



BOOK OF MODELS  
VOYAGE DE NOUVEAU  
LIBRO DE MODELLI  
MODELLI  
LIBRO DE MODELLI  
LIBRO DE MODELLI  
MODELLI

December 2019

## In this issue

We visit the Melbourne Expo, Model Engineers Expo and the MMG at Baginton

On The Road begins

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Jim Gamble  
gets a gong  
1771156  
1 KILO 9339



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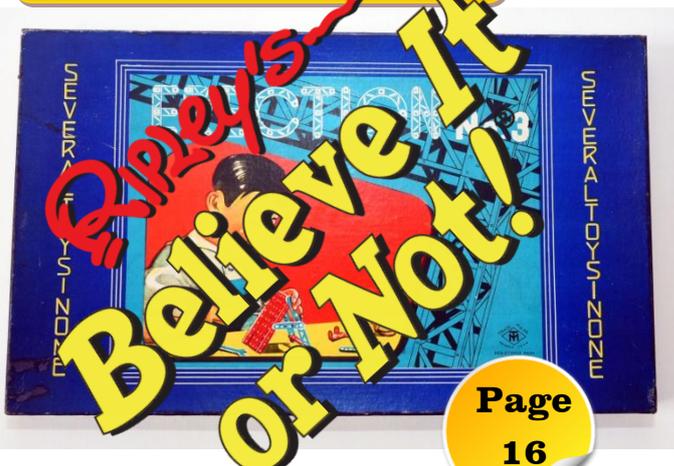


Build a better boat

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PLUS you gotta see this to believe it!



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### This Month's Meccanoboy



Philip Webb

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# Improve your Swing Ship from the Ferris Wheel outfit 8257

This colourful outfit is one of my favourite and many years ago I built the Swing Ship model with additions like the Pirate Ship banner on top, a boarding platform with stairs and handrails but it still didn't swing very well. It would start fast then slow down so I tried replacing the rubber band with a direct drive. That didn't work at all as the motor groaned under the strain and smelt like it was about to catch fire! I went back to the rubber band drive and used a speed controller to try and match the speed of the motor with the speed of the swing boat as best I could. Recently a Meconoboy in England was having the same problem so I started thinking about how to vary the swing speed of the boat. The bottom line is you can't. The frequency is determined

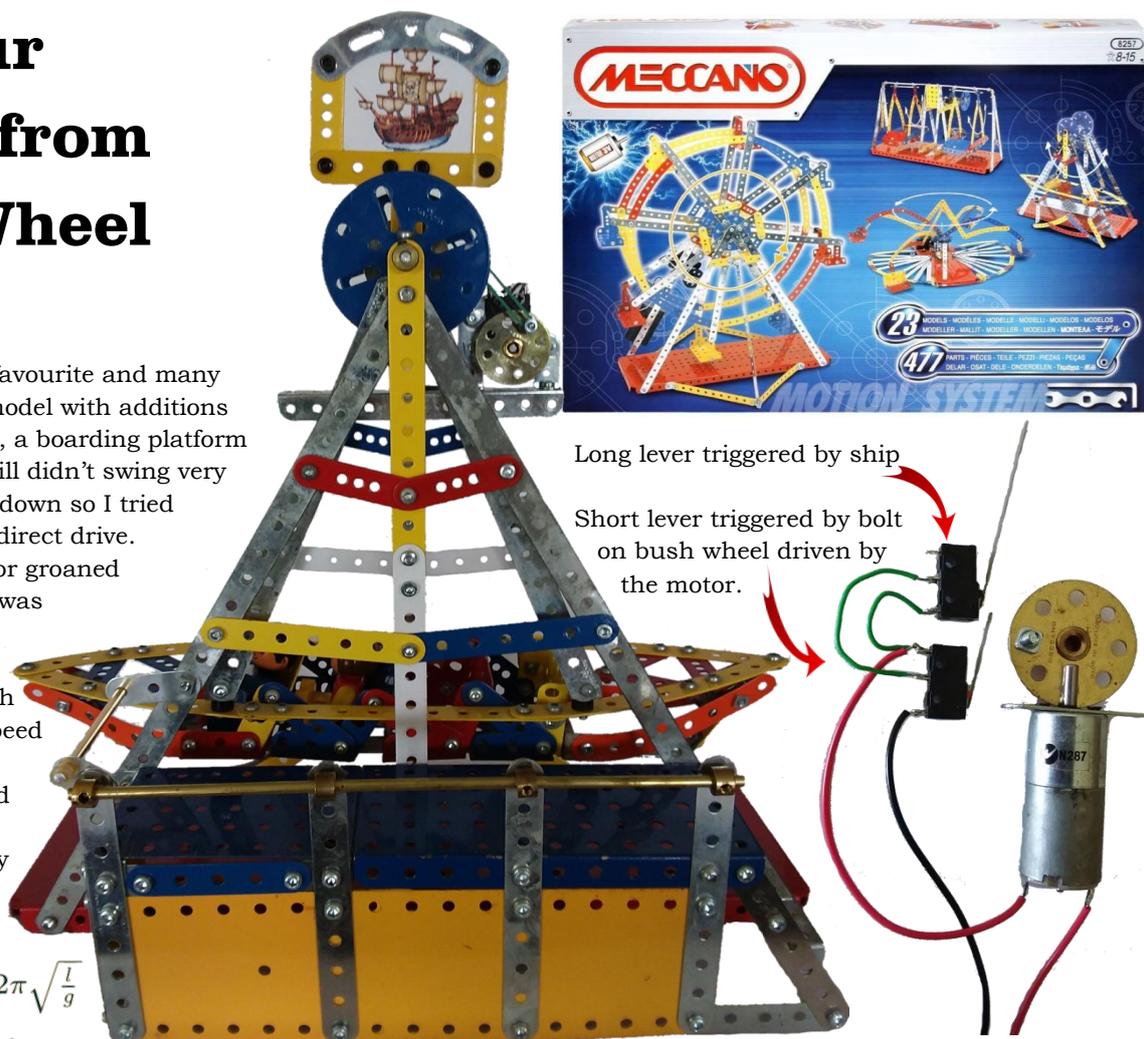
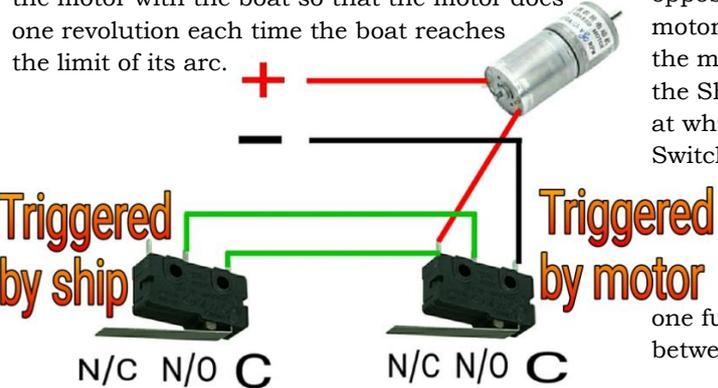
by physics.  $T$  is the period of the motion, the time for a complete oscillation

$$T = 2\pi\sqrt{\frac{l}{g}}$$

while  $l$

$$l = \frac{T^2}{4\pi^2} \times g$$

is the length of the pendulum and  $g$  is the gravitational constant ( $\approx 9.81 \text{ m/s}^2$ ). As the length is fixed the only way you change the speed is to put it on the Moon as Andy Knox so eloquently pointed out. After mulling over it for some time I came up with a way of synching the motor with the boat so that the motor does one revolution each time the boat reaches the limit of its arc.



All you need are 2 microswitches and a 60RPM motor. One switch is mounted so as to be pressed down when the ship reaches the end of its arc while the other is mounted so as to be pressed down when the bolt on the bush wheel is top dead centre. When you first apply power the Motor Switch is pressed down and being in a Normally On configuration it is Off so no power is applied to the motor. As the ship is resting at the bottom of its arc the Ship Switch is not pressed down and being wired in the opposite Normally Off configuration it is Off so no power is applied to the motor. With neither switch in the On position nothing happens but now the magic of electronics begins. Push the ship far enough to press down the Ship Switch and it will be On long enough to start the motor turning at which point the bolt on the bush wheel moves away from the Motor Switch and power is now applied to the motor even if the Ship Switch is returned to the Off position. The motor will continue until the Motor Switch is pressed down by the bolt on the Bush Wheel at which point it stops until it's triggered again by the Ship Switch. The trick is to make sure the motor runs fast enough to complete one full rotation before the Ship Switch is triggered again. Anything between 60 and 100 RPM should be fine.

Left. Careful adjustment is required to make sure the Motor Switch is fully depressed at Top Dead Centre.

Right. Use a long lever to make sure the bolt on the crank can pass over fully without getting caught under the lever on the return journey.



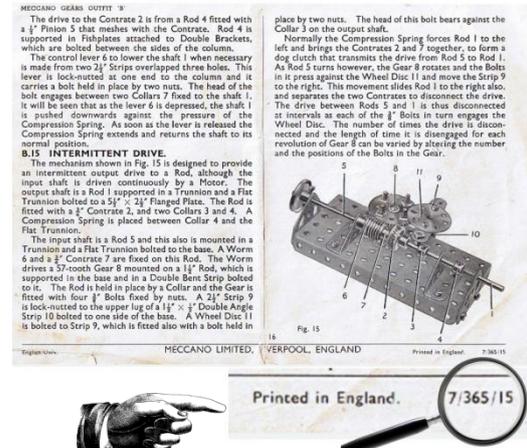
# What do those numbers on Meccano manuals mean?

## Print Codes / References

From 1918 until 1929 all manuals (and other literature) had a Print Code in the following format: **mmyy/nn**

In 1930 the print code was amended to also include a printer's reference. This lasted until the late 1960s. These manuals (and other literature) had a Print Code in the following format: **pp/mmyy/nn**

5,000 copies printed in March 1928



Printed by printer number 7 in March 1965 with 15,000 copies printed

**pp** - Reference number of the printer's who printed the manual - This is 13 for most manuals except Gears.  
**mmyy** - The month and year of the printing.  
**nn** - The number of copies printed in thousands.  
 Note that some 1962-9 manuals omit the printer's reference number and just show the printing date and print quantity like the pre-1930 manuals.

From the late 1960s all manuals instead had a Print Reference, which was same for all the printings of a particular manual. Note that many 1960s manuals had both a Print Code and a Print Reference. The first manuals known with only a Print Reference are the No.9 outfit leaflets issued in 1962. The last manuals with a Print Code were issued during 1969.

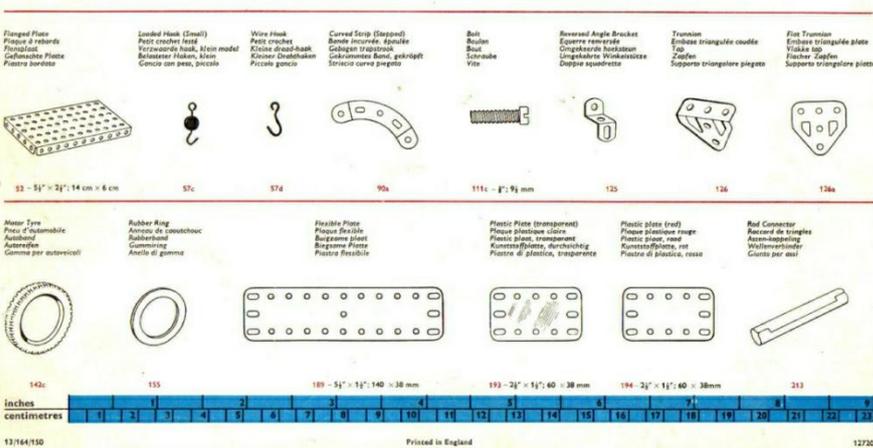
As the Print Reference did not show the printing date, dating manuals after 1970 can be very difficult. However in the period 1970-2, Meccano Ltd changed their name several times. In addition, from 1973 the manuals also had a copyright date. Both these things help to determine the year of printing. The biggest problem is in dating those 1960s manuals which only have a Print Reference - e.g. Play-Set manuals.

The above is extracted from Tim Edwards' wonderful website.



CLICK HERE <https://www.meccanoindex.co.uk/>

Names and numbers of Meccano parts used in No. 0 and No. 1 Outfit models  
 Noms et numéros des pièces Meccano utilisées dans les modèles des boîtes no. 0 et no. 1  
 Namen en nummers van de Meccano onderdelen welke gebruikt worden in de modellen van doos 0 en doos 1  
 Bezeichnungen und Nummern der Meccano Teile, die zu den Modellen von Baukästen Nr. 0 und Nr. 1 gebraucht werden  
 Numeri e denominazioni dei pezzi Meccano usati nella costruzione dei modelli delle Scatole No. 0 e No. 1



© 1974 Meccano Limited, Binns Road, Liverpool L13 1DA England

This Number 9 outfit manual from 1974 leaves no doubt as to when it was printed but the 6 digit code required a lot of deducing and sleuthing to decloak.

162169

13/164/150

12720

Above is the 1964 0-1 manual and you can see it was printed by the usual number 13 printer in January 1964 and 150,000 copies were made. The code on the right however is a little more difficult. Clive Weston has recorded a few of these codes and tells us that 12720 means it was translated into French, Dutch, German and Italian. Some other codes that Clive has recorded are 12722 for GB/F/NL/D/I and 12747 for GB/E/P/S/N.

Enter Clive Weston who has a most comprehensive collection of manuals. Clive tells us this code shows the languages the manual was translated into. Most of the records of printers names and translation lists were destroyed after Binns Rd closed but Clive says: "The number code like 162169 (also series 57xxx and 72xxx) appears to be just a sequentially issued number. The code is particularly hard to crack because it seems to include all literature produced. This includes Hornby, Dinky, Bayko etc for all markets. I never got enough information together to start to produce a list."

# Model Engineers Expo

Oakleigh Melbourne October 5 and 6

Chris Curnick



Rick Green built the Chevy Silverado



Johnny built Thunderbird 2

Anthony Burkitt built a 4x4 truck



Jack & Maria VanDongen



The expo theme was "Let's Make It" so the Melbourne Meccano Club members not only displayed their models but we actually built models throughout the two-day exhibition which was a nice change. Just sitting there makes you a target for prattlers but this provided an escape clause. "Sorry, must get on with it now." 🤪

Gerard Dean and his Tiger tank



Graham Jost



Jim Munro's wheelie bin

# Melbourne Expo 2019

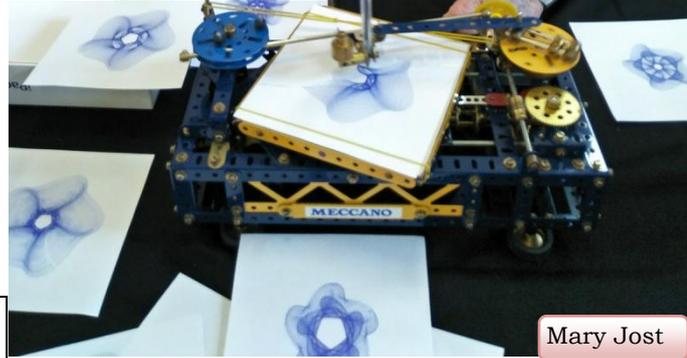


Our hall in Gardenvale



Tony Press  
Morgan 3-wheeler

The Melbourne Meccano Club Inc. is our own club so I've devoted 3 pages to it but I'm afraid I just can't fit every exhibitor so apologies to those I've missed. Fear not, there will be a complete write-up in the MMCI Newsletter at a later date. We had visitors from Brisbane, Sydney and Adelaide and even faraway lands like New Zealand with David Couch visiting from the Land of the Long White Cloud. His Rubik's Cube solver suffered a bit from the travel but great entertainment was provided as he bent, tweaked and cajoled parts back into a working state.



Mary Jost

Watch David's invention solve the cube at our expo on my YouTube channel.

<https://youtu.be/RZyVruPyQNo>



North Hall



David Couch



South Hall



Jim Munro's Wheelie bin full of LEGO



Dave Denner

Jack Parsisson - Shay Locomotive



Children are our  
Future



Johnny built this car over the 2 days



Russell Hiscock and daughter Kirylee

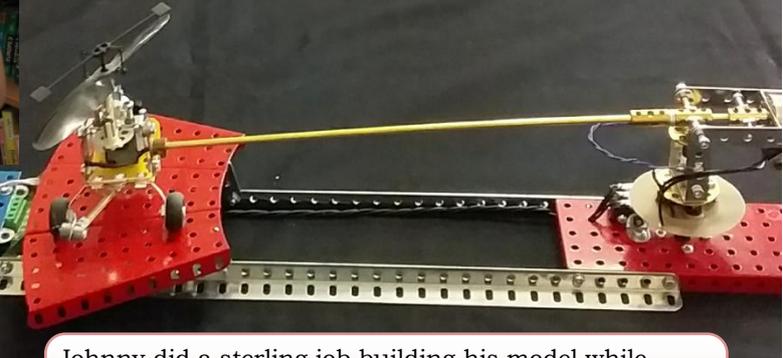
Jackson (L) and his big brother Bradley built a number of models



The iconic Aussie snag in bread was enjoyed by exhibitors and the public



Steve Butterworth had a crane controlled by his tablet



Johnny did a sterling job building his model while demonstrating the helicopter, answering questions, and dealing with errant children climbing under the tables.



Smiling happy faces. David Couch's Rubik's cube solver

We had a focus on children with 3 tables dedicated to kids building models and our club president Cathy Tritt brought along her boy scout troop to provide the omnipresent Aussie sausage sizzle. Jack Parsisson handed out 3-hole strips for club members to exchange for a free sausage with onions and sauce. The scouts even set up a tent for Tony Press and his band of volunteers to take the entrance fees and sell a few club magazines. Without our volunteers the expo would not be possible so a big thank you to all those that helped out.

Jim Munro and Cathy Tritt



Murray Tulett (L) discussing his clock with Jack Parsisson



Graham Jost - Magnetic Maypole Braider



Anthony Burkitt King Ghidorah

Barry McDonald



Ric Green (L) and Alan Hassett who was just back from attending the Henley gathering



Chris Curnick and helper

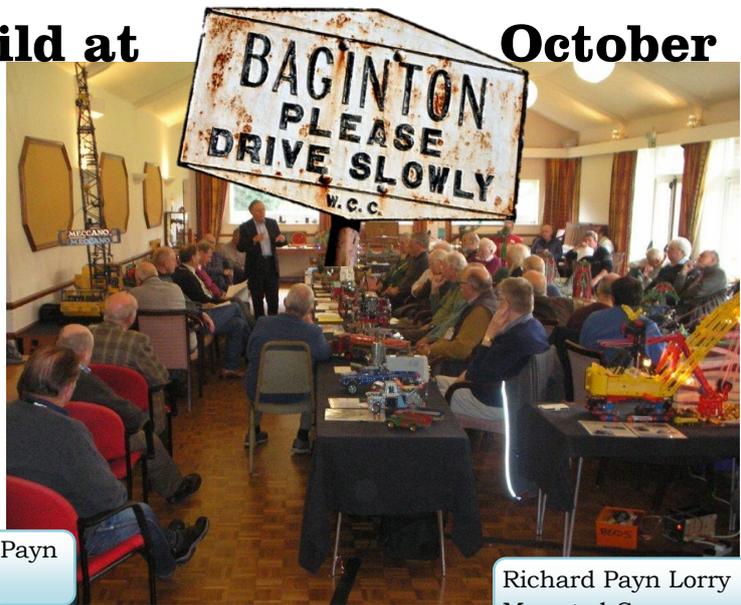


Matthew Auger - Giant Dragline Model Plan 87



A compilation of photos and tales from Mick Burgess, Richard Payn and Bob Thompson

Brian Edwards  
1929 Scott Squirrel  
Motor Cycle



Richard Payn reports:

Richard Payn Lorry Mounted Crane

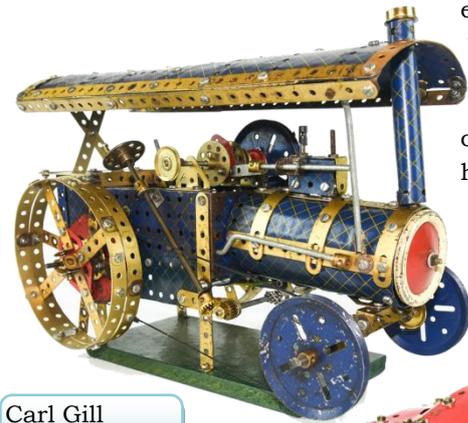
The MMG is the oldest of the "new" Meccano clubs in the UK, heralding the start of sophisticated adult model building in the UK in 1967. It is always a pleasure going to the meetings, in spite of the 300 mile round trip and inevitable early start. The last meeting was on the 12th October, so my alarm was set for 6:00am. It was a rainy day in the London area but the forecast was dry for the meeting at Baginton. I was on the road by 6:30am, to go and pick up Robin Schoolar from Merton at 7. We have known each other from the late 1970s, having met at the Holy Trinity Meccano Club. It was great to have company as we discussed various things Meccano, which meant the two hour drive flew by. The hall was already pretty full but I had a space reserved for my large model. Many friendships were quickly renewed as I assembled my large lorry mounted crane. The day flashed by, with plenty of tea on offer and a tasty lunch provided by an excellent refreshments team. It was the AGM and the treasurer was unable to be at the meeting so I stepped in to give a report on the club finances, having looked over the figures during the week. Once the business side of things was complete, chairman George Illingworth went round and did a model tour, with everyone sitting round and listening as he pointed out key features of everyone's models. Jim Gamble is the president of the MMG and was presented with the Chain Of Office regalia by Roger Marriott. See photo bottom right. All too soon, it was time to pack up and head for home. Models were packed into cars and the hall was clear by 5pm. I drove Robin back to Merton, encountering the rain we had left behind earlier in the day.



John Molden  
Diamond T Truck



Tim Gant showing Mark Rolston and Chris Dove his Kobelco Crawler Crane



Carl Gill  
Steam Engine

[CLICK HERE >> http://www.nzmeccano.com/image-142924](http://www.nzmeccano.com/image-142924)



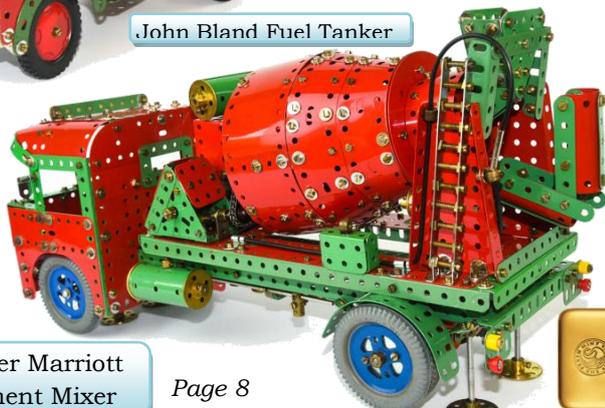
John Bland Fuel Tanker



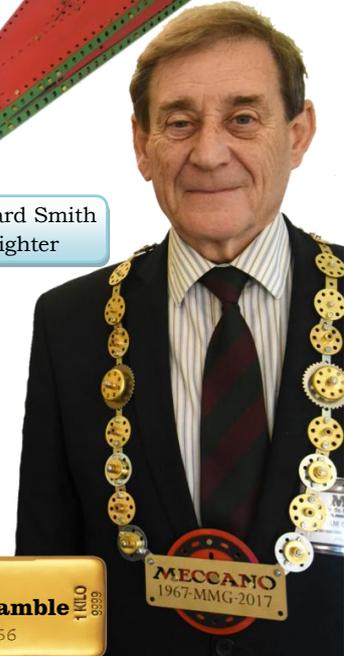
Richard Smith  
M1 Fighter



Michael Bent  
1958 crane



Roger Marriott  
Cement Mixer



Jim Gamble  
1771156

MECCANO  
1967-MMG-2017

# Gold Dredger

A work in progress by  
**Kevin Downie - NZ**

Words and pics - Roland Jaspers

Blake Huffam's original in the Hokitika museum

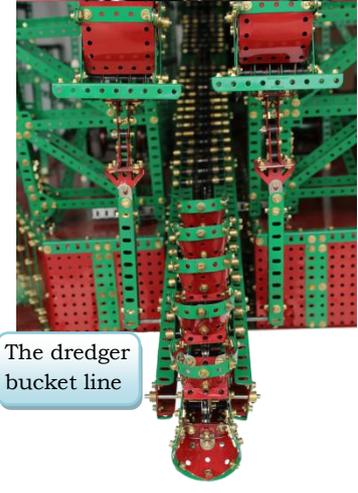


Kevin Downie  
Proud Meccanoboy



Many of you will know of the gold dredge built by Blake Huffam in the 1950s and now permanently displayed in the Hokitika museum. Kevin likes building big models (witness his block-setting crane and mining excavator) and after a visit to the Hokitika museum was inspired to have a go at building the model. Not an exact copy but a similar model in look and dimensions, as a lack of detailed model plans made an exact copy not feasible. The museum allowed Kevin full access to the model and as a result he has a good set of reference photographs. Kevin started the model late 2017 and has spent in excess of 300 hours on the model so far. With dimensions taken from Blake's model, the initial design and construction of the barge was reasonably simple. After building of the outside frame and interior reinforcing, the deck was made out of sheet metal, for structural rigidity and eye appeal. Constructing the gantry framing was an exercise in precision as angles and lengths had to be equal on both sides of the bucket line to allow smooth and even lifting and lowering of the bucket line.

Bucket line drive

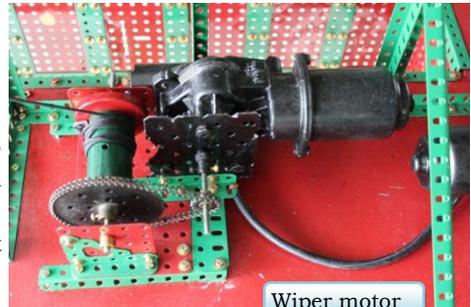


The dredger bucket line

According to Kevin the bucket line has been the most challenging part of the construction effort so far. Meccano chain is of course not up to the task so Kevin is using bike chain, with each bucket pinned to it on two links. Kevin also has decided on two motors for lifting and lowering of the bucket-line to cope with its weight. The use of a chain splitter makes attaching a bucket to the chain a relatively simple task. The line will take about 60 buckets of which 45 have been completed. The basic elements of the buckets are part 51b. Kevin found that

by using these, the bucket size in proportion to the rest of the barge was close to real-life proportions. Buckets are a challenge to build, due to some precise bending required to achieve a uniform shape. As with the lifting/lowering mechanism, the bucket line is also powered by a large, 12 V motor to cope with the length and weight of the bucket line. While the drive from the motor to the line is fairly simple it had to be somewhat over-engineered to cope with the torque on starting and stopping and general loading during operation. Kevin says that he has tremendously enjoyed working on the model and hopes to have it completed within about another year.

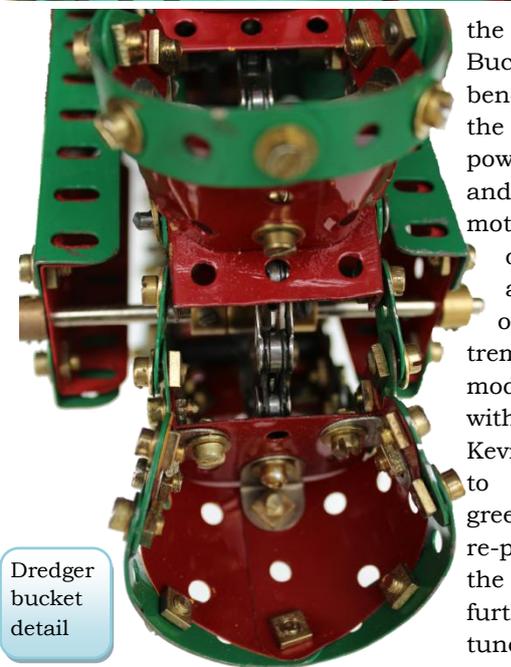
Kevin has bought a large quantity of paint to closely approximate Meccano's mid-green and red. All parts are cleaned and re-painted for overall colour uniformity of the model. As construction progresses, further details will be provided, so stay tuned.



Wiper motor



Bucket and chain detail



Dredger bucket detail

# My Nickel Plating Experience – Graham Jost

**Before**



**After**



Many moons ago I became aware that our Meccano friends in Queensland had some Meccano parts nickel-plated. In fact at one point they had refinised a complete No 10 set thus! I followed this idea up later, as I had always been unhappy at the way zinc-plated parts do not age at all well. Nickel-plated parts would be vastly better in this respect. I would also limit myself to barrel plating, this being much less costly per part than individual parts plating.



Three years ago I contacted David Wells to enquire as to who did the plating for them, and was pleasantly surprised to find that the firm was here in Melbourne. Well, as they say, no sooner said than done, and three small lots were barrel-plated for me in no time. The maximum size accepted was 4 1/2", so that allowed everything from nuts and bolts up to short Strips and Girders and Boiler ends, for example. I had to remove all zinc-plating myself, and submit the parts ready to go straight into the nickel-plating bath.



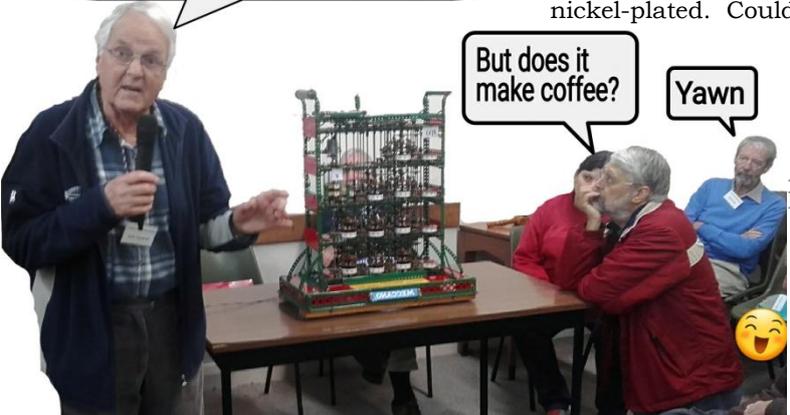
All sorted and ready to go in some recycled Vegemite jars and Tupperware.

Then early this year, I was ready to repeat the exercise. "Oops, sorry mate, we no longer barrel plate Meccano parts!" I could then not find an alternative here in Melbourne, until David once more solved the problem with one on the other side of the city, some 1 1/2 hours away. The maximum length accepted was now 5 1/2", a useful improvement. But best of all was that, following some encouragement from me, I did not have to strip the zinc-plating myself – they'd do it. The upshot was that around 11 kg, comprising thousands of small parts, some brand new and some only lightly used have now been nickel-plated. Couldn't be happier!



The nickel is so much better looking than zinc and more durable too!

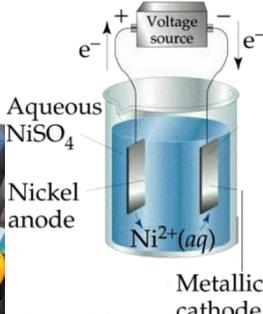
This Babbage machine evaluates polynomial expressions up to 3rd order.



But does it make coffee?

Yawn

- Graham Jost



# A Tale of Two Models – Doug Hedgley

Apologies to  
Charles Dickens

It was the best of times, it was the worst of times, I had met my first serious girlfriend in early 1964 and I had thrown my Meccano over the hedge in late 1964. ( Sold it to a 'Second Hand' shop, which amounted to the same thing!) Born in 1948 I had asked for only Meccano presents every birthday and Christmas since the age of five and by the age of 15 had accumulated two old ammunition chests full of it. During those ten years, I had learnt how to use Meccano and also the patience to stand with my stubby nose against the local Meccano dealer's window, leaving a greasy smudge, yearning after the accessory gear sets displayed in the window display. The moment my accrued pocket money and the 'Gear Outfit' price tallied, I was in there like Flynn.



The 5<sup>th</sup> girlfriend but don't tell her!

Although I grew up in the classic medium red and green age, there was plenty of the pre-war blue and gold around as you could buy it relatively cheaply from the previously mentioned second hand shops of the period. I had built a lot of the models, then current, in the various set manuals and also, as is natural, branched off into my own designs. The largest item I built in those days was a 'two boy sledge' for me and my brother (I had that much Meccano!) It worked after a fashion but the vibrations worked even the lock-nutted bolts loose and I suspect there are old Meccano nuts and bolts still gently rusting away in the crevices of the road and pavement of Stromness Place, Southend from 1958 to this day!

## Moving on 45 years...as you do.

Down at the Beaulieu Autojumble (2000 stalls) in Hampshire, I was unloading from a large Toyota van, a ton of valuable veteran car spares (or rusty rubbish, depending on your point of view) when I chanced across a couple of wooden boxes of old nickel Meccano. "What's this doing here Harry?" I asked my friend who was positioning the caravan. "Oh it came in a load of old 'Roller' spares" he said "You can have them for £30 if you want them" I did, and they were thrown back into the van. After tripping over the boxes in the garage for a couple of years, I decided one day and for old times' sake, to actually make something with the Meccano. After all, I had fancied myself as quite a dab hand at it when I was a kid, so I built the little 'Showman's Engine', after which I was hooked! Or should that be re-hooked?



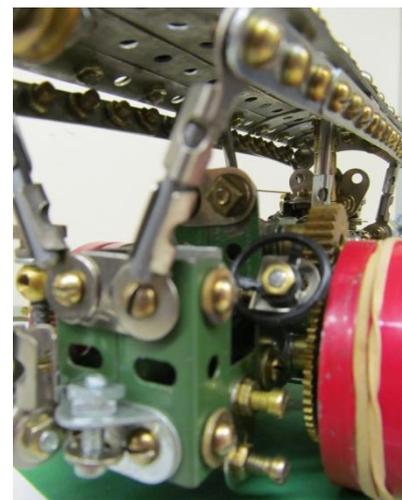
Doug behind his stall at the Beaulieu Autojumble.

## The Showman's Engine



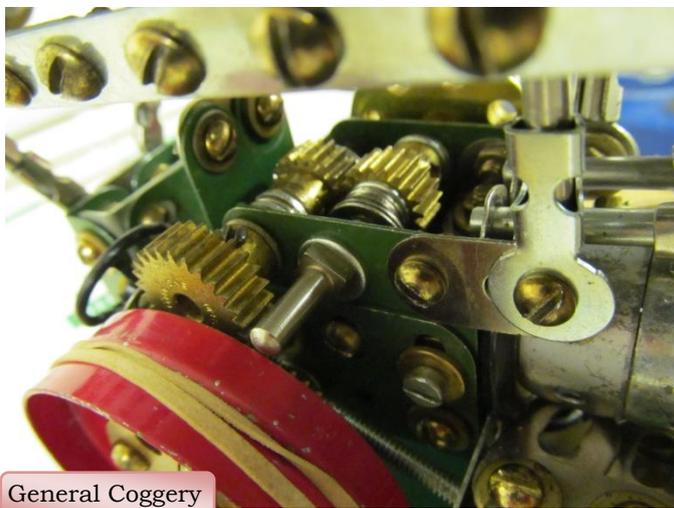
Casting around for a suitable build project for a chap who hasn't built anything for 45 years, I came across this neat little model in an old Meccano Magazine. "The very thing" I thought as I looked through the instructions and list of components. It was small enough to be practical, complicated enough to be of interest and also made ingenious use of standard parts. The most complicated part of this build was to bend strips to the small (just over an inch) diameter for the boiler, which was achieved by using a rubber and plastic mallet to hammer the strips round a broom handle. The rest was quite straight forward if a bit fiddly in places. I particularly liked the idea of using pairs of contrate gear wheels to form the front wheels and at the risk of being called old-fashioned I do think the metals of brass, steel and copper painted or otherwise, look better than the modern plastic parts, but then that's just me, "Beauty is in the eye of the beholder" as they say.

I used some painted parts for variety and the brass round-headed bolts along the canopy sides were deliberately used to suggest the lamp bulbs that adorned these vehicles at the fairgrounds, where they were used to both transport, erect and power the rides. The illustration General Coggerly on the next page gives an idea of the compact arrangements that have to be made to accommodate the gearing within the confines of this small model. You will note that there are very few vacant or unused holes, most every hole either has a bolt of an axle in it!



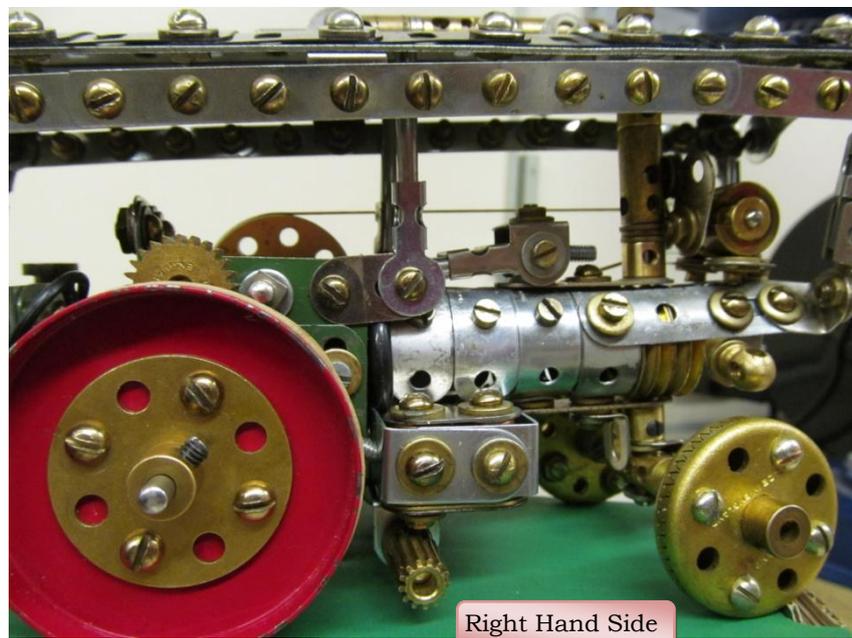
Rear view with steering wheel

Neat little 'wind-on' brake



General Coggerly

On the view of the right hand side, you can clearly see the tight circular form of the strips forming the boiler and the general use of 'Rod End Connectors' to fix the canopy via short axle rods to the bodywork. You may also notice that these photos were taken before the steering chain was attached!



Right Hand Side

As a rule of thumb, it is generally harder to achieve a reasonably accurate representation in the small scale, than it is in the larger scales. I believe the designer of this model Mr H J Halliday succeeded very well indeed, and deservedly won a cup.

You can download all the Meccano Magazines for free on Tim Edward's webpage. Click the link below for the December 1970 issue with Doug's model on the front page.

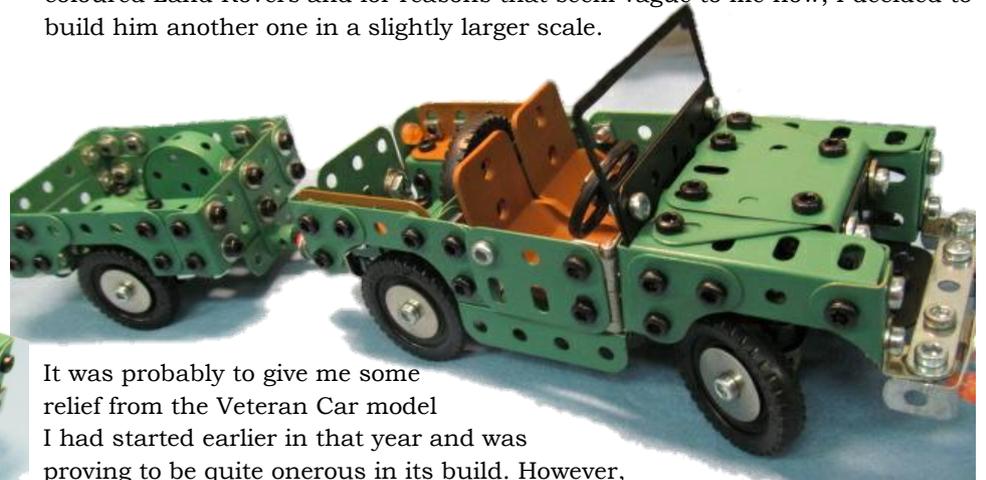


Opaque plastic roof sheets

<https://www.meccanoindex.co.uk/MMissue.php?Missue=7012&id=1571624333>

### The Land Rover and Trailer

I was 'Facebook Chatting' to Rob and Lynda Kirk saying how impressed I was with Rob's builds and their 'Meccanomen' series of little films which I think are enchanting, when I noticed he had one of those small iconic Dinky turquoise coloured Land Rovers and for reasons that seem vague to me now, I decided to build him another one in a slightly larger scale.

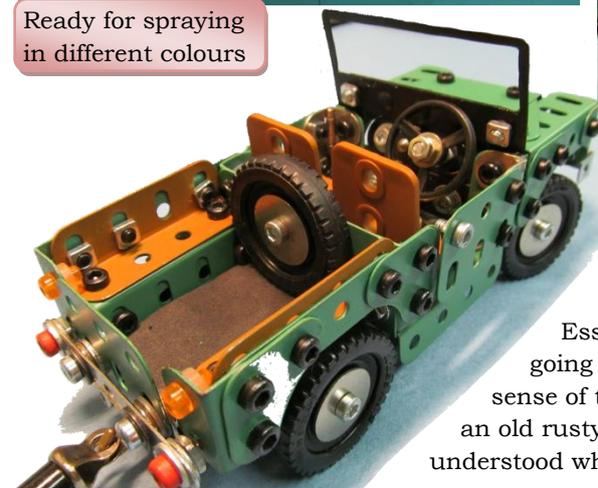


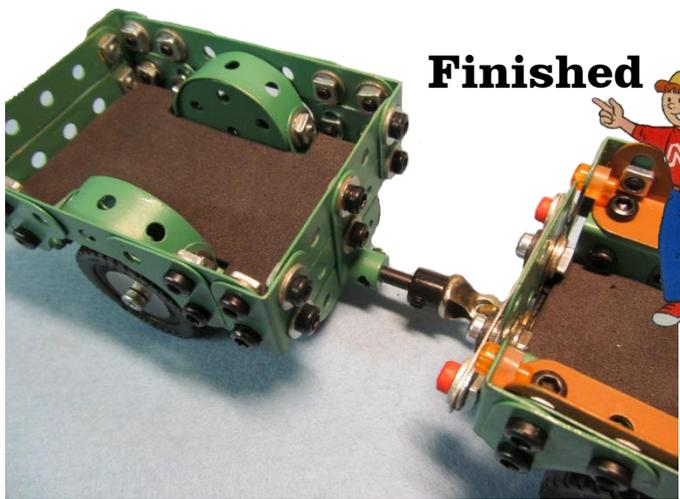
It was probably to give me some relief from the Veteran Car model I had started earlier in that year and was proving to be quite onerous in its build. However, I quickly came across a great little model by Mike Hooper of a few years ago and decided to replicate that with my own inevitable variations and additions.

Essentially I used scruffy parts which were free of rust and straight as I knew I was going to paint them that strange turquoise colour and hopefully, the photos will give a sense of the build as it progressed. If anybody hasn't guessed, the window frame is made of an old rusty nickel windmill sail of which I have lots and would not be missed. I never ever understood why Meccano made this part as it could only really be used on a windmill!

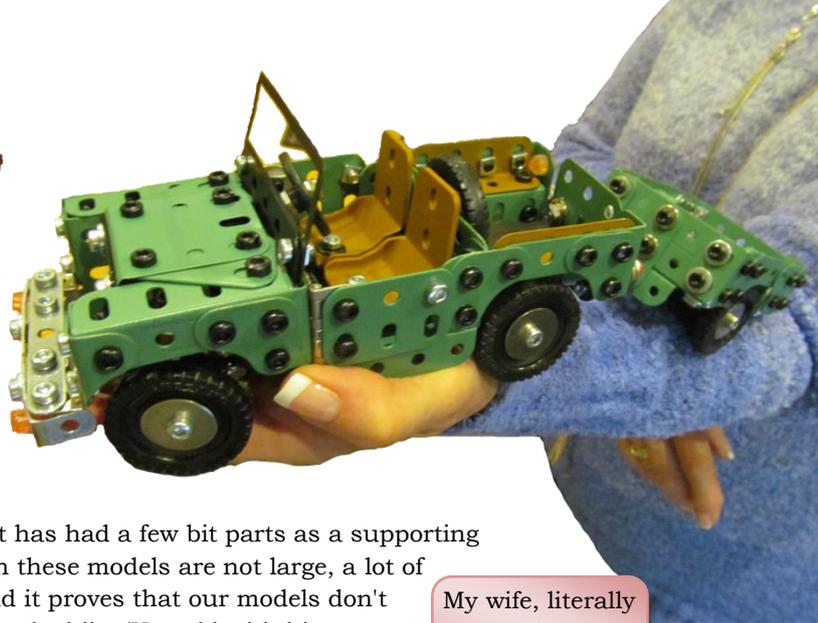


Ready for spraying in different colours





**Finished**



Since completion and handing over to Rob and Lynda Kirk, it has had a few bit parts as a supporting actor in their Meccanoman films. (Fame at last!) Even though these models are not large, a lot of problem solving and enjoyment was had in building them and it proves that our models don't have to be huge, complex and use hundreds of parts to be worthwhile, (He said with his current build project 9 feet long and 75 Kg!) 'Anyroad up' I hoped you liked the builds, I did, because they really brought me back into this wonderful pastime of ours.

My wife, literally supporting my hobby!

## Rob Kirk and his Meccanomen

The Jeep now makes a regular appearance in Rob Kirk's cartoon type slideshows. Rob is an absolute master of this type of Meccano animation and the stories of his Meccanomen building models are a delight to see. You can watch them on YouTube.

After a hard day's work the Meccanomen were legless!



**YouTube**

<https://www.youtube.com/user/lyndakirk/videos>

Subscribe to Rob's YouTube Channel to be notified when he posts a new build. Don't forget to click the bell!



Meccanomen build a Massey Ferguson 165 Tractor

**CLICK HERE**



<https://youtu.be/clC-mfVIXks>



Meccano mates Rob (left) and Doug

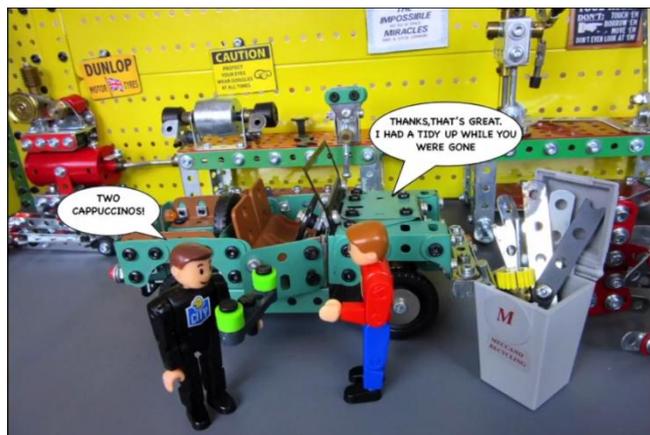


Meccanomen build the Crazy Inventor Rattle Trap Car

**CLICK HERE**



[https://youtu.be/\\_2dS97U0GjU](https://youtu.be/_2dS97U0GjU)



Meccanomen build a Four Furrow Reversible Plough

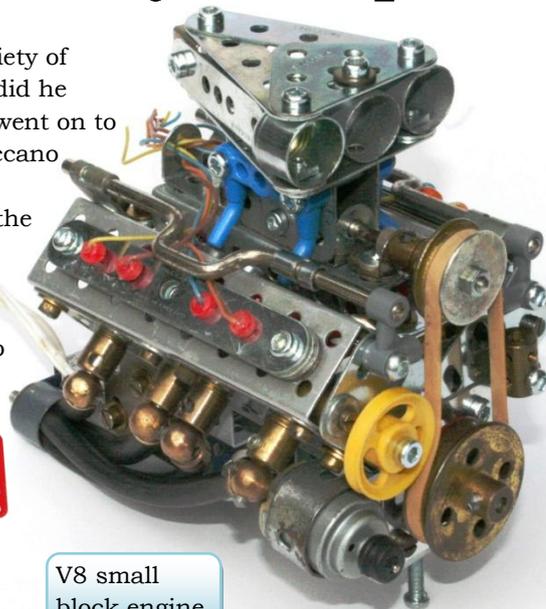
**CLICK HERE**



<https://youtu.be/rDobsZdhXdo>

# This Month's Meccanoboy: Philip Webb

Philip Webb is the chairman of the International Society of Meccanomen and is skilled at many levels. Not only did he earn a Bachelor of Science degree in Physics but he went on to gain a Bachelor of Divinity. His skills in building Meccano are manifold. Philip has the ability to design models with a visual aspect that befits a sculptor as well as the engineering aspect of making gears mesh and bolts align. Add to this his artistic talents with beautiful drawings, paintings and watercolours and you have a most remarkable man. Johnny's Meccano Magazine threw a few questions at him.



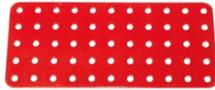
V8 small block engine



Apollo Saturn 5 and Launch Tower

## Where and when were you born?

Bristol, UK, 1949



## Where did you go to school?

School was a market town south of Cambridge, then Exeter and London Universities where I gained degrees in Physics, Divinity, and Applied Theology.

## What do you do for a living? Wife, kids?

I am a Baptist Minister, nominally retired though still much in demand! Married with two grown children and two small grandchildren.

## When did you first discover Meccano? Age? How? What outfits?

I began with a small set at the age of 6 and my collection grew with me, hitting overdrive once I moved to Reading in Berkshire at the age of 31 and discovered MW Models and the Henley Club (my first) just up the road. I've exhibited at the Henley Show for decades though only once at Skegex and never abroad. I've organised exhibitions at the UK National Space Centre in Leeds and have supplied displays for Liberty's of London, Heathrow Airport, the UK Model Engineering exhibition and Meccano Ltd exhibiting one year in Skegness Town Centre, as well as at various smaller domestic craft and hobby shows. I'm also a regular at the Abbey Pumping Station in Leicester where there is an annual Meccano display.

## What was your best model ever?

Who knows? Let others judge. Perhaps one I enjoyed most was a set of trucks and other items representing the "Convoy" featured in the old country song, all to 1/10th scale. A giant version of the Apollo Saturn V and Launch Tower made it to a CQ feature once, as did an Australian truck and Low Loader in a recent centre-fold. Then there was the Eagle Transporter from Space 1999, the Starship Enterprise and various large cranes. You can find them on my Flickr account under Dovedaler or perhaps at my blog - [www.dovedaler.com](http://www.dovedaler.com) My favourite is usually the one I am working on at the moment!

## See Philip's

## Flickr photos



<https://www.flickr.com/photos/46060578@N03>

**Ever been to Binns Rd or Calais factory?** Calais, no, only Binns Road - long after the factory had gone. Local knowledge of the historic site is sadly lacking!

## Have you visited any Meccanoboy's overseas?

No, sadly not, though I have many friends in Meccano around the world and have met many in the UK and entertained some as well.

## How much Meccano do you have? (OK, I know it's a lot.)

Someone once asked Raquel Welch's husband what her vital statistics were. He simply replied "adequate".



## What's your current club/clubs?

Currently Chairman ISM, Webmaster NMMG and previously secretary of HTMC.

## Tell me about the ISM. How long have you been involved with it?

Since its inception. (Member No. 50) I actually chaired the first meeting in Henley Town Hall and a couple of others thereafter for founder Dr Michael Adler since he didn't see that as his gifting. I edited a couple of editions of IM after Paul Joachim's untimely death, and I ran the Model Building Technology Feature in it for over twenty years as well as contributing many drawings and articles.

## Can you reel off part numbers from memory?

Quite a few of them. Working in Isomec and Virtual Mec does that for you.



Eagle Transporter from Space 1999



**What Meccano publications do you like?**

As ISM contact I receive many of them from UK and abroad and enjoy them all. On the matter of publications a tower crane of mine kicked off the revival of the MW Model Plan series and I have contributed to a number of publications in the series since then - around 17 by now.

**Favoured type of models? Gears? Big? Original? Cranes? Trucks?**

To build or to see? My own back catalogue contains quite a lot of cranes and trucks and a fair smattering of TV and Film tie-ins. As for gears and the like, I edited the three volumes of "Everything Automotive" that have sold well around the world.

**Best Meccano friends?**

Many alive and sadly a growing number who no longer are. It would be invidious to give names.

**Any other interests beside Meccano and religion?**

I am an artist (commercial and graphic), occasionally selling and besides church and Meccano a very large garden and my grandchildren keep me well occupied.

**Who do you most admire in the Meccano world?**

I was delighted to meet up with the late Phil Bradley in his later years and to become a good friend. A remarkable pioneer in the adult hobby from the 1960's onwards, he was and remains a great inspiration to many of us.

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

Local cycle shops - they all had displays!

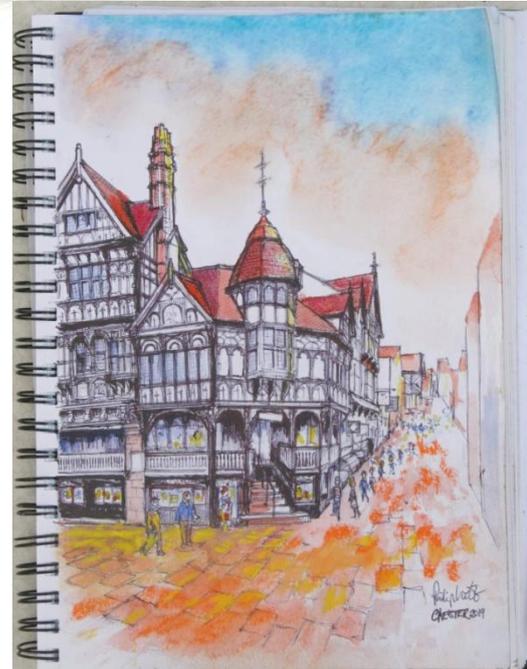


**Do you like Stokys, Märklin, Erector etc?**

Oh yes - I have a fair collection of parts from other systems.

**What are your views on mutilation, genuine, clones etc?**

I am happy to mix systems unless a competition prohibits this. If the alternative parts are a positive addition to the model and there is no obvious alternative I'm fine with it. I don't appreciate mutilation when it's an excuse for laziness.



Not only but also. What a range of talents!



At the Ally Pally

**What are your favourite things about expos?**

Meeting old friends, seeing what others have created and being inspired by it. Watching the look of joy and fascination on the faces of the public and meeting people who also loved the original subject.

**What has changed in the modern world with regard to Meccanoboy and the effects of the internet on sharing info with kids tapping on glass etc?**

We have moved to a time of instant response where a hobby that demands the sort of effort we commonly put in is less popular. The first prize-winning model at Skegness this year reportedly took 6 years to build! On the other hand the internet makes research and inspiration vastly simpler and gives us wider horizons and higher ambitions than my generation ever knew.

**Advice to people thinking of starting with Meccano?**

Start simple, try it for yourself, join a club, learn from others.

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

It has led me to research all sorts of areas of life and continues to do so. It has given me great friendships and great satisfaction. It's taught me imagination and patience and a conviction that as in life despite the bizarre appearance or age of some parts all the components do work together, and when they do the value of the whole is always greater than the sum of the parts.



A few of my favourite things.

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

facebook



<http://www.meccaninfos.com.ar/>

**Meccano suppliers**

- <http://www.meccanohobby.co.uk>
- <http://meccanomaniac.co.uk/catalog>
- <https://www.meccanospare.com>
- <https://ralphsshop.com>
- <http://www.hsomerville.com/mwmailorder>
- <http://www.metalconstructiontoys.com>
- <http://www.meerlu.com.au/>
- [http://members.tripod.com/Ashok\\_Banerjee/Meccanoville/Welcome.htm](http://members.tripod.com/Ashok_Banerjee/Meccanoville/Welcome.htm)

**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>

**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/>

**Other Countries**

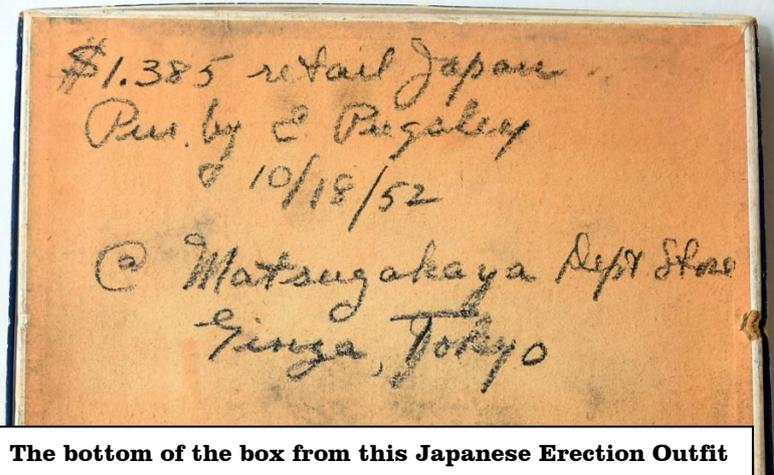
- <http://www.meccanogilde.nl>

**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.midlandmeccanoguild.com>
- <https://southwestmeccano.org.uk>
- <http://www.northwestmeccano.co.uk>
- <https://www.meccanoscotland.org.uk>
- <http://www.corlustmeccanoclub.co.uk>
- <https://nmmg.org.uk>

**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>



The bottom of the box from this Japanese Erection Outfit



Ripley's Believe It or Not!



Look closely



From Joel Perlin in sunny California

