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MECCANO

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EDITORIAL

Welcome to this issue of the magazine, sadly only sixteen pages again this time, if no one supplies articles we will have to seriously consider publishing every three or four months instead of two monthly in future. By the time that you receive this the Auckland convention will have been. HOPEFULLY all of the exhibitors will send an article on their models, although after the last convention in Fielding only FOUR people bothered to send anything for the magazine so I won't hold my breath as I wait.

Subs for the 1999/2000 year are coming in, if your's is not paid please send payment soon, as this will be the last magazine you will receive otherwise.

The collection that the Wellington Club had has now been sold, but we have been approached about two more, we will advise if and when these appear.

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EXPERIENCES IN REPAINTING THE MECCANO COLLECTION No1

From Bruce Neilson

Palmerston North Weather - 19 February 1999

Rain - 0 mm.

Wind - 23 kph.

Temperature - Maximum 27 °C; Minimum 12.8 °C;
Concrete courtyard temperature in full sunlight 40 °C plus.

Type of Meccano collection

Red and green second hand, collected over 30 years, heavily weighted in parts from small sets (i.e. 1300 Part 2, 1600 Part 5) which were well used and abused. The parts had been generally straightened and or put through the 3 roller machine then wiped down with an oily rag to clean and prevent long term rust pitting. These notes relate in the main to green parts up to 9.5" long.

Strip paint off

Caustic Soda (Sodium Hydroxide) (5kg \$16)

Take precautions (No children or pets in the area).

Gloves (long sleeve rubber \$12), gumboots, overalls (on outside of gloves and boots), face mask (\$30).

Laundry stainless steel tub, plastic containers (2 litre square ice cream containers), long nose pliers.

Meccano parts in bundles strung on wire in the plastic containers.

Hot water (60 °C) into the plastic container then 100 grams of caustic per litre of water. Water boils with chemical reaction.

Agitate Meccano parts using long nose pliers to hold wire loop.

Rinse parts under hot water tap.

Pour caustic solution down drain and flush with plenty of cold water.

Rinse parts in plenty of cold water and use stiff scrubbing brush to remove any residue.

Rinse parts in hot water very quickly to heat them up and then lay on towel in sun (dry very quick and minimises any surface rust).

Tumble parts for additional preparation.

Laundry powder

Modern laundry powder will soften and remove old Meccano paint using hot water and a 8-12 hour soak

period with none of the major dangers of caustic soda. The end result is not total removal so a vigorous scrub with a brush may be needed or use of a blunt pocket knife for stubborn paint. I have been using Persil Automatic Micro being the first one to hand. I use rubber gloves when dabbling in this mixture on the basis that if it can soften paint, it won't be doing much long term good to human skin.

Tumble to clean

Tumbler Types

1. Home made using old Meccano parts and glass jars such as Agee quart preserving jar with water tight lid. (\$minimal).
2. Commercial rock tumblers (Lortone) for lapidary hobbyists consisting of base containing electric motor and power driven rollers supporting rubber drums of various sizes (2 of 4½" x 4½" \$165). Home made plastic pipe drum with interior baffles 10" x 4" with screw on ends and rubber seals (\$25). Will also accommodate Agee quart preserving jar with water tight lid.
3. "Odjob" mini concrete mixing drum being set up for parts over 10" long (\$70) (more notes at future date).

Tumblers are quiet to operate and work 24 hours a day.

Tumbling Steel Shot (\$45 for 1kg)

Various shapes combine to rub off paint and rust in process of polishing metal (Warning. Depending on shot size, will jam into bosses and will have to be winkled out.).

Method

As for tumbling rocks. ½ to ¾ fill the container with shot and parts. Make a slurry by adding sufficient water to cover metal, and 1 dessertspoon per litre of laundry powder (to soften paint and tarnish) and coarse cornmeal (holds muck in suspension). Tumble for 6 hours and rinse and change slurry. Repeat until satisfied. Normally 12 hours is sufficient. Parts must actually tumble so that they crash down onto each other. Sliding loosely on the bottom does not clean very well. Will polish all brass, remove grey muck

from axle rods and rust from nuts and bolts, and remove paint and light rust to give a grease free, bare metal, polished finish ready for painting. I rinse parts off with hot water and dry them as quickly as possible on towels in the sun.

Address of supply -

Wilderness Gems Ltd, PO Box 87, 13 River Rd, Ngatea.

Boards

For economy of paint and best finish I use horizontal boards to lay out parts and apply paint.

The boards are 19" x 13½" x 1/8" approx.; man made particle board (Bison) slightly smaller than the daily newspaper. This provides a firm flat base for carrying and painting.

Each board is covered with a single sheet of clean newspaper which is folded under and secured with sticky masking tape. The newsprint prevents nearly all paint creeping to the underside of the parts. After each coat of paint the dirty newspaper is replaced with clean newspaper.

I use 12 boards plus 4 spares.

Laying out

I prefer to have only one kind of part per board to plan the consistent angle of the spray for a even coat of paint.

Flat parts - in rows with 1/8" gap between parts and a 1" space at the right and left edges of the board for holding the board.

I can fit the following number of items on a board which is approximately 2 square feet. Part 5 - 120; Part 126a - 80; Part 90a - 100; Part 190 - 30.

Angle girders - V side up first and then slotted side down on newspaper.

Bossed parts - Mask tape on brass. Flat on newspaper when boss up. Wood and nail holder type A for boss down.

Bent parts - Wood and nail holder type A or B.

When laying parts in preparation for next coat, ensure that you reverse parts to get a coat of paint on all edges.

Standard time = 10 minutes to fit newspaper and lay-out parts.

Painting

Type of paint

Old style enamel or newer polyurethane? I do not know the technical details but have found that the

polyurethane touch dries quicker (within 1 hour) and dries harder within 24 hours. Polyurethane also has greater flexibility when put through bending rollers within 3 days of painting.

Name of type - Relionus Spray Kote Polyurethane Enamel.

Anti corrosive Primer - Olive green in colour for anti rust and adhesion. 24 hours curing time between coats.

Top Colour - Medium Green and Red. Re-coat within 10 minutes or after properly dry.

Cost of paint

400 ml aerosol spray can retailing at \$8.50 to \$9.00 from most hardware stores (K Mart, Carters, Mitre 10). By buying a bulk 36 cans through a friend in the trade, I have been able to get a 33% discount..

Protective clothing

Face mask with air filters designed for spray painting \$80

Total coverall with hood \$13.

Thin vinyl gloves \$0.20.

Spray Booth

I use a simple spray hood to minimise spray drift. A largish cardboard box with two open sides is put inside a giant plastic bag. The tray is placed inside the bag and box. Hold the bag open to spray and observe. Close bag for 30 seconds on completion of spraying. Spray drift is generally trapped inside the bag.

Coverage of paint

Undercoat - 10 boards average = 20 square feet.

Top coat - 10 boards average = 20 square feet.

How to paint

4 actions required; 1 - undercoat first side; 2 - undercoat second side; 3 - topcoat first side; 4 - topcoat second side = Total time 4 days.

Refer to relevant literature for detailed instructions for the finer points of spraying. Actually it is very easy with a bit of practice.

Nozzle about 6 to 9 inches away from the parts.

Start spraying before you get to the board and carry on over the edge.

Spray in a straight line. Do not arc in a curve.

Light parts move in the compressed air so come back the full 9 inches.

Two thin coats of paint are much better than one thick coat of paint.

I spray a board of flat parts from left to right which takes about 10 strokes and then about 10 times quickly up and down to pick up any thin spots and

ensure edges are painted.

Some parts made need to be painted in 2 or 3 actions. i.e. Angle girders need each flange painted as a separate action tilting the angle of the spray nozzle to get coverage of each flange. 126 laying down flat need a horizontal frontal action for one flange then the whole board turned 180 degrees and the second action vertical for the other flange.

Some parts such as cranks where the boss casts a shadow and prevents part of the crank receiving any paint, may need 2 actions and have the tray rotated 180 degrees between actions.

Peculiar shaped parts need strips of wood with strategic nails to hold them steady. Part 163 Sleeve piece is threaded over a tall nail and then sprayed down the cylinder to paint the inside, a horizontal frontal action for most of the front side, the tray rotated 180 degrees and a horizontal frontal action for most of the back side. For the next coat the sleeve piece is reversed on the nail and rotated 90 degrees. The painting actions are repeated and so all surfaces receive a full coat of paint.

Don't be afraid to angle the spray can so that the paint strikes edges and for best coverage.

Cleaning up

Pull spray nozzle off the can and store in small container of white spirits, or turpentine until required again.

Standard Time to paint

Carry board very carefully out to spray booth, apply paint, and place board on drying shelf or on paper on hot concrete, allow 5 minutes average.

Cooking

Chillie bin as cooking box

I bought a chillie bin (Rubbermaid \$180) measuring

36" x 16" x 16", Bolted 2 strips of wood to the top inside, and on top of these balanced 32 strips of trellis wood at 1" inch spacing held in place between long nails. Each trellis wood strip (14½" x ¾" x ¼") has 15 x ½" nails at ¾" spacing angled slightly upwards to hang a maximum of 480 parts. A very low wattage electric cupboard heater (17 watts) is also inside the chillie bin. After painting, I hang the parts in the chillie bin and turn the heater on which raises the temperature to 35°C in 3 hours and holds that temperature. This is in preference to baking at higher temperatures in the domestic oven. The parts are slow cooked for at least 24 hours, longer if possible. Results to date are good with no sticking together of parts when stored. Cost of cooking is = 24 hours x 17 watts = 400 watts = 16 cents per kilowatt = 6.5 cents.

Summary

Parts completed per day

3 boards of parts

Time spent per board

Strip paint and tumble = Say 10 minutes as the tumbler works mainly by itself

Layout parts and paint 4 times = 60 minutes

Total 1 hour and 10 minutes

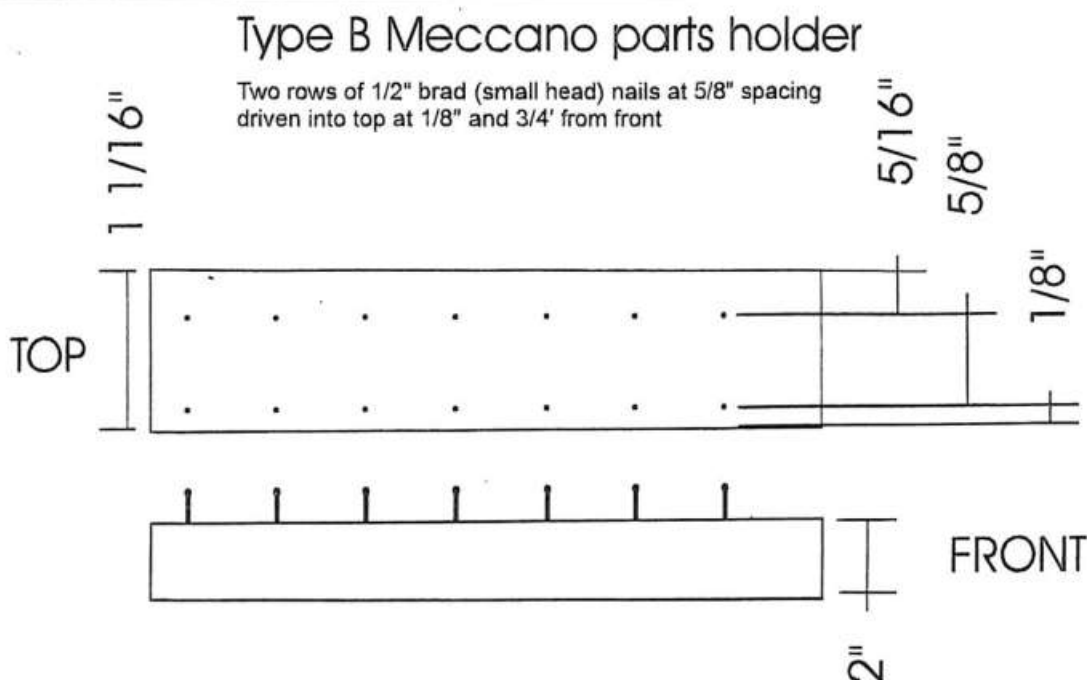
Cash expense per board

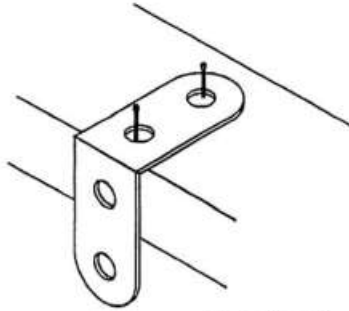
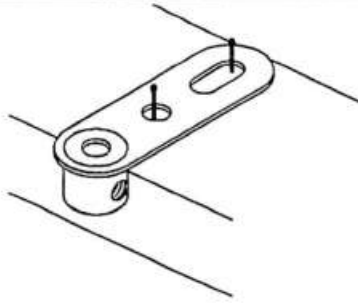
Undercoat and topcoat paint = 4 x 60 cents = \$2.40

Incidentals say 60 cents

Total \$3.00

R Bruce Neilson February 1999

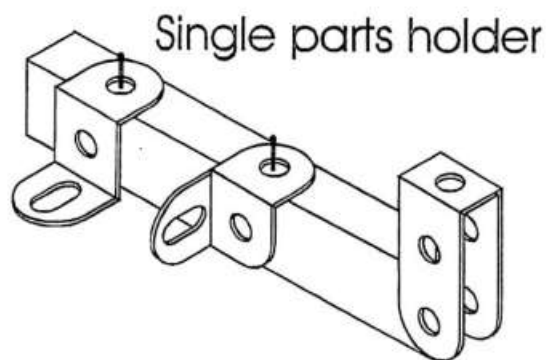
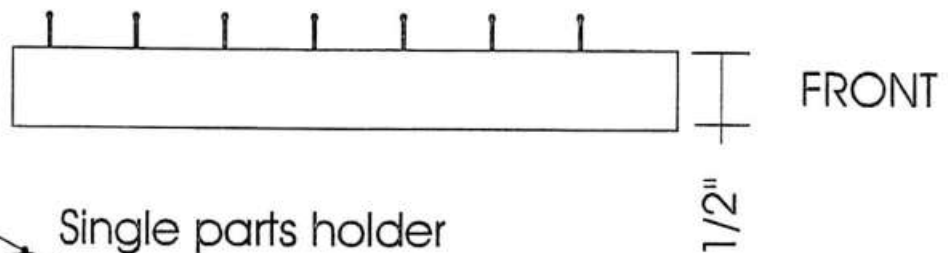
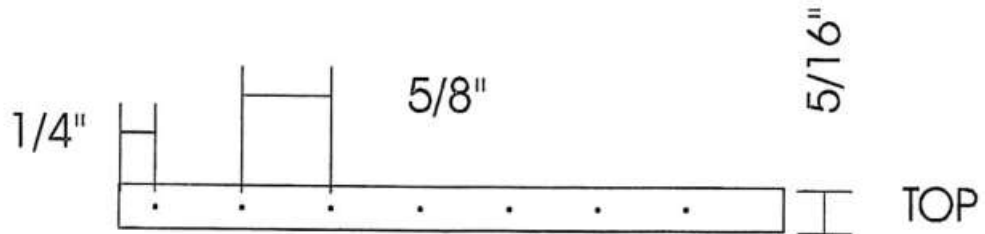




Parts holder
raised on blocks

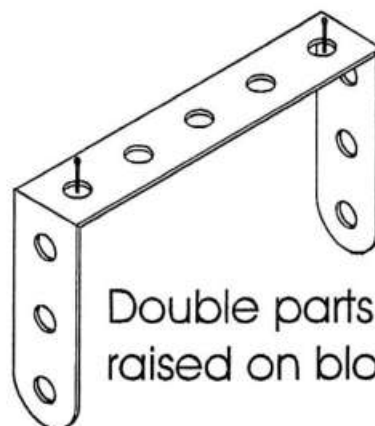
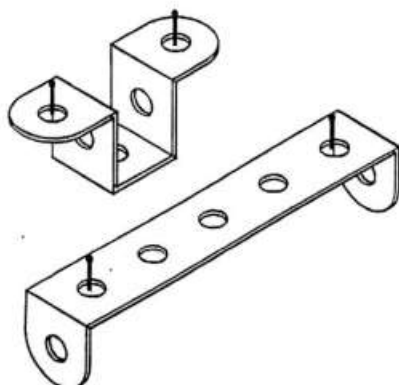
Type A Meccano parts holder

1/2" brad (small head) nails at 5/8" spacing driven into centre line of top



Single parts holder

Double parts holders



Double parts holders
raised on blocks

THE PLEASURES OF SECONDHAND PURCHASE'S

From Peter King

I think we must all when poking around car boot/garage/auction sales, have seen that grubby and usually tattered cardboard box with bits of Meccano peeping out. There is the casual look in; showing but little interest, while a high speed analysis is made of its merits and a guestimate made of if and what may lie in the depths among the fluff and junk. One may then casually poke around the rest of the stall, then ease the box out with a foot and ask: "yer, is that some 'ole 'BUZ' (an Australian copy made by ? Triang?)", with luck this approach and enquiry will cause the vendor to now downgrade his expectations from the 'get rich quick' to 'make a sale'. If the approach worked, a sum in the \$5 to \$50 range depending on size of said cardboard box changes hands. Try not to laugh and rub hands with glee until decently out of sight, you may find the same trader with another box next week and they may remember you.

When home and out of sight of dealers and particularly fellow Meccano Club members, you may delve into those depths. The best method is to lay a large sheet of newspaper on the floor and upturn the box, remember to pull down the internal flaps at the bottom - grub screws, grot and other bits get lodged under here. Place the box right way up and sort out the rubbish first into the box for disposal. Now come the moments of truth, I have in the past found a nice pair of shafting standards staring up at me from among the Bent, B*ggered and Bashed Bits, on another occasion there were two of the lugged 2" pulleys from WWI with perfect nickel plate. On one glorious occasion there was a digger bucket, in good order too! Here in NZ there will probably also be parts from over a dozen different rival systems, sometimes useful - I have to admit to putting them to one side for Don 'other systems' Blakeborough - or instead of him I would have great heaps of 'funny parts'. Other treasures that have come to light among the 'BBBB' are: four spoked 3" pulleys, sand rollers, pulley blocks, an unopened box of loaded sacks!, two opened but unused packs of healds, railway cou-

plings, grease caps etc. Always check down in the revolting fluff and grot, as coupling screws and hooks for spring cord lurk here. Here in NZ it is quite common to find that there is the whole history of Meccano in one of these boxes, with long obsolete and early forms of many parts, mixed with the parts and colours of the last thirty years. Always have a good look at the colours that parts are painted, sometimes here in NZ there are those rare combinations that seem to have been restricted to export sets.

The still useful, straighten-able or straight parts can be put aside for refurbishment, those funny looking strips with three rows of holes of Meccano size are not home-made nor bored out 'TRIX', but 'X' Meccano. The Club 'Super Enthusiast' will endeavor to inveigle you out of these if given half a chance, hence the advice at the start of the above paragraph. Do what you will with the funnies, sometimes they are useful, often they are for 4mm or smaller axles. Any handbooks are usually in shreds and fit only for fire-lighting, however do have a look at them, as sometimes they are for extremely rare other systems and someone may be 'ever in your debt' if given them. If wishing to get rid of the funnies, your or another nearby club usually has an 'other systems' enthusiast (nut) who may be prevailed upon to part with real folding money for this - to you - junk, otherwise it is the 'ever in your debt' again. The 'BBBB' are worth examination, sometimes these can be resuscitated after surgery but the exceedingly rusty are fit only for the dustbin. At the end of the operation you can sit back and look at the haul and gloat or curse as the case may be, but be warned the first success causes permanent infection and you will be doomed to a life of groping around in the grot and fluff from the bottom of cardboard boxes.

BITS AND PIECES

From Lloyd Spackman

QUOTATION: "Meccano continues to fulfil a very important educational need and has the added advantage that it is fun, too. The Meccano models at Kew are in an ideal and complimentary setting and this exhibition presents an excellent opportunity for introducing young people to modern engineering in a setting of the simpler concepts of Victorian era engineering". (Prof Heinz Woolf, opening the Kew Bridge 1996 exhibition in London. Quoted in RMG Newsletter No 31)

INSPIRATION NEEDED; If you are wondering what to build next, Nick Rodgers recommends "the Wordsworth Dictionary of Inventions" This little volume will tax your modelling skills, says Nick. Not sure whether it is available in New Zealand.

ORIGIN OF THE MECCANO NAME; In 1944 Ernest Palmer of RMG put forward his theory that Frank Hornby came across the Italian word "meccanico" and by removing the letters "IC" he realised his future trade mark name. Has anyone any better suggestion?

WHAT, SIMON, IS A CONCRETE MIXER: The perennial discussion on renovating Meccano parts came up on the "spanner" group in 1997/98. Feb 1998 issue of the RMG Newsletter contained a very funny verbatim account of the interchange on this subject. The originator was apparently Simon Moody who described his method, using a concrete mixer. It became hilarious when he and Wes Dalefield tried to explain to the American modellers what a concrete mixer was.

RUNNYMEDE is not only famous for being the place where King John signed Magna Carta. It is also home of one of the best UK Meccano clubs. Nick Rodgers edits their Newsletter.

THE SANDLOT KIDS; a 1993 movie which used Meccano/Erector in part of the story, screened again on TV3 in December 1998. I wrote about it in B&P Feb 1996, from information in "SCM&E Newsletter". This time, however, I watched the film. There was a glimpse, near the beginning of a M/E robot. In the story, the boys playing baseball on the local park (sandlot in US ese) were losing

their balls over the fence into the domain of a very unfriendly guard dog. From Meccano/Erector they built a well braced ramp over the fence and a robot vehicle which trundled down the ramp and across the yard to collect a ball in a scoop, then catapult it back. Unfortunately the dog was quicker, grabbing the ball in mid air, then crunching and smashing their robot vehicle and ramp. Joel Perlin president of the SCM&EC supplied several MALE/E sets and built models for the film. The sequence featuring Meccano/Erector lasted two minuets and 40 seconds on the screen.

QUOTATION; "I thought I could see the light at the end of the tunnel but it was only some bugger with a torch, bringing me more work" (on the wall of a watch repairers shop in Milford Auck)

SOME PRICES; At Dick Smith Ltd Takapuna Jan 1999;

Evolution set 2	\$49.95
3	\$69.95
4	\$79.95
5	\$99.95
6	\$129.95

These prices are \$30 to \$70 lower than those we have seen quoted a year ago.

THE ADAPTABILITY OF MECCANO; From a newspaper report on Fleet Model Engineering Exhibition at Calthorpe UK, "but the surprise for many was the adaptability of Meccano. Turret cranes and Volvo trucks featured alongside ball bearing clocks in the RMG display". (RMG newsletter No27)

RMG NEWSLETTER; One thing certain about Meccano Club newsletters, all over the world, is that each one is different, usually reflecting the personal tastes and talents of it's editor. The newsletter of the RMG is a good example. It is edited by the Guilds president/secretary Nick Rodgers. There are 52 pages in each issue, 3 times a year. Each issue is well printed, free of errors and nicely photo copied. The photographs are reasonable to good in reproduction. Nick has an excellent stable of contributors, mostly well known UK modellers, and including, till recently, Andreas Konkoly.

CHRISTCHURCH MECCANO CLUB

From Ian Torrens

A new Meccano year commences, with a rather quite February 1999 meeting. There were only nine members present with five models on display though only one was Meccano.

John Crawford bought along a small Fire engine. This model looked well and is to have more work done on it latter. It was about 12" long, 3" wide and 6" high.

Cameron McFarlane showed us four models by K'Nex. This is a fairly recent Plastic construction set which uses Clip In Ball and Socket type joints. Very quick to construct being very rigid and strong when the model is completed. I wonder if the joints are going to wear and become sloppy as I understand happens with Lego. The models were, a motorcycle, a car and two tricycles ranging in size from four to about nine inches long. One of the models had a friction drive motor which gave a good turn of speed when well spun up. Cameron remarked that the K'Nex electric motors he had were very good and also that Meccano strips can be used with K'Nex.

We received news from **Graham O'Neil** of this years display at Sefton, to be held at Easter on 4th April 1999

At our March 1999 meeting, there were thirteen members present, although strangely, no Meccano models were tabled for display. Most unusual. Doug King had some Meccano Magazines for sale at \$1.50 each. Quite a few were sold and others are waiting to be sold.

Cameron McFarlane presented his K'Nex motor kit. This contains a battery box/control unit, geared motor and some K'Nex parts. Could easily be adapted to Meccano use and seems quite powerful.

Peter Gibson has purchased a No5 Temsi set. He showed the manual for this and being a Dutch set, the manual was of course written in Dutch. Never the less it was an interesting manual.

Ian Torrens showed the latest Lego catalogue from the Lego truck display at the Riccarton Mall. A very interesting display with well over one hundred models on show. The cab and engine of the truck were open for inspection and was quite amazing, 16 speed gearbox, 580 HP, 6 - 8 mpg, with a double bunk cab, one bunk above the other. Quite some beast.

Graham O'Neill bought his set of catalogues etc, which are always welcome. He also had the latest Meccanomans Magazine for perusal. This contained an interesting article by John Ince. Graham read some correspondence and gave us bits and pieces of news including that Mrs Pluck is back in hospital. We are sorry to hear this and wish her a speedy recovery.

General discussion followed for half an hour or so, then the meeting concluded. Somehow supper was forgotten, but in spite of this a pleasant evening was had by all.

From Fireside Fun , MM Feb 1962

An airline passenger noticed a parachutist floating past the window.

"Want to join me?" called out the parachutist.

"Not on your life" replied the passenger, "I'll stay right here."

"Suit yourself," said the parachutist, "I'm the pilot!"

A party from a tiny village was taken on a tour of the London Docks. All were interested in a dredger at work, and the endless procession of buckets so fascinated one villager that he remained behind when the others went on to further sightseeing. Four hours later they returned to see if they could discover what had become of him. He was still there. "I've counted 11,973 of these buckets," he said, "and I mean to see the last of them if I stay here all night."

Of particular note has been a series reprinting Frank Hornby's patent applications, beginning in 1901. Nick has a complete set of them. Page numbering has been unusual, by the end of 1997 it had reached 2390, but the February 1998 issue began again at page 1.

CORRECTIONS; In the text of my Snowcat

model – Column 1, line 8 from the bottom, 1/2" should read 3 1/2".

Column 2 line 9 from the bottom, after girder insert – below, then a 4 1/2" flat girder, round holes down.

AUCKLAND MECCANO CLUB

From Lloyd Spackman

Our February meeting at David and Elizabeth Wall's home welcomed Peter Kessler who was just completing his annual summer tour of New Zealand. Also new member Chris Sullivan.

Models on display were;

George Ovenden's revolving crane (S/M 18)

Lloyd Spackman's London Tank engine and the little loco described in our December issue, also a biplane from a French one model set.

David Wall produced novelty transport for a large collection of tiny 1 1/2" tall teddy bears. One was a tractor drawn carriage for the "Tiddly Bears Picnic" the other a "ten Tram Touring Teddies" convey-

ance, David also showed a small air boat.

William Irwin brought along a lot of literature so there was plenty to read. It included brochures on "Lego Mindstorms" systems and SELMC publications through the Internet titled "Electronics in Meccano".

Over afternoon tea, there was a full discussion of the forthcoming Convention and very comprehensive reports from Peter Hancock.

Thank you to David and Elizabeth for your hospitality

AN OPTICAL ILLUSION

From Frank Davis

I was first introduced to Meccano by my Aunt and Uncle in 1930 when I was staying with them in Dunedin on school holidays. They took me to a shop in George Street run by a chap called Charlie Ball. Now I could stand corrected by you Dunedin-ites about the name, or where it was located. As I recall it was on the left hand side, about one hundred yards out of the Octagon, about opposite Moray Place. Remember it? To me it was a real treasure trove of a shop. There stood the large wooden showcase of Meccano parts and on the shelves behind the bright red boxes of Meccano sets. Arrayed on shelves around the walls were Hornby Trainsets with electric motors and clockwork motors, all in "O" gauge of course, the like of which we could never aspire to. We were experts on the British Railway system, LMS LNER S&GW. We collected the colourful literature regularly put out by Frank

Hornby and avidly perused it. Wonderful stuff!!!

These were the days of brightly enamelled green and red Meccano, it was new, it was modern, and as the publicity blurb told us "Boyhood's best days – building with Meccano", and "The toy that grows with the boy". Clever blokes those people in the advertising department in Binns Road. So far away, yet they saturated us with brochures and we lapped it up. Anyway, on that visit I was given a No2 set of Meccano by my Aunt, and I was in seventh heaven.

I can see that you are beginning to twitch a bit about the title to this article, so here is what it is all about. I returned to my home in Christchurch and it was not long before I found there were two Meccano and Hornby Train agencies there that should receive my attention. These were Proctors in the triangle formed by High and Manchester Streets,

where the old Majestic Theatre was. If you are almost as old as me you will remember the ornate town clock which stood there, since removed to Victoria Street. The other Meccano agent was run by people called Gay located in Colombo Street, south of the Litchfield Street crossing, about opposite Mason Struthers, a well known shop of the day. Now here is the strange thing, both of these agencies had as their main business that of opticians. The question I would like to ask now is :- Did Frank Hornby's organisation favour opticians when selecting their outlets, or is this all just a coincidence? You know, we might be breaking new ground here, we might find Frank's Father was an

optician and a trend has been discovered. Meanwhile, as you mull over this supposition, I won't hold my breath, but at least I have enjoyed this brief journey into nostalgia.

The Meccano agent in Blenheim when I was a boy (1950's early 1960's) was one of the local bike shops, not many sets on display as these were ordered as required, but they had one of those dealers cabinets full of parts to look at, dream about, and if you had enough money to actually buy some of. (ED)

A LOOK THROUGH AN OLD MM

From Lloyd Spackman

To browse through a Meccano Magazine, vintage 1935, is to enter another world. The adverts have some still - familiar names, but many more are now unknown Modellers, particularly those of my generation, will remember Seccotine (glue), Hamleys of Regent Street (est 1760), Frog (model aircraft), Lines Bros (Tri-ang), Raleigh (cycles), Voigtlander (cameras), and Dunlop and I.C.S.

Did you know meccano Ltd produced a special stand in 4 sizes for Hornby speedboats, price 9d ? I wonder if there are any still around in private collections. Meccano magazines of that era contained little real Meccano news. In a 92 page magazine 10 pages were devoted to meccano Guild and club news and to model building. Instead, in those days, it was the foremost boys magazine in the British Empire. The 1935 issue I looked at included an editorial about HM King George V; then articles about plants (the botanical kind) motoring, an ice factory, the Brussels World Fair, air news, engineering top-

ics, six pages of railway (real ones) news, a colourful account of the capture of an Opaki (an African antelope) by a famous Italian explorer, book reviews, chemistry, a Hornby Railways section, and a stamp collecting feature.

There was even mention of Herr Hitler opening a Berlin Motor show. It was very noticeable that many of the engines at this show were designed to run on fuels other than petrol. Even then, the Germans were preparing for war. The world wide coverage of Meccano magazine is evident in competition result. In the overseas section, prizewinners were from Canada, Belgium, Holland, South Africa, New Zealand, Spain, Australia, Iraq, Malta and India. A commentary on the prize list is under the name of Frank Hornby. I wonder whether he actually wrote it?

I can't think of any boy's magazine, then or now, which had/has such a wide range of subjects designed to appeal to boys — and to their fathers.

Hostess; "Won't you have some more Tommy?"

Tommy; "No thank you I'm full"

Hostess; "Well, then, put some in your pockets to eat on the way home."

Tommy; "No, thank you, they're full too."

"How many people work in your office?" An employer was asked by his friend.

"Oh, I should say, at a rough guess, about two - thirds of them."

"I packed my parachute myself," said the nervous student pilot, "but I'm sure it won't open."

"In my opinion," replied the instructor, "you are jumping to a hasty conclusion."

From "Fireside Fun"
February 1962

WELLINGTON MECCANO CLUB

From Bryan Jones

Copy for the last magazine had closed by the time the February meeting was held, so these notes are an issue behind. 1998 finished with our usual club dinner, held at the Old Flame restaurant in Petone. The first meeting for 1999, held on February 5th had nine members in attendance plus a surprise visit by Peter Kessler from Switzerland. Two models were on display;

Simon Moody brought his almost completed European Tramcar, with a length of track including a turnout (set of points) to try out it's ability to negotiate tight radius curves. Simon was hoping to coerce other members of his family into making lots of seats to fit out it's interior in time for Easter.

Brian Peterson brought his model of a Mini motor car, which he built using a Matchbox toy as the inspiration.

Don Flowers brought along a quantity of Meccano to sell, being part of a collection being disposed of for an out of town collector. Members spent quite some time deciding how they wanted to parted with vast sums of money in return for boxes of all sorts to take home.

We welcomed back **Paul Roberts**, a member whom we have not seen for some time. Paul is interested in writing computer software, and has developed a library of Meccano part's drawings to run under AutoCAD LT. This is a computer aided drawing package which allows drawings similar to those done by IsoMec software to be created, but with a larger selection of viewing angles. The completed assembly can also be rotated to be viewed from different perspective's, and a colour rendering can be done using the effect of a light source in specific locations to give realistic shadowing, a feature which is part of the AutoCAD software. Paul has spent a year in loading most of the parts available in the Meccano collection, and is presently developing "bill of material" software which will enable a complete list of parts used in the drawing to be automatically collated. Paul hopes to have the software commercially available shortly.

A short discussion was held over supper regarding the attendance that was likely for the Easter convention, and the continuation of meetings on a two monthly basis, under trial this year.

ELECTRIC MOTORS

On page 13 is printed an improved type of E15R motor that you can make with mostly Meccano parts with a few extra parts, this motor was designed by Norm LaCroix and is reprinted from the Canadian Meccanotes Magazine.

For those who are interested in this motor Norm's contact details are shown.

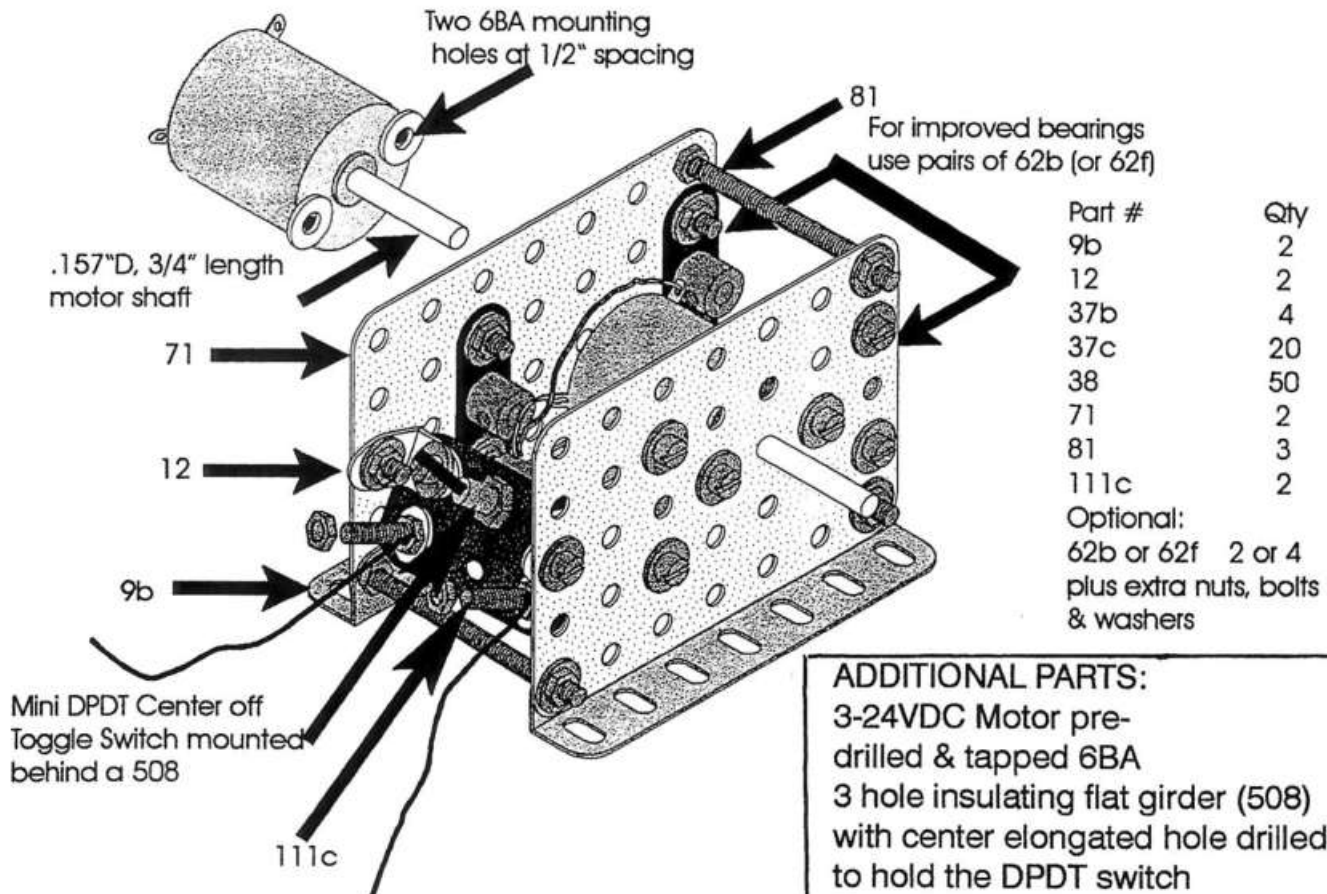
I have found it virtually impossible to obtain any sort of suitable motors in NZ, there used to be an importer for Marx motors in Auckland but they are not importing Marx now. Tanya make a kitset epicyclic motor / gearbox unit, 3 volt DC, but all the gears and rings are moulded plastic, has anyone tried these?

Trying all the importers of miniature gear motors the prices range up to NZ\$300 each, although there are only two importers of these motors, but when looking on the Internet for 12VDC Gearmotors there are a lot of suppliers listed, one had a unit 8mm in diameter and 38mm long for US\$20.00 each.

Most manufacturers are in Tiawan and are only interested in orders for large, Min order 1000 units, Quantities.

Has anyone found a source of motors suitable for use with Meccano. Lindsay Bond advertised some time ago that he had motors available, does anyone know where he got them from?

MODERNIZED (or IMPROVED) E15R MOTOR SUITABLE for THE CENTENARY BLOCKSETTING CRANE or ANY OTHER MODEL!



ISOMECH Drawing by Norm LaCroix. October 14, 1998

NOTES

There are many model plans that call for an E15R motor, but they are obsolete, expensive if you can find one, and worst of all are not very powerful, and, as Spanners know smell like ozone while running. These precision 3-24VDC motors have a ball bearing shaft, and when operated at just 12VDC are so powerful that they are very difficult to stop rotating using finger pressure on the rotating shaft. At 12VDC the motor runs at about 4000rpm. My E15R motor, by comparison, at 12VDC runs between 7000 to 9000rpm. 8s flat brass washers are identical to PN38, but not as thick. Mini-DPDT center-off toggle switches are available at Radio Shack @\$5.99 Less expensive nuts could replace the two terminal nuts.

SUGGESTED AC ADAPTOR:
12VDC output @500mA

ADDITIONAL PARTS:

3-24VDC Motor pre-drilled & tapped 6BA
3 hole insulating flat girder (508) with center elongated hole drilled 1/4" to hold the DPDT switch
Two 6BA bolts
Six 8s flat brass washers
Mini center-off DPDT Toggle Switch
Two Terminal nuts
Connecting wire

A kit of these Additional Parts are available from Norm LaCroix, 8 White Street, Petawawa, Ontario, K8H-1Z6, Canada
E-mail mecwars@webhart.ca

COST -

All above Additional Parts mailed in a 10 computer diskette holder to "Spanners"
Canadian \$24.95 plus postage

MOTOR available separately
@ Can. \$15.95 plus postage

MWT

From Bruce N and Bruce G

MWT MECCANO CLUB

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., 1/5/99, 7/8/99, 6/11/99

Meeting report 6 February 1999.

Three Meccano members in Palmerston North opened their Meccano collections for MWT members to visit and 23 members accepted the invitation including a Wellington contingent and Peter Kessler from Switzerland.

John Hansen produced:-

Boxed sets ranging from a 1920 No 1 to a 5ME of the 1970's,

A collection of literature including Meccano Magazines 1950-1980, Model Plans, Club Literature, etc.

A completed model ready for the "Meccano Convention 99" at Auckland being the Automated Table Tennis Ball Colliery complex from CQ 35 3/97.

And an extensive collection of parts in drawers and boxes in his Meccano modelling room.

Bruce Neilson has commenced a repaint of his large red and green collection and had laid out in the garage his system of rock tumblers, steel shot, painting boards, Spray Kote polyurethane aerosol cans of anti corrosive primer and green top coat, finished strips, and a polystyrene chilli bin rigged with a 17 watt cupboard heater and 450 nails for hanging and cooking the finished parts at 35 degrees Celsius for as long as desired.

Steel cabinets of parts were opened for members to browse, along with motors, steam engines, ash tray tyres, etc.

The back room housed an extensive collection of Meccano literature ranging from Meccano Magazines, Manuals, model plans, Club magazines and books; along with a variety of models.

Modelling is carried out in the lounge on an eight foot long table with parts drawers, overhead magnifier with light, and revolving model stand.

Bruce Geange had brought out a number of treas-

ures from his Meccano and model engineering interests.

The garage display featured

Model engineer stationary steam plants and generators,

Meccano 1929 and 1960 steam engine replicas

Steam engines by Mamod, Cranko, David Auld, and Wormar

Replica No 1 Meccano Aeroplanes

Replica 'O' gauge locomotives

etc.

The workshop contained Bruce's

Metal working equipment,

1" scale traction engine

1/64 scratch built D8H Caterpillar bulldozer

Scratch built steam wagons

Meccano room of French and English boxed sets and drawers of parts.

A 1/3rd scale Farmall "A" tractor which little people were allowed to drive around the back lawn much to the jealousy of big people.

33 people finished up the sunny day with a barbecue tea on the Geange's back lawn, the presentation of a MWT club hat to Peter Kessler, thanks to our hosts and their partners, lots of conversation, a very interesting half hour of ships funnels show and tell led by John Ince, and the last person left at about 10pm at the end of a very enjoyable day

Next Meeting - 3pm, 1 May 1999 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.

Model for this meeting - Model given movement by ONE Magic Clockwork Motor and/or Model given movement by TWO or more Magic Clockwork Motor

Those interested in antiques meet at Don Blakeborough's, 92 Cornfoot St, Wanganui at 2pm prior to Club meeting. Part 41 Propeller Blade is the subject. Please label or mount your specimen(s) to prevent confusion.

Bruce N and Bruce G

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

APRIL 1999

9th - WMC - St Lukes Hall

9th - CMC - St Johns Hall

MAY 1999

1st - MWT - St Lukes Hall

7th - CMC - St Johns Hall

JUNE 1999

4th - WMC - St Lukes Hall

4th - 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

Wanted to purchase;

Two Red / grey Richards 6 speed motors,
same as Meccano motors by have a lower base, will
take units with striped gears as well.

Contact; Don Flowers
90 Holborn Drive
Stokes Valley
Ph; 04 - 5638-008

N.M.M.G. Magazine Mascot

Parts List

- 10-2
- 16-1(Spine not shown)
- 18b-2
- 25b-1
- 31-1
- 38-4
- 50-2
- 59-7
- 63-3
- 65-2
- 69a-13
- 111-1
- 111a-4
- 116a-8
- 140z (17246)-16
- 171-1

