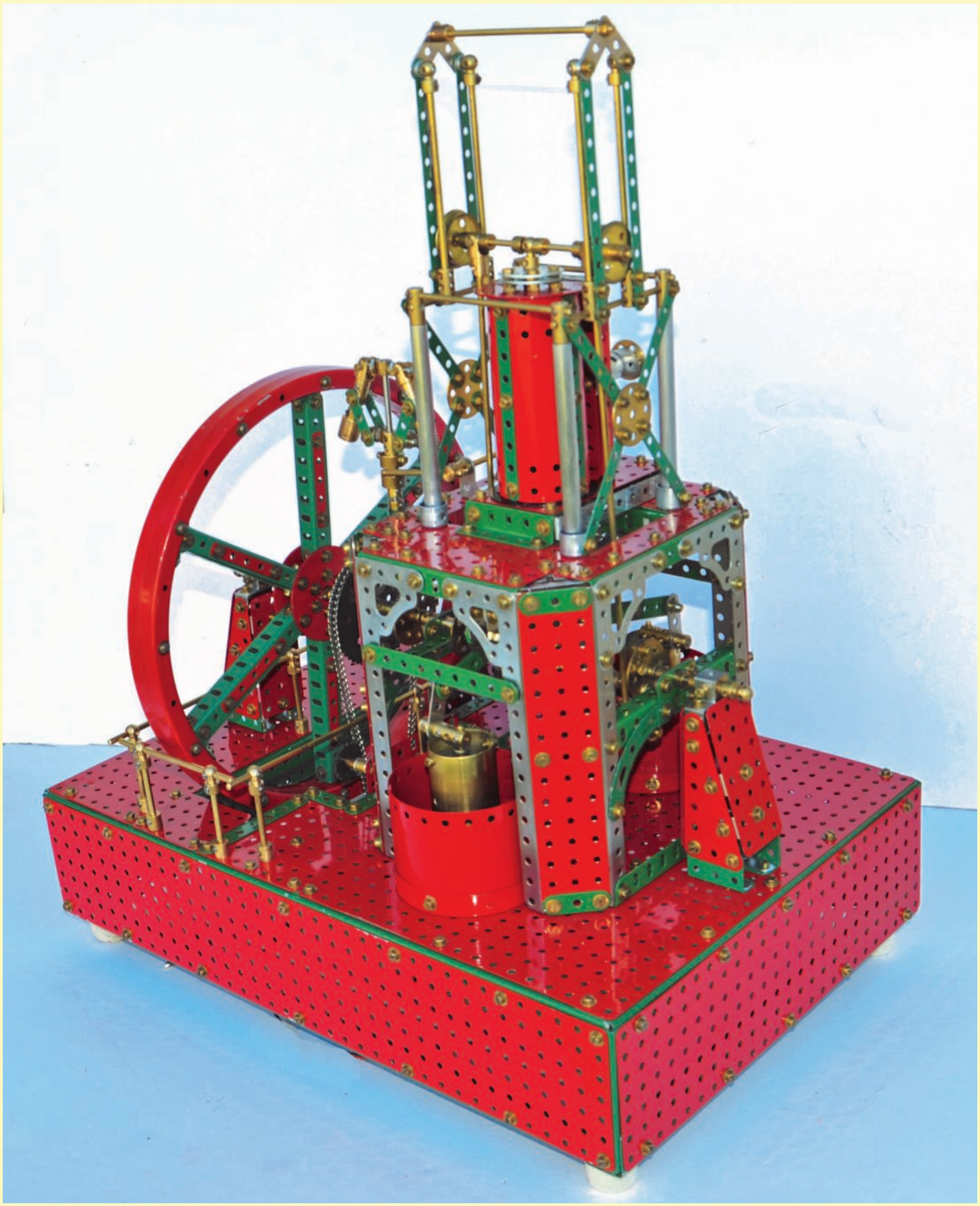
MELBOURNE MECCANO CLUB INC

MMCI Newsletter

4/2015 July



Presidential message

Our June general meeting at BriPhil Hall saw over 30 members set out to enjoy a good Meccano time on a mild winter day. A good line-up for show and tell revealed among other interesting models an unusual Meccano "arm splint" from Doctor Speirs--hope it doesn't drop bolts in bed as models are apt to. Dave Denner succumbed to a request to produce a French knitting machine which he managed to construct from available pictures and details without recourse to FKM master Graham Jost, who praised the resulting machine.

Due to a last-minute change of plans I was unable to attend our regular Buninyong meeting in May, so Mike Maloney kindly stepped in to chair. He reported that a smaller crowd than last year enjoyed lunch at the Crown Hotel but the meeting was as usual quite relaxed with an interesting gold-related challenge. Keep this meeting in your diary for next year.

Russell's meeting challenge for June showed that we have a few flourishing locksmiths, including one who made a novel aqueous version complete with lock gates—looked as though there could be a bit of a problem holding water though.

As noted in our last newsletter, Jim Osborne had arranged for a few members to each describe three useful modern Meccano parts, which resulted in Jim and four others giving some interesting evidence that modern Meccano still has something to offer.

Remember our next meeting will include the annual general meeting and club committee elections. Nominations for all positions—-President, Vice President, Secretary, Treasurer and two general committee members—by paper or email to the secretary will be accepted and welcomed. The motorised Jeep/Landrover exercise should test our builders!

Thank you to Carol Parsisson for ably helping out as our kitchen monitor. For the August meeting Barry McDonald has kindly offered his services.

—Tony

NOTICE OF ANNUAL MEETING

The 2015 annual general meeting of the MMCI will be held at 2 pm on Sunday 9 August (immediately preceding the ordinary meeting) at BriPhil Hall, corner of Gardenvale Road and Magnolia Road, Gardenvale. Items of business will include approval of the minutes of the previous AGM, setting the membership subscription price, and appointments of committee members for the 2015-2016 year. Members can appoint a proxy by sending a notice to the secretary prior to the meeting.

COMMITTEE APPOINTMENTS

Members are encouraged to nominate for the committee. Nominations must be received by the secretary not less than seven days before the AGM. Nominations must be endorsed by two members and accompanied by the written consent of the candidate. They do not need to be on a special form, and can be made via email (for many years a form was included in the July newsletter, but these were hardly ever used—perhaps never used).

August challenge reminder

Mike Maloney's August challenge is to make a reasonable representation of a Land Rover/Jeep style vehicle. It should be powered by a Meccano clockwork motor and capable of running at least five metres.

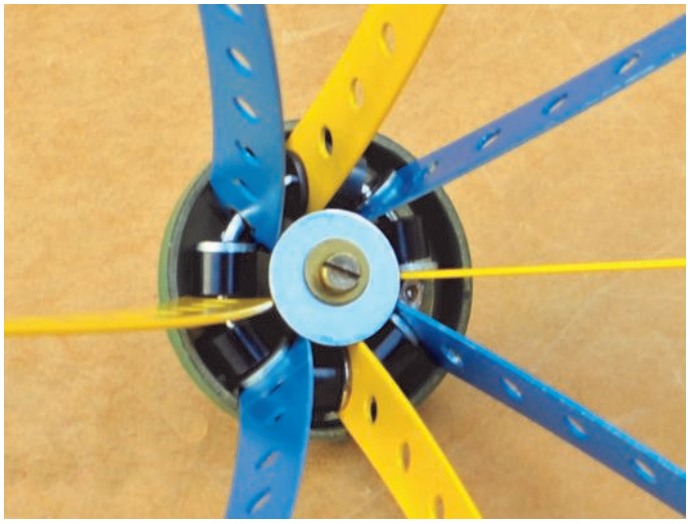
Electrical testing at the June meeting: on the job (left to right) Chris Curnick, Graeme Thomson, Rod Marrow, Barry McDonald and Mike Maloney

Getting ready for the exhibition

The October exhibition is getting closer. If you are planning to show models, the organisers need to know what you will bring, and how much space you will need.

Please give the details to Mark Grindlay. This can be done on a form to be handed out at the August meeting, or available online at the MMCI website. Or you could ring or email Mark by early September. The table layout is already being designed.

And let Mark know if you can assist with the running of the exhibition; even an hour helping at the entry tent is an appreciated contribution.



A stationery ring that should be a Meccano part—see Graham Russell's model on page 8

Getting the newsletter online?

Are you getting the online version of the MMCI newsletter? If not, send your email address to Neil Speirs, and you will receive each issue in future.

On the cover

Jack Parsisson's model of a 19th century steam engine (see page 5 for details). Photos in this issue were taken by Graham Jost, Barry McDonald, Neil Speirs and Lee Squires.

Pay dues at August meeting

It's a good idea to pay your annual membership fee at the August meeting. Eliminate the nuisance of writing your details, save on postage (both yours and the club's), and save Russell some hassle.

Vale Eric Hollingworth

A long-time member of the club, Eric Hollingworth, passed away recently. Eric joined as a remote member from Wodonga, and exhibited a magnificent collection of Trix models in our 2006 and 2007 exhibitions, including a tall pendulum clock, a large mechanical excavator, a gantry crane and a "loop the loop" railway. Eric later returned to the UK, moving to Bexhill-on-Sea, keeping his MMCI membership and regularly corresponding with the club. His later construction of a very well engineered large Trix Ferris wheel was featured on the cover of our January 2014 newsletter with a detailed explanation inside. We are very sorry to hear of his passing and offer our condolences to his family—*Tony Press*

Melbourne Meccano Club Inc
Registration number A0038856V
6 Carolina St, Mt Waverley 3149
www.mmci.com.au

MMCI what's on?

August 2015 General Meeting & AGM

Sunday, August 9 at BriPhil House, Gardenvale Road (Melway 67 H7)

1 pm: Sales tables
2 pm: Meeting starts

Please bring a small plate of afternoon tea to share. The annual general meeting will precede the general meeting.

External exhibitions

Sunday 13 September, 11 am to 4 pm, Whitehorse Historical Society Heritage Family Day, Schwerkolt Cottage Museum Complex, Deep Creek Road, Mitcham (Melway 49 D7). Contact Dave Denner for more information.

Committee contact information

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Committee member: Mark Grindlay 0408 402 339
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Newsletter editor: Neil Speirs (03) 9818 2879
neilspeirs@gmail.com

Australian Meccano Clubs

Maylands Meccano Club (Perth)

Meetings are held at the Maylands Meccano Club, 16 Kennedy St, Maylands, usually on the first Tuesday of each month. Contact Ross Smith (Secretary) on (08) 9367 8906 for details.

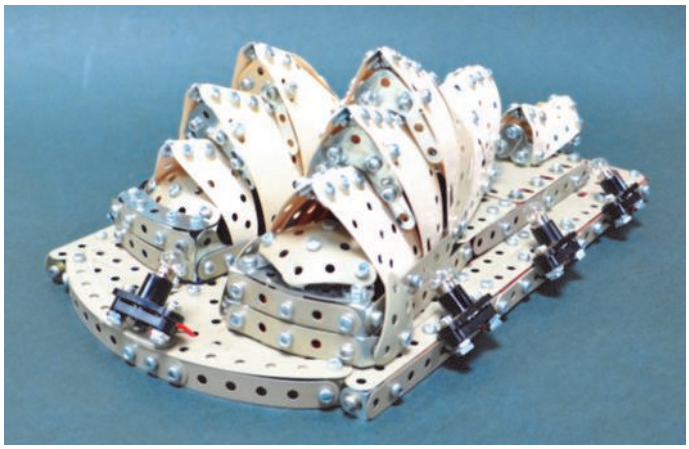
Meccano Modellers Association (Sydney)

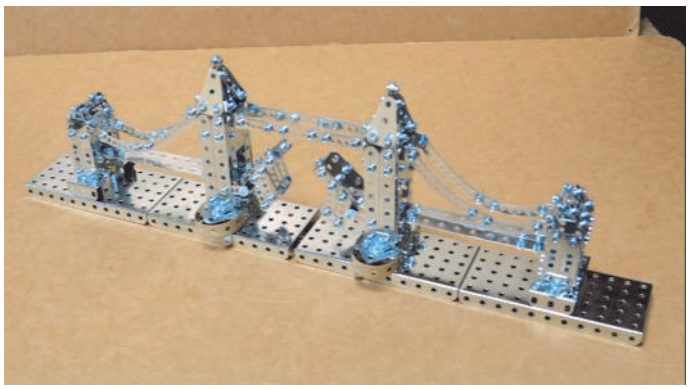
Meetings are mostly held in various venues around Sydney in the afternoon of the fifth Saturday of a month. Contact Malcolm Booker on (02) 9450 1834 for details.

South East Queensland Meccano Group

The next SEQMG meeting will be at 1:30 pm on Sunday 26 July at Frank and Norma Cherry's house, 9 Melia Court, Eatons Hill; (07) 3264 7215. Contact Paul Dale, Secretary (07) 3202 5352 for details.
Paul usually tries to organise additional gatherings for visitors, if he receives sufficient prior notice.

Buninyong: more models than members





There were twelve attendees at Buninyong on May 9, including eleven members who brought thirteen models. After another enjoyable lunch at the Crown Hotel, the meeting was again held at the Uniting Church Parish Hall. Present were Steve Butterworth, Dave Denner, Ric Green, Mike Maloney, Rod Marrow, Barry and Jen McDonald, Jim Munro, Carol and Jack Parsisson, Neil Speirs and Doug Ward. Apologies were received from Russell Hiscock, Graham and Mary Jost, Tony Press, Charles Sherlock and Andrew Weaver. As usual there was no formal business at the meeting.

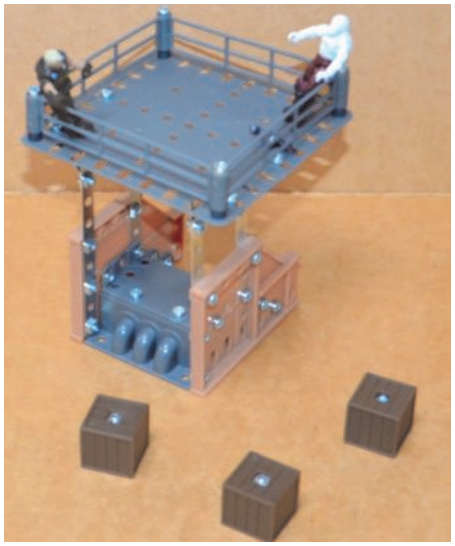
Steve Butterworth of Adelaide brought four items to the meeting. His Sydney Opera House model was an attempt to copy an iconic Australian building along the lines of the Meccano Landmarks of the World sets, and also an opportunity to use some of those faded triangular flexible plates supplied in late 1970s and early 1980s sets. He said that because the shapes of the real building are complex the challenge of building it in Meccano was quite interesting.

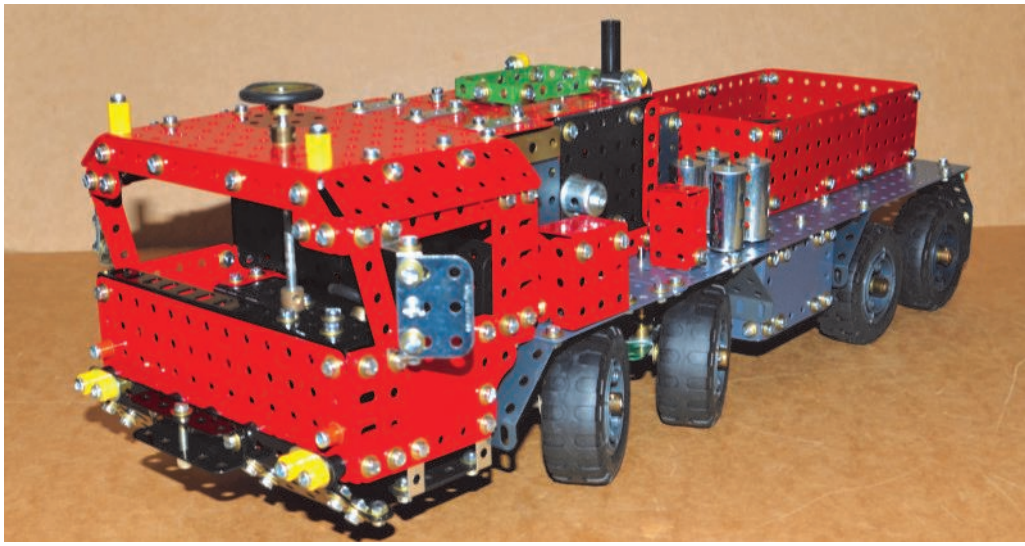
The British Aircraft Corporation TSR-2 (Tactical Strike and Reconnaissance Mach 2) model was made primarily from two Concorde sets. Steve built it to commemorate the 50th anniversary of the first flight of this aircraft (only one was completed before the project was controversially scrapped several months later). The machined titanium bracket used in the model's plinth was originally made for the TSR-2 production line from an engineering drawing Steve's late grandfather made in the early 1960s. He saved the bracket from the scrapheap when the project was cancelled and after his death it was passed on to Steve.

The Tower Bridge model is made from the latest version of this set, incorporating a large number of ¼-inch spaced parts. The set is not yet available in Australia—Steve bought it on eBay. The model is built to plan with the addition of a simple hand-operated opening and closing mechanism.

Steve also brought the backhoe which won the Spanner

Steve Butterworth holding his backhoe, and his Opera House, Tower Bridge and TSR-2





Barry McDonald's Gears of War model, and his version of the Elefant truck

Christmas challenge (see the February 2015 MMCI newsletter).

Barry McDonald showed his version of a plan by Paul Anderson, a Faun SLT 50 "Elefant" truck made for the German Army. The original was developed as an all-wheel drive tank transporter in the 1960s in Germany and the USA. In Germany, 324 were built with 730-horsepower Mercedes engines. The separate trailer was made by Krupp. They were upgraded by Faun between 1993 and 2000, with new Deutz 780-horsepower engines. In later years many were acquired by private owners.

A Meccano version of Paul Anderson's design was made by Jack Parsisson last year (see the July 2014 MMCI newsletter). Barry modified this design to represent one of two Elefants used in Africa by ALE (Abnormal Load Engineering) of England on indivisible load operations. These have been converted from fifth-wheel tractors to ballasted prime movers.

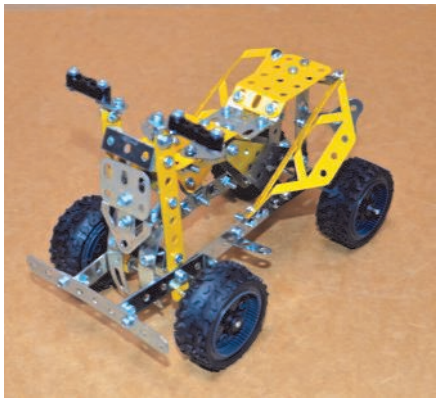
Barry also showed a model made from one of the Gears of War sets, the Halvo Bay Pursuit. These originally retailed between $30 and $40. Barry said he was never very taken by them, but he saw some on sale at $9.99 and bought three of them. He ranked the sets at "zero out of ten", with most parts "plastic rubbish".

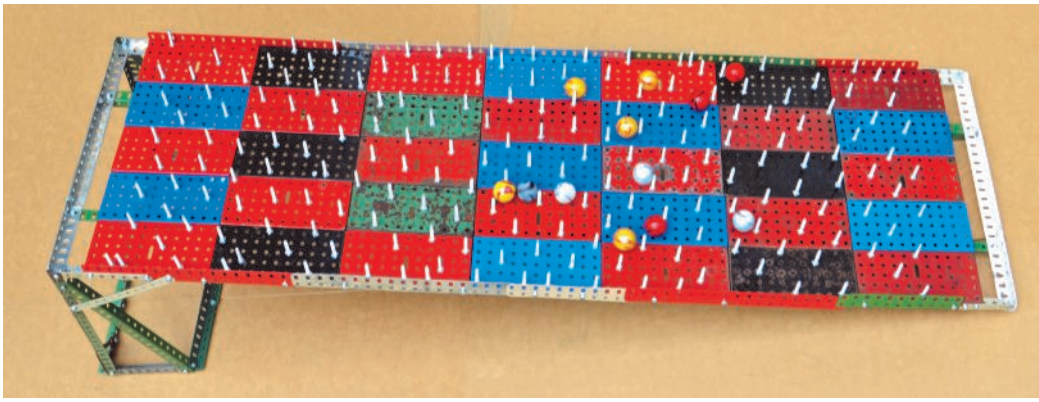
Ric Green made a bike from a Multi Models set, although he said he had lots of bother with the instructions and made some changes. He said he was disappointed that the front does not turn, and might make another version with a swivelling front.

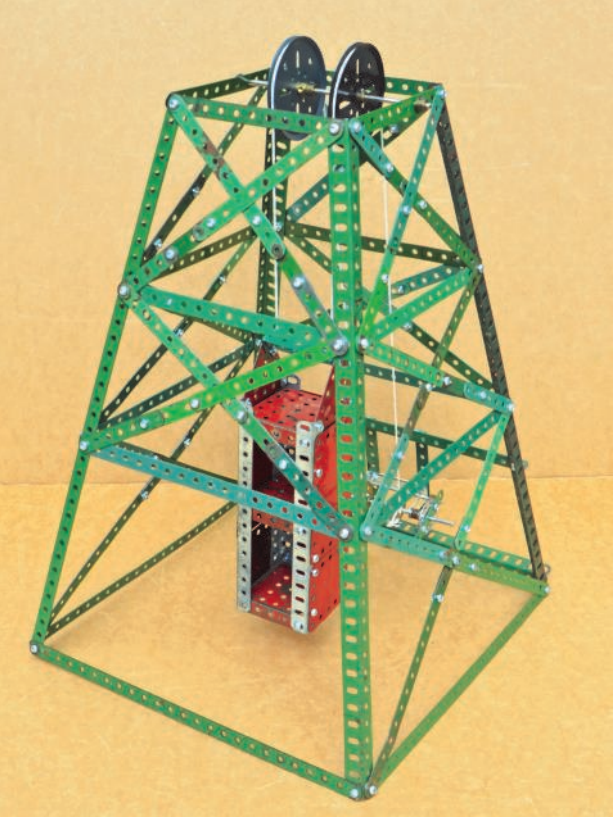
Neil Speirs demonstrated a section of a marble race that he plans to make for this year's exhibition. He said he wanted it to be different from past models. Instead of two marbles racing along parallel courses, this one will have a dozen marbles running together and colliding chaotically. He added that he was running out of ideas, and this might be his last marble race.

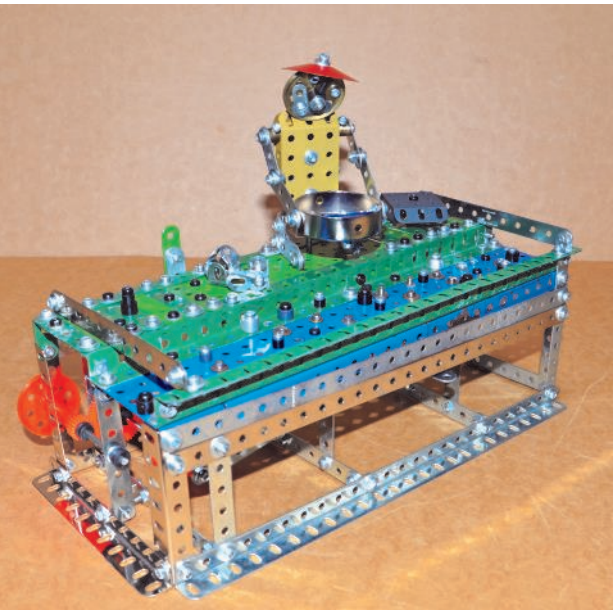
Jack Parsisson showed a model of the 19th-century table engine designed and patented by Henry Maudslay in 1807, an early self-contained small steam engine. The vertical cast-iron cylinder is mounted on a table with four legs, hence the name. This engine was very successful and was manufactured until 1880. The Meccano model (see front cover) is a design by Dr David Whitmore, published in CQ in March 1992. Jack said the instructions had a few problems. On each of four cranks, the plan shows two 5-hole strips, but if these are attached, there is not room for the cranks to turn, and the strips are too long. He changed this to a single 4-hole strip on each crank. Jack also added an extra support for the main axle drive, and reduced the height of the base. Some of the parts came from his Giant Beam Engine, the first model he has dismantled for a decade or more.

Ric Green's bike, and part of the next marble race proposed by Neil Speirs, with a dozen marbles competing









On the left, Neil's poppet head, Ric's panning prospector, and Jim with his vital mining equipment. On the right, Mike with his berdan pan (you might know the word poppet, but berdan?)

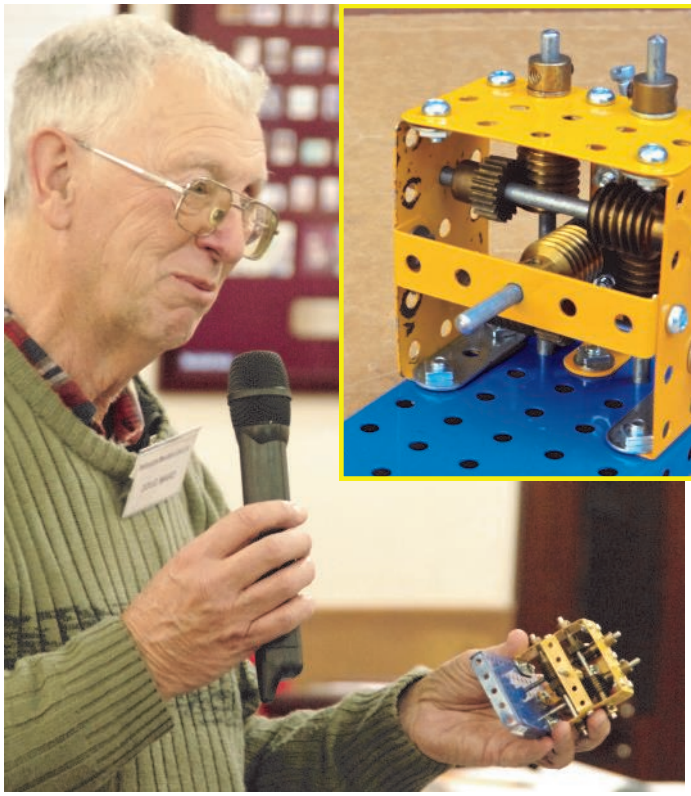
Four members at the Buninyong meeting took up Mike Maloney's challenge to make a model of something connected with gold mining.

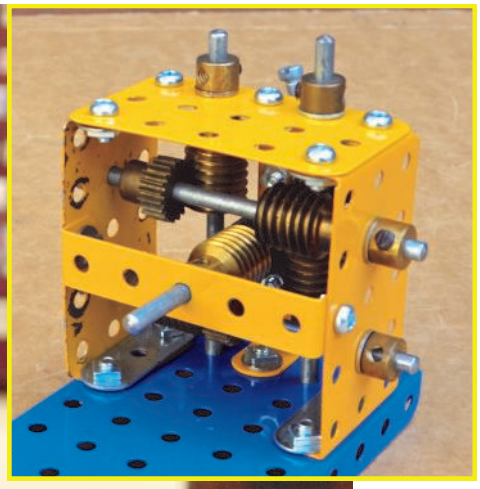
Mike's own model is based on the berdan pan at Sovereign Hill gold mining museum. The pan is tilted, and rotated by bevel gears from an overhead line shaft. The iron ball crushes quartz particles as it rotates, releasing the gold. The bowl contains mercury, and water trickles in and out, washing out the waste quartz—the mercury forms an amalgam with the gold. The mixture is eventually taken to be heated in a refinery furnace.

The challenge entry from Ric Green represents a prospector panning for gold. It shows a creek with stones in it. The prospector might be Chinese, going by the style of hat he is wearing. He is kneeling by the creek and has a panning dish to separate the gold from the silt. He had to pay to work a certain area, and the bar represents the section which is his allocation. The prospector also has a bag and hammer. Ric added a handle to the model so the prospector moves from side to side in a panning action.

Jim Munro named his model Buninyong Mining Essentials. It contains all the kit a well set up miner needs—a pick and a shovel for digging up the gold, a bottle of grog to celebrate the find, and a shotgun to keep the claim jumpers away. Jim advised members never to throw away broken spring clips, because if you wait 45 years you will find a use for them.

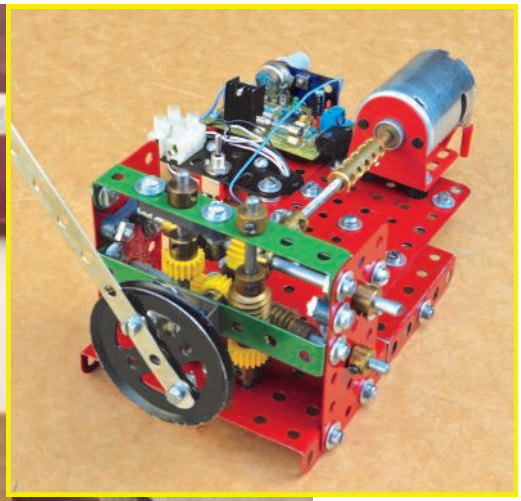
Neil Speirs checked the history of the Buninyong Gold Mine, which opened in 1859 and produced 40,000 ounces of gold. It was re-opened during the 1930s depression as The Rand Mine. Neil's challenge entry is an attempt to model the mine's poppet head. He said the model would not be very accurate, because he could only find one photo of the mine—this shows the poppet head behind the mine's ore bins, winding house and boiler house. The photo, which can be seen on the Museum Victoria website, was probably taken in 1935.





June meeting report

The pictures show Doug Ward (above) and Jim Osborne (below) with the reduction gearboxes they displayed at the meeting; see next page for more detail



There were 31 members at the BriPhil meeting on June 13—the same number as last year. Members present were Jacob Bell, John Brand, Anthony Burkitt, Chris Curnick, Dave Denner, John Edgar, Tony Ercolano, Ric Green, Mark Grindlay, Russell Hiscock, Graham Jost, Mary Jost, Mike Maloney, Rod Marrow, John Martin, Barry McDonald, Ernie Morf, Jim Munro, Jim Osborne, Carol Parsisson, Jack Parsisson, Paul Piggott, Tony Press, Tony Riley, Graham Russell, Neil Speirs, Graeme Thomson, Jack Van Dongen, Doug Ward, Andrew Weaver, William Wilson and Mike Wright. An apology was received from Doug Wilson.

President Tony Press reminded members that the annual general meeting was approaching, and urged anybody interested to nominate for election to the committee. “It would be nice to have competition”, he said.

Tony said the committee had considered proposing a rise in membership fees, because expected increases in postage prices were likely to lift the cost of distributing the newsletter by some dollars per member. However, the committee decided to delay any increase because the club has a $5,000 term deposit that can be accessed.

Treasurer Russell Hiscock said funds were sufficient to see out the year. Total funds available were $5,748. Taking even a small amount out of the $5,000 term deposit would eliminate annual interest income of $160, but this might not be necessary if this year’s exhibition makes a moderate profit.

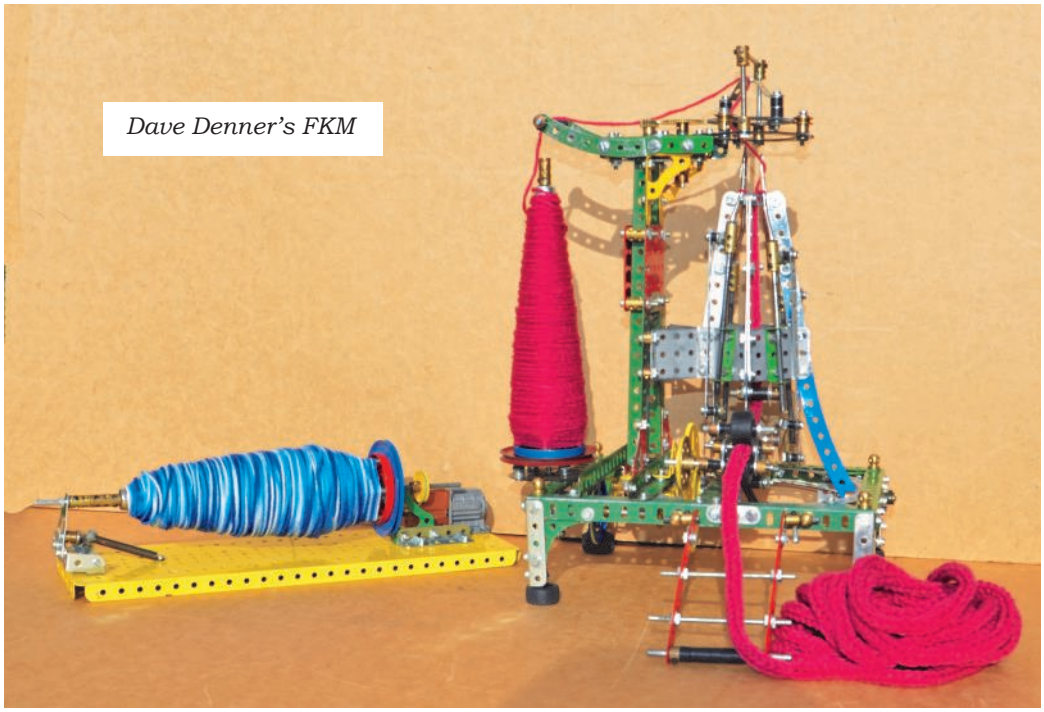
Russell said that current paid membership is 96, including eight “electronic” overseas members.

Tony thanked Rod Marrow and other members who spent several hours testing electrical equipment to be used for powering models at this year’s exhibition. Rod said that about 160 tags were issued. He showed the meeting one item that failed, a power plug with uncovered wires risking a short circuit.

Tony said the club needs a manager for its website, which is hosted by Anthony Burkitt. He said what is wanted is somebody to redesign parts of the site, provide regular information updates, and monitor the contents. Contact the committee if you are interested.

Tony also announced that after several meetings without a parts auction, one would be held at the December meeting. Jack Parsisson said he would offer a number of lots from the large stock he acquired from the family of Walter Ashburn.

Exhibition organiser Mark Grindlay said that he had received some additional help offers, but still more are needed. He thanked the electrical testers, and Chris



Dave Denner's FKM

Graham Russell's cold wet afternoon

Curnick for again producing the posters.

Graham Jost discussed external exhibitions. He said that only two members expressed interest in the Hobby, Leisure and Collectors Carnival (originally held at Sandown Racecourse, this year moved to Springvale Town Hall) so he cancelled MMCI participation.

The meeting then moved to the first model display. Eight members had items to show.

Doug Ward and **Jim Osborne** both showed modified versions of a reduction gearbox described in the Meccano Magazine for February 1969, which according to the article had a reduction ratio of 2,476,099 to one. Doug said his version has a ratio of 3,200,000 to one, because he used 20-tooth pinions instead of the 19-tooth ones in the plan.

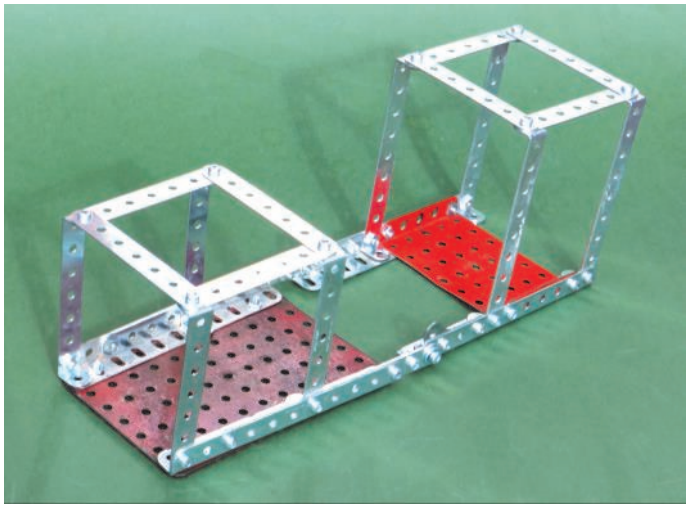
Jim's gearbox has a similar mechanism, but is motorised. It is driven by Marklin's last motor, a 12-volt DC unit, model number 1022, which is very high-revving—putting out about 7,000 rpm. This is difficult to sustain smoothly within a Meccano system for long periods. Jim runs the 5 pole motor at about 6 volts and 3,000 rpm; it is almost inaudible, and the gearbox vibration-free. The gearbox ran throughout the meeting and its output shaft rotated about 20 degrees.

Dave Denner demonstrated a French knitting machine, based on the article by Graham Jost in CQ 100 and various VirtualMEC drawings from Jack Parsisson. Dave said he was asked to make an FKM by a lady friend who had seen Graham's knitters at the Pakenham exhibition. His machine produces about a metre of knitting in three minutes. His friend intends to make a few beanies and a rug for her dog with the knitting.

Graham Russell entitled his display "A Cold Wet Afternoon". He said his first thought was to build various versions of a roof line which came to a point. For bases, he chose (a) Part 143, Circular Girder 5-1/2 inch diameter, (b) Part 167b Flanged Ring 9-7/8 inch diameter, and (c) Part 145 Circular Strip 7-1/2 inch diameter.

"Then I thought to use 12-1/2 inch strips, on a base of

Two views of the attempt by Neil Speirs to control his cubital tunnel syndrome



One of Barry McDonald's Andreas Konkoly booklets, and Mike Maloney's Merkur set

a 5-1/2 inch Circular Girder", he said. "I thought that the result would make a nice spire for a church.

"I then thought I'd make a bandstand in a local park."

Graham added that it was no contest to find non-Meccano parts in his models. He used car engine block Welch plugs for domes, above strips held together by hinged rings used in stationery.

Barry McDonald brought the Faun SLT 50 "Elefant" truck he showed at Buninyong, with some new parts added to complete it.

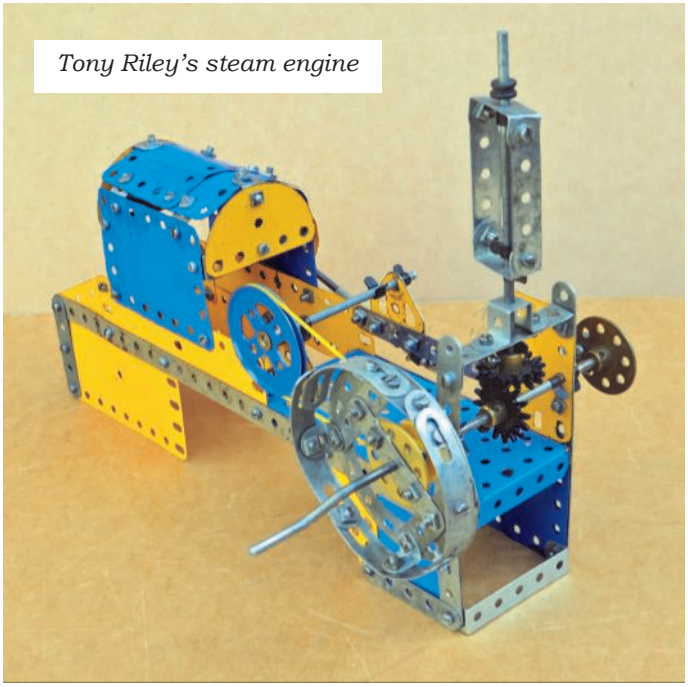
He also showed members three booklets of Andreas Konkoly's supermodel plans, part of a series being published by the Runnymede Meccano Guild in the UK. Konkoly designed around 230 "No 10 Set Supermodels". His original instructions were difficult to follow because of his quaint English and limited black and white photographs. The models have been rebuilt by Nick Rodgers and others, photographed in stages, and the text re-written. RMG is publishing the plans with five models per booklet; the first 80 plans have been completed. Each booklet costs ten pounds (plus four pounds postage to Australia for two booklets). "I will buy as many as I can", said Barry.

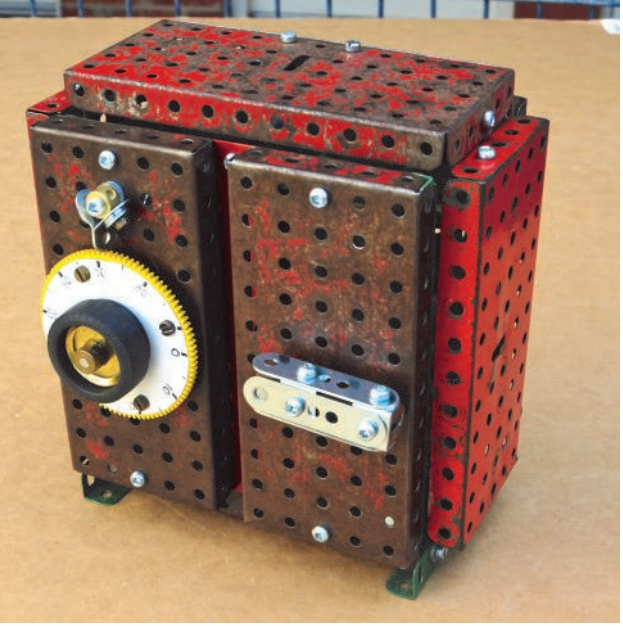
Mike Maloney showed members a Merkur 10-model construction set that he bought for $30, which he said was a price equivalent to Meccano. The set has 222 parts including nuts, bolts and washers. Mike bought it at a gift shop in Malmsbury, on the way home from the Kyneton exhibition. Merkur is made in the Czech Republic; its parts are metric, with bolts of 4mm diameter, strips 10mm wide, and spacing of 10mm between holes. Merkur began manufacturing in 1920 and closed in 1940. It resumed in 1947, went into insolvency in 1993, but was revived again a few years later.

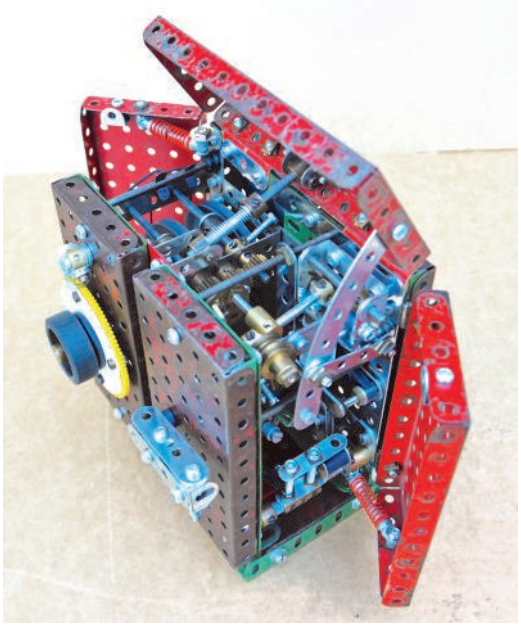
Neil Speirs maintained his tradition of showing a Meccano construction with a purpose not easy to recognise. Explaining the reason for its construction, he described a medical problem he has had for a long time—his hands sometimes go numb while he is asleep. This was diagnosed as carpal tunnel syndrome, caused by bending your wrists too much. It is easy to buy gadgets to keep your wrists straight, but these did not help. Then Neil discovered his problem was actually cubital tunnel syndrome, which is caused by bending your elbows too much. He could buy devices to keep his elbows from bending, but it was too weird trying to sleep with arms absolutely straight. So he made this Meccano solution, which allows him to bend his arm but no more than about 70 degrees. It works well, he said.

Tony Riley showed a model of a steam engine, from the instructions of an early No 4 set.

Tony Riley's steam engine







Left, Jim Munrro's safe, open and closed. Top right, Ric Green's Padlock, open and closed. Below right, Mike Maloney's combination locking device

Members lock into the June challenge

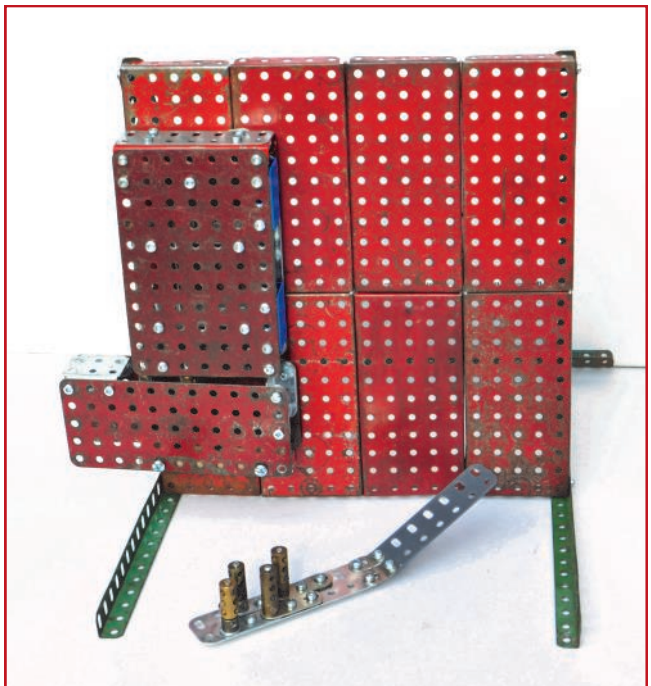
Graham Russell

Our quest this month was to reproduce or create a lock. A few ideas were provided. How will our members respond?

Ric Green was first off the mark with a "Padlock" (his quote marks) operated by an Allen key. He said that on observing the model, it was apparent from the multitude of nuts and bolts that the system was compromised and there was no security.

Neil Speirs dived into antiquity with an ancient Egyptian door lock, of 3,000 or 4,000 years ago. No one at the meeting was old enough to dispute this. His model included part of a wall, with a door to be imagined behind that part of the lock that projected from the wall. The original was made from wood. Illustrations of these early Egyptian locks may be found on the internet. Neil believes that his model is approximately the same size as the original.

Below, Egyptian lock by Neil Speirs. To open, put the key into the right side of the movable bottom part, and push it upwards through holes until the rods in the top section line up with the gap; and pull to the right



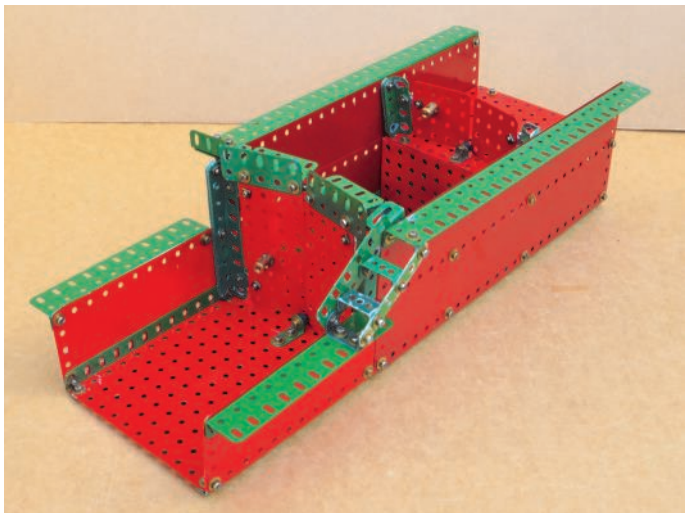
Jim Munro modelled a combination lock for a safe. He pointed out that a combination lock calls for notches in the rim of a wheel. These are set to allow the lock to release. Meccano has no equivalent part or parts. To replicate them, Jim used the long slots in a face plate and 3-inch pulleys. This proved space heavy and left little room within the safe.

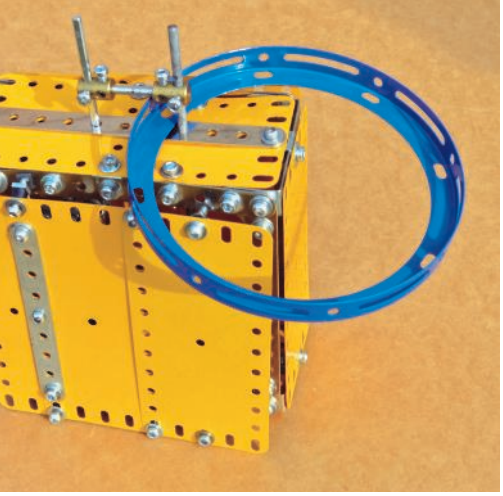
I was out of step with my fellows and made a lock for a canal! It was not to scale and was solely meant to be a display of such a lock. It includes a tow path, gates and a pond.

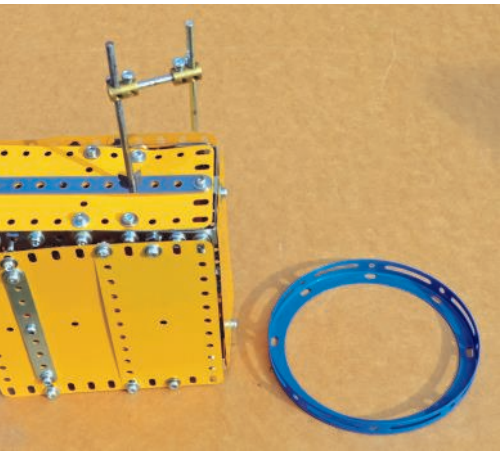
Mike Maloney produced a combination locking device described in MM of August 1953, as part of an automatic ticket machine made by B D Rivron of Ipswich, England. It is mounted on the door and gives access to a coin tray. Two wheels, operated in sequence, open the door. The lower wheel is turned anti-clockwise for ten clicks. Then the upper wheel is turned clockwise to release the main bolt. The lower wheel is then turned anti-clockwise for another five clicks to release the door. The door is locked by turning the upper wheel anti-clockwise before turning the lower wheel five times clockwise.

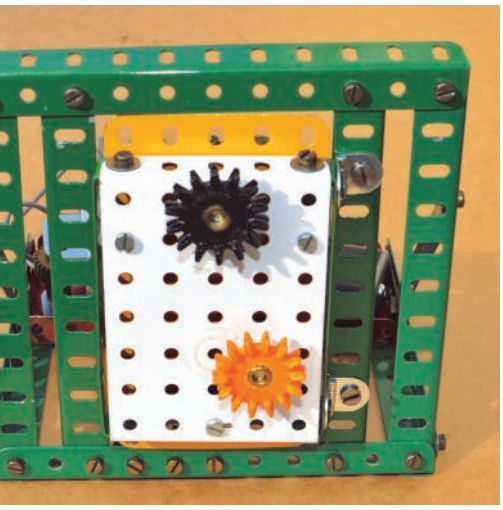
All members gave a full demonstration of their locks, and received generous comment from those at the meeting.

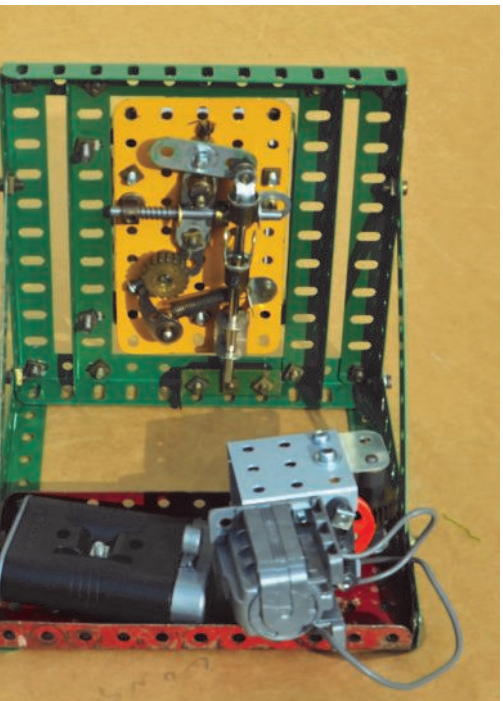
Graham Russell knows what a lock is

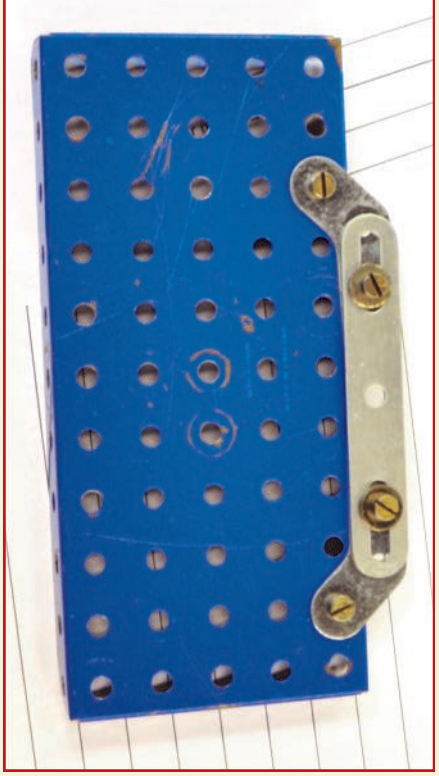












Jim Osborne's hole spacer and Doug Ward's universal coupling alternative

Post Binns Road favourites

Five members discussed post-Binns Road parts they found useful, following Jim Osborne's suggestion at the April meeting.

Jim's own selections began with part 38a, plastic spacers. He said they space accurately and evenly, and neatly cover axles or threads, as in his model. He discussed part 260c, the plastic spacer strip; in his gearbox, five were used as bushes to reduce axle vibration. He showed a small construction using two of part 133c, the obtuse corner bracket, in tandem with a flattened formed slotted strip (part 214); an easy way to achieve more obscure and non-standard gear combinations.

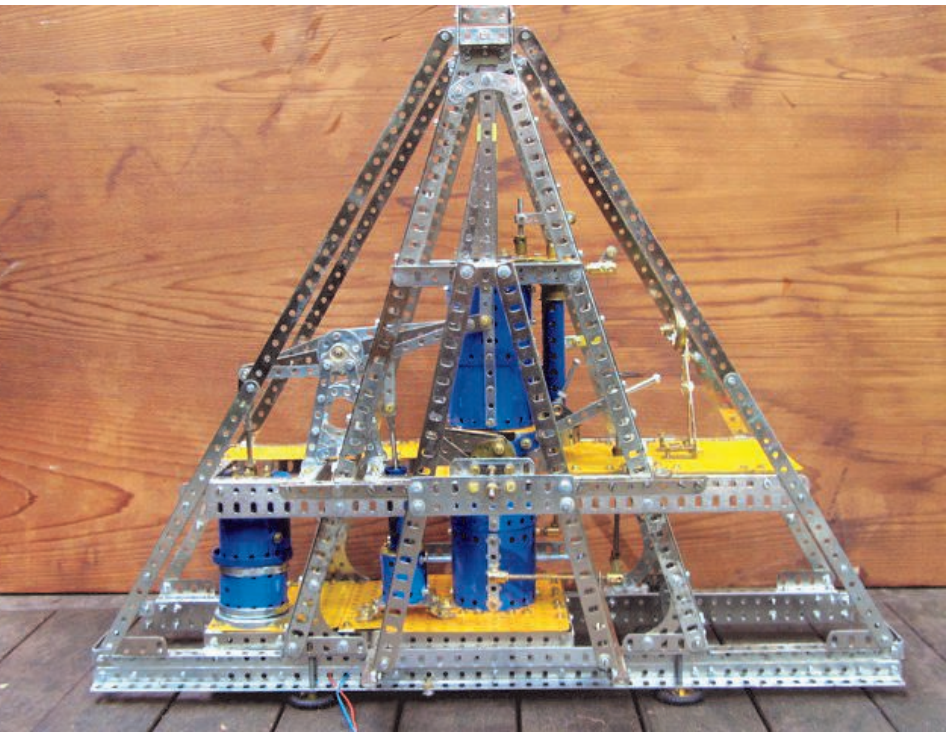
Dave Denner said the French battery-powered motor (770) was marvellous, and one powered the Tower of Terror, one of his major models, for 140 hours. He also liked the 19:1 gearbox (760) that goes with the motor, and said he hadn't managed to wear one out yet. He described part 160g/A160, the cube profile, as extremely handy particularly for differentials, and praised part 38a.

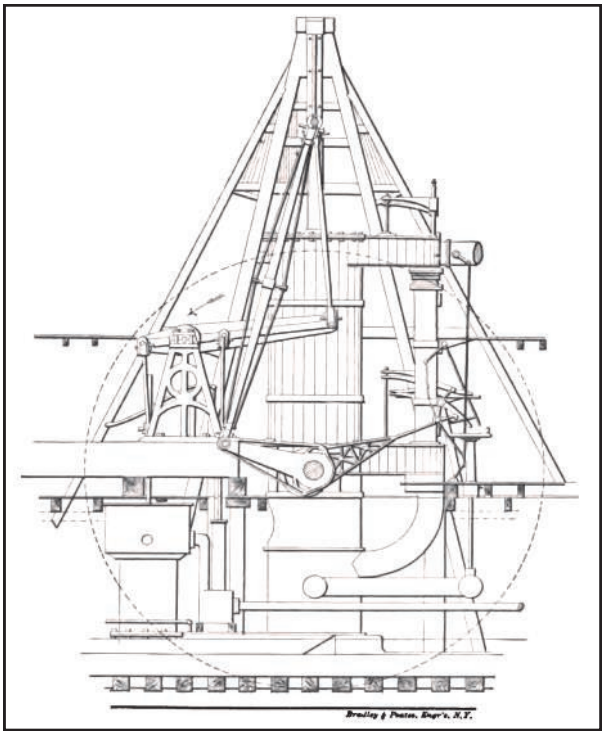
Mike Maloney was also keen on the motor and gearbox and the cube, which he often uses as a gearbox housing (see his model for the meeting challenge, at left). He pointed out that current versions of the 770 motor have the facility for captive nuts, which makes them easier to install. He praised triangular axles, which efficiently operate bossless pulleys and gears to save space. And he liked 38a, and 260c as a low-friction shaft bearing.

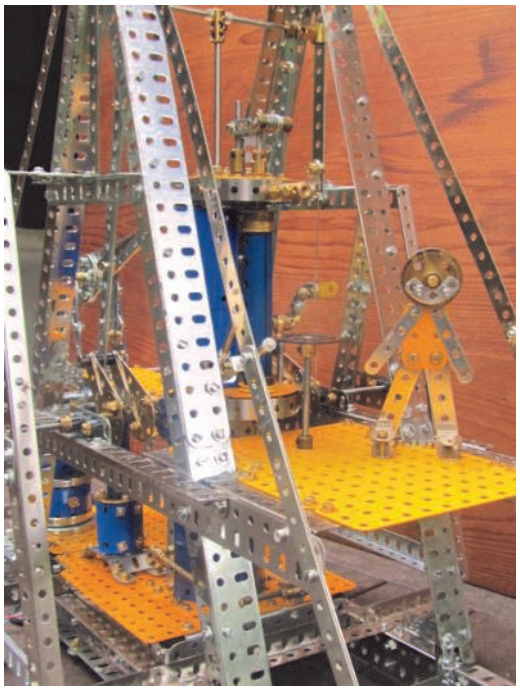
Doug Ward said he admired the 1x1x1-hole narrow obtuse reverse angle bracket, part 825, and showed how it could be used with two bush wheels to make an offset coupling (similar to a Schmidt coupling). This could replace two Meccano universal couplings to join axles that are offset. He mentioned that he is not wholly pleased with modern nuts and Allen head bolts, he finds that they vibrate loose fairly easily.

Neil Speirs said he appreciated Allen-head bolts, and used them always. He also liked the recent type of locknut, and part 051F/A251, the 3x5 hole flanged plate with the flanges on the long sides; both of these parts have been used many times in his marble races.

Members are encouraged to bring other post-Binns Road parts for discussion at future meetings.







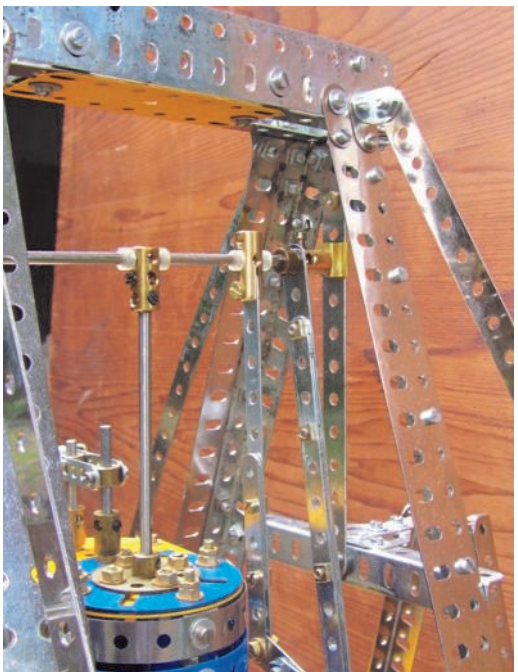
Crosshead paddle wheel steam engine 1814

Lee Squires

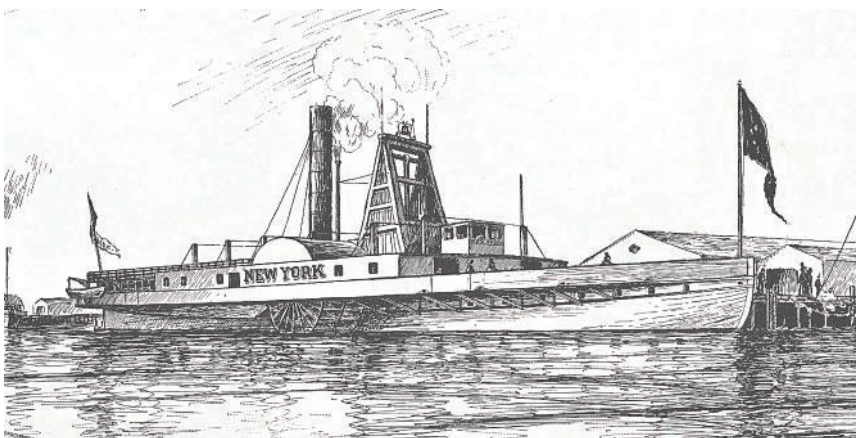
The crosshead paddle wheel steam engine, also known as a square, sawmill or A-frame engine, was crude but powerful. It was used on the earliest paddle wheelers plying the Mississippi and Ohio and other western rivers from 1811. This marked a transition from wood to iron as metalworking skills began to supplant carpentry.

The average life of a western steamboat was about five years—they were maintained meanly and were operated with limited expertise. Oversight of safety standards was secondary to pioneering interests, and the western steamboats became widely known for the disasters that befell them.

The engines operated at high pressure; the more finely finished eastern steamboats ran with low-pressure engines. The main feature is the vertical cylinder located directly above the paddle-shafts. A single crosshead transmits power to separate ends of the crankshaft. This gives the engine a high centre of gravity, making it unsuitable for open waters. It also limited the power output of the design so as the number and size of steamboats grew, crosshead engines were overtaken by other designs that could be used in vessels navigating shallow waters.



Paddle steamer "New York" 1836, 105 tons



Lee Squires' display

Laurence Langley's locomotives

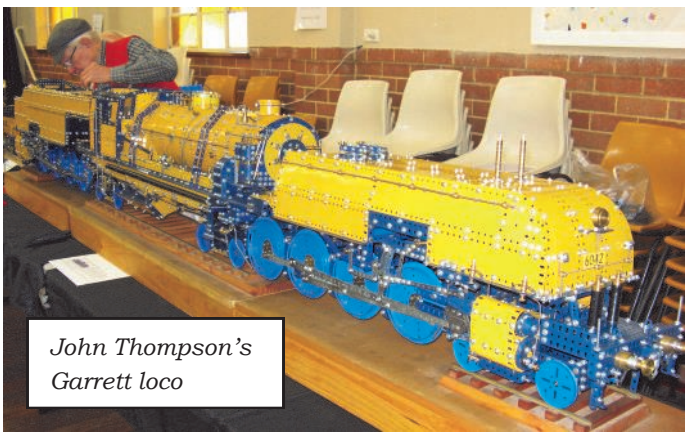
Sydney exhibition

Graham Jost

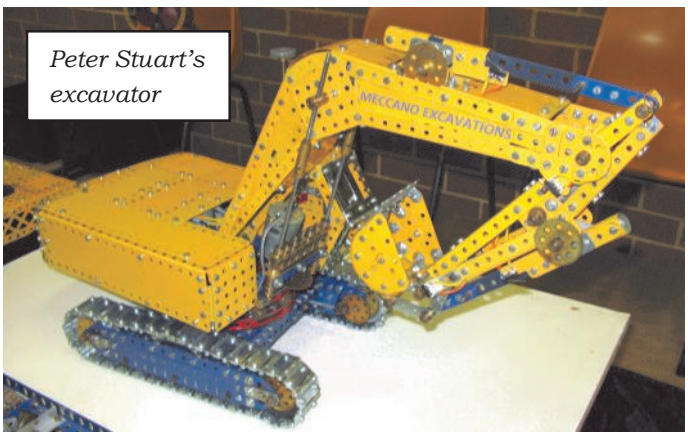
Once again the annual MMA Meccano show, the 34th, was held at the Frenchs Forest Baptist Church Hall in Sydney—a venue with plenty of space, and with food and drink available throughout the day. There are three main areas: the main hall, a side area about half that size and an additional room. Meccano exhibits occupy the two main areas, and children have the opportunity to practice their modelling skills in the separate room under supervision—it was in constant use throughout the day.

Some 24 exhibitors provided a fine display of models. A gigantic 6 metre-long Transporter Bridge in spectacular blue and gold, still in build, occupied the stage area (see back cover). In the main hall, the exhibits included the Garden Island Hammerhead Crane (the prototype was sadly demolished last year) along with several other cranes, locomotives large and small, stationary and marine steam engines, steam powered machinery and motor vehicles of all kinds. A three-floor automatic lift, lotto machine, Meccanograph, more cranes and locos and an impeccable display of fairground models, ball rollers and tiny Elektrikit solenoid engines in pristine red and zinc-plate occupied most of the side area. We took four models: Mary's Butterflies and my Horizontal French knitting machine, "Consul" and the "Twister" ball roller. The butterflies fluttered, the FKM knitted, Consul calculated and Twister rolled throughout the day without missing a proverbial beat—very pleasing, that!

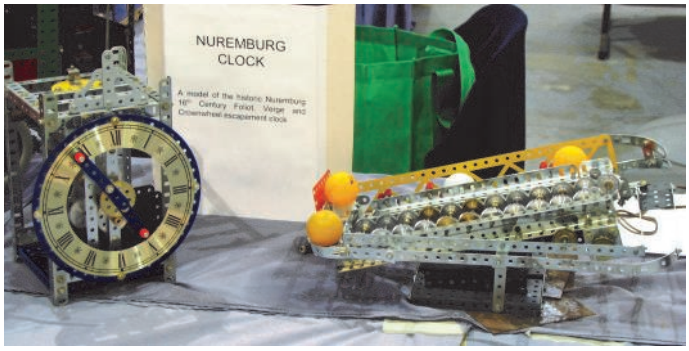
Another most enjoyable show was topped off with the traditional exhibition dinner on Saturday night.



John Thompson's Garrett loco



Peter Stuart's excavator



Clock and ball roller by Neville Hollands

Maylands exhibition this year...

Ross Smith

Maylands Meccano Club staged a display at the Australian Model Railway Association 2015 Exhibition over a three-day long weekend at the end of May.

Two runs of Tricky Track occupied two opposing sides of the display, one built a group of club members, one by Clem Bond with assistance from others. We didn't expect faultless running and were not surprised when the intervention of Chief Maintenance Officer was required.

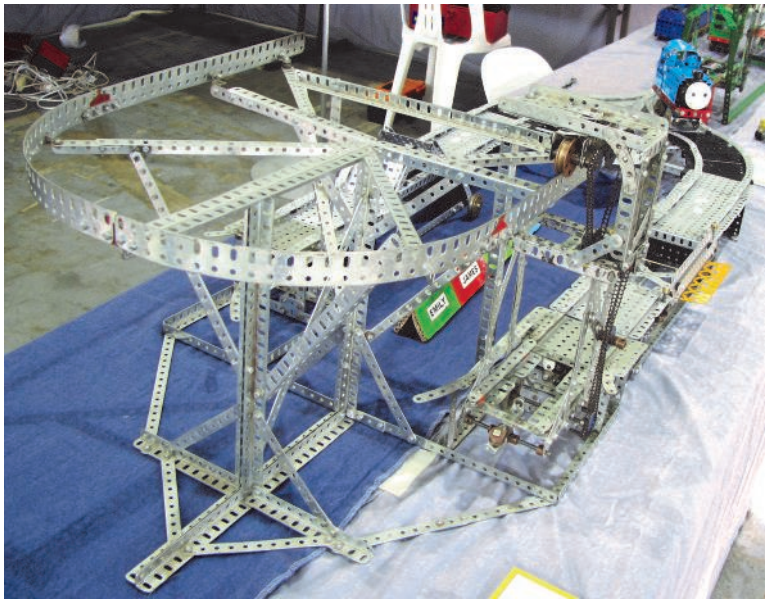
Neville Hollands had his Nuremburg clock running and his Rob Mitchell/Graham Jost horizontal ball roller keeping visitors entertained. It seems a lot of people have only seen electric powered clocks and don't know about clockwork springs.

Non-railway vehicles included a red/green limousine and a Goldsworthy Gurney Steam Carriage as travelled from London to Bath in 1829 by Bruce Laan, the Morgan Three Wheeler by Ross Smith, plus a Snowplough truck, two farm tractors and trailers built from Marklin by Michael Hanrahan.

The Servetti Diabolik money grabber from Meccano Magazine by Ross Smith took a steady supply of ten-cent donations to the club. Maybe it should have been built to take $1 coins! Unlike its visit to CAM and SkegEx in 2014 where it was a non-performer, the Money Grabber was faultless over three days.

Dave Howe was fully occupied with his Meccanograph

Goldsworth Gurney Steam Carriage by Bruce Laan



Above, the end of the Tricky Track built by Clem Bond and others; below, another version with each section built by a different club member

and spent the time dispensing designs for long lines of children. Michael Hanrahan provided a No 10 Outfit double-deck bus in red/green and an early 2-2-2 "Fire Fly" type steam locomotive built in 1930s blue/gold. Even though Perth does not have double-deck buses there was quick recognition and many favourable comments from visitors.

...and 67 years ago

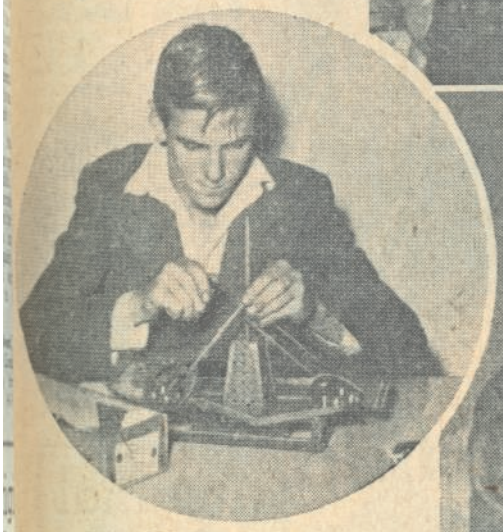
Opposite: the date on this page of The Western Mail is 1498, but other pages show 1948 and that is easier to believe. This came up when I was browsing the National Library's online collection of old Australian newspapers, looking for articles about Meccano.

There are plenty of hits when you enter "Meccano" as a search, but hardly any have photos. A lot of the hits are about a horse called *Meccano*, Australia's champion pony for much of the 1930s. There have since been several other noted ponies with Meccano in their names. Pam Bush's young *Kerribee Park Meccano* came third in the Open Small Galloway class at this year's Castle Hill Annual Show—*Neil Speirs*

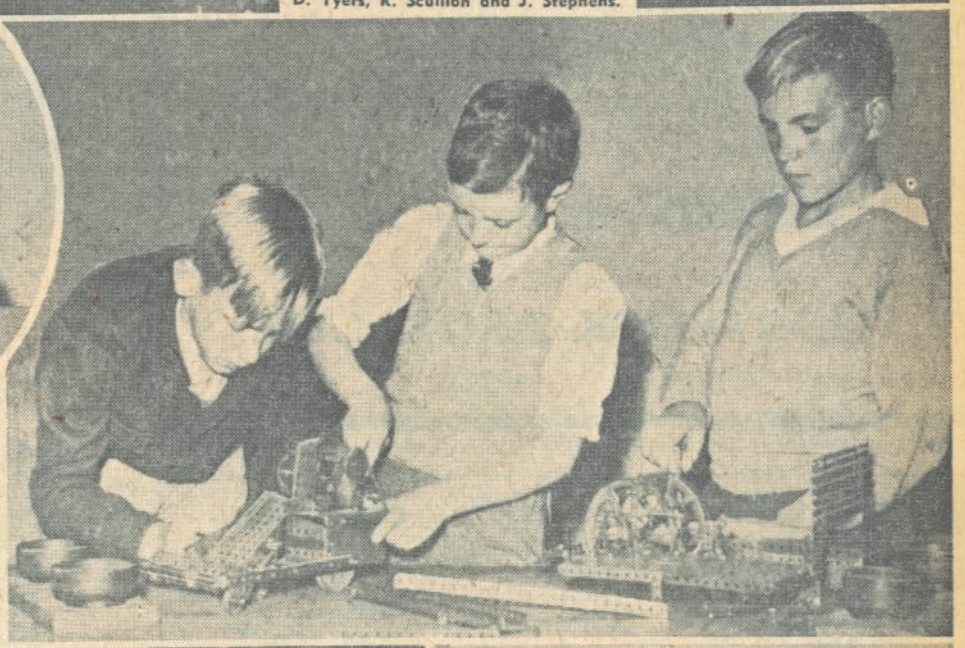
Meccano Mechanics

Boys of the Maylands Meccano Club held their annual exhibition on April 24, when a remarkable series of ingenious meccano models were displayed. The club is seeking support for its club-room building project. Here are some of the exhibits under construction.

D. Tyers, R. Scullion and J. Stephens.

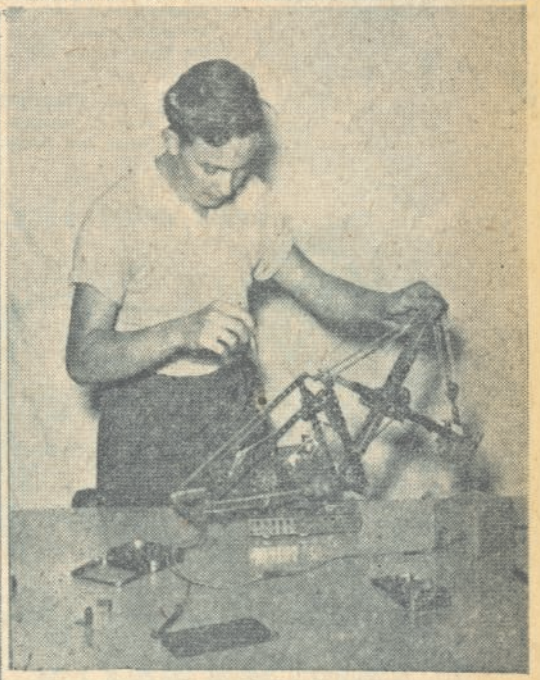


K. Carlson's merry-go-round.

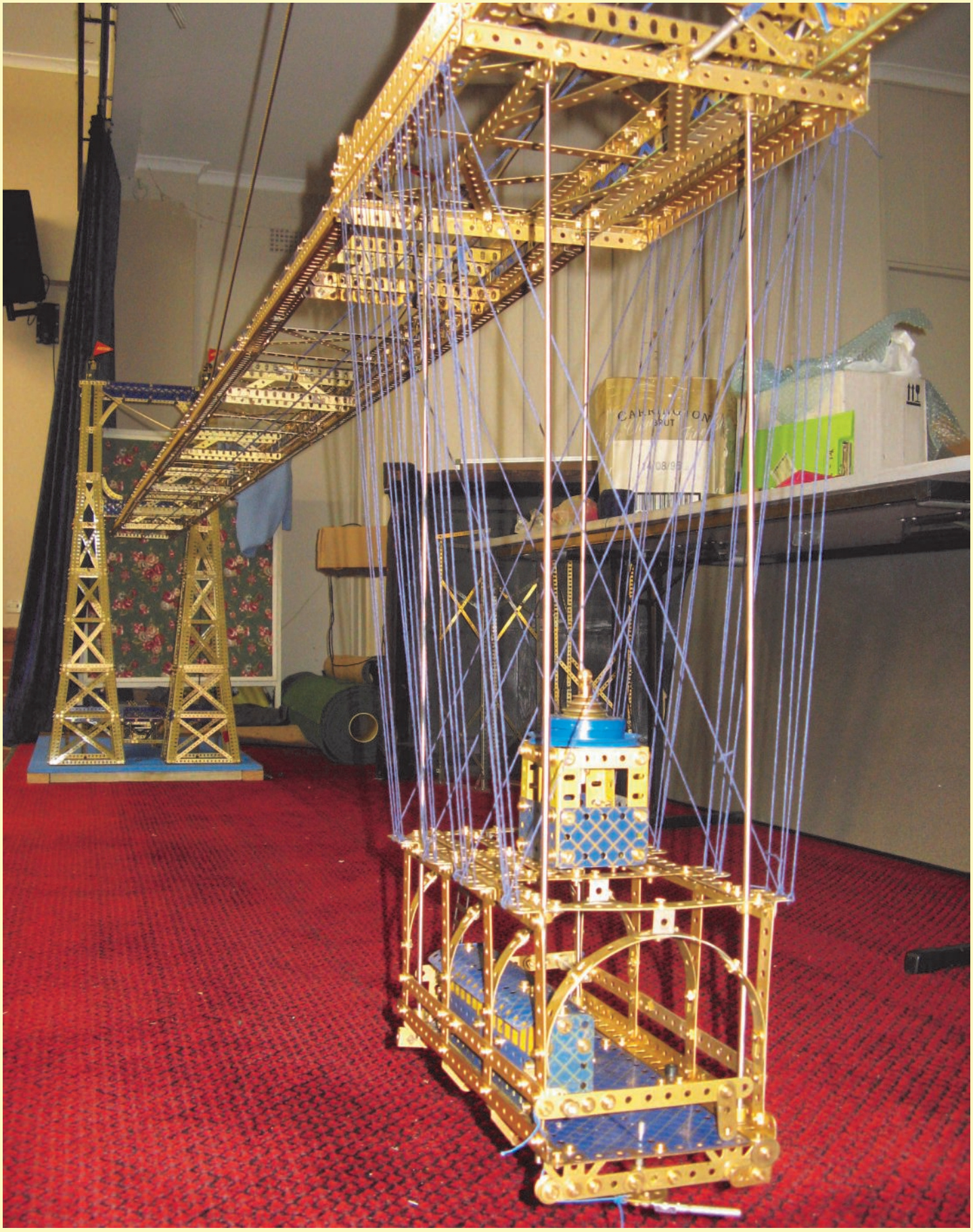


Right: E. Lewis, R. Fletcher and B. McFarlane.

Below: N. Price and A. Montgomery at work on a farmyard series of drill, tractor, plough and harvester.



Mechanical shovel by W. Gaebler.



The 6-metre Transporter Bridge shown at the Meccano Modellers Association annual show in Sydney, built by Chris Johnson and other MMA members. Chris is also a member of MMCI, and he plans to bring this model to Melbourne for our exhibition in October (and Skegness next year and New Zealand in 2017)