



NZFMM Magazine



The Collection Series - No 2104 The Survey Plane

NZ FEDERATION OF
MECCANO MODELLERS

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Tawa
Wellington

EDITORIAL

Welcome to this the second issue to be produced by the Wellington Club. On page 8 is reproduced the "Wellington Meccano Club Rag No1" I am told that this was the beginning of the Federation Magazine.

Also included is the first article by Don Blakeborough on obsolete parts.

A registration form and information on motels for the 1997 convention to be held in Fielding is enclosed, please send your forms back as soon as possible

I received a copy of the latest Meccano catalogue showing the current sets available, a very nicely produced booklet showing the new starter and remote control sets.

On page 19 you will see a list of meccano parts suppliers if you know of any others please let me know. A list of meeting dates is also printed there.

I would like to extend my sympathy to the family of Brian Buchanan.

NEW ZEALAND MECCANO CONTACT PERSONS

AUCKLAND	David Wall, 502 East Coast Road, Mairangi Bay	09-478-6825
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MANAWATU	Bruce Geange, 4 Winchester Street, Palmerston Nth	06-357-0566
WANGANUI	Tom Pitams, 28 Pauri Village, RD 2, Wanganui	06-345-6788
TARANAKI	Lindsay Bond, 93 Hathaway Street, Stratford	06-765-5665
WELLINGTON	Bryan Jones, 9-21 Islington St, Trentham, Wgtn	04-528-3988
	Laurie Webb, 70 Calabar Road, Wellington	04-388-9638
CANTERBURY	Graeme O'Neill, 49 Hindness Street, Christchurch	03-322-7456
	John Ince, 37 Burnside Crescent, Christchurch	03-358-7351
OTAGO	Karen Murcott, 56 Aytoun St, Shiel Hill, Dunedin	03-454-3457

OBITUARY

Once again it is my sad duty to advise readers of the recent death of an Auckland member. Brian Buchanan aged 52 died on the 7th of October after a long and courageous struggle against cancer.

My association with Brian began 22 years ago when I advertised for members to form an Auckland Meccano Club. Brian was my first recruit and during the intervening years he was always a staunch member of our group.

For some years Brian was the Auckland Club's secretary and was largely responsible for the smooth running of the Auckland conventions. He was an unflappable organizer who never lost his cool. He also never failed to surprise us with his wide variety of models and was the first Auckland member to introduce electronics into modelling. Many of you will remember "Jeremy" the cheeky robot that winked at visitors to the 1993 Auckland Convention.

In addition to his Meccano construction abilities Brian was also a much respected horticulturist who made a major contribution to Auckland's very popular Botanic Gardens.

Brian's quiet sense of humor and willingness to participate in all the Club's activities will be greatly missed. On behalf of all members of the New Zealand Federation of Meccano Modellers I extend our sincerest sympathy to Brian's family.

David Wall

Wellington Meccano Club
Meeting notes for October and November 1996
-reported by Bryan Jones and Mike Highley

The October meeting was held at Joe Bell's residence to avoid an annual booking of our usual meeting place at St. Luke's. 9 members attended, with 4 apologies. The evening began with a viewing of the club's Meccano Exhibition video, a tape recording the displays at various exhibitions held over a number of years.

Several models were displayed and discussed by their owners. **Joe Bell** had a motor cycle from one of the Dynamic sets which he had altered slightly to change its character, and an almost completed bus.

Don Flowers showed the latest progress on his large Volvo truck chassis, with a lot of work in the transmission and suspension to follow the construction of the prototype.

Max George had been browsing the ISM (International Society of Meccanomen) Web site on Internet and had printed out some pages for our interest.

Mike Highley had a Breakdown Truck from a No 5 Manual and a larger detailed model of a Naval Frigate from a No 6 Manual.

Lou Nichols was rather taken by the photograph of a steam engine built by Peter Matthews which appeared on the front page of the September 1996 ISM magazine, and had begun to build a copy based entirely on that photograph.

Brian Peterson brought on of the motorcycles from his Dynamic set collection.

Laurie Webb displayed a V4 engine, which is part of a large Mechanisms and Engines Display model originally built by Guy Kind and featured in Constructor Quarterly. He had spent some time selecting parts to get the crankshaft to run as true and smoothly as possible.

Colin Croft had been corresponding with Wes Dalefield (now living in Kansas) via email, and he circulated the letters and news.

Other general business included discussion on a Christmas function and the Club's 21st birthday, which is on 23 April 1997. While supper was being enjoyed Bryan Jones gave a talk on Plaster 09-16 Continuous Action Ballast

Tampers. Bryan works for Tranz Rail Ltd. as an electronics technician and looks after two of these machines, and he showed a couple of videos of similar machines working in Austria and America to illustrate their operation.

The November meeting was held at St. Luke's with 8 members in attendance and 5 apologies. As members are concentrating on their efforts towards the next Convention, the only model present was **Simon Moody's** 1024:1 gearbox, made using spur gearing and short versions of socket couplings (part 171) to fit into a small space.

Don Flowers showed a tube about an inch in diameter made from 3 rolled "flat" girders (for want of a better description). These are made by Exacto, and are available in various radii so that tubes or cylinders can be made by butting a number of these side-by side.

The correspondence received included the minutes from the MWT Club August meeting, and another communication from Wes Dalefield to Colin Croft to update his address. Colin has also been sending a copy of these Club notes to the ISM web site for wider circulation.

In general business Don Flowers reported on the production of the Federation Magazine, giving an insight into some of the problems and details he has had to manage. He was pleased with the production quality available from his printer, and has found someone who can scan photographs for reproduction with good results. He invited contributions of articles to help fill the pages.

Coming Events:

- Meeting- Friday 6th December, venue to be confirmed.
- Christmas function- Sunday 15th December, Valentines Restaurant, Basin Reserve, Wellington 8.15 pm
- Meeting- Friday 7th February, St. Luke's
- Meeting- Friday 7th March, St. Luke's
- Convention- 28-30 March, Fielding Civic Centre

**Christchurch Meccano Club Meeting
October 1996
Reported by John Ince**

There were 14 members at the October meeting together with a visitor, **Geof Anders**, with his nine year old son Sam. Perhaps they will join the club.

Ian Torrens is building the 1950's Automatic Gantry Crane which is described in the leaflet No 10. So far he is progressing on the trolley which in this model houses the machinery and the operator.

John Ince is also on the Super model trail with Motor car chassis No 1a of 1934 vintage. This is progressing.

Peter King has now received the machined brass shaft for his series of helical gears and must now part off each gear and fit bosses.

Graeme O'Neill is building the paddle steamer described in the September 1936 Meccano Magazine.

The meeting concluded with supper prepared by **John & Joyce Pluck**

**Christchurch Meccano Club Meeting
November 1996
Reported by John Ince**

Despite the Geraldine trip five days earlier there were 19 members present including nine who had also been to Geraldine. Not a bad turnout.

John Hamlyn is, like **Ian Torrens**, building a gantry crane but his is an original design. It looks to be about 600m high with a one meter span. After about two months work the gantry is well advanced with driving motor and gearing installed on one side.

Ian Torrens now has the motor and gear box installed in the trolley of his No 10 set gantry crane. The automatic reversing mechanism works very smoothly and was demonstrated to anyone interested.

Peter King has now parted off his helical gears but owing to an error in setting up the machining of the teeth on the brass shaft these are not the correct depth and will have to be cut a few thou. deeper. What a pity. Peter has had the bosses manufactured separately; they fit neatly into the gears and will be secured with Loctite. The helical gears will be available in LH and RH in the standard sizes and also 1" diameter. Details and prices will be in the first 1997 issue.

John Ince has rebuilt his Action Control model as a Dresser Pay loader to a scale of 1 : 17.5 using 2" pulleys and 142a tyres in pairs. The object of the exercise was to conceal all of the black plastic parts behind yellow flexible plates. The model is not yet

complete but is looking very realistic. The motor car chassis was also on display again.

After a discussion about the Geraldine meeting for the benefit of those who were not there we adjourned for supper.

**Geraldine Gathering.
October 27th 1996**

Eleven Christchurch club members and friends assembled at 49 Ribbonwood Road on the Sunday of labour weekend to enjoy the hospitality of **Doug** and **Joy Muff** and also talk about Meccano. Also present were Peter Muff with his wife and infant son. While we were still having lunch **Bert** and **Rosemary Lory** arrived from Omarama to make the gathering a really South Island affair. Although the day was cloudy and we were not able to enjoy the spectacular views from the Muff's home there were models to look at. These were assembled on a veranda and included samples of Doug's modelling skill. Readers will have seen his excellent crawler track mechanism. It looks just as good first hand. Doug plans to build a reaper and binder and has been working on the devise to bind and tie the sheaves. The prototype works and is based on the method used in the Massey-Harris equipment. It is built entirely from standard Meccano parts except for the razor blade which cuts the string.

Neil Pluck shows a collection of small models including a mechanised army tank. **Graeme O'Neill** brought a completed Britannia paddle steamer and his showman's traction engine. **John Hamlyn** had his large traction engine working; **John Crawford** has made progress on his fire engine. **Ian Torrens** brought his No 6 set yellow and silver jet aircraft and several gear demonstration models. **John Ince** now has rack and pinion steering (not the same as the prototype) on the Bentley chassis and also brought his Caledonian locomotive and the infra-red control front end loader.

This was a very successful meeting and will be reported in the local paper, the *Geraldine News*, together with some photographs. Doug has been modelling Meccano for 70 years - can anyone better that? - and showed us a 1950's 8mm movie clip of son Peter aged about four helping his older brothers to operate one of Doug's block setting crane models. After a generous country afternoon tea we left for home about 4.30pm.

Thanks to Doug and Joy for a great day.

AUCKLAND CLUB NEWS

ONCE AGAIN our Club meeting was overshadowed by the death of a well-liked and well-respected member. BRIAN BUCHANAN died on October 7th and our Club is a great deal poorer. David Wall's tribute to Brian is elsewhere in this issue.

THREE MODELS stood out at our meeting:

Lloyd Spackman's miniature workshop, a Bill Roberts' design from Newsmag No. 75, is worth building to see the ingenious way Bill put 5 machine tools and a motor on a platform only 19 holes x 9 holes.

Bob McCracken's bus/truck chassis has a front wheel drive and double rear drives with three differentials; all diffs. are all-pinion. Plus clutch, gear change and steering. It is an excellent demonstration model.

Frank Dennison showed us his matchbox-filling machine from M.M. 1/58 where it was Model of the Month. Frank says it took a lot of adjusting and some modifications to get the machine operating correctly. One mod. is two cams instead of the one in the instructions.

Other models were George Ovenden's merry-go-round and his small blocksetter (Chris Worrells' design from C.Q. 3/95) Also Lloyd's miniature showmans engine (the Bert Halliday classic); a Britten Norman Trislander aircraft (Canadian Meccanotes 9/96) and a Marklin/Meccano all-terrain vehicle.

AT THE REQUEST of Brian's family, David Wall has undertaken the task of disposing of Brian's MECCANO collection. He has already made up two Set 10's. Tenders will be called for these in the February NZFM Magazine as well as for sundry magazines and motors.

Other spare parts will be on view at our next Club meeting. This will be held at David Wall's home on Saturday, February 8th, 1997, from 2pm.

Last, but not least, we thank George and Joan Ovenden for their hospitality in hosting our November meeting.

SOME THOUGHTS ON MODEL JUDGING

With the convention coming up shortly it is possibly a good time to think about the way that models are judged. Should they be judged by the public or by modlers only? If by the public how do they compare a complex working model {a crane for example} with a model of a building?

Perhaps a fairer and simpler method would be for all models that were entered for judging

to be made from a set list of parts or a specific outfits contents.

If you have any comments on this please write to the editor who will publish them..



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Geange; 4 Winchester
St.; Palmerston North;
(06) 357 0566
Secretary - Tom Pit-
tams; 77 Maria Place
Ext.; Wanganui; (06)
345 6788

Meeting Report 2 November 1996

Members and families toured between Palmerston North and Wanganui for our Christmas meeting and the following items were on show

Wayne Blakely - In the 18 months of collecting Wayne has acquired Meccano sets from 1920 to date, a good collection of manuals and motors, and sample sets of Erector, Ezybilt, Marklin, Palikit, and Trix. His collection was laid out in a large room for members to peruse and some time was spent here (including afternoon tea).

Tom Pittams - Tom mainly stores his collections in toolboxes which has advantages when you have to shift houses. A nice dealers chest in deep red and boxed Meccano sets were also on display

Don Blakeborough - The Walking Dragline has grown with the cab structure and boom arm now in place

The following collectors items were also shown by various members.

A green paper covered Nut and Bolt box from the 1916-1920 period in very good order

1932 No 1 Clockwork motor - Non reversing with green painted lever

Late 1950's No 1 Clockwork motor - Aluminium painted

1912 "The story of Meccano" by the Meccano boy (1st print)

Genuine Sand Roller

Headlamps

Signal arms

K oil can in copper approx. 4 inches long (The genuine article)

Elektron No 2 set complete in box as

new with the guarantee label print date of 1/237/500 and rubber stamped E2 5 37

Pennant with rod mast for the front mudguard of your bicycle

Meccano sign illuminated (refurbished)

Meccano Motor Constructor No 1 set 1933 in yellow and green, in box with instructions, spanners, and key

1920's 4 volt motor (to be renovated)

The new infra red controlled sets and Evolution sets 6,5,4,3 were available for members to look at and convince themselves that they needed a Christmas present for themselves.

The competition for a 3 axle vehicle under 15" long was well supported by :-

Robin - "NZ First Political Party" car infra red controlled. (Political correctness censorship does not permit further explanation)

Wayne - Road Grader in Mark 2 Plastic Meccano (as featured on front cover NZFMMM 10/96)

Alistair - "Tong Truck" in yellow and silver with an impressive list of features arising from Alistair's real life skills. Gearbox, differential, tag axle, geometrically correct steering, pull forward bonnet

Paulette - "Procrastination" (When I get 'around' to it) A six wheeled hexagonal body in Mark 2 Plastic Meccano which moves in a circle. Also makes a very good Lazy Susan for the centre of the dinner table.

Bruce G - Scammel 6x4 Recovery vehicle with steering, 4 wheel drive at the back, and a winch all off one motor

The day was rounded off by entertainment and a barbecue at Don Blakeborough's place. Many thanks to our hosts

Next Meeting 3pm 8 February 1997 at Chris Morton's, 18 Kennedy Ave, Feilding to view the Exhibition hall.

Bruce G and Bruce N

F.W. CAVE LTD.,

MODEL BUILDING COMPETITION

EASTER CONVENTION, 1997.

The Judging & Donation of Prizes will be conducted by the NEW ZEALAND MECCANO AGENTS, F. W. CAVE LTD..
This is a separate competition to the Federation run Trophy series of Competitions, but Models may be placed in both competitions.

There is no entry fee.

The rules are simple.....

Plastic Models are to be made from Junior Plastic Meccano.

Metal Models are to be made from Current French Meccano...

Range of Colours...Blue Yellow Zinc- Silver and the current Red parts. Motorized models may be driven by the Motor of your choice . But no green or Black parts.

CLASSES. Plastic Junior Meccano.

NO.1 Young Modellers up to the age of 10,

NO.2 Lady Modellers over the age of 10.

NO.3 Male Modellers over the age of 10.

Metal Meccano.

NO.4 Young Modellers up to the age of 10

NO.5 Lady Modellers over the age of 10.

NO.6 Male Modellers over the age of 10.

Master Modellers Competition.

NO.7 The LARGEST and the most COMPLEX model built from the Current series of parts.

Age will be taken into consideration in Classes No.1 and 4.
Excellent Prizes are to be awarded for the models entered
BUT you may be asked to display your Prize Winning Model in your local Meccano Dealers shop window together with your Prize Certificate.

Good Modelling...



4th June 1976

This news sheet is intended to give information to club members. If you have information or news items please pass them on to me. The spelling, typing, grammar and other errors are all faults of my typewriter. It is a ver^y old machine and has a mind all of it's own. Such as putting two R's above.

Club Information.

Committee.

The following is the committee for 1976.

President, Don Blakeborough 792 932

Secretary/Treasurer, Lou Nichols 836 173

Committee members: Keith McCullam and Bruce McCullam,

Model building judges- Ken Barr and Bob Jardine.

Meetings

The meetings will normally commence at 7-00pm or as soon as possible thereafter. First there is a brief business session, with a reading of the minutes of the last meeting, and other business of a normal club. This is followed with news items, announcements and general business. It is hoped that the first meeting each month will take less than a quarter of an hour, as a visit to some place of interest is anticipated. Normal business sessions (the third Friday in the month) about half an hour. Members are therefore asked to be brief. But, please speak. It is your club. Do not leave all the speaking to others. Your point of view is vital, for the well being of the club.

Model Judging.

Points will be awarded for models on the basis of the 'Model building competition sheet'. This takes into account the members age and also the size of the Meccano set. It is anticipated that prize/s will be awarded to the one/s with the most points at the end of the club year. More about that at a later date.

Subscriptions.

There is at present four different rates of subscriptions:

1	Junior-up to and including 14 years,	\$2-50
2	Senior-still at school or collage,	\$4-00
3	Senior-15 years and over,	\$6-00
4	Supporting member,	\$3-00

In addition there is a supper charge of 10 cents for class 1 & 2 and 20 cents for the rest. This charge is not payable if supper is not served.

Meeting Nights.

The club usually meets on the first and third Fridays. When Friday is a public holiday (e.g. Good Friday) a vote can be taken as to whether members wish to meet on some other day or to have no meeting for that fortnight.

Clubrooms.

The clubrooms are rented from the Railways for the small sum of \$1-00 per meeting. I hope that you agree with me, that the rooms fit our needs and at such a moderate charge, all members must see that the rooms are left clean and tidy.

More news next time,

Don.

SALE. 2 number 3 sets for sale at Wainuiomata phone 7010 Had little use, about 5 years old. Mention the Meccano club if you make inquiries

Meccano & Erector Club

P.O. Box 7653, Porter Ranch Station, Northridge, CA 91327-7653
(818) 360-3986

August 16, 1996

TRIBUTES TO BILL

Mr. Lloyd Spackman
1/344 Lake Road
Takapuna, Auckland 9
NEW ZEALAND

Dear Lloyd:

Thank you for your note of August 11, informing us of the death of Bill Watt. I had read with apprehension the news in the August issue of your magazine that he had suffered a stroke which had left him very weak. Although I had never met Bill, as you know, we corresponded from time to time and "picked up" news items from each other's publications. I feel like I have lost an old friend. I am sure many Meccanomen throughout the world feel the way I do about his passing. I know that my colleagues in the Southern California Meccano and Erector Club want to join me in asking you to convey our sympathy to his family and to his fellow hobbyists throughout New Zealand.

I would be grateful if you would send me an advance copy of any obituary you plan to publish in your magazine, so that we might memorialize him in the October issue of our newsletter. In the meantime, I have changed our roster and mailing list to reflect the appointment of Don Flowers to succeed Bill as editor of your magazine.

Best regards,

Sincerely,



ANTON CALLEIA
Club Secretary

18 Tweedle Street,
Glen Williams,
Ont L7G 3S5,
CANADA.
August 19, 1996.

Lloyd Spackman Esq.,
"Sahar," 1 334 Lake Road,
Takapuna,
Auckland 9,
New Zealand

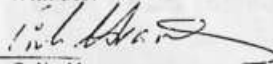
Dear Lloyd,

On behalf of both the Executive of the Canadian Modeling Association for Meccano and Allied Systems, and all members, I want to extend my condolences to you and all N. Z. F. M. M. members over the death of Bill Watt. Bill will be remembered as one of the best-known Meccanomen in New Zealand. It was his tireless efforts that kept the New Zealand magazine going for so many years, and to add to that, he was a talented model-builder in his own right. Bill and I have corresponded for nearly two decades now, and I have always enjoyed the letters he sent. In addition, I have a couple of model plans of his that one day I hope to turn into models! In short, just four words will suffice to sum up the fact that he is no longer with us: he will be missed.

As requested, our records will be amended to ensure that all future issues of our own magazine will be sent to Don Flowers. We would also like to wish Don every success in this venture. To assume the mantle of one such as Bill will not be easy, but I feel confident that he will do the job.

When the opportunity presents itself, please be kind enough to extend our sympathies to the members of Bill's family.

With best wishes,



Colin Hoare,
President, C. M. A. M. A. S.

BITS AND PIECES

from Lloyd Spackman

A CLASSIC:

We printed this in 'B. & P.' 7 years ago. As many newer members won't have seen it, no apologies for repeating it this year.

"This isn't MECCANO, but to show how confusing our language can be, here is one of the classic newspaper headlines. It is from about 1917, quoted in 'N.Z. R.S.A. Review':"

"FRENCH PUSH BOTTLES UP 20,000 GERMANS".

QUOTATION:

From Gisborne's 'Community Outlook' newspaper, and contributed by Alan Tunnicliffe, Christchurch: }

The new bridge was due to be opened today, marking the end of a three-month contract for principal contractor Works Civil Construction.

Making Meccano

It has erected a Bailey bridge, described by Works Civil Construction supervisor Alex Crichton as an oversized Meccano bridge. Standard metal frames are linked together and strengthened according to the overall length.

The Bailey bridge alone weighs in the region of 240 tonnes.

AND THIS ONE from Shore News, North Shore City:

by Brett Robinson
um at Albany is gradually taking shape and is bang on target for its gala opening next March.
Like a giant meccano construction the North Harbour Stadium.

THIS MONTH'S LIMERICK:

That ingenious fellow, Brian Rowe,
Built an instrument out of MECCANO,
But found that each string
Was so short it went ping !.....
A soprano MECCANO piano.

Thanks to C.M.N. and C.Q.

THINK !!

"A few years ago, in fact quite a few years ago, during my years at uni, someone told me to write 'Think' on top of your exam paper before starting so you don't forget to think. So I did that. Imagine my embarrassment when I got the paper back with a note saying: 'Why didn't you?'"

Digital South Pacific's C.E.O.,
Ron Bunker, quoted in I.T. Weekly.

WHEN IS A BOX SPANNER NOT A B.S.:

Mr. A.H. Palmer, from Manchester, U.K., says P/N34b spanner is of little use and is not even a true box spanner. He says a box spanner should be a metal tube with a nut shaped hole at each end and two holes at right angles to take a tommy bar.

Mr. Palmer bought an extension bar set, two pieces, 3" and 6", 1/4" drive, and a brake adjusting spanner 1/4" x 10mm which fits the square end of the extension bar set.

"So, for a total cost of £6.48 I have two excellent MECCANO box spanners; real ones - not the futile 34b."

From 'Newsmag' No. 75.

FROM KEITH CAMERON:

I suggested to Ernest Chandler as a use for the maligned Loaded Sack that he make a model of a poacher carrying a sack of rabbits.

FINAL QUOTATION:

"Judith.....spent most of the afternoon on the sitting room floor helping the small Crombie son construct a windmill with his MECCANO set"

From 'Coming Home' by Rosamunde Pilcher.
(Contributed by George Ovenden)

ANOTHER SOURCE FOR SPARE PARTS.

In MIKE RHOADES we have, I believe, another excellent source in the U.K. from which we can obtain MECCANO spare parts.

Mike is a private dealer in 'PREVIOUSLY OWNED' Liverpool Meccano. He is continually buying and selling and his prices are on the whole well below those of M.W. Models.

As an example, a P/N 1 in 'little used' condition from Mike Rhoades is 55p. New, from M.W. Models, the same strip is £1.19.

Of course M.W. parts (except the 'lots list' ones) are new. Mike's are secondhand but are, in the 'little used' category, apparently in v.g. condition

Niel Dulson in British Columbia has bought a quantity of 'l.u.' parts from Mike Rhoades and says everything was in mint or near mint condition. "Some of the brass parts were tarnished but painted parts were perfect", says Niel.

BRITISH COLUMBIA MECCANO CLUB has published the complete 10 A4 pages of the Rhoades catalogue and price list in its Autumn, 1996, issue of its Newsletter.

ORDERING INSTRUCTIONS are as follows:

ORDERING Please read this carefully

Please state part number, description, colour, quantity and minimum condition acceptable i.e.

LU = little used (list price)
MU = much used (list price less 20%)
UU = Unused (list price plus 20%)

Please write, telephone or fax (24 hour service) stating your name, address and phone number, but send no payment. I will send your order, usually by return, with an invoice. In the very unlikely event that any items are unsuitable they can be returned, the invoice adjusted and I will refund your postage. I guarantee that every order, large or small, receives MY personal and immediate attention. It is my aim to provide a complete service to the Meccano hobby, one that I have been active in for over 40 years as both modeller and collector.

Overseas customers are welcome and their best method of payment has proved to be by Bank draft (in pounds sterling) or, where appropriate, Euro Cheque.

I make every effort to maintain large stocks of the full range of English 'Binns Road' Meccano products and literature. I am continually looking to purchase large collections and pay top prices. Visitors are welcome - by appointment please.

If any N.Z.F.M.M. member would like a copy quickly of the complete price list/catalogue, please send me \$2.50 to cover copying and postage costs (preferably stamps to that value). Alternatively, just write to Mike for his catalogue.

LLOYD SPACKMAN
1/344 Lake Road
TAKAPUNA, N.S. CITY.

SCREW HOLDER/DRIVER - TYPE H.D. This most useful of tools uses a spring loaded clutch to positively hold the driving tip in the bolt slot. - Ideal for those difficult to reach places - quick and easy to use.

TYPE L.D. This version uses an expandable tip that fills the slot in the bolt head. It has the added feature of being able to hold grub and set screws

TYPE	SIZE	DISCOUNT PRICE EACH
H.D.	5" Blade	10.50
L.D.	4" Blade	7.50

FORCEPS - These use a self-locking ratchet device to powerfully lock onto either square or hex. nuts (or even bolt heads) - enabling easy access to areas where fingers cannot reach.

SIZE	DISCOUNT PRICE
6" Long	2.00

MIKE RHOADES

137 FAIRFIELD AVENUE, KIRK ELLA, HULL, ENGLAND, HU10 7UW
Tel or Fax: (01482) 650463

A TURNTABLE FOR A TOWER CRANE

by Bryan Jones

When constructing a model of a crane, perhaps the most critical part of the design is the turntable. It has to support the downward thrust of the superstructure, locate it radially with respect to the base, and cope with the overturning moment generated by the out-of-balance condition imposed by loads. An inspection of a tower crane shows that the turntable is generally a hollow ring as it also provides the operator with access to the cab and contains a means of conveying power and control signals between the rotating and non-rotating parts.

When I built a model of a Liebherr 130HC tower crane I started with the turntable assembly as its

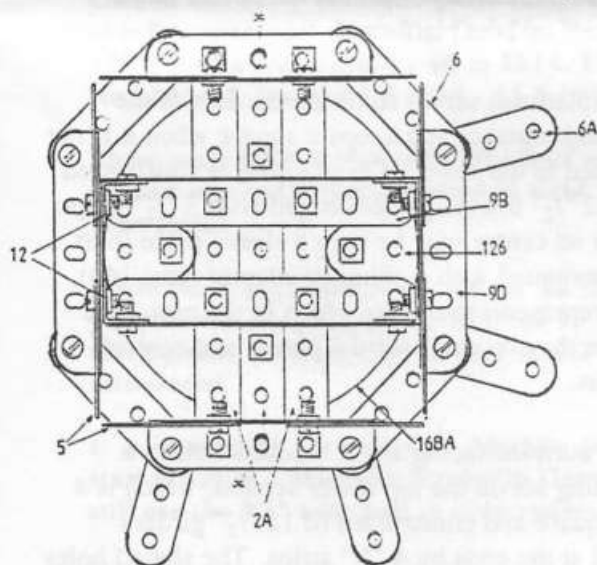


Fig. 1

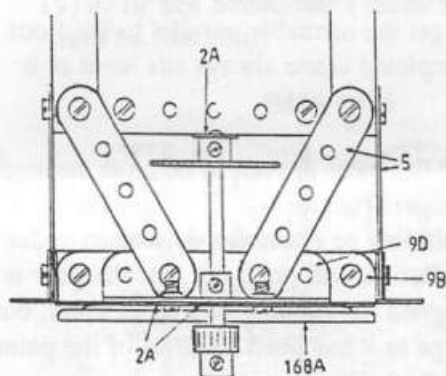


Fig. 2.

successful operation would determine the scale to which the model would end up. I made several attempts at a hollow turntable, but could not come up with a design which would fulfill the above requirements and still be free enough to turn without wobbling. I ended up resorting to the Ball Thrust Bearing (part 168) and these notes describe

the construction added to create the conical/square transition shape typical of these cranes.

Figure 1 is a plan view of the rotating part of the turntable, seen from above. A Ball Thrust Race (part 168a) has three 4 1/2 inch strips (part 2a) mounted across its centre, side by side. Two trunnions (part 126) are also attached, and these provide packing to support two 3 1/2 inch angle girders (part 9b). Four angle brackets connect the flanges of the trunnions to the angle girders. The bolts holding the angle girders and two of the 4 1/2 inch strips to the Ball Thrust Race go through the slotted holes in the race. In the completed model the angle girders are parallel to the jib axis, and thus provide stiffness to prevent rocking with a change in load.

Four 2 1/2 inch angle girders (part 9d) are mounted, slotted flange outwards, on the ends of the 4 1/2 inch strips and on the outside of the trunnions. Their end holes are joined by four 2 inch strips (part 6) to make an octagonal frame. The prototype I was modeling has an access platform around the cab, and part of this is shown in the diagram as 1 1/2 inch strips (part 6a) attached at the corners (only four are shown; eight are used). The outer ends of these strips are joined alternately by 3 inch angle girders (part 9c) and 3 inch strips (part 4) to form the platform.

The holes marked x serve as journals for the slewing drive axle, as shown in Figure 2. This is a side elevation, showing the base of the cab which is 3 1/2 inch square and constructed from 5 1/2 inch angle girders (part 9) and 2 1/2 inch x 2 1/2 inch flat plates (part 72), held together inside by 3 1/2 inch angle girders. The turntable is attached to the cab by eight 2 1/2 inch strips (part 5), angled as shown. These need to be aligned carefully so that the turntable is at right angles to the central axis of the cab, and so that the hole in the cab floor plate line up with the hole in the turntable to keep the drive train in line.

The slewing drive appears through the cab floor as two axles with a 25 tooth pinion (part 25) on each (not shown on the diagram). The axles pass through a 4 1/2 inch strip which extends beyond the sides of the cab to provide the upper journals for the slewing drive axles. There are two of these, one on each side of the cab, and they are 2 1/2 inch axles (part 16a) with a 50 tooth gear (part 27) and a collar (part 59) to locate them. A 19 tooth pinion (part 26) mounted on the lower end engages with a

133 tooth gear on the tower structure when the turntable is assembled.

Figure 3 shows a plan view of the tower head, as seen from underneath. To get everything to fit in I ran the Ball Cage directly on the 133 tooth gear face instead of using the matching ball race. Centering is provided by an axle held in the boss of the gear, and the overturning moment is looked after by a short coupling with two grub screws on the top end of the axle once the completed halves of the turntable is assembled. The gear requires plenty of support to prevent it from flexing, and this is provided by four Formed Slotted Strips (part 215) which are formed into a ring of about 3.2" diameter. The ring is fixed to the boss side of the gear using four 1" x 1/2" angle brackets (part 12b)

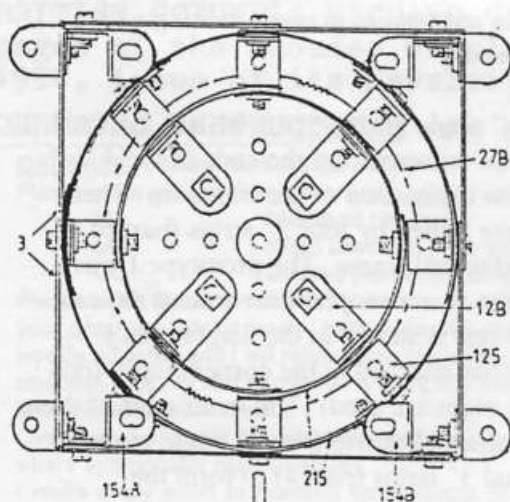


Fig. 3

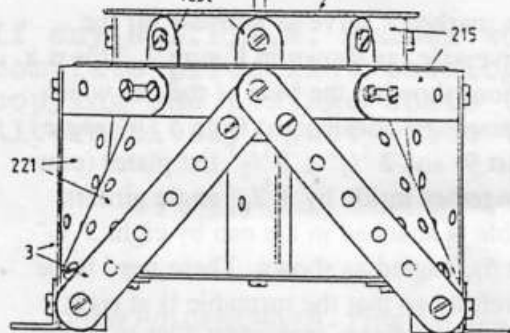


Fig. 4

with bolts through the slotted holes of the gear. The diameter of the ring is adjusted so that a 19 tooth pinion can roll around the gear without fouling on the bolt heads of the ring. The ring will end up directly under the path of the balls in the roller race.

Eight 1/2" reversed angle brackets (part 125) are arranged around the outside of the ring, and a second ring made of six formed slotted strips is bolted around the outside of the brackets. This ring will be about 4.4" in diameter. The conical/square

transition is created by eight 3 1/2" strips (part 3) which form four support triangles for the ring. Figure 4, a side elevation, shows how these are angled. The strips are connected at their lower ends by 1/2" angle brackets, and pairs of corner angle brackets (parts 154a and 154b) or angle bracket equivalents, are used to mount an access platform inside the pyramid structure created.

The corner spaces between the 3 1/2" strips are filled in with pairs of 2 1/2" x 1 1/2" triangular flexible plates (part 221), formed into a curved shape and joined by a single bolt at the tip of their long edge. The resulting equilateral triangles are fitted inside the larger ring and attached to the 3 1/2" strips by bolts packed with a washer, and the joined tip tucks down behind the corner angle brackets and the platform.

The platform serves to tie the corners of the pyramid together and keeps it square when it is not attached to the tower. The platform is constructed from 2 1/2" braced girders edged with 3 1/2" strips and at its centre may be seen a sleeve piece (part 163) mounted with a chimney adapter (part 164). This represents the pillar which in the prototype houses the slip rings for the power and control circuits.

The outward facing angle brackets bolt to a matching set on the top tower section, which is 4 1/2" square and constructed of 12 1/2" girders joined at the ends by 4 1/2" strips. The slotted holes in these, plus the slotted hole in the reversed angle brackets between the rings, allow plenty of adjustment to get the turntable parallel to the floor so that the completed crane always sits level as it rotates.

These assemblies have proven to be quite strong, supporting a superstructure which weighs about 10 kg without wobbling or excessive deflection under load changes. Purists will point out that the gear is not really designed for running ball races upon, but the only damage to it has been removal of the paint on the path of the balls.

The prototype crane is ballasted so that it always runs tail heavy, only achieving balance when lifting its maximum load for a given radius. I ballasted my model so that it would balance with only lifting chains on the hook at 80% radius, being the state in which it spends most of its time. In spite of the weight the crane is turned at a realistic speed by a suitably geared down Emebo motor.

Obsolete Meccano Parts.

No. 11 Double Bracket, 1/2" x 3/4" x 1/2".

By Don Blakeborough.

As requested by NZFMMM Editor, I am happy to write up topics on obsolete Meccano parts and welcome suggestions and comments from NZFMMM readers. Please note that my comments are from my own research and Meccano collection and while every effort will be made to give correct detailed information, no liability is given.

Please address any correspondence to the NZFMMM Editor. Through the Magazine pages others will be able to read about your thoughts also.

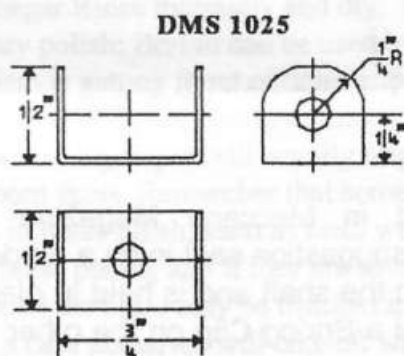
One of the early Meccano parts that became obsolete was part No. 11, Double Bracket, 1/2" x 3/4" x 1/2". Introduced in 1914. Patent No 3869/14. Dated 14.2.1914 - 15.4.1916.

These parts are not stamped 'Meccano' as this process was not generally adopted until some years later.

Made from nickelled steel, 20 or 22 SWG. They were made obsolete in 1916 or 17 when the current version, 1/2" x 1/2" x 1/2" was introduced.

It is interesting to note that Marklin (which started out as a Meccano factory in Germany) still use the 3/4" wide part in their system.

How rare are these parts? There were 16 of them in each No. 6 Set in 1914 through 1916. In my collection I have 11, but some could be Marklin!!



Obsolete Meccano Parts.

Grooved Rods

By Don Blakeborough

These Grooved Rods were the forerunner of our present Axle Rods and were available in 3 lengths in 1901 and a further 2 lengths in 1903.

The first 3 being, 12", 5" and 2" long, and were from the 1st MME period and all were designated as part E.

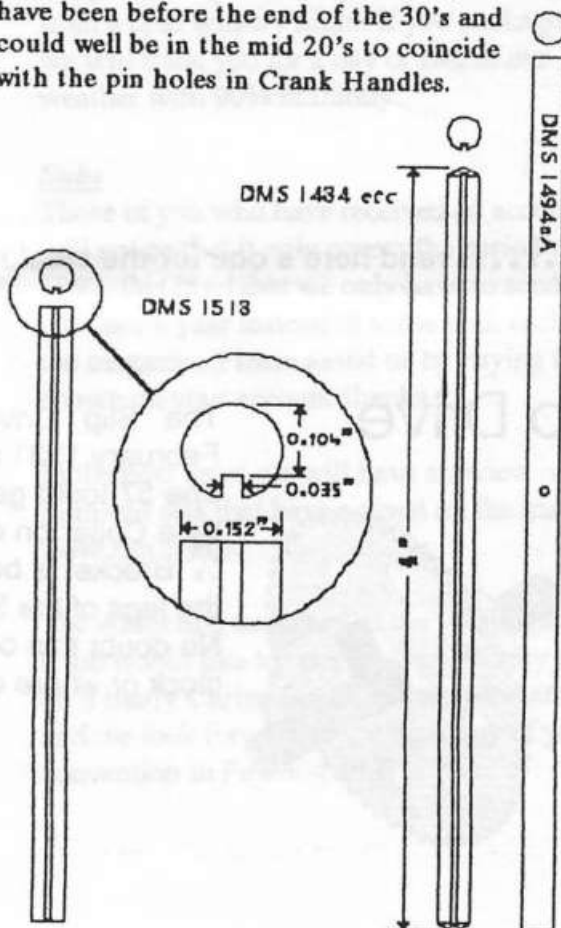
In 1903 they were re-numbered as 5, 6 and 7, while the 6" and 3-1/4" were un-numbered. The numbers and lengths changed in 1904 to become, 11" 13; 6" 14; 5" 15; 3-1/2" 16 and 2" 17.

Some changes in the lengths of Axle Rods occurred in early years and these have been recorded as:- either 5" or 6" for No. 14 in 1912; 4-1/2" for No. 15 in 1912; 11-1/2" or 8" for No. 13 in 1914; 4-1/2" or 5" for No. 15 in 1914. DMS numbers 12" 1484; 6" 1488; 5" 1492; 3-1/4" 1496 and 2" 1500.

About 1905 the Grooved Rods were replaced by plain Axle Rods with the introduction of better Spring Clips.

The Grooved Rod disappeared for 50 years and a similar Rod, Part No. 230, 4", Rod with Keyway appeared in 1956 in the Gears Set.

Another odd Axle Rod is part No. 15A, DMS 1494aA, 4-1/2" with a small pin hole drilled in the centre of the shaft. This variation probably only lasted for a few years. No dates are available, but as it had a square end, it would have been before the end of the 30's and could well be in the mid 20's to coincide with the pin holes in Crank Handles.



IsoMechanisms

By Colin Croft

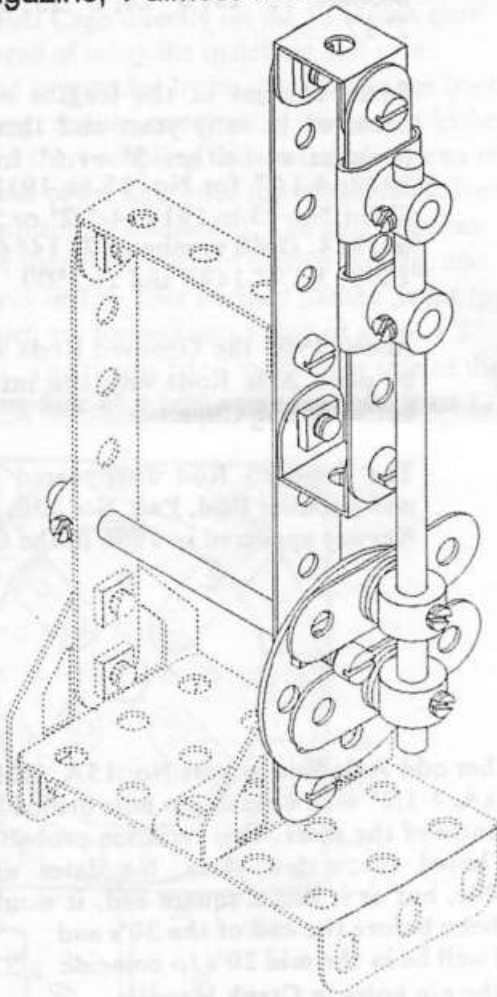
Pump

When I first saw this mechanism, in the September 1933 issue of Meccano Magazine, I almost mistook it for one of those junior models. However on closer

examination it revealed an interesting mechanism. It is quite an ingenious method of converting rotary motion into parallel motion., where space is a premium.

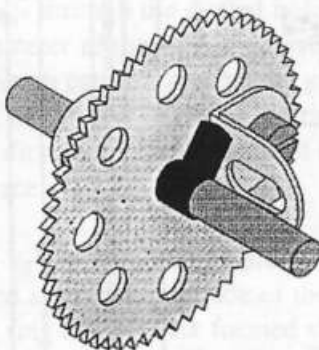
As can be seen, the construction of this mechanism is fairly straight forward and requires only a brief description.

The Bush Wheel carries a bolt, which is secured in one of it's holes. As the wheel rotates, the bolt comes into contact with the 1 1/2" strips and so moving the Slide Pieces backwards and forwards. The advantage of using this method is the minimum amount of space required surrounding the centre of rotation. Unlike the Triple Throw (130) this method requires relatively little.



.....and here's one for the clockmakers

Slip Drive



The Slip Drive appeared in Meccano Magazine in February 1931 as a written suggestion sent in by a reader. The 57 tooth gear is free on the shaft and is held in place by a Collar on one side and a Spring Clip on the other. A 1 1/2" Bracket is bolted to the gear wheel so that it sits inside the legs of the Spring Clip.

No doubt this could be useful for adjusting the hands of a clock or where only a light drive is required.

LETTERS RECIEVED

FROM: GEORGE OVENDEN- AUCKLAND.

To clean tarnished zinc plated parts, soak them in white vinegar [5% acetic acid] for 1 hour rinse and wipe dry. Buff with fine steel wool. This applies only to zinc corrosion and not to rusting of the steel beneath.

Part No 168D 3/8" steel ball can be obtained from SAECO Bearings and Transmission for 0.121 cents each [inc GST] SAECO description- No 3/8 ca/s/b carbon steel ball. This price compares favourably with MW Models price of 0.52 pence each.

Found on a rubbish heap what I thought were Meccano parts in Liverpool blue and yellow with four of the 9 part road wheels. However the wheels have Asian hieroglyphics and the nuts and screws are metric threaded. Lloyd Spackman suggested that they may be Steeltec made for the Asian market.

FROM- DON REDMAN- CANADA

Cleaning brass parts, it's not hard to brighten brass, provided it is not lacquered. The lacquer can be removed with lacquer thinner or other solvents. The brass can then be brightened with a brief soak in domestic acids such as lemon juice or vinegar. Rinse thoroughly and dry. Then if necessary polish; Brasso can be used but the problem is getting it out of holes and crevices. Prefer to buff with a cotton buffing wheel. 400 grit wet or dry paper will usually brighten stubborn spots. Remember that some Meccano parts in brass finish, such as bush wheels, are only brass plated, and if they are severely corroded the brass may be finished indeed. In such a case abrasives will take off what little brass there is better to paint [or use brass coloured lacquer] instead.

I think dark stains on brass wheels may be a chemical discoloration which will not be removed by weak acid. I presume "brass parts" refers particularly to the less common and more valuable bits not to bush wheels or 1" pulleys

Nuts and bolts are the nuisance; they're too small for polishing with Brasso. I tumble them with burnishing soap and crushed walnut shells, and a tiny bit of 600 grit Carborundum, then rinse and dry. The weak acid treatment will brighten up the brass plating. However, both I and another Canadian have found that some early Meccano nuts and bolts were Bronze finished rather than bright brass, and the acid dip turned them coppery rather than brassy! That was their original colour. The walnut shell grit gets stuck in the screw slots, use a dental pick to get it out. The previous issue of NZFMM had Richard Symonds suggestion of spraying with brass coloured lacquer. I've tried it, and it's certainly better than anything else one can do with grubby old nuts and bolts which have lost whatever brass plating that they originally had. There was also those awful dull -zinc-coated nuts and bolts at one period. Same tumbling treatment will clean them up, and that can be followed by a spray of chrome bumper lacquer from a local automotive supplier.

Sorry to hear the Christchurch MC suffered in July from a cold wintery night. If you package some up we will trade you for a day or two of our 30degC weather with 90% humidity.

Subs

Those of you who have received an account for subs will notice that it only covers the period up to March 1997, this is so that we only have to send accounts out once a year instead of some with each issue of the magazine. Please assist us by paying the amount shown on your account-thanks.

In the next issue we will have a review of the new infra-red sets that have arrived on the market in New Zealand.

The editor and members of the Wellington Meccano Club would like to take this opportunity to wish you all a merry Christmas and a very pleasant New Year and we look forward to seeing many of you at the convention in Fielding 1997.

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6TH - CMC
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10TH CLOSING DATE FOR FEB ISSUE
OF MAGAZINE

FEB 1997

7TH-WMC
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7TH-CMC
ST JOHNS HALL

8TH-AMC
2PM DAVID WALL'S

8TH-MWT
3PM C MORTENS, 18 KENNEDY AVE
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From Canadian Meccanotes Issue 3

In Constructor Quarterly we saw a locomotive model, notable among other things for the number of pipes curved like the prototype. If the model pipes were made from axle rods how was it done? Is it possible to reproduce curved rods using plastic rods of various kinds. Some plastic will soften and can be curved by immersing it in hot water, and will then retain the new shape. But sometimes it is desirable to use curved Meccano rods.
WHO WILL PRODUCE A DESIGN FOR A
ROD BENDER?

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MECCANO NEWS OF THE MONTH.

MECCANO COLLECTION SERIES, NO. 3910 is now sold out in N.Z. and in the U.K. making this one of the most popular sets Meccano France have ever made.

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