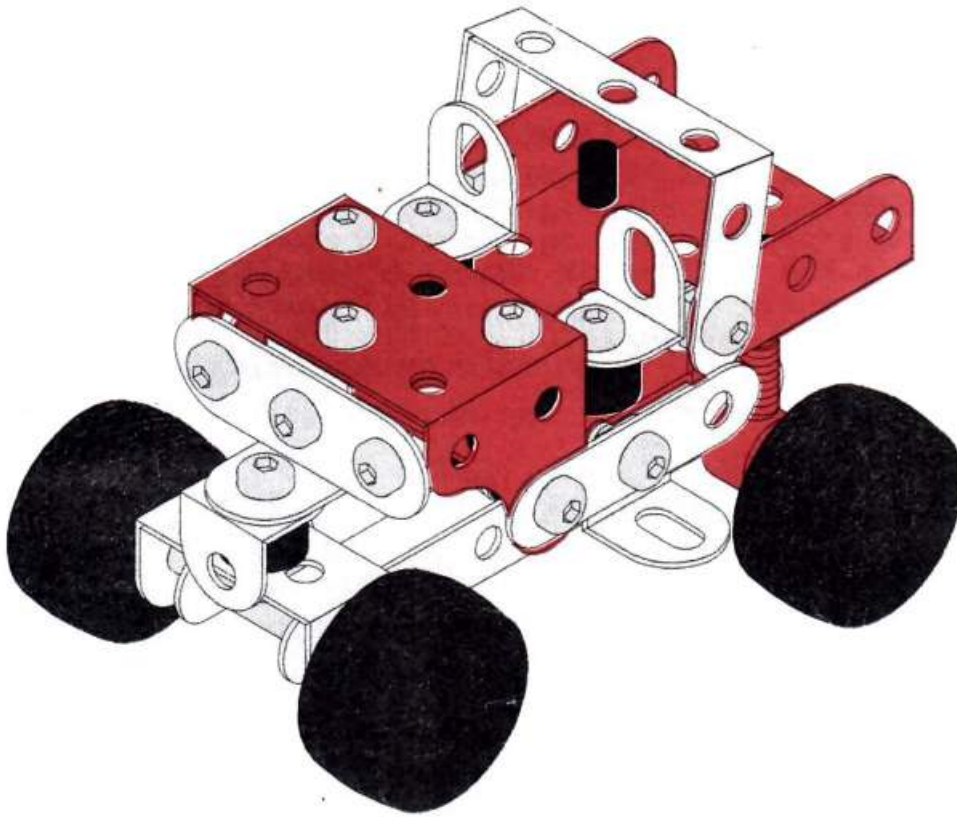




NZFMM Magazine



The Collection Series - 4x4 Buggy

NZ FEDERATION OF
MECCANO MODELLERS

PRESIDENT:

David Wall
502 East Coast Road
Mairangi Bay
Auckland
09-478-6825

EDITOR:

Don Flowers
90 Holborn Drive
Stokes Valley
Lower Hutt
04-563-8008

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Wellington

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Drawn by Colin Croft using ISOMECC

EDITORIAL

Welcome to this issue of the magazine, my apologies for it being late, this was to enable me to include photos of the convention. I would like to thank the MWT Club for hosting us and hope that you all enjoyed yourselves. Over the next few issues I hope to feature the winning models, and any other models from the convention, that the builders can give me a brief description of.

I would also remind members that I am not a journalist so please accept the mistakes that are made as I only prepare the magazine in my spare time, and with running my own business do not have a lot of it

It would appear that many of our members are now on the internet, if you would like your address printed in the next issue please let me know.

NEW ZEALAND MECCANO CONTACT PERSONS

AUCKLAND	David Wall, 502 East Coast Road, Mairangi Bay	09-478-6825
WAIKATO	Don McClelland, 32b Hazelwood Avenue, Hamilton	07-847-4503
HAWKES BAY	Trevor Adam, 22 Ferguson Street, Bay View, Napier	06-836-6827
MANAWATU	Bruce Geange, 4 Winchester Street, Palmerston Nth	06-357-0566
WANGANUI	Tom Pitams, 77 Maria Place Ext, 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, 90 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

AUCKLAND CLUB NEWS

PETER KESSLER, from Switzerland, was a welcome guest at our February meeting and contributed a great deal from his vast store of Meccano knowledge. Peter has also recently met members of other Clubs. He is a very welcome visitor to N.Z. most summers.

Models on show included GEORGE OVENDEN'S Transporter Bridge - the Vic. Staveley model from M.M. 4/79 - and Chris Warrell's miniature blocksetter from C.Q. 3/95. George also had a good display of parts for sale.

GRAEME WRIGHTSON brought his small blocksetting crane with a well thought-out drive to swivel it. BOB McCracken has acquired a metal working lathe and showed us the gear cutting unit he has made.

LLOYD SPACKMAN built a rotating crane from a Marklin M100 set and then built the same crane in Meccano. Side by side, the models showed up many contrasts between the two systems.

PETER HANCOCK has bought a number of technical publications from M.W. MODELS and brought them to the meeting for us to browse through. They included 'Everything W.L.M.S.'.

DAVID WALL's models included his Beam Engine; his version of Super Model No. 6, Derrick Crane, powered by his vertical steam engine (that makes 5 cranes at our meeting); a model of the Constantinesco Variable Torque Mechanism; and a tower carrying revolving arms with his microlight plane on one end and a rocket ship on the other. Rotation was driven by the propellor of the microlight.

Our BUSINESS SESSION set dates and venues for 1997 Club meetings as follows:

Saturday May 10, 2pm, at Peter Hancock's home, 1 Orange-wood Drive, Howick. (See N.Z.F.M.M. Mag., Feb., 1996, for directions to get there)

Saturday, Aug. 9, 2pm, at Neil Carey's home, 23 Eaton Rd., Hillsborough.

Saturday, Nov. 8, 2pm, at George Ovenden's home, 19 Richard Ave., Milford.

Peter Hancock kindly volunteered to take Brian's place as Club Secretary. Lloyd Spackman is Club Treasurer and George Ovenden is our Librarian.

We also discussed several matters raised by David in his President's report in the February magazine. And, finally, thank you to David and Elizabeth for their hospitality.

CORNER BEEF and ???????

The Hellabys/Meccano promotion advertised in N.Z. Woman's Weekly and reprinted in our February magazine will have raised a few eyebrows. It is certainly an unlikely promotion linking, not in the class of Elle/Bendon. Another interesting point is the giving away of 4000 'Collection' or 'Junior' Meccano sample packs. That is a very large number of sample packs.

The two I received (for my Grandson, of course !!) were called 'MeccaKit' and built a tiny racing car. Now I have to eat two tins of corner beef and I don't think Tim will do that for me. However, Hellaby's corner beef is very tasty !!

Lloyd S.



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

Meeting Report 8 February 1997

The club had its most unusual meeting venue to date in an RNZAF 28' by 14' tent on the front lawn of Chris and Paulette's place in Feilding. The members erected the tent (being designed in Australia it had to be idiot proof) and then dismantled it at the end of the meeting. A large collection of models were on show in expectation of a newspaper photographer shoot.

Bert Blakely - Blocksetter crane from No 10 leaflet
Wayne Blakely - Set 4EL
Bruce Neilson - Plastic Meccano lorry
Bruce Geange - 1929 Meccano steam engine restored to working condition on behalf, Crawler tractor
Lindsay Bond - Eiffel Tower, South Goodwin lightship, destroyer
Chris Morton - Tracked bulldozer
Paulette Bradley - Aeroplanes
Robin Rye - 30 Miniature models
Don and Heather Wilson - Segment of submarine with diesel engines and pump section
Daryl Anderson - Showground "Feed the clowns"
John Hansen - Magician from GMM32
Tom Pittams - infrared Dumpster, modelling tray/table
Don Blakeborough - From the Walking Dragline the diesel engine

Next Meeting 3pm 3 May 1997 at St Lukes Church Hall, Cornfoot St, Wanganui. Approx. across the road from Don Blakeborough's place.

Tea will be at 5pm. Check meeting notice.

Bruce G and Bruce N



WELLINGTON MECCANO CLUB
MEETING NOTES FOR FEBRUARY AND MARCH 1997
-reported by Bryan Jones and Mike Highley

Our first meeting for 1997 was held on January 31st, a week earlier than advertised, to coincide with the visit to New Zealand of Peter Kessler from Switzerland. Once again Joe Bell hosted the evening at his place, with 11 members being present plus Peter and also John Ince from Christchurch.

Several models were demonstrated. **Colin Croft** brought a demonstration model of the Right Angle Drive featured in the IsoMechanisms column of the February issue of the Magazine. It worked very smoothly, although Colin pointed out that it was very important to select straight rods and couplings with holes drilled at exactly right angles.

Mike Highley brought a model of a car ferry from the No 5 Manual, a deck loading type as seen on the English Channel.

John Ince brought his very nice Dresser front end loader, which incorporated the control functions of the new Remote Control Set hidden in the body. He had just fitted new tyres to it which were chunkier than the Meccano ones originally fitted, and these suited the model very well.

Lou Nichols brought a tricycle, one of a series of simplicity type models which he is currently building.

Brian Peterson brought a selection of racing cars, some of his motorbike collection, the armoured car, landrover and helicopter.

Our guests were invited to talk about some of their Meccano experiences. Peter told us of the Swiss Meccano Club, which has about 110 members over the whole country, and which meets ten times a year in Baden. The average attendance at meetings is 20-24, as most have to travel quite a distance. The main membership contact is by magazine, which is published in German and French every four months and which can run to as many as 120 pages. The Club interests also cater for collectors of Stokys and Marklin sets.

Peter was en route to Argentina, making his 20th visit. He contacts Exacto on each visit to keep up to date. While talking about replica parts he mentioned an interesting set called Merkur, which is made in Czechia. It is made to metric dimensions, having holes at 10mm spacing, and the parts are scaled down replicas of Meccano parts.

John and Peter both talked about models seen at exhibitions such as Skegness, some of the modellers they have met, and rare collections of parts seen in New Zealand and overseas. John particularly mentioned recent correspondence he had with Bert Love regarding the Crystal Set, as a result of the article which appeared in the Federation Magazine.

A very pleasant evening's conversation continued for some time with many anecdotes and questions being shared over supper.

7 members attended the March meeting, with 4 apologies. This being the last meeting before the Convention, the models brought showed the progress being made by some of those who were intending to exhibit.

Don Flowers brought his large Volvo articulated dump truck, demonstrating the tipping and steering functions which are performed by hydraulics on the prototype.

Bryan Jones showed the 250 ton Pontoon Crane, the well known Supermodel as rebuilt and featured in the September 1968 issue of the Meccano Magazine.

Simon Moody showed the latest progress on his large model; a Favelle diesel-hydraulic construction site crane, with the jib luffing done by massive hydraulic rams.

Lou Nichols had a pair of cyclists, built from a photograph of a model which appeared on the Internet. The pair were built from identical parts but in differing colours.

The main business for discussion was planning for the Club's 21st Birthday. It was decided to hold it on Thursday 24th April, the venue to be confirmed as St. Lukes, and a hot supper would be catered for by members. Lou and Bryan are researching the 1976 Minutes to identify previous and current members, to invite to the evening.

Brent Houston showed an interesting article from a machinery magazine, about a giant KROLL crane recently erected in Hawera at the Kiwi Dairy plant expansion. The crane is one of two originally imported for the Clyde dam project, and has specifications which dwarf the tower cranes generally seen on building sites.

Coming Events:

- NZFMM Conference, Fielding, 28-30 March.
- Club meeting, St. Lukes, 4th April.
- Club 21st Birthday, St. Lukes, Thursday 24th April (to be confirmed)
- Club meeting, St Lukes, 6th June.

**Christchurch Meccano Club Meeting
February 1997
Reported by Ian Torrens**

This, the first meeting of the year, brought along fourteen members with a showing of six models.

Grant Wells made his appearance with a non-Meccano sectorless Wimshurst Electrical generator which gave a 3" spark and a loud report as the spark jumped across the gap between the spherical electrodes. Most impressive. It was built of plastic, brass and wood showing Grants excellent workmanship as we are used to seeing from him. The machine was about three feet high and on an eighteen inch base. The unit was demonstrated in a darkened room and worked very smoothly. A continuous spark was created when the electrodes were 2" apart. Grant then held an ordinary light bulb to the machine. This resulted in a magnificent lightning display in the light bulb. A most interesting display.

Neil Pluck came with some red and green Meccano parts for sale as well as a few Ezy Built parts and manuals also for sale. Grant Wells also had some parts for sale.

Selwyn Megson introduced his young friend **Mike Hamilton**, age 12½ years who took a great interest in the proceedings. He brought a very neat helicopter built from a \$3 introduction set.

Cameron McFarlane came along with a very nice Star Wars X wing fighter about 20" long and 10" high. Quite an impressive model by Steel Tec.

Ian Torrens showed a Pusher Aeroplane 16" long, 18" wingspan and 5" high. This was from Set 5 of the Evolution series and looked very well in the bright colours of the modern sets.

David Lange had two models both very interesting. He showed a simple chassis and trailer which demonstrated his lever operated tow bar coupling. This had a quick release mechanism operated by a single lever and having good vertical and horizontal movements. His crowning model for the evening was a vintage sports car, about 21" long and 8" wide at the widest point. This was on 3" pulleys with tyres and had a two speed and reverse gear box with a spur gear differential. The Bugatti type radiator looked very well indeed. Front wheels had standard leaf springs and the rear wheels were mounted on quarter elliptic springs. The steering was very well developed and had a

good lock both left and right. As the car carried its own battery it could power across the floor in great style. The operation of the gear box could then be demonstrated its full advantage.

A very enjoyable and interesting meeting concluded with supper.

**Christchurch Meccano Club Meeting
March 1997
Reported by John Ince**

This meeting was attended by 17 members including one junior.

John Hamlyn showed us a nice compact roller bearing which featured four 1/2" brass pulleys in a spider between two wheel flanges. A gear ring round one wheel flange was attached to a 4" circular plate and meshed with a pinion mounted on a second circular plate to complete the unit. The inner part of this bearing is illustrated in MM October 1944 page 347 and also in the last NZFMM magazine.

Ian Torrens had a simple mechanical mechanism from the June 1936 Set G Model No. 40. This converts a straight line motion into a circular motion. It functions over an arc of about 30°. Ian also had the right angle drive mechanism described by Colin Croft in the February 1997 Federation Magazine.

John Ince showed his completed Caledonian No 15 locomotive and tender now with motor and on board 12v battery (lead acid). A couple of micro switches and a relay ensures that the motor reverses at each end of the flanged wooden track. John also had his front end loader fitted with the Marklin tractor tyres provided by **Peter Kessler** who visited him towards the end of January. These tyres fit on a pair of 2" pulleys and are very realistic.

Peter King had his boxes of gears for sale. Some of the helical gears are now ready having been re-machined by the manufacturer to correct the production errors. They come in a variety of sizes both RH and LH; enquires may be addressed to either Peter or John Ince.

Graeme O'Neill had three small aeroplanes and two small motor cycles made from current parts. He was also armed with his usual collection of reference books and videos plus his camera. As **John Pluck** has not been well but came never-the-less we had supper a little early before heading home at about 9.30pm.

Convenor
Kevin Cherry
28 Chaucer Place.
ROTORUA
Ph 07.3457041



2 March 1997,

Dear David,

I am writing to you regarding your phone conversation with Ronald Mayes.

The Booking for our Expo '97 is dated 3-5th October 1997 at the Convention Centre, Rotorua. Friday 3rd October will be the "Set Up" day and the Expo will commence 9 a.m. Saturday 4th October.

We propose to hire the Concert Chamber at the Convention Centre for a display of Hornby 0 Gauge, Hornby Dublo, and Meccano Collectors who would like to attend.

I would appreciate if you could pass on this information to any groups who may be interested in attending our Expo '97.

If any interest is shown can they please contact me at the above address or phone as soon as possible so that we can book the Hall.

Thankyou for your help and we look forward to seeing you at Expo '97.

Yours Faithfully,

KEVIN CHERRY.
Convenor Rail Expo '97.

A handwritten signature in cursive script, appearing to read 'Kevin Cherry'.

LETTERS RECEIVED

FROM DAVID GLENDAY

I have just spent part of the weekend building a model Truck/Trailer unit from my french set and am considering entering the F W Cave competition. I was fortunate in my lady friend buying me a French No5 set for my birthday as I had previously bought a 103 for curiosity. As for the French sets:-

1. The overall quality is generally good, I am used to the colours now, and appreciate having small girders, flat plates, and gears and a good motor in such a "small set".

2. While I like the look of Allen screws they are not as easy to use in the fingers as screws.

3. The Allen key is handy to hold the screws but "fiddly" to use, has to be an exact fit, and not as comfortable in the hand as one's favourite screwdriver

4. The plastic gears are not capable of standing strong torque and I have a partly worn pinion from the first model which did not mesh well with the contrate.

4. The models in the leaflet are not good designs in my opinion and lack that solid or well engineered look of the "old days".

I built the logging truck and trailer from the No5 manual and would describe the structure as "modular" with the tractor being constructed by one section after another. The tractor lacked strength which exacerbated the poor bearings. I dismantled it and built a fresh tractor using the old method of a strong chassis to bear the mechanicals and the body.

Also putting the troublesome contrate at the beginning of the gear train to lessen the force on it.

Despite what appear negative comments above, I am very happy with the weekends construction efforts, both the result and the pleasure.

FROM BERT LOVE

I have checked with Robin Johnson who confirms that "The NZ Crystal Set and Carton" will definitely be in the march issue. All copy is with the printer and should be printed by the end of the month (February)

This Christmas I treated myself to six brand new Meccano sets. All came from our islands F W Woolworth's, at about \$10(NZ) a throw-30.00GBP all together. These are great little one model set's with a most interesting range of new Meccano Tyres (rubber or soft plastic?) scale very nicely with the range of motor cycles, scooters, dune buggys, go-carts etc.

For the first time, in one of the packs, I found the new 1" pulley in yellow plastic, forming the clever triple pulley designed by Peter Mathews.

As there is usually a case of a required reduction drive, NZ readers may be interested in a 2" triple pulley, if they have not already come up with one. Take one 20a pulley plus two 20c pulleys without pummel (clock part), and an 8 hole wheel disc. Assemble with four of the modern pivot bolts, checking centering on an axle rod, between the wheel disc at one end, and the outer facing boss of the 20a at the other.

If preferred, use internal packing washers and an inside lock-nut on each pivot bolt, for critical line-up, if "groove-pinching" is a problem. Check for concentric spin on a rod, before tightening the outer lock-nuts. Not only will this assembly look correct but when three Meccano Rubber Driving Bands are employed considerable and quiet power may be transmitted

I clocked 72 last August 3rd and my wife and I are looking forward to our golden wedding in November this year.

It is very encouraging to know that our hobby continues to grow, however despite efforts to encourage junior members we have had very little success over here. There are too many distractions for youngsters, who are becoming couch potatoes brainwashed by the TV screen or computer games.



President - Bruce
Geange; 4 Winch-
ester St.; Palmerston
North; (06) 357
0566
Secretary - Tom Pit-
tams; 77 Maria
Place Ext.; Wan-

ganui; (06) 345 6788

1997 Exhibition - Feilding

30 modellers and supporters representing clubs in Auckland, MWT, Wellington, and Christchurch, and lone wolves filled the 432 square metres of the Feilding Civic Centre 29 and 30 March 1997.

Prize Winners were:

Bruce Baxter Memorial Trophy - Exhibitor and
Partner Choice - Daryl Anderson - Fairground.

Trophy - Public Choice - Daryl Anderson - Fair-
ground.

Federation Trophy - Club with most points -
MWT.

Junior Modeller - Michael Anderson - Ship

F.W.Cave Prize Winners

F. W. Cave Ltd - Plastic Junior Meccano

(1) Up to the age of 10 years - Luke and
Jay McLean

(2) Lady over the age of 10 - Yvonne Bond

(3) Male over the age of 10 - Don Blake-
borough

F. W. Cave Ltd - Current French Metal Meccano

(4) Up to the age of 10 years - Todd
McLean

(5) Lady over the age of 10 - Yvonne Bond

(6) Male over the age of 10 - Wayne
Blakely

F. W. Cave Ltd - Master Modeller MM 12/96)

(7) Largest and most complex model in
current series of parts - Daryl Anderson

The following is an abbreviated list of models with
lots of additional small models used to pack the
tables

Exhibitor Name	Club	Model Description
Anderson Daryl	MWT	Fairground
Anderson Daryl	MWT	Marble Roller
Anderson Daryl	MWT	Robot
Anderson Michael	MWT	Ship
Babbage Barry	Lone Wolf	Tractor
Babbage Sean	Lone Wolf	Tip Truck
Barnard David	Auckland	Set Display

Blakeborough Don	MWT	Crane
Blakeborough Don	MWT	Train
Blakeborough Don	MWT	Dragline
Blakely Bert	MWT	Crane Block setter
Blakely Wayne	MWT	Sports Car
Blakely Wayne	MWT	Road grader
Blakely Wayne	MWT	Front End Loader
Blakely Wayne	MWT	Locomotives
Bond Yvonne	MWT	Crane
Bond Yvonne	MWT	Transporter Truck
Bradley Paulette	MWT	Helicopter Chinook
Bradley Paulette	MWT	Fighter plane
Bradley Paulette	MWT	Helicopter
Bradley Paulette	MWT	Biplane
Crarer James	Lone Wolf	Steam engine
Twin Cylinder		
Fletcher Ben	Lone Wolf	Dump Truck
Fletcher Ben	Lone Wolf	Car
Flowers Don	Wellington	Truck
Geange Bruce	MWT	Windmill
Geange Bruce	MWT	Scammell recovery
Truck		
Geange Bruce	MWT	Farmall A Tractor
Geange Bruce	MWT	Caterpillar D5H Bull- dozer
Geange Bruce	MWT	Tip Truck
1920		
Hancock Peter	Auckland	Ferris Wheel
Hancock Peter	Auckland	Fire Engine
Hancock Peter	Auckland	Crane
Hansen John	MWT	Magician
Hickson Brian	Lone Wolf	Crane Block
layer		
Ince John	Christchurch	Locomotive
Ince John	Christchurch	Ship Endeav- our
Ince John	Christchurch	Front End
Loader		
Ince John	Christchurch	Gyroscope
Ince John	Christchurch	Chassis
Jones Brian	Wellington	Crane Pon- toon
Jones Brian	Wellington	Tower Crane
Lockett Richard	Lone wolf	Clock
Malcolm Donald	Lone Wolf	Rolls Royce
Silver Ghost		
Moody Simon	Wellington	Tower Crane
Moody Timothy	Wellington	Aerial Cyclist
Morton Chris	MWT	Coal Loader
Neilson Bruce	MWT	Truck and trailer
Neilson Bruce	MWT	Gears table
Nichols Lou	Wellington	Cyclist
Nichols Lou	Wellington	Race cars
Nichols Lou	Wellington	Locomotive
Nolan Philip	Lone Wolf	Hammerhead
Crane		
Ovenden George	Auckland	Transporter
Bridge		
Ovenden George	Auckland	Carousel
Ovenden George	Auckland	Block Setter
Crane		
Ovenden George	Auckland	Traction En-

gine

Pittams Tom	MWT	Rotary Diversion
Pittams Tom	MWT	The Go Machine
Rye Robin	MWT	Eiffel Tower
Rye Robin	MWT	Maudsley Engine
Rye Robin	MWT	Tractor
Rye Robin	MWT	Weight Lifter
Rye Robin	MWT	3 racing cars
Rye Robin	MWT	Colour Machine
Wall David	Auckland	Stiff leg derrick
Wall David	Auckland	Single Column Beam Engine
Wall David	Auckland	Air Ship
Wall David	Auckland	Torque Converter
Wall David	Auckland	Pylon Racer
Wilson Don	MWT	Submarine

Cynthia Cooper ran a Hornby Dublo model railway layout. Bruce Geange ran a 3 rail Hornby O gauge model railway. We had models driven by live steam, clockwork, and electricity in varying degrees of complexity

The collection of money, the feeding of starving exhibitors, the patrolling of the exhibition floor, the welcome to Normand St-Aubin and family from Canadian Meccano, and smoothing of the way was ably done by our ladies and other helpers and we thank you very much

NEXT MWT MEETING - Saturday 3 May 1997 at Wanganui. READ YOUR MEETING NOTICE FOR FULL DETAILS

Bruce G and Bruce N

Annual General Meeting of The New Zealand Federation of Meccano Modellers 6pm 29 March 1997

Don Blakeborough was elected our one and only life member

After discussion the meeting confirmed that the NZFMM Magazine funds were to be used only for magazine purposes

There is to be three signatories to the cheque account (magazine editor, editorial assistant, and president of the club the aforementioned are members of) with two signatures required on cheques

A suggestion that the editor have a fax machine was lost

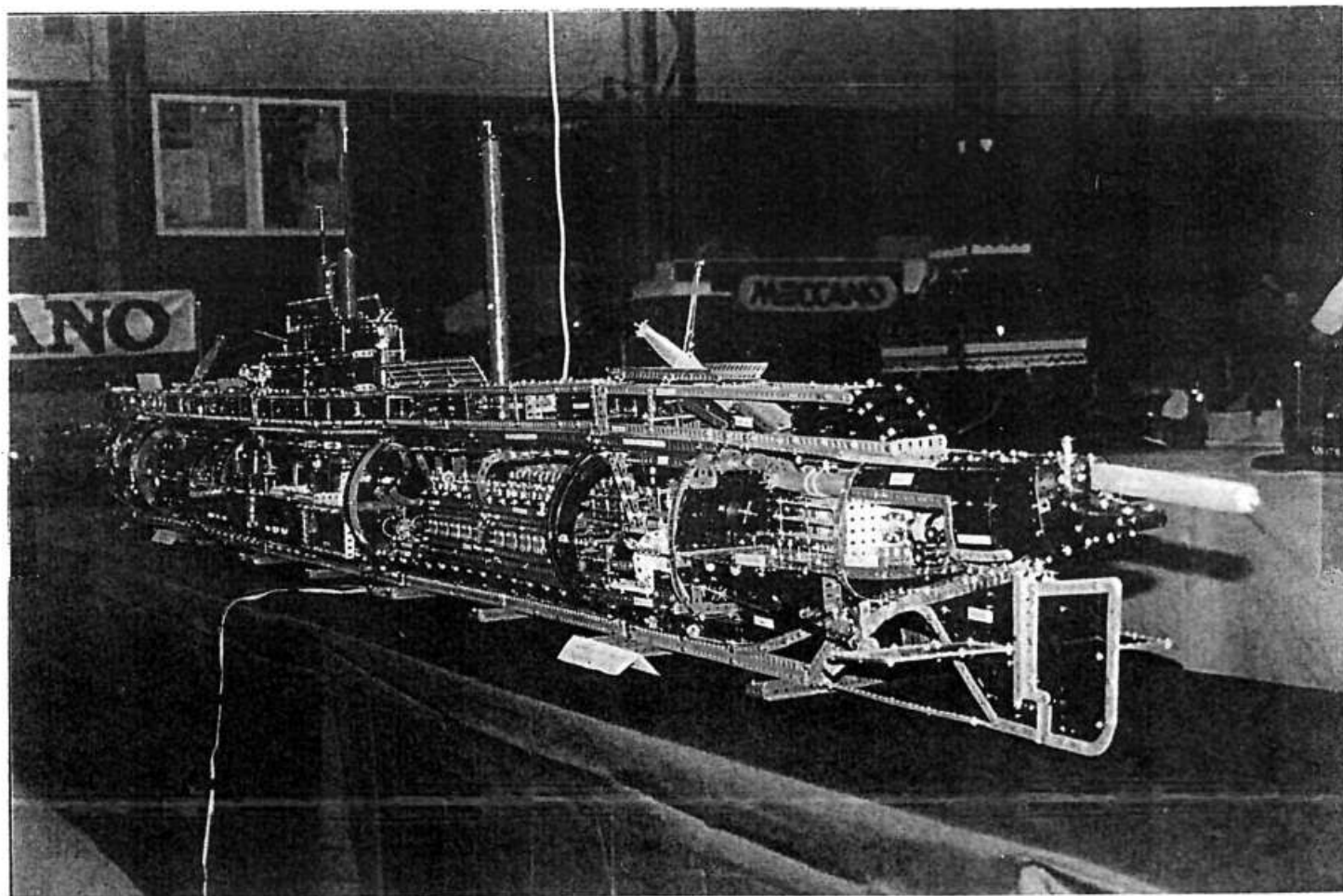
Don Flowers the editor made an appeal for articles and in particular that each prize winner contribute

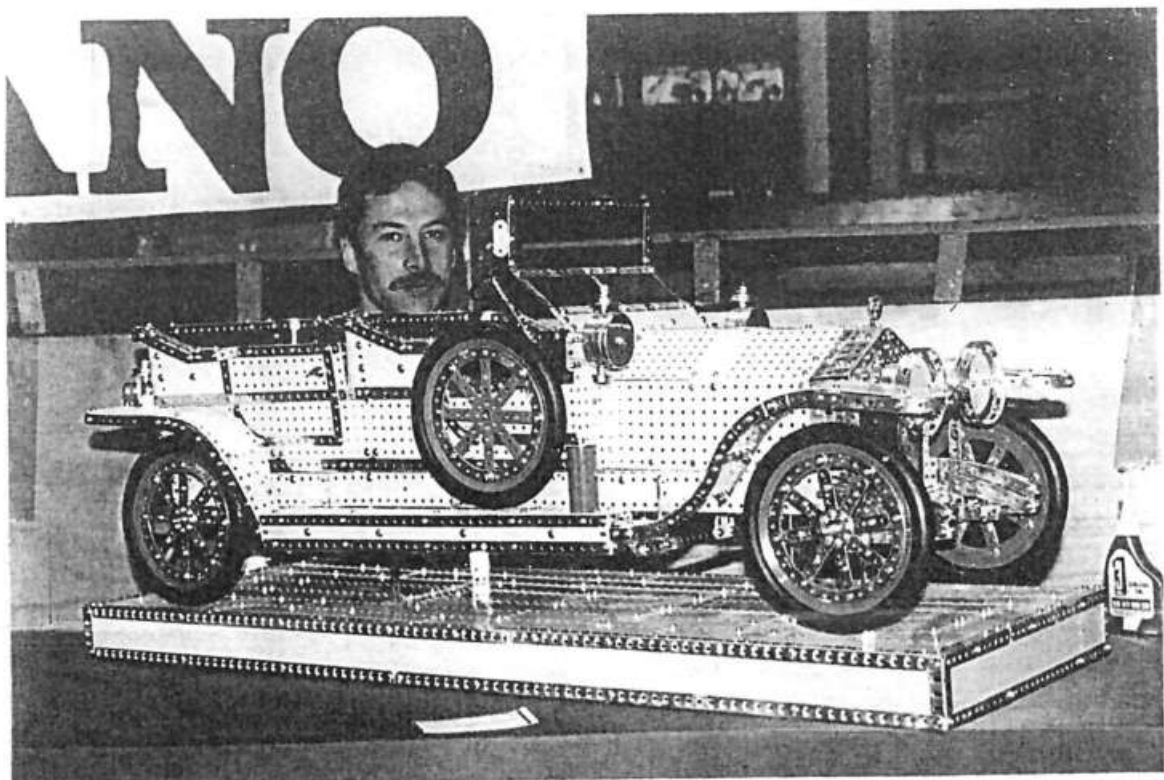
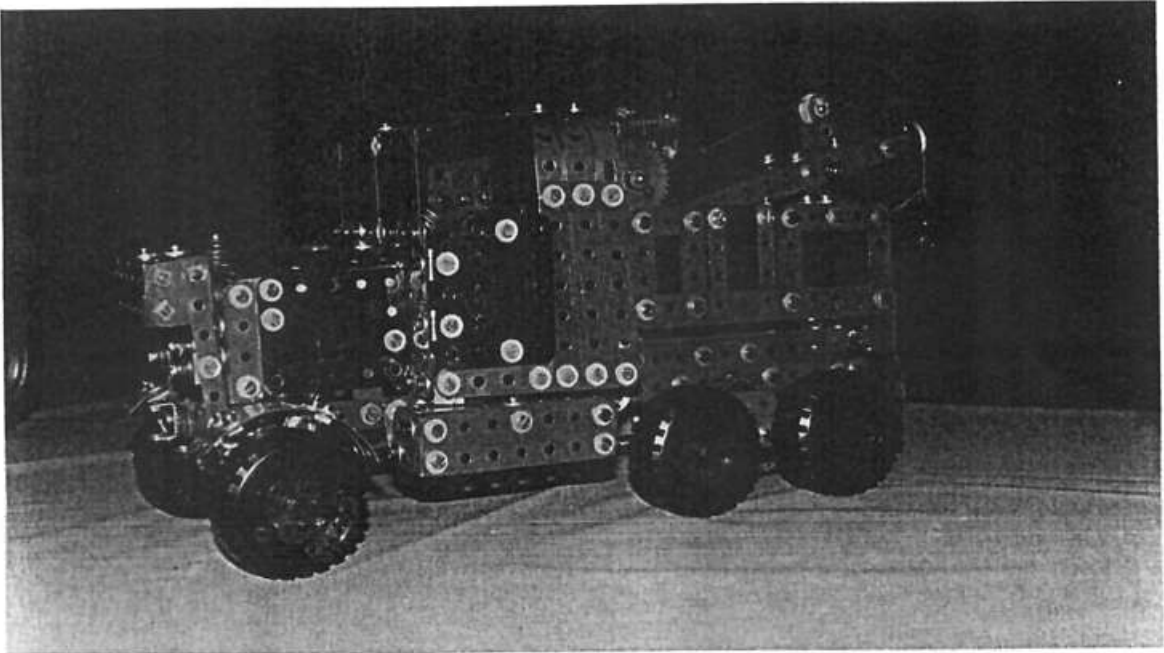
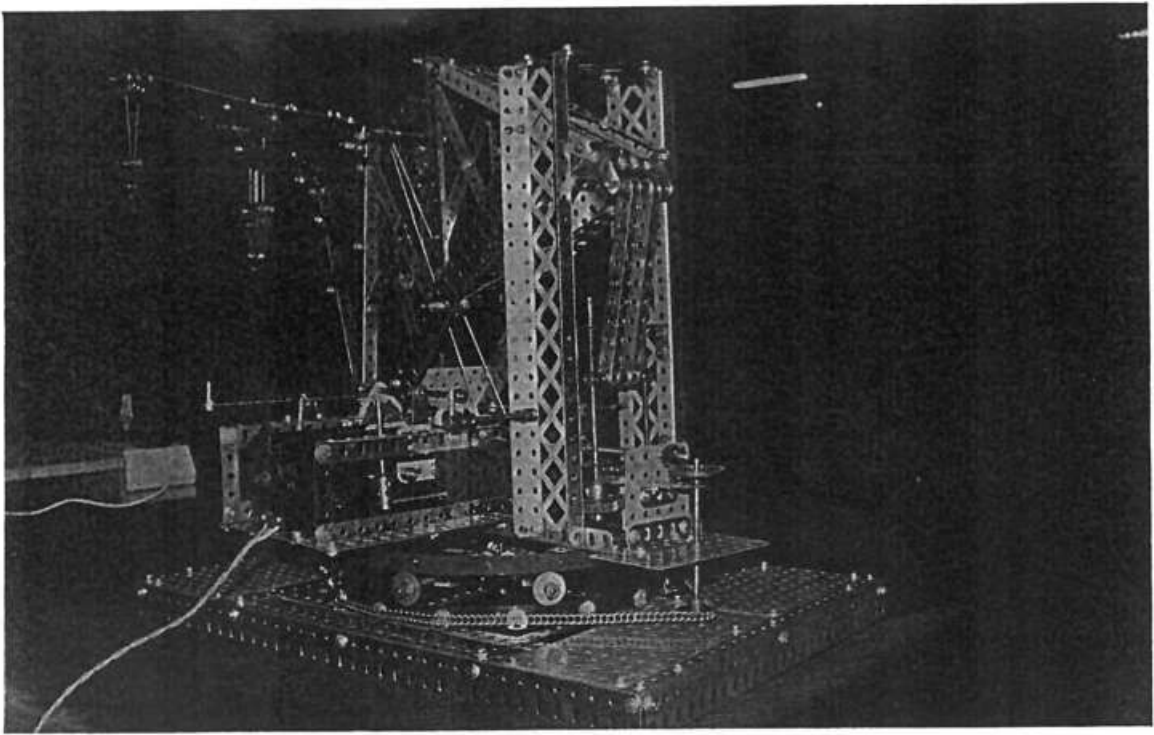
David Wall was re-elected President with unseemly speed

Auckland 1999, and Wellington 2001 were confirmed

Les Moore Convenor of the 1998 Model Engineer Exhibition 8-12 January 1998 asked for a Meccano presence

(see advert in the next NZFMM or Chris Morton or Bruce Geange)





Photos Page 10

Don Wilson, Wanganui
Submarine

Page 11

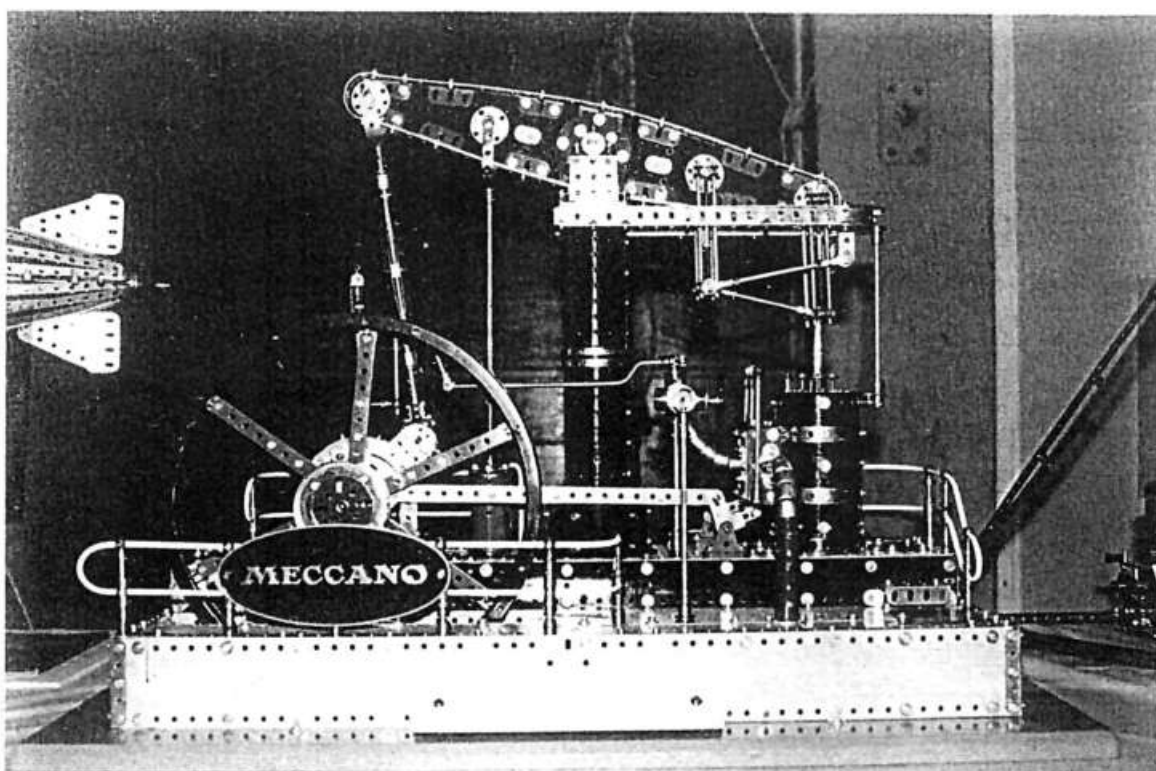
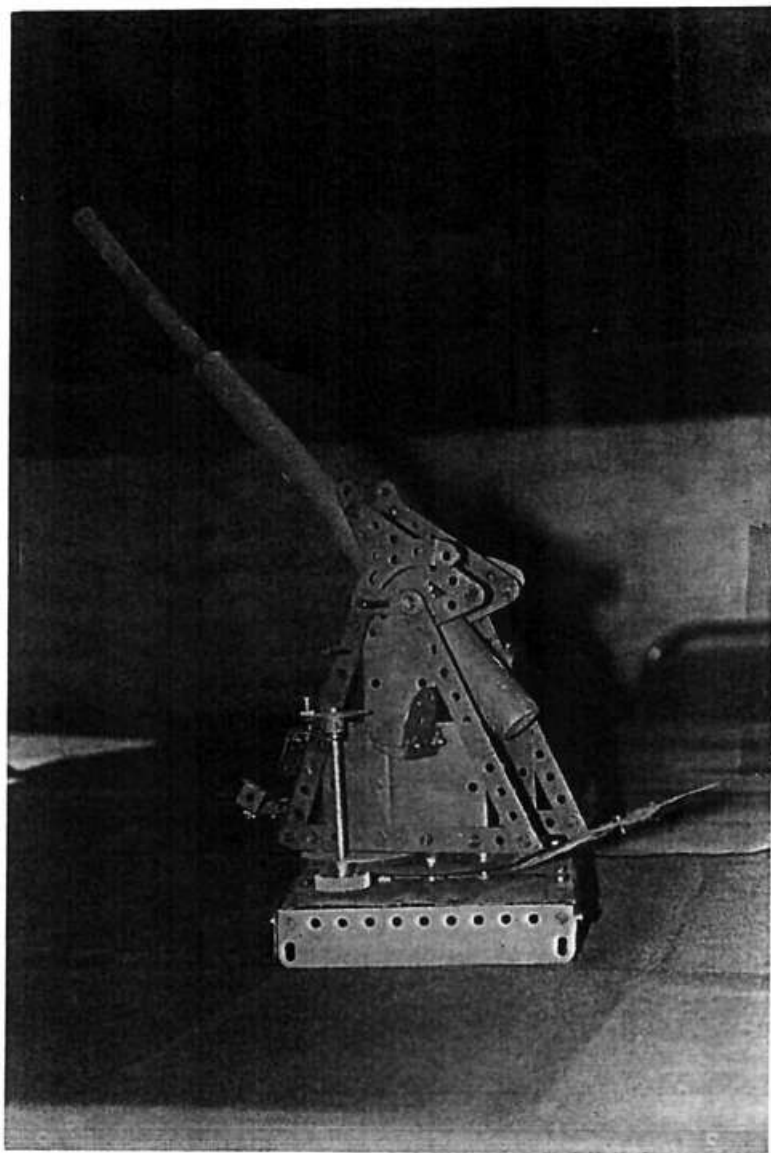
Brian Jones, Wellington
Pontoon Crane

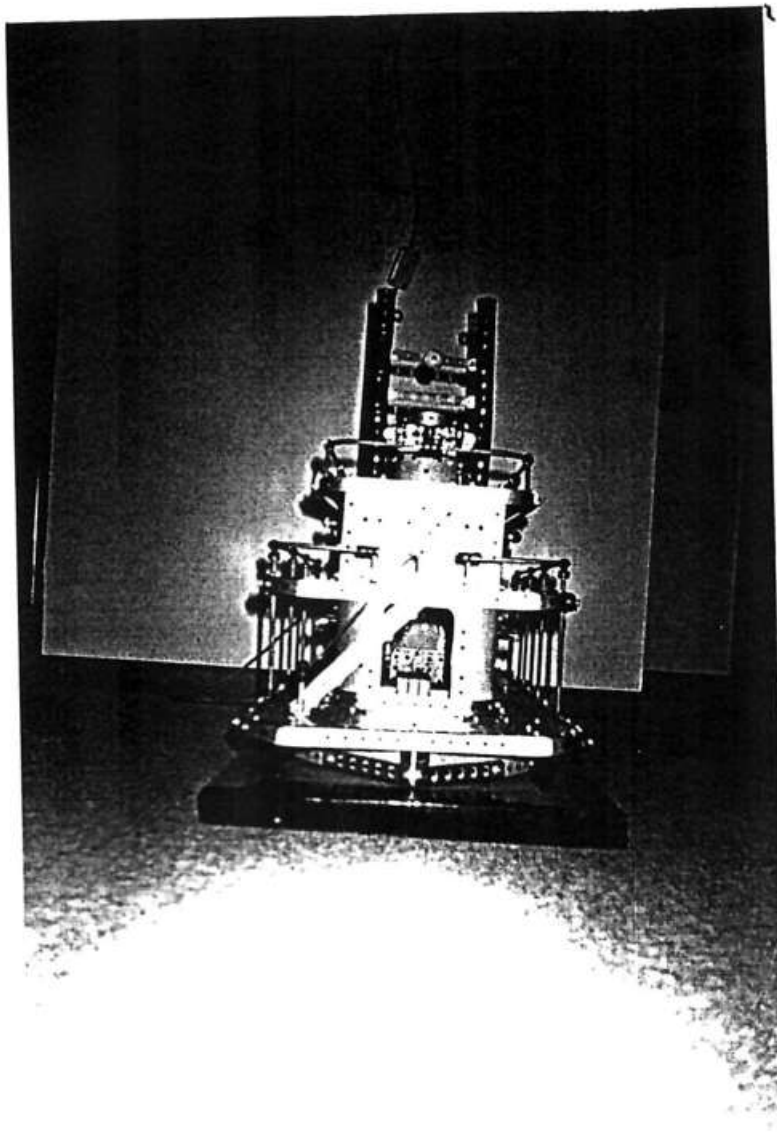
Bruce Geange, Palmerston North
6X4 Scammel Wrecker

Malcolm Donald,
Roles Royce

Page 12
Robin Rye, Wanganui
Army Set Field Gun

David Wall, Auckland
Beam Engine





Steam-boat Bill , the MECCANO Model.

Dont be disappointed because it is not a difficult model to make and detailed instructions are given in the Meccano Magazine, May 1971, of a similar Steam-boat without the Obsolete Black & Yellow Windmill Sails.

MECCANO Magazine

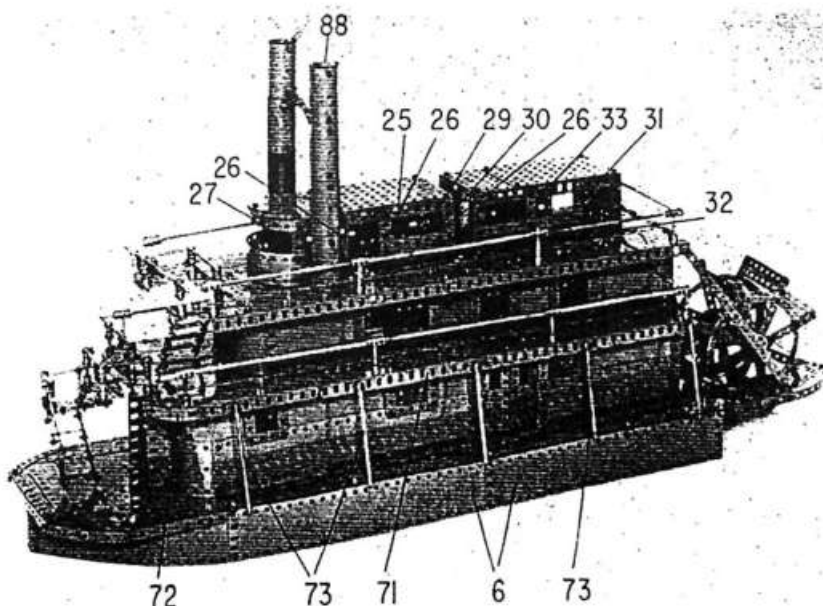
THANKS TO AN ENDLESS STREAM OF BOOKS, films and magazines we are all familiar with the wild days of American history—the war whoops of Indians mixed with the gunfire of Cowboys and Cavalry Patrols, the vast herds of buffalo and longhorn cattle, the slow-moving waggon trains of brave settlers pushing adventurously westward. We are especially familiar with the most publicised forms of travel in those pioneering days—the horse, the covered waggon, the stagecoach and the frontier railroads—but there is still another form of transport which does not receive quite so much publicity as all these, and yet which played a tremendously important role in American transport history.

I speak of the Riverboats—those unique craft, looking for all the world like large floating hotels or barns, which plied the thousands of miles of navigable waters found in rivers such as the Mississippi, Missouri and Ohio. Necessarily shallow in draft because of the frequent shallows present in the rivers they worked, these utterly captivating boats were probably first to really open up the interior of what was then a sparsely-populated country, not only carrying settlers hundreds of miles inland, with all their goods and possessions, but also supplying and generally servicing the communities, towns and cities the settlers founded, over a period lasting many years!

Perhaps significantly, the Riverboats of the type in question could never be compared with river craft of today. Manufactured almost entirely from wood at a time when steam traction was in its infancy, the typical Riverboat was powered by a rather crude, wood-fired steam engine and propelled by a huge stern-mounted paddle wheel. There was always a slight danger of the engine's boiler blowing up and even greater danger of the wooden superstructure of the boat being set alight by the clouds of sparks which frequently billowed from the engine's smokestacks, although the latter danger was minimised by building

the smokestacks as long as possible. Taking all this into account, however, and overlooking the fact that the top-heavy construction of the boat made the possibility of capsizing an added danger, the old Riverboats did sterling work and won a well-deserved place in the affection of Americans everywhere.

All this now brings us to the Meccano model featured here. Needless to say, this is based on a typical Riverboat of the period and it does, in my opinion, capture all the charm of the subject. It will not float, of course, but it reproduces the general lines of the prototype and the paddlewheel revolves, powered by a Motor with Gearbox carried in the hull. Although large, it is not particularly difficult to build and, when finished, it makes a superb display model.



Spanner describes an advanced model illustrating a famous period of American history

ROTATING CRANE

by Lloyd Spackman

The origin of this model was in a Marklin M100 manual. This one is built entirely in MECCANO. It is operated manually but could be motorised without much difficulty. A feature is the mechanism for moving the jib up & down. It has limited arc but moves smoothly. There are 3 modules and my photos show most of the construction.

THE BASE:

Bolt 4 x $9\frac{1}{2}$ angle girders together for the outer square. The tower is 4 x $7\frac{1}{2}$ a.g. joined at the bottom by $4\frac{1}{2}$ strips and at the top by $4\frac{1}{2}$ flat girders, slots down.

Using L brackets at the bottom, brace it with $7\frac{1}{2}$ diagonal strips to the middle hole of a flat trunnion which is bolted to the slot holes of the f.g.

Bolt a pair of $9\frac{1}{2}$ strips across the $4\frac{1}{2}$ strips, joining them with L brkts at the 4 points.

Across the top, at the 2nd holes in of the f.g., bolt a pair of $4\frac{1}{2}$ d.a.s. (P/N 48c). On top of these, crosswise, bolt a $4\frac{1}{2}$ x $2\frac{1}{2}$ plate (53a), then the lower part of the ball race (168a).

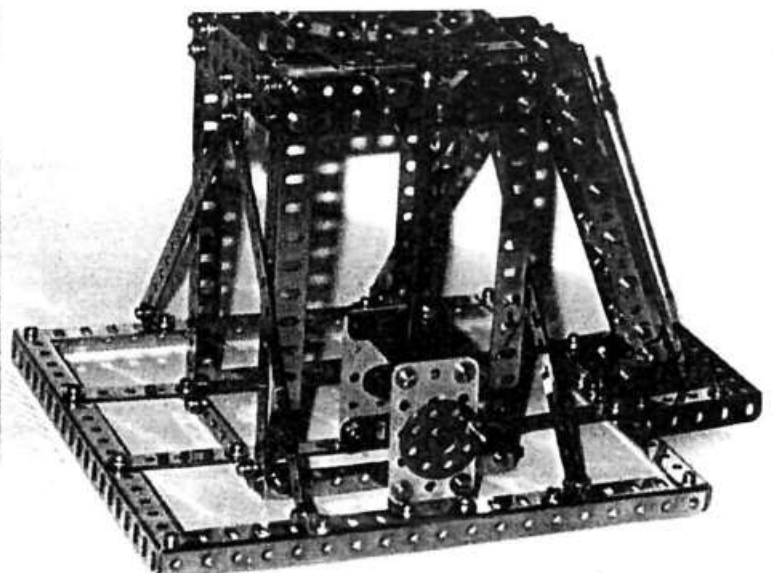
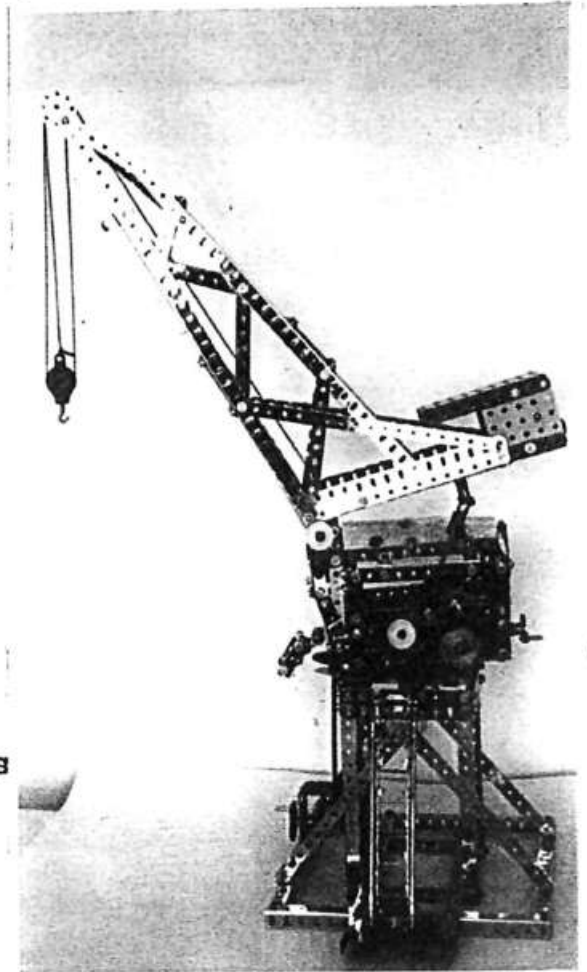
Build a gearbox of $1\frac{1}{2}$ a.g., $2\frac{1}{2}$ x $2\frac{1}{2}$ plates and a $2\frac{1}{2}$ x $1\frac{1}{2}$ flanged plate on top.

A $\frac{3}{4}$ " pinion on a $3\frac{1}{2}$ rod meshes with a $1\frac{1}{2}$ contrate at the lower end of a vertical 6" rod. This rod is supported at the top in a trunnion spaced out from the flat girder.

Above the trunnion are spacing washers, then a $1\frac{1}{2}$ sprocket which meshes with the toothed section of the ball race.

A 2" rod is loose through the centre, supported underneath by a P/N 45 & held by collars above & below.

The ladder sides are $5\frac{1}{2}$ & $2\frac{1}{2}$ strips overlapped two holes. Steps are 1 x $\frac{1}{2}$ d.a.s. At top the ladder is held by 1 x $\frac{1}{2}$ L brkts. At bottom, ladder is held by cnr. L brkts & fish-plates. Bolts here also hold the P/N 212a which carry the ladder rails. The little ladder on the cab can coincide with the main one for access for the driver.



THE JIB:

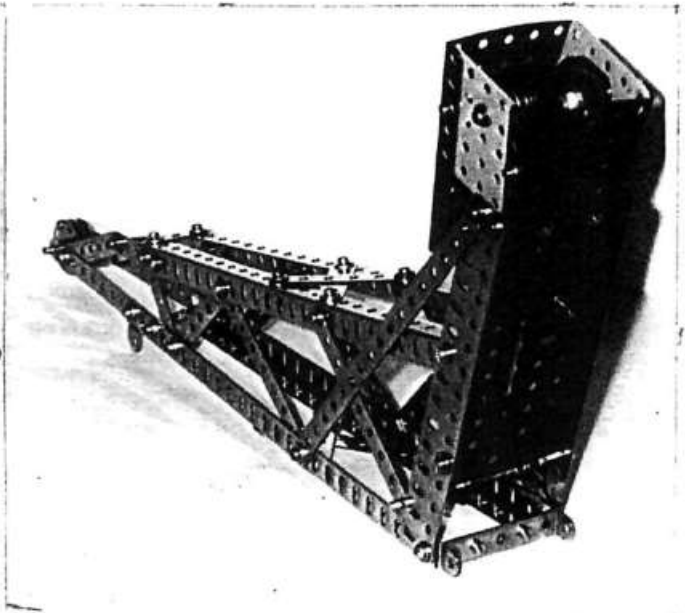
The jib tapers from 2½" at the pivot to 1½" at the ends of the side 12½ a.g. to 1" at the top.

The a.g. are extended by 2½ & 3" strips on top and 5½ strips underneath, the latter overlapping the a.g. by 3 holes. The pulleys are on a 1½" rod thus: washer, collar, wheel disc, P/N 22a, w.d., 22a, w.d., collar, washer, all inside the end holes of the 5½ strips.

An old type 5½ x 2½ flanged plate, flanges on 2 sides, plus a sector plate form the bottom of the counterweight box.

At the 8th hole from the wide end of the sector plate fix a short threaded pin, pointing downward.

2½ x 2½ side plates hold another sector plate on top. My counterweights were a cone pulley bolted inside each side plate plus a 120 gm fishing weight.



MOTOR HOUSE & CAB:

Left & right are as looking from the rear. Front is the jib end.

The floor is a 5½ x 3½ flat plate. Bolt the toothed ball race with its centre at the 5th hole from the front of the base plate. Bolt a 5½ a.g. at each side and a 2½ a.g. centrally at each end, all with slots up.

Bolt a 3½ a.g. vertically at each corner. Sides are 5½ strips at the 3rd, 4th & 7th holes from the bottom.

Bolt a 2½ flat girder to the rear 2½ a.g. and a 3½ f.g. joining the top rear of the vertical a.g.

Then bolt a 2½ x 2½ square plate to these two f.g.

At the front join the top holes of the 3½ a.g. by a 3½ strip. Later, thread the lifting cord through the centre hole of this strip and on up the jib.

The remaining front construction provides bearings for the jib pivot, frame for the driver's cab and support for the access ladder.

With L brkts join two 4½ strips vertically to the a.g. at the second holes from each end of the a.g. These strips are 2½" apart.

The lower bolt each side has on it - washer, L brkt, bottom hole of the 4½ strip, washer, bottom round hole of a 2½ a.g.

The top bolt has washer, 4th hole from bottom of a 4" curved strip (P/N 89b), fishplate, and the 2½ a.g., each side.

The 89b is also bolted at its 3rd from bottom hole to the 2½ a.g., spaced by a washer. The fishplates are bolted back to the 4½ strips.

The top slot holes of the 2½ a.g. are joined by another 2½ a.g. slot holes on top and inward. At the bottom another 2½ a.g. has its slot holes under and outward.

The bearing for the jib pivot is a $3\frac{1}{2}$ " rod held in the top front hole of the $1\frac{1}{2}$ x 1" plate (see photo 4) and the top hole of the curved strip, each side.

The 4" rod carrying the winding drum is at the 2nd from front hole of the lowest $5\frac{1}{2}$ strip. This rod carries (from the right, inside the strips) washer, collar, $1\frac{1}{2}$ " gear, bush wheel (boss inward), coupling, bush wheel (boss inward), collar, washer.

The $1\frac{1}{2}$ " gear is driven by a $\frac{1}{2}$ " pinion on a 5" crank handle which has at its other end a 1" pulley for the cord brake. My brake weight is a $1\frac{1}{2}$ " helical.

For the jib support, a $3\frac{1}{2}$ " rod has a coupling on its lower end, fixed by 2 grub screws. This coupling is pivoted on a $\frac{3}{4}$ " bolt which is locknuttied to the faceplate.

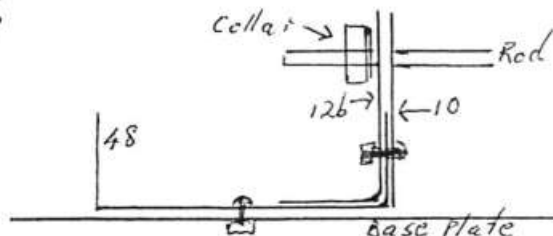
At the top of the rod is a universal coupling, the other end of which is fixed to a threaded pin under the jib.

NOTE: (I am a bit wary of the holding strength of the grub screws on the support rod when there is a load on the jib. A better support might be made from $3\frac{1}{2}$ " narrow strips swivelled at the top in a P/N 11 or 238, still using a coupling at the bottom, between the narrow strips).

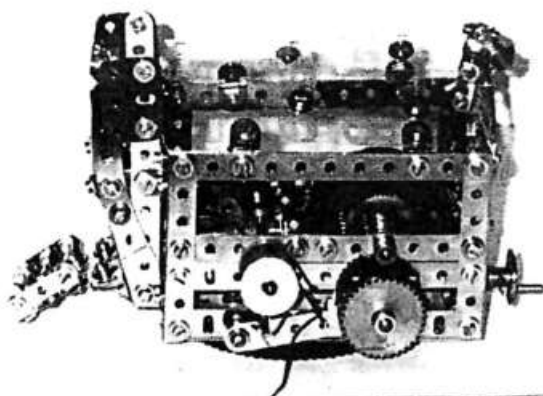
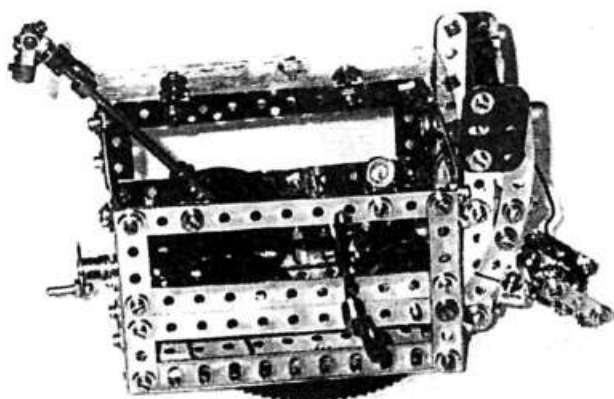
The faceplate is at the end of a 2" rod supported in the centre hole of a $3\frac{1}{2}$ d.a.s. One end of this d.a.s. is bolted to the rear square plate at its centre left hole. The other end is held by a 1" x 1" L bracket bolted inside the middle one of the 3 side strips.

Inside the d.a.s. is a $1\frac{1}{4}$ " gear which meshes with a worm on a $3\frac{1}{2}$ " rod. The outer end of this rod goes through the bottom left corner of the rear square plate and carries the winding handle.

The rod's inner support is as in this sketch. Adjust the fishplate till the mesh of gear with worm is OK.



Clear plastic plates, $4\frac{1}{2}$ x $2\frac{1}{2}$ and $2\frac{1}{2}$ x $1\frac{1}{2}$ are fixed by hinges to the top side strips to form a roof. But leave a slot at the rear for the jib support to move in.



BITS AND PIECES

from Lloyd Spackman

QUOTATION:

"We all ate our evening meals together at the big kitchen table. I did my homework there; my brother worked on his Meccano models; and"

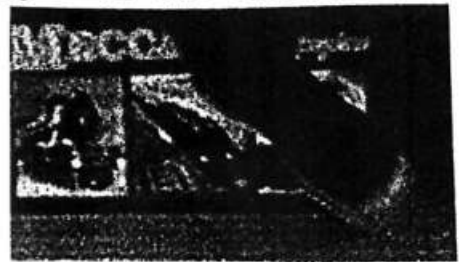
(Gwen Francis of Pukekohe, writing in the English 'Woman's Weekly', 11/2/97.)

JIFFY JOINER:

Does any member have parts (or sets) of the 1940's wooden construction sets called 'Jiffy Joiner'? Or has heard of it? George Mitchell would be glad to hear from anyone with this information. His address and/or phone No. c/- me at 09-4866141.

MECCANO IN 'WOMAN'S DAY':

There is a photo in this magazine, 4/11/96, of Princess Stephanie of Monaco in her Monte Carlo boutique. On the bottom shelf of a display of shirts is a Meccano Junior Train Set. Sorry our reproduction is so bad. That is her foot across the front of the box.



MECCANO EXAM QUESTION:

In the 1970 examination for entry to the Royal New Zealand Air Force one of the questions was "What is the distance between holes in the Meccano system?"

Unfortunately, my informant, who came from the East end of London, had never owned a Meccano set and that was the one question in the examination which he couldn't answer.

BOX GIRDERS:

Instead of collars for spacing when building box girders, use the new, far cheaper, plastic spacers. (Keith Cameron). If you need more slender box girders, use narrow strips and the small (aeroplane) collars. Or use the new narrow angle girders which are now available in the 'Exacto' system from Argentina or from Frizinghall in the U.K. (L.S.)

FRICTION CLUTCHES:

These are so easy to incorporate into a model and are so helpful for good operation there is no excuse to leave them off. The only additional parts needed are a pulley and a tyre and a compression spring. (Keith Cameron).

SHOULDER BOLTS:

If you are short of these for swivel bearings or universal couplings, but have plenty of key bolts (P/N 231) you can make shoulder bolts by filing off the points of the key bolts.

AT LAST - a 1" BOLT:

This will be among the new Calais parts available in the U.K. in 1997. Part No. is 111e in M.W. Models parts list. It will be a very useful addition between 3/4" and 1 1/8" bolts. Märklin system has a 1" bolt but their measurement includes the head of the bolt.

RAILWAY STATION:

M.M. for June, 1931 had in it a photo of a Meccano model of the Auckland Railway Station. It was built by staff of Models Ltd. (the then N.Z. agents) and included authentic looking single & double deck tramcars.

MARKLIN INTRODUCES GIANT FERRIS WHEEL THEME SET

Marklin announces a new, limited- edition theme set No 108210 in its Metall line, featuring a giant model of the world- famous Ferris Wheel in Vienna's Prater Park. The outfit contains more than 5200 red and green parts.

Old Movie buffs will recall that the gigantic Prater Park Ferris Wheel was featured prominently in the mystery thriller "The Third Man" starring Orson Welles.

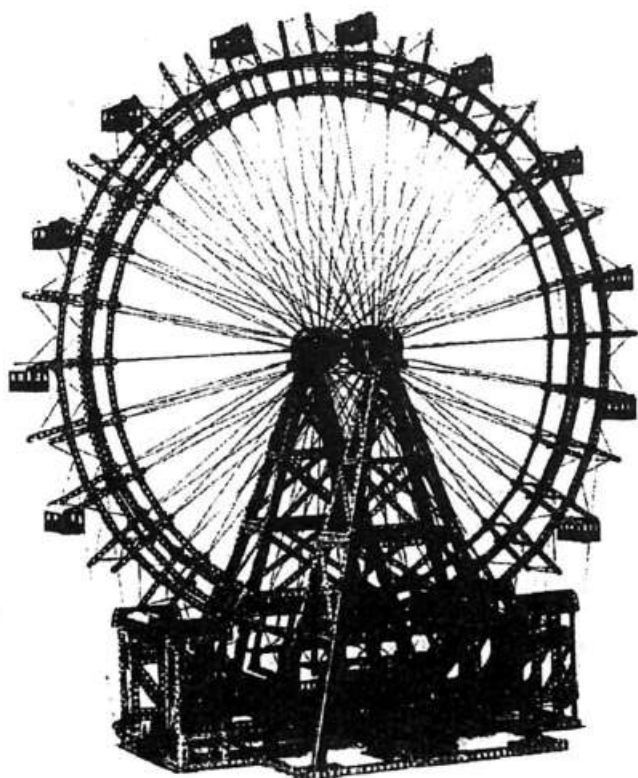
The model utilizes nylon suspension cables. It can be powered by a No1022 electric Marklin motor through a special drive.

Fifteen gondolas are mounted on the edge of the Ferris Wheel, which has a diameter of 49.5 inches.

The total height of the model is about 55 inches.

The suggested retail price of the new set is \$1115.00(US) Interested Club members are advised to contact Roy Zuehlke.

From the SCM&EC Newsletter January 1997



Also from the SCM&EC

The club is now on the internet, their address is;
<http://www.erecator.webnexus.com>

They also advise the Erector Company is also on the internet, their address is;

<http://www.erecatorset.com>

In the Trading corner (SCM&EC) is a Meccano No 10 set, blue and yellow mint in 4 drawer Binns Rd case and original shipping crate at \$2800.00 (US)

From Canadian Meccanotes Issue 4

In a copy of Meccano Parts and How to Use Them(1934-37) page 6; "For many purposes the 4" flanged plate is too short in comparison to its length"

Further down the same page "When bolted edge to edge these (sector) Plates will form an excellent rim for a flywheel with a diameter of 9.75"

From ISM No 20

From a review the Henley show, a list of overseas visitors lists A. Hall from NZ.

The editorial in this issue is on items on items in Meccano publications and advises writers to send items to "One magazine only" as readers of other magazines will complain if they see it in other mags.

The question is how many people get the "One magazine only" and for those who do not why should items not be available in other mags.

New Model Plans

Stainless Steel Heat Treatment plant by Rob Mitchell. 16 pages, 17 illustrations including 6 in colour. \$10 (CAN)

Royal Yacht Britannia, 26 pages legal size. \$10
Steam Traction Engine, 106 pages legal size \$22

Colin Hoare, CMAMAS

18 Tweedle Street

Glen Williams, ON L7G3S5

COMMING EVENTS

MEETING ADDRESS;

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APRIL 1997

4TH-WMC
ST LUKES CHURCH HALL

4TH-CMC
ST JOHNS HALL

23RD-WELLINGTON MC
21ST BIRTHDAY

MAY 1997

2ND-WMC
ST LUKES CHURCH HALL

2ND MAY-CMC
ST JOHNS HALL

10TH-AMC 2PM
PETER HANCOCK'S
1 ORANGEWOOD DRIVE
HOWICK

12TH- CLOSING DAY FOR JUNE ISSUE

JUNE 1997

6TH-WMC
ST LUKES CHURCH HALL

6TH-CMC
ST JOHNS HALL

REPLICA PARTS SUPPLIERS

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37 BURNSIDE DR
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Cheese head, zinc plated machine screws 5/32 W
3/8", 1/2", 3/4", lengths for \$5.00/50 and 1.25"
\$6.00/50

1/4" zinc plated bolts with square nuts approx
\$130.00/1000, other quantities by arrangement.

ANGLE GIRDERS:

18.5" \$3.50- \$4.00 painted.

24.5" \$3.80- \$4.50 painted

FLAT GIRDERS

18.5" \$3.20

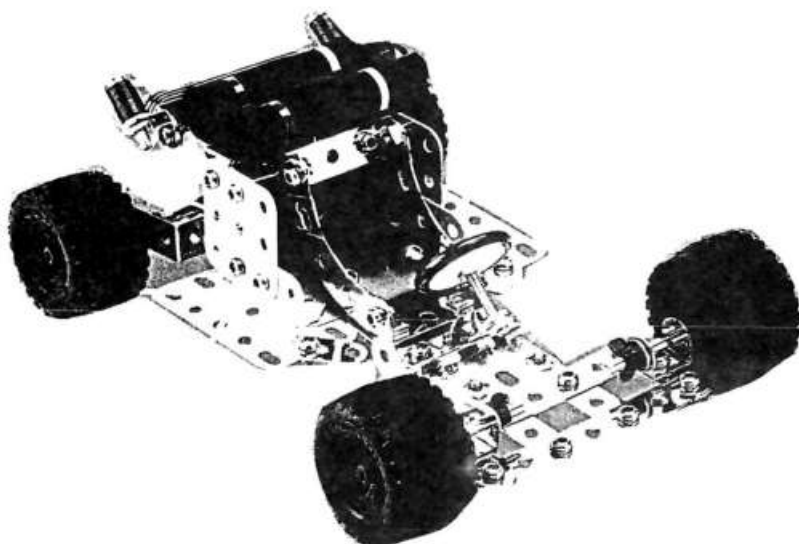
24.5" \$3.60

electrogalv finish with sharp corners, except as
noted.

Contact: John Ince

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Freight ...\$5.00

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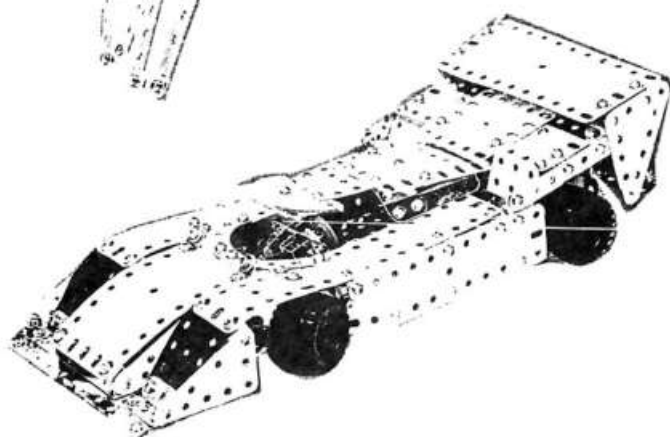


Lindsay Bond Electronics,
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Our Special thanks to
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No. 6 Set for only \$135.00
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MECCANO