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NZFMM Magazine



**NZ FEDERATION OF
MECCANO MODELERS**

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COVER:

*A Christmas greeting to all NZFMM
members and all other Meccano
modelers everywhere*

EDITORIAL

Welcome to this issue, the final one for 1997, and the seventh one under the present Editor. As I have not received any letters to the contrary I presume that you are all happy with the content and format that we are using.

In this issue you will see that we have articles from members on different subjects - I thank them for their help. I even had too many pages for this issue and so have had to hold some over for the next issue. So far I have not heard of anyone who has purchased any of the new space sets here. Toyworld had them shown in their catalogue that arrived in the mailbox last month but the stores do not have them in stock yet. I haven't seen any reviews in overseas magazines either.

Perhaps we will all wake up on Christmas morning and find a space set under the tree from Santa!

May I take this opportunity to wish all Meccano modelers the compliments of the season and a prosperous New Year, and also to thank all those who have contributed articles for the magazine this year. Perhaps more members will contribute next year.

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DRESSER 510B FRONT END LOADER

Designed and built By John Ince

This model was a result of a desire to build something more realistic than the models described in the Action Control Set 9526. While the infra red control components offer a reasonably satisfactory method of remote controlling a Meccano model, the control components and battery boxes are far too prominent in the model to satisfy a realist.

My model is built to a scale of 17.5:1: the scale is determined by the diameter of the 142A tires. The model as first built used a pair of these tires on two 2" pulleys bolted together with 38A and 38B spacers and 3/4" bolts. The wheel discs add realism.

The 6v battery box is mounted under the drivers seat in the front section of the model; the 4xR6 batteries are accessible from the rear of the cab when the forward section is separated from the rear. The 9v control battery is mounted front of the rear wheels and is accessible from the underside of the rear section. The relay control unit is located where the engine of the prototype would be and is accessed from the side by a lift up panel. This facilitates switching on and fitting the battery and motor plugs.

The two motors are used for traction and steering. The traction motor is mounted rear of the axle and drives to a 21 pulley using an "O" ring and then from the intermediate shaft by a 7/16" pinion to a 60 tooth gear wheel. The motor shaft does not require a pulley. The steering motor is placed under the cab. It is connected by "O" ring to a 1" pulley on a screwed

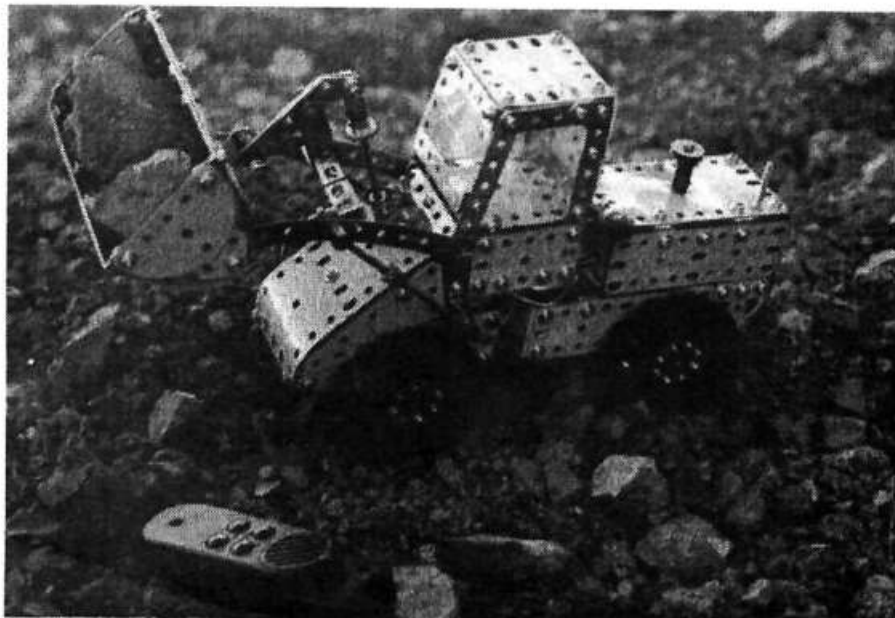
rod in much the same manner as the set up in the Action Control Set model. A threaded boss on this screwed rod is linked by a narrow strip to an angle bracket on the rear section of the model thereby providing good knuckle steering.

Bucket elevation and tipping are manually controlled by screwed rods running in threaded bosses. The pivot points are carefully placed to ensure that the bucket tip attitude remains the same throughout the range of elevation.

Although the Action Control Set does not contain sufficient parts to build this model, a number of the new parts are incorporated. For example, the two small pinions and the 3/4" narrow gear are used for the bucket lift and tilt actuation.

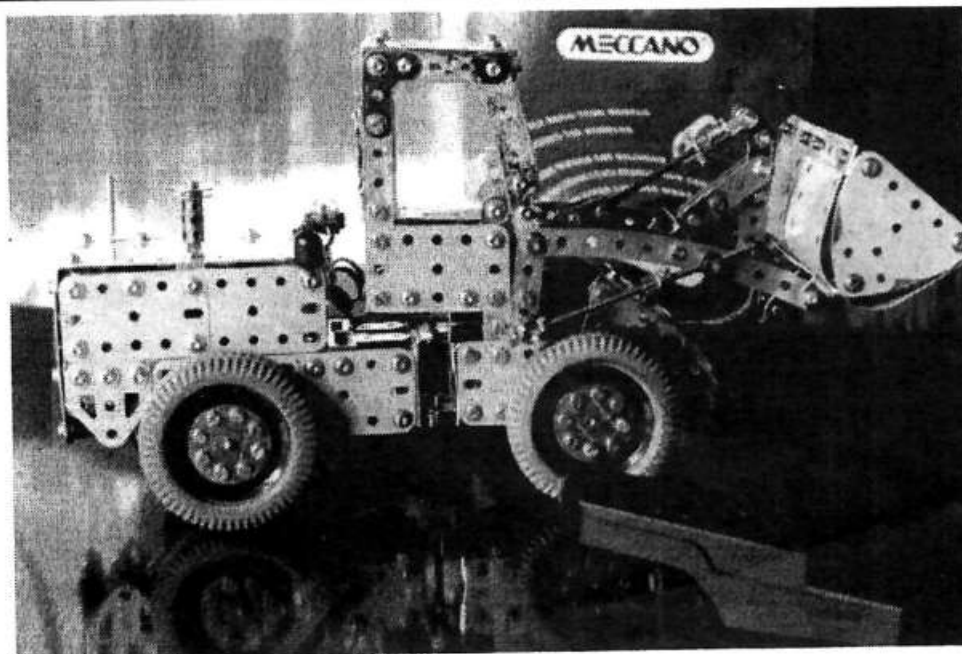
I use O rings ARP 023 and 025 for this model as they cover lengths not available in standard Meccano driving bands. The completed model including batteries weighs about 2.3 Kg. Despite the size the model functions satisfactorily with the standard 6v motors. As an added feature try the new Marklin Tractor Tires. These fit on the 2" pulleys spaced as mentioned above and are more satisfactory in operation and appearance than the 142A's.

A set of colour photographs are available from John Ince, 37 Burnside Cres, Christchurch for \$10.00 including postage.



Parts Required to Build the Dresser 510B Model

Pt No	Qty	set9526	additional	part No	Qty	set 9526	additional
2	4	2	2	55A	2	-	2
2A	8	7	1	59	4	2	2
3	6	1	5	63	1	-	1
4	2	3		63C	2	-	2
5	9	-	9	64	4	1	3
6	2	-	2	64A	1	1	-
6A	6	3	3	80B	2	-	2
9D	1	-	1	80C	2	-	2
11A	2	-	2	89	2	-	2
12	4	10	-	90	4	-	4
15	2	-	2	108	2	-	2
16B	1	-	1	111	18	1	17
17	1	-	1	111A	6	13	-
18A	1	-	1	111C	6	9	-
18B	1	1	-	111D	1	-	1
20B	8	-	8	114	2	-	2
21	1	-	1	115	1	-	1
22	1	-	1	116A	1	-	1
24A	4	-	4	120DR	2	2	-
25C	1	1	-	126A	2	-	2
26N	2	2	-	133A	4	2	2
26P	1	-	1	133B	4	6	-
27AP	1	-	1	133C	2	2	-
37A	200	115	85	142A	8	-	8
37B	180	75	105	147D	2	6	-
38	100	22	78	188	16	6	10
38A	26	24	2	189	1	-	1
38b	20	11	9	190	4	-	4
38D	2	-	2	191	1	-	1
46	1	-	1	192	2	-	2
46A	1	1	-	193	1	-	1
47	1	-	1	193A	3	-	3
48	2	2	-	214	2	-	2
48A	21	-	21	221	6	-	6
48b	1	-	1	235B	1	-	1
51	1	1	-				



PHILIP WEBB'S HARLEY DAVIDSON

As Built By Lloyd Spackman

This is a short article on the HARLEY DAVIDSON motor cycle model which I built from the plans in West London Meccano Society's publication, "Everything WLMS"

It is a very detailed model, not easy to build, but well worth a try. I didn't follow Philip's instructions all the time, partly because of my lack of some parts he used.

His model plans take up 12 pages of "EWLMS". His drawings and text are easy to follow though they don't agree in a few minor details. I suggest, if you would like to build this model, that you obtain a copy of "EWLMS" from MW Models. It will cost you about \$NZ35.00, but is worth this for the other articles in it, as well as the model plans.

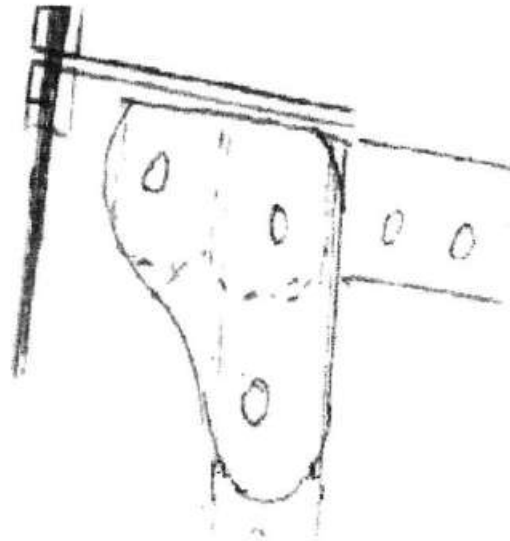
I will here only mention some of the places where I departed from Philip's design;

His model was in red, black and nickel; mine is in blue, yellow and nickel

My **front and rear mudguards** are $5\frac{1}{2}$ " x 1" flexible plates cut down from old blue $5\frac{1}{2}$ " x $1\frac{1}{2}$ " flexible plates then curved to follow the shape of the side curved strips.

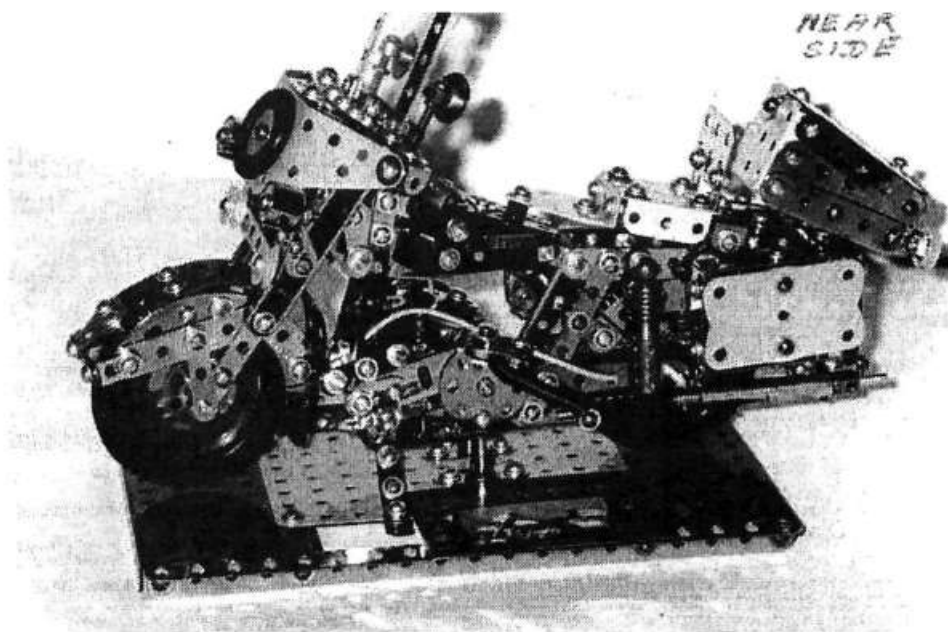
To stabilize the **Front forks** I bolted a $1\frac{1}{2}$ " narrow strip each side at the center hole of the horizontal $2\frac{1}{2}$ " strip down to the end hole of the forks where the front wheel axle is journalled

My pivot for the **steering assembly** is a pair of single arm cranks, back to back. Make sure a rod slides in them freely. They are bolted on top of a pair of (side by side) P/N 11 which have their lugs downwards and are secured by a 1" corner bracket (P/N 133a) each side. A 3" rod is held in the center hole of the coupling which also holds a handlebar each side. The rod runs down through the bosses of the s.a. cranks into an angle bracket which is fixed to



the lower 1 " x $\frac{1}{2}$ " double angle strip between the forks.

My **handlebars** are made from the bent



sections of a couple of old crank handles, cut off at the inner bend.

The lid of my **top box** is a yellow $2\frac{1}{2}$ "x $1\frac{1}{2}$ " plate, hinged at its front center hole to a front $1\frac{1}{2}$ "x $1\frac{1}{2}$ " flanged plate. It is held at the rear by a single $\frac{3}{8}$ " bolt screwed into a threaded boss.

My **saddle** is a flat trunion bolted on top of a trunion and the latter is bolted by its lug to the pillion seat by a couple of narrow angle brackets. It does look a bit uncomfortable!!

I can't see **footrests** for the pillion rider in

My **exhaust system** on the offside starts with a 3" rod held by a collar fixed to the frame, then a $1\frac{1}{2}$ " plastic tube, then a coupling also fixed to the frame, a collar, a rod socket, two electrikitt coil cores, another rod socket and a $1\frac{1}{2}$ " rod. On the near side it is a 2" rod held by a collar fixed to the frame, a $1\frac{1}{4}$ " plastic tube, a rod socket, two coil cores, a rod socket fixed to the rear $1\frac{1}{2}$ " x 1" narrow DAS, and a 1" rod.

How to build a **petrol tank** had me puzzled for a long time. Eventually I used a blue $2\frac{1}{2}$ " strip on top, flanked by 2" narrow strips which overlapped at the rear. These were crossed by $1\frac{1}{2}$ " narrow

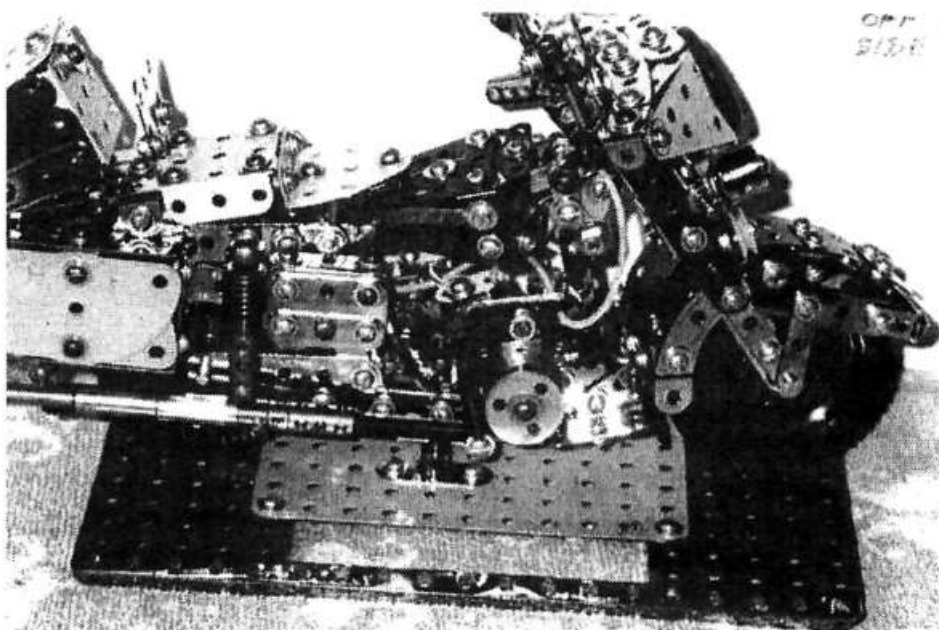
strips at the front, all bolted down to a $1\frac{1}{4}$ " wheel disc. 1 " x $\frac{1}{2}$ " angle brackets, long lugs down, are also bolted to the wheel disc, underneath, and these hold the side $2\frac{1}{2}$ " strips. These are also overlapped at the rear and at the front they are bent slightly in so as to cover the gap by the frame.

My Harley Davidson stands on a **base** built from two $5\frac{1}{2}$ " x $2\frac{1}{2}$ " flanged plates, crosswise, joined at their ends by a $9\frac{1}{2}$ " angle girder each side. Then a $5\frac{1}{2}$ " x $3\frac{1}{2}$ " central flat plate joins the flanged plates on top.

A pair of double arm cranks bolted to the flat plate hold short threaded pins which are attached by nuts to the 2" angle girders under the lower frame of the cycle. The rear wheel touches the flanged plate while the front wheel is elevated about $\frac{1}{4}$ ".

A Harley Davidson name plate, $1\frac{1}{4}$ " x $\frac{3}{16}$ " is glued either side of the petrol tank. The side strips are old blue ones, so it won't matter if the glue marks them. I obtained the name plates from a couple of those little cards sold in so called "card" shops.

Later on I may set the machine on a rotating turntable base as suggested by Philip Webb who I would like to congratulate most sincerely for a splendid, authentic looking model.



BITS AND PIECES

From Lloyd Spackman

QUOTATION (Anonymous)

What does the poet say of stone
Isn't it strange that Princes and Kings
And clowns that caper in sawdust rings
And common folk like you and me
Are builders for eternity.
Each is given a kit of tools
A shapeless mass and a book of rules
And each must make, ere life is flown
A stumbling block or a stepping stone.

LOCO MODEL BUILDERS

You will be interested in a series of 24 booklets titled "Loco Profile". They have comprehensive histories and details of particular locomotives or classes thereof. In each the center spread is a double page of colour scale drawings. These prototype descriptions are a modlers delight. They were issued in 1971 by Profile Publications Ltd; Coburg House, Sheet Street, Windsor, Berks SL4-1EB England. UK modeler's may know if they are still in existence. NZ modeler's may find them in second-hand book shops. Does anyone have a copy of No7 "The Rocket" which I could borrow please.

FROM ANYWHERE, NOWADAYS:

Its amazing where goods imported into NZ come from these days. Recently we brought some plastic coat hangers- made in Waco Texas USA.

THE LION LOCOMOTIVE:

This was featured in MM of Feb 1969 and was one of the mis-named Crewe type. I have the loco Profile booklet on the Crewe type locos if anyone would like to borrow it. It would usefully augment the MM instructions for building this model.

PRAISE AGAIN:

In CQ by Bert Love. He likes the improvements Don has made to our magazine.

THEY PINCHED OUR NAME: (Nearly)

An Italian armaments firm is called "Finmeccanica"

QUOTATION:

(Dedicated to the modelers who have built Trevithick's locomotive)

It was on one of the Duke's 'damned tramways' that the first steam locomotive clanked and wheezed its way with a train of loaded wagons. Richard Trevithick was brought up in the mining region of Cornwall, where the steam engine was a vital part of the everyday life of the mines, whether pumping water from the depths or winding men and materials up and down the shaft. The Cornish engines were massive and powerful, but they were rooted to the spot. Trevithick saw no reason why, with the use of high-pressure steam, the engine should not move itself: the stationary engine could become the locomotive engine. His first experiments were with road engines and they might have been more successful had Trevithick and his friends not been rather too fond of their ale. The little engine was left simmering outside the pub where its successful first run was being celebrated: the simmering turned to boiling and the boiling became ever more furious until with one almighty bang the road engine distributed itself over a large part of the Cornish countryside.

(From "The Railway Builders" by Anthony Burton; John Murry, 1992)

GRUB SCREWS AGAIN:

Further to my note in the last B & P, Marklin couplings have 2 threaded holes at right angles to each other, so fulfil the requirement for good grip on a rod. However, to get very accurate centering of a rod in a coupling, two opposing grubscrews may be best.

TWAS ONLY A DREAM:

I was on the ferry from Eastbourne to Wellington. The ship was a replica of Mr Al Fayed's luxury yacht. (Wellington members please note) When we berthed at Wellington, instead of disembarking, I went down through the cavernous hold to the engine room, equally huge. On my left were the ships engines, gleaming with brass and chrome. The deck to my right was covered with hundreds of MECCANO models- cranes, vehicles, locos, towers- Just about everything imaginable. All were immaculate in red/green. All were screwed down to the deck. (My dream will be continued in the next B&P -LS)

"Now it can be revealed - The French did invent Meccano"

French engineer and designer Gustave Alexandre Eiffel (1832 - 1923) built a skeletal iron tower in Paris for the Exhibition of 1889. Small boxes of miniature strips and nuts and bolts were on sale for interested people to buy and construct small replicas of the tower. He called it Meccano. Many of these plans for models exist still to this day. However some Frenchman and women were not enthusiastic about this tower. Please see the press report which has just been published! Several Englishmen visited Paris and no doubt saw this tower, and Meccano, and started marketing it in Great Britain early in the 20th century.

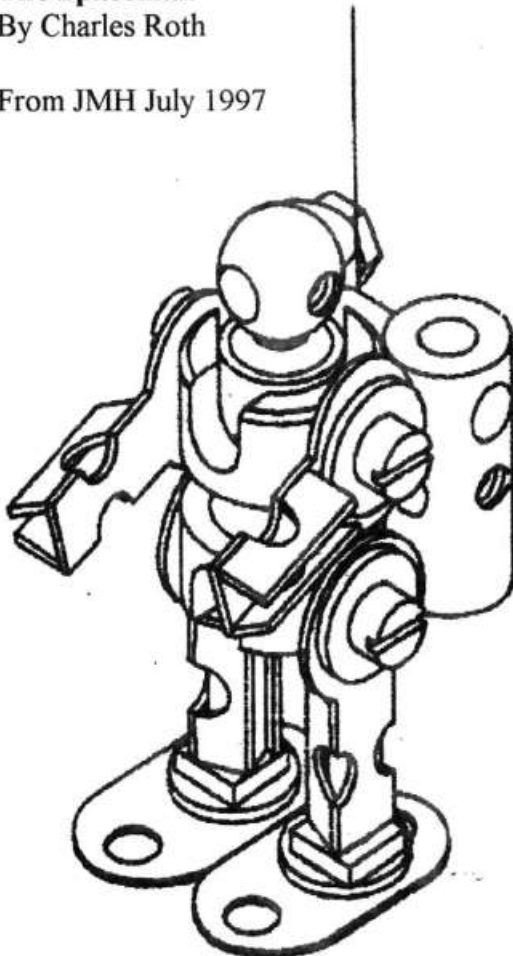
Press cutting from the Lowestoft Journal:

Many of the Parisians at the end of the nineteenth century thought the Eiffel Tower was a gross Meccano Monstrosity! Now millions visit it every year.

From Newsmag No 78.

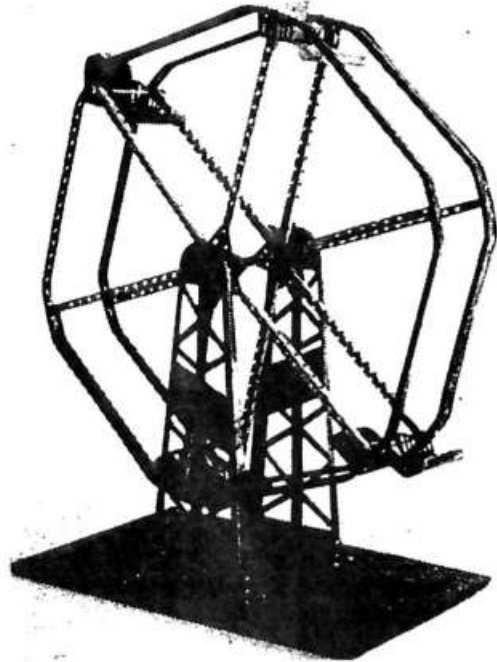
The Spaceman
By Charles Roth

From JMH July 1997



The air cylinders are attached by spring cord and hooks. The corners of the fishplates can be turned down for stability.

From Canadian Meccanotes September 1997 comes the following;



Not Meccano- - - But what?

This ferris wheel was in bits in a box when the editor of Can. Meccanotes got it. Does anyone know what it is?

The Internet.

The British Columbia Meccano Club can be found at:
<http://users.uniserve.com/njpicton/>

The SCM&EC is at:
<http://www.erecator.webnexus.com>

There is also an Australian group called "spanner" to subscribe send an e-mail to:
majordomo@jcu.edu.au
and type "subscribe spanner"
This is a general Meccano newsgroup with members sending messages about various Meccano topics, there is about 4-6 messages a day on average.

A.M.C. AT HOBBY EXPO

From Peter Hancock

The Uxbridge Cultural Centre located in Uxbridge Road Howick (Auckland) was the scene of the second annual "Uxbridge Hobby Expo" held on the weekend of Saturday 12th and Sunday 13th July 1997.

The Uxbridge Cultural Centre, formerly the Howick Uxbridge Road, Presbyterian Church was purchased in 1981 by the then Howick Borough Council who established it as the Centre for Howick to accommodate a wide range of local community activities.

The first "Uxbridge Hobby Expo" held on Queens Birthday weekend 1996 clashed with the Model and Hobby Extravaganza "MODEL X" which is a major and traditional Auckland event staged annually each Queens Birthday weekend at "The Big Top Recreation Centre" in Henderson City.

The Auckland Meccano Club was invited to participate in the 1996 "Hobby Expo" but, as it had commitments to the "Model X" event, it was not possible for the Club members to staff both, so a static display of Meccano models and memorabilia was set up at Uxbridge.

A high level of interest shown in the static Meccano display at the 1996 "Hobby Expo", saw the Club invited to participate in this years event which was held in July so as not to compete with similar events in the greater Auckland area.

The 1997 "Uxbridge Hobby Expo" was supported by 16 Hobby groups and exhibitors and, even though the weather was rather miserable during that weekend, an excellent public turn out occurred with a steady stream of people visiting the event on both days.

The Meccano stand was set up and staffed by Graeme Wrightson and Peter Hancock.

The site allocated by the organisers to the Meccano stand was initially seen as a real challenge by the team as the area had several levels of floor heights and was situated some six feet above the main exhibition area up a series of wide steps.

After viewing the materials available, the team constructed a long solid bench some 7 metres in length

built from sections of theatre staging. This was covered with red, green and white crepe paper and the model display set up on this platform.

The unique positioning, of the stand made it immediately visible to all who entered the hall. Visitors approached the stand and the models from below and, on reaching the viewing area, were still standing some 30 cm's lower than what they would have been if the models had been at standard table height.

This unique viewing position meant that the models were seen from a different perspective and the working models such as cranes looked larger than normal. Noises of interest and glee were made by children as they watched or operated models while others, both young and old made comments about the intricate actions of the working mechanisms which were well displayed.

The layout of the stand made it possible to set up an area where children of all ages could play with models in relative safety. The models used were a "Formulae 1 Racing Car" and a "Dune Buggy" assembled from the Dynamic sets 4036 and 4065. These models were in continuous action for the two days giving excellent service with only minor adjustments and battery changes required.

The walls around the stand were adorned with posters supplied by Doug Harris, and Graeme Wrightson. On a side table, several older 1960/70's era Binns Road sets along with several sets currently available from Calais were displayed.

These were complemented by a selection of Meccano magazines and samples of both old and new instruction manuals. These items caught the attention of older visitors to the stand and caused a deal of reminiscing.

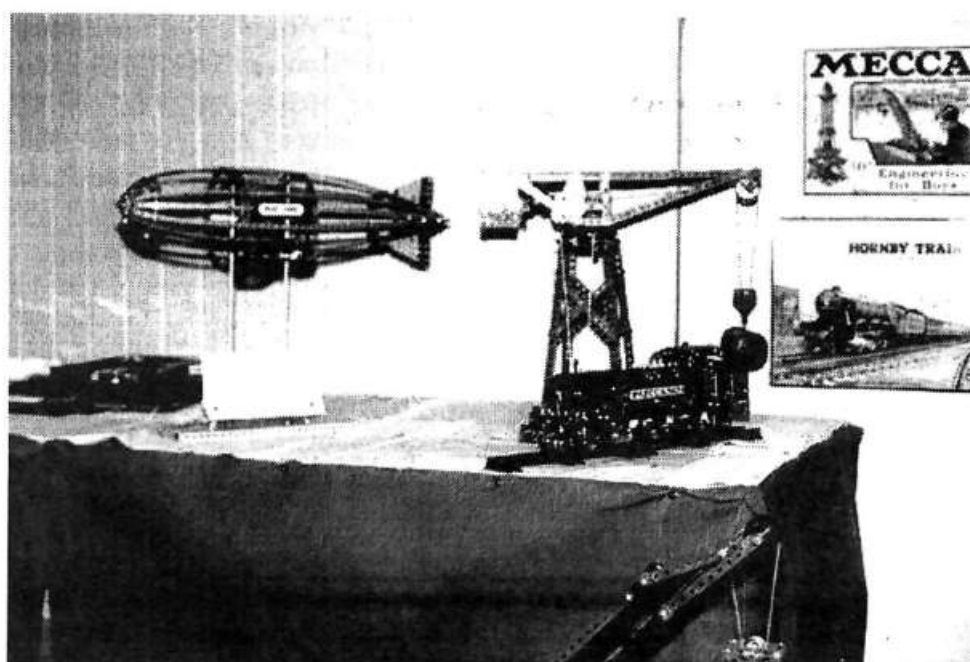
Early on the Saturday, several chairs were installed in the area so that the large number of elderly people (both Men and Women) visiting the display could sit and talk at length about their personal experiences of "working" with their Meccano sets in times past.

The extensive display was supported by models supplied by David Wall, Lloyd Spackman and George Ovenden.

David supplied a very intricate working model of a Meccano person complete with moving arms and legs pedalling an "Ice Cream Barrow Bike" aptly sign written "Walls Ice Cream" (What other make is there?) It came complete with bells, which rang continuously when the operating crank was turned by all and sundry who attended the stand, a superbly crafted "Steam Train Engine" which caught the eye, and the "Blimp" which was on show at Fielding earlier this year.

Lloyd's studious "Person on a Motor Scooter" raised many comments about how the face had been constructed to give the look of realism, while George's miniature "Block Setting Crane" built from a design by Chris Warrell and "Showman's Engine" from a 1978 no 5 set designed by Keith Cameron drew many comments.

All attending enjoyed the experience and it was a great opportunity to promote Meccano.



W.M.C. AT 5TH NATIONAL MODELS AND HOBBIES EXPO AT CAPITAL E

Over the weekend of 25th to 27th October the Wellington Club attended the 5th National models and Hobbies Expo at Capital E.

Models on display included,

Frank Abbot's carousel - which attracted the younger children and also I heard a lot of older people telling their children about them.

Don Flowers partly completed excavator, which included the track frame and turntable with a frame mounting the digger arm and bucket.

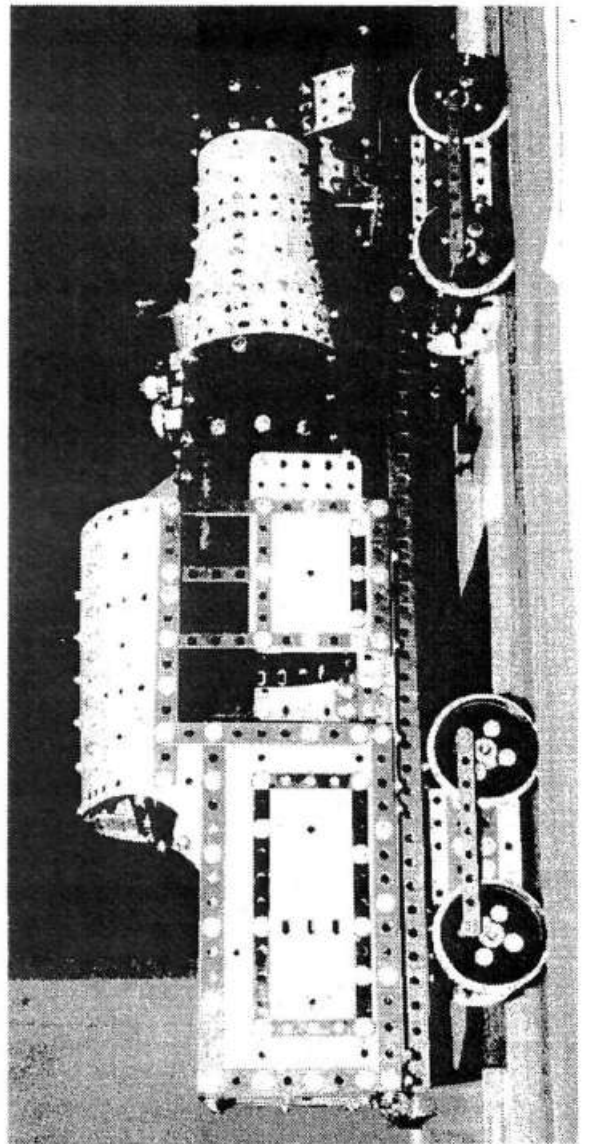
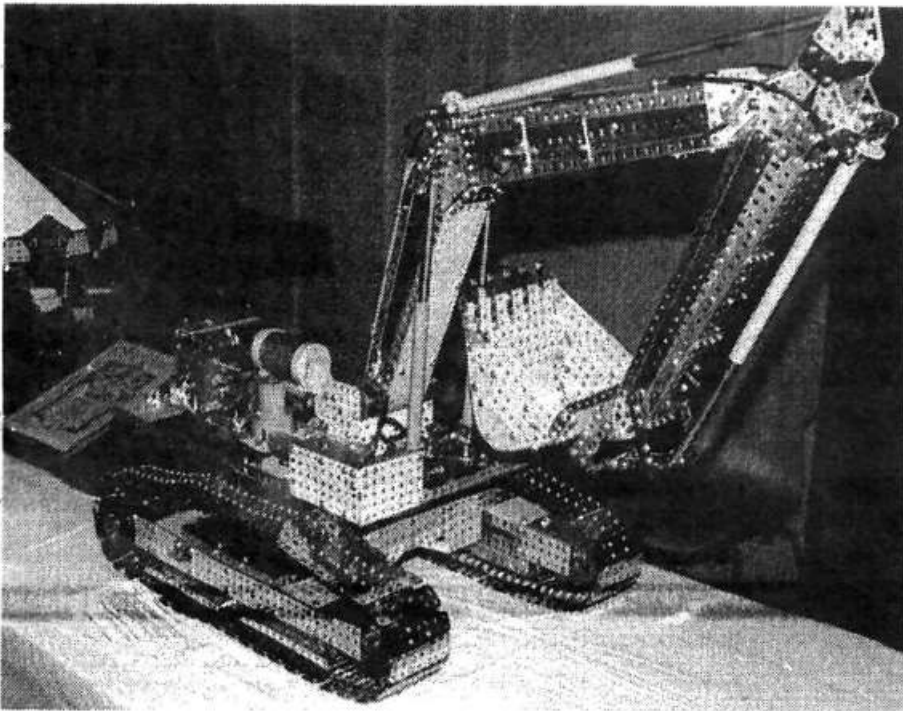
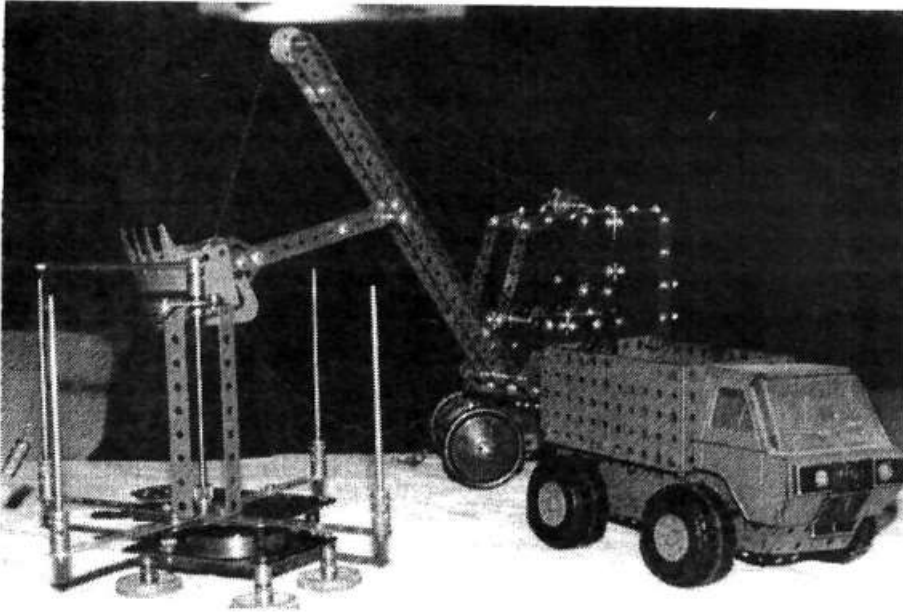
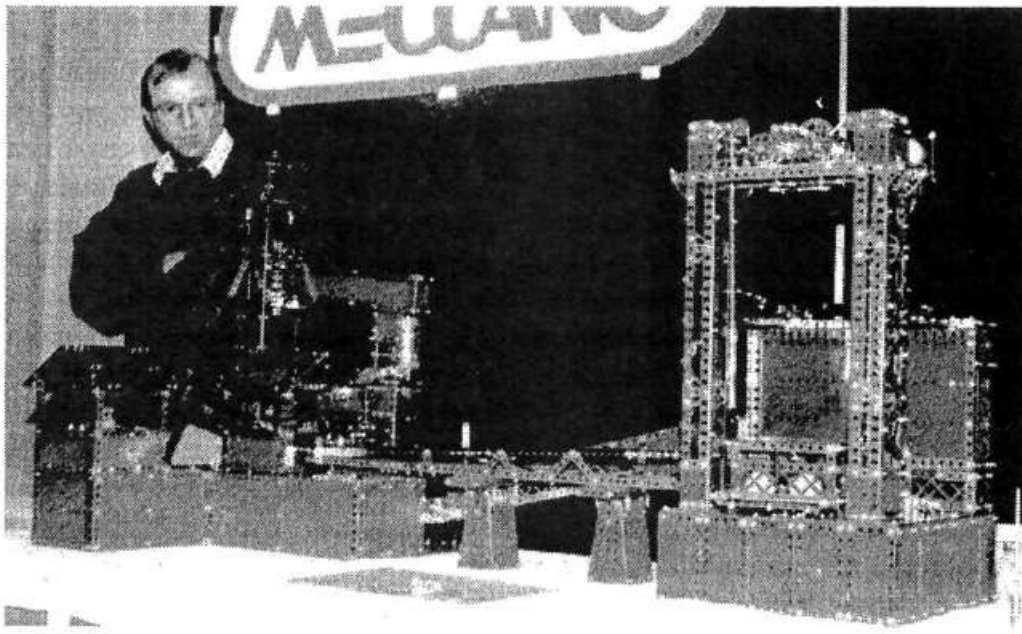
Colin Croft's automated table tennis ball colliery complex from CQ No35. Children were intrigued by the table tennis balls, with a lot wondering where they were coming from.

Brian Jones tower crane. Both these models worked well over the weekend.

There were various other smaller models on display.

A lot of

people asked if Meccano was still available and the toy shop in Capital E had all other types of toy but no Meccano.



JUDGING OF MECCANO MODELS

From Peter King

JUDGING OF MECCANO MODELS

There seem to be as many systems of judging recommended as there are modelers, first let us look at the modelers - go on I know its a horrible sight, but you can always have something strong from a bottle afterwards..... or perhaps preferably before.

The super politically correct absolute purist is only satisfied if every part used in a model is of 'Binns Road' origin, un-restored and made while Frank Hornby was still in command. His models are easily recognized they are small, made of rusty, bent and buckled parts that have never been near a strip or plate straightener. He would send strip benders to the stake. He would award high marks to similar efforts.

The plain super purist is of similar persuasion, but may use and acknowledge parts to the end of the post-war 'red - green' era, a lesser breed accepts blue, yellow and zinc plate. Would hang strip benders. Their models and preference in judging are always strictly as per the book ('Binns Road' of course).

The super politically correct enthusiast is much like the first purist, with the exception that all his parts are like new because they are more or less unused. His models are usually pre-war 'super models' in strictly correct colours. As a judge prefers the same perfection

The super enthusiast is similar to the second purist with the exception that he may have a plate and strip straightener concealed at home and close examination shows that the odd part here and there has been 'enhanced' with a touch of paint or polish. This modeler can usually trot out a 'blocksetter' at any time as he keeps it permanently ready for show. When judging this modeler prefers every model to be strictly in the colours of its era.

The ordinary common or garden enthusiast has a modicum of purist in him and while using any colour that takes his whim, will strictly only use products of 'Binns Road', or 'Calais'. He will happily bend or straighten anything including your parts. Actually

builds models of anything that catches his or her fancy. When judging, this one is happy with anything so long as it is 'Genuine'.

The 'Joe Soap' i.e. you and me, owns a collection that ranges from the 'Bent B*ggered & Bashed Bits' to quite respectable parts that look nearly unused, may sometimes have restored the lot in which case it all looks very respectable for the moment. Is not averse to using anything that vaguely looks like it may be Meccano, will make bits if necessary. Is never allowed to judge anything because of cries of "wow, cor, gee! look at the size of that fantastic ***** (crane, loco, plane - fill in what you will), which the others above have discovered contains FOREIGNERS!

Then come the 'Hangers on':

The collector owns an amazing collection of parts, sets, literature etc. He never builds anything and is regarded as a sort of parasite by the first five above, he also is never allowed to judge because of cries of "wow"" etc.

The Meccano dealer, a sad and unhappy man who is openly called a 'pariah' by the first five above, these would drive him from the temple of Meccano. He is saved from this fate by 'Joe Soap' who fortunately is vastly in the majority. He usually does not want to judge anything, often his hard earned money is underwriting the exhibition or providing the prizes.

The 'Other Systems' modeler; these are rarely seen at exhibitions. If they appear they are easily recognizable by the howling mob of scourge bearing purists and enthusiasts that have been distracted from the dealers and are pursuing this new prey instead.

There is a little bit of all the first five above in most of us, occasionally I find that the odd purist ideal tries to knock down the unbecoming 'anything goes' thought, but a stiff brandy cures this.

So where do I stand on judging? Well for what it is worth I think there is room for all of the above, if there are three clearly separate lines: (1) give every

member of the visiting public a ballot paper to mark down the numbers of the models in the order that they think are the best. This gives you a clear idea of 'Jim Publics' preference. (2) give every exhibitor the same for the same task. This gives you a clear idea of ones peers preference. (3) then have the judges examine all the models exhibited under the terms of any existing trophies.

- (1) tells you what brings in the paying public and what may attract new members to one's club.
- (2) is judgment by ones peers and therefore any award is a high accolade.
- (3) keeps the purists etc. happy as the terms of the

existing trophies may define what can and cannot be presented as a model. This also gives room for trophies for models containing 'foreigners' and 'other systems'. This may however cause complete heart failure and/or brain storm in the purists if some poor be-nighted soul brings along a L*go model. The Stewards may have to rescue this one from the stake. This brings the thought of the Meccano dealers having a decoy L*go modeler for each exhibition, this could bring hours of fun, black eyes and missing teeth.

NEAR MISS AT SKEGEX

It shouldn't happen - but it did.

Here is Colin Hoare's account of a strange event at Skegex 1997. It is copied from Canadian Meccanotes September 1997;

The Dutch members were well represented, and pre-eminent was Aart van de Ruit with his radio controlled *Lemniscat Gantry Mounted Level Luffing Grab Crane*. This huge model was a delight to observe. It worked faultlessly at scale speed, and one had to search the hall to find the operator. At one stage I was sitting at a distance across the hall and was astounded horrified and shocked to see the cab and jib slowly toppling from its turntable. I don't know how he did it, but one of our Meccano friends caught the whole construction literally in his arms. He must have saved the model from instant destruction and perhaps serious injury to anyone underneath. I could hardly wait to find out what had caused this catastrophe. Apparently, Aart had been demonstrating the opening and closing jaws of the grab to an infant, who grasped it and wouldn't let go! The expression of Aart's red and harassed face was classic, and he could be seen hard at work getting the huge model back on its bearings and re-threading the pulley blocks. Before long, it was performing as faultlessly as ever.

CONGRATULATIONS



CHRIS and PAULETTE
MORTON
ON THEIR RECENT MARRIAGE

I recently obtained some of the helical gears that Peter King is making in Christchurch. They were well made with smooth faces on the teeth, meshed well together and ran with less noise than do some of the genuine Meccano gears (both Binns Road and French made), and I would recommend them to all modelers. I have also used one of the Exacto 7½" toothed ring and pinion, these I also found to be well made and to mesh well.

AUCKLAND MECCANO CLUB

From Lloyd Spackman

Models built by David, George and Lloyd have been away touring New Zealand cities as the subjects for a demonstration of industrial T. V. camera equipment by the Panasonic Division of Fisher and Paykel Ltd.

Nevertheless, we had an excellent selection of interesting models at our November meeting. There were apologies from David Wall (in Australia) and Neil Carey.

Club Business: After a report of a thorough search by Peter, David and Lloyd (Peter did most of the work), we selected the Pakuranga Community and Cultural Center as the venue for Convention 1999. We also agreed to take part in ModelX'98.

Meeting Dates for 1998 were fixed as follows: Each one is a Saturday, from 2pm.

Feb14, David Wall's 502 East Coast Rd, Mairangi Bay.

May9, Peter Hancocks's 1 Orangewood Drive, Howick.

Aug 8, Neil Carey's. 23 Eaton Rd, Hillsborough.

Nov14, George Ovenden's, 19 Richards Ave, Milford.

Among the models shown were: Frank Denison's very tidy supermodel No 22, Traction Engine. Lloyd Spackman's Lambretta

Scooter and his base for a racing cyclist model. Bruce Hains' non-Meccano Corgi truck and a partly built plastic low loader. Graeme Watson's colourful Junior(plastic) Meccano working blocksetter. As well as several magazines and posters, Peter Hancock brought along some sets he acquired recently.

They were two Binns Road sets- a 4EL and a 5MR, both complete.

Also four of the new French "Mission the Universe" sets. We were very interested in these "one model" sets. In particular we noted the large, elaborate packaging which contained only a small number of parts. For instance one only 5½ x 1½ flexible plate. The paucity of parts was emphasized by a comparison with the two Binns Road sets.

Our host George Ovenden had his usual wide range of models such as "The Thing", a mini blocksetter, grader, tractor unit, automatic reversing mechanism, truck differential, bulldozer, double fly-boats, and a few others.

Thank you Joan and George for your hospitality.

Our next meeting will be at David Wall's home, 502 East Coast Road, Mairangi Bay on Saturday February 14th from 2pm.

MWT MECCANO CLUB

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

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

Meetings First Saturday each quarter ie 7/2/98, 2/5/98, 1/8/98, 7/11/98

MWT Meeting 1 November 1997

19 members (we are growing!!) gathered at Wanganui

Bruce Neilson demonstrated a small 4 wheeled vehicle powered by a mousetrap. This was the result of the efforts of a friend's son who had to

complete a 6th form physics project. See full article elsewhere.

Bruce Geange has been at work rescuing 2 vertical steam engines of non-Meccano origin and renovating a small Meccano Aeroplane with correct 6BA nuts and bolts. The Scammell Recovery vehicle was put through it's paces with the motor driving the vehicle backwards and forwards and then engaging with the winch at the rear of the vehicle. The selection of Bruce's replica flat plates has grown and buyers took advantage.

Don Malcolm demonstrated his control box for

models which is 3 power packs in 1 able to control 3 motors with speed controls between 6 to 12 volts. He also had the new Meccano motor which is geared down to produce a 1 speed output.

David Glenday Produced a 4ft ship in red and green moving on road wheels mounted underneath driven by motor, and the ship's container crane also motorised providing the loading and unloading facility on the upper deck.

A classic car chassis in nickel plate with clock-work motor.

Motor cycle with side car powered by a magic motor.

Truck tractor unit with a MO motor geared down using rubber band pulleys.

Railway Breakdown crane with simulated steam engine cranks and powered by "real men" manual crank handles.

Don Blakeborough has been bending his mind to make the infra red controls do more bang for the buck and has made progress in getting 4 motions having 2 capabilities each designed as a add on unit.

Robin Rye showed recent acquisitions of MW Models parts such as curved strips, long cylinders and the large flanged plate. A selection of MW Model Plans were also available for inspection. The large cargo ship in the process of construction now meets OSH standards by the addition of 2 life boats..

Bert Blakely unveiled his completed Super Model Baltic Tank. (see Photo elsewhere. Bert is the proud fellow behind the locomotive and standing on the side is son Wayne)The colour co-ordination was well done and set the model off. Black cab roof and front end of boiler, blue wheels, red remainder of boiler, and yellow for front part of the chassis. The more knowledgeable members then gave the rest of us technological disadvantaged a quick lesson in the technicalities of steam engine systems and mechanisms.

John Jordan (him that attacks large trucks with his bicycle and head) had an attack of motor

bikeitis and produced 7 from various boxed sets.

Lindsay Bond had assembled and restored a No 1 Mechanised Army set and constructed the anti aircraft gun on wheels. The right angle bends that plates had to have to make this model explains why few sets of value remain. The 3 part wooden barrels also suffer from shrinking of the wood.

Two Aeroplane Constructor No 1 sets in civilian and military versions were shown

Lindsay had then gone back to the Book of Mechanisms 1933-1934 and built the models which demonstrate the mechanisms that are still with us in everyday household appliances and machinery. The "Come back" roller (vacuum cleaner electrical cord rewinders), "Input either way - Output one way" (Flip flop principle in starting synchronous motors), "Rise and fall on a string" (moveable ceiling lights).

Viv Alexander produced a selection of Hornby 'O' gauge NZR locomotives and rolling stock (including a gun powder van) from the 1928 - 39 period. This marking represents only about 2% to %5 of the Hornby relics found today in NZ.

Tony Ercoland has up scaled his track base to approx. 18" with a motor for each track. A third motor will drive the boom.

Robert Smith (through Don Malcolm) sent to the meeting a truck chassis which has been modeled with maximum reality by a real life truck mechanic. (See photos elsewhere). The chassis comes with Ackerman steering with correct toein and angles, a slip differential for each independently sprung rear axle with the drive shaft driving through a third differential which balances the input/output of the two rear axles. The chassis is box framed with correct angles and contours.

Bob Prescott had an fairground octopus ride from the Set 7 book in action.

Tom Pittams has been checking out the

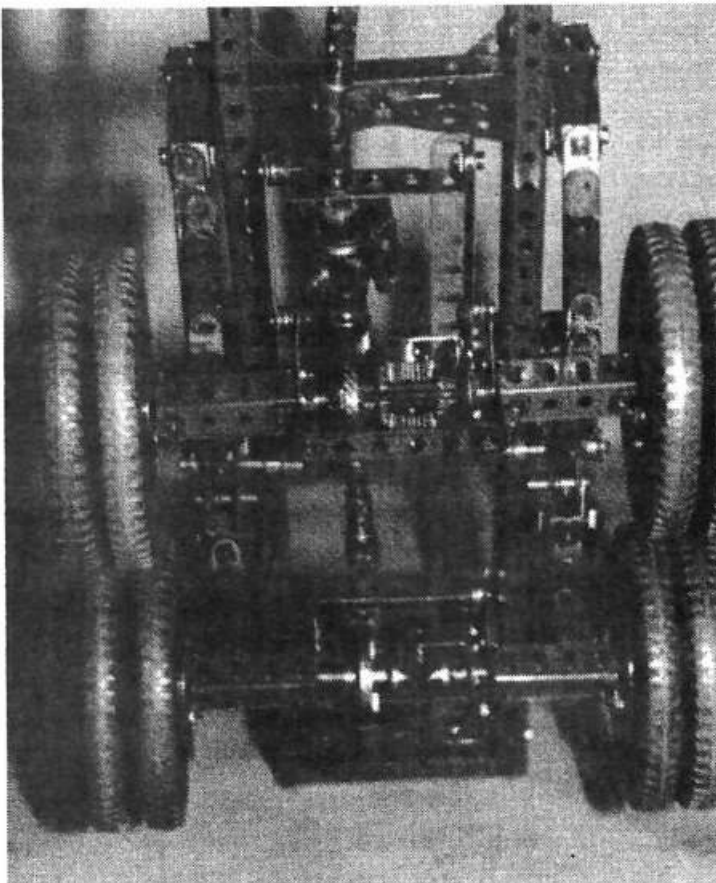
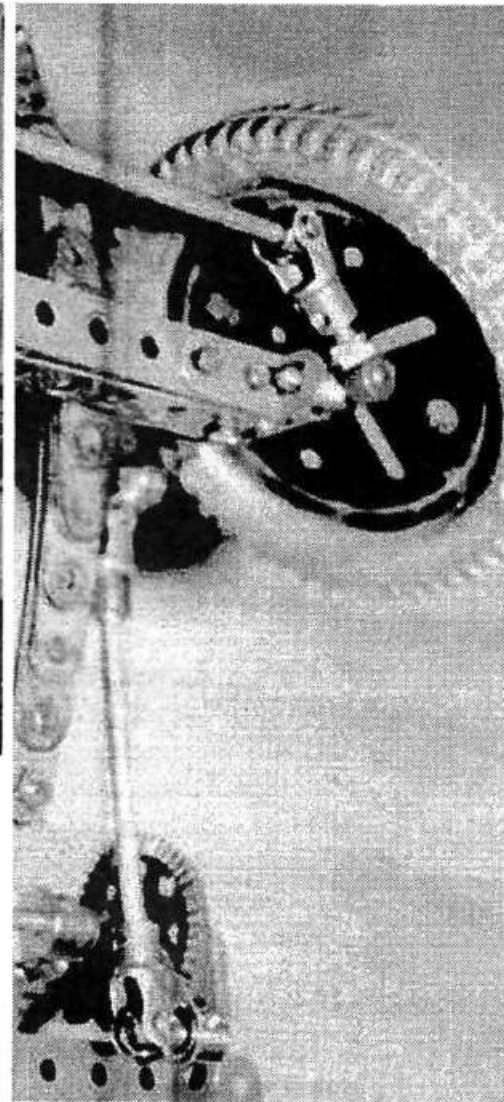
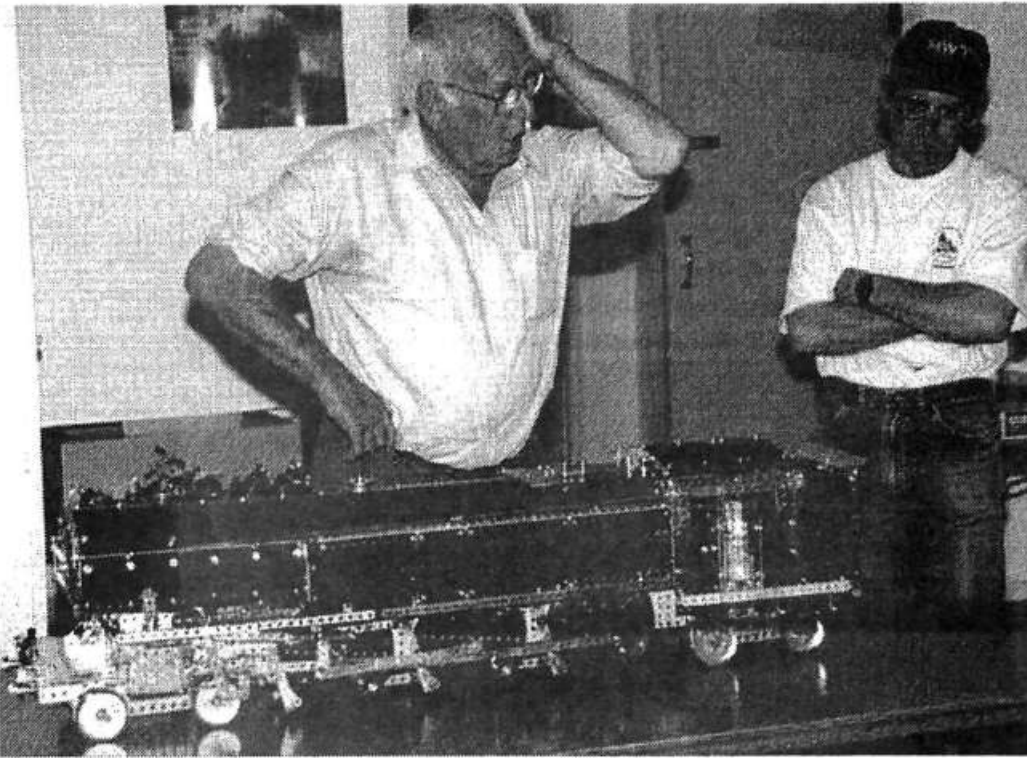
various plastic fishing tackle and tool boxes currently available and even managed to fit a No 1 1932 set into a plastic pencil case. A partly completed "Santa Claus up the ladder" model was shown.

Tim O'Kane had a collection of newsletters from a French die cast model club which was an excellent source of prototypes for model ideas

1997/98 subscriptions of \$2 are due NOW!!.
Cash or stamps to Tom Pittams

Next meeting 3 pm Saturday 7th February 1998
at St. Luke's Church hall, Cornfoot Street,
Wanganui. Approx. across the road from Don
Blakeborough's place. Tea will be at 5 pm.
Check meeting notice.

RBN & BAG



**WELLINGTON MECCANO CLUB
MEETING NOTES FOR OCTOBER AND
NOVEMBER 1997**

**-reported by Bryan Jones and Mike
Highley**

The October meeting was held in Wadestown and attended by nine members. Simon Moody lead the meeting, the vice president Laurie Webb being overseas and the president Bryan Jones being in Rotorua representing the club at Rail Expo '97.

Models brought this evening included a Diesel engine sound generator from a CQ Magazine article, by **Don Flowers**, and a Breakdown Truck from a No. 6 Manual, by **Mike Highley**.

Over the month preparations were made for our involvement with the Great Models and Hobbies Expo, which was held at Capital E (a display space which was previously known as Capital Discovery Place) over Labour Weekend.

The November meeting was attended by eight members, and two apologies were recorded. **Mike Highley** was the only member with models this month, bringing an Electric Tractor and an Army Vehicle, both from a No. 4 Outfit. Other items on display included some of the latest magazines received from overseas by **Don Flowers**, a cricket ball motor and some Dinky Builder parts recently acquired by **Brent Houston**, and some interesting cards and photos of shop displays at MW Models which resulted from a visit there by **Lou Nichols** in September.

The stand at the Great Models and Hobbies Expo was reported on; once again it had enjoyed considerable interest from the public, thanks to being alive with models working all weekend. It was observed that we are no longer big enough as a club to mount successful exhibitions on our own; we need the support of other

clubs (Meccano and otherwise) to have the marketing expertise and provide a variety of displays which will draw the public. It would have been nice to have had time for exhibitors to visit each other's stands in non-public time, as generally we were so busy running that there was little opportunity to look at what else was there.

Brian Peterson reported the possibility of acquiring a model of a crane which he has heard about. He was yet to view the model to estimate its age, condition and value. He also reported on visits to the local Toyworld branches to discover that only a few of the smaller "Mission: the Universe" sets have appeared on the shelves so far.

Lou Nichols suggested that a competition be run at our first meeting for next year (13 February) for the best model to be built out of parts from a designated Outfit. There was discussion on what prizes might be offered, and which Outfit, and these details will be resolved by the next meeting.

The location of the next meeting was set, thanks to the generous offer of Joe Bell to have it at his place, and ideas for a Christmas function were discussed. Dinner at the "Old Flame Restaurant" in Petone was agreed upon for Sunday 14th December, the booking to be confirmed by the president. The meeting concluded as usual with supper.

Coming events:

- Meeting- Friday 5th December, Joe Bell's residence.
- Christmas Dinner- Old Flame Restaurant, 230 Jackson St., Petone, 8:15 p.m.
- Meeting- Friday 13th February 1998, St. Lukes.

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

This meeting was attended by eleven members and several visitors. John Ince brought his grandson, **Ben Fletcher**, who comes from Palmerston North, and had helped out at the Easter Exhibition at Feilding. Then there was **Murray Tulett** from Sydney with his wife and two sons, Miles and Russell. Murray had called to see John earlier in the week and took away a selection of **Peter King** gears. It was good to see **Graeme O'Neill** whose work commitments have precluded regular attendance this year. **Chris Thompson** submitted an apology - the first meeting he has missed since joining the club over two years ago! **Peter King** could not come as he had another function to attend nearer home.

John Ince brought several models, because of the expected visitors. These have all been along before and included the remote controlled front end loader which kept the boys occupied, two Meccanographs, one described in the May and June 1997 reports, and the other the Magnificent Meccanograph from the Andreas Konkoly design described in the August 1965 Meccano Magazine. This model has been around for many years but still provides interest.

John also had his postage stamp Ferris wheel which now has all eight seats attached. To avoid damage to the power drive motor gearbox, John has fitted a friction clutch. This comprises two Pt No 21 wheels, with tyres, on the output shaft to the sprocket chain drive to the wheel. One wheel is fixed to that shaft while the other is bolted to a 27c gear wheel, free on the shaft. A compression spring, 120b, and collar maintain a light pressure on the clutch so that the driven gear accelerates the Ferris wheel quite gently. When the motor is turned off the Ferris wheel coasts to a stop without a jolt.

John Crawford was so impressed with the aircraft he saw at Christchurch Airport that he went home and built a model of one. It incorporates blue cross hatched plates in the wings.

Murray Tulett spent some time telling the meeting about how he came to regain interest in Meccano. As is usual with men in this situation he was able to trace this newfound hobby to his wife, who introduced him to an very skilful modeller living in his district to the north of Sydney! He is now a member of the Sydney Meccano Modellers Club which meets four times a year, on the fifth Saturday of a month. Up to 25 members attend meetings. Murray described his efforts in cleaning up, and repainting Meccano. Evidently New Zealand has easier access to commercial spray paints with both the *Spray Kote* (NZ) and the *Plasti-Kote* (USA) series stocking good reds and greens. For those who are interested the colours are: Medium Green and Dark Red (*Spray Kote*): T-12. Shamrock

Green and T-43 Dark Cherry (*Plasti-Kote*). Suitable blues and yellows are more difficult to find.

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

After a slow start this meeting ended up with an attendance of nineteen including two juniors. We welcomed **David Littlefar** who is a recent immigrant from England. We hope to see some models from him when his large Meccano set arrives.

Ian Torrens had been busy with his Evolution No 6 set and showed us a fine heavy lift helicopter from page 18 in the instruction book. With it was a vehicle which fitted nicely under the helicopter to demonstrate its lifting capacity. What a pity Meccano models cannot fly! Young **Mike Hamilton** is doing well with his Meccano and had made a fighter plane and a Star-Trec voyager spacecraft. **Cameron McFarlane** is also into space vehicles and told us about a Space Explorer which he hopes to bring to the next meeting - if he can get it on his moped. It is made from the new set 4840 and is illustrated in the centre fold of the October magazine.

John Ince demonstrated a range of the **Peter King** gears in a series of Pt No 52 modules mounted on two angle girders. The first module contained LH and RH pairs of 1" helicals. This was driven from the next module by two LH 12 tooth helicals. Module two contained an 11t pinion driving a 66t gear wheel and a chevron drive using a LH/RH pair of 14t helicals driving a RH/LH 35t pair. The next module had a 10t/40t RH helical pair and a 13t/65t gear set with a 10t/14t LH helical connecting drive. The final module had a 45t/30t gear set and a 12t/12t RH helical set for connection. Once the linking couplings were tightened up the whole assembly worked by turning a face plate crank handle.

To complete the unusual gears display **Peter** had a bogie from his yet to be completed Price geared locomotive. This has a novel hypoid drive made from a 1" helical driving a 1 1/2" contrate wheel with Pt No 45a used to hold the axles at the correct spacing. Very smooth.

As usual the members spent some time discussing all manner of things. One observation was that a Riccarton toy shop had Meccano sets, including the space sets referred to above, but that there seemed to be two distinct ranges of prices. These evidently were because some stock had originated from Caves and some from the new NZ distributor who is adopting a lower price structure! So watch out when you buy your Meccano sets this Christmas.

COMMING EVENTS

MEETING ADDRESS:

WMC:

ST LUKES CHURCH HALL
55 PITT STREET
WADESTOWN

MWT:

ST LUKES CHURCH HALL
CORNFOOT ST
WANGANUI

CMC:

ST JOHNS HALL
FERRY ROAD
WOOLSTON

DECEMBER 1997

5th-WMC

AT JOE BELL'S RESIDENCE

5th- CMC

ST JOHNS HALL

JANUARY 1998

**12th- CLOSING DATE FOR
FEBUARY 1998 ISSUE**

FEBUARY 1998

7th-MWT

ST LUKES HALL

13th-WMC

ST LUKES HALL

13th-CMC

ST JOHN SHALL

14- AMC DAVID WALL'

502 EAST COAST RD
MAIRANGI BAY

REPLICA PARTS

SUPPLIERS

SIMON MOODY

BLUE MOUNTAINS ROAD
UPPER HUTT

BRASS PARTS

BRUCE GEANGE

4 WINCHESTER ST
PALMERSTON NORTH

NARROW STRIPS

STRIP PLATES

JOHN INCE

37 BURNSIDE DR
CHRISTCHURCH

ANGLE GIRDERS

FLAT GIRDERS

FLAT PLATES

SCREWS AND NUTS

PETER KING

P.O. BOX 2753
CHRISTCHURCH

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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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No.4840	SPACE X-PLORER	Now \$129. 95
No.4850	SPACE BASE	Now \$169. 95

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