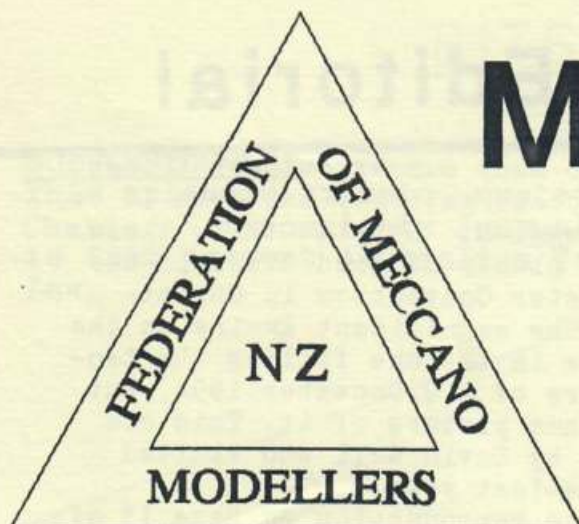




MAGAZINE

Vol 18 No 6 February 1995



DAVID WALL TOOK THIS PICTURE OF BRIAN ROWE
WITH HIS LATEST FOWLER SHOWMAN'S ENGINE.

*The aims of this magazine are to unite Meccano clubs
and individual Meccano modellers; to generally promote and
encourage the enjoyment of Meccano*

NZ FEDERATION OF MECCANO MODELLERS

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TAWA 6203

Editorial

With so many summer outdoor things to do, Meccano activity may seem to be rather sluggish. Despite this, there should be plenty of good stuff to see at the Easter Convention in Christchurch. The magnificent Engine on the front page is the one filling the two-page centre of C.Q. December 1994, but not the same picture of it. This one was taken by David Wall who visited Brian Rowe last year.

Note the reproduction on page 13 of the Giant Gold Dredge model in Hokitika. Lindsay Bond sent six splendid photos of it which I hope will feature in our next issue, as this is really quite an important historical model. I would be pleased to hear from any of our members who may have knowledge of any of the gold dredges which operated for so long down south. All the best, *Bill*

COLLECTORS FAIR AND SWAP MEET.

NAPIER COSMOPOLITAN CLUB, Marine Parade, Napier.
SUNDAY 19th February. 11 am to 3 pm.
Enquiries phone Sue or Trevor at (06) 836 6827.

NZFMM CONVENTION at Easter in Christchurch.

Auckland Meccano Club meeting at Brian Buchanan's home 288b Manukau Road, Epsom, on Wednesday, 8th February.

RECENT MECCANO LITERATURE.

C.Q. 26 DEC 1994. A Fairground model by K.Cameron; Stephenson's 1825 Locomotion No1 by C.Davies; Toothless Reduction Drives by S.Tonkin; Automated Ship Cpaler by K.Cameron; Forklift Truck by G.Kind; Fowler Showman's Engine by B.Rowe.

NEWSMAG No70 Nov1994. Hercules Blocksetting Crane by J.Sinton; A Level luffing Mechanism by D.Barrett; A Tipping Lorry from France, by J.Partridge; Gyroscopic Toy by M.Edkins.

INTERNATIONAL MECCANOMAN No14, JAN 1995.

Article on the Channel Tunnel; The Arcograph in Meccano by the Editor; Model building technology: features compatibility of Junior Meccano 1994 with metal Meccano.

New Zealand Meccano Contact Persons

These are the persons to contact if you need information about the nearest Meccano Club or Meccano generally.

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WAIKATO:	Don McClelland, 32b Hazelwood Avenue, HAMILTON.	0-7-847 4503
HAWKES BAY:	Trevor Adam, 22 Ferguson Street North, Bay View, NAPIER.	0-6-836 6827
MANAWATU/	Tom Pittams, 79 Maria Place, WANGANUI.	0-6-345 6788
WANGANUI/TARANAKI:	Lindsay Bond, 93 Hathaway Street, STRATFORD.	0-6-765 5665
WELLINGTON:	Colin Croft, 21 Beach Road, Island Bay.	0-4-383 5441
	Simon Moody, Blue Mountains Road, R.D. 1 UPPER HUTT.	0-4-528 3032
CANTERBURY:	Graeme O'Neill, 49 Hindness Street, CHRISTCHURCH.	0-3-322 7456
	John Ince, 37 Burnside Crescent, CHRISTCHURCH.	0-3-358 7351

BITS & PIECES

from Lloyd Spackman

GOBBLEDYGOOK !

This splendid example, quoted in the Chartered Accountants Journal (N.Z.) is from present Australian Taxation Law.

"(b) A car is a predecessor of a second car if a third car is a predecessor of the second car and the first mentioned car is a predecessor of the third car (including a case where the first-mentioned car is a predecessor of the third car by another application or applications of this paragraph)" — section 82KTJ(4).

QUOTATION:

"and pour me a passion fruit drink. Then I'll show you the dredge and crane I built out of the Meccano set"
from 'Monday in Summer' by Lucy Walker.

A RECENT CHESTORY:

The man had given blood to the blood bank for years and years. Recently he needed an operation and required a blood transfusion. The C.H.E. tried to charge him nearly \$600 for the blood.

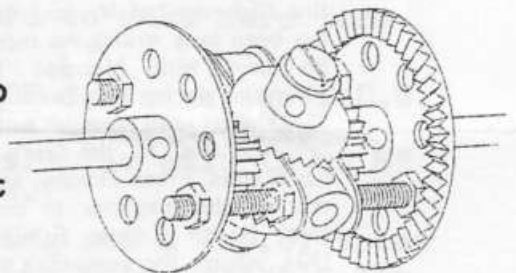
PARTS PROBLEMS:

From an Editorial by Tobias F. Haffter in "A.M.S. Bulletin No. 32" it appears Swiss Meccano Club members are having difficulty obtaining parts from Meccano (Calais), Marklin and Stokys. There is some possibility that Bral, Temsi or Ami Lac will provide substitute parts. In the meantime, Mr. Haffter proposes setting up a computer file of parts for sale, and parts wanted by A.M.S. members.

DIFFERENTIAL:

I built the "rugged little differential" described on page 19 of 'Newsmag', July, 1993, but ran into problems with the pivot bolts. My standard 14.7mm ones were too short to lock on to the short threaded pin in the bore of the coupling and at the same time allow the contrates to turn freely.

Until George Ovenden pointed out that 'not all contrates are equal'. I then found two with shorter bosses and, using my standard pivot bolts, the problem was solved. An alternative would be to use longer pivot bolts. The next length up would be the 19mm allen head ones (147f) in the newer Calais sets.



BARRY BABBAGE (Tauranga)

says its been fairly quiet with his Meccano building lately. One of the disadvantages about Tauranga is no Club to get inspiration from. "Perhaps I should do something about that !" (We hope you will, Barry ---Ed.). He is also interested in Hornby Dublo.

Building with steel frames has been likened to a

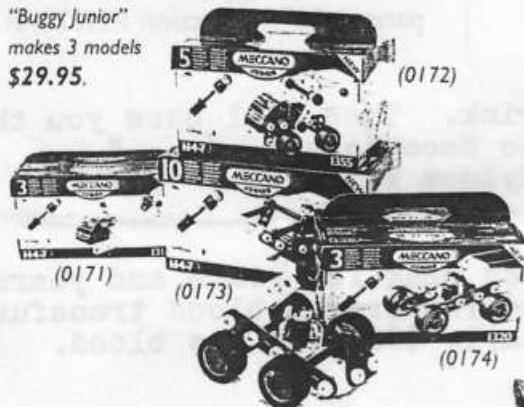
Meccano® set, opening possibilities for innovative design through superior strength and the simplicity of one metal frame joining another.

FROM A
B.H.P. NEW ZEALAND STEEL
BROCHURE

FROM A CHRISTMAS CATALOGUE

New from Meccano, **MECCANO JUNIOR**, 9 progressive Tool Box Sets, for kids 4 to 7 years. Each set contains Bright Coloured plastic parts and tools to build great models.

(0171) Meccano Jr "Helicopter" makes 3 models **\$29.95**, (0172) Meccano Jr "Dump Truck" makes 5 models **\$49.95**, (0173) Meccano Jr "Bulldozer" makes 10 models **\$69.95**, (0174) Meccano Jr "Buggy Junior" makes 3 models **\$29.95**.

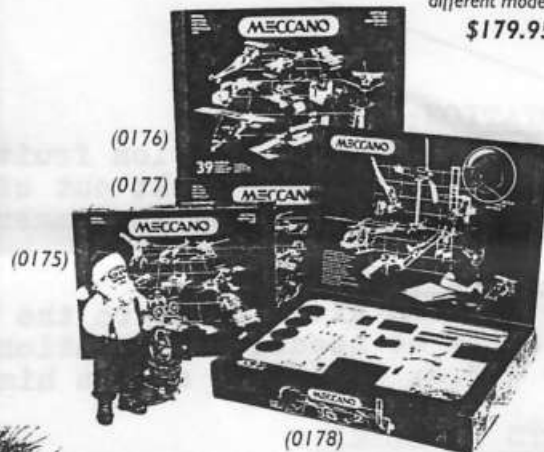


MECCANO
JUNIOR

MECCANO

Metal Meccano Model Sets for the older kids... and adults too!!

(0175) Meccano Set No 1: 203 parts, makes 15 different models **\$59.95**,
(0176) Meccano Set No 3: 353 parts, motor, makes 39 different models **\$129.95**, (0177) Meccano Set No 2: 274 parts, motor, makes 27 different models **\$99.95**, (0178) Meccano Set No 4: 452 parts, makes 51 different models **\$179.95**.



SMITH & CAUGHEY'S

PRIVATE BAG 92-117, AUCKLAND, QUEEN STREET, 377-4770, NEWMARKET 524-8049

WORLD MADE UP OF BITS AND PIECES

Still putting words together as adeptly as thousands of his readers once put together the bits and pieces of perhaps the most famous modelling kits of all time, Hubert Lansley, the first "Spanner" of *Meccano Magazine*, has been busy writing his memoirs of his days with Meccano Ltd. in Liverpool during the Twenties. Now 85, Hubert still recalls with pride "ghost-writing" for the firm's inspirational chief, Frank Hornby, and being sent by the magazine to cover the great British Empire Exhibition of 1924, where, the company's standing being so high, he was given special treatment and which attracted, he recalls with a lingering sense of awe, 27 million visitors who happily trod its 15 miles of roads.

Among Hubert's principal tasks, as recounted in *My Meccano Days*, a special publication brought out by "Constructor Quarterly" of Crosspool in Sheffield, was building models and writing articles and instruction leaflets about them. His recollections are especially welcome since, sadly, when Meccano closed down its factory in 1979 there occurred a partial sit-in by the redundant workforce during which a large amount of records, production



△ Hubert Lansley, the first "spanner" of *Meccano Magazine*.

details and other valuable material was either removed or damaged. His bits and pieces of entertaining history fill in many of the gaps and will engage numerous readers of middle-age and upwards who, if they were to make a determined search, could assuredly find at least one distinctively green, multi-holed sliver of steel among their possessions.

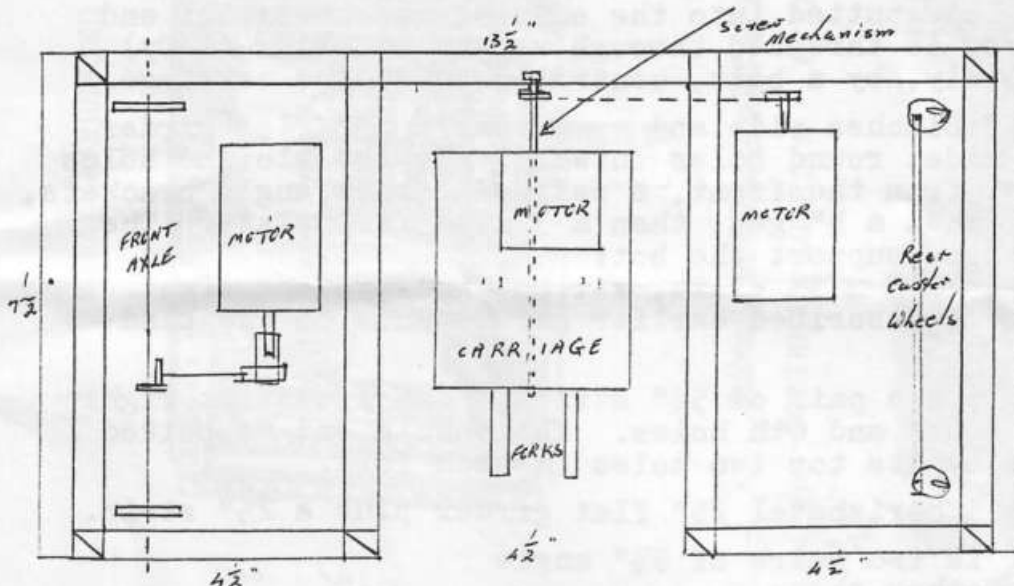
From "This England", Autumn, 1994.
Kindly supplied by George Ovenden.

SIDE LOADING FORK LIFT

DESIGNED & BUILT BY LLOYD SPACKMAN

These fork lift trucks are used in timber yards which have limited access to the stacks. The fork lift sidles up to the stack, runs the carriage out, lifts the load, runs the carriage in, then lowers the load on to the platforms at either side of the forks. At the new stack, the procedure is reversed.

The basic structure is thus in the MECCANO model:



FRONT is as you look at the central open section.

I have tried to keep the "works" within the confines of the basic structure, except on top.

LEFT & RIGHT sections are the same. Top & bottom frames are $7\frac{1}{2}$ " deep, $4\frac{1}{2}$ " wide and $2\frac{1}{2}$ " high, built from angle girders. The two pairs of $13\frac{1}{2}$ " composite rear girders are $12\frac{1}{2}$ " ones in channel form, open side to the front. They are extended by a $1\frac{1}{2}$ " A.G. at each end, overlapped 2 holes. A $5\frac{1}{2} \times 2\frac{1}{2}$ flat plate reinforces it at rear centre. Holes of the A.G. point inward and the top & bottom frames are joined at the 6 outer corners by $2\frac{1}{2}$ " vertical A.G.

THE CENTRAL OPEN SECTION is also $4\frac{1}{2}$ " wide. The lower $7\frac{1}{2}$ " A.G. at each end has its round holes pointing outward to make more room for the wheels.

As well as the front wheels, the LEFT SECTION contains the P.D.U. motor which drives them through a worm to a 1" pinion, then across by a $2\frac{1}{4}$ " rod to a pair of $7/8$ " bevels. The axle is an 8" rod and the wheels are $1\frac{1}{2}$ " pulleys with tyres.

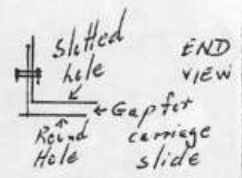
The RIGHT SECTION contains the castor steering and a P.D.U. motor which drives (chain drive) the screw mechanism which propels the carriage out and in.

THE CARRIAGE HAS on it an M0 motor to drive the forks. This motor was a bit fast and needed several gear reductions, i.e. motor worm to $\frac{1}{2}$ " pinion to $1\frac{1}{2}$ " gear, then a $7/16$ " pinion to a $1\frac{1}{4}$ " gear. A slower, small motor would avoid this complication. Finally there is a rubber band drive by $\frac{1}{2}$ " pulleys to the rod holding the lower sprocket of the lifting chain drive.

CARRIAGE RUNNERS: A pair of $5\frac{1}{2}$ " A.G. are bolted together, thus:

There is a gap between them on the horizontal plane. Add a $2\frac{1}{2}$ " strip to the back of the vertical side at each end, overlapping 4 holes.

Bolt the front end hole of the $2\frac{1}{2}$ " strip to the centre hole of the



front vertical A.G., and the other end to the centre hole of a $2\frac{1}{2}$ " vertical strip which is fixed at the 13th holes from the front. Repeat this on the other side of the central section. The two slots for the carriage slides then point inward and horizontally.

SCREW MECHANISM : This is an adaptor (P/N 173a) journalled centrally in a $1\frac{1}{2}$ " A.G. which is bolted at the centre of the lower $12\frac{1}{2}$ " A.G. The adaptor is held at the back by a small collar and at the front by the boss of a $\frac{3}{4}$ " sprocket which is chain driven from the sprocket on the right hand motor. A $4\frac{1}{2}$ " rod (screwed) is lock nutted into the adaptor and the front end of this screwed rod is threaded through a 4-hole collar (140y) which is held loosely, by a bolt, centrally under the carriage.

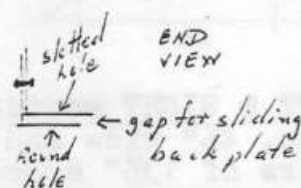
THE CARRIAGE is 3.8 inches wide and comprises a $3\frac{1}{2}$ " flat girder longways on each side, round holes outward. To the slotted holes are bolted across, from the front, a pair of corner angle brackets, a 3" flat girder, then a $\frac{1}{2}$ " gap, then a $3 \times 1\frac{1}{2}$ flat plate. The corner angle brackets support the bottom of the vertical post. Bolt the motor to the $3 \times 1\frac{1}{2}$ plate, set one hole to the right. The gearing has been described earlier and depends on the kind of motor used.

The LIFTING FORKS are a pair of $5\frac{1}{2}$ " strips which I bent at right angles between the 5th and 6th holes. The 6 hole end is bolted to the back plate by its top two holes in each fork.

The BACK PLATE is a horizontal $2\frac{1}{2}$ " flat girder plus a $2\frac{1}{2}$ " strip.

The VERTICAL POST is two pairs of $9\frac{1}{2}$ " angle girders bolted together thus:

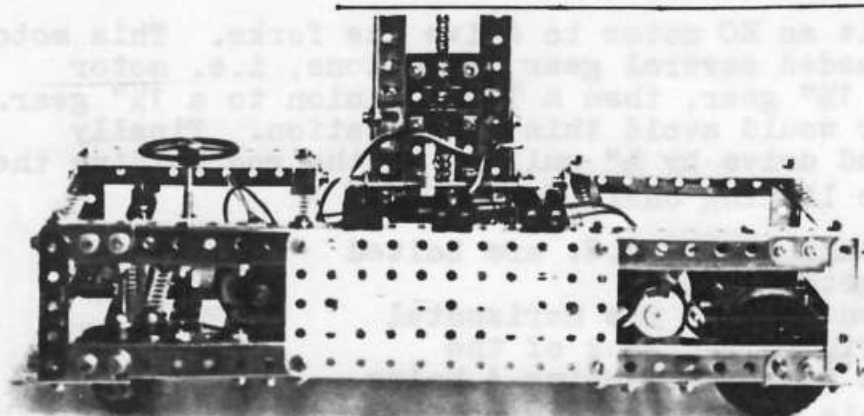
They are connected by a $2\frac{1}{2} \times \frac{1}{2}$ double angle strips at the bottom and at the 3rd hole down from the top. They face to the rear.



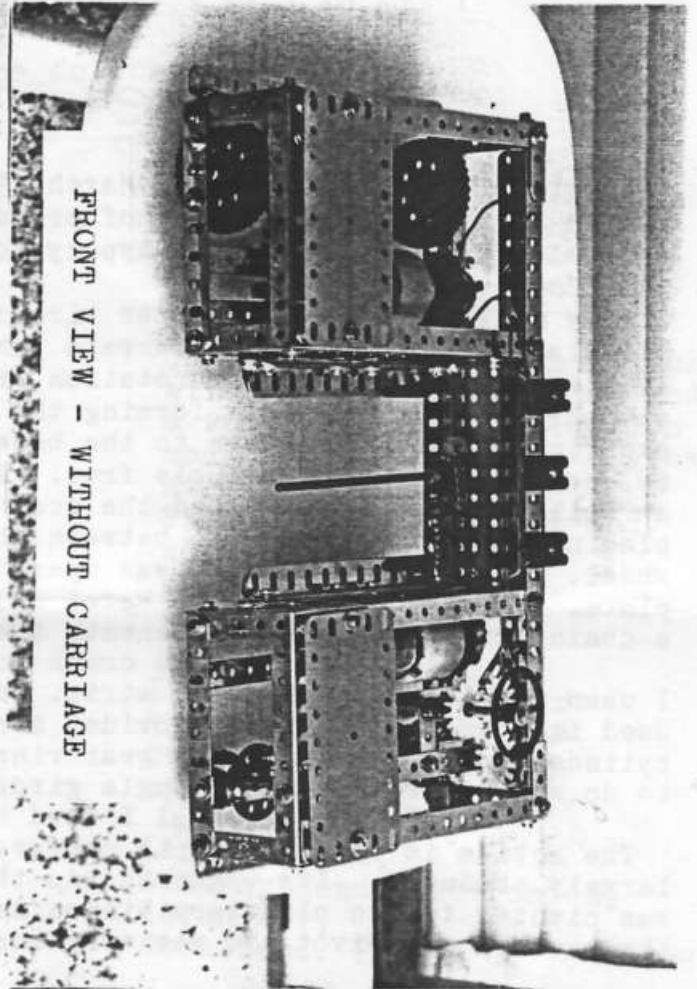
The CENTRAL LIFTING CHAIN is attached by plastic ties to the top and bottom centre holes of the back plate.

The REAR WHEELS are $\frac{1}{2}$ " loose pulleys with tyres held between $1 \times \frac{1}{2}$ angle brackets bolted under bush wheels. The vertical rods which hold the bush wheels are journalled in upper and lower $7\frac{1}{2}$ " strips running fore and aft. So that both point in the same direction, the bush wheels are connected by a $5\frac{1}{2}$ " narrow strip locknutted to them at each end. The rear wheels are steered by the steering wheel through three multi purpose gears as can be seen in the photograph.

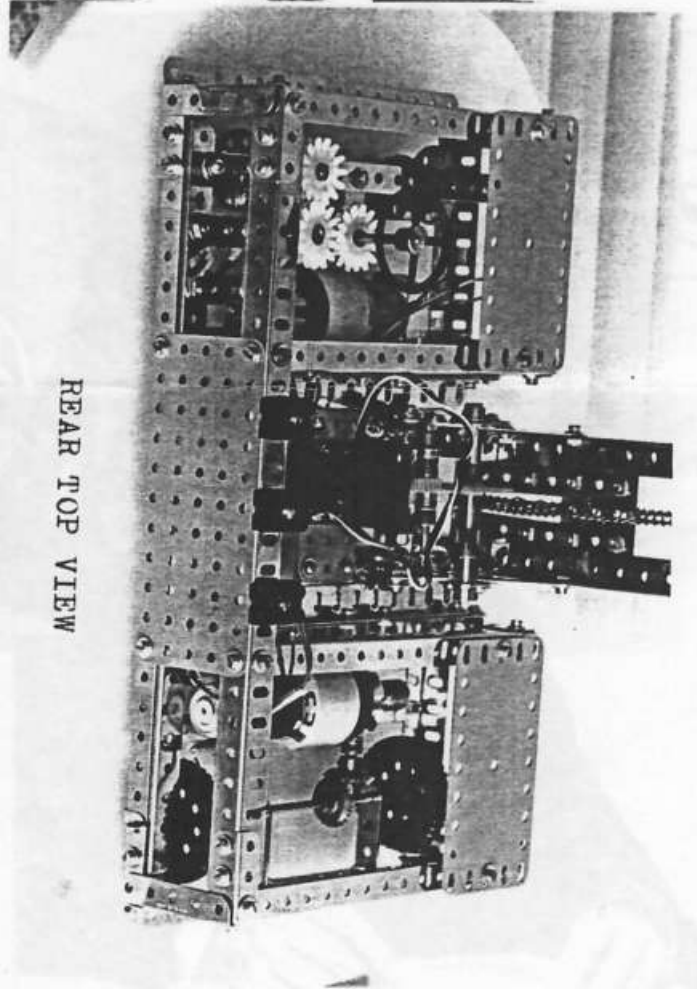
FINALLY: There is room for improvement in this model; in particular to make it narrower. Also possibly to use one motor with gears to control all three movements. If anyone builds it and modifies it, I would be very pleased to hear from them.



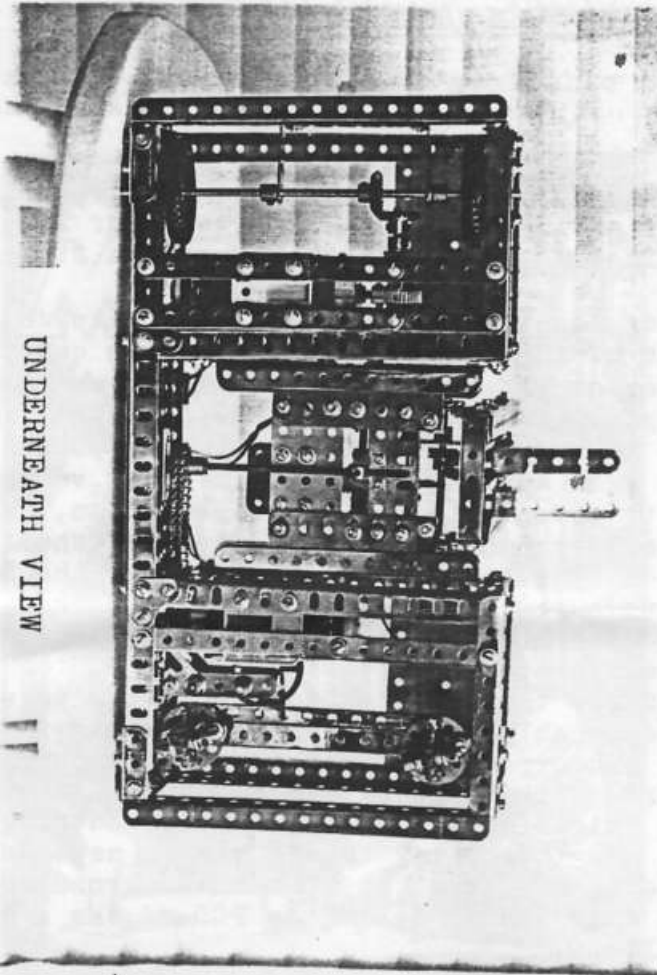
REAR
VIEW



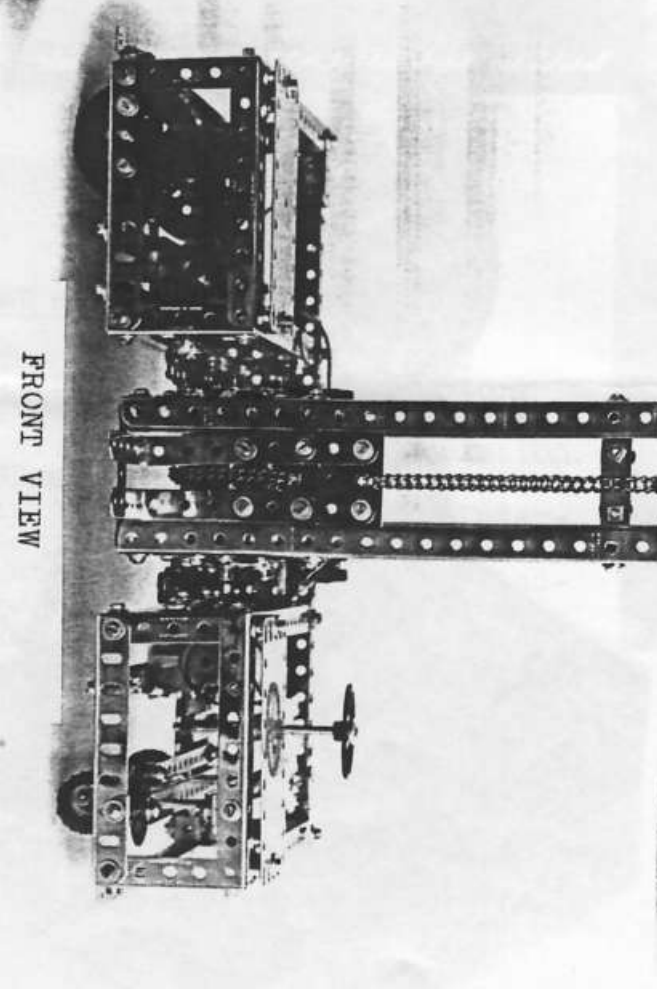
FRONT VIEW - WITHOUT CARRIAGE



REAR TOP VIEW



UNDERNEATH VIEW



FRONT VIEW

Murray's Hypocycloidal Engine in Meccano.

W.J.Watt
Auckland.

In his article in C.Q.23 of March 1994, Howard Somerville is to be congratulated in solving the problem of producing in Meccano an internal gear ring suitable for reproducing the hypocycloidal motion in Matthew Murray's Straight-line Engine.

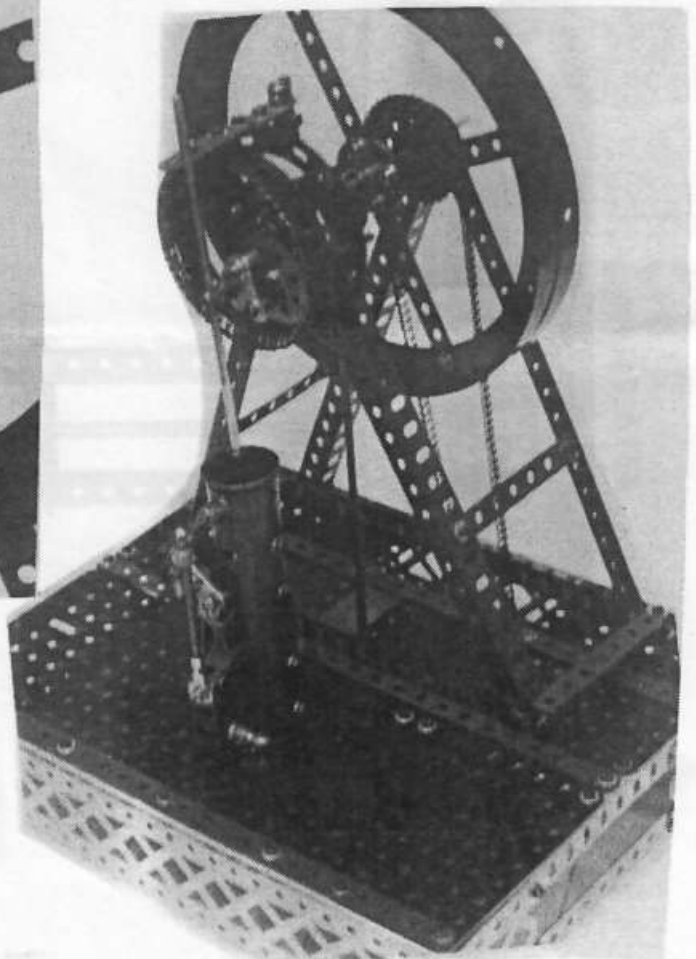
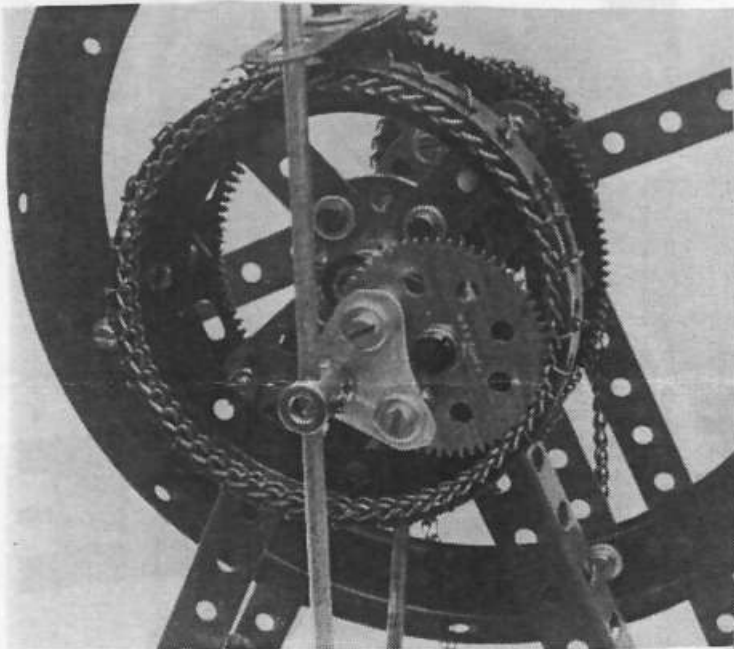
In my model I used fine copper wire for lashing the sprocket chain inside the circular girder. The most awkward part of the whole construction was correctly aligning the centres of rotation, especially getting the planet gear to run smoothly inside the chain forming the gear ring. Howard's method of locating and fixing the cylinder on to the base in correct alignment with the piston, is very effective and trouble free. I made several alterations in my version as follows:

1. I relocated the eccentric drive to the valve mechanism, by placing it further back, in between the A-frames and just in front of the flywheel. The valve mechanism was operated by a rocking arm fixed under the base plate.
2. I found the bevel drive not very satisfactory and changed to a chain drive from a motor beneath the base plate.

3. Instead of a crank boss for the top bearing of the piston rod, I used the long hole of a 2" strip. Indeed, this top bearing was not always used in Murray's Engines, provided a reasonably deep gland was provided in the cylinder top.
4. I fixed the gear ring and circular girder closer together, and to do so, reversed the $9\frac{1}{2}$ " angle girders of the front A-frame.

5. For flywheel I used a pair of K.Gordon 7 $\frac{3}{4}$ " flanged rings.

The action is interesting to observe and it is easy to see why it never was largely produced. Its weakness was the point where the piston rod crosshead was pivoted to the planetary pinion. As this had to be on the PCD of the gear, the boss of the pivot pin was very shallow.



BOOK REVIEW ON MECCANO LITERATURE.

M.W.Models have made available the following titles.

ME. MECCANO ENGINEER.

Complete set of Volumes packed with Meccano information and a very good cross selection of models from the world's great Master Builders. Some volumes original and some reprints. Good value for money.

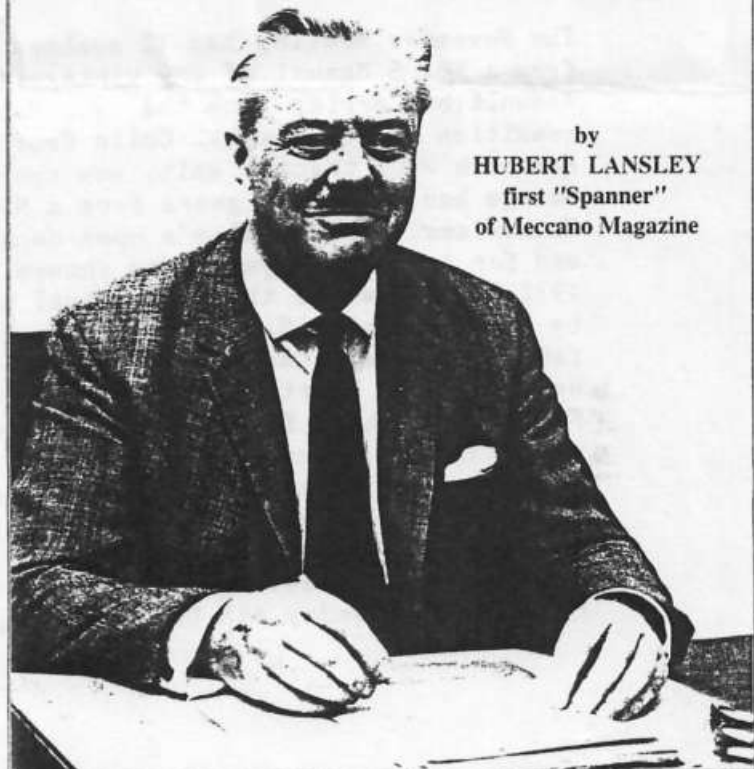
I am prepared to import any of these items for our members, prices on application.

Lindsay Bond,
Lindsay Bond Electronics,
Regan St.,
Stratford. Ph/Fax 06 765 5008.

A Constructor Quarterly Special Publication

My **MECCANO DAYS**

by
HUBERT LANSLEY
first "Spanner"
of Meccano Magazine

MY MECCANO DAYS.

By Hubert Lansley.
Covering the Meccano Factory from 1924 - 1930, during the period of the great depression. "The Meccano History contained in this book makes very interesting reading and fills a number of gaps in our knowledge of the early days of the Meccano factory. Many First - time photos of inside the Binns Road production unit are included. The story is well told and the reader introduced to the Great Personalities of the Best Meccano period. A worthwhile investment and a book you won't put down until you have read it all.

WELLINGTON MECCANO CLUB
MEETING NOTES FOR OCTOBER AND NOVEMBER
 -reported by Bryan Jones and Mike Highley

The October meeting was held at Brian Petersen's residence and was attended by 11 members. A variety of models were shown, each made using the contents of a Pocket Meccano set, with the addition of one standard Meccano part allowed. It was interesting that all the models were different and all had been created from scratch. Some mechanisms from the previous month's challenge were also shown.

Items exhibited were:

Frank Abbot:	Flying Fox
Colin Croft:	Bobsled
Mike Highley:	2 tonne mobile crane from No. 6 manual
Brent Houston:	Racing car
	Mamod Steam Engine -very nicely restored.
Bryan Jones:	Helicopter
	Variable speed gear mechanism
Simon Moody:	Wind powered generator
	2.5 million : 1 gearbox mechanism
Timothy Moody:	Aeroplane
Lou Nichols:	Roundabout
Brian Peterson:	8 spaceships from Space 2501 manual

Lou Nichols produced some sample letterheads for use in Club official correspondence. Suggestions were made for arranging the layout and content slightly and the amended version was shown at the November meeting.

Colin has written to MW Models to arrange for the Club to make use of the bulk purchase discount for parts. A reply has since been received confirming the arrangement.

The touring Ferris wheel required maintenance when its motor burnt out, and Colin added an extra 3:1 reduction gear to reduce the strain on the motor. The Wheel still runs at a satisfactory speed. The customer response to the displays has been an increased demand for the larger metal sets (5, 6 etc) but little interest in the plastic Meccano sets has been reported.

The November meeting had 12 members gathering at St Lukes with models built from a No. 5 Manual of any vintage. Frank Abbot brought a Field Gun and Ammunition Carrier from the 1932 Manual, both nicely finished with original condition spoked wheels. Colin Croft showed the latest progress with his Kenworth W900 tractor unit, now sporting a sleeper cab and turntable. Max George had a card of gears from a No 10 outfit and a 1929 Booklet of Standard Mechanisms. Mike Highley's open decked Car Ferry had an operating ramp at one end for loading. Bryan Jones showed a Travelling Gantry Crane, also from the 1932 Manual, where the crab travel and the hoist were operated from the ground by endless chain. Simon Moody brought a loading shovel, one of his long-time favourite models, and also a diesel shunting loco and hopper wagon which ran up and down a short length of track. Timothy Moody stirred the air with his Food Mixer, while Brian Petersen's two space craft were content to remain safely on the ground. Laurie Webb tried to coax some performance out of his Scorpion, but other than hiding under tables it didn't want to indulge in any sting- or claw-waving, due apparently to some shortcomings in the design.

The end-of-year meeting was arranged to be a pot luck dinner at the Moody residence on Sunday 4th December, models with a festive theme being optional.

Christchurch Meccano Club - December Meeting.

Reported by John Ince

The December meeting of the club was a very satisfactory event with all members present - 25 in all. A lot of models or part models were on display. **David Lang** had a fine tracked personnel carrier neatly remote controlled with a couple of Bowden cables leading to a hand held lever pad; **John Ince** showed the *Endeavour* which now has some of the rigging in place. It also has a quieter motor to generate the pitch and roll motions. **Grant Wells** intrigued everyone with his non-Meccano Van der Graff static electricity machine producing good sparks especially when the lights were out. He also had a moon / earth orrery. **John Hamlin** brought his completed stationery engine and boiler which is based on a model illustrated in the September 1953 Meccano Magazine (p 468); **Kingsley Burrell** had some parts of his Butters Mono Tower crane - bogeys and jib top. **Anjuli** brought a flower patch with nice yellow flowers; brother **Stefan** recognised the season with a Christmas Tree. The **Ian Torrens** contribution was a steam locomotive and several Simplicity models - a truck, a ship, a biplane, a racing car and an ambulance. None of these were more than about 6cm long; if anyone wants to know more about Simplicity models please refer to Ian's Meccano Magazine Index 1916 - 1981 (copies are still available from Christchurch). These little models were popular subjects of competitions in the MM for several decades. **Wes Dalefield** produced a large ferris wheel complete with flashing lights. This caused some concern to Ian as it seems that he is building something similar for next Easter.

John Ince had some more Meccano parts for sale. It is surprising how many modellers both locally and elsewhere in New Zealand are finding shortages of that essential part to finish a model for next Easter. If anyone has an urgent need I may be able to supply something direct or if necessary order from M.W. Models. The cost of new parts from England in \$NZ is about double the list price in £ and with delivery in around four weeks there is just time to get that vital bit before April 1995. Phone (03) 3587351 if you are desperate but remember that red & green parts are not available new these days.

Anjuli Burrell also had a sales table with a selection of flat stones nicely painted with faces and the like. Take your pick for \$1 each. They were left overs from a school fair. To help boost club funds **Graeme O'Neill** raffled a current No 4065 Dynamic Meccano Set. After much arm twisting most of the tickets were sold and **Bradley Collins**, a new junior member, put his hand in the box to select the winner. Who should that be but John Ince who has been struggling to get rid of surplus Meccano during the year! The laws of chance are so difficult to comprehend.

Toward the end of the evening we were pleased to welcome **Darryl Evans**. According to club records Darryl was an active member until 1980. That means that few of the present members remember him although all of us knew Maurice, his father, pretty well. He says that he hopes to complete the excavator which Maurice had well under way so that it can be exhibited next Easter. We all hope that he will be able to find the time to come to meeting in future and renew his Meccano friendships.

As this meeting was the last of the year members had been asked to bring a plate so it concluded with a special tasty supper. This was prepared by **Joyce Pluck** assisted by two other ladies present.

MECCANO prices in Australia: from George Ovenden, Auckland.

'While in and around Sydney last November I came across the following prices in Australian dollars.

At HOBBYCO SHOP 402, Mid city centre, Sydney:

Mechanisms Set \$135 reduced to \$69. No.9 set \$999.

No.2 set \$59.95. No.3 set \$84.50.

Meccano Powertool Screwdriver and bits \$19.95.

At TOYS R US Chatswood:

Meccano set 1 \$42.99. Set 2 \$54.99. Set 3 \$99. Set 4 \$109. Set 6 \$299.

4015 \$69.99 4033 \$49.99 4036 \$69.99 4065 \$79.99 101,102,302 \$19.99.

Also 'STEELTEC' compatible with Meccano:

Set 2 \$44.99 Set 4 \$69.99

7010 builds 8 small vehicles 262 parts \$44.99

7021 " 8 vehicles motorised 341 parts \$69.99

7090 " 3 Harley-Davidsons 430 parts \$49.99.

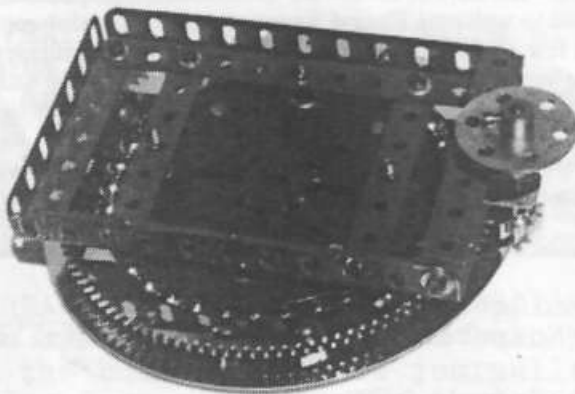
From Doug Harris, Auckland. 'I have found a source of excellent flat washers, similar to Meccano's but quite superior. NZ Fasteners Stainless Ltd at 25 Allright Place, Mt. Wellington have two stainless steel washers which I have found excellent - one is metric, the other imperial, but they appear identical. The only difference I can find is in the price! The imperial being slightly cheaper. Specifications are:- Type 304, 5/32x3/8x20g-\$6.86/200 inc GST. Type A4, M4x9x0.9-\$8.16/200 inc GST. These prices are on a cash sale basis at their store, and they also have branches in Hamilton, Kawerau, New Plymouth, Palmerston North, and Christchurch. The washers are somewhat expensive, but flat, well made and with a slight rounding where they have been punched. I have bought about 1000 and recommend them to all Meccanomen'.

Ball bearing using Argentina Toothed Circular Strip.

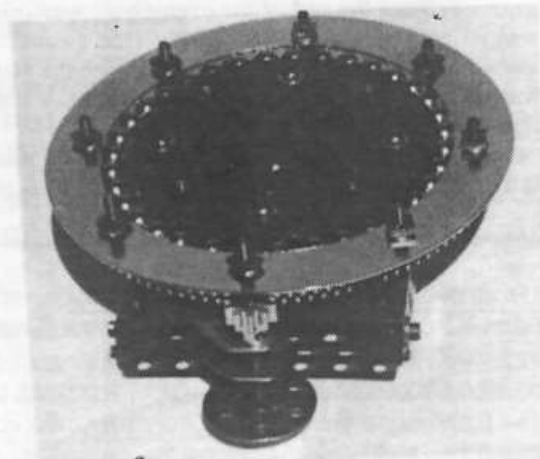
In C.Q.13(Sept.1991), Ab Ritsema described two ball-thrust bearings using Argentina toothed circular strips. In the NZFMM Vol16 number five, of Dec.1992, I described a variation on Ab's bearing using the larger, $7\frac{1}{2}$ " ring. In this I used paired $6"x4\frac{1}{2}"$ Argentine annuli, so as to create a very useful central open space. Having more recently obtained one of the smaller $5\frac{1}{2}"$ toothed circular strip, I have made up another variation on Ab's $5\frac{1}{2}"$ ball race. The centre is a pair of 4" circular plates held 7mm apart on half inch bolts. The outer ring is an Argentine $5\frac{1}{2}"$ toothed circular strip and an Argentine $6"x4\frac{1}{2}"$ annulus, also held apart by long bolts. Thirty five $\frac{3}{8}"$ steel balls are interposed between the inner and outer rings. A suitable upper frame is made of $5\frac{1}{2}"$ and $3\frac{1}{2}"$ angle girders and cross strips, fixed on four long bolts through the circular flat plates. The driving pinion is journaled in suitable extension brackets at one end of the frame. This bearing, like the larger one, is self centering and it is very stable. So far, I have not built it into an actual model, but it should do well in a medium sized crane.

W.J.Watt, Auckland.

UPPER SURFACE VIEW



UNDER SURFACE VIEW



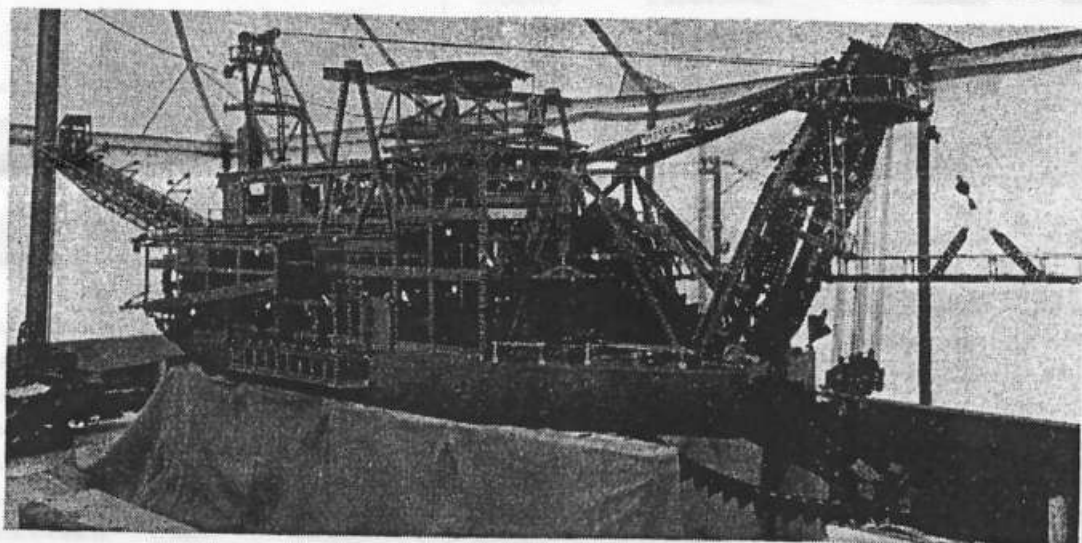
From Alistair Tong . Hawera. 'Recently I purchased from Lindsay Bond an ELEKTRIKIT in mint condition. I have built two items from the instruction book - E21 Permanent Magnet Motor with reducing pulley, and E37 Electrically driven Big Wheel with Lights. I enjoyed putting all this together and entered the completed model in the A&P Show Model Competition and won 2nd prize. Looking forward to Christ-Church Convention and seeing everybody there'.

Photos by Jason & Yvonne Bond.

During a recent visit to The Hokitika Goldmining Museum on the West Coast of the South Island and with the kind permission of the Museum staff and with the promise of suggesting that other interested Meccano travellers also make this a port of call.

The whole model has been completely restrung and a large refurbishing of the whole model has very recently been accomplished to obtain years more of display life.

This model is surely one of the wonders of the Meccano World. Congratulations to Mr. B. Huffam now of the U.S.A.



The splendid working model of a Gold Dredger referred to on this page. The model is fully detailed and was built by Mr. B. Huffam, Ikamatua, N.Z.

Among the Model-Builders

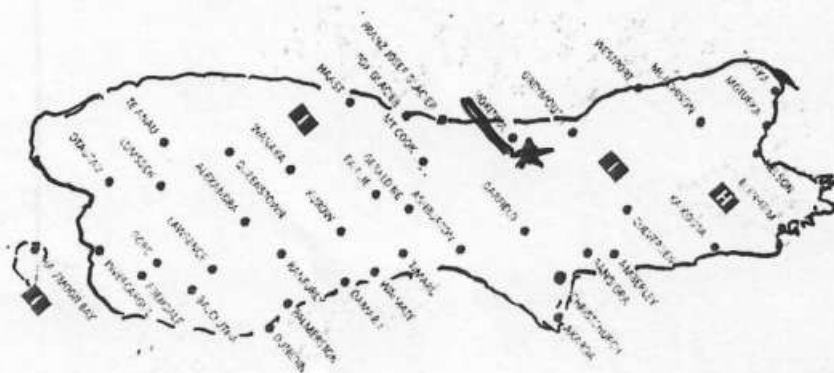
By "Spanner"

A Fine Model Gold Dredger

In the January 1956 *M.M.* I included an illustration and some details of a monster model gold dredger on the construction of which Mr. B. J. Huffam, Ikamatua, N.Z. has been working for some considerable time. Recently I heard again from Mr. Huffam and he tells me that his giant model is now practically completed. An illustration of it in its present state appears at the head of this page. The model is over 14 ft. in length, weighs over 4 cwt., and is built to a scale of $\frac{1}{2}$ in. to 1 ft. Its many different operating mechanisms are powered by no less than 10 Electric Motors, each independently controlled from switches, and there are 50 electric bulbs to supply illumination.

The dredger bucket drive is by means of belt and compound reduction gearing giving a ratio of 2,100:1 and drives the buckets with great power. The model has 26 stairways, walkways fitted with handrails, and sliding and hinged doors, and 14,000 nuts and bolts hold its 45,000 parts together!

When in operation the model presents a most realistic and striking appearance with all its motors droning, winches and buckets on the move and its 50 electric lights blazing. It gives a vivid impression of the tremendous power of the real gold dredger on which it was based.



NZ Meccano Name and Address List

ABBOTT	Frank	21 Sharpe Crescent,	WAINUIOMATA	
ADAM	Trevor	22 Ferguson Street North,	Bay View,	NAPIER
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ANDERSON	John	Pinewood,	Hinden, No 2 R.D.,	OTAGO
BABBAGE	Barry	1 Pamir Place,	Welcome Bay,	TAURANGA
BAKER	Stan	41A Kenya Street,	Ngaio,	WELLINGTON
BARNARD	David	206 Hillsborough Road,	Mt. Roskill,	AUCKLAND
BATEMAN	Neil	13 Kingsway Crescent,	Forest Lake,	HAMILTON
BAXTER	E	23 Moana Street,	WANGANUI	
BEAUCHAMP	Max	21 Southern Cross Crescent,	Island Bay,	WELLINGTON
BELL	Joe	18 Quebec Street,	Mornington,	WELLINGTON
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CROSS	John	267 Songer Street,	Stoke,	NELSON
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DAY	Guy	106 Cleveland Terrace,	NELSON	
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EVANS	Darryl	4 Webb Lane,	LYTTELTON	
FALCONER	Ian	5 Christensen Street,	WAIHI	
FEATHERSTON	J	13 Knights Grove,	OTAKI	
FISK	K	17 Lupin Terrace,	Linden,	WELLINGTON
FLOWERS	Don	90 Holburn Drive,	Stokes Valley,	WELLINGTON
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FRASER	Mark	8 Mt Hobson Lane,	Remuera,	AUCKLAND

GEANGE	Bruce	4 Winchester Street,	PALMERSTON NORTH
GEARY	Michael	154 Sunnynook Road,	Forrest Hill,
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HIGHLEY	Mike	260 The Terrace,	WELLINGTON
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JORDAN	John	Johns Road,	8 R.D.,
KEEY	Roger	25 Montclare Avenue,	Avonhead,
KING	Doug	27 Yaldhurst Road,	CHRISTCHURCH
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McCALLUM	Keith	38 Fleet Street,	Nae Nae,
McCLELLAND	Donald	32B Hazelwood Avenue,	HAMILTON
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McGAVIN	Peter	86 Totara Crescent,	LOWER HUTT
MOODY	SIMON	"Mara", Blue Mountains Rd.	Upper Hutt

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OVENDEN	George	19 Richards Avenue,	Milford, AUCKLAND
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PENNIKET	D	117 Riverside Drive,	WHAKATANE
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RYE	R	Rawhitiroa,	18 R.D., ELTHAM
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WILSON	Tony	Ballantyne Place,	Poraiti, R D 2, NAPIER
WOLFF	Mike	28 Warkworth Grove,	Bell Block, NEW PLYMOUTH
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