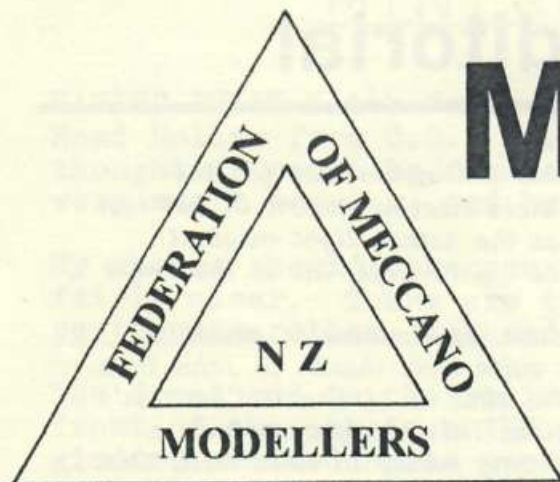
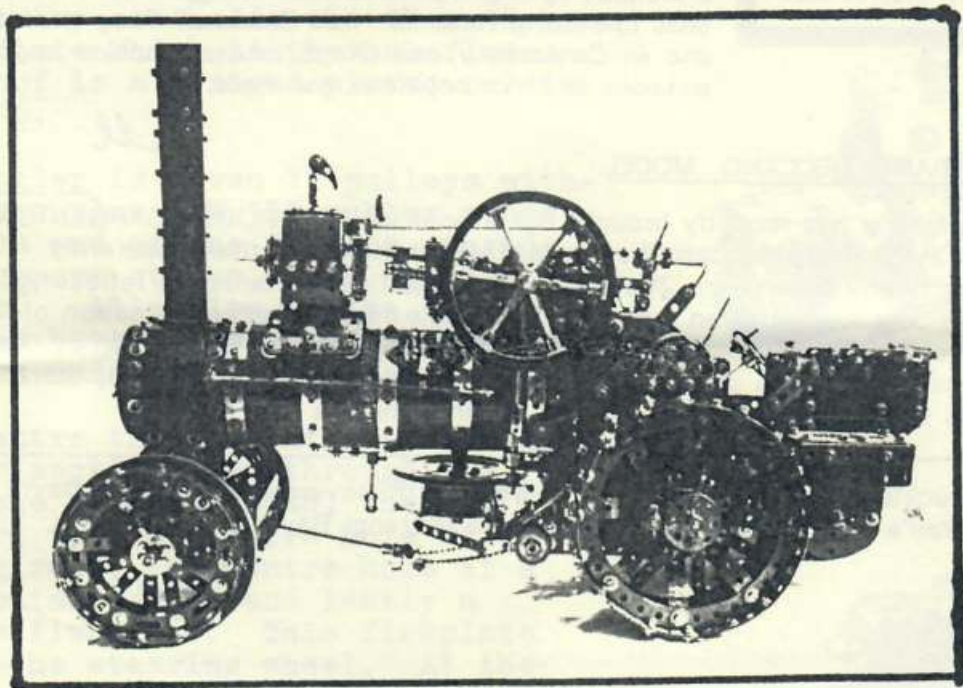




MAGAZINE

Vol 19 No 4 October 1995



A FOWLER PLOUGHING ENGINE

BY ERNEST CHANDLER.

*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

My apologies to the Wellington club for the poor reproduction of their meeting report in our last issue. I had hoped that the rather light original would have photocopied fairly well, but in the event it did not.

Most of the Christchurch Convention model photographs came out quite well thanks to John Ince.

Our front page this time is of Ernest Chandler's Fowler Ploughing Engine. This has always been a good prototype and is very tricky to build well. One of the problems has been the wheels and their bent spokes, requiring varying degrees of mutilation of standard Meccano parts. Some good examples of this were pictured in M.M. October 1978. Incidentally I wonder if any of these wonderful Fowlers are still operating here in New Zealand? They probably are in Canterbury and Otago where traction engine parades and competitions are held.

Bill

ANOTHER GIANT MECCANO MODEL.

Constructor Quarterly has recently brought out a book on 'THE ROBOT GARGANTUA' By Griffith P. Taylor. This was described in M.M. March 1938 and then apparently lost to view for nearly fifty years. The book is a magnificent production reflecting great credit on Robin Johnson and Alan Partridge. A notable feature is the collection of photographs at the end, and which may be unfolded as one reads the description of the model. Although the original was driven via a perforated paper roll à la pianola, there are many good ideas which could well be adapted in other models.

REMINDER: Auckland club will meet on Saturday 11th November at 2pm at David Wall's home at 502 East Coast Road, Mairangi Bay.

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
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MANAWATU/ WANGANUI/TARANAKI:	Tom Pittams, 79 Maria Place, WANGANUI	0-6-345 6788
	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

MINI ROAD ROLLER

by LLOYD SPACKMAN

HAVING BUILT Keith Cameron's Bomag Road Roller from C.Q. No. 28, I thought it would be fun to build a very small version, and here it is:

My photos should make construction fairly clear. There are three sections - roller, cab and engine.

The front end is the roller end. The front of the cab is a $1\frac{1}{2}$ " flat girder, slotted holes uppermost. The rear $1\frac{1}{2} \times \frac{1}{2}$ narrow d.a.s. of the roller section joins to the f.g. by 3 bolts which also hold 3 narrow angle brackets. The outer two hold the bottom strips of the cab sides. The centre one holds the $1\frac{1}{2} \times 1\frac{1}{2}$ flat plate which is the cab floor. Cab roof is a flanged plate, Calais P/N 51b.

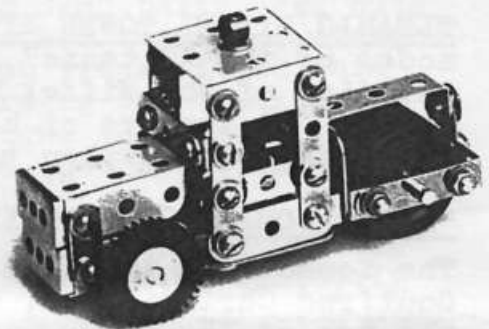
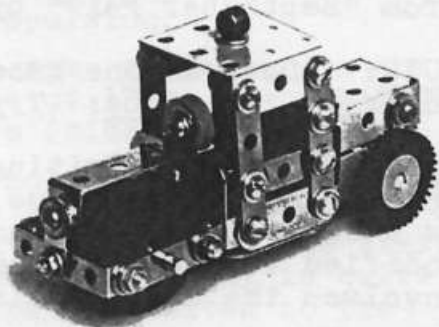
The roller is seven 1" pulleys without boss plus P/N 155 rubber rings. At each end of the 2" axle, inside the support strips, is a small collar. All bolts on the roller section have heads inside, with no washers under the bolt heads.

The centre top bolt at rear of the roller section goes through the end hole of the P/N 48, then a washer, the top centre hole of the flat girder, the centre hole of a horizontal P/N 48 and lastly a narrow fishplate. This fishplate holds the steering wheel. At the back of the cab is another horizontal P/N 48 and above it two narrow angle brackets and a $1\frac{1}{2}$ " strip.

The engine section is two flanged plates (Calais P/N 51a) joined by narrow fishplates at the rear, the 4 bolts also holding the 1" d.a.s. (P/N 48e) which form the radiator.

The engine section is joined to the cab by two angled long slot fishplates as shown in the 3rd photo, thus reducing the body width from $1\frac{1}{2}$ " to 1".

Finally, put the cab roof on last.



BITS & PIECES

from Lloyd Spackman

QUOTATION: "He was sitting on the floor playing with his Meccano when she put down her sewing and spoke to him."
From "September Fair" by Rose Boucheron.

QUIZ: Does anyone know what is a "Sagger Maker's Bottom Knocker" ?? **Clue:** Try the B.B.C. Antiques Roadshow.

PONTOON CRANE: Writing about his crane which was on the front cover of our last issue, Julian Avisenis says the steam engine is a Wilescro D6, the smallest in their range. The gearbox is a modified version of Standard Mechanisms No. 44 and slewing involves the use of a large toothed quadrant, P/N 167a.

S.A. PRICE LISTS: Julian sent us price lists of Meccano parts available from Peter Matthews in Johannesburg. Prices are in Rands & Cents with \$NZ1 buying about R2.30 at present. David Wall has the lists if you are interested.

TITANIC/EIFFEL TOWER VIDEO: Garth Spurdle's video of his model of the "Titanic", followed by an excellent film about the building of the Eiffel Tower, is now circulating around N.Z. Clubs. A feature of his "Titanic" model is the mechanism which supports, sinks, then raises the 14 ft. model.

"LEGO" COMPARISON - TRIBUTE TO HORNBY

The founder of the Lego toy empire, Godtfred Christiansen, has died at the age of 75.

In a tribute to him, originally published in the U.K. "Economist" and repeated in the "N.Z. Herald" on 12/8/95, the writer compared Christiansen with Frank Hornby in these words.....

Actually, the article says, the Lego building method is one devised in Ancient Greece to secure dry walls in their houses.

CHRISTIANSEN was a pioneer a little like Frank Hornby (1863-1936), the inventor of Meccano, a construction set consisting of pieces of metal that could be bolted together to make realistic models of cranes, bridges and other marvels. Who knows how many children grew up to be engineers because of Meccano?

But Meccano belonged to an industrial Britain of nuts and bolts. A Meccano model has a suggestion of grittiness and toil. Lego fits together almost without effort. It suggests elegance.

Denmark, with its clean furniture designs and neat houses, is its obvious home.

QUOTATION: This one refers to famous motor cycle racing star, Barry Sheene, who was badly injured in a crash following which the bones his legs were literally screwed back in place.

"..an X-Ray showed something was wrong. Two screws were coming undone, and though one was held in place by a handy tendon, the other was quite loose. He would require another operation, he needed his screws tightened. Meccano Man was a living reality, and he was coming undone."

Thanks to David Glenday for this Quotation from Sheene's autobiography.

"LIFE'S ROUND-A-ABOUT"

My great Grand Father rode a horse and wouldn't go near a train.
Grand-Pa rode on trains but was afraid of cars.
Dad drove a car but was afraid to fly.
I love to fly but I'm afraid to ride a horse!

MY "CYCLIST IN MID-AIR" by LLOYD SPACKMAN

I ENJOYED building Bernard Périer's excellent "Rider in the Sky" model from C.Q. No. 28; even more so when I switched on and Charlie chugged happily around his circular track. I have made some modifications; in particular, at Bill's suggestion I wired it for mains power instead of battery propulsion.

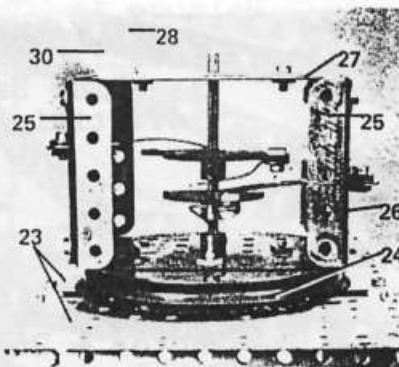
My central pylon, base and track are the same as Bernard's but I lowered the pylon by 3", using 9½ instead of 12½ a.g. This was so that I could carry it through doorways (sideways).

Eight 2½ strips are bolted by their end holes to the outer ring of holes in the lower 3" pulley and the 12½ a.g. overlap them 4 holes but are bolted through the 3rd and 5th holes of the strips. With the upper 12½ strips in place the whole assembly is quite rigid. At their inward ends these strips are bolted to the slotted holes of 8 angle brackets which are fixed under the upper 3" pulley.

The track support angle brackets are bolted by their slotted holes to the outer holes of the 12½ a.g. I also spaced the track away from the angle brackets, using 3/8" bolts, hex nuts and small washers. This allows space so that the wheel flanges do not foul the supports. Also my made-up track fitted this spacing better. The eight 12½ strips forming the track are each overlapped 3 holes. If you have eight 12½ flat girders I'd suggest you use them for the track to ensure the top edge is free of obstructions.

On top of the pylon is the revolving unit for the commutators which is based on the one for a helicopter in M.M. Quarterly of July, 1975. See photo alongside.....

At the bottom centre hole, on one side, an angle bracket holds one end of the wire carrier strip which is a pair of 9½ narrow strips overlapped 13 holes. (you could just use an ordinary 12½ strip, I guess). The outer end is fixed by locknuts and a 2" slotted strip to the upper curved strip of the wheels support frame. (this doesn't show in my photo, but its the same as the lower one). The slot allows for sideways movement of the flanged wheels. The supports are angled to roughly match the track curve by offsetting the two vertical stays.



A wire leads from each of the conducting angle brackets outside the 2½ x 2½ insulating plates. Together, these wires are fed along the carrier strip and down to the motor.

For the wheels I used 1½" flanged wheels with an 8 hole wheel disc bolted at the outer edge. To match the holes in the wheel discs with those in the flanged wheels I enlarged 4 of the holes in the wheel discs, a little, towards the centre.

The "box" for motor and drive is on a base of a 5½ x 2½ flanged plate. At the rear the top is joined by a 2½ x 1½ flanged plate, then 2½ x ½ d.a.s. at holes 7, 8 and 11 from the rear. Fill in the top with a 2½ x 2½ plate from holes 3 to 7. This leaves a 3 hole top space at the front and makes fitting the chains easier.

CYCLIST IN MID-AIR (contd)

The drive from the motor is via a $\frac{1}{2}$ x $\frac{1}{4}$ pinion to a $1\frac{1}{2}$ " contrate on a rod which also carries two $\frac{3}{4}$ " sprockets.

CHARLIE himself follows some of Bernard's design, but I have found Meccano lends itself to all sorts of designs of the human body.

When bolting the upper 3" pulley under the upper flanged plates ($3\frac{1}{2}$ x $2\frac{1}{2}$) I used four $1\frac{1}{8}$ " bolts, heads underneath. They protrude about $\frac{1}{4}$ " above the securing nuts and the toothed disc of the ball race bearing sits securely on them, held by hex nuts on top.

My power feed to the flat commutators is a 2 strand radio earphone wire. I enlarged the groove in the keyway rod, using a hacksaw. Even so, threading the rod plus twin wire through the collar and centralbosses requires patience. Below the lower commutator the wires part company; one to the lower commutator, the other up through its boss and thence to the upper commutator.

I hope these notes and my photos will enable N.Z. modellers to build this attractive model.

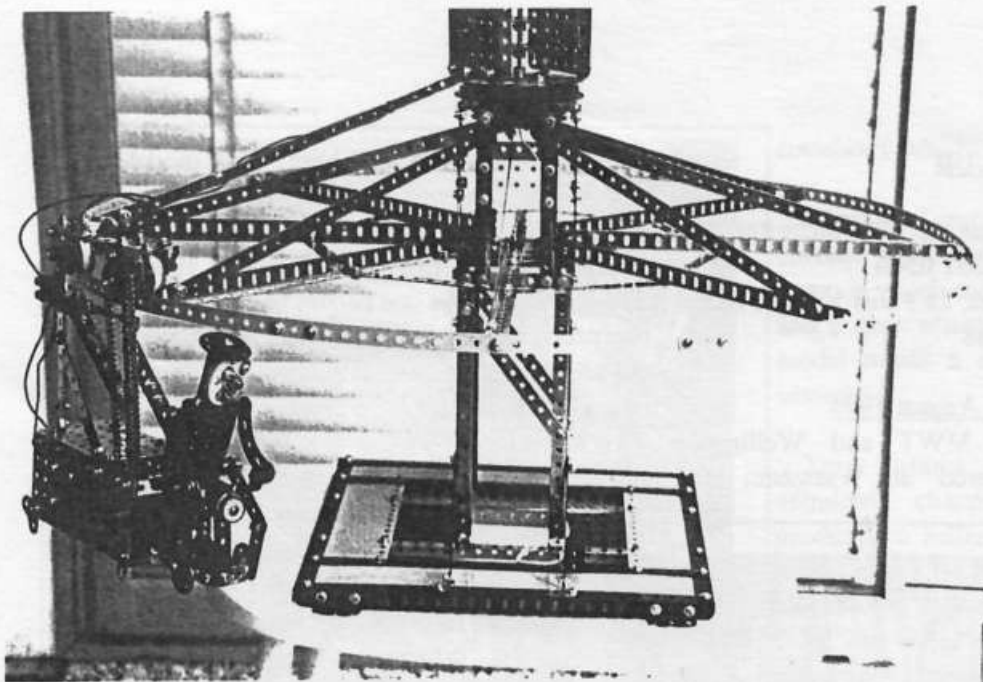
N.Z.F.M.M. MAGAZINE ACCOUNT

INCOME & COSTS 1/9/94 to 31/8/95

			<u>1993/94</u>
Balance in Bank a/c 1/9/94		2596-07	1846
<u>Income:</u>			
Subscriptions	2148-00		2335
Magazine Sales	-		25
Advertising	60-00	2208-00	10
		<u>4804-07</u>	<u>4216</u>
<u>Less Costs:</u>			
Printing 6 issues	1283-65		1038
Postage "	521-30		497
Photos & Bromides	90-00		58
Envelopes	65-95		15
Labels	76-80		--
Sundries	10-00	2047-70	12
		<u>2756-37</u>	<u>1620</u>
Balance in Bank a/c 31/8/95			<u>2596</u>

NOTES: Copies printed have remained stable between 140 and 148. Printing costs have increased because of the new format for the full year as well as the larger issue in August. The coming reduction in N.Z. postage costs will have a very small effect. Our bank balance is still increasing, but with some more larger issues during the year, this should stabilise.

Lloyd Spackman

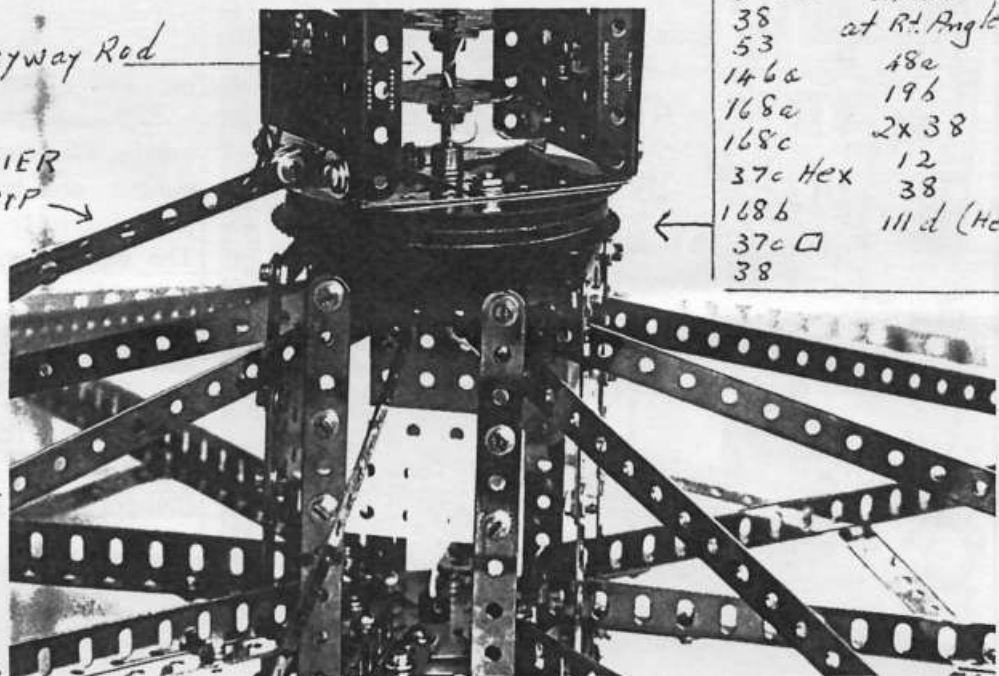


FROM TOP

37c □	2x53
38	at R. Angles
53	48a
146a	196
168a	2x38
168c	12
37c Hex	38
168b	III d (Head)
37c □	
38	

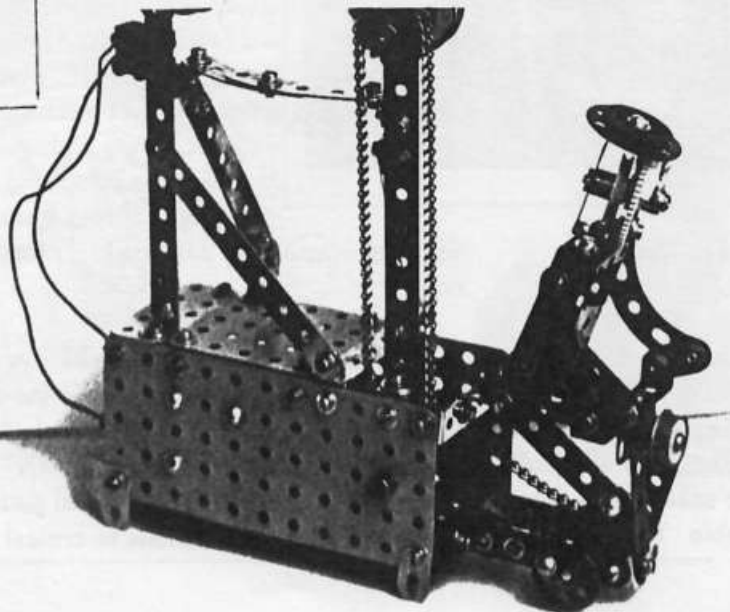
Keyway Rod →

WIRE CARRIER STRIP →



From Top

III head
38
5
2x38
196
38a
53
38
37c □



MWT MECCANO CLUB

President - Bruce Geange; 4 Winchester St.; Palmerston North; (06) 357 0566
 Secretary - Tom Pittams; 28 Pauri Village; RD 2; Wanganui; (06) 345 6788

MEETING REPORT 5 August 1995

22 enthusiasts from MWT and Wellington Meccano clubs gathered at Wanganui and

4½" square onto an 18" base. This model was specifically designed in 24 inch sections to fit inside a carry bag so that building was possible anywhere and the final version totaled 10 sections plus jigs to assist in one person being able to rig it. The prototype was observed, counted, watched, and photographed over a number of years to get things 'right'.

Laurie Webb (Wn) - From a photograph and line drawings, a shipyard Hammerhead gantry crane 5ft high with 6ft jib. Travel, Rotate jib, Hoist, and Trolley were powered with a variety of motors and additional action was provided with two independent hooks from the main trolley, a mini trolley hook inside the jib and a 3rd hook pulley. The roller bearing was circular girders, ½" pulleys, and in line gears and pinions direct to a mounted motor. The electric control panel was mounted in the cab with levers to the side of the cab. Moving speeds had been accelerated from the prototype to get more reasonable action time. The model weighed in at about 40kg and was transported as 2 pieces.



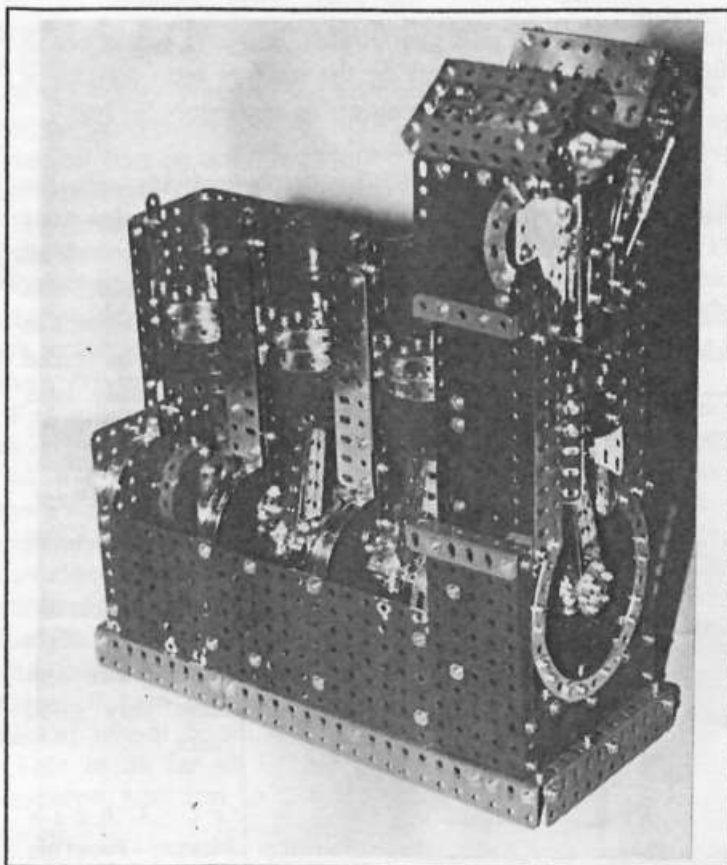
Meccano items were presented as follows:

Brian Jones (Wn) - (See picture) Spent 15 months turning a 25 year old dream into reality. A Leiber gantry tower crane 7ft high with an 8ft boom approx. 1/20th full size. fully motorized with jib rotation (Emebo), hoist (Richards) and trolley all being run at approximate scale speed from a control box with exterior cable. The tower was

machines was a new addition to motors becoming available.

Don Blakeborough (MWT) - A rebuild of his previous loom based on the GMM version, to widen the weave out to 12½" with 120 healds (Warning - Healds vary from 5" to 5¼" in length). A cam driven programmer allowed patterns to be produced. Timing of actions is critical in getting

Colin Croft (Wn) - (See picture). Progression in an Internal Combustion, double overhead cam, four cylinder motor with three cylinders cut away to show the action. The crank shaft drove the four pistons very smoothly with work on the inlet / exhaust valves and ignition (light bulbs) to be completed. A Buhler 12v motor 50rpm from old poker



somebody who has a very first 2½ strip.

Alistair Tong (MWT) - From a current No 2 set the nodding donkey pump in which one worm drives a pinion and a gear wheel simultaneously. This model needs a counterweight to run smoothly.

Tom Pittams - Using his recently acquired channel segment rings, produced a roller bearing turntable in nickel with 1-1/8" flanged wheels and clockwork motor. A very disturbing trend was noted when he also produced a flat screwdriver with cut out centre in the very useful design of a bottle opener. Does this mean that the cure for Modeller exasperation is to be found in a beer bottle?

Bruce Geange - A spiral Meccanograph (Konkoly origin) with a clutch installed for quick return back to the start. From it's custom made box, an

this model to run properly. Don then produced assembled replica of the Meccano Aeroplane some recently identified Primus pieces resulting Constructor. This is the 1936 Set 1 biplane in from a Primus catalogue being available, 1913 beautifully painted green and cream and properly Part 52 and red and blue thin cord, and a display lettered. board of 2½" strips from the entire Meccano period. He would very much like to hear from

Timothy . Moody (Wn) - Had us guessing



for a while with his 12½" cube with yellow dots which turned out to be his version of a dice cube with dots from one to six.

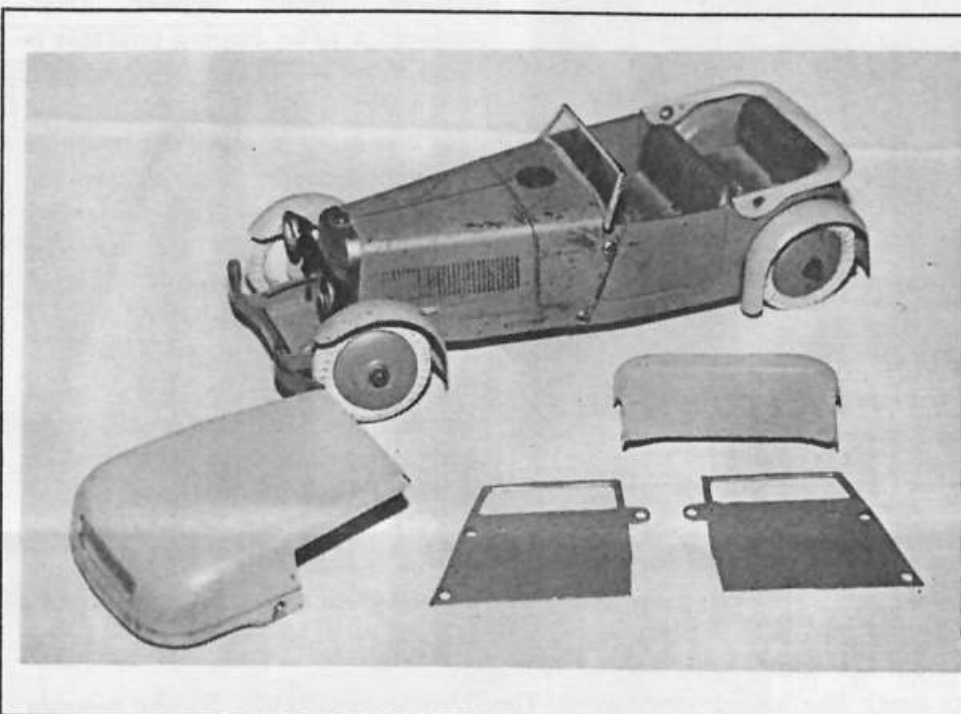
Daryl Anderson (MWT)- A boxed 1914 or 1918? no 1 Meccano set and 1980 Marklin plus sets 9100 & 9151.

Robin Rye (MWT) - A boxed 1952 No 3 Meccano set in red and green with black parts

Lindsay Bond - From a photograph, the destroyer "HMS Blakeborough" in recycled parts painted Arctic gray and about 30" long with all exterior details modeled. 1913 and 1914 No 3 sets boxed and restored showing how the two funnels in the 1914 set do not fit well and have to be forced

in. Lindsay uses Plasticote spray cans in Bumper Chrome, Brass, and Plastic Clear Lacquer in restoration work. Two 1990 Trix building sets with some very good gears.

Chris Morton - From his USA trip a recent Erector set (Meccano not mentioned on the box) and 16 of the 1994 small box sets.



complete with manual with the applications for Meccano Guild and Meccano Magazine still intact. His collection of Meccano Clockwork motors, two of which were representative of about 100 plus motors which had been modified by a commercial company for winding the paper rolls recording the performance of pulsating milking machines.

Lou Nicholls (Wn) - Boxed sets of 'New Meccano' 1926 0 and 1928 0A, Army Multikit and a green triple pulley with no tag.

John Hansen - 1937 deep blue No 2 Clockwork motor boxed. 1938-39 Dinky toy garage set unfatigued and boxed.

Bruce Neilson - The Demonstration of Gearing model designed by Ed Barclay as written up in CMN44 9/92 was presented in resplendent Red and Green. A model that went together well,

Two items in the very desirable class were displayed. (See pictures). In the interests of security owners have not been identified - A 1929 vertical steam engine with transfer, instruction leaflet, funnel etc. in the original packing box both in very good order. An assembled No 1 1933 Car Constructor in green and yellow with Meccano transfer on the bonnet, working steering, windup motor and spare hood etc.

NEXT MEETING - Saturday 4 November 1995 - Tour of Taranaki members Meccano Modeling Emporiums (with attached residences) so CHECK THE MEETING NOTICE.

RBN & BAG

PROGRESS PRODUCTS.

W.J.Watt
Auckland.

In our August 1994 issue we reported Gin Grey's experience with Derek Strickland's Large Axle System, using it in heavy vehicles. This was the first example I had seen of it in actual use.

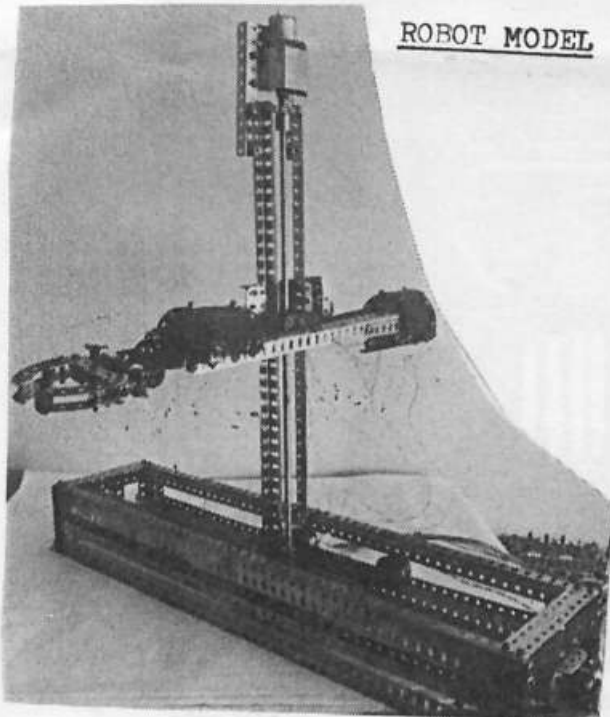
Since then I have experimented by making some of the parts described in Derek's brochures, especially the 5/16" threaded rod system and tried them out in models. Where a really heavy duty leadscrew or jackscrew is required, this 5/16" system is much better than using standard Meccano screwed rod.

The key pieces of the system are the rectangular blocks with either plain 3/8" or 5/16" threaded centre holes. I made up some of these, plus threaded pinions, adaptor couplings, threaded collars, sleeves, etc. For the threaded rod, initially I used commercial 5/16" studding bought as a two foot length. The only trouble with this was that it was not quite straight, and while OK in short lengths, in longer lengths it tended to whip when driven at speed.

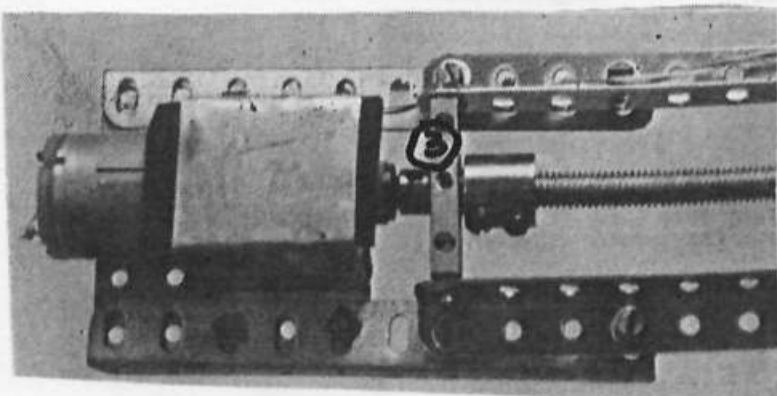
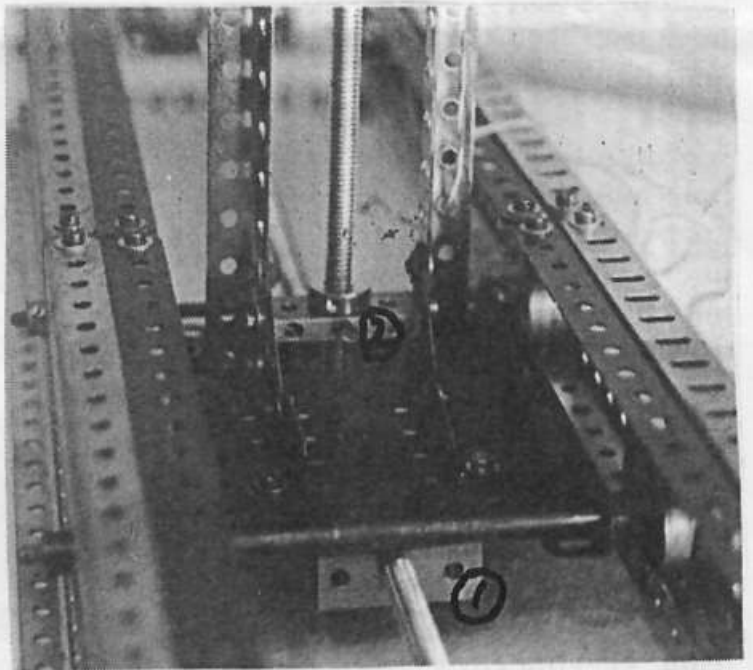
For model trial I first used it in a robot for leadscrew application to drive a horizontal traverse and a vertical lift. Each was driven by a motor directly coupled to the rod.

In a different setting I used his rectangular blocks as bearings in my version of Brian Rowe's Wall-mounted Engine (see C.Q. June 1944). My latest application was in my original model of a Bucket Wheel Excavator where a very strong ram was required to elevate the long boom carrying the bucket wheel and its motor. For this I built up a ram using 5/16" studding and a threaded one inch pinion driven by another pinion on a Buehler motor. Threaded rod was coupled to a piston of 3/8" brass rod. The threaded rod was partly concealed in brass tubing to simulate the ram cylinder. This was the most powerful ram I have ever made and it easily handled the large turning moment of the bucket wheel boom.

This is as far as I have got with the system which I believe well deserves a place as a welcome addition to the Meccano system.



ROBOT MODEL



Rectangle Blocks

- 1 is threaded.
- 2 and 3 non-threaded
centre holes.

A model from the Meccano Aeroplane Constructor outfit No. 1

A little over two years ago I was asked to manufacture some missing parts to complete a Meccano No. 1 Aeroplane Constructor set from a member of the M.W.T. Meccano club. The set duly arrived home with a list of parts missing. While thinking about this project I thought it would be good to have a model of my own.

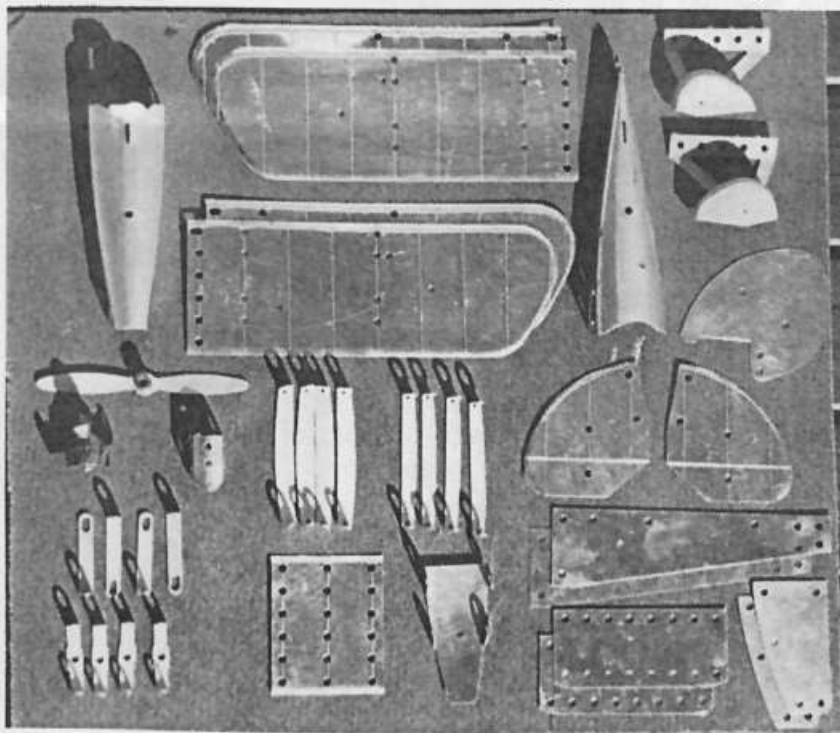
A start was made on some of the easy parts, mainly flat pieces. Steel master templates were made of all parts and used as patterns for making the parts required. Most parts are made from tin plate sheet.

A steel former for pressing indents into the wings was manufactured with the help of the milling machine. When these indents were done the wing was cut to length and shape and the edges were folded over a piece of wood cut to size. All holes are punched giving a clean hole.

The under carriage pieces (P58 & P59) were a little more difficult. The wheel spats were made from shim copper in two halves and soldered together. The vee struts were cut and bent from zinc coat steel and holes punched followed by the parts being soldered together giving a left and right pair.

Steel pattens were made of the double angle strip and various struts, these were then used to make the parts required, again all holes being punched. Small holes were drilled in the struts for the cord to pass through.

Formers were made to fit inside the front and rear fuselage sections (P13 & 14) and thin aluminium sheet was annealed and folded over the formers. Surplus material was cut away leaving a fair reproduction. Another hole punch was made up from an old pair of pliers and is used to punch the holes in these parts. The propeller was cut out and bent with the boss coming from a damaged meccano pulley. The wheels were turned from brass bar and the tyres made from "O" ring cord



The new parts before painting

WELLINGTON CLUB MEETING.

Nine members attended our September meeting and our visitor was Wes Dalefield (ex Christchurch)

Models brought were:-

Wes Dalefield. Giant Blocksetting Crane. A photo of this is in our August issue.

Mike Highley. Articulated lorry from a No.7 manual.

Simon Moody. Partly constructed crane.

Lou Nichols. Two aircraft.

Our next meeting is on 6th October. Mike Highley.

and glued together with Selleys two second glue.

All parts when completed were washed and a list was made of the colour each part was to be. My plane is painted green and cream. Parts were then undercoated with Plasti-kote Automotive Sanding Primer and the top coats were mixed from Humbrol matt paints and sprayed on. This was followed later with a clear gloss Super Urethane manufactured by Plasti-kote.

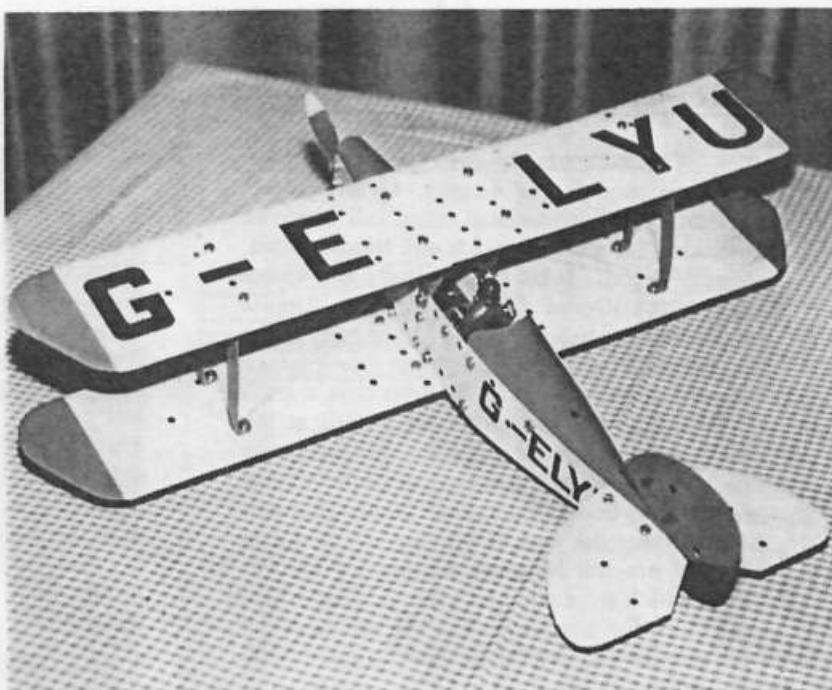
The lettering was done on self-adhesive vinyl signage material and cut out by computer. With the paint

dry the letters were attached to the various parts of the plane. Axle rods were cut from 4mm silver steel.

The model was assembled using new nuts and bolts, with the only part requiring any hole adjustment was the top rear fuselage section. The pilot was cast in two halves from fibre glass, glued together and painted.

I would like to thank all those people who have lent parts and helped with information to make this project possible.

Bruce A.Geange



The finished model

FOR SALE

- 1 Dealers Model Travelling Gantry Crane Ref 53/3, 39" wide 14" deep, 27" high Presumed made in 1953. Complete and original in reasonable condition, but signs of rust on one side. New customwood base, original mains motor. Illustrated in Hornby Companion series Vol. 8 page 372. Best offer over \$1000.
- 2 No 7 set, French but now obsolete. Never opened still shrinkwrapped, best offer over \$400
- 3 No 10 set, circa 1953 in original oak cabinet with lift out trays & manuals in excellent condition. Believed to be complete but not checked. Best offer over \$4000.
- 4 No 1 set, circa 1914, boxed no manual not complete, offers
- 5 No 9 set, French in wood cabinet and cardboard transit box with manuals. Has been used, but very near mint condition. Now obsolete. Best offer over \$1500.

Contact Daryl Anderson, PO Box 40, Hawera. Phone (06) 278 5518 work, (06) 278 7666 home.

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

This was a fairly quiet meeting with no Meccano models for display. **Grant Wells** brought a partly completed roller mill which he is making for general use. It will handle plates, strips and rods. **John Ince** brought the nickel collection offered for sale in the August magazine. Just before leaving for the meeting he had a couple of phone calls from North Island buyers which was just as well because a good deal of interest, and cash, eventuated at the meeting! Now that the purchase price of the set has been recovered the remainder of the takings will go into boosting the club funds. This will help to meet the cost of binding six complete years of pre-war Meccano magazines, 1932 to 1937, which were retained from the Peggy Best collection for this purpose. They will have the club name embossed on the spine to assist with

identification and will also have an acknowledgement slip inside the front cover.

The 1915 No 6 set purchased recently can be seen in the photo. Included with this set were the remains of contemporary manuals of instruction. These have now been reassembled - a good wet day job - and comprise a No 14 Manual of Instructions and a No 13 Supplementary Instructions. Although the former is in poor condition, it is substantially complete especially the twenty or so pages at the beginning and end. The latter is complete and comprises 36 pages including the cover. This book of supplementary instructions is described on page 56 of Volume 6 The Meccano System. It is very fragile but copies very nicely with few blemishes visible onto A4 size paper i.e. 125% of original size. Copies of No 13 can be prepared at \$4 each. Orders to John Ince please.

(photo on next page)

**Visit to Mrs Peggy Best
Reported by John Ince**

On Sunday July 23rd Edna and I called to see Peggy Best who lives on St Andrews Hill overlooking the Estuary in Christchurch. Some of those who attended the Easter Convention may remember meeting Peggy, an elderly lady using a metal crutch to assist her walking. She was accompanied by Betty Hill, an ex Ashburton Meccano Club secretary. If you look in the May 1936 magazine you will find her report when she was Miss C.E.Furness. Prior to Easter Peggy had been in touch with Ian Torrens concerning the disposal of a collection of about 100 pre-war Meccano Magazines. You may ask why she had these magazines; now we know that Peggy and her late husband Laurie were enthusiastic Meccano boys and girls in the 30's. At that time Laurie was a Christchurch Meccano Club member - for a time secretary - and Peggy, then Peggy Kruse, was in the Ashburton Club and also secretary for a while. Have a look at the 1935/36 magazines for Laurie's reports and 1936/37 for Peggy's. Here is an example from the October 1935 Meccano Magazine.

Christchurch Meccano Club. The keen work of officials is increasing interest in the club's work and excellent meetings have been held. The 6th birthday party was remarkably successful. It was attended by many parents and friends and members of the Ashburton Meccano Club also were present. An electric Hornby layout was in operation throughout and working models on view included a derrick crane, traction engine and motor car. An entertainment was given by members and friends

of the club and a birthday cake was kindly provided by Mrs Gray. Merit medals were presented to successful members by Mr Handisides, Chairman. Club nights have been devoted to preparations for the exhibition and special models were built for display at the Christchurch Winter Show. Club roll: 20.

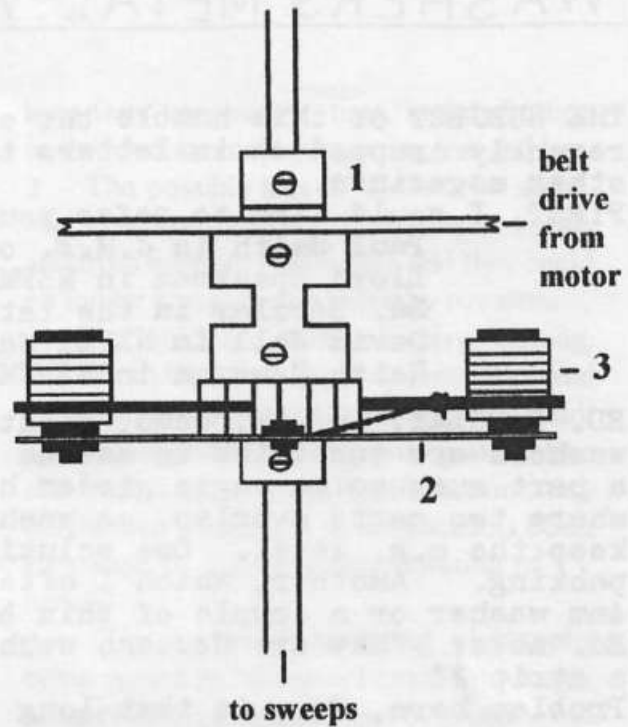
Although the number of members is much the same today the club is much more stable. In 1935 and 36 the members changed frequently during the year with as many as eight resigning and as many joining during the year. Then there is the difference in age. Pre-war the club was largely made up of young people probably in the 12 to 18 age group while now many of the members are over sixty. The friendship between the Christchurch and Ashburton Clubs flourished in the 30's and it was common for joint meetings to be held especially at the time of the birthday meeting of the Christchurch club. This was in May and Peggy Best has provided some photographs of the combined clubs on these occasions. In the 1935 and 1936 photographs there are around 70 people present. The 1936 photograph actually fell out of one of the magazines and it was this discovery that led to our visit to Peggy and more photographs being produced. We enjoyed talking about old Meccano days to Peggy and Betty but sadly it was not possible to identify many of the people present in the photographs.

But lets get back to the crux of the story which is that Peggy and Laurie met though a common interest in Meccano! Maybe it was not so surprising that the two clubs had so many joint meetings.

Over run mechanism

Brian Buchanan

When I built a windmill with large sweeps it took several revolutions after the motor stopped for them to come to rest. The drive was via a belt which gripped the pulleys tightly and did not allow slip. Space was not a constraint and the mechanism illustrated worked very well. The socket coupling grips the bosses of the 2" pulley and ratchet wheel allowing them to rotate freely. A collar (1) holds them in place on the axle. Two pawls are held in place on the 2½" face plate (2), which is tight on the axle, with a pivot bolt and washers (3). Each pawl is held against the ratchet wheel with a length of hat elastic tied to the pawl hole and bolt.



Christchurch Meccano Club Meeting
September 1995
Reported by Ian Torrens

There were eighteen present at this meeting and ten models were displayed. It was good to see Murray and Dick Cottier again. They joined up at the August meeting. Neil Pluck was also present. Grant Wells despite not using Meccano parts, impressed with a nine planet orrery. He also had a plasma generator in the form of a large filament bulb energised by a high voltage transformer. John Hamlyn is building a new road sweeper which employs lots of gears and universals. Anjuli

Burrell has been working with plastic Meccano and displayed a nice fire engine. Brother Stefan Similarly inspired produced a neat little motor car. Ian Torrens brought four models; a four wheel farm tractor, a there and back roller (see Meccano Magazine April 1966 page 34), a 1:285 epicyclic gear box (described by Bill Watt in the February 1994 Federation Magazine) and a Steeltec Harley Davidson motor cycle. Cameron McFarlane brought another Chinese made Meccano look alike. The set called Mek Struct contains a motor with gearbox and controller and sufficient parts to make eight models. It retails at The Warehouse for \$40.

WASHERS METAL-WASHERS PLASTIC

THE SUBJECT of this humble but essential Meccano part has recently cropped up in letters to our Editor and in various other magazines.

FIRST, I would like to refer you to earlier articles:

Paul Smith in J.M.E. of September, 1973

Lloyd Spackman in NZFMM Magazine, December, 1988

Ed. Barclay in the latest C.M. News (see later)

David Wall in NZFMM Magazine, April, 1995

Keith Cameron in NZFMM Magazine, August, 1995

ED. BARCLAY, in C.M. News, points out that standard Meccano washers are too thick to use as packing where, for instance, a part such as an angle girder has to be attached at a point where two parts overlap. A washer is required at one end to keep the a.g. level. One solution is to use a fishplate as packing. Another, which I often use, is to put in a thinner 4mm washer or a couple of thin brass washers.

Ed. asks: "Why are Meccano washers not the same thickness as a strip?"

Problem here, Ed., is that long strips such as 12½" are thicker than the shorter ones.

Both David and Keith advocate washers under bolt heads as well as under the nuts. Essential where you are joining slatted holes. Cheesehead bolts come in varying lengths (mine do, anyway), and I have found that by selecting the slightly longer bolts I can put a thinner 4mm washer either side of the strips.

PLASTIC WASHERS -- METAL WASHERS

Now here are some relevant comments from Keith Cameron on his use of plastic and metal washers:

Nothing special about the ^(plastic) washers except possibly the idea of using them for appearance, presumably a strictly non-prototypical practice, therefore to be frowned upon by some purists. I have fixed three types of washers to the letter with tape. Clear plastic washers have another advantage; in addition to their being almost invisible they "give" slightly and provide some (but not much) locking. This locking is important where one doesn't want something to work loose, which is what is sure to happen in the middle of an exhibition. Example of use: securing a Screwed Rod in an Adaptor using a Threaded Boss with a plastic washer between Adaptor and Boss. (Never use a Nut if you don't want a wobble!) The thicker cloudy plastic washers are useful as spacers. The fiber washers can be used on plates of dark colour. Use plastic-compatible oil if plastic washers or spacers are on the model, otherwise they may disintegrate.

I use three or four types of metal washers almost routinely:

Flat Washers similar in thickness to a short strip. I got my supply of these from Bill Inglis. They are essential for spacing where one strip lies over another and similar situations.

Small Washers are less conspicuous and add quite a touch.

Thin Washers give accurate gradation for spacing purposes and are useful where crowding prevents use of a longer bolt and washers of regular thickness.

Regular Washers from France are flatter, better made, and less destructive to underlying parts. But they are thickish.

Best wishes and good modelling,

Keith

Lloyd Spackman

Where Meccano?

A personal commentary

The National Business Review, 25/8/95; featured two articles related to the toy business. A synopsis of "No make believe in the toy business" follows.

"50% of the 1994 US\$25 billion toys sold come from licensed goods based on movies and TV shows (1984 10%). 90% of new non-entertainment toys fail. Addicted to cadging movie and film characters, many leading toymakers have shelved much of their own research and development, changed the way new toys are created and possibly even changed the way children play by limiting their imagination and fantasies.

The promotional spending by Hollywood, dwarfs the spending by toy companies who traditionally spend 14% of sales on advertising.

Film and TV makers are designing their programs with merchandising in mind and collaborating with toy makers (In 'Batman Forever' baggy pants were replaced by tights to suit toy action figures). The entertainment companies are also setting up their own toy manufacturing plants to cash in, and with up to 18 months advance notice of the release date, can gear up production accordingly.

Traditional toys are failing to excite buyers but the licensed toys are a short term craze item and carry the risk that if the film flops so do sales of the associated merchandise."

The second article is closer to New Zealand...350 carousels of Disney toys will be placed in video and convenience stores so that you won't have to go to a toy store for an impulse toy buy. "...why should I drag my child into a toy store and expose them to 60 gazillion toys when I can take one of these off the rack..."

The uneasy feeling I get from these articles is :-

1. - The probability of capturing a child's

long term imagination, time, and dedication to the Meccano hobby is getting less and less.

2. - The possible loss of further toy shops. We have lost Bunkers of Hastings recently and from memory the owners said they could no longer compete as a specialty toy store.

3. - The 'quick fix' attitude to play, learning, and life styles where the long term plans and dedication to achieving a worthwhile result are exchanged for the instant gratification and short term profit. (Recent commentary on children's attention span in schools being shortened by the short time duration of TV items).

4. - The apparent marketing philosophy being copied by Meccano France from Lego, to cater to this quick fix trend by bringing out on an annual basis, new models, packaging, and parts. No consideration is shown for the logical development of the Meccano System as a whole, the supply of spare and new parts as an organized activity (what was the last time you saw spare parts being offered for sale to the general public??), and the lack of development of any technological advances (not even electronic accessories, air hydraulics, a Meccano computer interface to plug into the back of your home computer; let alone anything innovative)

On the other hand the rise in specialty stores, niche markets, and innovative marketing can be exploited. Again using Lego as an example of an organisation which is looking towards the 21st century, if you are familiar with the computer phenomenon 'Internet' you can use your home computer to access the Lego 'home page' (an electronic information and advertising sheet which mixes marketing, fun, and fanaticism. Its all the latest Lego news that's fit to download) on <http://legowww.homepages.com>. Can anybody tell me where to find the Meccano home page??

What do you think??

R.B.Neilson 16/9/1995

GIANT MECCANO MODEL^{18.}

MECCANO SUPER MODEL NO. 3.

By Lindsay Bond.



Over the years the Model- Building staff at Meccano Ltd., have produced some really fantastic models specially for exhibition display. The giant Rocking Horse pictured above, for example, stands over 20ft. in height, is 17 foot long, and weighs more than half a ton - that is some model by any standard.

Based on the emblem of the Nuremberg International Toy Fair, and built for the 18th, Fair held in February 1967, it used a total of 60,000 parts including 20,000 Nuts and Bolts. Its ultimate fate is unknown.

Data obtained from the Meccano Magazine Handbook. M.A.P..

Any additional information that you may have on any of the Super Super Models that form part of this series, I am sure we would all look forward to including what information that you can provide to help complete this History of these outstanding models.
Lindsay Bond, Lindsay Bond Electronics, Regan Street, Stratford.

The Great Northern Meccano Tour

Saturday 4th. November 1995.

PLEASE SEE OVERLEAF.

All Federation and Club members are invited to share the experience of The Great Northern Meccano Tour to view the 5 Meccano Collections of the Taranaki Members of the M.W.T. Club.

The question of Security having been raised by some members the Tour will be limited to Federation and Club members their wives and partners only.

The tour will proceed wet or fine as most activities are indoors. Also we hope to have for sale the latest range of Meccano at prices that the cities just won't be able to beat. Make it a date, 10.30am, November 4th, in Taranaki.

For further information,

Please Phone, Stratford, Lindsay Bond, 06 765 5665 Home.
Hawera, Daryl Anderson, 06 278 7666 Home.

Just to wet your appetite, on show will be.....

Meccano Car Constructor Car. Hornby Speed Boats, Rare Meccano Collections, Dinky Toys, and those rare Meccano Parts.

THIS ENGLAND, Autumn, 1994

MECCANO

WORLD MADE UP OF BITS AND PIECES

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

Among Hubert's principal tasks, as recounted in *My Meccano Days*, a special publication brought out by



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

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

Part of The Foreword to the Book.

By Bert Love.

"In capturing the atmosphere of his early period at Binns road, Hubert has provided a gem in the annals of Meccano History, which should be on the book-shelves of any devoted Meccano enthusiast.

Autumn 1993.

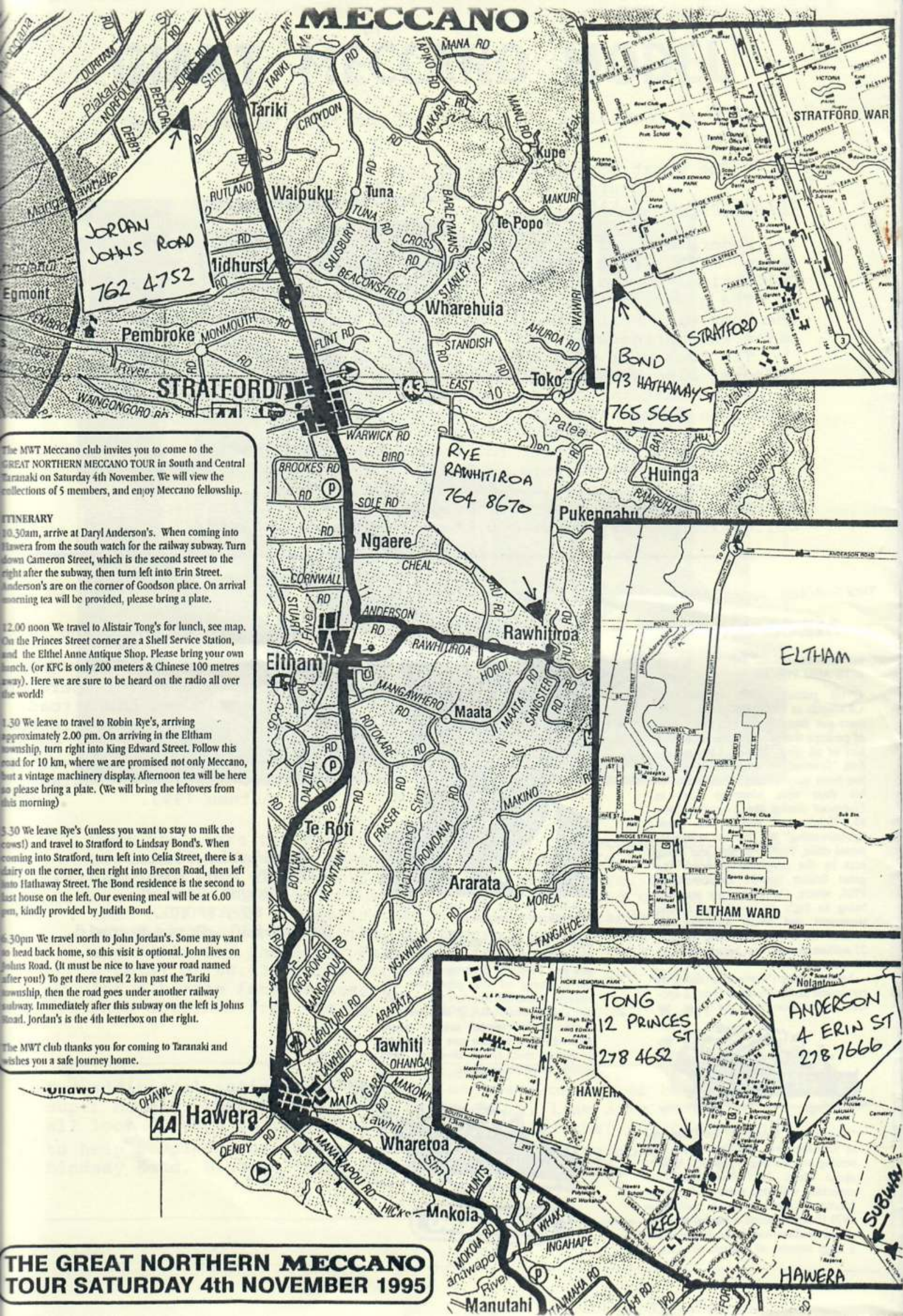
Available from.
Lindsay Bond Electronics,
Regan Street,
STRATFORD.

Price \$30. Postage paid.



"Constructor Quarterly" of Crosspool in Sheffield, was building models and writing articles and instruction leaflets about them. His recollections are especially welcome since, sadly, when Meccano closed down its factory in 1979 there occurred a partial sit-in by the redundant workforce during which a large amount of records, production





The MWT Meccano club invites you to come to the GREAT NORTHERN MECCANO TOUR in South and Central Taranaki on Saturday 4th November. We will view the collections of 5 members, and enjoy Meccano fellowship.

ITINERARY

10.30am, arrive at Daryl Anderson's. When coming into Hawera from the south watch for the railway subway. Turn down Cameron Street, which is the second street to the right after the subway, then turn left into Erin Street. Anderson's are on the corner of Goodson place. On arrival morning tea will be provided, please bring a plate.

12.00 noon We travel to Alistair Tong's for lunch, see map. On the Princes Street corner are a Shell Service Station, and the Eltham Antique Shop. Please bring your own lunch. (or KFC is only 200 meters & Chinese 100 metres away). Here we are sure to be heard on the radio all over the world!

1.30 We leave to travel to Robin Rye's, arriving approximately 2.00 pm. On arriving in the Eltham township, turn right into King Edward Street. Follow this road for 10 km, where we are promised not only Meccano, but a vintage machinery display. Afternoon tea will be here so please bring a plate. (We will bring the leftovers from this morning)

3.30 We leave Rye's (unless you want to stay to milk the cows!) and travel to Stratford to Lindsay Bond's. When coming into Stratford, turn left into Celia Street, there is a dairy on the corner, then right into Brecon Road, then left into Hathaway Street. The Bond residence is the second to last house on the left. Our evening meal will be at 6.00 pm, kindly provided by Judith Bond.

6.30pm We travel north to John Jordan's. Some may want to head back home, so this visit is optional. John lives on Johns Road. (It must be nice to have your road named after you!) To get there travel 2 km past the Tariki township, then the road goes under another railway subway. Immediately after this subway on the left is Johns Road. Jordan's is the 4th letterbox on the right.

The MWT club thanks you for coming to Taranaki and wishes you a safe journey home.

THE GREAT NORTHERN MECCANO TOUR SATURDAY 4th NOVEMBER 1995