



NZFMM MAGAZINE

Volume 32 No 3

June 2008

This **Meccano** model of the giant floating crane, "Herman the German, was built by the late Frank Davis about 1998. More about it on page 16.

The inset picture shows the real Herman at work.



Published by The New Zealand Federation of Meccano Modellers

NZ Federation of Meccano Modellers Magazine

Editor: Les Megget,
231 Opaheke Road, RD 4,
Papakura 2584.
Phone: 09 299 6668
Email: <l.s.megget@slingshot.co.nz>

Compositor: John Ince,
5 Lennox Place, Feilding 4702
Phone: 06 323 7075
Email: <johnince@man.quik.co.nz>

Roving Reporter: Bob Prescott,
16 Watford Drive, Paraparaumu, Kapiti
5032.
Phone: 04 9052963
Email: <bobandanne@paradise.net.nz>

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.

© NZ Federation of Meccano Modellers

In general material from this magazine may be reproduced without alteration subject to acknowledgment of the author and NZFMM Magazine as source. In some cases permission to publish has been obtained from the authors or publishers and the articles marked © may not be republished.

Subscriptions are payable annually in March. Please send to:
Lloyd Spackman, 22 Redwood Village, Main Road, Tawa, Wellington 5028, New Zealand.
Email <fishplate@paradise.net.nz>
Cheques and bank drafts should be made payable to the "NZFMM magazine account".

New Zealand \$32.00pa
Overseas Airmail \$42.00pa

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

Anything goes these days?

Recently I have been re-reading several articles, which appeared in *Constructor Quarterly* on "Enhanced Realism in prototype modelling". In particular there is a longish article entitled that in CQ22, December 1993. The author Julian Head, is critical of the SkegEx 1992 prize winning locomotive because of its use of non-Meccano parts, pipe-fittings, a small bell and part of a soap-box, would you believe? That year was the first in which the exhibitors at Skeggie had voted for the winning model. In previous years the "New Zealand rules" were used, by an appointed small panel of expert judges. I don't have the details of these NZ rules (see NZFMM Vol.7, No.4, May 82 if you have a copy, I do not) and I guess they were fairly strict about the use of non-Meccano parts at our Meccano Conventions where models were judged. Mr Head recalls the comment made by experienced modellers at SkegEx that the winning locomotive would never have won the Issigonis Shield in 92 if the NZ rules had been used. The rules apparently stated "prototype painting and lining *loses* marks".

I know that our "inspirational leader" Frank Hornby condoned the use of card board and sheet metal to improve the appearance of Meccano model cars and trucks in the 1920's and 30's but that was mainly before flexible plates were introduced. However the wholesale use of non-Meccano parts in a complex, large, scale model can hardly justify it being called a Meccano model! Surely a 'model engineering scale model' would be more appropriate.

Compatible parts I can put up with, and indeed you will find plenty in my models, but I believe there are very few situations today where the huge range of Meccano and compatible parts can't be used to do the job. I think there are at least 3 different ways of solving any Meccano related design problem, it's just a matter of imagination, time and patience to find the optimum realistic solution.

Painting parts I have no trouble with especially when they were tatty, rusty parts needing restoration anyway and who would want to use some of today's parts in the gaudy colours being produced by Nikko? But why some modellers want to paint the bolt heads and washers the surrounding body colour as well is beyond me. They obviously don't intend to ever pull their model to pieces. There were some lovely models displayed at the recent French CAMS Meccano exhibition but there were a couple of fantastic locos with home-made smoke deflectors and other parts painted and lined to represent the prototype. Too much realism in my view! What's wrong with a few holes showing the model or fresh air behind, fill them with nuts and bolts if you must, but use Meccano plates please. The use of mutilated Meccano parts I'm still thinking about. I suppose they have their uses but only after the 3 or more other Meccano solutions have been rejected.

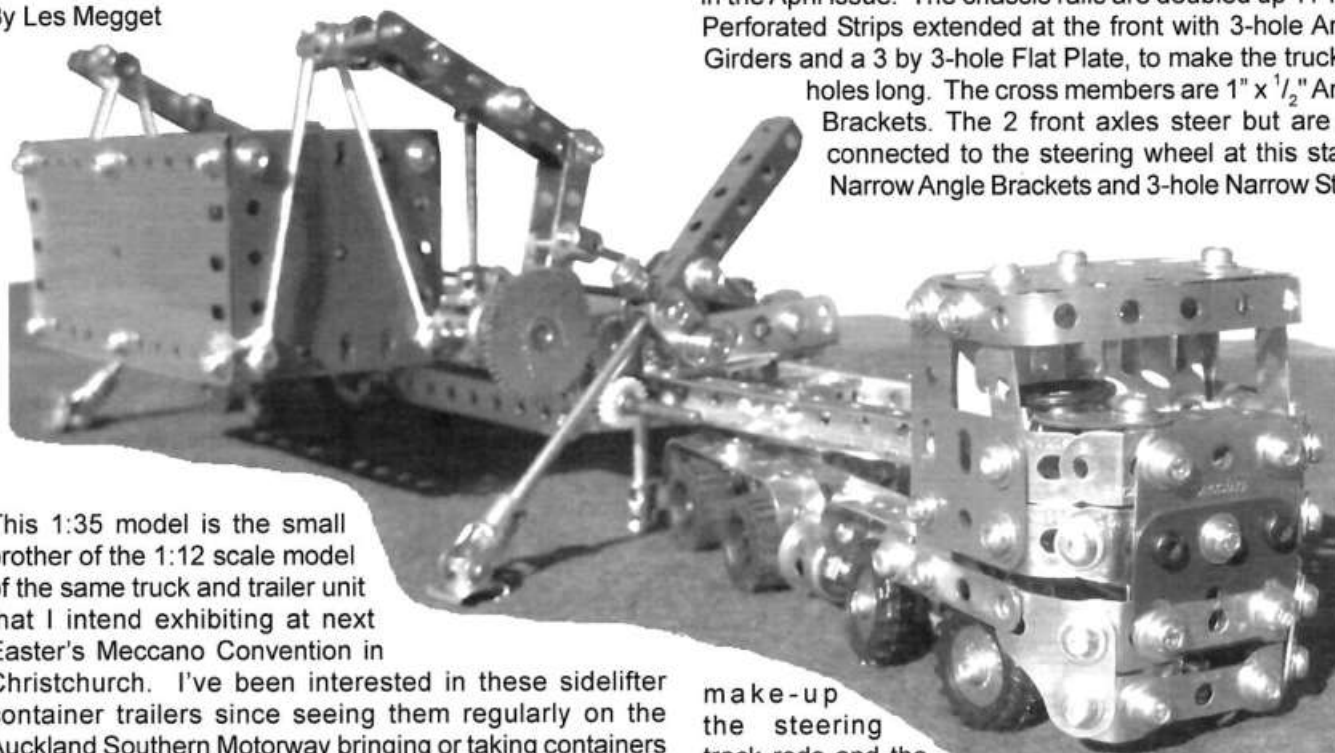
(continued next page)

Contents

Mercedes Truck + Sidelifter Container Trailer.....	3 - 5
Our Globe Trekking John.....	3
A "Eureka" Find.....	6
The Meccano Mechanised Army Set Part 1.....	7 - 8
Meccano Spare Part Boxes.....	9 - 11
NZFMM 2009 Convention information.....	12
"April Antics" Competition Winner.....	13
April Antics Weekend.....	14 - 15
Obituary - Frank Davis.....	15
How I Built "Herman".....	16
Lloyd's Bits and Pieces.....	17
Club Reports.....	18 - 21
NZFMM Magazine Index Vol. 31.....	22
Club Diary.....	23
Letter to Editor.....	23
Meccano as Art - More Pictures.....	24

Mercedes Prime Mover + Steelbro Sidelifter Container Trailer

By Les Megget



This 1:35 model is the small brother of the 1:12 scale model of the same truck and trailer unit that I intend exhibiting at next Easter's Meccano Convention in Christchurch. I've been interested in these sidelifter container trailers since seeing them regularly on the Auckland Southern Motorway bringing or taking containers from or to the Port. These sidelifters, although not unique to NZ, seem to be more prevalent here and there are at least two different types available in NZ. Reading Steelbro's website I believe this form of sidelifter was designed and manufactured in NZ, and has won several design innovation awards.

Mercedes truck unit:

This is a crudely scaled down version of the $\frac{1}{12}$ th scale 4-axle Actros tractor whose gearbox problems were described in the April issue. The chassis rails are doubled up 11-hole Perforated Strips extended at the front with 3-hole Angle Girders and a 3 by 3-hole Flat Plate, to make the truck 14 holes long. The cross members are 1" x $\frac{1}{2}$ " Angle Brackets. The 2 front axles steer but are not connected to the steering wheel at this stage. Narrow Angle Brackets and 3-hole Narrow Strips

make-up the steering track rods and the 2-axes are linked by a 4-hole Narrow Strip. The king pins are $\frac{5}{8}$ " pivot bolts with the stub axles being lock bolted to 4-hole Collars.

The back axles are centrally pivoted by Narrow Double Angle Brackets onto 2-hole Corner Brackets bolted to the chassis. Simulated rear springs are 4-hole and 2-hole Narrow Strips, with Collars forming the bearings for the $2\frac{1}{2}$ " Axle Rods. A representation of the differentials was made using the (shortened) plastic suspension pieces and a Rod Connector joining them. A couple of Rod and Strip Connectors with a 1" rod represent the (non-rotating) drive shaft from the Double Angle Bracket "gearbox" poking out below the

OUR GLOBE TREKKING JOHN

by Lloyd Spackman

Long time member of the M.W.T. Meccano Club, John Jordan has been leading an adventurous (non-Meccano) life recently.

John was decorated last year for his work as mountain rescue controller on Mount Egmont in Taranaki.

Now he has been leading high altitude climbing and trekking groups, firstly in the central Himalaya regions and up around the Tibetan border. He got back home early in May, then left N.Z. again in mid-June for another similar stint in East Africa.

We look forward to seeing John again, perhaps at our low altitude August meeting.

(Editorial continued from previous page)

As you will have guessed from the above I'm in the UK for a couple of months when you are reading this. This issue has been principally put together by John Ince, to whom I give my sincere thanks. I should be back to edit the August issue but it may be a couple of weeks late, so be warned.

Les Megget

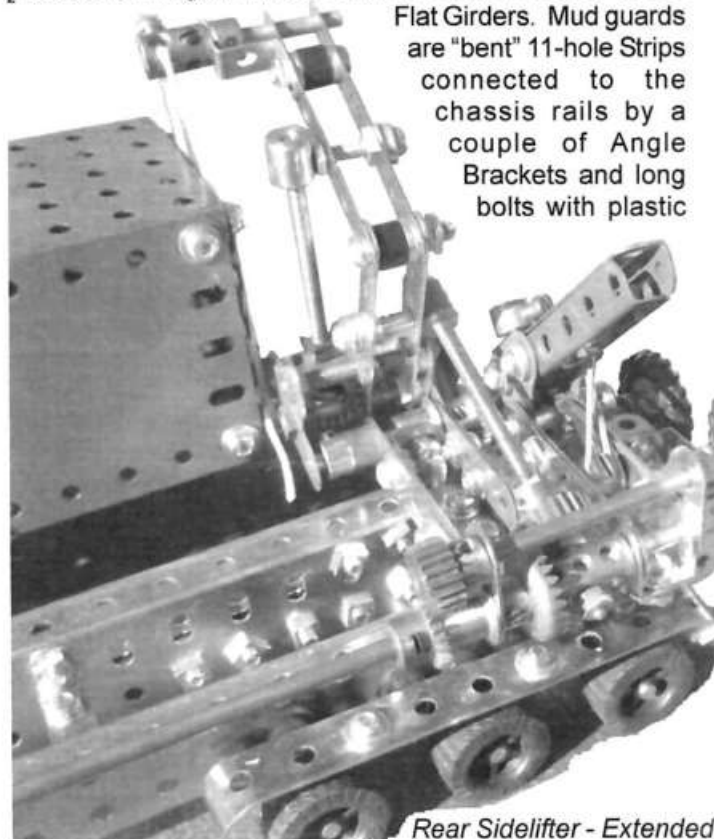
rear of the cab.

The cab looks more like a Scania, I think, than a Merc but it is difficult to get a scale representation at this small scale. There is some slight mutilation of Corner Brackets at the front to get the rounded effect. Seat backs are 2-hole Flat Girders bolted to 1" Angle Girders representing the seats. The seats are positioned by 1" x 1/2" Angle Brackets to the cab floor. The rest of the cab should be reasonably clear from the photos. The 5th wheel is a Wheel Disk with 2-Pawls without bosses bolted directly to a chassis cross member.

Trailer Chassis:

The prototype trailer is designed to carry containers of lengths between 10 ft and 40 ft and the sidelifter cranes can be moved hydraulically along the top of the chassis members to accommodate different sized containers. The model trailer chassis uses 25-hole and 5-hole Narrow Angle girders along the top. These are bolted to 19-hole Flat Girders forming the sides of the chassis members. The rails decrease in depth at the front by using 11-hole Narrow Angle Girders and 7-hole Narrow Strips as the taper piece. The 3-trailer axles are 2 1/2" Axles running in 2-hole Corner Brackets bolted to the Flat Girders. Mud guards are "bent" 11-hole Strips connected to the chassis rails by a couple of Angle Brackets and long bolts with plastic

Rear Sidelifter - Closed



Rear Sidelifter - Extended

collar spaces. The pin to the 5th wheel is a Threaded Pin in a Threaded Coupling positioned across the chassis by 2 long bolts in the 5th holes back from the front of the trailer.

Sidelifter Cranes:

Hopefully the photos will show much of the detail of these. Each sidelifter comprises 4 hydraulic cylinders in the prototype: One lifts the stabilizer, a second extends the stabilizer, the third lifts the bottom portion of the crane (swings the container out from the trailer) while the fourth cylinder controls the upper crane motion (lowers the container to the ground).

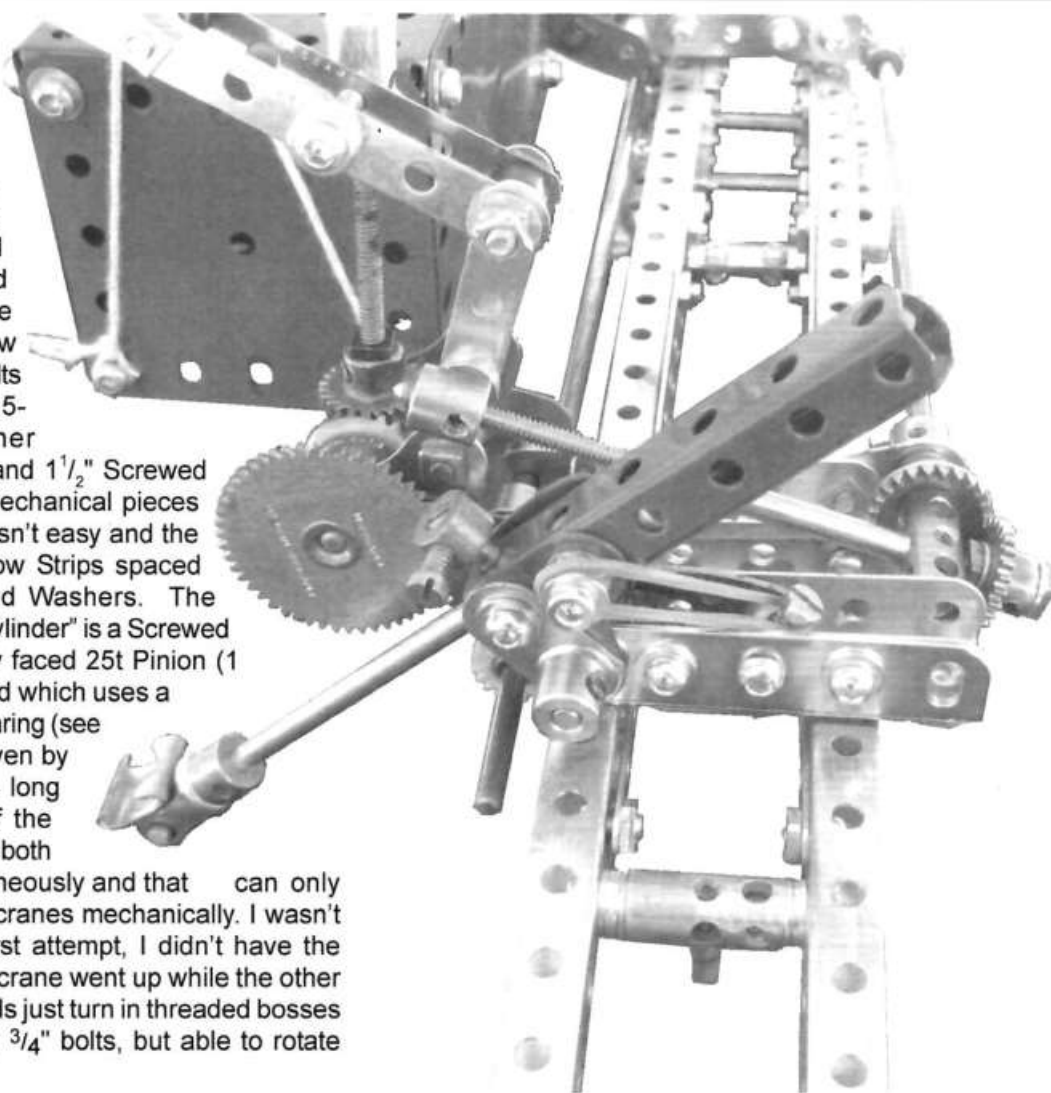
So the sequence of operation is:

1. Attach the chains from the upper crane boom to the bottom corners of the container and lift the container vertically above the trailer rails on which it is usually locked when travelling,
 2. Using the lower booms swing the container horizontally away from the trailer and
 3. Lower the upper boom to place the container on the ground, railway wagon, etc.
- Putting a container on the trailer is completed by reversing this sequence.

The stabilizer base is made from a pair of 4-hole Angle Girders (AGs) bolted round hole to round hole. The stabilizer arm comprises two 6-hole Narrow Angle Girders held together by 2 Collars at their right hand end. The outer Collar is a 4-hole version, so that a locking pin (Pallet Pin with a Collar attached) can be positioned in the upper hole. The inner stabilizer arms are 4" Axle Rods with a Swivel Bearing on the outer end attached to a Slide Piece acting as the load carrying pad. This axle can slide in the Collars and is roughly held from twisting by an Aero Collar at the top with a short Grub Screw, which allows the axle to move up and down in one corner of the square made from the Narrow AGs. Hidden within the pivot support is a 1/8" face 19-tooth pinion locked onto the pivot axle which is locked to a Short Crank which is in turn bolted to the corner bracket on the side of the outer arm (see photos). Hidden between the 4-hole AGs is a Pawl with boss which holds the stabilizer

at the required angle to stop the trailer turning turtle with the container hanging outside the trailer.

The crane base is again 4-hole AGs but this time bolted together by their elongated holes. These are extended outwards by 5-hole Strips. The lower boom (two 5-hole Narrow strips spaced apart by long bolts and nuts) is pivoted from the 5-hole Strips by more Corner Brackets and 3-hole Strips and $1\frac{1}{2}$ " Screwed Rods. Trying to fit all the mechanical pieces into the narrowest length wasn't easy and the upper boom is 6-hole Narrow Strips spaced apart by plastic Collars and Washers. The gearing for each "hydraulic cylinder" is a Screwed Rod lock nutted to a Narrow faced 25t Pinion (1 without boss) at the lower end which uses a transverse Coupling as its bearing (see photos). The Pinions are driven by a Small Contrates locked to long axles running the length of the trailer. The tricky thing here is both cranes need to work simultaneously and that can only be achieved by linking both cranes mechanically. I wasn't thinking too well with my first attempt, I didn't have the Contrates reversed and one crane went up while the other went down! The threaded rods just turn in threaded bosses bolted to the boom sides by $\frac{3}{4}$ " bolts, but able to rotate slightly.



The upper boom mechanism has to rotate about its pivot rod and thence the use of the 50t Gear and the narrow faced 25t Pinion, which in turn meshes with the plastic 19t Pinion on the long rod on the container side of the crane. These motions are presently controlled by the "spare wheels", namely the $\frac{1}{2}$ " Pulleys with tyres protruding from the rear of the trailer. There was a plan to motorise these by using 2 Meccparts geared motors positioned between the chassis rails, but that hasn't eventuated.

The Container:

A simple box made from $5\frac{1}{2}$ " x $2\frac{1}{2}$ " Flanged Plates top and bottom with Flexible Plates on the sides (needs doors on one end). The string "chains" are knotted to bolts on each lower corner and are supported by Short Couplings at the ends of the upper booms. The cranes are restricted from sliding along the top chassis rails by sprung bolts going into the bottom holes of the AG supporting frames. Each stabilizer and crane frame is held together by a 3-hole Flat girder and a Narrow Fishplate held under the top flange of the chassis rails (opposite side to the container) prevents each crane from tipping over when carrying a container.

My apologies for the brief description of this model but I'm writing this a few days before we leave for the UK. I plan to take this small model to SkegEx this year to give an example

of Meccano building in NZ of a unique NZ designed prototype. Shirley thought I should carry it in my hand luggage (for safety) but I don't think security would be very happy with all those potential sharp Meccano weapons. I will have a notice at Skeggie saying that if people want to see the larger model operating then they will just have to come to the 2009 NZ Christchurch Convention!

(continued from pge 12)

As well as the usual overall prizes for the finest model as voted for by the exhibitors and the public, there will be special prizes for the best interactive model, best educational model, and best engineering demonstration model. Whilst there will be of course a lot of models labelled "please do not touch" because of their delicacy and value, we'd like to encourage as many "please touch" labels as possible.

If you need any further information, please email cmc@nzmeccano.com, or write to PO Box 36065, Christchurch, or see www.meccano2009.co.nz. We look forward to seeing you all there next Easter!

A "EUREKA" FIND

by Lloyd Spackman

Stories of unexpected, valuable finds of old Meccano are fairly common and this is one of the best we have heard.

Greg Rahn in Calgary, Canada, told us on 'Spanner' newsgroup that he got a tip last year from a fellow Meccanoman that a chap had a couple of unused sets from his childhood and wanted to sell them. The person was in Calgary so Greg went and looked at them the next Sunday. What the chap had was two sets that were bought for him but never given to him { his parents forgot they had bought them until years later — if you can imagine that !!}

Greg continues: " There was a set 4 and a set 6 from 1965, both mint in cellophane. These are the early silver painted

sets in the white plastic blowform trays with sleeve covers. The small parts boxes were also the early ones that comprised a clear plastic tube of a box with red plastic end caps - looking quite strange. Among the manuals was the very rare Emebo motor leaflet and the small 4 page Elektrikit colour leaflet.

"He also, almost apologetically, said he had found a box of old used Meccano that he DID play with. In this box was a complete 1950/53 No. 9 set, some set 10 brass parts, electric and C/W motors and a 1963 gears set still in its box, all of it in good to mint condition.

I paid what he wanted for the entire collection and gleefully loaded it into my SUV."

Truly this was the sort of find every Meccanoman dreams of.



MECCANO
Elektrikit

PRICE **77/11**

MAKE SOME OF THESE!!

- Morse Telegraph,
- Compass,
- Transformer,
- Electric Bell,
- Magnetic Crane Grab,
- Synchronous and many other electric motors, etc.

This new kit is a MUST for every keen Meccano Model-Builder!
Packed with each outfit is an attractive and easily followed Book of ELECTRIC MODELS that is full of working drawings and wiring diagrams for making up dozens of wonderful models which operate from batteries or power units (4.5 to 15 volt).

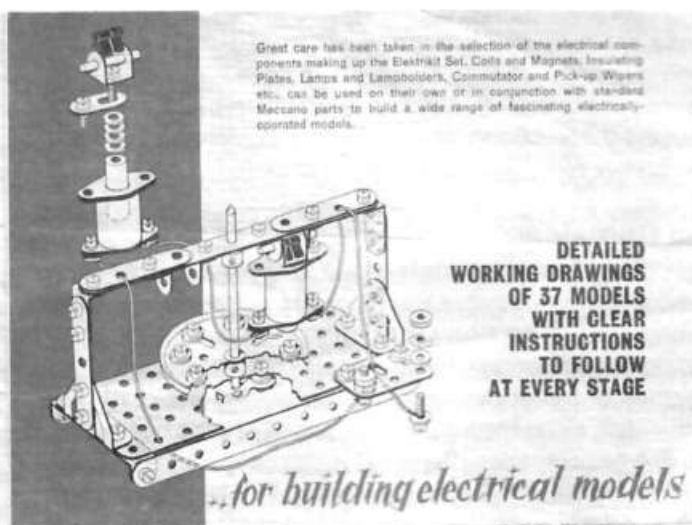
MECCANO LIMITED
BINNS ROAD LIVERPOOL, 11 ENGLAND




Elektrikit

ENJOY THE THRILL OF BUILDING ELECTRICALLY OPERATED MODELS AND LEARN THE SECRETS OF ELECTRICITY

In addition to being able to build purely electrical models, the Elektrikit parts enable lights to be fitted to Big Wheels, Machine Engines etc., and permit many other interesting modifications of standard Meccano models.



Great care has been taken in the selection of the electrical components making up the Elektrikit Set. Coils and Magnets, Insulating Plates, Lamps and Lampholders, Commutator and Pick-up Wipers etc., can be used on their own or in conjunction with standard Meccano parts to build a wide range of fascinating electrically-operated models.

DETAILED WORKING DRAWINGS OF 37 MODELS WITH CLEAR INSTRUCTIONS TO FOLLOW AT EVERY STAGE

for building electrical models

These pictures are from an Elektrikit pamphlet, print code 16/763/200, belonging to John Ince. The folded size is 170mm x 130mm. If you would like colour versions of the pictures, please email <johnince@man.quik.co.nz>

The Meccano Mechanised Army Set 1939 – 1941: Part 1

by Gary Higgins

In 1939 Meccano Ltd. began the production of a theme set based on army vehicles.

The advert in the December 1940 edition of the Meccano magazine.

MECCANO
MECHANISED ARMY OUTFIT

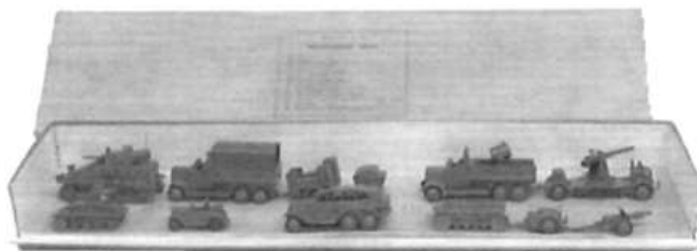
This special Meccano Outfit makes possible the building of models of a variety of Mechanised Army prototypes.

It contains a big assortment of specially designed Meccano Parts, including gun barrels, with which realistic models of Tanks, Anti-Aircraft Guns, Field Guns, Transport Lorries, etc., can be built. The parts are finished in the correct shade of Service green.

PRICE
14/6
With Purchase Tax
17/9

This Mobile Anti-aircraft Gun is one of the fine models from the Manual of Instructions included in the Outfit.

The concept probably originated from the dinky toys range of the same name No 156 that went out for sale in the same year, then available as a boxed set.



The standard colour used throughout the set was a uniform army green in a matt finish. The road wheel rims were finished in black as were the spanners, nuts and bolts and some of the smaller parts.

Thanks to Greg Rahn for this photo of his late 1930s boxed set at the top of the next column.



It was in the flat parts, trunnions and some circular parts, where Meccano moved away from the traditional approach. Some of the hardened steel pins used to punch out the holes in the strips and plates, were removed, I have never understood why as it makes the parts less useable in this form.

This resulted in "new" parts being made up having less holes than the existing parts.

All parts in this set were renamed with new numbers each prefixed by an M so Part No 52, the 2 1/2" x 5 1/2" Flanged Plate, becomes part number M52 etc

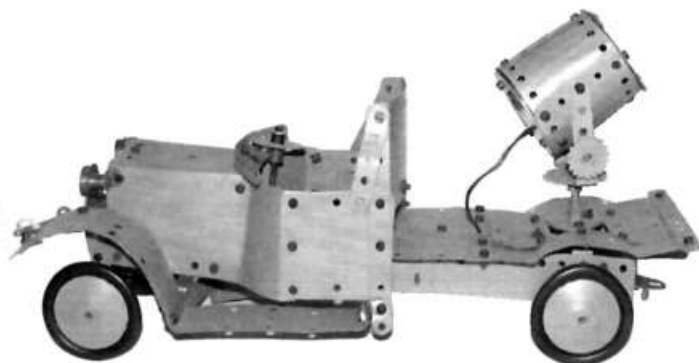
A completely new part was the gun barrel. This was made up in three 5 1/2" inch sections out of oak dowels.

The largest 1" in diameter then 3/4" in diameter the smallest being 1/2" in diameter. These were all drilled out to about 1" depth to allow the smaller barrels to fit snugly inside the larger. By this means gun barrels of various lengths could be formed.

The barrels were also finished in the matt army green colour and the two larger barrels were drilled horizontally in the mid-sections to allow Meccano rods to pass through.

An instruction booklet was provided with the set made up of a large A3 sheet folded in four with details of six models included. This sheet was easily damaged and few have survived in good condition.

MECCANO MECHANISED ARMY OUTFIT PARTS AND CONTENTS OF OUTFIT					
No.	Quantity	Description	No.	Quantity	Description
M1	1	1 1/2" Perforated Strip	M101	1	1 1/2" Perforated Strip
M2	1	1 1/2" Perforated Strip	M102	1	1 1/2" Perforated Strip
M3	1	1 1/2" Perforated Strip	M103	1	1 1/2" Perforated Strip
M4	1	1 1/2" Perforated Strip	M104	1	1 1/2" Perforated Strip
M5	1	1 1/2" Perforated Strip	M105	1	1 1/2" Perforated Strip
M6	1	1 1/2" Perforated Strip	M106	1	1 1/2" Perforated Strip
M7	1	1 1/2" Perforated Strip	M107	1	1 1/2" Perforated Strip
M8	1	1 1/2" Perforated Strip	M108	1	1 1/2" Perforated Strip
M9	1	1 1/2" Perforated Strip	M109	1	1 1/2" Perforated Strip
M10	1	1 1/2" Perforated Strip	M110	1	1 1/2" Perforated Strip
M11	1	1 1/2" Perforated Strip	M111	1	1 1/2" Perforated Strip
M12	1	1 1/2" Perforated Strip	M112	1	1 1/2" Perforated Strip
M13	1	1 1/2" Perforated Strip	M113	1	1 1/2" Perforated Strip
M14	1	1 1/2" Perforated Strip	M114	1	1 1/2" Perforated Strip
M15	1	1 1/2" Perforated Strip	M115	1	1 1/2" Perforated Strip
M16	1	1 1/2" Perforated Strip	M116	1	1 1/2" Perforated Strip
M17	1	1 1/2" Perforated Strip	M117	1	1 1/2" Perforated Strip
M18	1	1 1/2" Perforated Strip	M118	1	1 1/2" Perforated Strip
M19	1	1 1/2" Perforated Strip	M119	1	1 1/2" Perforated Strip
M20	1	1 1/2" Perforated Strip	M120	1	1 1/2" Perforated Strip
M21	1	1 1/2" Perforated Strip	M121	1	1 1/2" Perforated Strip
M22	1	1 1/2" Perforated Strip	M122	1	1 1/2" Perforated Strip
M23	1	1 1/2" Perforated Strip	M123	1	1 1/2" Perforated Strip
M24	1	1 1/2" Perforated Strip	M124	1	1 1/2" Perforated Strip
M25	1	1 1/2" Perforated Strip	M125	1	1 1/2" Perforated Strip
M26	1	1 1/2" Perforated Strip	M126	1	1 1/2" Perforated Strip
M27	1	1 1/2" Perforated Strip	M127	1	1 1/2" Perforated Strip
M28	1	1 1/2" Perforated Strip	M128	1	1 1/2" Perforated Strip
M29	1	1 1/2" Perforated Strip	M129	1	1 1/2" Perforated Strip
M30	1	1 1/2" Perforated Strip	M130	1	1 1/2" Perforated Strip
M31	1	1 1/2" Perforated Strip	M131	1	1 1/2" Perforated Strip
M32	1	1 1/2" Perforated Strip	M132	1	1 1/2" Perforated Strip
M33	1	1 1/2" Perforated Strip	M133	1	1 1/2" Perforated Strip
M34	1	1 1/2" Perforated Strip	M134	1	1 1/2" Perforated Strip
M35	1	1 1/2" Perforated Strip	M135	1	1 1/2" Perforated Strip
M36	1	1 1/2" Perforated Strip	M136	1	1 1/2" Perforated Strip
M37	1	1 1/2" Perforated Strip	M137	1	1 1/2" Perforated Strip
M38	1	1 1/2" Perforated Strip	M138	1	1 1/2" Perforated Strip
M39	1	1 1/2" Perforated Strip	M139	1	1 1/2" Perforated Strip
M40	1	1 1/2" Perforated Strip	M140	1	1 1/2" Perforated Strip
M41	1	1 1/2" Perforated Strip	M141	1	1 1/2" Perforated Strip
M42	1	1 1/2" Perforated Strip	M142	1	1 1/2" Perforated Strip
M43	1	1 1/2" Perforated Strip	M143	1	1 1/2" Perforated Strip
M44	1	1 1/2" Perforated Strip	M144	1	1 1/2" Perforated Strip
M45	1	1 1/2" Perforated Strip	M145	1	1 1/2" Perforated Strip
M46	1	1 1/2" Perforated Strip	M146	1	1 1/2" Perforated Strip
M47	1	1 1/2" Perforated Strip	M147	1	1 1/2" Perforated Strip
M48	1	1 1/2" Perforated Strip	M148	1	1 1/2" Perforated Strip
M49	1	1 1/2" Perforated Strip	M149	1	1 1/2" Perforated Strip
M50	1	1 1/2" Perforated Strip	M150	1	1 1/2" Perforated Strip
M51	1	1 1/2" Perforated Strip	M151	1	1 1/2" Perforated Strip
M52	1	1 1/2" Perforated Strip	M152	1	1 1/2" Perforated Strip
M53	1	1 1/2" Perforated Strip	M153	1	1 1/2" Perforated Strip
M54	1	1 1/2" Perforated Strip	M154	1	1 1/2" Perforated Strip
M55	1	1 1/2" Perforated Strip	M155	1	1 1/2" Perforated Strip
M56	1	1 1/2" Perforated Strip	M156	1	1 1/2" Perforated Strip
M57	1	1 1/2" Perforated Strip	M157	1	1 1/2" Perforated Strip
M58	1	1 1/2" Perforated Strip	M158	1	1 1/2" Perforated Strip
M59	1	1 1/2" Perforated Strip	M159	1	1 1/2" Perforated Strip
M60	1	1 1/2" Perforated Strip	M160	1	1 1/2" Perforated Strip
M61	1	1 1/2" Perforated Strip	M161	1	1 1/2" Perforated Strip
M62	1	1 1/2" Perforated Strip	M162	1	1 1/2" Perforated Strip
M63	1	1 1/2" Perforated Strip	M163	1	1 1/2" Perforated Strip
M64	1	1 1/2" Perforated Strip	M164	1	1 1/2" Perforated Strip
M65	1	1 1/2" Perforated Strip	M165	1	1 1/2" Perforated Strip
M66	1	1 1/2" Perforated Strip	M166	1	1 1/2" Perforated Strip
M67	1	1 1/2" Perforated Strip	M167	1	1 1/2" Perforated Strip
M68	1	1 1/2" Perforated Strip	M168	1	1 1/2" Perforated Strip
M69	1	1 1/2" Perforated Strip	M169	1	1 1/2" Perforated Strip
M70	1	1 1/2" Perforated Strip	M170	1	1 1/2" Perforated Strip
M71	1	1 1/2" Perforated Strip	M171	1	1 1/2" Perforated Strip
M72	1	1 1/2" Perforated Strip	M172	1	1 1/2" Perforated Strip
M73	1	1 1/2" Perforated Strip	M173	1	1 1/2" Perforated Strip
M74	1	1 1/2" Perforated Strip	M174	1	1 1/2" Perforated Strip
M75	1	1 1/2" Perforated Strip	M175	1	1 1/2" Perforated Strip
M76	1	1 1/2" Perforated Strip	M176	1	1 1/2" Perforated Strip
M77	1	1 1/2" Perforated Strip	M177	1	1 1/2" Perforated Strip
M78	1	1 1/2" Perforated Strip	M178	1	1 1/2" Perforated Strip
M79	1	1 1/2" Perforated Strip	M179	1	1 1/2" Perforated Strip
M80	1	1 1/2" Perforated Strip	M180	1	1 1/2" Perforated Strip
M81	1	1 1/2" Perforated Strip	M181	1	1 1/2" Perforated Strip
M82	1	1 1/2" Perforated Strip	M182	1	1 1/2" Perforated Strip
M83	1	1 1/2" Perforated Strip	M183	1	1 1/2" Perforated Strip
M84	1	1 1/2" Perforated Strip	M184	1	1 1/2" Perforated Strip
M85	1	1 1/2" Perforated Strip	M185	1	1 1/2" Perforated Strip
M86	1	1 1/2" Perforated Strip	M186	1	1 1/2" Perforated Strip
M87	1	1 1/2" Perforated Strip	M187	1	1 1/2" Perforated Strip
M88	1	1 1/2" Perforated Strip	M188	1	1 1/2" Perforated Strip
M89	1	1 1/2" Perforated Strip	M189	1	1 1/2" Perforated Strip
M90	1	1 1/2" Perforated Strip	M190	1	1 1/2" Perforated Strip
M91	1	1 1/2" Perforated Strip	M191	1	1 1/2" Perforated Strip
M92	1	1 1/2" Perforated Strip	M192	1	1 1/2" Perforated Strip
M93	1	1 1/2" Perforated Strip	M193	1	1 1/2" Perforated Strip
M94	1	1 1/2" Perforated Strip	M194	1	1 1/2" Perforated Strip
M95	1	1 1/2" Perforated Strip	M195	1	1 1/2" Perforated Strip
M96	1	1 1/2" Perforated Strip	M196	1	1 1/2" Perforated Strip
M97	1	1 1/2" Perforated Strip	M197	1	1 1/2" Perforated Strip
M98	1	1 1/2" Perforated Strip	M198	1	1 1/2" Perforated Strip
M99	1	1 1/2" Perforated Strip	M199	1	1 1/2" Perforated Strip
M100	1	1 1/2" Perforated Strip	M200	1	1 1/2" Perforated Strip
M101	1	1 1/2" Perforated Strip	M201	1	1 1/2" Perforated Strip
M102	1	1 1/2" Perforated Strip	M202	1	1 1/2" Perforated Strip
M103	1	1 1/2" Perforated Strip	M203	1	1 1/2" Perforated Strip
M104	1	1 1/2" Perforated Strip	M204	1	1 1/2" Perforated Strip
M105	1	1 1/2" Perforated Strip	M205	1	1 1/2" Perforated Strip
M106	1	1 1/2" Perforated Strip	M206	1	1 1/2" Perforated Strip
M107	1	1 1/2" Perforated Strip	M207	1	1 1/2" Perforated Strip
M108	1	1 1/2" Perforated Strip	M208	1	1 1/2" Perforated Strip
M109	1	1 1/2" Perforated Strip	M209	1	1 1/2" Perforated Strip
M110	1	1 1/2" Perforated Strip	M210	1	1 1/2" Perforated Strip
M111	1	1 1/2" Perforated Strip	M211	1	1 1/2" Perforated Strip
M112	1	1 1/2" Perforated Strip	M212	1	1 1/2" Perforated Strip
M113	1	1 1/2" Perforated Strip	M213	1	1 1/2" Perforated Strip
M114	1	1 1/2" Perforated Strip	M214	1	1 1/2" Perforated Strip
M115	1	1 1/2" Perforated Strip	M215	1	1 1/2" Perforated Strip
M116	1	1 1/2" Perforated Strip	M216	1	1 1/2" Perforated Strip
M117	1	1 1/2" Perforated Strip	M217	1	1 1/2" Perforated Strip
M118	1	1 1/2" Perforated Strip	M218	1	1 1/2" Perforated Strip
M119	1	1 1/2" Perforated Strip	M219	1	1 1/2" Perforated Strip
M120	1	1 1/2" Perforated Strip	M220	1	1 1/2" Perforated Strip
M121	1	1 1/2" Perforated Strip	M221	1	1 1/2" Perforated Strip
M122	1	1 1/2" Perforated Strip	M222	1	1 1/2" Perforated Strip
M123	1	1 1/2" Perforated Strip	M223	1	1 1/2" Perforated Strip
M124	1	1 1/2" Perforated Strip	M224	1	1 1/2" Perforated Strip
M125	1	1 1/2" Perforated Strip	M225	1	1 1/2" Perforated Strip
M126	1	1 1/2" Perforated Strip	M226	1	1 1/2" Perforated Strip
M127	1	1 1/2" Perforated Strip	M227	1	1 1/2" Perforated Strip
M128	1	1 1/2" Perforated Strip	M228	1	1 1/2" Perforated Strip
M129	1	1 1/2" Perforated Strip	M229	1	1 1/2" Perforated Strip
M130	1	1 1/2" Perforated Strip	M230	1	1 1/2" Perforated Strip
M131	1	1 1/2" Perforated Strip	M231	1	1 1/2" Perforated Strip
M132	1	1 1/2" Perforated Strip	M232	1	1 1/2" Perforated Strip
M133	1	1 1/2" Perforated Strip	M233	1	1 1/2" Perforated Strip
M134	1	1 1/2" Perforated Strip	M234	1	1 1/2" Perforated Strip
M135	1	1 1/2" Perforated Strip	M235	1	1 1/2" Perforated Strip
M136	1	1 1/2" Perforated Strip	M236	1	1 1/2" Perforated Strip
M137	1	1 1/2" Perforated Strip	M237	1	1 1/2" Perforated Strip
M138	1	1 1/2" Perforated Strip	M238	1	1 1/2" Perforated Strip
M139	1	1 1/2" Perforated Strip	M239	1	1 1/2" Perforated Strip
M140	1	1 1/2" Perforated Strip	M240	1	1 1/2" Perforated Strip
M141	1	1 1/2" Perforated Strip	M241	1	1 1/2" Perforated Strip
M142	1	1 1/2" Perforated Strip	M242	1	1 1/2" Perforated Strip
M143	1	1 1/2" Perforated Strip	M243	1	1 1/2" Perforated Strip
M144	1	1 1/2" Perforated Strip	M244	1	1 1/2" Perforated Strip
M145	1	1 1/2" Perforated Strip	M245	1	1 1/2" Perforated Strip
M146	1	1 1/2" Perforated Strip	M246	1	1 1/2" Perforated Strip
M147	1	1 1/2" Perforated Strip	M247	1	1 1/2" Perforated Strip
M148	1	1 1/2" Perforated Strip	M248	1	1 1/2" Perforated Strip
M149	1	1 1/2" Perforated Strip	M249	1	1 1/2" Perforated Strip
M150	1	1 1/2" Perforated Strip	M250	1	1 1/2" Perforated Strip
M151	1	1 1/2" Perforated Strip	M251	1	1 1/2" Perforated Strip
M152	1	1 1/2" Perforated Strip	M252	1	1 1/2" Perforated Strip
M153	1	1 1/2" Perforated Strip	M253	1	1 1/2" Perforated Strip
M154	1	1 1/2" Perforated Strip	M254	1	1 1/2" Perforated Strip
M155	1	1 1/2" Perforated Strip	M255	1	1 1/2" Perforated Strip
M156	1	1 1/2" Perforated Strip	M256	1	1 1/2" Perforated Strip
M157	1	1 1/2" Perforated Strip	M257	1	1 1/2" Perforated Strip
M158	1	1 1/2" Perforated Strip	M258	1	1 1/2" Perforated Strip
M159	1	1 1/2" Perforated Strip	M259	1	1 1/2" Perforated Strip
M160	1	1 1/2" Perforated Strip	M260	1	1 1/2" Perforated Strip
M161	1	1 1/2" Perforated Strip	M261	1	1 1/2" Perforated Strip
M162	1	1 1/2" Perforated Strip	M262	1	1 1/2" Perforated Strip
M163	1	1 1/2" Perforated Strip	M263	1	1 1/2" Perforated Strip
M164	1	1 1/2" Perforated Strip	M264	1	1 1/2" Perforated Strip
M165	1	1 1/2" Perforated Strip	M265	1	1 1/2" Perforated Strip
M166	1	1 1/2" Perforated Strip	M266	1	1 1/2" Perforated Strip
M167	1	1 1/2" Perforated Strip	M267	1	1 1/2" Perforated Strip
M168	1	1 1/2" Perforated Strip	M268	1	1 1/2" Perforated Strip
M169	1	1 1/2" Perforated Strip	M269	1	1 1/2" Perforated Strip
M170	1	1 1/2" Perforated Strip	M270	1	1 1/2" Perforated Strip
M171	1	1 1/2" Perforated Strip	M271	1	1 1/2" Perforated Strip
M172	1	1 1/2" Perforated Strip	M272	1	1 1/2" Perforated Strip
M173	1	1 1/2" Perforated Strip	M273	1	1 1/2" Perforated Strip
M174	1	1 1/2" Perforated Strip	M274	1	1 1/2" Perforated Strip
M175	1	1 1/2" Perforated Strip	M275	1	1 1/2" Perforated Strip
M176	1	1 1/2" Perforated Strip	M276	1	1 1/2" Perforated Strip
M177	1	1 1/2" Perforated Strip	M277	1	1 1/2" Perforated Strip
M178	1	1 1/2" Perforated Strip	M278	1	1 1/2" Perforated Strip
M179	1	1 1/2" Perforated Strip	M279	1	1 1/2" Perforated Strip
M180	1	1 1/2" Perforated Strip	M280	1	1 1/2" Perforated Strip
M181	1	1 1/2" Perforated Strip	M281	1	1 1/2" Perforated Strip
M182	1	1 1/2" Perforated Strip	M282	1	1 1/2" Perforated Strip
M183	1	1 1/2" Perforated Strip	M283	1	1 1/2" Perforated Strip
M184	1	1 1/2" Perforated Strip	M284	1	1 1/2" Perforated Strip
M185	1	1 1/2" Perforated Strip	M285	1	1 1/2" Perforated Strip
M186	1	1 1/2" Perforated Strip	M286	1	1 1/2" Perforated Strip
M187	1	1 1/2" Perforated Strip	M287	1	1 1/2" Perforated Strip
M188	1	1 1/2" Perforated Strip	M288	1	1 1/2" Perforated Strip
M189	1	1 1/2" Perforated Strip	M289	1	1 1/2" Perforated Strip
M190	1	1 1/2" Perforated Strip	M290	1	1 1/2" Perforated Strip
M191	1	1 1/2" Perforated Strip	M291	1	1 1/2" Perforated Strip
M192	1	1 1/2" Perforated Strip	M292	1	1 1/2" Perforated Strip
M193	1	1 1/2" Perforated Strip	M293	1	1 1/2" Perforated Strip
M194	1	1 1/2" Perforated Strip	M294	1	1 1/2" Perforated Strip
M195	1	1 1/2" Perforated Strip	M295	1	1 1/2" Perforated Strip
M196	1	1 1/2" Perforated Strip	M296	1	1 1/2" Perforated Strip
M197	1	1 1/2" Perforated Strip	M297	1	1 1/2" Perforated Strip
M198	1	1 1/2" Perforated Strip	M298	1	1 1/2" Perforated Strip
M199	1	1 1/2" Perforated Strip	M299	1	1 1/2" Perforated Strip
M200	1	1 1/2" Perforated Strip	M300	1	1 1/2" Perforated Strip
M201	1	1 1/			



Searchlight lorry

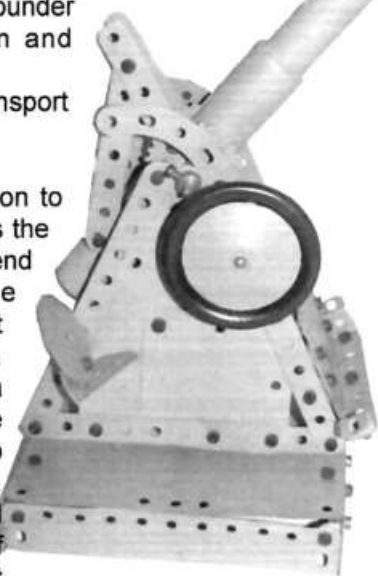
The models themselves are well constructed, considering the limitation of the less holey parts, and look the part when made up.

- Model No 1 Anti Aircraft Gun
- Model No 2 Light Tank
- Model No 3 Searchlight lorry
- Model No 4 Stationary anti-aircraft gun
- Model No 5 18 pounder quick firing gun and trailer
- Model No 6 Transport Wagon

One other addition to the manuals was the requirement to bend some of the flexible plates at right angles. Obviously after a few uses the parts tended to break in half. Meccano Limited had a lot of complaints about this development and after a time

put out pre-bent parts. When these sets are found they often have many of the Flexible Plates split or broken.

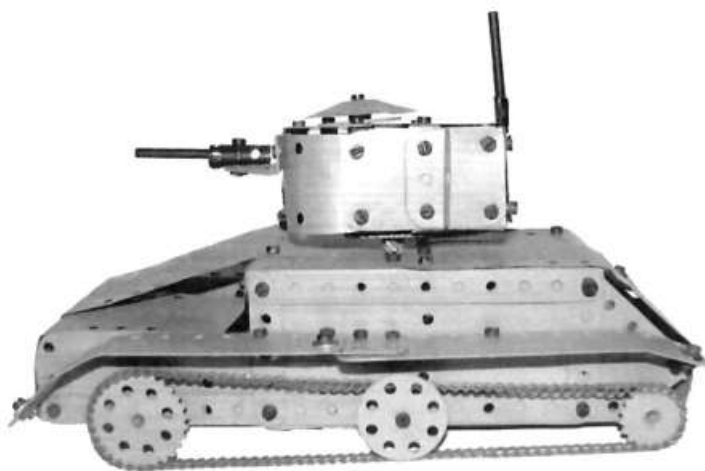
Here are a few of the models made up with replica parts.



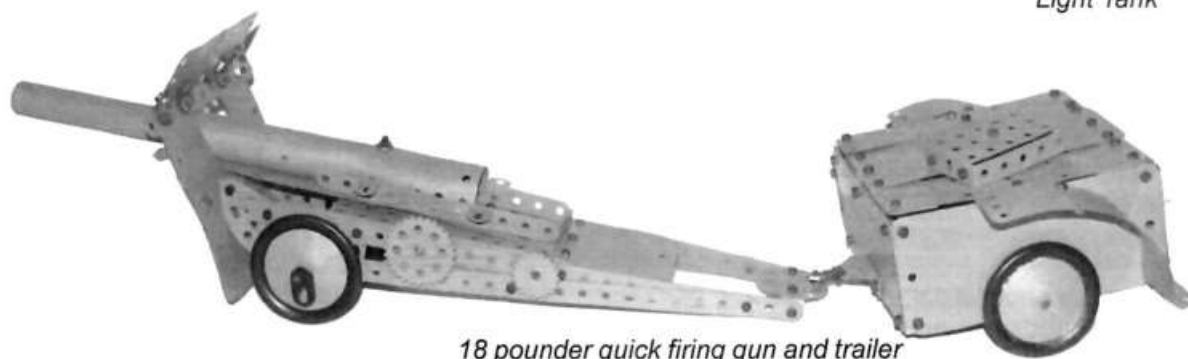
Stationary anti-aircraft gun



Mobile Anti Aircraft Gun



Light Tank

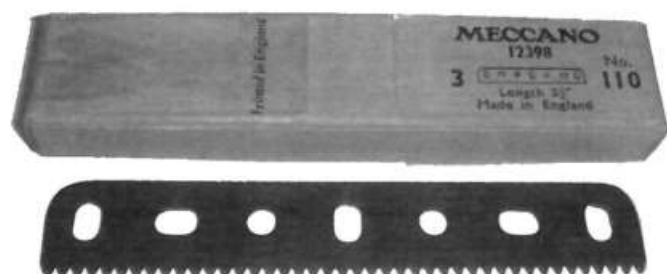


18 pounder quick firing gun and trailer

Meccano Spare Part Boxes

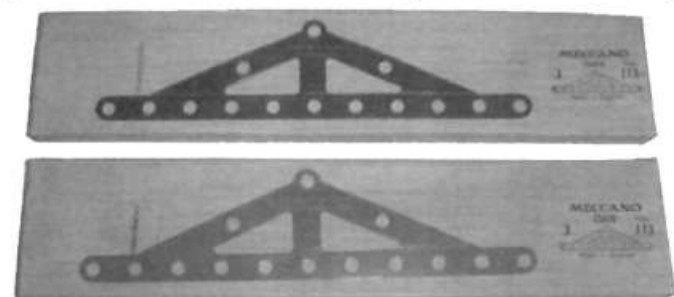
By William Irwin

From the early 1950s to the late 1960s most Meccano spare parts were supplied in yellow cardboard boxes. These boxes often pop up today in old collections or as the contents of the much sought after dealer cabinets of the period. Many spare parts were packed in multiple units, so the buyer would only receive the parts box if he bought the whole contents of the box, or what was left of them.



The basis of my spare parts box collection originates from stock which was frozen in time for 16 years in Africa. Rhodesia declared UDI (Unilateral Declaration of Independence) in 1965 and the rest of the world imposed sanctions to the extent of British warships blockading the port of Beira in Mozambique for years on end. These parts were the Meccano spares stock of a dealer in Bulawayo just prior to UDI, and were frozen in time there for 16 years. The dealer concerned was G.R. Woolley & Co. in Main Street, Bulawayo, who had been the Meccano/Hornby wholesaler for Northern and Southern Rhodesia for many years. The few Meccano and Hornby enthusiasts then living

One enterprising gentleman Jack Cramp, a local toy shop owner, bought up the entire stock of pre-1965 Meccano spares and had them transported to Cape Town in a car boot. During 1981 Colin Cohen of the Cape Town Meccano Club was contacted. Colin, together with another club member Brian Hodgson, promptly bought the trunk load of parts and re-sold them to enthusiasts in South Africa. What a bonanza that was! I managed to buy some of the choice items such as spoked wheels and girder frames. At the end of the sale Colin and Brian split the remaining stock equally between them.



in Rhodesia obviously knew of Mr. Woolley's shop and made full use of his services (ref 1).

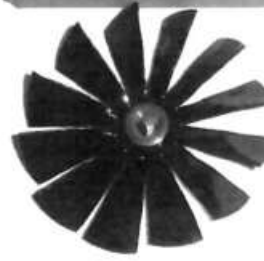
Rhodesia became independent as Zimbabwe in 1980, and many people emigrated south to South Africa thereafter. Onerous exchange controls were imposed and people could not get their money out of Zimbabwe, so they resorted to buying up goods of all sorts for resale in South Africa.



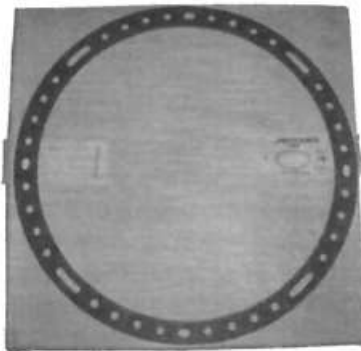
In 1983 Brian Hodgson decided to give up Meccano and concentrate on Hornby trains instead, so I purchased his entire Meccano collection which included half of the spare part boxes left over after the sale. I have preserved most of these yellow parts boxes despite my move to New Zealand, many of them still sealed. I presume Colin Cohen still has his half of the remaining boxes, but being the prodigious



small blue labels were used, which had no product code or illustration.



model builder that he is, he has probably used many of the parts in his models.

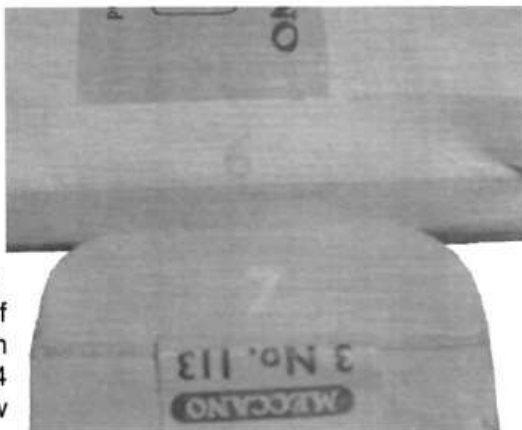


Prior to about 1950 most spare parts were wrapped in brown or green paper, packed in small paper envelopes or supplied in small tins (e.g. nuts and bolts). From 1950 onwards the yellow boxes started to appear with the occasional white box thrown in for good

measure. Over 40 different sizes of box were used altogether. Each yellow box had a unique box code number printed (or embossed) on one of the end flaps which identified the size of the box. A yellow paper band was wrapped around the box containing a label identifying the part.

In the early 1950s, these labels were in yellow with a black outline.

Some labels contained an illustration of the part. From around 1954 new yellow labels were



introduced without the black outline. The product code was now included, and most parts were illustrated. In 1958 a green label was used for parts changing colour from the old medium red and green colours to the new light red and green colours. Thus one knew that the parts inside these boxes were light red or green without opening the box.

Those parts unaffected by the colour change (brass and nickel parts, etc.) continued with the yellow labels. The green labels all included product codes and illustrations. In 1962, the boxes changed to a slightly lighter shade of yellow and the yellow and green labels continued as before. Occasionally, small white labels were used which included the product code, but no illustration. Towards the end of this period (1964/5) and into the yellow/silver/black period





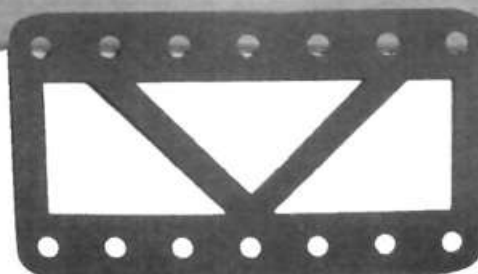
ring 167b. The largest box found so far is for the circular strip 145. Some small parts such as set screws, washers, small hooks, etc. were supplied in small plastic bags with yellow labels.



Some parts were supplied in different size boxes at different times, e.g. the fan 157. Others appeared with the incorrect product code e.g. the wheel disc 24c mis-labelled as 12109 instead of 12111. Another inconsistency is the black rack strip which appeared in a green labelled box even though the colour did not change in 1958. The very rare large road wheel 187b was supplied in a specially printed yellow box with no band around it.

girders were ever illustrated on the green label. Some parts were still supplied wrapped in brown paper, particularly the large parts such as long angle girders 7 and 7a, and flanged

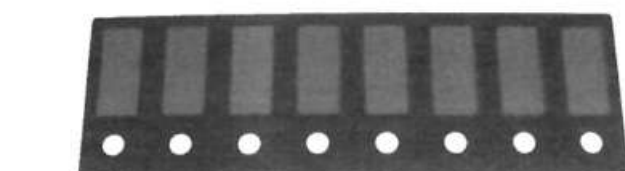
I have collated all this information into an Excel spreadsheet giving the product code, number of parts per packet, box



codes, label type, etc. This is an on going project, but with the help of Greg Rahn, Clive Weston and others, it is substantially complete although there are still a few gaps. If anyone is interested in a copy please contact me at <irwins@ihug.co.nz>. Much of this information pertaining to the light red and green period can also be found on the Meccano Light Red and Green website (ref 2).

References:

- 1) *Rhodesian finds, Letter from RW Doust. The Hornby Railway Collector, December 2006*
- 2) *Melvin Wright's Light Red and Green website at <http://www.melright.com/lightred/spares.htm>*



NZFMM 2009 Convention Information.

by Charles Steadman

The 2009 exhibition will be held in The Great Hall, The Arts Centre, Christchurch. It runs from Friday April 10th 2009 to Sunday April 12th. The Friday is a setup day for members only, Saturday and Sunday are open to the public.

Some things you might want to know

The doors open early on Friday morning. You will certainly be able to get in by 8am. Please make sure that your model or display is ready by 5pm on the Friday night.

The hall itself will be secure. There is on-site security until 2am, and a couple of Meccano exhibitors will be staying overnight in the hall to make doubly sure. Your current home insurance will almost certainly cover whatever you're bringing (as long as you have it insured in the first place), although many policies require you to tell them that you're taking it to the exhibition. We strongly recommend that you tell your insurers. They should confirm cover without any extra charge. Obviously, we'll be helping each other out being vigilant about any light-fingered members of the public — suffice to say you should be careful displaying small and easily-lifted items of great value.

Christchurch is, as I'm sure you all know, a great place to visit. You will not need a car for the three days of the show, if you have accommodation in the city centre. The Arts Centre is right in the middle of Christchurch, and on the circular tram route. It is (currently) \$14 to buy a tram ticket which covers unlimited travel for two days. Other stops on the tram route include the Botanic Gardens, Art Gallery, Cathedral, River Avon, and the two major shopping streets. Pretty much all of the must-see attractions are on this route, which runs continuously round (the circuit takes about 20 minutes). There are plenty of other things to see within walking distance, including the whole of Hagley Park. Non-Meccanoites are therefore very well catered for, and could easily spend two or three days exploring without entering the exhibition at all. The Arts Centre itself is very interesting and a guided tour will be provided for exhibitors at no cost.

From Christchurch airport, The Arts Centre is about 10 minutes by car (\$20 in a taxi, between \$5 and \$10 in a shuttle bus). There is a wide range of accommodation available in the city centre from under \$50 to over \$500 per night. If you're careful, you should be able to get somewhere within an easy walk, or on the tram route. Both of these mean you won't need to drive to the exhibition. You can park near the Arts Centre, but it's not free.

On the Saturday night (after the exhibition closes at 5pm), we will move upstairs to the Rutherford lecture theatre for some interesting talks by assorted Meccano luminaries from around the world. Then, after 7pm, we will walk around the corner for the formal dinner, which is to be held at Annie's Wine Bar (within the same complex). This is a very good restaurant, and although it won't be cheap we believe it'll be worth it. The entire restaurant is ours for the night. The

cost per head for dinner is likely to be around \$55 (to be confirmed).

Both the dinner and the lecture theatre have limits on their capacity, and for this reason we strongly suggest that you book early. It's extremely unlikely that we'll be able to fit people in on the night, as they're quite picky about the numbers for fire regulations. The lectures themselves are free of charge, but we need to supply tickets in order to keep track of numbers. Each dinner ticket will include access to the lectures, but if you would prefer not to attend these (perhaps you'd prefer to return to your hotel between 5pm and 7pm) please tell us and we'll be able to give the tickets to others.

The exhibition closes at 5pm on the Sunday night. There are plenty of flights out from the airport in the evening, as many as six flights to Auckland for example can easily be caught after this time.

If you're planning on flying, there are plenty of these available right now for as little as \$118 return (Wellington), \$158 return (Auckland), and \$284 return (New Plymouth). They can be booked right now, as it is less than a year away. Naturally, booking nearer the time will cost more.

If you need accommodation, we recommend you look at the Travelbug website (a part of Trademe). On this site you can search for hotels or B&B's within a specific price range, see where they are on the map, and view pictures and further details about each one. You can also see the availability and book the rooms there and then. Again, this is cheaper the earlier you do it, and you can book for next April right now.

We'll be sending out registration forms in August (and there will be a copy in the next issue of this magazine). If you would like a separate copy, email cmc@nzmeccano.com and we'll send you one. Please send in your registration forms as soon as possible — space in the hall and numbers for the dinner are limited and will be allocated in order the confirmations are received. The space within the hall will be mapped out carefully, so if you'd like to be near another exhibitor (or far away!) please tell us as soon as possible.

There will be, as usual, a small fee per exhibitor. This fee is to cover the cost of the tables and refreshments. All exhibitors will be provided with tea and coffee throughout the three days, and sandwiches will be supplied on the Saturday and Sunday. So you don't need to worry about finding lunches and leaving your models unattended for long periods.

On the Friday night, there will be an informal meeting place within walking distance, where we have the use of a quiet lounge above a large microbrewery and restaurant that specialises in vegetarian and fish dishes. The Friday night is entirely free and optional, but will be a good place to meet and chat with fellow Meccanomen from New Zealand and abroad.

(continued on page 5)

2008 "APRIL ANTICS" COMPETITION

Some notes about the winning entry,

by Bryan Jones

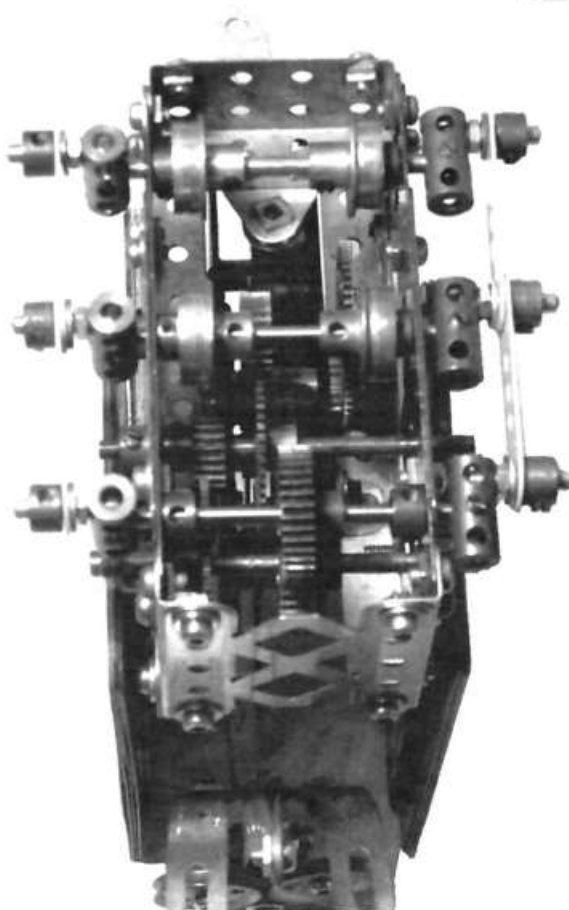
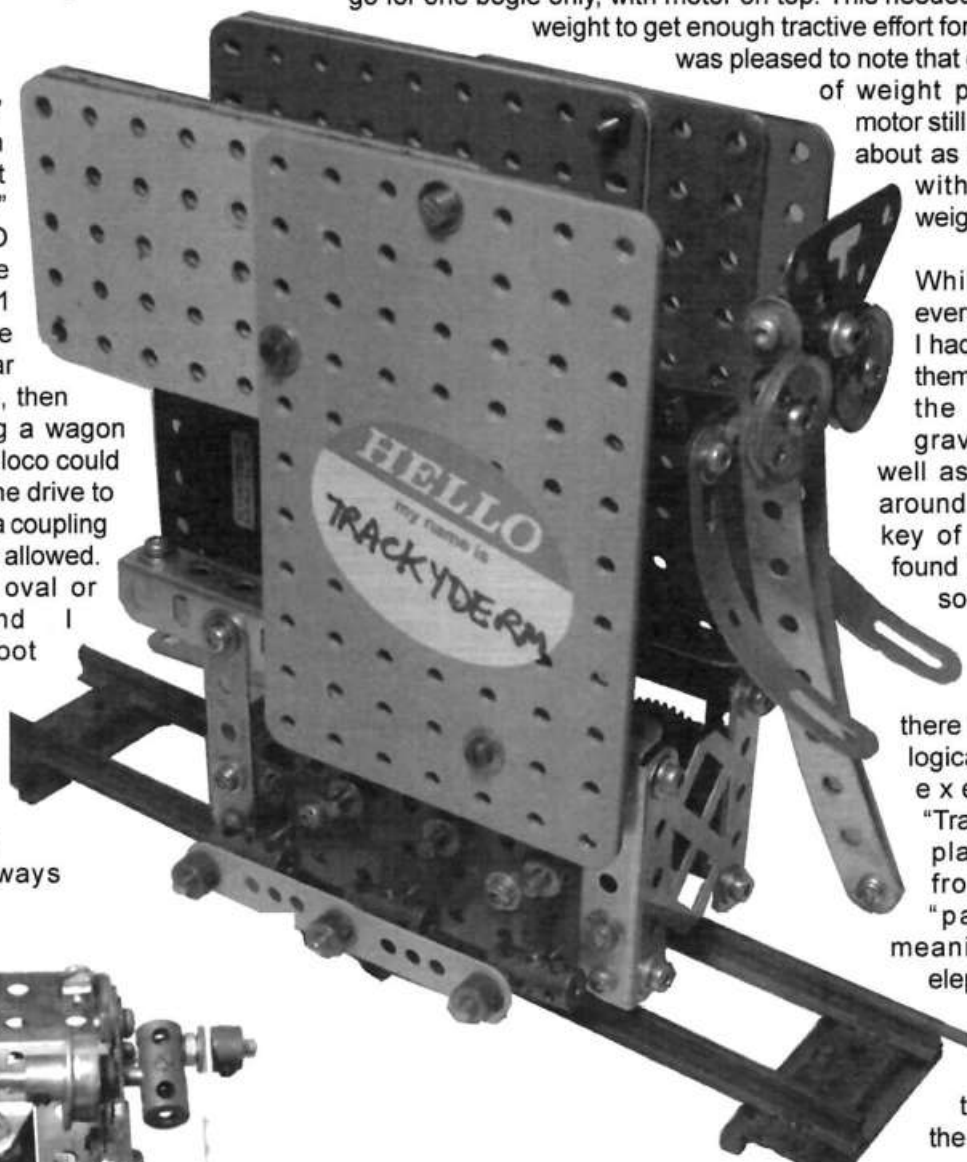
At the recent "Antics" gathering a competition was held. The object was to design a "loco" which had to run on O gauge track, to be powered by No. 1 Clockwork Motor. The loco had to travel as far as possible on its own, then do another run towing a wagon loaded up to 5 kg. The loco could be of any design, but the drive to the wheels had to be via coupling rods; no direct gearing allowed. The track would be oval or kidney-shaped, and I confirmed that 2 foot radius curves would be used.

My entry was initially inspired by narrow gauge colliery steam locos and NZ Railways

shunting loco design. Knowing that I would need a short wheelbase to negotiate the curves without too much friction, I opted for an 0-4-0 design with small wheels and outside frames. A first attempt with bogies failed, as the gear train required to drive both bogies had so much friction the thing wouldn't move by itself even on straight track. The solution was to go for one bogie only, with motor on top. This needed extra ballast weight to get enough tractive effort for towing, and I

was pleased to note that even with lots of weight piled on, the motor still rolled it along about as far as it went without added weight.

While adding every heavy plate I had, and moving them around to get the centre of gravity right, as well as fitting them around the winding key of the motor, I found I had created something that looked like elephant ears.... so there had to be one logical end to the exercise... "Trackyderm"! (a play on words from the Latin "pachyderm", meaning of the elephant family). Eyes, tusks and a trunk were added to complete the resemblance.



The clockwork motor drives the front crank axle via a 12:1 reduction gearbox, but this axle has no wheels. The middle and rear axles only have wheels, so the whole thing is slightly trunk heavy. The tow bar under the motor is pivoted above the rear axle so that there is a degree of weight transfer towards the rear axle when pulling hard.

The most time-consuming part of building the model would have been the outside cranks and coupling rods. I opted to use Couplings as the cranks, with the axles through the centre holes and Threaded Pins for journaling the coupling rods. I had to sort through my entire collection of these items to find Couplings with parallel bored holes, and Threaded Pins which would screw in at right angles to the couplings, so that the assembly did not bind up as it rotated.

Back in the days of the circuses which toured New Zealand, the equipment and animals were often moved by train. Once the rake of wagons was parked in a siding, it was sometimes necessary to separate some of the wagons from the rake, and apparently the circus elephants were occasionally used for this task. Anyone need their circus train shunted?

April Antics Weekend

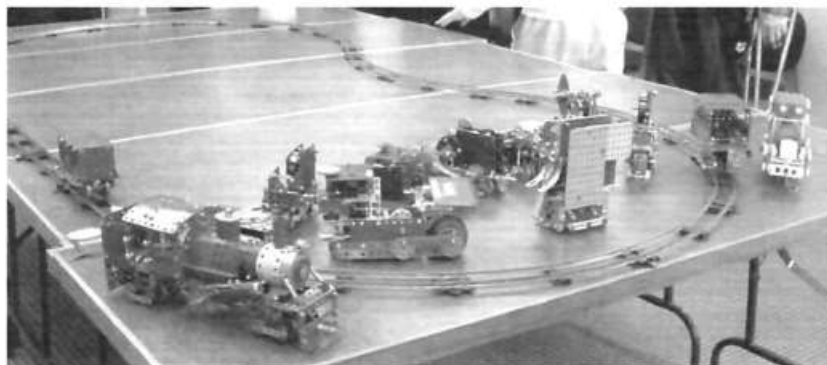
by Peter Hancock

Some twenty five members of NZFMM and their families and friends gathered together at the Devon Hotel & Conference Centre in New Plymouth for the day of Saturday 26th and the morning of Sunday 27th April.

The purpose for the gathering was to enable NZFMM members, friends and families to meet to have a low key get together where friendships could be refreshed, yarns shared, and to have the opportunity to discuss modelling issues and generally update each other on what they had been doing since the last National Convention and what they might or are doing in anticipation of the next NZFMM Convention planned for Easter 2009.

The weather was quite friendly and pleasant for most of the weekend which enabled spouses and families to enjoy the sites and wonders of New Plymouth's many parks and reserves, as well as the waterfront and its special walkway and to provide the opportunity when necessary to indulge in some retail therapy.

There were two occasions when the get together became somewhat formal. The first was a general discussion period which was attended by most participants held late on Saturday morning where matters relating to the Magazine were reviewed and agreed and where we were updated on

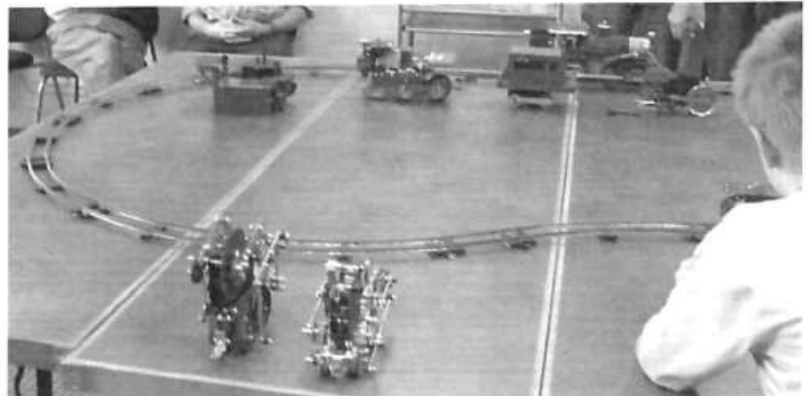


what is being set up for the 2009 Easter Convention in Christchurch by the Christchurch Meccano Club Convention organising team. These discussions provided an excellent opportunity for points of view to be aired and issues dealt with relating to these matters.

The second formal part of the weekend began around 2.00 pm Saturday when most everyone moved to the challenge room in the hotel for the hotly contested 'Clock Work Motor Challenge 2008'. There were ten serious entrants for the challenge. A track assembled from Hornby 'O' gauge had been set up on a series of trestle tables and people established their vantage points. The 'Track Marshall' and 'Judge' Simon Moody determined the format of the run off and established rules as required on the fly. There were several trials/tests carried out and then it was all on.

Those entering the event were Bryan Jones with 'Trackyderm', Brian Hickson with 'Oddball', Chris Morton with 'Bush Loco', Hugh Ramage with 'Horizontal', Barry Babbage with 'Prototype', John Freer with 'Tempremental', John Ince, [did not record the name of the machine] Lou

Nichols with 'Effort 3', Neil Carey with his 'Loco' and our one overseas contestant David Laurence with his unnamed



unit from the USA.

The scoring system was quite complicated and will never be revealed. Suffice to say that all scores were tallied twice and independently by two individuals and compared. The winner of the contest would be the person with the device/machine that scored the highest numeric total. There was huge hilarity as each contestant had their turn. The first part of the overall task was to see how far the device/machine could travel in an unloaded state before stopping. Each contestant had the opportunity to have three attempts. Several of the entries found it hard to make more than about 1.5 meters maximum while one proved to the critics of the track lay out that in fact the track could be circumnavigated

completely at least once. The second part of the test was for the device/machine to pull a specially weighted wagon as far as possible and again each contestant could use up to a total of three attempts. This part of the test took a serious amount of time as each contestant changed gearing, reset their entry to its best advantage and after some pain filled attempts the distances were tallied up and the winner declared.

The winner with a score of 2038400 points was Bryan Jones with 'Trackyderm'. Second place went to David Laurence of USA with a score of 1564724 points and third place was taken out

by Brian Hickson with 'Oddball' with a score of 1069280 points.

The evening buffet dinner was enjoyed by fifty members, families and friends in a private dining area that the hotel was able to free up for the group in the late afternoon.

The dinner and get together was voted a success with the combination of the private area and abundance of excellent food provided. Some participants departed for home late on the Saturday evening while others began leaving early on the Sunday morning. There were still enough left to meet in a relaxed manner over breakfast and hold further small group discussions while Wayne Blakely appeared to do a steady trade in parts until quite late in the morning.

The informal general feed back has indicated that the weekend was enjoyed by all and that members would likely look to attending a similar function in 2010 at around the same time in the year.

Thanks to all who attended and made the event what it was. Some of them are pictured at dinner on the next page.

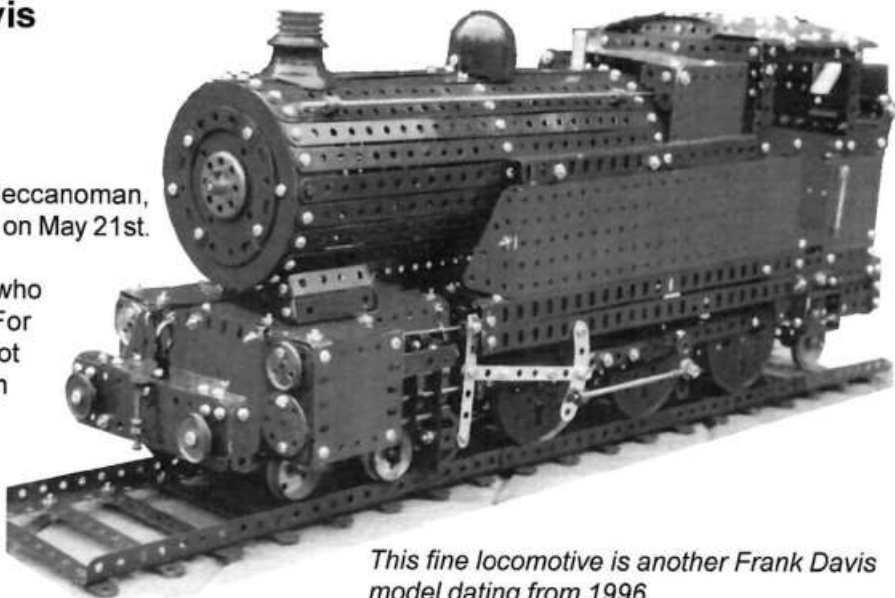
Obituary - Frank Davis 1920 - 2008

by Lloyd Spackman

With regret we advise members that Meccanoman, Frank Davis of Rotorua, N.Z. passed away on May 21st.

Frank was one of our "sleeper" members who are scattered all over New Zealand. For geographical or other reasons they do not belong to a Club; nevertheless they are keen modellers and/or collectors.

Frank was active in building many striking Meccano models including the "Herman the German" crane featured in this issue. With increasing ill health he had to give up his Meccano last year, his son, John, taking over his collection.



This fine locomotive is another Frank Davis model dating from 1996.

Although we never met, Frank and I corresponded over a period of many years, mostly about our Meccano models and methods of overcoming the construction problems we met. Meccanowise, Frank was a bit of a heretic and a fan of Mike Dennis. He made a lot of his own parts such as boilers from 105mm plastic downpipe drilled to suit and strips from colorsteel offcuts.

He was also keenly interested in N.Z. Railways history and contributed many articles to his local Railway Enthusiasts Society magazine.

We offer our sincere sympathy to his widow, Marion, and his family.

Some of the Folk who attended April Antics, enjoying Dinner after the Contest.



William and Pam Irwin, Elizabeth Wall, Joan and George Ovenden and David Wall.

Simon and Susan Moody, Shirley and Brian Hickson, Simon's daughter Joanna and her fiance Russell Bulman.



Chris and Paulette Morton, John Freer, Selwyn Bluett, Wayne Blakely and Robin Rye.

Lou and Shirley Nichols, John and Edna Ince

P/N 59c, SILICONE COLLARS These useful tiny collars in the more recent Nikko Meccano sets are softer than the earlier stiff ones. But they do the same job. The only problem is their colour which blends with almost any background and means frantic patting of the work surface to find them. Perhaps N-M will make coloured ones for us.
(L.S.)

POSTAGE UP: N.Z. Post has sprung a nasty surprise on our Federation by increasing the postage within N.Z. on our A4 magazines from \$1 to \$1-50. However, we have adequate reserves to cover the increased cost.

QUOTATION (my favourite): "My Mum had a wonderful expression, —' That, lad, is a thing of purpose, not a bloody ornament'. (John Hornsby on Spanner).

OPERATING LEVER EXTENSIONS: Patrick Broxham said on Spanner that he likes to extend the operating levers on his motors, using a rod & strip connector and a short rod. The problem is that the fixing bolt easily loosens and he asked for suggested remedies. There were several solutions and the best one, from Ralph Laughton, was to cut thin, round washers from wet & dry sandpaper (its already thin) and put them on the bolt under the P/N 212. The grip from such home-made washers should be adequate.

SYDNEY NEWS: The Meccano Exhibition in April was a great success as last year we started advertising to the Northern Suburbs as well as the Northern Beaches.
(Dave Thom.)

CRAWLER TRACK: An inexpensive solution is to use strips (any suitable length) fixed to the sprocket chain every third hole by a bifurcated paper clip. Trim the prongs for neatness before bending them to clear the sprocket wheel teeth. (John Bader on Spanner)

QUOTATION: "No problem is so formidable that you can't walk away from it", (attributed to Charles M Schulz.)
(from Doug Harris on Spanner)

NO SEALS ON THE PISTONS: During the "Magic of Meccano" exhibition at the Kew Steam Museum I was inspecting their original Watt beam engine with its 96 inch diameter cylinder. I asked the driver how the piston was sealed, thinking in terms of leather skirts or the like. He told me there is a 1 inch gap all around. A 'small' leak is OK due to the enormous cylinder volume and the low operating pressure. (Peter Harwood on Spanner)

HOBBYCO (SYDNEY) STOCK: I purchased their Meccano spare parts stock when they were moving to the Queen Victoria Building, still in George Street City proper. I am, at Club meetings, selling off the parts I don't require myself. They are all smaller parts (from France). If any of your readers are in Sydney they should ring me (9419 5851) as I live on the North Shore, just over the Bridge. I understand China will not be making any spare parts as there is sufficient profit in sets. (Dave Thom)



MANUFACTURING MECCANO PARTS: Murray Burfitt in Perth, W.A., says his factory and foundry can produce any steel Meccano parts in quantity. He is at present working with the W.A.M.C. in Perth, to make square nuts at a much lower price than the Club pays to import them from the U.K. We look forward to further news about this enterprise.

MIXED PARTS: Georg Eiermann has built an attractive narrow gauge, mainly green/blue locomotive. He used Märklin, Metallus and Meccano parts. It is mainly Märklin, but wheel flanges and brass parts are Meccano and the narrow strips along the boiler are

Metallus.

HART-PARR TRACTOR: The name of Hart-Parr tractors is probably almost unknown in New Zealand and there must be very few left in the world. An article in "Old Glory" magazine, February, 2008, points out that Hart-Parr had the first production tractor works in the world at its site in Charles City, North Iowa, U.S.A. They were also the first company, in late 1906, to adopt the word "tractor" to describe their internal combustion machine.

MECCANO IN 'OLD GLORY': Among the 'Wanted' ads for spare wheels, a low loader, a Blackstone engine and Studebaker trucks etc. in "Old Glory" magazine, February, 2008, was the following:

"Meccano, blue and gold, 1934/41 period, wanted by an enthusiastic collector; sets or collections sought. Please tel. ——— with details and price wanted."

MECCANO BOX REPAIRS: More sets such as the 'Mechanical Workshop' are being sold in the pre-formed polypropylene cases. If you are unfortunate enough to have a damaged case, few glues will repair it. Two possibilities mentioned by Marwan Nasair on Spanner are (1) a glue designed to bond plexyglass. It comes in tubes and is transparent. As it works on smooth surfaces, it may do for polypropylene. (2) A Walthers brand product. This stuff will stick virtually anything to anything. It's not clear but is a dark brown colour. When being applied it can string out a bit like spaghetti so care is needed to avoid getting it on adjacent areas. Walthers is a huge model train distributor in the U.S.A.

LAST QUOTATION: From "Mad" magazine many years ago. "Yesterday I couldn't spell injuneear. Now I are wun". (from Dave Denner on Spanner)





Meeting - May 10th

Our autumn meeting was hosted by Neil and Eileen Carey at their home at 23 Eaton Road Hillsborough. A significant number of members attended bringing with them a large number of models covering a wide range of subjects.

Apologies were received from

Richard Sealey, Elizabeth Wall and Jan Hancock.

David Wall showed his Meccano version of a 'Scotch Yoke' drive for steam engine pumps along with a detailed

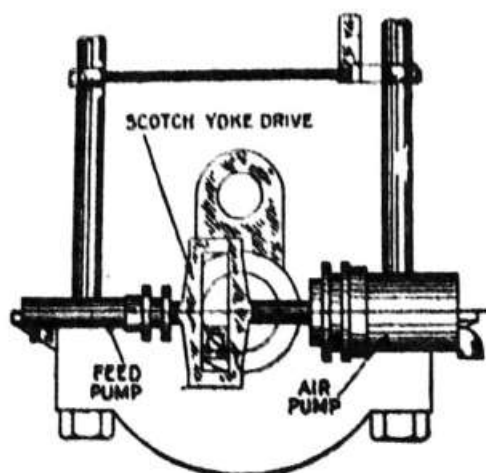
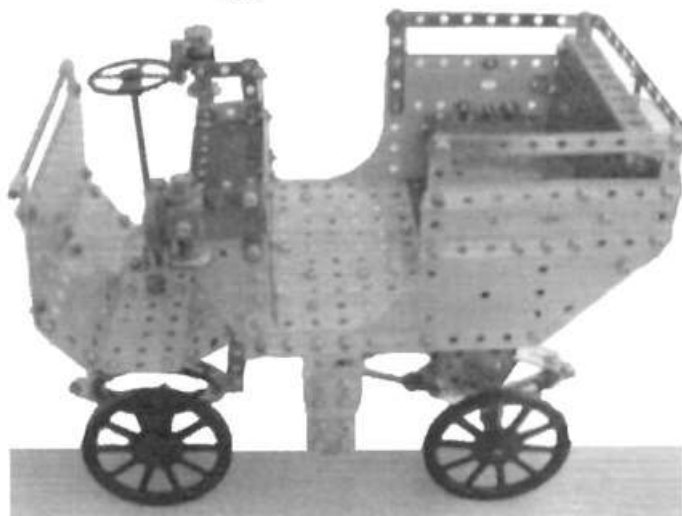


Fig. 2,115 --- Scotch yoke drive for pumps. In this arrangement both the air and the feed pump plungers are connected rigidly to a Scotch yoke. When arranged as shown the power strokes in both pumps take place at the same time, hence the combined stresses due to both are brought on the Scotch yoke and block. If the pumps were arranged side by side or in tandem on one side of the yoke, the power strokes would alternate and the maximum stress on the yoke would be reduced. The arrangement is compact but necessarily runs at the same speed as the engine, accordingly in some engines the r.p.m. may be too high for satisfactory operation of the pumps.

Audels Engineers and Mechanics Guide 3 Modern Engineering Practice - 1943 Edition by Frank D. Graham, B.S., M.S., M.E. Chapter 38 - Marine Engines, Page 1,089, Fig. 2,115

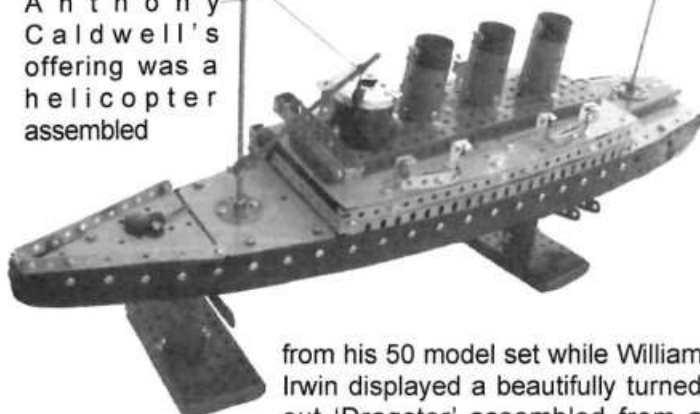
explanation. George Ovenden had a handsome 'Horseless Carriage' built from a Bruce Geange design, modelled in Zinc, yellow and red with black wheels powered by a Meccano crane set motor. Kegan Wrightson had built a 'Go Cart' and 'Dune Buggy' from his 50 model set.



Garry Higgins displayed his completed replica Meccano Ship which is now complete with steering and propulsion units powered and manoeuvred by motors and controls from one of 1990's infra red sets, a small aircraft and car built

using parts from the new number 4 'Flexi' set and his version of a flexible plate roller along with other interesting items.

Anthony Caldwell's offering was a helicopter assembled



from his 50 model set while William Irwin displayed a beautifully turned out 'Dragster' assembled from a 1978 number 5 set complete with driver which was complimented by a second 'Dragster' built from the recently released 'Mechanical Workshop' set. The two models were similar but seriously different when compared side to side [the reporter's choice being the unit built from the 1978 parts which probably indicates something about the reporter's age].

Les Megget had completed his 1:36 scale Mercedes four axle truck complete with its three axle side lifting container rig complete with outriggers. As always, the model is immaculately built. Les is planning on taking this model with him when he travels overseas in the near future. [Have a great trip Les and we look forward to hearing about your experiences on your return.]

Gerald Hart had obviously spent considerable time in building his rendition of a 'Sopwith Camel' aircraft from red, green and yellow parts. The design of the engines was very realistic and the use of some small scale decals from a computer game spiced up the cockpit area making for a very realistic look.

Our host Neil had reverted back to his favourite subject of locomotives and had constrained himself somewhat by building a very neat 'Logging Loco' which he described as being a cross between a 'Climax' and a 'Heisler' for those who know about such things. The unit is powered by a clockwork motor and is designed to run on an 'O' gauge track. Neil's grandson Matthew is following in his steps because he had assembled with a little assistance his version of a locomotive made with Meccano running gear and topped with a cardboard engine and cabin.

Our 'one man show' Rick Vine turned up with his usual staggering array of models which included an 'Australian Mini Bike' [Meccano Magazine April 1973] a model of 'Concorde' [set 0517], Rescue Helicopter [1991-94:302 set], a 'Mechanical Workshop Truck, a Six Wheel Truck [model from NZFMM vol 24/1:2000], a Red Arrows Hawk [set 3703], 'Spitfire' [set 0525], a 'Tractor' built from the Vintage set 0530, based on a design by Bernard Pérrier. There were several additional models but, the 'jewel' was Rick's version

of a 'Rolls Royce on a Plinth' [a Graham Jost concept]. This model was immaculate and as the plinth rotated so did the vehicles wheels. Apparently Rick had spent some time and effort in building up the gearing in the plinth so that the single 6 volt driving motor rotated both the plinth and wheels at realistic speeds.

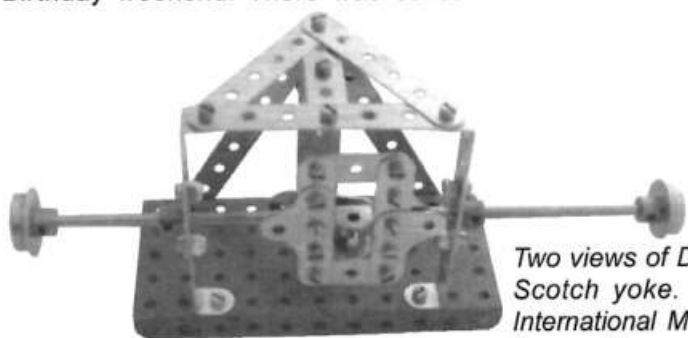
John Denton had made a model which he called his 'South Facing Meccano Man'? John's son had cast a very realistic ceramic model of John himself complete with his trade mark bib overalls, engineers spanner in one hand a set of engineers plans in the other and of course his trade mark beard. John has mounted this very special piece of personal artwork on a Meccano trailer/trolley.

A brief meeting was held to confirm finances and to establish the team that would provide models and be responsible for the set up and break down of the forthcoming *MODEL X 2008* hobby show to be held at Henderson over Queen's Birthday weekend. There was concern

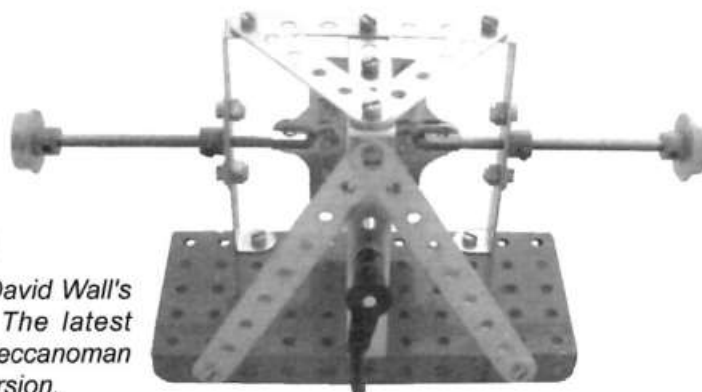
expressed that the display space that had been allocated to the Auckland Guild this year was significantly reduced over previous years. This is as a result of the facility having been refurbished and the floor plan of the building being significantly changed since the last show held in 2006. The team attending will report its experiences and recommendations to our next meeting in August. Comments were made relating to the April Antics event held in New Plymouth that several members attended. Those who had attended indicated that they had enjoyed themselves.

The sharing of a sumptuous afternoon tea brought the meeting to a close. The next meeting to be held at the Home of Jan and Peter Hancock, number 1 Orangewood Drive, Northpark, Howick 2013 on Saturday August 9th starting at 2.00 pm. Telephone: 09 535 5355. Visitors are welcome.

Additional photos of models presented at this meeting can be found at www.aucklandmeccanoguild.bravehost.com

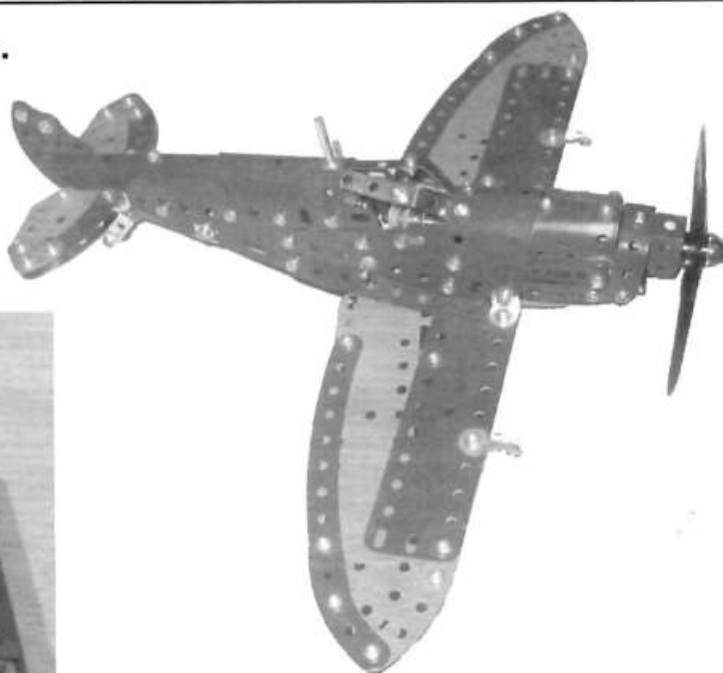


Two views of David Wall's Scotch yoke. The latest International Meccanoman has another version.



More Pictures from the MWT Meeting.

Daryl Anderson's Stokys No 4 Set



Tom Pittam's Spitfire

MWT

MECCANO CLUB

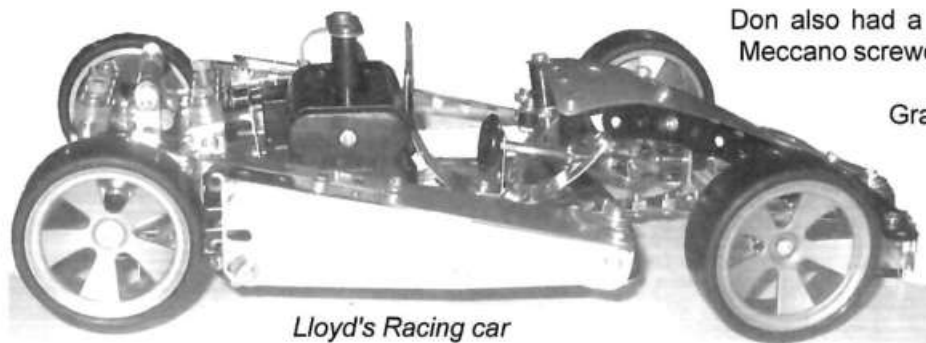
Meeting Report - June 14th

by John Ince
photos by Peter Winter

This gathering of MWT members was quite well attended with about 15 present. Lou Nichols and Bob Prescott could not make it as they had chosen this month to travel to the UK. We understand that they will meet up with Les Meggett at Skegex.

We were treated to an interesting talk by Tom Pittams on his Meccano life. It didn't go to well when he was just a youngster as his parents were inclined to give the Meccano away to people who they thought could make better use of it! Tom got better control of his assets once he got a bit older and told us of building lots of interesting models.

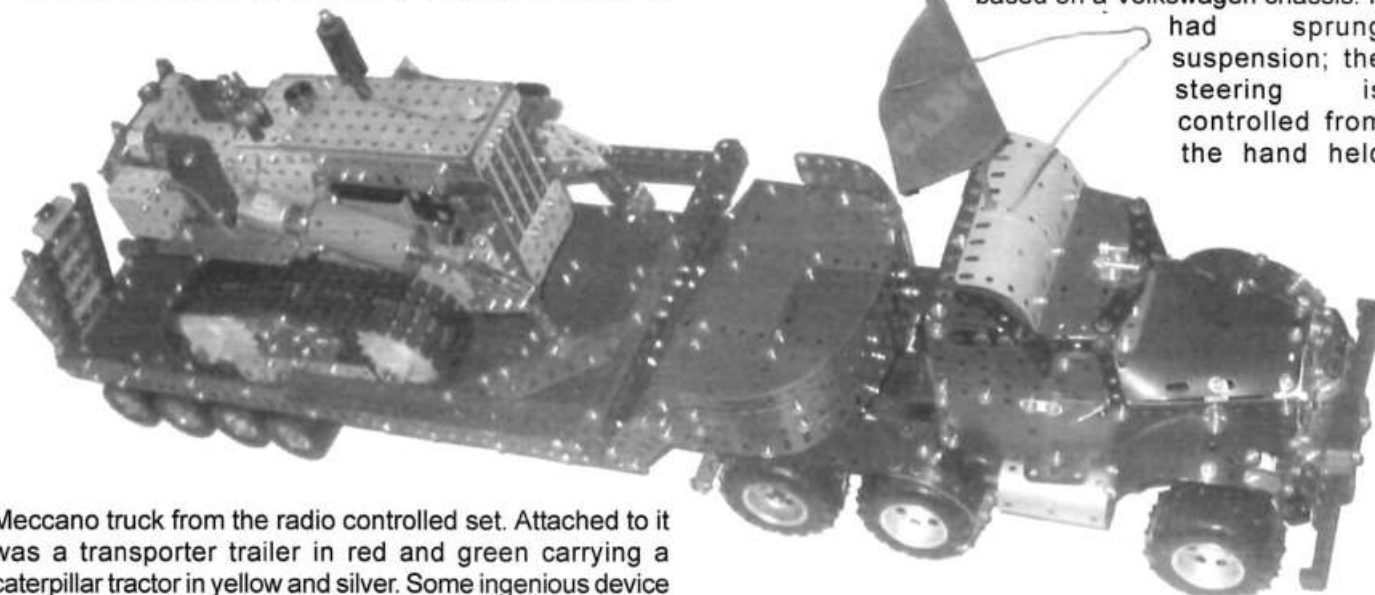
Lloyd Spackman had a racing car made from the Mechanical



Lloyd's Racing car

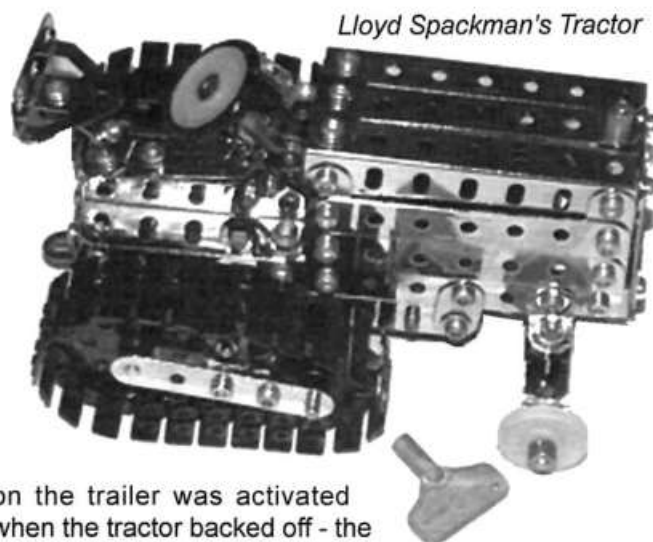
Workshop set, and a couple of Bruce Geange designed models, the little four wheel farm bike and the Bates Steel Mule tractor, powered by a magic motor, which was described in the Dec 2004 magazine.

Don Blakeborough has been busy building the maroon



Meccano truck from the radio controlled set. Attached to it was a transporter trailer in red and green carrying a caterpillar tractor in yellow and silver. Some ingenious device

Lloyd Spackman's Tractor



on the trailer was activated when the tractor backed off - the ramps unfolded automatically, stopping when a limit switch hit the ground. The tractor could be either radio or manually controlled, and featured independent drive to each track, plus motor operated blade rise and fall. Very impressive.



Don also had a nice collection of Meccano screwdrivers.

Graham Hawtree has added to his collection with a set of ten cards - cigarette card size - featuring Meccano Magazine covers of aircraft.

Paul Vodanovich displayed the Motion 40 set elephant along with several small models made from the Meccano Collection sets (number 2104, 2204, 2403 etc) and three motor bikes each made with a set 4015. Just to show he still appreciates the old stuff, he also had a nickel monoplane and a man on a tight rope.

Hugh Ramage demonstrated his cable controlled vehicle.

The Kübelwagen is a military design based on a Volkswagen chassis. It had sprung suspension; the steering is controlled from the hand held

Meeting - April 4th

Our April 4th meeting was also the Annual Meeting and all present officers were re-elected safely. Other business was an agreement that we should levy an annual subscription of \$10 but that any further fund raising should be deferred until nearer the time when Wellington Club may be holding its next Convention.

We welcomed new member, Reg. Barlow who, like Bob and Lou, lives on the Kapiti Coast.

There were several new models to be looked at and played with. An O gauge Hornby track had been laid on the carpet and various tractors and trailers were being tried out on it.

One tractor was from Bryan Jones, powered by a No 1 c/w motor and another, more elaborate, one was from Simon Moody, also with a No 1 c/w motor.

Lloyd Spackman showed us a swing boats model built from a K-NEX set he had been given. Lloyd said building with K-NEX is totally different to working with Meccano. He also had on show a model of Lindberg's "Spirit of St. Louis" monoplane and a helicopter from his Mechanical Workshop set.

Bob Prescott had built a motor cycle adapted from SML3, without the sidecar but with several improvements. At the other end of the scale Andy Li had a neat little streamlined motor cycle built from a Speedplay set.

Our next meeting will be held on June 6th.



Meeting - June 6th

Although some of our regular attendees were away overseas, we had a good attendance at our June 6th meeting, with some interesting models on display.

Lloyd Spackman showed us a low slung racing car from his Mechanical Workshop set (manual page 112). He said there were errors in some of the manual drawings and the usual difficulty with the join between the motor output shaft and the drive rod to the rear wheels. Lloyd also brought along two Bruce Geange models — the quad bike and the Bates Steel Mule tractor.

Bryan Jones brought his "Trackyderm", a bulky model running on rails and powered by a #1 C/W motor. Its impressive feature was the blocks of large flat plates used to weigh the model down to get more grip on the rails.

Brian Peterson showed an authentic looking Mustang fighter plane finished in two shades of green and grey on top with grey and blue underneath. He built it from line drawings he had obtained.

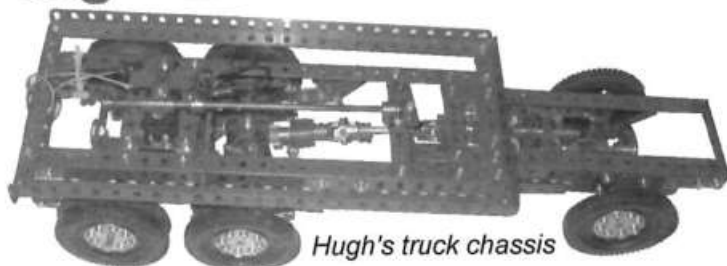
Simon Moody is building twin gantries and he had the two top portions side by side, ends supported on boxes. He says they will later be affixed to the walls of his Meccano room.

Timothy Moody has a Design Series set 8701 Tractor and he has obtained more design series sets so as to have the remaining.

Stan Baker was, as usual, busy with his supply of Ashok parts.

Our next meeting will be held on August 1st, subject to confirmation.

steering wheel by a Bowden cable (obtained from a bike shop); the other cable is the electric wire to power the motor either forward or reverse. Hugh also had the chassis of a larger vehicle based on the German Man truck. So far the two rear axles, suspension and differential were substantially complete. The other item in Hugh's display was the O gauge locomotive which was in the April Antics competition.

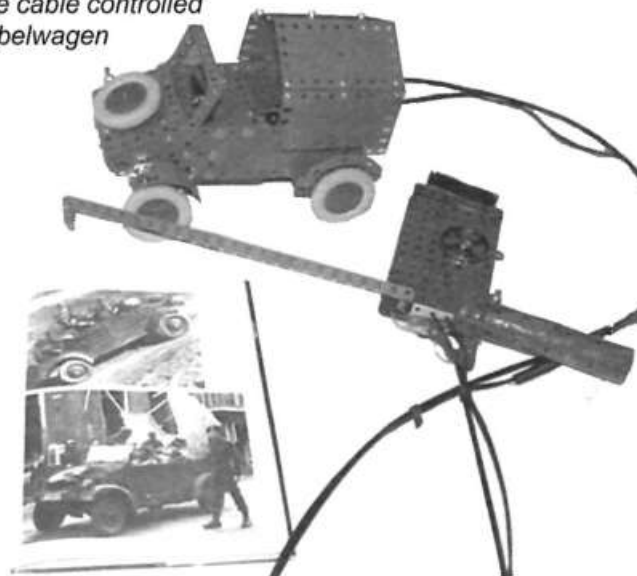


Hugh's truck chassis

Daryl Anderson displayed a mint Stokys No 4 Set.

Tom Pittams has his Spitfire model fitted with a small motor which got the propeller going very realistically. Tom said

The cable controlled Kübelwagen



that the motor was held in place with blue tack. (more pictures on page 19)

NZFMM MAGAZINE INDEX Vol. 31, 2007/8

compiled by Lloyd Spackman

	Vol	Page			
Accounts, NZFMMM 2006/7	31/2	14	Index, NZFMMM, Vol. 30	31/4	14
AMG meeting Nov. 2006	31/1	10	Insurance on Meccano (Prescott)	31/3	7
AMG meeting, Aug. 2007	31/5	20	Jigsaw maker (Hawtree)	31/3	23
"April Antics" 2008, arrangements	31/6	23	Johnson, Roger, Engineer, re Meccano (Irwin)	31/1	7
Attachments for motors (Spanner)	31/3	14	Juneero Collection ((Thorpe)	31/1	12
Australian News (Ellis)	31/6	15	King Gidra set 0528 (Denner)	31/2	7
Axle Rod sorter (Cohen)	31/1	24	Locomotive, 3-rail, O gauge (Geange)	31/1	8
Bandage knit loom (Ramage)	31/6	3	Loom - knitting (Ramage)	31/5	24
Binns Road visit (Holmden)	31.3	14	Malmgreen, Viv. - Maylands farewell	31/5	9
Binns Road visit, 1970s (Holmden)	31/4	17	Maloney, Mike, at Conv. 2007	31/2	10
Book of Engineering (Ince)	31/5	1	Maxamec Set (Morton)	31/6	16
Boom on Grove R T crane (Megget)	31/6	10	Maylands (W.A.) Club news (Irwin)	31/1	13
Bowden Cable (Els)	31/5	15	Maylands (W.A.) Club News (Smith)	31/4	18
Bus, single deck (photo) (Johnson)	31/2	14	Meccanographs (Colin Cohen) R.S.A.	31/1	6
Capetown (RSA) visit (Prescott)	31/1	6	Mechanisms Display (Kind)	31/5	15
Car - large model (Malcolm)	31/5	13	Mech. Workshop set 0532 (Prescott)	31/4	15
Chevrolet Bel Air (Malcolm)	31/5	24	Metallus M.C. system (e-mail)	31/4	12
Chimera (Stubbs)	31/6	12	Miniature Railway & Village (Spackman)	31/6	19
Christmas Tree - plastic	31/6	1	Motor Chassis - dealer model (Tong)	31/2	1
Cigarette cards of M.M. covers	31/6	17	Motorvator upgrade (Wells)	31/3	14
C.M.A.M.A.S. web site	31/2	16	M.W.T. Club, Dec. 2006 meeting	31/1	18
Clock with monkey (Rmage)	31/1	24	M.W.T. Club, Feb. 2007 meeting	31/1	19
Collecting Shoe (P/N 149) (Blakeborough)	31/2	15	M.W.T. Club, May 2007 meeting	31/3	18
Container Crane (Mitchell)	31/4	13	M.W.T. Club, June 2007 Hawera meeting	31/3	19
Convention 2007 - list of models	31/2	9	M.W.T. Club, July 2007 meeting	31/4	20
Convention 2007 - photos (Neilson)	31/3	12	M.W.T. Club, August 2007 meeting	31/4	21
Convention 2007 - President's Address	31/2	8	M.W.T. Club, Feilding meeting, Oct. 2007	31/5	18
Convention 2007 - Prize winners	31/2	8	M.W.T. Club, Taranaki Tour (Pittams)	31/6	21
Convention 2009 (Prescott)	31/3	11	Neilson, Bruce — retirement (Hancock)	31/5	7
C. Q. Nos. 70-74 review (Neilson)	31/1	14	Nikko in the U.K. (B. & P.)	31/5	17
C. Q. No. 75 review (Neilson)	31/2	18	Numbering of French sets (Felgueiras)	31/1	11
Crane - truck mounted, Conv. 2007, (Flowers)	31/2	24	Nut Driver (Jost)	31/1	12
Dalefield, Wes. - news	31/6	11	Odd items marketed by Binns Road	31/1	20
Dalliston, Peter at Conv. 2007	31/2	10	Oliver Row Crop tractor (Geange)	31/4	1
Dasgupta, Arup, news from India	31/3	11	Online parts museum (Steadman)	31/2	16
Design set 5700 (Higgins)	31/6	13	Parts availability (Spanner)	31/1	12
Diff. Analyser - adding unit (Irwin)	31/6	8	Pick-up Hay Baler, Conv. 2007 (Bluett)	31/2	13
Diff. Analyser - history (Irwin)	31/6	14	Pitch & Roll mechanism for ship (Ince)	31/2	6
Display at Alice Springs, N.T. (Ellis)	31/6	16	Plastic Meccano models (Hansen, etc.)	31/6	18
Early Taranaki Meccano (Pitt)	31/3	6	Queensland Visit (Prescott)	31/5	8
Egmont A. & P. show (Tong)	31/6	22	Red Arrows Hawk plane	31/1	1
Egyptian ancient tools in Meccano	31/2	20	Red Arrows Hawk set 3702 (Prescott)	31/1	5
Electric Motor, 1929 6v. (Ince)	31/4	9	Retirement — Editorial by Bruce Neilson	31/4	2
Erinoid tipped crank pin (Jost)	31/1	24	Revolving Car demo model (Tong)	31/2	3
"Factory of Dreams" book (Joachim)	31/5	15	Rugs — Meccano design (B. & P.)	31/6	17
"Fair Go" TV item (Spackman)	31/3	5	Ruler from Meccano Ltd. (Fearnside)	31/3	16
Falkirk Wheel mini model (Dale)	31/2	19	Sets 5 & 5a from 1917 (Steadman)	31/1	11
Feilding Keas meet Meccano (Neilson)	31/5	8	Shop Display from 1950's (Higgins)	31/6	12
Foden type steam wagon (Stoodley)	31/1	3	Steam Engines at Conv. 2007	31/3	24
Fordson tractor models (Geange)	31/5	1	Steadman, Charles — Meccano history	31/3	11
Fordson tractors, 1930s (Geange)	31/3	3	Steam Truck — 1920's (Hart)	31/4	24
G.R.B. history (Irwin)	31/3	17	Stothert & Pitt Cranemakers (Medworth IM51)	31/3	7
Grommets, rubber (23c) (Prescott)	31/6	7	Styles of Meccano modelling (Webb)	31/1	12
Grove Crane - luffing mechanism (Megget)	31/4	10	Tobacco smoke - removing smells (Spanner)	31/4	16
Hanging for Meccano room (Natalie Babbage)	31/4	20	Tractor — Oliver Row Crop (Geange)	31/4	3
Hansen, John, Editorial	31/6	2	Tractor, Crawler (Geange)	31/5	1
Hawera A & P Show, Nov. 2006 (Tong)	31/1	10	Tractor, Crawler (Geange)	31/5	4
Howse, Mike Meccano History	31/3	11	Tractors - small models (Bluett/Geange)	31/6	24
I.M. No. 50 - review (Neilson)	31/2	18	Truck mounted Crane - Conv. 2007 (Megget)	31/2	12
I.M. May, 2007 review (Neilson)	31/3	19	Tuning Cars set 4952 (Prescott)	31/4	15
			Veteran Car (Hart)	31/4	24
			Vintage set 0230 (Irwin)	31/2	11
			Windmill (Lindsay Bond)	31/3	8
			W.M.C. meeting, Dec. 2006	31/1	21
			W.M.C. meeting, May, 2007	31/3	21
			W.M.C. meetings June & Aug., 2007	31/4	19
			W.M.C. meeting Oct, 2007	31/5	21

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.
August 9th at the home of Jan and Peter Hancock, No 1
Orangewood Drive, Northpark, Howick

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.
9 August, 11 October, 13 December. There will be a
fellowship gathering in Wanganui on July 12th or 19th -
members will be advised.

Wellington Meccano Club.

Contact - Lou Nichols - Ph 04 297 1515. (after July 12th)

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

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. (away until
August)

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 Les Megget and John Ince well before **10
August 2008**

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

**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 Bruce Neilson, <rbneilson@infogen.net.nz>

A Letter to the Editor

from Graham Russell

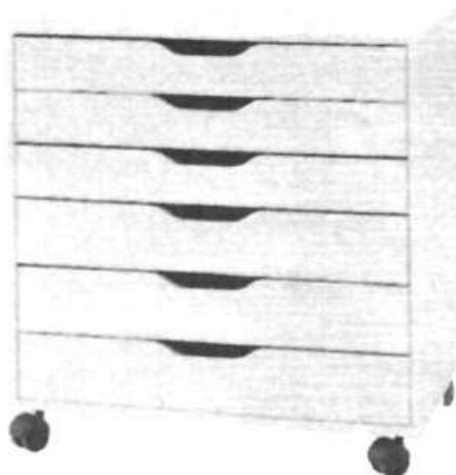
I received the last issue of the NZFMM Magazine the other
day and was impressed by the Meccano Cabinet described
on pages 6-8. Very impressive and certainly what lots of us
seek. I shall, however, not be following the instructions.

I have a mixture of drawers and things that meet my needs.
Amongst them is a cabinet I got last year and feel that others
may be interested in it. A lot simpler than making one.

I enclose the cutting from the IKEA catalogue where I saw it
and finally bought one. The beauty of it is that the drawers
are all nice and shallow. Three drawers are 55 mm deep
inside. The others are 70 mm deep.

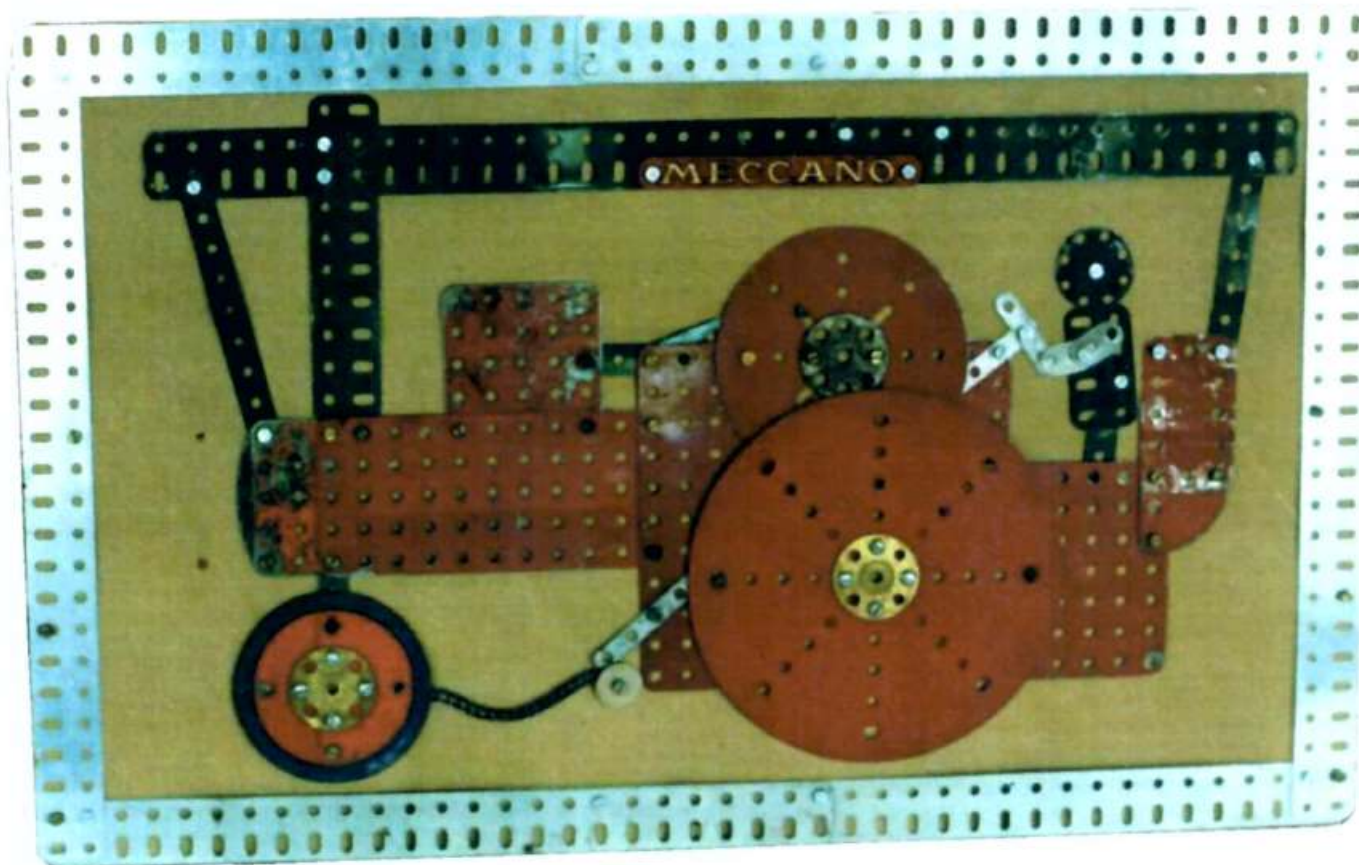
I made shallow trays to fit inside the drawers and partitioned
them. I used 8 mm material for the outsides of the trays
and old slats from an extinct Venetian blind. These slats
are wooden and only 28 mm x 2.5 mm so don't take up too
much room. The trays are not wide enough for 24 1/2" girders
but they can go in on an angle. I found that the one I got
complemented my other bits and pieces. Oh yes! I did put
a bottom to the trays. Lost a little depth but not too much,

*Ed. Graham Russell is a reader from Bentleigh East,
Victoria, Australia.*



ALEX drawer unit on castors

\$219 With castors, easy to place
where you want it. Acrylic paint, foil
finish. W67xD48, H66cm. White
301.043.22



Meccano as Art - More Pictures

Here are two pictures of Meccano subjects as works of art. The top one is the Showman's Traction Engine referred to in the article "*Meccano as Art?*" on page 11 of the April issue. Graeme O'Neill of the Christchurch Meccano Club advises that it was made by Neil Pluck, another CMC member. The Steam Train below is another of Neil's creations. Graeme says that Neil has made many copies of them over the years.

