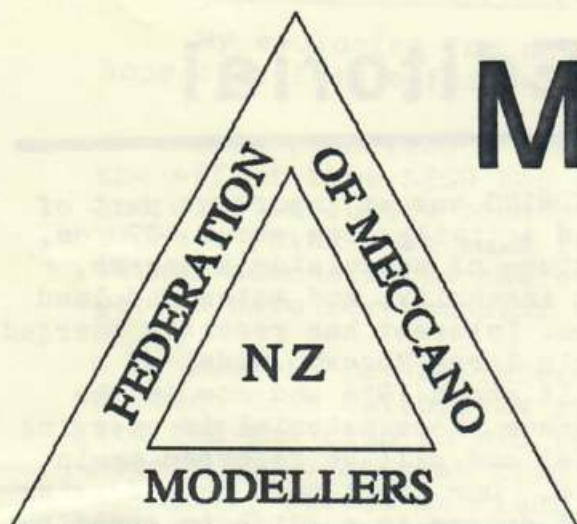
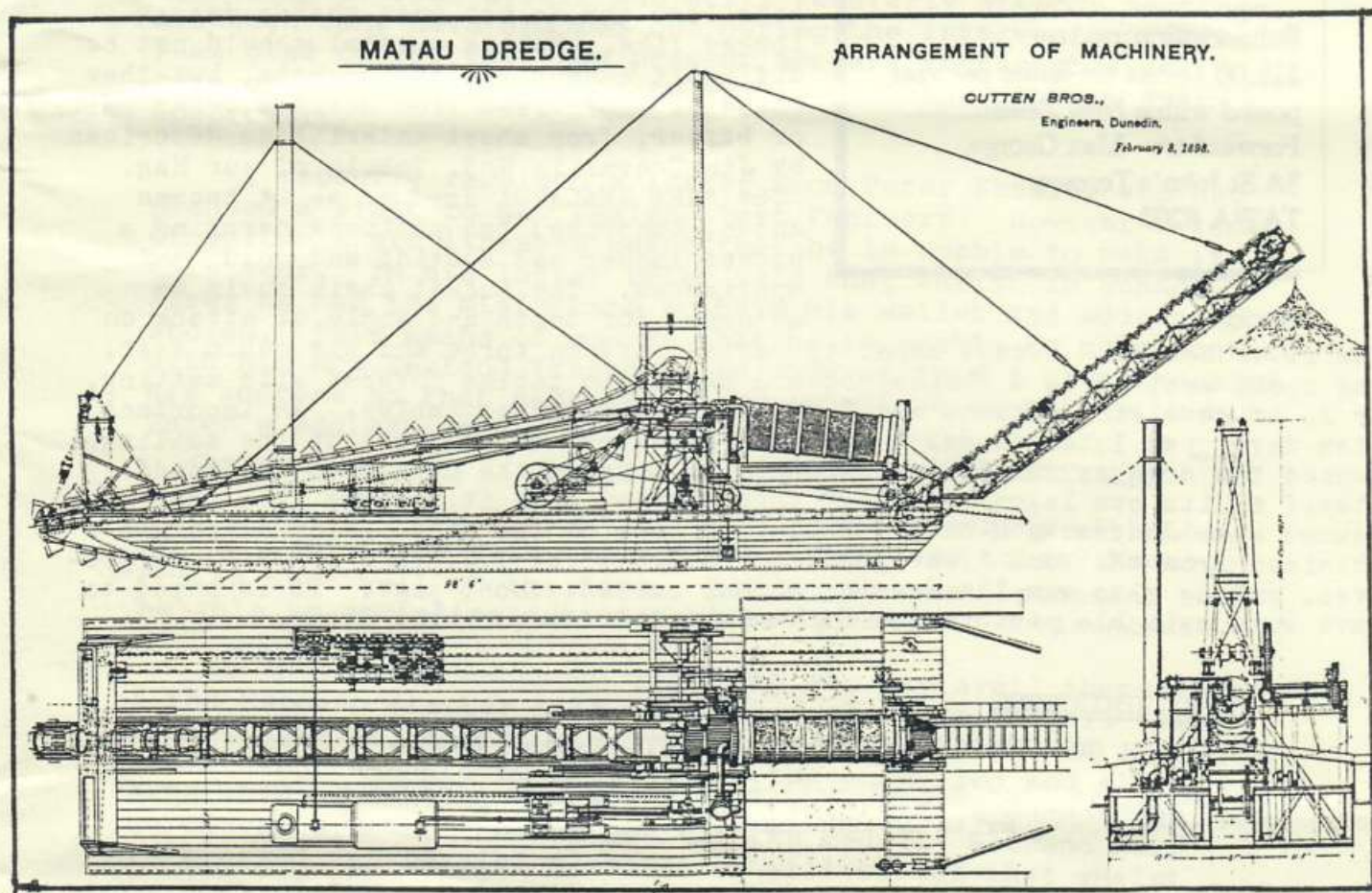




MAGAZINE

Vol 19 No 1 April 1995



PROTOTYPE: A TYPICAL NEW ZEALAND STEAM-DRIVEN DREDGE USED FOR ALLUVIAL GOLD MINING IN THE SOUTH ISLAND FROM ABOUT 1870 UNTIL THE MID-20th CENTURY.

This drawing is copied from Hearn and Hargreaves book 'The Speculator's Dream'

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

GOLD DREDGING was an important part of South Island activity from about 1870 on, being a mixture of speculator's dreams, engineering ingenuity, and water and land despoliation. Interest has recently emerged in B.Huffam's large Meccano model of a dredge, built about 1956 and now in the Hokitika Museum. More material is emerging on this model and will be referred to in later issues. Our front page is a drawing of a typical dredge as a guide to would be modellers who do not know what a dredge looked like. Making a model should not be difficult except for the buckets, but they could be improvised from small Meccano parts or better, from sheet material as described by Jim Crerar in No3, Vol.14 of our Mag.

The 'NEW ZEALAND' dredge, as it became known, comprised two pontoons carrying a bucket ladder and sorting and gold saving appliances. The bucket chain could be adjusted for depth and angle of attack on

the river bottom. Bucket capacity varied between three and six cubic feet. The spoil went to 1, a sluice box and thence to tables covered with matting, or 2, to revolving screens and then on to gold saving tables. An important item developed later on was a tailings elevator, which piled up the tailings behind the dredge, and in some situations allowed the dredge to 'impound' itself in its own lagoon which it then carried with it. It was this that caused such destruction on river flats. Much of the above information was obtained from the book 'The Speculator's Dream' by T.J.Hearn and R.P. Hargreaves, and so also was the drawing on our current front page. It is hoped to have some suitable pictures of Huffam's model for our next issue.

The Editor.

TWO REMINDERS.

1. NZFMM CONVENTION at Christchurch, Easter 1995.
2. Auckland Club demonstration at MODEL-X at Henderson, on Queen's Birthday Weekend.

New Zealand Meccano Contact Persons

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

AUCKLAND:	David Wall, 502 East Coast Road, Mairangi Bay.	0-9-478 6825
	Brian Buchanan, 288b Manukau Road, Epsom.	0-9-524 5186
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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

My apologies for not contributing to the last issue, I hope that this effort will redeem me.

Elizabeth read a public notice in the Herald recently to the effect that LEGO has closed its New Zealand head office and will in future conduct its business from Australia. No I don't think that this is due to a shift to Meccano but rather demonstrates the ever increasing interest that young people have for computer technology and all its spinoffs.

Members may be interested to know that the Auckland Meccano Club celebrates its 21st anniversary this year. I started the club in mid 1974 at the behest of the Manager of Models Ltd., at that time the New Zealand Meccano agents. If my memory serves me right Brian Buchanan is the only original member apart from myself who still regularly attends meetings. Although many have dropped out during the intervening years I am glad to say that the present members represent a solid core of dedicated enthusiasts who support the club at every opportunity.

I recently received a letter from Peter Kessler who had planned a visit to New Zealand last February. However a lack of suitable air linkages meant that he is unable to make it this year. In his letter Peter said that whilst in Buenos Aires he had the misfortune to have his wallet and address book stolen. This means of course that he is unable to make contact with his New Zealand friends. In view of this I have included his address so that members can re-establish contact with him. Peter's address is:-

Grundstrasse 23 CH-8424 Embrach SWITZERLAND

Elizabeth and I spent a very pleasant evening with Lou and Shirley Nichols in early March. Needless to say Meccano topics were well to the fore. However it was pleasant to be able to socialise out of a strictly Meccano environment.

To those newcomers to our hobby who may avail themselves of the Meccano starter kits advertised elsewhere in this issue of the magazine, a word of advice. As usual there are insufficient washers to protect all the enamelled and slotted parts when assembling these models. To minimize damage use the convex side of the nut against the model. Meccano nuts are pressed and careful examination will reveal that whilst one side of the nut is slightly convex (the "safe" side) the other is concave and the minute projections on the nut corners will damage enamelled surfaces. As a matter of interest I no longer place the concave side of standard Meccano washers against enamelled parts. The sharp outer edge invariably leaves an unsightly score mark. Incidentally a vote of thanks to Lloyd Spackman for negotiating the availability of these Meccano items.

I was very sorry to hear of the recent death of Kelvin Liggett. I only met Kelvin once when we both attended the 1991 Wanganui Convention. At that time he impressed me as being a dedicated and meticulous Meccano constructor. On behalf of Federation Members I extend sincere condolences to his family and friends.

David Wall

CAMSCAM - OLOGYCAMOLOGY.The Study Of CAMS And MECCANO AUTOMOTION.

By Lindsay Bond.

Imagine your MECCANO MODEL working according to a PLAN of operation Performing various functions, hour after hour, day after day obediently carrying out your every instruction. Interested?. It can be achieved, at little cost and a little Electrical knowledge.

What you will learn about CAMS will open the door to MECCANO AUTOMATION or a better description AUTOMOTION and will result in your Exhibition MECCANO Models running without attention, requiring only general lubrication. sounds good, and really is very easy, so read on.

MECCANO CAMS.

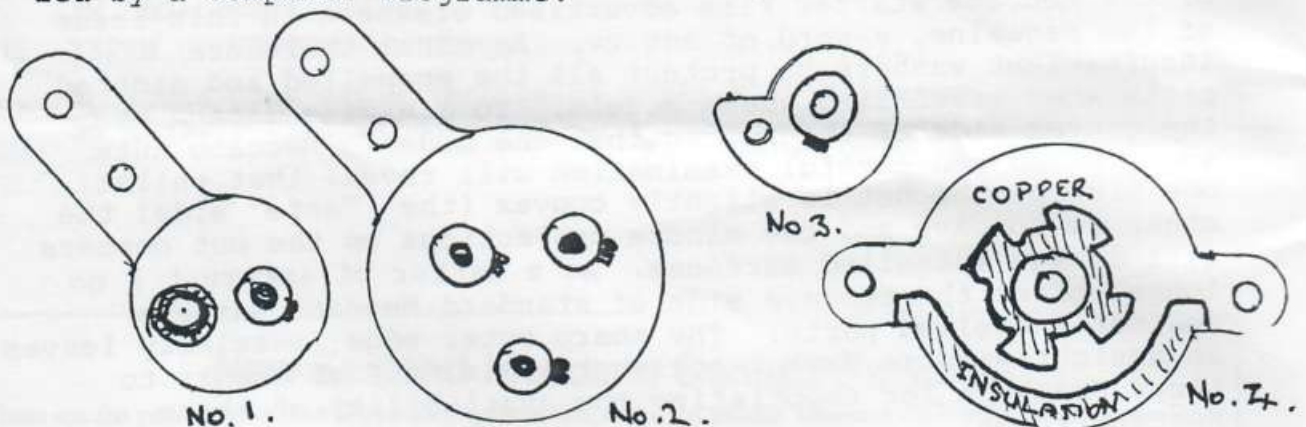
There are three basic MECCANO CAMS.

(1) The oldest, Pt. No.130 & 130a, Single and Triple Eccentrics which really are just rotary cams mainly used in association with slide valves on steam engines and sliding mechanisms.

(2) The next MECCANO CAM, Pt. No.131 is mainly used in association with Mushroom or Poppet valves as used in the Internal Combustion Engine and various types of machinery.

(3) The Electrical MECCANO CAM, Elektrikit Pt. No. 551, Flat Commutator, used in association with other parts for cutting on-off small current electrical circuits. Again a rotary device performing a switching function.

(4) The ELECTRONIC CAM, MECCANO FRANCE tried to introduce this in a special Kitset but this lies outside the scope of this simple article. But an S.C.R. or a TRIAC will perform these functions electronically, enabling a Meccano Model to be controlled by a Computer Programme.



I have just finished a model of a N.Z. Tram, made for continuous running.

It requires 4 distinct switched functions.

- (1) Main Motor, Full speed.
- (2) Main Motor, Slow Speed to Stop.
- (3) Solenoid operated Bell, 2 Rings for Go, 1 Ring for Stop.
- (4) Entrance Lighting On when stationary, Off when in motion.

CAMOLOGY solved this requirement with perfect ease.

Cont..

You will need the Following.

(1) The plastic Lid off an old Stereo or Record Player , broken cracked or otherwise. plenty of them around.

(2) A Slow Speed Reduction (Silent Run 240v A.C. Motor) Power Unit from out of an early Microwave, ready to be dumped.

(a) Timer Motor.

(b) Oven Turntable Motor, plenty around.

(3) Switch Contacts, Diagram supplied, ask your Electrician.

You will need to know.

How many separate functions you wish to control.

How to make the CAMS.

Diag.No.5 & 6.

Cut the Cams from the sheet of plastic with a Jig Saw or Copen Saw. Round them off on a Grindstone, it,s easy.

1 CAM for EVERY function.

Drill the three holes. No.1 in the centre FIRST then the two mounting holes. Bolt the discs onto the Bush Wheels.

The drawing will illustrate the mounting method used. But this will vary according to your personal requirements and the model you have built.

How to make the Operating Indentations.

Diag.7a - 7d.

I used a 100watt Gun Type Soldering Iron to MELT the plastic disc according to the patterns supplied in the diagrams. The BLACK part was melted out, leaving an indentation. this Indentation was the ON section. Diag. No.8 represents a fully OFF cycle.

You have your CAMS finished make certain they run smoothly ,no SHARP edges. I cut my cams when they were fully assembled in the Cam bank.

A well made Bank of Cams will last Thousands of hours and the care and time spent is richly rewarded.

How many functions can I make provision for ?

The maximum number is probably about 6 to 8 separate cams See Diag. 9a to 9d for further cam details.

What is the MAXIMUM VOLTAGE on the cams ?

From 6v.D.C. - 24v.D.C.

6v.A.C. - 20v.A.C.

What is the MAXIMUM CURRENT?

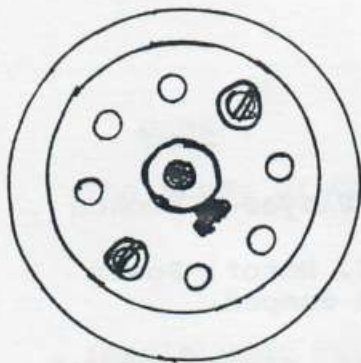
D.C. operation 1 - 8 Amps.

A.C. Operation 1 - 15 Amps.

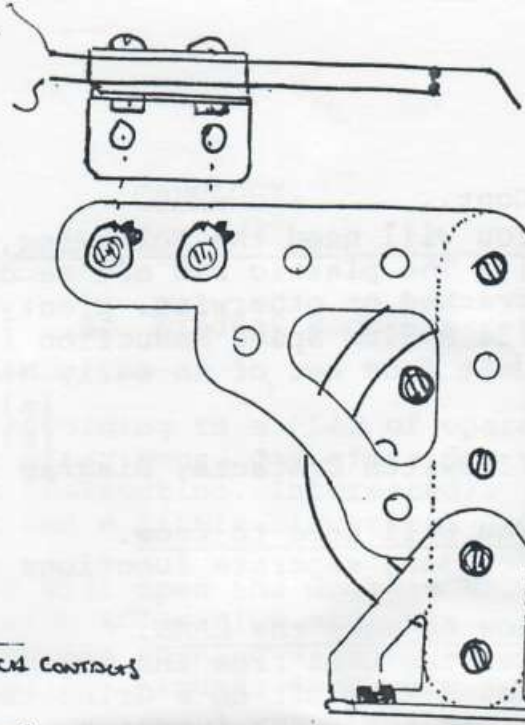
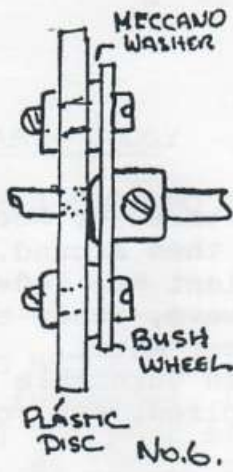
Just a suggestion. Put a clear plastic cover over your CAM Bank or box so that the public can see what makes it operate.

CAM - OLOGY Really makes your Models come Alive.

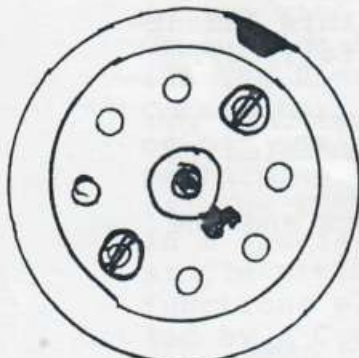
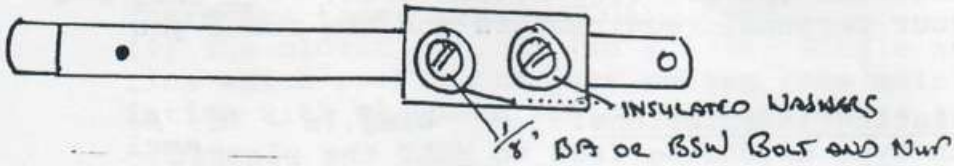
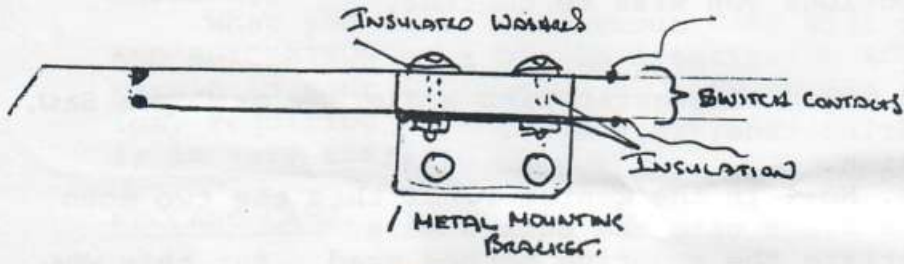
(Drawings on next page)



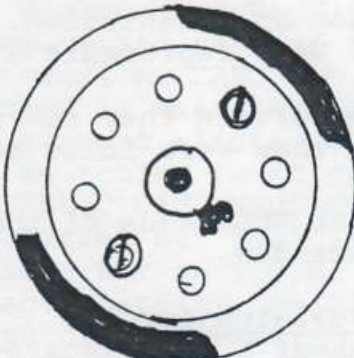
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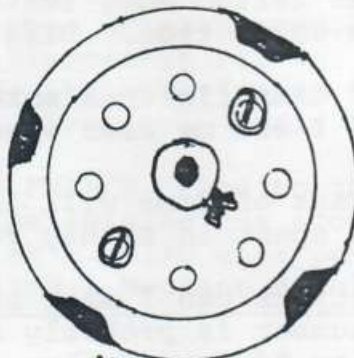
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No. 7A.



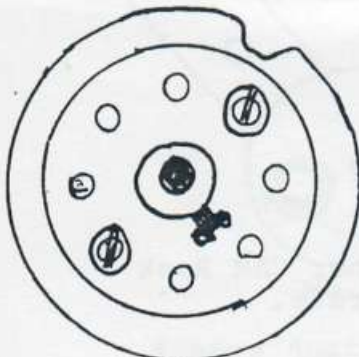
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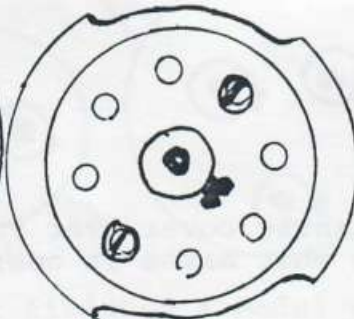
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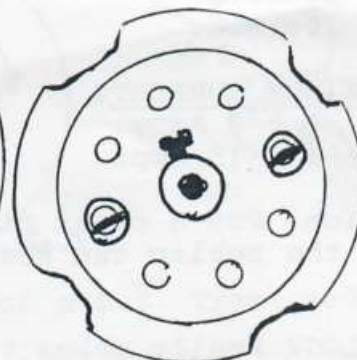
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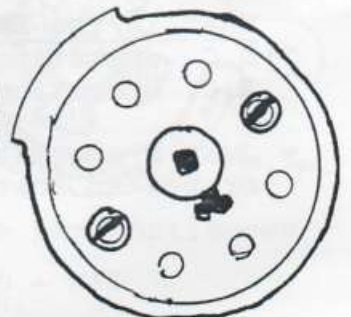
No. 9A



No. 9B



No. 9c.



No. 9d.

WELLINGTON MECCANO CLUB
MEETING NOTES FOR FEBRUARY AND MARCH
 -reported by Bryan Jones and Mike Highley

1994 finished with a pot luck dinner at the Moody residence two weeks before Christmas. This was well attended, and was an enjoyable evening of food and conversation with the opportunity to meet the partners of other members.

12 members gathered at St Lukes to begin the year with our February meeting. A number of models were displayed and briefly commented on by their builders. Frank Abbott had a very small "simplicity" type model of an upright vacuum cleaner, constructed from about a dozen parts. Colin Croft showed a small ballbearing turntable or thrust bearing, which was based on the Large Flanged Wheel (Part no. 20) and which appeared in "International Meccanoman". He also had assembled a Steeltec Dump Truck kit, and the resemblance of its parts and manual to Meccano was noted. Mike Highley showed a beam engine from a No. 2 Manual and an articulated low loader from a No. 7 Manual. Bryan Jones brought along the rear jib for his Liebherr tower crane, much rebuilt since it was last shown almost a year ago. Simon Moody's diesel shunter now has details such as handrails, and its track had been fitted at one end with an overhead hopper for loading the wagon. Brian Peterson brought a spaceship from his growing collection, and also showed a strip bender, a selection of old Manuals and an unusual 1927 vintage Meccano Set with the Manual written in Dutch.

With the AGM coming up on April 7th, some discussion was held about the position of president. It was felt that fixing a maximum term of three years might encourage more members to consider the position, and would also allow for a new input of ideas on a regular basis.

A request had been received from Christchurch to get the registration forms in to assist with planning for the Easter Convention.

14 members were present at the March meeting, where the challenge was to present a model constructed of any number of 4 standard parts (not including nuts and bolts). Some members elected to bring the models being worked on for the Convention. Frank Abbott brought a large arch bridge made of a colourful selection of flanged plates, triangular plates and double angle strips. Max Beauchamp had two very effective simplicity style giraffes made of crank handles and couplings. Colin Croft displayed a "cut away" model of a double overhead cam internal combustion engine, which rotated slowly with all the timing of the four stroke cycle demonstrated. Don Flowers had a new 4068 Set to show, while his son contributed a knife, fork and spoon, each made from the set of four parts. Mike Highley showed his breakdown truck from the No. 6 manual. Simon Moody had an interesting long angular construction which turned out to be the main jib structural member for his dockside crane. Timothy Moody had a nicely proportioned model of a shunting loco, based on the NZ Rail Ltd DSC and DSG types. Brian Peterson's latest selection of 10 Spaceships, with photographs of earlier efforts, were on display and Laurie Webb brought a snake made of collars, couplings and an old octagonal slotted coupling for a head, threaded on a length of spring cord to add up to four different parts.

A discussion of ideas and proposals for the 2001 Convention was held, topics including venue, travel expenses, accommodation, number of open days, alternative entertainment for partners, and possible "drawcards" being discussed. Other business included a circular from the Auckland Meccano Club advertising parts ex dealers stock, a product list from Meccano advertising new Starter Sets and a Power Tool, and news of an E20 motor and transformer seen in a Petone second-hand dealer. The evening closed with supper and an invitation to the Railways Workshops open day at Woburn the following Sunday.

BITS & PIECES

from Lloyd Spackman

QUOTATIONS: We seem to have a number of quotations on hand this time, so let's start with them:

This one is from "The Prime of Miss Jean Brodie" by Muriel Spark.

An unusual place to find such a lengthy mention of MECCANO....

stockings. By her side walked Rose Stanley, tall and blonde with a yellow-pale skin, who had not yet won her reputation for sex, and whose conversation was all about trains, cranes, motor cars, Meccanos and other boys' affairs. She was not interested in the works of engines or the constructive powers of the Meccanos, but she knew their names, the variety of colours in which they came, the makes of motor cars and their horse-power, the various prices of the Meccano sets. She was also an energetic climber of walls and trees.

Then at two o'clock we went into Hook Norton Brewery. This might seem a rather disloyal thing for Railway Ramblers to do, when we were supposedly on an old railway walk, but it turned out to be the most interesting part of the whole day. The building, for a start, is amazing. It is six storeys high and looks like a pagoda made out of a Meccano set by a drunken Chinese architect.

This one is from "Walk Along the Tracks" by Hunter Davies.

Thanks to Doug. Harris for sending it in.

This is Mary Jane Boland, writing about Auckland's Museum of Transport and Technology -- N.Z. Herald, 21 Jan., 1995.

Walk around the museum and the signs of neglect are everywhere. The memorial airfield's Belfast Hangar was vandalised 18 months ago and remains closed. A priceless computer apparently lost in the mid-80s, the Meccano Differential Analyser, awaits restoration. Thieves stole a collection of medals awarded to aviatrix Jean Batten last July.

"Uncle", said Michael, "You should see the MECCANO set working in a shop in Kings Street in Shields. Its wonderful. They've got cranes unloading ships and filling wagons and its all set up in a miniature dock. Oh, its great!"

From "Kate Hannigan" by Catherine Cookson.

"I raised my eyes to the heavens. All I saw as I looked up were the cobwebs embracing a Meccano Constructor biplane that dangled on a fishing line from the ceiling."

"I hastily replaced the Meccano Two-seater Sports Car on the top of its box, being sure to hide its price tag of £175."

Both from "Clockwork" by Neville Steed.

(With a background of antique toy collecting, this is an interesting book for collectors.)

FAUX PAS! I was in our Bank discussing the finances of Auckland Meccano Club with a young lady banker. "Meccano Club," she said; "What is that? Is it a Boating Club?"

CONVENTION PREVIEW: I was privileged to see David Wall's latest model. Its a real beauty -- right at the cutting edge of (Meccano) technology.

And I hear Don Wilson's Convention model may even surpass his 1993 submarine. It, too, has a nautical theme. For reasons of secrecy, that is all I can say at present.

Julian Avenisis is a new member who used to be in the famous Transvaal Meccano Club. Julian lives in Gisborne, a bit remote from our Clubs, but he has been busy contacting New Zealand modellers by letter and by telephone. Welcome, Julian, to NZFMM.

MWT MECCANO CLUB

President - Bruce Geange; 4 Winchester St.;
Palmerston North; (06) 357 0566
Secretary - Tom Pittams; 79 Maria Place;
Wanganui; (06) 345 6788

MEETING REPORT 6 FEBRUARY 1993

11 Members and 1 visitor gathered at Wanganui and Meccano items were presented as follows:

Bruce Neilson - The partly completed duplicate model of Bruce Geange's D5H Caterpillar Bulldozer in modular form with the intention of drawing up the model in exploded diagram style as the basis for a Model plan

Robin Rye - 3 racing cars from the Dynamic series in 3 different colour schemes.

- An Anti-aircraft gun in original 1939 Mechanised Army parts.

- The farm tractor with front end loader and towing the round Baler as recently featured in the NZFMMM.

- A gearbox from the March 1955 Meccano Magazine with 4 forward and reverse gears which was found to need additional rigidity in the side frames to run smoothly.

- A 2:1 windlass from the cover of the International Meccanoman using 3 expensive large toothed quadrant pinions in the construction.

- 2 x E15R electric motors from a recent purchase. General consensus of the group was that motors of this age and long unuse should be run in gently with contact cleaner spray and using a lower voltage. The original boxes being hygroscopic and attracting rust to the motor metal needed sealing with CRC clear plastic spray.

John Hansen - From the Meccano Magazine August 1979. A partly completed Grasshopper stationary steam engine in modern colours powered by a decaperm motor.

Bruce Geange - An improved Blackpool Tower from the Model of the Month Oct 1956 with modified lifts and gearbox and flashing LED's.

- Garden tractor on 3 wheels powered by a Magic Motor.

- His latest workshop creation; replica spats (wheel covers) for the Meccano Aeroplane set

Brian Peterson (Wellington) - 9 spaceship models from the Space 2501 set and Starter series. Some interesting substitutes for parts with blue plastic plates from office computer folders, and canopy covers from bubble packaging. Some L*** alien invaders had seized control of the cockpits.

- A 5.5" plate roller using 3 of Simon Moody's long rollers

- From the recent Dunbar Sloan toy auction a 1927 set 7 manual in Dutch

Don Blakeborough - A rebuilt 0-4-0 loco with a cast funnel from Richard Symonds (Canada).

Lindsay Bond - The very first Meccano electric motor of 1919 being a nickel plated stepped side plate 6 pole 4 volt DC US manufactured non reversing product.

- A 1955 list of parts inserted in the sets of that date to advise new owners that the following parts would have to be purchased to make the models illustrated in the manuals.

- A refurbished tram raised up from the track and controlled by a series of cams. Cams for electrical circuits are easily made from circles of clear plastic (Stereo lids) and then a hot soldering iron used to form the dips 'in situ'. 4 cams controlled the interior lighting on and off (15 volt damp chaser bulbs from videos running at 7 to 12v), 2 tram wheel speeds as it started off, accelerated and then slowed for the next stop, driver and conductor bell codes. The cam box was driven by a 230v low geared motor from an old manual microwave which only requires a 2 pin socket plug.

- Sets recently acquired; 1922 No 2 nickel, 1926 No 3 nickel and paint, 1927 No 1 new enamel paint, beautifully presented and strung in original boxes with a minimum of refurbishing

Chris Morton - 3 space ships in charcoal black from the Starter series

- a Meccano/Mamod horizontal live steam engine in dismantled state to be restored

- A BHP pamphlet using non Meccano strips to advertise steel framing

- His 'lucky dip' of literature from the Dunbar Sloan auction which revealed some surprises such as manuals for 1919 and 1951 Gears A, Price lists and catalogues for 1926, 1929, 1949, 1952, 1964, 62-70 Theme sets.

Tom Pittams - 1945 No 1 set with a manual dated 12/45 from Wisemans Auckland

NEXT MEETING - **3 pm**, Saturday 6 May 1995
Model Engineers Rooms 70 Alma Road,
Wanganui.

Tea will be at 5pm. Check meeting notice.

R.B.N.

Our **February** meeting, the first of 1995, was well attended. There were not many models but those which were shown were **Peter King's** dockyard crane which arrived as two parts; the 7' 6" boom and the tower. So far these are not connected and there is no machinery. We await Easter with anticipation! **Grant Wells** brought a high voltage generator which, although not itself constructed of Meccano, had the Tesla coil wound on a Meccano winding machine. Simple but effective. **John Ince** showed the meeting three ship's funnels which he had restored. They were a 1927 Pt. No 138 with the black steam pipe, and 138E & 138T both with gold steam pipes. It seems that the descriptions of these parts in **Don Blakeborough's** Encyclopaedia are incorrect as the funnels 138A - Z have gold steam pipes which are shorter than the normal pipes and have different fixing bracket positions. I have written to Don about this but maybe other readers can contribute to this curious information from their own collections. **Ian Torrens** amused everyone with his clockwork motor tractor based on model 7.17 in the 1930 Instruction manual. This design employs a 1" gear wheel meshed direct onto the mainspring gear as source on power. Obviously this rules out the chance to use the motor reversing mechanism; in Ian's case he was unable to use this method of drive presumably because the motor was not a 1930 No 2 which has the correct size main gear and sufficient clearance.

A good deal of time was spent discussing the forthcoming Easter Convention. One of the organisational problems has been a lack of communication from F.W.Cave (Toys) Ltd regarding their involvement in the Convention. Readers will know that Frank Pearce has discussed the competitions with **Lindsay Bond** - details in the October 1994 magazine but there has been no direct contact with Christchurch. We have had difficulty in interesting local dealers in selling Meccano at the exhibition venue but at this stage it is hoped that dealers will have stock on hand to satisfy the expected public demand after Easter.

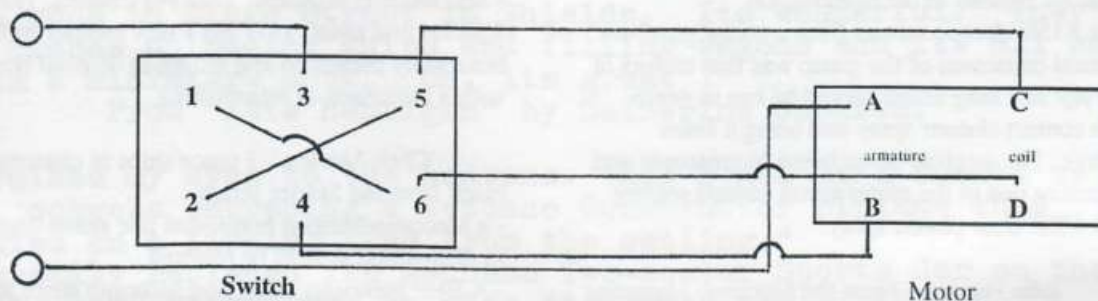
Remote Control of an Old Meccano Motor.

Ian Torrens needed another motor to drive his models and all he had left was a somewhat broken, battered and disused E20R. He decided to repair it and convert to remote control. Thanks to help from **Graeme O'Neill** and **Doug King** he has completed this task and for anyone who wants to repeat the operation here are the instructions. You will be able to see the motor at Easter.

Dismantle the original control system and set up a new terminal block. Four terminals are required A-B-C-D.

Internal motor connections: A is wired to the top brush (yellow); B is wired to the bottom brush (white); C is connected to one side of the field coil (blue); D is connected to the other side of the coil (red).

External Switch Connections:



A DPDT centre off switch is required; this should have terminals numbered 1 to 6 as in the diagram. The switch may conveniently be connected to the motor with a length of four core wire. The following connections are necessary:

First wire switch 1 to 6 and 2 to 5; then wire one side of the DC supply to pin 3 and the other to motor terminal A. Connect pin 4 to motor terminal B. Now wire pins 5 and 6 to motor terminals C and D. This completes the circuits; the power supply may now be connected.

The **March** meeting was attended by all members except **Bill Collins**. **David Lange** was accompanied by **Nicola Struss** who comes from Hamburg in Germany. Perhaps it was because she is a qualified cabinet maker that she related well to Meccano!

David always impresses with his model building and this time it was a fine petrol tanker - or was it a beer tanker? - complete with tilt up cab to allow access to the inner workings. **Doug King** showed us his milling machine; **John Hamlyn** brought his now completed Grove rough terrain mobile crane with an excellent telescopic jib. We had two clocks; a lunatic clock by **Grant Wells** - not all Meccano - but it does tell the phases of the moon; and a partly completed grandfather clock by **Graeme O'Neill**. He also brought a new plastic set 1730 which is supplied in an impressive box. **Stefan and Anjuli Burrell** offered a couple of versions of hedgehogs. **Ian Torrens** introduced everyone to the skills of gambling with a nicely balanced horizontal chocolate wheel. Maybe he will offer the idea to the Christchurch Casino! **John Ince** brought his old tower crane but it now has a new control box similar to the one described in the October magazine but using DPDT miniature switches in place of the Meccano battery parts.

Graeme has now completed his *Meccano Parts Inventory and Contents of Largest Sets* and expects to have copies available for Easter. He also plans to market this fine document through MW Models both as a printed book and as a data file on a 3 1/4" computer disk.

We were sad to learn of the death of Kelvin on March 1st. after a short illness. As his family are mainly in Christchurch the funeral service was held here and attended by Graeme, Miriam and John. Most Meccano enthusiasts will remember Kelvin - Kelly to his family - for his remarkable feats in Meccano construction. Who could not have been impressed with the superb threshing machine which he brought to the Wanganui Convention in 1991. Kelvin was a stickler for detail and made sure that his models reproduced the features of the prototype accurately. As someone remarked to me after the service the only thing missing from the threshing machine was the spirit level to ensure that it was set up correctly! Kelvin came from a farming background in North Canterbury but left the land to train at Canterbury University as a geologist. This career took him to the Pacific Islands where he contracted a couple of tropical illnesses which saw him return to New Zealand and settle in Dunedin. His Meccano fascination must have started early as the family had sets to help occupy the time in the long farm winters. Kelvin must have had more time for Meccano in later life as he did not marry and did not have work in recent years. Kelvin's brother Peter who lives in Christchurch plans to keep the traction engine and threshing machine and we hope to have then on display at Easter as a tribute. Although Kelvin did not always agree with the rules he was a winner and his contribution to the art of Meccano will be missed especially by his colleagues in Dunedin.

FROM LETTERS

Bruce Neilson, Palmerston North.

The Meccano collection was finally brought down from New Plymouth storage to here in Palmerston North last November and have started making 2 copies of Bruce Geange's marvellous little D5H Caterpillar bulldozer to write up, as a model plan as it is too good to lose. It made for a very enjoyable Christmas break activity.

Have found the improved NZFMMM most interesting but some of the pictures are a bit hard to study. Are you still getting photos bromided prior to publication?

Also succumbed and bought some sets of the new Plastic Meccano to get a feel of the possibilities and am highly impressed with the design of parts and possibilities. Box number 1720 says it is for 4 to 7 year olds but the crane truck I built from the manual is pretty complicated for a 7 year old to attempt. (I have met up with my brother's grandson aged 6 for the first time who is an inquisitive mechanically minded lad with Meccano potential so will have to test my thoughts on him next time)

I have finished my accounting degree at Massey and for 1995 will be at the Manawatu Polytech to convert my computing qualifications to a full degree in information systems.

David Wall, Auckland.

When Elizabeth and I were attending a wedding in Hamilton recently we decided to fill in an hour or so around the City's shopping precincts including Centre Place. Imagine our surprise when we saw a shop in the latter location boldly displaying the magic sign MECCANO whilst another sign outside proclaimed half price bargains. I quickly reached for my wallet but was surprised to discover that the merchandise on offer was male clothing and not "our goodies". I expressed my interest to a shop assistant who was at pains to assure me that the company had fully researched the right to use the name. All was well until we attempted to photograph the shop facade at which time we were informed in no uncertain terms by a flustered staff member that photography was strictly prohibited in the mall.

We retreated but vowed to return the next day. No sooner had Elizabeth again raised the camera to her eye than she was accosted by an extremely agitated staff member who categorically refused permission to photograph the premises. I wonder why!!!.

David Glenday, Napier.

The crane I started in 1993 is about 95% complete but sadly gathering dust from neglect. I raided a superfluous mechanism from it to use the gears and sprockets for the current model. I have built a variation of the Veteran Car in the M.M. of October 1962 - a favourite of my youth around 1964. So long ago!

PARTS FOR SALE

AUCKLAND MECCANO CLUB has purchased a dealer's stock of new spare parts at a favourable price. The Club is re-selling these parts to NZFMM members AT COST.

A list of the parts available, and prices, is on the next page.

Please send orders to: Lloyd Spackman
1/344 Lake Road, Takapuna, Auckland 9.

Please include an allowance for estimated postage (as shown hereunder) in your cheque.

Larger orders will be sent by Courier; smaller ones by N.Z. Post.

Orders will be filled on a 'first come, first served' basis.

Parts may be reserved by Phone - 0-9-4866141.

The parts will be available at the next A.M.C. meeting at David Wall's home, on May 10th.

POSTAGE: to Auckland area, allow \$2
Rest of North Island, \$3
South Island \$4
Courier \$5

AS WELL AS THE PARTS, the Club has the following SETS for sale:

STARTER SETS Nos.	101	Dump Truck (5)	303	Water Cannon (3)
	103	Bulldozer (2)	501	Space Ship (3)
	106	Grader (1)	502	" " (1)
PRICE: <u>\$12 each</u>	202	Trailer (1)	503	" " (2)
	203	Roller (1)		

The parts in each of these sets are worth \$50 to \$80, and we understand no more are being brought in to New Zealand.

PLUS: 2 x M.O. Motor Sets, \$15 each. Still in shrink wrap.
~~1 x M.O. Motor Set, complete, BUT no motor \$5-~~
1 x Dynamic Set No. 4033 (Aircraft). Still in shrink wrap.
\$45

Please add postage, as above, for each set.

AUCKLAND CLUB NEWS

WE HAD a good selection of models, including some steam engines, at our February meeting, held at Brian Buchanan's home.

From Bill Watt we had an 1812 wall mounted steam engine from a Brian Rowe model (see C.Q. 6/94), and a very early steamship engine with an inverted grasshopper type action. Bill built this from an article on Steam for Ships in M.M. 2/67.

George Ovenden's model was of a steam powered 1858 rotary cultivator from M.M. 5/68 - the forerunner of today's rotary hoes.

Among other models, Mike Walmsley's was an easy-running road consolidator and Lloyd Spackman's was a side loading fork lift.

Bill also demonstrated screw mechanisms built from large diameter Derek Strickland and replica parts. Graeme Wrightson came with a Redbox brand "Li'l Engineer" plastic set truck; the set is similar to plastic Meccano, while Doug. Harris showed us his strip and plate bender which can take 5½" plates sideways. It is a massive looking machine.

A.M.C. SPARE PARTS FOR SALE

Part No.	Description	Stock (parts)	Price per Part
1	12½ strip ZP	9	2.00
1a	9½ "	8	2.00
1b	7½ "	12	1.50
2	5½ "	12	60c
2a	4½ "	6	60c
6a	1½ "	40	20c
8	12½ girder	12	3.50
8a	9½ "	10	3.00
10	Fishplate	30	30c
11	D.A. Brkt	24	40c
11a	D.A.B. 1x½	36	1.00
12	Ang. Brkt	60	40c
12a	" 1x1	18	1.00
14	6½ rod	6	60c
16	3½ "	18	60c
16b	3" "	18	60c
17	2" "	30	40c
18a	1½ "	12	40c
19b	3" pulley	2	6.00
20	1-1/8 flgd.ply	3	6.00
20a	2" pulley	6	5.00
20b	3/4" flgd.ply.	3	6.00
23a	½" ply.w.boss	4	3.00
23b	½" ply.no boss	12	1.00
27a	1½ gear	2	7.50
27c	2½ "	2	12.00
34b	BoxSpanner	4	2.00
47	2½x1½ d.a.str.	6	1.00
48a	2½x½ "	18	40c
48b	3½x½ "	18	1.00
48c	4½x½ "	6	1.00
51	2½x1½ Flgd.Plt W	6	2.00
53	3½x2½ Flgd.Plt W	6	4.00

Part No.	Description	Stock (parts)	Price per Part
70	5½x2½ Plt. Y	8	3.00
78	11½ Scrwd Rod	4	3.00
95a	1½ sprocket	4	3.50
111	3/4 bolt-slot + nuts	90	20c
111	3/4 bolt-allen + nuts	30	20c
111c	½"bolt +nuts	90	20c
111d	1-1/8 bolt	24	30c
114	Hinge	6	4.00
125	Rev.Ang.Brkt	12	80c
126	Trunn. B/W	12	1.00
126a	Flat T. B/W	12	1.00
142b	3" tyres	4	10.00
155	RubberRings	24	50c
168c	Ball Cage	1	25.00
187f	1" plas.whls	12	60c
190	2½x2½ flex.	18	1.50
193	2½x1½ trans.	12	50c
193a	2½x2½ "	18	60c
194d	5½x1½ r/w/y	12	60c
221	2½x1½ triang.	18	50c
226	3½x2½ " w/y	18	1.00
235b	3½ narrow S.	18	60c
235d	4½ "	18	60c
235g	1½ "	30	30c
330	C/W motor	2	10.00
332	Pilot	7	6.00
333	ExhaustPipe	2	1.00
460	Rocket + launcher	12	2.00
461	" large	3	6.00
462	Nose Cone W	3	6.00
487	Rocket Eng. Red	12	3.00

MECCANO MAGAZINES FOR SALE

M.M. Jan., 1961 to Jan., 1963 inclusive. V.G. condition.
\$2 each. Discount for whole set. Please contact Lloyd Spackman.

Colours: B = blue W = white
Y = yellow R = red
ZP = zinc plated

FOR SALE :- EMP's.

14.

The Encyclopedia's of Meccano Parts (EMP's) volumes 1 - 6 have been completed. After 6 years work on the computer these books are now ready for distribution. All six volumes are now available at \$30.00 each, plus postage. Amendments 1 and 2 included free with one or more of the EMP's. Amendment No. 3 is \$5.00 plus postage. All monies quoted are NZ\$.

POSTAGE RATES (Effective 1 Aug 1993) to

Number of books	Great Britain & Europe				Canada & US AMERICA				AUSTRALIA				NZ
	1	2	3	6	1	2	3	6	1	2	3	6	
Surface	\$12.50	21.50	35.00	62.00	10.00	16.00	30.00	54.00	NA	NA	NA	NA	0.80 per book
Economy	\$15.00	23.00	50.00	92.00	12.50	19.50	42.00	73.00	8.50	13.50	26.50	47.50	
Air	\$22.00	39.00	63.00	117.00	19.00	35.00	54.00	94.00	11.00	19.00	33.00	60.00	

Amendments 1, 2 and 3 together count as 1 book for postage.

Contact:- Don Blakeborough. 91 Cornfoot Street, Castlecliff, Wanganui, NEW ZEALAND. Phone (06) 344-5924

Encyclopedia of Meccano Parts - Volume 1 -
Meccano Standard Parts from 1901 - Parts 1 to 59.
Encyclopedia of Meccano Parts - Volume 2 -
Meccano Standard Parts from 1901 - Parts 61 to 140y.

Encyclopedia of Meccano Parts - Volume 3 -
Meccano Standard Parts from 1901 - Parts 141 to 518.

Encyclopedia of Meccano Sets - Volume 4 -
Meccano Construction Sets from 1901.

Encyclopedia of Meccano Motors & Accessories -
Volume 5 - Meccano Motors & Associated
Equipment from 1901.

Encyclopedia of Meccano Manuals - Volume 6 -
Meccano Instruction Manuals from 1907.

6 years in the making, approx 1900 pages (950 leaves) of A4 photocopy paper, and totalling 4 inches (95mm) thick. A work of epic proportions by Don Blakeborough with Lindsay Bond's expertise being called in as joint co-author for Volume 6.

If you have the original DMS (Development of the Meccano System) books, they have been overtaken by this new work which uses all that original information as a starting point; then brings in all the additions to 1994; then adds drawings of each and every part with variations. Considerable new and extended information has been added to the old DMS items to give the most complete information available.

Each volume has cardboard covers protected by plastic covers and the spiral binding and system of page numbering has been deliberately designed for annual amendments and additions to be inserted into the main text for ease and completeness of reference. To date, 3 annual supplements have been issued for inclusion and Don includes peel and stick sheets for minor alterations where he doesn't rewrite the whole page.

Volumes 1, 2, and 3 have the following layout -

- An Index of name of part, page number, and DMS identification.
- Conversion table for fractions, mm, SWG, and inches.
- Author's introduction and explanatory notes.
- Left page. A table with the following columns - Part Number and official description, DMS reference number, Date introduced and obsolete, Details of part. Largest set of period and number of this part included. Stock held. Under each column head all known variations are listed with footnotes

as required.

- Right page. Fully dimensioned drawing of each variation of the part with a listing for Diametrical pitch, Pitch diameter, Outside diameter, Number of teeth, SWG, Boss type, Notification source, as required.

Volume 4 (Sets).

- Author's introduction and explanatory notes.
- Index of Sets listed.
- Left page. A table with the following columns - Part number, Description of part, Set numbers from smallest to largest of the period. Under each column is listed each part and the numbers of that part contained in each set.
- Right page. Drawing of new parts introduced into that year. Lists of parts deleted and introduced, and increases and decreases of parts in the sets.

Volume 5 (Clockwork motors, Clockwork motor keys, Electrical accessories, High voltage motors, Low voltage motors, Transformers, Steam engines & sundry)

- Author's introduction and explanatory notes.
- Main index of Items listed.
- Year of introduction.
- Index to Section Items.
- Left Page. A table with the following columns - DMS reference number, Date introduced and obsolete, Details of item, Stock held. Under each column head all known variations are listed with footnotes as required.
- Right page. Fully dimensioned drawing of most variations of the item.

Volume 6 (Manuals)

- Author's introduction and explanatory notes.
- Index of Manuals listed.
- Left page. Photocopy of cover of Manual
- Right page. A table with the following columns - Manual outfit number, Print code, Page number, Details. Under each column each page is shown with models on that page.
- A consolidated index grouping models by name and showing the Year, Set, Manual number, Page, Prefix, Model number; in which the model of that name appeared

This collection of information is highly recommended to every Meccanoman who has raised a question of Meccano historical identification and needs the authoritative reference.

R. Bruce Neilson

CHRISTCHURCH

MECCANO

CLUB

N.Z. Federation of Meccano Modellers - 1995 Convention -
Items for Auction - Saturday Evening

Lot	Description	Condition	Reserve	Sale Price
1	Pt No 185 - 1 5/8" steering wheel - blue/grey	as new	\$5	
2	Pt No 185 - 1 5/8" steering wheel - blue/grey	as new	\$5	
3	Pt No 185 - 1 5/8" steering wheel - blue/grey	as new	\$5	
4	Pt No 34b - Prewar nickle box spanner	good	\$4	
5	Pt No 211a&b Binns Rd. helical gears c1950	as new	\$20	
6	Pt No 131 - Two pressed steel dredger (one has no clip)	fair	\$8	
7	Pt No 131 - Two pressed steel dredger (one has no clip)	fair	\$8	
8	Pt No 159 - Circular saw	good	\$15	
9	Pt No 159 - Circular saw	good	\$15	
10	Pt No 159 - Circular saw (2 teeth broken)	fair	\$10	
11	Pt No 169 - Digger bucket - grey. c1930 (top section replica)	very good	\$30	
12	Pt No 138 - Funnel with steam pipe c1928 red & black	very good	\$15	
13	Pt No 138 - Funnel with steam pipe c1928 red & black	very good	\$15	
14	Pt No 27b - 3 1/2" gear no boss - black	good	-	
15	Pt No 20 - Flanged grooved wheels c1911 set of 2	good	\$6	
16	Pt No 20 - Flanged grooved wheels c1912 set of 2	good	\$6	
17	Pt No 23 Brass 1/2" pulley c1910 (six available)	as new	\$1 ea.	
18	Pt No 20 Flanged wheels c1925 set of 4 (2 sets available)	good	\$8 set	
19	Pt No 147 Pawl pre 1921 (several available)	fair	-	
20	Mammond Steam Engine on 5 1/2" x 3" red base with burner and supply of meta blocks.	very good	\$30	
21	Hornby Speed Boat Club Badge	as new	\$20	
22	13 tooth pinion for No 1 postwar clockwork motor	very good	\$12	
23	12 tooth pinion for No 2 1931 clockwork motor - (2 available)	very good	\$12ea	
24	12 tooth short pinion for 1920's or 1931 No 1a clockwork motor	very good	\$12	

Easter Convention. Please don't forget to come to the 1995 Meccano Convention in Christchurch. If you are coming make sure you let us know right away. If you have items for auction then it would help if you could advise us in advance of the details so that the schedule can be completed. The items available so far are listed below. A phone call to John Ince will be satisfactory. - (03) 358 7351.

F. W. CAVE LTD., MECCANO MODEL BUILDING COMPETITION .

Supported by Lindsay Bond, Lindsay Bond Electronics,
Regan Street,
STRATFORD.. Ph. Fax. 06 765 5008.

IN CONJUNCTION WITH THE CHRISTCHURCH MECCANO FEDERATIONEXHIBITION 1995..RULES.

(1) Models must be constructed from current Meccano France colour-ed parts. Including the range of Special Sets, small and Large , Models can qualify in both sections of competition, i.e. Caves and the Federation.

(2) Models MUST be the work of the Exhibitor., except in the Junior Competition when a second party may bring a Model on behalf. There is No Limit to the number of models an Exhibitor can place in any section.

(3) Models will be judged by F.W. Cave Ltd., (N.Z. Importers of the range of Meccano products), and their decision is final.

Prizes will be awarded , 1st., 2nd., 3rd., 4th., & 5th., in each of the THREE CLASSES.

THE THREE CLASSES.

FIRST CLASS. SENIOR 18N.B. _____ INFINITY.

Any Model from any source, working or stationary.
Small or Great.

SECOND CLASS. INTERMEDIATE. Age 13 - 18.

PLASTIC or METAL Meccano Models as above. Age to be shown.

THIRD CLASS. JUNIOR. Age 3+ - 12.

PLASTIC or METAL MECCANO Model, Title of Model and childs age to be shown.

Classes 2 7 3 open to Club and non-Club members and familis etc.

PRIZES will be provided and presented by a representative of F.W. Cave Ltd., with a provision for a short resume, of MECCANO Frances, plans for 1995 - 1996, the Meccano situation in N.Z. and Overseas and how the Clubs and Federation can assist in the on going sales of this product in New Zealand.

SEVEN WONDERS OF THE MECCANO WORLD.

Over the next few months we will be looking at another six Super Super Models Made from Meccano, two will be models from New Zealand most will be models of immense size, giving wonderful detail, two made in the old Model Room at the Meccano Factory , the other five made from private collections in France Italy and the U.K.

All are produced by Meccano Personal of outstanding Meccano ability along sound Engineering lines performing most of the movements of the original..

Super Super Model No.1

The N.Z. Westcoast of the South Island Gold Bucket Dredge.
Built by Mr. B. Huffam , now on public display in the Hokitika MUSEUM, Dont pass it by without a visit.