



BOOK OF MODELS
VOYAGE LES MOSES
LIBRO DE MODELLI
MUSEUMS
LIBRO DE MODELLI
LIBRO DE MODELLI
MODELS

October 2019

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Lost your clockwork motor key? Learn how to fix it!

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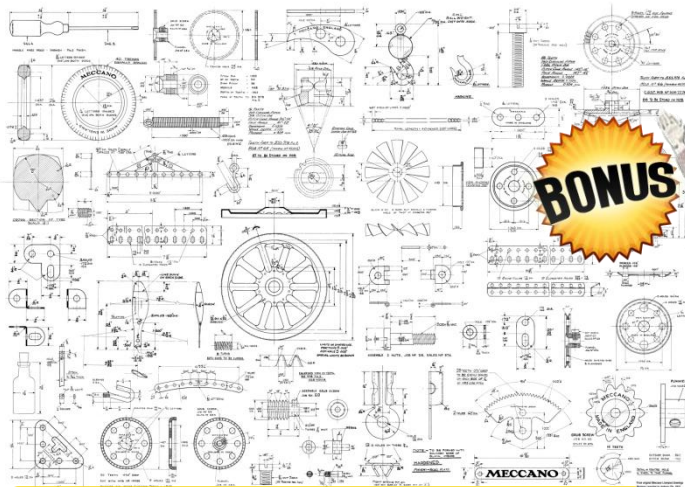
My Nickel-Plating experience by Peter Sullivan

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Build your own Pullback Dragster using a Magic Motor



BONUS



Print it!

Anthony Els - Full A4 poster in high definition for you to print

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Douglas Hedgley's 1907 Armstrong Whitworth

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Build your own Pullback Dragster

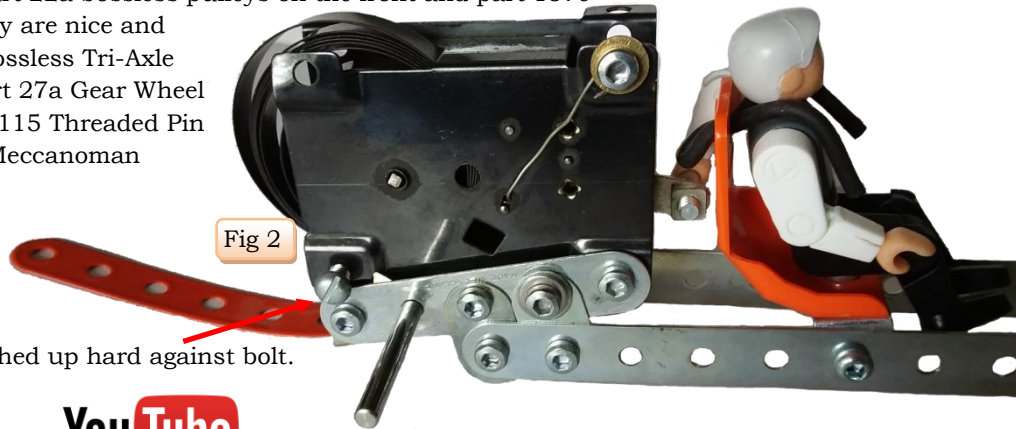
Part No	Desc	Qty
2	5½" Strip	2
5	2½" Strip	2
10	Fishplate	4
15b	4" Rod	1
17	2" Rod	1
22a	Pulley	2
12	Angle Bracket	10
26	19t Pinion	1
27a	57t Gear Wheel	3
48e	1" Double Angle Strip	2
59	Collar	2
115	Threaded Pin	1
142r	Tyre	2
155	Rubber Ring	2
187c	Wheel	2
324a	Seat	1
B488	3½" Flexible Strip	1
	Magic Motor	1

Fig 1



Once the part 27a Gear Wheel is mounted you need to make it mesh with a part 26 Pinion. Bolt the 5 hole Strips to the Magic Motor using the holes at the bottom/front as shown in Fig 1 above. Put the Rod and Pinion through the holes and adjust the angle of the Strips until it meshes nicely. If you put a large bolt through the mounting holes of the Magic Motor as shown in Figs 2 & 3 it serves to stop the spring from unwinding too far and just happens to be in exactly the right place to get the pinion to mesh when the strips are pushed up hard onto the bolt. Now bolt the 11 hole Strips on using Fishplates. Use part 48e Double Angle Strips to space the strips apart by 1". You need to mount a part B488 Flexible Strip onto the Double Angle Strip at the rear to stop it flipping over. It's extremely fast! The type of wheels are totally up to you but I used part 22a bossless pulleys on the front and part 187c plastic Road Wheels at the rear because they are nice and wide like a dragster would use. These are bossless Tri-Axle wheels so you need to drive them with a part 27a Gear Wheel or else use a Tri-Flat Rod instead. The part 115 Threaded Pin is bolted to the stop/start lever to give the Meccanoman something to hold.

Fig 2



Pushed up hard against bolt.

YouTube

Watch it here!



<https://youtu.be/xTtgWWK1vsM>

**It's Fast!
Beep beep.**



Fig 3

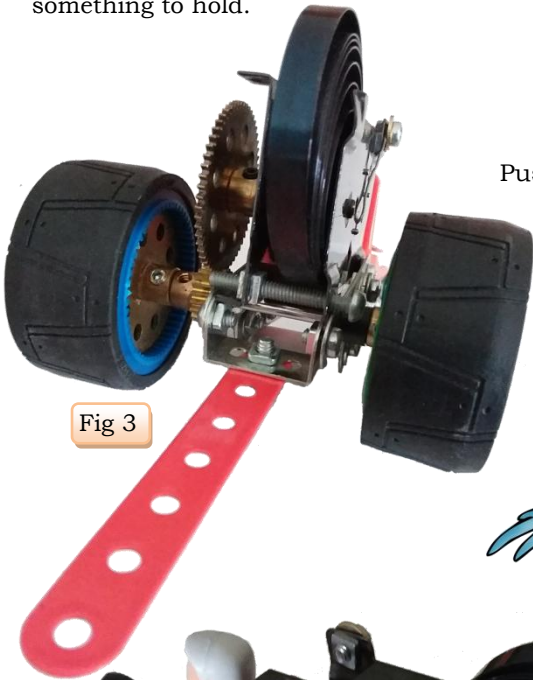
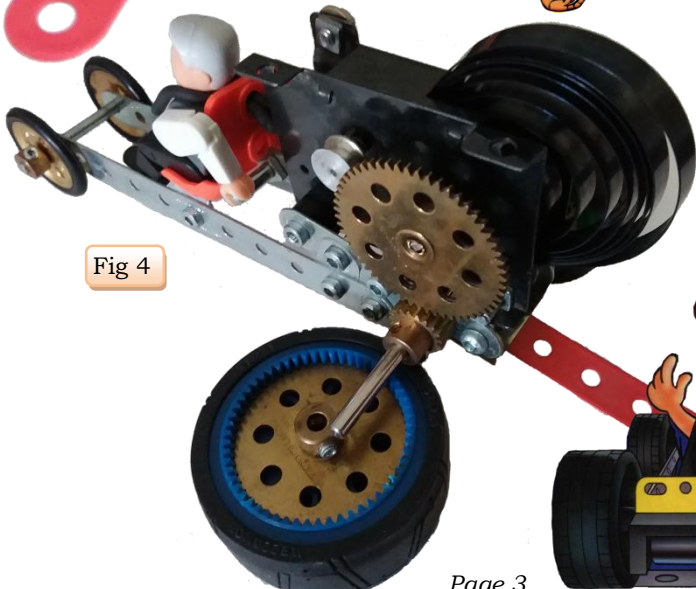


Fig 4



Lost your key?



Make a key for your Number 1 or 2 Clockwork motors by drilling out a part 63 Coupling to 4.8mm which is the diagonal size of the winder shaft. Locknut a bolt into the correct position to allow it to slide over the shaft but not slip.

Midlands Meccano Guild – at Gaydon UK

July 2019

Around 40 Meccanoboy
exhibited at the British
Motor Museum and Bob
Thompson has kindly
allowed me to share
his pics. I can't fit
them all but
don't despair
as I've put a
link to all of
them at the
bottom of the
page.



Likely Lads – Matt, George, Philip and Peter.



Falkirk Wheel
Philip Drew



1929
Scott Squirrel
Brian Edwards



1931 MG F2
Magna Sports
2 seater
Pete Evans

Visit the MMG webpage.

<http://www.midlandsmeccanoguild.com>



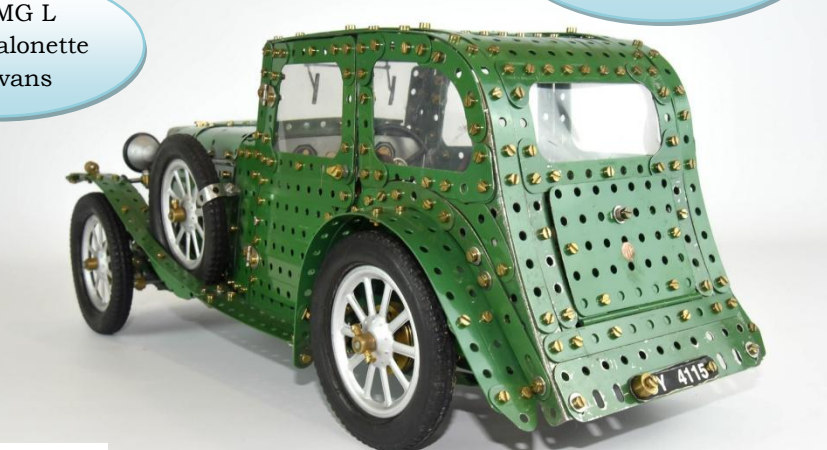
1912
Humber 8
Harry Harker



1931 Morris
Commercial RAF
Crash Tender
George Illingworth



1934 MG L
Magna Salonette
Pete Evans



Link to all of Bob's Gaydon pics.

<http://www.nzmeccano.com/image-141295>

Lincolnshire Steam and Vintage Rally – Aug 2019

Lincoln is a UK town 40 miles inland from Skegness and is known for its majestic cathedrals. John Ozyer-Key from the Sheffield Meccano Guild displayed his Alvis Stalwart and kindly took a few pics to share here.



Bob Seaton – Steam Locos



Stuart Dale – Shop Display Models



Mark Rolston – Kenworth Truck
- based on Joe Attard's original



David Philips – Steam Vehicles

Don't look at me
I didn't touch it



John Ozyer-Key - Alvis Stalwart



Peter Sleaford – Aviation Models

Welcome to Henley-on-Thames

The annual Henley gathering is just that. A gathering not an exhibition. Although the public are allowed it's mainly Meccanoboy's and girls having a bit of a chin-wag. More of a "Hello Mrs Brown. How's old Bert's lumago?" than the usual show of models to the punters. Richard Payn, Tim Gant and John Bader got there nice and early for a bit of breakfast on a lazy Saturday and kindly sent in a few photos.



The likely lads, L-R: Richard, Tim, John




Tim's home grown potatoes



Eiffel Tower by Greg Worwood



On display was a gift from the Dutch Meccano Guild given a few years ago

More pics on nzmeccano 

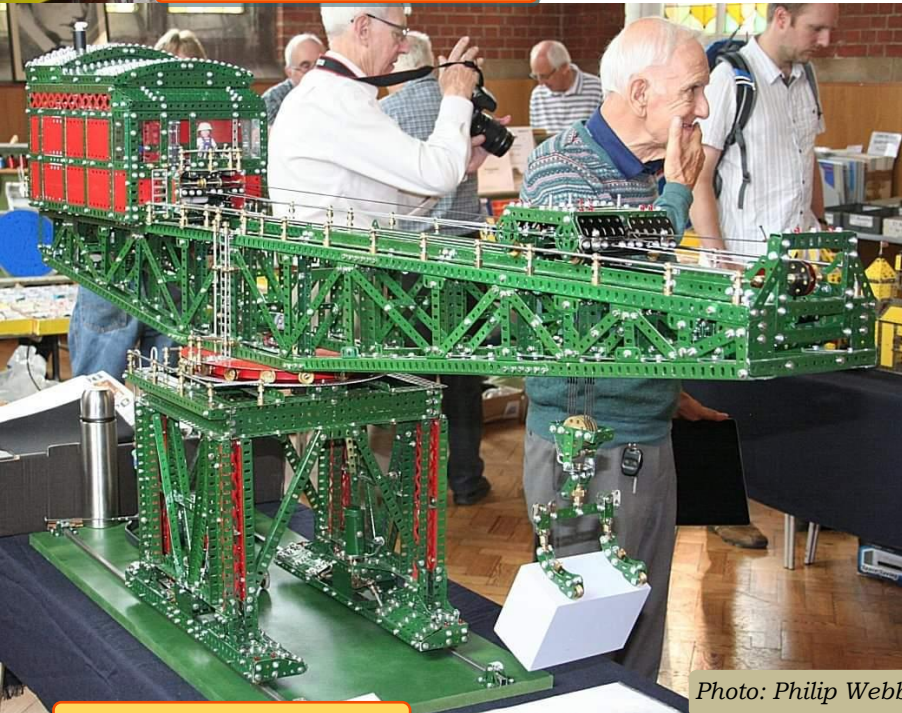
<http://www.nzmeccano.com/image-142106>



Roger Marriott's Wizard



The ever popular dealer's table



Blocksetter by Wilf Sentance

Photo: Philip Webb



Last minute adjustments by Tim

Nickel-Plating Meccano



Fig 1

The end result wasn't perfect, but it looked a damned sight better than its original state! The outfit parts were in a very mixed condition, some surprisingly good considering the rusting apparent on other pieces, but the badly affected parts needed the corrosion and original plating completely removed before any attempt at re-plating. It's possible the better looking parts had an initial higher quality plating during manufacture, thus saving them from corrosion in their later years. You can see this in the following photo showing some of the parts before restoration. I had already tried to clean the no.1 strips with water and an abrasive pad, but with little effect. (Fig 2)

First Experiences by Peter Sullivan

A few years ago, I acquired a Meccano number 5 outfit from the nickel period (around 1920) in a deplorable state. Both the wooden storage cabinet and the parts had been previously stored in bad humid conditions, and the degree of damage and corrosion was immediately obvious at a quick glance! Reading articles on Meccano restoration, mainly from the internet, gave me the courage to try and do something about this previously fine example from the heydays of Meccano history.

My first task was to repair the cabinet and storage trays, sand it down and give it a new coat of varnish. (Fig 1)



Fig 2

Electro-plating is not kind to blemishes and scratches on the metal work, so the more time and effort you put into the preparation, the better the result you will have. The semi-matt nickel finish Meccano used in the 1920's was applied using a "Watts bath" process. Industrial electro-platers offer today mostly a bright nickel finish but fortunately you can still source the chemicals and anodes for the duller Watts bath from some specialist suppliers covering the restoration market for vintage motorbikes! My source of supplies was Gateros Plating Ltd, UK, and you can find full details of their products and pricing on their website. <https://www.gaterosplating.co.uk/>

The Watts bath, a solution of nickel sulphate, nickel chloride and boric acid, acts as an electrolyte capable of carrying nickel ions from the nickel anodes to deposit them on the cathode work piece. A DC power supply is required, and some means of controlling the plating current. Good results can be obtained with a 12v car battery charger as a power source and using the resistance wire coil provided in the Gateros kit to fix the plating current.

You can start electro-plating with the basic 5 litre nickel kit <https://tinyurl.com/y3v92x8g> but if you want to plate longer pieces such as 12½" strips or girders, then you'll need a bigger tank and more anode surface area, especially if you want to plate several pieces simultaneously. The basic kit will plate pieces up to 24 sq inches in surface area, (not quite two 12½" strips), and you can expand this with an extra 5 litre plating kit, additional nickel anodes <https://tinyurl.com/yyddwu75>, and also an air bubbler pump to agitate the solution while plating if you don't have a spare one from an aquarium to use.

Basic Guide Rules for Nickel-Plating

Preparation Ensure the parts are thoroughly clean and all previous plating and rust corrosion has been removed. You can use an electric drill rotary wire wheel brush (about 100mm) firmly clamped in on a workbench. Wearing heavy leather gloves to protect your hands and eye protection (safety first!) you can push the strips past the rotating brush on a piece of scrap wood, working one way and then the other. A considerable amount of force is required to strip away the old plating, so don't be shy with the rotary brush! The goal is to have the parts rubbed down to clean bare steel. If you have access to a professional sand blaster stripping/cleaning tank, then you're a lucky guy and can forget about rotary brushes! The smoother the finish you can get at this point on the bare steel, the better the plating will look. Figure 3 below shows some of my first attempts. Before treatment with a rotary wire brush, the strip in the middle of the 3 was perhaps better sent to the metal recycling!



Fig 3

Chemical cleaning

Please pay attention to safety with hazardous chemicals. Wear protective gloves and eye goggles. The basic steps are as follows:

- Alkaline bath 30 mins – degreasing and cleaning
- Rinse thoroughly with water
- Acid "pickle" for 30 secs -1 minute – definitive cleaning and activating dip prior to plating
- Water rinse again and straight into the plating bath without touching the part with your fingers!

Watts Plating bath

- a) Needs to be heated to about 32°C using the aquarium heater supplied with the kit, set near its maximum temperature. Depending on the ambient temperature you might need to wait some time for 10 litres of Watts solution to warm up to the correct temperature.
- b) You'll get better and more consistent results if the tank solution is agitated during plating by an air-pump and bubbler.
- c) The parts to be plated need to be completely immersed in the solution and have the anodes equally dispersed around to give an even plating thickness as possible.
- d) You need to aim for a plating current of 120mA per sq inch according to Gateros, (although I've seen much higher currents recommended when plating at higher temperatures). Adjust the resistance coil take off point to achieve the correct current. It stays surprisingly stable during the plating process after adjustment. A simple moving coil meter is OK for setting the current. Hint. I found I had to quarter the resistance of the Gateros resistance wire coil by doubling it in half, so giving two half-coils in parallel, to allow easy adjustment to higher currents of 4-5A and without the resistance wire glowing red hot!
- e) A sufficient thickness of nickel should be deposited in 40 minutes at 120mA/sq inch.
- f) When the time is up, disconnect the current source, remove the pieces from the Watts bath, and rinse them in clean water and dry them.

Polishing

After the parts have been dried, you will find they have a very dull matt finish. To the right is my first plating attempt with the three rather badly corroded 5½” test strips after cleaning, plating and drying showing the matt ex-bath finish. (Fig 4)



Fig 4

To reproduce the Meccano Binns Road satin type Nickel finish you need to lightly polish the parts with fine wire-wool. In a few seconds the dross is cleaned away and brings out a light shine on the plating. Here's an example of a selection of replated and dried 12½” strips. Only the top two have been polished. (Fig 5 left)

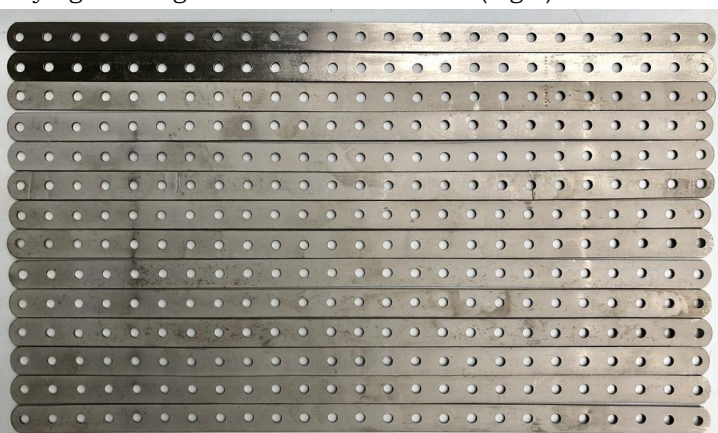


Fig 5



Fig 6

Improvements to the Gateros kit

The original kit 5 litre round plastic bucket is not big enough to accommodate the longer Meccano parts, so you will need a larger container. I found a 15 litre rectangular painting bucket purchased from a local DIY store works very well with 10 litres of plating solution and has enough depth to immerse several long pieces in the solution. You will also need to implement a conductive Cathode “hanger” with a length of thick copper wire to which suspension wires can be clipped to hold the work pieces. (Fig 9 below)

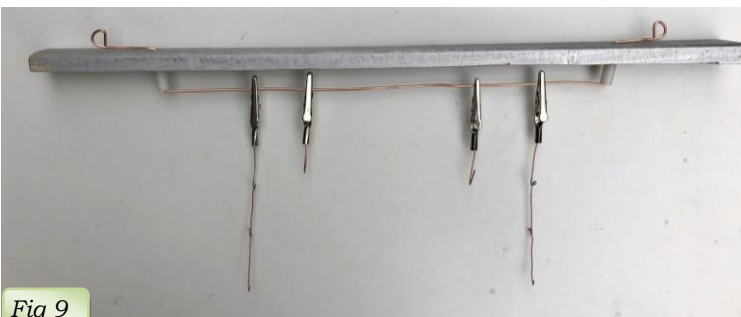


Fig 9

Above is the plated and polished result.

Just to remind you what the condition was like before treatment!!



Fig 7

Safety First!

Remember to wear protective gloves and eye protection when handling parts and solutions. Avoid direct contact with the skin of any of the plating or cleaning solutions. Wash thoroughly with plenty of water if any drips accidentally fall on your skin.

Storage

The Watts and cleaning alkaline/acid solutions can be stored in air-tight plastic containers when not in use – kept well out of reach of any young children, or in a closed storage area accessible only with a key.

Another example of some of the degraded parts seen in Fig 2 after restoration: electro-plating and polishing.



Fig 8

Figure 10 to the right shows the larger plating bucket fitted with the 9 anodes, 4 from the starter kit and 5 additional ones, sufficient to plate at least 48 sq inches of work. The anodes are all connected in parallel to a rectangle of copper wire held in place with masking tape around the top of the tank. Remember the surface area of a long Meccano strip is quite significant: 13 sq inches for a 12½ strip, which will require 1.6A plating current per strip.



Fig 10



Fig 11

The plating hanger is placed diagonally across the tank to allow longer pieces to be hung horizontally in the solution, balancing the distance between the anodes and the strips to be plated. Try to avoid the parts touching the side of the tank. (Fig 11)



Fig 12

Plating in progress for three 12½” strips, so requiring a total plating current of 4.8A. The bubbles are being generated by the aquarium style air pump to keep the plating solution agitated and even. (Figs 12, 13)



Fig 13

Parts surface area calculation for Meccano Nickel-Plating

Dimensions in inches

Part number	N° of holes	Material thickness inches	Material thickness mm	Hole diameter inches	End radiusing inch	Piece edge area sq ins	Total surface area sq inches	Plating current Amps	No. of pieces max for 5A current	
1	Perforated Strip, 12½"	25	0.046	1.168	0.169	0.281	1.176	13.043	1.565	3
1a	Perforated Strip, 9½"	19	0.046	1.168	0.169	0.281	0.900	9.890	1.187	4
1b	Perforated Strip, 7½"	15	0.046	1.168	0.169	0.281	0.716	7.788	0.935	5
2	Perforated Strip, 5½"	11	0.031	0.794	0.169	0.250	0.360	5.408	0.649	7
2a	Perforated Strip, 4½"	9	0.031	0.794	0.169	0.250	0.297	4.402	0.528	9
3	Perforated Strip, 3½"	7	0.031	0.794	0.169	0.250	0.235	3.396	0.408	12
4	Perforated Strip, 3"	6	0.031	0.794	0.169	0.250	0.203	2.893	0.347	14
5	Perforated Strip, 2½"	5	0.031	0.794	0.169	0.250	0.172	2.390	0.287	17
6	Perforated Strip, 2"	4	0.031	0.794	0.169	0.250	0.141	1.887	0.226	22
6a	Perforated Strip, 1½"	3	0.031	0.794	0.169	0.250	0.110	1.384	0.166	30



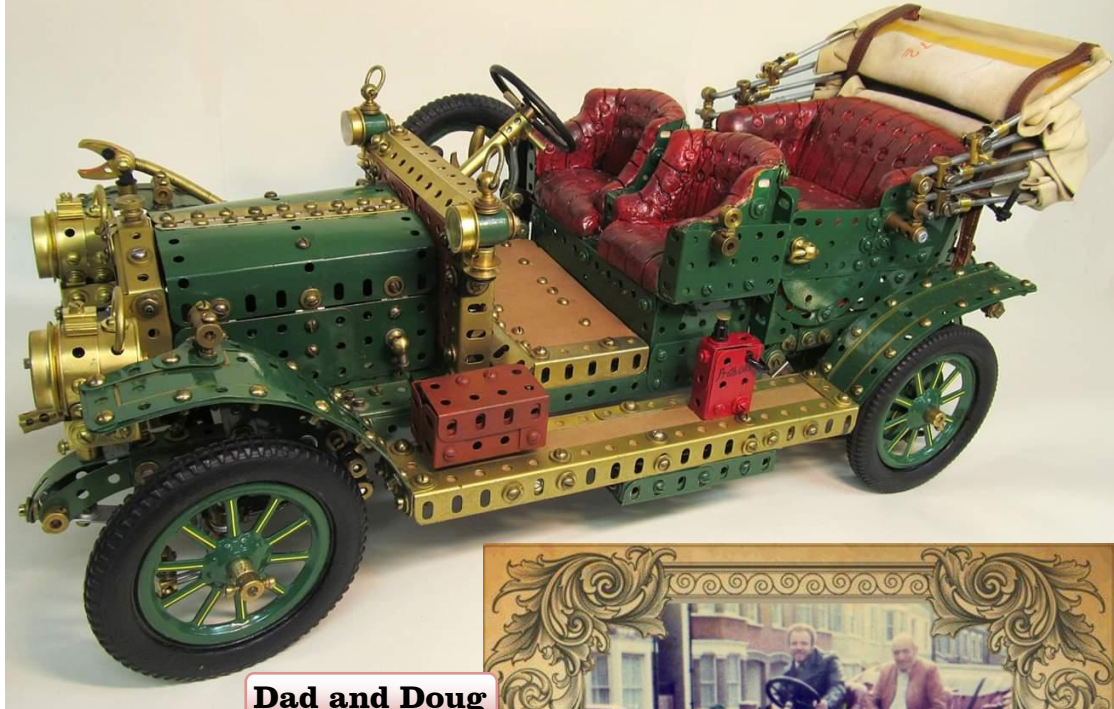
Now it's your turn!
Remember: If you want to try this, be patient and do not skip the preparation!

Peter Sullivan. Geneva & France. Aug 2019

Douglas Hedgley



1907 Armstrong Whitworth



Dad and Doug

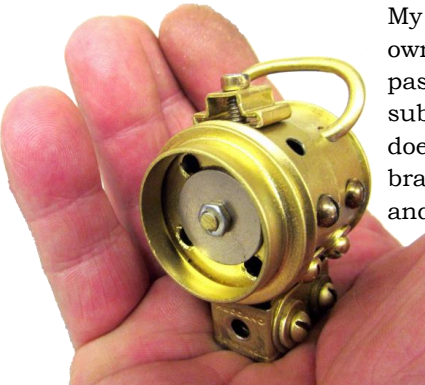


The original.

The car was built in 1907 near Newcastle by the armaments company of Armstrong Whitworth, whose normal business was the construction of battleships. The car, owned by a friend of mine, has a 4 cylinder engine of approx 30HP and is capable of about 45mph, and having driven it over many years and thousands of miles I can vouch for the sheer reliability of the old girl. After performing the correct starting sequence, she would always start on either the first or second pull of the large starting handle. This was just as well as pulling over five litres is no joke and not for the faint hearted. Get it wrong and it would kick back and bite you on the bum (or wrist). On the actual car I will say this, for a car over 100 years old, I have never had such a comfortable driving position or seat. True, when it rained you got good and wet, but you still drove with a smile on your face. The car is now at the wonderful Beamish Museum in Northumberland, near where it was built all those years ago.

The Meccano version.

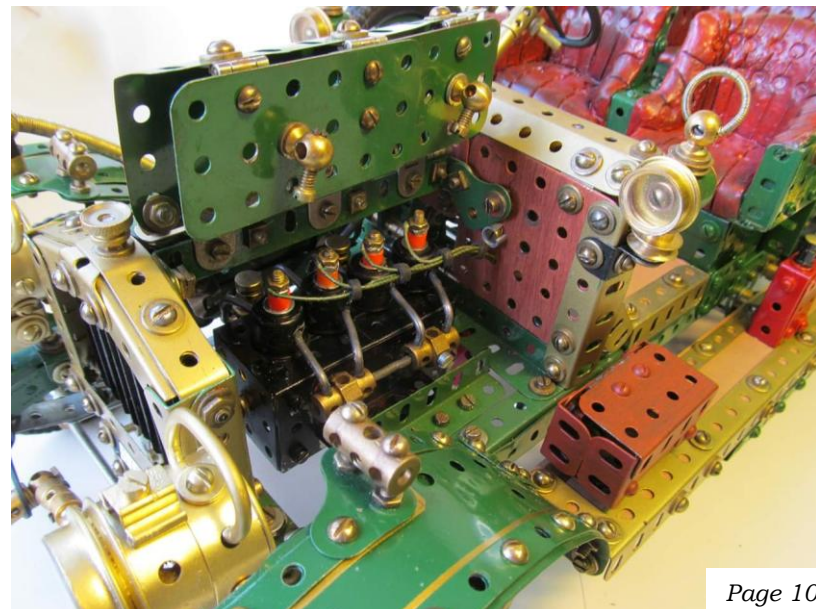
My good friend of many years Harry, who owned the car, was seriously ill and I determined to build a model of his favourite car before he passed away and I succeeded with just a month to spare. Apart from this, it was truly an excellent subject for a build having all those 'cranky' Edwardian attachments that the modern motor just doesn't have and which are so well suited to Meccano. I refer here to the spare wheel holder, the brass instruments, the running boards with their various tool boxes and the petrol can, the hood and those wonderful lamps these cars were adorned with at this time. How big to make the model was the first issue and as I wanted to put a lot of detail into it, it had to be quite large, plus as I really wanted to use the Spoked Wheels, Pt 19a, as I'd long considered them one of the best looking parts that Meccano ever made. Coupled with pre-war Dunlop Cord tyres, they are just made for this model. The wheels being a nominal 3" gave a scale of about 6:1, however I didn't get too excited if the scale wandered off here and there as long as I got the essence of the car.



I did make a solenoid motor for the car which dragged the chassis round the workshop a couple of times but I wasn't enamoured of it as the power was marginal at best! I also put in a standard 6 speed motor from the 70's, which was OK but when I thought about it I decided I only wanted a working static model, so I made a replica engine and put that in at the end of the build. I'm quite happy to use scruffy old parts (of which I have many) that are prime candidates for the paint sprayer, so I was delighted to use these. The other point for consideration is that I wanted to have the curves of the original bodywork reproduced in the model, which can be a problem as Meccano tends to favour angular forms.

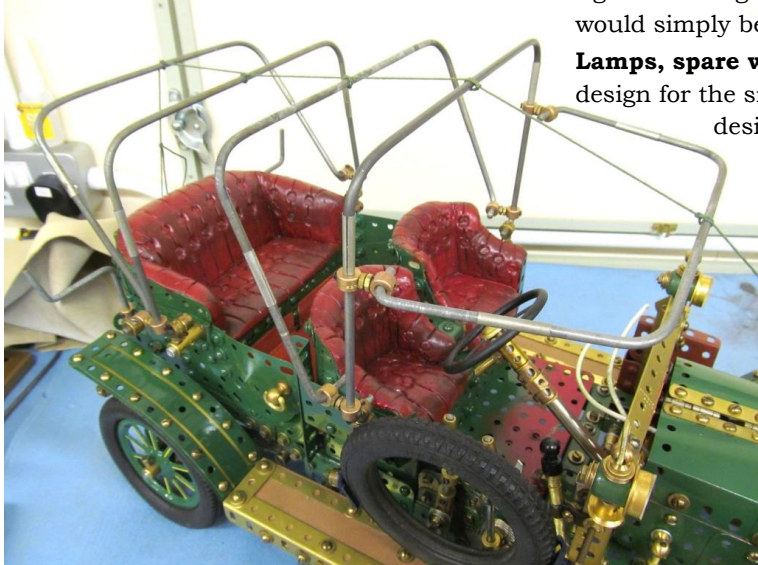
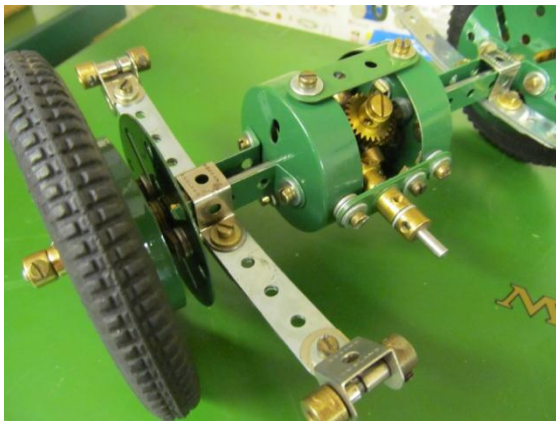
The chassis and steering

The chassis in cars of this period was a simple frame with stiffening cross members. The main chassis rails were made sturdy as were the flattened arches over the rear axle. I knew the model would get heavy so now's the time to allow for that.



The chassis and steering cont...

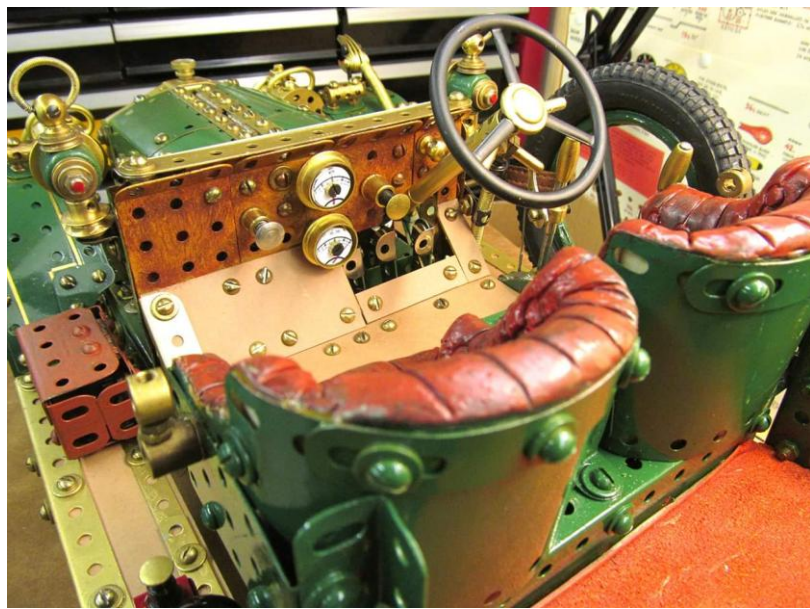
The drum brakes were on the rear wheels only because it was thought dangerous to have the front wheels braked! The brakes I used were the standard expanding shoe mechanism seen in many manuals. Suspension was also the usual for the time with leaf springs front and rear. As the build progressed the model was getting heavier and to stop any 'sagging' at the rear, it was a simple expedient to add another main leaf to the rear springs, just as in full sized practice. The differential is also quite standard and uses bevels though I wished I'd used contrates as these would have been far easier to set up. When first built, the steering was rack and pinion being easy and quick to make, but it was wrong for this age of car and so another very neat system was put in right at the end of the build. This works and gives light steering which is different from the original as at parking speeds, you needed effort to manoeuvre it into a parking spot. The front axle is a copy of that superb Veteran 'Lady's Town Car' built by Dr Jorge Emillio Catella. It was perfect for this car plus it had the added benefit of looking very elegant.



The driver's position

The driving position can be seen with the two instruments being known as a double Elliott and the petrol tank pressure pumps being simulated by spring buffers. On the original, the centre pedal is in fact the accelerator, (Important point when driving!) I thoroughly enjoyed building this and as this was my first large build in 50 years after two smaller initial models, it reminded me what a real pleasure this hobby is. The model was featured in 'International Meccanoman' and was built over a year with fortnightly updates on the A.C. Gilbert Heritage page. It has never been to an exhibition as I have had time problems which are only now starting to resolve themselves. It was designed as I went along from memory so any faults in the build, or the text, are of course entirely my own.

I can't make up my mind what I enjoyed most, building the model or driving the original, The photo at the top of this article is my father and I in Southend in Essex on a run in to town back in 1989.



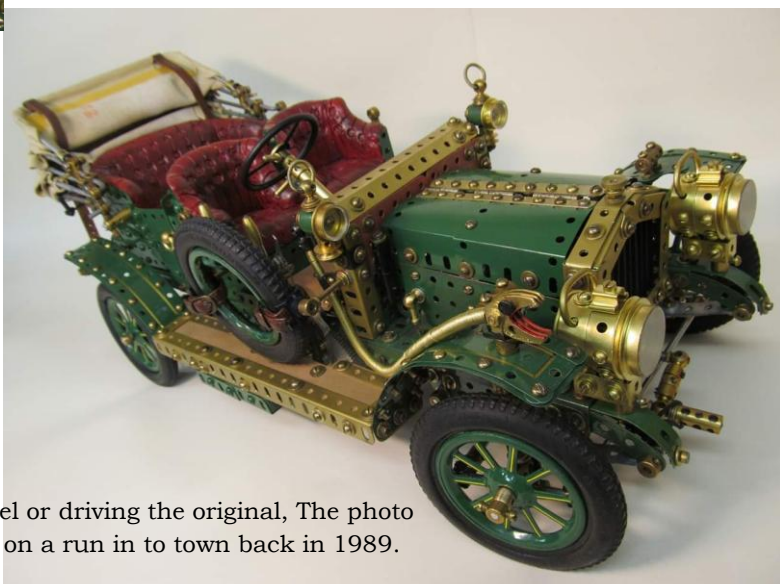
The gearbox and clutch Nothing special about the gearbox, being a simple sliding pinion giving 3 forward speeds and reverse as per the prototype although that had a quite sophisticated epicyclic gearbox. The clutch is 'bog standard' and is a foot pedal operating a pair of short rods located in the groove of a socket coupling opening a rubber ring and bush wheel against a spring.

The bodywork and radiator

The bodywork consists of resprayed flexible plates and dished triangular parts to enable a bend in two planes at the rear of the body. The bonnet top is hinged to enable lifting and folding. The radiator core was formed from standard tension springs with a sprayed brass surround. I'm not a 'purist' so the seats were made of modelling clay to replicate the buttoned leather of the originals They were first painted black followed by red and then rubbed back slightly to simulate leather. Red flexible plates could have been used for the seats, but they just don't look right. Running boards were supported by use of axle rods because brackets would simply bend under the weight. These came out very strong indeed.

Lamps, spare wheel, petrol can, drivers compartment. I used Dr Catella's lamp design for the side and rear lamps but the main headlamps were of my own

design, The handles on the large lamps, which are such a feature, are painted plumber's solder, as are the door handles. The dashboard and floor is a stand-alone assembly as it was easier to make this way and uses card to represent the Linoleum flooring. It's shown with temporary instruments. The spare wheel, known as a Stepney was used by bolting and strapping alongside the wheel with the flat tyre. On the petrol can you may recognise the filler as a Meccano railway buffer. The hood is made out of a slightly elastic chamois leather. It took several rebuilds to get the folding geometry correct, but it works well with the horizontal front frame being enabled to slide up and tension the hood. Leather straps from the wife's sandals hold the hood in the upright position and buckle to the front mudguards as per the original.



Alvis Stalwart – John Ozyer-Key



I first built this model in 2003 and it was the first one I totally designed myself. The original model was radio controlled through a six channel transmitter and worked very well. The vehicle could be driven forward and reverse in all gears and drive through all 6 wheels as well as steering and a fully operational crane.

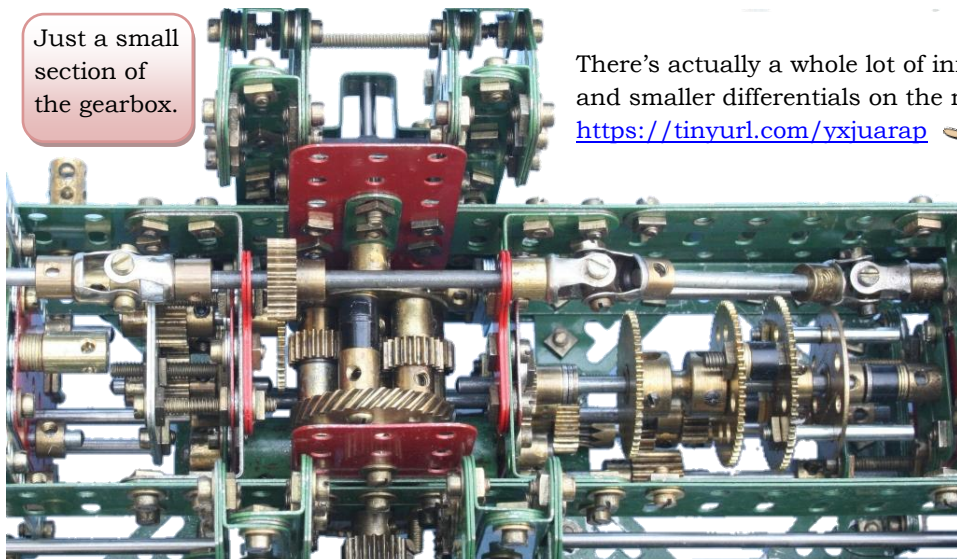
Fast forward to 2018, where I set myself a challenge to rebuild the Alvis in red and green, using only standard Meccano parts, except for the tyres, motor and heavy duty springs. Although I also had to use four 19t pinions machined down to 3mm and a drilled helical gear, these were the only parts that deviated from my original challenge. All the controls are now in the cab and work just like the real thing.

Operating the model isn't as easy with all the levers in the cab, but it's as per the prototype.

Power for all the functions, including gearbox, steering, winch and steering comes from one motor mounted at the rear, which also drives through a single plate clutch. This was an additional feature to include in the original one from 2003.

I'm currently writing instructions to rebuild the Alvis which are appearing in the Sheffield Meccano Guild Journal.

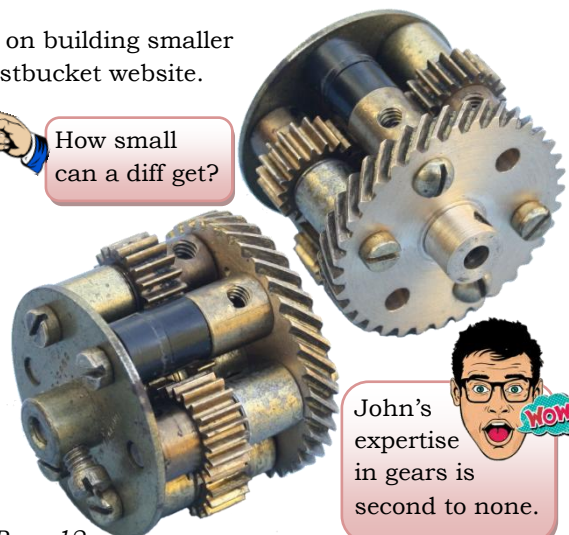
Just a small section of the gearbox.



There's actually a whole lot of info on building smaller and smaller differentials on the rustbucket website.

<https://tinyurl.com/yxjuarap>

How small can a diff get?



John's expertise in gears is second to none.

This Month's Meccanoboy: Greg Rahn

Greg Rahn from Canada is an avid collector of Meccano. So much so that his home, stuffed full of absolutely everything Meccano, is referred to as the Cochrane Meccano Museum. Quite appropriate really as not only does Greg collect Meccano but he researches and documents everything in the NZ Meccano gallery. You can browse his extensive mine of information at the link below.

4,500 photos!



<http://www.nzmeccano.com/image-8665>

Johnny's Meccano Magazine recently caught up with Greg and asked him the meaning of life, the universe and everything! ...and the answer was NOT 42.



Greg at Skegness 2009



Where and when were you born?

Born in rural Manitoba (central province in Canada) a place called Gladstone, MB on 25 August 1961.

Where did you go to school?

Grew up in Brandon, Manitoba (second largest city next to Winnipeg). Mostly sciences as subjects and then on to electrical technology in post secondary school. Finished and out into the world by 19 years old!

Brothers sisters?

Brother and sister - both younger 56 and 54 respectively

First exhibition?

A show in Red Deer, Alberta in 1998 was my 1st show. There are pics on the CMAMAS group webpage. I went and displayed at the large Canadian Meccano expo in 2001 in Toronto.

Pics also on the CMAMAS website.



<http://www.cmamas.ca>

When did you first discover Meccano? Age? How? What outfits? First model? First club?

Given Meccano as a Xmas present in 1974 or so. Would have been in my early teens. I built up a sizable collection by buying up broken/returned sets at our local Sears mail order store. They had a bin of sets that had the packaging opened, damaged, etc. We also had a hobby store that offered Meccano spares out of a 6 drawer dealers cabinet on the counter. I bought a few spares out of there...That always stuck in my mind, that cabinet! I did the usual manual models but it waned and all was sold before I left home. Married, kids and career in Calgary, Alberta took most of the 80's and 90's. I always had a thought that I would like a nice #10 set as a reminder of my youth but never acted on it until a chance visit to an antique shop in the mid 90's found me with a shoe box full of prewar Meccano. Its old blue-gold hatched parts had me wondering about the history of meccano and it sparked a journey that has brought me to today!

Any mentors?

No real 'mentors' but very good Meccano friends that shared my interest in the history of Meccano (or tolerated me at the very least). In the early days, there were not many meccano people in western Canada but there were a few! Ray Dymond and Bill Cook were the stalwarts of the hobby around here back then. I got involved with the Canadian Meccano group back then (Now CMAMAS) and toiled away until the dark ages lifted (advent of the internet age in 1996/97) and I was into email, Google and eBay! Been on eBay since close to its dawn. I am 'transalta' on eBay since 1998!

This brought me to the national and international Meccano fraternity and I became one of the historians and Meccano restorers of the group. Been close to 25 years now. Jim Bobyn in Montreal was an early Meccano confidant as we had very like interests in collecting, history, etc so that relationship has been going on since 2001 or so. Internationally, I converse with Tony Press in OZ in the early days as we shared the love of Meccano history and collecting. I would say Ed Barclay (Ontario) was an early Meccano friend too. I became involved with Ashok Banerjee (India) and his repo Meccano enterprise and have been the 'bagman' for his customers in North America for 20 years. As I spread my international wings, Richard Payn and Clive Weston were the main contacts and as time went on, Tim Gant and Roger Marriott became members of my 'collector syndicate'. We share Meccano history and thoughts to this day. There are countless others that have helped and/or been bugged by me over the years when I am on a Meccano restoration project or two! New Meccano friends now include Doug Hedgley in the UK as he has become my principal conduit for eBay purchases that eventually make it to the Cochrane Meccano Museum in my ever growing collection.

Any overseas expos? Where?

The MECCA 2009 trip I took with Jim Bobyn saw us go to Skegness and a driving trip across the breadth and width of the UK for over 2 weeks. We visited several Meccanomen and their collections. These included: Jeff Jones, Jim Gamble, Geoff Brown, Richard Payn, Roger Marriott, Tim Gant, Roland Jaggard, Clive Weston and George Illingworth. In 2009 and today, this represents the "royalty of Meccano" and we were privileged to have been welcomed into their homes and see their Meccano collections.

What are your current club/clubs? CMAMAS, ISM

Can you reel off part numbers from memory?

Yes, as well as identify and date any part by sight.



Just a few Ten Sets.



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

More than your average Meccano boy! I have what is probably the largest historical collection of Meccano in North America and it rivals some of the larger collections in the UK and the world. I have original and restored sets that represent the whole of Meccano construction set line from the early 1900's up to the demise of Meccano in the UK in 1979. I also have as sidelines the sets that includes the aero constructor sets, the Kemex sets, electrical sets and the complete history of the Meccano motor and transformers represented in a boxed example of almost every type. As you well know, the Meccano part #40 - the mighty string or cord is one of my collecting passions and I have been doing a study of the part called 'string theory' for near on 20 years now. I found the largest cache of unused Meccano cord back in 1999 from an old dealer here in Calgary. It was old Meccano stock from 1961 that included original boxes of #40 string that numbered in the hundreds! The entire lot was something like 3300 hanks of cord at one time. This was sold off to the Meccano community over a period of years..... I have also bought and sold, over the last 20+ years, 40+ #10 sets. I still have a sizable collection that has a representative set of most sizes from almost every era in the 80 years of UK Meccano. I also have a very large Meccano literature collection, dealer cabinet and parts among other things.



Great achievements?

I would like to think I have furthered collected knowledge of the history of Meccano in my own way. My contributions on the NZ Meccano website and other venues are some of the only research done on a few Meccano subjects and are referred to by many. Not being a modeller, I wanted to contribute to our hobby and my fascination of the history of Meccano, my restoration efforts and my willingness to help with Meccano history, parts, sets and questions to a lot of Meccanomen, is my part and I hope it is appreciated and outlives me.



With Jim Bobyn left

Tell me about your Meccano Museum.

The Cochrane Meccano Museum is my silly name for my large collection! Being a historical collection of sets, parts and literature, it takes up a lot of room if one wants to have any sort of display. It continues to grow and includes a representative example of almost every set and part from the Meccano glory years from the early 1900's to 1979. As I said, I tend towards the electrical sets as much as I can and the large sets. I have a #10 set from every era and colour scheme from 1937 to the 1970's. I also have several #7 sets from the start of them in 1922 to 1933 and an epic L outfit from the 1934-36 era of blue-gold Meccano. There are numerous sets in between and a large historical collection of parts, etc. Dealers' cabinets are a passion and my recent acquisition of the only known example of the 1929 style of the #2 cabinet is a current restoration project. This cabinet came from New Zealand earlier this year. My collection of Meccano literature is one of the largest around and is housed in the main collection area and in a large antique oak map cabinet 6 feet high!!! I also have a complete collection of every set and type of Plastic Meccano outfit from 1965 to 1979. A history primer is in the works!

The primary collection is in an area of the lower level of our new house. It is about 500 ft.sq. but the overflow takes up some room in a neighbouring store room and into the rec room area of the basement (it's not allowed upstairs!) so, that is why we 'downsized' to a 4000 sq ft house! I probably have about 1000 sq feet dedicated to Meccano at any one time.

Why the move?

After 20+ years in a large family 2 story house here in Cochrane and the fact that we were 'empty nesters' for years, the large 5 bedroom house was not serving our needs. As one ages you look for a bungalow style house in your later years that sees the bedroom on the main level with all the other things. We also wanted a mountain view. We are in the shadow of the Rocky Mountains 60 miles east of Banff/Canmore in the Bow River Valley here in Cochrane. This house came up last year and ticked off most of the want boxes. It was large (2000 sq.ft. bungalow with a 2000 sq. ft. walkout basement) and had a million dollar view of the mountains and overlooks the Bow Valley. It was 'dated' and needed a lot of reno work. I was just the guy for it! Over the last

year or so, I have just about completely renovated the entire house including a brand new gourmet kitchen. We have also done a lot of work to the yard and I did find time to re-establish my Meccano collection in a new area in the basement.

Advice to people thinking of starting with Meccano?

Do what you want! If you like building, BUILD!
If you like collecting COLLECT! If you like both....DO BOTH!!!!

Reflections on your life as a Meccanoboy. How has it benefited you?

It was/is a good way to spend time. I also like the fact that I have a bunch of new friends and interactions that I would not have otherwise benefited from if not for my interest in Meccano. I hope my collection, research and contribution to the Meccano hobby outlive me.....that is all that one can ask for...a legacy!





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 Follow Johnny Meccano



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.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.midlandsmeccanoguild.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>

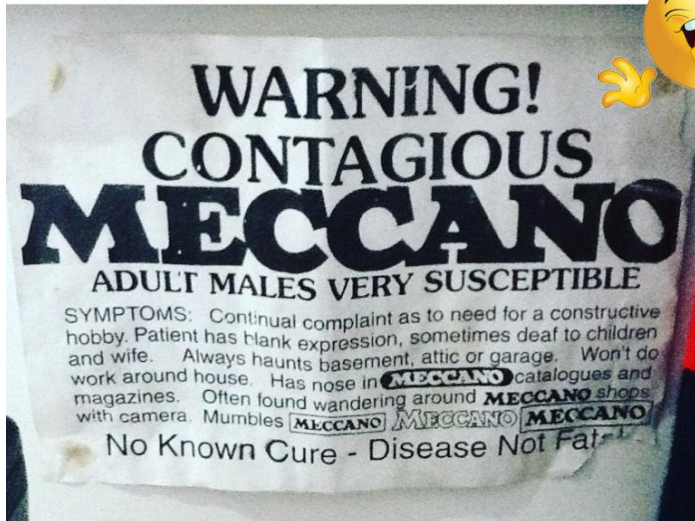
<http://www.meccano.us>

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

<http://www.meccanokinematics.net>



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Meccano suppliers

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

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

<https://www.meccanospares.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

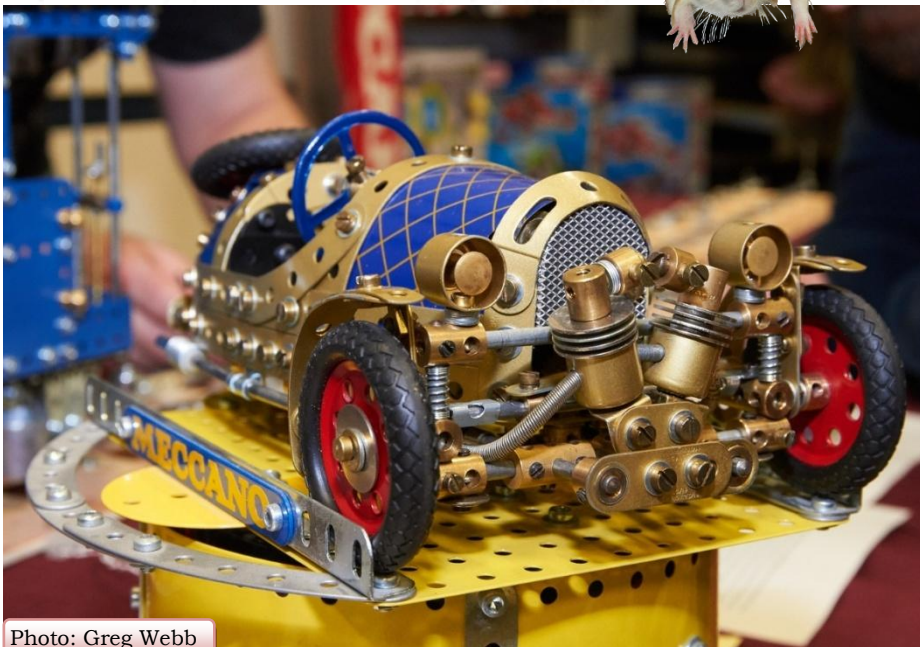


Photo: Greg Webb

1930s Morgan Three-Wheeler
Designed and built by Neil Bedford
Scaled up from original factory drawings found online. The general shape and dimensions are about as close as I could get on this small scale. Driven by a Meccano 3-6 volt motor using 4 x AA batteries to give 6 volts. The model has working 'sliding pillar' front suspension and (just about) working steering. The bonnet plate is the only genuine blue and gold part in a model made largely from reclaimed parts. – Neil Bedford.

To have your models featured in Johnny's Meccano Magazine email a good quality photo and a few words to MeccanoNews@gmail.com