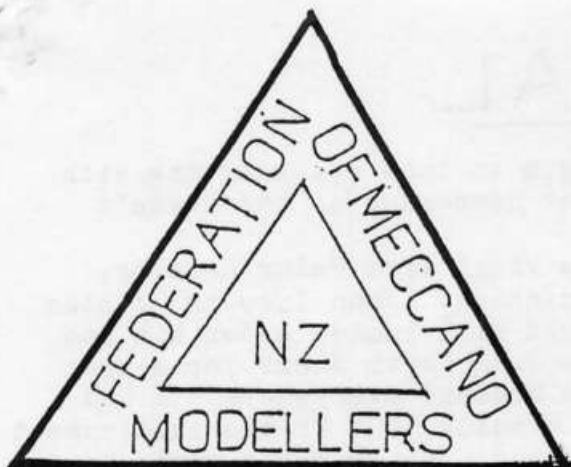




VOL. 18, No1.
APRIL 1994.

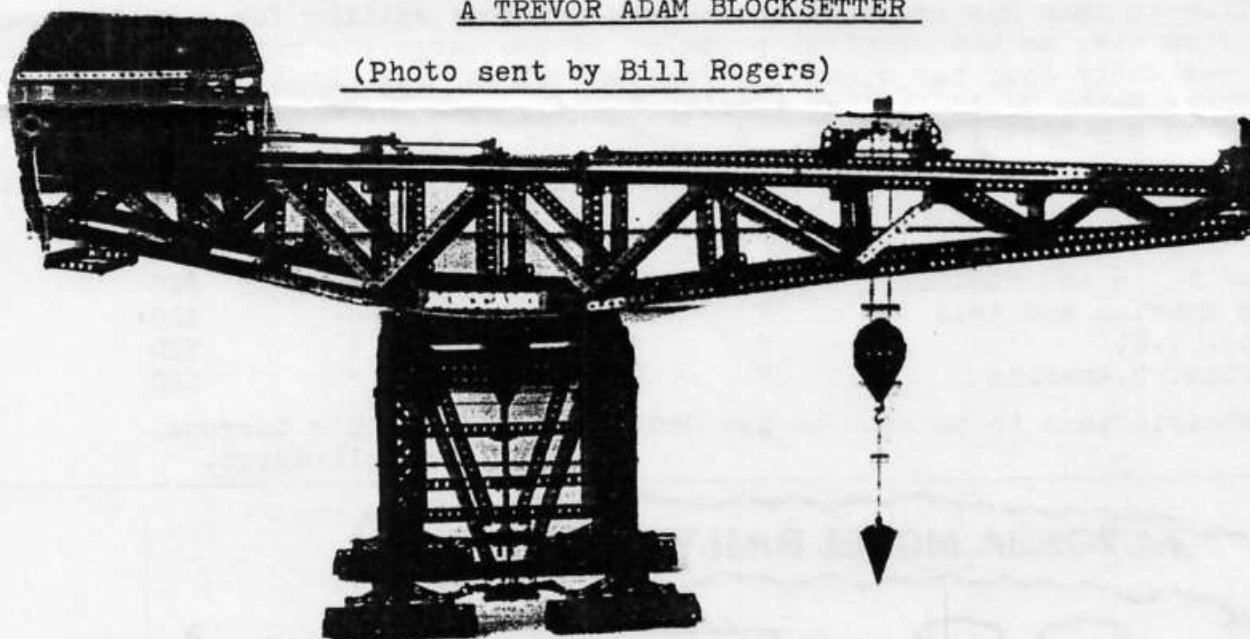
MAGAZINE

EDITOR: Bill Watt,
8 The Esplanade,
Campbell's Bay,
Auckland 10,
New Zealand.

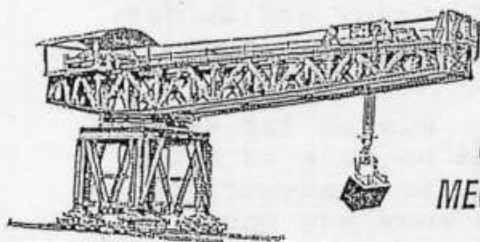
WRITTEN AND PRODUCED BY MECCANOMEN FOR MECCANOMEN.

A TREVOR ADAM BLOCKSETTER

(Photo sent by Bill Rogers)



MECCANO EXHIBITION EASTER 1994



LARGE
DISPLAY
OF WORKING
MECCANO MODELS

AT THE
UPSTAIRS GALLERY
BROADWAY CENTRAL
STRATFORD

SATURDAY 2nd APRIL
SUNDAY 3rd APRIL
10am - 4pm BOTH DAYS

ADMISSION
ADULTS \$2
CHILDREN \$1
FAMILY \$5



THE AIMS of this magazine are to unite MECCANO Clubs and individual Meccano modellers: to generally promote and encourage the enjoyment of Meccano.

The N.Z.F.M.M. Magazine is registered at the G.P.O., Wellington, as a magazine.

EDITORIAL.

With autumn now here, the Exhibitions begin to loom up, starting with MWT at Stratford at Easter, and then Model X at Henderson at the Queen's birthday weekend.

A highlight here of the late summer was a visit from Peter Kessler, President of the International Society of Meccanomen. John Ince had hosted him in Christchurch, and here in Auckland, David Wall looked after him and brought him around to my place with two others from North Shore for a most interesting and stimulating evening of talk on Meccano everywhere. I had arranged for Jack Partridge to visit the same evening, but at the last moment he had to cancel, which was a great disappointment. Peter was a great fund of information on Meccanomen everywhere and it was delightful meeting him.

Robin Johnson, of C.Q., has asked me to mention that subs to C.Q. may now be paid by Credit Card, which is a great convenience.

Derek Strickland, who has advertised his large axle system of parts, would like to make his products known here and I am waiting for a small enough advert from him, as his original pamphlet is too large for reproduction here.

A new Hobby Shop has opened in Takapuna at 447 Lake Road. It is the North Shore Hobby World Ltd and carries Meccano sets and a good range of parts Address: PO Box 331371 Takapuna. Phone/Fax 486 6167. *Bill*

POSTAGE and SUBSCRIPTION RATES in NEW ZEALAND dollars.

To Australia and Pacific	Airmail	\$22	Surface mail	\$20
North America and Asia	"	\$25	"	\$20
Europe, U.K.,	"	\$27	"	\$20
S.Africa, S.America	"	\$27	"	\$20

Subscriptions to be sent to Max George at 3a St. John's Terrace, Tawa, Wellington.

ROTORUA MODEL RAILWAY CLUB INC.

RAIL EXPO 100

27th Aug - 28th Aug 1994

SPORTSDROME ROTORUA

CONVENOR.
Don Burton
406 Pukehangi Rd
Rotorua
Ph (07) 347 8486

MODEL CLUBS CELEBRATE 100 YRS OF RAIL TO ROTORUA 1894 - 1994

To commemorate 100 years of rail transport to Rotorua this club plans to hold, this year, a combined model clubs exhibition.

It will be held at the Rotorua Sportsdrome on Saturday and Sunday, 27 and 28 August 1994, and will include hobby exhibits, model railway layouts and trade stands.

We invite your club to take part in this event. Please let us know as soon as possible the type of ^{display} layout you would be able to bring, and its dimensions.* Reimbursement will be made for transport costs and billets can be arranged if you could let us know how many members will be coming.

Please reply to the convenor at the above address.

Yours sincerely,

Ronald Mayes

Ronald Mayes,
Secretary, Exhibition Subcommittee.

3.
OUR READERS SAY

Keith Cameron, Florida, USA, 6/2/94. 'I am amused that my diatribe on large models versus small, and the construction articles thereon, must have arrived just as you were preparing to publish Bob McCracken's Gottwald Crane. My remarks were not intended to scorn the larger models. Because of my ignorance on the subject of cranes, I would like to see more information on the prototype included in the introduction to the instructions. You nicely balanced the large/small model equation by publishing Bert Halliday's minitraction engine. I liked your article on epicyclic reduction gearing. I'm glad you emphasised the recent series of articles on harmonic drives'

Robin Johnson, Sheffield, UK, 13/2/94. 'I'm glad you enjoyed the Christmas C.Q. and I wish you well with Brian's Boulton and Watt Engine. I enjoy reading your Mag. and can well appreciate the work you put in to it, still, if you are like me, you enjoy it anyway. When you receive C.Q. 23, you'll see details of a grand competition. as it is open to all modellers, not just C.Q. readers, you might like to mention it in your newsletter. You might possibly like to tell your readers that CQ subs can now be paid by Credit Card and I'm sure they will find this an advantage.'

Don Flowers, Stokes Valley 13/3/94.

On our recent trip to Australia we saw Mecanno sets for sale in many shops. The following is a list of prices of sets that you may be interested in publishing in the Magazine:-

Space and Single Model Set	\$16.95
Motor Cycle & Helicopter	49.95
Racing Car & Off Road	65.00
No. 1 Set	45.00
No. 2 Set	65.00
No. 4 Set	125.00
No. 5 Set	175.00
MR Motor	49.95
No. 6x	87.50
Plastic A Set	24.00
Plastic B Set	27.50
No 1C Set	12.75
No 2C Set	19.95
No 3C Set	27.50

The above are all in Australian dollars. the only difference in price was at K Mart who had the space and small sets at \$29.95.

The dynamic sets were all available here before Christmas from Moore Wilson, cost of \$77 for the motor cycle and helicopter, \$97 for the off road and racing car.

Lou Nichols, Wellington, 13/3/94. 'Wellington Meccano Club had its AGM a month ago. I have stepped down as President and this position has been filled by Colin Croft, who you know. I am sure he will make a good President for WMC and he will be bringing with him some new ideas. Simon Moody will be vice-president and Don Flowers treasurer.'

FOR SALE

Yellow/Black Steam Engine in original cardboard box. Has been used but is in excellent condition.

Please contact John Long, PO Box 42, Omarama, or phone 03 4389 666.

THE ALL BEVEL GEAR DIFFERENTIAL

By: Colin Croft, Wellington.

Recently while browsing through some Meccano literature I wondered why it was that all differentials were made by using contrates and pinions, all except, Bert Love's demonstration differential in his book "Modelling in Meccano". The problem with this model is that the crown and pinion are reversed, facing away from the carrier which results in a differential that is, in my opinion, far too big for most models.

If one were to look inside a real differential bevel gears would almost certainly be found. We all like to build models as near as possible to the real thing, so why then are bevels not used? No doubt this subject has been dealt with before and recorded somewhere in the masses of Meccano literature that have been produced over the years. For the benefit of those who are not aware of this problem and have an understanding of the workings of a differential I will explain.

In order for the crown (1 - 1/2" bevel) to drive the differential carrier (7/8" bevels) two connecting pieces must pass through the crown's outer holes and be attached to the carrier. Unfortunately anything passing through the crown's holes immediately interferes with the outer edges of the carrier.

As there doesn't seem to be any standard Meccano part available to overcome this problem I have devised my own method which on testing functions well, with less friction than contrate and pinion types, and I consider easier to assemble. It is not necessary for me to describe, in detail, how to build this differential as it already has been in many publications, but instead I will outline the modifications I have made.

Figure 1.

This shows a cranked rod made from a Meccano axle rod, initially 80 mm long, the rod was secured in a vice with 50 mm protruding, a hammer and a wide punch were used to bend the rod about 20 degrees, the rod was then reversed in the vice and secured so that 7 mm of the bent section protruded. This 7 mm of bent section was punched back parallel. The rod was then cut to length as per the diagram.

A 4 mm arc welding rod can also be used to make a cranked rod. Once the flux is removed you will find it slightly softer than Meccano rod and therefore easier to fashion.

Figure 2.

This shows the assembled differential within boiler ends. One bevel is not shown so as to reveal the spider unit which is a coupling set between two short couplings being held in place by a 1" axle rod through it's centre transverse bore. The front and rear defferential pinions are held in place by 3/4" bolts, tightened to the 1" axle rod. Collars are used as spacers

between the coupling and bevels which are free to turn. The differential gears are tightened to their respective axles after the rods have been inserted into the bores of the coupling. The cranked rods are secured in the short couplings and the crown is slid along the axle to locate the rods within its outer holes. Two collars are placed over the rods at the rear of the crown gear to ensure that it is held square with the carrier. The rods will need to be adjusted in or out of the short couplings to allow adequate clearance for the drive pinion and the differential gear.

FIG 1

CRANKED ROD

DRAWING TO SCALE
CAN BE USED AS
A PATTERN

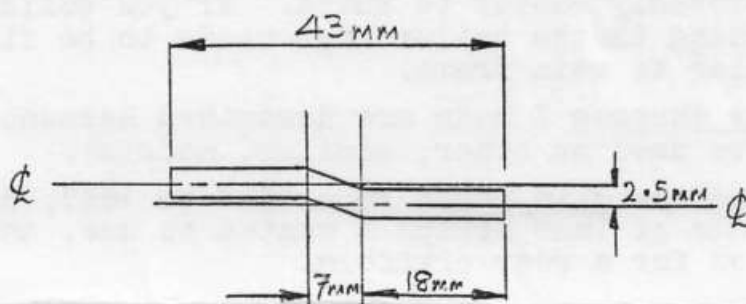
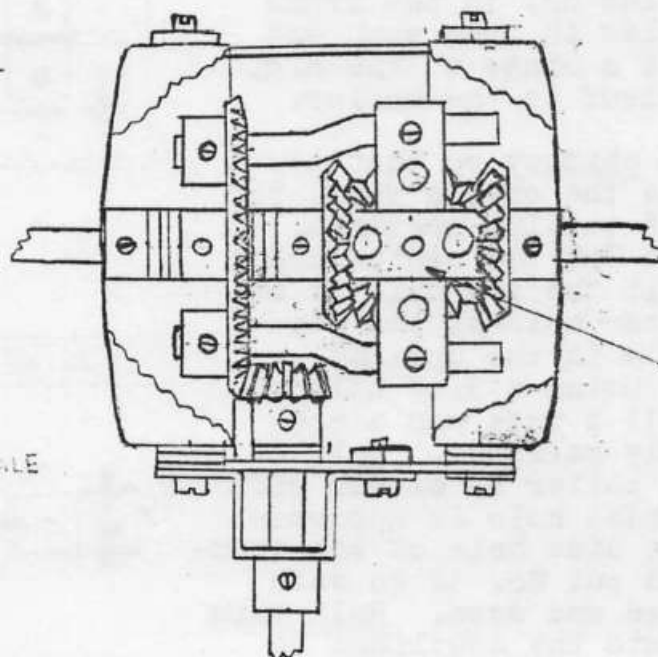


FIG 2

ASSEMBLED
DIFFERENTIAL

DRAWING TO SCALE

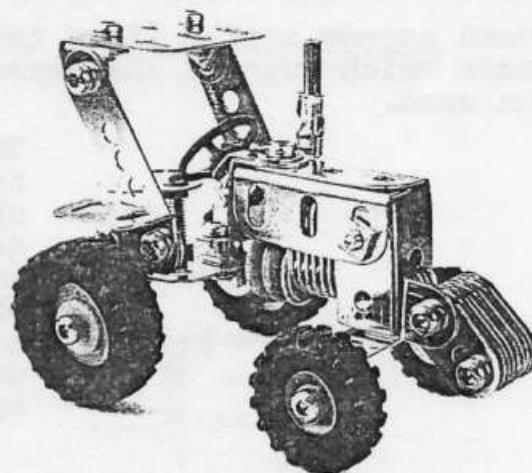


BEVEL GEAR NOT SHOWN
TO SHOW ARRANGEMENT
OF COUPLINGS
THIN WASHERS ARE
PLACED BETWEEN
COUPLINGS & BEVELS

QUOTATION:

"At Gore in Northern Australia we were dismantling old pre-fabs for construction elsewhere. The pay was good and the work was fun --- like playing with a huge MECCANO set....."

From "Shrimpy" by Shane Acton.



"AGENORIA"

Lloyd Snackman
Auckland.

"AGENORIA" is a steam locomotive, a contemporary of 'Rocket'. It is preserved in its original (1829) condition in the National Railway Museum, York, England.

John F. Brown built a 1:9 scale Meccano model of "Agenoria". His photographs and building instructions are in Constructor Quarterly, June, 1991.

"Aggie" is notable for the unusual 'grasshopper' motion of its beams. John's model was a close replica of the original. Mine is not, as the photos show, but it follows John's most of the time. Mine was probably easier to build. If you build it, remember to fit everything to the boiler that needs to be fitted before you attach boiler to main frame.

Some of the changes I made are described hereunder (some of these ideas can be used on other, similar, models).

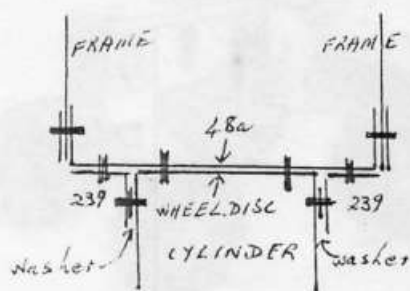
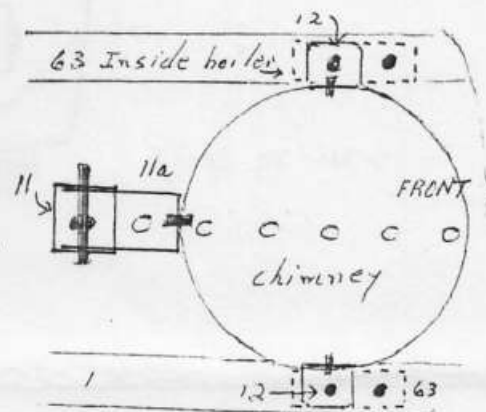
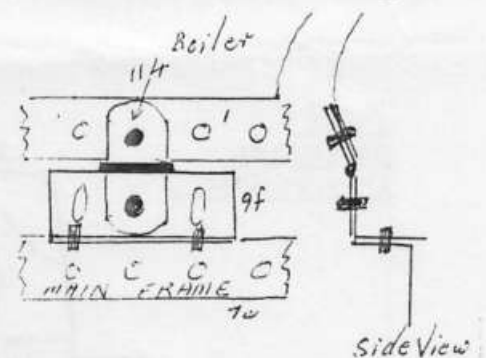
I lengthened the main frame from 15½" to 18½", partly because I have a couple of 18½" strips I wanted to use, and the extra length gave me room for a rear platform.

I used hinges instead of bent angle brkts to attach boiler to main frame. Bolt a 1½" a.g. (slotted side up) to the frame opposite the 5th holes in from each end of the boiler. Bolt a hinge to the a.g. and bolt the other leaf to the boiler.

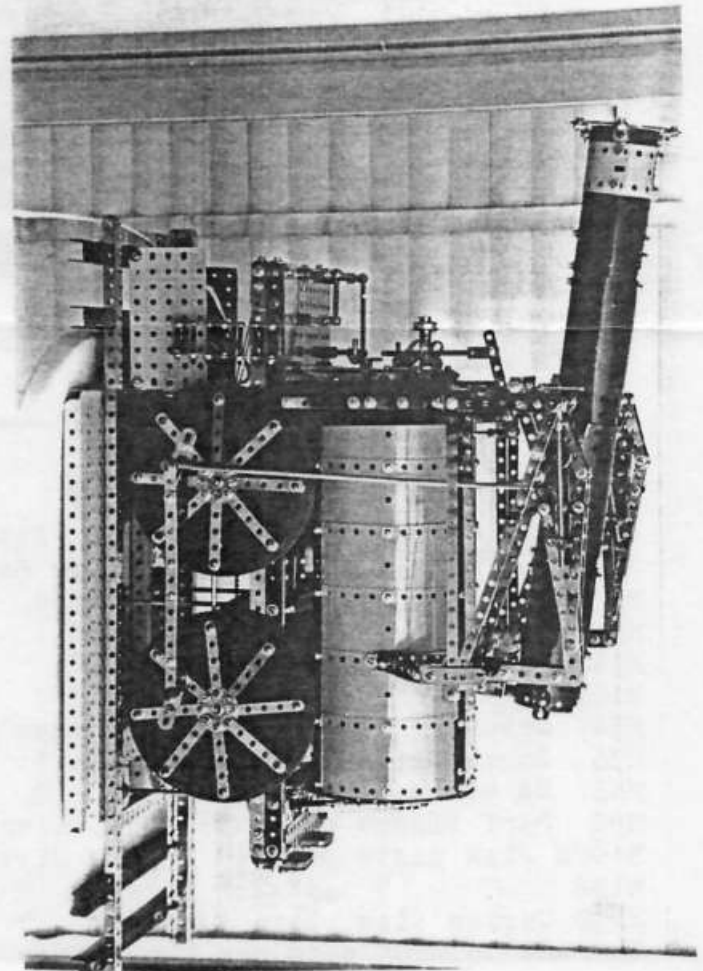
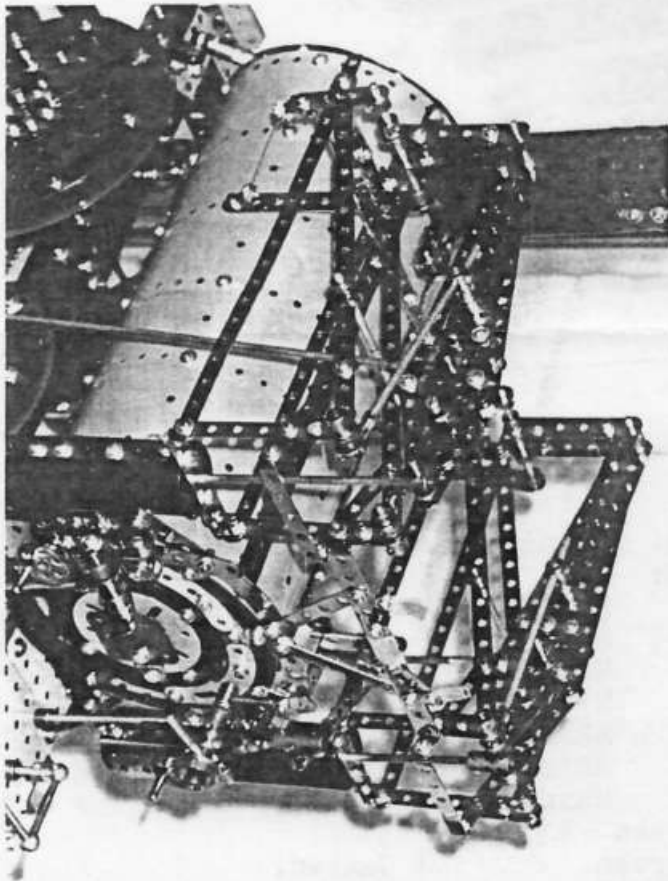
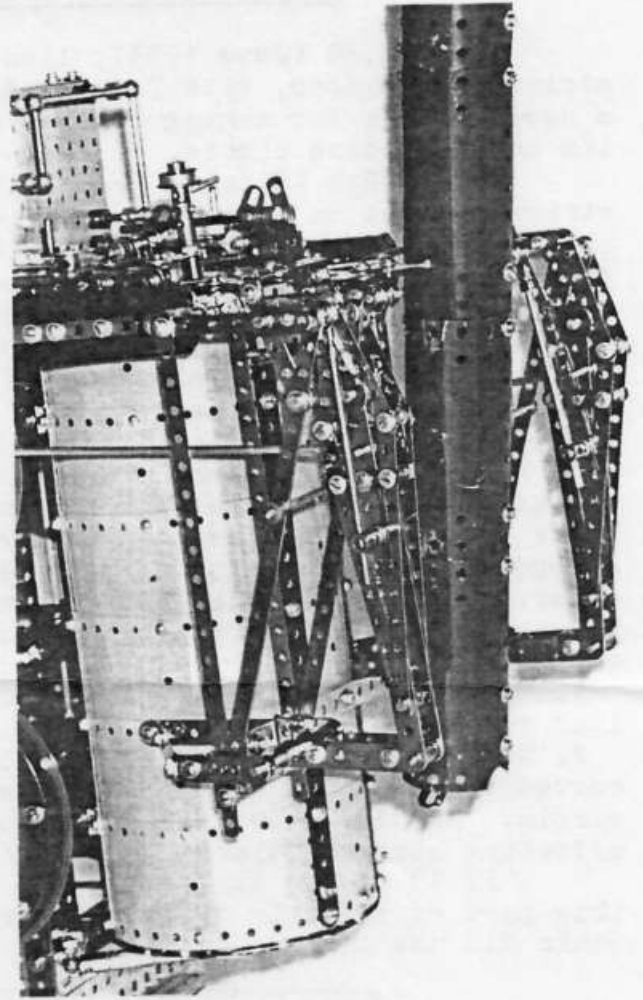
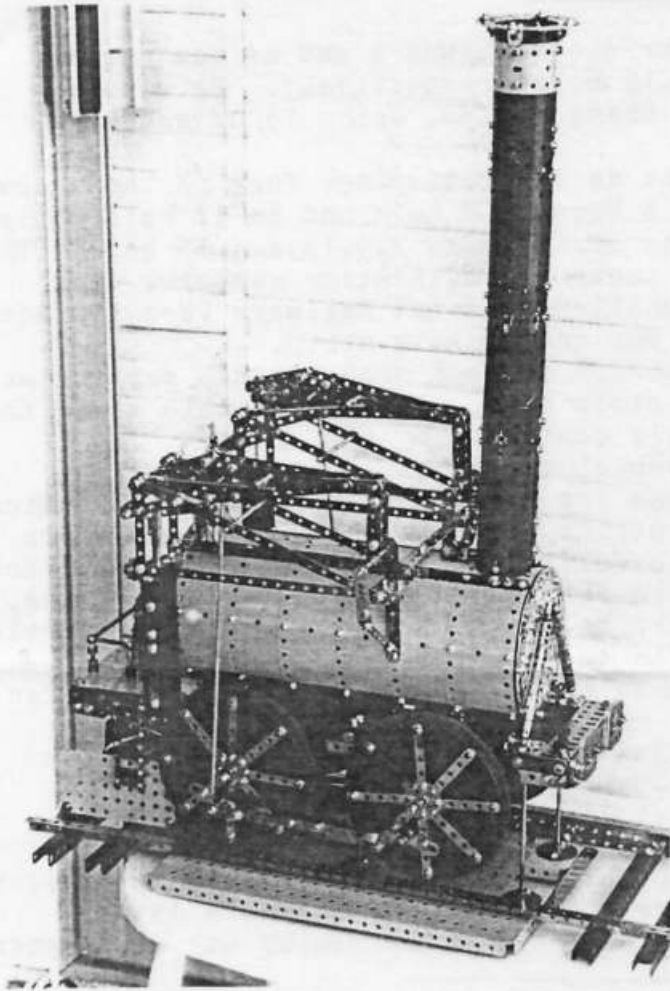
I attached the huge chimney so that it could be lowered (as the photos show) for transporting "Aggie" to Club meetings. Bolt a P/N 11 to the 7th top centre hole from the front. Bolt the end hole of an 11a to the lowest rear hole of the chimney. Swivel the 11a in the upright holes of the No. 11 using a ¾" bolt + locknuts. The No. 11 I used was a non-Meccano one, slightly narrower. Bolt a coupling inside the boiler on either side so that a free threaded hole is uppermost opposite each lowest side hole of the chimney. Bolt an opened out No. 12 to each chimney hole, slotted end down. Bolt thru those lower holes into the couplings to secure the chimney rigid and vertical.

I placed the horizontal 12½" strips outside the boiler flexible plates instead of inside.

I used narrow strips (8 of them were 9½") and narrow d.a.s. for the frames which support the beams instead of the rods + P/N 212 which John used.



The beam support frames are fixed to the top of each cylinder by 2½ x ½ d.a.s. as shown in the sketch. A 1¼" wheel disc neatly covers the cylinder top. Bolt the disc under the 48a, using set screws or bolts with very small heads, nuts on top. Then fix the 48a to the cylinder using P/N 239, narrow angle brkts, spaced by washers.



In C.Q.20 (June 1933), Alan Partridge reviewed a set of new curved strips from Exacto, with 7,9,11,13, and 15 holes respectively. He also had a useful table for making circles from these strips, using 13 of each for its corresponding circle.

Robin Rye (Eltham) recently sent me for reviewing, four of these new strips mounted on a card together with a Meccano 8 hole and an 11 hole strip presumably to make up a set. The Exacto strips were 7,9,13, and 15 hole. The figure below shows all six strips with their classification numbers. The Exacto parts are available from Frizinghall Models and Railways (see the advt in C.Q.21) but are not cheap, at £0.98 for one 15 hole strip.

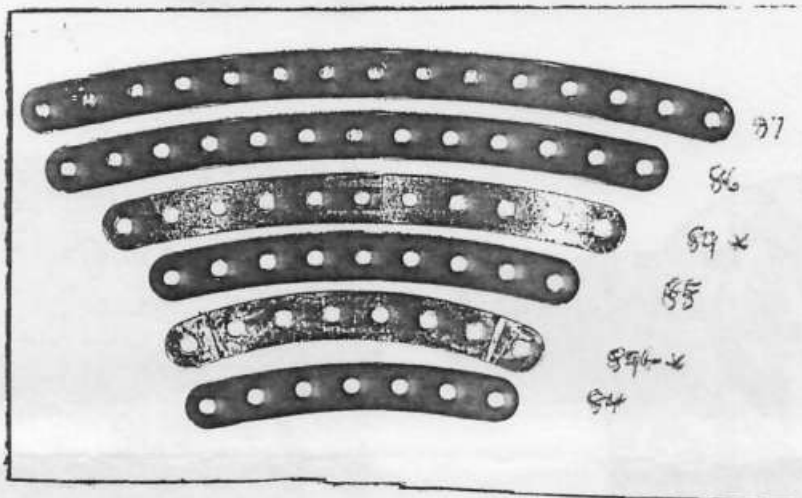
In his article, Alan quoted 13 strips of each size for its particular circle, with overhangs varying with the strip size. For the 11 hole strip the circle would have a 10inch radius to hole centre.

I have a permanent six spoke flywheel made with 12 11 hole Meccano strips each side, as per the instructions for Brian Rowe's Swannington Engine. There are two sides, each of twelve 12 strips fixed to $9\frac{1}{2}$ " compound girders as spokes and the rim is of suitably flexed flat girder pieces butted to each other. This wheel is 19.625" overall diameter and 19" between hole centres. It runs just about perfectly. There must be plenty of descriptions of circles made up of curved strips and I quote from two such:

1. M.J.7 p166. Says of part 89 (11 hole) that twelve of these give a ten inch radius circle.

2. M.J.24 p677. N.Gottlob in a long and very informative article on the curved strips, says that part 89 was probably never intended for making a circle. He also made the useful point about play between bolts and holes affecting apparent discrepancies.

If 13 of the Exacto 11 hole strips are really required for a circle, is this part of slightly different curvature compared with Meccano's 89? Robin did not include an Exacto 11 hole part. Is there really any difference?



WANTED. by Robin Rye, 18 RD Eltham, Taranaki. Ph. 06 764 8670

The following Mechanised Army Parts;

M2 Perforated strip $5\frac{1}{2}$ "	2	wanted	M96 Sprocket wheel 1" 18t	1	wanted
M5 " " $2\frac{1}{2}$ "	1	"	M94 " chain	1	"
M14 Axle rod $6\frac{1}{2}$ " black	2	"	M103 Flat girder $5\frac{1}{2}$ " olive gr.	1	"
M16a " " $2\frac{1}{2}$ "	1	"	M187 Road wheel Gr disc Bl tyre	4	"
M34 Spanner black or olive green	2		M220c Gun barrel small Ol, Gr.	1	"
M36 Screw Driver Olive green	1		M212 Rod/Strip Conn. Ol Gr	2	"
M48 DA strip $2\frac{1}{2}$ "x $\frac{1}{2}$ "	"	" 2	Manual (photocopy?)	1	"
M52 Perf flange plate $5\frac{1}{2}$ "x $2\frac{1}{2}$ " olive green	1				
M190a Flex plate $3\frac{1}{2}$ "x $2\frac{1}{2}$ " 10hole Olive green			1	Wanted.	
M192 " " $5\frac{1}{2}$ "x $2\frac{1}{2}$ " 12hole	"	"	1	"	
M200 Curved flex plate $2\frac{1}{2}$ "x $2\frac{1}{2}$ "	"	"	1	"	

Box and holding card and containers.

AUCKLAND CLUB

We were pleased to welcome, at our February meeting Mike Walmsley from Paeroa; also Alan Coop with his children, Simon and Sarah. Models on display were:

Alan Coop - Breakdown Truck from a No. 9 Set
Simon Coop - partly built dragster

David Wall - his 'Vale of Rheidol' 2-6-2 locomotive running on Hornby 0 gauge rails, using his reversed boss flanged wheels (see our Feb., 1994, issue)

Lloyd Spackman - "Agenoria", described elsewhere in this issue, and a miniature traction engine

Bill Watt - A Boulton & Watt bell crank engine by Brian Rowe from instructions in 'C.Q.', Dec., 1993. Also photos of his latest container crane. (The crane, unfortunately, was too large to leave the room it was built in).

Next Auckland Club meeting will be held at David Wall's home, 502 East Coast Road, Mairangi Bay, on Wednesday evening, May 11th.

Don't forget Model X '94 and have plenty of models ready by the end of May, please. Model X '94 will be held at Henderson on June 4 - 6.

Auckland modellers have a new retailer who can supply sets and some parts. Mr. Basil Rohald has opened North Shore Hobbies World at 447 Lake Road, Takapuna (opp. Britannia Restaurant). As well as some sets, including the 500 Series, he has a stand of parts in the small plastic bags.

Meccano buffs should also note that North Shore Hobby World is one of the few stores to stock a full range of Meccano spare parts.

Happiness is good health and a bad memory !!

Christchurch Meccano Club - February Meeting and other things	Reported by John Ince
---	-----------------------

The February 1994 meeting was rather special as Peter Kessler arrived in New Zealand earlier than expected and was pleased to be able to attend. There were twelve members, three ladies including Mrs Pluck our long suffering treasurer and two juniors. My urgent phone calls to members when I found that Peter would be present resulted in a good array of models. Maurice Evans brought his ships derricks which always attracts attention, David Lang displayed his *Supa Loopa* which proved to be a propeller driven fairground machine with two arms rotating on a horizontal axis. Stopping the passenger car in the right place was tricky but once achieved the motor driven gangway moved into place and the imaginary passengers boarded ready for another trip. Watch out everyone as the one meter long swinging arms do not have any guards! Ian Torrens showed his walking tractor and his 4-2-2 locomotive which I think comes from a 1935 G - L manual. Graham O'Neil brought his showmans engine - rather like the one that Loyd Spackman described in the last Federation Magazine and a 1992 No 5 set jet fighter. John Ince brought a little tower crane which my six year old grandson had made while he was on holiday with us in January. Maybe he will be a potential member for the Wellington Club! Anjuli Burrell displayed a motor bike, lady bug and swinging man so we did not do too badly from young modellers.

Members had a good look at the Argentinian parts which Peter brought with him and also at the motor bike set which he left with me. Perhaps there would have been some of these on sale in New Zealand if the distributors had had their stock in time.

Peter stayed at the Ince household while he was in Christchurch and I was able to take him to the Doug King display at Riccarton Hose on Sunday February 6th. Centrepiece of this was Doug's excellent model of a motor grader which was first exhibited at Wanganui. We also visited Ian and Maurice in Lyttelton and had a non-Meccano day in Akaroa. By the time this is printed Peter will have visited Wellington, Wanganui and Auckland members as on this occasion he has had more time to spend on his Meccano interests.

Grub Screws: I have just received a supply of 5/32" grub screws from MW Models. These seem to be from a new source and are of the black slotted type. Quality is good and the price is excellent. I suggest orders are placed by clubs to secure the extra 25% discount. For quantities over 100 the landed price is about 9c each and if anyone is stuck for some they are available from me at \$1 a dozen - phone (03) 3587351 after 10pm if desired.

MWT NOVEMBER GET-TOGETHER.

On 6 November last year, in place of our usual meeting, we went for a tour visiting members south of Wanganui. It was a tremendously enjoyable time and our warm and sincere thanks are expressed to those who made us so welcome, especially those non-Meccano family members who endured the invasion of wide-eyed enthusiasts.

We visited Jock Clouston, Chris Morton, Wes Dalefield, and Bruce Geange.

The only sad note of the occasion was that some hoodlumish passerby decided to break one of our car windows while we were in Palmerston North.

We often see what members have made since those items are brought to the meetings. So of course we saw models, but it was also interesting to see other aspects of members' Meccano activities and meet family members.

Of course each visitor will have enjoyed seeing different things and will have had their own particular conversations, so what follows is just a mention of things which interested me. I hope it stirs happy memories.

I was interested in the way members stored their parts. Some had dealer's cabinets, some had custom-made boxes, sometimes parts were threaded on wire, and one member had his Meccano in a cabinet which as a fine item of furniture is acceptable in the "front room".

Some rarer parts were on display such as the Roller Bearing, Digger bucket, Saw blades and Railway buffers. There were some blue double-sheaf pulley blocks, Windmill sails, Propeller blades and some vintage sets. Has anybody seen Dynamometers (parts 47, 47a, 48)? or Disc weights (parts 49, 49a, 49b)? or the railway Collecting shoe (149) or rail adapters (173)?

Other interests of members were enthralling also, such a Clock with Westminster chimes, a Vintage car, a Music box, Live Steam Locos, a Player Piano, and a Museum of Toys.

May I express again the warm thanks of members to those who made us so welcome in their homes.

Our coming meeting is on 5 February at 3pm at the Model Engineers' Club rooms in Alma Road, Wanganui. See you there.

Tom Pittams,
January 24, 1994.

MECCANOTOPICS

CLANK - CRUNCH: While building "Agenoria", I accidentally dropped a collar (with long grub screw) into the 'innards' of the model. I spent at least 10 minutes searching for that collar - shaking gently, tipping up, peering underneath with a torch, but no sign of it. So, I switched the motor on. A clank, a crunch, a hurried switch off, and out flew the collar from the rear of "Aggie". Proverb: 'People who drop collars into gearboxes should not switch on' Or any other moral you like to think of !

L.S.



FIRST COURT CASE FOR 70 YEARS ?

In C.M.N., 9/93, Lou Boselli reports that Meccano Erector has taken (and won) legal action against the distributors of a product called 'SteelTec', manufactured in China. They claimed SteelTec is compatible with Meccano. As well as trying to build models with a mixture of the two systems and proving incompatibility, Lou spent 6 hours in the witness stand. When was the last time Meccano took legal action to protect its name and product? Was it Frank Hornby's famous 1920's actions against 'pirate' competitors in the U.S.A.?

PRINCE WILLIAM of Gloucester, son of the Duke of Gloucester and Princess Alice, was born in 1941 and, tragically, was killed in an aircraft accident during an air race in 1972. This letter, written when he was aged 7, shows he had the right idea for Christmas presents, if not the right order, with a No. 6 MECCANO at the end of his list.

Prince William's letter is printed here by courtesy of "This England" magazine. It appeared in the Autumn, 1993, issue.



YORK HOUSE,
ST JAMES'S PALACE.

Dear Father Christmas,
This is the first
time I have written in
ink. I hope you are
well? Will you come
to see me this year?
Please can you find me
a tractor-plough, a stamp-
book, a rubber ball, an
ink pot that won't break
over, a toy village,
No. 6 meccano.

marklin
metall

I recently had a chance to buy Marklin Metall Construction Sets Nos. 1051, 1052, 1053 and 1055 for a total of about \$NZ500, being approximately half price from the retailer in Baden, Austria. But this was through an Austrian friend and there would still have been heavy freight etc. charges to pay as well as possibly duties and tax at this end. So I had to say, "thanks, but no thanks".

Lloyd S.

END TOPICS:

"If you stay up all night wondering where the sun went, it will finally dawn on you"

"He isn't a light sleeper; he sleeps in the dark"

"The most perfect shape in the world is round; have another sweet".

All from Jean Pare

SELECTIONS FROM RECENT MECCANO LITERATURE.CANADIAN MECCANOMAN'S NEWSLETTER No 47, June 1993.

Editor's Page. Useful gen on CAD software package for drawing Meccano parts.
 A page by Michael Adler on CAD and the Meccano system.
 Isomec-- a collection of clip-art drawings of Meccano parts.
 Two pages on the Great Canadian Meccano Extravaganza in June at Owen Sound.
 Three page description by K.Cameron of his Holt 75 Tractor.
 Article by G.DuBois on part 19a spoked wheel with 12 spokes.
 Article by Don Pearson on reproducing 1918-1933 Meccano Electrical Parts.

CONSTRUCTOR QUARTERLY No 21 Sept. 1993.

On front cover a beautiful picture of G.Illingworth's deH Tiger Moth.
 Interesting model Wimshurst Machine by K.Cameron.
 Six page article by Bert Love on Marklin's Mercedes racing car outfit.
 Ball Lift Game by P.Drew. Well described in 7½ pages.
 Great Canadian Meccano Extravaganza. Interesting.
 Overtime Stationary Steam Engine by B.Rowe.
 Samson the Great, a small fun model by L.Nightingale.
 Report on Skegness, 1993.
 Sixpage article by G.Illingworth on his splendid Lancaster Bomber model.
 More on Harmonic drive by T.Rednall.
 Very good four page catalogue and price list of EXACTO parts from Frizinghall Models and Railways.

CONSTRUCTOR QUARTERLY No 22 Dec.1993.

Meccano Bumper Cars, a fairground model by Marcel Pahin. Requires non-Meccano for base and running surface.
 Newport Civic Clock by H.Somerville. Very detailed.
 Enhanced realism in prototype modelling by Julian Head. A very timely article especially on competition judging.
 A Boulton and Watt Engine of 1802 by Brian Rowe. One photo and brief description.
 Sundial Clock by Pat Briggs.
 A Computerised Meccanograph by Keith Cameron.
 Stirling Engine by Michael Denny.
 Replica parts from Argentina (Dr J.E.Catella) reported by Bert Love with excellent photos.
 Heavy duty winding drum by Carl Rodriguies, described by Alan Partridge.

THE INTERNATIONAL MECCANOMAN No 10, Sept. 1993.

Roger Hill's Isomec drawings appear on several pages.
 A very instructive article by F.S.Williams on the history of Railway Break-down Cranes.
 A further series of Model building technology ideas.
 A Meccano linear actuator by M.Adler as used in a Cartesian robot.
 Roger Hill's ISOMEC drawings

THE INTERNATIONAL MECCANOMAN No 11, Jan 1994.

Model building technology. More useful ideas and tips.
 Double page CAD drawing of Roger Hill's Motor car chassis
 Information on parts and publications from Meccano specialist dealers.

THE MECCANOMAN'S NEWSMAG No 67, Nov. 1993.

A Fun Model by Les Nightingale.
 Meccano Differential Analyser by Eloyd Spackman.
 An Obituary on the late Geoff Coles, by Pat Briggs.
 Folding Book rest by Keith Cameron.
 Chestnut Fence Making Machine by Bill Butterfield. Very detailed.
 SML27a Instructions by Tony Brown. 8½ pages of detail.

CONSTRUCTOR QUARTERLY No 23 March 1994.

Lego Bashing Machine by Rob Mitchell. 8 pages of pictures and description.
 An Assembly of Mechanisms by Guy Kind, described by Alan Partridge.
 Waltzers and other Fairground Machines, by Alan Partridge.
 Three Meccano set 6 Lorries by Hans Klarenbeek.
 Murray's Hypocycloidal Engine by Howard Somerville.
 5-Forward and reverse Gearbox on a novel principle by Hans van den Berg.

WELLINGTON MECCANO CLUB NEWS. Reported by Mike Highley.

Report on Meccano Exhibition held on Sunday, 12th December, 1993.
 This Exhibition was at St. Luke's Presbyterian Church Hall, Waiwhetu Road, Lower Hutt, and was open to the public. The following members brought models:

Frank Abbott Transporter Bridge.
Colin Croft 4-speed and reverse Planetary Gearbox.
Don Flowers Fire Engine Chassis.
Mike Highley Breakdown Truck from No 9 Manual.
Brent Houston Motorised Motor cycle.
Bryan Jones Meccanograph.
Keith McCallum Blocksetting Crane and Traction Engine.
Simon Moody 25-tonne Level luffing Grabbing Crane 2 metres high.
Lou Nichols Three Motor cycles.
Brian Peterson Mobile Platform, Crane, Oil Pump and Oil Rig; also a Winch Truck.
Neil Waterson Eiffel Tower, Locomotive, Traction Engine, and Double-Decker Bus.
Laurie Webb 250-ton Hammerhead Crane and 40-ton Railway Breakdown Crane.

Our February meeting, the first for 1994, was at Lou Nichols' home. 12 members were present and our guest was Don Blakeborough, from Wanganui.

Models brought were:-

Colin Croft 4-speed Constant mesh Gearbox and all-bevel differential.
Mike Highley Articulated Tanker from No 9 Manual and LCC Tramcar from March 1970 MM.
Bryan Jones Demonstration Model using Photocells.
Lou Nichols three Motorcycles.

The meeting concluded with our host's delicious supper. Next meeting 4 Mar.

MECCANO MAGAZINE..... JANUARY 1978HOW N.Z.F.M.M. BEGAN

This is the advertisement which was inserted in 'Meccano Magazine', Jan. 1978, by Wellington Meccano Club.

Nearly 16 years have gone by since our first N.Z. Meccanomen's Convention.

The New Zealand Federation of Meccano Modellers has built up in strength and numbers, steadily, since then, and is still growing.

We owe a great deal to Don Blakeborough and other members of Wellington Meccano Club for getting us started in 1978.

WELLINGTON MECCANO CLUB
presentsNEW ZEALAND'S FIRST
MECCANOMEN'S CONVENTION
Easter 1978

At

Railway Social Club Hall, Wellington
 Saturday—Exhibitors day from 8:00am
 Sunday—Public day 12:30 to 4:30pm
 Admission: Members free.
 Adults 50 cents. Children 30 cents.
 Family \$1.00

Saturday will be a special enthusiasts day when readers of the M.M. club members, Meccano model builders generally and their families are invited to display their work. On Sunday the exhibition will be open to the general public. There will be prizes for winning exhibitors.

Sponsors: Wellington Meccano Club
 and Models (N.Z.) Ltd.

For Entry Forms and further information, contact the Convenor: Don Blakeborough, 14 Tarikaka St, Ngaio, Wellington 4, N.Z. Phone: 792 932

Three Meccano enthusiasts brought together by their hobby, Peter Kessler from Switzerland as well as Jan Schurink and Co Stevens both from the Netherlands, made an unforgettable journey to Argentina in November 1992. The main purpose of their trip was an appointment with Señor Alberto Mario Richini, the manufacturer of Exacto. This is their story

Thanks to the efforts of Peter we were able to meet some of the other 'Meccanomen' in Rosario and Buenos Aires. At this place we will ignore our other fantastic Bolivian and Argentinean experiences, because this report concerns Meccano.

To our big surprise we met two of our Meccano colleagues at the Airport of Rosario, some 320 km. north of Buenos Aires. They had gathered information of exact time of arrival of the plane, which had some hours delay. That was an extra reason for them to attend the 'European giants' and to welcome us. This is Meccano brotherhood! We really appreciated this gesture.

This welcome was only the beginning. During the complete long weekend, from Friday afternoon until Sunday late in the evening, Hugo Giuliano and José Ferretti (Pepe) had prepared for us an extensive program.

After lunch Pepe invited us to his home, where we met also his wife and children. We enjoyed this meeting. In a friendly and kind-hearted atmosphere he showed us his Meccano outfit, that consists of a great number of standard and non-standard parts of diverse origin. Also he has a lot of beautiful literature and an impressive collection of fine electric motors. Pepe said: "I have a big collection of which 90% I will never use, but I don't know which 90%." A very clear statement. Among all these interesting parts we saw an eye-catcher: a couple of Roller Bearing Plates (167) of pure quality. These plates are manufactured by Hugo Giuliano, being a professional in the world of steel handling. Those plates are very well centered, have excellent teeth, are very rigid and absolutely flat! Moreover they carry in the center a big hole of eleven Meccano holes. Very useful for a great number of sliding contacts or for constructing 'up or down'. These qualities make them highly suitable for heavy superstructures!

Meccano holes are making hungry and our hosts understood this very well. So we were invited to join them in their club for an excellent dinner. During this weekend our hosts showed us around Rosario and the huge delta of the river Parana and told us about daily life.

On Sunday we met Andrés Carboné and his family. He is the third and last Meccano enthusiast in Rosario. He is one of the very few who considers Meccano not only as a hobby. He also tries to integrate Meccanoing in his profession. He is an engineer and prefers to apply Meccano to the construction of industrial scale models. He showed us several robot-manipulators for different purposes. All this and conversations occupied us for the rest of that day.

We really felt sorry to have to leave Rosario so soon. But we left with the rich feeling of having met and having made three more Meccano friends!

Back in Buenos Aires Peter guided us to 'Exacto-stores', the apartment of Alberto Mario Richini located in the outskirts. Alberto showed us around.

The 'factory' of Exacto appears to be in the rooms of this first floor apartment. The production however doesn't take place there. Alberto contracts out the actual manufacturing of each part to more specialized factories. The most important reason for doing so is to meet his high demands of quality at the lowest price.

Two rooms are used for storage of parts and the tools. A third one is used as an 'office' in which there is a drawing-table used for developing and designing new parts.

A lot of Meccano Liverpool parts are stored here, sent to him as blanks for finishing according license agreement of May 1967. We saw that agreement and this is in our opinion the best indication of Exacto being a reliable source for replacements and new parts.

We discussed at length and in detail the present development of Meccano in general. By the way, he has sufficient moulds and parts in stock for the possible creation of nr. 10 sets. Alberto demonstrated an interesting sledge construction moving on straight ball bearings. Thus we could see the possibilities and usefulness of the parts 168f and 168g. More about this item will be produced in C.Q.

It was quite an experience, seeing all these things. Undoubtedly we will learn more about his projects in the future.

Next we were introduced to Oscar Fontan, who invited us to his 11th floor flat, which has a marvelous view on the Rio de la Plata. From teatime on in the afternoon eight Meccanomen were gathered there and we talked about the only(?) subject joining all of us in friendship: Meccano. Our conversation was an enjoyable combination of both Spanish and English at the same time. Some French and Italian being added for taste. Our visit lasted until the very early hours of the new day. With Oscars motto 'You have come here especially to see this, haven't you?' we also watched a video with a great deal of his Meccano models constructed by him over the years. Some of these don't exist any more, because -unfortunately- they had to be disassembled for parts. But that's Meccano life!

Again we got extension of our Meccano friends in this part of the world during this evening. This feeling was mutual when they expressed their deep appreciation for visiting them at the other side of the world. They stressed again they like to be kept informed as much as possible about everything that happens in Europe concerning Meccano.

During our last day in Buenos Aires Saúl guided us through the city and we visited a lot of interesting and well-known places.

As already said earlier, our visit to Argentina was a tremendous success, mainly through the efforts of Peter, who contacted all those Argentinean Meccanomen and introduced us to them. But considering his reactions he also enjoyed every minute of this trip.

Our experiences during this vacation showed us that extensive and regular contact among Meccanomen all around the world is of vital importance for exchange of ideas. It was precisely for that reason that the International Society of Meccanomen was founded over 3 years ago. We ourselves have seen the importance of their work.

For now this was once, but who knows ... once again?

¹ This article was first published in autumn 1993 in 'Meccano Nieuws' the magazine of the Dutch Meccano Guild, and has been translated in English by the authors in January 1994.

MECCANO AUCTION NO. 2**LINDSAY BOND ELECTRONICS**

Regan Street
STRATFORD
Phone/Fax. 06 765 5008

BIDS CLOSE on April 30th .

There has been some confusion about how these auctions are run, the figure of the Estimate quoted is only an indication of the N.Z. value of the article, you may bid below this figure or above, but with the rare articles being offered most are secured at a figure above the Estimate. Have a try it might be your day...

ALL ITEMS ARE COLLECTORS SPECIALS AND MOST ARE IN MINT CONDITION.

- No.1 Electronic Control Set, Boxed with everything still packed,
Fine Condition..... Est. \$40.
- No. 2 As above, still packed, Fine Condition..... Est. \$40.
- No.3 Meccano Super Tool Set, Square Nut Model, Still Packed,
Fine Condition.....Est.\$30.
- No.4 No.1 Clock Kit , Complete, Boxed, Mint Condition,
Rare in this condition.....Est. \$70 -100.
- No.5 No.2 Chiming Clock Kit, Appears to have been used once,
but still in very good condition.....Est\$150 - 220.
- No. 6 Plastic Track Pack, may have been used once, lovely order
This is a very keenly sought after item.. Est. \$50.
- No. 7 The same as above.....Est. \$50.
- No. 8 The same as before.....Est. \$50.
- No. 9 Gears' Outfit "B"., No lid, Parts need restoration,
No Instructions. Est.\$35.
- No. 10 No. 1A Meccano Set, No. lid, No case only the plastic
liner, Parts still covered with plastic, Red and Green
late 60's..... Est. \$20.
- No. 11. MARLLIN No. 1071 , Electric Motor, Boxed and Mint,
Purchased in Germany , never used.....Est. \$50.
- No. 12. MARKLIN No. 1072, Electric Motor, Boxed and Mint,
with reversing switch and all details, 16volts,
2 speed, purchased also in germany..... Est. \$80 - 100.

Please post your bids to the above address.

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