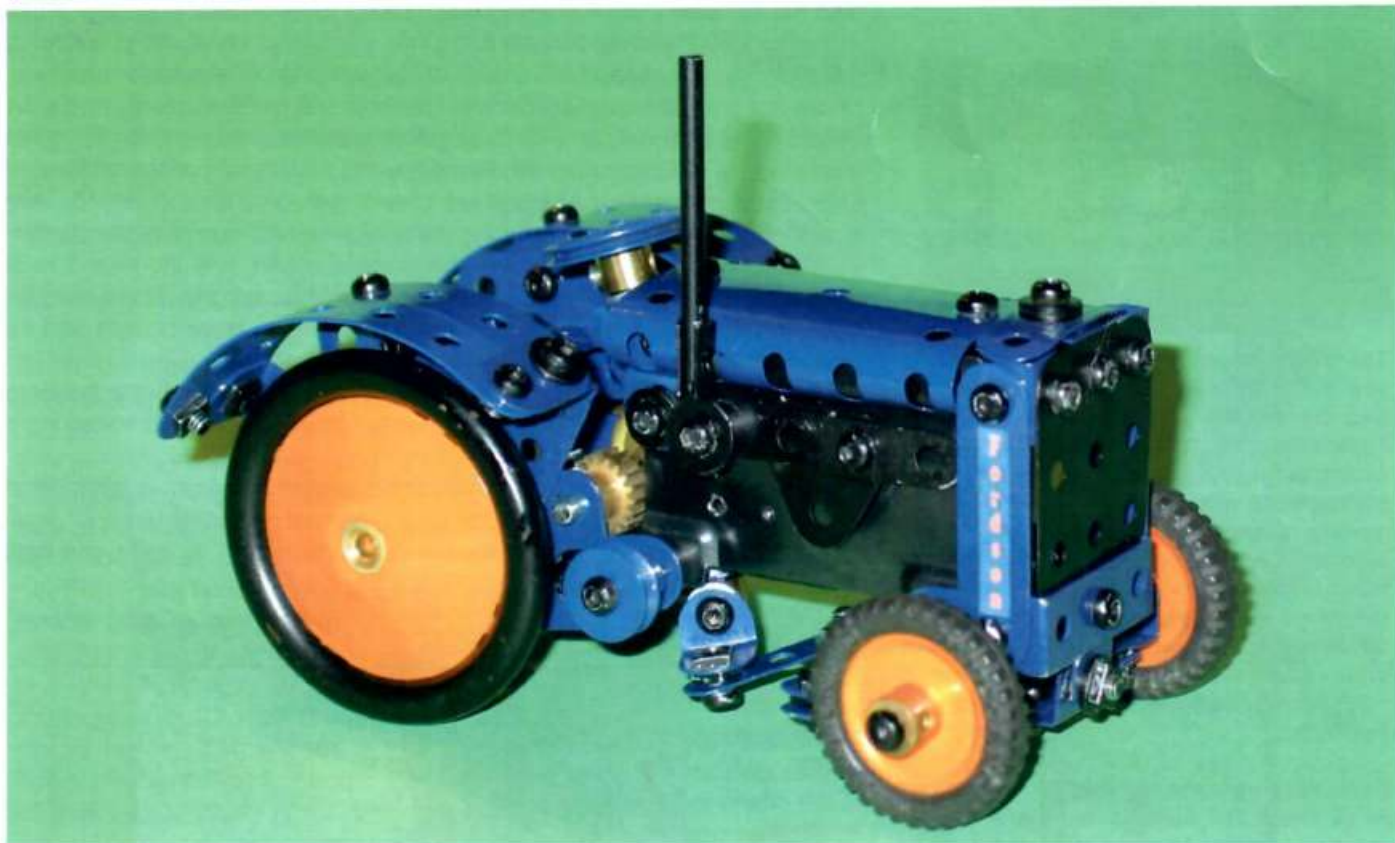




NZFMM MAGAZINE

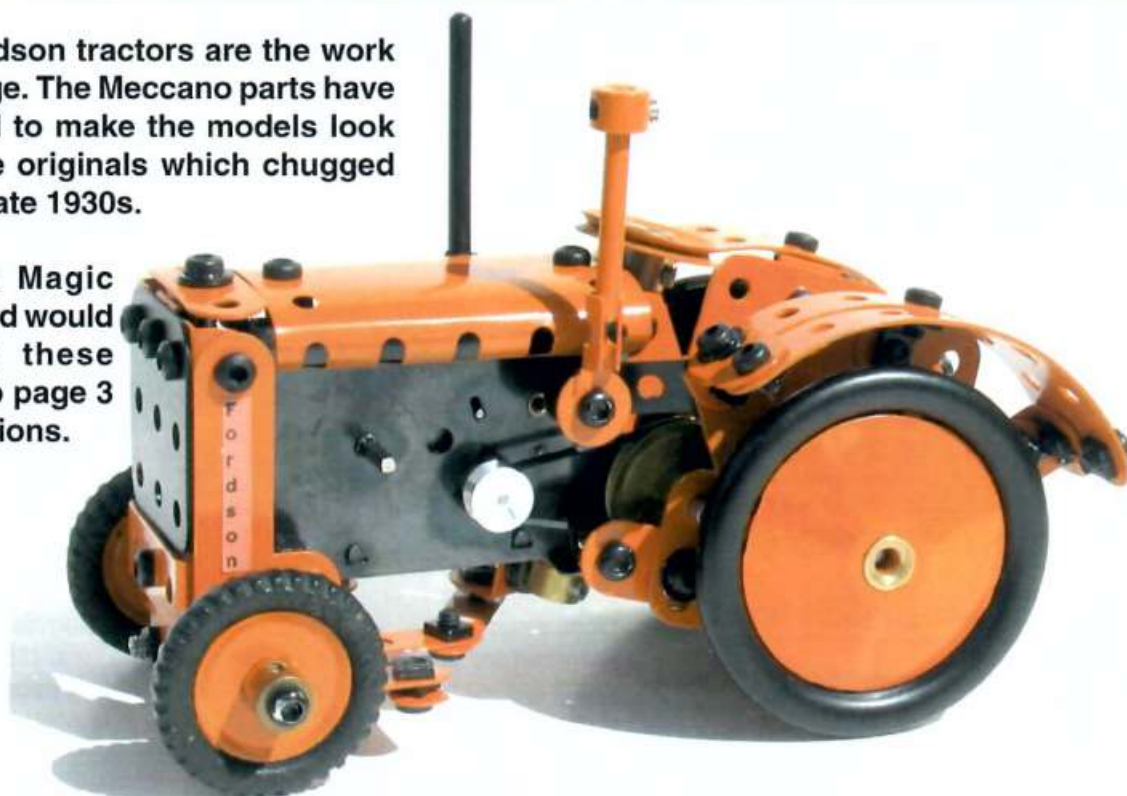
Volume 31 No 3

June 2007



These two Fordson tractors are the work of Bruce Geange. The Meccano parts have been repainted to make the models look exactly like the originals which chugged around in the late 1930s.

If you have a Magic Motor or two and would like to build these models, turn to page 3 for full instructions.



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

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The Thrill of the Chase

How much do you appreciate what you have achieved? Is it true that something that has taken you years to get, cost a fortune in time and money, lead you down a lot of blind alleys, raised your hopes which have then been dashed, is appreciated much more than something given to you on a plate? Elsewhere in this issue, Alistair Tong is photographed with his reunion with the Dealers Car Chassis model he remembered as a boy. (see article in the April 2007 issue). I swear there was a quiver in his voice as he told us the story ☺.

I have not bought much Meccano in recent years, but the recent acquisition of additional Meccano through TradeMe Internet auctions and buying some modern sets certainly gets the blood flowing as the thrill of the chase and successful completion of the deal gets a grip. The unpacking, sorting, checking and drawing(?) (putting parts into their storage) and the gloating over what had been a shortage of a particular part now increased to an adequate, or even an excess number. A lot of Meccano modellers can give you the history of a particular set or collection they have bought and the pleasant memories are still firmly in their mind.

Perhaps this is the essence of our collectors (as opposed to the builders) that they are addicted to the mental buzz of 'the chase' and the viewing of the prize in it's glass case is secondary.

The next stage, of course is, to resurrect that model from modelplan or brain that you could never build because you did not have 104 1 1/2" Angle Girders to build the jib of that Block Setter Crane. But, by golly, you have now have enough to build a crane twice the size.

R. Bruce Neilson

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Fair Go?

Quite a few readers will have seen the *Fair Go* item on Meccano in the June 13th programme on TV1.

Lloyd Spackman's comments on this *Fair Go* item (see page 5) were a late entry but we thought that you would like to hear his opinion. We couldn't find a Set 20 box but here are the back of box notes from the Set 7530 - three of the twelve languages (the last line is not complete):-

GB	Detailed instructions for 12 models plus suggestions for 18 more.
F	Instructions de montage pour 12 modèles détaillés et 18 suggérés.
D	Detaillierte Bauanleitung für 12 Modelle; zusätzliche Anregungen für

1930s Fordson Tractors

by Bruce Geange

These two models represent Fordson tractors from the 1930s. The blue and orange model is based on the 1935 tractor while the orange model (with air cleaner) is of the 1938 tractor. Both models are powered by Magic clockwork motors and include steering with pivot front axles. The models have been built from old parts that have been cleaned, straightened and painted to match the colours of the prototype tractors. The bonnet, rear drive cover and mudguards have been rolled to suit the model. Sign writing was done using CorelDraw computer software. The model are difficult to build in some places; most slotted holes have Washers under the Bolt heads.

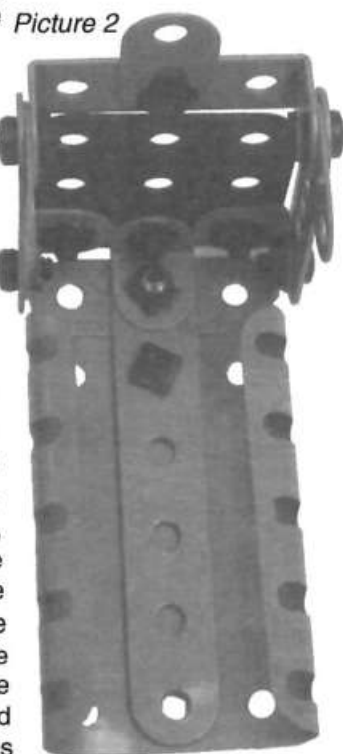
Bonnet, Radiator and Magic Motor

Start building the model by constructing the bonnet and radiator (Picture 1 and 2). Bolt a P/N 6, 2" Perforated Strip, and P/N 10, Fish Plate to either side of P/N 48, $\frac{1}{2}$ " x $1\frac{1}{2}$ " x $\frac{1}{2}$ " Double Angle Strip and a P/N 10, Fish Plate bolted to the middle hole by the slotted end. At the top of each strip is a P/N 12, $\frac{1}{2}$ " x $\frac{1}{2}$ " Angle Bracket is bolted by the round holes. The slotted holes are bolted to one end of P/N 74, $1\frac{1}{2}$ " x $1\frac{1}{2}$ " Flat Plate. The hole in between has P/N 12, $\frac{1}{2}$ " x $\frac{1}{2}$ " Angle Bracket bolted by the slotted hole. A P/N 4, 3" Perforated Strip and a P/N 6a, $1\frac{1}{2}$ " Perforated Strip (slight curve) are bolted to the Angle Bracket by a P/N 111c, $\frac{3}{8}$ " Bolt and two Washers. P/N 190, $2\frac{1}{2}$ " x $2\frac{1}{2}$ " Flexible Plate with the correct profile for the bonnet and P/N 12, $\frac{1}{2}$ " x $\frac{1}{2}$ " Angle Bracket plus P/N 12c, $\frac{1}{2}$ " x $\frac{1}{2}$ " Obtuse Angle Bracket are bolted to the last hole on the 3" strip.

The Magic motor is bolted to the Fishplates with the pulley on the left side. On the opposite side, the manifold is fitted to the top rear hole. This is constructed from P/N 235, $2\frac{1}{2}$ " Narrow Strip with P/N 77, 1" Triangle bolted on the second hole from the front. The rear hole has P/N 10 Fish Plate bolted by the slotted hole. The exhaust pipe is P/N 17, 2" Axle Rod fitted into P/N 212, Rod and strip Connector. This is



Pict. 1



Picture 2

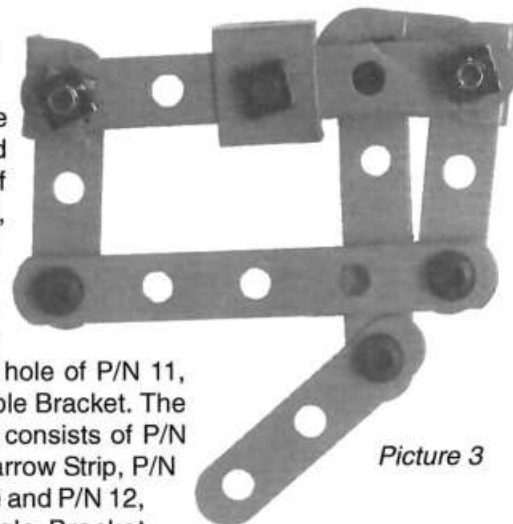
bolted to the fourth hole on the manifold by P/N 111c, $\frac{3}{8}$ " Bolt with P/N 38a Plastic Spacer, standard collar size. The other end of the fishplate is bolted to the magic motor spaced with two Washers. The left side front motor mounting has a P/N 111, $\frac{3}{4}$ " Bolt with three Nuts and the right side a P/N 111c, $\frac{3}{8}$ " Bolt with P/N 38a Plastic Spacer, standard collar size between the fish plate and motor. The Angle Bracket at the rear of the bonnet is bolted to the motor.

Front Axle

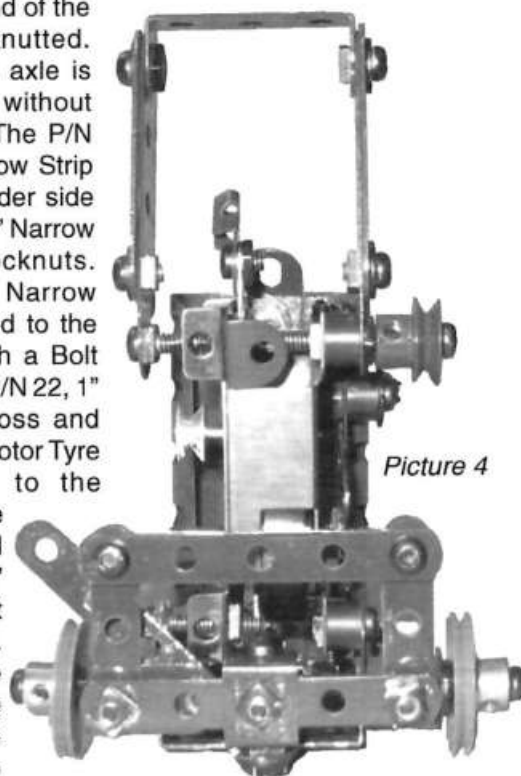
The front axle (Picture 3 and 4) consists of two P/N 235, $2\frac{1}{2}$ " Narrow Strips on top of each other, bolted to the inside centre hole of P/N 11, $\frac{1}{2}$ " x $\frac{1}{2}$ " Double Bracket. The left stub axle consists of P/N 235g, $1\frac{1}{2}$ " Narrow Strip, P/N 10, Fish Plate and P/N 12, $\frac{1}{2}$ " x $\frac{1}{2}$ " Angle Bracket

held together with a $\frac{3}{8}$ " Bolt and Nut and then placed through one end of the axle and locknuted.

The right stub axle is the same but without the fishplate. The P/N 235, $2\frac{1}{2}$ " Narrow Strip is bolted to under side ends of the $1\frac{1}{2}$ " Narrow Strips with locknuts. P/N 235h, 2" Narrow Strip is secured to the Fish Plate with a Bolt and locknuts. P/N 22, 1" Pulley with Boss and P/N 142c, 1" Motor Tyre are secured to the kingpin Angle Bracket by P/N 147d, $\frac{5}{8}$ " Shoulder Bolt and two Nuts. The front axle is fitted to the Fish plate below the radiator by P/N 147f, $\frac{7}{8}$ " Shoulder Bolt and locknuts.



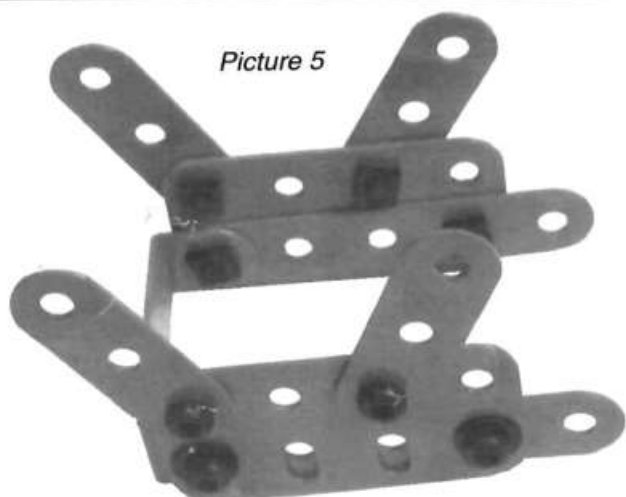
Picture 3



Picture 4

Rear Assembly and Mudguards.

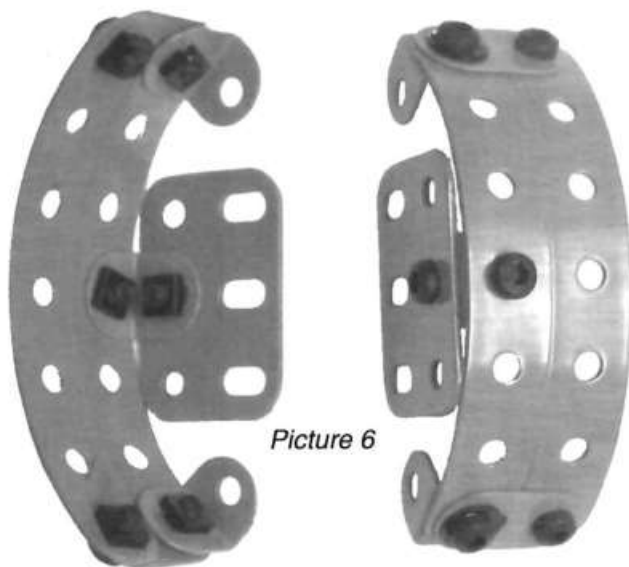
The rear assembly (Picture 5) is made up by bolting P/N 103g, 2" Flat Girder is bolted by the slotted holes with P/N 5, $2\frac{1}{2}$ " Perforated Strip to the end hole of P/N 48, $\frac{1}{2}$ " x $1\frac{1}{2}$ " x $\frac{1}{2}$ " Double Angle Strip. Repeat this for the other side. The first and third round holes from the rear of the Flat Girder have P/N 6a, $1\frac{1}{2}$ " Perforated Strips bolted to each hole.



Picture 5

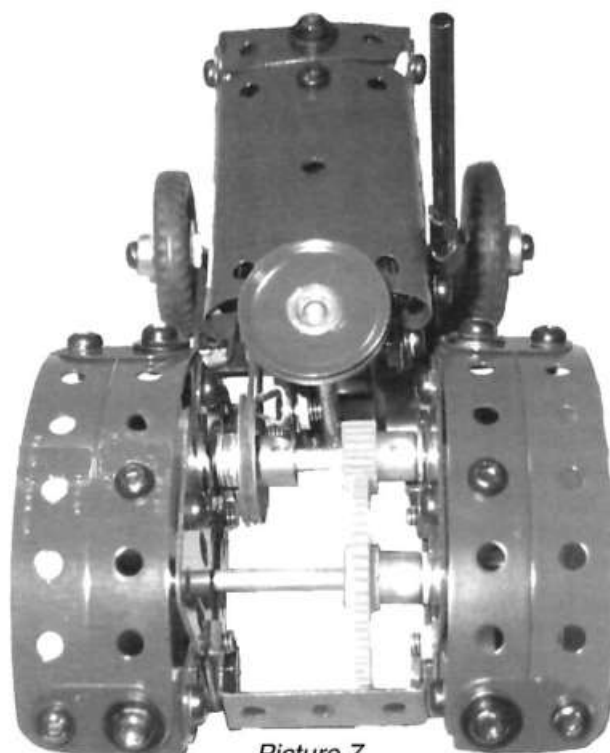
Each mudguard (Picture 6) has two P/N 3, 3 1/2" Perforated Strips that have been curved joined at the ends by P/N 10, Fish Plates with a P/N 12, 1/2" x 1/2" Angle Bracket bolted to one side at each end and then bolted to the 1 1/2" strips. A P/N 103h 1 1/2" Flat Girder and a P/N 12, 1/2" x 1/2" Angle Bracket are bolted together and then bolted to the mudguard as a filler piece. This assembly is bolted to the back end of the magic motor (Picture 4) by a P/N 111, 3/4" Bolt with three Nuts on the left side with P/N 12, 1/2" x 1/2" Angle Bracket for the steering shaft.

The right side of the rear assembly has P/N 111d, 1 1/8" Bolt carrying P/N 23a, 1/2" Pulley with Boss, a Nut and then P/N 38a, Plastic Spacer, standard collar size between the motor and the rear assembly secured with a Nut. The rear assembly is secured at an angle to allow the tractor to sit straight. A P/N 212, Rod and Strip Connector is bolted to the brake lever.



Picture 6

P/N 17, 2" Axle Rod (Picture 7) fits through the front holes of the 2" flat girder and carries P/N 22, 1" Pulley with Boss and P/N 26, 1/2" Pinion with two Washers and a driving band. The rear axle is P/N 16b, 3" Axle Rod and carries a P/N 27a, 1 1/2" Gear Wheel in the middle and each end has a flat Washer, P/N 38a, Plastic Spacer, standard collar size and P/N 187, Road Wheels, Tinplate Type, at the ends. The drive should be free to turn.



Picture 7

Seat, Rear Cover and Steering

The seat and rear cover (Picture 8) are made from P/N 188, 2 1/2" x 1 1/2" Flexible Plate (curved) with the seat P/N 133a, 1" Corner Bracket bolted to the centre hole at one end spaced with two Washers. The other end is bolted to the Double Angle Strip at the rear of the tractor with P/N 9f, 1 1/2" Angle Girder in between the two parts.

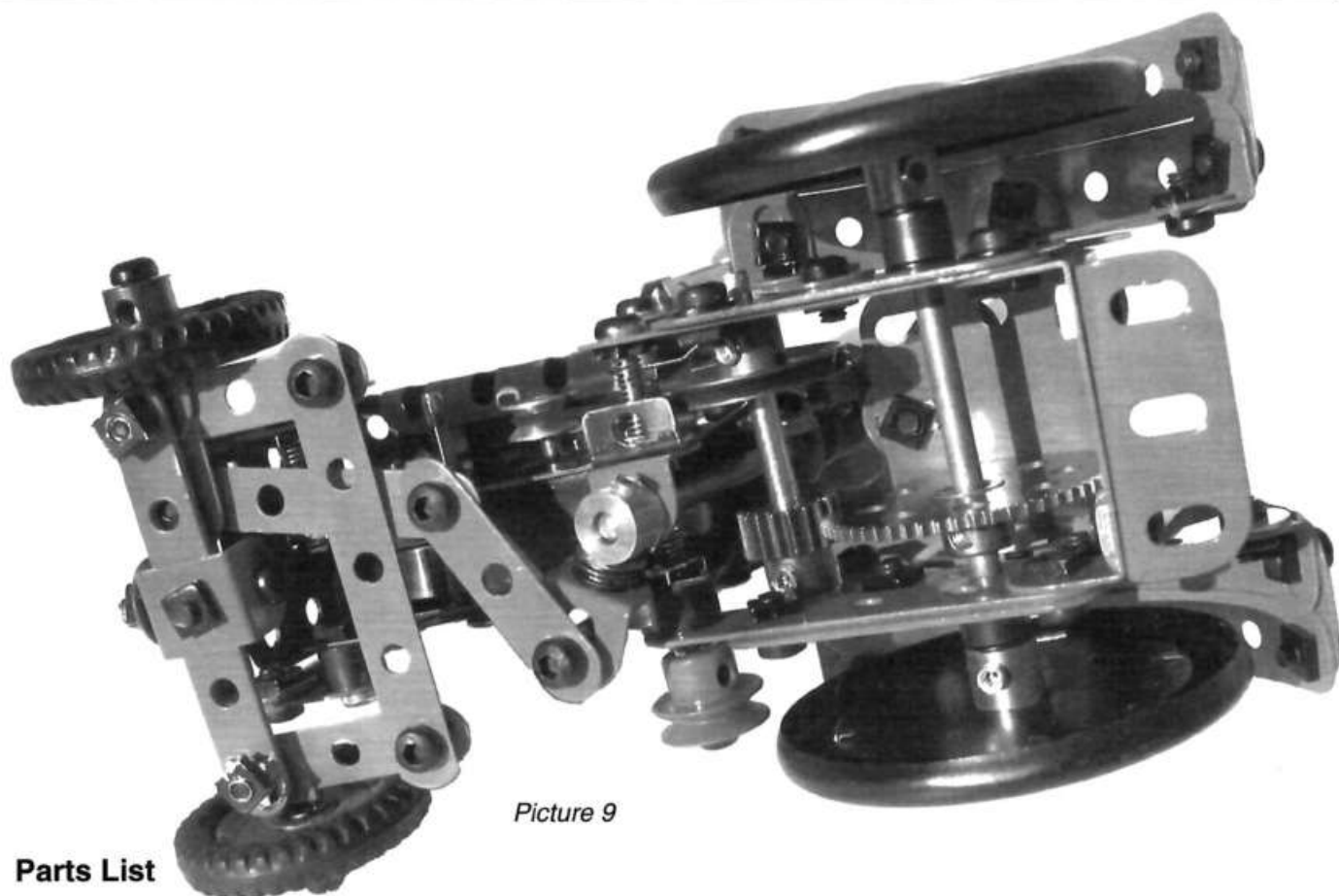
P/N 16a, 2 1/2" Axle Rod is used for the steering shaft (Picture 9) having P/N 22, 1" Pulley with Boss at one end and P/N 59, Collar fixed to the other end. P/N 12, Angle Bracket is secured by the round hole to the other threaded hole in the Collar spaced with three Washers facing the right side of the model. P/N 235g, 1 1/2" Narrow Strip is secured to the Angle Bracket with a Bolt and locknuts. The other end will be bolted to the 2" Narrow Strip on the steering. If all is lined up, the wheels will steer.



Picture 8

Air Cleaner and Getting Started

The air cleaner is made from P/N 18a, 1 1/2" Axle Rod with P/N 59, Collar on one end and P/N 212, Rod and Strip Connector on the other. The Rod and Strip Connector is bolted to P/N 825, 1 1/2" Narrow Strip (bent) spaced with P/N 38a, Plastic Spacer, standard collar size by a 3/8" Bolt and Nut. A little bit of lubrication here and there, a wind on the key and the tractor should run across the floor with no trouble.



Picture 9

Parts List

P/N	Description	Size	Qty	P/N	Description	Size	Qty	P/N	Description	Size	Qty
3	Perforated Strip	3 1/2"	4	26	Pinion	1/2" x 1/4"	1	133a	Corner Bracket	1"	1
4	Perforated Strip	3"	1	27a	Gear Wheel	1 1/2"	1	142c	Motor Tyre	1"	2
5	Perforated Strip	2 1/2"	2	37b	Bolt		49	147d	Shoulder Bolt	5/8"	2
6	Perforated Strip	2"	2	37c	Nut		68	147f	Shoulder Bolt	7/8"	1
6a	Perforated Strip	1 1/2"	5	38	Washer		26	187	Road Wheel, Tinplate	2 1/2"	2
9f	Angle Girder	1 1/2"	1	38a	Plastic Spacer		4	188	Flexible Plate	2 1/2" x 1 1/2"	1
10	Fish Plate	1"	9	48	Double Angle Strip	1 1/2" x 1/2"	2	190	Flexible Plate	2 1/2" x 2 1/2"	1
11	Double Bracket	1/2" x 1/2"	1	59	Collar		2	212	Rod & Strip Connector		3
12	Angle Bracket	1/2" x 1/2"	14	69a	Grub Screws		7	235	Narrow Strip	2 1/2"	3
12c	Angle Bracket, Obtuse	1/2" x 1/2"	1	74	Flat Plate	1 1/2" x 1 1/2"	1	235g	Narrow Strip	1 1/2"	3
16b	Axle Rod	3"	1	77	Triangle Plate	1"	1	235h	Narrow Strip	2"	1
16a	Axle Rod	2 1/2"	1	103g	Flat Girder	2"	2	A825	Narrow Strip Bent	1 1/2"	1
17	Axle Rod	2"	1	103h	Flat Girder	1 1/2"	2		Meccano Magic Motor		1
18a	Axle Rod	1 1/2"	2	111	Bolt	3/4"	2		Driving Band to suit		1
22	Pulley with Boss	1"	4	111c	Bolt	3/8"	4				
23a	Pulley with Boss	1 1/2"	1	111d	Bolt	1 1/8"	1				

Fair Go Commentary - 8 + 12 MODELS

by Lloyd Spackman

An item on the TV1 "Fair Go" program on June 13, 2007 about Mr. David Hancock's complaint that Meccano Set 6520 had instructions for eight of the twenty models, and only photos of the other twelve, was a farce.

The statement on the back of the box (in twelve languages with English first) is quite clear — "Detailed instructions for 8 models plus suggestions for 12 more".

Meccano France told TV1 they would consider making the type larger and explained that with Meccano you had instructions to begin with but later were expected to use your own initiative and creativity.

Finally, the host, Kevin Milne, said to Gordon Good, "Well, Mr. Good, you have one minute to rebut all this. "After almost ten minutes and an irrelevant shot of a pretty little girl, this was certainly NOT a "fair go".

Gordon showed a nice freelance model built from the Set by an eleven year old girl. Then he gave five year old Will Hancock a much more suitable "City" set with instructions for every model in it.

One thing not mentioned is that instructions for eight models took thirty two pages of the manual. For twenty models it would be a manual of over eighty pages. This would require a deeper box and additional cost which would be reflected in the retail price.

The box has the figure "20" all over it so it is not surprising the uninitiated expect twenty buildable models. With a bit of imagination and ingenuity that is what the owner of a Set 6520 will have.

As Editor, I would like to add the additional following comment: Congratulations to Gordon Good for handling a potential embarrassment with aplomb and calm logic. (Picture of Set 7530 text on page 2.)

Meccano in Early Taranaki.

by Bill Pitt

My father, Henry Pitt was born in New Plymouth at the turn of the 20th century. Though his father was an entrepreneurial business man he had no interest in things mechanical. However, back in the family history there was a strong connection with engineering in that Henry's grandfather was a brother of one of the founders of the well known engineering firm of Stothert and Pitt of Bath, England.

Henry at an early age manifested an interest and aptitude in things mechanical and somewhere about 1910 acquired a No 2 Meccano Set. At that time the agents in New Plymouth sponsored a strong Meccano club in the town. Henry, having acquired something of the entrepreneurial skill of his father, went on to win many prizes for original models which he built. By the time he left home a few years later he had won another No 2 Set, a Mo 2a, an Inventors Set, and a No 4 Set, which are shown in the photograph above. Unfortunately photographs of some of his models have seemingly been lost but as I recollect they included a model of a tandem disc harrow and a large model of a battleship amongst others.

He attended the New Plymouth Boy's High School. At the time the boys were working on filling in the bottom of a gully, to provide a rugby field, with soil excavated from surrounding slopes in the process of forming terraces for spectators. Progress was very slow as the soil was being transported by wheel barrows. Henry on his own initiative constructed a series of tram lines and built a number of tipping trucks to run on these lines. Thus progress on the project was greatly accelerated.

In 1940 I attended the same school under the same head master, Mr Bill Moyes. My father took me to the school to enrol me. After exchanging greetings and explaining the reason for our visit Mr Moyes turned to my father and asked "what is this lad to do?". Father replied that I wanted to do a course that would lead to going on to university to study for a degree in engineering. Mr Moyes response was, "Henry, you know full well that is what you should have done". "Yes I know", was the response. That was the only time I knew my father to meekly

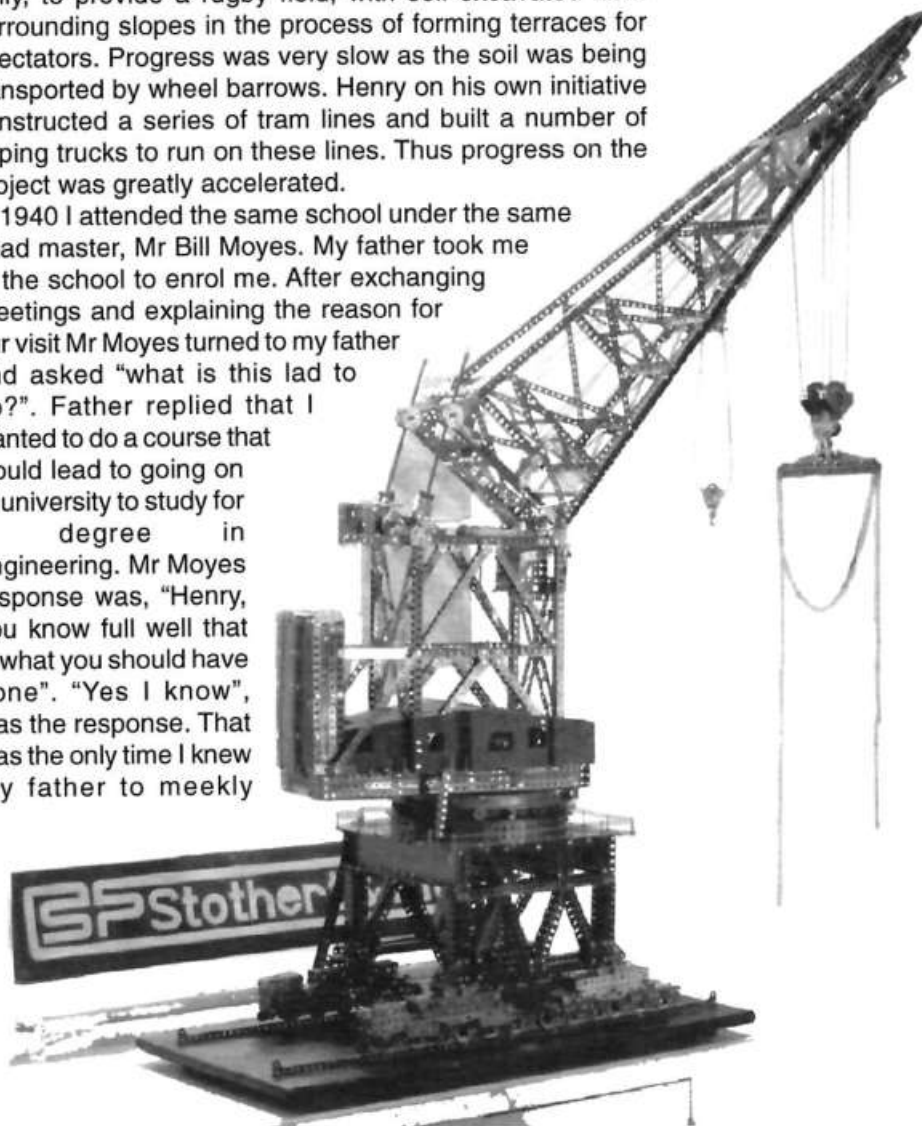


accept a reprimand. Unfortunately he had been too interested in playing around with motorcycles than in studying.

Henry subsequently manifested further the entrepreneurial skills of his father. He establish a carrying business in New Plymouth and was the first man, certainly in Taranaki to provide a covered body on a motor truck for the conveyance of furniture. Unfortunately the venture was unsuccessful in that it was too radical for the time. Subsequently he had the opportunity of taking over the management of a dairy farm in South Taranaki. The farm of 100 acres was then, as was the practice at that time, divided into two paddocks and a small holding paddock. Henry promptly subdivided it into ten paddocks to facilitate control of grazing, the first in the district. He was the first, by some years, to deliver his milk to the factory by motor truck and to use an agricultural tractor.

I myself started with a No 2 Set and after making all the models in the manual to the approval of my father was given a No 4 Set.

I subsequently qualified as a professional Engineer and for 25 years had my own very successful Consulting Engineering practice. That is what Meccano can do for a lad.



Stothert and Pitt, Bath Crane Makers

by Dr Sam Medworth, ISM618

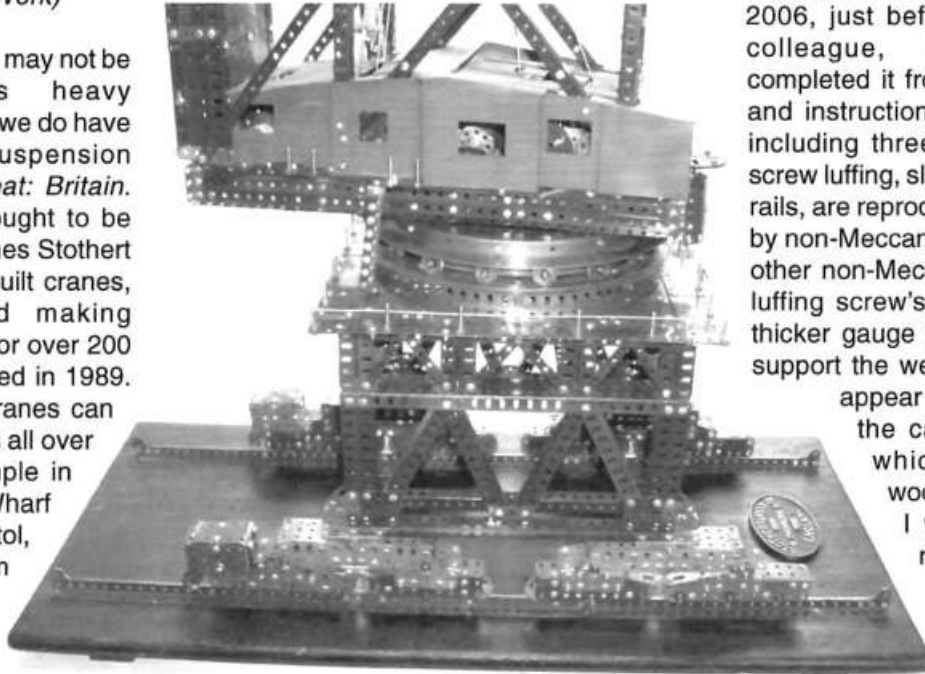
(This article was published in The International Meccanoman No 51 and is reprinted here with permission. The original publication was by kind permission of Stuart Burroughs, Director of the Museum of Bath at Work)

The West of England may not be famous for its heavy engineering, though we do have Brunel's Clifton Suspension Bridge and SS *Great Britain*. Meccano builders ought to be familiar with the names Stothert & Pitt, as this firm built cranes, and latterly road making equipment, in Bath for over 200 years until they closed in 1989. Examples of their cranes can still be seen in docks all over the world, for example in Guernsey, Canary Wharf in London, and Bristol, where an early steam crane is preserved at the Industrial Heritage Museum. Among their products were the giant Mammoth and Titan blocksetting cranes so beloved of Meccano builders. Toplis, the inventor of the Level Luffing System, worked for them. It was therefore a great pleasure to discover that the

Museum of Bath at Work, MOBAW, has a special feature on Stothert and Pitt, with several of the company's working models on display. The most interesting was a 5 foot high fully working Meccano model of a 50-ton Screw Luffing crane. An original still exists in Southampton harbour but is not currently in use.

The model was built to scale from original plans by ex S&P employee Michael Hill, who died in 2006, just before finishing it. A colleague, Roger Walter, completed it from Michael's parts and instructions. All the motions including three separate hoists, screw luffing, slewing and travel on rails, are reproduced and powered by non-Meccano motors. The only other non-Meccano parts are the luffing screw's, which had to be thicker gauge than 5/32" BSW to support the weight of the jib and appear in proportion, and the cab superstructure which is of painted wood.

I would thoroughly recommend a visit to the exhibition in Julian Road, Bath, which runs until July 2007. Not only will you see the model and



This photograph of the base of the 50-ton Screw Luffing crane model, and the one of the complete crane on the bottom of page six, are by Sam Medworth.

panels about the prototype, but there are historical Meccano items on display and a large box of Meccano parts open to build with. The many other exhibits are also fascinating!

Meccano Insurance

by Bob Prescott

Is your Meccano collection insured? I doubt whether your normal contents insurance will cover anything other than a very modest collection.

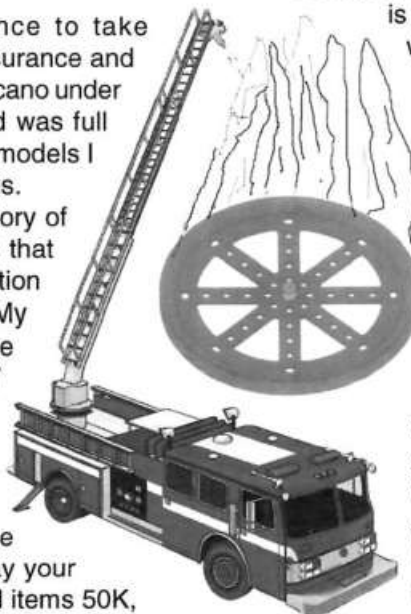
We recently changed to AA Insurance to take advantage of their favourable vehicle insurance and I decided it was time to fully cover my Meccano under our Contents insurance. What I wanted was full cover in the home and coverage for any models I take to the Convention and club meetings. The first thing you will need is an inventory of your collection and I use MECCINV so that was easy. Then you will need your collection valued by a "knowledgeable authority". My collection was valued by no less than the President of the Manawatu/Wanganui/Taranaki Meccano Club (yours truly)! The first hiccup we met was the contents insurance rule that the "named items" such as SWMBO's jewellery and my collection cannot exceed one third of the total. So to take a fictitious example, say your contents were worth 80K and the named items 50K,

you have to insure for \$150,000 (3 times 50), not \$130,000. I pointed out that insuring something that didn't exist was not a 'fair go' and they had to agree.

At this stage they refused to cover any of my Meccano outside the home even though they will cover things like coin and stamp collections. I explained that Meccano is a bit like a coin collection – pieces of metal with holes in, like some coins. Eventually they agreed to cover my collection outside the home with an excess of \$1,000!

After more emails and a telephone conversation I almost gave up gaining any more from them. Then out of the blue I was advised that after further consideration the underwriter had agreed to cover models taken out of the home with an excess of \$100, just like they treat coin and stamp collections.

So, success – I have achieved what I wanted. I'm not suggesting that you all change to AA Insurance. Try and get this cover from your own insurers, with no additional premium. If you can't then AA Insurance will listen to you and the precedent has been set.



Bond Windmill

Designed and built by Lindsay Bond
Rebuilt, photographed and described by Bruce Neilson.

Origin This model has its origins as a dealers model from Meccano Ltd. It was then rebuilt by the late Lindsay Bond and is now a MWT perpetual trophy. The model has now been rebuilt again and an optional motor added. The ladder is designated as the front of the model. Counting of holes starts at the base .

Build the front and back parts of the Tower as follows:-

Tower Front. Fig 1

P/N 7, 24 $\frac{1}{2}$ " Angle Girder, Two of as vertical legs. P/N 1, 12 $\frac{1}{2}$ " Perforated Strip, Two of at Holes 10 and 32. P/N 1b, 7 $\frac{1}{2}$ " Perforated Strip, One of at Hole 1. P/N 5, 2 $\frac{1}{2}$ " Perforated Strip, One of at Hole 49. P/N 2, 5 $\frac{1}{2}$ " Perforated Strip, Two of at Holes 35 and 43.

Tower Back - P/N 7, 24 $\frac{1}{2}$ " Angle Girder, Two of as vertical legs. P/N 1, 12 $\frac{1}{2}$ " Perforated Strip, Two of at Holes 10 and 32. P/N 1b, 7 $\frac{1}{2}$ " Perforated Strip, One of at Hole 1. P/N 5, 2 $\frac{1}{2}$ " Perforated Strip, One of at Hole 49. P/N 2, 5 $\frac{1}{2}$ " Perforated Strip, Two of at Holes 35 and 43.

Join the front and back of the Tower with the following sides:-

Tower Left side – Fig 2

P/N 1, 12 $\frac{1}{2}$ " Perforated Strip, Two of at Holes 10 and 32. P/N 1b, 7 $\frac{1}{2}$ " Perforated Strip, One of at Hole 1. P/N 2, 5 $\frac{1}{2}$ " Perforated Strip, Two of at Holes 35 and 43. P/N 9d, 2 $\frac{1}{2}$ " Angle Girder, One of at Hole 49. P/N 12, $\frac{1}{2}$ " x $\frac{1}{2}$ " Angle Bracket, Two of at Holes 1.

Tower Right side

P/N 1, 12 $\frac{1}{2}$ " Perforated Strip, Two of at Holes 10 and 32. P/N 1b, 7 $\frac{1}{2}$ " Perforated Strip, One of at Hole 1. P/N 2, 5 $\frac{1}{2}$ " Perforated Strip, Two of at Holes 35 and 43. P/N 9d, 2 $\frac{1}{2}$ " Angle Girder, One of at Hole 49. P/N 12, $\frac{1}{2}$ " x $\frac{1}{2}$ " Angle Bracket, Two of at Holes 1.

Add the top and bottom bearings for the vertical Axle as follows:-

Bottom Bearing Plate for Vertical Axle. Fig 3

P/N 53, 3 $\frac{1}{2}$ " x 2 $\frac{1}{2}$ " Flanged Plate, The flanges face down and in the centre hole is bolted a P/N 37, Nut and Bolt, (Bolt head down) to serve as the frictionless bearing base for the vertical Axle. P/N 45, Double Bent Strip, is also bolted on the top side of P/N 53 over the centre

hole to act as a support for the vertical Axle. The module is then bolted to Holes 5 of the P/N 2 bracing on the left and right hand sides of the tower.

Top Bearing Plate. Fig 3

P/N 45, Double Bent Strip, bolted across the centre hole of P/N 5, 2 $\frac{1}{2}$ " Perforated Strip, which in turn is bolted to the centre holes of the P/N 9d spaced by P/N 38, Standard Washer, Two of between each end of the P/N 5 and P/N 9d

The Platform is a separate module resting on four P/N 12 Angle Brackets bolted to the Tower:-

Platform Base around Tower. Fig 4

P/N 1b, 7 $\frac{1}{2}$ " Perforated Strip, Eight of in pairs for the outside edge with the following Flexible Plates trapped between P/N 189, 5 $\frac{1}{2}$ " x 1 $\frac{1}{2}$ "

Flexible Plate metal, Three of P/N 188, 2 $\frac{1}{2}$ " x 1 $\frac{1}{2}$ " Flexible Plate metal, Four of. P/N 2, 5 $\frac{1}{2}$ " Perforated Strip, Five of P/N 6, 2" Perforated Strip, Two of P/N 6a, 1 $\frac{1}{2}$ " Perforated Strip, Two of P/N 12, $\frac{1}{2}$ " x $\frac{1}{2}$ " Angle Bracket, Two of.

Platform Rail. Fig 5

P/N 235d, 4 $\frac{1}{2}$ " Narrow Strip, or equivalent to make up four of 7 $\frac{1}{2}$ ". Sixteen P/N 111d, 1 $\frac{1}{2}$ " Bolt, or similar.

Bolt Platform Base and Platform Rail together.

Ladder. Fig 6

P/N 235d, 4 $\frac{1}{2}$ " Narrow Strip, or equivalent to make up two 17 $\frac{1}{2}$ " sides. Thirty one P/N 111, $\frac{3}{4}$ " Bolt, or similar, for rungs. Two P/N 11, $\frac{1}{2}$ " x $\frac{1}{2}$ " x $\frac{1}{2}$ " Double Bracket, with P/N 38, Standard Washer, as needed to fit ladder Holes 1 and 33.

Platform Rests Left side

P/N 12, $\frac{1}{2}$ " x $\frac{1}{2}$ " Angle Bracket, Two of bolted to Holes 33 of Tower with P/N 38, Standard Washer, Two of to space P/N 12 away from Tower.

Put Platform over the top of the Tower to partially rest on the two P/N 12. With some fiddling bolt on the other two Platform rests as follows

Platform Rests Right side

P/N 12, $\frac{1}{2}$ " x $\frac{1}{2}$ " Angle Bracket, Two of bolted to Holes 33 of Tower with P/N 38, Standard Washer, Two of to space P/N 12 away from Tower. This will lock the Platform in place. The Ladder can now be bolted to the front base of the Tower and up through the Platform opening. Fig 7

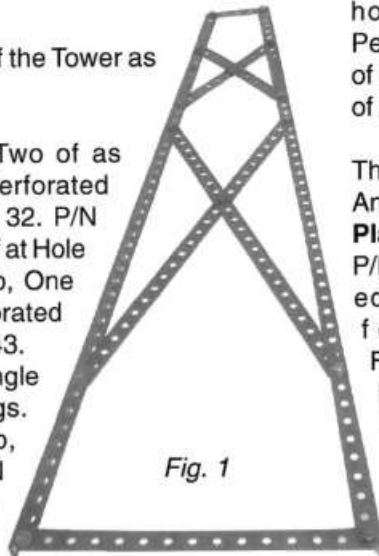


Fig. 2

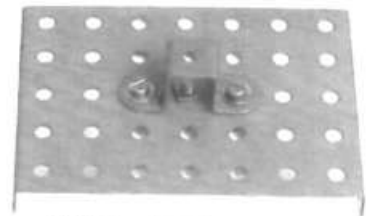


Fig. 3

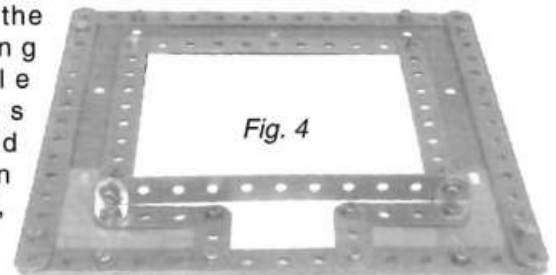


Fig. 4



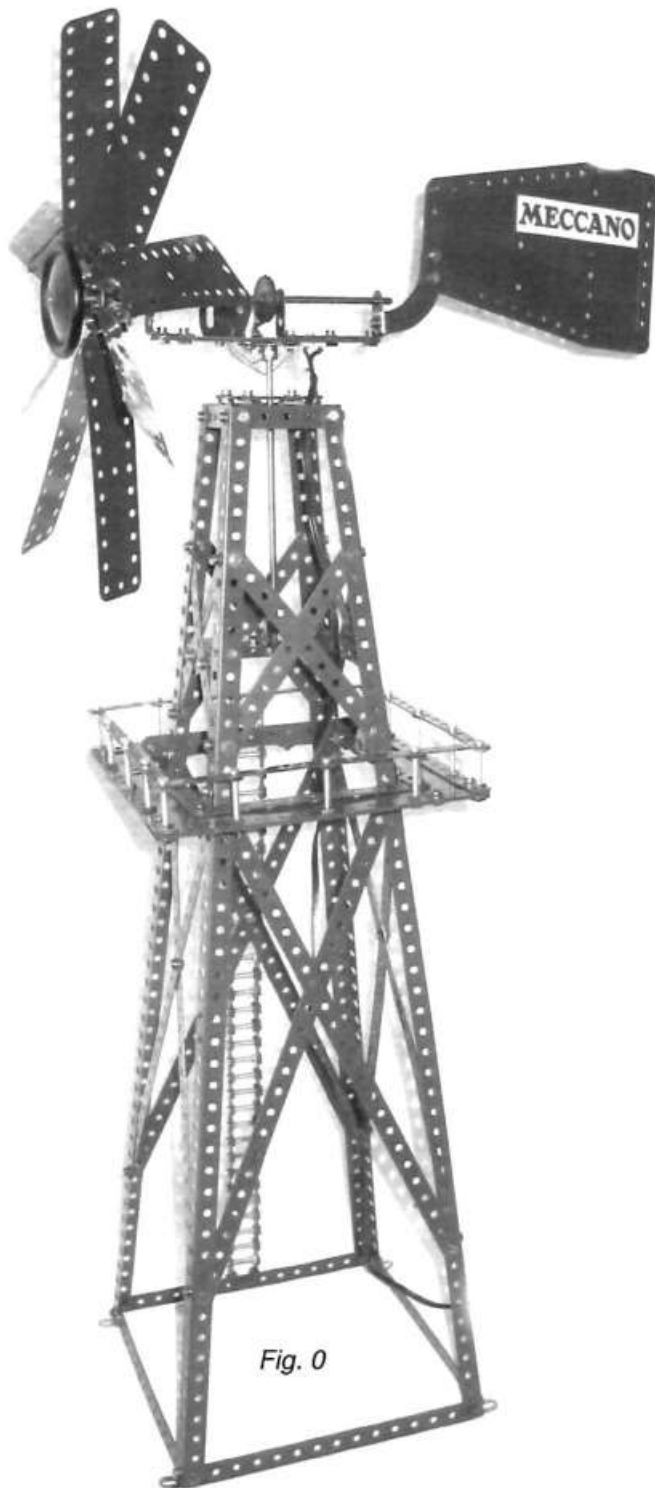


Fig. 0

Tail back fin. Fig 8

P/N 5, 2 1/2" Perforated Strip, two of, are bolted to P/N 2, 5 1/2" Perforated Strip, two of, are bolted to P/N 5, 2 1/2" Perforated Strip, two of, are bolted to P/N 2, 5 1/2" Perforated Strip, two of, are bolted to P/N 2a, 4 1/2" Perforated Strip, two of, are bolted to the first P/N 5 to make up the outside frame of the tail. This frame is filled in with P/N 191, 4 1/2" x 2 1/2" Flexible Plate metal, P/N 192, 5 1/2" x 2 1/2" Flexible Plate metal and, P/N 189, 5 1/2" x 1 1/2" Flexible Plate metal, two of.

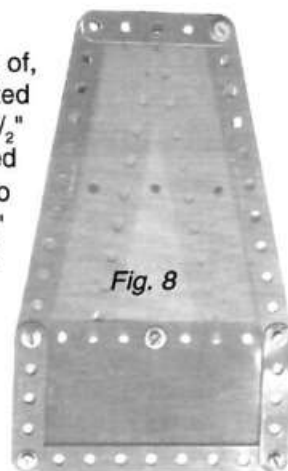


Fig. 8

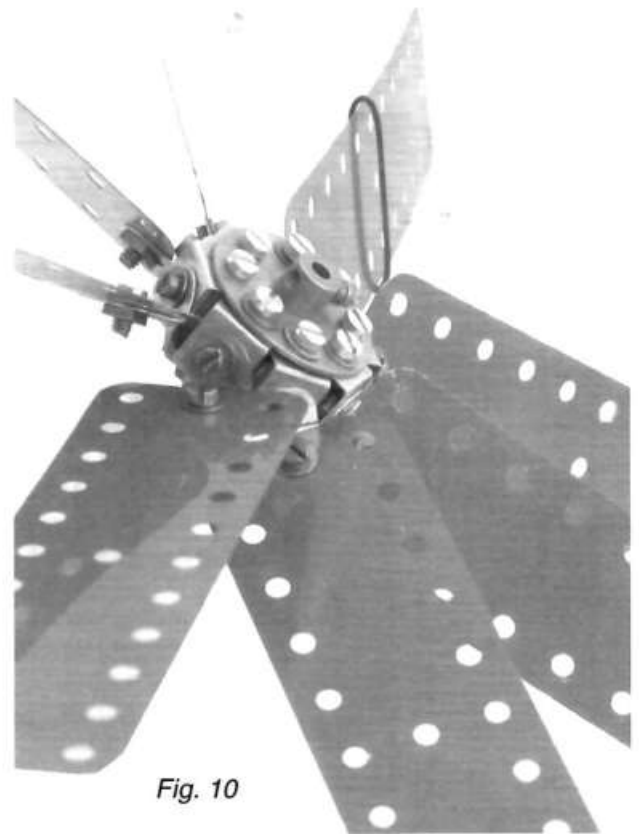


Fig. 10

Tail centre bar. Fig 9

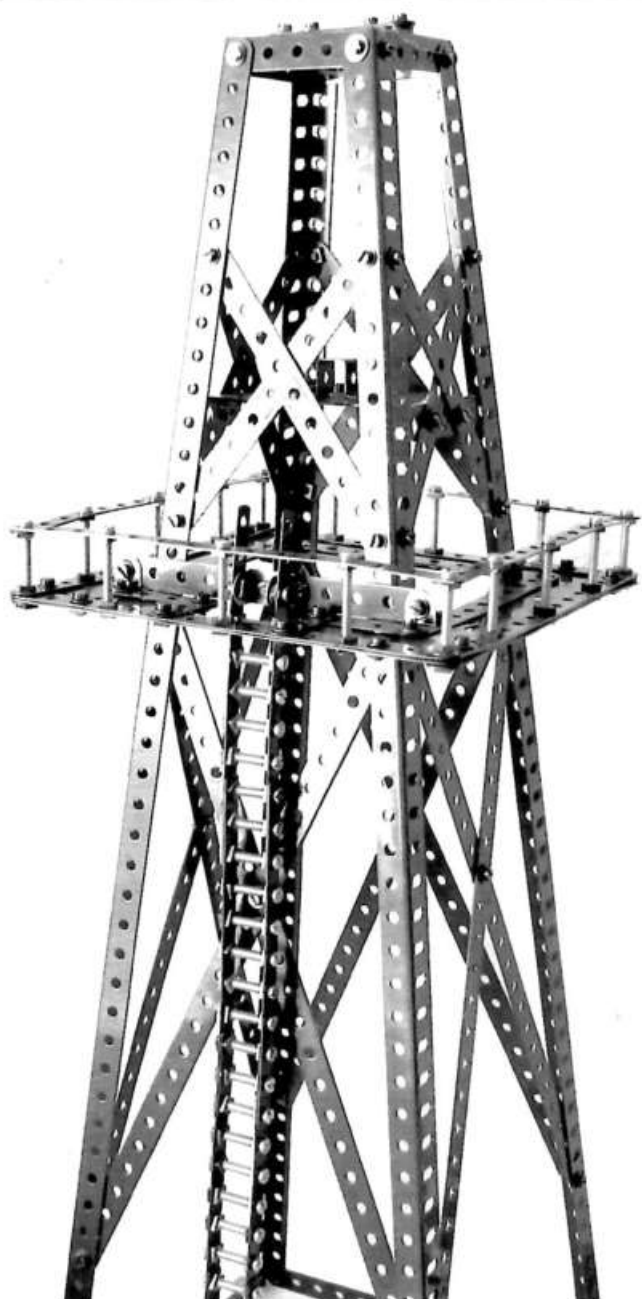
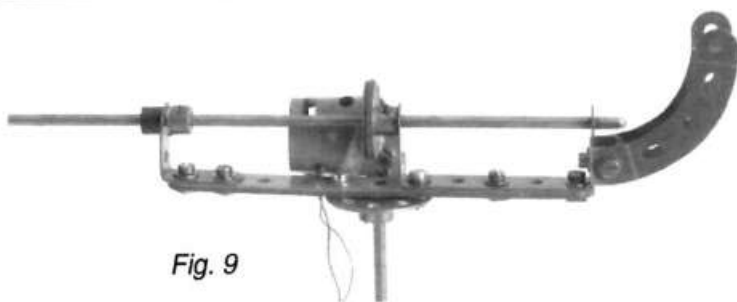
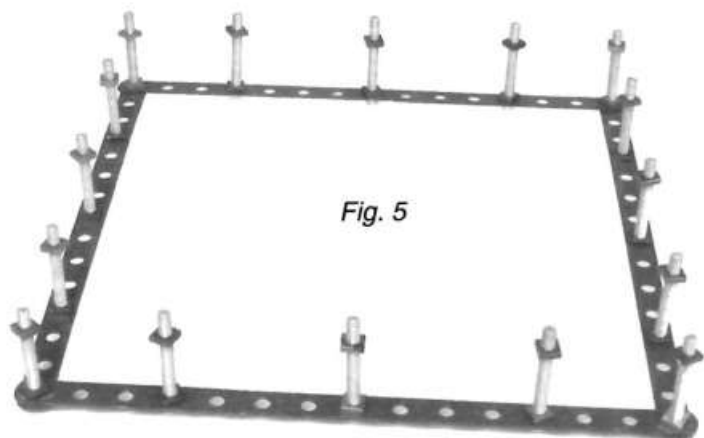
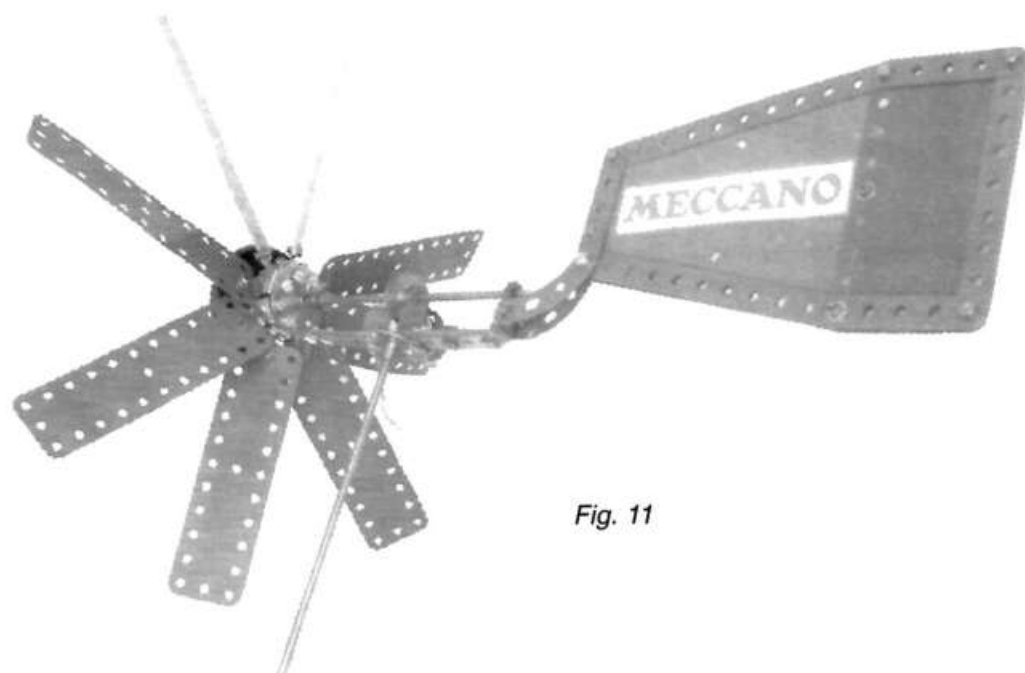
A P/N 14, 6 1/2" Axle Rod, is held in the boss of a P/N 24, 8 Hole Bush Wheel, which in turn is bolted to the centre of three stacked P/N 2, 5 1/2" Perforated Strip. Bearings for the horizontal axle are then bolted to the P/N 2 as follows: P/N 12a, 1" x 1" Angle Bracket at the front, and P/N 46, 1" x 2 1/2" x 1" Double Angle Strip at the rear. P/N 11, 1/2" x 1/2" x 1/2" Double Bracket, is bolted to the P/N 46 to supply wings for two P/N 90a, 2 1/2" - 90 degree Curved Strip, which hold the Tail back fin in place. A P/N 13a, 8" Axle Rod, is the horizontal Axle and runs through P/N 12a and P/N 46 and uses two P/N 59, Collar, as place securers. The P/N 23, 1" Pulley with Boss, and rolled plate holds an optional electric motor from a CDRom mechanism to provide a drive onto the P/N 13a.

Tail Propeller hub. Fig 10

Eight P/N 189, 5 1/2" x 1 1/2" Flexible Plate metal, are firmly bolted to eight P/N 12, 1/2" x 1/2" Angle Bracket, which are firmly bolted to the centre holes of eight P/N 11, 1/2" x 1/2" x 1/2" Double Bracket. The P/N 11 are sandwiched between two P/N 24, 8 Hole Bush Wheel, (with the P/N 69 Set Screws in the bosses) using P/N 111d, 1 1/8" Bolt, or similar. This is the tricky bit but the eight blades will fit in with some wiggling. The Propeller hub is spaced by a P/N 38a, Standard Spacer Plastic, and a P/N 187, 2" Plastic Road Wheel, forms a nose cone.

Completed Model Fig 0

Magnetic 'Meccano' signs from Andrew Wells Meccparts completes the model.

*Fig. 7**Fig. 9**Fig. 5**Fig. 11*

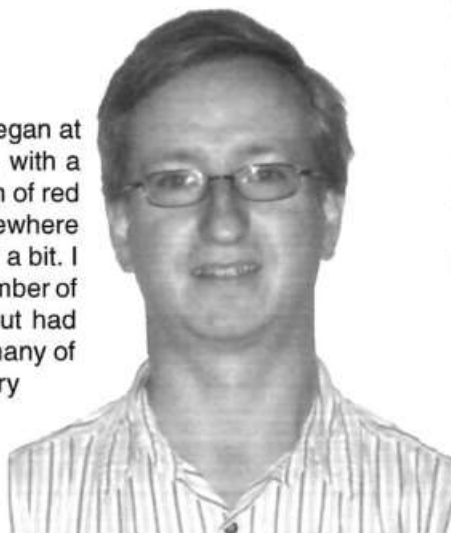
Convention 2009

by Bob Prescott

As you will be aware by now, the next biennial Convention will be held in Christchurch on 10th, 11th and 12th of April 2009. Coincidentally 2009 also marks the 80th year of the Christchurch Meccano Club which makes it the oldest continuously running Meccano Club in the world. Make a note of the dates in your diary and be there! Two of the willing volunteers who will be organising the convention, and who you may not know, introduce themselves below.

Meet Charles Steadman

My Meccano history began at the age of about nine, with a second-hand collection of red and green parts, somewhere around a No 8 Set and a bit. I could make a small number of the Outfit 9 models, but had no circular parts and many of the parts were in very poor condition, so it was quite a disappointing start. I had an old typewriter and taught myself to type while producing lists of parts and shortages. At the time, I used to walk to school past Frizinghall Model Railways, our local Meccano shop, and was annoyed to see that only parts in the new blue, yellow, and zinc colour scheme were for sale. I could normally afford only one part each week or two, but adding a blue 2" pulley just made the whole thing look silly. My 'best friend' had mostly blue/gold Meccano, so we couldn't sensibly trade parts either.



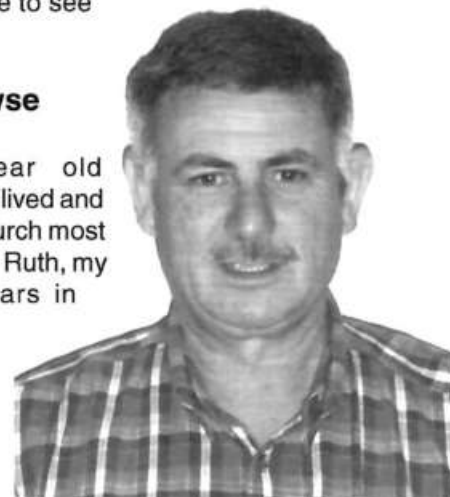
In 1978 the launch of L*** Technic (and, more to the point, a complete set of pristine parts including differentials) put an end to my Meccano habit, until it resurfaced recently. I stumbled across a copy of Standard Mechanisms on the Internet and read it, remembering it almost word-for-word from aged 10. I have a young son and decided that there was nowadays very little to compare with this type of educational toy, so I'd better get some in. So I began to buy good condition second-hand Meccano from the UK and I shipped it (surface) to New Zealand. The more I got, the more interested in other parts I became. One day, I received

a large collection which included about eight perfect condition 1950s boxes, which I immediately put up on TradeMe. What use were boxes to me? I sold them for an unexpectedly high price to a certain Mike Howse, and although I regret having sold them, I now consider the meeting to have made it more than worthwhile.

Mike introduced me to the "dark side", and I now have feet firmly in both camps. I love to collect interesting outfits, particularly from the late 20s (my favourite colour scheme) and early 50s, as well as representative other ones. Clearly, I seem to have retained my boyhood hatred of the blue/yellow/zinc colour scheme. But I busily restore parts and build models too. My current 'hobby' is the www.nzmeccano.com site, incorporating models, boxed outfits, restoration, and the history of every Meccano part. I was recently elected President of the Christchurch Meccano Club, and so the next job is to organise the New Zealand Convention for Easter 2009. I hope to see you all there!

Meet Mike Howse

I am a 56 year old Cantabrian, having lived and worked in Christchurch most of my life. I live with Ruth, my partner of 20 years in South New Brighton near the beach. We have 3 children between us and 6 grandchildren.



I have worked for Air New Zealand in Christchurch for 15 years, mostly in the Flight Operations area, however, more recently in the First Class Lounge and Koru Club.

I have been a member of the Christchurch Meccano Club for approx 2 years after returning to the hobby approx 4 years ago. Like a lot of us, I had Meccano sets as I grew up, however, as a teenager, other interests took a young lad's interest, cars work, women....etc.

My particular interest in Meccano is in collecting unopened or mint condition Sets and Outfits from 1901 through to 1970, or, as some insiders call it, "the dark side" of the hobby.

My intention is to display a selection of my collection at the Christchurch Convention 2009.



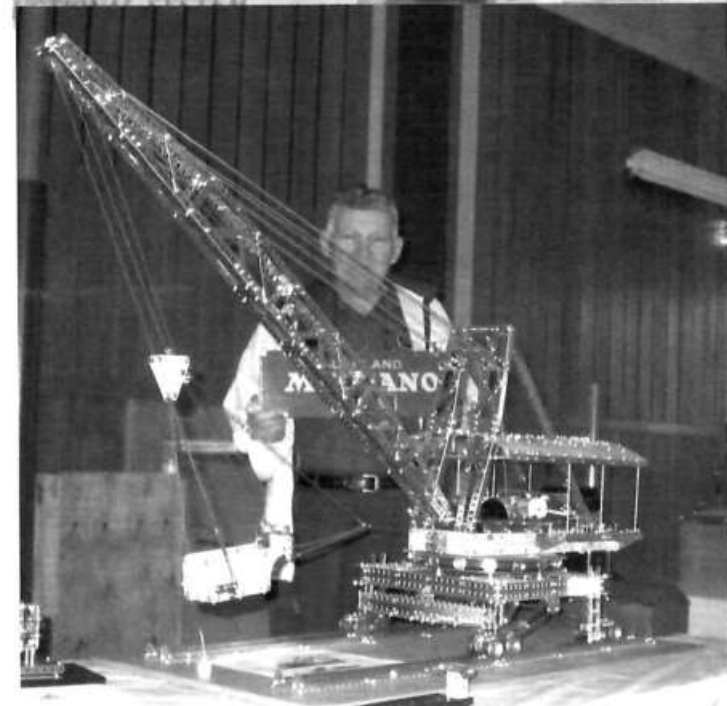
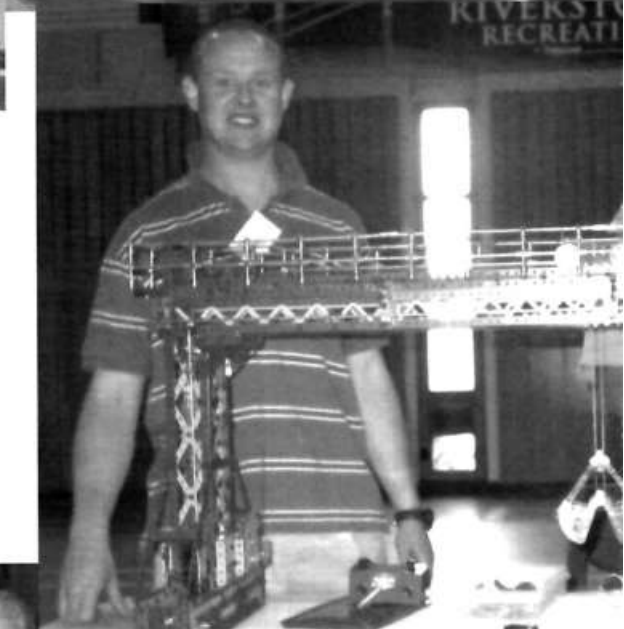
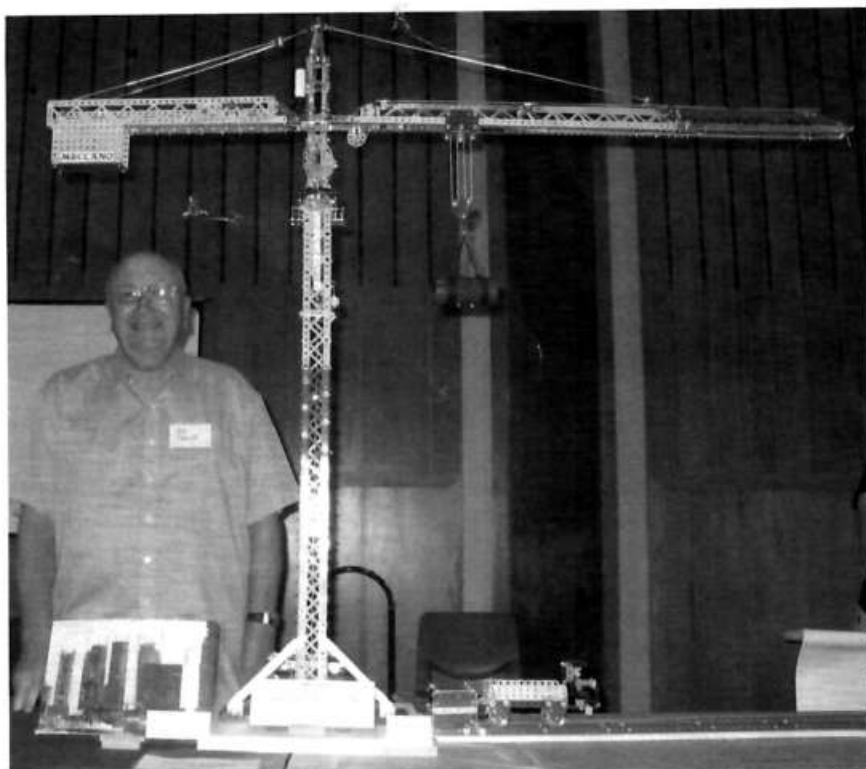
What Our Readers Think

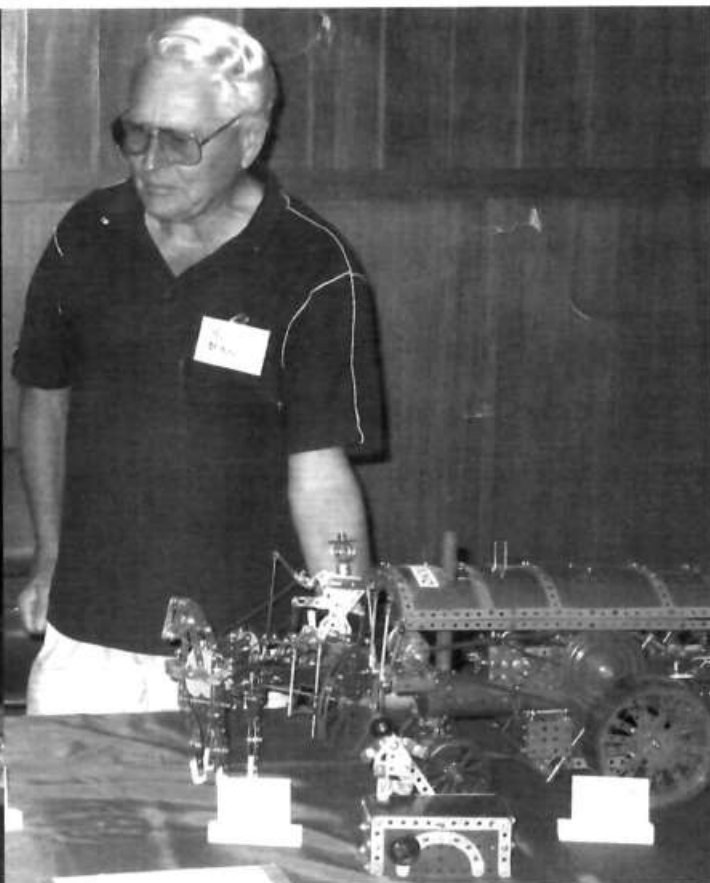
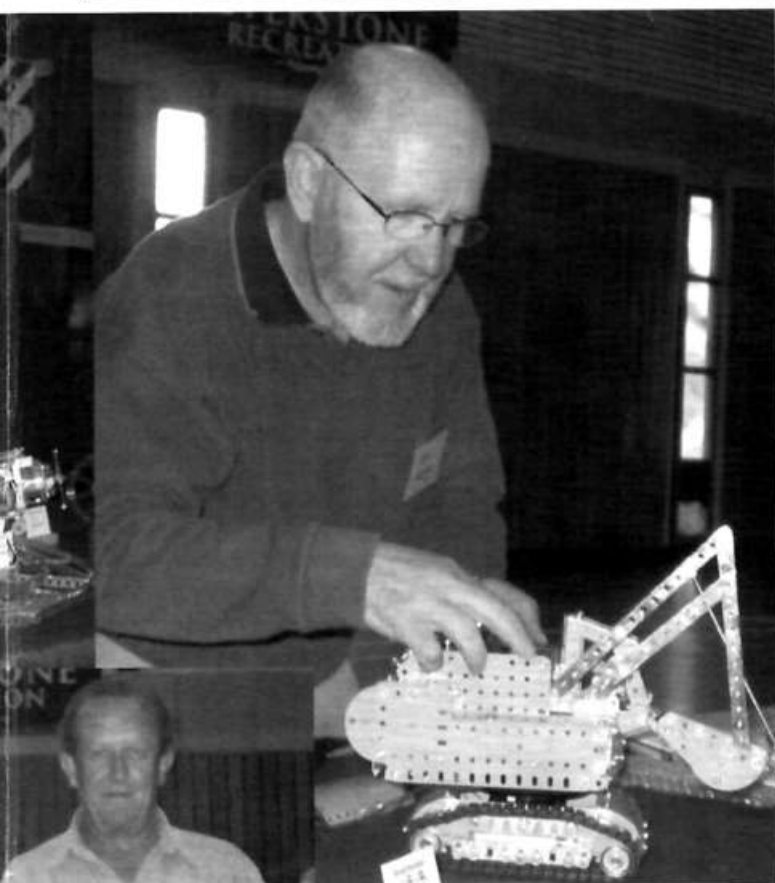


Arup Dasgupta, Ahmedabad, India writes:

I enjoyed the Feb and April issues. I wonder why the Editor is so harsh on Michael Denny? I also succumbed to the lure of CQ recently so I had some of the copies reviewed and I thought Michael was a welcome light interlude between the heavy stuff like the Ravigneaux transmission and Pipe layers. I also liked the editorial on 'stickability'. I am right

now 'stuck' on my Fairy Queen model on O gauge as I am experiencing a bit of a 'builders block'! I tried to relieve the tension by building a model from the Super Construction Set but to no avail. I think it is because of the rather hot summer (42° C in the shade) which makes playing with bits of metal rather uncomfortable. Looking forward to another year of NZFMM issues



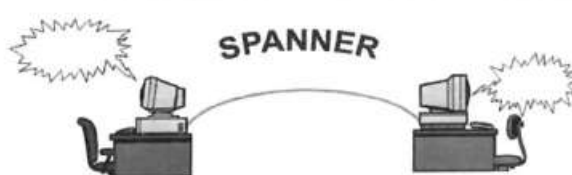


Convention 2007 - Exhibitors and their models.

Clockwise from top left:- Bob Prescott and his tower crane, John Freer with a couple of his models, Mike Maloney with his digger, Barry McKey with his horse and cart and a road locomotive, Tom Pittams with a Meccanograph and galloping horse, Robin Rye with the world's smallest ball roller, Nancy Jones, Les Megget, David Wall hiding behind his crane, Lou Nichols with several models. In the centre, Tim and Simon Moody who organised the convention (*photos Bruce Neilson*).



the use of Spanner emails is acknowledged



comments will be appreciated, certainly enjoyed. (Judd. Millner).

MotorVator upgrade

Meccanisms have released Version 3 of the MeccCompiler. This includes a number of new instructions: - Timer events, Stepper Motor Instructions, Real time breakpointing with the Debug instruction, Transmit and Receive through the serial port, SetMotor and StopMotor with variables; and we have made the MotorVator run faster so that the GetClock routine now runs at 1024hz rather than 111hz. The input ports are now sampled faster too.

Full details can be found under Products>MeccCode on the www.meccanisms.com website, at <http://www.meccanisms.com/modules/tinycontent/index.php?id=4>.

You don't have to upgrade the existing Version 2 AWOS and 1.31 Compiler works just fine.

If you wish to use Version 3 of MeccCompiler, you will need to get your MotorVators internal operating system (AWOS) upgraded, through your Meccanisms Agent: either MeccParts.com in New Zealand or Michael Threlfall in the UK.. (Andrew Wells, Meccanisms Limited).

Meccano Ltd Work practices

Back in the 1970's I took a party from the Holy Trinity Meccano Club on a visit to Binns Road. I found the factory to be really antiquated with machines being driven from overhead line shafts. The Trade Unions had a stranglehold and resisted every attempt to improve production methods. Painting was done by women placing parts on a conveyor which went through a spray, another team of women stood at the other end and turned the parts over and sent them back to paint the other side. The irony was that stood against a wall was a complete automated spray plant all covered in plastic sheeting which the workers refused to use because it would have used less people. In the packing department, women counted out nuts and bolts by hand for the sets, when I suggested to our guide that they should invest in some proportional weighing machines, he was shocked and said that if the workers heard that they would be out on strike! Making a coupling involved drilling the cross holes on a pillar drill and then passing to another machine for tapping. It was all so sad, given modern production methods or possibly subcontracting out, Meccano may still have been being made in Liverpool today. (Tony H)

Paint Thinners

I always keep a gallon of the cheapest commercial cellulose thinners around for cleaning purposes - from your local car accessory place. It is important to use something that evaporates and leaves things dry to the touch rather than 'greasy' like paraffin does. It's also ideal for cleaning up old Dealers Model zinc parts, with fine wire wool - shifts the old tobacco stains nicely. (??)

Motor Attachments

Does anyone have ideas for attaching non-Meccano electric motors to their models? I thinking of experimenting with Terry clips (these are horseshoe shaped clips with a hole in the base) and using a drive band for the initial drive. Any

A couple of points to bear in mind. Rob is using what looks like a version of the Mabuchi RS - 550 frame size motor or one of its Chinese copies. This is an excellent modern DC canister motor and pops up in all sorts of guises and voltages and, with the Internet available, all you need to do is punch in the motor type reference into Google and the chances are you'll find the Mabuchi web site with all the info you need.

Most of this type have a couple of metric tapped mounting holes on the front of the canister - I think 3 mm ISO on either 25 mm or 1" pcd, which makes them easy to mount. The only thing you need to watch is that they can rev at very high rpm - up to 18000 or more - so, unless you run it at a low speed setting, noise from Meccano gears will drive you crazy! A tacky band drive is quieter and absorbs shock of the output is stalled suddenly. It might also be useful to bear in mind that some versions will take a very high stall current - almost a dead short - quite capable of melting wire insulation, if powered from rechargeables! (Geoff Brown at Lincoln).

I had some excellent aluminium front plate adapters for these motors and I can attach that to just about any flat plate, with the shaft sticking through a normal Meccano hole. The front plates are just circular aluminium pieces, with 3mm holes countersunk for the motor mounting screws, $\frac{5}{32}$ BSW threads in a four hole pattern for the mount to the flat plate, and a centre hole to clear the end of the motor. Thickness about 5mm.

They run quietly and well while driven by my old train transformers that give excellent square wave pulse power. Runs at just about any speed I want that way, but can draw more power than my HO ones can handle, but just flips the overload breaker when that happens. I really need to get the larger gauge train transformers, but happen to have the HO ones that do work well, albeit I'm sure I can't get all the power that these motors could supply from the set up.

With the pulse power type, it gives excellent control over speed and you can make them turn at just a crawl if needed, as long the friction of the drive train is not too much too just hold it in place because of backlash in the gears. (Orion, USA).

It might be worth keeping your eyes open for Chinese power screwdrivers for £2.50 a pop. And complete with charger at that! An absolute steal! In these weapons you find a Chinese copy of a Mabuchi canister motor, something like an RS 550 frame size, with a lovely epicyclic gearbox much, much sturdier than the power drive one in the current Meccano one. All you have to do is mount it - easy enough - and adapt the $\frac{1}{4}$ " hexagon socket output to suit what drive you need. The batteries are there in the handle, ready to be winkled out en bloc and built into your model and if you don't use the existing switch the only caution would be to use a switch that has adequately rated contacts and good thick cabling.

In fact, many of these modern rechargeable power tools offer canister motor possibilities with batteries and charger thrown in and often have a couple of tapped holes in the front end of the canister that will do fine for attachment to a Meccano perforated plate. (*Geoff at Lincoln*).

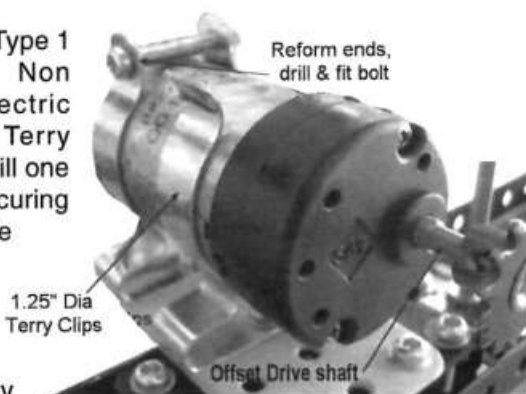
Silicon Glue - If you're looking at can or flat-can motors, some of the model rail guys use silicon caulking adhesive and run the motors through universal or c.v. joints. I assume the silicon can be peeled off when you dismantle the model.. But try it on a small area first!! (*Doug Harris, NZ*).

How does the silicon work - do they encase the motor and base plate with it? (*Judd Millner*)

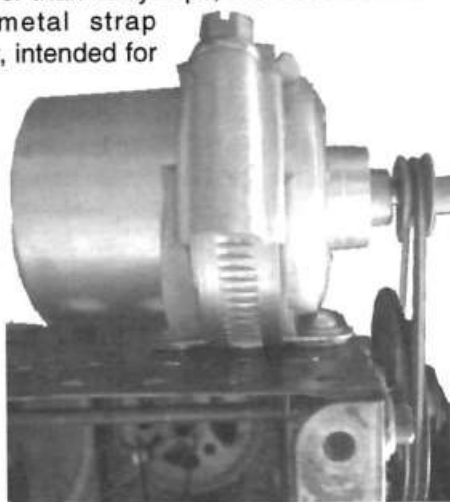
Yep. Just enough to hold it in place - usually with some sort of saddle or clamping system although with plastic saddles, you probably wouldn't need the silicon - just make sure you don't deform the motor shell - could jam the armature, or stuff something. (*Doug Harris*).

Terry Clips - Type 1

Fixing of Non Meccano electric motor using Terry clips, note I drill one clip to take securing bolt this enable this type of motor (Drive shaft off centre) to be rotated and any slack in the chain to be adjusted. (*Mike Fallows, UK*).

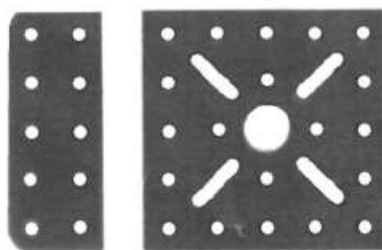
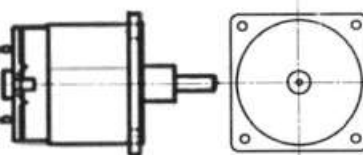


Jubilee Clips - Rather than Terry clips, I've used Jubilee clips (a flexible metal strap tightened by a screw, intended for clamping rubber hose). You can get them in many sizes. My Jubilee clips were manufactured by Terry, just to confuse things!). A few turns of PVC tape, foam or some rubber bands around the motor casing will help give a secure grip, so you don't need to over-tighten and risk damage. Under the strap, you can sandwich almost any Meccano strip or brackets to suit your particular application. Unless your motor is particularly long, one Jubilee clip is usually sufficient to grip the motor safely. (*Chris Shute, UK*).



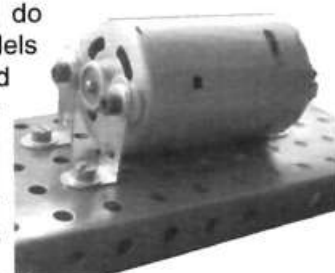
Max Chain RPM - What's the maximum rpm that can be used with a chain drive? (*Judd Millner*).

Wind it up until it looks (and sounds) dangerous - then back off a bit. (*Doug Harris*).



flanged plates. (*Edmundo Veiga, Brazil*).

Here a few examples as I do attach the motors on the models I made. In picture motor1 and motor2 you can see the parts I have used namely P/N 12 and P/N 812b. In Motor3 I have pinched the motor between Flat plates. (*Rob Beijersbergen, Netherlands*).



The Allen bolts (M3 ?) and paint work are also nice. How did you fix the 4 mm adaptor sleeve on the output shaft? Is it bronze or steel? (*Roelf Valkema, Netherlands*).

Yes, the Allen bolts are M3 and about the output shaft, I have use in the past steel tube but later I have use brass tube with a inward diameter of 3,2mm that I have tap carefully with a hammer onto the shaft. (*Rob Beijersbergen, Netherlands*).

Pipe saddle - You could try pipe saddles. Local names may vary - they are also used by electricians for securing conduits. This is a larger galvanised one for 50mm o.d. pipe - it's the only one I have in my workshop at the moment - but smaller sizes should be available in plastic (which wouldn't interfere with the magnet in your motor, as galvanised steel surely would), from hardware stores, and plumbers and electricians merchants. (*Doug Harris*)



Plastic Cable ties - Another method I have used is a couple of plastic cable ties. It's particularly effective if you use two angle girders to make a U shaped structure to clamp the motor over. No tendency to slip sideways, even under heavy load. (*Tim Robinson, California*).

Various - Attached are a few motor mounting ideas I've collected and/or thought up over the years. I think the second last idea (bottom left) solves numerous traditional problems, requires no part mods and works great. I don't normally go above a "Mabuchi" or radio controlled sized motor if I'm using a custom motor in a model. Not yet anyway. (*Anthony Els, South Africa*).

QUOTATION: I am an old man and have known a great many troubles, but most of them never happened. (Mark Twain).

HOW DO WE DO IT? Ian Stuart in Washington State, USA, sent us his sub. and said "I have been away from home here for the past nine months. What a pile of mail and magazines I've come home to! I have briefed the Meccano magazines and they are as enlightening as ever. How do you guys think out and assemble all those great models!?"

WHY IS THIS GRB SO VALUABLE?

William Irwin explains :-

"This is the very same 1937 red/green boxed mint GRB that formed part of the W.R. Inglis collection that was shipped from Australia to USA in 1980. In May, 1981 I visited Bob Bowley in Des Moines, Iowa, especially to view the Inglis collection stored in his basement. I remember holding this GRB and drooling over it but could not buy it as it was going to be auctioned off in a postal auction with a lot of other special stuff and models. It was the first time I had ever seen a GRB with red races and green teeth, with green flanged ring and strip. It is listed in Don Blakeborough's EMP as DMS 1654, introduced in 1933. I can vouch for the 1937 colours although they changed to red/gold in 1934 and blue/gold in 1935. Probably the red/green was retained for the export market until it became obsolete in 1940. Now, the price. When auctioned by Bob Bowley in 1981 it fetched \$US330. Bear in mind it is mint and boxed and has provenance. Also the GRB was never included in sets and was probably a slow seller due to its high relative cost. Another repainted GRB in the same auction fetched \$US180. I think inflation has taken its toll over the intervening 20 odd years and probably \$US800 to \$US1000 could be expected for this item nowadays.

THE LAST SET 9: One of the interesting reasons put forward for the eventual demise in 1970 of the Set 9, and the duplicitous upgrading of the smaller sets was that the lady who packed the 9's retired. It was well known that she was proud of her No 9 sets and always picked the best parts for them. (*Thanks to James Bennett for this item*).

ARTIFICIAL LEG: Somewhere in the U.K. there is a tortoise which has lost a leg and has been fitted with a Meccano back leg. (1" pulley and tyre) so that it can move about. Dick Watson on Spanner says it has been shown on BBC television recently.

BUZ AND EZY BILT: Tony Press says on Spanner that both these companies were bought out by Triang in the latter stages of their manufacturing lives.

SILLY PRICE? Charles Steadman noticed this advert, in a local newspaper:

"For Sale: 1930's Meccano 'L' Set in green box. Believed to be mostly complete. No instructions. Condition not too bad for age but some plates a bit bent. One cabinet hinge needs mending. This belonged to my Dad who has just



died. There's tons of stuff here, so would like \$200, ono."

It was quickly sold. To some lucky Meccanoman?

GOOD PUBLICITY for the Telford & Ironbridge Meccano Society.

From the London "Daily Telegraph" of 22/4/07: "Those who tinkered with bits of Meccano can rekindle their interest at Meccanuity, a show of working Meccano models built by enthusiasts from all over the country. It will be held at Ironbridge Gorge near Telford in Shropshire.

The event promises a glimpse into the world of modellers whose creation will fill a vast space at Enginuity, a design and technology museum within the Ironbridge complex. The models reflect the changing face of Meccano building, ranging from spindly 8ft. working cranes and locomotives built with pre-1950's parts to technically advanced robots and remote controlled vehicles."

FAIR ON TV NEWS: On 29th April, a TV3 News item about the Toy Wholesalers Fair in Hamilton gave a ten second plug for Rainbacryl, showing the Vintage 30's Set and a Tuning car with lights and music. Rainbacryl is the N.Z. wholesaler for Nikko Meccano. (*Thanks to Rick Vine for this item*).

BETTER PACKAGING: A fault in Nikko Meccano's packaging of its smallest sets has been the necessity to practically pull the box to pieces to get at the contents. This has been remedied in a 3501 Set I was given. There is a zip type opener down one side of the box which, once pulled open, leaves a tidy, top opening storage box. (L.S.).

VOTING AT CONVENTIONS: I think the voting choice is still too large. Members' voting at Conventions should be restricted to a choice from five models and public voting to a choice from three. Once you have picked the best three, in your opinion, the other seven is a lottery. This is my personal opinion but I would like to see it debated before 2009. (L.S.).

NIKKO KING GIDRA:

From Geoff Brown on Spanner:—

"I, with others, recently had a session with Nikko's UK Marketing Director. Among other things we asked her whether the King Gidra set would be available elsewhere in the world. She advised it is unlikely. She thinks this character is associated with Japanese folk lore and does not cross national boundaries. i.e. it would mean absolutely nothing to Western youth. She also pointed out that the use of the character is franchised by its owners to Nikko, just in the same way that Disney control Pooh Bear, etc. The owners of the franchise control where the toy shall be marked, not Nikko".

Dave Denner wrote about King Gidra in our last issue, saying his model has attracted a lot of attention at Exhibitions. The price is approximately \$A270, but it is available only in Japan.

MWWT MECCANO CLUB

**Meeting
12 May 2007**

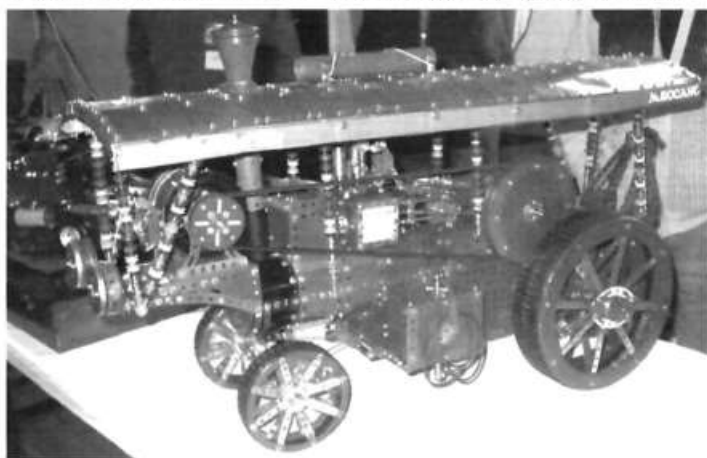
The antique show and tell was in reverse for this meeting as the requested items were sets after the

year 2000 and produced the Red Arrows, Tuning radio Control, Speedway, and other modern sets.

The requested model for the month as your Convention 007 model for a closer look

Daryl Anderson brought along a small systems set containing only three types of part.

Don Blakeborough had his large detailed red and green Showman Traction Engine 'Pride of the City' going through



it's paces. In contrast to a 20th century model, his R/C (Radio Control) Truck came from the 21st century. To round out the time span of Meccano has, Don had a 1924 'Steel Builder' set from the USA, and a 1946 Australian 'Bettafit' set on display.

Bruce Geange (although absent) had sent the following models to the meeting: Two Fordson Tractors driven by Magic Motors and with working steering. Also on display a R/C freelance Truck with a Bulldozer in the tray.

David Glenday started in literary style displaying Catherine Chidye novel which has Meccano on the dust cover and "The Toy Maker" book. His models were a Truck in renovated red/green and a nickel/blue Mobile Crane powered by a magic motor.

John Hansen had his Convention models up and running i.e. a chute fed fairground model with number scoring and a model demonstrating the movement of still photographs into a crude movie. John also had a miniature Coal Train based on a Keith Cameron design.

Graham Hawtree had a Meccano Jigsaw maker and a Dutch set "Mabaco" for building model buildings.

John Ince continued his line of innovative Meccanographs with a demonstration of a manually operated ratchet mechanism which alters the drawing table and resulting design. There was also the mechanism to emulate the pitch

and yaw of a ship.

Paulette Morton had an example of a new type of 240 volt electric cable with a plug set at three metre intervals.

Bruce Neilson had used a lot of Meccano Junior to build a large mobile Truck Crane complete with outriggers, mudguards and warning light.

Lou Nichols had used two of the recent new sets to model a Spitfire and Crazy Inventors Clock and pointed out the new parts.

Tom Pittams also had new Meccano sets with a Helicopter and Motor Car.

Bob Prescott had taken a CQ article and produced a R/C Land Rover with two motors, one for the steering and one for the drive and differential. To get the model to move, the weight has to be minimised.

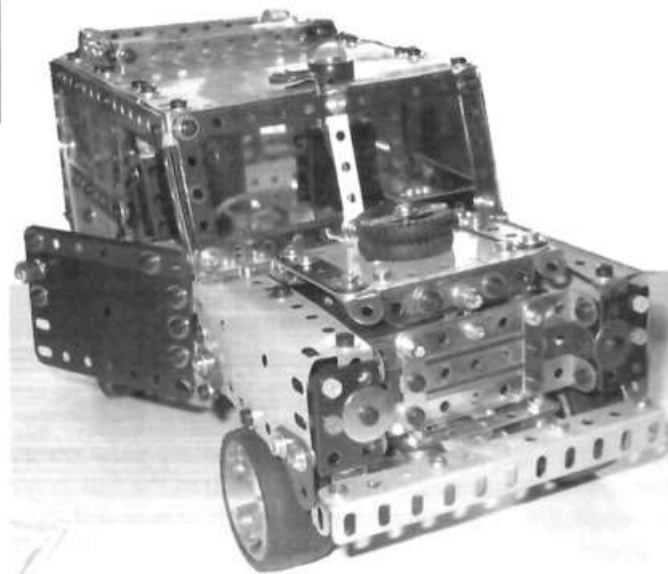
Hugh Ramage produced a Set 6 1960s Jeep.

Chris Rickards showed the start of a computer controlled designing machine.

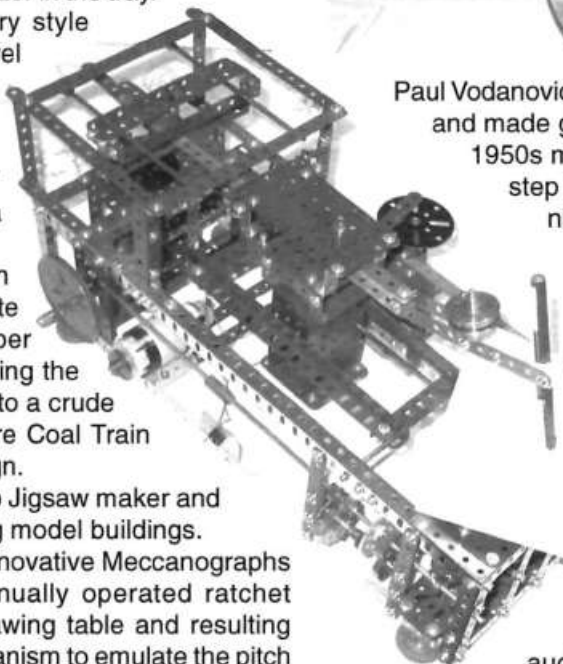
Robin Rye had his Ball Rolling Machine driven by a crank handle and a collection of early Meccano sets in original condition.

Lloyd Spackman had a modern Motor Bike set which contains some new parts.

Alistair Tong commented on a Speed Play model and questions on downloading programs from the Internet.



Paul Vodanovich is a true blue red and green modeller and made good use of a Magic motor to power a 1950s model Set 6 Paddle Steamer. A further step back in time was a Lifting Bridge in nickel.



Peter Winter had brought along a book "The Book of Experiments" from 1959 which had given him a lot of lots of guidance as a teenager.

Francis Wilson showed a couple of recent acquisitions being a Racer II Hornby speed boat and a 240 volt electric motor from a dealer's Ferris Wheel model.

The meeting concluded with an auction and supper.

The International Meccanoman No 51 May 2007

by Bruce Neilson

Front cover – Phillip Edwards, USA, takes pride of place with his radio controlled Rickshaw & Rider which won the Michael Adler Founder's prize for 2007.

Adrian Williams is looking for a new ISM President and Secretary, the 2008 Michael Adler prize rules have been slightly altered and the AGM is Sunday 1 September 2007. The accounts for the y/e 31 December 2006 show the ISM to be in failing financial health with only a large anonymous donation of £1642 turning what would have been a loss of £800 into a Excess of Income of £836.

Obituaries for Dave Feinstein (South Africa) and John Linder (UK) are recorded.

Colin Cohen's Axle Rod Sorting Machine and latest Meccanograph are featured by William Irwin (NZ) on page 8 and Les Megget, also of NZ, has his Grover Crane photograph on page 9.

If you are having trouble putting part numbers to recent tyres, there is a very nice drawing (I nearly said photograph) by Anthony Els (RSA)

Phillip Webb has fifteen illustrated ideas ranging from "How to stop the ropes coming off your Pulley Blocks" to "Slip Ring for a 2" bearing".

This article sets out some of the earlier attempts of making flexible track.

The three models considered by the jury of the Michael Adler Founders Prize 2007 were a Caterpillar 583 Tracked Pipe Layer by Guy Kind, Industrial Robot Welder (described on page 18) by Dave Harvey and a radio controlled Rickshaw & Rider by Phil Edwards. Their thoughts are set out in this article. The models are photographed in colour on pages 16 and 17. The amended rules for 2008 are on page 19.

Miniature Meccano Model Mechanicals (MMMM) must fit in one human hand. Illustrated are Reduction Trains of 1:100, 1:1,000, 1:1,000,000 and 1:100,000,000.

Pages 23 and 24 have MMM Models ranging from GRB to Camera.

We have 'Idol' shows on TV but Meccano has 'Idle' gears. The question has arisen as to 'If an offset idler gear is required, then which side of the mating pair should it be located?' The question is quite important as it means the difference between jamming and running freely. The answer (with scientific explanation) is on page 25.

For the electronic minded, there is an electronic-magnetic motor disguised as the cylinders of a twin cylinder Steam Engine.

Dave Taylor went to the UK Toy Fair on page 28, Graham Jost tells about himself on Page 29, When crane makers Stothert and Pitt wanted a model crane built they turned to Meccano (page 30) and no room to move at the 2007 UK Model Engineers Exhibition. Page 32 is wasted with an attempt at strangled humour.

MWT Meeting and Fellowship at Daryl Anderson's Place in Hawera 9 June 2007

A good gathering of MWT members turned up for a very informal get-together on Saturday June 9th. The pictures probably tell the story better than words so here are some of the things our candid cameraman snapped.



Alistair Tong with his Iroquois helicopter set.



Robin Rye making some movement towards completing his first giant(?) blocksetter.



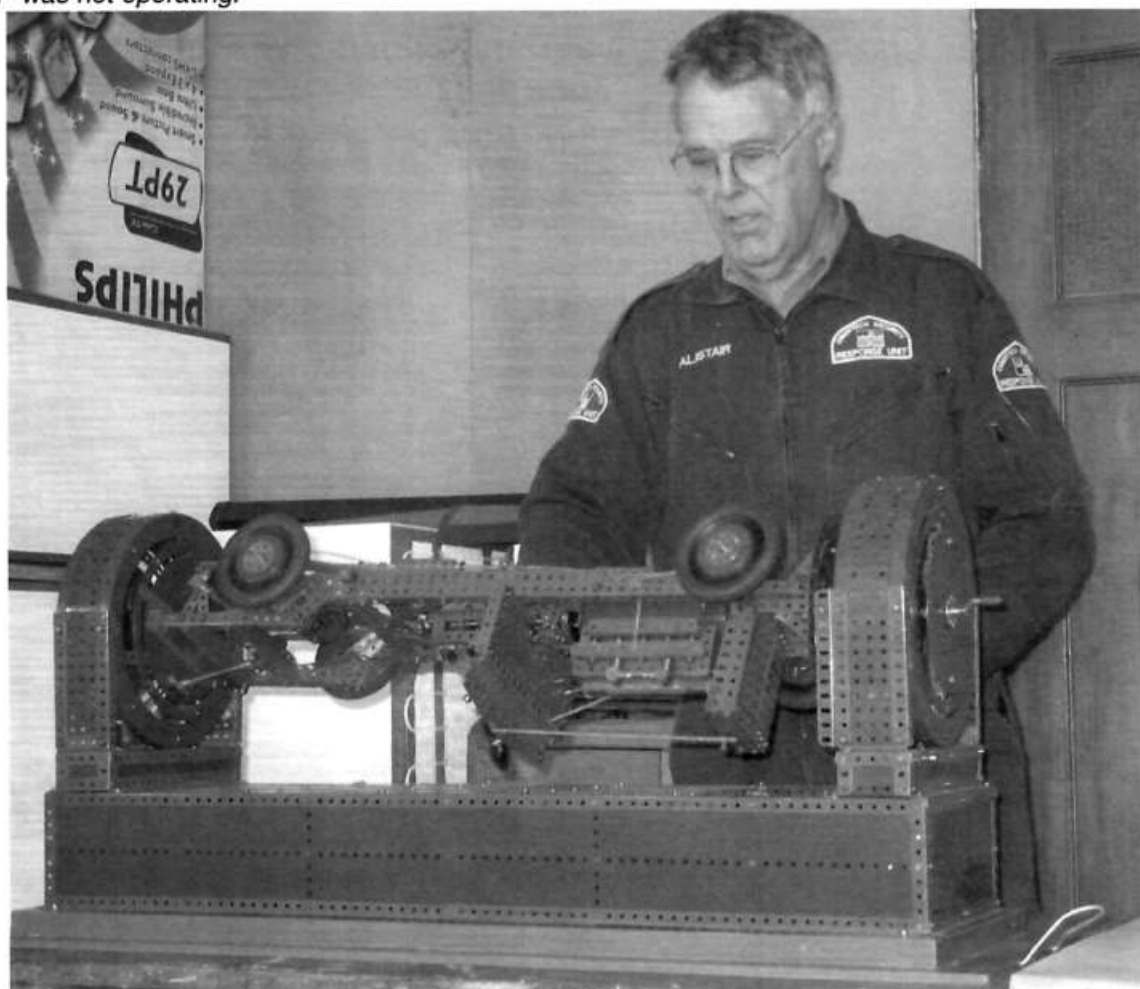
Bruce Neilson trying again (!!!) to explain why his "John the Jackhammer" was not operating.



John Freer deep into the entrails of his White half track. Details on removing the rear wheel assembly will be in the August issue.



Bob Prescott is definitely a Constructor Quarterly and Bernard Perier fan.



Alistair Tong has a moment of triumph. This motor chassis model was displayed by a Hawera Meccano dealer and remembered by Alistair from his boyhood. It is now rediscovered and in the process of restoration. See the April 2007 issue and the editorial in this issue.



MAY, 2007, MEETING

This was more or less a "washing up" meeting following the Convention. We had an excellent attendance of 19 persons including 3 young folk. It is a pity there were not more

models on display for them to admire.

Lou Nichols showed us his Spitfire model with the roundels

made by sticking them to cut out pieces of magnetic tape. An excellent idea. Lou also showed his Crazy Inventors Clock model. Lloyd Spackman had built a small mountain bike from Set 3501. It is very realistic. Stan Baker displayed his Ashok parts, and there was an anonymous tip truck built on a Nikko chassis.

Simon Moody accumulated a long list of suggestions to be conveyed to Christchurch Meccano Club for the 2009 Convention.

We also held the AGM. Campbell Morrison became the new President while Lou Nichols was re-elected Treasurer and Lloyd Spackman Scribe.

Our next three meetings will be on the first Friday in June, August and October.

Reminders

March Madness 14-16 March 2008

Have you booked your accommodation or are you going to sleep in the snow?? See April 2007 issue for details.

Have you started your Ball Rolling model? Read the criteria in this issue. Good cash prizes to be won.

Have you started a / any / that / some / model to bring?

Have you considered doing a 5 – 10 – 15 – 20 – 25 – 30 minute workshop on Sunday morning? Is there a subject you are good at that would help other Meccanomen? Peter Hancock has offered the use his sound system (everybody will be able to hear you), projectors, computer, etc so if you are into PowerPoint presentations (or need help) all the gear will be available. Already pencilled in is Bruce Geange with "Magic Motor Modelling", Bruce Neilson with "Roller Bearings", and John Hansen with "Internet Trading Tricks"

Send details of your session to Simon Moody at <moody@s@ihug.co.nz> to help get Sunday morning organised

Have you promised your better half, a weekend of passion. food, passion, wine, passion, strolls on the beach, passion, shopping, passion and if there is any time/energy left over, some quality time together??

Get real !!, this is a Meccano weekend !! ☺



March Madness 2008 - 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 attendees personally present at the Madness with a fully assembled and operating model.

2. The model must be made only of Meccano or Meccano replicas, coloured in Meccano factory (Binns Road or Calais) colours, and must be driven by at least one motor of any origin. Motors may have built-in gearboxes. Any type of washer is acceptable.

3 The model must have rolling ball(s) somewhere in the model. There are no restrictions on the type of balls or model.

4. The judges will award points as follows:-

4.1 Up to 50 points for ingenuity in building the rolling ball(s) mechanism. (The power of creative imagination).

4.2 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.

It is that time of year again to stoke up your fire ready for the cold winter ahead. Only six months to Christmas and those wonderful Meccano Christmas gifts. Let's see what we have to offer this month.

- A lovely number 5 Meccano set from 1978. Set in excellent condition and probably never used and still has original stickers. Box in great condition as well, includes manual for one, four and five. Set is complete. Nice example. NZ\$180.
- 1930 Meccano catalogue (American) and letter. This catalogue folds out to measure 24 inches by 18 inches. This is quite different because it shows their line of building blocks?, sets and other goodies. Catalogue is worn but intact. Also a letter from Meccano America about joining the Meccano Engineers Club. Interesting item which brought NZ\$150.
- Meccano Electron No.2 set. Looks mostly complete and box in good nick. Comes with correct manual. Sold well at NZ\$1100.
- Meccano Electron No.1 set. From the same seller as No.2. Looks to be complete, only problem is the cork for the iron filings needs repair. Correct Manual – nice item. NZ\$550.
- 1950's Mid Red and Green No.7 Set. Really nice set, dates around 1952 (Round holes) and parts look great. Two manuals, No.6 and a No.7 & 8 which also look in great order. A bit of Trix mixed up with it and I also see a No.1 Aero tin. A good buy at NZ\$420 and purchased by a well known collector.
- 1931 Meccano instruction manual for sets 5 to 7. Top of the range for it's time. Great condition. NZ\$140.
- Set of 1932 Meccano Magazines. All 12 issues in nice condition for age – NZ\$90, about \$8 per issue plus postage.
- Early 1900s Marklin Central Railway Station. Amazing hand built railway station produced by Marklin in Germany at the beginning of the 20th century. The top part of the station had been repainted which has been very carefully removed to reveal original paint underneath. A few areas retouched but seller states is about 90% original. The base has been repainted. It's dimensions are 27 by 13cm and about 24cm high. A rare item and fetched NZ\$1300.
- Meccano Connecting outfit 4 – H. This outfit connects the No.4 set of 1930s to the No. H set of the same era. At one stage in the 1930s Meccano had numbered and alphabetical sets and you could buy connecting outfits. These are now rare and this set is not in any great shape but most of it is there. Box is mostly poor but middle tray is present, lid poor and bottom wooden tray is fair. Parts are a mixture of red, blue and green. Still a desirable set to acquire and sold for NZ\$300.
- Dinky Builders Outfits 1 and 1A. Complete and unused. From the 1950-60s – Never been used- comes with original instructions. Very hard to find better NZ\$250.
- Meccano Electronic Control Set of the 1970s. Looks nearly complete, missing screw driver, polystyrene is good, box average and instructions complete. NZ\$110.
- Very Nice Dealers Cabinet. Apparently found in an old toy shop. It looks in great condition. Probably dates around



1950s, six drawers, three handles missing. Back card in great condition. A very nice example but you had to pick it up, still sold for NZ\$1200.

- Designing table. This obsolete Meccano part appears to be in great order complete with original paper cover? Sold well at NZ\$200.
- Nice Lotts Chemistry set. Manufactured by Lotts Bricks Ltd, Watford, UK. Lots of chemicals and looks fairly complete. Sellers state that chemicals had burnt hole in back of the box. Two instruction books and yours for NZ\$45.



- The New Erector Electrical Set. A lovely set around the late 1920s. Comes in a metal case which is in very good condition – maroon in colour. Brass latches - inside the case is also very clean and tidy. Some parts have never been used and looks at least 95% complete. The two instruction manuals are in mint condition. Some of the contents are : three envelopes containing soft iron wire, magnetic needle and iron filings. Also carbon rods, wire, magnet, spanner, screw driver, speaker, lamp fittings etc. Case measures 20 inches long by 12 inches wide by 2 inches deep. This set and the Meccano Electrical set of the same time are similar but different. An interesting study could be had into differences etc. A great set and a great investment. Sold NZ\$1100.

- Meccano 0A set. Early 1960s unused, box nice with guarantee – no manual? NZ\$35.
 - French Electrical Set 1960s lovely set, looks complete, box in average condition. I have always thought that the French set looks "prettier" than the English ones. Good manual but only sold to Europe. NZ\$250.
 - 1929 Vertical Meccano Steam Boiler. Really nice example with box. This very collectible Steam engine is in all original condition and is in great nick. Transfers are very good and also comes with original gearing and vaporising spirit burner. Hard to find better than this. Sold for NZ\$1,500.
 - And to finish with "Marx Honeymoon Express". Vintage all tin Litho wind up. MIB. This is one of the classic tin wind up toy of all time – this one dates from around 1930s. This example is near mint condition – the Litho is bright and shiny and the train works perfectly. You wind up the motor located in the centre building and the train goes around the little circuit. Box is good although shows wear. A truly great toy – put it on your Christmas list. Sold for NZ\$330. Worth every penny.
- Time to go now. Thanks for reading and enjoy your model building and collecting.
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.

11 August Elizabeth and David Wall

Phone (09) 426.1965

10 November Peter and Jan Hancock

Phone (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.

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.

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.

6 July, 3 August, 7 September, 5 October, 2 November, 7 December.

Other Important Dates

14-16 March 2008 - March Madness - Aotearoa Thermal Resort, Tokaanu, Turangi. Email <moodys@ihug.co.nz>.

10-12 April 2009 - Convention, Christchurch.

Additional Meccano Contacts

Hamilton - Don McClelland Ph 07 843 4198.

Hawera - Daryl Anderson Ph 06 278 7666.

Kapiti Coast - Bob Prescott Ph 04 905 2963.

Napier - Trevor Adam Ph 06 843 4837.

Palmerston Nth - Bruce Geange Ph 06 357 0566.

Wanganui - Tom Pittams Ph 06 345 9099.

Internet sites

International Society of Meccanomen (ISM)
<www.internationalmeccanomen.org.uk>.

Meccano Webring <www.meccanoweb.com/meccring>.

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

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

For Sale - Topmaq Tools online

Catalogue available at <www.topmaq.co.nz>

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.

All the genuine Meccano and junior Meccano parts and sets,!!! There is also geared motors, the Meccanisms range and the new Speed Play Range.

News Flash - We go the extra mile at Meccparts and are now providing spare parts from all current Meccano sets by breaking current sets to obtain parts, which will mean that some parts will be in shorter supply than others, but we welcome enquiries should builders have a particular interest in a part. The new parts include the remote control chassis and controllers.

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>.

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

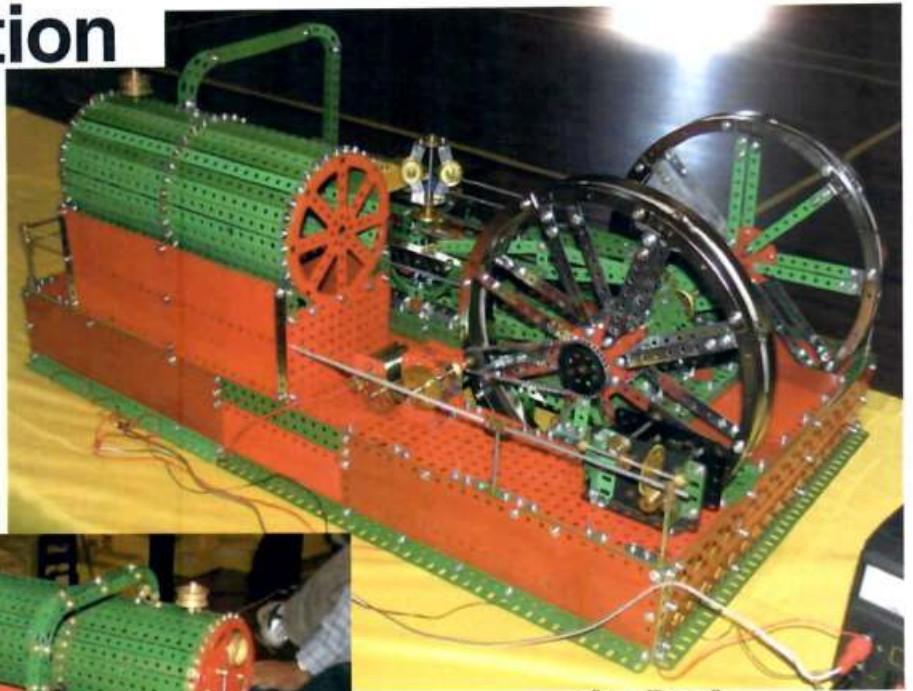
27 pages in .rtf format can be sent by email only on email request to the Editor.



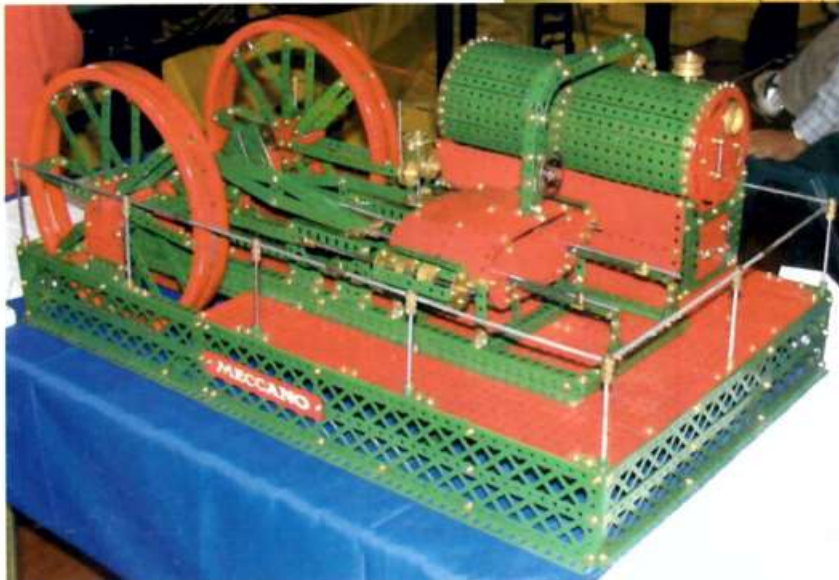
Graham Hawtree can make his own jigsaw puzzles! See page 18

Steam Engines were exhibited at the 2007 Convention

On the right is a picture of Darryl Lundy's model of a twin flywheel horizontal steam engine while just below is Andrew Palmer's model of what looks like an identical steam engine. Simon Moody and Lloyd Spackman also exhibited similar models!



Photos on this page are by Gary Higgins



On the right is the photo of David Wall's fine model of a single cylinder marine steam engine as fitted to the African Queen. Below is John Freer's neat little model of a horizontal steam engine.

