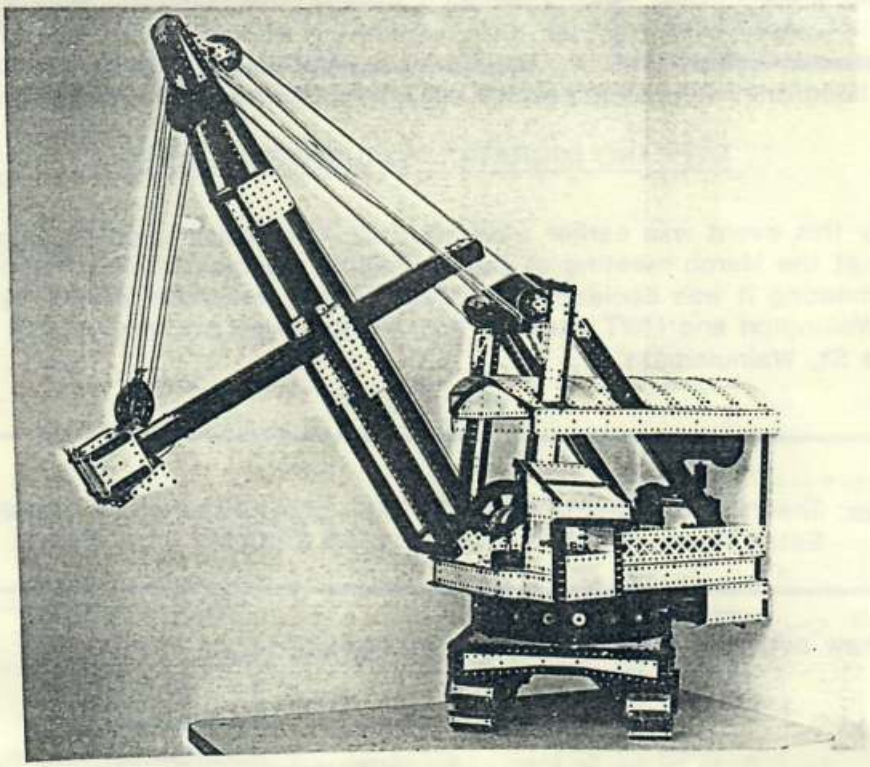
FEDERATION OF MECCANO MODELLERS NZ

MAGAZINE

Vol 20 No 2 June 1996



DOUG MUFF'S GIANT EXCAVATOR.

SEE ARTICLE INSIDE.

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, Campbells Bay,
AUCKLAND 1310 0-9-479 5797

Federation President:
David Wall,
502 East Coast Road, Mairangi Bay,
AUCKLAND 1310 0-9-478 6825

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Forward to: Max George,
3A St John's Terrace, TAWA 6203

Editorial

Congratulations to Douglas Muff on his model shown on our front page and briefly described inside. I'm sure we would like to hear more details of this. I wonder if there are still any of these machines still working here?

It is encouraging to note that both the Canadian Meccanomen and the British Columbia Meccano Club have resumed publication of their magazines and I am sure we all wish them great success.

My apology for any confusion that may have arisen out of wrong information given in the April issue about the proposed MWT club visit to Wellington in July. This has now been corrected as can be seen below.

Bill.

MECCANO MIGRATION SATURDAY 6th JULY.

Unfortunately this event was earlier advertised in error based upon a comment during a discussion at the March meeting of the Wellington Meccano club. After proper discussion at the May meeting it was decided and voted for that the event should be: A combined meeting of Wellington and MWT clubs at 2pm on Saturday 6th July at Sun Valley School 67 Meremere St, Wainuiomata.

Reminder: The next meeting of the Auckland club will be at Neil Carey's home at 23 Eaton Road, Hillsborough at 2pm on Saturday 10th August.

Note new address for Doug Harris is as follows: Doug Harris,
44 Trelawn Place,
Cockle Bay,
AUCKLAND.
Tel/Fax 09 535 2546.

New Zealand Meccano Contact Persons

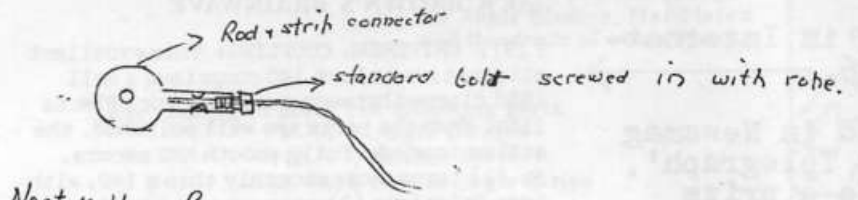
These are the persons to contact if you need information about the nearest Meccano Club, or Meccano generally.

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, Bay View, NAPIER	0-6-836 6827
MANAWATU/	Bruce Geange, 4 Winchester Street, PALMERSTON NORTH	0-6-357 0566
WANGANUI/	Tom Pittams, 28 Pauri Village, R.D. 2, WANGANUI	0-6-345 6788
TARANAKI:	Lindsay Bond, 93 Hathaway Street, STRATFORD	0-6-765 5665
WELLINGTON:	Bryan Jones 9/21 Ialington St, Trentham, Upper Hutt.	0-4-528-3988
	Laurie Webb, 70 Calabar Rd, Miramar, Wellington.	0-4-388-9638
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, 56 Aytoun Street, Shiel Hill, DUNEDIN	0-3-454 3457

FROM DOUGLAS MUFF, 49 RIBBONWOOD ROAD, THE DOWNS, GERALDINE.

"I am enclosing a photograph of a Giant Excavator I designed an built for my grandsons to play with. The model is operated by an E20R Meccano motor. All movements are controlled by six levers located in the cab. I have at last found a use for the formed slotted strip. Grouped together with the shape rearranged they make an excellent forward and reverse lever bank. The model runs on my standard all-Meccano crawler track. Instead of road wheels I now use face plates with wheel flanges, wwith a rubber bandstretched around the flanges. With all driving wheels connected by sprocket chain, slipping has been eliminated. The model swivels on a made-up roller bearing built by joining three flat girders plus one hole together. Two rows of 12½"strips bolted together are attached to the outside of the flat girders and overlap the extra hole. The extra hole gives 76 holes which divides nicely by 4 and makes for easy fixing to a base. The bucket arm has a racking movement of about 7 inches and the bucket automatically unloads when lifted high enough. The motor is disguised as a 4-cylinder Diesel and the fuel tank located above has a heavy weight inside for balancing purposes. In this model the motor is driven by two rechargeable 12V batteries.

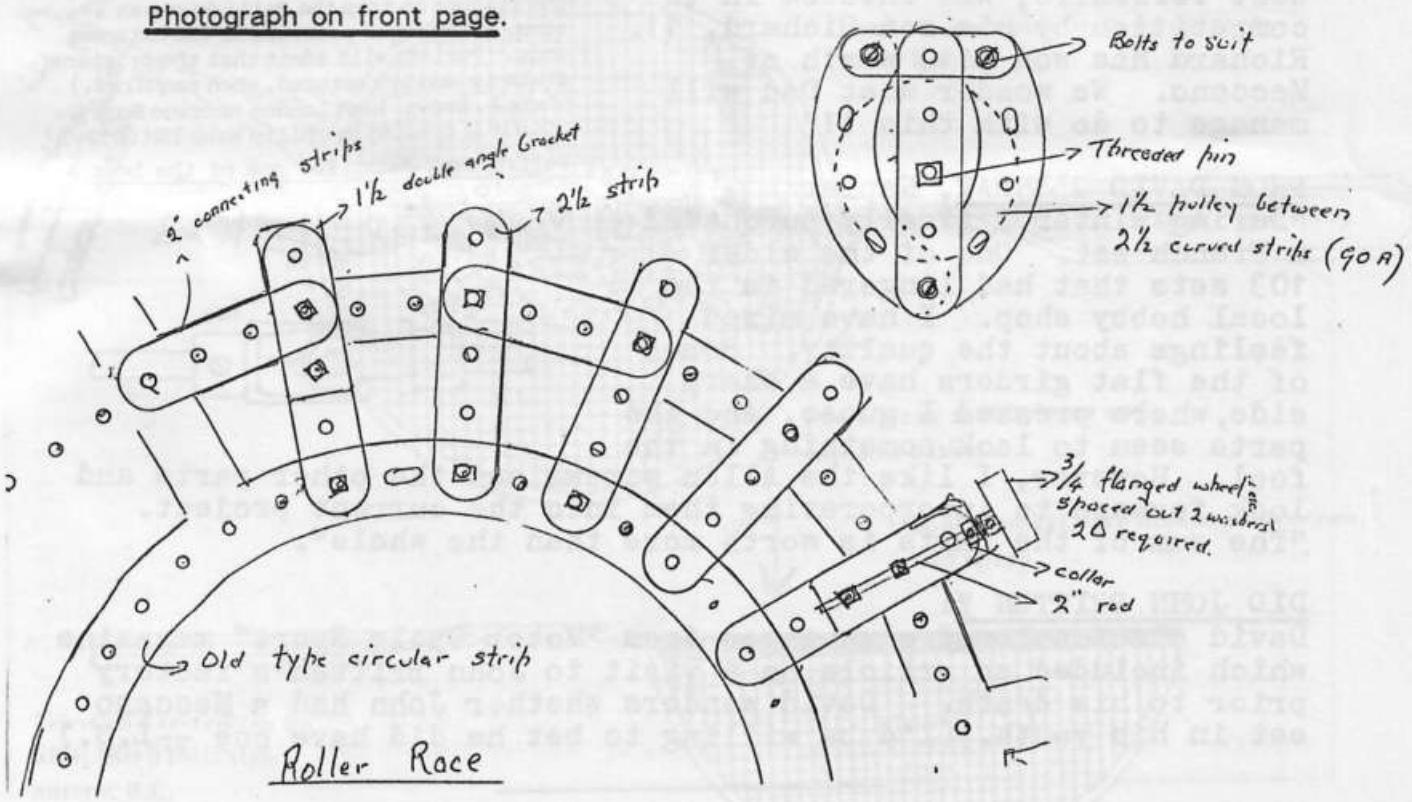
My first Meccano set was a No.0, a Christmas present from my father and which I believe cost 2/6 or in today'scurrency 25 cents. I have now been a Meccano model builder for over 70 years. Is this a record? After all this time I still consider Meccano model engineering the finest hobby ever invented for those with an interest in mechanical engineering. I very much enjoy the Magazine. Keep up the good work"



Neat method for attaching winding rope to pulley block.

My method for 1½ single sheave pulley block. Cord cannot come off sheave

Photograph on front page.



BITS AND PIECES

from Lloyd Spackman

STOKYS BLOCKSETTER:
In the latest A.M.S. (Swiss Meccano Club) Bulletin are two outstanding colour photographs, A4 size, of a blocksetter crane. These photos which were taken by Mr. H.R. Stadtmann are of studio quality. This splendid model was built from STOKYS parts by Mr. Urs Flammer, also a member of A.M.S. Construction notes are in French and German and there are also six A4 size close-up b & w construction photos.
This A.M.S. Bulletin (NO. 36/96) is in the Federation library.

FROM DON REDMOND, Ontario, Canada:
"I sympathise with your space problem. Ten years ago we moved from a seven-bedroom three-storey and basement house to a 1½ storey 2-bedroom place with no cellar, no attic. I built a big crane which lives in the (unheated) garage and now I have a matching van which fills half my desk. There is no more storage space."

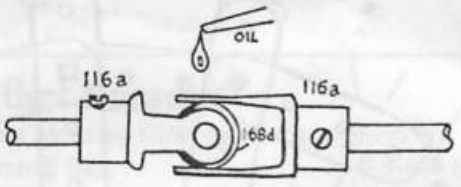
WEIGHTS: A block of 16 x 5½" strips weighs near enough to 200g.

UNIVERSAL COUPLINGS:
A hint from Jack Brown in International Meccanoman No. 16. ⟶

JACK BROWN'S BRAINWAVE

T 191: UNIVERSAL COUPLING: This excellent alternative to Part 140 comprises a Ball 168d clamped between two Small Fork Pieces 116a. When the parts are well polished, the action is wonderfully smooth AND secure. It (1) turns more smoothly than a 140, with less friction; (2) can work up to and beyond 60 degrees; (3) there are no Shoulder Bolts to come loose; (4) backlash is minimal (only 5 thou in Jack B's own version); (5) it costs nearly £4 less than a 140.....Since the drive is through the circular ends, the play or backlash can be reduced further by chamfering and polishing the insides of the holes where the Ball is seated. Squeezing the flanges to trap the Ball: do one at a time, with finger pressure to the extreme ends. (Purists will admit that the pristine state is easily restored, when required.) (Jack A. Brown, West London Meccano Socy & ISM 0167; drawing by Philip Webb ISM 0050.)

Full marks, Jack, for one of the best (albeit simplest) Meccano brainwaves ever!



DISASTER PRIZE: Quoted in Newsmag No. 74 from 'The Daily Telegraph', London: "DIY father is a prize disaster. A man who blew every fuse in the house while wiring fairy lights and then fell through *the* ceiling trying to restore power has won the title 'DIY Disaster Dad'. Roger Stanley, 46, of Pudsey, West Yorkshire, was entered in the competition by his son Richard, 11. Richard has won £110 worth of Meccano. We wonder what Dad will manage to do with this !!"

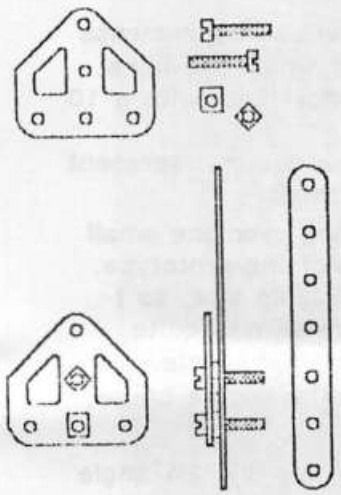
FROM DAVID GLENDAY, Napier:
"During winter I finally purchased a French set. One of the older 103 sets that had lingered in the local hobby shop. I have mixed feelings about the quality. Some of the flat girders have a sharp side, where pressed I guess, and the parts seem to lack something in the feel. However, I like the Allen screws and the other parts and look forward to incorporating them into the current project. "The sum of the parts is worth more than the whole".

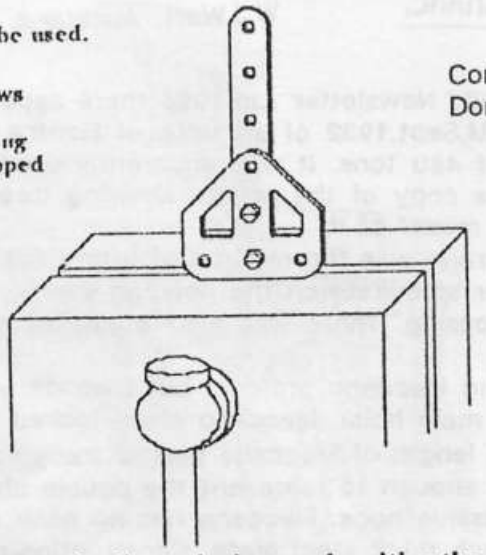
DID JOHN BRITTEN ?:
David also enclosed some pages from "Motor Cycle Sport" magazine which included an article on a visit to John Britten's factory prior to his death. David wonders whether John had a Meccano set in his youth. (I'd be willing to bet he did have one --L.S.)

A SIMPLE JIG FOR MAKING ACCURATE MECCANO BENDS

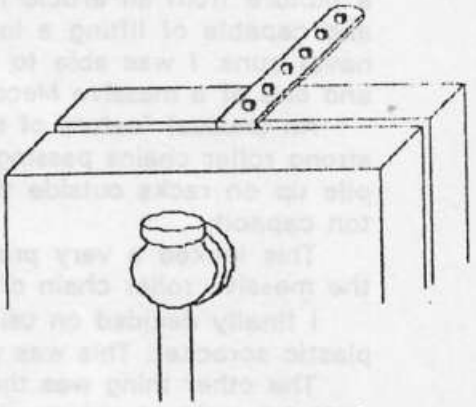
A Flat square jawed vice should be used.

(1) Use a Flat Trunnion and put screws in the centre and bottom holes. Tighten the Nuts so they are a snug fit when a Perforated Strip is slipped on over the Nuts..

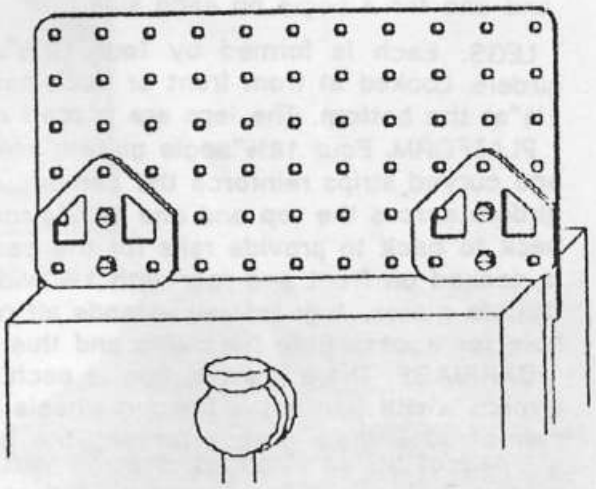




(2)Rest the Jig on the jaws and position the strip squarely in the vice, and tighten the vice.



(3)Remove the Jig and bend the Strip to the desired angle. The Jig will accuractly position the height of the strip for bending.



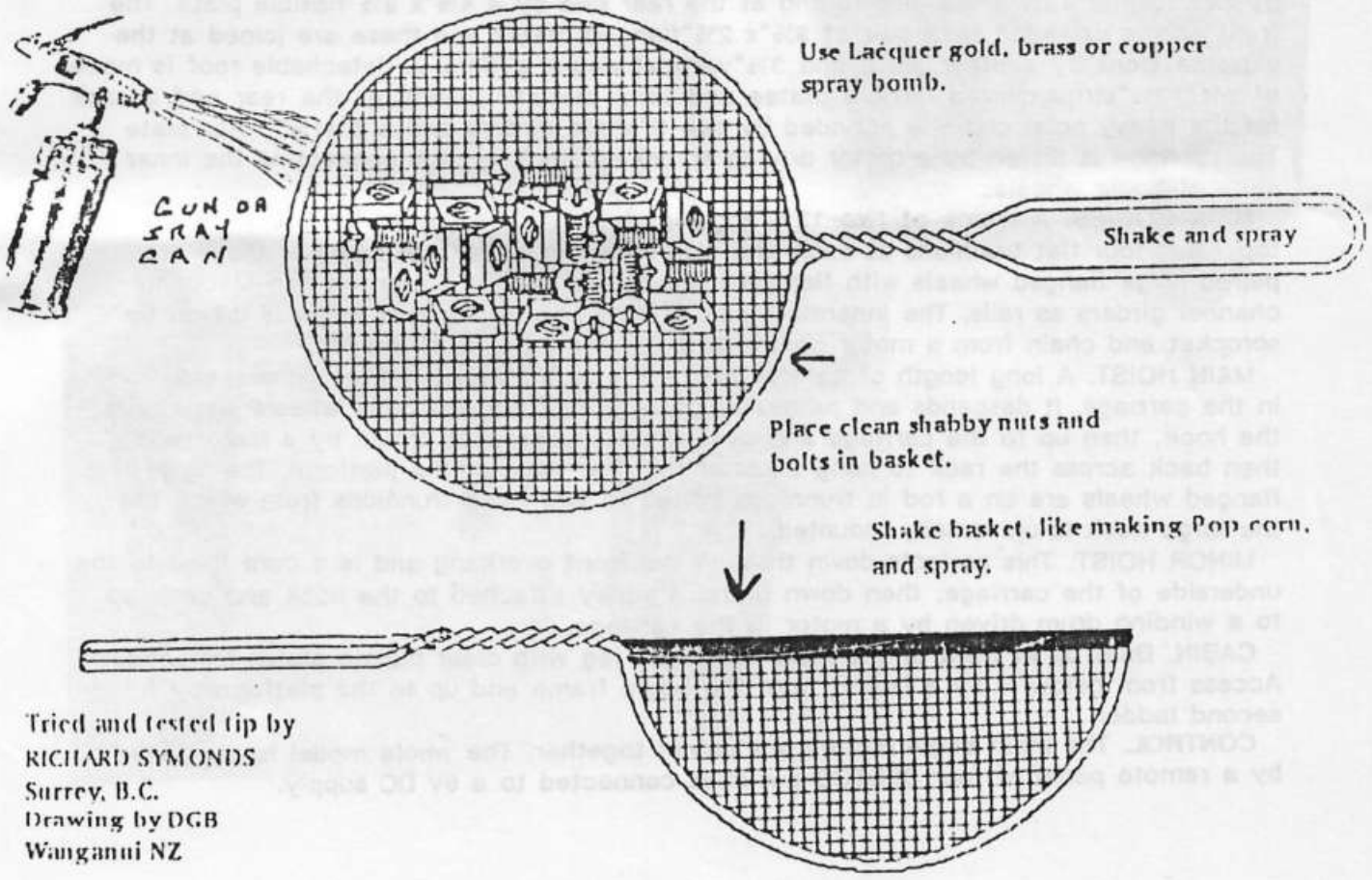
(4)Use 2 Jigs to position plates for Angle Girders, Flat Plates and Hundreds of other ideas.

Use this Jig to make the following parts

9 - 9f	Angle Girders
11A	Double Bracket
46 - 48D	Double Angle Strips
160	Channel Bearing

and many other parts.

TIP FROM RICHARD SYMONDS, SURREY B.C.
DRAWN BY DGB WANGANUI NZ.



Use Lacquer gold, brass or copper spray bomb.

Shake and spray

Place clean shabby nuts and bolts in basket.

Shake basket, like making Pop corn, and spray.

Tried and tested tip by
RICHARD SYMONDS
Surrey, B.C.
Drawing by DGB
Wanganui NZ

Contributed by
Don Blakebotough.

AN UNUSUAL GANTRY CRANE.

W.J.Watt, Auckland.

In the Midlands Meccano Guild Newsletter Jan.1995 there appeared a photocopy of a picture from an article in M.M.Sept.1932 of an unusual Gantry Crane in use in France, and capable of lifting a load of 480 tons. It was apparently used for handling very large naval guns. I was able to get a copy of the article showing three pictures of the crane and one of a massive Meccano model of it.

An unusual feature of the crane was the method of lifting the huge load by immense strong roller chains passing over sprockets on the hoisting winch, after which the links pile up on racks outside the housing. There was also a smaller orthodox hoist with a 10 ton capacity.

This looked a very promising Meccano project, but I wondered how best to represent the massive roller chain of the main hoist. Meccano chain looked too small.

I finally decided on using a length of Meccano plastic track passing over one small plastic sprocket. This was wide enough to represent the double chains of the prototype.

The other thing was the massive hook. Meccano has no hook of suitable size, so I made one out of one quarter inch thick steel plate. Construction otherwise was quite straightforward but my model was not as massive as the one in the original article.

Five motors were used, one for each hoist,one for the traverse of the engine house, and one for a bogie on each side.

LEGS. Each is formed by four 12½"angle girders extended at the top by 2½"angle girders. Looked at from front or back each leg is tapered,being 3½"wide at the top and 1½"at the bottom. The legs are braced as in the photos.

PLATFORM. Four 18½"angle girders are fixed to the top of the legs,corner gussets and curved strips reinforce the corners. Each pair of legs is connected by six 24½"angle girders across the top and one 18½"girder near the front. Four of the girders are paired back to back to provide rails for the carriage and these are 19 holes apart. The platform is decked on front and rear with 1½"wide flexible plates and at the sides with 2½"wide flexible plates. A guard rail extends all round the the edges. On the right decking is a hole for access from the cabin and this has a canopy over it.

CARRIAGE. There are two bogies,each being two 5½"flat girders and two 4½"angle girders wwith four small flanged wheels in between. The angle girders are fixed under a pair of 12½"angle girders forming the base of the carriage. Each side of the carriage is a pair of 5½"x3½" plates and two vertical 3½"angle girders connected across their top by two further 12½"angle girders and at the rear end by a 4½"x 2½"flexible plate. The front end is extendad by a pair of 3½"x 2½"flanged plates and these are joined at the extreme front by another plate and 3½"vertical angle girders. A detachable roof is made of off 12½"strips,curved flexible plates and semi circular plates. At the rear end a rack for the heavy hoist chain is provided by two 3"angle girders and a 3"x1½" flat plate The carriage is driven by a motor driving sprockets on long rods connecting the inner pairs of bogie wheels.

MAIN BOGIES. A frame of two 12½"angle girders heeld together by 3"x 1½"plates oon top has four flat trunnions at each end. Journalled in the apical holes of these are paired large flanged wheels with flanges inwards and spaced to run on non-Meccano channel girders as rails. The innermost pair of wheels on each rear bogie is driven by sprocket and chain from a motor on the bogie frame inboard of the leg.

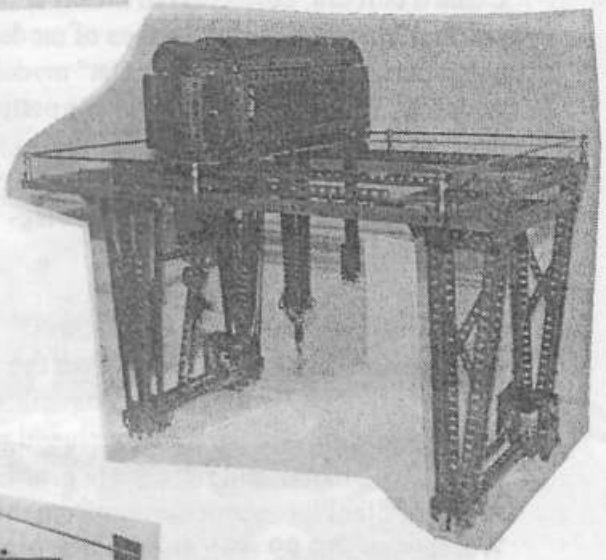
MAIN HOIST. A long length of caterpillar track has one end fixed on a transverse rod in the carriage. It descends and passes round a pair of large flanged wheels just above the hook, then up to the carriage and over a plastic sprocket driven by a motor and then back across the rack to hang clear of the rear edge of the platform. The large flanged wheels are on a rod in trunnions bolted to two more trunnions from which the the large hook is universally mounted.

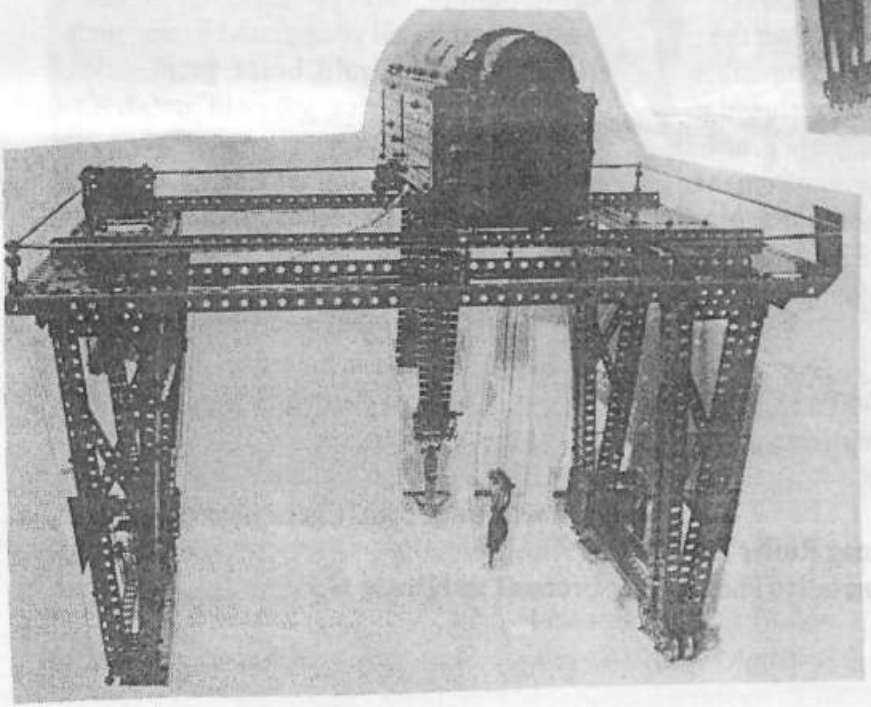
MINOR HOIST. This projects down through the front overhang and is a cord fixed to the underside of the carriage, then down round a pulley attached to the hook and back up to a winding drum driven by a motor in the carriage.

CABIN. Built up in front of the right hand rear leg with clear plastic plates for windows Access from below is by a ladder from the bogie frame and up to the platform by a second ladder.

CONTROL. The main bogie motors are driven together. The whole model is controlled by a remote panel of four DPDTCO switches connected to a 6v DC supply.

The 480-ton Gantry Crane lifting the barrel of a large calibre gun. The gun is placed on a wood plank platform in order to prevent any possibility of strain on the barrel.





MWT MECCANO CLUB

President - Bruce Geange; 4 Winchester St.; Palmerston North; (06) 357 0566
Secretary - Tom Pittams; 28 Pauri Village RD2; Wanganui; (06) 345 6788

MEETING REPORT 3 February 1996

Members gathered at Wanganui and Meccano items were presented as follows:

Wayne Blakely - Has acquired a Dealers Outfit B Accessory Parts 1928, No 9 and 9A in boxes 1954, and Gears Outfit B 1956.

Lindsay Bond - Presented a variety of items including :- A 1932 No 1 Aeroplane, a 1938-1940 No 0 Aeroplane (Photo 1), Meccano X series Magic Motor, collection of Meccano parts 1918-1961, 1918 1A clockwork motor, Funnel in Cunard colours, collection of nickel and painted Meccano parts, a series of models using part 90a, and a "Pat the Cat" model which had built in springing for the patting process and a wagging tail..

Robin Rye - A Marklin plus electronic set 1974.

Daryl Anderson - A "Mek-Struct" construction set made in China from the Warehouse $39.99. Meccano compatible with good paint and parts and included a French type motor and right angle gear box. A "Cool Steel " construction set from the Warehouse $39.99 with metal parts, plastic nuts and bolts, $1\frac{1}{4}$ inch hole spacing. Meccano Aeroplane with twin wing and floats set 0.

Bruce Geange - A 1940's Farmall Type A farm tractor with replicate prototype steering and front axle.

John Hansen - A Bomag Roller from the June 95 Constructor Quarterly (Photo 2)

Don Blakeborough - Used the 1730 Plastic Meccano set to produce the train and tip wagon. And for the 'No room!!' modellers a "Clou" set which fits in a matchbox. Don made the set up from the seven original parts and produced the complete set and the box it lives in as of 1932.

A collection of 28 Meccano magazines from an outside source were offered up for sale. They were in fair to good condition and ranged from 1923 to 1929. The price realised was $320.

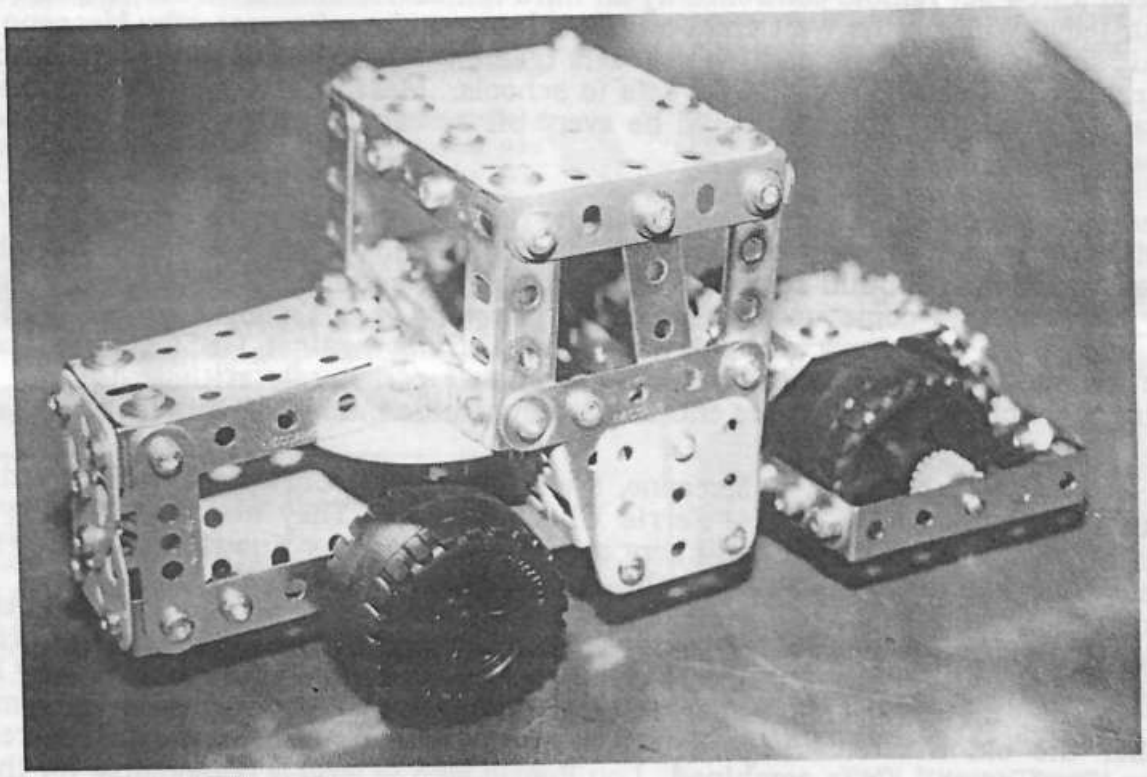
Non financial members are reminded that the annual sub to 30 June 1996 is $2 cash or stamps and is overdue.

AUCTION ACTION - The Club has purchased a medium size red green collection (8 to 9 plus) of Meccano, other systems, and home-made, etc. which will be auctioned without reserve in two sessions (May and August). Be there to make a bid as postal bids NOT accepted. Condition of sale is WYSIWYG (what you see is what you get). Lists available on receipt of stamped addressed envelope. May is green strips, girders, brackets, cranks, curved strips, pulleys, and cylinders, etc. August auction will be all red painted items, some nickel, some blue gold, brass, gears, axles, bolts, nuts, eccentrics, very old parts?, T20 transformer, E20R electric motor, No 1 clockwork motor, non Meccano bundles, lucky dip bags..

NEXT MEETING - Saturday 3pm, 4 May 1996 at St Lukes Church Hall, Cornfoot St, Wanganui. Approx. across the road from Don Blakeborough's place.
Tea will be at 5pm. Check meeting notice.

Bruce G and Bruce N

Lindsay Bond's Aeroplane.



John Hansen's Bomag Roller.

Extracts from letters from

Keith W. Cameron
1308 Piper Road, Spring Hill, FL 34606

Congratulations on another good issue of the *NZFMMM.* In fact, there have been two issues since my last letter to you, the one about the Rahm Clock. And here in the April issue we have a reissue of that excellent electric synchronous clock, a reliable and enjoyable model that I have built at least twice, varying the outer case each time. I also have written to Lloyd with some comments on his "Bits and Pieces."

A few further comments, this time on Bruce Neilson's criticism of the new parts introduced by Calais specifically for the small models in the "Collection" series. Surely it is ironic that in the same issue Lloyd's nice little Mini Road Roller should feature two or three of these new parts, namely the 1½"x1" Flanged Plate and the 1½"x1½" Flanged Plate. Maybe it is a little premature to start criticizing these parts. Time will tell whether they will prove useful or not.

And regarding Bruce's criticism of the "lack of development of any technological advances," I am in agreement, but guardedly so. I have voiced similar concerns, and have published many computerized models in an attempt to show what is possible with Meccano. These models have all been published in *C.Q.* and are illustrated in *La Fantastique épopée de Meccano* but to my knowledge nobody has ever built any of them from my articles. And the number of enthusiasts worldwide who work with computerized models can be counted on the fingers of one hand.

We have to bear in mind that Meccano France is a commercial organization engaged in many concerns, one of which is the sale of Meccano. To stay viable in the Meccano sales, it has to appeal to the largest number of likely buyers. Who are those buyers? Children, of course, egged on by their doting fathers. How many computer sets would they sell? *Not nearly enough to make it worthwhile.* Remember Elektrikit? But cheer up. Meccano has announced a new set remote-controlled by an infra-red device similar to the one that comes with your telly. Will it sell? Wait and see! One does wonder, of course, why Meccano never ventured seriously into production of sets geared to *school* science. Lego and fischertechnik still sell their technical sets to schools. Most of my computer models have attempted to show that Meccano could be every bit as capable in this highly competitive field.

Even the enthusiasts send a different message, namely, "We are more interested in Giant Blocksetting Cranes." Except for the few (Adler & Co) how many do you know who are technically minded and build some of the more complex automated models? They are few and far between who come up with a Fantasy Factory or a Trolley Factory. And those models don't even require a computer. I have nothing against GBSCs, and I heartily endorse the motto "Meccano building is Fun" but we can hardly criticize Calais for not producing technology sets when the enthusiasts show little interest in this area.

Our local K Mart stocks a little Meccano, even sold it after Christmas at 20% reduction. Our Target store had a few metal Ferris Wheels at $40. They had some of the rather frightful SteelTec "Starter" sets, and I sent sets 2 and 3 to Tony Knowles. Meccano cannot eliminate SteelTec in the USA, and the two are unfriendly shelf neighbours. Calais demanded that any mention of SteelTec being compatible with Meccano be removed from the boxes. Remco complied with this. The name *ERECTOR* has completely replaced Meccano on the boxes here, because Meccano is hardly known, Erector is widely known. The promotion on TV says "Erector is back!" which may be confusing to some who remember the old Erector. Lego sets still occupy more room in the toy stores than Meccano, SteelTec and K'nex combined. Lou Boselli who is largely responsible for the great boost in the USA visited us and told us many interesting details. He also showed us tapes of the promotion of Erector on all the major TV networks, including the excellent Meccano robot man that entered the New York Marathon in support of the cancer institute.

Warmest greetings, and congratulations on the frequency and regularity of Magazine production.

Keith

Christchurch Meccano Club Meeting
April 1996
Reported by John Ince

We had eighteen members at the April meeting plus 2 juniors. Two members brought friends.

Grant Wells brought a large high voltage static electricity generator which he has built - non Meccano. Unfortunately he could not show it in action as a grub screw had come loose and he did not have an Allen key to fit. **David Lang** demonstrated his variable speed drive which was included in a previous model. On its own it was possible to recognise the qualities of the drive much better. **Graeme O'Neill** is working on a four wheel drive vehicle and had so far completed the double differential for the front wheel drive; this incorporates his limited slip mechanism described some years ago. **John Ince** brought the partly completed chassis of his Caledonian locomotive. It remains to be seen whether this scale model proves to be feasible.

Graeme has completed his **Inventory of Meccano Parts** which covers the contents of the largest sets from 1927 to 1991 and also details of lots of other sets. He also brought his 1922 Meccano Crystal Set.

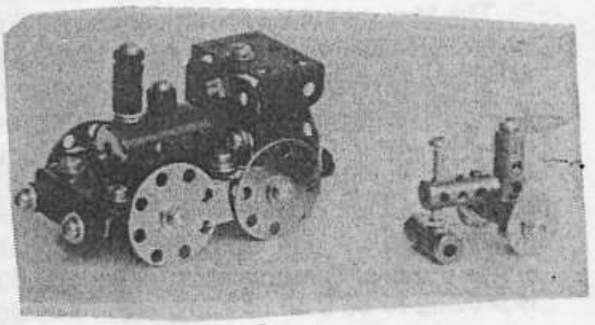
Christchurch Meccano Club Meeting
May 1996
Reported by John Ince

There were 16 present at the May meeting including one new member, Chris Thompson, who has been intending to come along since the 1995 Exhibition.

John Ince brought a Lionel 343 construction set which was in its original box. All parts are of aluminium and are intended to be held together by 1/8" rivets secured by a rubber grommet. The long parts are formed from thin gauge metal folded to a box section and are consequently easily damaged. **Peter King** showed everyone a book illustrating the worlds largest face shovels, draglines and hydraulic shovels. Good material for Meccano models.

After supper John talked about his recent visit the North Island. First visit was to **Simon Moody** on his farm in Whitman's Valley. Here John experienced Simon's latest **Very Large Model.** As it is probably destined for the 1997 Easter Convention it would be unfair to disclose what it is but there is no prize for guessing. In Wanganui John called on **Don Blakeborough** who is also working on a **V.L.M.** It was not possible to guess what it was and even after a look through Peter Kings book the make of this machine was not obvious. Don also has a Lionel set rather larger than John's and complete with an instruction manual. From this and other information Don has been able to establish that the set were marketed from 1947 for a few years. Lionel were successful in avoiding infringing any Meccano patents but were even more successful in producing a construction system which is quite unsatisfactory. Don has built one uncompleted model but it was not easy to finish. It is not difficult to see why this system did not survive long on the market. Lionel went back to making trains.

John then went on to see **Don Wilson** mainly to deliver some parts but was able to see the beginnings of another **V.L.M!** Don has a fine collection and is able to tackle big models without much trouble. Members remembered his dredger at the 1995 Convention. In Palmerston North John visited **Bruce Geange** who tends to avoid **V.L.M's** and in fact likes small detailed things. He was working on a non Meccano item - a 1950's Fordson tractor in die cast metal to which he was added all sorts of realistic details missing from the original kit set. To assist in this painstaking task he had a contemporary brochure for the tractor. John also left Bruce with a supply of PET plastic sheet off cuts in 1.5 and 1mm thicknesses suitable for making Meccano plastic plates. The material is easy to work and can be cold bent and punched.



TWO 'TINIES' FROM LLOYD SPACKMAN.

Peter King (03) 312 5869 Has the following parts available:-

Helical Gears	$15/set;	65t x 1/4" gear	$15
66t x 1/4" gear	$15;	12t x 3/4" gear	$8
11t x 3/4" gear	$8;	13t x 1/2" gear	$8
Pt No 167c	$15;	Pt No 179 rod socket	$3
Pt No 171 short & no grove			$6

WELLINGTON MECCANO CLUB
MEETING NOTES FOR APRIL AND MAY
-reported by Bryan Jones and Mike Highley

The April meeting, which included the AGM, was actually held a week early, on 29 March, due to the occurrence of Easter. It was attended by 13 members, with four apologies, and Guszti Bartfai, a special guest of Mike Highley's, who brought an article on Meccano which he had found on the Internet.

The President presented his report, commenting on our representation at the Convention in Christchurch, the successful stand held at the Great Models and Hobbies Expo, the combined meeting held with the MWT Club in Wanganui, and the end-of-year social enjoyed at Valentines Restaurant. He thanked all members for their participation in these events.

The Treasurer's report showed an increase in the funds held in the bank, the expenditure on hall hire and catering having been well covered by income from the Models and Hobbies Expo.

The election of officers saw Bryan Jones elected as President, Laurie Webb elected as Vice-President, Don Flowers returned as Treasurer, a model judging committee made up of Lou Nichols, Laurie Webb, Simon Moody and Colin Croft, and Bryan Jones returned as newsletter secretary. The position of tea person was created to acknowledge an informal arrangement which has existed for some time, and Brent Houston was elected.

Colin suggested the setting up of a subcommittee to begin planning for the 2001 Convention. He offered to convene the first meeting, and will invite members to contribute ideas and time to the meetings.

The latest MW Models news sheet and price list was circulated, advertising the Evolution Series and Action Control Sets.

The following members brought or talked about their models: **Mike Highley** had a Loading Shovel from the No. 5 Manual and a Motor Coach from the No. 6 Manual. **Simon Moody** assembled the gantry for his container crane; a selection of box girders making up the frame the size of a dining table. He is pleased with the rigidity which he has managed to achieve, while making it sectionable for transport. Simon also showed the Multikit Army truck built by his daughter Rachel. **Wes Dalefield** showed the base, turntable and superstructure floor for a Giant Dragline Excavator. This model was designed in the 1950s and an illustration of it was used on Manual covers in the 1960s. A leaflet for its construction was published a couple of years ago, and his model is being created in red and silver. **Frank Abbot** is also building this model and has most of it completed, although he has had some problems with the instructions relating to the gearboxes.

The May meeting was attended by 12 members, several of whom brought a variety of things to show. **Wes Dalefield** struggled in with a computer and demonstrated a program called MECCINV, a Meccano Inventory which enables you to list the contents of your collection in Part number order, with the value calculated from a column of current list prices. The program runs under Windows and Wes bought it from MW Models during his visit there. **Max George** produced George the Dragon, who after some reluctance at being awakened from ten years' slumber eventually chuffed and dribbled his way around the floor. Max also had a copy of the GMM Leaflets and some very interesting black-and-white photographs of earlier exhibitions that the Club had. **Bryan Jones** showed a bit of progress on the Loading Shovel, which now has its bonnet and front axle fitted. It is proving to be a bit of a chore to re-assemble neatly. **Lou Nichols** brought three very nice models of cars in the 1930's era blue and gold parts. Two of the models had been mounted on polished wood stands which set them off very well. **Brian Peterson** brought a motorbike, an AA Gun and a helicopter from his collection of smaller models, and also showed a large number of parts which he has recently had repainted black.

The planning for a stand at the Great Hobbies and Models Expo was begun, although at the time of writing the actual show date is undecided by the organiser. Most members present said they would be able to contribute models and/or time, and ideas for decorating the stand with posters, banners and set cartons were discussed.

It was resolved that the meeting on 6th July hosting the MWT Club would be held at the Sun Valley School in Wainuiomata, beginning at 2 pm. We will provide afternoon tea and it was suggested that the usual arrangements for a meal later on be made.

The idea of reviving the Club model judging competitions was suggested by Laurie Webb, where at each meeting the model judging committee would do their work and at the end of the year the points gathered would be used to determine the most improved modeller etc. The Club has trophies from earlier days of the competitions, and the location of these was sought.

Simon showed a colour copy of the Meccano Magazine cover from December 1963, enlarged to about A3 size and laminated for about $12. The colour was very close to the original and it would make quite a good poster.

It was the last meeting with us for Wes Dalefield, as he is about to move to America to live. The Club wished him well and he hopes to stay in touch as he intends to contact modellers there.

AUCKLAND CLUB NEWS

THERE was only a small attendance at our May meeting but this was compensated for by the really good models presented by our members.
DAVID WALL had his microlight plane (and pilot) on view as well as his very smooth running, silent beam engine.
GEORGE OVENDEN brought along a very neat bright red Land Rover type pick-up from a set 8 manual. It has a covered-in tray and George said he formed the smooth curves of the roof around a broomstick.
BILL WATT's big gantry crane was modelled from a prototype in an article in M.M. Sept., 1932. This prototype was the kind used to lift gun barrels into warships. A notable feature of Bill's model was his use of plastic Meccano caterpillar track for the lifting chains.
We were pleased to see FRANK DENNISON again and his vertical single cylinder steam engine from a 1967 M.M.
LLOYD SPACKMAN's 1898 Benz Cyclecar from Newsmag, 6/83, was a very detailed small model. It had been displayed in a hobbies shop window for several days and drew much favourable comment.

BILL also had a selection of Simon Moody's well-made brass parts for us to see. Simon's price list is elsewhere in this issue.

This issue should be published before MODEL X'96, so we hope to see a lot more of our members at our stand at this exhibition. Dates are June 1, 2 and 3, from 9am each morning.

NEW ZEALAND MECCANO MODELLERS ARE ALWAYS PLEASED TO HAVE NEWS OF BERT LOVE - KNOWN TO US ALL BY HIS AUTHORITATIVE WRITINGS ABOUT OUR HOBBY.. HERE, A LITTLE EDITED FOR SPACE REASONS, IS HIS LATEST LETTER:

Bert's address now is: "Glencairn"
25 Marine Place,
Ardbeg, Rothesay,
Isle of Bute, PA20 OLF
Scotland

"This is by way of a belated thank-you to you, Bill Watt, and all the N.Z. Meccano enthusiast contributors to the Federation's Magazine.

We have sold 'Meccano House' (after 8 years of depressed housing market recession) at last ! - in September, 1995. Although we have had "Glencairn" as our Scottish holiday home for those 8 years, this is the first time that we have actually been in residence for a full six months.

Prior to that, every other month, I hauled my Meccano collection, filing cabinets of Meccano literature, bookcases of bound copies of Meccano Magazine (1916 to demise), various items of required furniture, and the complete contents of my workshop, and machinery (3 lathes) in or on the roof rack of my Nissan Bluebird estate car. The journey was 340 miles to this island from South Birmingham, and the car has never let me down on those continuous motorway journeys despite steep gradients on some of the Lake District and Scottish terrain.

I put on two Meccano exhibitions here on the Island (in between hospitalisation on two occasions!) in our fine Wintergarden Centre. So many of the 'population at large' know me.. Apart from that, I met my wife here, on the Isle of Bute, when my submarine was tied up in Rothesay Harbour during the 2nd World War. Many of her old school friends are still alive here, and (like us) in their early 70's. So we are no strangers on Bute.

I am intrigued by the multi-output gearbox in No. 19 N.Z. Magazine and the superb graphics - obviously computer graphics requiring a pretty solid memory bank. I am, at the moment, just finishing off my columns for the June issue of C.Q. - due out in May - and will make reference to the gearbox article. (Colin and Simon should here each take a deep bow - Ed.)

Best wishes to all the 'lads' over there in N.Z. and my sincere thanks for ongoing copies of the Federation magazine -- all "grist to the mill".

Sincerely.

Bert Love

FROM SIMON MOODY, Blue Mountains Rd,RD1, Upper Hutt, Wellington.

"Enclosed is the parts list and some samples. The square section telescopic shaft is an answer to a splined shaft for use in the system for those who won't go 'tut tut'. The keyed rod sometimes develops notches in the groove and jambe, hence I tried this. I am also making short socket couplings ½"long and not 16mm as the MW ones, ... mine are only as long as two bosses, which appeared to me to be the object of their creation, to minimise the distance between two gears to save space."

Part	Description	Price
59	collar	0.80
--	narrow collar 5mmWx3/8"D	0.80
36	coupling	4.00
63B	strip coupling	5.00
--	" " axial bore threaded	5.00
63D	short coupling	2.50
63F	long coupling, 4 bores	5.00
63G	long coupling, 5 bores	6.00
--	long coupling, 6 bores	7.00
--	long coupling, 7 bores	8.00
64	threaded boss	2.00
136A	handrail coupling	3.50
140Y	4 hole collar	1.25
144	dog clutch	6.00
147D	long pivot bolt (sl)	1.25
171	socket coupling	7.50
173A	screwed rod adaptor	1.50
179	rod socket	2.50
518	1" bush wheel	2.00
--	7 hole, 10 hole bush wheel	5.00
514, 516)	insulating bush wheels bush wheels 6, 7, 8, 9, & 10 hole	5.00 5.00
544	contact stud	0.75
564	insulating spacer	1.00
21A	1½" pulley no boss	5.00
23B	½" pulley no boss	1.00

Part	Description	Price
--	3/4" flanged wheel, solid no boss	2.50
--	small pulley, no boss3/8 & ½	0.50
--	small pulley, no boss3/4 & 1"	1.00
--	telescopic shaft	5.00
--	½" cube, threaded 3D	2.50
--	½" hex, threaded rod joiner	1.00
--	aero collar both types	0.80

10% discount on orders over $50, & free post in NZ.

currently approx 45p (UK) or 66¢ (US) to $1.00 NZ.

MECCANO FOR SALE.

Collection of yellow, blue, zinc parts, nothing exotic, evidence of superficial rust and damage.

Also included 1 x gears set 1 x 6-ratio electric motor, 1 magic motor, plus inst instruction manuals.

Asking price; $100

Please contact Mr. Joe Boerkamp
Phone 09 483 2822
Glenfield, Auckland.

Doug 'Heister' Harris

NZ Herald Wednesday, May 8, 1996

SIDELIGHTS

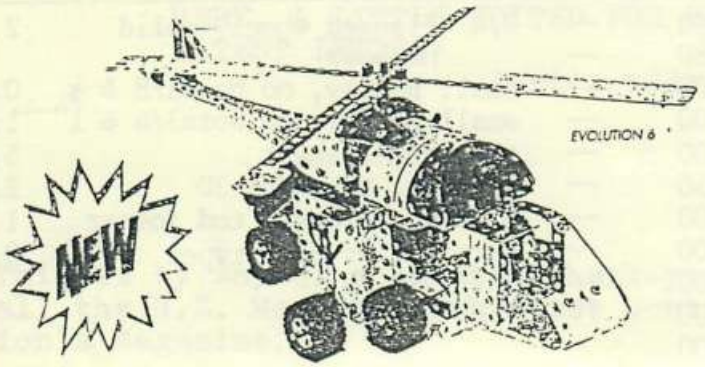
Firm recalls jacks

The Warehouse is recalling two brands of scissor jacks which failed when lifting weights well under the 1-tonne and 1.5-tonne limits specified on their packaging. They are the "Cric Meccanico" and "Pagoda" jacks. The Commerce Commission says the Fair Trading Act prohibits false claims about the performance of goods.

Perhaps it should be 'Crook' Meccanico or 'Crock' Meccanico!!

How about a competition to see who can come up with the best parody of 'Pagoda'??

WHAT'S NEW IN THE WORLD OF MECCANO



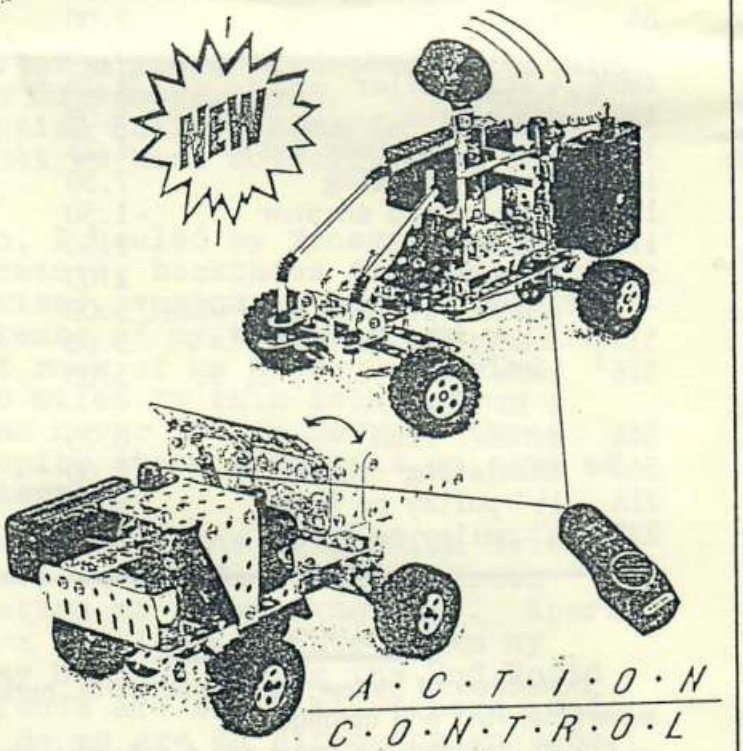
EVOLUTION


EVOLUTION 1

NEW FOR 1996 - EVOLUTION SERIES SETS
(now in stock)
E1 WITH SUSPENSION - 15 MODELS -
E2 MOTORISED WITH SUSPENSION - 25 MODELS
E3 MOTORISED WITH SUSPENSION - 35 MODELS

(due July 1996)
E4 MOTORISED WITH SUSPENSION - 50 MODELS -
E5 MOTORISED WITH SUSPENSION - 75 MODELS -
E6 DUAL MOTORISED WITH SUSPENSION - 100 MODELS

With a complete revision of their contents for the EVOLUTION Series, Sets 1 to 4 have now been changed no less than four times since 1986, and Sets 5 & 6, twice.
Evolution Sets E1, E2 & E3 are now in stock, and study of the contents list overleaf will show how dramatic the revision has been, bringing with it several new parts which are illustrated below.
The Motor has been given a new case, and is now permanently wired to a very efficient on-off-reversing switch, which together with a 3 volt Battery Holder assembly, becomes Part 750. An ingenious Battery Holder Converter Part 760 & End Plate 761, have been devised, which, when inserted into the 3 volt holder, convert the assembly to 6 volts by increasing the number of batteries accommodated from two to four.
New Flanged Plate 51F 3 x 5 holes, differs from Part 51 in having its flanges down each side, rather than at the ends, and an intriguing Part 133C Obtuse Corner Bracket has been introduced, which seems a very worthwhile addition to the system. These and the other new Parts should be available separately in due course, and will be priced in our lists on their arrival,



NEW FOR 1996 - ACTION CONTROL INFRA-RED REMOTE CONTROL SETS
(Due July 1996)

9515 MOON VEHICLES WITH RADAR - MOTORISED - 3 MODELS -
9526 BUILDING SITE TRUCKS - MOTORISED - 3 MODELS -

It is now some 25 years since Meccano first introduced a specialised Electronic Control Set wich allowed remote control of models by a light sensitive Cell. Meccano's dramatically innovative 1996 introductions allow separate infra-red remote control of two independent circuits using a hand held unit (similar to TV remote control). In the case of the Dump Truck, forward & backward, and tipping actions can be operated separately.

NEW FOR 1996 - ACTION CONTROL INFRA-RED REMOTE CONTROL SETS

9515 MOON VEHICLES WITH RADAR - MOTORISED - 3 MODELS
9526 BUILDING SITE TRUCKS - MOTORISED - 3 MODELS -

ARRIVING IN NEW ZEALAND THIS MONTH,
MORE DETAILS OF PRICE ETC. NEXT ISSUE.

LINDSAY BOND ELECTRONICS,

REGAN STREET, STRATFORD, PH. 06 765 5008.