



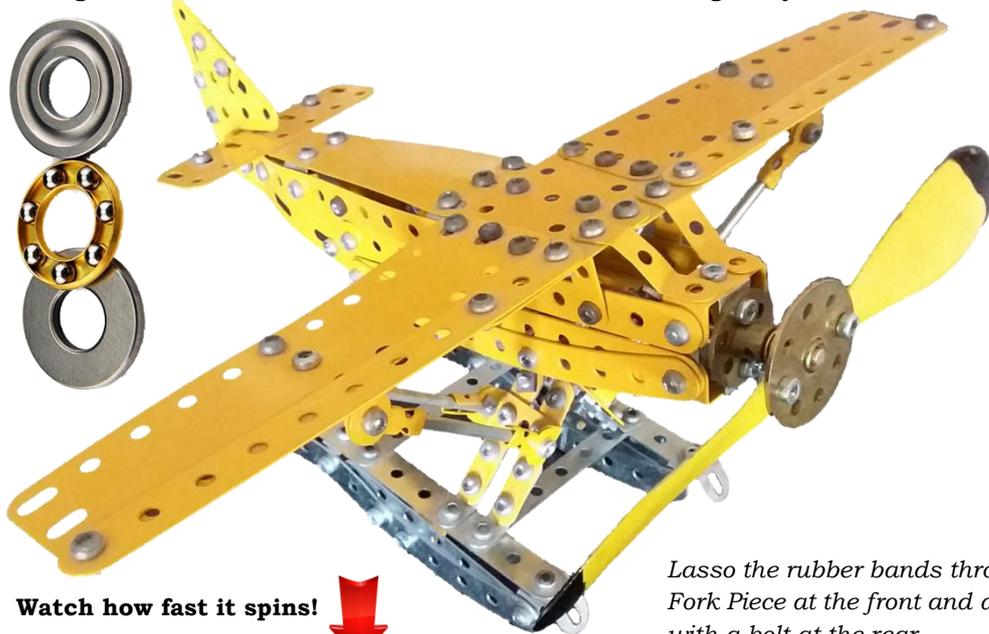
## When you discover metal filings....



The weight of the Cha Cha was too much for the bosses even though they had 2 washers between them. The constant grinding of 5 days continuous running at the last 2 expos caused both bosses to disintegrate. When I discovered all the metal filings I was horrified but thanks to these 4mm thrust bearings it was an easy fix. I found them by chance on eBay while searching for a solution to Chris Clinkx's problem of getting his Tin Tin Seaplane to turn a propeller using a rubber band. The bosses of the Bush Wheels had too much friction. These brilliant thrust bearings solved the problem. Just search eBay for "4mm thrust bearing".

There are hundreds of sellers offering many different sizes.

## ...use these 4mm thrust bearings



Watch how fast it spins!



**YouTube** <https://youtu.be/KVhhtKPI3Ag>

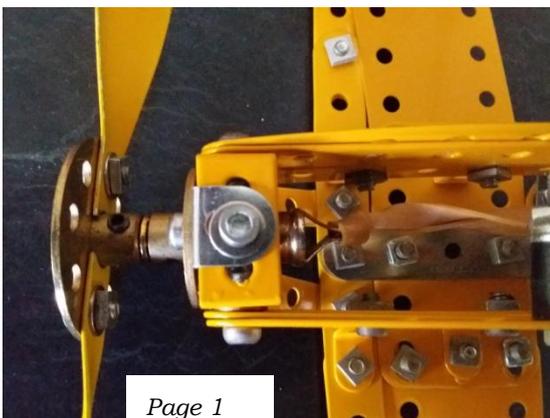
An interesting feature of these bearings is that only one of the ball races fits over a standard Meccano SWG8 rod which is 4.064mm. I tried them on a 4mm brass rod and one ball race was a tight fit while the other had quite a bit of movement.

### thrust bearing

*noun*

a bearing designed to take a load in the direction of the axis of a shaft, especially one transmitting the thrust of a propeller shaft to the hull of a ship.

Lasso the rubber bands through the Fork Piece at the front and anchor with a bolt at the rear.





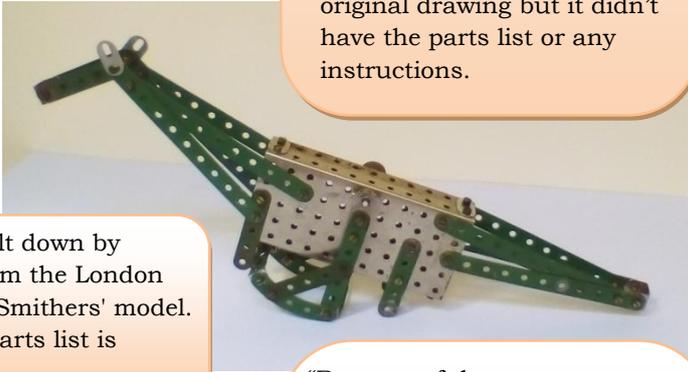
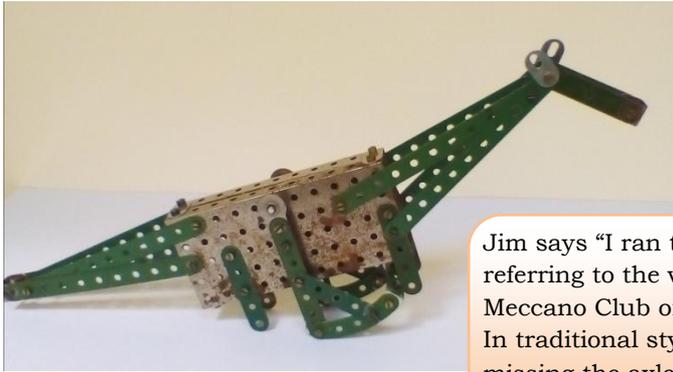
# Meccangaroo - Jim Munro



Screenshot from the TV quiz show.



Jim Munro from the Melbourne Meccano Club was watching the Hard Quiz TV show that featured his fellow club member Charles Sherlock. One of the questions showed a video of the Meccangaroo which prompted Jim to set about building it. He found the original drawing but it didn't have the parts list or any instructions.



Jim says "I ran the result down by referring to the video from the London Meccano Club of David Smithers' model. In traditional style the parts list is missing the axle rod".

See Jim's 9 sec video on YouTube

I found the original instructions after Jim had finished.

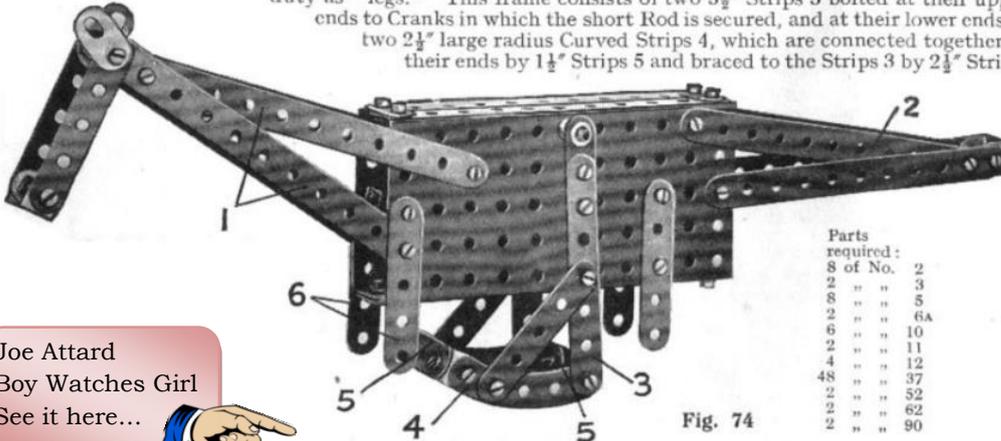


<https://youtu.be/048mjDvJrRE>

## Model No. 74 The Meccangaroo

When placed upon an incline the "Meccangaroo" will "walk" with a quaint action. The positions of the various strips in relation to the body should be reproduced as accurately as possible, for the successful working of the model depends upon them.

The animal rocks about a short Rod secured between the rocker-frame which does duty as "legs." This frame consists of two 3 1/2" Strips 3 bolted at their upper ends to Cranks in which the short Rod is secured, and at their lower ends to two 2 1/2" large radius Curved Strips 4, which are connected together at their ends by 1 1/2" Strips 5 and braced to the Strips 3 by 2 1/2" Strips.



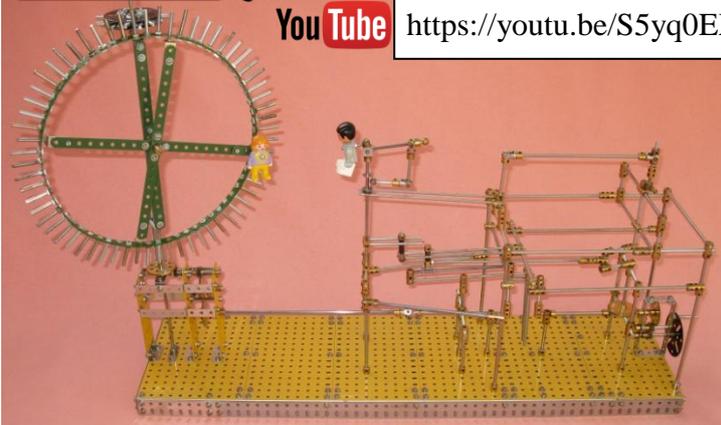
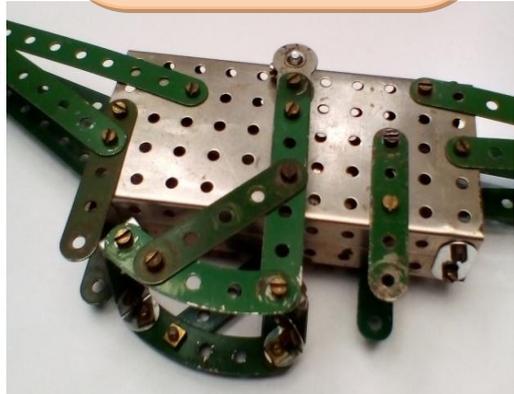
Parts required:		
8 of No.	2	
2 "	3	
8 "	5	
2 "	6A	
6 "	10	
2 "	11	
4 "	12	
48 "	37	
2 "	52	
2 "	62	
2 "	90	

Fig. 74

Joe Attard  
Boy Watches Girl  
See it here...



YouTube <https://youtu.be/S5yq0EXNPVM>





# Dutch

by Murray Tulett - Sydney



# Windmill



*Murray at the Sydney Expo*

In 2011 Brendan Jack, a fellow member of the Meccano Modellers Association, Sydney brought to one of our meetings a brand new Berlin set of Metallus. This was the largest outfit produced by that company, being approximately midway between a Meccano Set 9 and Set 10, and it came beautifully presented in three boxes with neatly formed rigid foam to hold and display all the parts. I was instantly hooked, and before long Brendan was kind enough to order a Berlin set for me through his Dutch agent. The price at the time was Euro 615.00 plus freight – very good value indeed. After the set arrived, my enthusiasm for this system continued and I went on to order a significant quantity of extra parts.



Metallus was a German company which commenced production of its Meccano-compatible system around the year 2000 and, regrettably, ceased production at the end of 2013. Metallus is really a continuation of Märklin, another German firm who have been making model trains for over a century and who produced a Meccano-like system for many decades until about thirty years ago. Metallus came out in the same light green, blue and pink as Märklin, and these two systems go seamlessly together. In 2014 I was fortunate to pick up a decent quantity of Märklin, and of course this has served to expand my capabilities when modelling with Metallus.

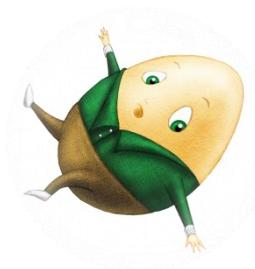


In Meccano manuals, windmills are a recurring subject for modelling. The 12.5” long multi-perforated pink plates forming my windmill sails were included in the Berlin collection and do not, as far as I am aware, have any equivalent in Märklin. I had been looking at them and wondering where they might be used, when the idea of a Windmill presented itself. This “Dutch” Windmill has the main rotor, rear fantail and central milling wheel all driven by the lovely Märklin No. 2 Clockwork Motor which can be seen mounted at one end of the model’s base. The winding handle near this motor can be used to rotate the main housing through any number of revolutions in either direction, at the same time as the Clockwork Motor is driving its components. This model includes Metallus, Märklin and Meccano parts, plus a few foreign items. It works well, in the metal it looks pretty sharp, and I’m happy with it. – **Murray Tulett.**

# Mary Jost

## #Meccanogirls

For those familiar with Instagram and Facebook, there is a feature called hashtags. If you search for #Meccano you will see every post with that hashtag. To make it easy to find posts of women who build Meccano I've started #Meccanogirls. Try it!



### Humpty Dumpty

G C D G C G D

Hump - ty Dump - ty sat on a wall Hump - ty Dump - ty had a great fall

5 G C D G C D G

All the king's hor - ses and all the king's men could-n't put Hump-ty to - ge-ther a-gain



### Graham Jost writes:

This model takes the form of a three-part tableau: the first quadrant shows Humpty sitting on the wall, the second shows his having fallen. The last half shows the difficulty all parties are having in putting him together again. Mary herself came to regret embarking on this particular model, as she had to build Humpty, in one state or another, three times over! It was built on a GRB surrounded by Sector Plates, so it was quite large and heavy. A one-way drive from a crankhandle projecting to the front allowed visitors to examine each of the three sections in their own time.

# On The Road

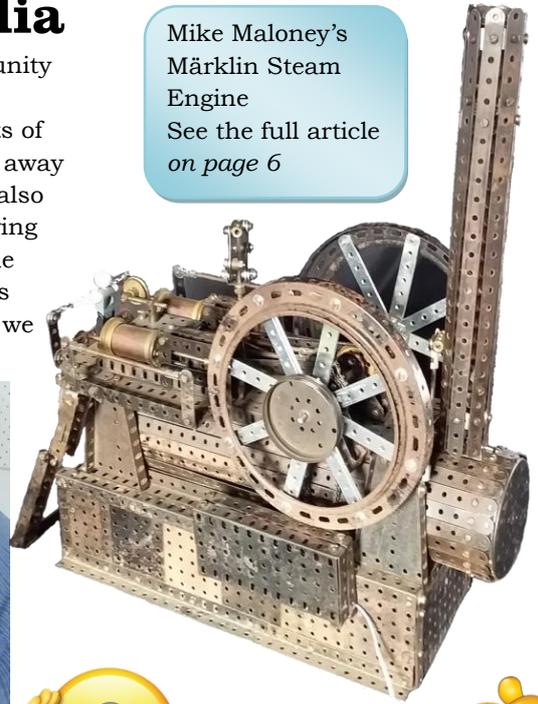
Meccano Magazine  
visits the expos



## Kyabram, Australia

Kyabram is a small rural farming community in Victoria. Each year the local Vintage Machinery Club puts on a rally where lots of stationary engines are rolled out to chug away tirelessly for the two day weekend. They also have lots of memorabilia such as old sewing machines, kerosene lamps and even some massive steam rollers. I guess Meccano is considered old or at least memorable, so we were invited and oh what fun we had!

Mike Maloney's Märklin Steam Engine  
See the full article on page 6



They let us use real fire and steam!



Mike Maloney inspired the kids.



Theramin hearing test

The Roller Derby had a push button countdown timer.

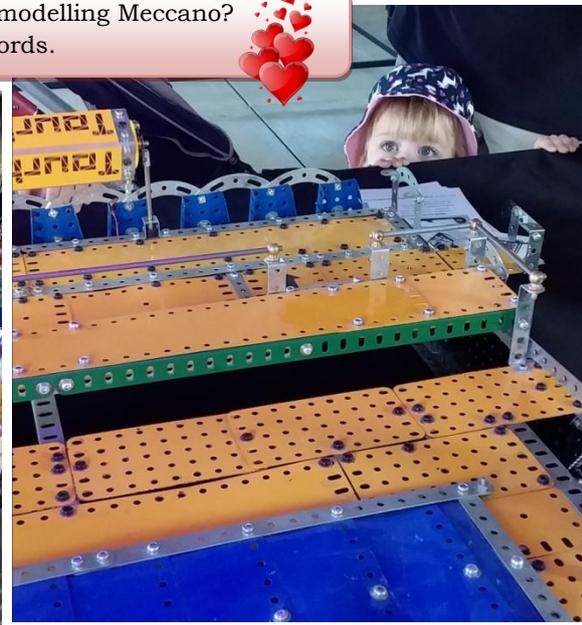
The Theramin was the hit of the show!

Aerial shot from Johnny's drone.



# Kyabram cont.

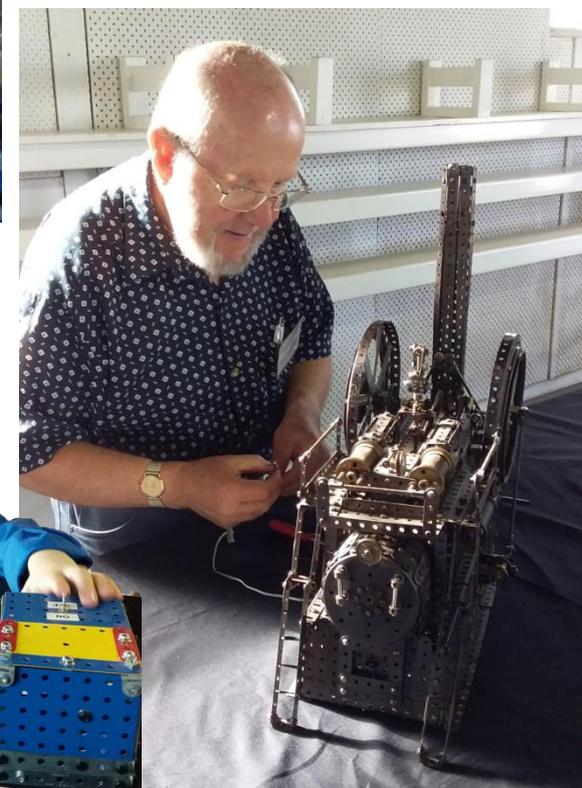
What's the best thing about modelling Meccano?  
A picture says a thousand words.



*The Cha Cha performed flawlessly*



*The ever popular Useless Machine*



## OVERTYPE STEAM ENGINE & BOILER

This model is based on an early German (1920's) MARKLIN Manual Outfit 6 model 'Nr. 924, Lokomobile, Stationar', a copy of the early manual being generously provided to me by Georg Eiermann a few years ago..

The model is built using mainly Märklin parts from that period, supplemented by a few Meccano parts to make up my stock. There were no flexible or flat plates at that time, so structures were built up with multiple strips, girders and flanged plates, all in a brown/black gunmetal type finish, which I felt was very appropriate for the subject. Even at this early date Märklin produced quite large circular plates/wheels – used to build up the boiler - and a large circular ring, used to provide the flywheels.

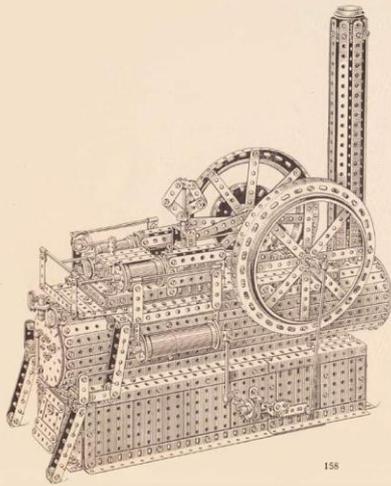
There were two illustrations of the model – one three-quarter view showing the complete model, and the other, from the opposite direction, showing details of the engine crankshaft, piston rods and cylinders. There was also a complete list of parts required (part numbers are almost the same as the equivalent Meccano part), but no written construction information. It was left to the constructor to devise his own method of fastening the boiler to the firebox, and the engine bed to the boiler.

Built as shown in the illustrations the crankshaft construction used Couplings to support Reversed Angle Brackets making up the cranks. The Couplings I had were an early design with the transverse holes tapped on only one side and a clear hole on the other, providing no rigidity for either the main shaft or the piston rod bearing, and the single bearings for the crankshaft were totally inadequate. I have modified the construction using current Meccano Couplings, eliminating the Reversed Angle Brackets (resulting in a reduced stroke of the pistons), and provided crosshead guides for each of the piston rods, and strengthened the outside bearings. There was no valve gear shown on the original plan so I added simple valve gear using Meccano Single-throw Eccentrics; there was just enough room on the crankshaft.

The engine now runs freely, driven by a French Meccano MR 12V motor running at about 8V and mounted on the back of the firebox. A 3/4" sprocket on the motor is connected by chain to a 2" sprocket on the crankshaft, adjacent to the rear flywheel.

**Mike Maloney**

**See the next page for model plans.**



No. 924 Locomobile, stationary

Required parts		
50 Part No: 1	1 Part No: 15	4 Part No: 62
8 - 2	4 - 15a	16 - 53
5 - 2a	2 - 16	1 - 55a
19 - 3	8 - 17	20 - 59
10 - 4	2 - 18	8 - 60/7
11 - 5	7 - 20	6 - 63
22 - 6	1 - 21	4 - 64
21 - 7	5 - 22	1 - 65a
8 - 8	2 - 22k	2 - 66
8 - 9	4 - 23	2 - 68
2 - 9b	6 - 24	2 - 88
2 - 9c	1 - 27	2 - 108/9
30 - 10	1 - 29	4 - 110
17 - 11	550 - 37	2 - 111/5
46 - 12	4 - 45	4 - 111/7
1 - 13	3 - 46	12 - 133
1 - 13a	8 - 47	1 - 153a
2 - 14		

No. 924 Locomobiles (continued)

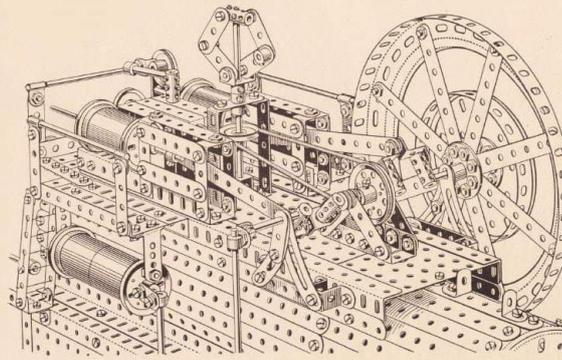
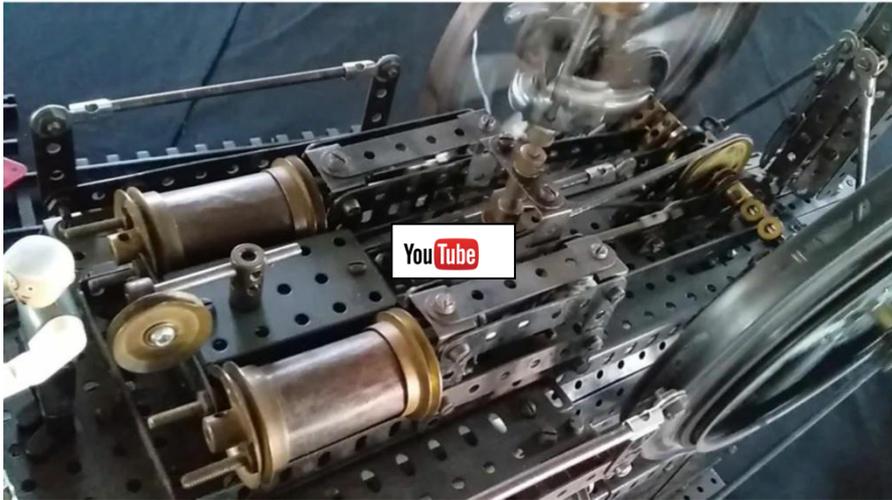


Fig. 924 a

This Medall shows a twin steam engine that transmits the force exerted by the cylinders and a shaft whose cranks are offset 90° from each other. From the crankshaft, the regulator is driven by means of a semi-belt drive (see basic form E2 booklet no. 71 a). For details on the operation of these centrifugal regulators, see Model No. 712, page 9 of this book. In order to gain a better insight into the construction of the model, the front flywheel is taken off in the detail drawing on the left.

Special thankx to Chris Clinkx for translating this model plan.

This model is based on an early German (1920's) MARKLIN Manual Outfit 6 model 'Nr. 924, Lokomobile, Stationar', a copy of the early manual being generously provided to me by Georg Eiermann a few years ago. by Mike Maloney



See it go! Click here.



YouTube <https://youtu.be/4MeBDSOG4rI>



Tony Press

Mike Maloney

## Geared Motor Mounting



Part 46a Better than a strip.

These geared motors with 4mm shafts are available on eBay from a multitude of sellers. They are available in many speeds but I find the 60RPM, 100RPM and 300RPM are the most suitable for Meccano models. They generally cost in the order of Au\$14.00 with free postage from China but the price varies depending on the seller. I have bought some for as low as Au\$7.00 which is about 4 quid! Cheap as chips. The better quality and stronger motors have a 25mm diameter gear box and usually has M3 threads for mounting but some have M2.5 which is difficult to obtain. Most fastener retailers only go down to M3 but they're easy to get on eBay so it's worth stocking up.



The trick is to get a point on one of the mounting bolts so that you can score a line to mark the exact spot for drilling. I chopped the head off a bolt and put the threaded part in my cordless drill and held it on an angle to the bench grinder. If you don't have the tools, you can just file a point but be careful not to damage the thread. Bolts with countersunk heads fit nice and flush. Just search eBay for M2.5 bolts. All the motors I have bought have a 6mm brass boss. Make sure you drill the centre mounting hole to 6mm AFTER you have scribed the strip to ensure a tight fit when scribing.

# Meccano fellowship at **BAGINTON**

March 2019

# UK

Photos by Bob Thompson and Mick Burgess



Baginton Village Hall



The boys are back in town!

1939 Dennis New World Pump

by George Illingworth



Field Marshall Tractor Terry Pettitt



<http://www.midlandsmeccanoguild.com/>

## MMG Midlands Meccano Guild



Bristol Coach – Brian Edwards



Rapid Intervention Vehicle – George Illingworth



Bugatti – Pete Evans

Trolley underside John Hornsby



Midland Railway Hand Operated Crane – John Hornsby

Alan Scargill gives a working demonstration of his Diesel Engine to the tea ladies!



# SYDNEY Expo 2019



Johnny turned 13 last month and didn't want to go to the Sydney Expo so two of his older sisters put their hands up.

After driving for 8 hours we checked into our meagre hotel room and set off for a ferry ride to see the Sydney Opera House and Harbour Bridge. The next day I dropped the girls off at Chatswood where they shopped to their heart's content while I exhibited. There simply isn't enough room to put all the models in this magazine so I've just included a few highlights and squeezed them in as tight as I can. I hope you'll enjoy my light-hearted look at this great expo.



Getting ready for the Expo. Keith Burston (L) Chris Johnson (R).



Zoe 16 (L) and Georgie 14 (R). Kids and their phones these days!



Garth Spurdle Number 4



Sydney Meccano Modellers Association President, Lee Squires.



The lovely tea ladies.

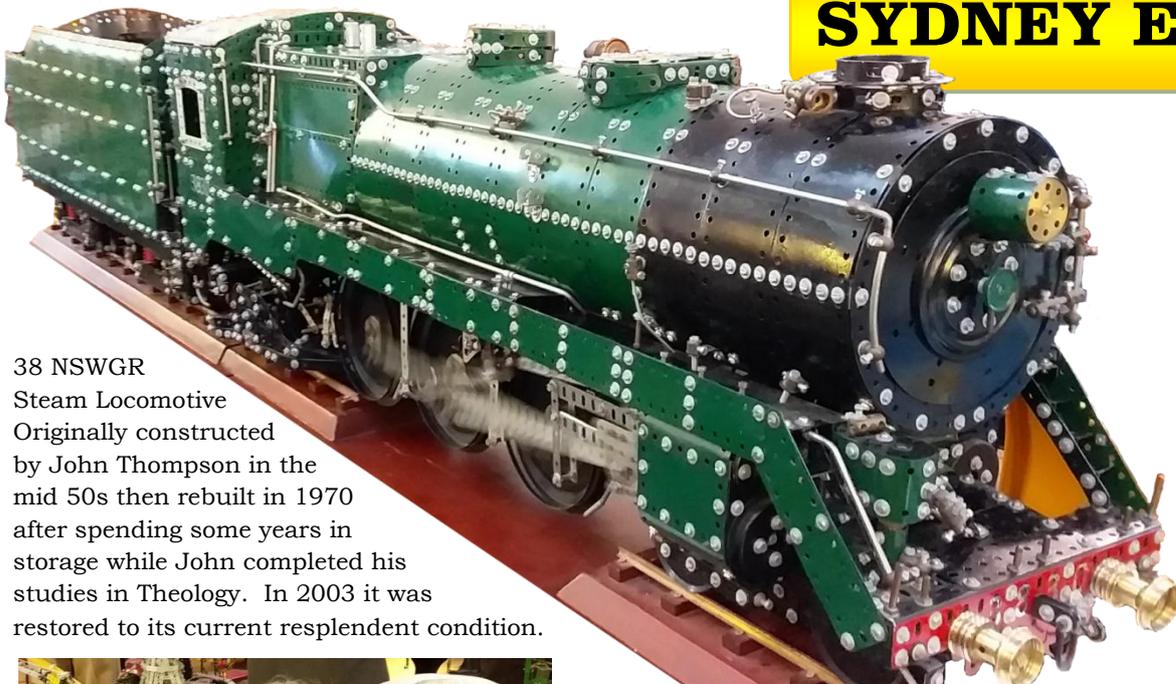


Peter Stuart, Garth Spurdle and my Cha Cha.



Warwick Lewis Toplis Level-Luffing Crane.

# SYDNEY Expo 2019



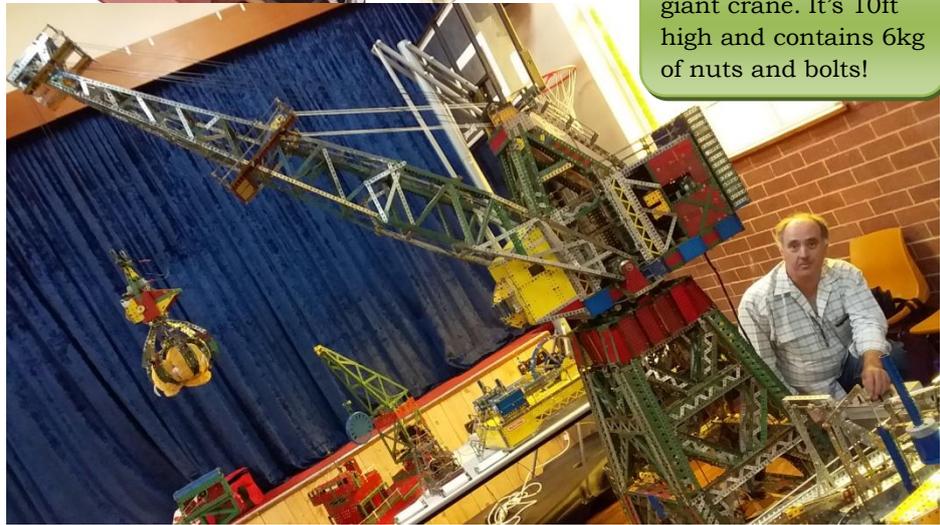
38 NSWGR  
Steam Locomotive  
Originally constructed  
by John Thompson in the  
mid 50s then rebuilt in 1970  
after spending some years in  
storage while John completed his  
studies in Theology. In 2003 it was  
restored to its current resplendent condition.



John Thompson. The  
proud builder of this  
outstanding loco.



Garth Spurdle  
making some  
adjustments.

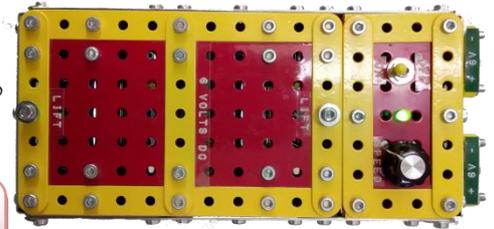


David Hanke and his  
giant crane. It's 10ft  
high and contains 6kg  
of nuts and bolts!

Doug Trounce has a colourful technique  
of incorporating lights, switches and  
Dymo labels into his models.



One of Doug's  
battery boxes.

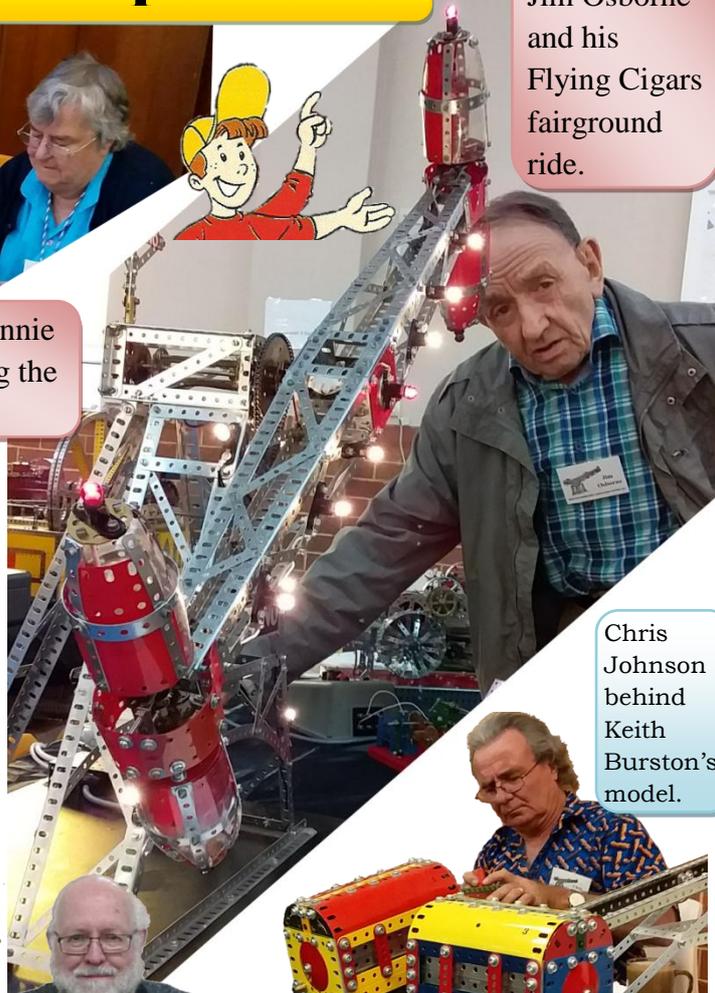


# SYDNEY Expo 2019

Mary Jost having fun.



Meccanoboy Jim Osborne and his Flying Cigars fairground ride.

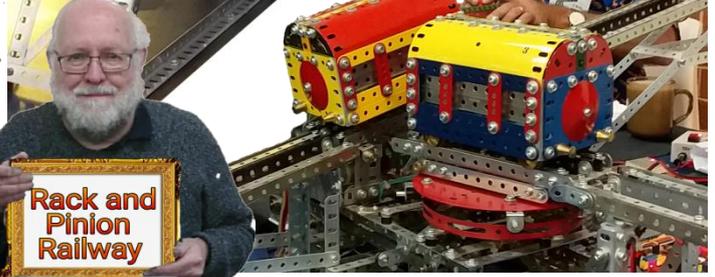


Mary and Winnie disassembling the kid's models.

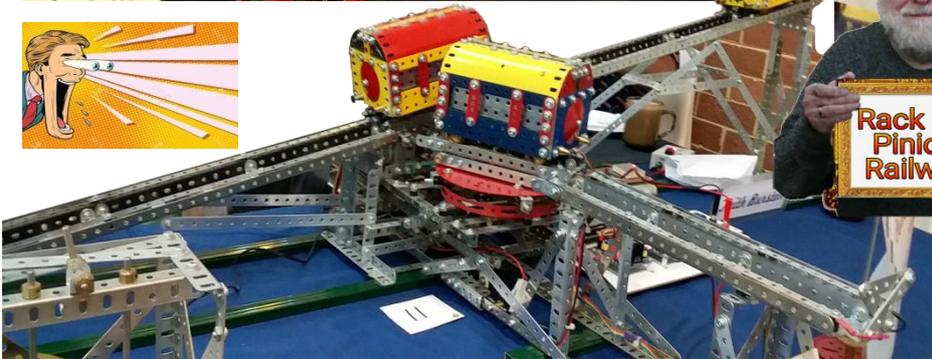


There were 2 cakes on that plate.

Chris Johnson behind Keith Burston's model.

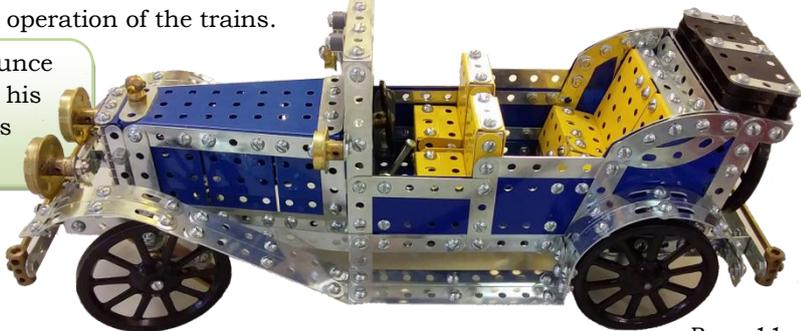


Rack and Pinion Railway



The railway consists of a sloping rack-and-pinion railway with a side turning. A turntable that rotates, moves laterally and tilts allows trains to move to and from the side turning. A second track allows a train to move sideways from the main track to that others can pass. The track consists of five "rails" – two for support, two electrical pickups and the actual rack. Each train has its own motor, electrical pickups (two pairs) and a pair of pinions that mesh with the rack. Two extra motors control the turntable mechanism. There are three trains and they each follow a course that takes them in turn to the three notional stations at the ends of the tracks. Each track segment is electrically isolated so that all the trains can run independently. Every train has a small magnet underneath and these operate a series of magnetic switches (reed switches) along the track. The control system is based on an Arduino Uno processor, homemade interface and power circuits plus commercial motor controller and relay boards. Software is written in C++ and provides for concurrent operation of the trains.

Doug Trounce displayed his 1930 Rolls Royce.



Graham Jost fiddling away with something behind his ping pong ball roller.



Raymond Choi used many, many flat plates and hinged plates for a counter balance weight on his modified Tower Crane

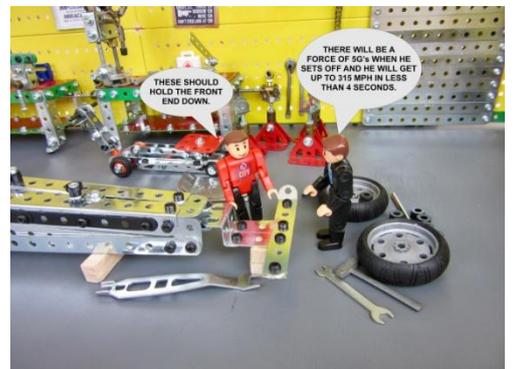
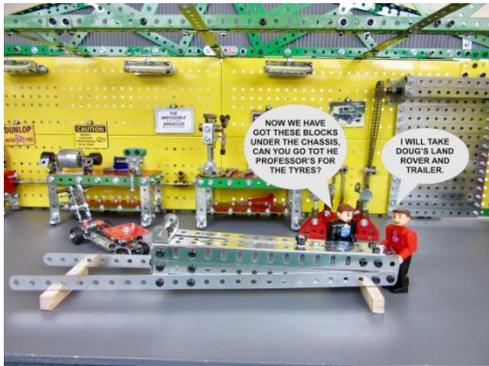
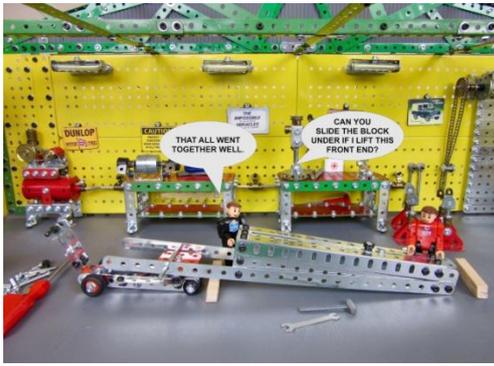
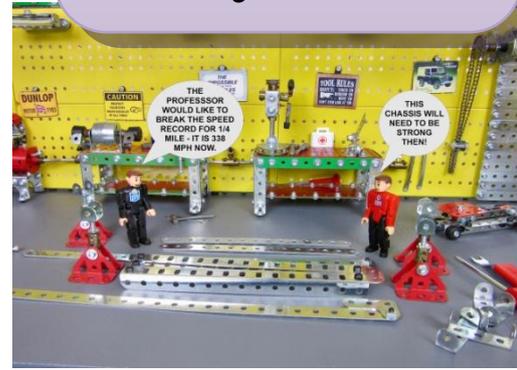


# Rob Kirk's Meccanomen build a

# DRAGSTER



Follow these step-by-step instructions to build your own!





Watch the Meccanomen rev it up. Make sure you have the sound turned on!



YouTube <https://youtu.be/Sc-IPq5zXhI>

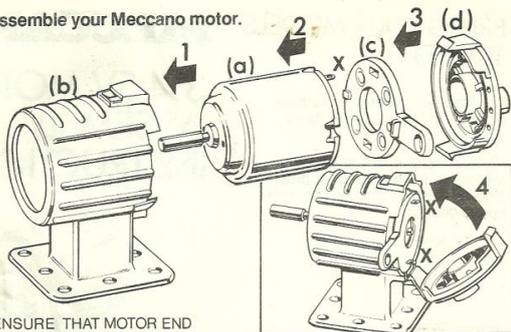


**Remember these?**



They didn't come assembled and sometimes the instructions are missing so here's a quick guide on how to put them together.

To assemble your Meccano motor.



ENSURE THAT MOTOR END CONTACTS X ARE NOT BENT

Position motor (a) in motor housing (b) with end contacts at top and bottom (see inset). Locate the switch lever (c) (smooth side outwards) over the motor end contacts.

Hold the motor end cap (d) with 'Meccano' upwards. Insert the lower locating legs then position top locating lug and push until it 'clicks' home.



These Brawa plugs are still available in hobby stores.





# Our June Meccanoboy is Richard Payn from London England

Richard is a well known Meccanoboy having been around the UK clubs since the '70s. Many readers will know of Richard through his involvement with the NZMeccano site where he regularly contributes to the 'rustbucket' forum discussions and is a joint collaborator in the Online Parts Museum. See <http://www.nzmeccano.com/Parts.php> Johnny's Meccano Magazine asked him a few questions.

### **When did you first discover Meccano?**

My dad had Meccano and there was a big model boat in our larder when I was about 3. I got a 1 set for Christmas 1968 but I didn't get far with it as I had no help. An Army Multikit arrived Christmas 1973. The first model I built was the half track followed by the rest of the models. Again, it never took off. Finally, Christmas 1975, aged 12, I was given a 9 set, E15R, PDU and clockwork motor. That was it - I was hooked. My first model was the dockyard crane which took a couple of days to complete and worked well. I remember being pleased I worked out how the friction brakes worked, as I think the 120b compression springs were marked as part 176 in the instructions. From then on, all gifts had to be Meccano. I finally subscribed to the Meccano Magazine at the end of 1976 so my first issue was January 1977. This had the obituary to Eric Taylor which showed sections of three of his famous models. I couldn't believe how many parts were used in them all. The meeting reports also had the details for the Holy Trinity Meccano Club so I was able to write to the secretary, Frank Palin, to ask if I could join. My first meeting was in April 1977. Amazingly, Bernard Haste was there with his just completed copy of Eric Taylor's Giant Lorry Mounted Crane, the rear end of which I had admired in the January 1977 MM without knowing what the rest of it looked like.

### **Did you have any mentors?**

I didn't have any mentors. I simply learnt as much as I could from reading any literature I could get hold of. That only comprised MMs and the Meccano Constructors Guide which I got in May 1977. Without a camera, I also tried to suck in all the detail of models I would see at the HTMC meetings. I was never intimidated by complex models - I just wanted to learn how to build similar things.

### **How many Meccano expos have you exhibited at?**

Lots. Henley 1978 was my first. My model was terrible! Far too ambitious given the parts I had available, Then Henley from 1978 to 1983 (university got in the way) and again from 1989 onwards. My first Skegness was 1991, then 1997 and 1998 and intermittently since then whenever I could make it.

### **What was your best model ever?**

Probably my Grove Lorry Mounted Crane completed in 1996. Six axles, four steered, three driven with all round equalised suspension. A 5 speed and reverse epicyclic gearbox fed two interaxle differentials which drove the three axles. The 85kg model would travel in all gears. The four outriggers all worked and would lift the wheels of the model off the ground, with a PDU housed within each outrigger. The four section telescopic jib would rise up to about 15 feet. The model was over 5 feet long and 14.5" wide.

### **Any joint builds?**

John Hornsby and I both built similar Scammell Trucks a few years ago with a few similar features. They were inspired by Stuart Reid's Scammell in the June 1958 MM. I also built a copy of Michael Adler's Takraf Crane in 2012, using the instructions he was creating at the time, which then incorporated a few improvements that I came up with. See photo top right.

### **Why do they call you **DBDYNUT**?**

Dark Blue/ Dark Yellow Meccano came out just over two years into my Meccano career so it made sense to try and acquire it at the time. That moniker simply continued - no idea why.

### **What Meccano publications do you read?**

CQ, Sheffield Guild Mag, Runnymede Guild Mag, Newsmag.

**What are your favourite types of models to build?** Trucks and cranes with lots of complex mechanisms, gears and brassware.

### **Many of your models are Oshkosh. Why Oshkosh?**

I was given a book "75 Years of Oshkosh Trucks" in the 1990s which introduced them to me and led me to my love of all-wheel-drive vehicles. Oshkosh have so many and their military vehicles are amazing.

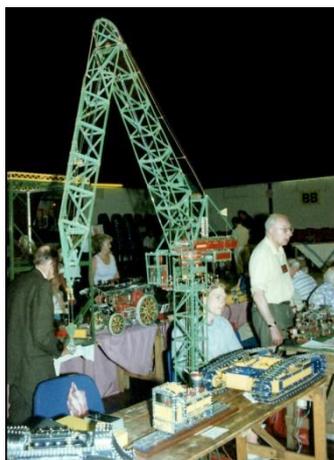
### **Best Meccano friends?** John Hornsby and Tim Gant

### **Current clubs and positions held?** Holy Trinity Meccano Club

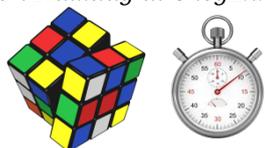
Chairman and Treasurer  
Midlands Meccano Guild  
North Midlands Meccano Guild  
Runnymede Meccano Guild  
Sheffield Meccano Guild  
Meccano Club of South Africa



Richard pictured with Michael Adler (left) and the massive Takraf crane that was designed by Michael and built by Richard.



A very young Richard with Bert Halliday at SkegEx.



**You**Tube <https://youtu.be/Y3JCM14-pQ4>

Watch Richard complete the Rubik's cube in 37 seconds.



Photo kindly supplied by Greg Webb



**Other interests?**

Cycling - time trialling and cycling over big mountains in Europe and Adelaide when there! I was a very keen rower before I was a cyclist. I was in a seeded crew at Henley Royal Regatta in 1987 - we got to the quarter finals in The Thames Cup.



Richard 3rd from left.

**Thoughts on non-genuine parts?**

I prefer to stick to genuine Meccano if at all possible. I have non-Meccano parts but I haven't used any in the last few models I've made. The current project does have 4:1 helical pairs.

**Where did you buy Meccano as a boy? What shops?**

Barrett's of Canterbury and MW models using mail order or whenever I was in Henley. Then any dealers at meetings too.



Crawler Tractor based on Eric Taylor's model.



**Oshkosh, oh my gosh!**



**What was your funniest Meccano moment?**

Skegness 1991. I was rooming with Bert Halliday (in his early 70s). We were on a little landing of four rooms. I had a single bed on the side of the room and Bert was in the big double bed. At around midnight a naked lady walked into the room, said "move over John" and promptly lay down next to Bert and went to sleep. She woke at about 6am at which point Bert said "I think you're in the wrong room!" She agreed and walked out. We didn't see her at breakfast!



**How much Meccano do you have?** Fourteen Ten Sets (from Blue/Gold to DBDY) and a whole load of building stock in red/green and DBDY as well as lots of other DBDY sets plus a few collectible sets. Eg Unused 1927 outfit 6A.

**Reflections on your life as a Meccanoboy and how it has benefited you?**

Meccano is a great hobby which still gives me satisfaction when I crack a new problem or come up with a new idea. And I have lots of good friends all over the world!

Richard at the 2017 Skegex award ceremony where he was awarded runner-up for his Sobemai crane shown right.



Photo kindly supplied by Georg Eiermann.





# A few of my favourite things.

Most of this list was kindly provided by David Couch from New Zealand and is only a starting point. Over time I hope to expand it. If you know of a Meccano website that isn't listed please email it to [MeccanoNews@gmail.com](mailto:MeccanoNews@gmail.com)

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## New Zealand

<http://www.nzmeccano.com>

<http://www.nzfm.co.nz>

## Australia

<http://www.mmc.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>

## 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>

## France

<http://club-amis-meccano.net/>

<http://meccano.free-bb.fr/>

## UK

<http://www.internationalmeccanomen.org.uk/>

<https://londonmeccanoclub.org.uk>

<https://tims.org.uk>

<http://hsme.org.uk>

<https://nelmc.org.uk>

<https://runnymedemeccanoguild.org.uk>

<https://www.selmec.org.uk>

<http://www.hsomerville.com/wlms>

<http://www.midlandsmeccanoguild.com>

<https://nmmg.org.uk>

<https://southwestmeccano.org.uk>

<http://www.northwestmeccano.co.uk>

<https://www.meccanoscotland.org.uk>

<http://www.corlustmeccanoclub.co.uk>

## Meccano suppliers

<http://www.meccanohobby.co.uk>

<http://www.hsomerville.com/mwmailorder>

<http://meccanoman.co.uk/catalog>

<https://www.meccanospares.com>

<https://ralphsshop.com>

<http://www.metalconstructiontoys.com>

[http://members.tripod.com/Ashok\\_Banerjee/Meccanoville/Welcome.htm](http://members.tripod.com/Ashok_Banerjee/Meccanoville/Welcome.htm)

## 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>



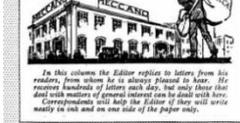
Note: Not all these websites are secure. Please use your discretion and be sure your device has security protection.



## Contribute

Send your questions or stories to: [MeccanoNews@gmail.com](mailto:MeccanoNews@gmail.com)

### OUR MAIL BAG



In this column the Editor replies to letters from his readers, from whom he is always pleased to hear. He receives hundreds of letters each day, but only those that deal with matters of general interest can be dealt with here. Correspondents will help the Editor if they will write neatly on one side of the paper only.



IT'S REAL - IT WORKS - IT'S MECCANO

**NEW!** <http://www.meccanogilde.nl>

Tip. If the webpage you're viewing is in a language that's foreign to you, try opening the page in Google Chrome. It has an auto translate feature.



Jef from Bristol in the UK found an eBay seller with a mischievous sense of humour.