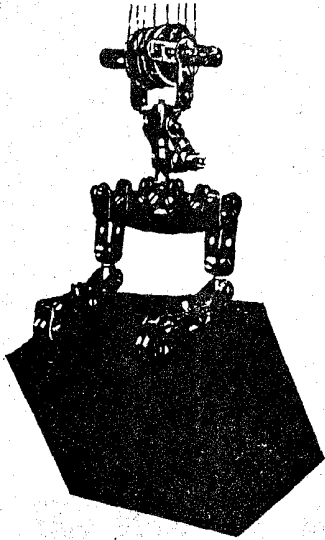


SMG NEWS



JUNE 1989

No. 26

Chairman:
Charles Hatfield,

Treasurer:
Stephen Parkin,

Secretary/ Newsletter Ed.,:
Mike Beadman,

Joint Newsletter Ed.,:
Rob Mitchell,

THE SHEFFIELD MECCANO GUILD

This edition of the Newsletter brings forth that happy state of affairs, for me anyway, of not actually having to do any writing, feature-wise. The main item, describing a delightful little Grass-hopper Bean Engine, is by Ernest Palmer; instead of 'Norton Notes', Charles has provided some 'Tinsley Tittle-Tattle', for reasons which will become clear as you read on; Rob assembled the Model Report for the last Guild Meeting, as well as providing the splendid drawings which accompany Ernest's writing; and so it goes. All the Secretary is having to do is type out other people's work, which is all to the good, as it leaves him with more modelling time.

It is most encouraging to see the Guild membership growing, and as, due to an oversight, no telephone numbers of members were published with the last issue, the latest membership list is herewith enclosed, computer-printed by Stephen Parkin, to whom many thanks are due.

Also to be found inside are particulars of SKEGEX '89, to be held on the 7th, 8th and 9th July.

A FINAL REMINDER concerning the Sheffield Meccano Guild's exhibition at Kelham Island, July 22nd/23rd. If you haven't been before, and need instructions how to get there, please contact the Secretary for a map.

MIKE BEADMAN

STOP PRESS: THE BELLE VUE 'ALL OUR YESTERDAYS' RALLY: the possibility exists of a Meccano exhibition as part of this major event, to be staged by the Historic Commercial Vehicle Society, at the ADT Auction Centre, Hyde Road, Belle Vue, Manchester, Saturday 5th August 1989.

No formal approach has been made to the organisers as yet, and before doing so, it seemed prudent to 'sound out' what interest there is in this event from SMG members, so that your Secretary can give details of the likely number of modellers, hence table space requirements etc.

If you'd like to take part in what sounds like an interesting event, please 'phone or write to Mike Beadman, who will contact the Rally organisers if interest is shown.

TINSLEY TITTLE- TATTLE

You may not have heard of the Tinsley Bus Museum. I hadn't until Mike Beadman told me of it, and said there might be an opportunity to stage a mini- exhibition there. So, one Sunday afternoon, he and I met there and were able to make an arrangement for May 14th.

The Bus Museum was originally the Weedon Street Tram Shed, and now houses a collection of old buses from various parts of the country. Also a great many old road signs are displayed around the walls. On sale is a lot of literature concerning buses and railways, as well as toy buses and cars. There is also a large model railway layout upstairs.

The Museum is open to the public from noon on Sundays once a month: admission is 20p and refreshments are on sale.

The amount of space available to us being limited, it was decided on this occasion the Meccano exhibition would be limited to Mike, Rob Mitchell and myself- the Tinsley Trio.

Mike took his motorbike and sidecar, a model with a wealth of detail which was much admired. He also had a robot arm which picked up a plastic container, moved it around and dropped it into the hand of any young spectator.

Rob had a table full of models- a very detailed locomotive, a steam lorry and trailer, a south-seeking chariot, a log saw, his jaw crusher, a small Grasshopper engine, and three walking contraptions, one of which was heard to be variously described as a spider, a nantis, and a Triffid. Somebody even thought his south seeking chariot was a helicopter!

My own contribution consisted of the Undertype steam engine, a small beam engine, the Eiffel Tower, Tower Bridge, and the other bits of the 'Tail of Two Sittys' ensemble, and of course the Magic Windmill which is always a favourite with the children. I also exhibited my bound copy of SMC Magazine and my copies of Constructor Quarterly.

The public came in a steady stream all afternoon, and our little exhibition created a lot of interest. We took the opportunity to advertise our Kelham Island exhibition, where we hope to see a good attendance and the usual crop of fine models.

Charles Hatfield

SECRETARIAL FOOTNOTE: the next Open Day at the Tinsley museum is on the 11th June; we have been invited to exhibit then also, if we wish, and it would be nice if someone else could do it this time round. It would be appreciated if anyone wishing to exhibit contacts Rob or myself, 'cos if no-one wants to exhibit, I have promised to tell Eric Wilson at the museum, in order that he can organise an alternative static display.

Thank.

MODEL REPORT- GUILD MEETING, NORTON CHURCH HALL, APRIL 8th 1989

Probably the best and most well attended meeting of the SMG yet! Modellers from all over the country came to show off their latest creations, and filled Norton Church Hall virtually to capacity. Here is who came with what:-

- John Bader came from Bradford with two models. One was the SML Gantry Crane constructed in Nickel Meccano, the other was a Showman's Traction Engine from the May '65 MM, in Blue, Yellow and Zinc. Powered by an E20R, John demonstrated its high-tech (sic!) drive engaged by tightening the grub screw of a Sprocket Wheel onto a rotating shaft.
- Mike Beadman also had a pair of models. His Keith Cameron design Robot Arm from a NMMG Constructor project was put through its paces when Mike got the chance... Mike also showed a partly completed Ducati motorcycle.
- Geoff Bennett brought a model of Cobb's Brewery Engine, nicely turned out in Red and Green. An unusual feature was the 'TV program', a continuous belt carrying information about the Engine, viewed through an aperture in the platework- ('to save repeated explanations', says Geoff).
- Richard Bingham brought along a certain synchronous motor clock with which we are largely familiar.
- Jack Birch arrived at Norton with his Digger built in Red and Green parts, a modified version of SML 19.
- Geoff Brown came from Lincoln with a Windpump constructed as a modified form from the 1937 no. 7 Manual. Built in Blue and Gold parts, it worked a treat with its E120 running on 6-12 Volts.
- Bill Charleson came with his Sentinel DS Steam Lorry built in the unusual but most attractive colour scheme of Dark Blue and White.
- Mike Cotterill made the journey from Skegness to Norton with his Blue/Yellow/Zinc model of a Stanier 8F 2-8-0 steam loco. based on the Hornby Dublo model, Mike's version uses 146a's for driving wheels, and a faithful copy of the Walshearts valve gear. The model is powered by an E20R.
- Les Gines has been busy building two fine models. One is a 1906 Rolls Royce from the December '65 MM, the other is a 1912 'tall' Ford from the Sept. '63 MM, both models in Red and Green.

Alan Grimshaw has also been busy with Red & Green Meccano, and has built the Keith Cameron Penguin Slide from the SMGM, driven by Ripmax motors and gears.

Charles Hatfield our Chairman arrived with an octet of models- Tower Bridge, an 'advert' hoarding, a Guillotine, a Signpost, a Beam Engine, an Overtyping Engine, the 'Magic' Windmill, and a model of the Eiffel Tower...pew! Quite a tribute to his Fiat Uno's carrying capacity! The latter model was built for the 100th anniversary of the original.

Richard Kent presented a trio of models, neatly turned out in Yellow and Black. They were a flat-backed lorry of an original design, a 1950's MM Fork-Lift Truck, and a 1970's No.9 Gantry Crane, the latter looking particularly smart in the yellow and black parts.

John MacDonald, Norton's earliest arriver, showed off his flair for excellent military models sporting Khaki livery. Everybody must have been impressed with John's Kettenkrafter (a German tracked motorcycle), his Lanchester Armoured Car and his newest model, a 'White' USA half-track.

(SEC) quick aside, here, to mention that John recently attended a War Games exhibition with his military Meccano models, at the Sheffield University Octagon Centre, and was awarded a certificate. Well done, Sir!

John Martin wrote that he was 'embarrassed' on the Model Report slip- he blames the North Yorkshire roads for his SML Double Flyboats being a static model on his arrival at Norton! Cheer up, John- it made a very pleasing static in Red/Green parts, though.

Iain McKenzie brought two classic models. One was a Blue and Gold Traction Engine, the other a model of Kearney's Monorail running on a nickel track.

Rob Mitchell has been very busy turning out a whole range of models, including a Pegson-Telsmith Jaw Crusher sporting Grizzly feeder and conveyor belt, a Southern Railway 'Z' Class 0-8-0 heavy shunting loco in Blue/Yellow/Zinc with flashing lights and the SR crest (the first Meccano heraldry?) There was also a SML Log Saw, a self-propelled 'A' Frame, a clutch of differential mechanisms, a NIMG Constructor-project Steam Wagon and Trailer, and finally a Robot from the 1931 no.6 Manual.

Alan Partridge brought an auto-reversing trolley, built around a clockwork motor, and a set of 'DIY' Meccanographs using gears rotating around frames of Rack Strips to produce Spirograph type designs.

Robin Schoolar fetched his Indefatigable Monkey which climbs hand-over hand on an endless cord, getting nowhere!

Eric Schoolar visited Norton with a radio controlled Railway Luggage Trolley, complete with train of trolleys. It uses a Cranokit motor for the drive, a spurgear diff and a swinging front axle.

Geoff Tomlinson brought three well constructed models- a Nickel Pontoon Crane, and an agricultural Traction Engine and Showman's Traction Engine, both in Red/Green.

Mike Whiting came with a Keith Cameron Voiture de Maitre built in light Red/Green parts, and a pair of incredible original models. The first was a Uranian Orrery showing Uranus' moons in relation to Uranus; the second was a model of the Solar System, possibly the first built in Meccano.

Apart from everyone having a splendid time jawing about Meccano and related matters, as usual in the afternoon of the Spring meeting, an Auction was held. Unfortunately both the Guild's Auctioneers- Dave Penney and Tom McCallum- were unable to attend due to other commitments, and most capably stepping into their shoes came Geoff Brown, who has surely found a new calling in life. The auction went swimmingly, and thank you, Geoff, for stepping in at such short notice. Thanks also to Iain McKenzie for displaying the goods in such a professional manner.

More thanks are due to the Refreshment Crew, who left Narton in no doubt that their services- and their food- were appreciated by all.

NORTH MIDLANDS MECCANO GUILD- SKEGEX '89

Exhibition Days Friday 7th July is 'Enthusiasts' Day' for early arrivers to set up their models and enjoy the town, and Saturday 8th July and Sunday 9th July for public viewing.

The Venue The Festival Centre, Skegness, which provides a very large modern hall at ground floor level. It is very central and near the beach, and there is a tea bar, a licensed bar, a stage, the exhibition floor, and plenty of chairs and tables, both for the public, and for exhibitors and their families.

Carparks surround the Hall and vehicles can be driven up for loading and unloading.

All Meccano Modellers, both NMMG members and others, will be welcome to show their work- the more modellers, the better. If your model has special requirements, (For space, or otherwise), please contact the Exhibition Organiser. Historical displays will also be welcomed, and there will be some space for individuals to sell or trade Meccano parts by prior arrangement with the Exhibition Organiser. It is suggested that Exhibitors should bring some form of table covering with them.

Exhibition Organiser Mike Cotterill, 37 Park Avenue, Skegness, Lincolnshire PE25 2TF, Tel. Skegness (0754) 4544 after 6pm. If you would like a free Car Park Pass send an SAE to Mike.

Accommodation write to the Foreshore Office, Town Hall Skegness for a free Town Guide.

Mike Cotterill and Family will be 'At Home' to all Meccano enthusiasts, on Saturday evening, 8th July.

SMALL GRASSHOPPER ENGINE

Designed & Described by

ERNEST PALMER

Drawings by ROB MITCHELL

Starting with the $5\frac{1}{2}$ "x $2\frac{1}{4}$ " Flanged Plate, add on the $1\frac{1}{2}$ " Strip supported on 6 washers. These washers stop the cylinder rocking on its two Angle Brackets. At the other end of the Flanged Plate add the cranked Bent Strip (44) and Chimney Adaptor (inverted) attached to an Angle Bracket.

The Trunnion on the other edge of the Flanged Plate is bolted at the 5th hole from each end and is supported on a stack of five $1\frac{1}{2}$ " Strips, in order for the Flywheel (132) to clear the ground.

The Cranked Bent Strip in front of the Trunnion is supported on a couple of Fishplates to ensure the crankshaft (2" Axle Rod) is level. The 1" Reversed Angle Bracket (124) is bolted between this Cranked Bent Strip and the Crane Kit Motor; this Bracket supports the belt driven governor.

The Flat Trunnions on top of the cylinder are bolted by Angle Brackets to a $1\frac{1}{2}$ " Flanged Wheel, which is pressed into the cylinder. The beam support column consists of two $3\frac{1}{2}$ " Strips spaced apart by three $\frac{1}{2}$ " Bolts and Nuts. At its lower end it is pivoted on a Pivot Bolt and Lock Nutted to allow freedom of movement.

The beam consists of two $5\frac{1}{2}$ " Strips spaced apart by a Collar at one end and a couple of washers at the other end.

The pivot arms are two 3" Narrow Strips; at the Flat Trunnion end they are pivoted on Lock Nutted Bolts. The other ends are supported on a $1\frac{1}{2}$ " Axle Rod; and spaced by Collars.

The piston rod is a 2" Axle Rod held in the Collar at the end of the beam. The connecting rod, another 2" Axle Rod, has a Rod and Strip Connector at both ends. This rod is suspended from the beam by two Fishplates which are bolted tightly to the upper Rod and Strip Connector.

The pump rod is a 3" Axle Rod, suspended by a small Fork Piece. The governor shaft is another 3" Axle Rod, with a Collar under the Flanged Plate, and a $\frac{1}{2}$ " Pulley with Boss above the Reversed Angle Bracket. At the top of the shaft is a Rod and Strip Connector, with two Pawls (without bosses) clamped at the pointed end between the Rod and Strip Connector and a Washer on a Bolt.

On the crankshaft is a $\frac{1}{2}$ " Pulley with Boss, between the Trunnion and Cranked Bent Strip. On the other side of this Cranked Bent Strip is a Coupling, spaced with a few washers. The Coupling is mounted on the crankshaft by its centre hole, to achieve a $\frac{1}{2}$ " stroke. A small Driving Band encircles the two Pulleys with Boss, a larger Driving band drives the flywheel off the motor spindle. Note also the small Driving Band mounted on the end of the beam, and anchored at fourth hole down on the Beam support column. This is necessary because the prototype engine relied on the off balance of the beam to force the piston down; in the model, not having steam to raise the piston, this off balance is reduced by the Driving Band's spring action.

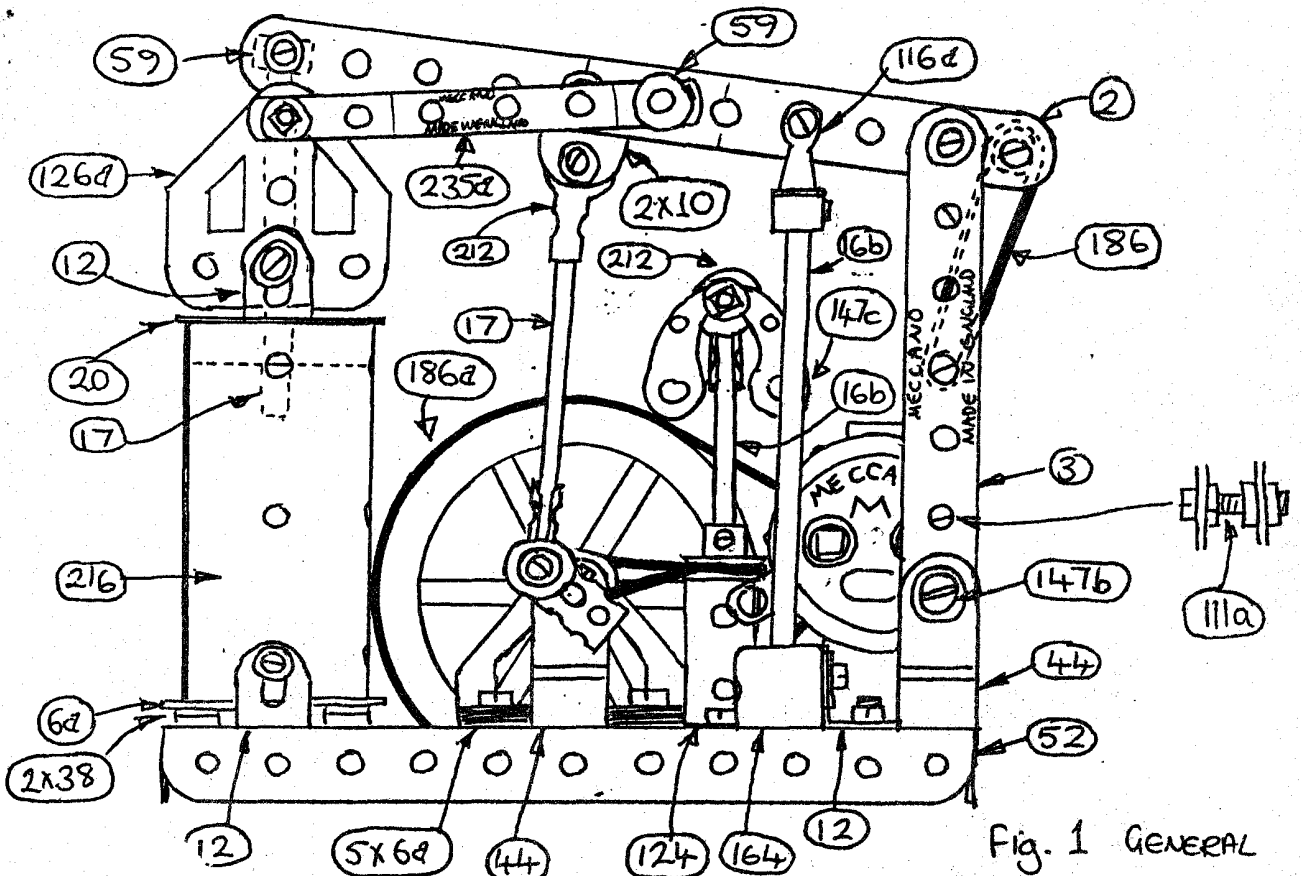


Fig. 1 GENERAL ARRANGEMENT

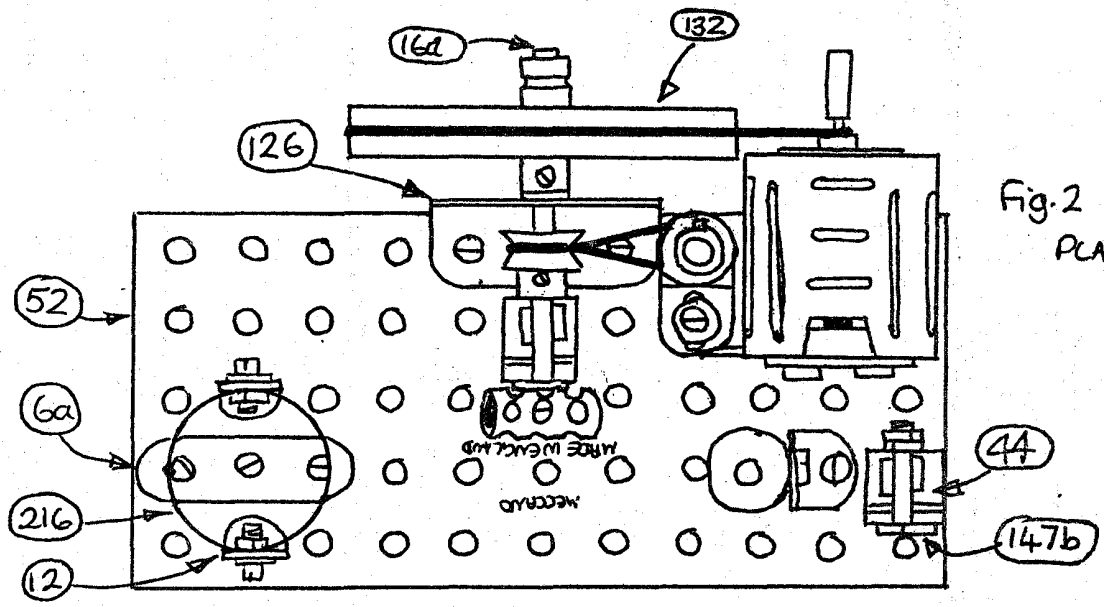


Fig. 2 SIMPLIFIED PLAN VIEW

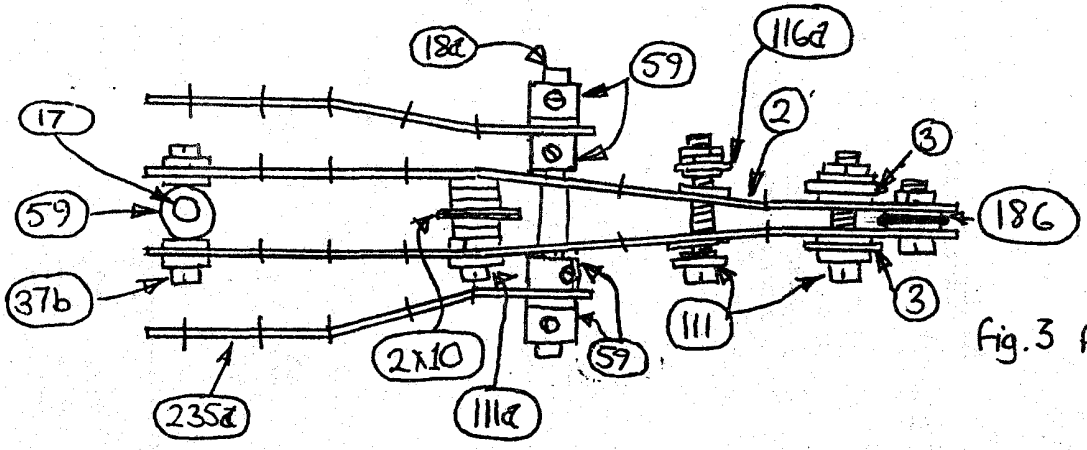


Fig. 3 PLAN OF BEAM

Parts Required for the Grasshopper Engine

2	of no.	2	2	of no.	44
2	" "	3	1	" "	52
6	" "	6a	6	" "	59
2	" "	10	1	" "	63
5	" "	12	2	" "	111
1	" "	16a	8	" "	111a
2	" "	16b	2	" "	111c
1	" "	17	1	" "	116a
1	" "	18a	1	" "	124
1	" "	20	1	" "	126
2	" "	23a	2	" "	126a
21	" "	37	1	" "	132
13	" "	37a	1	" "	147b
40	" "	38	2	" "	147c

1	of no.	164
2	" "	186
1	" "	186a
3	" "	212
2	" "	235d

Cranekit Motor

DIARY DATES- June- Dec. 1989

JUNE 3rd.	Runnymede Meccano Guild, Club Meeting, Ottershaw
JUNE 10th	North East London Meccano Club, Exhibition, Fulwell Cross Library, Barkingside, Ilford.
JUNE 17th	West London Meccano Society, Club Meeting, Greenford.
JUNE 17th/18th	Meccano Society of Scotland, Exhibition, Stirling
JUNE 25th	Ruston Marconi Exhibition, Lincoln
JULY 7th/9th	SKEGEX '89
JULY 22nd/23rd	SHEFFIELD MECCANO GUILD, EXHIBITION, KELHAM ISLAND
JULY 29th	Henley Society of Meccano Engineers, Club Meeting, Henley.
AUGUST 12th	South East London Meccano Club, Club Meeting, Eltham
AUG. 26th/28th	Midlands Meccano Guild Exhibition, Stoneleigh
SEPT. 1st/2nd	Henley Exhibition
SEPT. 16th	West London Meccano Society, Club Meeting, Greenford
SEPT. 16th	North Midlands Meccano Guild, Club Meeting & AGM, Oxtou
SEPT. 30th	Midlands Meccano Guild, Club Meeting, Alcester
OCT. 14th	SHEFFIELD MECCANO GUILD, CLUB MEETING & AGM, NORTON
OCT. 28th	Holy Trinity Meccano Club, Club Meeting, Hildenborough
NOV. 11th	South East London Meccano Club, Club Meeting, Eltham
NOV. 18th	West London Meccano Society, Club Meeting, Greenford
NOV. 18th	North Eastern Meccano Society, Darlington Exhibition
NOV. 25th	Henley Society of Meccano Engineers, Club Meeting, Henley