

MSSS

**MECCANO SOCIETY
of
SCOTLAND**

NEWSLETTER



No.67

APRIL 2005

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DATES FOR YOUR DIARY

Constructors Day, Scout Hall, Menstrie	21 st May
Skeggie	2 nd /3 rd July
Aucherarder	30 th July
Society meeting, Smiths Museum Stirling	21 st August
Scottish Vintage Tractor Club, Scone	10 th /11 th September
Meccano Society of Scotland Annual Exhibition, Perth	24 th September
Cathcart Model Railway Exhibition, Couper Institute	29 th /30 th October
North East Meccano Society Annual Exhibition, Darlington	5 th November
Greenock and District Model Railway Club Exhibition	12 th /13 th November
Society meeting, Smiths Museum Stirling.	20 th November

EDITORIAL

When you look at the "Dates for Your Diary" section or read the minutes of the March meeting of the Society, one thing that may strike you is the increasing number of exhibitions that we are being invited to. This is not a new development but rather a reversion to old ways as a read at Alan Macdonald's "History of the Society" will show. Many of the new venues are local model railway displays. One thing that always strikes one at such displays is the interest shown in Meccano. Whether this is simply because it is something different and a relief from endless OO gauge trains trundling round miniature rail layouts is open to question. Whatever the reason behind it, the interest is always there. A new venue for us this year will be the Scottish Vintage Tractor Society's show at Scone Palace. Again we have the opportunity to show Meccano to a different audience.

All of which is fine – as long as members participate. We really need three or four members for each venue. As the number of venues grows we cannot expect the same small core of people to appear at them all. Have a look at the dates and decide which ones YOU will try to get to. Remember that, if it is a two day event, attendance on one day will suffice. There are many opportunities for you to show your models, or vintage Meccano collections, to the public – interest guaranteed.

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Club Meeting, 23 Jan 2005

The meeting was held as usual in the Smith Art Gallery and Museum, Stirling, at 2 pm. Members present were Alan Macdonald (Treasurer), Jackie Inglis, Alistair Nicoll (Newsletter Editor), Bobby Brown (and Isaac), Robert Jones, Jim Berrie, Angus Plumb, Gordon Macmillan, Alan Blair, Martin Donoghue, Chris Shute, Ian Soutar, Philip Hore, Jim Gregory, Bert Hutchings (Secretary), Tim Edwards (Webmaster), and Desmond Smith. There were apologies from Chris Freeman, Bob Middlemass, and a recent new member Michael Ridley.

Exhibitions: the Perth Lesser City Hall is still provisionally booked for 24th September 2005. There are still no plans for 2006, when it will not be available. Alan Blair had taken a Meccano model to the December meeting of the Scottish Vintage Tractor Association, whose annual weekend event is at Scone Palace in September (open to members only on the 10th, and to the public on the 11th). He proposed that, if invited, some members should exhibit at it this year, with a view to making it our full exhibition next year, and the meeting agreed.

The Secretary showed a copy of the February 2005 "Scots Magazine" which contained a two-page illustrated article by Jim Craig, relating some of his memories of Meccano in the 1950's, and giving brief details of the Society.

Newsletter: the Editor was congratulated on the quality and overall impression of the most recent issue.

Website (<http://www.meccanoscotland.org.uk>): extra links have been added to other Meccano dealers, and to other clubs' websites.

Other business: Jim Gregory showed a model of an Army half-track vehicle, running from a 6 volt motor, but not entirely to his satisfaction. Several members contributed suggestions for improving it. Three members had brought examples of the recently-

marketed radio-controlled off-road vehicle driven by a 6 volt motor. Tim Edwards and Alistair Nicoll had working models, and Philip Hore had the boxed set to let people look more closely at the parts included. Everyone agreed that it was very exciting model, although the prefabricated one-piece chassis limited its adaptability. Both Marks and Spencer, and "Next", had been selling Meccano sets in their own retail packaging, some of them not available elsewhere. Chris Shute had acquired the Marks and Spencer version of the set with three world landmarks, which included Big Ben instead of Tower Bridge. The Chinese-made parts were in much better zinc plate than those produced at Calais. He had recombined the parts to make a seven-foot long model of the Forth Rail Bridge, which was much admired for its scale realism and ingenious dismantling for transport. The model has received publicity on the "Spanner" Internet newsgroup. Martin Donoghue showed a Meccanograph based on a late 1950's Meccano Magazine "Model of the Month", with some extra ideas from other published models including Konkoly's. Alan Blair is building a 32-horse carousel, hoping to complete it for our exhibition, and several members who had built similar models shared their experience of the particular problems of this type of model. Angus Plumb had acquired some "New Model" instruction leaflets of around 1961-62, just before the new 1962 manuals with their exploded diagrams, which not even the "Spanner" newsgroup had been able to shed any light on, and the meeting was equally mystified by them. Alan McDonald has acquired Dave Stokes' collection of pictures of the layout of a wide range of strung sets, and remarked on how frequently the layout was changed even when the set had the same contents.

Further meetings: several possibilities for the competitive event for the Open Day at Menstrie on Saturday 21st May were discussed, and the meeting agreed to a thematic competition for the best model constructed from only 21 parts.
Bert Hutchings, Secretary

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Club Meeting, 20 Mar 2005

The meeting was held as usual in the Smith Art Gallery and Museum, Stirling, at 2 pm. Members present were Alan Macdonald (Treasurer), Bobby Brown (and Isaac), Jackie Inglis, Robert Jones, Angus Plumb, Jim Berrie, Gordon Macmillan, Martin Donoghue, Alistair Nicoll (Newsletter Editor), Ken and Malcolm McDonald, Chris Shute, Bob Middlemass, Tim Edwards (Webmaster), Ian Soutar, Desmond Smith, Bert Hutchings (Secretary), Philip Hore, and a visitor Mr. R.E. Martin who may become a member. There were apologies from Alan Blair and Jim Gregory.

Matters arising: there had been a total of four contacts as a result of Jim Craig's article in the Scots Magazine, one them a very pleasant set of reminiscences from an elderly past enthusiast, but no new members.

Exhibitions etc: Chris Shute and Tim Edwards had agreed a set of competition rules for the Open Day at Menstrie on 21st May. The Skegness exhibition is on 1-2-3 July. The invitation to the SVTEC weekend at Scone Palace on 10-11 September had been received, and Bob Middlemass, Angus Plumb, Ken McDonald, Chris Shute, Ian Soutar and Jim Berrie all agreed to take part, so the invitation can be confidently accepted. Our annual exhibition is on 24th September. We will be invited again to the Cathcart exhibition on 29-30 October, the NEMS exhibition in Darlington is on 5th November,

and we have been invited to exhibit at the Greenock model railway exhibition on 12/13 November. Alistair Nicoll and Tim Edwards agreed to take part in this event on both days. The Falkirk exhibition is on 26/27 November, but we do not know whether we will be invited to it again. Ken McDonald said he would like to take part in this one if we were, and Bob Middlemass may be able to take part too.

Treasurer: the Treasurer had investigated the relevance to our insurance cover of the "portable appliance test certificates" discussed at a previous meeting. The insurer had confirmed that they are not applicable generally, only where required by certain venues (usually those with older power supply circuits).

Other business: Desmond Smith had brought two recently-acquired Hornby engines which needed attention, and Alan Macdonald and Gordon Macmillan agreed to help. Bobby Brown had obtained complete engineering plans for the Ruston-Bucyrus 10RB excavator recently seen on the "Salvage Squad" program, and hoped to construct a model from them. Philip Hore had found that the plunger button from the plastic taps usually found on 3-litre wine boxes was almost exactly the right gauge to be adaptable to several Meccano uses. Angus Plumb reported that the "Civil Engineer" professional magazine had recently carried a third Meccano-related article, following closely on the recent ones about Bob Middlemass's model of Tower Bridge, and about a large model of the Eiffel Tower by one of their ex-presidents. Gordon Macmillan had noticed that a recent TV advertisement for Kwik-Fit was being shown against a background montage of Meccano parts. Alistair Nicoll had been investigating the adaption to Meccano models of the small mains motors available from Ian Mordue of the NEMS, which have a smaller output shaft diameter. Various expedients were satisfactory for light drives, but failed to enable the motor to deliver its full power. However, Stuart Borrill had supplied to order a worm with a correctly undersized bore but otherwise identical to Meccano, and he said these were an excellent solution. Alistair had also brought his Meccanograph, under development, with a fixed pen and all the movements made by the table. This was a fascinating model, and several members made suggestions about his problems with lack of rigidity and precision in the various table-actuating mechanisms. Ian Soutar had brought some photographs of a fine large-scale model of a lorry by Jim Lamberton. Chris Shute was revisiting his excellent matchbox manipulator, with a view to constructing it from no larger a selection of parts than those in a No.10 outfit. Constructor Quarterly will shortly have an article on his Forth Bridge, built from the Marks and Spencer version of the three-landmark set. Tim Edwards has acquired a 1930's Aero Meccano set which he is re-stringing.

Further meetings: Open Day at Menstrie on Saturday 21st May, meeting at Stirling on 21st August, annual exhibition at Perth on 24th September, and meetings at Stirling on 20th November 2005 and 22nd January 2006.

Bert Hutchings, Secretary

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NEWS OF MEMBERS

The following is a bit historical having arrived too late for our last (December) edition. However our Canadian member would be very happy to hear from anyone who can help.

Ahoy & Merry Christmas Tim:

I believe the last time I emailed your was regarding my 1941 No.7 Canadian Outfit which I am pleased to report is now totally finished and complete with the addition of four very fine 1" white rubber ring (tires) that I was missing. It is just a lovely set and a real tribute to Meccano's imports into Canada where I live.

With that matter put to bed, it's on with the new which, I am pleased to report involves my big Christmas present from my now very dear wife Chris, a lovely but unfortunately not complete 1933 Meccano No.1 Constructor Car in Red & Blue. Needless to say I was blowing the pipes big times on Christmas morning. I have had many of these fine Meccano sets over the years but in more recent years wanted a good one to retain in my collection. It is on this note that I was hoping you could ask around in our club and see if any of the fine lads had extra bits or bites that might help me along with my want list below?!! As you can imagine I am eager to get an auto together to display!!!

Master Christopher Montgomery Robertson's Meccano No.1 Constructor Car
Parts Want list.

2 x wrenches

I am also looking for a good direct scan of the Manual that could be emailed to me until I can find an original one.

1 x A1222	1 x A1228	1 x A1084	1 x A1225 in Blue
1 x A1223	1 x A1215 in Blue	1 x A1217 in Red	1 x A1218 in Red
3 x A1229 in Red	1 x A1216 in Red	1 x A1221 in Blue	1 x A1208
1 x A1213	1 x A1227	1 doz A1076	1 doz A1077

You fellows have always been most accommodating when my efforts have fallen short. This speaks well for my ancestry!

I definitely look forward to hearing back from you on this front.

Currently I am building the, Model of the Month, Funicular Railway and find it to be a most enjoyable exercise so far. I am in the process of getting the gear box tuned up before carrying on with the lower station. These models of the month from days gone by are just wonderful and really what Meccano was all about for me as a young lad.

I also plan to send some snaps to our editor of a bus I built earlier in the year which I feel just might interest you people. Otherwise all efforts are being focused on a book I have written and will be releasing early in the new year. Still, never fear, I have of course included some of my earliest Meccano memories for my readers.

Must run for the turkey dinner my wife has spent the afternoon preparing!

Cheery bye,

Christopher M. Robertson
2905 Paul Lake Court
Coquitlam, British Columbia
Canada V3C 6A3

email: cmrmultimedia@shaw.ca

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MENSTRIE 2005

The Meccano Society of Scotland Annual Constructor's Day event will be held in the Scout Hall, Menstrie on Saturday 21st May. The hall will be open from 10.00am and all members of the Society are invited to come along and bring a model in any state of partial construction, repair or disrepair. Coffee, lunch and afternoon tea are all provided (free) to those attending. Previous events have been characterised by good attendances from members some of whom came for all of the day and some of whom only came for part of it. Either attendance mode is welcome!

Following on a tradition, now four years old, of having some kind of a competition (no prize for the winner – but think of the glory!) we are using this year's event to celebrate the 21st year of the existence of the Society. Rules are appended.

MECCANO SOCIETY OF SCOTLAND

21st Anniversary Competitions

Brief

To celebrate 21 years of the Meccano Society of Scotland, members attending our all-day meeting in Menstrie on Saturday May 21st, are invited to submit a 21-part model in competition with fellow members. If you can't be with us, you're invited to compete by post or e-mail. (See below). Entries will be welcomed from anyone, anywhere.

The judge will be Chris Shute, who will consider various qualities of each entry, especially:

- Originality
- Surprise
- Ingenuity
- Good humour and adherence to the spirit of the rules below.

General Rules

1. Entries shall be built from 21 Meccano parts.
2. All parts of the construction must be Meccano or Meccano replica parts and appear in the ISM Inclusive Parts List.
3. A part of multiple components (e.g. Universal Coupling 140) shall be counted as one part provided it remains intact, in its normal configuration.
4. The following parts shall not be counted: Nut 37a, Bolt 37b, Washer 38, Any Grub Screw or Set Screw 69, 69a, 69b, 69c.

Menstrie Meeting Entries

1. The judge would prefer not to know the identity of any model's creator before results are declared. Accordingly, entries should remain hidden until 12.50pm.
2. Entries may be simply labelled, remaining anonymous.
3. At 12.50pm, the judge will walk his dog, while competitors display their entries at the competition table.
4. Judging will commence at 1.00pm. Results will be declared at 2.00pm.

Postal or E-mailed Entries

1. Postal or e-mailed entries for a parallel competition are welcome, and will be judged separately, a winner being announced on the same day.
2. Entries may contain such photographs, diagrams or text as necessary to allow the judge to assess it.
3. The winning entry, and others may appear on our website or in our newsletter.
4. No model should be sent.
5. Posted material will be returned if the entrant encloses return postage.
6. Entries should arrive no later than one week in advance of the Menstrie meeting.
7. E-mailed entries should be sent to: chris.shute@tinyworld.co.uk
8. Postal entries should be sent to: Chris Shute, 12 Pine Court, Doune, Perthshire FK16 6JE.
9. The judge will acknowledge receipt of entries by e-mail and post if an S.A.E. is supplied. No other correspondence about the competition may be entered into.

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AUCHTERARDER UP THE AMAZON

Eye catching title perhaps, but not completely accurate. What are we on about here? Well, Jim Gregory is, as many members will know closely involved with the UF church in Auchterarder. For some years now the congregation have been involved in fund raising for relief work in Peru. The relief has been provided by kitting out a ship which sails all the way up the Amazon to Peru. Jim wrote an article about this in the September 2004 Newsletter.

Anyway, the point of all this is that this year's fund raising effort is to be a coffee morning at the UF Church in Auchterarder on Saturday 30th July. Incorporated in the event is a Meccano and model railway display so Jim wants as many members as possible to take along some models. This is a display with a purpose and well worth attending as an enthusiastic audience is guaranteed.

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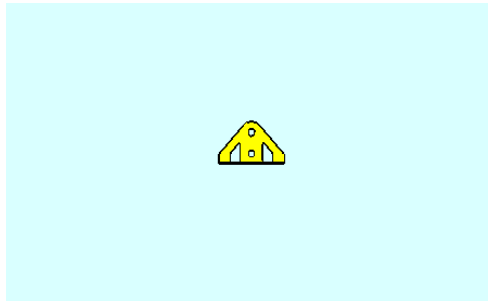
VirtualMEC

by

Alistair Nicoll

There have been a number of attempts to produce a computerised drawing system for Meccano, the best known of which is probably Isomec. This was basically a collection of files of drawings of Meccano parts which could be assembled using Corel Draw. It was therefore necessary to purchase Corel Draw first and then purchase Isomec. A previous attempt to produce a drawing system went under the name of Meccaid, but this never really caught on. Neither for that matter did Isomec, although some model plans have been published using the system.

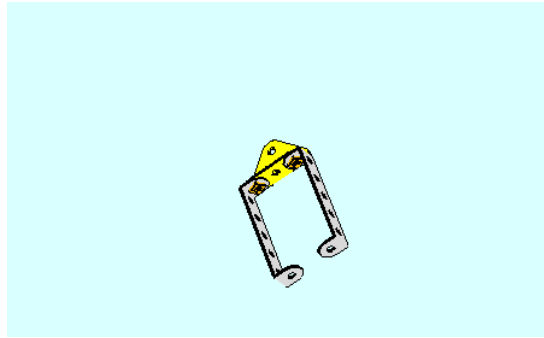
Recently published has been a new drawing system for Meccano called VirtualMEC. This has been produced by an Italian Meccanoman called Giorgio Vecchi. For the anoraks we should say that the original code is written using C++, but for the rest of us what is more important is that this is a stand alone system. You download the program off Internet, and off you go. No need to understand the finer points of computing, no requirement for other software packages, no need for programming, it just does what it says on the label. With the software you also get an instruction manual with instructions on how to draw a simple model. When you start the program you first see a screen split into two parts. On the right hand side is a list of parts, on the left is a blank work space. You can lift a part from the list on the left, install it in the work space, lift another part, and bolt in on with a few clicks of the mouse. For instance, suppose you start with a trunnion,



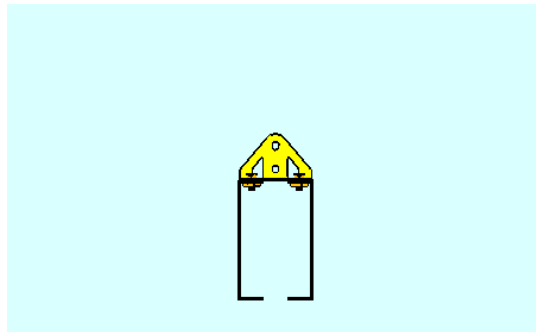
attach a Double Bent Strip



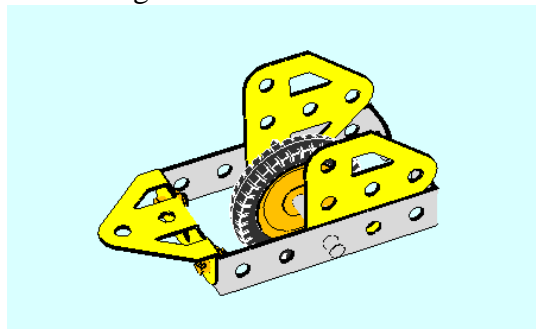
– and another one



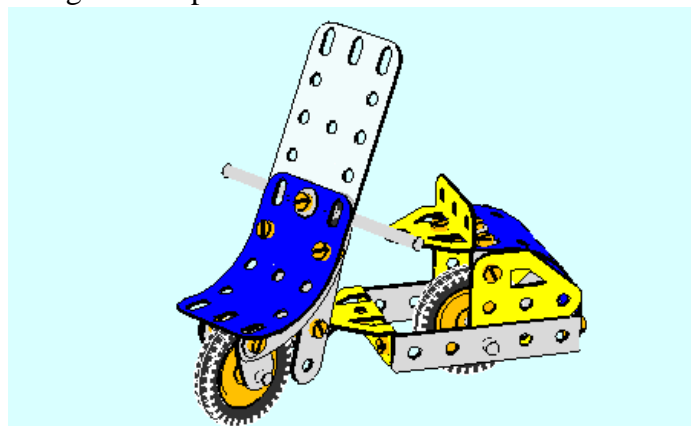
– rotate the model.



Put on a few more parts and rotate again

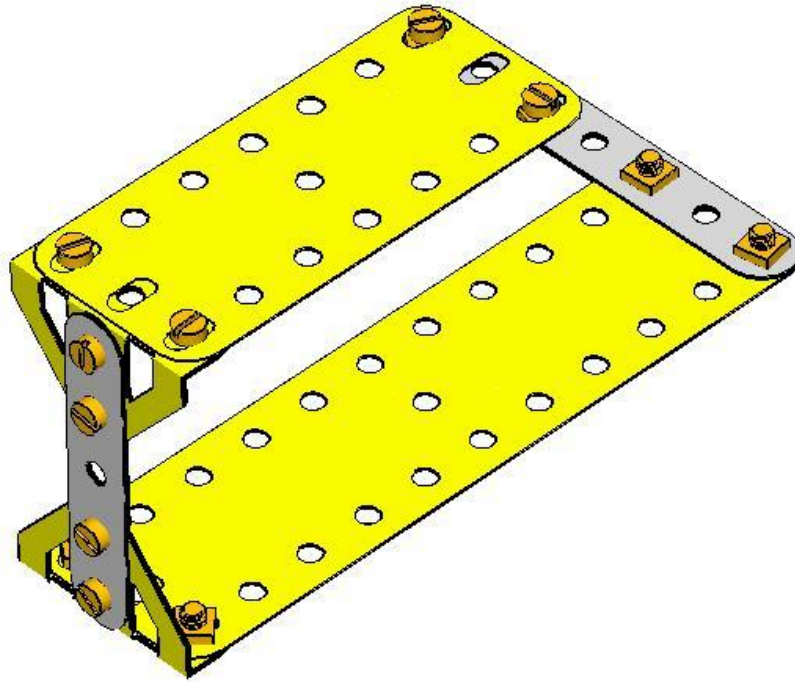


And eventually you will get a complete model

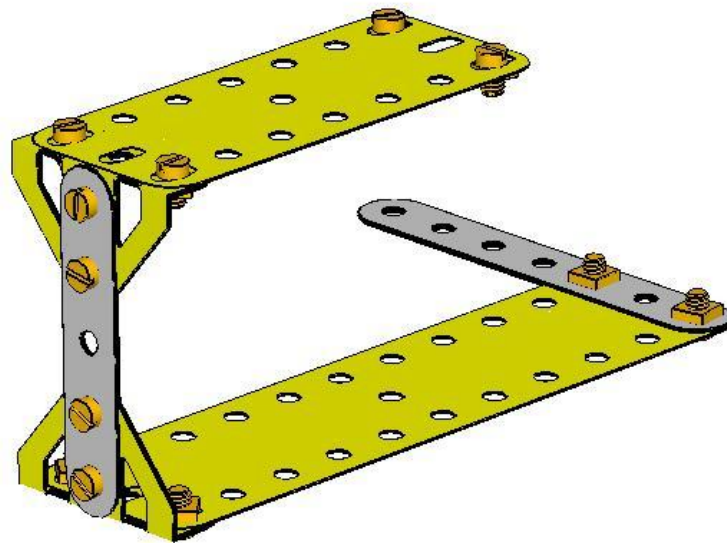


It is quite easy, but just as time consuming as building the model for real. A nice thing is that you can bend and unbend plates and strips without damaging them!

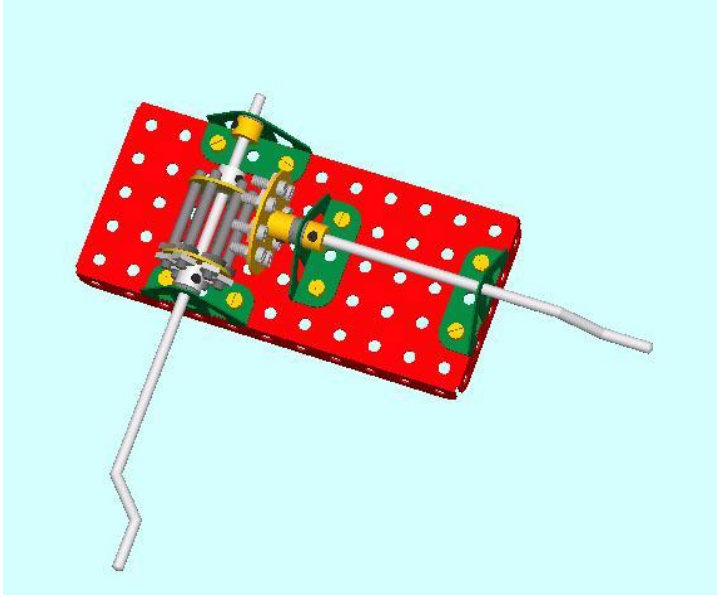
The facility to turn a model round during the process of adding parts can lead to some interesting views. Consider this produced by Giorgio Vecchi, the system designer:



Now that's impossible! Really? Turn it round a bit and you get



The cost of the package is 49 Euros for models up to 350 parts, 99 Euros for models up to 800 parts and 199 Euros for models with as many parts as you like. This latter price is quite expensive for what is, after all, not a commercial product. However you can start with the simpler versions and upgrade as you get more ambitious and 49 Euros, or about £33, is an affordable entry price.



A user group has been founded and the product has generally been well received by the Spanner community. As yet no one has published a new model plan using the system although some mechanisms have appeared like this right hand drive by Edmundo Viega.

The writer has purchased the simplest version and enjoyed using it. The software is robust and (evidently) idiot proof. It's just more fun to build a real model!

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THE HISTORY OF THE SOCIETY THROUGH THE NEWSLETTER

by

Alan Macdonald

I first became aware of the Society when I visited the Model Railway exhibition at George Heriots School in Edinburgh during the festival – can't remember the year. The Society had a stand in the hall to the west of the main building and I remember buying some parts from Dave Stokes and obtained the name and address of the Secretary. I duly joined and was able to obtain the back issues of the Newsletter.

The founding members of the Society were Jim Berrie, Douglas Cooper, Jim Finlayson and Dave Stokes. There were two major catalysts in the formation of the Society:

- Jim Berrie placed an advert in 'Exchange and Mart' saying "Meccano wanted". This was replied to by Dave Stokes.
- Jim placed a Meccano model at Christmas time in the window of the Coin and Collectors shop in the Arcade, Stirling. He was subsequently contacted by both Douglas Cooper and Jim Finlayson.

The four met up at Jim Berrie's house and the Society was formed. Right from the start a newsletter was produced and a series of edited extracts follows.

Newsletter No.-1 June 1985, Editor Jim Finlayson, Secretary Jim Berrie

The Society was initially known as "The Central Scotland Meccano Society" and issued its first Newsletter in June 1985. In this first edition the opening paragraph states that the Society was formed "just over a year ago" by four interested modellers getting together. The

Society attended Minirail at George Heriots school over two weekend shows in July/August 1985. There then followed attendance at other exhibitions which included attending Model Rail '85 at the McLellan Galleries in Glasgow. The Society held its own first exhibition on April 20th 1985 at the Guide Hall, Stirling. Bert Love attended and provided a two page review for the Newsletter. The next meeting was due to be held at Douglas Cooper's house at Doune on Sunday 6th June. The cost of the Newsletter, published four times a year was to be £2.00.

Newsletter No.2 – August 1985, Editor Jim Finlayson, Secretary Jim Berrie.

The meeting at Maureen and Douglas Cooper's house was attended by 15 members. It was suggested that the name of the Society be changed to The Scottish Meccano Society but it was decided to keep the existing name and to publish the Newsletter six times a year. The membership had grown to 30 and there were reports of the various exhibitions attended, together with a four page article by Bert Love on Skegness 1985. The next meeting was scheduled for Sunday 25th August at Jim Berrie's house.

Newsletter No.3 – October 1985, Editor Jim Finlayson, Secretary Jim Berrie.

The meeting at Jim Berrie's was attended by 14 members. The Society attended Minirail '85 held at George Heriots school, Edinburgh over two weekends with Bert Love bringing some of his many models along to the second weekend. Ron Frith from Dunfermline was instrumental in obtaining an invitation to the Glen Pavilion, Dunfermline on the 5th and 6th October. The Society also attended the Falkirk Model Railway Society on 7th and 8th December. The membership was reported to be 39.

It was intimated that "A purchaser has taken over Meccano, Calais lock, stock and barrel for £3,000,000"!

Attached to the Newsletter was a letter from Jim Berrie indicating that Jim Finlayson died in the early hours of Monday 23rd September after taking ill during the Society's attendance at the Model Railway exhibition at Ayr. Jim's letter states that "The family wish to donate a trophy in Jim's name to be awarded during the Society's own exhibition" The Christmas party to be held at Jim Berrie's was cancelled and would be held on the first night of the Society's Exhibition in April at the Guide Hall, Stirling. The next meeting is at Douglas Cooper's on 20th October.

Newsletter No.4 – December 1985, Editors Douglas & Maureen Cooper; Secretary Jim Berrie

The Newsletter reported attendance at various exhibitions and noted that the Society's Exhibition would be held on 19th and 20th April in the Guide Hall, Stirling. A get-together for enthusiasts and friends would be held on the Saturday night at Jim Berrie's.

The final design for the Jim Finlayson Trophy would be decided at the next meeting of the Society on the 15th December at Maureen and Douglas Cooper's house on page 3 and at Jim Berrie's on page 4. (Where actually?).

Jim Berrie was interviewed by Brian Johnston as part of the BBC radio programme "Down Your Way" to be broadcast on December 16th.

Newsletter No.5 – February 1986 Editors Douglas & Maureen Cooper; Secretary Jim Berrie

It was unanimously agreed at the meeting of 15th December, 1985 to change the name of the society to "The Meccano Society of Scotland" as members now came from most parts of Scotland. The meeting also agreed to the final details of the Jim Finlayson Trophy, prompted by a first class drawing by Ron Frith incorporating the initial ideas of Bert Love. The plan will be given to a local cabinet maker who will turn and mould the base incorporating a centre of granite in which the Gear Ring, Part No.180 will be located.

The next meeting will be in the house of Angus Annan at Blairlogie on 16th February
There were the usual reports of exhibitions attended with a note of the appearance in the TV programme “North Tonight” arranged by Derek Strickland, Head of the Maintenance Department at Grampian TV, the day prior to an exhibition in Aberdeen.

The Society’s Annual exhibition will take place in the Guide Hall, Stirling on the 19th and 20th April and notice was given of the possibility of a Meccano/Hobbies Exhibition in the Albert Hall, Stirling in 1987.

Newsletter No.6 – April 1986 Editors Douglas & Maureen Cooper; Secretary Jim Berrie

Notice was given of forthcoming events with full details of the Society’s exhibition. A report on the Society’s meeting on Sunday 16th February in the Village Hall, Blairlogie was attended by 12 members. The meeting agreed to increase the annual subscription to £4.00 payable in June 1986 and that Angus Annan would take on the job of Treasurer. There was a report on the North East Meccano Society (NEMS) exhibition at Billingham and a General Review of Meccano History by Bert Love.

Newsletter No.7 – June 1986 Editors Douglas & Maureen Cooper; Secretary Jim Berrie

The last club meeting took place at the home of John Mitchell Newbiggin from Burntisland. There then followed reports on exhibitions attended and items for sale from the Model engineer, Baker Street, Stirling by Dave Stokes, Bert Love, Jim Berrie and Bert Hutchings. Hot from the press was an inspection copy of “The History of the Meccano System” by Bert Love and Jim Gamble. A list of 21 exhibitors and a summary of their models was given. The prizewinners were as follows:

Adult Section

1st Albert Howe - Steam Engine
2nd Douglas Cooper – Derrick Crane
3rd Jackie Inglis – Traction Engine

Junior Section

1st Christopher Smith – Dockyard crane
2nd Andrew Berrie - Tram Car
3rd Graham Robb - Missile Transporter

The Jim Finlayson Trophy was presented to Jim Berrie for his Iron Bru factory. The Managing Director at Barr’s Company and a BBC Producer attended the exhibition. As a result Jim Berrie and family and Douglas Cooper were invited to appear on Scottish Television’s Glen Michael Cavalcade with Jim Berrie giving a first class interview of a few minutes duration – excellent publicity for the club – with the broadcast being on Sunday 11th May.

The next Society meeting will be on Sunday 15th June in the Village Hall, Blairlogie.

There followed a list of forthcoming events with a note of the Meccano/Hobbies Exhibition, Albert Hall Stirling on 11th and 12th April, 1987.

Congratulations were offered to Bert and Isobel Hutchings on the recent birth of a daughter and best wishes sent to Jackie Inglis who was convalescing after recent hospitalisation.

The final item was a two page report on the Stirling Meccano Exhibition, April 1986, by Bert Love.

Newsletter No.8 – August 1986

Editors Douglas & Maureen Cooper; Secretary Jim Berrie; Treasurer Angus Annan

Reports on exhibitions attended included Models and Hobbies Exhibition, Paisley, Teddy Bears’ Picnic at Bo’ness and Kinneil Railway Preservation Society, Aberdeen, Central Region Charities Fete at Stirling, Skegness, Minrail ’86, Pipe Band Contest at Stirling.

It was suggested at the club meeting, attended by 14 members on 15th June and held in the village hall, Blairlogie, that a cash sum from funds could be given towards travelling expenses for members who display a model at an exhibition.

A list of forthcoming events was given which included the next meeting on Sunday 7th September at Blairlogie.

Finally congratulations to Dave and Mattie Stokes on their recent marriage.

Newsletter No.9 – October/November 1986

Editors Douglas & Maureen Cooper; Secretary Jim Berrie; Treasurer Angus Annan

A letter had been received from Mark Rebibo, the owner of Meccano, France promising continued support and development of the Meccano System

At the meeting of 7th September it was decided to help members with petrol expenses for some of the further flung venues.

Reports by Jim Berrie on his trip to London with the Irn Bru Factory and Ladywell Church in Bannockburn.

Newsletter No.10 – January/February 1987

Editors Douglas & Maureen Cooper; Secretary Jim Berrie; Treasurer Angus Annan

Reports from Jim Berrie on his visit to the Earls Court Toy Fair to view the Meccano stand and his talk to the Bridge of Allan and Dunblane Rotary Club.

There were also reports on the North Eastern Meccano Society exhibition at Darlington, the Recreation and Hobbies Exhibition, Glen Pavilion, Dunfermline, and the Falkirk Model Railway Club.

Derek Strickland, Jim Finlayson, and Ian Henwood, all from Aberdeen, put on a display at the Railway station, Aberdeen as part of the Annual Exhibition by the Aberdeen Model Rail Club.

Jim Berrie, Douglas Cooper, and Bert Love have visited the offices of Atlascraft, Nottingham who are the distributors of Meccano in the UK. All the models that were on show at Earls Court were seen on Saturday Superstore on BBC1 Television. A letter had been received from Atlascraft thanking the Society for providing models for the Toy Fair.

It was noted that “Horolene”, a watchmaker’s cleaning fluid was very effective for cleaning Meccano brassware.

Finally there was a note from Bert Hutchings concerning the share out of a briefcaseful of Meccano from a man who came from Broughty Ferry to the Society’s exhibition and went away happy, even making a donation to the funds! Was the man’s trip due to Jim Berrie’s publicity?

Editors’s note. *Alan tells me that there have been 66 editions of the Newsletter all together before this one. This and future editions will feature the number on the title page.*

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MODIFYING MORDUE’S MOTORS (2)

by

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Readers may recall a brief article following upon the 2003 Perth show where I outlined a method of modifying the electric motors that Ian Mordue was selling at that event to make them suitable for Meccano. The motors were sold to Ian at sale of assets from the company Modelcraft which had gone in to liquidation. At Perth he was selling these motors for the remarkable bargain price of 4 for £5.00. They did however have one major drawback. The

drive shaft is $\frac{1}{2}$ " diameter and therefore too small for standard Meccano. The suggestion I made in the previous article was to make a sleeve which fitted over the shaft, the sleeve having an o.d. of $\frac{5}{32}$ ". The sleeve is attached to the shaft using superglue.



The picture on the left shows two motors, the one on the left modified as described. The one on the right is fitted with two M3 screws which are at the right pitch to allow the motor to be fixed to a Meccano Flat Plate with screws separated by one hole. The shaft then sticks through the central hole.

If the modified motor is then used with a pulley on the drive shaft and drive is taken via a driving band, the set up works very well. I have had a couple of Meccanographs running

with this system trouble free for many hours. The drawback is that the power that can be extracted is limited. The temptation is to replace the pulley with a worm wheel or pinion. That way you can extract the full power that the motor is capable of delivering. Regrettably that is greater than the superglue joint on the shaft sleeve can take and it will eventually fail. Experimental evidence is available from Bobby Brown who had such an arrangement on his Coles Mobile Crane model. Although it ran for some time, the sleeve eventually parted company with the shaft.

An alternative method of putting Meccano gears on to the unmodified shaft is to use the services of Stuart Borrill (Tel:- 01754 765849). He makes very high quality reproduction brass parts and will supply them on request with a $\frac{1}{8}$ " bore. Thus you can obtain (e.g.) a Worm Wheel or a 19 Tooth Pinion identical to a standard Meccano part, except for the bore. This basically solves the problem and allows you to use the full power of the motor without worry.



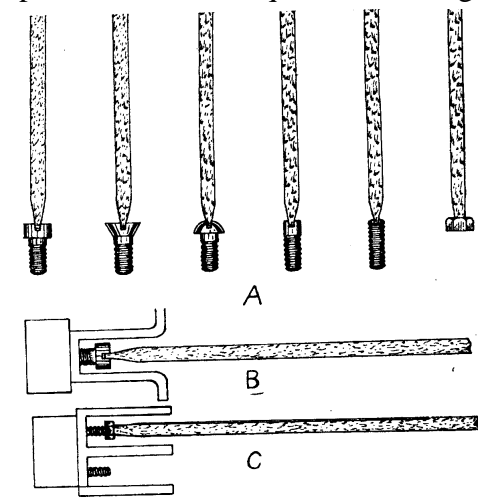
The picture shows, on the right, a motor with a sleeved shaft and fitted with a standard $\frac{1}{2}$ " Pulley. The motor on the left is fitted with a $\frac{1}{8}$ " bore 19 Tooth Pinion the shaft being unmodified. For comparison each motor has a second drive wheel placed in front of it identical to the one on the motor shaft.

MECCANO ON THE INTERNET

Both the Meccano Web Ring and the Spanner correspondence group are flourishing. Spanner has been very busy over the past few months, notably with large amounts of historical stuff but also occasional eruptions of barely Meccano related trivia. For instance recently a very large number of correspondents have felt it necessary to reveal their ages and to relate this to a Meccano part number so there has been lots of "I'm a length of Spring Cord but I'm going to become a Collar next week" sort of thing. The only piece of real information that came from about a hundred such entries was that many Spanner correspondents have little to do with their time, though perhaps some incipient dementia was also evident, a preponderance of members being older than a Crank.

One useful entry came from Ellis Cory who reproduced the following article from an old Model Engineer magazine:-

Many model engineers are often up against it when fixing small screws and nuts in some part of a model. Once the screw or nut is started it is quite a simple matter, of course, to finish the operation with a small driver and, in the case of the nut, a long nose pair of pliers or a box spanner. There are quite a few dodges employed for this kind of problem, but if you are not



already acquainted with the following idea, it will be well worth trying. In instrument repair departments in Electricity Supply Authorities, pegwood is used extensively in starting small screws and nuts in awkward positions. The pegwood or dowel rod will answer the purpose if cut down at the end to a good fit in the screw head slot. In the accompanying illustration, view A indicates several forms of small screws and grub-screws, also the method of dealing with a small nut. For the nut, the pegwood is cut down, blunt-ended to just fit tight on the first thread. The method of starting a screw in a difficult position, for example a narrow bracket, is indicated in view B. The screw is simply started by turning it home a

couple of threads with the pegwood acting as a screwdriver. The pegwood having started the screw in position, it only remains to drive it home in the usual way with a small driver. In view C we have a double bracket for example, which is held down by small stud and nuts. The nuts in this case would be difficult to start in position, so pegwood can be used to advantage. The nut is lifted on the end of pre-prepared pegwood as previously stated, and the nut can then be readily started on the thread as indicated in view C. Having started the nut it can be turned home by means of a box spanner or a long pair of thin-pointed pliers. The idea may also be used on many electrical jobs such as re-fitting a small screw in a lamp holder, or, in fact, any job where it is difficult or impossible to start the item with thumb and finger.

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