

Treasure Chest

The South East London Meccano Club, SELMEC, had a secretary's challenge from Brian Leach. It was to make a safe, or some other secure box, such that no one, apart from the builder, can gain access to it. Brute force should not be used to get into it! For example, members might have had a set of rods, strips or other parts that had to be moved so that the safe could be opened. Whether there was anything worth having inside the box was another matter!

<https://selmec.org.uk/challenges/safes>

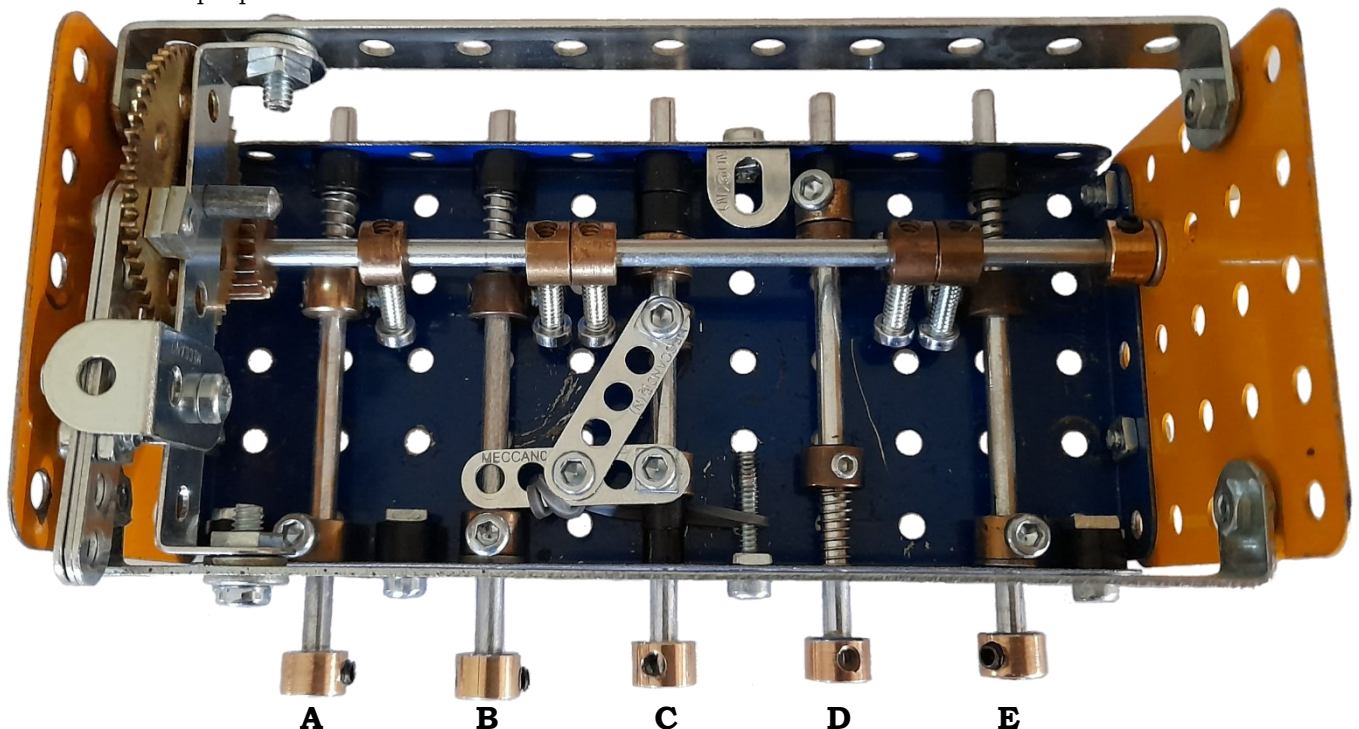


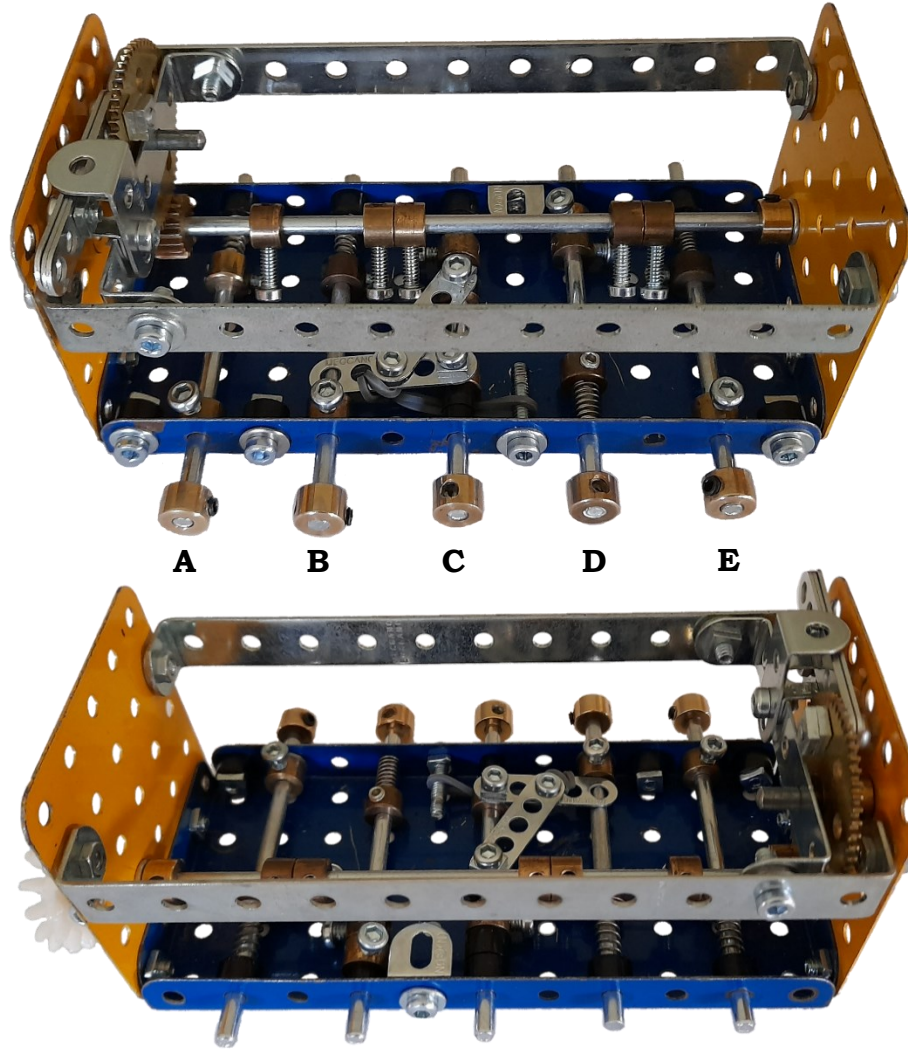
Part No.	Description	Qty
2	Strip 5½"	3
6a	Strip 1½"	4
9	Angle Girder 5½"	2
9b	Angle Girder 3½"	1
10	Fishplate	6
12	Angle Bracket	6
12b	Angle Bracket 1" x ½"	1
14	Rod 6½"	1
16	Rod 3½"	5
18b	Rod 1"	1
26	19t Pinion	1
27a	57t Gear	1
27f	Multipurpose Gear	1
38a	Plastic Spacer Large	8
38b	Plastic Spacer Small	3
48a	DAS 2½" x ½"	1
48d	DAS 5½" x ½"	3
52	Flanged plate, 5½" x 2½"	1
59	Collar	22
70	Flat Plate 5½" x 2½"	1
72	Flat Plate 2½" x 2½"	2
74	Flat Plate 1½" x 1½"	6
111a	Hex Bolt Cheese Head ½"	6
114	Hinge	2
120b	Compression Spring	4
C768	QI Narrow Strip 5h	2
C769	QI Narrow Strip 7h	3

The locking mechanism works by preventing the 6½" Rod from turning. This is achieved by strategically placing 5 Collars with ½" Bolts so that they are blocked by standard sized Bolts in the Collars on the 3½" Rods. Each 3½" Rod must be positioned such that the Bolts are vertical thus allowing the ½" Bolts to pass by. The method of positioning the Bolts varies with each Rod as they have 4 possible movements. LEFT, RIGHT, IN, OUT. You can personalise your own combination or copy mine.

- A.** Push IN then turn LEFT.
- B.** Push IN then turn LEFT but only AFTER turning Rod C to the RIGHT.
- C.** Turn RIGHT and hold.
- D.** Pull OUT and turn LEFT.
- E.** Push IN and turn RIGHT.

Now turn the Multipurpose Gear anticlockwise to unlock.





Start by bolting the Flat Plates to the ends of the Base Plate so that you have somewhere to journal the 6½" Rod. Then work through each 3½" Rod.

Rod A has 2 Collars at 90 degrees to each other. There is a Spacer bolted to the left of it and a Compression Spring at the rear, so you must push it IN then turn it LEFT to get the Bolt on the rear Collar vertical.

Rod B is the same as Rod A but it cannot be pushed IN until you turn Rod C to the RIGHT.

Rod C has 2 Collars at 90 degrees to each other plus another Collar to anchor the triangle formed with QI Narrow Strips. This triangle is to prevent Rod B forcing the QI Narrow Strip forward. I tried to use a Pawl, but the Base Plate leaves no room for it.

Rod D is the opposite of rods A and B. The Compression Spring is at the front, and you must PULL it then turn it LEFT to get the Bolt on the rear Collar to clear the Angle Bracket.

Rod E is simply the reverse of Rod A with the Plastic Spacer on the right instead of the left.

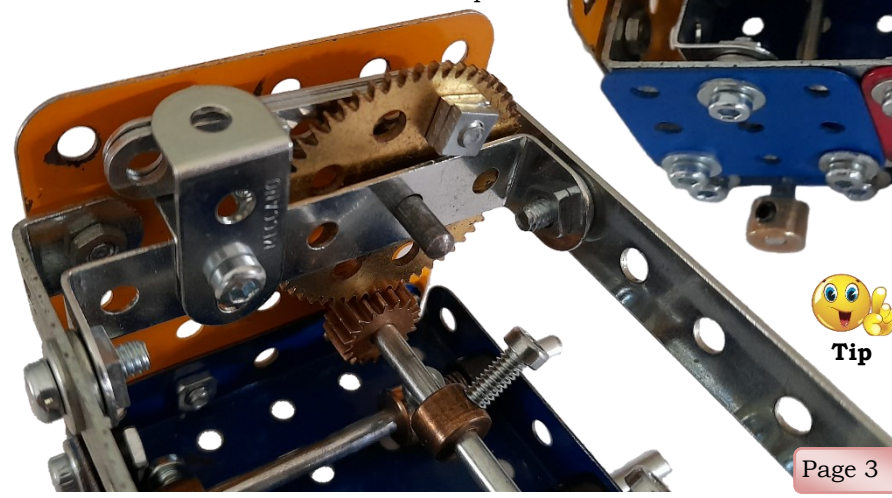
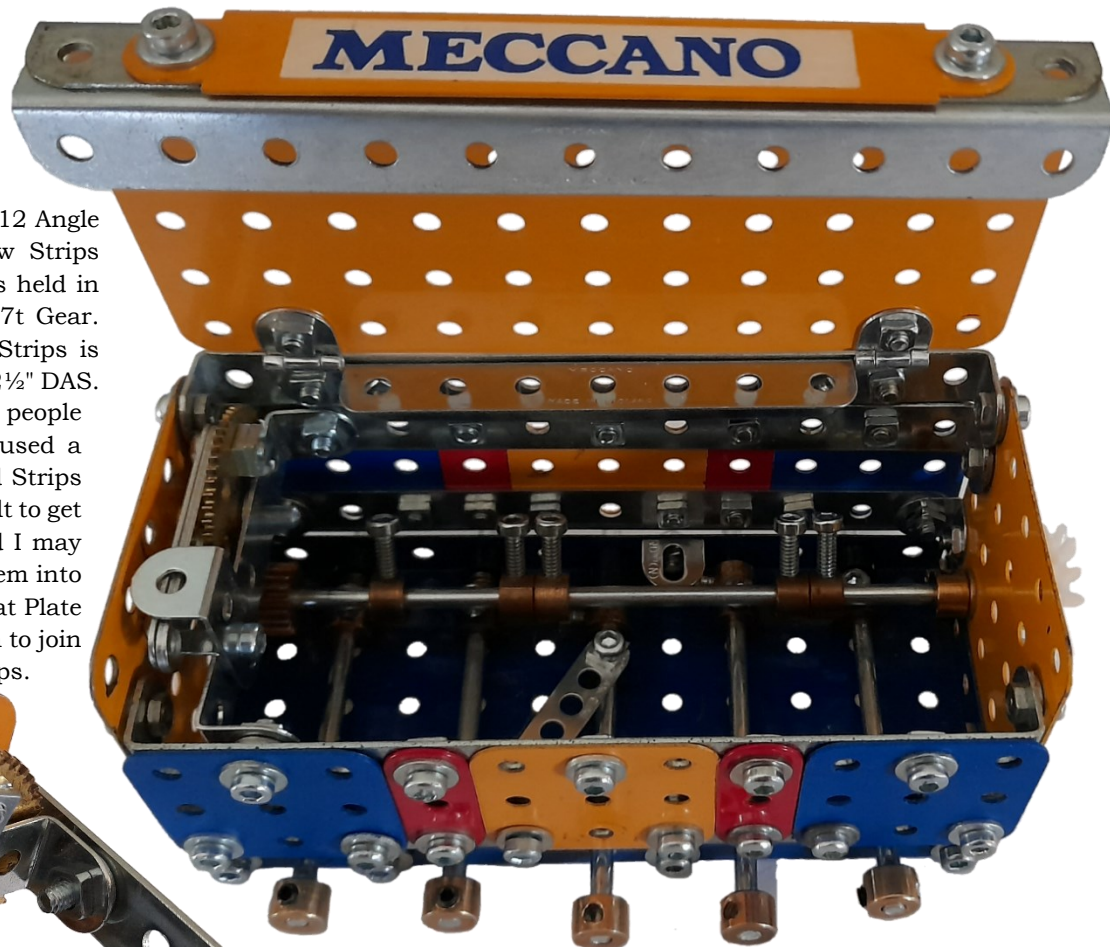
There is a 65mm Drive Band looped under Rod C to hold the Narrow Strip down thus preventing Rod B from being pushed forward.

After careful adjustment, all the Bolts on the Collars must be tightened with the maximum force possible to prevent those little darlings from forcing them loose. (And they will try, trust me!).

Note: the 5½" Double Angle Strips have Washers at each end. I was surprised to discover that they are not the same length as a Base Plate. They actually fit inside a Base Plate.

The 19t Pinion turns the 57t Gear which has a 5h QI Narrow Strip locknuttied to it. The 3 QI Narrow Strips are bolted together. Wiggle room must be used to ensure the 57t Gear clears the DAS.

It is necessary to use a 12b and a 12 Angle Bracket to prevent the QI Narrow Strips from being lifted up. The 1" Rod is held in place by the Grub Screw in the 57t Gear. The movement of the QI Narrow Strips is limited by the locknuts hitting the 2½" DAS. The 3½" Angle Girder is to stop people getting a sneak peek inside. I've used a combination of 3x3 Flat Plates and Strips to make it colourful, but it is difficult to get them to butt up to each other and I may be guilty of using a drift to force them into submission. The lid is a part 70 Flat Plate but as these are rare, you may wish to join more common Flat Plates with Strips.



Tip

To disorientate potential safecrackers, position the outside Collars randomly. If all the Grub Screws are at the top in either the locked or unlocked position, it might be easier to visualise what's going on.

Multipurpose Gear part 27f

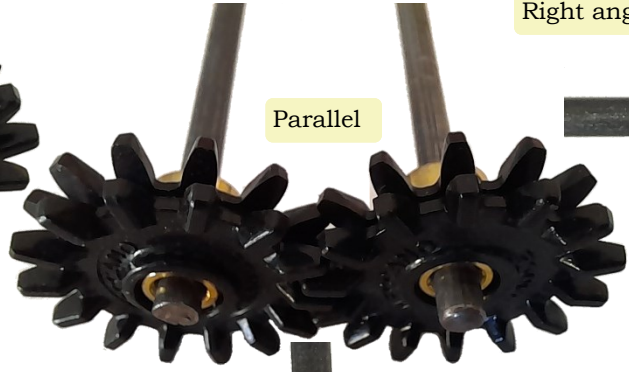
Almost any angle



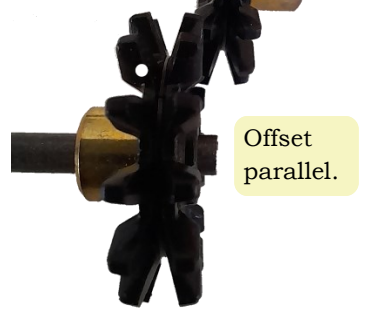
Right angle



Parallel



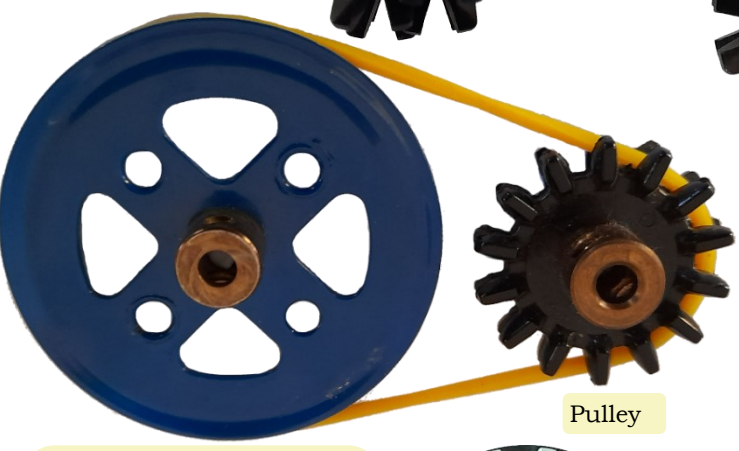
Offset parallel.



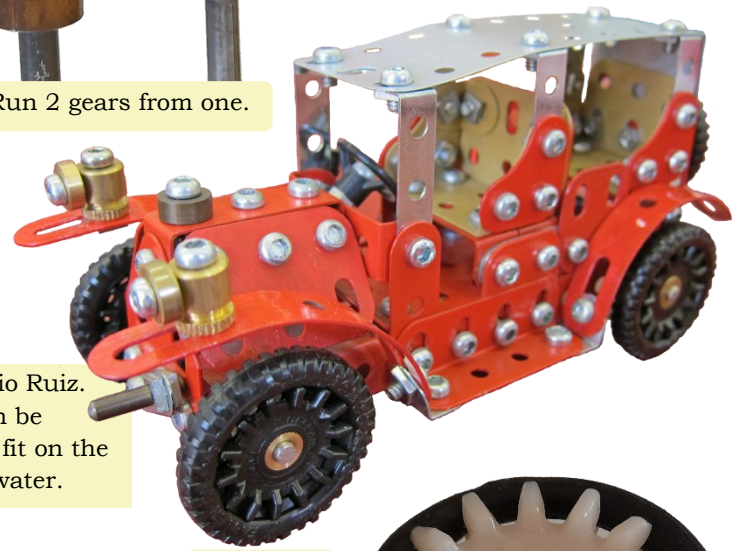
Dog Clutch



Run 2 gears from one.



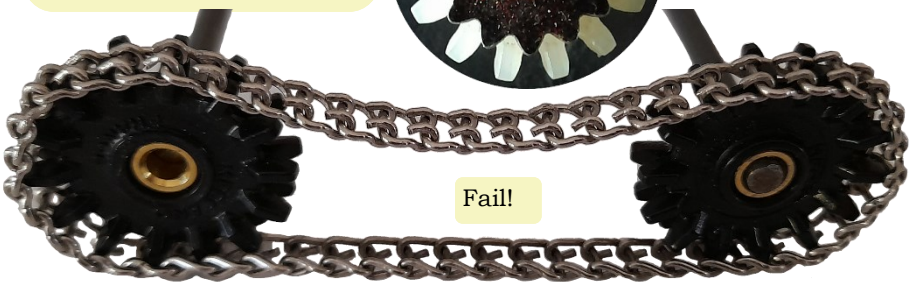
Pulley



It was suggested that chain would fit so I tried it. The pitch on the outside of the 27f is more than the pitch of the Sprocket.

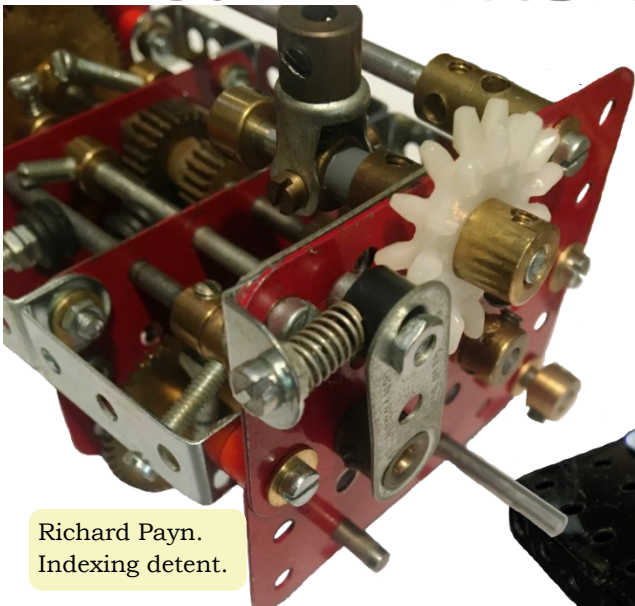


Car by Antonio Ruiz. 142c Tyre can be persuaded to fit on the 27f with hot water.



Fail!

With 155 Rubber Ring can be used as a Chain tensioner or perhaps a roller to feed paper?



Richard Payn. Indexing detent.

Mary Jost made fine use of the decorative aspects of the 27f.



Decorative



Unimog

411 by

Fabian Kaufmann

When I discovered the 6" Ashtray Tyres on NZMeccano a few years ago, it was immediately clear to me that I would also like to build a model with these wheels.

At a scale of 1:5.5, many details of a model are better realised than with the large Meccano standard tyres, which have a diameter of about 11 cm and result in a scale of 1:8. I decided to build a Unimog because, with this vehicle, the extremely short 31cm wheelbase made the scale easier to achieve with Meccano.

 <https://youtu.be/-tIMZnjDhus>

Specifications: Scale 1:5.5
Length: 58.5 cm
Width: 27 cm
Height: 37.5 cm
Tyres: 6" Firestone, approx. 16 cm
1 x 12V gear motor. 60 rpm
Weight: approx. 12 Kg

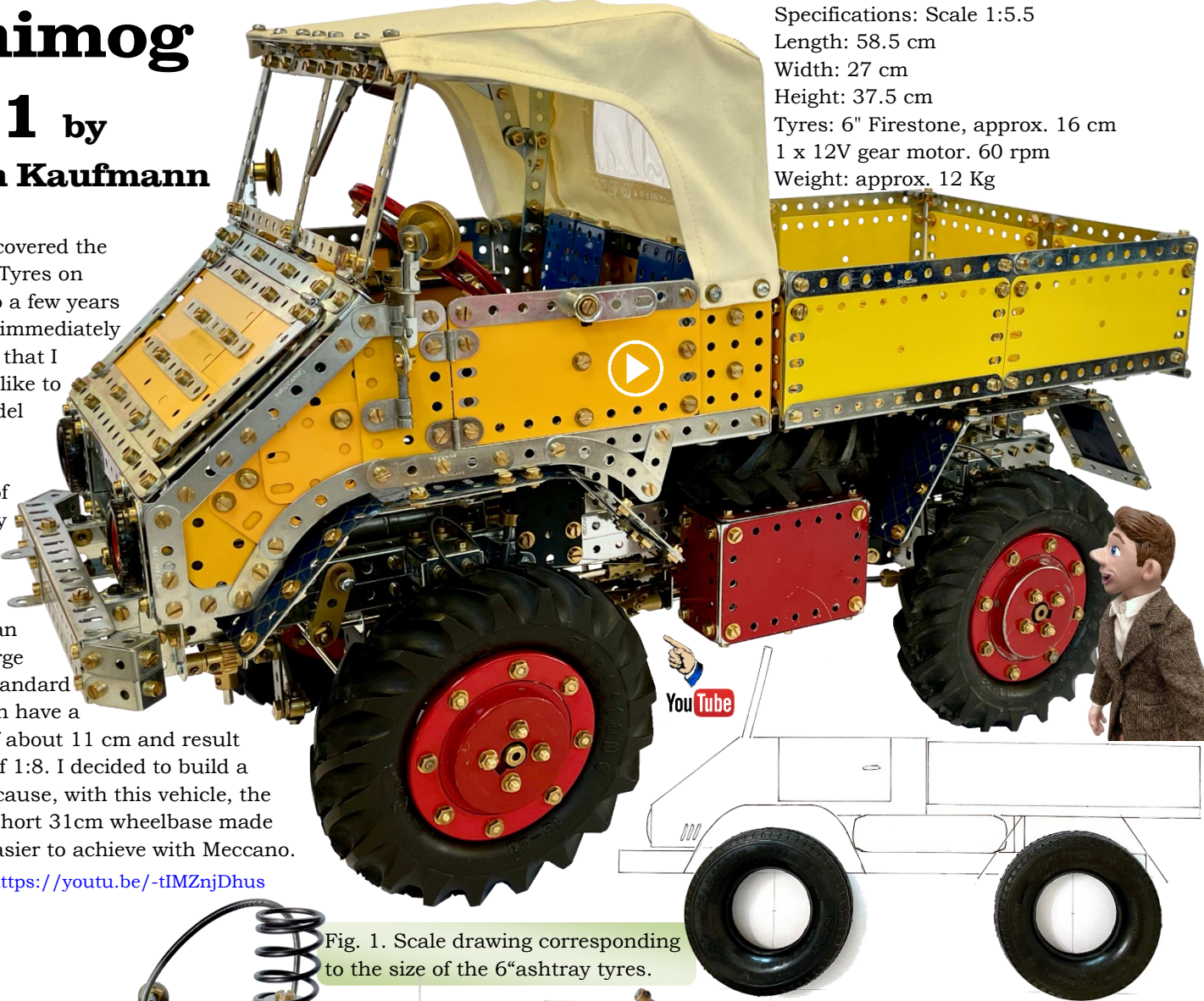


Fig. 1. Scale drawing corresponding to the size of the 6" ashtray tyres.

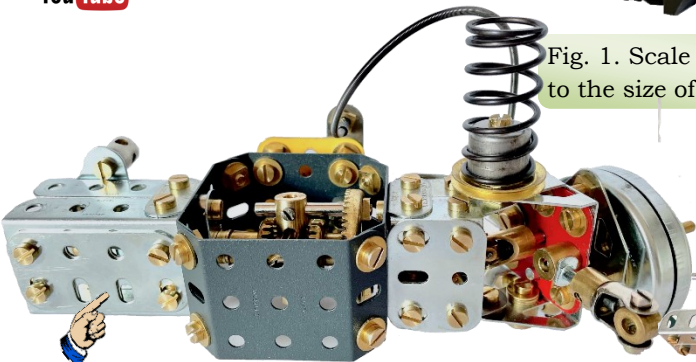


Fig. 2. Prototype of the front portal axle with coil spring and steering knuckle.

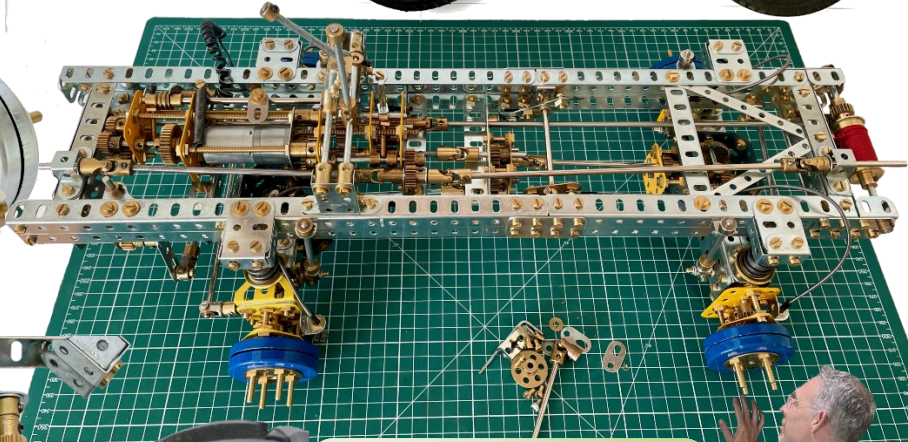


Fig. 3. The frame with mounted portal axles. On the left the gearbox by Richard Smith fits underneath the bodywork.

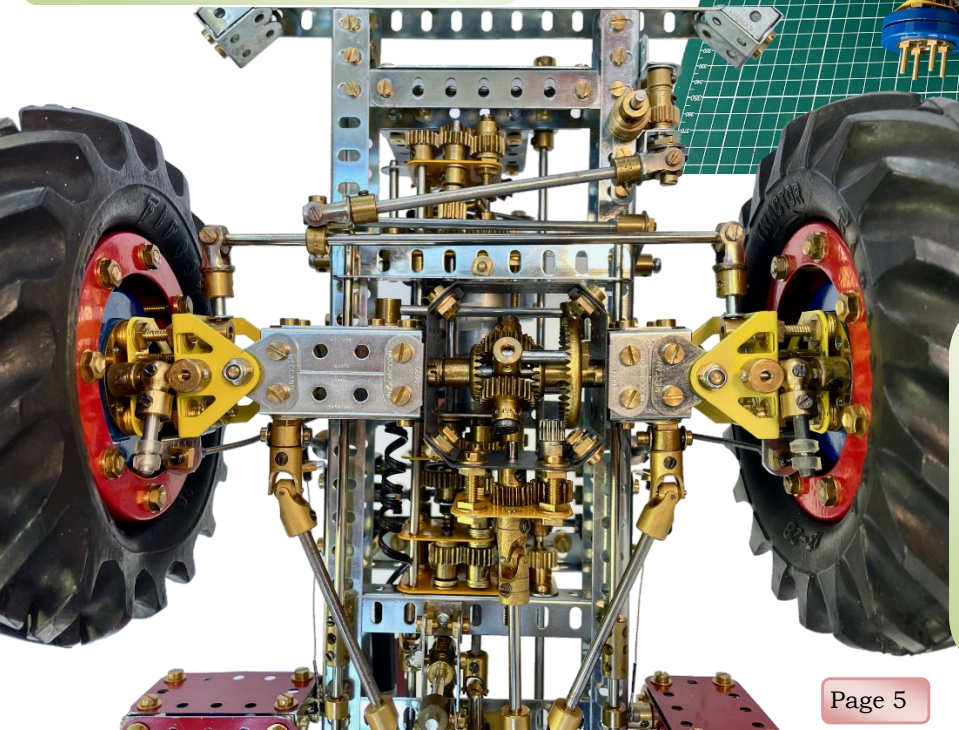


Fig. 4. The gearbox, which sits directly above the front axle, is a replica of the gearbox from Richard Smith's tractor "Little Grey Fergie". It is very compact and powerful and drives the PTO, a winch at the rear of the wagon and the tilting of the loading area.

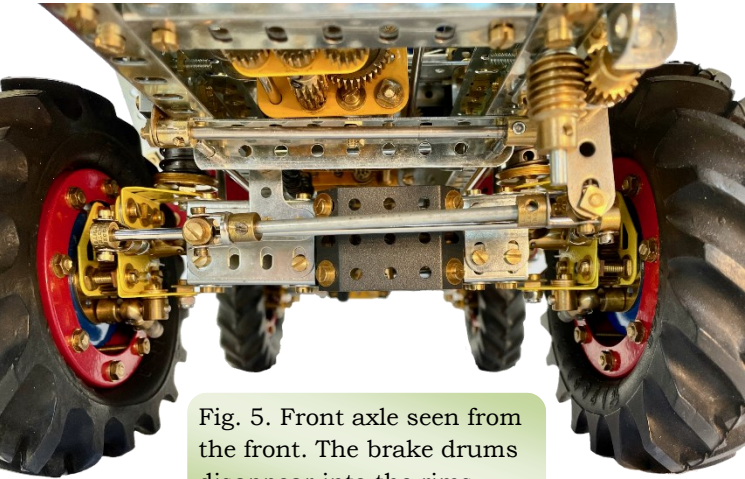


Fig. 5. Front axle seen from the front. The brake drums disappear into the rims.

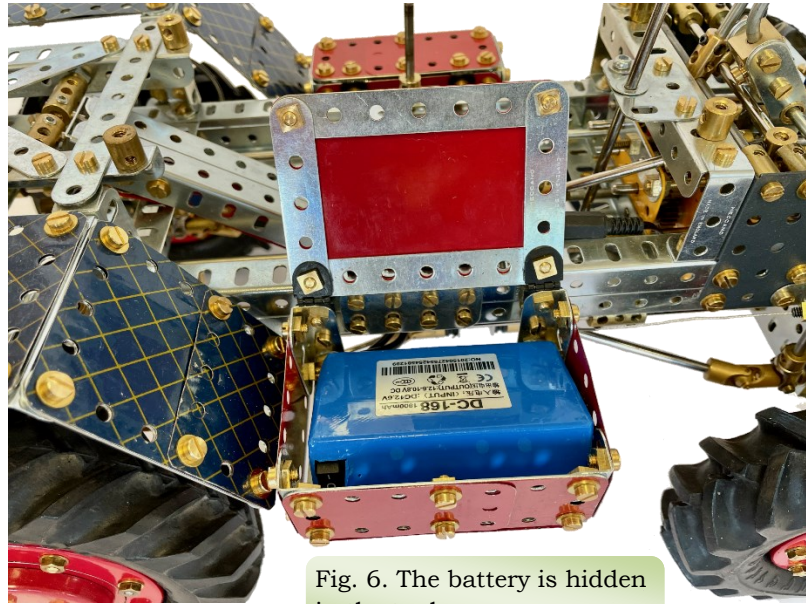


Fig. 6. The battery is hidden in the tank.

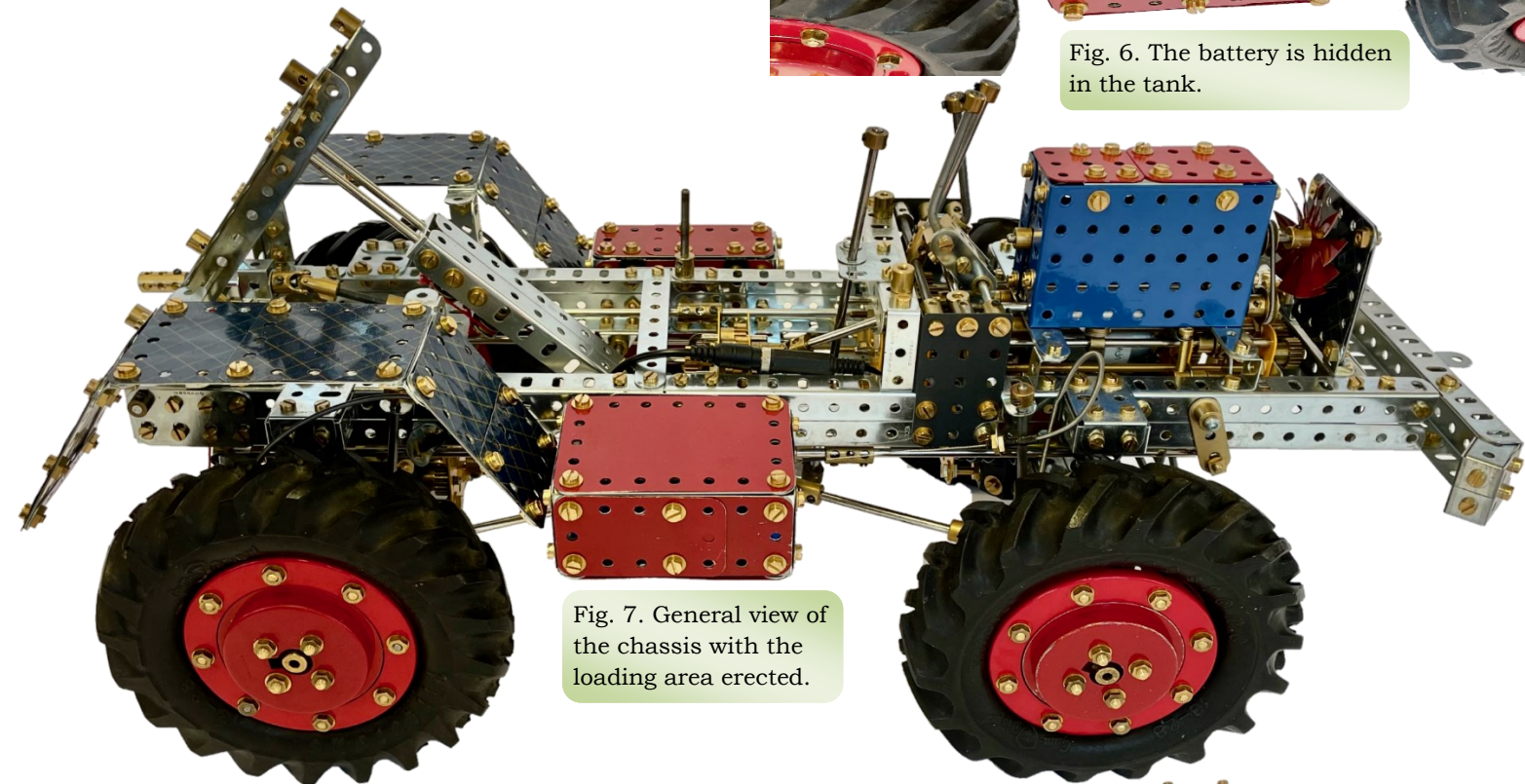


Fig. 7. General view of the chassis with the loading area erected.

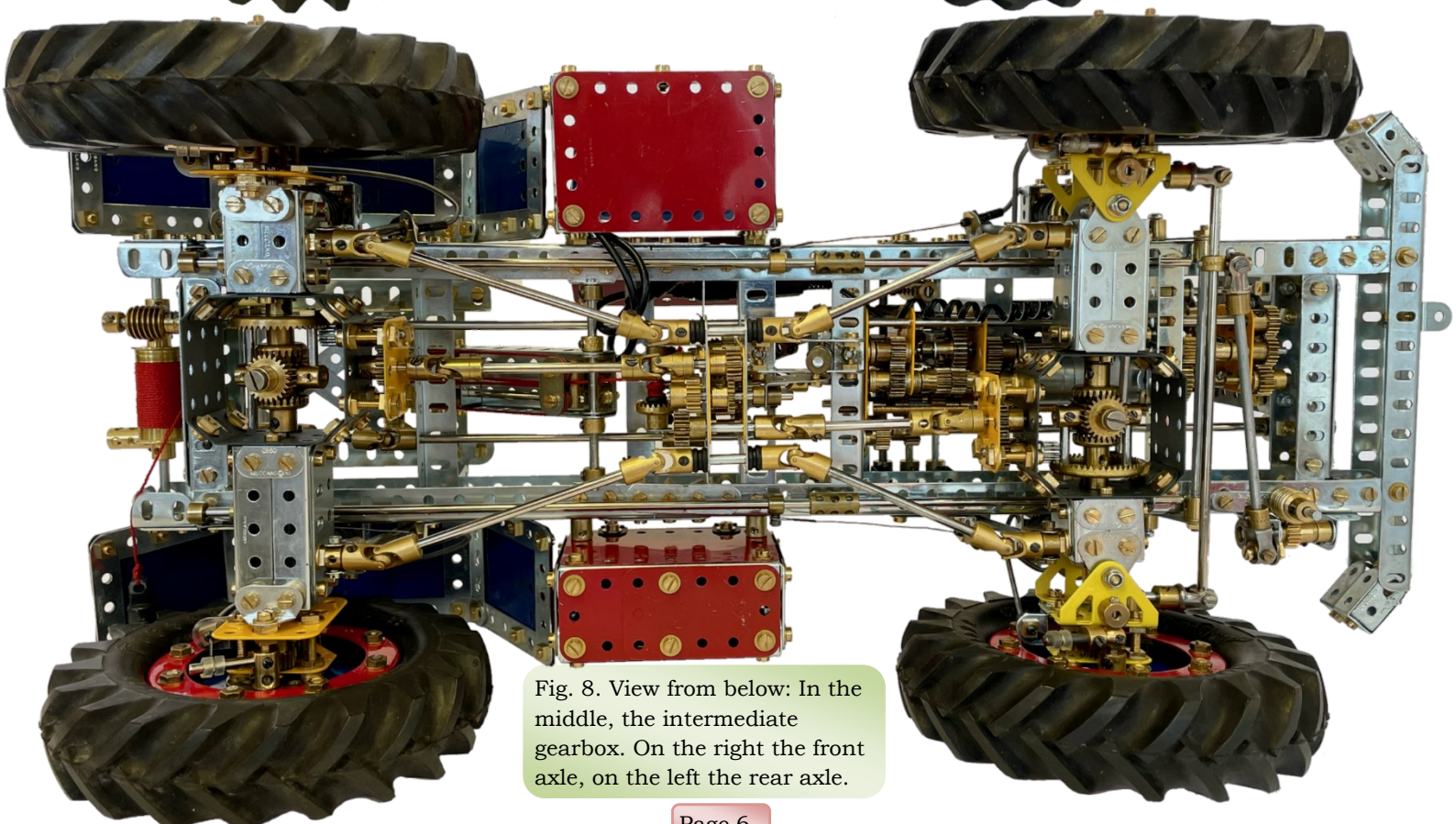


Fig. 8. View from below: In the middle, the intermediate gearbox. On the right the front axle, on the left the rear axle.



Fig. 10. Demonstration of the axle articulation in practice.



Fig. 9. Cab from the rear left with the load platform tilted. Half of the spare wheel disappears under the driver's cab.

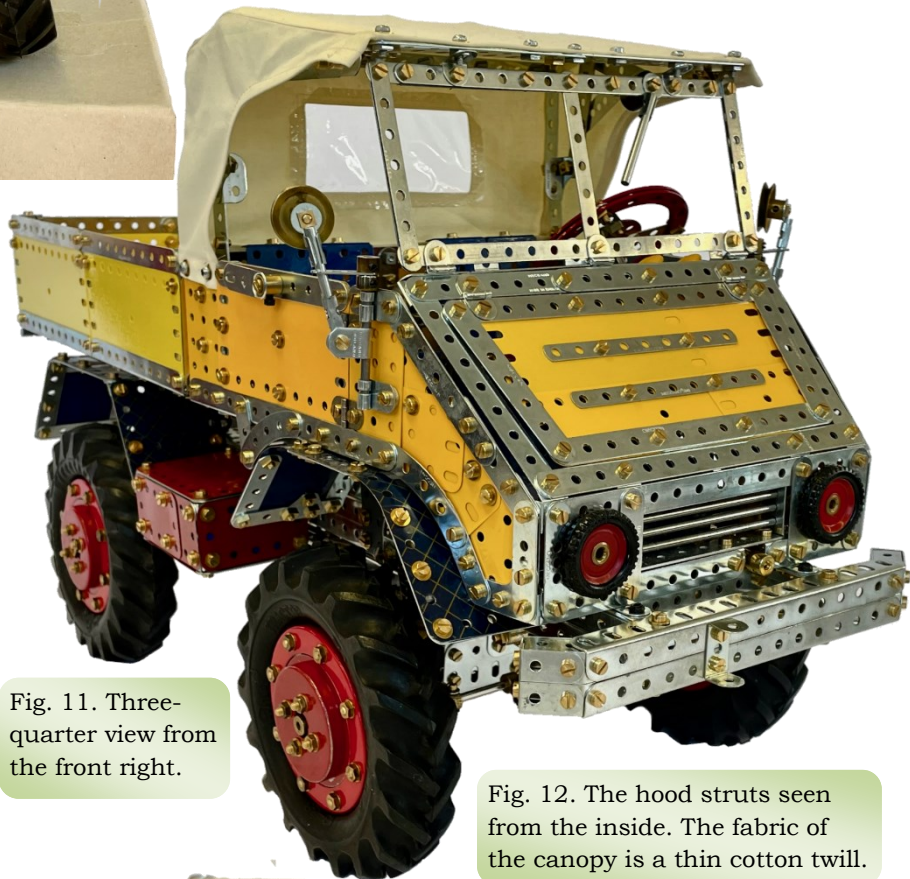
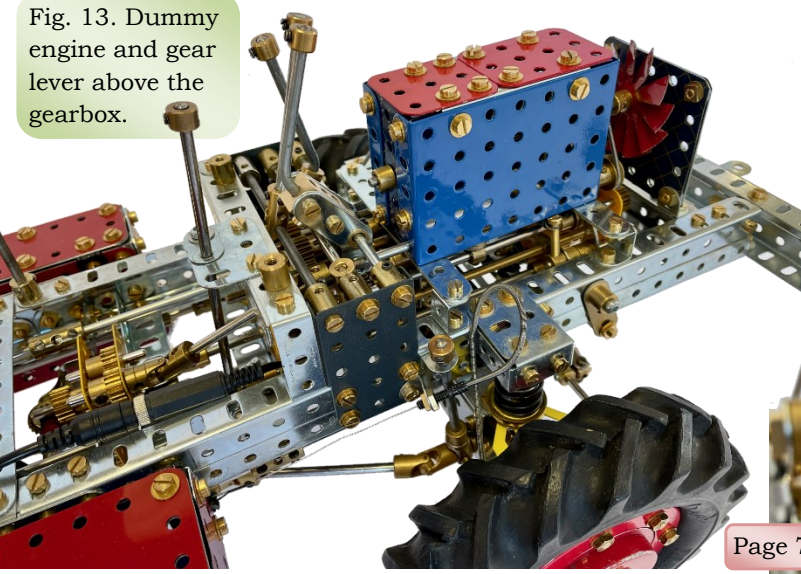


Fig. 11. Three-quarter view from the front right.

My Unimog has portal axles just like its big prototypes. The front and rear axles are equipped with countershaft gears at the wheels, which increase the ground clearance by $\frac{1}{2}$ inch. Because of the high weight of almost 12 kg, however, the wheels are not driven here. Instead, I took the narrow and very compact gearbox from Richard Smith's tractor as a model and modified it in such a way that it found a suitable place in the frame of the Unimog and now drives three engageable output shafts: 1. the PTO shafts at the front and rear, 2. a winch at the rear and 3. a telescopic rod for tilting the loading area. In addition, just like the original, my model also has a front-wheel drive that can be engaged by means of an intermediate gearbox. On the 2-seater convertible body, the top can be folded up and the doors and bonnet can be opened.

Fig. 12. The hood struts seen from the inside. The fabric of the canopy is a thin cotton twill.

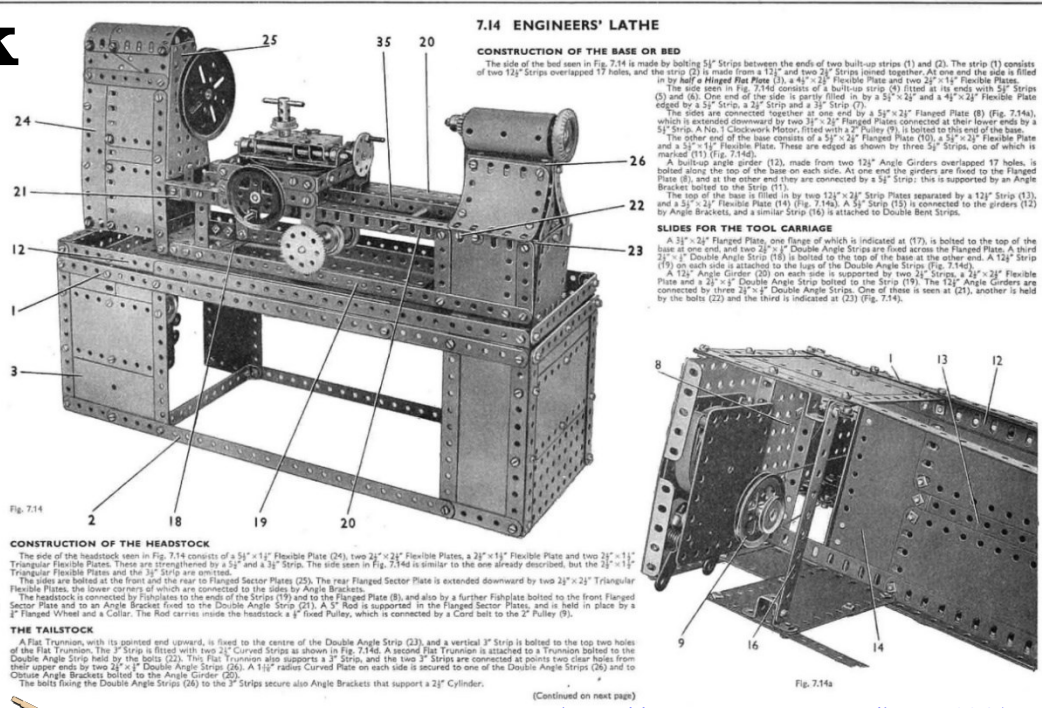
Fig. 13. Dummy engine and gear lever above the gearbox.



4 Jaw Chuck

A friend built the 7.14 Engineers' Lathe from the 1957 number 7 manual, but it didn't have a chuck, so I designed this. My 1st attempt is shown below, and you can see it working in my short YouTube Video.

YouTube <https://youtu.be/hDyBRPm9420>



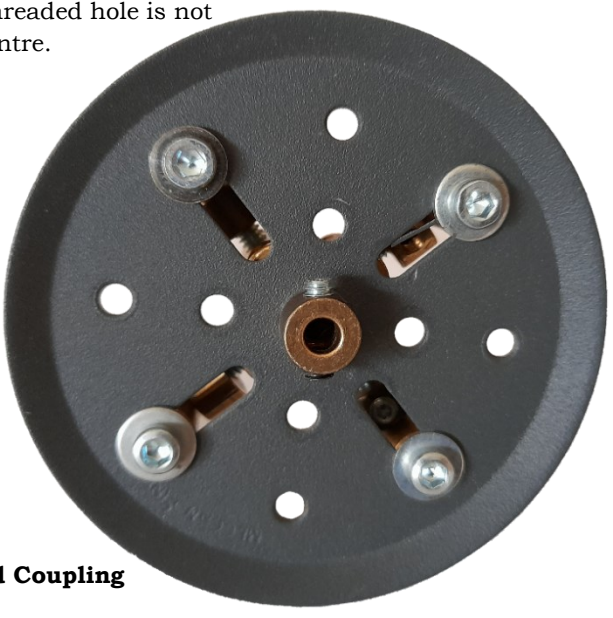
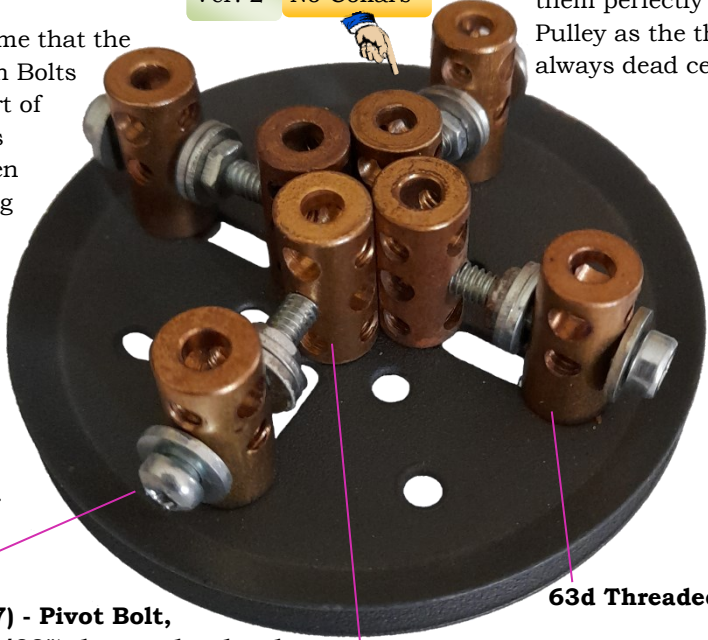
- Ver. 1 Collars
- Ver. 2 No Collars

Tip: You may need to try turning the Couplings 180 degrees to get them perfectly flush with the Pulley as the threaded hole is not always dead centre.

<https://www.nzmeccano.com/image-32654>

Download the manual from the NZM Gallery.

It later occurred to me that the thread on the Pinion Bolts stopped 14mm short of the Bolt heads. This allowed me to tighten up a hex Nut locking the Pivot Bolt in place but leaving it free to turn. I found 3 standard Washers provided the exact spacing to keep the Bolt secure but still free enough to turn.



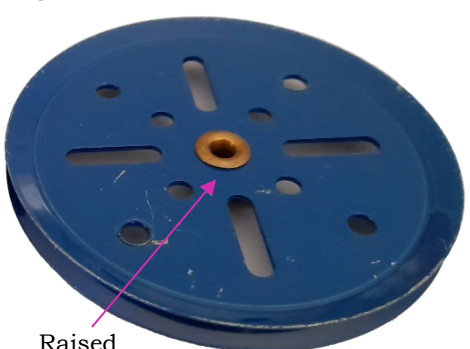
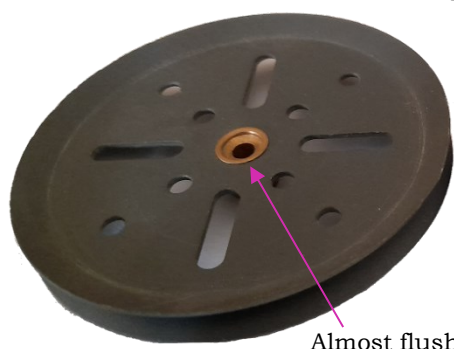
147g (A347) - Pivot Bolt, 23 mm (29/32"), hex socket head

63d Threaded Coupling

63 Coupling

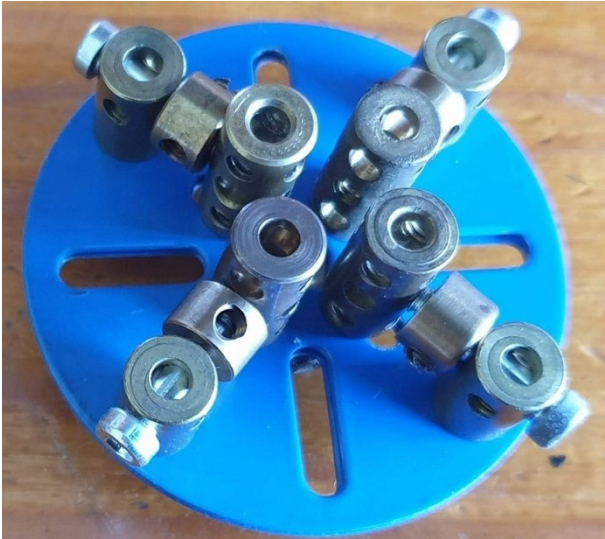


Dave Heathcote had a go at building this, but he found the peened boss on his 3" Pulley was raised too high and fouled the Couplings. Mine worked fine, so closer inspection revealed that the modern hammer tone 3" Pulley from the Crane outfit has a peened boss that is almost flush whereas the older style had a raised boss. (See below). Dave fixed this by using a 109 Face Plate with a 109a bossless Faceplate to give the Couplings a nice flush surface to slide along. Dave also used short Threaded Couplings.



Almost flush

Raised



Dave Heathcote's version

From the modern Crane Outfit

BYZ version

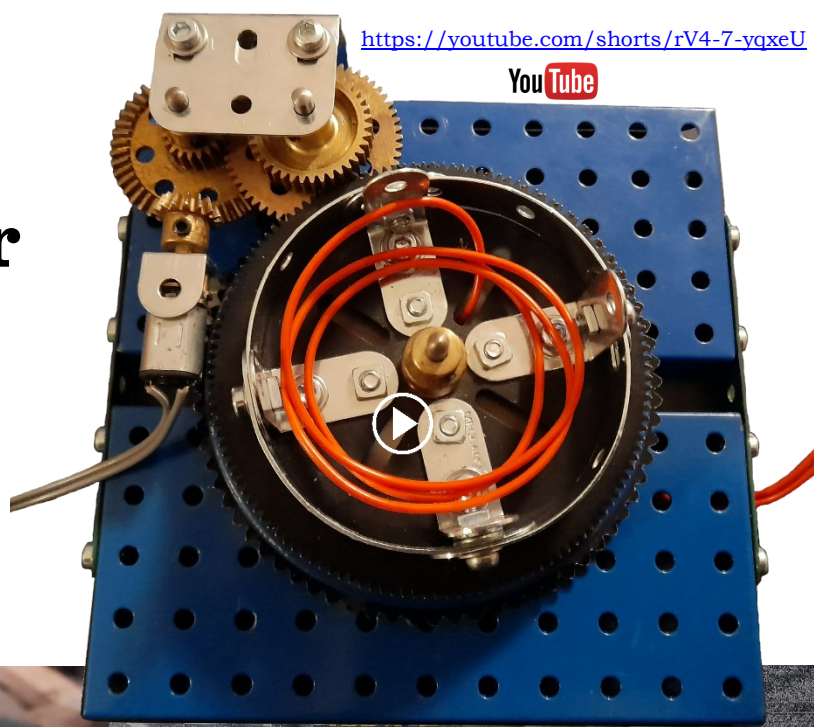
Gear Driven Thrust Bearing with Commutator

<https://youtube.com/shorts/rV4-7-yqxeU>



The mechanics of fairground rides fascinate me and recently I saw one called NebulaZ. There are many scattered around the world in theme parks but the version below in Drayton Manor, Tamworth UK was the first I saw.

After researching I began the build and although it will be a long while before completion, I'd like to get you started with the base that will drive the tower. My 1st task was to build a commutator that would fit inside a Thrust Bearing and upon realising that a chain was required, (I don't like horizontal chains), I tipped it over and bolted the sprocket half to the base and designed a gear drive. (Which I'll describe in more detail in the next issue).



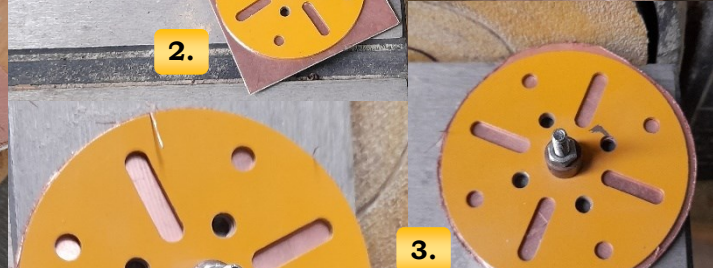
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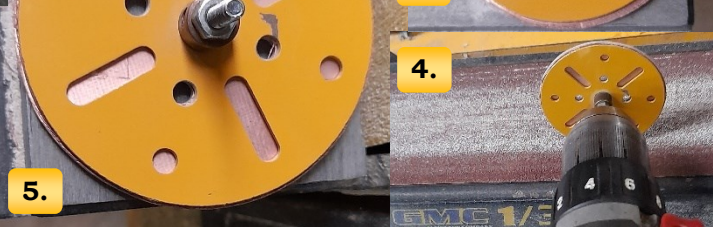
1.



2.



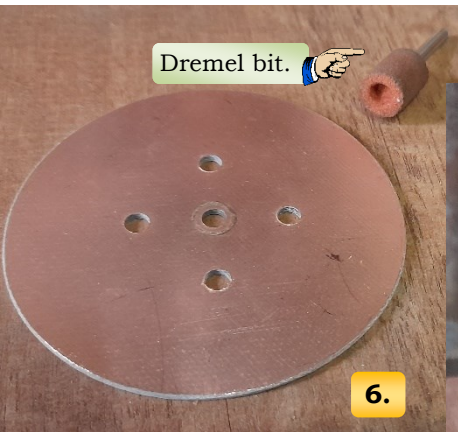
3.



4.

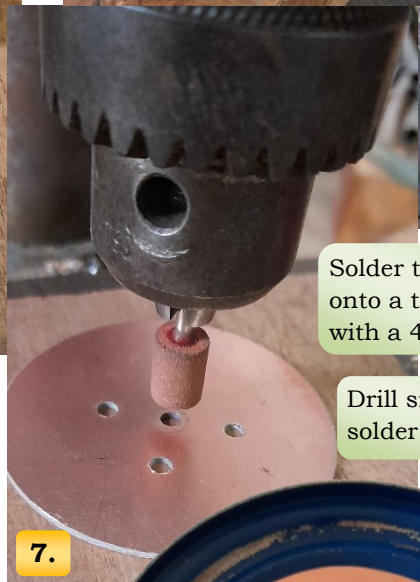


5.



Dremel bit.

6.

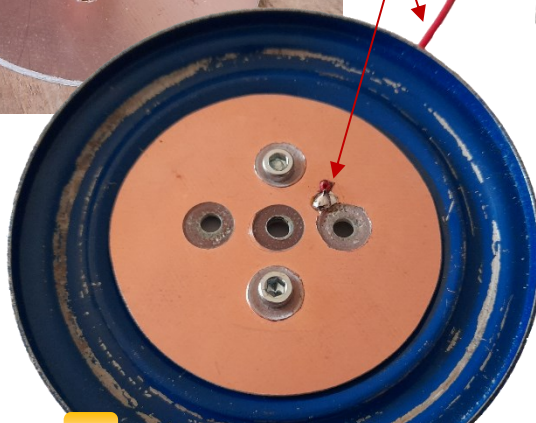


7.

Solder the wiper onto a terminal lug with a 4mm hole.

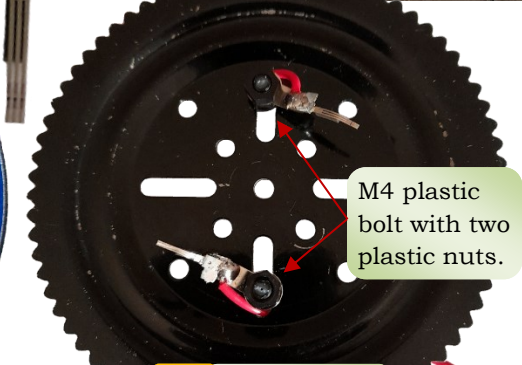
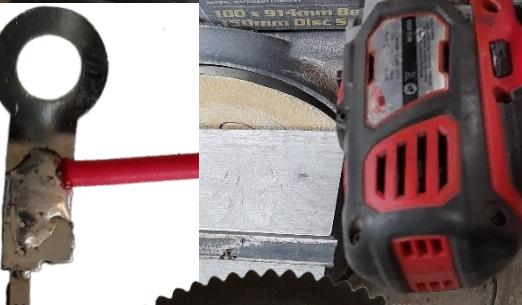
9.

Drill small hole and solder the wire on.



8.

Make sure copper doesn't touch bolts.



M4 plastic bolt with two plastic nuts.

10.

2 wipers in case one fails.

1. Using a Faceplate as a template, drill holes.
2. Sand corners.
3. Get it roughly correct.
4. Use a drill to improve it.
5. Looks pretty close.
6. We need to remove the copper.
7. Dremel grinding bit. Make sure it's centred over the hole.
8. Drill a small hole lined up with the slot in the Thrust Bearing and solder.
9. Remove the wipers from an old 12V motor (I used one from a cassette player), and solder them onto terminal lugs with 4mm holes. (Available at any electronics store or eBay).
10. Bolt the wipers on with M4 plastic bolts. Use two nuts, one as a spacer.

The Henley Gathering and its preceding Exhibition have been a fixture in my Meccano calendar for many years. It always takes place on the Saturday after the August Bank holiday and this year's gathering was to be the 50 anniversary of the Henley Exhibitions which started in 1972.



L-R. Tim Gant, Richard Payn, Clive Weston, John Hornsby, Stephen Jeavons, Rob Miller and Jeff Jones.

Preparations for the show would never be complete without lifting a few potatoes from the garden. These are pre-cooked on the Friday evening ready for the Henley Breakfast at Café Buendia on the Saturday morning. The Breakfast is a tradition that Richard Payn and I have been keeping for 12 years or more.

Distinguished guest, Geoff Wright with his daughter.



Ian Evans loco

We usually manage to gather up a small group of close friends within the Meccano community and this year was no exception. We were joined by Clive Weston, John Hornsby, Stephen Jeavons, Jeff Jones and for the first time Rob Miller. The reason I bring potatoes is that the café doesn't include them in their cooked breakfast but are always happy to heat up any I provide. They surely think us mad yet welcome us with the same fond smiles and greeting every year. Our short walk to and from the café always takes us close by the old premises of MW Models at 4 Greys Road, which for many of us was as big a draw to Henley as the show itself.



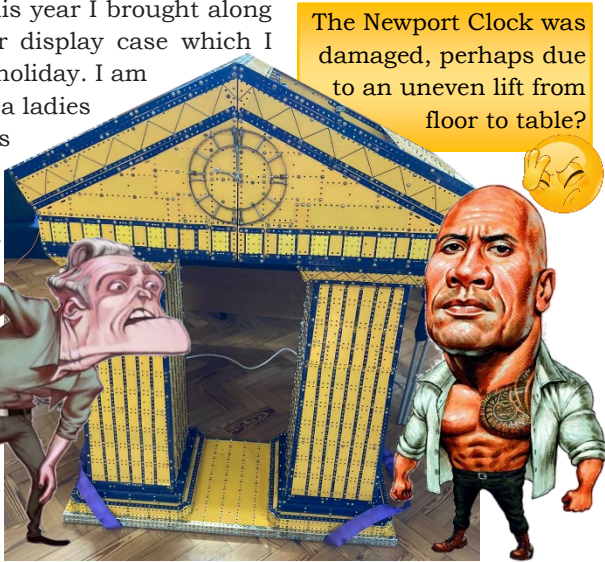
YouTube

Mike Edwards had a bus and an excellent Austin 7 that was featured in the MM Jan 71 page 32.

Disaster waiting to happen!

Now of course we have the likes of Mike Rhoades providing us with the extra parts most of us really don't need. Indeed, he has been a fixture at the gathering ever since it replaced the Exhibition. As regulars to that will recall, dealers were not welcomed and so any trading (and there was a lot of it) had to take place well away from the Town Hall – usually from the backs of estate cars in the local car park. Having no new models to exhibit, this year I brought along my recently purchased 1928 dealer display case which I liberated from France on my recent holiday. I am hugely thankful to the organisers, tea ladies and wonderful friends who make this such a special event to attend. It was wonderful to see that Geoff Wright was able to attend this year's show. We all owe him an enormous debt of gratitude for kicking it off in the first place and for turning Henley into perhaps Meccano's Spiritual home in the south of England. Happy days, then and now.

- Tim Gant.



The Newport Clock was damaged, perhaps due to an uneven lift from floor to table?

Howard's Clock



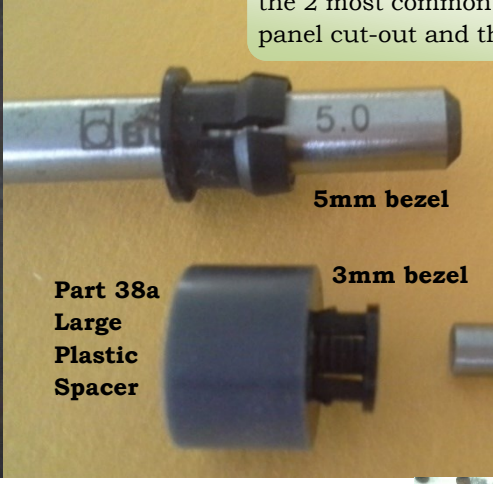
My Newport Clock suffered a catastrophic failure which was very disappointing because after Skegness (where it broke down after the first 2 hours) I'd done a lot of work on strengthening and improving its weak points, and here at home it had run cycle after cycle without any problems. Transporting and setting it up is a labour of Hercules, and after putting in so much effort I'd naturally hoped and expected it to behave better at the Gathering. The problem was that because of the weight and awkwardness of the pediment, the model has to be assembled (the columns bolted to the plinth and the pediment set in the pivot points at the top of them) on the floor, and then in its entirety lifted onto the exhibition table, and that needs 3 men - two to lift using straps and the third to hold the swaying edifice as steady as possible. What must have happened (I realised afterwards) was that while it was being lifted the pediment came adrift from a pivot point. I should have noticed then that it wasn't properly aligned, but didn't, and on the arch's first opening, with a sickening crunch it came to a complete halt, having suffered too much internal damage to be repaired on site. – Howard Somerville.

Quite a few years ago Spin Master released a very nice digger with Bowden cables. The only problem with this model was that it fell apart due to the part 59c Pulley Collar Plastic AKA little rubber thingies. There was lots of discussion as to why the ubiquitous brass Collar had been discontinued. Theories ranged from brass being poisonous to simple economics. Plastic costs less.

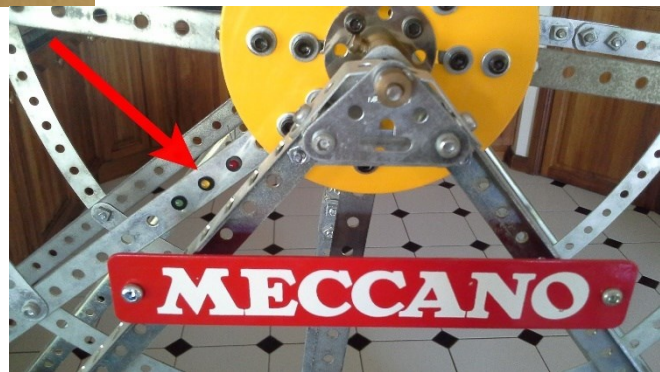
Plastic Collar Substitute



LED bezels designed to take 3mm and 5mm LEDs being the 2 most common sizes. The 3mm bezel fits into a 4mm panel cut-out and the 5mm bezel into a 6.35mm cut-out.

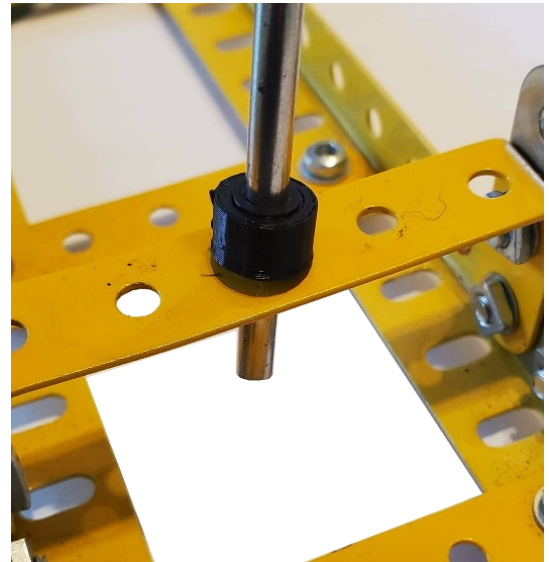
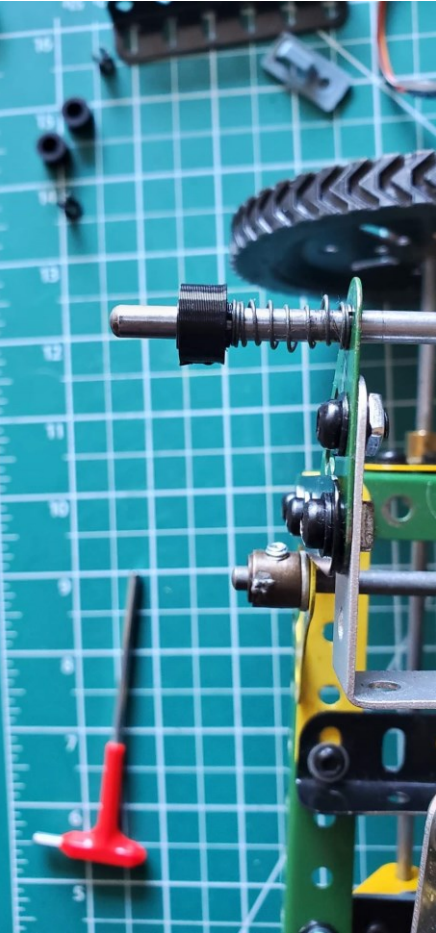


I had used the LED bezels, shown above, to mount 3mm LEDs into 4mm Meccano holes and I had the idea to make a plastic collar that wouldn't slip by drilling out the hole in a part 38a Plastic Spacer and using a bezel with a 4mm hole to push into the hole and lock the Rod in place. Unfortunately, there are no bezels with 4mm holes as LEDs are only 3mm, 5mm and 10mm. I would need to 3D print one to try out my idea and as I don't have a 3D printer, that's where my idea stalled. And then along came David Burrell.



David lives in Canada and was telling me about his 3D printing skills. I mentioned my idea and with 30 minutes he had started 3D printing prototypes. After a few trials and errors, he got it right and sent me these photos of the finished product. David assures me it holds tight so winner, winner, chicken dinner! Paul Dale has added the .stl files to his github website if anyone wants to print one off themselves.

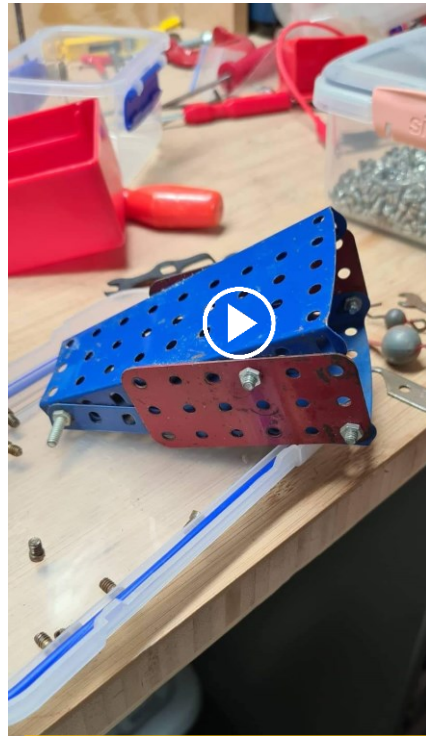
<https://github.com/paulidale/meccano3d/tree/master/parts/brassware>



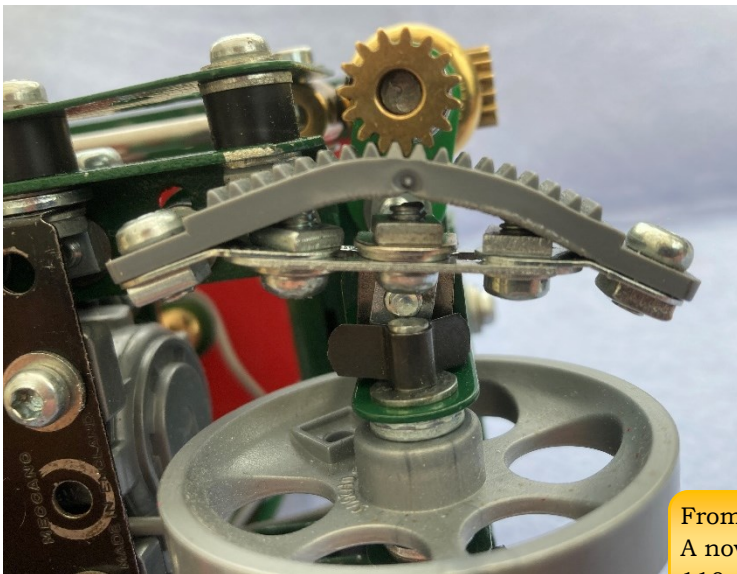
FROM OUR GOOD IDEAS DEPARTMENT



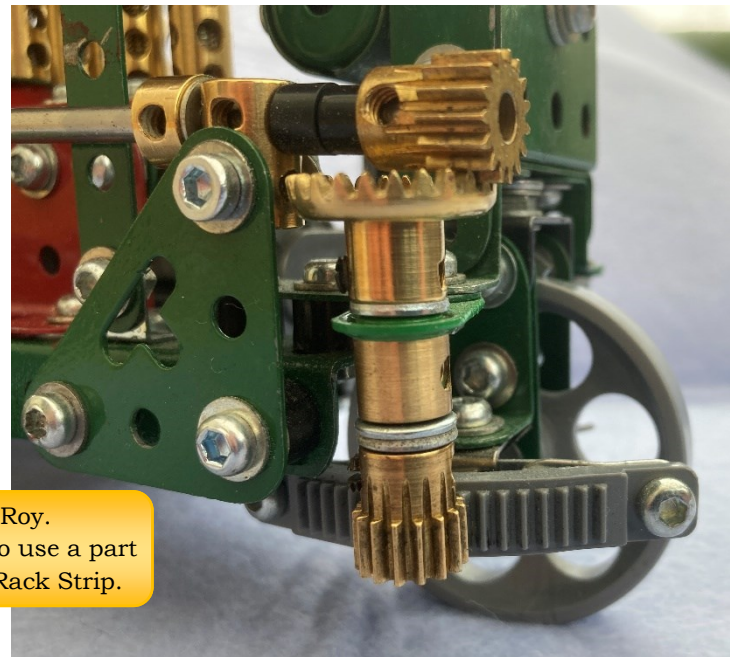
From Danny Skyrme. Clean out your threaded holes and debur threads in bosses with this neat little tap holder.



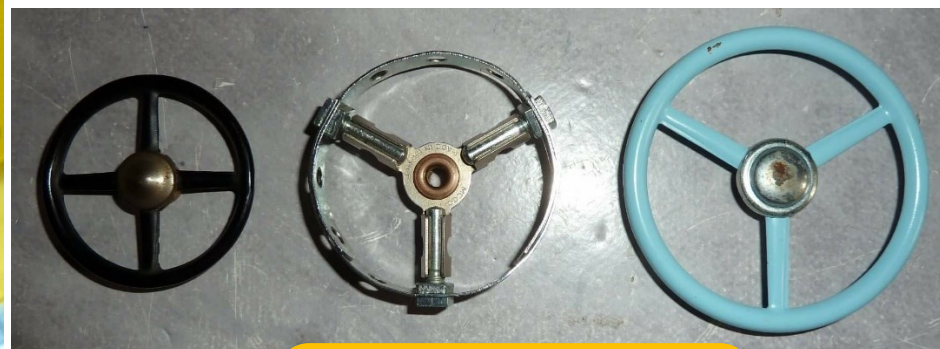
From Robin Rye. A really easy to build nut and bolt sorter. It's simple. The nuts will fit through the gap. The bolts won't. Click the images to see it in action on YouTube.



From George Roy. A novel way to use a part 110c plastic Rack Strip.



From John Bader. How to mount Elektrikit Terminal Nuts onto a part 27cp Plastic Gear. Note: Repurpose a cracked one.



From Pierre Monsallut. How to make a steering wheel that is mid way between a part 185 1 3/4" Steering Wheel and a part 185a 2 1/2" Steering Wheel.

This Month's Meccanoboy

Daryl Anderson - New Zealand



When and where were you born?

I was born in Wanganui New Zealand in 1957, a small provincial city on the west coast of the North Island, now called Whanganui. The government says I'm officially old in October when I turn 65 and they pay back my tax money fortnightly. GRB's and Ten Set gifts also gratefully accepted.

Where did you go to school?

Aramoho Primary, then to intermediate for 2 years followed by Whanganui Boys' College for 3 years. At secondary school I did an engineering course, as making things with my hands is what I liked to do and still do. I believe the school workshop time was the start of my journey.

Did you have Meccano as a child?

No, I knew what it was and had a plastic system called Lincoln Junior Engineer, similar to plastic Meccano. My first Meccano was in the early 1980's when a reasonable size set was purchased from a local auction house. It had 4 drawers in a home-made cabinet and contained a digger bucket (not that I knew what that was back then!) By this time being married with children I couldn't do much with it until joining the MWT club in about 1990. I became aware of the club after meeting the late Lindsay Bond of Stratford. Lindsay had an electronic repair business that had Meccano models in the window next to a shop that sold ice-cream cones, so I went in to say hi and came out with a Meccano purchase and NZFMM magazine application form. (Lindsay was a great salesman and Meccano historian) From that point on I was really hooked and purchased more older Meccano and new French made sets of the period. After Lindsay passed at a young age of 62, about 5 years later I had the opportunity to purchase his collection that included hundreds of old boxed sets, building parts and 5 dealer cabinets etc amounting to 5 van loads. The purchase was self-funded by selling my model trains, diecasts and Meccano both from the new collection and what I previously had.

We cast aluminium in the onsite foundry, machined on lathes, milling machines and shaping machines and I still use the tap wrench I made at school (This had a 50-year clean and polish for the photo) At 15yo I couldn't wait for the workshop module twice per week. I believe these things are no longer taught at school; how can that be an advancement with all the mechanical things all around us? A computer may tell a machine what to do but the machine still needs to be made and repaired.



Tap Wrench still good after 50 years

What was your first job?

I've really only had one job, leaving school at 16 to be an apprentice in the family headstone business. In 1979 my first wife and I went to live in Melbourne, following her parents who had emigrated. I worked in my trade there (this was BC; Before Computers) when each character on a headstone inscription was drawn by hand with a pencil. My, oh my, have times changed! In 1981 we moved back to NZ when she became pregnant. That marriage ended in 2006 then after a period of being a carefree bachelor I met the lovely Rose in 2011 and we married in 2013. Rose's children are Aaron and Megan, mine are Sarah, Rebecca, Michael.

Did any of your kids share your interest in Meccano?

Rebecca and Michael did for a while, Mike won the junior trophy a couple of times, but his interest waned. I've tried to spark our 13 collective grandchildren with various degrees of success, but they are soon back on their devices.



Daryl at 16 with sister, parents and of course the iconic koala. (It's not a koala bear by the way. Koalas are NOT bears—they're marsupials.)



Aaron, Megan, Rose, Daryl, Sarah, Rebecca, Michael

Are you in any Meccano clubs?

Member of the MWT Meccano Club where I have been Chairman and Secretary. (M.W.T. stands for 3 adjoining provinces, Manawatu/Wanganui/Taranaki).

I'm a member of the NZ Federation, was President for 2 years and a member of ISM (#156)

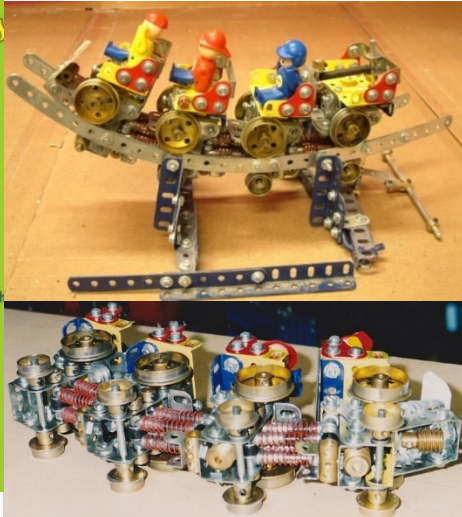
What was your best model?

I've mainly built fairground models and whimsical things but also vehicles, cranes, Meccanographs and steam engines, but never built a Blocksetter. My oldest model that is still currently displayed, is a marble machine first shown in 1991 and still going strong moving millions of marbles over the years. It still has the original electric motor. I consider my best model was the roller coaster from 2001 with the current diorama a close second. The coaster was very difficult to build taking over 6 months. I don't know how many times I gave up, only to try something else after thinking about it in the night. It was a challenge getting the thing to run. The secret is in the car. I have seen Meccano roller coasters before, but not captive to the track and not looping (or loopy like the builder!). When a car is running on top of the track only, the car can and does leave the track. This means the track heights and cambers must be perfect for the weight of the car to keep it on the track. With a captive car this is less important as (in theory!) it won't come off. So, if the car is going too fast at the top of a hill, then all that will happen is that the bottom rollers will engage. So, a lot of the time was spent building the car. When building the track, the loop was constructed first, then the height of the drop needed for the car to go over was designed, plus a little margin. Then I made sure it went over each section as it was built. In practice the car did come off and jam, but this was caused by the track spreading a little due to the forces and wear in the bearings on the car. However, it did behave at the Convention but was dismantled soon after as was difficult to store. I've ideas for another one from lessons learned.

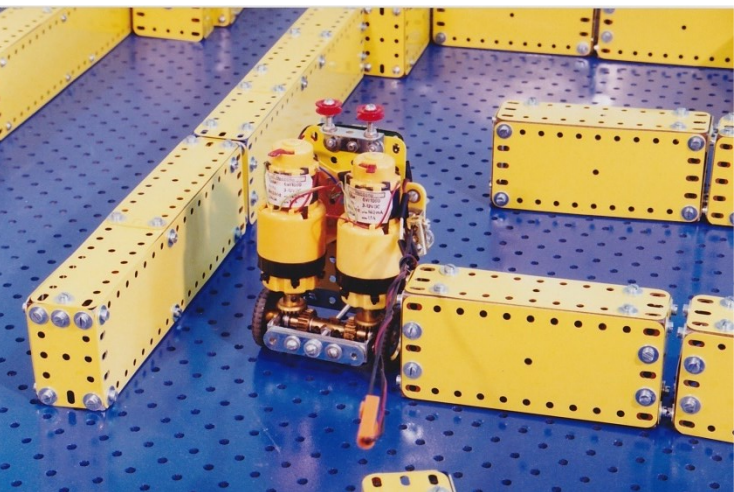


Gutbuster Statistics

LENGTH OF MODEL	6' 4"	1930mm
WIDTH OF MODEL	2' 4"	730mm
HEIGHT TO TOP OF TRACK	3' 10"	1170mm
TRACK HEIGHT	3' 7"	1105mm
TOTAL TRACK LENGTH	46' 10"	14.28m
(1125 HOLES = 562.5 INCHES)		
RUNNING TRACK RELEASED	41' 5"	12.63m
NUMBER OF TRACK SUPPORTS	120	
NUTS & BOLTS (est)	3500	
WEIGHT OF CAR & 4 PEOPLE	21b 14.5oz	1.32kg
AVERAGE COMPLETE CYCLE	2mins	
AVERAGE RIDE LENGTH	10sec	
AVERAGE SPEED	2.82mph	4.54km/h
MAXIMUM SPEED	Cannot measure	
PASSENGERS PER HOUR	240	
DESIGN & CONSTRUCTION TIME	600hours	
10-30 HOURS PER WEEK OVER 6 MONTHS		
DESIGNED AND CONSTRUCTED BY DARYL ANDERSON, HAWERA, TARANAKI FOR THE CENTENNIAL MECCANO CONVENTION, WELLINGTON, NEW ZEALAND. EASTER 2001.		



YouTube
See the Gutbuster here! <https://youtu.be/DkMfs8yRVQA>



Are you a purist? (In the Meccano sense).
When building a model, I try to stick to the products of St. Frank but do have a large collection of other systems, both in sets and parts. I also like to make parts that could have been made by Meccano, and I restore parts. This obstacle avoidance model (left) uses 6 speed PDUs but I intend to rebuild it using those tiny N20 geared motors. I'm sure St. Frank would approve!

Boy watching live video from the loco. <https://youtu.be/4ZB4ArupMRA>



What are the best Meccano expos you've been to?
I've attended many in the last 30 years, renewing old friendships and making new ones. They have all been great. Also, I have been involved in organising 4 expos in our general area. The Convention at Te Papa (the national museum of NZ in Wellington, the capital city) was the busiest with 30,000 people. Most visited our Convention over the 4-day Easter weekend!



Guess where.

Have you travelled much?
 Yes, I've travelled to most areas of NZ as well as parts of Australia, Pacific Islands, Asia and to Paris in 2013 for our winter honeymoon, it was a lovely week there and Christmas Day we went up the Eiffel tower as there were few other attractions open that day. We loved wandering the back streets taking in the history and architecture. In Paris I purchased a lovely French boxed number 6 set from the 1950's and a couple of new sets that were not available here at that time, but I wouldn't say they were bargains!



Surfers Paradise, Australia



Robin helping Daryl sort his Meccano

How long have you been friends with that incorrigible Robin Rye?
 I met Robin about 1990 and he also encouraged me to come to MWT club meetings. He lives 30 mins drive from here and for more years than I can remember visits most Thursday nights for fellowship and a meal. Since Rose and I moved house 2 years ago I'm still organising the model room layout so put Robin to work sorting out boxes of mixed parts and changing storage locations. Often his executive decisions overrule mine.

What other interests do you have?

Metal and woodworking, (I'm also known as the toolman) making and fixing things. Rose and I moved 2 years ago to a larger property to be more sustainable and grow most of our food using permaculture principles. This keeps us fit as the land slopes down to native bush and a stream that I see as kilowatts yet to be harnessed! There is a major garden event here in October that we have gained so much from in previous years, so we are opening our gardens for the first time, but visitors are always welcome anytime.

What's retirement like?

We were fortunate last year to sell the business and retire and are kept very busy developing our land and helping family and friends. There has been little time for Meccano but that will change as the development work here is almost done. The time spent in the model room is very therapeutic whether building or sorting parts - an hour can pass in what seems like minutes. Life is good.



Jenna Brom Photography



Life after retirement means grandkids. Lots of grandkids!



Do you have any advice for kids today?
 Limit screen time and go ride your bike. Respect your grandparents, eat your vegetables and after leaving home telephone your mother at least once a week.

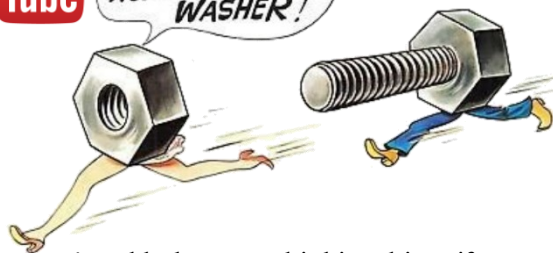
We are John & Johnny. A father and son team who like Meccano. We're nothing to do with Spin Master who own the brand. Contact us at

MeccanoNews@gmail.com

Follow Johnny Meccano on



No No NO —
NOT WITHOUT A
WASHER!



An elderly man thinking his wife was losing her hearing stood 20ft behind her and asked, "Can you hear me darling?" There was no reply, so he moved closer to 10ft and asked again. No reply, so he went to 5ft. Still no reply. Then he closed in to 6 inches and asked again.

"Can you hear me darling?" She replied, "For the 4th time, yes!!"



Two engineers were standing at the base of a flagpole, looking at its top. A blonde walked by and asked what they were doing.

"We're supposed to find the height of this flagpole," said Sven, "but we don't have a ladder."

The woman took a wrench from her purse, loosened a couple of bolts, and laid the pole down on the ground.

Then she took a tape measure from her handbag, took a measurement and announced, "Twenty-one feet, six inches," and walked away.

One engineer shook his head and laughed, "Typical blonde! We ask for the height, and she gives us the length!"

A married couple never fought, not even once in 25 years of marriage.

A friend of the couple asked, "How is that even possible?"

Husband replied, "Well, we went to a Ranch for our honeymoon. While horseback riding, my wife's horse jumped and my wife fell off. She got up patted the horse and said, 'This is your first time.'

After a while it happened again and she said, 'This is your second time.'

And when it happened a third time, she pulled out a gun and shot the horse.

I shouted, 'Are you crazy?!? You killed a horse!!'

She gave me a look and said, 'This is your first time.'"

A young blonde pilot is beginning flying lessons and is in a two-seater airplane with just the instructor pilot. He has a heart attack and dies. The frantic young blonde pilot calls out a May Day.

"May Day! May Day! My instructor pilot had a heart attack and is dead, and I don't know how to fly. I'm just learning to be a pilot.

"This is Air Traffic Control and I have you loud and clear. I will talk you through this and get you back on the ground. I've had a lot of experience with this kind of problem. Take a deep breath. Everything will be fine! Is the plane flying level? Give me your height and position." She says, "I'm 5'4" and I'm in the front seat."

(After a long pause)

"O.K." says the voice on the radio...

"Now, repeat after me:"

"Our Father Who art in Heaven... .."

Two antennas got married.

The wedding was lousy, but the reception was excellent!

Looking for a boyfriend who likes Meccano?

The odds are good, but the goods are odd.

I promised not to tell Mum if he bought me some Meccano

And he doesn't know about the milkman!



UK

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

Other Countries

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

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>
- <http://www.melright.com/meccanosales/>

New Zealand

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

Australia

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

South Africa

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

Personal pages

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

Meccano suppliers

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

Meccgear Jeff Clark New Zealand
sales@meccgear.co.nz No website yet but a pricelist with photos can be downloaded here
<http://www.nzmeccano.com/image-151916>
Bespoke parts from Corlust Meccano Club
Ian Wilson bespokecraftshack@gmail.com
Mike Rhoades. Link to price list below.
<https://www.nzmeccano.com/image-165106>

Arguing with a Meccanoboy is much the same as wresting with a pig in mud. After a while you realise, he likes it!