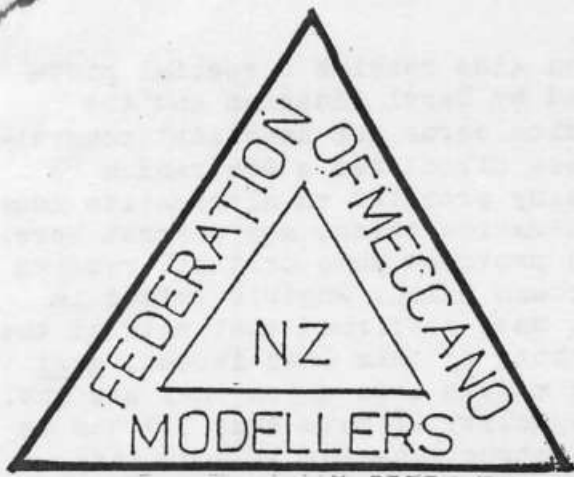
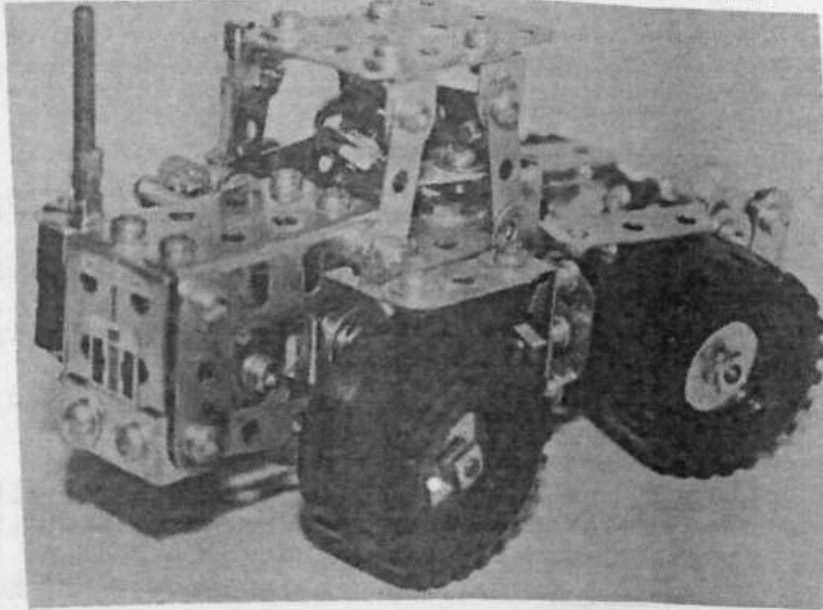




# MAGAZINE

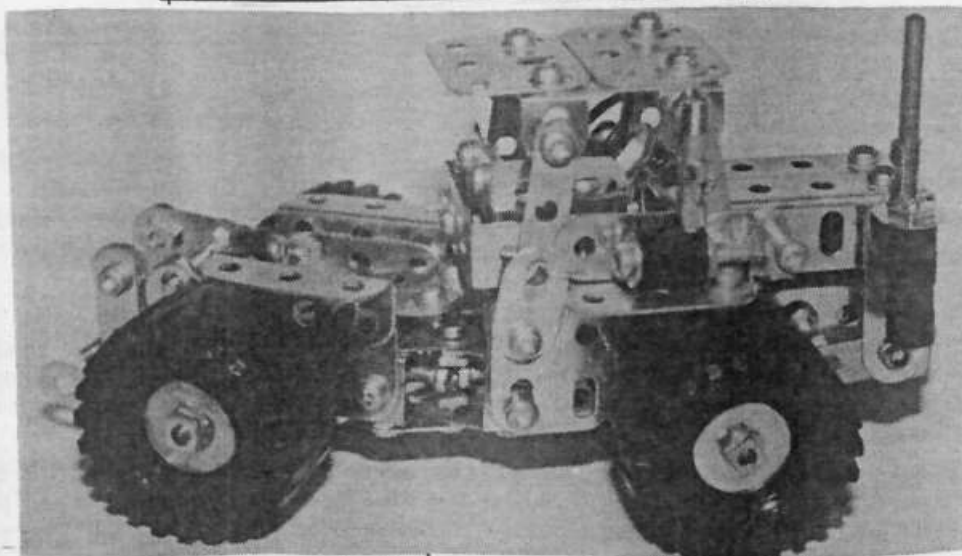
EDITOR: Bill Watt,  
8 The Esplanade,  
Campbell's Bay,  
Auckland 10,  
New Zealand.

WRITTEN AND PRODUCED BY MECCANOMEN FOR MECCANOMEN.



SMALL IS BEAUTIFUL !.

AGRICULTURAL TRACTOR BY  
DARYL ANDERSON.



**THE AIMS** of this magazine are to unite MECCANO Clubs and individual Meccano modellers; to generally promote and encourage the enjoyment of Meccano.

The N.Z.F.M.M. Magazine is registered at the G.P.O., Wellington, as a magazine.

# Editorial.

With this issue you also receive a special pictorial supplement produced by Daryl Anderson and the MWT Meccano Club, and which earns our heartiest congratulations. Clubs have been circulated a memorandum re possible subscription changes and this has already prompted an alternative idea from Daryl and which requires all club's consideration before any comment here.

Colin Croft's article in our last issue has provoked some critical remarks from Roger Wallis, Chairman of the Midlands Meccano Guild. Roger's letter is reproduced here together with Colin's reply. I have confirmed that both of their designs work OK, but would like to say I think both of them (and indeed, most Meccano published Diffs) seem too large for the models into which they are put.

Robin Rye's small tractor is a marvel of ingenuity (I have seen it) and is really rather complicated. I hope we may see instructions for it some time.

Lindsay Bond has sent me a picture of the new Plastic parts but there is not enough room for it this time. He seems very enthusiastic about these parts.

Bill

## AUCKLAND CLUB MEETING.

Nine members attended the club meeting at David and Elizabeth Wall's home on 11th May. The following models were shown:-

David Wall. 1. A beautifully designed 3-phase alternator driven by a twin cylinder steam engine.

2. A double acting solenoid engine using Meccano Elektrikit parts.

Bob McCracken. A very nice A-class Locomotive based on the one in Dunedin.

George Ovenden. 1. A neat little reaping machine.

2. A no 7 set hand operated twin Flyboats model.

Bill Watt. 1. Matthew Murray's hypocycloidal steam engine, slightly modified from article in C.Q. March 1994.

2. An original representation of Edmund Cartwright's engine using double cranks for the drive.

A roster was arranged for the club display at Henderson during Queen's Birthday Weekend, June 4, 5 and 6. Exchange copies of overseas journals are to be held as a library by David Wall. Next meeting will be at Neil Carey's home, 23 Easton Road, Hillsborough, on 10th August.

## M.W.T. CLUB.

### SPECIAL MEETING 12 FEBRUARY 1994.

A very enjoyable meeting was held at Don and Joyce Blakeborough's home to welcome Mr Peter Kessler of Zurich, Switzerland, President of the International Society of Meccanomen, and Mr Jack and Mrs Kathleen Partridge of the Midlands Meccano Club of Great Britain.

Present to meet them were Don and Joyce Blakeborough, Don and Heather Wilson, Bruce Geange, Chris Morton, Bruce Neilson, Jock Clouston, and Tom Pittams.

The meeting ran from 7 pm to 11 pm and the range of conversation covered everything from the most useless of all Meccano Parts (according to an overseas survey- you guess; for the correct answer check with Tom or anyone who met our visitors.) to a discussion of Westport Coal.

A great time was had by all.

Tom Pittams Secretary.

FROM DOUG HARRIS, AUCKLAND.

Dear Bill

Herewith Noel Lane's Bender photographs returned, also an enlargement from them. It makes the details much easier to read!

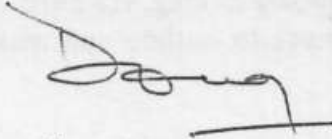
Also pix of the prototype and model of an early Holt crawler tractor, similar to Keith Camerons. I have a book of these published by Caterpillar (Holt were one of the companies that merged to form Caterpillar) on their 50th anniversary. I have planned to build some of these for a while.

The Holt is static, ie not powered. The front steering wheel (which is fixed) is made from two steering wheels with the 'horn buttons' removed and used back-to-back. This makes a slightly under-scale, but attractive 8-spoke wheel. Do I detect a non-standard part on Keith Cameron's?? A Meccano fan is installed in the radiator, and the engine sideplates are some nice nickel windmill sails. Model is red/green, and was intended as a fairly straightforward simple model.

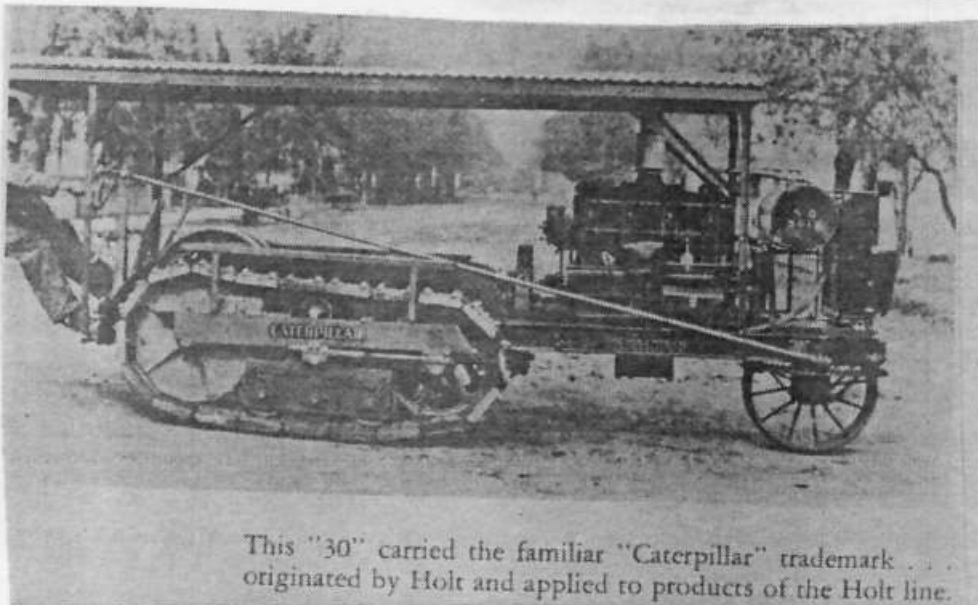
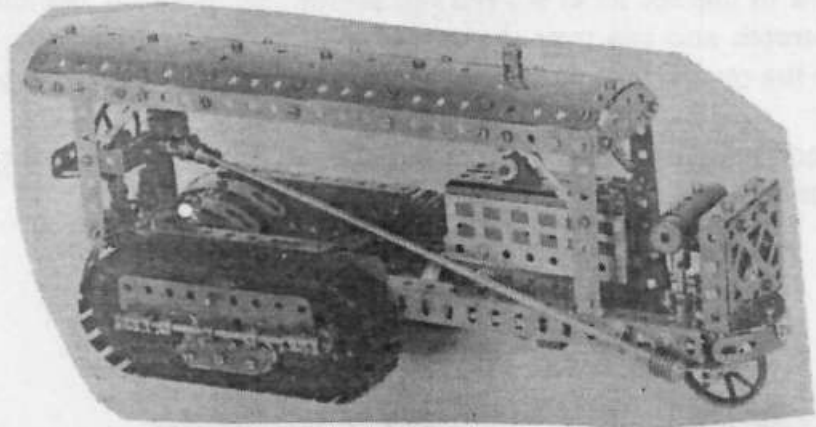
Shortly after this period, Holt engineers found that the steering wheel was really not necessary, and simply removed it, hence today's crawler tractors.

Hope to see you at Model-X.

Best regards



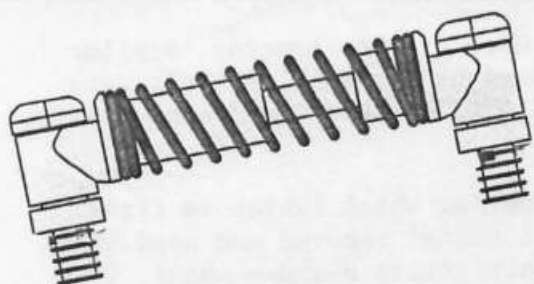
Doug Harris



This "30" carried the familiar "Caterpillar" trademark ... originated by Holt and applied to products of the Holt line.

FOR SALE: 1935 Aeroplane Constructor Kit No.0. Blue and white biplane. Boxed and in excellent condition. Price \$950.  
Doug Harris, Box 68392 Newton, Auckland. Ph (09) 522 1881.

# THOROUGHLY MODERN **MECCANO**



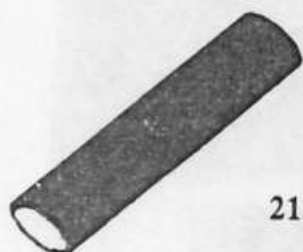
Research and Text – ROBIN RYE

Typesetting & Graphics – DARYL ANDERSON

Have you noticed the new Meccano parts in the Dynamic sets and the various colours of other parts? In each of these four sets there are part numbers present in two colours. This is an attempt to distinguish various features of the models with co-ordinated colours. I thoroughly approve.

Dynamic 4033 Helicopters has part 5 strip in red and yellow, part 48 double angle strip in yellow and zinc, parts 2 and 6a strips and 12b bracket in both red and zinc. There are two new parts peculiar to this set. 213d is a red soft plastic sheath  $\frac{3}{8}$ " in diameter and nearly 2" long. It's purpose is to stretch and slip over the end of a strip specifically on the Helicopters to outline and make visible the revolving top rotor. 142j is a soft smooth tyre for a  $\frac{1}{2}$ " pulley.

Common to all four Dynamic sets is new part 23c which is a soft rubber type of collar with a groove for a pulley. It is a push fit on an axle rod.



213d

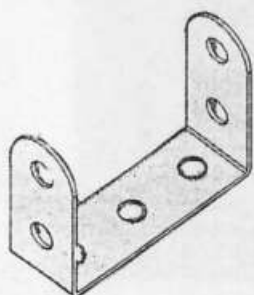


142j



23c

Dynamic 4036 Racing Cars has parts in yellow, blue and off white as well as zinc. Five different parts are present in two colours–  $3\frac{3}{2}$ " strip in blue & white,  $5\frac{2}{2}$ " strip in blue and yellow, 48 double angle strip in white and zinc, 48a double angle strip in blue and zinc and 103d  $3\frac{1}{2}$ " flat girder in yellow and white. New parts noted in this set although not exclusive to it are 46a double angle strip  $2 \times 3 \times 2$  holes and 26n pinion with 11 teeth.



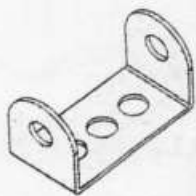
46a



26n

A conflict in part numbers has occurred The double angle strip  $\frac{1}{2}$ " x 1" x  $\frac{1}{2}$ " or  $1 \times 3 \times 1$  holes is listed by Meccano France as 48e but by MW Models as 11c. The 1" girder is Meccano 91, MW 9g and 1" flat girder is Meccano 103l with MW 103m. I think MW Models were making these parts before Meccano France.

continued...



48e or 11c

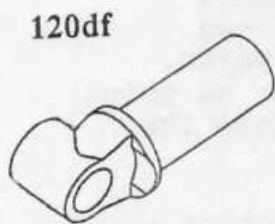


9l or 9g

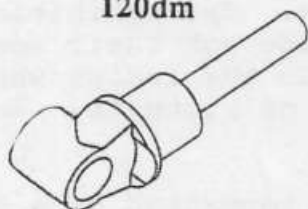


103l or 103m

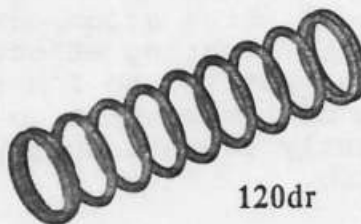
Dynamic 4065 Off Road Cars is dominated by the new off white colour complimented with zinc and nine red parts. Part 51 flanged plate is present in white and red and three sizes of strips are in zinc and white as well as 48 double angle strip. Four of the new shock absorber assemblies are present. Each consists of three pieces – 120df female half, 120dm male half and spring 120dr. 213c is a new part, it's rubber about 3/4" long and 5/16" diameter. called flexible coupling unit (so is part 175), it is used to join two axle rods together as a small universal on a drive shaft.



120df



120dm

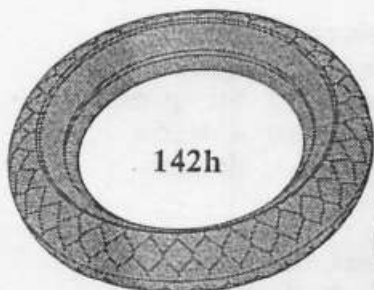


120dr



213c

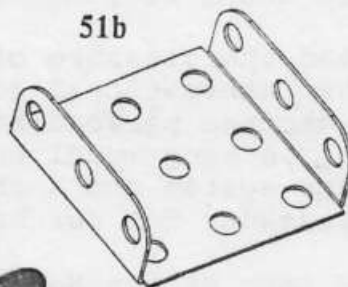
Dynamic 4015 Motor Bikes has five new parts not mentioned previously. 142h is a very nice tyre to fit the 1 1/2" pulley. Part 45a is a convoluted piece called double angle channel strip. 51a and 51b are small flanged plates in yellow. 133b is a corner bracket like 133a, but with one more hole along one side. (Easy to make from a flat trunnion.) Colours in this set are yellow and red with zinc. Parts 5 2 1/2" strip, 6a 1 1/2" strip, 11 and 11a double brackets and 38d large washer are present in both red and zinc with 133a corner bracket in both yellow and zinc.



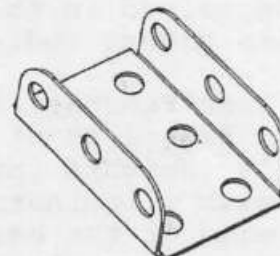
142h



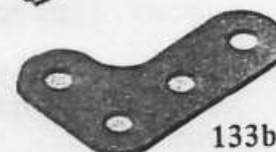
45a



51b



51a



133b

All these colours plus the various colours from past times (green) I use as support to my argument that it is perfectly acceptable to repaint (if you do repaint) your tatty Meccano to any colour you want – to the point of creating colour schemes for various sections of models. I certainly have mixed the colour groupings to this effect, but sometimes the theme is upset by the required pieces being the wrong colour.

What next? Colour coded bolt heads? Individual Meccano pieces painted different colours on opposite sides or ends? I certainly don't advocate attacking a finished model with a paint brush or spray can.

Meccano France is currently producing various strips in blue, red, yellow, white, black & zinc. Part 51 flanged plate comes in black, white, red, yellow and blue, flat trunnions in black, blue, red and yellow. There are many more examples.

Thoroughly Modern Meccano... ISN'T IT GREAT!!

FROM OUR PRESIDENT.

Dear Members,

Well Easter '94 is now behind us. Mine was especially pleasant as Elizabeth and I attended the MWT Meccano Club exhibition at Stratford. This gathering had all the atmosphere of a convention without the hassle of judging models and awarding prizes. Perhaps this was a factor which lent an informal and relaxed feeling to the proceedings. On Good Friday evening we were all invited to Lindsay and Judith Bond's home for a delicious buffet dinner and fellowship. Saturday evening was spent on the slopes of Mt Egmont at a delightful restaurant - another gastronomic blow out. It was great to meet up with all the familiar faces and compare notes and modelling techniques. There was a wide selection of models on display including a novel "dark room" which accommodated a selection of models featuring special lighting effects. The exhibition proved popular with the public who I'm sure got their monies worth. A special vote of thanks must go to the ladies who kept us going with an apparently endless supply of victuals. Well done the MWT Meccano Club.

Whilst at the exhibition the formation of a Federation library was discussed. The idea was to use the complimentary copies of the overseas magazines which are received by our editor as the basis. The magazines would be retained by a member acting as librarian who would forward them, on loan, at the request of other members subject to a charge for packing and postage both ways. Currently these magazines are sold during conventions to individual members. The proceeds of the sale are deposited in the Federation's magazine account. Would members please indicate their feelings on this idea.

Last February I had the pleasure of meeting Peter Kessler who is President of the International Meccanoman's Organization. Peter's insights into Meccano personalities and Meccano in general were most illuminating. A keen model builder Peter has a wide knowledge of the Meccano system and a charming manner. He is a most appropriate ambassador for our hobby.

I recently popped into Stoker Models (176 Great South Road, Auckland) and introduced myself to John Heremaia the new proprietor. John said that intended to promote Meccano and was keen to establish a mail order service. The shop interior has recently been reorganized and now includes a Meccano parts display carousel.

A hint - Double sided sellotape is a most useful addition to the Meccano tool kit for temporarily securing parts to a model prior to permanent attachment. Note - do not use Methylated Spirits to remove Sellotape etc from painted parts, it seems to dissolve the enamel - use Turpentine instead.

David Wall WANTED TO BUY:-

April 1994 Meccano X Series parts which are capable of being restored.

David Wall,  
502 East Coast Road,  
Mairangi Bay,  
Auckland 10

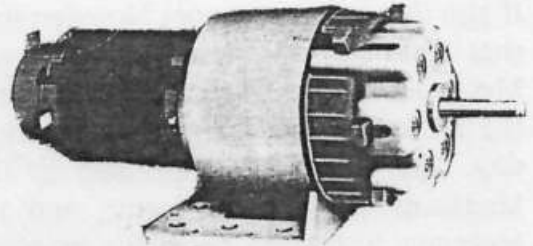
# BITS & PIECES

from Lloyd Spackman

HERE WE ARE again, after a short break. Any contributions to B & P will be most welcome.

MARX RICHARD 6 speed P.D.U. motors - retail price of these "work horses" of Meccano modelling is now \$NZ141.

No wonder our modellers have turned to other brands and types of power units over recent years. Nevertheless, the Marx Richard P.D.U. is a very useful motor for all sorts of models.



"AGENORIA": Construction instructions and photos of the historic locomotive "Agenoria", a contemporary of "Rocket", are available from me for anyone who would like to borrow them. I now have an excellent photocopy of a picture of the original locomotive which is in the National Railway Museum, York, England.

CALENDAR MECCANO: A Dutch company, Interboten, has a photo of a MECCANO model on each month's page of its 1994 Calendar. The 12 models were built by Gerald Anink who is Chairman of the Dutch Meccano Club.

It makes a nice change from Elle and Rachel, and the Meccano models are (some think) much more photogenic.

HIGHEST PRICE ?: M.W. Models Lots List for March 1994 included this one: "Lot A 9879 - 30's L set, Blue/Gold; E20B, 2c/ws. Re-sprayed. Restored beautifully. In replica cabinet/. A-E, F-L, S, M, M, P Manuals. Replica S.M.L.s. V.G. condition. £2995."

HONG KONG NEWS: Mike Stuart has settled back in Hong Kong for a while, with his wife, Swallow, who is a nurse at a private hospital there. Mike writes that he is kept very busy with his English teaching and there is no shortage of students. He hasn't seen any sign of Meccano in Hong Kong except for an advertisement in an English language newspaper. A person with a Chinese name wanted to buy Meccano. Mike sends his best wishes to everyone in the N.Z. Meccano fraternity and says "may 1994 be a bumper building year".

EDWARD MACKENZIE: We seem to have "lost" Edward MacKenzie, formerly of Turua, near Thames. His latest magazine has been returned "Gone No Address - Redirection Order Expired". Does anyone know where Edward has moved to, please? He is the artist well known for his works in scrap Meccano and other materials, and had a display at our 1993 Convention.

SPRAY PAINTING TIP: When using SprayKote or PlastiKote or other pressure cans for spray painting Meccano parts, detach the nozzle and keep it in a small container of turps when you are not using it, and even between coats. This way you won't have trouble with blocked nozzles.

QUOTATION : "Even if your dreams don't come true, be thankful that your nightmares don't either."

Jean Paré

Dear Bill,

As always, I enjoy reading the N.Z.F.M.M. Magazine, which is passed on to me by Ernie Chandler, Hon Secretary of the Midlands Meccano Guild. The Guild has its own circulation list of magazines and newsletters that are received from other Meccano Clubs and Societies!

If you do receive our own Newsletters, you will know from the *Chairmans Waffle* section, that I am not impressed with the way modellers seem to be moving away from true Meccano, but instead, appear to be incorporating just about anything in their models. In the same way, we seem to be moving to a stage whereby 'butchering' is the order of the day. The differential described by Colin Croft in the April edition of the N.Z.F.M.M. Magazine is a case in point, and I wonder why Colin perhaps did not look at the Meccano system to see if his problem of an all-bevel differential could not have been solved by using just standard Meccano parts.

I trust, therefore, that the enclosed drawings of an all-bevel differential constructed entirely from standard Meccano will be of interest to Colin and your readers.

This is not a new idea, it was developed in the 1970's for inclusion in my Midland Red S15 Single Deck Bus, which, after all these years, is available as an M.W. Model Modelplan.

The construction is really self-explanatory from the drawings. The interesting part is the carrier for the 'spider' centre, being 1" x 1/2" Angle Brackets which are held in place by the clamping action of the square nuts. For clarity, I have omitted any spacing washers and the far bevel so that the method of mounting the angle brackets can be seen.

Again, if you have been reading the MMG Newsletters of late, you will have seen my comments about the Meccaid CAD system and the enclosed drawings have been created using this medium. As well as a monochrome library of parts being available, they have also been created in both red/green and blue/yellow colour schemes. What is interesting is that I believe that even in black and white, the coloured drawing gives added depth and clarity to the construction.

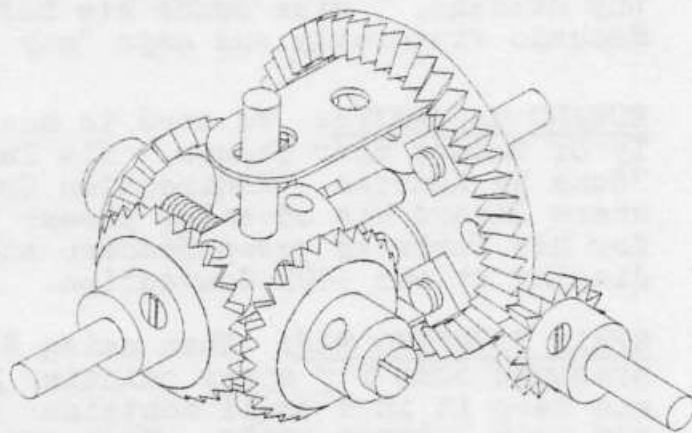
Anyway Bill, that is enough from me for now. You should be getting the latest MMG Model Report and Newsletter any day now, (if you have not already got it!), please do keep up the good work with the N.Z.F.M.M. Magazine, as both Betteena and myself enjoy reading about Meccano from 'down under.'

Kind Regards

Roger

Roger Wallis

Chairman, Midlands Meccano Guild



The 1" x 1/2" Angle Brackets are fixed to the Crown Wheel by ensuring that they are tightly against the teeth and gripping them firmly under the square nuts which are fixed on bolts passing through the large bevel.

Note that the bevel fixed on the far drive shaft has been omitted to show the internal construction.

## Colin Croft - Wellington

I would like to reply to Roger Wallis' comments regarding my all bevel differential. Even though he was critical of my method and holds a different opinion I am confident that we all can learn from articles submitted to the magazine.

To suggest that I didn't look through the system first is not correct. It also crossed my mind when describing the cranked rod that maybe it was "butchering" a part and therefore I mentioned the same could be made from a 4mm welding rod.

Roger's method of solving this problem is indeed a clever one, however the use of square nuts as a means of clamping brackets bothers me. Whether we realise it or not youngsters will emulate what we do and how we do it and I believe we should be using correct engineering techniques and therefore the use of square nuts as a clamping mechanism is in my opinion not an accepted engineering practice.

I also disagree with Roger's comment about the use of non-standard Meccano, many great modelers around the world use them, and providing the majority of parts in a model are standard I cannot see a problem. An example of this is model plan number CSM 11 of the W900 Kenworth Tractor Unit - would not this model look ridiculous had the standard Mecanno tyres been used.

We should not be afraid to experiment and use other parts where a standard part is not suitable, as to stick rigidly to the system, will surely stifle initiative and once again see the decline of Meccano.

## WELLINGTON GET TOGETHER

Wellington Mecanno Club invites NZFMM members and enthusiasts to an informal get together on Saturday 2 July at Sunvalley School, 67 Meremere Street, Wainuiomata. Starting at 2.00 pm

Bring a model or models, and have a good old natter with other enthusiasts. Admission free. Billets can be arranged. For further details contact Colin Croft (04) 3835441

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## MECCANO BEHIND THE BAR

Everyone who was at the 1993 Convention admired Ken Gordon's brightly nickel-plated vertical boiler engine which he modelled after the German 'Doll' engines.

Ken brought it to New Zealand to sell, and sell it he did -- to Peter Hough, the chef at Springs Restaurant where our Convention dinner was held. Peter is also part owner of Romaleigh, a popular restaurant and functions venue in Northcote, Auckland.

Ken's engine is running and on display behind the bar at Romaleigh. The "Meccano" nameplate is prominent, and the smoothly working model brings many admiring comments from visitors and patrons.

Romaleigh  
Reception Lounge

Weddings, Conferences, Seminars  
Fully Licensed

31 Ocean View Road, Northcote 9, P.O. Box 36045, Northcote  
Telephone 480-9147 Facsimile 480-1006

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Christchurch Meccano Club - March & April Meeting and Events. Reported by John Ince

The March 1994 was a good one for models as members had been inspired by the two exhibitions in the next four weeks. There were thirteen members present plus four ladies and four juniors. **Michele** brought a railway overbridge - old Hornby style - and **Anjuli** produced a Meccano Symphony Orchestra which the sign said was playing *The Nuts and Bolts Overture*. She had used current production parts with Playmobil figures. **Robert** with **Cameron's** help had made a large variety of small models from the current sets. They included a front-end loader, helicopter, breakdown truck, dump truck, 4x4 bus, crane, rotary hoe, tractor cultivator and tramcar. **Graeme** displayed a November 1972 Meccano Magazine Konkoly Meccanograph.

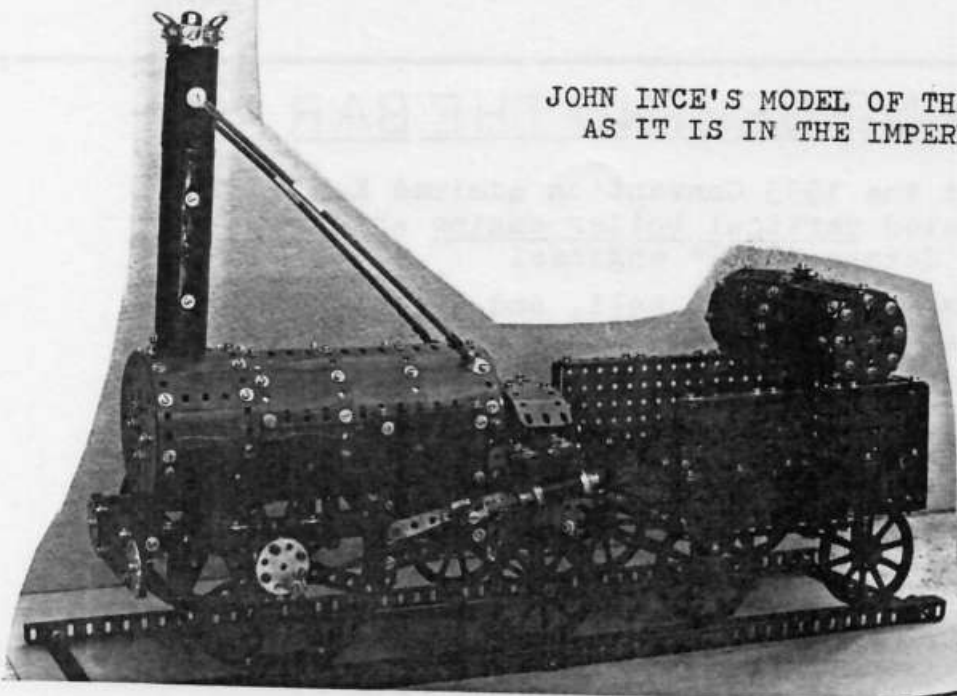
Our first exhibition was on the March 12th & 13th weekend and was part of the *Haul in the Hall* display of collectibles organised by the Christchurch Symphony Orchestra. It was held in the Great Hall at the Arts Centre and, although the Club had a good spot near the entrance, the venue was a little out of sight so there were probably fewer visitors than had been hoped. The Clubs contribution focused on the older style Meccano models together with sets, motors and parts from the 1920's and 30'. My contribution included Stevenson's *Rocket* which along with a 1925 set had spent the previous week in the window of one of the city's big stores as a promotion for the Exhibition. Many of the models on display had been around for a while but new items included David Langs *Supa Loopa*. One of our lady supporters produced a large but rather noisy merry-go-round. Several of these working models were activated by the public by using a press button time switch on the 240v supply. It was adjusted to give a 30 second run time.

The second exhibition was at the 1994 *Kiwi Fest* and this year was held in the Christchurch Town Hall over Easter. It ran for four days. The popularity of Meccano may be gauged from a request to exhibit from the organisers after the Club had decided not to bother this year. In the event we were able to interest **F.W. Cave Toys Ltd** in supporting the Club by providing a substantial quantity of new Meccano both metal and plastic for display and also meeting the cost of making our stand a commercial one. Although I had done a good deal of the early arranging of this exhibition a previously arranged fortnight in Australia between the two shows meant that **Graeme O'Neill** had to take delivery of the commercial material. I understand that the O'Neill family had a busy time in the week before the display assembling both metal and plastic models. It seems that the Christchurch Club may have mounted the first Australasian display of the new plastic Meccano sets and models. I did not see any in Sydney when I was there and the people at Hobbyco had not heard of the new sets! There were a lot of people at the Kiwi Fest and again we had an excellent position so that visitors entering the exhibition area were greeted by the Meccano signs on the outside wall of our stand. These signs were provided by **Frank Pearce**. We arranged the display so that the sets and models in current colours were all together. The plastic Meccano was very popular and evoked a lot of interest. We were at pains to point out that the plastic Meccano models did not fall apart when dropped (compare another popular construction product!). It will be interesting to see how the sets sell when they come on the market. Also displayed were models from the dynamic range; the helicopter was attached to the wall and flew very realistically when the appropriate button was pressed.

Since the Kiwi Fest two of F.W.Cave Ltd's representatives have been in Christchurch using the assembled models to inspire interest amongst local retailers. They also made use of one of the Club signs to remind retailers of the presence of an active club. We understand that they hope to encourage retailers to tell customers about the Club's activities.

**Ann Richards** one of the MW Models mail order staff was in Christchurch with her husband recently as part of a bus tour. Both Graeme and I were able to spend some time talking about Meccano and **Geof Wright** with her at the motel. I took them for a whirlwind car tour of central Christchurch!

JOHN INCE'S MODEL OF THE FAMOUS 'ROCKET'  
AS IT IS IN THE IMPERIAL SCIENCE MUSEUM.



11.  
WELLINGTON MECCANO CLUB  
MARCH MEETING NOTES

-reported by Bryan Jones and Mike Highley

Our March 1994 meeting was held at the home of Joe Bell, where the 11 members present were treated to a display of his model railway before the meeting formally began.

The Branch AGM was held, with the retiring President, Lou Nichols, reporting on the activities for the past year. These included exhibitions held in May and December, visits to MWT Club meetings and exhibitions (and visits to us by some of their members), and talks on parts refurbishment, the Sydney underground railway system, and the publishing industry, which were contributed by some of our members.

As reported in the April NZFMM Magazine, the officers elected for the next year are Colin Croft, President; Simon Moody, Vice-President; and Don Flowers, Treasurer. The newsletter secretary and model judging subcommittee positions were to be discussed at the April meeting.

The following members brought models:

- Joe Bell: Formula 1 racing car and trail bike - the latest in his collection of Dynamic kits.
- Don Flowers: Fire Engine.
- Mike Highley: Patrol vehicle from No. 8 manual and Breakdown truck from No. 3 manual.
- Bryan Jones: Partly constructed tail-jib for a Liebherr tower crane.
- Lou Nichols: Almost completed Showman's Traction Engine, from B.N. Love's Meccano Constructors Guide.

Don Flowers' fire engine was literally the centrepiece of the meeting, sitting on the floor with its ladder extended. Don started building it in May 1993, basing the chassis on a bus chassis which appeared in a Construction Quarterly article, and the bodywork on a selection of photographs of fire engines built around 1910-1920. The model had a built-up replica 4 cylinder engine which contained a Marx Decaperm motor, driving through a clutch and 4 speed gearbox to the chassis-mounted differential. The final drive was via chains to the rear wheels. Brakes were fitted, a footbrake operating on a drum on the gearbox output shaft, and strap brakes on the rear wheels for parking. The ladder was hand operated via leadscrews for elevation and extension, the three sections telescoping in unison. We have watched this model grow over several meetings, and it was most interesting to see it assembled and completed.

Registration forms and posters for the MWT Club's Stratford exhibition were circulated. The evening closed with supper and members were invited to provide technical assistance with mechanical details of the Traction Engine.

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- FOR SALE.
1. Meccano set No 7 (1950 contents) Original box (no lid).  
Mainly Red/Green and some silver parts. Tidy order. \$180.
  2. Meccano set No 3. 1993 French set. Brand new, unopened. \$90.
- Barry Babbage, No1, Pamir Place, Welcome Bay, Tauranga. Ph (07) 5441 378.

**WELLINGTON MECCANO CLUB**  
**APRIL MEETING NOTES**

-reported by Bryan Jones and Mike Highley

The April 1994 meeting was held at the usual venue of St Lukes Church hall, Wadestown, and was attended by 12 members plus Mr Richard Shaw, a visitor returning after a long absence.

Continuing with business from the March meeting, the Model Judging Subcommittee consisting of Frank Abbott, Laurie Webb, Simon Moody and Brent Houston was elected. Bryan Jones and Mike Highley volunteered to jointly produce the newsletter notes.

The treasurer's report was presented, with the funds showing a modest increase over the year through interest and the sale of badges. Of the two exhibitions held, the small profit made by the first had been negated by a slightly larger loss by the second, the door takings being down due to dreadful weather and alternative public attractions.

Colin Croft demonstrated a small German-made Buhler electric motor. This runs from 12v DC and has a built-in gearbox which produces a very useful amount of torque. It would require a mounting bracket and an adapter sleeve for its 3mm shaft for use with Meccano, but several members showed interest in obtaining one or more.

The following members brought models:

**Frank Abbott:** Cyclic Colour Mixer.

**Mike Highley:** Planing machine, Tractor and Harrow, Helicopter.

**Bryan Jones:** Main jib for a Liebherr tower crane.

**Simon Moody:** "Little Joe" locomotive.

**Timothy Moody:** Dumptruck, aeroplane, and 3 Minimodels dumptrucks.

**Laurie Webb:** Gearboxes from breakdown crane.

Laurie Webb's gearboxes were the subject of a talk by Simon Moody. He and Laurie built two railway breakdown cranes based on plans of a NZR 40 ton Craven crane. Although both models have been dismantled, Laurie saved the gearboxes to demonstrate some of the technical details and difficulties that were overcome. The main gearbox from the rotating superstructure had been driven by an E15 electric motor and it featured separate forward and reverse power trains of constant-meshed one inch gears running continuously. Each crane function used dog clutches to select the appropriate gear train for the direction of movement required. The second gearbox was hidden in the wagon, and it transferred the drive from a floating gear ring in the turntable assembly to the eight carrying wheels. Quite a bit of work had been done to reduce friction and provide enough power to move the heavy model. Other details included were a parking brake and a clutch to disengage the drive for towing in a train.

A letter and registration form was circulated, inviting the Club's participation in the "Great Models and Hobbies Expo" to be held in Wellington over Anzac weekend. Members decided to provide models and time to man a stand, subject to further details being obtained from the expo organisers.

The evening closed with supper -next meeting to be held on 6 May.

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WELLINGTON MECCANO CLUB  
MAY MEETING NOTES

-reported by Bryan Jones and Mike Highley

The May 1994 meeting held at St Lukes Church hall, Wadestown, was attended by 16 members.

Many of the members participated in the Great Models and Hobbies Expo held over Anzac weekend at the Wellington Show buildings. A large stand at a prominent position near the entrance was mounted, with members manning it in turns over the three days. Several models were kept in operation, and a demonstration of the assembly of some of the models from "Dynamic" sets ran next to a display of the various sets available. The stand proved very popular with the public, sharing with two other stands the prize for the best display. It has been suggested that the Expo could be an annual event, so with a few improvements in provision of lighting, posters and lists of retail outlets to hand out, we will be interested in being part of the next one.

Colin Croft presented the business for the meeting. A letter from Lloyd Spackman regarding an excess of funds held by NZFMM led to suggestions for improvements to the print quality and content of the magazine.

A proposal was received from the firm of F.W. Cave to import 5 Ferris Wheels from Meccano France for display in Wellington shops, the Club providing maintenance of the Wheels in return for reduced rates for bulk Meccano purchases.

Members discussed the suggestion of a business card promoting Meccano and the local club meetings, to be included with purchases of Meccano from shops and also handed out at exhibitions. The idea of holding a Saturday day-time meeting was also discussed. This would allow out-of-town members to attend, and would be organised like a mini exhibition for members only, with a competition and the opportunity for members to talk about their models. This could be done twice a year, with September/October suggested as a suitable time for the first meeting.

The following members brought models:

|                        |                                                                                         |
|------------------------|-----------------------------------------------------------------------------------------|
| <b>Colin Croft:</b>    | Kenworth truck chassis                                                                  |
| <b>Don Flowers:</b>    | Chassis for Swiss "Crocodile" electric locomotive bogie.                                |
| <b>Mike Highley:</b>   | Coastal steamer from #6 Manual,<br>Sports car from December 1968 Meccano Magazine.      |
| <b>Bryan Jones:</b>    | Tug from #7 Manual                                                                      |
| <b>Simon Moody:</b>    | "Little Joe" locomotive and tricky track (one way of using up 69 flanged sector plates) |
| <b>Brian Peterson:</b> | Racing car.                                                                             |

In addition, Colin Croft displayed a number of photographs taken of the Meccano stand at the Great Models and Hobbies Expo.

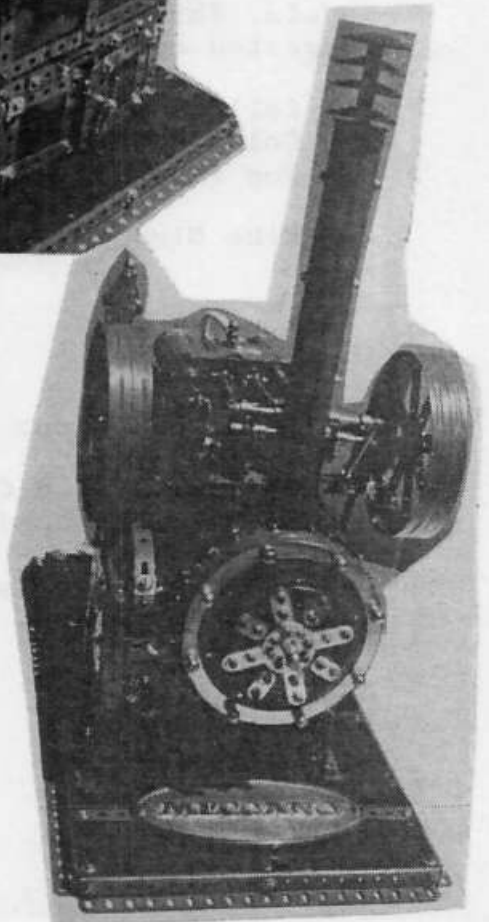
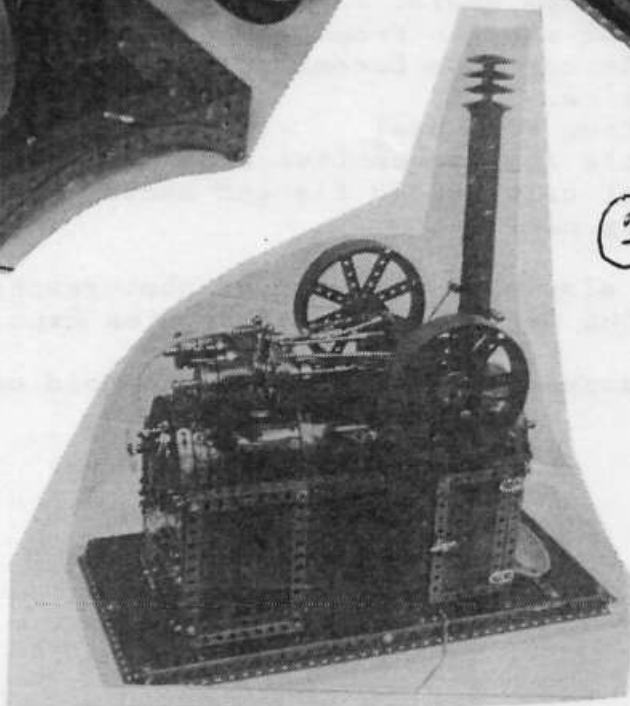
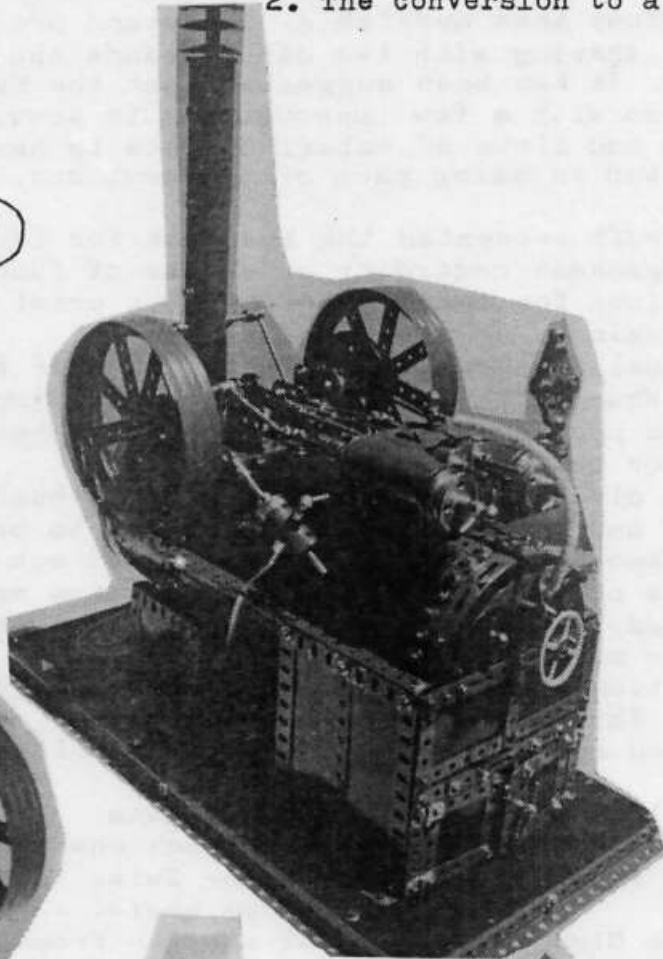
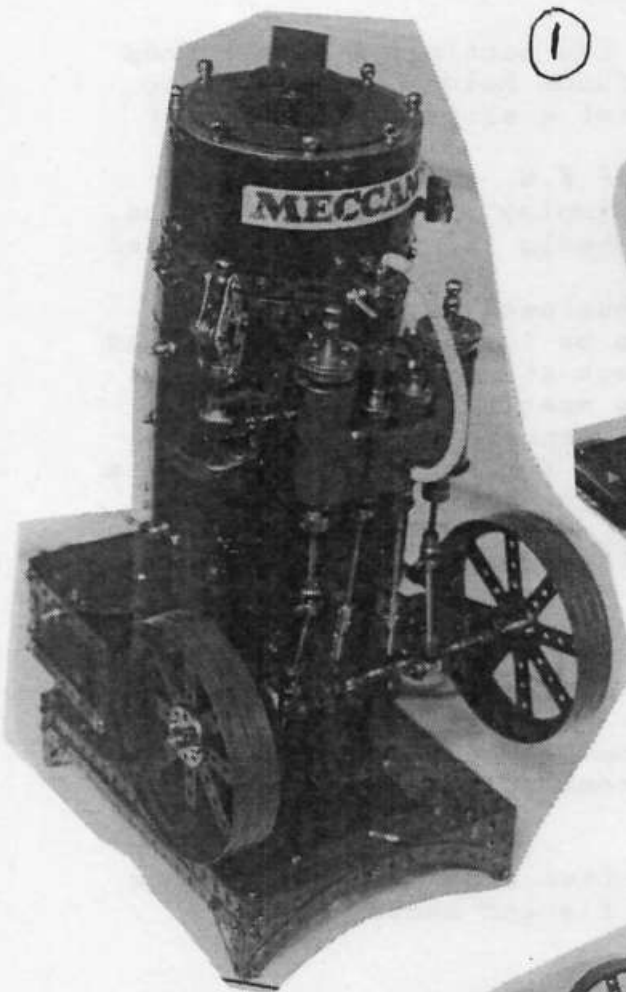
The evening closed with supper -next meeting to be held on 3 June.

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# From Vertical to Horizontal.

The editor experiments. In C.Q.19 of March 1993 Brian Rowe illustrated and briefly described his Nuremberg 'Doll' Engine- a twin cylinder vertical model. After obtaining fuller instructions from him, I built the model, with several minor modifications, and it ran without trouble on three successive days at an Exhibition in June 1993. The twin cylinder action is attractive, and, rather than demolish it, I converted the model to a horizontal (overhead) type, retaining the action and twin flywheels. This variation lent itself to more-ornamentation at both ends of the boiler complex. The photos show : 1. My version of Brian's model. Note the top of the stack is cut off in the photo.

2. The conversion to a horizontal mode.



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