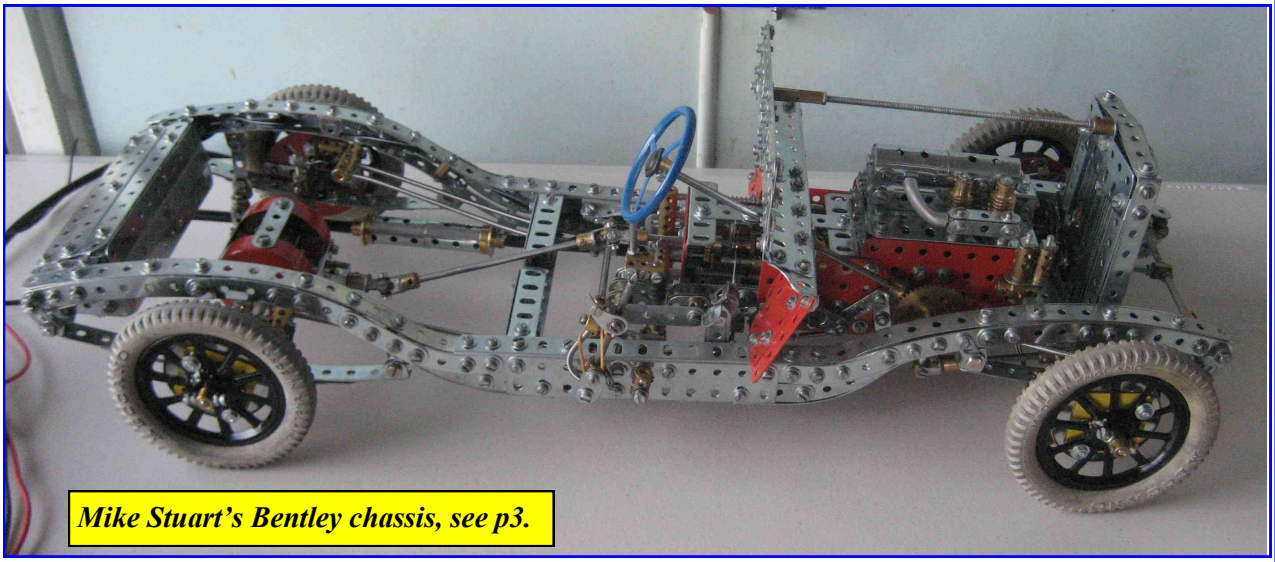
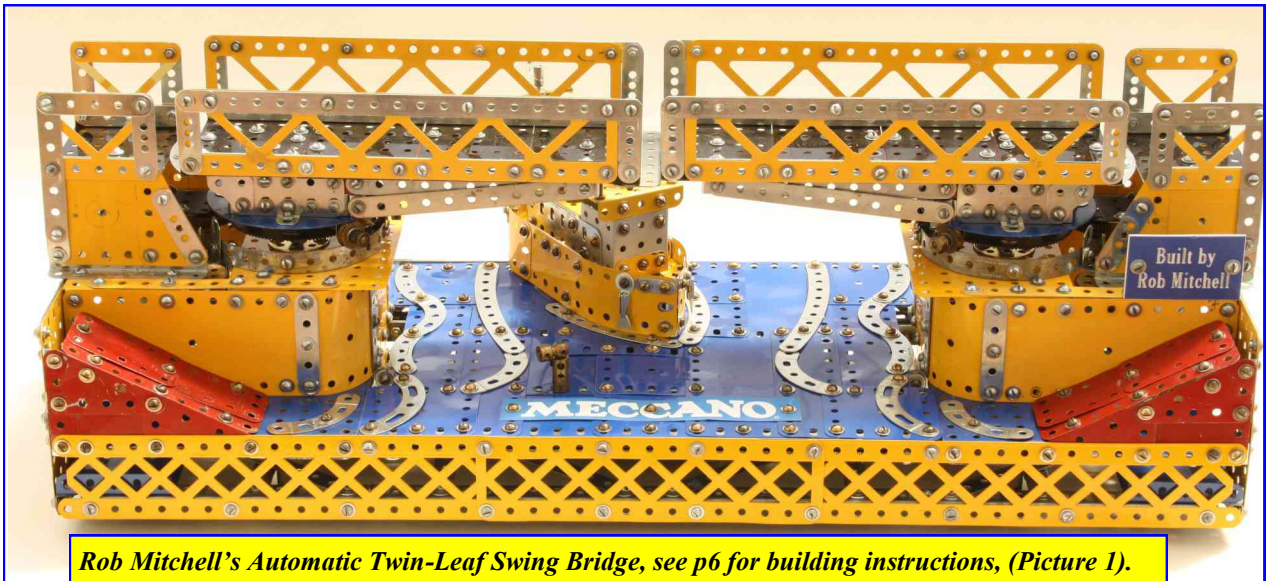
NZFMM MAGAZINE

Volume 38, No. 3 **August 2014**



Mike Stuart's Bentley chassis, see p3.



Rob Mitchell's Automatic Twin-Leaf Swing Bridge, see p6 for building instructions, (Picture 1).

Also in this issue:

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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

SkegEx has been and gone at Skegness (UK) for this year and by all accounts it was a great show with the largest paying walk-in crowd ever. Meccano's new owners *Spin Master* had 3 representatives there from Canada and spoke at the dinner. Their message appears to be 4-fold:

1. Concentrating on expanding distribution globally.
2. For the second quarter of 2015 on there will be improvements to products, new materials and designs, new parts treatment, etc.
3. By the end of 2015 they will be launching a whole new updated version of Meccano to include mechanics, electronics and programming.
4. They are actively reaching out to Meccano societies and communities mainly via the internet.

These goals were sent to many of us by Stan Baker in late June. I refer you to that email for a full account of Spin Master's future aims.

Talking of Stan, see p16 for his update on the organisation of next Easter's Convention in Wellington. There has been a change of room at Te Papa for our display but it is about 3 times larger than the original first floor space. I hope many of you are constructing models for this event.

There are a lot of Eiffel Towers being constructed currently, including large ones by Peter Hancock and Stan. Peter's had pride of place at the successful AMG Bastille Day display in Remuera last month (see p14-15).

My thanks to those who have provided articles for this issue, namely Mike Stuart, Rob Mitchell (Sheffield Meccano Guild), Peter Hancock, Bruce Geange, Henry Porter and the club report writers. As per usual I have nothing in the editorial in-box for the November issue, so please keep those articles and images rolling in.

Les

Contents

Motor Chassis (Super Model 1A)

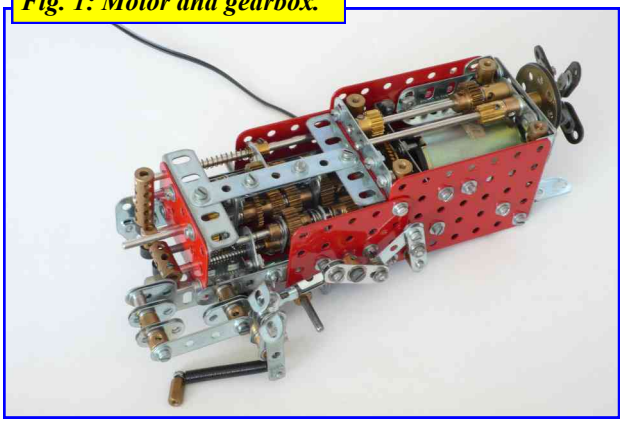
by Mike Stuart

I recently built the Bentley Motor Chassis from the Meccano Super Models book and thought the modifications I made may be of some interest to other modellers.
The main changes I made, which are explained below are:

- Narrowing the front wheel track
- Fitting spoked wheels with brake drums
- Improving the efficiency of the footbrake
- Providing a working handbrake
- Fitting an all-bevel differential

Not having an E1 Electric Motor, I needed to redesign the motor housing and clutch to accommodate my *Rip Max* motor (see Fig. 1) and I also beefed up the bearings in the gearbox and of the axle holding the 1½" bevel gear of the steering. These changes are not detailed in this article.

Fig. 1: Motor and gearbox.



Looking at Fig. 4 on page three of the SM Leaflet, one can see how far apart the wheels are at the front of the model. This was easily reduced by overlapping the 2½"Curved Strips 3 holes instead of 2 holes at each end of the 5½" Girders of the front axles. Steering lock may have been impaired by this change but only marginally. There were no problems connecting the steering linkage with the reduced track.

Undoubtedly the biggest improvement to the model is the replacement of the 3" Pulley wheels with spoked wheels. But then the problem arises of how to attach Wheel Flanges to the spoked wheels. Fig. 2 shows my method. The spoked wheels are bolted to 1½" x 1½" Flat Plates by two ⅜" Bolts with their heads filed thin (to minimise clearances). A small plastic spacer and washer are fitted on each bolt as in Fig. 2. The flat plates are in turn bolted to the wheel flanges with a spacing washer on each bolt. Again the heads of the two bolts are filed thin as can be seen in the wheel flange in Fig. 3.

Fig. 2: Rear right brake and wheel.

The redesigned foot and handbrake could lock the wheels when the model was pushed on the floor. The brake pads were bolted to the end holes of 1½" strips lock-nutted at their other end to the original face plate. The arrangement is shown in Fig. 3 and 4. In Fig. 3, a pair of face-to-face Fishplates can be seen bolted to each 1½" Strip to provide a better bearing for the ⅜" Bolts on which the strips pivot. The pads were cut from 10 mm OD rubber tubing (with a convenient ID of close to 4 mm) to a length of about 5 mm. I'm not sure where I got this from, sorry. Fishplates, held by the same bolts as the rubber rings, press against the prongs of a male Dog Clutch on a short rod so that when the dog clutch is rotated anticlockwise (in Fig. 3), the pads are pushed outwards against the wheel flange brake drum. Fig. 4 shows the inner end of the short rod, held in place with a Collar. It is pivoted in a next-to-centre round hole of the face plate reinforced by a short Crank bolted to the adjacent outermost hole of the faceplate. This bolt is screwed into a Collar which holds the brake cable sheath in place. The brake is activated by a narrow Fishplate positioned as shown in Fig. 4. (The narrow 1" x ½" Angle Bracket seen in Fig. 4 is there to strengthen the connection between face plate and stub axle coupling.)

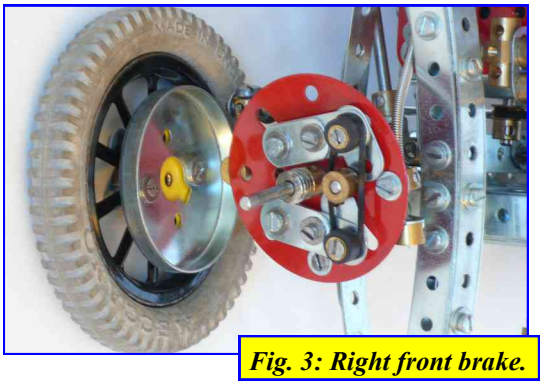


Fig. 3: Right front brake.

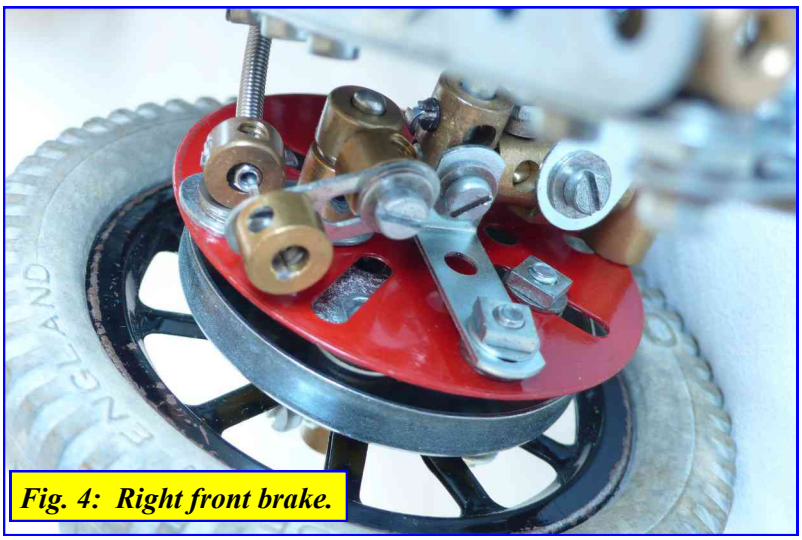


Fig. 4: Right front brake.

through a Meccano hole. For the activating cable running inside the sheath, I first used 0.45 mm nylon fishing line (which was retained on the handbrake system), but ended up using 1.10 mm line on the footbrakes. Unfortunately, I found with either line size I could not get all four wheels to be braked without a large amount of pedal pressure (I filed flats on two axles carrying most load). I eventually settled on just having front foot-activated brakes with the rear wheels hand-braked. Thus the two sheaths heading from the central foot brake "distribution" point to the back wheels have no fishing line inside.

Activation of the brake is by Bowden cable. Fig. 5 shows the model's underside and the 4 cable sheaths (2 to the front wheels and 2 to the rear wheels). Instead of Meccano Spring Cord, I used curtain cable readily available from Mitre 10 or fabric shops for around $1/metre. With the white vinyl covering removed the cable fits easily

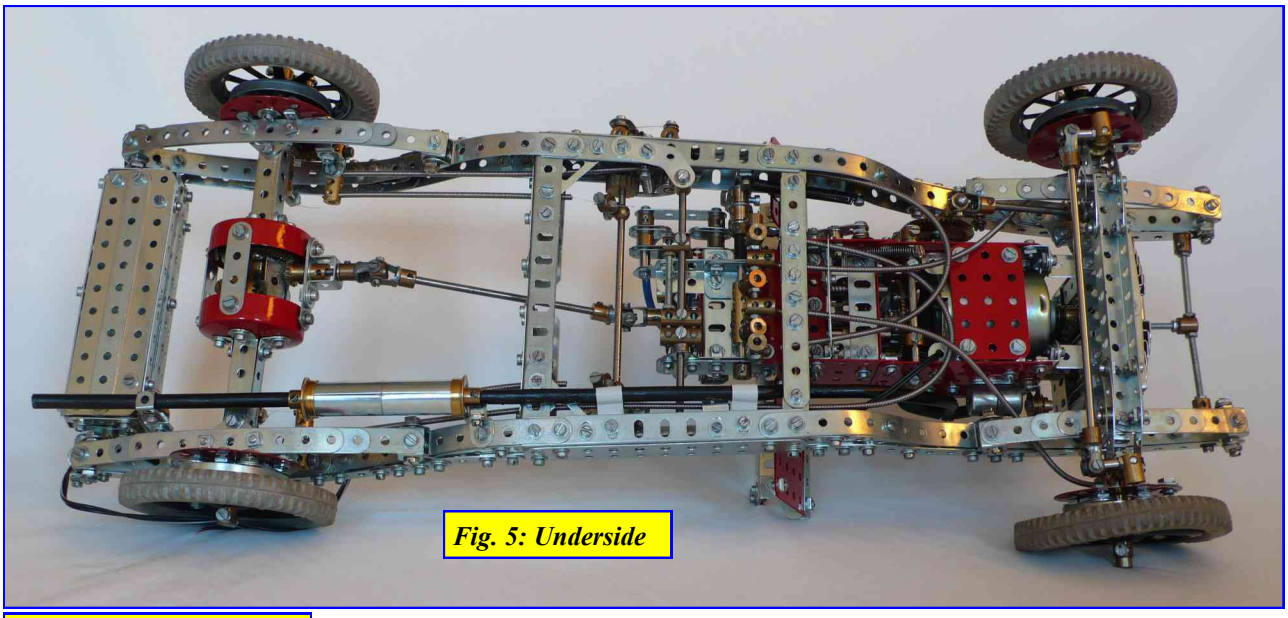


Fig. 5: Underside

Fig. 6: Handbrake lever

The handbrake is shown in Figs 6 and 7. It's not very pretty and has a home-made pawl without boss (with its two holes further apart than on a Meccano Pawl to give a greater "throw" to disengage the pawl with boss from its ratchet shown in Fig. 7). In hindsight a Meccano Pawl possibly could have been used on the handbrake handle. The handrail coupling seen in Fig. 6 is one of Jeff Clark's with two useful features – the smooth bore is parallel to the tapped bore across the base, and the base itself is tapped so a grub screw could lock in place the short length of curtain cable seen in the two photos. The short rubber band is to help return the pivoted pawl without boss to its lower position. The pawl of the ratchet also has a spring to maintain engagement.

I first developed the all-bevel differential (Fig. 8) many years ago (NZFMMM Oct / Nov 1986) but it's worth showing here again. Its critical part is a bent 3½" Strip. (bends are across the middle of the 3rd and 5th holes). The ends of the strip are filed almost to the end holes so the strip does not foul the second ⅞" Bevel. The "prongs" of the bent strip

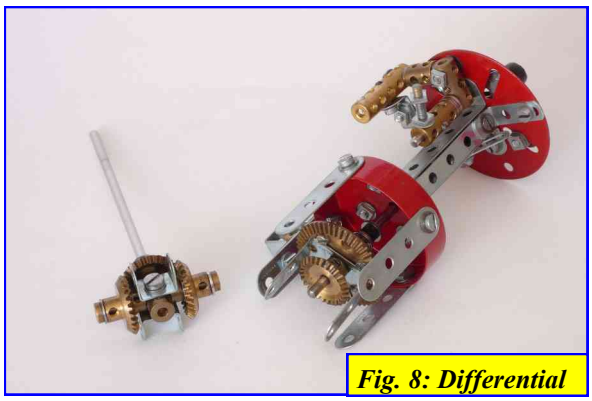


Fig. 8: Differential

fit between the lugs of the double brackets secured to the central coupling by a pivot bolt. The conveniently small heads of four set screws (PN 69) bolted to the 1½" Bevel Gear locate the 3½" Strip preventing any relative movement between the two parts. Spacing washers here and there ensure very smooth running of the differential.

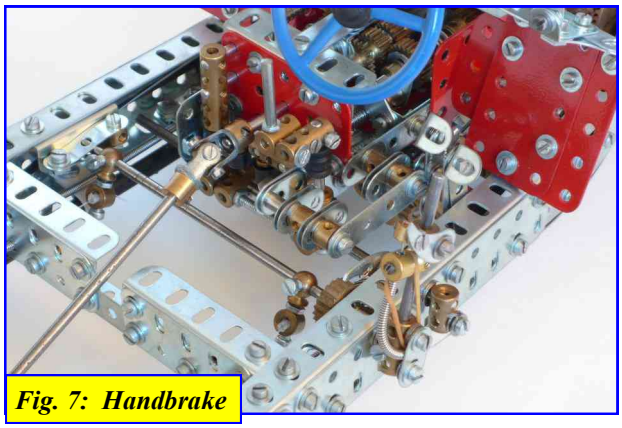
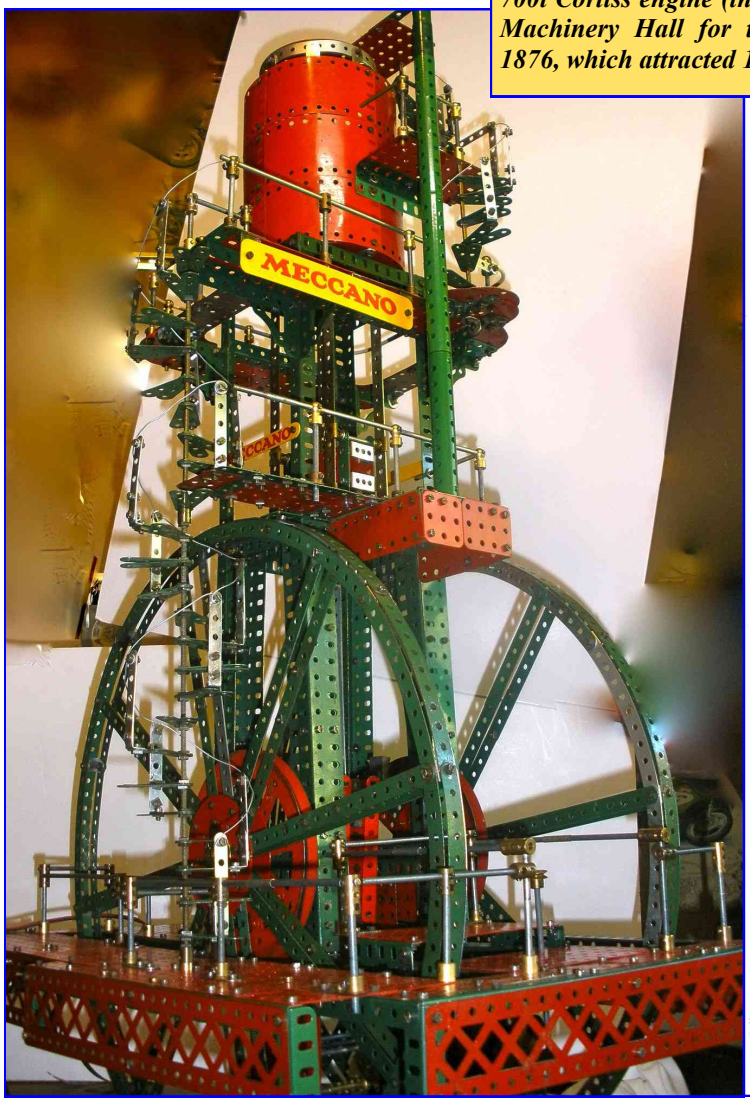
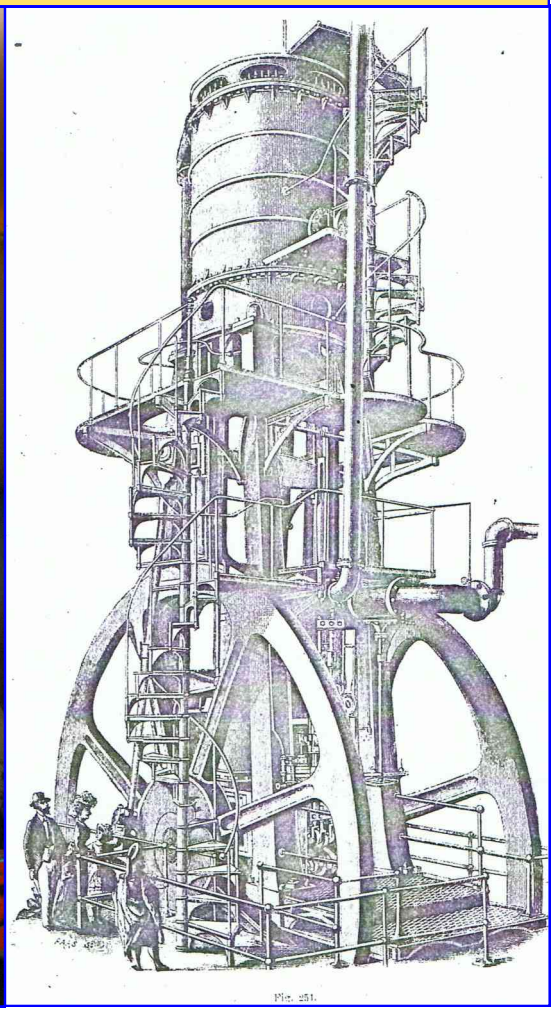


Fig. 7: Handbrake

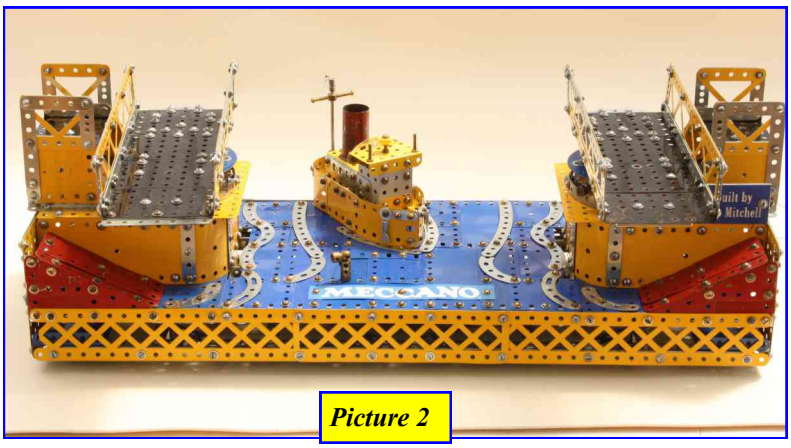
Henry Porter's model of a Corliss vertical steam engine made especially for a World Fair or some such. Prototype to the right. The size can be seen by the figures at the bottom left. Google tells me a 700t Corliss engine (the world's largest) produced all the power in the Machinery Hall for the Centennial Exhibition in Philadelphia in 1876, which attracted 10 million visitors. Photo by Gary Higgins.





An Automatic Twin-leaf Swing Bridge

by Rob Mitchell
(Sheffield Meccano Guild)



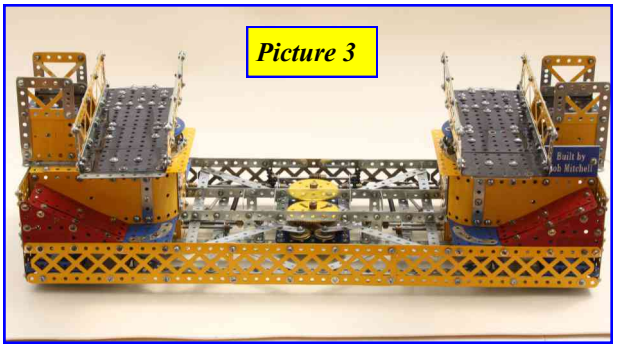
Picture 2

There are two stories behind this model. The first concerns the Sheffield MG's adjacent Meccano club, the North Eastern MS. At their meetings, they usually have a theme and in January 2014, it was 'architecture' so for the next meeting in March, I built a shaped box that looked vaguely like the standard building used by the European supermarket chain, Lidl. It was considered the best so I was invited to choose a topic for the subsequent meeting and decided it was to be bridges, moving types in particular. Picking a theme then not participating simply isn't done so I first produced a simple fixed 12½"-long span over a churning 'watercourse' made from blue unsteadily-rotating 3" Pulleys and a Face Plate then called it a 'Bridge Over Troubled Water'. This spawned a larger model of a moving bridge which is the subject of this feature. Les Megget now becomes implicated (!) after seeing a picture of it at the SMG's April meeting. Before I describe it more fully, the second story explains the frenetic Meccano activity - a long period away from work due to injuries. As mobility improved, comfort for a decent session in the Meccano den also improved and building proved an excellent mental & physical therapy.

The following is not intended to be building instructions although there may be sufficient pictorial and text detail to enable a rebuild of sorts. Instead of recounting it bolt-by-bolt, I have opted to add some description to each picture.

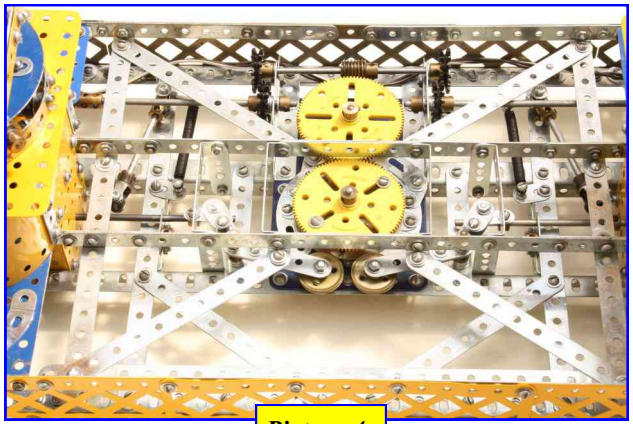
Picture 1 (See Cover) is of the whole model from the front with spans closed despite *MS Blob* approaching; at the front is the periscope of submarine *HMS Unseen*. Twin-leaf swing bridges are rare beasts and this one was inspired by the structure spanning the River Esk at Whitby, a fishing port in north-east England. Although there are many pictures of this bridge on the Internet, please do not compare them too closely to this model! It uses several different Braced Girder lengths and the single-strut, open-ended 2½" varieties on the approaches are more air than metal.

Picture 2 has the spans fully open - the right span always leads the sequence of open, short dwell, close, long dwell, repeat.

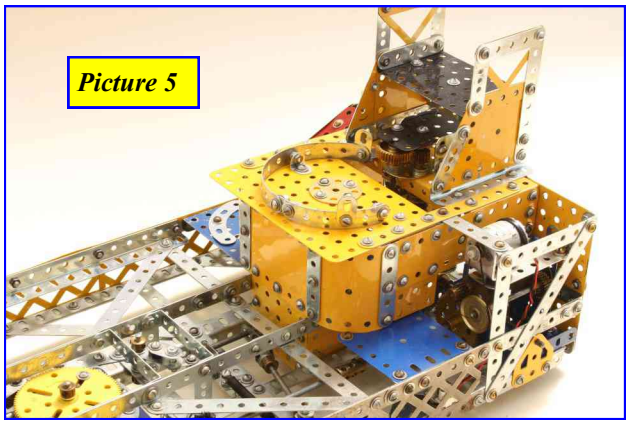

Picture 3

Picture 3 has the lift-off 'water' has been er, lifted off to reveal the 'submerged' mechanical 'brain', a built-up three-radius cam with two followers, one per span. The follower's angular offset dictates the lag time of the left span behind the right.

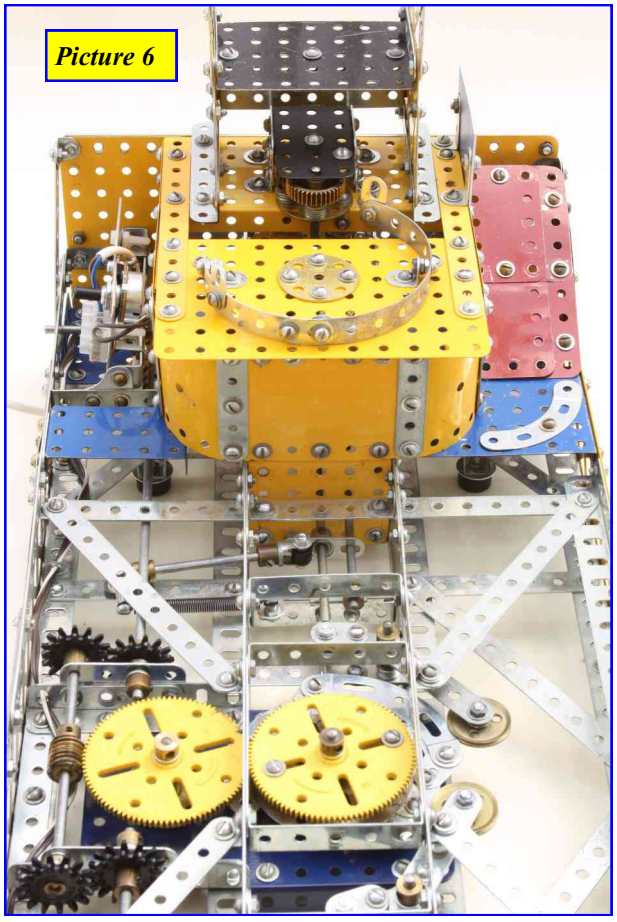
Picture 4 better shows the automation's heart. The drive comes in from the Worm at the top centre, the first plastic 95t Gear is an idler and keyed below the centre 95t Gear is a Face Plate with Curved Strips with angled Fishplate 'ramps' forming the cam profile. Both 95t Gears run on fixed axles, the Multipurpose Gears at the top lead to each end and the 1" loose Pulleys are the cam followers. I like to add lots of triangulation to my often-transported models and 5½" Strips in 3-4-5 triangles are ideal.


Picture 4

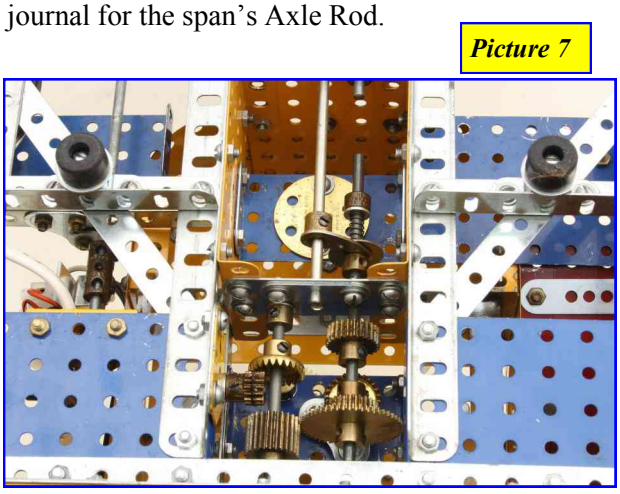
Picture 5 is the rear of the left pier with its span lifted off. Below the blue 2½" x 2½" Plastic Plate can be seen a Coupling; this on the same shaft from the left-hand pair of Multipurpose Gears seen in the previous picture and it carries the 60t Gear behind the 1" Pulley taking the drive from the small motor. Beyond the Gear, 26t Bevels send the drive under the pier. Beyond the curved Strips forming the span's track is a 38t Gear which is the final drive to the span and it is mounted in a rigid housing.



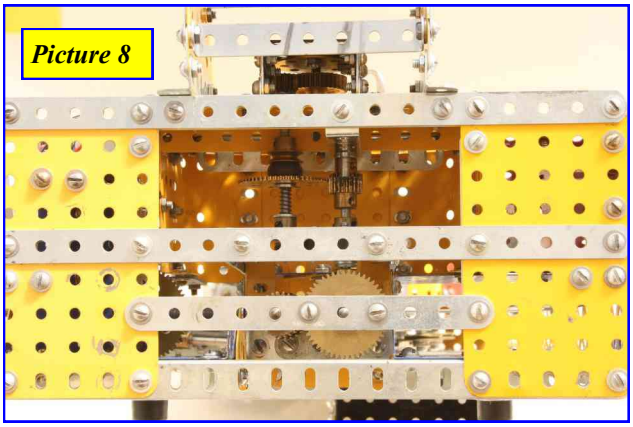
Picture 6 looks down from above the left span to the right pier and now the cam has been rotated, the followers have moved outwards onto a 3" Stepped Curved Strip forming the 'close' signal to each end. As it rotates clockwise in this view, the upper follower to the right pier is actuated first so that span leads the sequence. Each follower is on an angled arm using an Obtuse Corner Bracket then a 1" Narrow Strip link to a centre sliding shaft to the respective pier; it also has a Double Arm Crank seen at the foot of the vertical yellow Flat Plate. The Crank's slot slides on an adjacent Axle to prevent rotation and the other end is gently pushed by a sprung lever to keep the 1" loose Pulley against the Cam. The electrical device on the top left is a variable voltage regulator used to set the model's running speed from a 12V DC supply I send to all models from a single power supply. Under the blue Flanged Plates are two rubber feet to insulate running noise, stop the model moving and protect both model and the surface on which it stands.



Picture 7 shows the rod from the follower as it enters the right pier - the voltage regulator is glimpsed on the left, the Coupling is the incoming drive from the Multipurpose Gears. X-ray vision would show the 26t Bevels behind the Flanged Plate on the lower left which re-enters at the 15t Pinion engaging the 25t Contrate. The 50t Gear slides against the ½" 25t Pinion under the control of the follower rod, they being linked by the Pawl and a Compression Spring is necessary to introduce some resilience and allow the crash gear change to engage without fuss or jamming. The whole lot forms a fairly standard forward-neutral-reverse arrangement with the two 25t Pinions on the 50t Gear shaft alternately or not engaging the just-seen 25t Contrate. Back to the cam, the Face Plate's periphery is the 'open' radius, it making the follower rod move upwards (in this view) to mesh the 25t Pinion nearest the 50t Gear with the Contrate, 2½" Stepped Curved Strips is neutral and the 3" Stepped Curved Strip is 'close'. Is that clear…?! The six-hole Wheel Disc is the lower journal for the span's Axle Rod.

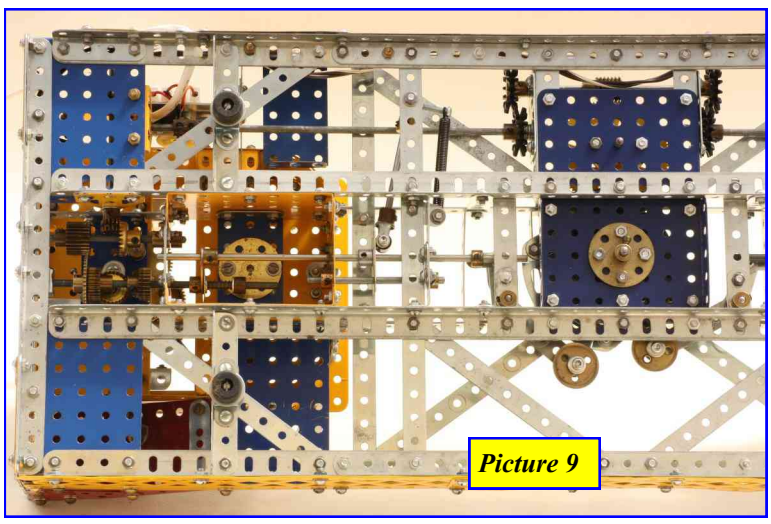


Picture 8 is the left end to show the now-vertical drive in that pier. Using the horizontal 5½" Strip as a guide, from left to right are the 60t Gear forming the reduction from the motor, the ½" face 25t Pinion and the sliding 50t Gear. Barely visible behind the 19t Pinion is another - this is on the vertical shaft from the 25t Contrate, the Pinion pair being there to shift the drive towards the viewer by ½" to the 57t Gear. This Gear is a prewar type with a shorter boss, on which is slipped a small Tyre - part number, I think, is 142l from the 'Concorde'

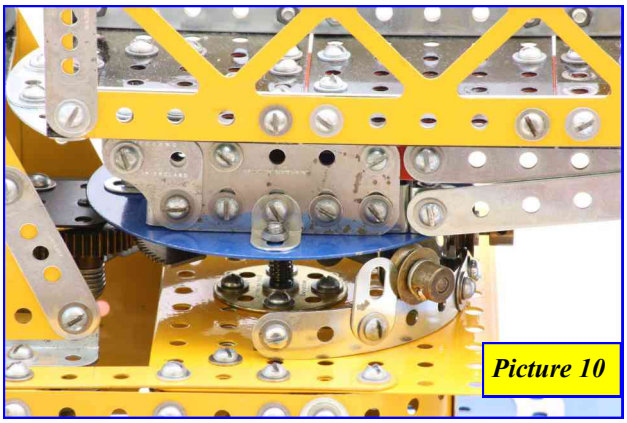

Picture 8

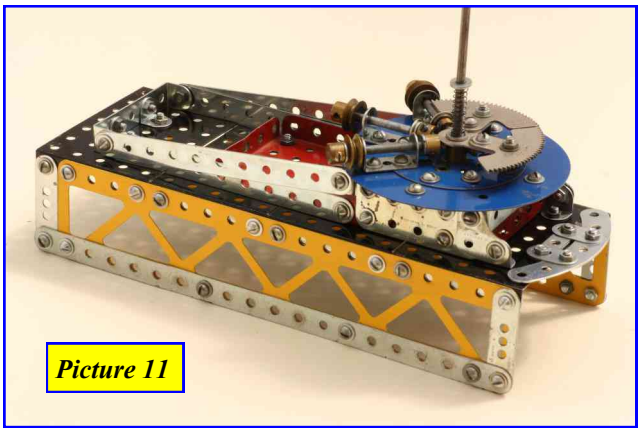
and other sets. Pressed against a ½" Pulley by a Compression Spring, this forms a small slip clutch to allow the cam-selected drive to overrun when the span reaches its limits. On the same Axle and behind the upper 3½" x ½" Double Angle Strip is a 15t Pinion engaging the 38t Gear final drive. One of those happy accidents is that on adjacent diagonal holes, a 15t-38t pair runs very well despite being as good as tooth short for the actual separation distance: 38 + 15 = 53, required separation = 53/38DP/2 = 0.6974" (17.71 mm); from Pythagoras, actual separation = 0.7071" (17.96 mm) which has to be near enough for anybody.

Picture 9 is the whole left underside which should hopefully clarify the gearing and follower layout; the left follower is on the largest or 'close' cam radius, the right on middle or 'neutral'.

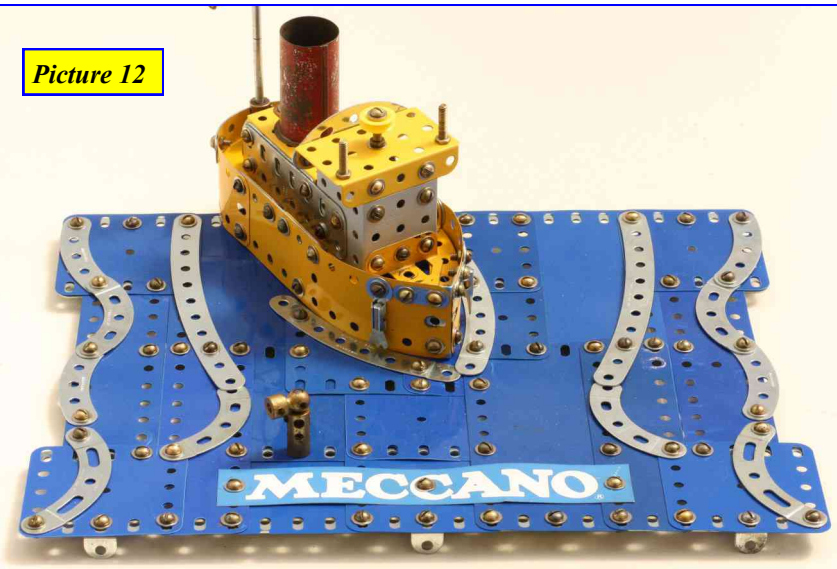

Picture 9

Picture 10 shows the closed left-hand span bearing. Based on a 4" Circular Plate with ½" Pulley rollers below and structure above, the Compression Spring takes some of the weight to allow the rollers to ride easily over a necessary track joint. One of those rogue heavily-dished Washers with the domed side against the curved Strips to preserve the rolled-in shape, is sandwiched between the track and each of the ½" x ½" Angle Brackets fixing it to the pier top.


Picture 10


Picture 11

Picture 11 is of a separated span; left and right are identical apart from the Rack Segments on a Simple Bell Crank are handed. The 129 is a misnamed part as a rack is straight so 'Gear Segment' would be better! The Circular Plate is fixed to the tapered span underside by four ½" x ½" Angle Brackets and the furthest roller Axle is retained by an Aero Collar due to tight a clearance with the Gear sorry, Rack Segment. Rarely-used Aero Collars, Simple Bell Cranks and Rack Segments all in close proximity…! Of greater utility are the 1" x ½" Double Angle Strips; how did I ever build anything before they were introduced?

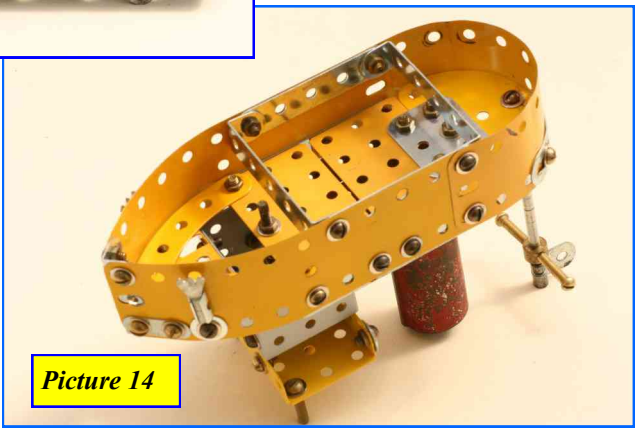


Picture 12

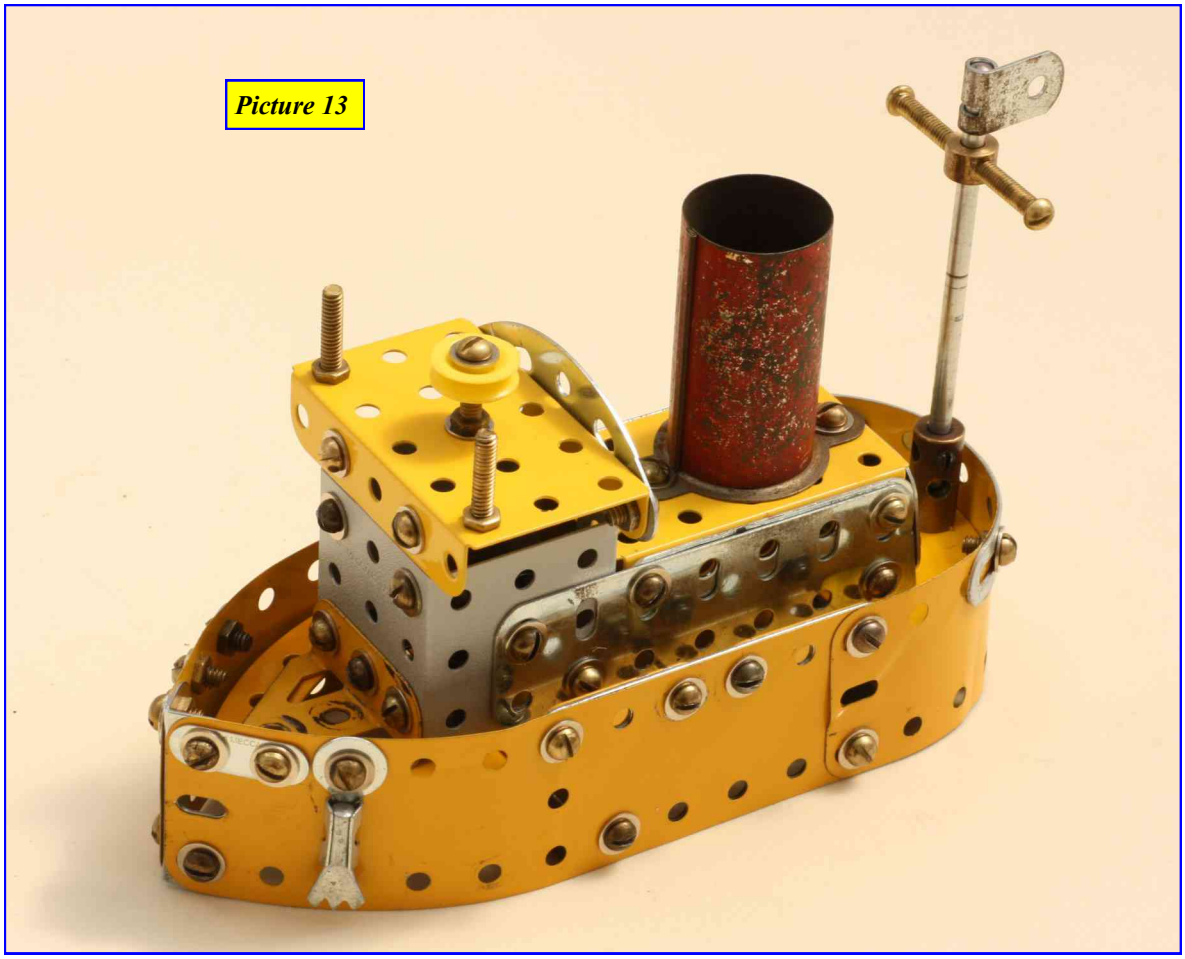
Picture 12 is of the lifted-out 'water'. Left-to-right Strips stiffen it in that direction and the Curved Strips (all standard lengths are here) representing both the current and *MS Blob's* bow wave stiffen front-to back. Each size of blue Plastic Plate were used to fill the area and *HMS Unseen* forms a convenient handle to lift the panel.

Picture 13 shows *MS Blob* and it was a pleasurable object to build in its own right. There is nothing here to challenge the constructor and the second-pattern Ship's Funnel, part 64 before the Threaded Boss was invented, adds to the suite of Meccano parts in this model that don't see much use.

Picture 14 has the upright *MS Blob* turned turtle should you want to build it yourself!



Picture 14



Picture 13

Auckland Meccano Guild Meeting

10th May 2014

Reporter & Photos: Gary Higgins

The meeting took place at the home of **David and Elizabeth Wall** at Orewa.

Les Megget had made up two of the new models from Meccano, the *Mini Digger Evolution* (3200) and the *Chopper Motorcycle Evolution* (4200).

Richard Sealey had brought along three beautiful examples of early flat wing Meccano Constructor sets. He bought them recently from Scotland and will now have a new home with his other aircraft. He had also obtained a Number 4 *Bayko* set, which appeared to be in excellent condition. It had been used but had been looked after.

Gary Higgins had brought his model of the "Bumblebee" Autobot transformer built entirely from Meccano as well as 4 small motorcycles and a scooter from Meccano Design Set 1 (4700) from 2003 and design set 3 (4700N) from 2009. Gary had brought some of the new Gears of War Meccano parts as well as a *Centaur Tank* from the same series.

Mike Stuart had made up a *Bentley motor chassis* similar to those of the supermodel but as usual for Mike it was a piece of art and looked splendid. He had used black spoke wheels with the Meccano grey tyres to good effect. The engine and gearbox were most realistic.

David Wall had a *Congreve rolling ball clock* made originally by Lt. Colonel William Congreve of the Royal Artillery. Plans for this were sourced from *Constructor Quarterly*. David also had a small Guillotine from red and green Meccano. Some novel uses for this instrument were suggested and it is interesting to note that the real version was still used in France up until 1977, so perhaps David has plans for its return ?

Rick Vine brought along a *Minibrix* power station, one of the modern crane-trucks from Meccano's most recent sets Evolution (8200) and a small aircraft based on one of the newer model sets the Multimodel (3555) Rick had made substitutes for the triangular C472 parts which fitted well.

Gerald Hart had brought along his version of a 5 tonne railway service crane and a very nice *Morgan 3-wheeler car* with twin chain drives. An interesting feature of the service crane was that the special bogey supporting the jib could be removed when the crane was positioned to save weight.

Henry Porter had made up a fantasy Orrery based on the one in the film "*Dark Crystal*"; it looked great with parts whirling about. He had a twin wheel *Corliss Exhibition Steam Engine* and a block setting crane from a number 6 set. He had also designed a fantasy vehicle using parts from the Crazy Inventors sets, the front of the vehicle having a revolving screw. Henry must have a profound imagination!

Anthony Caldwell had made up a wheeled vehicle from one of the modern sets.

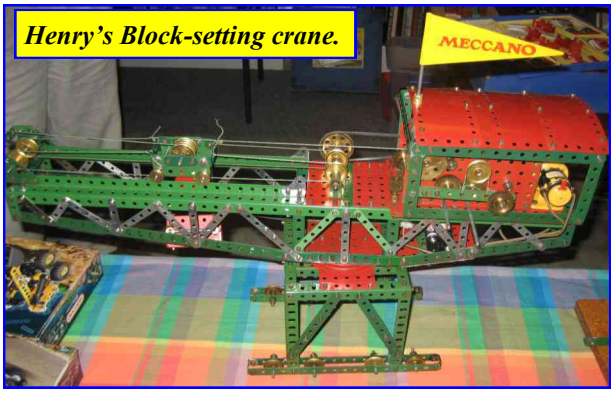
Also in attendance were **Graeme Wrightson, Graeme Mills, George Ovenden, John Denton, Neil Carey and Peter Hancock.**

Discussions took place on the Model-X Show at Queen's Birthday weekend and a roster was drawn up for the manning of the stands.

A nomination has been put in for the 2014 Golden Spanner award with **Bruce Geange** being nominated and supported by all the New Zealand clubs.

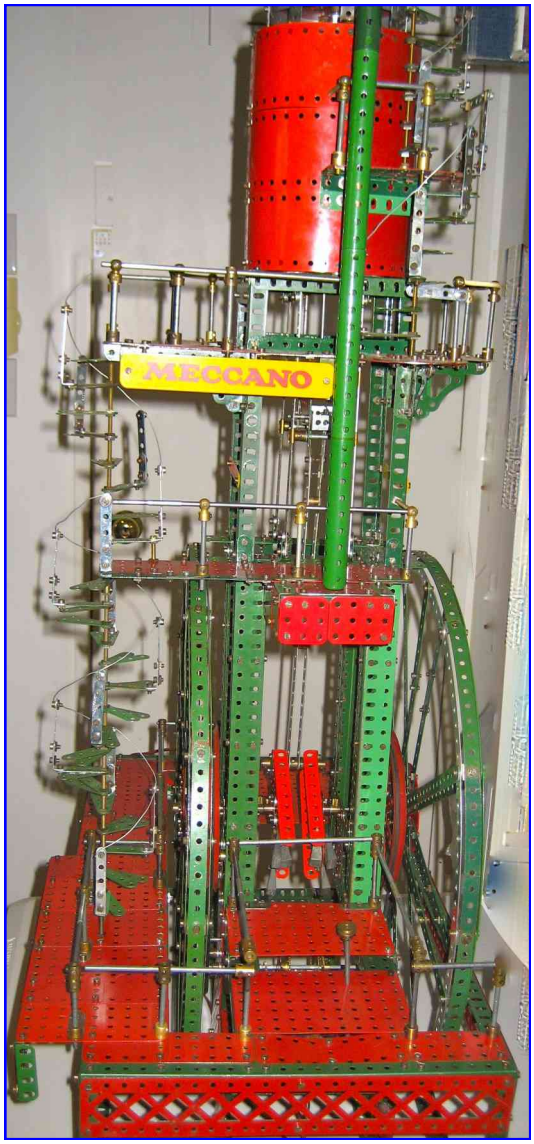
There will also be a small Meccano exhibition and hands on display held at the Remuera library to celebrate Bastille Day.

As this meeting also commemorated the 40th anniversary of the setting up of the Auckland Meccano Guild an appropriate Meccano type cake was produced along with an excellent afternoon tea which was enjoyed by Members and partners.

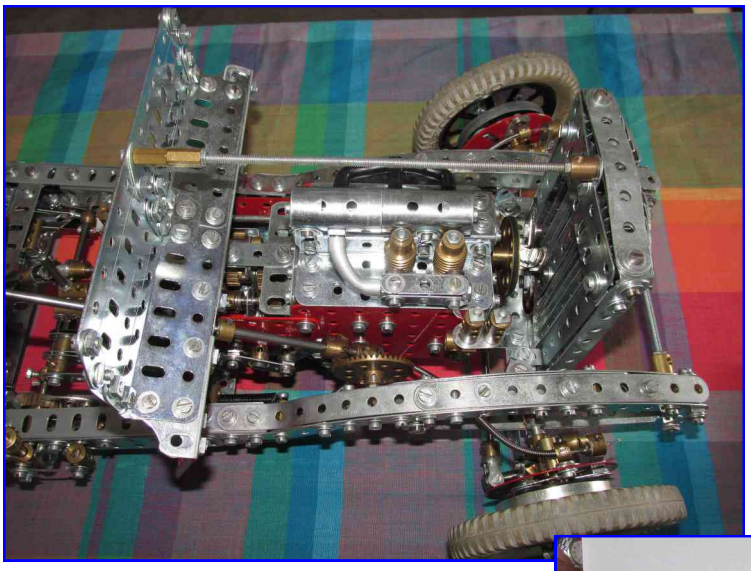


Henry's Block-setting crane.

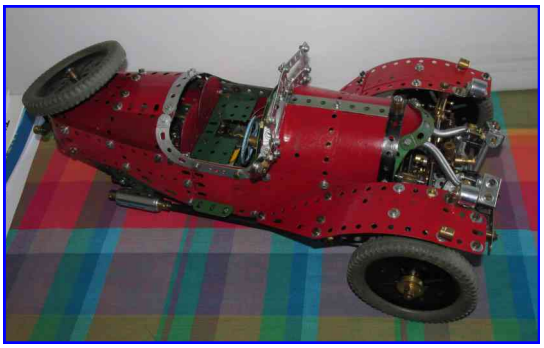
David Wall's Congreve Clock.



Another view of Henry's Corliss Engine.



Mike's Bentley engine bay.



Gerald Hart's 3-wheel Morgan.

Gerald's 5 ton Railway Service Crane.

MWT Meccano Club Model tour April 12 2014

Richard Feltham had *Dinky Builder* parts made into small buildings and vehicles. His opinion is that "please do not touch" signs on Meccano models should be replaced with "do touch and use please". His Meccano model was a very original ball rolling machine designed to be very interactive with no ball rolling until made to do so by human participation.

Hugh Ramage showed an ISM Magazine with a report within of his knitting machine, a *Jaycar* Catalogue and a ball end Allen key for the current 5/32" bolts.

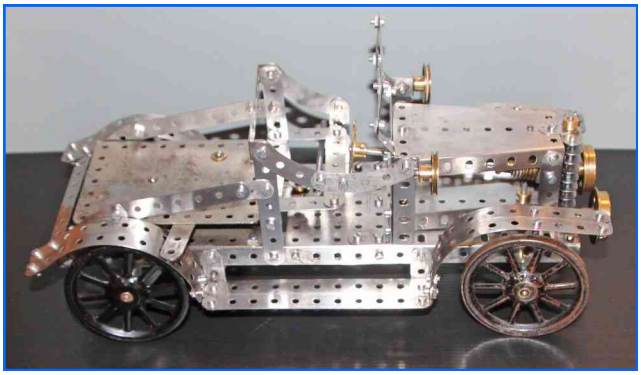
Chris Morton has been busy looking for solutions of repair to a Meccano Pull Back drive mechanism with a broken gear. He showed a March Madness model of a few years back where the requirement was that a O-gauge loco be made using a No. 1 clockwork motor with the wheels driven by crank rather than gears. Also, he displayed the recent March Madness model where the required model was of similar specifications except the gauge was widened to 3.5 inch.

Paul Vodonovich has proudly fixed a clockwork motor that had a broken spring. Conversation continued on such a repair with the suggestion coming forward of using a masonry drill bit to drill through the hardened spring steel if the softer end of a spring had broken off. His Meccano models were both clockwork. First a small army tank from a 1934 set 3 incorporating a magic motor. It went well along the floor. The second was a model of a vintage car from the nickel period of around 1920. Paul used parts and a motor from that period to make a faithful reproduction. It also motored well along the floor. Paul commented how he has found that he possesses Meccano gears that have become twisted somewhat.

Robin Rye displayed the 2 sizes of the *WRI* tires with Meccano pulley wheels installed with the help of hot water. With the knowledge of Gary Higgins, Robin's small clamshell grab has been identified as a *Triang* product. The request for a copy of NZ Fed Plan No. 3 Single Suspension Grab was supplied by the author, Simon Moody. A start has been made on building the grab and was on display beside the *Triang* item.

Bruce Geange showed a spur gear differential first described in the January 1974 Meccano Magazine. His current Meccano build is of a dump truck with the *Dinky Supertoy* Euclid Dumper as the guide. Bruce then unveiled to the soon awestruck assembly of Meccano men and women his completed model engineering 4 year build of a Caterpillar D8 bulldozer with fitted 2 drum Le Tourneau winch. Bruce received a hearty round of applause after he described some of the features and demonstrated its movement to the wide eyed and open mouthed audience. Well done.

Single Suspension Grab.



Vintage Car by Paul Vodonovich.

MWT MECCANO CLUB

Model Tour 14 June 2014

Bruce Geange showed his latest small tractor model of a *Farmall 12.* Electrically driven and featuring a differential designed by John MacDonald of England. Also, he displayed the start of his scratch built O-gauge railway crane.

Peter Winter rebuilt models of his childhood in the form of 6.13 Truck and 6.18 Forklift from 1950s manuals. He now has the extra parts to make a pallet for the Forklift and carried on that pallet some replica heavy duty brass parts made for him long ago by an Uncle. He is refurbishing his Meccano and has the *Resene* shop in New Plymouth making paint for him.

Paul Vodonovich continued to detail his adventures at repairing clockwork motor springs. Heating a spring to cherry red for hole drilling purposes and how he stored a spring around his leg while winding it back into its home in the casing. Careful Paul! Nicely set out were the contents plus more of a recently purchased silver/blue/yellow No.7 set of the late 60s early 70s period.

Bob Mayes (displayed in his absence by Paul Vodonovich) constructed a classic Blocksetter Crane using a combination of scratch turned brass parts, commercially available Meccano like aluminium angle girders and Meccano parts. The 3 crane movements were motorised.

Tom Pittams proved that Meccano can float on water with the small inflateable raft produced some years ago. He had the newest 5 model multi- model set with new parts from which he built a bike and a new Plastic Meccano motorised Construction x 2 Tool Box.

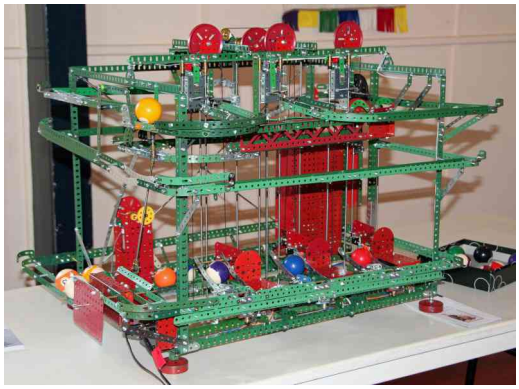
Hugh Ramage wowed us again with the mechanisms he produces....this time in the form of a Ball Roller. 3 electric lifts and 3 paddle wheel lifts were controlled by relays and micro switches from 5 motors. The balls used were billiard balls.

Richard Feltham is building a 3D printer incorporating Meccano parts within. Two further items carried on from the May Fellowship meeting activities with a small helicopter flying model controlled by his cellular phone and a Jigsaw cut with his laser cutter.

Brian Jones has used Meccano in a practical way for counting revolutions on 4 dials in 1s, 10s, 100s and 1000s. The dials are soft driven so they can be zeroed easily. The challenge was to get the gear train out of the way of itself in the ratios between each dial. He uses the machine (model) to count the number of wire coils on coils he is rewinding both in the unwinding phase and rewinding with new wire.

Model Challenge:
A grand entry of 17 clockwork driven models were entered (see below). Gross hilarity ensued as all 16 were put to the test. 3 prizes were awarded. **John Freer** for producing 6 entries. **Peter Winter** for the most hilarious with his model of The Ministry Of Silly Walks. **Robin Rye** for overall model of uniqueness and distance for his rotary clockwork floor bumper.

Ball Roller by Hugh Ramage.



Bastille Day Meccano Exhibition

by Peter Hancock

On Saturday 12th of July, possibly the wettest day this year, the Auckland Meccano Guild [AMG] staged a display of Meccano in the stately premises of the Remuera Library located at the eastern end of the Remuera shopping area on Remuera Road in Auckland.

The display was mounted as the result of a contact from Laura Carr, Manager of the "*Remuera Business Association*" [RBA] several months earlier. The RBA on behalf of their business partners and the Remuera Shopping Centre, organise special themed community street festivals several times each year to promote Remuera and enable the people of Remuera and surrounding areas to get together for a day of family style enjoyment and participation in a wide range of activities. These events consistently draw large crowds and until this occasion they had been blessed with fine days!

The event for the month of July has for the past years had a French theme and is known as "Bastille Day in Remuera". Laura had recently established that France had been the home of Meccano for a number of years and was very keen to have Meccano displayed somewhere within the festival precincts. We met and agreed that we would provide a Meccano display and model making area but we wanted to be under cover so the Remuera Library became involved as the venue. We viewed this very stately facility and after discussion with Sue Jackson from the Library agreed that by moving several book displays it would be possible to set up a model building station in a specific area and in other areas set up several displays using a variety of models. A special request was made that we have some sort of Eiffel Tower available as a centre piece on the day. This caused a bit of a stir amongst the team. For several weeks **Peter Hancock** worked to assemble a model which was completed just in time based on photos of the Eiffel Tower built by the late **Lindsay Bond** and now owned by **Chris Morton** of Fielding.

On Friday 11th of July we discussed the issue of the weather bomb that was in full swing. As the library had extensively advertised the Meccano display it was decided that while the outdoor festival would be postponed for a week that we would go ahead with the event in the library.

On Saturday morning cloaked in heavy duty rain gear we arrived and transferred all the equipment through a side door onto the main Library floor. We then dried ourselves off as best we could. The main set up began just after 9am with the doors due to open at 10am. No Pressure!! The model building area was rapidly assembled with ten individual work trays/stations [all were busy until pack out time at 3pm] all equipped with 00+ sets ready for use by eager young people wishing to demonstrate their skills.

At that point we had no idea what the level of attendance might be. All hands then turned to assist in moving several very heavy book displays in the centre aisles where an oblong table display 3.6 by 2.6 metres was prepared and models unloaded and set out just in time for the first of the public arriving to look over. This display contained a variety of models built by **John Denton, David Wall and Peter.** John relieved by David [who also spent considerable time supporting the model building area] manned this display. A second display area was quickly assembled in a different area where **Gary Higgins** set out and manned his personal display of models assembled from more recent Meccano parts and answered the many questions asked by visitors.

The Eiffel Tower and a former Meccano Dealers window display model of a fairground Big Wheel were set up on low tables on either side of the main entrance doors with appropriate signage.

The Meccanomen were most appreciative of the support provided on the modelling tables in taking models apart, setting out the trays for reuse and generally assisting little fingers where necessary given so freely by our stalwart supporters Elizabeth Wall and Cora Denton who are now past masters in dealing with these sets. They both continue to demonstrate a high level of skill and extreme patience.

Laura from RBA and Sue, with her delightful library staff, were extremely helpful and we were well looked after. After packing up was completed around 3.45pm, we all took stock of the day and agreed that in spite of the weather we had had a great turn out of interested spectators, observed the satisfaction gained from expressing their modelling desires on so many young faces and we all received a heap of compliments. This was a fun day for all and we would not hesitate to participate again if asked in the future.

Views of the Meccano Exhibition.

Te Papa Convention Easter 2015 Update

The convention is just over 6 months away. The Wellington club are looking forward to seeing you and your models at Te Papa next Easter for what we are sure will be the most viewed and best Convention ever. Planning is proceeding well, with a few changes from that previously advised and some great news to share at this stage.

Spin Master the new owners of Meccano globally are enthusiastic and promising full support and attendance. They are investigating the possibility of bringing the "James May" motorbike, made out of Meccano that was shown on TV completing the Isle of Man TT course (albeit at a speed between walking and running). No promises still as freight and insurance is very high. They have promised modern sets for spot prize giveaways and for hands on use by interested children and may provide a speaker on "The future of Meccano". All of the lectures will be to be videoed and with the speakers agreement will be used by Spin Master at other global gatherings as well as being available to NZ exhibitors that may miss them whilst manning the display.

We have arranged concession hotel rates at the budget **Halswell Lodge** 600 metres from Te Papa and at the famous 4+ star **Museum Hotel** directly opposite the museum. You book directly with the hotel in each case. Contact me at shb@ihug.co.nz for more details In brief:-

i) ***Halswell Lodge*** have basic "Hotel Units" from $90 Inc. GST ranging up to a range of Motel units at higher prices The $90 rate is for a basic room and ensuite with Shower, tea/coffee making facilities, telephone and Sky TV with a shared kitchen and laundry available for all guests. Limited car parking is available free but on a first come first served basis,

ii) ***The Museum Hotel*** is a full service Wellington iconic hotel with discounted rooms available to us from $189. All guests have complimentary access to the hotel gym, lap pool, spa pool, sauna, guest computers, internet and printer in the hotel lobby. Daily complimentary newspapers are available on request. Fully cooked breakfast at $25 per person.

Special **car parking** rates opposite the Museum have been organized at $6 per day in addition to the 15+ free parks available alongside the Museum loading bay. You need to advise the club on the registration form if you require one of these $6 guaranteed spaces so that that passes can be organized in advance.

A major change is that the Museum find that the area proposed for the display initially will be decreased as an adjacent display area will be having its "permanent" display reconfigured around Easter and renovations might encroach on the foyer. Because of that they have **agreed to shift our display** to use the vast Visa Gallery space reserved for fee paying exhibitions on the 4th floor. Museum policy normally is that this space is always charged for at $4,000 per day but this fee is being waived in the circumstances. **This area is nearly 3 times as large as the first floor foyer** and the museum will have signage and meet and greet staff at the entrance encouraging visitors to use he lift to the 4th floor. We may complement that with some "teaser" static models or on the foyer to arouse interest as well. Rumour has it that there will are at least 5 Meccano Eiffel towers built or being built for this exhibition!! Maybe some of those could be in the foyer.

The **NZ Hornby Railway Modelers club** have confirmed agreement to put on a major Hornby display along including working layouts and a historical display of Hornby Train items. They have asked for forty 1.8 metre long tables so it will be a large attraction as well which would have made space in the previously proposed foyer very tight even with full space available.

The change in venue within the museum complex will reduce any hassle of initial setup outside Museum opening hours. **Table setup will now start early on Easter Friday morning**, not Thursday night, and the exhibition will open to the public from Friday afternoon. It will also make it easier for exhibitors arriving late or leaving earlier over Easter to set up and dismantle models. There is no change to the museum providing breakout rooms with refreshments for exhibitors throughout the period, nor to the use of the Soundings Theatre for the lectures.

We have had a large number of enthusiasts confirming their attendance and there are some great models known to be under action. At least 3 couples from overseas have confirmed attendance, all bringing models and several others have shown interest.

Registration forms will be available later in the year. It would be good to hear meantime from any enthusiasts planning to attend and that have not already discussed this with me.

We look forward to seeing YOU there.

Stan Baker, Chairman Wellington Meccano Club

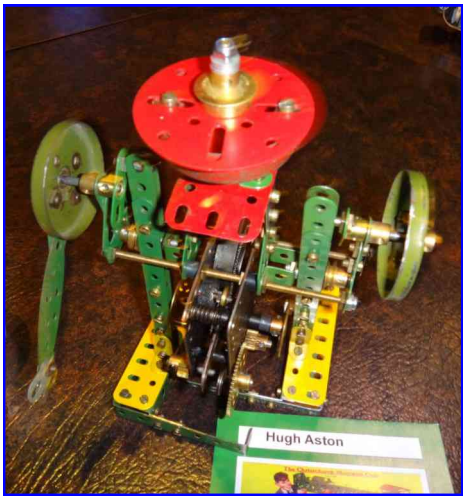
Christchurch Meccano Club (Est 1929)
Club Report August 2014

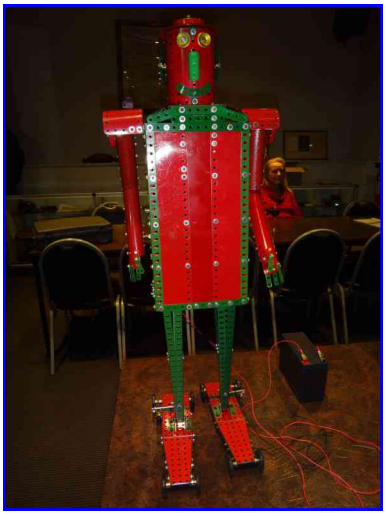
From Mike Howse

Club wise things have been on the quiet side following our Meccano Roadshow Display last Easter. We are getting excellent member turnouts to our monthly meetings with a number of prospective new members also in attendance.

President **Neil Pluck** updated members on progress so far on the Easter 2015 NZFMM Convention, which is to be held at Te Papa. It`s fair to say a robust discussion was had regards transportation and costs.

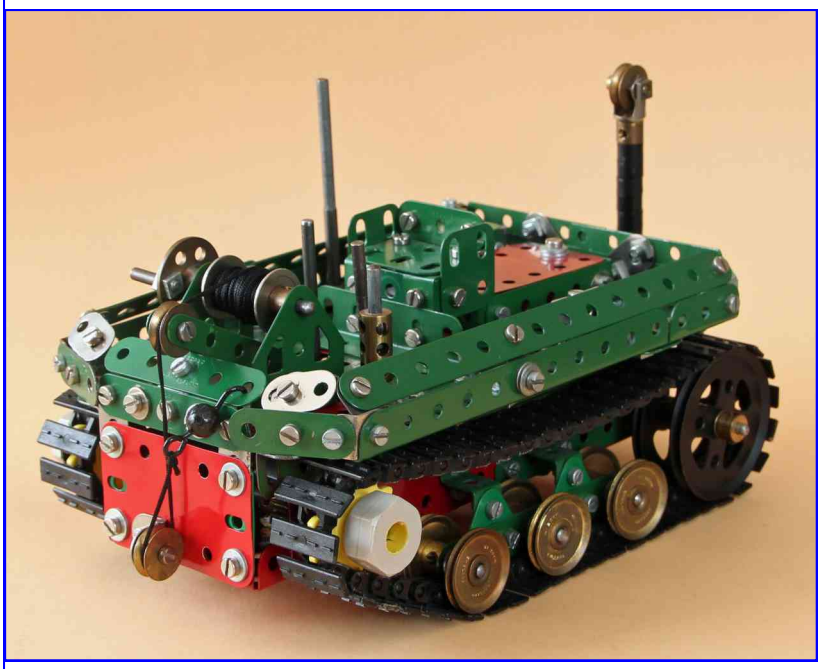
The model build for August was a robot, as you can see by the accompanying pictures there were a fine selection on display.





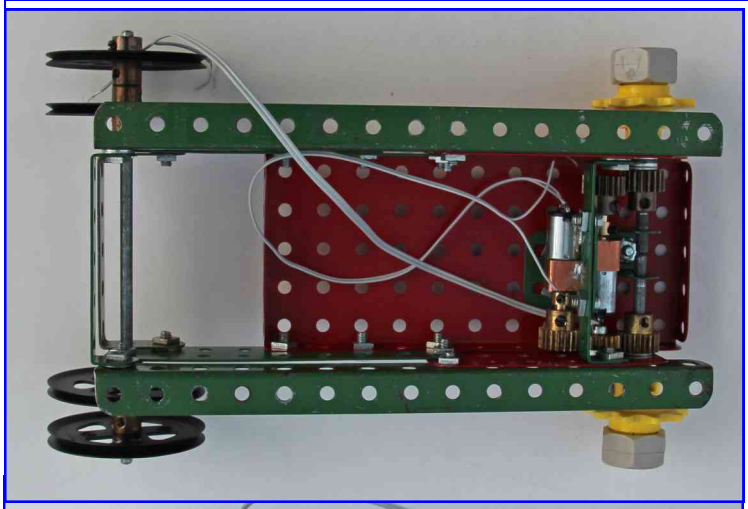
Peter's Robot.

Albion-Cuthbertson Water Buffalo Crawler Tractor
by Bruce Geange

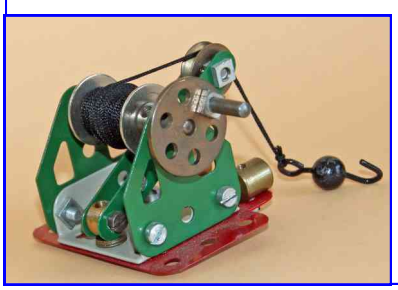


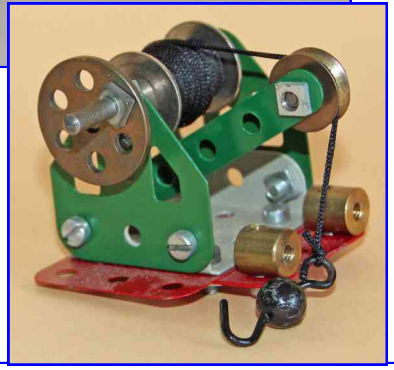
The Water Buffalo was designed by a Mr James Cuthbertson for the clearing of swamp and bog land in Scotland. The first tractor was tested in 1949 towing a special drainage plough. After a few teething troubles these machines proved themselves very useful and travel where the crawler tractor would become bogged.

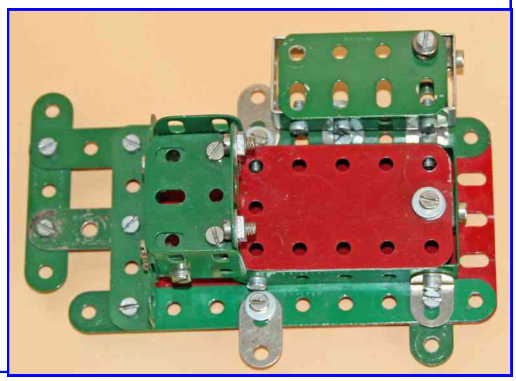
The model is built around a $5^1/_2$" x $2^1/_2$" Flange Plate and has a motor driving each track. Controls are a forward-off-reverse switch and two micro-switches for the left and right steering. Other items of interest include the battery box, fuel tank, hydraulic ram at the rear and a winch at the front. The seat and motor housing cover lift off for servicing.

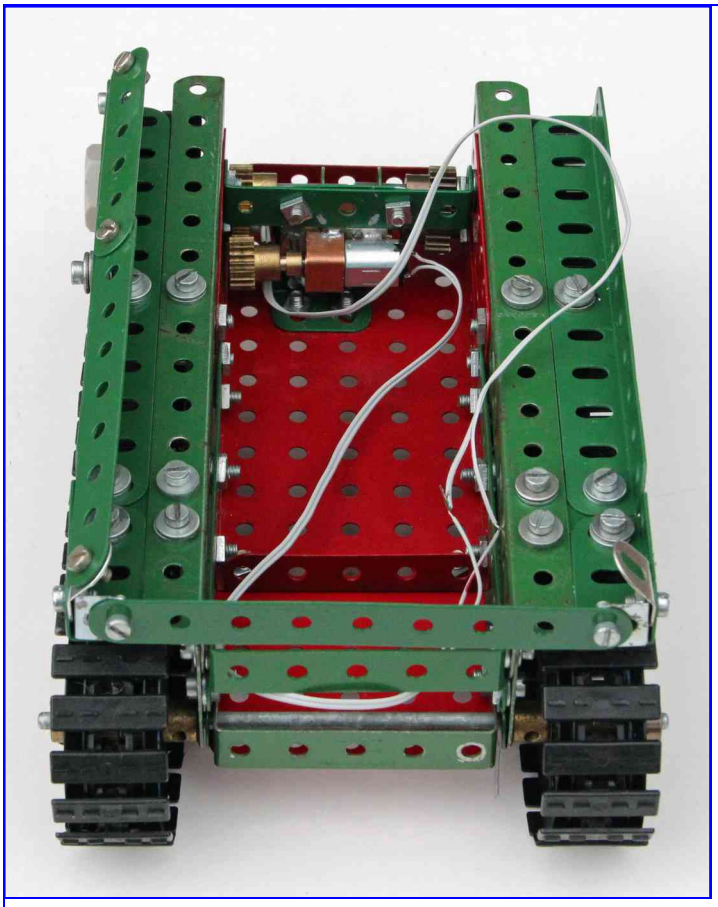


Starting at hole two on the long side of the Flange Plate bolt a 3" x $1^1/_2$" Flat Plate to either side with a $7^1/_2$" Angle Girder along the top by the slotted holes. Strips and Double Brackets are added spaced with washers as required. A Crank fitted to the outside holds the ends of the strips together and as a bearing for the rear axle. A $2^1/_2$" x 1" Double Bracket is used where the rear axle fits. I used motors from Stan Baker, (shb@ihug.co.nz) with a 40 RPM output. Any small motor would fit into the model and miniature switches could be used in place of the micro-switches.



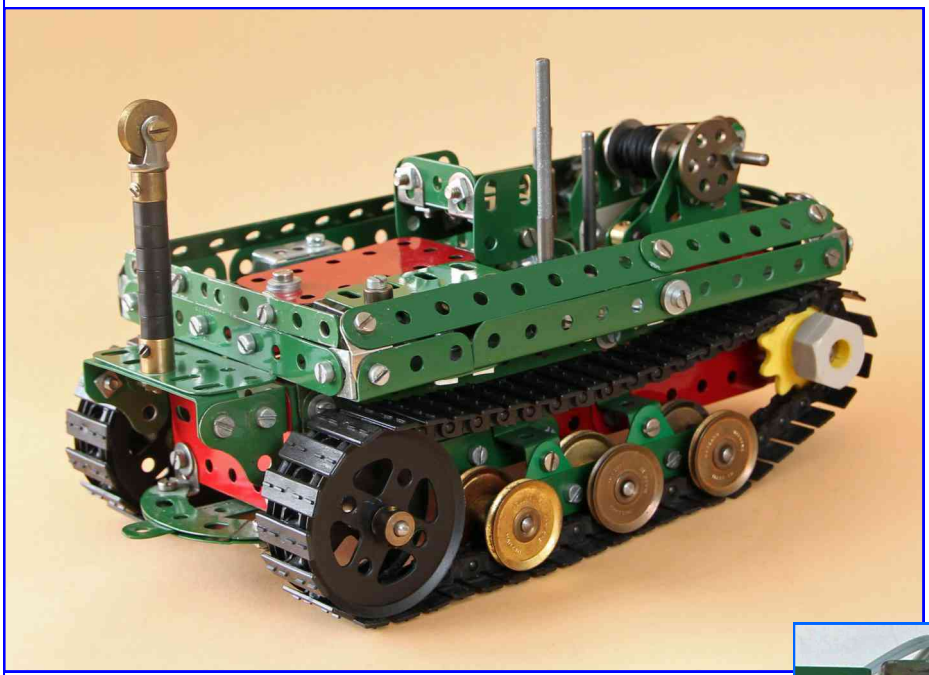


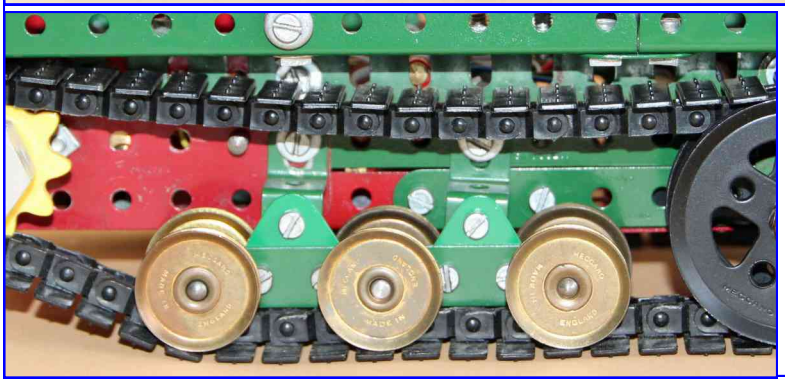


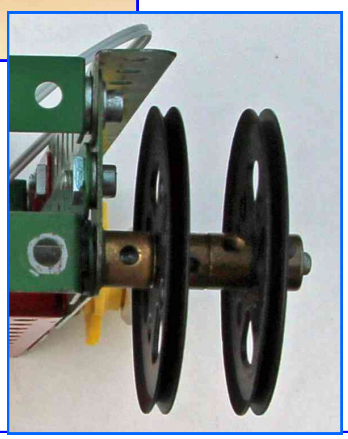


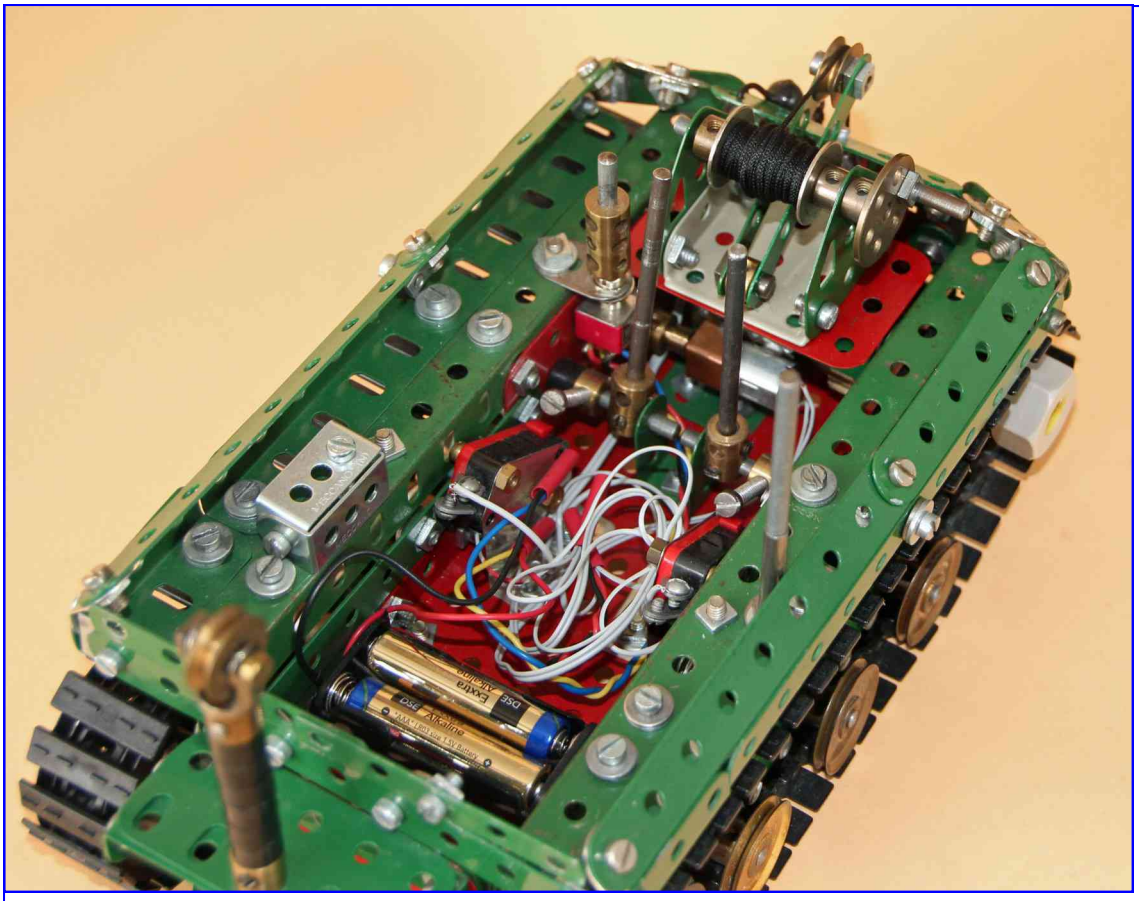
5½" and 1½" Angle Girders extend the width of the tractor over the tracks fixed by a Fish-plate and 1" Flat Girder. Washers are used on these bolts to keep them flush with the nuts. Obtuse Angle Brackets and strips are used to finish the sides. A 4½" Strip is bolted across the rear with a 2½" x 2½" Flat Plate to extend the Flange Plate to the rear of the tractor. A 2½" x 1½" Flexible Plate bolts to the rear of the tractor with a 2½" x ½" Double Angle Strip at the top and Angle Brackets at the bottom by their slotted holes. Two 2½" Curved Strips Stepped are bolted to the angle brackets leaving a space in between them. A 2½" Strip forms the drawbar tongue fixed under the tractor by bolt and locknuts. The support for the hydraulic ram consists of two 1" Corner Brackets fixed to the DA Strip plus a second DA Strip with a 2½" Flat Girder secured by a Rod Socket. A 2" Axle with Plastic Collars and a Fork Piece Small complete this with a ½" Loose Pulley. This ram raises and lowers the plough in and out of the ground.

The 2" Pulleys are loose on a 5½" Axle at the rear. The driving axles are 2½" long and fit into a 1" x½" Double Bracket fixed to the flange plate in the second hole from the front in the middle. Small Crawler Track Sprockets are fixed to the axles. The track roller frames each have two ½" Reversed Angle Brackets fixed to the body by their slotted holes with the other ends having a 1" Triangular Plate bolted. A 3½" Strip is bolted to the triangular plates with six 1" Pulleys and three 1" Axles fitted to the vacant holes. Track sections can be made up ready to fit. As noted before the motors and switches are your call.









Flat Girders added for the seat sides. This assembly is fixed to the $2\frac{1}{2}$" angle girder. A $1\frac{1}{2}$" Strip joins the $2\frac{1}{2}$" strip at the front. The fuel tank has a 2" Strip bolted to a 1" x $\frac{1}{2}$" Double Angle Strip at either end with a Narrow Angle Bracket at one side with a 2" Flat Girder and filler cap fixed to it. The tank is then bolted to the angle bracket in hole four on the $5\frac{1}{2}$" strip. The fishplates on this assembly sit over the two bolts on the body of the tractor. Some of this seat and engine cover may require change depending what switches are used.

The front of the tractor has a $2\frac{1}{2}$" x $1\frac{1}{2}$" Flexible Plate with $1\frac{1}{2}$" Strips behind fixed to the flange plate and extended by Fishplates at the top. Two $2\frac{1}{2}$" Strips are across the top, one held by an Obtuse Angle Bracket. Obtuse A/B, Fishplates and $1\frac{1}{2}$" Strips finish the front corners. Bolt a Hinge to the lower front with a $\frac{1}{2}$" Loose Pulley Locknutted to it.

The engine cover and seat start with two $2\frac{1}{2}$" Strips bolted to two $1\frac{1}{2}$" x$\frac{1}{2}$" Double Angle Strips with Angle Brackets at one end by the round holes. A third A/B bolts to the rear end and has a $2\frac{1}{2}$" x $1\frac{1}{2}$" Flexible Plate fixed for the engine cover. $4\frac{1}{2}$" x $2\frac{1}{2}$" Flexible Plate with a $5\frac{1}{2}$" Strip on the right side from the rear with the Angle Bracket on the engine cover fixed with a $3\frac{1}{2}$" Strip under the flexible plate in hole two. A second A/B is in hole four by the round hole with a Fishplate in hole six by the slotted hole. A $2\frac{1}{2}$" Angle Girder bolts by the round hole in hole nine with a $2\frac{1}{2}$" Strip at the end. The left side is a $4\frac{1}{2}$" Strip and extended by one hole from a short strip.

The seat base is a $1\frac{1}{2}$" Flat Girder bolted to two 1" x 1" Angle Brackets by the round holes with two Angle Brackets for the seat back which is a $1\frac{1}{2}$" Strip. A $1\frac{1}{2}$" x$\frac{1}{2}$" Double Angle Strip bolts to the top holes of the other end of the 1" A/B with 1"

The battery box was made from two 1" x $\frac{1}{2}$" Double Angle Strips made up as shown and the exhaust has a Threaded Pin, Rod Connector and a 2" Axle. Bolted on the right side.

The winch base is a $1\frac{1}{2}$" x $1\frac{1}{2}$" Flanged Plate bolted to a $2\frac{1}{2}$" x $1\frac{1}{2}$" Flexible Plate and a $1\frac{1}{2}$" x $1\frac{1}{2}$" Flat Plate. Two Threaded Bosses bolt to the front of the flat plate. Flat Trunnions bolt to each side of the flange plate and have a 2" Axle for the winch drum that has two Collars and $\frac{3}{4}$" Washers with a 1" Bush Wheel and a Threaded Pin for the handle. The jib is formed from two $2\frac{1}{2}$" Narrow Strips separated by a Collar at one end and a $\frac{1}{2}$" Loose Pulley at the other. The collar is fixed to the flange plate spaced with narrow washers. Add a cord and hook then bolt to the tractor front by the threaded bosses.

Model-X Exhibition, Henderson, 2014 Queens Birthday weekend

by Les Megget

The annual Auckland Model-X exhibition was over Queen's Birthday weekend as per usual. I wasn't involved with the setting up on the Friday evening but when I arrived early on Saturday morning our Meccano display was ready to go with just a few spaces left for models yet to appear.

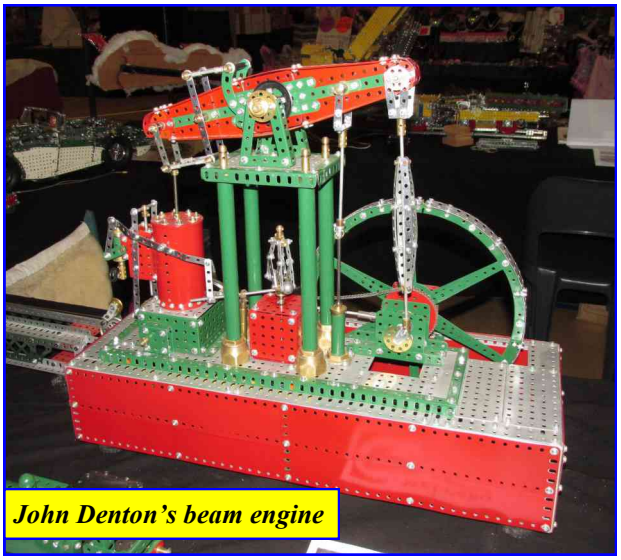
I was showing my incomplete *Cowans-Sheldon* BR 75t diesel hydraulic railway breakdown crane. I soon realised that I had left the crane's control box at home, nearly 50km south! A quick trip to retrieve it saw me back at Westwave about 9:30am, about 30 minutes after the show opened to the public. AMG members participating that day were **Peter Hancock, Cora & John Denton, Gary Higgins, William Irwin and Richard Sealey.** The paying crowd on Saturday wasn't great in number due I guess to the good weather and many other attractions on in Auckland.

On the Sunday the crowd seemed a little greater. This year there were more model railway layouts but no Hornby layouts again. Personally I think there were too many stands selling all sorts of knick-knacks with little resemblance or use to model building. That day **Mike Stuart, Shirley Megget and Graham Mills** were helping on the stand and with the children's building tables, which were busy much of the 3 days.

I wasn't rostered on during the Monday but went out to Henderson mid-afternoon to help clear our display up and to collect my models. Got the impression from others that it had been a better day crowd wise but I haven't seen the actual numbers.

The Editor's Railway Crane.

Additional AMG members helping on the Monday were **Elizabeth & David Wall, Graeme Wrightson.**



John Denton's beam engine

We don't know yet what the future is for Model-X but my feeling is that perhaps it should be run only every second or third year as the whole show format is getting a little tired and I believe the big chief organiser is having difficulty finding some-one new to take over his highly stressed and time consuming position. Time will tell as they say.

General view of display.

Some of Gary's monsters.

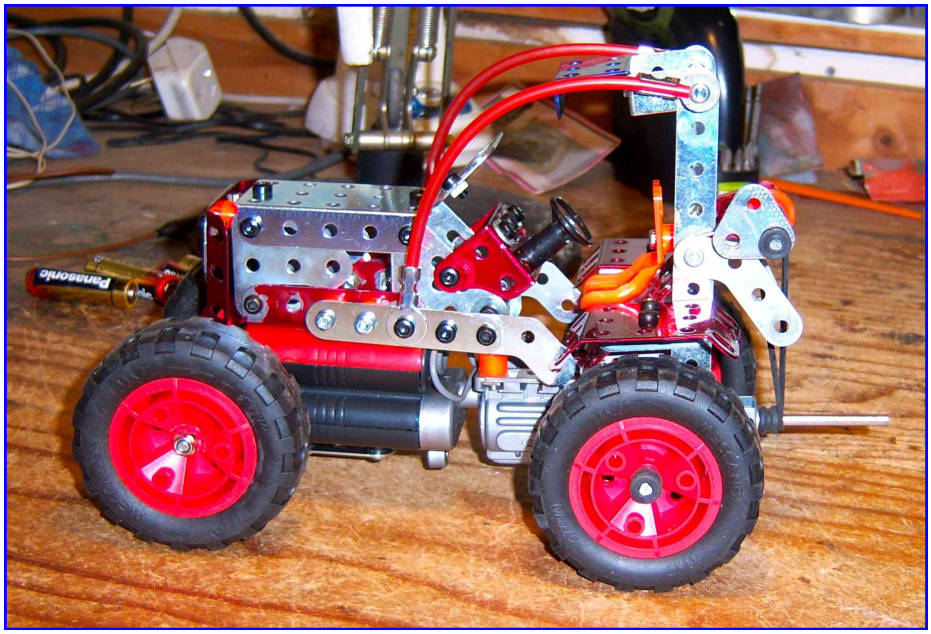
The Tauranga- Waikato Meccano Group

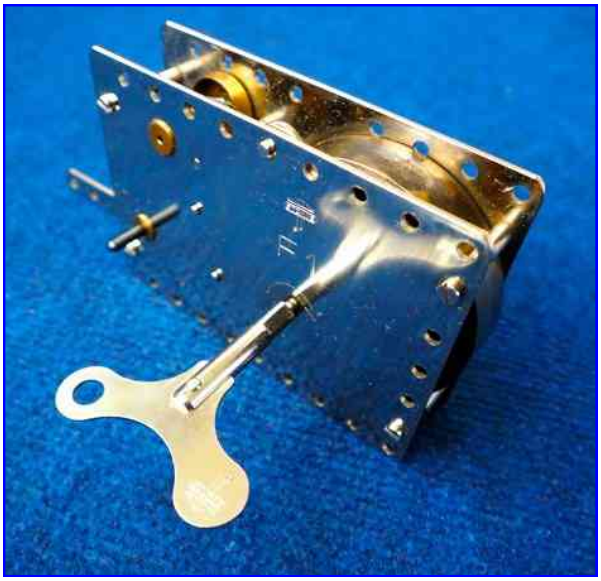
The group had a successful meeting 21st June at Dave & Colleen Shand's Welcome Bay Tauranga.

Attendees: **Dave Shand, Brian Hickson, Jim Pendergrast, Mike Walmsley, Brian Whitehead, Barry Babbage and Barry Mckey.**

Dave explained a Meccano model he was building for the Te Papa Easter Convention 2015:

An oil fired "Shay "3 foot gauge locomotive that was used by the "Westside & Cherry Valley Railway" in 1913 up in the Sierra Nevada Range of California.





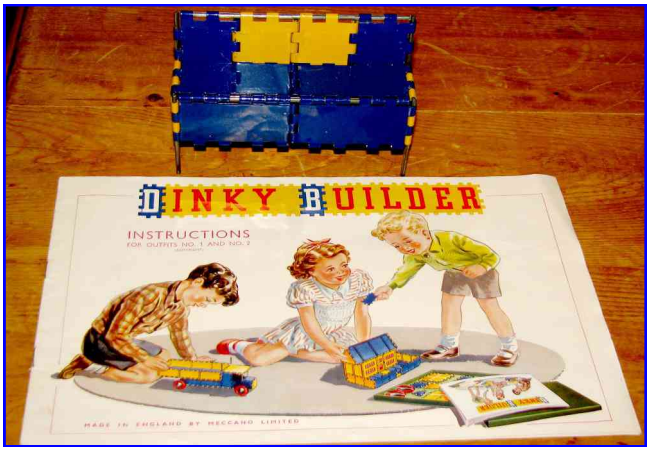
He also displayed a Tractor from a Motion System 7530 manual & a Fire engine & extension ladder from the 7064 manual.

Jim showed off some of his steam engines, a 1930 upright type, a horizontal 1960,s model & a very old type with a large boiler. Could not read the type?

Brian Hickson produced an immaculate "Stokeys" model F I clockwork, reversing, Swiss made motor We also had a discussion on the Easter 2015 Convention.

Meeting Report

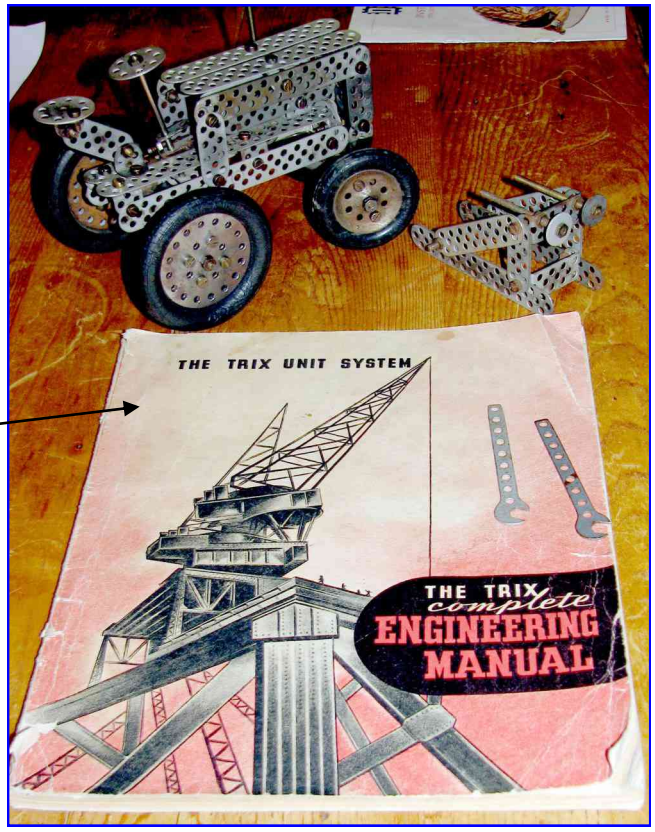
Date: 4th July 2014, 7:30pm



Reporter: Max George

The Wellington Meccano Club Minutes
Secretary Max George
Meeting Date: 4th July 2014, 7:30pm. Held at Keith McCallum's place, Khandallah, Wellington.
Present: Bob Prescott, Max George, Keith McCallum, Lou Nichols Reg Barlow, Robert Vale, Stan Baker.
Apologies: **Campbell Morrison**

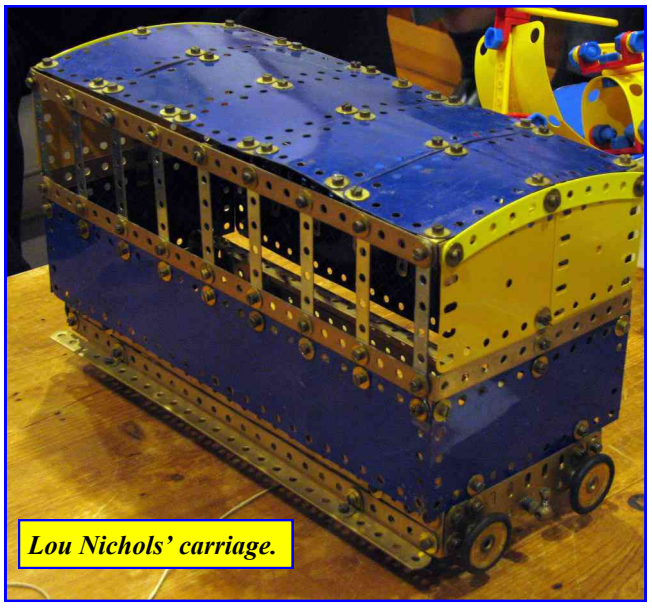
Models:
Robert Vale brought along a variety of construction sets.



A tractor and a buffer from the Trix Set – similar to the X Meccano series and a Plastic Meccano Scooter. Robert's wife Brenda had made a seat from Dinky Builder.

Lou Nichols displayed a Carriage from the Thomas the Tank Engine book "Very Old Engines".

Stan has been busy building a large Eiffel Tower of his own design which will have 4 independently Arduino controlled lifts. Photo shows the start of the top two sections only, as total height is around 3 metres. He was inspired by the remains of smaller "10 set" Eiffel tower that had been suspended from the ceiling in the "*Mighty Mighty*" restaurant in Cuba Street Wellington for 20 years before dropping last year with considerable resulting damage.

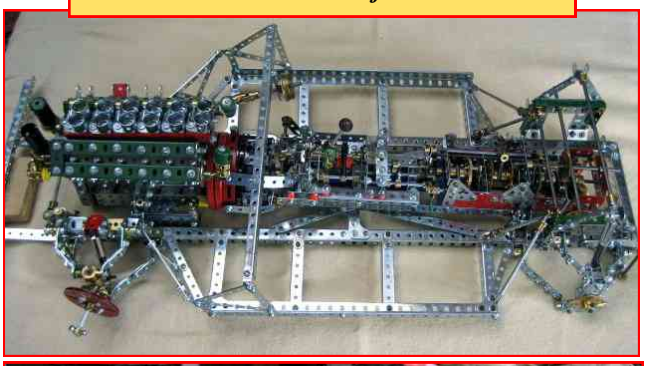


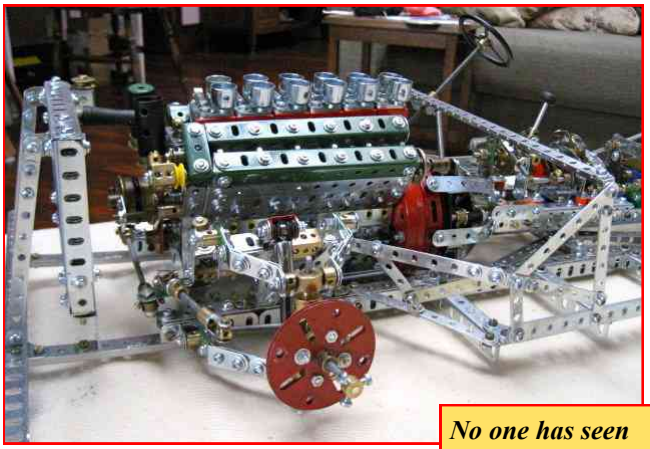
Lou Nichols' carriage.

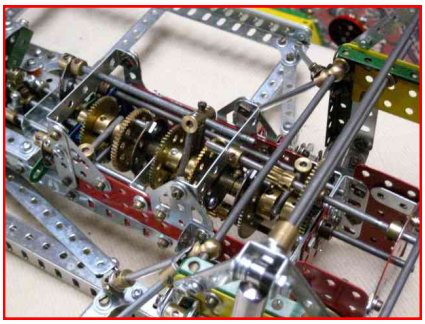
Convention 2015:
This was discussed in detail prior to another visit to the museum staff by Stan and Reg scheduled for the following week. A separate update following the museum meeting is included separately in this magazine

Next Meeting:
The next general meeting will be on Friday 5th September at Lou's place in Paraparaumu.

Below: The Editor's never finished Ferrari.







No one has seen this incomplete model of a Ferrari Daytona Spyder which I started in mid-2007. For some unknown reason I never finished it. Trans-axle 5-speed gear-box was to incorporates the differential.

Stan Baker's incomplete Eiffel Tower being built for the 2015 Convention.

From the NZFMM Archives part 3: by Peter Hancock

Volume 3–number 1- 17th February:
Editor **Don Blakeborough** begins the third year of what had been known as the **"WELLINGTON MECCANO CLUB RAG"** with a new four A5 page format printed on a single A4 sheet folded [originally one A4 sheet printed on both sides] renamed the **"WELLINGTON MECCANO CLUB NEWS" [W.M.C News].** Don hoped that readers would approve of the changes. He reported that the preparation for the upcoming first ever Easter Exhibition & Convention was proceeding well and advised that while he was on his annual holiday he had taken copies of the completed advertising poster and placed them around all areas of Wellington, Hutt Valley, Picton, Christchurch, Dunedin and Cromwell. Club parts auctions were continuing and that Mr Bob Boundy, a Member of the Christchurch Meccano Club was producing a range of replica Meccano parts including several non-standard gears. Don continued his discussion on "Meccano parts & uses" #8: angle brackets parts 12, 12a, 12b and 12c. While in Dunedin, Don was asked to produce a contact list of NZ Modellers over 16 years of age for distribution within New Zealand.

Volume 3–number 2– 3rd March: This issue revealed that all parts up for auction had been sold, that a new shipment of parts from Meccano UK were available from Model Crafts and Hobbies and he continued his discussion on Meccano parts & uses" #9: axle rods parts 13 to 18. Don reported that planning for the Easter Convention was proceeding well with many entry forms received and advised that "free" display space was scarce and 'first in first served' now applied. Housekeeping items including a reminder of the upcoming W.M.C AGM and a variety of puzzles and stories were included.

Volume 3–number 3– 7th April: This issue was devoted to reporting on the recent Convention activities. Bob Boundy [Christ Church parts maker] and Don's wife Joyce were unable to attend the Convention as they were both in hospital. The Wellington *Evening Post* newspaper published three articles and TV1 featured a small item in the 6pm news on Monday 27th. The Saturday appeared to have been a fellowship day where both used parts and Meccano Magazines as well as new parts provided by *Bunkers* on consignment were sold with a small commission going to W.M.C. Saturdays activities concluded with a 'short social hour'.

Sunday 10am saw the Convention reopen and the display was opened to the public soon after. Prize giving took place around 2pm with the public looking on. There were 11 models up for judging in the junior section. **David Wall** [Auckland Meccano Association] and **John Van Der Krogt** [Christchurch Meccano Club] as "Senior Modellers" were the judges. Junior first place went to **Phillip Ngan's** 'Fork Lift Truck'; **Paul Roberts** 'Blackpool Tower' was second with **John Sim's** 'Fire truck' taking out third place. Monetary prizes of $12.50, $8.50 and $4.00 were awarded. There were thirty eight models entered in the senior section. Judging of the senior models was completed by having each entrant complete a voting paper listing their choice of the top ten models in order from the best down to their 10th choice with 10 points awarded for the best model listed on each voting form down to 1 point for the 10th model on that form. First place went to **David Wall**, with his Marshall 6 nhp 1920 Traction Engine [142 points], his prize being a No 5 Meccano set valued at $64.00 donated by Models (NZ) Ltd. Second place of $8.50 went to **Don Blakeborough** with his Caterpillar D9H Bulldozer [113 points] while **Keith McCallum** with his Kenworth Truck Unit [108 points] took out third place [$4.00].

On the Sunday night those attending were asked the following questions relating to the event: Should another Convention/Exhibition be held? Unanimously YES. How often should they be held? Every two years? Unanimously YES, Where should they be held? Wellington? Unanimously Yes. An exception could be made for the 50th anniversary celebrations of the Christchurch Meccano Club formation. It was noted that if this is to happen that members would require plenty of advance warning from the Christchurch Club. Don reported that door takings from the public were less than expected and that was likely due to insufficient advertising of the event itself and advising the hours it was open. A further discussion on "Meccano parts & uses" #10: Crank handles: 19h and 19s.

Volume 3–number 4– 21st April: Mainly chit chat, puzzle's, list of parts for sale and advice that the first list of Meccano Modellers contact details [16 members] had been mailed out. Don posed the question to club members for comments on whether or not "persons with *Märklin, Buz* or *Erector* Sets, etc." should be allowed to join our Meccano Club?" Don has also asked as to whether or not Meccano modellers should use non Meccano parts in their own models!

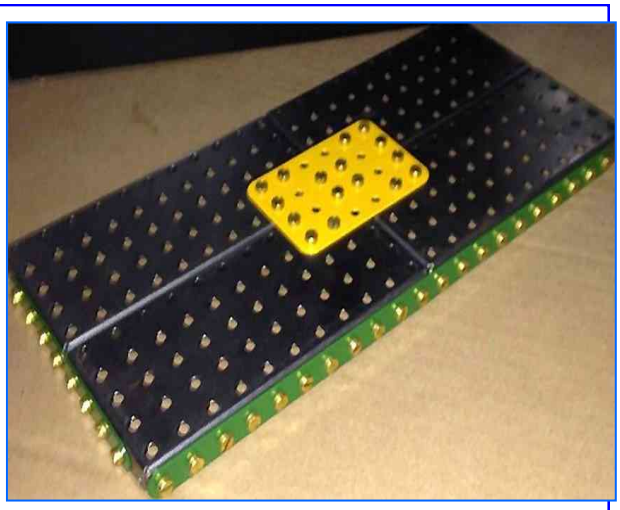
Volume 3–number 5– 5th May:
First reference to the possibility of purchasing parts from Australia. New Committee elected. **President; Max George, Secretary/Treasurer: Simon Moody, Committee; Lou Nichols, Bob Jardine, Derick Russell, Paul Coghlam, Math Hudson, Paul Roberts, David Cook, Stan Baker and Don Blakeborough.** Lou Nichols provided his personal feedback on the questions posed by Don in the previous newsletter about whether or not modellers using other construction sets be allowed to be members of the W.M.C. Lou states "The answer must be NO. Meccano itself has a history and a certain mystique. If others are allowed to join our club with a construction set other than Meccano then in my opinion we would cease to be a Meccano Club but simply a construction club". With regards to the question as to whether or not we should use parts other than Meccano in our models Lou responds: "To the absolute purist, the answer must be NO, but I think that the greater majority of us at some time or another have used the odd part that isn't Meccano. I think the key words are 'the odd part or so'. In that way the model stays true to Meccano." Lou went on to say "If someone with other than a Meccano set wishes to visit the club and bring a model along as well, then I feel we should make them welcome as our guest once or twice a year. It is always interesting to see what the other construction sets will do and how they differ from Meccano". A further article from: "Meccano Parts & uses" #11: Spoked wheels, pulleys and wheels: 19a, 19b, 19c, 20,20a, & 21. Various comments being provided on the differences and uses of each.

More to follow in "From the NZFMM Archives part 4" including how NZFMM came into existence:

More Handy New Parts from Ashok this Month

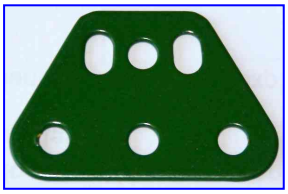
Corner cube Part number 59n. This handy new part is simply a brass cube accurately drilled and tapped on all faces. It allows the easy construction of a box as shown in the photo but is also be with an angle girder to ensure correct spacing of parts joined in the slotted holes relative to the round holes. Another other use is simply to join two parts precisely and at right angles with maximum precision and strength.

Corner Cube part P/N 59n



The other part is a modified version of one of the most common parts – Part 52. The shortcoming of this part is that when used in pairs the holes don't line up!! The attached photo of the new part is self-explanatory. Try doing that with the other version of part 52 and the holes will not match up!

All parts are now available in NZ from Stan Baker.



Part 108a Trapezoidal Gusset.

This photo shows the new Cam with an Ashok standard cam (P/N 131) for comparison. The new cam is symmetrical to work in both directions, is small and can thus work in tight spaces. Designed to run smoothly with little torque necessary.

New Zealand Club Diary 2014

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 8 November** at Les & Shirley Megget's, 231 Opaheke Road, Papakura starting at 2pm.

MWT Meccano Club

Chairman: Chris Morton
Secretary/Treasurer: Robin Rye, Tel. (06) 764 8670

Meetings at 2pm. Next meeting: **Saturday 11 October** at St. Luke's Church Hall, Corner Cornfoot and Manuka Streets, Wanganui.

Wellington Meccano Club

President: Stan Baker, Tel. (04) 566 7150

Secretary: Max George, Tel. (04) 232 4200

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

Meeting at 7:30pm on first Friday every second month. Next meeting: **Friday 5th September** at Lou Nichols' Villa 75, Summerset Village, 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 2014 issue of NZFMM Magazine should be sent to Les Megget before the 1st November 2014.

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

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Phone +64 4 566 7150 Evenings or +64 21 421 750 mobile

****

Number 9 Set in Pristine Oak Case and an Electronic Control Set for sale

I am selling "on behalf" on Trade Me under my user name "chirpy" a 1971-72 Yellow Zinc Number 9 set plus an Electronic Control set of the same vintage along with clockwork and E20R motors. The sets appear to be 100% complete even down to the nuts and bolts All listings will have a low reserve and will be listed during the week following the distribution of this issue of the magazine. Happy bidding,
Stan Baker.

A Blast from the Past

Recently found in a 1961 Light Red/Green 7a Outfit

The Editor's guess is that this was published in the *NZ Herald* in early 1993.
(What ever happened to the pipe David?)

Escape to nuts and bolts

GILBERT WONG finds Meccano still holds a time-honoured place despite the plastic revolution.

THE nuts and bolts of Meccano are not the sole province of the young.

David Wall, president of the Auckland Meccano Club, estimates the average age of members is in the 50s and rising.

There are few women. He can only recall one female member. Nor are there any of the boys at which Meccano is pitched.

Members include a retired surgeon, a botanist, schoolteacher, college bursar and one engine driver.

Only one member who spends his days with the reality Meccano mimics?

Wall, a retired ARC planner, gives a potential explanation of the membership and the attraction they share: Meccano is a respite from the world of ideas and ideals.

"It was great to come home and do something tactile. I really needed to do that. During the years stumbling through university it was something to take me away from reading damn textbooks."

He could shut the door of his study on the unending conflicts of interest in the region and deal with the spur and worm gears, the differentials and the solvable problems of construction and assembly.

There was the satisfaction of completion the white-collar world so often lacks.

Workmates did occasionally look at him askance . . . a grown man who refused to put away childish things.

"I suppose I was seen as a benign eccentric. But I was always happy to let it be known what my hobby was. People would bring in old sets in shoeboxes and hand them on."

One suspects, too, that Wall's story of how he began to use Meccano has been repeated over and over by fellow mature enthusiasts.

Twenty years ago he gave a set to his two sons, Bruce and Andrew. "They showed not a scrap of interest." Wall began to tinker with the Meccano himself.

Today, aged 59, he has seven of the top-of-range No 10 sets and a ragtag collection of other pieces.

"I haven't made as much of a fetish of it as others," he says, satisfied with a few rare pieces like the 1929 steam engine.

The charm Meccano holds rests partly on the workmanlike aesthetic of its bolted girder construction taken from the engineering techniques of the early part of the century.

Frank Hornby, who gave his name to the trains, invented the construction toy in 1901, first selling it as Mechanics Made Easy, with the trade name Meccano not registered until 1907.

Aficionados can finger a piece and place it in the 92-year-old history. Colour proves a key, with two red and green periods (1926-34, 1945-64); a blue and gold period (1934-41); a yellow, silver and black period (1964-70); a yellow zinc and blue period (1970-78); a dark blue and yellow period (1978-81); and the contemporary yellow and silver. Until 1926 Meccano was nickel-plated.

Collectors home in on the discontinued pieces, such as the small add-ons like grabber claws and digger buckets that ended before the Second World War.

The story of Meccano mirrors in miniature the decline of British industrialism. In November 1979 the collapse of the toy's then owner, Airfix Industries, resulted in the closing of the Meccano factory in Binns Rd, Liverpool.

Meccanophiles shake their heads at the fall in quality and range that resulted in the takeover by American toy giant General Mills. The Americans did the unforgivable: they introduced plastic parts.

Salvation came in the form of French industrialist Marc Rebibo, who bought the French Meccano operation at Calais and reintroduced the complete range from No 1 to 10.

Despite the long history of the French factory, imperial measurements have always held sway, an outpost against the metric system.

Four years ago Meccano was sold again to a conglomerate controlled by Dominique Duvauchelle. The colours remain yellow and silver but enthusiasts wonder at the future with the news that the more comprehensive No 7, 8, 9 and 10 sets will be withdrawn.

For Meccano enthusiasts, like everyone else, the 90s look to be the age of uncertainty.

Meanwhile, Easter in New Zealand marks the culmination of months of effort for the Meccano subculture, with the 9th biennial Meccano Exhibition and Convention.

Hundreds of collectors and fabricators will converge on the Western Springs Gardens Complex in Auckland on Saturday and Sunday to compare notes and compete.

Competitive Meccano is serious. Wall has been working on his intricate model of a 19th century English paddlesteamer boiler room and steam engine for six months.

More than 100 exhibits are expected, including a 4m submarine — easy to submerge, harder to surface — and a 3m locomotive.

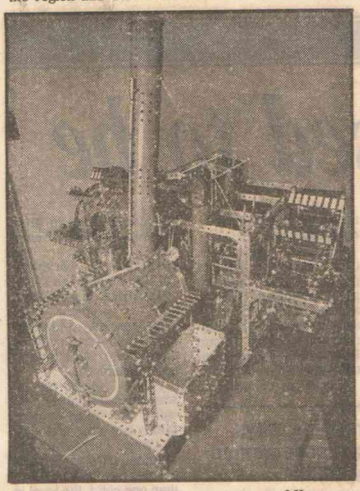
The judge, Mike Stuart, of Milford, will look for originality, complexity, realism and tidy execution. Competitors like Wall, who has won twice before, are in it for the glory, not the reward, which is a simple wooden plaque.

Win or lose, Wall will take photographs of his paddlesteam boiler and engine and dismantle six months' work with no regrets.

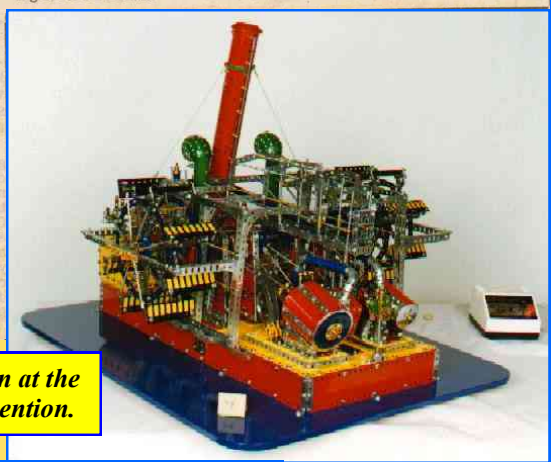
"There's always another model," he says, "That's the beauty of Meccano."

PICTURE: MICHAEL TUBBERTY

● David Wall operates on his creation . . . respite from ideas and ideals.



● Wall's intricate 19th-century paddlesteam boiler and engine.



David's model as seen at the 1993 Auckland Convention.

The as-new outfit in which this piece of history was found. (Photos by Doug Harris).