



NZFMM Magazine

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**NZ FEDERATION OF
MECCANO MODELLERS**

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Lloyd Spackman*

*COVER: A selection of photo's of
Earthmoving equipment*

EDITORIAL

Welcome to this issue of your magazine, the last before the convention, so I hope that you all have your models finished and working well, not like me I have yet to finish mine—only been building it for 2 and a bit years Still hopefully it will be ready in time.

The Wellington Club have endeavoured to make this a memorable convention, all we need is for you to attend, also to help with the planning please send your registration forms back to Simon ASAP—only 12 received so far. REMEMBER if you don't register in time you will not get one of the badges, we are only getting the same number made as we get registrations.

We would also ask that those of you who will be using transformers please ensure that they are in safe to use. If you want to use steam please contact Simon.

Could those members who hold the trophies from the last Auckland Convention please ensure that they are returned to Simon or Lou Nichols before the convention, thanks.

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A NODDING NEDDY

From Lloyd Spackman

This is a model of a TARANAKI OIL PUMP, usually called a "Nodding Neddy". It is a scaled down version of one published by the late Norm LaCroix in 1989 as Canadian Model Plan No. 13.

Rear is the motor end.

THE PLATFORM is 12-1/2 x 9-1/2. Angle girders on the long sides have slotted holes down and out. Another A. G. is fixed inside, slotted holes up and in for bolting the deck on. The 4th (front) side just has a 9-1/2 strip across.

At each corner is a vertical 2-1/2 A.G.. 12-1/2 and 9-1/2 strips form the **railings**.

A pair of 18-1/2 A.G. run underneath, protruding 6 inches at the front. Bolt a P/N 52a and a P/N 70 on top to form the **pump platform**.

Cover the deck with three 12-1/2 strip plates and two 12-1/2 strips. Underneath, bolt 9-1/2 strips across at each point where the feet of the support frame will come.

Each leg of the SUPPORT FRAME is a pair of 9-1/2 A.G. bolted together to form a 3-sided box girder. At the foot of each, bolt a **hinge**, pointing outward. Bolt the hinges to the platform at the row of holes 6 inches in from each edge. (this is the inner row of holes of the side strip plates). Open side of each girder faces the other pair, i.e. front faces rear and v. v.. At the front, bolt the hinges at the 3rd holes from the edge and at the rear the 8th holes in, raised on a P/N 38a spacer. Join the side supports at the top with flat trunnions or P/N 74. **Rear supports** meet the front ones about 3 holes down. Join the front girders with a 1 in. bolt through their top inner slotted holes. On it, centrally, are a 38a spacer flanked by two 23c (1/4 in. rubber pulleys). These are flexible enough to cope with the angle.

Next problem was converting the 80 deg. angle of the girders to a vertical 90 deg. for the 2-1/2 rod on which the Overarm pivots. I bent four 1-1/2 strips slightly and bolted them in pairs to the top outside holes of each girder, protruding up one hole. (If anyone has a solution which does not involve bending something, I'd be glad to hear of it).

The OVERARM is a pair of 12-1/2 flat girders,

round holes down, bolted to the **sides** of four 11a double brackets. A 12-1/2 strip covers the top. The double brackets are, from the front (head) end, at holes 3, 11, 15, and 24. A pair of s.a. cranks, bosses down and outward, go at holes 12. (With the head in place at the front end and the U connecting arm at the rear the **centre of gravity** was at hole 12). Washers space the Overarm on a 2-1/2 in. rod between the top pivot strips of the support frame.

The U CONNECTING ARM is two pairs of 5-1/2 A. G. bolted to form two 3-sided box girders. At the top they go inside the end holes of a pair of girder frames, open sides facing inward. Strengthen each corner with a pair of 1-1/2 corner brackets. Join the girder frames centrally with a pair of 2-1/2 angle girders. On top of these bolt a 1-1/2 x 1 in. double angle strip (P/N 46a), lugs upward. Pack up with 2 washers on each 1/2 in. bolt. The top holes of the 1 in. lugs pivot on a 2 in. rod which goes through the rear end round holes of the Overarm. Distance between the arms is 4-1/2 in. inside. At the bottom of each arm bolt, inside the box, a s.a. crank protruding one hole down, boss inward. These take the long threaded pins on the rotating counterweights.

Each side of the HEAD has a 5-1/2 curved and a 4 in. stepped curved strip at the front, overlapped 4 holes; 4-1/2 and 3 in. strips overlapped one hole at the rear. They are joined at the lower point and separated by a 2 in. strip at the upper end. Fill in with flex. plates (P/N 189, 221 & 224). Join the sides with 1 x 1/2 in. d.a.s. (48e). Cover the top with curved 4-1/2 strips, overlapped 2 holes. I used Simon Moody's square 1/2 in. threaded blocks for the six corners. Threaded bosses would do instead. Underneath, it is covered by 3 in. (bottom) and 2 in. (top) strips, leaving a 4 hole gap.

The arm goes **two holes** into the head, held by two horizontal 1-1/4 in. bolts. Washers each side space the head centrally.

Each ROTATING COUNTERWEIGHT is a pair of 2-1/2 x 2-1/2 flat plates bolted together at each corner with a couple of curved stepped strips added at

Opposite sides.

Centrally at one edge is a bush wheel and a wheel disc. These are the bearings for the drive rod from the gearbox. In the centre hole of the other free edge fix a long threaded pin pointing in the opposite direction to the boss of the bush wheel. These are the bearings for the U arms.

THE MOTOR is a matter of choice and availability, but a **slow running** one is a good idea. For the best effect final rotation should be about 10-12 r.p.m. I used an M.R. motor driving from a 1/2 in. pulley to a 1-1/2 by rubber band; then a 1/2 in. pinion to a 1-1/2 in. gear. The latter is on the 4 in. rod which has the bush wheel fixed at each end.

THE GEARS are within a pair of 3-1/2 x 2-1/2 flanged plates bolted to the platform by one flange at holes 4 and 8 from the rear edge and 2-1/2 in. apart. The 4 in. drive rod is journalled in the 2nd hole down and 2nd in from the rear top corner of the plates. Reinforce the bearing with internal vertical strips.

MODEL PLANS

by Chris Bourne, West London Meccano Society
(edited by Lloyd Spackman)

I would strongly recommend anybody who can't find a suitable plan to try his or her hand at an original scale model. I find this easier than building from an advanced model plan and I am sure many builders much more talented than I would agree. The research is a pleasure in itself. You start off knowing nothing but by the time you are done, you are an expert! And if anything the building is easier.

As long as you can obtain scale plans of your subject (even plastic model kits are a surprisingly good source) and some account of its workings, you are off and away. Working to a plan, even a not very detailed one, gives immediate structure to a model. Your crane will have a jib in proportion to its height. Your automobile will have wheels which suit the size of the chassis. It is very satisfying.

Mechanisms do not have to be invented from scratch. There are loads of published mechanisms -- hoists, roller bearings, differentials, , clutches, -- which can be "borrowed" to fill that empty space in your plans which houses the important bits. Borrow what you must and limit your own designs to what you can handle

In time you may improve on the "borrowed

THE MAINTENANCE LADDER is built from a pair of 9-1/2 narrow strips with 1-1/2 x 1/2 in. narrow d.a.s. (P/N 236c) and narrow 1 in. x 1/2 in. angle brackets (239b) for the treads. (I ran out of 236c.).

The PIPE WORK AT THE BUSINESS END is made up of a bush wheel, socket coupling, 4-1/2 in. piece of plastic tubing, (10mm outside diam. fits nicely in the coupling), three rod sockets, 3-1/2 in. and 1 in. rods, sleeve piece, washers, long bolt and a steering wheel. One problem was how to hold the end of the upper horizontal 'pipe' at the plastic tube end. I drilled a small hole in the tube and screwed in a rod socket. The **6-1/2 in. pump rod** is held in a horizontal coupling which is suspended by twin cords fixed to the top of the head.

Also on the pump platform is my switch for the M.R. motor, but this could be put elsewhere if you wish.

"mechanisms and draw closer to the prototype itself - if you choose to go that far. But if you are building supermodels you are not usually building prototype differentials or gearboxes, anyway.

I know many Meccanomen restrict themselves to published plans, mistakenly believing they lack the "imagination" required to build original models. I believe they are mistaken. Imagination is not a key factor in scale modelling -- rather it is the attention to detail and a love for the original subject which makes the most difference.

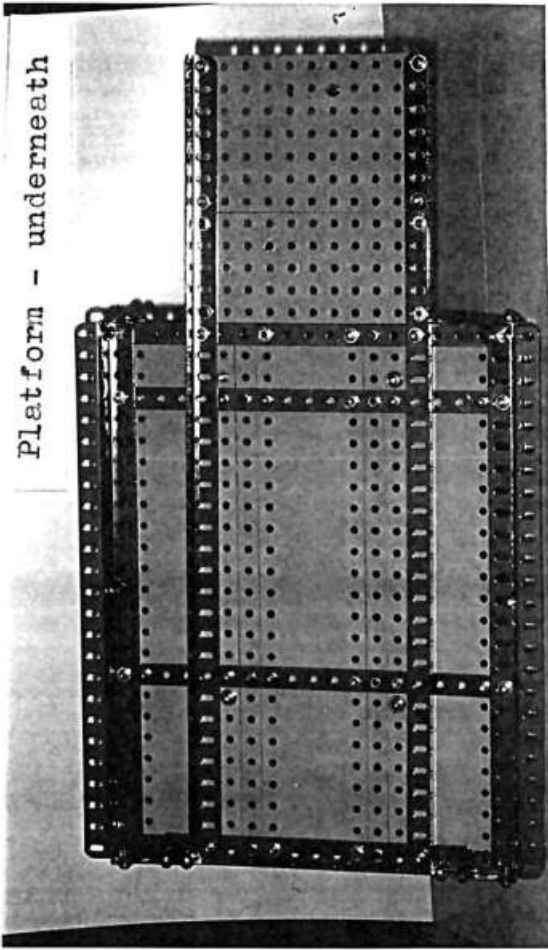
(This was first published on 'Spanner' Newsgroup, 07/12/00)

MECCANO AEROCARS

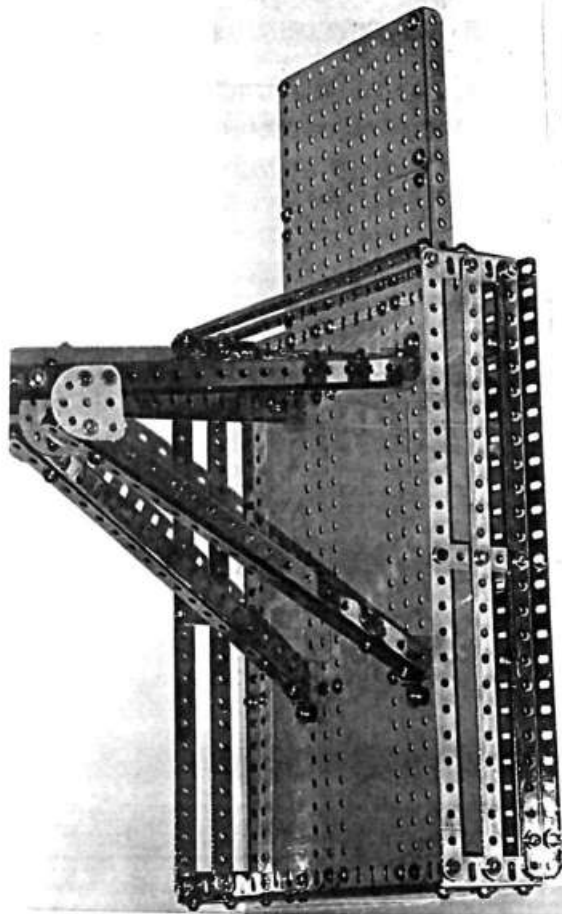
When WW 2 broke out in 1939 flying model aircraft with petrol engines was banned in England. So aero-modellers turned their little engines over to land-based, propellor driven cars. In January, 1942, the "Wasp" appeared in *Aero Modeller* magazine. It was 18 inches long with a 6cc 'Wasp' petrol motor and it ran on *Meccano* wheels and tyres. By September of that year a wheel-driven car appeared with a 2.5cc Spitfire engine and *Meccano* gears.

(From *Aero Modeller*, January, 2000)

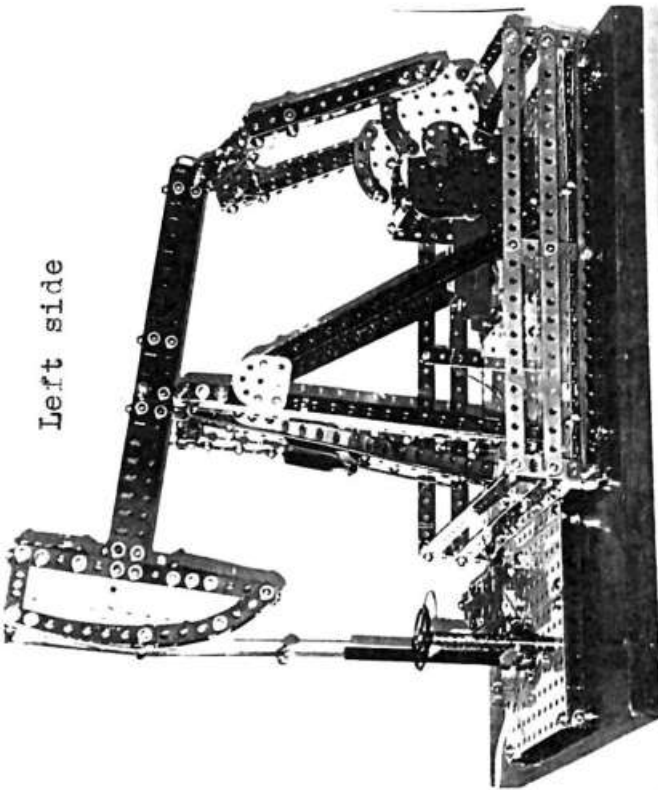
Platform - underneath



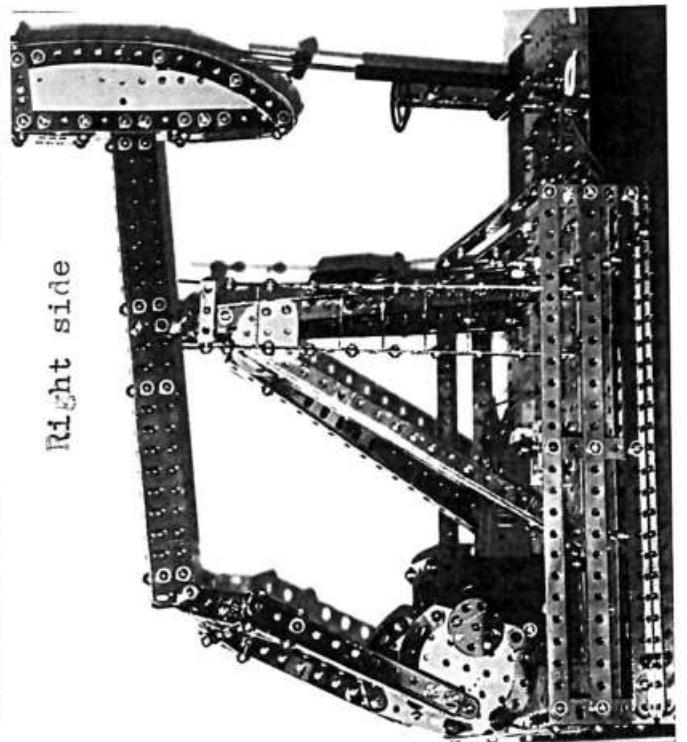
Platform & support frame



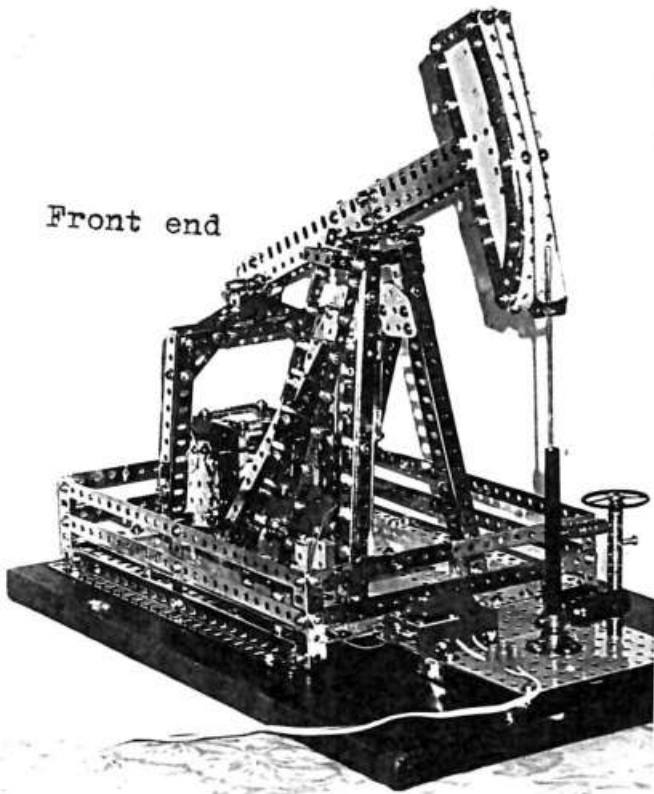
Left side



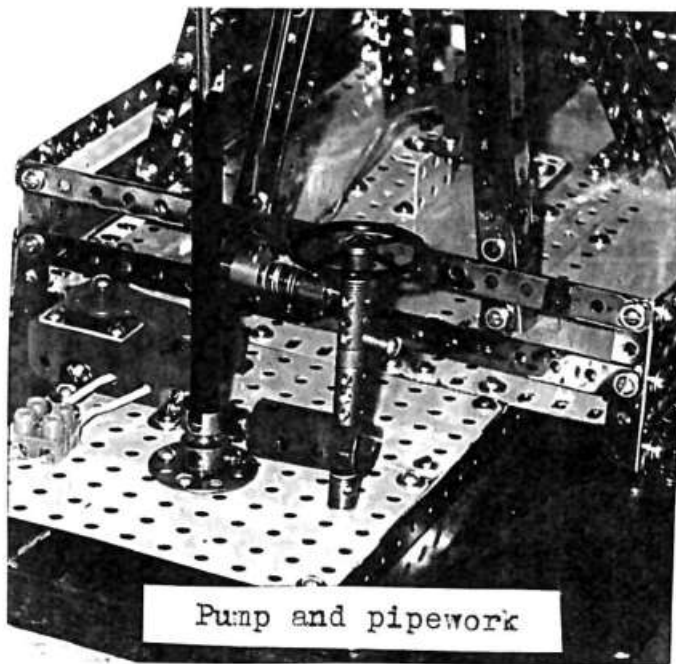
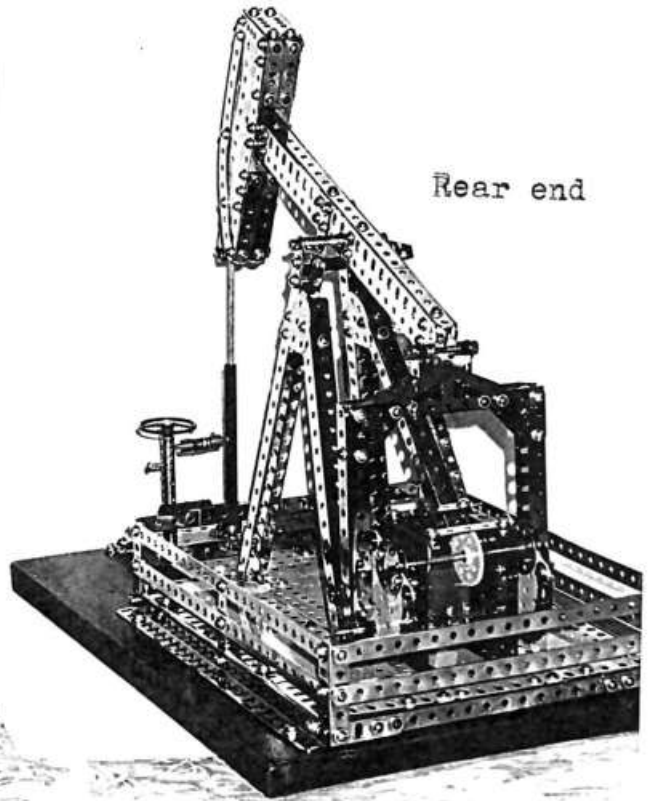
Right side



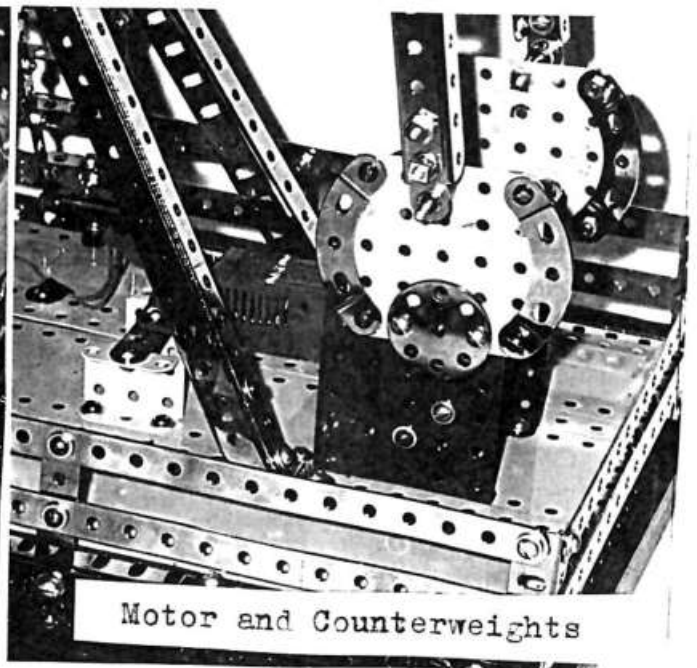
Front end



Rear end



Pump and pipework



Motor and Counterweights

BITS AND PIECES

From Lloyd Spackman

QUOTATION : How can you curl up on a sofa with a computer and have a good old read of back numbers of 'C.Q.'? Making a model feeds the physical side of Meccano. Reading Meccano magazines (especially C.Q.) feeds the soul.

(Bruce Neilson on the 'Spanner' Group, 10/12/00).

MUSEUM HISTORY : The Museum of Liverpool is to mark the 100th anniversary of Frank Hornby's invention by trying to reconstruct the history of the factory and its products.

(Tony Darragh, from 'The Times', 21/11/00).

TO FIND THE R.P.M. OF A MOTOR : Build a gear reduction of, say, 9:1 or 25:1; make a mark on the final gear; run the motor; count the number of revolutions the final gear makes in a minute; multiply by the gear ratio. This does not give an unloaded r.p.m. but for most practical purposes, it is fine. (Doug Harris on 'Spanner' Group)

FRUSTRATION : "Isn't that what Meccano is for -- to teach patience and perseverance and ingenuity in making an impossible design work. ?

(Tony Press, Melbourne, Australia).

A PRICE (OZ.) : In November, David Wells reported that Toyworld at Runaway Bay on the Gold Coast had a Millennium set at \$A99, discounted from \$A139.

ITS ALL RELATIVE :

There was a young fellow called Hite
Who travelled much faster than light
He set out one day
In a relative way
And came back the previous night.

('Spanner' Group).

QUOTATION : "Hokitika is a brilliant place at any time of the year with its elegant clock tower, its portable cinema, its eels as big as serpents and its museum boasting a 45,000 piece Meccano construction of the old Grey River gold dredge."

(From 'Coaster' by Steve

Braunias, N.Z. Listener, 21/10/00,

Thanks to Frank Davis for this one)

e-treasure TRADING : Others who trade from home tend to work all night. One Auckland man trades pre-war Hornby or Lionel trains and related models. To ensure he is the last to bid he has to stay up into the small hours New Zealand time, awaiting the auction closure in the northern hemisphere afternoon. This chap buys fatigued model trains when he can, imports them, has them expertly restored, and then resells them back to off-shore customers -- presumably at a profit.

(Terry Hall in the C.A. Journal, Oct., 2000)

LE SHUTTLE : If anyone is thinking of modelling the locomotives and/or trains which operate through the Channel Tunnel, I can recommend this book -- "Channel Tunnel Trains" by Peter Semmens and Yves Machefert-Tassin. It is very detailed and comprehensive, with many plans and diagrams, particularly of the train bogies.

MOTOR CONTROL : Articles by Fred Culpepper on control of electric motors are still available on the I.S.M. website.

P/N 167 GETS COSTLY : On e-bay auctions in the Internet, a Geared Roller Bearing was bid up to over \$US800 (\$NZ2000) in November, 2000.

QUOTATION : Writing about dog-latin plurals such as referenda, crematoria and so on, David Howells relates this army training story :- 'The pompous instructor asks, 'Have you two gentlemen finished your experiments with the pendula ? " The reply was , 'Yessir, we are now sitting on our ba, doing our sa '.

(From Frank Haden's Words column, 'The Dominion', 2/12/00).

A HAPPY HERETIC

by Frank Davis, Rotorua, N.Z.

I was delighted with the copy of "Members Page" you sent me containing Mike Dennis's article on improvisation when building in Meccano. I have long felt that the system, very good as it is, stopped developing in the 1940's. His remarks about the lack of variety in cylindrical parts are so true. I have become well known in this house for rattling around in the rubbish tin for tubular containers; whether cosmetics or cleansers, it doesn't matter. Even the humble "Mum" deodorant tube -- the cap makes an excellent steam or sand dome for locomotives. I hoard them all. A recent innovation which I have used in Meccano building is 105mm plastic down pipe, also 65mm. Both when drilled maintaining the 1/2 inch spacing and correctly painted offer great rigidity and become indistinguishable from real Meccano. I have recently moved on to copper tubing of the 25mm and 12mm sizes. It is easy to work, drill and bend.

I agree wholeheartedly with Mike. There is a crying need for narrow girders. In fact, my next visit to my patient engineer friend will see me armed with my favourite material -- Colorsteel roofing offcuts -- for a session on his guillotine and bending machine, fabricating narrow girders. I have quite successfully made standard 12-1/2 inch, but the elongated holes along one side have eluded my capability. The problem of boring correctly spaced holes with the old Black & Decker, with a jig, is pretty labour intensive and I do long for a hole punching device of some sort.

I have mentioned to you before that I have made brass couplings and collars from 10mm brass rod. These, when bored with the usual holes and fitted with grub screws, rival the real thing.

Like Mike Dennis, I consider the economic factor in these exercises, but there is always the challenge with very limited equipment -- can it be done? I suppose I have unwittingly gone metric in my nuts and bolts, being able to buy round topped chrome bolts of various lengths quite reasonably from the local engineer supply shops. The nuts are a bit larger than Meccano which makes them easier to handle with old-age fumbling fingers. I have soon made some of my spanners to fit and seem to have collected six of them on the way.

Well, Lloyd, I am sorry to be rather a heretic in matters Meccano, but as you say, I am not alone and I am certainly in tune with Mike Dennis.

I remember, as a boy, I disliked the idea of using Frank Hornby's concession that string and cardboard could be used. I suppose, when you are marketing a construction toy, there are economic restraints on the variety of articles you can produce. After all, in its time, the parts were amazingly cheap and had to be kept within the pocket money capability of the average schoolboy. I can see, too, that production of various cylinders would have caused packaging problems through increasing the standard inch thick box for most sets.

I have started building a model of a Douglas DC3, wingspan of about a metre, fuselage about 800mm, after a lot of humming and haa-ing with books from the library. This project started with thinking about engines. I was looking at the 3-engined "Argosy" biplane in the Super Models book with radial motors made of worms. I didn't fancy trying to obtain about ten more worms. So, investigating making something similar, I was able to obtain 15mm round brass rod. I adapted my sawbench and finished up with a sort of lathe turning at 200 rpm. I was able to score the commencement of each fin of a cylinder with a wood turning chisel and then do the deeper cut by holding a hacksaw blade against the brass rod. Amazingly, it worked! Shades of No. 8 wire!

It is really wonderful to have a constructive hobby like Meccano to keep you thinking and scheming.

Frank

(Edited by Lloyd Spackman from a letter written to him by Frank Davis.)

THE WISDOM OF KEITH CAMERON

(Edited by Lloyd Spackman from letters written to him by Keith Cameron).

NOVEMBER, 1993 :

This year came in , not with a bang, but with high voltage sparks thanks to a Meccano Wimshurst machine and there were streams of bubbles by courtesy of Bill Bardutz's bubble blower. In June we flew to Canada for the Meccano Extravaganza in Owen Sound connected with my 80th birthday. Ed and Holly Barclay arranged a magnificent show and many friends from Canada, the U.S. and Britain participated.

I was glad to see your version of Tommo the traction engine and it inspired me to build a small model of a 1907 HOLT gasoline tractor which has a most unusual steering mechanism using a rack segment , P/N 129. There were many makes of FARM TRACTORS and some had the most outlandish appearance. It took time for them to realise that a tractor could be steered by its tracks without a wheel up front.

FEBRUARY, 1994 :

I'm amused that my diatribe on large models versus small, and the construction articles thereon, must have arrived just as Bill was preparing to publish Bob McCracken's GOTTWALD CRANE. My remarks were not intended to scorn the larger models. I've built many big models and can appreciate the skill required to solve the logistic problems of such a magnificent model as Bob's. By the way, because of my ignorance on the subject of cranes, I would like to see more information on the prototype included in the introduction.

True, some 2 INCH SLOTTED STRIPS are extra thick and hard to bend but current ones are thin and easily bent in a strip bender.

That Meccano set consigned to the 'spare cupboard' might be worth a lot of money. If its current owner doesn't want it, he should at least try to sell it to someone who does. This is in contrast to the Sinclair and other 'outdated' computers for which there is usually no sale. Unlike vintage Meccano I doubt that they will ever become valuable collectors' items. However, I hasten to add that I am preparing this letter on an elderly Apple IIe, long out of production, supposedly dead as a dinosaur, yet very much alive as a sort of cult item among aficionados. AND VERY USEFUL FOR THE CONTROL OF MODELS.

OBSOLESCENCE, the bugbear of retailers

of all sorts of goods from cameras to computers to automobiles. Yesterday's super-duper whatsit is superseded today by a new model crammed with features that you simply *must* have. How can you exist without a computer that runs CD-ROM ? What will people think of you if your camera doesn't have an auto-focus zoom ? BUT MECCANO IS SIMPLY NOT SUBJECT TO OBSOLES-CENCE. Its parts have always been interchangeably compatible, the model builders choose prototypes that extend from medieval ships to hi-tech analysers. The hobby is more popular than ever, even in the midst of a highly advanced technological society.

The great surge of interest in Corel-Draw and other Iso-Mec computer- based drawing techniques is curiously at variance with the stony silence that greeted my computer control of models. Like others, I get lots of fun out of these graphics programs but its nothing compared to the fun of designing and programming your own model to run just the way you want it to.

HARMONIC DRIVES is another area where Meccano scores as it is an ideal medium for reproducing almost any mechanical movement, simple or complex, rare or common, useful or just interesting.

NOVEMBER, 1996 :

I'm sure Bill Watt was widely and deeply appreciated and I'm glad that this appreciation was duly shown by the letters you have received. Meccanomen appreciate each other in a way that is not so common in other walks of life. This is seen not only when a fellow hobbyist passes on, but at other times as well, such as when his efforts win him special recognition or some model of his is particularly successful. There is always an element of competition in seeing who can build the tallest crane at the exhibition, but there is also an admirable sense of recognition of the other fellow's success and excellence. I have always liked this in the Meccano field. MECCANO DOESN'T SEEM TO ATTRACT NASTY CHARACTERS ! I doubt that even the purist/impurist debate is as serious a rift as appears at first sight.

.....

WELLINGTON MECCANO CLUB

From Bryan Jones

The last meeting for 2000 was held on 24th November, this date suiting more members than the usual date of the first Friday in December. It was attended by 8 members. There was only one model on display:

Lou Nichols showed his "Corinthian Columns", a small display piece inspired by Suggestion T304 of the January 1999 issue of "The International Meccanoman" magazine. The construction used long axle rods trapped inside Small Flanged Wheels to surround a built up column, giving the appearance of "fluting" around the column.

Simon Moody reported on the development of the 2001 Convention registration form, which had used the Auckland convention form as a beginning point. The form was inspected and approved by the members present, and went out to members with the last issue of the Magazine. Some enquiries had already been received from overseas people interested in attending.

The Cobb + Co restaurant in Upper Hutt had been visited to enquire about sample menus, and one promising option was to be considered.

The Hornby Railway society had sent in dimensions of space required for their layout. Another visit to the Civic Centre was suggested to visualize a plan for the convention stands.

The end of year dinner had been booked at the Old Flame Restaurant at Petone, and was held on 26th November.

Next meeting: Friday 2nd February, St. Lukes, Wadestown.

MECCANO - 100 YEARS YOUNG IN 2001 - A LIFETIME HOBBY

MWT

From Tom Pittims

The meeting, which was on Saturday, November 4th, commenced at 2 pm. During the meeting there was a minute silence as a mark of respect for the passing of our member, Bert Blakely. Bert died in October. His funeral in Marton was attended by four club members. Bert will be remembered for his good humor, his Baltic Tank locomotive from the Supermodel leaflet and the partially completed Block Setter Crane.

The antique for the meeting being parts deformed by Meccano Ltd. Quite a few members had examples of malformed parts but most were perforated strips. These examples had the holes wandering to the side, and not always in line. There were also angle girders with folds not parallel to the sides or with the fold out of position. One part 48A had

some extra holes while someone had a spanner that had been double stamped so that a side was missing. The more unusual malformations were part 26 pinion with a tooth not cut, nuts and bolts with no threads or slots, and bolts with thread in the form of rings ie no pitch. There were two mispainted flexible plates, one painted on one side only; the other was yellow one side and army green the other.

A cheeky member tried to convince us that missing holes were not proper for a 1939 Mechanised Army part but failed. We came to the conclusion that in view of the millions of parts produced by Meccano Ltd, the quality control was very good.

As an extra treat in the antique session, Chris Morton brought a 6 drawer dealer's plum red spare parts chest dating from the 1950s. The chest was complete with wrapped packets and boxes of parts and an invoice from Meccano Ltd., Binns Road, listing parts supplied. This list contained the retail prices of parts with the page totals being discounted to arrive at the cost to the dealer. With the drawers spread out on a table, members were able to view and handle items that they may never have seen before. Some were able to dredge up childhood memories. The wrapping was the yellow paper with black print style and ranged from rare parts such as circular girders, to the common hanks of cord.

An auction of unusual Meccano bolts (domed, slotted, hexagonal) and nuts (hexagonal) etc. raised \$51.25 with 20% of that going to club funds.

The model for the November meeting had been designated as "Architectural" and a good range of sizes were produced with Meccano purity giving way to a variety of building systems.

In Buz we had an Oil Drilling Platform" with working cranes and supply boat in "O" scale (Daryl Anderson). In Dinky Builder No 2 set, a small church complete with steeple and the claim that his parishioners did not suffer from draughty holey (pun intended) buildings like some others (Wayne Blakely).

Following the theme of pews and perches, John Hansen had his chook house complete with sloping roof, feed room with barrels of feed and some very nice White Leghorn hens (definitely not Meccano).

Bruce Neilson produced a very draughty larger church. It was St. Dunstan's from a model plan by Nick Rodgers. The 50 hours work to build was a lot less than the 20 odd years that the plan had waited to be built. The very effective use of triangular plates to form a four sided steeple was discussed and Lou Nichols thanked for the loan of a pocket watch that represented the clock in the tower.

Lou himself was in classical scholar mode and in a space of about eight inches square, produced the a very well done facade of a Greek Temple with Ionic columns. The columns were axle rods held in flanged wheels and collars inserted down the center to hold the rods in place. Source of inspiration

came from an ISM magazine.

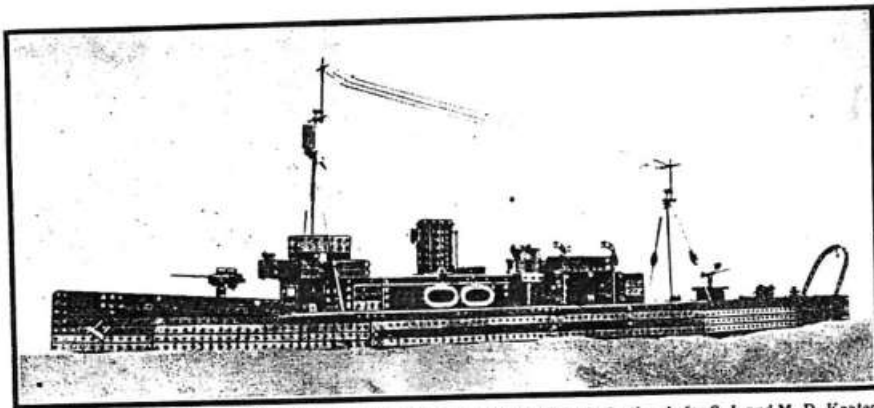
Robin Rye tried his hand at a statue being a new use for the weight lifter model. Bob Prescott not only showed his Harley Davidson (see further down) but had also built the shed to keep it in. A dog end is the final piece of a cigarette so Lloyd Spackman finished off the Architectural models with a Kennel complete with resident hound (fluffy) with all mod cons of a water bowl, bone and fire hydrant.

A number of other models and interesting buys were also poked, prodded, perused and put through their paces. The broad gauge "Iron Duke" in 1 to 10 scale has progressed to locomotive and tender and rolled under its own power up and down on 4 meters of track. This is an inside cranked design. The final stage of super detailing is next to be done. A Meccanograph completed John Ince's contribution. A highly detailed 9" Harley Davidson motor cycle from a model plan was presented by Bob Prescott who reported that it had been a challenge to build. Some minor changes were needed but the result is impressive. All parts of the motor cycle were modeled from the wing mirrors brake levers, saddle bags, exhaust pipes and pillion seat to fat tires.

Lloyd showed another motor bike from the Motion System 30 current set and then got pumped up and produced three beam pumps of varying design using modern parts and had them nodding up and down nicely. Gearing is a problem with current sets and access to on/off switches can be dangerous.

The "Mechanics" set from the Warehouse had tempted Paul Vodanovitch and from that set a Tip Truck had been built in mainly blue and white parts. The set contains 135 degree brackets. However the hole spacing is slightly different from Meccano so the parts are not compatible. Paul also built the 1955 set 5 military tank and set 4 car and caravan in the real stuff. The item of the day for collectors was the appearance of a No 2 Meccano Elektron Set 1937 almost complete. The accompanying booklet features magnetism, electricity and electrical experiments. The condition of the set was very good especially as Don Wilson has restored the cardboard box to make it look like new.

The meeting finished with our usual fish and chip supper and closed at about 7pm



This model of H.M.S. "Newark," a minesweeper of 810 tons, won First Prize in Section A for C. J. and M. D. Keates, London, S.E.21. Its success is due entirely to good construction, which is particularly noticeable in the bridge and deck fittings.

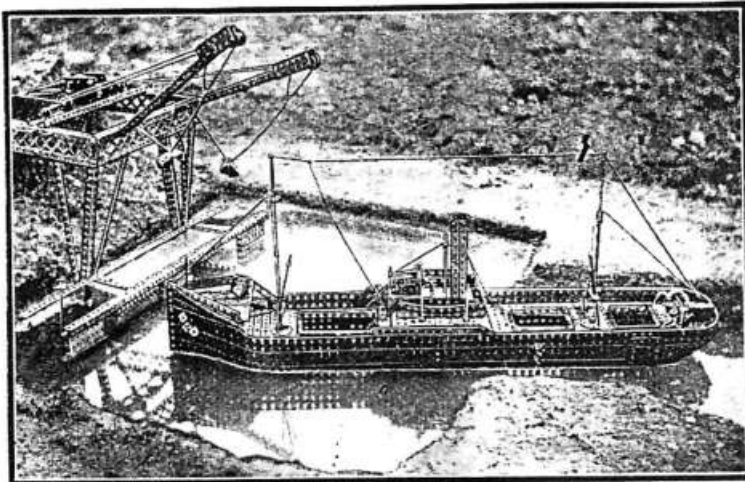
1933

Acknowledgements:

Meccano Magazines

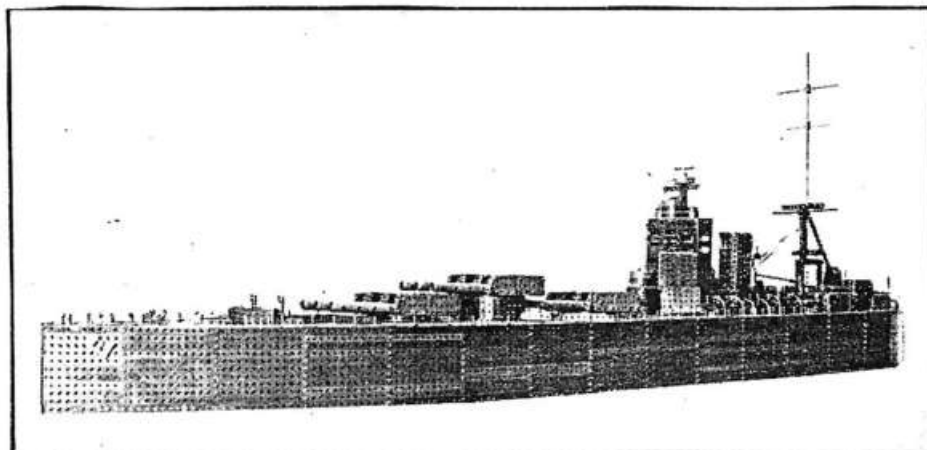
Feb' 1933
Dec' 1933
July' 1935
Oct' 1935
Jan' 1936
Jan' 1939
May 1971
Apr' 1975

The International Meccanoman May 1997



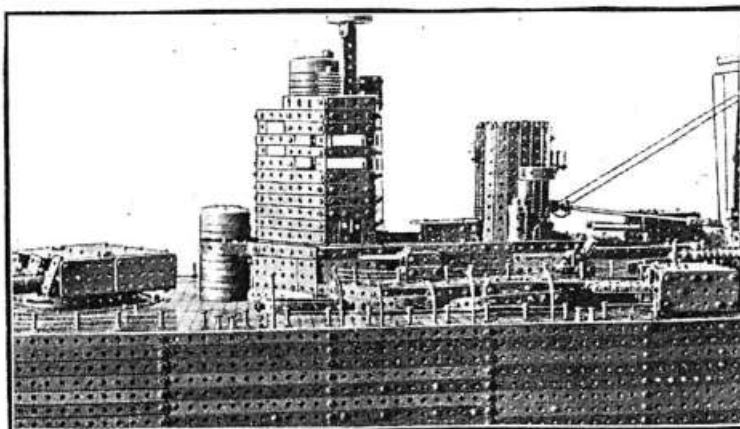
This realistic scene was designed and arranged by R. C. Sculpher, Tilbury, and won First Prize in Section A of the Second "Realism" Contest.

1933



A fine Meccano model of the battleship H.M.S. "Nelson." It was built by J. Nowlan, London,

1935



A close-up view of the model showing details of the main control tower and funnel.

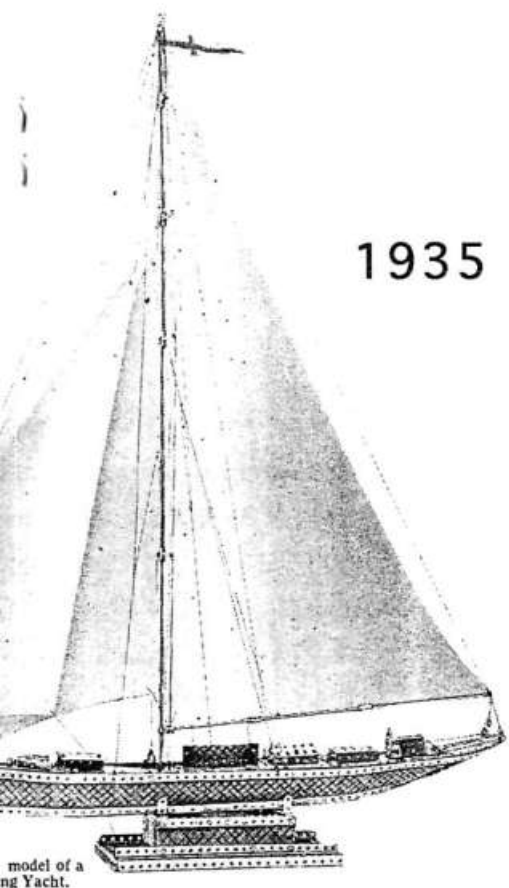


A fine model of a large Racing



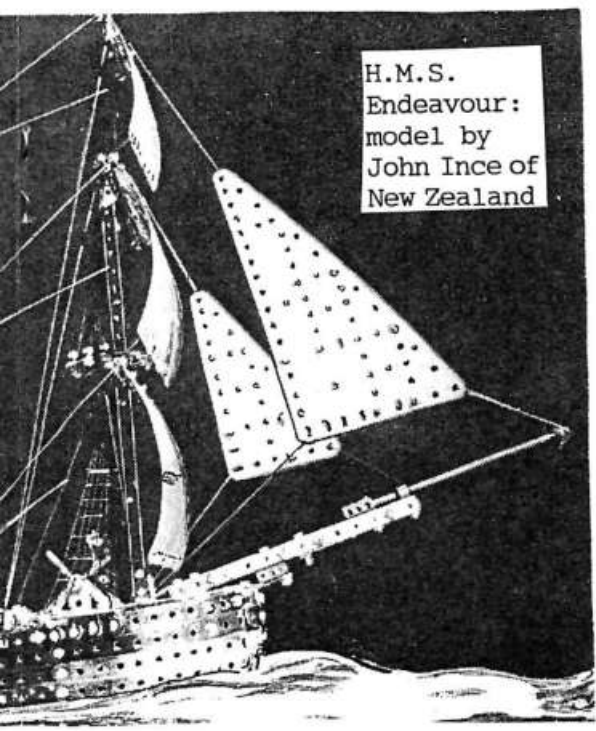
ALONG

compiled by Lou Nichols

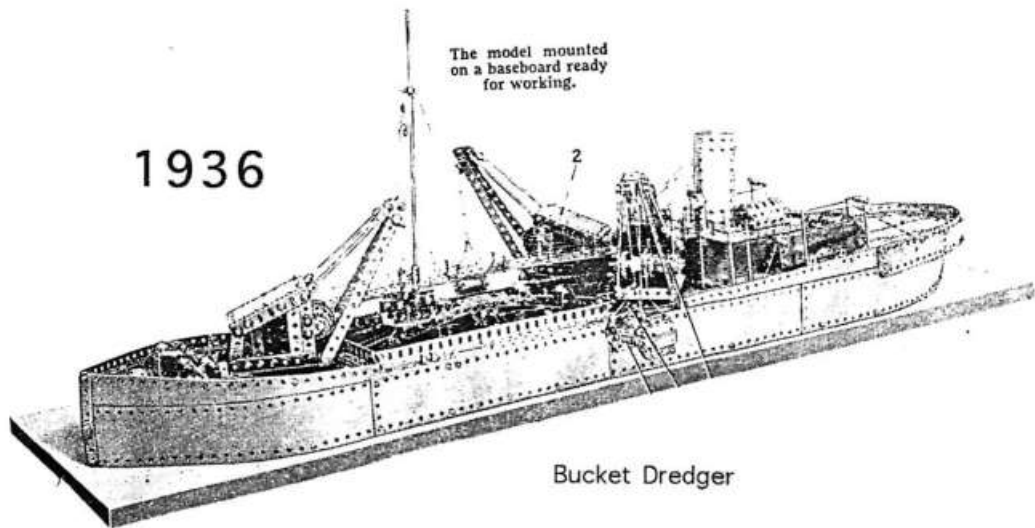


1935

model of a
g Yacht.



H.M.S.
Endeavour:
model by
John Ince of
New Zealand

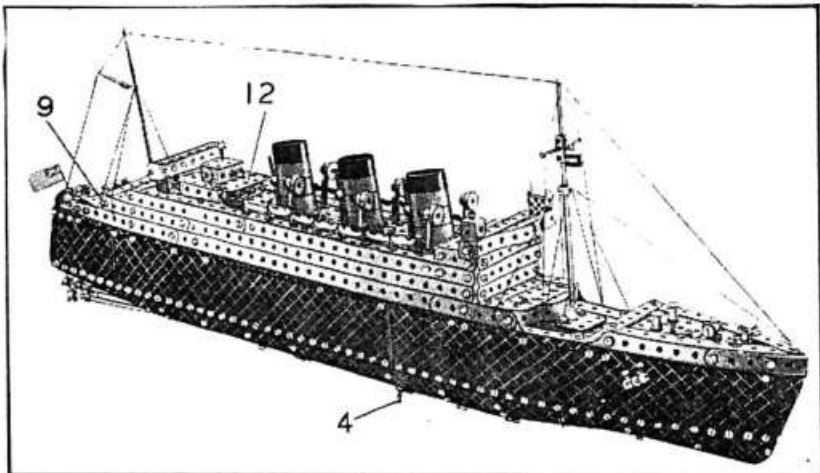


The model mounted
on a baseboard ready
for working.

1936

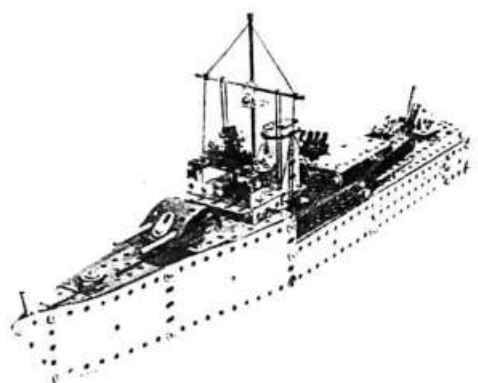
Bucket Dredger

1939

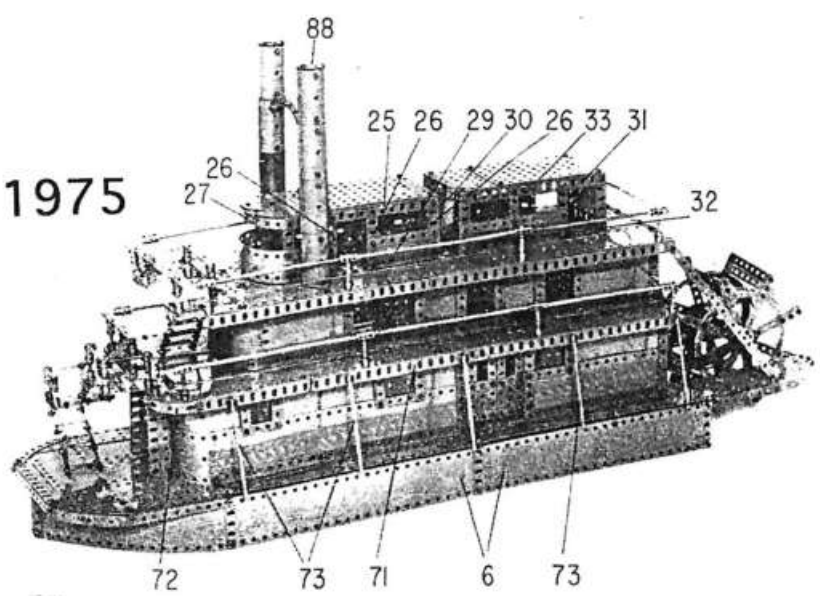


The famous Cunard White Star liner R.M.S. "Queen Mary" modelled in Meccano. This fine reproduction is 30 in. long, with a beam of 3½ in.

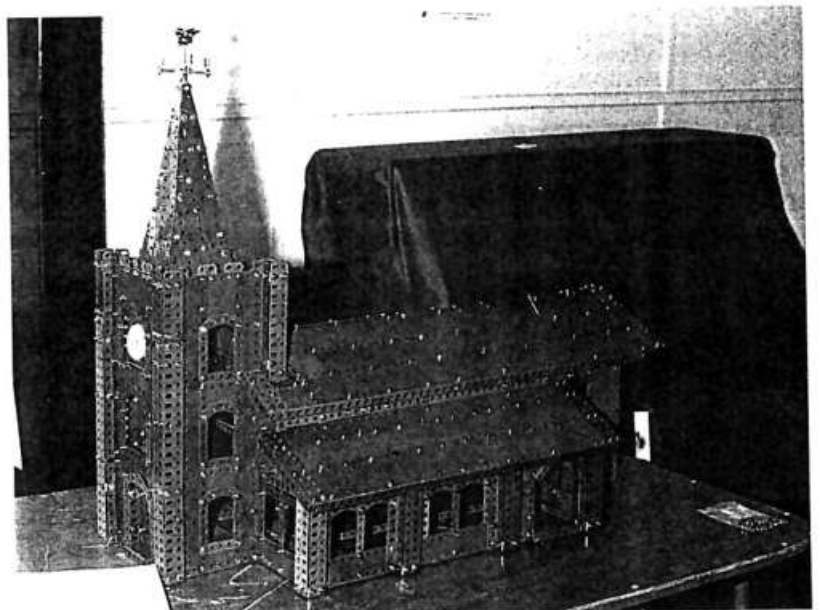
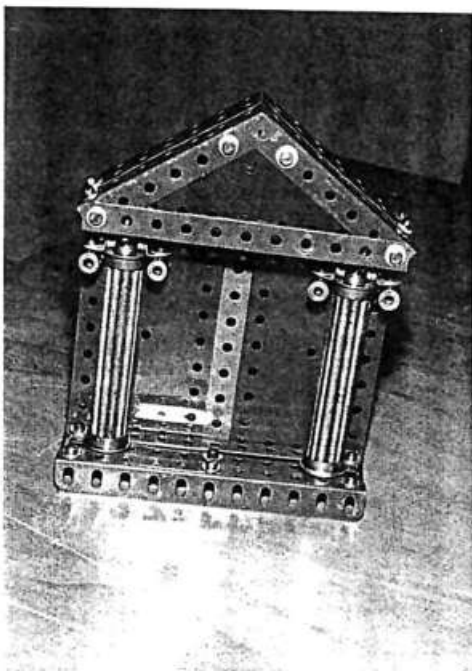
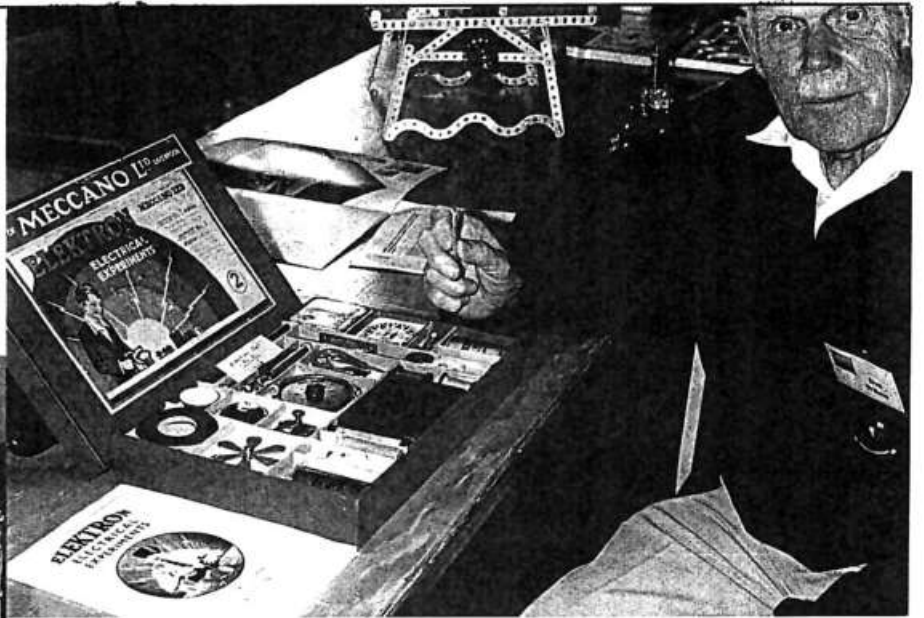
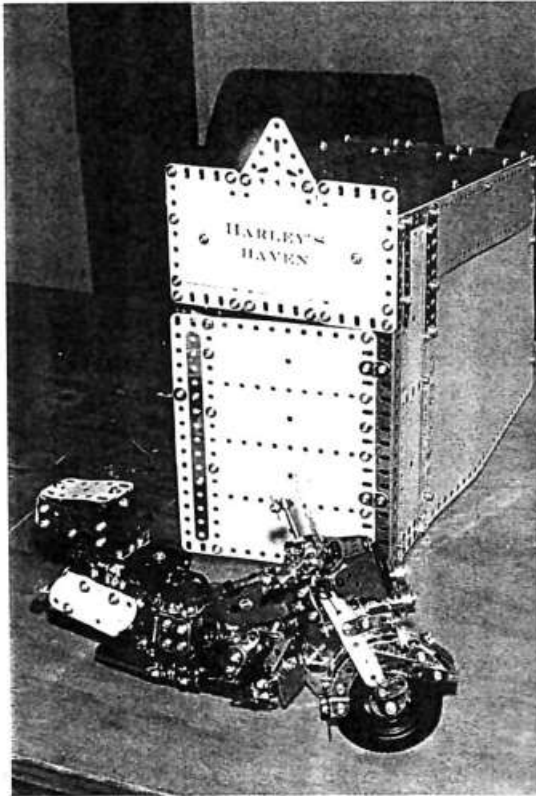
1971



1975



Mississippi Riverboat



CHRISTCHURCH MECCANO CLUB

From Ian Torrens

This evening, 3 November 2000, nine members came along to our meeting but unfortunately Kingsly and Graham were absent. Peter King took the stand and got things going well.

Once again there were no models on display, so a general discussions were held including Meccano subjects.

There were requests for more public displays, with a small entry charge and also as a means of attracting more members, including children. The suggestion of establishing new premises nearer larger population centers was once again brought forward and some members were asked to check halls in their locality. Cameron McFarlane had some 24V electric motors for sale at \$5 but no takers this time. For some reason supper was not bothered about and the meeting finished at 2115 hrs.

Our final meeting for the year, 14 December 2000, had fourteen members in attendance, and eight models on display. Three models were ships and the others were, a lorry, motorcycle, traction engine, mantle clock and a mobile crane with Caterpillar tracks.

A "Mechanic" metal construction set was on show but unopened as it was a gift for one of our younger members.

Two Meccano News magazines, a CQ and two MW News Sheets were available for perusal and were well received. These contained some fine articles with much Meccano information and model instructions, which were well read and enjoyed by the members.

Further discussion occurred concerning new premises and Peter King had some on that. He will investigate several possibilities.

Supper was put on a little early, at 2045 hrs and the meeting concluded at 2145 hrs.

A quiet evening for our first meeting of the year, held on 2 February. Only 8 members were present, but no Meccano models were on display. Daniel Ferguson bought along 2 K Nex models.

Peter King is still looking for new rooms but has had no success so far. Sewlyn Megson thinks there may be a possibility in Papanui, he will investigate further.

General discussions filled the evening including the possibility of a display at Sefton over Easter.

Supper was served at 2100 hrs after which the evening finished, many thanks to Daniel and David for putting on supper.

MINIATURE MOTORS FOR MECCANO ?

In W L M S newsletter No 59 there is mention of Swiss Motoren available at 12 pounds each. They have integral 64:1 gear reduction with an outside diameter of only 12mm. These motors will thus fit easily inside a P/N 163 sleeve piece (15 mm i/d). The potential of such a compact motor for *Meccano* is great. Simulated hydraulics are possible, turning a threaded rod inside a ram. The length of the motor (21 mm), however, means that the stroke would always be 1-1/2 inches less than the length of the cylinder. Mike Dennis of Holy Trinity M.C. can supply a mounting and a shaft modification kit.

It has occurred to me that it may be timely to remind the Auckland 1999 Convention prize winners of their obligation to ensure that their trophies are available to the Wellington Club in plenty of time for the 2001 Convention prize giving.

According to my records the 1999 winners were:-

Daryl Anderson—Senior trophy and the Bruce Baxter Trophy.

Jonathan Ovenden—Junior Trophy.

John Hansen—Federation Of Meccano Modlers Trophy.

David Wall

Andreas Konkoly Index of Meccano Models & Literature

Compiled by William Irwin (with help from Bruce Neilson)

Update: 2 February 2000

Meccano Monkey MM 1973/2/39
Spiral Line Moving Point Mechanism MM 1979/3/102
Gothic Wall Clock (by F. G. Rayer) ModM 1980/4/24
Meccano Clock Dial Plates MM 1981/1/32
Ovalograph and Super-ovalograph cf S40
&S122
Mini Cyclic Colour Mixer - modified version of S191 by Brian Ashton cf S191 MNM 1996/76/23
Super Cyclic Colour Mixer - comments by Alan Partridge cf S191 MNM 1997/77/16
Large Overtime Steam Engine (Modified Version by Charlie Pack) cf S147 SCME 1998/3/3

GENERAL ARTICLES ON OR BY ANDREAS KONKOLY

No.	Title	Ref.	Published
	Andreas Konkoly and wife Clara	FMM	1959/20
	Editorial - with Aldo Zaniboni in Budapest	MM	1959/12/527
	Hungarian Expert - biographical, by "Spanner"	MM	1972/6/277
	"Design for Joy" : Parts 1 to 8 (notes on Designing machines) as follows:	Joy	
1	Part 1: GSM 1, Meccanograph Carpet Patterns, Robotgraph	ME	1976//12/36
2	Part 2: S19, S11, S13, M6, S86	MM	1977/1/20
3	Part 3: Polydesign, Variograph, Pine Needle Vario (pre-cursors of S1)	MM	1977/2/87
4	Part 4: S20, S23, S28, S32, S53, S35	MM	1978/1/24
5	Part 5: S45, S50, S60, S63, S70, S72	MM	1979/3/97
6	Part 6: S83, S63, S79, S101	NZ	1981/11/234
7	Part 7: S19, S83, S79, S100	NZ	1982/7/166
8	Part 8: S50, S23, S79, S90, S95	SMG	1987/20/18
	Well Known Meccanomen - biographical	MJ	1972/28/809 NZ 1982/4/91
	Description of Cylinder Printing Press - S24 (GSM 47)	MJ	1974/36/1075
	How we Build Meccano Supermodels	ME	1975/9/187, ISM 1999/27/14
	Konkoly no. 10 set Models, by Bruce Nielson	NZ	1981/9/177
	How we Build Meccano Supermodels - part 1	NZ	1982/3/66
	How we Build Meccano Supermodels - part 1 continued	NZ	1982/4/90
	How we Build Meccano Supermodels - part 2	NZ	1982/5/106
	How we Build Meccano Supermodels - part 2 - continued	NZ	1982/6/143
	Designs only, on one page - various	CMN	1984/12/3
	Designs only, Lacegraph (S45)	CMN	1984/13/18
	Profile of a Septuagenarian - biographical (photo Spanish Knight S71)	MNM	1988/50/17
	Andreas Konkoly - A 70th Birthday Tribute	SMG	1988/21/36
	How we Build Meccano Supermodels - part 1	RMG	1991/15/529
	Andreas Konkoly's Supermodels no's 101 - 206 (list)	RMG	1992/18/696
	Andreas Konkoly's Meccano Competition	RMG	1992/19/729
	Soviet Electromekaniskais Konstruktor Set - part 1	RMG	1990/14/
	Soviet Electromekaniskais Konstruktor Set - part 2	RMG	1994/25/1055
	Andreas Konkoly : Honorary Member of ISM	ISM	1999/26/5
	Andreas Konkoly Index of Meccano Models & Literature (this index)	RMG	1999/40/27
	Andreas Konkoly : Honorary Member of RMG (editorial)	RMG	1999/41/3

This is the final part of this article, thanks William

PROCTOR'S MECCANO CLUB

From Graeme O'Neill

- 10.02.45 AGM 17 MEMBERS, 8 OFFICERS ELECTED. 1d CHARGE FOR SUPPER.
03.45 WOODWORK/METALWORK HOBBY DAY FOR BOYS IN E.A.GAY'S GARAGE.
07.04.45 FIVE NEW MEMBERS ATTEND MEETING.
04.05.46 Mr G.MANNING GAVE TALK ON CITIZENSHIP. (FUTURE MAYOR OF CHCH?).
06.06.46 TRESLE TABLE BUILT FOR HORNBY TRAIN LAYOUTS. 13 MEMBERS ATTEND
GAMES EVENING.
MINUTES OF THIS PERIOD LOST
- 09.04.48 **HAMILTON M.C.** SENT LETTER. COMMITTEE OF 7 MEMBERS. MADE UP
GAMES USING MECCANO PARTS. MEETINGS AT 621 COLOMBO STREET.
07.09.48 BROUGHT NEW DARTS AND TABLE TENNIS TABLE. CLUB PHOTO SENT TO
MECCANO MAGAZINE.
03.12.48 CHRISTMAS BREAKUP AT WOODEND.
- 31.03.51 AGM HELD AT 81 BURKE STREET.
- 01.03.52 CLUB SELLS OFF MECCANO PARTS £1.1.9. 15 MEMBERS PRESENT. DISPLAY
OF HORNBY-DUBLO STOCK FROM E.A.GAY'S SHOP.
29.03.52 X-MEMBER J.ANCALL JUDGES MECCANO MODELLING COMPETITION. 19
MEMBERS PRESENT FOR SLIDE EVENING. HELD @ Mr CHEESEMANS (2
MEADOWVILLE AVE.)
16.05.52 MEETINGS MOVED TO ROWALLEN LANE SCOUT DEN. 10 MEMBERS
PRESENT.
06.03.53 ELLISON CUP WON BY PETER SAUNDERS FOR MODEL BUILDING. 14
MEMBERS VOTE TO RETAIN FORTNIGHTLY MEETINGS.
04.09.53 MECCANO COMPETITIONS BY SUBJECT SELECTED EARLIER IN YEAR.
18.09.53 Mr CRISTIE USES HIS TRUCK TO PICK UP MODELS FOR A GENERAL
MODELLING COMPETITION.
02.10.53 MYSTERY BIKE-HIKE. BIKE TO BRIDLE PATH, HIKE TO HILL TOP IN DARK AND
BACK AGAIN!
17.10.53 MECCANO DISPLAY @ SOUTH INTERMEDIATE, INCLUDES MODELS BY
SCHOOL MEMBERS. HELPS RAISE £7 FOR SCHOOL.
06.11.53 NIGHT AT THE METRO PICTURE THEATRE.
10.12.53 E.A.GAY INVITED TO BREAK-UP. MERIT MEDALLIONS PRESENTED TO P.
SAUNDERS, W.A.CHEESEMANS, W.F. GORDON, M.FRAER. SECRETARY WRITES OF
"OF A VERY SUCCESSFUL YEAR".
19.02.54 13 MEMBERS AT A.G.M. ELLISON CUP WON BY PETER SAUNDERS BY 1
POINT. 9 OFFICERS ELECTED. VOTED TO RETAIN MEETINGS ON FRIDAY AND
FORTNIGHTLY. FEES 10/-, 7/6d FOR JUNIORS.
14.05.54 MYSTERY MODEL BUILDING ie BRING LISTED PARTS - MAKE STATED MODEL
AT MEETING AGAINST TIME.
22.05.54 SLIDE EVENING OF CHRISTCHURCH CENTENNIAL AND QUEEN ELIZABETH'S
CORONATION.
20.08.54 LISTENED TO 3ZB RADIO STATION'S INTERVIEW WITH MEMBERS, INCLUDED
TAPED DESCRIPTION OF MECCANO DISPLAY @ HAY'S STORE WINDOW.
17.09.54 VISIT TO MODEL ENGINEER'S CLUBROOM'S NEXT-DOOR(ROWALLEN LANE).
02.10.54 MYSTERY BIKE-HIKE TO HEATHCOTE AND HIKE UP BRIDLE PATH BY 8
MEMBERS.

- 29.10.54 MYSTERY BIKE-HIKE TO HALSWELL DOMAIN FOR SUPPER.
04.03.55 CLUB FEES ; JUNIOR 5/-, SENIORS 7/6, SUPPER 4d CLUB BANK £38/8/6.
ELLISON CUP WON AGAIN BY PETER SAUNDERS.
27.05.55 25th ANNIVERSARY DINNER ATTENDED BY 50. MERIT MEDALLION
AWARDED TO **GRAHAM STANTON, WARWICK SHERWOOD, & MR SAUNDERS.**
30.03.56 VISIT TO CHRISTCHURCH FIRE STATION.
13.04.56 MYSTERY BIKE-HIKE TO RICCARTON DOMAIN. BOILED THE BILLY FOR
SUPPER.
27.04.56 DISPLAY AT INDUSTRIES FAIR.
13.09.56 26th ANNIVERSARY DINNER ATTENDED BY ABOUT 70 AT St DAVID'S
CHURCH HALL. TWO HOURS OF FILMS BY NATIONAL AIRWAYS CORP.
15.03.57 ELLISON CUP WON BY **ROBERT BOUNDY.**
10.05.57 DISPLAY AT INDUSTRIES FAIR FOR TWO WEEKS.
.03.58 ELLISON CUP WON BY **G. DAVIS.** MERIT MEDALLION AWARDED TO **ROBERT
BOUNDY.**
19.04.58 DISPLAY AT INDUSTRIES FAIR FOR TWO WEEKS.
.02.59 MERIT MEDALLION AWARDED AND ELLISON CUP WON BY **G. DAVIS.**
10.04.59 DISPLAY AT ADDINGTON SCHOOL FAIR.
09.10.59 DISPLAY AT SOUTH INTERMEDIATE SCHOOL FAIR.
10.12.59 DISPLAY OF MECCANO AND HORNBY IN BALLANTYNES STORE FOR TWO
WEEKS.
.03.60 ELLISON CUP WON BY **DAVID ARCHER.** VISITS TO D.H. BROWN FLOUR MILLS
AND "PRESS".
09.04.60 DISPLAY AT CASHMERE HIGH SCHOOL FAIR.
02.12.60 CHRISTMAS BREAKUP ATTENDED BY "STAR" NEWSPAPER REPORTER AND
PHOTOGRAPHER.
.03.61 ELLISON CUP WON BY **PETER SATHERWAITE.**
18.03.61 DISPLAY AT RICCARTON HIGH SCHOOL FAIR RAISED £6/6/0.
15.04.61 DISPLAY AT ADDINGTON SCHOOL FAIR RAISED £4/14/0.
16.06.61 31st ANNIVERSARY DINNER ATTENDED BY ABOUT 40 MEMBERS PARENTS,
FRIENDS AT **ROWALLEN LANE SCOUT HALL.** MERIT MEDALLIONS AWARDED TO
DAVID ARCHER AND PETER SATHERWAITE.
17.08.61 DISPLAY AT INDUSTRIES FAIR FOR TWO WEEKS.
14.10.61 DISPLAY AT SOUTH INTERMEDIATE SCHOOL FAIR.
01.12.61 CHRISTMAS BREAKUP ATTENDED 64 MEMBERS PARENTS, FRIENDS.
ELLISON CUP WON BY **DAVID ARCHER AND JOHN CURTIS.**
09.02.62 MERIT MEDALLION AWARDED TO **JOHN CURTIS.** 36 NEW MAGAZINES
ADDED TO CLUB LIBRARY. 21 MEMBERS.
23.03.62 MYSTERY BIKE-HIKE TO HAREWOOD AIRPORT.
05.10.62 DISPLAY AT SOUTH INTERMEDIATE SCHOOL FAIR.

gap in minutes - possibly one book missing!

- 19.02.65 MEETINGS STILL @ **ROWALLEN AV SCOUT DEN** FORTNIGHTLY, 16
MEMBERS PRESENT.
13.03.65 DISPLAY AT HILLMORTON HIGH SCHOOL FAIR, EARNS £1.1.0 DONATION.
08.65 DISPLAY AT INDUSTRIES FAIR FOR TWO WEEKS.
16.10.65 DISPLAY AT SOUTH INTERMEDIATE SCHOOL FAIR.
17.12.65 CHRISTMAS PARTY. GAMES INCLUDED PING-PONG SOCCER-BLOWING
WITH BALLOONS. SUPPER PROVIDED BY MOTHERS. ELLISON CUP FOR SENIOR
MODEL BUILDING TO **PATRICK O'CONNELL.** SAUNDER'S CUP FOR JUNIOR
MODEL BUILDING TO **BRIAN O'CONNELL.**
04.03.66 AGM 10 OFFICERS ELECTED. SEPERATE COMMITTEE MEETINGS
QUARTERLY. SUBS RAISED TO 10/- (REDUCED TO 7/6d), SUPPER 6d.
15.04.66 12 PRESENT, 7 MODELS JUDGED. TREASURE HUNT.

THE SEIGE OF BINNS ROAD

From Bruce Neilson

With the breakup of the Lines Group in 1971 its component companies were sold off

As separate concerns. Airfix bought Meccano Ltd, which had joined the group in 1964 and Derek Nobel was the last export manager to be employed by Meccano Ltd at Binns Road and under Airfix ownership. I joined the company early in 1976 and by then the glory days of Meccano, as a company were clearly in the past. The factory and offices were frayed at the edges and reflected the lack of real investment by the successive owners in recent years. Although it was fascinating to see machinery which had been built in the 1930s and 1940s still in use, it made one realize how far the company had fallen behind in product development and production techniques. Additionally matters were not helped by the succession of managing directors and sales directors who passed with considerable rapidity through the doors of the company during the mid to late 70s.

So far as overseas markets were concerned there was very little contact between export divisions of Airfix and Meccano, although there were some markets (notably the USA, Australia and Singapore) where the two companies shared agents or distributors. There seemed to be an almost deliberate unspoken and unwritten policy of non co-operation.

Frequently the only contact (with my opposite number at Airfix) was limited to a few beers at one or another of the international toy/hobby fairs or perhaps a chance meeting at an airport.

I believe the same situation applied to sales and marketing operation in the UK. As far as I can recall, there were no joint inter company conferences involving the sales and marketing personnel of Airfix and Meccano. One of the rare occasions when there was close co operation involved Meccano manufacturing a range of die cast space vehicles for Marks and Spencer, this business developed as a result of an Airfix contract with M&S.

It has been said that Airfix poured money into Binns Road, but I am not at all certain this was totally correct. In fact the opposite may have been true as I was given to understand, by colleagues who were in a position to know, that Airfix charged Meccano a pretty hefty management fee each month

Looking back over the years, there are a number of questions which have always exercised my mind. Why did Airfix pay such an "over the top" price for Meccano.

Why did Airfix keep Binns Road open as long as they did when the commercial course of action should have been to have moved to a smaller, more modern location (not necessarily in Liverpool) and "out worked" the manufacture of Meccano parts and components? The production of Dinky toys should have been transferred to Hong Kong or Taiwan where Airfix had good contacts.

Why did Airfix turn down all attempts to modernize Meccano construction sets by the inclusion of electronics and similar technology which would have kept the brand alive and, most likely, created new generations of Meccano enthusiasts?

There is no simple answer. Personal egos, inter company politics and local government employment policies etc were all involved and played their part in the downfall of the company and the virtual disappearance of two of the strongest brand names in the British toy and hobby industry.

By the end of October 1979 – a few months after the arrival of yet another Managing Director, this time from the Airfix Group itself, it was obvious to me and most of my management colleagues the company was in its death throws.

There had been a further round of redundancies in both the factory and offices which had seriously weekend morale. As the weeks continued Binns Road became a place of rumors : "Meccano had been sold to a rich Arab", "all the Dinky Toys tooling was to be shipped to South America", and so on. Worse still, these rumors and stories were reaching the trade and sales, particularly in the UK, became more difficult to achieve. In this situation it was extremely difficult to make or obtain decisions, given the need to finalize the 1980 product range and plan ahead for the yearly round of toy and hobby fairs.

On reflection, it was almost a relief to be told, at 5 pm on 29 November, that Meccano Ltd was being closed with immediate effect and that all factory and office staff should leave at once

My strongest memory is seeing grown men and women who had given many years of service to Meccano simply break down and cry at their workbenches or wander blindly out of Binns Road for the last time.

I never learnt who, within the Airfix group, was responsible for organizing the final closure, but can record that it was a complete and utter shambles which has passed into the history of human resources management as the supreme example of "the wrong way to do it". Within hours, if not minutes, part of the workforce occupied the factory and offices barring entry to all Airfix/Meccano management personnel and, of course, denying any access to stock and company records. The "siege of Binns Road" lasted into the early months of 1980 and cost the Airfix group a great deal of money and bad publicity.

In the days following the closure of Binns Road, Airfix/Meccano set up a temporary office in Liverpool city center. The building was promptly picketed by some of the former work force with the result that the owners requested Airfix/Meccano to find alternative Accommodation. This temporary office was reopened by renting two rooms in Liverpool's Holiday Inn Hotel.

Towards the end of December 79, I was asked to join a new company being set up by the Airfix group to handle the international sales and marketing of Airfix

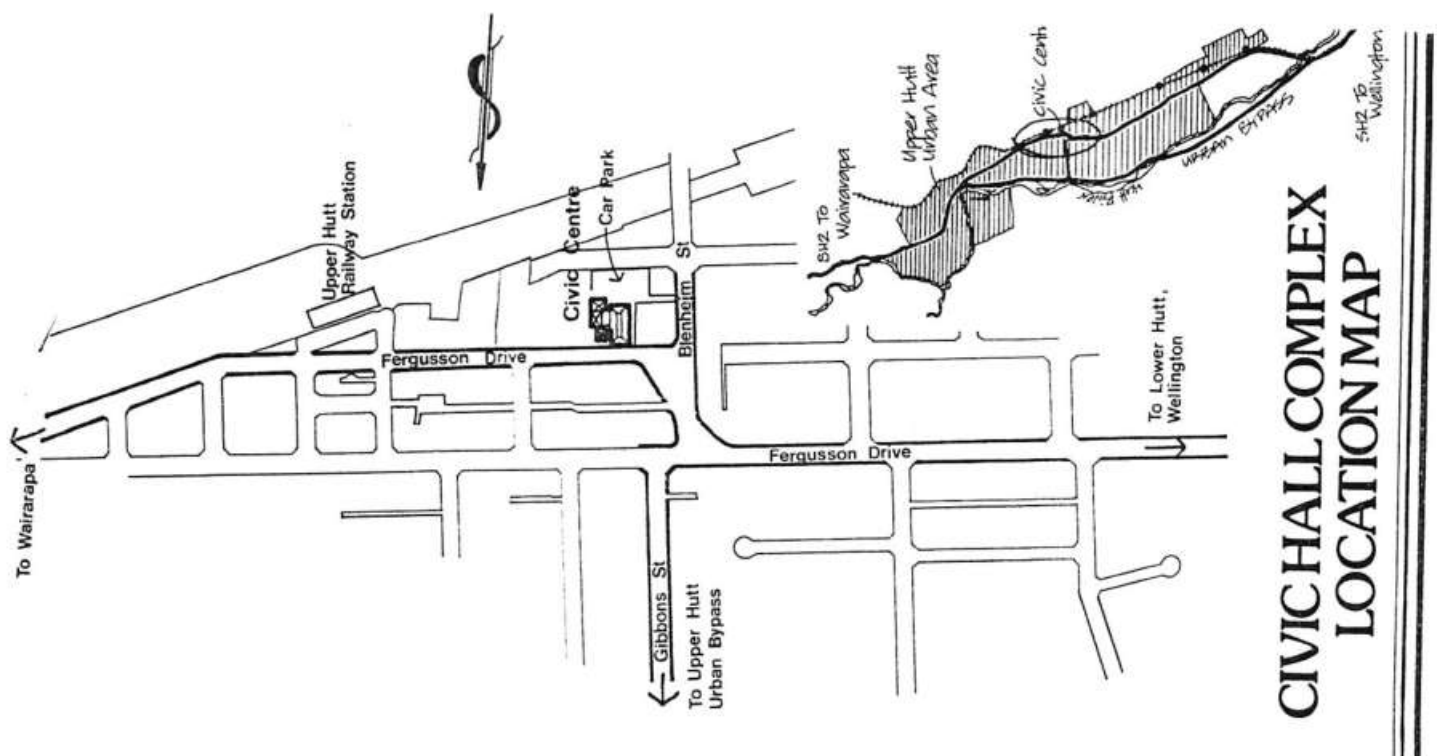
kits, GMR, Dinky Toys and Meccano sets. I remained with the Airfix group until it went into receivership during 1981 and was purchased by the American General Mills Toy Group who owned Palitoy in the UK, the makers of Mainline Railways. I guess I must have been a part of a deal because I continued to work with General Mills exporting Airfix kits and Meccano sets until 1984 when I left to start my own business.

The Binns Road site remained derelict for a number of years and was finally demolished to make way for the new Wavertree Technology Park which Liverpool City Council developed in the early 1990s. So far as I am aware, there is no commemorative plaque or stone to mark the original home of Dinky Toys and Meccano. The only permanent reminder I have of Meccano is the company's final nameplate, in stainless steel, which was found at Haldane Place, in South West London, on the collapse of the Airfix group.

From Model Railway Enthusist, May 1999

A sad case of a company and a product that had passed its "use by date"

The following map is of the Upper Hutt Central business area showing the location of the Civic Centre



MECCANO DIFFERENTIAL ANALYSER No 2

In 1876 the Irish-Scottish physicist William Thomson invented the differential analyzer, a mechanical analogue computer for modeling physical processes. Variable quantities were represented by rotations of shafts, and those rotating shafts could be connected by mechanical devices for addition, subtraction, multiplication and integration. The output was drawn by pens moved by belts around pulley wheels on the shafts. Thomson made special purpose differential analyzers which were highly successful for computing tides; but the first successful general purpose analyzer was made by the American scientist Vannevar Bush at MIT in 1930. In 1934 the English physical chemist Douglas Hartree (at the university of Manchester) wanted to get a differential analyzer built. Hartree and his graduate student JG Porter made a demonstration model out of Meccano parts, and they were greatly surprised to find that it practically usable for many scientific computations. The science museum in London has published a large richly illustrated volume on "The Making of the Modern World"; milestones of science and technology (edited by Neil Cossons, John Murry, London, 1992). With accounts of 100 of their most important exhibits – including (p166) that Meccano Differential Analyzer No 1.

At least 15 such machines are known to have been built out of Meccano parts. The second was built at Cambridge University in 1935, for the physical chemist JE Lennard Jones. In 1939 that was replaced by a robustly engineered differential analyzer, which was used for some military computations during WW2. The physicist Harry Whale graduated from Auckland University College, and from 1947 to 1950 he was a doctoral student at Cambridge. He was planning the establishment of the radio research unit, after he returned to Auckland University College. The limited space in the Cambridge computing lab was cluttered with the Meccano differential analyzer no 2, and the director Dr Maurice V Wilkes urged Harry Whale to buy it for his radio research unit. Accordingly, Dr Whale bought it in 1948 for GBP100 and brought it to Auckland, where he used it for several years in his radio research work. That computer was then passed on to the DSIR in Wellington, where it was used for various projects including studies of the Wairakei geothermal field.

The analyzer was housed in a shabby hut which was crowded with some other computer equipment, including a 19th century totalisator (almost certainly the only one still in existence) and the IBM650 from Treasury, which had become a museum exhibit in 1967. John Cresswell's book about MOTAT: Museum of transport & Technology of NZ (Paul Hamlyn, Auckland, 1967) discusses the computer exhibits (p102) with accounts of the Meccano differential analyzer, the IBM 650, and the pedal totalisator (which is wrongly described in the text as the first automatic totalisator, of 1913) and a photo of the IBM 650.

The differential analyzer is a kitset of standard components, which get connected together (with spanners, screwdrivers and pliers) for any particular computation. When the Meccano differential analyzer no 2 was displayed at MOTAT in 1973, a cabinet with drawers full of spare Meccano parts went with it. Dr Whale tells me that those Meccano parts promptly got stolen from MOTAT!

In 1980 an American computer scientist, returning to San Francisco from the major computing conference IFIP 1980 (at Osaka and Melbourne) visited MOTAT, where he was amazed to see the Meccano differential analyzer no 2, a computer totally unlike anything that he had heard of. He excitedly sketched the integrator mechanism on a MOTAT postcard (of a tram) and sent it to Don Knuth (his former Professor) at Stanford, who passed it on to Professor Brian Randell at Newcastle upon Tyne, who passed it on to me, completing its circumnavigation in under a month. I sent some material about the analyzer to the scientist, after I had re examined and photographed it at MOTAT, where I found it to be very grimy and rusty. Kevin Ryan had just completed his PhD in Radio research (supervised by Dr Whale) and I arranged for MOTAT to employ him temporarily to clean and restore the analyzer. In 1981 I attended the opening of the new computer building at MOTAT, which was opened by Les Mills. That new computer building was paid for by IBM, and so it displayed mostly IBM equipment—but it did display the Meccano differential analyzer no 2 (mislabeled as no 1 0.

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MOTAT almost collapsed in 1985 and many people who had loaned items to them retrieved them Recently I chanced to learn that no computer items are currently displayed, after many phone calls to MOTAT I managed to contact an education officer (who has been there for several years) and when I enquired about the computer exhibits which had been there he astonished me by declaring that MOTAT had never had any computer exhibit. I explained that, on the contrary, the Meccano differential analyzer no 2 was possibly the most important item ever exhibited at MOTAT ;he got quite annoyed at being informed of that. I pressured him into agreeing to enquire about the former computer exhibits—and then heard nothing for 12 days. I phoned him again, when he told me that during a phase of financial uncertainty at MOTAT, IBM had retrieved the IBM 650. He thought that the pedal totalisator was in storage, and he was thinking of exhibiting it again in a couple of years time. And he told me that the Meccano differential analyser no 2 had been placed in storage, where it had subsequently been found to have become rusty, where upon it had been scrapped. He referred me to the registrar of MOTAT, who verbally confirmed the account given by the educational officer, and told me that an instruction manual and some engineering drawings for the analyser are still preserved. Dr Whale and I agreed that we should make a public outcry about that outrageous treatment of priceless material by MOTAT. Accordingly I provided Dave King (a technical journalist) with material (including a photo) for an article, which was published in the Computer Section of the NZ Herald 20/4/1993. Dave king reported “the apparent disappearance of the computer was news to the directors of MOTAT” Several people promptly phoned me or wrote or spoke to tell me of instances which they knew about, of very valuable material being donated or loaned to MOTAT where it was scrapped, lost or left to moulder into ruin. A week later Dave King published a further article in the Herald reporting that the Director of MOTAT has now confirmed the account of the scrapping of the computer but was not willing to provide any details.

David Berends received a phone call from someone who asked very detailed questions about the analyser citing Meccano catalogue numbers for some components. He got the impression that the caller was trying to find out whether I had enough information to be able to identify some Meccano parts as having formally been part of the analyser, he asked the caller for his name, which he would not give.

As this is the last newsletter that I will be producing I would like to thank the SMALL number of members who have sent articles to me for the magazine, and to thank those members who complimented us on what we were doing. It's a pity that more members do not send articles to our magazine instead of to overseas magazines, after all when it says in ISM “he is a regular contributor to the NZFMM magazine” you would think that he would have sent something for printing, not just 1 article in my term as editor. I better not say that I have not had any complaints, as I will be told by one member that HE

did complain, however my helpers and myself considered his complaint not worth wasting our time on. The new editor is Bruce Neilson of Palmerston North, please send your articles to him for the next issue. You will also see that subs for the next year are to be sent to Lloyd Spackman. The subscription unfortunately has had to be increased due to NZ Post increasing postage

COMMING EVENTS

MEETING ADDRESS:

WMC:

ST LUKES CHURCH HALL
55 PITT STREET
WADESTOWN

MWT:

ST LUKES CHURCH HALL
CORNFOOT ST
WANGANUI

CMC:

ST JOHNS HALL
FERRY ROAD
WOOLSTON

MARCH 2001

2ND - CMC - St Johns Hall
2ND - WMC - St Lukes Hall

APRIL 2001

6TH - CMC - St Johns Hall

EASTER 2001

**UPPER HUTT CIVIC CENTER
MECCANO CONVENTION**

Friday - Setup

Saturday - Setup and modellers only day

Sunday - Public open day

MAY 2001

4TH - CMC - St Johns Hall
4TH - WMC - St Lukes Hall
12th - AMC - Peter Hancock's
1 Orangewood Drive, Northpark.

AUGUST 2001

11TH - AMC - Neil Carey's
23 Eaton Road, Hillsborough.

NOVEMBER 2001

10TH - AMC - George Ovenden's
19 Richards Ave, Milford

REPLICA PARTS SUPPLIERS

SIMON MOODY

BLUE MOUNTAINS ROAD
UPPER HUTT

BRASS PARTS

BRUCE GEANGE

4 WINCHESTER ST
PALMERSTON NORTH

NARROW STRIPS

STRIP PLATES

PETER KING

P.O. BOX 2753
CHRISTCHURCH

HELICAL GEARS

ASHOK BANERJEE

P O BOX 4149
NAVRANGPURA
AHMEDABAD - 380 009
INDIA

GEARS

BRASS PARTS

PLATES

STRIPS AND GIRDERS

FOR SALE.

Neville Jackson, 17 Tate Grove, Pakuranga,
Auckland.

Phone—(09) 576—6687

Neville has sent me a list of genuine unused Meccano
spare parts that he has for sale. The list covers most of
the French parts (metal) in various colours.

If you are interested contact him at the above address.

But be warned the prices are not cheap, 12.5" perf
strip \$4.61 ea., 12.5" angle girder \$8.08ea.

Fishplates \$8.48 per 10, hank of cord \$8.85 ea.

I will have the list at the convention for anyone who

