



NZFMM Magazine

Volume 22 Issue 4

AUGUST 1998

Motivation

Enjoyment

Comradeship

Cooperation

Achievements

New members

Originality



**NZ FEDERATION OF
MECCANO MODELERS**

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COVER:

"Grasshopper" oil pump, as built by

Ian Torrens of CMC

EDITORIAL

Welcome to this issue of the magazine. you will see in the two centre pages pictures of the new Meccano Master Connection Series. I have spoken to the importers, Mattel, who have told me that they do not intend to import any of these, or the additions to the space series, but they will however import carton lots for the Wellington Meccano Club to order. If you are interested in any of these sets, and the price that Mattel are quoting us are very competitive when compared with MW, let us know. The idea for this is to raise funds for the 2001 convention to be held here in Wellington, and the WMC intends to put 10% mark up on the cost of the sets. Mattel said that the main sales of Meccano was plastic sets through the likes of the Warehouse and other chains.

I have a request from the printer, if you are sending an article that includes photos or any other cutouts, please do not stick them to the page, just mark them on the back 1, 2 etc and mark the page with the same where they go.

I have just recieved the MW Models Newsletter in which they say that Meccano has decided not to release any of the new Space Sets, sad because the new models looked very good

N.Z MECCANO CONTACT PERSONS

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ROTATING DISPLAY STAND

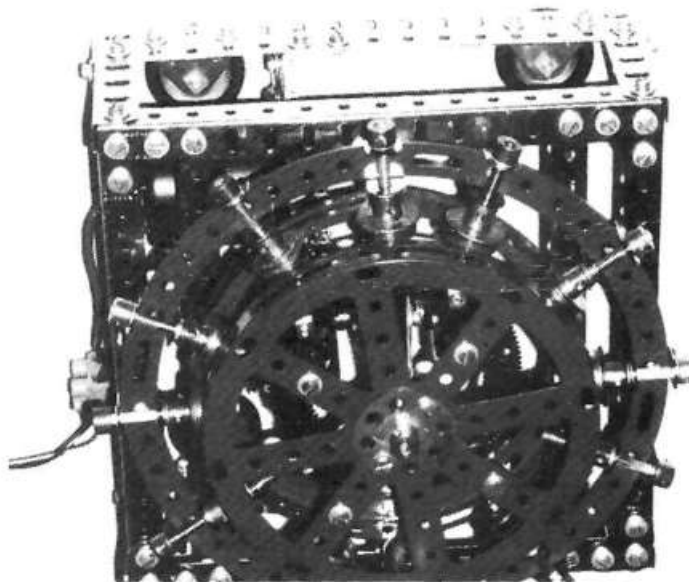
From Lloyd Spackman

I designed this revolving display stand for my Harley Davidson motor cycle model. It could easily be used for any small model which is better displayed while turning around and around.

BASE: Build this from four 7½" flat girders, slotted holes down. Bolt them by the end round holes to the bottom of four 3" vertical angle girders to form the corners. Two of the flat girders are inside and two are outside the angle girders. At the top, bolt four 7½" angle girders inside the 3" angle girders. Two

motor you are using, and there is plenty of room for down gearing. I was fortunate enough to have a slow running ex computer motor (thanks, George) and this was bolted to a frame of 2½" strips. The frame, in turn, was bolted to the bottom 7½" strip. Then a chain drive (on a 1":1" sprockets) to the horizontal drive rod, centrally. A pair of 7/8" bevels connected that to a vertical 3½" rod. This was held in a 1" x ½" angle bracket at the bottom and an adjustable fishplate at the top.

On top of the fishplate (and washers) a ½" pinion



TOP VIEW
COMPLETE STAND

(opposite ones) have the slot holes down. Reinforce the corners with 1" corner brackets on top. Space the corner brackets with washers where needed. The rear of the base is where the power leads enter. Bolt a 1" x 1" angle bracket inside each side flat girder at the 6th and 7th round holes from the rear, the other lug to the rear. Then bolt a 7½" strip across, to the angle brackets.

ON TOP, bolt 7½" strips across at holes 3 and 13 from the rear and a 7½" angle girder at hole 8, slot holes down and to the front. Bolt a flat trunion centrally to this angle girder, pointing down. This will support the front end of the horizontal drive rod.

THE DRIVE: The set up for this depends on the

meshed with the outer teeth of a pair of gear rings. (see also under upper section)

FEET: trunions bolted to the slotted holes on opposite flat girders, inside, near each corner, held 1" pulleys with rubber rings.

THE SPIDER; this is a circular strip (p/n 145) which carries around it twelve ½" double brackets,

the strip being inside these, Journalled in each double bracket is a 2" rod which, from the outside, carries a collar, washer, the double bracket, washer, ¾" flanged wheel (boss outward) plastic spacer, washer, and another collar.

THE LOWER SECTION: This is a 5½" circular girder bolted, flange upward, at four points to the

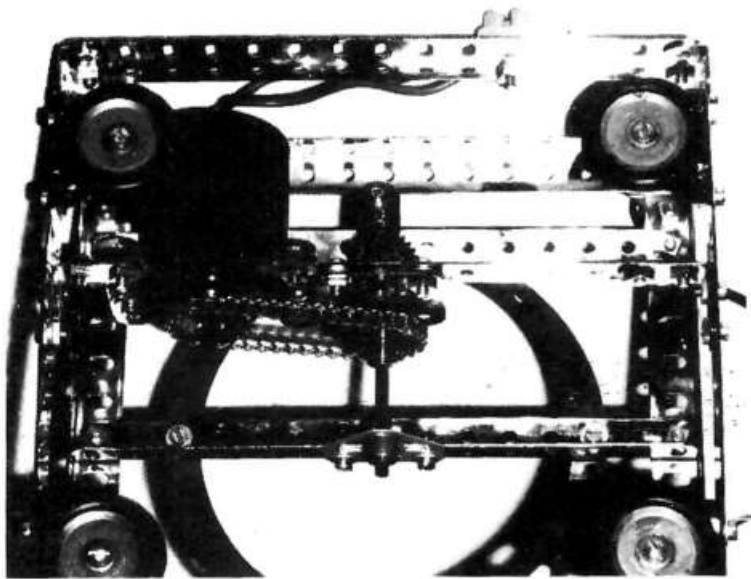
cross strips and the top single girder so that it is central. Check that the wheels of the "spider" run correctly on it.

THE UPPER SECTION: This is a 5½" hub disc. Inside, at the 3rd holes from the outer edge, bolt four 1½" x ½" double angle strips, lugs pointing outward. To the outer lugs bolt a pair of butted gear rings. With careful alignment their outer teeth will mesh

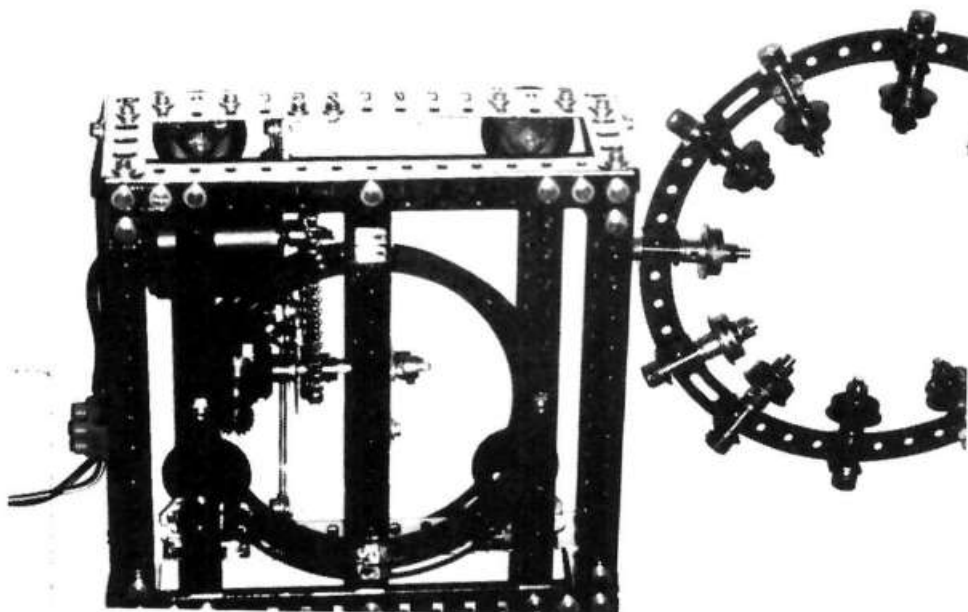
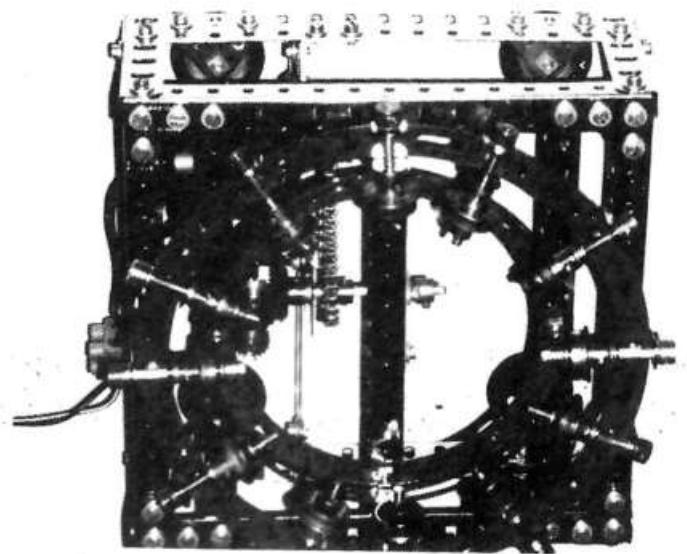
with the ½" pinion which is central and approx. 4 holes from the rear of the base. Central, on top of the hub disc bolt a bush wheel which holds a 2" rod pointing downward. The lower end of this rod should enter the central hole of the upper crossways 7½" angle girder. This should then hold the flanged wheels in position.

Finally after a good trial run of the stand, bolt your model to the top of the hub disc.

UNDERNEATH VIEW



TOP VIEW AND UPPER HUB DISC



TOP VIEW AND SPIDER

THE LIFE STORY OF MECCANO

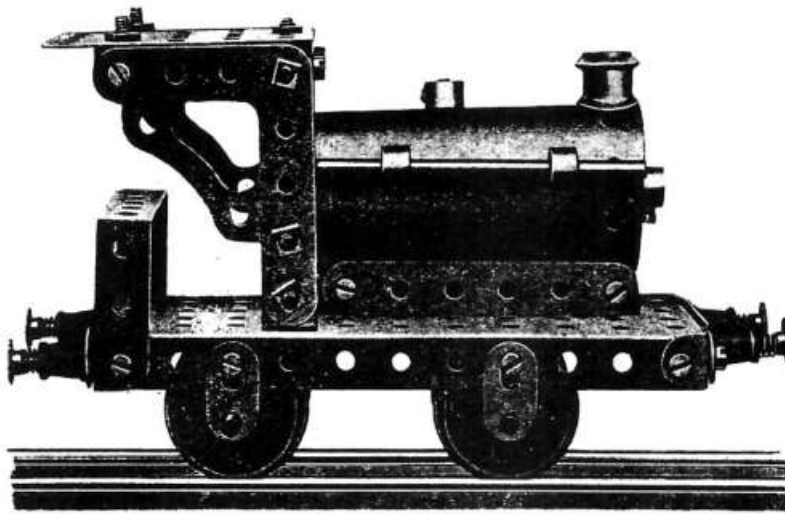
From Derryck McAdam

The early history of Hornby trains is as fascinating as that of Meccano. To begin at the beginning of the Great War, a bygone age to most of you but a vivid memory to those who survived that stormy period. Among the new parts added to the Meccano system somewhere about this time was part 108 Architrave, and when samples of this part were being examined someone drew attention to its resemblance to the side of a locomotive cab. It was evident that it would be a useful part in the construction of Meccano locomotives, as we had not previously been able to satisfactorily model an engine cab.

Tom see exactly how the part would build up we had a model constructed, using another special part for the boiler. The model looked very realistic and, as someone pointed out, its only drawback was the fact that it would not run under its own power. From the construction of this little model was but a step to the idea of marketing a constructional locomotive having a specially designed clockwork motor, but the idea had to be shelved until such time as our machines were released from the War work on which they were engaged. The idea, as originated in this little Meccano locomotive, which is illustrated on this page, was one that was to bear abundant fruit in later years. More particularly so because during the later years of the War there was a scarcity of mechanical toys of all kinds. Prior to 1914 most toys of this nature had been imported from the continent, and of course when hostilities commenced this source came to an end. The greatest grievance of the youngsters of that period was the impossibility of obtaining toy trains. For some time after the Armistice we were fully occupied in making up for lost time in the production of Meccano. We did not

lose sight of the possibility of clockwork trains however, and carried out numerous experiments to develop the earlier ideas on sound practical lines. In 1920 we decided to commence the manufacture of clockwork trains, and in that year the first "Hornby Train" was placed on the market. These trains were unique in that they applied the Meccano constructional idea. Engines, tenders and trucks were built

up from standard units, and could be taken to pieces and rebuilt in a similar manner to Meccano models. In addition new parts could be purchased to replace any that might be damaged or lost. The clockwork mechanism was of first class quality, and we had paid particular attention



The little Meccano locomotive from which a great industry grew—the production of Hornby Trains. The earliest Hornby locomotives, tenders and trucks were built up from standard units and could be taken to pieces and re-built in a similar manner to Meccano models.

to the accurate cutting of the gears in order to ensure the smooth running that is so desirable in miniature trains. We decided to build our trains to the standard miniature Gauge "0". We also decided upon two standard curves, forming respectively circles of 2Ft and 4Ft diameter. The success of these first Hornby Trains was immediate, and indeed it surpassed all expectations. The reason for this was that the army of Meccano boys had complete faith in anything turned out by the Meccano factory, and consequently Hornby Trains were purchased without hesitation. From the outset we determined that the Hornby miniature railway system should be just as perfect in its way as Meccano, and the ideal that we kept in mind was that of a gradually growing and developing system that ultimately would be capable of reproducing in miniature practically all the everyday operations of actual railways. Before long we found that the building of locomotives and rolling stock on the Meccano constructional plan was proving a handicap to the development of more realistic and true to type models. After careful consideration,

therefore, we decided to abandon the constructional plan, and since 1925 all Hornby locomotives and rolling stock have been built from specially made components, assembled into a complete unit. In order to provide as great a variety as possible the first Hornby trains were made available in five colours to represent the London and North Western, Midland, Great Northern, Caledonian, and London, Brighton and South Coast Railway systems. Our first locomotives were well designed and constructed, and we received an astonishing number of letters expressing the keenest enthusiasm in regard to their smooth running and excellent pulling powers. We were not satisfied, however, and a section of our technical staff was set to work to study further the problems involved in the construction of clockwork engines, and to introduce every possible improvement that would make for greater efficiency. This development work has gone on ever since, and as a result Hornby locomotives have been improved steadily year by year until we can claim that they are superior to all rivals. Along with the development of locomotives there has proceeded a steady increase in the number of types of rolling stock and of accessories of all kinds. Many of these items were introduced as the direct result of requests from boys. The suggestions put forward in the letters arriving day by day in large numbers from all parts of the world are carefully tabulated, and when it is seen that there is a widespread demand for a particular item, the production of this is carefully considered. If the idea proves practicable, designs are got out, and before long the new accessory or piece of rolling stock is being turned out by the thousand, to the great joy of the boys who suggested it. Soon after the introduction of the Hornby System we began to receive requests for electrically propelled locomotives. We postponed development in this direction until our clockwork trains were thoroughly established and then in 1925 introduced an electric train set modeled on the London Metropolitan Railway. The locomotives of these first Metropolitan sets were operated by high voltage motors, but

before long we abandoned these motors in favor of low voltage motors, first of four volts and afterwards of six volts. These motors had the great advantage that they could be used either with an alternating current mains supply through a transformer, or from an accumulator. They were thus available for every boy, whether his home had electric light installed or not. The starting and stopping of these locomotives, and their running speed, are controlled by a special resistance controller situated outside the track, but reversing has to be done by the movement of a lever inside the locomotive cab.

In response to many requests we introduced some time ago a tank locomotive to be run from a six volt accumulator, not from the mains, which can be reversed as well as started, stopped and controlled for speed from a controller outside the track. This fast and powerful little locomotive can thus be made to do anything without the necessity of touching it, and it has become a great favorite with Hornby railway enthusiasts. Electric locomotives have the advantage that they do not require to be wound up. They keep on running as



The first Hornby Train Set. The engine, tender and truck were built up from standard parts.

long as the current remains switched on, and the un-railway-like spectacle of a train stopping half way between stations, owing to the clockwork having run down, is avoided. Long continuous runs are possible - one Hornby train ran continuously for over 800 miles - and at the same time stops may be made when required. In addition there is sufficient power available to enable gradients to be incorporated in a layout, so that an actual descent to and ascent from an underground section of line is possible. In 1926 the Hornby Control System was introduced, and this has enabled miniature railways to be operated on lines closely following actual practice. By means of a special lever frame and connecting wires, the points and signals of a layout can be controlled from a signal cabin just as is done on a real railway. The application of the control System to a model railway thus increases its realism and interest to an enormous extent. Another introduction that has tended towards greater realism, espe-

cially in shunting operations, is that of automatic couplings. These are now fitted to all Hornby locomotives and rolling stock. They couple on impact, so that an engine may be backed on to its train in the correct manner - a piece of model railway working that is always interesting to watch - and the couplings will engage of their own accord. All that then remains to be done is to reverse the engine, and the train is ready to depart. The speed of operations, particularly in a busy terminal station, is thus considerably increased as compared with the ordinary method of coupling. The latest additions to the Hornby railway system have been introduced for the special purpose of giving "life" to a model railway, and providing it with suitable surroundings. The bare and desolate appearance that characterizes the station platforms of so many model railways has always seemed to us to be a serious defect, and we determined to do what we could to improve matters in this respect. We therefor introduced first of all a series of miniature platform accessories, including luggage and a porters barrow, milk cans with a suitable truck, and such items as seats, a letter box, and automatic machines. To these accessories we have recently added a series of miniature figures - stationmaster, guard, porters, ticket collector, engine driver, hotel porters, etc. - and a station platform provided with a selection of these miniatures immediately takes on an appearance of life and realism that is quite remarkable. The trains must have a reason for running, and a series of miniature passengers is to be added to the existing operating staff. To increase still more the lifelike appearance of the station miniature postes are available. These are small scale reproductions in the original colours of the most famous posters that cover the hoardings of our towns and cities. They are gummed on the back, so that they may be readily attached to the station hoarding. As an alternative the posters may be mounted on special poster boards fitted with two lugs that can be attached easily to fencing and to bridges. The Hornby system is particularly well

equipped with accessories in the shape of lineside structures of various kinds. There is the signal cabin, which can be arranged to accommodate the lever frame, or in the case of electric layouts, the controller; there are stations and goods platforms, where heavy traffic can be dealt with; and there are the imposing Engine Sheds for the housing of the locomotives. Among the smaller accessories are the watchman's hut and the platelayer's hut are particularly effective, and have proved extremely popular on account of their realistic appearance. Another notable introduction is a series of train name boards and destination boards. By means of these boards the various expresses of the Hornby series may be appropriately named, the most famous trains of the four groups being represented. The improvement in the appearance of miniature trains brought about by the use of these boards is quite remarkable. Many of our Hornby accessories, such as the engine sheds, goods platform, signal cabins, signals and buffer stops, have recently been suitably wired and fitted for electric lighting. It thus becomes possible to illuminate a miniature layout on realistic lines, the signals in particular having a most fascinating appearance. As the result of widespread requests we have recently extended our range of tunnels, with the special object of assisting the owners of railways that have to be taken up and stowed away each time after use. These tunnels are made in various lengths, and special features are the curved tunnels in the form of a small hill through which the track runs obliquely. These may be obtained either with a right hand or left hand curve, so that they are suitable for any layout. Still another innovation that will add enormously to the appearance of any model railway is a series of cuttings. These also are made in a variety of sections. There are end sections, sloping down realistically to ground level, and centre sections to be inserted between these end sections, thus enabling a cutting to be extended to any desired length. The centre sections are also made in curved form.

AUCKLAND CLUB AT MODEL X 98

Nearly 50 models filled the tables in our display at the 1998 MODEL X on Queens Birthday weekend. In sharp contrast to the previous year we had plenty of space and a good position. The Model X organizers estimated the attendance at total 8000, well ahead of previous years. Many of our models had appeared previously at Club meetings or Feilding

Convention but there were several new ones creating interest.

Latest, and centre - piece, was George Ovenden's double flyboats, suitably embellished with little toy riders. George also produced a realistic tugboat from a current Set 5, a bulldozer, low loader and

tractor unit, a gold and blue traction engine, mini blocksetter, strip bender, racing car, grader, f/e loader, demonstration differential, and an automatic gear reversing model.

David Wall showed his two locomotives which he ran successfully on the adjacent Hornby OO railway layout, a tractor, and his "Walls" Ice Cream Cart. Peter Hancock brought along all sorts of models from recent French sets. His fighter plane was from set 6. There were also a dune buggy, a moon buggy (remote controlled), tractor and trailer unit with fire rescue ladder, racing car, grader, off road motor cycle, harvester, breakdown truck, fire escape and two helicopters.

Graeme Wrightson had his two cranes there as well as a windmill which he finished building "on the spot". It ran smoothly for the rest of the exhibition. Lloyd Spackman showed his Harley Davidson motorcycle on a rotating stand, a miniature steam

engine, racing cyclist, tow truck and a Marklin tractor. Also three tiny models - racing car, go cart and road roller.

Next largest model after the flyboats was Neil Carey's bogie unit for the model he is building of a 1929 Auckland Transport Board Type "N" tramcar. Neil promises it will be completed before Easter 1999 judging by the size of the bogie, the finished model will be over 6Ft long.

Bruce Haines came for the final day with his bus, tip truck, low loader and the French sets grader and plane.

Although the majority of our models were small ones, the number and variety gave onlookers a good idea of the extraordinary versatility of Meccano. Thank you, again, to our club members who provided models and manned our exhibit at Model X98.

CONSTRUCTION TOYS ON U.S. STAMPS

This is a copy of a United States Postal Service stamp issued on 3 February 1998. The illustration is 1½ times actual size. This stamp is one of a set of 15 called "1910's celebrate the century". Erector sets were introduced in 1913. The aircraft and the "T" are Erector; the other models are Tinkertoy (1914) and Lincoln Logs (1916). The U.S. Meccano factory opened in New Jersey in 1922.

(Thanks to Alan Tunnicliffe in CHCH and Kay Feilding in Georgia, USA for this item)



ROYAL MAIL

Letter sent to E.Chandler

Thank you for your letter of 29 April 1998 and for your suggestion for producing a special stamp to commemorate the centenary of the invention of Meccano by Frank Hornby in 2001. Your letter was forwarded to me by the British Philatelic Bureau in Edinburgh.

This is indeed an interesting suggestion for a special stamp, and it shall be included on our list of possible subjects for 2001. It will be recorded on our database and researched in due course. I should add, however, that we do receive over two thousand requests for stamps each year. As there are only a limited number that can be included in the programme, and many worthwhile subjects, you will appreciate that the choice is very difficult.

Nevertheless, the stamp programme for 2001 will be decided upon in 2000, and should Meccano be included in the programme, we shall write to you again at that stage. In the meantime, I have the pleasure of enclosing a Royal Mail Special Stamps calendar for 1998.

Thank you for your interest in Royal Mail Special Stamps.

Yours sincerely

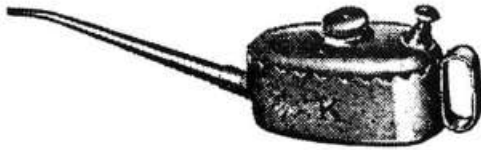
Nicoline Greer

Stamps Service Manager

BITS AND PIECES

From Lloyd Spackman

OIL CAN No. 2 ("K" Type)



Every Meccano and Hornby Train enthusiast should add a miniature "K" type oil can to his equipment for the purpose of oiling Meccano models, Hornby Trains, etc. The oil is ejected drop by drop by depressing the valve, as in the full-sized model, and in all other respects the oiler is perfect.

One of the oil cans was recently sent to H.R.H. the Prince of Wales, and a gracious letter of acknowledgment was received expressing H.R.H.'s admiration of the beautiful lines and perfect finish of this model. Price 3/6.
Meccano Ltd., Binns Road, Old Swan, Liverpool

This oil can is now so rare that we have reports of collectors paying in excess of £100 for one. Yet, it doesn't seem to be an accessory which would deteriorate in 70 years. So where have all the "K" cans gone?

Earnest Chandler advises us he is very well and very busy. He really enjoyed meeting Don Blakeborough early in June.

Look Back 70 Years; A browse through the Meccano magazines of 70 years ago shows starkly how prices have gone up since 1928/29. Here are some more common ones:

P/N34 Spanner 2p to 24p
34B Box Spanner 4p to £2.59
36 Screwdriver 3p to £1.97
37A Nuts (doz) 3p to 48p
37B Bolts 3p to 48p

Quotation; "Everyone has a photographic memory, but some have no film" (Anon)

Definition; Percussive Maintenance -
The fine art of whacking a device to get it to work.

Quotation; Seen through the central girders of the Sydney Harbour Bridge could be the worlds biggest Meccano set. (from Billy Connolly's "World tour of Australia") Thanks to Doug Harris for this one.

Are You a Ferroequinologist? If you dissect the

word, you will see it means interested in iron horses. In other words a Railway Enthusiast. It is legitimate because it appears in an American dictionary of about 1950 (from MM 1/52)

Useful Helicals; A motor ship built in 1929 used helical gears to reduce the engine speed of 225 rpm to 110 rpm at the propellers. Between the engine and the gears was a non reversible hydraulic clutch.(from MM 6/29)

Antiques and Collectibles; Brands such as Hornby and Marklin have become household names and if you're lucky enough to have kept a set by either of these makers you have a real treasure. According to Millers Antique Guides, an early 20th Century Marklin Train with a gauge engine could be worth as much as \$60000. (NZ Woman's Weekly 8/6/98)

Quotation; From "A Wise Child" by Elizabeth Murphy. Henry and Walter are both at sea and Ritchie's working in the Meccano, on war work. (The Meccano is of course the Binns Road factory - Ed)
Thanks to George Ovenden)

So there you are at an exhibition and you see a model and you say to the person next to you "That's a good model", but why? What is a good model? What are its characteristics? How do you know one when you see one?

If we really understood what makes people say "that's a good model" then this would be a huge advantage when designing models for displays. I suspect that we would all have different ideas about this and I would welcome yours. Here are my criteria for a good model:

A good model does something and is not static.
A good model engages the viewer in some action or thought.

A good model does something complicated but looks simple.

A good model is visually appealing and looks good in old or new parts

A good model is based on sound engineering principles

A good model is robust and you can touch it.

At the heart of a good model is a good idea.

From Nigel Pope as taken from the "spanner" group

MECCANO®

CONNECTION

Timewarp! From out of the future into the present

Six models in fluorescent and metallic colours with all-new features and futuristic designs. Master Connection models are equipped with new functions, through which you will discover real mechanics.

Batteries not included.

0:32.0

Cyber Cycle

"The motorbike for the circuits of the future". The Cyber Cycle races into the future with its two boosters and lateral rear suspension. Fitted with stand.

Ref. 0010



0:36

0:75

0:58.3

Cyber Buggy

"Cyber Buggy... for the race tracks of the future".

Perfectly designed with its forward, track and pinion gearing, and lateral rear suspension.

Ref. 0020



Roto Truck

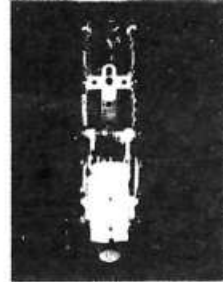
"This vehicle tilts left or right as you lean to one side!"

Fitted with simultaneous front and rear steering.

With new seat.

Flew, giant tyres.

Ref. 0030



0:48.0

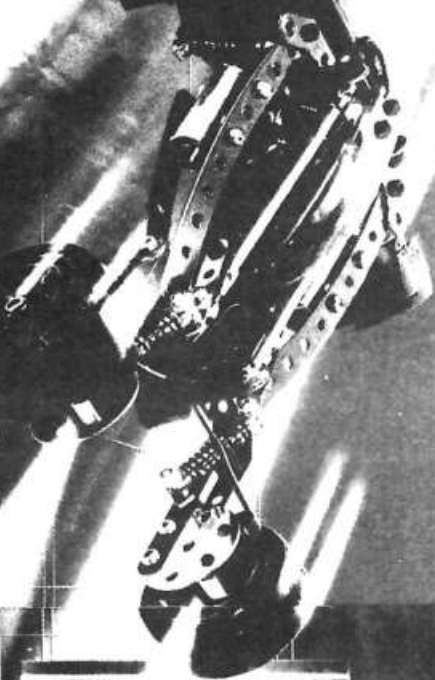
0030

0010

0:14

0:14

9-15



Survivor Car
"Survivor Car: designed with futuristic mechanics for out-marting hidden ambushes".
Vehicle equipped with 2 battery-operated headlights and each independently sprung wheel features reverse ball and socket movement. The driver's compartment is fitted with two opening systems.
Ref. 0050



Abyss Visitor
"Abyss Visitor carries sophisticated equipment at the bottom of the ocean".
Model equipped with articulated limbs, propellers, observation lens and retractable, battery-operated spotlight.
Ref. 0040



6x4 Machine
"6 x 4 Machine: using the power of mechanics, these wheels turn independently".
4-wheel drive with chain transmission system. Battery-operated motor with torque mechanism. Vehicle has a dual articulated chassis.
Ref. 0060

0.49.2

0.32.0

0.36.4

0.75.0

0.58.2

0.33.7

0.86.5

0040

0060

9-15

MWT

From Bruce Neilson

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

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

Meetings - First Saturday in each quarter i.e. 1/8/98,
7/11/98, 6/2/99??.

Meeting report 2 May 1998

19 Members gathered at Wanganui and presented
the following:

Tom Pittams - From a recent buy of a Meccano
collection, a grandmother clock driven by a No 1
clockwork motor had been renovated and put back
into working order.

John Jordan - A trio of space fighters.

Wayne Blakely - Recent acquisitions of a 1931/32
flat wing No 1 Aeroplane constructor, a No 1
special Aeroplane constructor with cast motor cas-
ing and cambered wings and tail; 1922/23 4 volt
nickel electric motor and a well worn 1960's stem
engine.

Alistair Tong - A large amount of mystery was
generated with this presentation but all was revealed
in due course with more questions than answers.
This odyssey begins with the Hawera Meccano
agent and a dealers model of a Motor car chassis
which rotated on it longitudinal axis in the front
window. A youthful Alistair hungered after this
model of mechanical magnificence during the
1950's. Over the years the shop shut, the model
went into private hands and was dismantled. How-
ever Alistair recently acquired the collection of bits
and is endeavouring to rebuild the model. The prob-
lem arises in finding plans or pictures. There are
approximately similar models in 1961 Meccano
Magazines, 1946 Manuals and Super Model leaflets
No 1 and 1A. One photo has been found when the
model appeared at a Hobbies exhibition and con-
firms the problem that what Alistair has is a factory
model which may be rare or even unique. The model
is supported on 6" discs which revolve within 11"
flanged rings and the model is approximately 4 ft
long. Any help of pictures would be appreciated.

Daryl Anderson - The space station vehicle from the
new space series. A Mogul truck in original box.

Robin Rye - A 1931 red clockwork motor in box,
the plate and strip rolling machine (a must for every
Meccano modeller) and the intermittent motion
mechanism.

Viv Alexander - 6 bound volumes of Meccano
magazines from 1925 to 1930 gave members a
chance to see these rare items in the flesh (paper?).
A boxed 1931 clockwork Hornby train set and a
1953/54 Hornby Dublo 3 rail Duchess of Montrose
in glossy paint.

Lindsay Bond - Lindsay has been having trouble
with his stockings and keeps getting them snagged.
However all of this relates to his model of the
Hindenberg airship now completed with filmy cov-
ering (to contain the hydrogen), miniature motors
and propellers, and red and green riding lights in
correct shipping law requirements. A No 2 Aero-
plane Constructor mounted on floats and complete
with manual.

Ben Fletcher (encouraged by granddad John Ince) -
Crane Truck

John Ince - Meccanograph motorised (based on the
Nightingale family model in CQ), Ferris wheel as
shown on the Swedish stamp, and an epicyclical
reduction gear demonstrator.

Don Blakeborough - Dump truck with infrared
controls

Bob Prescott - the 10.21 Fire Brigade escape ladder
truck. This is an impressive model with stabilisers,
and a ladder which elevates, rotates and extends.

Bruce Geange - Started with an advertising pam-
phlet and produced a Caterpillar No 22 Terracer
with working blade to go behind his tractor.

Donald Malcolm - Has a Spitfire aeroplane under
construction and showed photos of progress to date.

Tony Ercolano - the crane grab for his tracked
crane.

Tim O'Kane - A brand new Marklin 1080 set

Chris Morton - Some of the new Plastic Meccano

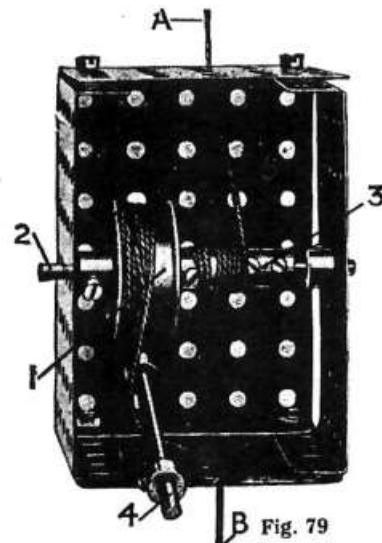
Next Meeting and Annual General Meeting 3pm 1 Bruce N and Bruce G

August 1998 at St. Lukes Church Hall, Cornfoot St, Wanganui. Approx. across the road from Don Blakeborough's place. Tea will be at 5pm. Check meeting notice

THE MAGIC BOX

Refer page 12 April 1998 issue

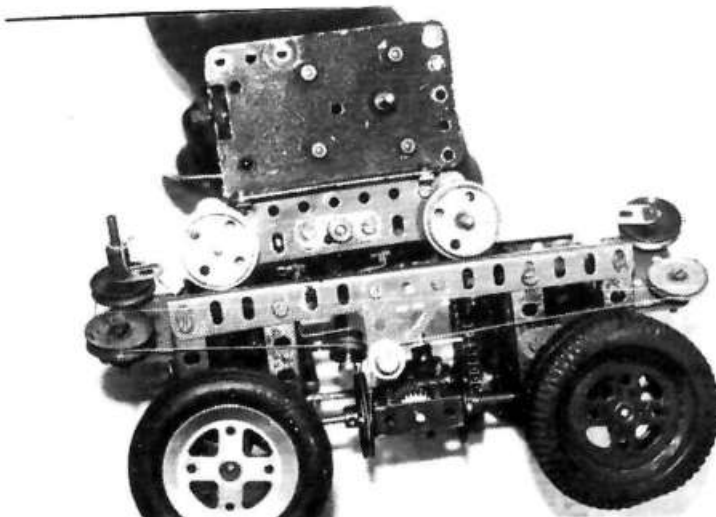
If the cords A and B of the Magic Box are held vertically in line and a slight pull applied to both, the box will remain stationary in mid air. If the strain on the cords is increased, however, the box will climb the cord A, and if decreased the box will descend. The illustration shows the interior of the box, one of the flanged plates having been removed. When replaced, this flanged plate may be secured in position by a 4½" threaded rod passed through holes in the edges of the top and bottom plates, with a nut screwed tightly against each. Two flanged wheels 1 secured on the 3" rod 2 form a drum on which is wound the cord B, and a coupling 3 on the same rod performs a similar function for the cord A. The latter cord is passed through the centre hole of the top plate of the box, and cord B after passing round the 3" rod 4, which forms a guide to keep the cord in line with the drum 1, passes through the central hole in the bottom of the box. The movements of the box are explained, of course, by the difference in the diameters of the drums 1 and 3, for a pull on cord B exerts a much greater leverage on the rod 2 than does a pull on cord A.



Model No. 79 The Magic Box

This is a model called
"An Enhanced Traction 4WD
Vehicle" as built by Paolo Caravani
from Rome.

Can you tell me how it workes



WELLINGTON MECCANO CLUB

From Brian Jones

The June meeting was held at Joe Bell's residence, actually on 29th May so that it coincided with the visit to Wellington of Paul Dale from Australia. 10 members attended and brought a selection of models, including some recent constructions.

Don Flowers displayed a large truck chassis which is to be the basis for a model of one of Titans cranes. It had a lot of details such as steering on front and rear axles to allow it to manoeuvre without having to skid the wheels.

Mike Highley brought a model of a furniture van from a No 6 Manual.

Lou Nichols brought five models, including his classic racing cars in blue and gold parts, and a transporter truck from the more recent collection outfit.

Brian Peterson displayed a large collection of racing cars, submarine, jeep and car engine.

Laurie Webb brought along a partly completed model of a horizontally opposed engine, part of a larger demonstration model which featured in "Constructor Quarterly".

Discussion was held about ideas for the 2001 Convention. Simon Moody presented some suggestions for fundraising, and two ideas for a badge design were displayed. Members were invited to continue designing and planning.

The Models and Hobbies Expo to be held in Lower Hutt on Sunday 19 July was advertised. The Club had been invited to man a stand, and members indicated that they would support this. The treasurer would enquire about support from Mattel in the form of sets and advertising material.

Bryan Jones had been rung by a person wishing to sell some Meccano, and the details were announced.

Our guest, Paul Dale, had brought several very nice books of Meccano related interest, and these were passed around for all to enjoy. Paul also had a couple of albums of photos of models that he and other Queensland club members had built.

In July we returned to St. Lukes, where the meeting was attended again by ten members. Mike Highley introduced a guest, Peter Bidley, who was interested in taking up Meccano as a hobby. An apology was received from Frank Abbot, who we noted was recovering from a hip operation.

Items on display at this meeting were Mike Highley's tractor from a No 4 Outfit, which was of a low slung design like that of an aircraft tug, and some items which Don Flowers had for sale. These were two brass artillery wheels and a set of remote control unit parts. The wheels were cast and machined by Ken Gordon using a mould made from original tin-plate wheels. The remote control items included the motors and battery box, and sales were made during the evening.

Arrangements for the Models and Hobbies Expo were announced. There would be a 5m x 3m space available, and several sets had been obtained for raffling.

Correspondence was received from Wes Dalefield, who keeps in contact frequently by email, and from William Irwin to advise that he had moved from South Africa to Auckland. William visited us a year ago while on holiday.

Coming Events:

Meeting: Friday 7 August, St. Lukes Wadestown
-theme: own choice.

Meeting: Friday 4 September, St. Lukes Wadestown
-theme: railways.

ABBREVIATIONS AND ACRONYMS

From Ian Torrens

AMA Auckland Meccano Association - NZ

AMC Auckland Meccano Club

AMS Auckland Meccano Society

AMS Swiss Meccano Club.

BCMC British Columbia Meccano Club

BCMCN British Columbia Meccano Club

Newsletter

CAD Computer Aided Design

CAM Computer Aided Manufacture

CM Canadian Meccanotes - Renamed from

Canadian Meccanomans Newsletter

CMC Canadian Meccano Club - old title

CMC Christchurch Meccano Club

CHRISTCHURCH MECCANO CLUB

From Ian Torrens

June meeting report;

This meeting was held in the upstairs lounge as our usual rooms were occupied. There were 12 members present with Leonard Pluck and his son Mathew coming along as visitors. There were 5 models on show which formed an interesting display.

Satefan Burrell showed us a small Truck from the collection series. This was of the Euclid type and had a full load of nuts and bolts, making the model look very good indeed.

John Hamlyn is continuing with his ship model and bought along one of two Cranes for working cargo. These are about 3½" square on the base and approximately 18" high. They have swivel, luffing and hoisting motions with pawls and ratchets where required, the cranes being operated by hand cranks. We look forward to other sections of the ship coming along latter.

John also presented a lorry chassis, which was quite impressive. This was 24½" long and 5½" wide, running on 4" tyres. (not Meccano) It has an eight speed gearbox, tandem drive rear wheels, incorporating spur differentials. All this formed a very interesting chassis.

Mathew Pluck, aged 6, a visitor bought along a small racing car of his own design. This was about 6"x4" and looked very well. A good effort.

Ian Torrens presented the "George Ovenden" hint from NZFMM April 1998 issue page 17. This shows how to join a 5 hole part to a 4 hole part. Quite neat. As usual Mr and Mrs Pluck prepared supper, for which our thanks go out, and after this the evening finished.

July meeting report;

At this meeting 10 members were present with John Stark from Nelson coming along as a visitor. Only three models were on display but they were very interesting.

John Stark bought two models of the Arnfield clock. One was a mantle type 10" wide x 4" deep and 16"

high. His other clock was a Grandmother one standing about 5Ft high x 6" square. Grandmother clocks I understand are a little shorter than Grandfather clocks. Both clocks had the new type of escarpment which worked very well in the models, keeping good time for the whole of the evening. I believe the development of this escarpment is as recent as 1967. Each clock is fitted with an automatic return for the driving weights which worked very smoothly. Altogether a very good effort.

Ian Torrens showed his partly constructed Baltic Tank locomotive, SML15 dated 1928. This model is 4" long x 9" wide. It has a large number of fittings attached, such as, controls in the cab, chimney, couplings, buffers, lamps etc. All this makes for a most impressive model. The driving wheels, pistons and linkages are still to be done.

Kingsly Burrell showed us two books on architecture which showed buildings using columns with the roof etc suspended from the columns by wires. This gives large uncluttered spaces inside the building. These could well be modeled in Meccano, using angle girders in a square form as the columns and axles or string being used as the supporting wires. The roof and walls could be done in flexible plates etc. Quite a different type of modeling which could be quite interesting.

A general discussion was held on the three models and much interesting information was forthcoming. Very large trucks (400 tonnes+) and tunnel boring machines were discussed as model prototypes and certainly have good prospects as Meccano models. Mr and Mrs Pluck were absent because of illness so we had new kitchen staff. Our thanks go to Kingsly Burrell and Anjuli Burrell who did a grand job, and after supper the evening concluded.

OTHER THINGS AND A MAUDSLAY TABLE ENGINE

From Robin Rye

Labour day 1987 was my first meeting with other Meccano men when I joined an informal gathering at Bruce Neilson's home, then in New Plymouth. I was "gathered in" by an advertisement Bruce had placed in the local paper.

I was intrigued by many of the models on display, but especially by a steam engine, the big end bearing of which used a double ring of fishplates spaced by washers sliding around two 3" pulleys. The fishplates were joined to the connecting rod with the pulleys being the crank on the main shaft. The crank effect being achieved by anchoring off centre the pulleys on to the shaft.

Reproducing for myself that bearing and crank became top priority. I soon found I didn't have enough fishplates, washers nor correct length bolts. However I managed a satisfactory bearing using partly single row fishplates and longer bolts. I went no further.

As an aside I just counted 220 fishplates in store so I could now successfully make several of those bearings.

Observation of Meccanomen and their models showed me that at some stage it is compulsory to make a steam engine. So I kept a watch on the various sources of Meccano literature and took a liking to the Maudslay Table Engine featured in Constructor Quarterly March 1992 Magazine.

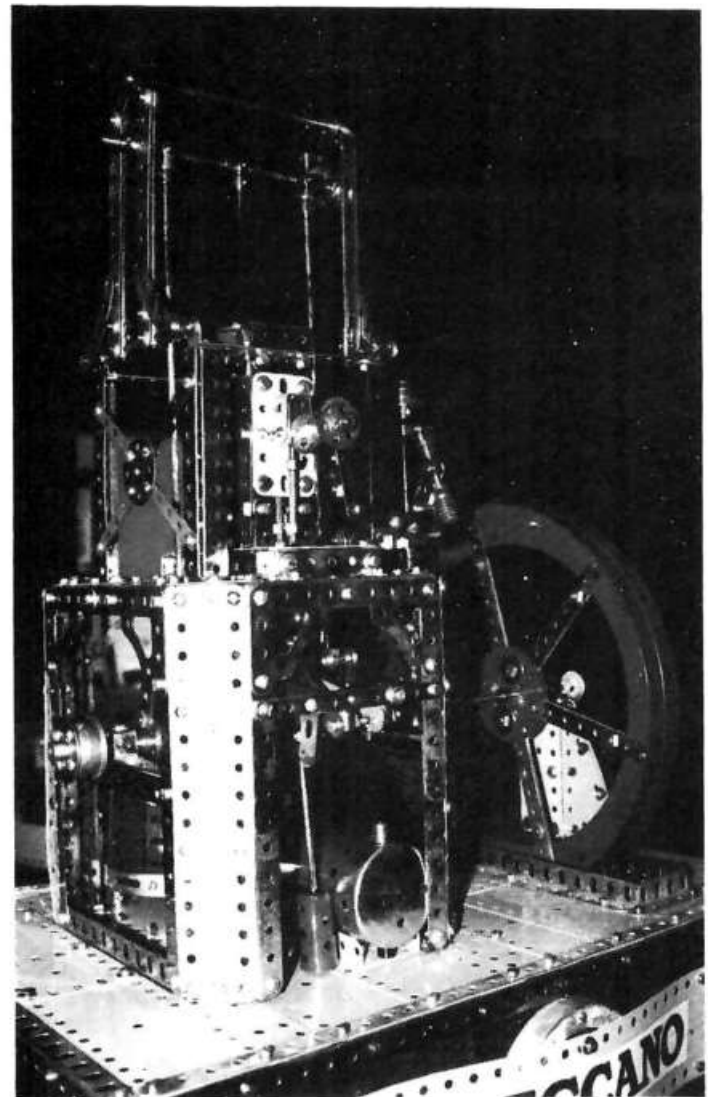
Henry Maudslay (1771 - 1831) was English and an outstanding engineer. He pioneered many features of the early machines we now call lathes, and built steam engines.

Dr. David Whitmore built the two versions shown in CQ and I made a mixture of these along with my own ideas and parts availability.

I used hinged plates with angle girders and lots of bolts to give a rigid base construction. The red contrasted nicely with the yellow, blue, brass and zinc of the upper frame and motion. The crankshaft is supported by 3 bearing of the floating or "top hat" type being simply a collar "hanging" from a bolt to allow some free movement. The crankshaft was quite difficult to make to run freely. It involves 3 cranks. 2 outer cranks have a throw of 1½" to give the 3" stroke to the piston. The connecting rods are 10" long and reach the very top of the model. Between the outer cranks is another of ½" throw.

From this crank, linkages were taken to drive the water pumps as well as the steam control valve on the steam chest. I have the engine running at about 150 rpm. At that speed the governor linkage to the valve chest floats with a nice little jiggle. The jiggle is more to do with rod wobble than speed changes in the model.

Power comes from a 12 volt car ventilation fan motor working through its own voltage reducing resistor. Reducing speed further by band and pulley to a 1½" pulley with tyre that drives directly onto the flywheel of the model. The 12 volts arrive from the mains via a Motorola cellular phone transformer. I am pleased with my steam engine model. It has lots of fascinating movement and is different from other types of engines noted at Meccano shows





The resting place of Frank Hornby.
By Don Blakeborough.

On my travels in the "UK I found the following:-
In Maghull on the A59, north of Aintree is the Parish
of St Andrews. Here can be found the grave of Frank
Hornby, his wife Clara and their daughter Patricia.
This is at the right rear of the church yard near the
base of some steps.

Photo of St Andrews Church in the Parish of Maghull.

Head stone at base of steps.

Enlarged view of inscription.



These three houses were
once part of the same
property and about 1/2
mile from the Church.

Frank Hornby's house.
Now a home for Sisters
of the Poor.



Roland Hornby's house
when he was a director
of Meccano Ltd.



Roland Hornby's house
after he became the
managing director
of Meccano Ltd.



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

AUGUST 1998

1st MWT - St LUKES HALL

7th WMC - St LUKES HALL

7th CMC - St JOHNS HALL

8th AMC - Neil Carey's

23 Eaton Rd
Hillsborough
Auckland

SEPTEMBER 1998

4th WMC - St LUKES HALL

4th CMC - St JOHNS HALL

OCTOBER 1998

2nd WMC - St LUKES HALL

2nd St JOHNS HALL

REPLICA PARTS SUPPLIERS

SIMON MOODY

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
Meccano Items for Sale - July 1998
from John Ince, 5 Lennox Place,
Feilding - Ph: (06) 323 7075

Peter King Gears:

Description	No of Teeth	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	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	66	x 1/4"	\$15
Gear Wheel, large tooth		167c	\$15
Socket coupling 16mm long		// sides	\$5
1" Gear Wheel	38 ex MW Models		\$16.50

* Only one available.

FOR SALE

Meccano sets at wholesaler close-out stocks.

List available from:

Meccano

P.O.Box 3277, Fitzroy
NEW PLYMOUTH.

MECCANO

MECCANO NEWS.....

According to the New Zealand Agents, there will be NO immediate increase in Meccano prices due to the poor state of the New Zealand dollar.

While prices hold.....SPACE SETS...

4810	Defender Unit	\$39. 95	Freight free.
4820	Meta- Cruiser	39. 95	" "
4830	Defender Detector	59. 95	" "
4840	Space X-ployer	129. 95	" "
4850	Space Base	169. 95	" "

MECCANO & BITS OF OTHER SYSTEMS AUCTION No. 3

MOTORS.

- Lot No.1. DECAPERM 12v. Motor Boxed V/good condition, powerful,
New cost \$180. Est. \$50.
- Lot No.2 DECAPERM 12v. Motor as above, no box. Est. \$50.
- Lot No.3. DECAPERM 12v. Motor, As above, no box, high speed
shaft cut off, reduced speed outlet shaft good.
Est. \$50.
- Lot No.4 Box lot of motors, Decaperm withno speed reduction,
Hectaperm the same, plus twenty more motors of various
types. all types shapes and voltages ,very high initial
cost. Est. \$50.
- Lot.No. 5 MARX PILE MOTOR , redution variable to 360 - 1 , Boxed,
Very good order, and much sought after. Cost \$120. Est.\$50.

GEARS BRASS 90%.

- Lot No.6 MARKLIN, 2 $\frac{1}{2}$ x 4, 2 x4, 1 $\frac{1}{2}$ x 4 plus two other unusual
Black parts . Est.\$20.
- Lot No.7 EXACTO Course toothed pinions and gear wheels ,most $\frac{1}{4}$ "
wide and solid brass, 50 +, worth \$200, Est.\$50.
- Lot No. 8 EXACTO and other systems , standard pitch toothed gears,
bevells, pinions etc. 40+ , worth \$200, Est.\$50.

PARTS

- Lot. No.9 Axles with KEYWAYS , different lengths,50+ , used but
most in good order. Est. \$20.
- Lot No. 10 Interesting collection of bits of everything.
A bargain with brass ware for Est. \$20.

NO. ESTIMATE MUST SELL.

- LOT No. 11 12 - 13.8v , 6amp commercial power supply, cost \$200,
Put in your bid .
- Lot No. 12 Stork's Chain , Metres of it , smaller than bike chain,
Great for an engineer, expensive, No Estimate.
- Lot No. 13 Marklin Model Train Transformer, Late type, very good
condition. No Estimate.

Bids must be in writing or by Fax., phone for further details,
Will be on display at our Wanganui Meeting. Bids close at the end
of August.

Lindsay Bond, C/- Lindsay Bond Electronics, Regan Street, Stratford,
Phone or Fax. 06 765 5008.