

Clockwork Reverser by Jim Munro

Part No.	Description	Qty
2a	Perforated Strip 4½"	2
10	Fishplate	7
12b	Angle Bracket 1"	2
15b	Axle Rod 4"	2
17	Axle Rod 2"	3
18a	Axle Rod 1½"	1
18c	Axle Rod 1¼"	2
21	Pulley 1½"	1
23c	Pulley ¾" Rubber	1
27f	Multi Purpose Gear	4
37a	Nut	36
37b	Bolt	22
38a	Plastic Spacer large	4
38b	Plastic Spacer small	3
48e	DAS 1"	2
59	Collar	4
59c	Collar silicon	2
63	Coupling	2
63c	Threaded Coupling	2
64	Threaded Boss	2
74	Flat Plate 1½" x 1¼"	2
111a	Bolt ½"	2
111	Bolt ¾"	4
111d	Bolt 1¼"	1
111e	Bolt 1"	2
126a	Flat Trunnion	2
160d	Channel Bearing	1
186	Driving Band 2 ½"	1
187	Road Wheel 2½"	4
235h	Narrow Strip 2"	2
260a	Suspension Mounting Bracket	2
C330	Narrow Angle Bracket	2
846a	Narrow DAS 1½"x1"	2
	No.1 Clockwork Motor	1
	Rubber bands	2

The club challenge was to build a Clockwork Reverser, so I adopted Richard Payn's approach of getting the clockwork motor to tilt and alternately mesh a driven gear or an idler to each of the axles in turn.

Richard had mounted the motor on a parallelogram linkage, but my poor mathematics skills could not make that work so I went with a simplified rocking beam that held both the motor and the gear train.

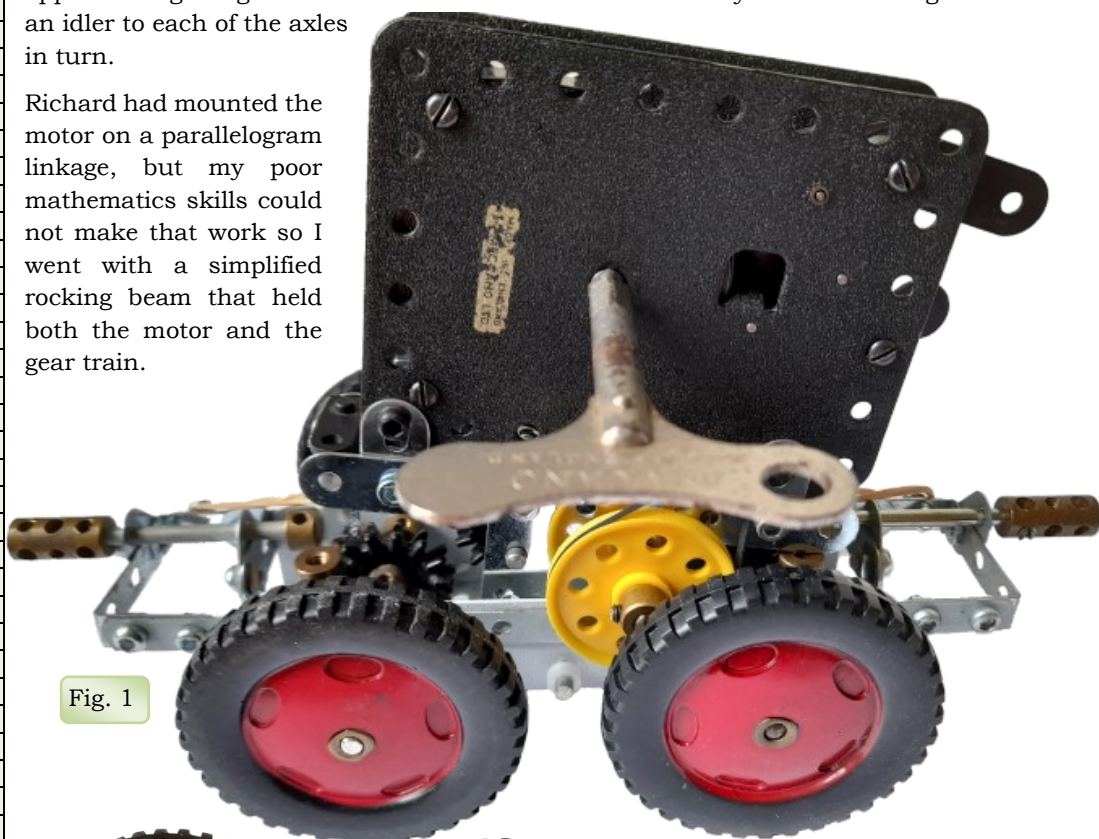


Fig. 1

As the toggle locking provided by Richard's geometry would be absent, locking bars actuated by separate push rods were used.

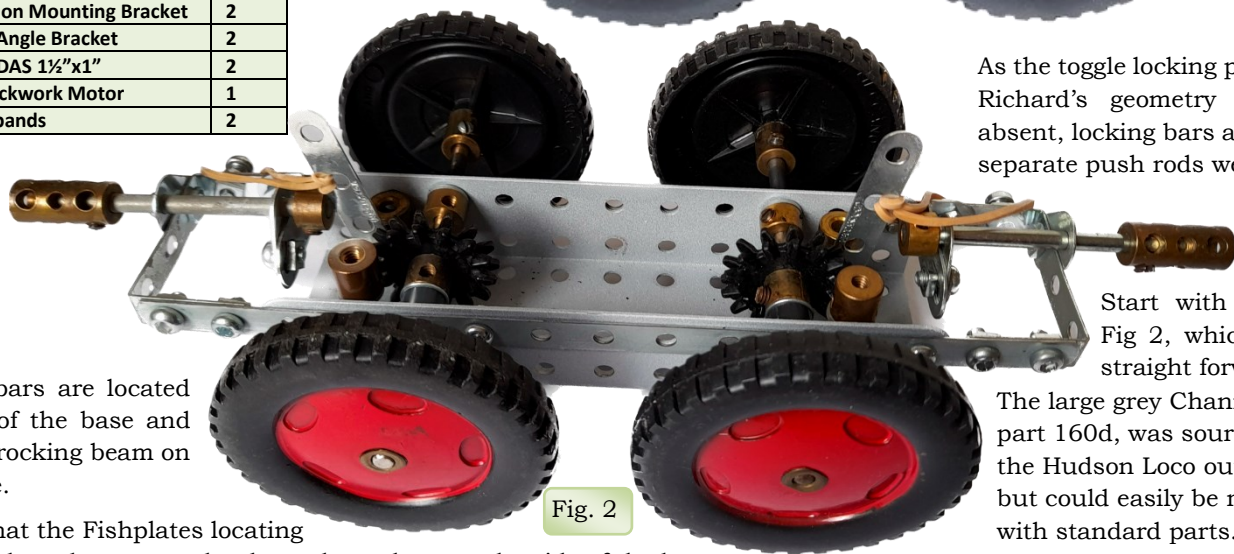


Fig. 2

Start with the base, Fig 2, which is fairly straight forward.

The large grey Channel Bearing, part 160d, was sourced from the Hudson Loco outfit (0507) but could easily be replaced with standard parts.

The locking bars are located on one side of the base and stops for the rocking beam on the other side.

Fig 3 shows that the Fishplates locating the push rods have been canted to keep them closer to the side of the base to bear on the locking bars which are pivoted off to the side of the Threaded Couplings. This placement is critical - see notes on Figs 7 and 8.

The outriggers for the push rods use 15 hole narrow strips from Jack Parsisson

but normal ones would do. The bumpers need to be strong as the vehicle stops quite violently and noisily! Centering the motor over the pivot does not need to be exact as its great weight ensures that it rocks both ways.

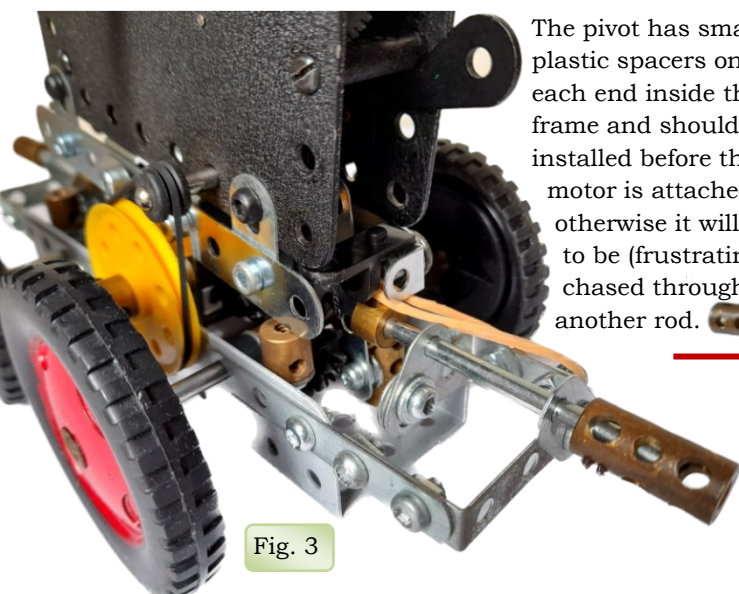


Fig. 3

The pivot has small plastic spacers on each end inside the frame and should be installed before the motor is attached otherwise it will need to be (frustratingly) chased through with another rod.

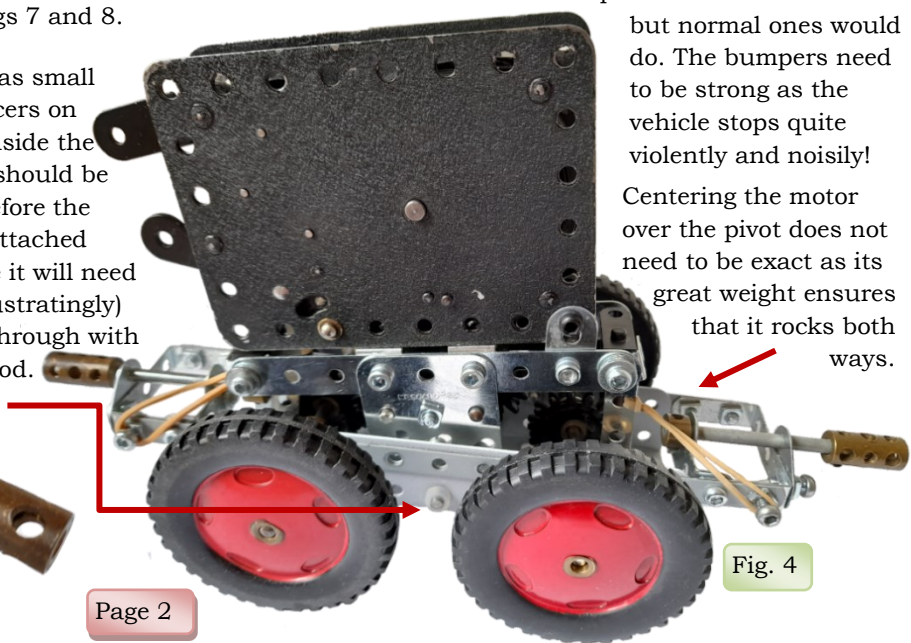


Fig. 4

The rocking beam, Figs 4 and 5, is built up from 2 x 1" DAS, 2 x 4 1/2" Strips, 2 x 1 1/2" x 1 1/2" Flat Plates and 2 x Flat Trunnions with the motor attached by 3 Fishplates.

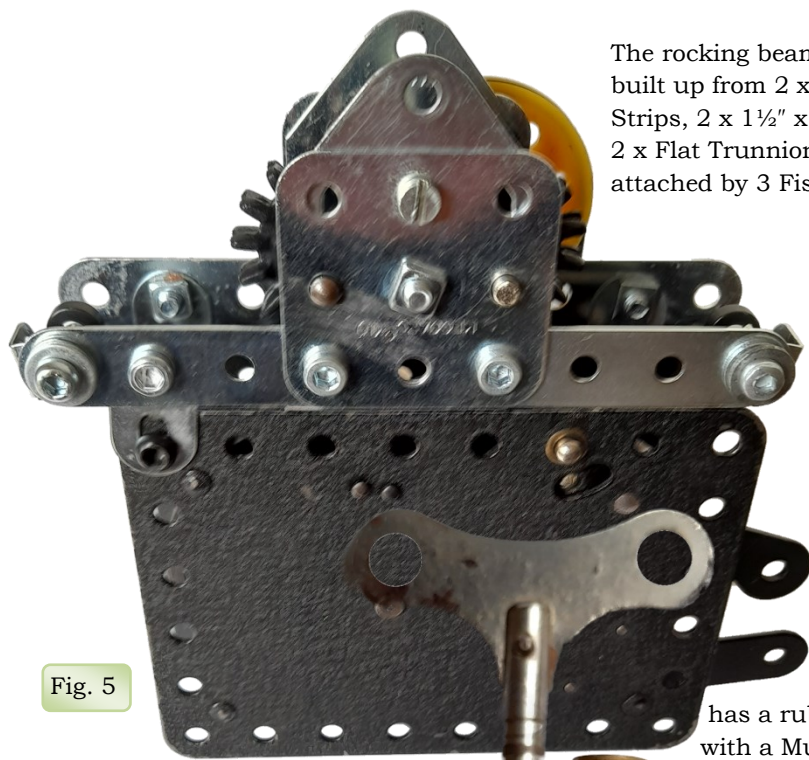


Fig. 5

The long Bolt joining the Trunnions needs to be selected to fit inside the base.

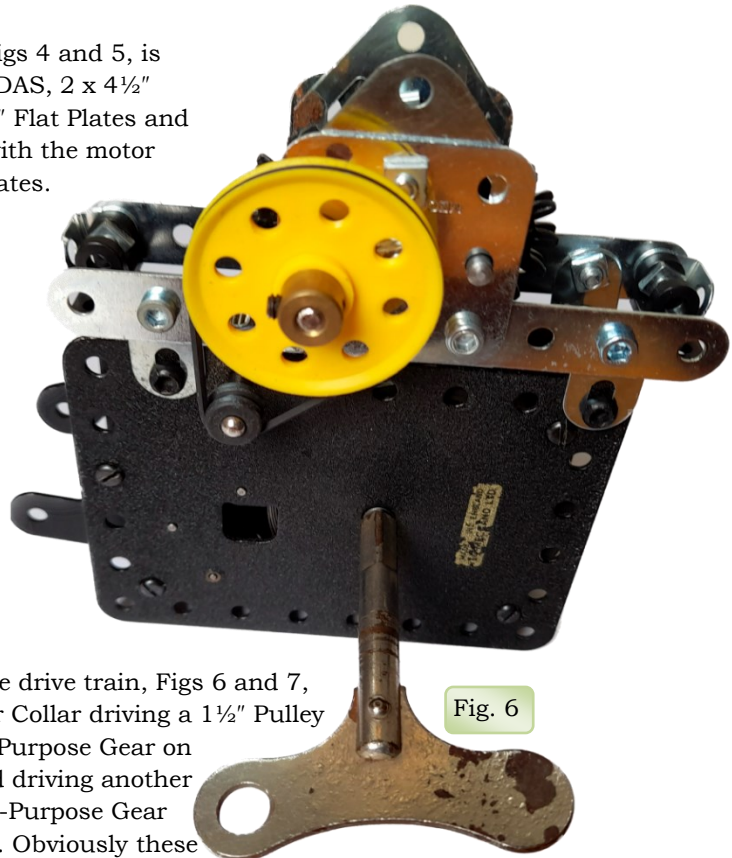


Fig. 6

The drive train, Figs 6 and 7, has a rubber Collar driving a 1 1/2" Pulley with a Multi-Purpose Gear on the same Rod driving another Multi-Purpose Gear idler. Obviously these two gears turn in opposite directions and allow reversing to happen.

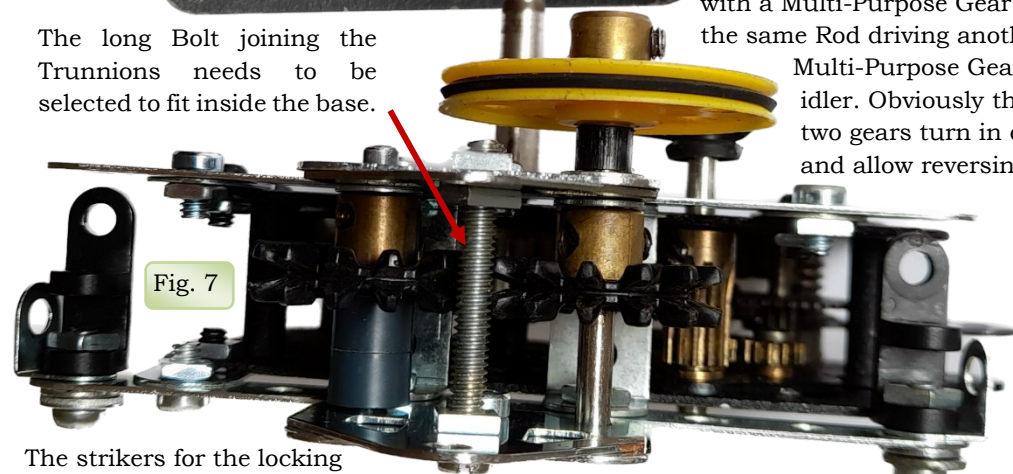


Fig. 7

The strikers for the locking bars are shown at Figs 7 and 8 and consist of a suspension mounting bracket and a Narrow Angle Bracket. The locking bars are placed so that the end will bear on the smooth part of the suspension mounting Bracket next to the mounting nut (with the Bolt kept clear by Washers). This is to ensure that the locking bar can be cleanly knocked back and cleared by the push rod.

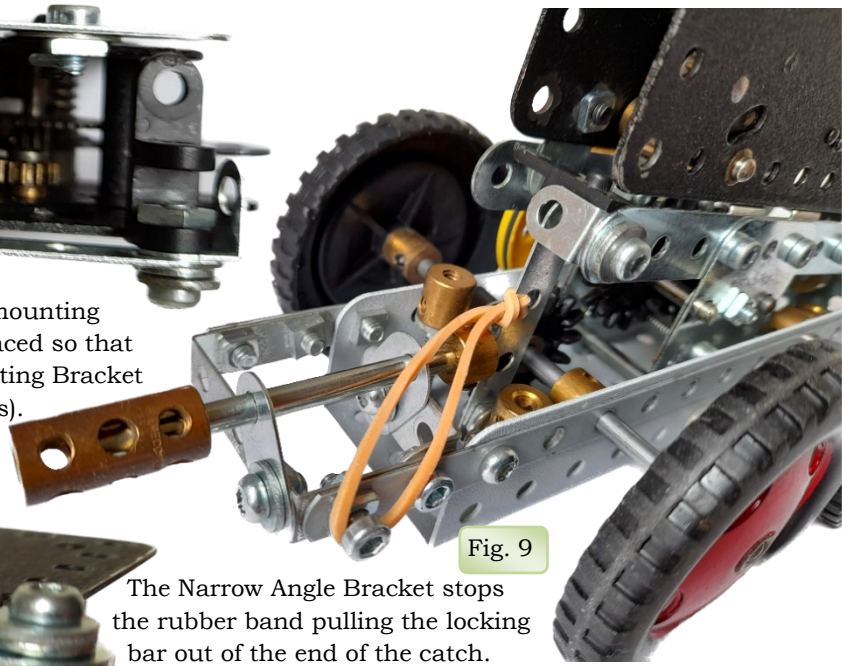


Fig. 9

The Narrow Angle Bracket stops the rubber band pulling the locking bar out of the end of the catch.

The rubber bands should be selected to be just tight enough to return the locking bar to the stop. I've used a #1 reversing motor. The use of other motor versions may require modifications to this design to prevent fouling of the motor controls.

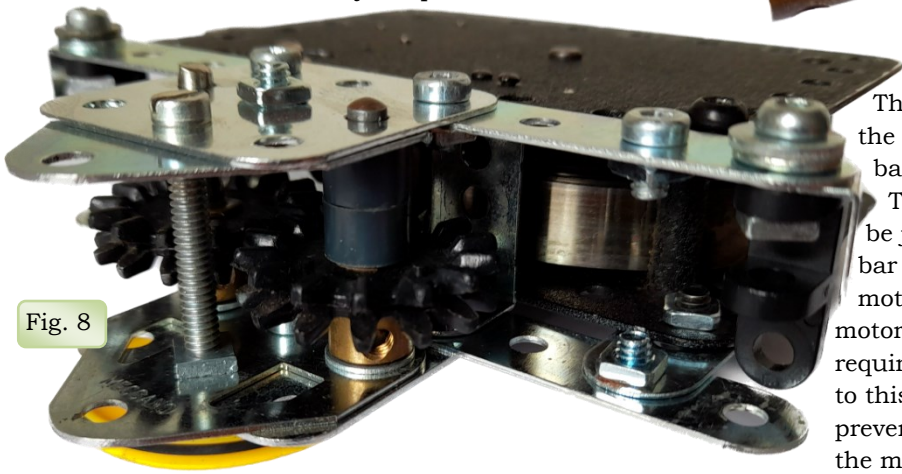


Fig. 8

Fig 10 shows the rocking beam stop which is a Threaded Boss on a long Bolt and is used to set a comfortable mesh for the final drive gears. Once this has been set, the locking bar stops can be tuned by rocking them on their Bolts so that the locking bar slots into the stop with minimal free play. The pushrods should be tuned so that they move about 1/4" to unlock the motor and then hit the Fishplate and stop the vehicle with the momentum in the heavy motor then rocking it downwards which allows latching of the locking bar at the other end and reversing the drive.

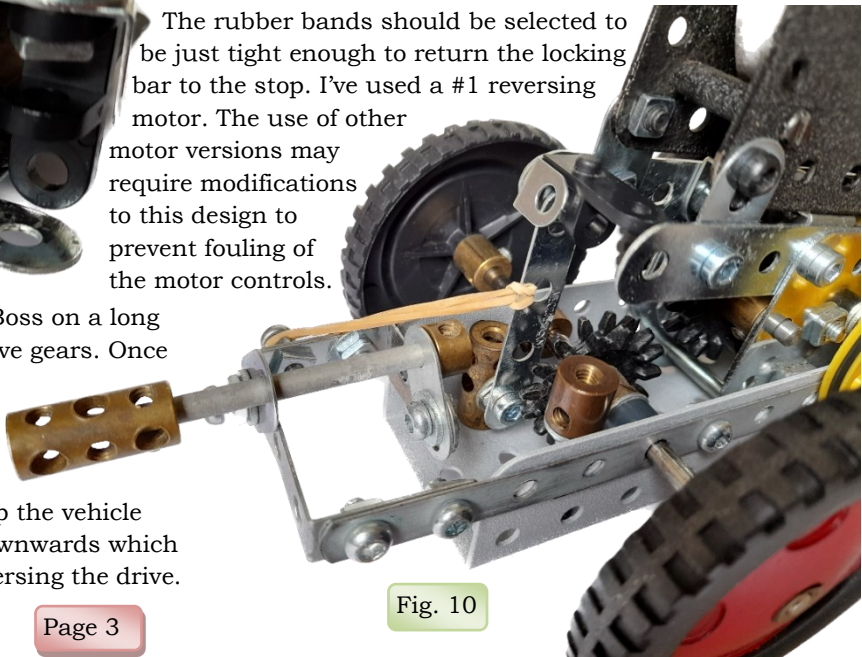
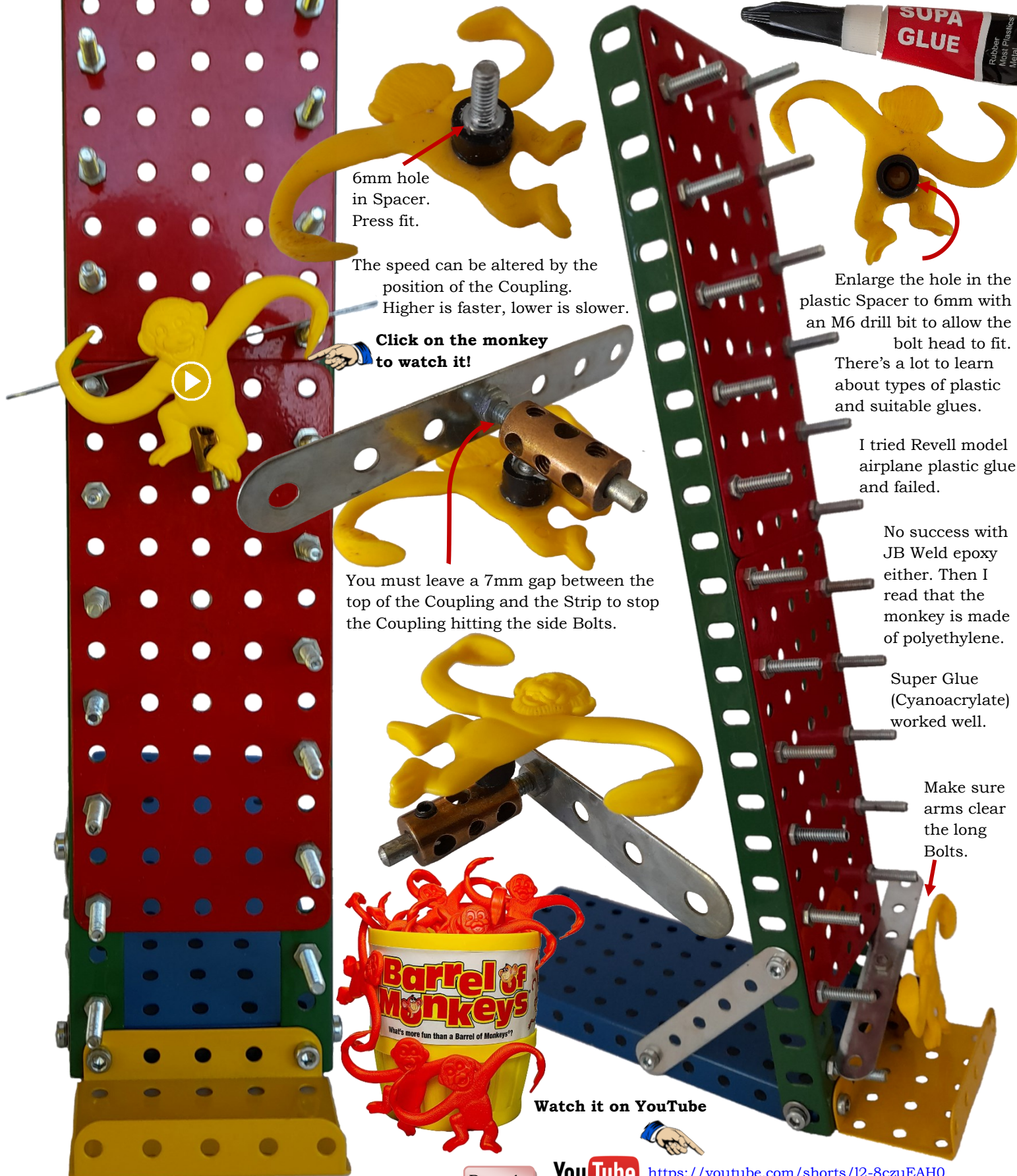


Fig. 10

Monkey Drop

Part No.	Description	Qty
3	Strip 3½"	1
4	Strip 3"	1
8	Angle Girder 12½"	2
51f	Flanged Plate 1½" x 2½"	1
52	Base Plate	1
63	Coupling	1
70	Flat Plate 2½" x 5½"	2
111	Bolt hex 19mm	24
115a	Threaded Pin Long	1
38a	Plastic Spacer Large	1
	Monkey	1

This is a very straight forward model that's been around for ages. It took me 15 minutes to build but the addition of the monkey provided some headaches and a lot of research into gluing different types of plastic.



6mm hole in Spacer. Press fit.

The speed can be altered by the position of the Coupling. Higher is faster, lower is slower.

Click on the monkey to watch it!

You must leave a 7mm gap between the top of the Coupling and the Strip to stop the Coupling hitting the side Bolts.

Enlarge the hole in the plastic Spacer to 6mm with an M6 drill bit to allow the bolt head to fit. There's a lot to learn about types of plastic and suitable glues.

I tried Revell model airplane plastic glue and failed.

No success with JB Weld epoxy either. Then I read that the monkey is made of polyethylene.

Super Glue (Cyanoacrylate) worked well.

Make sure arms clear the long Bolts.



Watch it on YouTube

hi-fi+



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Peter Sullivan combines Swiss Engineering with old school Vinyl and old school Meccano



Peter Sullivan - Switzerland

Fig. 1

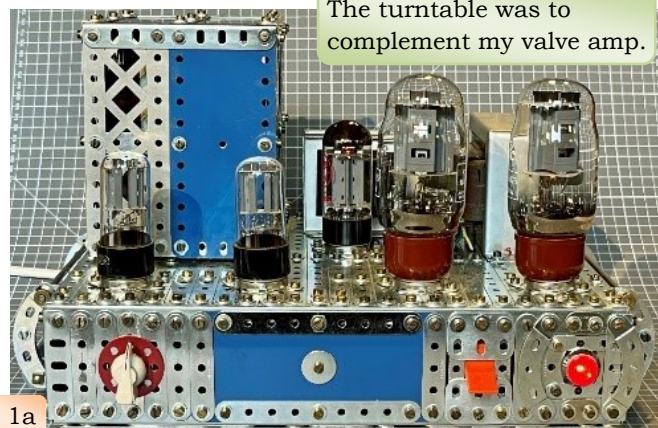
To accompany an Ultra-Linear Meccano Valve amp, the next obvious project was to create a Meccano audio source to demonstrate the amp. What could be better than a 33/45rpm record turntable to keep in the vintage spirit of the amp! Looking around on the internet, I couldn't find any existing plans for a working 33rpm Meccano record player and assumed fresh ground would be trod with the turntable project. Hopefully the project would not get lost in a mechanical minefield!

A working 33rpm 12" LP record player requires certain key features, some of which are challenging for the Meccano system.

- A modestly heavy turntable disk to iron out any speed flutter.
- A smooth and vibration free drive system, with a way to control speed for 33 and 45rpm.
- Rock solid bearings for the turntable platter to avoid any slop and wobbling in the plane of the turntable.
- A light as possible pickup arm, with frictionless as possible bearings - again with minimum bearing play.
- A way to adjust the balance of the pickup arm to ensure a stylus weight in the range of a few grams.
- A sturdy rigid chassis to mount the turntable platter and arm in defined positions so that tracking errors are small.
- A way to acoustically isolate the turntable from the tabletop surface. (And many other points!)

The first step was to produce a life-sized drawing of the turntable and pickup arm. Not to reinvent the wheel, the dimensions of an old Lenco turntable were copied, and its layout redrawn with a CAD program. This readily fixed the arm length and pivot point in relation to the turntable rotation centre. Initially it was planned to use an old Sonotone 9TAHC ceramic cartridge for the pickup, but it was discovered the old cartridge had lost its special connector. Hunting again through the collection of old parts, a Stanton 680EE moving magnet pickup was found. This upped the game, as the Stanton specified a tracking weight of only 1.25 grams, and

great care needs to be taken to have the Meccano arm balanced properly with free running bearings to allow the stylus to track with such a light pressure! A belt drive to the turntable running from a motor from an old Canon printer helped to reduce motor rumble being transmitted to the pickup stylus and was an improvement on the idler wheel drive used by the old Lenco turntable.



The turntable was to complement my valve amp.

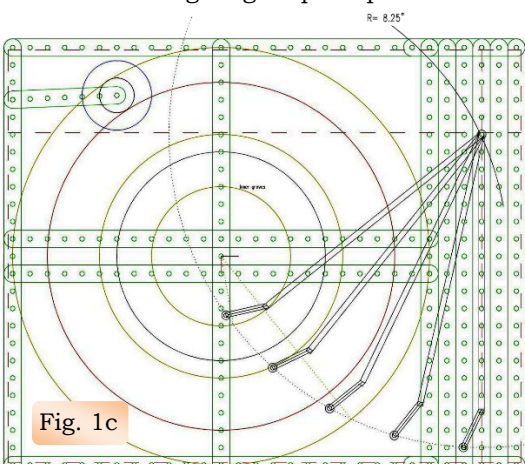
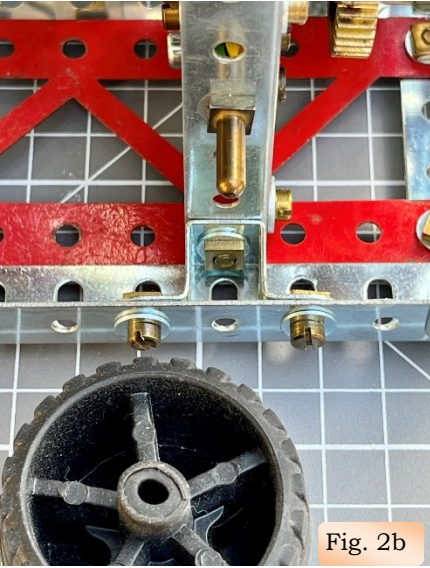


Fig. 1c



The Frame

A sturdy box frame was made up to replicate the dimensions of the Lenco turntable using a combination of zinc plated girders, flat girders and normal strips as shown in Fig. 2a. Four newer style Meccano wide style soft rubber tyres (p/no 331) were used as anti-vibration feet and are held in place with four threaded pins (p/no 115).

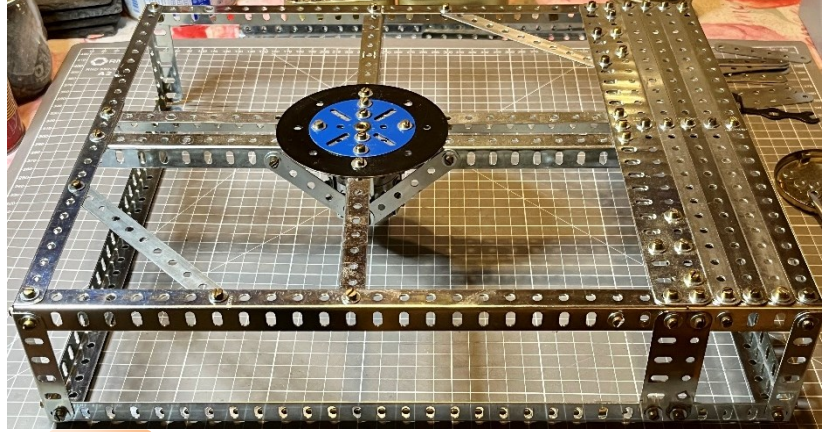


Fig. 2a

Turntable top bearing

The turntable axle rotates in two bushes separated vertically by 2½". The top bearing was made from a sandwich of a faceplate (part 109), boss facing down, and a 4" circular plate (part 146a). The faceplate boss should be in the exact centre of the main 25x25 hole section of the frame.

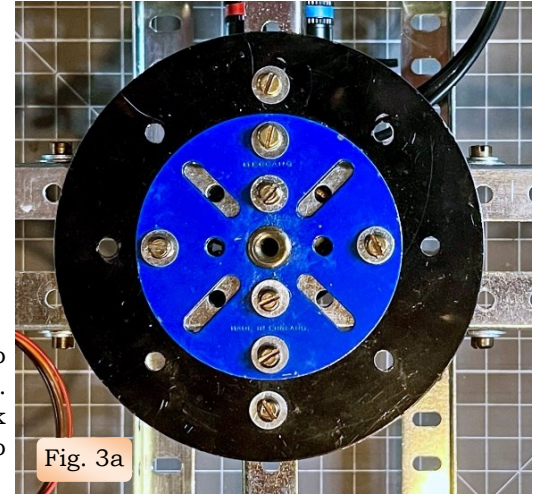


Fig. 3a

Turntable lower bearing

The lower bearing was made from a bush wheel fixed to the lower end of a circular cage of three 11-hole strips. Curving Meccano strips to this extent is not an easy task and even with a strip bender, it was still necessary to finish off curving the strip to a circle using a hose clip!

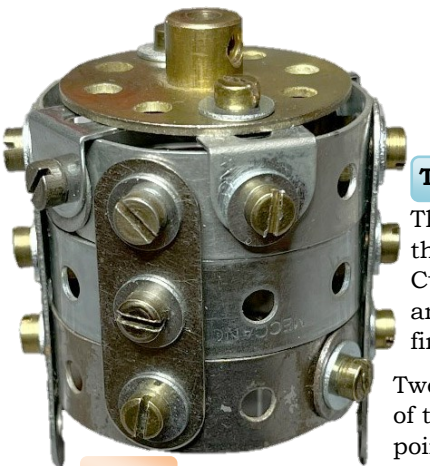


Fig. 4a

Two reversed long bolts at the bottom ends of the 4-hole cylinder strips provided anchor points for some 6-hole bracing strips and the slotted holes in the top lateral girders allowed fine tuning of the position of the bottom bearing so the turntable axis could be adjusted to be perfectly perpendicular to the top deck. Fig. 4d shows the completed turntable bearing in place.

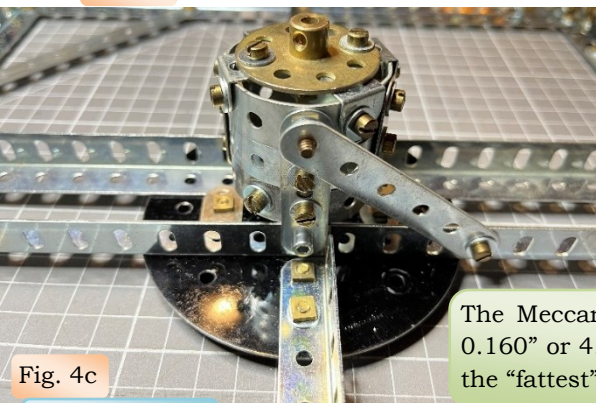


Fig. 4c

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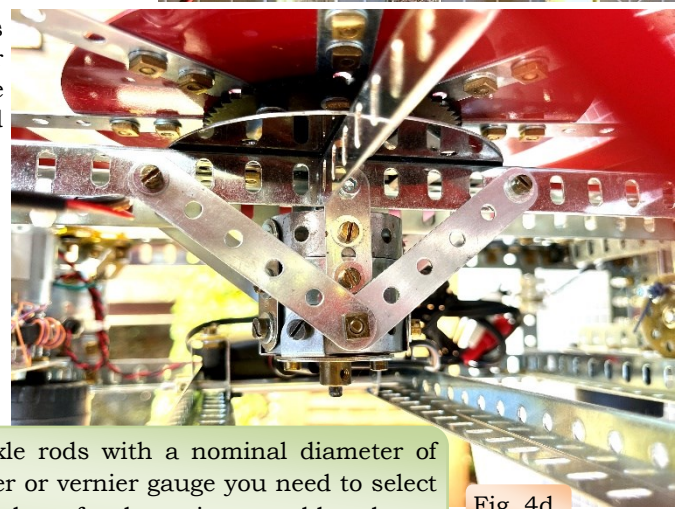



Fig. 4d

The Meccano system uses 8 SWG axle rods with a nominal diameter of 0.160" or 4.064mm. With a micrometer or vernier gauge you need to select the "fattest" and smoothest 4" axle you have for the main turntable axle.

The turntable

Common to most commercial belt-drive record decks, the main 12" top simply sits in place on top of the belt drive rim wheel. A Geared Roller Bearing circular plate is the perfect size for the top platter, and its mass helps reduce speed flutter. An old record deck rubber circular mat was re-purposed to lay on top of the GBR disk to provide a non-slip surface – Meccano purists might like to use a number of rubber tyres fixed to the disk. The construction of the main lower belt-drive rim assembly can be seen in Fig. 5a, and it might be necessary to slightly enlarge the centre hole in the 6" circular plate, so it clears the peened top edge of the sprocket wheel boss. The standard size for a turntable spindle is 9/32" (about 7.15mm). For the prototype a small piece of aluminium rod was machined to the correct size with a lathe, and then centre drilled to 4.1mm to fit a standard axle. This was fixed in place with a drop of strong Loctite on the protruding top ½" of the 4" turntable axle.



You can see  [YouTube https://www.youtube.com/shorts/7Pv3WVDVi7C4](https://www.youtube.com/shorts/7Pv3WVDVi7C4) a test of the lower platter running here...

A standard p/no 59 collar was fixed on the upper side against the sprocket boss to act as a centre locating piece for the GBR plate.

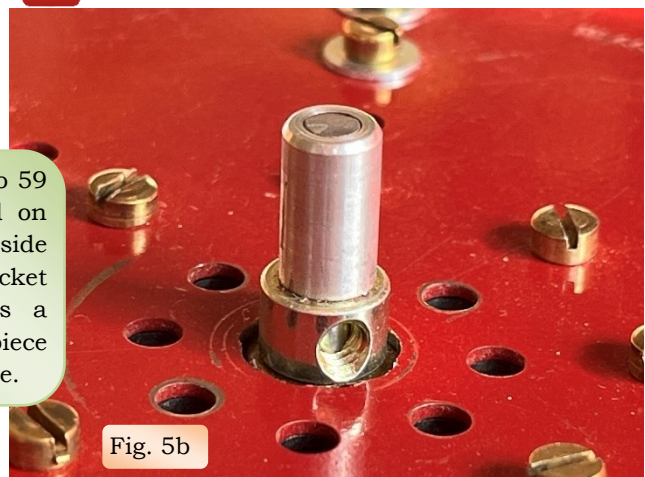


Fig. 5b



Drive motor

Fig. 6a shows how the ex-Pixma motor was mounted vertically at the rear left-hand corner of the frame with long bolts passing through rubber 59 collars under the fishplates. The motor required a supply between 3 to 4 volts to run the turntable at the desired speed. The plastic drive pulley on the motor was filed down to a rounded barrel shape (Fig. 6b) so the turntable drive belt automatically centres itself – otherwise it will drop off in a matter of seconds!

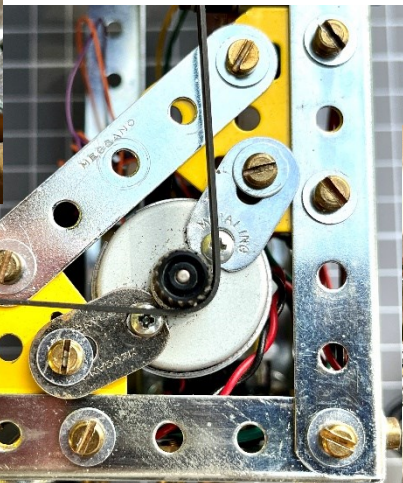


Fig. 6a

An 840mm long flat section drive belt is required to fit the path around 10-inch circular girder and motor pulley. A suitable belt was found at GB Audio in the UK (gbaudioshop.co.uk), model BELT455.

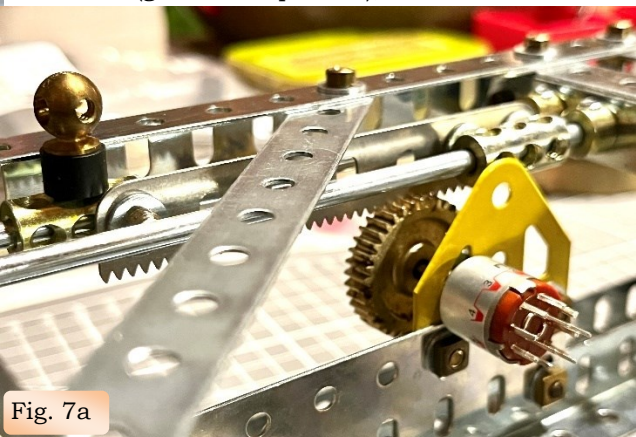


Fig. 7a

A short video of the speed changer in action can be seen here



<https://www.youtube.com/shorts/6VVyV2zXqDQ>

A handrail support linked to a 3½" rack strip (p/no 110) was used to convert linear motion into rotary action for the speed switch. A second gear wheel, forward of the 1" switch gear, runs on a short axle journalled in the bush of a double arm crank (p/no 62b) to turn an 8-hole bush wheel with indicator arms to show the selected speed. The speed numerals were small size slip-on plastic cable numbers fitted to Meccano bolts mounted on the bush wheel arms.

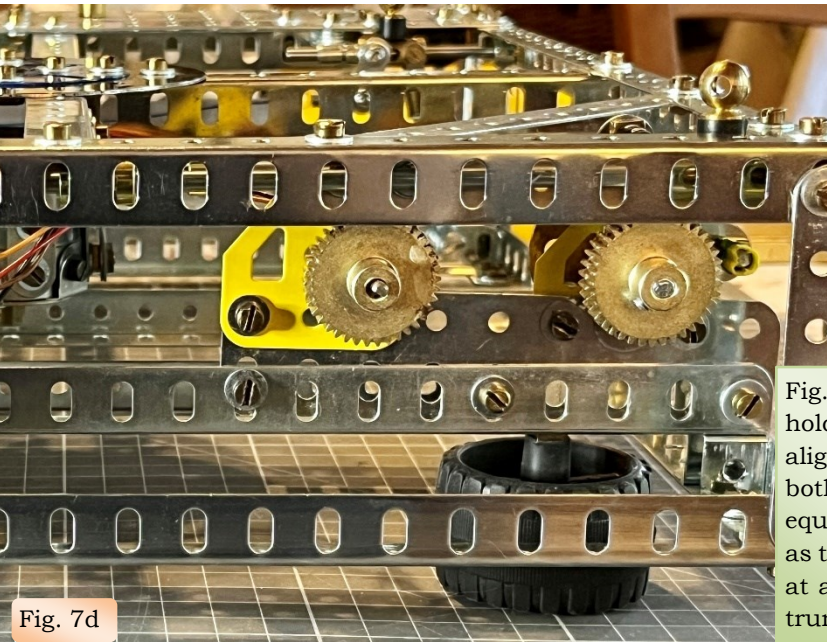


Fig. 7d

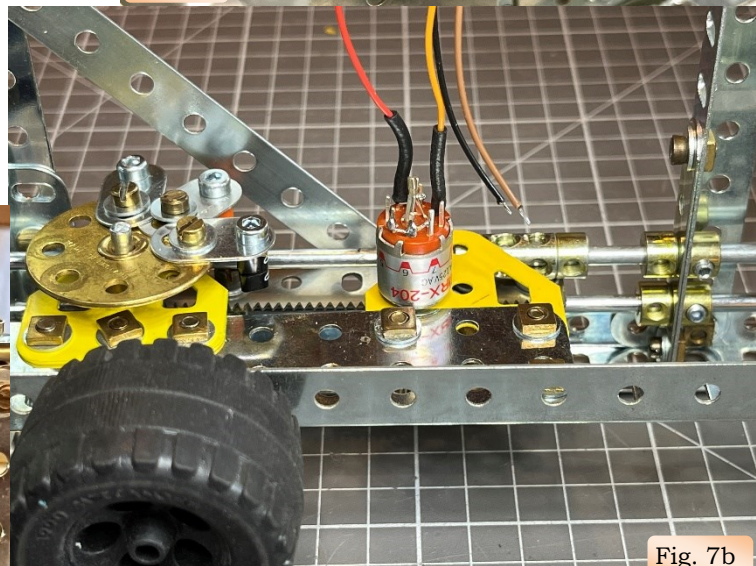


Fig. 7b

Fig. 7d shows the flat girder holding both trunnions aligned at a slight angle so both 1" gears engaged equally with the rack strip, as the gear centres were not at an equal height on each trunnion.

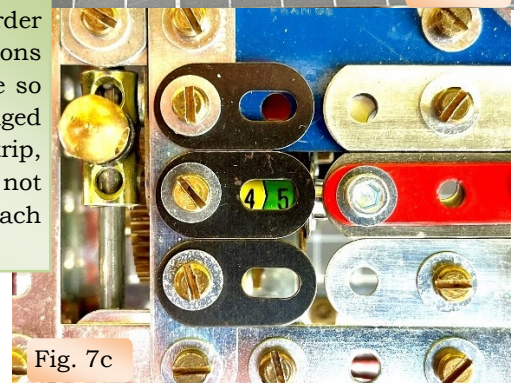


Fig. 7c

The lower end of the pivot passes through a crank boss, its end resting on a Meccano p/no 168d ball to minimise turning friction. The ball was held in place by a cage made up of small parts attached to the bossed crank - see Figures 8b and 8c.

The Pickup Arm Bearings

Elektrikit parts provided a neat solution for the tilt axis, two short pivot rods (p/no 550) running in pivot bolts (p/no 545) that could be finely adjusted for near zero friction and minimum play. Fig. 8a shows how the pivot bolts are mounted in p/no 179 rod sockets attached to a sandwich of two 5-hole strips.

A defect-free 3-inch Meccano axle was fixed to the tilt axis bush wheel formed the vertical or "pan" pivot. Its upper end runs through a sandwich of a bush-wheel sitting boss-up on a wheel disk, bolted to the top plate of the turntable.



Fig. 8a

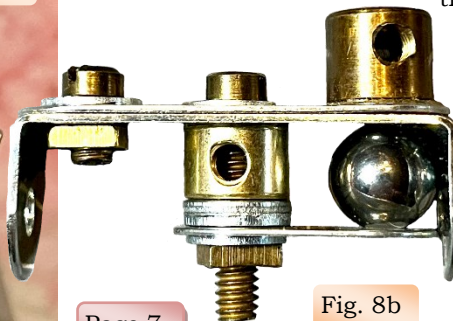


Fig. 8b

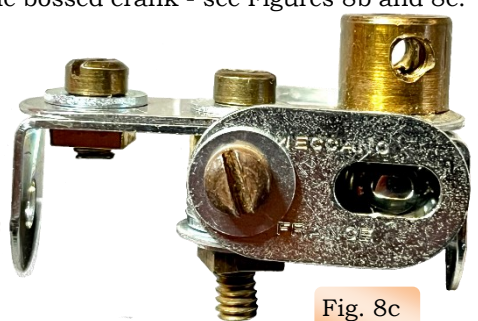


Fig. 8c

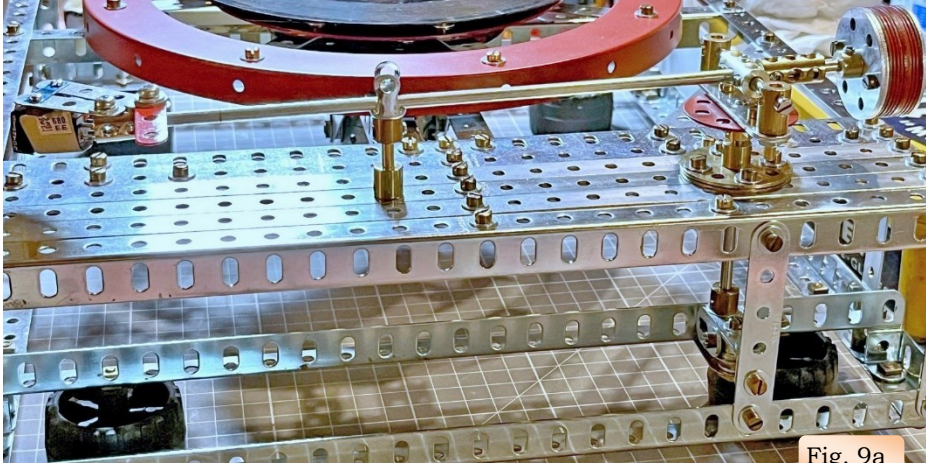


Fig. 9a



Fig. 9b

Pickup Arm and Cartridge support

The arm was fashioned out of an 8-inch axle with a p/no 63 coupling at both ends. Note: Use “Hachette Block-Setting” coupling parts as they are made of ZAMAK and are less dense than the real brass ones. This will help keep the arm and balance weight to a minimum and aid tracking a warped record. The “head shell” was kept as light as possible and was made from two narrow strips (3-hole and a 4-hole) set at an angle on the front coupling. A third 3-hole narrow strip was added at right angles to the arm as a finger lift. The stylus diamond point should be 9" from the arm pivot point. The Stanton pickup cartridge was fixed with the miniature screws and mount blocks that came with the cartridge Fig. 9b.

Counterbalance weight.

A stack of 11 wheel-disks bolted to a bush wheel with 3/4" bolts made a sufficiently heavy weight to balance the arm with the Stanton cartridge mounted. The bush wheel at the end of the stack was secured on a 2" axle with a grubscrew.

Fig. 11a

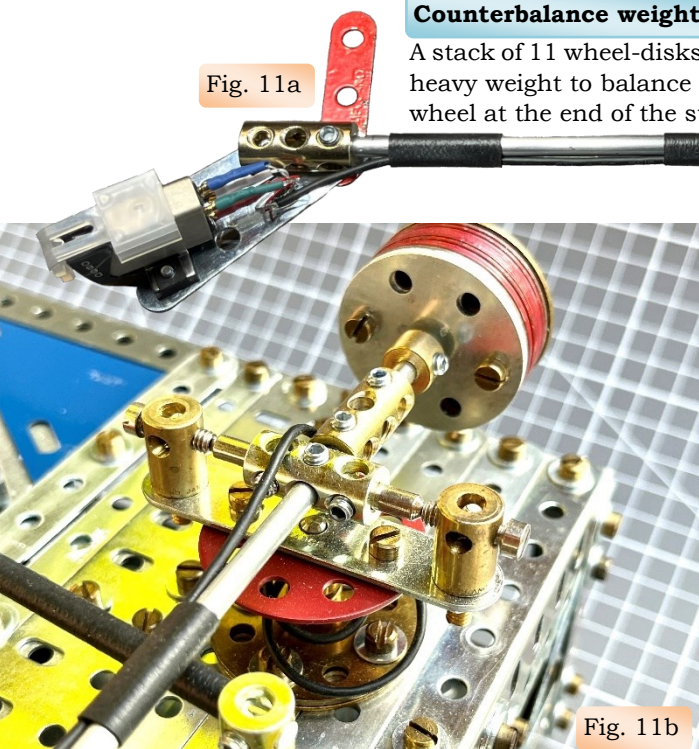


Fig. 11b



Fig. 12b

Wiring up the pickup cartridge.

A 20" pre-assembled thin cable was used to allow enough length to go to a connection terminal beneath the deck, with a couple of turns of the cable in a helix around the vertical pivot axle before going through a nearby hole in the top deck. The cable was kept in place along the arm with three rubber sleeves.

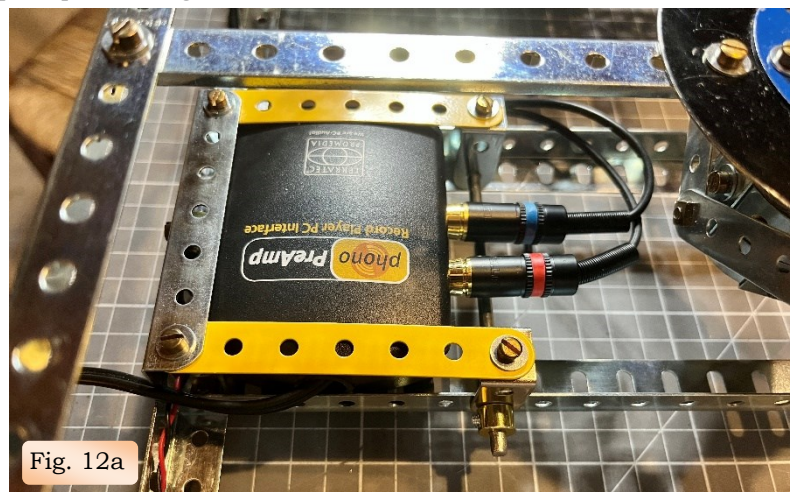


Fig. 12a

Mounting and wiring up the phono preamp.

A Terratec Phono preamp was mounted in a quick release support built between two additional 12 1/2" girders bolted across the bottom of the frame. A coupling (p/no 63) secured to the lower rear frame girder allowed the top hinged cage to be easily locked in place with a single screw. (see Fig. 12b).

The preamp required a 5V DC power source, and this was obtained from a 7805 linear regulator on the motor drive board.

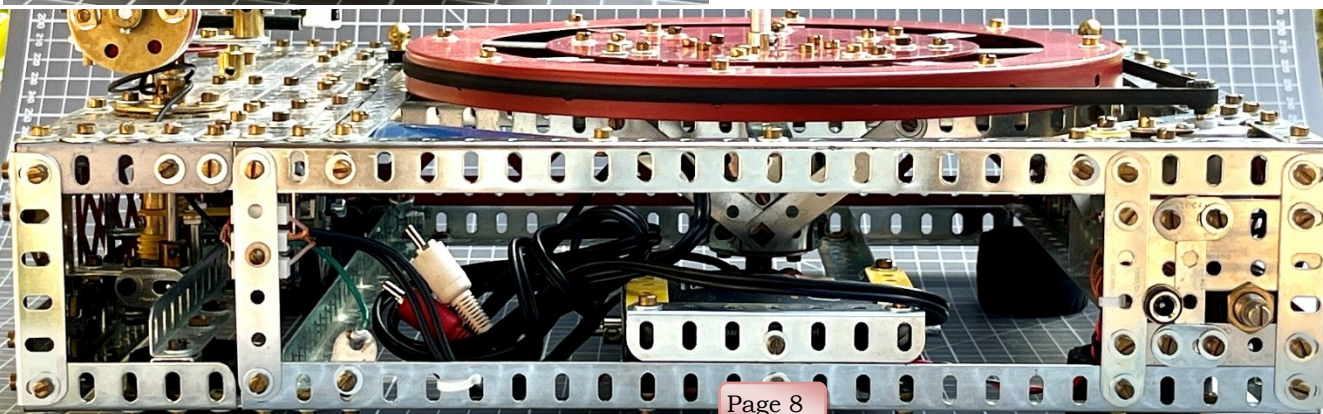


Fig. 12c

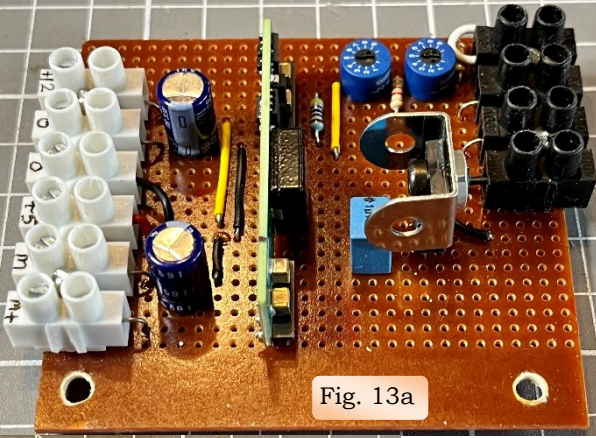


Fig. 13a

Motor drive board.

A Murata switching DC-DC converter was used to supply the low-voltage drive to the turntable motor. The circuit for the motor and the +5V preamp supply were built on a piece of Stripboard (Veroboard), and the layout can be seen in Fig-13a & Fig-13b.

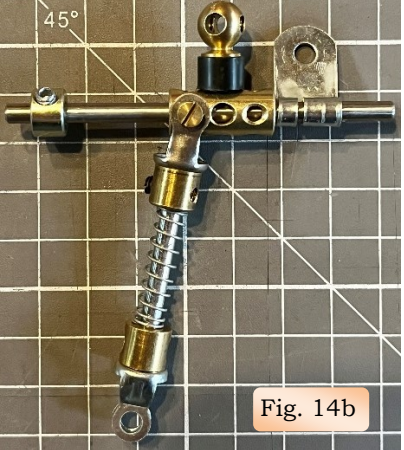


Fig. 14b

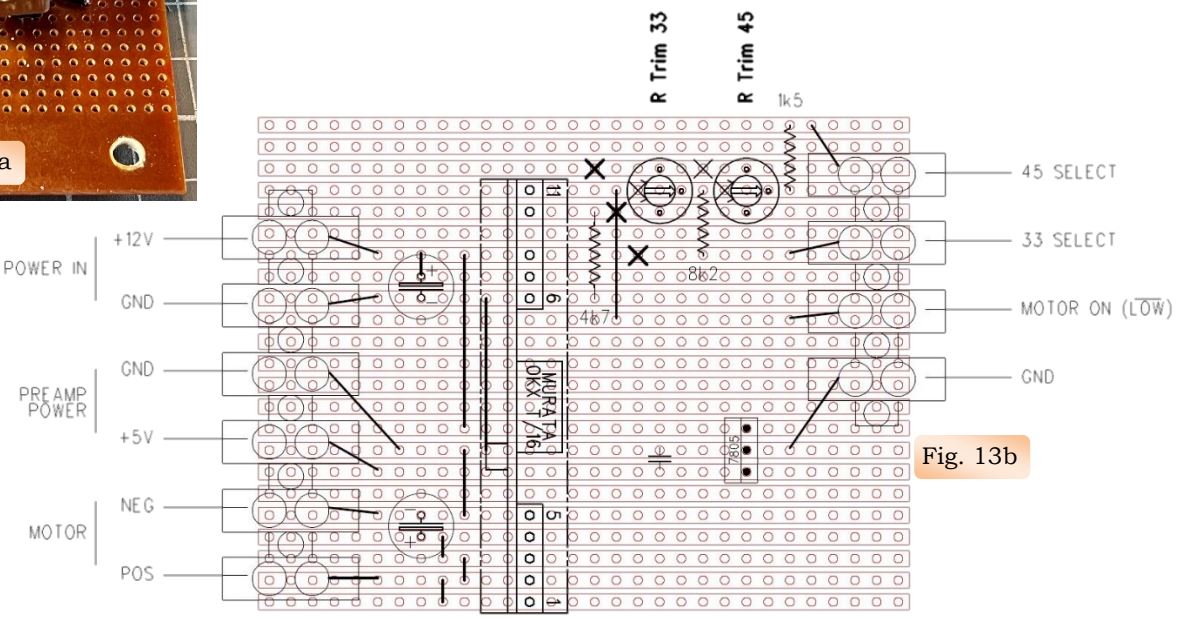


Fig. 13b

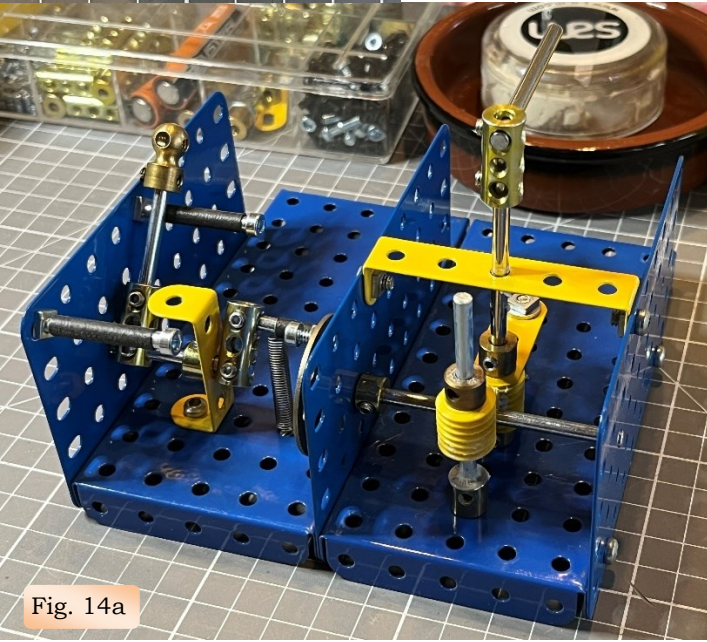


Fig. 14a

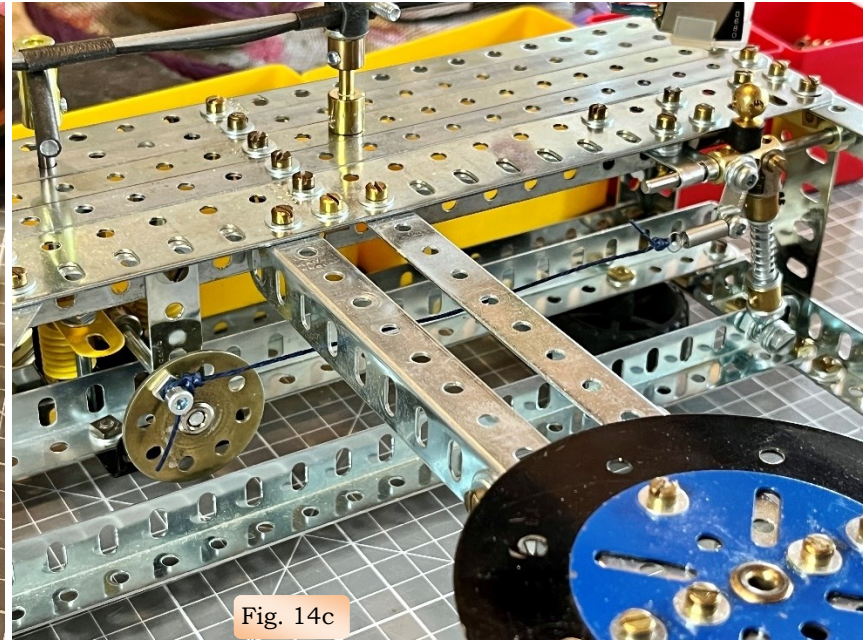


Fig. 14c

Arm lift mechanism. No decent turntable should be without an arm-lift and this mechanism caused the greatest amount of head-scratching to come up with a workable solution. Fig. 14a shows a prototype of the lift mechanism to test the feasibility of using greased plastic gears to damp the motion before building this into the deck. This mechanism was built in the frame, but with a sliding control lever rather than a rotary one. A short cord linked the sliding coupling to the bush wheel enabling the lift arm to fall gently under its own weight rather than being forcibly pushed down.

YouTube Video links

- Prototype in action. <https://tinyurl.com/4zanz4s2>
- Bistable slide knob. <https://tinyurl.com/4cepywh4>

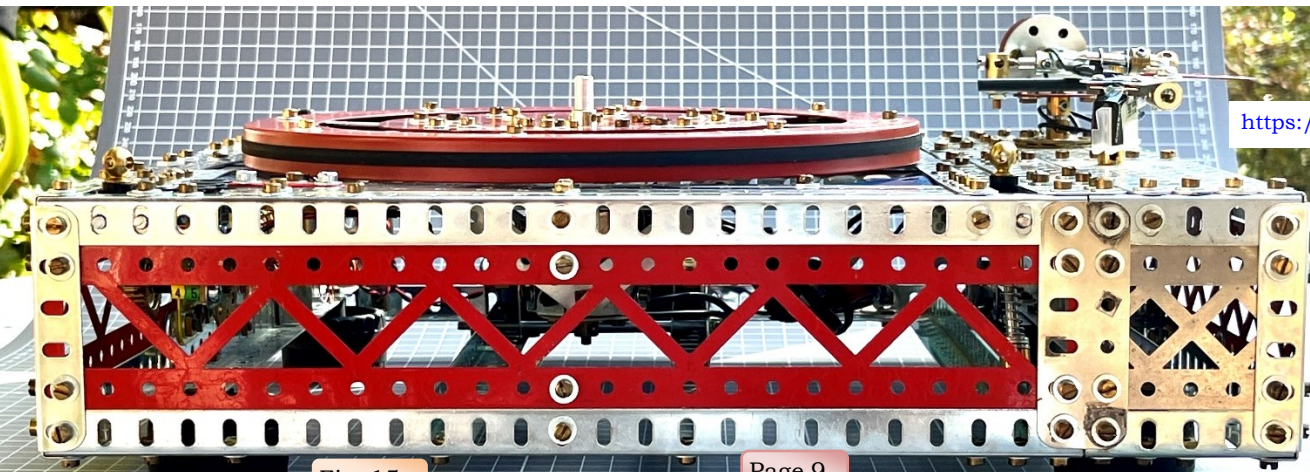


Fig. 15a

- With a record on the turntable. <https://tinyurl.com/38md278s>

Covering up the frame.

The frame was filled in the front and both sides with Braced Girders to give the record deck a more finished look, but still leave the inside construction partially visible. The top of the deck was filled in around the belt drive wheel with various strips and triangular plates as can be seen in Fig. 15b.

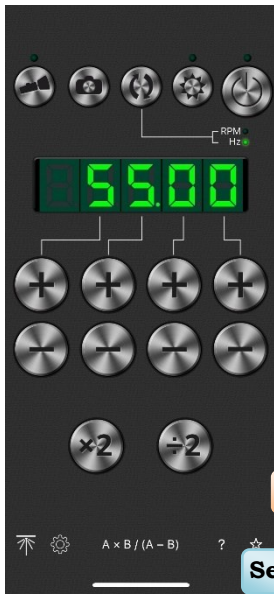


Fig. 16a

Fig. 15b

Setup.

To set the turntable speeds, a free stroboscope application (see Fig.16a) was found for an iPhone which would strobe the flashlight LED at a set speed. Using the 192 teeth on the Roller Bearing plate a simple calculation was made to determine the number of teeth passing a point per second for the two speeds, 106.66 for 33 1/3 and 144 for 45rpm.

The free version of the app can't be set above 100Hz, so the strobe speed was set to sub-multiple of either 53.33 or 72 flashes per second to freeze the GRB teeth when the speed was set correctly. This useful stroboscope app can be found on this link:

The stylus pressure (1.25g for the Stanton 680EE) was checked with a gauge on loan from a friend and the deck was ready to start playing records!

<https://apps.apple.com/dm/app/strobe-tachometer-rpm-meter/id831460940>

Conclusion.

Overall, it was a project with many interesting challenges, and also extremely satisfying to end up with a working turntable you can sit back, relax and listen to. The main point that needs improvement is the speed stability, so look out in the forthcoming months for **Meccano Turntable Version-2**. The next phase on this project will be to implement a speed servo based on the vintage 1960s Sony TTS3000 servo design, using a sensor to check the rotation speed of the GRB disk. This will bring the "Wow" specification down to respectable levels, and I'm looking forward to showing that working next year!!

Peter Sullivan - Switzerland.

Performance. Initial listening tests proved very promising, both LPs and 45s sounding surprisingly fresh and appropriately "HiFi" for a turntable made mostly from ... Meccano. The arm and Stanton cartridge showed good tracking ability and would easily play warped 45rpm singles with no track jumping.

Rumble and background noise measured at -55dB, weighted. This is only 5dB worse than the classic Sony TTS3000 belt drive turntable with a background spec of -60dB!! Pretty amazing for a bunch of strips, wheels and girders bolted together. Short term speed flutter was measured at a reasonable 0.15%, but lacking a speed servo, the 33/45 speed accuracy was rather poor. This was expected, as the dc motor was relying only on back emf to stabilise its rotation speed. As a short-term solution, an additional speed adjust potentiometer was added to the rear panel to facilitate trimming the speed for demonstrations.

The unit was exhibited at the 2023 CAM Lamor Plage exhibition with its accompanying Meccano valve amplifier and proved extremely popular with visitors, many being surprised that a Meccano construction could play LPs! Fig.17a shows the installation at the CAM exhibition and 17b an example of visitor reaction.



Fig. 17a

Note: This is a condensed version of Peter's article. The full version can be downloaded here...

<https://www.nzmeccano.com/image-177711>



Fig. 17b

The Super-Whip - Santiago Plicio - UK

It is hard to believe that it's already 13 years since 2010 when I created one of my favourites ever models in 'The Devil's Whip'. This was a kind of personal tribute to an ever popular and iconic Fairground ride of yesteryear and one that I loved to ride in my childhood when the Fair came to town.

That particular model presented a real challenge for me back then as it was not easy to have a cable going round large pulleys, pulling eight passenger cars on an oval track, and whipping them as they made a kind of radical U-turn at each end.

I tried several ideas that weren't easy to implement, but the breakthrough moment eventually came and of course I was delighted to achieve this personal re-connection with my boyhood memory.

I was also very lucky that the model came to be very popular gaining positive feedback everywhere and the combination of both things saw me proudly keeping the model intact for over 3 years until, like all things, it made way for something new.

The crux of the ride is a belt pulling these cars on a rectangular platform in a straight line before reaching the curved end where they acquire a quick centrifugal motion swinging outwards at a much faster speed, which causes a surge in exhilaration and excitement, or agitation and commotion to the occupants, depending on your disposition.

I had felt for a while that I had wanted to revisit this type of model especially because due to the width of the base in the original model, it did not allow me to create the full real swinging movements of the cars as they passed the acceleration process, in this case they all proceeded rather rigidly rather than being swung around as in the real-life attraction.

So, in committing to build another version, my main aim was to recreate the freer swinging movements of the cars more realistically. Having thought it all through, I started the building process on Friday the 26th of August firstly by joining together 15 large Meccano flanged plates in red and yellow (105cm x 58cm and 75cm high), then adding long angle girders to build the frame, all well supported, were ready that same afternoon.

I was already getting excited by the thought of it all, but I was away for the weekend and so could only continue from the Monday, but by Friday 1st of Sept the main structure, pulleys, central console, light, roof and decoration were already made. Now all that was needed was to add the moving belt and to construct the passenger cars, which I thought might take two to three extra days to make 6 cars by the time I had fine-tuned them.

This part of the process was actually much trickier than I had remembered from the first-time round. The cord acting as the main belt had to be joined together to make a loop which then needed some attachments on it to serve as passenger car connectors, which would of course pull the cars along as it rotated. The main wheels had to be castor type so they can freely move in all directions. Once I had joined the belt to the right dimension fitting all the attachments to hold the 6 cars in position, I tested several options but most of them did not work very well, and the balance was not right, so I unbolted many parts to make constant changes. I can say that it was a very painful and frustrating long afternoon before I felt like I was getting closer to a perfect fit. With my alterations complete, all I needed to do was re-attach the cars again and operate the motor and drive to the belt, and then hold my breath, hoping.

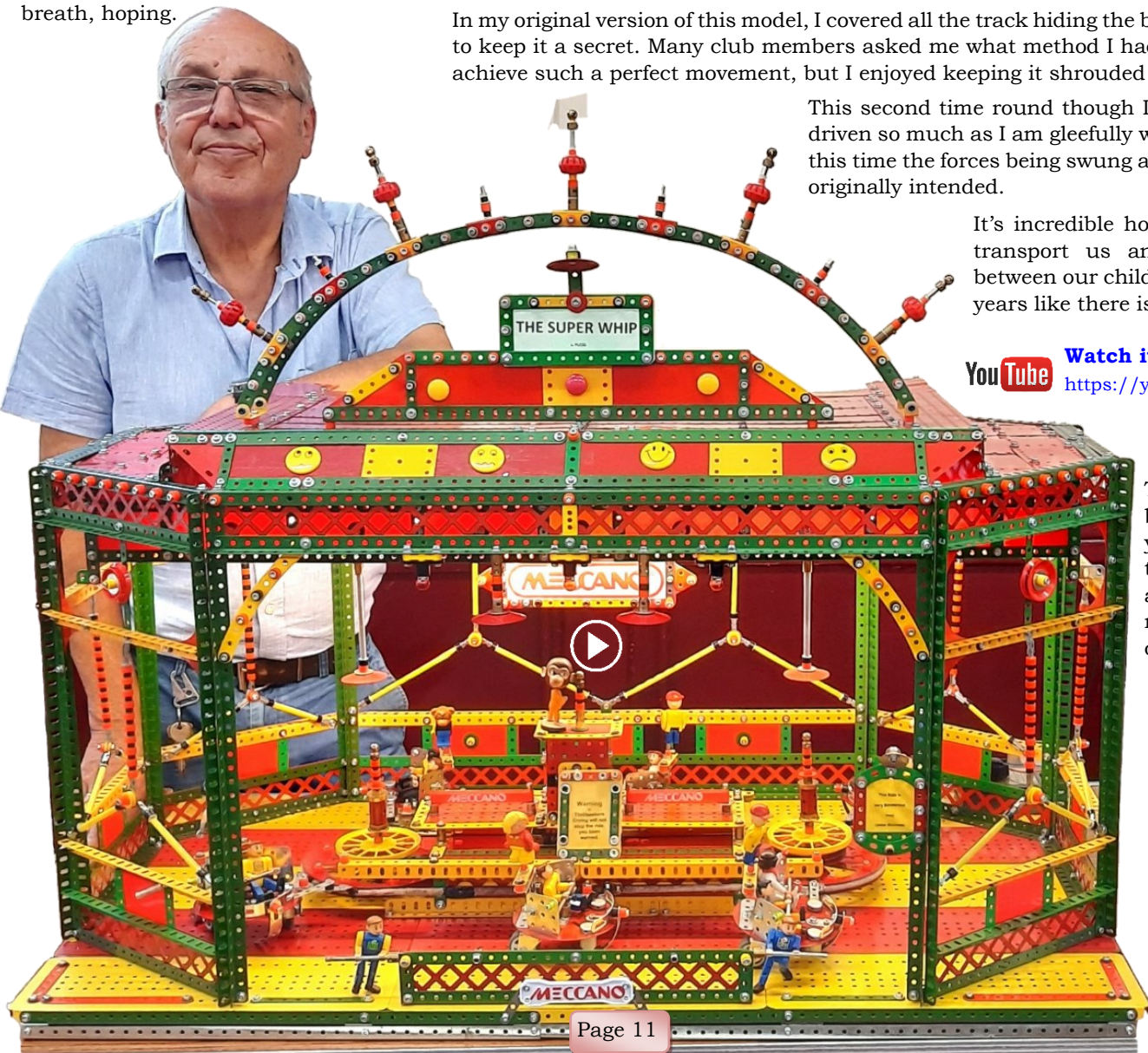
In my original version of this model, I covered all the track hiding the belt and attachments to keep it a secret. Many club members asked me what method I had used to manage to achieve such a perfect movement, but I enjoyed keeping it shrouded in mystery.

This second time round though I am not so covertly driven so much as I am gleefully whipped around and this time the forces being swung around are what was originally intended.

It's incredible how some things can transport us and bridge the gap between our childhood and our latter years like there is no distance at all.

Watch it on YouTube here
<https://youtu.be/T5kGgD9gv64>

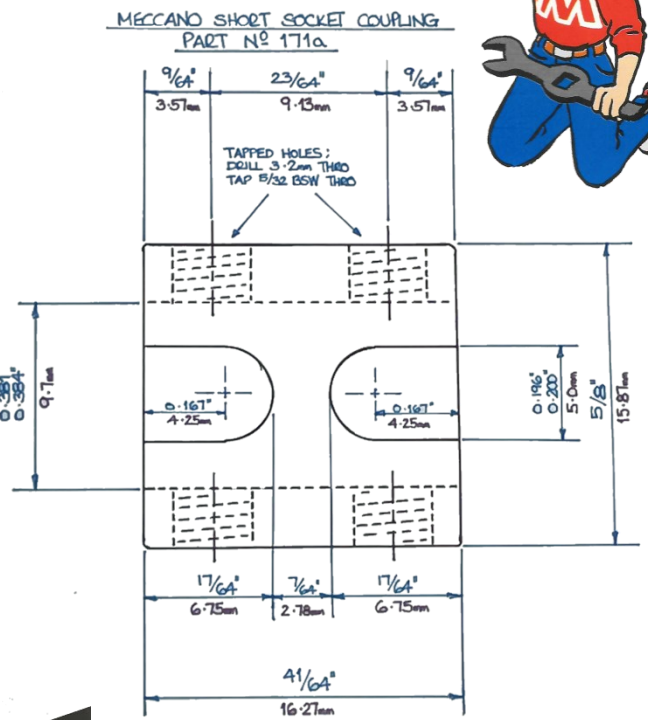
The Super Whip – being whipped from your adulthood back to your childhood and then whipped right back around once more!



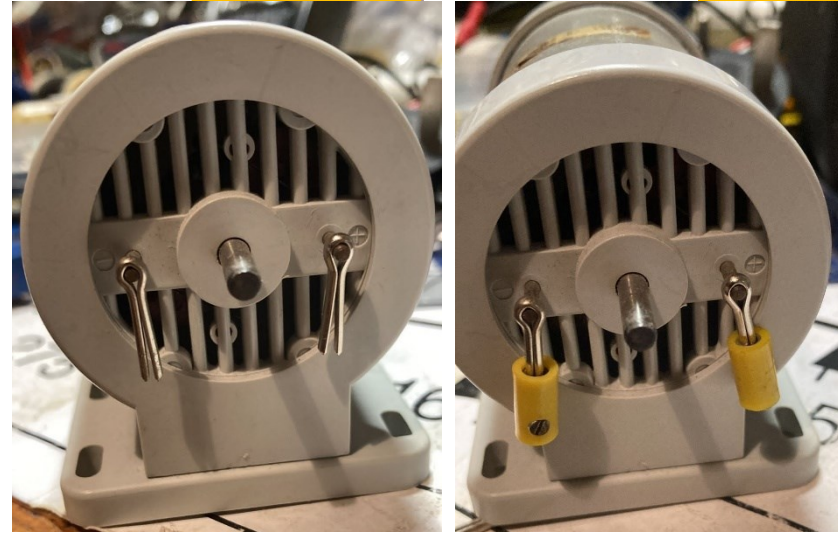
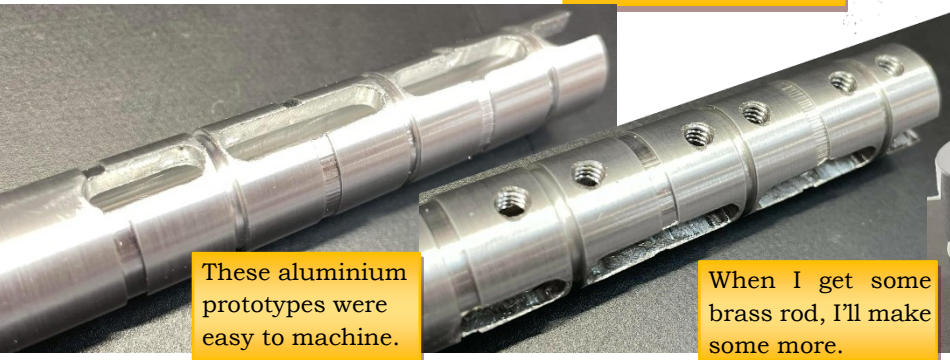
FROM OUR GOOD IDEAS DEPARTMENT



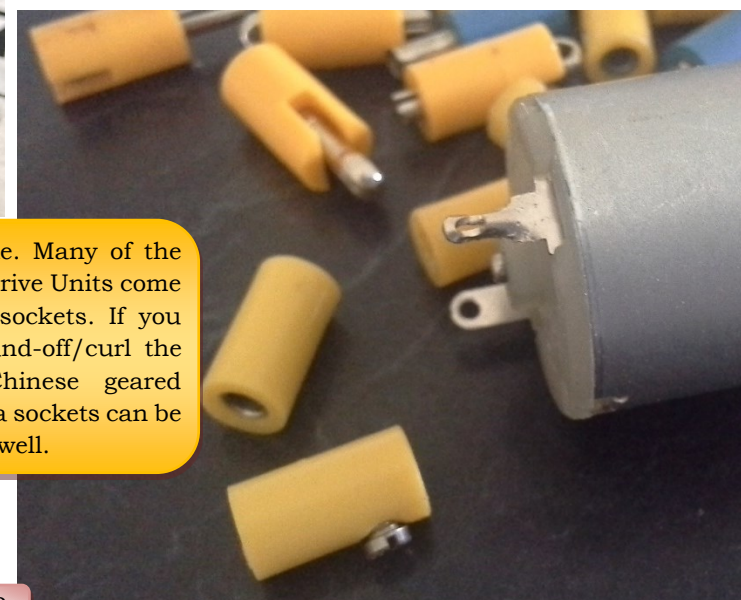
From Anthony Els. Using monitors in portrait mode is a good way to work on documents.



From Rob Beeken. I was after some non-Meccano short couplings like those pictured at left. The drawing, right, has been modified from the original 171 drawing and includes metric measurements.



From Richard Payn. Getting power into a Hectoperm motor without solder and using Meccano parts. These are the split pins from the 1978/1979 Meccano plugs. The yellow plastic socket/sleeve goes over the end.



From John Burke. Many of the Meccano Power Drive Units come with the Brawa sockets. If you use pliers to round-off/curl the flat lugs on Chinese geared motors, the Brawa sockets can be used on them as well.

This Month's Meccanoboy



Robin

Rob Kirk - UK & USA

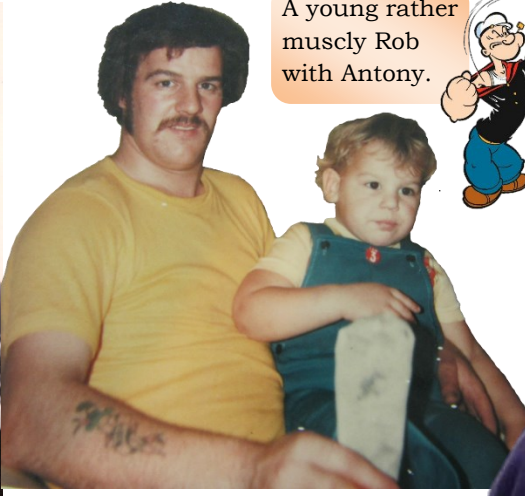


Rob and his beloved Meccano men.

When and where were you born?
 I was born in Nottinghamshire, England.
So, it's Rob for Robin, not Robert.
 Yes, lots of folks think its Robert but it's Robin and everyone calls me Rob.
What schools did you go to?
 I went to the Edward Cludd Secondary School in Southwell Notts.
What subjects did you study?
 I loved anything that was 'hands on' particularly Woodwork, Metalwork and Technical Drawing.
Were you a good boy at school?
 I was average! I did manage to get into trouble a few times.
Did you have Meccano as a child?
 I never had Meccano, but I did have Bayko, I think my parents thought it might inspire me to go into the building trade. I loved playing with my friend's Meccano though.



March 31 1973 St Giles Church Ollerton Notts.



A young rather muscly Rob with Antony.

Are you married with children?
 Yes, been married over 50 years now with one son, Antony.

How did you meet Lynda?
 In a local pub called "The Plough".



Does Lynda get involved in your Meccano activities?
 Oh yes indeed! We are very close, and Lynda is more than happy to be part of the expos we attend. See below.

Here I am, bottom left, on my last holiday with the likely lads just before I met Lynda.

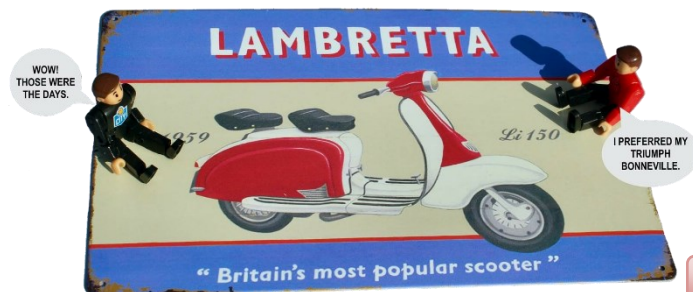


Lynda at the NMMG meeting in Jan 2017.

Was there the usual hiatus where fast cars and girls took priority?
 I was more into scooters and being a "Mod". I had Lambrettas.

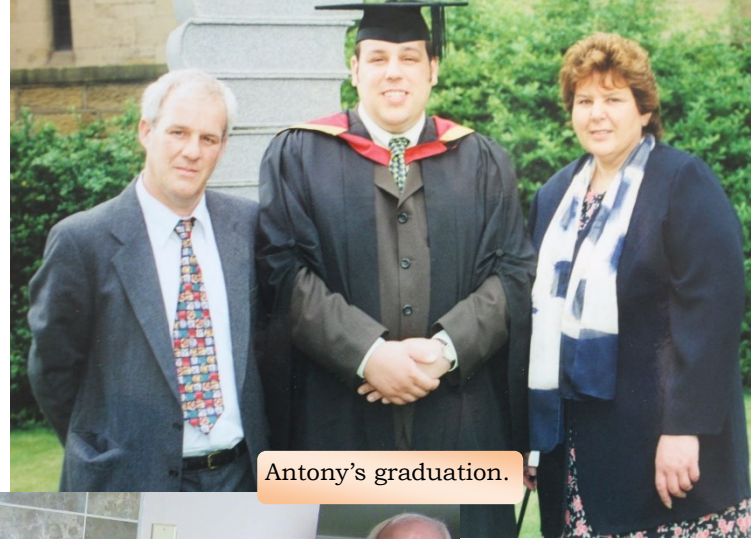


What did you do for a living?
 Nearly all my working life was in Agriculture. I started as a tractor/combine driver then trained as an agricultural mechanic and fabrication, which I absolutely loved.



Have you travelled much?

When Antony was at University in Newcastle, he did his 3 months work experiences both times in America and he loved it so much and couldn't wait to get there to work. Before he moved to America, we had mainly travelled around England but once he moved to America and we started visiting him, so we have done a lot of travelling there and also in Canada. We have visited quite a few of the states in the mid-west. When he lived in Michigan, we did a 1,500 mile road trip taking in all five Great Lakes and going up to Niagara Falls, Canada. It was a great to do the "Maid of the Mist" boat trip and going under the falls! We came back down through Michigan and into the Detroit area and visited the Henry Ford Museum, which was a fantastic experience. I highly recommend anyone visiting both these experiences if they ever get chance.



Antony's graduation.

How much Meccano do you have?

If you ask my wife, then too much but ask me, it's not enough! I don't have as much I used to have. Some is

here in America and some in England. I've really had to limit the amount here in the US as my storage is limited and the weight of Meccano makes it hard to move between countries. I also have some Meccano Bayko though.

Have you picked up any great bargains collecting Meccano?

I have picked up loads of bargains. I love going to auction sales and car boots and buying up job lots, but I have had some bargains off eBay too. More so in England than in America. It is surprising that some people don't know what they have got. I have picked up a lot of rare parts that way.



My somewhat reduced Meccano collection at my son Antony's house in Minnesota USA.

What type of models do you prefer to build?

Although I mainly built larger Meccano models at one time, I now prefer to build smaller ones, especially so I can build them in the "workshop" with the Meccano men. The workshop I have built mainly from Meccano, but I have to say I used Trix for the corrugated parts! My inspiration for it was my own workshop that I worked in for 35 years. The only omission so far is a vehicle lift that my original workshop had, and which I haven't built yet. I did build a lot of agricultural models from Meccano as I have an avid interest in tractors especially John Deere. In my working life I did work on a lot of other makes but John Deere is my favourite. I have also built fairground rides and steam engines. I love photography — which is handy as I can take photos as I build the models and make slideshows of them to put on YouTube.



Meccano men helping to build my John Deere 8RX.

SHALL WE RING THE PROFESSOR AND TELL HIM IT'S ALL FINISHED?

YEP, JOB'S A GOOD 'UN.

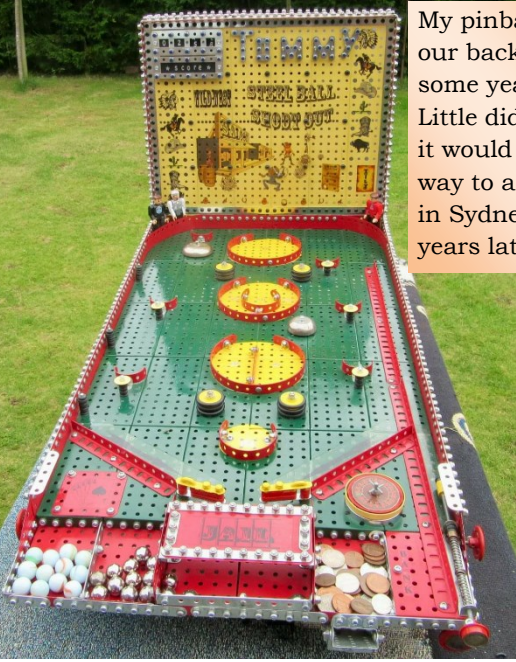
YouTube <https://www.youtube.com/@lyndakirk/videos>

What's your favourite model?

A Meccano man Christmas

My favourite build is the John Deere 8RX tracked tractor. I built it using only photos and videos for reference and I hadn't seen one in real life up until now! I went to the Minnesota State fair this September and John Deere was showcasing it there. It was fantastic to see.





My pinball in our backyard some years ago. Little did I know it would find its way to a market in Sydney many years later.



My pinball at a back-of-boot sale in Sydney! The other side of the world!



Visiting SkegEx 2023

Any interesting or unusual tales?
Well, yes. I built a pinball machine, and it was very large, so I decided to sell it at a specialist toy auction in England a few years ago. Then only last month I was alerted to it being up for sale at a market in Sydney of all places. David Pagano, who is a fan of all things old and mechanical, posted it on Facebook. How it got to Sydney I will never know!



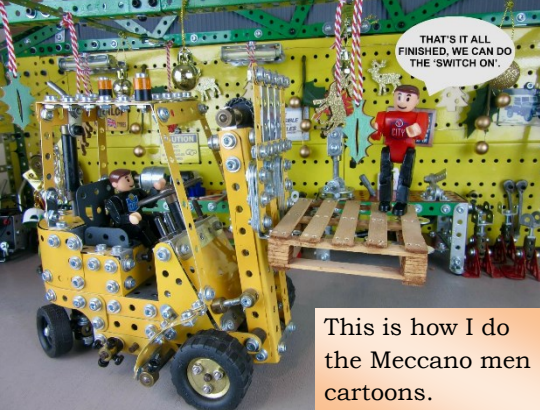
Has Meccano helped you in life?
Being skilled in mechanics and fabrication in my working life has helped me with Meccano. I like to build my own models rather than models from sets, I'm not a big fan of plans. I sometimes use Meccano as a template for implements I use in everyday life, like this template I made to build a harrow for the ride-on mower (John Deere of course!).

Have you been to many Meccano expos?
I try to visit SkegEx whenever possible, and I used to be a member of the North Midlands Meccano guild and used to take part in the meetings they held at Oxton.
Have any Meccano folk visited you?
We have had the pleasure of being visited by Doug Hedgley and his wife a few times. We've also met up with Doug at SkegEx a couple of times too. This year we were lucky enough to be at SkegEx where he was displaying his "Evening Star" model loco. Wow, that is a big and beautiful model!

What other hobbies and interests do you have?
I used to love fishing, especially match fishing and did win a lot of trophies but as I got older wildlife photography took over. I also enjoy going to steam fairs and seeing steam models of any size. I do have a few steam models that I have restored but not so many as I used to have. My love of photography is perhaps the reason for all my cartoon type caricature photos of Meccano men building my models.
What Meccano clubs are you in?
I'm not a member of NMMG at the moment but I used to be.



Have you visited any Meccano people in other countries?
I haven't but I am a member of the A C. Gilbert Historical Society in the US but yet to get to any of their meetings.



This is how I do the Meccano men cartoons.



Do you visit Antony in Minnesota?
We visit as much as we possibly can. We like helping him out with the gardening, grass cutting on my favourite John Deere ride-on mower I got for Father's Day last year. Snow blowing in winter is not quite my favourite job but needs to be done. We've felled a lot of trees there too, tidying up after high winds. This year has been exceptional for acorns needing clearing up.

What's your advice for young people today?
Go for it- chase your dreams.

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

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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.midlandsmeccanoguild.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/>

Australia & New Zealand

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

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>
- <https://mecca-clocks.fr/>
- <http://mattgoodmanuk.com/links/Meccano.html>

Meccano suppliers

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



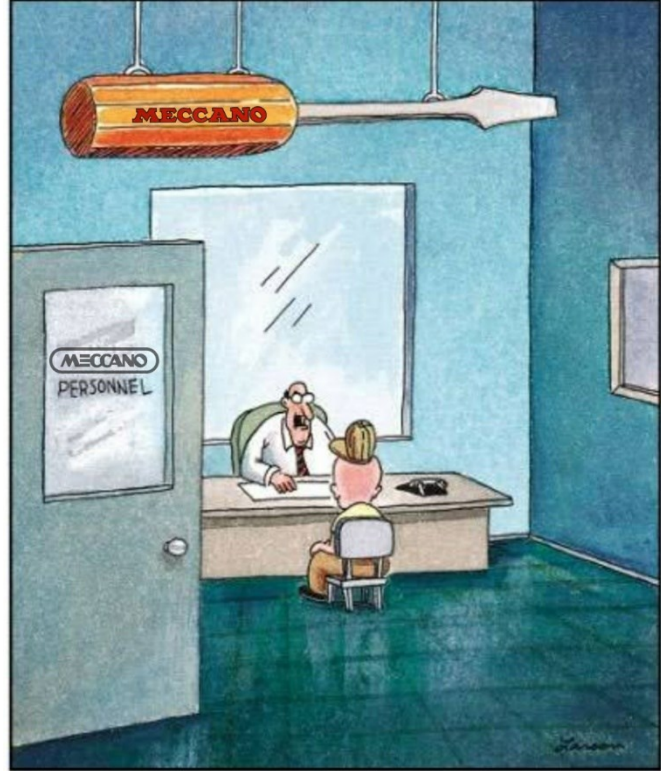
Graham Jost's Möbius Strip



Why did the chicken cross the Möbius Strip?
To get to the same side.

Most people have heard of Karl Marx, but few know of his sister, Onya, an Olympic runner. Her name is still mentioned at the start of every race.

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>



The problem, Mr Fudd, is that you've been having a subliminal effect on everyone at Binns Rd. The Meccano skwoo dwivuh is... dang! Now you've got me doing it!

On a bitterly cold winter morning a husband and wife were listening to the radio during breakfast. They heard the announcer say, "We are going to have 8 to 10 inches of snow today. You must park your car on the even-numbered side of the street, so the snow ploughs can get through".

So, the wife went out and moved her car.

A week later while they are eating breakfast again, the radio announcer said, "We are expecting 10 to 12 inches of snow today. You must park your car on the odd-numbered side of the street, so the snow ploughs can get through".

The wife went out and moved her car again.

The next week they are again having breakfast, when the radio announcer says, "We are expecting 12 to 14 inches of snow today. You must park...."

Then the electric power went out. The wife was very upset, and with a worried look on her face she said, "I don't know what to do. Which side of the street do I need to park on so the snow ploughs can get through?"

The husband replied, "Why don't you just leave the bloody car in the garage this time."

Three women die together in an accident and go to heaven. When they get there, St. Peter says, "We only have one rule here in heaven. Don't step on the ducks!" So they enter Heaven, and sure enough, there are ducks all over the place. It is almost impossible not to step on a duck, and although they try their best to avoid them, the first woman accidentally steps on one. Along comes St. Peter with the ugliest man she ever saw. St. Peter chains them together and says: "Your punishment for stepping on a duck is to spend eternity chained to this man."

The next day, the second woman steps accidentally on a duck and along comes St. Peter, who doesn't miss a thing. With him is another extremely ugly man. He chains them together with the same admonishment as for the first woman. The third woman has observed all this and, not wanting to be chained for all eternity to an ugly man, is very, VERY careful where she steps. She manages to go months without stepping on any ducks, but one day St. Peter comes up to her with the most handsome man she has ever laid eyes on. Very tall, long eyelashes, muscular. St. Peter chains them together without saying a word. The happy woman says: "I wonder what I did to deserve being chained to you for all of eternity?" The guy says: "I don't know about you, but I stepped on a duck."



Well? Was it worth the price of a cup of coffee?



Buy me a coffee