod tension members, as seen in the Comstock Bridge. However, the Howe Truss was later used in steel bridges. It's impressive strength over long spans contributed to its overwhelming popularity as a railroad bridge."

Timed Power Supply.

Why hadn't I thought of this before ? During the period we were assembling the models for display it was suggested that the helicopter be running every 15 minutes with 15 minute rests. Easy enough to do so the following day I plugged a Kambrook timer into the 240v power cable lead and set the toggles to suit the time periods as suggested. It was jokingly said that anyone watching the chopper blades turning and suddenly stopping would think that the model had failed. Not sure whether anyone waited 15 minutes to see them turning again! Whatever. It was a good idea worked as planned and appropriate for a non attended model display.

A very good effort from our local members and continuing exposure to the public of our Meccano hobby. Even the show radio announcer gave us a plug on air recommending the public look out for the Meccano models in the Edna Wills Hall.

Two new leads were offered to me. One of an 11 year old male and one of a 40 year old male interested in the hobby and wanting to know where to purchase sets or parts to use. Plus one older man discussed with me how he had resurrected his 1950's set and built up a model tractor recently. And so the show goes on. Cheers and good modelling to all.

Gary Hart – SteelTec Star Wars Spaceship

Gary Higgins – Speedplay Pterodactyl : A pair of replica Meccano No. 0 aeroplanes.

George Ovenden : Ferris Wheel

Merv. Mexted – Vehicle transporter with a jeep on the trailer.

John Pond – Marklin Set 2 Windmill

William Irwin – Meccano football.

Tony Caldwell – Jet aircraft : Truck

Les Megget – A roller bearing hub fitted with a 6" tyre.

David Wall – Meccano Giant Dragline (with embellishments) from SML 27.

Andrew Wells' presence was also most welcome. He was accompanied by his well stocked travelling Meccano shop which attracted the keen attention of members.

A considerable quantity of my surplus Meccano was put out for members to help themselves to. Although showing the ravages of time they were capable of restoration (with lots of TLC). Anyway they proved popular as little remained at the end of the meeting. Elizabeth has asked that I express

(Continued on page 23)

The use of Spanner email is acknowledged.

1917 Set 5 and 5A

I have spent this evening digging through a nice Set 5A outfit, which turns out to be ridiculously complete. As usual with an accessory outfit, all the parts in the Set 5 were also jammed into the box, making the total a Set 6 (largest outfit at the time, of course). Unusually for this era, the parts list was so accurate (apart from some missing nuts, angle brackets, two axles and a crank) and easily distinguishable between the Sets 5 and 5A, I feel almost able to make some observations about the period. I would very much appreciate any corrections from more knowledgeable Spanners where I've got it wrong.

The Set 5A appears to be from 1917. The Double Brackets are wide (making it 1914-17) and the Couplings are single-tapped three-bore (1917-21). As far as I can see those two are the only possible identifiers to distinguish this year. Everything else is exactly right for the year. Many of the parts have subtle differences allowing me to split the outfit into the original Set 5 and the later Set 5A. Both are of the same year, though perhaps what I know as '1917' might have extended from late 1916. Interesting observations include:

- 1) Only the 12 1/2" Strips are stamped Meccano. None of the shorter ones are.
- 2) The older five Flanged Plates 3 1/2" x 2 1/2" are patent stamped 1913, the newer three aren't stamped at all.
- 3) Much of the brassware is inconsistent. The older 1" Pulleys are stamped Meccano three times, the later one isn't. The older 1" Loose Pulleys are not stamped, the later one is. The earlier two 19 tooth Pinions aren't stamped Meccano, the later three are. The earlier two Bush Wheels are stamped Meccano (three times), the later three aren't.
- 4) The early reference to Hornby's insistence on barrel smoothing the parts can clearly be seen, particularly on the 12 1/2" strips. There are fourteen P/N 1's with noticeably rounded edges, all slightly more used and bent and rusty, and thirty four more that are in better condition, with quite sharp untreated edges, much more like later Meccano.
- 5) All of the Nuts and Bolts are present for the Set 5A, but some are missing from the Set 5's worth (not terribly surprising I suppose!) I can't tell the difference between the Bolts, but the Nuts from the Set 5 are the wafer-thin type. Is this correct for late 1916 / early 1917?

It's really interesting digging through a set that is so exactly complete - even the Spring Cord is there even though it's a bit short and a bit rusty! Having precisely the right parts allows me to make a lot more in the way of conclusions that can normally be made from a set of this age. It's interesting to see how many parts aren't stamped - was this a result of the war? The manual is not from this outfit - I need to find a nice 1917 one with a cover! But the box is in better condition than it has any right to be, just before its 90th birthday. (Charles Steadman, Christchurch, NZ.)

Crankhandle

A little while ago, I mentioned here my unhappiness with crankhandles -well, (what usually passes for) the handles, actually!

Before demolishing a series of Crankhandles with Erinoid/plastic grips, and boring same out to size, as suggested here



on Spanner, I decided to try first what you see in the attachment. Although a bit fiddly, I did it without removing the plastic grip. As a replacement for situations in which a Threaded Pin is normally used as the crank handle, I think it has merit. I'll make the next one with the threaded portion a fraction longer though - 5/16" instead of 1/4". - Photograph on page 24. (Graham Jost, Melbourne, Australia)

Meccano numbering

As from 1972-73 Meccano France started to identify their products by an alpha-numeric (sometimes only numeric) code, as follows:-

202E to 210E - Sets 2 to 10; 202X to 209X - Complementary sets 2X to 9X; 200E - Meccano de Poche (Pocket Meccano); 222 - Boite Engrenages "B" (Gears Set B); 223 - Boite Mecanismes (Mechanisms set); 224 - E15R Motor; 228 - 6 speed Geared Motor; etc., etc.

In 1977 code was changed to numeric only, for instance:-

202E became 030202	206E became 030206
204X became 031214	207X became 031217
223 became 031223	224 became 032224
228 became 032228	etc., etc.

At the time, Meccano France was owned by the General Mills Toy Group, of USA, who sold a large number of toys of different types, under Meccano brand. Suffice to say that 1977 Meccano S.A. General Catalogue was a 96 page brochure (only 8 out of which related to actual Meccano). 1980 had 116 pages (5 for Meccano).

The two first digits of the code number constituted a prefix, meant to identify product type, for instance:-

03 - most Meccano products; 22 - Meccano Junior (plastic); 02 - Meccano Meccakits; 01 - Dinky Toys; 09 - Scalextric; 12 - Spirograph; 19 - Pippa dolls; 29 - Bionic; etc, etc.

Of course, the prefixes had no meaning other than internal, for General Mills Meccano themselves. From the Meccano standpoint, prefixes are therefore meaningless, and this is why they are generally omitted when referring to Meccano sets, among Meccanomen.

From the above, your 206E set is a number 6 box, from 1972 to 1976. Contents are exactly same as for set 0206 (1970 - 85), as per my Parts List France 1979 - 88. Not to be confused with set 0206 (1986 - 89), of the Enthusiast Series, main difference being that the 1970 - 85 sets had square Nuts and cheesehead Bolts, whereas the 1986 - 89 ones had hexagonal Nuts and dome head Bolts.

A lot more can be said on subsequent changes of sets and respective code numbers. Let me know if there is anyone interested on the subject, and I'll be glad to post further information. (Oscar Felgueiras, Porto, Portugal.)

Manual scans

Available at Remi's Meccano Pages: -<<http://meccl.free.fr/manuels2/3920.htm>>

Juneero

Technically an advert but I've just spent two days photographing my Juneero collection and writing it all up on my website. <<http://www.thorpes.demon.co.uk/meccano.htm>>. Took ten years of collecting and virtually all the tools and accessories are present - so might be worth a look perhaps just for the history? (John Thorpe, 43 Chestnut Drive, Clowne, Derbyshire, S43 4JG.)

Nut Driver

Re nut drivers, one of our more astute members mentioned here recently the idea of using a $\frac{1}{4}$ " drive socket in reverse, fitting the intended hex socket with a suitable hex bar, thus freeing up the $\frac{1}{4}$ " drive for holding Meccano Nuts. The picture shows the result. The Meccano Spanner in the photo is there to show relative sizes, but doesn't serve the purpose very well. Suffice to say that the diameter of the larger section of the socket is rather smaller than that of a (fully rounded) Meccano Spanner end.

I was able to buy a $\frac{5}{32}$ " socket with $\frac{1}{4}$ " drive yesterday, and have just fitted a scrap hex bar to it. The far end of same shows part of what was left after grinding unsuitable parts off - I have yet to decide how to fit a proper handle. There is sufficient depth in the $\frac{1}{4}$ " socket to accommodate full tightening of a Nut to a regular Bolt, but Bolts with longer projections will not be tighten-able with this tool as is. I'm not sure that I'm too worried by this - I'll be very pleased to be able to at least start Nuts in difficult-of-access in-line positions in a jiffy. No smart comments please. Anyway, for your consideration/enjoyment/whatever. (Graham Jost)

Modelling Styles

This is hardly a new observation, but it is strange, despite the rigid standardness of Meccano parts, how the individual modelling "styles" of different Meccanomen are so distinctive, and show through whatever the subject of the model. It's nothing that one can specifically put a finger on; it's like the subtle brushstrokes that enable us to tell a Gainsborough from a Constable. (Howard Somerville)

An interesting thought with which I entirely agree. Meccano is after all as much an art as it is engineering. There are favourite colour schemes, of course (including those like Dave Bradley and John MacDonald who have their own colour schemes) and a bias towards particular subjects (JD again, and yes, I confess I have made a lot of cranes!). With the smallest models there is little room for variation, but the larger the model, the greater the possible number of combinations of parts there are, and so individuality is more readily expressed as a near-infinite number of possible combinations is approached. Phil Bradley's windows spring to mind, though there was something about his style that certainly always stood out. While some do favour a particular colour-period (like Richard Payn with 1978 blue/yellow - though he does do very good models in red as well!) but yet others favour the use of washers under each bolt while others don't. And are they of zinc or brass? Some always use brass cheese-heads while others choose domed-head bolts or Allen-key bolts. Some emphasise mechanisms while others are more interested in visual scale-modelling. I can think of one modeller who tended to use rather a lot of string and cardboard and of another who made regular and ingenious use of some parts I have never seen outside of a

museum display! Certainly when I was regularly writing up reports for the Club where I was secretary I could guess most of the time who had made which model even if they were not labelled. And they were all welcomed as works of love and art each in their own right! (Philip Webb, Derby, UK.)

New and Spare Parts availability and cost

Certainly 99% agree with the statement that retail stores (real storefronts) wouldn't sell spare parts stock (unless again it represented enough turnover to pay for its space), but the company itself could easily set up an online parts department (and it wouldn't have to be internal necessarily) to provide this service to promote their product. It could be very reasonably done/managed and be accessible globally. Just look at the excellent service Ashok provides world wide for example. Or they could assist an (or more) interested party(s) such as Merkur has done with Girders & Gears here stateside. As long as they cover cost, it's a good name/relationship/product-value promoter. (Orion)

But they do sell spare parts anyway, through dealers such as MeccParts (Andrew Wells) in New Zealand. The problem is that the range is not the old extensive range, and the prices are very high. But then bought as spares, prices were always very high compared to buying sets. I agree that a system where you could order 200 $3\frac{1}{2}$ " strips online at a few cents a strip would be great but I am not sure what that does to their distribution network, which seems to me much less robust than the old one was and heavily dependent on discounting. (Chris Bourne, London, UK.)

To reply for MeccParts - Meccano do have an official parts list, from which we can purchase. The Meccano importer in NZ was originally offered these but decided that he didn't want to get involved. I support Dave in his comments that the spares business needs an enthusiast, who can cope with an order of "one of these, a couple of those, and one of those bend bits with three holes down one side". Nikko are not in the least supportive of their spares list:

1. The parts list has not been extended since 2002, so we can't purchase spares for any set released since then. We have to buy complete sets and break them down to get the latest parts for spares.

2. Nikko have applied blanket price increases of typically 10% per annum since we started purchasing. This seems to be purely as a disincentive to us to purchase.

At MeccParts we work slightly differently to Dave Taylor, in that most of our customers (in number, if not value) are "Mums and Dads" looking to replace lost or broken parts. Hence these customers are looking for modern parts, not so much for traditional brassware or colours. So we don't get involved in handling second hand traditional parts. (As an aside, Meccano trading here on TradeMe - the NZ equivalent of eBay - is achieving silly prices so there are some people making money from breaking up old sets).

Those Meccanomen who do purchase from us will know that the ZP parts are reasonably priced, but you really have to want/need one of the modern coloured parts to justify the price!

When I was a teenager, a number of toy shops in New

(continued next page)

The Maylands Meccano Club, West Australia

by William Irwin

I have just returned from a two week holiday in Perth WA, during which time I visited the Maylands Club and met Ross Smith and a few other members. Ross gave me a CD containing a description and pictures of their recent WASMEX exhibition for delivery to NZ Meccanomen. (See elsewhere in this issue).

I was impressed to see the original Maylands Guild certificate from 1936 signed by Frank Hornby. I attach a photograph, unfortunately with a slight flash reflection at the top. Also attached a picture of Ross Smith in the Maylands clubhouse showing the parts bins against the wall. This club is unique in still having a clubhouse with its pooled Meccano where model building can take place every Saturday. The Meccano is of course now old and has been re-painted several times in various standard colours, but nevertheless very useable, with a good selection of clockwork and electric motors also on hand.



(continued from previous page)

Zealand carried the spares range, but I think we all recognise that the days of retailing when that much floor/shelf space could be devoted to spares has gone. We work with the toy retailers in NZ so allow them to sell spares to their customers, and a number of them offer the service based on our price list.

Nikko have told us repeatedly that they don't want to make new parts available because that will discourage purchase of new sets.

We continue to make representations to Nikko, but at present be grateful for what you can get! *(Andrew Wells, Meccaparts.com.)*

You are lucky to have just a 10% increase across the board. In spite of representations and support from Nikko Welwyn Garden City, Calais will not budge on the new UK price list that increases all the cheap parts by, in many cases, several hundred percent, making trade purchase barely worthwhile. OK, Nikko are never going to make much money from spares, but at least the supply (from whoever) is keeping serious model building alive. This must have some benefit to Nikko through public exhibitions etc. Why are they making things so difficult for people who are promoting their product for free? *(Dave Taylor, Essex, England)*

Constructor Quarterly Review

Four issues per year for £64 (NZ\$188 or NZ\$47 each).

56 pages in full colour on heavy glossy paper

Reviewed by Bruce Neilson, a subscriber.



No 70, December 2005.

Page 1 – An evocative drawing by Eric Leslie of Christmas past when Meccano sets were delivered by Father Christmas.

Page 3 – A wasted page by Michael Denny.

Page 4-10 – This is a neat model combining radio control, walking steerable legs of the porter and the lovely lady in the rickshaw. A sign of the times refers potential builders to an Internet site for further information and movies.

Page 10 – mini Poodle dog.

Page 11 – Kiddie car in 000 cardboard and metal Meccano.

Page 12-15 – Bernard Perier is a modeller who redefine the world of original. The orange seller sits on the back of his hand cart and pushes with his legs (or so it appears). Excellent use is made of the colours now available with the yellow cart filled with orange oranges and Boubou dressed in a red fez, red shirt, blue trousers to go with his black face and feet. An easy model to fill in a quiet weekend.

Page 15 – Falkirk Wheel miniaturised down to 14" high. Simplicity version now required.

Page 16-17 – Railway Breakdown Crane 5.11.

Page 18-19 – Revisiting 10-12 Duke Street (the first Meccano factory).

Page 20-24 – When some smart mouth ridicules your Meccano modelling activities, have this article close to hand and challenge him to build a replica Tensile Testing machine in some other medium. Again our mantra is that we can build anything in Meccano!

Page 26-31 – Want to build a 1.45 metre Submarine? A mixture of Meccano, Meccano X and Marklin. The model itself is reasonably straightforward but the beauty lies in the contouring of the plates of the hull.

Page 32-35 – After your smart mouth friend has failed the test at Page 20, engage him in some simple addition or multiplication and then demonstrate that even a monkey is as smart (or smarter) than him. Graham Jost took a 1916 tin toy and built the Meccano version. Use the monkey's feet to set the mathematical problem and his thumbs will point out the answer. Another weekend exercise.

Page 36-37 – A very short description of a complex model of a Crocodile electric locomotive.

Page 38-42 – What could/should have been an educating article about Walschaerts railway locomotive gear using Meccano to illustrate the complexities and solutions turned out to be a five page waffle by Mike Denny. Reference this as "How to build an 0-4-0 Tank Locomotive".

Page 43 – Emma Hornby travels to China.

Page 44-47 – Meccano Radio Receiving set RS1 complete with box and double earphones bought in Barcelona.

Page 48-50 – Dig out that dusty 2004 radio control model that Meccano-Nikko put out, rip the body off and put on a Unimog body designed by Bernard Perier. How about

'platform tips manually, seats, central control, steering wheel, dashboard, raised air inlet, side view mirrors, fuel tank, silencer, revolving light, headlights, taillights, indicators, etc'. Just goes to show what can be done with a bit of imagination.

Pages 52-56 – Letters, jokes, etc.

No 71 March 2006

Page 1 – CQ states in earlier and later issues that CQ is NOT the "Meccano" Quarterly and is not prevented from presenting what ever the editor decides. The reason for this sleight of hand is the 1927 Fowler Superba Ploughing Engine built by Terry

Allen. A superb model but not a Meccano model. It contains at least six large heretic gear wheels plus other engineered parts as integral parts of the model which prevents anybody else building a duplicate of this model. Be warned of this policy when subscribing to this expensive magazine.

Page 3 – Marks and Spencer, UK, again is selling branded Meccano sets, Play Speed sets are introduced, and James May has a TV programme showing toys he had as a child (including Meccano).

Page 4-8 – 1927 Fowler Superba Ploughing Engine built by Terry Allen with major elements of non-Meccano parts.

Page 9 – Promotion for CQ's new book 'ZKWYX Meccanaut'.

Page 10-15 – Four Cylinder Marine Engine of Brunel's 1843 SS Great Britain. Highlights the use of P/N 176b Flanged Rings as gear wheels and P91 Caterpillar track as chains.

Page 16-17 – Bernard Perier's Bathtub driven by weights as an inertial motor.

Page 18-22 – A gyroscopically balanced steerable and driveable single wheel device. Another amazing idea built in Meccano.

Page 23 – Emma Hornby travels to China

Page 23 – A mini 'Lepord' model.

Page 24-27 – Heavy lift Railway Crane. If you have ever had a notion to build this model from the cover of the mid 1950s Accessory Outfit Manuals, now is your opportunity. A



reasonably full description with good photos is now available.

Page 28-40 – If you want to build big, six feet of Electric Steelworks needs thirteen pages of photos and general description together with thirty motors and about four years of time.

Page 41-45 – Falling Weight Vehicles by Chris Shute and Michael Denny.

Page 46-50 – An working Escalator in Meccano.
 Pages 52-56 – Letters, jokes, etc.

No 72 June 2006

Page 1 – Snooker Ball Rolling Machine (Mk 2) by Tony and Maurice Rednall. Winners at Skegex 2005. Details of the model are on pages 26-31.

Page 3 – A justified acclamation of Bernard Perier's genius and originality of Meccano models and the launch of his new book, "ZKWYX Meccanaut".

Pages 4-5 – Improvements to the Concorde set's undercarriage, jet engine nozzles, vertical stabiliser and improved assembly.

Pages 6-9 – This article exemplifies the use of non-Meccano items to tart up a Meccano vintage convertible motor car. Engine sounds, smoke generator, wood panels, dials, Marklin and Stokys bits and homemade bits all go to make a nice looking model.

Pages 10-11 – This model of a miniature 5 $\frac{1}{2}$ " high Carousel by the late Keith Cameron requires Exacto and Fischer Technik parts.

Page 11 – Tanker lorry in miniature.

Pages 12-13 – What to do with twenty 1 $\frac{1}{2}$ " Dished Triangular Plates and thirty 2 $\frac{1}{2}$ " Flexible Strips (MemoFlex B487). Build a 4", 11 ounce Ball.

Pages 14-22 – An in-depth article by Tim Robinson on The Meccano set computers tracking their development through the 1930s to their eventual demise into museum pieces. Probably Meccano's finest achievement in the scientific community.

Pages 23-25 – If you are of the belief that 'modern art' is nothing more than parting idiots from their money, then this article is for you. CQ September 2002 recorded the use of Meccano to build a 31ft model of the Tyne suspension bridge as an overpriced work of art at £100,000. The British government funded art gallery who commissioned the work, bumbled its way into losing all claim to ownership of the model, the constructor wants £700,000 for the model and £300,000 for a set of parts, and the BBC are now doing a major expose of the whole affair. Ian Mordue was commissioned by the BBC to build a 7ft representation of the Tyne bridge to illustrate the expose. There is sufficient detail in the CQ article to have a go at building the 7ft version of the bridge.

Pages 26-31 – Four photographs and two and a half pages of text struggle to do this intricate model justice. Eleven motor driven mechanisms lift, control and sort twenty eight, 45 gram snooker balls inside a 24" cube, all done in Meccano apart from the motors, micro-switches, relays and counters.

Pages 32-36 – The 1920s Electrical Outfits part 1. A definitive article on the manuals, contents, motor and battery of the period.

Pages 38-41 – A Spitfire in standard parts and non Meccano spinner and canopy. A cunning idea of expanding the scale plans until the various Meccano Curved Strips match up to the plan curves which then sets the scale of the model.

Pages 42-45 – An Egg Timer using the Intermittent Motion string and ball as an escapement. Recommended for the average Meccanoman.

Pages 46-47 – The MiG 21 with Cylinder fuselage, Nose cone from the Concorde and Dome from the Crazy Inventors

set. Build a squadron for your child and hang them from the ceiling.

Page 48 – Emma Hornby's journey to China.

Pages 49-51 – Ellison Hawkes, advertising manager at Meccano Ltd, 1923 to 1936, had the distinction of being sacked by Frank Hornby for failing to arrive at a meeting. His residence and unconventional life from the late 1930s to 1971 is recorded in this article.

Pages 52-56 – Letters, jokes, etc.

No 73, September 2006

Page 1 – Congreve Rolling Ball Clock by John Wilding, accompanies the full article on pages 4-13.

Page 3 – Michael Denny takes a whole A4 page to tell us that the Nikko Service Manager was seen at Skegex, there were few children at Skegex, praise John Wilding for his precise model building instructions, and note that a new hospital car park has been described as a Meccano set.

Pages 4-13 – Twenty two photographs and three and a half pages of text make up the building instructions for the Congreve Rolling Ball Clock. All done in Meccano except for the heavy $\frac{5}{8}$ " diam steel ball. This is an open structure model showing all the parts and I particularly like the Question and Answer troubling shooting paragraph. Recommended for the average builder.

Pages 14-17 – Got a circle of 2ft radius O gauge Hornby electric rails? Here is a French electric locomotive to run on them powered by an MO 770 electric motor and batteries. Too late for this year's Xmas tree but very suitable for the next one. Recommended for the average builder.

Page 17 – A similar electric locomotive built from a minimum of parts and 2 $\frac{1}{2}$ " long.

Pages 18-23 – The heavy duty Ravigneaux planetary transmission with a 2 $\frac{1}{2}$ " Gear Ring, 3 speed and reverse, high/low range change, inter-axle differential and inter-axle diff lock. An impressive mechanism with photographs, charts and text and a photograph of the transmission mounted in the author's Hummer vehicle model.

Pages 24-27 – Michael Denny reports on Skegex 2006 but spends the first 400 words whining about some justified criticism from an outraged reader. Thirteen photographs and one and a half pages of text describes some of the models at the exhibition. Michael also brings to the light of day, the amount of non-Meccano being used in some models and the advantage large models have in winning subjective competitions.

Page 33 – Frank Hornby as a MP and his death.

Pages 34-39 – A review of the Marklin Seilbagger Shovel set of 4707 parts. Current prices range from £175 to £675 with a price tag of £330 considered a good price.

Pages 40-47 – Chris Shute gives new life to the Infrared Control unit from the Action Control set by producing a Land Rover with all the electronics carefully hidden inside and the infrared sensor cunningly used as the centre piece of the spare wheel on the bonnet. There is a full modelplan of thirteen photographs, four pages of text and a parts list (190 Bolts).

Pages 48-50 – Alec Swingman, a test of skill in replicating the physics of standing on a swing seat and getting higher and higher by increasing kinetic energy by the inimitable Bernard Perier. The model is of open architecture and the six photographs and one page of text make this an ideal

model for the average modeller to show the virtuosity of Meccano.

Pages 52-56 – Advertisements, letters, jokes, etc.

No 74, December 2006

Page 1 – Front cover picture of the 1931 Gee Bee Z racing aeroplane to accompany the write-up on pages 4-6. This picture has been titivated with a mountainous background to set up the model in an aerial perspective.

Page 3 – Michael Denny reviews a non-Meccano Eitech Construction C22 PfaffTrac radio controlled 4x4, and records his incompetence in driving the 'bling bling'(!?) Nikko 4x4. ("Bling", according to an Internet search, means slang about flash, splashing out, showing off, not just keeping up with the Joneses, but leaving them in your dust. RBN.)

Pages 4-6 – 1931 Gee Bee Z racing aeroplane by Frank W Weber and Bernard Perier. Ten photographs and one page of text gives generalised instructions for the building of the model. Hole counting and a magnifying glass will be needed as well as scissors and Plasticine.

Page 7 – Meccanuity Exhibition 2006 report by Dave Harvey. Four photos and general text. A sign of the times was "a special floor area was set up for the use of radio-controlled and mobile models".

Pages 8-10 – Remote controlled square bodied Estate Car by Bernard Perier. Using the chassis from Tuning 6950, Bernard has provided four photographs which is sufficient to build the body. Be warned that the motorised chassis is much too fast and the remote control is not proportional.

Page 10 – The CQ editor is calling for mechanisms and small models from 'any modeller using a Meccano-compatible construction system' for a new feature. Sand castle building articles are not far away.

Page 11 – Pauline Greeves continues the extracts from the diary of Emma Hornby (Frank Hornby's sister) on her 1895 journey to China to work as a missionary. A non-Meccano page.

Pages 12-18 – The master builder Guy Kind gives a generalised description of his Caterpillar Pipe Layer 583 with Gleasman drive and steering. Twelve photographs and two pages of text. Only for the experienced builder who can dive into the guts of a model.

Page 19 – Michael Denny acquires a 8951 Tuning radio control Car set, gives us a list of the parts and very little else.

Pages 20-21 – In the 1950s, on the green accessory outfit manual covers, is a Railway Crane recently rebuilt and described in CQ 71. This model came from a 1929 Model building competition and this article sets out the general background. Good historical stuff.

Page 21 – Lilliput series by Bernard Perier. A turtle in minimal parts. Repaint a Road Wheel disc to replicate the obsolete French Road Wheel disc.

Pages 22-23 – The late Les Gines's Transporter Bridge. It is not the model that is important but it's provenance which is the focus of the article and highlights a trend that Meccanomen remember their deceased friends by preserving one of their models as a memento or memorial.

Page 23 – Advertisement for a Meccano coffee mug.

Pages 24-25 – In two photographs and half a page of text, John Herdman has breathed new life into the 2001 Inventor set plus, with a Flying Bedstead on a revolving base. The

model is open enough that it can be built from the article. Your Meccano club mates may turn their noses up but apparently the public love the model.

Pages 26-27 – *Clou*, a miniaturised construction set in a matchbox. A non-Meccano article.

Page 27 – A remembrance for the late David Barrett.

Pages 28-35 – Tornado aeroplane, built by John Thorpe, winner of Sir Alec Issigonis Shield by popular vote of fellow enthusiasts at Skegex 2006. In near mint Binns Road yellow and a little bit of blue and zinc. Scale 1:12, 60" long, 46 lb in weight, mounted nose and tail between two towers to allow and show nine movements. Twelve photographs and two and a half pages of generalised text show a brilliant model which has stood the test of travel and exhibition. For the experienced modeller.

Pages 36-40 – Visual persistence is what makes a cinema movie give continuing action. The origins of this phenomenon of 24 frames per second to deceive the eye go back to the twirling two sided card and then the multi pictured revolving disc. A cardboard disc with multi pictures and the Meccano model in which to mount and revolve the disc are all in the four pages of this article. The model uses 164 Nuts and Bolts. A recommended educational model.

Pages 42-44 – An evocative Bernard Perier model using three wheels for random drive and steering and a battery powered geared MO motor. This model goes by the name of 'Lino Waxman' and will be a hit at any public exhibition as he drives his electric polishing machine erratically. Recommended.

Page 40 – Advertisement. The Christmas present for the Meccanoman who has everything. A lush book by Bernard Perier of 50 stories and models "ZKWYX Meccanaut". All yours for £80 (NZ\$234!!).

Pages 46-51 – The Marklin Fire Brigade Mobile Crane from the Marklin 1015 set with modifications. A non-Meccano article.

Pages 52-56 – Advertisements, letters, jokes, etc.

(continued from page 17)

9/12/06 there was a story on suitable Christmas gifts for boys and girls of all ages. It was illustrated by a picture of the Meccano Special 100th Anniversary crane. The text went like this — "Kids young and old will have a ball making this crane from nearly 650 pieces of steel goodness. Run by a 6v motor powered by AA batteries, the crane comes complete with a snazzy storage case. Priced from \$139.99 from www.toyplanet.co.nz"

Quotation: This paragraph is from an article published in the "Times of India" late in December:

"The best thing a child can do with a toy is break it. This might sound like an anarchist slogan, but there is a great deal of truth in it. Every curious child would want to rip open a toy to peep into its tummy. Good toy designs invite children to pull them apart and put them back together again. Meccano is a classic example. Children with fertile imaginations make far more things with the generic pieces of Meccano than are shown in the manuals".

(thanks to Ashok Banerjee and Spanner for this item)

Help your motors work: Dave Taylor sent this sensible advice through Spanner: "Don't put a worm drive on a motor shaft. Don't put a big gear or sprocket on a motor shaft. Avoid gear ratios of less than 3:1. Make sure jibs etc. are balanced. Make sure everything is running freely BEFORE you oil it. Make sure there is sufficient overall reduction ratio. Make sure you are not putting a big strain on bossed parts. I remember Howard Sie at SkegEx showing a large unstoppable truck powered by a tiny 20p motor. Its all in the design."



Binns Road, but not Meccano construction

system: Apart from its Meccano metal construction sets, Dinky Toys, and Hornby trains, Meccano Limited manufactured or marketed from Binns Road a wide range of non-Meccano odds and ends. Viv. Alexander from MWT. Club has produced a list of over 25 Binns Road products which are not Meccano mainstream. They include well-known ones such as Bayko, Mogul, Crystal Radios and Playdoh. But, who has heard of Daisymatic, Superskates or Playnts? Congratulations to Viv. on his research into this topic.

Quotation:

"When Alistair Stevenson took delivery of his E-type Jaguar it arrived as a body tub and a whole lot of cardboard boxes of parts stripped off it by the previous owner. He set about putting it all back together, describing it as being just like a big Meccano set."

(Mark Wright in "NZ Classic Car" magazine, July, 2006. Thanks to Rick Vine for this item)

Paint remover: Marwan Nusair suggests on Spanner using an oven cleaner (called 'Easy Off' in the U.S.) The NZ. equivalent is probably Mr. Muscle Heavy Duty oven cleaner. It must be used in the open air. Spray the parts liberally and let them sit in the foam for about 30 minutes. After that, the paint should come off using a toothbrush and water. Use gloves and follow the instructions on the can closely.

Big boys' toys: Late in August, 2006, under that heading, Toyworld in an almost $\frac{1}{2}$ page advertisement in the 'Dominion Post' featured Meccano, Scalextric, Poker and Nikko R/C cars. They were all together in the advertisement, in colour. Meccano was top left (where readers look first). Meccano sets featured were the orange R/C 'Light and Sound' cars and (from the Monument series) Big Ben and the Empire State Building. It was quite a boost for Meccano which is rarely seen in daily newspaper advertisements.

P/N 107, Designing Table: DIY designing tables for Meccanographs cropped up on Spanner recently. A $6\frac{1}{2}$ " diameter piece of MDF. seemed to be the most popular choice. Then Mike Fallows and Thomas D. Smith suggested gluing a $6\frac{1}{2}$ " diameter piece of sheet steel on top and using small magnets to secure the paper. Something dead smooth like glass or laminate were other options. John Hornsby

said his wife uses a white enamelled A4 steel sheet with strip magnets to hold her embroidery work charts in place. That one seemed to be an ideal solution for a DIY" P/N 107.

Architectural errors: Spanner correspondents got on to this subject for a few days last month and many examples emerged. Perhaps the best was a parking building in a Colorado ski resort in which the ceilings were built too low to allow entry of the S.U.V.s which, of course, are the preferred vehicles for the skiing crowd. (from Peter

Bridge).

Cricket: In the Australia versus England test match at the Oval in 1882 (the Test which started the Ashes series), the England captain was Albert Hornby. No relation to "our" Frank as far as we know. (John Nuttall on Spanner)

Australasian Model Engineer magazine: The Jan.-Feb., 2007, issue of this magazine printed photos of Meccano models at the Model Engineering Exhibition held at Monash University. They included Jack Parsisson's Falkirk Wheel. (Mike Maloney on Spanner).

Official from Cavendish: In a message to Mike Dennis, New Cavendish Books say they are not considering a reprint of Vol. 6 (The Meccano System by Bert Love and Jim Gamble) at present.

"It is unlikely we'll reprint this year and beyond that its impossible to say. We have this {result}—our books selling for much more than the original price — when they go out of print. Unfortunately we would have to reprint a minimum of 3000 copies to make the sums work and that requires a huge investment from us."

Cavendish Vol. 6 reprints: According to Les Herbert on Spanner, Triad Publications in Ashford, Kent, England, intend to publish a less expensive re-arranged version of Vols. 6 and 6a late this year. It will be paperback in 10 spiral bound parts.

Meccano at Kircaldie and Stains: Wellington's premier department store, Kircaldie and Stains, stocked Meccano for Christmas, 2006 and advertised a "Light and Music" System set at NZ\$130. Their offer included a free Design Series set valued at NZ\$42.

Quotation:

"Perhaps they wanted a Lego set in their childhood—some are old enough to remember Meccano—and they are carrying on their fantasies by wanting to build things. Not castles any more, nor fancy cranes, but big ticket items such as a stadium"

(Pat Booth, commenting in the 'North Shore Times' of 7/11/06, on the Auckland Stadium row).

A Christmas present: In the "Dominion Post" of (continued bottom of previous page)

MWTT

MECCANO CLUB

Meeting
9 December
2006

It has been some years since we had a December meeting and a good gathering of members fronted up in Wanganui.

Vintage sets were the theme of the month and the following were on show. 1970 highway, Army, Crane; Meccano France Trucker fleet; and French and English Motor Car and Aeroplane, Dinky Ambulance, Mechanised Army 1939, X sets, Bayko Plimpton No 3, Plastic Meccano 200, Mission the Universe, Vulcan Sewing machine, Hornby NZR Train set 1936, Speedboat, Hand generator, etc.

Other models were:

Daryl Anderson - A miniature Carousel and CDRom motors.

Don Blakeborough - A Meccano factory model of a Workshop and a Traction Engine based on a Brian Rowe design.

James Burnside - A radio control Truck with a self designed Van Trailer.

Graham Hawtree - The Concorde set model with the tail extended to change the balance point and a Tower Bridge.

John Ince - A Christmas tree.

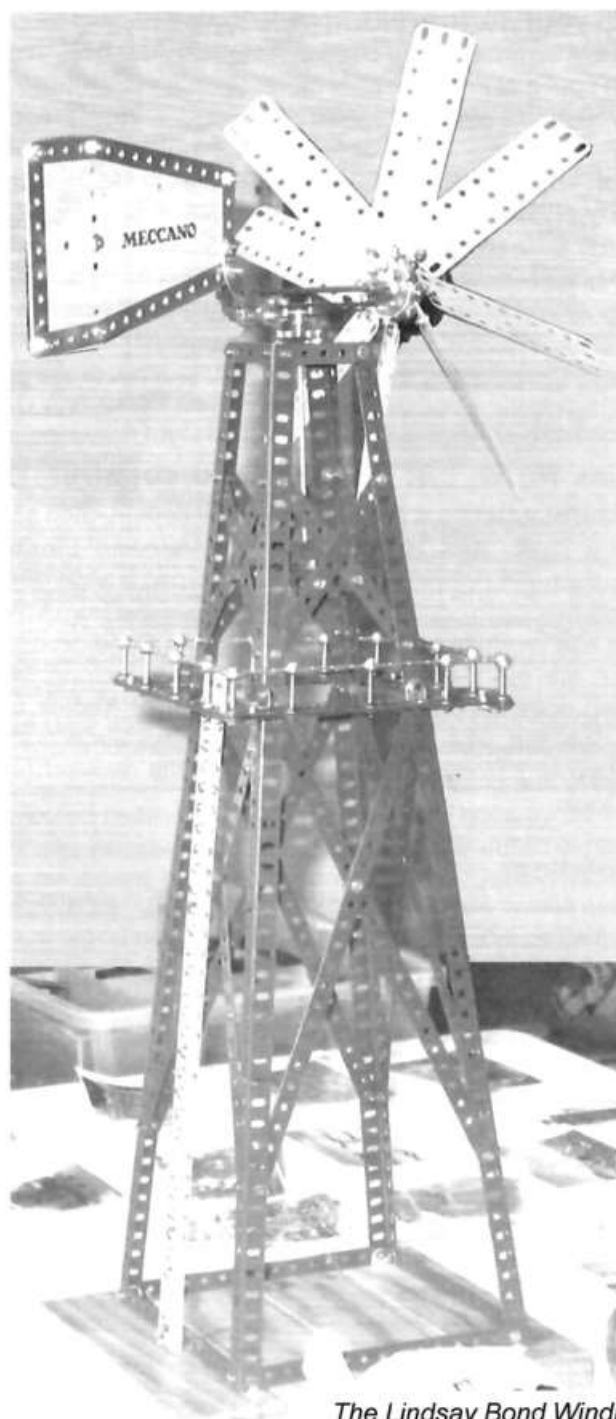
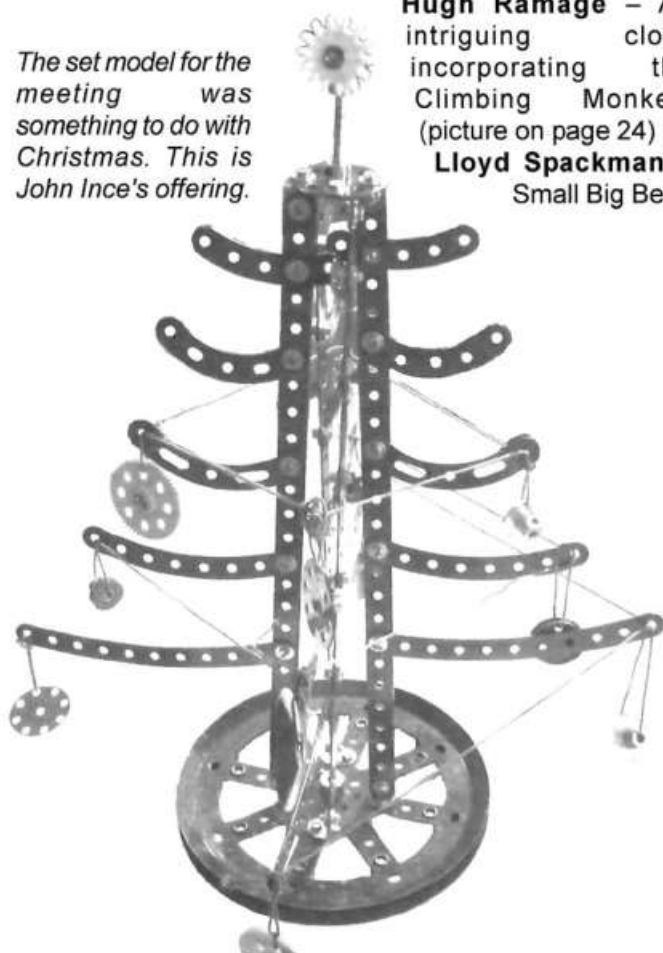
Tom Pittams - Motorbikes, Burglar alarm and Air Freshener.

Bob Prescott - Returned from his cruise with details of the Capetown Meccano Club.

Hugh Ramage - An intriguing clock incorporating the Climbing Monkey. (picture on page 24)

Lloyd Spackman - Small Big Ben.

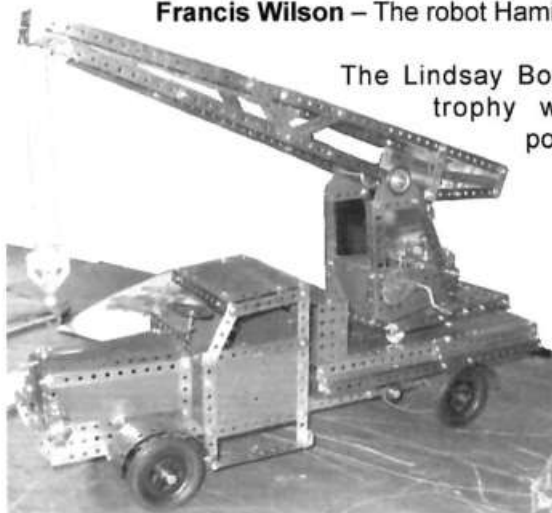
The set model for the meeting was something to do with Christmas. This is John Ince's offering.



The Lindsay Bond Windmill

Paul Vodanovich - Lorry Crane 8.6. - (pictured below)

Francis Wilson - The robot Hamish McKarno.



The Lindsay Bond perpetual trophy was won by popular vote by Bruce Neilson and presented accordingly.

MWWT MECCANO CLUB

Meeting

10 February 2007

Members gathered at Wanganui and for the Antique segment of the meeting displayed the

following items manufactured and/or marketed by Meccano Ltd. Owners names have been deliberately omitted.



Kemex Set No 3 - These are the labels on the glass tubes in the lift-out tray in the front of the picture:-

Aluminium sulphate, Ammonium chloride, Calcium carbonate, Calcium oxide (lime), Sodium thiocyanate, Congo red, Sodium ferrocyanide, Copper sulphate, Copper turnings, Ferrous ammonium sulphate, Iron alum, Iron filings.

Hornby Dublo Goods shed and Engine shed made up from kit sets, Kemex No 3 including all the chemicals in their tubes and the original equipment, 1922 NZR 0 gauge Hornby train, Dinky toys, Original Meccano magazines 1 to 13 and colonial and overseas additions, Bayko, Prima, Electron, a working oven, Boats, Jigsaw maker, Princess Elizabeth 4-6-2 0 gauge locomotive, Highlander pewter figurine, Mogul truck, Skates, tin Flag, and six drawer oak dealers chest. (pictures on page 20)

The model for the meeting was "a model made from two parts, as many as required, plus nuts and bolts".

The following models were presented:-

Viv Alexander - Eiffel Tower using P/N 5 and 12.

Lou Nichols - Penny Farthing bicycle using P/N 23 and 90a.

Tom Pittams - Bridge using 130 x P/N 52 and 160 x P/N 52a. A world record is being claimed in regard to this model as it is 60' 10" long.

Bob Prescott - Horse.

Hugh Ramage - Sword and Spinning Top.

Chris Rickard's grandson - A Human (with skirt).

Francis Wilson - Ferris Wheel using 374 x P/N 5 and 122 x P/N 12.

Other models on show were:

James Burnside - Saw blade and E20 cricket ball motor.

John Freer - The R/C truck tractor unit had been worked over, the rear wheels removed, caterpillar tracks added, etc and a White half track truck produced. A very good example of the improvements and what can be done with some of the newer sets. John then doubled his bet by taking the awful Railway Locomotive set, adding some extra parts etc and producing a realistic 4-6-4 Locomotive with tender.

Tom Pittams - One of Tom's interests in life is mathematics. Members were given a most informative 'lecture' on how to build a pyramid (full size Egyptian) with the measuring tools of 2500 BC. The tools used were built from Meccano parts and the following principles demonstrated.

1 - Right angle - Rectangle of 3 and 4 with a diagonal of 5 but before the Arab '0' was invented.

2 - Length - 1 Cubit = 7 Palms = 28 Fingers = 450mm approx. Standardised into a cubit stick and multi cubits by a knotted rope.

3 - Perpendicular - Plumb bob.

4 - Level - Plum bob on a moveable A frame.

5 - True North - Sun's shadow from a perpendicular stick or plot the setting and rising of a chosen star using a forked stick and plumb bob.

6 Angle of slope - Raising one end of your cubit stick. (Editor's note - I have twisted Tom's arm for a full article).

Tom also had his Spitfire hitched to a rotating tower driven by a clockwork motor driving a tyred wheel.

Bob Prescott - Red Hawk Aeroplane.

Lloyd Spackman - Gator 6x4 modified.

Paul Vodanovich - Zinc was the colour of choice to produce a 1913 Monoplane with cord lacing, and a Jigger. A Motor cycle with Sidecar from the 1950s surprisingly turned out to be a difficult model to build.

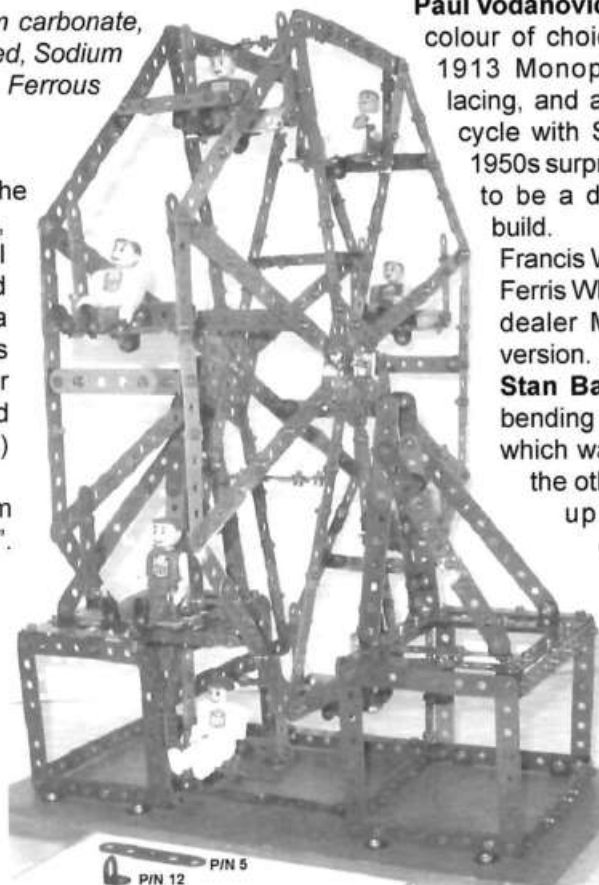
Francis Wilson - A second Ferris Wheel based on the dealer Meccano factory version.

Stan Baker - Two strip bending machines, one of which was inefficient and the other was a beefed up version of the

original spreading triangle which did the job well.

Stan also had a selection of the Ashok parts for sale.

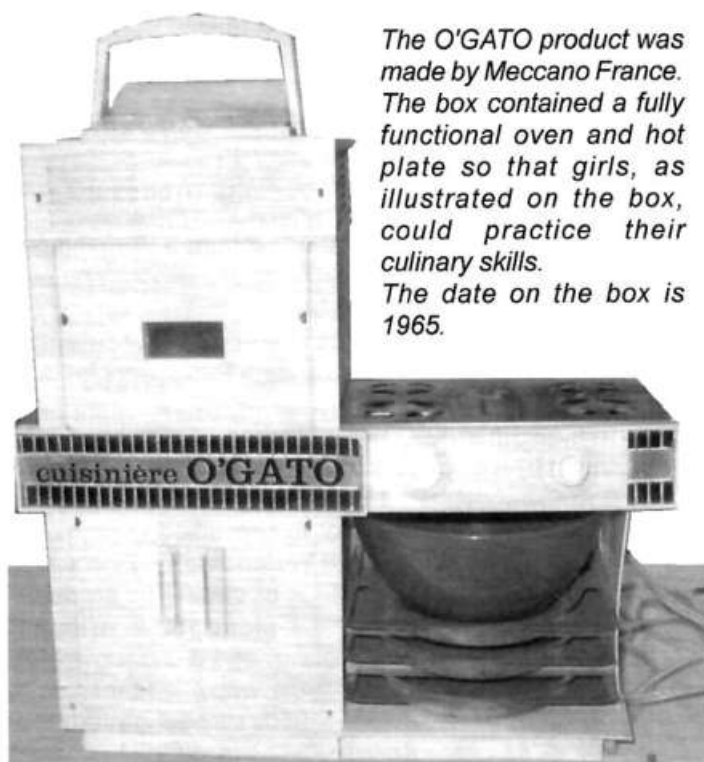
The meeting was rounded off with supper and an auction



Francis Wilson managed to build this working Ferris Wheel using parts 5 and 12 - plus quite a few Nuts and Bolts.



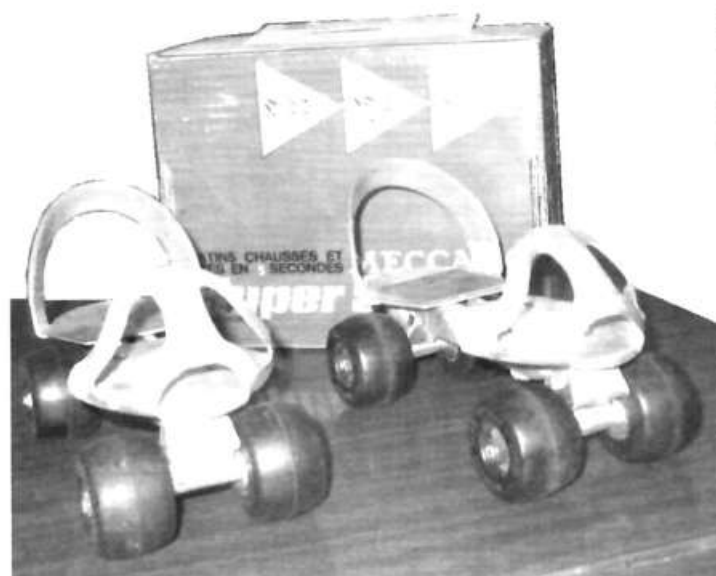
The O'GATO product was made by Meccano France. The box contained a fully functional oven and hot plate so that girls, as illustrated on the box, could practice their culinary skills. The date on the box is 1965.



This is a No 2 Elektron Set was produced between 1933 and 1937



This is the side of the Meccano Display Case that the customer saw. Once the desired parts had been selected from the chart, the dealer could open the appropriate drawer on the other side and bring out what was asked for. Oh how we wish that it was still possible!



To get away from all of those other things made by Meccano, what could be better than a pair of Meccano Roller Skates!

One of the really odd things marketed by Meccano were the pewter figures of which this Highland Piper is an example. Perhaps the Cameron Highlanders were great model builders when they were not playing the pipes!

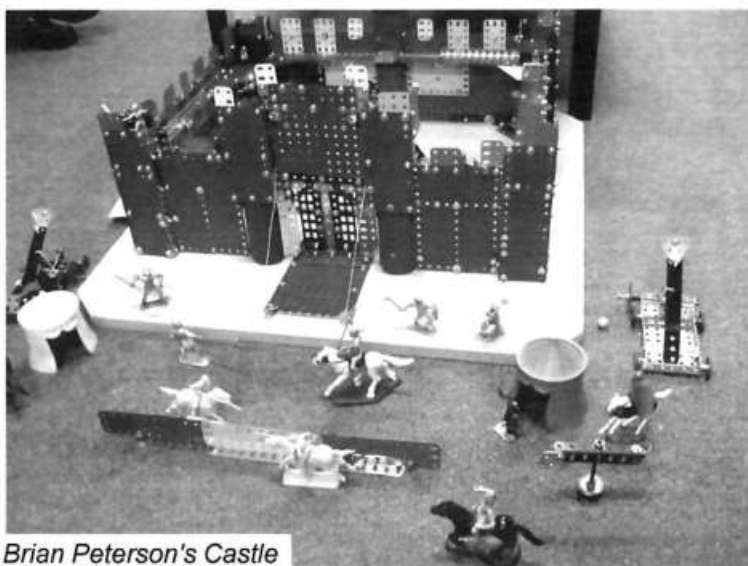


WELLINGTON MECCANO CLUB MEETING DECEMBER 1, 2006

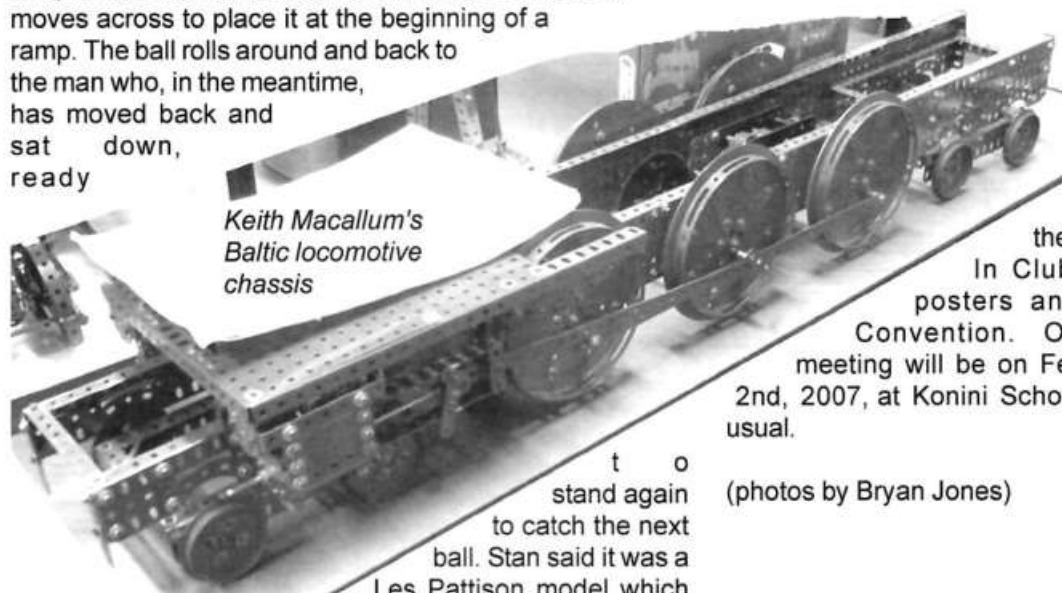
by Lloyd Spackman

Two unusual models were highlights of our December meeting when we had our usual good attendance. Brian Peterson had built a Meccano replica of a medieval fort complete with portcullis and drawbridge. Small figures of soldiers and horsemen were attacking it and defenders were defending it. Brian obtained the figures from several sources including Toyworld. He had a couple of Meccano mangonels (catapults to you). Built mainly from red plates of various sizes the whole scene was authentic and attractive. Brian's research into medieval armies and fortresses certainly paid off.

Stan Baker showed us his two-ball ping pong model. In it, a man stands to catch a ball in his arms, then moves across to place it at the beginning of a ramp. The ball rolls around and back to the man who, in the meantime, has moved back and sat down, ready



Brian Peterson's Castle



Keith Macallum's
Baltic locomotive
chassis

Lou and Shirley will be moving to a smaller residence soon, so he brought us a large quantity of empty Meccano Set boxes for anyone who wanted them to help themselves.

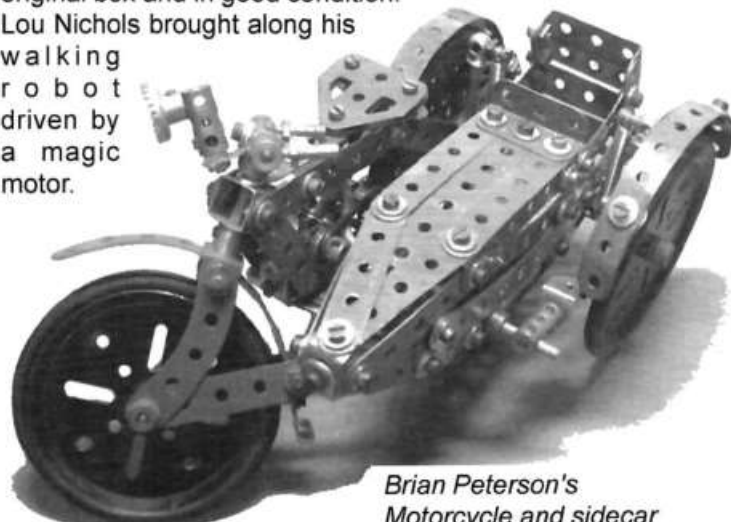
In Club business we discussed posters and publicity for the 2007 Convention. Our next meeting will be on February 2nd, 2007, at Konini School as usual.

(photos by Bryan Jones)

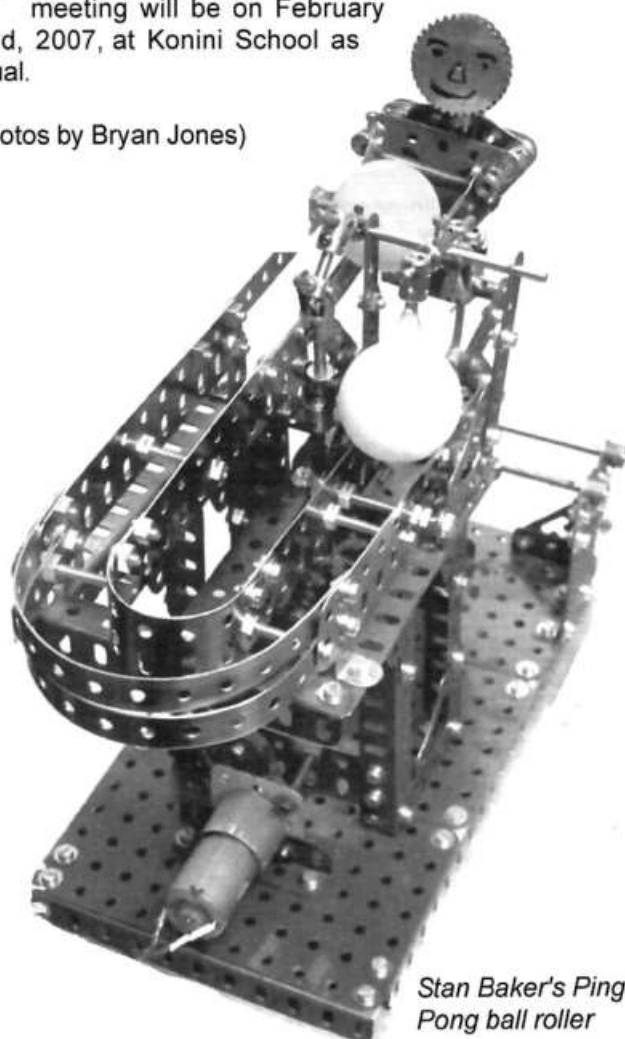
he picked up from the "Web".

Simon Moody had twin gantry crane rails, as yet without supports, so a couple of chairs came in handy. One of the rails used a small motor to drive the traversing and the raising/lowering of the hook with braided nylon fishing cord. Brian Peterson also had his modified motor cycle and side car, and an almost complete 1950's Accessory Set 6a in its original box and in good condition.

Lou Nichols brought along his walking robot driven by a magic motor.



Brian Peterson's
Motorcycle and sidecar



Stan Baker's Ping
Pong ball roller



amaze me-I suppose there must have been many hundreds of tones of the stuff made.

* Let us start with a rare part, Theodolite Protractor. Only available in the largest Pre war set this item featured on a piece of cardboard, which you could cut out and use. This particular one is a bit yellowed with age but still looked good. Sold for approx. NZ\$100.

* A 'Royal Set' and a few rusty parts. This auction is basically for the tin. The Royal Set came out in 1911-12. In 1911 George the fifth was crowned King of England and Hornby saw a golden opportunity to 'cash in' on the occasion. This lovely beginners set sold for 3 shillings and came in an attractive enamelled tin box



These sets are quite rare and I believe this set is one of the earlier ones. Sold for approx. NZ\$750.

* A tin of 12 Axle rods, 18B. Unusual item, in excellent condition, tin with white label. Sold for NZ\$25.

* Spanish 0A set. Comes with some parts, which really do not belong to it so once again you are buying the box. In this case it is that lovely box of the 1930s of two boys and the motorcar chassis. Looks in great order and came with just as good manual in Spanish. A lovely item which sold for the reasonable price of NZ\$120.

* Now for something different-Ripley's Believe it or Not board game made by the Meccano Co of America. An interesting game of questions and answers. Sold very well (there are lots of Ripley's Collectors) NZ\$150.

* Next a much desirable item. I will let the seller explain "Manufactured by Meccano Limited Liverpool here we have a rather scarce and quite rare boxed Aeroplane Constructor Biplane dated circa 1931 model and set No O. The Biplane is all complete and in excellent condition has a fabulous looking pilot and original Meccano tin storing the small bolts. The box base and lid are in excellent condition with a few scuffs to a couple of ends. The inner card has been replaced and restrung. Also with this set comes the original Test & Guarantee certificate picture of which I have included." Indeed it is nice and he offered free shipping any were in the world. Sold for NZ\$1080.



* MR electric motor of the 1980s. These are nice motors, 9-12 volts and this one was as new in its box. Good buy at NZ\$45.

* This next item caused a bit of excitement. A Meccano Milk Churn complete and original. As the seller states it is very difficult to find this rare part in such good condition. This was a strange item for Meccano to produce and I doubt if the total sales of this item were very large. Sold for NZ\$1000.



* Meccano instruction books No 9 and No 10 (2 lots). The No 9 and 10 manual is of the late 1930s period (actually dated 1941) and looks in nice condition. The No 10 manual is dated 1949 and looks just as good. A nice lot which sold for NZ\$ 400.

* A Meccano 8X set of the 1970s. Blue box with English yellow and

blue parts. Does not contain many unusual parts and overall quite a small number of parts in this box but still sold well at NZ\$300. The parts and box were like new.

* Kemex No 2 Set. These sets came out in 1933 and there were three sets available, No 1, No 2 and No 3. The smallest set sold for initially for seven shillings and sixpence while the largest set was twenty five shillings - a large amount in those days. The No 2 set came with a great instruction book and you could do up to 250 experiments with it. This set looks in fairly good nick with some wear to the box edges. It has four chemicals missing out of twenty two but most of the glass wear, etc appears to be there. These sets always display well and this made NZ\$1100.

* This is not a Meccano item but it is for all the John Deere fans out there. It is a model of John Deere Vindex Combine with original driver. Here is the sellers description in his own words ". Every thing works on this combine, straw spreader turns, reel turns, and cutter bar works. This combine is all original, has no broken or repaired parts on it. This is a large cast iron farm toy of the 1920s. This combine is silver with green red, and yellow spoked wheels. Also has some green lines. This combine has a well cast harvest hopper and railed platform. Has original driver, motor on front frame, also has original Vindex decal on the combine. You can push this combine forward and every thing works. This combine is extremely scarce, for very few are still around." They must be rare because this one sold for NZ\$8000.

* Meccano Hand Generator. A more recent item of the 1970s-1980s. This one is as new in its box and it claims to generate up to 12 volt DC. Never used one so can not comment. NZ\$40 and it was yours. This is part of the Powerdrive series of motors put out by Meccano Triang.

* I am finishing this time with something that is not rare, exotic or even old but probably not many of these sets are about. The Meccano Play-set of the 1960s. This set is tiny, probably equal to a No 1 set, it came in a small box with a box looking at two basic models. This set was as new and would be considered a good example to collect. A future collectible?? Sold for NZ\$11.

Well folks that's all for this time, hope to see you all at the convention. Keep on smiling.

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

New Zealand Club Diary 2007

Auckland Meccano Club.

Contact - David Wall - Ph 09 426 1965.

Meetings at 2 pm on second Saturday every third month.

12 May Elizabeth and David Wall Ph (09) 426 1965

11 August Neil and Eileen Carey Ph (09) 625 4058

10 November Peter and Jan Hancock Ph (09) 535 5355

MWT Meccano Club.

Contact - John Hansen - Ph 06 325 8211.

Meetings at 2 pm as listed. Wanganui meetings at St. Luke's Church Hall, cnr. Cornfoot and Manuka Streets, Wanganui.

12 May - Wanganui. Formal meeting

9 June - Hawera. Models and fellowship

14 July - Wanganui. Models and fellowship

11 August - Wanganui. Formal meeting and AGM

8 September - Feilding? Models and fellowship

13 October - Wanganui. Formal meeting.

? December - Tour and Christmas Dinner

Wellington Meccano Club.

Contact - Lou Nichols Ph 04 973 6177.

Meetings at 7.30 pm on first Friday every second month at Konini School, Wainuiomata.

1 June, 3 August, 5 October, 7 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.

2 March, 6 April, 4 May, 1 June, 6 July, 3 August, 7 September, 5 October, 2 November, 7 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/nzfm/constructorq/bneilson.html>

Articles etc. for the April 2007 issue of NZFMM Magazine should be sent to the Editor well before 7 April 2007

Back Numbers - NZFMM Magazines from April 2001 are available again. Contact 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 Buy - GEARS OUTFIT B in box.

Complete or nearly so. Phone Lloyd Spackman 04-2320918.

For Sale - from Meccano Supplies

The current range of new Meccano sets, Meccano spare parts, the Exacto range of Spare Parts, Nuts and Bolts. Contact Wayne Blakely, Patikipapa Rd, RD 1, Marton. Ph (06)3276184, <wayne@meccanosupplies.co.nz>

For Sale - Meccano Parts and Sets by the Wells.

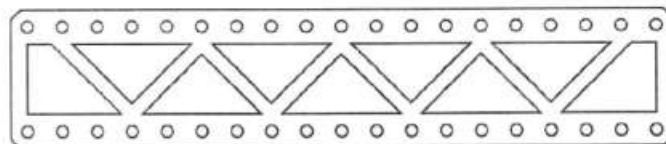
We've got all genuine Meccano and junior Meccano parts and sets, geared motors, the Meccanisms range and the new Speed Play Range!!!

MasterCard and Visa accepted, cheques and direct deposit most welcome.

Andrew & Vivien & Zoe Wells, P O Box 26-179, Epsom, Auckland 1003. Phone 09 523 4447, Fax 0800 MECCANO. email andrew@meccparts.com. <www.meccparts.com>

Internet Buy, Sell and Watch Agent Available.

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



(continued from page 10)

her thanks to those members who generously contributed to the afternoon tea it is always much appreciated.

Members will note that there has been a reduction in the number of venues for the next year's meetings. The trend towards smaller homes for some of our older members together with a steady increase in membership has meant that fewer homes can now comfortably accommodate our meetings. Accordingly venues and dates for 2007 are as follows: -

10 Feb Peter and Jan Hancock Ph (09) 535 5355

12 May* Neil and Eileen Carey Ph (09) 625 4058

11 Aug* Elizabeth and David Wall Ph (09) 426 1965

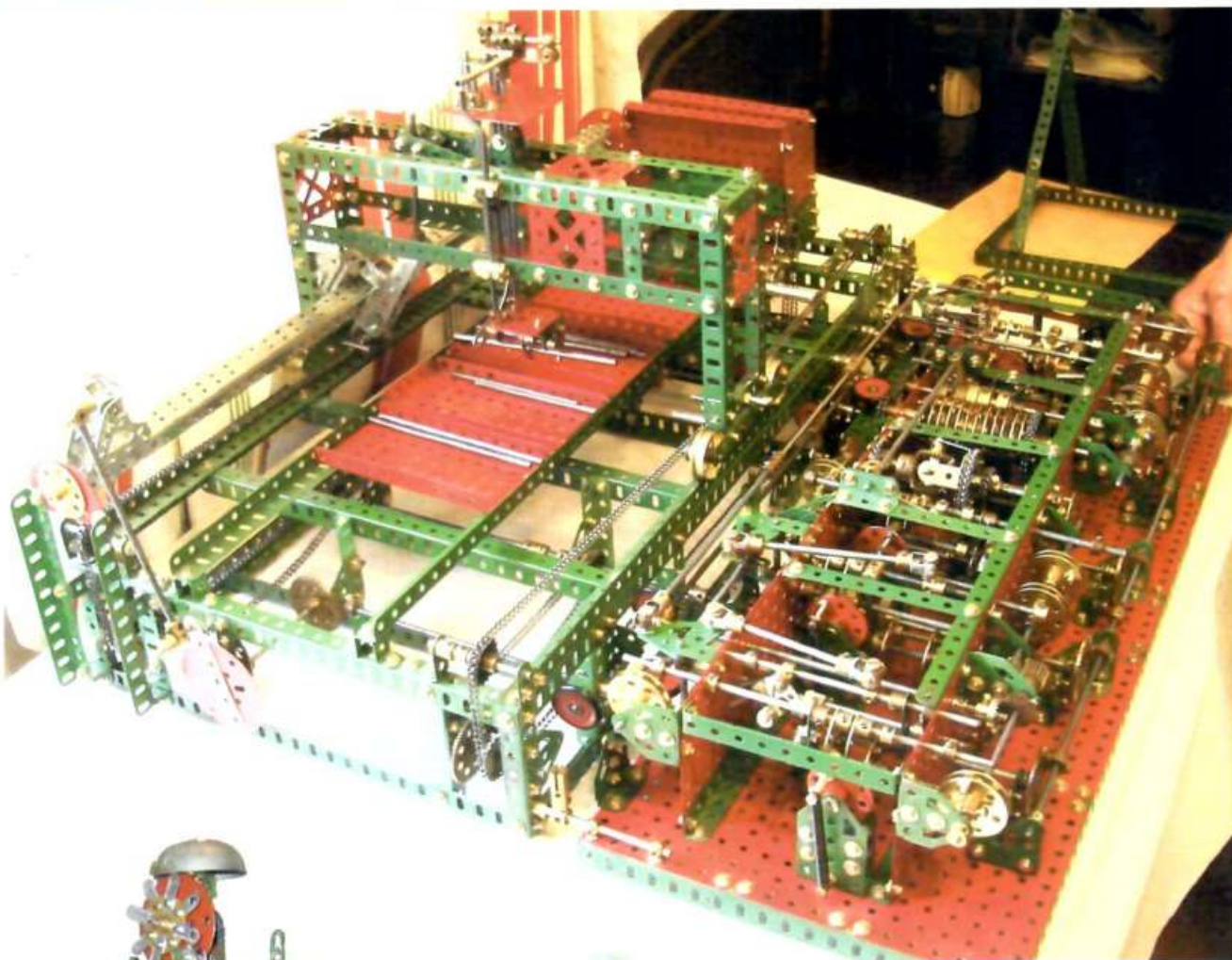
10 Nov Peter and Jan Hancock Ph (09) 535 5355

In all cases the meetings are held on the second Saturday of the month commencing at 2.00 pm.

On behalf of the Auckland Guild I would like to wish all Federation members a very Happy Christmas and Prosperous New Year and look forward to seeing many of you at the Easter Convention in 2007.

Happy modelling,
David Wall

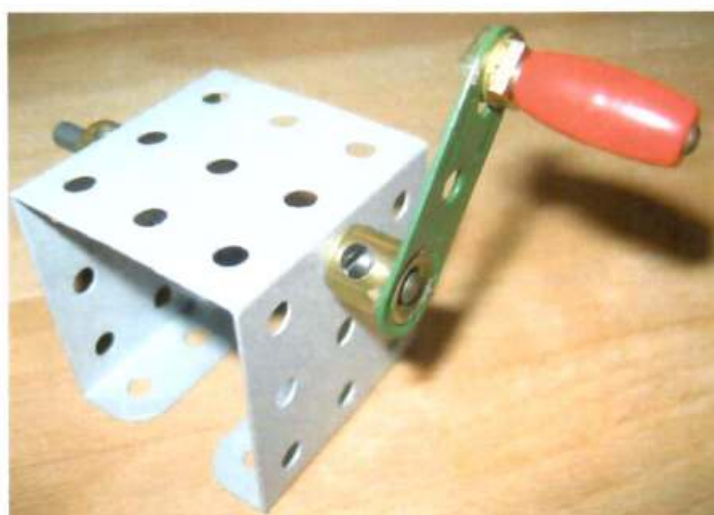
*** Note: These venues reversed. See column 1.**



This is Colin Cohen's axle rod sorter (see page 6). Axle rods are fed into a receiving tray, sorted and dropped into the appropriate bin.



Hugh Ramage built this unusual clock which incorporates a climbing monkey! See page 18.



An ideal subject for the Meccano mutilator. This Erinoid tipped crank pin was made by Graham Jost. See page 12.