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Gary Higgin's Aeroscope
on display at the Easter
Convention in 2007.
Details about building
this model are on page 3.

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

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Meccano Storage: where for art thou? (or not in my space please!)

I'm sure we all have the problem of where to store our Meccano sets and parts, be they small or large collections. There are several main aims especially if you are principally a builder. These are easy accessibility, knowing where certain parts are stored and possibly a list of parts you possess.

My collection of sets and parts has grown substantially over the last 5 years and boxes were piled up in our so-called music room in the house. In fact my Meccano "stuff", as Shirley calls it, had taken over that room, even drowning the piano, which is seldom played these days. Recently this room has been renovated (it had been very tatty 1920s wallpaper, scrim and newish, post-war, gib-board for decades) and I was politely asked to move my "stuff" out into the shed. This 2-storey shed was especially built as our hobby rooms soon after we moved to Auckland 20 years ago. It has my sports car, work bench and her hobby farm equipment downstairs and my train room and Shirley's craft room upstairs. Perfect you would think for my Meccano. Well yes but the train room is full of trains, a large incomplete HO gauge layout (another retirement project) and all the junk that children leave behind when they leave home (toys, beds, clothes, you name it). So as a result there isn't much room left for Meccano storage and certainly no room for building. Remember I like large-scale models. The Meccano sets all ended up on the sleep-out beds in the train room, putting them out of operation and meaning that when we had visitors over Easter they had to sleep in their camper van!

I like building in our family room (open plan with the kitchen) so I can keep an eye on the TV (cricket needs only half an eye) and have some company much of the time. Shirley was getting desperate as my Meccano parts were now invading the family room as well. You know what it's like washers, nuts and bolts, small parts and grub screws fall on the floor, just ready to be trodden on or sucked up the carpet cleaner. So for Christmas I received a large mechanic's tool chest for all my most used Meccano. I bought a whole lot of small part plastic containers and now I have some logical organization of parts. The chest can be wheeled almost out of sight into the music room when guests arrive and I can keep myself fit by going out to the shed for the larger and less used parts when required. It isn't perfect but it is better than it was and Shirley is happier (I think).

Maybe you can write in and tell me how you solve your Meccano storage problems. It's been a hot topic on Spanner lately too.

(continued on page 23)

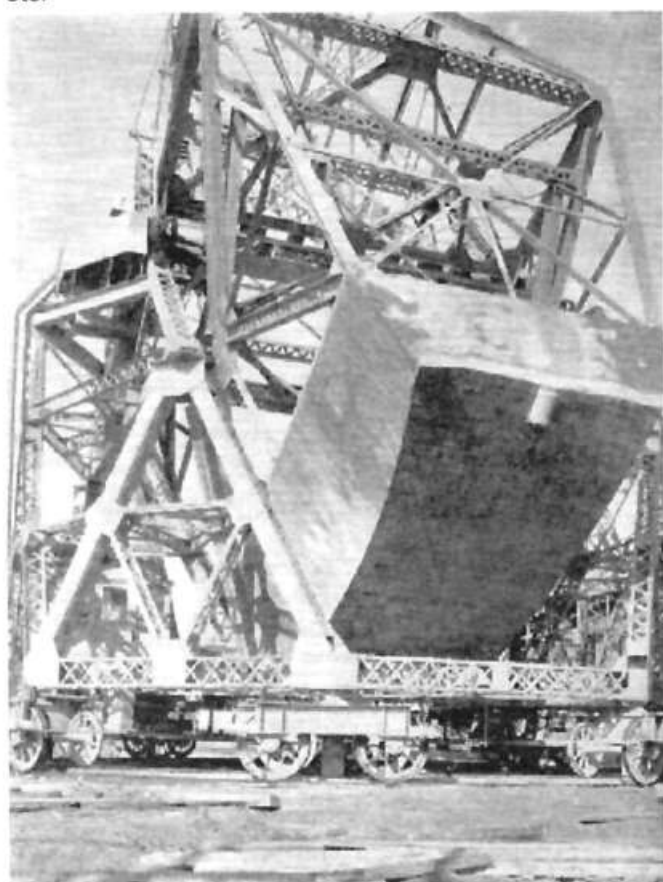
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The Aeroscope in Meccano

by Gary Higgins

As far as I can tell the first reference to an Aeroscope in Meccano occurs in an old No 7 manual of the early 1920s. This refers to the aeroscope as being a machine used by French armies in wartime for surveying the surrounding country and watching the movements of the enemy. The long arm was lowered to allow a passenger to enter the observation car which was then swung upwards, raised, lowered or rotated in accordance with the instructions of the observer. With the advent of the observation balloon, the aeroscope became obsolete. The manual goes on to add that enterprising showmen have since made good use of similar structures in fairgrounds etc.



The base of the PPIE aeroscope in 1915 showing the huge counterweight and the original circular track with the four wheel bogies.

Apparently full sectional instructions were included in a leaflet in the outfit. The leaflet could also be obtained directly from Meccano Ltd. For the price of 2d, post free.

Details on the Internet are somewhat scarce when it comes to the aeroscope, however there is mention of one being used as an amusement ride in the Panama – Pacific International Exposition (PPIE) of 1915, held in San Francisco. Passengers entered a two storeyed building, and were able to move from floor to floor via a stairway. The observation car could hold 118 people with the floors measuring 19' x 38'. After boarding of passengers a cantilevered arm swung the entire building high up into the



This picture, again of the PPIE aeroscope, shows well the geodetic structure of the base and gives a good idea of the height of the boom when fully raised.

air where the whole device was rotated, giving a 360 degree view of the surrounding countryside.

The device was designed by J.B. Strauss, a bridge engineer from Chicago; although he had patented the device in 1912, the first one was not built until 1915. The base of the tower was 48' tall and sat on a circular track 65' in diameter. The arm extended 200' past the tower to the observation car and at the rear end of the arm was a 380 ton counterweight. After the exhibition the machine was broken down and never rebuilt.



My model of an aeroscope taken from the Meccano model plan. I exhibited this at ModelX in Auckland in 1991.

I built the original design from the No 7 manual about 10 years ago and it is quite a good model for an exhibition, attracting a fair amount of interest. It is not hard to construct from the drawing but I have never seen the leaflet that was included with the set. If any readers have one, I would appreciate a copy.

I set out to obtain pictures and drawings, if possible, of the 1915 machine and was amazed at the amount of detail that went into building it. From the pictures the base could be seen as being made up of a number of triangular sections, much as one would use when constructing a geodetic dome; these form the sides and support of the main tower. The base when constructed was 1'2" in diameter. I experimented with a number of ways of rotating the mechanism using wheels and railway lines. It appeared from the original pictures that a number of four wheeled bogies supported the load on rails and a small steam engine on the inside of the structure moved the tower in a circuit. I had problems with the wheel tracking and went instead for a fixed roller bearing, which provided a stable base for the whole device. At a later time I introduced four large toothed quadrants which could be driven by a motor to give the circular motion required.

The boom supporting the observation car was 4'5" long made up of girders and strips with the observation car balanced by adding weights to the floor at the front and rear. In the original structure a water tank was fixed beneath the floor of the observation platform and water could be pumped in or out of this tank to trim the balance. The cantilever weight was lead ballast weighing 6kg. A small lead weight was fastened to an axle rod enabling it to be placed anywhere on the outside of the boom to be a fine tuning of the weight adjustment. When the boom sat level, with no up or down movement, the balance point was achieved. Movement of the boom up to vertical and down again was by means of a crank handle

This Model can be built with MECCANO Outfit No. 7 (or No. 6 and No. 6A)

Model No. 7.11

Aeroscope

The original aeroscope was a machine used by French armies in wartime for surveying the surrounding country and watching the movements of the enemy. The long arm was lowered to allow a passenger to enter the observation car, which was then swung upward and raised, lowered, or rotated in accordance with the instructions of the observer. With the advent of observation balloons, the aeroscope became obsolete, but enterprising showmen have since made good use of similar structures in fairs, etc. It will readily be imagined that the sensations of being swung up and down, whirled round and rocked about in such a machine rank with the "pleasures" of the giant swing boat and the switchback railway.

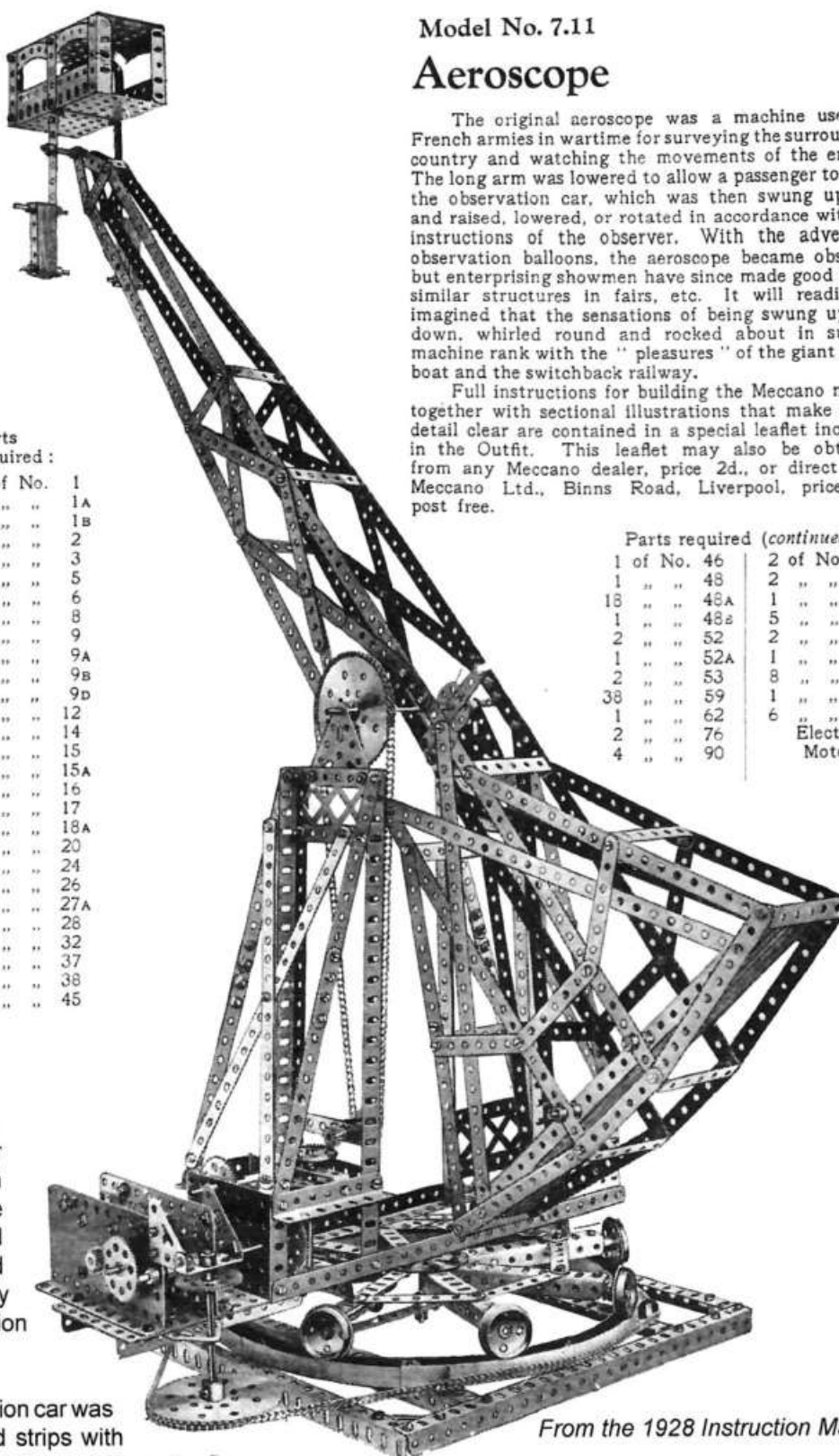
Full instructions for building the Meccano model, together with sectional illustrations that make every detail clear are contained in a special leaflet included in the Outfit. This leaflet may also be obtained from any Meccano dealer, price 2d., or direct from Meccano Ltd., Binns Road, Liverpool, price 2d., post free.

Parts required:

48 of No.	1
4 " "	1A
1 " "	1B
34 " "	2
20 " "	3
48 " "	5
8 " "	6
12 " "	8
2 " "	9
8 " "	9A
7 " "	9B
4 " "	9D
16 " "	12
1 " "	14
1 " "	15
3 " "	15A
13 " "	16
5 " "	17
1 " "	18A
8 " "	20
2 " "	24
3 " "	26
6 " "	27A
1 " "	28
2 " "	32
240 " "	37
15 " "	38
1 " "	45

Parts required (continued):

1 of No.	46	2 of No.	94
1 " "	48	2 " "	95B
18 " "	48A	1 " "	96
1 " "	48s	5 " "	97
2 " "	52	2 " "	103
1 " "	52A	1 " "	109
2 " "	53	8 " "	119
38 " "	59	1 " "	126A
1 " "	62	6 " "	133
2 " "	76		Electric Motor
4 " "	90		



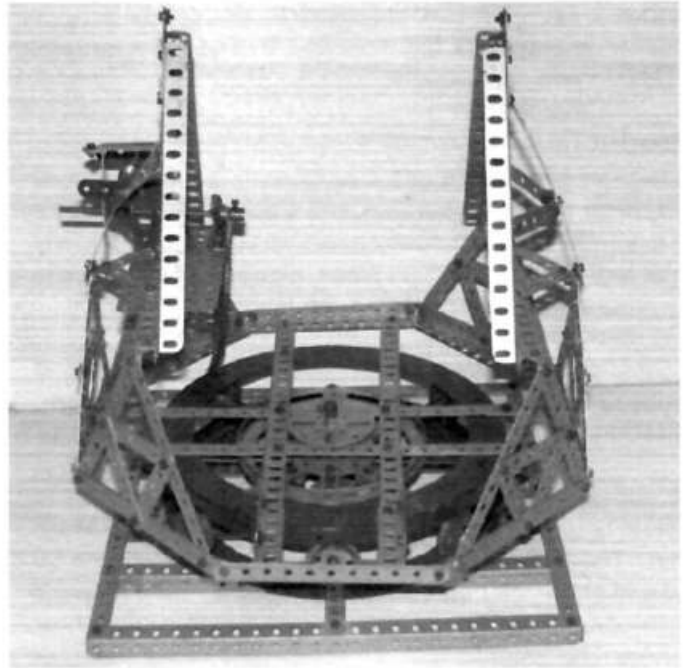
From the 1928 Instruction Manual.

engaging a worm drive and gear wheel mounted on the tower this is turn connected to the pivot point axle on the tower using sprocket wheels and chain. This moved the entire arm easily when it was well balanced

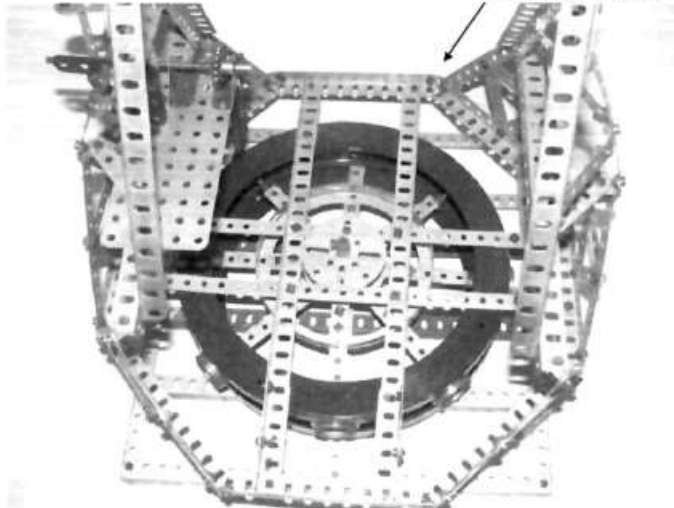
Ed. The Aeroscope appeared in Meccano Instruction Manuals from 1918 until 1928. From 1918 to 1921 it was model number 386; from 1922 to 1927 it was number 710; and it finally became 7.11 in 1928.



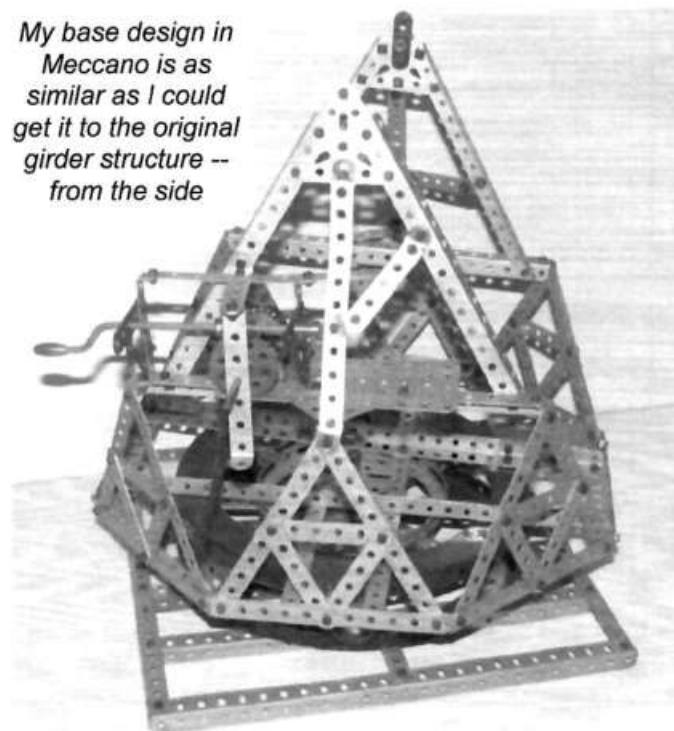
The PPIE aeroscope viewed from the rear, clearly showing the base and boom pivot arrangement. This gives a very good picture of the original boom structure.



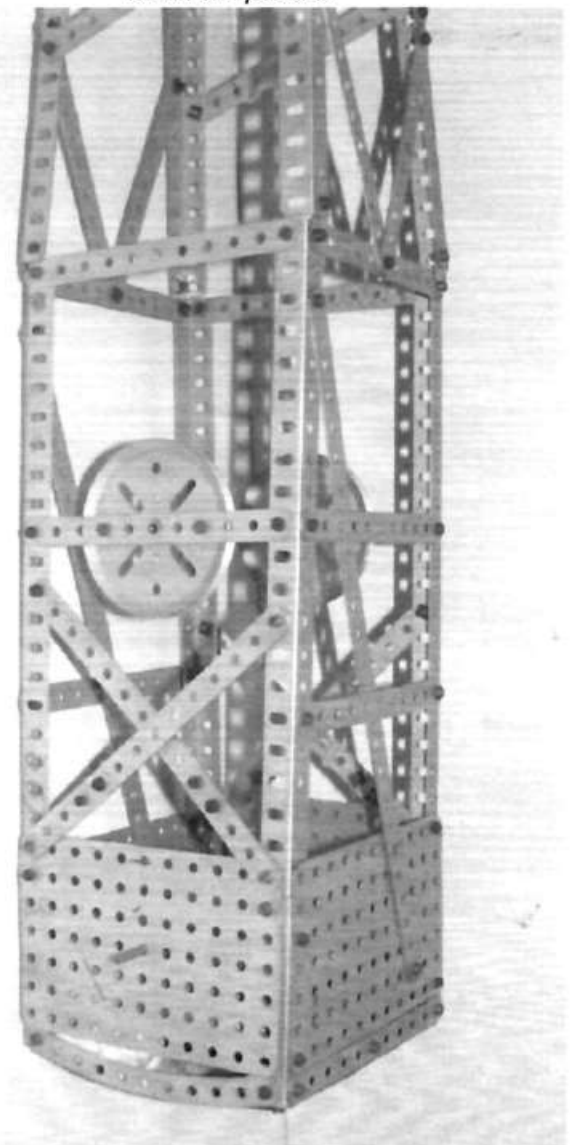
The base arrangement front view; the gearing mechanism for raising and lowering the boom is to the left of the picture.



View of the made up roller bearing for the base. The roller bearing needs to be strong because of the weight of the counterweight pushing down.



My base design in Meccano is as similar as I could get it to the original girder structure -- from the side



The base end of the boom showing the enclosed section containing the lead counterweight.

A Purpose Built Meccano Cabinet

by David Wells & Al Smaller

Introduction

Storage of Meccano parts has often been a subject of discussion amongst the Meccano fraternity. Whilst there are a number of commercially available cabinets, especially metal tool boxes of various sizes, all seem to have some drawbacks and there is always the issue of partitioning.

Al Smaller, a member of the South East Queensland Meccano Group, came up with a proposal to make a more substantial cabinet that would store a large number of parts.

We subsequently built two of these cabinets which are approximately 1 metre high by 1 metre wide and 600mm deep. There are 9 drawers - 5 are 75mm deep, 3 are 90 mm and one - the bottom drawer - 120mm deep (internal depth). All are partitioned and run on full extension drawer runners. This latter feature is more expensive but essential for the optimum storage. And of course the top is a useful area - in my case for putting plastic small parts storage cabinets for the myriad of nuts, bolts, angle brackets and so on.



The Drawers

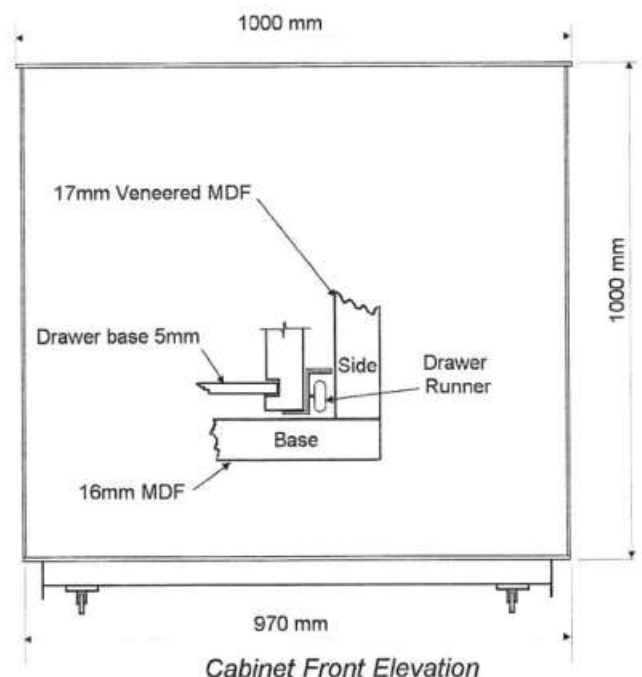
The most time consuming part of the exercise is making the drawers. It is recommended that all the sides, back and fronts are cut at the same time. All of the bottom edges are then grooved with a 5mm router to a depth of about 5mm. The bottoms are cut to size and MUST be absolutely square (note - they are about 9mm wider and deeper all round - see diagram 2). Note that the sides are rebated into the front and back pieces.

The sides, back and front now have appropriate vertical grooves routed in about 2 mm to hold the partitions. The partitions should all be cut to the right depth for all the drawers. It's not a bad idea to actually also varnish all the drawer elements before assembly. The partitions can be cut to appropriate lengths when they are ready for fitting.

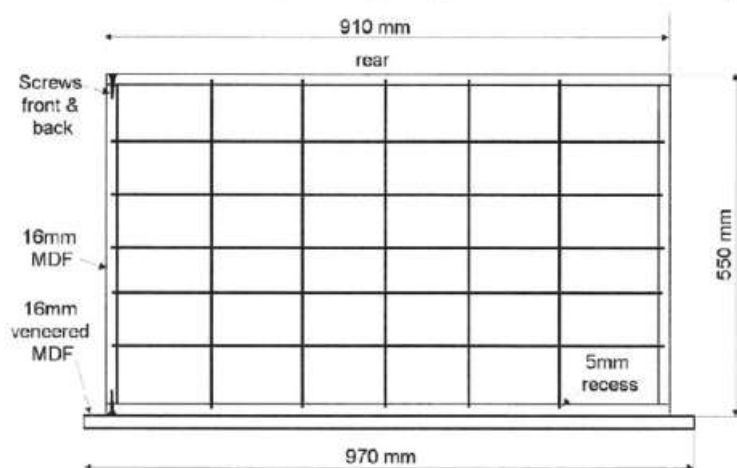
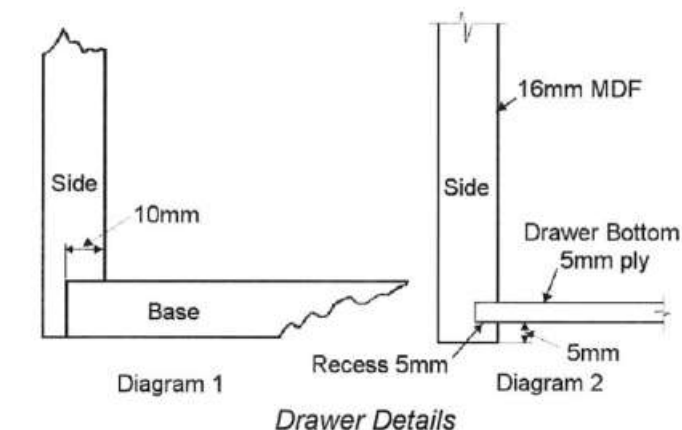
Construction – The Carcass

The sides and base of the carcass are cut to size and the bottom and rear of the sides have a 16mm recess of about 10mm routed out. This will allow the base and the back which are plain MDF to be glued tightly into place (Diagram 1).

Prior to any assembly, a template made out of 3mm MDF is cut to fit the internal dimensions of the sides exactly. The purpose of this is to mark out and drill pilot holes for the drawer runners. This is a very necessary and precise job as this will properly align the drawers for final fitting. The top and the back can now be cut to size. Note that the top overhangs the sides and front by 16mm – the edges will be trimmed with edge veneer.



The front and sides are screwed together (not yet glued until we are sure they are square). The base is fitted and the rear screwed on. Once square they can be reassembled



Plan of Drawers 1 & 2 for Small Parts - partitions 5mm, depth 85mm

and glued. Note that all the screws should have pre-drilled pilot holes as MDF splits easily. An aid to getting the drawers exactly square is to cut a former from the 16mm MDF that fits the internal dimensions of the drawers. This also supports the top edges when clamped.

Now the partitions are rounded on the top edge and then fitted by gluing. Suggested layouts for the portioning are shown in appendix 2. Finally the drawer runners can be fitted to the base of each drawer. These take up 12mm each side and therefore the external dimensions of the drawers are 24 – 25mm less than the internal width of the carcass. Check the Manufacturer's instructions for the runners

Assembly

The back can now be glued in place and the outside of the drawer runners fitted into place using the template previously mentioned. Now check all the drawers fit and slide easily – and are horizontal!

The false fronts can now be measured and cut and edge veneered. Then they are glued and clamped into place. The knobs can be screwed into place. Again – cut a template out of 3mm MDF and mark and drill two holes at the spacing from the edge you want. This will ensure that the knobs align well. The template is the length of the false fronts.

The top can now be fitted. This is glued and screwed in place with small right angle brackets fitted to the back and sides (4 will do).

Finally, a strong slightly recessed 100 mm high base is made that will support the carcass and also a pair of "Fridge Runners".

Finishing

If you haven't pre-coated the wood with varnish, put on two to three coats after a final good sanding.

Equipment required

Whilst one can get away with less, the following are really necessary:

- Saw bench with an Extension Table and dust extraction facilities
- Router and router bench with 5mm and 16mm/17mm router bits (or as appropriate)
- Furniture clamps (500mm and above to 1 metre)
- Small clamps for securing partitions
- Large and small Squares.
- Large MDF boards need to be transported and handled especially during cutting. A suitable vehicle and a mate to contribute a bit of additional brawn come in useful. Most timber merchants will deliver at a price.
- Sander

David Wells can be contacted on email: dwells@bigpond.net.au or +61 7 55295947 for any clarification or help!

Appendix 1

Meccano Large Cabinet

Materials	Qty	Cost AU\$
Blum Mini Slide Extension	9 pairs	180
Screws (20 mm Stainless Steel)	100	22
Cabot's Varnish	1	75
Glue	1	15
*MDF -1200 x 2400 x 17mm	1	120
MDF - 1200 x 2400 x 16mm	2	66
Iron on Veneer - 50m	1	22
Ivory Ply - 1200 x 2400 x 5mm	3	130
Trim for top	3 metres	7
Wood Filler	1	10
Sandpaper	1	12
TOTAL		\$644

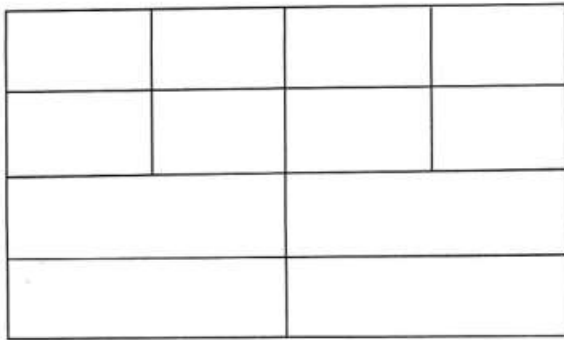
*Tasmania Oak – may need one extra

Appendix 2 Drawer layouts

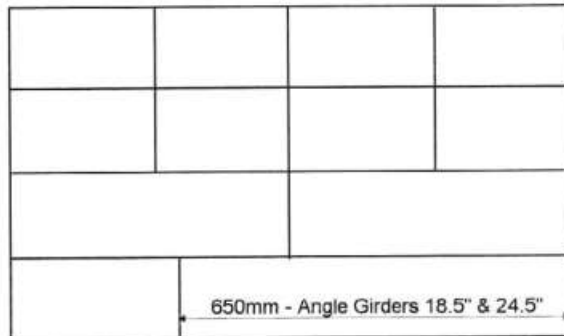
Three diagrams are included, on page 8, to show suggested drawer depths and partitions. the first shows drawers 1 and 2 complete with the drawer sides back and fascia. The diagrams for drawers 3, 4 and 5 and for drawers 6, 7, 8 and 9 just show the partitions and depths.

Editors note.

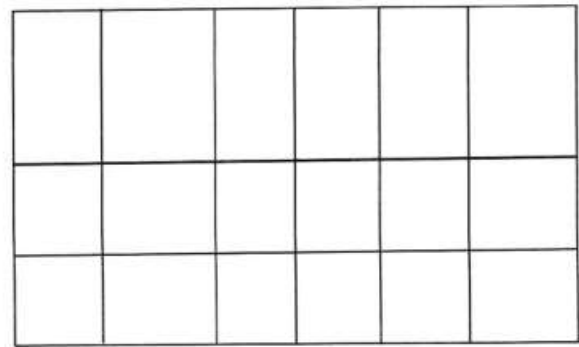
The schedule of materials shows the cost in Australian dollars. Prices in other countries may vary. In New Zealand suitable drawer slides cost about \$10/ pair; Cabot's polyurethane varnish is \$34 / litre; 16mm MDF is \$50/ sheet; Veneered MDF with a natural wood veneer is \$240/ sheet and \$130/ sheet with a wood grain melamine; 4.8mm MDF for drawer bottoms and partitions is \$25/ sheet.



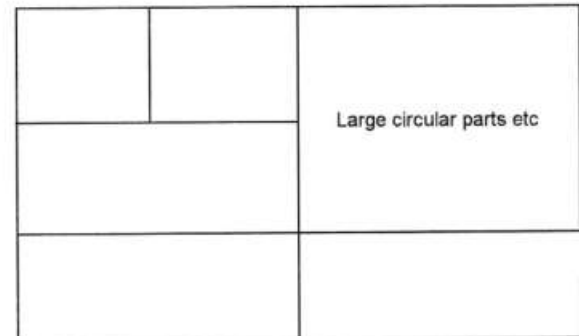
Drawers 3 & 4 - Plates & Flat Girders etc - 85mm deep



Drawer 5 - Girders & Strips - 105mm deep



Drawers 6, 7 & 8 - 105mm deep - adjust partitions as needed



Drawer 9 - 165mm deep

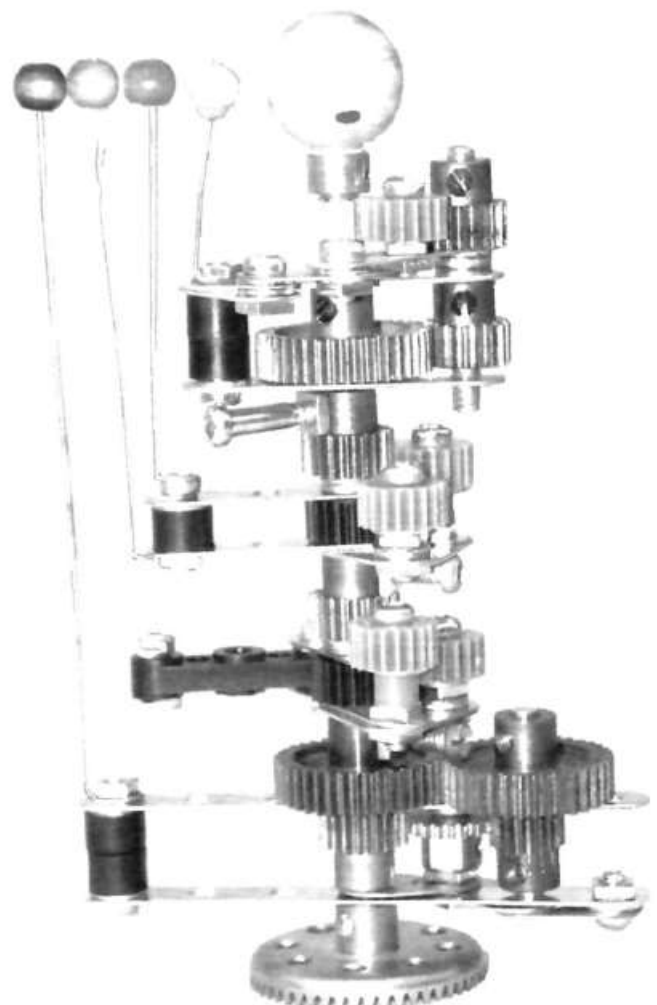
Jupiter & Galilean Moons Orrery

By Paul Dale

Find attached a picture of my latest Jupiter & Galilean moons orrery. Based on Michael Whiting's Palmtop Orrery which appears in the latest CQ but smaller both in diameter and height. The final gear ratios are identical even though the actual gears are different. As for the gears themselves: The upper 1" is 40 tooth, the lower pair are 38 tooth. The gear connected to Jupiter is 12 tooth. The gears in the bottom arm are from left to right, 20 tooth, 25 tooth and 15 tooth. All the rest are 19 tooth. The black ones are tri-flats "fixed" to the central $4\frac{1}{2}$ " tri-flat axle. The orange ones have been drilled out so they rotate freely on their supporting bolts.

Like most orreries, this orrery is best driven from the top. Currently this means turning Jupiter or the first arm manually. The gear ratios are such that there would be difficulty driving it from the bottom.

The use of Spanner emails is acknowledged.



MERCEDES ACTROS 8x4 PRIME MOVER (TRACTOR) UNIT

3 Gearboxes so far and counting....

by Les Megget

Those who know me, or my models, will have realised that I love gears and especially gearboxes, the more gears the better. I remember my delight when given my first Meccano Gear Set A many years ago and the 3 gear sets I had about that time were never enough and the regret that bevel and helical gears never seemed to be obtainable in NZ in the 50s and early 60s. I certainly never had any in my first

incarnation
as a
Meccano boy.

This latest Mercedes truck has had a slow gestation but it all began when I saw images of Nick Rodger's (Runnymede Meccano Guild editor) 8-wheel Foden truck on Spanner using 2" pulleys and Meccano tyres as the wheels. There followed a long "thread" on Spanner about building a small differential within a width of 3-holes ($1\frac{1}{2}$ inches overall). This thread has recently been published in the ISM magazine, No. 53 by Philip Webb. A medium-sized truck seemed a good idea as I had recently slipped a disk in my back carrying my $\frac{1}{8}$ th scale Grove crane into the photographers for the image on the cover of CQ79, and my chiropractor fees were eating into my Meccano allowance! Hence this truck is at a scale nearer 12:1 and the completed truck is shown in Figure 1.

Now the prototype has an 18-speed semi-auto gearbox, which I obviously wasn't going to be able to model in a space 11-holes long maximum. Even so a gearbox of $5\frac{1}{2}$ " length would be over scale anyway. So the decision was made to have 6 to 8 forward speeds with a range of gearing somewhere close to that used in reality (1:12 low to 1:1 high) and hopefully with a reverse gear lower than first. Many

Meccano gearboxes don't have such a realistic low reverse ratio when you look into them carefully.

Gearbox #1: The best publication around about Meccano gearboxes in my opinion is "Everything Automotive Part

3: Gearboxes in Meccano" edited and illustrated by the same Philip Webb (published by the Meccanoman's Club, PO

Box 4650, Henley on Thames and

obtainable from Howard Somerville at Meccano Worldwide Mail Order www.mwmailorder.co.uk; I fully recommend this 4 part series. The first gearbox I put in the chassis was similar to one in Part 3 attributed to Geoff Wright, an all-pinion 3-speed and reverse gearbox. As the write up says "This is an ingenious design, an improvement on the traditional Set 10 gearbox in that it has "top" as a through drive rather than an overdrive, and its reverse is a sensible ratio and is achieved without the usual separate idler pinion that can be so difficult to position!"

I, in my usual way, modified the gearbox by using some $\frac{1}{8}$ " faced pinions to increase the number of forward speeds to 4 and by adding a range gearbox on the rear this became 8 speeds with 2 reverse ratios. This was all possible within a length of 8 holes, 4". Figure 2 shows this gearbox before fitting it in the chassis. Now this gearbox worked well when not under load but it had 2 problems. Firstly the bearings for the shafts are the end holes of 5 x 2 hole Double Angle Strips. These journals are cantilevered from their supports, which are 5-hole Flat Girders on each side of the gearbox. This set-up allows a lot of flexibility for the shafts laterally and gear jumping occurs under any substantial loading.

You only need a lateral movement of a fraction of a mm for gears jumping teeth to occur.

There is quite a lot of load in my truck transmission even when on stands because the all-pinion differentials (on each rear axle and a lockable inter-axle diff) produce a goodly amount of friction. Bearings in this form are inevitable because the spacing between the shafts is non-typical, required by the meshing of 19t and 25t Pinions (roughly 0.6" centre



Figure 1

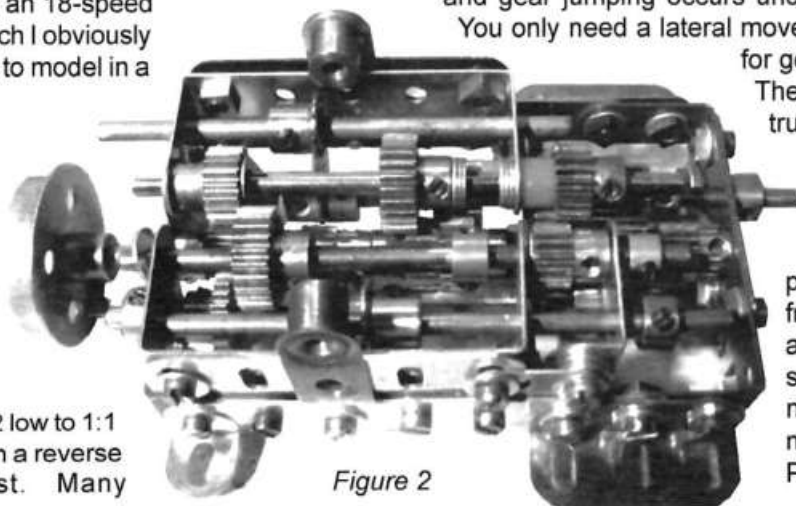


Figure 2

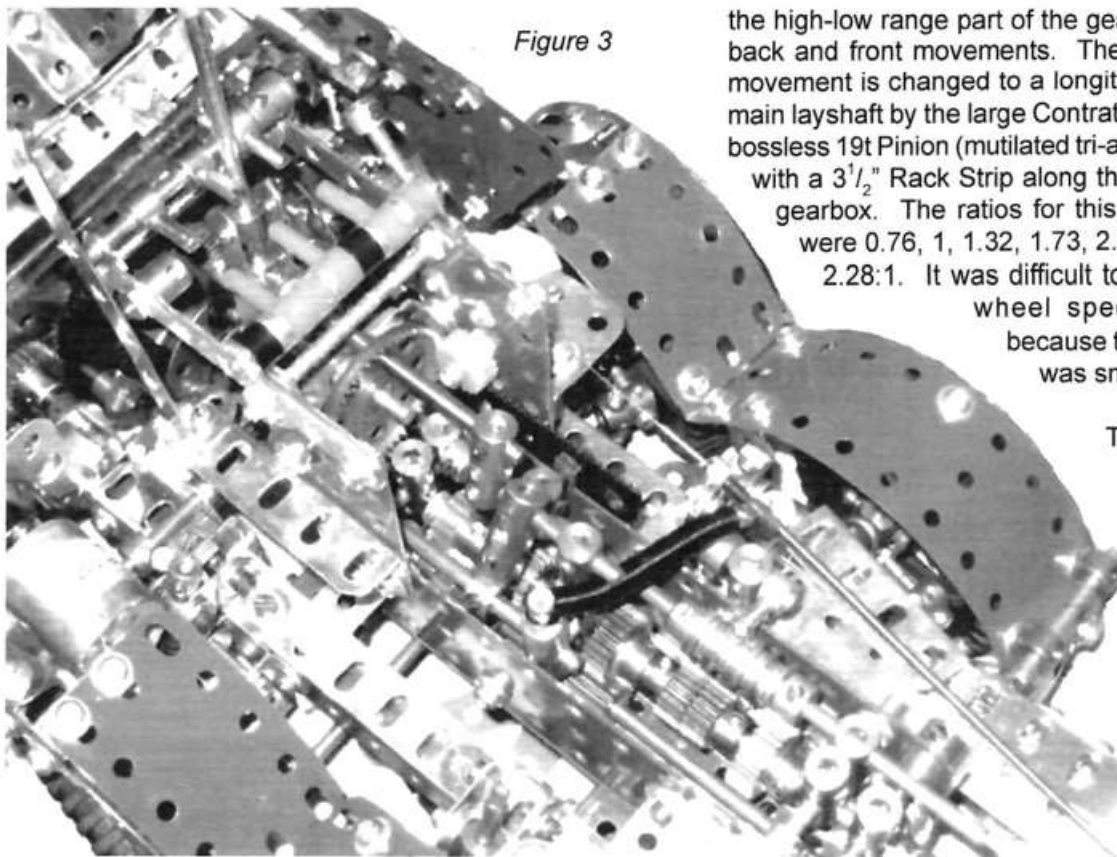


Figure 3

the high-low range part of the gearbox is selected by the back and front movements. The side-to-side gear stick movement is changed to a longitudinal movement of the main layshaft by the large Contrate meshing with a plastic bossless 19t Pinion (mutilated tri-axle gear), which meshes with a $3\frac{1}{2}$ " Rack Strip along the right hand side of the gearbox. The ratios for this gearbox from 6th to 1st were 0.76, 1, 1.32, 1.73, 2.28 and 3:1 with reverse 2.28:1. It was difficult to see the differences in wheel speed with these ratios because the range from 1st to 6th was small.

The problem with this gearbox is that there are 3 separate sets of gears meshing for most ratios and 4 sets for 1st and 2nd gears, and unless there is some momentum in the system everything stops rotating (except the input shaft of course) when you move into neutral when changing gears. This means

to centre). The second problem is the use of Rod with Keyway axles where the ratios are obtained by moving certain gears along these rods. The Meccano keyway doesn't have any case hardening and the edges of the keyway become easily roughened up under load, thus making gear changing almost impossible without a great deal of brute force. So being the perfectionist I am gearbox #1 was relegated to its constituent parts. I'm sure the bearing problem could be eliminated with the use of flat girders across the gearbox ends but that would require a total redesign.

Gearbox #2: The second gearbox I built was a direct copy of the late Tony Bolton's 6-speed + reverse all pinion gearbox described in detail in CQ 37. I had built this gearbox a couple of years earlier as I was intrigued by its design. The input and output shafts are in line but there is a short layshaft between the two and the 2 main layshafts form an equilateral triangle (with sides ideally equal to 0.577" centre to centre, as in gearbox #1) with the in and out shafts, cunning aye? Therefore there is no separate idler reverse gear and this all fits into a gearbox 11-holes long by only 3 holes wide and deep. This fitted nicely into my chassis, which has a width of only $2\frac{1}{2}$ " between the flanges of the chassis rails. This gearbox needs a lot of careful adjustment to get all the ratios to work without gears getting jammed up because the gap between gears is too small if you aren't very careful. Many of the pinions require short Grub Screws, which are a devil to get tight without ruining them for ever. I spent a lot of time designing the gear change mechanism (see Figure 3) and finally I got it to work reasonably but the selection gate is way out of scale, taking up almost half the width of the cab! The 3 speed and reverse part of the gearbox are selected by the left to right movement of the gear stick while

you can't get the next speed's gears to mesh without thrusting your hand into the gearbox and moving one of the layshafts slightly! I guess this wouldn't happen if the truck were running on the road (read floor) where the forward movement means the diffs and propshaft are still rotating, allowing the gears at the rear of the gearbox a better chance of meshing correctly. Pinions with low numbers of teeth mean it is impossible to line up the teeth for every ratio (by minor adjustment) and a "crash" gearbox it certainly is. OK then, back to the drawing board.

Gearbox #3: In desperation I ventured back into Part 3 and near the back found a nice compact 6-speed + 2-speed reverse gearbox designed by Richard Payn. As it happens this gearbox had recently been featured on Spanner when a discussion on gearboxes ruled the website for a few days (much better for me than the Meccano string threads, pun intended, that prevail at times!) This gearbox gets away from the all-pinion type by using conventional 38t and 50t Gears, amongst others. This gearbox suited my truck as it fits in a space about 10-holes long and only 3 wide. It comprises a 3 speed main gearbox (4:1, 2:1 and 1:1 ratios) together with a 2-speed secondary gearbox (2:1 and 2.8:1) at the rear. The 2.8 ratio was obtained by Richard by using the obsolete 20t Pinion meshing with the old 56t Gear (pre-1920s). I do have one 56t Gear but none of the 20t Pinions so I've used 19t Pinions to give me a low ratio of ~2.95:1. The whole point in Richard incorporating these obsolete gears was to obtain a "constant percentage" change in ratios between each gear but as he says using the later manufactured gears "doesn't make much difference in a Meccano model". Therefore his ratios would be: 11.2, 8, 5.6, 4, 2.8 and 2:1 for the 6 forward speeds from 1st to top. If you divide the higher ratio by the next lower one you see

that the percentage changes are 40%, 43%, 40%, 43% and 40%, respectively. That is close to the "geometric ideal" of the square root of 2 = 1.414 (viz. 41% higher ratio, gear to gear). In other words if you change gear at 2,800 revs then the engine revs will drop to about 2,000 after every gear change up the gearbox. This is the aim for many car gearbox designs and is similar for heavy truck gearboxes except the percentage change varies more; close ratios for the lower gears, greater for the higher ratios. Root 3 (= 1.732) is another (more?) common change ratio. Reverse is found by meshing a 12t Pinion with a 19t idler Pinion which meshes with narrow 25t Pinion on the main layshaft at the input end of the box. This results in reverse ratios of 8.3:1 and 11.6:1, a little lower than first, and therefore ideal. Figure 4 shows this gearbox fitted in the truck.

I developed a similar gear change mechanism

to that used for gearbox #2 but with a little gile I was able to reduce the size of the selection gate so that the side-ways gearstick movement is less than a quarter of an inch gear to gear and the gear knob wasn't near cab-roof level (as in gearbox #2). I've used a small Contrate here so that the movement of the gear stick is reduced for the same movement of the layshaft as previously. Now this gearbox works great and I'm able to change gears without mangling my fingers in the box, sure there is some gnashing of teeth at times but that is to be expected from non-synchromesh Meccano.

The differentials are another story and if I'm short of copy for the next issue you may have to put up with a treatise about them! Oh joy, I can hear you say.

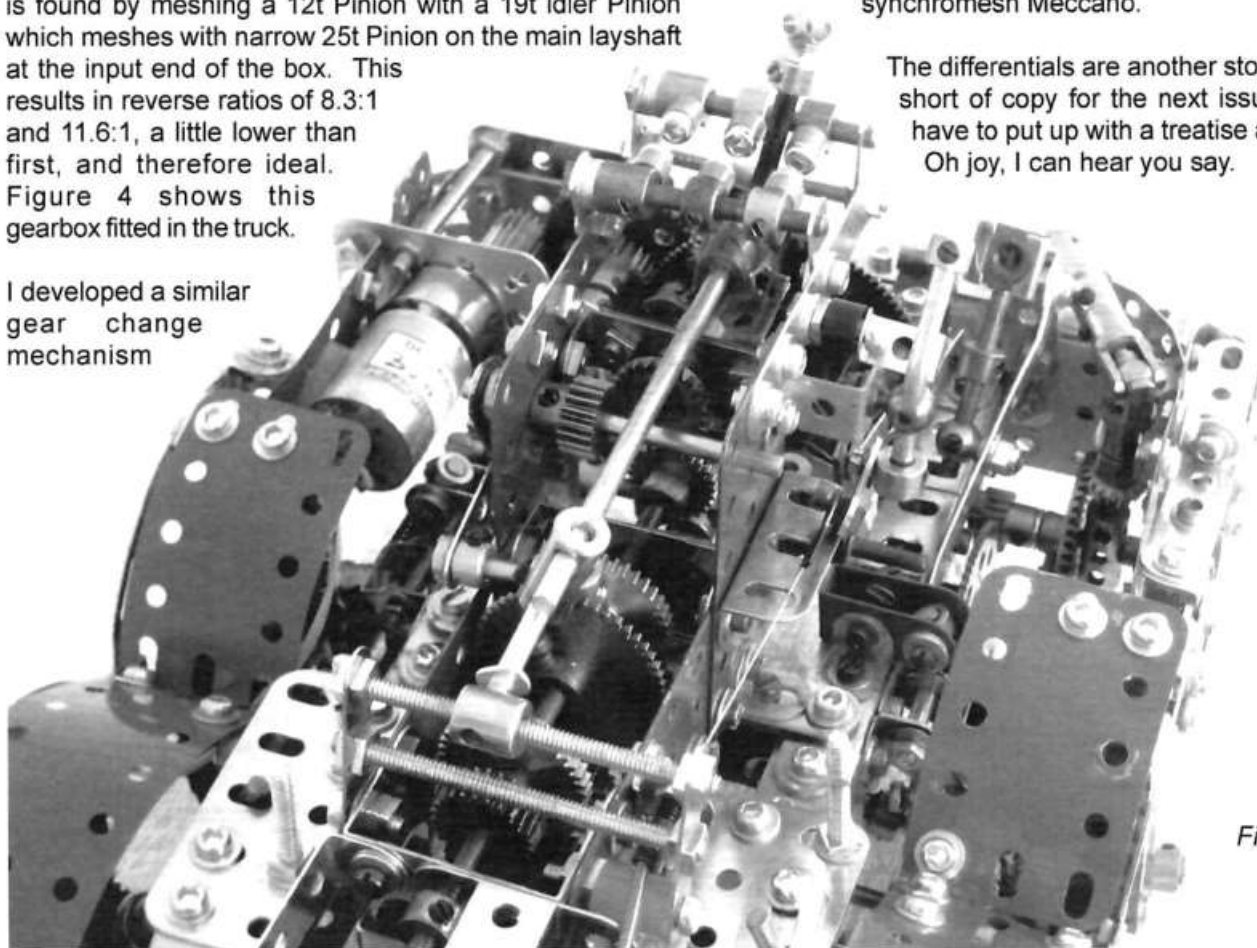


Figure 4

MECCANO AS ART ?

by Lloyd Spackman

A dictionary definition of Art is — imitative skill in design; of artistic design; a thing in which skill may be exercised.

So. Is the skilfully framed Meccano Showman's Engine from our 1987 Convention, pictured here, Art ? (Sorry, don't have the photo but try page 24!)

Is Mary Jost's superb vase of Meccano "flowers", shown at our 2005 Convention, Art ?

Are Edward Mackenzie's small objects built from Meccano, and given a catchy title, Art ? (Some were pictured in the June and August, 1989, issues of this

magazine). His "4-6-0" is shown on page 23, thanks to Doug. Harris. Mr. Mackenzie certainly reckons his objects are Art. He said, "my interest (in Meccano) is artistic — employing Meccano as a beautiful medium". N.Z. Herald art critic, Mr. T. McNamara, said, "Mr. Mackenzie made bits of Meccano into witty, clever little works, each swinging on a catchy title, some of which are quite inspired".

Some Meccano models such as the 'Tuning' cars and the Set 0507 Locomotive could never be called artistic.

And yet, when I think of our 2007 Convention and the mobile cranes displayed by Don Flowers and Les Megget, their jibs soaring skyward, I have a feeling they really are Art.



M W Models Fairground Roundabout or Carousel

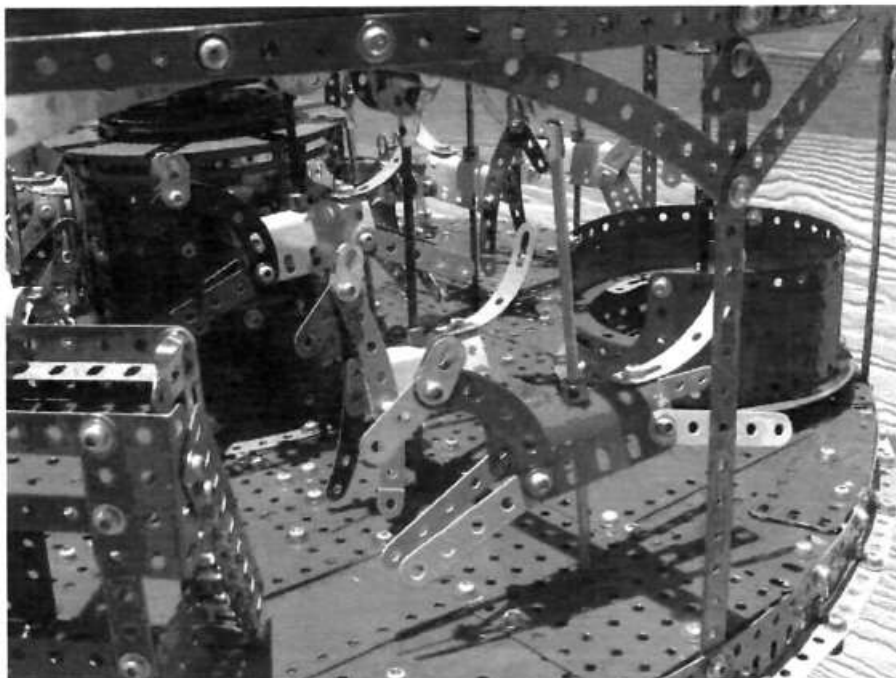
by Vern Ellis.

I had great fun building the above model , and it worked to perfection when finished. It is designed to be built from a set 10 , but I found if you have the extra parts a better model can be built .

The base of the model I strengthened with extra 3 1/2 strips so as the model did not "twist" as much when it was lifted up to move it.

I did use the Plastic Plates as suggested for the ticket booth , but next time I would use Flexible Plates for extra strength . I also found you have to be extra careful with the Plastic Plates as they could easily split if not fitted correctly.

I used extra Flat Plates on the platform , instead of the Flexible Plates as suggested. This means the rods for



the horses from the Cranks will slide straight rather than on an angle.

The Cranks are made up from different parts , but I made mine all the same as it gives a better look to the model.

I gave my Canopy a more "uniform" look , rather than the type in the instructions. The Meccano magnets on the Canopy are from Meccparts N Z.

Also having the extra parts available , I made my horses different colours to give a bit of contrast to the model.

The "Whirlpool" , "Victory Roll" , & "Rocking Roller" all worked well , & with the "up & down" of the horses , it makes a very impressive model.



Summary of Contents in Recent Magazines

by the Editor.

Constructor Quarterly, No. 79, March 2008.

Inside front cover: Editorial, Contents and a brief history of the Grove crane group, see pages 4-13 below.

Page 3: Meccano News & Views by Michael Denny. Includes an interesting photo of a modernistic mobile crane from the new "Infrared Control Dual Motor Set" which has yet to be released but will probably appear about now (April).

Pages 4-13: My article on the Grove rough terrain hydraulic crane displayed at our 2007 Convention. This article was over a year in the making, the biggest hassle being the photographs, which needed to be of a very high standard. The cover photo is an overall shot of the crane taken by a professional Papakura photographer. Some of my detail photos were eventually included after I had received instruction from Bernard Perier, whose models and photos appear regularly in CQ.

Pages 14-19: "A new Marks & Spencer Set" by Bernard Perier. This article describes the Sopwith Camel bi-plane set available in the UK over the festive season. I don't think this set has been available in any form in NZ. As usual Bernard describes his improvements to the basic model.

Page 19: The editor, Robin Johnson asks for comments about increasing the number of pages in CQ from 56 to 60 pages in the near future. This is due to the amount of copy he is receiving and the 56-page version isn't keeping up with the supply of articles (lucky Robin!). Robin tells me that the next couple of issues will include the extra pages at no extra cost to subscribers.

Pages 20-27: Ian Mordue's article about his 2007 SkegEx winning 1922 Port Elizabeth Titan giant block-setting crane. This is a different block-setter to the one described in CQ76 (June 07) by the same author. Excellent detailing throughout using narrow obtuse angle brackets to represent the bracing between the main jib truss flanges looks the part but using 3mm diameter bolts and 5mm electrical spacers to hold them all together is interesting, and I wasn't convinced that Meccano pieces couldn't have been used.

Rest of page 27: Engineers of the future! Encouraged by Michael Edwards. A short article about using Meccano to encourage children into model making.

The centre pages of the issue are devoted to a typical Meccano shop window display c1929-33 with items from Tom McCallum's historical collection. This is a really nice article mainly for the collectors.



Pages 30 & 31: More Bernard Perier models, this time Part 2 of his series on Toy trains, a 0-4-0 tank loco and wagon in this case.

Pages 32-38 is entitled "Completely Cuckoo". This article by John Machin is about a model that resembles a cuckoo clock but doesn't tell the time! A meccanitian winds a weight to the top of the tower and as the weight descends 6 audible and coloured birds appear out of clock doors as well as a few other mechanical displays. A pretty complex electronic diagram (wiring circuits) accompanies this piece.

On pages 39-41 Michael Denny talks about Temsi construction sets

in a piece entitled "Cheque book chastity belt". I will leave that title to your imagination! Also on p41 is the regular CQ crossword.

Bernard gets another go on pages 42 and 43 talking about legendary WW2 vehicles, part 3, Jeep and Dodge at small scales. More nice photos of small jeeps which need little written description to build.

Part 3 and the final part of the "MW Special Parts" covers pages 44-48. I found this series of articles really interesting and there is much useful information about MW Models at Henley and the special parts made for them (Geoff Wright) over 30 years.

Page 49 has another Treasures from Lilliput article by Bernard P. and an advert for the new CQ publication "Dear Chief Meccanoman". I purchased a copy of this book and found it fascinating but you do need the CD of the Meccanoman's Club magazines to understand which models Keith Cameron's letters are all about. Expensive at 54 Pounds to NZ but as usual the production, printing and binding are first class.

The final main article in this issue (pages 50-53) is about a revised gearbox for the heavy lift railway breakdown crane found in the Meccano literature of the 1950s. This crane has featured in previous CQ issues. The article is written by Bill Charleson and as usual features excellent photography. Page 53 is completed with a smaller Letters to the Editor section than usual with the mandatory page of "Fun" (cartoons) on page 54.

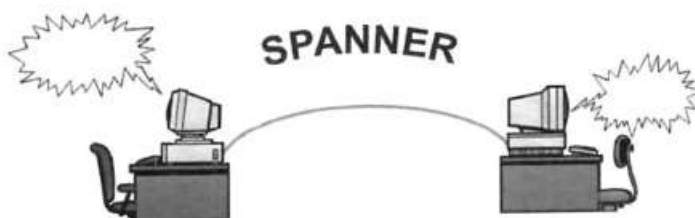
The inner back cover has the Calendar of events in the UK for the next 6 months. Hopefully I will get to go to some of those in June and July.

Another excellent issue. Always something for everyone.

Envelopes For Nuts and Bolts

The use of Spanner emails is acknowledged

I picked this up at the weekend - it was in a box of various parts under the table. Has anyone seen one before? (John Lacey)



The note 'Nuts job 4618' sounds very Binns Road. I wonder if this was written by the Factory? Remember there were a few pre war small Outfits with the Small parts Envelope concealed



I believe it is an envelope that dealers had in the late 20's/early 30's that held small purchases, Meccano lads made in their store, to get it home. There were several types and sizes. Similar items have been pressed into service, at times, as a small parts conveyance in the smallest sets (000, 00,0) at times too in the past, prewar. Just going by memory here till I get my bearings and some reference literature back I think there is a pic of some like John's in the HCS#8 literature book.....Here is a small envelope in my former mint 000 set from 1935.(Greg).

beneath a Flanged Plate, so it wouldn't have needed the Outfit Number (Tony Press).

This packet (attached) is a greyer/blue and has a letter B in the bottom left hand corner. Inside was instructions for a Hornby Electrically Lighted Accessories 1/537/40 in very poor condition. (Bob T, Birmingham UK).



Yes, on page 376, a similar blue envelope but slight variation. The picture also shows the Meccano ruler. (William Irwin)

Hi Greg, interesting to note that it says "Nuts job 4618" on the envelope which appears to make sense with your explanation. I didn't realise that these existed outside of boxes. Most of the ones in boxes have either the outfit number or the exact contents listed on them.(Charles)

Here is a couple of very old small parts envelopes I found in my large picture archive(which I am going thru to see just what I had, saw and what passed thru my hands) between 1995 and 2004! (Greg). - picture top of next column.

To be honest I had already shown the envelope to Jim Gamble who, like you Greg, determined that it was an old dealers' envelope. It would be surprising if there were not several variations but even more surprising for them to have survived for 70 or 80 years. I hadn't realised that similar envelopes were used in the small sets of the period - but thinking about it where else could the nuts and bolts etc. have been stored - sets too small for small parts boxes and too early for plastic bags! The note on the flap referring to '...0 Nuts Job 4618' appears to be in red ball point pen - did ball point pens exist in the '30s? (John Lacey)

Meccano Transfers - 1930 and 1941

by Geoff Brown B.Sc., G.I.Mech E; UK. CPR

The use of email from the Spanner group is acknowledged and copyright permission has been obtained from the author.

At this point I want to declare appreciation of the work of a friend who, unfortunately, is no longer in the hobby but who did seminal work in the early 80s on the sideplate electric motors. I refer of course to Roger Beardsley of the North Midlands Guild, who published his work in the guild magazines.

We are talking here about four transfers commonly used on Meccano products between 1930 and 1941 but specifically here in respect of their application to electric and clockwork motors. These transfers are gold, trimmed in red/black or black, and are as follows :

1. - The 'oval' transfer as found on

early 1930s motors. Introduced 6 January 1930.

This bears the words 'MECCANO LTD., LIVERPOOL' in the inner concave sided 'octagon' shape in the usual serif style, with

'Made in England' above it and

'Fabrique en Angleterre' below it in sans serif letters, all within an oval outline. All letters in black.

2. - The circular transfer 'PRODUCT OF MECCANO LTD LIVERPOOL'.

MECCANO LTD is in the form of a red bar across the centre of the disc, 'PRODUCT OF' is above the bar and 'LIVERPOOL' below the bar, both in black lettering. Serif usage as 1.

3. - As 2. but with 'MANUFACTURED BY' above the bar.

4. - As 2. but with 'MADE IN ENGLAND BY' above the bar.



Re 1, I have a Meccano memo from the

1A clockwork motor drawing file, No. 1433A, which is dated 6 January 1930 and

which instructs the change to the transfer (memo 6435) from the earlier stamping. Although this specifically applies to the 1A motors there is also a drawing that shows it applied at the same date to the E1 electric motor (long) sideplates. Circumstantial evidence from other motor drawings suggests that the date is also relevant to other users of the transfer. It also explains why the No. 2 and 1 non reversing clockwork motors had the oval transfer from the start rather than have stamped markings, as their intro in 1931 was after the intro of the transfer.

(Update note - the intro date for the E6 electric motor is in fact 4 April 1930, to memo 5804 issue 2.).

The problem is with the dates of currency of 2, 3 and 4 as,

unless anyone has actual documentary evidence, the only way is to examine documentation supplied with motors or whatever in their original boxes. This involves a lot of liaison with other collectors and Roger did a good deal of that, in particular, with Tom McCallum.

Re 2, Roger had this as 1935. However, I found it applied to my 1934 No. 2 Motor Car tail. So enter No. 2 in 1934?

Re 3, Roger thought this appeared just for six months in 1937. However, correspondence with Clive Weston re a boxed 1A motor that he bought off eBay and others suggests that it appeared mid 1936. So enter mid 1936 to 1937.

Re 4, Roger reckons it first appeared in mid 1937 and we know it ran up to cessation of production at the outbreak of war. So this one is fairly easy and also the commonest in my opinion.

We can then summarise : No. 1 1930 to 1934; No. 2 1934 to mid 1936; No. 3 1936 to 1937; No. 4 1937 to 1941.

Now along with this change, we also have the changeover from red to blue sideplates in 1935 in the middle of the run of transfer No. 2, the 'Product of' one. Thus you can find examples of E1's, E1(20)'s, E6's, E20b's and No. 1 and 1A clockwork motors in both red and blue with this transfer or medallion as I like to call it. (The No. 2 clockwork's are a bit of a special case and I'll save them for another time).

Due to the relative short period of its currency, the 'Manufactured by' medallion seems to be the hardest to come by. It is certainly borne out by my experience.

The other note on the subject is that while the transfer No. 1 was used - as far as I know - in one size only, the three 'Medallion' types exist both in large size as on the E6 motors and in smaller size as used on the E1 motors.

Generally, my perception is that written evidence re Meccano liveries so far has not emerged from documentation held by collectors. Whether it will in future is a matter for conjecture. In the meantime, all we seem to be able to do is to swap details of motors that we own and whose documentation we are sure about.

I need scarcely pretend that this should be anything like the last word on the subject, just guidelines to start with. I have two red - repeat red - 1A clockwork motors with the 'Made in England' medallion, and one is in a post war brown box. The blue No. 1 non rev clockwork's also appeared after the war and a Dublo-style rectangular transfer is known on these as well as on the late pre-war versions of them. To cap it all, a friend has a black crackle finish 1A, supposedly post-war, with a mid thirties 'Product of' medallion! Absolutely kosher! I wonder if Binns Road found some old transfer stock after the war?

(Update note - Re the note on the black crackle 1A with 'Product' transfer, am happy to report the motor is now in my possession! Looks very much a post-war production using up old stocks of transfers! I would be delighted to hear if anyone has picked up this possibility on other Binns Road artifacts!).

Editors note - Geoff Brown tells me "I have been an engineer since I had my No. 4 set at Christmas 1946 and have just retired from a happy lifetime in the diesel and gas turbine business. I am currently Chief Steward and MC at Skegex, Chairman of the North Midlands Guild and am considered to have an obsession with motors bordering on lunacy. (Colour pictures of the transfers on page 24)

Mike Stoodley's Traction Engine

The cover of the August 1972 Meccano Magazine featured a magnificent photograph of a showman's traction engine. Inside we are told that this is a clever traction engine by M A Stoodley of Palmerston North, New Zealand, basically following that published in August 1970 M M but with extras copied from full sized engines. Length is 20in. and weight 18lb., drive by a 3v motor in the dynamo case belt-driving the flywheel; has working governor, brakes, steering, and winch.

The evolution of this model is fully explained in the June 2002 issue of the NZFMM magazine along with illustrations. The photo was taken in the Karioi Forest, near Ohakune, in May 1972 and Mt. Ruapehu is visible in the background.

(colour picture on page 24)

Some Comments from Vern Ellis

I read with interest *The Auction Page* in February 2008 issue of NZFMM. Some prices are amazing. I was watching, here in Australia, a copy of The Meccano Engineer's , Meccano Parts Handbook on our EBay. I paid AU\$48 for my copy with post. The one I was watching went for AU \$327 plus post. Some one wanted it bad. Anyone want mine at that price ?

News from John Hansen

Have finally got my old computer going and have access to my email contacts. We have settled in well here in Cairns and are enjoying the great climate, food and sights. When first arrived the 'wet' season was going in full swing with up to 12 inches of rain in one day. When it rains it is like standing in a warm shower, the rain falls straight down, usually very little wind. Recently the wet season seems to have come to an end and we are getting nice warm days (28 during day and about 20 at night). Certainly very nice.

Hope you are well and the club is going along fine. You are most welcome to get in touch, my address and phone number is below.

email:

<hansenfamily08@bigpond.com>

Postal address:

31 Barramulla Close,
Edmonton,
Queensland, 4869,
Australia.

Phone:

0061 7 40453547

N.Z. FEDERATION OF MECCANO MODELLERS Income and Expenses, April, 2007, to March, 2008.

2006/7	2007/8	
3053	Cashbook Balance, April 1, 2007	3085.65
	INCOME	
3022	Subscriptions NZ	3703.00
2232	Subscriptions Overseas	2472.77
91	Subscriptions in Advance	179.88
104	Cas. Sales & Back Copies	69.00
124	Donations	74.51
5573		6499.16
	<u>9584.81</u>	
	EXPENSES	
3576	Printing 6 issues	4649.57
29	Printing Back Copies	68.49
1720	Postage - 6 issues	1763.00
19	Printing Members' List	17.55
33	Postage - Back Copies	19.50
116	Plastic Wrapping	61.58
47	Envelopes	49.49
-Labels	30.00	
1	Bank Charges	2.50
5541		6661.68
	<u>2923.13</u>	
	Cash Book Balance, March 1, 2008	

Bank Reconciliation

Cashbook Balance March 1, 2008	2923.13
Plus Deposits to March 26, 2008	1591.18
4514.31	
Plus 2 unpresented cheques	1167.90
= Bank Balance March 26, 2008	5682.21

Mailing List

N.Z.	127
O/seas	67

March 1, 2008



ADULT EDUCATION:

Tawa College's Adult & Community Education Unit has a very pertinent motto — "Through learning there is life. Through life there is learning" Like with Meccano, we never cease to learn. (L.S.)

DEAL WITH THE MUSIC:

"When I opened up the chassis of my R/C car to assist in removing the wheels, I took the opportunity to remove the sound system speaker. It just plugs in to the pcb. Bliss !! No chance now of accidentally setting the music off and scaring the cat. (Tony Holmden on Spanner)

15 SECS. IN THE MICROWAVE ?

There has lately been discussion on Spanner about how to soften tyres enough to be able to force them on to the appropriate pulleys. Most advocated boiling water and tongs to lift the tyres out. One more unusual suggestion was "15 seconds in a microwave oven", but no one has come forward who has tried this.

MERELY AN AD.:

Russell says on Spanner he was sent a picture of what looked like a new Meccano model of a bridge. The carefully posed illustration was of an earnest looking young man building quite a large Meccano bridge. The caption was — "Some things work better when you put them together." Alas, it was only part of an investment company brochure.

PLEASED SUBSCRIBER:

"I am enjoying the magazine and find it most interesting." (Jim Pendergrast, Tauranga, N.Z.)

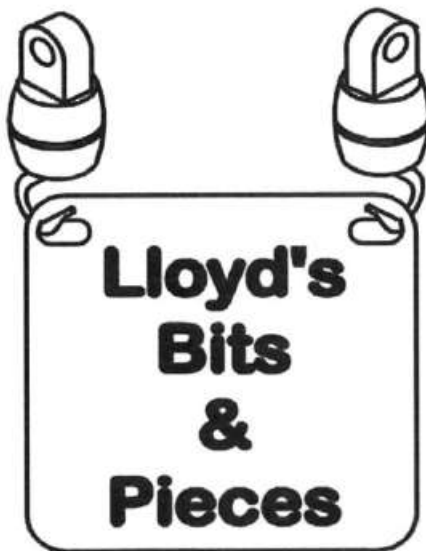
GLOBAL MANUFACTURE:

Andrew Wells tells us that the 5 model and the 15 model Multi-Model sets are now manufactured in Hong Kong. Not in Calais or in inland China. It is difficult to guess, these days, where anything is actually manufactured.

SET 0532 HELICOPTER:

From my Mech. Workshop set I am building first what look like the easier models. The next after the monoplane was the helicopter. It went together fairly well except that the join between the vertical motor output shaft and the vertical tri-axle which has the rotor at the top (and are butted end to end) took me a long time to sort out. I tried a plastic rod connector but it stretched. I also tried the small spring shown in the manual but that was no good. Finally I used a short coupling (P/N 63d) with two set screws, to hold the two ends together.

The other design fault was that, when it was finished, the 'copter was tail heavy. To balance it, I extended the skids backwards by 3 inches. If anyone has built this model yet, I'd like to know how they fixed the motor drive to the rotor, please. (L.S.)

**DOWN WITH GRAVITY:**

A model show at the Shipton (Yorkshire, U.K.) art gallery had the title 'Down with Gravity'. It showed a series of models demonstrating gravity and movement. The interesting thing was that about a third of the models were virtually 100% Meccano while the others included a surprising quantity of Meccano parts. (Siltec on Spanner)

K'NEX :

I was given a K'nex set for my birthday and have only recently tried to use it. The construction method is so totally different from Meccano that it took me a while to get the hang of it. The set includes a large number of very small parts such as connectors and it would

be dangerous where young children are around. The brochure says it works with all leading building bricks, which presumably means Lego. (L.S.)

THE DRIFT (P/N 36c):

Tony Holmden on Spanner says the drift is a very useful tool, though he was usually losing his when building — it was mixed up with the rods. He made his own by grinding down an old screwdriver. "I have used drifts as construction parts. When a model is built in sections for transport and sections have to be placed on top of each other, for instance. Using drifts as locating pins enables an easier alignment than using plain rods."

(I have fixed a collar to the top of each of my drifts - easy to find them that way. (L.S.)

SPARE PARTS PRICES:

Dave Taylor advises on Spanner that the Calais factory has been increasing spare parts prices regularly for some time, usually by several times the cost of inflation. His latest order was re-priced by over 300%, so it was quickly returned to Calais.

50 YEARS OF MECCANO IN CALAIS:

To celebrate this anniversary, the Rotary Club of Calais and the Town Council put on an exhibition in February of giant Meccano models. The display included the half-scale Harley Davidson motor cycle which was featured in "C.Q" a few years ago. There were Crayola, Nikko and Meccano toys for sale and other attractions. The profits went to support humanitarian work in West Africa.



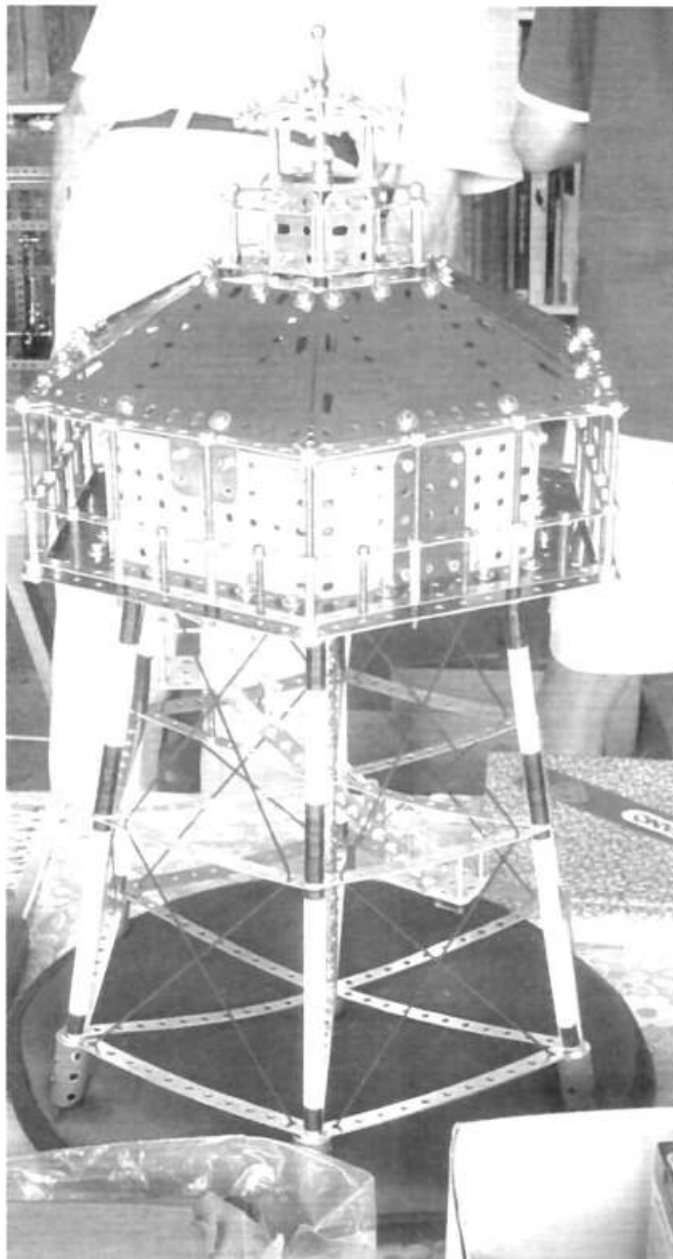


MEETING 9th February 2008.

Reporter: Les Megget

This quarterly meeting was hosted by David and Elizabeth Wall, in their Orewa home, about 70 km north from where your editor resides. Just shows you how large

Auckland has become because there is almost constant built environment over that distance from the far south to the far north of the metropolis. Another lovely Auckland summer day meant that the excellent turnout of members could spread out of the Wall's garage and down their drive a bit.



David Wall's Bean Rock Lighthouse seems to be surrounded by several hazard's to shipping!

David Wall showed a model of the Bean Rock Lighthouse, located at the entrance of the Waitemata Harbour (see photo). This structure was completed in 1871 and was automated in 1912. As David says; "An Auckland icon".

Gary Higgins had his usual diverse range of models including an Alligator amphibious tractor from WW2, a car from the recent Mechanical Workshop set, a Sopwith Camel boxed set and the hull of a replica military boat (incomplete).

Rick Vine showed an even more diverse range of small models: A road roller from the 20-model set, a Sopwith Camel (as above), a pocket Meccano helicopter, the Mechanical Workshop helicopter, the Master Connection survivor car, the M & S tractor, a miniature F1 race car, Bernard Perier's cat (from a past CQ) and a TRIX (that stuff with even more holes per square inch than Meccano) skier and airplane! Rick can never get bored with his modelling as there is always something else being built it seems.



John Denton exhibited a lovely jeep and trailer (see photo above) made from reconditioned parts. These have been resprayed in army green, using a CQ magazine design.

Gary Hart showed his impressive 3 cylinder, fully operational, marine engine in red and green, shown in the accompanying photograph.

Richard Sealey bought 3 (yes Three) unopened Meccano 00 and 0 sets from the late 50s, purchased at an auction locally. These were still in their brown wrapping paper and "mint" is the only word I would use to describe them. Many people took photos of these (see one here) and I think one of the sets changed hands during the afternoon. Richard also had some 6-18V DC motors for sale and he took further orders.

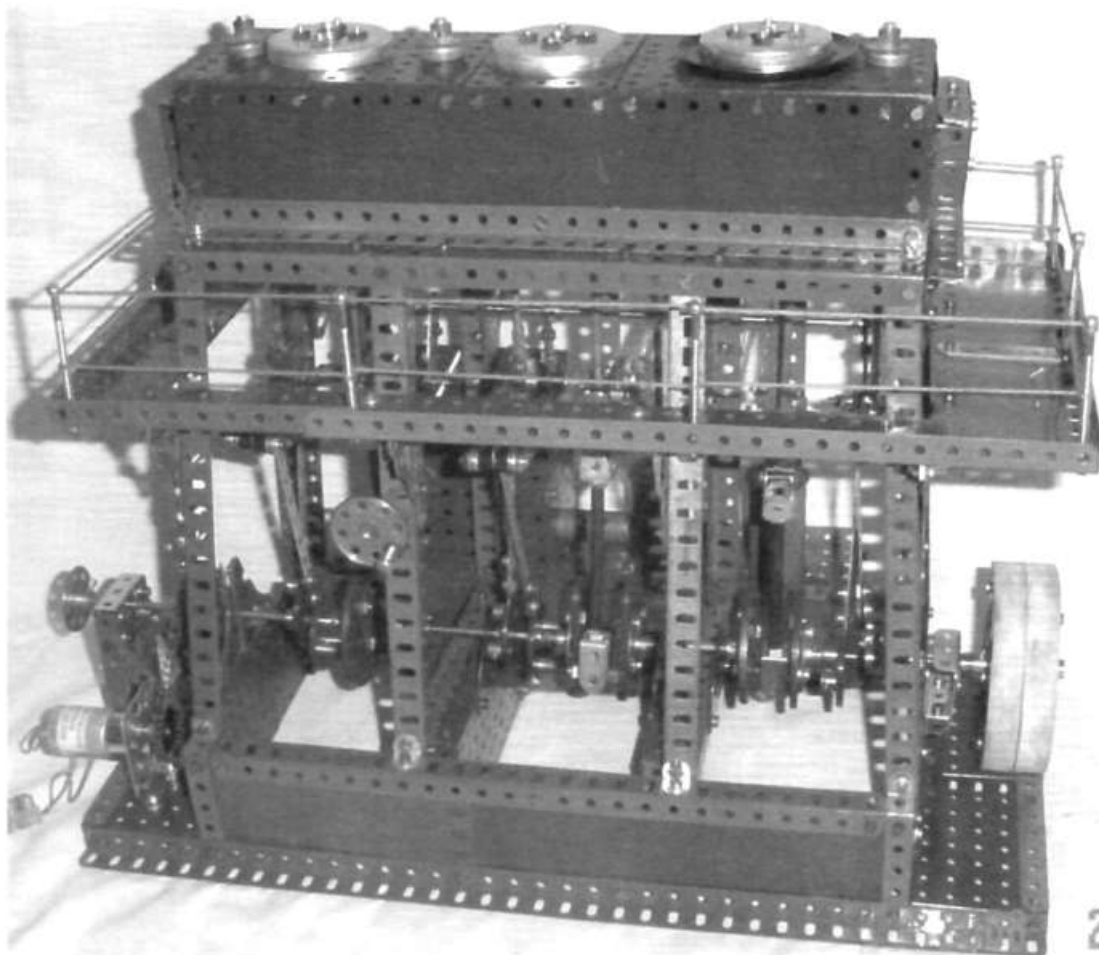


Richard Sealey's "mint" 0 and 00 Meccano sets still in their wrappings.

Matthew Carey, Neil's 7 $\frac{1}{2}$ year old grandson, had his flying-fox cableway made from one of the new Special Edition sets.

Les Megget showed his Mercedes 8x4 truck (tractor unit), which had sprouted a cab and "fifth wheel" since the last meeting. This was given a full workout by Matthew Carey with nothing falling off, by some fluke. I think Matthew would have liked to taken the truck home, leaving me with his flying-fox perhaps!

Anthony Caldwell has his radar dish on display, while George Overdon showed his dockside crane, the same model he first built many years ago as a youngster.



Gerald Hart's 3-cylinder marine engine

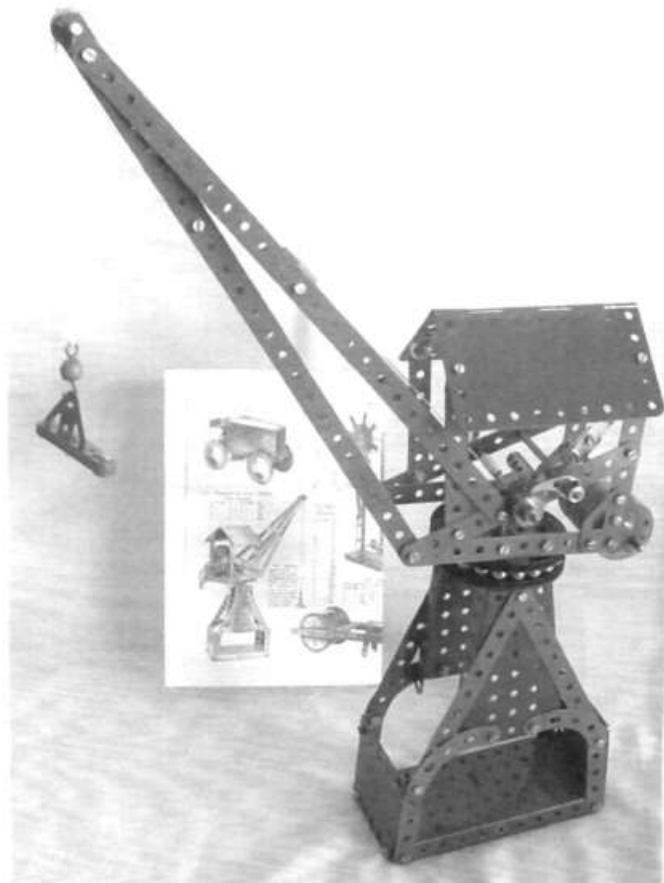
Henry Porter, who I believe has been a long-time Meccano builder was there to catchup mainly but he did show an old "NZ Herald" article about his giant Blocksetting Crane. Unfortunately there wasn't a date on the article but my guess is it was during the 60s or 70s? He also had an old photo album containing shots of several of his Meccano models from the past. David commented that he last met Henry maybe 30 years ago!

Last but certainly not least was our overseas visitor, Peter Kessler (ISM 21) from Switzerland. Peter wrote me some notes, which I will transcribe here.

"I first visited NZ in 1990 on a coach tour to the South Island which was booked in Sydney. Became fascinated by the country and its people. At that time I was President of the International Society of Meccanomen and intended to return to NZ the next year and make contact with Meccano people here."

I first met David & Elizabeth Wall and had the opportunity of further contacts in the years to come, all together 8 times! Great hospitality in Christchurch, Wellington and Auckland and this year, at 82 years of age, the opportunity to enjoy the country and company and thanking so many on shorter and longer visits to their homes and hobby rooms".

It was certainly a pleasure to have Peter with us for the afternoon.

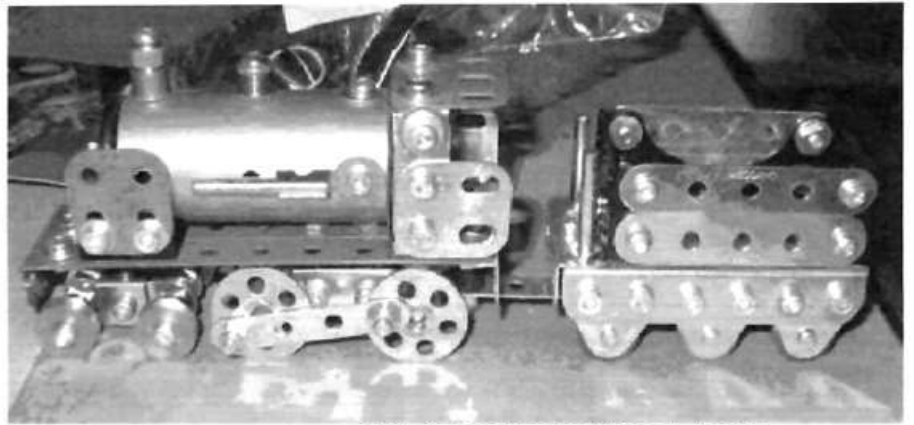


George Overdon's dockside crane plus a 1930s instruction manual.

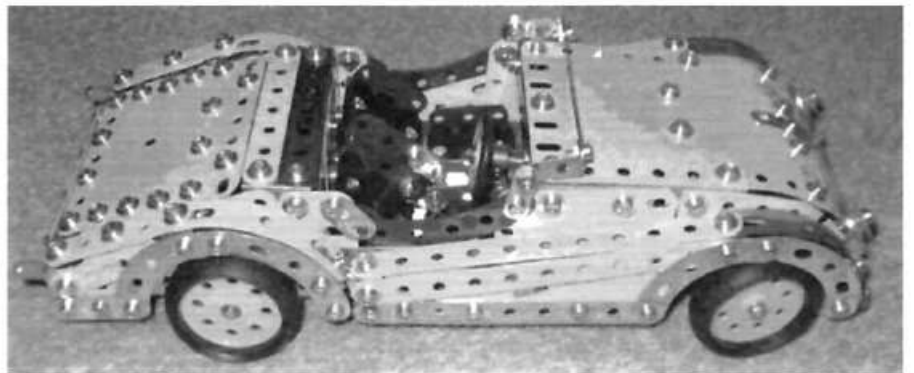
WELLINGTON MECCANO CLUB NEWS

It was a meeting unlike any of our usual ones. As school had not resumed, our usual venue was not available so Simon and Susan Moody kindly offered to hold the meeting at their home and farm in Whitemans Valley from 4pm on Saturday, February 2nd. Whitemans Valley is in the hills and forests to the west of Upper Hutt. The road in is tortuous but everyone arrived safely with their wives/partners.

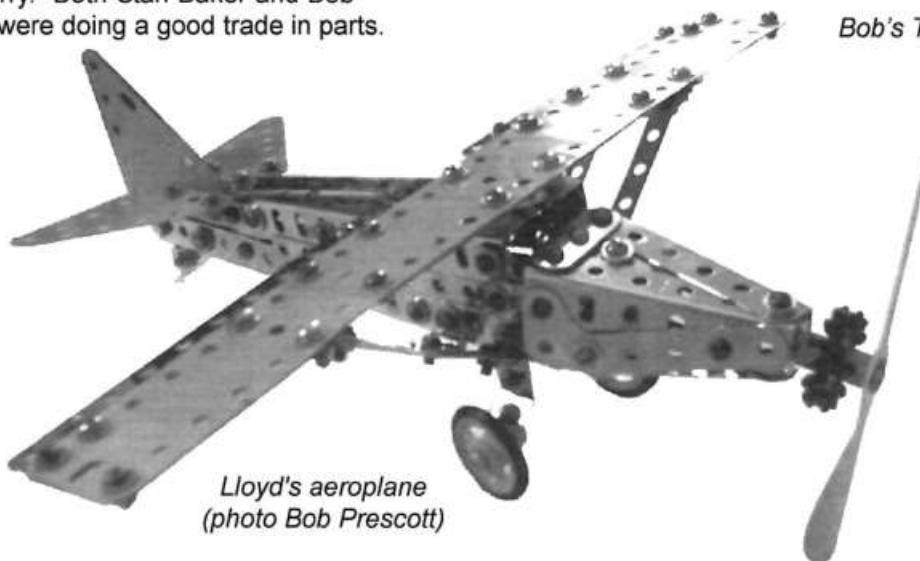
There were only a few models on show, including Bob Prescott's neat little loco and tender — a Bernard Perier model from C.Q. Bob also had a T.R.3 look-alike car. Lloyd Spackman had brought an aeroplane built from his 0532 set. In case anyone wonders, the propellor is a Marklin one. And there were two models from Andy Lin — a little aeroplane and a tipping lorry. Both Stan Baker and Bob Prescott were doing a good trade in parts.



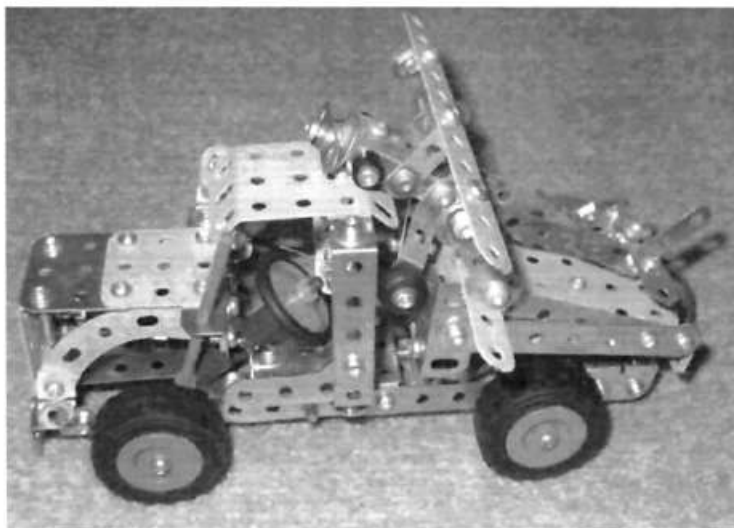
Bob Prescott's small loco + tender



Bob's TR3 (Bernard Perier design).



*Lloyd's aeroplane
(photo Bob Prescott)*



Andy Lin's aeroplane and tipping lorry.

However, the paucity of models was outweighed by the splendid hospitality of the Moody family. Susan welcomed us with "nibbles"; then, early in the evening we sat down to a delicious buffet dinner she and her family had prepared.

After Campbell Morrison had thanked the Moodys for their hospitality, there was no further business.

MWWT

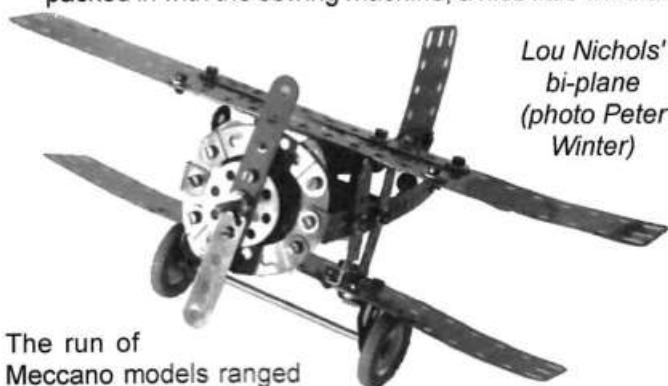
MECCANO CLUB

April 12 2008

by Lou Nichols

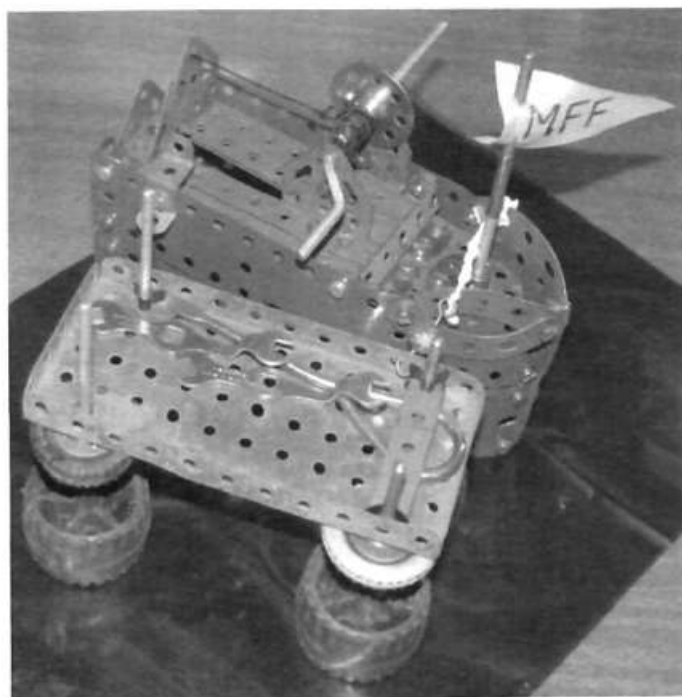
Our meeting as usual turned up the out of the ordinary items, i.e., have you

seen a Meccano Connecting Set?, as opposed to the Accessory Sets. Well, Viv Alexander, who is a very keen collector of all things Meccano, has a 3F Connecting set from 1936. Another unusual item was brought along by Graham Hawtree, in the shape of a Meccano Sewing machine, first purchased new on the 16 December 1969. Graham's wife, Val, has used the machine to do some sewing and confirms it works OK. Graham also had a selection of Meccano Magazines from 1917 that were packed in with the sewing machine; a nice little windfall.



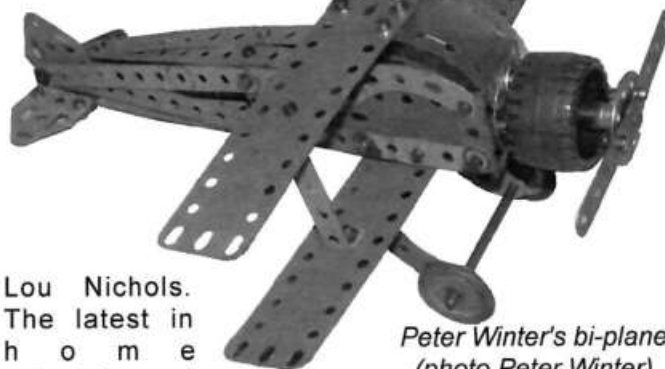
Lou Nichols' bi-plane (photo Peter Winter)

The run of Meccano models ranged from approximately 1910 through to the latest Mechanical Workshop set. The 1910 model was from Paul Vodanovich, from the Little book. The Story of "Meccano" by the Meccano Boy, a Suspension Bridge in the correct nickel parts. The Mechanical Workshop Set models were a very nice looking helicopter made by Lloyd Spackman and a much improved Motor Car with working tappets on the engine from Tom Pittams.



Paulette Morton's bi-plane (photo Peter Winter)

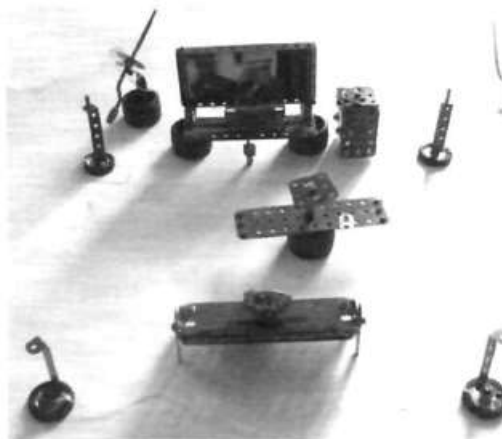
Our model theme was to build any model or models from the set of parts devised by Bruce Neilson and named the 'Apprenticeship Set'. A very good selection of models was forthcoming in the shape of two bi-planes, one from Peter Winter and one from



Peter Winter's bi-plane (photo Peter Winter)

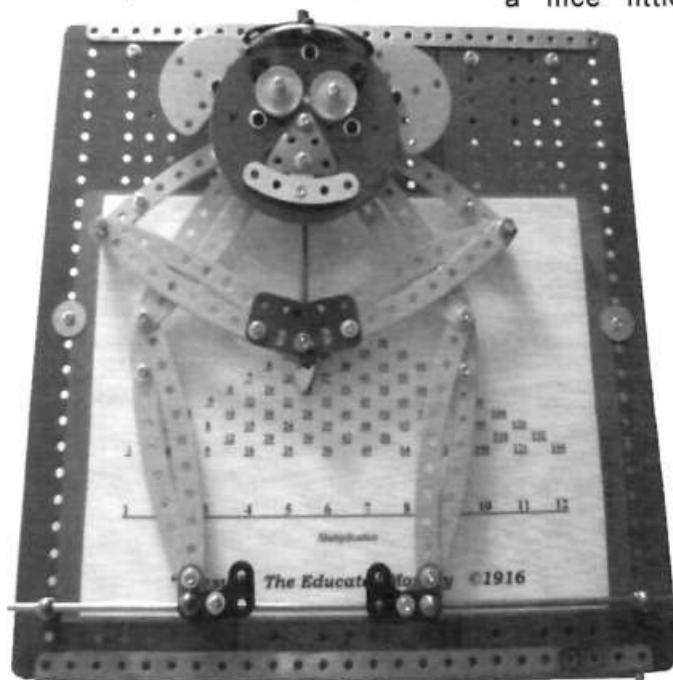
Lou Nichols. The latest in home entertainment

centres complete with surround sound speakers, satellite dish, television, coffee table with lamp and the home owner sitting on his settee. All neatly done by Daryl Andersen. A



Daryl Andersen's home entertainment (photo Bob Prescott)

cell phone from Chris Morton and from Paulette Morton a fishing boat flying the flag MFF (Meccano Fishing Fleet) and a nice little jetty to tie up to. Tom Pittams tried to scare us all with his spider and for contrast he had a nice little



Bob Prescott's Educated Monkey (photo Bob Prescott)

suspended transporter railway. And still more; Viv Alexander brought along a clothes horse, windmill, reaper and Fairmile tractor with trailer. Alastair Tong's little cow now has ears and a tail and also from Alastair a model wind turbine. To cap

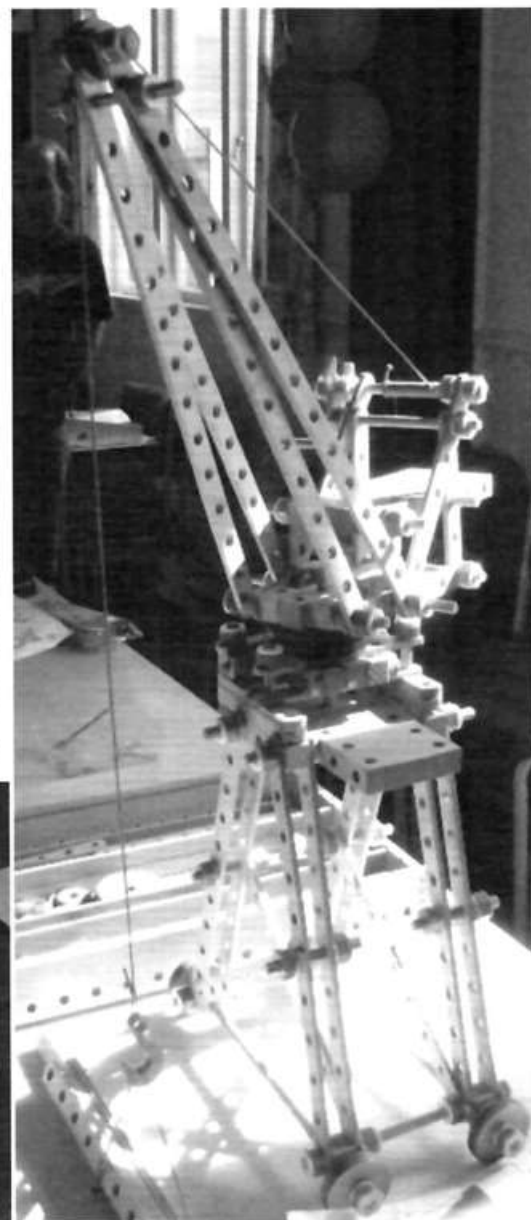


Paul Vodanovich's suspension bridge (photo Bob Prescott)

these small models off, Hugh Ramage made up the letter scale, model 1.2 from the No. 4 book of models from 1960. This little model theme from time to time shows just what can be devised from not a very large selection of parts, using ones imagination.

To wind up the Meccano models. Bob Prescott built up the Educated Monkey devised by Graham Jost of Melbourne, Australia and originally featured in C.Q. Graham got the idea from a toy patented in 1916 by Will Robertson and made by the Educational Novelty Company of Dayton, Ohio, USA. By moving the monkey's feet to two digits the multiplication answer of those two numbers is indicated by the monkey's tail. John Ince had his prototype No. 1 Clockwork locomotive for "0" gauge, to be part of April Antics in New Plymouth. Hugh Ramage had a demonstration model of a reversing mechanism and Paul Vodanovich had a chassis that will become a milk tanker when complete and Lloyd Spackman had a "Spirit of St. Louis" model of Charles Lindbergh's trans-Atlantic record breaking aeroplane from the 1920s.

There are usually one or two non-Meccano items and to finish this report, Don Blakeborough had a NZ. made Wonderlock Wooden Construction set from which he had made up the crane shown in the manual. Don thinks this was from the 1970s. Tom Pittams demonstrated his



The Wonderlock Crane (photo Bob Prescott)



Meccano Sewing machine (photo Peter Winter)

New Zealand Club Diary 2008-2009

Auckland Meccano Guild.

Contact-David Wall-Ph 09 426 1965.

Meetings at 2 pm on second Saturday every third month.
10 May 2008, 2.00pm at Neil Carey's home, 23 Eaton Road, Hillsborough.

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.
14 June, 9 August, 11 October, 13 December.

Wellington Meccano Club.

Contact-Lou Nicholls-Ph 04 297 1515.

Meetings at 7.30 pm on first Friday every second month at Konini School, Wainuiomata., 6 June, 1 Aug, 3 October, 5 December

Christchurch Meccano Club.

Contact- Charles Steadman. Ph 021 378897

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, 7 March 2008

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 June 2008 issue of NZFMM Magazine should be sent to the John Ince well before **10 June 2008**

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

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

28 pages in .rtf format can be sent by email only on email request to the Bruce Neilson, <rbneilson@infogen.net.nz>

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First insertion will be printed in full.

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

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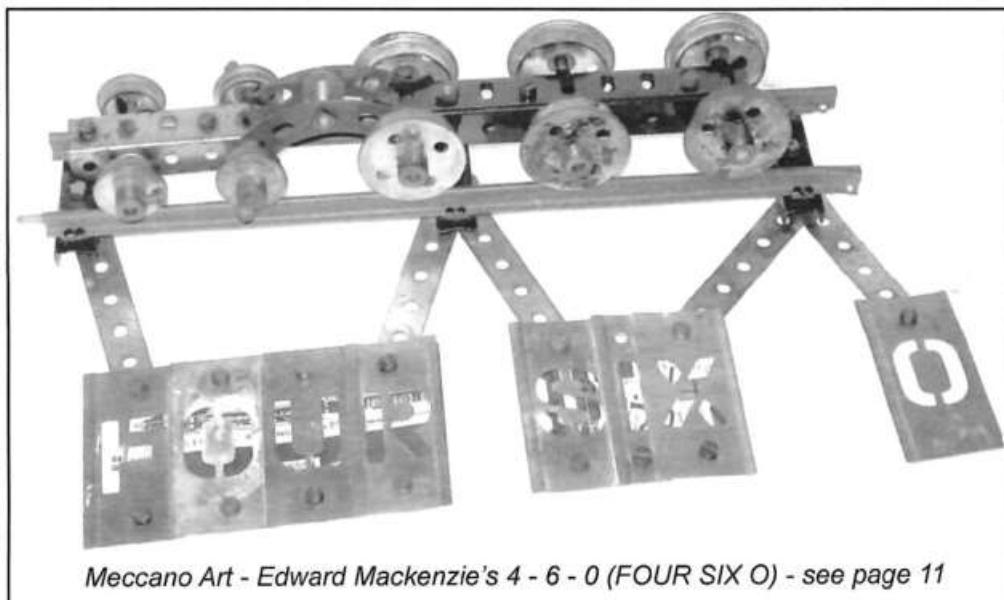
email andrew@meccparts.com

www.meccparts.com

(continued from page 2)

Thanks to everyone who commented on the February issue. You should thank John too for he does all the set-up and organises the printing and distribution. Shirley and I are off the UK in early June for 10 weeks so the June issue will be mainly in John's hands and I suggest you send those, much needed, articles to him directly. The August issue will hopefully contain my impressions of Skegex and other Meccano related activities in England.

Please send all copy for the June issue to John Ince - email and postal addresses on page 2.



Meccano Art - Edward Mackenzie's 4 - 6 - 0 (FOUR SIX O) - see page 11



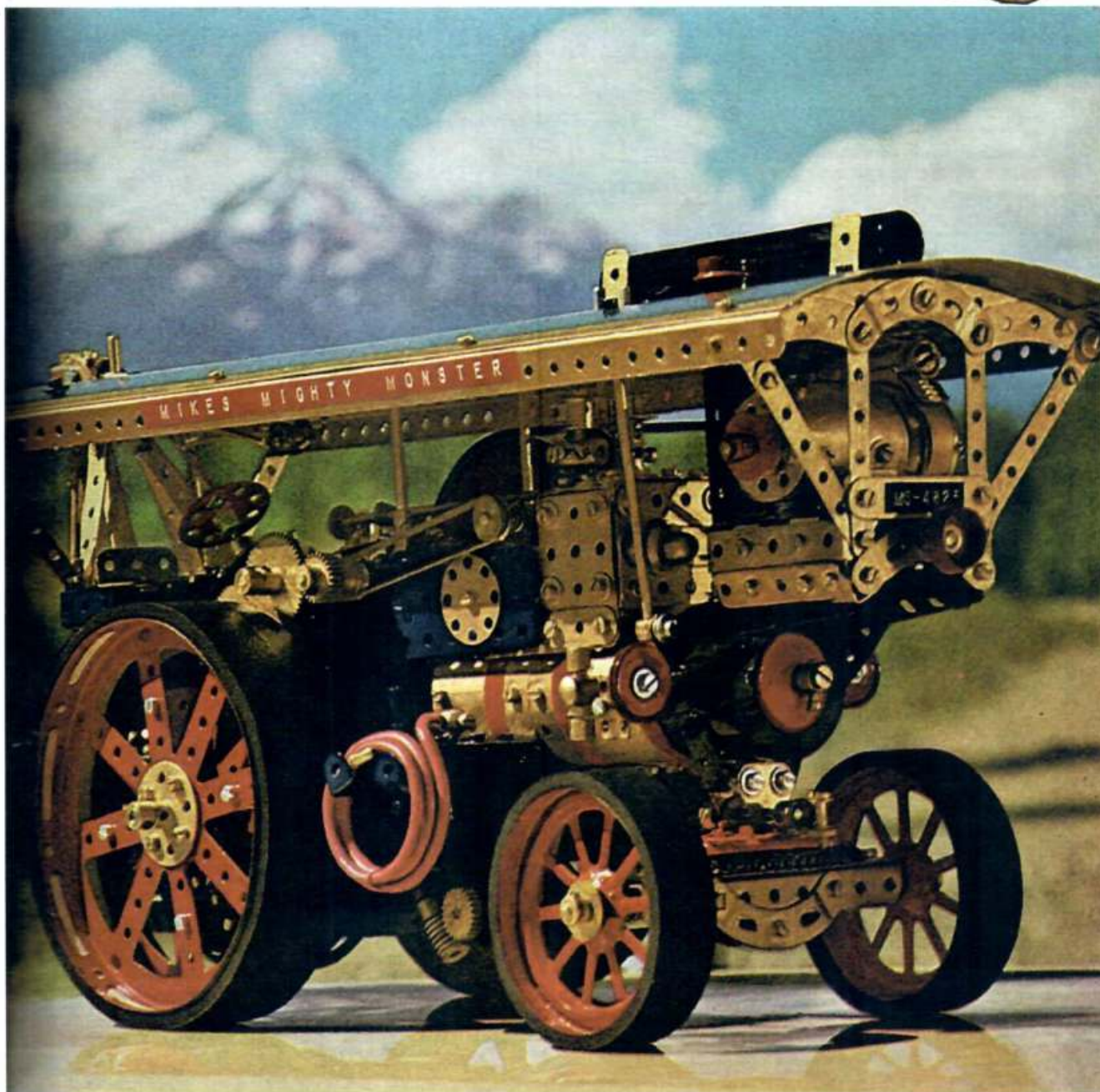
These four motor transfers are discussed on page 15.

The oval transfer is on a No 1, red clockwork motor.

Photo by Bruce Geange

This "Product of" transfer is on a No 1, 6v, dark blue, long side frame, reversing motor.

Photo by John Ince



Mike Stoodley's traction engine on the August 1972 Meccano Magazine - see page 16.



This gold background "Manufactured by" transfer is on a No 1a, dark blue, clockwork motor.

Photo by Geoff Brown

This silver background "Made in England" transfer is on a No 1, dark blue, clockwork motor. Photo by Bruce Geange.

John Ince has on an identical example with a gold background on a E1, 20v, dark blue, non-reversing motor.

