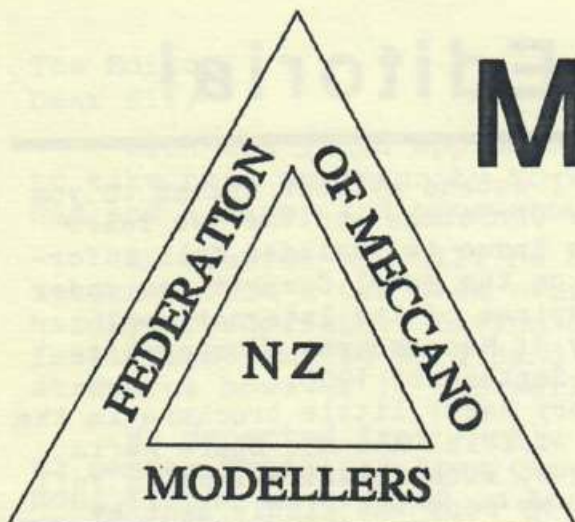
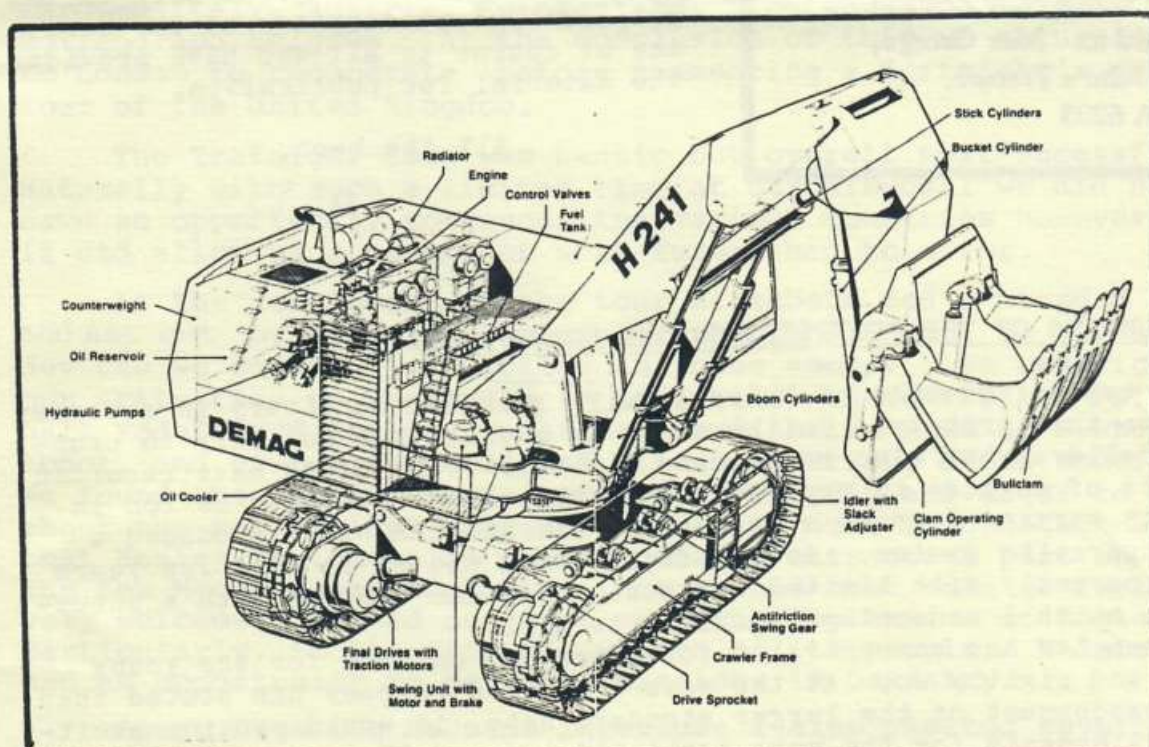




MAGAZINE

Vol 18 No 5 December 1994



PROTOTYPE

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

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TAWA 6203

Editorial

May I extend my best wishes to you all for Christmas and the New Year? In this issue is included full information on the Model Competition under the auspices of the International Society of Meccanomen, closing date on 1st September, 1995.

A very handy little brochure is the latest official Meccano Spare Parts catalogue, with illustrations in full colour. My copy was kindly sent by Lindsay Bond. The page size is 21 x 15 centimetres and there are 12 pages.

My thanks to Lloyd, David, George and Brian for their great help in the preparation and despatch of the Mag, and of course to all who have provided the material for publication.

All the best,

Bill

COMMENTS ON THE PROTOTYPE ON THE FRONT PAGE.

As a typical example of hydraulically operated machinery in everyday use, I chose this prototype deliberately as a challenge not only to prospective modellers, but also to Meccano Limited. Many of us have resorted to all sorts of devices to reproduce hydraulically controlled motion in Meccano with varying degrees of success. Meccano has never produced a miniature hydraulic system. Action Engineering did so in UK a few years ago, but apparently with limited success. Lego has come up with a pneumatic system which I understand works quite well.

Meccano Ltd has concentrated for years now on sets for the young beginners, and rightly so. At the same time, the company has stated that with the abandonment of the larger standard sets, it would provide exciting new developments for the more sophisticated modellers. Where are they?

Exacto and Progress Products are making large-axle systems with many compatible pieces and also a wide range of other compatible parts.

Now then Meccano, what about some evidence of more sophisticated additions to your present range of parts? If hydraulics proves too awkward what about pneumatics? Editor.

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 Manukau 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

The Editor,
Dear Sir,

With the rapid approach of the festive season I would like to take this opportunity to wish all our members a joyful Christmas and a happy and prosperous New Year.

As some of you will be aware Elizabeth and I have recently returned from a ten week overseas trip, the word "holiday" is hardly appropriate. Living out of suitcases and with laundry facilities limited to a hand basin can, at times, be rather stressful however it was well worth the effort.

We departed from Auckland on the 14th of August with our 52 member Trafalgar tour group. After a rather tiresome eleven hour flight we arrived in Los Angeles. During our three day stopover we visited Disneyland and Universal Studios - both were most entertaining and well worth visiting. After an even more tiresome flight of ten hours we arrived in London to commence a five week tour of Europe. Starting in France we travelled through Italy, Austria, Switzerland, Lichtenstein, Germany, Holland and Belgium. At the conclusion of this we returned to London to recuperate before commencing a fortnight's coach tour of the United Kingdom.

The Trafalgar tour was hectic but overall most successful. Naturally with such a limited time at our disposal we did not have an opportunity to savour the various countries however it did allow us a sample of what Europe had to offer.

At the conclusion of the tour Elizabeth and I hired a car and set out by ourselves to explore England. Left to our own devices we covered 1,900 miles in three weeks. We restricted our activities to England only and whilst there visited Frizinghall Models and Railways near Bradford, Brian Rowe of Newton Abbot, and of course Geoff and Elizabeth Wright of MW Models. We found the latter couple extremely friendly and eager to hear about the New Zealand Meccano scene. It must also be acknowledged that Henley-On-Thames is a particularly attractive part of England. The few Meccano personalities that we did meet made us feel very welcome. Indeed our most enduring impression of England particularly, is the friendly warmth of its people. We also had an opportunity to meet my relations in Oswestry.

Apart from the Meccano interlude I also visited several museums including the York Railway Museum, the Birmingham Motor Cycle Museum, Kew Bridge Steam Engine Museum, Bressingham Steam Museum and Coalbrookdale Industrial Museum. As a bonus we also had a ride on the Festiniog Narrow Gauge Steam Railway in North Wales. In a word the British technical museums are superb. Needless to say we also visited many of the splendid historic buildings for which England is justly famous. Our return to New Zealand on the 28th of October was via a four day stopover in Hong Kong which provided a striking contrast to Europe. Oh and yes I did purchase a few morsels from Geoff Wright's Meccano emporium.

In conclusion although we both had a marvellous time Elizabeth and I were glad to get back to normality. We plan to attend the Christchurch Convention next Easter at which time we shall have the opportunity of renewing old and valued friendships.

Kindest regards to you all

David Wall

13th November 1994

LITTLE LOCOMOTIVE

by LLOYD SPACKMAN

THE PROJECT:

To build a small loco which would run on a circular 00 gauge track 65cm diameter.

1. Build main frame
2. Mount motor
3. Fix rear (drive) wheels a distance apart to match the track gauge. (David Wall's solution is better, but I didn't want to alter my flanged wheels).
4. Fit drive from motor to rear wheels
5. Fix front wheels at an angle so they stay on the rails
6. Build bodywork to my own design

1. MAIN FRAME: Lay two 7½" flat girders side by side, slot holes inward, with a 1cm gap between. Join at 2nd & 3rd holes from front with a 2½" f.g. Bolt a 7½" angle girder by its slot holes, round holes down, to the 7½" f.g. and under the 2½" f.g. The ½" space at front is for an on/off switch. At rear bolt a 2½ x 1½ flat plate for the cab floor. Bolt up at 3rd holes from rear into threaded bosses. Fix another pair of threaded bosses at 5th holes from front. Bolt a 2½x½ d.a. strip across each end to carry the buffers.

2. MOTOR: The P.D.U. is mounted in the 5th & 7th holes from the front by bolts through the slotted holes of the f.g. Pack the motor up with enough 1½" flat strips to ensure a good mesh of the worm with the 1" gear.

3. REAR WHEELS: The 1¼" flanged rear wheels are journalled in the centre round holes of 1½" f.g. which are bolted by their slot holes to 1½" a.g. The latter are bolted by their slot holes at the 4th & 6th holes from the rear of the main frame. The 1½" f.g. are 1cm apart. Using thin washers if needed, match the drive wheels to the track gauge.

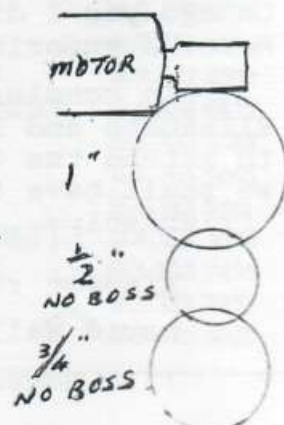
4. DRIVE TRAIN: (See sketch). Inside the f.g. on the rear axle is a fixed ¾" pinion without boss. Insert a short rod in the lower centre holes of the f.g. - looking at the drive upside down. Fix a small collar at each end and in the middle a loose ½" pinion without boss. The latter carries the drive from the 1" gear above to the ¾" pinion on the axle. Pack up the 1½" a.g. to ensure a good mesh right through.

5. FRONT WHEELS: These swivel on a 1¼" vertical rod which has (from the top) a small collar, the front centre hole of the motor case, a double arm crank which is bolted to the underside of the frame. Then a washer and finally it is held in the boss of a fork piece (116).

Inside the lugs of the 116 bolt a single bent strip (102) by its inner holes, open end forward. The forward holes carry a 1 3/4" rod on which the front ½" flanged wheels run loosely, held by small collars.

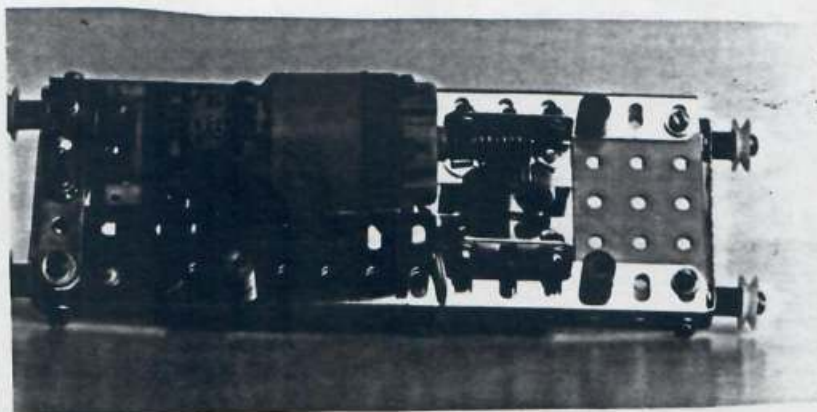
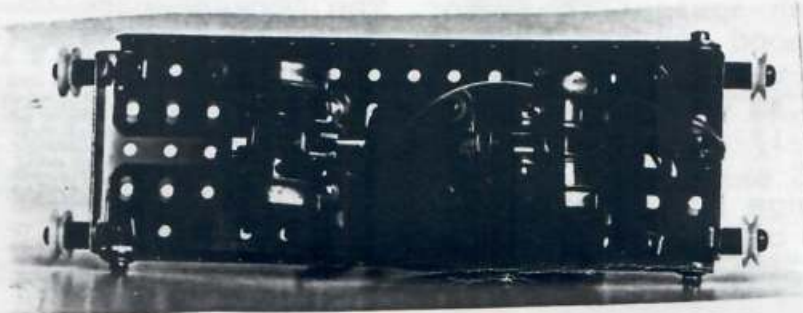
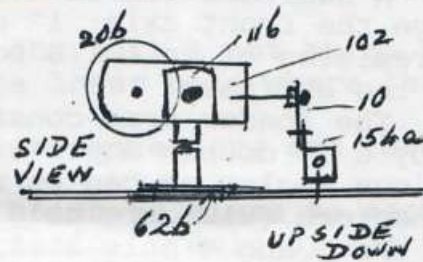
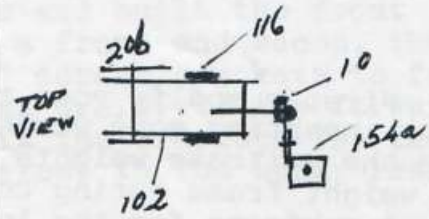
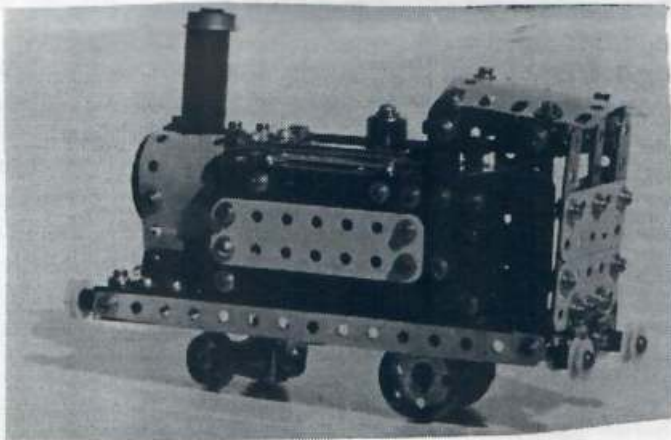
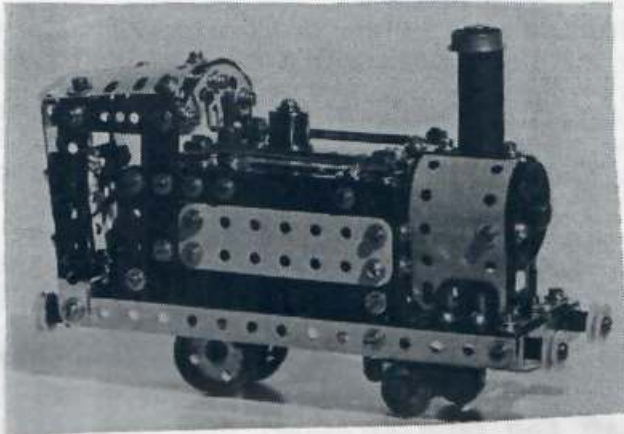
The 102 can be fixed at an angle to conform to the curve of the track by using a long bolt inserted in its end hole, this bolt being held by a fishplate and corner angle brkt. (154a), the latter being bolted to the mainframe where appropriate.

DRIVE TRAIN



6. CAB AND BOILER: The body can be any design of your choice and can be bolted to the threaded bosses provided. My body design was based on Keith Cameron's "London Suburban Tank Engine" C.M.N. Summer, 1989.

Front Wheel Fixing



A FRONT LOADER FOR THE MECCANO TRACTOR -SET 201-

Model and text by Robin Rye.

Firstly modify your tractor. The front wheels must be widened by inserting more washers between the wheels and locknuts. Remove the suitcase weights from the front. Better still, leave off the weight frame during construction.

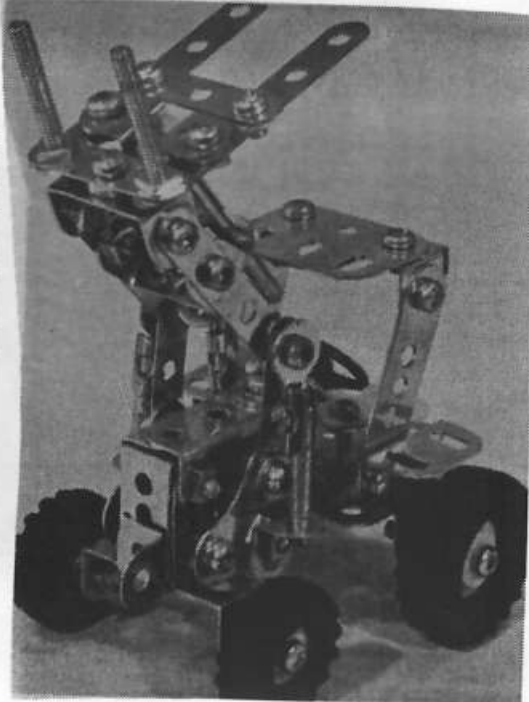
A subframe for the loader is attached to the tractor just above the front axle. 1" corner brackets (133a) are held at the extremities of an 1 1/8" bolt. Use nuts or washers to centralise the subframe. ①

The loader arms consist of 3 and 4 hole narrow strips joined by a 1" double angle strip (48e). These parts are held at various angles as can be seen in the photographs. Rod and strip connectors (212) are held stiffly on the locknutt bolts holding the 3 and 4 hole strips together with the 3 hole strips outside of the former. A fishplate is bolted through its slot to the central hole of the 1" double angle strip but spaced from it by a plastic spacer (38a). These parts later require careful adjustment. Stiffly locknut a 1" double angle strip at the front of the loader arms. The back of the fork can be made from 3, 4 or 5 hole narrow strips joined across by 3 hole narrow strips. 1 1/8" bolts serve as the tynes. 2 angle brackets are bolted through the back of the fork. 1 of the angle brackets has a rod and strip connector stiffly locknutt to it. A central bolt with 2 washers joins the fork to the arms. A 1 1/2" axle on top represents a hydraulic cylinder. ②

The arms are stiffly locknutt to the subframe. Use 3/8" bolts with a washer first on the bolt. Splay out the arms over the subframe. The 3/8" bolts pass into the middle slot of the tractor hood and push against the motor. The locknuts are together between the hood and the subframe. Wind the locknuts towards the boltheads until everything firms up.

Loosly locknut an angle bracket to the remaining hole in the subframe each side. 1" axle rods represent the main lift hydraulic cylinders. ③

The challenge now is to build different attachments for the loader e.g. bucket, blade, grab or multi-tyned fork etc.



COMMENTS ON THE FRONT LOADER:

ROBIN'S MODIFICATIONS to the 201 tractor are an excellent idea well in line with his innovative modelling ideas. Several different attachments can be bolted to the forward 1" x ½" d.a.s.

I had an advance look at his instructions and built the front loader with tines; then replaced it with a front end scoop, thus:

Bolt 4 x P/N 48 between two 1" corner brackets to form the scoop. Bolt the lower rear d.a.s. to the forward 1 x ½ d.a.s. on the frame. Fix the brackets for the simulated hydraulics (see 3 below) to the upper rear d.a.s.

Some other suggestions:

1. When building the tractor, make sure the bolt & nut which hold the 'engine' together are clear of the lower hole where the sub-frame attaching bolt goes through.
2. Insert 2 or 3 washers between the r & s connectors and the 3 hole strips.
3. Fix the angle brackets by their slot holes as close to each other as possible. Fix the r & s connector (held by washers either side) on a ½" bolt through the brackets.
4. If you have them, use thin angle brackets (P/N 239) here.

LLOYD SPACKMAN

Give your Boy Meccano this Christmas!

IF there is one thing that delights a boy more than watching a crane at work it is building and working a crane himself. He can do this with Meccano, and just as soon as he has finished playing with one model he can build it to pieces and build another. Bridges, Fire Escapes, Towers, Tractors—these are only a few of the models he can build.

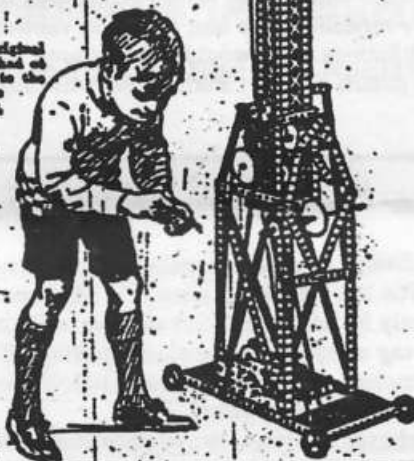
MECCANO

GRAND PRIZE COMPETITION
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Working Model of a
Crane built with
Meccano

REMINDER: The next meeting of the Auckland Meccano Club will be at Brian Buchanan's home 283b Manukau Road, Epsom.

Sole Agents for New Zealand: RAWLINSON & TROWMAN, LTD.
P.O. Box 122, Auckland. Telegrams "Joyland" Auckland.

The Press 14 December 1922

CONTRIBUTED by John Ince, Christchurch.

Christchurch Meccano Club - October & November Meetings. Reported by John Ince

The **October** meeting was a sad affair as it followed one day after the death of one of our longest serving members, **Maurice Evans**. An obituary is printed separately. Quite a bit of time was spent talking about Maurice and his contribution to the club.

There were 17 members present and models displayed included a fine front end loader by **John Hamlyn**; a horse and buggy by **Wes Dalefield**; a modified ER motor (to provide for reversing as the original switch was missing) by **Ian Torrens**; Cook's *Endeavour* complete with pitch and roll mechanisms by **John Ince**. There was some discussion as to whether the two motions should be in or out of phase. I believe the latter as I had gone to a lot of trouble to devise a gearing to achieve that result!

The **November** meeting was not as well attended although we had a return visit from 13 year old **Bradley Collins** who brought a nice model of a single engine aeroplane made from red & green parts but with a propeller powered by a current production electric motor. He was accompanied by **Bill Collins** who is his grandfather. Luckily I had brought my Magnificent Meccanograph so he was able to spend some time producing patterns. Some more second-hand Meccano parts were on sale and these were successful in drawing money from peoples pockets to the benefit of Club funds.

Other Events.

Reported by John Ince

Meccano made a brief appearance in Riccarton House recently when the Linwood High School Performing Arts Department presented *A Colonial Soiree*. This year the period covered was 1918 to 1932 and the program contained a 1922 advertisement for Meccano. I received an urgent request from one of the organisers to see if I could make a Meccano crane to include in the set! Fortunately I still have the red and green tower crane, (seen at Wanganui) so was able to oblige. Also included in the stage set was my model of Stephenson's *Rocket*. The program which includes songs, readings and piano items from the 20's was staged for four nights around the end of September.

I have recently visited Perth in West Australia and while there took the opportunity to visit Rod Purdie one evening. Rod is a member of the International Society of Meccanomen and is a retired engineer with the West Australian Dept of Main Roads. He is a widower but has family and grand children in Perth. Although he has had Meccano since he was twelve years old it has become a major interest since his retirement several years ago. Rod does some modelling although he did not have much on hand when I met him as he has just recently shifted house - to make more room for the Meccano. Evidently much of his Meccano comes from second hand purchases and much of his time goes into cleaning and restoration. His plan is to build up to perhaps 8 or 9 No 10 sets as he thinks that these represent a better asset for disposal after he is gone! His storage facilities are superb with large numbers of small drawers in cabinets of his own construction allowing what appears to be almost a drawer for each part.

It is unfortunate that Perth has no Meccano club as this leaves people like Rod without much opportunity to display models or discuss problems with other modellers. He has, however, visited the United Kingdom more than once and has attended Skegness and Kew Exhibitions. Rod would like to attend the 1995 Christchurch Convention next year and I will be providing him with details shortly. Perhaps he will bring his Crazy Clock (based on a Canadian design) with him.

Maurice Evans - Died October 6th 1994 - Aged 53.

It is sad to report the death of Maurice Evans, long term member of the Christchurch Meccano Club. Maurice who lived in Lyttleton joined the C.M.C. in 1966 but I think his interest in Meccano developed before that. He often talked about how he got his No 10 Set. Evidently he had a No 9 Set and saw a 9x in Gay's shop in Colombo Street. Maurice made sure that it would be his by paying a deposit and gradually paying off the balance. It is not difficult to imagine the excitement when payment was complete and he headed home to Lyttleton on the train. The train was not crowded and Meccano parts were soon spread over the carriage floor!

Maurice knew all about cranes and gearboxes and was always pleased to be able to share his knowledge with other modellers young and old. He told my six year old grandson the best way to rig the luff rope on his simple tower crane; he spent much time at a recent meeting showing John Hamlyn the best way to construct the gearing for his mobile crane. His personal modelling achievements span many years and he was an expert at photographing his models in natural backgrounds such as gravel heaps to enhance the realism.

During the last year or two Maurice had shown a renewed interest in Meccano and he was working on a huge face shovel for the 1995 Convention. Maurice had a keen interest in displaying his models and gave valuable assistance in setting up exhibitions.

The Christchurch Meccano Club will feel the loss of our long time friend and colleague. He will be remembered.

BITS & PIECES

from Lloyd Spackman

QUOTATION:-

"I wouldn't trust that bloke with a Meccano set, let alone building a bridge" ... "Soldier Soldier", TV1, 10/10/94.

THE MECCANO SET PLAYED ITS PART:

The development and growth of Ceelon Plastics Ltd is another of those Kiwi ingenuity stories which really did start with bits from a Meccano set and grew to a multi-million dollar industry.

Early in the company's 32 year history the founder, engineer John Cropper, was stuck for parts for a timing mechanism for the all important cinerama ovens which produce the company's industrial plastics.

He raided bits from his boyhood Meccano set to produce the timer. The result so impressed Denis O'Flynn, Du Pont's Teflon marketing representative, that the company was encouraged by Du Pont, and within a year Ceelon was producing its highly successful thread seal tape, which soon met success in local and international markets.

New Zealand Engineering News, August 1994

QUOTATION: "Meccano Stadium Blot on Games"

"It has been dubbed the 'Meccano Stadium' by members of the British Press Corps The Centennial Stadium at the University of Victoria is the worst used for the Commonwealth Games for more than 30 years".
Rod Dew in 'The Press', 29/8/94.

Thanks to Alan Tunnicliffe, Christchurch, for the above two items.

PREDICTIONS & PROPHECIES

Geoff Wright in M.W. NewsSheet, July, 1994, writing about the new plastic Meccano

It is quite clear that Meccano now have at their disposal designers whose skill and expertise is ahead of any of their predecessors. Every effort has been made to provide a system which will encourage the youngster to take up model building, with just the right balance of complexity to hold the interest as assembly gradually reaches its completion.

If anyone is qualified to make such predictions, it is Geoff.

With such expertise, the new Sets deserve to be successful. If, as is likely, the selfsame designers turn their attention to the metal system, the biggest shake-up ever is due! Away with Flanged Sector Plates, Stepped Bent Strips, Centre Forks, Trunnions, Corner Gussets, Fans, Hinged Plates, etc., etc! What will take their place? We shall see! Though the traditionalists will no doubt be horrified, such a shake-up is vital if the system is to survive into the next century.

NORTH SHORE HOBBY WORLD

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N.S.H.W. has stocks of the following Starter Sets:

101, 103, 105, 106,
201, 203, 303.
501, 502, 503.

Also standard sets 1 through to 7, Dynamic 4015, 4033, 4036 and 4065.

Also the new Plastic MECCANO.

COMMENT ON LLOYD'S ARTICLE ON LOCOMOTIVE WHEELS. (Editor)

Lloyd has translated this from the French Meccano Journal CAM 38 of March 1992. As stated, Mordini designed the wheels for the model described in GMM 22, French Pacific Locomotive 231-D. This leaflet comprises 47 pages giving a very detailed description of the model on a 1:12 scale, the overall length (including tender) being 6ft 3ins and the width 10ins. The wheels as described in the leaflet are very much simpler and I detail them here for comparison:-

Driving wheels. 1x6" circular plate(146) 1x Hubdisc(118)
1x8hole bushwheel(24)

Front Bogie wheel. 1x3" pulley(19b)

Trailing Bogie wheel. 1x4" circular plate(146a) 1x8hole bushwheel(24)
1xBall thrust race disc(168a)

Tender wheel. 1x3" Pulley.

Note that in Mordini's Front Bogie Wheel the wheel flange is not part 137 (standard wheel flange) but it is 137a, an EXACTO part, 2½" diameter with slotted as well as normal holes.

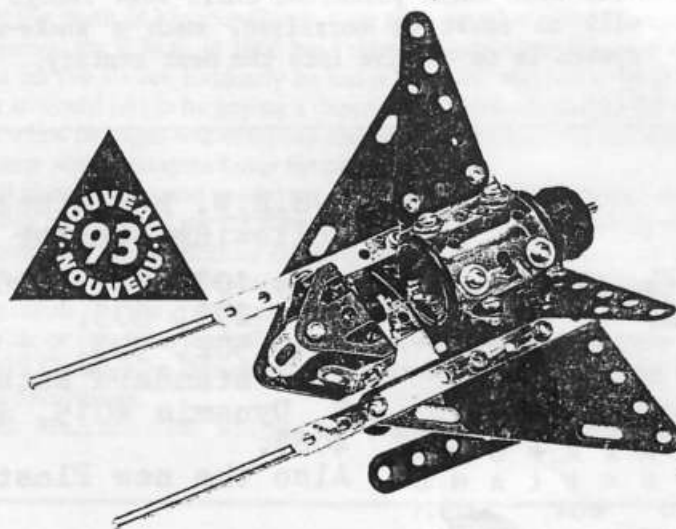
It is abundantly clear that Mordini's wheels would greatly improve the appearance of the original model.

From Frank Abbott,
21 Sharpe Crescent,
Wainuiomata.

"I have seen a few references to Meccano being mentioned in books, and thought this may help to fill a small gap in the Magazine sometime. I found the book very interesting (if you are interested in aviation) and well worth reading. It could be of some use to a lot of young people today!" The book is:-

Head in the clouds by G.N."Geoff" Wells.

Quote from the book 'When the service ended I'd hurry home to read the latest edition of Arthur Mee's MY MAGAZINE, or to switch my attention to a mechanical problem I had with a newly acquired Meccano set which was the most wonderful present my brother and I had ever received. We were now able to build all manner of intelligent engineering models that worked and looked like the real thing. Every penny was saved to buy extra parts such as gear wheels so that we could build some extraordinary contraption to do a complicated job. Eventually we obtained a clockwork motor to drive our brain-waves. I once made a very realistic model of a World War 1 whippet tank that would climb over almost anything. I entered it in a competition thinking it was very clever for a 12 year old, but apparently the judges thought otherwise. Some of my present knowledge traces back to very many happy days spent as a child with such an ingenious so-called toy!



LOCOMOTIVE WHEELS

by J.J. MORDINI, French Meccano Club.

M. Mordini designed these wheels for a Pacific 231 Loco and Tender (GMM Supermodel No. 22.).

These notes were compiled from a study of the sketches alongside and translation of his instructions. He says they are built with adequate flanges to run on Meccano track or on track made from lengths of curtain rail. Fixing the latter is shown in the bottom sketch.

Building the wheels requires splitting in half some 3" and 6" pulleys. I have not built these wheels so E. & O. E. In any case, I would never split my precious 6" pulleys.

In each case, read the sketch from the right.

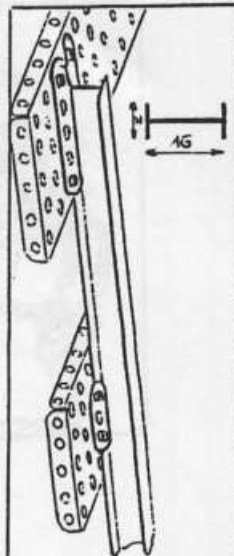
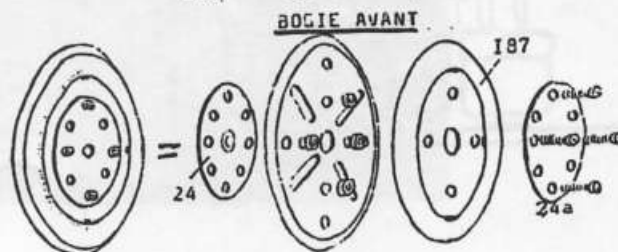
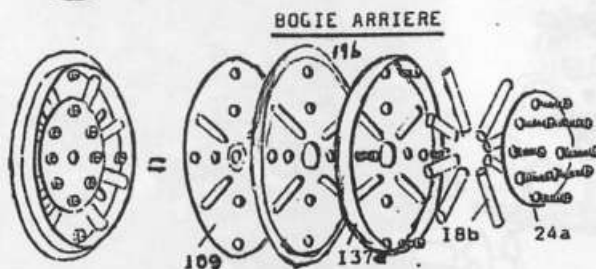
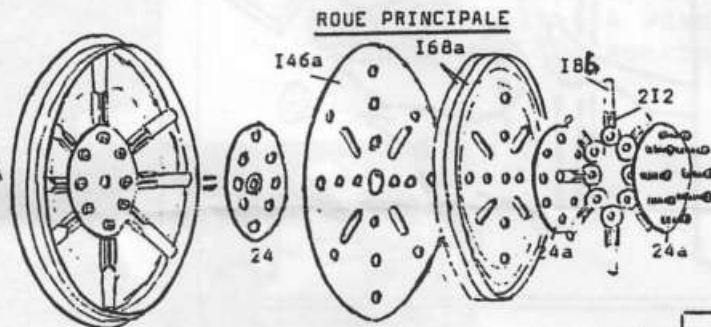
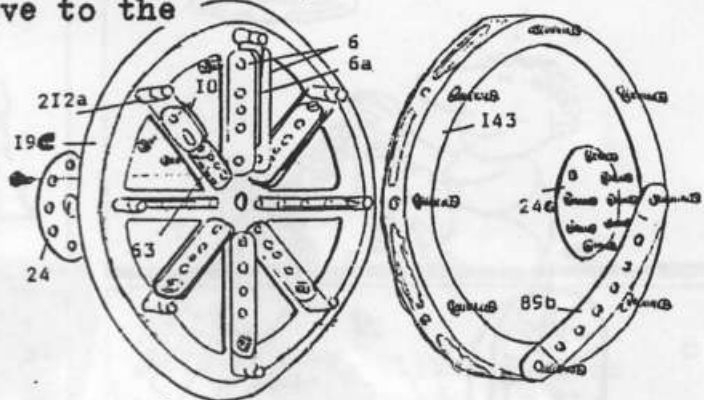
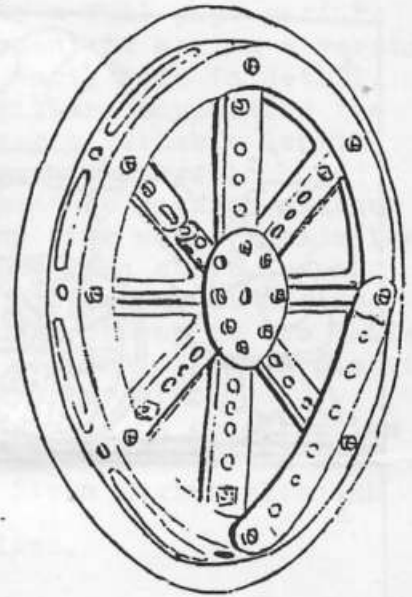
Lloyd Spackman

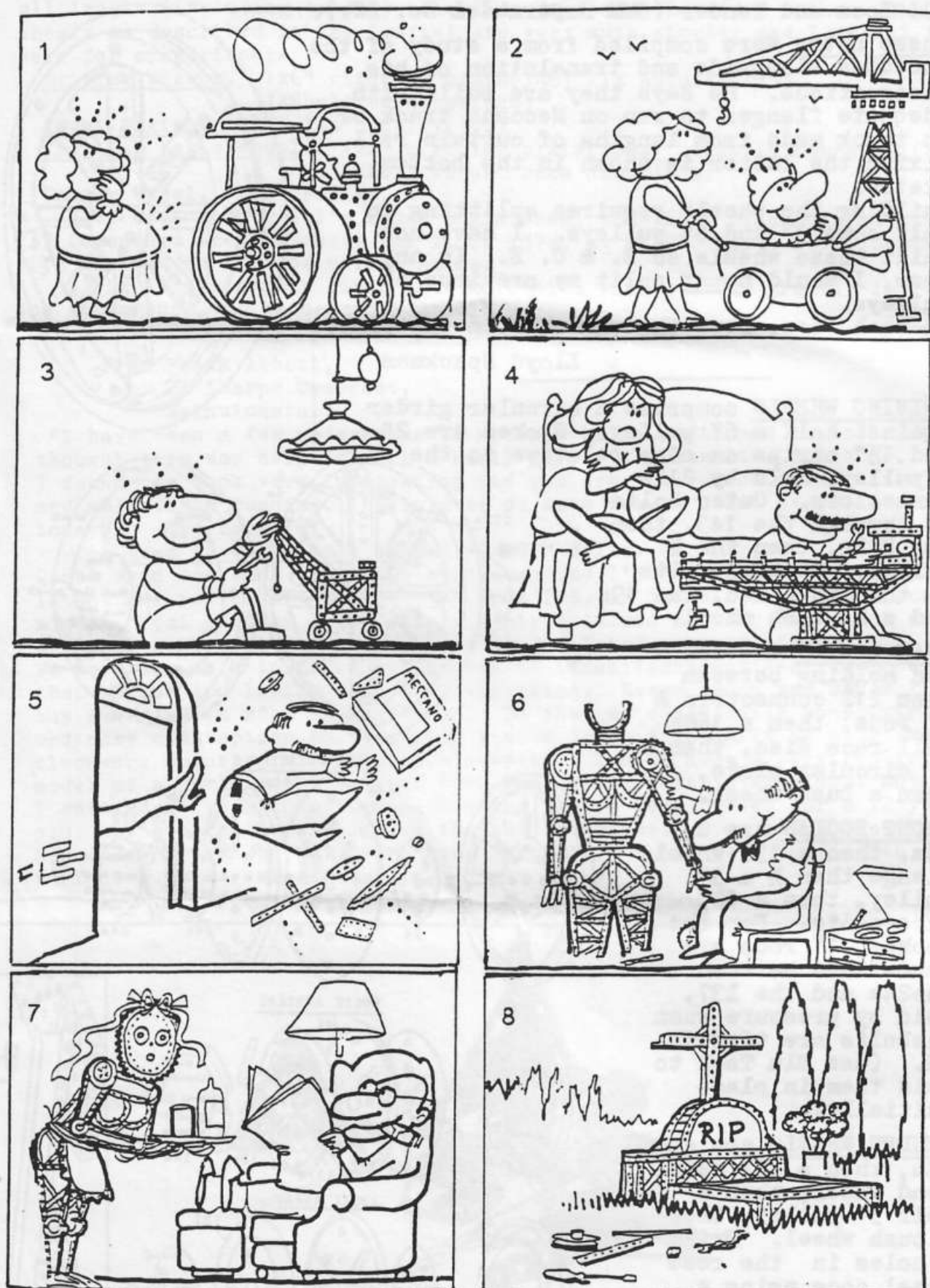
DRIVING WHEELS comprise a circular girder against half a 6" pulley. Spokes are 2" and 1½" strips on edge relative to the ½ pulley, held by 212a connectors. Outer bolts go through the 143, then the 212a, then the ½ pulley. Central bolts go through a 24a, the 19c and a 24 bush wheel.

REAR BOGIES are two x 24a holding between them 212 connectors & 1" rods, then a 168a ball race disc, then a 4" circular plate, then a bush wheel.

FRONT BOGIES are a 24a, then a 137 wheel flange then ½ a 3" pulley, then a 109 face plate. For the spokes, 1" rods are sandwiched between the 24a and the 137, held by pressure when the bolts are tightened. (use Blu Tack to hold them in place initially).

TENDER WHEELS are a 24a, then a 187 metal road wheel, then a half 3" pulley, then a bush wheel. Drill 4 holes in the road wheel cone using a boiler end as a drilling guide.



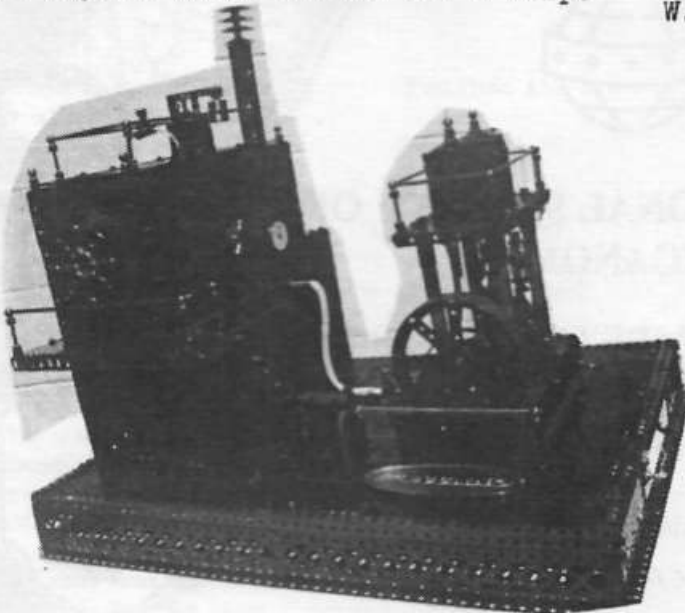


BRIAN'S BIG 'BING'

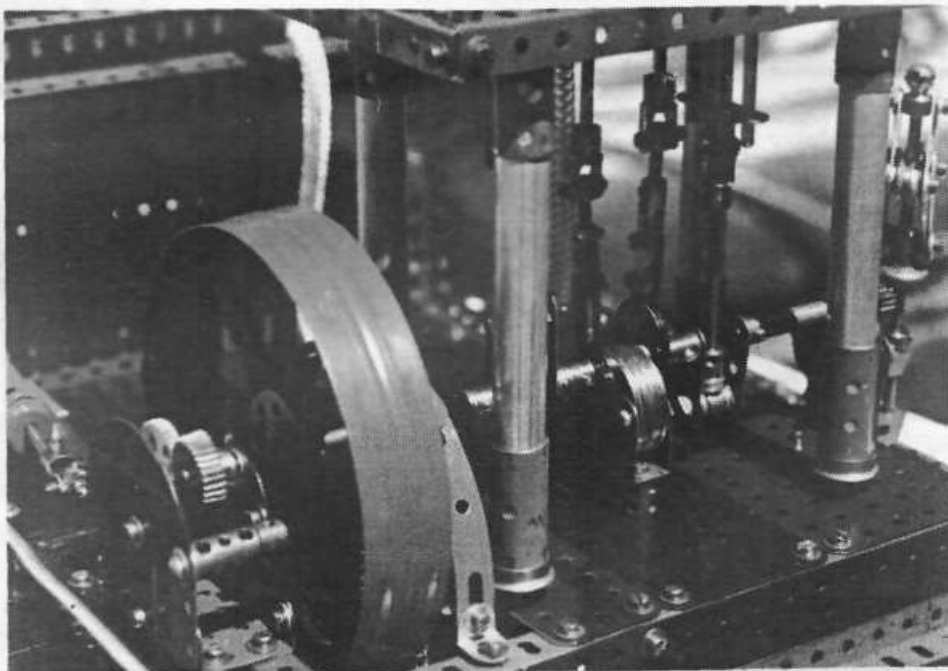
In Constructor Quarterly No.25 Brian Rowe presented his Meccano model of a 1912 'Bing' Ship's Steam Engine and illustrated by a full page picture in colour. I could not resist this and had much enjoyment in making a version that pretty closely followed his but with some slight variations in detail. First, as I didn't have enough sleeve pieces for the pillars supporting the cylinders, I used eight of these; each pair slipped over a suitable length of aluminium tubing. I used my own design narrow split couplings to hold the eccentrics to the valve rods, and had an already made-up governor rather different from the one shown. Instead of having the driving motor inside the firebox, I put it inside the base, immediately under the main shaft, using a sprocket and chain drive. I had to make the base a bit deeper to accommodate the motor.. Other small variations were in the decorations on the boiler. For the steam pipe from boiler to steam chest, I used a piece of woven plastic rope which well simulated real lagging. Finally, a shorter stack.

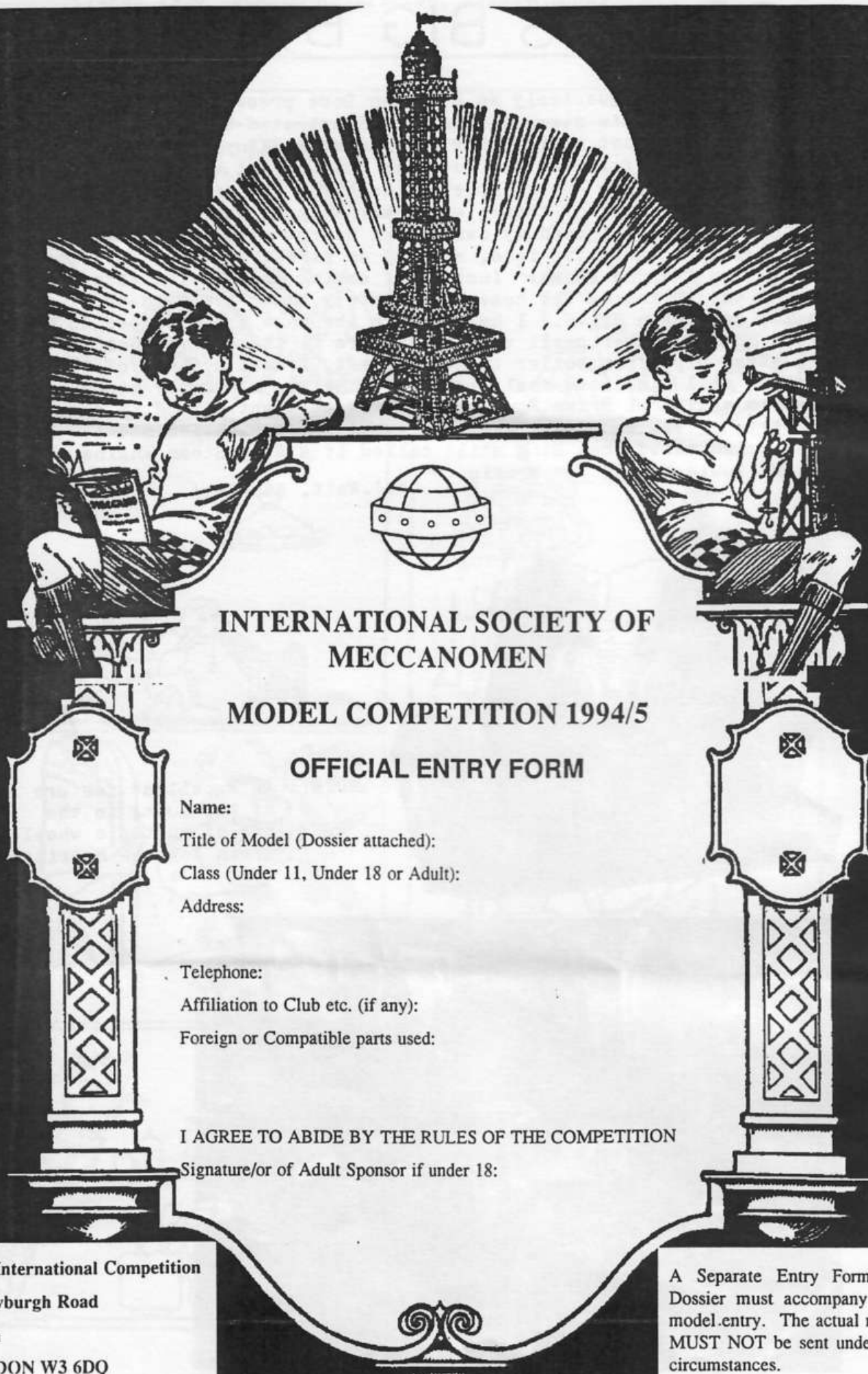
It is a typical Brian Rowe model, very straightforward in construction and as it runs very smoothly, it is an excellent exhibition model. In his article, Brian noted that Bing still called it a Ship Steam Engine although the layout would not do for a ship.

W.J.Watt, Auckland.



NOTE: An excellent feature of the model is the use of multiple wheel discs for the bearings.





**INTERNATIONAL SOCIETY OF
MECCANOMEN**

MODEL COMPETITION 1994/5

OFFICIAL ENTRY FORM

Name: _____

Title of Model (Dossier attached): _____

Class (Under 11, Under 18 or Adult): _____

Address: _____

Telephone: _____

Affiliation to Club etc. (if any): _____

Foreign or Compatible parts used: _____

I AGREE TO ABIDE BY THE RULES OF THE COMPETITION

Signature/or of Adult Sponsor if under 18: _____

ISM International Competition
8 Newburgh Road
Acton
LONDON W3 6DQ
England

A Separate Entry Form and Dossier must accompany each model entry. The actual model MUST NOT be sent under any circumstances.

INTERNATIONAL SOCIETY OF MECCANOMEN

International Model Building Competition 1994/5 - Rules

1. The International Society of Meccanomen announces a Grand International Meccano Model Building Competition.

The competition is open to modellers of any age and country (except members of the Committee of the Society). *You do not have to be an ISM member to compete.*

2. The subject of the competition is "a scale model of the real thing". The closing date is 1 September 1995.

The design and construction of a model must be entirely the work of the entrant, begun no earlier than 1 September 1993. Items which belong together but can be separated (eg a tank and its transporter) may be entered as one model. Competitors may enter as many models as they like.

3. There will be three classes:

- Under 11 years on 1 Jan 1995: First Prize: £50
- Under 18 years on 1 Jan 1995: First Prize: £100
- Open Award First Prize: First Prize: £750
Second Prize: £250

Prizes will be payable in £Sterling or its then-current equivalent in the currency preferred by the prizewinner.

The Society has appointed three members of its Committee as judges. Their decision on these awards shall be final. They may also award certificates of commendation at their discretion. They will not enter into correspondence, except as needed for possible inspection of a model as prescribed under Rule 7.

4. Each entry must be accompanied by an official entry form, obtainable from the pages of *International Meccanoman*, from many Meccano club secretaries and dealers, and from the competition address (see below - send stamped addressed envelope or reply coupon). The form may be photocopied. There is no entry fee.

The actual model should not be sent. Each entry should consist of a dossier containing the following information:

- brief notes containing sufficient background material (sketches, drawings, photographs and so on) for the judges to appreciate the nature of the prototype and the approach taken to its representation in model form
- a set of photographs and/or sketches and drawings and type-written notes describing the model itself.

The judges will not expect professional standards of composition, typing, photography and draughtsmanship - though a good presentation will make their task easier in appreciating the merits of the model's design and construction, and its correspondence to the prototype. Notes should be in English: an entrant whose first language is not English is promised that grammatical incorrectness will not affect the judges' opinion of the entry.

A junior entrant may have adult help with research, but not with the conversion of data to a Meccano design.

5. The judges will be looking for:

- accurate representation of the prototype in form, function and scale
- appropriate and reasoned choice of scale
- appropriate use of Meccano parts
- ingenuity in solving problems of construction and function
- reliable function
- a neat and attractive finish.

6. The competitor should use **Meccano parts** as far as possible. For the purpose of the competition, a Meccano part is any part made by Meccano Ltd, Meccano SA, or their current licensees and successors, that has been in their sales lists (including parts from Plastic Meccano, Clock Kits and so on). Any replica of identical pattern to a Meccano part is taken to be a Meccano part.

A **Compatible part** is a standard part from another system with similar hole, thread, tooth and dimensional standards - for example, Märklin and Stokys, and any Exacto part that is not a replica of a Meccano part. Similar 'specials', whether home-made or from MW, WRI or the like are also Compatible parts. A **Foreign part** is any other part or component.

Compatible parts and Foreign parts should be used only to solve problems that could not reasonably have been solved with Meccano parts. Their use must be declared and explained.

7. Entries should be sent to arrive before 1 Sept 1995 at the **Competition Address:**

ISM International Competition
8 Newburgh Road
Acton
London W3 6DQ, ENGLAND

Receipt of entries will be acknowledged if a stamped envelope or reply coupon is included. Models should not be dismantled until after the announcement of the result, since the judges may require that one of them, or a local assessor appointed by them, visits an entrant. In those circumstances, the entrant must be willing to demonstrate the model.

8. The result of the competition will announced in the January 1996 edition of *International Meccanoman (IM)*.
9. All entry-documentation may be retained and used, without payment by the International Society of Meccanomen, as a basis for publications, model designs and publicity, the source being duly acknowledged by ISM.

LINDSAY BOND ELECTRONICS,
MECCANO DEALERS,
REGAN STREET,
STRATFORD. PHONE / FAX 06 765 5008.

MECCANO NEWS.

EARLY PLASTIC SETS.

Remaining warehouse stocks have been sold to the Toy Warehouse chain of stores.
Special Christmas Offer. Mail Order, Freight and Packing FREE.
Personal Collection 10% off Retail.

1994 PLASTIC JUNIOR MECCANO SETS.

1310	49 Parts	Helicopter	3Models	\$25 95.
1315	48 Parts	Aeroplane	3Models	25 95
1320	51 Parts	Buggy	3Models	25 95
1350	95Parts	Racing Car	5Models	37 50
1355	78 Parts	Dump Truck	5Models	41 60
1530	117 Parts	Bulldozer	10Models	54 95
1540	180 Parts	Patrol Boat	15Models	75 95

Just arrived in plastic lidded work box.

1720	214 Parts	Twin Engined		
		Plane	20Models	114..
1730	263 Parts	Train Set	25Models	145..

Check our prices we will match the opposition, and don't under estimate the appeal of these sets to our adult members.

THEME SETS.

The N.Z. Agents have sold their entire stocks and there are NO PLANS to import more as the demand was just not there.

METAL MECCANO SETS.

NO.1	No Motor	\$62..	No. 4	With Motor	\$165..
C1	With Motor	53.	C4		85..
2	" "	85.	5	" "	199 95
C2		49 95.	C5		101
3	" "	145.	6	" "	265..
C3		54 95.			

THE DYNAMIC SERIES.

4015	276 Parts	3 Motor Cycles	\$75.00
4032	185 Parts	3 Aircraft Motorised	80..
4036	284 Parts	3 Racing Cars "	93..
4065	417 Parts	3 Croo Country Cars "	95..

We of the Staff of Lindsay Bond Electronics wish ALL the Club members , here and Overseas a very Happy Christmas and a Bright and Prosperous Modelling, NEW YEAR.....