



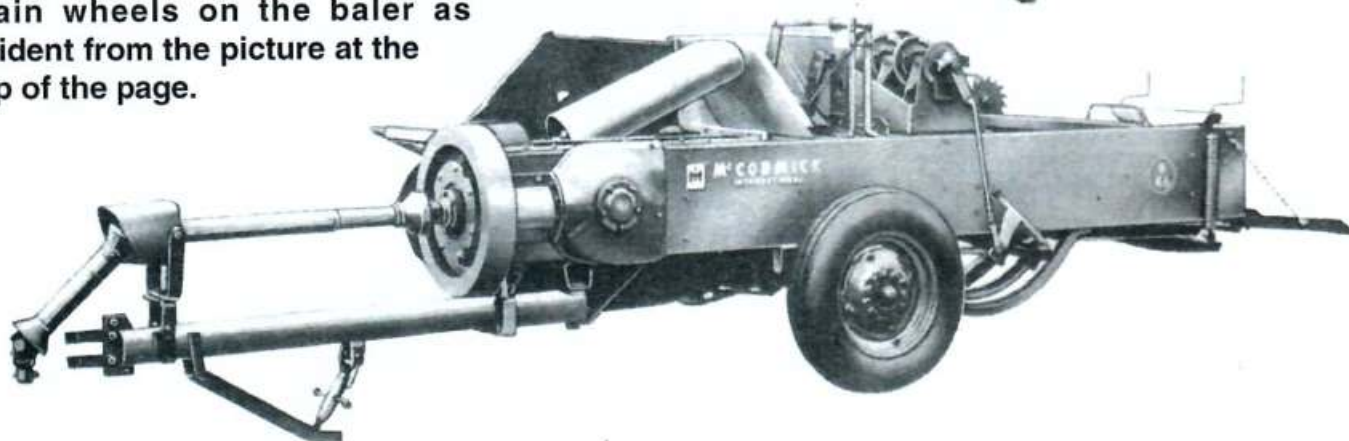
NZFMM MAGAZINE

Volume 32 No 4

August 2008



This International B - 46 Pickup Baler took second prize at the 2007 Easter Convention. Now we have a detailed description of the baler with a good range of photographs. Please turn to page 3. The model is built at a scale of 1:5 and is very realistic. The tractor is of a smaller scale. To match the scale of the baler, the tractor front tyres should be about the same size as the main wheels on the baler as evident from the picture at the top of the page.



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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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ALL'S WELL IN THE MECCANO WORLD

As you may know I've just returned from 10 weeks in the UK catching up with history and a bit of my family's history as well. I've seen enough castles (complete and in ruins), family estates and narrow roads to last me a few years.

The highlights for me were SkegEx, on which a report appears elsewhere in this issue, The Falkirk Wheel in Scotland, the iron museums at Coalbrookdale, the National Railway Museum in York and the Museum of the Great Northern Railway in Swindon. I've also taken photos of enough bridges to write a new Uni course on the history of bridges, if they ask me nicely!

The impression was that Meccano is fit and well and thriving in the UK with many active clubs and guilds, each of which had members exhibiting at Skeggie (as SkegEx is known as over there).

I didn't see much Meccano for sale in the shops but I wasn't really looking, and I only saw Meccano in the front window of one shop in Chester. There was plenty of spare part dealer activity though at SkegEx, with the large stage being swamped with spare parts, old sets, Meccano Magazines with some of the dealers being forced to set up on the main hall floor. There were lots of modern Nikko sets for sale there and lots of exhibitors were showing modern models from these sets. I didn't see or hear of any representative of Nikko at Skeggie and there have been comments on Spanner recently about how Nikko should be working with the adult Meccano hobbyists to promote Meccano, as the owners of that other plastic construction toys do.

All the exhibitors weren't of the older (my) generation either. There were quite a few younger fellas there and there were plenty of children having a go at the do it yourself Meccano table. Also there were several women exhibitors at SkegEx; now that's a change.

I think the hobby is going through a resurgence in NZ as well, with near record turnouts at club meetings lately. I hope you are all planning to attend and exhibit at next Easter's Convention in the Garden City (see enclosed registration form). It should be one of the best Conventions, with a couple of Meccano's leading lights being invited to attend. The recent wintry weather is certainly contusive to model making and I'm certainly doing my best. My grateful thanks to John Ince for collecting articles and putting this issue together during my absence overseas.

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INTERNATIONAL B-46 HAY BALER

by Selwyn Bluett,
photos by Bates Photographix Ltd

This was my model for the 2007 NZFMM exhibition held at Upper Hutt. The reason I choose a baler to model was, as a boy on our farm when it came to harvesting time I would marvel at this type of machine operating. I always wanted to build one, which I did at that time with my limited Meccano set, but now, with a few more pieces in my kit I was able to give it a decent go.

It was basically two years of work to complete. I got stuck into this project soon after I arrived back from the Auckland

having to simulate this operation due to a lack of space.

It took me awhile to get traction with this model, as every mechanism is related or timed to another part for the baling process.

The Drive Train

This model has a very interesting drive train. The p.t.o, (power take off) shaft, with safety covers, is connected to the large heavy flywheel, via a safety clutch. I had a disc machined to simulate a stack of P/N146a Plates sandwiched together; I could have used Meccano Circular Plates if I had enough of them. The heavy flywheel is required to overcome the drive-line in-balances, due to having two crank shafts in the drive train.

Power is then transmitted via a $\frac{1}{2}$ " Pinion meshing with a

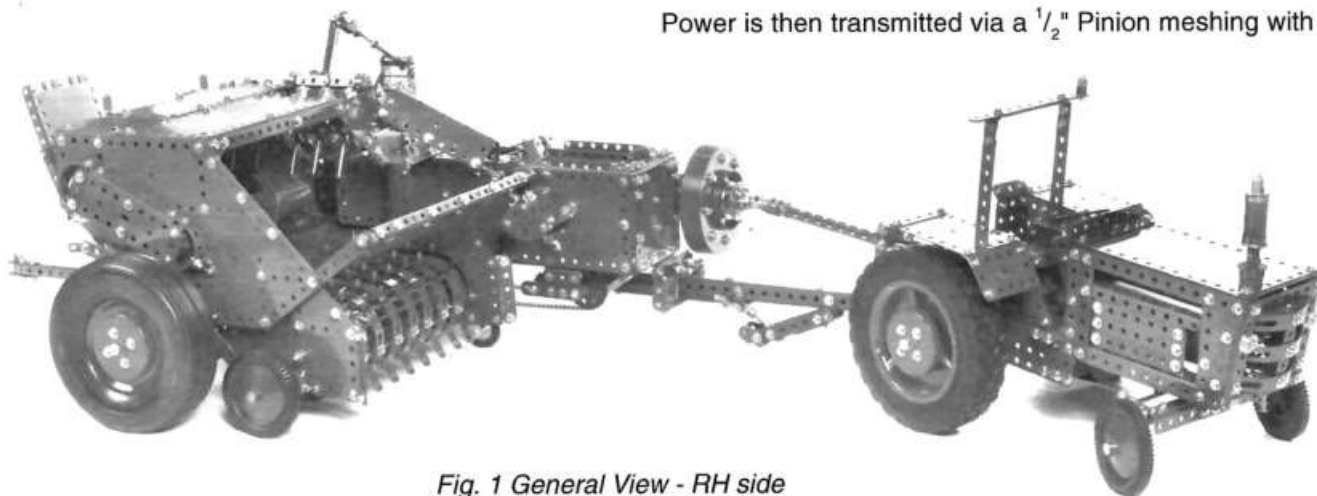


Fig. 1 General View - RH side

convention. On my travels I came across a baler in a farmers paddock, so a quick chat to the owner, told him what I was up to and I was soon crawling all over this baler, taking notes and measurements, but quickly coming to the realisation that it was a very complex machine.

Building began by setting the scale, as always governed by the tyres available. Frizinghall Models supplied these, P/N M142L, with strong sidewalls, that did not need packing, even though this model is reasonably heavy. These tyres were even ribbed like prototype which was a bonus. This gave me a total model length of 1.15 metres, the original being 5.225 metres in length. The reason I built at this scale was to leave me plenty of room to work on the knotting mechanism, but I still ended up

$\frac{1}{2}$ " Contrate Wheel to the heavy duty main crank shaft (behind the $\frac{1}{2}$ " Flexible Plate in Fig 3.); the two Axle Rods of the crank shaft are journaled in Bush Wheels, bolted to the sides of the bale chamber, as the bosses provide a

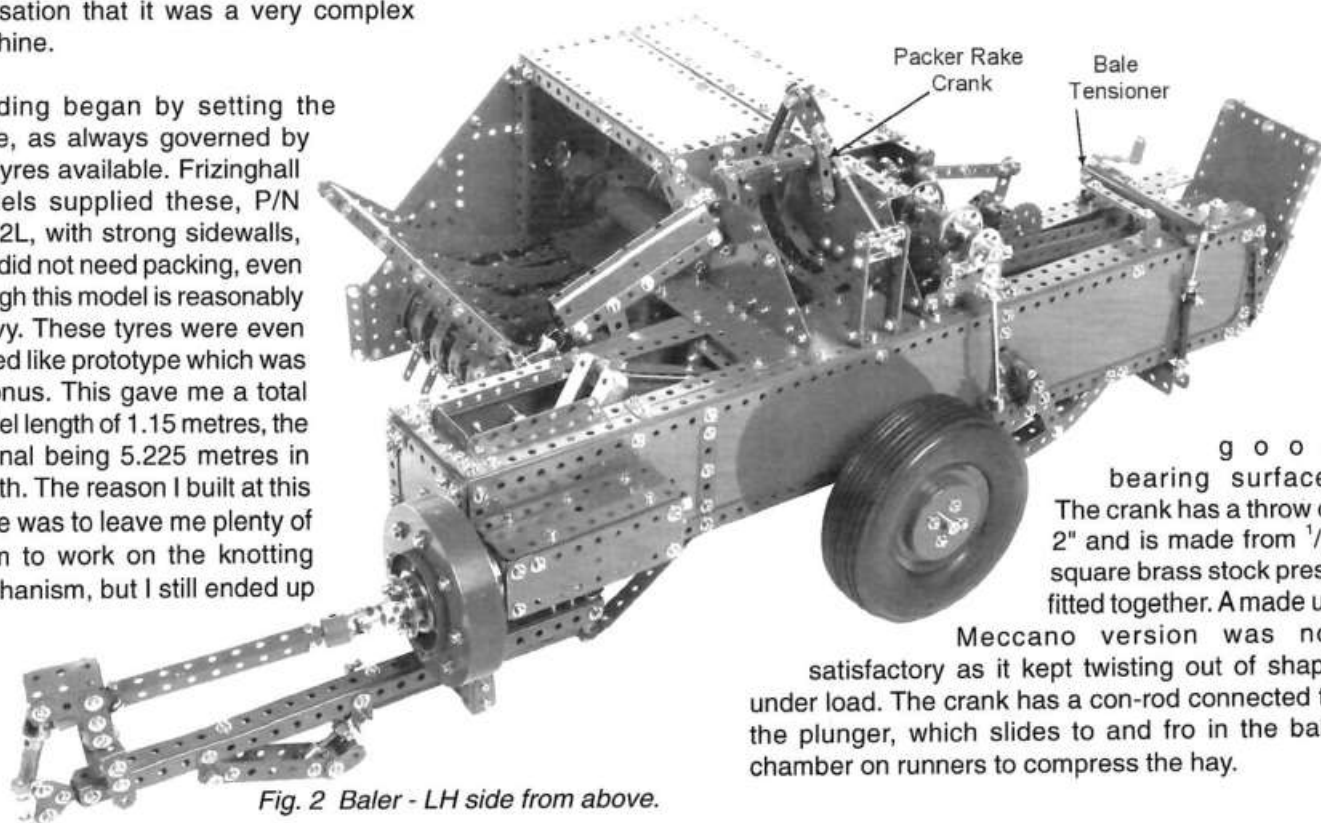


Fig. 2 Baler - LH side from above.

g o o d
bearing surface.
The crank has a throw of
2" and is made from $\frac{1}{2}$ "
square brass stock press
fitted together. A made up

Meccano version was not
satisfactory as it kept twisting out of shape
under load. The crank has a con-rod connected to
the plunger, which slides to and fro in the bale
chamber on runners to compress the hay.

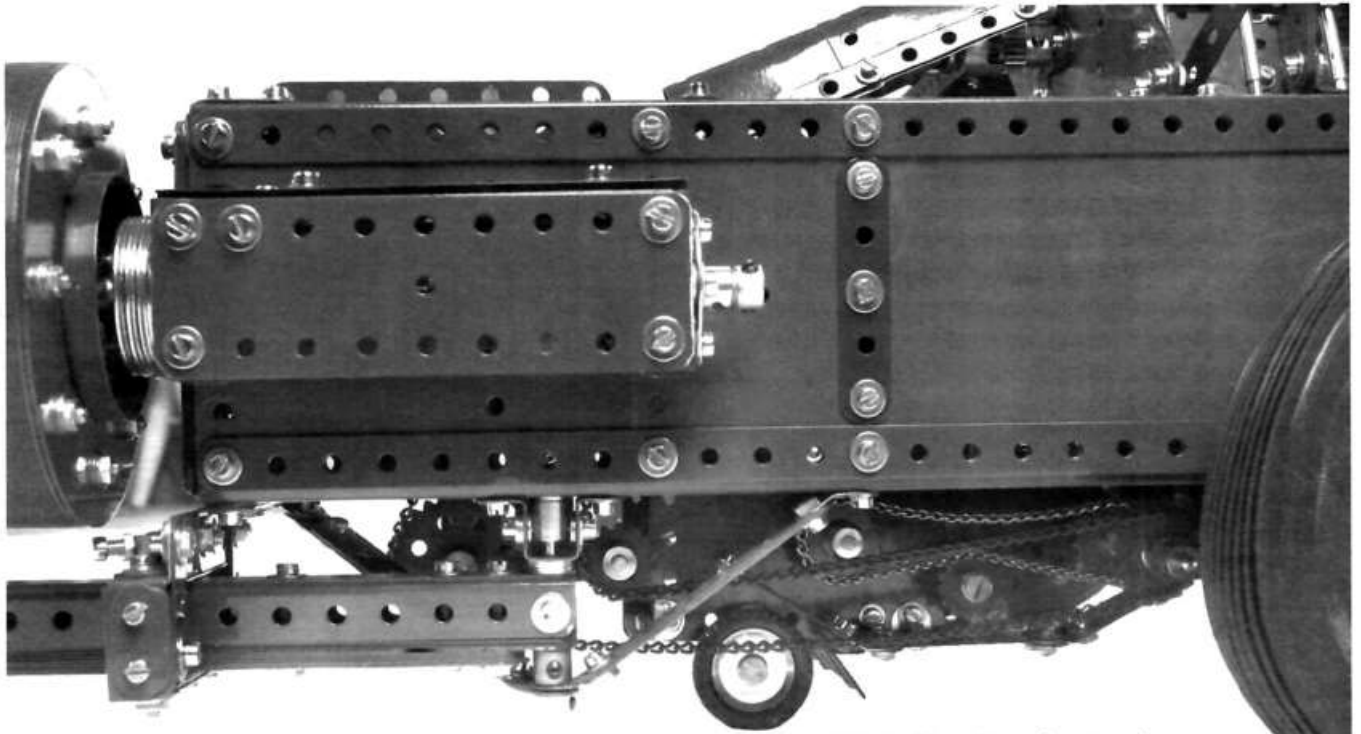


Fig. 3 Bale Chamber - front end

From here the drive then branches in two directions. A 1" Sprocket Wheel, mounted on the crank shaft inside the bale chamber transmits power to another 1" Sprocket Wheel on a lay-shaft near the rear of the baler body. A 1" Sprocket Wheel then transmits the drive forward to the revolving pickup drum assembly, which also incorporates a safety

clutch. The Sprocket Chain from the first Sprocket Wheel passes over a 1 1/2" Sprocket Wheel to change the direction from vertical to horizontal. It returns over another 1" Sprocket Wheel which also functions as a chain tensioner. A similar tensioner is provided on the second chain. (see Fig. 8) This pickup unit is pivot mounted and spring counterweighted

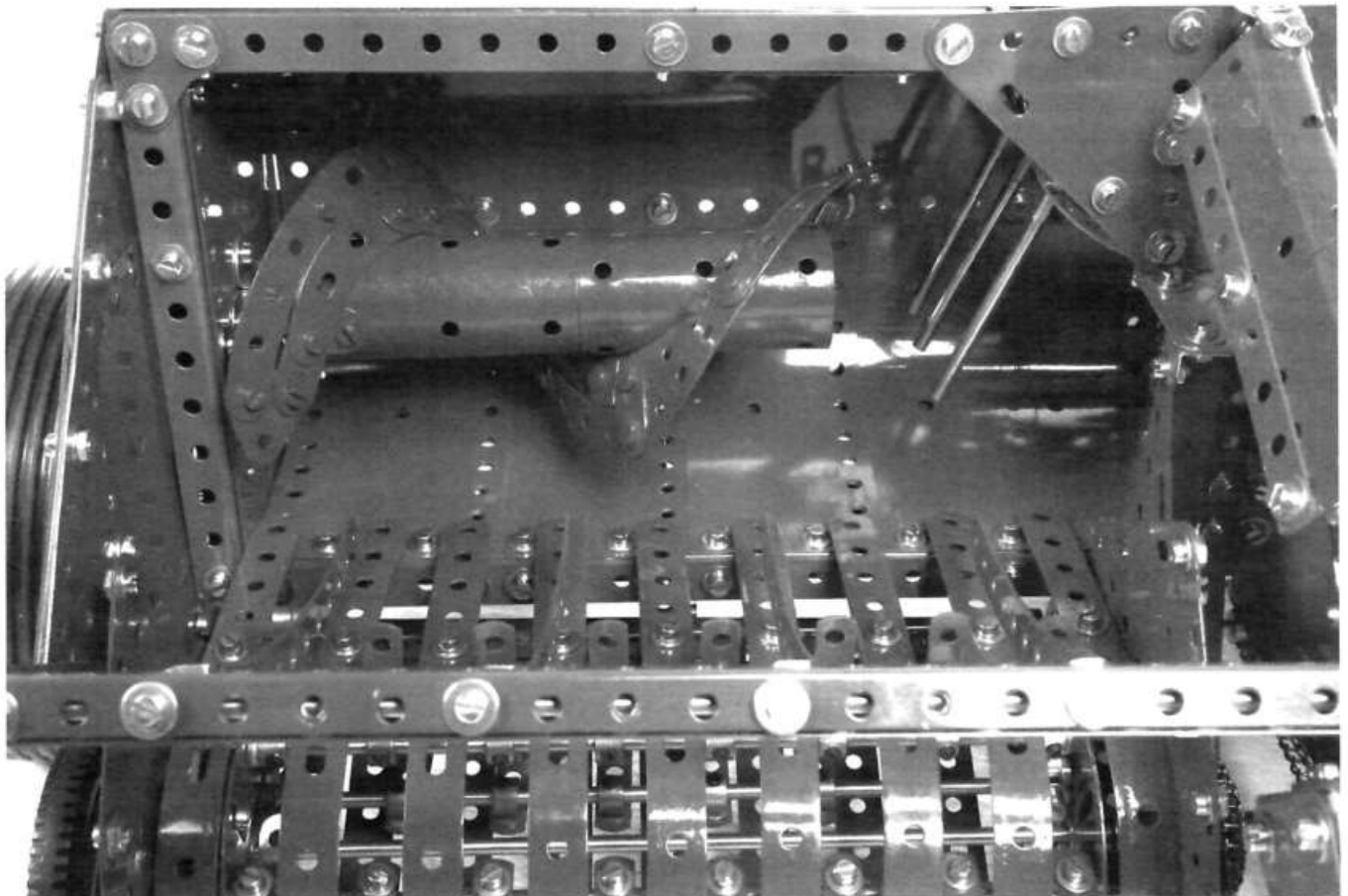


Fig. 4 Pickup Drum and Auger

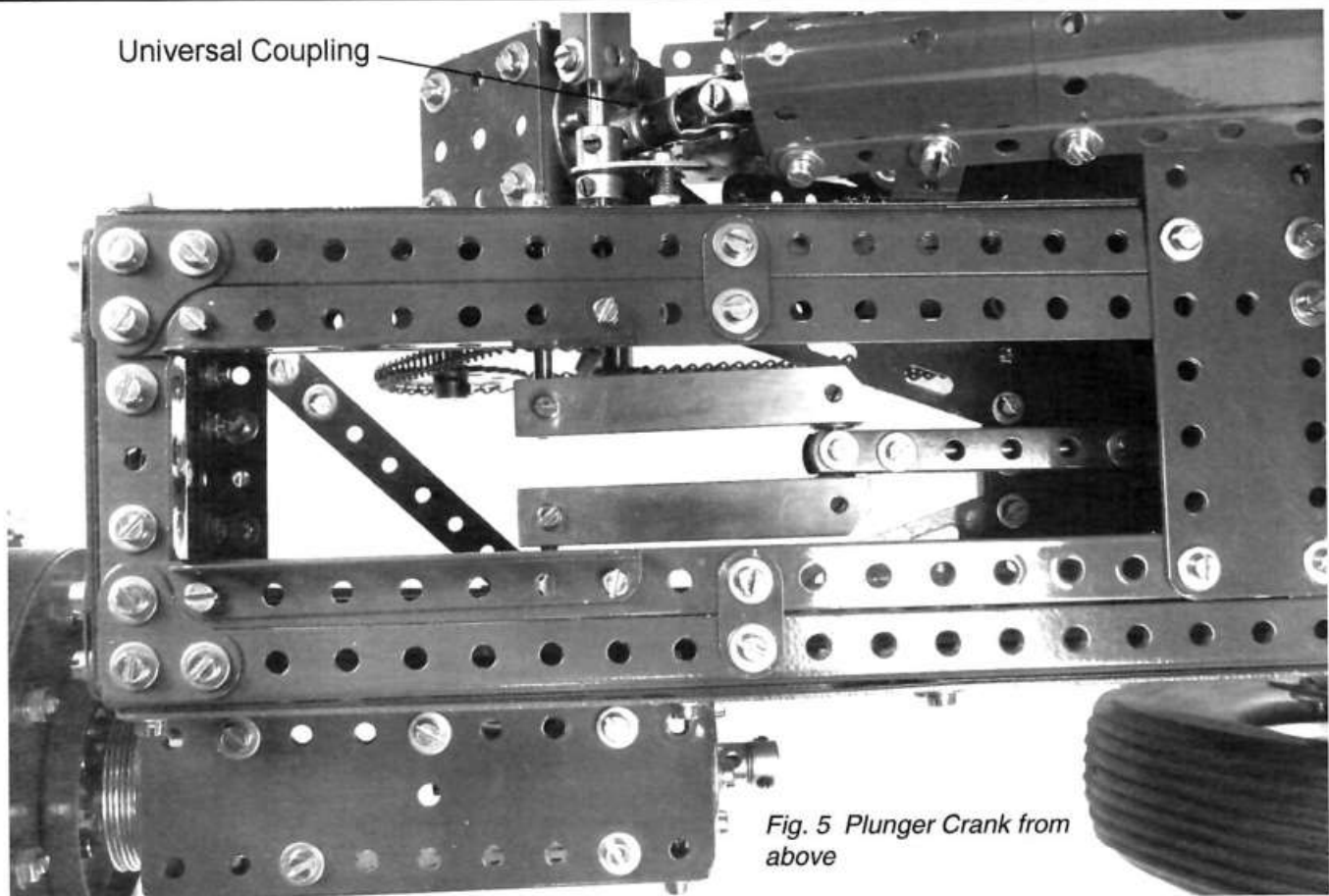


Fig. 5 Plunger Crank from above

from the main spine of the baler; this allows it to follow the contour of the ground. An adjuster wheel is mounted on the outer edge of the pickup assembly to set tine to ground clearance. Each tine bar has a "feathering" device fitted to it so that the tines rotate backwards after they have picked up the hay and do not drag hay back underneath the baler and clog things up.

The second part of the drive train exits the end of the crankshaft via a set of $\frac{7}{8}$ " Bevel Gears, (under the $1\frac{1}{2}$ " x $\frac{1}{2}$ " Plate in Fig. 5) up through a Universal Coupling to operate the next smaller crank shaft, this crank has the packer rake attached to it. The rear of this crank has a supporting Axle Rod with a $\frac{7}{8}$ " Bevel Gear on the end. Again the drive splits, through two $\frac{7}{8}$ " Bevel Gears. On the RH side a step up gearbox, at 2:1 ratio, comprising a $1\frac{1}{4}$ " Gear Wheel driving a $\frac{3}{4}$ " Pinion which is on an $11\frac{1}{2}$ " shaft that runs through the rear twine box. (see Fig. 6) On the RH end of this Axle Rod is mounted a 1" pulley and belt to

drive the auger. The auger has been constructed by bending curved strips around P/N 216 Cylinders these are shaft mounted over a number of 1" pulleys shod with o'rings. The auger is shown in Fig. 4.

The last part of this drive train is the needle drive shaft, driven by the LH $\frac{7}{8}$ " Bevel Gear, that crosses over the bale chute to operate the threading needles via a Crank and Axle Rod (see Fig. 10). This has a brake device fitted to control the needle movement. These long curved needles have an eye in their tip to carry the string for the threading

operation. The needles lie in a horizontal position underneath the bale chute. The metering wheel, (rotated by the advancing bale out of the chute), trips the needle mechanism by releasing the Socket Coupling clutch so that the shaft rotates. The two needles then rotate ninety degrees up

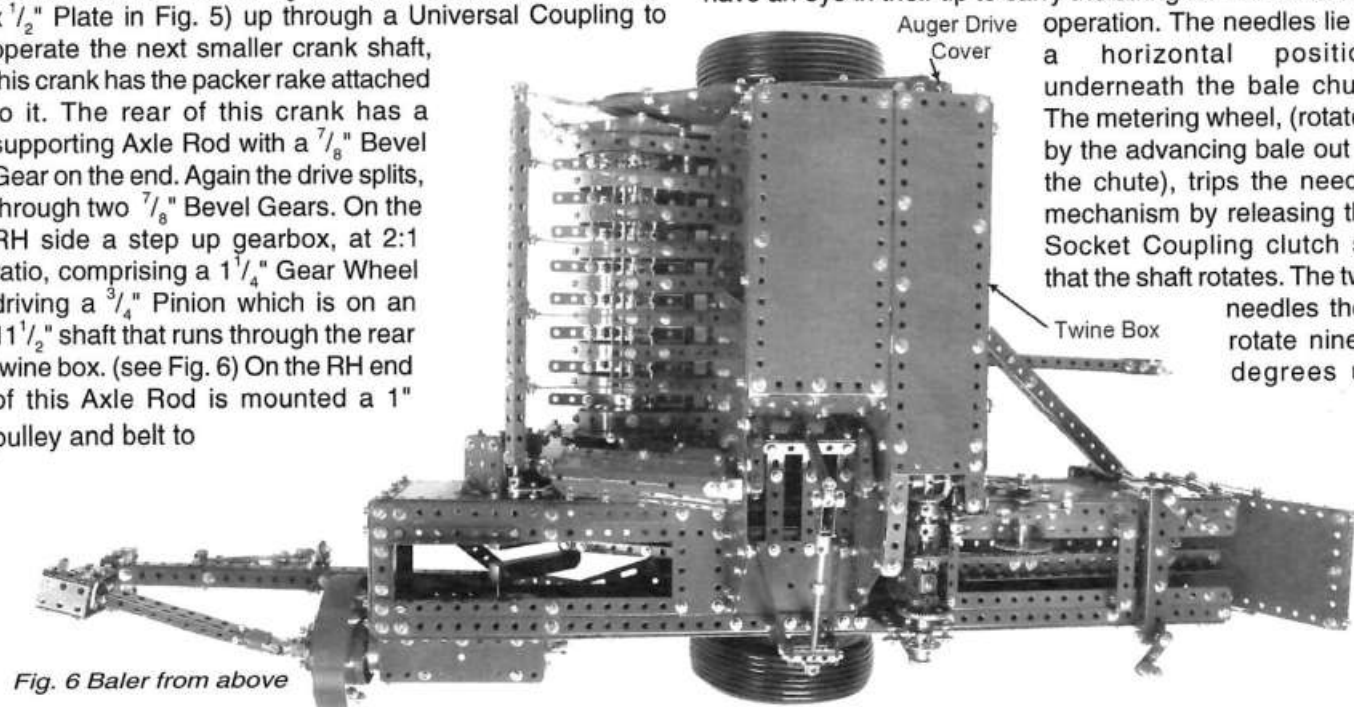


Fig. 6 Baler from above

through the bale to deliver the string to the knotters for the tying and cutting operation, in one fluid movement. They then return to their resting position and the clutch is disengaged. The two Contrate Wheels on the needle drive shaft simulate the operation of the knotting mechanism. This could not be represented as the model scale is too small.

Behind the needles the bale tensioners are mounted at the top and bottom of the bale

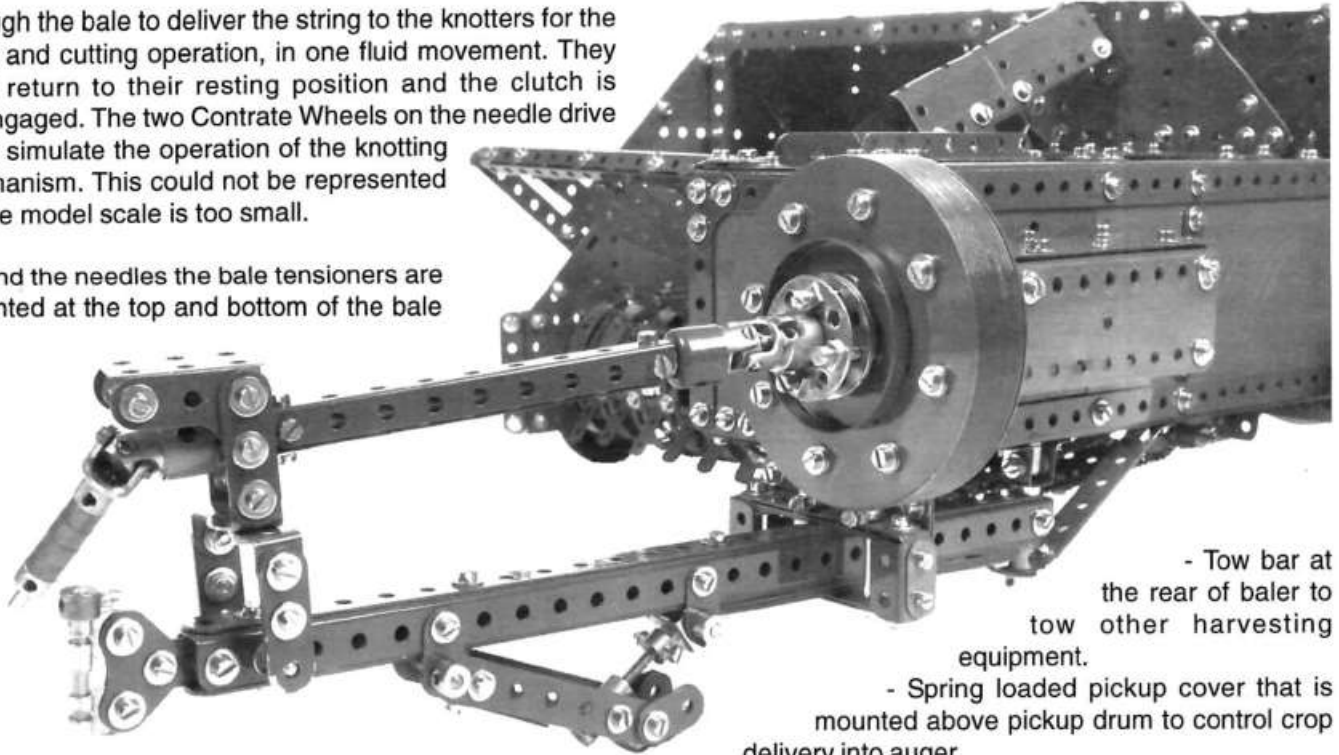


Fig. 7 Drawbar and Flywheel

chute, these are adjusted by the operator to control bale density.

Other features of this model are,

- A swinging drawbar, this allows the baler to be towed directly behind the tractor, & swung out again for the baling operation.
- A folding jack mounted to the drawbar for unhitching the baler from the tractor.

- Tow bar at the rear of baler to tow other harvesting equipment.
- Spring loaded pickup cover that is mounted above pickup drum to control crop delivery into auger.
- Folding rear bale chute attachment.
- Locking lever to lift up pickup drum for travel purposes.

I have tried to include most of the features of the prototype. Because of the importance of the phasing relationship between the plunger, packer rake and threading needles all shafts have had a flat filed on them for attachment to gears etc.

This model demonstrates at 68 plunger strokes per minute which is correct operating speed for this machine.

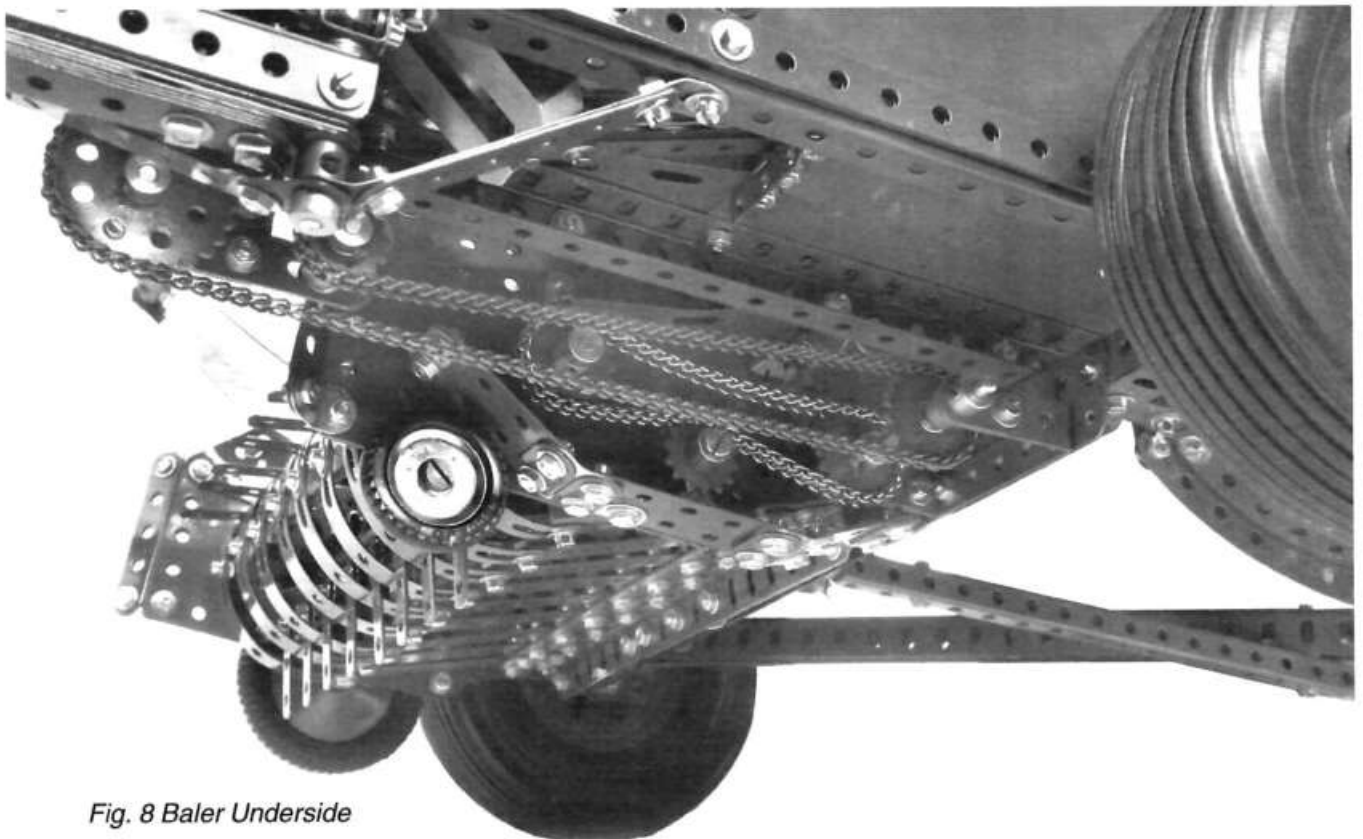


Fig. 8 Baler Underside

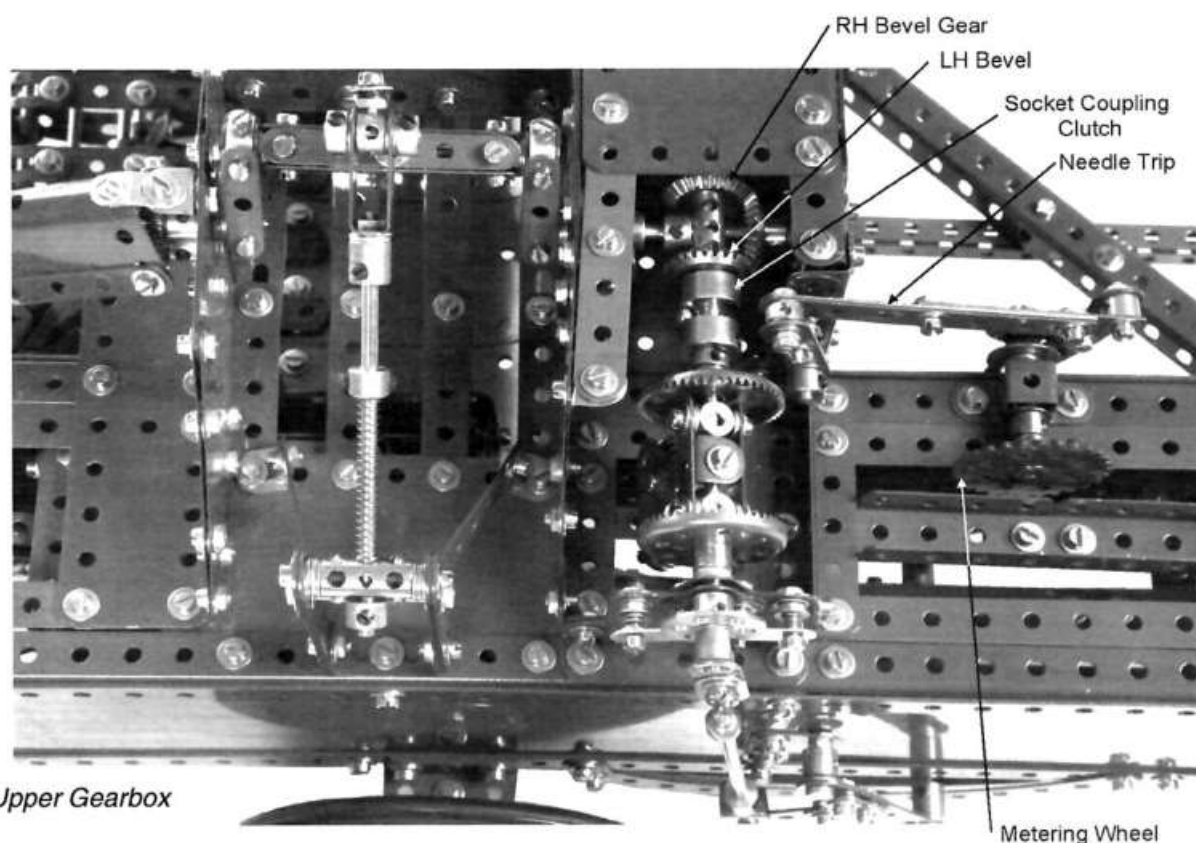


Fig. 9 Upper Gearbox

TRACTOR

The tractor was constructed in the last week or so before the convention. It is not to scale in relation to the baler and is a model that I would like to develop further. I did not model it on any particular brand of tractor but incorporated know features that you find on a tractor. The tractor houses a very powerful slow running 12 volt C'dax pump motor that I have adapted for this purpose. The power source is a remote MF battery. As a point of interest the rear tractor wheels were purchased from a "Super Cheap Auto" store and are available in various sizes.

NOTES

I have used a range of Exacto wide strip plates in the baler's construction, as it gives neater lines with less holes showing. These are available in a range of sizes from 5 1/2" to 12 1/2" long, and I find them really useful. Narrow angle girders are another part that I like to use.

Nickel plated bolts, square nuts and stainless steel washers were used in construction. I find these do not tarnish over time like zinc coated ones do and it keeps the model looking sharp

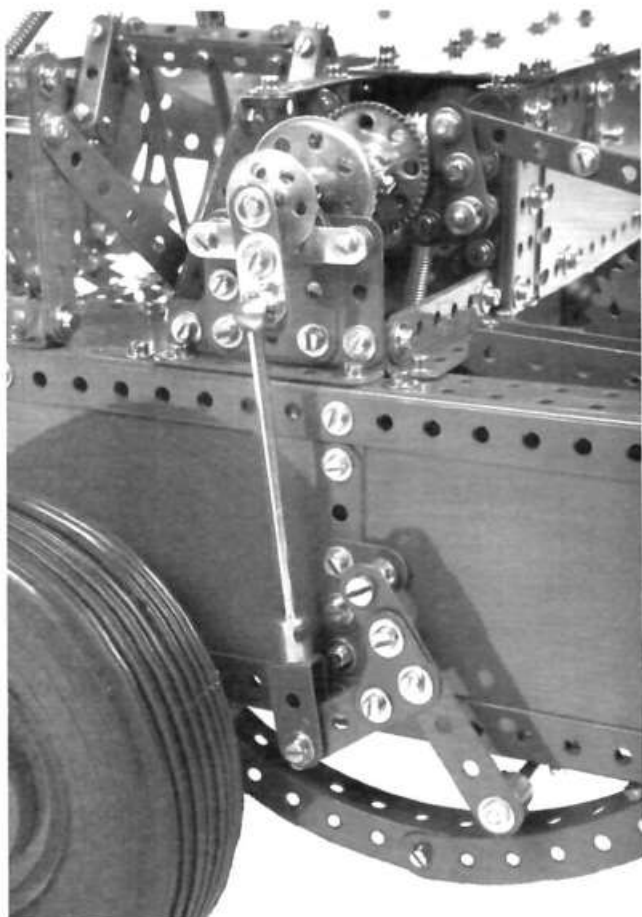
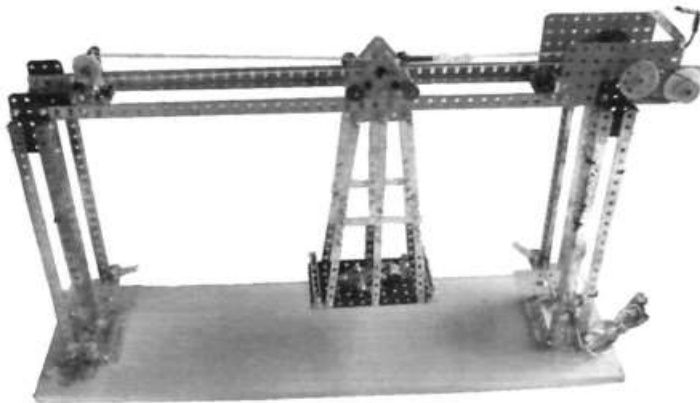


Fig. 10 Threading Needle Mechanism

Transporter Bridges

by Bob Prescott

In the middle of 2007 I built a small transporter bridge based on Andrew Wells' Meccanisms travelling gantry controlled by a MotorVator. My reason was to improve my MotorVator programming skills. The gondola travelled in one direction, accelerating as it went and slowing down before stopping on the other side for a set time and then returning to the starting position. Quite amusing to watch really because each time it stopped, the MotorVator was programmed to play the tune "Swanee River"!



Transporter bridge

I never thought much about transporter bridges at the time except that they were old and outdated so you can imagine how surprised I was to see an operational transporter bridge whilst transiting the Kiel Canal on a cruise ship recently.

The Kiel Canal which is 61 miles long connects the North Sea to the Baltic Sea and saves ships some 280 nautical miles often through stormy seas around the Jutland Peninsular. It was completed in 1895 and it is the world's most heavily used artificial seaway with over 43,000 ships passing through it in 2007. The transit takes between 7-9 hours with sets of locks either end.

About half way between Brunsbüttel and Kiel is the Rendsburg railway bridge and the transporter bridge is mounted underneath making it a unique construction. It was built in 1911 and its gondola carries six cars and

quite a few passengers.

Further research shows that only twenty transporter bridges have been built in the world, mainly in the late 1800s and early 1900s. Only eleven structures still exist and few are still in use. As far as I can determine there are two in the United Kingdom, one in Middlesbrough and the other in Newport. Both were still operating until recently but earlier this year the Newport Bridge was closed on safety grounds for "repairs".



The Kiel Canal Transporter bridge

The Middlesbrough Transporter Bridge which was built in 1911 is 260 metres long and 69 metres high at the tallest



The Kiel transporter bridge pagoda (or gondola)



point and is the largest working bridge of its kind in the world. Its gondola, which crosses the River Tees in 90 seconds, can carry 200 people and 9 cars. This bridge featured in the TV series "Auf Wiedersehen Pet" when the Geordie gang dismantled it, numbered each piece, then re-erected it in America across a ravine leading to a casino! A public outcry ensued and the BBC had to add a disclaimer at the end of the final episode stating "The transporter bridge remains in Middlesbrough"!

The Meccano SML 21 – Special Instruction Leaflet is based on the Widnes-Runcorn Transporter Bridge which was demolished in 1961.

Editor's Note: There was an extensive article about transporter bridges in the December 2002 issue of this magazine. The article, by John Ince, was inspired, you've guessed, by the television program referred to above. But the Kiel bridge was not included!

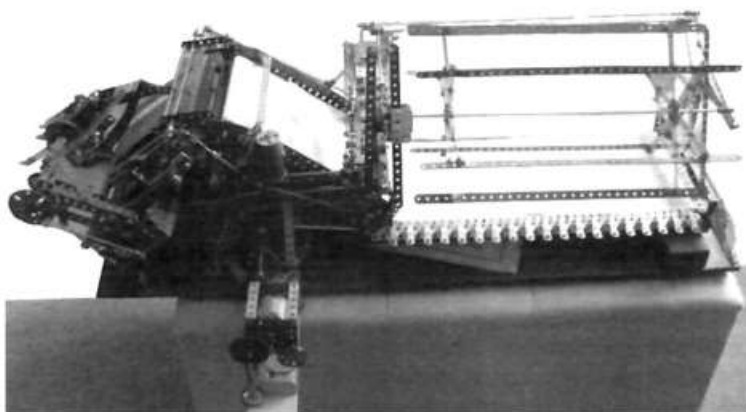


The Kiel Canal bridge with the pagoda mid-stream.

Cornish Hospitality

by Bob Prescott

During our recent visit to the UK Anne and I visited John and Pamela Pond in their restored farm cottage inland from Newquay in Cornwall. John is a member of the Atlantic Coast Meccano Enthusiasts which is a small group of about 10 members who meet informally at members' houses. John's favourite models are agricultural machinery and steam traction engines. I must admit I was envious of his Meccano work space, a large corner area with plenty of storage.



John's Reaper and Binder

He was particularly proud of his reaper/binder although he displayed many other interesting models and an extensive collection of Meccano from all periods.

John and Pamela gave us afternoon tea and a tour around their lovely garden which has a wonderful view overlooking the surrounding farmland, which John had farmed before he retired. A feijoa bush reminds them of New Zealand

which they visit quite often to see their daughter in Auckland. We hope they will be able to travel again next Easter for the convention in Christchurch.



John's Meccano work corner



John Pond and Pamela at home in Cornwall

2008 Skegex Was Simply Superb

by Les Megget

Shirley and I arrived at Skegness mid-afternoon on the Thursday (setting up day at SkegEx) after visiting Lincoln Cathedral in the morning. We dropped off our bags at the guesthouse kindly arranged for us by Robin Johnson (editor of CQ) and walked down to the Embassy Pavilion almost on the beach front. Actually it's the road nearest the beach but you can't see the sand due to all the clutter of fairground rides on the beach road side. We were confronted by Pete Pyefinch's huge double-truck and trailer unit (18 axles) in the foyer, almost blocking entry to the main hall down a few steps and past the café.

What a sight for sore eyes! The entire hall was full of Meccano models, small, medium sized and large (some very). All was pretty quiet though as few models were operating at that time. I had my small scale Merc truck and container trailer under my arm and the stewards quickly found a small space for me between Guy Kind's Dennis fire engine and Dave Bradley's prime mover. We spent the rest of the afternoon having a quick look around and meeting a few Spanners whom I hadn't met before except on the internet. The whole stage area at the front was taken up by the parts dealers (Dave Taylor, David Rhoades and a couple of others). I anticipated a few hours drooling over spare parts and old sets on display over the coming 3 days.

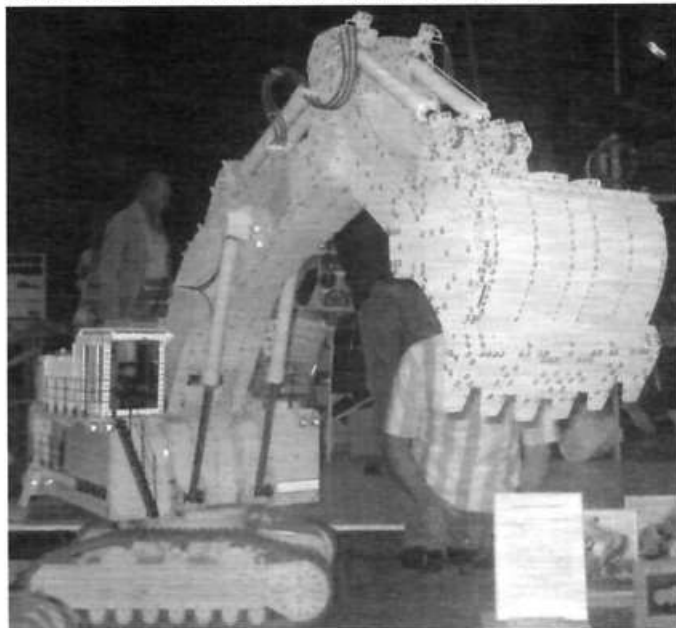
Saturday morning dawned warm and without a cloud to be seen (the best weather day of 70 we had in the UK) and I trundled happily down to the show straight after breakfast. Shirley says I was like a 6 year old on Christmas morning, she was right.

Well it was all action in the hall; many mechanical sounds and the buzz of Meccano men and women talking their heads off. I checked that my model looked reasonable and then began a more concentrated tour of the hall. The only reason I had transported my model 12,000 miles was so that I could vote as an exhibitor. I certainly didn't intend standing behind it all weekend explaining what it did.

What a huge array of models there were. Some were familiar like John Thorpe's Tornado jet which won the

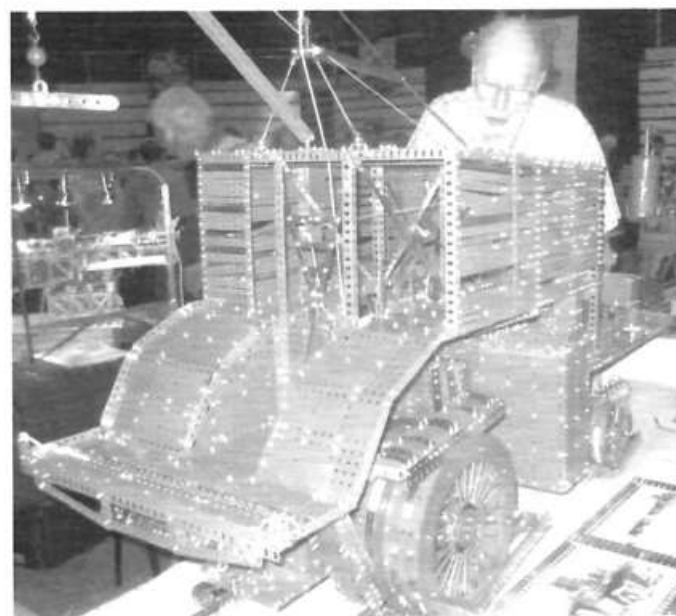


Issigonis Shield in 2006, the Rednall brother's huge ball roller, a winner in 2005 and featured in CQ a couple of years ago and the Titan block setter of Ian Mordue, which won last year. My eye immediately led me to the largest crawler digger model I had ever seen (Eric Champeboux's Liebherr 996 excavator). This monster weighs in at 160kg and needed a hydraulic table to move it from the van in which it was transported from France! My initial impression was that here was the winner for sure, but on closer examination it was difficult to find an authentic Meccano piece in view. Even the yellow plates seemed to be from some other construction manufacturer and probably repainted? It



certainly did all the things the prototype would do, including making the correct sounds but you couldn't say it was really a Meccano model. All the mechanical "hydraulic" cylinders and threaded rods were larger diameter specials, needed to carry the extreme forces. As expected (in retrospect) this model didn't feature in the top 5 models announced late on Sunday afternoon.

Just across the aisle from me was Ken Senar's large "Big Lizzie", a 5.5:1 scale model of a unique tractor and family trailer unit used to partially traverse Australia at 1 MPH.



The detail was indeed fantastic, with even Meccano washing hung out on the trailer's washing line! This model was just so well done and so different that it was no surprise that it was awarded the Shield this year. I'm sure this model will be written up in CQ or 1 of the other club magazines in the near future.

Second place went to Guy Kind's fire engine, which performed faultlessly over the 3 days, it's 4 stage ladder extending and retracting smoothly and quietly. See CQ 80 for a write up about this impressive model.

Roger West's model of a British Railways 2-car diesel multiple unit (Class 105) came out 3rd. This model looked superb in yellow but as I'm not in to diesel trains I don't appear to have even taken a photo of it (whoops!). At 7'-6" in length it ran on 3 1/2" gauge track (1:16 scale); another large model.

Tony Homden's model of the "Medway Queen", a 6'-4" model of a paddle steamer certainly caught the eye and the little animated crew and passenger figures were a crowd pleaser, especially with the younger visitors.



Bob Seaton's City of Sheffield

uncompleted model is fantastic in its current state and will belie belief when completed. Epi-cyclic gearboxes, 4-axle drive, power steering to all axles, you name it, its got it. I spent many happy minutes pouring over this creation and talking to John. But of course you know what I like to model in Meccano.

3. Tony Rednall's hydraulic excavator, which incorporates his small-scale hydraulic system to

manipulate all the digger movements. Simple fantastic (that word again). You could easily imagine that you were watching the full sized excavator doing its thing on a building site, the movements and their speed were true to life. The Rednall brothers produce some top class models to be sure.

4. John Hornsby's Demag CC4000 Crawler crane must have been the largest crane on display, with the 2-part jib reaching a height of 12 feet or more above the display tables. A magnificent crane, which was fully rigged for the first time because John's home doesn't have a high enough ceiling.

5. John & Michael Molden's "Wild Mouse" fairground ride which is still incomplete but has the makings of a huge roller coaster. The lighted sign incorporates over 1000 LEDs! I especially like the Volvo tractor unit, which moves it all around in about 1/8th

scale.

6. John MacDonald's large-scale military vehicles: M4 AS Sherman tank on a Rogers M9 trailer, lorry mounted crane and a Mighty Antar (freelance) sporting Russian rockets! John always displays great models (see past CQs) and he told me he has them all still intact at home. I wonder where he sleeps, in the back shed or a tent perhaps!



That looks like Lou Nichols behind the model!

In 5th place was first time exhibitor Bob Seaton with his beautiful model of the Pacific class loco "City of Sheffield" in red and black with green features. Another large-scale model, which really looked the part.

Other models worth several looks were:

1. Chris Chute's Matchbox Manipulator constructed from a No. 8 set only and a much improved version of the manipulator which appeared in a 1960s MM (I think). I'm told a full write up will be in the December 08 CQ if all goes according to plan. A great exhibition model.
2. John Ozyer-Key's 4-axle Grove crane chassis. This

Many of the medium and smaller models were worthwhile too but you tend to concentrate (me anyway) on the larger "wow" models. There were plenty of orreries, clocks, ball rollers, Meccanographs, heavy goods vehicles, small steam locomotives and stationary steam engines to keep everyone



John MacDonald's Transporter

happy. Even after 3 full days investigating the models on show I was still finding things I hadn't taken in on a previous passing. There seemed to be further new models every day as well, as some exhibitors were unable to attend for the full duration. Robin Johnson had every past copy of CQ on display and was doing a roaring trade selling off back issues.

At SkegEx they only have an exhibitor's vote with no personal favourite voting procedure given to the general public, which I thought a pity. Each exhibitor gets to vote for his top 5 models with 5 votes going to his No. 1 choice, 4 for 2nd, etc. My list started with over 10 models and I had difficulty reducing that to 5 and then ranking them was really difficult. I think I had 4 of the actual top 5 models, but my ranking was slightly different. Ken won with 197 votes compared with Guy's 161 but the margin between 4th and 5th was only 1 vote. The general view expressed was that 2008 was a very good year and the standard of models well

up with the best of past Skeggies. There were well over 100 exhibitors present.

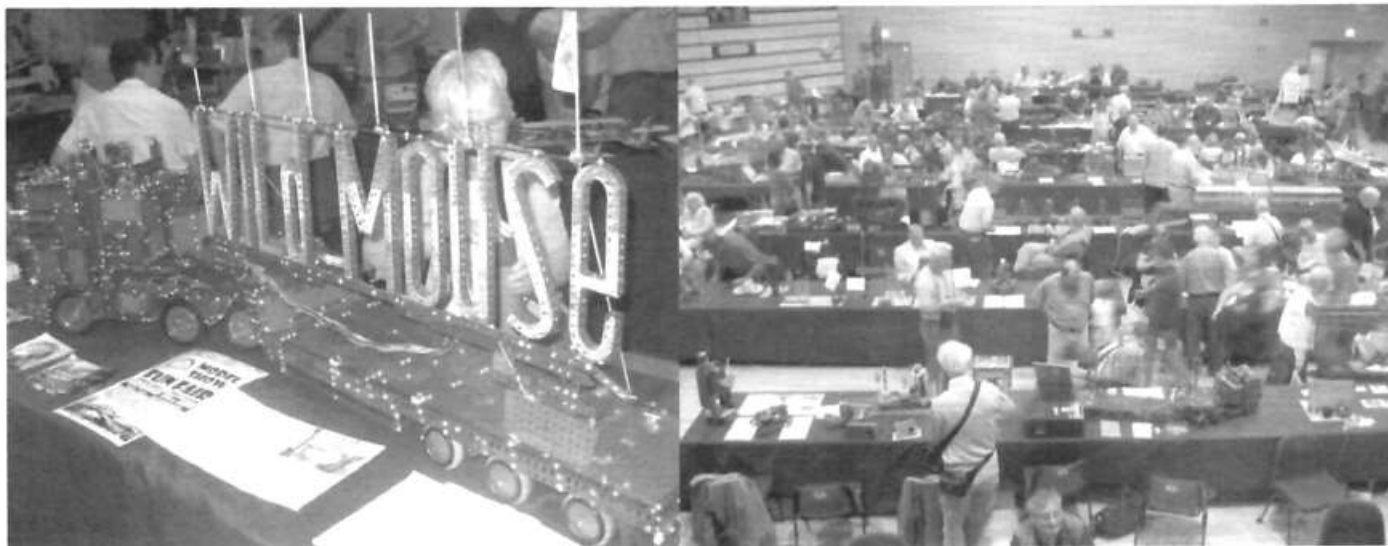
The 5-course dinner on the Saturday evening was well worth the effort and gave us a chance to meet and talk to many others there. I wasn't that impressed with the guest speaker, an ex-Binns Road marketing manager, who seemed to know (or remember) very little detail about the Meccano factory in its later years. I'm sure some of the exhibitors could have given us more insight, Jim Gamble for example. He did however make a good attempt to answer questions from the floor: always a difficult task.

There seemed to be a pretty serious competition going on between CQ, NewsMag and the Runnymede club to get the SkegEx story first to other Meccanonuts, and a lasting memory for me will be Michael Denny typing his CQ report at breakfast (at our guest house) on an ancient typewriter no less, with Robin Johnson asking when

the final version would be available as he wanted to get the Sept issue to the printer the following Monday (and it was only early July). Oh that your editor was so dedicated and/or motivated!!

As you will have gathered I really enjoyed the weekend and would recommend a future SkegEx to anyone planning a northern summer trip to Europe or the UK. I was joined by Graham & Mary Jost (Meccano jeep) from OZ and Lou & Shirley Nichols and Bob Presscott from NZ. All seemed to be having a great time. We had bumped into Lou and Shirley at the Meccanuity Museum at Ironbridge (Coalbrookdale) the previous weekend by some coincidence.

There is another SkegEx picture on page 24.



John & Michael Molden's "Wild Mouse"

NZFMM Convention 2009

It's getting closer!

There are now only seven months to go before the New Zealand Meccano Exhibition in Christchurch. We hope your models are well under way!

An exhibitor registration form is included in this issue of the NZFMM, and we ask that you please complete and return this as soon as possible.

The Great Hall in the Arts Centre of Christchurch is not the biggest venue there's ever been, and there is a limit on the number of exhibitors and visitors we can have for fire reasons. In addition, there are limits on the capacity of the restaurant.

I remember in particular the April Antics meeting in 2008, where 21 people had booked by a couple of weeks beforehand, and yet 51 were there for dinner on the Saturday! It would be a great surprise if the dinner were not fully booked by the time of the exhibition, and we will almost certainly not be able to fit anyone in who hasn't booked.

Please book as soon as you can to reserve your exhibition space and dinner tickets!

Exhibitors may also sell their own items at their table, provided that this is only a minor part of the display. Please note on the application form whether you wish to sell items at your table.

About the venue

The exhibition is to be held in the Arts Centre of Christchurch, which is right in the middle of the city on the main tourist track (and the tram route). Pretty much everything worth seeing in Christchurch is within a short walk or ride on the tourist tram that circles the city centre. Your spouses and/or kids and/or friends who perhaps have not yet got the Meccano bug will have plenty to do for the three days of the exhibition, and some tours will be organised for non-exhibitors throughout the weekend.

More details, including information on travel and accommodation, are available on the exhibition website at www.meccano2009.co.nz

Competitions and prizes

Although we welcome any and all Meccano models for display, there are a number of prizes on offer as detailed to the right. The major categories are voted for by the exhibitors and public respectively, and there will be prizes to go with these (although of course it is the endless adulation of all other Meccanomen that is the most valuable prize!)

The three minor categories are voted for by a panel of judges appointed by the exhibition organisers, and carry their own prizes (mostly consisting of Meccano outfits and parts, more details later). You don't have to specifically 'enter' any of these categories – your models will be eligible if they are on display. A model can win prizes in more than one category.

Prize categories

Overall model category (exhibitors' choice)

All exhibitors are eligible to enter, and all exhibitors are eligible to vote for this prize by noting their personal favourites on the Saturday afternoon. Prizes will be awarded to the top three overall models, and the top three entries by juniors (aged 16 or under at the

Club trophy

For each model that scores in the above category and has been exhibited by a club member who has identified his/her club affiliation, the average model score for that club will be calculated. The highest scoring club wins the club trophy.

Overall model category (public choice)

Members of the public entering the exhibition will also be asked to vote for their favourites, and the winner of this category receives the Bruce Baxter Memorial Trophy.

"Please Touch"

One of the special themes of this exhibition is "please touch", and special identification will be given to models where the viewer is encouraged to get involved with the model. It may be the entire model that can be played with, or a set of controls at the front of the table that will operate the model behind.

"Educational"

An award for educational models, which might include displays of mechanical devices, or an entire model with the intention of explaining the mechanisms involved. Explanatory diagrams and text can be included if required.

"Modern Meccano"

A prize category for models made entirely from currently available Meccano outfits (i.e. generally on sale new in 2008 or 2009). You may use as many parts from as many outfits as you need – can you build a blocksetter from a whole lot of Design outfits?

Competition entry rules

Models may only be entered by exhibitors (i.e. those who have purchased an exhibitor's pass for the show).

The prize categories do not have any specific rules about the use of Meccano or non-Meccano parts. Reproduction parts that are functionally identical to an original Meccano part are not penalized in any way. However, the models should be predominantly built from Meccano or identical reproduction parts, and you should be aware that many voters will be more impressed by the ingenious application of traditional style Meccano parts than parts that have never been part of the Meccano system.

Of course, models in the "Modern Meccano" category may only use parts from the currently available outfits.

The Meccano Mechanised Army sets - Part 2

By Gary Higgins



Thanks to Greg Rahn for the photo of this MA1 set

In the Part 1 article I covered briefly the make up of the Mechanised Army set and the types of models that could be made with it.

There were, however, two more Mechanised Army sets, which were intended to be produced, but like a number of other sets never were, due to material constraints during the war.

We know of the existence of these proposed sets through the production of a 1940s dealers bulletin in which they were described.

To this date however, none of these sets, produced by Meccano have been found, although a number of innovative individuals have constructed these sets and sold them on, no doubt reaping the benefit of Meccano's original concept.

The bulletin goes on to add "The Meccano Mechanised Army Outfit, introduced last year, was very successful and we are now introducing two similar type Outfits as follows:

No 1 Meccano Mechanised Army Outfit - 6 shillings

No 3 Meccano Mechanised Army Outfit - 27/6

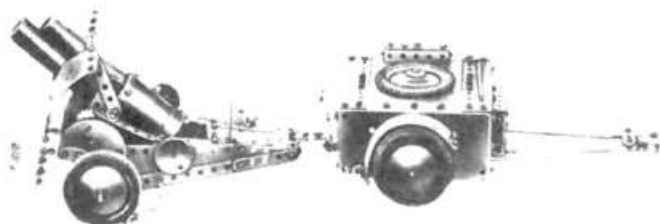
The outfit introduced in 1939 will be known as No2 - 13/6"

Along with the description was a drawing of the proposed layout of each of the sets along with a box cover identical to the existing sets and what appeared to be an existing set manual tucked in under the box.

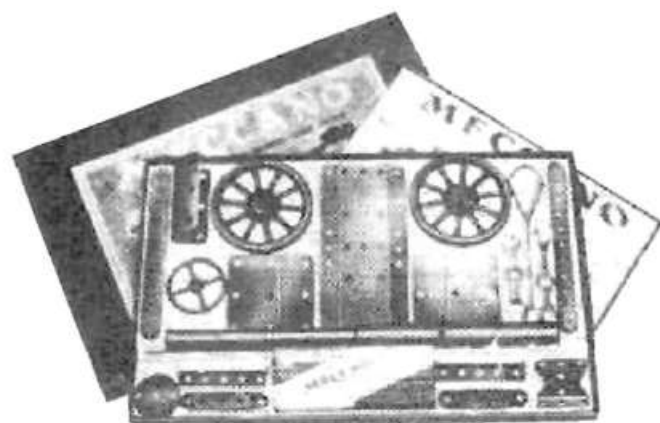
Two new models were described for the sets with obviously more to come when they were introduced.



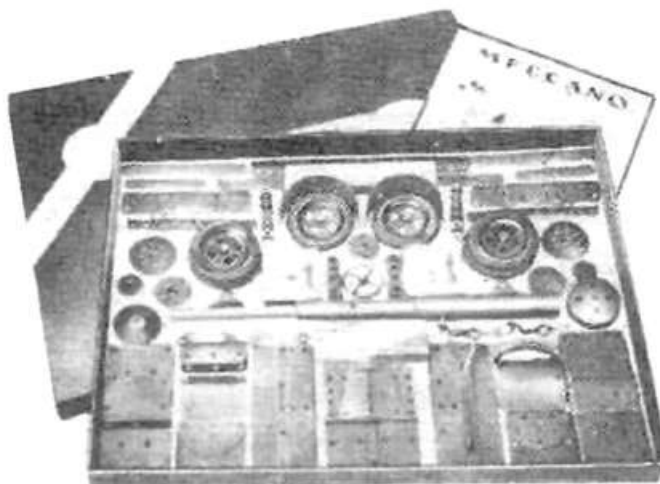
Heavy Gun model proposed for outfit MA1



Howitzer model proposed for outfit MA3



Proposed layout of MA1 Outfit

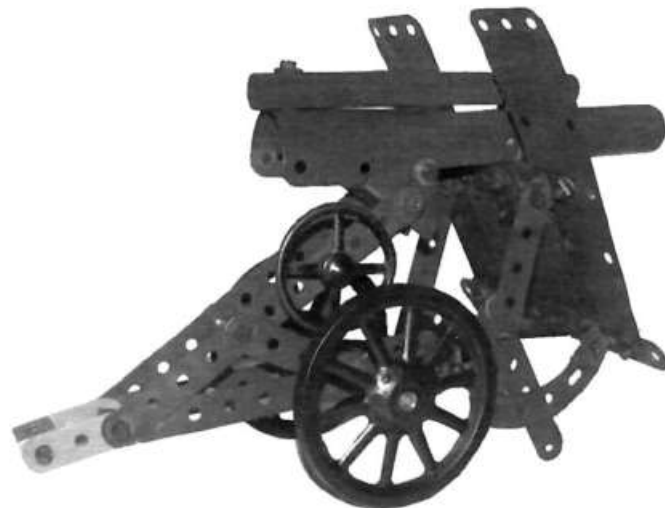


Proposed layout of MA3 outfit

While the MA3 outfit is obviously a made up look alike, it has been put together to match the description given in the dealers pamphlet.



MA3 Outfit box lid



real or replica mechanised army parts with the correct hole spacing.

It is however a good indication of how the two sets would have looked had they actually been produced by Meccano. All we need now is some enterprising person to draw up a book of new military models to be used with the two sets.

So if you ever get offered the "real thing" during your Meccano purchasing, it's probably worth considering as a talking point, but it will not be the real thing.

The reasons for Meccano proposing the sets in the first place is because it gave an obviously popular set further options for expansion. The spoked wheels being ideal for the construction of a wheeled gun carriage and the steering wheel as an elevation adjusting wheel on larger artillery

In the number 3 set the larger number of standard parts and the rubber tyres would have given the models a more realistic appearance.

Thanks to Jaques Pirat for photos of his Replica MA3 set

The maker went to a great deal of trouble to get the set carton, small parts boxes and tins authentic but then used standard parts painted green instead of using Mechanised Army replicas. Even the colour appears to be more of a grey green than the original colour.

The MA1 set looks far more authentic, having used either

For Sale: 1970s No. 10 set

by Lloyd Spackman

I have received an e-mail from John Bassett. He is a former subscriber who now wants to renew his membership. I have fixed that part of his queries. He works in London, U.K. but has a N.Z. postal address.

He also asks the following:-
I've decided I would like/need to sell one of my No. 10 sets. It is a 1979 era three drawer blue, yellow & zinc set. All parts and manuals/leaflets are there and in good condition. The parts are also in good condition, though they are used, with the associated odd minor scratch.



sale if possible. My query is - what is the current market in NZ for this set. I would hate to go to the effort of returning it to NZ to find it would fetch a low price. Are you able to give any advice in this area please ?

Note: Recently there was a No 10 Set for sale on Trademe. It sold on August 24th for \$3770. This was a French issue outfit, dating from the late 80s, in blue/yellow/zinc. It was in its original box, which had a ding in the top but was otherwise in good condition. 95% of the parts were completely mint and unused. The hub discs hadn't even been unwrapped, and most of the yellow and blue parts are perfect with only a tiny number having been used at all. The hanks of cord were still there unused. Other parts have very minor storage scratches.

I am returning to NZ in January 2009 and, as a good Kiwi, I would like to return the set to NZ for

John Bassett's email address is -

<samjrb@xtra.co.nz>

Lanchester Motor Cars Wooden Cars and the Yellow Emperor's Chariot

researched by Gerald Hart

The following extract is from a book entitled "Lanchester Motor Cars - A History" by Anthony Bird and Francis Hutton-Stot. The three Lanchester brothers were Frederick William born 1868, Frank 1870, and George 1874. The book is mainly dedicated to Frederick who spent his life designing cars. George was his assistant and successor to his brother as designer and chief engineer. Frank was secretary of the Lanchester engine company and sales manager. In 1922 Frederick and George planned to build a cycle car with simple controls for about £65, the chassis body, springs and front axle beam were to be of wood. Mark 1 and 2 were powered by B.S.A. air cooled engines but by the time mark 4 was finished, the Baby Austin car had made the cycle car obsolete. Here is the extract:-

If the writer has done his job properly there is little more that need be said to describe the character and attainments of George Lanchester, the youngest, and only surviving, member of the Trinity. As a motor designer and engineer he stands very little lower than his brother in stature, though as an habitually modest man he would (and doubtless will) deny that this is so.

An unimportant but wholly fascinating contribution that George Lanchester made to the history of engineering was his solution of the Mystery of the Yellow Emperor's South-Pointing Chariot. The hapless reader, if he has survived so far, has endured so many digressions that he may be tolerant enough to endure one more.

The root of this matter is found in Dr Herbert Giles' monumental and authoritative work *Adversaria Sinica*, in which the following legends will be found:-

The Chinese Emperor, Huang-ti, 2698-1598 B.C., fought at

Cho-Lu against the rebellious Prince Ch'ih-yu.

The latter raised a great mist as a screen to their movements, in consequence of which the Yellow Emperor's troops lost their way and the sight of the enemy.

Huang-ti constructed a chariot upon which was mounted a prominent figure with arm outstretched, and which always pointed south whatever might be the direction taken by the chariot. By these South-Pointing Chariots Huang-ti extricated his soldiers, led them to victory, and put the rebellious Prince to death.

The second legend runs:-

When the Ambassadors of the Yiieh-Shang nation came with tribute from Cochin-China in the days of Cheng of the Chou dynasty 1122-255 B.C., the Chinese Ministers of State—Chou Kung—gave the envoys a South-Pointing Chariot (called Chih-Nan) as they were afraid that they would not find their way back through the flat unidentifiable country which they had to traverse without being lost.

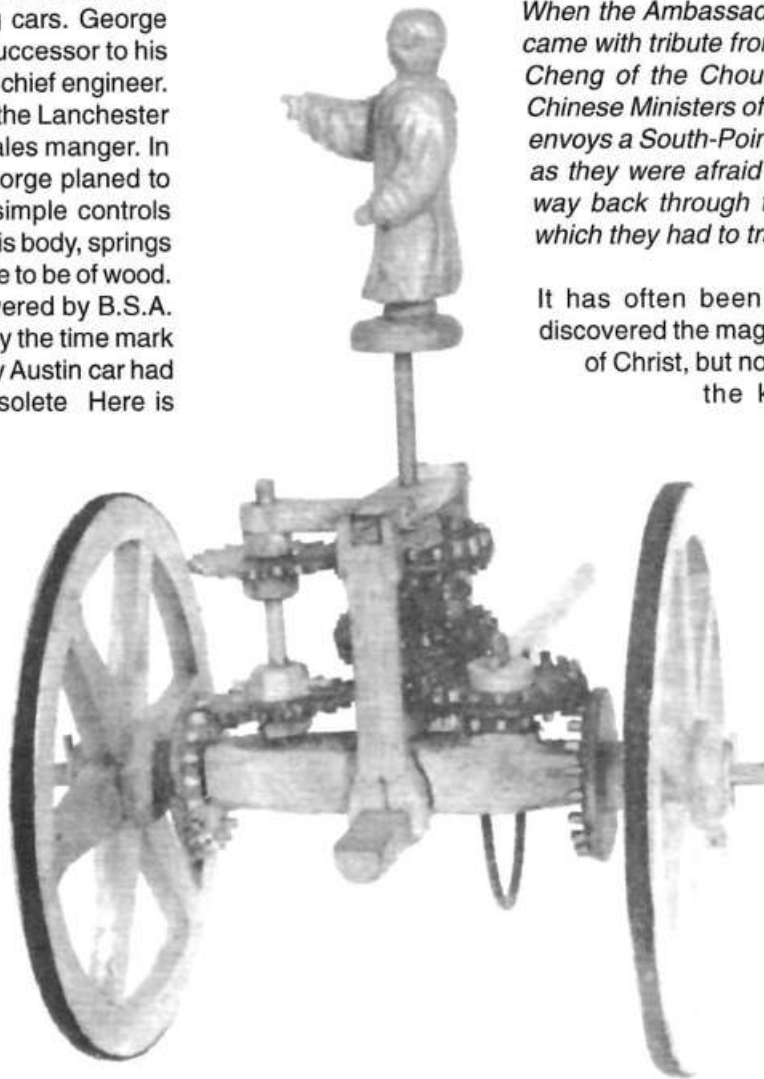
It has often been said that the Chinese had discovered the magnetic compass before the birth of Christ, but no mention is made of it in any of the known Chinese writings of antiquity; nor is there any conceivable way in which a magnetic compass could be made to turn a carved figure on top of a chariot.

In 1932 Dr J. B. Kramer, an electrical engineer and friend of George Lanchester, delivered a lecture on the 'History of Magnetism', in which he quoted the legends of these chariots and exposed the fallacy of supposing they were worked by magnetism. He also mentioned a description of a South-Pointing Chariot made by one Yen-Su, who described himself as 'of the Board of Works' and who left a specification, if such

it can be called, of his chariot which is dated 1027 A.D.

Even if, as some Sinologists say, the Yellow Emperor never existed but was a mere legendary hero-figure, there seems ample evidence from Yen-Su's manuscript that the secret of the Chariot had existed in earlier times, had been lost, and that his task had been to rediscover it. Even if the date of the Yellow Emperor's supposed reign, 2698-2598, is rather too remote, it certainly seems probable that the South-Pointing Chariots were in existence 1,100 years or more before Christ.

Yen-Su's description of his chariot, surmounted by its carved



George Lanchester's model of the Yellow Emperor's South-Pointing Chariot, with body removed to show the mechanism.

Immortal whose outstretched arm always pointed South no matter how the chariot was turned, enumerated a number of cogged wheels of different sizes. This reinforced Dr Kramer's argument that the device was mechanical not magnetic. Unfortunately, as described, this train of toothed wheels would not have achieved the desired result. The specification, indeed, was nonsensical, the true function of the wheel-work having been obscured by mistranslation, or deliberately falsified to preserve secrecy.

A number of Chinese scholars and a few engineers became interested in the problem, and a number of suggested solutions were put forward. None of them would stand up to logical examination. Typical of these 'unmechanical' solutions, and one which received some support, was one put forward by the Rev. A. C. Moule. He suggested that the pointing figure was held statically pointing in the pre-determined direction and the chariot then drawn along in a straight line. When it was necessary to turn, the chariot was stopped and a gear wheel engaged, either with the right- or left- hand road wheel, according to the direction of the turn; the engaged gearing would then propel the pointing figure rotationally during the process of turning, whereupon the gear would be disengaged, the figure again locked in position and the process repeated at each subsequent deviation from a straight course. The clumsiness and inaccuracy of this method will be apparent, and it could only have succeeded over comparatively short, and fairly straight, processional routes; but if Yen-Su was to be believed the machine was completely automatic and could function in open country.

Dr Kramer asked George Lanchester to examine the problem from the viewpoint of the mechanical engineer, and on looking at the evidence George soon concluded that none of the proposed solutions filled the bill. In a lecture delivered to the China Society in February 1947 he said:
In reconstructing the South-Pointing Chariot the conditions to be satisfied are:-

1. That if the chariot deviated a given number of degrees from the straight course in one direction, the figure must deviate the same number of degrees in the opposite direction.

2. That the function must be reversible, that is, operate with

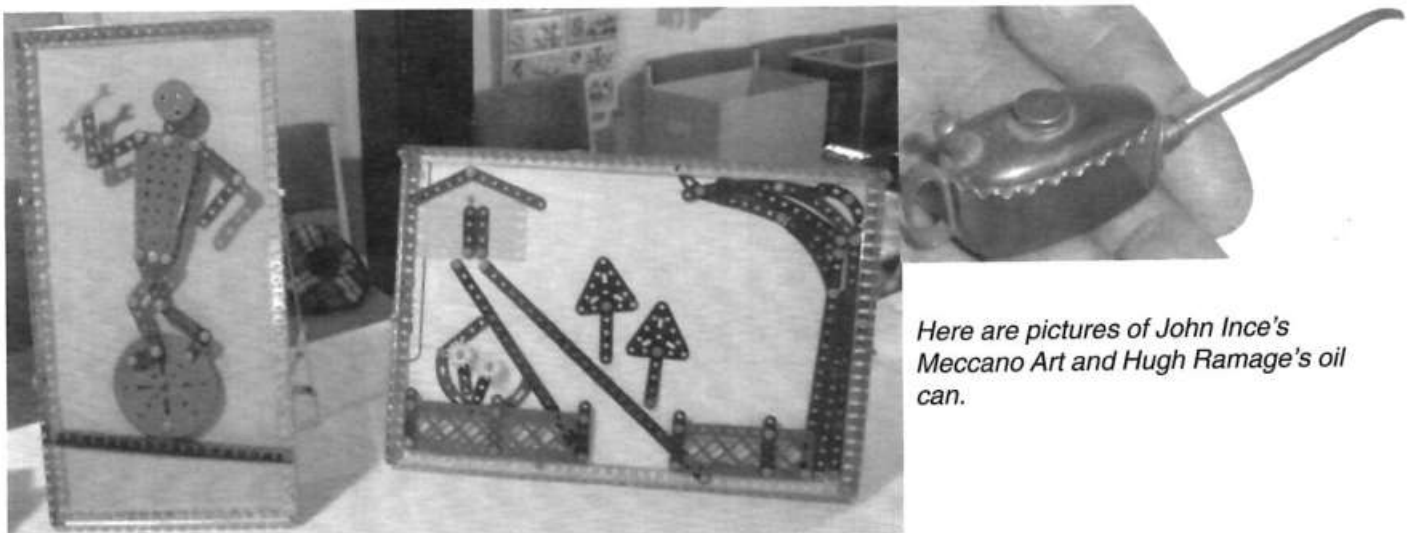
equal accuracy whether the deviation be to the right or to the left of the straight course, and also must function accurately with any number of degrees of deviation.

A little thought convinced me that the principle involved the use of what we engineers know as the differential gear. Most of you who drive or use motor cars know there is a mechanism in the driving axle called a 'differential gear'. As far as we know, this mechanism was first used in this country about sixty years ago in the driving axle of pedal tricycles, and its invention, or at any rate its application to the axle of tricycles, has been attributed to Mr Starley who was a pioneer designer and maker of cycles; in my young days it was always referred to as the 'Starley Gear'.

After describing the function of the differential in a motor vehicle he continued:-

Now if this deduction is correct, such a mechanical device must have been known to Chinese engineers at the period given by Dr Herbert Giles. I therefore set to work on this line and was able to produce a rough model made from Meccano parts in time for my friend Dr Kramer to use it for demonstration in his lectures. I subsequently made another model, which I conceived might have some resemblance to that which engineers, with their limited resources at that remote time, might have built.

Plate 77 shows the wooden model, which was made entirely with the penknife and which demonstrates the accuracy of George's theory, for it works to a nicety. The differential gearing is contained in that part of the mechanism through which the pole supporting the figure passes. The action is self-explanatory, though a point which is not at once apparent is that it is necessary for the road wheels of the chariot to equal in diameter to the track of the vehicle; if this were not so, reducing or multiplying gears would be necessary in the intermediate gearing to counteract the precession of the figure. Clearly, no proof exists or can exist, as to the exact form the South-Pointing Chariot took, and there are many possible variants on the layout George adopted for his little model; but it is the only logical answer which has been put forward. If one accepts it, one must also accept that Giovanni de Dondi's use of a differential gear, in his planetarium clock of c. 1360, was anticipated in the Far East by more than 1,500 years.



Here are pictures of John Ince's Meccano Art and Hugh Ramage's oil can.

School Holidays Entertainment.

by John Ince

During the school holidays, on the five mornings from July 14th until July 18th, the children's section of the Feilding Library was the site of a hands on Meccano display. The models were a selection of mine plus three by Bruce Geange. As usual the Meccanographs were popular as the young people were able to turn a handle to produce a design which they could then take home. I was fortunate to have a friend visiting who was able to assist me on the first two days and take some photographs. (RH column photos by Graeme Cox)

This short article about the display, and the photograph below, were published in the Feilding Herald on Thursday, July 17th:

Just Mad about Meccano

Jessica Langtry, 12, and her brother Mitchell, 10, get hands-on with a Meccano display at the Feilding library this week. Feilding Meccano enthusiast John Ince set up some of his creations, including a Meccanograph, which produces spiral pictures.

Many of the pieces have been constructed with recycled Meccano and repainted. Mr Ince sold his original collection in 1947 but was tempted again in the 1980s when some pieces came up for sale. He says he is now "hooked" on Meccano, making connections with international Meccano groups and assisting with publishing a New Zealand Meccano magazine. The display is on show from 10am to noon and ends tomorrow.



HOBBIES: Bernard Haste on Spanner says: "I've always thought the purpose of a hobby is to occupy time in a way the person finds enjoyable. Some people are satisfied with very little achievement. Some go to inordinate lengths to achieve (seemingly) very little. But, if the person has enjoyed what they have achieved then the hobby has served its purpose."



FROM THE PAST: I have just acquired the original box my grandfather made me for my boyhood Meccano. Just a simple wooden box with appropriate spaces for girders and plates, with a tray for big bits. The Meccano guaranty slip dated 2/46 was pasted on the cover. It seems I was keen to get back into Meccano as soon as possible after the War. The box still has the remains of Meccano model pictures, cut from a manual, also stuck on the cover. He gave the box to a relative 45 years ago. It got passed down a few generations and disappeared until I finally traced it back and re-acquired it.

(Brian Willis on Spanner)

DREAMS: What does it mean when one dreams of Meccano? Here is my recent dream. Truly!

"I was in England, visiting a friend, a newsagent in Hartlepool, with whom I had corresponded for many years. He brought out, to show me, 3 mint, unopened Meccano sets. One was an early red/green, the other two were from the blue/gold era. All were sets numbered 4 upward.

First thing I said to Jim was, 'I'll give you a hundred pounds for the three.' He agreed. Then Mrs. Jim brought in cups of tea. And I awoke." *(Lloyd S.)*

WE STILL FIRED THEM I: "My favourite member of the Great British Public was a dear old lady of over 80 who stood for ages looking at a model of a British Army 3.7" A.A. gun which I built a couple of years ago. Eventually she came forward and said 'Young man, is that a Mark 3 or a Mark 4 version?' I appreciated the 'young man' bit and told her it was a Mark 3. She then told me she had been in the ATS during the War and had served on AA guns. She said that the Archbishop of Canterbury had forbidden women to actually fire weapons; but, she said with a grin, 'When the old bugger wasn't looking, we did!'

(This reminds me of a poignant Nevil Shute novel, "Requiem for a Wren" in which the heroine did just that.) (L.S.)

NOVEL USE FOR MECCANO: In June the U.K. "Financial Times" showed pictures of strips and girders bolted together to form the word "Index" and also "Indices can't be beaten". *(Brian Willis on Spanner)*

TOYWORLD: Toyworld's Christmas layby catalogue included a half page of Meccano sets including a Super Construction at \$NZ99.99, a 20 model set for \$59.99 and a 15 model set for \$49.99.

BUILDING A CABINET: "I am very interested in the April Meccano Cabinet article. John Ince helped me some years back with internet articles on the standard Set 10 Meccano box. However, now that I am contemplating a larger cabinet especially for the smaller parts I would like to add some

helpful comments on cabinets which I found out from my work with Museums and by personal experience.

To contain metal parts you should use only (1.) Solid hoop pine or kauri pine, or (2.) Exterior or marine grade hoop pine ply, or (3.) soft woods sealed with multiple coats of Cabots Crystal Clear Varnish. Chip board, particle board, fibre board, MDF (even with reduced formaldehyde) are not recommended". *(Dave Thom, Roseville, N.S.W.)*

MECCANO GEOMETRY: Paul McMahon returned from his local village fete with a boxed plastic Meccano set titled "Geometry & Structures study Kit 1". The instructions were printed in 1968, but he thinks the set may be of a later vintage. Anyone heard of this one??

ENGINEERING is the application of science to the design, building and use of machines.

(Ellis Cory on Spanner)

WIND TURBINES: Work on the Makara wind farm south west of Wellington is on schedule. The 111m tall towers are being constructed in South Korea; the blades and gearing in Denmark. Senior Civil Engineer on the project, Chris. Jones, was quoted in the "Dominion Post" of 17th June as saying "Putting it all together is basically like a big Meccano set".

NIKKO, U.K. Nikko U.K. went down and, astonishingly for a Japanese firm, Nikko abandoned them. The position was that Nikko had 49% of Meccano S.N. (the French company). Following Nikko's problems in 2007, Nikko sold their shares back to Meccano S.N.

Meccano set up Meccano Toy UK to handle distribution in the UK and was in the process of dropping Nikko as a distributor throughout the rest of the world. Nikko USA was dropped earlier this year..

Meccano S.N. had been gently incorporating Nikko parts like radio control into the System and many of these toys are still available. Long term, what and how Meccano S.N. intends to do about sourcing electronic components for Meccano remains to be seen.

(Paul Joachim on Spanner, July, 2008)

FORMED SLOTTED STRIPS: This is a very useful part. Straightened, it makes a useful 3" strip that can give varying length to cross bracing.

I recently needed to place a DAS inside a cylinder. P/N 48e, 1" double angle strip with 3 holes, could have been used but I needed to adjust the position. A DAS fashioned from a flattened and re-formed P/N215 provided the perfect solution. I bent the two slotted wings forward leaving the centre with one hole at right angles to the ends.

"ERECTOR" SKYSCRAPER: The latest skyscraper to go up in Manhattan is 20 metres tall and constructed from about a million stainless steel replica Erector set pieces.

It is artist Chris Burdon's latest project and was assembled by 30 people using screwdrivers (and spanners?) The project began in 2006 in California and the skyscraper was trucked across the USA in two parts.

(B.B.C. News Channel, 11 June, 2008)

Wellington Meccano Club

August Meeting

In spite of snow on nearby hills and a vicious southerly gale a hard core of 10 of our members spent a pleasant evening at our August meeting.

The most interesting models we saw were four aircraft. One was a biplane built by Simon Moody from a 1933 No. 2 Special aeroplane construction outfit. It was a bit worn but was still an impressive model.

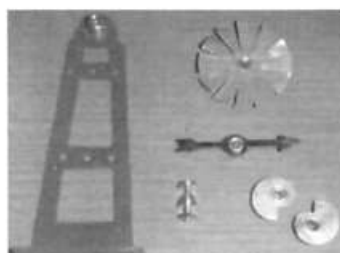


The other 3 aircraft were from Brian Peterson. Brian has two #0525 Spitfire sets from which he built (with extra parts) the Spitfire, a Hurricane and a Mustang, each well worth a close look.



The Spitfire

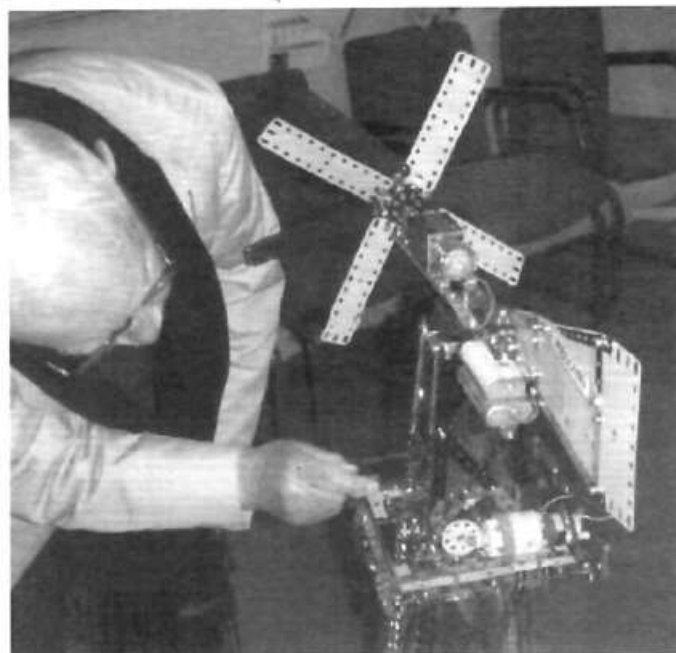
Eldon Porter had been



busy with his lathe and tinsnips. He produced a nice pair of green P/N 179, shafting standards, a P/N 157 fan, a P/N 156 pointer and some other small parts.

Lloyd Spackman had built a windmill based on the model written up by Bruce Neilson in the June, 2007, NZFMM magazine. This windmill was originally a dealer's model. Then it was owned and rebuilt by the late Lindsay Bond.. It was rebuilt by Bruce Neilson and later donated to the M.W.T. Club and it is now a perpetual Club trophy..

Lloyd has rebuilt it, making the propeller and rear fin unit revolve on a small ball bearing race, copied from one in the August, 1966, Transvaal M. G. Newsletter. This unit was driven by a PDU with speed reduced by two 1:3 (pinion to contrate) gears. The propeller (fan) was driven by a modern MO motor with its speed reduced to 1:361 by two 1:19 linked gear reduction boxes.

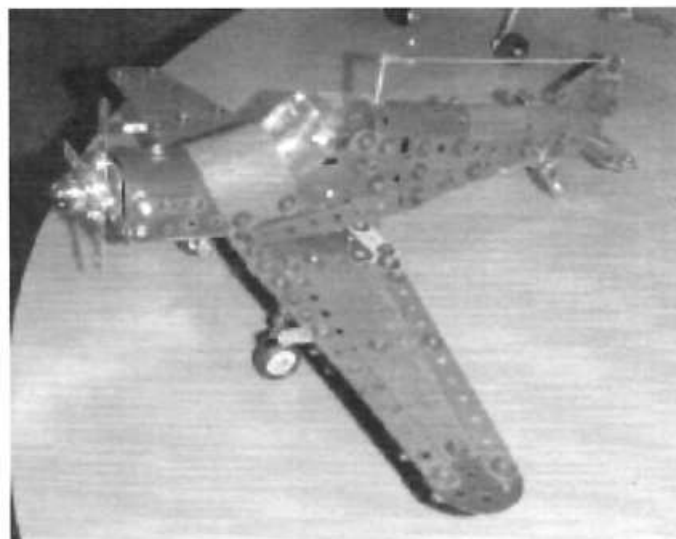


Lloyd's windmill

Our next meeting will be held at Konini School on Friday, September 26th.



The Hurricane



The Mustang

MWT

MECCANO CLUB

Meeting Report - 9 August 2008

by Lou Nichols
photos by Lou Nichols and Bob Prescott

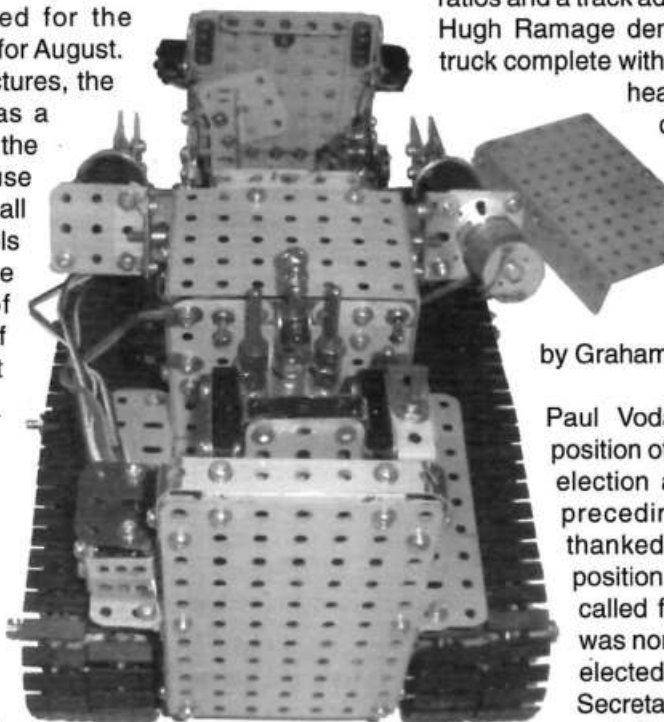
Three entries were received for the Meccano as Art model theme for August. John Ince had two framed pictures, the one in the vertical format was a unicyclist pedalling uphill and the landscape format was a house and garden, a theme we are all very familiar with. Lou Nichols brought along a three dimensional model of Lindbergh's plane "The Spirit of St. Louis", entitled "Flying out of the Clouds".

Coincidences are alive and well in that three items turned up that probably each of us thought might be unique to the meeting. Not to be, Lou Nichols brought along an unopened Meccano jigsaw puzzle featuring a painting of a Meccano delivery van outside a toy shop with Dinky Toys in the window. John Jordan brought along the same thing, but this time as the completed item and Graham Hawtree did not have the jigsaw, his contribution was a nicely framed print of the original painting.

Our meetings always seem to throw up a few choice older Meccano items, with Francis Wilson bringing along a "K" oil can, a very small item that fits in the palm of your hand. Graham Hawtree had the April, May, August and September copies of the Meccano Magazine for 1925 plus the green

coloured wallet containing the twenty No. 10 outfit instruction leaflets.

The larger models today were Selwyn Bluett's free lance Massey Ferguson tractor towing his International Harvester B46 Bailer. The model is featured in detail in this magazine. To complete the presentation Selwyn's mum had a wooden jigsaw puzzle made up from a photograph of his backhoe model. Don Blakeborough had an almost complete Caterpillar D4 bulldozer featuring four motors, high and low ratios and a track adjustment mechanism for tension. Hugh Ramage demonstrated his radio controlled truck complete with a two speed gear box, steering, headlights and tail lights. By way of contrast John Ince demonstrated his Container crane based on two new cranes operating at Port Chalmers, Dunedin.



Don Blakeborough's D4 Tractor

Notes on the AGM

by Graham Hawtree

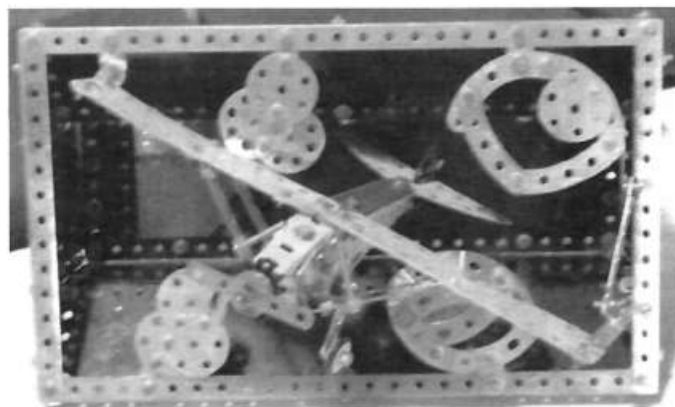
Paul Vodanavich stepped down from the position of chairman not wishing to seek re election after being in the chair for the preceding 12 months, and was duly thanked for his efforts in holding that position for the year. Nominations were called for this position and John Freer was nominated and seconded and duly elected. Nominations for the position of Secretary/Treasurer were then called for and Graham Hawtree was nominated and seconded and was duly elected into the position which I felt a little embarrassed about as I still consider myself as the new boy on the block but am somewhat humbled by the faith that our fellow club members have bestowed on me.

Tom Pittams, our immediate past Sec/Treas carried on for the remainder of the meeting and has since passed the books over to me to carry on. So here we go - let it be known the MWT Meccano club is here to stay.

(Please turn back to page 17 for pictures of John Ince's Meccano Art and Hugh Ramage's Oil Can.)



The Bluett jigsaw



Flying out of the Clouds

Welcome to the Ebay auction page. First of all, a short note about prices. Meccano lots bought from the UK (where most Meccano is sold) are often heavy and have high costs of shipping, GST, and duty. Many people use an exchange rate of about 4:1 to give a representative price for it to arrive at your door in NZ\$. For the auctions on this page, I've shown the actual purchase price in the original currency (including commission where relevant), and this equivalent "landed cost" in NZ\$.

The Auction Page



by Charles Steadman

50s outfits (7/8's). A big pile of Meccano in variable-to-good condition for £98 (NZ\$400).

Electrikits. These outfits were not particularly big sellers, but contain an interesting range of hard to find Meccano electrical parts. Two good value auctions recently saw an excellent unused set go for £94 (NZ\$380), the other for components alone without the box for £39 (NZ\$160), with some extras. A similar auction for the components in good condition with a tatty box sold on Trademe for a knock-down NZ\$121.

The Bible

The most important book for Meccano enthusiasts is known as "the bible", because it's full name (The Hornby Companion Series Volume 6: The Meccano System and the Special Purpose Meccano Sets) is a bit unwieldy. It has been out of print for a few years now, but often appears on eBay.



Be aware that there are a number of different Hornby Companion Series books. Volume 2 (The Supermodels) is a handy one, but is mostly just a reprint of the 1920s supermodel leaflets. Nothing like as desirable as Volume 6, it's worth around £25-30 (NZ\$120). More confusingly, there is also a "Volume 6a" containing just the last 90 pages or so of Volume 6 – reprints of the set contents lists from various manuals. Don't be tempted to bid on Volume 6a thinking it's Volume 6.

Volume 6 used to be £35 when in print, and may yet be reprinted again. However, the demand for it has raised the price a little recently. Recent copies have been selling for £50 or just over. Some will tell you it's more valuable than this, but a bid of £60 (NZ\$240) would have won you all but one copy sold on eBay this year, and they have sold for as low as £43 (NZ\$170).

For the builder

Not everyone is a collector – I know that! Here are some auctions that might appeal to the model builder.

1978 outfit 5, used but good. One of the best 'starting' Meccano outfits in my opinion, with a great set of models and a good range of parts including a motor, is the 1978/79 set 5. This one was a little tatty for a fraction under £25 (NZ\$100). It would make a great start for a new Meccanoman, and is vastly superior to one of the modern outfits of the same price.



Nickel, or red/green outfits? This was an example of badly written auction text resulting in a good deal. The auction was for "Meccano early nickel parts...", but much later on in the description was mentioned a pair of large

Deal of the month

Pre-war blue/gold 10. Terrible pictures, an unclear description, and "pickup only" added to the woes of a potential star auction. A late 30s outfit 10 went for the ridiculously low price of £286 (NZ\$1144). The original green enamelled box with its two inner trays is worth at least that. Although you couldn't clearly see all the parts, there appeared to be enough there including large Flanged Rings in gold, other circular parts in medium red, and the Digger Bucket. The parts were tatty, but good condition outfits of this period are rare, and usually sell for £3-5,000 (NZ\$12-20k).



A point to note with eBay is that many Meccano auctions are shown as "buyer pickup only". Most large Meccano lots are heavy enough that some sellers can't be bothered with packing. However, you can often find that a polite private request to the seller will result in a positive response, and then you can bid.

Collector's corner

Pre-war dealer's spare parts

There are many collectors of spare parts in packets, which are particularly interesting as the parts are usually mint and they can often be dated quite accurately. Most often, these spare parts are in the post-war yellow boxes, but occasionally the pre-war versions appear. This pack of eight 2 1/2" x 1 1/2" Double Angle Strips are nearly worthless on their own, but mint and packed with the correct black-on-green sticker for 1928-33 dark green parts, they made just a fraction short of £30 (\$120). Don't expect to find too many more like this.



Another 10-set from the 50s

This outfit was in relatively original condition, some parts still strung, although it contained Spanish manuals, with a slightly battered cabinet and grubby parts it would certainly have been a good set for building or a project to restore to a quite presentable condition. It fetched a fairly strong £1,700 (\$6,800), perhaps surprising for a US-based sale.

New Zealand Club Diary 2008 - 2009

Auckland Meccano Guild.

Contact - David Wall - Ph 09 426 1965.

Meetings at 2 pm on second Saturday every third month.

MWT Meccano Club.

Contact - Tom Pittams - Ph 06 345 9099.

Meetings at 2 pm as listed. Wanganui meetings at St. Luke's Church Hall, cnr. Cornfoot and Manuka Streets, Wanganui. 11 October, 13 December. There will be a fellowship gathering in Feilding on September 13th - members will be advised.

Wellington Meccano Club.

Contact - Lou Nichols - Ph 04 297 1515. (after July 12th)

Meetings at 7.30 pm on first Friday every second month at Konini School, Wainuiomata, 3 October, 5 December

Christchurch Meccano Club.

Contact - Charles Steadman. Ph 021 378897

Meetings at 7.30 pm on first Friday every month (except January) at St. John's Hall, cnr St. John's Street and Ferry Road, Woolston, Christchurch.

Other Important Dates

10 - 12 April 2009 - Convention, Christchurch.

Additional Meccano Contacts

Hamilton - Don McClelland Ph 07 843 4198.

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.

Internet sites

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

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

Category Indexes to articles in Meccano related Magazines
<www.dalefield.com/nzfmm/constructorq/bneilson.html>

Articles etc. for the October 2008 issue of NZFMM Magazine should be sent to Les Megget and John Ince well before **10 October 2008**

Back Numbers - NZFMM Magazines from April 2001 are available. Contact the Bruce Neilson.

Consolidated Index for NZFMMM 1976 to 2006 Vols. 1 to 30

28 pages in .rtf format can be sent by email only on email request to the Bruce Neilson, <rbneilson@infogen.net.nz>

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: 1950s No. 10 set

Doug Harris thinks he has found the Holy Grail, a mint, boxed early 1950s No. 10 red/green Set. It has been in storage since then, bought by a father for his son, who was more into model aeroplanes. So it was put away, and virtually forgotten. Basically, the whole thing is factory-fresh - brilliant colours, and varnish on the box.

This has now been offered to Doug, and much as he would like to own it, it is out of his field, as he would rather have stuff he can build with, and would not unstring it. It is in mint, still-strung condition, in it's original mahogany/oak-type box, on which I could only find one small short scratch, which would polish out. Rods, etc are still in their cellophane packs.

However, and unfortunately, some of the brass has started corroding, and a little of the paint to rust, I believe this is because of acid in the sheets of corrugated card that have been used to separate the trays, and the stringing cards themselves. The wheels and gears could be easily dismantled from the cards and restored, but the painted parts, which are tied down might be more of a challenge. I advised him to leave the card out of the box, but some more card sheets with Meccano pattern printing on them are still in it.

Doug is looking for interest and/or offers on this set - if you are interested, please contact Doug. He (we) would like it to stay in the local Meccano fraternity, not wind up on TradeMe.



Doug's email is: digbee@orcon.net.nz



See page 15 for details of a 1970s
No 10 set about to come on the market.



A Tale of Two Trucks

by John Pond, Cornwall, UK

In November 2005, whilst shopping in our local city of Truro (UK), I noticed that the Marks and Spencer store was selling Meccano. I was particularly drawn to a black six-wheeled radio-controlled truck and managed to persuade my wife that this would be an ideal Christmas present for a dedicated Meccano Man! In due course I made up the model, but was interested to discover that the instructions in the box were for a red, not a black model. When I took this up with Marks and Spencer they explained that the black truck was made exclusively for them, and the red one was not available in the UK. The

following year, 2006, I was doing my Christmas shopping in Auckland NZ, whilst on a family visit. To my surprise, while browsing in Dick Smith's in Albany, I found my truck in red. Of course I had to have it (although I waited for the January sale!). Now when I display my Meccano models at steam and tractor rallies in Cornwall I have two trucks side by side – black and red!

Sets for Sale at SkexEx -
see Les Megget's article on
page 10

