



NZFMM Magazine

Written and produced by Meccano people for Meccano people

Motivation

Enjoyment

Comradeship

Cooperation

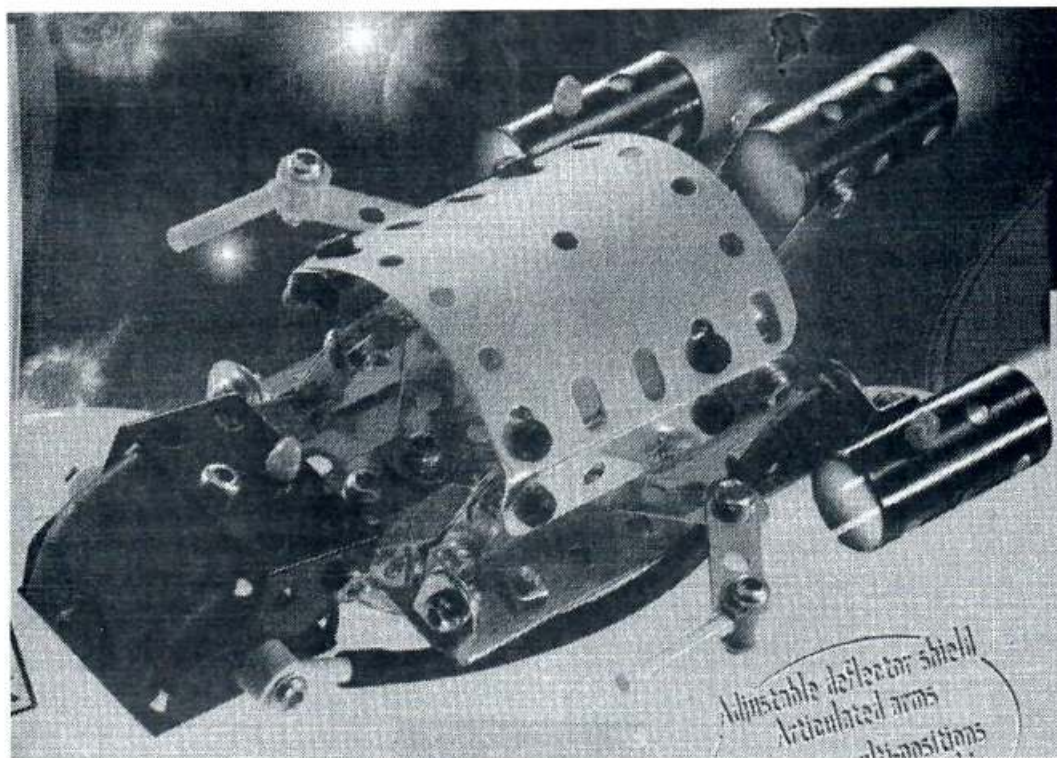
Achievements

New members

Originality

VOLUME No22 No 1

FEBRUARY 1998



**NZ FEDERATION OF
MECCANO MODELERS**

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No 4810 box cover

EDITORIAL

Welcome to this the first issue for 1998, you will find enclosed with this issue an account for the 1998/9 subscriptions - please pay on this account as it is the only one that you will get. Some of you will notice that you are not being asked for a full year, this is so that we can get everyone paid up till the end of March 1999. You will also notice that the sub has been increased, this is to cover the extra cost involved with the larger envelopes and increased postage.

I read on the spanner group that Keith Cameron had been in hospital for an operation in November last year. I received a letter from Keith at Christmas in which he said, "I left hospital on Friday Nov 28 after a few extra days in ICU and telemetry. I did have a spell of rapid heart fibillation 56 hours post - op but the staff gave prompt cocktail shots that brought me back to normal" We all wish Keith a speedy recovery.

I hope that you enjoy this issue and that you all got Meccano sets for Christmas.

All the best for 1998

N.Z MECCANO CONTACT PERSONS

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FROM THE PRESIDENT

I wish to extend my best wishes for the New Year to all members and their families. I do hope that Christmas brought you all every happiness.

Elizabeth and I have just returned from a 3½ week holiday in Australia, we visited Melbourne, Sidney, the Gold Coast and finally Brisbane. Whilst in Melbourne I spent a most enjoyable day with Ken Gordon and his wife Marge. Unfortunately Ken has experienced rather poor health recently although he did perk up when interviewed on Australian television. I was on my way to see him when the program was screened so I missed it. Needless to say I purchased a few of his special parts during my visit. Ken has asked me to put forward an SOS on his behalf, he wants as many derelict 1" bossed pulleys (part No22) as he can get. As long as they are brass the condition is immaterial. Ken uses them to make buffers for Meccano train sets that he sells. They may be sent direct to Ken, his address is :

Ken Gordon
20 Glenbrook Ave
North Clayton
Victoria 3168
AUSTRALIA

The Melbourne Toy Museum is also worth a visit, I spent several hours prowling around the various exhibits. The Binns Road section is most comprehensive.

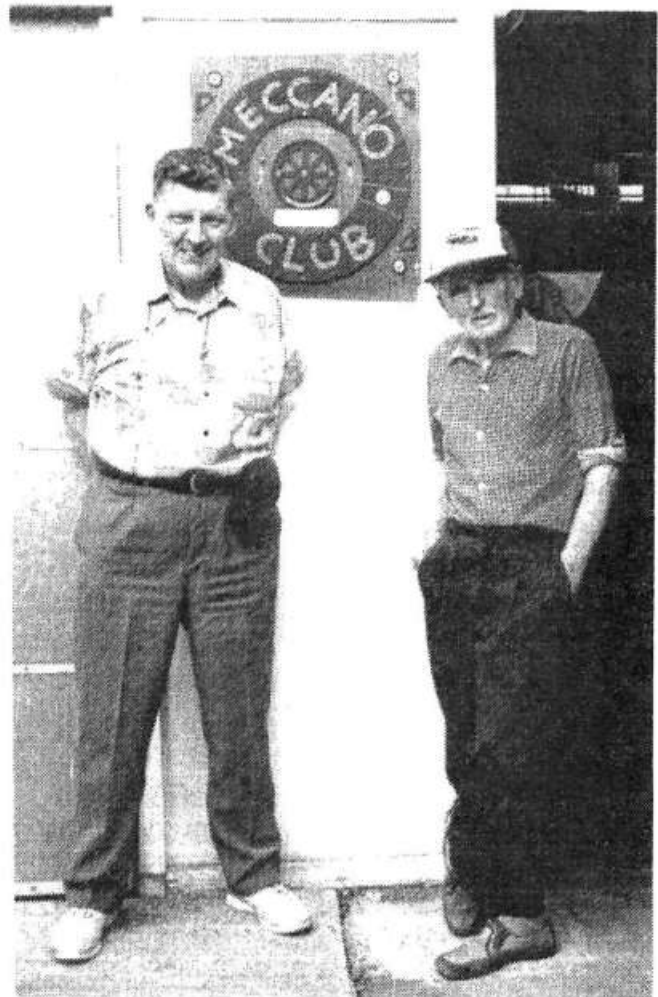
Before leaving George Ovenden gave me the address of Malcolm Brooker, a prominent Sydney Meccanoman. His particular claim to fame is that he never dismantles his models, in fact he proudly showed me a model truck built in 1952 for his son. He also has boxes of second hand Meccano that he has never opened. Consequently his Meccano activities have consumed a great deal of space- his entire basement including a double garage!!! I left the Brooker residence feeling rather envious.

Only Hobbyco in Sydney had a reasonable range of Meccano spare parts. The only items that I purchased were a couple of MR electric motors, these had been reduced from \$72 to \$20 - they were the only bargains that I saw. Meccano does not have a very high profile over the other side of the Tasman.

The venue for the 1999 Auckland Convention has now been selected. Prior to my holiday several of us visited a number of halls including the one we used for the 1993 Convention. The final choice was the Pakuranga Community and Cultural Center. This is a spacious modern hall offering good accessibility for our visitors and at a reasonable rental. Also as it is out of the City area accommodation should be easier to get.

Finally I have been advised that Bill Rogers, a Hastings member has recently died. On behalf of all members I extend condolences to his family

David Wall



David with Ken Gordon

AFTER MARKET PARTS AND MECCANO

From Peter King

I have been having a good hard look at the various 'add on' and 'after market' parts available for use with Meccano, and assessing the utility of them to the adult and therefore advanced modeller. The parts seem to fall into five major groups:

1. Other generally compatible systems: Marklin, Bral, Temsi, Stokys etc
2. Copies born of unrequited demand: Exacto (who were once 100% legitimate), and others.
3. Complete add-on systems: Progress Products (Derek Strickland) 3/8" axle system, Exacto 5/16" axle system. The now deceased hydraulics.
4. Special parts to fill wants: Messrs Exacto, M.W. Models, M-Plus Technics (N. Rudoe), Mecarep, etc. & etc.
5. Replicas of vintage and now obsolete parts: Messrs Exacto, M.W. Models, Dr. J. Catella, Progress Products, & others.

In the first group it seems to me that only small sections of each system get used by the Meccano enthusiast. These parts being mostly gears and brackets that either do not exist in Meccano or are in a more useful form in the other system.

The second group seems to be used primarily to provide parts still current, in obsolete colours. Thus providing a very useful service.

The third group seems to me to provide an 'engineering' answer to the advanced modeller's problem of strength of materials in the existing system and components that are more true to the scale being used. These also open up further possibilities and ideas that will I think, advance our hobby.

The fourth group provides an enormous plethora of assorted components, some of great utility, some of less. This group has much duplication of effort and many instances of only minor variation in design. The scythe of time will show what is of real utility. This group is notable for its range of gears and

generally circular and cylindrical parts. Also, as in the third group above, parts that are fine for larger scale models. It is notable how many produce gears with 1/4" or wider face to reduce wear.

The fifth and final group make it possible for today's enthusiast to build fine quality replicas of the great totems of Meccano - the pre-war 'super models'. They also of course cater for those who wish to own some of these historical parts even if they do not use them.

The third and fourth groups are probably where the advances in modelling and engineering truth will be. There should possibly be recognition of this at all major exhibitions, with a separate section for the advanced models these groups create, these are the models that make the public stop and stare in wonder, and encourage us lesser mortals to greater things.

Of the parts available in group three, my preference is for a 3/8" axle but with a 16 DP gear system. The 3/8" axle is easier to put a concentric hole through for Meccano size axles and fits plastic sprockets, the socket coupling & etc. and the accessories provide some very interesting possibilities in improving the strength of construction. The 16 DP gears would be reasonably compatible with replica 'geared roller bearings', the 'multi-purpose gear' and Marklin 'scone cutters' etc. However 20 DP gears with smaller teeth do look better on models. I also like some of the 5/16" system parts, the bearing sleeves in particular.

The fourth group has some really useful components, Nick Rudoe's flange mounted 3/8" bearings are compatible with both ordinary Meccano and the 3/8" system mentioned above. The various 38 DP plain gears available enhance the standard system as do the special 36 DP helical gears of both left and right hand. There could be more wheels to admit use of an 'ashtray tyre' though the recently introduced (1995) Mecarep 3.125" flanged wheel may when used 'front to front' prove useful. Some of the components fitted with a boss are very useful, but I think there are too many with but little

difference between them. Longer strips, flat and angle girders have some use but cause a storage problem as do the overly large selection of flat plates offered. One uncommon but useful range of components is longer versions of 'girder brackets' I have however never felt any need for obtuse angle girders nor curved ones. There is a good range of small flanged wheels available and a range of larger ones may be made up, but whilst the range of small boss-less pulleys to fit standard axles is good there is little or nothing above 1". The range of circular components on offer, with or without gear or sprocket teeth is wide but also very expensive. The cost of laser cutting is so cheap that there is no real excuse for this, as economical 'runs' may be as small as ten to twenty components at a minuscule cost. There are innumerable small suppliers of

standard girders, strips etc. outside Europe, these exist because of the high cost of the imported article when local production (without import duty and other taxes) may be priced as low as 25% of the genuine article. Many of these parts were made to supply demand, in the period when 'Binns Road' had ceased to operate and 'Calais' apparently was just dying or collecting dust before its recent spectacular resuscitation. Many local suppliers of nuts and bolts can bulk supply beautiful nickel plated steel ones, for a fraction of the cost of and identical to the 'genuine', which are probably made by contractors anyway.

The fifth group provide the 'collectibles', with D. Strickland providing the only supply I know of Dredger Buckets. M.W. Models with Geared Roller Bearing plates and many other parts, Dr Catella supplies Pulley Blocks among other parts that are otherwise difficult to obtain.

The notable gaps in the range of 'add on's and 'compatibles' are:

1. Hydraulic pressure systems (expensive and probably impractical).
2. Radio control (not expensive).
1. Computer interface and numerical control (expensive).
2. Modular electric and electronic components (expensive?)
3. Motors, whether steam, electric, internal combustion or hydraulic.
4. Simple but effective brakes and clutches that really work.
5. Wheels and tyres that represent current practice, not that of 80 years ago.

I hope this article causes some debate and 'letters to the Editor' as it is a subject that should be of interest to the majority of 'Meccanomen' and not as apparently at present - swept under the carpet for fear of upsetting the 'Super Enthusiast' and 'Meccano Politically Correct' - who I know to be a very small but vociferous minority, who, for all their noise seem to produce remarkably few models of note.

MISSION THE UNIVERSE

No 4830 Detector unit

I found one of these sets under the Christmas tree on Christmas day so eagerly opened the box to see what wonderful new parts and colours were inside. There was not a lot of anything except polystyrene packaging, however the outside of the box was attractive and would be eye-catching on the shop shelf.

The instruction booklet only shows one model, but was well laid out and easy to follow.

The model itself was simple to make from the instructions and built a nice looking model.

The only complaint that I have about it is that when the battery holder is fixed to the body of the model it is not held very securely.

I changed the method so that where a plastic collar and a rubber pulley were used between the frames, I put two plastic collars between the frames and the

rubber pulley inside the inner frames.

Is Meccano onto a winner with this series? I would say yes, but the agents will have to get stock into more toystores if it is to reach anywhere near it's potential sales in NZ. Also I note that on the poster included with the set a small winged space ship was shown, does this mean that the series will be increased?

As for the "new" parts, I would say that the nylock nuts will be a welcome addition to the range and also the orange plastic "lights" and the spotlights will be useful.

Will it enthruse kids to want more Meccano - I doubt it as only one model won't capture anyones imagination .

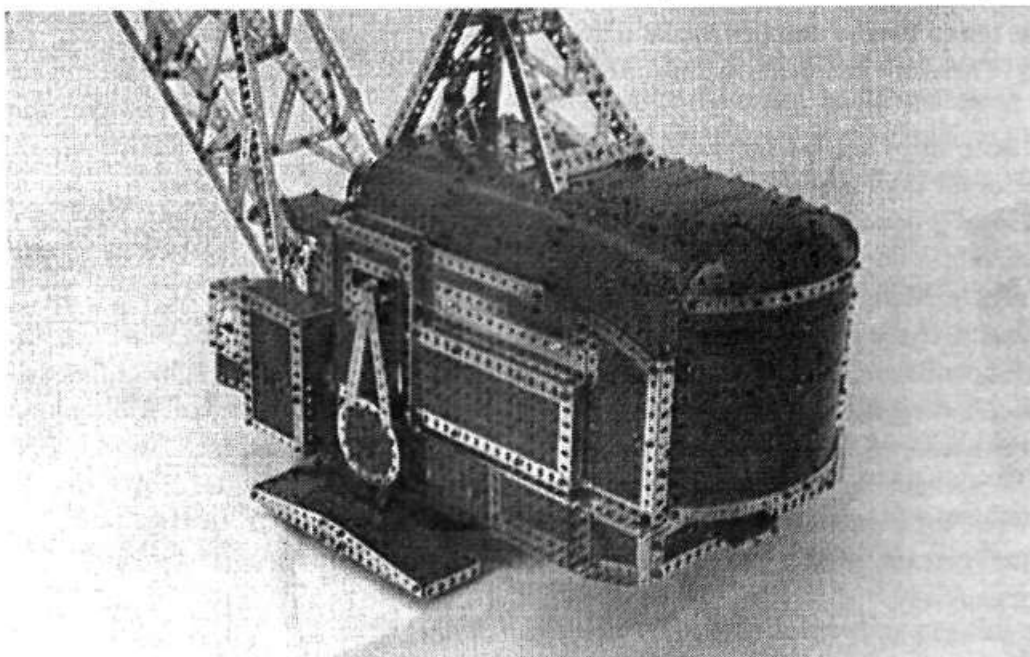
MECCANO GIANT WALKING DRAGLINE

1954 - 1961 MANUAL COVER MODEL (MP 87)

Built By Wes Dalefield

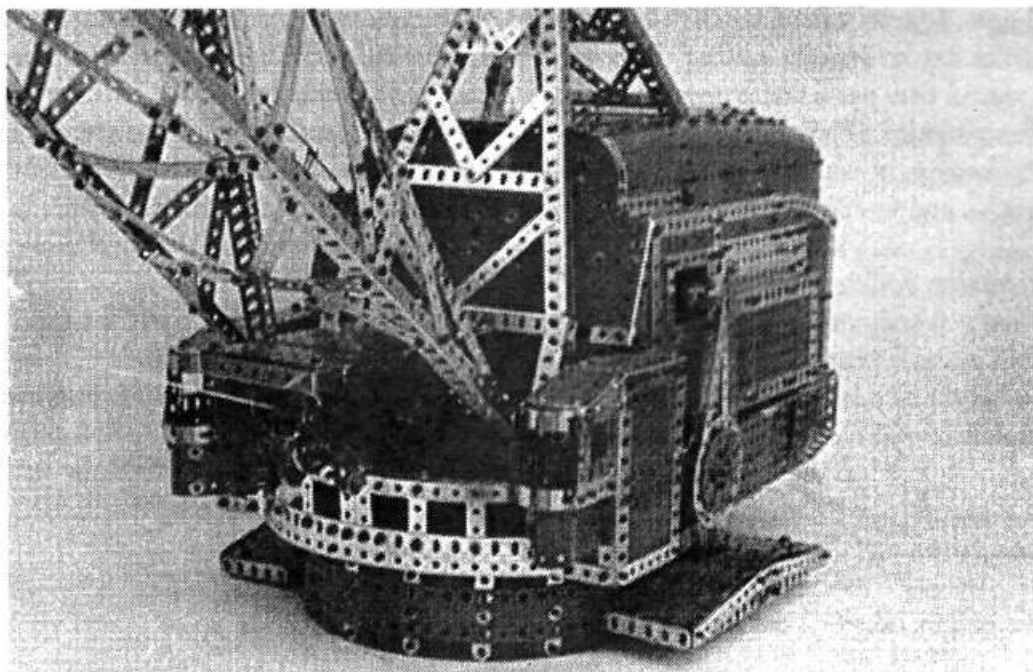
The power of advertising! When I was a little boy I used to stare at the Giant Walking Dragline on the cover of my Meccano Manuals endlessly. The frustration. It was a beautiful model but required far more parts than I had. Instructions for a smaller model appeared in the March 1962 Meccano Magazine. This was a "Pick Of The Pops" model from the December 1952 Magazine.

I didn't have much time to work on it at the time but at the end of 1995 I started gathering up and painting the parts I needed. A trip to England at the beginning of 1996 and a visit to MW Models resulted in the acquisition of the final parts. I got a few smiles from baggage inspectors as my luggage when through various airport scanning machines. Construction took about a year. I decided to build it in zinc plated and red enamelled parts.



I collected parts for this and finally built it when I was twelve in 1966. I liked the model so much I built it again in 1988. Finally in 1994 instructions for the Meccano Manual model became available.

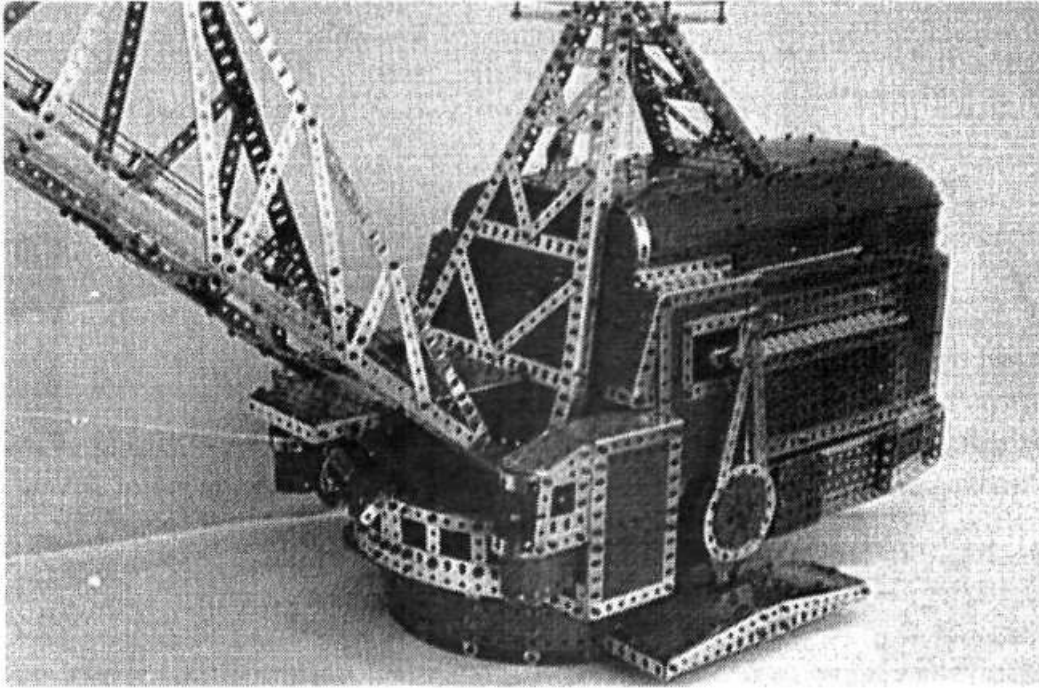
This resulted in some unusual colour choices such as red trunnions; these were red in 1926 and became available again in red in 1993. Fortunately Meccano produced all parts in the model in these



colours at one stage or other, gears of course excluded. While building the model I finally located a good source of "Meccano Cord". One of the problems with the cord that Meccano supply is that it is a twisted weave that wants to untwist when a load is applied. It is also only available in short lengths, which have to be knotted. These knots catch and foal in pulleys. The answer is to buy kite-flying line that is braided so it will not twist. It is available in sizes very similar to Meccano cord and you can obtain it in black or white.

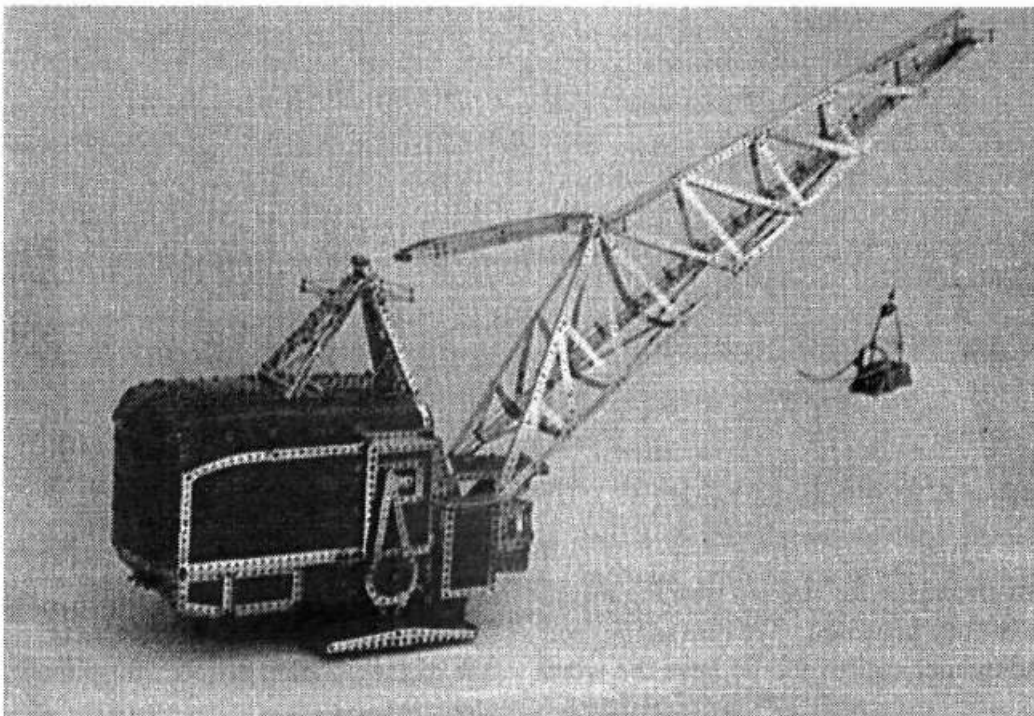
I would speculate that the drawings were made before the model was completed. The most obvious change is the access door to the controls on the left-hand side of the model.

In the drawings there is a vertical hinged door. In the model photographs it is an access plate that runs horizontally and is held in place by bolts and you remove it completely when you are operating the model. This modification would have been necessary to give full access to all the control levers.



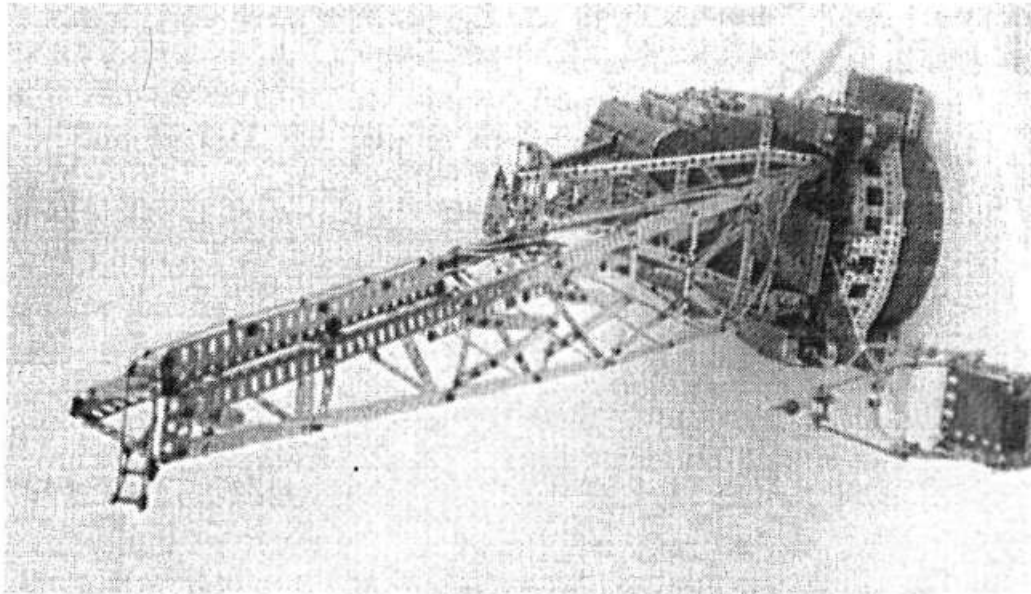
Most of the photographs in the modelplan were originals taken by Binns Road staff. So it is interesting to note that there are some differences between the finished model and the drawing on the manual covers.

There is also a lot more detailing in the boom in the final model. Walkways and access platforms are provided and there has been a change in the design of the end of the boom.



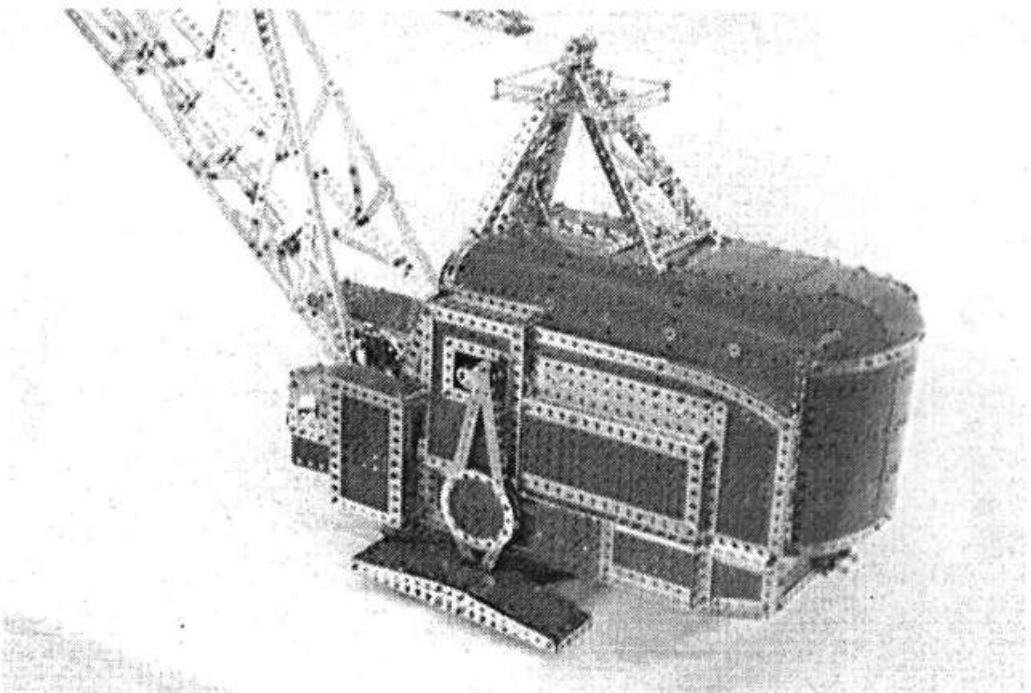
The model is fairly accurate to the prototype; the Rapier W1400 dragline. The best article that I have found on the subject is found on page 31 of the March 1990 Constructor Quarterly. This gives good clear photographs

gears placed after the gear engagement mechanism. This way the worms could act as automatic brakes. You could be more radical and put in a completely new motor system.



It was a very pleasing model to build, being well balanced and the walking mechanism was very well designed, unlike the 1962 MM model. To digress slightly that model had the boom mounted too far forward of the base. This resulted in you having to balance it with lead in the rear of the motor housing. All this unnecessarily increased the weight of the model and stressed the walking mechanism.

The model follows traditional Meccano designs in having one large electric motor driving all mechanisms. Individual electric motors for each system with electrical rather than mechanical control would make the model more user friendly to operate. Having built two versions of the model I had the same dissatisfied feeling at the end. You have to spend quite a bit of time familiarizing yourself with



I used the instructions for the revised winding mechanism that Ian Stoney provided. My one suggestion is that the winding mechanism should have the worm

the controls before you can operate the model smoothly. A fraction of a second's inattention and one of the winding drums will spin away on you and

you have lost control of the boom or the bucket. As a consequence of this I'm currently working on (among other things) a miniature version of the same model. I'm still collecting and painting parts for it but should have it finished within a year. I'm using 3.5 inch circular girders (MW part 143a) for the base and narrow angle girders (Exacto parts 275). A real Meccano heretics model!

I'll say no more... watch this space...

Cheers, *Wes Dalefield*

Manhattan, the little apple, Kansas USA

ALTERNATIVES TO MECCANO PARTS

From Wes Dalefield.

For several Meccano parts you can buy alternatives that are superior. Here is my list; can you add any others?

13, 13a, 14, 14a Exacto sell stainless steel versions of the longest axle rods. They do not bend as easily and make a better bearing surface.

36c You can buy commercial "ball" or "cheery" end hex drivers that allow you to fix a bolt at angles. Don't forget to magnetize it! It really makes a difference.

37c MW Models sell a machined nut that looks far better than the pressed version that Meccano manufactures.

40 Kite flying line of 110 lb. Braided Polyester or Dacron is the closest to Meccano size.

168d The ball bearings that Meccano sell are only drop forged. Commercial ones are precision ground and far more accurate.



David Wall with Malcolm Brooker
Refer page 3

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The notice shown on the left was printed inside the back cover of the instruction book included with Space set 4830, but the box itself was marked Meccano made in France.

BITS AND PIECES

From Lloyd Spackman

QUOTATION:

In Jim Gamble's tribute to the late Hubert Lansley ("spanner") in "Newsmag" 11/97

Jim said this: "Finally, have a thought - - if you were one of the fortunates who met Hubert Lansley and shook him by the hand - - you shook the hand that shook the hand of Frank Hornby"

IM EDITOR CHANGES:

After nine years establishing , guiding and successfully editing International Meccanoman, John Westwood has taken well - earned retirement. His successor is Roger Hill. IM started in 1988 as an annual publication.

HARLEY DAVIDSON MODEL:

A couple of lines were left out of my article on Philip Webb's HD in our last issue, page 6. It should read: "I can see no footrests for the pillion passenger in Philip's drawings but I screwed a short threaded pin each side into the couplings of the shock absorbers."

ALSO:

The strips making up the petrol tank were all standard 2" ones, except the center top one. (My apologies to Lloyd for omitting these lines -ED)

IS MF UP THE WRONG TREE ??

After looking at some of the recent "Mission the Universe" sets from Meccano France, I am having grave doubts that Meccano France is on the right track with it's "One Model" sets.

OK you (or the 8-12 year old) build the Space Base or a detector Unit, or whatever. Then what ?? It is played with a bit then it gathers dust (and rust) on a cupboard shelf?

The essence of Meccano since 1901 has been the multiplicity of models that can be built from one set - even the OO series. The number of different models is limited only by the imagination of the modeler.

The paucity of parts in many of the current French sets means you can only build 1, 2 or maybe 3 reasonable models from each set.

This is a complete antithesis of Frank Hornby's vision.

MY DREAM (concluded):

These models were the work of the ship's engineer whose only hobby was Meccano modeling. We talked for a while and exchanged names and phone numbers. He said he would like to show the models to our club members one evening when his ship was in port. His name was Chris Morton (sorry Chris) Then, as I turned to walk away I woke up.

FROM JUNE WATT:

"Please give my best wishes to the Meccano Club. You were all very much in Bill's thoughts and he did so enjoy working with you all."

EXACTO (Argentine) :

Zinc parts are no longer zinc coated. They are now finished in a high quality, tough automotive paint. Same quality as used in other colours of the Exacto range. (From Frizinghall Models Brochure). Sr. Alberto Richini, the owner of Exacto advises that the Argentine postal service has been privatized and delivery of Exacto parts will now be much faster.

Incidentally, the Advisory Board for the new owners is none other than the British General Post Office.

IRWIN TOY BUYS MECCANO U.S.

According to the Toronto Globe and Mail Irwin Toy Ltd has bought the American business of Meccano Inc of New York, most recently known as The Erector Set Company, from Meccano SA, the French parent company. Irwin the Canadian distributor of Meccano, has current annual sales of \$2.5 to \$3 million, while the U.S. subsidiary of the French firm had sales ten times that figure in 1994.

According to Scott Irwin, vice president of the Toronto firm, American sales had fallen off since then, and Irwin were planing on more aggressive North American style marketing for space age kids. The Globe and Mail item was in the business section of the paper on Saturday, November 15.

From Canadian Meccanotes December 1997

On the "spanner" group this news was treated rather negatively by the Canadian members as they did not seem to have a very high opinion of Irwin Toys.

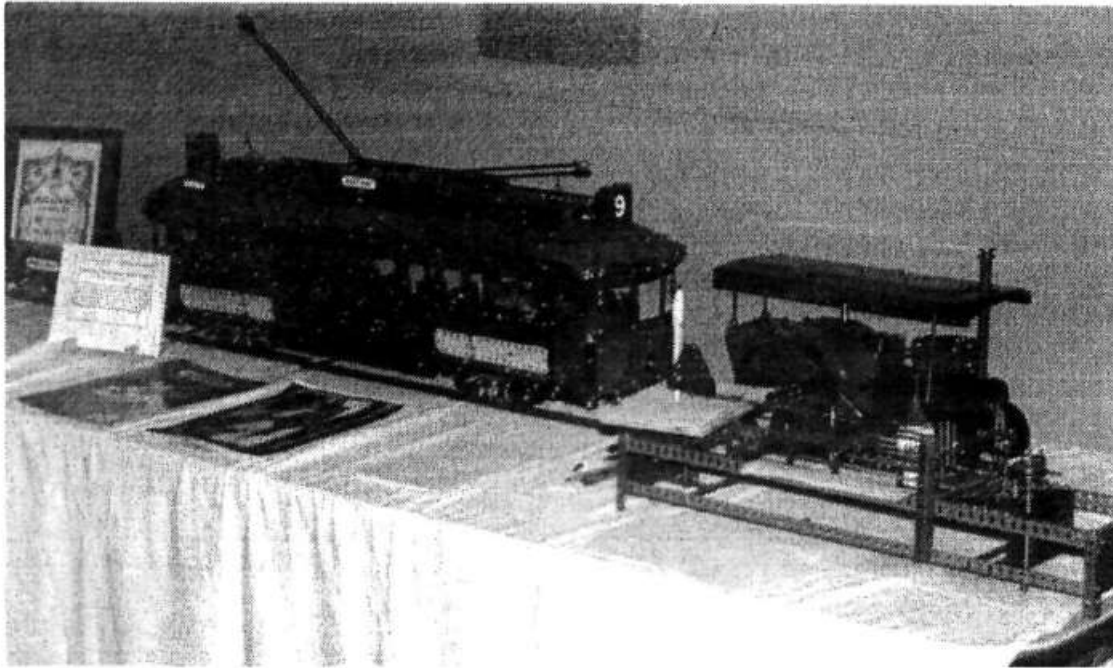
RAIL EXPO '97

ROTORUA 3-5 OCTOBER 1997

Reported By Bryan Jones

Readers may remember that in the April issue of this magazine there was a letter from Mr. Kevin Cherry of the Rotorua Model Railway Club Inc. inviting participation in their Expo.

items of electric and clockwork rolling stock and lineside accessories, arranged in sections of similar age so that one could see a history of Hornby train production progressing as



This was held at the Convention Centre, with two large halls and the foyer being filled with model railways and supporting displays. One hall held HO and OO gauge railway layouts and trade stands, the foyer had displays of model aircraft and helicopters, and the concert chamber was filled with displays of Hornby products, which included Meccano.

The main floor area was used for a very large O gauge layout set out like a rectangular figure eight, having two adjacent square double-tracked circuits surrounded by a further pair of double tracks. This allowed six trains to run independently at the same time, the circuits not actually being joined to each other. There were a very large number of

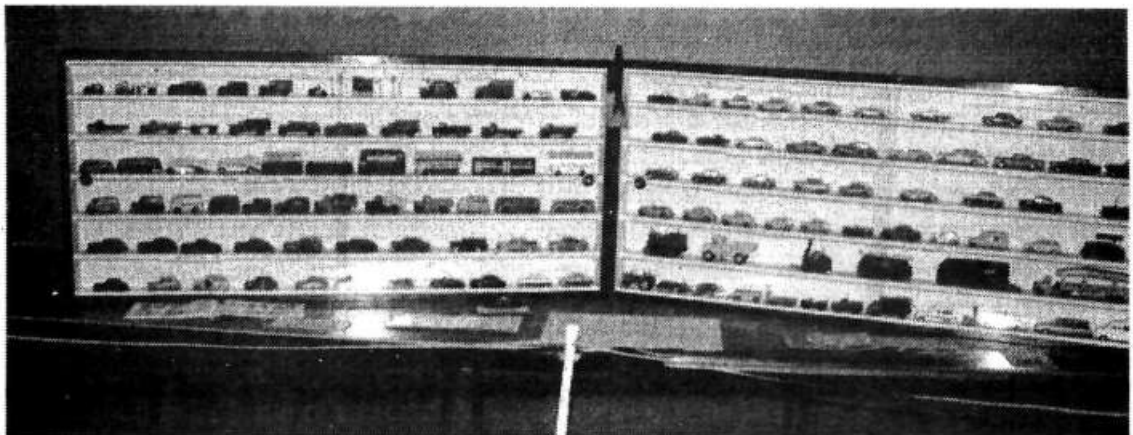
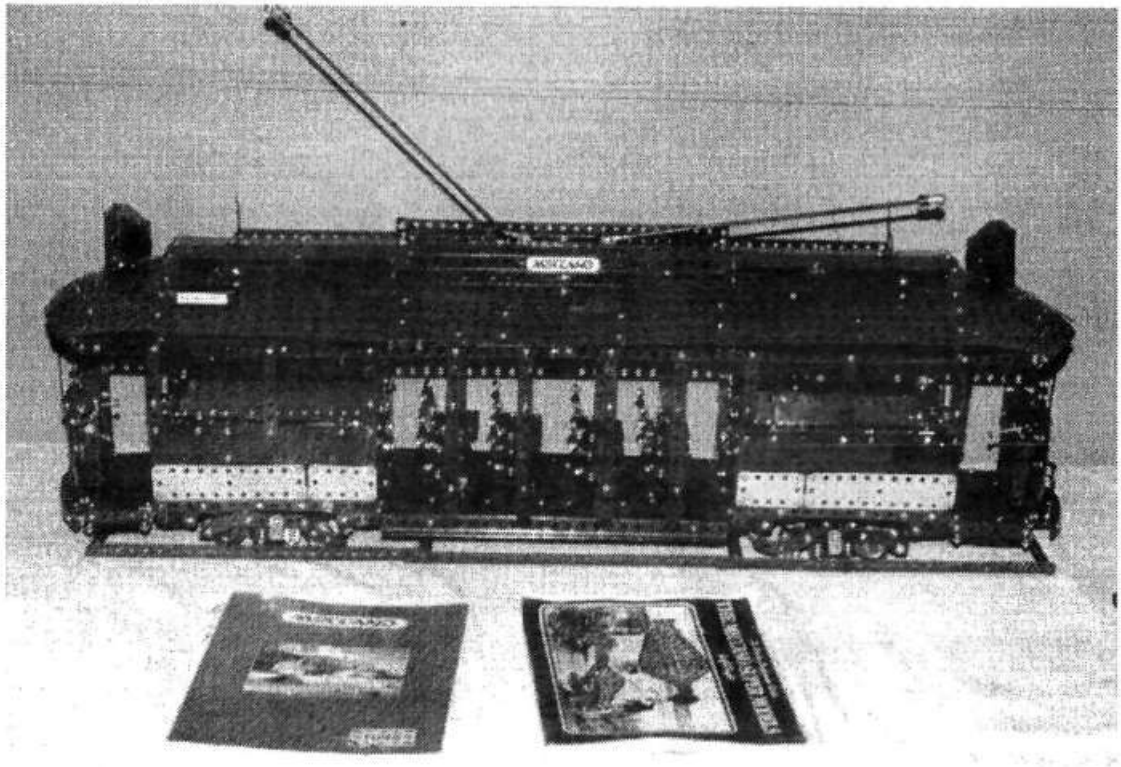
one walked around the layout.

Arranged around the walls of the chamber were a number of displays of other Hornby products. These included a Hornby Dublo layout, cases of Dinky Toys, a Bayko set, several tables of Meccano magazines and manuals, and a static collection of boxed Hornby clockwork trains. And of course there was the Meccano display in a good position by the entrance. Local modelers Frank Davis and Ronald Mayes made up a table with a selection of manuals, a large model of a Christchurch Boon Tram, and a traction engine (by Frank) and a Meccanograph (by Ronald) which got a large amount of attention from the children over the weekend. Visitors Bruce Geange (MWT) and Bryan Jones (Wellington) represented their clubs and brought a newly restored steam

engine and the Liebherr tower crane respectively.

Our stand was set up on the Friday evening, with some last minute work being required late into the evening to get a couple of operational problems fixed, but this was rewarded by a trouble-free weekend of continuous running from 10 am to 4.30 pm each day. There was a large amount of interest shown by the public, thanks to the central location in Rotorua of the display,

and many stopped to talk about their memories of having Meccano in their younger days, and to express surprise in discovering that it was still available. We understand that the weekend was a financial success for the Odeon Railway Club, and we enjoyed the opportunity to "wave the flag", not only helping to contribute to that success, but also in renewing public awareness that Meccano modelling is still alive and well.



WELLINGTON MECCANO CLUB

From Bryan Jones and Mike Highley

Our end of year meeting was once again kindly hosted by Joe Bell. Nine members attended, with one apology. After a time for informal conversation where members caught up on the latest progress on Joe's model railway, and Laurie Webb's overseas trip, a meeting was held to acknowledge the models shown and discuss a small amount of business.

Mike Highley showed the base part of the Planing Machine from the Supermodels leaflet, demonstrating the quick return motion for the planing table.

Lou Nichols showed a clockwork motor operated funicular railway, built from an Outfit 4A Manual. The model was nicely built in red and green parts as presented in the manual and worked fairly well, although the cars were occasionally inclined to derail.

Brian Peterson showed two of the Formula 1 racing cars from his growing collection.

As mentioned last month, it is intended to hold a competition at our February meeting for the best model built from a designated Outfit. Lou Nichols circulated the parts list for a 1960's No. 5 Outfit and it was agreed that this would be used, the number of washers used being optional if members wished to use them under the heads of bolts. Motors could also be used if desired.

The item on page 8 of the December 1997 issue generated a reply on the "spanner" group as follows:

Shock, Horror!!

From memory (notoriously fallible), this interesting "fact" is not mentioned in the

The Model Engineering exhibition to be held in Tauranga in January was mentioned; it had earlier been hoped that we could be represented at that exhibition, but this did not seem likely now as time had run out for preparing models.

The end-of-year dinner was confirmed to be held at the Old Flame Restaurant in Petone, and an indication of numbers attending was obtained. Absent members were rung the following week to determine the final numbers. The event was attended by 15 members and partners and an excellent meal was enjoyed. Notice was given of the MWT Club's intention to hold a meeting on 28th March to celebrate the 20th anniversary of the first NZFMM Convention. The modelling theme is something with the number 20 represented in some way.

Coming Events:

- Meeting- Friday 13th February, St. Lukes Wadestown - Outfit 5 Model competition.
- Meeting- Friday 6th March, Max George's residence
- Meeting- Saturday 28th March, MWT Club,
Wanganui - 20th anniversary of 1st convention

learned ISM booklet on the Eiffel Tower and I don't think we have heard it from any other source before.

At the Brisbane Expo some years back (1989?), Meccano France had a stand with a large Meccano model of the Eiffel Tower. At this display, I believe "small

of miniature strips and nuts and bolts were on sale for interested people to buy and construct small replicas of the tower. One of the Melbourne Meccano Club has a "kit" which includes "plans for the model"(those with a long memory may remember we discussed

this rare "single model kit" some months back when Geoff heard about it from another Australian Meccano enthusiast. I don't think it was resolved whether it was ever issued for general sale by Meccano.

This from Tony Press of Australia.

MY MECCANO SET

From Robert McKibbin

The references to the Binns Road Meccano factory, has brought back a flood of memories of my life as a twelve year old boy in my native Liverpool back in 1953. Binns Road was off Edge Lane, a center for industry. And I lived at that tender age in a road just three minutes from Crawfords biscuit factory which was alongside the home of every young fellows dreams, The Meccano, as it was locally known.

Our little gang of six lads spent many an hour outside the toy factory looking for tyres, wheels and bits from "Dinky" toys, bits of spitfires planes or shooting stars, the odd part from the Triumph Renown or Standard Vanguard, all current production models. The scream of delight as one of our number found a piece of actual Meccano. It never occurred to us how it had escaped from the factory, but I digress.

That year, my brother in law, Sid, my sister Mary's husband had been involved in a scaffolding accident over on the Wirral and whilst recuperating, decided to spend some of his compensation funds, a tremendous amount in that decade. Hornby Dublo electric trains of approximately £100 were purchased from the factory. This fortune enabled Sid to build a layout with three tracks approximately 9 metres oval shaped with electric points, signals, sidings and numerous passenger and goods rolling stock all of were pulled by Sir Nigel Gresley or the Dutches of Athol, not forgetting the little tank engine. This grand layout was the result of many hours work by Sid, who was unable to return to his normal work, while I watched from a distance. Once completed it was time to return to The Meccano to spend

another £50, an extravagance my sister wasn't entirely happy with, but the 28 year old Sid persisted.

That tremendous amount was soon spent on a size 9 and the supplement 9A which made it up to a size 10, including several electric and clockwork motors, all in the wooden box. I never really knew why Sid didn't buy the size 10 by itself, but not to worry. Sid immediately applied his scaffolding skills to his new toy. I was allowed to help by passing the next required girder, nut, bolt or gear. I remember him saying with great wisdom and aplomb, "gears are very complicated, Rob. Only for grown ups". I listened watched and passed as we built the robot, the liner, the Eiffel Tower and many others.

I say "WE", because every now and then I was allowed to tighten or something equally menial; although Sid always encouraged me to dismantle the latest creation! What a wonderful 12 months that was while during this time Sid, on many occasions, promised that the Meccano was to be mine if he ever died; never realizing that just before his 30th birthday it would happen, just prior to the birth of his son Sidney.

The promises made were forgotten by everybody, including me, presuming that all would pass to Sidney my nephew.

Shift the time to 1996, I've reached the age of 54. My sister, Mary has already celebrated 30 years of her second marriage and Sidney is 41 years old. I've been in New Zealand for 23 years and it is time for Mary to visit my wife and I for three months. One knight, whilst reminiscing about my early years, the subject came round to Sid's

size 10 Meccano. Mary recalled, "Sid promised that to you didn't he? Sidney was never bothered about it" referring of course to my nephew.

I casually asked for it's whereabouts and her equally casual reply rang around my ears, "It's up in our attic but I know the cabinet was thrown out years ago". The air became electric as I exclaimed "Can I have it?" Pressing forward my urgent claim. "Of course but it's awfully heavy".

"Ship it by sea, I'll pay for it". And so it was decided that my long forgotten inheritance was now going to be mine. Shortly after that Mary returned home to the UK and wrote back with an £85 shipping charge. My converted Sterling cheque was in the mail return post.

Three months latter my wife called me at work about the "heavy" box that had been left on our doorstep here in Auckland. I couldn't get home quick enough after work. I carried the 25Kg box inside the house only to be chastised by my wife for

wanting to open it straight away.

"You've got to have your tea first". So I figured that after 42 years another half an hour wouldn't make much difference. The tears of joy moistened my eyes as I gazed on this wonderful construction set I hadn't seen for over four decades. Very little damage, virtually no rust and those green girders, red panels, brass cogs and gears were all waiting to be joined together in some fabulous structure. Regretfully, the nuts and bolts were few in number but suitable replacements were soon found. The pleasure this set has given over the last eighteen months has been immense. I read the magazine as it arrives and I'm still learning; although it appears that Sid's opinion of gears still holds true,

"GEARS ARE VERY COMPLICATED, ROB, ONLY FOR GROWN UP'S"

Perhaps I haven't grown up yet!

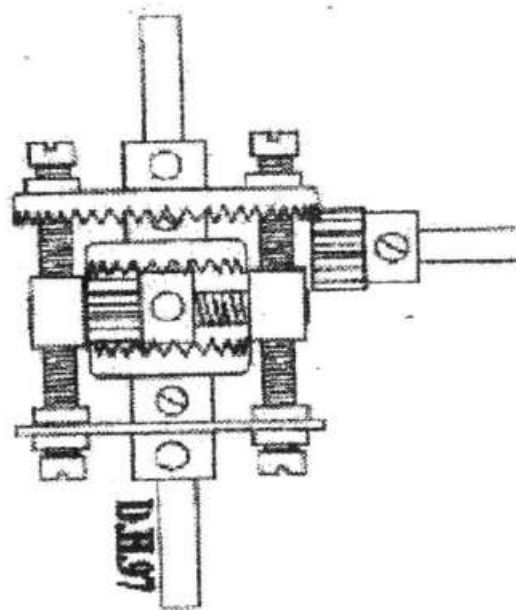
LIMITED SLIP DIFFERENTIAL

From J.M.H. Nov 1997

Built by David Heathcote

I am sure that we all mess about with an idea or small model in Meccano. This offering is a direct result of this. A limited slip differential is used mainly in off-road vehicles to maintain traction in slippery conditions. In contrast to the usual differential that allows different road speeds between wheels on the same axle, and maintain drive, the LSD allows limited operation. Usually, when one wheel losses traction, then you are stuck in the mud. With a LSD it still transfers drive to the other wheel to a certain extent. Assemble this example for a better understanding. Nothing special, just a shortened Compression spring (No120B) on the 1½" Axle Rod carrying the centre 15 tooth pinion. This creates resistance to normal operation. Of course, to be effective in a model, it would require a strong motor

and tyres that grip well. Plastic wheels would not work too well



FROM HANK FORNBY

Hello again to the readers of the NZFMM Magazine. I wish you all well for 1998 which emphasizes that 1999 and the Auckland Convention is just over a year away. Almost half the time between two conventions gone again. I hope the brainstorming has been completed and the models started!!! Put away the model trains, planes, and cars, store the paint, wreck the mower, cut the plug off the TV and get modelling.

I've been shown a letter to the Editor of the NZFMM Magazine from John Incé. I thought I was a person and not a pseudonym. Being a pseudonym is childish according to John. But, how about this: "As editor it is your privilege to choose what to publish but as a contributor I have the choice of whether to sent you more than the club report. At the moment I am inclined to settle for just the club report". (Sounds like, "If you don't play my rules I'm going to take my ball away.")

John is a bit of a comedian it seems, he growls at Don for having a few spelling errors in the magazine and says he finds them irritating. He goes on to mention how easy they are to fix with the competent spell check incorporated in Don's word Processor. He has included spelling errors in his letter to emphasize this!

He also feels "the magazine will advance from being a good amateur production to being a quality professional job with some of his suggestions and more concentrated effort". (John's a latent school teacher). Let's appreciate a good amateur production done with enthusiasm and care, and forget the professional bit so the subscription is not increased 'hugely' to cover what that alludes to.

With his snipes at the quality of the International Meccanoman magazine and the "patch and past affair" comment about earlier NZFMM Magazines the whole letter made me feel angry. Criticism is fine, but the delivery has to be done with care and more moderation especially to volunteers. Enuff, Enuff of that now.

When I get settled I will try to organize a venue and date, later in the year, for the inaugural meeting of the NZ Advanced Meccano Modelers Society. How many people could travel to my hometown in South Wairarapa for this? The idea of this Society is to hopefully 'capture' those modelers who don't go to monthly or 3 monthly Meccano Club Meetings, but would be comfortable with an annual or 6 monthly meeting, and be an experienced modeler who supports conventions with models.

Also something to aspire to:

Numbered badges at \$7.00 available through the Editor. For such a casual group it is envisaged that this should be the only direct cost of joining and belonging.

Haere Ra from Featherston.

Hank Fornby

The above is retyped from a letter received from a member using the name Hank Fornby.

As for the badges mentioned above, at present I cannot help members but no doubt I will receive them in due course. ED

CHRISTCHURCH MECCANO CLUB

From John Ince

The December 1997 meeting was one of the best attended for a long time with twenty five people present including three juniors. Perhaps the thought of a nice supper - with everyone contributing - was a good draw card. As has become the custom there was a raffle; this time the prizes were not Meccano but they seemed just as popular. **John Crawford** went off with the first prize - a Christmas hamper - **Chris Thompson** second and **Peter King** third.

Members responded well to the request for a good display of models. The *high light* was **John Hamlyn's** model of the Auckland Sky Tower. This stood - or wobbled - about two metres high and was constructed of 12" strips in a long spiral pattern until the revolving restaurant was reached. This was made from large circular parts and the interior floor revolved.

Cameron McFarlane demonstrated the Space X-Plorer which was mentioned in the last report. He also had the Detector Unit which is equipped with a reversible motor. Rather simpler was **John Crawford's** airport tractor and luggage trolley. **Doug Clark** also brought a luggage trolley, reminiscent of the 1920s manuals.

Doug King displayed an unusual model of a pile driving rig. This was powered by a replica 1929 steam engine - the one with the vertical boiler.

Peter King is continuing work on his Price 16 wheel geared locomotive (c1912) and now has the gearbox completed. Two speeds are provided, reversing being accomplished by reversing the steam engine. All 16 wheels will be driven in this 1:10 scale model. Peter has made special spur gears to represent the correct ratios in the prototype.

Chris Thompson also brought an unusual model. It was a Kenwood food mixer fitted with a pair of interlacing beaters. Power was provided by an ER20 motor controlled by a T20 variable speed transformer. Chris was reluctant to demonstrate the unit because of the noise it made - rather like the real thing!

Ian Torrens produced six models. They were a survey plane as illustrated on the cover of the December 1996 magazine; the right angle drive described in the February 1997 magazine; a microlite from the Evolution No 2 set; a snowmobile from the Evolution No 6 set; and a south seeking chariot from the September 1955 Meccano Magazine. The article about the chariot makes interesting reading and deserves to be republished.

Anjuli and **Stefan Burrell** had several small models including a fine Christmas tree with lights by Stefan. **Graeme O'Neill** had a very simple rabbit fashioned from plastic Meccano. How did it escape the RCD virus? **Mike Hamilton** brought his space shuttle.

Kingsley Burrell brought his walled English garden which is a very formal affair with paths and planted beds. Some of the potted plants may be moved to vary the scene. At last a use has been found for some of those unusual gears and things. He also brought a couple of photo albums illustrating club exhibitions from 1974 until the present.

Our new member, **David Littlefar**, brought a video which he took at Skeggex in July 1997 before he immigrated to New Zealand. Both David and Graeme brought video players and screens but as Graeme's screen was bigger that is what was used. First David had some footage of some of his fairground machines - dismantled now, of course. He obviously is a skilled modeller and we look forward to seeing some of his work. The Skeggex shots showed the huge size of some of the models on display. Cranes that could, if strong enough, lift Don Wilson's submarine clear of the ground! Also a spectacular fairground machine with a series of chairs rotating round and then rising up a central column.

The members were informed of the departure of **John Ince** to Feilding at the end of January 1998. Both Graeme and Kingsley spoke of John's contribution to the club. He was presented with a farewell card, decorated with coloured Meccano parts and signed by the members, with a book voucher and a Meccano Power drive motor. John then talked about his future plans, which did allow for continuing Meccano interests, and thanked the club for their support during the ten years or so that he has been a member. He had some suggestions to make about who might take over the role of reporter for the meetings. John's new address (from February 1st, 1998) is:-

**5 Lennox Place,
Feilding.
Phone: (06) 323 7075**

The supply of Meccano bits and pieces will continue as usual from the new address.

John and **Joyce Pluck** set out a fine supper during which a surprising amount of excellent food disappeared. It was then time to tidy up and wish each other the seasonal compliments before packing up and departing for home.

	59	Collar	0.80
		Narrow collar 5mmW x 3/8 "D	0.80
		Aero collar 5mmW x 5/16"D	0.80
		Aero collar ¼"W x 5/16"D	0.80
	63	Coupling	4.00
		Long coupling 4 bores	5.00
		Long coupling 5 bores	6.00
		Long coupling 6 bores	7.00
		Long coupling 7 bores	8.00
	63B	Strip coupling	5.00
		Strip coupling threaded axial bore	5.00
	63c	Threaded coupling	4.00
		Threaded coupling, short ½" L	3.50
	63D	Short coupling	3.00
	64	Threaded boss	2.00
	136A	Handrail coupling	3.50
		Handrail coupling, threaded axial bore	3.50
	140Y	4 hole collar	1.25
	144	Dog clutch (\$3.00 each part, male or female)	6.00
	147D	Long pivot bolt slotted head	1.25
	171	Socket coupling	7.50
		Socket coupling, short ½"L (no groove)	5.00
		Socket coupling, 3/8" boss one end and ½" boss	5.00
	173A	Screwed rod adaptor	1.50
	179	Rod socket	2.50
	518	Bush wheel, 1", 6 circumferential holes	2.50
		Bush wheel, 1", 4 circumferential holes	2.50
		Bush wheel, 1 ½", 7 or 10 circumferential holes	5.00
	514/516	Insulating bush wheel, 6,7,8,9,10 holes	5.00
	544	Contact stud	1.00
	564	Insulating spacer	1.00
	21A	1 ½" pulley, no boss	5.00
	23B	½" pulley, no boss	1.00
		Small pulley, narrow, no boss, 3/8" or ½"D	0.50
		Small pulley, narrow, no boss, ¾" or 1"D	1.00
		Telescopic shaft, square cross section	5.00
		½" cube, brass, threaded through all 3 dimensions	2.50
		Threaded rod joiner, ½" long, same as hex nut	1.00
		Universal 3/8" yoke, shorter and smaller diameter	17.50

Simon Moody,"Mara" 1122 Blue Mountains Rd ,RD1 Upper Hutt New Zealand

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

FEBUARY 1998

14th-MWT

ST LUKES HALL

13th-WMC

ST LUKES HALL

13th-CMC

ST JOHNS HALL

14- AMC DAVID WALL'

502 EAST COAST RD
MAIRANGI BAY

MARCH 1998

6TH - WMC

MAX GEORGE'S RESIDENCE

6TH - CMC

ST JOHNS HALL

12th MARCH

CLOSING DATE FOR APRIL ISSUE

28th -MWT

ST LUKES HALL

REPLICA PARTS SUPPLIERS

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BLUE MOUNTAINS ROAD
UPPER HUTT

BRASS PARTS

BRUCE GEANGE

4 WINCHESTER ST
PALMERSTON NORTH

NARROW STRIPS

STRIP PLATES

PETER KING

P.O. BOX 2753
CHRISTCHURCH

HELICAL GEARS

Peter King Gears: Available from John Ince,
5 Lennox Place, Feilding
or phone (06) 323 7075

Description	No of Teeth or width	Type	Price Each
Helical Gear	10	L.H.	\$8
Helical Gear	10	R.H.	\$8
Helical Gear	12	L.H.	\$8
Helical Gear	12	R.H.	\$8
Helical Gear	14	L.H.	\$8
Helical Gear	14	R.H.	\$8
Helical Gear - 1"	26	L.H.	\$12
Helical Gear - 1"	26	R.H.	\$12
Helical Gear	35	L.H.	\$12
Helical Gear	35	R.H.	\$12
Helical Gear	40	L.H. *	\$12
Helical Gear	40	R.H.	\$12
Pinion - long	10		\$8
Pinion - long	11		\$8
Pinion - long	12	c1931	\$8
Pinion - short	12		\$8
Pinion - long	13		\$8
Gear Wheel	28	x 1/4"	\$12
Gear Wheel	30	x 1/4"	\$12
Gear Wheel	45	x 1/4"	\$15
Gear Wheel	65	x 1/4"	\$15
Gear Wheel	66	x 1/4"	\$15
Gear Wheel, large tooth	167c		\$15

* Not available yet.

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4840	Space X-Ployer	\$129. 95.
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Pt. No.27a	1 $\frac{1}{2}$ " " " "	\$15. 21. N.Z.
Pt. No.197	12 $\frac{1}{2}$ x 2 $\frac{1}{2}$. Strip Plate.	\$10. 00. N.Z.

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