



NZFMM Magazine

Volume 22 Issue 2

APRIL 1998

Motivation

Enjoyment

Comradeship

Cooperation

Achievements

New members

Originality



**NZ FEDERATION OF
MECCANO MODELERS**

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COVER:

"All Kids Need Iron"

*Advertising sign in Auckland for
Meccano*

EDITORIAL

Welcome to this issue of the magazine. You will all have recieved an account for subs with the last issue, please return these with payment as soon as possible, you will not recieve a reminder.

It is proposed to print a membership list in the form of a booklet with the next issue (June 1998) and to do this we require an up to date list of members, we also plan to list e-mail addresses where available, if you dont want to be included please let Max George know.

I have also had requests for information on the "spanner" group, this is a newsgroup on the internet run be an Australian Paul Dale, who is visiting New Zealand this year, and is accesed by sending an e-mail to,spanner@mailbox.uq.edu.au with the message "subscribe spanner".

The group discusses all Meccano topicsin general, at present the hot topic is a "millenium set", its contents,colours and model plans. There are a few New Zealand federation members on there already, Wes Dailfield is a regular contributor.

N.Z MECCANO CONTACT PERSONS

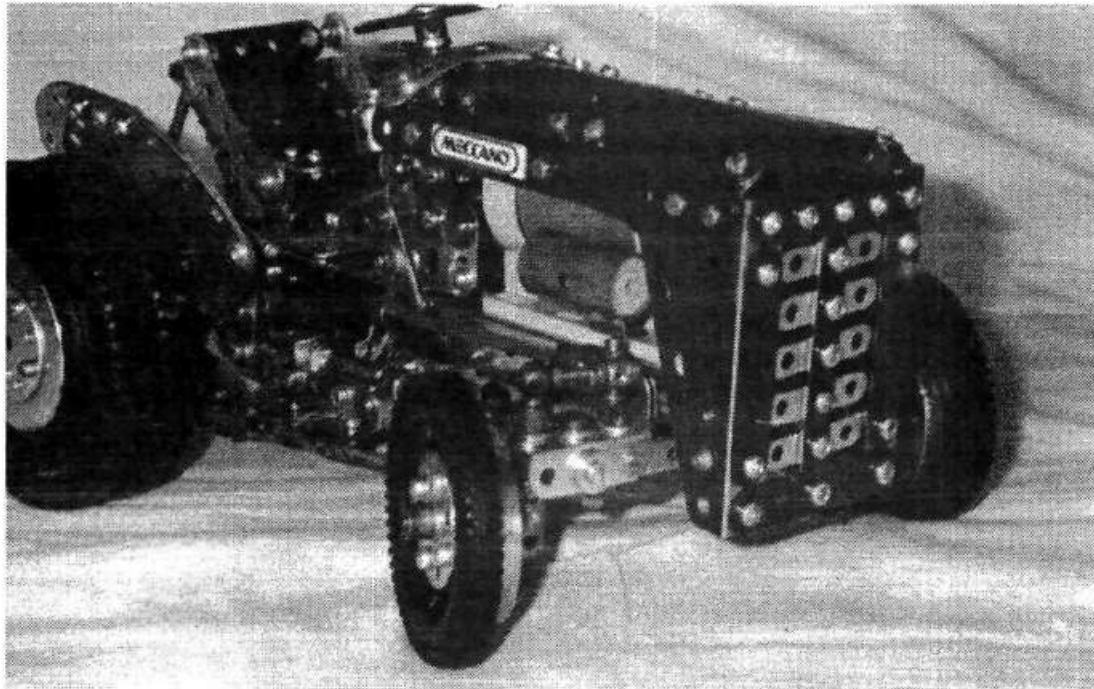
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FERGUSON 35 TRACTOR AS SEEN AT THE 1997 CONVENTION

From Barry Babbage



The name Ferguson Tractor can stir up some nostalgia and memories of boyhood farm days.

During the holiday season of 1996/97 we stayed at Ohope Beach motor camp where a "Fergy" regularly appeared towing the rubbish trailer. This was a good opportunity for me to study more closely my now "chosen subject" and even take the odd photo.

I set my goals to utilize only standard Meccano parts but not restricting to any era or vintage, for example the throttle lever consists of a plastic part from a modern truck set, while the generator is part No 163, but the older shorter version sleeve piece.

The drive unit is one of the heavier duty types (German brand) with two ratio output shafts but non-reversing. A bottom view photo reveals small chain drive wheels, connecting to a shaft with pinion and then to a 57 tooth gear which is part of the clutch drive. One of the personal challenges of constructing this model was to obtain compactness! The wheel sizes available in Meccano (with tyres) meant the chassis could not be too large in dimensions, so that reasonable dimensions could be achieved.

The basic clutch mechanism can be found in MM

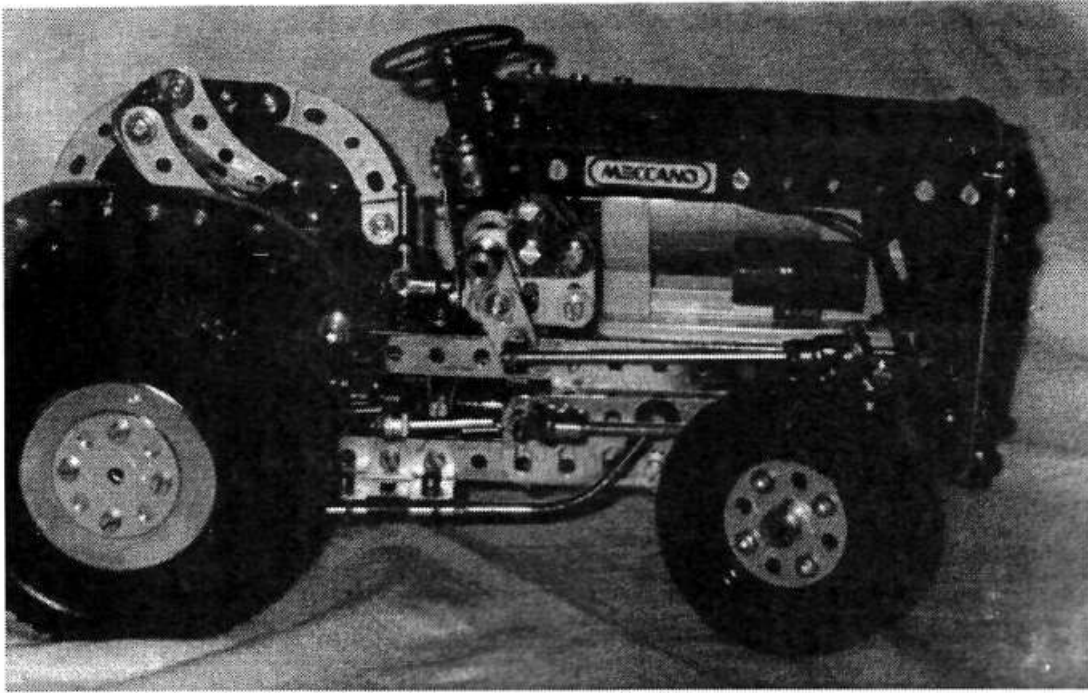
from page 521 1953. A foot operated pedal has been set up remote from the actual clutch. This was situated on the L.H. chassis side, correctly adjacent to the gear lever. Similarly the three speed and reverse gearbox is an old favorite. Variations appear in many past magazines, but the better reference is found in MM page 92 –unsure of the year- try 1952-54?

This adds detail of exploded drawings as well as a good assembly description.

However the original gear selector arrangement was in need of improvement!

The operation was considerably enhanced by utilizing a handrail coupling 163a. This can be set up to snugly engage between the two collar bolts which are part of the two layshaft rods. A rather positive and pleasing shifting movement resulted. Another change to holding each layshaft and ensuring that the neutral was set, upon disengagement was carried out. A simple rubber band achieved this.

Construction of the differential also bought changes from the conventional! The centre spider is built around a universal collar which holds two small contra gears. Half inch pinions drive to the wheels. The gearbox output drive is made via a 15 tooth



Pinion 26c to a larger crown wheel cotrate. Altogether these parts contributed to dering a narrower assembly, which enabled the unit to fit into the chassis housing avail

able. A powered drive for the drawbar was reviewed, but in the end a simulated movement was adopted. This helped to keep the rear appearance neat. It is actated by a lever beside the seat in its authentic position.

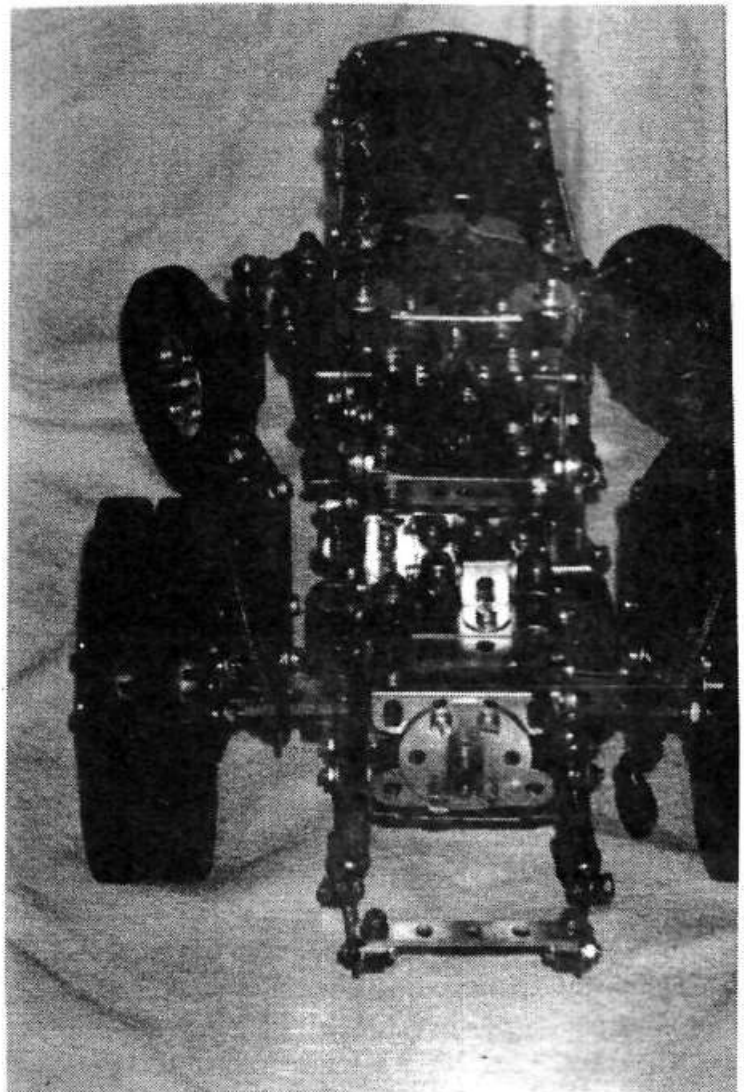
A right angle rod and strip connetor 121a is used to stiffen the turning movement of the drawbar settings. A rod passing through the connector is like a clutch effect. The steering system has been built largely from rods and coupling parts, again to obtain a more authentic appearance.

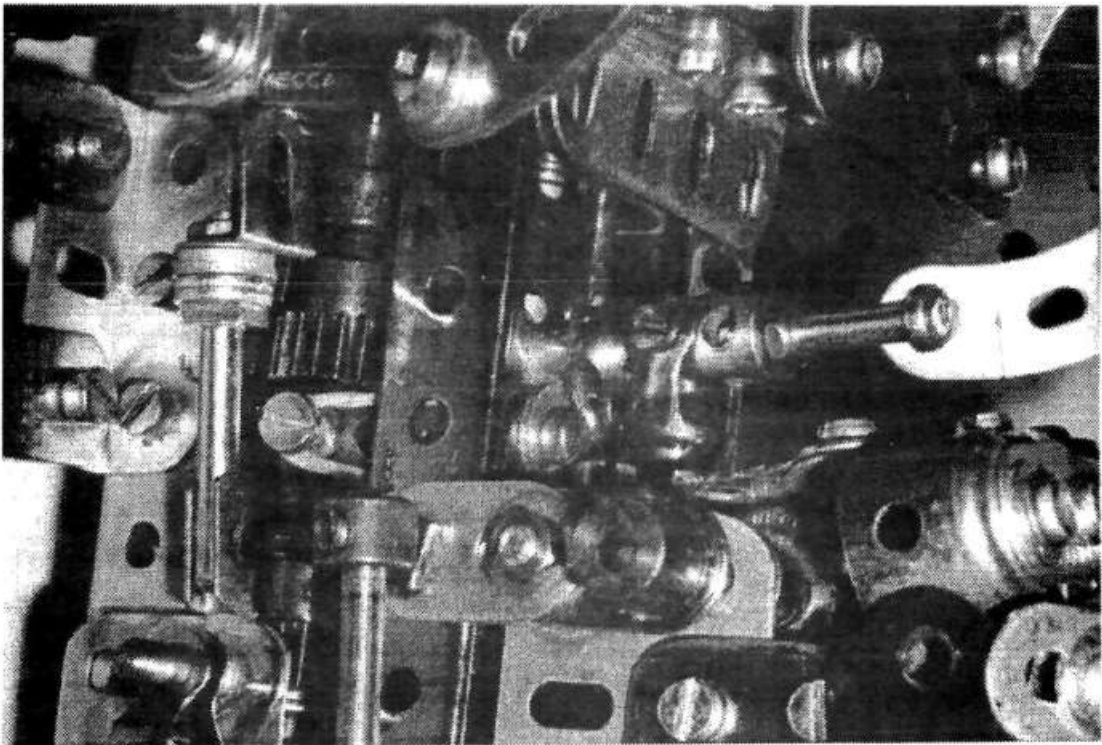
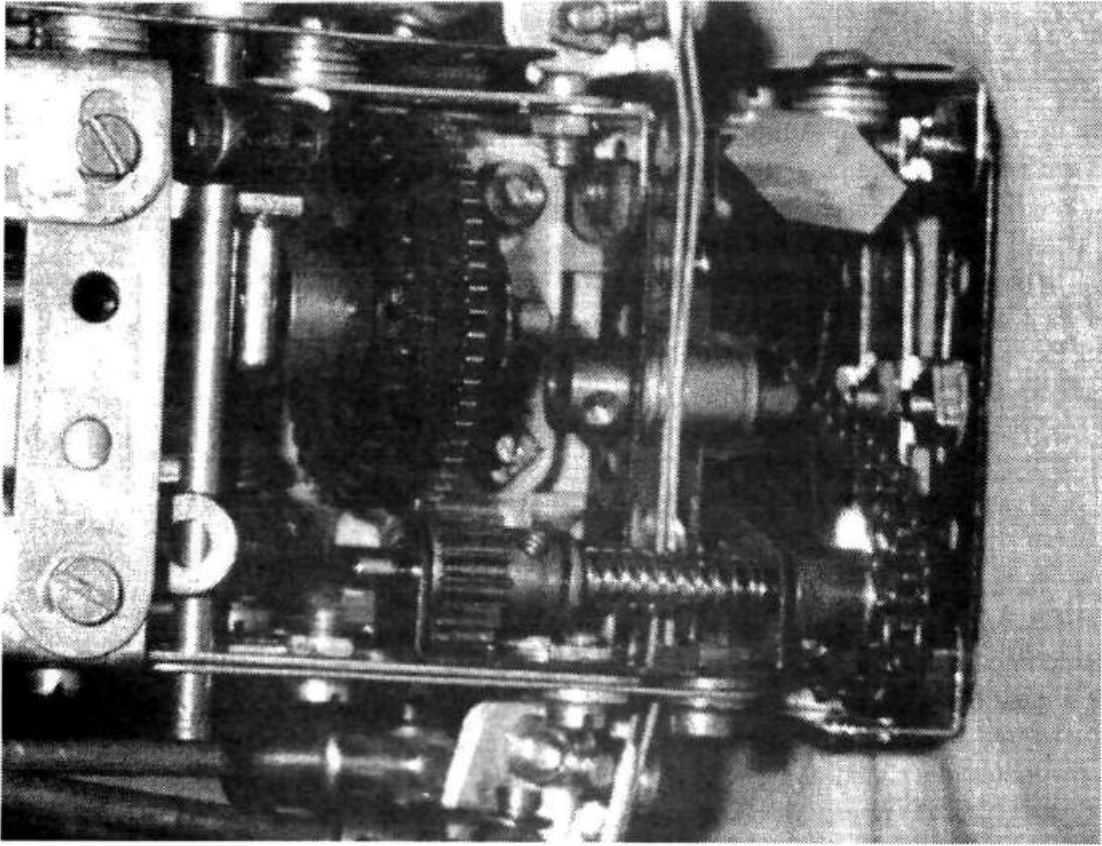
A steering box is situated directly below the steering wheel which provides left or right steering arm travel.

Minor construction details of the model created some interesting challenges, I refer in particular to the seat and mudguard sections. Many interesting hours went into building of this model which included a lot of modifying and fine tunig to achieve smooth performance.

The more powerful motor is obviously a benefit and it runs reasonably well in all selected gears.

Currently the tractor is still fully assembled and I would be happy to provide more detailed data





AFTER MARKET & REPLICA PARTS ON A SHOE STRING

From Peter King

Way down here in the Antipodes there are very real problems in obtaining new spares, it is difficult enough to get sets, so there is a thriving trade in second hand parts. This therefore means that the parts that are in more demand; brass-ware, nuts, bolts & washers, special gears, axles etc. get home-made cheaply or substitutes found, or have to be ordered from overseas at considerable expense.

I get special helical gears cut in long sticks by a local gear manufacturing company these are of 36 DP, 20° PA. I then mount them in home made collets in my lathe and drill, ream 5/16" and part them off at 1/4" face. I get small bosses made by an engineering company that specialises in automated work. These gear blanks are then mounted on those bosses with "Loctite". Plain gears are made by me on my miller in a similar way, with the exception of small runs, up to ten off being pre-cut 1/4" blanks on a mandrel. These are then also mounted on bosses likewise. I do not bother with the current standard gears, they are available second hand and the genuine article is relatively cheap, even when ordered from overseas. The helical gears being produced by a hob are good involute gears, my plain gears are cut with 'Brown & Sharp' type cutters of 38 DP, 14 1/2° PA and are therefore approximations of the involute.

The plain gears mesh well with the products of Calais but show up the deficiencies of the 'Binns Road' product, many of which are awful. I have three 19t stamped 'Meccano' that will not mesh and mount at 1/2" centres, examination shows them to be about 50° pressure angle, with too small a gap between teeth - and useless.

I have been investigating 'Laser Cutting' of ring gears etc, as this method of production is very cheap and very effective. The problem I have is that there is a 'Closure' error in the CAD program that I use, which renders the line of each tooth profile into a lot of unconnected bits. I have recently discovered that a way round this exists, but it is very, very time consuming. I have had compo-

nents for repairing my Combine Harvester made by this method, they were:

- (a. much more accurate than the roughly punched out genuine article.
- (b. 1/5th the price - \$2-30 instead of \$12-00 ea. For a run of 30.
- (c. available within 24 hrs not 3 months.

The accuracy of the end product is very much better than the punched out item, even when it is a gear tooth profile. The machine that cuts these uses your computer CAD file on a 3 1/2" disk so economic production runs are very small, depending on the item, ten to twenty off could be produced for the same or substantially less than normal machining costs on a long run. Simple parts like externally toothed rings and plates, particularly if they are large teeth are very cheap, local pricing being literally by the length of the laser cut plus the very small cost of the steel and a small fudge factor. The cost of production using press tools is so high that the end products price is ridiculous for small runs. I looked at a press tool for ordinary internal/external gear rings, the necessary three stage die set would have cost \$50,000 plus, it would also have produced about 2,000,000 units before re-sharpening!

'Collars', 'Couplings', 'Rod Sockets', 'Socket Couplings' etc., are simple turning jobs drilled from the tailstock with a No 20 drill and parted off. These are then mounted in a simple jig for cross drilling and then tapped 5/32" Whit, using a taper tap mounted in a simple hand drill (yes, I do occasionally break them!). I make some 'Couplings' from 1/2" square bar with the outer thirds turned down to 3/8", these are much more useful than the old 'Octagonal Couplings' (have you noticed that 'the factory' often illustrated these as hexagonal?).

In the long period when Meccano was not available here due to the closure of Binns Road and Calais was apparently dormant or dying, I made my own hand operated press with a punch and die set to produce a maximum of two holes and a slot at each operation. The use of suitable 'fences' allowed very slow production of 2.4 metre long strips and

flat girders and proto-girder brackets. A local steel stockholder has a computer controlled guillotine, which produced all the steel strips from 2400mm x 1200mm 20 gauge sheet - very fast. I borrowed a sheet metal guillotine and a folder to produce angle girders and the aforesaid girder brackets as well as double angle strips. At the end of the operation I had 1780 assorted parts, a bucket full of punchings and a mighty right arm! Truly desperation and need, are the mother of invention and exhaustion.

I have made both large and small flanged wheels but they are too time consuming and can be reasonably easily purchased new or second hand.

I have also made various small pulleys up to the 'Three Step Pulley', these are easy to make as and when I need them. I have some very nice 1 1/2" turned brass pulleys without a boss made by Simon Moody in Wellington, these look as if they are a CNC product.

I make my own 3/8" axles, because I can very cheaply buy accurate 3/8" drawn 505 stainless steel bar locally. This is superior to the British product as it does not rust and is as easily machined as free cutting mild steel. To produce hollow axles I drill it through 3/16" and "Loctite" two brass blanks into the ends, these are then drilled while the axle is held in a collet to ensure reasonable accuracy. I have yet to find a substitute for normal axles, silver steel rusts too easily and while I can get a zinc coated wire of the right size it is too soft. There was once a copper coated welding wire both hard and straight and of the right size here but alas it has gone from the market.

Threaded rod I make from brass as it is strong enough for my needs, the method is a bit rude: cut 5/32" brass bar into about metre lengths, fit die held in a holder with an integral guide into the lathe chuck, put on welding gloves, start lathe, stuff rod up the lathe mandrel into the guide and hang on, when enough has emerged from the die grab that and hang on again until the end emerges from the die. Cool down die and start again until enough produced, then cut to length and clean up the ends. Ten minutes work produced more threaded rod than I knew what to do with! I also make 1/4" AF hexagonal brass spacers with the ends tapped 5/32" Whit, of various lengths, these are very useful in all sorts of models.

A substitute for the obsolete 'Electrikitt' relays can be purchased from the 'Dick Smith' emporia, and a little bit of work with plastic plate and adding the sockets completes them. This firm also sells identical loose plugs and sockets to the obsolete ones, they also did once and may still, sell lamp holders visually identical to the Meccano ones.

I am experimenting with making wheels for 'Ashtray Tyres' by sheet metal spinning. My first effort early last year was similar to the flanged wheels produced by 'Mecarep' but with a higher flange and in thicker steel, also drawn a bit deeper. These when bolted in pairs to a bush wheel make a 'wheelbarrow' type wheel that is very 'Meccano' in appearance. I am now trying to produce a normal deeply dished wheel in two parts that will bolt together near the rim, again using a bush wheel at the centre. There are at least two sizes needed; 3 1/8" and somewhere around 3 5/16" to cover the range of tyres available, I have about eight different sets of tyres - a mixture of Dunlop, Firestone, Reidrubber (local) and others, and those two sizes will cover most of my range.

A point to remember is that many small construction system parts, are ordinary commercial components, made in millions and probably bought in by Meccano and others. They may make their own nuts and bolts, but could or would probably buy them cheaper from a specialist manufacturer. They would after all probably use tons of nuts, bolts, washers, grub screws etc., in a month

From time to time a local NZ stockist of nuts and bolts has nice nickel plated machine screws that are perfect replacements for the cheese head variety of Meccano bolts, they also have perfect 3/4" washers that are undetectable when mixed with Meccano ones. Alas the 5/32" Whit hex nuts they sell are now 7mm AF not 1/4" AF.

There are available through hardware shops, boxes of assorted springs at low prices, a rummage through these will produce perfect replicas of all the springs found in and around Meccano and its compatible systems. The price is such that you can afford to throw away what you do not want. Sometimes there are longer and shorter versions which is a further bonus.

For the really desperate there are two little

known sources of gears and pulleys, all genuine, all or most even stamped 'Meccano'. Some are of very odd sizes and made for larger shafts. These are first, old 'Ekco' radios the drive to the tuning dials being by pulleys and gears. The second was one form of gear driven Bomb Aimers sight that I saw about 40 years ago, all gears being $\frac{1}{4}$ " face, though there are probably none of these around

now, I never saw another. I have also in the past seen gears marked "British Small Gear Co" that are identical with Meccano gears, were these actually made by Meccano? And if so when? And where - Liverpool? I often wonder what other companies Meccano supplied with parts and if so what parts?

NEW MECCANO FOR 1998

From Geoff Wright, taken from the "spanner" group

0010 "CYBER CYCLE"

(The motorbike for the circuits of the future) features fluorescent DARK BLUE Parts & WIDE RIMMED 1 1/2" PLASTIC PULLEYS in Grey with new WIDE TYRES to fit. Rear Shock Absorbers.

136 parts. Recommended for Ages 8-14

0020 "CYBER BUGGY"

(...for the race tracks of the future) features fluorescent LIGHT GREENY YELLOW Parts with front wheels as 0010 but REAR WHEELS similar but 1 3/4" DIAMETER. "Lateral" Rear Suspension New Rack & Pinion Steering features a PLASTIC 2 1/2" RACK STRIP in Grey, and PLASTIC moulded STUB AXLE/ACKERMANN LINKS. Steering Wheel is a new 1" RACING WHEEL in black plastic. The driver's seat is formed from a strip of black PLASTIC FLAT LINKS not unlike the old Caterpillar Track Links

138 parts. Ages 8-14

0030 "ROTO TRUCK"

(This vehicle steers left or right as you lean it to one side or the other) Four wheeled, all four 1 3/4" dia. as 0020 rears, four wheel steering. Profuse use of 212 Rod & Strip Connectors! Some Parts in fluorescent brighter than 1960 LIGHT GREEN including Cylinder 216

222 parts. Age 8-14

0040 "ABYSS VISITOR"

(Carries sophisticated equipment at the

bottom of the ocean)

Represents an underwater search craft, with Battery Operated Searchlight, Plastic OBSERVATION LENS, and Plastic SHIPS PROPELLERS of about 1" diameter. Parts in a very LIGHT GREENY YELLOW include a 162B Boiler without Ends

330 parts. Age 9-15

0050 "SURVIVOR CAR"

(designed for futuristic mechanics for outsmarting hidden ambushes (!)) features full suspension with rear wheel steering featuring not only the Plastic ACKERMANN STUB AXLES, but Plastic SUSPENSION LINKS pivoted from Plastic body MOUNTING BRACKETS and Jointed UNIVERSAL SHAFTS connecting to Rack & Pinion Steering. With Battery operated Headlights and PLASTIC LINK Driver's Seat. Parts including 89 5 1/2" Curved Strip are in Fluorescent DARK BLUE

345 parts. Age 9-15

0060 "6X4 MACHINE"

Features Six 1 3/4" PULEYS with TYRES, fully articulated. Rear Bogie features chain drive around pairs of 25C 3/4" Pinions. Battery Motorised, featuring a new variation of the standard 6 volt MOTOR-WITH-INTEGRAL 30:1 GEARBOX. Features new all plastic 19 & 25 TOOTH GEARS WITH "D" HOLE shaped to register with new steel "D" SECTION AXLES.

The model will overcome practically any obstacle in its path, with a most fascinating action of the rear bogie, which appears to enable

it to back off and try again and again if necessary.
Strips, Brackets and Battery Holders are in a
Fluorescent VERY LIGHT GREEN (different to
0030)
Set boxed in a new design Plastic CARRYING
CASE.

352 parts. Age 9-15

"Mission The Universe"
Series has had four new Sets added all with Black,
White & fluorescent Orange Parts as before:-

4800 "XR SHUTTLE"
with adjustable wings

88 parts Age 8+

4805 "ENERGY STATION"
with separate
mobile slave unit

241 parts Age 8+

4806 "OBSERVATION UNIT"
with EYEPiece & LENS

200 parts Age 8+

4831 "INTERSTELLAR CARGO"
with underslung six wheel transport vehicle.

340 parts Age 8+

Junior (Plastic) Meccano
features some Parts in new colours and introduces
four new sets to the range:-

4650 CITY CARS in Storage Case
Three models (two simultaneously) features new
stub axle THREADED PINS

100 parts age 4+

5820 POLICE CAR
Four models featuring new SHAPED WIND-
SCREEN (COCKPIT)

57 parts. Age 5+

5850 SEAPLANE
Also with SHAPED COCKPIT

137 parts. 10 Models Age 5+

6880 SUPER BUILDERS XXL
New Nuts & Bolts lock automatically
Rubber hoses, features new constructional BULL-
DOZER BLADES and HEAVY DUTY LARGE
WHEELS WITH SOFT RUBBER TYRES

228 parts. 18 models Age 6+

All six Evolution Sets

Master Builder

Storage Case

Power Tool

Infra Red
9515
9526

and Collection Models

2101

2103

2106

2201

2202

2204

2207

2302

2303

2305

2501

2504

2920

2930

2940

2950

3910

3920

all continue for 1998

BITS AND PIECES

From Lloyd Spackman

FOOTWEAR TECHNOLOGY:

"In the United States I saw a kiosk that said shoes. I like shoes, so I went up to the kiosk and it had all these choices. I picked one and it asked me if I wanted them in black, white or brown. I picked black. Then it asked me if I wanted one with four holes or five holes for the laces. Then it asked me for my size and I placed my foot on a little device for it to measure me. I then put in my credit card details and address. Two weeks later I got my shoes delivered to me in New Zealand.

Mark Blumsky, Mayor of Wellington, speaking during a demonstration of the real estate multimedia kiosk called Property Shop. (From IT Weekly)

THE REAL CHALLENGE:

The challenge of Meccano is problem solving, whether it is to create a mechanism to produce a particular effect, to make a prescribed solution work, squeeze a crankshaft and eccentrics into a limited space, using standard parts, to capture a particular characteristic of a prototype's appearance, to teach or to demonstrate, or to produce a toy for a child. Whatever it is, the element of problem solving is always a maverellous side effect of having fun with Meccano and it is this that keeps Meccanomen youthful in their minds. Outside the Festival Pavilion you see tired, bored people perhaps waiting passively for the next TV program to appeal to them; many behaving old before their time. Inside the pavilion you see eternal youth, albeit not always in obviously youthful bodies, indeed the Meccanoman is wont to neglect his corporeal frame. But no matter how many years you have on your scorecard, you are only old when you renounce the urge to solve a problem.

(Ken Ratcliff, writing in the N.M.M.G. Newsmag, 11/97)

QUOTATION:

"Boys had Meccano sets and wind up toy cars; girls had dolls

In the days before children were considered to be young consumers, this was the way we were."

(From "The Way We Were" by Kurt Sanders, Hodder, Moa, Beckett. 1996)

TECHNOLOGY WITH A PERSPECTIVE:

The Marklin Philosophy:

There are very few toys that fascinate children and adolescents and that also have some learning value (often the learning value is in inverse proportion to the enjoyment). The Marklin metal construction sets do both, and it's easy to explain why: The clear principle involved, the sturdy materials, the ease of using it offer a fun way to become familiar with technology. Quick success with the metal construction set encourages motivation. Technology becomes something that can be experienced, and this meets the demand for individual experience through building from a model, testing and experimenting. Patience, skill, imagination and abstract abilities develop - at every age - with increasingly more complex models and functions. All of this happens without pedagogical direction; it happens simply because it's fun. You can't expect any more from a toy. For these reasons after 80 years the Marklin metal construction sets are as young as the first day they were made.

Meccano France has sold its US subsidiary distributing company, Meccano Inc; to Irwin Toy Ltd of Toronto Canada.

Irwin has been the distributor of Meccano in Canada for several years.

It was a search for a "smart, cost effective way to sell our product" that led to the sale, according to Philippe Besnard, former president of Meccano Inc; who will keep an office in New York for the foreseeable future.

"The people at Irwin Toy are our long time partners and friends" he said.

He strongly refuted any suggestion that the sale of its distributing company by Meccano France might be interpreted as a retreat of sorts from the US toy market.

Current Meccano sales in Canada are between \$2.5 and \$3 million, and Erector sales in the US in 1994 were between \$2.5 and \$3 million. (Presumably these figures are in Canadian Dollars.

(From SCM&EC Newsletter Jan 1998)

CONVENTION '99

From Peter Hancock

"Convention '99"

It is a sobering thought that a whole year has slipped by since we met last Easter for the 1997 National Convention and Exhibition in Fielding.

As we eagerly view the content of this, our latest Magazine (to receive our much needed "Meccano Fix") it will come as quite a shock to note that Easter 1999 is only some 51 weeks away.

Help!! Many of us who have been so absorbed with other daily routines, now need to move quickly to seriously plan the "Super Model" that we will display at the exhibition, while ensuring that we are planning our time off over that period so that we can travel to Auckland.

Auckland is that mysterious place north of the "Bombay Hills" where in recent days a new challenge has been faced by resident Meccano modellers (who are all preparing models for the convention or should be) when a new level of modelling complexity was introduced when the lights off Auckland City went out.

Picture our modellers working patiently away each evening by the light of coal miners lamps, torches, portable generators that some managed to borrow and yes, I believe that even the odd candle or two were pressed into service.

All joking aside, one thing we Aucklanders will be able to guarantee during the 1999 convention is, that there will be no lack of electricity into the Pakuranga Community Centre at the Convention, so please feel free to use as many electric motors as you like to ensure that your exhibit shows itself off to its best advantage.

That reminds me that I must establish whether or not we will be able to operate steam powered models within the facility. We will advise you on this matter along with other key information in our next regular report to ensure that everyone involved in this great event will have just the very

best time possible.

As advised by Lloyd Spackman in the December issue of this magazine, the Auckland Meccano Club has selected the Pakuranga Community Centre located on Reeves Road Pakuranga just across the road from the Pakuranga Town Centre as the venue for the 1999 Convention and Exhibition.

The Centre is only a short (walking) distance away from a wide range of shops, a food hall, coffee shops and a variety of more formal eating establishments. Parking will not be a problem with easy flat entry to the facility through wide opening doors located in an area where vehicles can be parked short term to unload.

Within the general area (one kilometre radius) there are a several motels, Churches and it is only two kilometres to the Waipuna Lodge Hotel.

The Venue is easily reached from the Southern Motorway, so the minimum of navigation skills will be required. We will be supplying all those attending with a suitable map in due course.

The Community Centre itself has a main Auditorium which is octagonal in shape with walls that are lined with materials so that posters and materials can be pinned up easily, so please think how you can best use this opportunity.

Through a linking walk way there is a very large area which will be very suitable for models that are able to fit under normal ceiling height.

Tall models requiring extra height will be housed in the main auditorium where height will not be a problem unless your model exceeds the height of those displayed at Fielding.

There is a large well equipped kitchen area with all mod cons set along side both the planned display areas and there is access to the main entrance foyer area which will easily accommodate the modellers shop and any special feature displays that anyone wants to mount.

The purpose of this report is to remind every one

that Easter 1999 is not to far away and to give readers and those who will be attending, a brief outline of the facilities and the area around the venue. The members of the Auckland Meccano Club send a special invitation to all those who have any interest in "Meccano" to make it a date to attend and be part off **"Convention '99"**.

More information in the June edition of the Magazine.

If you require information, please write to
"Secretary", Auckland Meccano Club,

P O Box 39 085 Howick,
AUCKLAND.

Phone 09) 535 5355 evenings
025) 488 366 day.

Fax 09) 537 3989.

Peter Hancock

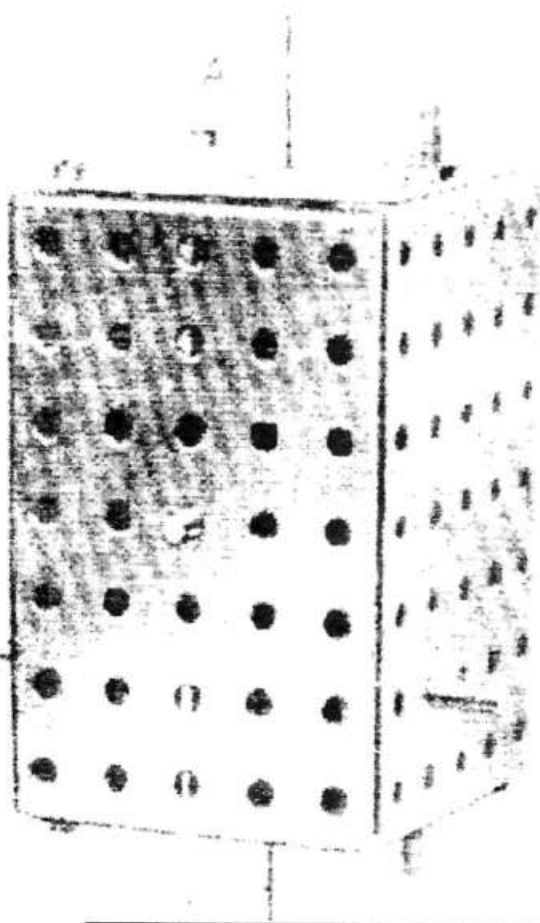
THE MAGIC BOX

From T.M.G. No 20.

Research by Graeme Davie.

The box has two cords A&B: the top cord should be held in one hand and the bottom cord in the other so that both cords are vertically in line. By applying slight pull the box is held stationary, but if the pull is increased, the box climbs up the cord A. If the strain is increased the box decends to it's original position. Members are asked to explain the mechanism by which these results are obtained. The sides of the box consist of four $3\frac{1}{2}$ " x $2\frac{1}{2}$ " Flanged plates and two $2\frac{1}{2}$ " x $2\frac{1}{2}$ " flat plates form the top and bottom. One of the flanged plates is held in place by a $4\frac{1}{2}$ " threaded rod with a nut at each end; this plate, of course is not added until the rest of the box is complete. The operating mechanism is very simple and only standard meccano parts are used.

Can anyone supply details on how this box works?



On the spanner group today (26th March) I noted an article from Paul Joachim regarding Bert Love abbreviated as follows; Bert has had two stays in hospital since Christmass when he first had indications of abdominal discomfort. Results indicated a cyst on the liver .

Bert lost one and a half stones in weight since Christmas and was sent home with a fourteen day chemo treatment, during this time Betty developed a serious winter cold. Bert is due back to the day ward at Glasgow Western on 9th April.

We wish Bert all the best for his recovery

AUCKLAND CLUB NEWS.

From Lloyd Spackman

We celebrated the 20th anniversary of the founding of our federation a bit early, at our February meeting, and we wish M.W.T. Club all the best for its anniversary meeting on 28th March. First the models:

We had two from a 1920's set 3 manual, built by George Ovenden. They were a tank lorry (3.38) and a farm tractor (3.42) powered by a 1A clockwork motor.

David Wall had also built a tractor around a clockwork motor (his was a rebuilt No 2). He and George ran races - George's machine was much faster but David's had a lot more power.

Frank Denison brought his red / green showman's traction engine from a 1963 Meccano Magazine - a nice looking model.

Lloyd Spackman produced 3 models, all running well - the 1:8 scale model of an 1839 "Norris" locomotive, the Harley Davidson motor cycle now mounted on a rotating stand, and the racing

cyclist (refer page 3 this issue-Ed).

Neil Carey showed us an interesting set of photos of some Mattel Outdoor billboard advertising for Meccano. This was set up in Parnell and Newmarket.

David told us about his recent visits to Ken Gordan in Melbourne and Malcolm Brooker in Sydney.

Bob McCracken brought along digger buckets and original 1" pulleys (with keyways), circa 1912.

We also discussed parts supply and problems with Binns Road parts, particularly from the 1970's, which are not accurately made so holes don't line up and angle girders are not right angled. It was a meeting with plenty of variety and, as usual, thanks to Elizabeth and David for their hospitality.

From Meccano Magazine "FIRESIDE FUN"

Sent by George Ovenden, Auckland Club.

Com - pa - nee atten - shun" bawled the drill sergeant to the awkward squad.

"Com - pan - nee, lift up your left leg and hold it straight in front of you". By mistake, one member held up his right leg, which brought it out side by side with his neighbour's left leg.

"And who is the galoot over there holding up both his legs?" shouted the hard boiled sergeant

CA'CANNY

Donald hadn't come across his friend Sandy since the wedding day, now six months past, and at last they met in Union Street. "Well Sandy," said Donald, "and hoo are ye likin' merried life?"

"No' bad" replied Sandy, "but she's aye ask, ask, askin' for money!"

"Hoo much hae ye gi'en her?"

"Nane as yet."

M.W.T. MECCANO CLUB

Meeting report 14 February 1998

Members gathered at Wanganui and demonstrated:

Wayne Blakely - Recent acquisitions included a Meccano Constructor Car No 2 in green, Marklin Constructor Car in a racing style with clockwork motor (probably a rival to the Meccano car), 1924 No 1 Book with models up to Set 7, and a 1932/33 Book of prize/new models

Robin Rye - Had gathered up a selection of his screwdrivers ranging from the one that came from set 00, the one his dad had used, the one with the bloodstains, too soft steel, too brittle steel, loop handles and wooden handles. The pride of place was the Cargo Ship 10 ft long in 4 sections (centre two interchangeable) now completed. Using the supermodel leaflet as a basis, the model was detailed with multiple derricks, masts, aerials etc.

Bert Blakely - From the No 6 set produced a rotating radar transmitter / receiver

Don Blakeborough - From Other Systems displayed a box of BiltEz system consisting of interlocking tin plates simulating walls and windows to build multi-storied buildings

Bob Prescott - From the 1993 Set 9 Manual a racing car transporter vehicle comprising 2 decks (the top one lowers at the rear using a chain and thread drive) and complete with four race vehicles

Lindsay Bond - Had restored a 1909 No 3 set complete with sleeved box and then compared it to the 1910 set when the first flanged parts were introduced. A recent discovery of 1938 set 2A and 3A nut and bolt cardboard packets provided a new mystery. An improved jeep, substitute geared electric motors and the skeleton of the Hindenberg Airship completed the presentation.

Daryl Anderson - emerged from his kitchen renovations to display a collection of about 10 "vehicles". These were the end result of a presentation Daryl had given to his local cub group on the wonders of Meccano and then given each cub

a identical bag of parts to make something. In 30 minutes the axles, wheels, part 52, etc. had assumed the shape of what were generally vehicles.

The continuing improvement of computer technology had led Daryl to a Mechanics Made Easy C set label which was badly marked and rust spotted. He had taken photos of the label, scanned the photos into his computer and then used appropriate software to start cleaning off the marks and restore the matching colour. This will be about a 10 hour job.

Viv Alexander - In conjunction with his son, had a go at building the 1978 Set 4 motorised crane. However they had difficulty with the model in that the instruction manual is a mix of photos from two slightly different versions of the same model which did not help the modelling process. In addition the absence of part 52 flanged plate places a whole new approach to models.

David Glenday - A blue and yellow racing Mini car on its tipping trailer. David started up the motor and in true prototypical form the Mini then backed off the trailer on to the table where the car was put through it's paces. A tow truck completed the scenario.

Tony Ercolano - His crawler vehicle has progressed further with a captive ball turntable bearing able to support the boom better, and the superstructure in place with the drivers compartment complete with seat, opening door, extension mirrors, etc.

Bruce Geange - can produce Caterpillar D4 tracked tractors at the drop of a hat and demonstrated his smallest to date which was self contained with a battery pack and measured 6" long. The model came complete with a set of discs for farm work. A recent acquisition of manuals, etc. were shown to members.

Bruce Neilson - The hovering bird from the Constructor Quarterly

My apologies to the MWT Club, I ran out of room to complete their report. - ED.

WELLINGTON MECCANO CLUB

From Bryan Jones and Mike Highley

The first meeting for 1998 was held at St Lukes on February 13th, a week later than usual to allow for Waitangi Day. There were 11 members present plus one apology.

The model building competition had encouraged a larger turnout of models than usual, and the following were on display:

Don Flowers demonstrated his completed excavator. This large model moved very well, even being able to turn in its own space without too much protest from the tracks. The movements of the prototype were executed at almost the full speed, in spite of the hydraulic functions being modelled by screw mechanisms.

Mike Highley brought a model of a single deck bus, from a No 5 Manual.

Bryan Jones brought a Crawler Tractor, from a 1960's No 5 Manual, in yellow and zinc parts.

Lou Nichols had used the No 5 Set parts list to design a 4-2-2 locomotive based on the 1892 vintage Achilles Class of the Great Western Railway. He had mounted it on a wooden plinth which showed off its tidy red and green parts.

Brian Peterson brought two racing cars and a submarine, the latter being the No 5 Set entry and looking very sinister in its dark colours.

Laurie Webb brought a model of a marine engine, which featured in a 1950's No 5 Manual.

The remainder of the members attending, who had not brought models, were coerced into forming a model judging team, and after some deliberation the prizes were awarded:

1st: Mission the Universe Detector Unit Set-
BryanJones.

3rd: Collection Set dune buggy- Brian Peterson.

4th: Collection Set racing car- Laurie Webb.

The general business discussed included the venue for the next meeting, a reminder about the MWT Exhibition on March 28th, and some thoughts about the April AGM. Mike Highley had made out a list of possible model themes for the year:

March	- automobiles and other vehicles
April-	bridges
May-	buses and trams
June-	cranes
July-	machines
August-	own choice
September-	railways
October-	shipping
November-	aircraft
December-	automobiles

Bryan Jones advertised the annual Tranz Rail Open Day at Hutt workshops on Sunday 22nd.

The March meeting was attended by eight members, with three apologies. The venue was changed back to St Lukes during the week before, as Max George was unable to host it as intended. We welcomed Andrew McLaughlin, a prospective new member introduced by Mike Highley.

Mike Highley brought his model of a forge crane, from a No 4 Outfit.

Bryan Jones had his No 5 Outfit Crawler Tractor along again, this time with winches added to control a cable operated scraper. The winches operated the apron and bowl lift, the ejector being moved manually.

Simon Moody showed his latest crane project: the jib of a wharf crane based on the Stothert and Pitt Ltd. design featured on the front cover of the December 1963 Meccano Magazine.

Pitt Ltd. design featured on the front cover of the December 1963 Meccano Magazine.

Brian Peterson brought a car from his racing car collection plus the car built from the Collection Set he won last month.

The business for discussion included notices of the MWT exhibition on 28th March, and an invitation to be part of the Scout Jamboree to be held in Carterton next December/January. The subject of

the 2001 Convention was raised, and after some discussion it was decided to make this a major topic for the next meeting, given that the convention was only three years away.

Coming events:

- Meeting- Friday 3rd April, St Lukes, Wadestown (AGM)
- Meeting- Friday 1st May- venue to be determined.

The following photo and the cover photo were taken in Auckland by Neil Carey

The "All You Need Is Iron" was located in Remuera Road adjacent to the Newmarket Railway Station, and the "Get Your Kids Into Heavy Metal" is located at the foot of Parnell Rise adjacent to the railway overbridge. This advert is also displayed on top of a four story building in upper Symond Street, and when floodlit at night it looks very impressive.

Anyone else seen any other signs anywhere? Perhaps the agents (Matel) are going to really push Meccano.



While reading through some of the old MW Newssheets I noticed the following in the March 1993 issue;

"As far as other projects up their sleeves for advanced modelbuilders are concerned, the first is already developed, and they (Meccano) expect it to be "A fantastic gift for Meccano enthusiasts - a

dream for collectors." As production details have yet to be finalized, further information is not yet forthcoming, but they are extremely confident that it will be a great success."

Was this the wonderful Infrared Control sets? Or are we still waiting for this "Fantastic Gift"

CHRISTCHURCH MECCANO CLUB

From Ian Torrens

There were 11 members present at our meeting in the Upstairs Lounge as another meeting was being held in our usual rooms.

There were only four models on show as well as some Meccano literature.

Graham O'Neill brought along a Steel Tec Harley Davidson motorcycle which looked extremely good with it's saddle bags, windscreen and luggage carrier at the pillion passengers back. This model was very well displayed being mounted on two large flanged plates, PtNo 236. These flanges were bolted at right angles thus forming a yellow base and yellow background for the model which is basically silver and black. This model was somewhat extended from the original and looked a reel good and solid job. I felt like getting on it and having a burn. Graham also brought along a carton of Meccano Literature among which was Manual 9526, which is the remote Control models.

Also Parts 1 and 2 model plans for the Arnfield Mantle clock. A fine looking model. NZFMM Vol 22 No1 was presented for members to peruse. Also a new book to me, titled, "Meccano- The First Century- Book 3 1977

to Date" a very interesting book, well worth perusal. A great deal of work has been done for this book and much interesting data is between the covers. Books 1 and 2 trace the early history of Meccano which is finished off in book 3. I found the use of Roman numerals most unusual, i.e. Dynamic Sets, Table XVV111 - C111. I must do a translation.

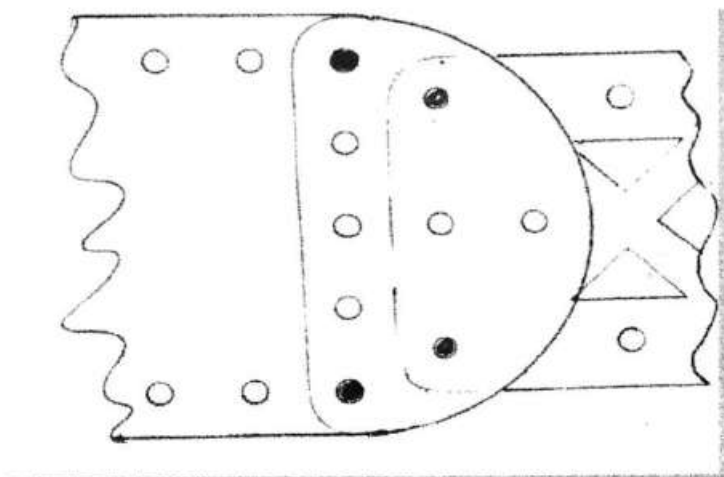
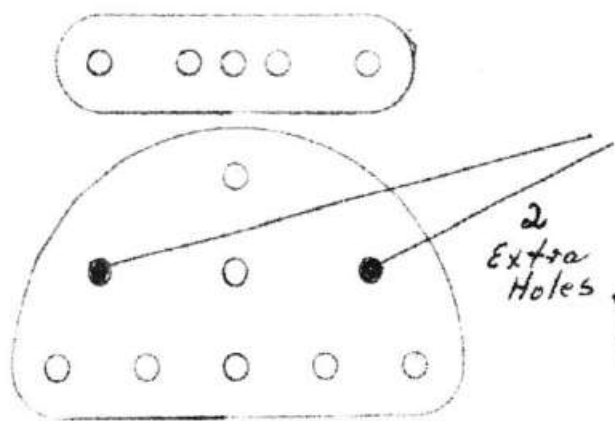
Ian Torrens bought along 3 models from the modern Meccano sets. These were, An Articulated Lorry 30" long from the set 6 of the January 1993 Manual. Also a Three Wheeled Motorcycle from set 2 Evolution series, and finally an Autogyro from Dynamic set No 4034. These were quite colourfull models even though they were small models.

A general discussion was held on a variety of subjects and news of a possible public display at the town of Ashley, 22 miles north of Christchurch was given. No news of John Ince, and we wish him well in his new location.

Mr and Mrs Pluck as usual put on supper which was appreciated by all, and so our first meeting of the year ended. Last month's meeting was cancelled because of Waitangi Day

From George Ovenden

To join a 5 hole plate to a 4 hole part I suggest 2 extra holes be drilled in a P/N 214 as shown. Use a 5 hole 2" strip as a guide to mark and drill.



MECCANO POSTAL AUCTION.

Dr. Gray's MECCANO COLLECTION , COST MORE THAN \$20,000 N.Z.

PART NO. 1. MECCANO LITERATURE. Bids close , April 25th.

Lot. No. Description My estimate.

1	Meccano Construcor's Guide. B. Love. New.	10.00
2	The Meccano Engineer's Parts Handbook, Mike Nicholls, now very scarce.	20.00
3	Encyclopedia of Meccano. 5 volumes, Don Blakeborough & Ass. As new, cost \$200.	150.00
4	Meccano Literature, 2 vols. B. Neilson, as new	40.00
5	Meccano Magazines April 1973 - April 1975. Quarterly, 9 Vols. As new.	30.00
6	International Meccanoman. 13 May 1990 - Sept.1994, 11 Vols. as new..	100.00
7	N.Z. Meccano Federation Magazines, May 1981- Feb. 1998. 17 years, almost complete. as new.	150.00
8	Everything Epicyclic Paul J. Joachim, as new.	10.00
9	Meccano and Mathemmatcs, The Meccanoman's club,	10.00
10	Astronomical Clock, full instructions, The Meccanoman's Club, good condition	10.00
11	Heavy Artillery Tractor, full instructions, The Meccanoman's Club. good order..	10.00
12	Pantograph Engraving Machine, full instructions, The Meccanomans Club, Good order	10.00
13	The Sheffield Meccano Guild Magazine, Vol.13 3/85 - Vol.22 6/88 10 Vols. as new.	100.00
14	The Meccano Newsmag. North Midlands Meccano Guild Magazine, April 1983 - Nov. 1997. 42 vols. Excellent Models. as new.	300.00
15	The Meccanomans Guide, plus Supplements No. No.1, No.2, No.3, & No.4. as new . valuable information on sets, manuals, parts etc.	60.00
16	Meccano Manuals..1957 1a 13/657/12.5	5
17	1956 2a 13/156/20	5
18	1959 1 13/959/75	5
19	1957 0a 13/357/10 rare	5
20	1956 13/156/10	7
21	1959 9 back cover missing	5
22	1950s No.6. and No.7 & 8 No c0vers but complete as far as models are concerned .	5

All bids to Lindsay Bond, C/- Lindsay Bond
Electronics, Regan Street , STRATFORD.
Phone.. 06 765 5008.

This is part of a vast collection of Meccano,
Marklin, Exacto, Storkys, Buz and many very
unusual parts, Motors by the dozen, The BEST
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I have been instructed to sell it as advertised to
to the highest bidder, so be in.

COMMING EVENTS

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ST LUKES CHURCH HALL
55 PITT STREET
WADESTOWN

MWT:
ST LUKES CHURCH HALL
CORNFOOT ST
WANGANUI

CMC:
ST JOHNS HALL
FERRY ROAD
WOOLSTON

APRIL 1998

3rd WMC -ST LUKES HALL

3RD CMC - ST JOHNS HALL

MAY 1998

1ST WMC - ST LUKES HALL

1ST CMC - ST JOHNS HALL

2ND MWT - ST LUKES HALL

12TH - CLOSING DATE FOR
JUNE ISSUE

JUNE 1998

1ST WMC - STLUKES HALL

1ST CMC - ST JOHNS HALL

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In the shop at present is one of the largest Meccano Lots
we have ever been asked to Auction, belonging to the
late Dr. E.C.N. Gray of New Plymouth, replacement cost
about \$25,000. This will be broken up into Auction lots
appearing in each successive Federation Magazine.

Another lot of almost new French Meccano including
some of the more recent Red Parts, 3 Meccano motors,
4 Models made up, Cost \$600 new for sale for \$300
can be seen at our next Meccano Club Meeting if not
sold before then. Not open to offers or I will buy
it for my own collection.

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