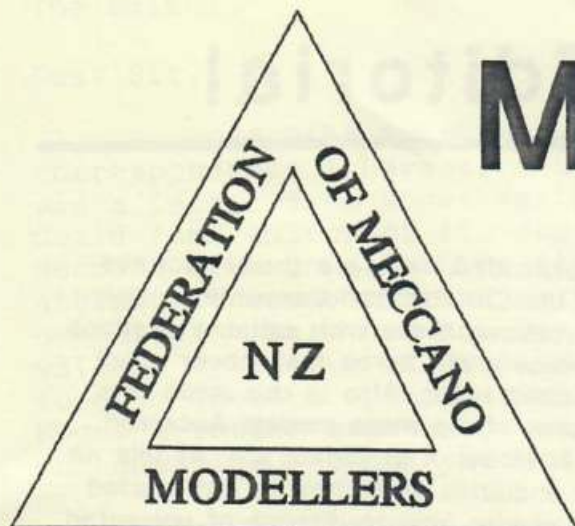
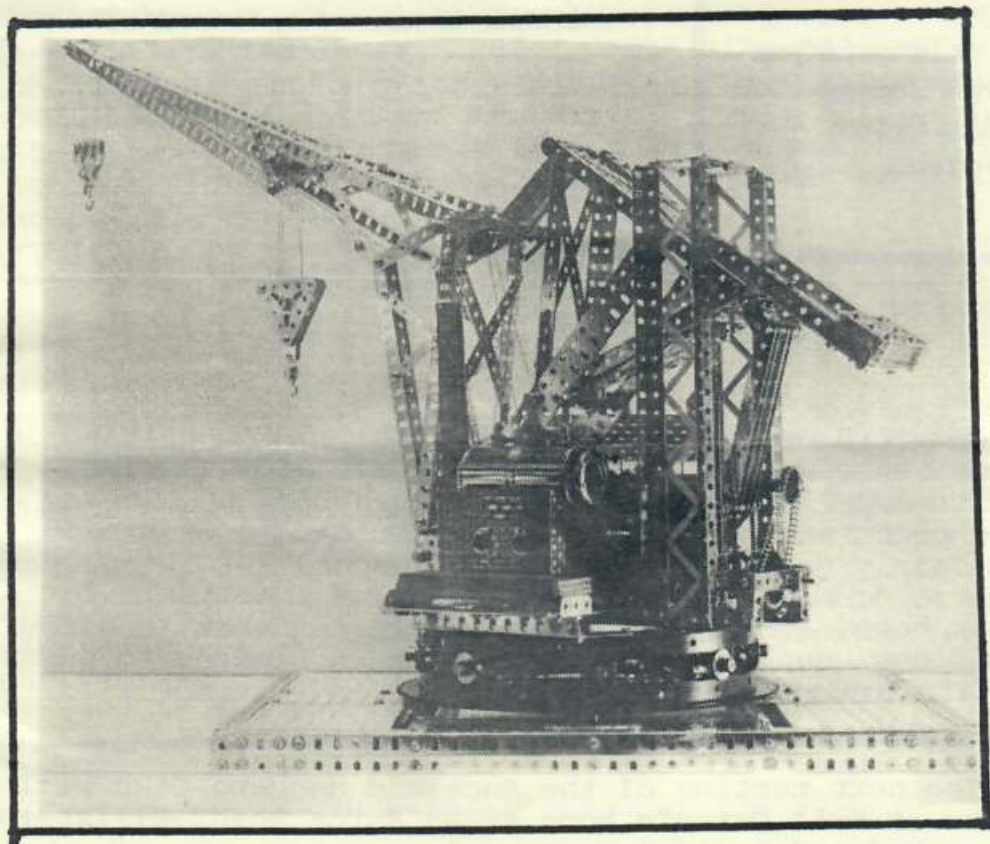




MAGAZINE

Vol 19 No 3 August 1995



The photo on our front cover this issue is of the steam powered pontoon crane built by Julian Avisenis (Gisborne). Steam unit on one side, gearbox on the other, winches and flywheel in the middle. Workings of the jib are same as in the original M.M. description; most modifications are in the gearbox.

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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posted within New Zealand.

Forward to: Max George,
3A St John's Terrace,
TAWA 6203

Editorial

With this expanded issue are shown pictures of models at the Christchurch Convention. John Ince kindly produced these with suitable captions. I am sure members will agree they cover a full range of Meccano types. Also in this issue is a page of pictures of the more modest Auckland club display at Model-X at Henderson. At this we fielded many enquiries as to how to get started in Meccano and also how to dispose of unwanted collections. Lloyd and I subsequently inspected one which is referred to elsewhere in this issue.

Bill

THE HUFFAM GOLD DREDGE

The Huffam Gold Dredge has already received some airing in our Magazine. Doug Harris has produced a set of seven large colour prints made from small negatives supplied by Lindsay Bond. These pictures are just about sufficient to enable one to build a fairly good model, assuming one had sufficient parts. These pictures do not copy well and so are not suitable for reproduction here. I think the best plan is for them to circulate around the clubs, and so I have sent them to Lindsay to pass them on to the other clubs.

REMINDER. The next meeting of the Auckland Meccano Club will be at Neil Carey's home at 23 Eaton Road, Hillsborough on Wednesday 9th august.

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
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
	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

The Editor,

Dear Sir,

I would like to share with our readers several items of correspondence I have recently received. First on the list was a letter from Roger Wallis, Chairman of the Midlands Meccano Guild (and editor of its gazette) congratulating the Auckland Meccano Club on attaining its majority. Also included was an attractive commemorative certificate to "recognize this auspicious occasion" This has now been framed and proudly reposes on the wall of my study. I shall bring it along to our August meeting to give members an opportunity of having their own copies run off. Roger's letter concluded with some very laudatory remarks about our magazine - thank you Midlands Meccano Guild Members.

A second letter was received from Garth Spurdle of Carringbah NSW Australia. His primary concern related to a mix up over his NZFMM magazine subscription. I hope that this matter has now been satisfactorily resolved. Garth also sent over a video tape showing the construction and operation of his models which included the RMS Titanic and the Eiffel Tower. After I have shown this to Auckland members at our August meeting I shall send it to the Dunedin Club where it can be sent on to Christchurch, Wellington, Wanganui etc.

I also had a letter and parcel from Peter Kessler, thanks to Peter (and Bruce Geange for supplying the missing parts) I now have a complete Bral aeroplane. Peter may be out this way towards the end of the year.

The Auckland Club has been invited to exhibit models at the Helensville Spring Festival. The dates are the 20th, 21st and 22nd of September. I hope that we can get a reasonable turnout of models. (Yes Bob the sawmill is still intact).

Incidentally those of you who saw the television movie "The Bullion Boys" starring David Jason may have noticed that Meccano was used to construct a model of the roller loading device used in the robbery - whatever next!

David Wall

David Wall
July '95

'INTERNATIONAL MECCANOMAN' MAGAZINE!

PAST, PRESENT, AND FUTURE

New Zealand Meccanomen know well that the old Meccano Guild and Meccano Magazine were both defunct by 1981.

Now, in their place, Meccano enthusiasts have established the International Society of Meccanomen, with an illustrated thrice-yearly Journal, in the form of an airmail newspaper, 'International Meccanoman' (IM).

Don Redmond, a well-known Canadian colleague, says that IM is 'packed with detail, much of it not available anywhere else; but also summarising world Meccano news unavailable except through regional or local newsletters.'

You will find new Meccano ideas, and you will enjoy contact with others, by getting IM from Lindsay Bond. Back numbers are also stocked (by M.W.Models): see lists.

EXTRACTS FROM LETTERS

FROM MARK ANDERSON, HINDON, OTAGO:

Between myself and my father we run about 7000 stock units, plus I'm at Varsity (Otago) part-time as well as being on various committees for A & P Societies and Federated Farmers. At the present time, all I seem able to do with my Meccano is hoard it. Time is the biggest problem.

I have the equivalent of about a Set 10 in blue/yellow and almost as much in red/green, plus a lot of extras. About 2 years ago I bought, in Dunedin, an early about Set 6 with most parts being stamped "Patent Pending, U.S.A., Nov. 10th, 1913". It also has a large electric motor of the same period.

FROM DAVID GLENDAY, NAPIER:

I did not realise there was such active interest in Meccano until in 1991 I travelled to Wanganui to see my son who was in his first year away from home. It was Easter and there was the Convention! There was about ½ an hour till closing but time for a quick browse and purchase of a chain, a rod and keyway. It was there I learned of the magazine. Such coincidences make life interesting. When enlarging my Meccano collection a couple of years ago, I advertised in the Napier paper. I had 4 or 5 replies. The best bargain was a collection of old nickel parts from pre-war, but also other collections around the size of sets 6 or 7. However, from a population of 45,000 the response was poor. I could try again, I'm sure.

The disadvantage of collecting sets that way is accumulating copious base plates and 2½" strips but few more exotic parts or girders etc. of intermediate length. Still, I have managed to accumulate enough parts to build substantial models.

A paucity of nuts and bolts is also a problem and I have resorted to the local merchants for N.Z. made items. Still, I'm not a perfectionist, and my studies are occupying more time these days.

FROM ROBIN RYE, ELTHAM, TARANAKI:

A programme on TV, May 28, "For Arts Sake" showed a photographer photographing a red/green Meccano bus (see 'Bits & Pieces' - Ed.). And trailers for a new TV show, "The Bullion Boys", briefly showed Meccano.

Most useless Meccano part -- I think the Loaded Sack (P/N 122) must be it. What's it for? Where are its attaching holes? (See also Keith Cameron's comment - Ed.)

I have before me a 1973 illustrated parts list and there are many I don't have or haven't used.

I have one spoked wheel and recently tried to swap for a flywheel so as to give me 4 of them. Unsuccessful!

6" pulley - I have 3 of them but don't recall having used them. At Auckland Convention, 1993, I bought my first samples of several parts including propellor blade, windmill sail, old style large loaded hook, cone pulley, helical gears and ships funnel. I have recently used for the first time the helicals.

Others have recently maligned the corner gusset and hinged flat plate. I often use these. The hinged F.P. is very sturdy when used with the hinge vertically, and in conjunction with angle girders makes very rigid 9 hole high bases for models.

I am still looking for my first wood/sand roller and girder frame (113), good old loaded sack, double/triple pulley blocks, 4" road wheels and other 'obsolete' parts. I have none of the electronic stuff.

BITS & PIECES

from Lloyd Spackman

QUOTATION

More from Mr. O.S.

NOCK, thanks to

Doug Harris. See

our previous issue.

Mr. Nock is a famous

English writer on

Railway topics.

To a boy with an inventive turn of mind, however, a single circuit of rails with no more than a single locomotive inevitably palled, and my thoughts turned again to Meccano. In the toy shops in Reading far more elaborate sets than my original one were on sale, and I regret to say arrangements were made for the disposal of all my Gauge 1 model railway equipment to provide the funds for the most elaborate Meccano set then marketed. In the brief space remaining at Reading, before my father's place of business was transferred to Barrow-in-Furness, I enjoyed the new Meccano and its possibilities. In our new house in the north country, there was no room that could be set aside for a definite nursery, and so Meccano activities lay fallow for a while, all the more so when I had to go to boarding school. There were some sporadic efforts at model-making in the holidays during the first few years when we were living in Barrow, but these were not sustained. When I left home for London the Meccano equipment was consigned to the top shelf of a cupboard in my erstwhile bedroom. Whether it was eventually sold before my father retired and they left Barrow I cannot remember. Then, on a Saturday early in 1934, in a stationer's shop in Watford, I was browsing through a pile of journals when I came across *The Meccano Magazine*. It seemed a substantial thing, profusely illustrated, and as the price was, if I remember rightly, only six pence I bought a copy, if for no more than a feeling of 'auld lang syne'.

P/N 118, HUB DISCS

Wanted to buy TWO, preferably painted red. If you can help, please contact Ron Mayes, 7 Cheops St., Rotorua; phone 0-7- 3478490.

ANNIVERSARY

Southern California Meccano & Erector Club is 20 years old. It was founded by the late Clyde Suttle in January, 1975.

MECCANO HISTORY

N.M.M.G. "Newsmag" for March, 1995, has on its front cover a unique historical photo of King George VI visiting the Meccano factory, accompanied by Frank Hornby, in 1930. King George was at that time still the Duke of York. Jim Gamble provided the photo from his collection of rare Binns Road archival material. Jim's collection is of immense value to Meccano historians and researchers.

"THE MECCANO BUS"

Artist/photographer, Peter Peryer wanted to use the red and green Meccano of his boyhood for a photograph so, after locating a Meccano collector, he had a bus built just like the one which took him to school each day.

The "Meccano Bus" and its background of a rough clay road climbing a hill took 18 months to come together. In the photograph we can see take shape the image which Peryer carried in his mind for so long.

The photograph was published in the "N.Z. Herald" and is among those by Peryer being shown in an exhibition in Germany. Unfortunately, the photo was not suitable for reproduction here.

THE "COLLECTION" SERIES

These latest sets from Calais are now in some N.Z. stores. The boxes are smaller than the "Starter" set series, more colourful, and at \$12.95 each should sell well. The models themselves range from aircraft through go-carts and bikes to tractors and breakdown trucks. There is even a plane which looks like a Stuka. Having seen Bruce Haines' Steeltec model of a tiny jet plane, I am looking forward to seeing some "Collection" models. But where, oh where, does Meccano France get the names for its series.???

AUCKLAND CLUB AT MODEL X '95

MANY THANKS to our dozen or so Club members who manned our display and contributed models to Model X '95. General opinion was that this year's Model X was the best yet. We had a good position in the hall with plenty of room and there was a lot of interest from the public in our display and models, particularly in Bob McCracken's tank model.

It is worth noting that more parents, this year, were asking where they could obtain parts to add to or expand the Meccano sets their children already have. It seems that, in Auckland as probably in other centres spare parts are only obtainable from various Club members.

Here is a list of most of the models which were on show:

Doug. Harris - Fell locomotive, showing the operating mechanism; Supermodel No. 31, Breakdown Crane; Holt Cat. tractor; 1906 crawler tractor; Log transporter; Plate & strip bender.

Brian Buchanan - Robot based on the drawings in the N.Z. Herald Education Pages.

Bob McCracken - German Mk. I, W.W.II, Tiger Tank

Lloyd Spackman - "Spirit of St. Louis"; Kenworth W 900; 4 W.D. artic. farm vehicle (Robin Rye design); Cyril the Cyclist (Mike Stuart's version).

Bill Watt - A Tangye Mill Engine and an 1812 Marine Engine. Both ran almost continuously, 8 hours a day, for 3 days.

David Wall - His Marshall Portable Agricultural Steam Engine (which he took to Convention) and the sawmill.

Bruce Haines - Tractor Unit with long box trailer; low loader; Dump Truck; a tiny jet plane and a 4 wheel fun vehicle. The last two were Steeltec models.

L.S.

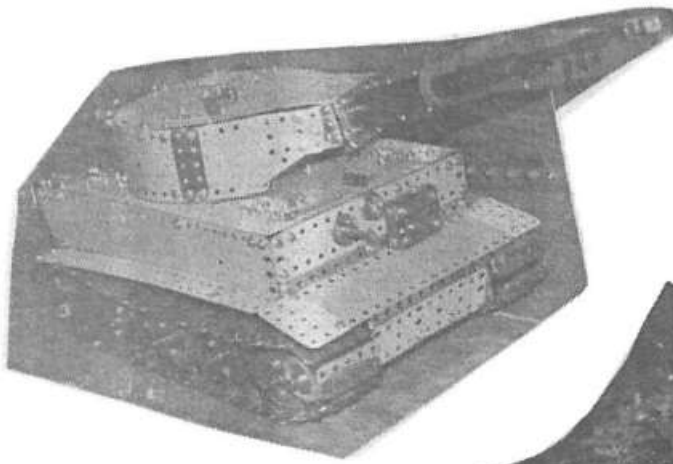
MORE FROM KEITH CAMERON

I like the fine quality of the new Junior Meccano and its greater adaptability especially when incorporating it in regular Meccano models. It is designed, made and manufactured with more care and skill than the old Plastic Meccano. I would like to see gears introduced.

I was interested in your response to Michael Denny's scathing comments on certain Meccano parts that he doesn't like. The perfect example of how to use the dog clutch (several of them) is Servetti's Teleprinter (No.42 in the GMM.SML series). I have yet to hear from anyone who has built this ingenious piece of machinery which operates with push-buttons rather after the fashion of some tape-recorders.

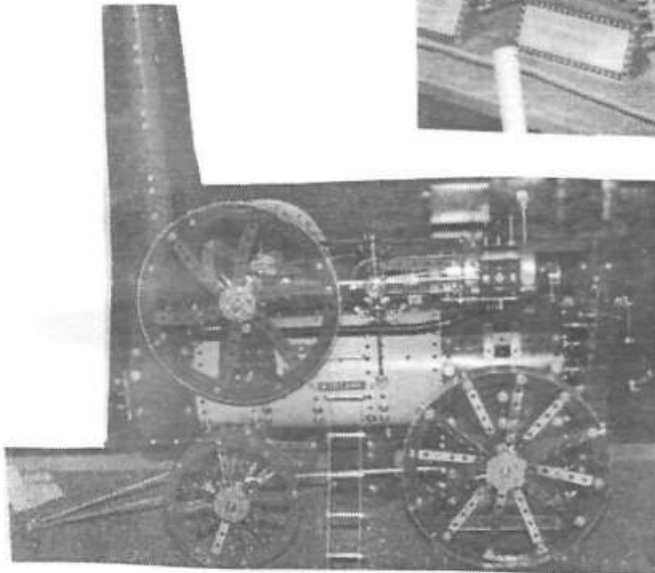
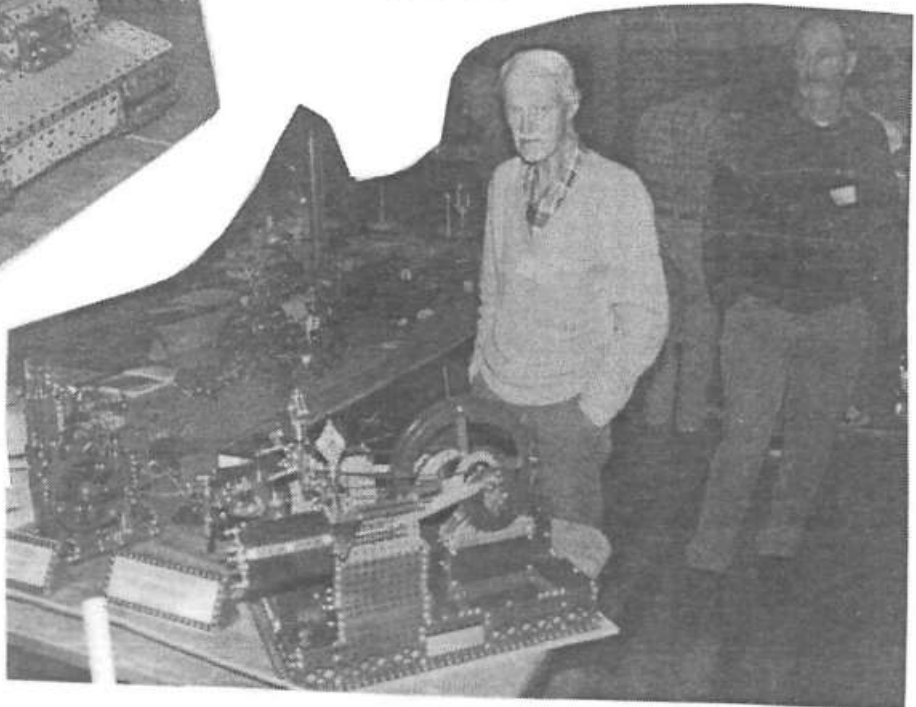
My favourite useless Meccano part: the Loaded Sack. I cannot think of any other part that I have not used.

I note David Wall's advice to use the convex side of Washers against model parts. I agree with this practice if it is done with a view to protecting the part against scratches. But it is less effective when used to prevent the nut and bolt coming undone. Hint: be unorthodox and use plastic washers instead. The new French finish is more scratch-resistant, but that's no invitation to take risks with it!



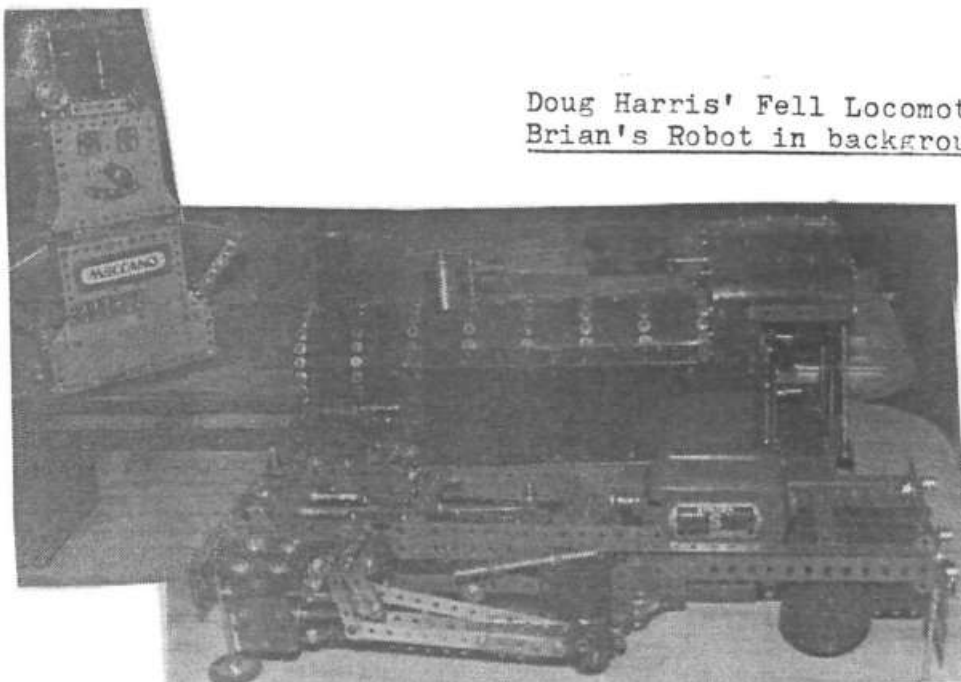
Bob McCracken's
Tiger Tank.

Bill Watt and Brian
Buchanan at Model-X.



David Wall's Engine.

Doug Harris' Fell Locomotive and
Brian's Robot in background.



**Christchurch Meccano Club Meeting
June 1995
Reported by John Ince**

Despite the evening being cold and wet we had eighteen adults and three juniors present. **Otto Rovers** and his son **Darren** were new members and **Leo Byatt** was a visitor who came with Graeme O'Neill to dispose of a large red and green set.

David Lang demonstrated his latest model - a 4 x 4 all terrain tractor unit powered by an on board battery and motor through a 2 forward and reverse gearbox and differential to a fully floating rear axle. Steering was by way of a knuckle joint connecting the front and rear sections of the vehicle. The tractor on its large rubber tyres had no problems climbing over obstacles. **Ian Torrens** had a man with a spanner, a 2:1 epicyclic crank handle and an enclosed box built using the methods described in the ISM No 14. **Stefan Burrell** brought a couple of aeroplanes; one built from starter set 204 - intended to build a combined harvester - and the other mostly red and green parts. **Anjuli Burrell** displayed the dragster built from her convention prize set and a plastic dump truck. **John Ince** brought his red and green motor cycle and a 1915 No 6 Set in its original wooden box. This set was one offered during the convention and is interesting as it contains parts which demonstrate some of the changes which occurred as Binns Road production was influenced by the 1914-18 war. Details of these variations have been scheduled and passed on the Don Blakeborough. John also brought the replica Pt No 119 supplied by **Toby Haffter** in Switzerland. A lot of interest was shown in MW

Models Model Plan 87 for the Giant Walking Excavator. The price of £15.20 sounds pretty daunting but is no doubt a consequence of the extensive use made of colour photocopying in this document. Is the colour really necessary some asked?

A long discussion developed on the Easter Convention. This discussion should have been held last month but that meeting did not happen as a problem with the key meant that we could not get into the hall. General opinion was that the show was a great success but for some reason did not attract the public in sufficient numbers. Some members thought that refreshments should have been available to the public. That would have, however, added to the organisational difficulties without attracting more people. It is difficult to find the ideal venue. **Kingsley Burrell** presented a statement of receipts and payments which showed that the club will survive despite the lack of cash from ticket sales. The club has come out of the convention with more assets in the form of large road signs, table covering fabric and a good supply of tickets suitable for use on a future occasion.

A video of the exhibition will be produced from footage by **Graeme O'Neill**, **Bert Lory** (from Omarama), and any others who can contribute.

Ian Torrens passed round a list of Meccano Magazines which were presented to the club before Easter by **Mrs Peggy Best**. Mrs Best and her husband Laurie were involved with the club and with the Ashburton Club in the 30's. Laurie was a member of CMC from 1932 - 39. The decision on what to do with the magazines will be made next month. There are over 100!

Personal Comments by John Ince

In the June editorial, Bill says in connection with the judging of competitions that he thought that Bruce Neilson's scheme for judging had been universally agreed upon. If this is so then it has not been reported in post convention magazines in 1991 or 1993. There was certainly an animated discussion on judging at the Wanganui Convention but I do not recollect the outcome. Federation President, David Wall, also commented on the judging. Judging is not an easy task when one is faced with a large number of models of widely differing size, character and complexity. In Christchurch we settled for the popular appeal approach with all exhibitors and their partners acting as assessors by ranking, what were in their opinion, the top 10 models. The results were analysed

by a team of mathematicians to give the final result. While the Bruce Neilson system does identify some deserving aspects of models the complexity detracts from its application. Has someone documented a simpler system?

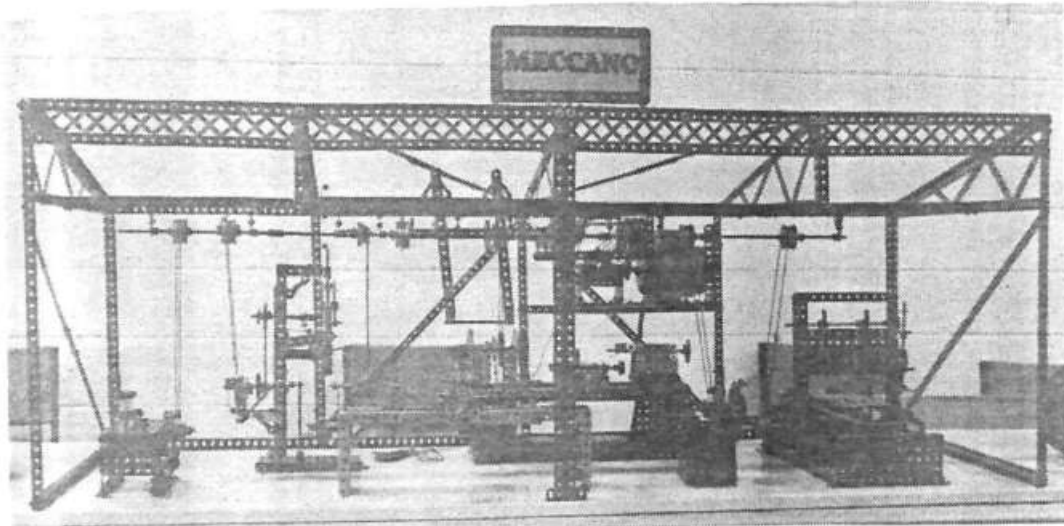
Not surprisingly all the prizes in the senior section were awarded to modellers who displayed working models. It seems a pity that some modellers spent so much time building fine models and then choose to leave them stationary. There is no doubt that both public, exhibitors and judges prefer models working realistically and reliably.

The **F.W.Cave Ltd** competition was limited to current Meccano colours and, I thought, to exhibitors present at the Convention. It was judged by a guest selected by **Lindsay Bond** and the judging was based simply on what took the judge's fancy.

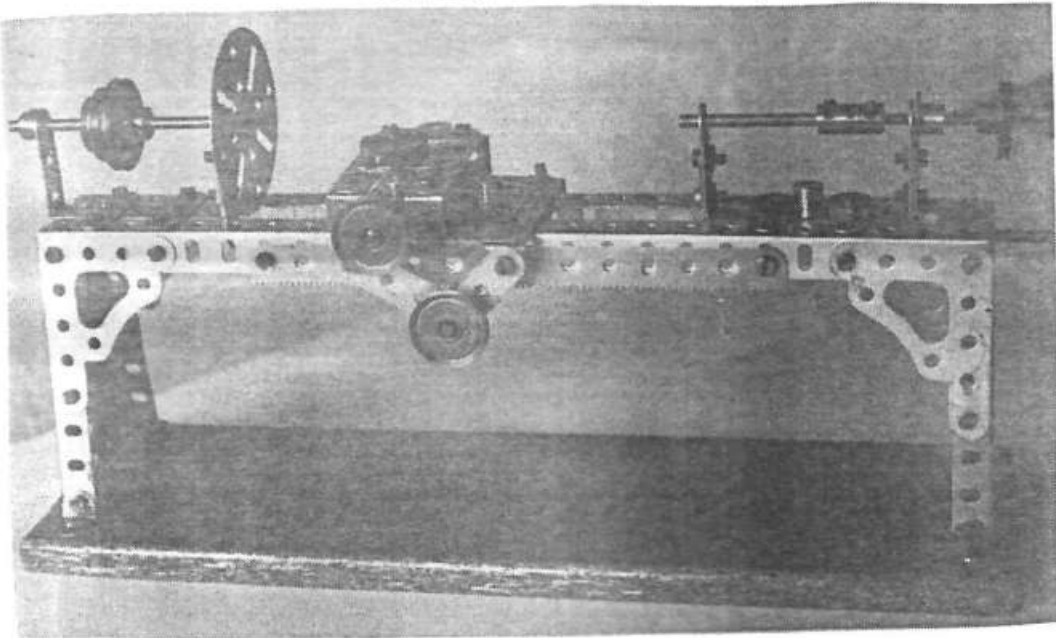
List of People with Parts for Sale.

Simon Moody	(04) 528 3032	Brass parts including couplings of various lengths, dog clutches, handrail couplings, screwed rod couplings and other non-standard brass parts.
Peter King	(03) 312 5869	Gears including a large axle series.
John Ince	(03) 358 7351	Second-hand and reconditioned parts. Some new parts ex MW Models. Replica parts made by Newton Engineering.
Bruce Geange	(06) 357 0566	Some brass parts; replica narrow strips.
Newton Engineering		This Christchurch Company makes good quality replica angle girders, flat girders, 5 hole and 7 hole flat plates, girder brackets etc. all available in various standard and non-standard lengths. They are made from 1.2mm electro galv. sheet and need to have corners rounded and a coat of paint before use. Details of price finished and unfinished items available from John Ince, CMC.

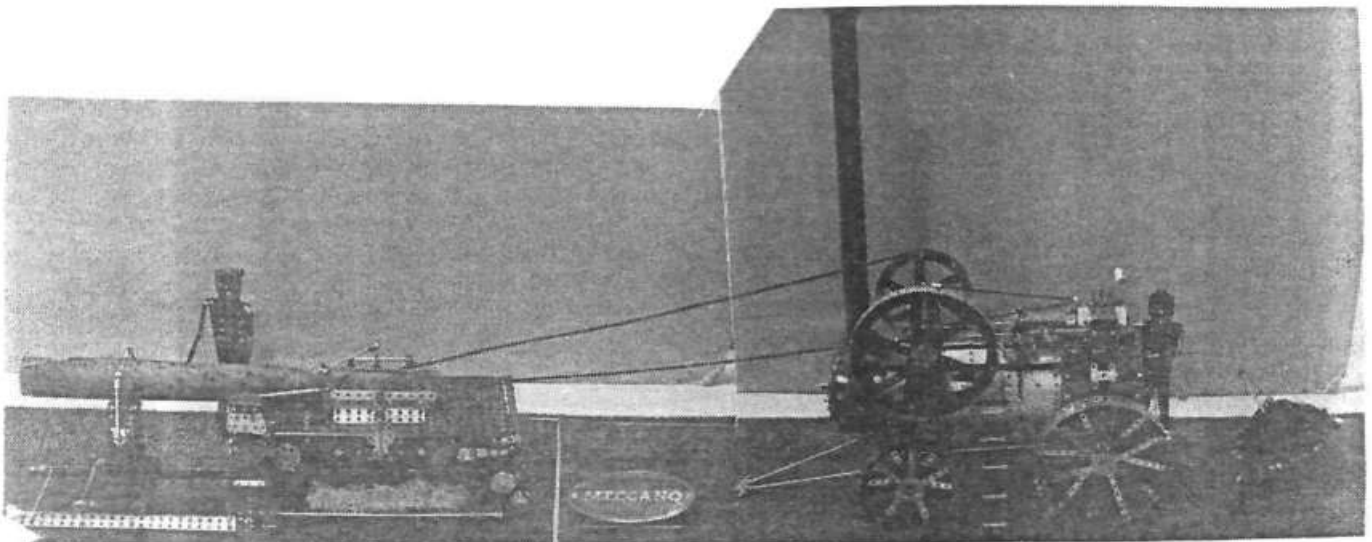
11th Convention Christchurch 1995.



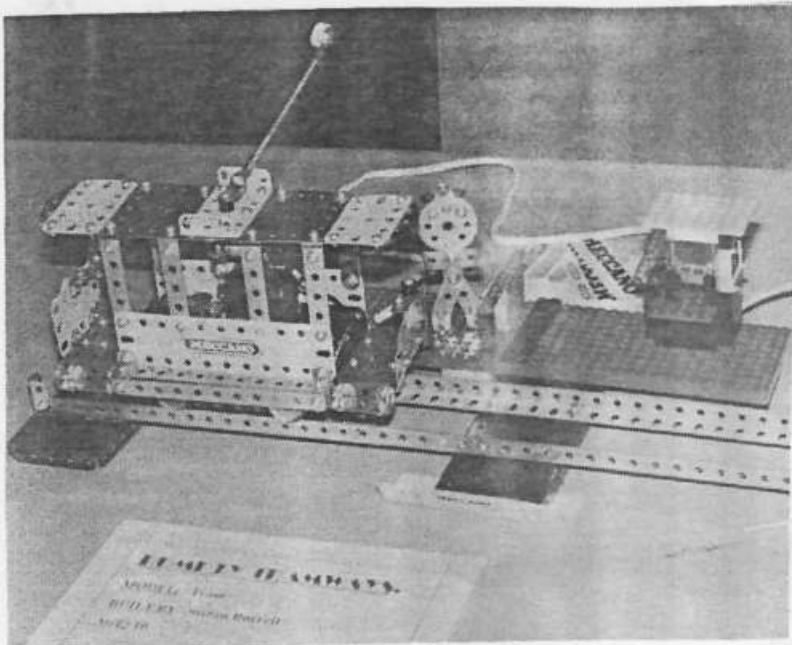
Doug King - 19th Century Workshop



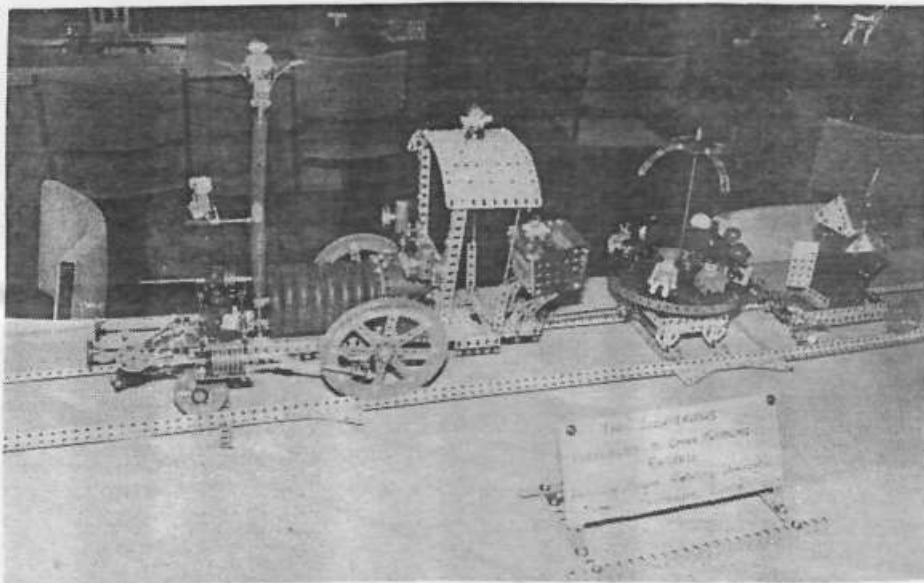
John Ince - No 6 Set Nickel Lathe (similar to the one in the workshop)



David Wall - Portable Steam Engine and Sawmill.



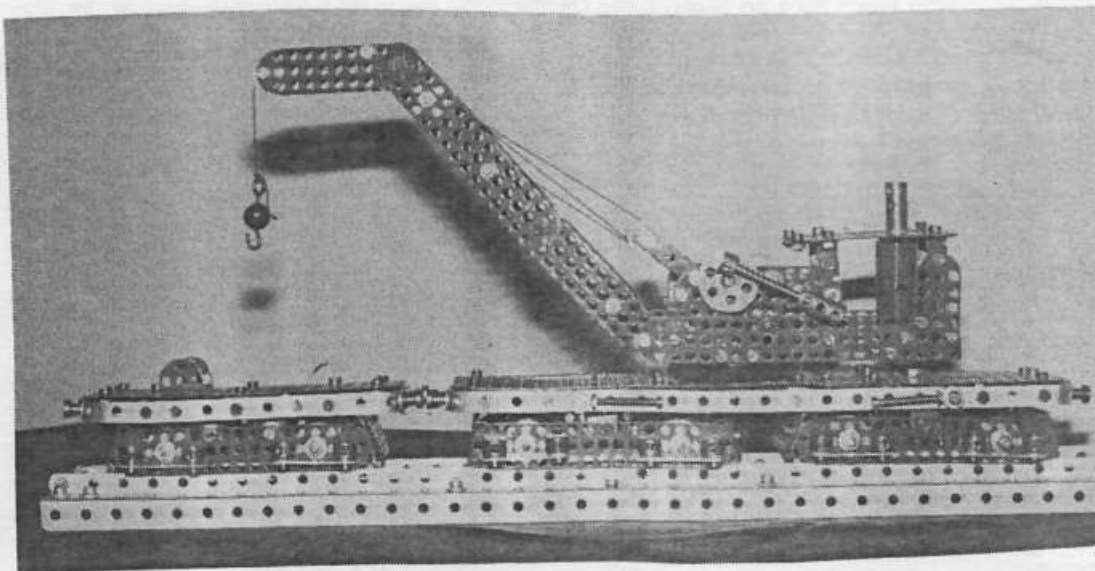
Stefan Burrell (10)- Dumpty Tramway.



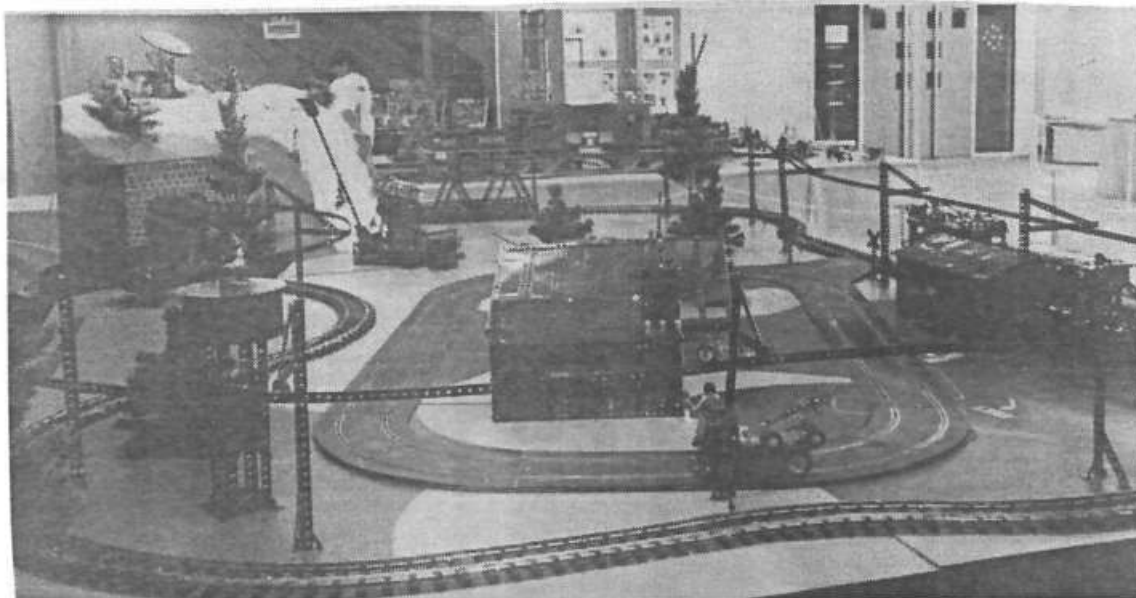
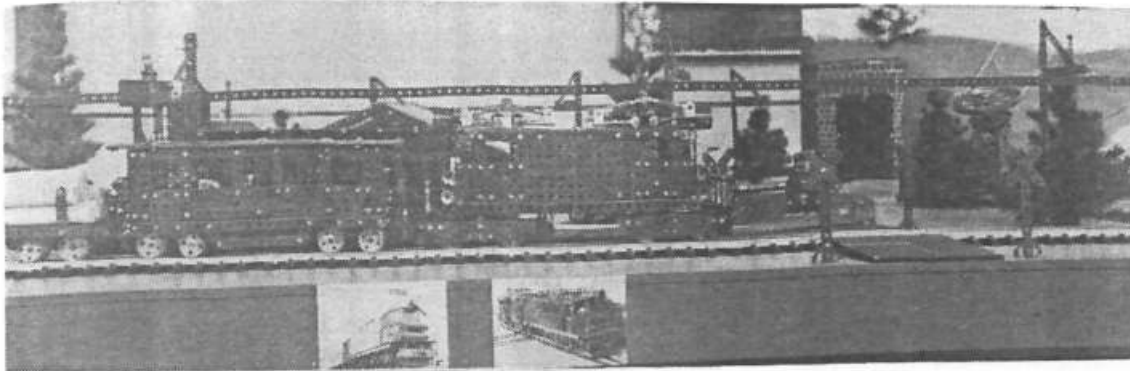
David Lang - The Illustrious Puddington to Upper Twiddling Express.



**Kingsley Burrell
Wharf Crane.**



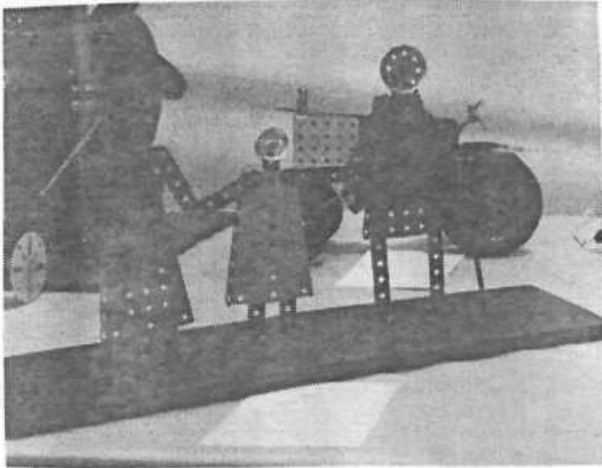
Don Wilson - X Set Breakdown Crane.



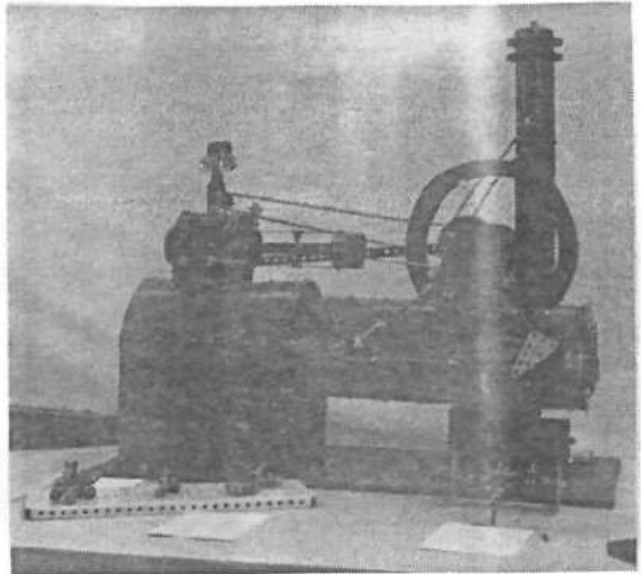
Neil Pluck - Two views of the Alpine Railway Scene.



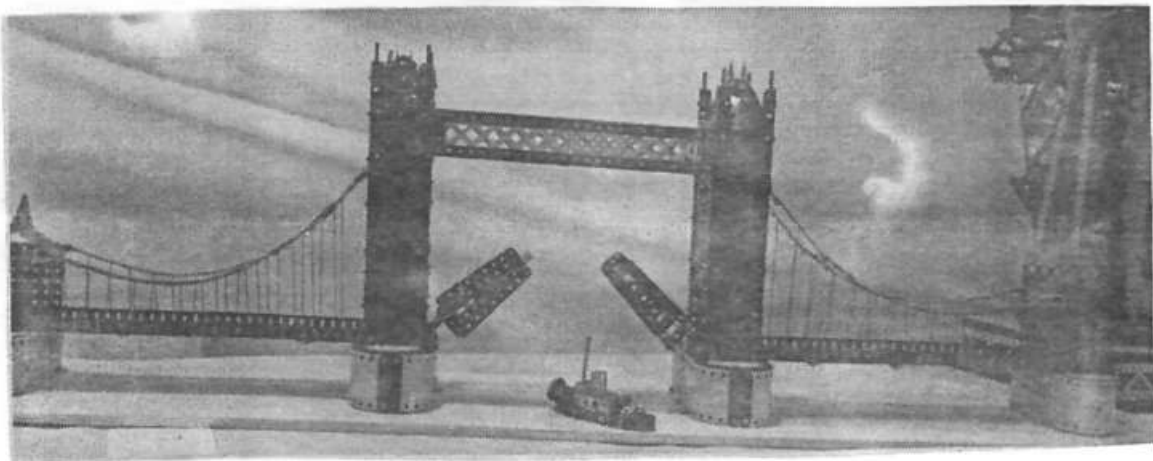
Simon Moody - Level Luffing Crane.



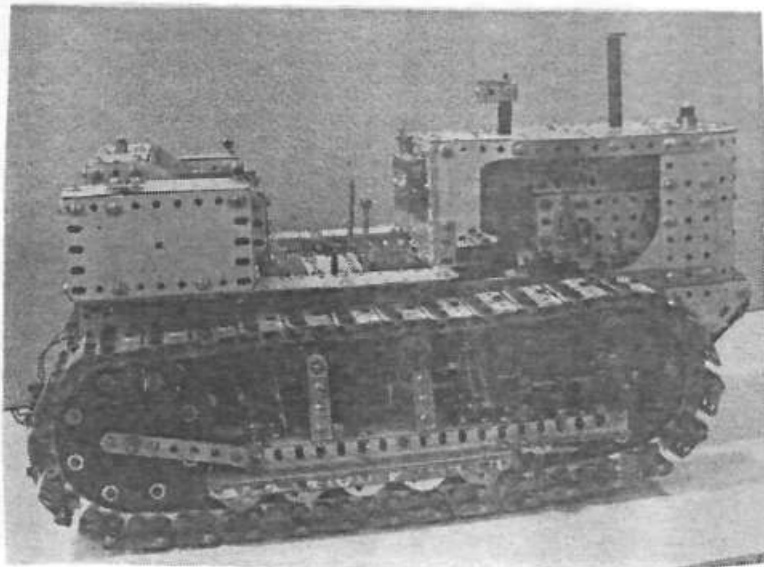
Ian Torrens - Meccano People



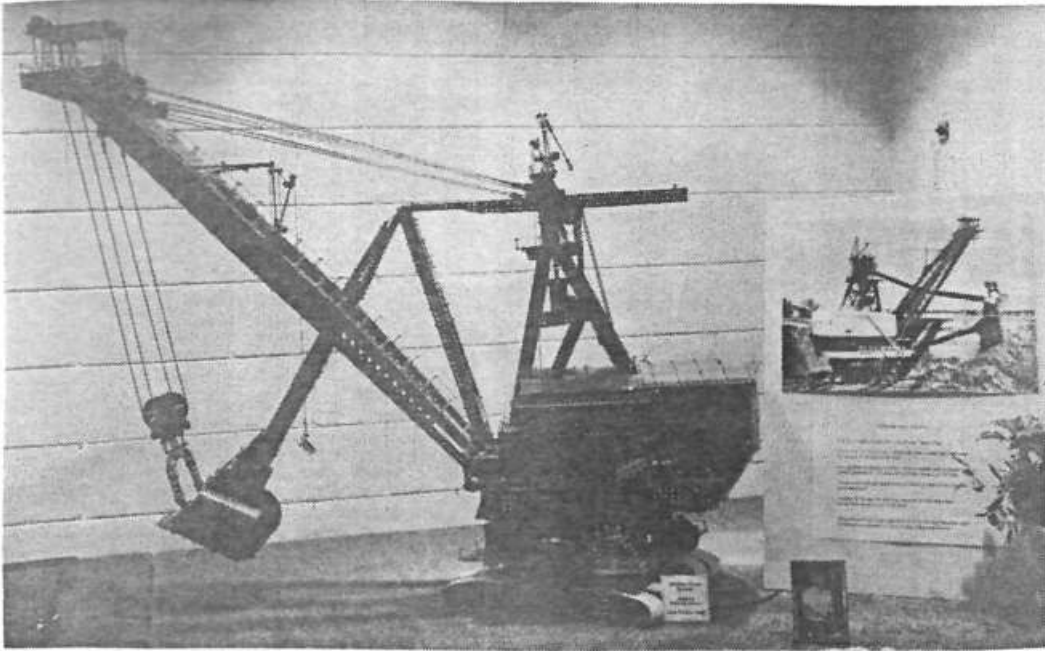
Ian Torrens - Overtake Steam Engine.



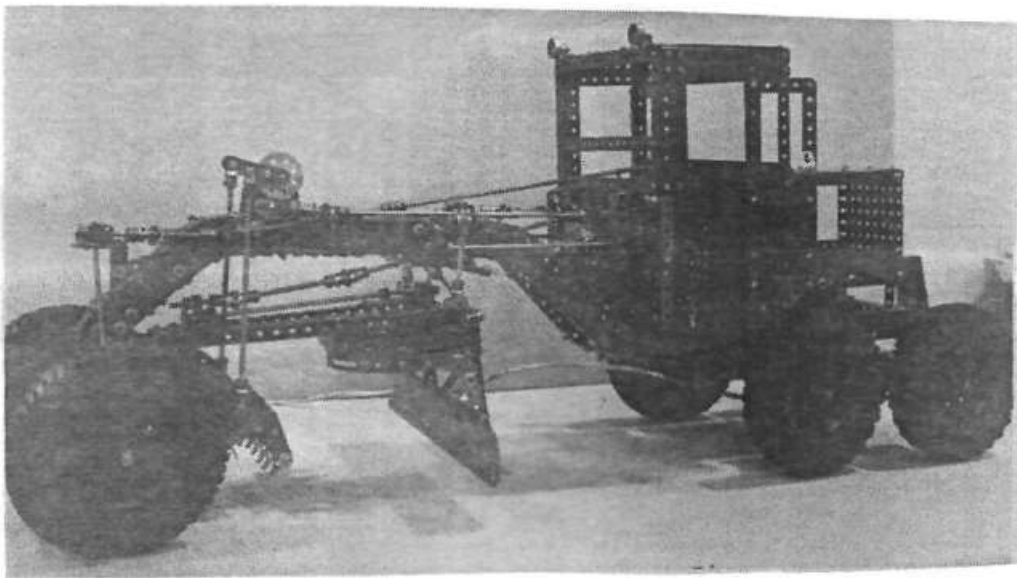
Ian Torrens - Tower Bridge



Karen & Warren Murcott - Crawler tractor.



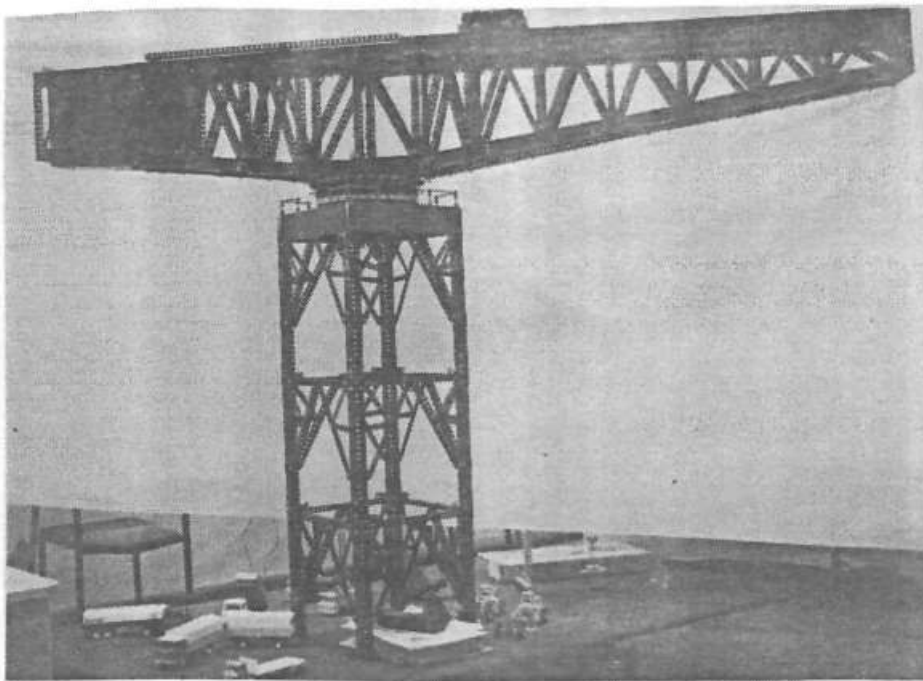
Marrion Excavator built by the late Maurice Evans and completed by Darryl Evans.



Doug King - Road Grader.



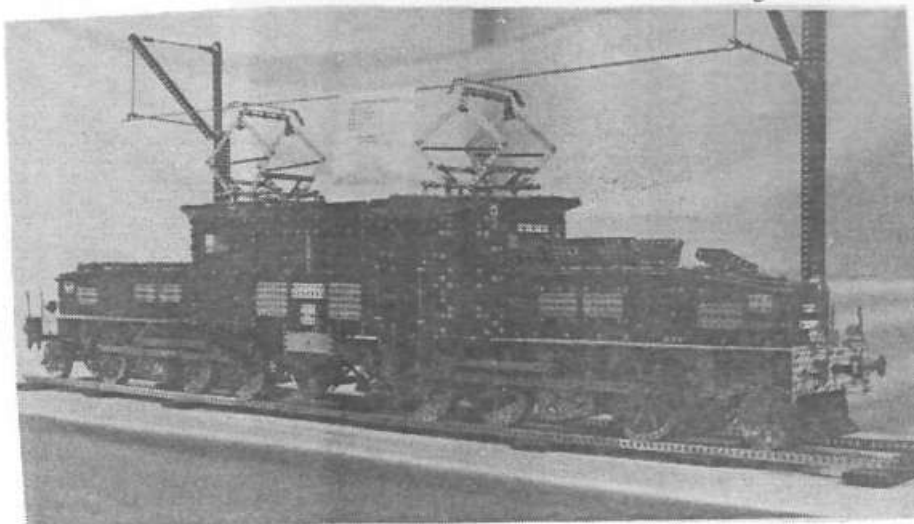
John Ince - Motor Cycle.



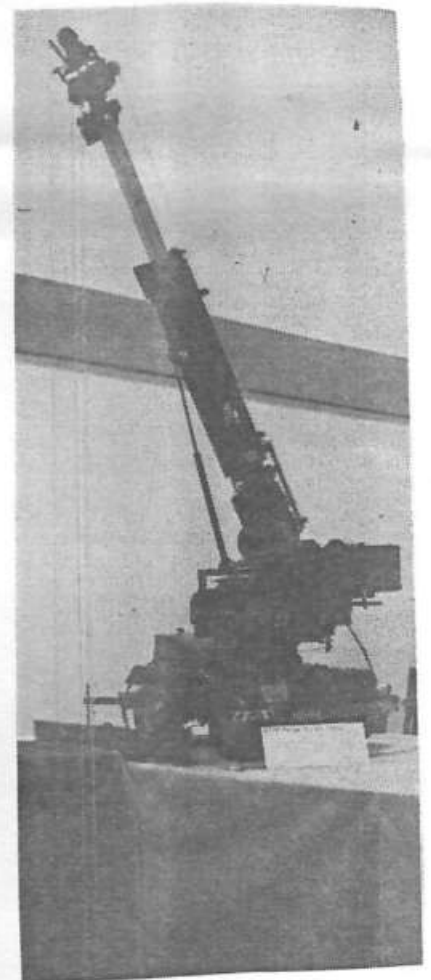
Peter King - Dockyard Crane.



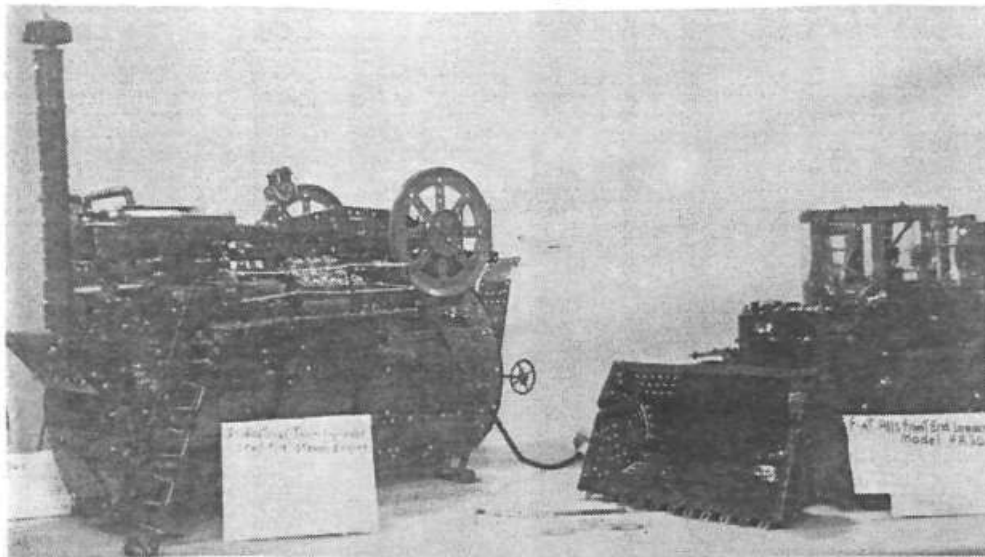
Wes Dalefield - Blocksetting Crane.



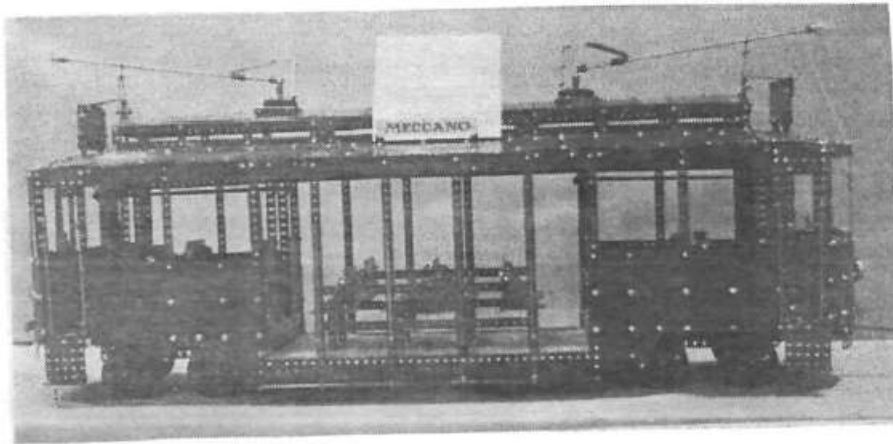
Don Flowers - Swiss Crocodile Locomotive.



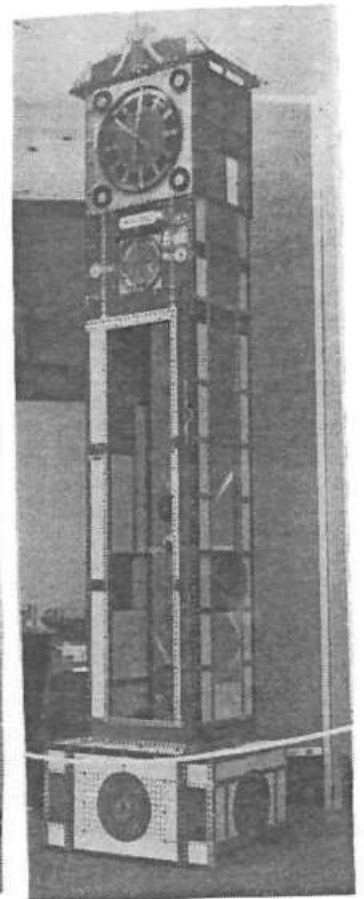
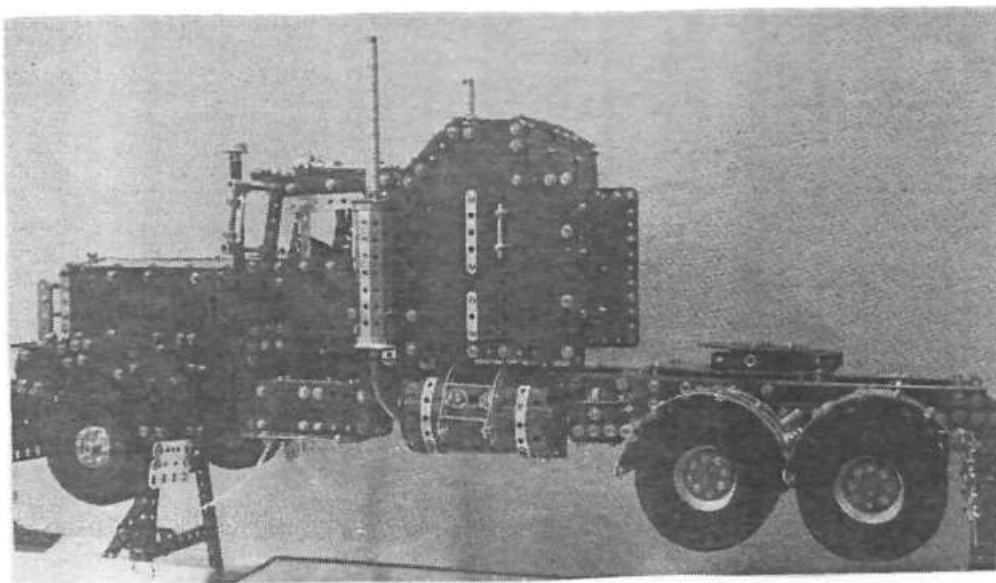
John Hamlyn -
Rough Terrain
Mobile Crane



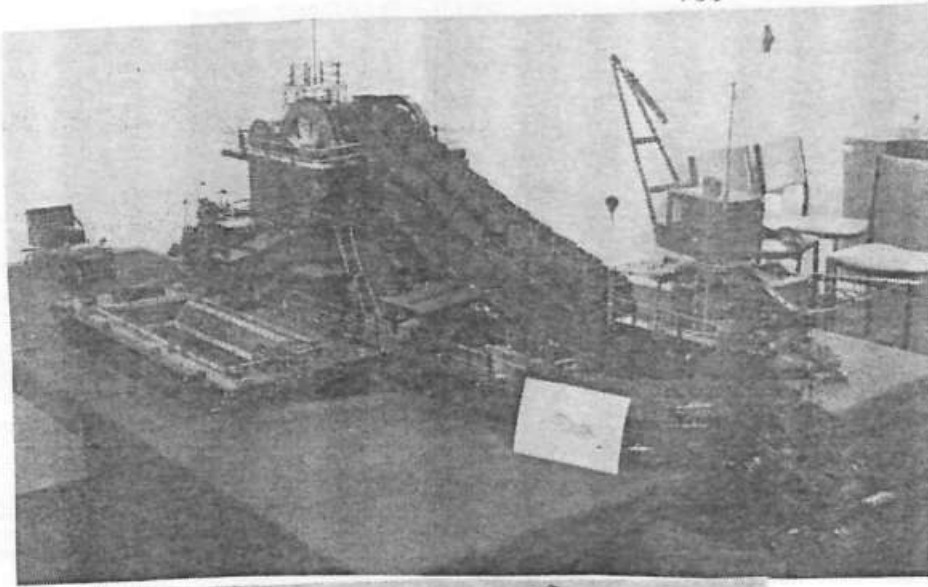
John Hamlyn - Industrial Steam Engine and Fiat Front-end Loader.



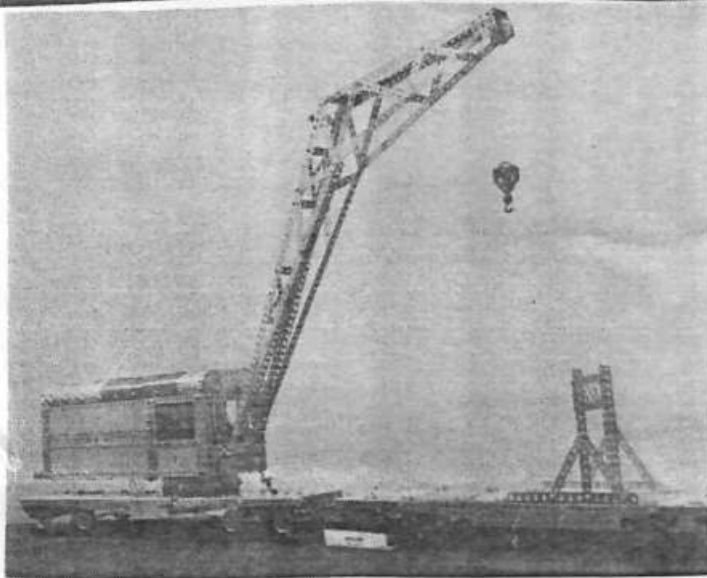
Peter Gibson - Boon Tramcar.



Colin Croft - Kenworth Truck Graeme O'Neill Grandfather Clock.



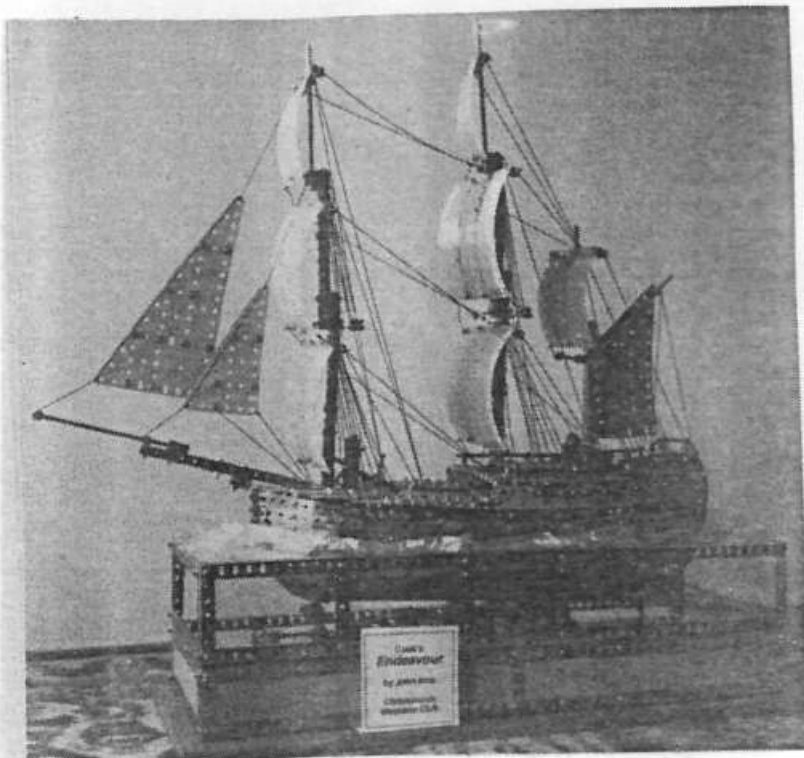
Don Wilson
Steam
Bucket
Dredge



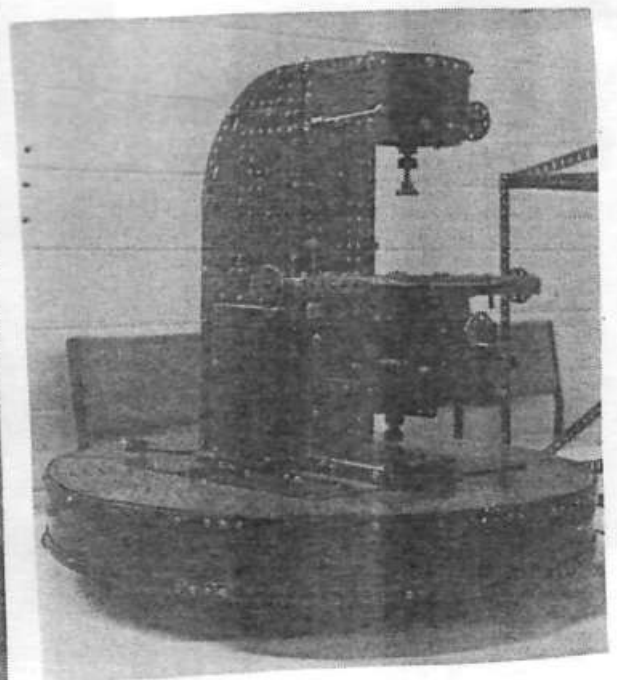
Karen & Warren Murcott - Railway Breakdown Crane.



Ian Torrens - Double Ferris Wheel



John Ince - Cook's Endeavour



Doug King - Milling Machine

Part No.	Description	inches	Stock	\$	Part No.	Description	inches	Stock	\$
1	Perforated Strip	12.5	48	1.50	62	Crank		4	1.00
1a	Perforated Strip	9.5	2	1.20	70	Flat Plate	5.5 x 2.5	3	2.00
1b	Perforated Strip	7.5	4	1.00	72	Flat Plate *	2.5 x 2.5	2	0.50
2	Perforated Strip	5.5	50	0.80	76	Triangular Plate	2.5	2	1.00
2a	Perforated Strip	4.5	4	0.70	77	Triangular Plate	1	4	0.50
3	Perforated Strip	3.5	24	0.60	89	Curved Strip	5.5	4	1.00
4	Perforated Strip	3	12	0.50	90	Curved Strip	2.5	20	0.60
5	Perforated Strip	2.5	36	0.40	95	Sprocket Wheel	2	4	4.00
6	Perforated Strip	2	24	0.40	95a	Sprocket Wheel	1.5	1	4.00
6a	Perforated Strip	1.5	14	0.30	96	Sprocket Wheel	1	5	2.00
8	Angle Girder	12.5	26	2.50	96a	Sprocket Wheel	0.75	10	2.00
8a	Angle Girder	9.5	6	2.00	97	Braced Girder	3.5	10	1.00
9	Angle Girder	5.5	18	1.50	98	Braced Girder	2.5	9	0.80
9a	Angle Girder	4.5	2	1.20	99	Braced Girder	12.5	8	3.50
9b	Angle Girder	3.5	2	1.00	100	Braced Girder	5.5	20	1.50
9d	Angle Girder	2.5	4	0.90	103f	Flat Girder	2.5	4	0.50
46	Double Angle Strip	2.5 x 1	3	0.50	108	Corner Gusset		6	0.50
47	Double Angle Strip	2.5 x 1.5	1	1.00	109	Face Plate		3	3.00
47a	Double Angle Strip	3 x 1.5	2	1.00	110	Rack Strip	3.5	2	1.00
48b	Double Angle Strip	3.5 x .5	9	0.70	116	Fork Piece Large		3	2.00
48c	Double Angle Strip	4.5 x .5	3	0.80	126	Trunnion		3	0.80
48d	Double Angle Strip	5.5 x .5	6	1.00	126a	Flat Trunnion		5	0.50
52	Flanged Plate *	5.5 x 2.5	7	0.50	130	Eccentric Triple Throw		4	7.00
52a	Flat Plate	5.5 x 3.5	2	2.50	133	Corner Bracket	1.5	8	0.50
53	Flanged Plate *	3.5 x 2.5	8	0.30	147a	Pawl		4	2.50
53a	Flat Plate	4.5 x 2.5	1	2.00	148	Ratchet Wheel		1	10.00
54	Flanged Sector Plate	4	10	1.50					
61	Windmill Sail		9	2.00					

Please order parts from John Ince, 37 Burnside Crescent, Christchurch 5, Ph. (03) 358 7351 (after 10pm is OK). Add post or courier on large items. These parts are in ready to use condition with minimal rust spots and well attached nickle except as noted. * Fair condition only. As the parts you want may have been sold do not send a cheque until your order arrives.

**Christchurch Meccano Club Meeting
July 1995
Reported by John Ince**

The July meeting was not quite as well attended as usual with only seventeen present. These included three juniors one being **Andrew Walbran** who was visiting **John Ince** his grandfather. Fancy him being interested in Meccano! Andrew brought an aeroplane which he had made from the Dynamic set 4033 and also a small tower crane. Not a bad effort for a seven year old. John demonstrated a gyroscope based on a model seen at Skegness in 1991. It will be described in a future issue. He also had a small merry-go-round built from the parts of starter set 105. **Ian Torrens** brought several **Steeltec** sets and some small models made with Steeltec. **Wes Dalefield** brought an aeroplane made from a collection set. **Cameron McFarlane** had been busy making a centrifugal intermittent motion machine are admiring the one displayed by **Simon Moody** at Easter. He did pretty well as he had to work from scratch as his photograph did not come out! He now wants a copy of the **Andreas Konkoly's** article in Meccano Engineer No 9 to see if he can do better. **Graeme O'Neill** has bought a big Steeltec set and had a busy time building the *Harley Davidson* motor cycle. This set is now motorised. Quite expensive but a most attractive model. It is a pity that the instructions are

rather difficult to follow. **Anjuli, Stefan** and father **Kingsley Burrell** all displayed models built from the new collection sets. These were two racing cars, a go-cart and a motor cycle. The realism achieved by these tiny models is excellent. **John Crawford** passed round a good set of colour photographs of the Easter Exhibition; there are particularly good shots of the **Wilson** bucket dredge, the **Flowers** Swiss locomotive, the **Jones** tower crane, the **Dalefield** blocksetting crane and the **Pluck** mountain railway scene. Copies of these photographs can be provided; please contact John Ince.

John Ince also brought a selection of Meccano literature including the Bert Love books, the Hubert Langley book and several issues of Meccano Engineer still in print and available from MW Models. Kingsley Burrell had a lot of Meccano magazines for sale and some back issues of the federation magazine to pass on. He also had an album with another set of Easter photos.

Later in the evening the members discussed what to do with the collection of prewar Meccano magazines donated by Mrs Best. The consensus was that the complete years should be bound with the club name on the spine and a suitable inscription inside the front cover. This will ensure that maximum use is possible and hopefully will allow them to be easily traced.

THE TANGYE TWIN-CYLINDER MILL ENGINE.

On pages 48-49 of C.Q.27 Brian Rowe described and illustrated this interesting steam engine. I was able to build a reasonable imitation from the single picture but had to do some guessing for the steam chests and the standards for the main shaft bearing

I also made other minor alterations.

1. The base plinth I made eighteen and a half by twelve and a half inches so as to accommodate a motor at the rear.

2. I made the piston rods of three eighths inch brass tubing with end bushes to hold standard axle rods. These looked much better than bare Meccano rods but required corresponding larger holes in one end plate of each cylinder. I made special end plates of aluminium for these.

3. For connecting rods I used standard axle rods enclosed in narrow strips.

4. My governors were slightly different but operated the steam cut off valves the same way.

5. For main bearing standards I used some of Ken Gordon's girder frames

6. Flywheel. I made this with four spokes to avoid mutilation of the flanged rings.

Driven by a rear-mounted Richards-Marx motor the model ran for eight hours a day on three days at Model-X. The only repair necessary was to the garter-elastic belt used for the main drive.

(Photos on page 19.)

W.J.Watt, Auckland.

ONE FROM THE PAST

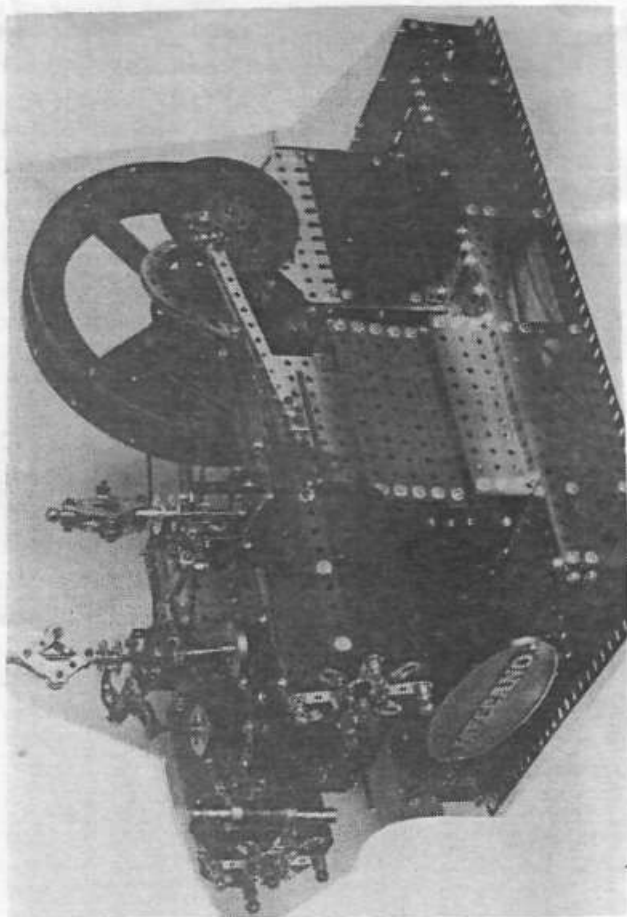
(Editor)

Our front page photo of Julian Avisenis' Steam Driven Pontoon Crane is a welcome update of a model first appearing in MM March 1925. The model was based on a British Admiralty Pontoon Crane with a 250-ton lift capacity. Although the original was presumably steam driven, the model was powered by two Meccano Electric motors. A similar model appeared in two slightly different forms in pre-war Super model leaflet 288, the main difference being in the slewing turntable, one of which used the Geared Roller Bearing. On page 19 of the Hornby Companion Series Vol.2, it was stated that the model could be driven by a single motor, with minor alterations to the set-up. In MM Sept. and Oct. 1968 a further description was given using one Meccano E15R motor.

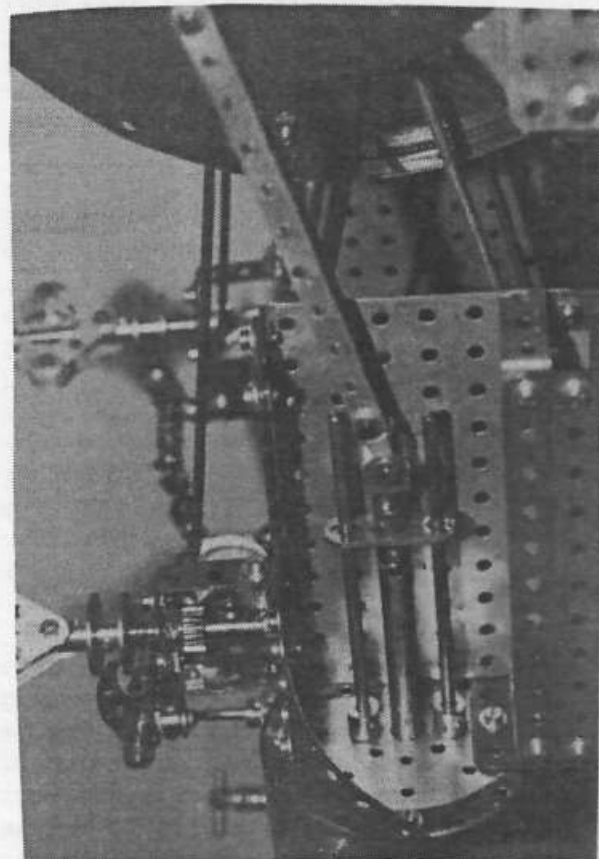
In 1984 I built the model with slight modifications, using one Richards-Marx motor, and it performed very well.

Julian has now come up with a real steam-driven model while in Canada, Jerry DuBois has produced still another version electrically powered and published in Canadian Meccano News December 1994.

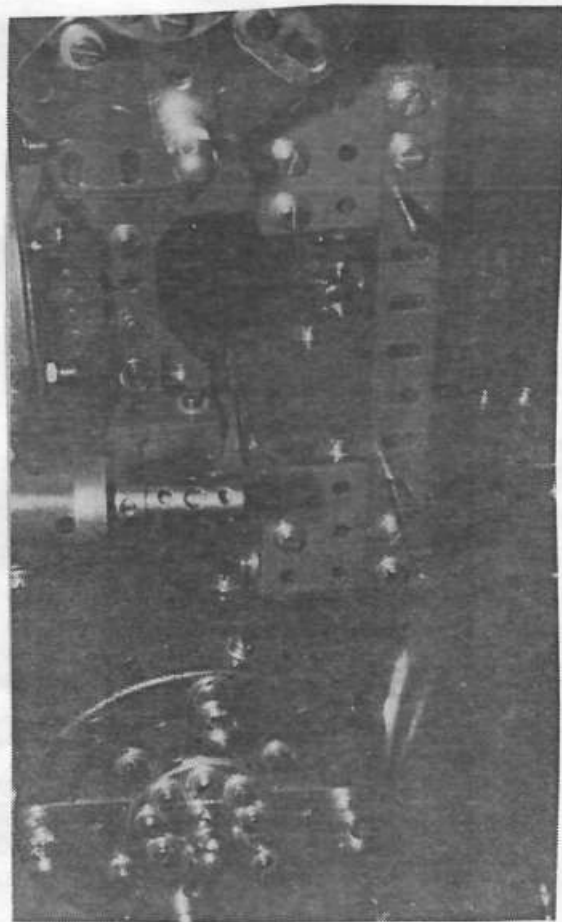
From all this it is clear that this is a very useful model of medium size, not too difficult or requiring a great range of parts. It is easily adaptable to many minor changes and the screw mechanism for jib movement is well worth considering planning a variety of different cranes. It would be interesting to see a larger version using the same principles.



General view.



Piston Rod Connecting Rod and Crosshead slide.



Front end showing Steam chests.



Big End, Crank and Eccentrics.

WELLINGTON MECCANO CLUB
MEETING NOTES FOR JUNE AND JULY
 -reported by Bryan Jones and Mike Highley

11 members braved the cold and wet to attend our June meeting. The recent Great Hobbies and Models Expo was reported as being a success, but there had been a disappointment in that the "Best Stand" competition had been replaced by a random draw by the organisers. This took no account of the effort put in by the groups who had mounted attractive displays. Two observations were made; that it was important to have "shiny models which moved" to attract the public's attention, and that it might help for members to wear "Please Ask Questions!" badges as some had felt it was difficult to begin conversations with the public.

On display this month were Joe Bell's traction engine chassis, under construction from the Super Models book. Colin Croft brought a drive gear and a section of flywheel for his next model, a Watt Beam Engine which featured in a photographic article in the Canadian modellers magazine. Don Flowers had a large box of second-hand parts which he bought at a recent auction, including an as-new Elektrikit set. Mike Highley brought a Coastal Steamer from the No. 6 Manual, and a partly completed model of a Planing Machine from the Super Models book. Bryan Jones had a set of photos taken at the Easter Convention and also of the Club's stand at the Hobbies Expo. Simon Moody has dismantled his level luffing crane and shunting loco, and displayed the remaining hoist and travel mechanisms to show how the gearboxes were arranged. Lou Nichols displayed a very old Meccano Set No 0 and bound sets of magazines recently obtained at auction.

Some discussion was held regarding David Wall's comments in the Magazine about the model judging system. While the Bruce Neilson system is thorough, it was felt that it would take some time for a judging panel to get around all the models at a Convention. Also, it appears to mark "own design" models more highly than models from published designs. It was suggested that the system be streamlined with a self-judging form, which the modeller would fill in with the details, and that the judges would make the final decision and points allocation from their inspection.

12 members attended the July meeting; the model building theme being something which would fit into a 12.5 inch cube. Colin Croft brought a cube containing a parts tumbler, a coffee tin rolling on motor driven rollers for cleaning and polishing brass parts. Don Flowers' contribution was somewhat larger than the cube- a partially built poker machine which promises to be very entertaining once all of the tricky mechanics have been sorted out. Mike Highley brought a rear dumper and an armoured car, both built from the No. 6 Manual. Bryan Jones showed the first vehicle from the Dynamic 4065 Set manual. Simon Moody had everyone intrigued with his Boiler without ends suspended by string within a cube- after much guessing it was revealed to be a model of a very large number: "Infinity Cubed"!! Timothy Moody's contribution was a die made up of red flexible plates, the spots on each face being provided by yellow semi-circular plates. Lou Nichols had one of his little windmills installed in a cube as his model.

Colin Croft also showed two of the new "Collection" series of sets; a Jeep and an aeroplane. These were bought in Australia for \$A9.95 and would appear to be quite worth collecting, especially for the new parts added to the range. It is hoped that the sets will be similarly priced when they appear here, as they have a similar novelty and collector value to the Clock kits of the 60's.

In place of our August meeting we have taken up the MWT Club's invitation to attend their AGM in Wanganui, with several members indicating their intention to go.

EXTRACTS FROM RECENT MECCANO LITERATConstructor Quarterly No.28, June 1995.

Harley-Davidson Police Bike described by alan Partridge.
 Bomag Road Roller by K.Cameron. Small model for No.5 set.
 Controls of Stothert-Pitt Titans by Julian Head.
 Gleasman Tank Transmission by Alan Partridge. Good pictures.
 Giant Meccano Lorry with Trailer by David Upton.
 Four Pillar Beam Engine by Brian Rowe..
 10 Outfit Steam powered Blocksetter by Tony Parmee.
 Rider in the sky by Bernard Perier. A novelty model.
 Tipping Bucket Elevator by K.Cameron.

Transvaal Meccano Guild Newsletter No.8 Mar.1995.

Steam for Ships. Reprint of article from M.M Feb 1967..

Transvaal Meccano Guild Newsletter No.9 May 1995.

A flexible plate processor by Roger Hill.

Canadian Meccano News.Issue 3,Sept.1994.

British Marine Engine History in Meccano, Part1 by Ed Brclay.
 very interesting with 3 very early models.
 Bolting through history by Don Redmond. Story of Meccano bolts.
 Trailer for the K.Cameron Kenworth tractor by Willy Coulbeaux.

Canadian Meccano News.Issue 4,Dec.1994.

SML28 Pontoon Crane, new version by Jerry DuBois.
 British Marine Engine History Part2.

Canadian Special Model 15.

Old Tyme Ferris Wheel by Ernest Chandler. Rebuilt and described by Jerry DuBois.

Can any member supply an illustration showing the packing in Nickel Sets 1A and 2A circa 1920? Doug Harris, Box 68392, Auckland. Tel 09 522 1881, Fax 09 373 4794.

To Clean Nickel Plated Fittings. ~

NICKEL PLATED FITTINGS can easily be cleaned with alcohol to which two per cent. of sulphuric acid has been added. Apply this mixture liberally and, after a few seconds, wash off with clean water; then rub over with a swab dipped in fresh alcohol containing no acid, and polish with a dry cloth. This method will give brilliance to the dullest piece of nickel-plate without damaging it in any way.—*The Professional Photographer.*

— From The Model Engineer & Electrician
 8 February 1917

DESCRIBING YOUR MODEL

IN THIS, the second part of Keith Cameron's article, he deals with the advantages of using a word processor for writing model building instructions.

Yes, the motto, "photographs first" helps because you then describe with the photographs before you and in mind, and you describe from them, and *those are what the readers see*. So descriptions and illustrations tend to tally. This also avoids the situation of describing something that (you discover with chagrin) is not clear in any of the photographs. If, in writing my description, I find that to be the case, there are two things I can do: either draw a diagram to make the point plain, or take more pictures. I usually choose the former as simpler!!

I have found a word processor invaluable. Advantages:

1) Ease of correction. Any sentence or part of a sentence can immediately be recast, missing words added, duplicate words removed, and spelling corrected. The entire article can be scrolled through on the monitor screen and checked. A built-in dictionary and grammar can help the correction process. A misplaced paragraph can be relocated.

2) Availability of symbols. Most processors include such symbols as $\frac{1}{2}$, $\frac{3}{4}$, $\frac{3}{8}$, $\frac{1}{8}$, etc.

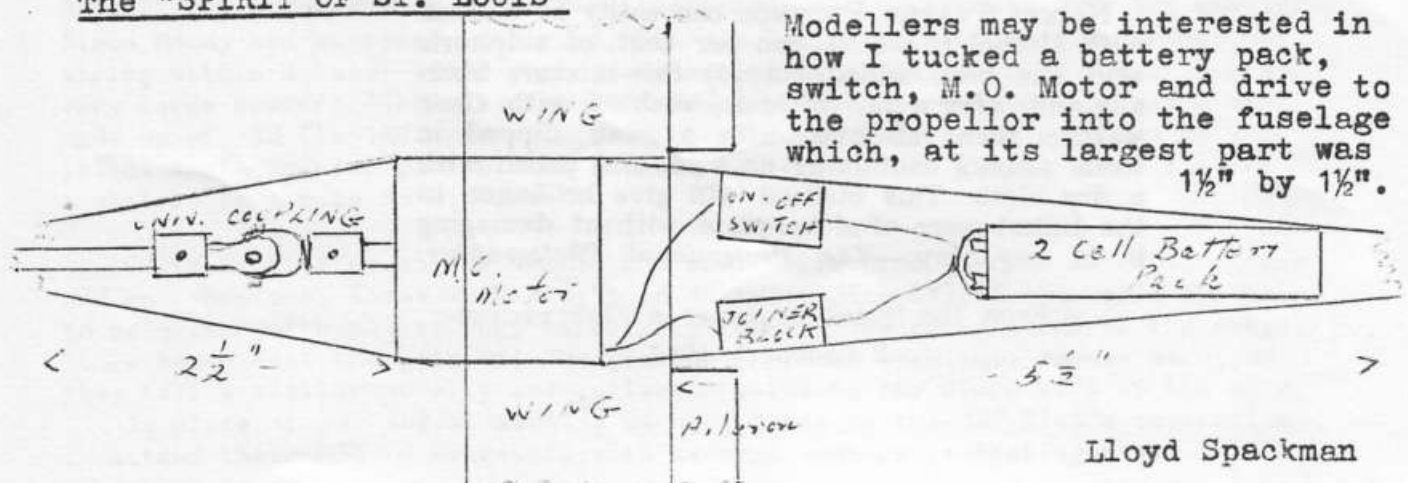
3) Convenience of storage. All articles can be saved on a floppy disk while being written, and can be recalled at any time for revision or reference.

4) Computers have come down in price dramatically and can be used for many other purposes such as inventories of Meccano parts and household record keeping; and even drawing Meccano parts is now all the rage with Meccaid and other programmes.

A computer word processor is just the thing to help you in your concern over revising your models. Much revision is often needed, and this is as it should be in the pursuit of excellence, if you and others are to be satisfied with the final products.

Some of my models have been years in production before I send in the final description. The word processor is the answer because of the ease of revision of the original document. Simply call up the old document from the floppy, then work on the revision on the monitor screen, and save the revised work under a different file name. This works fine even with extensive revisions. Objection: I've never used a computer, they're far too complex. That was my thought back in 1988. But I had no trouble and soon learned to love my trusty Apple IIe! It's been out of production for years, and is obsolete, but it is so easy to use. It is truly *great*! It works fine also in the area of computerized model control.

The "SPIRIT OF ST. LOUIS"



MECCANO BIG WHEEL

MECCANO SUPER SUPER MODEL NO. 2.

By Lindsay Bond.



Centrepiece of Liverpool Corporation's annual Christmas display in Clayton Square, Liverpool City Centre last year was an enormous Meccano model of the world-famous Big Wheel in Vienna. Standing over 16 ft. high from top to bottom and brightly lit by 150 lamps, the Wheel was built entirely from over 45,000 Meccano Parts. The actual revolving wheel has a diameter of 13 ft. 7 in. and carries 15 cars mounted around its circumference. As many as 25,000 Nuts and Bolts alone were used in its construction, which lasted six weeks from start to finish.

Vienna's original Big Wheel, designed by English engineer William B. Bassett, and made famous by the film 'The Third Man', was built in eight months, work finishing on June 21, 1897, although it did not start turning until 12 days later. In 1945 it was burned down and was not re-built until after the war, eventually with a total number of 15 cars, exactly half the number fitted to the original. Meccano's Big Wheel was first shown at the Nuremburg Toy Fair early in 1966 when it was one of the main attractions of the show.

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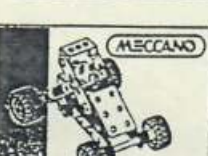
2201 Dragster



2202 Formula 1



2204 Go Kart



2205 Stock Kart



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