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EDITORIAL

As you will have noticed in our last Newsletter, an experiment in photographic reproduction was attempted and worked out very well considering that the original print was of the full-gloss colour type. Peter Mason has now done some further trials with his "magic" photocopier and it is considered that a further improvement in quality has been achieved. Judge for yourselves with two photographs taken, again by Peter, at our last meeting and which are reproduced on Page 3 (!) of this Newsletter.

This facility, of course, greatly extends the potential of our Newsletter with regard to the type of contribution which can now be made. Whilst it is unlikely that the copying standard will allow models to be built from reproduced prints, it can probably provide sufficient detail to allow proper representation of any model and/or mechanism for inclusion in the Newsletter. Accordingly, if you have a spare print (preferably well-contrasted, black and white) of interesting models, mechanisms or even collections which you think may be of interest to other readers, then send them to me together with any relevant or necessary description. At this time, the need to keep a "master" copy would preclude the return of prints although this may be possible under certain circumstances. If the print fits on A4 paper it can be included.

I am sure the Newsletter will benefit enormously from the inclusion of photographs; the old saying that one picture is worth a thousand words certainly holds true, particularly when the words are mine! I'm also sure that we can persuade Peter to take photographs of models brought along to our next meeting which will hopefully enhance my model report.

Finally, a word about publication dates and deadlines. As indicated in Newsletter No. 7, publication dates are March, June, September and November. More specifically, the aim will be to issue in the last week of the above months. All contributors must therefore meet the following deadlines:-

<u>Newsletter</u>	<u>Deadline</u>
March	15th February
June	15th May
September	15th August
November	31st October

The publication dates become of importance for contributors who are advising of forthcoming events. They must ensure that the right Newsletter is used to promote such events. Deadlines must be adhered to (please note, Richard!) to ensure issues are sent out on time.

KEN ASHTON.

FROM OUR CHAIRMAN

As winter draws to a close I find myself looking back on last year's Meccano meetings (glancing at my "Certificate of Commendable Meccano-Modelling" from Darlington!) and wondering what 1985 holds in store for us all. I understand there have been changes at Meccano-France and in particular there is the exciting possibility of the reappearance of Meccano Magazine.

Of immediate interest to Sheffield Meccanomen is the Spring meeting at Norton for which plans are well in hand. The new SMG badges are in course of production and will be available to members at the meeting. With a view to recovering outlay for badges held in reserve (for future members) we propose holding an auction after the business meeting - 4.15 p.m. approx. 10% of the sale price will go to SMG funds and David Penney has kindly agreed to preside over the auctioneer's hammer. Those of you with items for sale in the auction should have them on display (with vendor's name clearly identified) by 2.00 p.m. i.e. before the tour of selected models, and a table will be set aside for this purpose.

The June Newsletter will include an up-to-date list of members. Those whose subscriptions remain unpaid and who wish to be included in the membership list and receive future newsletters should see our Treasurer at the meeting on 20th April or otherwise make contact by post.

I look forward very much to seeing you all again.

RB

DIARY DATES 1985

20th April	Sheffield Meccano Group, Norton
18th May	North Midlands Meccano Guild, Thurgarton.
21st/23rd June	Skegex'85
30th/31st August	Henley Exhibition
14th September	North Midlands Meccano Guild, Thurgarton.
12th October	Sheffield Meccano Group, Norton

SMG MEETING - NORTON 20TH APRIL 1985

Our next meeting will be at Norton Church Hall on Saturday 20th April where it is hoped that all members can attend. Doors open at 10.30 a.m. Below are shown a brief selection of items on display at our last get-together. (Photos - Peter Mason).

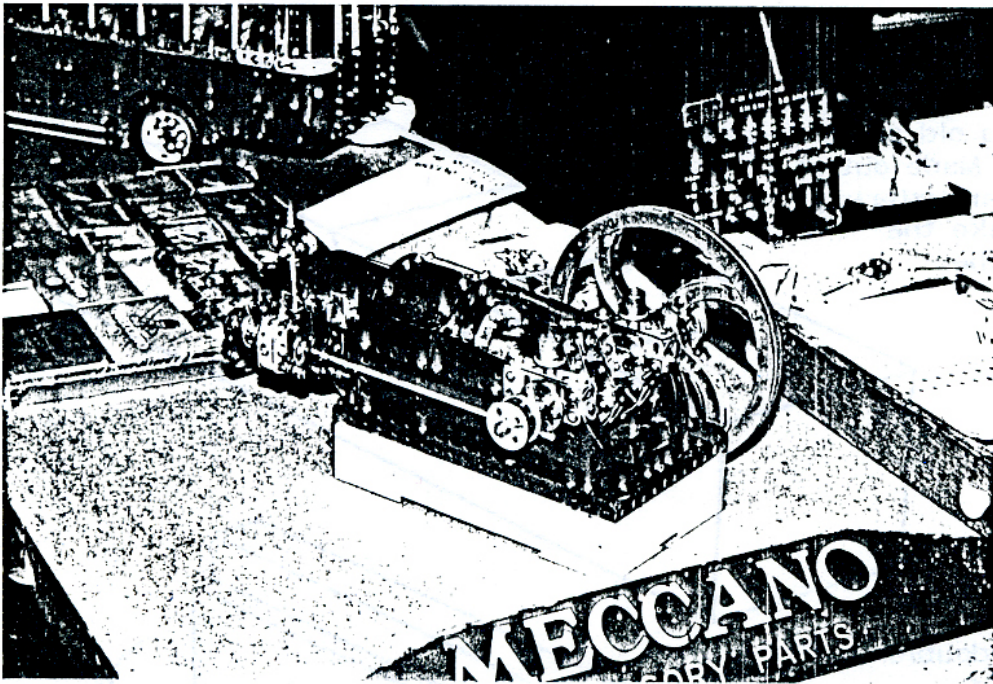
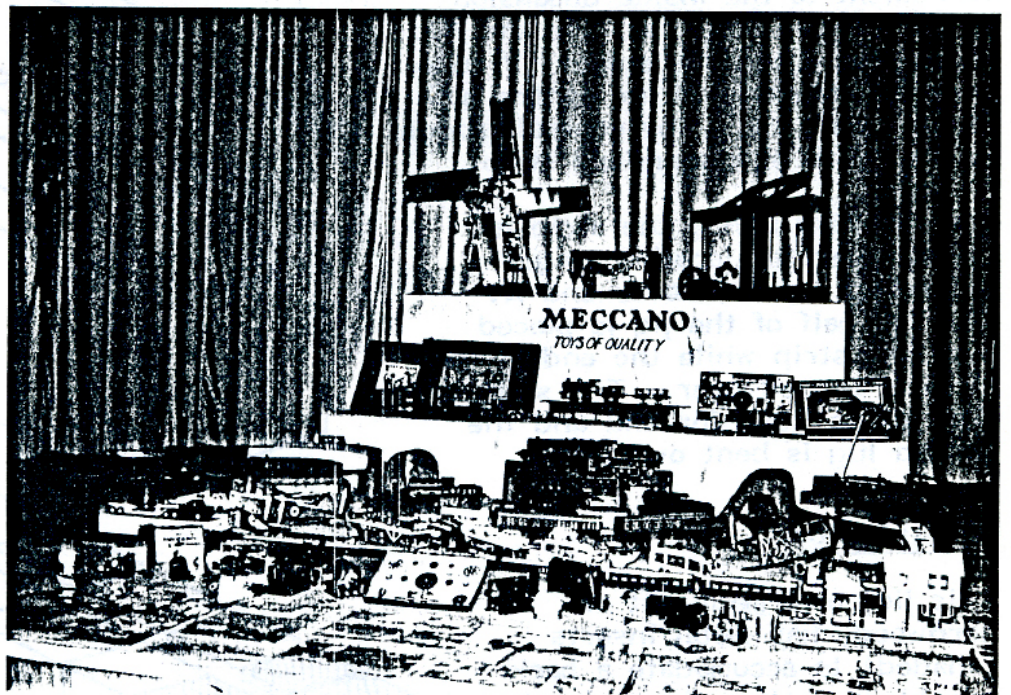


Fig. 1
Terry Pettitt's steam engine in the foreground, with Mick Burgess's tin-plate boxes and brassware also featured.

Fig. 2

Iain McKenzie's superb stage display really deserves an article on its own. This overall view shows the immense variety of Binns Rd. products on display.



PART BENDING/CUTTING JIGS

Alan Grimshaw

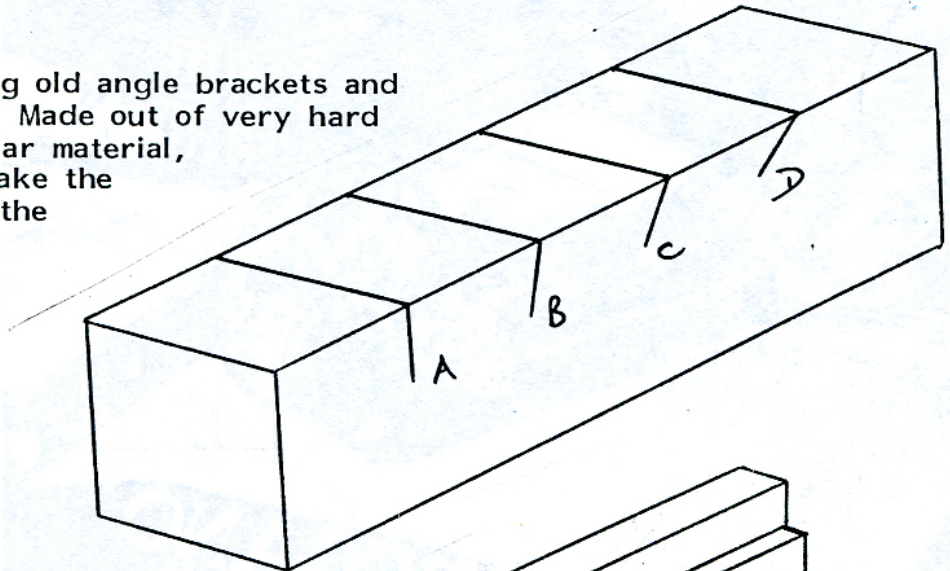
Below are a selection of Alan's "Gadgets" made to help him produce standardised parts which are often necessary in large numbers for the display models which are his speciality. (Remember the hundreds of $2\frac{1}{2}$ " x $\frac{1}{2}$ " double angle strips in his Laxey Wheel?).

1. Angle Brackets

A useful tool for rebending old angle brackets and for forming other angles. Made out of very hard Composition Board or similar material, care has to be taken to make the saw cuts only as deep as the short lug of the angle bracket.

Sawcut Angles:-

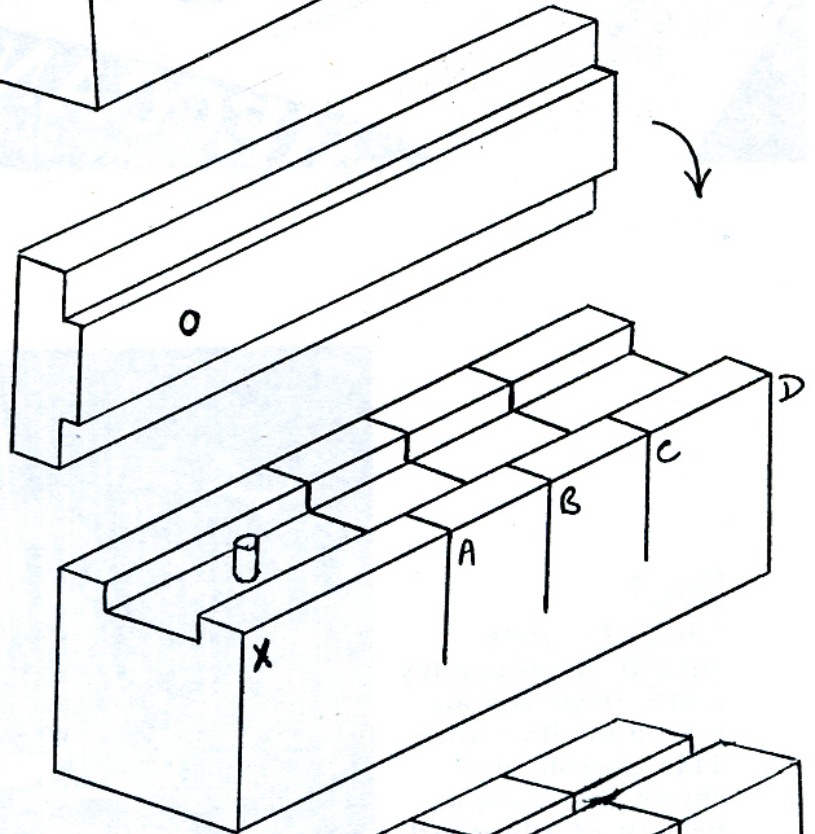
- A 90°
- B 60/120°
- C 45/135°
- D 30/150°



2. Double Angle Strips

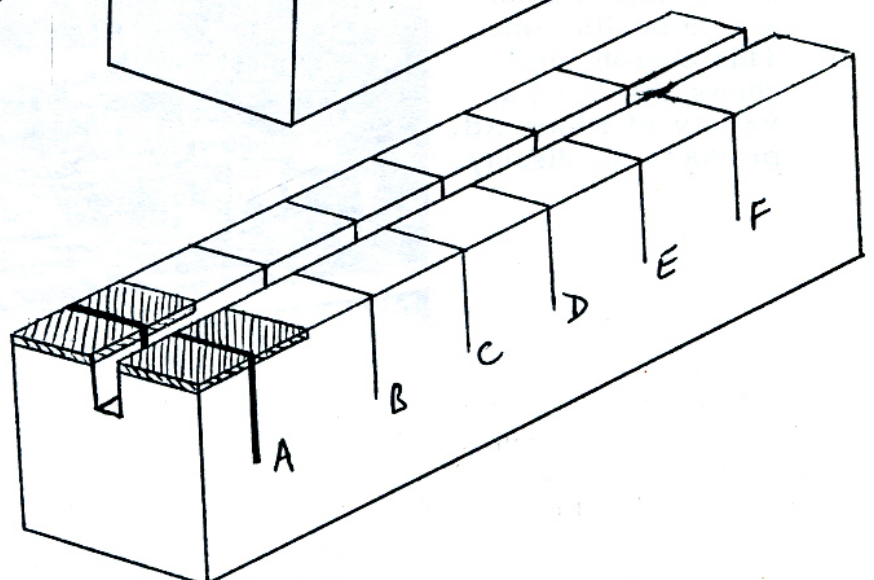
This gadget is for making double angle strips out of standard strips. The jig is made in two parts out of hardwood. The cuts at A, B and C (and total length D) are made at distances from end X equivalent to the inside dimension of Parts Nos. 48a, 48b, 48c and 48d respectively and the spigot (1" axle rod) corresponds to the centre hole of Part No. 48a. The central trough is the width of a standard strip.

For the first bend, the strip is placed over the location spigot extending one hole over end X. The top half of the jig is placed over the strip while the end of the strip is tapped over. The strip is then turned end for end and the second lug is bent over.



3. Axle Rods

This jig, also made out of hardwood, has metal inserts (shaded) to accommodate a hacksaw blade cutting down slot A. Strips are inserted in any of the other slots (B-F shown) to stop-off the rod at whatever length is required.



THE MAGNET AND THE K OILCAN

Robin Johnson

A magnet lay in a 10 set drawer,
And all around were at least a score
Of girders and strips and gears and knives,
Offering love for all their lives;
But for steel the magnet felt no whim,
Though he charmed steel it charmed not him,
From girders and strips and gears he ran
For he'd set his love on a K Oilcan!

His most aesthetic,
Very magnetic
Reasoning powers thus ran -
"If I can enthrall
A pulley or pawl,
Why not a K Oilcan?"

And strips and girders expressed surprise,
The slide pieces opened their well-made eyes,
The hinges felt "shut-up" no doubt
The motors declared themselves "cut-out",
The gear-wheels ground their teeth, 'tis said,
While every bolt went off its head,
And hither and thither began to roam,
Till a driver came up and turned them home.

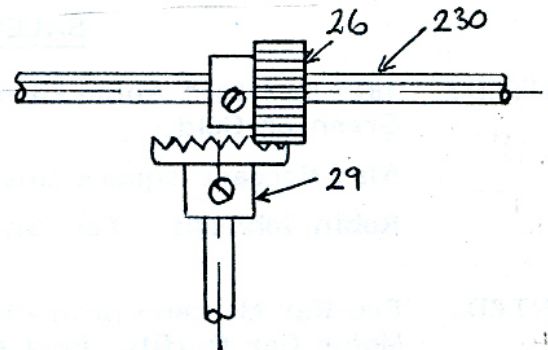
Whilst this magnetic,
Very pathetic
Lover to learn began,
By no endeavour
Can magnet ever
Attract a K Oilcan!

HINTS AND SUGGESTIONS

1. Bernard Sage offers a method of inserting grub screws into the bosses of wheels, etc. On a screwdriver of Meccano rod diameter, he pushes a rod connector letting it slightly overhang the tip so that the grub screw can be pressed into the end of the connector. This allows easy insertion of the grub screw into the threaded hole of the boss.

2. Stan Honke suggests a compact reversing gear based on a $\frac{1}{2}$ " Pinion sliding on a rod with keyway engaging with a $\frac{3}{4}$ " contrate to provide reversal of the output shaft.

Since a keyway bolt in the pinion would foul the contrate gear, a normal grub screw is used to locate in the keyway but prevented from unscrewing by a wrapping of "Sellotape" around the boss.



Editor's Note

Any similar hints or suggestions are to be welcomed by other contributors. Even what may appear obvious to one modeller can prove to be a major stumbling-block to others. Please send along your hints and suggestions for inclusion in our forthcoming Newsletters.

TWO USEFUL MECHANISMS

Bernard Sage

1. Gearless Freewheel

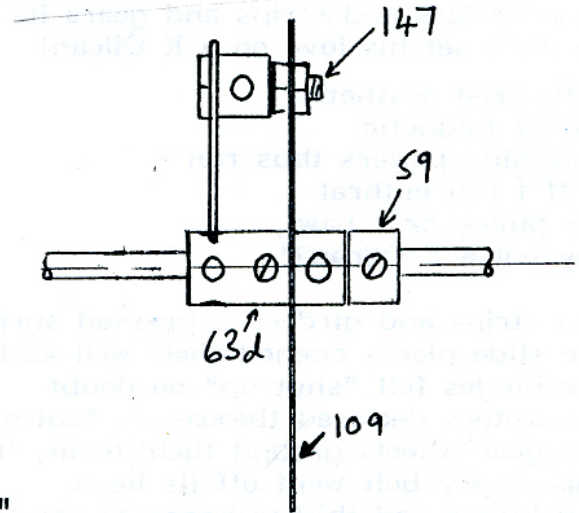
Freewheel devices are common enough in Meccano and are mostly employed in the drive of large inertial masses (especially fairground machinery) where any sudden change in driving speed could seriously damage the driving gear train if such a device were not incorporated. Bernard's mechanism is unusual in that the normal ratchet wheel is replaced by a short coupling and relies on the pawl engaging in the four holes of this coupling.

Construction is clear from the drawing shown opposite. Normally the input is the shaft shown with drive taken from the loose face-plate which has a pawl and pivot bolt fitted tightly in one of its slotted holes.

This pawl is kept in engagement with the short coupling by a suitable spring or short piece of cord (not shown) attached to another hole in the faceplate. The short coupling must be fixed on the rod with a grub screw in one of its threaded holes nearest to the face-plate.

The experienced constructor may also see the advantages of having only a four-tooth "ratchet" for drives in automatic feed machinery.

The mechanism may also be adapted to provide an intermittent 4:1 step-down ratio.

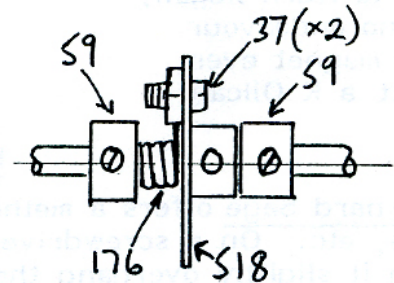


2. One-Way Clutch

This very simple device relies on a useful property of one of the smallest Meccano parts. The Cord Anchoring Spring, Part No. 176, can rotate on a rod fairly easily in one direction but not the other.

Construction is simple; the C.A.S. is twisted up to a loose 1" Bush Wheel in which nuts and bolts in two adjacent holes locate the lug of the Anchoring Spring.

Once built, the difference in torque transmission in each direction of rotation is quite marked and should find many useful applications.



SALES AND WANTS

WANTED: 18½" and 24½" Angle Girders in mint or near-mint condition Green or Gold.

Also Meccano square tins of any kind with label intact.

Robin Johnson. Tel. Sheffield (0742) 661251

WANTED: Pre-War Meccano products i.e. Nickel, Blue/Gold, Aeroplane Outfits, Motor Car Outfits, long side-plate motors and Manuals.

Tom McCallum. Tel. Ripley (0773) 813060