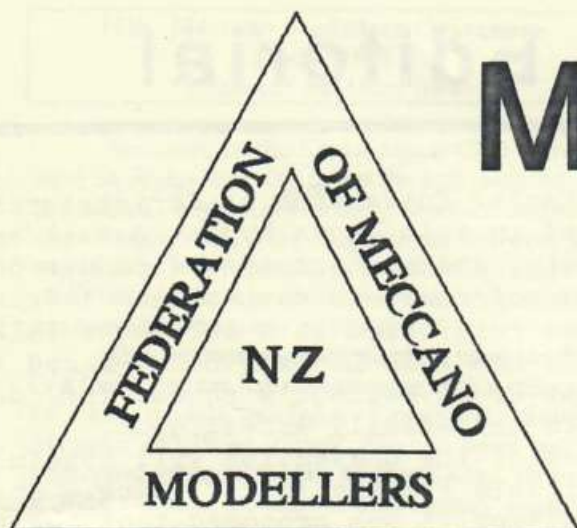
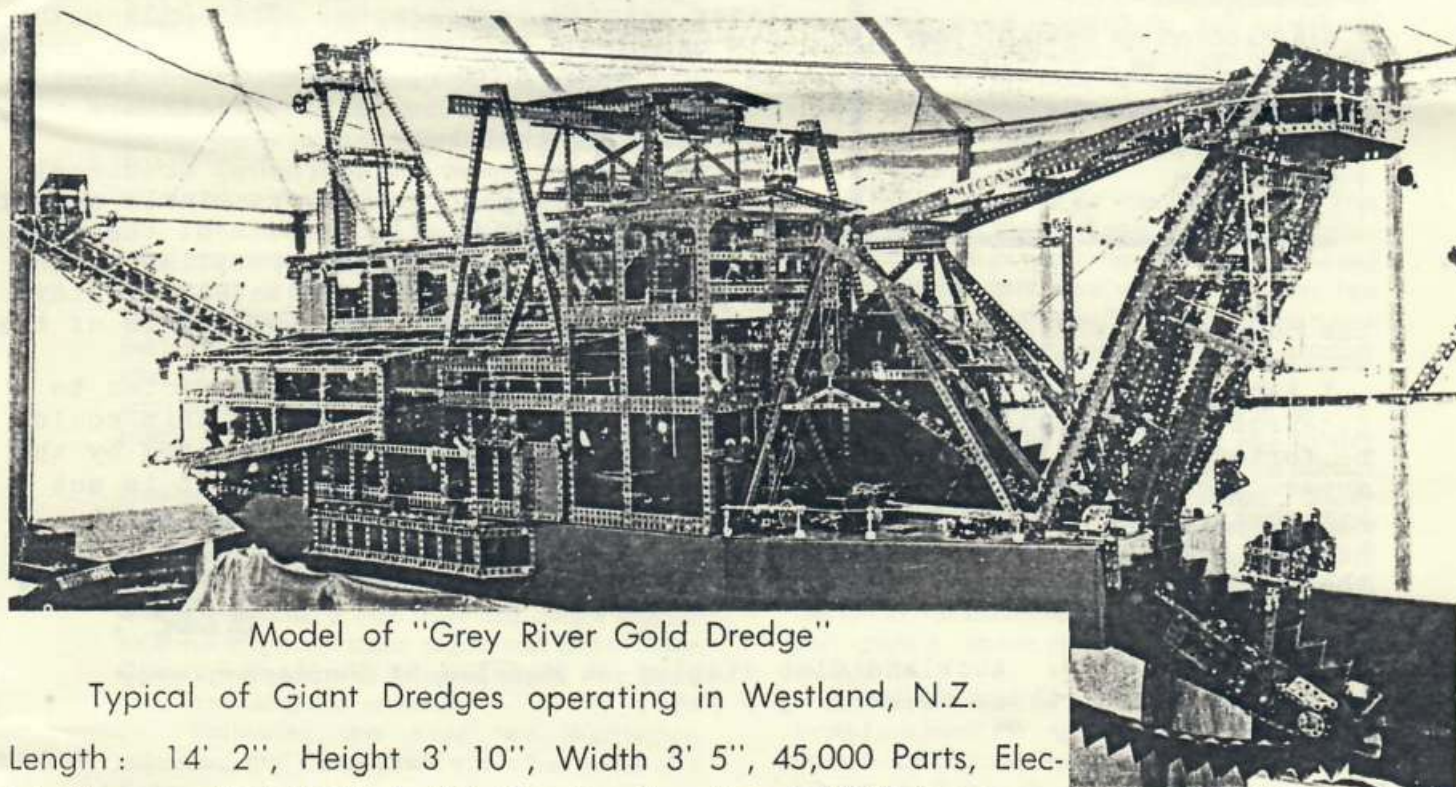




MAGAZINE

Vol 19 No 2 June 1995



Model of "Grey River Gold Dredge"

Typical of Giant Dredges operating in Westland, N.Z.

Length: 14' 2", Height 3' 10", Width 3' 5", 45,000 Parts, Electrically operated, Scale 1:24, Construction time—3,000 hours.

— BLAKE HUFFAM

This is the model that was illustrated in M.M. in 1956 and 1957. The Constructor, Blake Huffam, kindly sent a fresh print of the original.

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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Editorial

The Easter Convention at Christchurch is reviewed in this issue by David Wall and John Ince, and members should ponder on David's reference to competition judging. This was reinforced in a telephone talk I recently had with Lindsay Bond. I had thought that Bruce Neilson's scheme for judging had been universally agreed upon.

Photos of the Convention will hopefully be available for the August issue. On the same subject it was proposed that the centre of our Magazine be devoted to black and white laser printed photographs. This will naturally depend on the availability of good prints to work from. So far, we have found bromide copies of good B&W or colour prints are very suitable for photocopying.

The front page is a laser copy (reduced) of a large B&W photograph very kindly sent to me by Blake Huffam of his model of the very large Gold dredge formerly operating on the Grey River. I think it adequately displays

the complexity and size of the model. Unfortunately I have no details of the construction or whether any really exist.

I have often said an important part of our Magazine should be devoted to constructional details and I repeat it now. Surely something of this could be forthcoming on the models shown at Christchurch. Don't be daunted by the apparently fearsome advice given on page eight by Keith Cameron. It is not all that difficult to give a reasonable description of a model. I don't believe a list of parts required is desirable at all for in my experience these lists are nearly always inaccurate or incomplete or both. Enough said.

Bill.

REMINDER. Auckland Club display at Model-X at Henderson over Queen's Birthday Weekend: 3-5 June.

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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MANAWATU/	Tom Pittams, 79 Maria Place, WANGANUI.	0-6-345 6788
WANGANUI/TARANAKI:	Lindsay Bond, 93 Hathaway Street, STRATFORD.	0-6-765 5665
	Bruce Geange, 4 Winchester Street, PALMERSTON NORTH	0-6-357 0566
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
OTAGO:	Karen Murcott, 56 Aytoun Street, Shiel Hill, DUNEDIN	0-3-454 3457

**11th Meccano Modellers Convention
Easter 1995
Reported by John Ince**

Members of the Christchurch Club were on hand on Friday morning to get the hall ready for the Exhibition. With many willing workers including some early arrivals from other centres this went well so that there was not much to do before opening time on Saturday except to fit in those exhibitors who did not arrive until Saturday morning.

This description of the displays takes the form of a tour round the hall commencing with a collection of small models by **John Crawford, Selwyn Megson and Doug Clark**. Next to these was an impressive group of models by **Doug King**. He had a milling machine, a complete 19th century workshop with all machines driven from overhead shafting and finally his road grader. Next to Doug was **Don Blakeborough** with a fine loom which produced quite a bit of fabric during the two days. Federation President **David Wall** completed this group with his old time portable saw mill driven by a realistic traction engine complete with a wheel barrow of coal. Did the shavings under the circular saw include some bit of curious visitors fingers?

Next was a grand model in **Don Wilson's** usual competent style. It was a superb dredge mounted on a couple of tables specially positioned top allow the bucket boom to drop below deck level. It worked but the weight of the boom presented some problems; after all it contained 45 buckets each built up from 4 semi circular plates plus a 2 1/2" x 1 1/2" flanged plate!

Karen and Warren Murcott brought their crawler tractor plus a new model of a railway breakdown crane. House building has precluded any more ambitious projects. **John Hamlyn** was next with a fine model of a rough terrain mobile crane with telescopic boom, a Fiat front end loader and an industrial 2 cylinder steam engine with boiler. **Peter Gibson** followed with a topical model of a Boon tram, large and nicely executed.

Following this were two Wellington exhibitors, first **Colin Croft** with a fine model of a Kenworth truck, the gear boxes clearly visible by means of a mirror strategically placed. As well he had a good cutaway model of a single cylinder internal combustion engine. A light flashed to simulate the spark plug. Then he had **Don Quixote** performing on horse back. Continuing with working models we had **Lou Nichols** display of four types of windmills mounted on a revolving stand; a *mobile* of simplicity models which proved to be more mobile than intended until it was given extra support and then the revolving aeroplane model.

Two gauge 0 Hornby Train layouts, together with a large display of rare and unusual Hornby engines and rolling stock, occupied the corner of the hall. Still with railways we move to **Neil Pluck's** alpine railway scene with ski field and tow, town with Meccano slot cars, lake with slot boat and all surrounded with an electric railway and train hauled by a NZ railways electric loco.

Roger Keey did not bring a model but reminded us of his modelling skills with a photo of his 1980 Maui oil platform. **Don Flowers** had a huge Swiss Federal Railway CE 6/8" electric locomotive. Next to Don was a collection of small models built by **Cameron and Robert McFarlane**. Cameron

also showed his Ferris wheel and a nice clock kit wall clock. Finally on the side tables was **Graeme O'Neill** with a collection of plastic Meccano models plus his miniature circular railway. Then there was his new grandfather clock - nearly 2 m tall.

On the central table facing the entrance was **John Ince's** collection with a couple of tower cranes both available for the youngsters to work, two Meccanographs, Stephenson's *Rocket*, a flexible plate mangle (built for making sails) and Captain Cook's *Endeavour*. The ship pitched and rolled throughout the two days and it was quite surprising how many people felt a little queasy if they watched it too long! John also displayed some early Meccano sets, a montage of 1920's parts and five old electric motors.

Peter King struggled in with his enormous dockyard hammerhead crane - not finished yet. It flanked **Lindsay Bond's** collection of Meccano sets and models which included the tram model and controller described in a recent magazine. On the other flank was **Kinsley Burrell's** large wharf crane. **David Lange** treated us to some more of his skill with his Emmett train, extra terrestrial vehicle and petrol tanker.

Continuing round the centre table we had **Wes Dalefield's** fine blue and gold block setting crane (post-war blue strips and girders), galloping horse and chariot. Finally there were several models by **Ian Torrens** including a double Ferris wheel, radar screen from his new No 6 set, tower bridge and overtyping steam engine.

Simon Moody occupied a space in the aisle with his level luffing crane loading and moving marbles. It is understood that Simon lost his marbles more than once during the weekend! **Timothy Moody** was nearby with his remote control diesel locomotive on a short track. Finally **Bryan Jones** nearby worked his very large tower crane. The main problem with this model was the difficulty experienced in trying to photograph it - no one could hold a background high enough!

Mention must be made of the special display located just inside the exit to the hall to commemorate three deceased modellers, **Maurice Evans, Kelvin Liggett and Kelvin Eaves** (not a club member but a Canterbury man who contributed to exhibitions from time to time). **Darryl Evans** had accomplished a grand task in completing his fathers model of a Marrion excavator. Mrs Eaves of Racecourse Hill kindly allowed us to exhibit her husbands model of a Massey-Harris header. As Kelvin Liggett's models were not available for Easter we used photographs to complete this tribute.

Nigel Boyle had a sales table for old Meccano sets and collections. This seems to be well patronised by exhibitors and public. John Ince also sold some parts. Sales of new Meccano arranged at the last minute by the Early Education Shop did not prove successful.

This exhibition was a great success as far as the modellers were concerned but sadly did not attract as many visitors as we had hoped. It is estimated that between 550 and 750 people came during the two days. Our thanks to F.W. Cave Ltd for providing a fine selection of Meccano sets for prizes and arranging for the return of display models for the Exhibition. Thanks also to everyone for the speed and efficiency of the clean-up after the doors closed at 5pm. By 6.20pm there was just sweeping and vacuuming to do!

The Editor,
Dear Sir,

Well the 1995 Convention is now behind us and what a grand event it was. The cloth covered tables, some blue some gold were a sea of expertly crafted models. Unfortunately I was the only Auckland member in attendance. I can well understand this, New Zealand is a long narrow country separated by the most expensive strip of water in the world - at least that's how it seems to me. Elizabeth and I flew down, my models were precariously perched in the overhead cabin lockers. Although sustaining some transit damage this was relatively minor and was rectified with a bit of quiet cussing at the venue.

On Saturday evening having been fortified with a delicious dinner we set about the bi-ennial general meeting during which a wide range of topics were discussed. Although not exhaustive the following matters took my attention.

Future Convention Venues:-

After due deliberation the following dates/venues were decided upon:-

1997 - Wanganui
1999 - Auckland
2001 - Wellington

As the Federation President I had the embarrassing duty of informing the Junior winner, Timothy Moody that the trophy had not been returned by the previous winner. Lindsay Bond has kindly offered to retrieve it and forward it on to Timothy who was most understanding over this unfortunate episode.

The future of our magazine was also discussed, I pointed out that our present editor Bill Watt was happy to continue his editorship for at least the next couple of years, a fact which seemed to generate a collective sigh of relief. Two suggestions were put forward, the first that the magazine centre fold be devoted to black and white laser printed photographs only, no text to be included. A description of each photo with appropriate references would be carried elsewhere in the magazine. The second suggestion concerned the inclusion of a list of New Zealand members who were able to produce replica parts together with a price list. To avoid a conflict of interest with overseas readers it was further suggested that this list be restricted to New Zealand members only (probably issued in loose leaf form).

During the course of the meeting I referred to my librarianship of the complimentary overseas "Meccano" magazines. I advised that these were available on loan on the basis that the borrower paid all postage charges. Some time ago Peter Kessler donated a copy of the New Cavendish book "The Hornby Companion" (vol. 8) to the Federation. It was decided that this book be held by the Dunedin Club for a period of six months after which it would be sent on to the next club which requested it.

Another matter which arose was the use of Federation funds to "float" future Conventions. The idea was that a club wishing to host a Convention could borrow from the Federation to finance preliminary expenses. The money would be paid back, interest free, to the Federation at the conclusion of the Convention. This topic seemed to generate more heat than light but in the end it was decided to retain the status quo, that is that these funds be devoted to absorbing possible future publishing increases.

Now a couple of personal observations; first - the venue. Although nobody could criticise the internal layout of the hall which was both spacious and attractive its location in the midst of Hagley Park may have resulted in it being less accessible to the public than was ideal. My second comment relates to the method of judging models. With regard to the senior event it seems that we may have obscured the intent of the two senior prizes namely the Bruce Baxter Memorial Plaque and the Federation Trophy (the triangular wooden one). The former is awarded on the basis of the number of votes cast by members and their wives to that model which they consider exhibits the most popular appeal. I do recall that on one or two occasions voting rights have also been extended to members of the public. Our other award, the Federation Trophy, should I consider be awarded on the basis of the Bruce Neilson system or a simplified adaptation of this. This system requires each competitor to individually demonstrate the features of their model to a judge or perhaps a small panel of judges each of whom would be expected to be fully conversant with the Meccano system. The Junior Federation Trophy would be judged on the same basis. My reason for raising this issue is to clarify the function of each of the senior awards and hopefully to ensure a degree of judging uniformity throughout the Federation. I would appreciate members comments on the matter.

John Ince was kept busy with his camera so I expect that we shall see the results of his work in due course. John will also provide us with a list of the prize winners and the financial results of the parts auction.

A nice touch was the inclusion of a large Hornby 0 gauge layout which operated faultlessly throughout the Convention. It also gave me the opportunity to meet Colin Duthie a well known Hornby enthusiast.

Finally my congratulations to the winners, a sincere thank you to F.W. Cave Ltd for their most generous donation of the prizes and my thanks to the Christchurch Club for hosting such a friendly Convention. It was great to meet up with so many Meccano personalities.

It may have been due to over indulgence at the dinner table that caused members to vote me another term as Federation President - thank you all for your confidence in my abilities.

David Wall

April 1995

WELLINGTON MECCANO CLUB
MEETING NOTES FOR APRIL AND MAY
 -reported by Bryan Jones and Mike Highley

The April meeting, which included the AGM, was attended by 10 members, with four apologies. The President presented his report, commenting on the successful meetings, the good attendance of members, the varied themes for models, and the continuing involvement with F.W Cave in Meccano promotion.

The Treasurer's report showed an increase in the funds held in the bank, the expenditure on hall hire and catering having been well covered by income from the Models and Hobbies Expo.

The election of officers saw Colin Croft returned as President, Don Flowers returned as Treasurer, Simon Moody elected as Vice-President, a model judging committee made up of Lou Nichols, Laurie Webb, Simon Moody and Bryan Jones, and Bryan Jones returned as newsletter secretary.

A motion was passed relating to the term of office and subsequent stand-down period for the position of President. Other general business included the offer to place a stand in the Models and Hobbies Expo to be held in the May school holidays, which was accepted with interest from members present. The latest MW Models news sheet was circulated, showing a new range of parts, presently only available in the new sets and not as separate spares yet.

Only a small number of models were brought, most members having been busy getting ready for the Easter convention. Don Flowers showed his Swiss "crocodile" electric locomotive, a 2.4 metre long model with lighting and many electrically operated features. Mike Highley had a Leyland lorry from the No. 6 Manual and a horizontal engine from a No. 3 Manual. Simon Moody brought his shunting loco, wagon and loading hopper, and demonstrated how the hopper could load beads into the wagon, which was then towed by the loco to the other end of the track, where it automatically emptied. Lou Nichols brought the wooden Meccano Man, for transporting to Christchurch.

The May meeting was attended by 14 members, with the Convention being the central topic of conversation. Those who had attended had enjoyed the experience, and their efforts had been rewarded with Simon Moody and Colin Croft winning second and third places respectively in the Senior section, and Timothy Moody first in the Junior section.

The models on display this month were Colin Croft's "Don Quixote". Mike Highley's articulated low loader from the No. 7 Manual, a 20 foot container by Simon Moody, Timothy Moody's DSC loco running on a short length of track, and an interesting wind mobile by Lou Nichols which contained miniatures of two planes, a bulldozer, a car and a locomotive. Brian Peterson had the latest three spaceships from his collection, and Laurie Webb showed the complex gearbox from his Craven breakdown crane, now dismantled. Bryan Jones had some photographs of the Convention.

The organisation for a stand at the Great Hobbies and Models Expo, held on 13-14 May, was decided. Calico for covering the tables had been bought, and extra display lighting was arranged. FW Caves provided a range of sets for sale. Many of the members brought models for display, with several of these running continuously for both days. Don Blakeborough visited, bringing his loom which was a very popular exhibit. The Expo appeared to be well attended by the public, with many stopping to share memories of younger days or to enquire about the availability of sets.

Another combined meeting with the MWT Club is to be organised; this year we are to visit them in Wanganui for their August meeting.

BITS & PIECES

from Lloyd Spackman

QUOTATION:

From "One
Facet of an
Autobiography,"
by
O.S. Nock

Thanks to
Doug Harris
for this
one

Meccano had been a household word almost from our first arrival at the Bank House, Broad Street, Reading. I can have been little more than three years old when one of the Bank's customers, doubtless hoping that at some future time my father would arrange for him a substantial loan at preferential rates, presented me with one of the earliest Meccano sets for Christmas. It was a barbed-arrow gift as far as my father was concerned, because, as I came to know him, he was about the least mechanical man I have ever known, throughout his long life. All unknowing in my tender years, I used to thumb through the brochure that was provided with that early Meccano set, and, when he came upstairs from the bank about tea-time, I used to ask for a particular model to be made for me ready for next morning. In after years many were the tales my mother told of his struggles with Meccano, though to do him credit the specified model, or a reasonable substitute, was always ready for me at breakfast-time.

MISSING STRIPS ? "Meccano make strips in 3, 4, 5, 6, 7, 9, 11, 15 and longer hole lengths, as we all know. But less obvious, 12 and 13 hole strips were also made, but not sold as such. Where are they ??

Answer: Look to the double angle strips: P/N 47a is a bent 12 hole strip and P/N 48d is a bent 13 hole strip."

Thanks to Robin Rye for this one.

AN APOLOGY to Julian Avisenis for mis-spelling his name in our previous issue. He is a member of Transvaal Meccano Guild, not "Club".

NEW MECCANO PRODUCTS for 1995 include a range of 18 'Collection' sets numbered 2100-2500, apparently smaller than the 'Starter' sets. Also there is the addition of another 'Dynamic' set of Rescue Vehicles (4068). There is also the Power Tool and a new 7064 Master Builder Set (motorised) which includes the Power Screwdriver and is in a plastic storage case. The 'Collection' sets have in them a number of completely new parts.

PARTS NEVER USED: In an article in the latest 'C.Q.', Michael Denny writes about some Meccano parts which are, in his opinion, useless (he calls them 'dogs' in the American sense of something inferior of its kind).

Michael's prize example is P/N 44, Stepped Bent Strip. Others are 144, Dog Clutch; 162, Boiler; and 198, Hinged Flat Plate. I must say I can't think off-hand of any part in the Meccano System which I have never used. What is your favourite 'useless' part ??

CATHEDRAL : In the latest 'C.Q.' is a colour photo of the almost unbelievable Meccano model of "La Nouvelle Cathédrale de Barceloné". It was built by the brilliant Frenchman, Louis Fleck. This photo, which shows the potential of Meccano for construction of architectural models (we see too few of them) is alone worth the cost of the 'C.Q.'.

ANTIQUE MECCANO BOX: At Devonport Wharf, kauri, with one lift-out tray. Solid, heavy and well made. But it will not take 24½" girders without alteration. Price \$295. I wonder what happened to the Meccano it once contained.

LAST WORD: A brain is as strong as its weakest think.
Do it now. Today will be yesterday tomorrow.

HOW TO DESCRIBE YOUR MODEL

By Dr. Keith Cameron

HOW TO 'WRITE UP' AND DESCRIBE YOUR "OWN DESIGN" MODELS FOR THE BENEFIT OF YOUR FELLOW MODELLERS:

Dr. Keith Cameron has kindly replied to an enquiry on how he sets about writing his so-clear model building instructions. His suggestions are hereunder.

NOW, all you O/D model builders, read this and get cracking with camera and pen or typewriter or word processor and send the results to our EDITOR.

More of Keith's suggestions in our next issue



Regarding writing model instructions (choice of model is another subject altogether):

1) Photographing the model must come first. The photographs should be sharply focused, uniformly lighted and showing all salient details. Good enlargements should be available before starting to write, because that is what the reader will see. They should be numbered^x so that each can be referred to in the text by number. Complex models may need to be partly dismantled so that internal details can be photographed for extra clarity. Plenty of photographs should be taken to ensure full coverage, followed by a weeding-out process remembering limitations of space.

2) Preparations for writing include extensive reading of well written instructions already published. This is to help acquire knowledge of style and vocabulary. Suitable examples would be the Super Model Leaflets, and current articles in the journals.

3) The writer should put himself in the place of the prospective reader, re-reading as he writes, testing for clarity, asking "will the average reader understand this?"

4) In more complex models, it may be necessary to include sectional diagrams and/or photographs of internal parts of the model as mentioned above. Again, the criterion for such additions is clear communication. But remember the poor editor and his limited space.

5) The *introduction* should include an explanation of the purpose of the model and its main features, and should give the reader a real desire to build the model. Any alien or unusual parts needed should be listed along with any difficulties that might be met.

6) The instructions should be *logically structured in order of assembly*, and divided into sections, each section clearly given a descriptive heading. For example the first section could be (and often is) *The Main Frame*, and the writer decides what to describe next by remembering his order of procedure in his original construction.

7) The writing should be lucid, sentences fairly short, and repetition avoided. For example, parts can be "fixed," "bolted," "secured," "held in place." Variety of expression aids readability. Unnecessary description of points obvious in the illustrations should be avoided, allowing more space for dealing in greater detail on more obscure or unusual sections.

8) The *operation in motion* of the model should be described, to include types of power units used, function of gear transmissions and other essential mechanical details, and any adjustments needed for improved operation and trouble-shooting.

9) A Parts Required list should be included.

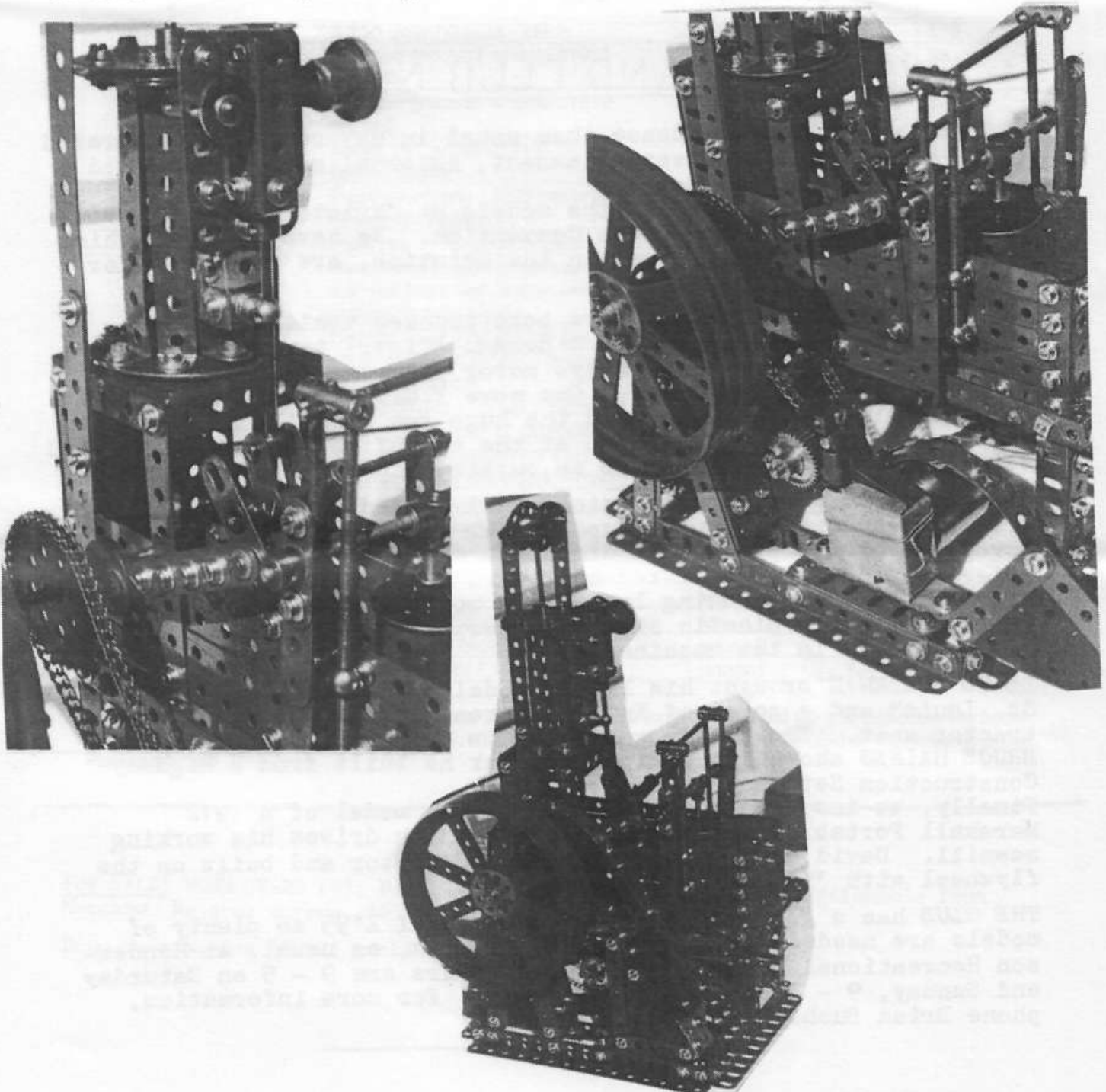
x Fig. 1
Fig. 2
etc.

Steam for Ships.

W.J.Watt
Auckland.

In M.M.Feb.1967 there was a three page illustrated article by 'Spanner' entitled 'Steam for Ships', describing a model of a 3-HP engine designed for driving the paddle wheels of the steamer 'Comet' on the Clyde in 1812. The model was built by a Mr.Sanders and based on photos of the original in the Science Museum, London. It is driven by a clockwork motor. In the article are five good photos and a description fairly easy to follow. It appears to be essentially an inverted Grasshopper type of engine and is on a compact base $7\frac{1}{2}" \times 5\frac{1}{2}"$. No steam plant is incorporated.

I have often meant to build this model as the action looked quite interesting, and have now done so. Although it looks very simple, it is quite tricky in parts, and I found, surprisingly, no description of how to drive the eccentric operating the valve mechanism. To do this, I fixed the eccentric on the main shaft and omitted the awkward looking 'reversing' lever. Also, I did not like the idea of a clockwork motor so used a small DC motor mounted on the base, with a chain and sprocket drive to the main shaft. The model is compact and runs very smoothly with an interesting action. It makes quite a good small exhibition model.



REMAINING A.M.C. PARTS FOR SALE

INSTRUCTIONS FOR ORDERING are as in our previous issue, page 12.

<u>P/N</u>		<u>No.</u>	<u>Price</u> <u>each</u>	<u>P/N</u>		<u>No.</u>	<u>Price</u> <u>each</u>
10	Fishplate	30	30c	126	Trunn. Bl/Wh	12	1.00
11	Dbl. Brkt	24	40c	126a	Flat Trun. "	12	1.00
12	Ang. Brkt	60	40c	155	Rbr. Rings	12	50c
16	3½" Rod	12	50c	194a	2½x2½ b/y/w	18	60c
16b	3" "	18	60c	194d	5½x1½ r/w/y/	12	60c
17	2" "	24	40c	226	2½x3½ tri. wh.	4	1.00
18a	1½" "	12	40c	462	Nose Cone	2	6.00
23a	½" ply w. boss	4	3.00	487	Rocket Engine	8	3.00
23b	½" " no boss	12	1.00	Starter Sets 303,501,503			
27a	1½" gear	2	7.50	Colours: b = blue y = yellow			
27c	2½" "	1	12.00	r = red w = white			
34b	Box Spanner	1	2.00				
111	¾" bolt, Allen Head	30	20c				

AUCKLAND CLUB NEWS

DESPITE a smaller attendance than usual in May our Club celebrated its 21st birthday at a very pleasant, informal meeting at David and Elizabeth Wall's home.

We watched a short video of the models at Christchurch and David filled us in with news of the Convention. We have begun to think about 1999 in Auckland, and, in the meantime, are preparing for Model X'95 at Q.B. Weekend.

The TWO OUTSTANDING MODELS were both tracked vehicles.

BOB McCracken's model of a Mk 1 German 'Tiger' tank is 18" long and 11" wide, driven by a Stokys motor plus one P.D.U. for steering each set of tracks. One more P.D.U. rotated the turret and another raised and lowered the huge gun barrel. At the touch of a button a light bulb at the tip of the gun barrel glowed to simulate firing. This is an outstanding model of a war tank.

BILL WATT's big bucket excavator model showed it is quick on its tracks when power is turned up. Other models were hurriedly moved out of its path. The digging arm and discharge chute both raise and lower on simulated hydraulic rams (screwed rods inside) with the digger end using large size rods. The conveyor belts (strips of stiff plastic curtain material) ran smoothly. Bill used 8 motors in the machine.

LLOYD SPACKMAN brought his little model of Lindberg's "Spirit of St. Louis" and a model of Keith Cameron's Set 6 Kenworth W900 tractor unit. The plane's propellor is driven by an MO motor.

BRUCE HAINES showed us a tipping truck he built from a Highway Construction Set.

Finally, we inspected DAVID WALL's lovely model of a 1912 Marshall Portable Agricultural Engine which drives his working sawmill. David used a quiet Johnson 888 motor and built up the flywheel with 3½" curved Argentine strips.

THE CLUB has a good table position at Model X'95 so plenty of models are needed from our members. It is, as usual, at Henderson Recreational Centre and opening hours are 9 - 5 on Saturday and Sunday, 9 - 4 on Monday, June 5th. For more information, phone Brian Buchanan on 0-9-5245186.

**N.Z. Federation of Meccano Modellers - 1995 Convention -
Results of Auction**

Lot	Description	Condition	Reserve	Sale Price
1	Pt No 185 - 1 5/8" steering wheel - blue/grey	as new	\$5	\$5
2	Pt No 185 - 1 5/8" steering wheel - blue/grey	as new	\$5	\$7
3	Pt No 185 - 1 5/8" steering wheel - blue/grey	as new	\$5	\$6
4	Pt No 34b - Prewar nickle box spanner	good	\$4	\$4
5	Pt No 211a&b Binns Rd. helical gears c1950	as new	\$20	\$25
6	Pt No 131 - Two pressed steel dredger (one has no clip)	fair	\$8	\$9
7	Pt No 131 - Two pressed steel dredger (one has no clip)	fair	\$8	\$8
8	Pt No 159 - Circular saw	good	\$15	No Sale
9	Pt No 159 - Circular saw	good	\$15	No Sale
10	Pt No 159 - Circular saw (2 teeth broken)	fair	\$10	No Sale
11	Pt No 169 - Digger bucket - grey. c1930 (top section replica)	very good repaint	\$30	\$35
12	Pt No 138 - Funnel with steam pipe c1928 red & black	very good repaint	\$15	\$17
13	Pt No 138 - Funnel with steam pipe c1928 red & black	very good repaint	\$15	\$15
14	Pt No 27b - 3 1/2" gear no boss - black	good	-	\$12
15	Pt No 20 - Flanged grooved wheels c1911 set of 2	good	\$6	\$8
16	Pt No 20 - Flanged grooved wheels c1912 set of 2	good	\$6	\$8
17	Pt No 23 Brass 1/2" pulley c1910 (six available)	as new	\$1 ea.	\$1 ea
18	Pt No 20 Flanged wheels c1925 set of 4 (2 sets available)	good	\$8 set	\$10 set
19	Pt No 147 Pawl pre 1921 (several available)	fair	-	\$3 ea
20	Mammond Steam Engine on 5 1/2" x 3" red base with burner and supply of meta blocks.	very good	\$30	\$37
21	Hornby Speed Boat Club Badge	as new	\$20	\$50
22	13 tooth pinion for No 1 postwar clockwork motor	very good	\$12	\$13
23	12 tooth pinion for No 2 1931 clockwork motor - (2 available)	very good	\$12ea	\$12
24	12 tooth short pinion for 1920's or 1931 No 1a clockwork motor	very good	\$12	No Sale
25	Pt No 30 Pair of Bevel Gears c 1925	good	\$20	No Sale
26	Pt No 152 blue Double Sheave Pulley Block - c 1936	repaint	\$10	\$17
27	Pt No 130 Triple eccentric Nickle - 4 available	fair	\$7	\$9 & \$7
28	Pt No 159 Circular Saw	fair	\$12	No Sale
29	Pt No 63 Pre 1925 coupling Pat. No 22362-13	fair	\$3	\$7
30	E15R Electric Motor in box	unused	\$80	No Sale
31	Transformer for E15R	unused	\$30	No Sale

The auctioneer was Kingsley Burrell and he had John Ince as assistant to hold up and describe the items to the buyers. Unsold items from Lots 8,9,10,23 (1 only) and 24 are available for sale at the reserve price. Please contact John Ince.

FOR SALE: WORM GEARS (9), Buz Builder, but virtuallyly indistinguishable from Meccano. No grub screws. \$45.00 the lot plus postage.

Doug Harris, Box 68392, Auckland. Tel 09 522 1881.

Prizes kindly donated by F.W.Cave(Toys)Ltd, N.Z. Meccano Agents.
SENIOR PRIZES.

FIRST. Neil Pluck, ChCh, The Mountain Railway, Alpine Scene.
SECOND. Simon Moody, Well., Level Luffing Crane & Automated Railway.
THIRD. Colin Croft, Well., Kenworth Truck, detailed Chassis.
FOURTH. John Ince, ChCh., H.M.S. Endeavour, working Sailing Ship.
FIFTH. Don Blakeborough, W.M.T., Working Meccano Loom.

INTERMEDIATE PRIZES.

FIRST. Timothy Moody, Well., Shunting Railway Locomotive.
SECOND. Anjuli Burrell, ChCh., Hand Loom.
THIRD. Robert McFarlane, ChCh., Breakdown Truck.
FOURTH. Stefan Burrell, ChCh., Mobile Model.

SPECIAL PRIZE By Public and Exhibitor's Choice. Mr. & Mrs. Don Wilson, M.W.T., A Giant Model of a Steam Bucket Dredge.

FEDERATION PRIZES.

BRUCE BAXTER MEMORIAL PRIZE. Neil Pluck, ChCh.
THE CLUB PRIZE. Christchurch Meccano Club.
FEDERATION JUNIOR PRIZE. Timothy Moody, Well.

F.W.CAVE(Toys) Ltd. N.Z. Meccano Agents . Meccano Model Building in Current Meccano France Colours.

SENIOR COMPETITION. Judged on Public Appeal.

FIRST PRIZE EQUAL. Ian Torrens, ChCh. Radar Establishment.
John Ince, ChCh. H.M.S. Endeavour.

SECOND PRIZE. Don Blakeborough, M.W.T., Meccano Loom.

THIRD PRIZE. Karen and Warren Murcott, Dun., Breakdown Crane.

FOURTH PRIZE. Yvonne Bond, M.W.T., Dune Buggy.

FIFTH PRIZE. Robert McFarlane, ChCh., Excavator.

INTERMEDIATE COMPETITION.

FIRST PRIZE. Anjuli Burrell, ChCh., Meccano Loom.

JUNIOR COMPETITION.

FIRST PRIZE. Stefan Burrell, ChCh., Mobile Model.

In Return. Please Support Your Local Meccano Dealer.

EXTRACTS FROM RECENT MECCANO LITERATURE.

Newsmag No.71 March 1995.

A Christmas Train by Don Redmond

Shocking experiences by Rob Mitchell. (A timely warning for those using Mains Motors)

Constructor Project 66. Coxed Four by John Lacey. Full instructions. Exact Level luffing Crane. by Alf Friman. Some instructions and good pictures.

Long article on Meccano's first Blocksetter by Julian Head.

C.Q. No.27. Spring 1995.

Miniature 'Titan' Blocksetter by John Sinton. Excellent details, diagrams and pictures.

Christmas Train by Don Redmond.

U.S.A. World War 2 Willys 'Jeep' by Jorge Catella and Bert Love. Good pictures and little detail.

Ransomes and Rapier Breakdown Crane by Dave Taylor. Excellent pictures and some detail.

Amusement Arcade Grab Crane by Brian Ashton. Pictures and some detail. Computerised Meccanograph using Stepper Motors by Keith Cameron.

Mini Blocksetting Crane by Chris Warrell.

The Tangye Twin Cylinder Mill Engine by Brian Rowe. One picture and some detail.

Midlands Meccano Guild Gazette. No.17 April 1995.

Narrow Gauge 0-6-0 Locomotive by Mike Edkins. Very detailed.

Cutting Meccano type Gears by Rev. Ronald Hatfull.

Miniature Trucker Fleet by Nick Rodgers.

An Hour striking Mechanism by Phil Ashworth.

Computers in Perspective, by Roger Wallis.

A Spur Gear Differential by Adrian Ashford.

Building a Ball Run by Philip Drew.

Thames Barrier by Philip Bradley.

MWT MECCANO CLUB

President - Bruce Geange: 4 Winchester St.,
Palmerston North: (06) 357 0566
Secretary - Tom Pittams: 28 Pauri Village RD2:
Wanganui: (06) 345 6788

MEETING REPORT 6 May 1995

15 Members and 2 visitors gathered at Wanganui and Meccano items were presented as follows:

Alistair Tong - The set 10 blocksetting crane 10.7 from the leaflet. Some parts had been resprayed with Spraycote Daffodil Yellow 099-31024 which was a very good match. Powered by the E20R motor which had been quietened with some of Lindsay's special oil. The cord was braided as opposed to twisted and the craft shops are a good source of supply.

A Stonebridge telescopic magnet pickerup from the Warehouse was also introduced as a very handy tool.

Don Blakeborough - Loom from the GMM plans No 49 in working mode!. 2 ply fine wool thread was used and the machine had beaming frame, shuttle winder, and reverse. A couple of sad stories relating to the throwing out and cheap sale of original shuttles were reminisced by other members.

Tom Pittams - A Rotary diversion alias a revolving base plate with 4 bent vertical arms also revolving without hitting each other. A variety of 3 pin plugs which act as residual current detectors (NOT RECOMMENDED AS TRANSFORMERS) and an epicyclic clutch from a MM.

Robin Rye - A tube set of Tinker Toy (USA) 1959. A selection of 1905-1918 1/2" pulleys from a buy of odds and ends. Set 10 pontoon crane 10.28 central mast and jib modified with mechanisms for winding drums, luffing by screw rods and revolving structure.

John Hansen - The completed grasshopper stationary steam engine (MM 7/76) in yellow, blue and nickel). From the current No 5 set a swamp skimmer with the comment of not a well designed model. Daughter Sarah (3 years) is showing promise with an aeroplane. WANTED A original manual from a 1958 No 3 set.

Bruce Neilson - Two models from the current Plastic Meccano. (Has really regressed in childhood). to explore the impressive potential of this medium.

Daryl Anderson - A sample teaser of a large collection of Meccano plus other systems which will be coming up for sale.

Rebecca Anderson - A nice self designed model of a car ferry with rotating radar, load of vehicles, rear loading door and Meccano flags.

Michael Anderson - Dune buggy and space craft.

Ashley Hamilton - A 1924 model No 224 try your strength machine. The use of some antique parts from his collection caused some members to drool a little.

Bruce Geange - A compact small model of a Pneumatic compactor for road formation with electric starter and wobbly wheels. The workshop piece this month is the front nose piece for the aeroplane set.

Gin Grey - A 6x6 cross country chassis with skid steering using some intriguing mechanisms such as double differential steering, speed amplifiers through servo motors, and Derek Strickland oversize axles and bushes.

Simon Moody - A level luffing dock crane with grab. This is a magnificent model built for the 1995 Convention. Weighing in at 70 kg, 2 metre high and a 1.5 metre jib with all motions controlled from a 5 knob control box. the model was then enhanced with a 0-4-0 locomotive and side tipping wagon running between the legs of the crane to carry the loads of large beads backwards and forwards for the crane to grab and ungrab.

Timothy Moody - A 0-4-4-0 double headed diesel shunter modelled from the prototype plans and powered by a 12volt tape recorder motor.

Lindsay Bond - From the MM 6/60 two miniature tugs and river barge. A 1948 Spanish No 1 boxed set complete with manual and a 1980 boxed No 1 set.

NEXT MEETING - Annual General Meeting 3 pm, Saturday 5 August 1995 AT CHANGE OF VENUE St Lukes Church Hall, Cornfoot St. Approx across the road from Don Blakeborough's place, Wanganui. Tea will be at 5pm. Check meeting notice.

R.B.N.

Part No.	Description	Size		Part No.	Description	Size	
		inches				inches	
7	Angle Girder (replica)	24.5	\$5 ea	96	Sprocket Wheel (black)	1	\$2 ea
7a	Angle Girder (replica)	18.5	\$4.50 ea	96a	Sprocket Wheel (black)	0.75	\$2 ea
20	Flanged Wheel	1.125	\$2 ea	116	Fork Piece Large		\$2 ea
20a	Pulley + 142a tyre	2	\$5 ea	116a	Fork Piece Small		\$3 ea
22	Pulley + 142c tyre	1	\$10 set of 4	134	Crank Shaft		\$1 ea
24	Bush Wheel	1.375	\$2 ea	144	Dog Clutch		\$7 ea
25	Pinion	.75 x .25	\$3.50 ea	147a	Pawl		147a & 148 @ \$12 set
26a	Pinion	.5 x .5	\$2 ea	148	Ratchet Wheel		see 147a
27	Gear Wheel	1.25	\$4 ea	163	Sleeve Piece		163 & 164 @ \$3.50 set
27a	Gear Wheel	1.5	\$4 ea	164	Chimney Adaptor		see 163
27b	Gear Wheel	3.5	\$12 ea	165	Swivel Bearing		\$7 ea
28	Contrate Wheel	1.5	\$4.50 ea	166	End Bearing		\$3 ea
29	Contrate Wheel	0.75	\$3.50 ea	192	Flexible Plate - red	5.5 x 2.5	\$1.20 ea
30	Bevel Gear	0.875	\$10 ea	193a	Transparent Plate		90c ea
30a	Bevel Gear	0.5	30a /30c	193c	Transparent Plate		80c ea
30c	Bevel Gear	1.5	@ \$25 set	193d	Transparent Plate		\$1.40 ea
31	Gear Wheel (new)	1 x 0.25	\$10 ea	193e	Transparent Plate		\$1 ea
32	Worm	0.5	\$3 ea	212	Rod and Strip Connector		212, 212a & 213 @ \$1.5 set
37a	Nut		Nuts & Bolts \$6/50	212a	Ditto - Right Angle		see 212
37b	Bolt		or \$95 per 1000	213	Rod Connector		see 212
95	Sprocket Wheel (black)	2	\$4 ea		Power Drive 3 - 12v motor		\$60 ea (new)
95a	Sprocket Wheel (black)	1.5	\$4 ea (new)				

Please order these parts from John Ince, 37 Burnside Crescent, Christchurch 5, or phone (03) 358 7351 (after 10pm is OK). If you need parts not listed please ask.

ANOTHER USE

for the "useless" (?) dog clutch.
(see Michael Denny's comments in 'Bits & Pieces'.)

Dog Clutch Used as a Coupling

The most common use of the Dog Clutch (Part No. 144) is to allow a drive to be engaged or disengaged by sliding a shaft bearing one half of the Clutch. In the present arrangement, however, the two parts of the Clutch are constantly engaged.

When a long shaft, such as the 11½" Axle Rod, has to carry several pinions and gear wheels, it is advisable to support it in the middle as well as at the ends, so as to keep all the gears meshing smoothly. It is fairly easy to align the three supports so that the Rod rotates quite freely. In certain kinds of models, however, much longer shafts are required, made up of two or more 11½" Rods joined by Couplings, and in these cases it becomes quite a problem to align all the supporting bearings perfectly. In these circumstances, the use of a Dog Clutch instead of a Coupling for joining the Rods together will be found more satisfactory in ensuring that the shaft runs quite freely. The manner of using the Dog Clutch for this purpose is suggested by

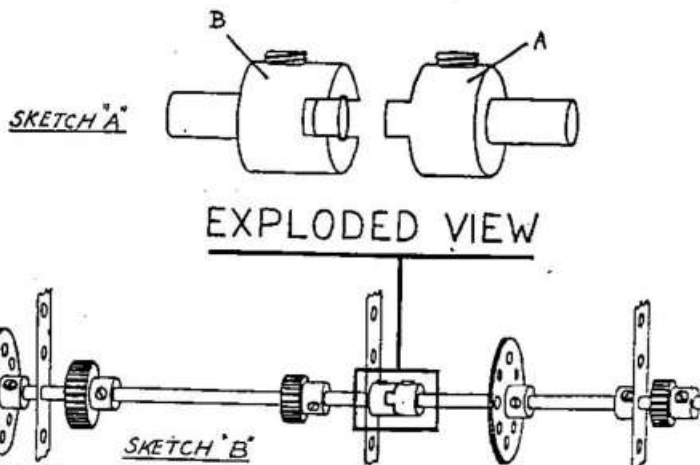


Fig. 1. These sketches show how a Dog Clutch can be used for coupling long rods to ensure free running. The method is suggested by A. B. Partridge, Moulton, Northampton.

Mr. A. B. Partridge, Moulton, Northampton, and is shown in the drawings reproduced in Fig. 1. One of the Rods to be coupled lies short in the male member of the Clutch A (Sketch A), while the other Rod lies long in the female member B. If used the other way about the join will be looser. One of the Rods should be supported close up to the

coupling, but the other Rod is better not supported except at its outer end. The complete arrangement for a compound rod carrying several gears and pinions is shown in Sketch B.

The Dog Clutch transmits the drive from one Rod to the other and also provides support for them just like a Coupling, but at the same time it allows just sufficient "play" to enable the built-up rod to run quite freely. Two or more unions made in this way can be used if necessary.

From
MECCANO
MAGAZINE,
July, 1959

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MECCANO NEWSMAY 1995.

Meccano France has announced the discontinuation of the Meccano Dynamic Series, No.4065 , Dune Buggies, one of the most popular of the series, this is to be replaced by another set of the Breakdown Tpye.

We have a limited number of the Dynamic Series No. 4065 in stock at \$92, plus freight at \$4, only while they last.

Meccano Dynamic series

4014	Motorcycles	\$78.
4033	Aeroplanes	78
4036	Racing cars	92
4065	Dune buggies	92.

NEW RANGE OF STARTER SETS.

24 in the series, including a good range of special new additions to the Meccano range of parts.

Due to arrive in New Zealand in eight weeks.
Suggested price to Federation Members around \$15.95.
Special price will be available to members for the complete set of 24 individually packaged sets.

A SPECIAL DEAL TO MECCANO CLUBS ETC..

The New Zealand Meccano Agents would like to move the three smaller Plastic Sets No.s 1310, 1315, 1320. at a very attractive price of \$15 each including G.S.T., min Club order ,6 of any

of the above , being the outer size.
All orders through us, no reference to this deal outside of the Clubs please. No charge for freight.

THE TOP SELLING MECCANO SET AT THE MOMENT.

The Meccano Plastic Junior sets.

Junior	No. 1540	The Shipping Models	\$79. 95
	No. 1720	The Airport Series	\$130.
	No. 1730	The Plastic Train	\$157. 95.

If you have not tried the new plastic Meccano you have not seen Meccano France at their best.

Good Modelling.

Lindsay Bond Electronics,
Regan Street,
STRATFORD.
Phone or Fax. 06 765 5008.