



NZFMF MAGAZINE

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It's 100 years since Frank Hornby invented Meccano so lets celebrate.



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NZ Federation of Meccano Modellers Magazine

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The NZFMM Magazine is published six times a year usually in February, April, June, August, October and December depending on available copy. 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 authors name and address must be supplied. Publication of letters will be at the editors discretion.

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Greetings and Salutations.

This issue celebrates the Centenary of Meccano with a record of our Exhibition at Upper Hutt, 13 - 15 April 2001. A record number of exhibitors (and overseas visitors) came together to show what can be done in a modelling medium that has survived 100 years of wars, zinc rot and the commercial ups and downs of Meccano Ltd. Meccano is challenging in that models are constructed within the confines of a defined number of pre-formed components. The Meccano system then shows it's beauty by allowing other Meccanomen around the world to turn to their own supplies of Meccano parts to build a duplicate model without recourse to lathe, drill or empty spaghetti tin.

Readers will notice a number of changes in our magazine's format, content and legalities which are set out on Page 2 and elsewhere within this issue. For those of us who would like to participate and contribute words or pictures or comment with a more relaxed style than a full article, Letters to Editor is the place to be. Because of today's technology of email, digital cameras, and scanners; pictures cost very little to print and should be used freely. I would like to receive pictures of Club members taken in a group and members identified. Future historians will thank you so how about it.

I would also like to extend thanks to Don Flowers (Editor) and Max George (Treasurer) who are retiring from office.

*Good Modelling
R. Bruce Neilson, Editor*

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FROM THE PRESIDENT

2001, a year of celebration for Meccano enthusiasts worldwide. If any product lasts for 100 years and is continually used by all sorts of people then it deserves to be celebrated, spoken about, written about and generally made known to a wider audience than would normally be the case. And that is just what Meccano builders are doing. It would appear that the exhibitions will be bigger and brighter this year and that the public will become more aware again of the marvellous metal construction system that Frank Hornby patented way back in 1901. Meccano, is of course more than just a toy as it has been the stepping stone for many young boys to make a career out of engineering. For many men it is a continuing source of inspiration, joy, pleasure and sometime frustration to produce the wonderful model they have in their mind's eye. Meccano men and women are generally not loners but wish to converse and talk and swap ideas with other like minded people through the continuation of the clubs and magazines devoted to the hobby of Meccano in many countries worldwide. Life long friendships are quite the normal state of affairs and wives and partners also get to know each other and join in supporting our hobby.

On behalf of all the Meccano modellers in New Zealand I wish you a happy year of Meccano Modelling and Celebrations as we continue through 2001 and the years to come.

A Time to Say Thank You

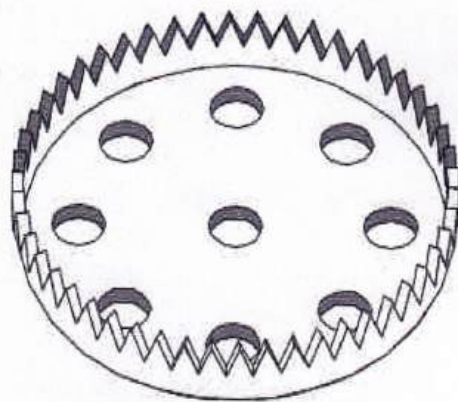
Our NZFMM Magazine is a real link whether or not we belong to one of the Meccano clubs and every so often there is a change of editor, so it is time to say thank you to Don Flowers for the very good work he has put in since October 1996 to February 2001, a total of 25 issues. Don has also been the first editor to introduce coloured pages and for that we will always be grateful.

A further thank you is to Max George who has for the last fifteen years collected the subscriptions for NZFMM and kept the address records straight. Thanks Don and Max from all the readers of NZFMM Magazine.

Lou Nichols

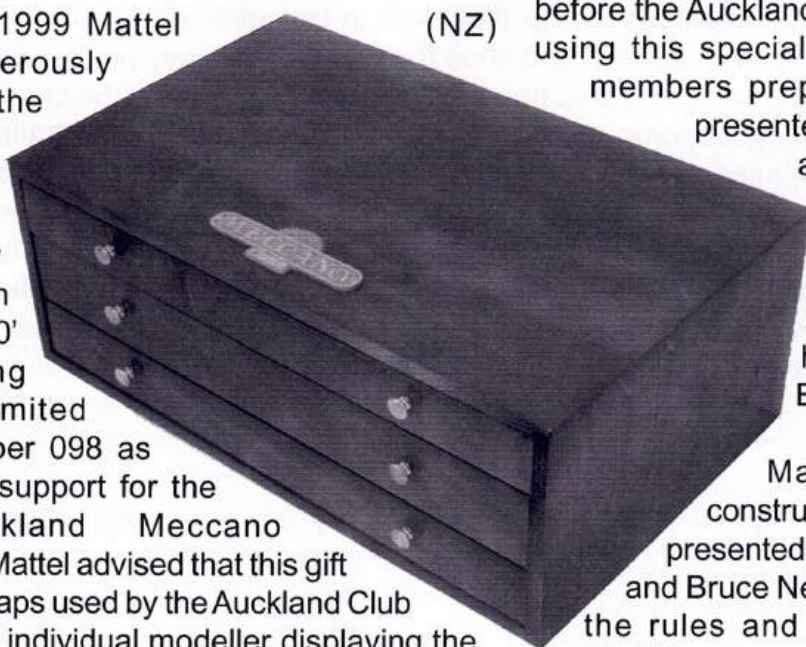
www.dalefield.com/nzfmm/nzfmmmagazine.html

The above address is a page in an Internet site which promotes the New Zealand Federation of Meccano Modellers Magazine (NZFMMM). Closer ties are being arranged between Wes Dalefield, Web Master and the Editor of the Magazine for the benefit of all. Currently you will find an Index of the contents of recent issues, subscription rates and where to send them. Wes is a New Zealander who was a member of the MWT Meccano Club but moved overseas and keeps moving around the world with his family. He designs and maintains the various pages in this site to keep them interesting and up to date as part of his contribution to the Meccano hobby. Photos from NZFMM Conventions, model pictures, and links with other Meccano sites are included at this site.



The Limited Edition Block Setting Crane Set.

In January 1999 Mattel Limited generously donated to the Auckland Meccano Club a 100th Anniversary Wooden cased '030100' Block-setting Crane, Limited Edition number 098 as part of their support for the 1999 Auckland Meccano Convention. Mattel advised that this gift could be perhaps used by the Auckland Club to reward the individual modeller displaying the most innovative and best-crafted model at the 1999 Auckland hosted Meccano Convention. Mattel suggested that two non-participating Auckland Club members along with a Mattel representative



could determine the winning model based on a set of judgement criteria that the Auckland Club and Mattel would agree.

The Auckland Club decided that as this prize was very special and of high monetary value (\$2,200.00) that it deserved to be used to promote

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real competition amongst New Zealand based Meccano modellers. As there was insufficient time left to advise modellers around New Zealand before the Auckland event and in the interests of using this special gift wisely, Auckland Club members prepared a new proposal and presented it to Mattel who accepted and agreed that the Centennial Crane be used as the top prize at the 100th year anniversary celebration of the conception of Meccano to be held in Wellington during Easter 2001.

Mattel agreed the rules of construction that were developed and presented by David Wall, Peter Hancock and Bruce Neilson for this competition and the rules and an invitation to enter the competition were published and all New Zealand Meccano modellers invited to participate. Unfortunately Mattel (NZ) Limited are no longer able to market or represent Meccano in New Zealand but they continue to honour their commitment and extend their best wishes for a great 2001 convention and look forward to seeing a photo presentation of the competing models and the ultimate winner. The winning model will be determined by a panel of three judges these being David Wall (Auckland Meccano Club), Peter Hancock (representing Mattel) and Bruce Neilson representing The New Zealand Federation of Meccano Modellers fraternity. As detailed in the competition rules the judges decisions will be final and no discussion will be entered into.

Peter Hancock, Secretary Auckland Meccano Club.

The first advertisements for this remarkable set appeared in 1998 and a copy was reproduced in the October issue of this magazine in that year. This first advertisement described the crane that could be built with the set as "the original green and red parts crane from 1929". It was quickly pointed out to Meccano SA that what they had illustrated was the 1950s crane - a rather emasculated version of the famous 1929 model.

Here is the advertisement:

The Judging.

Meccano is beginning to celebrate its 100th anniversary.

To mark this occasion, MECCANO SA gives you the opportunity to own an original edition of the Block-setting Crane, with full mechanical functions, issued from the famous No10 Meccano Outfit.

This luxury wooden box, with the Meccano logo on a brass plate is a limited and numbered edition.

There will be only 3,000 sets available worldwide. Order now your exclusive replica of the original green and red parts crane from 1929.

Buy directly from the factory Meccano SA in France or from your authorized dealers.

Deadline for orders: NOVEMBER, 30th 1998!

Delivery: from February, 1st 1999

Price: £670 (Delivery Duties Paid)

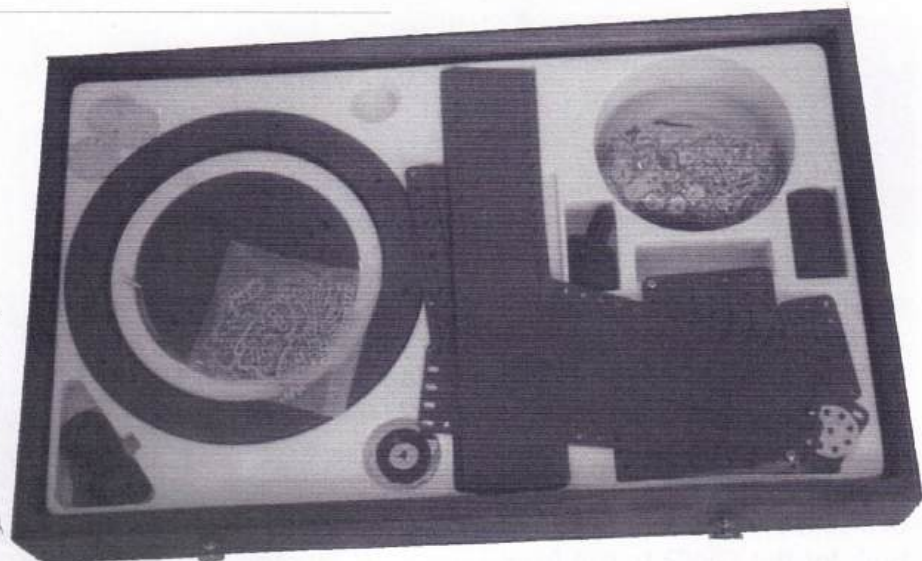
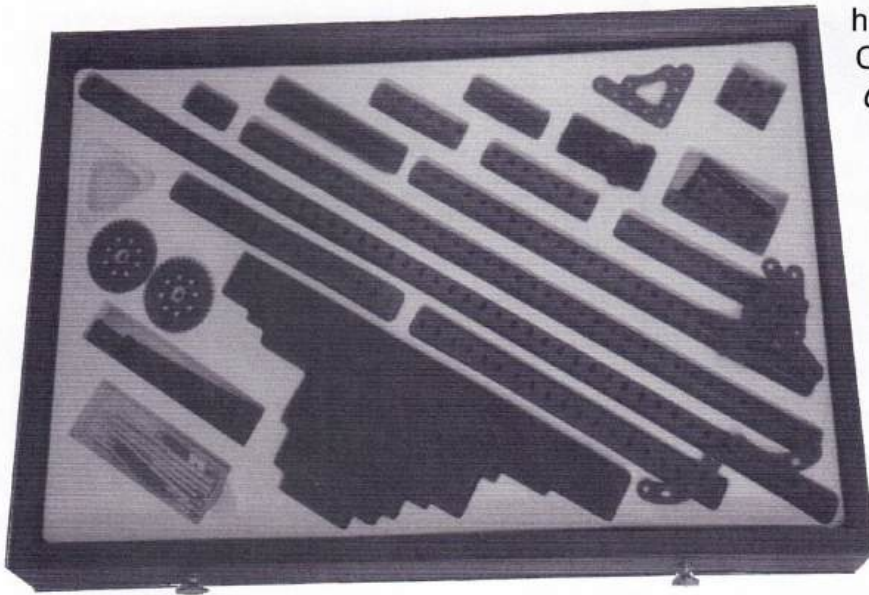
On Saturday 14 April, the day set aside for members to admire and discuss their models, the Centennial Crane Prize judges set to work. They examined each of the models that complied with the rules and that had been entered in the competition by their builders. At about 4pm when the judges, Peter Hancock, David Wall and Bruce Neilson had reached their decision, they called the modellers together and announced that after careful consideration they had reduced their choice down to two models.

The Mattel (NZ) Ltd sponsored prize of the Centennial Crane set was presented by Peter Hancock to Daryl Anderson for his Roller Coaster - *The Gutbuster*.



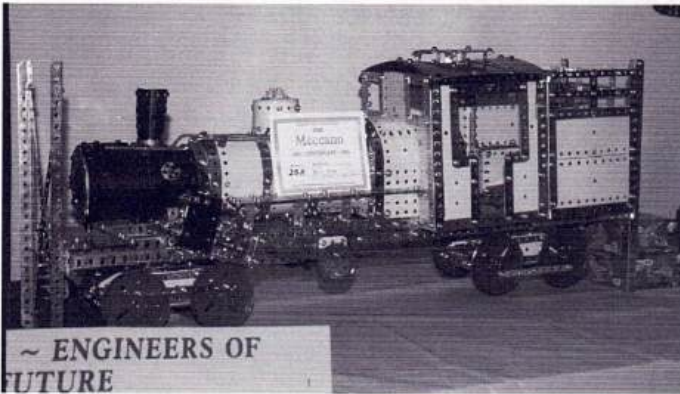
Photo by Bryan Jones

In recognition of a fine effort, the judges decided to award an extra prize to Simon Moody for his Dock Crane.

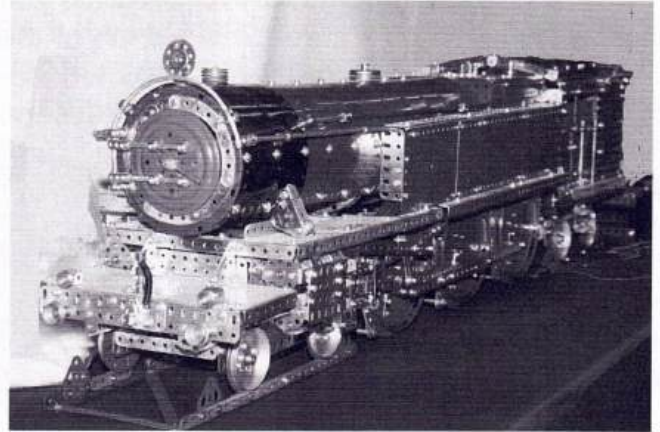


The photographs of the centennial blocksetting crane set on these pages and on the cover are by Bruce Geange.

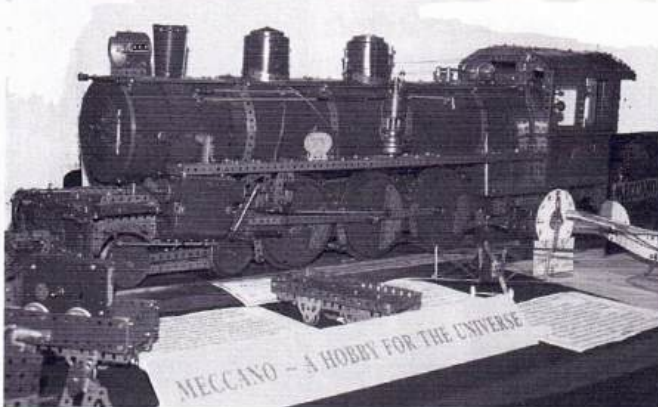
A Good Deal of Steam was Released at the 2001 Convention!



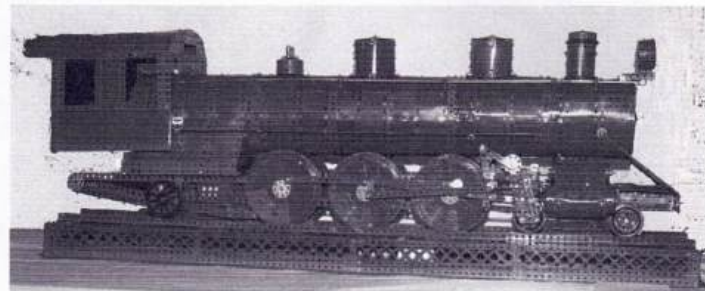
This A & G Price Geared Bush locomotive was built by Don McLelland in Yellow and Blue colours.



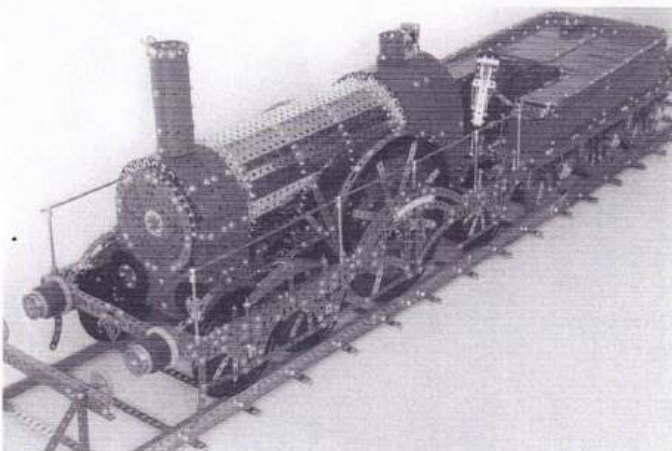
Wayne Blakely had this Baltic Tank locomotive which looked good with a red boiler and tanks, black smoke box, blue wheels and yellow decking plus some zinc plated strips as trim.



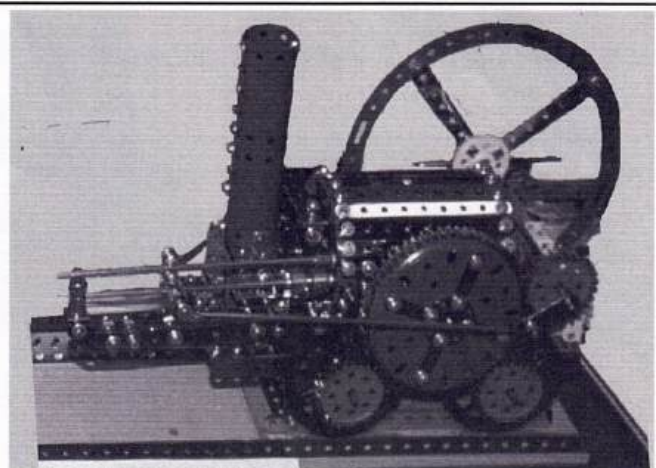
The NZR AB locomotive was built by the late Bruce Baxter and was exhibited by his son, Bruce. It was a red and green model.



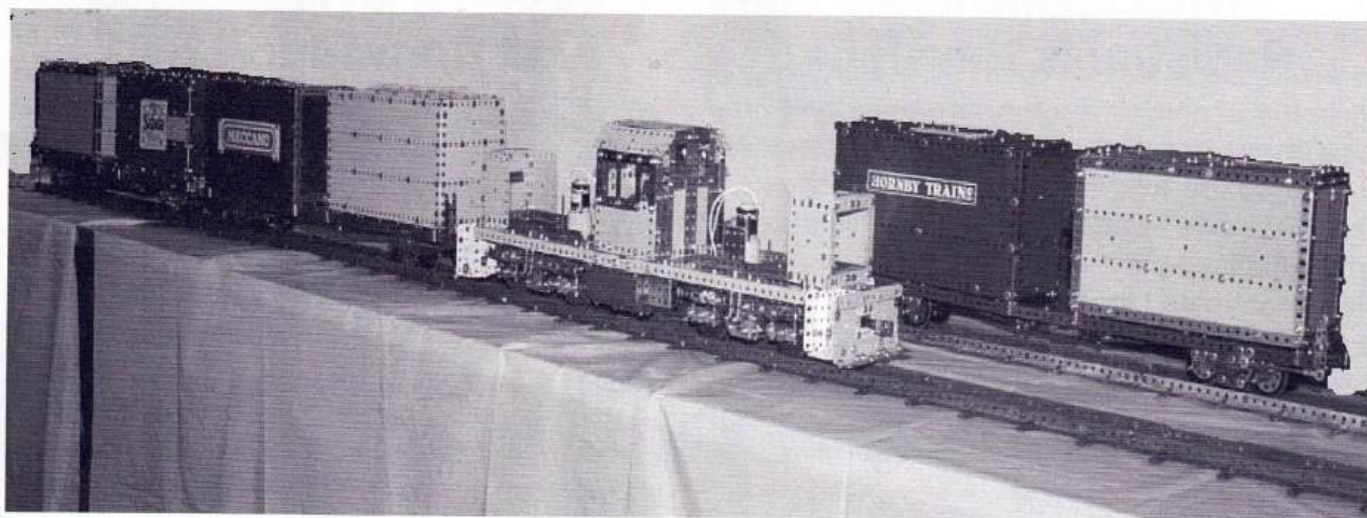
This model of a NRZ Q locomotive, which dates from 1902, was exhibited by Don McLelland. Once again the colours were predominately red with green trim



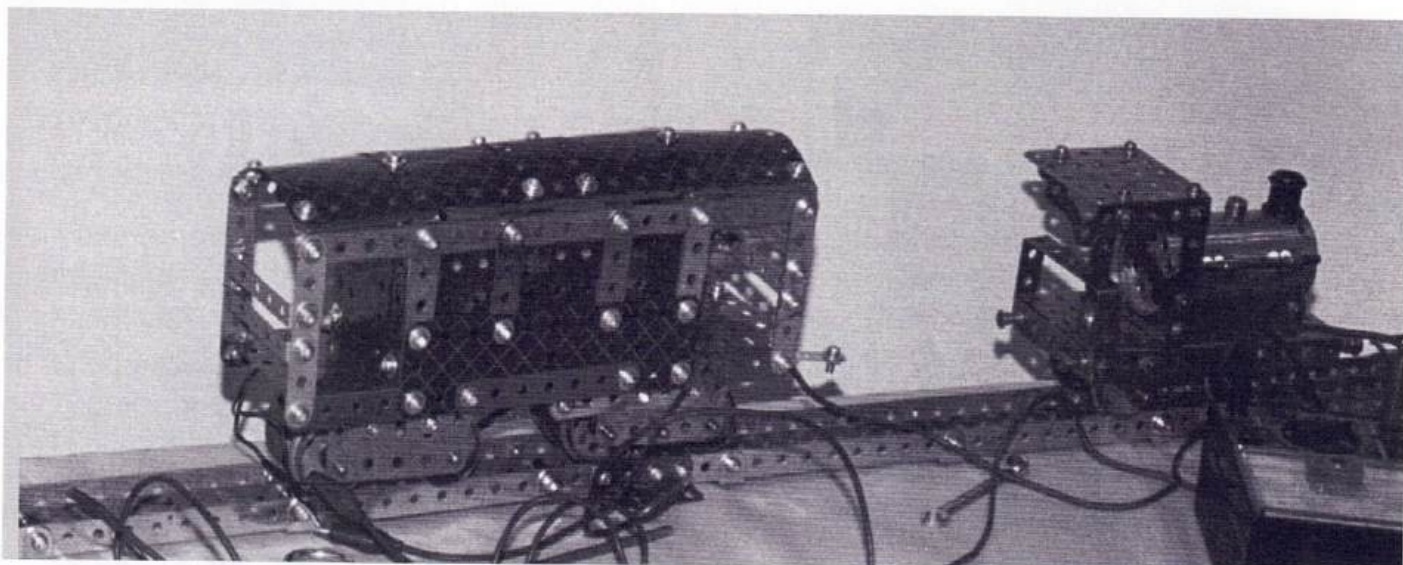
John Ince's model of the Iron Duke ran on a length of track. This locomotive dates from 1847 and was built for the GWR to run from London to Bristol.



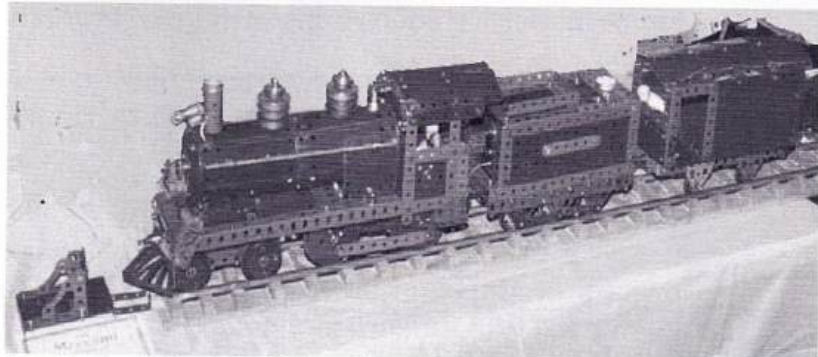
Lloyd Spackman displayed a model of Trevethick's original locomotive built in 1804.



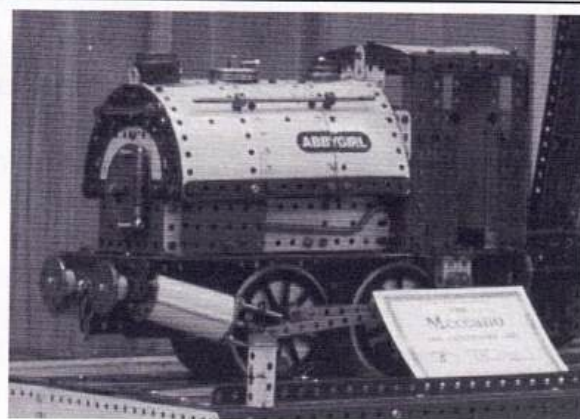
Bryan Jones built this diesel locomotive to haul the container train. It was part of the WMC display and the containers were built by various club members.



This tiny locomotive built by Don Blakeborough is based on designs developed by Frank Hornby in the days before Hornby Trains were manufactured.



Another of the late Bruce Baxter's models, a very neat locomotive indeed.

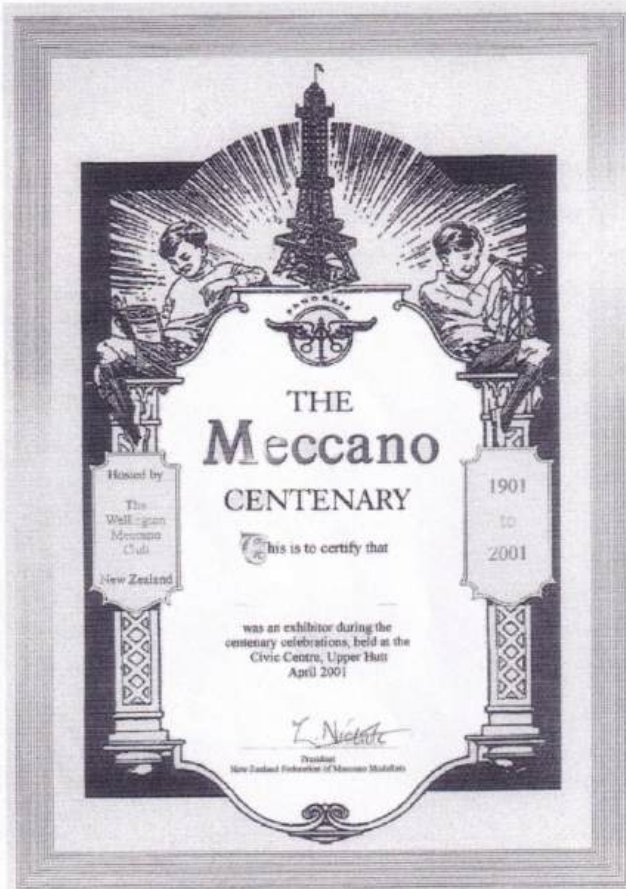


Frank Abbott's dockside locomotive was dwarfed by the large crane beside it.

Photographs on pages six and seven are by Bryan Jones with the exception of the Iron Duke which is by John Ince. Where necessary the backgrounds have been modified to enhance the model.

What came in the Registrants Envelope.

All of those registering at the Easter Convention 2001 received a specially prepared certificate to commemorate this unique occasion. Each certificate contained the name of the recipient and was plastic laminated for preservation.



As well as the certificate, each registrant received a lapel badge illustrated below.



One of the Overseas Visitors at Convention 2001

Michael Adler

Michael is a 63 year old orthopaedic surgeon from Israel where he belongs to the smallest Meccano Club in the world - he is the only member!



Michael founded the International Society of Meccanomen in 1989 to foster international

Meccano camaraderie, much in the spirit of the old Guild. The ISM is now a large Society and is still growing.

He received his first Meccano set when he was 10 and living in Cape Town, South Africa. Although Meccano always hovered in the background, he seriously returned to the hobby in the 1970's. Michael doesn't have a favourite Meccano item - to him his whole collection is important. His favourite models include computer controlled robots and of course clocks - he is a well known expert in this area.

In 1989 he won the Iggigonis trophy at Skegness for his model of a John Harrison marine chronometer.

Michael's hope for the future is to promote the hobby as small scale engineering especially amongst children. He hopes that parts remain readily available including replicas and that future owners of Meccano produce new sets/parts to keep pace with modern technology.

Details of the advantages of becoming a member of the International Society of Meccanomen, and how to join, may be found on page 19.

Proceedings of NZFMM Annual General Meeting 14 April 2001

by Bruce Neilson

On Saturday morning the Convention was opened by Simon Moody who welcomed everybody, particularly overseas visitors, and thanked the Wellington Meccano Club members for their effort.

Lou Nichols, President NZFMM, remembered modellers who had passed on over recent years. They included Bruce Baxter, Wanganui; Brian Buchanan and Bill Watt, Auckland; Matt Hudson, Wellington; Lindsay Bond, Stratford; Bert Blakely, Marton; Kelvin Liggett, Dunedin; and Maurice Evans, Christchurch. Lou then addressed the gathering with emphasis on the celebration of the 100 years of Meccano, from Frank Hornby's first application for a patent on 9 January 1901 to the Centennial Convention of 2001. He said that Meccano appeals to people from all trades and professions and he wished Meccano a happy birthday and another 100 years. Lou then thanked the Wellington Club for hosting this year's convention, the overseas visitors for the trouble to come and join in, the Hornby Railway Collectors Assn for their contribution, and all the Meccano modellers for participating.

Michael Adler, Founder and President of the International Society of Meccanomen, then addressed the meeting. He referred to the joining together of the international Meccano world through the ISM with its 500 members and the inauguration of the Golden Spanner award that is to be awarded each year to a Meccanoman for outstanding overall contribution to Meccano.

David Wall, President Auckland Meccano Club, then traced the continual improvement of models since the first NZFMM convention in 1978. He talked of the camaraderie that has been an integral part of conventions.

John Hansen, President MWT Meccano Club, wished Meccano to continue for another 100 years.

At the suggestion of Chris Morton the overseas visitors then introduced themselves. They were Michael Adler, from Israel; Dave Feinstein, from South Africa; Hans van Ouwerkerk, from Holland;

Dave Barrett, from England and Graham Jost, Jack Parsisson and Bruce Douglas, from Melbourne, Australia. There was some dispute about who had come the greatest distance but in the end Hans and Dave agreed to share the honour.

President - Lou Nichols was re-elected for a second term as President.

Editor NZFMM Magazine - Don Flowers was thanked for his efforts during the period 1996 to 2001. Bruce Neilson was confirmed as the new Editor.

Treasurer - Max George retired after 15 years and Lloyd Spackman takes over as treasurer.

Convention 2003 - As the Christchurch Meccano Club had declined to host the 2003 convention the MWT accepted the task subject to member's approval.

Colour Standards - Russell Genese had suggested using the Stanley Gibbons colour chart to name Meccano colours for consistency but a trial had shown they were not suitable.

Wind Machine competition - Brian Hicks expressed disappointment that there were no entries for this competition at the 2001 Convention. He has now offered a \$200 prize for this competition in 2003.

Prize Giving

As the sole life member, Don Blakeborough, presented the following prizes

For the Junior Competition judged by exhibitor vote:-

First equal - Michael Anderson and Sean Babbage
Third - Natasha Hansen

For the Senior Competition judged by exhibitor vote:-

First - Daryl Anderson - Roller Coaster
Second - Simon Moody - Dock Crane
Third - Don Flowers - Lorry Crane

The Club Trophy was awarded to the Wellington Meccano Club.

(Continued on page 12)

Some of the People Behind t



David Wall and his Glockenspiel



Daryl Anderson behind his prizewinning model The Gutbuster.

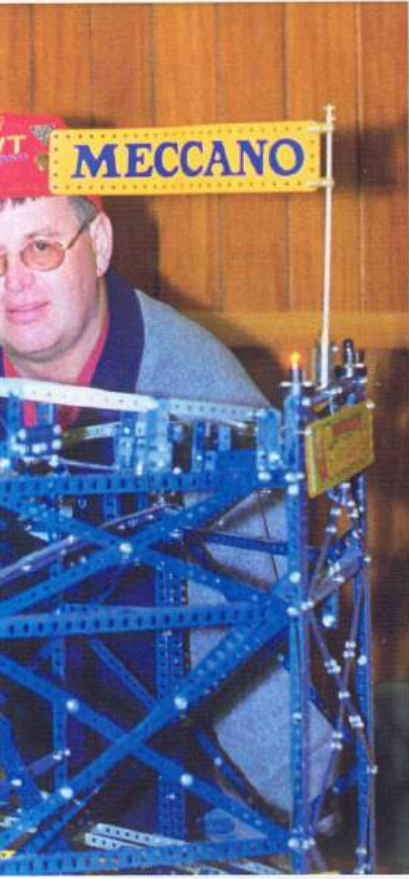


Don Flowers and his model of a Grove Mobile Crane.



Simon Moody making adjustments out of reach from the floor.

Models at the Convention 2001



Lou Nichols with his Clipper Ship and Blue & Gold Cars.



John Stark beside his Fine Model of the Arnfield Pendulum Clock.

The Wes Dalefield Webmaster Prize (presented by Graham Jost) went to Daryl Anderson.

A special prize for the exhibitors Favourite First model was presented by Shirley Nichols to George Ovenden.

The Bruce Baxter Trophy which was decided by public vote, had to be on Sunday, the only public day.

The Trophy was presented by Russell Baxter to Daryl Anderson for his Roller Coaster, The Meccano Gutbuster.



Well, there winners. You with the you don't, your (pulley)

are the prize may not agree choice, but if please don't do block!



WHAT OUR READERS THINK.



Differential Analyser No. 2

I was intrigued to read the anonymous item under the above heading on page 21 of the February 2001 issue. These notes were in fact extracted from notes made in 1993 by Garry J. Tee of the Department of Mathematics, Auckland University, at the time when it was discovered that this precious Meccano relic was "missing". As a result of the fuss kicked up by Garry Tee it was subsequently "found" a month later in a storage container at Motat's Avondale store. The saga was well covered by the press at the time by reports in the NZ Herald of 20 April 1993 and 29 June 1993, and also in the Dominion of 28 June 1993. A report also featured in the NZFMM Magazine of August 1993.

I understand that the intention at the time was that the Differential Analyser would be transferred to the Department of Mathematics at Auckland University for restoration. As far as I know this has not yet happened. It is a matter of concern that this Meccano item, of historical value to both the Meccano fraternity as well as to mathematicians, is not on public display.

At least 15 Meccano Differential analysers were made in the 15 years following Douglas Hartree's

first construction in 1934. At least two of them reached such faraway places as New Zealand and Singapore. A demonstration Meccano model was initially built by Hartree and his graduate student Andrew Porter as a pilot scheme. A picture of this demonstration model was published in the New Scientist of 4 March 2000. Colin Hinz reported recently to the Spanner group on his visit to the Science Museum, London, where this demonstration model was on display, together with the complete Manchester Differential Analyser No. 1.

I am currently doing research on Meccano Differential Analysers with a view to a possible future article for publication. I would be interested to hear from anyone who has further information on this subject. My email address is <irwins@ihug.co.nz> and my phone number 09-4100748.

William Irwin
Auckland

Stop Press: *William Irwin advises that Motat intends working with the Physics Department of the University of Auckland and local Meccano enthusiasts to conserve and restore the Differential Analyser.*

Wellington Meccano Club Notes

by Bryan Jones

Seven members attended the meeting held at St. Luke's, Wadestown, on 2 February 2001. The following models were on display:

Bryan Jones brought his container wagon and a length of track as a reference for checking dimensions. Lou Nichols had brought his container wagon also for comparison.

Lou had three other models also; a hammerhead crane, the "Thunderbolt" racing car, and a fairground organ. The crane appeared in a 1920's vintage manual as Model 630, the Radial Traveling Crane, and had an unusual "underhung" arrangement for slewing the jib. The central pivot was above the horizontal jib, with the weight carried on a ring under the jib.

"Thunderbolt" was accompanied by a newspaper article about the possibility that the remains of the original vehicle were buried in Wellington, the car having been destroyed by fire while on display here.

The organ was taken from a Fairground Gallopers model by Peter Matthews. The original model appeared in International Society of Meccanomen (ISM) Magazine, January 1997. The organ would originally have been mechanically operated by steam engine and played tunes programmed by pins on a barrel, or holes in a punched card system. Lou's model, while not musical, had the decorative casework and exposed pipes typical of such organs.

Lloyd Spackman brought two models; a Supermarine S4 aeroplane and a truck. The plane started off as Model 7-18 Racing Seaplane, and Lloyd had built it using his chromed strips and a commercially produced propeller. Many of the details had been improved by reference to a cutaway diagram of the original aircraft.

The truck was a freelance rebuild of a Breakdown Truck by Bernard Perier which appeared in CQ Magazine. Lloyd had changed it to a tractor unit for towing articulated trailers.

The evening's discussion centred on progress with the Convention planning. At that stage registration forms had appeared in the Federation Magazine and 12 exhibitors had replied. There

had been several interested enquiries, including four from overseas.

Colin Croft reported that the die for the Convention badges was being made, and badge production would begin when the final number of people registered was known. He had samples of an advertising poster he had designed, and would get these produced in black-and-white for general advertising, as well as a limited run in colour as collectibles.

Lloyd Spackman had samples of voting forms to be used for model judging for the main competitions, and had arranged prizes. The Club trophies had yet to be returned.

Lou Nichols invited business to be discussed at the Federation AGM. He also informed us that Peter Kessler and David Wall were both unwell, and our best wishes were offered for their recovery.

Further meetings were held at St. Luke's on 9th March, and 6th April in Upper Hutt, to deal with the on-going business details. By March 9th, 50 registrations had been received, including six from overseas. 74 had registered for the Saturday evening dinner. The financial position was looking healthy, with registrations having so far almost covered the venue hire and the badge costs. As a result, ticket prices for the public day were revised downwards. Requests went out for posters to decorate the hall, and assistance with printing and filling in the numerous labels and cards required. The Marklin Model Railway Club were hosting a display in the Upper Hutt Civic Centre on 10-11 March, and some members expressed the intention to visit to gauge the public turnout and borrow some ideas for setting up the venue.

The April meeting was intended to be held at the Civic Centre so that an inspection of the space could be made. However, the entire venue had been booked by others, so the nine members present had to retreat to Bryan Jones' place.

Cobb and Co. had provided a special set menu for the dinner, which was circulated. Also seen were the draft floor plan, and copies of the certificates and label cards. The trophies for the First Prize winners of the Senior and Junior sections had been made, and were shown.

Publicity had begun with articles and photos sent to the local and Wellington newspapers. Posters

THE AUCKLAND MECCANO CLUB

from Peter Hancock

The first meeting for 2001 was held on Saturday afternoon 10th of February at the home of our President David and Elizabeth Wall on the North Shore.

We had a good turn out of members and wives and we soon settled down to find out what had been happening since our November meeting. Unfortunately we noted that David had not been well and was just out of hospital after surgery. We were requested not to make him laugh as he was still rather tender and of course in true friendship we tried to obey his wishes with little success. We noted that Frank Price who had not been able to attend our last meeting due to sickness was again absent and Peter reported that Frank was quite unwell at this time. A 'get well' card was circulated and signed by all present with the wish that Frank's health improve quickly. Peter advised that he had arranged to visit Frank shortly and would deliver the card and the members best wishes.

The meeting then spent some time reviewing the various models that were already complete and those that were still under construction for the Easter weekend Centennial convention to be held in Upper Hutt Civic Centre, Upper Hutt starting on Friday the 13th April with setting up, Saturday for the Fraternity viewing, discussions and model judging and Sunday the 15th when the event will be open to the public.

There were some interesting models on display at the meeting and it was noted by all present that several of them will certainly make their (musical or otherwise) presence felt. The models are of reasonable size dimensions given that members have to pack them down to the convention and vehicle space is generally somewhat constrained. However the Auckland contingent should make a reasonable contribution to what is shaping up to be a very special centennial event and national celebration of the advent of MECCANO.

Members were reminded that they should now have their application forms completed and be forwarding them onto Simon Moody at the Wellington Meccano Club, as he and Jo are the registrars.

Over a substantial afternoon tea, various issues

were noted. David had received a detailed and quite extensive list of Meccano spare parts along with prices that Mr Neville Jackson of 17 Tate Grove, Pakuranga, Auckland 1706 (telephone 09-576 6687) has available for sale. These parts are all unused and genuine. There was some concern expressed at the high prices being asked for these items by Mr Jackson and comparisons made against MW Models price list suggests that the pricing is very much 'top end' and that most Auckland members would not be interested in looking at the items further.

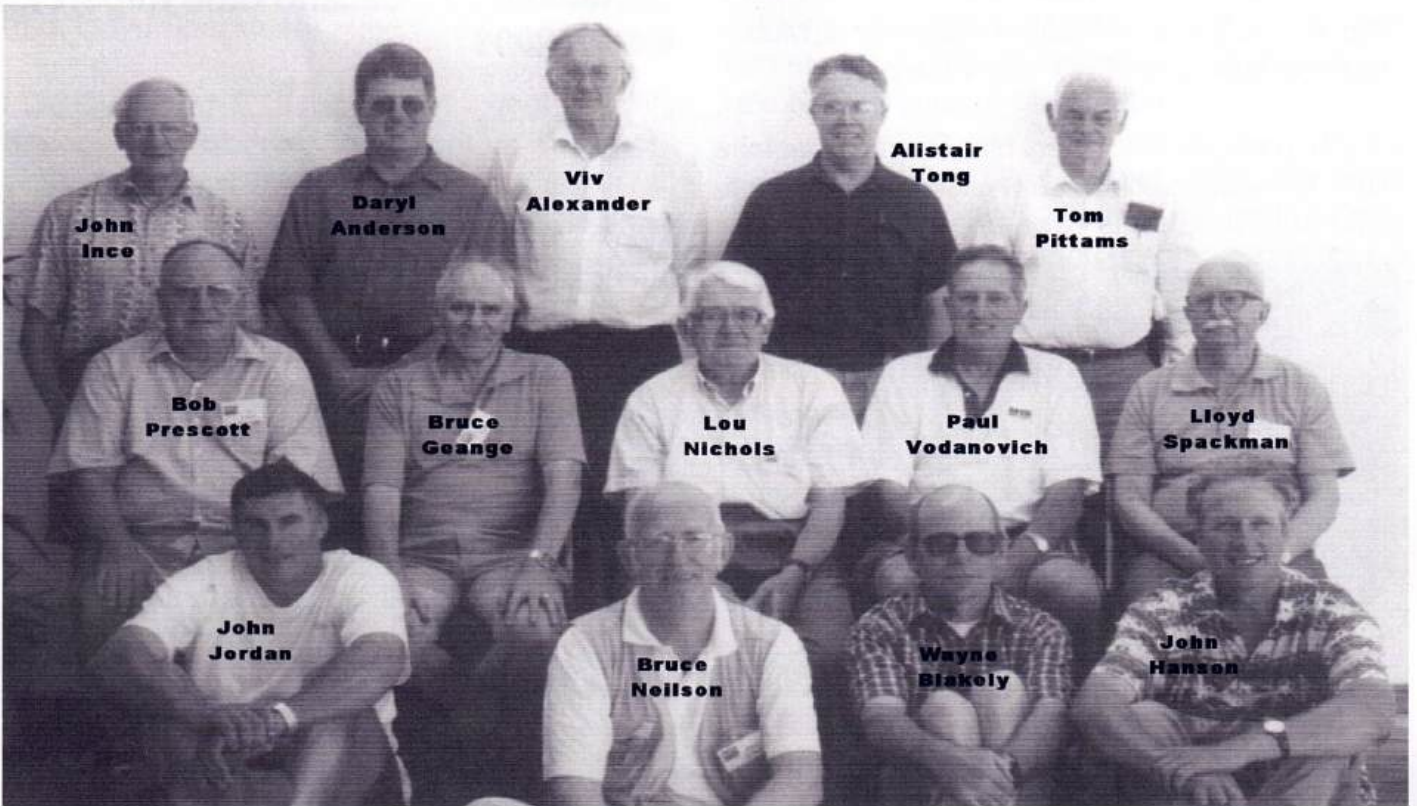
A letter had been received from our former treasurer Lloyd Spackman and Peter read the contents to members. Lloyd had forwarded some photographs relating to the Feilding Convention held nearly four years ago that members could sort through and keep what interested them. The balance of the photos not kept by members was then to be forwarded onto the Christchurch Meccano Club.

MODEL X

The Club has been a regular exhibitor of models along side the Hornby Model Railway Club display at the MODEL X extravaganza held in Henderson each year on Queen's Birthday weekend for some years now. However due to changed circumstances, MODEL X is being held over Easter weekend this year so the Club has had to advise MODEL X organisers that we are unable to participate this year due to our convention. Peter has been in contact with the MODEL X organisers expressing our concern and they have advised that they expect that the event will again be held at Queens Birthday weekends in future starting in 2002. Club members hope that this will be so as we regret not being able to attend the event, which gives the Club excellent public exposure.

It was noted that various club members had displayed models at a number of hobby events during the past year and that the exposure gained is of benefit as we have been able to find opportunities for several people to become involved with the club and to locate sources of Meccano for purchase by members.

The next Club meeting will be held at number 1 Orangewood Drive, Northpark, Howick, (Peter and Jan Hancock's home) on Saturday the 12th May starting at 2.00pm and all are welcome.



Some of the MWT Club members

MWT
MECCANO
CLUB

Report

by Bruce Neilson;
photos Bruce Geange

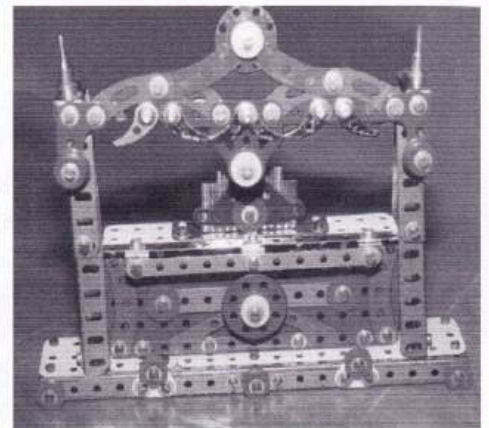
The February 2001 Meeting was a mixture of the very old and the very new. Members had been asked to bring along their latest Meccano acquisitions and these varied from the latest Sets, particularly the Motion System 7530 (builds 30 models) which contains the very useful pt. no. 187C Hub with integral gearing, it's complimentary soft wide tyre pt. no. 45 and pt. no. 770 Motor and Battery box wired together. Wayne Blakely coincidentally had brought his new stock of these sets much to the detriment of members wallets. Other new parts were the plastic rack strip from the Motion series, pt. no. 168T Miniature roller thrust bearing from MW models and pt. no. 213 Rubber universal coupling.

At the other end of the time scale we were shown with some rare items :-

A 1928 Meccano Library No 1 book "Famous Trains"; a Meccano X1 Electrical Outfit Box 1929; American Manuals for Set 2 - 1911, Set 2A - 1912; American Meccano Engineer Magazine for Nov/ Dec 1917; leaflet "Meccano Toy Engineering for Boys". Other items were a 1930 manual, a spare

parts tin with the boy, cat and crane in immaculate order, nut holder , spanner/screwdriver,

Models were not overlooked with a dress rehearsal of the club Diorama for the convention being laid out with John Ince demonstrating a motorised Level Luffing Crane and the principles of keeping the hook at a constant level, Bob Prescott's top dressing plane, trees, and a lot of John Jordan's small vehicles filling up State Highway 3 and the forests



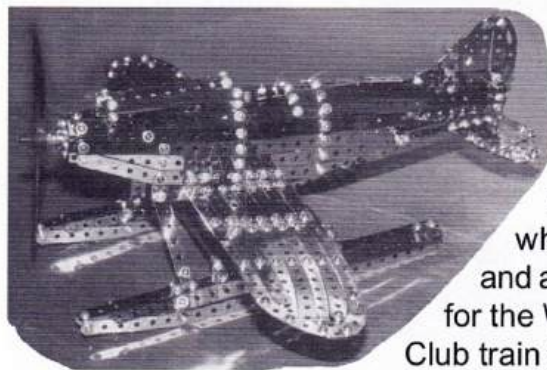
Lou's Showground Organ

In addition Lou Nichols as a member of ISM made good use of the Jan 1997 magazine and reproduced the music organ together with the racer "Thunderbolt" which was shown at the 1939-40 NZ Exhibition.

Wayne Blakely had built a vertical steam engine in very skeletal form.

Bob Prescott had Konkoly's Intermittent Motion machine ticking its way around the poles

Lloyd Spackman had a very nice Racing Seaplane No 7.18 modelled half size in glistening nickel palladium finished parts (See photo). This is a far



better finish than zinc. Also a Perier 6 wheel truck and a container for the Wellington Club train exhibit.

Alistair Tong took on a challenge using a 1948 Red green set and built No 5.4 Railway Breakdown Crane. Which was a challenge to the original designer to find enough parts in the set to complete the model.

Paul Vodanovich also modelled from the 1956 Manual with No 4.1 Cement Mixer

Bruce Neilson produced entertainment in the form of a walking clockwork motor and a machine that did nothing but convert rotary input through rack gearing to an automatic reversing output by courtesy of the Constructor Quarterly magazine

Members were also lined up for a MWT Club photo complete with our red hats.

Continued from page 13

began going up over this weekend.

Lloyd Spackman had done further work on the preferential voting forms for the public day. Some discussion was held on the methods of handling the forms and collating the results.

Details for handling the details of registration and ticket selling were discussed, and that led to the list of activities for setting up on Friday. Members will arrive at 10 a.m., with exhibitors expected to start arriving about lunch time.

Best wishes to all for a successful and enjoyable Convention.

- MECCANO - 100 YEARS YOUNG IN 2001 -
A LIFETIME HOBBY

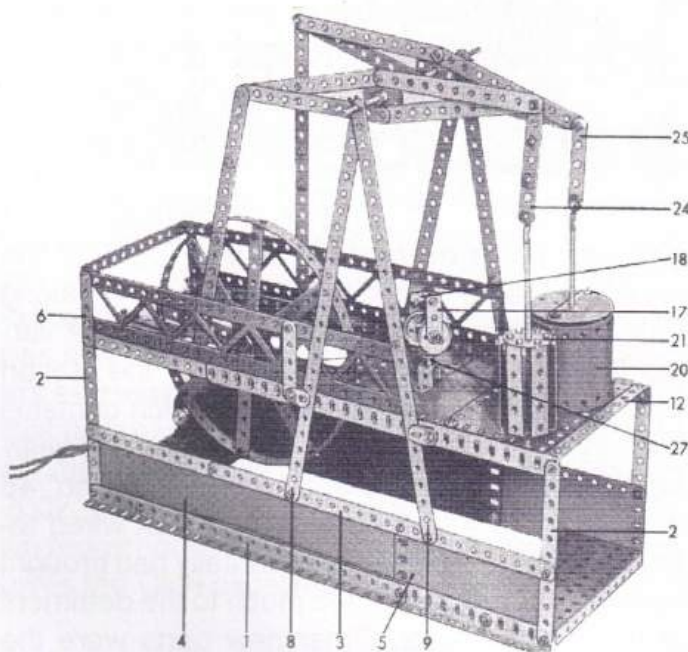
Christchurch Meccano Club Report for March 2001

by Ian Torrens

For our second 2001 meeting, held on Friday 3 March 2001, ten members were in attendance, but not a great deal of items were on display.

Graham O'Neill brought along his usual box of leaflets and magazines which are always enjoyed. He also had an *International Society Meccanoman Magazine* for perusal. There was a leaflet for the AUTOMAT construction kits and this proved very interesting though these sets are very expensive.

Ian Torrens showed one of the beams and the flywheel of a Twin Beam Engine he is constructing. This is from *Meccano Magazine* April 1965 page 38. He has made both items considerably more robust than the illustrations show.



Much discussion occurred re setting up a Junior section of the club and our young member Alex Julius intends to get a group active at his school as several of his friends are interested. Best wishes to him in this endeavour.

The usual general subjects were put forth and supper was served at 2115 hours after which members dispersed.

BITS AND PIECES

from Lloyd Spackman

FOOD FOR THE SOUL: The concept of bibliotherapy goes back to the ancient Greeks; the library at Thebes had *Medicine for the Soul* inscribed over the door, and the Greek tragedies are good indicators of how stories can have maximum therapeutic impact.

(from 'Jump' magazine)

WHOSE MODELS ? : In response to enquiries, the models on the covers of the last two NZFMM magazines were built by Don Flowers. No need to be modest, Don. They are great.

THANKS, NORMAND : "Enclosed is \$C20 which should cover my subscription. I enjoyed your article on the Taranaki Oil Pump. Keep up the good work."

(Normand St .Aubin, Quebec, Canada).

INTERVIEW : On Radio New Zealand's 'Bookmark' programme, 25 February 2001, with Catherine Chidgey, author of the partly *Meccano* themed novel, '*Golden Deeds*', (see our May, 2000, issue) Miss Chidgey agreed that themes for her novels often resulted from personal attachments or had a trigger in her own life. Thus in '*Golden Deeds*', *Meccano*, she said, "because I played with it as a child."

QUOTATION :

The oil rig platform may look like a bit of Meccano sticking out of the sea but it has been built to withstand winds gusting at 160 miles per hour and waves the height of a 10 storey building.

(from "*Rapture of the Deep*" by Margaret Rome)

SPRING CORD TRICKS : To join it, bend the two end loops with fine pliers to create hooks. Also, fit a loop of spring cord around a 1-1/2 inch pulley which will then run in the centre of plastic caterpillar track.

(from 'Spanner' Newsgroup 26 March 2001)

ENGINEERING IN DECLINE ? The proposition that *Meccano* builders are diminishing in favour of collectors —maybe!! Engineering in Britain is on the decline because Education Ministers, some time back, removed engineering from the syllabus.

There is now technology and design. But, as a friend in a factory said, "people today can't tighten nuts and bolts any more." (Jeff on 'Spanner' Newsgroup, 26 March 2001)

FRANK'S DC3 : "The DC3 has been completed and since dismantled. The trouble with building a model like that from photographs is getting the proportions right. Even now, when I look at the photo of the model, the fuselage is a little too 'potty' at the rear. Cantilevering the wings gave me endless headaches. Not only did they have an upward sweep (known as the dihedral) but the leading edge of the wing on a DC3 is rather coarsely swept back. I don't know how many times I pulled it to pieces and started again." (from Frank Davis, Rotorua, NZ.)

DOES ANYONE IN NZ. HAVE ONE ? Charlie Pack in California reckons, because of its rarity, a mint 1937 'L' set in "like new" condition would have a "sky's the limit" value. Perhaps \$US 10,000, he says.

MECCANOCAR !! : I was watching on Sky TV a soccer match between Napoli and Juvenal, being played in Naples, Italy. On an advertising board behind the sideline was the one word - 'MECCANOCAR'. What was it advertising ?? It was suggested at one time that Frank Hornby was inspired to name his invention *Meccano* by a similar Italian company name. Perhaps that company still exists. And advertises at soccer matches.

QUOTATION :

There is little, in fact I would go so far as to say that there is nothing which we encounter in our daily life which has not been touched to a greater or lesser degree by an Engineer.

(From the Editorial in '*Model Engineer*', No. 4118) And what is *Meccano* but engineering for boys (and girls) of all ages. (L.S.)**NURSERY RHYME 2001 :**

*Mary had a little lamb,
Alas the lamb is dead.
But still it goes to school with her
Between two bits of bread.*

(Reg. Hall on 'Spanner' 31 March 2001)

HOW DO I GET OIL IN THERE?

by Bob Prescott

I had used it for years - what I called a "spot oiler", a plastic tube containing machine oil with a needle outlet. It was a great device with which you could oil those hard to reach gears and pinions and deliver just the right amount of oil. It was in fact a Diawa fishing reel oiler but after years of use the plastic tube had become brittle and cracked.

I thought it would be simple enough to buy a new "oiler" - easier said than done! After visiting several fishing gear shops the answer was the same, "We haven't seen one of those for years".

The local Hunting and Fishing franchise came to the rescue. They did have a similar device in stock but it had a plastic output valve that would not give the same amount of control over the amount

of oil dispensed. One of the guys knew exactly what I wanted because he used one in his workshop "everyday" and promptly produced it. "Leave it with me" he said, and sure enough four weeks



later he had obtained just what I needed. This was a "Precision Shooter" for lubricating guns!

Once again I can deliver the right amount of oil where I want it and fitted with the correct size tubing you can even turn corners and all for \$14.95!



Photographing Models.

by John Ince

Photographs of Meccano models are an important part of this magazine. But they need to be of reasonable quality. Colour photographs are quite satisfactory even when the published picture is going to be black and white.

Here are some suggestions that may help readers to improve the quality of their snaps.

Camera: I use an old Pentax SLR that dates from 1964. The only automatic feature it has is that when one presses the shutter button, the shutter opens and the photograph is taken. If you are using an older camera don't forget to set the film speed. An SLR (single lens reflex) camera is ideal for photographing models because focusing on the subject is quite easy. But.....

Depth of Field: As most model photographs are taken at close range it is not possible to focus on all parts of the subject at the same time. How can this problem be resolved? Set your lens to a large *f* number say *f*11 or *f*16. The higher the *f* number, the smaller the aperture. This means that only the central part of the lens is used; it also means that the depth of field is much greater and the whole of the model will be in focus. But there is a penalty.....



Length of Exposure: As much less light is able to pass through the lens at high *f* numbers, it will be necessary to increase

the time of exposure to compensate. I find that up to 1 second may be necessary. This is a time exposure. An exposure meter, (are they still avail

able?), will be handy in determining the exposure. Perhaps your camera will have a manual setting and the built in meter will be of assistance. Again there is a penalty. You must.....

Keep the Camera Steady: A tripod is essential for time exposures. You will also need to use a cable release as pressing the shutter button would cause the camera to move. A poor alternative is to set the camera on a firm base and use the delayed shutter release.

Lighting: *Bright lights do not a good picture make!*



Beware of photographing your model in bright sunlight or under bright artificial light. If

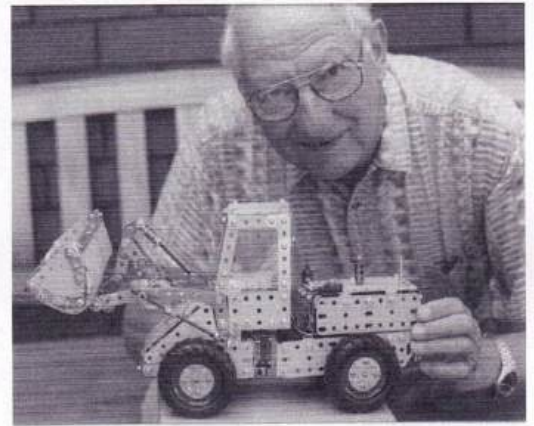
the light casts a shadow then it will not be possible to see the shadow detail in the photograph. Although your eye may be able to distinguish the details in the shaded parts of the model, the film in your camera cannot. I find that the best light is inside near a window on a sunny day. In other words, strong subdued light but no shadows.

For photographs taken at an exhibition or club meeting a flash will probably be necessary. Some

definition will be sacrificed.

Backgrounds: Make sure that you place your model on a neutral background. We don't really want to see the roses in the garden! I prefer sheets of grey or blue card curved as necessary to completely fill the field of view. Another suitable background is projection screen, usually a special plastic material with a matt surface, attached to rods so that it may be rolled up when not in use. Some sort of supporting stand will be necessary. In some cases a model may be very effectively photographed against a real life background. For example a front end loader will look very realistic if

photographed standing on a pile of stone chip. Sometimes models can be photographed



with a water background. But be sure to keep the background in scale with the model.

Another very important feature of the photograph may be the inclusion of the model builder in the frame. This is especially desirable if the picture is taken at an exhibition and vital if the model builder is a prize winner.

The International Society of Meccanomen

by John Ince (ISM committee member)

The International Society of Meccanomen, or briefly the ISM, is a world wide society with members in most countries. Membership of the society brings a number of benefits which include receiving the International Meccanoman, a magazine published in January, May and September and containing twenty eight pages of news, letters, tips about model building and articles about Meccano models. The magazine is printed on glossy paper and contains good quality black and white pictures.

The annual subscription is UK£14 which translates to about NZ\$50 at current exchange rates. This price includes delivery by airmail. Subscriptions may be paid by credit card to MW Models, 4 Greys Road, Henley-on-Thames, RG9 1RY, England.

The ISM may also be approached on the Internet at the ISM web site. <http://www.actcom.co.il/-anthias/>.

A great deal about Meccano may also be found on the new Meccano WebRing. Look for the index at <http://www.meccanoweb.com/meccring/>

Auckland Meccano Club.

Contact - David Wall Ph 09 478 6825

Meetings at 2 pm on second Saturday every third month.

12 May; Peter Hancock, 1 Orangewood Drive, Northpark, Auckland.

11 August; Neil Carey, 23 Eaton Road, Hillsborough, Auckland.

10 November; George Ovenden, 19 Richards Ave., Milford, Auckland.

MWT Meccano Club.

Contact - Bruce Neilson Ph 06 355 0776.

Meetings at 2pm on first Saturday every second month. 2 June, 4 August, 6 October (December Xmas dinner to be advised).at St Lukes Church Hall, cnr Cornfoot and Manuka St, Wanganui.

Wellington Meccano Club.

Contact - Lou Nichols Ph 04 973 6177.

Meetings at 7.30 pm on first Friday every second month 4 May, 6 July, 7 September, 2 November at St Lukes Church Hall, 55 Pitt St, Wadestown, Wellington.

Christchurch Meccano Club

Contact - Graeme O'Neill Ph 03 322 7456.

Meetings at 7.30 pm on first Friday every month (except January) 6 April, 4 May, 1 June, 6 July, August, 7 September, 5 October, 2 November, 7 December at St Johns Hall, Cnr St John St. and Ferry Rd., Woolston, Christchurch.

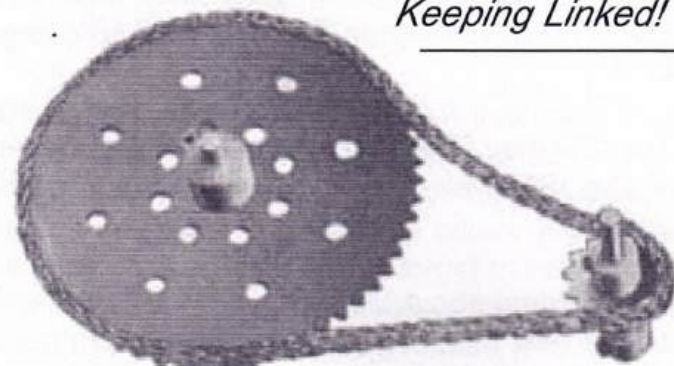
Additional Meccano Contacts

Hamilton - Don McClelland Ph 07 847 4503.

Wanganui - Tom Pittams Ph 06 345 6788

Palmerston North - Bruce Geange Ph 06 357 0566

Napier - Trevor Adam Ph 06 836 6827.



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Manuals from 1912

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Sets On hand 15 April 2001 - 50, Anniversary, & smaller.

VINTAGE SET 6, 1926, FOR SALE

Location — Tawa.

Colours — Nickel plated, red and green

Box — heavy, home built

Condition — well used but clean and tidy

Short of — nuts, bolts, and washers as is usually the case.

Would possibly suit a collector rather than a builder
Includes —

Four black 3 inch spoked wheels, P/N 19a

Cone pulley, P/N 123

Theodolite chart, P/N 135

Motor — C/W, reversible, nickel plated, 4-1/2 in. x 4 in., with key. Runs well. It is the one on the front of the manual.

Literature — The manual is "Meccano Instructions, Book 1" for sets 1 - 7. Back cover loose, otherwise good condition. This manual ceased about 1927. Also several Super Model Leaflets (S.M.L.) leaflets and publicity leaflets for the change to the 1926/27 'New Meccano'.

Please contact Lloyd Spackman for seller details at Phone 04 232 0918 or

Email <fishplate@paradise.net.nz>