

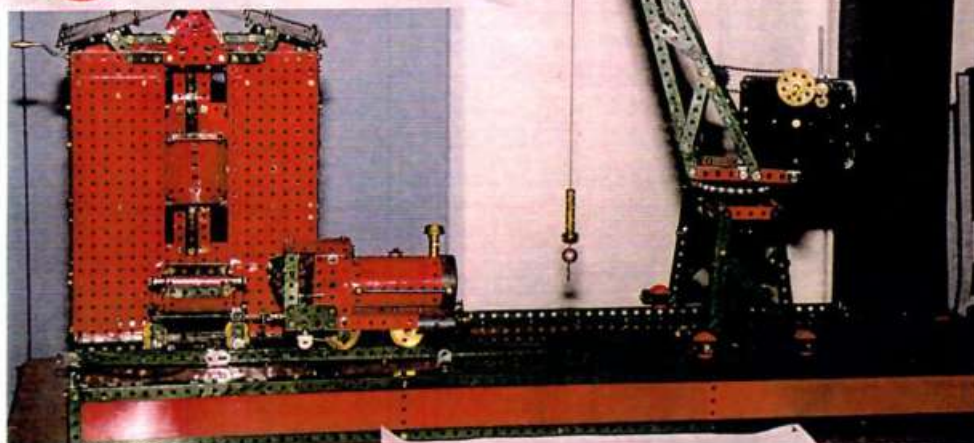
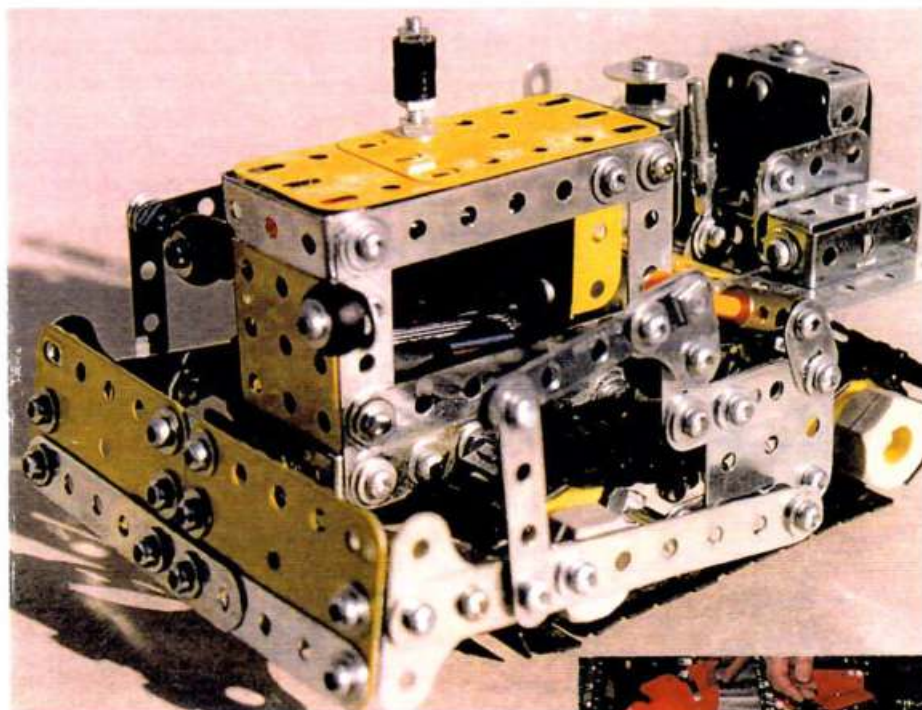


NZFMM Magazine

Volume 23 Issue 5

NOVEMBER 1999

Motivation
Enjoyment
Comradeship
Cooperation
Achievements
New members
Originality



**NZ FEDERATION OF
MECCANO MODELERS**

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COVER:

*Photo's from MWT meeting, refer
page 17*

Also photos from AMC meeting

EDITORIAL

Welcome to this issue of your magazine, delayed a month because there was not enough material sent to me to make it worth printing last month.

I have not received any details of any of the models shown at the Auckland convention as yet, please send something on YOUR model for the next issue.

It has been decided that due to the lack of material the magazine will be published three monthly from this issue on, however if necessary we can increase the number of pages in each issue, or given more go back to every two months.

The Wellington Meccano Club have produced some calenders (from October 1999 through to Easter 2001) if you would like one contact Simon Moody. This is to raise funds to help pay the cost of the hall hire etc for the convention – only 20 months to go , so start that model now and plan to be here for what is hoped to be the best model display yet.

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SKEGEX 1999

From Bob Prescott

After planing a recent trip to the UK, guess what – the dates made a visit to the annual Skegness Exhibition not only possible but a must.

Having decided to attend we booked our accommodation before we left home – three nights in a medium priced small hotel for GBP30 per twin per night within easy walking distance of the venue. There were other Meccanomen and ladies staying in the same hotel including Tony Parmee and his wife. Tony has published several set 10 model plans and he likes to produce most of his models using the 10 set as a benchmark. He was trying to convince Dave the proprietor of the hotel to erect a plaque to the effect that “Herbert Lansley stayed here”. Apparently Herbert stayed at this hotel when he attended SkegEx’s in the past.

The venue was the Embassy Center, is a popular seaside theatre used for summer shows by the likes of Ken Dodd and the Batchelors. The stalls area and the stage were used for the exhibition which I guess was two to three times the size of the main room used for our Auckland Easter 99 Convention.

My wife Anne and I made our first visit to the exhibition on the Friday morning. Within minutes of entering the hall a familiar voice led us to Peter Kessler again. This was followed by Kees Trommel, Mike Cotterill (the event organiser) and Australian Rod Purdie from Perth. At this stage there were still a few gaps in the displays – obviously some exhibitors were to arrive later.

On Saturday morning we met John and Margret Westwood who seemed very pleased to see us. John introduced us to Willy Dewulf from France who brought an enormous harbour crane with several hooks which could lift a 5 Kilo block Willy had his crane arranged so our younger Meccano enthusiasts could drive it by pressing the appropriate button and transfer a load from ship to truck, a successful transfer was awarded with an achievement certificate. Later we caught up with Wes Dalefield who was just settling down to his new life in the UK.

Clocks, cranes, steam engines, busses, looms, fair-ground rides, excavators, paper folding machines, meccanographs and tiptrucks large and small – they were all there.

The winners were;

1st Michel Breal France Sugar Beet Loader.

This was apparently only part of an enormous model which would take 10 metres of space to display – too big even for Skegness.

2nd Guy Kind Luxembourg Cat Wheeled loader

3rd Dennis Weston UK Loom capable of weaving 10” wide cloth.

4th Roger Burton UK hey Diddle diddle

An automatic fun machine telling the nursery rhyme Hey diddle diddle etc; the cat, fiddle, cow, little dog and the spoon all did their thing in this amusing exhibit.

5th Bob Brooker UK Bedford Duple Buss

Apparently there were 180 registered exhibitors – 70 from outside the UK.

One big difference between our convention and Skegness is the number of second hand parts dealers. Mike Rhoades and others were in side rooms and some were on the stage – a lot of tempting goodies and yes our baggage was somewhat heavier for our return trip to New Zealand.

So how does SkegEx compare with our convention. Well of course it is bigger with more exhibitors, but the models were similar. In my view our top models would have been amongst the prizes.

So are you going next year? Take my advise;

1. Book your accommodation before you go. A full list can be obtained from the Skegness Information Centre (which is in the Embassy Centre) I met two individuals who had to move after the first night because their accommodation was over booked. Make sure your hotel is within walking distance of the venue. Parking is limited and expensive.
2. Skegness is known as Bracing Skegness – the weather can be changeable to say the least, by all

means take your shorts but have a warm sweater or jacket available.

3. 3. Make Saturday your main visit, by then all exhibitors are in attendance.
4. 4. Travel light in the UK, many tempting goodies are on sale and you could well be travelling home

heavy!

5. Oh and finally I can thoroughly recommend the Haddock, chips and mushy peas at the restaurant across the road from the Embassy Centre.
6. Have a happy SkegEx 2000

THE OTHER MECCANO SET

From Bob Prescott

You maybe aware that the definition of "Meccano Set" in the Oxford dictionary of New Zealand English is "a jocular or euphemistic name for a hangman's moveable scaffold" The contraption became known as the meccano set and the term was used in official telegrams eg; meccano set has arrived safely and erected.

The following extract from "Guilty in the Gallows" by Sherwood Young is reproduced with the kind permission of the publisher Grantham House Publishing and the author.

"At some time in the early 20th century a silver painted steel scaffold (known as the "Meccano set") capable of being assembled and dismantled, was built at the railway workshops in the Hutt Valley. Measuring some eight feet square and ten feet high, complete with railway tarpaulins covering the drop between the centrally opening trapdoor and the ground, the scaffold

was available to be transported by rail between Wellington and Auckland, where all the remaining executions from 1920 to 1935 were carried out.

Once the death penalty had been restored for murder in 1950, the Government decided that all future executions would be carried out at the Mount Eden jail, and the "meccano set" found a permanent home there, after modifications to it were carried out in Wandsworth Prison in London"

The author said that it was believed the "meccano set" was built in 1920. The authorities considered a portable metal device which could be assembled quickly and then dismantled was preferable to wooden structures, some of which in the past had been found to malfunction after being exposed to the weather.

I have enclosed a couple of photo's for inclusion in the next issue of our magazine, the group photo was taken outside Neil and Eileen Carey's home on the 14th August. Included are Bob and Andre Hayes from Christchurch (non Meccano) and John and Pamela Pond who are over on holiday from the UK. John who has only recently taken up Meccano, is a member of the ISM (No 0607). Such is his enthusiasm for his new found hobby that he bought over sufficient parts to construct SML22 (traction engine) which he displayed at the meeting. The inset is of Jan Hancock, who took the photo. As well as being our normal quarterly meeting we were also acknowledging two special events - The Auckland Meccano Club's Silver Anniversary and our presentation and farewell to Lloyd Spackman who is returning to Wellington to be

with his family. We shall all miss Lloyd so you Wellingtonians must look after him. The second photo is of Lloyd contemplating his farewell gift and the anniversary cake which he subsequently cut.

From David Wall
Auckland Meccano Club

A VISIT FROM THE CHCH STAR

From Graeme O'Neill

dear diary,

Thursday, about lunch time, home crook with the Sydney flu. The phone rings, it's Lois Watson a Journalist with the Christchurch Star newspaper. She's interested in some story about the Christchurch meccano club being possibly the oldest in the world. I tell it's true.

Before I know it I'm felling better and running around the house - she'll be here in an hour - setting up a display of models and stuff. Out comes the grandfather clock, the Harley glide from steeltec and improved with Meccano - of course, a number of junior models that I had just made with my grandson, the Haliday Showman engine and other bits to brighten up the day.

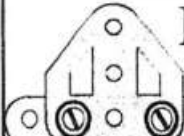
This gave us the resultant photo shoot and a couple of very good articles in the local papers. The following Wednesday's Star had three diverse people ring up.

1. a trainee teacher wanting to impress some 9 year olds with an article on bridge building showing how strength can be given without being overweight. We finally decided that Meccano would be put aside for now and thin wooden sections be used to show how the loading could be improved by laminating, space frame, bracing, etc. I will make up some units similar to those in Bert's book to show how girders are made - but not bent.

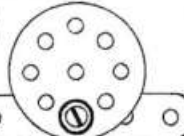
1. a gentleman who had picked up some 1930 MMs, Christchurch Meccano Club "Coupling" mags, and some more issues of "Meccanites" of the early 30s. I will run a copy off from some of these and send up for the NZFMMM.
2. an excited young nine year who had recently received his grandad's set. Alex turned up at our September meeting with mum and I invited him to call me at home during the week-ends and we can go over the basics. This was immediately picked up and a phone call was turned into a short ? visit on the Saturday. A quick run down of lock nutting and using the tools etc kept his mother interested as much as Alex.

And over the weekend after the local community paper hit the streets, more phone calls.

1. the first was a short-term member during the 1930s without a family to pass on the remains of his and his sons Meccano sets. This box of parts was kindly donated to the club, and I promised to pass the parts onto the youngsters that we hope to pick up during the year. I hope to return to him later in the year.
2. a mother of a 5 year old was wanting to purchase Meccano and wanted some help. I suggested either looking over my sets of Junior or going to Hobday's Toyworld as I knew they had some. We have had a good relationship with them recently and they are using our "business cards" on their sets to hopefully allow the purchaser to contact us in the future.



CHRISTCHURCH MECCANO CLUB

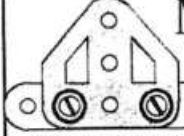


GRAEME O'NEILL, PRESIDENT Telephone 64-3-322 7456
PETER KING, CLUB LEADER Telephone 64-3-312 5869

Our club meets at 7.30pm on the first Friday of each month Feb to Dec at the
St John's Church, Ferry Road Woolston. Except public holidays.

Developing mechanical modelling ideas with kids of all ages since 1929

Bring along your ideas and mix them with ours.



CHRISTCHURCH MECCANO CLUB



GRAEME O'NEILL, PRESIDENT Telephone 03-322 7456
PETER KING, CLUB LEADER Telephone 03-312 5869

We thank you for purchasing this MECCANO SET from TOYWORLD
and extend an invitation to contact one of our club members above, to obtain
further building ideas or to obtain assistance to develop your building skills.

We can put you in contact with clubs almost anywhere in the world!

Our library contains nearly 100 years of MECCANO ideas and hints.

BITS AND PIECES

From Lloyd Spackman

PERSONAL: To my friends in the Meccano fraternity – for family reasons I have migrated from Auckland back to Wellington. My new address is: Villa 22, Redwood Village, Main Road, Tawa, NZ. Phone (04) 232 0918.

THANKS: I am still a bit overwhelmed by the generosity of Auckland Meccano Club members and the splendid farewell you gave me at our August meeting. Thank you all, again, very much.

BLAKE HUFFAM: He built the well known Meccano model of a gold dredge, now in the Hokitika Museum, and we note Blake was present at a meeting of Southern California M & E Club's April meeting held in Huntington Beach California.

QUOTATION: "I like work, it fascinates me. I can sit and look at it for hours."

From "3Men in a Boat" by Jerome K Jerome.

THE VALUE OF MOVEMENT IN MODELS: An advertisement for "Model X'99" on TV! During the 6pm news was brief, but what attracted attention were the moving models like a train passing by and David Wall's operating gas engine. Nothing much else really registered with the viewers. Have you seen the Meccano parts around the edge of the picture in the kid's viewing time on TV1? – ED.

QUOTATION: "She gave him the Hornby Train which he played with a little, then sold. She gave him the Meccano set and he wasn't all that mechanical, so I don't know whether he used it." Sarah Pitt, referring to Tom Whyte in "Collectibles Magazine" 12/99. The magazine also featured a photo and story on Club member Bruce Haines.

IT'S BIGGER THAN YOU THINK : It wasn't until I dismantled my model of "Locomotion No1" that I realised for the first time what a complicated model it was. Not big in the physical sense, but all sorts of modules that took me 10 hours, spread over 4 days, to take down and put away.

THIS MECCANO SET IS 40 "The Auckland Harbour Bridge turned 40 on May 30th. The bridge,

once described by an engineer as a large Meccano model, took 13 years from conception to opening day." From North shore times, 14/5/99

FROM TRADE AND EXCHANGE:

Meccano set \$30 ono.

Meccano set, new, 556 pts, 63 models \$150

YOUNG MODELLERS: "I think Clubs and magazine editors should pay more attention to young modellers. In New Zealand the Christchurch Club is the only one that really bothers about the kids. Obviously Meccano France sees them as their main customers. I believe the Clubs should remember that Frank Hornby established the Meccano Guild for Meccano boys.

ONE FROM THE LATE KEITH CAMERON:

"I can strongly recommend that Spiro-Meccanograph. The extra trouble is well worthwhile – building that scissors crank and making the cams and getting them adjusted. The building of Meccanographs is a well-explored field, having produced thousands of machines by as many builders. but surprisingly this machine is different from anything that has gone before. For example, what builder has ever perched the table up on a moving tower quite after the fashion done by Bev Carrs?" (KC August 1998)

REVENGE: In a recent Court case in Italy a lady was charged with offensive behaviour for appearing nude at a local shopping centre as a way of getting back at her philandering husband. The Magistrate, whilst having every sympathy, told her that at the age of 84 she should have known better.

From grey Power, Rotorua.

RUNNYMEDE SPECIALS: In recent years, Nick Rodgers has published in RMG newsletter some outstanding articles on Meccano, Meccano history, and engineering topics. There are probably not many of these newsletters in NZ, but if you can find any they are worth reading for articles on Calais factory,

the Wilson gearbox, early steam locos, a short history of Meccano and Armoured fighting vehicles.

INTEREST BUILDING AS MECCANO NEARS IT'S CENTENARY

From the Australian Financial Review, June 1999

The collectible most closely associated with cranes and construction is in for a big lift over the next 18 months, and the build up has already begun. Meccano, which was founded by Frank Hornby of Liverpool in 1901 is about to celebrate it's centenary and the nuts and bolts are being tightened on what is expected to be, at club level at least, a hectic program of celebration around the world. Already Meccano has made an appearance in one of London's major museums unrelated to childhood. From February 4 to June 30 the Imperial War Museum is showing an exhibition devoted to Meccano and war, early tanks from WW1, model aeroplanes made between the wars (and after a more direct approach to the war effort during WW2, modern tanks, armoured vehicles and ships from the late 1940's. But the museum's show might be dwarfed by those which will be seen at church and assembly halls around the world are requisitioned by enthusiasts from the various Meccano Clubs anxious to make a special effort to promote their hobby over the next 18 months, the period during which, 100 years ago, the original Hornby sets were conceived and developed. One of the remaining Meccano companies, an old subsidiary manufacturing in France, has already released a crane set for the centenary selling for £50 and a superior set at £670, while activity in the saleroom is already hotting up. Early Australian patents for the manufacture of the tinsplate sets were keenly contested at a toy sale held by Christie's South Kensington in London last month. Estimated at only £200 to £300 four letters patent for the manufacture of Meccano toys in NSW, Victoria and NZ sold for £1500. The sale included a dozen lots of Meccano tinsplate which sold up to £2990 for a lot which comprised "a very large quantity" in original wooden boxes. An aeroplane constructor set with special focus on dirigibles sold for £1035 against an earlier estimate of £450 to £600. Hugo Marsh, the head of Christie's toy department says that certain sets, such as the Electron and Kemex sets will be seriously contested if they come on to the auction

block, especially if they are in their original boxes and mint condition. The first Meccano set contained 15 pieces and were entirely of tinsplate. Hornby, who was also to develop and manufacture Hornby Train sets, slowly introduced new features such as brass gears and sponsored competitions which resulted in some very ambitious ferris wheels and car chassis. Meccano sets were subsequently made mostly of nickel plate and brass and the sets were exported to Canada, Australasia and India and other parts of the British Commonwealth. Factories also manufactured Meccano in France, Spain and Argentina. But the majority of sets were made at the Liverpool plant established in 1914 and the home of Meccano for 66 years. Frank Hornby's connection with the company ceased on his death in 1936 when it was taken over by his family. The death knell came, for all except the French and Argentinian operation in 1900 when Meccano went into receivership. Geoff Wright, the proprietor of MW Models at Henly on Thames, says the Meccano "revival" is due to interest from men who had enjoyed constructing Meccano when they were youngsters in the 1950's and who now had the funds to obtain bigger sets. His shop, which he claims is the only one in the world to specialise in Meccano, experiences strong demand for the No10 set which comes complete or is put together by the shop. Giving collectors a wide range of plates to work from they be had for between £1000 and £1700 depending on the condition and the originality of the packaging.

This article was sent by William Irwin

LOST AMONG TRUNIONS AND ANGLE BRACKETS

This year is the centenary of loosing your temper over strips of coloured metal with holes in them. It was 100 years ago that Frank Hornby was inspired by watching trackside cranes made from standard parts and came up with the concept of Meccano.

With the rate of man's progress over 100 years, it seems logical that the game has become easier. But has it? To find out I have set myself a meccano practical exam. At one end of the dining table I have a complete and original No. 9 set from 1950, the second largest Meccano set ever produced, with 1,349 parts (roughly half the size of the mind-numbing No. 10 set). With this set I will attempt to build the flat-bed lorry with clockwork "engine" and working, two-speed gearbox.

At the other end of the table I have the new 100th anniversary commemorative set, a mere 643 parts, with which I hope to build the biggest model in its instructions book, a working crane powered by a namby-pamby electric motor. With parts strewn across the table, the initial impression is that nothing has changed beyond the colour scheme, the old set's traditional red and green giving way to the new one's shiny nickel plating and – God forbid – numerous plastic parts. A quick attempt at inter-set technology transfer confirms that the distance between the holes is still a 1/2" inch and, incredible, the threads on the little nuts and bolts are still 5/32 Whitworth, a pattern long obsolete even in British engineering.

So, although the rights to Meccano may have been bought out by the company's French distributor in 1980 and the famous Meccano factory in Liverpool demolished (that cannot be right: surely it should have been "carefully disassembled"), Meccano remains a resolutely imperial toy. If Meccano, the philosophy, has remained unsullied, Meccano, the required intellectual leap, has changed out of all recognition. I begin with the crane from the 100th anniversary set – a mistake, as it lulls me into a false sense of spatial logic. The instructions are conveyed entirely in step-by-step exploded diagrams, each accompanied by a parts list, allowing you to gather the 20 or so components for the next stage and play

Meccano in a fairly absent-minded fashion. Within an hour I have built the base and legs of my crane. There is no need for lateral thinking here; it is all in the book. Encouraged, I turn to the 1950s set, whereupon my confidence plummets like a mis-handled angle girder. Open the old instructions book and you find ... words. Thousands of words, half of them ones that ordinary people do not know. There are a few artist's diagrams of semi-complete models, but they are not wholly reliable.

I manage to complete the rectangular frame of the chassis after a few rather wrongly bolted starts. Then I sit motionless, open-mouthed, with the Meccano spanner in one hand and a five-inch strip in the other, while I wrestle with instructions such as: "The rear springs are attached by angle brackets to flat trunnions at one end." After another hour of intense construction, two unassailable truths strike me. First, that the 1950s set assumes that words such as "pinion" and "contrate" are common currency. Second, that Meccano back then was a very literal business, a set of recognisable mechanical parts that were to be used exactly as they were in real life. My truck's gearbox in an accurate representation of the real thing. It is no surprise to learn that the Mini's designer, Alec Issigonis, used Meccano to experiment with the car's chassis layouts.

Meccano is now more conceptual. The 1999 crane will function as a crane, but a sneak preview of the final diagram reveals that it will hardly look like one. If you wanted a tractor in 1950 you were expected to bloody well build a proper one – without any help from dad who, on the cover of the old instruction book, smokes his pipe in the background but does not interfere. I return to the crane. By the end of the afternoon it is complete and running, while the lorry is still little more than a bare, wheel-less and slightly cock-eyed chassis. It takes another five evenings, punctuated by blasphemy, before I can turn the key of the clockwork motor and sit suffused with genuine pride and that "thrill of the engineer" as my creation grinds its path across the hallway.

Meccano is disguised as a toy, but it is much more than that. It has endured through two world wars (the Meccano factory was turned over to munitions production during the second one, leading to a black market for the stuff) and the decline of Britain as a world power and manufacturing force. So it must be a sort of barometer of the state of the nation and particularly of its youth.

have become easier and that children are not stretched as they used to be. I have proof: Meccano is not half as difficult as it was. It is no wonder we lost the empire.

Article sent by Ian Torrens

Sociologists can argue all they like about how GCSEs

FROM THE PRESIDENT

From Lou Nichols

I would like to devote my contribution to the pleasures of membership not only in the NZFMM, but also to a Meccano Club. I know for some members of NZFMM it is not possible to belong to one of our four active clubs. However, while on holiday or travelling it is worthwhile keeping in mind meeting dates around the country and attending one or more meetings. A sense of belonging is encouraged by active participation and some of the side benefits are;

Seeing a far wider range of models than is normally possible.

Opportunity to view the variations, colour changes and additions to parts and motors since 1901. For instance MWT always choose a part to be shown as part of their meetings. A recent part in question was part No 41, the propeller blade. It has changed shape from looking like a paddle to a recog-

nisable propeller, has had a reverse of pitch and several colour changes.

Have you noted in your diary for "Convention 2001 – 100 years of Meccano" The theme is "The Magic Carpet"

Not to mention the opportunity to view some of the many pieces of Meccano literature over the years. Instruction books, advertising leaflets, magazines etc.

It is usually possible to carry out some trading or swapping of parts and literature and last but not least, to enjoy the company of like minded individuals.

Our editor is still earnestly seeking fresh material. Your contributions are appreciated, large small or in between!

Around a Meccano Axle? It's strange where one finds mention of Meccano. This is from a small booklet issued in 1963, "How to Mend Electrical Fuses and flexible Cords Safely". "When connecting wires to terminals strip off about 2" of the insulation and twist the strands of the conductor wire tightly clockwise. Then wrap the twisted wire once around a No8 knitting needle (or a Meccano axle) to form a loop to fit on the terminal screw "

Quotation; "Articulated bridges in metal – a standard model. They used to make them in separate pieces and deliver them all together to the contractors — just like a Meccano set"

from The Bridge on the river Kwai, by Pierre Boulle

DESIGNED BY BRUCE GEANGE

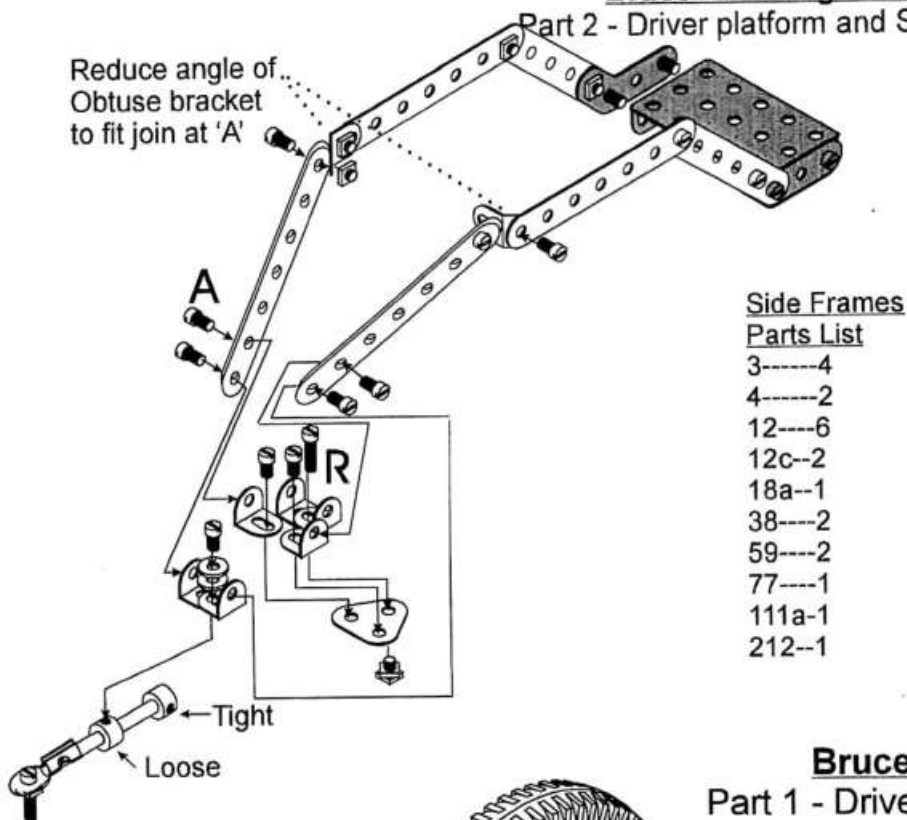
Model plan produced and tested by the collective skills of
members of the MWT Meccano Club, New Zealand.

Nuts and bolts not counted. Only spacing washers shown.
Building time .2 hours approx.

This model plan goes with the Crawler tractor published last issue

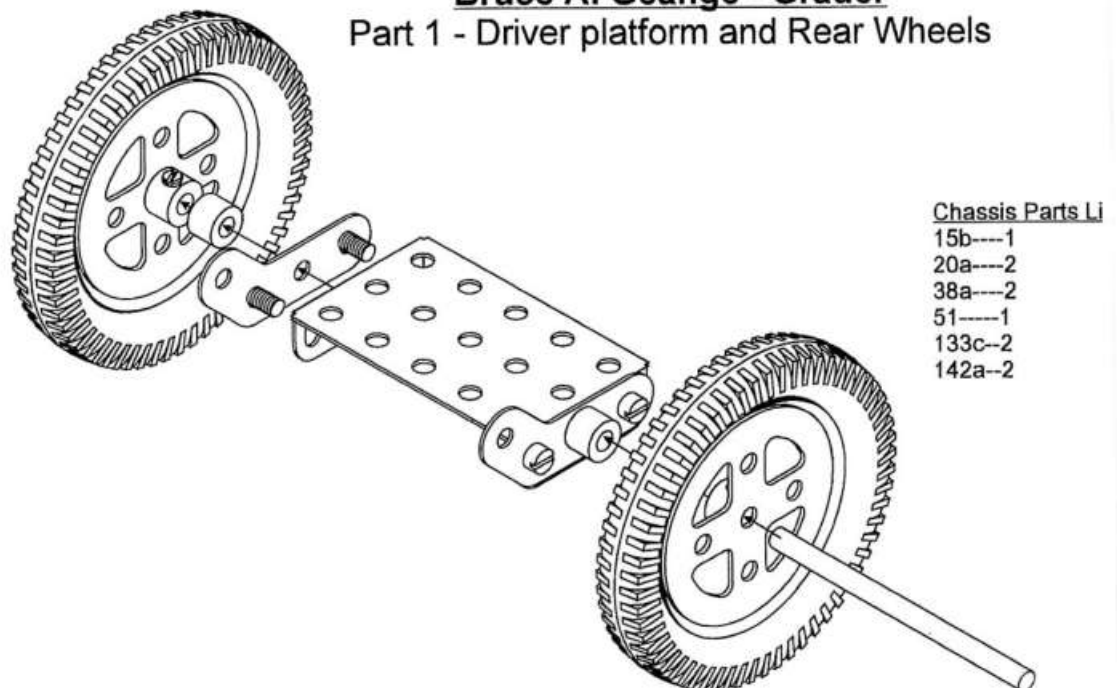
Bruce A. Geange - Grader

Part 2 - Driver platform and Side Frames



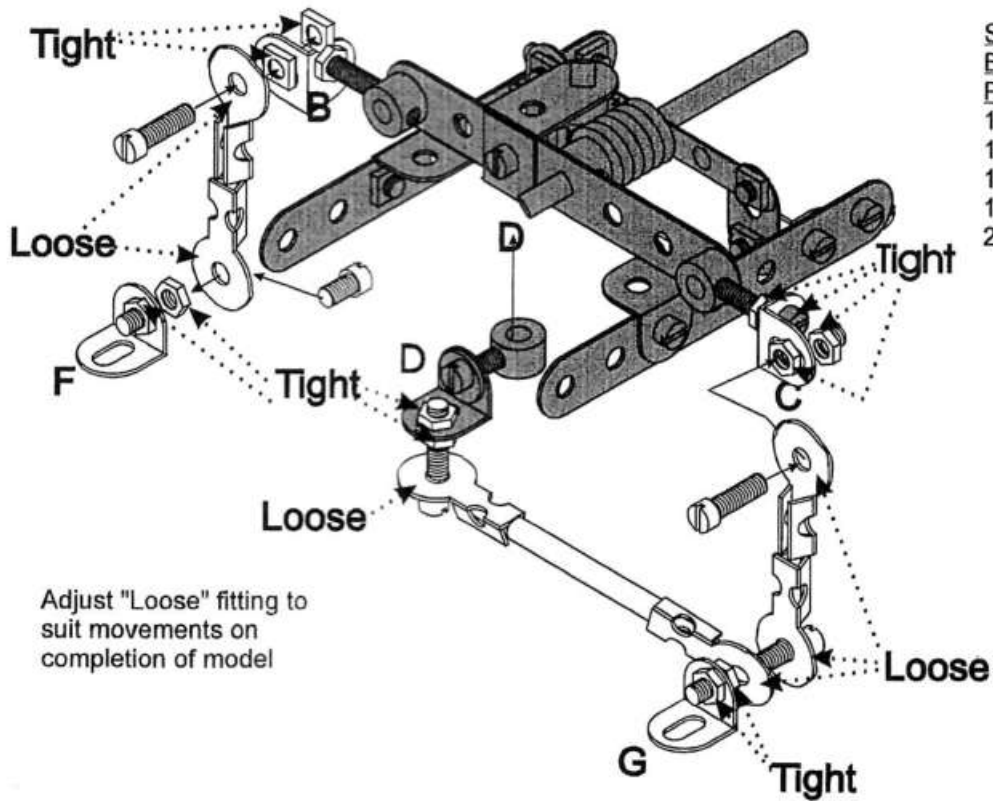
Bruce A. Geange - Grader

Part 1 - Driver platform and Rear Wheels



Bruce A. Geange - Grader

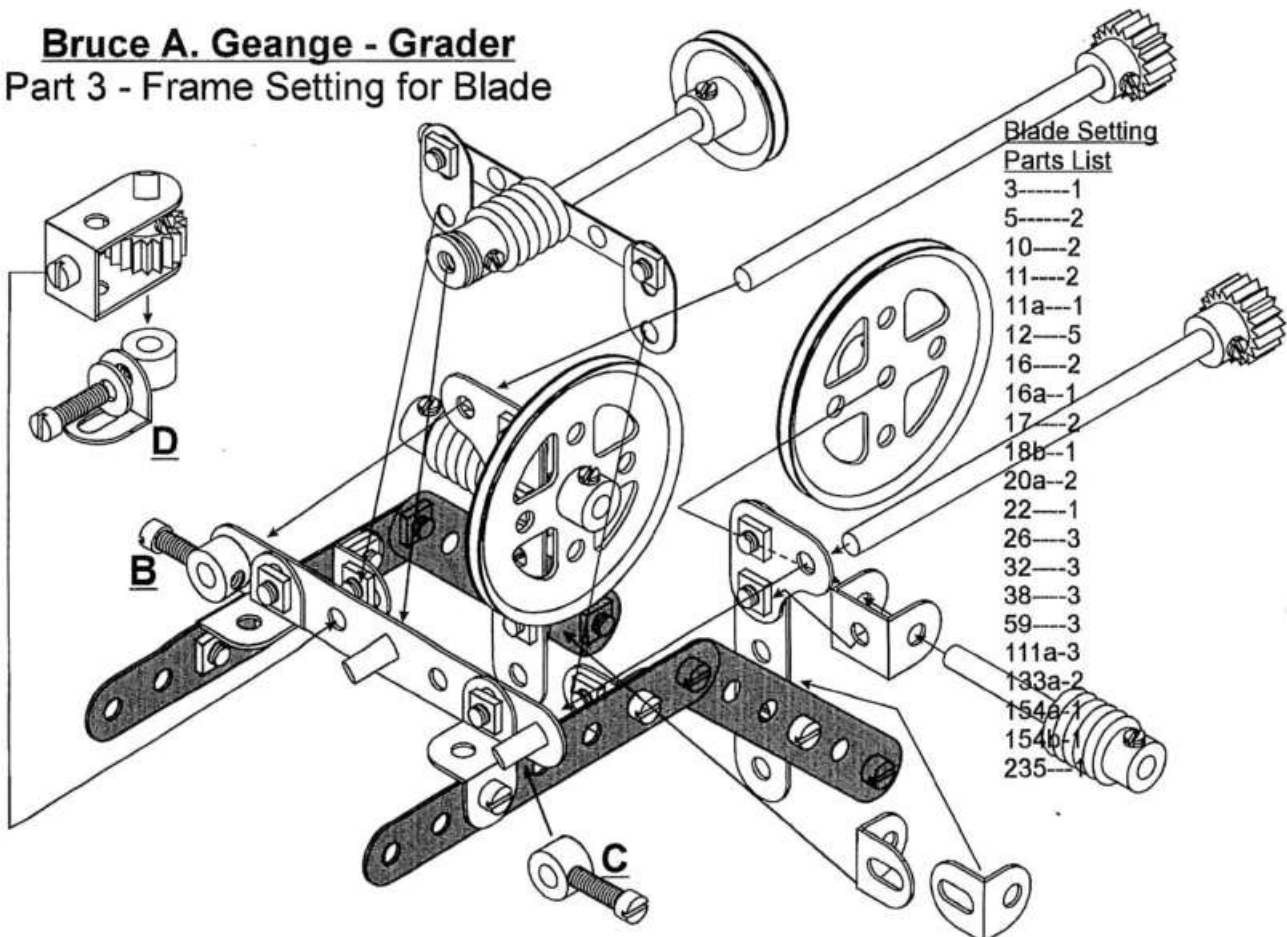
Part 4 - Suspension and Adjusting Arms for Blade



Suspension for
Blade Setting
Parts List
12—4
17—1
18b—2
111c—5
212—6

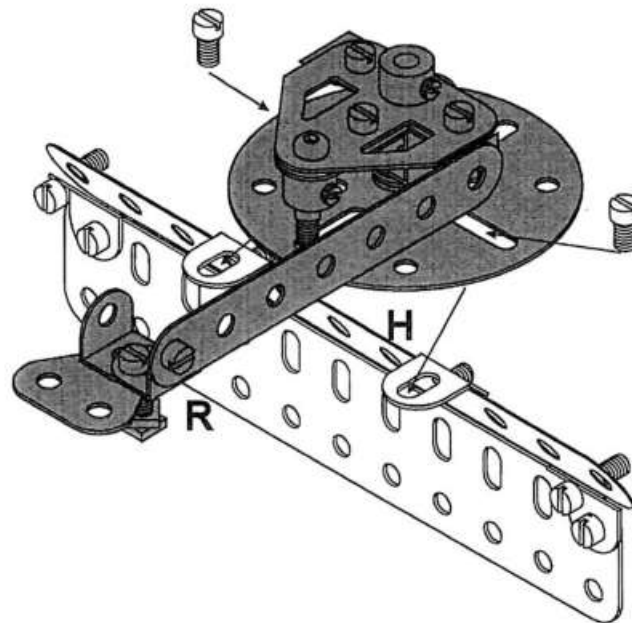
Bruce A. Geange - Grader

Part 3 - Frame Setting for Blade



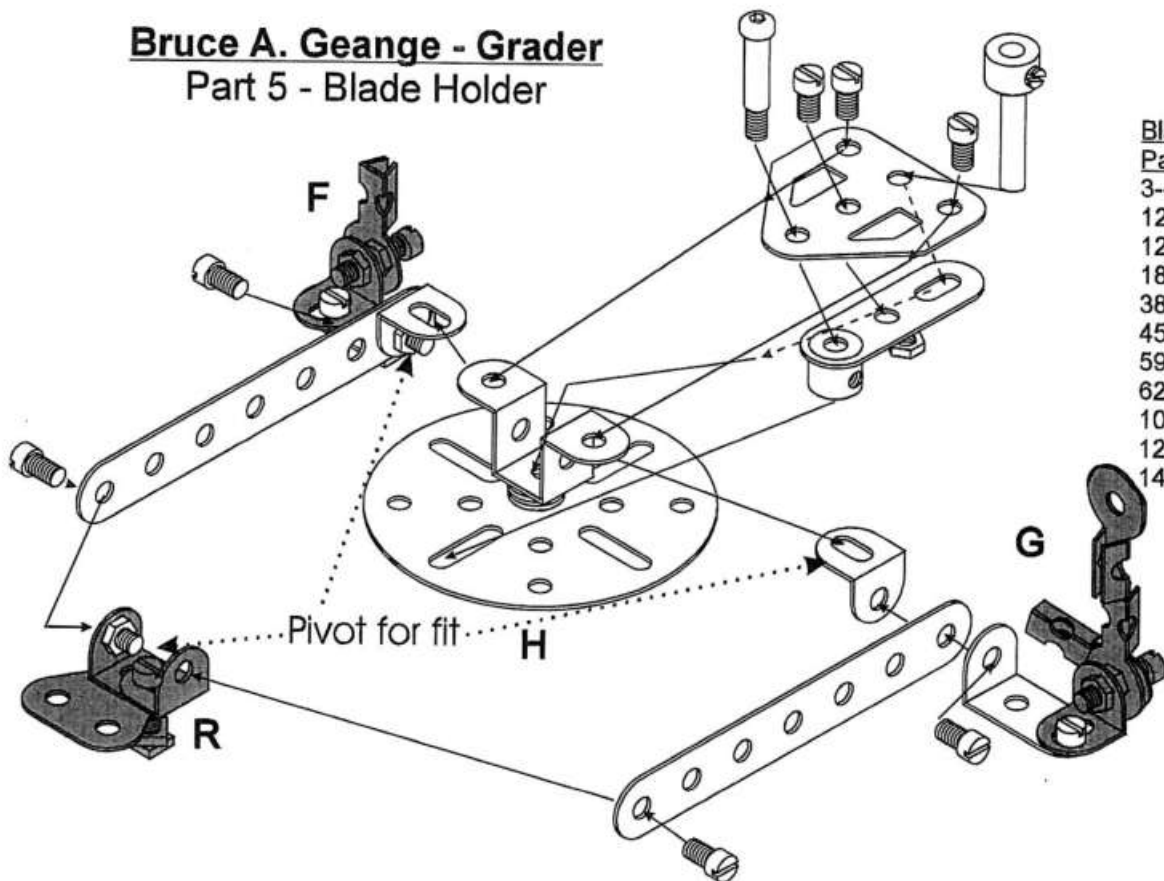
Blade Setting
Parts List
3—1
5—2
10—2
11—2
11a—1
12—5
16—2
16a—1
17—2
18b—1
20a—2
22—1
26—3
32—3
38—3
59—3
111a—3
133a—2
154a—1
154b—1
235—1

Bruce A. Geange - Grader **Part 6 - Blade**

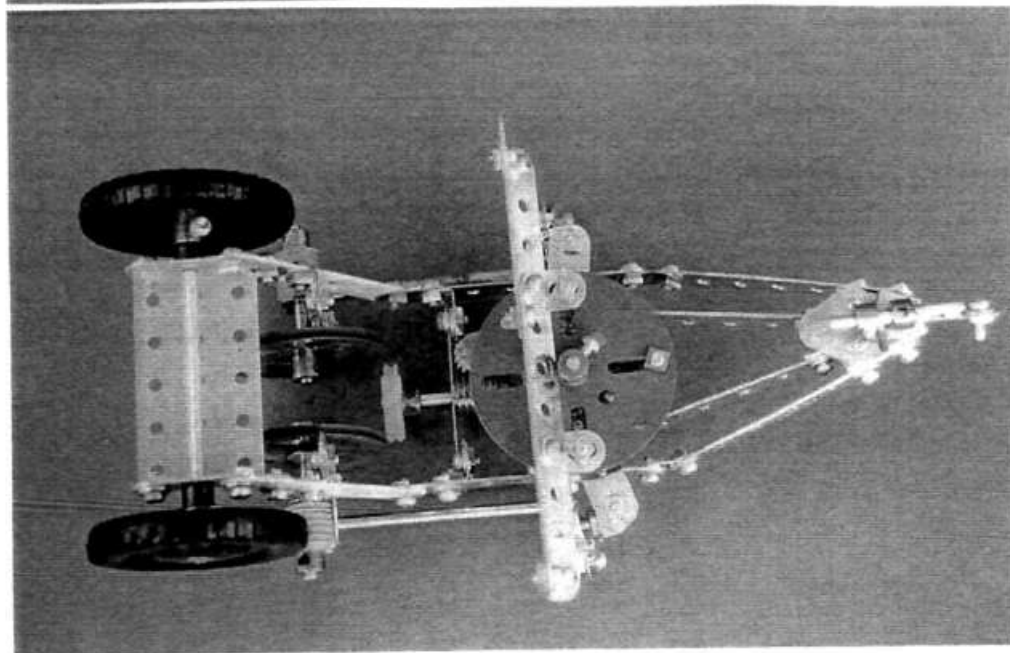
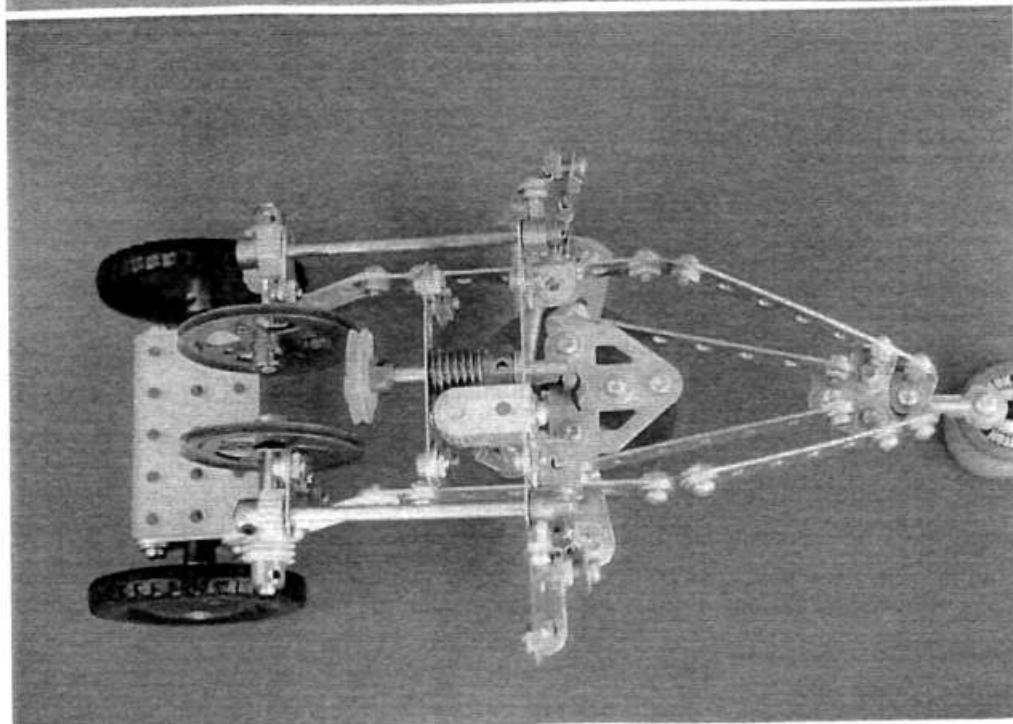
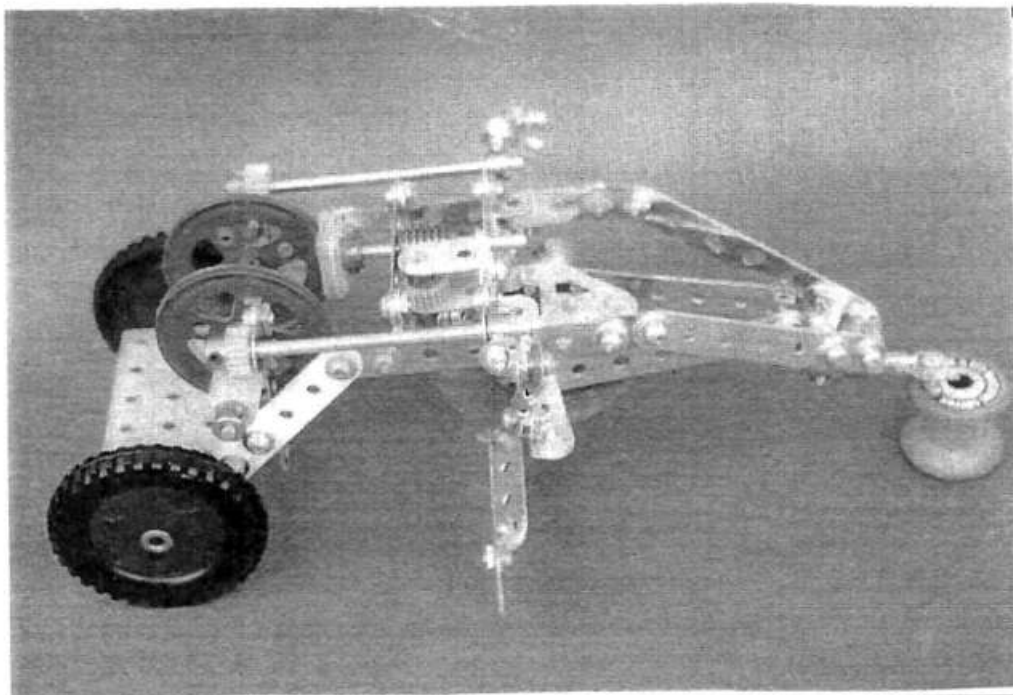


Blade
Parts List
2----1
12c-4
103-1

Bruce A. Geange - Grader **Part 5 - Blade Holder**



Blade Holder
Parts List
3-----2
12----2
12b---2
18a---1
38---2
45---1
59---1
62---1
109---1
126a-1
147g-1



AUCKLAND MECCANO CLUB

From Peter Hancock

The home of Neil and Eileen Carey was the venue for the August Club meeting.

This meeting was a very special occasion for Auckland members as we were to celebrate several important matters. A large turnout of twenty-seven members, wives and friends filled the lounge and kitchen of the Carey home to near capacity and the meeting continued on into the late afternoon as everyone enjoyed the fellowship.

We were pleased to welcome John and Pamela Pond from Cornwall in the United Kingdom. They were in New Zealand visiting family in the upper North Island and took time out before returning to their home to visit with us and participate in the meeting. John is a long time MECCANO man and is an I.S.M. member.

John told us that he suffers from "MECCANO" withdrawal symptoms if he is unable to model regularly. To ensure that this would not be the case during his visit he had brought a selection of blue and gold era MECCANO with him from which he had assembled a No 22 Super Model MECCANO TRACTION ENGINE that he had on display.

A display of member's models was set out on the fully extended kitchen table and discussion continued throughout the afternoon as the merits of each was carefully considered.

Bob McCracken Displayed his partly assembled twin cylinder steam engine being built from Super Model plan No 32.

Geoff Martin displayed his steam beam engine which was modelled on one used to power an engineering workshop where all power to tools was supplied by overheard shafting and belts.

Alan Coop showed off both a fixed drive and a steerable crane leg assemblies and there was evidence of a good deal of thought having gone into their intricate construction.

George Ovenden showed a 12½ inch vehicle chassis powered by a rubber band (courtesy of NZ Post) along with an E15R sized motor powered by an electric motor salvaged from a video power unit. The motor was complete with 2-stage gearing and equipped with a DPCO control switch. George

showed off an oddity in the form of a "square" MECCANO nut that had split in half during use. The nut is made from sintered steel forged in the 1950 era during the period of the Korean War.

A very neat and attractive farm tractor capable of reversing built around a No 2 clockwork motor and a "silent overhead camshaft drive" unit based on Super Model No 87 were the work of **David Wall**.

David Price had built a Straddle Crane pictured on the box of his No 6 Evolution set that he had recently acquired.

Keagan Wrightson displayed a truck that he had constructed.

We had to move to the basement of the house to view once again the model (LARGE) Auckland Tram that Neil Carey had assembled for the 1999 Easter Convention.

While we were looking at this intricate model David Wall held a brief meeting to deal with routine business items before we all moved back to the kitchen to have a well catered afternoon tea.

This meeting celebrated the Silver Anniversary of the Auckland MECCANO Club and a special celebration cake had been prepared for the event. The cake was iced to represent a MECCANO theme. After a photo was taken for the records, Lloyd Spackman our retiring treasurer was accorded the honour of cutting the cake.

The meeting then honoured our long time treasurer Lloyd as he departs from Auckland to take up residence in the Wellington region to be closer to his family.

The Auckland members will sorely miss Lloyd as he has always been there for the Club. Lloyd is a great modeller and has always made himself available for any exhibition or project that the Club has been involved in. The members had prepared a gift of MECCANO to mark the occasion and this was presented to Lloyd with all our best wishes for the future. We believe that our loss will be the Wellington MECCANO Clubs gain.

All in all the afternoon had been very eventful occasion and will hold memories for all that attended.

WELLINGTON MECCANO CLUB

From Bryan Jones

Our June notes missed the last magazine, unfortunately, due to pressure of work and the writer's computer being out of action. Nine members attended the June meeting, which had to be relocated when it was found that our usual meeting room had been taken over by another group using the premises.

The following items were displayed:

Bryan Jones brought along a railway bogie of the "Type 14" pattern, as used by Tranz Rail Ltd for wagons. The model is scaled for 2.5 inch gauge and is based on Simon Moody's flanged wheels having a tread diameter of 47mm.

Simon Moody had two electric motors of the E15 style, using video recorder motors fitted between old E15 side plates. His experiments were along similar lines to the design produced by Norm La-Croix of Canada, and although not completely finished, they showed what could be done with locally available resources.

Brian Peterson showed a grader based on the Highway Construction Set manual. He had improved it with the addition of a second rear axle, and the model also featured an articulated front axle, and adjustable height and rotation angle on the blade.

Paul Roberts had a further selection of artwork generated from his AutoCAD-based Meccano part software. The display was a couple of colour renderings of a small assembly of parts, and it was interesting to see how the addition of light and shade produced a very realistic, almost photo quality image.

The main discussion of the evening was to form a 2001 Convention committee. As a result of members considering the various tasks which need to be done for the Convention, the following responsibilities were accepted:

Financial Controller	Don Flowers
Hall setup, posters, advertising	Colin Croft/Laurie Webb
Foyer and Hall decoration	Lou

Nichols

Photographer/Venue
Simon Moody

Bryan Jones/

Dinky Toys/Hornby Trains
Brent Houston/Brian Peterson

The hall had been visited and measured for a layout plan to be drawn up. A proposal for the Club's display theme was presented, and it was reported that the MWT Club project was already under way. Max George had been making enquiries about souvenir teaspoons. David Wall's suggestion of "My Favourite First Model" was offered as a suggestion for a display.

August was marked by an informal gathering of eight members, including Keith McCallum, whom we welcomed back after a period of absence. The evening consisted mainly of a display of models and sets:

Don Flowers showed a large superstructure for a truck-mounted crane. Don has been acquiring various small industrial geared motors recently and a pair of these were fitted to the winding drums of the crane, driving through simple reduction gearboxes. The resulting torque was quite impressive for a small motor, and we look forward to seeing how they perform when they are faced with the size and weight of the finished crane.

Bryan Jones brought his Type 14 railway wagon bogie again, now developed a bit further with a working brake linkage and replica springs. His intention is to make several of these, plus wagon frames to produce a short train.

Keith McCallum displayed a Master Connection 0050 "Racing Car" Set he had recently acquired. He liked the style of the car and was looking forward to assembling it.

Simon Moody had one of his trams from the 1999 Convention for those of us who had not seen the completed article. He intends to rework the control system for it so that it will run automatically, in conjunction with a second tram which shares the same track.

Brian Peterson also brought along a Meccano Set, the Set A Starter Set, which was in its original box with manual and appeared to be complete and in tidy condition.

MECCANO - 100 YEARS YOUNG IN 2001 - A LIFETIME HOBBY

The evening concluded with supper.

Next meeting: Friday 1st October, St Lukes, Wadestown.

AMENDMENTS TO "THE SPECIAL CENTENIAL PRIZE" COMPETITION RULES

and/or

First, to clarify "Criteria No6", please amend as follows -

(b) Members of one of the following New Zealand Clubs; Auckland, MWT, Wellington, Christchurch.

6. Competitors must be:-

(a) Subscribers to the New Zealand federation of Meccano Modellers Magazine.

Second, please amend the reference to motors under the heading "Exceptions" to permit the use of MARX 6 ratio PDU's.

MECCANO SETS FOR SALE

Meccano set No9, yellow/silver/blue/black. In wooden case, restored condition with manuals and extra parts. \$700.00

Contact; George Ovenden
19 Richards Ave
Milford
Auckland
Phone (09) 410 8278.

Meccano set No9 1960 series, red/green in wooden case restored condition. Makes No10 set models No21 to 30 for which photocopy instructions are included \$1100.00

Meccano elektrikit set, believe complete, in carton with original manual - for sale on behalf - offers please

Contact; Don Flowers
Phone (04) 563 8008

MWT

From Bruce Neilson

Don Blakeborough - WWW Drag Racer powered by rubber bands and had the appropriate acceleration

Bert Blakely - From a 1980 Meccano Magazine, the Disappearing Guns by Joseph Manduca

Wayne Blakely - 561 Dinky Super Blaw Knox Bulldozer with original box. A pair of mini biplanes.

Tony Ercolano - With the recent acquisition of ash tray tyres, has started the chassis and suspension of a road tractor unit

Bruce Geange - WWW Snail Crawler based on the old children's toy of the cotton reel, match stick and rubber band (Photo). A recent acquisition included a Mechanisms boxed set, tabbed dredger buckets in nickel, tongued spring clips, and 1913, 1914, and 1924 Manuals in good order. A real life coil winding machine built from Meccano completed the display.

John Hansen - The Chinese Horse and Cart from MM 3/65

John Ince - Was the Master of Hounds with a daschund, german shepherd, fox terrier, and shaggy dog (Photo). His WWW model was the mechanised body of a dog

Donald Malcolm - demonstrated his modelling idea of enlarging the photo of a Ducati Motor cycle by photocopying until large enough so Meccano parts could be laid out on the copy to get the proportions right. In this case the starting point would be the wheel hubs made from flanged rings. A recent acquisition of a 1908?? Doll?? vertical steam and a Bowman horizontal live steam engines were also discussed.

Chris Morton had a selection of the Meccano collection which will be auctioned for club funds at the November meeting.

Bruce Neilson - Showed what can be achieved by swapping work for retirement. Using Pat Edkin's idea of making Part 43 compression spring into a loop caterpillar, produced a red poppy plant with a

bad infestation of caterpillars. A treasure chest filled with lots of shiny coins (1" pulleys). The windmill with sails that only turn one way (CQ). The 18/19 gearwheel demonstration model (CQ). Two sailors climbing down the rigging (MM). A marble lift being part of a marble rolling machine. This used a train of 45 Part 26 but also needed chain and sprockets to drive the pinions as on their own, they jammed (CQ). His WWW was a Konkoly weight motor which in turn drove a Moiret pattern machine.

Lou Nichols - WWW was the German streamlined propeller railcar driven by twisted rubber bands. A copy of a magazine "History of Model and Miniature Railways" included some nice Meccano models.

Tom Pittams - Blinded the audience with his WWW machine demonstrating Hooke's Law and proved beyond any doubt that strain is proportional to stress and that the Law only applies within certain limits.

Bob Prescott - Fresh from his UK holiday and visit to Skegness, showed the little Meccano sets he had bought from Elf petrol stations as promotional gimmicks. A 1949 set 9 clock driven by a No 2 clockwork motor. WWW model was a "Come Back".

Robin Rye - WWW was a "Come Back" with red, white and blue plates. A 1954 set 6 red and green collection in a two tier box. He then gave us a closer look at the hidden features of his Showman engine such as differential locks, winch drive, steering, etc

Mike Stoodley (on behalf) - Three traction engines ranging from the large which appeared on a cover of MM down to a simplicity.

Paul Vodanovitch - The Dockside scene from the 1938 No 9 manual (photo). Also a jet fighter and a speed boat.

John Stark (Nelson) - A Chinese set called "Mech Builder" which is identical in measurements to Meccano but roughly finished. His interest and knowl-

edge of Meccano clocks was demonstrated by a series of photos of clocks he has built. Synchronous motors, Arnfield clocks, weight drives, electric motor rewinds were all part of his presentation.

Next Meeting - 3pm, 6 November 1999 at St. Lukes Church Hall, Corner of Cornfoot St and Manuka St, Wanganui. Tea will be at 5pm.

Model for this meeting - Animal

Those interested in antiques meet at 2pm at St. Lukes Church Hall, Corner of Cornfoot St and Manuka St, Wanganui. prior to Club meeting. The subject is Tyres. Please label or mount your specimen(s) to prevent confusion.

Members of MWT have exhibited at two Hobbies shows in 1999 to date. This type of show is to inform the public of the range of hobbies available and conversely give clubs the opportunity to strut their stuff. In both cases there was no space charge to the club, trestle tables were supplied, and the hall walls were off limits for hanging posters.

The Hawera show in May 1999 found us with a corner site, with concrete shutters covered in newsprint, as temporary partitions and back wall. Daryl Anderson, Robin Rye, Alistair Tong, Bruce Neilson and two juniors supplied models, manned the stand, entertained the public young and old, and had lots of fun.

This stand was a major success due to the following factors:-

We had sound (fairground music, rattling marbles), flashing lights (fairground), and movement (motorised models which ran non stop) which attracted an audience.

The stand had height. What I mean by this is that some models were placed on pedestals (The packing cases that Daryl uses to transport models) to get them above the standard height of the trestle tables. The Eiffel Tower (8ft) had a additional 4ft high base to make people lean back to see the top of the tower. This also allowed humans to sit in the corner in front of the 3 high models without obscuring them.

There were some simple models which children (old and young) were encouraged to "turn a handle" and get the hands on effect.

The stand had cloth and plastic covers on top and front of the trestle tables to hide the clutter of packing cases, electric wiring etc. and give a profes-

sional effect.

A large banner identified who we were and laminated posters of parts lists and advertising pamphlets to identify what Meccano was all about. Hand out sheets with details of the Meccano hobby and MWT Meccano Club.

The members manning the stand wore their corporate red MWT club hats to provide identification.

The Palmerston North Hobbies Expo in July 1999 found John Ince, Bruce Geange, and Bruce Neilson in a more up market environment of feminine orientated hobbies of flower arranging, embroidery, and arty crafts. The lack of walls to hang things on was a problem and this display finished up as the more traditional one level display spread over two 8ft trestle tables of smaller models. The models had an emphasis on public involvement with "turn a handle" Meccanograph, windmill and crane, "wind the key" Magic Motor tractors, "humour" in the caterpillar infested poppy and sailor down the rigging toy and "local landmark" of a wind power electricity generator tower. We were the only "allowed to touch" stand which made us very popular with the public who are inclined to stroll past in a passive state of mind without stopping.

In summary, the public like to be entertained, kids still have curiosity, adults are children at heart and can be persuaded to "play" with a simple Meccano model, and intricate gear trains and mechanisms will get Dads and Granddads looking and investigating and reminiscing.

RBN

WANTED

Do you have a Meccano Sawbench?

If so please contact me for a hands on viewing so that accurate measurements and a drawing can be prepared.

Bruce Geange
4 Winchester Street
Palmerston North.
Ph (06) 357 0566

CHRISTCHURCH MECCANO CLUB

From Ian Torrens

The August meeting held on the 6th, suffered from the onslaught of the "Sydney A" flu with a number either excused or were present, but still under the influence.

Present were only Doug King, Peter King, Peter Gibson, Selwyn Megson and Graeme O'Neill.

The only Meccano model was two parts of the track for Graeme's tricky track. These were the turn around unit, based on a circle of sector plates and the vertically rotating bridge module.

The major sector of the night was spent discussing the engineering project that Peter King is working on at present. This is his automatic hob gear cutting machine. He is building this from a set of plans and castings from the UK. All of the machining, including making the nuts and bolts, the gear sets and all are to be made by Peter.

Another segment was spent discussing the future of the club. Current points of interest are;

1. How we to make contact with youngsters? ... as our members get even older and no juniors at present. I have started to write up a letter of introduction that we have designed to have attached to sets that we find from time for sale around town. Particular interest at present are the Toyworld chain. We have generated interest at the Hobday shop with this concept and will drop some copies in soon for their comments.
2. Do we look to another location? the Opawa area is basically an industrial area with a remnant of an older generation. We are of belief that it maybe time to move to a "younger" part of town. A proposed contact with the Model Engineering club in Brougham St by Peter King (he is also a member there !), was agreed to by those present. This is only to see if our presence would be welcome. It is thought that being involved with them in some form, that we may be able to gain mutual benefit for both parties.
3. When we can obtain a larger number of members at a meeting we will attempt to hold a committee selection meeting for the first time in some 15 years. Not that the committee had not asked for one - just that satisfaction was being

given. But now with the loss of the Pluck's on the heels of the loss of Morrie and the potential loss of other senior members due to work loads etc.

Quite a pleasant evening for our September meeting at which 11 members came along. Seven models were bought as well as 3 different types of small battery powered electric motors, and a record album. As well as this, some new parts and new set cartons were on show. Also we had Mrs Julius and her young son, Alex, as visitors. Nice to see them come along.

Cameron McFarlane showed us a very interesting Vinal long play record titled "Brass Construction" which featured 14 different Meccano parts on the cover. Most unusual. Cameron also bought the three electric motors, one of which had built in reduction gearing

He also had 2 small windmill type models showing many new parts.

Graham O'Neill had three Plastic Meccano models, truck, helicopter and sand buggy, he also had his Harley Davidson motorcycle and his miniture Trac-tion Engine.

Ian Torrens also bought along some new parts as well as 2 empty cartons of the 20 model set and the 10 model set. Ian showed as well the racing car from the 1993 set 6 manual page 4. This measured 15" long, 6" wide and 3½" high.

General discussion followed on getting younger members in the club and there is still talk on new premises, though there is varying thoughts on this. Some thoughts were voiced on more members doing different jobs for the club as Club officers and the meeting concluded at 2200 hrs approx.

For our October 99 meeting, 14 members came along, as well as Mrs Julius and her son Alex. There were 4 models on display as well as a K Nex ball machine and a Wimhurst machine.

John Hamlin showed us his windmill driven by a 240 volt record player motor. This model was 17" high and 7" in diameter. John also had a double Decker Bus which was nicely fitted out with all seating and stairs to the upper level. The size was 22" long, 14" high and 8" wide. A very presentable model.

Ian Torrens read an article from an English paper, titled "Lost Among the Trunions and Angle Brackets" by James May. A most interesting article (printed elsewhere - Ed) As well as this Ian showed his Drag Racing car from Dec98 20 Model manual. This is 13" long, 4" wide and 3½" high. Ian also displayed a motorcycle from the Nov 98 manual and this was 9" long, 4" wide and 3½" high.

Grant Wells produced a very well constructed Wimhurst Static Electric Generator. This gave a spark of about 1" in length at about 10000 volts. A very good unit, requiring some fine wood, lathe and plastic work. Quite dramatic as the spark jumped the gap, a most impressive unit.

Mrs Julius and her son Alex came along bringing a neat lifting bridge, this was 17" long, 14" high and 5½" wide, a nice model and good to see them coming along.

David Lang pleased us all by bringing a K Nex ball machine, this was 60" high, 14" wide and 46" long. The balls travelled in four different directions and it was very interesting watching the action which went very smoothly.

Peter King showed us three notices to be placed in shop windows advertising the club and its activities. This showed the clubs address, starting time, and the clubs interest such as Knex, Lego, Temsi, Meccano etc. We hope that this may attract some younger members.

Supper was put on by our new kitchen staff, to whom we give many thanks and the meeting finished at about 2200 hrs.

THE WISDOM OF KEITH CAMERON

From Lloyd Spackman

An American philosopher named Elbert Hubbard wrote a lot of books. One, which I once owned, was "The Wisdom of Elbert Hubbard". Now I am going to pass on some of the wisdom of our late friend Keith Cameron.

Keith was a prolific letter writer. For 15 years I received his Christmas letter as well as several during the each year. So, from some of his letters to me and to Betty, here are extracts which I am privileged to pass on through our magazine.

November 1985; "My Meccano models for Christmas include a Dive Bomber Fairground ride, a chiming clock and a remote control vehicle. Next year I will build a large craft loom and to show this is a serious project we have booked for a course in weaving".

December 1986; "This year's models include a Carousel Merry go Round with 16 horses, five penguins on a staircase and an 18" wide craft loom".

December 1987; "We are quite computerised as you know. The Apple arrived in several boxes while we were out and these were left behind some bushes where we found them several days later. It has proved to be great fun, versatile, challenging and rather scary. With a little help it wrote this letter, printed the graphics, and still remembers every word it wrote and who received it. It will control my Meccano models and if we don't watch, it might control us too!!!

April 1988; "I'm glad to hear from Frank Elma that the Dutch system, Temsi, will be able to return to production. The owner seems to have had foresight to keep in touch with modern advances judging by the computer robot on the cover of their latest brochure. This is more than Meccano has done. I hear secret rumblings about plans for Meccano computer models but they seem mighty slow in appearing. And now Marklin is joining in. It will be interesting to know whether they are planning to produce their own interface and, if so, what computers it will be

compatible with. Their system is said to be a development of their well known train control. I am eager to hear about their new motor, also. It is said to have a multi - ratio gearbox that can be fitted to the motor in any of four different directions. I have found their 1074 most useful in computer models so if they have something even better, that must be worth seeing. The variable ratio drive is the advantage of the 1074, greatly enhanced by the choice of two directions for the output drive and the compact nature of the package making it so easy to mount in a small space.

I am dismayed at the snail like progress of computer development in the Meccano system. People seem afraid of the subject, or something. However, there are signs of a wider interest. Oscar Fontain has just sent me details of a Meccano roving vehicle, com-

puter controlled, which avoids objects by means of a feeler. He includes details of a home made interface for use with a Commodore 64 PC which can be made from parts easily obtainable from Radio Shack or other dealers. Several men on the Continent are working with computers and Meccano but none have so far (to my knowledge) come up with descriptions of their work. Already Marklin and other systems have computer control kits for sale, but nothing from Meccano. Remembering the fiasco of the Elektrikit and Electronics sets I wonder whether we are in for the same mismanagement. Other systems have had electrical and electronic kits for many years and have made a success of them".

PURPLE MECCANO - WOULD YOU BELIEVE IT???

From Lloyd Spackman

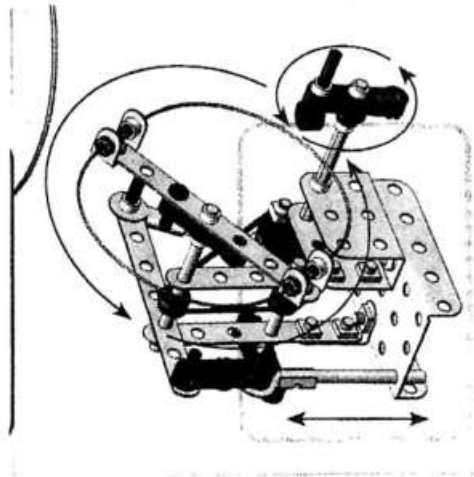
The outside of the box was purple, among other colours, but that didn't prepare me for the shock when I saw the purple plastic parts inside. It was meccano France's Motion System Set No 1513, "Crazy Machine", I brought it at Toyworld Willis Street, Wellington, more from curiosity than any thing else. New Zealand prices for the smaller Motion System sets are lower than those quoted by MW Models in the UK. This set was only \$9-95.

A problem with these small sets, ever since the "Collection" series, has been the minuscule bit of paper on which are printed the instruction drawings. One remedy is a magnifying glass; another is to photo copy them larger on to A3 size paper.

In this set the standard zinc plated parts are four narrow strips, a P/No160, a 2½" x 1½" flanged plate, two narrow P/No11, three P/No212 and a 239B. There are 5 axle rods, some standard Allen bolts with square nuts, a ¾" bolt, a 6" band and two of

the new locking nuts. The remaining parts are plastic, coloured white, black and purple. Several were quite new to me but their purpose became apparent as I worked my way through the instructions. Instead of spring clips or brass collars it uses tiny

white plastic, tight fitting collars which are extremely difficult to put on to the rods.



Small perforated studs hold the thin "sticks" which form the rim of the flywheel. These studs are inserted in the side holes of the narrow P/No 11 and held by the little collars.

After trying for some time to get collars onto the studs I gave up and used aeroplane collars instead.

The machine needs to be bolted to some sort of base as it must be held down while the

handle is being turned.

A couple of narrow angle brackets and wood screws fixed this problem. It was an interesting little model to build (took two hours). But I still don't like purple parts and I really hate those tiny plastic collars

MECCANO CALENDERS FOR SALE

The Wellington Meccano Club is to host the 2001 Convention, and is selling calenders as a fundraising venture. The calenders are A4 size, have a separate page for each month and run from October 1999 until April 2001 (19 months). They are headed with a laminated colour picture (also A4) of a Meccano subject eg; blocksetter, walking dragline.

They are \$17.00 each with the modest premium be-

ing used to help fund the most worthwhile project of OUR convention. Buy one for yourself and others for your hobbyist friends to advertise great Christmas gifts.

Contact: Simon Moody , phone (04) 5283-032. E-mail: moody@ihug.co.nz

NEW ZEALAND
FEDERATION OF
MECCANO CLUBS

CENTENNIAL
EXHIBITION
OF MECCANO

CIVIC CENTRE
UPPER HUTT
13 -15 APRIL 2001
18 MONTHS TO GO!

Hosted by
Wellington Meccano
Club

October						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

2001 - MECCANO 100 years young



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

November 1999

5th – CMC – St Johns Hall

6th – MWT – St Lukes Hall

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

December 1999

3d – CMC – St Johns Hall

3rd – WMC – St Lukes Hall

12th – WMC – Christmas dinner,

Venue;

The Old Flame
Jackson Street
Petone

Time; to be advised.

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

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P O BOX 4149
NAVRANGPURA
AHMEDABAD – 380 009
INDIA

GEARS

BRASS PARTS

PLATES

STRIPS AND GIRDERS

