



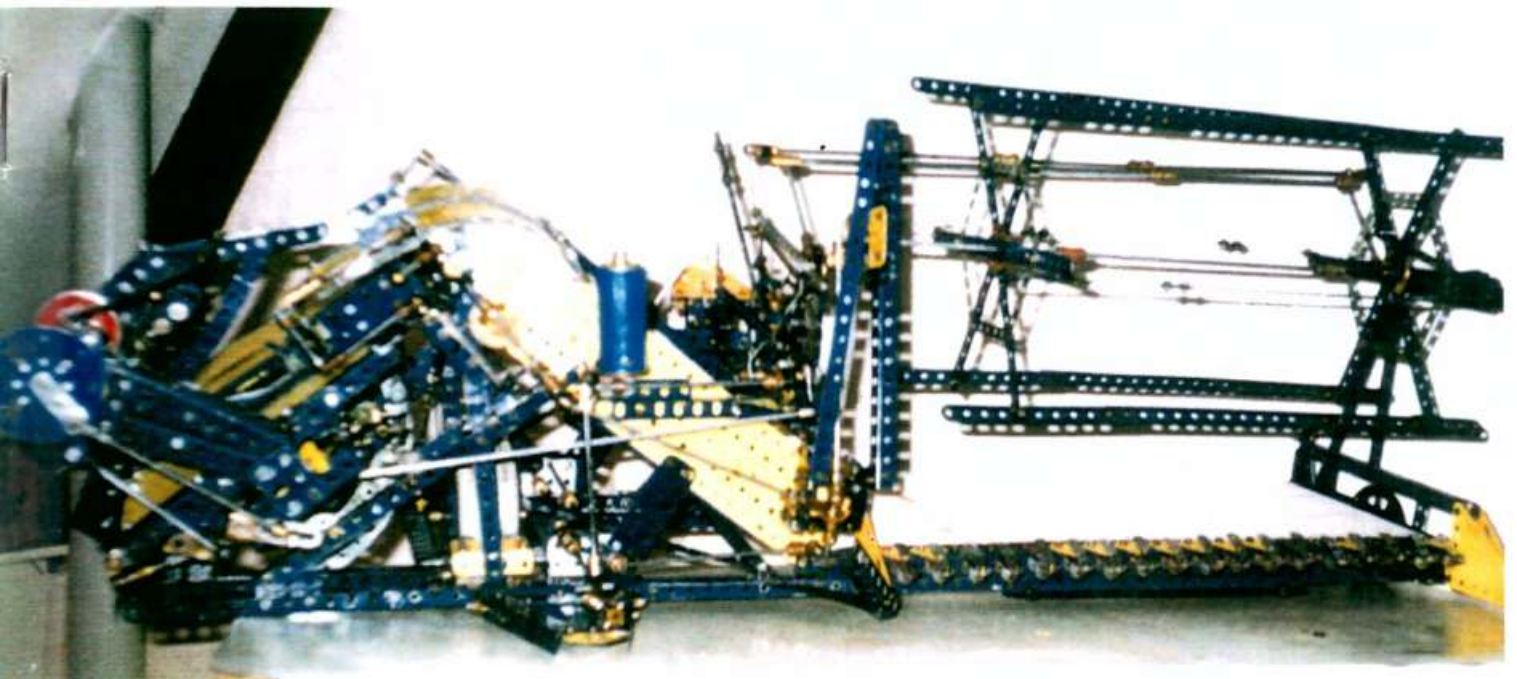
NZFMM Magazine

Volume 23 Issue 4

AUGUST 1999

Motivation
Enjoyment
Comradeship
Cooperation
Achievements
New members
Originality

Motivation
Enjoyment
Comradeship
Cooperation
Achievements
New members
Originality



**NZ FEDERATION OF
MECCANO MODELERS**

PRESIDENT:

Lou Nichols

© EDITOR & PUBLISHER

Don Flowers

90 Holborn Drive

Stokes Valley

Lower Hutt

Phone 04-563-8008

e-mail

flowers@ihug.co.nz

SUBSCRIPTION:

\$22.00 in New Zealand

\$26.00 overseas-Air mail post.

covers six issues per year

Forward to :

Max George

3A St John's Tce

Tawa

Wellington

COVER:

Reaper and Binder

Built by Douglas Muff

EDITORIAL

Welcome to this issue of your magazine, my apologies for it being late, my computer had to go in for repairs And as all the magazine was on the hard drive I couldn't finish until it was returned, two weeks later.

In this issue you will see the finished model of Douglas Muff's reaper and binder, this look's like a wonderful model from the drawings and photos that have been printed in our magazine, has anyone else made a knot tying mechanism?

Also a model plan for a crawler tractor from Bruce Geange, and drawn by Bruce Neilson a grader blade will be published in the next issue.

Max George advises that a few people have still not paid their subs, this will be the last issue that they get If they do not pay, sorry.

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
WELLINGTON	Simon Moody	04-528-3032
WELLINGTON	Lou Nichols	04-383-6173
CHRISTCHURCH	Graeme O'Neill	03-322-7456

CONTENTS

Reaper & binder	3
Crawler tractor	8
Bits and pieces	13
CMC	14
AMC	16
Convention Competition	17
Wind power	18

REAPER AND BINDER

From Douglas Muff

Further to the details of reaper and binder, published in the December 1998 magazine, I am enclosing drawings of the completed model. In most cases the drawings require little explanation.

Figure 6 shows part of the rear of the model and the drive to the elevators and the platform conveyer. The upper conveyer (1) is suspended from the operators platform (2). This is to allow long straw to travel upwards without hindrance. A plain roller (3) driven by $\frac{3}{4}$ " sprockets assists the grain on to the packing table. Figure (7) shows the front of the model. The lower elevator roller shaft carries a 50T gear meshing with a similar gear on the upper roller. A $\frac{3}{4}$ " pinion meshes with a $\frac{3}{4}$ " contrate on the shaft (5).

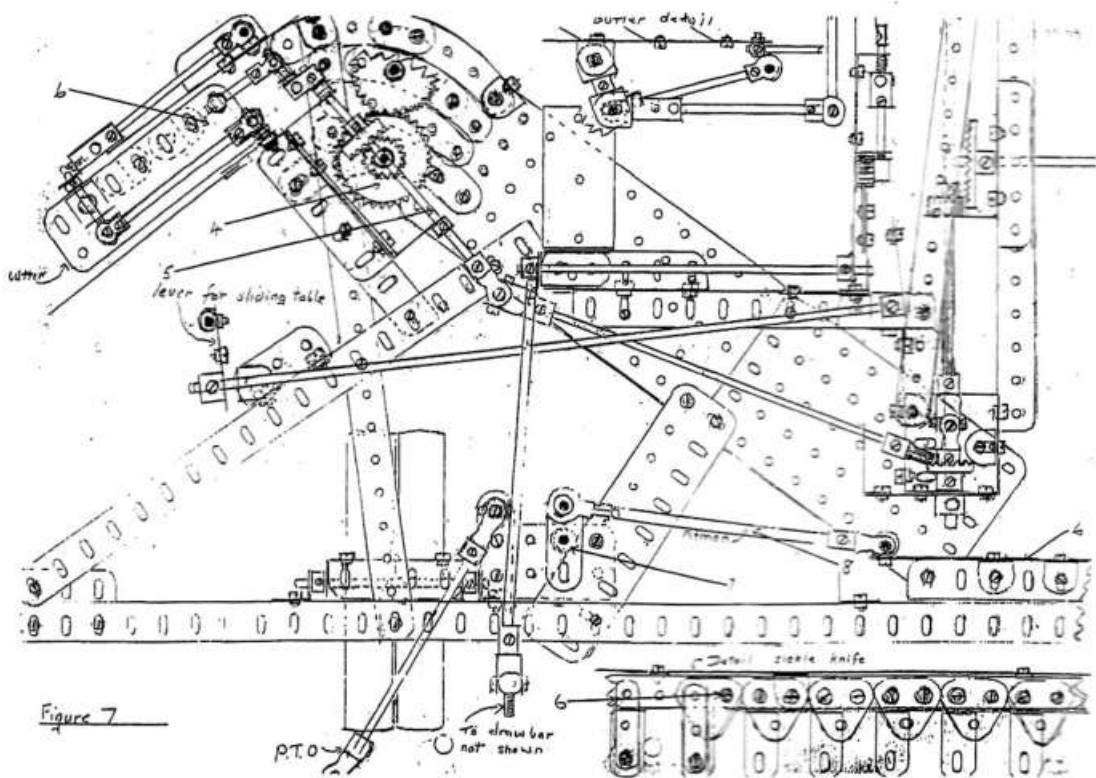
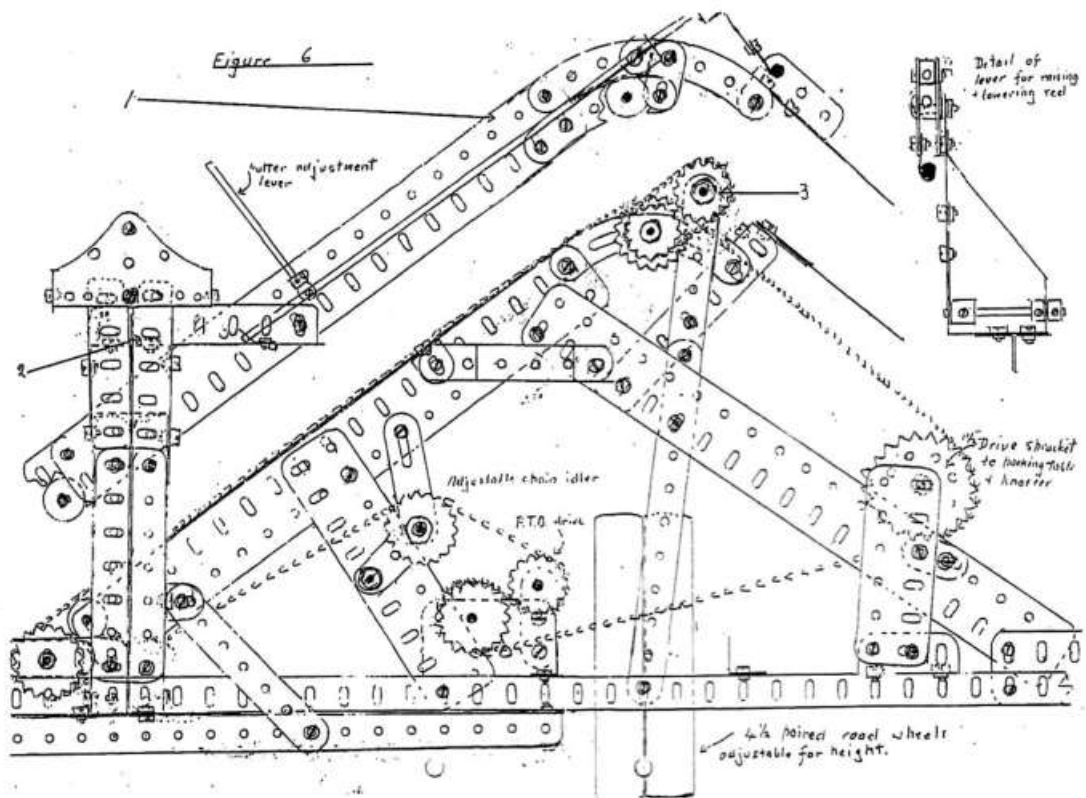
A crank at the top of this shaft operates the butter (6). The crank imparts an inward and downward movement to the cut end of the straw. The butter is adjustable by virtue of the lever arrangement shown in the detail. The shaft (5) at the other end carries a small pinion from a No1 clockwork motor and drives the reel in the manner shown. The reel is adjustable up and down, forward and back by the operator.

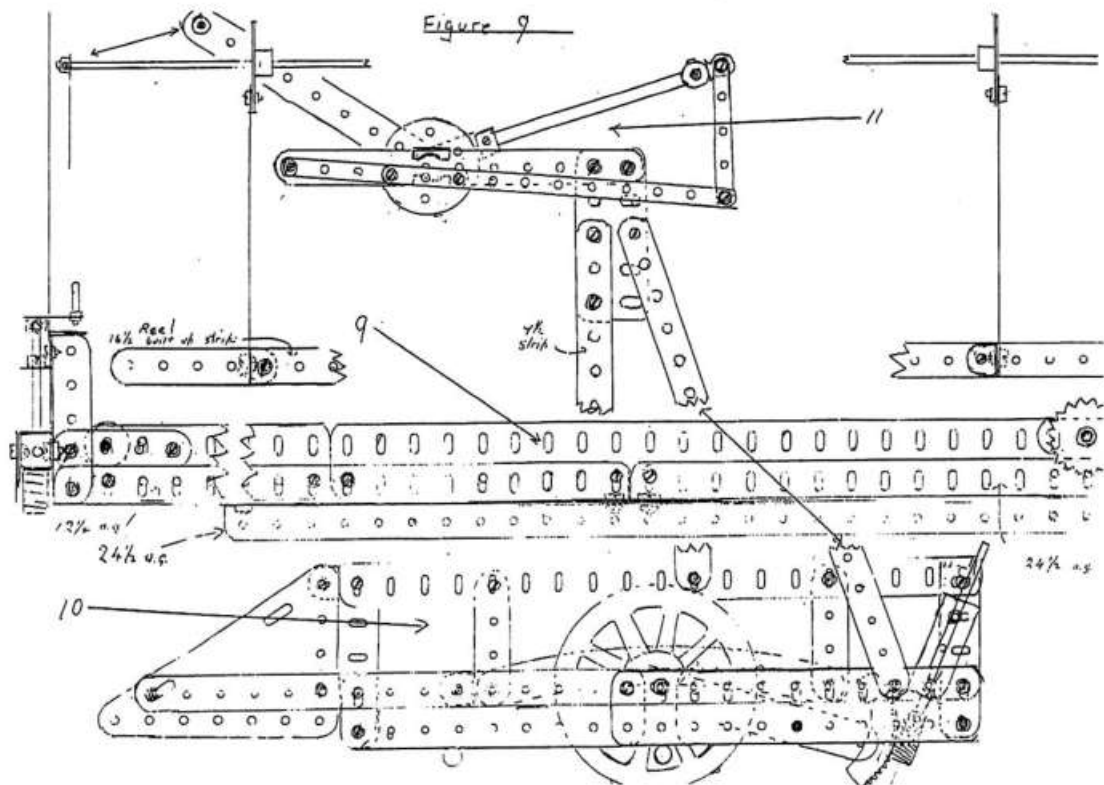
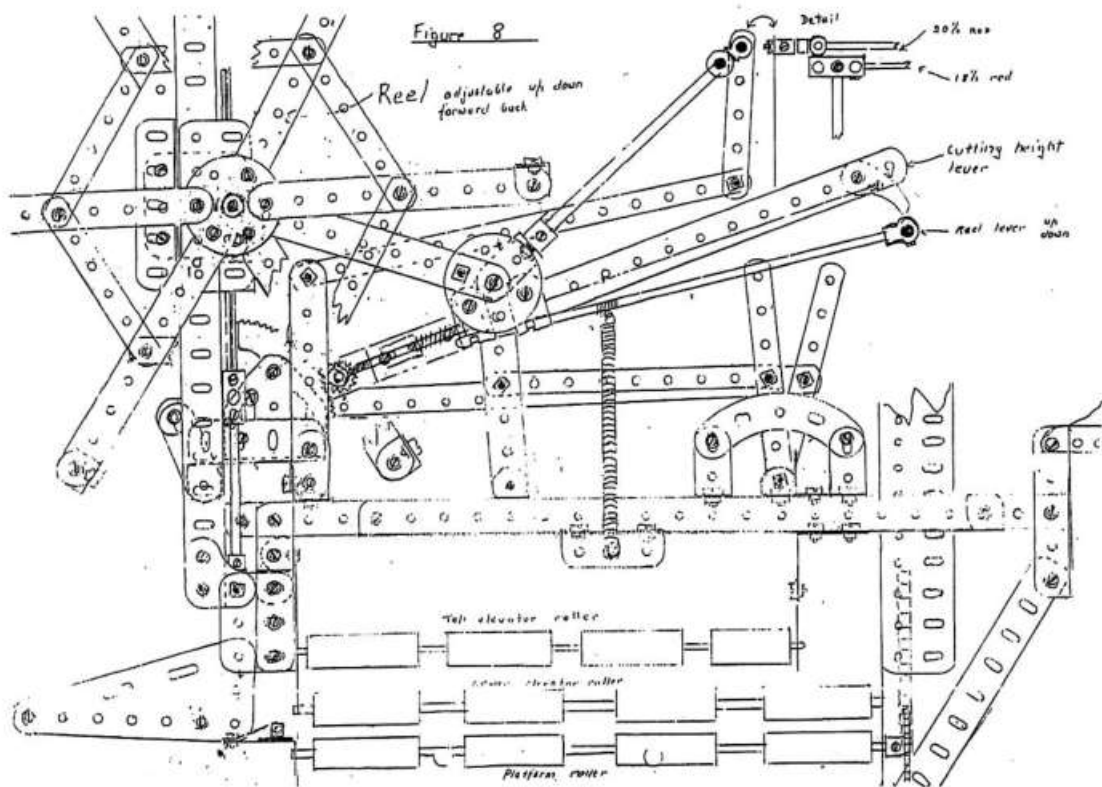
The sickle knife (6) of 1" triangular plates, slides between fingers of 1" x $\frac{1}{2}$ " angle brackets with narrow

strips secured over. The reciprocating motion of the sickle comes from the crank (7) which is connected to the knife by the pitman (8). Figure 8 explains construction of the reel and shows the various levers required, the conveyer rollers are sleeve pieces (29 required) fixing the driving rollers to the axles rods presented a problem, until I found that using $\frac{1}{2}$ " pulleys to centre the sleeves and a spring clip forced on to the rod with one arm of the clip engaging the split in the sleeve piece. Problem solved.

I used a strong plastic material about the thickness of wallpaper for the conveyer belts. Figure 9 shows the rear of the platform (9) which is 19 $\frac{1}{2}$ " wide and construction of the platform end (10) with adjustable wheel. To save space, I included detail of the outer reel bearing (11) in this drawing.

This working model is entirely original and carries out all the functions of the real machine, from the cutter bar to the packing table and the twine tying device. To the best of my knowledge, which goes back to the 1920's, a real working model of a reaper and binder has not been attempted before, and I am really sorry that Bill Watt in particular is not alive to see I working.





FROM THE PRESIDENT.

This is my first opportunity to say something in this column and I would like to cover three topics, THE STRUCTURE OF THE NZFMM, LOOKING TOWARDS 2001, and our MAGAZINE.

As most of you know we are a fairly loose knit organisation with no formalised structure, but things do get done and the New Zealand Meccano modellers do get to know each other. The magazine gets published, printed and distributed by Don Flowers. The subscriptions ably collected by Max George. The four active clubs each have a president and committee and hold regular meetings. And we have a NZFMM president, elected every two years at the Convention and here I would like to say thank you to David Wall, our immediate past president for his leadership over the last several years.

TOWARDS 2001; By the time this magazine is in your hands there will only be 20 months before our next Convention to be held over Easter 2001 (the 13th, 14th, and 15th April) in the Upper Hutt Civic Centre. Twenty months does sound like a long time but I would like every Meccano modeller now to

make a positive commitment now. to be part of the New Zealand celebration of 100 years of Meccano.

The Upper Hutt Civic centre main hall is very large and this will be just the occasion to carry on the successful conventions that have been held bi - annually since 1978. Each club has been asked to make a special collective Meccano presentation and MWT and Wellington have decided what theirs will be. Also, you will see a letter in the magazine with the details of the special competition being sponsored by Mattel, the Meccano importers in New Zealand. The Wellington club will publish further details of the 2001 convention as time goes on.

NZFMM MAGAZINE; Now to the business of our magazine. Don, our editor is looking forward to receiving your contributions and on his behalf I would like you to think of Meccano related articles, large or small. Don will be happy to receive the, and our NZFMM Magazine will be all the better for them. Happy Meccano Modelling.

Lou Nichols

EVOLUTION OF A CLUB MAGAZINE

From Lloyd Spackman

I borrowed from the Auckland Meccano club library a set of Sheffield Meccano Group (later renamed "Guild") newsletters, beginning with their first one up to the last, in June 1988. The first was November 1981. After 1988 it became "Meccano Quarterly" and subsequently "Constructor Quarterly".

It was fascinating to read the magazines in sequence and note the steady evolution from a 4 - 6 page typed newsletter which contained Club meeting notices and some model reports. Sheffield actually first met as a club in October 1980, when 7 people turned up. The first newsletter came a year later. Under the editorship of Peter Mason and then Ken Ashton it continued to grow, much on the same lines, but with more contributed articles and some drawings. Photos appeared in 1984. The June 1985 issue was 14 pages. It obviously grew in quality and size in tandem with the steady increase in Club membership. In June

1985 there were 48 members, nearly all from around the Sheffield area. A notable "foreigner" was Dr Keith Cameron in Florida USA.

From September 1985 Robin Johnson took over as editor. There was an immediate change in format and size to 20 pages with a colour cover. It also had the first of many construction articles from Keith Cameron, the first page of Bill Thacker's excellent cartoons, a crossword, and more contributed articles. You can see that, even then, Robin was laying the foundations for a quality magazine which eventually became his "Constructor Quarterly". In fact, there is not a great deal of difference between the format of SMG Newsletters 1985 to 1988 and that of the present "CQ". By June 1987 Club membership, measured by the number of magazine subscribers, (as we do in New Zealand) had grown to an amazing 244.

AUCKLAND CONVENTION

From Robert McKibbin

Your editorial gave me some cause for concern, I rise in defence of meccanomen. After visiting the Pakaranga Convention 99, I can see why the magazine could lack the odd line of correspondence. Your readers are obviously far too busy to put pen to paper, or in this modern age, fingers to keys. Please do not remonstrate with these industrious men, who are occupied making and doing, whilst people like me, are observing and admiring.

Watching that little steam donkey engine working it's little heart out with the whiff of meths in the air was such a delight to the eyes, it's puffing sound pleasant on the ears, driving the massive crane. Clearly a work of devotion. The fairground had me wishing I could find a little dottle marked "drink me" like Alice in her wonderland....

The music was so inviting, making my desire to scare myself on the ghost train, spin on the merry go round place a ball in the clowns mouth, and wet my pants on the octopus, as tangible as the real thing. I had to be content with staring at the site in admiration watching the eyes of the children light up.

The mesh of gears on the demonstration unit reminded me of my early introduction to the world of gearing back in Liverpool in the early fifties - **"gears are very complicated Rob only for grown ups!"** I have promised myself that I will build a similar set with the plans forwarded onto me by the generous exhibitor who will have my eternal thanks, when I have mastered the construction. His model of the 18 gears versus the 19 shed new light on my befuddled

and confused mind.

Admiring the large cargo ship, I moved around the wall and was greeted by the robot, marching proudly and merrily alongside the big fighter plane. What a sight - my mind unable to take everything in as I watched an exhibitor make careful final adjustments to his model. I was searching for a second "drink me" bottle so I could board and ride the Onehunga bound tram. The racing cars, the trains, the many little models made me envious of the ingenuity of the constructors.

The ping pong ball machine hypnotised me, waiting for the return to operate, and I could almost feel the pulse of the Darlington loco. The Eiffel tower, and the renovated sets of Meccano of yesteryear together with the tramway system, left me standing with my mouth open or to use a typical Liverpool saying we used in the Binns road area:- "gob smacked"

My visit did solve one problem my wife and I have been facing. What to do with the walls of our newly decorated kitchen. Seeing the blown up laminated covers of the two young boys with the crane, gave us the idea to frame something similar to hang in pride of place.

So I left the convention a lad again, with more enthusiasm to build, to gain the confidence to be an exhibitor one day. Be warned when that time arrives, I will not have the time to write, hopefully I will be like these very talented men. But in the meantime, I will stand back, watch, and write...

1950'S R/G SET FOR SALE BY TENDER

Probably complete except for some smaller parts such as 63b,116a,147b,173a and 175, no driving bands, tyres 142a are Ezybuilt. Needs cleaning and reconditioning, stored in five home made trays, no cabinet. Many extra parts plus an E15r, No1 C/W and a cricket ball motor. (motors not tested by me) Nuts & bolts, about 1/3 are Ezybuilt so probably other Ezy-

built parts in set, Several manuals, dog eared but could be repaired. Catalogue available from Lloyd Spackman,

Highest or any tender not necessarily accepted. This is a chance for a modeller with the time and inclination to obtain a set 10. For inspection please contact Mrs M R Gutry, 34 Sheriff Pl, Alfriston, Auckland. Phone 09-2677-485

CRAWLER TRACTOR

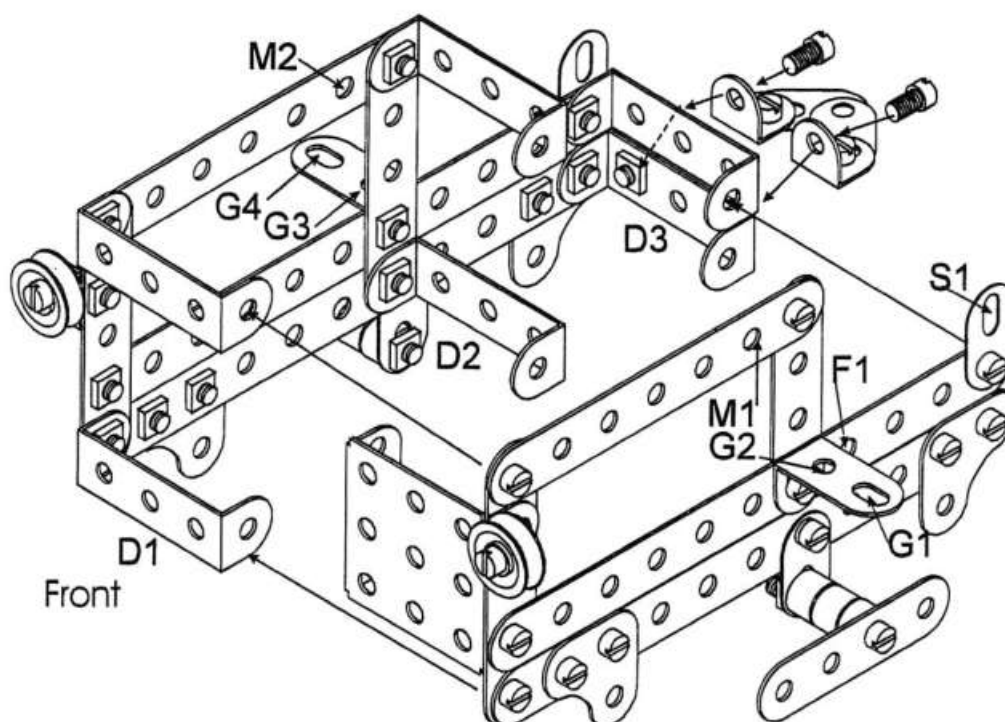
DESIGNED BY BRUCE GEANGE

Model plan produced and tested by the collective skills of
members of the MWT Meccano Club, New Zealand.

Nuts and bolts not counted. Only spacing washers shown.
Building time 3 hours approx.

This model plan goes with a towed "grader" that will be published in the next issue.

Bruce A Geange - Tractor Part 1 - Chassis



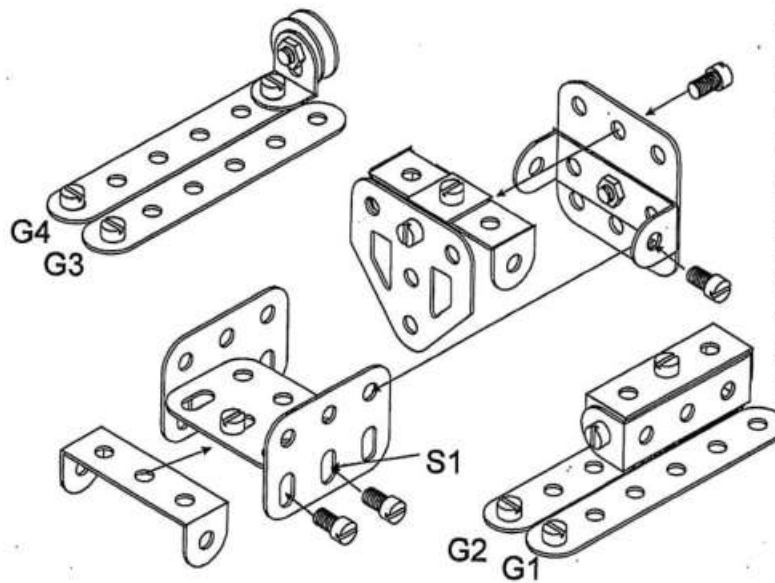
Right and Left sides are mirror twins

Parts List

Chassis

2-----4
3-----2
5-----4
6-----2
10-----6
12-----4
12b--2
23bp-2
38a--6
48-----6
51b--1
111c-2
111d-2
133a-4

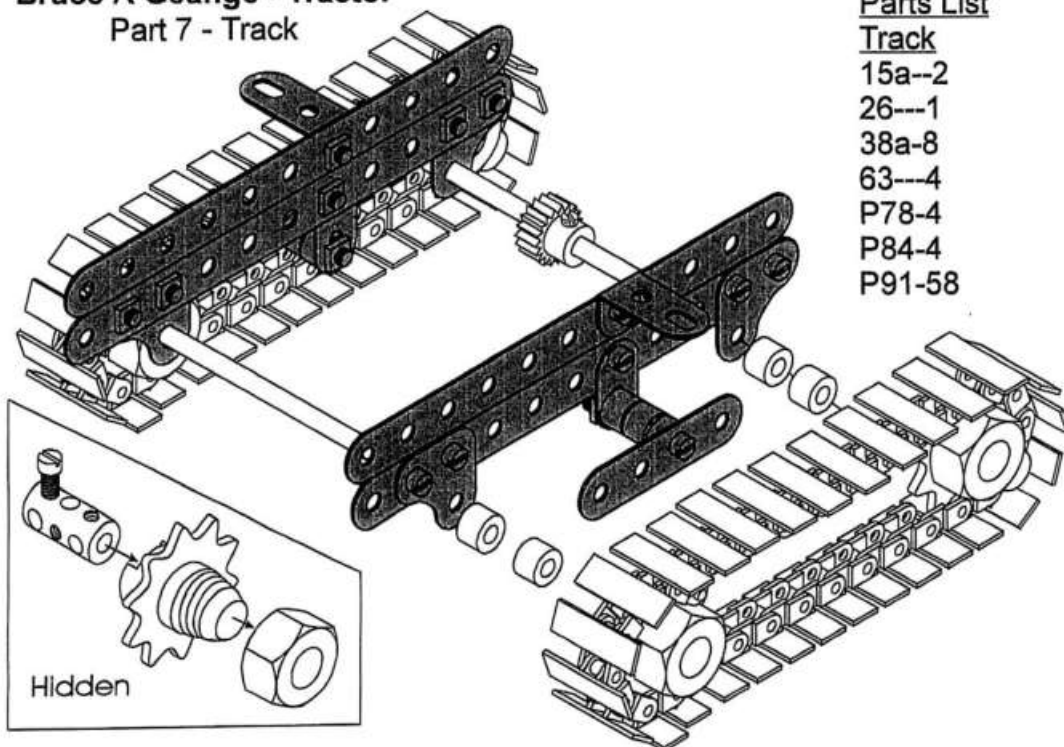
Bruce A Geange - Tractor
Part 6 - Driver's Seat and Mudguards



Parts List
Driver's Seat

4-----4
 11----1
 12----1
 23bp-1
 48----5
 74----1
 103h-3
 111----1
 111c--1
 126a-1

Bruce A Geange - Tractor
Part 7 - Track

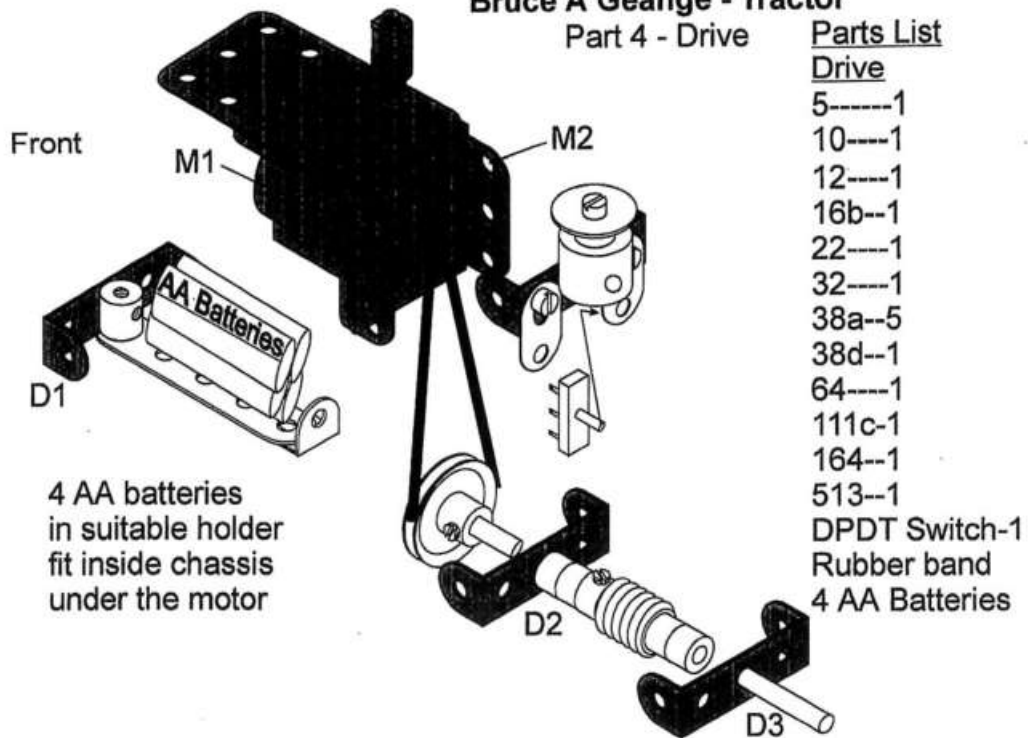


Parts List
Track

15a--2
 26---1
 38a-8
 63---4
 P78-4
 P84-4
 P91-58

Bruce A Geange - Tractor

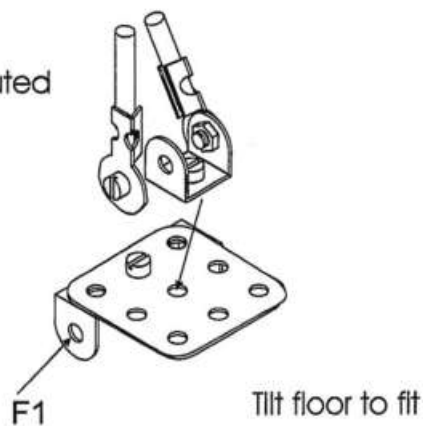
Part 4 - Drive



Bruce A Geange - Tractor

Part 5 - Driver's Floor

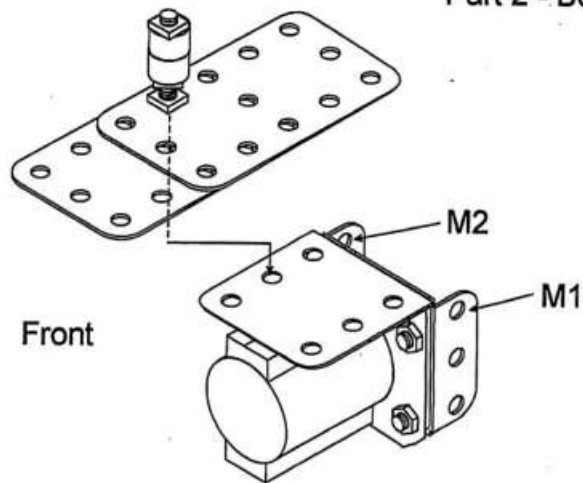
Part 120dm
can be substituted
for levers



Parts List Driver's Floor

11----1
18b--2
48---1
74---1
212--2

Bruce A Geange - Tractor **Part 2 - Bonnet and Motor**



Parts List

Motor

38a--2

51b--1

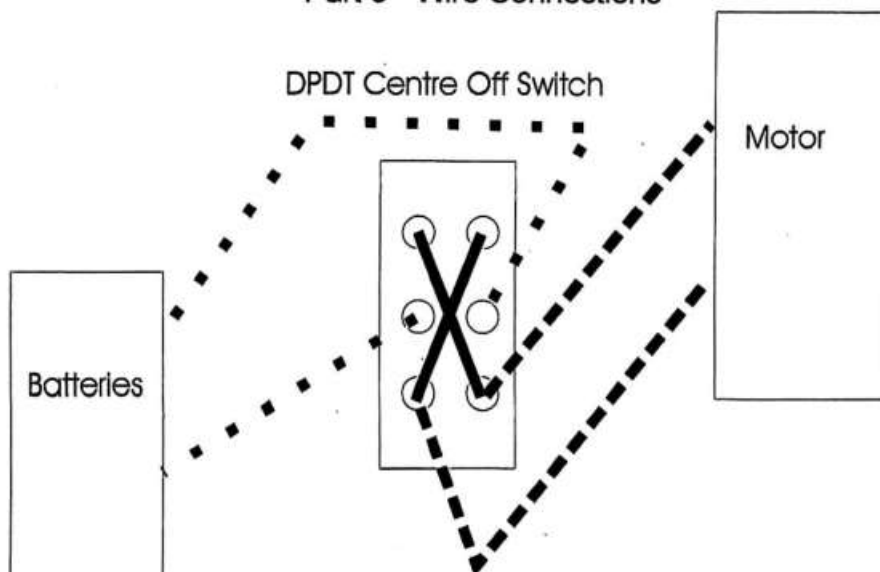
111d-1

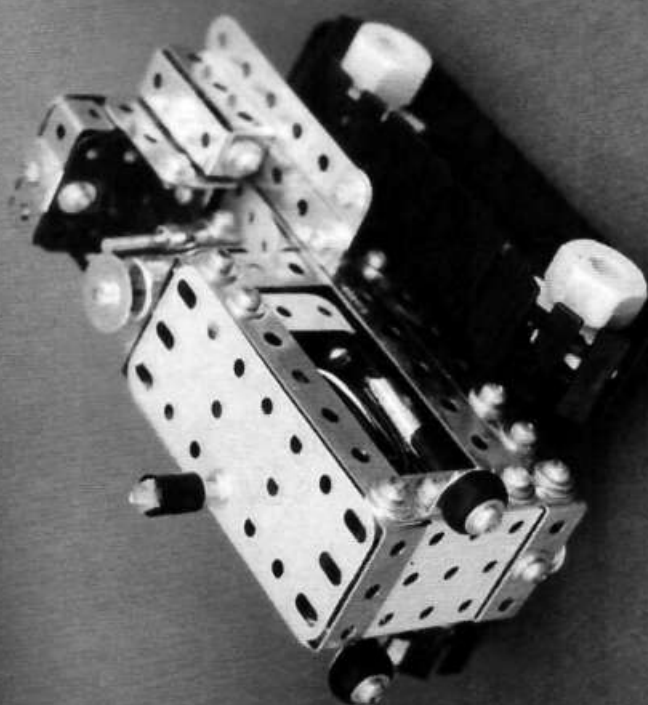
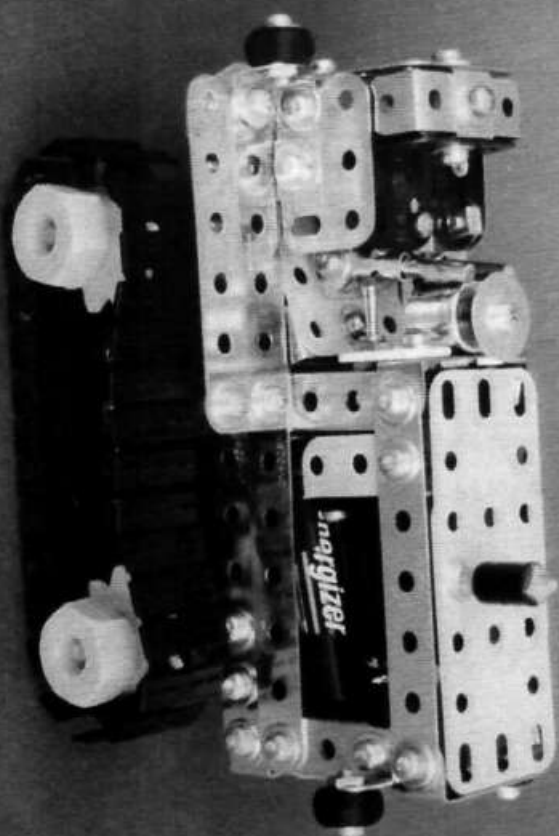
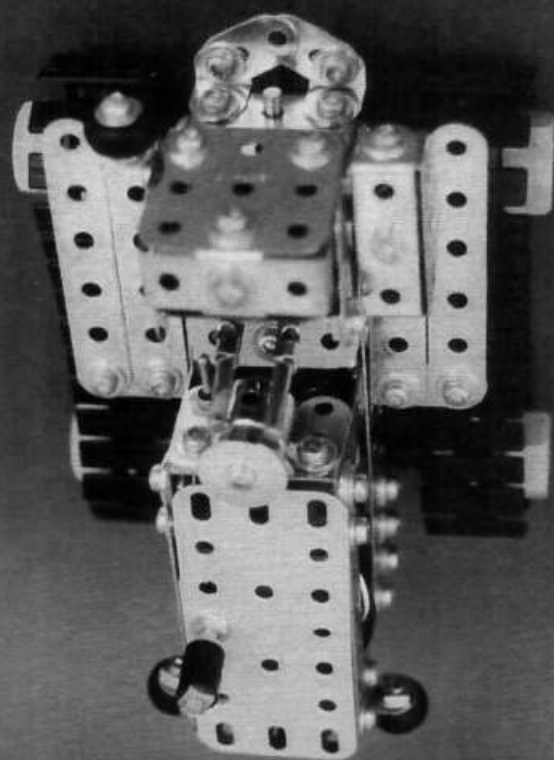
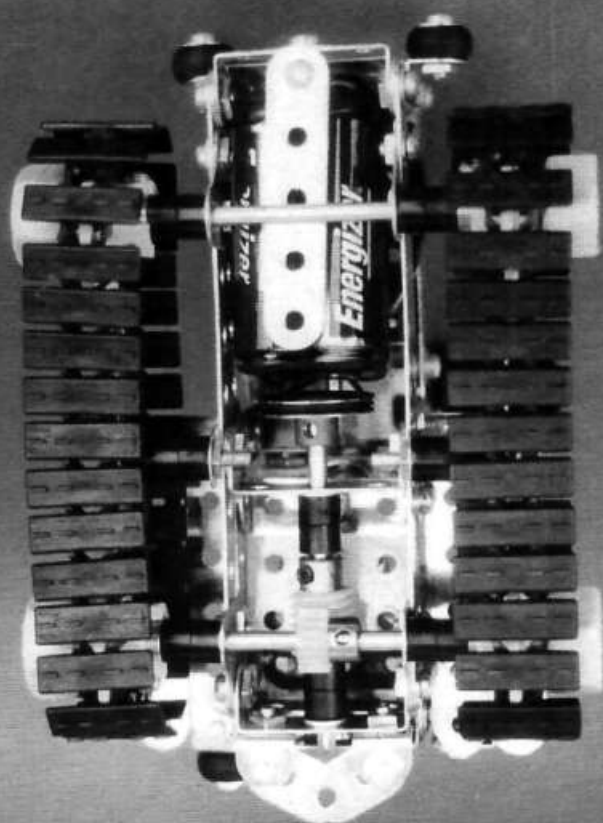
188--2

Motor

Swivel 188 to access wiring

Bruce A Geange - Tractor **Part 3 - Wire Connections**





BITS AND PIECES

From Lloyd Spackman

QUOTATION "We were very poor. I remember at Christmas always wanting extra bits for my Meccano set. Sometimes I got them, sometimes I didn't" (Jeffrey Archer, politician and author, in "Hello" magazine) Thanks to Lou Nichols for this item.

QUOTATION "You can go anywhere you want to if you look serious and carry a clipboard."
"When you don't know what to do, walk fast and look worried" (Tony Ferrers in the Chartered Accountants Journal)

MECCANO MAGAZINES; 1925 - 1979, approx 600 for sale preferably in one lot. Condition mostly good. If interested, please contact Dave Cowie 09 - 838 - 7845.

OWNER PLEASE; Two nine hole zinc strips left on a convention table near our President. Owner please contact me (LS)

CONVENTION COMMENDATION; To John Jordan who came from Inglewood for all day Saturday, not to exhibit, "just to help" (his words). Which John did, helping to run the very successful Meccano shop with Noelene Carey. Thanks to both of you. Also to Mike Walmsley from Paeroa who stayed a while on Saturday "just to help"

STAINLESS STEEL GIRDERS; British Colombia MC is having made replica flat and angle girders in 44" lengths out of 0.037", 2B grade Stainless steel. Use a high quality thin blade hacksaw to cut them to whatever lengths you wish. Prices are quoted as FG \$US5.50 plus S&H. AG \$US 6.25 plus S&H. Further information from Lloyd.

Set 10, \$NZ7500; The March 1999 lots list from Mw Models includes this one: Lot A8447, No 10 set, early 1960's light green and red, in original 4 drawer cabinet, complete with manuals and leaflets. Unused condition GBP2500

MISSCOUNTED; The label on the box said "150 brass plated cheese head bolts". It was my writing, excellent I thought just enough to use on the plinth. They will look good there. By the time I had bolted

together the frame and braced girder sides I had 8 left. So I counted again $46 \times 2 = 92$. Where did the other 50 go, I can't remember.

New Zealand news and contributions took up 28% of the January 1999 issue of I M, far exceeding those from any other countries. Main NZ contributors were J Ince and Graeme O'Neill, as well as two separate accounts of John Westwood's visit to us last year

BRITISH COLOMBIA; odd notes;
Member Reg Partridge has acquired a 1912 No 1 set. Marklin has bought Trix. Roy Zuehlke sells Meccano, Trix, Exacto, Marklin, Temsi and Stokys sets and parts. His
Address is. Valley Transport Inc, P O Box 2184, Rogers, Arkansas, USA 72757.

FROM INDIA; BCMC members placed a bulk order with Ashok Bannerjee. They say the quality was excellent. Delivery time was 3 - 4 months See Ashok's price list in this magazine December 1998 page 18.
(Having had parts from Ashok I can vouch for the quality and finish, Ed)

AUTHENTIC EIFFEL TOWER; Neil Dulson from BCMC has finished his model of the Eiffel tower

The controlling parts which determined his model size were the $5\frac{1}{2}$ " curved strips around the lower legs of the tower. So, after a years work it ended up $7\frac{1}{2}$ feet tall, 38" square at the base. It contains (including n, b & w) 13263 parts. In the model are 1030 narrow strips, 287 ordinary strips, 232 flat girders, 242 angle brackets and 96 double braced girders. All in the interest of authenticity, congratulations Neil.

PRICE COMPARISONS; In \$NZ

	Meccano	Marklin
Washers:	6c	11c
$1\frac{1}{2}$ "p/ pulleys:	\$3.57	\$2.00
Tyres for these:	\$3.45	\$3.90

CHRISTCHURCH MECCANO CLUB

From Ian Torrens

The CMC had 9 members present on a warm evening for our June meeting. There were only two models for display but these were interesting and worthy of some discussion.

Cameron McFarlane showed us his bicycle which is a nicely modelled unit and measured 12½" long x 6" wide and 8" high. It had Pt No 19b with tyres as the wheels. A fine looking model.

John Hamlyn presented his Drum Drive unit for the Wharf crane he is constructing. This unit uses the motor from a Video Recorder which is driving a two speed gearbox with a control lever for hoisting or lowering. This unit uses a friction drive from the motor and hoist's slowly but lowers somewhat faster. John's drive unit measured 5" wide x 7" long and 4" high. A good effort. Motors from video Recorders are becoming quite popular with our club members and are proving very satisfactory.

Ian Torrens told of his trip to Wellington by ship and of his visit to Te Papa Museum including the Star Trek exhibit and of his visit to Don Flowers. A most enjoyable trip, made even better by meeting Don.

General discussions continued for the next hour or so and the evening concluded at 2200hrs.

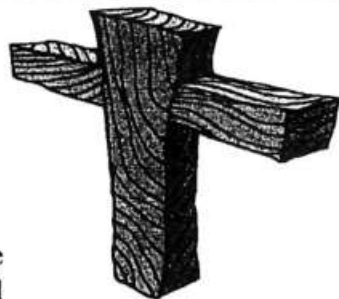
A dry but cold evening for our July meeting, so on with the heaters and enjoy our evening, this month there were 11 members present bringing along 3 models for inspection.

Chris Thompson showed us his Twin Constant Mesh Gear drive. Two 25T pinions gave the output drive and could be engaged and disengaged independently as required. Quite neat, this unit measured 4½" long x 2½" wide and 1½" high, operating very smoothly.

Graham O'Neil bought along a "Monkey on a string" pull the string and the monkey climbs up the string, slacken the string and the monkey climbs down. The monkey measured 10" long x 2½" wide. A most interesting and amusing model.

John Hamlyn displayed a selection of his Giant Level Luffing Wharf Crane, that he has been constructing for some time. John is designing this himself but it is loosely based on the crane in MM Feb. 69 page 110. He bought along the base on which the crane travels and this was 4 ft long x 12" wide, this had a 4ft length of rack strips which will receive the pinion drive from the crane. He also had the base of the crane itself, this was built up to the roller bearing position and contains the motor and gears for the travel motion, the size of the base is 18" long x 12" wide and 20" high. John intends to have separate motors for each movement thus 4 motors will be used, ie; travel, hoist, luff and swivel. Promises to be a very good model.

General business followed and restructuring of the club officials was sought as Mr and Mrs Pluck must now be replaced. Firm decisions are expected to be reached shortly. After a time of general discussion the evening concluded at approx 2210 hrs.



It is with great regret that the death of Mrs Pluck who passed Retirement Village Christchurch. Mrs Pluck joined the CMC in 1972, and was the Club Treasurer from 1973 on. The members of the CMC wish to express their deepest sympathy to the members of the Pluck family

Christchurch Meccano Club advise of the away on 3rd June 1999 at the Ngaio March

MECCANO AND HORNBY TRAINS AT PAKURANGA

A spectators view, by Maurice Clarkson,

From The NZ Hornby Railway Collectors Ass Newsletter, May 1999

As luck would have it we were visiting John and Helen Clarkson in Auckland over Easter, and John had cut out the advertisement for the 98th Meccano Anniversary Exhibition to be held at Pakuranga on Easter Saturday and Sunday.

Sunday morning being free we soon found our way to the hall, where we were treated to the most impressive exhibition of Meccano models we had ever seen. Viewing was made easy, with a large central display area and an outer circle of display tables, laden with working Meccano models, both traditional and modern. The very large models included the Eiffel Tower with working lifts, a steam powered blocksetting crane, a tramcar with motorised bogie wheels, a spit-fire with revolving propeller, two cargo ships, a tall walking robot, a large tank locomotive, an operating cable car, etc. There were many other working Meccano models, including "O" gauge locomotives circling on Hornby track, a 19th century type loco reversing on straight track, a sailing ship rocking to and fro on a sea and dozens of other working models including spirographs, road vehicles, working gear displays etc.

Two especially ingenious displays were a complete miniature fairground with working "dodgems", an "octopus" ride, merry go round, ferris wheel, ghost train etc, and a perpetual motion model, with ping pong balls being shuttled by a tipping wagon from one end to the other with automatic ball lifts and feed chutes at either end.

It was great to see HRCA members Bruce and Alison Geange exhibiting there. Bruce displayed his working Meccano model of a wind machine, plus his beautifully made Meccano replica aeroplane and a No2 Hornby loco built from scratch, but looking exactly like the real thing.

The whole exhibition was well organised, with friendly people on the desk, one or two sales areas, static displays of every conceivable Meccano product including sets from No1 to No10. There was Meccano literature from all periods together with the popular Meccano Magazines. Added interest was

provided with a "marking sheet" handed out on entry and we were invited to enter numbers of the exhibits we judged to be the best for later collation.

The adjacent room was devoted to Hornby train here we found two small but attractive layouts, or "O" gauge, and a 3 rail Dublo track. Minimum track circuits were provided on appropriately covered tables, with a small amount of scenery. The locos and rolling stock displayed were all in presentable condition. Member Doug Harris was in charge of the Dublo running when we arrived, and we noticed the locos included 3 from Phil Parry's "French Dublo collection. These were well detailed models.

Phil even displayed a French Meccano Magazine for those wishing to brush up on their French language. We chatted to Phil for some time, and admired the "O" gauge stock, which included several No2 special locos, a French loco and train of wagons, the first Hornby train of 1920, looking very "Bing like" with its tender and two tiny coaches, the first No1 wheel coach with LNWR crest, a metropolitan loco, a nicely restored LMS No1 special tank loco by new member Dave Woolbridge. We met some other new members and also chatted to Keith van Gulik.

I was impressed by the flair and skill shown by the Meccano model builders, using in many cases standard Meccano parts to create an instantly recognisable model.

Looking back it is easy to appreciate the genius of Frank Hornby, the inventor, the politician, the successful farsighted businessman and enlightened employer. His product range was varied and of high quality, he was excellent marketer and exporter, and his products enhanced the lives of many.

This was a most interesting display, and full credit must go to both the Meccano club and to the Auckland HRCA members.

AUCKLAND MECCANO CLUB AT MODEL X 99

From Lloyd Spackman

Model x at Henderson each Queen's Birthday Weekend is one of the most popular family attractions here. Visitors this year were in record numbers from a few weeks old to well into their 80's, and every age in between.

Our four tables in an excellent location were jam-packed with over 50 models most of which had been seen at Convention.

William Irwin had the ferris wheel from the special M.F. set 8256 as well as the reconditioned showman's traction engine.

Graeme Wrightson showed his windmill and crane and some Junior Meccano models from **Kegan**.

Peter Hancock had a corner full of recent M.F. Space set and battery powered models including the Space station and crane.

Bruce Haines brought along his bus and front end loader.

David Wall's gas engine ran happily all day and his cat stared at the children at eye level.

George Ovenden had two showman's traction engines and several small models as well as a 3 motor crane based on SM 18 and run from a very neat switch box.

Lloyd Spackman's Locomotion No1 ran almost continuously for 7 - 8 hours daily over three days. It was powered by a PDU set at 60 - 1 from a transformer at 6 volt and with a double rubber band drive.

Interest in **Neil Carrey's** ATB tramcar model was great. Former tramways staff examined it closely to find if there were any details that Neil had left out. They apparently found only a couple of minor ones.

It was an excellent show, Western Districts Model Railway Club appreciate our participation each time. Once again, we could have done with more space. We thank all members from our club who helped and exhibited

AUCKLAND CONVENTION

From Lloyd Spackman

Income: Registrations	325
Door takings	<u>3496</u>
	<u>3821</u>
Expenses: Hall Hire	590
Advertising	1752
Prizes	250
Dinner Subsidy	533
Insurance	150
Exhibitor Catering	240
Sundry Expenses	<u>302</u>
	<u>3817</u>
Net Surplus	\$4.00

Some corrections are necessary to my model report:-

Daryl Anderson's model fairground measured 11ft x 6ft; not inches.

John Ince's Endeavour was fully rigged.

The hull of Robin Rye's pontoon crane was light green, not grey.

And we missed out **Sean Babbage** who showed a very good model dragster from Dynamic set 4065
Sorry Sean.

SPECIAL CENTENNIAL PRIZE COMPETITION NZFMM CONVENTION WELLINGTON EASTER 2001.

The prize for this competition is the special "LIMITED EDITION BLOCK SETTING CRANE" presented by the New Zealand Meccano agents MATTEL (NZ) Limited to the Auckland Meccano Club. The Auckland Meccano Club decided that as the centenary of Meccano is to be held in Wellington during Easter weekend 2001, that it was most appropriate that the prize be offered for national competition at that event.

JUDGING:-

Three NZFMM members have been empanelled to adjudicate.

They are:-

David Wall Auckland
Bruce Neilson Palmerston North
Peter Hancock Auckland

Each model will be inspected and appraised individually in the presence of its constructor who will be invited to demonstrate its features and answer relevant questions. At the conclusion of this process and after having conferred, the judges will issue a joint decision which will be final with no recourse. This decision may be to the effect, that as no model has attained a sufficiently high standard at this Convention, that the prize be held over until the next Convention to be held in 2003.

CRITERIA:-

The judges will expect the models to exhibit the following characteristics:-

- 1 Be constructed of genuine Meccano or approved replica parts (refer to footnote).
- 2 Be of a size commensurate with a No 10 outfit or larger.
- 3 Be of a previously unpublished design (i. e. original).
- 4 Be a model that has not previously been exhibited either in part or its entirety.
- 5 It may be of any subject the constructor chooses.
- 6 Competitors must be financial members

of the "New Zealand Federation of Meccano Modellers".

FOOTNOTE TO THE CRITERIA:-

The parts used in construction of competing models must be:-

- a) Un-mutilated. (This means that they must be capable of being restored to their original condition).
- b) In good condition. (This means no major areas of rust or bare metal).
- c) In "standard colours" or a close match.
- d) They may be from any era.(Between 1902 and 2001).
- e) They may be of either Liverpool or Calais origin or approved replica parts.

NOTE:-

An approved replica part in terms of "F" above refers to a part that is dimensionally and designedly accurate when compared with the genuine Meccano part it replicates. For example the parts supplied by John Ince which include angle girders, flat girders, long lengths of girder bracket section and assorted lengths of Meccano type bolts. The angle and flat girders in standard lengths would comply as approved replicas, however the girder bracket section would only comply if cut into "2" inch lengths (refer part number 161). The bolts would also comply if of standard lengths.

Similarly Simon Moody's short (2 hole) and standard (3 hole) couplings would comply but his special (4 hole plus) couplings would not. The same remarks apply to all other Meccano compatible parts from all other sources (e.g. Ken Gordon, Bruce Geange, Simon Moody, John Ince, MW Models, Buz, Ezy-Bilt, Exacto, etc.). That means that all parts must faithfully follow the design and dimensions of an original Meccano part.

EXCEPTIONS:-

All wires, cordage, transformers, controllers, power packs, and wooden bases shall be exempt from the above rules. Models may be visually embellished with figures, signage, imitation fuel (coal for loco fuel), fabric awnings etc., provided that

the model retains its functionality and visual integrity without such embellishment.

It will be expected that all motors will be of Mecano origin and "yes" washers too.

ELECTRONICS:-

With regards to electronics:-

The use of sophisticated electronic or computer linked control systems will **NOT** be considered to be in the "spirit" of the competition.

Finally, members and competitors are reminded that this competition is not intended to be an exercise in cunning devised to hood-wink the judges. It would clearly be impossible for the judging panel to mi-

nutely examine each and every part incorporated in a model (imagine checking the genuiness of grub screws!!!). Competitors will be expected to be forthright and point out any non-complying parts in their models. They may be assured that, subject to the discretion of the judges, a little latitude will be exercised during the judging process.

If during construction, competitors are in any doubt about the compliance of a particular part, they are invited to contact the judges for a ruling, (better sooner than later).

Good luck.

WIND POWERED VEHICLE COMPETITION

From Brian Hickson

As there was insufficient time for anybody to do justice to this competition at the Auckland Convention, and neither of the models met the criteria set down anyway, the prize was not awarded, so I have decided to carry it over and add it to the prize I was planning to offer for the Wellington Convention. The prize now on offer is \$NZ200.00.

The object of the competition is to offer an encouragement to modelers to develop (in model form) an effective machine/device (WITHIN THE CONSTRAINTS OF THE MECCANO SYSTEM) to preform a particular task.

The task in this instance is "the transport of people and/or goods across great areas of more or less flat land, using the wind as the source of power".

The rules are;

1) The model must be made from Meccano or Meccano pattern parts(with the following exceptions)

- a) rubber bands
- b) protective devices, eg if you are using 6" pulleys for wheels you may use large "O" Rings to protect the pulley from damage.

c) springs (I feel the Meccano range of springs is a bit too limited)

2) The drive or tractive effort must be positive to the ground, in other words through wheels or tracks or both.

3) The wind is to be the sole source of motive power.

4) The model must be capable of controlled changes of direction, regardless of changing wind direction (steering may be effected by an inbuilt mechanism or remote control of some sort, but bear in mind rule 1)

The model must be capable of demonstrating itself if placed on a reasonably flat surface (like a playing field or a car park) in a reasonable breeze, say 15 kph+.

The sole judge of this will be Brian himself.

COMMING EVENTS

MEETING ADDRESS:

WMC:

ST LUKES CHURCH HALL
55 PITT STREET
WADESTOWN

MWT:

ST LUKES CHURCH HALL
CORNFOOT ST
WANGANUI

CMC:

ST JOHNS HALL
FERRY ROAD
WOOLSTON

August 1999

6th – WMC – St Lukes Hall

6th – CMC – St Johns Hall

7th – MWT – St Lukes Hall

The subject for this meeting is Pt No19A, spoked wheels, please label or mount your specimen(s) to prevent confusion.

14th – AMC – Neil Carey's (2.00pm)
23 Eaton Road
Hillsborough

September 1999

3rd – CMC – St Johns Hall

October 1999

1st – CMC – St Johns Hall

1st – WMC – St Lukes Hall

November 1999

5th – CMC – St Johns Hall

13th – AMC – George Ovenden's
19 Richards Ave
Milford

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

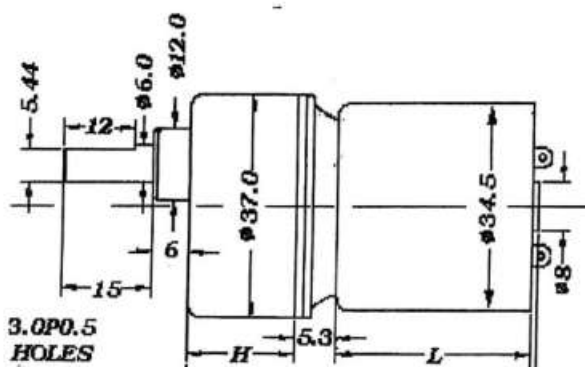
BRASS PARTS

PLATES

STRIPS AND GIRDERS

INDUSTRIAL MOTORS

I have found a supplier of new 12volt DC electric gearmotors 200rpm 6mm dia shaft, 200NM torque. Minimum order quantity is 100 units, cost would be approx \$40 each. If interested let me know; ED.



MECCANO

MECCANO

Parts - Sets - Literature -
Magazines



Buying - Selling - Trading



**NEW 1999 SETS
ARRIVING SOON**

DETAILS ON REQUEST

Let me know your Meccano
requirements and I will endeavour
to find and supply them for you.



Wayne Blakely Meccano

R.D. 1
MARTON

Phone 06-327 6184
or 06-327 6185

Fax 06-327 4184

