



NZFMM Magazine

Volume 23 Issue 1

FEBRUARY 1999

Motivation
Enjoyment
Comradeship
Cooperation
Achievements
New members
Originality

MASTER CONNECTION

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Istruzioni di montaggio
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Montagehandleiding
Οδηγίες συναρμολόγησης

VOL 23 No1

NZ FEDERATION OF
MECCANO MODELERS

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Master connection set 0020

EDITORIAL

Welcome to this issue of the magazine, the first for 1999, the year of the Auckland convention, hopefully all of you who are going to Auckland will be well on the way to completing your models. You will note that this issue is smaller than usual, due to lack of articles, if more information is not received we may have to look at printing a newsletter every three months in future, comments?

I have seen the new Meccano Cyber sets in various toy shops, I wonder if Matel actually order sets or the factory just sends them. In November 1998 they were telling me that they were not ordering any of the new sets at all, and then a few weeks later they appeared in the shops, a great way to sell products! The price is still dearer than importing from Australia, even with the exchange rate and post, are we being overcharged as usual for Meccano

You will all receive an account for this years subs with this issue, please check your details, amend if necessary, and return as soon as possible then we can produce an up to date membership list and you will continue to receive your magazine.

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FROM THE PRESIDENT

I hope that you all enjoyed a happy Christmas and that the New Year will see the fulfillment of your aspirations.

During 1998 we lost two prominent antipodean Meccano personalities. First was Lindsay Bond, who I counted as a personal friend and who was also the doyen of the New Zealand Meccano movement. It must have been about 27 years ago that whilst traveling through Stratford I happened to see in a book shop window two Meccano models – a level luffing crane and a showmans traction engine. I found out subsequently that the constructor was Lindsay. He reinforced my latent interest in things Meccano. Lindsay you will be greatly missed by all who knew you. Our conventions will never be quite the same without your cheerful presence.

the other loss to our hobby was the death of Ken Gordon, who coined my favorite Meccano slogan "MECCANO JUST FOR FUN". This was typical of the man who made everybody so welcome at "The Alternative Binns Road" at his home in Clayton Victoria Australia. Yes you too will be greatly missed by your many friends on both sides of the "Ditch". To the families of both these Meccano stalwarts I extend the Federations sincerest condolences.

On a happier note it gave Elizabeth and I great pleasure to host John Westwood a well known British Meccano personality, John was with us for three

days during which we discussed many aspects of our hobby. Occasionally John and I agreed to differ on minor Meccano matters but at least we agreed on the fundamental issues.

Now to the Nitty Gritty, Peter Hancock who incidentally recently endured a life threatening experience assures me that the portends for our convention are looking good so come one come all and enjoy a spot of Meccano fellowship. I always consider that renewing of friendships is the most important function of our conventions. Members are also requested to remember that as I am standing down from the Federation Presidency it will be necessary to elect a replacement at the forthcoming Convention - have your nominations ready.

I look forward to seeing you all next Easter – take care.

PS;

Just a thought on the French centennial anniversary blocksetting crane. I suppose I was rather naïve to have hoped that this would have been the classic S.M.L. 4 model. On reflection I realize that the current cost of producing this model would have been prohibitive. However instead of the rather drab 10/7 specimen would it not have been possible at little extra cost to have produced a limited edition of the defunct but much loved No 10 outfit?

DAVID WALL

From left; William Irwin, Mike Geary, John Westwood, David Muggeridge, George Ovenden, David Wall, Peter Hancock.

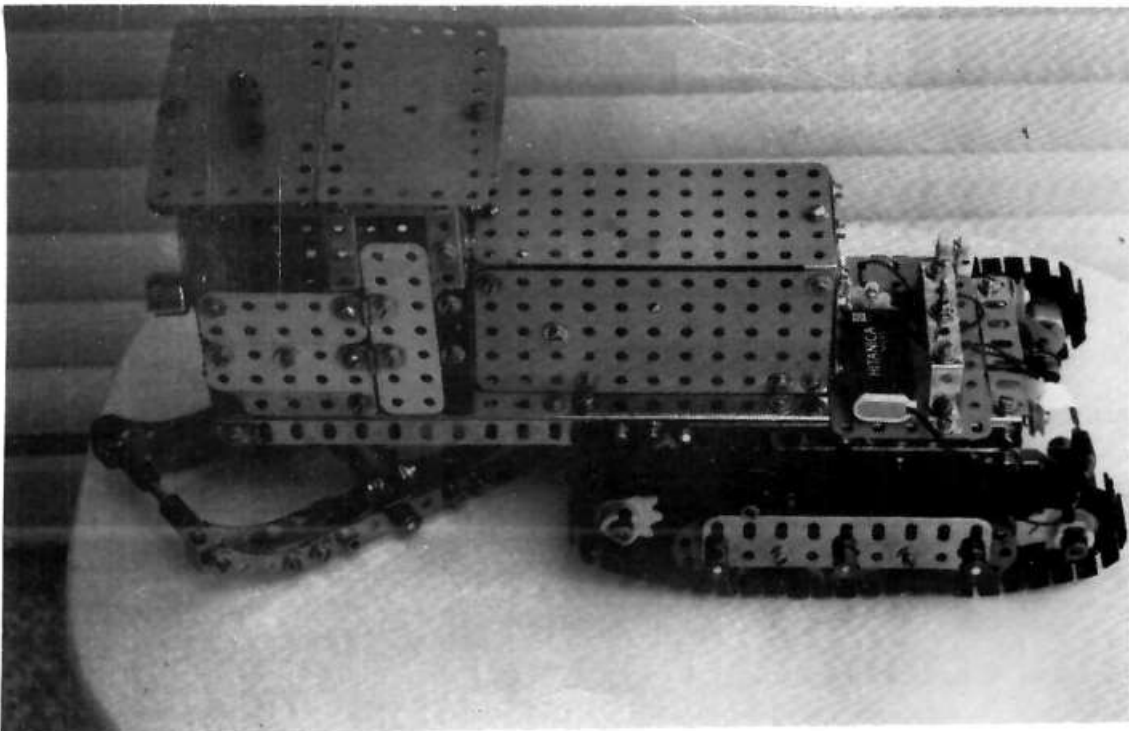


MODEL SNOWCAT,(Not for Antarctica)

From Lloyd Spackman

This model represents parts of several other's models. The skids are those of Jack Rollin's Lombard Log Hauler described by Keith Cameron in MMG April 1993. The differential is Roger Hill's. The tracks are based on Bert Love's tank series in CQ 1992. And it owes a bit to a Logging Tractor in MM 6/29. The front of the snowcat is the cab end.

clear $3\frac{1}{2}$ " x $2\frac{1}{2}$ " plastic plate and at the rear two $2\frac{1}{2}$ " x $1\frac{1}{2}$ " clear plates overlapped. Hinged doors are provided. The roof is hinged flat plate bolted fore and aft to an angle bracket and to the $3\frac{1}{2}$ " AG. A seat and instrument panel complete the cab except for the steering which is delt with latter.



MAIN FRAME; is two $12\frac{1}{2}$ " angle girders slot hole down and out, joined by at the front a $3\frac{1}{2}$ " DA strip and at the rear by a $3\frac{1}{2}$ " angle girder round holes down and out. Bolted on top, to holes 1 to 11 from the front

Is a $5\frac{1}{2}$ " x $3\frac{1}{2}$ " plate. Then a $3\frac{1}{2}$ " AG each side, slot holes in and up. Then a one hole space. Then a $4\frac{1}{2}$ " x $2\frac{1}{2}$ " plate crossways.

THE CAB; has a $3\frac{1}{2}$ " x $2\frac{1}{2}$ " flanged plate front and rear, each held by a $2\frac{1}{2}$ " AG bolted across the floor plate. Each side, a $2\frac{1}{2}$ " AG supports a centre, verticle $4\frac{1}{2}$ " AG. At the front corners a $\frac{1}{2}$ " strip each side is bolted to a plate flange and is topped by a 2" AG overlapped 2 holes. At the rear a 2" strip joins the plate flange and the top 2" AG. The top front crosspiece is a $3\frac{1}{2}$ " strip and the rear one is a $3\frac{1}{2}$ " AG slot holes up and out. Fill in the sides with $2\frac{1}{2}$ " x 1" plates, or similar, and $2\frac{1}{2}$ " x $2\frac{1}{2}$ " clear plastic plates above. Across the upper front is a

ENGINE COVER; behind the cab a pair of $5\frac{1}{2}$ " x $2\frac{1}{2}$ " plates enclose the engine compartment. The top cover (also a $5\frac{1}{2}$ " x $2\frac{1}{2}$ " plate) is bolted each end into a threaded boss. The rear is a $2\frac{1}{2}$ " x $2\frac{1}{2}$ " plate.

Finally, the $4\frac{1}{2}$ " x $2\frac{1}{2}$ " plate which supports the batteries and reversing switch could be enclosed if you wish.

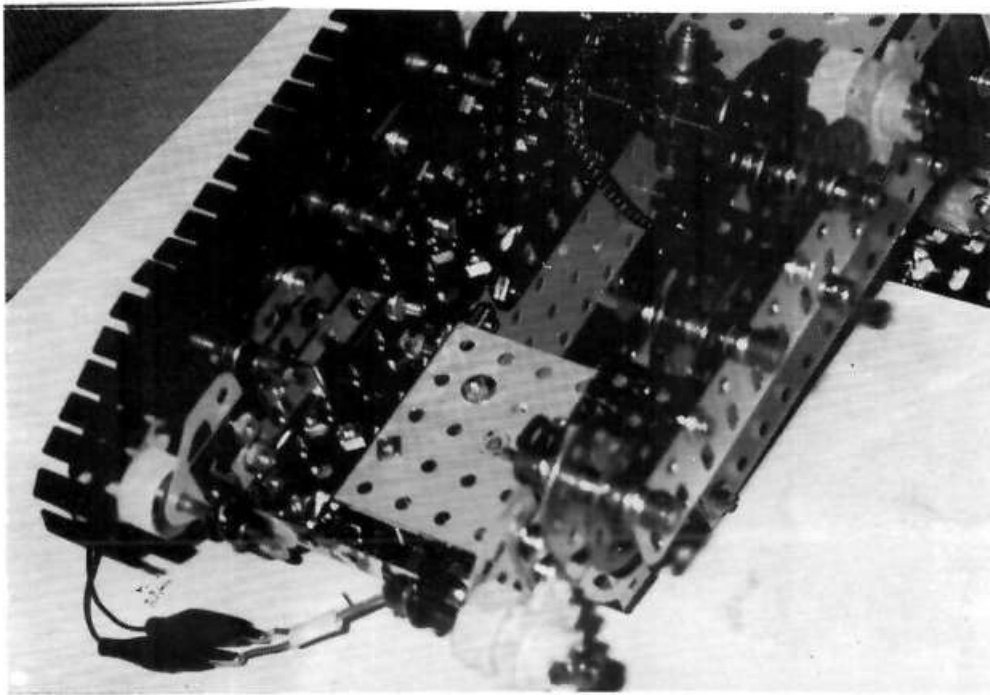
TRACKS; To get the tracks to correct height I bolted a $5\frac{1}{2}$ " flat girder to the rear 11 holes of the main frame, then another $5\frac{1}{2}$ " flat girder round holes down. Slot holes are used to adjust height. Botl a flat trunion at each end of the $5\frac{1}{2}$ " FG. These together with Pn125 are bearings for the rods that carry the rear P84 track sprockets, which are fixed to the rods by collets and couplings. Track supports each side between the P84 are three pairs of bush wheels free on 2" rods in the end and center holes of the $4\frac{1}{2}$ " FG.

From the outside each rod carries a collar, washer, the outside FG, 2 washers, bush wheel (boss inward), washer bush wheel (boss also inward) washer, the inner FG, washer, collar. The outer 4½" FG are joined to the inner ones by two pairs of 1" double angle strips, lugs overlapped, bolted between the pairs of bush wheels (watch the clearance here). Each side, just above the 4½" FG is a track tensioner – a long threaded pin carrying plastic spacers.

contact me if you need details.

THE SKIDS; the following are Keith Cameron's instructions, slightly ammended.

Two pairs of 4½" strips have 2½" curved strips (P/ No 90) bolted at each end. Each set is joined at the ends by P/N 11. Then right and left skids are joined at each end hoiles by 1½" rods held in threaded couplings. Also by a central pair of 3½" strips.



THE MR MOTOR; is offset on hole to the side and is bolted to a 2½" x ½" DA strip at the front and to a 1½" AG fixed to the rear cover plate. I powered it from 6V or 9V batteries through the switch.

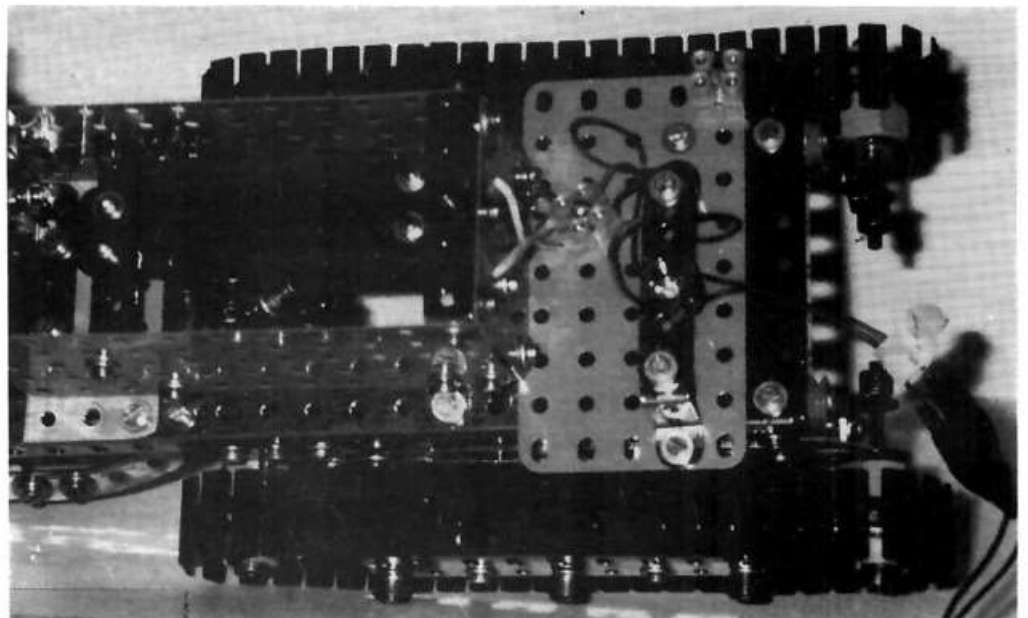
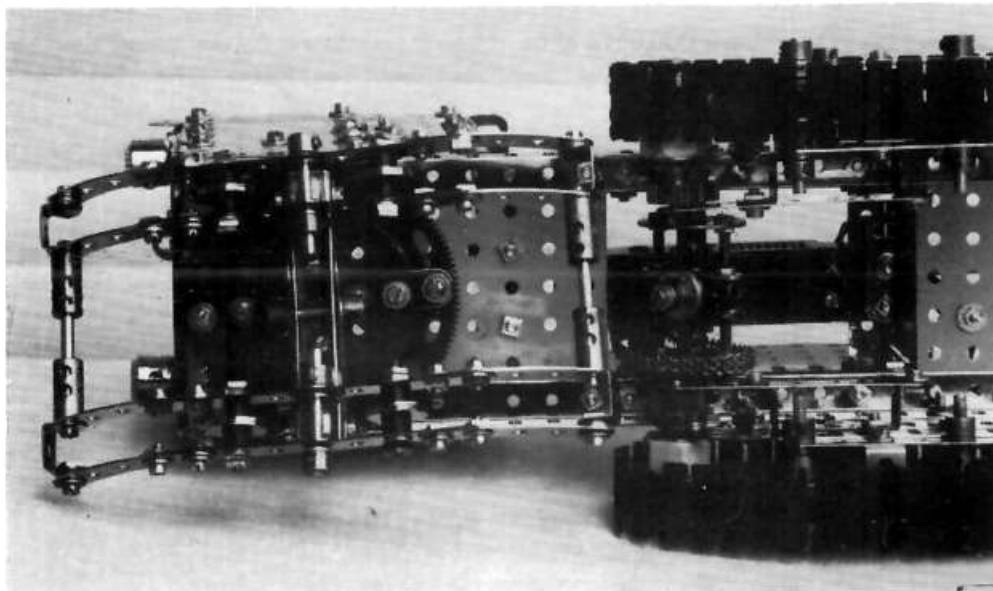
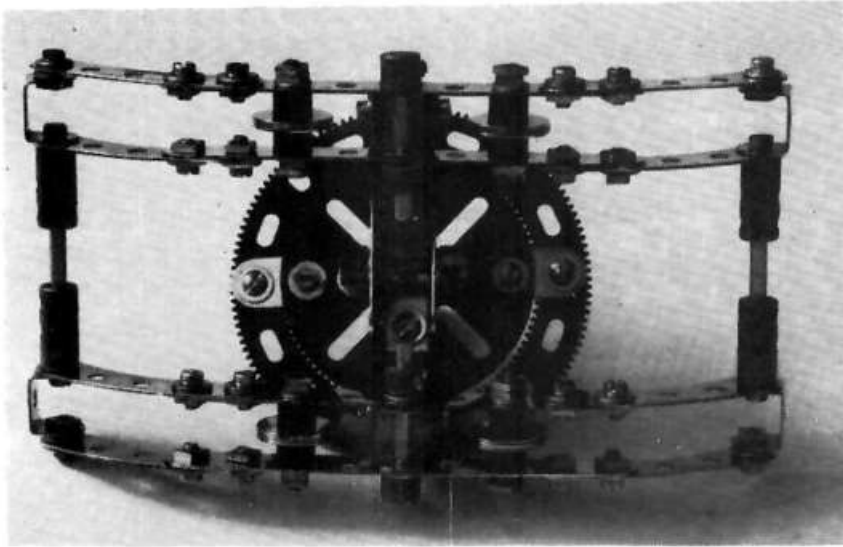
THE DRIVE; from the MR motor is by sprocket and chain to the 1½" sprockets which forms one end of the differential. The output rod each side is journeued in a 1" triangular plate bolted down from the main frame at holes 12 and 13 from the rear. A ¾" pinion on each rod meshes with another ¾" pinion at the inner end of the 2" rod which also holds the front track sprocket each side. Inner beasrings for these rods are 3½" strips held to the lower 5½" FG by Pn 125.

THE DIFFERENTIAL; is the compact Roger Hill one described in Newsmag July 1993. Please

These are connected to the skids by pairs of P/N11 bolted back to back, the lower one being pivoted in the skid by a 1½" rod. In turn, the 3½" strips pivot centrally on a 1½" rod in a channel bearing. The channel bearing is bolted to a face plate which has four 1½" strips fixed to its upper (boss) side, projecting one hole. In turn, the strips connect to a gear ring by ½" bolts, spaced from the ring by standard collars or plastic spacers. A 2" rod fixed in the face plate boss goes up through the 5½" x 3½" plate at the 4th hole from the front. It is supported by two P/N 45, one above and one below the plate. Two holes away, toward the front, a rod is free in a verticle coupling which is held (use short bolts) by a pair of 1" x ½" angle brackets bolted to the floor by their short lugs. Below the plate a ½" pinion on this rod meshes with the inner teeth of the gear ring. Thus the skids are steered. A steering wheel can go on top of the rod, inside the cab. But, as the cab is

Almost totally enclosed, I used a 6" rod which protrudes through the roof (see photo). The P/N 136a and 173a on top simulate a spotlight. Each skid has two sets of $\frac{3}{4}$ " washers (3 or more) mounted with

spacers on short screwed rods (locknuts each end) in the second holes from the centre, to allow smooth movement of the skids.



The following is the text of an e-mail sent to the spanner group by Geoff Wright of MW Models.

Dear Spanners

I have just received the January issue of "Toy Trader" It gives advance info on the firms taking part in the Toy Fair at Olympia (London) at the end of this month

The entry for Meccano Toys reads as follows:-

"Meccano is undergoing the most significant relaunch of its brands in its 100 year history. Following the huge success of brand extensions, such as Meccano Junior and Meccano Master Connection, the company is relaunching its main brand and adding a new theme based model range. The Meccano brand is segmented for two target age groups - Play System (for children aged 4-8) and Motion System (for children aged 8-15)

Meanwhile, The Nomad Company - a global brand which aims to roll out a continuous range of new products, each with a distinctive point of difference - was launched by the management of Meccano Toys in January. The first three products to be launched are Chromino, an up to date version of Dominoes, Nomad Cubes, self-contained board games and Science FX, scientific and portable games.

Managing Director of Meccano, Richard Macey, said: "The Nomad Company represents a coherent long term proposition and is in line with our company's core values. The new company enables us to build on our all year round business and broadens our consumer target. More importantly, each of the new products bring a real point of difference to the existing toy market"

There is an illustration with the above text of a Motion System Set No. 5510. The box lid shows the main model - a dumpy monoplane. Other models are a helicopter and motor cycle. The Set has 220 parts and builds 10 models. The Parts are zinc plate black and orange-red like the 7080 Set

Elsewhere in the magazine there is an advert for "JCB Junior" - "Big things for little people"

Models, Tool Sets, Infra Red Vehicles and De-Luxe Construction Sets Manufactured exclusively under licence

for J.C.Bamford Excavators by Halsall of Fleetwood, Lancs

URL: <http://www.dhalsall.com>

A lost opportunity for Meccano?

MECCANO PARTS FOR SALE

The Wellington Meccano Club has the following parts for sale.

All are red/green unless noted otherwise

Some items are in limited quantity, very good prices. As we wish to clear this collection for the owner.

Perforated strips - all sizes except 3"

Angle girders - 12½", 4½", 3½", 3", 2½", 2", 1½".

Axle rods - all sizes

Crank handles - all types.

Pulleys - 1", 2", 3", 6". 1 1/8" flanged, flanged & grooved.

Gears - 25t-¼", ½", ¾" face

19t -¾" face

50t, 57t, worms, both contrates.

D. A strips - all sizes.

Flanged Plates - all types

Cranks - single arm only.

Curved strips - 89b, 90, 90a.(some plated)

Gussets - 108, 139a, 139b.

Trunions, flat trunions.

Brackets - 10, 11, 12, 12a, 12b, 12c, 44, 45, 124, 125, 160.

Cylinders - 163 (grey), 216

Flex plates - Most sizes.

Hinged plates.

Tri plates - most sizes.

Semi circ plates.

CONVENTION

1999

"Convention 1999" is only a few weeks away now, so it is time to detail the event so that everyone knows where and what the event program is to be.

DATES:-

The convention and its programs are scheduled for:-

- **Friday 2nd, Saturday 3rd and Sunday 4th of April 1999. (Easter)**

WHERE:-

- **PAKURANGA COMMUNITY CENTRE,**
- **13 Reeves Road, PAKURANGA, AUCKLAND.**

This facility has reasonable parking provision and exhibitors will have easy (flat entry) access to the venue for unloading/loading of models and materials and then expect to find easy parking for their vehicles.

The venue is conveniently placed alongside the **PAKURANGA SHOPPING CENTRE** at the end of the South Eastern Arterial Motorway and Ti Rakau Drive which are easily accessed from the main Southern Motorway for those travelling North by exiting at the Mt Wellington off ramp via Mt Wellington Highway and Waipuna Road. For those travelling South from Auckland City access is by exiting at the Eastern Arterial Motorway off ramp just before the Mt Wellington off ramp and travelling to the end of this road which ends at the Pakuranga Town Centre.

TIMES:-

Friday 2nd from 12.00 noon until 6.00pm.

Saturday 3rd from 9.00am until 5.30pm.

(To be followed by members and exhibitors programme, dinner and fellowship time.)

Sunday 4th from 9.00am until 6.00pm.

(Public entry will close at 3.30pm. Breakdown of the show begins at 4.00pm and clearing/cleaning of the facility is to be completed by 6.00pm.)

GENERAL DETAILS:-

On Friday 2nd of April, the convention facility will be open to all those displaying models or materials for the purposes of reporting in, setting up and having some time for fellowship from 12.00 noon until

6.00pm, at which time the venue will be made secure and locked down for the night. This Friday session is for members, exhibitors, their families and/or support crews.

On Saturday 3rd, the display centre will open at 9.00am for members to complete setting up their models and displays and for the convention organising team to ready the facility for the opening of the event to the General Public which will begin at 10.00am sharp. It is planned that the event will remain open to the public until 4.00pm.

It is expected that the Public will have exited the venue by 4.45pm which will then enable exhibitors time to make any repairs or adjustments necessary and allow the organising crew to clean up the venue, make security checks for over night and prepare for the Sunday event. All personnel will exit the venue by 6.00pm at which time the venue will be made secure and locked down for the night.

EVENING PROGRAM:-

All members of the Federation, exhibitors and families are then invited to attend a special evening of fellowship which will be held at the **Waipuna Lodge** which is located approximately 1 kilometre from the Pakuranga Town Centre towards Auckland City. (Has good vehicle parking.)

The program is scheduled to start at 6.00pm in a conference room that has been engaged for the evening and is for Federation members, Families and invited guests exclusive use.

The evening program will begin with the:-

- **Bi-Ennial Meeting** of the "NZ FEDERATION OF MECCANO MODELLERS" which is due to elect a President amongst other agenda items that will be advised to those attending prior to the event.
- **Auction.** (Note that the auction will be a "Silent Bid" type.) It is planned that "auction" items will be on display at the exhibition venue throughout the Saturday and final written bids will close at 5.30pm sharp. Successful bidders will be advised of their "trophy" during the evenings events at Waipuna Lodge with payment and hand over of goods made at individuals convenience on the Sunday. On this occasion there will no seller/purchaser commission on

- .auction items.
- **Prizes and Awards.** Presentation of awards will be made during the evening for the various models and displays. (The judging will be by Public Vote taken throughout the Saturday for this event.)
- **Convention Dinner.** A delicious smorgasbord dinner will be available from approximately 6.30pm and will begin as soon as the official business has been completed. A cash bar wauction items.
- and will cater for most tastes including the sale of wines for those who wish through out the Dinner and evening.
- **Dinner booking.** Please advise the number of persons you expect will be attending this convention dinner from your group/party on your application form. The dinner is being set up exclusively for our group and we need an accurate count of the number attending by Wednesday 31st of March so we can confirm numbers with the venue for catering purposes.
- **Dinner cost** has been set at **\$27.50 per person** attending. (If you plan to have young people with you please note these details on your application form. The actual cost of this excellent dinner is \$35.56 per person and the difference between this cost and the actual charge to members will be subsidised by your hosts **"AUCKLAND MECCANO CLUB"**).

It is expected that the evening will conclude around 10.00pm or earlier depending on the wishes of those attending.

On Sunday 4th, the display centre will open at 9.00am to exhibitors. Public entry will begin from 10.00am and continue until 3.30pm when door entries will cease. Exhibitors will be able to start packing up at 4.00pm and depart as they wish with the wind up and closure of the venue scheduled for 6.00pm with everything cleaned up and finalised.

PUBLIC ENTRY CHARGES:-

These have been set at \$5.00 for Adults and \$2.00 for Children (5 years and older) or \$12.00 for a family.

REGISTRATION:-

A registration form is enclosed with this February issue of the **"NZ FEDERATION OF MECCANO MODELLERS"** magazine and further copies can be obtained from the **"Convention 99"** secretary by either phoning, faxing, or e mailing to the address

listed at the end of this article.

The registration fee for each exhibitor is \$10.00 payable by cash or cheque.

Registration forms with payment must be completed and forwarded to reach the **"Convention 99"** secretary by no later than the evening of Monday 1st of March 1999.

REGISTRATION ACKNOWLEDGEMENT:-

This will be forwarded to all those applying by Wednesday 24th of March. If an applicant does not receive a reply by Friday 26th of March, they should immediately contact the secretary.

INSURANCE:-

The **AUCKLAND MECCANO CLUB** as hosts are arranging a comprehensive Public Liability Insurance for the event **BUT** it is up to individuals to arrange their own insurance cover as they think appropriate for the models and materials that they transport to and from the event and while on display.

ADVERTISING:-

The event is to be advertised extensively throughout the Auckland Region and the organising committee will look for any opportunities for promotion, so if you have an idea then please contact either the **"Convention 99"** secretary or our President Mr David Wall [phone 09) 478 6825].

ACCOMMODATION:-

We have established from the preliminary responses to the event that most people attending have arranged accommodation for the duration. However if you require advise on Motels or Hotels in the area, please note your requirements on the application form and we will send you details of venues available. It will be the responsibility of individuals and their families to book and pay for such accommodation as required.

FOOD FOR EXHIBITORS:-

Tea and coffee will be available to all exhibitors and authorised helpers from mid day on the Friday and on Saturday and Sunday from 30 minutes after opening time and up to 5.00pm daily during the event. Light food such as biscuits will be available at mid morning and mid afternoon. On Saturday and Sunday, a light lunch will be available to exhibitors and authorised helpers. There will be no charge for these services. Hot water will be on tap and the venue is equipped with refrigerator and microwave for those who may have food of their own,

(which will need to be marked clearly as being personal)

MUSEUM and DISPLAY ITEMS:-

Do you have any such items that you would like to bring and display? If you have please contact the secretary in the first instance with the details.

SECURITY:-

We have arranged with the authorities that we will be able to have several people sleep overnight in the convention venue. They will be supported by random security patrols checking to ensure that all entry points around the outside of the building remain secure.

POINTS TO BE AWARE OF:-

- ❑ **Public Safety.** It is most important that the convention comply with the requirements of the Health and Safety legislation. Exhibitors are reminded to ensure that where moving parts on models are likely to be a potential hazard to inquisitive fingers, such as rotating gears etc., that they be covered with clear plastic or other forms of warning or protection be applied.
- ❑ **Smoking.** All areas inside the venue are "No Smoking" zones.
- ❑ **Steam powered models.** The venue has agreed that we may operate steam engines in the main

auditorium. If you are powering your model by steam, we ask you to ensure that this important point is noted on your application form. If steam is to be used, then as organisers we must make appropriate safety preparations.

- ❑ **230 volt** Electric motors used to power models must be wired correctly and have a current certificate of compliance. Low voltage motors must not cause radio or TV interference.

The **AUCKLAND MECCANO CLUB** as your hosts welcome you to "**Convention 99**" and we look forward to making your stay a happy and memorable event. If you require further information or have an idea to offer, please contact the secretary or President David Wall.

Happy modelling.

All application forms, registration fees or written communications to be forwarded to:

"Convention 99", PO Box 39 085, Howick, Auckland.

Personal contacts can be made by telephoning the secretary Peter Hancock on

☎ 09) 535 5355, - Fax 09) 537 3989,
e-mail - augustus.prop@xtra.co.nz
or the New Zealand President,
Mr David Wall on ☎ 09) 478 6825.

MECCANO MODEL CHALLENGE

A challenge has been made by "Meccanoman" Brian Hickson to fellow "Meccanomen" modellers and engineers to produce a model to be displayed at the "**CONVENTION 99**" Exhibition at Easter 1999.

PRIZE:-

Brian Hickson is offering a cash prize of \$100.00 for the best engineered MECCANO solution for a model that best meets the design requirements listed below. Brian will be sole judge of this challenge and will award the prize to the best model supplied.

All competition models must meet the specified criteria to be eligible for judging.

SCENE:-

To set the scene, imagine that the World is facing a Fossil fuel shortage and a vehicle is needed to travel areas such as the "STEPPEs of RUSSIA, the "PLAINS of AMERICA" or the "SAHARA DESERT". You have been asked to develop a "WIND POWERED" land vehicle to meet these needs.

The parameters set for the development of this prototype model which is to be made from MECCANO are:-

- 1 The vehicle shall be a WIND POWERED land vehicle.
- 2 The tractive effort is to be applied through either WHEELS or TRACKS or a combination of both.
- 3 The model must be capable of controlled changes of direction regardless of Wind Direction.

Well "Meccanomen", Meccano Engineers and modellers, what is your solution?

Please note on the "CONVENTION 99" application form before forwarding to the secretary whether you are taking up the challenge or not.

BITS AND PIECES

From Lloyd Spackman

LINDSAY BOND:

In this column I would like to pay my own tribute to Lindsay. In spite of little co-operation from the NZ distributors he persevered with his Meccano retailing and so did more for our hobby in NZ than almost anyone else over the past decade. Lindsay was our equivalent of Geoff Wright in the UK. We will miss him very much and his cheerful assistance with our Meccano problems and needs.

CANNON BALLS:

I received a letter and a phone call about my "First Ball Bearings" item in our October issue. From members who know their England and told me there are still toll gates on English roads. Correct. Unfortunately, a word was left out. The items should read ".....the last (in 1950) on an English MAIN road".

QUOTATION:

"Somehow, everything that has no proper home gets thrown into the map cupboard. There are cricket stumps..... part of a train set, a large tin full of assorted pieces of Meccano, and a rusty hurricane lamp which we tell each other might come in handy". From *Over The Gate* by Miss Read, Chivers Press, England, 1996.

PROMINENT DISPLAY:

Dick Smith's new electronics store in Lake Road, Takapuna, had an attractive display of Meccano Evolution sets in the most prominent position possible - - corner window right by the entrance. It was easily seen (and recognised) from hundreds of metres away. Later, the display was moved inside the store, still near the entrance.

NEW HOBBY SHOP:

Hobby Express now has a very attractive store at 240 Bush Road, Albany. Well worth a visit. Based mainly on Marklin Railways, but also selling Revell, Mabuchi, Corgi, Hornby Trains and some Marklin Metal construction sets. Regrettably no Meccano. The layout and surroundings make it one of the most pleasant hobby shops I have visited.

A4 OR NOT A4?:

Why is the American A4 paper size different

to our familiar NZ A4? The US size is 217mm (8½") wide and 279mm (11") long. Our size is 211mm (8¼") wide and 296mm (11 5/8") long. Is there any member in the paper business who can tell us why this is so. Generally the difference doesn't matter, though filing US letters in NZ manilla folders can be a problem.

BICYCLE TYRES: from Dave Heathcote

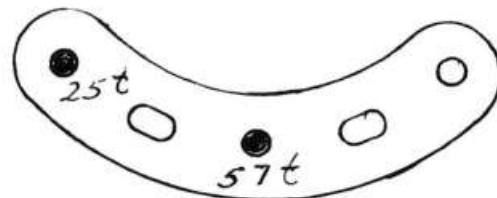
For a narrow smooth looking tyre that is suitable for any diameter, I use "O" ring cord, that is available in many sections, and sells by the metre. It can be used on standard pulleys, but has the advantage of being able to be used on non - standard rims e.g. circular plates and strips. Form the cord around the rim and cut 4-5mm shorter to give it tension when installed. Note that a keen edged knife is needed to get a smooth cut. Cut the cord square otherwise a crooked joint will result. Then use superglue to join the ends. After it has set, you may trim the joint with emery paper. Observe the normal precautions with superglue or you may become more attached to your model than you intended.

INTERNATIONAL MECCANOMAN:

This magazine is growing in size and quality. Issue 25 included a full page of New Zealand clubs news supplied by John Ince.

MESH 25: 57:

Using part 90a you can mesh a 25t pinion with a 57t gear thus.



QUOTATION:

"From our officers mess grant we had constructed mosquito - proof portable screens which could be fitted together like Meccano to make a large net under which we intended to eat". From *The Reluctant Major* by David Atkins, Chivers Press 1995.

AUCKLAND MECCANO CLUB

From Peter Hancock

Our November club meeting was held at George Ovenden's home at Milford on Saturday the 21st at 2pm and we were privileged to have John Westwood as our guest. This was the last Meccano related call for John who had visited most of the other New Zealand Clubs on his visit "down under".

John had been staying with David and Elizabeth Wall while he was visiting Auckland and we suspect that he and David had spent a number of hours discussing Meccano matters and tips from what we were able to glean from David. John had brought to the meeting, a number of small and interesting special parts which he had either designed and brought with him on his journey or, samples he had picked up from his many meetings with Meccano people that he had come in contact with during his trip.

John's sense of humour was very evident when he quoted various verses he had written and the comments he made about incidents that had occurred during his trip. He also passed on the good wishes he had brought to our meeting from fellow clubs and Meccanomen from all over. John spoke about his activities and involvement in the production of "The INTERNATIONAL MECCANOMAN" and explained the reason behind the changes in how the magazines content is now being collected and assembled.

David Wall chaired a discussion on what the Auckland Meccano Club steering committee was doing and the actions taken so far to mount "CONVENTION 99" to ensure that all club members were informed.

It was then time to study the models and goodies that members had on display.

David Wall displayed an "0" gauge motorised Jigger he had built which was derived its source of power from an electrical pickup that operated on the third rail. David had recently acquired a "Steel Tec" (hush our mouths) kit of the U.S.S Enterprise complete with a Personal Space Shuttle. David proceeded to demonstrate the various noise that these objects could develop and repeated them when any one showed the slightest interest. What next from our esteemed President.

George Ovenden demonstrated the modifications he had made to his SML18 crane that he had displayed

at our previous club meeting. George has built a version of Brian Rowe's Traction engine and showed some interesting safety clutching ideas he has recently incorporated into his large Fair Ground Wheel.

Michael Geary had his magnificent Traction Engine on display and the detailing was excellent. Michael had shown members at our previous meeting three months earlier, the chassis for this model, so he has obviously invested many hours and much work to finish it in time for this meeting.

David Muggeridge displayed his well assembled Super Model SML4 Block Setter Crane. David explained how he had assembled the complete boom loosely and then set about tightening and aligning the complete assembly so that it ran smoothly. Obviously a deal of patience had been required.

William Erwin displayed from his collection his 1973 Number 10 set in boxed condition. He also had on display an original condition Elecktrikit which was originally from Bill Ingles collection. A Dutch number 11 Aero Kit set was another rare item that William showed the meeting.

Peter Hancock showed a crane that had been assembled from the Special Edition Set 7080 recently released by France, along with a Master Connection 0050 scout car complete with lights. A Fair Ground shooting gallery titled Electronic 6.18 had been constructed from a 1974 5/6 manual incorporating parts from a electronic kit. Peter was experiencing some problems in tuning the hand held six gun but was determined to sort the hiccup out.

Neil Carey was unable to bring any of his BIG model which he will have on display next Easter as it is now to large to man handle around casually. We are sure that it will be a crowd pleaser.

Lloyd Spackman who normally reports on our meetings was unable to attend so we missed out on seeing his latest model which is unfortunate as Lloyd can always be relied on to produce an intriguing model for our club meetings.

An excellent afternoon tea was served and enjoyed by Members and Wives alike.

Our thanks to George and Joan Ovenden for being our hosts.

CHRISTCHURCH MECCANO CLUB

From Ian Torrens

Our December 1998 meeting was very interesting, with 19 members present although only four models were on show.

Doug King came along with the Meccano Centenary Blocksetting Crane. No he did not purchase the centenary set, but using his own parts and No 7 leaflet from the 1954 set 10 instruction leaflets, completed the model exactly as per the leaflet. Minor faults did appear and to improve this model Doug suggests the following; A four wheel drive would be better, a wider spread is needed for the roller bearing spider, crosswise bracing would improve the stability of the boom and some type of thrust bearing is required for the travelling drive (axle 37 Fig 8) This is a fine model, looking good in the red/ green colouring of the time and was a good effort by Doug. It is a fairly large model, being on a travelling base 12" square and 14" high, the boom is 6½" wide, 7½" high and 53" long. The overall height to the top of the cab is 32".

Peter King once again showed us his two cylinder steam engine for the price railway locomotive he is working on. This has been reworked and is reduced in size by 1½", a most compact and interesting item.

Ian Torrens for the second time, showed his Harley davidson 1960 style racing motorcycle by Steeltec. This has the colour photograph of the bike mounted above the model which measures 13" long 4" wide and 12" high.

Alan Tunncliffe came along with a Dinky Toy Ford 10Cwt Van. A very nice model which is the first model made by the Matchbox Co after they took over Dinky Toys Ltd, thus of some historical interest.

A general discussion was held on the past, present and future of both the club and Meccano. Some talk ensued on public displays, venues and even other club rooms in some other Christchurch suburb, no great decisions were made but a lot of interesting comments were heard.

A fine supper was had, made so by members bringing along various plates of goodies which went down well. Many thanks are due to those who manned the kitchen during the year, without them the evenings would be much the poorer.

End of the Meccano year 1998.

MODELS DISPLAYED BY MWT AT 115th EGMONT A & P SHOW

From Alistair Tong

Once again members generously supported the model building competition and display in the Edna Wills Hall (home industries), the following classes for entries @ 50cents each were available.

1295 Meccano model working in power, 16 years and under	
1296 Meccano model, static	16 years and under
1297 Meccano model using battery pack	16 years and under
1298 Meccano model working in power	17 years and over
1299 Meccano model static	17 years and over
1300 Plastic Meccano	

Leading up to the show and at our last regular club meeting Daryl Anderson pressured, cajoled, kidded and persuaded members into submission, (also at the wake of our esteemed late Lindsay Bond, both myself and Daryl made it known that the show was on). And by generous acceptance by both Judith , Jason and Yvonne Bond they agreed to the suggestion that we display one of Lindsay's recent models of a Showmans traction Engine. Thank you Judith, Jason and Yvonne, farewell friend. Members contributing models enabled a table of some 4x2 metres to be almost completely filled, this left a small area for other competitors models all in all making up a grand display and much talked about by the viewers. Many children (and no doubt the adults) were mesmerised by the

Three powered models of Robyn, Alistair and Daryl.

Models shown were;

Robyn Rye, Cargo ship, Maudslay Engine – 1st Class 1298

John Jordan, Selection of Collection Series vehicles.

Bruce Geange, Tip truck – 1st Class 1299; Space Station, Bulldozer and Grader – 3rd Class 1298, Army truck

Alistair Tong, Replica Dealers model (bridge with

moving vehicles) 2nd Class 1298

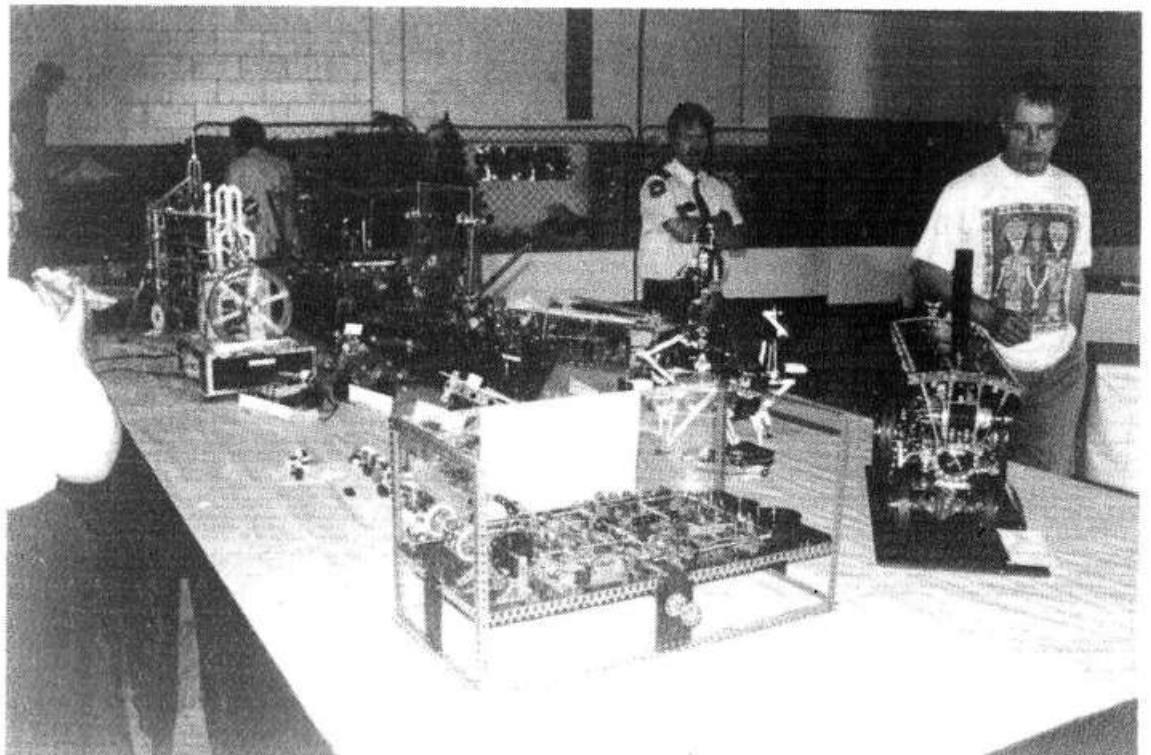
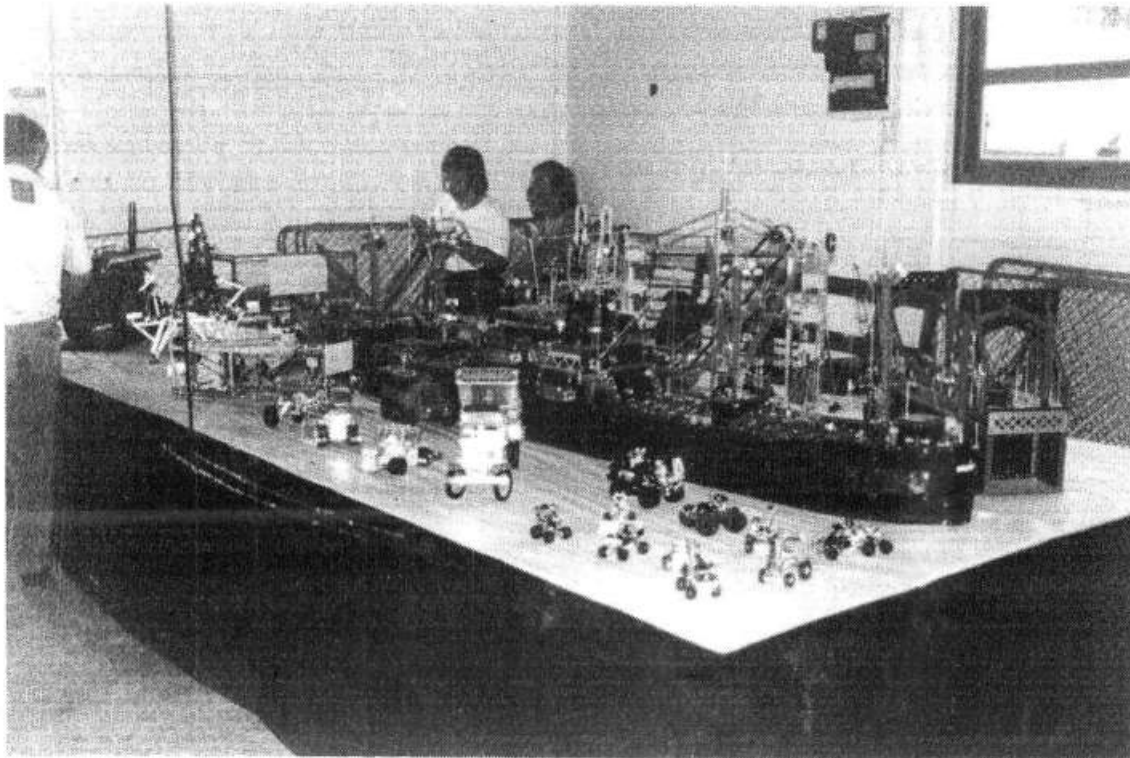
John Hanson; Road Roller – 3rd Class 1299

Bob Prescott; Pin Ball amusement machine.

Bruce Neilson; Demonstration of Gearing – 2nd Class 1299

Daryl Anderson; Marble Roller – 3rd Class 1298

Lindsay Bond; Burrell 1930 Showmans engine.



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

FEBRUARY 1999

5th – WMC – St Lukes Hall

5th – CMC - St Johns Hall

6th – MWT – At John Hanson's, Palmerston North

13th – AMC – At David Wall's, 502 East Coast Road,, Mairangi Bay

MARCH 1999

5th – CMC – St Johns Hall

APRIL 1999

2nd – WMC – St Lukes Hall

2nd – 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

I have received some of these parts and have found the quality and finish very good

To all those who replied re the parts auction in the December 1998 issue, thanks.

Most of the parts were sold, however the owner did not accept the offers for some of the parts, ie; the digger bucket, circ strips, buffers and pulley blocks. These parts will most likley be auctioned at the Convention, also to be sold is an E1 electric motor. I will endeavor to get a reserve price for these items, as I do not wish to sell subject to the bid being accepted by the owner – very messy.

FROM THE NZFMM WEBSITE

<http://www.flinthills.com/~dalefiel/Meccanohome/NZFMM/nzfmm.html>

As constructed and maintained by Wes Dalefield.



Welcome To The New Zealand Federation Of Meccano Modellers Home Page



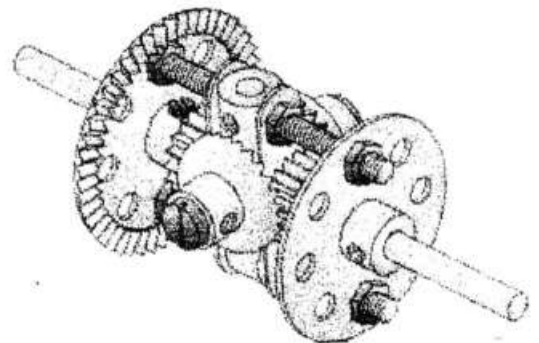
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NZFMM Magazine

Motivation

Enjoyment

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Originality

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The Magazine has a mix of original articles from New Zealand modellers and minutes from the
regional club meetings.

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