NZFMM Magazine

Volume22 Issue 6 DECEMBER 1998

M *otivation*

E *njoyment*

C *omradeship*

C *ooperation*

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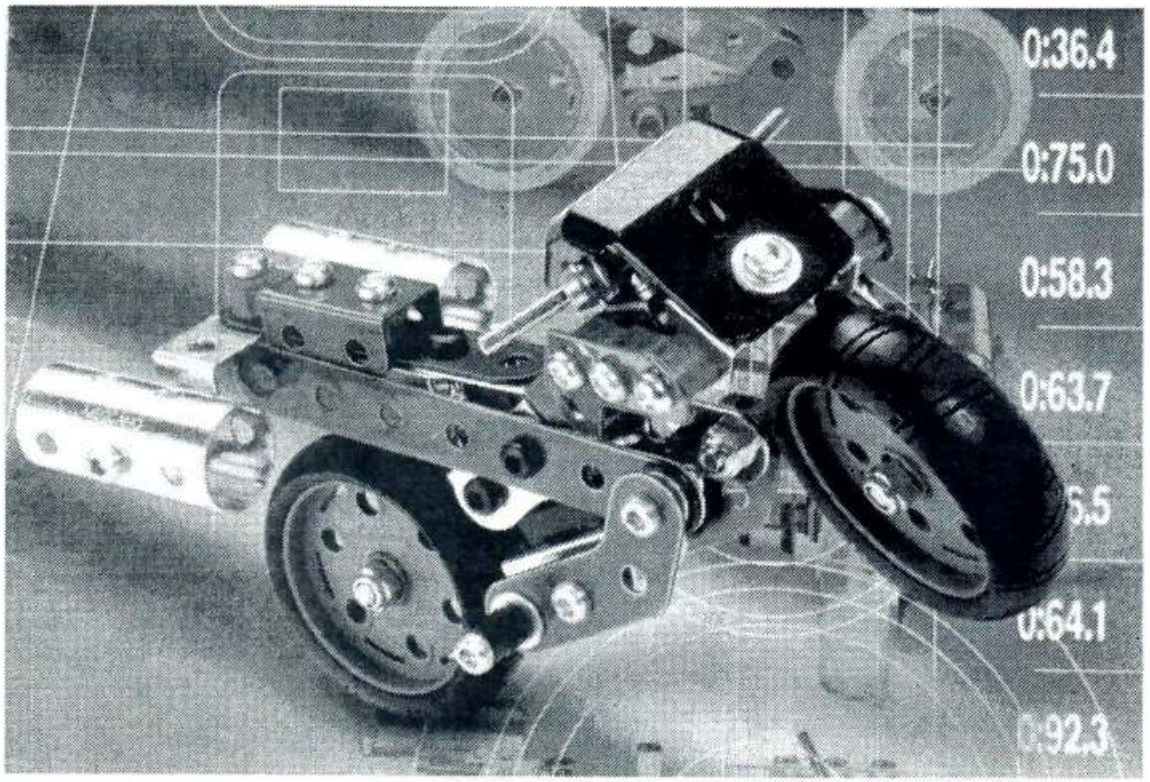

VOL 22 No6 DECEMBER 1998

NZ FEDERATION OF
MECCANO MODELERS
PRESIDENT:
David Wall

© EDITOR & PUBLISHER
Don Flowers
90 Holborn Drive
Stokes Valley
Lower Hutt
Phone 04-563-8008
Fax 04-563-5522(day only)
e-mail flowers@ihug.co.nz

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COVER:

EDITORIAL

Welcome to this issue of the magazine, the last for this year, my appoligies for it being late, I did not Get all the reports in time.
We had John Westwood visit the WMC in November, as well as other clubs.He wrote;"John Westwoodwho is the founder editor of ISM magazine attended meetings of the NZFMM at Christchurch, Wellington, Wanganui and Auckland in November 1998. He is extremely grateful for the hospitality he enjoyed, in the homes of all the clubs over here, he also made detours to see Fox Glacier and other notable places. He was very sorry to be too late to meet Lindsay Bond, but was able to call on Judith Bond in Stratford. More cheerfully on page 16 is a poem that John composed for his visit to New Zealand.
On behalf of the NZFMM I would like to express our Deepest sympathy to the Bond family on the recent sad loss of Lindsay.

And to you all I would wish you a merry Christmas and a prosperous new year.

N.Z MECCANO CONTACT PERSONS

AUCKLAND	David Wall	09-478-6825
WAIKATO	Don McClelland	07-847-4503
HAWKES BAY	Trevor Adam	06-836-6827
MANAWATU	Bruce Geange	06-357-0566
WANGANUI	Tom Pittims	06-345-6788
TARANAKI		
WELLINGTON	Simon Moody	04-528-3032
WELLINGTON	Lou Nichols	04-383-6173
CHRISTCHURCH	Graeme O'Neill	03-322-7456

CONTENTS

LINDSAY BOND

From Don Blakeborough

It was with regret that I learned, from Judith Bond, on Saturday morning, October 31st, of the passing away of Lindsay Bond. The Meccano World will be the poorer for his demise.

Lindsay and Meccano.

These notes have been written partley from recorded material and partly from various comments made by Lindsay over the past 22 years.

As a young boy, Lindsay received a Set 000, (The Set with those unsusal Cardboard Parts) for a Christmas present. Now this occured during the War years and at a time when the manufacture of Meccano was prohibited in England, and probably not able to be imported into New Zealand during that time. It can only be deduced that it was old stock which had sat in the shop for some time and probably of 1939 vintage. The colour being red and green.

Going on further, it was known that he had to wait two years before he received his next lot of Meccano and this was a No 1 Set. A No 00A Conversion set was not available. About half way through the following year he sold his No 000 Set and with the money from that, he was able to buy a No 1A Conversion Set to make the No 1 Set into a No 2 Set. Lindsay was about 5 or 6 when he got his first Meccano set. It is known that he used to build small cars and he and his school friends would have races with them. Going back to the No 000 Set that he sold in about 1943. 50 years later, he was able to buy this same Set back in 1993. A few parts had to be replaced and the set was restored to its original condition.

LOCAL: MWT Meccano Club (Manawatu, Wanganui, Taranaki). Lindsay was a foundation member of the MWT Meccano Club when this was formed in 1988. He attended every MWT meeting and always bought something Meccano with him. He always made a study of the particular Meccano Part that he was going to speak about.

NATIONAL: In 1976, Lindsay saw a Meccano model on display in a shop in Wellington. He made inquiries from the shop keeper, and this was the start of his association with the Wellington Meccano Club and shortly afterwards the introduction of the New Zealand Meccano Federation. From this meeting and several more during the next two years, (and many, many more after that), several important happenings took place for Lindsay and Meccano. The NZ Meccano Modellers Federation was developed and a National Magazine was started. For some years now Lindsay Bond Electronics have used the rear cover of the NZFMMM for advertising Meccano. Lindsay and Judith attended the 20th anniversary of the New Zealand Meccano Federation earlier this year.

Meccano Conventions. The New Zealand Meccano Federation, in conjunction with one of the local Clubs, hold a bi-annual Convention and competion. . Lindsay attended almost all of these, missing one, at Christchurch in 1980.

From the 1st Convention at Wellington in 1978, Max George will remember him because of the special low price that Lindsay charged Max for old Meccano Magazines to start Max's collection. This was typical of Lindsay to help people get a start.

INTERNATIONAL: In 1998 he was fourth on list of International Society of Meccanomen, with a registration number of 13. This low number indicates a very early membership, to this orginazation. He was the New Zealand agent for the ISM.

In 1992 Lindsay wrote to John Westwood, founding Editor of the world wide Meccano publication (ISM) and invited him to visit NZ. John eventually made bookings to come to NZ, but unfortunately the timing was not quite right, as Lindsay passed away just before he arrived. John has had a quick look at Lindsay's Meccano and he estimates it to be amoungst the top 5 in the world.

Lindsay studied Meccano. It was one of his life long interests. He had a vast collection of Parts, Sets, Literature and also many obsolete items. He was always readily available to assist and impart with his knowledge on matters Meccano. He was a Pastor Elder in the Stratford Bilble Chapel. Of which he had studied for many years.

He will be remembered by Meccano enthusiasts from all over the World because of his knowledge, assistance and friendship of Meccano and Meccano folks. We are all blessed for knowing such a person. God rest his sole.

The NZ Meccano Modellers Federation was developed and a National Magazine was started and still continues. Lindsay Bond Electronics have the rear cover for advertising Meccano.Lindsay and Judith attended the 20th anniversary earlier this year. Meccano Conventions. The New Zealand Meccano Federation, hold a bi-annual Convention and competition. Lindsay attended almost all of these, missing one, at Christchurch in 1980.

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KEN GORDON

From David Wall

It is my unhappy duty to inform members that Ken Gordon died in his 79th year on October 29th last. For many years Ken had suffered from a faulty heart and it was problems associated with this condition that caused his death.

I knew Ken from the time when Elizabeth and I visited him and his wife Marge at their home in North Claytons near Melbourne some 12 years ago. We were given a conducted tour around "The Alternative Binns Road" as Ken proudly referred to his "Meccano Manufactory" . I was most impressed with both the quality and ingenuity of his products. With little prompting I purchased a considerable quantity of his "Meccano" parts which I continue to find very useful.

Ken and Marge stayed with us during the 1993 Auckland Convention. They were both so impressed with what they saw that they intended to come over again for the forthcoming Convention. In fact Marge had already made preliminary travel arrangements which sadly will now lapse.

I last saw Ken and Marge when Elizabeth and I visited Melbourne in September last year. Despite looking a little frail Ken still had his old sparkle and only that morning had appeared on Australian National Television demonstrating his latest "Meccano" masterpieces.

I shall greatly miss the irrepressible Aussie from North Clayton and so too will many of the Meccano fraternity on both sides of "The Ditch".

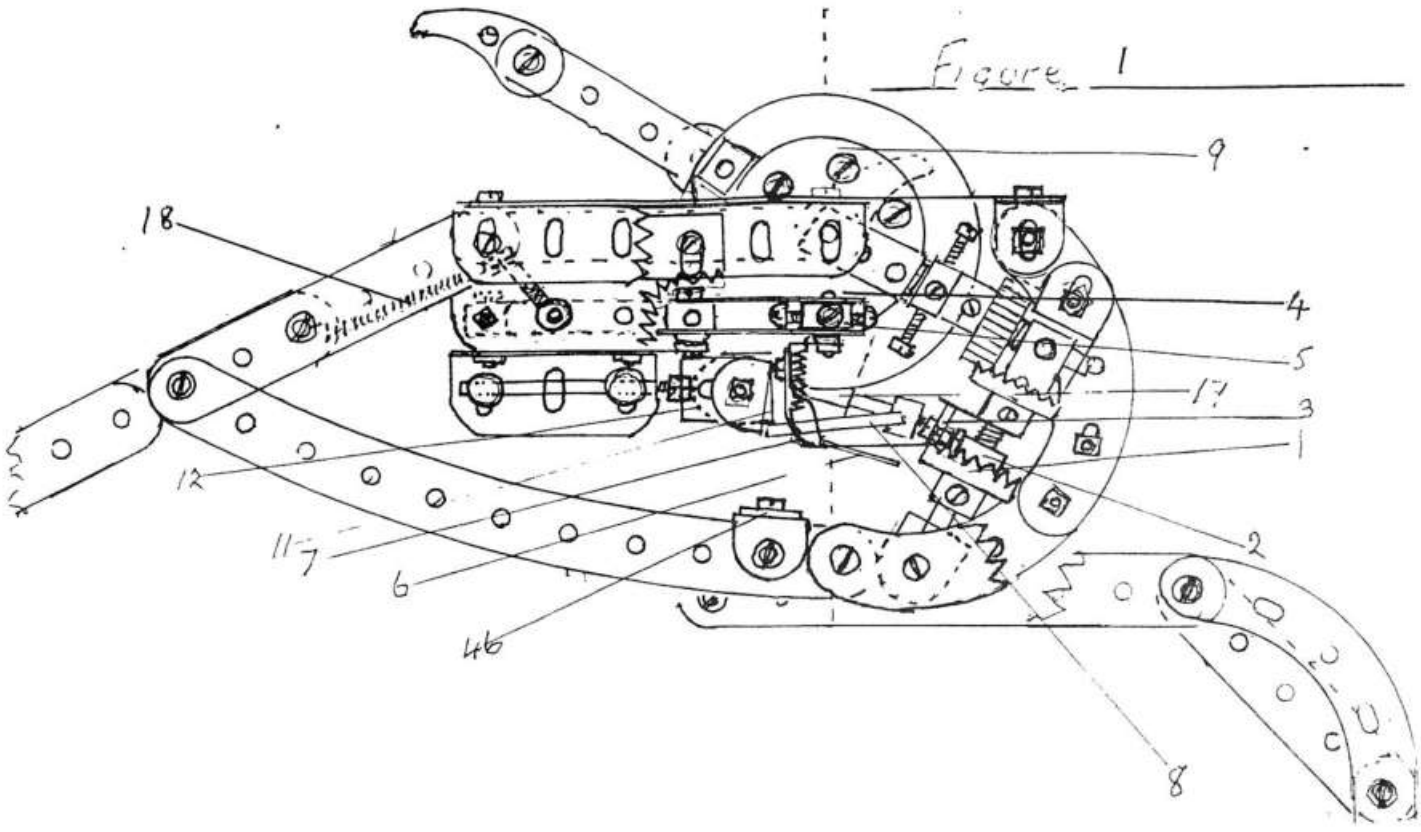
On behalf of fellow Federation members I extend sincerest condolences to Ken's wife Marge and his family.

KNOTTING MECHANISM

From Douglas Muff

Some years ago when the late Bill Watt was editor of the magazine, he showed on the front cover of the mag, a photo of a reaper and binder. He stated in the article that he had tried to build one in Meccano, but was defeated by the complexities of the tying device, and threw out the challenge to model builders to build a working model. I accepted the challenge. My model is not yet complete, but the most complicated working part, namely the packing and tying table is.

I am sending you drawings of the mechanism , also a sample of the knot tied. The knotting mechanism in action was witnessed by the members of the CHCH Meccano Club when they visited my home in Geraldine almost 2 years ago



A notable absentee on that occasion was your frequent correspondent Peter King, responsible for the article (amongst others) entitled"Thoughts of a parts pirate". I set out to build my model within the following parameters, only standard Meccano parts or exact replica to be used. The model to be reasonably to scale, bending permitted sometimes severe, but no permanent mutilation. I believe I have succeeded in this endeavor, albeit this makes me in Peter Kings eyes and I quote "a benighted and blinkered fundamentalist creature" . As a totally and unashamedly purist model builder of over 70 years, I challenge Peter King to build with Meccano parts only a better packing and tying table than I have done.

Describing this model will not be easy. I hope my drawings will help.

Figure 1 shows a side and plan view. The knotter has 4 functions;

1) to hold the twine in the twine holder,
2) to tie the knot with what is known as the "bill
3)to cut the twine when the knot is completed
4) to throw out the sheaf in readiness for the next.

The twine holder comprises a ¾" contrate (1) secured to a 2" rod journaled in a short coupling and in the center hole of a 1"x½" DAB. This rod also carries a collar (2) compression spring, fishplate, a second ¾" contrate. Two fishplates (3) curved to the radius of the contrate are secured to the collar(2) which is free on the 2" rod. The other ends of the fishplates are bolted together with a square nut as a spacer. The fishplates are held down on the contrate by the compression spring and fishplate. An adjustable stop is provided to prevent the fishplates (3) turning with the contrate. The "bill" is a threaded pin (4) journaled in a doubled up 3" narrow strips.

The bill makes one turn per cycle. This is brought about by a 6 hole bush wheel (9) which carries 4 round head bolts. As the main shaft (10) turns, these bolts engage the bolts in the spider. Opening of the bill occurs when the rod (8) bears against the short side of an angle bracket (11) which is curved to the same radius as the turning bill. The angle bracket (11) is bolted to an angle bracket (12) this bolt also carries a further angle bracket a shown on a slight angle, the purpose of which is to keep the rod (8) in position. The angle bracket (12) is bolted to a long threaded pin secured in a handrail supports. The correct mounting of the angle bracket is critical.

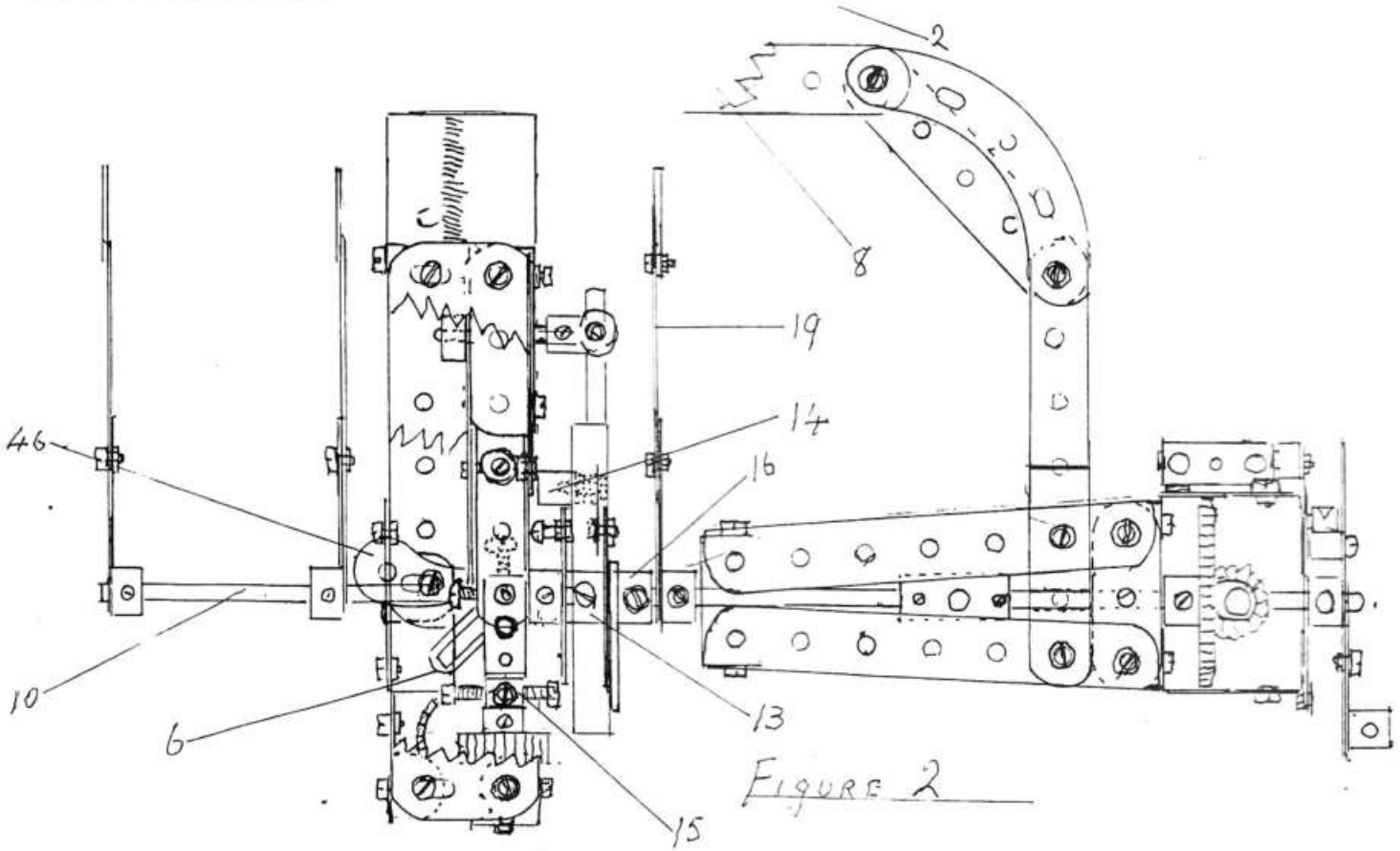


FIGURE 2

The pin carries a spider (5) secured by 4 round head bolts. A ½" angle bracket is secured to the pin. Bolted to the angle bracket is a 1½" narrow strip (6) shaped as shown and a fishplate (7) by it's round hole. A 1" rod (8) fits through the center hole of the narrow strip and through the slot in the fishplate. The 1" rod is held closed by a length of spring cord as shown. The drawing shows the "bill" open. The narrow strip is slightly dished to accommodate the rod.

The mounting shown gives adjustment in all directions.

Next to the bush wheel (9) a second 8 hole bush wheel (13) bolted to a wheel flange.

A fishplate with a collar (14) is secured as shown. As the wheel flange rotates this collar engages one of the four bolts in the spider (15) thus giving the contrate (1) a quarter turn. The teeth on the contrate carry the twine under the fishplates (3) where it is firmly held. A pawl with boss (16) is fitted next

Figure 5

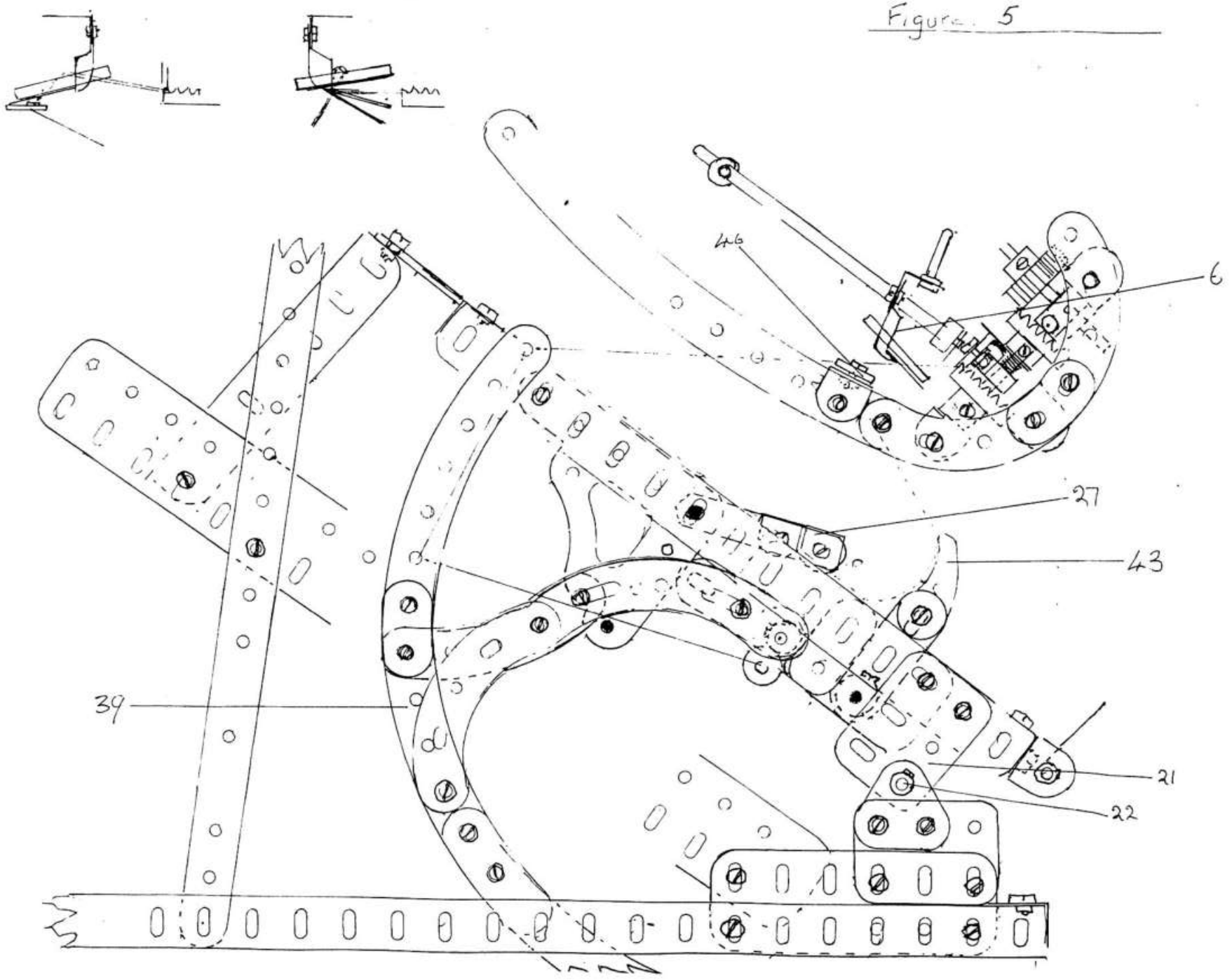
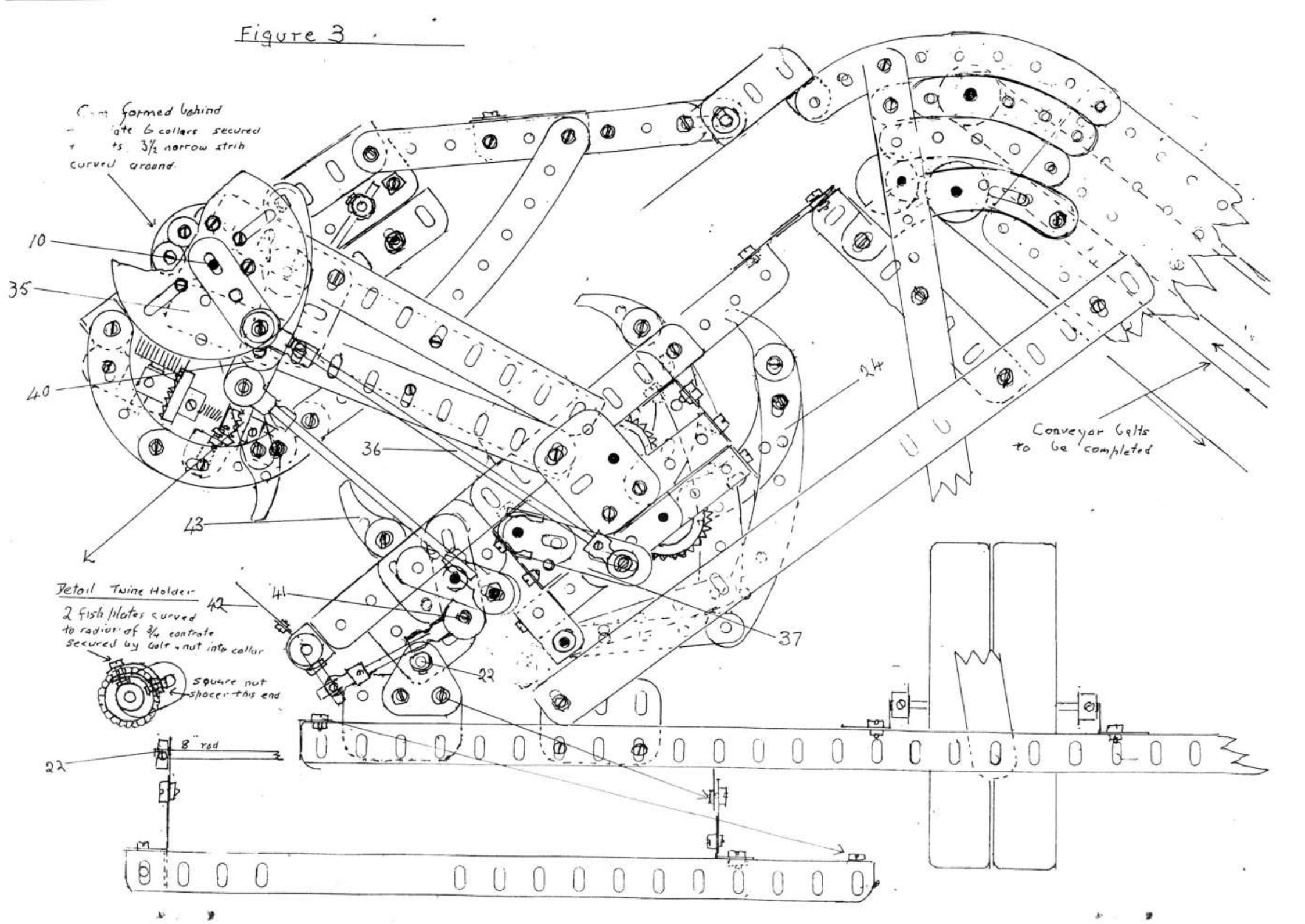


Figure 3

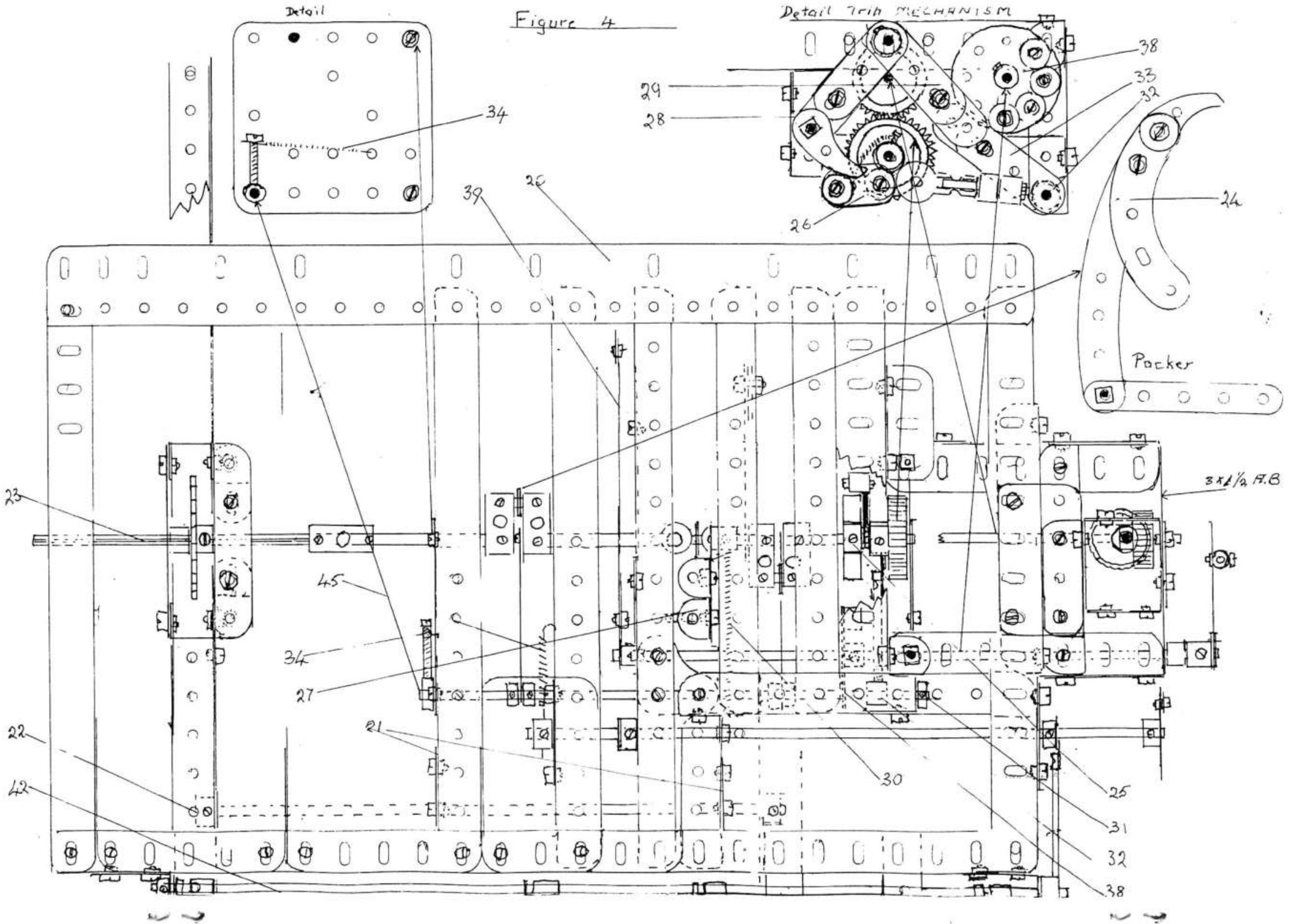

Cam formed behind
plate & collars secured
to 3½ narrow strip
curved around
10
35
40
43
36
24
37
41
42
22
Conveyor belts
to be completed
Detail Twine Holder
2 fish plates curved
to radius of ¾ centre
secured by bolt + nut into collar
square nut
spacer this end
8" rod
22

to the wheel flange. As that wheel rotates, the pawl comes up against a right angle rod and strip connector (17) which is mounted on a 3½" rod. This rod carries a rod socket which, with washer and nut grips a sharp cutter. As the rod is forced down (after the bill has closed on the twine) between the bill and the contrate (1) the twine is cut. The cutting arm returns to it's normal position by virtue of the spring (18). As the twine is cut the three throwing arms (19) eject the sheaf of grain pulling the twine off the bill, thus tying the knot and the cycle is complete. Note that for the sake of clarity the various components are not in their correct positions in the drawings. The rod (10) is driven by the main crankshaft situated under the table and through two 1" gears, ¾" pinion and contrate and finally 1½" and ½" beval gears.Figure 4 is a plan view of the packing table which is covered by strip plates except for the slots where the packing arms and needle come through. Since all grain is not the same length and it is usual to tie the band about 1/3 of the way up the sheaf, the whole table must be capible of movement left to right. The flat girder (20) slides between two similar girders

As shown. The bottom of the table has two 1½" flat girders (21) sliding on an 8" rod also shown at (22). The main driving shaft (23) is a sloted rod with a 1½" sprocket as the driver. The shaft continues to the right side of the table journalled as shown with three cranks from couplings to operate the three packers (24) after the cranks a spider (25) with two collars attached by long grubscrews is fixed. Next comes a 1" gear spaced by two washers, the gear being free on the rod. This gear has a collar fixed to it's boss by a long grub screw. A bolt secured in the collar carries double fishplates (26). To the sloted hole a plastic spacer is bolted and a short spring cord is anchored to a bolt in the gear. Two angle brackets (27) are bolted to a crank on a 2" rod journaled in the undertable angle girder. This rod also carries a with a 2" strip and pawl (28). A further crank and 2" strip (29) is also attached. This rod is kept in the position shown by the spring (30). An 8" rod (31) anchors the packers via the 2½" narrow strips. This rod also carries a collar (32) to which is secured a long threaded pin. Adjustable spacers are on the pin between a nut and a rod and strip connector. A crank with 2" strip(33) is also secured to the rod. The rod and strip connector is held in the position shown by the spring (34). It can be seen that with the 1" gear locked in the position shown the collars (25) are quite free to turn. Refering now to fig (3) it will be seen that the rod faceplate has a threaded crank bolted to it. A connecting rod (36) goes from the face plate to a crank (37) built up from a slide piece and a 2" slotted strip. This crank is on a 8" rod which is journaled as shown in fig 5. A bush wheel (38) with four spacers is attached on the rod as shown. The end of the rod has the needle (39) fixed as shown in fig 5. Behind the faceplate (35) are attached 6 collars with a narrow strip curved arround them to form a cam. A ½" pulley attached to curved strips (40) bears against the cam. A connecting rod goes to a double arm crank on an 8" rod. This rod also has a second double arm crank (41) which is connected by a linkage to the flaps (42) mounted on a 1½" rod. The end of the rod has a crank (43) with a pawl attached and a collar (44) with spring (45) attached keeps the ½" pulley in contact with the cam.

The operating sequence is as follows; when the cut grain travels by conveyer belts to the packing table, the packers force the grain against the stop (45). The twine represented by the red line held in the twine holder and looped over the pawl (46) will be in the position of the dotted line. As the preasure increases the plate (27) will be forced down thus mooving the pawl (28) out of engaugement. The spring loaded catch is now free to move in close to the boss of the 1" gear where it will be caught by the revolving collars (25). Since the 1" gear must make3 turns to 1 of the knotter, the pawl must be kept out of engaugement. As the faceplate (35) begins to turn, the rod on which the needle is the crank (29) thus keeping the pawl out of engaugement.The bush wheel cam also bears on the crank (33) forcing the back stop away from the mooving parts. As the needle carrying the twine reaches the knotter the "bill" begins to turn sweeping the twine off the pawl (46). At the same time the needle having reached the twine holder the contrate (1) commences it's ¼ turn, thus trapping the twine securely. The needle begins to return and the bill has openedTo snap shut on the twine as shown in fig 5. The cutter severs the twine and the ejecting arms (19) are about to throw out the sheaf. At this point the ½" pulley on the faceplate runs out of cam allowing the stop (43) and the flaps (42) to drop out of the way. The sheaf is ejected, the twine is pulled off the bill completing the knot. The bush wheel cam (38) has returned to it's position alowing the pawl (28) to stop the rotation of the gear. The pawl forces the trip out of engagement with the collars(25) and the rod and strip connector snaps in behind the collar completing the cycle.

Figure 4


Detail
Detail Trip MECHANISM
Packer
3 x 1½ A.B
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38

BITS AND PIECES

From Lloyd Spackman

QUOTATION;
"Until the age of twelve, Morse's reading had comprised little beyond..... And a monthly diet of "Meccano Magazine" - the legacy of the latter being considerably the richer in that Morse had retained a lifelong delight in model train sets.....". (From "Death is now my Neighbour" by Colin Dexter)

COLLECTORS ITEM?
Advert in the Dominion 18/8/98 "Meccano set, collectors item. $20.00 Ph 938-1492" Who bought it?

MATTEL TRIED(AND FAILED)
Reported in the Transvaal Meccano Guild Newsletter that in 1996 giant US toymaker, Mattel, tried to buy Meccano France. The owner ,M .Dominique Duvanchelle, fought for nine months to keep Mattel at bay, and succeeded,. Narrowly. He still owns 55% of the company. By a twist of (business) fate Mattel (NZ) Ltd is the local agent for Meccano. I've a feeling we owe M.Duvauchelle a debt of gratitude for his stand. Can you imagine Barbie dolls in Meccano?

CLEANING NUTS AND BOLTS;
Peter Mathews uses rotating coffee jars as I did (see Newsmag, Nov 1984). After tumbling the parts Peter washes them in hot water and detergent, dries them, then puts them back in the jar with a couple of handfuls of rice to give a final polish

QUOTATION;
"I spent my youth building working models and always lusted after the big set which cost some astronomical amount. Meccano and it's various equivalents was the best toy ever made and several generations of engineers were inspired by it. I am worried now that the newcomers are only used to looking at images on their computer screens and never touch any real metal and so are creating disasters for the future. (Arther C Clarke in "Discover" Magazine. Quoted in TMG Newsletter 1/88)

THE ULTIMATE TEST; Graeme Davie, a member of Transvaal Meccano Guild, built a roller bearing using 32x ½" pulleys. He was able to stand on it and rotate with it, thus demonstrating the bearing's great rigidity and smooth running. (TMGN 2/94)

STREET NAMED;
A new road in Maghull, a town about 5Km north of Liverpool, has been named "Hornby Chase". Frank Hornby lived in Maghull from 1920 until his death in 1936. (TMGN 2/94)

PARIS CALLING!
About 8pm one evening early in September I received a telephone call from a M.Pascal in the marketing division of Meccano France. He wished to make sure we in New Zealand knew about the Centennial Crane Construction Set which Meccano France intends to produce and sell in 1999 as a collectors item. The crane chosen is the set 10 leaflet No7. Through the Internet many NZ modellers already knew about this proposal, so I was able to reassure him on that score. I mentioned Don would probably print the offer in our next magazine (see page 14 , last issue). I also took the opportunity to tell M Pascal my aversion to the "one model sets" Meccano France currently sells, and the wish of many of us that the crane chosen for their Centennial set had been Supermodel No4 instead.

WHOSE PROBLEM?
There is a popular saying that a debtor who owes a bank $1000 has a problem, but if he owes a bank one million dollars it is the bank that has the problem. (Chartered Accountants Journal 9/98)

GARDENING;
"It is just about the most fun you can have with your clothes on" (Maggie Barry)

THOSE EXAMINATIONS!
Most of us have had to sit examinations at some time or other. So how about this story?
Third President of the NZ Inst of Accountants in the 1890's was Mr William Brown. In letters recently released by his grandson to the Institute Mr Brown recorded that in 1904 due to a lack of qualified examiners in NZ, Australian examiners were appointed. Of the 186 Accounting students who sat, two were passed. This caused so much indignation in NZ that a follow up exam was arranged. Of the 76 who sat this one, another two were passed. (Chartered Accountants Journal 9/98)

MIKE STUART;
Unfortunately a line was missed from Mike's address in the last issue. It should read:
17H, Block 10, Kenswood Court,
Kingswood Villas, Tin Shui Wai,
Hong Kong

CHRISTCHURCH MECCANO CLUB

From Ian Torrens

Thirteen members were present for our October meeting and four models were on display.

Graham O'Neil showed us two helicopters with flashing lights and a siren creating quite a sound. These were the Junior Helicopter sets No 6856. Graham also had his usual box of literature, which included more of the books "Everything Automotive" published by MW Models.

Peter King bought along his steam engine for the 0 – 16 – 0 Price railway engine. This was a very compact two cylinder unit and measured 4½" long 2½" wide and 5½" high, a very nice bit of modelling.

John Hamlyn presented us with his self designed travelling crane bogey which worked very smoothly. This was 3½" long 1½" wide and 2½" high. He needs to make eight of these altogether.

We heard the news, with great regret of Lindsay Bond's illness.

We were told of John Westwood's coming visit and look forward to seeing him at our November meeting. John is from Reding England and is the past editor of ISM.

Supper was once again prepared by Kingsley Burrell, who did his usual very good job after which the meeting dwindled to a close. In the September report the last paragraph should have read Mrs Pluck not Mrs Proud.

For our November meeting there were 17 members present plus our guest Mr John Westwood. It was a very interesting meeting with 31 models on display.

Peter Gibson showed us his Harley Davidson "Glider" motorcycle, very nice indeed. He also had the "Boon" type tram, quite impressive being 48" long 24" high and 16" wide a good effort.

Murry and Dick Cottier had a notice board about 24" x 15" with all the letters done in curved strips etc. This showed Meccano Centenary and the dates, an unusual item which looked good. They also showed two small cars and a four wheel type farm bike, very nice models.

Graham O'Neil also had the "Glider" Harley Davidson motorcycle, this bike has the panniers and windscreen etc and looks very good indeed. Graham also had a ferris wheel which was a mix of plastic and steel Meccano, both types worked well together. The wheel itself was about 30" diameter a colourful and interesting model, he also bought his small showman's traction engine which is 8" long 6" high and 3" wide, and a Gear ring bearing using the 6" and 3" circular girders, very neat model and worked smoothly.

Selwyn Megson showed us 7 models from the collection series, all about 5" long and looking very good indeed.

Roger Keey bought along his A frame beam engine, this is from model plan No93 and looks most impressive. This is still under construction and is on a base 24" long 9" high and 12" wide, the beam supports are 15" high and the beam is 12" long, the flywheel is 12" diameter and uses the new type curved strips from MW. The original was a "Vulcan" non condensing steam engine and will be a fine model when finished.

Ian Torrens displayed the magic box as NZFMM, April and August' 98 , a monoplane and a tow truck from Evolution series set 6. The tow truck is 8" long 4" wide and 4" high with the plane being 18" long 4" high and a wingspan of 17". He also had a south facing chariot and a simplicity motorcycle.

John Hamlyn came along with a model of a French 1908Unic taxi cab on 3" spoked wheels Pt No 19A, this model was clockwork driven and as a nice touch it even had compression on the crank handle, work that one out, it also had full steering, differential, gear and brake levers, a fine model which was 14" long 10" high and 9" wide. He also had his cargo crane which has been previously displayed.

John Crawford tabled a very nice wooden traction engine, painted in red, green and black. This was a large model being 20" long 10" high and 11" wide.

Peter King came with his Price railway engine showing further work done on it, mainly the braking system, this time there was some railway line for the engine.

Cameron McFarlane contributed a breakdown truck from Evolution set 6. He also had his whirlygig as I called it, but is properly known as "Concolly's intermittent motion model.

Steffan Burrell made a plastic Meccano aeroplane.

Anjuli Burrell had a small articulated truck, also in plastic Meccano.

Kingsley Burrell showed us his Meccano garden, this was in full flush of spring having 20 plants, trees etc, a summer house and a fountain with a sunken pool. A few Meccano statues are around the area and a very fine scene is presented.

Our visitor John Westwood gave us some interesting information about clubs in other countries, he also expressed some views on the Meccano system both past and present and told us of other clubs he will visit shortly. We wish him well for his continuing journeys and enjoyed his visit with us.

We heard of the death of Lindsay Bond, and the Christchurch Meccano Club expresses our condolences to Mrs Bond and family. We have lost a good friend and he will be sorely missed.

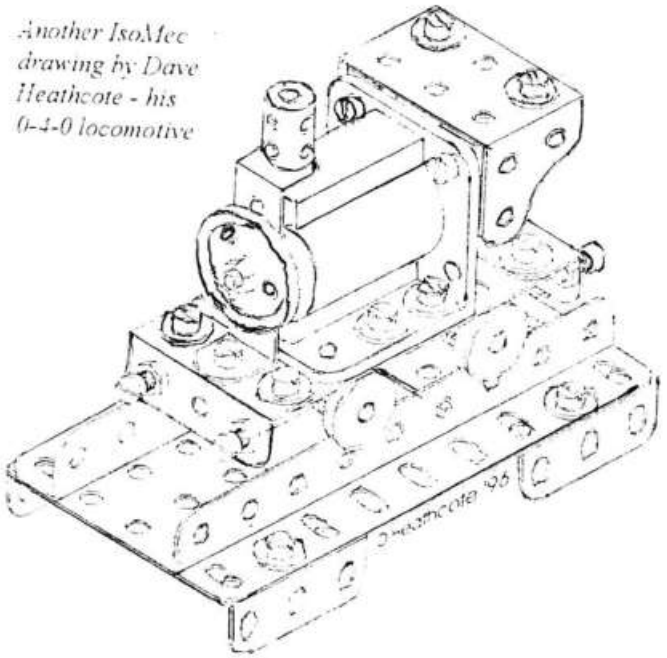
As usual supper concluded the evening which was both very interesting and longer than usual.

ANOTHER LITTLE ENGINE

From Lloyd Spackman

I seem to have been a bit "fixed" on locomotives lately, since building my "Norris", so I couldn't resist Dave Heathcote's 0-4-0 when I saw his Isomec drawing in a TMG newsletter. The drawing is printed here, and construction is clear once you realise the model is built around a French MO motor. Very ingenious Dave!

Bolt the motor down on two 3" strips at the centre holes. On the same bolts fix 1" angle girders underneath, by their round holes, slot holes down and inward. Then bolt a 2" narrow strip each side to the angle girder. The end holes of the strips are the axle bearings. Bolt a 1½" angle girder to the end holes of the 3" strips, for and aft, as far out as the slots allow. Dave's drawing doesn't show what he did with the motors power lead, so take it around the corner, wind it up, and tuck it into the cab . Then bolt a 1½" double angle strip, lugs outward, to hold the wire in place. The cab roof and sides are a French Pt No 51D held by two narrow 1x½" angle brackets. For the front of the boiler bolt the 1" pulley without boss to the overlapped slot holes of two Pt No 12B, the top one pointing inward, the lower one pointing outward with its lug bolted to the 1½" angle girder. A bolt pointing upward through the upper lug holds the chimney. This section is just clear of the motor end. Wheels are ½" pulleys with boss. Dave's drawing shows thee loco on track built from 2½x1½" flanged plates and 4½" angle girders. Make the track any length you like and adjust it and the wheels to matching gauges. This would be an excellent "junior" model for any youngster who has an MO motor in his/her set.



Another IsoMec drawing by Dave Heathcote - his 0-4-0 locomotive

MAGAZINE EXPENSES

1997/98

EXPENSES			
	Printing	$1811.95	
	Postage	$ 823.78	
	Labels	$ 81.07	
	Envelopes	$240.00	
			$2956.80
INCOME			
	Subs	$2601.08	

You will see from this that we spent $355.72 more than our income, this was because of the following;

1) Colour insert after the Fielding convention was $438.75 . Should we repeat this after Auckland 1999

2) Envelopes and labels will not have to be reordered until late 1999

3) Postage increased due to using the large envelopes and all overseas post is by Air Mail

4) Cost of printing has increased slightly due to change in paper quality used.

At this stage it would appear that we will not have to increase subs for next year.

We were most distressed to hear that Lindsay Bond has died after a short illness.
Auckland members greatly admired Lindsay's encyclopedic knowledge of the Meccano system and always looked forward to meeting him during National Meccano events to discuss the more esoteric aspects of our hobby, he will be greatly missed by all who knew him.

On behalf of the Auckland Members Elizabeth and I extend our sincerest sympathy to Judith, Jason and Yvonne.

Peter Hancock, secretary and valued member of the Auckland Meccano Club, was recently rushed into Middlemore Hospital having suffered a severe heart attack. Thankfully, after appropriate treatment Peter is now back at home recuperating. In Peter's words "I've still got a few thousand kilometres left in me".

Peter, we look forward to seeing you and Jan at our next meeting (November 21st) - take care

David Wall
NZFMM President

WELLINGTON MECCANO CLUB

From Bryan Jones

We were unable to hold a meeting in October, due to several members being away and the others not arriving at St Lukes at the same time that evening.
The November meeting was more successful, 11 members turning out on Tuesday 11th to meet John Westwood, visiting from England.
A few models were displayed and demonstrated during the evening;
Mike Highley brought along his diesel locomotive from a No4 set, a model resembling the "Metropolitan" electric locos which used to be seen in England in the 1920's.
Bryan Jones showed the cab and turntable sections remaining from his tower crane, which is finally being dismantled for recycling as the next large project. He also had a Defender unit fresh out of the box in shiny orange and black paint. This set makes up an attractive model, and contains several useful narrow parts to add to the growing collection.
Simon Moody showed a bogie for a tram, being test run on a length of track to sort out it's mechanical and
Electrical design. It featured a set of large flanged wheels which Simon has turned up, about 45mm diameter with finer flanges than can be made up using Meccano parts. The wheels had no boss, but were perforated to bolt onto a bush wheel.
Brian Peterson had a model of a Mini motor car, and also brought the Matchbox toy which provided the inspiration and details. He admitted to some difficulty with scratch building in trying to get the proportions right, but the result was quite recognisable with the lines and curves of the original.

Members had been notified earlier of the passing of Lindsay Bond and Ken Gordan, and cards were available for signing. The news had come as quite a shock to some who knew both men.
A short discussion was held on the suggestion of holding meeting at two monthly intervals instead of monthly. It was felt that attendance might improve if members made more effort to remember the dates that meetings were being held, and a vote favoured trying out meeting on the even numbered months next year.
Correspondence from Mattell had been received regarding the No10 set crane centenary offer. A further message announced that there would only be limited metal sets available, but none of the new sets, so presumably that which is left in various dealers (including sets found in Dick Smith shops) will be the last.
Lou Nichols showed a photocopy of a model cyclist, taken from a photo which appeared in a French book about Meccano. The photo is presently the only information he has on this model, and there may be enough detail visible for it to be on his list of things to build.
John Westwood had been staying with Lou while in Wellington and he took quite an interest in the events of the evening. He was invited to address the meeting, and began by introducing himself with a humorous poem which contained some dreadful puns and rhymes! He began the hobby in 1926, building up to a No5 set before adult life forced a break for a while. He took it up again in 1974 with the acquisition of a No 10 set, and about 10 years ago began the ISM magazine to fill the need for a wider circulation of information around Meccano modellers than what their club newsletters were providing. Recent models of this have included mills on the River Thames and the Supermodel Combine Harvester.
John talked about the ISM itself, having members in 25 countries, with a large variety of backgrounds and interests as indicated by the membership list. His travelling and connection with ISM has brought him contacts with many of the English and European clubs, some of which he individually mentioned, and also with isolated members in places such as japan. In response to the question he gets asked often, there is no business connection between ISM and Meccano France, MW Models, or any particular Meccano Club. The ISM role is to provide a forum for sharing information, and it's influence on Meccano France has only been to offer them suggestions from the senior modellers who do not appear to be catered for by the company.
John finished by talking about the new parts recently appearing in the latest lists, and mentioned the suggestions made by the Christchurch Meccano club regarding a model display which could be promoted by Meccano France as part of the centenary celebrations. We found his address most interesting and entertaining, and were pleased to be able to meet with him.

Recent issues of various overseas club newsletters have had articles on Meccano for the future, the general opinion seems to be that "THE FACTORY" is not doing anything for the adult modeller and is getting it all wrong regarding the sets that are being produced. As Adult modellers we are not going to stop building with Meccano because there are no new sets being made for us, we are more likely to purchase those parts that are required to complete the current model. As for the latest model sets, how many of us have purchased them? I have some of the space sets which I would describe as unimaginative, dull , boring and produced to late to appeal to the interest in space exploration. The new 1998 Master Connection series are a totally different class of set, up to date modern models that look like the real thing, easy to assemble, attractively packaged to appeal on a toy shop shelf (after all Meccano is a toy). I feel that these would sell well, a shame that they will not be available in New Zealand, mine were imported from Australia. The one model sets, while not having many parts, are produced to appeal to young children and as such are simple models. The old numbered sets and accessory sets were great in their day, but are well past their use by date, kids today do not want to see pictures of models that they cannot make due to lack of parts, they want to make a model now, not have to spend days on it, sure there are some kids who would happily spend days making a model but the majority want things instantly. The future for Meccano France is not with the adult modeller, but with kids who hopefully after building some of the small one model sets will want to try something bigger and thus cause a demand for Meccano parts in the future. All the adult modeller needs is a supplier of parts at a reasonable price. However the price of Meccano is excessive when you consider that most of the parts are the same, except for the colours, as has been made for the last 50 odd years. Therefore the press tools should have paid for themselves many times over and if you look at the sets most contain the same basic parts, how many hours would a modern press take to produce 10 000x2½" strips or other standard parts, how do they justify the high prices charged by the retailer, I am not knocking the retailer, he has to make a profit or else will not be there as a parts supplier in the future.
But fear not even if Meccano was to close there are a lot of parts makers in the NZ and overseas modellers to keep us supplied in the future.

Who are you, aged man? You said
Your question trickles through my head
Like old Meccano, green and red.
When I was young the world was filled
With boys in the Meccano guild.
We thought all day of building models
Indeed, our hobby filled our noddles.
A problem, then ....choice of career
I was not to be an engineer
No thought of industry or law
The art school taught me how to draw
Design and crafts, I'm gently hinting
Led me to the field of printing
And then, in 1987, I was still young, just 67
I thought that now there really are no
Reasons why our dear old Meccano
Should slowly vanish from the scene
The clubs were getting out of touch
The English, French the Swiss, the Dutch
They clearly needed a newsletter
To help them keep in touch much better
The Henley club knew I was keen
To start a worldwide magazine
Then Michael Adler and Geoff Wright
Agreed that it must then be right
On a wider basis now to build
Let's recreate the Meccano guild!
Michael saw no impropriety
In starting the International Society
With all sorts of fancy tricks
Models with electronics
Then Isomec, and Roger Hill
With Adrian Williams, and goodwill
Members now in 20 lands
And Internet, the latest medium
To fend off any risk of tedium
Ten years of running the magazine
It's time I faded from the scene
An editor, surely, it is said
Is one who 'its you on the 'ead
Put down your spanners for a second
Write out ideas! Fame has beckoned
Abandon literary fears
We publish all those bright ideas
Chilly England, autumn tints
How to escape, write to John Ince
A warmer clime?yes, all roads
Point surley to the Antipodies
John's answer came, he said just book
Endevour to follow Captain Cook
For this visit I thank you all
Graeme, Lou, John, Don and david Wall

MWT

From Bruce N and Bruce G

President - John Hansen, 131 Camp Rd, RD 4, Linton, Palmerston North. (06) 325.8211
Treasurer - Tom Pittams, 77 Maria Place Ext., Wanganui. (06) 345 6788
Meetings - First Saturday in each quarter i.e., 6/2/99, 1/5/99, 7/8/99

Meeting report 14 November 1998
Members gathered at Wanganui and to meet John Westwood from the UK and presented the following:

Bruce Geange - Tip truck, Crawler tractor, 6 wheel Army truck, new Space base and ship. A recent treasure-trove produced 1928 Mechanisms book, digger bucket, crane grab, single and double lugless pulleys and knurled handle steel screwdriver

Bob Prescott - What started out as a Evolution 6 model of a Hawkeye Radar Saucer plane got the treatment with some redesign and finished off with rubber de-icing strips (see photo). Also the SML 9 Bagatelle table which in the flesh looks and entertains better than intimated in the plan. An early Xmas present to Bob was a Special edition 100 Anniversary set.

John Ince - Recent knee surgery gave John the golden opportunity to save money by building his own full size crutch in lieu of the hospital hire model. However naughty innuendo came to light when people kept asking John if they could look at his crutch. ??!!

John Westwood (UK) - In addition to his poetic words, John had managed to squeeze into his travel bag the plans for real beginner models, photos of Meccanomen and a sample of Mike Dennis's special parts.

Viv Alexander - produced boxed sets of post-war French Hornby "O" electric 20 volt trains in the die-cast bogey locomotive electric outline style.

John Jordan - has been polishing his modelling skills by revisiting the mini model sets and improving the models.

Don Wilson - showed how to work outside the square or in this case outside the circle. He presented 2 wheels made up as follows (see photos). A 2" wheel starting with a 2" tyre and the spokes made from two 213A three way rod connectors. A 7.5" circular girder with screwed rods for spokes and rubber tyre. This wheel requires to be made up in a jig for concentricity.

Don Blakeborough - The Space station and associated models and the catalogue from Peter Matthews auction at Christies.

Donald Malcolm - Another treasure-trove of late 1920's collection in red and green with circular saws, grabs etc.

Tony Ercolano - A visit to Australia resulted in a find of 'Ashtray tyres" which then formed the scale for a complete back axle. Tony also had a collection of coloured laser photocopies of Australian models (Meccano not the other variety).

Wayne Blakely - Has been picking up historical items such as 1912 screwdriver and spanner, 1926 red and green colour scheme introduction pamphlet, F-L 1935 Manual, two No 1 clockwork motors with bulges for the silent wind, and a No 1 Aeroplane Constructor with motor and pilot.

Bruce Neilson - A gears demonstration table.

Paul Vodanovitch - From Evolution 6, the Stealth Bomber and a 3A set.

Daryl Anderson - Marklin Plus sets and Internet information.

Robyn Rye - A made-up shafting standard, Maudsley stationary steam engine, and from Alan Edwards collection, a 2" pulley made with bent out tags, a Clan Line funnel with holes, and a digger bucket in two tones of green

Next Meeting 2.30pm 6 February 1999 starting at John Hansen's at PALMERSTON NORTH for a visit to John Hansen, Bruce Neilson, and Bruce Geange. Tea will be at about 6pm.

Replica & Special Parts

ASHOK K. BANERJEE

ITEM TYPE	UNIT PRICE US$	REMARKS
	-	-
FLAT PLATES	0.10 PER SQ.IN.	ROUNDED OFF TO THE NEAREST WHOLE SQ.IN.
FLEXIBLE/STRIP PLATES	0.07 PER SQ.IN.	ROUNDED OFF TO THE NEAREST WHOLE SQ.IN.
CIRCULAR STRIP 7.5"	5.90	-
STANDARD/NARROW ANGLE GIRDERS	0.06 PER 1/2"	-
STANDARD/NARROW FLAT GIRDERS	0.05 PER 1/2"	-
PERFORATED STRIPS	0.03 PER 1/2"	-
CURVED STRIP 2-1/2" MARKLIN TYPE	0.30	TWO SHORT SLOTS AT THE ENDS AND ONE LONG CURVED SLOT CENTRALLY
CONNECTING STRIPS 2" MARKLIN TYPE	0.25	HOLES AT 1/4" SPACING
[illegible]	-	-
- 1/4" FACE	0.11 PER TOOTH	GEARS WITH Ø LARGER THAN 1" HAVE CONTOURED FACES AS P/N 31
- 1/2" FACE	0.14 PER TOOTH	- DO -
- 3/4" FACE	0.17 PER TOOTH	- DO -
GEAR WHEEL 1" P/N 31	4.10	-
[illegible]	0.17 PER TOOTH	MACHINED FROM SOLID BRASS: BOSS INTEGRAL WITH DISC. NO LOOSE BOSSES!
[illegible]	0.10 PER TOOTH	BOSS & DISC SEPARATE AS STANDARD PART BUT PEEN FLUSH WITH DISC SURFACE. GEARS 2-1/2" Ø AND LARGER ARE

COMMING EVENTS

MEETING ADDRESS:
WMC:
ST LUKES CHURCH HALL
55 PITT STREET
WADESTOWN

MWT:
ST LUKES CHURCH HALL
CORNFOOT ST
WANGANUI

CMC:
ST JOHNS HALL
FERRY ROAD
WOOLSTON

DECEMBER 1998
4th – WMC – St LUKES HALL

4th – CMC – St JOHN'S HALL

JANUARY 1999

No meetings for WMC or CMC

FEBRUARY 1999

5th - WMC – St LUKES HALL

5th - CMC – St JOHNS HALL

6th – MWT – At JOHN HANSON'S
PALMERSTON NORTH

MARCH 1999

CMC – 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

ASHOK BANERJEE
P O BOX 4149
NAVRANGPURA
AHMEDABAD – 380 009
INDIA

GEARS
BRASS PARTS
PLATES
STRIPS AND GIRDERS

The WMC has been asked to sell a large collection of Meccano on behalf, the collection will be broken up and sold as parts,priced as per MW Models price list with the GBP price changed direct into NZD. However included is a red/green No 10 set in a non Meccano cabinet that we would prefer to sell complete, if you are interested let the editor know and we will advise re condition etc when we receive the collection, if there is no interest in the set it will be sold as parts. There is also a geared roller bearing and other obsolete parts, and if these are not sold prior will be taken to Auckland and auctioned .
If you want any parts send a list of your want's to the editor and we will get back to you with a list of what is available and the cost etc.

A TRIBUTE TO THE LATE LINDSAY BOND

From Wes Dalefield

It is with deep regret that I have to announce the death of Lindsay Bond on 30 October 1998 from pancreatic cancer.

I first met Lindsay in 1989 at the inaugural meeting of the Wanganui & Districts Meccano Club and was immediately struck by his warmth and friendliness.
Besides being a keen model builder, Lindsay had an encyclopaedic knowledge of the history of Meccano and I, like many others, deeply appreciated his mentoring on this subject. It wasn't until I moved to the United States that I found an article that he had written for Constructor Quarterly on dating Meccano parts from their stampings. I have referenced this article to others on many occasions. Don Blakeborough's Encyclopedia of Meccano Parts frequently cites Lindsay as a source of reference.

Lindsay's interest in Meccano started at an early age. I still remember the story he told me of how he used to build miniature Meccano racing cars and race them with his brother. Lindsay once commented to me on how much he enjoyed the company of fellow Meccanomen. The feeling was of course mutual.

Lindsay was an electrician by trade. He owned and operated an electrical appliance store in Stratford. Of course, if you looked in his window display, Lindsay had one corner dedicated to Meccano sets. Lindsay also had an extensive collection of early Meccano motors. He would always patiently explain how they were constructed and the reasoning behind how each functioned. One of my fondest memories of Lindsay was the Easter 1992 Stratford Meccano exhibition in which he organised a display of early Meccano Motors.

The New Zealand Federation of Meccano Modellers was started as a consequence of Lindsay's initiatives. In 1976 Lindsay saw a Meccano model on display in a shop in Wellington. Lindsay made inquiries and visited the builder. From this meeting and several more during the next two years the NZ Meccano Modellers Federation was developed. A National Magazine was started and still continues. Lindsay Bond Electronics has regularly supported the magazine with advertising. Every two years at Easter, the New Zealand Meccano Federation has held a bi-annual Convention and competition. Lindsay attended almost all of these, missing only one, at Christchurch in 1980.

Lindsay was an Elder of the Stratford Bible Chapel of the Open Brethren Church. Our deepest condolences are extended to Judith, and to their son Jason and his wife Yvonne.