NZFMM MAGAZINE

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Neil Carey and his prize winning NZR Tank Locomotive at Model-X.

View inside the cab of Neil's tank loco showing the fire on the grate.

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The NZFMM Magazine is published four times a year in February, May, August and November. The publisher is the NZ Federation of Meccano Modellers. The purpose of the magazine is to publish articles and photographs about Meccano and Meccano models, to report the meetings of New Zealand Meccano Clubs, to print letters expressing the views of Meccano modellers, to keep members informed of future events and to print advertisements of Meccano related things. The views expressed in the magazine are not necessarily those of the editor or of the Federation.

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

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Editorial

Since the Easter Convention there has been quite a lot of discussion about future Magazine issues, namely the budget, raising the subscription and how much colour can we afford to include. The conclusions were that I should decide how many pages of colour there will be, but I hope to have at least 18 in colour with the pages of text, with few images, to be printed in black and white, without the luxury of a tinted background.

If we run over budget then we will use some of our substantial reserves to cover the over run. We can not see the point in attempting to make a profit every year when there is nothing likely to spend the reserves on in the foreseeable future.

The subscription for NZ subscribers will NOT increase next year and again we will use the reserves to cover any increased printing or postage expenses. I will aim to produce a 28 page issue 4 times a year, but if there is a shortage of copy then I will only publish a 24 page issue or even 20 pages if the worst happens. As I've said endlessly, you the subscribers, need to put pen to paper if you want this magazine to continue in its current size and format.

My thanks to **Neil Carey** for writing up the history and details of the *NZR* prototype and his trophy winning steam tank loco for this issue. Also many thanks to our proof reader **Bruce Geange** for the building instructions and images of the small powered *Unipower Timber Tractor,* described on pp 5-8. Another lovely model.

The "team" have also decided that NZFMM funds should be used to pay this year's and future year's internet web page fees (about $400/year), as it is a very important aspect of spreading the word about us and the Magazine as well as hopefully finding a few new members. These fees have been generously paid by one of our senior members since the web page was set up a few years ago. With about 10,000 visits (hits) regularly per month the website is obviously a hit locally and internationally. LM.

Contents

NEW ZEALAND RAILWAYS 'Ww' Class 4-6-4T Steam Locomotive No. 644

by Neil Carey

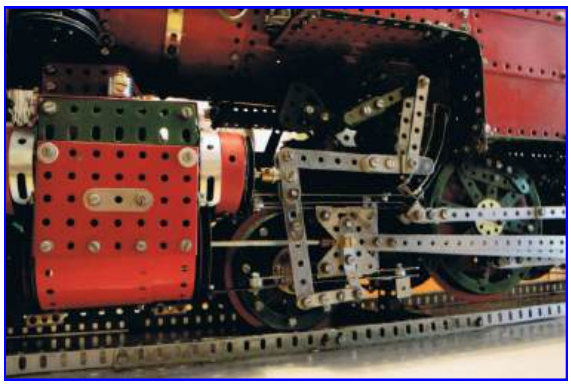
For this year's NZFMM Convention (2013) I decided to build for the first time a tank locomotive, as previously all my other Meccano model locomotives have been tender engines apart from the Beyer-Garrett loco I built for the 1983 Wellington Convention.

The following is a brief history of loco Ww 644's 54 years of service with NZ Railways (NZR): Built at Hillside Workshops, Dunedin, this 53 ton tank locomotive entered service in October 1915 and was shipped to the North Island soon after. We know that the loco was transferred from Frankton Junction (now Hamilton) to Auckland after an overhaul in 1936. In July 1953 the loco was rebuilt with a larger boiler, etc before being transferred back to the South Island, at first to the Christchurch district and then finally to Westport on the West Coast to work out its final years hauling coal trains, before being with drawn from service in July 1969 with the dieselisation of the South Island rail system nearing completion.

My association with No. 644 began back in 1970 when the loco was purchased from NZR for the then newly established *Glenbrook Vintage Railway* (GVR). A group of us NZR loco crews spent a week at the Greymouth Locomotive Depot preparing the loco for its 800 mile delivery trip in steam to Auckland. I had the privilege of being one of the two firemen that fired the loco in half day relays on the 3 day North Island leg of the journey from Wellington. At Frankton Junction due to the number of passengers wishing to ride the train, the consist of the train was built up to 8 express carriages plus guards van and attendant wagons (coal and water) with a gross weight of approximately 330 tons on the drawbar. I have to admit that I was somewhat pleased with myself in firing the loco with this load up the 1 in 100 (1%) grade north of Pokeno with only minimal loss of steam in April 1970. After being in storage for 32 years the loco underwent a four and a half year "A" grade overhaul between 2002 and the end of 2006 to be made operational again and since then has been in regular service on the GVR.

Before construction of the Meccano model began, photographs were taken of the detailed areas and parts of the prototype and with only a small line drawing of the loco to work from, the scale of the model had to be worked out based on Hub Discs and 6" Circular Plates being used for the driving wheels.

Construction started with the main engine side frames being fabricated together with the front and rear headstocks and the two cylinder blocks being assembled and bolted in place on the side frames. The valve motion was then set up and time taken with adjustments to get the piston rods and valve spindles reciprocating smoothly. With the E20 motor installed between the side frames, the driving wheels and axles were assembled and installed with the gear train from the main driving axle to the motor. The connecting and side rods together with the eccentric rods and cranks were fitted and the complete engine assembly was then tested.



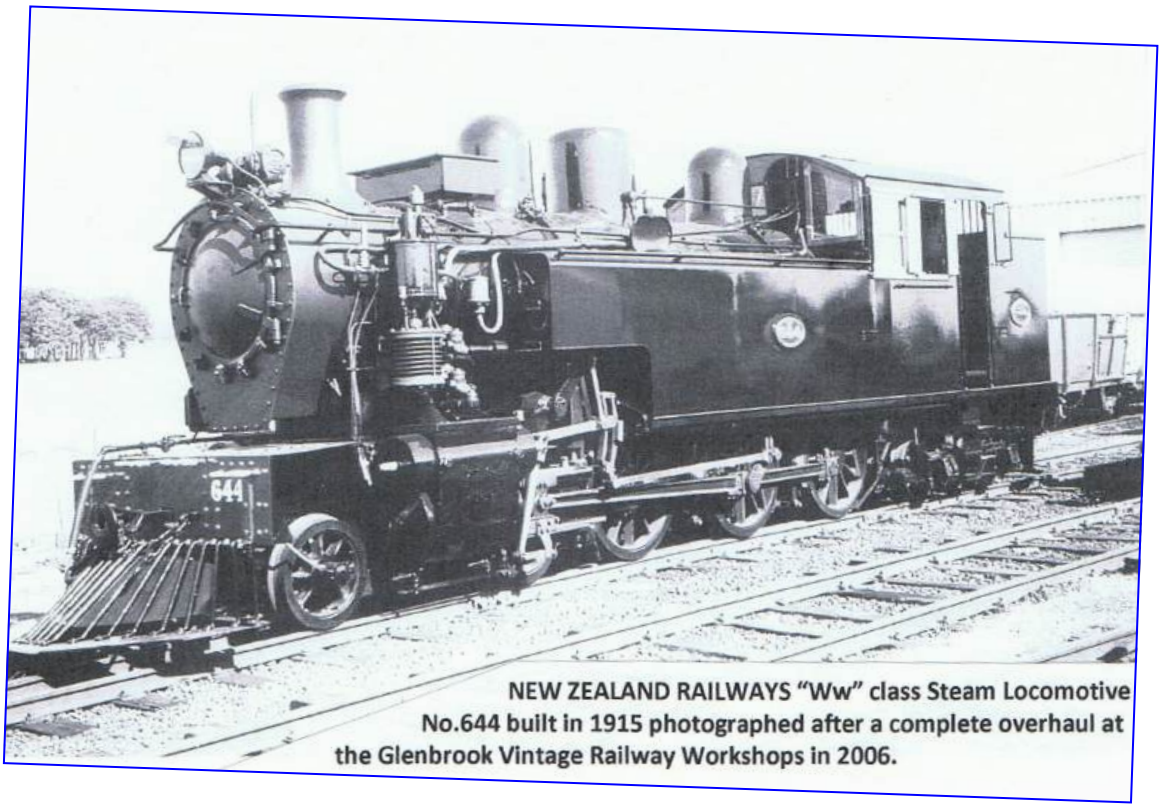
The leading and trailing four wheel bogies were then built; the wheels being made up from three and a half inch Circular Girders and 4" Circular Plates.

The construction of the boiler was started at the smokebox end and as construction progressed, the funnel, steam and sand domes, turbo generator and safety valves, etc were installed on the boiler. Also as the boiler construction progressed the side tanks were built along each side.

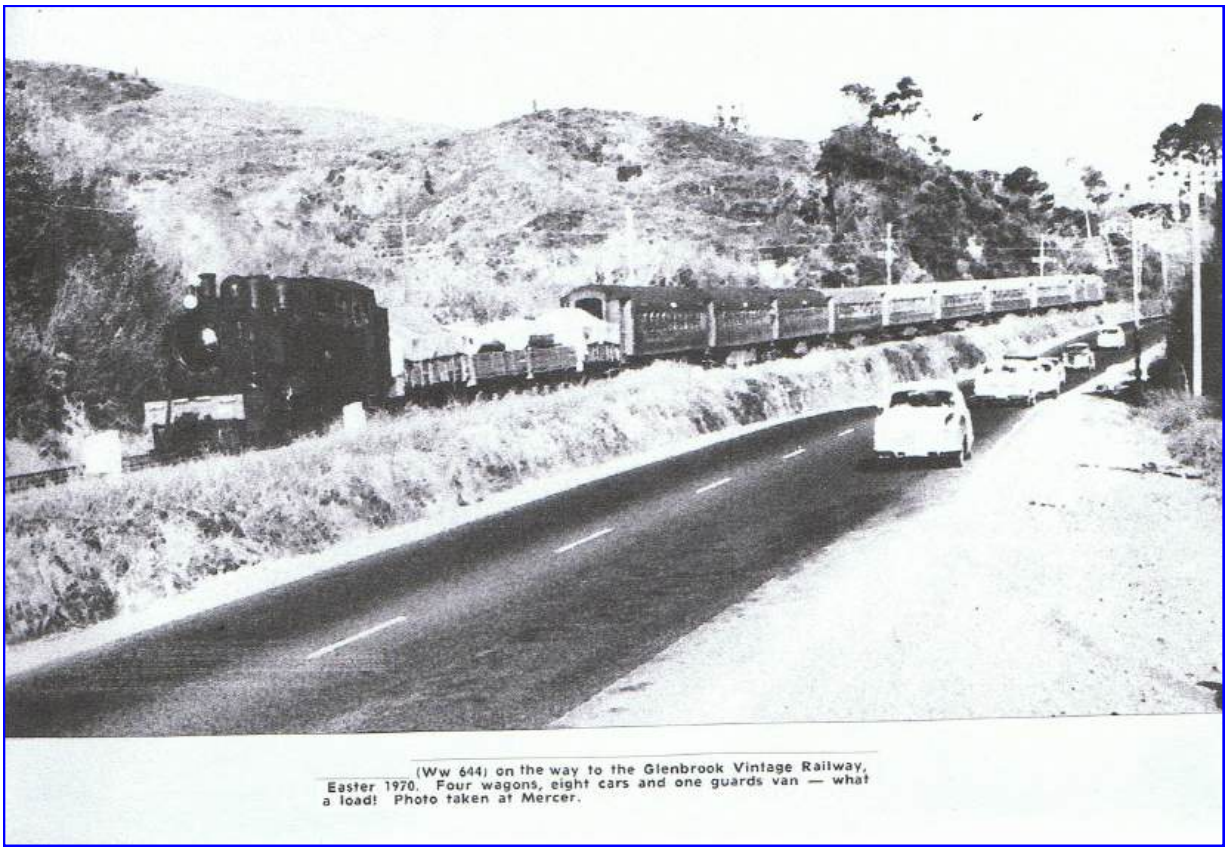
After the basic boiler was completed the engine reverse lever and rods were fitted and the other cab controls and fittings were installed on the back end of the boiler.

The cab and coal bunker were then constructed and the model completed with the wiring up of the headlights and fitting of cowcatchers.

Finally the model should survive into 2014, until it has been well photographed, then I'm afraid it won't be as fortunate as the prototype, for it will be dismantled and all things being equal another loco model will in time be constructed.



NEW ZEALAND RAILWAYS "Ww" class Steam Locomotive No.644 built in 1915 photographed after a complete overhaul at the Glenbrook Vintage Railway Workshops in 2006.



(Ww 644) on the way to the Glenbrook Vintage Railway, Easter 1970. Four wagons, eight cars and one guards van — what a load! Photo taken at Mercer.

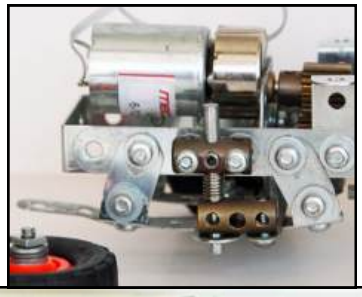
Scanned photos of the prototype locomotive.

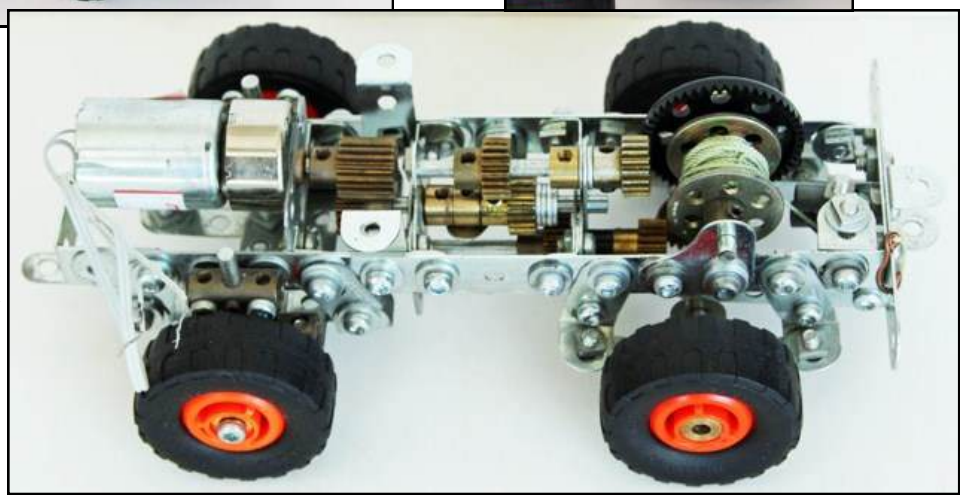
Unipower Timber Tractor

by Bruce Geange

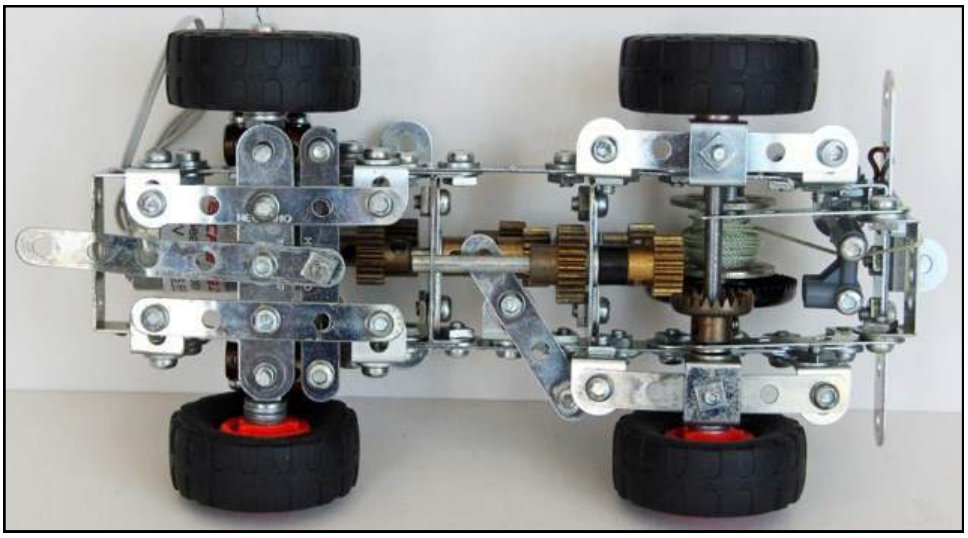
The model is based on the 1954 Hannibal Tractor built by Universal Power Drives Ltd. and has a working winch and forward, reverse drive to the rear axle from one motor. The unit can be used for winching and towing a trailer on the road. Steering comes from shifting the front tow hook from side to side and there is coil suspension on the front axle. A ground anchor is lowered when winching.

The chassis is made up from two $3^1/_2$" Strips bolted to a $1^1/_2$"x 1" Double Angle Strip with a Fishplate by the slotted hole all fixed in the 2nd hole of the Strip. Couplings are fixed to the next two holes spaced with thin Washers. Hole five on each side has a $^3/_8$" Bolt, two Washers, a Fishplate fixed by the slotted hole, a $4^1/_2$" Strip against the $3^1/_2$" Strips and then a Angle Bracket by the round hole. The *Meccparts* Geared Motor (296 rpm) mounts on these Angle Brackets. Hole six on each side has a 1" x $^1/_2$" Angle Bracket. These are the front mounts for the cab and tray. Hole seven has two Angle Brackets with a $1^1/_2$" Flat Girder fixed by the slotted holes and a 1" Corner Bracket fixed to them. This becomes the front of the gearbox. An Angle Bracket is bolted to the right side only by the round hole spaced with a washer in hole eight. Hole nine has two Angle Brackets and the rear end of the gearbox as per hole seven. Fish Plates are mounted in hole ten on either side by their slotted holes and 1" Corner Brackets bolted to holes eleven and twelve that carry the winch drum. Hole thirteen has a bolt with a washer, Fish Plate by the slotted hole, through hole thirteen and a Fish Plate by the round hole to extend the chassis. The Fish Plates at the end of the chassis are joined by a $1^1/_2$"x $^1/_2$" Double Angle Strip with a Angle Bracket at the left side by the round hole. Secure two of P/N A423 together with a 1" Bolt for the winch rope guide and fix these to the Angle Bracket. A $3^1/_2$" Strip is bolted across the rear and a $^1/_2$" x $^1/_2$" Double Bracket in the middle for the tow hook.





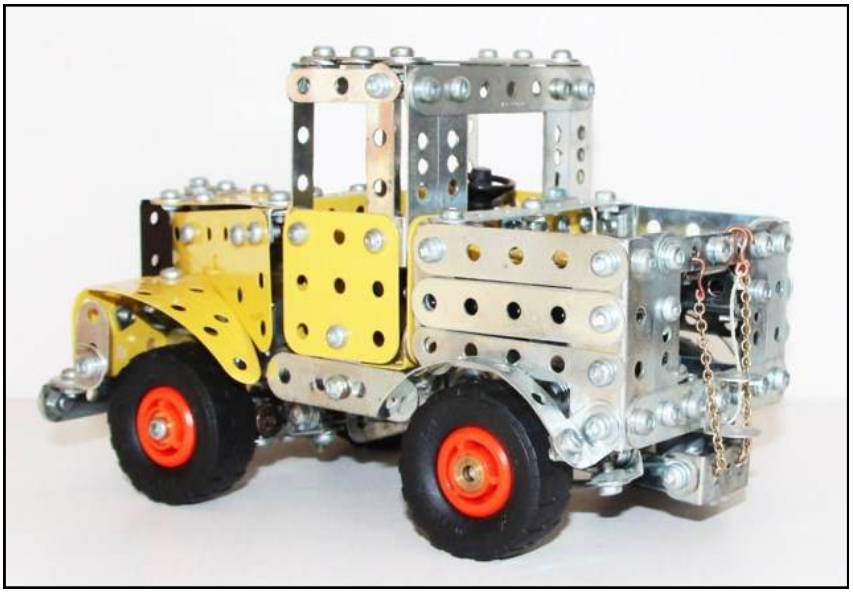
Fish Plates in holes two, five, ten and thirteen have Angle Brackets fixed to them by their round holes. The rear ones face out and the front face in. $2\frac{1}{2}$" Narrow Strips have had a curve rolled in them and are secured to the Angle Brackets to form the springs. Each rear spring has a $\frac{1}{2}$" x $\frac{1}{2}$" Double Bracket bolted to the centre hole, lugs facing up. The front axle consists of a $2\frac{1}{2}$" Strip bolted to the



middle holes of the springs on the top. All wheels are made up from P.N. AO42 (wheel centre), P.N. AO44 (tyre) and a Short Coupling that has a layer of *Sellotape* to give a tight fit in the wheel hub. A $1\frac{1}{2}$" Axle is secured in the centre hole of each Coupling on the chassis and has a Compression Spring, through the end hole of a second Coupling and the end holes of the $2\frac{1}{2}$" Strip. A $2\frac{1}{2}$" Narrow Strip becomes the track rod with bolts fixed in the Couplings by Grub Screws. The front tow hook is a 3" Narrow Strip with a $\frac{5}{8}$" Threaded Pin at one end that fits through the track rod centre hole. The next hole has a Bolt with two Washers spacing the Strip from the axle and is fixed with a Nylock Nut.

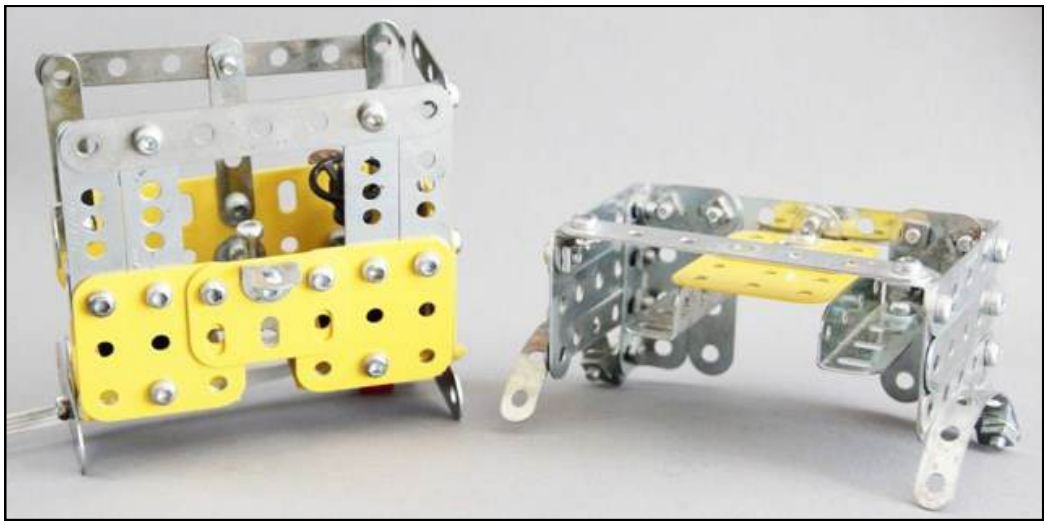
Fix a $\frac{1}{2}$"x $\frac{1}{2}$" Pinion to the motor shaft that meshes with a $\frac{1}{2}$"x $\frac{1}{4}$" Pinion on the $2\frac{1}{2}$" Axle (lay shaft), through the front of the gearbox, has two Collars, a second $\frac{1}{2}$"x$\frac{1}{4}$" Pinion and four Washers. The first Collar has a Grub Screw and the next has a 2" Narrow Strip fixed to it with a Shoulder Bolt. The Strip is fixed to the Angle Bracket by a Bolt and Nylock Nut. This becomes the gear change lever. A 2" Axle used to drive the winch has two $\frac{1}{2}$"x $\frac{1}{4}$" Pinions, two Washers and a Collar as seen in the photo. The winch runs on a 2" Axle and has $1\frac{1}{2}$" Contrate Wheel spaced with a Washer. Two 1" Bush Wheels spaced with a Plastic Collar make up the winch with a cord attached. A $2\frac{1}{2}$" Axle with a $\frac{3}{4}$"x $\frac{1}{4}$" Pinion, Washer, Plastic Collar and a $\frac{1}{2}$"x $\frac{1}{4}$" Pinion make up the drive to the rear wheels. The winch anchor consists of a 1" Double Angle Strip with two 2" Narrow Strips bolted to either end spaced with a washer. This is fitted to the 4" Axle Rod with a $\frac{3}{4}$" Contrate Wheel and Washers that make up the rear axle and wheels fitted.

The cab and tray can be made in two separate units and bolted together with one Angle Bracket. Bolt a 1" Triangle Plate facing down to the flange of a 1" x$1\frac{1}{2}$" Flanged Plate to represent the seat. Make two of these. $1\frac{1}{2}$"x $1\frac{1}{2}$" Flanged Plates form the floor on each side and has a $1\frac{1}{2}$"x $1\frac{1}{2}$" Flat Plate fixed to the flange of the $1\frac{1}{2}$"x $1\frac{1}{2}$" Flanged Plate by the centre hole and spaced with two $1\frac{1}{2}$" Strips. On the other side of the flange is a Washer and the seat secured here. Bolt an Angle Bracket by the slotted hole facing down to the outer edge of the floor with a Fish Plate and a 2" Strip by the centre hole. The two



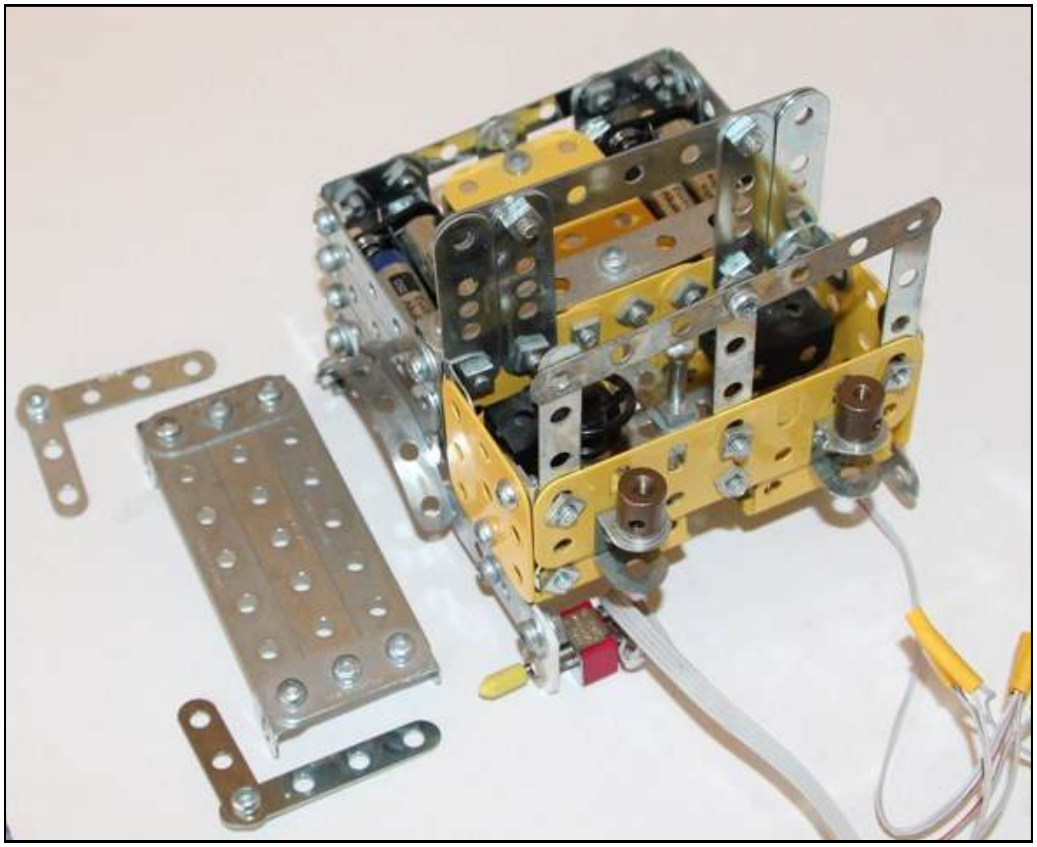
sections are joined together by the $1\frac{1}{2}$" Flat Girder across the top of the two Flat Plates by the round holes with a Angle Bracket fixed to the middle hole. Four 2" Strips make up the rear of the cab with Angle Brackets on the outside strips and a $3\frac{1}{2}$" Strip across the top.

Fix an Angle Bracket to the flange of the front right corner floor. Bolt a Rod and Strip Connector to the round hole. Fit a 1" Axle to the Rod and Strip

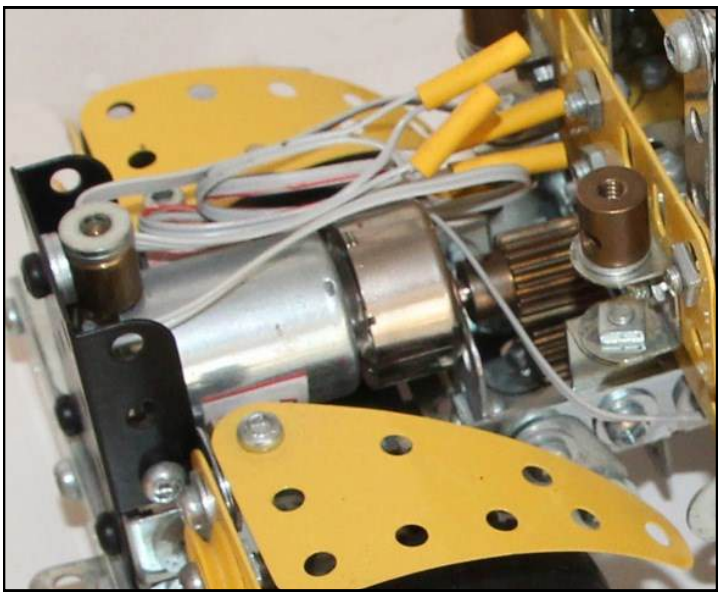


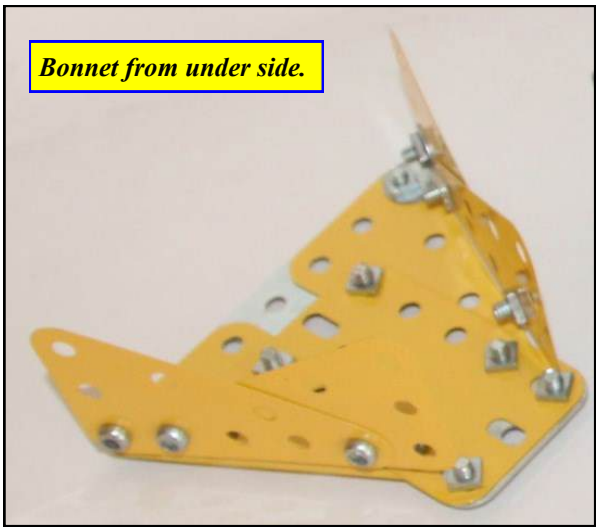
Connector for the steering shaft with a Rubber Pulley, Small Steering Wheel and a Rubber Cap. $1\frac{1}{2}$"x $1\frac{1}{2}$" Flat Plates are used for the doors bolted to the Fish Plate and the Angle Bracket with a 2" Narrow Strip for the window frame with a $1\frac{1}{2}$" Narrow Strip at the top. Fix an Angle Bracket to the centre round hole on a $3\frac{1}{2}$" Flat girder. The slotted end of the Angle Bracket has an $1\frac{1}{2}$" Narrow Strip and two 1"x $\frac{1}{2}$" Angle Brackets plus a Shoulder Bolt for the gear lever. Three 2" Narrow Strips are fixed to the slotted holes with Angle Brackets on the ends for the windscreen. Double brackets are fitted to the front side of the Flat Girder with Threaded Bosses spaced to suit the level of the bonnet. A $3\frac{1}{2}$" Narrow Strip is bolted to the centre windscreen pillar. This assembly is fixed to the front of the doors. The roof was made up from three $3\frac{1}{2}$" Strips, two $1\frac{1}{2}$" Strips and four Angle Brackets then bolted to the front and rear sections of the cab. A forward – off – reverse switch can be seen bolted to the side of the lower cab.

The left side of the tray has a 2" Angle Girder with two $2\frac{1}{2}$" Strips fixed to the slotted holes 1 and 2 with a $2\frac{1}{2}$" Narrow Strip in hole 3. The top strip has an Angle Bracket for a $3\frac{1}{2}$" Strip to be fitted and hole 4 has a second Angle Bracket with a 3" Narrow Strip curved for the mudguard. The right side is identical. The corner Angle Girders are extended across by Fish Plates with a 2" Strip fixed a beside the Angle Girder and a $2\frac{1}{2}$" Narrow Strip between them. The top winch cover has a $1\frac{1}{2}$"x $1\frac{1}{2}$" Flat Plate, $1\frac{1}{2}$" Flat Girder with a Angle Bracket bolted to the $2\frac{1}{2}$" Narrow Strip. Fit two 2" Angle Girders to the sides and secure with Angle Brackets to the rear 2" Strips. This assembly is bolted to the Angle Bracket at the rear of the cab. This unit can be bolted to the chassis by four bolts at the rear and two bolts at the front.

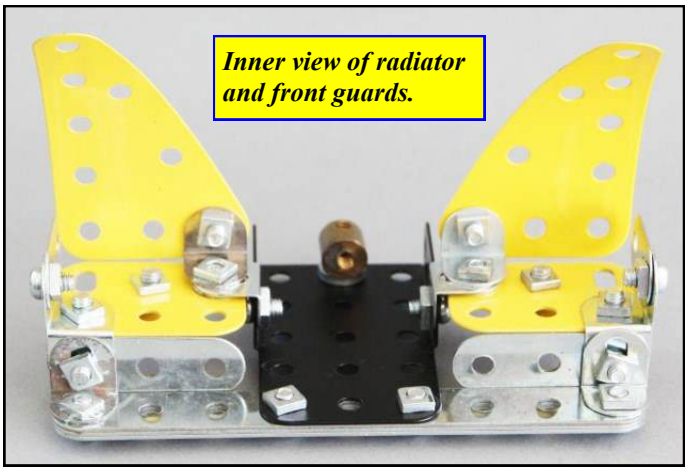


The radiator and guards is simply made from the pictures. The front bumper has three $4^1/_2$" Strips. This assembly is fixed to the front of the chassis by the row of holes above the bumper. The bonnet again is a simple job from the pictures and is secured to the Threaded Bosses. Six $2^1/_2$"x $1^1/_2$" Triangular Flexible Plates and one $2^1/_2$"x $1^1/_2$" Flexible Plate are used for the bonnet. The wiring should be done before this happens. Two double AAA battery boxes fit into the tray and all wires were extended to the motor and are joined under the bonnet. A small chain is used to hold the anchor up and has copper wire hooks fitted. It all works well.

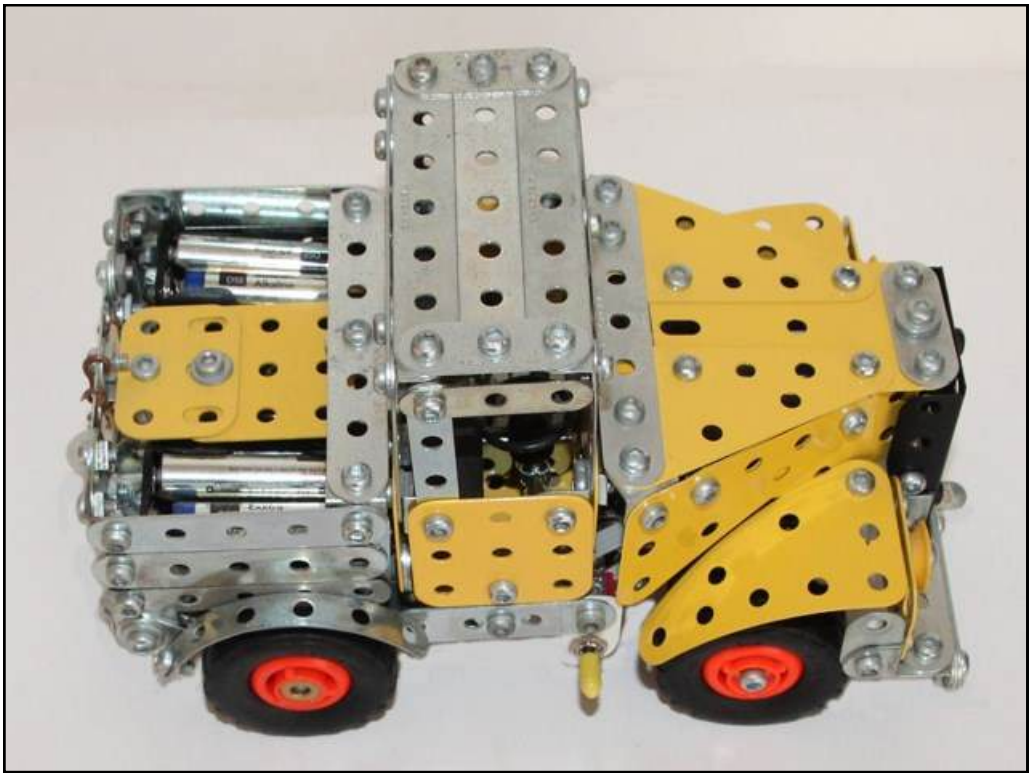




Bonnet from under side.



Inner view of radiator and front guards.



Near top view showing batteries stowed on the tray.

Cable Command Set 6515 - Multi Model Series

by Bob Prescott

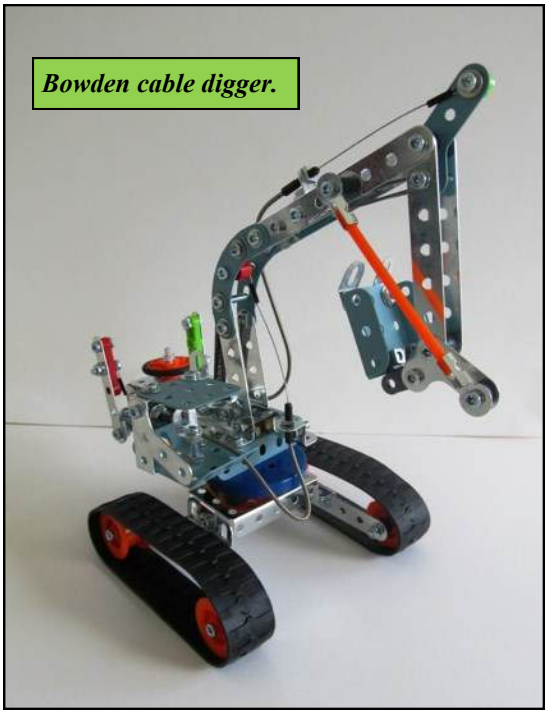
I built the featured model digger in this set when it was first introduced around 2005. When I purchased another set at a discounted price recently, I decided to build it again because it is in my view a very good model and introduced the "bowden cable" control system for the first time and it works very well.

The manual has plans for six models including the digger and suggestions for many more. Construction is fairly straight forward and it entails building three modules and fitting them together.

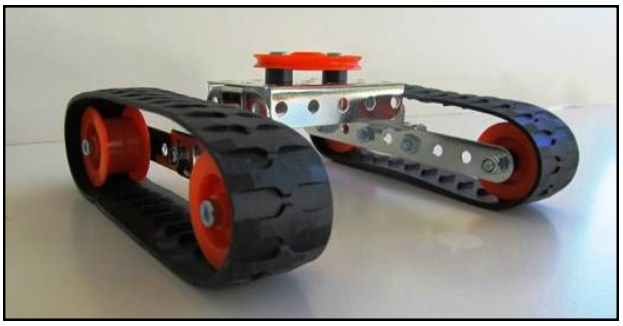
Another interesting feature in this set is the plastic "wheels" that the track and tyres run on. They have to be cut out and trimmed like plastic kit sets. As well as the crawler track the set contains four J44 tyres to build the other models.

Looking forward, the orange pulley with the black ring to the rear of the revolving platform controls the slew, the left (green) lever bowden cable controls the bucket position and the right (red) lever bowden cable controls the arm movement.

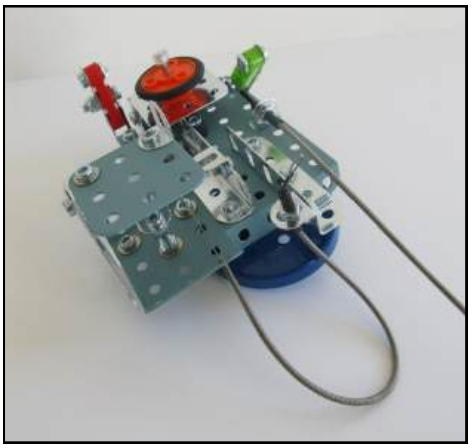
This set retails for around $65-$70 and I highly recommend it, particularly if you can find it at a discounted price.



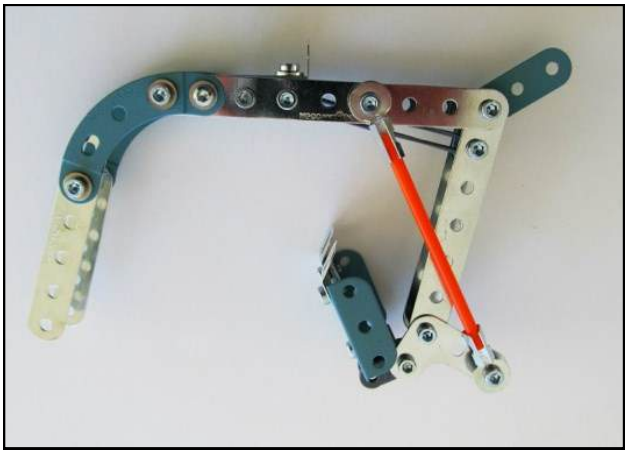
Bowden cable digger.



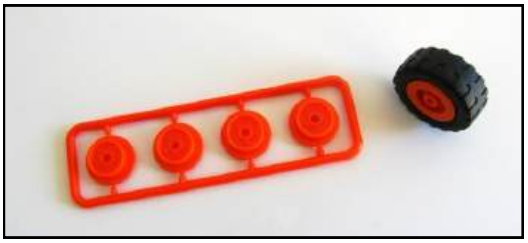
Module 1 showing how the track fits over the plastic wheels.



Module 2 with the bowden cables connected.



Module 3: arm and bucket.



Plastic half wheels and tyre.

LLOYD SPACKMAN 1920-2013

Lloyd was until about 3 years ago the NZFMM Treasurer and for many years supplied the Magazine Editor with his "Bits & Pieces" page. It was only last year that Lloyd gave up producing this always interesting page. I've found his page as far back as the February 1989 issue (Vol. 12, No. 6) and I think it was produced even earlier. He was also writing up the Auckland Meccano Ass meeting notes in April 84 (V 9, N 3) and maybe earlier.

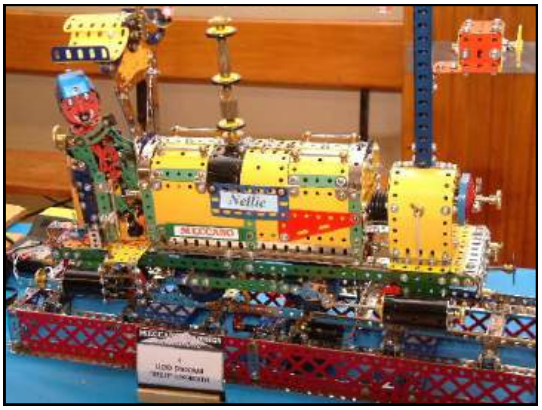
Lloyd passed away at Churtonleigh Hospital in Wellington on the 5th June 2013, aged 93 years. The funeral was held in Tawa on the 13th June and I believe several local Meccanomen attended.

David Wall makes the following comments:

Lloyd and his wife, Betty, came to Auckland from Wellington in the early 1980s to be closer to their family. He lost little time in contacting the Auckland Meccano Association (as it was known then) and became a most enthusiastic member. Lloyd was a professional accountant and put these skills to good use by becoming our club treasurer.

Lloyd Spackman (3rd from left) at an Auckland Meccano Ass. meeting in the 1980s. Others in the photo are: Bob McCracken (deceased), Brian Buchanan (dec), Neil Carey, Bruce Haines (dec) and Bill Watt (dec).

After Betty died in the mid 1990s Lloyd decided to return to Wellington for family reasons. His quiet unassuming presence was missed at our meetings. We were sorry to hear of his death and that he had suffered a great deal of ill health in recent years.



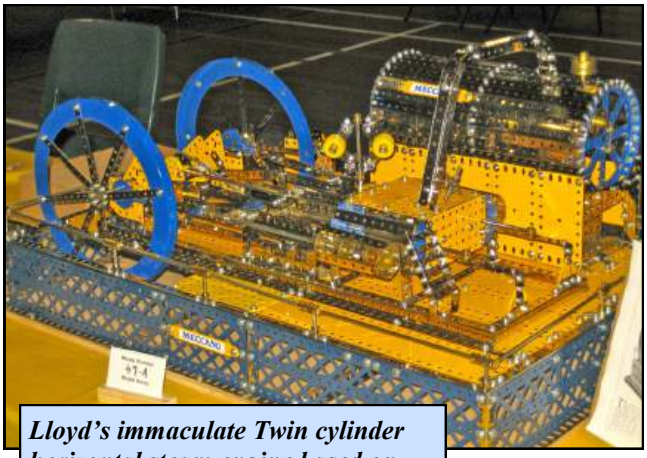
From Mike Stuart:

From my early NZFMM membership lists and magazines, it seems Lloyd must have moved from Tawa to Devonport in late 1980. I was overseas at that time but from about 1982 to 1992 we often shared transport to Auckland Club meetings. From 1992 till 2008, while I was living in Hong Kong, we exchanged news several times a year. Lloyd's letters were always engrossing and often included interesting articles cut from newspapers or magazines.

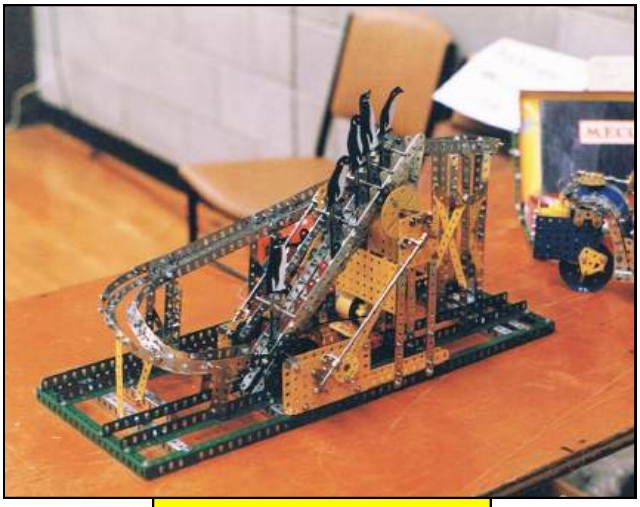
The last time I saw this stalwart of the NZ Meccano scene was on a visit to NZ in August 2007 at his retirement village in Tawa. He was still in pretty good health then, though in his quietly spoken manner he stated that he would "stroll" to the local shops but "plod" home.

Once I was permanently back in NZ we still regularly kept in touch. Lloyd often mentioned his son Glen (a lawyer in New Jersey, USA) and his grandchildren, Tim and Virginia. They (and their partners) were all working at the Department of Health in Wellington.

Lloyd said in a letter in August 2010 that he'd dispose of most of his Meccano but continue to build from a few smaller sets that he often received at Christmas. I remember in 1988 we had by coincidence both built Keith Cameron's Penguin Staircase. Both of us modified in different ways the original's chain drive to the lifters and Lloyd recalled in a 2006 letter how I'd described his "diagonal rod drive" as "fiendishly simple". We often discussed our modelling in our correspondence.



Lloyd's immaculate Twin cylinder horizontal steam engine based on SML 32. This model was displayed at the 2007 Convention in Upper Hutt.



Lloyd's Climbing Penguins shown at Browns Bay 1988.

In memory of Meccanoman

BRUCE HAINES
2 December 1935 – 13 May 2013

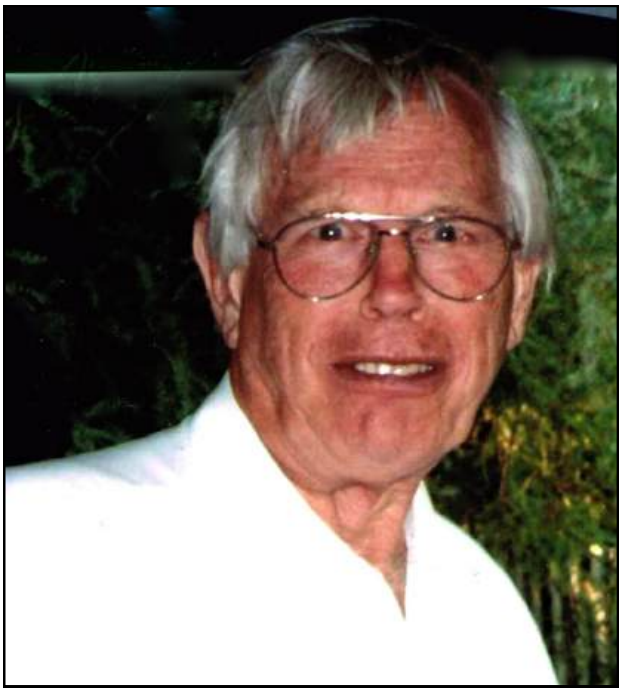
On Friday 17th of May a very large contingent of family and friends including Neil Carey and Peter Hancock representing the Auckland Meccano Guild turned out to celebrate and farewell Bruce at his service held in Tuakau. Bruce passed away peacefully on the 13th of May after having experiencing a lengthy and trying illness which had latterly seen him spend time in hospital. A number of those attending the recent 2013 Easter Convention in Pukekohe will remember Gayle bringing Bruce into view the models on the Sunday afternoon. Bruce's illness had left him unable to speak but he could and did communicate with his eyes to those he met. Gayle said that Bruce had really enjoyed viewing the models and thanked all those who shook his hand and took time to speak to him on that day.

Bruce and his loving wife Gayle of many years have and are part of the roots of the Pukekohe and Tuakau community at large. The family has always been deeply involved in the local community and the Haines open style family home has been a centre over the years for both young and old alike to meet and enjoy life together.

Bruce spent a large part of his life selling and installing flooring coverings in the southern and eastern areas of Auckland and in his limited spare time liked to tinker away in his workshop where he produced a wide variety of items. Bruce will be remembered by his many Meccano friends for his special road vehicles he built, a number of which were on display at the service.

Bruce had a lifelong passion for big beautiful trucks and it was fitting that Bruce departed from his service riding in style on a huge lovingly polished road train.

Our condolences and kind wishes go to Gayle and her family on their loss of a husband, father and grandfather.



New Meccano Compatible Products

From Stan Baker

In my article earlier this year I mentioned a number of new Meccano compatible parts being developed by *Ashok* and proposed writing a series of items describing these on a periodic basis. The NZFMM magazine following that article was full with Convention material and this is the first of the series.

In the last 9 months, Ashok has introduced in excess of 60 new parts and at the time of writing stocks of almost all of these are in transit to NZ but I do not have priced lists incorporating all parts yet. Such a list will be finished before the next issue. This article therefore concentrates on 2 new non Ashok products, introduced in recent months. The first is a new enhanced version of a radio remote control switch the second is, a new speed controller for DC Motors.

New Remote Control Switch:

Some months ago I described a single channel reversing remote control unit and a 12 channel unit. There has been a huge demand for these and particularly in the case of the 12 channel unit most of that demand has been for applications unrelated to Meccano and stocks were quickly exhausted. For instance they have been widely adopted by the campervan and caravan fraternity. I now have a new improved model developed based on the demands of those users that I am confident will also be of substantial interest to Meccano enthusiasts.

The new model switch and remote unit both look identical to the old model as can be seen in **Photo 1,** although they are now available in 6 and 12 volt versions. The switch unit has 12 sets of relays each with changeover (double throw) contacts and these can be used either for control of 12 discreet applications independently or in pairs as forward and reverse for 6 motors. The new unit has a faster processor and responds faster than previously for more precise timing.

The big difference is in the operation mode though. Previously pushing one of the 12 buttons on the remote switched the associated relay on and pushing it again switched it off (relay change over). This was called ***Toggle*** mode. Now there are two other modes. The first is called ***Momentary*** and in this case pushing a button switches the associated relay on and releasing it switches it off. This is like a "Push to Talk" button on an intercom. The second new operation mode is called ***Interlock*** when the operation of the different relays are no longer independent, Think of this like the speed buttons on a fan or the push buttons on your car radio where the button operations are mutually exclusive. Pushing any one button will operate that associated relay and release all others.

The buttons on the new 12 channel model can operate in any of those with three modes but even more importantly it is easy to mix and match all of these operation modes in any of 11 different pattern combinations as follows:-

Pattern 1: All 12 buttons momentary and independent.

Pattern 2: All 12 buttons interlock. Pushing any button operates that and releases all others.

Pattern 3: All 12 buttons toggle. (The same as the earlier model).

Pattern 4: Buttons 1 to 6 are toggle, Buttons 7 to 12 are interlock.

Pattern 5: Buttons 1 to 6 are toggle. Buttons 7 to 12 are momentary.

Pattern 6: Buttons 1 to 6 are interlock. Buttons 7 to 12 toggle.

Pattern 7: Buttons 1 to 10 are momentary. Buttons 11 and 12 are momentary.

Photo 1: The new 12 channel control switch with the cover removed.

Pattern 8: Buttons 1 to 10 are toggle. Buttons 11 and 12 are momentary.

Pattern 9: Buttons 1 to 4 are toggle. Buttons 5 to 12 Momentary.

Pattern 10: Buttons 1 to 4 are momentary. Buttons 5 and 6 are interlock. Buttons 7 to 12 are momentary.

Pattern 11: Buttons 1 to 10 are toggle. Button 11 releases all relays simultaneously and button 12 operates all relays.

Remember that in addition to all these combinations you can select any pair to be a forward and reverse combination regardless of whether both are momentary or toggle or part of an interlock set!!

It is very easy and takes only a couple of seconds to change the mode pattern. I supply them pre-setup and tested so am happy to have the pattern specified with an order for immediate use on delivery if desired. I am confident that this range of new features will greatly simplify the wireless control of larger and more complex models.

Speed Control of DC motors:

Traditionally DC motors had speed changed by varying the supply voltage. One of my 100 rpm 6 volt motors for example, might have a no load speed about 40 rpm at 2 volts. However the torque at 2 volts is virtually zero so with the slightest load the speed will decrease and stall. The problem was overcome with a technology known as Pulse Width Modulation where very short variable width pulses at full voltage are applied to the motor. The wider the pulse the higher the speed of the motor. In the extreme where the pulse width is 100% the applied signal is steady full voltage DC. Mobility scooters, golf carts and now days even my hybrid electric car all use this technology for speed control.

Hobbyists have had the technology available in radio control set "ESCs" (electronic speed controllers) for some years. I now have available a low priced unit small enough and powerful enough to control any DC motor likely to be used in a Meccano model, other than the tiny 3 volt ones. (I also have a larger high power model suitable for boat winches that my non-Meccano buyers wanted).

Photo 2 shows this very flexible tiny unit. Dimensions are just 4 x 3 x 6 cm and weight is 60 gm. The hole size for the shaft is 7 mm if the potentiometer is to be mounted. It will work with motors rated from 6 volts through to 40 volts and up to 3A current. It provides a speed range of around 10% to 100% of supply voltage with virtually constant torque right across the range. The speed control is unidirectional only but I can supply a tiny triple throw toggle switch with it to provide forward reverse and off.

Setup is simple. There are three terminals only. One is for the input power +ve. The middle terminal is for the input power –ve AND one of the motor leads. The other motor lead is connected to the third terminal.

The ability to provide a speed variation without changing torque gives a whole new range of options even for the setup of fixed speed models. Previously the "right" speed" was decided by trial and error of gear ratios. Now the use of one of these small units embedded in a model will ensure the speed can be setup to be "right" even when it is not intended that it be varied in normal operation.

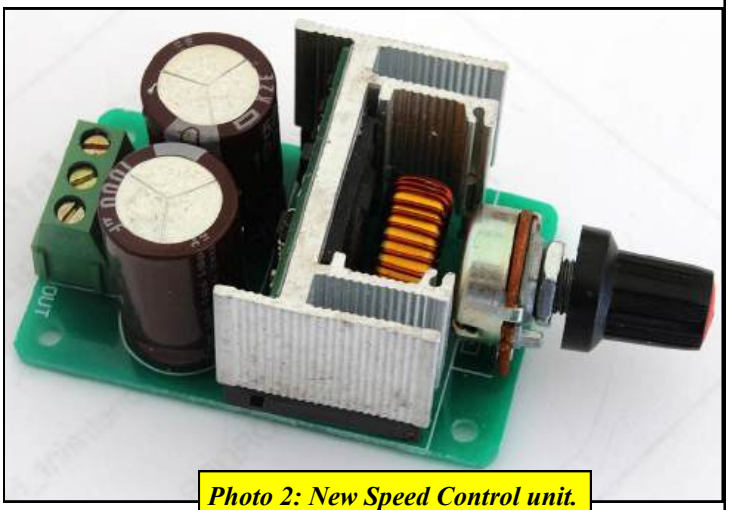


Photo 2: New Speed Control unit.

The new Meccano Evolution sets are coming soon. Spanner reports that Amazon France already have them available on line and Frizinghall Models have them on pre-order, available in August.

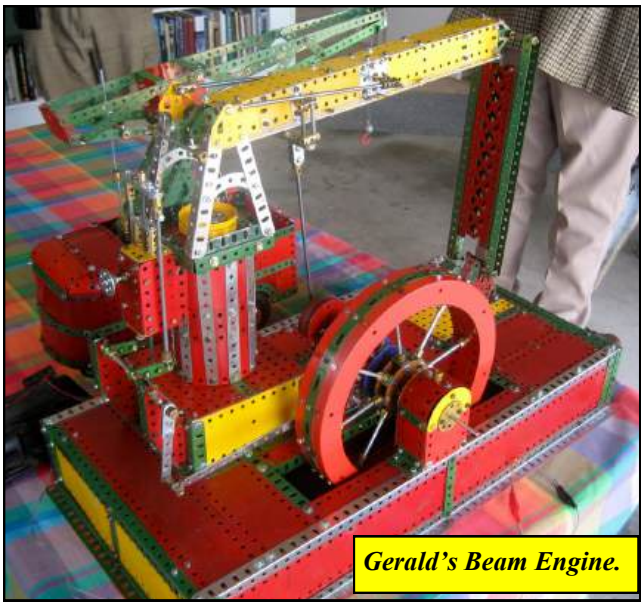
Auckland Meccano Guild Meeting

11th May 2013

Reporter & Photos: Gary Higgins & Les Megget

The meeting took place at **David Wall's** residence in Orewa.

Gerald Hart had brought along a very nice example of a grasshopper beam engine, which was a model with a very heavy overhead beam supported by a standing beam at one end. Because of the beam weight Gerald had to do a lot of tinkering to get the model to run well. Gerald also had an electric crane taken from a Meccano Magazine Model of the Month from the 1960s.



Gerald's Beam Engine.

David Wall presented us with his sailing ship model he showed at the recent Convention; a great model with a lot of fine detail, especially the cannons, we can forgive him the use of *Lego* men for artistic purposes.

William Irwin and Les Megget had a selection of overseas magazines for the members to look at and they were viewed with much interest. Publications included *Constructor Quarterly, The International Meccanoman, The Meccano and Eitech club newsletter, The Meccano club of South Africa, The Runnymede Meccano Guild magazine, the Meccano Newsmag, the Canadian Meccanotes and finally the North Eastern Meccano Society Quarterly*.

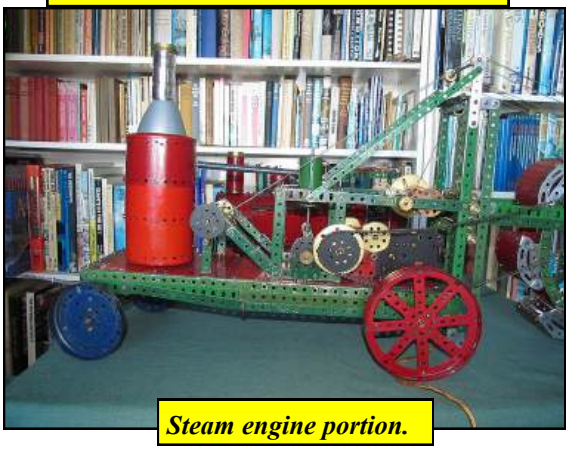
What a great resource for Meccano enthusiasts.

Graeme Wrightson had another model from the latest 20 model set, this time he had constructed a dragster. This little set is great to introduce new users to the system.

Henry Porter had brought an interesting model of a *Traction Buckeye Ditcher*, an interesting model using protruding bolts as a tyre of gear cog to drive the bucket wheel. It all worked remarkably well. This model was taken from an original illustration, as are many of Henry's models.

He also had brought an 0-4-0 rack and pinion railway loco, a spiral staircase, a very nicely made small tractor and the nose section of the Nautilus submarine. Henry had a clever model of a jet plane using many of the new flexible parts and a couple of his own design.

Henry Porter's bucket ditcher, showing the bucket portion.



Steam engine portion.

Les Megget had his 4-speed and reverse gearbox. The gear selection mechanism is constructed so that it cannot slip out of gear once engaged. This concept was from a *Constructor Quarterly* model by Guy Kind of a Mini with a 5-speed gearbox.

Les also had the award given to him by the *International Society of Meccanomen, The Michael Adler Founders Prize,* which was a silver plate in a lined case inscribed with the details of the award. This was for Les's design of the *Liebherr* compact mobile crane, Well done Les.

Gary Higgins had brought an assortment of various systems and models along including two of the Meccano Mogul trucks from the 1970s showing that the rear sections can be removed, revealing Meccano punched holes on which other constructions can be built. He has fixed a concrete mixer to an army truck base and showed the fire engine with the punched holes readily seen.

Gary's Mogul truck with concrete mixer.

He also had a 1970s *Erector* twin cannon laser guided tank from the 725 set and a model of a crane built with *Maakeets*, an unusual construction system from South Africa, based on a model shown in the magazine of the Meccano Club of South Africa

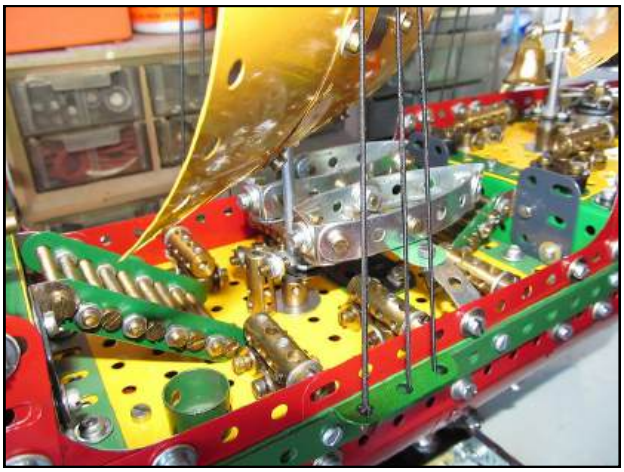
Anthony Caldwell had built an interesting model from one of the more modern sets which had the front wheels on pivots allowing the construction to rear up like a praying mantis. We just called it a futuristic vehicle.

Mike Stuart had built a model car from a No. 2 set but remodelled to get a better drive.

Other members to attend were **Graeme Mills, John Denton, Peter Hancock** and **George Ovenden.**

Peter took us through the results of the Convention and discussed the arrangements for *Model X* and after an excellent afternoon tea hosted by the ladies the meeting adjourned.

Henry's nose section of the Nautilus submarine.



Some of the excellent detail on David Wall's sailing ship. Note the canons made from Couplings.

Model-X, the 2013 version
by Les Megget, Photos Gary Higgins

This year's version of Model-X at Waitakere over Queens Birthday weekend started as many other versions with setting up the tables, table cloths, crowd barriers and signage on the Friday evening. This isn't as easy as it sounds because trying to get anywhere in Auckland on the Friday evening of a long weekend needs hours added to the normal travelling time because the traffic trying to escape the city is horrendous. I decided to pass on the traffic congestion and leave it to **Peter Hancock and his grandson Sean, John & Cora Denton, Richard Sealey, Gary Higgins and Mike Stuart** to set up the display.

When I arrived about 8:30am on the Saturday morning all was ready with some space left for me and a few other AMG members to fill up with models before the doors opened at 9am.

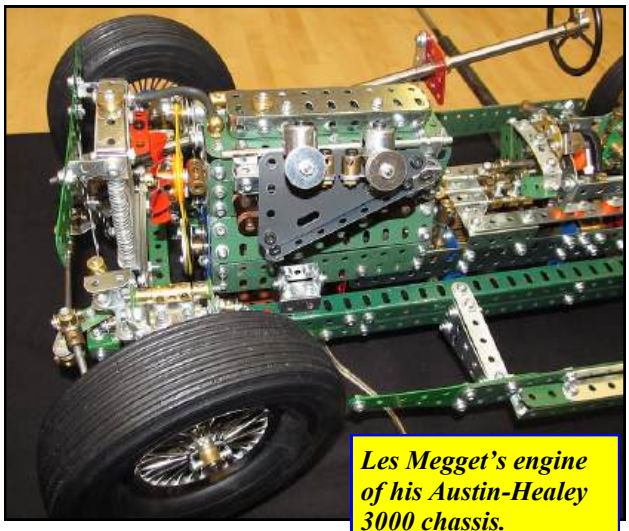
We had less display space this year than in 2012, when we had extra tables due to the non-appearance of the Hornby train group. Instead of a van load of models by **John Denton** he only brought half a van load this year (I kid you not)!

Models were displayed by **Peter, John, Gary, Mike, Andrew Denton, David & Elizabeth Wall, Rick Vine, Neil Carey, Richard Sealey, Graeme Wrightson and yours truly.**

There was a reasonable crowd through over all 3 days, good news for the organisers as the weather was good and there were plenty of other attractions, including a large *Lego* display up the road.

Peter had set up some tables with 10 work stations for the children and parents to make models using the 00+ set, as was done at *Te Papa* and on Easter Sunday at the Convention. Many of these stations were occupied over the 2 days I was present. I like to think that we may have persuaded a few families towards Meccano rather than that plastic brick stuff!

General view of the Meccano display.



Les Megget's engine of his Austin-Healey 3000 chassis.

Mike Stuart & Richard Sealey discuss Constructor aeroplane models.

Some of Gary's Meccano Mogul models.

Clearing up at 4pm on the Monday went like clockwork and we were all set homeward bound from about 5pm. Another good weekend for Meccano but we do wonder how long this show will continue as an annual event, maybe bi-annually might be a better option these days?

Thanks to Peter for all the AMG display organisation.

Meccano Steering Wheels

by William Irwin

As the Online Parts Museum (OPM) on the *NZMeccano* website has not yet reached part 185, Steering Wheel, I thought it would be judicious to publicise some anomolies in 1970s set contents for this part. This arose out of a *Spanner* discussion way back in 2002, and was also published in RMG Newsletter No. 48, February 2002.

Small steering wheel #185:
Although this wheel is listed in EMP as being black with zinc hub from 1970, I had inquired why they are so scarce. Indeed they are shown (as well as the larger #185a) as being black in all the coloured parts lists during the 1970s, so they were obviously intended to be black. (This of course is no guarantee, as the motors were shown in blue when they were actually glossy black!).

From my *Spanner* survey it appears (as I suspected) that the light blue #185 appeared in sets (and presumably also as spare parts) right up to 1979! The black variety (from my limited survey) seems to appear only in some sets from 1971/2 to 1976/7. Could this have been due to a surplus of light blue wheels from the previous era which had to be used up? Another factor is that this part was only included in the sets 8X, 9 and 10.

For y/b/z (yellow/blue/zinc) era the survey was as follows (owners not identified):

Set 10	1970/71	light blue
Set 10	1971/72	black
Set 10	1973	light blue
Set 10	1974	black
Set 9	1975	light blue
Set 8X	1976/77	black
Set 10	1977	light blue

For the db/y era the situation is slightly different, whereas although the colour should officially be Dark Blue, all set 10s surveyed thus far have light blue wheels! The dark blue wheels have only been seen in set 9.

Set 10	1978/79	light blue
Set 10	1979	light blue
Set 10	1979	light blue
Set 10	1979	light blue
Set 9	1978	dark blue
Set 9	1979	dark blue

So the black variety seems to have been in limited production in the mid-seventies due to the previous over-stocking of the light blue wheels, and had disappeared completely by 1977. The dark blue variety is very rare today, as it only appears to have been used in the set 9s, or available as spare parts, whereas 1978/79 set 10s were still being packed with light blue wheels (were these still old stock from pre-1970? This would be believable if they had nickel hubs - will all 1978/79 set 10 owners please check for me).

PS: I have noticed that EMP has an obscure reference under DMS 1728d, introduced in 1978, and described "as 1728b". 1728b is the light blue wheel of 1962-69. EMP therefore implies that the wheel reverted to light blue in 1978, which certainly agrees with my findings, but does it merit a separate DMS number? No mention is made of the hub being nickel or zinc. Also the dark blue wheel is not listed in EMP.

Large steering wheel #185a:
This wheel was black in 1962-64, light blue in 1964-70 and black from 1970-77. There was doubt expressed about the first black appearance, but this is proved by the example as documented on Melvyn Wright's lr/g website. Admittedly only a few of them might have been made before reverting to light blue to match the #185, which would account for their rarity. The second black period with zinc hub is definitely correct due to confirmations received.

My black painted over blue nickel-hubbed wheel: I am sure this was factory painted as the hub must have been fitted after painting. Also I bought it from a well-known Meccano hobby shop dealer in Pretoria, South Africa, in about 1980 (probably old stock by then). As it is nickel-hubbed, there are 2 possibilities: 1) It was light blue old stock painted over in black in 1970 before new zinc-hubbed wheels were produced. This was what I had first surmised. 2) It was from 1962, when Joe Attard's wheels rims were painted black. However this does not make sense to me as the black preceded light blue then, so I favour the 1970 date for my part.

Christchurch Meccano Club

(Est. 1929)

August 2013 Quarterly Report

by
Mike Howse

Over the last three months CMC members were busy preparing models for a display at the inaugural Christchurch Toy Fair which was held at the Pioneer Stadium in July. The Toy Fair was organized by a local *Rotary* group with profits distributed to local charities.

As usual the CMC were able to provide an extensive display which was very popular with the visiting public.

Another club project that is nearing completion is the refurbishment of the Ralph Wise Fairground Model.

As reported in a previous edition a group of club members have gotten together to refurbish a fairground Model that is owned by club member **Ralph Wise.**

In the series of pictures accompanying this article we have included some before, during and almost completed pictures.

We are still on track to have the project completed for the December CMC club meeting.

Planning is well in hand for the CMC's Meccano Roadshow Display to be held over Easter 2014, the main hall at *Cashmere High School* will be the venue. Located in Cashmere, a well-known suburb in Christchurch the High School is located close to a large city mall and the school grounds are easily accessible from two entrances and there is excellent on-site parking.

Also being held over the same Easter weekend, just a couple of streets away from Cashmere High School at *Pioneer Stadium* will be the *New Zealand Antique's Fair.*

With strategically placed flyers, signage and posters we would hope to see some of those patrons at our event as well.

CMC Club Member Profile:

In this and future editions of this magazine we ask a member of CMC to prepare a self-profile of themselves and their Meccano history.

My Brief Meccano History by Neil Pluck

I started constructing with Meccano when I was seven years of age. My dad had a nickel Meccano set and also a *Lionel* O gauge train set. He helped me make small models, but mostly I played with the train set until sadly the Loco burnt out, I still have the old train set but no engine.

I had to turn to building Meccano models, which was a greater challenge but soon found the nickel Meccano set was not big enough for my building goals, so I started buying my own Meccano. I did this by delivering newspapers for three years after school, using the money I saved. Most Friday nights I would bus into town and buy some new Meccano parts. The club meetings were held every 1st Friday night of the month so I had to build a new model each month it was great fun!

Apart for 5 years in the 1980s when I was in Australia, I have been a member of the Christchurch Meccano Club for over 40 years, and I have won many prizes both in the junior section and later in the senior section.

The *Meccano Magazine* had their yearly competition and in October 1971 I won a prize; they sent me out from England a Meccano track pack. The model I entered was of a bicycle. The bicycle is kept made up, but slightly modified. I still have the track pack prize.

I have continued to build better models. I am always interested in learning new and better ways to make models and enjoy different challenges with mechanisms. My greatest reward from Meccano was winning the Senior Trophy plus the People's Choice prizes at the NZ Convention in 1995 held in Christchurch.

I now have a big collection of Hornby and Lionel O gauge, which I recently inherited from my uncle. As well as Meccano, which I have extensively built up for the last 10 years.

I am the Christchurch Meccano Club President and also recently confirmed NZFMM President.

The Ralph Wise Fairground Model. Left: before restoration, Right: current condition.

Deconstruction continues. L to R: Ralph Wise, Neil Pluck and the late Blake Huffam.

Very good crowds at the recent inaugural Christchurch Toy Fair.

John Hamlyn`s Tractor & Lawn Mowers.

A selection of models from Graeme O`Neill.

Long time CMC member Alan Tunnicliffe with a selection of his Dinky Toy display.

Bits and Pieces June 2013

Investigation into what early Meccano clubs were active in New Zealand shows the Invercargill Meccano Club started at the suggestion of master Arnold Laytham, shows this club to have had twenty-eight members in 1922 and successful meetings were held every week. (Note: we are fortunate to have 28 members attend in the main centres these days!)

From the 1922 *Meccano Magazine* a reply from the editor to one of the Meccano boys.
"It is early yet to say whether you would be able to take up a position in our factory. As you are only 10 years of age you have some years of schooling to put in before you take up engineering as a profession. We are impressed by your earnestness, and advise you to pay close attention to your studies."

I guess these days you would not even get the satisfaction of a reply in sending such a letter.

Our own **William Irwin** asks this searching question "I received the CQ 101 yesterday 13/7/13. It has a write up and pictures of the Skegex exhibition with prize winners. Skegex was 5/7 to 7/7. How did they get the write up, photos, printing, etc. and posting to reach us in NZ by 13th, only 8 days after the start? They could have taken photos at the start or during setup, but prize winners must have been done later.

Ed. I asked **Robin Johnson**, editor of CQ, and here is his response:
"I was gratified to learn of your interest, and that of Gary Higgins and William Irwin concerning the speed with which the Skegex report is completed and the September CQ put in the post.

Robin J has the entire magazine, minus Michael Denny's five-page report, completed about a week before he departs for Skegness. This is delivered to the printer, who sends him proofs for approval, again before departing for Skegness. Everything is then printed except the central sheet of paper comprising eight pages of the magazine. The cover goes to an outworker for lamination.

Meanwhile, at Skegness, Michael Denny rises early each morning at the B & B and types the separate parts of his report on an old "steam-driven" typewriter before breakfast. Robin has to word-process Michael's copy on his laptop and this is done each evening, being his final job before going to bed. He also has a printer with him and runs off the report each day in its final form (10pt, 3.5"wide), with copies to Michael and Rob Mitchell (both staying with Robin at the same guesthouse) for identification of errors, which are then corrected during the next late-night session. Meanwhile, Ken Ratcliff has taken photographs each day at the exhibition and these are handed to Robin on a memory stick and transferred to the laptop.

When the exhibition is over, Robin, Rob, Michael and Ken meet up by arrangement at the guest house and the report is finalised with names of the prizewinners and anything else that needs to be added. Ken's final photographs, including the prizewinners, are added to the laptop, with a Word document identifying each of the photographs. The text is given a final check and any corrections marked thereon. Robin then departs and heads for Sheffield, upon arrival setting up the final five pages of text, photographs and captions. At 08.00 on Monday morning he delivers them to the printer, but still cannot sleep as he has to await an email from the printer, with the final five page proofs. Once these are approved, he can at last go to bed!

A CQ of sixty pages comprises eight sheets of paper - seven each of eight pages (four either side) and the (thicker) cover of comprising four pages (two either side). The central eight pages are printed on Monday and left overnight. Then on Tuesday morning the pages are all placed on a finishing machine that staples and trims them in a single operation, ready for delivery to Robin at 11.00. Immediate packing ensues (envelopes previously prepared) and the entire consignment is taken to Royal Mail HQ at mid-afternoon on Tuesday. Of course, life would be MUCH easier if Michael learned how to operate a laptop computer!

The entire business is only possible with several people pulling together in the same direction. The Meccano enthusiasts are of course only too happy, but the remainder must be brought on side (= bribed!). These latter include key personnel at the printer's premises and the proprietors of the guest house vacated on Sunday morning. A generous tip and flowers will suffice.... Luck plays a part (machines have occasionally been known to break down).

And is regard to Skegex, I see an excellent DVD is now available showing over 100 of the models on display – great stuff , especially for those of us who are on the other side of the globe. You can purchase it from the *SELMEC* website at

http://www.selmec.org.uk/exhibitions.aspx#dvds (£6.00 UK, £7.50 overseas, inc. p&p) All proceeds go to the *South East London Meccano Club*. (Ed: It is an excellent DVD).

Fat worms and thin Worms: (some advice from Spanner)

It is always possible to mesh gears at other than $^1/_2$" (or multiples thereof) centres. In my recent "Clock" model, I had to mesh a standard worm with a 13 tooth pinion. A bit of fiddling with the shaft journals did it. Joe Attard, Malta.

It is possible to mesh a standard worm (or any other type) with a 50t Contrate although shaft displacement may be inconvenient. I first saw it done in Leslie Dougall's Hipp clock in 1968 MM. Peter Clay, UK.

Nell Beddington:

Doug Harris has obtained a great deal of written material about a female Meccano enthusiast called Nell Beddington from the 1930s. Doug says "She had a number of scrapbooks - all handmade, and a great collection of newspaper and magazine cuttings, particularly machinery of many types, railways, and marine subjects, including visiting ships, liners, and much attention to the various floating cranes. One very helpful point is that she dated most of the cuttings. She had a number of prewar and later Meccano Magazines, but someone, probably Nell, had taken a lot of cuttings out of them. A magazine was just a magazine in those days..

I donated some of the machinery pictures to *MOTAT*, some of the shipping stuff to the *Maritime Museum*, and I still have a large amount here, including two scrapbooks. She was quite clever at sketching, and there are several drawings of Meccano mechanisms and details in the books, as well as a number of small Meccanograph prints.

I have never been able to find information on any models that she made, and I doubt that they were ever photographed. And I don't think she has or had any living relatives - I was told she never married, and cared for her aged mother.

Anyone have a contact for the *Wiseman's* store or Meccano Club archives ?

And she was doing all this before I was even born! If anyone has any details of Nell or her models please pass them on to the editor or myself so that we can capture this part of New Zealand Meccano history".

Talking of Skegex 2013 here are the first 3 prize winners: *Photos by Malcolm Hanson*.

First: Remembrance Baltic Tank - Bob Seaton.

Second: Michael Whiting- 7 Wonders of the World.

Third: Duchess of Hamilton loco - Richard Smith.

David Couch (Nelson) displayed this Chime & Striking Clock at Skegex 2013.

Wellington Meccano Club

Meeting Report

Date: 5th July 2013, 7:30pm

Reporter: Max George

The meeting was held at Keith McCallum's place.

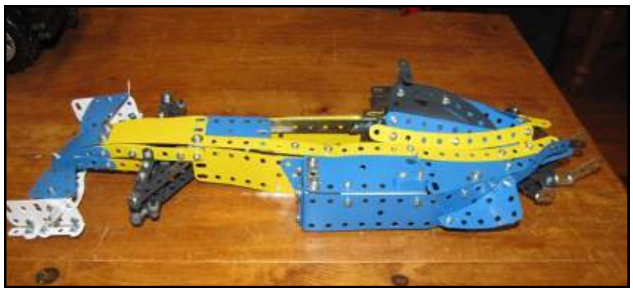
Models:

Keith McCallum displayed the Remote Dune Buggy made from a Meccano Kit but he has not yet tried out the remote control supplied. He also had under construction a Formula I Renault from the Meccano kitset.

Lou Nichols exhibited a Meccano Clock based on a clock by Jean Puiforcat. The original design by Puiforcat and is a release of a 1932 Art Deco

Keith's dune buggy.

design by French sculptor/silversmith Jean Puiforcat. Made of polished palladium – coated brass + white marble, the timepiece stands 12" tall



and is available in a numbered edition of 50. It costs $46,000.00. Lou brought along his parallel Watts steam engine that he displayed at the Pukekohe Convention.

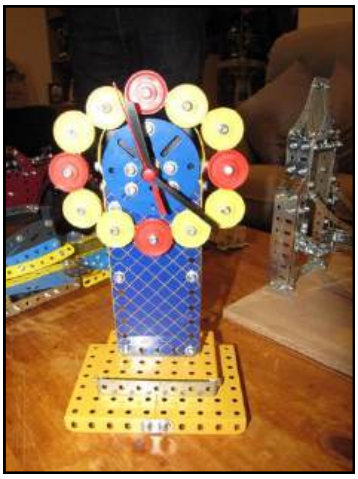
Lou's steam engine.

Max George showed the special edition London Tower Bridge that his daughter-in-law saw in an op-shop and bought it for him. This is the same model that someone else displayed at the Convention in Pukekohe.

Reg Barlow had a very interesting model of an aeroplane that flapped its wings from the Crazy Inventors set. It was a very impressive model. He also had a loving couple.

Film:

Keith and Stan helped in a movie "Bird Song" that required some Meccano models. Stan provided a cyclist riding around a disk and Keith had his set 10 merry-go-round. For their troubles they were invited to the premiere of the movie made by students of the Whiteria School as part of the NZ Film and TV School.



Magazines:

Stan handed out some magazines from other clubs around the world for us to look at.

2015 Convention:

Progress is being made on a venue and further information will be given at a later date.

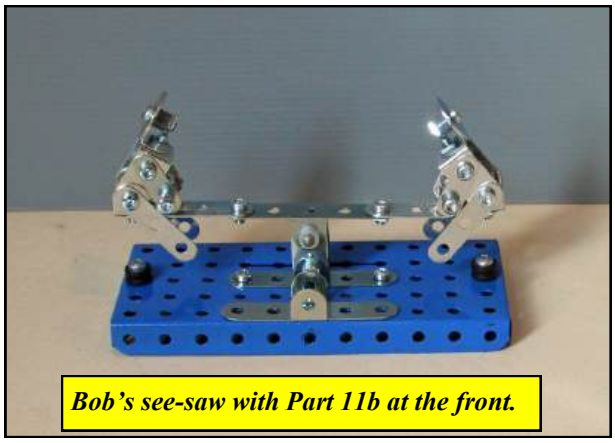
Max's Special London Tower Bridge.

Reg's flapping wing aeroplane.

MWT CLUB TOUR of 8th JUNE 2013

Scribe: Robin Rye, Photos: Bruce Geange

Bob Prescott showed a new small multimodel kitset assembled motorbike that contained some new parts. He also had made a small see saw model that used part 11b. 11b had some members scratching their heads! Bob also relayed his research into the biplane aeroplane in the *TinTin* series. Most of us with some limited knowledge thought it likely to be an Otter. Bellanca Pacemaker is the prototype that the model is based on and equipped with a Packard Diesel engine of 225 horsepower.



Bob's see-saw with Part 11b at the front.

John Freer had 2 brick lifter models. One was a see-saw type that relied on the clockwork motor to slightly move a counter weight and the other was a straight out brute force winch lifting, via a derrick. Both lifted the brick. John's meeting challenge model was a mobile crane. He used every part available. He incorporated lifting and luffing, steering and forward propulsion. The propulsion was achieved by using the available spring and string to wind up the axle on the main wheels.

Bruce Geange produced a luggage trolley as his challenge model. Not all available parts were used. He also showed a small motorised model of a *John Deere* crawler tractor. A neat model in the traditional Bruce way.

Robin Rye had 2 made up models from current sets. One was a Turbo Racer and the other was a small tractor. Also on display a 1977 *Texas Toy* catalogue from Gunnar Berger & Son of Eltham and a *Du-Bro* aero modeller's catalogue. Robin showed again his Caterpillar Challenger tractor for the model challenge. He did not want it entered for judging as it is the same model that he produced for the last model challenge held using the same parts list.

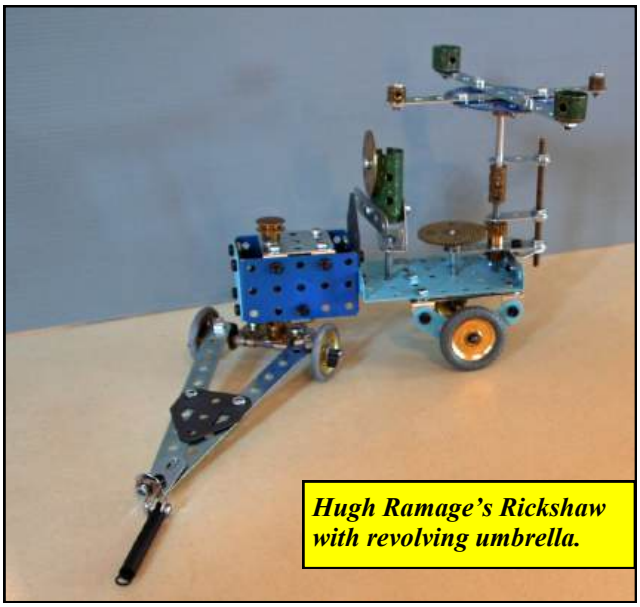
Hugh Ramage produced a pull-a-long the floor rickshaw with a revolving umbrella as his challenge model. Not all parts were used. Hugh showed the final version of his French Knitting Machine. Brilliant in this reporter's opinion.

Paul Vodonovich showed us a Random Designing Machine he had made using plans shown on page 384 of a Meccano Magazine (perhaps 1955). In the Meccanograph tradition of a pattern being drawn on paper, the Random uses a finger propelled pendulum to make a pattern.....guaranteed never to make any two patterns the same. Paul's model challenge was a Dinosaur....not all available parts were used.

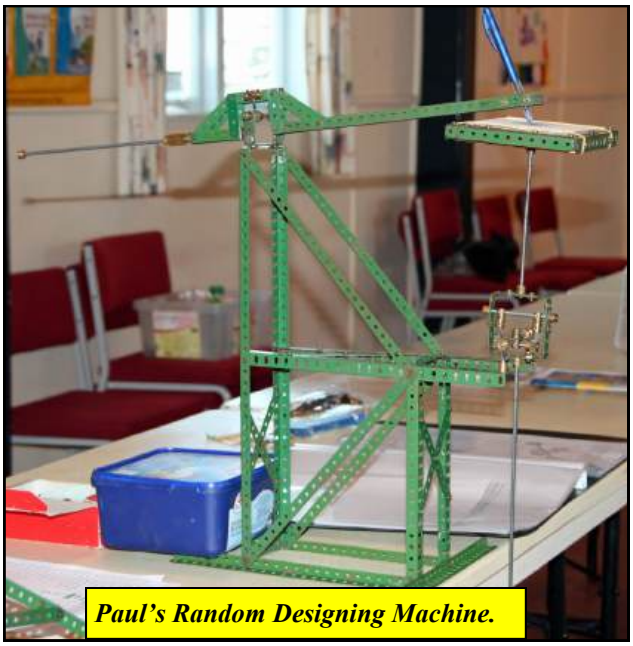
Tom Pittams had a live steam 0 gauge train set on display. The wheels of the locomotive had recently been replaced due to zinc rot of the previous wheels. However, a live steam demonstration was not forthcoming due no doubt to personal and property considerations and regulations. Tom received a round of applause for the speed at which his second brick lifter moved the brick. A gantry was arranged over the top of a stack of plastic cartons. A string was arranged over the gantry to the brick on the floor. The other end of the string was on a counterbalance at the top of the carton stack. The clockwork motor once energised released further weights off the gantry onto the counter weight....and.....zoom...did that brick shift!!

Tom and his first Brick Lifter.

Tom's first brick lifter moved the brick at a much more sedate speed. It consisted of a long somewhat fragile rocking beam. One end had the brick attached near to the fulcrum. The other far away end had a clockwork motor arranged so that when energised it pulled itself further away from the fulcrum until its weight was transferred sufficiently to raise the brick.

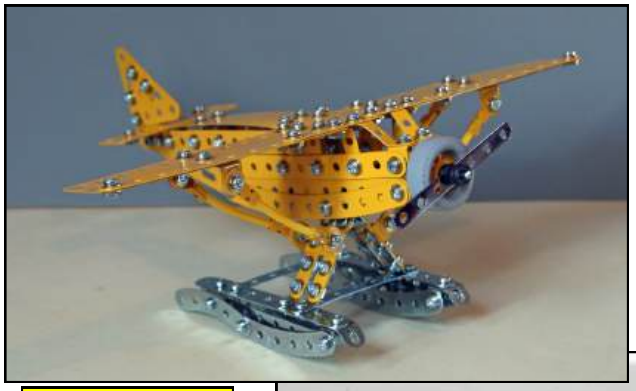


Hugh Ramage's Rickshaw with revolving umbrella.

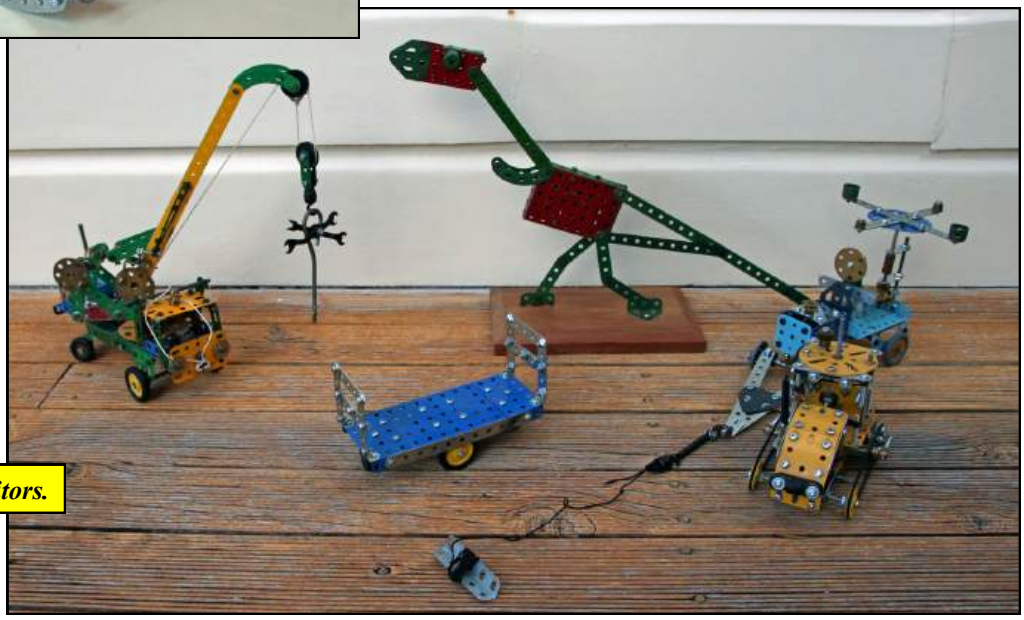


Paul's Random Designing Machine.

John Freer's competition mobile crane.



Bob Prescott's Tintin seaplane.



All the competitors.

NZFMM by Peter Hancock

Have you ever thought what led to the formation of the New Zealand Meccano Federation of Modellers?

While looking for a specific piece of information relating to the start of our highly sort after NZFMM magazine and the national Meccano group that New Zealand based subscribers automatically belong to recently, I thought it necessary to go back to the very first newsletter (**volume 1 number 1**) printed on the 4th of June 1976 by the Wellington Meccano Club (WMC) named the "RAG". As I began reading I became aware of the wealth of information that these papers and documents contain so I have kept on reading and the following notes are bits taken from these archival documents. I do hope that you find this journey of rediscovery as interesting as I am.

The first issue: This single typed page opened with an apology from Editor **Don Blakeborough** (recently deceased – refer volume 36 issue Number 4 November 2012) regarding the very old type writer he was using which he said was responsible for all faults such as "spelling, typing and other errors" that might be found in this and future newsletters?

At that time the WMC were meeting twice a month on the first and third Friday evenings at 7.00pm. The annual Club subscription fee was: Junior up to 14 years $2.50; Senior's still at school or college $4.00; Senior's 15 years and over $6.00; and supporting members $3.00. Supper charges were 10 cents for the first two levels of membership with the rest paying 20 cents! The cost of the clubrooms rented from the railways was $1.00 per meeting.

Volume 1 number 2, dated 18th June reported that the local Meccano supplier Modelcrafts & Hobbies Ltd had shortages or were out of stock of some 23 parts (the individual part numbers were quoted) and would be for some time until Meccano Ltd [UK] could catch up. On the other hand there were some sets available locally being 4EL; 5ME; Electronic control and Elektrikit. Don listed possible sources of parts as being *MW Models* in Reading Road, Henley on Thames, *Bunkers* in Hastings and *Terrys Dunedin Ltd.* There were some Meccano magazines available to buy or swap and that the club had recently visited the Central Fire Station for a tour when part way through the tour the group suddenly after a flurry of activity and noise around them found themselves left all on their own when a fire call occurred.

Volume 1 number 3 dated 2nd July had a logo at the top for the first time. The first mention of **Stan Baker** is noted when he spoke to their last meeting about a range of parts that he had made and displayed. It was reported that the parts were of high quality and he was extolled to keep up the good work. MW Models was mentioned again as Don had just received an order of parts that had only taken 8 weeks to arrive from date of order.

This issue contained a quiz with the answers to be revealed in the next issue. The questions and answers to be revealed in **volume 1 number 4:**

1. What is the longest current piece of Meccano? *[Part # 162B Boiler without end. Did you get it?]*

2. Mechanics Made Easy was the forerunner of Meccano but in what year was Meccano started? *[Meccano was patented in 1907.]*

3. What is the most useful Meccano part? *[Nuts or bolts. Nuts fit 14 different parts while the bolt will screw into 67 different parts.]*

4. What part is Friday's Menu? *[Part #10 the fish-plate.]*

5. What part weighs exactly one ounce? *[Part #1 the 12½ strip.]*

Issues number 5, 6, 7, 8, contained chatty news, reports of visits to various organisations and a range of mind stretching puzzles. **Lou Nichols** [Club Secretary] was being mentioned more regularly as he obviously played an integral part in helping with the general running and management of the club and the growing membership.

Volume 1 number 9 dated October 15th provided a report on the arrangements being made to exhibit an array of member's models at the *Tui Glen School* at Stokes Valley on Saturday the 6th and Sunday 7th of November subject to transport and help being arranged. The models would be displayed from Monday 8th November until Friday 19th in the show room window of *Modelcrafts & Hobbies* located in Farrish Street.

Volume 1 number 10 dated November 5th opened with the heading "Exhibition 'MECCANO'". Obviously circumstances had changed and the "Exhibition" was now to be held at Broadlands Finance Ltd in Featherston Street. Broadlands were to help run the exhibition.

Modelcrafts & Hobbies Ltd had donated a Number 1 set as a prize and a Senior and Junior model competition was under way.

The general public were being encouraged to vote for the best Senior and Junior model and to estimate how many parts were contained in the models they chose. The member of the public who had voted for the winning model and most closely estimated the number of parts that the model contained would also win a prize.

This newsletter mentioned that Mr & Mrs Robbie Neilson from New Plymouth had visited Don during the previous labour week end and that **Bruce Neilson** had joined the WMC as a supporting member. Mention was made of a Chinese 'Meccano' type set named "Construction Builder" that Don had purchased at the discounted price of $5.99 [originally priced at $8.50]. Don had evaluated the parts and believed that the parts were of a value in excess of $15.00. He said most of the parts were compatible except for the metric bolts and nuts and that "the set was almost identical to a Meccano No. 1 set". Don advised that he had received a brochure in the mail advertising "BUZ" BUILDER sets for sale from $9.00 to $25.00 and that they were available at Public Investment Stores.

Volume 1 number 11 dated November 17th reported that the Meccano Exhibition had generated a good response. Mention was made that WMC had been invited to display Meccano Models in the Wellington Town Hall early in May of the New Year [1997] at a new venture being planned and promoted by the Wellington City Council specifically for hobby clubs. Details of the upcoming Christmas break up party were listed. Don reminded members that new committee members would be required at the next annual meeting and that Secretary Lou would be involved in other activities in the New Year and would not be available to act as Secretary going forward. Don mentioned that he would likely stand down from the role of President in the New Year. There were a selection of new quizzes and puzzles included.

The final edition of **Volume 1 number 12** dated the 3rd of December covered off the club going into recess for Christmas after the final meeting of the year to be held on the 17th December and advising that the first meeting of 1977 would be February 18th at 7.00 pm. Members were advised that there would be a Meccano Display in the Wellington Public Library from February 28th until March 11th and to keep this event in mind as the Club would require all available models for the event. The first picture displayed in these newsletters was included in this 12th edition showing the Model of the *"GREY RIVER GOLD DREDGE"* built by **Blake Huffam**.

More to follow.

You will notice that there is no **Auction Page** in this issue. That is because **John Hansen** (Cairns, Australia) has decided to retire from producing this page.

John tells me that he had been producing his Ebay page since February 2002 after talking to the then editor **Bruce Neilson** in Palmerston North. Bruce thought an auction page to be a great idea and it developed from that meeting.

I would like to publicly thank John for his considerable efforts over the last 11 years and hopefully someone out there will offer to take over producing the page. Please contact the editor.

The AMG would like to thank **John Jordan** who specially made the trip from Inglewood to the Easter Convention to help out with the organisation.

Submitted by **Gary Higgins**, Meccano used in advertising:

New Zealand Club Diary 2013

Auckland Meccano Guild

President: David Wall, Tel. (09) 426 1965

Secretary: Peter Hancock, Tel. (09) 535 5355

Meetings at 2pm on second Saturday every third month. The next meeting will be held on **Saturday 9th November** at Les & Shirley Megget's, 231 Opaheke Road, Papakura starting at 2pm.

MWT Meccano Club

Chairman: Chris Morton
Vice Chairman: Robin Rye
Secretary: Daryl Anderson, Tel. (06) 278 7666

Meetings at 2pm. Next meeting: **Saturday 12th October** at St. Luke's Church Hall, Corner Cornfoot and Manuka Streets, Wanganui.

Wellington Meccano Club

President: Campbell Morrison, Tel. (04) 528 8624

Secretary: Simon Moody, Tel. (04) 528 3032

Contact: Lou Nichols, tel. (04) 297 1515

Meeting at 7:30pm on first Friday every second month. Next meeting: **Friday 6th September,** probably at Paraparaumu.

Christchurch Meccano Club

President: Neil Pluck, Tel. (03) 389 8134

Secretary: Roland Jaspers, Tel. (03) 358 1357

Meetings at 7:30pm on first Friday every month (except January) at Papanui RSA Club, 55 Bellvue Ave or No. 1 Harewood Road, Christchurch.

Additional Meccano Contacts

Hamilton: Don McClelland, Tel. (07) 843 4198
Hawera: Daryl Anderson, Tel. (06) 278 7666
Kapiti Coast: Bob Prescott, Tel. (04) 905 2963
Napier: Trevor Adam, Tel. (06) 843 4837
Palmerston North: Bruce Geange, Tel. (06) 357 0566
Nelson: John Stark, Tel. (03) 545 1025

Articles, etc. for the November 2012 issue of NZFMM Magazine should be sent to Les Megget before the 10th November 2012.

Back Numbers: NZFMM Magazines from April 2001 are available. Please contact Bruce Geange.

Buy, Sell, Auction & Exchange

Advertisements in this section are free.
First insertion will be printed in full.
Subsequent identical insertions (max. 1) may be abbreviated to fit space available.

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- Parts fitted with miniature roller bearings.
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- Variable Power supplies.
- Wireless remote switches (on off and forward reverse).
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If you need a new Meccano related item, chances are that others will too, so ask.

Money back guarantee if not satisfied.

Price list in PDF, Excel or by printed copy (30 pages) . Stan reports that Ashok has recently revised all his prices and Stan is working on a new price list, which will include about 60 new parts.

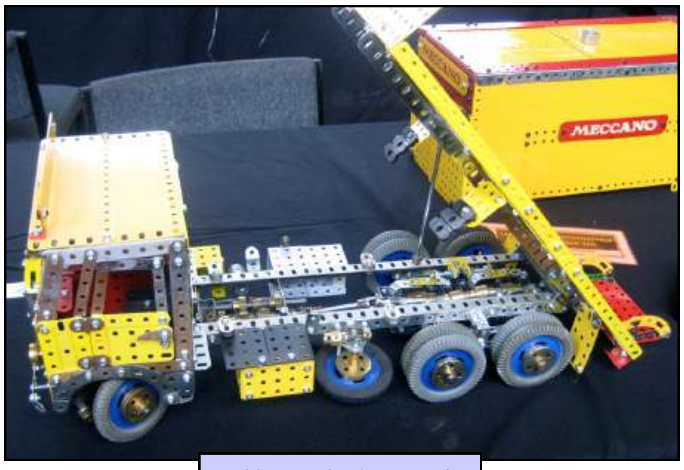
Contact Stan Baker nzmeccanoman@gmail.com
Phone +64 4 566 7150 Evenings or +64 21 421 750 mobile

****

Meccano for sale

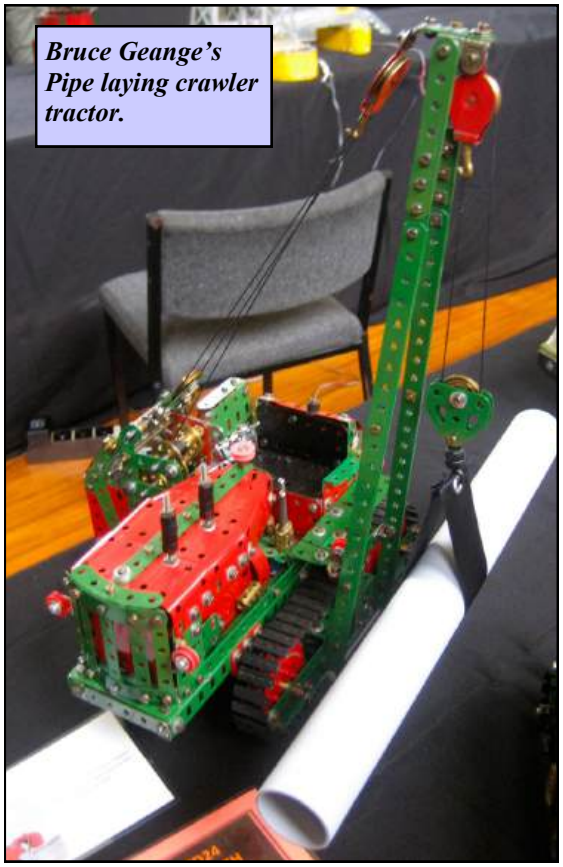
Marty Turnwald (mturnwald@bluewin.ch) has a large box of used, mainly 1950s medium green/red Meccano for sale. Quite a bit of brass bits and a long blue sideplate electric motor and controller. Open to offers.

More models seen at the 2013 Easter Convention



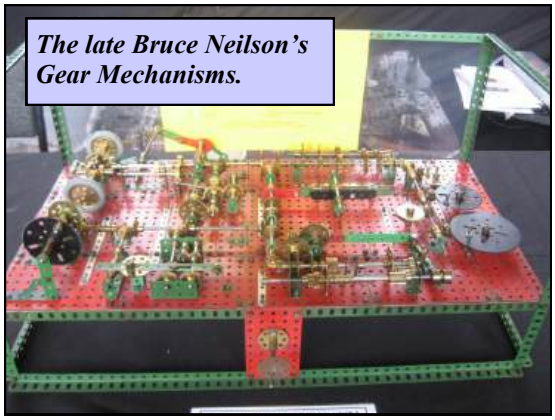
Robin Rye's 6x4 truck.

Brian Hickson's set 9 truck.

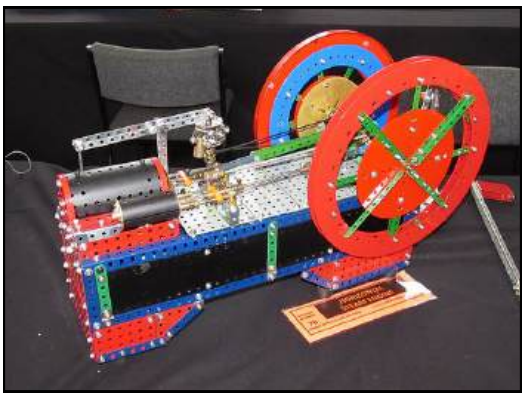


Bruce Geange's Pipe laying crawler tractor.

Graeme Humphries' Double Flyboats.



The late Bruce Neilson's Gear Mechanisms.



Horizontal Steam Engine by John Freer.