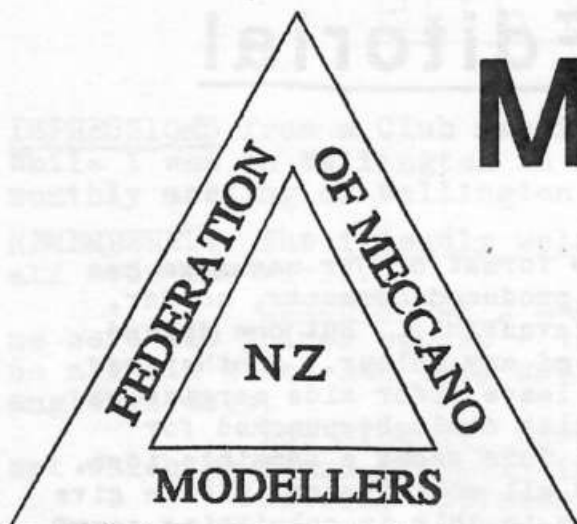
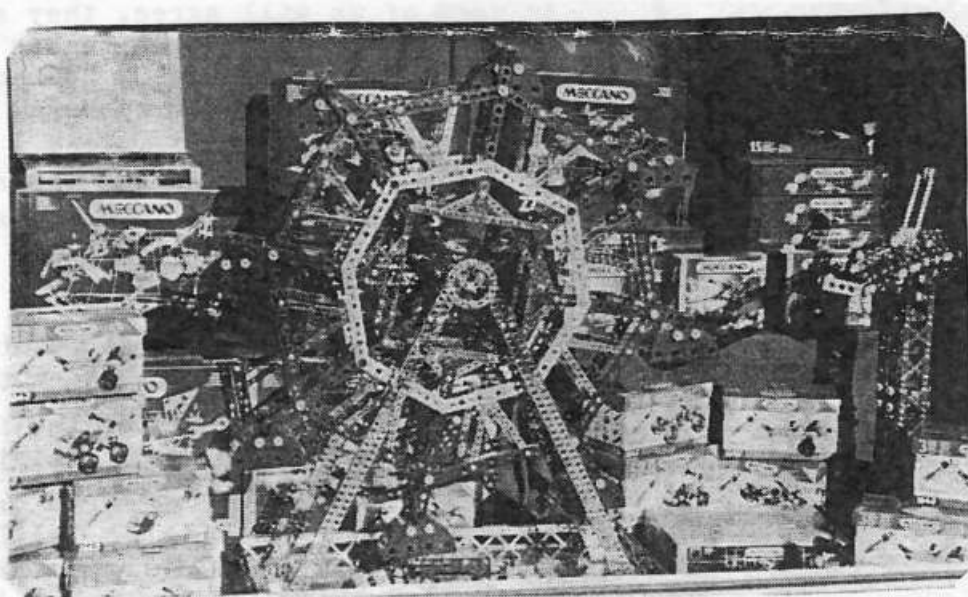




MAGAZINE

Vol 18 No 4 October 1994



LLOYD SPACKMAN TOOK THIS PHOTOGRAPH OF A MECCANO DISPLAY AT NORTH SHORE HOBBYWORLD LAKE ROAD TAKAPUNA. THE CENTRE PIECE IS A FACTORY-BUILT FERRIS WHEEL AND AT THE RIGHT IS A FACTORY-BUILT TOWER CRANE. THE REST COMPRISES VARIOUS CURRENT MECCANO SETS. THE FERRIS WHEEL WAS RUNNING FOR SEVERAL WEEKS ON END RECENTLY.

The aims of this magazine are to unite Meccano clubs and individual Meccano modellers; to generally promote and encourage the enjoyment of Meccano

NZ FEDERATION OF MECCANO MODELLERS

Editor:

Bill Watt,
8 The Esplanade, Campbell's Bay,
AUCKLAND 1310 0-9-479 5797

Federation President:

David Wall,
502 East Coast Rd, Mairangi Bay,
AUCKLAND 1310 0-9-478 6825

Subscription:

\$18.00 covers six issues per year
posted within New Zealand.
Forward to: Max George,
3A St John's Terrace,
TAWA 6203

Editorial

The new format of our magazine has already produced comments, so far, mainly favourable. But one damned the use of any colour. Another was that we leave wider side margins so that copies could be punched for filing. This seems a sensible idea, so could all contributors please give attention to this in submitting copy?

I have had a postcard from David Wall. He and Elizabeth are at present in the United Kingdom after a European tour. As many of us will agree, they are finding living out of suitcases is becoming rather irksome. He sends his good wishes to all our members.

Lindsay Bond has sent a new Meccano catalogue of spare parts. This is very attractively produced and shows all the various colours clearly. I think this is well worth having.

OTHER SYSTEMS

EXACTO. A good source of these parts is: Valley Transport, Inc. P.O.Box 148 Plymouth, Wisconsin 53073. Roy C. Zuehlke is President of this company and I have recently had a complete price list of Exacto parts from him. The prices seem very competitive with others I have seen.

MARKLIN. Lloyd Spackman has unearthed an agency for Marklin here in Auckland. It is Marklin Trains and Hobbies Ltd and is at 1/62 Hillside Road, Takapuna. The manager is Andrew Aboud. Telephone (09) 444 3534. Although dealing mainly in Trains, they are able to obtain any current Marklin parts.

Bill

New Zealand Meccano Contact Persons

These are the persons to contact if you need information about the nearest Meccano Club or Meccano generally.

AUCKLAND:	David Wall, 502 East Coast Road, Mairangi Bay.	0-9-478 6825
	Brian Buchanan, 288b Mamukau Road, Epsom.	0-9-524 5186
WAIKATO:	Don McClelland, 32b Hazelwood Avenue, HAMILTON.	0-7-847 4503
HAWKES BAY:	Trevor Adam, 22 Ferguson Street North, Bay View, NAPIER.	0-6-836 6827
MANAWATU/	Tom Pittams, 79 Maria Place, WANGANUI.	0-6-345 6788
WANGANUI/TARANAKI:	Lindsay Bond, 93 Hathaway Street, STRATFORD.	0-6-765 5665
WELLINGTON:	Colin Croft, 21 Beach Road, Island Bay.	0-4-383 5421
	Simon Moody, Blue Mountains Road, R.D. 1 UPPER HUTT.	0-4-528 3032
CANTERBURY:	Graeme O'Neill, 49 Hindness Street, CHRISTCHURCH.	0-3-322 7456
	John Ince, 37 Burnside Crescent, CHRISTCHURCH.	0-3-358 7351
OTAGO:	Karen Murcott, 15 Greenock Street, DUNEDIN.	0-3-476 4920

REVIEW: VOLUME 2 OF BRUCE NEILSON'S MECCANO MODEL INDEX

Members may recall that I was privileged to review the first volume of Bruce's epic work which provided readers with a comprehensive index of models and mechanisms featured in Meccano Company literature (magazines and manuals) during the period of 1913 to 1981. The current volume takes us a step further along Meccano's evolutionary path. It includes Meccano Company literature from 1982 to 1991 and non company literature from 1960 to 1991. The second section relating to non Meccano literature greatly expands the scope of this second volume. I'm sure members will agree that ironically as Meccano Liverpool slipped to extinction our hobby entered a period of renaissance. The top models currently being produced are highly sophisticated and well worth duplicating. The inclusion of this material must have made Bruce's task considerably more difficult. Whereas the first volume concentrates on Meccano literature the second in addition encompasses the many club magazines and special instructions that have appeared over recent years.

The format of volumes 1 and 2 are very similar, the instructions included in the first volume apply also to the second. As I observed in my previous review the full benefit of these references can only be realized if one has access to the original literature. In many cases this is not possible, however photo copies from sources such as MW Models would be a great help.

The volume under review provides an essential source of reference for the Meccano historian, it is attractively presented and bearing in mind the formidable task in assembling the information is well worth the price of \$25 plus postage.

Whilst in reviewing mode I must comment on the latest NZFMM Magazine. Bill Watt has made the quantum leap, the change in format from newsletter to magazine greatly enhances the Federation's image, Despite a slight increase in production costs the current subscription level can be maintained with a little bit over for the occasional colour supplement. My congratulations to both Bill Watt and Brian Buchanan who designed the cover layout for a job well done. (incidentally how about the magnificent model featured on the front cover!!!)

David Wall

August 1994

A Round Bale Hay Baler For The MECCANO Tractor -Set 201-

Model and Text by Robin Rye.

The round baler is basically of 2 semi-circles hinged together at the top as shown.

For the rear, 2 semi-circular plates (214) are joined at the base by a $1\frac{1}{2}$ " double angle strip (48). At the top, a bolt with a fishplate on it (round hole) passes through the semi-circular plate and the round hole of an angle bracket and locknuttet. Angle brackets are mounted inside the rear holes of the semi-circular plates. Another bolt is locknuttet each side with a rod and strip connector loose under the bolt head. 2 $2\frac{1}{2}$ "x $1\frac{1}{2}$ " plastic plates (194) are bolted around the semi-circular plates.

The 2 semi-circular plates on the front are bolted together at the top spaced by a $1\frac{1}{2}$ " double angle strip. These bolts also hold the fishplate hinges of the rear module. The semi-circular plates are extended 1 hole by $1\frac{1}{2}$ "x $1\frac{1}{2}$ " flat plates (74). A $\frac{3}{8}$ " bolt passes through a fishplate, plastic spacer (38a), centre hole along one side of the $1\frac{1}{2}$ "x $1\frac{1}{2}$ " plate, through bottom hole of the semi-circular plate then (a washer on one side only) and through a $1\frac{1}{2}$ " double angle strip. The double angle strip and fishplates are set at an angle as shown or later explained. Another bolt with a washer under its head secures the two plates together through the available holes. 2 double brackets (11) are bolted together to form an open top box and bolted to each side of the baler. These boxes represent the twine compartments that hold spools of twine used to tie off the completed hay (or silage) bale on the real machines. And on this model they also conveniently form a trap for the 2" axle rod hydraulic cylinders.

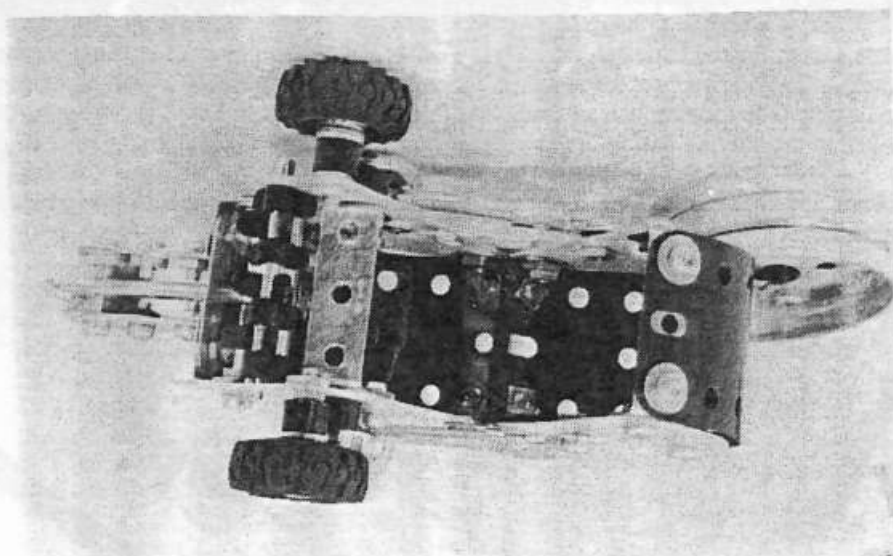
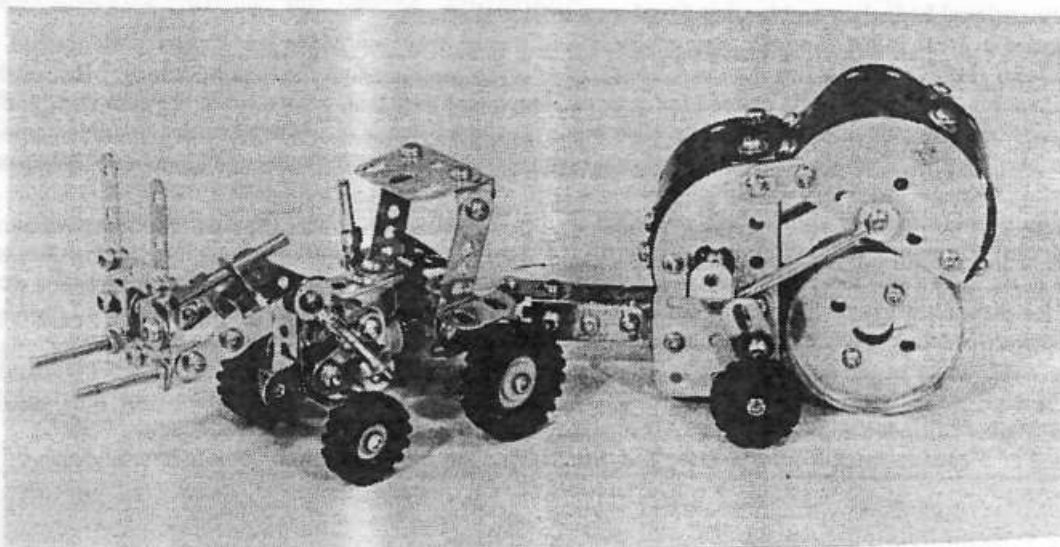
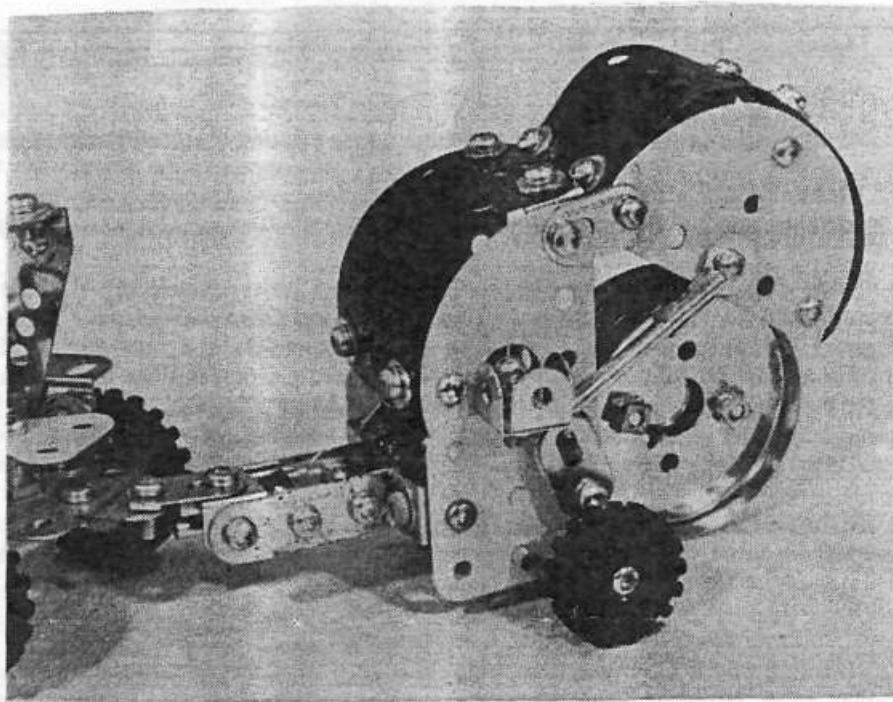
Angle brackets are mounted inside the front holes of the semi-circular plates. The front middle hole of the $1\frac{1}{2}$ "x $1\frac{1}{2}$ " plate each side passes a bolt, then a thin washer, an angle bracket (through its slotted hole) and then a $1\frac{1}{2}$ " double angle strip. 2 plastic plates are bolted from this double angle strip around to the top double angle strip.

Next the drawbar is made. Bolt 2 angle brackets and a $1\frac{1}{2}$ " strip to the forward facing angle brackets. $\frac{1}{2}$ " reversed angle brackets could be used here. Moving forward, mount a $1\frac{1}{2}$ " strip each side joined together by 2 double brackets (11) topped by a fishplate. A $2\frac{1}{2}$ " axle rod is trapped by the bolts in the drawbar. This represents the power shaft from tractor to baler. A $\frac{3}{8}$ " bolt completes the front of the drawbar.

A 2" axle rod mounted through the lower centre holes carries 7 clips (35) as the hay pick-up. $\frac{1}{2}$ " pulleys and tyres are mounted on 23mm pivot bolts (147g) suitably spaced.

Careful adjustment is needed to get the top hinge to work nicely. Also the lower front double angle strip needs adjusting to clear the hay pick-up and meet the rear half correctly.

A suitable round hay bale can be made from 3 wheel flanges MECCANO part number 137.



Evidently the 1995 convention is creating interest as the August meeting was well attended and members were keen to display the progress that they were making with new models. We were delighted to welcome Wes Dalefield to the Christchurch club. He has bought a farm in Hororata which is about three quarters of an hour drive toward the Southern Alps from Christchurch and has understandably decided to leave the Wanganui/Manawatu Club in favour of the CMC.

Models or part models displayed included a Steam truck - Doug Clark; a steam car - Wes Dalefield. This was fired up during the evening and weaved its way across the floor with a good steam engine smell!. Cameron McFarlane had a backhoe and a dragster in current colour parts; John Ince had a strip bender and a plate roller, the latter having been made to fabricate the sails for the Endeavour which was on hand to show progress since the last meeting. Maurice Evans had a turntable for his crane - nice and solid -; Ian Torrens brought a submarine in 1935 blue plates with green deck and also had a south pointing chariot. Peter King struggled in to our meeting room with one boom side from his 250T Hammerhead crane. This 80" long element is being built to a GMM SML plan and is going to need a lot more nuts and bolts.

We understand that the first shop display using the factory models and the local tower crane will commence around the 12th of August and last for three weeks. Similar displays and promotions are planned for succeeding three week periods.

The September meeting of the Club was also well attended. Ian Torrens brought an impressive overtype Stationary Steam Engine; John Hamlyn had the superstructure of his mobile crane; David Lang had a new UN personnel carrier - partly completed -; Wes Dalefield an ancient motor car in nickel Meccano; Kingsley Burrell brought a selection of Meccano Mogul models in their original boxes. From the younger members Anjuli Burrell showed a two dimensional hedgehog and brother Stephan a truck/trailer unit.

Meetings are a great place for exchange of ideas and during this one Maurice Evans was noticed in deep discussion with John Hamlyn on the finer points of telescopic crane boom design for mobile cranes. Most of the other members dug into some more spare parts offered for sale by John Ince; they then proceeded to dig into their pockets. As part of the proceeds of these part sales is going into club funds the bank balance is looking healthy. Included amongst the parts were some 24.5" and 18.5" angle girders of local manufacture but with rounded corners and a coat of Meccano green enamel.

Before supper we viewed a short video recorded by Ian Torrens from the ETV Equinox program in June. It introduced Malcolm Hanson (of Long Ashton, Bristol) and the Meccano collection which he stores in his attic and (judging by the comments from his long suffering wife) everywhere else in the house too! Ian also had a very brief advertising clip for Steeltek who's distributors seem to be taking a more positive approach than F.W.Cave Ltd. As readers will probably be aware Steeltek is a Chinese product made for a USA company and is identical to Meccano.

If anyone wants some of the angle girders referred to above, they are available from John Ince, 37 Burnside Cres., Christchurch, Ph. (03) 3587351. Prices \$5 - 24.5" and \$4.50 - 18.5" plus postage.. Still plenty of nuts and bolts as advertised in the August edition. The nuts are 1/4" AF square but can be supplied in hex. if necessary.

Late arrival of Meccano stock from FW Cave Ltd. has delayed the shop promotion but it is now underway.

Three Motor Control Box from Current Parts.

Designed by John Ince

The control box shown in the accompanying photograph was designed by John Ince to operate the tower crane built for F.W.Cave (Toys) Ltd. and is intended to be used by customers viewing the crane in shop displays. It is made entirely from current Calais parts except for the batteries, of course. Two Pt No 52 flanged plates form the base; an angle girder frame is mounted on these to provide support for the plastic circuit connectors/ reversing switch components provided in the motor kit and in some sets. The moving half of the switch is secured to a strip which acts as control lever. The fixed half of the switch is bolted to the moving half in the normal way and is prevented from turning by the Pt No 12a

Parts required:- 3 - 5; 3 - 9; 3 - 9c; 1 - 10; 6 - 11a; 31 - 37; 7 - 37a; 2 - 52; 4 - 133a; 2 - 111a; 2 - 111c; 3 - 111d; plus 2 - 710 Battery holders and connectors; 3 - 730 Reversing switches; connecting wire; and non-Meccano 3 pair cable to crane and multi pin connector.

Photograph on next page.

SELECTIONS FROM RECENT MECCANO LITERATURE.NEWSMAG No68, Mar. 1994

1. Suspension for racing cars by Brian Newsome.
2. Double overhead camshaft engine by Brian Newsome.
3. 5-ton Monotower Crane by Phil Bradley.
4. Photographing Meccano models by Howard Somerville.

NEWSMAG No69, July 1994.

1. Geocentric Earth/Sun/Venus Orrery by Pat Briggs.
2. The design of level luffing cranes by Alan Partridge and Robin Lake.
3. Constructor Project 63: Transporter Bridge from No6 set by K.Cameron.

C.Q.No24, June 1994.

1. Remote reversing of sideplate motors by Keith Cameron.
2. Revision of the 'Spanish printing press' by Brian Ashton.
3. A 4-cylinder 4-stroke V engine by Guy Kind.
4. 12-volt 0-gauge Swiss Electric Locomotive by J.Catella
5. Eclipse demonstration orrery by Philip Drew and Stephen Tonkin.

C.Q. No.25, Sept. 1994.

1. Fowler Steam Ploughing Engine by Bill Charleson.
2. A Daedaleum by Ken McDonald.
3. A control mechanism for four movements by Andre Everaert.
4. Strange tooth numbers from rack segments by Alan Partridge.
5. A Bing steam plant by Brian Rowe.
6. Action man clock by Nigel Bope.
7. All-mechanical 3-cam controller by Keith Cameron.
8. Steering of track laying vehicles by Robin Lake.
9. Maze-running Robot by Daryl Anderson.
10. No6 set Kenworth tractor by Keith Cameron.

INTERNATIONAL MECCANOMAN No11, Jan.1994.

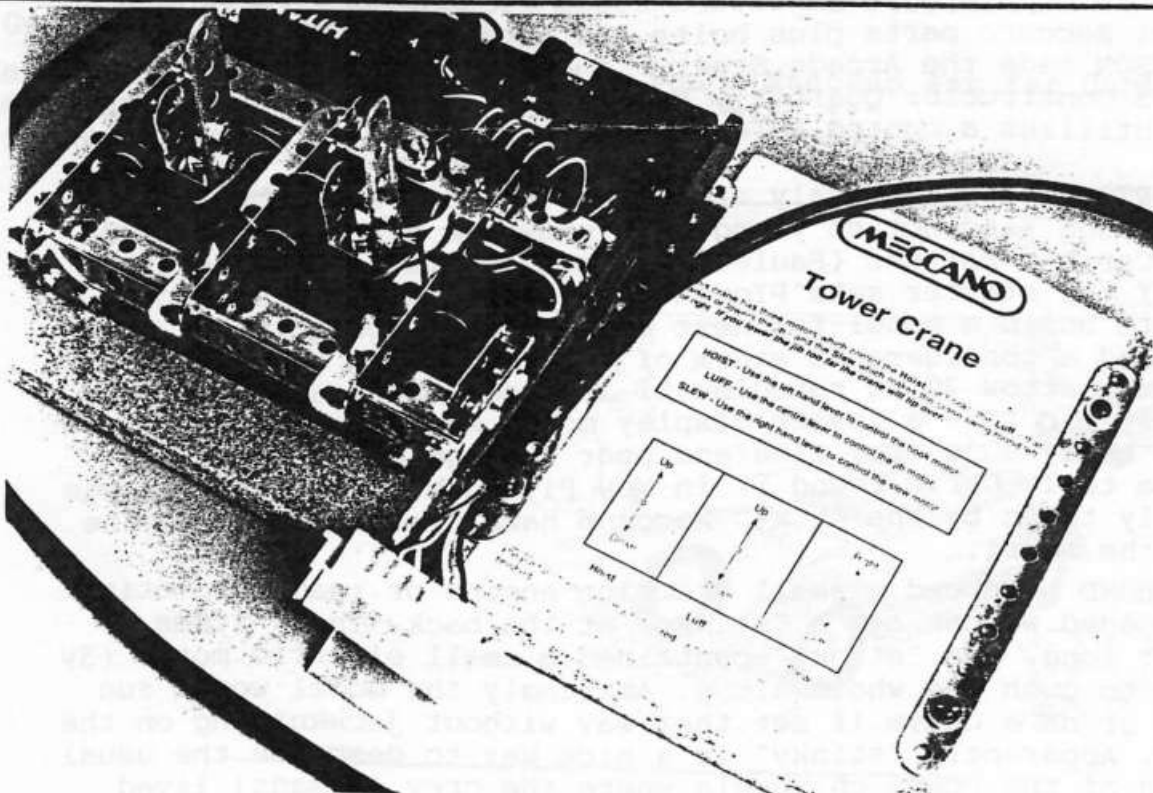
1. Roger Wallis's CAD Motor car chassis.
2. World list of Meccano Clubs.
3. Model building technology mechanisms and hints.

INTERNATIONAL MECCANOMAN No12, May 1994.

1. Details of ISM Competition.
2. Model locomotive for two-rail system.
3. How a Tower Crane is erected by Tony Rednall.
4. Control of models with a P.L.C. by Michael Robins.
5. Model building technology.

INTERNATIONAL MECCANOMAN No13, Sept.1994.

1. The Hornby Companion Series: How they were produced and printed.
2. Model building technology.



M. W. T. Meccano Club.
Model Report for meeting 6th August 1994.

TOM PITTAMS displayed a "Steel Tec" construction set compatible with Meccano. Made in China for a U.S. firm. There was a recent Court Case in the U.S. of A. between Meccano and Steel Tec. Tom also demonstrated a "Steel Tec Power Wrench". He then offered for auction 134 photocopied pages of a 1919 Meccano Instruction Manual covering sets 1-6.

ALISTAIR TONG used shiny new zinc and yellow Meccano to make a small horse. Hand operation gave both rise and fall and fore and aft movement from one handle. Next, a well detailed boiler (from a Bert Love book) of the type to power a Watts Horizontal Beam Engine. Alistair then showed some of his repainting efforts. An unpainted part 52 had the historians interested - no end flanges - 2 slots but no evidence of nickle plating.

DON BLAKEBOROUGH brought along a "Cum Bak" from an old No. 1 set Instruction Manual. A weighted rubber band suspended in a cage. Pushing the "Cum Bak" away winds up the rubber - then the rubber unwinds returning the "Kam Bak".

DARYL ANDERSON (not present). Robin Rye presented Daryl's mint 1981 Dragster Set along with a made up dragster. Gently wound up, the model took off in proper fashion to run along the carpet for a short distance. Photo's of the Wellington bus trip were shown. A Constructional Toys book by Basil Harley was auctioned. About 30 pages of interesting photographs and text on various construction sets including Meccano.

ROBIN RYE introduced the Mk 2 version of a Torque Converter Drive. A second gear train and centrifugal weight system had been added to Mk 1 version (from International Meccanoman Magazine 12). An experiment to change the input drive from the cage to the sun gear was a folly - the centrifugal system cannot work.

BRUCE GEANGE as always, produced superb models. Firstly Charles Lindbergs Fokker aeroplane Spirit of St. Lois - first plane (and pilot) to fly from France to the U.S. of A. Red and green with 11" wing span and 9" length. Secondly Blackpool Tower. Model of the month October 1956. Made in red and green, Bruce changed the lift drive to electric with an automatic reversing gearbox protected by slip clutches and added flashing lights to the 36" high model.

JOHN JORDAN completed a miniature steam locomotive from only 4 different Meccano parts plus bolts and nuts.

JOHN HANSON made the Arcade Steer - a - Ball Machine from the June 1993 Constructor Quarterly Magazine. A type of pinball machine but utilizes a controllable tilting table to steer a ball down a maze.

CHRIS MORTON enthusiastically recommends the new Plastic Meccano for the young (and not so young) and showed a nice plastic crane made by Chris's partner (Paulette). He suggested combining the pieces of the starter sets Plough and Roller and Trailer and Sprayer to build a model for next meeting as a competition. Chris then caused a considerable storm of interest. From the depths of a long but narrow 20 kg rated multi layered brown paper bag emerged - wait for it - a dealer display model Meccanograph - gasp!!! From the early 50's era, time and poor storage had taken a considerable toll. Chris found it in New Plymouth. This reporter was especially taken by the 4½"x½" Meccano name plates bolted on the side of the model.

LINDSAY BOND produced a small traction engine or road locomotive with 2 loaded wagons and a "stinky" at the back. The 4 items about 12" long. The "stinky" contained a small electric motor (3v Walkman) to push the whole along. Amazingly the model would run straight or on a curve if set that way without jackknifing on the 3 pivots. Apparently "stinky" is a nice way to describe the usual condition of the house on wheels where the crew (humans) lived and whatever while on the job.

BITS & PIECES

A WORLD OF ACRONYMS !

They have been used as communication short-cuts for centuries. In ancient Rome S P Q R stood for "Senate and People of Rome". A N Z A C was an early 20th c example which has become a word in its own right.

The practice of naming organisations and many other things by their initial letters has proliferated in the fast-paced technological society of our 20th Century. Our 'Hurry-up' generations use these abbreviated forms to save precious seconds of air time and precious centimetres of newsprint space.

The 1989 (U.S.A.) edition of Gale's "Acronyms, Initialisms and Abbreviations" Dictionary contains over 450,000 entries in three thick volumes of small print. Later editions must have well over half a million.

Even MECCANO was not immune, so here are some acronyms relevant to our hobby. If you can't decipher some of them, drop us a line.

A G	G M M	L C D	N M M G
C A M	G R B	M W (Models)	M W T (Club)
C M N	I M	M M G G	N Z F M M
C Q	J M E	M F	S C M & E (Club)
C A D	L C D	L E D	V A T

However, the word 'MECCANO' is not an acronym even if it looks as if it could have been one.

THE ULTIMATE personalised vehicle
number plate:

No prizes for guessing whose it is ----
Our President, no less !

MECANO

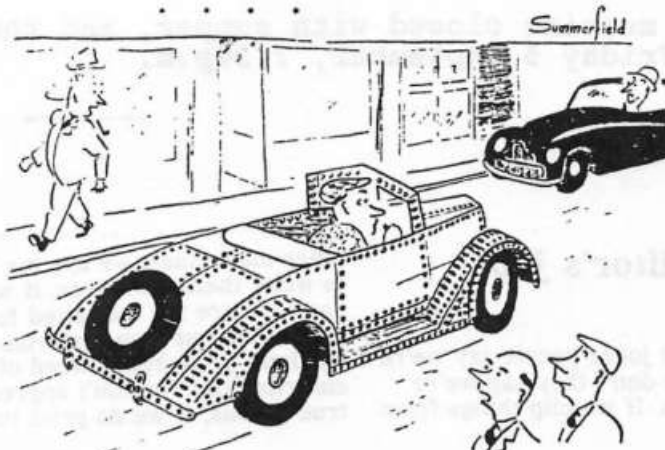
QUOTATIONS:

"I shall make a prison cell of Meccano and pretend you're locked... inside" (H. de Selincourt 'Cricket Match', 1924.

"The Eiffel Tower is quite a piece of Meccano"
(Guardian Newspaper, 1972)

"He's the sort of uncle who'd give you a Meccano set for Christmas and then stay all afternoon and tinker with it"
(Guardian Newspaper, 1973)

Junior Meccano
Engineer,
June, 1974.



LLOYD SPACKMAN

WELLINGTON MECCANO CLUB
AUGUST MEETING NOTES

-reported by Bryan Jones and Mike Highley

We returned to our usual venue of St Lukes church hall, Wadestown, for the August meeting, and it was attended by 14 members with two apologies.

The last meeting was considered to be a success, with thanks to Simon Moody and Frank Abbot for organising and model judging. Another Saturday meeting in combination with the MWT club will be held later in the year.

The president shared some thoughts on the successful operation of a Meccano Club, which he summarised as:

- purpose: a common interest in model-building.
- enthusiasm: attendance of meetings, contribution of items of interest to the evening's programme, bringing a model.
- innovation: creating more original models or solutions to model-building problems.

There was discussion on convention proposals to mark the Hornby centenary. Suggestions for venues were considered, as was the possibility of using the Expo organisers to look after the venue and publicity arrangements. The date for the Wellington convention is to be confirmed; 1997 or 2001?

The following members brought models:

- Colin Croft: Clock from No. 2 clock kit
- Mike Highley: Double decked bus from No. 8 manual
Taxi from No.7 manual
- Brent Houston: Display of parts still mounted on card from No. 10 outfit
- Simon Moody: Electric motor controller
- Timothy Moody: Caterpillar tracked chassis
- Brian Peterson: 6 Space models, racing car and tractor

Colin handed out some photocopied pictures of mechanisms, each being a single view of an unusual Meccano mechanism with no accompanying instructions. Members were invited to build the mechanism from the photograph and demonstrate its operation at the next meeting.

A new parts and outfits list from Meccano France, and a recent price list from MW Models were shown and members were informed of recent book releases relating to Meccano.

A product called "Autosol" has been found to be useful for cleaning zinc parts, which leaves a protective coating for long term storage of these parts without corrosion occurring. It is available from automotive shops and Mitre 10 stores.

The meeting closed with supper, and the next meeting is to be held on Friday 5 September, 7.30p.m.

The Editor's job

If we print jokes people say we're silly, if we don't they say we're too serious. If we clip things from

other magazines, we are too lazy to write them ourselves, if we don't we are too conceited to use other than our own material. If we don't print every word of all contributions we don't appreciate true genius, if we do print them

the columns are full of junk. If we change a contributor's story we are too critical, if we don't we are blamed for poor editing. Now, like as not, someone will say we have stolen this item from some other publication. We have!

**WELLINGTON MECCANO CLUB
SEPTEMBER MEETING NOTES**

-reported by Bryan Jones and Mike Highley

The September meeting, held at St Lukes church hall, Wadestown, was attended by 11 members and also Lloyd Spackman, visiting from Auckland.

Lloyd talked about the Federation magazine and the improvements which have been made to it recently. He thanked members for their contributions of letters and information.

Discussion was continued on the choice of venues for the next Convention, and the date on which it would be Wellington's turn to host the convention.

Some members had taken up the challenge of building mechanisms from a photograph handed out at the last meeting. These were demonstrated by the following members:

Colin Croft:	Automatic winding drum brake controlled by a differential
Mike Highley:	Breakdown truck from No. 6 manual
Simon Moody:	Two speed constant mesh gearbox Crane gearbox for clamshell grab
Timothy Moody:	Epicyclic 60:1 reduction gearbox
Lou Nichols:	Army Combat Multikit from 1974, in mint condition

Next month's challenge is to build a model using only the parts from the Pocket Meccano set plus one part from the standard Meccano range. The idea came from a competition held by a Club in England. A list of the parts in the Pocket Meccano set was circulated, the model not necessarily having to use all of them.

The meeting closed with supper, and the next meeting is to be held on Friday 7 October at 7.30p.m. at a venue to be confirmed, St Lukes not being available.

N.Z.F.M.M. MAGAZINE ACCOUNT

<u>INCOME & COSTS</u> 1/9/93 to 31/8/94			<u>1992/93</u>
	Balance in Bank a/c 1/9/93	\$1846.47	
<u>Income:</u>	Subscriptions	\$2334.60	2214
	Magazine Sales	25.00	145
	Advertising	10.00	-
		<u>2369.60</u>	<u>2359</u>
<u>Less</u>		<u>4216.07</u>	
<u>Costs:</u>	Printing 6 issues	1038.40	966
	Postage "	496.90	393
	Photos & Bromides	58.00	81
	Envelopes	15.20	30
	Sundries	11.50	28
		<u>1620.00</u>	<u>1498</u>
	Balance in Bank a/c 31/8/94	\$ 2596.07	

NOTES: Copies printed have shown a small but steady increase and now stand at 144 per issue. 21 are mailed overseas. Our new format came in with the August, 1994, issue. Printing costs should be about \$200 more in the coming year, but as can be seen above, the Bank balance has increased by over \$700 in the past financial year.

Lloyd Spackman

Edmund Cartwright's Engine.

W. J. WATT. AUCKLAND.

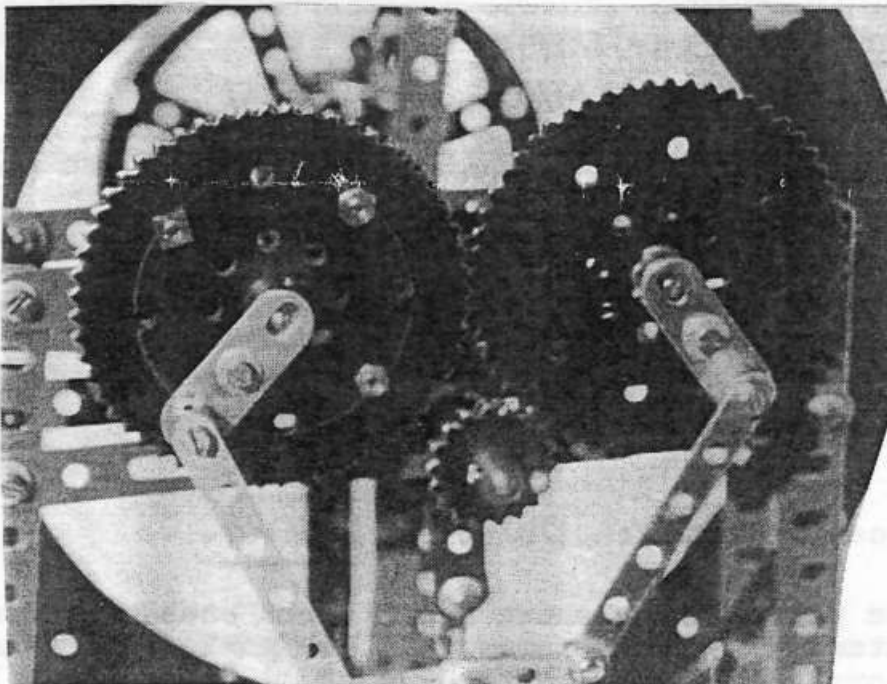
Some years ago in a book called 'Machines' by Sigvard Strandh, I became interested in a picture and brief description of Edmund Cartwright's device for transforming the reciprocating motion of a steam engine piston into a rotary movement. Essentially the principle is of two opposing cranks fixed to meshing large gear wheels are driven by connecting links from a yoke across the top of the piston rod. To one of the gear wheels a smaller gear wheel is meshed, this gear being fixed on an output shaft with appropriate flywheel etc.

Edmund Cartwright (1743-1823) was involved in developing the mechanical loom, and he patented this device in 1800. This was about the time that James White suggested using the properties of a hypocycloidal curve to create straight line motion, and this was later developed by Matthew Murray in his engine. Murray had also invented in 1800 the simple flat valve or slide valve which remained in use throughout the steam era.

I have not so far found any model of Cartwright's engine in the Meccano literature, but some one surely must have tried it. I have built a version of it using sprocket wheels for the gears as their teeth look more realistic than those of 38 DP (Standard Meccano) Sprocket wheels mesh quite well and better if doubled up. I used 3" sprockets for the large gears and 1" for the small one. Fixing the large gears together I found I could only match one pair so that their teeth coincided, so I used this pair on one side and a single on the other, this single meshing with a linked pair of 1" sprockets on the output. Standard cranks fixed to the large wheels permit clearance on the opposed position. Connecting links are 3" narrow strips and the yoke is a 2½" narrow strip tightly fixed to a rod and strip connector on the piston rod. I assumed the valve mechanism would be a sliding one and I fashioned the steam chest like the one in Murray's Engine shown in CQ 23, driving the valve from a small eccentric on the output shaft.

As the centres of 3" sprocket wheels are just over 3" apart, I used paired 5½" slotted strips for their mounting and also for mounting the smaller sprocket. The model is belt driven over 2" pulleys from a motor mounted on the rear bearing column.

It is an interesting action, but apparently never caught on on a great scale.



AUCKLAND CLUB NEWS

At our August meeting held at Neil Carey's home we were kept busy looking at Neil's album of photographs taken during a visit to the U.S.A. earlier this year. Neil and 3 friends, all N.Z. Rail locomotive engineers, followed the Union Pacific Challenger locomotive No. 3985 as it worked through Colorado and Utah. It is the prototype of Neil's prizewinning Meccano model last year and was featured in our Feb., 1994, issue.

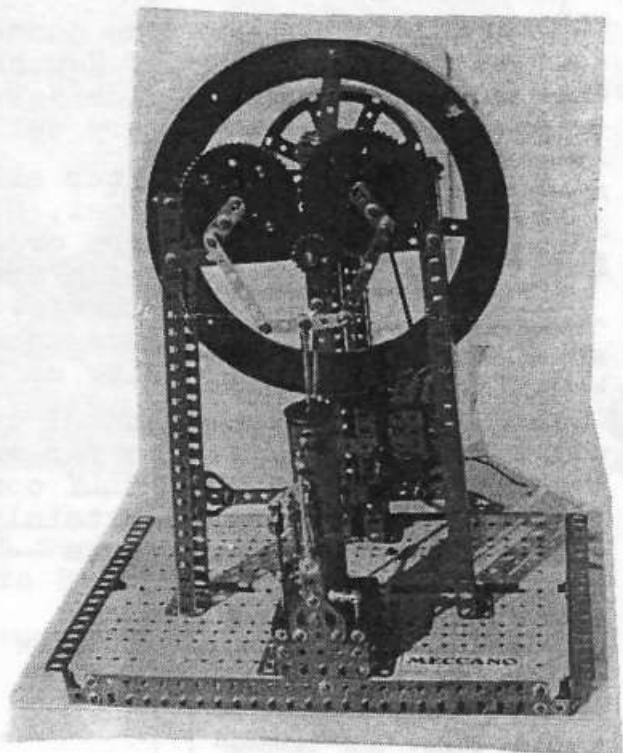
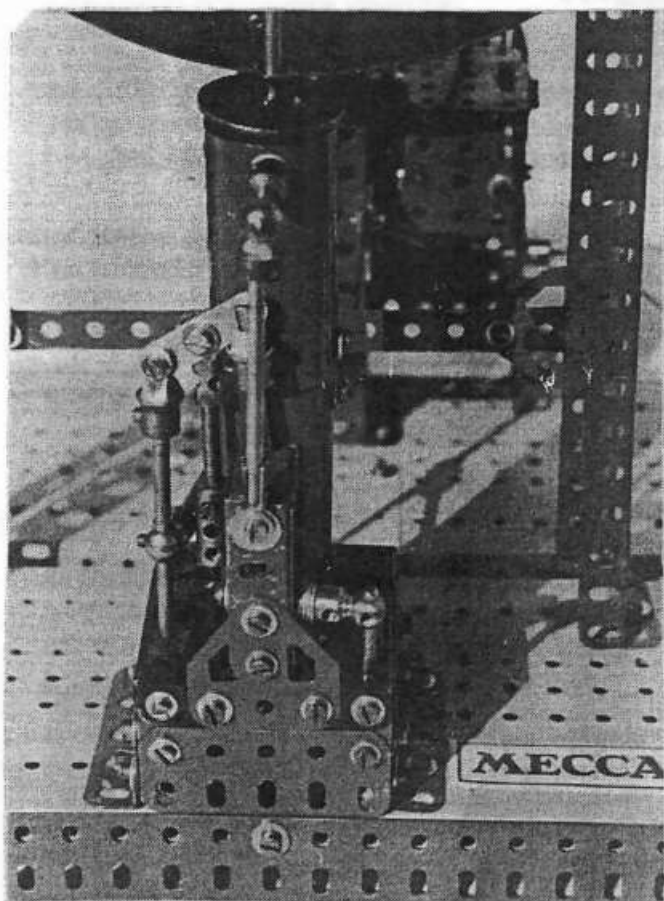
Also on display was Bruce Neilson's "Index of Categories", Vol.2.

MODELS included 3 most interesting ones from Doug Harris: the Holt crawler tractor shown in our June, 1994, issue; a log hauler adapted from an old truck and a partly built model of a steam driven crawler tractor; all from pictures in an old Caterpillar tractor book Doug owns.

From George Ovenden we had a good looking rubbish truck model built from the latest M.F. set 6, and from Bill Watt an octopus fairground model driven by an ex-business machine motor. Bill also had a couple of turntables one of which incorporated an Argentine 5½" circular gear ring which he obtained from Frizinghall in the U.K.

Lloyd Spackman showed us a small helicopter from a M.F. set 2 manual and a tank loco designed to run on circular OO gauge track.

Our meeting concluded with a delicious supper kindly provided by Mrs. Carey. The next meeting will be on 9th November at David Wall's home, 502 East Coast Road, Mairangi Bay.



Settlement Ends Meccano Lawsuit Against Remco

THE COURT CASE (see P.11 of our Apl., 1994, issue) was apparently not all about the compatibility of STEEL TEC with MECCANO, but over the practice of Remco Inc. piggy-backing its advertising on the popularity of Meccano-Erector.

Basically, Remco used the Meccano-Erector names and trademarks to sell Steel Tec. As stated in the clipping alongside (from C.M.N. Newsletter) they have now been forced to stop doing this.

KEITH CAMERON has bought Steel Tec from K Mart and says it is quite competitive with Meccano, particularly in the important small model area. Keith doubts that Meccano can compete with Steel Tec on the basis of price.

To help it compete, Meccano in the U.S.A. is adding to its range such items as a tool/parts box and a powered driver. These are already marketed by Steel Tec.

Some STEEL TEC is in New Zealand. Campbells Toys Ltd. in Howick have the No. 1 sets (\$26.95) and No. 3 (\$68.40). The No. 1 sets are one model sets like Meccano 'Starter' sets which are \$19.95 in some stores, \$29.95 in others.

EDITOR'S COMMENT: *Price-wise, Remco has the edge: its labor costs in China are substantially less than they are for Meccano in France. But it's a losing proposition to compete on price alone, and Meccano should not even try.*

British or French, Meccano has never been cheap. But it always gave us value in quality and enthusiastic product support (e.g. MECCANO MAGAZINE, Meccano Guild, model competitions, etc.) Meccano France has made a big investment to penetrate the U.S. toy market, beginning with its brilliant strategic move of purchasing the rights to the Erector trademark. It now holds a significant share of the building-toy market; and it can best retain and enlarge that share by stressing quality and customer service, along with its present policy of being a good corporate citizen by encouraging and supporting our young people in their school work.

The comment here by Anton Calleia, Editor of Southern California Meccano & Erector Club Newsletter sums up the situation very well.

After all, there are other systems such as Temsi, Stokys, Bral and Marklin which are more or less compatible with Meccano and which are in competition with it in some markets. But they all cost about the same as Meccano and don't undercut price-wise as Steel Tec undoubtedly does.

What I can't find out from the material so far written is whether Steel Tec is FULLY compatible with Meccano. It certainly does not have our range of parts -- yet.

L.S.

The lawsuit which Meccano, Inc., had brought against Remco, seeking to enjoin the use of the Meccano and Erector registered trademarks in the marketing of Steel Tec, has been settled out of court, according to Stéphane Treppez, vice president of Meccano, who heads the company's operations in North America.

Remco has agreed to remove the following legend from all boxes containing Steel Tec products: "STEEL TEC™ parts are compatible and interchangeable with MECCANO ERECTOR® parts. There is no relationship between REMCO/STEEL TEC and MECCANO."

Steel Tec packaging now hitting the U.S. market, has this language covered with black tape and a revised legend saying, "individual part colors may vary."

Apparently Steel Tec, which is made in China, may continue to make duplicates of Meccano parts which are not protected by patents.

New Premises

On December 10th, 1993 Meccano SA unveiled a \$US10 million, 100,000 square foot state-of-the-art production facility in Calais, France.

All bodes very well for Meccano, new facilities, new products, record sales and still the full and seemingly ever expanding range of parts available. The new range of plastic parts looks interesting especially the wheels and various buckets.

BITS & PIECES

from LLOYD SPACKMAN

IMPRESSIONS from a Club Meeting:

While I was in Wellington in September I was able to attend the monthly meeting of Wellington Meccano Club.

REMEMBERED: The friendly welcome which one gets from Meccanomen all over the world.

Simon Moody's many drawers of parts for sale. New to me were his joiner blocks - 13mm brass cubes drilled and tapped on all six sides and very useful for making box girders from two angle girders.

Lou Nichols' new, still-boxed 1975 Combat Multikit set which he found recently in a local shop.

Several different gear trains built by various members as the project for the meeting. The Club sets a project for members to build or solve and produce at the next meeting. The one for October is 'Pocket Meccano + 1' model.

THIS IS a copy of the illustration on one of my FATHERS DAY CARDS this year.

Look at what is at the top !!

The card was designed in the U.S.A. but was made in New Zealand by JOHN SANDS.

I wonder if there are any French or British ones around with MECCANO in the illustrations.



CONVENTION 2001

After talking with Wellington Club members I believe a decision on the venue for 2001 will have to be made at Christchurch next year.

Following the present sequence it would be: Christchurch 1995

Wellington 1997

M.W.T. 1999

Auckland 2001

General feeling seems to be that 2001 should be in a central place, i.e. the lower part of the North

Island. Auckland Club is willing to swap with either M.W.T. or Wellington. Wellington Club is already looking for suitable venues - Michael Fowler Centre and the (yet to be built) MUSEUM of NEW ZEALAND are two possibilities.

MECCANO NEWS.ITEM No.1

F.W. CAVE LTD., New Zealand Meccano Agents, have asked us to coordinate their contribution to the N.Z.F.M.M. Christchurch Convention, on similar lines to the Auckland Exhibition.

These competitions will be in addition to the Federations own organized ones and will include the following Classes.

SENIOR. (over 18yrs of age.)

INTERMEDIATE. (12 - 18yrs of age.)

JUNIOR. (up to 12yrs. of age.)

The rules are simple. The MODEL or MODELS must be constructed from the CURRENT MECCANO COLOURED PARTS., The MOTORS may be of your own choice.

A NEW COMPETITION will be run this time, as follows. The best MODELS constructed from the NEW PLASTIC MECCANO Kitsets, AGE will be taken into consideration.

The PRIZES are in keeping with the degree of skill required to win in the various sections.

F.W. Caves staff will judge the entries.

Further details next magazine.

ITEM No.2.MECCANO STARTER SETS

The ONLY Starter Sets available currently in N.Z, are, No 303, The Water Canon.

A very good selection of parts, 5 only left. \$16.00
Postage \$3.86

ITEM No.3.

M.W.T. Meccano Club Specials,
Special Purchase.

Starter Set. No. 202, Trailer & Sprayer.

No. 203, Plough & Roller.

Price per each \$10.

Postage \$3.00 each.

Contact. Tom Pittams, 75 Maria Place, Wanganui.

ITEM No.4.

To arrive, Detailed Meccano PARTS LIST, will also include N.Z. PARTS PRICE LIST, DETAILS NEXT MAGAZINE.

Current Range of Meccano Sets are in stock, with special prices for Federation Members.

GOOD MODELLING.

LINDSAY BOND ELECTRONICS
REGAN STREET,
STRATFORD.
PHONE or FAX 06 765 5008.