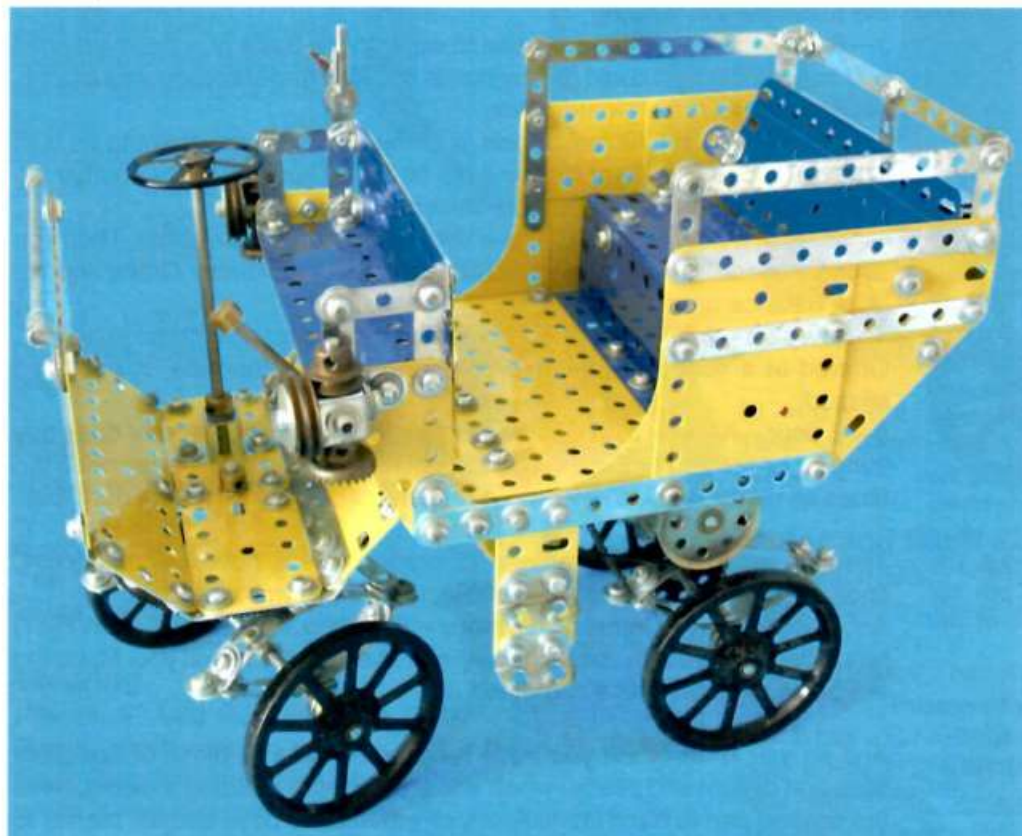




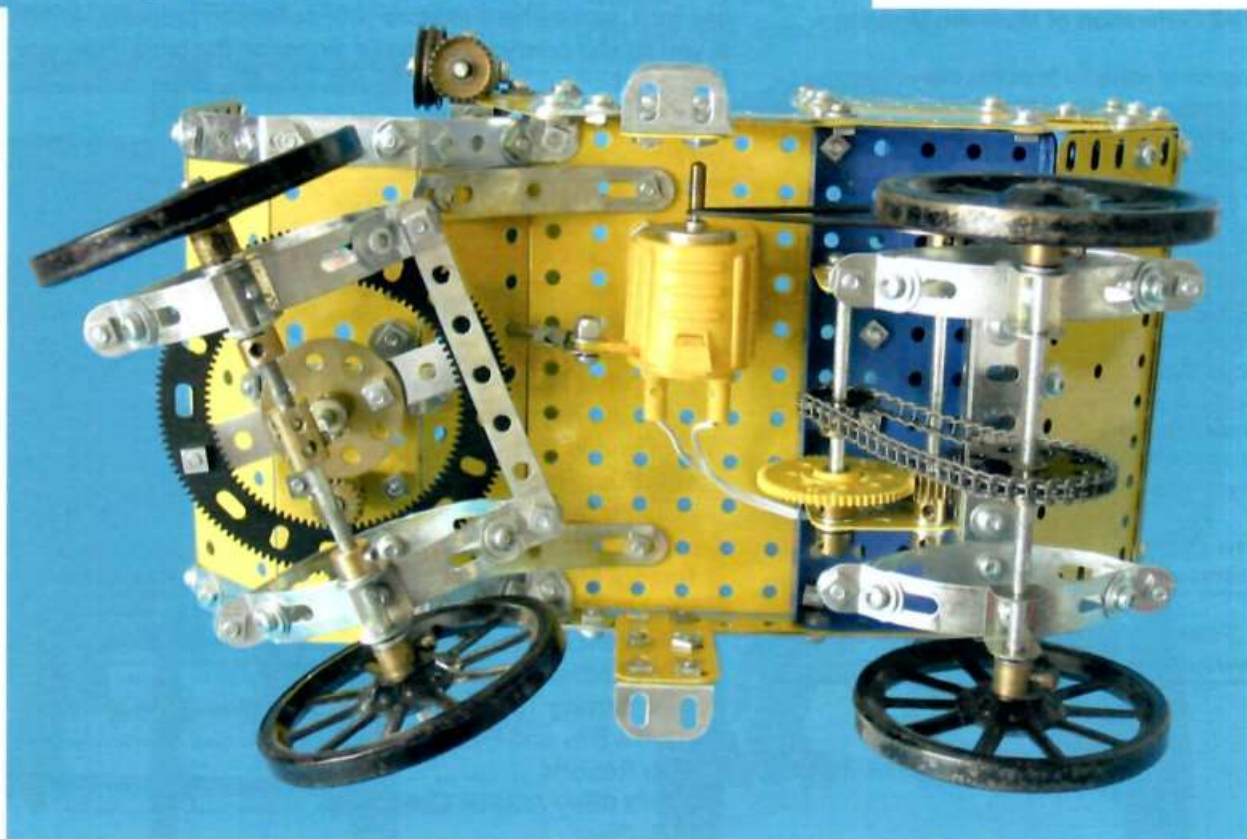
NZFMM MAGAZINE

Volume 30 No 2

April 2006



For a full description of this fine horseless carriage built by Bruce Geange, turn to page 3. This is **MECCANO** at its best.



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NZ Federation of Meccano Modellers Magazine

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Letters are welcome and may be sent by post or by email. The author's name and address must be supplied. Publication of letters will be at the editor's discretion.

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Have I got enough Meccano?

As I view the cabinets, cupboards, drawers, shelves, plastic bags, cartons, boxes, table tops, work bench, stacks, heaps filed on the floor, etc; of Meccano metal and plastic parts, literature, boxed sets, restored, being restored, to be restored, good stuff, junk stuff, rusty stuff, junk, funny colours, etc of all my Meccano paraphernalia, the thought strikes me "Have I got enough Meccano? When is enough, enough?" Most of us work on one of the following strategies.

1 - Buy everything offered - I used to work on the basis of a deprived child and buy everything I could get my hands on. Also that Meccano was scarce, expensive and to be gloated over.

2 - One No 10 set - All the models in all the Manuals were there to be built and the bragging value of "I have a No 10 Set". Then you fancy another No 10 set so that you can have more than one model built up.

3 - As each model requires parts - Very restrained and sensible. Then you suddenly need 104 x 1 1/2" Angle Girders for that Blocksetter Crane and the bank balance gets a real hit.

4 - New sets - "What a load of rubbish! But those bits could come in handy". Offered at a special discounted price and another "bargain" is not to be missed.

5 - Colour - Are you a died in the wool period colour specialist or does any thing go or are you colour coordinated? The look of a model may need ten times as many Flexible Plates in a rainbow of colours to get the right look.

Then we get to the next problem - Storage - where, how, weight, access, finding, completed models. The subject has been well discussed.

Another problem - Domestic harmony - She Who You Live With (SWYLLW) has to be placated with space, money, and attention if you and your Meccano are going to survive as a combined unit.

And so you know when you have reached Nirvana (a place of complete bliss and delight and peace) when you are currently building a model, have the desired part to hand immediately or within three days airmail, money to pay for it, somewhere to store your collection properly, and SWYLLW smiles at you as she puts your favourite dinner on the table. Now you have enough Meccano!

R. Bruce Neilson.

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Horseless Carriage

rebuilt and amended by
Bruce Geange.
photographed and
described by Bruce
Neilson.

Inspiration

This model was originally
"designed by the late Wally
Hinson" and featured in the
March 1990
Meccanoman's Newsmag
No 56 as Constructor project
No 52 - a model plan of eight
line drawings and three pages
of text.

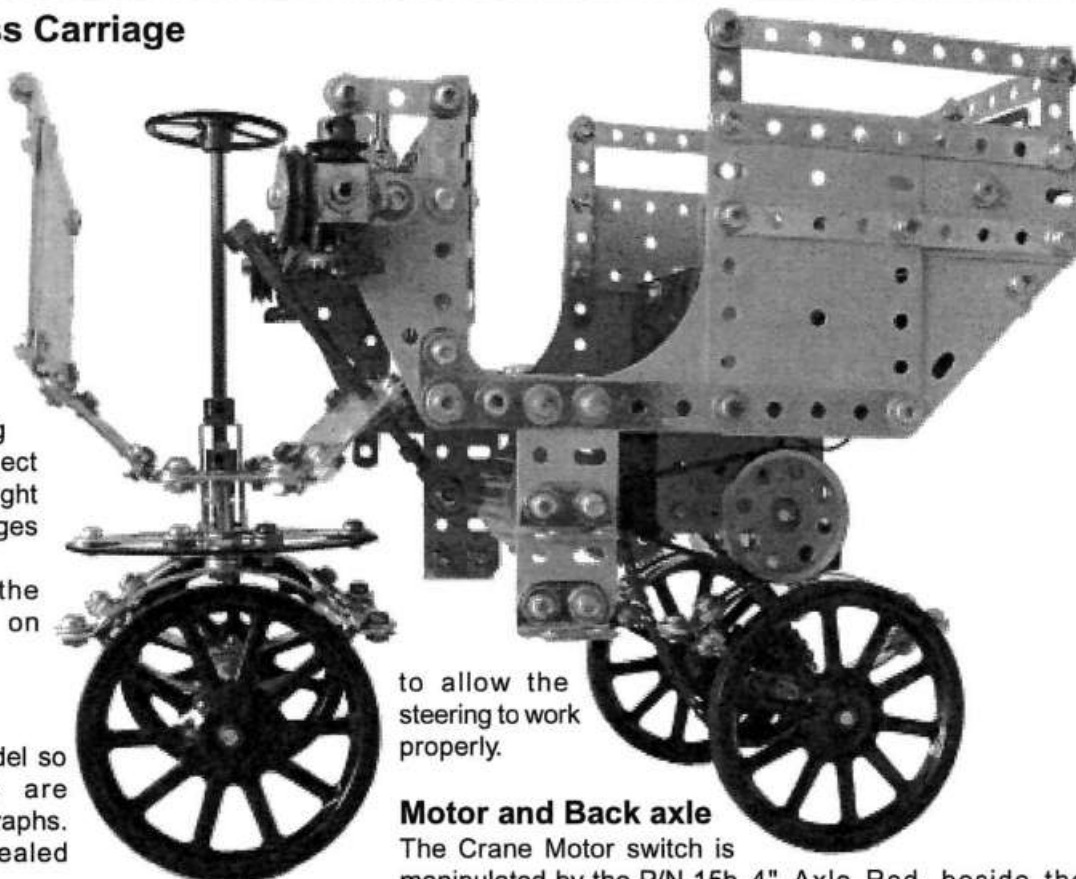
Some thoughts on the
prototype may be found on
page 5.

Model

This is an "open" type model so
all the important bits are
recognisable in the photographs.
The battery box is concealed
inside the seat.

Steering

P/N 15, 5" Axle Rod, carries a P/N 26, $\frac{1}{4}$ " x 19T Gear
Pinion, which runs on the inside of a P/N 180, 133/95T
Gear Ring, which is fixed on a P/N 18a, $1\frac{1}{2}$ " Axle Rod,
which is free to revolve. The P/N 180, 133/95T Gear Ring,
holds the springing and the front axle. The front axle is split

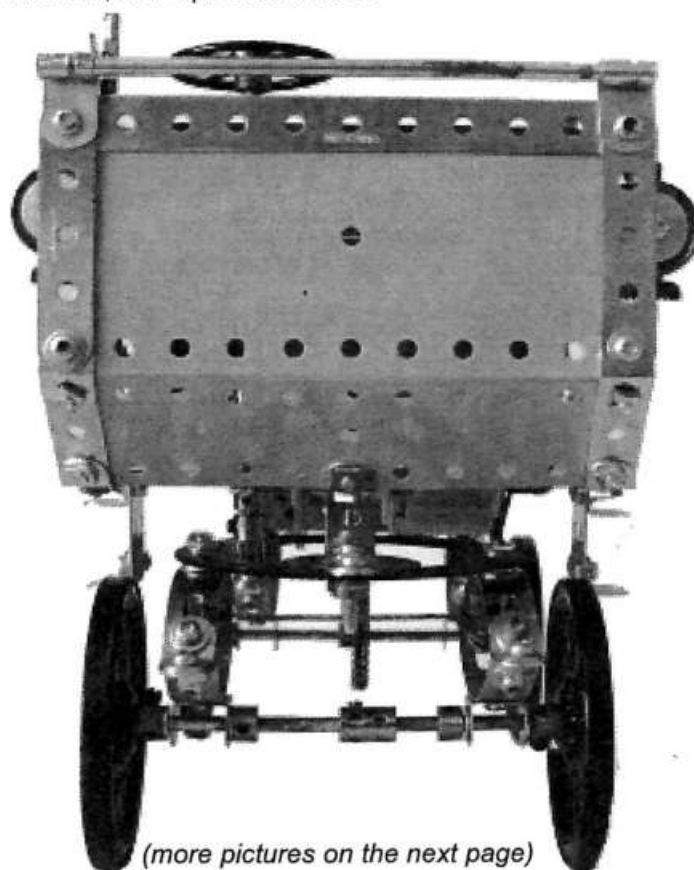
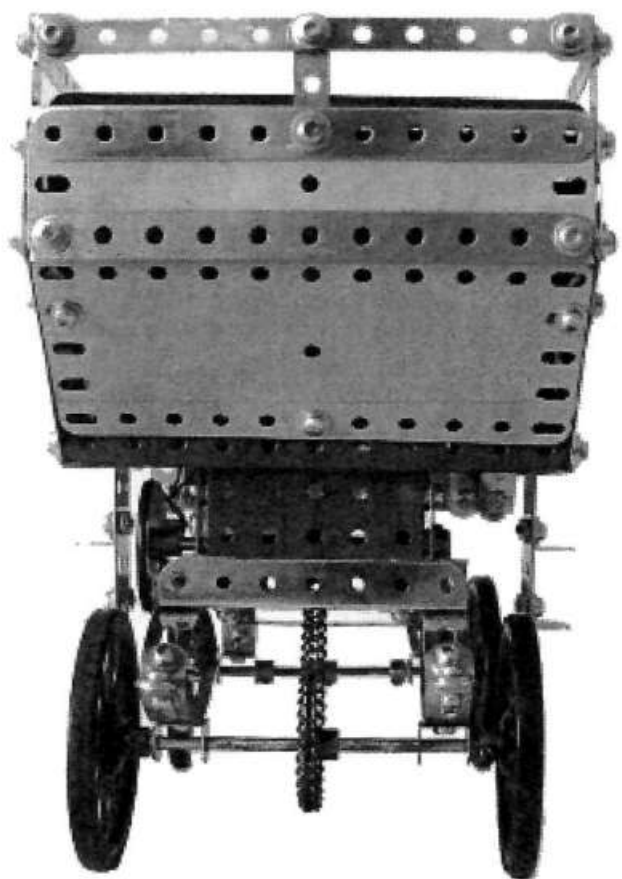


to allow the
steering to work
properly.

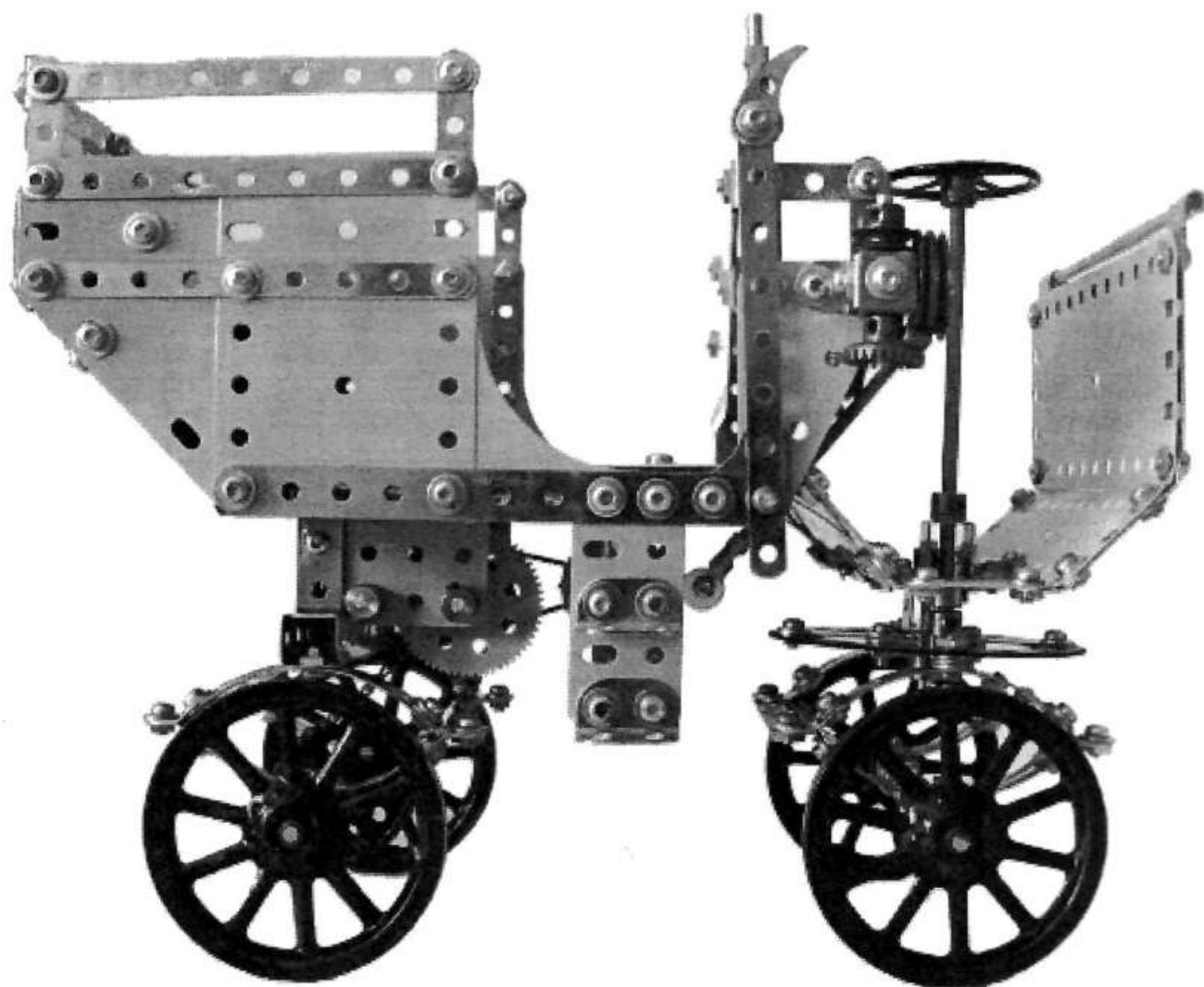
Motor and Back axle

The Crane Motor switch is
manipulated by the P/N 15b, 4" Axle Rod, beside the
steering column.

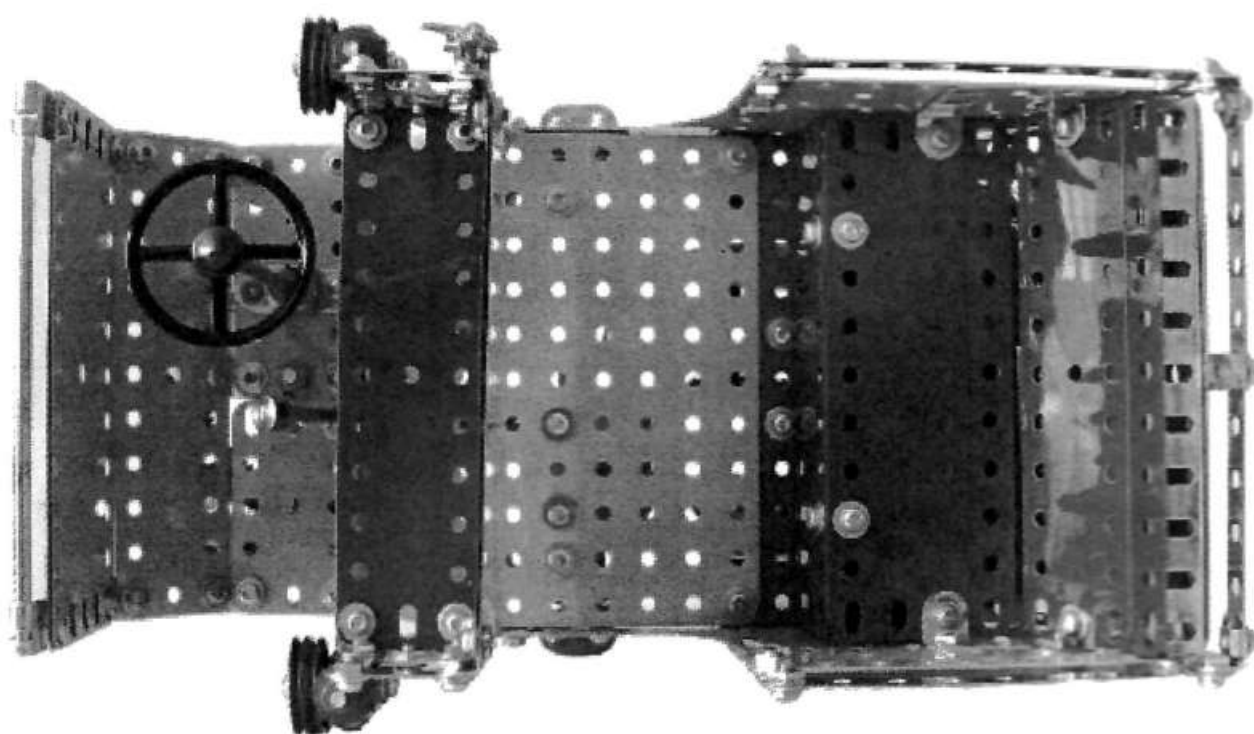
The Crane Motor has a Driving Band from the shaft onto a
P/N, 21 $1\frac{1}{2}$ " Pulley with Boss, on a P/N 15b, 4" Axle Rod,
which has a P/N 26, $\frac{1}{4}$ " x 19T Gear Pinion, driving forward
onto a P/N 27a, 57T Gear, carried on a P/N 16b, 3" Axle
Rod, which also carries a P/N 96a, 14T Sprocket Wheel.
The back axle is a P/N 15, 5" Axle Rod which also has a
P/N 95a, 28T Sprocket Wheel.



(more pictures on the next page)



Horseless Carriage - right side view

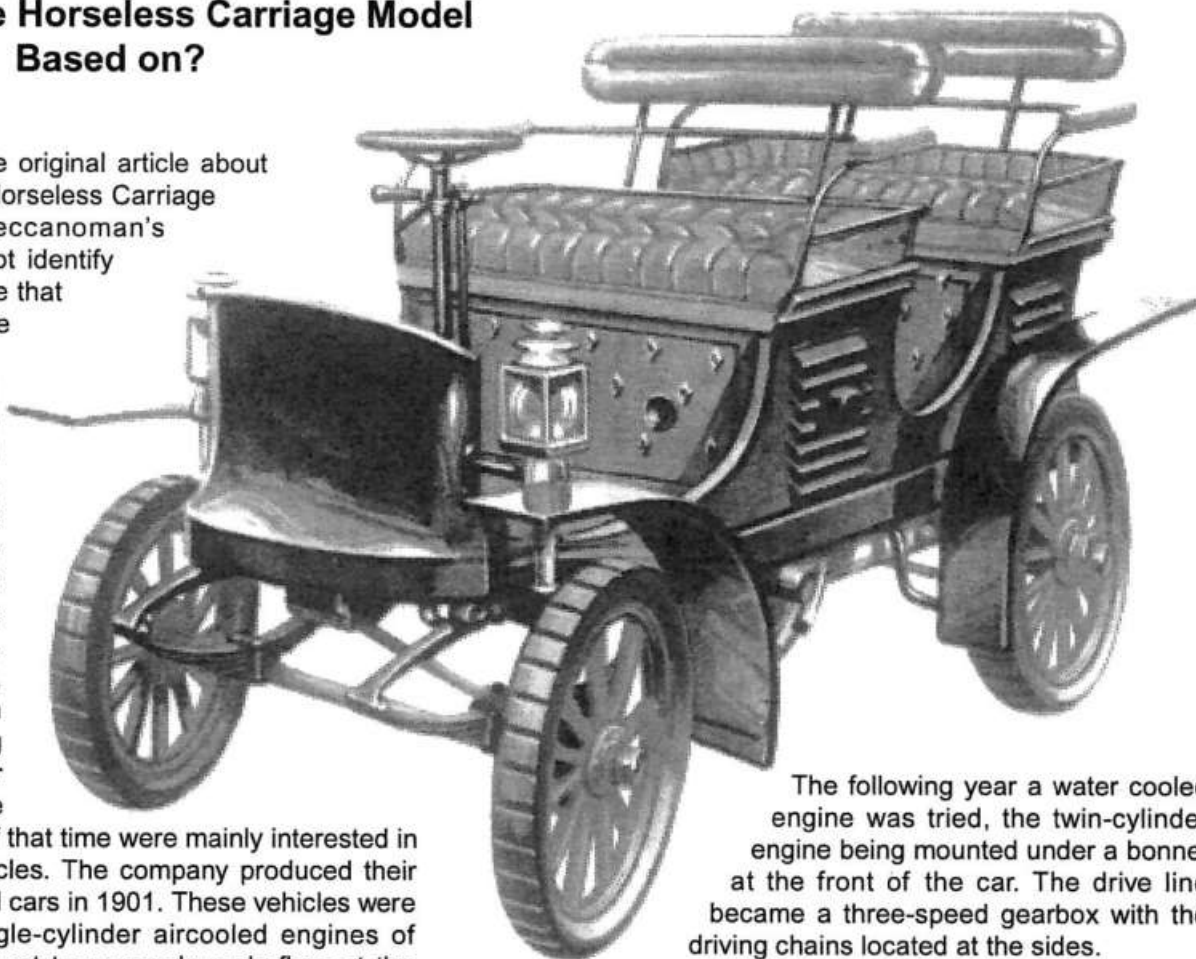


Horseless Carriage - view from above

What is the Horseless Carriage Model Based on?

by John Ince

Unfortunately the original article about Wally Hinson's Horseless Carriage in the 1990 Meccanoman's Newsmag did not identify the actual vehicle that was used as the prototype. So I thought I should do some research. It did not take long to find that the most likely original was the 1902 Scania car. The Scania company, founded in 1894, was based in Malmo and, along with the two other vehicle manufacturers of that time were mainly interested in commercial vehicles. The company produced their first experimental cars in 1901. These vehicles were powered by single-cylinder aircooled engines of German design, set transversely underfloor at the rear. The drive from the engine was taken through a two-speed epicyclic gearbox to a central chain on the driven axle.



The following year a water cooled engine was tried, the twin-cylinder engine being mounted under a bonnet at the front of the car. The drive line became a three-speed gearbox with the driving chains located at the sides.

As this Meccano model does not have a front mounted engine it seems certain that it is the original 1901 Scania design.

Easy Rider

Keen eyed readers will notice that the Horseless Carriage model plan comes from the talented screwdriver of Bruce Geange.

Bruce Geange is not only a skilled Meccano modeller but also a skilled model engineer. Two years of hard work came to fruition for him recently when he completed his 1:4 scale Traction Engine which was steamed up at the Palmerston North Model Engineers grounds with all the expected success. The picture shows Bruce driving the Traction Engine. The passenger on the back is Alison Geange who keeps Bruce watered and fuelled.

Both model and driver have already travelled north into the Hamilton area and south to Rangiora.

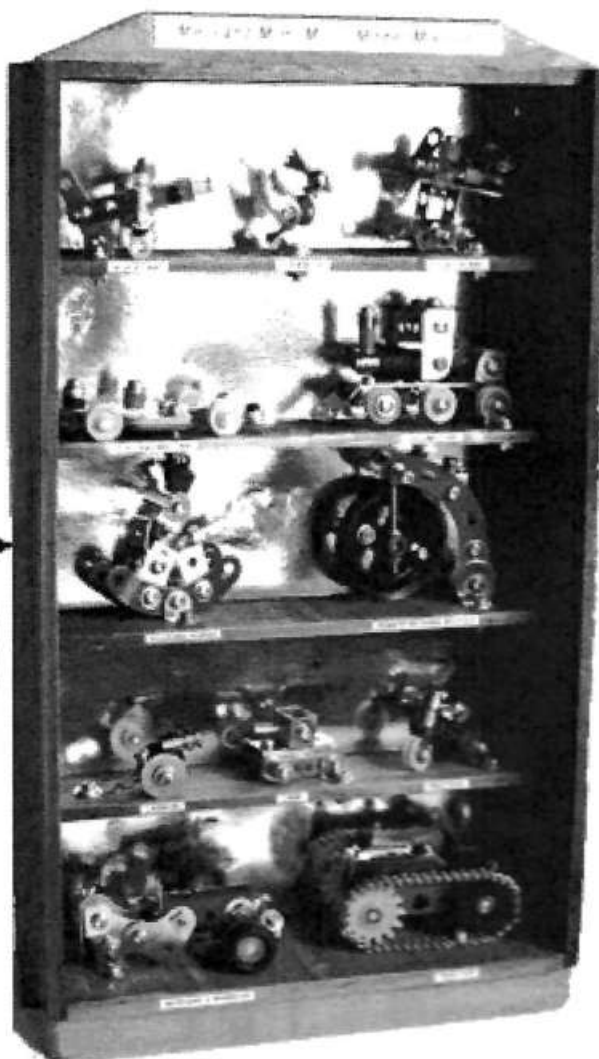


Look what I got for Christmas

by Bob Prescott

One of the great things about Christmas is receiving presents you really can enjoy and that surely is the case with a box of selected beers brewed by one of our skilled New Zealand breweries. Once the beer has been consumed the box is too good to throw away – but what to do with it?

I had recently been looking at Alex de Jong's excellent micro model website and decided to build some of the models and use some of my own ideas at the same time – the outcome is the "Meccano MiniMicro Model Mansion". Alex's mini models are great and hey the beer was great too!



Meccano Apprentice Set Models.

Reproduced by kind permission of John Westwood (UK)

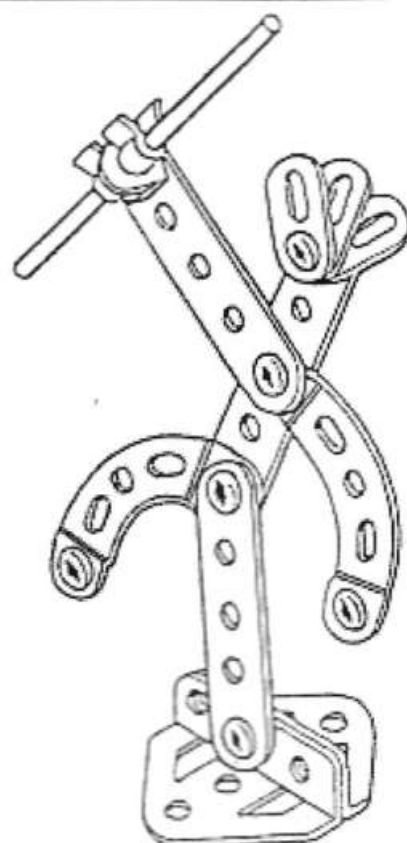
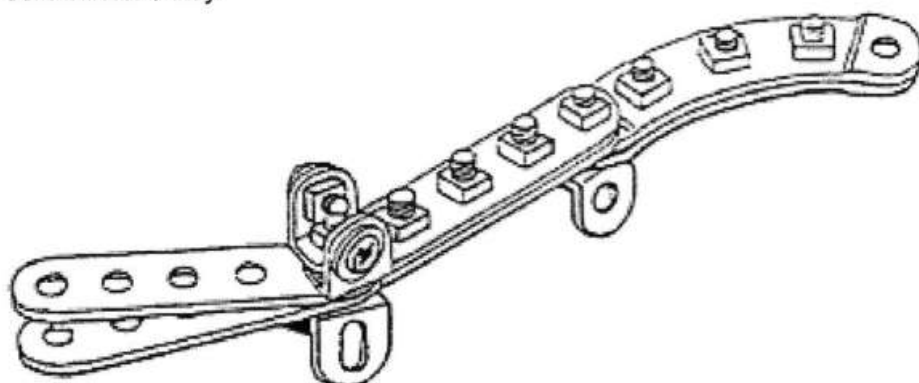
Two models are featured in this article.

Crocodile

At a Meccano model building day, we actually met children who had never TURNED a Nut onto a Bolt. They initially used the Lego principle of trying to PRESS the Nut onto a Bolt. This model is recommended as a first model using P/N 111a 1/2" Bolts as the backbone to instill the idea of turning Nuts onto Bolts and then tighten using Spanner and Screwdriver / Key.

Warrior

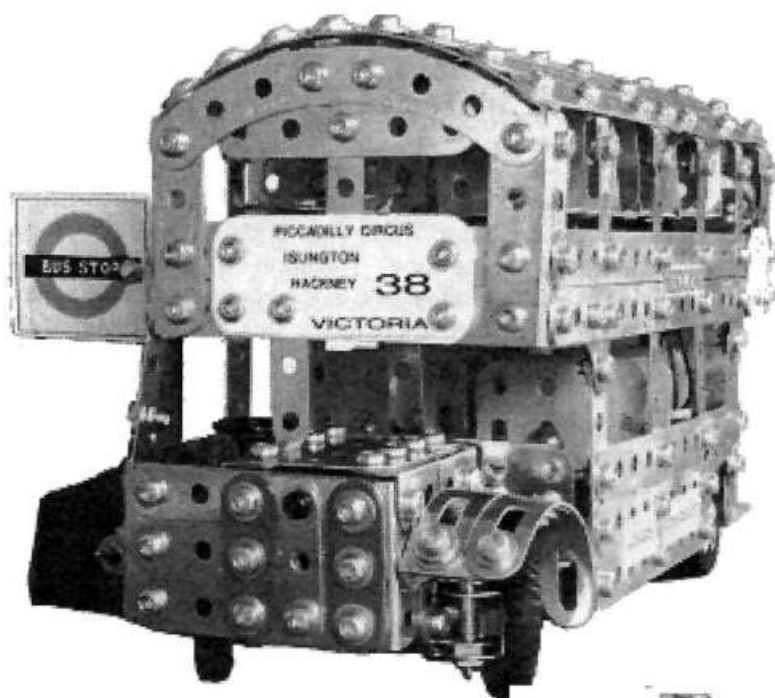
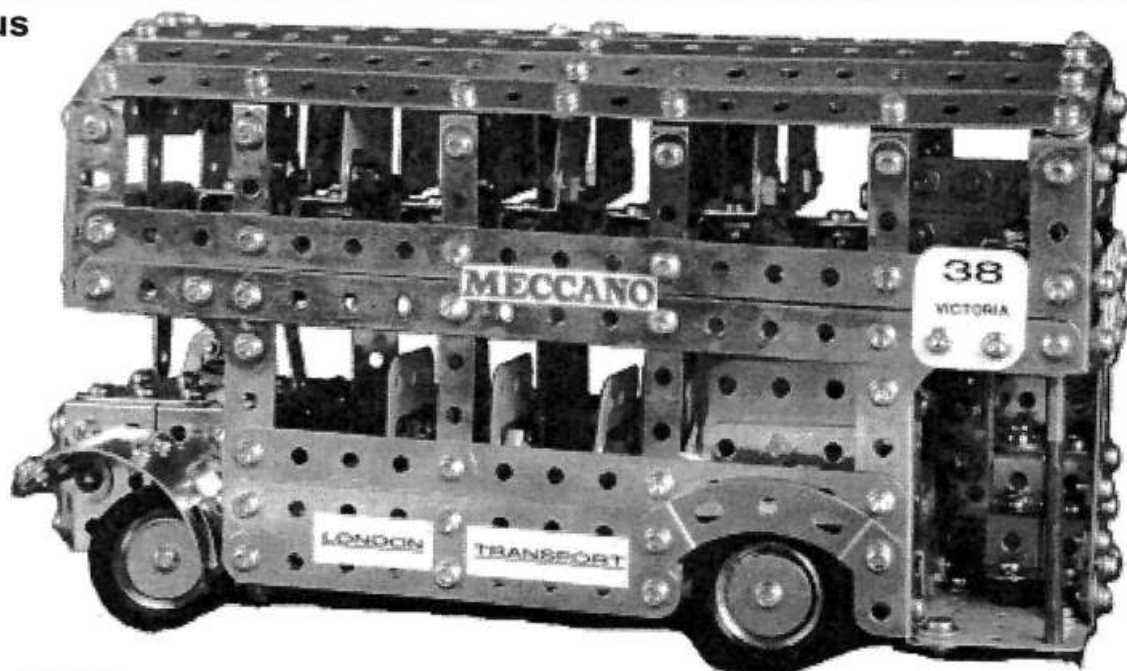
This model encourages imagination and reinforces the idea of finger tight followed by Spanner tight.



My London Bus

by Bob Prescott

This model, the "RT", was constructed from a plan in the March/June 2003 editions of the "Canadian MeccaNotes". It was originally designed and built by the late Terry Stewart and rebuilt by Ivor Setten.

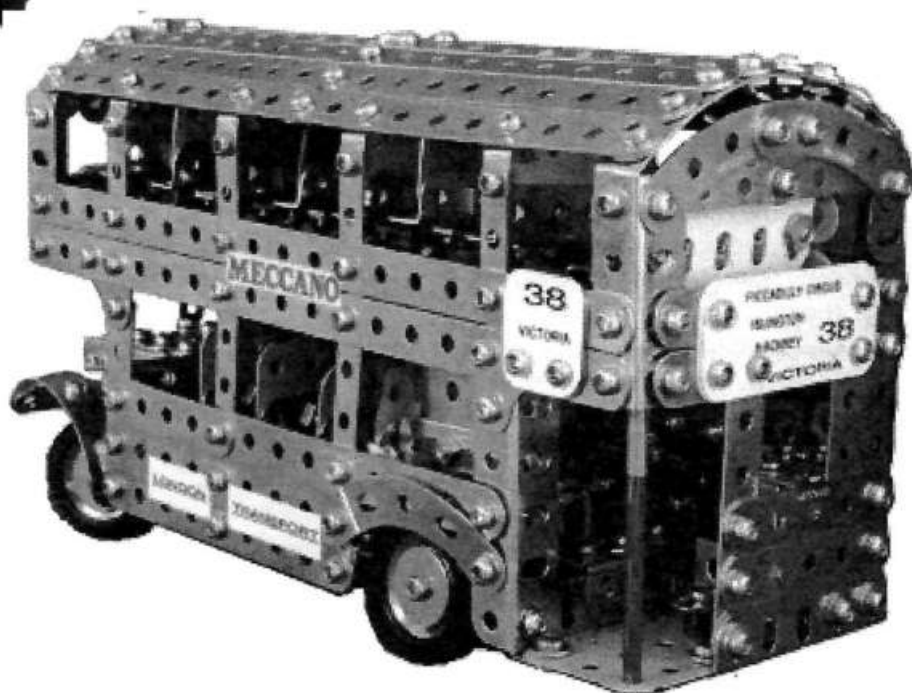


London double decker buses have been red since 1910 although their country area counterparts were dark green. My model is one of the refurbished silver ones introduced in 1977 to celebrate the silver jubilee of Queen Elizabeth II - at least that's my story and I'm sticking to it!

The RTs were replaced by the Routemaster in 1979 and they in turn were replaced in 2005 by single decker bendy buses which alas meant the end of that tourist icon, the conductor.

The RT arose from experimentation on a pre-WW2 design and the final result was the prototype RT1 using a Regent Mark III chassis (Regent Three thus RT) which began operations in 1939. About 150 RTs were built before the war and over 7000 variants were built overall. Most RTs were stripped down and totally refurbished four times during their working life. In 1954 more than 1800 staff were employed to overhaul 50 buses per week!

For future builders of the London bus the RT loves Angle Girders – 52 from 1" to 9½" and it is also partial to Reverse Angle Girders using 29. It weighs in at 2.25kg





What Our Readers Think

from Graham Russell, Australia

For December 25, 2005 my daughter gave me a subscription to the NZFMM Magazine. Far more acceptable than a pair of socks.

In the October 2005 issue I came across a reference to Washers on page 16. I am not aware of the controversy referred to, and have no wish to reopen it. In fact I agree with the general comments. I am aware that some things are so basic that they are never referred to on the assumption that all are aware of them. These items were not mentioned so I decided to write a little on some of them. Primarily Washers are used under a Nut/Bolt head to distribute pressure for a tight joint. This means a tighter / firmer model. If one is going to use a Washer for this purpose one should consider the aesthetics of the matter. A brass Washer under a brass cheese head Bolt will enhance the model. In effect it tends to hide the Bolt head and improve the appearance of the model. Make the same model twice - one with Washers and the other without - and consider the difference.

Frequently a Bolt will obtrude through the Nut and obstruct free movement inside. A shorter bolt may be too short - so shorten the selected bolt by placing additional Washers under the bolt head until only the nut lays inside the model to reduce the obstruction to the minimum.

I use a mix of 21 gauge Washers and Meccano Washers. In rough terms three 21 gauge Washers equal two Meccano Washers.

Where Flat Plates are lap joined, a Washer may be needed to improve alignment and eliminate curving at pressure points.

Washers may be needed on axle shafts to firm up the placement of additional parts and stop them meandering from side to side.

I guess we all do all of the above but don't say so.

I now refer to "ALL I WANT FOR CHRISTMAS" on page 20 of December 2005.

I do not have a Geared Roller Bearing, but on a surge of activity looked at Lazy Susan mechanisms and finished up

with three. They are 3", 6" and 12" and work real nice. I had appropriate Circular Plates made and drilled a few holes in the Lazy Susans for mounting.

To use them I insert $\frac{1}{2}$ " Bolts into one side of the Lazy Susan. These become studs. One of the circular plates is bolted to the other side of the Lazy Susan. The second plate is bolted onto the studs. These are rather thin, but if width is necessary packing is used. (P/N 38a Washer Spacer).

Where a Hub Disc is the basis of a spider I will use Shower Door Rollers in lieu of $\frac{3}{4}$ " Flanged Wheels. They are $\frac{3}{4}$ ", have their own internal bearing and are mounted on $\frac{5}{32}$ " Bolts. They cost me \$0.50 each from a shower place as against \$2.50 each from the hardware outlet. They perform extremely well and do not mark your precious plates.

Finally I'll refer to the Editorial of June 2005, The Bowden Cable. I've always had to make do and improvise. Unlike the smarties mentioned in the article on page 8 of The International Meccanoman No. 46 of September 2005, I can't make the Threaded Metal Tube forming part of the Bowden Cable.

To make my version of the cable I used :- 190 mm Spring Cord, four pieces of shrink wrap each 20 mm, two ferrules, 315 mm Nylon Coated Trace Wire and two Collars. (In lieu of the threaded metal tube). The shrink wrap is applied in a double thickness at either end of the spring cord. This builds up the spring cord to improve it's lock in the collars. The ferrules form the loop or eye at either end of the spring cord.

To demonstrate it's use I presented a Pterodactylus at the Melbourne Meccano Club December 2005 meeting. On command the Pterodactylus went into it's mating dance, flapping it's wings, swaying its body and getting all weak at the knees. Luckily there were no females around.

I expect to enjoy other copies of the magazine as they arrive.

Editor's footnote - Graham describes himself as one who enjoys making the model and then dismantling rather than playing/operating a model.



Will this Set turn up on eBay?

In a recent edition of the BBC Antique Road Show the venue was Normanby Hall which is just north of Scunthorpe in Lincolnshire. Someone produced a Meccano No 10 set. which dated from the early 1950s and was in superb, unused condition. The expert was impressed and, considering the condition of the set, believed it to be worth up to £3,000.

The picture gives some idea of the quality of this set.



CQ Special Publication Commentary

ZKWYX Meccanaut

by Paul Dale (Australia). (The use of Spanner emails is acknowledged).

The book is an A4 sized hard bound volume consisting of (according to George Illingworth, I haven't got it to hand at the moment to check) 184 pages. All printed on glossy art paper with the pages sewn in small bundles — I'm sure there is a proper technical term for this. Nearly every page has a colour picture of the current story's model and quite a few have two.

The book consists of a series of fifty short stories concerning the adventures of Bernard Périer's little Meccano rabbit Zkwyx. Each story introduces a new Meccano model and includes an outline of its construction at the end. There are also several photographs of the model and its innards to aid construction. There isn't a parts list for any of the models but each only requires a modest selection.

Each of the models is motorised and typically has multiple movements. The little (and not so little) creatures walk, roll, slide, slither, undulate and wobble their way along. All the while heads, arms, wings and the like also move. Bernard packs an amazing amount of mechanical complexity into a tiny space utilising only a handful of parts. As far as I've read (about half way in two evenings) none of the models utilise exactly same method of propulsion and those that are similar get an explanation as to their differences. This huge variety will be a source of inspiration for me.

If you have access to back issues of CQ, Bernard wrote half a dozen similar stories and models featuring the same rabbit a few years ago. If you liked these, you'll adore the book. I think the volumes in question are from 1998/1999. The book costs £80 and is available from Robin of CQ fame <RobinCQH@comcast.com>.

Q - Do all the models illustrated in this book reproduce the shape and or movements of animals?

A - No not all but the majority are loosely based on animals. Quite a few use interesting propulsion methods that aren't mimicked in nature (at least to my knowledge). One that springs to mind has two body sections hinged together, with the motor oscillating the hinge, riding on wheels with ratchets to stop any retrograde motion. Although this is wrapped in an animal casing, it needn't be.

There are some vehicles ranging from the relatively traditional to the bizarre (e.g. car with square wheels). Another is a car that runs it wheels on a pair of circular strips. Gleasman dual differential tank steering makes an appearance although I don't remember in which model. I don't have the list of models or book here so I'm working from memory :-)

Q - Are those models in the book?

A - Those specific models? No, at least for the most part. I thought a couple might have appeared in CQ but haven't checked to be certain either way.

Those style of models? Yes and no. The book definitely leans heavily towards the novelty models rather than cars, trucks, trains, planes etc. The mechanisms inside the models are compact, creative and inspirational.

Q - Any chance of a list of models to help decide to buy the book or not?

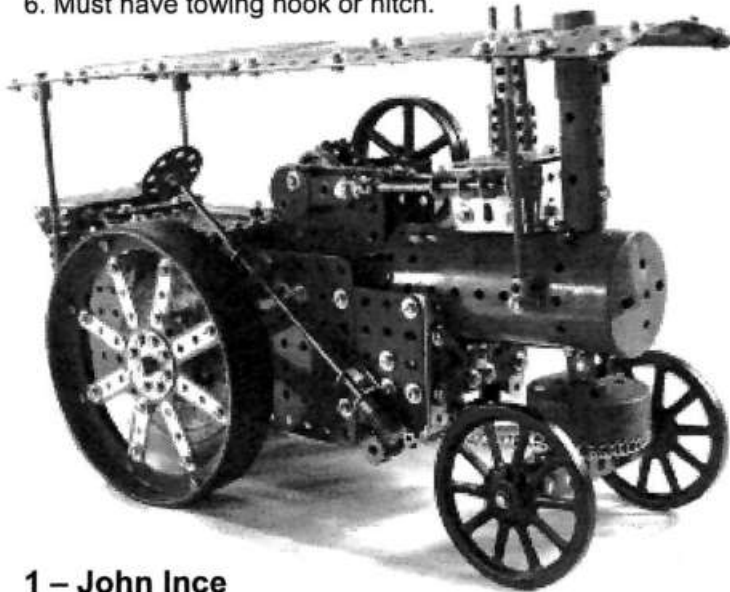
A - I anticipated this last night and went through and produced the following list. The descriptions aren't always what is used in the book. Also, the latter third or so are ones for which I've "not" read through in depth so there could easily be misunderstandings.

- 1 Carrot spaceship.
- 2 Carrot car.
- 3 Dromedary (Artaban).
- 4 Helicopter rabbit (Otocercopteryx).
- 5 Penguin (Victor).
- 6 Twisting worm (Grubby).
- 7 Crazy hybrid vehicle (Umbrellopter).
- 8 Caterpillar (Anna-Luda).
- 9 Sleepy Sloth (Mollo).
- 10 Snake (Golo).
- 11 Locust (Willy).
- 12 Pickup truck + hoopmobile (large rings with truck running inside).
- 13 Caterpillar (Archie).
- 14 Delivery man and cart (Justin Gorgeon).
- 15 Tadpole (Roly).
- 16 Lorry.
- 17 Sheep (Rachel).
- 18 Catamaran car (Duomobile).
- 19 Walking cheese fish (Klakos).
- 20 Pestle bird (Bum-Bum).
- 21 Square wheeled car.
- 22 Hanging monkey (Babylas).
- 23 Vehicle with horizontal deflecting wheel.
- 24 Swinging palm tree (Nooba).
- 25 Random motion vehicle (RAT).
- 26 Cannibal diorama.
- 27 Pedal powered rear wheel steering car.
- 28 Spider (Zorida).
- 29 Boat running on offset wheels.
- 30 Push-me Pull-you car.
- 31 Dragon (Dragomir).
- 32 Clock (Jerky Lee).
- 33 Two big wheel vehicles one uses Gleasman steering.
- 34 Crab (Platus).
- 35 Waddling bird (Ornithopteropod).
- 36 Flying saucer (unmotorised).
- 37 Tracked tank.
- 38 Radnomk motion tractor.
- 39 Robot (Limpy).
- 40 Rabbit car.
- 41 Helix drive torpedo (Heliza).
- 42 Crawling insect (Cyclopodia).
- 43 Elephant with howdah (Khibaryatuva, cover illustration).
- 44 Vehicle (Strophomobile) difficult to describe without a detailed reading.
- 45 Gymnast parallelpod (Tumbler).
- 46 Speedy tortoise (Serelita).
- 47 Quadruped (Jog-Dog).
- 48 Fishcar i.e. vehicle in the shape of a fish.
- 49 Wiggling Dancer (Cara-Cola).
- 50 Twirling Dancer (Vira-Volta).

Turangi March Madness The Traction Engine Challenge

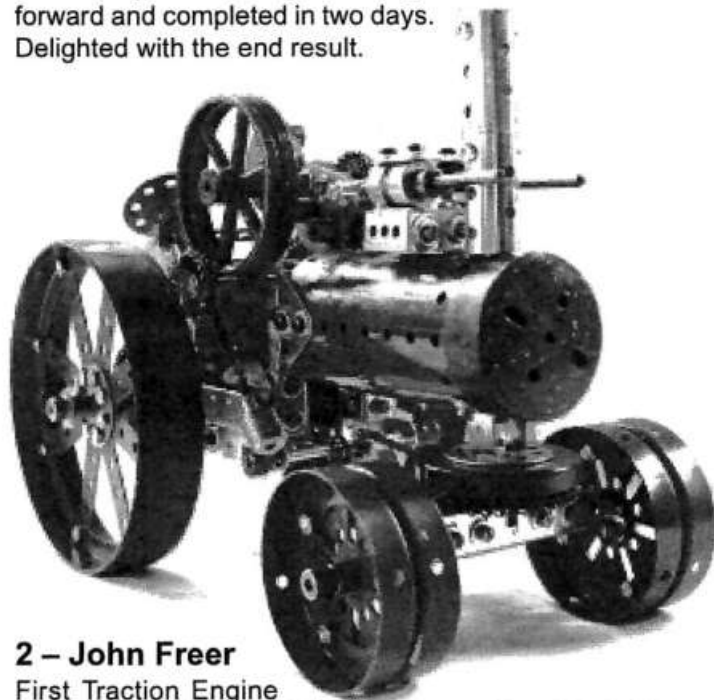
Rules for Traction Engine Challenge (as published)

1. Powered only by a standard Number 1 Clockwork Motor.
2. Meccano parts, replicas and specials.
3. Must be able to travel 1.2 metres on a single wind, unladen.
4. Must have a cylinder, a working connecting rod, crankshaft and flywheel etc (so that it looks like a traction engine).
5. Maximum wheel diameter -six inches.
6. Must have towing hook or hitch.



1 – John Ince

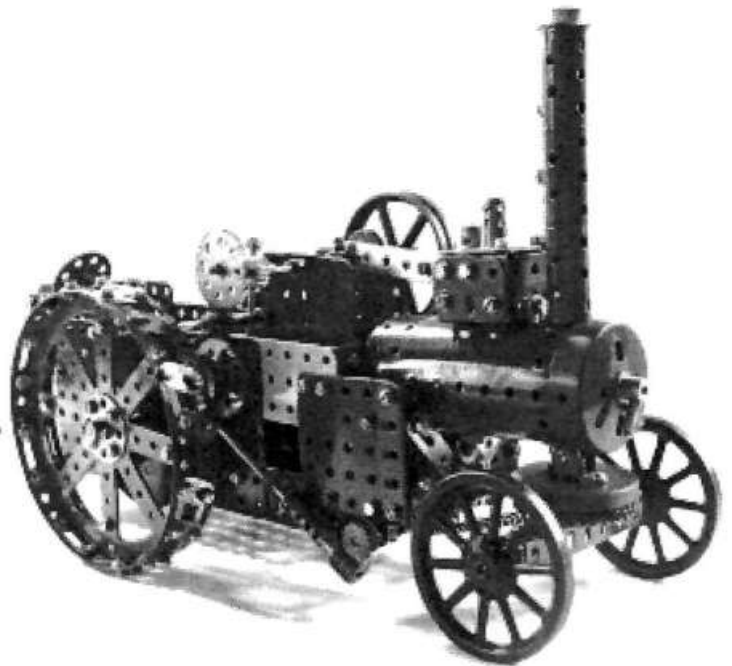
First Traction Engine ever built. Referred to SML 22 and then made modifications mainly to mount the motor horizontally. The building was straight forward and completed in two days. Delighted with the end result.



2 – John Freer

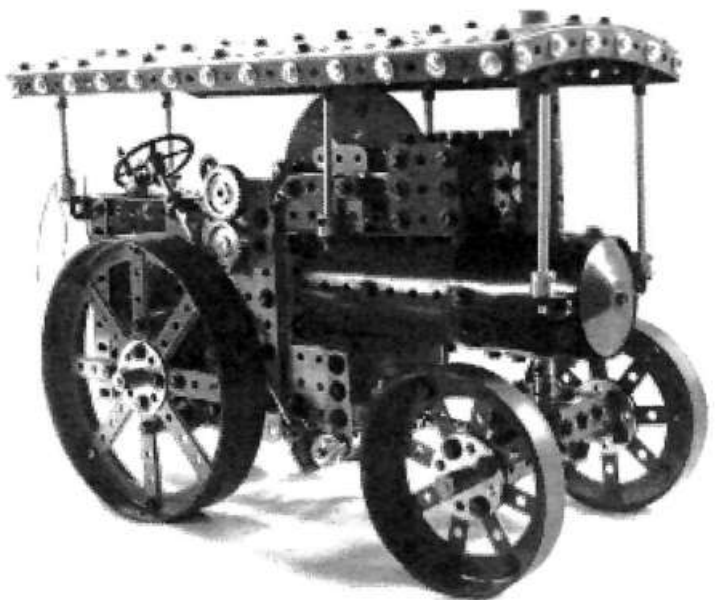
First Traction Engine ever built. Referred to SML 22 and out of head for building ideas. Used surplus parts available and some Parsisson and Exacto parts. There is only one gear from the motor. The gear ratios caused minor rebuilds and the model took

four days to complete. The end feeling was a delightful model.



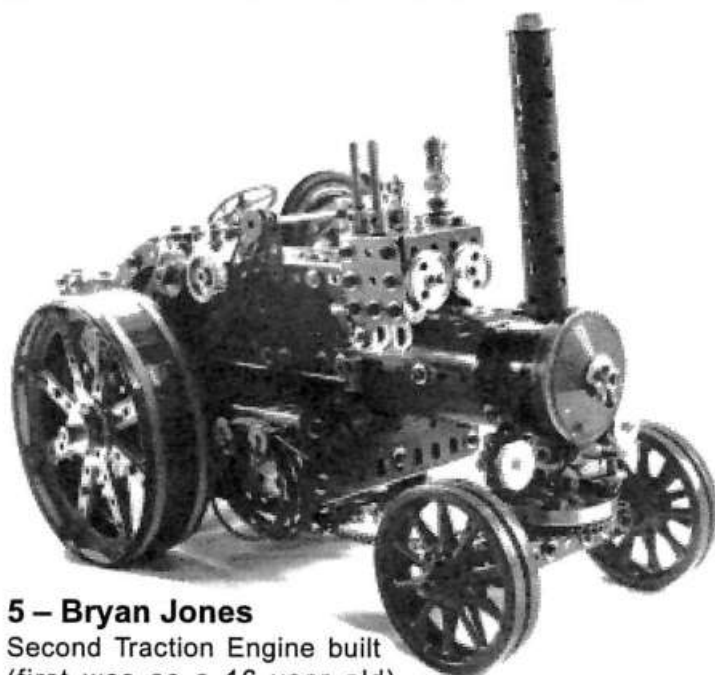
3 – Neil Carey

First Traction Engine ever built. Referred to SML 22 for guidance. Stretched the chassis to accommodate the motor. A long Trinity key is needed to reach the motor spindle. Single gear direct from motor. Tyres are Fishplates. Two days to build and built twice to get gearing right.



4 – Simon Moody

First Traction Engine ever built and also first steam type vehicle. Design came out of the head. Tyres are inner tubes from cars and motor cycles. Has a two speed gearbox.



5 – Bryan Jones

Second Traction Engine built (first was as a 16 year old). Referred to MM August ??? Bert Love model for guidance. A large amount of "peering in" was needed to figure out the gearing. Tyres are Flexible Plates. 25 hours to build a "challenging" model. Gearing, crankshaft and cylinder were the major problems

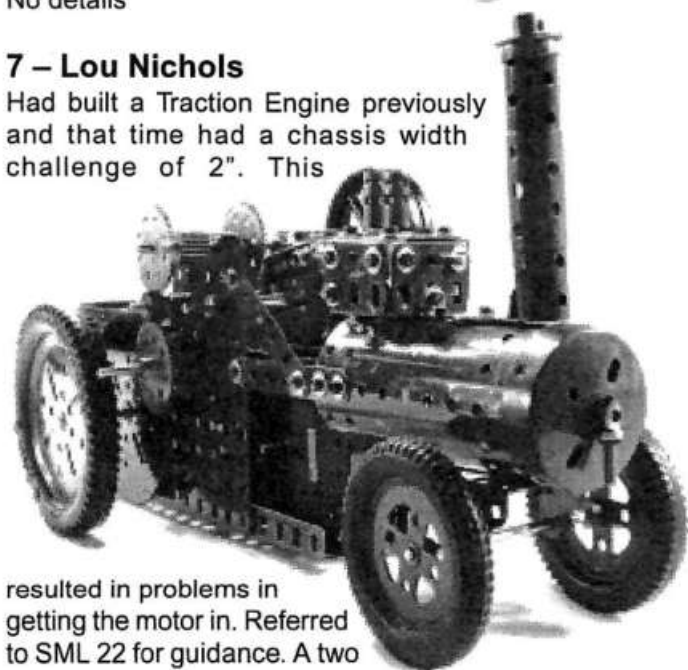


6 – Brian Hickson

No details

7 – Lou Nichols

Had built a Traction Engine previously and that time had a chassis width challenge of 2". This



resulted in problems in getting the motor in. Referred to SML 22 for guidance. A two

speed gearbox intention was abandoned. Runs on 3" Pulley Wheels and Tyres. A very honest answer to the question, "What were your feelings on completion?" was "A pain in the ****. Took too many days to build!"

8 – Nancy Jones

Found a Simplicity model in a MM and built her first Traction Engine. Incorrect parts list and building instructions led to modifications to complete the model. Building time was about 8 hours. "My Baby" is the model's name!

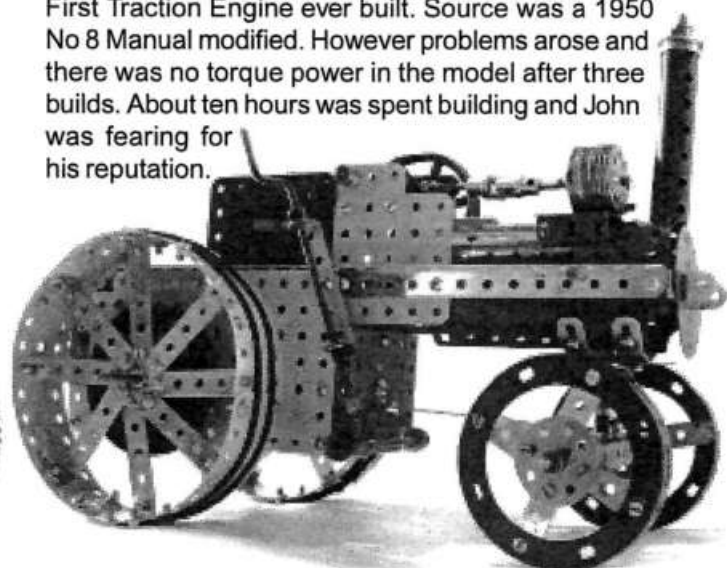


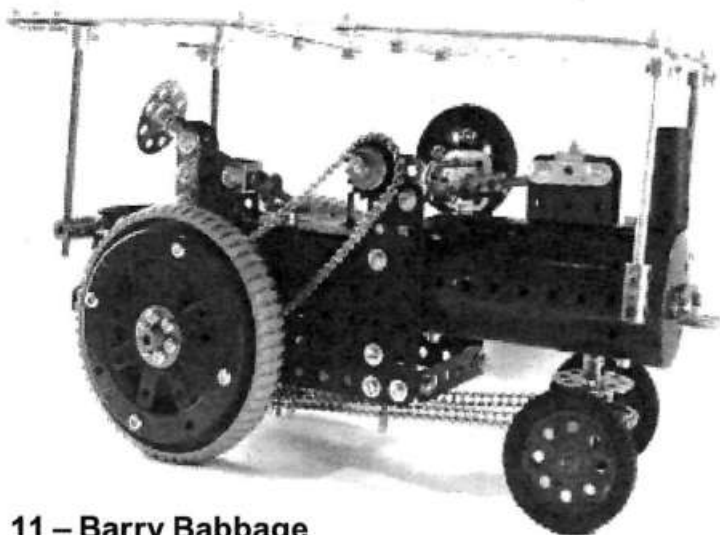
9 – Bob Prescott

First Traction Engine ever built. Model is built as simply as possible with the motor mounted high as the driver's seat. The wheels are Nikko wheels with studded rubber tyres. The model took a number of rebuilds to get the motor correctly positioned within a total build time of five hours. Anne was responsible for the genuine Meccano driver "Jimmy Meccanoman". The builder(s) were delighted with the end result.

10 – John Hansen

First Traction Engine ever built. Source was a 1950 No 8 Manual modified. However problems arose and there was no torque power in the model after three builds. About ten hours was spent building and John was fearing for his reputation.





11 – Barry Babbage

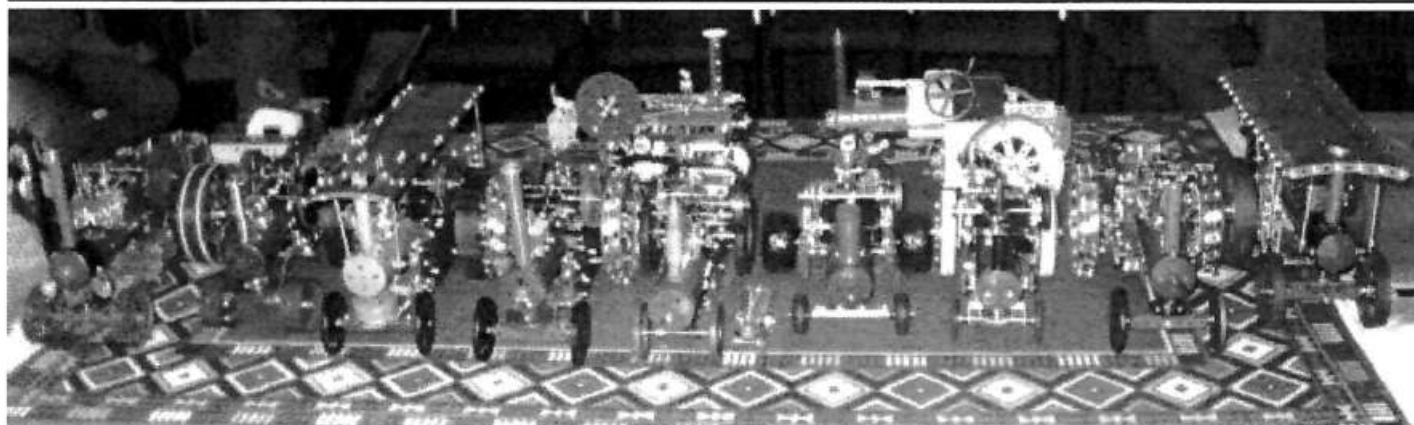
First Traction Engine ever built. Inspiration came from a model built by Bert Love which was then modified. The model was built about three times in eight hours and had two sets of wheels to give a low or high off the ground profile. 4½" Plastic Wheels or a set of Parsisson spoked

Wheels. Builder's comments was that his model was a challenge but needed further fine tuning.



12 – Chris Morton

Chris built a sledge for the weight pulling challenge. The sledge was based on that actually used in Traction Engine competitions in the USA. It has wheels at the back, steel runners in the front, and an automatic weight carrying tray sliding forward so that as the Traction Engine advances the pressure on the runners increases thus making the pull progressively harder. Chris did not bring a Traction Engine to test against his sledge.



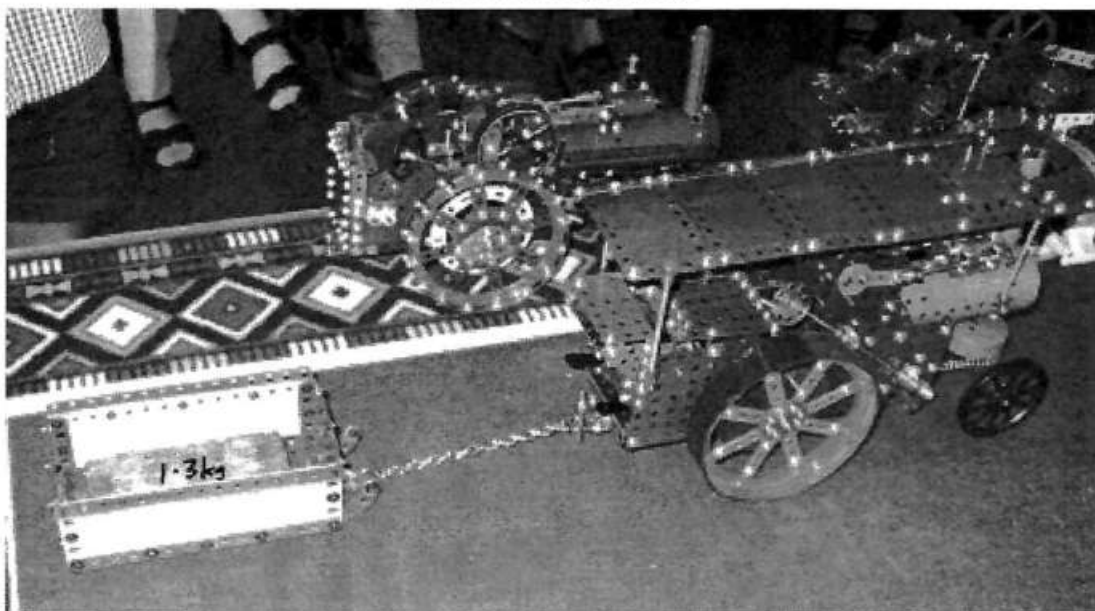
The Competitors.

In the above picture the eleven Traction Engines are lined up on the trial carpet (turf?) with Nancy Jones' *My Baby* in the centre front. (We wonder if she thought that the Traction Engine was supposed to go in the clockwork motor not the other way round?). It did not compete. John Hansen's Traction Engine did not compete either owing to a lack of power on the driving wheels. Also in the back left of the picture is Lloyd Spackman's Caterpillar Traction Engine.

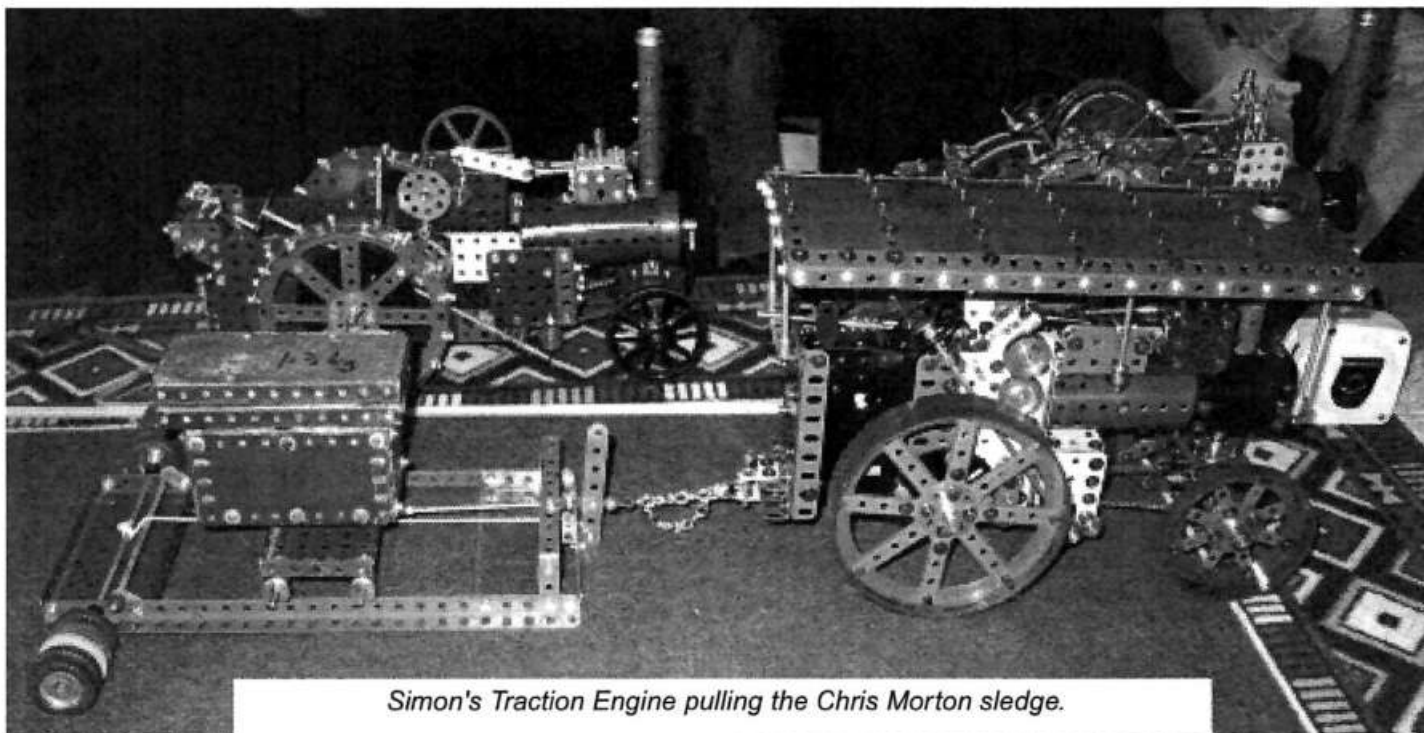
All the other Traction Engines successfully completed the set test which was to travel 1.2 metres. The trial ground was a nicely patterned carpet, on a couple of tables, which provided a suitable running surface.

The Real Challenge.

But then the real test began. Did you realise what are Traction Engines were developed for? Why, they are intended to pull heavy loads, not win races! So the next test was to do just that.



John Ince's Traction Engine pulling the sledge with 1.3 kg on board.



Simon's Traction Engine pulling the Chris Morton sledge.

Simon, who had organised the contest, had provided a suitable sledge loaded with a lot of lead. The Traction Engine owners were then invited to hitch their machine to the sledge containing whatever lead weights they thought their machine could pull.

As this test had not been announced in advance some of the competitors did not have a hope. Their engines would not have "pulled a hungry mouse towards a piece of cheese!" The first hauling picture is of John Ince's Traction Engine pulling a couple of lead weights. It managed about 750mm.

The tow-off final was between Brian Hickson who dragged 7.4 kg and Simon Moody who dragged 9.2 kg. By the way this machine had a gear change fitted so that it gained additional tractive effort. The winner was richly rewarded with a big jar of liquorice allsorts donated by himself.

Sorry, we don't have a picture of the prize. It must have been eaten!



Simon Moody, who organised the contest, published the rules, judged the competition, and donated and won the prize, is shown here with his Traction Engine pulling the sledge loaded with 9.5kg. Phew! Most of us could not even lift that much.



Watching Bob Prescott testing his engine's pulling power.

The use of Spanner emails is acknowledged.

Obituaries

Tony Bolton, (UK).
Les Pattison (UK).

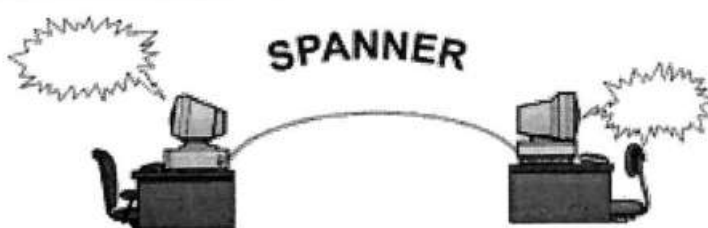
Differential Contrates.

I thought, why not have a go at an axially shorter version of the standard 25 tooth Pinion and Contrate differential.

Salient points are :

- 1] The crown gear input is a pre-war No.1 C/W motor, short 12 tooth Gear.
- 2] The usual Coupling and 25 tooth Pinions of the diff are replaced with one post-war No.1 C/W motor, 12 tooth Gear.
- 3] Narrow Strips, Collars and 1" Threaded Rods are used for the central rotating cage (see pictures). I don't think anybody has used this method before.

SPANNER

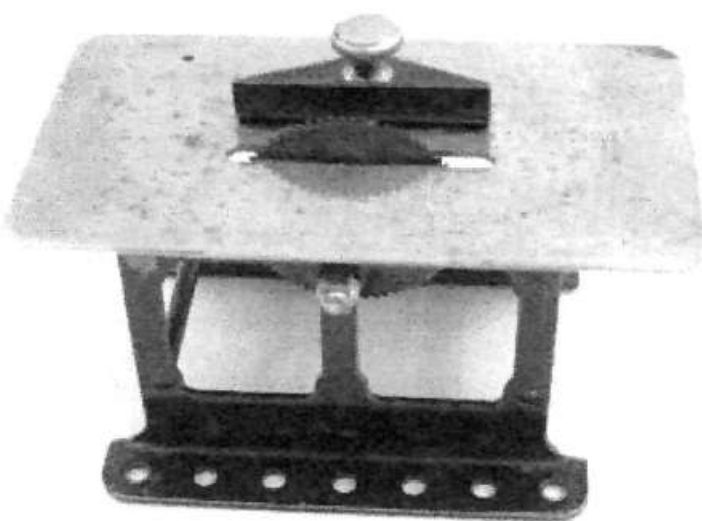
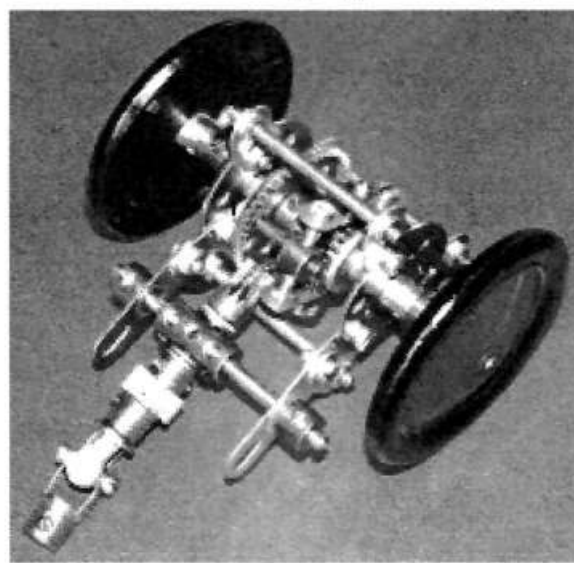
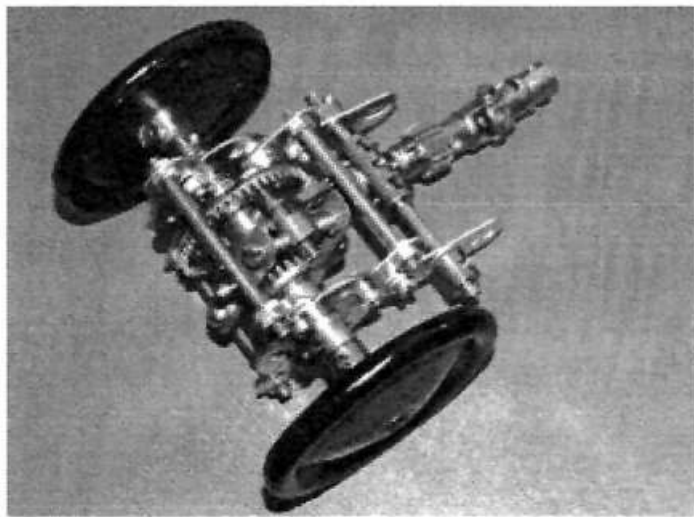


4] The support cage comprises 6 hole Bush Wheels, Fishplates, 1" Triangular Plates and Threaded Rods. The Threaded Rods allow fine adjustment of the gear meshing, as does the Coupling and Rods

of the crown wheel input Gear.

5] By adjusting things, short or longer 12 tooth No. 1 C/W motor gears can be used in either location.

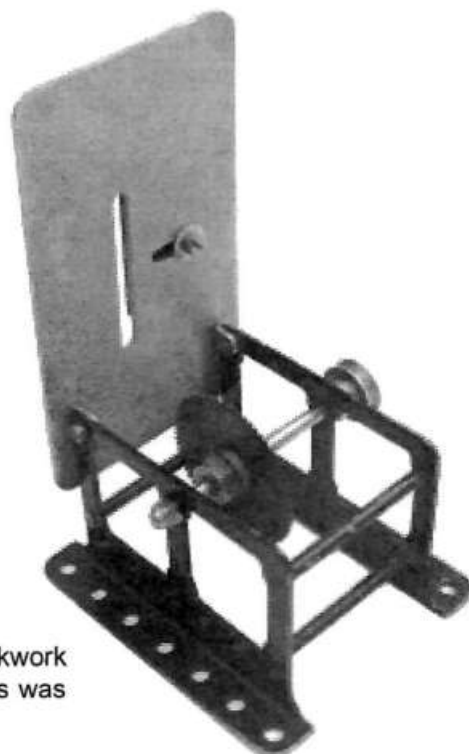
When carefully set up the differential runs very smoothly and is some 1.5mm narrower, across the Bush Wheels, than the equivalent all Pinion diff. The width could be further reduced by careful selection of the small Contrates (some varieties have shorter bosses) and use of Aero Collars in the central rotating cage. *Roland (UK).*



Rare Item at a recent MWT Meeting

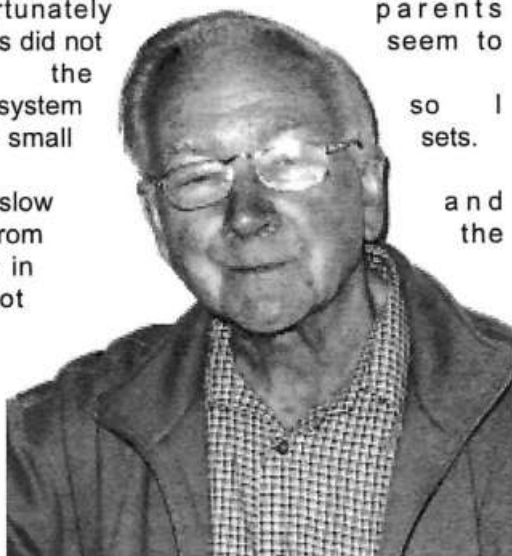
This Meccano Saw Bench dating from the 1920s was suitable for Electric or Clockwork Motor or Steam Engine. According to the January 1929 Meccano Magazine it was beautifully finished in black enamel and nickel. The price was 4/-.

Purchasers would also have needed to budget for medical attention for their children if they inadvertently had their fingers sliced off!



Just another Meccano Story! — The Life and Times of George C Ovenden —

Christmas 1935, Leatherhead, England, saw the beginning of my Meccano life with a Set C. Unfortunately and their friends did not understand the accessory set system received more small



Progress was slow on my return from Royal Signals in 1948, I did not even miss my Meccano and Hornby Trains. Eventually my two sons became due for Meccano

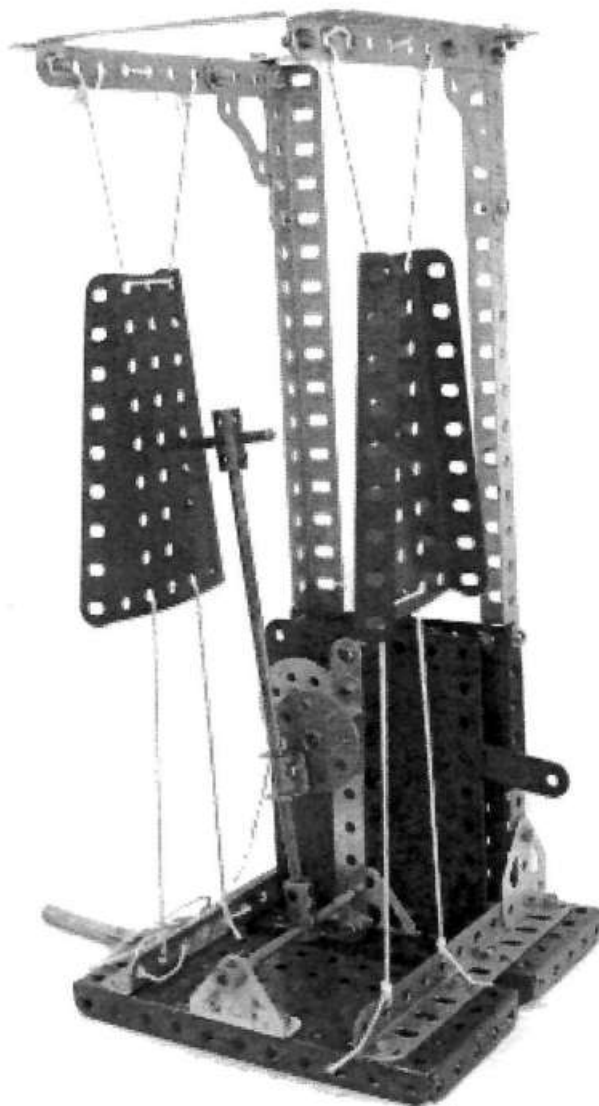
exposure (mandatory in England; more casual in New Zealand). So I purchased in 1961 a red/green Set 4 but as was the norm, I was the one to carry on.

Many Saturday mornings in the 1970s and '80s I would scan the papers in the "For Sale" section for Meccano, phone and drive off. One such advertisement read "Meccano Tower Bridge \$50". I hurriedly scanned my literature for Tower Bridges and decided it had to be worth \$50. I was not disappointed. It was a factory demonstration model. I took several photos (colour slide days) before dismantling. 124 x 2" Strips, several 24 1/2" Angle Girders, 5 1/2" x 3 1/2" Plates – I was into big time now! New Zealand was very short of Meccano in the 1970s and 1980s and I spent much time acquiring, restoring and assembling Sets from No. 4 to No. 10s, some red/green, some yellow/silver. Another event was finding the remains of a very sad Set L including a Mamod twin cylinder steam engine which I later on-sold to a fellow who removed the base so that it would fit into his model boat! I later heard that the deal finally caused his marriage break-up

About 1975 I found in Stokers Model Shop, Auckland, a leaflet originated by David Wall inviting Meccano modellers to respond. I did not reply at that time but one day in the NZ Herald newspaper, I saw a photograph of a Meccano crane built by a one Alan Coop.. I phoned him and he invited me to view it at his parent's house. I eagerly accepted. It was fortunate that the living room had a very high ceiling! Alan told me of the recently formed Auckland Meccano Club officiated by David Wall. On the next meeting night, the

late Brian Buchanan picked us both up and I have missed very few meetings since. Alan has since qualified as a Mechanical Engineer, married and of course introduced his children to Meccano.

After sixteen years in retirement I have never been short of something to do.



(Editor – George has been featured in the Auckland Star newspaper photographed beside his Meccano bus. The photographs included in this article were taken at the Turangi 2006 March Madness gathering and the model is the "Chairman's Gong" taken from a G Set manual)

Ever moving Technology

This is a very poor picture of Chris Morton at Turangi. Why is it wasting space in the upmarket pages of NZFMMM?? It illustrates the current level of cell phones which can take photographs. This photo was taken by Robin Rye, directly emailed to the editor's computer, and then processed into our



magazine. The 13 kb size of the picture is a lot less than the 150 – 400kb pictures we normally use but with the rapid improvement in all the electronic technology what am I going to receive in a year or two?

GOTTWALD BOOM CRANES: On Spanner recently was a photo of a Gottwald RG 912, supposed to be the second largest in the world, working in Arizona, USA. Its boom is 400 ft. long and it can lift 1200 tons. It cost US\$ 9 million and requires 78 trucks to transport it to where it is erected on site. (from Bob Galler and C.D.F. Smith).

Many of us will remember the late Bob McCracken's amazing model of a Gottwald 1000 crane at our Easter, 1993, Convention. This was written up in NZFMM issues of Dec., 1993 and Feb., 1994.



CROSSWORD: Kevin Dunne reports on Spanner that the clue in a Sydney Morning Herald crossword was 'Children's' Construction Set'. The answer was, of course, 'Meccano'.

ROTORUA'S PRIDE: Rotorua District Council's Newsletter said - "At times it might resemble a giant Meccano model, but Rotorua's outstanding new community facility, the Energy Events Centre, is taking form quickly....." (Thanks to Rick Vine for this item)

A KEEN MECCANOMAN, 1969: "New Zealand is a beautiful country with a large and extremely keen Meccano following. One of the keenest is Mr. Ben Oostwegel of Western Springs, Auckland. [Older members of AMC. will probably remember Ben .L.S.]

He was born in Holland where he took up Meccano as a hobby when he was nine years old. Like so many modellers he was forced to abandon it during WWII. Some years later, after he had emigrated to NZ via Indonesia, he took it up again and has been at it ever since.

Ben has built a model of one of the Japanese floating cranes being used in constructing extensions to the Auckland Harbour Bridge. He used plans of a full sized crane, kindly supplied by the bridge firm IHI Ltd., on the understanding they would see the finished model. IHI were so impressed with it, they asked Ben to build another, specially for them. Ben's model is built up on a 'hull' measuring 25" long x 12 1/2" wide x 3" deep. The height of the jib support is 12 1/2" while the jib itself is 18 1/2" long.

[This Item is from Meccano Magazine, May, 1969, page 259]

[Ben sold his Meccano collection in December, 1986, solely because of lack of space in his new (unit) residence at a retirement village in Manukau City].

(Editor note - This Meccano collection was purchased by the editor who travelled from New Plymouth to Auckland to collect it and on the way, had a slight accident with a car carrying three nuns!).

QUOTATION: "Courage doesn't always roar. Sometimes courage is the little voice at the end of the day that says, I'll try again tomorrow". (from Tawa College Newsletter)

A RAILWAY QUOTATION: (From Roy Sinclair's 'Journeying with Railways in New Zealand')

"From Springfield the railway twists above the Waimakariri Gorge, crosses gullies bridged by high steel viaducts looking for all the world as if they had been made from giant Meccano, and passes through 16 tunnels." (Thanks to Doug Harris for this item)

PRAISE: "Once again, thanks to all for an excellent magazine. I enjoy reading every issue which always brings back such pleasant memories of New Zealand" (David Barrett, Huntingdon, Cambs., England)

"I love the magazine. Keep it up. Best wishes. (Eddie Rodwell, Sussex, England)

BRIO OUT: Madhave Bhalerao says on Spanner that Brio America told him they would NOT be the distributors of Nikko/Erector parts in the USA as from the beginning of 2006.

VOGUE & LYNX: Geoff Brown on Spanner says Vogue's 2 1/2" square plates have holes too small for Meccano rods but are a snug fit for the bolts. A similar metal construction set was Lynx which may have had Meccano rod size holes. Lynx flexible plates are virtually impossible to tell from Meccano ones, except that there is no Meccano trademark. Vogue made three main sets and five sets of complimentary parts, much the same as Trix did.

SPROCKET CHAIN AGAIN: Tim Robinson says on Spanner that Meccano sprocket chain has just a bit less than six links per inch. He has bought commercially available ladder chain which has exactly six links to the inch but will work only on 3/4" and 1" sprockets. On larger sprockets it rides over the teeth because (at exactly six links to the inch) the pitch is just a bit too tight.

SLOWING DOWN MODELS: In discussion on ways to slow down fast running models one suggestion was to make them heavier. Frank Curry in Spanner says he built the Set 10 Double Decker Bus, and can hardly lift it.

VEXROBOTICS: This system is almost completely compatible with Meccano. Its tank treads, for instance, fit exactly on the Meccano sprockets, Vex treads are stronger, and are 1 1/2" wide whereas Meccano ones are 1". (Bob Galler on Spanner).

QUOTATION: From the 'Sunday Times of Malta' and Joe Attard, on Spanner - "As we went around the Konzerthaus in Berlin I re-discovered that Germans love long words. They add one to another as if they are constructing a verbal Meccano."

MULTIPLE SWITCHES: Answering a query about control switches for several motors on a dragline model, Chris Bourne said on Spanner that the triangular holes in a flat trunnion will take a sub-miniature DPDT switch quite neatly, with the switch plate overlapping the trunnion hole sufficiently to give grip. So you could build up a control box with two switches per trunnion.

Turangi March Madness

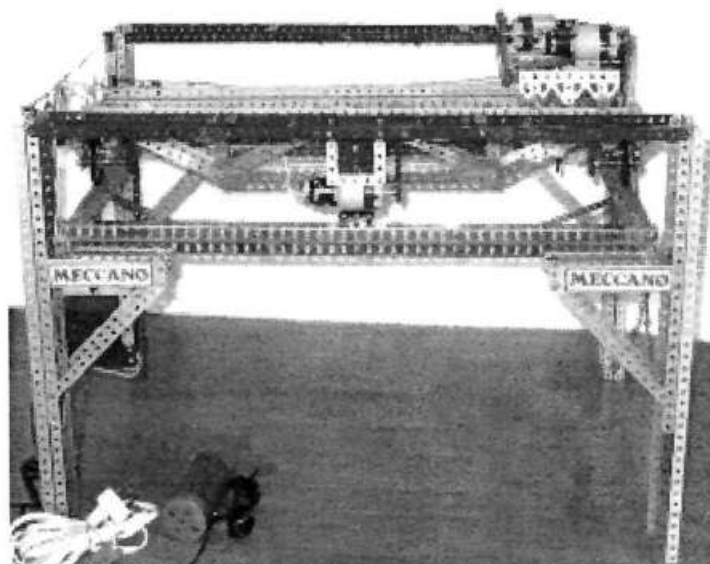
by Bruce Neilson

Meccano enthusiasts and families descended upon the Turangi, the trout fishing capital of New Zealand on the weekend 10-12 March 2006. The underlying idea is a relaxed gathering of Meccano friends, involvement of partners and children, lots of talk, and some Meccano fun. Tables and models were set up Saturday morning and a programme carried through the afternoon. In response to Simon Moody's challenge, a number of Traction Engines (TE) were built, displayed and put through their paces. A number of models were also tabled ranging from the simplicity (Wobble Plate) to the intricate (Double Decker Bus).

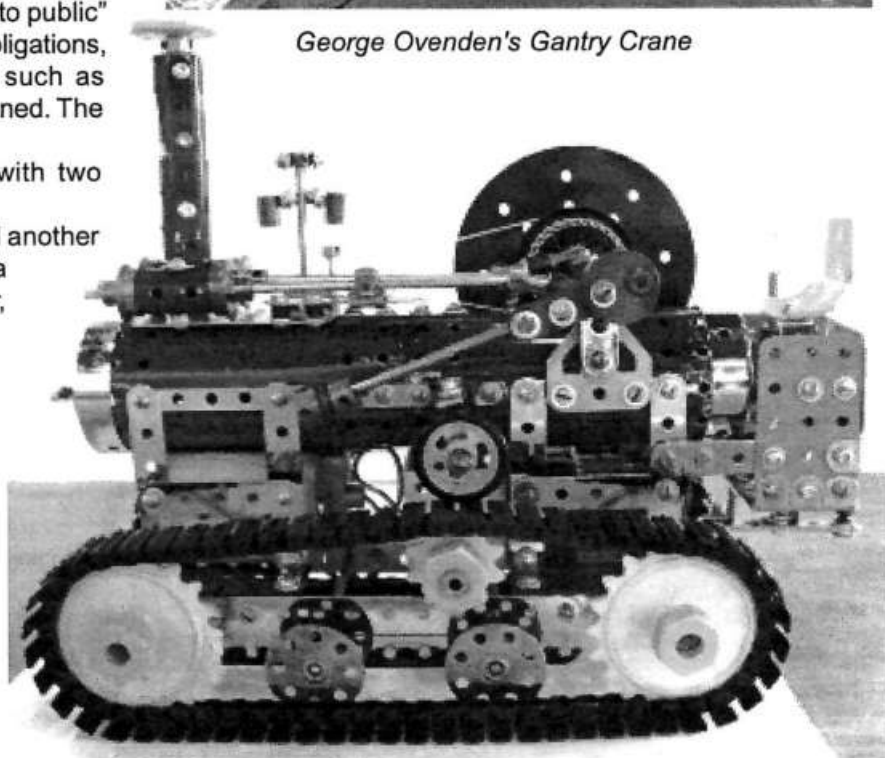
We discussed the matter of future conventions as raised by Simon Moody (p15 Feb 2006) arriving at a preliminary conclusion that the choice of having an "open to public" convention with corresponding expense and obligations, versus a "Meccanomen only" get together such as Turangi was a choice for the club/group concerned. The idea of clinics and workshops was raised.

The Saturday night dinner was excellent with two Members having their birthdays mentioned.

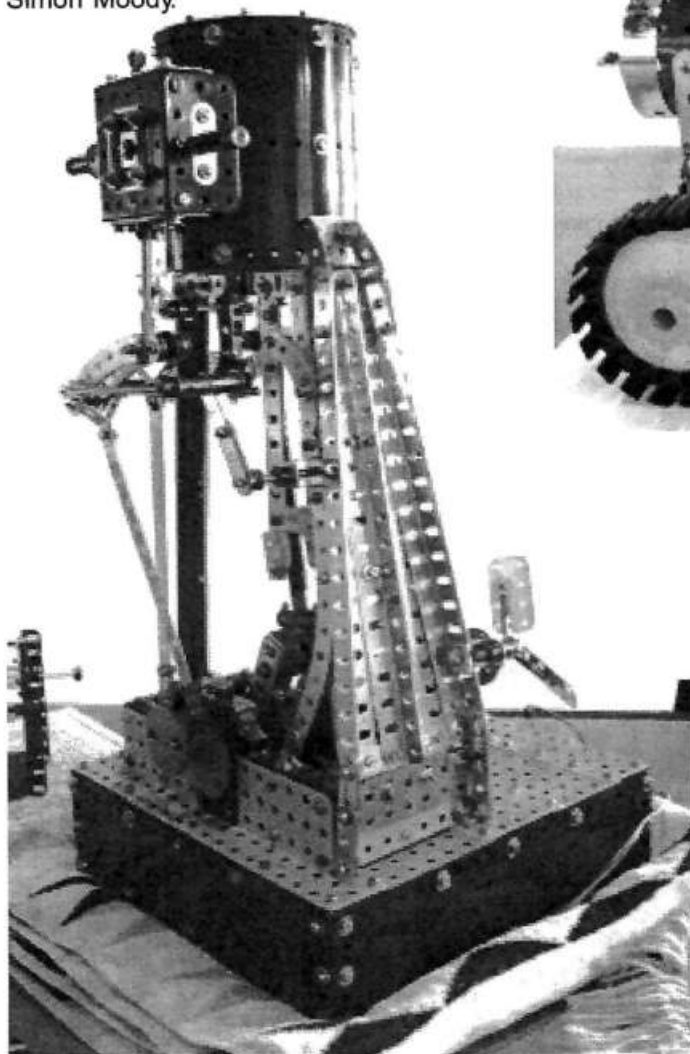
Farewells were made on Sunday morning and another successful March Madness came to a conclusion. Many thanks to the organiser, Simon Moody.



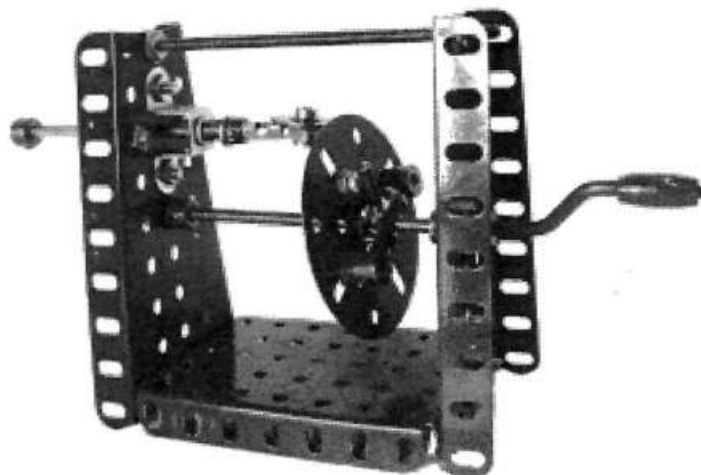
George Ovenden's Gantry Crane



Lloyd Spackman's Caterpillar "Traction Engine"



David Wall's Steam Engine



This simple wobble mechanism transmits a reciprocating motion to a shaft by means of a wheel running on the surface of a no boss Face Plate mounted at an adjustable angle to the driven shaft.



Some of those who attended March Madness at Turangi

Back row – Laurie Webb, David Wall, Bob Prescott, Robin Rye, Andrew Wells, Paulette Morton, William Irwin, George Ovenden.

Middle row – Michael Threlfall, Lloyd Spackman, Anne Prescott, Shirley Gray, Shirley Nichols, Neil Carey, Nancy Jones, Bryan Jones, Heather Wilson, Don Wilson.

Front row – Bruce Neilson, Lou Nichols, Brian Hickson, John Hansen, Chris Morton, John Ince, Barry Babbage, John Freer, Jean Webb, Susan Moody, Simon Moody.



Pre-dinner drinks without a scrap of Meccano is sight!

MWWT MECCANO CLUB

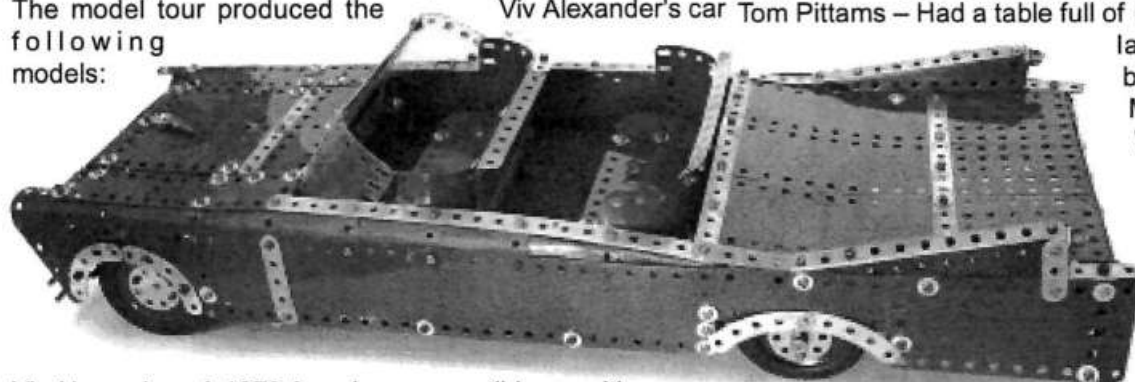
Twenty members attended the 8 April meeting and welcomed two new members, Graham Hawtree and Mel Plows. The favourite or oldest tool

brought out some interesting items. Surgical forceps, SteelTec spanner with eight sizes, Allen key on a long screwdriver, holding screwdriver comprising two blades inside a sliding sleeve for gripping grub screws or bolts, Box spanner with squeezed in sides to grip the Nut, a device for holding the corner of cardboard Set boxes while the glue dries, Drifts with a end marker for identification, Stanley long screwdriver and Pocket Meccano combined Spanner/Screwdriver, Allan key with ball socket joint, multiple pliers in a fisherman's hook removal device, 6" steel ruler with mm and inches, and copper faced hammer to hit the inside of a curve on a bent axle, $\frac{5}{32}$ " BSW die nuts and taps. The Heritage display by the Wanganui members at Cooks Gardens, Wanganui had been very successful with 9000 people attending over the weekend.

The model challenge for the meeting was a stationary steam engine from a political cartoon. Tom Pittams displayed his in nickel parts and took home first prize.

The model tour produced the following models:

Viv Alexander's car



Viv Alexander – A 1970 American convertible car with sacrificed Flexible Plates bent at extreme angles to get the body work to look correct. Some 1930s tin labels without Meccano identifications, Connecting Set for supplying the extra parts when Meccano Ltd changed the contents of numbered and Alpha sets in the 1930s. A Royal Meccano Tin Box with raised lettering but very little paint found recently in a second hand shop just to prove that there are still bargains out there.

Daryl Anderson – The end run of reproduction manuals before bringing out the improved versions.

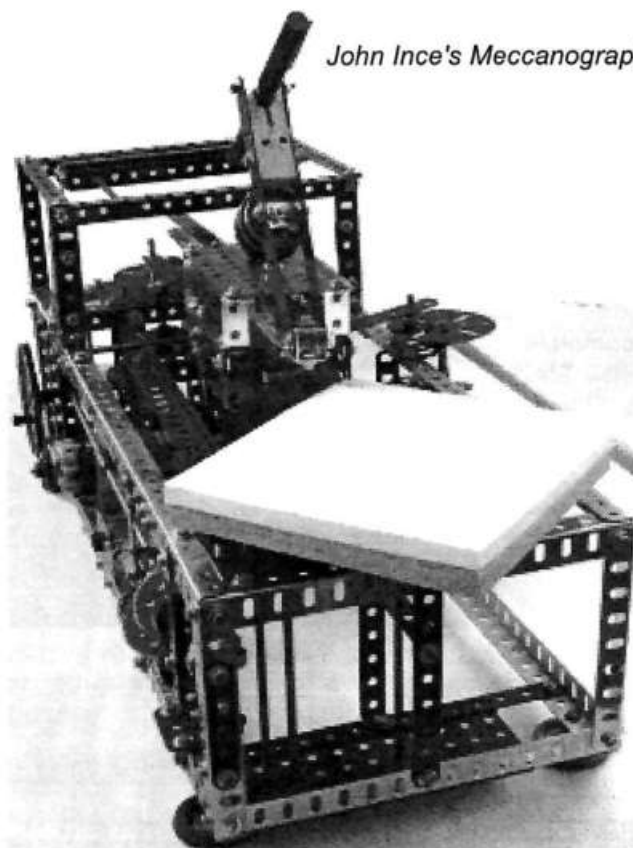
Wayne Blakely – A very good selection of Exacto spare parts.

Bruce Geange – A Steerable Fordson road roller driven by a Magic Motor. (Modelplan available shortly).

John Ince – His Traction Engine driven by a No 1 clockwork motor and a motorised Meccanograph.

Chris Morton – A new de-rusting liquid "Vaporust" found at the Manfield Agricultural Field days. This item is being followed up for more details.

John Ince's Meccanograph



Bruce Neilson – A 36" light cube tent for photographing models.

Mel Plows – Tug Boat in resplendent yellow and zinc

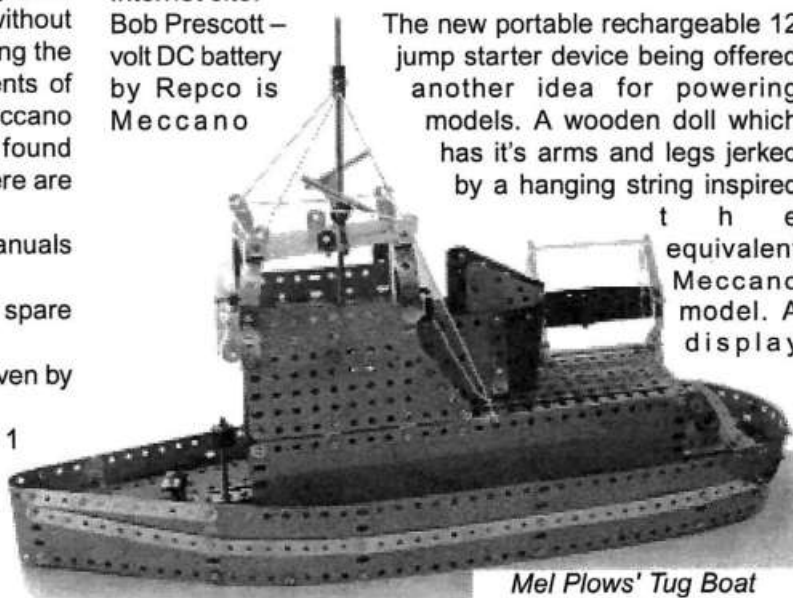
Tom Pittams – Had a table full of models ranging from the latest to oldies. Plastic boat, Airship, Meccanograph, Ferris Wheel, Spitfire, Digger, Forklift, Walking Horse, Hurdy Gurdy stationary steam engine, solar powered Truck, Tyrannosaurus with software programmes able to be downloaded from an

Internet site.

Bob Prescott – volt DC battery by Repco is Meccano

The new portable rechargeable 12 jump starter device being offered another idea for powering models. A wooden doll which has it's arms and legs jerked by a hanging string inspired

the equivalent Meccano model. A display



Mel Plows' Tug Boat

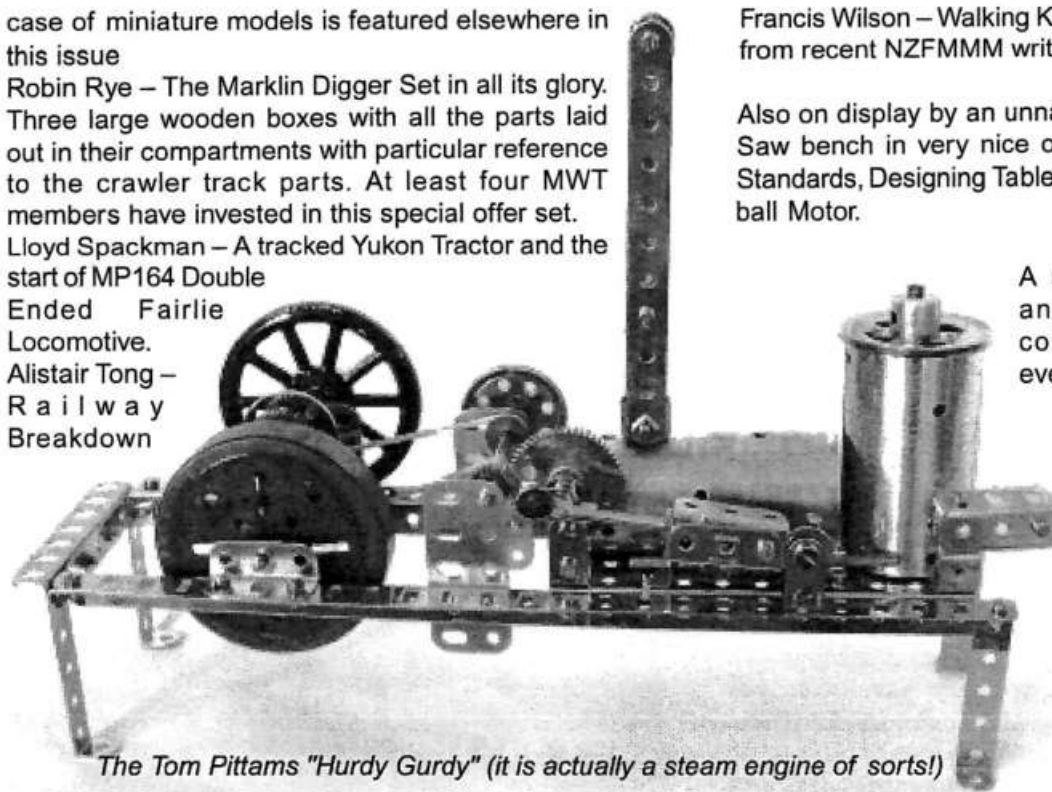
case of miniature models is featured elsewhere in this issue

Robin Rye – The Marklin Digger Set in all its glory. Three large wooden boxes with all the parts laid out in their compartments with particular reference to the crawler track parts. At least four MWT members have invested in this special offer set.

Lloyd Spackman – A tracked Yukon Tractor and the start of MP164 Double

Ended Fairlie Locomotive.

Alistair Tong – Railway Breakdown



The Tom Pittams "Hurdy Gurdy" (it is actually a steam engine of sorts!)

Crane 10.1 in red and green with improvements to the primitive breaking devices. A 1964 No 1 Set was circulated to test the financial acuteness of members as to the set's value.

Paul Vodanovich – A moving thing representing a weta insect, Concrete mixer Truck in Junior Meccano and a F1 Racing car from the Speed Play set.

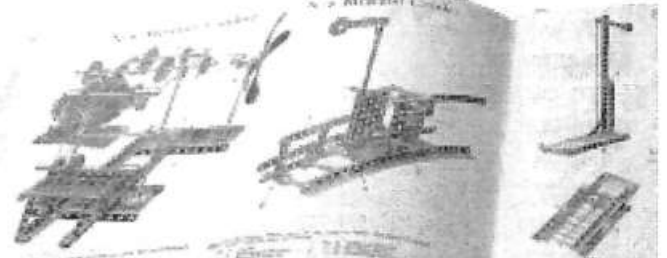
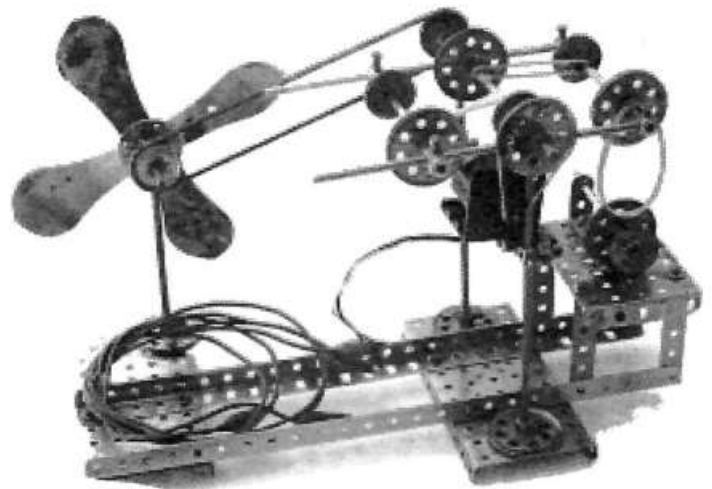


Alistair Tong with his crane

Francis Wilson – Walking Kangaroo and Joy Wheel Dancer from recent NZFMM write-ups.

Also on display by an unnamed member was a complete Saw bench in very nice order, large and small Shafting Standards, Designing Table and a boxed, used once, cricket ball Motor.

A small auction and supper completed the evening.



Don Blakeborough's Fan is straight from the 1913 Book of Supplementary Instructions and was intended to show the use of the newly introduced Coupling. That electric motor looks a bit more modern, however!

MEETING REPORT FOR THE CHRISTCHURCH MECCANO CLUB. 3 March 2006

Apologies for no reports for the January meeting, as I was just going out the door to the meeting, and got called back to work! There were only a small number in attendance, this included the Plucks over from Cobden and one of our new members Charles Steadman. Charles is a recent import (well, a couple of years ago) from England and is using his former contacts and eBay etc to pick up Meccano parts and sets to restart his hobby.

Only a small attendance of seven hardy souls made it to the February meeting, due to the very bad weather, keeping the less able home by the fire.

In attendance at the meeting were; Peter Satherthwaite, Cameron McFarlane, Alf Haywood, Charles Steadman and the long awaited return from illness of Selwyn Megson and David Littlefar. Graeme O'Neill was also able to attend after a dash back from work duties at Westport.

Only three models were available tonight; Cameron brought along his son's new space launch platform model. This set

contains an interesting new triangular dished type plate, of three by four holes dimension, similar to those already issued over the last couple of years of three by three and two by three holes.

Also the reuse of the old braced girders and boilers.

Charles brought along a small shunting loco from the 1950s set 4 to show of his restoration skills. Looked very nice in good old red and green.

I brought along my new radio control red truck set to show those not in attendance at the Halswell show.

The night was once again finished off with a lovely supper provided by Peter, who has taken over from David – whose work has taken over Friday nights at present. David will be sadly missed at meetings, spoiling us with models and suppers! David and Donnell have proudly accepted the challenge of raising a second child born on 28 Feb, a wee boy for David to train up on his Meccano.

The planned show at Sefton has been cancelled this weekend due to the bad weather being predicted to continue through out Canterbury. Over the weekend a large number of trees have been damaged or uprooted, hailstorms, heavy rain, and very strong winds have disrupted all plans. Keep on Meccanoing, Graeme O'Neill

WELLINGTON MECCANO CLUB APRIL 2006, MEETING

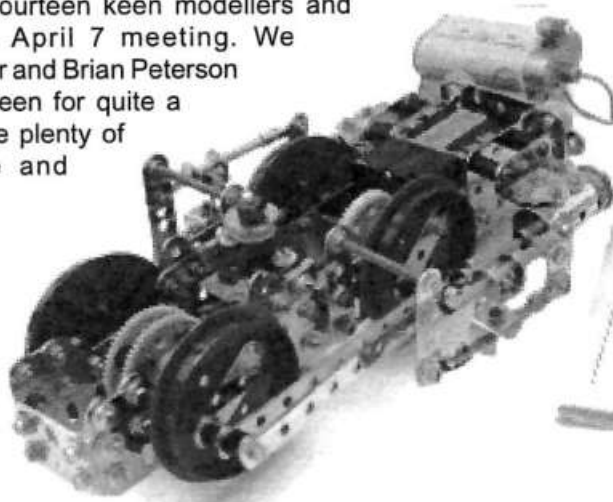
In spite of a clash with the MWT Club's meeting (the next day), we had fourteen keen modellers and supporters at our April 7 meeting. We welcomed Stan Baker and Brian Peterson whom we had not seen for quite a while and there were plenty of models to admire and discuss.

Traction engines which performed at Turangi were on show again, built by Nancy Jones, Bryan Jones, Simon Moody and Lou Nichols. Lloyd Spackman showed us one of the bogies for the Double Fairlie Locomotive (MP 164) which he is building - slowly. We even had two Spitfires with their distinctive spinners, one from Brian Peterson, a bit modified, and one from Lou Nichols just as it was built from the Set.

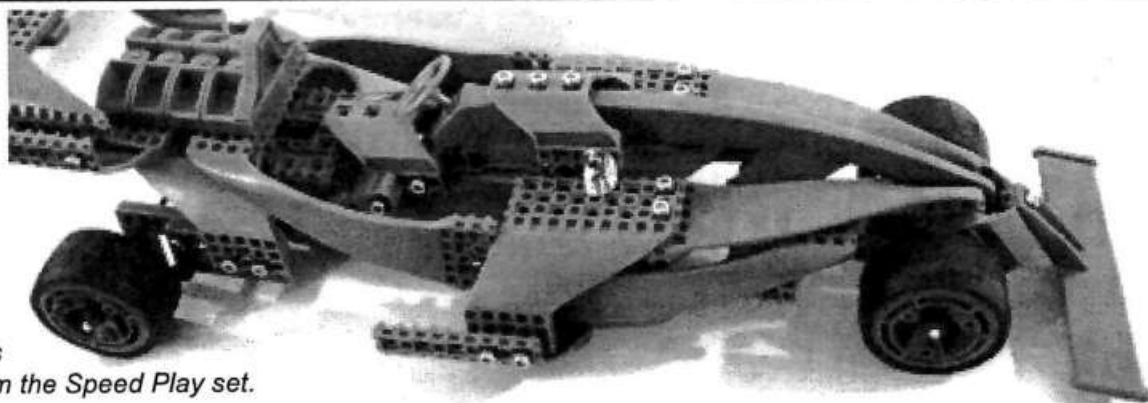
Another interesting item was a large and heavy wheel and tyre from Don Flowers' mobile crane model.

Others welcomed were Brent and Sean Houston, Daryl Lundy, Campbell Morrison, Eldon Porter and Susan Moody (en passant).

We had much discussion about the



cost of Meccano parts and where to obtain them. Also we affirmed the Club's theme for the 2007 Convention should be models from the Cavendish No 2, Super Models book.



Paul Vodanovich's
F1 Racing car from the Speed Play set.

"Patience and perseverance have a magical effect before which difficulties disappear and obstacles vanish." John Quincy Adams. I have been having trouble with a model I am building and this quote above seems to typify what I needed to solve the problem. Sometimes it is like that when you want a particular item from one of the on-line auction sites. You may find the item of your heart's desire but it goes for a far higher price than you can afford. But one day you find another and you do succeed in acquiring it at a price which you think is reasonable. This has happened to me a number of times. Patience is certainly a wonderful thing.



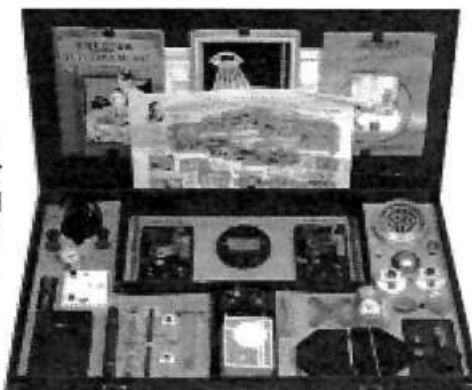
Now let us look at this months offering:

1 - Meccano products Catalogue 1935-36 NZ. This one folds out to a single sheet in average condition, NZ seller. This made NZ\$60.

2 - Meccano products 1932 NZ. 16 page booklet is in good condition, has a few small tears and tape. Sold for NZ\$70.
3 - Marklin 29" Ocean liner Tin Toy Boat circa 1909. This extremely rare model of the liner Kaiserin Augusta Victoria was sold in "as found" condition. It is missing one funnel and a few other parts. Some parts have separated from the superstructure. Paint is very good for age and has original three masts, two flags, anchor chain etc. You would have to take a second mortgage on the house to buy. Sold for NZ\$49,000.

4 - 1935 A C Gilbert No 10 Electrical Set. This is really a nice set. According to seller "this was the top of the line of Gilbert Erector

Engineer products: "The Gilbert No 10 Electrical Set, a complete outfit for advanced electrical experiments". It comes in a blue steel case with brass handles, selling for US\$10 in 1935. Many of



the components were volatile or expendable so this set is quite amazing for being so complete. The seller states "that it was apparently opened and played with for a short while in 1935 and has been in storage since". The set appears to be largely complete, no actual parts list to check off against with most of the pieces being in good condition. Set weighs about 6-7 kilos. After nine bids was sold for the realistic price of NZ\$1240.

5 - Plastic Meccano Set 400. Nice set, looks fairly complete, box taped to hold it together. Sold for NZ\$40.

6 - Boxed Elektrizit. 95% complete and includes Manual. Box in very good condition with just one split corner. This set made \$290.

7 - Hornby Companion Series Volume 4. This volume deals with Dinky toys and Models. Book comes with good dust jacket and in very good condition. This one includes the 4A. Sold for reasonable cheap price of NZ\$42. The killer in

buying these books overseas is the postage which can be that much again.

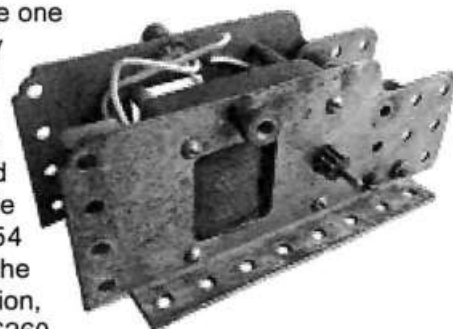
8 - Meccano Boxed No 8. This set is in very nice condition, some components are still on the stringing cards. A small number of parts show a little rusting from age. The set looks unused-age being about late 1950s. Box very nice with only one split corner. This set sold to a well known collector for NZ\$1210.

9 - Meccano Motorized set 5 1969. Another set in very nice condition, looks complete and unused. Box is good with no splits and polystyrene only has minor

rubbing. Comes with two instruction

books, would not be one of my choices to buy but sold well at NZ\$300.

10 - Dinky Green 25WM Bedford Army Truck. Made around 1951-1954 and only sold in the USA. In nice condition, no box, sold for NZ\$260.



11 - Meccano Portuguese Catalogue 1950. This catalogue is all in Portuguese including price list in escudos. In good condition- NZ\$202.

12 - 1915 Meccano New York Type A Electric Motor. This motor dates from around 1914-1915 and was made by Meccano Co of New York. The motor runs on 4-6 volts. Motor was reportedly made by Lionel of Lionel trains. Motor turns OK but not tested. A nice item and sold for NZ\$180.
13 - Dinky Super toys Lawn mower no 751. Nice example in good box, circa 1950. About 6" long in full working order. A great one to add to your collection for NZ\$146.

14 - Meccano designing table, P/N 107. Not a very common item this one is in good condition, green in colour and free of any scratches etc. NZ\$130.

14 - Decaperm 12 volt motor. This is quite a powerful motor excellent for exhibitions etc. Made by Marx this one in great condition with box. Sold well at NZ\$120.

15 - Bayko Light Construction Set 1930. These pre-war sets are quite rare and this one had the correct mud coloured doors and olive windows and brown base. Came with original instructions and original box, rarity reflects price of NZ\$570.

16 - And to conclude this month's report we have a Marx Main Street Tin Windup



with box. This tin toy would make a good Meccano model. This model has: Moving trolley and tracks, Great colours, has a start and stop lever and weighs about four pounds. The box was very fragile. A snip at NZ\$330.

Well thank you for reading and hoped you enjoyed. I would like to thank Simon Moody for the weekend he arranged at Turangi, thanks Simon for all the effort you put into the weekend, it was great. John Hansen. <happypastimes@ihug.co.nz>

New Zealand Club Diary 2006

Auckland Meccano Club.

Contact - David Wall - Ph 09 426 1965.

Meetings at 2 pm on second Saturday every third month.
2006 - 13 May, 12 August, 11 November.

MWT Meccano Club.

Contact - John Hansen - Ph 06 325 8211.

Meetings at 2 pm on second Saturday every second month at St. Luke's Church Hall, cnr. Cornfoot and Manuka Streets, Wanganui.
2006 - 10 June, 12 August, 14 October, December Xmas Dinner

Wellington Meccano Club.

Contact - Lou Nichols Ph 04 973 6177.

Meetings at 7.30 pm on first Friday every second month at ?? (contact Lou to get place of meeting).
2006 - 2 June, 4 August, 6 October, 1 December.

Christchurch Meccano Club.

Contact - Graeme O'Neill Ph 03 322 7456.

Meetings at 7.30 pm on first Friday every month (except January) at St John's Hall, cnr St John St. and Ferry Rd., Woolston, Christchurch.
2006 - 5 May, 2 June, 7 July, 4 August, 1 September, 6 October, 3 November, 1 December.

Other Important Dates

6-7-8 April 2007. - Convention 2007, Upper Hutt. email <moodys@ihug.co.nz>.

Additional Meccano Contacts

Hamilton - Don McClelland Ph 07 847 4503.

Hawera - Daryl Anderson Ph 06 278 7666.

Kapiti Coast - Bob Prescott Ph 04 905 2963.

Napier - Trevor Adam Ph 06 843 4837.

Palmerston Nth - Bruce Geange Ph 06 357 0566.

Wanganui - Tom Pittams Ph 06 345 9099.

Internet sites

International Society of Meccanomen (ISM)
<www.internationalmeccanomen.org.uk>.

Meccano Webring <www.meccanoweb.com/meccring>.

Articles etc. for the June 2006 issue of NZFMM Magazine should be sent to the Editor well before 7 June 2006.

Back Numbers - Availability of NZFMM Magazines from April 2001 is in abeyance until further notice.

Conventions - Public or Members only

For NZFMM members who did not attend the Turangi March Madness, please refer to the February 2006 issue page 15 *Conventions in the Future* and this issue page 18 on this subject.

Your thoughts and comments are invited and should be sent to the Editor so that a full coverage of views can be made.

Buy, Sell, Auction, & Exchange.

Advertisements in this section are free.

First insertion will be printed in full.

Subsequent identical insertions (max. one) may be abbreviated to fit space available.

For Sale - Meccano Supplies.

Cheese Head Bolts, Spare Parts, New Meccano Sets.
Contact <wayne@meccanosupplies.co.nz>, ph 06 327 6184, fax 06 327 4184, or write to Wayne Blakely, Patikipapa Rd, RD1, Marton

Check out meccanosupplies on line shop. <www.meccanosupplies.co.nz> for the current range of sets and the Exacto parts range.

Please confirm discounted prices for the new Meccano sets only and postage rates when ordering.

Alternatively I can send you a catalogue and price list.

For Sale - Meccano Parts and Sets.

For Sale - Genuine Meccano Parts and Current Sets.

MasterCard and Visa accepted, cheques and direct deposit most welcome.

Andrew & Vivien Wells, P O Box 26-179, Epsom, Auckland 1003.
Phone 09 523 4447, Fax 0800 MECCANO. email <andrew@meccparts.com> <www.meccparts.com>

Internet Buy, Sell and Watch Agent Available.

John Hansen, Phone (06) 3258 211, email <happypastimes@ihug.co.nz>.

www.mwmailorder.co.uk

1 - Meccano Magazine on CD - Volume 8, 1941 to 1945.

1941 was the last year of the large pre-war format magazine. The pocket sized format introduced in 1942 was retained throughout the remainder of the war years and throughout the 1950s.

These are austerity issues and the sharply reduced page count reflects the minimal resources available to the editorial staff. Nevertheless, Volume 8 contains scans of all 2,888 pages published in this five year period. Although the coverage of Meccano products is at an all-time low, involving much recycling of material from earlier issues and other Binns Road publications. Good quality readers' suggestions from Alan Partridge among others are included and the work of J Mathews of Fillongley and Noel Ta'Bois feature in the competition results. Ref: MMCD8 Price £9.95.

2 - John Westwood's Meccano Parts Illustrated Wall Chart.

A faithful replica of the hand-coloured wall chart once the focal point of MW Models shop in Henley-on-Thames, now part of Meccano's history. Turn your Meccano den into a Meccano shrine with this instant visual reference to the complete Binns Road parts range! 16 A4 sheets (single sided) on ivory 160gsm card, suitable for wall mounting or framing. Ref: MPIW Price £7.95.

3 - Michael Adler's Clocks on CD.

Michael Adler's clocks are seen at every Meccano exhibition and represent the leading edge of Meccano horology. All eight Modelplans are now available on one CD, with photographs, building instructions, background information, inserts and diagrams scanned in high-resolution PDF format which can be read on-screen or printed. For PC or Macintosh. Ref: MAC Price £29.95.



Lou Nichols brought this topical **MECCANO** art work to the March Madness in Turangi. It represents the poster for the 2006 Melbourne Commonwealth Games.

Tom Pittams showed us the terrifying face of 21st century **MECCANO**. And, yes, there are a few metal parts!



Here are a couple of picture of models brought to the April MWT meeting.



Bob Prescott modelled his jumping toy on the wooden version on the left of the picture.