



BOOK OF MODELS  
VORLESUNG ÜBER MODELE  
LIVRE DES MODELES  
LIBRO DEI MODELLI  
LIBRO DE MODELOS  
LIBRO DE MODELOS

December 2021

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<https://www.buymeacoffee.com/johnnymeccano>

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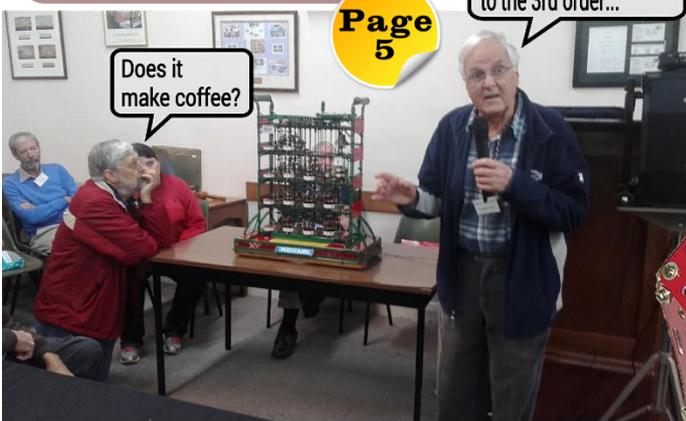
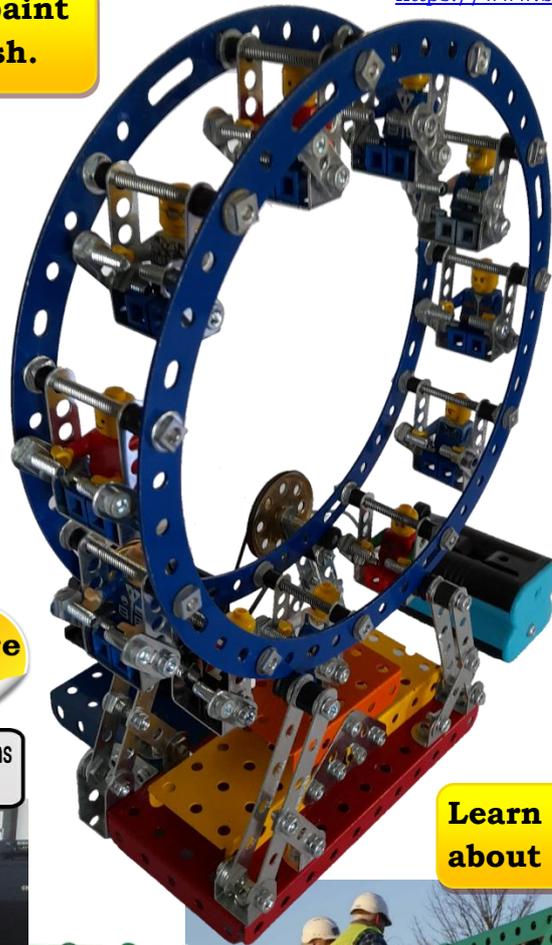
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# Using an airbrush to paint Meccano



1. Airbrush  
My side feed above and the \$99 Aldi special to the right.



2. Hoses

If you only want to paint a small amount of Meccano then the airbrush is the way to go. Far less wastage. I recall the bottom of my large spray-painting gun coming unclipped and depositing 1 litre of paint on the floor of my shed! It's still there! You'll be surprised at just how much Meccano you can get painted with just a thimbleful of paint.

To get started with airbrushing you need the following:

1. Airbrush
2. Hoses
3. Regulator
4. Compressor

3. Regulator



**Airbrush.** There are 3 main types. Gravity feed, side feed and siphon feed. The less expensive are usually siphon feed with a glass jar and rely on suction to draw the paint up. The top feed seems to be the most common and relies on gravity as well as suction to draw the paint in. The bee's knees of airbrushes seems to be the side feed and I have 3 of them. The main advantage of side feed is that the paint bowl can be removed making it easier to clean. I simply hold it under the tap with my finger on the trigger and it's all clean in seconds.

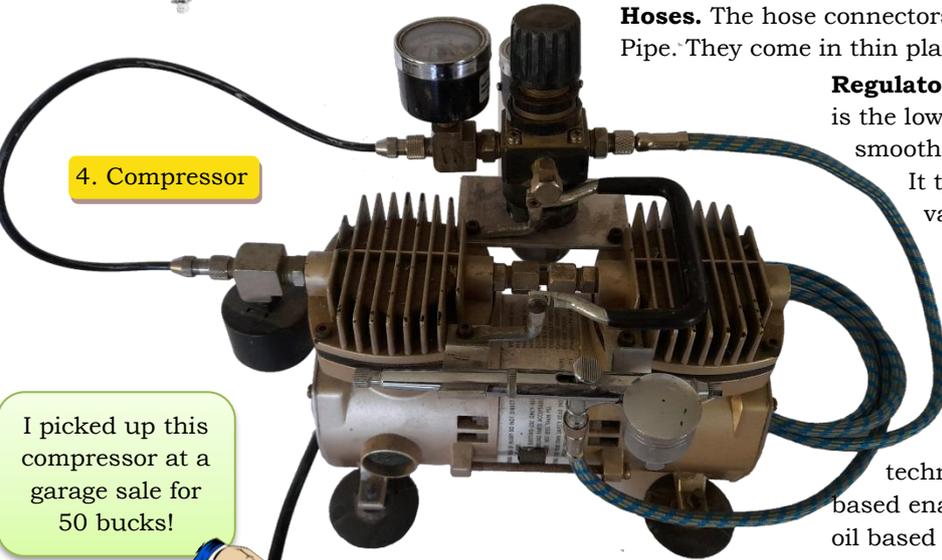
**Hoses.** The hose connectors are 1/8" BSP which stands for British Standard Pipe. They come in thin plastic or cotton braided rubber. The latter is best.

**Regulator.** The pressure you should use for perfect results is the lowest pressure possible that still allows you to get a smooth and properly atomised paint flow from the nozzle.

It typically ranges from 10psi to 30psi depending on various factors. The nozzle and needle size, the level of detail you want and most importantly, in my experience, is the viscosity of the paint. I would never use anything other than water-based paint. The amount of work required to clean your airbrush with thinners is not worth the perceived benefits of oil-based enamels.

I say 'perceived' because there are many new paint technologies these days and you can even get water-based enamels, so I think it's an old-fashioned notion that oil based enamel is superior.

4. Compressor



I picked up this compressor at a garage sale for 50 bucks!

**Compressor.** You can use the full-size compressors but the correct type for airbrushing is the smaller type shown on the left. They can be expensive but often Aldi has them complete with the airbrush and all accessories for 99 bucks.

No two airbrushes are the same and it takes a bit of trial and error to get the air pressure and the paint viscosity in tune with each other. I start with 50/50 paint and water and 30psi. If you try and use paint straight from the can it simply won't pass through the airbrush, and you'll end up losing the paint as you try and clean all the tiny pathways and valves.

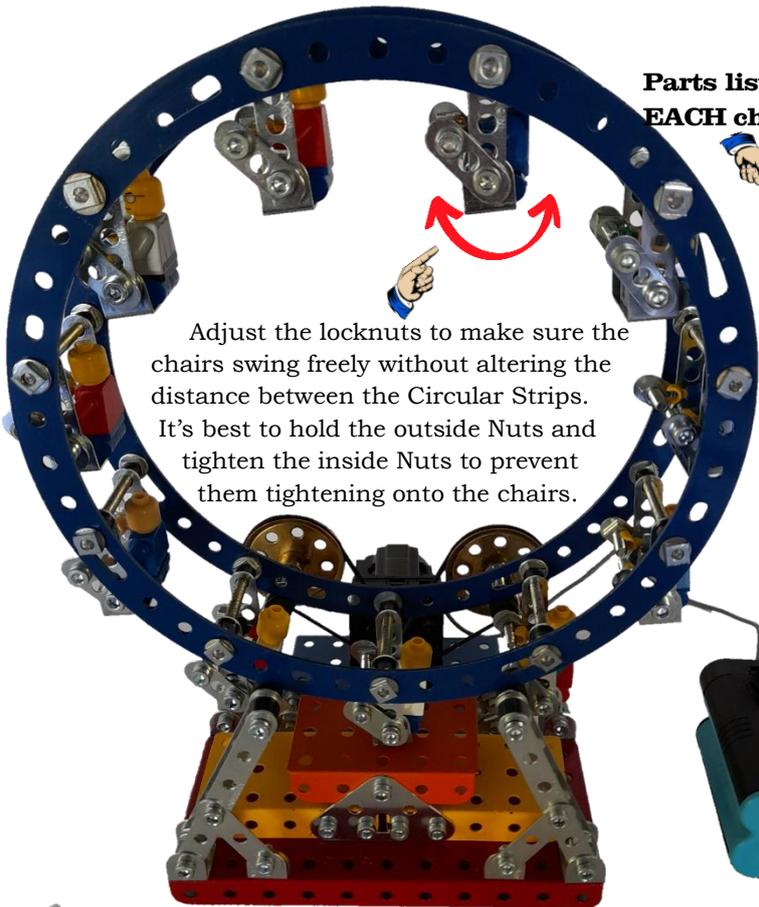


# Small Ferris Wheel

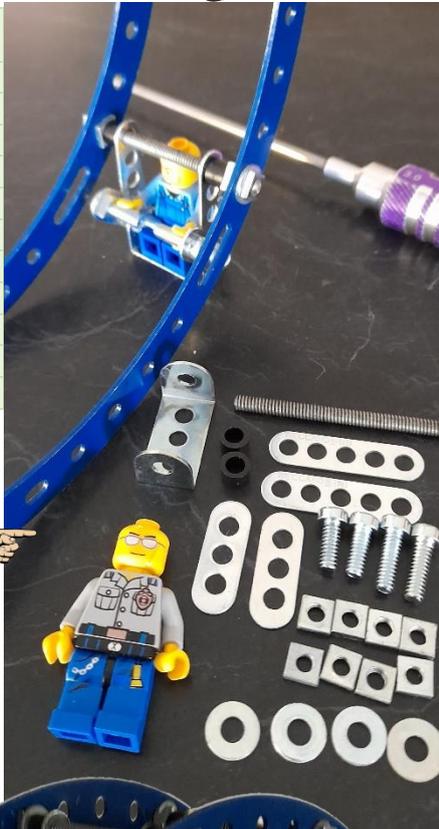
There were a few small Ferris Wheels models being discussed on the Spanner mailing list and the main difference from a standard Ferris Wheel was that the wheel was supported by the rim rather than a central pivot. Most of them sat on part 20 Flanged Wheels but I thought I'd have a go with those tiny part 23c 3/8" Rubber Pulleys. Lego men also seemed to be a logical choice size wise, so I also designed some chairs with Narrow Strips.

## Parts list for EACH chair.

Part No.	Description	Qty
37a	Nut	8
38	Washer	4
38b	Small Spacer	2
48e	Double Angle Strip	1
81	Screwed Rod 2"	1
A411	Bolt 12mm	2
A511	Bolt 9.5mm	2
C329	Narrow Strip 3 hole	2
C768	Narrow Strip 5 hole	2
	Lego man	1
145	Circular Strip 7.5"	2



Adjust the locknuts to make sure the chairs swing freely without altering the distance between the Circular Strips. It's best to hold the outside Nuts and tighten the inside Nuts to prevent them tightening onto the chairs.

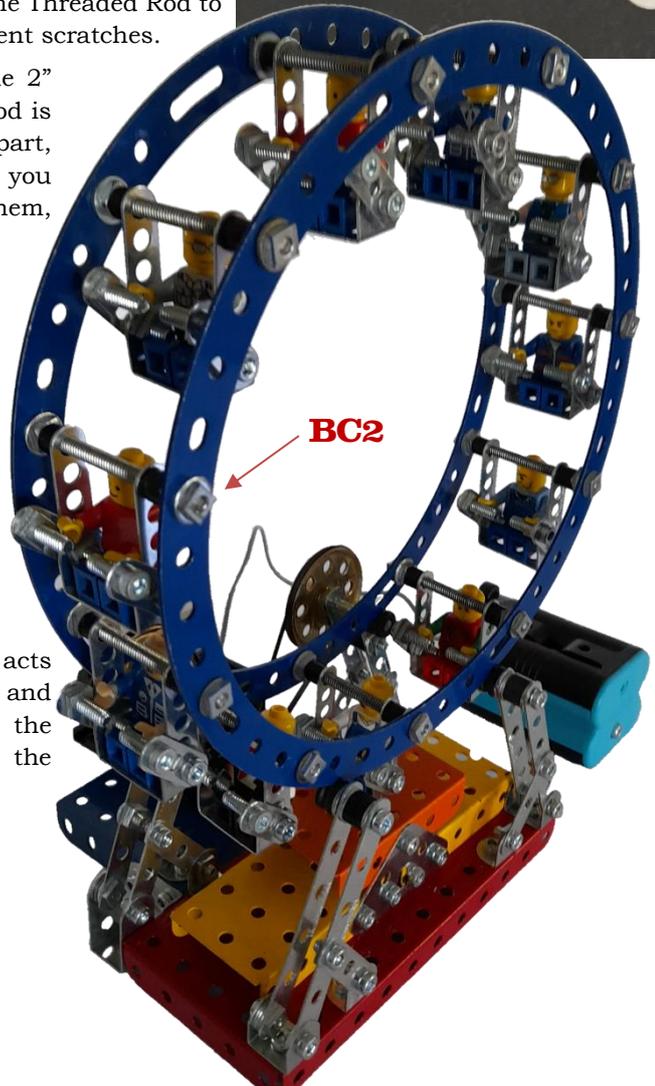


The first step is to build the chairs using the parts listed above and shown here. You may notice some photos show a Washer between the Narrow Strips but I've found it's a tad too wide so just use 4 Washers on the Threaded Rod to prevent scratches.



The Lego men are held in by the Bolts through the Narrow Strips and the DAS. It's a tight fit so you must hold the Legoman in place while you screw the Bolts through. I spaced the Narrow Strips apart using a Washer between them but on reflection I think it's better without the Washer as the Bolt heads need as much clearance as possible from the Rubber Pulleys that drive the wheel so the narrower the better.

Although the 2" Threaded Rod is a standard part, it's unlikely you have 11 of them, so they can be cut to length in a vice with soft jaws and a hacksaw. Screw the nut on before you cut and then when you remove the Nut it acts as a die and cleans up the burrs on the thread.



Assembling 11 chairs became a little monotonous but I amused myself by sorting through all the Lego men in the tub and swapping heads to get a mixture of frowning and smiling expressions and an even mix of red and blue. Once you have them all completed it's time to bolt them into the Circular Strips. It doesn't matter so much if some Threaded Rods are slightly longer, but it is absolutely vital that each chair is bolted in using the Nuts to space the Circulars Strips apart at EXACTLY the same distance. You can use a vernier gauge or simply cut a plastic straw to length. In my case it was 43mm between the Circular Strips. Each chair is mounted 4 holes apart, but you need to take care as there is a mixed of holes, short slots and long slots. If a Threaded Rod is required in a long slot, it must be at the end of the slot. If it's in a short slot, it must be in the middle. I found it easier to position the outside Nuts then hold them with a spanner while using another spanner to tighten the inside Nuts.



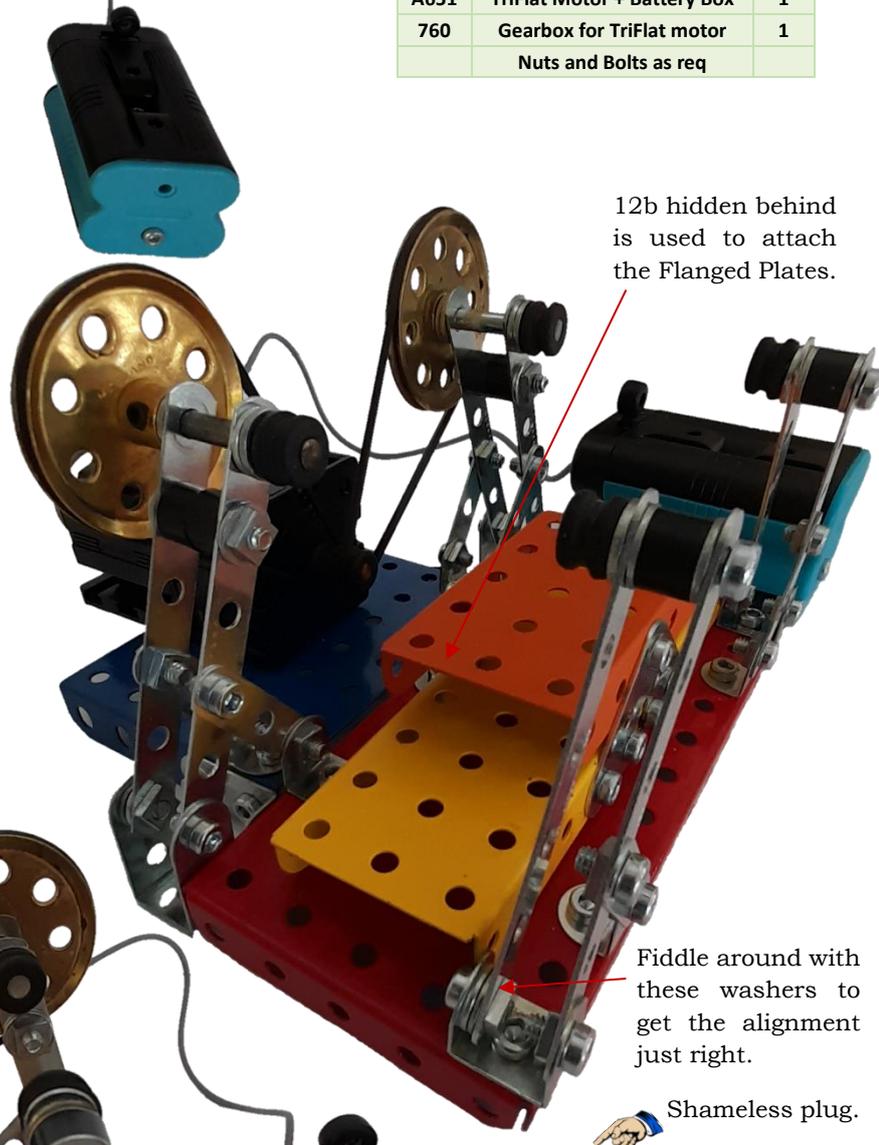
  
<https://youtu.be/oArsZdHzdDk>  


**Parts list for base.** 

Part No.	Description	Qty
11	Double Bracket 1" x 1"	2
11a	Double Bracket 1" x 1½"	2
12	Angle Bracket ½" x ½"	6
12a	Angle Bracket 1" x 1"	6
12b	Angle Bracket 1" x 1½"	3
18a	Axle Rod 1½"	2
21	Pulley 1½"	2
23c	Rubber Pulley ¾"	6
38	Washer	19
38a	Plastic Spacer large	6
51f	Flanged Plate 2½" x 1½"	3
52	Flanged Plate 5½" x 2½"	1
53	Flanged Plate 3½" x 2½"	1
133	Corner Bracket 1½"	2
147f	Pivot Bolt ¾"	2
186	Drive Band 2½"	2
235a	Narrow Strip 3"	8
235g	Narrow Strip 1½"	6
A651	TriFlat Motor + Battery Box	1
760	Gearbox for TriFlat motor	1
	Nuts and Bolts as req	

It has been suggested that the Circular Strips will cut through the Rubber Pulleys but I've had this running for hours and there is no problem that I can detect. To achieve smooth running you need be selective with the Rubber Pulleys as they vary a lot. Some are very wobbly, and some are true.

Build the base without the 51f Flanged Plates first. When you have everything lined up and running smoothly you can add the stairs. The 23c Rubber Pulleys press fit onto the threads of the Pivot Bolts. Make sure they are free to spin. Use the inherent 'wobble room' in the Narrow Strips to adjust the angles of the Rods and Pivot Bolts. It must be square, or the wheel will come tumbling down. The distance between the Rubber Pulleys must match the distance between the Circular Strips so judicious application of thick and thin washers will assist. Make sure you have the two large Pulleys aligned with the two Rubber Pulleys on the Gearbox. I put two Washers on one side and none on the other. The large Plastic Spacers between the Narrow Strips are very important because they add stability. Without them they flex too much.



12b hidden behind is used to attach the Flanged Plates.

Fiddle around with these washers to get the alignment just right.

 Shameless plug.

<https://www.meccanospares.com/>

Most of these parts are available from MeccanoSpares and I must admit most of the part numbers were obtained by browsing the website so well done Edward!

# Bye Bye Babbage

Tim Robinson designed and built Charles Babbage's Difference Engine No 1 in Meccano during 2003. He published full building details of it in CQ67 for March 2005. It evaluates polynomial expressions up to third order.

Somewhere along the way I became aware of Tim's Difference Engine and decided to try to build it. Over very many months of active internet correspondence from July 2003, Tim was unstintingly helpful to me in all stages of my build. I had my machine ready a year later in time for our Annual Meccano Exhibition in Melbourne in October 2004.



**Babbage Difference Engine No. 1**

I added just two features to my build: a non-Meccano turntable for ready access to both sides, and an electric motor to drive it complete with dial indicating the current value of the variable. I found both features very useful.

Over the following years it was shown regularly in public. But by 2009 it had begun to produce almost as many incorrect answers as correct ones, and I pensioned it off. Then, in 2016, further correspondence with Tim, and others, encouraged me to deal with the matter once and for all - either fix the problem, or dismantle it. Fortunately, this encouragement paid off, and the problem was eventually solved, or so I thought...

Probus and U3A demonstrations followed and its appearance at our 2016 Melbourne Meccano Club Annual Exhibition were all most successful. It was then put away again for a future opportunity, which arrived with the end of Covid-19 Lockdown #6 here, when I decided to prepare it for our next Meccano gathering. Curses! Gremlins!! They had got in again, this time in a serious way with yet more untoward misbehaviour. That was it. I'd been through that earlier frustrating time in 2016, and I wasn't going that way again now. DE#1 was coming down! Although it will take several days to dismantle (and may have taken place by the time you read this), I did reduce it to its main structural components and a pile of mechanicals on day one. From this point onward it will be slower going while I enjoy the cunning of those ratchetting and geared units once more. I'd forgotten their subtle ingenuity, and how well Tim had engineered them.



During its relatively long life, I have had offers to purchase, the first back in 2005 when it was shown at the Sydney Modellers Association's Annual Show. I never obliged though, simply because of the obvious: sooner or later it will misbehave again. Then who will fix it? Certainly not the buyer, and the seller will be far away. No, nothing but sour grapes would be the outcome between the buyer who feels he has been cheated and the seller for providing an item unfit for purpose! I feel it's had a good life. It's been shown at Meccano shows and other venues here and has given onlookers, particularly those who really understood what it was doing, and how, much pleasure. No regrets now! - **Graham Jost.**

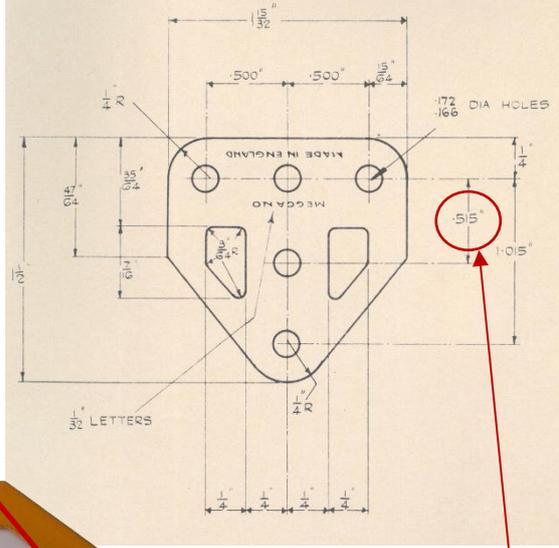


# Believe It or Not!

## The holes in a Flat Trunnion are not all half inch spacing!



See how the holes are not aligned.



A bit over half an inch to allow for the bend.

Perhaps the most iconic of all Meccano parts is the humble Trunnion. Instantly recognisable and uniquely Meccano. I can think of no other item that looks like a Trunnion. Certainly, the designers of the Meccano Bridge in Bolton UK thought that while Strips and Plates with holes were typical Meccano, it was the Trunnions that made it stand out as most definitely Meccano and not just a steel structure full of holes. So what does the word Trunnion mean?

**trunnion**  
/ˈtrʌnjən/

noun  
noun: **trunnion**; plural noun: **trunnions**



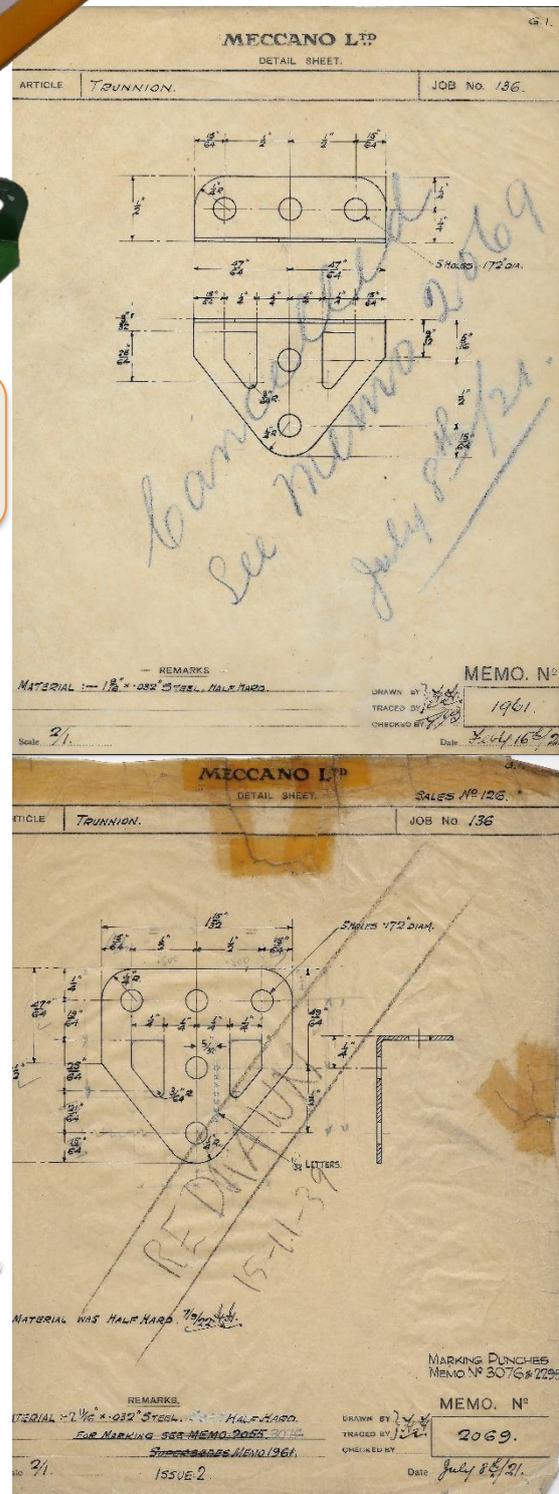
- a pin or pivot forming one of a pair on which something is supported.
- a supporting cylindrical projection on each side of a cannon or mortar.

The 'less is better' Mechanised Army set Trunnion sent in by Greg Rahn.

### Origin

**FRENCH** early 17th century: from French *trognon* 'core, tree trunk', of unknown origin.

So technically a Trunnion is a pin or pivot, but the name caught on in Meccano circles and so the word has a new meaning which is often the case. Many modern words are now in the dictionary simply due to general use in the community. [Cute](#), [fantastic](#), [myriad](#) and [spinster](#) all once had different meanings, but common usage added the new meanings to the dictionaries. I found the Engineering Drawings for part 126a Flat Trunnion on Tim Edwards' Meccanoindex but there were no drawings for part 126 Trunnion, so I fired off an email to the legendary Jim Gamble in the UK and true to form, he produced the goods. It would appear that Meccano originally designed the bent Trunnion with allowances for the bend and later decided to produce the Flat Trunnion but used the same part and quite simply didn't bend it. The wiggle room allowed strips to be bolted to it, but it can play havoc with gear spacing if you're not aware of the irregular spacing.



You build sandcastles.....

Sand sculpture by Dave Heathcote South Africa

**Scoop!**

I operate on a different level.....

Saturday 9 October 2021  
Falconwood Community Centre  
Falconwood



The Meccano Creative Challenge is run every year at the South East London Meccano Club's Meccano Show, which took place at its new venue, Falconwood Community Centre, for the first time on 9th October. Entrants have a large range of modern Meccano parts to choose from and can build whatever they desire. The winning entries, judged by club Secretary Chris Warrell and club Chairman Brian Leach, were Sofia Ramus, 7, and Hanna Serwinska, 9.



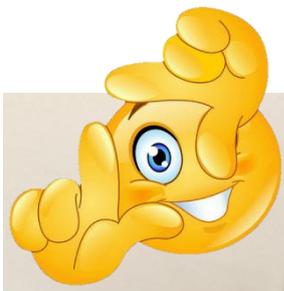
Winner 4-7yo Sofia Ramus



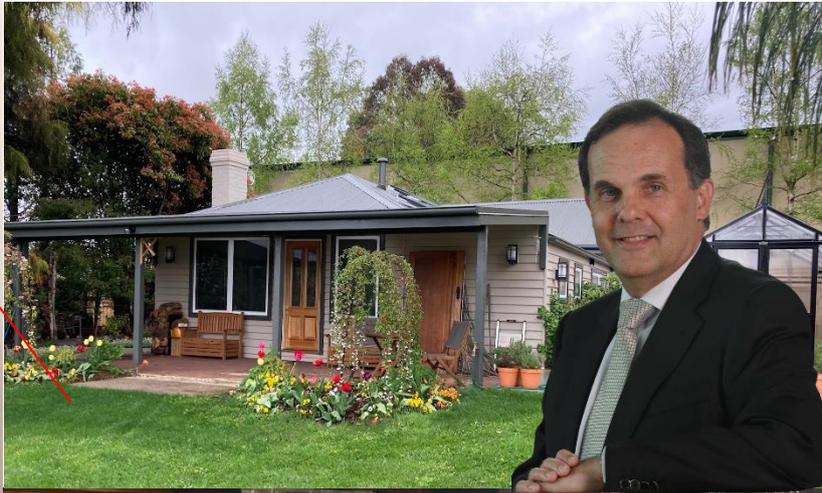
Winner 8-13yo Hanna Serwinska



# Show Us Your Meccano Room



Simon  
Coultas  
Aust



# French Dump Truck by Stan Knight USA



CONSTRUCTEURS DE MODELES MECCANO

## DUMPER MOGURT DR 50

Trois ans et demi, malgré ses dimensions relativement réduites, ce dumper présente quelques atouts à retenir, notamment le système de direction.

### LE CHASSIS (fig. 3).

Deux pontelles en U (1), fermées chacune de deux cornières de 15 trous, sont assemblées par une cornière de 9 trous (2) à leur extrémité avant. Deux autres cornières

d'angles et deux extrémités libres sont par une troisième cornière de 9 trous (9) assemblées sur la cornière avant.

Une cornière de 6 trous (9) et une de 5 trous montées de part et d'autre du moteur sur le 15 de son flanc. La chaîne d'après à l'arrière de 15 trous, et 3 rondelles sont passées entre les cornières et le moteur. Les roues (10) sont retenues aux pontelles (1) par un 3 trous et une équerre. Elles sont guidées par une cornière de 7 trous (11). Du côté (9), la cornière (11) est surmontée d'une plaque de 4 trous tenue par un grand goussier d'une cornière de 3 trous.

De l'autre côté de la cornière (10), la cornière porte une plaque de 75 x 30 mm.

### LES ROUES AVANT (fig. 4).

Le train avant est doté d'une suspension oscillante. Il est basé sur une triangle de 9 cm (14). Cette triangle passe dans une pontelle plate de 3 trous tenue par une pontelle plate de 5 trous aux rebords du moteur. Elle passe également dans une plaque triangulaire de 20 mm, maintenue par 2 équerres d'angle entre les cornières (11). La triangle (14) porte un accouplement dans lequel est faite une triangle de 11,8 cm (15). La triangle (15) est pourvue d'un accouplement à cliquet extrémité.

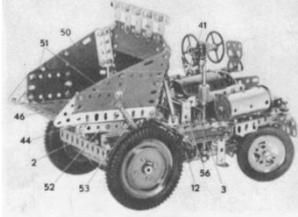


Fig. 1.

de 9 trous (3) et (4) sont boulonnés sur le dessus des pontelles (1), respectivement à 5 et 6 trous de leur extrémité arrière. (Fig. 1 et 5).

Une plaque sans rebords de 75 x 30 mm (5) est fixée au fond de chaque pontelle (1). L'arrière du châssis (fig. 3) est fermé par une pontelle plate de 11 trous (6). Grâces est rendue aux plaques (5), d'un côté par une équerre à 135° et une plaque flexible de 6 x 4 cm, de l'autre côté par 2 pontelles plates de 3 trous et 2 équerres à 135°. Plaque flexible et pontelle plate sont tenues par une bande de 4 trous légèrement plate (7).

Deux cornières de 5 trous sont montées derrière la pontelle plate (6) à

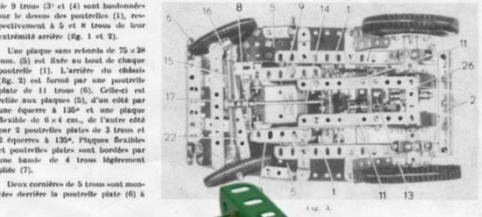
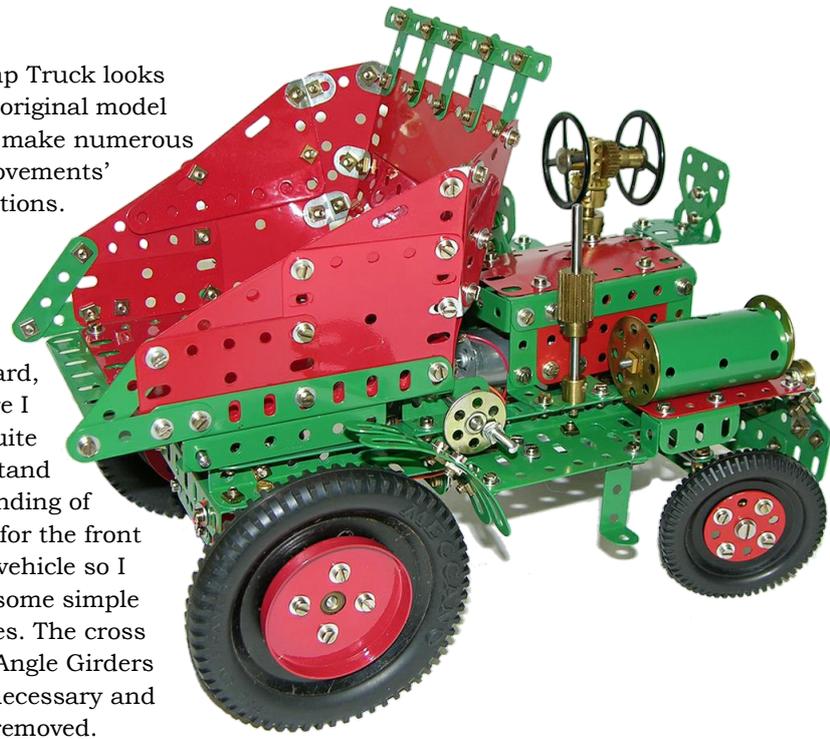


Fig. 4.



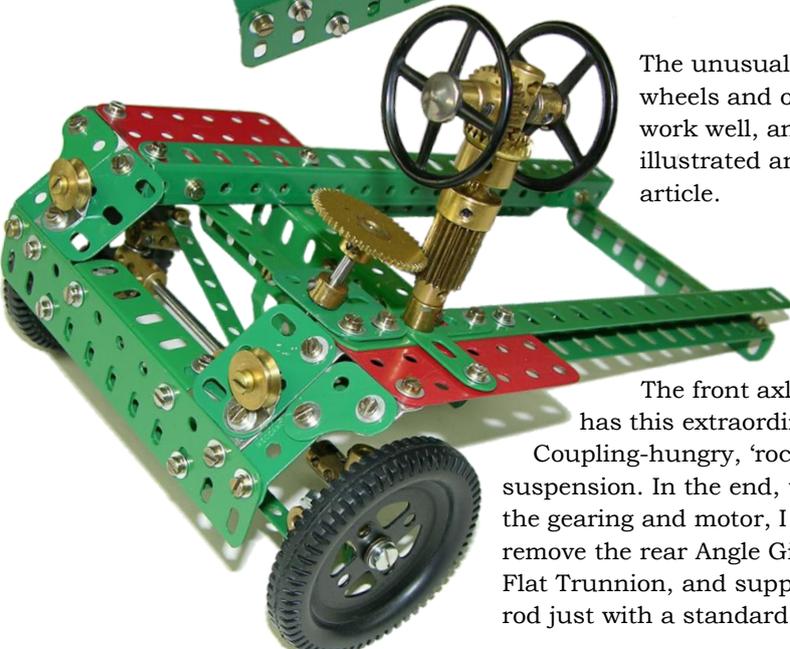
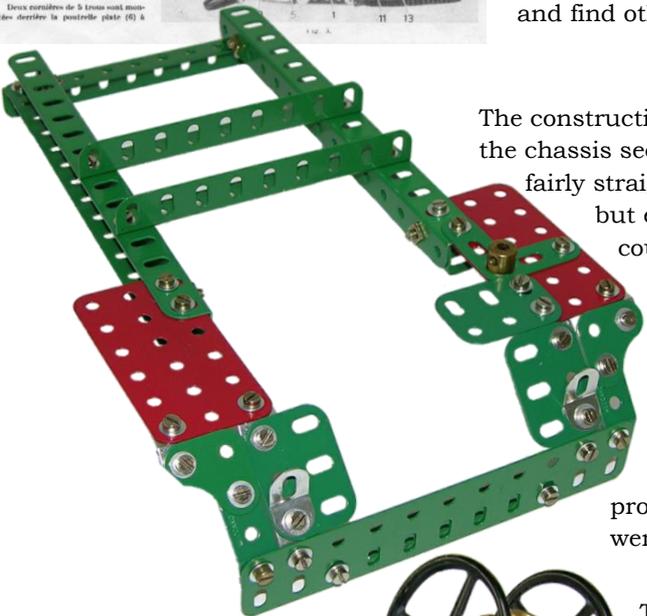
Recently I came across this model in a French MM for Nov/Dec 1957 and was intrigued by the unusual features like the double steering wheels and 'rocking' front suspension, so I thought I would try to build it. The task was hindered by my lack of French, by the poor quality of the illustrations, and by the original instructions which, in French or English, are often confusing or totally inadequate. The gearbox and lifting mechanism for the bucket were incomprehensible in the original. I still have no idea what they are supposed to be like. So I either had to give up, or to substitute something else which would work for me. This is the result.

My completed Dump Truck looks something like the original model but I was forced to make numerous changes and 'improvements' and find other solutions.

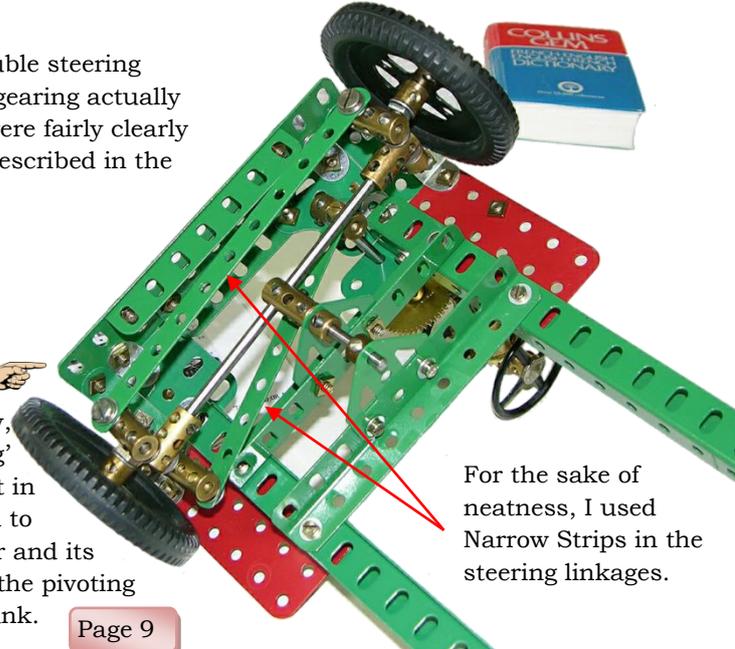


The construction of the chassis seemed fairly straightforward, but even here I couldn't quite understand the bending of Strips for the front of the vehicle so I made some simple changes. The cross beam Angle Girders proved unnecessary and were later removed.

The unusual double steering wheels and odd gearing actually work well, and were fairly clearly illustrated and described in the article.

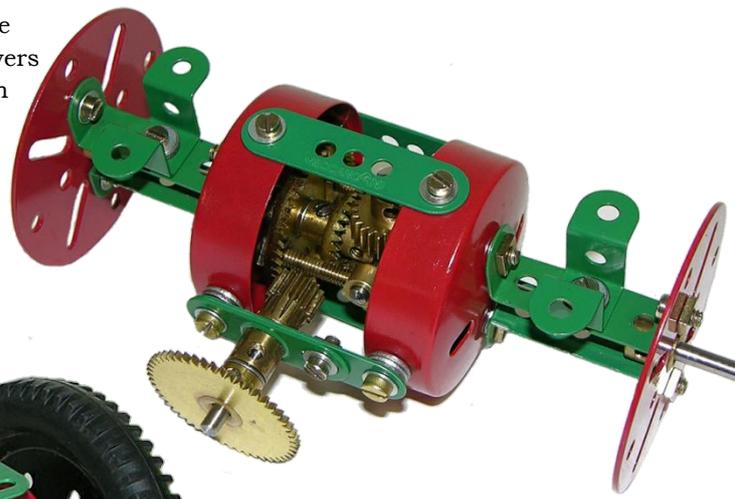


The front axle has this extraordinary, Coupling-hungry, 'rocking' suspension. In the end, to fit in the gearing and motor, I had to remove the rear Angle Girder and its Flat Trunnion, and support the pivoting rod just with a standard Crank.

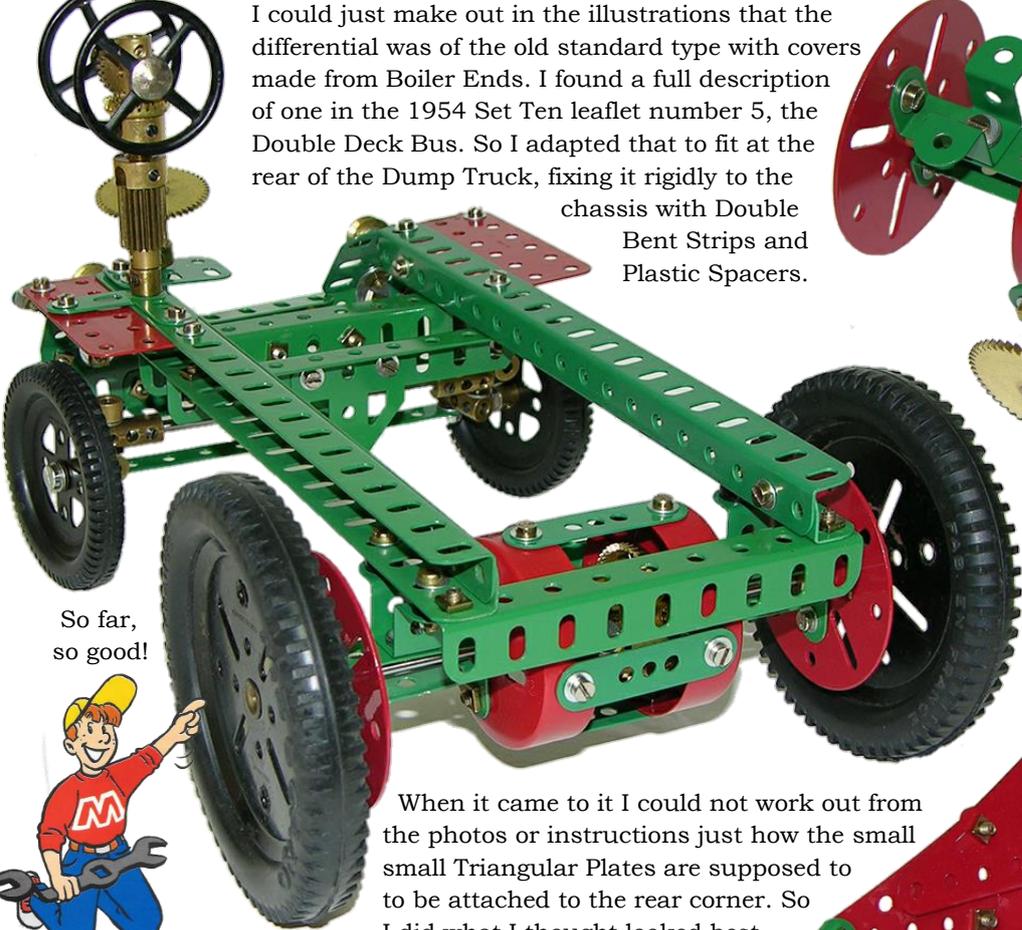


For the sake of neatness, I used Narrow Strips in the steering linkages.

I could just make out in the illustrations that the differential was of the old standard type with covers made from Boiler Ends. I found a full description of one in the 1954 Set Ten leaflet number 5, the Double Deck Bus. So I adapted that to fit at the rear of the Dump Truck, fixing it rigidly to the chassis with Double Bent Strips and Plastic Spacers.



One section of the model that seemed clear in the illustrations was the structure of the bucket.

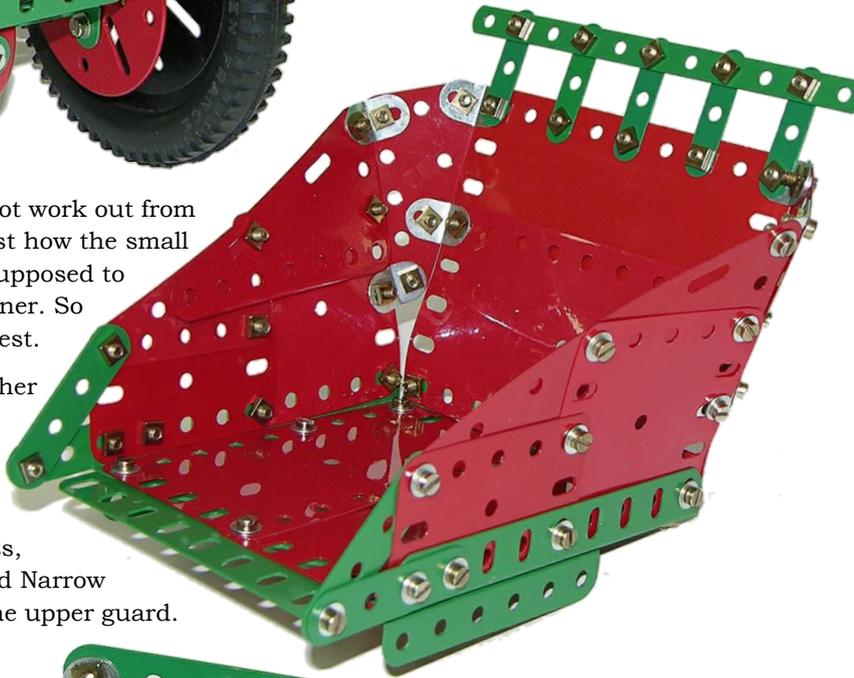


So far, so good!

When it came to it I could not work out from the photos or instructions just how the small small Triangular Plates are supposed to be attached to the rear corner. So I did what I thought looked best.

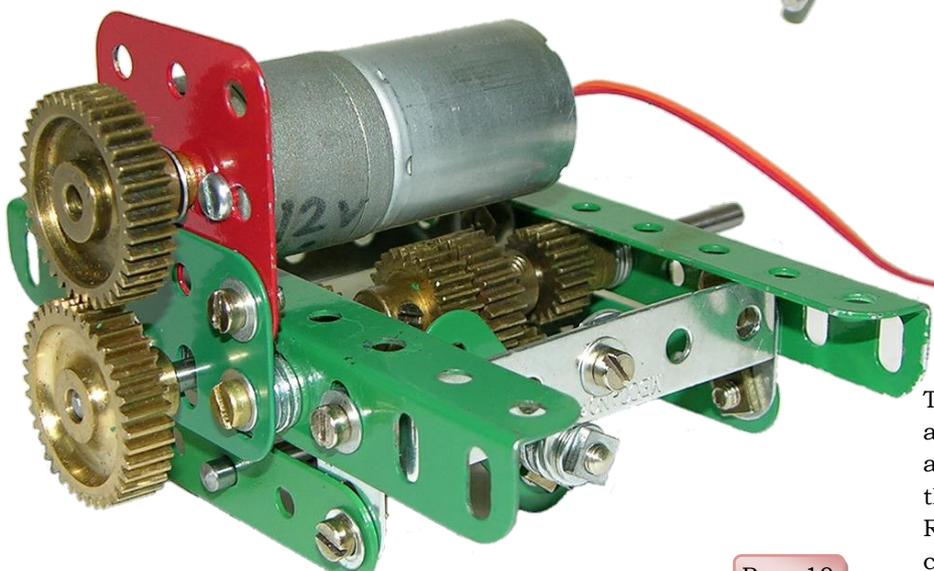
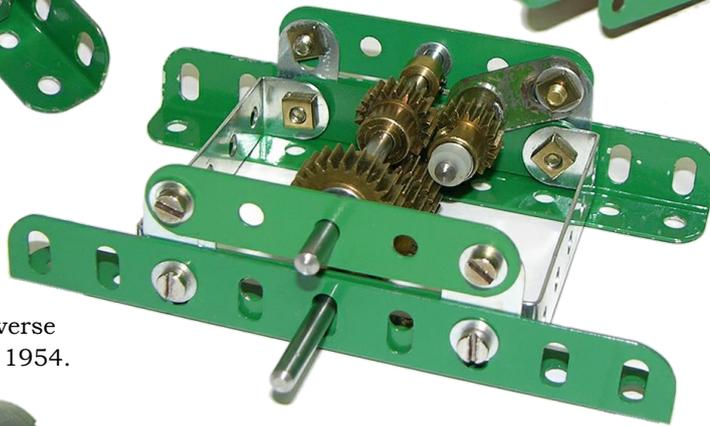
They provide a rather nice sculptural shape to the rear of the bucket.

For neatness, I substituted Narrow Strips for the upper guard.



There are no clear illustrations or description of the gearbox, nor its positioning, so I had to invent one of mine own that would fit in the space. I adapted the two-speed and reverse Pinion gearbox shown in the MM for June 1954.

Meshing the 1/2 inch and 3/4 inch Pinions was tricky, the centres are 5/8 inch apart. The MM suggested using the slots in Fishplates to achieve the correct distance. Correctly positioning the reversing idler Pinion is even trickier.

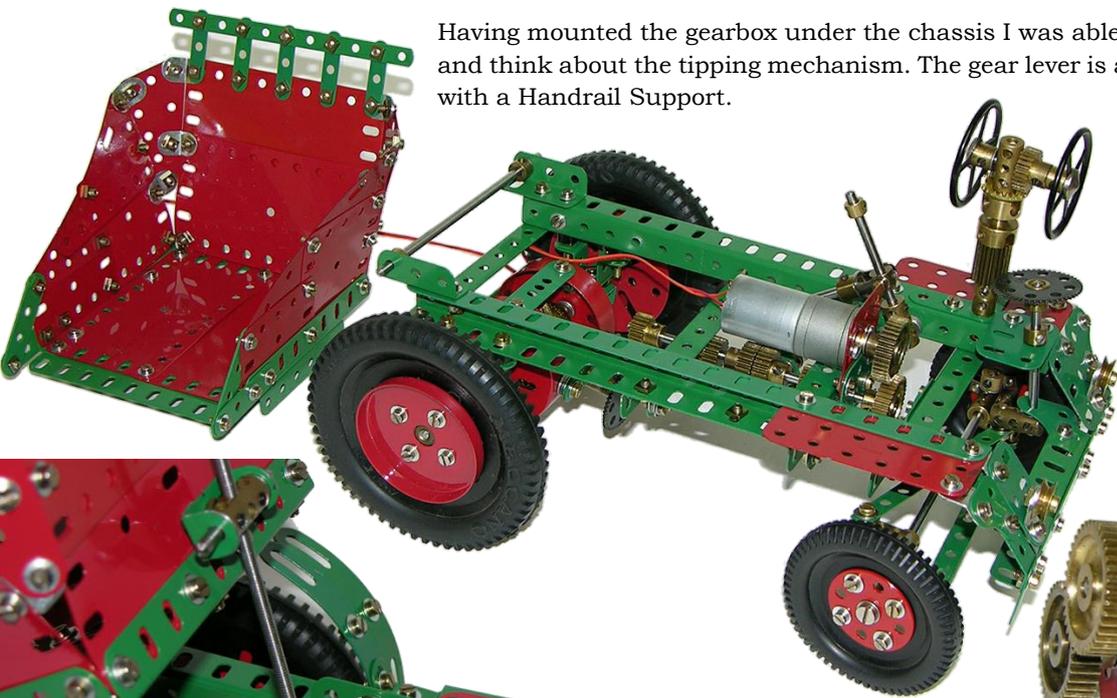


In the end I resorted to elongating the slot on an old Crank from my scrap box to hold the idler, and to achieve just the right position between the two 1/2 inch Pinions for the reverse gear.

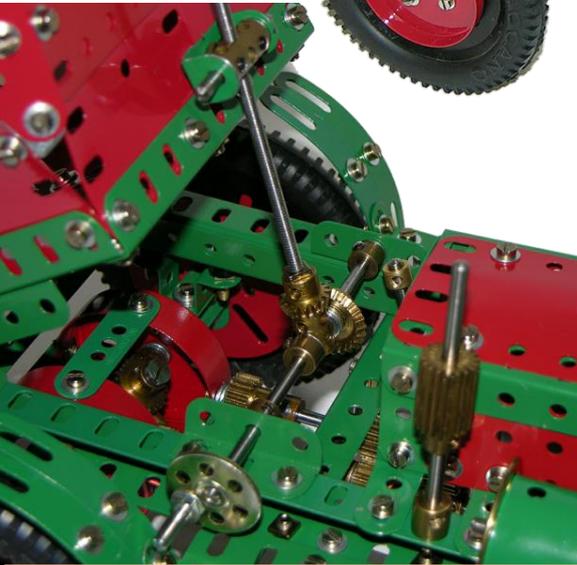
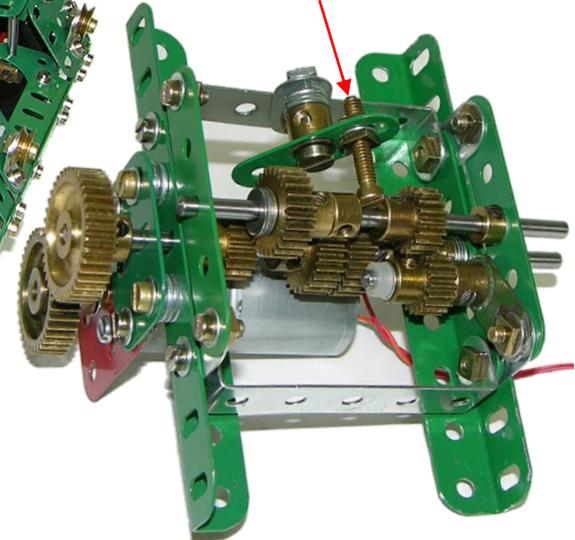


The original model uses a French motor, apparently with a reversing feature. This and the attached gearbox are impossible to decipher from the illustrations or text. So I substituted a Mike Rhoades' 120rpm motor and mounted it where I could on my gearbox frame.

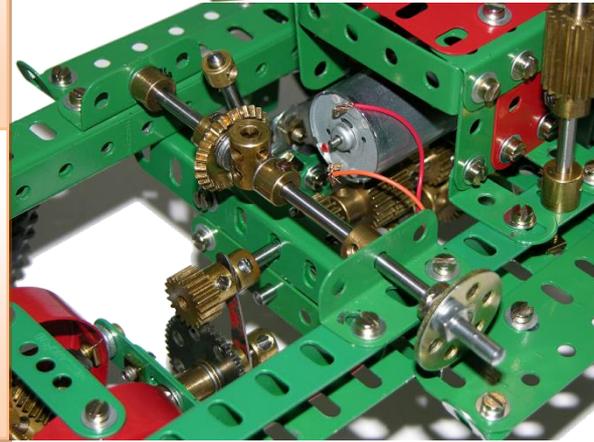
Having mounted the gearbox under the chassis I was able to position the bucket at the rear and think about the tipping mechanism. The gear lever is attached to the Double Arm Crank with a Handrail Support.



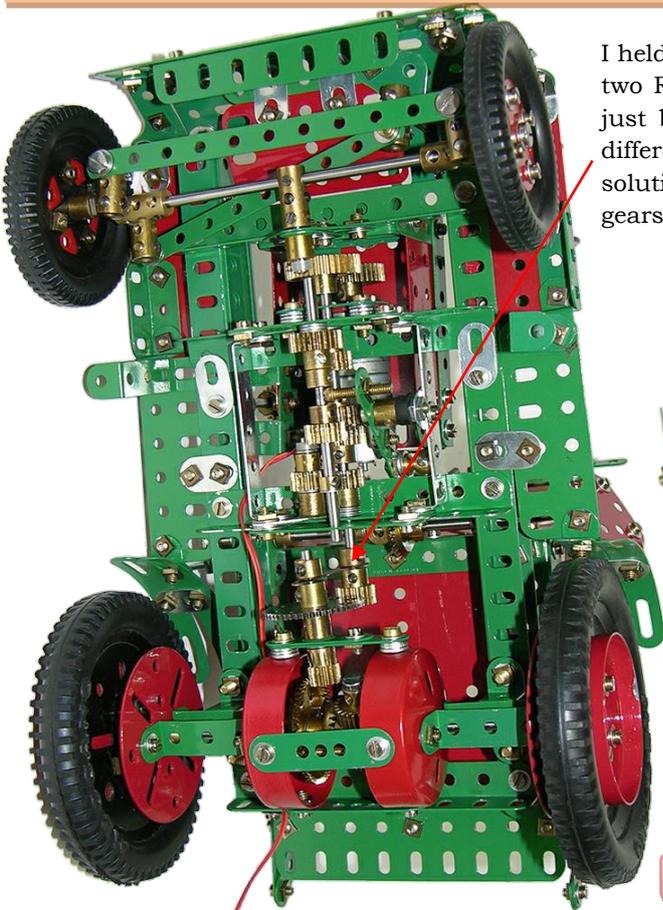
A Double Arm Crank with long Bolt forms the selector. There is just enough space between the Collar and the Pinion for the head of the Bolt.



The instructions for the tipping mechanism are far from clear in French or English, and no illustration really shows it. I used a simple, manually operated, Threaded Rod mechanism, as a simulation for hydraulic lift.

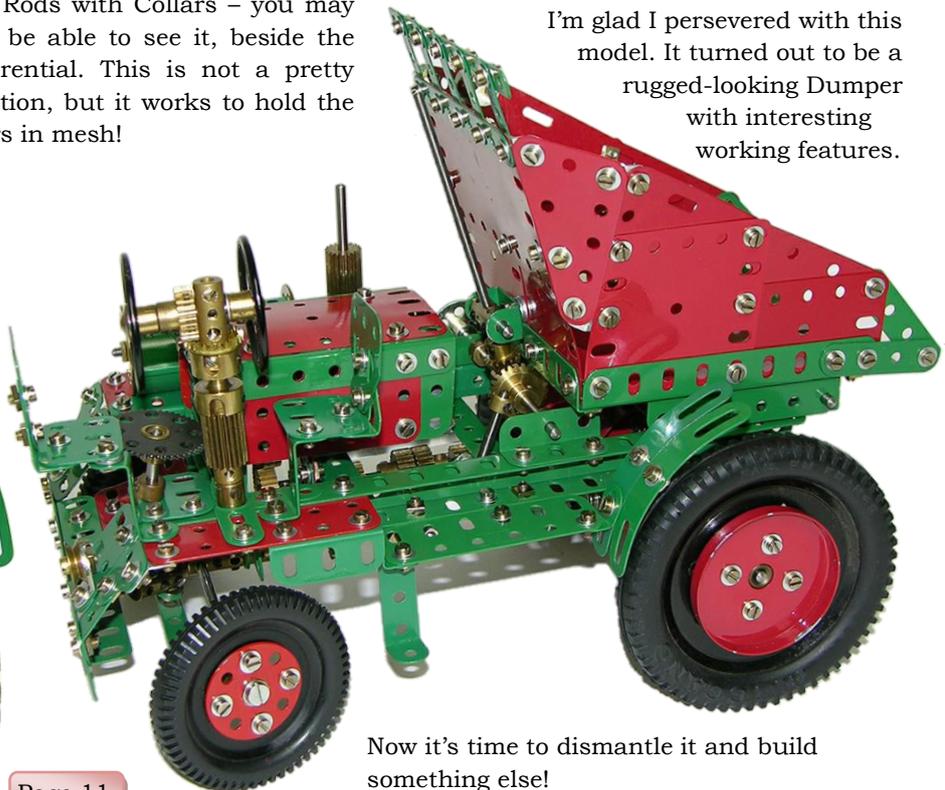


The output Rod of the gearbox is out of alignment with the differential input by 7/8 inch – at a diagonal! There is no room for double Universal Joints, so for this final drive I meshed a 1/2 inch Pinion with a 1 1/4 inch Gear wheel. All well and good, except they sometimes slipped when under heavy load. My last-minute solution was to link the two axles together with a fabricated Narrow Strip. For strength, I cut this from an old Flat Plate from my scrap box. I drilled two holes in it 7/8 inch apart, and to avoid fouling the layshaft of the gearbox I had to cut the Strip to just 1/4 inch wide.



I held the home-made strip on the two Rods with Collars – you may just be able to see it, beside the differential. This is not a pretty solution, but it works to hold the gears in mesh!

I'm glad I persevered with this model. It turned out to be a rugged-looking Dumper with interesting working features.



Now it's time to dismantle it and build something else!

# FROM OUR GOOD IDEAS DEPARTMENT



From Brian Neale, Australia No explanation required really.

John Hornsby writes: I've been trying to build the road axles for the Strabokran including the transverse coil spring suspension system. The small Meccano units seemed ideal but were a bit squidgy, so I added three of the small neoprene 'collars' inside the spring, end of squidge, another first!



Use old tyre tubes instead of rubber bands that tend to perish and break. If you need larger than the tube size, just cut on a diagonal.



Mick Berg has been busy repurposing those 1" pulleys that we all have too many of. The genuine Meccano parts are to the right with Mick's worthy copies to the left. It's amazing what you can do with a hammer, file and a Dremel!



Sometimes nylocs can be too thick. You can turn a standard bolt into a nyloc with a drop of Araldite or any other epoxy resin. Even Gorilla glue seems to work. Just drop in into the hole, let it dry, then run a 3mm drill bit through the hardened glue to help get the bolt started.

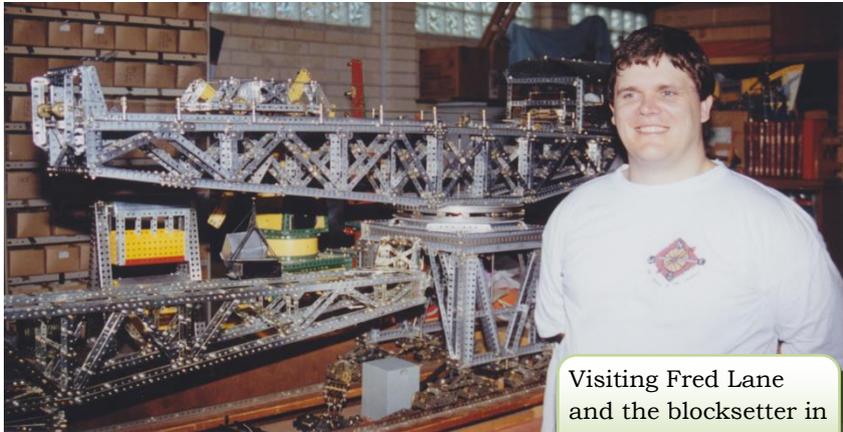




# This Month's Meccanoboy

## Paul Dale - Aust

Dr Paul Dale is the official title but most Meccanoboy's know him as 'Pauli' the boy genius who set up the first Spanner emailing list in 1995. JMM rang Pauli at his Brisbane home and gave him the 3rd degree.



Visiting Fred Lane and the blocksetter in Murrurundi, NSW



The extended family on an Aussie beach

*When and where were you born?*

Little Weighton UK 1967. That's just outside Hull in Yorkshire, England. One of our sadly deceased local group members was also from Little Weighton which was quite a surprise when we both figured this out. It is a very small town a long, long way from Australia.

*So you're a Pom?* Yes, but I grew up in Australia when my parents immigrated permanently in '73 after a prior several-year working trip to Australia. By the age of five, I'd had almost every vaccination that was then available. This prevented any nasty infections from travelling through some of the less sundry regions of the world. It also instilled a phobia of injections which I'm gradually overcoming.



Evoluon - Netherlands

*Did you have Meccano as a child?* I've pretty much always had Meccano. My first set was a 1970s No. 4 plus a Mechanisms set which I got before we permanently moved to Australia. Supposedly they were to be shared between me and my elder sister – not that that ever happened. As a child my father bought additional Meccano pieces to keep me occupied. We lived in Hurley for a while and my father made several trips to MW Models to source me additional parts. He only occasionally made the pilgrimage with me. I ended up with an eclectic assortment. A single gear ring, one triple eccentric, and a couple of long girders and more when we revisited England and the Netherlands.

Going to school (it's the same spelling in Dutch) was interesting. Our family were obviously the "best" at English since we were native speakers. We were also the "best" at swimming. This despite our mother informing the school that we "weren't any good at swimming" and us being put into the remedial kick-board beginner's class. By Australian standards, we were at best average and likely well below that, but we could all swim tolerably well. *What was the Netherlands like?*

It's a great place, very pretty and so very, very flat. We came close to emigrating to Nijmegen! According to the locals, we lived on a quite a hill while there, but I never noticed it. I learnt virtually no Dutch despite going to school there. All the teachers and students wanted to practice their English on us visiting Australians. Everywhere I went, I could ask a question in English and somebody would understand enough to help an impaired ten year old child. The Netherlands was the first place I saw the Pocket Meccano set and I purchased one using my saved pocket money.



*Did you go to University in Australia?*

Yes, I did my Bachelor of Science plus honours at the University of Queensland. I had a gap year working in computer support. That's when I met the love of my life, Pammi, who I married a few years later.

*So when did you get married?*

In '95 and then next thing you know we've got 3 kids. Dae 25, Gabby 24 and Steven 22.

*I see you have a Dr before your name?*

After my gap year I returned to University to do a PhD in Computer Science. It was far easier than working 9-5 for a living and left me enough time to devote to my wife, some extra time to do Judo and more time to participate in the local Tae-Kwon-Do classes. Yes, I'm a black belt in Judo but only a brown belt in Taw-Kwon-Do, somewhat to my regret.



Dae

Gabby

Steven

I finished my PhD in parallel and distributed computing. It was quite a bit of fun nutting though various possibilities and scenarios. The end result was a new shiny doctorate. My results are only recently being reinvented by others, so I like to think I was ahead of the time. I came quite close to undertaking a 2<sup>nd</sup> PhD in medical statistics. With the onset of covid, I kind of wish I had so that I'd learnt more about epidemiology.



*What was your first job after you got your PhD?*

We moved to Townsville where I worked as the High Performance Computing Systems Supervisor. That's when we had our 1st child and we decided to move back to Brisbane for the family support and I took up a job in computer security incident response. I subsequently moved through a number of jobs: mine design software, network computer appliances, self-driving GPS guided tractors, industrial scales and weighing and finally (for now at least) cryptography. I tend to get bored with my job after a few years and need to move onto something else.

*Was there a Meccano hiatus?*

Not really. I took all my Meccano to Townsville and kept building when we moved back to Brisbane. I had a couple of lean patches. The years while I was at university were probably the longest. There have been more as family life took control but Meccano has always been there.

*You were the administrator of the 1st Spanner list. How did that come about?*

In '95, Ken Benstead maintained a list of email addresses and we all used to mail everyone. I offered to host these addresses on a real email server and Spanner was born. I ran it for 7 years until it just got too much for me to deal with as well as work, family responsibilities and the appearance of the 'black dog' so it was passed on and later shut down. Right after the shutdown, Anthony Burkitt from Melbourne started the Spanner 2 list which is still running today. After Spanner, I still kept up with my Meccano obsession by continuing to run the South East Queensland Meccano Group (SEQMG). I also organised and collated the various scanning projects: Meccano Magazine, Meccano Engineer, International Meccanoman, The Meccanoman's Club and Newsmag.

Oldest child  
Dae loved my  
Tricky Track



So did Pushkin



*I can imagine the 'black dog' is still hovering over your head with covid.*

Yes, but it's something you just have to live with. It never goes away completely. The dark times can be bad but they pass. Fortunately, I've not had much of a problem with covid, it hasn't had much impact where I live apart from a few short lock downs.

*What were your favourite models to build?*

Trevor the Timid Trigger Fish. He has personality. My Gearbox model was also a lot of fun, but once it was distorted while travelling as baggage on a plane flight, it never quite worked properly again. I also quite like my Red Thread and 72.2 models which are relaxing to watch. All of these have been rebuilt by others which is heart-warming after the effort of writing them up. I'm quite a fan of orreries and have made more than a couple. They are enjoyable to design and build but aren't great exhibition models because many of the motions tend to be rather slow.

Trevor the Timid Triggerfish



*What was the highlight of your Meccano life?*

It's yet to come. No, seriously, it's the meeting of other likeminded people and forging friendships.

Going to Geoff Wright's shop was a highlight and looking back, I think that visit may have cemented my lifelong passion with Meccano.

*What do you think of the direction Spin Master is taking with the brand?*

Hooking into the robotics market was a good idea but they seem to have given up and lost the plot recently. The increase in plastic parts makes sense from an economic viewpoint, although it isn't traditional Meccano. Still, these parts can be useful and they do expand the system's possibilities.

*How has Meccano helped you in life?*

Well it's kept me sane. No, I tell a lie. I've never been sane but it keeps the black dog at bay. It has taught me how to understand and repair all manner of mechanical things.

*What about all the plastic Meccano I see you building with?*

Aside from all the real steel Meccano I'm also very fond of plastic Meccano and have quite a modest collection of it. I even exhibited a giant plastic Ferris Wheel at the Melbourne expo in 2016. Being lightweight it was easy enough to transport the 1,776km from Brisbane to Melbourne.



In Melbourne with Tony Press left and Graham Jost

*Have you been to many Australian Meccano expos?*

Yes, Sydney is always great. I've been there a few times. Melbourne is probably my favourite because I have family there so we can kill 2 birds with one stone. We've had a number of exhibitions locally, although not in recent years.

*What about international expos?*

My wife and I went to a Canadian exhibition at the Milford Steam Museum near Toronto. That was excellent and the folks were all friendly and it was a lot of fun. We met up with Jim Bobyn a week earlier who kindly gave us a whirlwind tour of Ottawa and surrounds.

We've also been to the German Friends of Metal Construction Sets annual gathering in Bebra '20 which was larger and very enjoyable. Again, the people there welcomed us warmly and we had a great time.

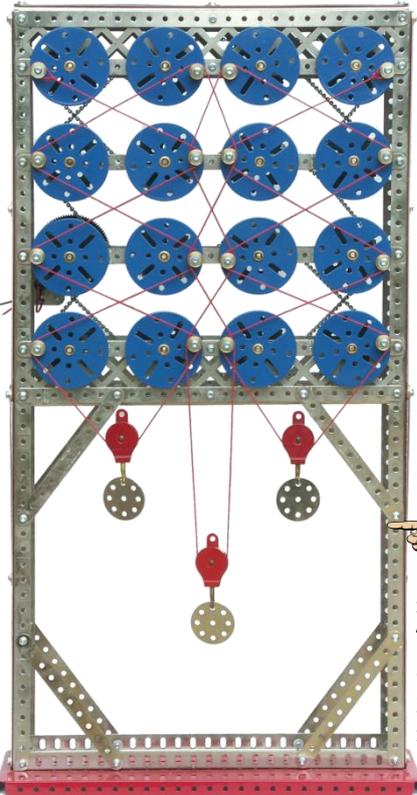
And then there was the Henley Gathering in '76. I was only 9yo so I don't remember all the people or models but I do remember how much I loved the Meccano. I also recall visiting Geoff Wright's Meccano Wonderland a couple of times then and prior. On one of these occasions I bought one single hinge which proved challenging to later use. On an early visit, I remember Geoff running the giant blocksetting crane for me which made quite an impression.



At Boston Pizza in Ottawa, Canada with Jim Bobyn left and Ron Kurtz



CMAMAS. The Canadian Modeling Association for Meccano and Allied Systems.... whew!



 The Red Thread, or more correctly, De Rode Draad, is a kinetic sculpture by Jennifer Townley. It consists of 16 gears, all meshed together in a 4 x 4 grid, with a single long red cord running over pins on each gear and through 3 pulley blocks below. As the gears rotate, the pulley blocks move up and down and a continuously changing pattern is produced by the thread. The sculpture is mesmerising in operation and a Meccano rendition had to be made.

See Pauli's gallery on nzmeccano



[www.nzmeccano.com/image-11134](http://www.nzmeccano.com/image-11134)

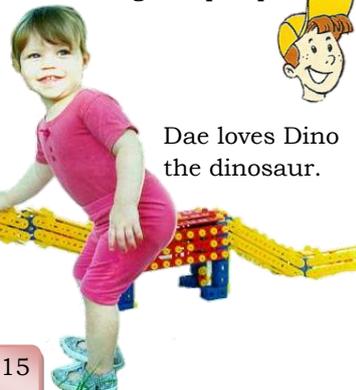
CMAMAS meeting at the Milton Steam Museum in Ontario.



With Jim Bobyn left, Ron Kurtz and Mike Shaw.



*What advice have you got for young people today?*  
Live long and prosper.



Dae loves Dino the dinosaur.



I swear  
I will not bend plates at right angles nor will I bend strips.  
I will find my grub screws in the carpet before vacuuming.  
I will always use washers on slotted holes.  
I will not use metric bolts.  
I will not mutilate Meccano.



The Meccanoboy oath.

We are John & Johnny. A father and son team who like Meccano. We're nothing to do with Spin Master who own the brand. Contact us at [MeccanoNews@gmail.com](mailto:MeccanoNews@gmail.com)

Follow Johnny Meccano on



UK

- <https://tims.org.uk>
- <http://hsme.org.uk>
- <https://nelmc.org.uk>
- <https://nmmg.org.uk>
- <https://runnymedemeccanoguild.org.uk>
- <https://www.selmec.org.uk>
- <http://www.hsomerville.com/wlms>
- <http://www.midlandsmeccanoguild.com>
- <https://southwestmeccano.org.uk>
- <http://www.northwestmeccano.co.uk>
- <https://northeasternmeccano.org.uk>
- <https://www.meccanoscotland.org.uk>
- <http://www.corlustmeccanoclub.co.uk>
- <https://londonmeccanoclub.org.uk>
- <http://www.internationalmeccanomen.org.uk>

#### Other Countries

- <http://club-amis-meccano.net/>
- <http://www.meccaninfos.com.ar/>
- <http://www.meccanogilde.nl>
- <http://meccano.free-bb.fr/>
- <https://www.aceam.org/es/>
- <http://www.la-roue-tourne.fr/index.php/le-meccano/notices-et-plans>
- <https://www.metallbaukasten-forum.de/>
- <http://www.amsclub.ch/>

#### USA and Canada

- [https://www.spinmaster.com/brand.php?brand=cat\\_meccano](https://www.spinmaster.com/brand.php?brand=cat_meccano)
- <https://www.usmeccano.com>
- <http://www.meccano.com>
- <http://www.cmamas.ca>
- <http://www.bcmeccanomodellers.com/meccano-in-canada.html>
- <http://www.meccanoquebec.org/index2ang.html>
- <http://www.melright.com/meccanosales/>

#### New Zealand

- <http://www.nzmeccano.com>
- <http://www.nzfmm.co.nz>
- <https://www.facebook.com/MWT-Meccano-Club-1476153515979522/>

#### Australia

- <http://www.mmci.com.au>
- <http://www.sydneymeccanomodellers.org.au>
- <http://www.webjournalist.com.au/maylands/index.html>

#### South Africa

- <https://www.facebook.com/Meccano-Club-of-South-Africa-464753870326296>
- <http://www.mecworld.co.za/cmpr/>

#### Personal pages

- <https://www.alansmeccano.org>
- <http://www.users.zetnet.co.uk/dms/meccano>
- <http://www.dalefield.com/meccano/index.html>
- <http://www.meccano.us>
- <https://www.meccanoindex.co.uk>
- <http://www.meccanokinematics.net>
- <https://neilsmeccanoandstuff.jimdofree.com/neil-s-meccano-models>

#### Meccano suppliers

- <http://www.meccanohobby.co.uk>
- <https://www.meccanoshop.co.uk>
- <http://meccanoman.co.uk/catalog>
- <https://www.meccanospare.com>
- <https://ralphsshop.com>
- <http://www.hsomerville.com/mwmailorder>
- <http://www.metalconstructiontoys.com>
- <http://www.meerlu.com.au/>
- <https://tinyurl.com/AshokBanerjee>



Bought a head of lettuce from a small Grocery shop called Mamas & Papas. Couldn't eat it because all the leaves were brown.

Doctor! I keep thinking I'm a rubber band! Why don't you stretch yourself out on the couch, and tell me all about it? - Michael Walker

100 years ago, everyone owned a horse and only the rich had cars. Today everyone has a car and only the rich have horses. Oh, how the stables have turned.

- Doug Hedgley

A young man and his date were parked on a back road some distance from town. Things were about to get hot when the girl stopped.

"I really should have mentioned this earlier, but I'm actually a hooker and I charge \$20 for this". The man reluctantly paid her.

After a cigarette, the man just sat in the driver's seat looking out the window. "Why aren't we going anywhere?" asked the girl.

"Well, I should have mentioned this before, but I'm actually a taxi driver, and the fare back to town is \$25..."

A man walks into a bar, orders 12 beers and starts drinking them as fast as he can.

The bartender asks, "Why are you drinking so fast?"

The man says, "You'd be drinking fast too if you had what I had."

The bartender asks, "What do you have?"

The man says, "75 cents."



A guy stuck his head into a barbershop and asked, "How long before I can get a haircut?" The barber looked around the shop full of customers and said, "About 2 hours." The guy left. A few days later, the same guy stuck his head in the door and asked, "How long before I can get a haircut?" The barber looked around at the shop and said, "About 3 hours." The guy left. A week later, the same guy stuck his head in the shop and asked, "How long before I can get a haircut?" The barber looked around the shop and said, "About an hour and a half." The guy left. The barber turned to his friend and said, "Hey, Bob, do me a favour, follow him and see where he goes. He keeps asking how long he has to wait for a haircut, but he never comes back." A little while later, Bob returned to the shop, laughing hysterically. The barber asked, "So, where does he go when he leaves?" Bob looked up, wiped the tears from his eyes and said, "Your house!"



A husband and wife are shopping in their local supermarket when the husband picks up a case of beer and puts it in their shopping cart.

"What do you think you're doing?" asks the wife.

"They're on sale, only \$20 for 24 cans." he replies.

"Put them back, we can't afford them." demands the wife.

So he does and they carry on shopping.

A few aisles further on along the woman picks up a \$40 jar of face cream and puts it in the shopping cart.

"What do you think you're doing?" asks the husband.

"It's my face cream. It makes me look beautiful." replies the wife.

The husband's last words were, "So does 24 cans of beer and it's half the price"