



Vol 21 No 5 Oct 1997

NZFMM Magazine

Written and produced by Meccano people for Meccano people

*Our aim is to recognise
and promote:*

Motivation

Enjoyment

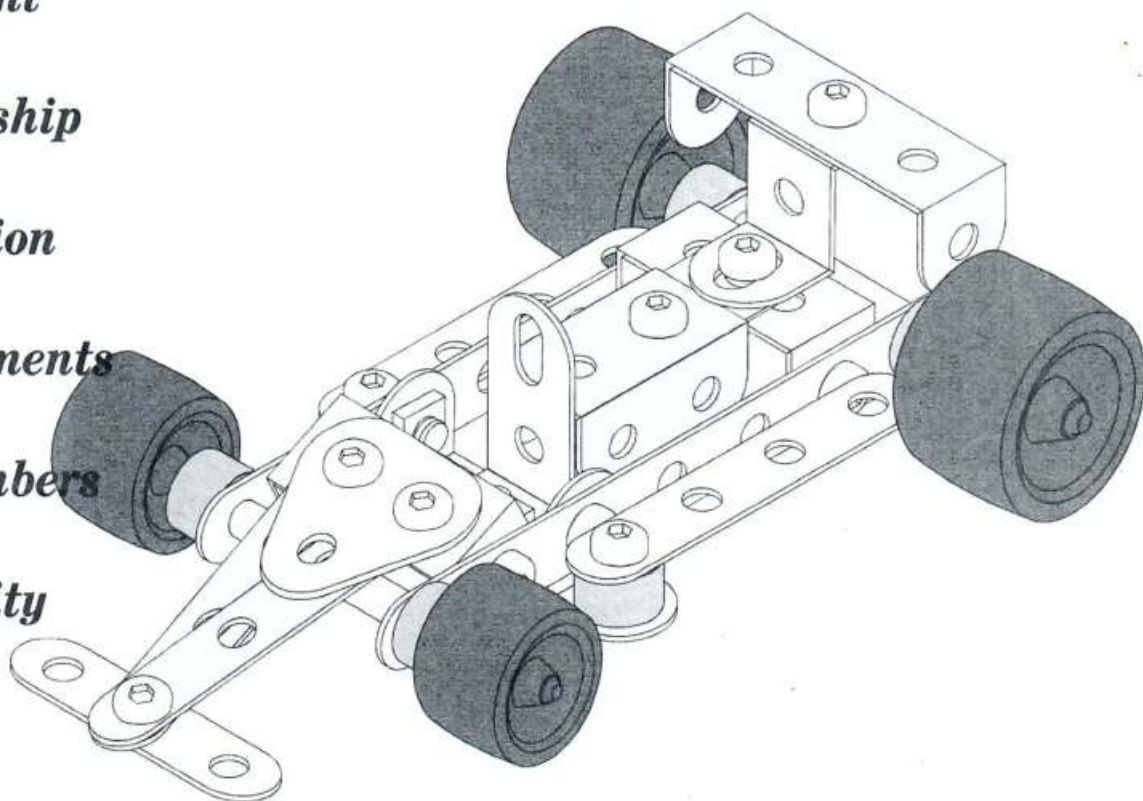
Comradeship

Cooperation

Achievements

New members

Originality



The Collection Series
No 2202 — Formula 1

**NZ FEDERATION OF
MECCANO MODELERS**

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COVER:
*Drawn by Colin Croft using ISOMEK
From the Meccano collection series*

EDITORIAL

Welcome to this issue, my thanks to Ian Torrens for the article on the Pontoon crane. Can anyone else send us an article on a model that they have built? I have not received any more information on models from the Convention, if you had a model on display could you please send me a short write-up on it. On the center pages you will see the Meccano Catalogue pages for the new space sets, for prices see Lindsay Bond's advert on the back page. If you purchase any of these sets please let me know your thought's on them so that I can print them in the magazine. Do you think these will be good sellers or like the remote control sets be sold cheaply by overseas dealers to quit their stocks? On the supply of sets the local Moore Wilsons are selling all the sets that they have left at discount prices to clear them and at this time do not plan to stock Meccano again. This seems to be common in the Wellington area, what are supplies like in other areas. On page 13 and 14 you will see some photos from the 1978 Convention held in Wellington, does anyone have photos of other earlier Conventions that I could borrow

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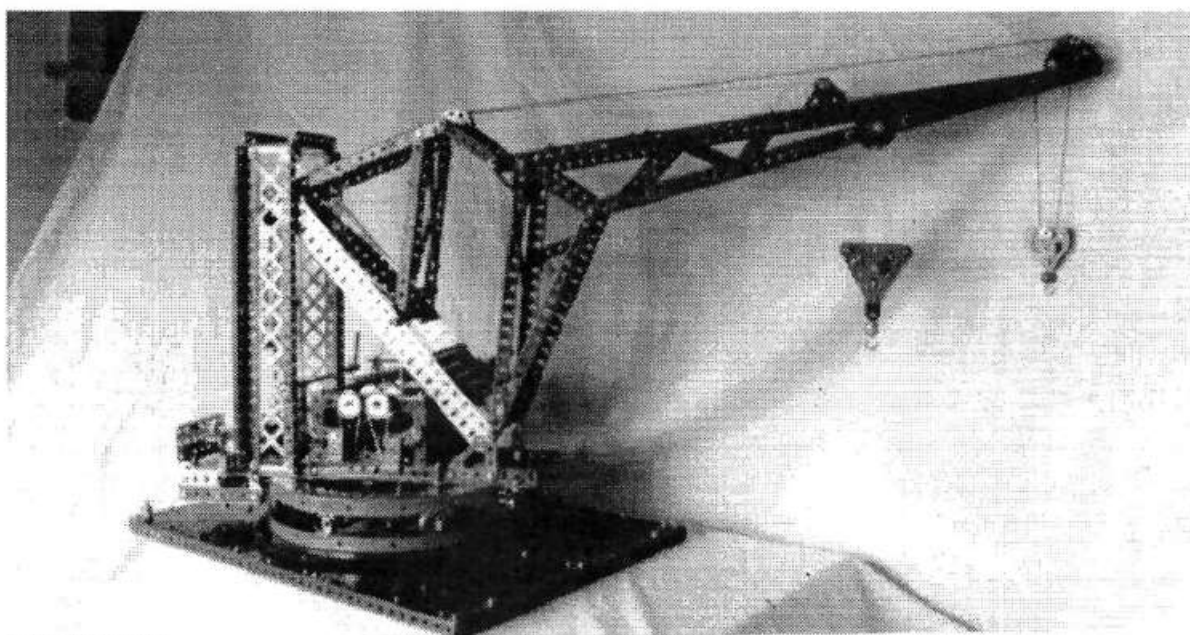
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250 TON PONTOON CRANE

Built By IAN TORRENS

In the Federation Magazine for April 1997, the Wellington Club notes mention Bryan Jones showing his Pontoon Crane- a fine model. I built this for the 6th Convention, Easter 1987 and as I extended the idea of the model considerably, I thought the following may be of interest to members.



I am a lifelong resident in the port of Lyttelton and of course have developed an interest in ships. With this background I thought of mounting the crane on a ship thus making an Oceangoing Salvage Ship with the Crane on it. The photo shows the crane as a separate model. The crane was on a base 18" long and 12" wide with the crane itself being 34" long, 12" wide and 15" high. It worked well and was pleasurable to build. To develop the basic dimensions of the ship, I started by allowing 4" on three sides of the base for crew members to walk around the crane. This gave the ship a beam of 20". The next step was to lower the jib and see how much clear deck was required for the placing of loads from the crane.

Next came the superstructure which contains, at the rear, the crane store and workshop for servicing the crane, then comes Crews Quarters and above this is the bridge area, Captains and Chief Engineers cabins, with the

Flying bridge extending out. Here also are the twin funnels and the monkey island. The hull has now gained a further 20" past the clear deck area.

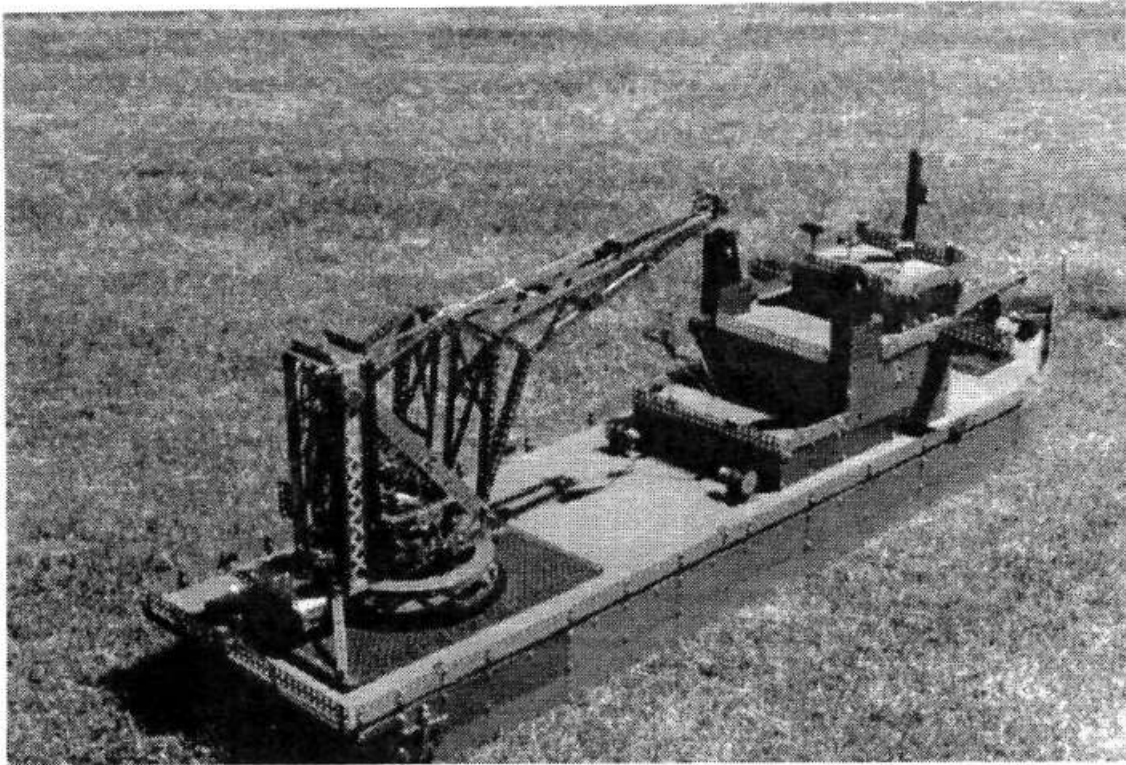
FLYING BRIDGE- This is where the bridge extends past the width of the vessel so that the crew can see along the side of the ship when berthing or having other ships come alongside.

MONKEY ISLAND- This is the highest deck on the ship and has the navigation equipment on it, such as Satellite dish, Long and Short range Radar Antenna, various Radio aerials etc. This deck also has the main mast and on my model, two searchlights for night work. Monkey Island is probably called so because you need to be like a monkey to climb up there.

Finally we come to the Foredeck. This is where the hull curves into the bow(sharp end) of the ship. Here we have a cargo hatch to hold all that may be required for a month or two at sea. There is also a small crane to handle that cargo. The winches for the forward (bow) anchors and mooring lines are on the foredeck as well. The stern anchor and mooring winches are located below deck level well to the stern of the ship. Two further winches are located at the rear of the superstructure to handle the loads from the crane, also two floodlights are in this position for night

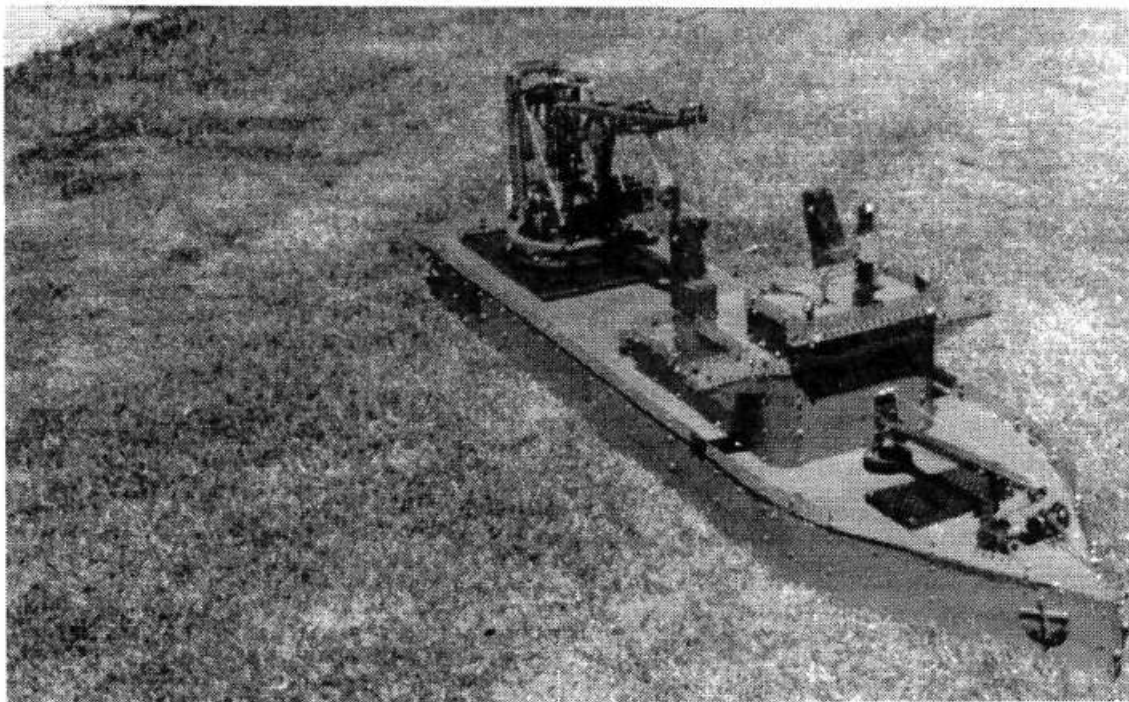
work and the crane jib has floodlights on it as well. It may be noticed that no lifeboats are showing, this is not an error as ten inflatable liferafts are

A square stern was selected as it saves the difficulty in dealing with compound curves needed for the usual ships stern. The square stern has the



attached to the railings around the entire ship. When these are thrown overboard they inflate automatically and will carry four or more men. They have various

advantage of enabling the ship to be moored with the stern against the wharf. In some instances this is needed for loading reasons. A waterline model was



rescue devices on them such as Distress Signaling, Radar Reflectors etc.

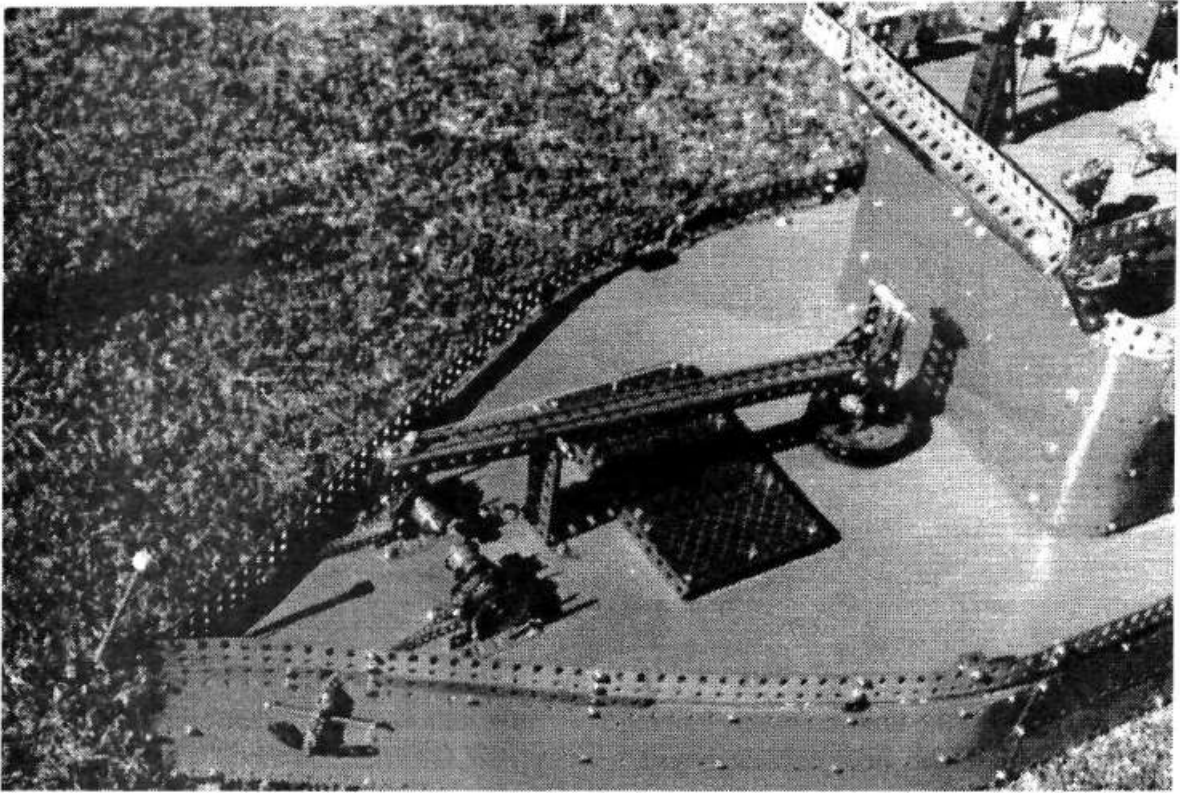
THE HULL

chosen as being more realistic than a full depth hull and again saving compound curves in the Strip Plates.

There are four areas where the deck plating is

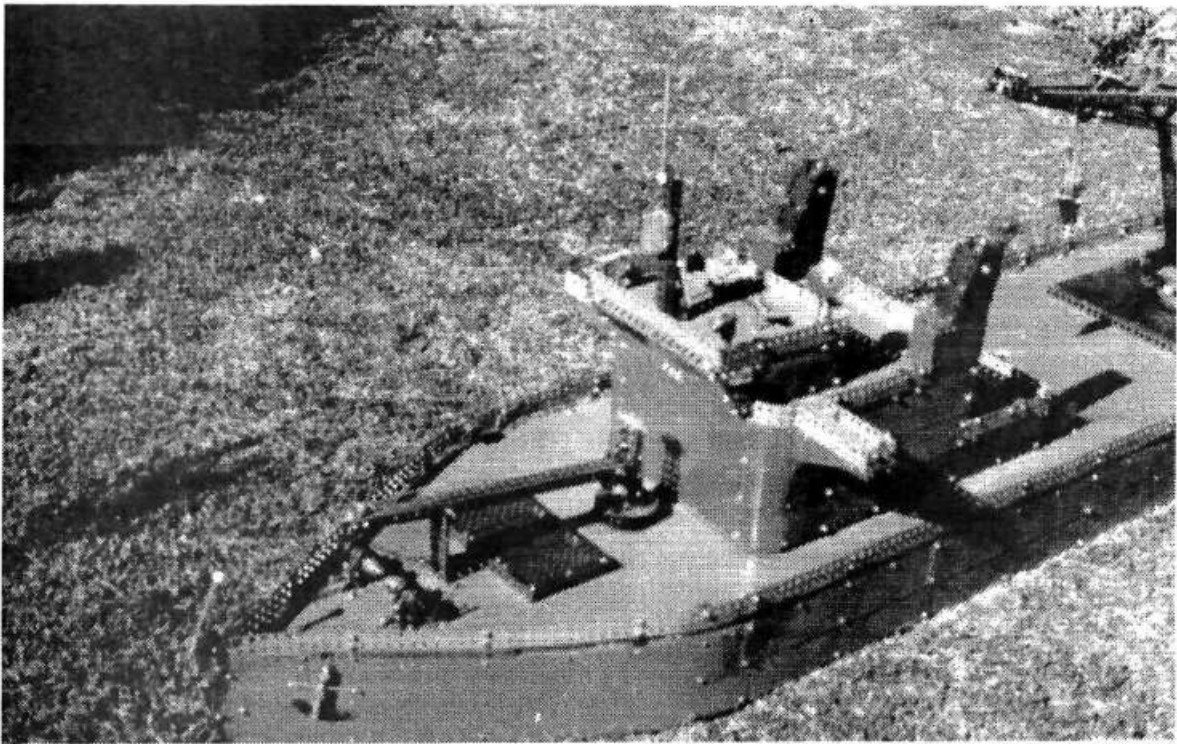
visible and for this I used eighth Bison board, shaped and painted a light gray. This proved very good indeed and gave a great finish to the model. A

for the main deck framing and the crane was put in position, A-Gs to mount this were put in place. The Superstructure, having been partly constructed was



procedure I can recommend and always use where large areas need to be covered in. All the above explains how I developed the Pontoon Crane into the

located and more A-Gs to mount this were bolted in. The Superstructure was of simple construction, being curved plates, A-Gs, strip plates with the bison board



ocean going Salvage Ship.

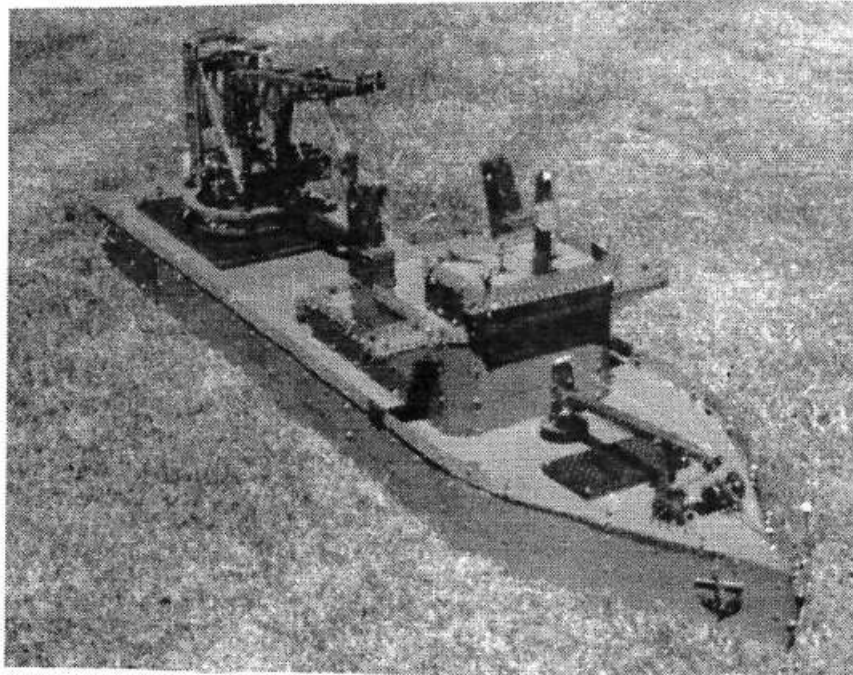
CONSTRUCTION

Three sides of a rectangle were made of A-Gs

decking. Further A-Gs extend the deck framing forward to just ahead of the Superstructure where the curve of the foredeck commenced. To form these curves, a series of 1.5" A-G-s were loosely joined.

When these were bolted together at the Bow, the curves shaped themselves. I now tightened all bolts and the curves held well. Now I had a rectangle of A-

fixed to the base of the Strip Plates and crosswise A-Gs were put in place to strengthen the hull. Permanent mounting of the crane, Superstructure (which had now been completed) and all of the other



Gs coming to a point (the bow). On this framing I bolted a shaped full length piece of bison board, having cut out openings to give access for crane, Superstructure, etc mounting bolts. Next vertical A-Gs were fixed to the main frame to form sides of the hull and these were covered with Strip Plates to enclose the model. A second rectangle of A-Gs was

deck items could now proceed, thus completing the model. The finished model was most interesting to make, taking about four months to complete. It looked very well and was 6'9" long, 1'7" wide and 2'4" high altogether. For myself, a very interesting and worthwhile model.

AUCKLAND CLUB NEWS

We had a lively, well attended meeting in August at Neil Carey's home.

Models present included:

Frank Denison's neat Bridge from a 1916 manual; Lloyd Spackman's scooter with rider and the Harley Davidson motor cycle by Philip Webb which was featured in "Everything W.L.M.S.". Lloyd's model was in blue, yellow and nichol. George Ovenden brought along the chassis of his Leyland Buss from MM Jan 1979. The six P/n 187B (obsolete 4.25" plastic road wheels) were of particular interest.

David Wall has built two attractive red/ green locomotives to run on "O" gauge track .Peter Hancock demonstrated his No 9515 remote controlled Moon Mobile from the recent "Action" series. Mike Geary had his partly built supermodel No22 Traction Engine, and David Barnard showed us a large number of photos from the Feilding Convention. The meeting was on the afternoon of the NZ vs SA Rugby Test so our lady members

enthusiastically watched the match while we held our meeting and (occasionally) watched Rugby. This scheduling of Club meetings is recommended. We are grateful to Neil and Elaine for their hospitality. Our next meeting is to be on Saturday , November 8th from 2pm at George Ovenden's home, 19 Richards Ave, Milford.

Prototype:



South Africans go home after the Rugby Test. Now here is a message from Neil to all Meccanomen "During July I finally plucked up enough courage and dismantled my "Challenger Steam Loco." The model contained 5521 parts held together by 5711 nuts and bolts. So my guesstimate back in 1993 of over 5000 nuts and bolts wasn't far off the mark. Now for 1999!

BITS AND PIECES

From Lloyd Spackman

TODAY'S LIMERICK

Impecunious Wilber M Holz

Found his Meccano had not enough bolts
Said he, "What can I do?
Its like I have but one shoe
Or a battery that's low on volts."
(Bill Bardutz in C.M.N.)

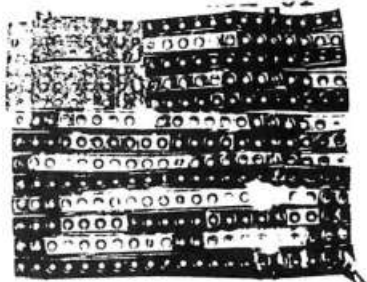
MORAL FOR MODDLERS

In a manual from a Vogue No1 set (an English construction set of the 1950's) is the following:
"A successful model made out of your head is worth a dozen made out of this book."
(C.M.N. March 1997)

AUCKLAND HOBBY SHOP CHANGES:

North Shore Hobby World (Basil Rohald, Propr.) has closed down.

Platform 1 has changed hands. Dave and Dorrie Batchelor have sold the business to Josie and Terry Burdett. Dave Batchelor now runs a camera shop in Kingsland.



OUR AMERICAN COUSINS

WE ARE NOT ALONE.

I thought mine was the only 'Bits and Pieces' in the Meccano world. I originally took the title from a column my son, Glen, wrote for a Model Aero Club Newsletter.

However, I see in M.M.G. Gazette No18 that the journal of the North West Meccano Guild, in 1978, was also called 'Bits and Pieces'.

IN MEMORY OF BRIAN.

In June, friends of the Auckland Regional Botanic Gardens held a tree planting ceremony in memory of Brian Buchanan. Brian was, until his death last October, the Gardens' Superintendent. The tree they planted is descended from Tane Mahuta, the largest Kauri in New Zealand. David Wall represented A.M.C. at the ceremony.

Meccano Modelers who visit the Botanic Gardens in Manurewa will be able to see the Kauri. Ask at the Office for it's location in the Kauri grove adjacent to the RINZ Rose Trial Gardens:

EDWARD McKENZIE RE-SURFACES.

I was pleased to read in the last issue of NZFMM Magazine that John Ince has had contact with artist Edward McKenzie. When Edward moved from Hauraki Plains to the North we lost track of him as his magazine was returned 'Gone no address'. Here is one of Edward's sculptures made from Meccano. Others are shown in our August 1989 issue.

THE GRUB SCREWS ARGUMENT

Do you use one, or two? For proper grip on a rod use two, but for best results they must be at right angles. Two grubscrews at right angles increase the pressure of the rod against the bore of the boss. But Meccano bosses are not tapped at 90. So go back to two at 180 unless you can drill and tap another hole in the boss at right angles to the others.

(C.M.N. March 1997)

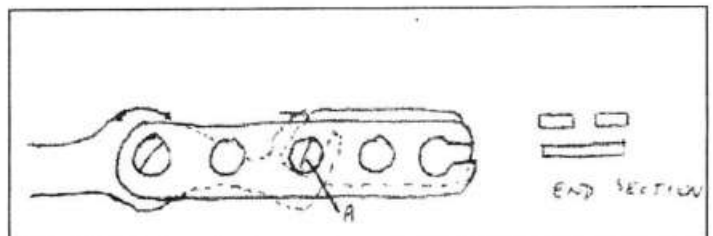


1st Floor, 945 New North Road,
Mt Albert, Auckland,
New Zealand
Phone/Fax (09) 815-0398

Josie & Terry Burdett

A suggestion from Colin Reid of the North West Meccano Guild, for putting in awkward nuts. Cut a slot in an old 2 strip, just wide enough to take a screw shank. Then bolt it, with a normal one, on opposite sides of the flat end of a spanner. Now fit the nut. The screw A can be adjusted to grip it. Unlike 34b, it does not require a delicate balancing act, and can also be used vertically. Even better, it can be used to place a nut and a washer which a 34b will not do. You can use a 5 or even a 12 strip instead of a spanner.

(From Newsmag 1997)



Wellington Meccano Club

Meeting notes for August and September 1997

-reported by Bryan Jones and Mike Highley

The August meeting was hosted by Brian Peterson at his new house, where members were treated to harbour views and a tour around the hobby areas. The meeting was attended by eight members with two apologies.

There was a small display of items brought by members. **Colin Croft** brought a Bayko set in its original box, in quite good condition. He also had a copy of the 1997 International Meccanoman Colour Extra, which was circulated for all to see.

Mike Highley had been busy building an articulated low loader, which came from the No. 7 Manual.

Simon Moody demonstrated a pair of bogies running on a length of track which included one end of a passing loop. The bogies will run under a model of a Dutch tram, and he had been experimenting with building a turnout with no moving parts to steer the tram through the passing loop automatically.

There was a short discussion about our participation in the October Great Models and Hobbies Expo and some details were raised which the President was to resolve with the organizer. Condolences were extended to the Moody family on their recent bereavement. The evening ended with a very pleasant supper and the continuation of the tour of the house.

The September meeting was held at St. Lukes, Wadestown, with ten members attending and apologies from four others. We welcomed a guest, William Irwin from South Africa, who was here on holiday to visit family and who had arranged to attend our meeting.

Most members had brought something to show, so there were quite a large number of items demonstrated. Both **Andrew Cathie** and

Colin Croft brought models of the Automated Table tennis Ball Colliery, the original being featured in Constructor Quarterly. Andrew's model was complete and he had it running to show the sequence of operations. Colin had the pithead gear and elevator system, plus the rail-mounted trolley, and showed how a mechanical counter was used to trigger the various events depending on how many balls were where. Andrew also brought a Ferris Wheel which was the subject of a Meccano / Erector set sold only in the USA.

Don Flowers showed the digger arm and bucket of his excavator. It had screw operated "hydraulics" which are to be powered individually by large electric motors to reproduce the movements of the original machine.

Max George brought a selection of his large photo collection, mainly of models shown at early Club exhibitions.

Bryan Jones had been rebuilding his Liebherr tower crane with parts in new or refurbished condition, to tidy it up for the coming exhibitions. He showed the cab and turntable sections.

Simon Moody showed his version of the Heisler locomotive, a Keith Cameron model featured in Constructor Quarterly. He had built the frame, cab and boiler mainly in yellow and green and had yet to add "works".

Brian Peterson brought a more unusual and practical model in the form of a pushcart, a low flat four-wheeled cart with a near-vertical frame handle at one end which his grand-daughter was using to learn to walk.

He also had a selection of his racing car, motorbike, jeep and helicopter models.

Correspondence had been received regarding the Club being listed as a recreational activity by the Lower Hutt Citizens Advice bureau, and the list of items in the postal auction held in Taranaki had been photocopied and circulated prior to the meeting to give members a chance to take part. The results of the auction had been received and were circulated.

William Irwin was invited to speak, and he brought greetings from Peter Mathews, the Capetown Meccano Club and the Transvaal Meccano Guild. We were most interested to hear of the activities of the clubs and a little of their history, and he showed photos of some of the exhibitions and models. The evening concluded with the demonstration of the Automated Colliery.

Coming Events:

- Meeting- Friday 3rd October, St. Lukes
- Great Models and Hobbies Expo- 25th + 26th October, Capital E, Wellington
- Meeting- Friday 7th November, St. Lukes

FROM HANK FORNBY

Isn't a worry that bureaucrats can upset the applecart with this metrification concept! How can all the non productive excitement and enforcement etc be worth trying to change something quickly? Metrics are convenient and simple and will be implemented more and more anyway. If some imperial sizes persist, so what.

A new clip together system for Meccano instead of nuts and bolts could be used. This would speed construction and the system could compete better with the likes of Lego. 4mm shafts are so close to 5/32" that these could change without problem and a return to the keyed springs for bosses would overcome the thread size in bosses.

Lets hear about helpful hints from modelers and readers. I am sure we have all experienced thinking we have found an ingenious solution to a modelling

problem or facet but then subsequently discover it has been done before. The fact is, if you have not seen or heard of the solution others will not have as well. It is like reinventing the wheel.

eg When grouping gears in a socket coupling assemble them on a drift. Tighten the grub screws in the socket coupling onto the contained bosses a small amount at a time and keep checking that the assembly remains free on the drift. Drifts are slightly larger in diameter than axles/shafts so you can be assured that if the assembly is able to turn on the drift it will be properly free on a normal axle/shaft.

Another hint from a Wellington Club member is quite drastic. He collects parts that are coming from models that are being dismantled which are in need of restoration and those from the occasional purchase which also need love and puts them into a concrete mixer with kerosene and gravel. After a few hours of tumbling the parts are clean, degreased and have a very fine etched surface which will 'key on' the new coat of paint. A bath in a solvent compatible with the new paint is advised to wash off the kerosene and dust. Any paint that is left can be ignored as it is obviously there to stay or can be sanded off. The concrete mixer certainly saves a lot of time and effort. Any part over 12 1/2" is not dealt with in this manner.

After my ponderings about wheels in the last magazine I have not heard through the Editor of any responses or thoughts. Apparently Exacto has some wheel flanges of different sizes. Has anyone got or used any? What is the quality like? And, 20 other similar questions??!

Cherrio.

Hank Fornby

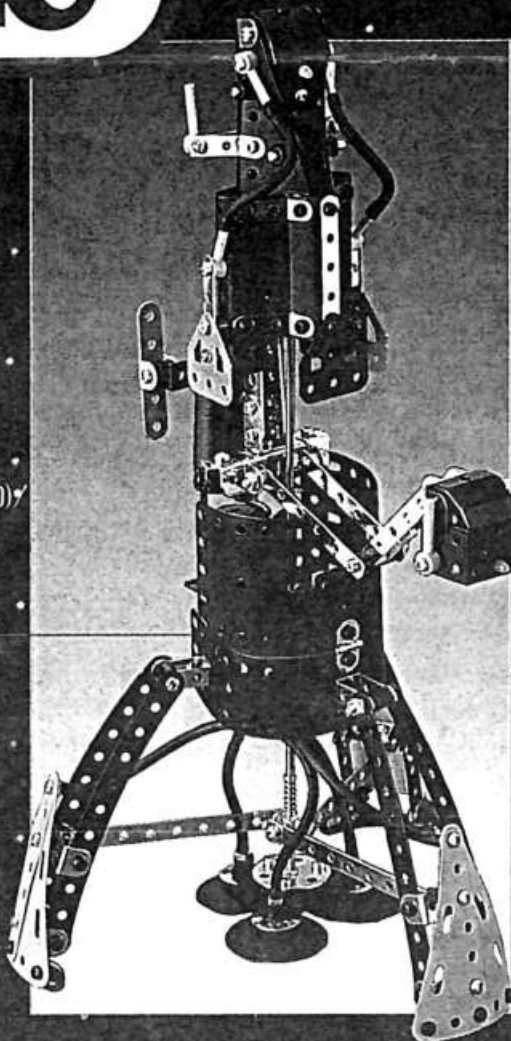
HUBERT HENRY LANSLEY
"SPANNER"



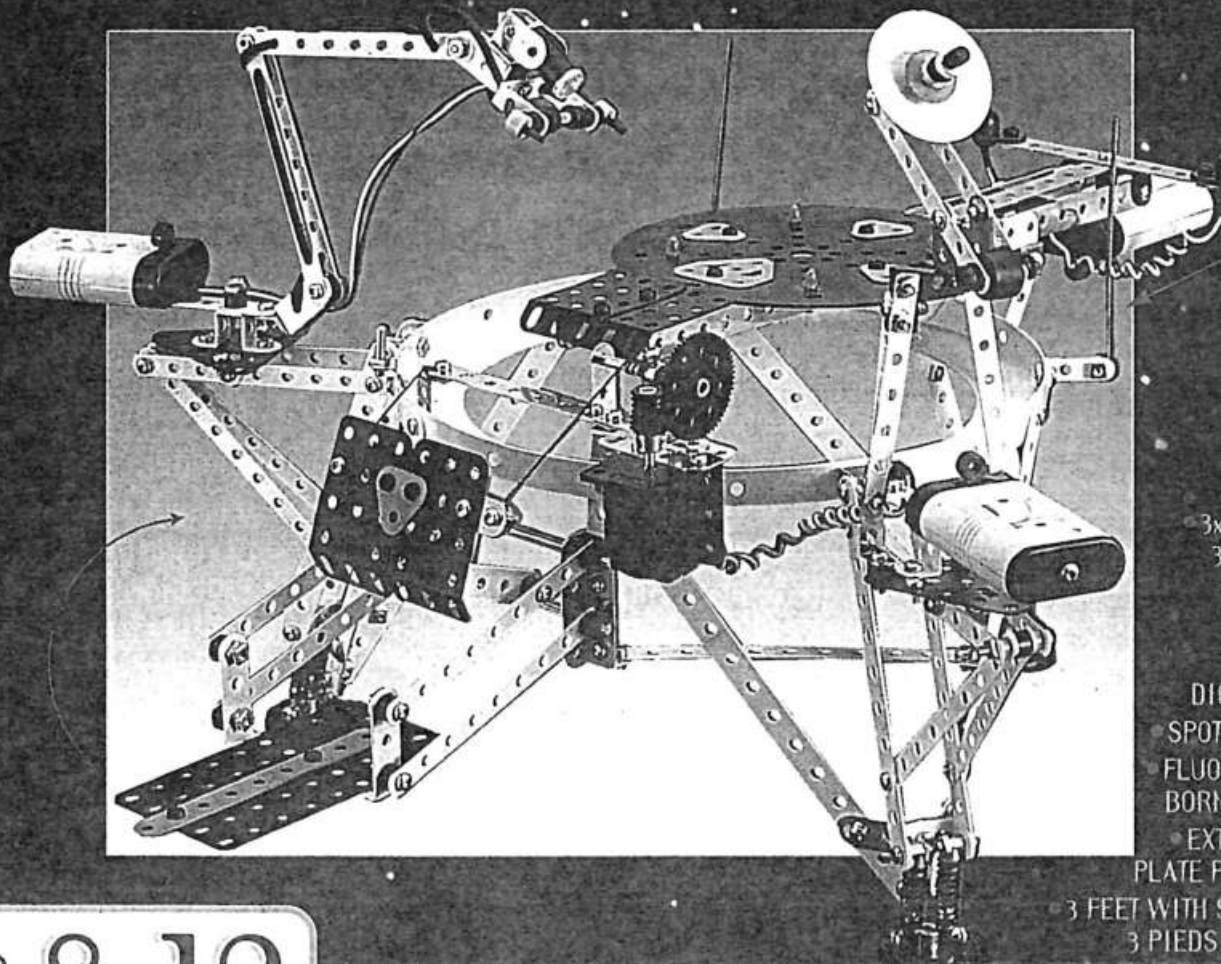
on
7th August 1997
in Colchester General Hospital



- HOSE/DURIT
- EXTRACTABLE COCKPIT/
COCKPIT EXTRACTIONNABLE
- 2 POSITION MOTOR (IN FLIGHT/ON GROUND)
MOTEUR 2 POSITIONS (EN VOL/AU SOL)
- INTERACTIVE TRANSFORMABLE MODEL/
MODÈLE INTERACTIF TRANSFORMABLE



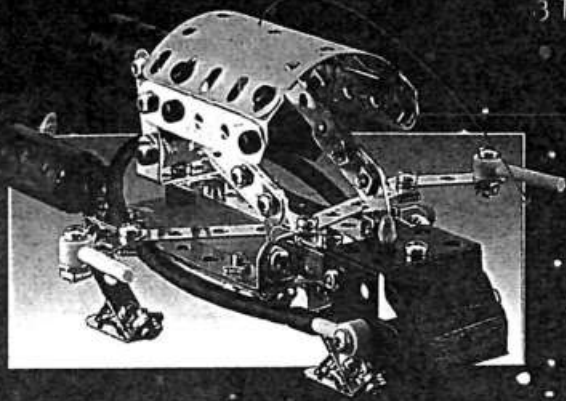
- 2 MODELS IN 1
2 MODÈLES EN 1



- MOTOR/MOTEUR
- 3x BATTERY HOLDERS/
3 BOÎTIERS DE PILES
- PIVOTING RADAR/
RADAR PIVOTANT
- FLASHING BULBS/
DIODES CLIGNOTANTES
- SPOT LIGHT/PROJECTEUR
- FLUORESCENT MARKERS/
BORNES FLUORESCENTES
- EXTENDING PLATFORM/
PLATE FORME COULISSANTE
- 3 FEET WITH SHOCK ABSORBERS/
3 PIEDS AVEC SUSPENSIONS



8-12

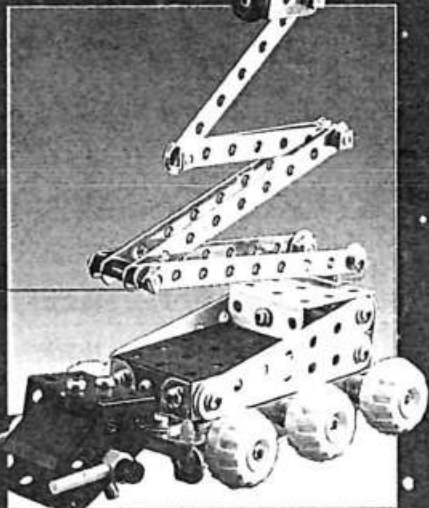


- INTERACTIVE TRANSFORMABLE MODEL/
MODÈLE INTERACTIF TRANSFORMABLE
- 3 ARTICULATED FEET/
3 TRAINS D'ATERRISSAGE
- ARTICULATED COCKPIT/
FUSELAGE ARTICULÉ



DEFENDER UNIT 4810
REF 3 27349 034810 6
1 MODEL / MODELE

- INTERACTIVE TRANSFORMABLE MODEL/
MODÈLE INTERACTIF TRANSFORMABLE
- ARTICULATED ARM
WITH MAGNET/
BRAS ARTICULÉ
AVEC AIMANT
- RETRACTABLE WHEELS
ROUES RÉTRACTABLES

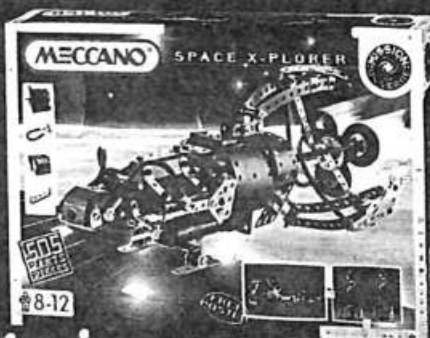


META-CRUISER 4820
REF 3 27349 034820 5
1 MODEL / MODELE

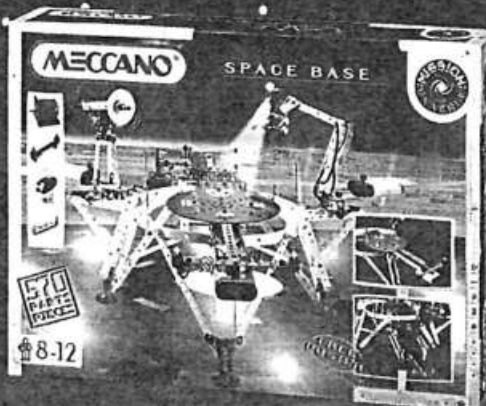
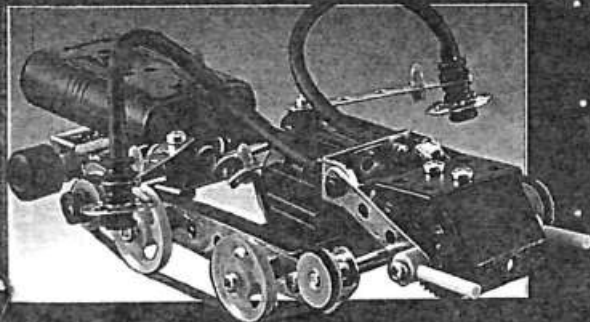


DETECTOR UNIT 4830
REF 3 27349 034830 4
1 MODEL / MODELE

- MOTOR WITH REVERSE FUNCTION/
MOTEUR AVANT-ARRIÈRE
- ARTICULATED ARM AND COCKPIT/
AILERON ARTICULÉ & COCKPIT MOBILE
- INTERACTIVE TRANSFORMABLE MODEL/
MODÈLE INTERACTIF TRANSFORMABLE



SPACE X-PLORER 4840
REF 3 27349 034840 3
1 MODEL / MODELE



SPACE BASE 4850
REF 3 27349 034850 2
2 MODELS / MODELES

WITH FLUORESCENT PARTS
AVEC PIÈCES ORANGES FLUORESCENTES
INSTRUCTION MANUALS INCLUDED
AVEC NOTICES DE MONTAGE DÉTAILLÉES

MISSION THE UNIVERSE

Lindsay Bond has advised me today (20th September) that he has just received his stocks of these sets. The prices are as advertised on the back page.

If you purchase any of these sets how about writing a short note for the next issue. I would be interested in your thoughts on things like ease of construction, do they fit together like the instructions say, paint and plating finish and most importantly will they appeal to children.

Also do you consider them to be value for money?

FROM NORM BOLTZ

Having read Hank Fornby's letter in the last two issues I feel that I must reply to him.

In his first letter he goes on about judging of models personally I feel that most modelers build a model because it appeals to them not to win prizes, although I admit that I would like to win a prize for one of my models. I do not agree with the present system of judging used, what do the public know of the mechanical details of a model. All they look at is "the bells and whistles" and vote accordingly.

In his second article he talks about using "o" rings as tyres and the need for wheels suitable for locos Has Hank Fornby lost sight of the original Meccano idea? Surely all models in any exhibition or competition should only be made with genuine Meccano parts. I have seen winning models in CQ that are made using non Meccano parts, are the English losing sight of the system as well?

Speaking to other modelers we are of the opinion that if you can't make it with only Meccano parts the model should be put at the back of the room and NOT with Meccano models. In another room would be better.

As for making more parts for the system, what can I say, surely this would be beyond any true Meccanoman's comprehension

(This is edited from a long letter that I received on this subject, does anyone else have any comments to make on this subject-ED)

I note in the latest issue of International Meccanoman that Roger Hill is the new editor as from issue 23.

I would like to wish Roger every success with the IM from all the members of NZFMM.

And to retiring editor John Westwood well done in publishing 22 issues, I hope you enjoy your "retirement"

NEW ZEALAND MECCANOMEN'S CONVENTION and EXHIBITION

EASTER 1978
24th-27th March 1978

WELLINGTON
RAILWAY SOCIAL HALL

OPEN TO GENERAL PUBLIC
SUNDAY 26th March, 1p.m.-6p.m.

Enquiries to Wgtn. Meccano Club
14 Tarikaka st., Ngāio, Wgtn.4. ph.792 932

The photo's on pages 13 and 14 are from this exhibition.

Page 13:

Top; A Meccano factory built model

Centre; A Meccano factory built model

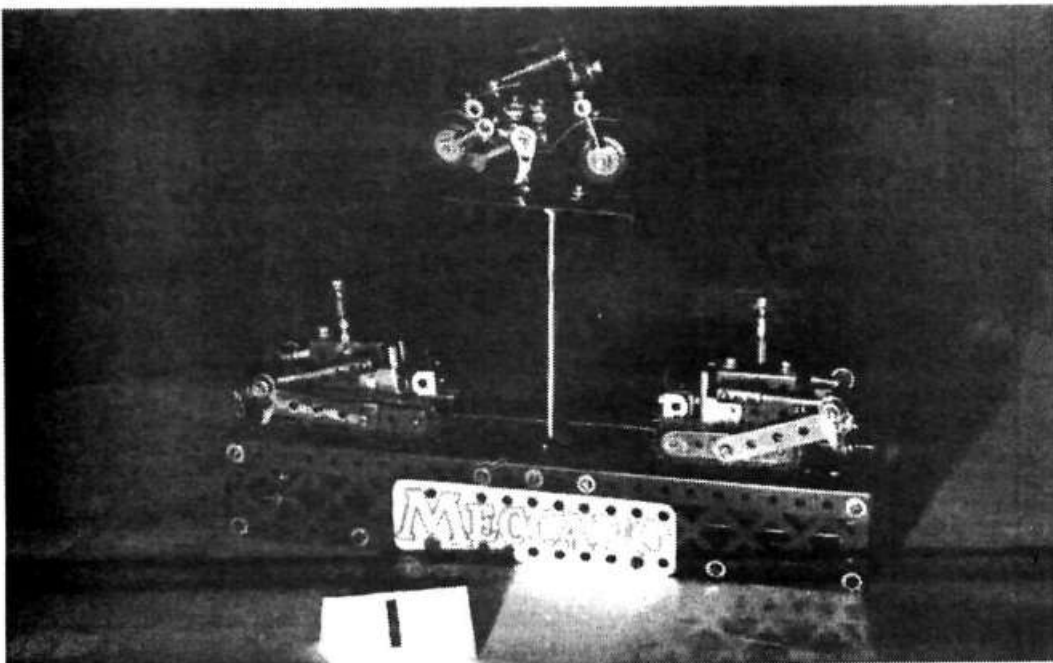
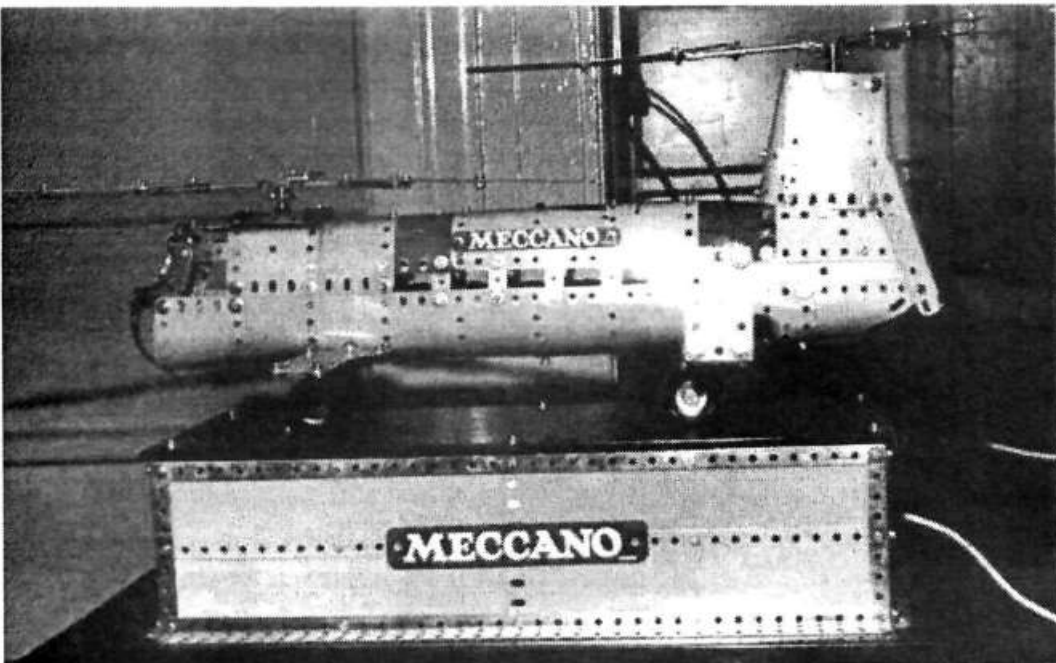
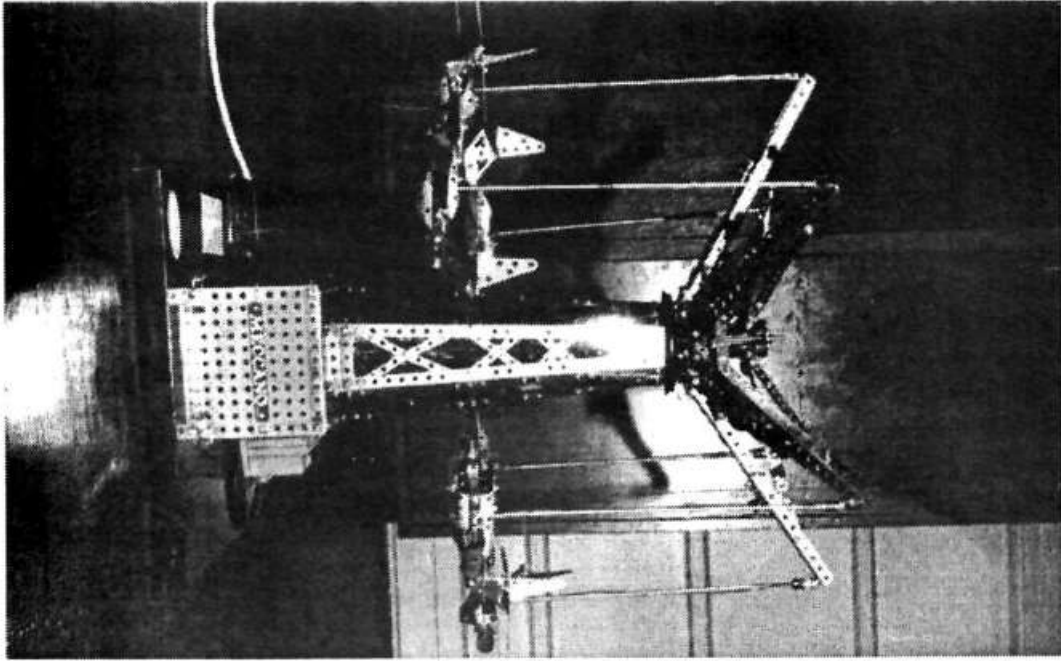
Lower; Simplicity models,
built by Bruce Neilson

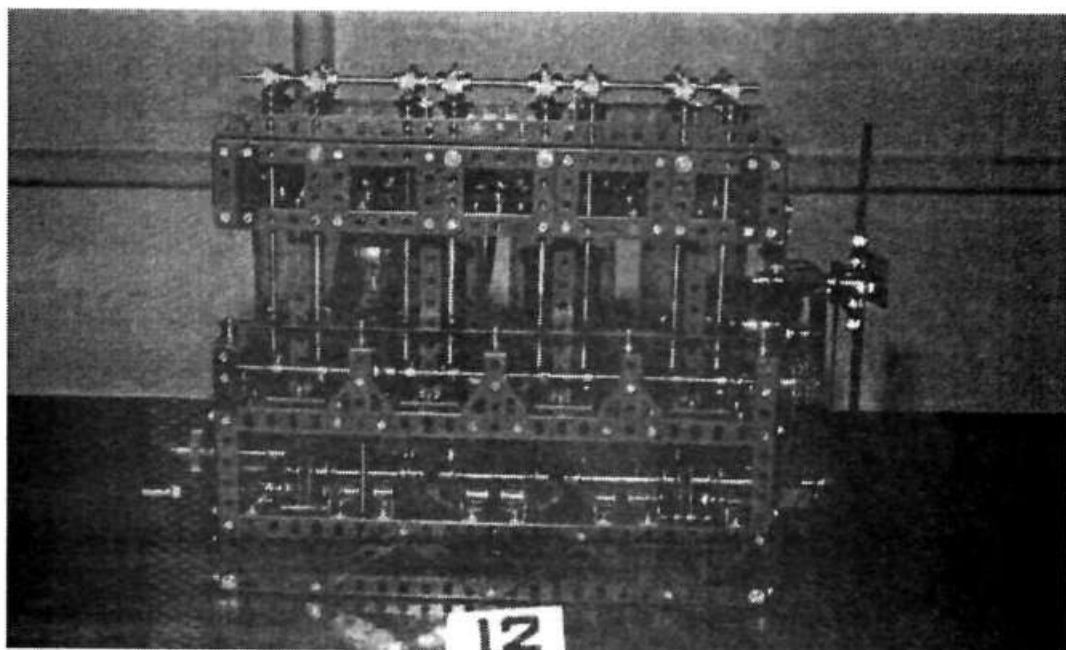
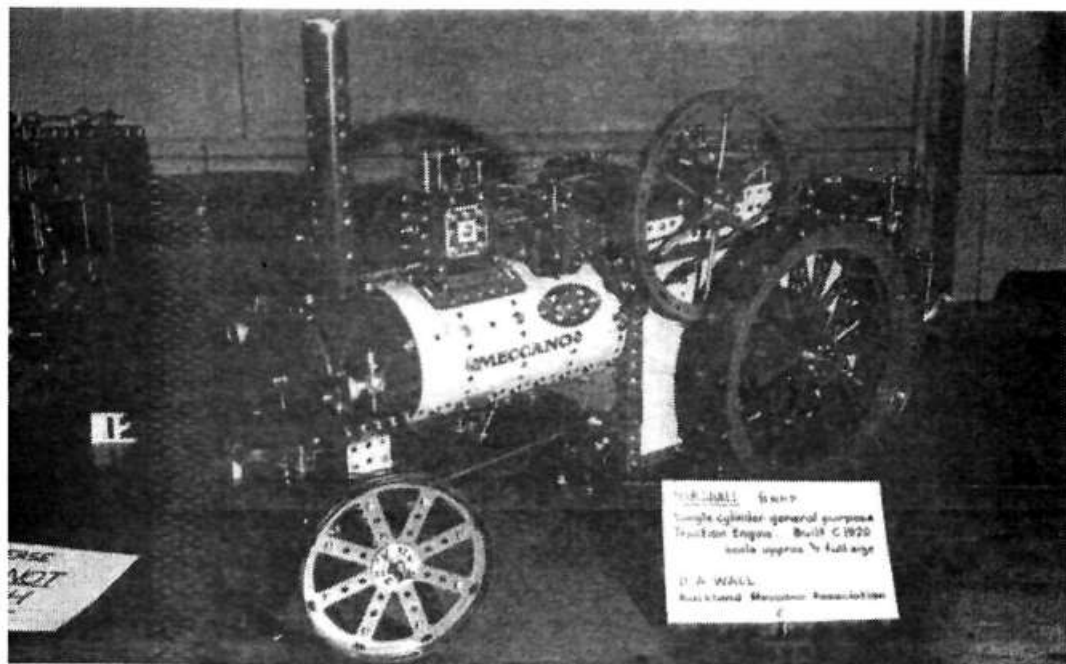
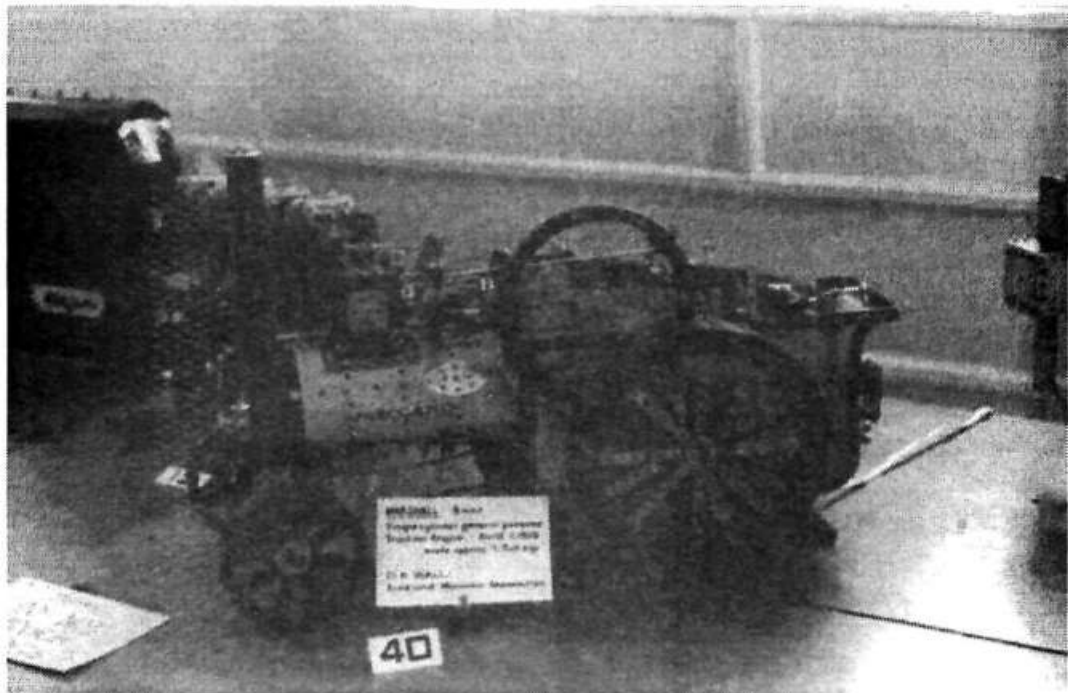
Page 14:

Both; Marshall 6HP Single Cylinder Traction
Engine.

Built by; David Wall

1st Prize Seniors







MWT MECCANO CLUB

President - Bruce Geange, 4 Winchester St.,
Palmerston North. (06) 357 0566

Treasurer - Tom Pittams, 77 Maria Place Ext.,
Wanganui. (06) 345 6788

Meetings - First Saturday in each quarter i.e. 1/11/97,
7/2/98, 2/5/98, 1/8/98.

Meeting report 2 August 1997

Members gathered at Wanganui and demonstrated:
Robin Rye - The continuing progress of the
construction of his Cargo Ship with the 4ft long bow
section with good modelling of the complexities of
double angles.

He has recently acquired some WRI large diameter
tyres which invoked some historical background from
members.

The deterioration of the zinc and then into the metal
of 1980's French Meccano was becoming a problem
and members are starting to re-zinc these parts to
save them.

Bob Prescott (a new member from Feilding)
demonstrated his newly awakened interest with a F18
fighter plane being towed by a tractor. This was
modelled in French/English yellow and blue.

Don Malcolm (a new member from Napier) has a
philosophy of modelling big size models. This
produces it's own challenges and Don demonstrated
his solution for Formula 1 racing car slick tyres with
refrigeration industry sponge pipe insulation tubing
with built up hubs.

Tony Ercoland (a new member from Hastings) is in
the grips of the strip and repaint cycle with his
preference being red and green. From the Bert Love
books he has modelled the chassis and track work for
a mobile crane (see photo) using 2.5" flat girders as

the track.

Don Blakeborough had assembled a variety of other
systems with an American origin:

Constructo Craft which has a raised zigzag
pattern along the strips. 1946 manual.

Structo.

Curtain Wall Builder by Tinker Toy 1959.

Buildo.

John Jordan showed the good job of the re-zincing
done by our friendly Hawera plater. Biplane and
tricycle collector sets have also been acquired.

Lindsay Bond had a 1946 No 3 red and green boxed
set with aluminium coloured centred road wheels
(this colour was for South Pacific dealers only). With
a quiver in his voice Lindsay explained that as a child,
a set just like this had been his belated Christmas
present from the first shipment of Meccano received
in New Zealand after a long absence of Meccano
due to World War 2.

Lindsay also had collected a 1930-31 No 2 set in red
and green.

He then showed a collection of Buz boxed sets from
the Australian, Triang Pedigree (NZ), Fun Ho
(Inglewood NZ) and Auckland (NZ) periods of
manufacture. The piece de resistance was a
refurbished Buz dealers model of a Beam Engine (see
photo) with a set of contact points opening and
shutting to turn the decorative lights on and off.

Viv Alexander - A 1923 No 1 Italian Meccano
manual, No 1 red green Meccano set of 1953. This
set was one of an additional production run identified
by the large border on the manual, No 1 Aeroplane
Constructor in yellow and red with spats on the
wheels circa 1936, 3/1931 and 5/1929 NZ edition
leaflets from Models Ltd, A set of 1928-31 super
model leaflets and prize winning models which had
been bound into a volume, 1915-16 Lead pulley.

Bert Blakely has started on the Baltic Tank
Locomotive Super Model No 15 and brought the
chassis along.

Wayne Blakely has acquired a boxed mint 1978
Army Multikit. A acrobatic monkey and a dump
truck models had kept his screwdriver busy.

Bruce Geange has been putting his model engineering
and restoring skills to good use with the putting back
into working order a small Mamod Stationary engine

with overhead pistons. On behalf of another member, a deliberate decision to restore a 1929 Meccano vertical steam engine to steaming order had required the making of a new safety valve, stop cock, driving gears and straightened axles, and liquid and tablet burners (see photo). The remainder of the steam engine was left in original condition and colour.

Other members attending were Bruce Neilson, Alistair Tong, Chris Morton and Paulette Morton (nee Bradley)

A member also showed his Princess Elizabeth 4-6-2 locomotive with tender from 1938-39 in a red box.

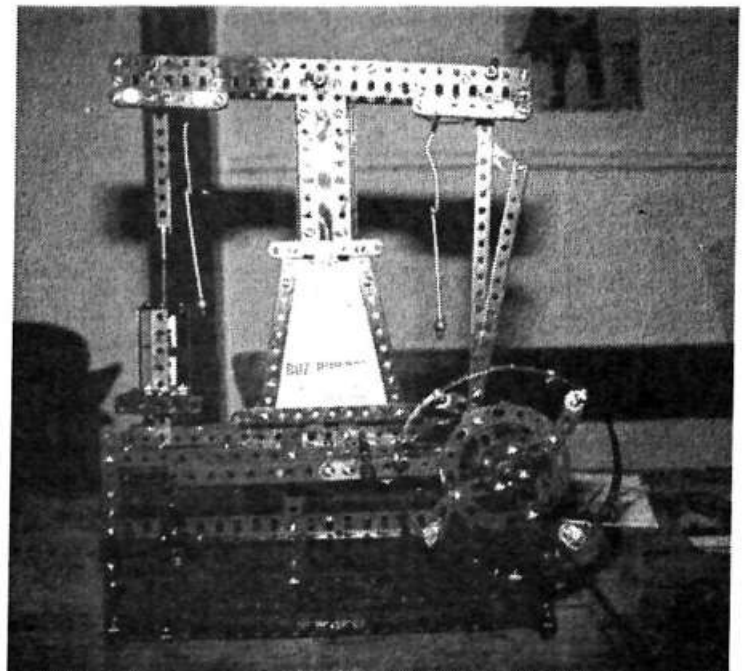
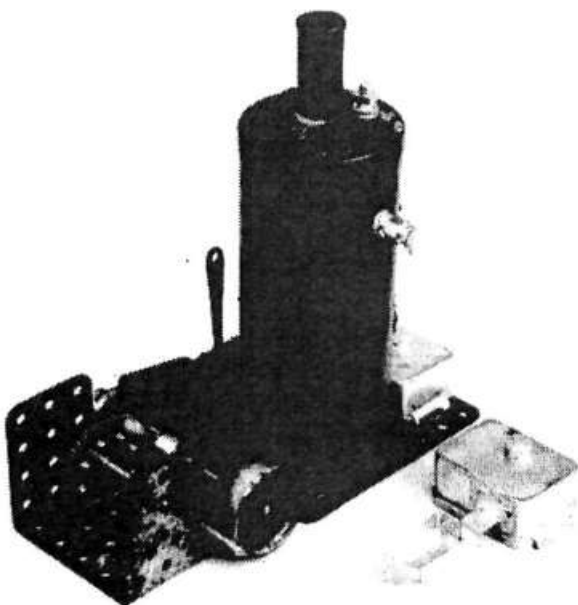
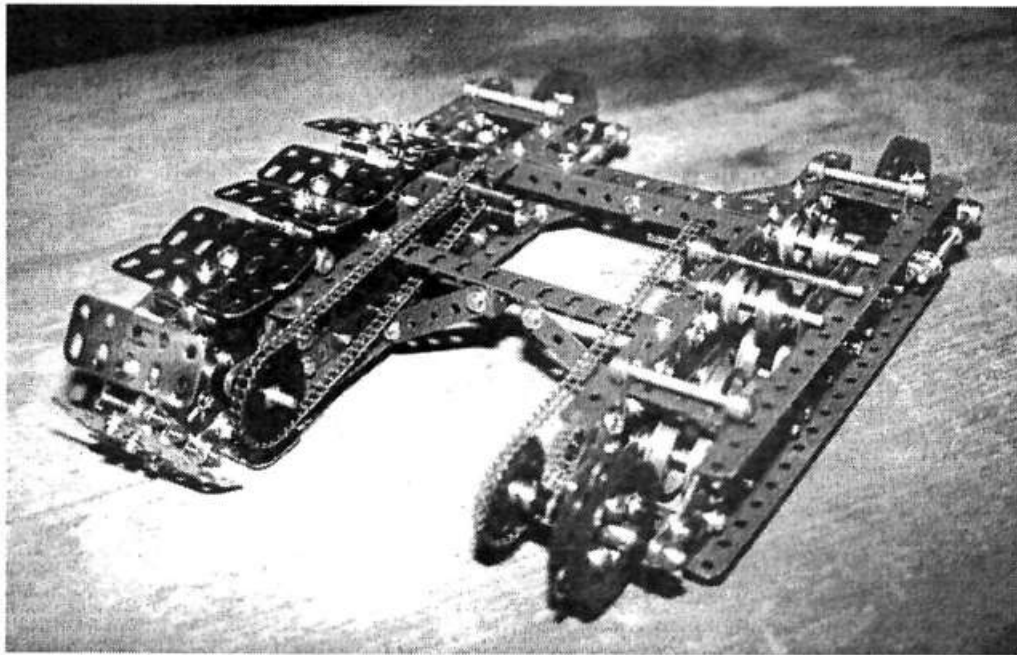
Members were able to view at close quarters this legendary item which originally sold for 5 guineas.

The Annual General meeting was not held and will be held at our meeting 1 November 1997.

Next Meeting (including Annual General Meeting)
3pm 1 November 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 N and Bruce G



**Christchurch Meccano Club Meeting
August 1997
Reported by Doug King**

The evening was cold with a south-west wind but never-the-less fourteen members were present.

Our junior member **Mike Hamilton** displayed three different aeroplanes. **Chris Thompson** showed a portable saw bench complete with a rolling table.

Kingsley Burrell showed how versatile Meccano can be with his model of a formal English garden. The base was about three feet by two feet and on it the paths were set out by using different coloured plates to distinguish the planted areas. The main entrance had an arch complete with climbing roses (string) in flower (plastic 1/2" pulleys). The clever use of parts made obvious the tall trees, spreading trees, shrubs of different sizes, box hedges and small plants. A summer house and a surrounding wall completed this innovative model.

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

Despite the cold evening, seventeen members turned up for the meeting. **Dick** and **Murray Cottier** were not present as Dick has recently come home from a bypass operation in Dunedin. We hope to see them next meeting. On the other hand **Peter King** has recovered well from his broken ankle and has no difficulty in his workshop - making helical gears.

John Hamlyn impressed everyone with his fine model of the New Zealand Railways *Craven* breakdown crane. With the boom trolley it occupies most of the 1.5metre of track. The crane is powered by a mains motor and once John had corrected one or two problems caused by the trip to the meeting he raised the boom and demonstrated slewing and lifting of loads. All movements are accomplished with the one motor through a gearbox.

David Lang also had a large model. It was a truck and semi-trailer with a lot of attention given to the drive and steering mechanisms. Two low voltage motors are coupled together through a differential so that either one or both may be used to drive the rear axle differential and the road wheels. This system delivers substantial power. Steering is radio controlled with the servo actuating a mechanism which provides power to turn the wheels. David has used large model aircraft wheel to support this fine model. The semi-trailer connects to the truck through a Marklin ball race.

This is much smaller than the Meccano version and about the right scale.

Grant Wells has been busy in his workshop and showed a heavy duty plate roller which he hopes to market. It will handle plates about 150mm wide and as it is fitted with 300mm rollers and large tooth cogs will cope with quite heavy gauge.

John Crawford has been busy building an airport luggage tractor and trolley and also a crane. **Stefan Burrell** also brought cranes of three types; a mobile rough terrain crane, a dockside crane and a level luffing crane. It is good to see a young modeller discovering the way things work.

Ian Torrens has been feeling nostalgic and tabled several cuttings. From the *Christchurch Star* in 1969 featuring a picture of Bob Boundy with a Meccano Logging Truck; November 1967 with a photo of a Meccano model at British Toy Manufacturers Exhibition telling of record toy exports; and February 1984 with a picture of a Japanese model of a railway locomotive built from 31,146 tin cans!

John Ince showed the members a selection of parts which he purchased from **Ken Gordon** in Melbourne recently. John spent about three hours with Ken who despite advancing years and deteriorating health is still enthusiastic about making parts. He is very proud to show off his models and explain that this one has just six genuine Meccano parts and that one just nine. Currently Ken is producing the 19a spoked wheel in cast brass. This is quite an achievement in casting technology; the result is excellent. The wheel is finished on the lathe and has a groove to accommodate the 142b motor tyre. The wheels are in demand from modeller who want to build the Meccano Rolls Royce. John also told of his visit to **Edward Bolte** who lives in Ringwood. Edward builds mainly in genuine Meccano and has some spectacular models in his model room. The Dutch windmill takes pride of place with sails which just clear the ceiling. This is a working model and is a very accurate replica of a real windmill - something made possible by Edward being brought up in Holland. Other models include a Melbourne tramcar, a large locomotive and a Konkoly Meccanograph from the November 1972 Meccano magazine. Edward has been visited before by kiwis as his photos taken by David Wall prove!

John showed the meeting a schedule of Meccano parts for postal/phone auction received recently. Unfortunately as the document was posted on August 11th and bids closed on August 31st it was not possible to view at a meeting. Members felt that the suggested prices were far too high to generate any interest. They also felt that the vendors name should have been mentioned.

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MWT:
ST LUKES CHURCH HALL
CORNFOOT ST
WANGANUI

CMC:
ST JOHNS HALL
FERRY ROAD
WOOLSTON

OCTOBER 1997

3RD-WMC
ST LUKES HALL

3RD-CMC
ST JOHNS HALL

NOVEMBER 1997

1ST-MWT
ST LUKES CHURCH HALL

7TH-WMC
ST LUKES CHURCH HALL

7TH-CMC
ST JOHNS HALL

8TH-AMC
19 RICHARDS AVE
MILFORD, AUCKLAND

12TH CLOSING DATE FOR DECEMBER ISSUE DECEMBER 1997

5TH-WMC
ST LUKES CHURCH HALL

5TH-CMC
ST JOHNS HALL

REPLICA PARTS SUPPLIERS

SIMON MOODY
BLUE MOUNTAINS ROAD
UPPER HUTT

BRASS PARTS

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37 BURNSIDE DR
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P.O. BOX 2753
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HELICAL GEARS

FOR SALE

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

MECCANO

The NEW.....

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MECCANO KITSETS.

Tentative Suggested Retail Prices.

Suggested by Mattel (N.Z.) Ltd.

Defender Unit.	4810	\$45. 95
Meta - Cruiser.	4820	\$45. 95
Detector Unit	4830	\$68. 95
Space Explorer	4840	\$149 95
Space Base.	4850	\$199 95

With the N.Z. Dollar the way it is at present. I can,t see these prices remaining at this level for long.

The Shipment arrives in September, I am prepared to take orders for any of the above now , and forward them on arrival.

Just to hand ,the 1997 Meccano Catalogue, FREE to those who send a large envelope, addressed and bearing an 80c stamp, this will include our current price list.

Just Noticed, The two recent additions to the Collection Series...

Sky Hunter, Aeroplane,	2106	Single Model Set.
Crusher, Road Roller,	2405	" " "

As these models come in with a collection of 24 I am going to find it very hard to meet orders for the above items.

Good Model Building,

Good Meccano Collecting.

Lindsay Bond Electronics,
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Phone/ Fax. 06 765 5008.
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MECCANO