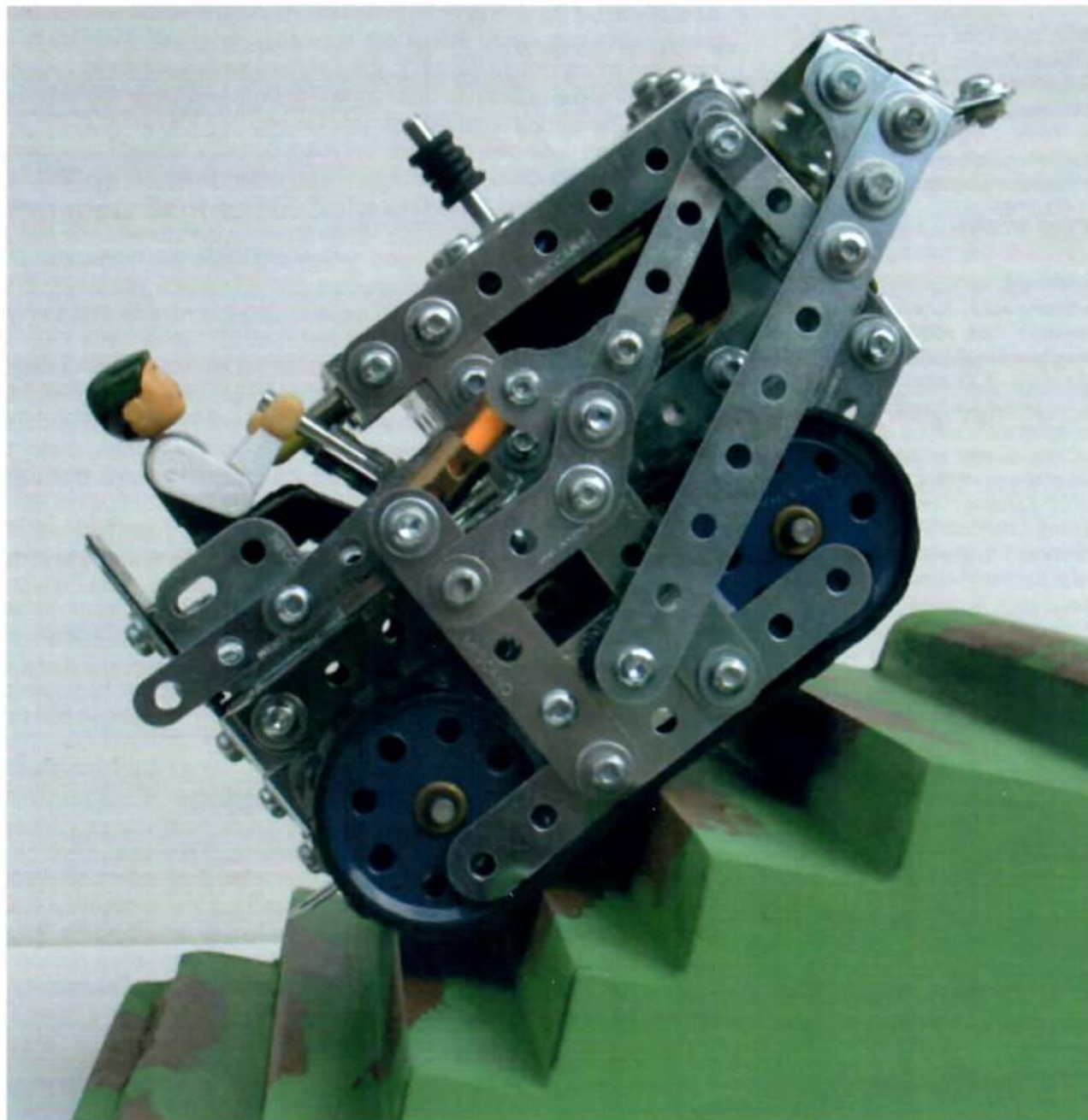




NZFMM MAGAZINE

Volume 31 No 5

October 2007



Readers are probably familiar with seeing some sort of tractor on the cover of the magazine. Someone even suggested to me that we should change the title to the NZTM which translates to "The NZ Tractor Magazine"!

This delightful **MECCANO** crawler tractor is another of Bruce Geange's creations; instructions for building it start on page 4

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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Some Words from the Interim Editor

If you look on my Trade Me profile you will see that my favourite quote is "Life is full of surprises". How apt this seems to be with me writing the editorial for this fine Meccano Magazine.

It was with some dismay and disappointment that I heard that our incumbent editor Bruce Neilson was having medical problems and that he was unable to continue as editor. Bruce has done such a great job in this role and like most of you out there thought he had many years of being the editor bubbling away inside him. Sadly this is not the case. He knows that due to his condition he cannot do the job to the standard he has achieved.

It was with some reluctance that I agreed to be the editor for the remaining issues of the current financial year. My respect and friendship of the work that has been done over the past few years certainly helped in deciding to help out a friend. Bruce will not be very far away giving me guidance and help where needed.

Over the past six years the NZFMM has grown in both quality and stature. This is a great tribute to the team which produces this magazine. They have given the magazine a respected name in the world of Meccano publications and with a circulation close to 200 this reflects that plenty of Meccano enthusiasts agree.

The editorial I believe is a very important part of the magazine - it may be only a column in length but in that column we get the editors personality showing through. Whether it be a social commentary on some important issue or just a general grumble or praise on some Meccano topic, this column has it all. In fact I always read the editorial column first before digesting more meaty subjects in the magazine.

In my short period at this desk I will not be offering you great words of wisdom or very sublime thoughts. I ask you to bear with me if I make mistakes, forget capital letters or full-stops etc - like my oldest daughter (who is learning to drive) I am only a learner.

I trust you enjoy this issue and please read the important notices on page 3. The December issue will feature articles on Plastic Meccano and if you would like to contribute copy and photographs please do.

John Hansen

March Madness 2008

Unfortunately this event has had to be cancelled due to lack of support. Five bookings in over six months does not make a viable event.

Peter Hancock has been in touch with Simon Moody regarding the Turangi get together. Peter and Simon are considering another venue at a similar or later time and at a new place - probably New Plymouth. The wheels are turning to revise this mid term gathering.

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Change of Editor

by Bruce Neilson

Due to a number of minor strokes which have affected my physical and mental abilities, I have to relinquish my position as Editor of NZFMMM. My thanks to those who have contributed to the success of the magazine.

John Hansen will be Editor for the next three issues until February 2008.

Offers to be the new Editor are required by 31 December 2007.

Copy is required urgently

As Bruce Neilson is unable to write articles to fill pages in the magazine, we need YOU to send your text and pictures NOW to ensure sufficient copy is available.

Please send to John Hansen, 131 Camp Road, RD 4, Palmerston North 4474. Ph 06 325 8211. Email jc.hansen@ihug.co.nz

Information Sent to NZ Subscribers by email

by John Ince

Since April 2001 Bruce Neilson has been the NZFMM magazine Editor and I have been the compositor, in other words I deal with the layout and assembly of the material into a printable document.

Unfortunately this cannot continue as Bruce has suffered a number of minor strokes which have affected his physical and mental abilities. For the remaining issues of this year John Hansen has kindly agreed to act as Editor and will work closely with Bruce in doing so. This will carry the magazine through until the current years subscriptions expire ie with the February 2008 issue.

If publication of the NZFMM magazine is to continue two things must happen:

1) A new Editor must be found. I am prepared to continue as compositor and, while someone in the Manawatu/ Wanganui area would be an advantage, with the benefits of email communication that person may be anywhere in New Zealand. The Editor's job is to gather together material for each issue, decide what to publish, write an editorial and pass everything on to the compositor. The magazine issue is then assembled and, after discussion and proof reading, passed on to our Feilding printer. Currently the Editor collects the printed copies, takes them to the place where they are plastic wrapped, prints the address labels,

attaches these and posts. The Editor maintains the NZ and Overseas subscriber lists in consultation with the Treasurer, Lloyd Spackman, and sends out the subscription renewal forms every year.

If the new Editor is not in the Manawatu/ Wanganui area then it will be necessary for someone else to look after the wrapping and posting functions and also maintain the subscriber lists.

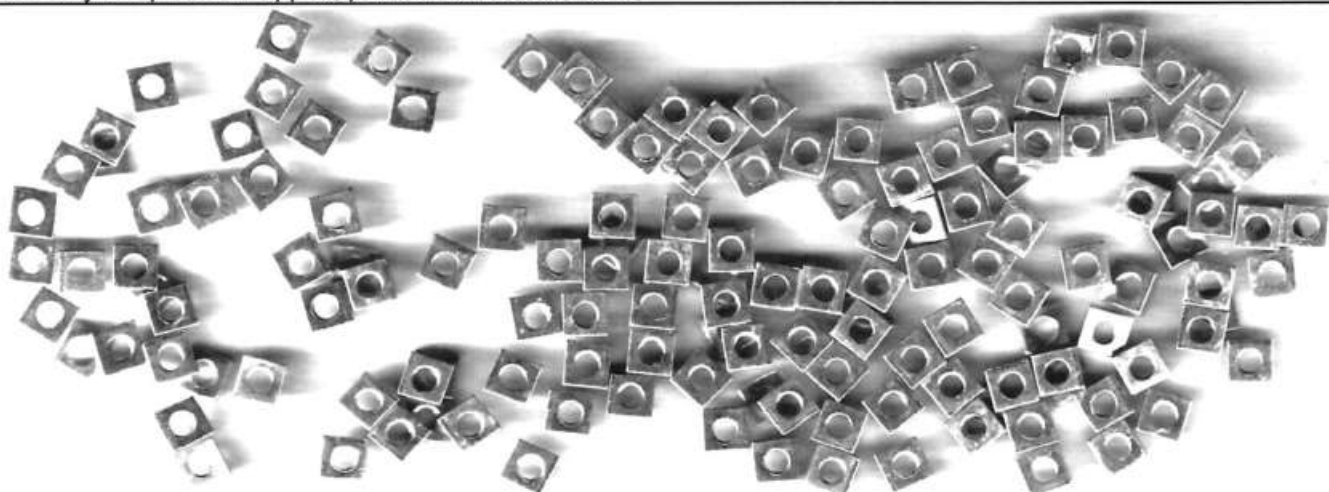
2) Bruce Neilson has made substantial contributions to the magazine in the form of model description write-ups, club meeting reports, Spanner extracts etc. If publication is to continue then other contributors are essential. We need articles from subscribers about building models as well as things of interest to Meccanomen.

The Future - if any!

Should there be no volunteers for the position of Editor and a steady flow of contributions, then the NZFMM magazine may well be discontinued after the February 2008 issue. Please give the matter your careful consideration.

Regretably the response to this email has been minimal - six emails and one phone call, so to date we have neither a prospective Editor nor any contributions to the magazine other than a suggestion that we reprint some historical items from early editions of the Meccano Magazine.

So, is there a new Editor out there or are you all like the things in the picture below? (ie a pile of nuts!)



Meccano Crawler Tractor with Blade

Designed, built and described by Bruce Geange.

This model is a freelance version of the crawler tractor with a straight blade. The model is powered by a Meccparts 12 volt DC motor with 296 RPM on the output shaft and running on 6 volts from four AA batteries in the engine bay. The model has plenty of push, pull and climbing abilities. Zinc parts were used throughout the model with colour on the seat and the radiator. Washers were used on bolt heads, your choice.

Tractor Frame

Start construction by bolting P/N 2a, 4 1/2" Strip is bolted to each side of a P/N 38, 1 1/2"x1 1/2" Double Angle Strip with a P/N 10 Fishplate in between. P/N 12, Angle Bracket is bolted to the centre hole of the double angle strip for the drawbar with a P/N 6, 2" Strip on the other side. A second P/N 38, 1 1/2"x1 1/2" Double Angle Strip is fixed to the 4th hole on the 4 1/2" strip with a P/N 10

Fishplate in between and a P/N 12, Angle Bracket on the outside using the round hole. Another P/N 12, Angle Bracket is bolted to hole 6 on the 4 1/2" strip. The rear of the tractor has two more P/N 38, 1 1/2"x1 1/2" Double Angle Strips bolted to the 2nd and 3rd holes on the 2" strip and the last hole holds a P/N 74, 1 1/2"x1 1/2" Flat Plate fixed with a bolt and P/N 64, Threaded Boss. A black P/N 103h, 1 1/2" Flat Girder is fixed to the flat plate to resemble the rear of the seat. P/N 2, 5 1/2" Strip is fixed to each side of the 2nd Double Angle Strip with the Fishplate in between. Hole 4 is bolted to the next Fishplate each side. P/N 5, 2 1/2" Strip is bolted to hole 6 for the rear of the engine housing. The ends of the 5 1/2" strips are bolted to a P/N 38, Double Angle Strip with a P/N 5, 2 1/2" Strip in between (radiator side) and a P/N 6a, 1 1/2" Strip next to the bolt head secured at an angle by a P/N 111c, 3/8" Bolts.

P/N 9d, 2 1/2" Angle Girder bolted by the end round hole with a P/N 2, 5 1/2" Strip are fixed to the third double angle strip at the rear of the tractor. The angle girder is bolted to the strip by the other end hole and is bolted to the two 2 1/2" strips with a P/N 133c, 2" Obtuse Corner Bracket fixed three holes from the front.

Radiator and Bonnet

A P/N 5, 2 1/2" Strip is bolted to the rear side of the front double angle strip. Next comes a yellow P/N 74, 1 1/2"x1 1/2" Flat Plate with P/N 235g, 1 1/2" Narrow Strip bolted to the 2 1/2" strip. The top hole has a P/N 6a, 1 1/2" Strip fixed with a bolt and P/N 64, Threaded Boss spaced with a washer. P/N 12, Angle Brackets are fixed to either end of the 1 1/2" strip by the round holes. A P/N 3, 3 1/2" Strips are bolted at the top of the radiator sides and angle brackets and the rear engine housing strips. P/N 12, Angle Brackets are bolted by the round holes to the rear holes of the 3 1/2" strips. The rear engine housing is filled in with two P/N 38, 1 1/2"x1 1/2" Double Angle Strips. The bonnet is made up from three P/N 3, 3 1/2" Strips held together at the front by a P/N 6a, 1 1/2" Strip and hole 5 by a further P/N 6a,

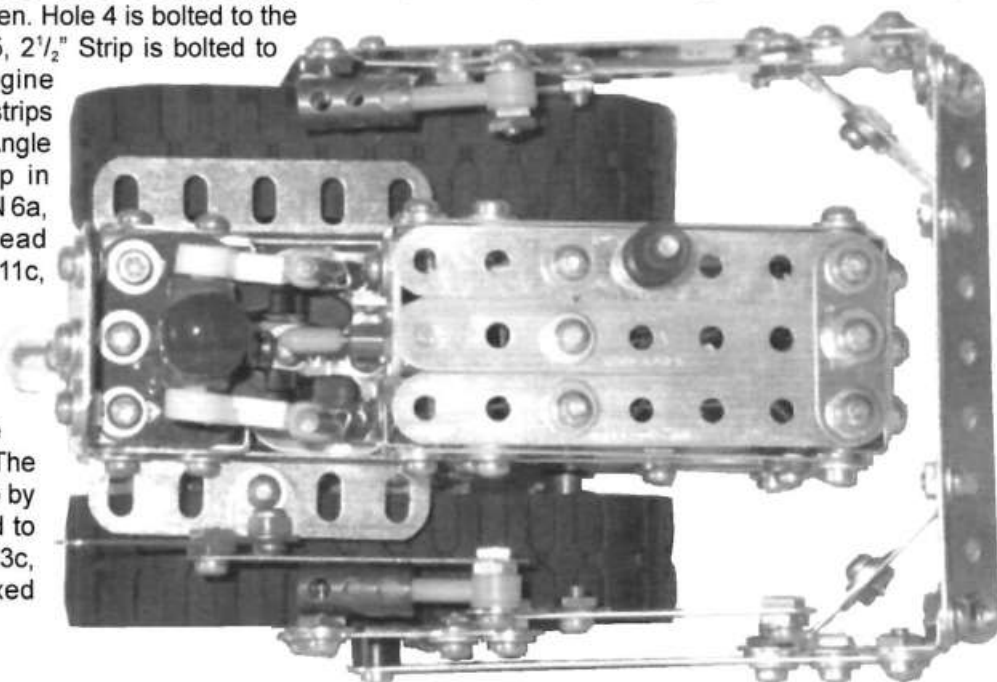
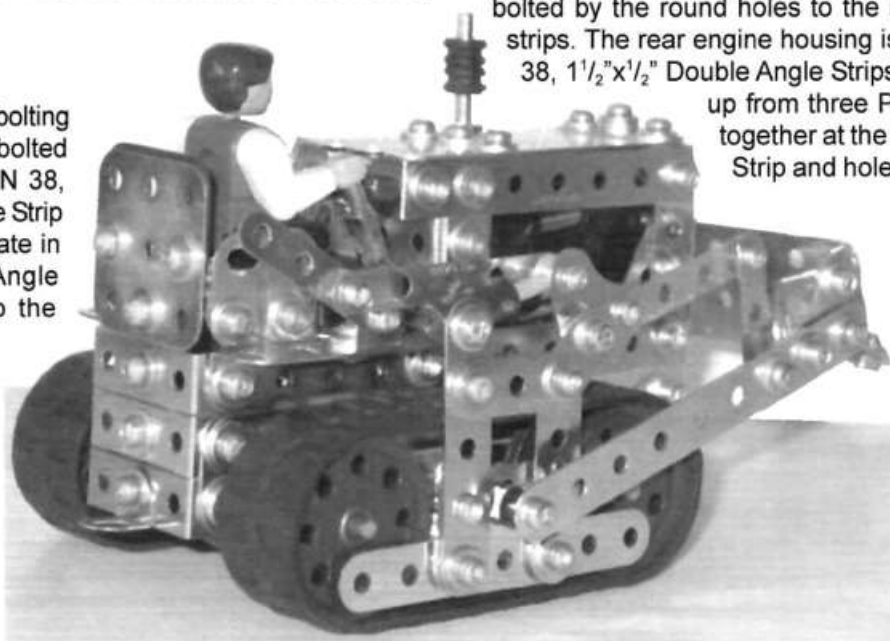
1 1/2" Strip secured to the under side.

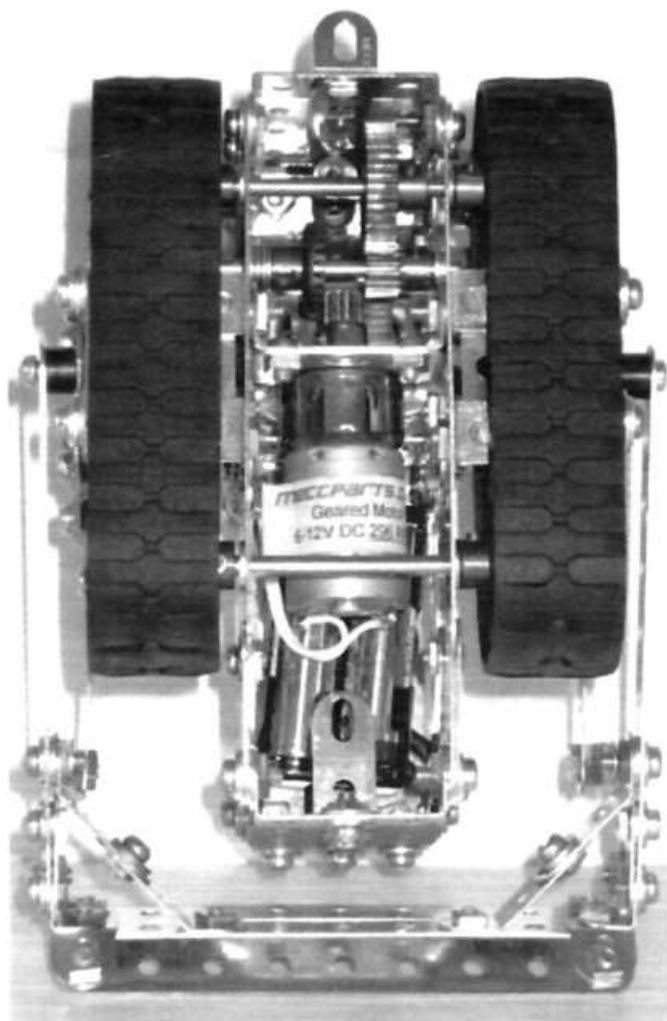
The exhaust pipe is on hole 4 on the left side made from P/N 115d, Long Threaded Pin with Base and two P/N 23c, Miniature Rubber Pulley. The bonnet is secured to the threaded boss at the front by P/N 111c, 3/8" Bolt

spaced with three washers.

Seat

The seat is made by bolting P/N 103L, 1" Flat Girder to either side of a P/N 38, 1 1/2"x1 1/2" Double Angle Strip by the round holes. P/N 12, Angle Brackets are bolted by the round holes to the slotted holes of each girder. A black P/N 103h, 1 1/2" Flat Girder is fixed to the angle brackets by the slotted holes (seat base). A P/N 12, Angle Bracket is bolted by the





round hole to the centre hole of the double angle strip with P/N 103h, 1 1/2" Flat Girder bolted by the slotted hole (platform) to the angle bracket with P/N 48e, 1" Double Angle Strip bolted to the centre round hole on the flat girder. P/N 212, Rod and Strip Connector with carrying P/N 18b, 1" Axle are bolted to either side of the double angle strip as operating levers. This assembly is secured to the rear threaded boss with one spacer washer.

Track Frame

The track frame is made by bolting P/N 103h, 1 1/2" Flat Girder by the slotted holes to the angle brackets on the 4 1/2" strips and the other end has two more P/N 12, Angle Brackets bolted by the round holes facing down. The front angle bracket has P/N 6, 2" Strip, washer, P/N 103h, 1 1/2" Flat Girder and a P/N 3, 3 1/2"

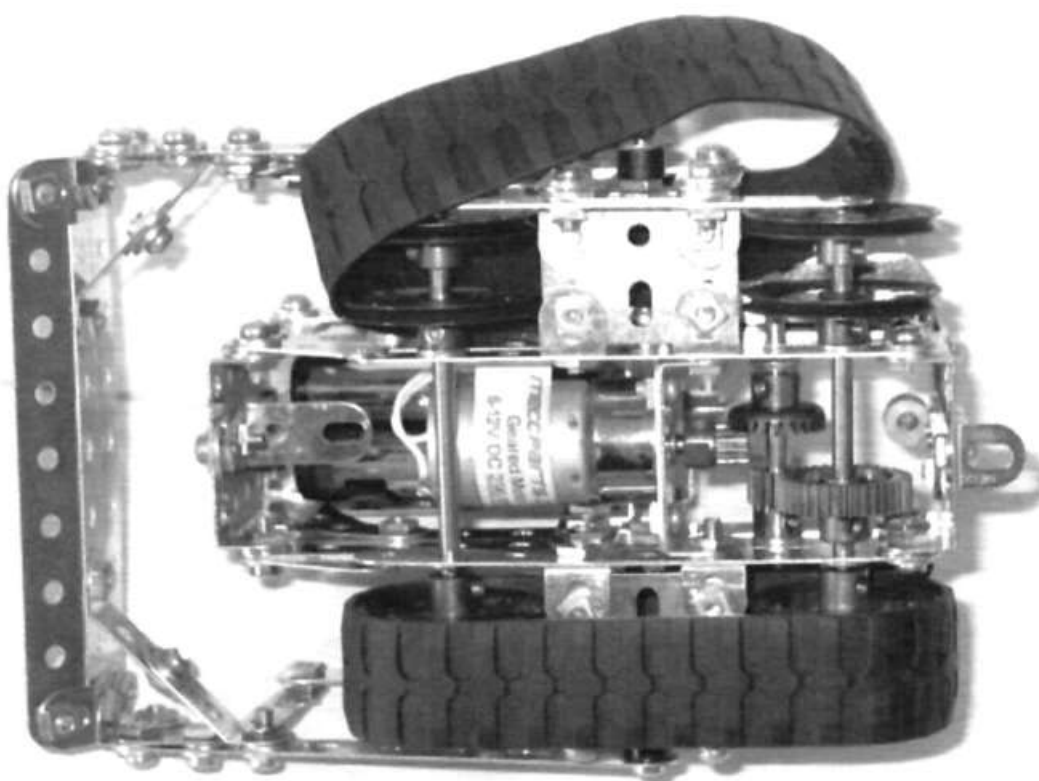
Strip bolted to it. Bolted to the rear angle bracket are P/N 5, 2 1/2" Strip, washer, the other end of the flat plate and the 3 1/2" strip. The two strips are fixed to the top holes of the flat girder also. Hole 4 in these strips are joined by a P/N 133c, 2" Obtuse Corner Bracket with the bend facing up at the front. Both sides are the same.

Motor, Gearing and Wiring

The power unit is a 296 RPM motor from Andrew Wells with the mounting bracket cut in half and bolted to the 1 1/2" double angle strip under the model. A P/N 26n, 1 1/32"x" Pinion is fitted to the motor shaft. The 3rd hole on the lower 5 1/2" strip carries a P/N 16a, 2 1/2" Axle having P/N 29, 3/4" contrate wheel and P/N 26c, 7/16"x1/4" pinion. The second hole from the rear on the 4 1/2" strips has a P/N 15b, 4" Axle carrying a P/N 31, 1" Gear Wheel that meshes with the 7/16" pinion and has two of P/N 21, 1 1/2" Pulleys on each end of the axle with a washer for smooth running. The front axle is the same less the 1" gear wheel. Fit P/N A047, Rubber Tracks over the 1 1/2" pulleys on both sides. I fitted the control switch (forward-off-reverse) to one of the angle brackets at the rear of the bonnet. The switch will require a mounting bracket to be made. I used plastic card. A 4 way AA battery holder fits in the engine bay and is stopped from falling through by P/N 12b, 1"x1/2" Angle Bracket bolted to the radiator. Connect the wires, fit a set off batteries, a bit of oil and the tractor will run. The driver came from a Crazy Inventors set and has had his face painted.

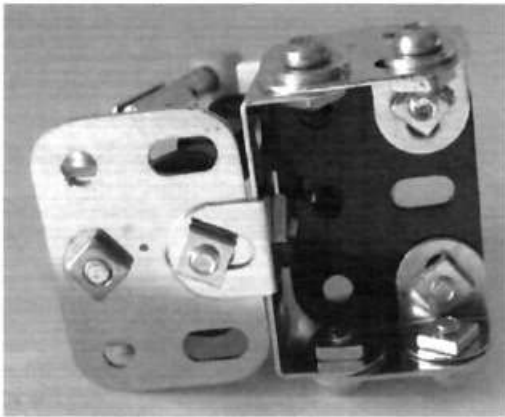
The Blade

The front of the blade is made from three P/N 2a, 4 1/2" Strips. The top strip has a P/N 10, Fishplate and P/N12, Angle Bracket bolted by the round hole to each end of the 4 1/2" strip. The middle strip is bolted to the fishplate with P/N 12c, Obtuse Angle Bracket and P/N12, Angle Bracket. To the other end of the obtuse angle bracket bolt the last strip. P/N 12d 1"x1/2" Obtuse Angle Bracket are bolted to hole 3





from the end on the centre strip. P/N 133a, 1" Corner Brackets are bolted to the angle brackets on the sides of the blade. The lower

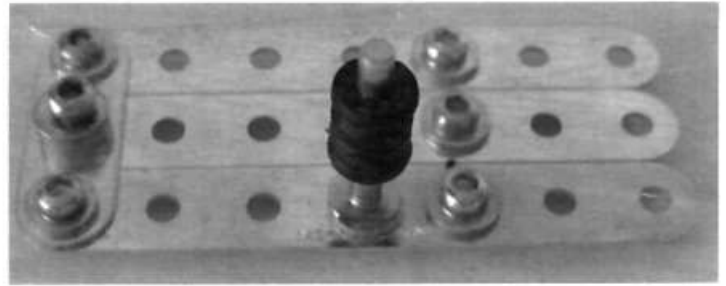


angle bracket also has a P/N 2a, 4 1/2" Strip attached. Another P/N 12d 1"x1 1/2" Obtuse Angle Bracket are bolted to hole 3 on the 4 1/2" strip by P/N 111, 3/8"

Bolt with a washer between the two parts. The two obtuse angle brackets are bolted together.

Blade Lift

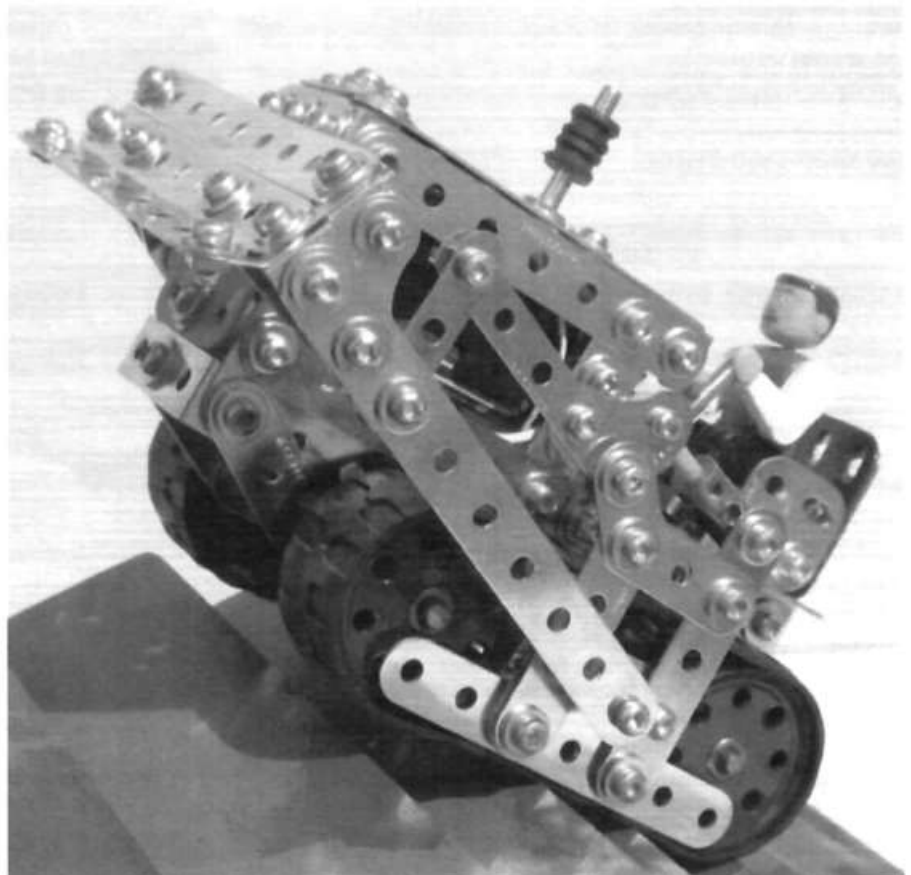
Locknut P/N 235g 1 1/2" Narrow Strip to the end hole of P/N 235, 2 1/2" Narrow Strip and secure a P/N 133a, 1" Corner Bracket to the other end of the 2 1/2" narrow strip by hole 2. The end hole is lock nutted to the 2" bent strip on the track frame. Bolt P/N 120e, Mini Shock Absorber Pin to the top hole of the 1" corner bracket by a P/N 111a, 1/2" Bolt and locknuts. Include a P/N 235, 2 1/2"



Narrow Strip between the locknuts on the right side. A P/N 111, 3/8" Bolt and nut are fixed to the top hole of the 2 1/2" strip on the track frame with P/N 63 Coupling screwed onto the bolt. P/N 120e slides into the end of the coupling.

Lift Lever

To lift the blade bolt a P/N12, Angle Bracket by the slotted hole to the centre hole of the angle girder on the right side. A P/N 235h 2" Narrow Strip is secured to the angle bracket with a bolt and P/N 37h Nylock Nut. This nut is tightened to cause friction for raising and lowering the blade. Locknut hole 2 in the 2" narrow strip to the end hole on the 2 1/2" narrow strip. The ends of the 4 1/2" strips coming from the blade are secured to the top centre hole of the 1 1/2" flat girder on the track frame by P/N a247, 9/16" Shoulder Bolt and locknuts with P/N 38a, Plastic Spacer, standard collar size in between. The ends of the 1 1/2" narrow strips fit over the 3/8" bolts holding the obtuse angle brackets. The blade should now raise and lower.





What Our Readers Think.



from James Parlane.

I have been meaning to get around to responding to an article that appeared a few years ago now called "You, Divorce and Meccano". The article gave comments or "advice" on how to protect your Meccano from the claim of half ownership by a departing spouse. I was somewhat concerned by the tone of it and it got me thinking.

Your last Editorial inspired me to stop everything in a busy office, have a break for a change and turn from hundreds of dollars per hour to this important subject.

Generally the article clearly did not share the basic tenet that you should share your toys or take turns with them. The previous author clearly was concerned that the collection should remain as one and not as two halves. It was also clearly an effort to perhaps under-value it in the event that a departing ex-lover might require reimbursement for the investment and capital gain that [she] might have earlier made under protest. Is divorce a natural disaster or man made ending?

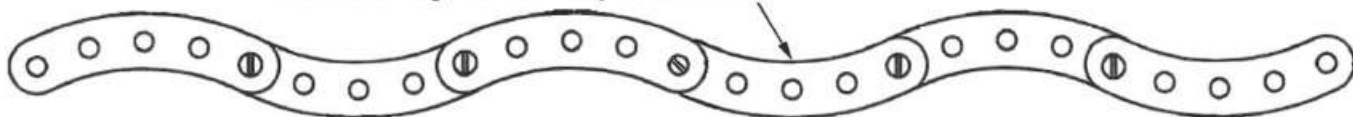
There are examples in nature where it appears normal for things to get bigger and bigger and then split in two and it would be the same with Meccano collections.

Examples of this are cells growing then dividing, hives of bees naturally produce a second queen and swarm taking half of the workers with them. Mountains are eroded to the point where they become top heavy and they crumble to the ground. Major corporations get bigger and bigger spend more and then go into receivership and die. Countries become bigger then build a wall between themselves and many years later they might tear it down, or not, as the case may be. Even Prime Ministers start off with huge majorities and become ex- prime ministers. And so it is also that those with a penchant for collecting, become obsessed with that and stop talking to their spouse who decides to go with another man, or woman. What more cruel thing could she do than to take away a man's Meccano set?

She could cut off his hands. She could do the great Kiwi suggestion with it? (You know what you can do with that don't you? Everybody knows the answer, it starts with the word shove). The best advice that can be given is that if your Meccano set gets too big, "Prevention is better than cure"; be creative with your Meccano in the bedroom. Your partner will love you more for combining your two great interests.

Ed. The article *You, Divorce and Meccano* was in the April 2005 magazine.

This is the Page for the Curly Questions!



Wanted – A Good Samaritan

from Mike and Marion Cotterill,
37 Park Avenue, Skegness, PE25 2TF, England.

Our grandson, Mallory Walker, lives in New Zealand and he has a particular flair for Meccano. We sent him the Marks and Spencer boxes for Christmas last year and he has made the models on his own as soon as they arrived. He will be nine years old in December. He needs a Meccano mentor as his family are "Non-Meccano".

I was wondering if you know of any Meccano person in the general vicinity of Ngaruawahia who would be able to help him with the "hobby".

Would a committed person please contact the Editor (details on Page 2) for full address and phone number."

Ed – The Cotterills are the driving force behind the Skegex Meccano Exhibition so this is our chance to repay their efforts.

Bruce Neilson's Retirement as Editor of the NZFMM Magazine

from Peter Hancock
President New Zealand Federation of Modellers

It is with sincere regret that we receive Bruce Neilson's forced retirement from the position as long time editor of the NZFMM MAGAZINE due to health reasons. I believe that I speak for every one of Bruce's Meccano colleagues throughout New Zealand and the World when I say that his humour, skill of ferreting out titbits of useful information, tireless energy in working over models until he had the write up exactly correct, photos that were set up impeccably to support those numerous write ups so that we could all enjoy the modelling experience and the warmth and fellowship that he brought through the magazines pages will be sorely missed. Bruce we salute you and thank you for your tireless service and look forward to being able in our own ways to return some of your gracious fellowship in the years to come.



Visit to Queensland

by Bob Prescott

On a recent visit to Australia I was able to attend a meeting of the SEQMG, i.e. the South Queensland Meccano Group, at the home of David and Marilyn Wells at Paradise Point just north of Surfers Paradise.

Afternoon tea kindly provided by Marilyn concluded a most enjoyable few hours of Meccano fellowship. On the right is a photo of those present.



Group photo "SEQMGroup"

From left to right:- Dave Harrison, Al Smaller, Bob Prescott, David Wells, Marilyn Wells, and Pauli Dale.

From little acorns, mighty Oak trees grow.

Below is a photograph of a nine drawer cabinet designed and built by David Wells and Al Smaller and they each have one. Your magazine has been promised full design specifications and building tips and instructions for this excellent piece of furniture.



One of the consequences of the July experience in the Feilding Library - see August magazine page 24 - was that Bruce Neilson was approached by one of the leaders of the Feilding Keas Group to mount a Meccano display at their evening meeting so that boys who had missed the library show could get a feel of Meccano.



As a result, the Feilding Keas Group had a hands-on experience with Bruce's Meccano models on Monday, 13 August 2007. This was held in the scout hall in Manchester Street. (Keas are the younger members of the scouting fraternity. They used to be called Cubs.)

Viv Comes Home to Number 16.

On Saturday 14 July 2007, The Maylands Meccano and Hobbies Club, Perth, Western Australia, completed a long overdue task. Our club founder and benefactor Vivian Malmgreen died on 26 August 1999. Since then his ashes have been held by members Dave and Kerry Howe. Some time ago, the club decided that the ashes should return to the site of Viv's former home and the spiritual and physical home of the club, at 16 Kennedy Street, Maylands. It was agreed that a tree planting ceremony would mark the placing of the ashes. After a couple of lapses, the time and date were set and notice given.

Members assembled at the appointed time at clubrooms for the occasion. Even in the middle of winter the sun was shining. Those that had them were wearing the club shirts recently acquired for exhibitions. This special occasion also brought the attendance of country member Garry O'Brien from Bouvard. It should be noted that Garry was a member of the club as a child, and had not been back since then.

Everyone gathered around, a decision about the location was made in good committee fashion and the hole was dug in front of the clubrooms.

Rod Purdie led the proceedings saying the appropriate and kind words such a ceremony deserves. Dave Howe and Clem Bond added words of their own memories of Viv and the club. The ashes were returned to the ground, and a mandarin tree planted to mark the place and occasion. Watering in the tree provided a sharp contrast when the hose sprayed over the assembled group. With the works done, we all adjourned to the clubrooms for an afternoon tea complete with more than adequate comestibles. Much discussion and laughter could be heard from the assembled group.

Before departing we were able to search the records and find the reports and marks Viv had given for Garry's model building efforts. There were some notable efforts and hope Garry again takes up model building.



From left to right are Michael Hanrahan, Dave Howe, Rod Purdie, Clem Bond, Garry O'Brien, Ross Smith.

More about Vivian Malmgreen

This extract is from an obituary by Ross Smith published in the International Meccanoman in May 2000.

Meccanoman Vivian Malmgreen, who died in August 1999, made a huge contribution to Meccano in Perth, Western Australia over many years. Viv was known to many Meccanomen and was latterly an ISM member. He won the British Empire Medal in 1968, and a Civic Service Award from the City of Stirling in 1994. Viv's work was recognised at an Australian Citizenship Ceremony in January 1999 where the Mayor of the City of Bayswater, Western Australia, summarised Vivian's contribution; reproduced below with permission.

"In 1935, Vivian Malmgreen started a youth club for making Meccano models and later he donated a block of land to the Maylands Meccano Club. Through this, many children

have learnt the fundamental skills of engineering with the club under the tuition of Vivian. Their models now encompass the electronic age and the robots of the future. Vivian, at 85 years of age, still encourages youths to participate and has had boys set up models in the Maylands Library during school holidays. The clubroom doors are still open, and boys and girls are more than welcome to join and learn the fundamental skills of Meccano."

As the 100th Anniversary of Meccano approaches, it is a very creditable achievement for the Maylands Meccano Club to have operated continuously for more than 60 of those years. The clubhouse still stands on the block of land donated by Vivian. Although the number of children in the club has declined, it has been rejuvenated with mainly adult membership. It is intended that Vivian's effort will continue to be recognised in the activities of the club.

Meccano and Engineering

by John Ince

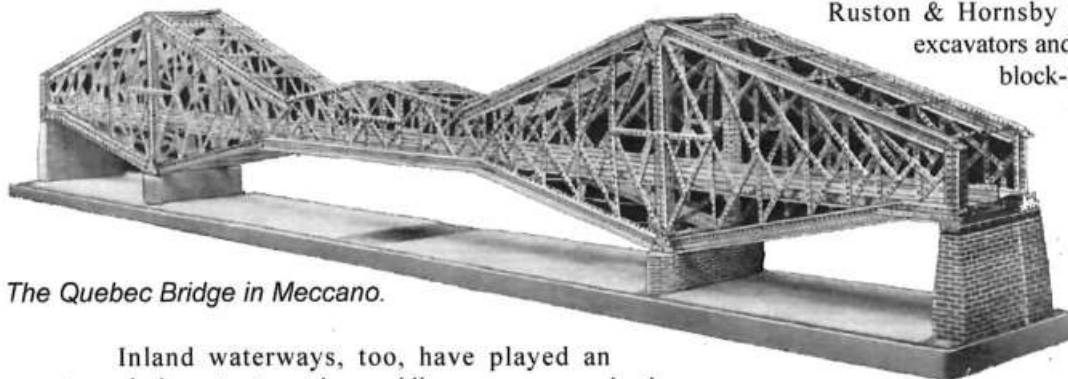
Eighty years ago Meccano literature contributed a great deal to the knowledge about engineering. Here is the Forward to *The Meccano Book of Engineering* published in 1928

The immense popularity of the *Hornby Book of Trains*, which made its first appearance in 1925, has led to a widespread demand for a similar production dealing with engineering in general, and Meccano engineering in particular. We have therefore decided to publish the *Meccano Book of Engineering*.

In the following pages we deal with engineering in its widest aspects. From the earliest times, civilisation has been dependent for its advance upon the engineer. The nations that have made the greatest progress have been those that not only had the cleverest engineers but also, realising the immense importance of their work, have availed themselves of the ever-increasing facilities it afforded.

Perhaps the most outstanding feature of the work of the engineer has been his development of means of communication. Roads and waterways have been vitally important to civilisation, both as highways along which merchandise of all kinds has been carried and as channels along which easy and rapid interchange of ideas among developing races has been effected. This book is devoted largely to the consideration of the problems involved in this branch of engineering.

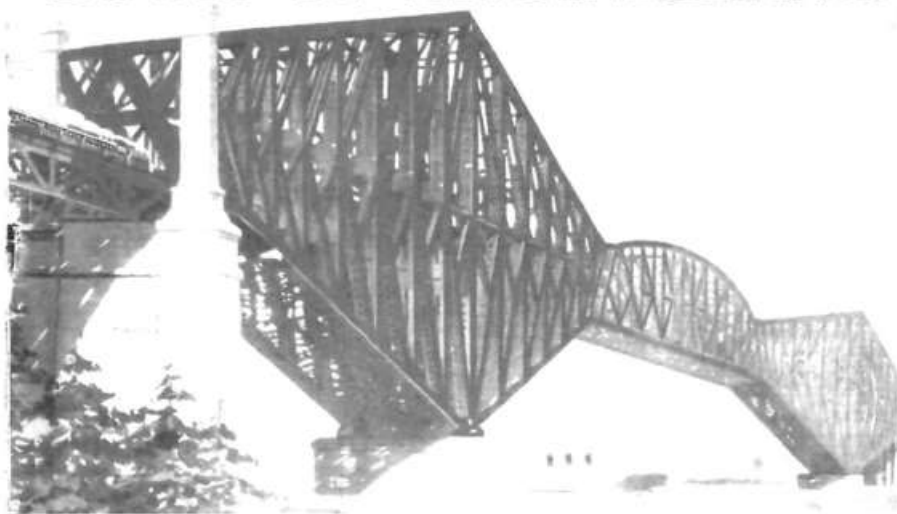
In providing communications by road the necessity for bridges must have been felt even by prehistoric man. The fact that the art of the bridge-builder is of great antiquity is proved by the existence of crude stone bridges, such as the ancient structure across the River Dart at Postbridge in Devonshire, and the still cruder rope bridges that are even now to be met with in wild regions of South America and Central Asia. The immense growth of traffic by road and rail in recent times has resulted in the building of bridge after bridge, and as an example of present-day practice we tell the story of the building of the Quebec Bridge.



The Quebec Bridge in Meccano.

Inland waterways, too, have played an extremely important part in providing easy communication. It is true that the smaller canals, having outlived their period of usefulness, have fallen on evil days, but their value to commerce before the development of railways can scarcely

The MECCANO BOOK OF ENGINEERING



be overestimated. Today interest centres mainly on the great ship canals of the world, and we describe how the construction of these has been facilitated by the use of dragline excavators - giant machines that tirelessly eat their way into the ground, doing as much work as many hundreds of men could do with pick and shovel. These mighty digging machines have been of value also in the carrying out of irrigation schemes.

Day by day vast quantities of merchandise, are sent by road, rail or canal to the most convenient seaport for shipment abroad, while at the same time ships are arriving with cargoes from all parts of the world. Shelter must be provided to enable the loading and unloading of vessels to be carried on in all weathers, and we show how the use of Portland cement and cranes of enormous power has enabled the engineer to build up structures to defy the violence of the sea.

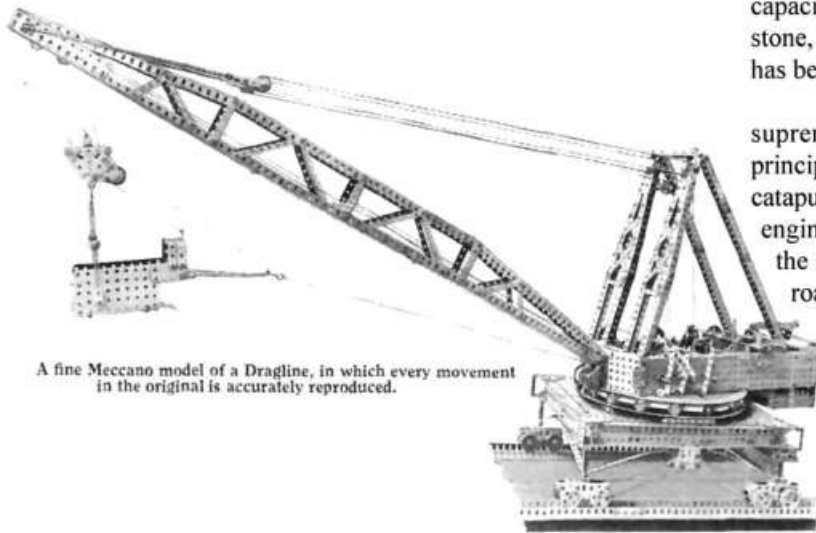
Finally, we show that in spite of the enormous progress that has already been made in engineering, the possibilities are scarcely touched, and we visualise some of the developments that probably will take place in the future.

We take this opportunity of acknowledging the valuable assistance we have received in the preparation of this book from the Dominion Bridge Company Ltd., Montreal, in regard to the building of the Quebec Bridge;

Ruston & Hornsby Limited, Lincoln, dragline excavators and Stothart & Pitt Limited, Bath block-setting cranes.

This fine book, which could be purchased by a Meccano boy for threepence, had 44 pages inside the cover. The *Forward* was printed on the inside of the front cover and was followed by

several pages about *The Engineer and Civilisation*. There followed sections entitled *Steam Power changes the World*, *Railroads make Western Canada*, *Waterways that Link the Oceans* and *The Era of*



A fine Meccano model of a Dragline, in which every movement in the original is accurately reproduced.

Electricity. Here is the section about The Engineer and Civilisation:-

The story of civilisation is very largely the story of engineering; in fact it is not too much to say that no nation has ever become civilised without the aid of the engineer. The very earliest beginnings of civilisation appear to have been associated with engineering, for there is good reason to believe that crops of grain for food were raised in prehistoric days on terraces that were cut out on the hillsides near rivers in order that they might easily be supplied with water by means of crude lifting or pumping appliances. The irrigation systems thus set up were the beginnings of the mighty developments that are seen at their best to-day in Egypt and the Sudan, where huge dams have been built to enable the waters of the Nile to be used for renewing the fertility of the soil.

At later periods the nations that rose to greatness were always remarkable for some form of engineering skill. The Egyptians were famous for their Pyramids and their wonderful temples, practically all of which were examples of engineering ability of a very high standard. The largest of the Pyramids, indeed, still possesses the distinction of being the greatest mass of masonry ever erected. Most of the stones of which it is built weigh from 50 to 60 tons, but in spite of their size they were actually raised to a height of 500 ft. above the ground after having been transported from far-distant quarries.

An even more surprising example of the manner in which the Egyptians handled large masses of stone in building is furnished by the stone out of which a statue of King Rameses II was hewn. This was discovered at Thebes, hundreds of miles from the nearest quarry of the red granite of which it is composed. It is 60 ft. in length and its weight has been calculated at not less than 887 tons. The quarrying and transport of such a huge mass would present a formidable problem to the engineer of to-day with all his wonderful machinery and appliances, and it is little short of marvellous that the Egyptians, with their crude mechanisms, should have been able to carry out such a gigantic task. An even more remarkable instance of the engineering

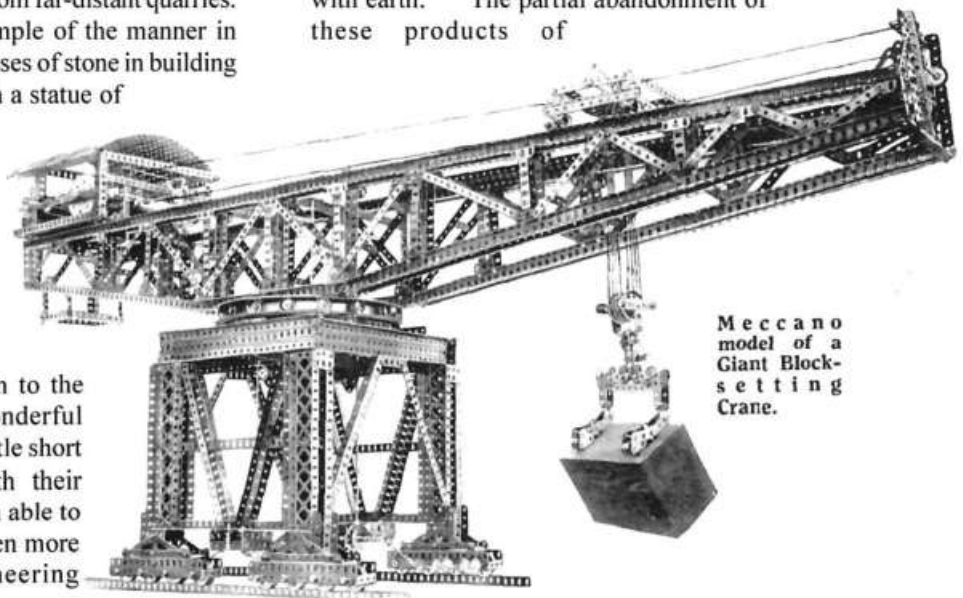
capacity of ancient peoples is furnished by the huge block of stone, 69 ft. in length and estimated to weigh 1,500 tons, that has been uncovered at Baalbek, Syria.

The Romans undoubtedly owed a great part of their supremacy to the skilful use they made of engineering principles in the construction of large war machines of the catapult type and in the fortification of their camps. Their engineers were particularly successful in road making, and the straightness and the wearing qualities of a Roman road are now proverbial. Every country they conquered and occupied was quickly covered by a network of splendid roads, many of which still exist or have become the sites of modern roads. Other signs of Roman occupation are to be seen everywhere in the ruins of the magnificent buildings, bridges and aqueducts that they constructed.

Roads and bridges undoubtedly provided the engineers of early days with their chief opportunities. Both have always been of vital importance in making communication easier and in assisting the development of trade and the opening out of the natural resources of a country. The Romans realised this fully and the road engineer of a province of their vast empire was a very important official.

In Britain roads of a kind had been constructed even before the Romans conquered the island. In Cornwall, for instance, there were tracks made of stone blocks over which most probably tin was carried to the coast where the Phoenician traders awaited it, while similar roads existed in many other parts of the country. The Romans developed and extended the road system extensively, partly to enable their armies to make rapid marches from one fortified camp to another, and partly also to open up the country for trade purposes. Examples of the roads constructed in Britain by the Romans may still be seen, as the efficient drainage provided and the hard nature of the stone used for paving made them extraordinarily durable. No finer roads were built, in fact, until the time of the famous engineer Telford, nearly 2,000 years later.

After the Romans left Britain the wonderful buildings they had erected were treated as quarries, the stone being removed for use in the erection of meaner buildings, and most of the roads fell into disuse and gradually became covered with earth. The partial abandonment of these products of



Meccano model of a Giant Block-setting Crane.

engineering skill was due to the barbarism and lack of understanding of the Anglo-Saxon invaders who soon descended upon the unprotected country, and it was not until these people in their turn began to pay attention to similar necessities that civilisation in Britain moved forward once more.

Progress was very slow until the beginning, about 150 years ago, of the great engineering age. The first important step was taken by Watt, who so much improved the crude steam engines already in use that he is popularly regarded as the actual inventor. After Watt had made this ample source of power available, amazing strides were made in industry and Commerce, most of the credit for which must be attributed to the great engineers.

The most familiar of the uses to which the steam engine was put was in the construction of locomotives. As this development came at a time when a splendid road system had been created by the labours of Telford and his successors, steam locomotives were at first planned to run on the roads. In the meantime, however, railroads had been made in various parts of the country, on which wagons were drawn by horses, and the suitability of these for the new method of haulage soon became evident. Largely through the labours of George Stephenson and his associates in the north of England, and of the pioneers of the Baltimore and Ohio Railway in America, railways as we know them to-day came into existence, and thus the engineer took a great step forward in the work of making Communication easy.

Steamships also became of commercial importance. They grew more numerous and progressively larger, until their greater speed and Capacity for Carrying Cargo, together with their comparative independence of weather conditions, enabled them to displace sailing vessels almost completely.

These great engineering developments were productive of results in all parts of the world almost immediately. The steamship brought the old world and the new into closer contact and knitted the various parts of the latter together. Britain especially benefited by the change, as the times required for the journeys to Canada, South Africa, Australia, and New Zealand were greatly shortened. This led to a more rapid development of the resources of these great countries, as the rate of settlement was greatly increased.

Railways also played a great part in the exploitation of the natural wealth of these and other partially developed countries. This was particularly noteworthy in Canada, where far-seeing minds called on the engineer to Construct a line to stretch across the prairies to the Pacific Coast. A similar scheme had already been carried out further south, and it was thought that the new road would at least make communication between settlements on the east and west coasts of Canada easy, as the earlier road had already done for those of the United States.

Actually the successful completion of the Canadian Pacific Railway, as the new line was called, did far more. Prior to its construction the easiest route to Winnipeg and the Western Provinces of Canada led through the territory of the United States, while British Colombia was also more closely in contact with the latter country than with the rest of Canada. The railway opened out an easy route north of the Great Lakes and bridged the Rocky Mountains, thus making Canada for the first time a really compact and self-contained territory.

In addition the railroad increased the rate of settlement

enormously by providing access to the rich prairie lands and a means whereby the grain that they produced could be exported. The process has since been continuously accelerated by the construction of a second trans-continental railroad and of numerous branch lines. It is no exaggeration to say that Western Canada has been made by engineering, for it could not have become the thriving region that it now is if the railroads had not been constructed.

Examples of the immensely important part played by railways in the development of new countries could be given from almost all quarters of the earth. The first question raised by any country desiring to bring new regions within the sphere of Civilisation is invariably that of the construction of a railroad. This holds good in all climates. Kenya in the tropics and Manchuria in the extreme north of China are both undergoing development along newly constructed railroads, and into the dense forests of the Congo and of Brazil, the northern prairie lands of Canada, the fertile valleys of China, and the ancient and productive countries in the hinterland of West Africa, railways are being pushed forward heralds of civilisation.

To illustrate the other topics the authors then told the reader about specific engineering feats. The first was about the Quebec bridge, a fine structure rather like the Forth Bridge. Naturally the article which is spread over eight pages, concluded with a large Meccano model of the bridge; it was 15 feet long!

Next we have three pages devoted to the use of draglines in irrigation schemes. Of course there is a picture of a Meccano model of a dragline, in which every movement of the original is accurately reproduced.

Staying with crane like machines the next article describes the Titan blocksetting crane constructing a breakwater. The Meccano model illustrated once again faithfully reproduces the prototype. The best part of a page was devoted to the description of Fidler's Gear with illustrations of both prototype and Meccano versions.

All of that takes half of the book. From page 23 the topic is Engineering of the Future right on to seeing Meccano Boys as Engineers of the Future. After page 29 the book moves to the promotion of Meccano as the toy for building realistic engineering models and inventing things.

Those readers who are familiar with Meccano Magazines from the 20s and 30s will know that it was a wonderful source of information of engineering subjects. Just how much influence that all of this had on the young people of the day to embark on an engineering career is hard to tell but it must have been significant.

The pictures of the Meccano models of the Quebec Bridge, the Dragline and the Blocksetting Crane are reproduced from the *Meccano Book of Engineering*. If you don't have a copy of the *Meccano Book of Engineering* then have a look at the reproduction of it in the Hornby Companion Series "*The Meccano Super Models*"

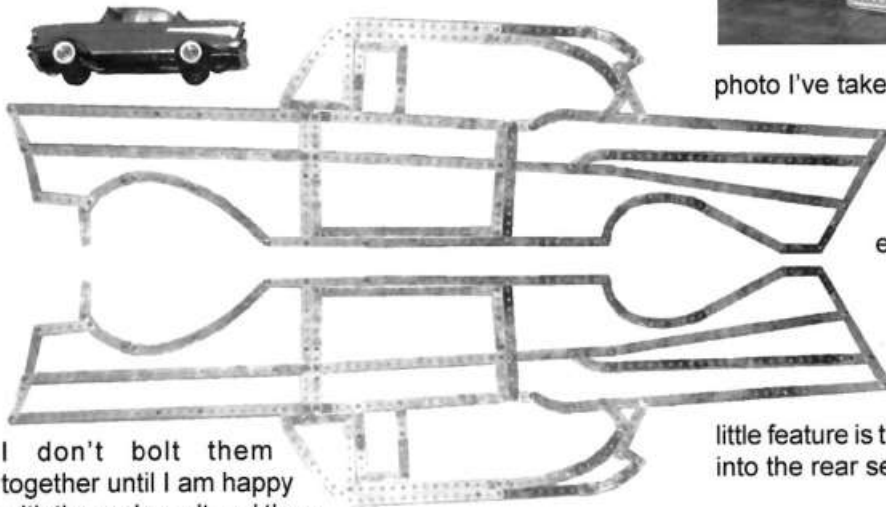
Building a Large Model of a Car.

by Don Malcolm

Please find enclosed photos of my latest model No 7 of a 1957 Chevy Bel-Air. Most people always ask me how I get the models so close to realism as the real thing so I thought I'd go through the basic steps as its no real secret.

Step one: Work out what scale you wish to build your model and find something to model off. These could be plans or in this case a 1/18th scale model. I multiplied all the measurements of this model by four so that the headlights would be the size of the torch inserts I wished to use as headlights.

Step two: As the photo shows I have built two sides. The method I use is to draw one side using Meccano strips but



I don't bolt them together until I am happy with the end result and then I leave it and make the other side bolting it together using the first one as a pattern. When its finished I then bolt the first one together using the second completed one as a pattern.

Step three: Bolt the two sides together using temporary brackets and then convert the sides from 2D to 3D. This is probably the hardest step to master for beginners but with practice it gets easier.

Step four: I've started to bolt the plates. Please note how little framework is required as the plates are very strong once bolted together. The secret to curved shapes is to use lots of smaller plates and use the slotted holes to get multiple curves.



Step five: With the roof I have put two strips horizontally across the top of the roof replacing the vertical ones from the original side frames. I have deliberately set them in from the side at such a distance so that part No 200 will bolt on the side and curve around 90 degrees to the top of the roof. The rest of the roof is mainly flat with parts 191 and 192.

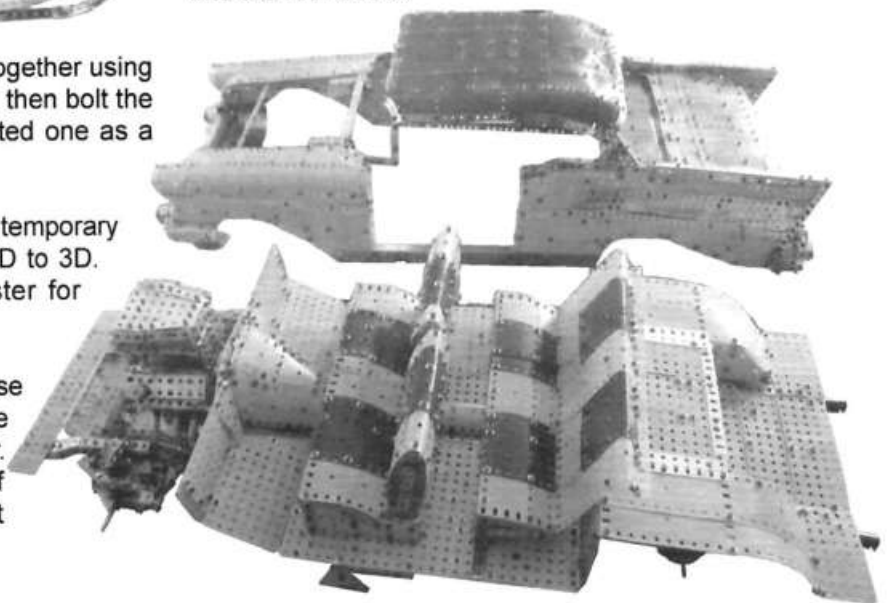
Step six: This is probably the best



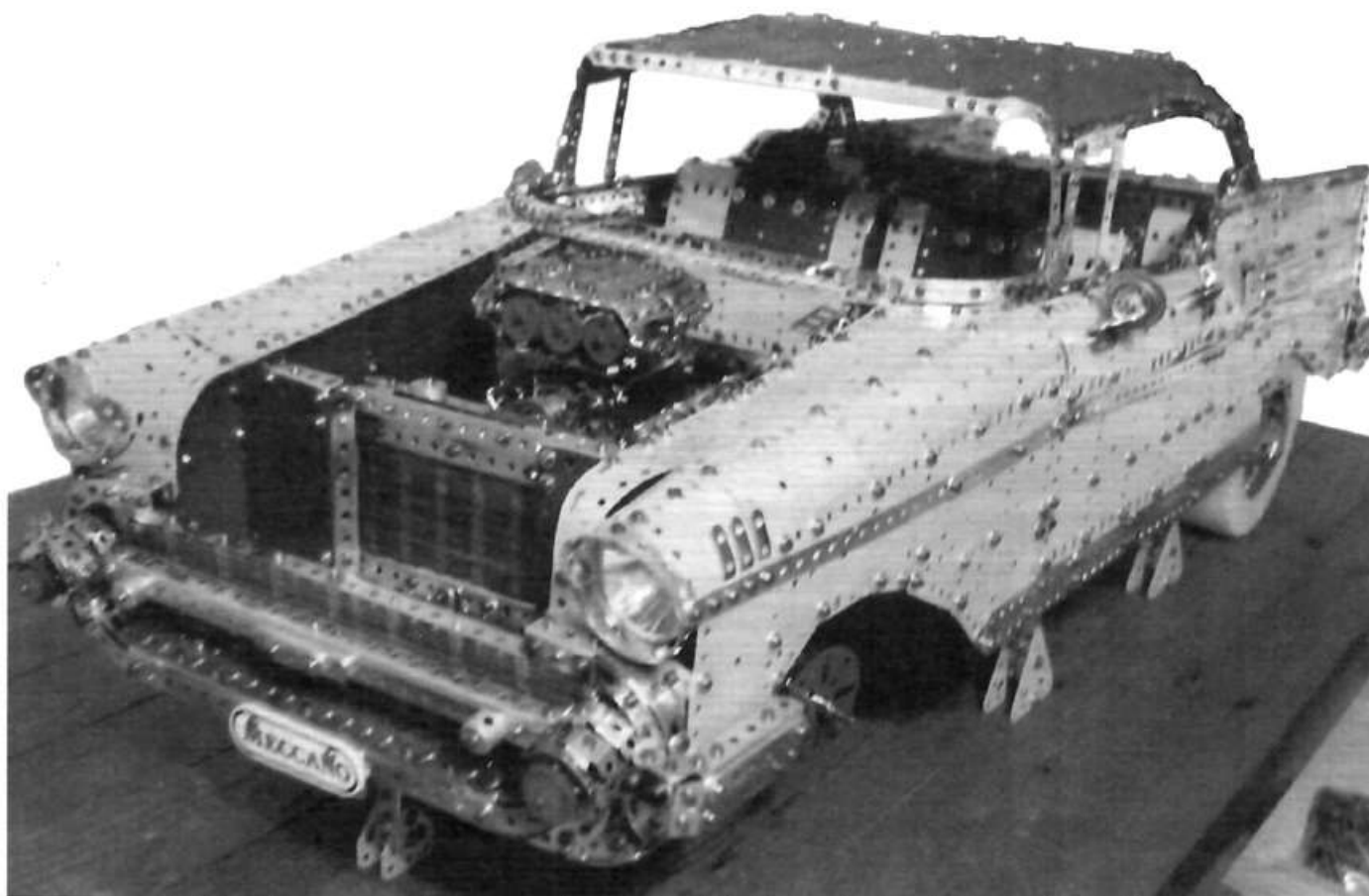
photo I've taken of this model showing the body complete with a blown V8 beside it. The extractors are made from No 8 wire bent to the right shape and washers put over them to create the desired diameter. The whole exhaust used approximately 1500 washers.

Step seven: After completing the motor and gearbox I built a limited slip diff, rear suspension, chassis and then built the floor, seats and drive shaft tunnel. A nice

little feature is the folding front seat halves to let passengers into the rear seats.



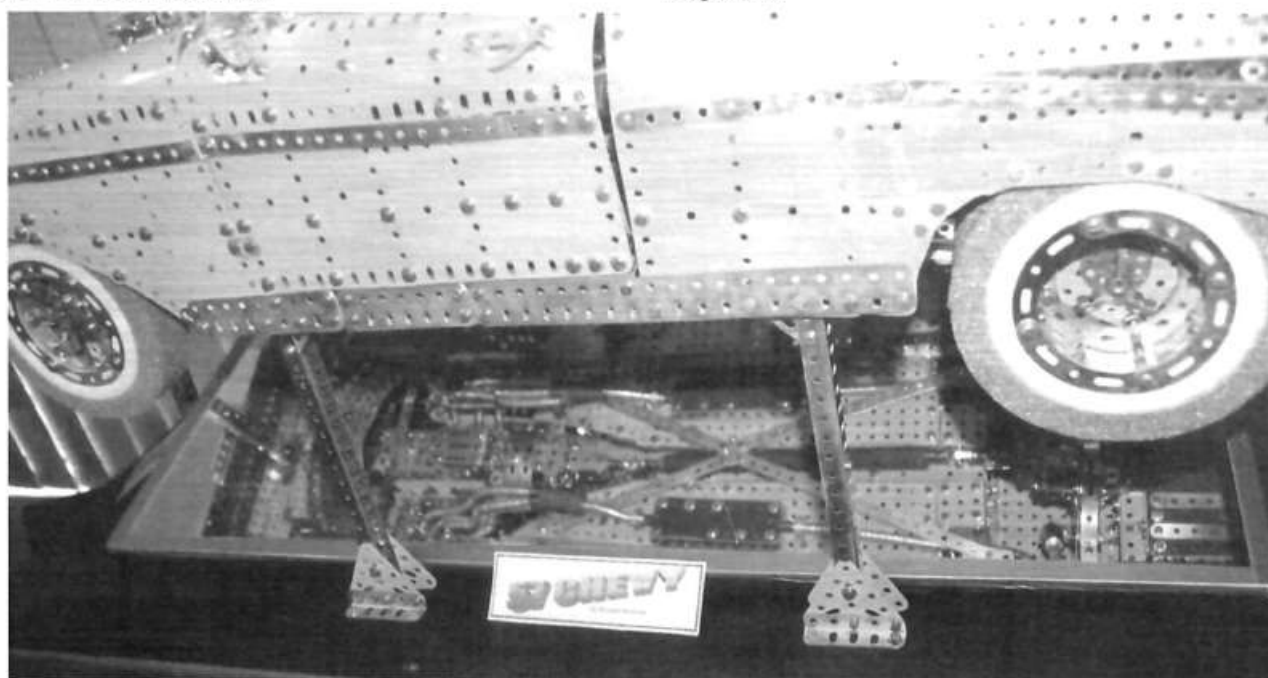
Step eight: Bolting the two halves together was very satisfying and once I started detailing the engine bay the model really started to look just like the real thing. I have still to line the interior roof with yellow plates and incorporate an interior light.



In this picture we see the car nearly completed; it still needs wheels, front grill and bonnet

The model features include: Working V8 engine with opening butterfly valves on the super charger blower (1 inch pulleys on top of the motor). Gearbox, drive train and limited slip differential. Rack and pinion steering and working headlights. Opening boot, bonnet, and doors. Also the doors have a latch system, so to open them you have to lift the spring loaded pawl on the door handle to open the door. I will send more detailed photos of the suspension and drive train when I pull the model to pieces. I hope this helps some people with their modelling.

Turn to page 24 for a colour picture of the completed car. **Ed.** Don Malcolm now lives in Albany, West Australia. He used to live in Napier and sometimes attended the MWT Club meetings. His nearest Meccano Club is now the Maylands Club in Perth and we understand he joins them sometimes. Perhaps he could drive up in his Meccano Bel-Air Chevy! Don likes large models; the last one I remember was a motor cycle. It was a Ducati 888 Super bike racer at about half full size and was pictured in the June 2004 magazine.



This photograph shows the car on its display stand with the mirror underneath to allow a look at the works.

The use of Spanner emails is acknowledged

Meccano 'Steam' Shovel Excavator - from the Super Model leaflet S31 but



powered by a 12Volt DC motor an equipped with caterpillar tracks instead of the flanged wheels (Mike Fallows, Stockport, UK).

Skegex 2007 Winners - Ian Mordue with another of his superb blocksetter models. The 1922 Port Elizabeth one of Stothert and Pitt was a very popular 1st prize winner, bringing honour to the North Eastern Meccano lads. As Greg observes, photographing this sort of thing is a whole heap of fun! I settled for the flash version if only because in this case the dark background gives better contrast for the model's colours.

Barry Wilcox gained 2nd prize for his Terex T5 - 40 Coal Scraper and I have pictured him here with his Volvo A35C dump truck in the pic as that amassed a good number of votes as well. Barry, who is better known by his eBay identity, is a newcomer to our Guild and I am personally delighted for him that he has opened his Skeg account in this way.

Guy Kind's Cat 789C Mining Truck.

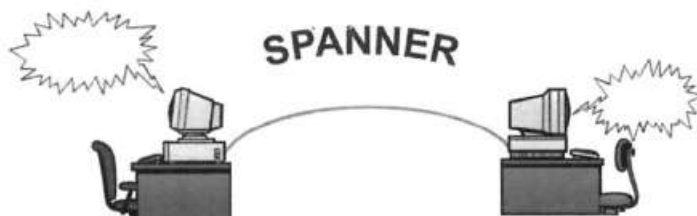
Peter Goddard with his American Barge Crane.

Geoff Bennett with his escalators and lift assembly. (Geoff at Lincoln)

??????Pictures

Book - Factory of Dreams - A history of Meccano Ltd. by Ken Brown - I have a copy to hand, and full reviews will appear in the WLMS Newsletter and the International Meccanoman published 15th September 2007.

Kenneth Brown is Professor of Economic and Social History at Queen's University, Belfast. For those unwilling to wait so long before risking any cash, the book is very much in the author's earlier style of his history of the UK toy industry (The British Toy Business - 1996). It looks at the history of Meccano Ltd from the point of view of the business analyst and so is quite academic in tone. However, it has drawn on sources not otherwise easily accessible to students of Meccano Ltd and the presentation of the story is fascinating and illuminating. As the story is of Meccano Ltd., all of the Binns Road products are covered, though the emphasis is very much on the business that produced them, rather than the toys themselves. The commercial story covers the Victorian toy industry background (drawing on the earlier book) to Hornby's start-up and goes through to the closure of Binns Road (with some more astonishing stories of the relationship - or rather the lack of it, between Meccano's management and staff). This latter part draws on earlier research work by the author previously published as an academic paper "Death of a Dinosaur". A short note on subsequent commercial developments concludes the study. An index and a Bibliography are appended. So far I have yet to read the entire book, but first impressions are very favourable. For a short-run specialist title the price seems



entirely reasonable. I note several well-known Meccanomen in the index and acknowledgements. Jim Gamble particularly features as a reference source. The book is profusely illustrated,

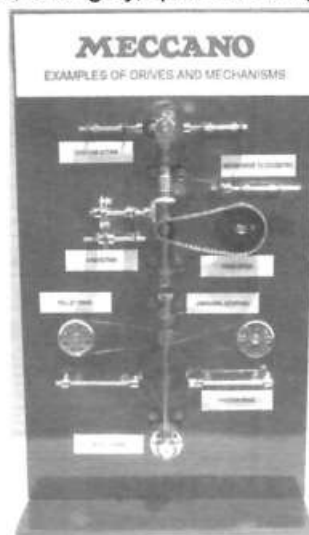
much in full colour, 230 pages. (Paul Joachim).

Bowden Cable - I've been experimenting some time now with Spring Cord using rotating flexible cable with interesting results. I use a 4mm rivet head (without shaft) and crimp relatively thick fishing wire trace (coated with thin nylon plastic) in that, in place of the shaft. Then the cable can be mounted centrally in a coupling and the power routed to whatever part of a model that requires it, without the ends of the wire becoming fatigued. Rotation at the output end will hardly ever be constant (especially if long), but that's to be expected. If rotated sufficiently fast, you don't really notice the jerking motion. (Anthony Els, Johannesburg, South Africa).

Obituary Eric Schoolar - Along with many others, I was very sorry indeed to learn while at Skegness of the passing of another old friend, Mr Eric Schoolar of Tunbridge Wells, Kent. Many UK Meccanomen will have known Eric, his wife Joyce and their son Robin - all distinguished modellers and great supporters of the hobby over many years. They may best be remembered for their joint model of the Wuppertal overhead railway which impressed us all for a number of years. (Philip Webb).

Mechanisms Display - I was, strangely, quite taken by this display. I don't know much about the history of it or whether it is anything to do with Binns Road, but I thought I'd make my own version. A little more complex than it first appears, this took a good day to make, but I think it came out quite well. I couldn't resist adding a second pulley with a crossed driving band.

It runs on one of the little Henckwell geared motors quite happily, with a small 12V lead-acid battery behind so it's free of trailing wires. These tiny motors are just up to the job (the cams on the top are by far the greatest load - it only starts running at about 7-8V), pulling an incredibly low 40mA at 12V so it should last a good while on battery power. (Charles).



I'm quite pleased with the mechanisms display, and would like to try out some more. I'm thinking of doing one on differentials, where we would have a display of five or six different methods of building a differential. The obvious three to start with would be a very simple one using pinions

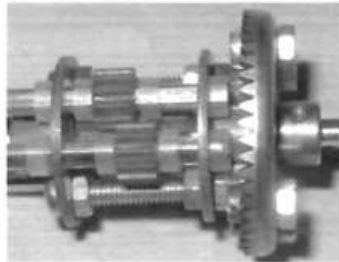
and small contrates, then one with bevels throughout, and a spur differential using a six-hole bush wheel. If I were to have two or perhaps three other more 'exotic' varieties, could the assembled multitude suggest possible interesting variations? I'd like to stick to ones using standard Meccano parts. It would be interesting to have a limited slip version of course. Does anyone know or can provide diagrams/photos/Virtualmec pictures of suitable candidates? (Charles)

Well, you could have a look at Everything Automotive Vol 1! (Available from MW of course.). You won't find every design there since things move on, but there are quite a lot there to be going on with. (Philip Webb).

Try the MM competition results page in the April 1977 edition. Alan Partridge's four toothed part differential (including the crown gear and its driver). In the same issue on page 59 is a fairly standard pinion differential using a gear ring as a driver. In the October 1976 issue of MM on page 114 there is a small lockable differential. Then try pages 74 and 75 of the April 1978 MM for a number of solutions to the Chinese South seeking chariot competition including a zero gear version (which still has a differential). Don't have these issues? Visit <http://www.mmamagazine.co.uk/> and buy CD 1 :-)

I've also attached Edmundo's rendition of my miniature differential as seen on Spanner some five years ago.

Finally, I haven't seen anybody mention Anthony Els ball bearing differential which he sent to Spanner last year. I have also attached one of his renditions. (Pauli)



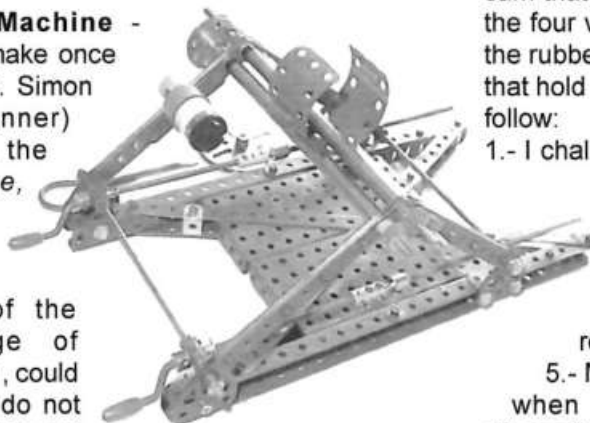
There has also been an interesting article in CQ 47, page 22 and following about differentials, many of them of the limited slip or self locking type (Guy Kind, Luxembourg)



Mike Rhoades' latest spare parts list - is on Howard Somerville's website <<http://www.hsomerville.com/meccinv/Download%20Prlist.htm>> (Richard)

Plate Bending Machine -

they're simple to make once you get the rollers. Simon Moody (NZ Spanner) makes and sells the rollers (Rick Vine, Auckland, NZ.)



Speedplay Tips -

have built all of the Speedplay range of models and if I may, could I offer a few tips, do not over tighten the screws and if you find that the model

does not drive well check that the four caster wheels are not too low. It may be necessary to move a few washers about so that the central drivers are in good contact with the floor. The head movement works loose very quickly and I substituted long Meccano bolts in place of the rawlplugs to stabilise the model. I also found that a good way of getting a firmer construction was to wipe the plastic part of the fixing with a damp tissue and dip it in a saucer of vim/ scouring powder and screw up the metal part as normal. (Reg Hall)

I have had some experience with most of the Speedplay range of models. My suggestions are as follows.

1. Replace all the small plastic rings that hold the axles with Meccano collars otherwise they will fall off as the model rotates (it spins very fast)
2. Ensure that the 3 AAA batteries in the screwdriver unit are fully charged. Even if the screwdriver still works the unit may not have enough power to complete the sequence of movement for the robot. I suspected the fault was in the larger control unit and it took some time and swapping of parts to sort this out.
3. Strengthen the wheel bearings in the base. They carry a large load and really need to run in a brass bearing, I used cranks in the base unit where they used a plastic strip. The plastic will not support the weight very well. Oil all these parts well.
4. As mentioned previously use extra washers to ensure the jockey wheels do not catch on the base. After the said modifications I now have this model working almost all the time, I say almost because just when you think it is perfect something comes along that requires a little fine tuning, but hey that's what Meccano is all about after all. (Gary at Auckland.)

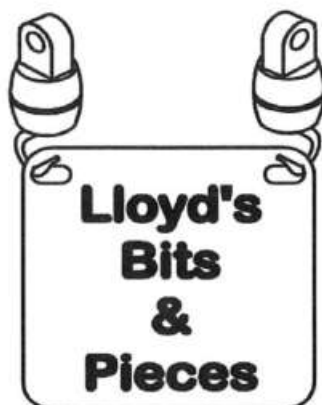
As I told you before I got the large robot Speedplay set as a gift from my wife. I decided to assemble it precisely as the instructions say. The first thing I found is that even though the parts are correctly identified at the beginning of the instruction booklet, once you get to the assembly instructions, the drawings are totally ambiguous and no hint is there as to which part is which, even though many of the parts differ only in size. So after several assemblies and disassemblies I finally finished it without the modifications suggested by Reg Hall

As originally designed the model lasted exactly 32 seconds and then started to fall apart. The first thing to fall was the cam that moves the head (no part numbers here). Then the four wheels that support the structure started losing the rubber rings used as collars. And last the rubber rings that hold the large wheels came apart. So my conclusions follow:

- 1.- I challenge anybody to find a seven year old that can assemble this kit without help.
- 2.- The kit as originally designed falls apart in no time.
- 3.- The fasteners as designed are worthless and in some critical places must be replaced by regular nuts and bolts or collars as required.
- 5.- My 3 year old grand son went absolutely berserk when he saw the contraption moving (after many aforesaid modifications.) (Enrique Segre).

HENLEY GATHERING: If anyone is thinking of visiting the U.K. next year, the Henley Gathering will be held on Saturday, August 30th, 2008.

BINNS ROAD MEMORIES: Graeme Eldred met at a Village Fair a lady who, in the 1950s, worked on the shop floor at Binns Road. She said in their lunch hour she and the other girls spent most of their time playing with the Hornby trains on the huge display and testing rail layouts in the factory.



ONE DAY EXHIBITIONS: "No sooner has one settled in at these gatherings than (it seems) some people are packing up and leaving." The popularity of the event and the number of models at what is a gathering of Meccanomen for Meccanomen suggests that most of us are happy to dispense with the public as part of these exhibitions. (Howard Somerville, after the Henley Gathering)

NEW SETS AT M. & S.: Marks & Spencer have 4 new Meccano sets listed on their website. Three are £5 "Starter" sets — a plane, a motor bike and a helicopter. The 4th is an F1 racing car at £49.50. This one is the same as the car in the Mechanical Workshop set but is being packed and sold separately.

REPLATING PARTS: For those who have noticed the finish on my nickel plated girders and strips, etc., I had them stripped and re-plated with nickel and palladium by Rigg Electroplating Ltd. who are at 63a View Road, Glenfield, Auckland 1310. The replating wasn't cheap. Overall it probably cost me more than the original parts did. But the gleaming finish has made it worthwhile. (L.S.)

QUOTATION: "If you are planning for a year, sow rice. If you are planning for a decade, plant trees. If you are planning for a lifetime, educate people." (Chinese proverb, from 'Boss' magazine, Sept., 2007)

HOBBYCO: Hobbyco in Sydney, Australia, has moved to Queen Victoria building, levels 2 and 3, at the Town Hall end of Q.V. Building. (Laurence Langley on Spanner)

BILL INGLIS TYRES: W.R.I. tyres were moulded from a thermoplastic grade of PVC. The time-honoured way of soaking them in almost boiling water is the only method to remove (or fit) these tyres to the hubs. (Bill Inglis on Spanner)

NIKKO MECCANO IN THE U.K.: The U.K. branch of Nikko has collapsed. Not because of its Meccano connection but because of problems with other Nikko products. Meccano Calais has apparently severed all connection with Nikko U.K. A new Company was registered on July 16, 2007. Its aim is to re-establish Meccano in its own name and right in the U.K. The new firm will be run by M. Alain Ingberg who was C.E.O. of Nikko France. The situation is still rather obscure so U.K. Meccanomen are awaiting developments. Meantime, there seems to be plenty of parts and sets

available from Dave Taylor and other dealers. The U.K. problems haven't affected any other countries.

(Geoff Brown and Oscar Felgueiras on Spanner)

MELBOURNE M.C.: An M.M. C. Exhibition was held at Gardenvale on October 13th and 14th. with memorabilia, historic exhibits and working displays. Admission charges were : Family \$A10.00, Adult \$A5.00 and Teenagers \$A2.00. Further information was available on www.mmci.com.au

H.K. VISITORS: I was pleased to have a visit in August from Mike Stuart who was touring New Zealand with his (extended) family. Mike, with his wife and daughter, is planning to return to N.Z. to live next year. (A.M.G. please note). Mike was responsible in the 1980s for some spectacular Meccano models such as one of the "Vittorio Veneto" Italian battleship. Also a Meccano railway which ran through several rooms of his mother's home in Takapuna. While visiting, Mike was very interested in the newer Meccano France parts and sets in my collection. (L.S.)

DEMISE OF Ka 935: During August, 1987, Neil Carey dismantled his outstanding model of the N.Z.R. Ka Class steam locomotive which he had built for the 1985 Convention. To satisfy everyone's curiosity he counted 3067 separate parts held together by 3255 nuts and bolts.

A CLASSIC HEADLINE: I have quoted this item previously just to show how confusing and, at times, funny our English language can be. It was an English newspaper headline during the 1st World War and was quoted here in the N.Z.R.S.A. Review.:(L.S.)

"French push bottles up 20,000 Germans"

"WISDOM" SET TRAVELS: I bought a Chinese 'Wisdom' metal construction set in Chatham, Kent, England, in 1985. It was not compatible with my Meccano so a few years later I gave it to a friend from Germany. As far as I know it is still in Leipzig.

P.M. PROMOTES MECCANO: For its Christmas, 1988, promotion the N.Z. distributors of Meccano persuaded some prominent New Zealanders to build a Meccano model for display. Helen Clark, then Minister of Conservation, built a crane with a Labour Party rosette hanging from the hook. ("More" magazine, January, 1989).



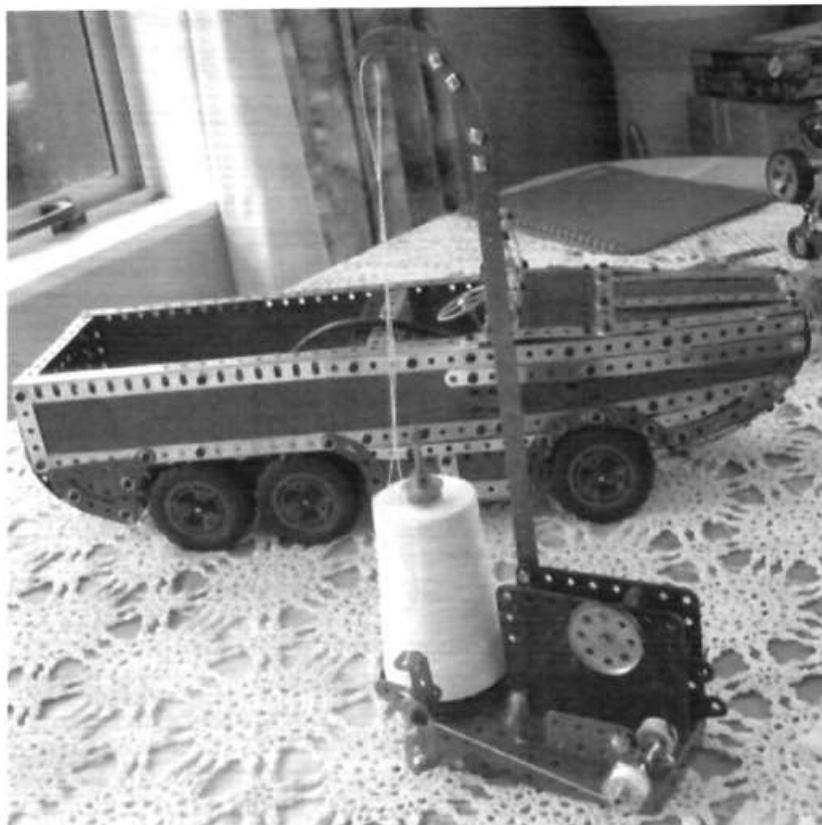
MWMT MECCANO CLUB

Social meeting held in Feilding October, 2007.

The third Social Meeting of the MWT Meccano Club for 2007 was held at Chris and Paulette Morton's home in Feilding.

A good attendance of over 20 members were comfortably seated in their livingroom. It was great to see members travelling long distances to attend these meetings. Stan Baker from Wellington was one of these long distance travellers. He had his tempting range of Ashok parts available and I am sure many a deal was done. Among the models displayed was a 'squadron' of Red Hawks from the Bruce Neilson aircraft manufacturing works. The 7 planes really looked the part and I have been reliably told that they will be soon hanging from his ceiling in his lounge. Peter Winter came all the way from New Plymouth and he brought his Automatic Coal Loader which he has been building over the last month or so. The model is not complete and a general discussion was held on the ins and outs of these rather temperamental models and how hard it is to get them to work properly. Bob Prescott showed

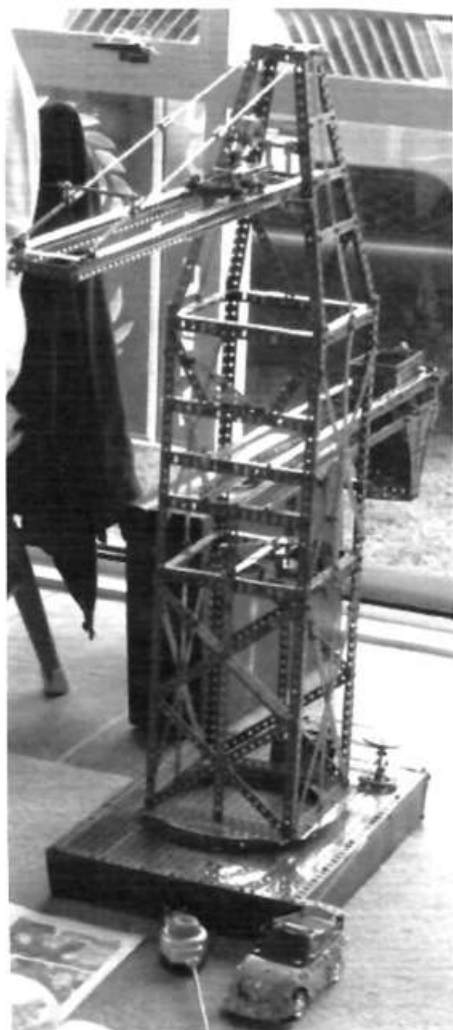
knitting process. This model is unlike anything else in Meccano, really ground breaking stuff, and can be run either on power or manually. Graham Hawtree showed us about a dozen framed Meccano prints ex Doug Harris - about A4 size. These look really great to hang in your Meccano room. Graham is also looking into reproducing small parts boxes for the No 9 and No 10 sets - watch this space. This is just



Hugh Ramage winds his shuttles on this machine, his loom is pictured on page 24.

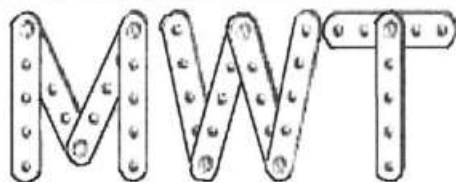
a selection of what was displayed.

Our hosts provided us with food and drink and the informality of the afternoon was appreciated by all. Thank you Chris and Paulette. This was the last Social meeting for 2007. They are due to start again next year in Hawera.



us his Grand Prix racing car from one of the new sets. He was not all that impressed with it and it needed modifications to get it to run. Hugh Ramage had his Bandage Weaving machine up and running. This model had no shuttle, it used a weaving and





Monthly Meeting, 13 October, 2007

The Bi-monthly meeting of the

MECCANO CLUB MWT Meccano Club was held in Wanganui on 13 October, 2007. A lot smaller turnout of members was noted and this was partly due to a well known club member celebrating his 50th birthday and a number of club members had been invited to the celebrations. Congratulations to Daryl. This was the first meeting under the new command of Paul and Tom, the old team of Bob and John having been replaced at the AGM.

The meeting opened with the antique item. As we have run out of appropriate Meccano parts, we have moved on to having the older members talk about their past. Today's talk was by Lloyd Spackman. Much of what he said was reported in the December 2001 magazine, page 10. There still was a good range of models on display and here is a list of the items which were talked about on the model tour.

Some modellers had to leave early and their models are not included.

Don Blakeborough: He had an impressive approx. 7 foot high Grandfather Clock in nearly finished condition. He has had it running at home for the last two months and will run approx. 18 hours on one wind, and features an electric wind which automatically rewinds it. Other features include screw jacks in the base to get it level, a built in plumb bob to tell you the model is level, opening front door. The model is of his own design and is based on a clock made by a distant relation who used to build Grandfather Clocks in England in the 1700s.

Bruce Geange: Bruce had a couple of non Meccano models which he is in the process of constructing using his model making skills. One was a Mallet 2.4.4.2 American Locomotive. This loco used firewood as a power source and was used in New Zealand around 1914 to 1948. Bruce also had a 1921-1928 McCormick-Derring Tractor in the process of being built. Quite time consuming work and will be grand when finished.

John Ince: John had 2 Meccanographs and a Traction Engine, which demonstrated some of the principles from the 1929 Standard Mechanisms Manual. These included a

free wheel device, chain steering, strap and spring brake etc. He also had a tower base for a crane with a nice bearing on the top. This may one day be a crane.

Lou Nichols: As the meeting model subject was an item out of the 1929 Standard Mechanisms Manual and how you would improve it, Lou showed us a variation on the 2 speed and reverse gearbox in this manual and a much smaller model of the same gearbox in a latter Mechanisms Manual. Quite a nice compact box.

A Club member had on display 2 very nice Meccano Aeroplane Sets No 11 and 11A. The No 11 set had Belgium markings and both sets were remarkable nearly complete and in nice order. He commented that he had repainted only a few parts. The sets certainly displayed well.

Lloyd Spackman: Lloyd had a nice Tugboat from the January 1977 MM which he had modified slightly. He also had a Miniature Railway using the large circular plate.

Based on Roger le Roland model but modified. it had two trains that went around in a circle with a plane flying around over head plus a windmill. Neat little model.

Paul Vodanovitch: Nickel Cantilever bridge from a 1925 manual, No 643. Measures about 4 feet along and some parts had been refurbished. Also he had some Primus parts which needed identifying.

Hugh Ramage: His contribution to the Standard Mechanisms model was a Sun and Planetary mechanism. He also had his Bandage loom working well - he had added extra large spools to save the hassle of constantly rewinding the old ones. This is a fine exhibit but Hugh will probably take it apart soon - we await the Mark II version.

Peter Winter: Torque Converter from the French 1929 Mechanisms manual. Had trouble in reading the text but got model together-did not work that well and he may work on a few modifications.



John Freer: Captured Ball Geared Roller Bearing; a nice neat unit using Exacto gear rings.

The meeting finished with usual fish and chip tea and Auction.



Meeting Saturday 11th of August 2007

Neil and Eileen Carey hosted eleven members, wives and partners for our mid winter meeting on a

rather cold and wet

afternoon at their home at 23 Eaton Road Hillsborough Auckland. Several apologies were received due to winter ills and vehicles that would not operate on the day.

The meeting started with an in depth review of a very busy previous days activity during which David and Elizabeth Wall, George Ovenden, John and Cora Denton, Merv Mexted, William Irwin, Les Megget and Gary Higgins had spent many hours setting up a magnificent array of models at the Ficino School for primary and intermediate girls and boys at 27 Esplanade Road Mount Eden. This was the third occasion over recent years that members of the Auckland Meccano Guild have

been invited to mount a show at this school for their students as part of their understanding of small scale engineering and modelling. The team arrived on site mid morning and were met by a number of students who were willing helpers in unloading models and transporting them to the school dining room which had been given over to this project for the day. The team set up and tested their models before joining the staff for a sumptuous lunch.

After lunch, each class was scheduled in an orderly manner to view the display and the team were kept very busy until late into the afternoon managing the steady flow of students



At the Ficino School



and teachers, who looked, touched and operated models where they could and asked numerous questions. It appears that just about every one including the administration staff and a large number of parents who had heard that the show was on made an effort to visit and spend time viewing the excellent array of models that were on display. As is the Guilds practice for such shows, a number of the models were viewer friendly and the visitors made every opportunity available of interacting with them. One of the favoured trophy's of the day was the many intricate spirograph patterns that students individually produced which were generally taken away as a memory as they left the display. At the close of the day the Headmaster on behalf of the school warmly thanked the team for their efforts. Feed back received since the event indicates that the show had considerable impact as it is still being talked about. Andrew Wells had given his apology for the event but had kindly provided six Meccano kitset models which were presented to the Headmaster who said that he would see that they were presented to six worthy students who would really prize them.

After the review of the previous day was completed, members showed off and discussed the merits of the various individual models that they had brought, amongst which was a hand driven tachometer produced by David Wall, a tandem drive truck chassis assembled by Les Megget based on a challenge to members of the 'Spanner' group to use standard 2 inch Meccano pulleys as wheels

(continued next page)

Wellington Meccano Club

NEWS OCTOBER, 2007.

There was a diverse lot of models at our meeting on October 19th.

Brian Peterson showed us a model of a Hurricane fighter

plane, not all Meccano, but well built. Also a small horse based on a bright red P/N199 and another plane - his own version of the Red Arrows 'Hawk'.

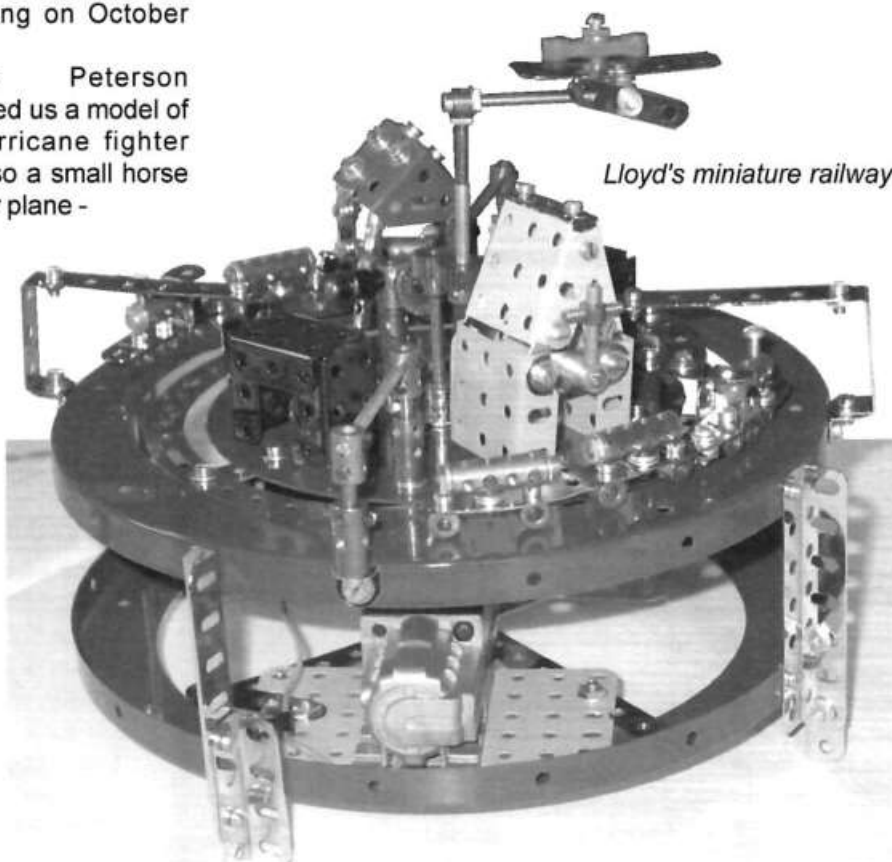
Lloyd Spackman brought his larger version of Roger le Rolland's Miniature Railway. Lloyd's is based on two flanged rings and a 6 inch circular plate. Also a tracked vehicle adapted from one in Future Masters Set 7600.

Alex and Isaac Paterson had built some ingenious mechanisms including a centipede mainly from 18 black spanners and some strips, a realistic bird, and a mechanism activated by a swinging weight suspended below it.

Campbell Morrison brought his red 'Hawk' jet plane. He also showed us on his laptop screen a DVD of a walking machine ('animal !') constructed from electrical conduit piping by Mr. Theo Jansen, a Dutchman who is a kinetic artist and engineer. The smooth and

realistic motion of this multi-legged 'animal' was amazing. Finally, Lou Nichols had brought his colourful parrot which featured on the cover of our April, 2005 magazine, but this time it was without its jigger.

The theme for our next regular meeting (February 1, 2008, subject to confirmation) will be a model which will run on 0 gauge Hornby track.



Lloyd's miniature railway

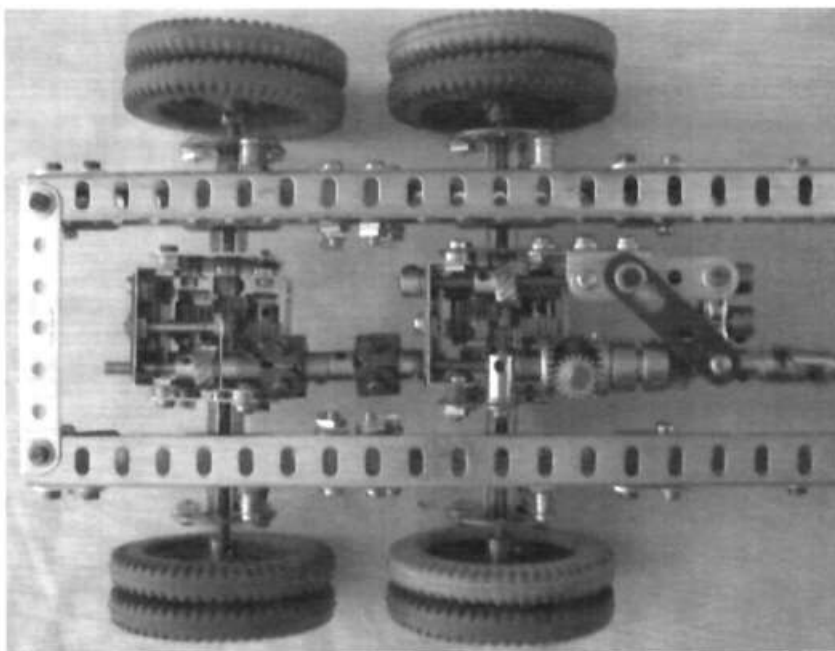
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and to develop from those a model complete with working differentials which would be in proportion to the model scale. As one would expect, Les had equipped the vehicle with a six speed transmission in keeping with the scale used. William Irwin showed off a pristine carded Meccano Gears Outfit 'A' in its original packaging which was printed in Dutch. Les Megget showed a mid 1950s Erector set that he had purchased through Trademe recently. Gary Higgins had been working on a prototype replica of a Gilbert Meccano ship building set which he had on display. Garry is planning to provide information for a future article on his experiences with this project.

A very special afternoon tea had been prepared along with a birthday cake and everyone participated in celebrating John Denton's 80th birthday. The cutting of the cake was accompanied by a rousing if not tuneful happy birthday sung by all in attendance. John then applied his continuing modelling exactness and skill to the cutting of the cake which was enjoyed by all.

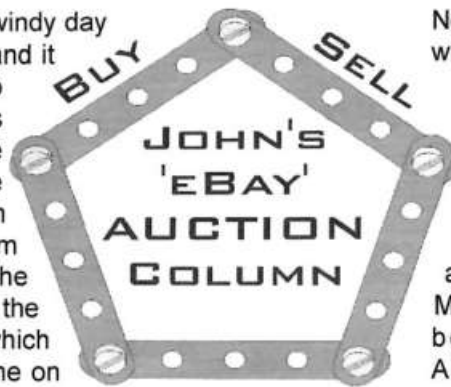
The next meeting of the Auckland Meccano

Guild will be held on Saturday the 10th of November at the Hancock's home at 1 Orangewood Drive, Northpark, Howick (09-535 5355) and all are welcome.



Les Megget's chassis.

It certainly has been a windy day here in the Manawatu and it would have been nice to have had wind turbines turning today to generate some income for the more expensive buys on eBay. This month I am starting with some of the star lines that featured in the recent Vectris auction which was both live and on line on eBay.



↑Early 1920s 'Garden Frame' display cabinet with Nickel pieces. This one had the special order bottom drawer in a dark Mahogany colour and had the correct Nickel and Brass pieces. Meccano gilded on to front of frame-looks to be in great condition for age. Sold for approx. NZ\$1700.

↑Nice No 10 Blue and Gold Set. In original green cabinet with 2 lift out trays. The set has the correct parts and in lovely condition. Sold for approx. NZ\$5000.

↑Meccano No 0 Aeroplane Constructor Outfit. This set was in silver and red with RAF roundels. Set has been re-strung onto an original stringing card. Print code 6/32 on instruction book. Nice set and sold well at NZ\$1000.

↑Meccano Aeroplane Accessory Outfit 1A Special. This set converts a No 1 Special to the larger No 2 Special Outfit. Colour of parts is red, blue and cream. Parts have been re-strung to original stringing card. Quite rare. NZ\$790.

↑Meccano 1920s Inventors Outfit 'B'. Set looks unused in a nice box. NZ\$470.

↑Meccano No 5 circa 1920. nickel outfit. Instruction book dated 8/19. box is described only as fair. Parts good. NZ\$120.

↑Meccano No 4 Blue and gold Set, circa 1943. Must be one of the last sets to use these colours. Blue flanged plates are without the gold cross hatch. Parts generally very good in a good box. Sold well at NZ\$500.

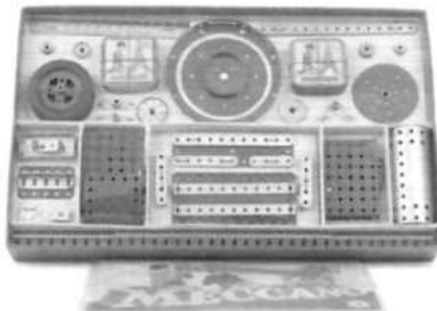
↑Early 1950s red and green outfits. Consisting of No 3, No 4, No 4A and No 5A. All parts having been restrung to original stringing cards. Paint very nice-good buy at NZ\$300.

↑French Meccano No 7A in Blue and Gold. Parts in lovely condition and have been restrung on original stringing card. Manual No 7/8 dated 1953. These are lovely sets and display so well. NZ\$300.

↑French Meccano No 8A Set-Blue and Gold. As with the 7A Set parts are excellent and included a No 9 manual. NZ\$350.

↑Meccano model of a Centurion Tank-looks like the one from the No 8 set. In excellent condition and built very well. NZ\$350.

↑Meccano model circa 1920 of a Battleship built in Nickel. The model is 56 inches long by 8 inches wide. Built as per



No 7 Outfit instructions and included the special order boiler which was only available from the factory?? in great order- NZ\$450.

↑Meccano Hump Back 1st Series Electric Motor. Black finish, looked complete. Rare NZ\$630.

↑Meccano No 2 Aero Motor(Clockwork) and a No 1 Aero Motor-both boxed.

Also a rare P 4 6 b large Radial Engine- these are rare

as they were only available by ordering through your Meccano Dealer and never available in the sets. NZ\$450.

↑Meccano No 1 Upright Oil Can. In great condition and sold well at NZ\$450.

↑Meccano Electrical Outfit Book circa 1920. Included with this lot where some Electrical parts including lamp and lamp holders. Sold well at NZ\$320.

↑Meccano Steam Engine Manual dated 7/29. 15 pages in nice condition. Hard to find. NZ\$340.

↑Meccano (Mechanics made Easy) Manual of Instructions for No 2 Sets. A rare manual very early. Sold well at NZ\$1150.

↑Meccano late 1970s No 3 Motorised construction Set. Unused and still sealed NZ\$53.

↑Märklin Construction Set in nice condition. Box only fair. Set is one of the bigger sets that Märklin produced in the 1950s-1960s. Was a good buy at NZ\$110.

↑Mechanics Made Easy No 1 Set in original Tin

box. It contained some of the original parts. This set dates pre 1908? and is before Meccano appeared on the tin. Fair to good in condition. NZ\$1360.

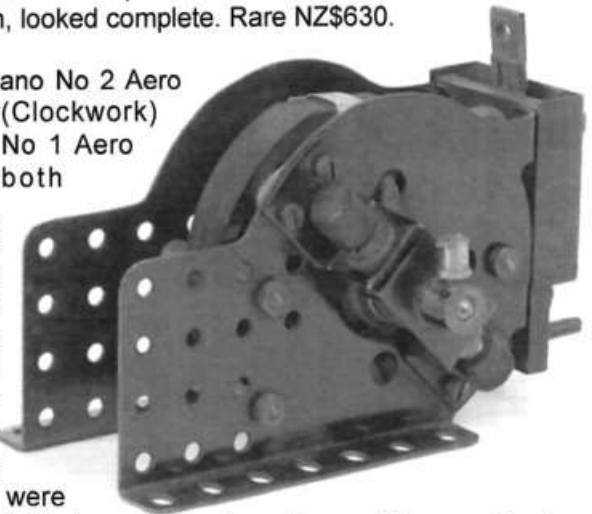
↑

And lastly from this auction a Mechanics made Easy Constructional Mechanical Toy Set A. Small number of parts missing parts generally good to fair. This set comes complete with rare instruction booklet for the mechanics made Easy 1907. At this time in the Meccano history there were 3 sets A, B and C so this was the smallest set. Sold for the amazing price of NZ\$7000 plus buyers commission.

Well that's all for this time, thanks for reading and best of luck with your collecting.

John Hansen.

jc.hansen@ihug.co.nz



New Zealand Club Diary 2007-2008

Auckland Meccano Guild.

Contact - David Wall - Ph 09 426 1965.

Meetings at 2 pm on second Saturday every third month.
10 November, 2007 at the Hancock's home at
1 Orangewood Drive, Northpark, Howick (09-535 5355).

MWT Meccano Club.

Contact - Tom Pittams - Ph 06 345 9099.

Meetings at 2 pm as listed. Wanganui meetings at St. Luke's Church Hall, cnr. Cornfoot and Manuka Streets, Wanganui, 1 December, 2007 - Tour and Christmas Dinner, New Plymouth. 9 February, 2008 - Wanganui. Formal meeting.

Wellington Meccano Club.

Contact - Lou Nicholls - Ph 04 973 6177.

Meetings at 7.30 pm on first Friday every second month at Konini School, Wainuiomata, 7 December, 2007.

Christchurch Meccano Club.

Contact - Graeme O'Neil - Ph 03 322 7456.

Meetings at 7.30 pm on first Friday every month(except January) at St. John's Hall, cnr St. John's Street and Ferry Road, Woolston, Christchurch, 2 November, 7 December.

Other Important Dates

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.

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 December 2007 issue of NZFMM Magazine should be sent to the Editor well before 10 December 2007

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

Consolidated Index for NZFMMM 1976 to 2006 Vols. 1 to 30

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

Buy, Sell, Auction, & Exchange.

Advertisements in this section are free.

First insertion will be printed in full.

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

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,!!! 1. There is also geared motors, the Meccanisms range and the new Speed Play Range.

News Flash - We go the extra mile at 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>.

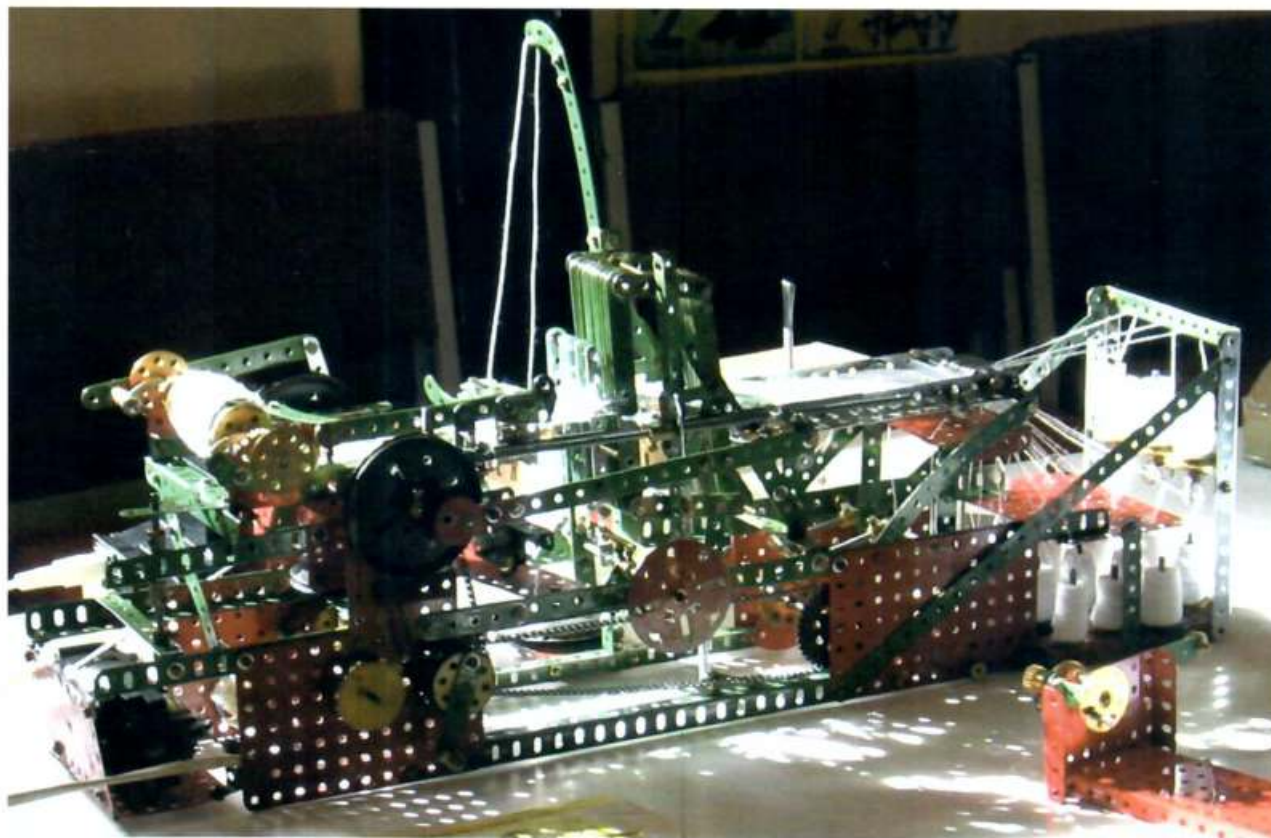
Copy for the December Issue.

Because of the lack of material to include in the December magazine we will not be following the usual practice of publishing early to avoid the Christmas postal rush. This year the December magazine may not be posted until late December or early January 2008.

To produce the December issue we would like articles and photos about Plastic Meccano models as well as material about any small metal Meccano models that you think might be of interest to readers. Naturally photos will be very welcome.



Don Malcolm's superb model of a 1957 Chevrolet Bel-Air - full description on pages 13 and 14



Hugh Ramage showed us this remarkable loom at the MWT October meeting.