



NEWSLETTER NO. 10


THE SHEFFIELD MECCANO GUILD


JUNE 1985

CLUB OFFICERS

Chairman:- Richard Bingham
64 Snape Hill Lane, Dronfield, Sheffield S18 6GP  Dronfield (0246) 419329

Secretary:- Robin Johnson
17 Ryegate Road, Crosspool, Sheffield S10 5FA  Sheffield (0742) 661251

Treasurer:- Peter Mason
31 Greystones Grange Road, Sheffield S11 7JH  Sheffield (0742) 660564

Newsletter Editor:- Ken Ashton
84 Dorothy Road, Sheffield S 6 4FQ  Sheffield (0742) 323114

Editorial

It is with thanks to Richard that my editorial can be written on a coloured front page for the first time. I know he has gone to tremendous lengths to get this arranged for us through his friendly printer - well done!

I am also aware that this issue has been delayed and, due to my recent house move, it is possible that some mail has not been re-directed as arranged with the Post Office. If you have sent contributions, these may have been returned to you. For the reasons given later, please send in these contributions to Robin Johnson at his home address and I apologise for any inconvenience caused.

Robin informs me that limited back-numbers of our Newsletter are available - just let Robin know what you want.

This issue contains a full list of members of the Sheffield Meccano Guild - quite an impressive list of modelling talent it makes too! Model reports from three exhibitions/meetings are also included which absolutely confirms the fantastic interest which is being maintained in our hobby.

An interesting correspondence between Robin and a new member, Master Richard Kent, is also included which further shows that the appeal of Meccano amongst the younger generation has not been totally transcended by electronic games and computer technology.

Finally, it is with much regret that I have to inform you that I am relinquishing the post of Newsletter Editor after this issue. It is a position I have enjoyed enormously and I would like to take this opportunity of thanking you all for the help and support you have given me over the last couple of years. The good news is that Robin Johnson will essentially take over the Editorship of the Newsletter (where do you find the time, Robin?) and I know you will ensure that Robin's job is made relatively easy by sending those contributions in to him regularly.

I hope to see you all on October 12th at Norton.

KEN ASHTON

GUILD MEETING AT NORTON - 20TH APRIL 1985

The ghost of Frank Hornby must surely have given a curt nod of approval to the proceedings at Norton last April. By now the format of our half-yearly meetings is so well established as to render detailed description unnecessary - suffice it to say that in the opinion of many this was our most successful meeting to date. Of course there was the usual glittering array of models and a convivial gathering of Meccano personalities, opportunities to acquire spare parts at bargain prices and to exchange ideas with fellow enthusiasts.

A varied collection of items was ably auctioned by David Penney (see separate report below) and raised a useful amount for club funds. There followed a short business meeting at which our members, resplendent in their new badges, formally endorsed the change of style to THE SHEFFIELD MECCANO GUILD. The day had passed all too quickly and after a final cup of tea (thank you Anne Coles and Richard's Aunt Lily!) the models were packed away and we drifted home in the cool April sunshine.

Thank you one and all- let's do it again soon!

R.J.

AUCTION

An aura of Sotheby's hung over our Spring meeting as David Penney presided with verve and panache over the auction of some 39 lots, a percentage of the sale price going to augment our funds.

Pride of place must surely go to the 1914 type vertical steam engine which fetched £50, but the majority of items were more modestly priced and well within the pocket of the average bargain hunter. A contemporary Meccano horizontal steam engine and the remains of another of unspecified origin were £4.75 and £4 respectively. A bag of assorted parts went for just £1, a similar bag of Trix parts (in which the observant purchaser may have noticed gratifying quantities of X Series parts lurking!) made £4. Even more modest were an Erector spoked wheel at 5p and a loco clockwork motor and Newark Rally badge at 10p each!

Six bundles of the ever popular Meccano Magazine fetched prices ranging between £3 and £9 whilst 12v. A.C. transformers were £3 boxed and £1 unboxed. A total of £28.85 was raised from the sale of Hornby trains, rolling stock and accessories (the supply of electric points seemed inexhaustible!).

After due assurance of its authenticity an unusual Meccano parts box with hinged glass interior lid made £5 but a blue/yellow 9 set, Nickel 1 set, dealer's board (replica) of mounted parts, gears outfit B, pair of helicals, crane grab and cone pulley were all withdrawn on failing to reach their reserves.

Our thanks to David Penney for his help and to our members through whose efforts £28.08 has been credited to club funds.

R.J.

SHEFFIELD MECCANO GUILD - MODEL REPORT 20TH APRIL 1985

John Howe brought a superbly detailed 1788 Watt Rotative Double Acting Beam Engine, based on a Science Museum drawing, and built to 1/10 scale. Features included sun and planet gears, parallel link motion, centrifugal governer with butterfly valve and four "working" valves.

Iain McKenzie had a lovely display of period red and green models including Double Flyboats with automatic reversing mechanism and lights, Schools Express Locomotive (No. 10 Set), a Narrow Gauge Loco and Coach based on the GMM SML and powered by a PDU, Foden-type Steam Bus, Beam Engine, Walking Tortoise, Live-steam car (Mamod-powered) and a yet-to-be-completed Hudson Chassis.

Vernon Taylor brought a large collection of die-cast cars including Dinky, Lesney, Corgi etc., etc.,

Brian Harper set himself the task of time-keeper with his Synchronous Motor Clock in Yellow and Blue. Built to chime on the hour, the chiming mechanism was also powered by the synchronous motor and worked superbly.

Col. Ironbasher designed and constructed an incredible remote-controlled American half-track of Second World War "Vintage". Based on principally French Army Multikit parts, this was a superb model - well done Robin.

Bernard Sage brought his Konkoly Steam Engine and his fascinating Switchback Yachts. The latter consisted of a circular up and down track constructed from flexible plates on which his rubber-wheeled yachts ran.

Frank Grant's Sans Pareil locomotive had all working valve gear and the utter complexity of this locomotive perhaps suggests the reason that it lost out to the Rocket during the 1829 Rainhill Trials.

John McDonald again brought his prize winning Frigate of the Leander class and although much has been written and said of this model, it is still worthy of viewing at any time. John also brought a partly constructed '159' Alfa-Romeo F1 Racing Car (1951). The chassis, as seen, was built to a magnificent standard and featured De-Dion rear suspension, gear-box in unit with differential, shock absorbers etc., etc.,

Richard Kent had built a Pit-Head Gear (one of the few working in April!) of 1951 No. 6 set origin. The twin cage gear was operated efficiently by an E20R electric motor.

Geoff Wilson brought a Blue/Yellow Jeep based on a model featured in the MM and driven by a crane motor.

Terry Pettitt, although unable to attend, managed to get his marvellous Gas Engine to the meeting. (I mistakenly called this a Steam Engine in the last Newsletter; I've been told I should have known better!). Also shown was Terry's superbly constructed Tractor having all the lines and features of the prototype - excellent modelling.

Mike Burgess brought Terry's models and also happened to bring his parts and literature collection for sale at, to use his own words, "very reasonable prices".

Alan Grimshaw also brought a Konkoly Steam Plant well constructed in Red and Green.

Mr. C.F. Hatfield displayed an Engineer's Workshop of the 1920's with models representing a Gas (not steam!) Engine, Hacksaw Machine, Drilling Machine, Grinder, Lathe and planing machine. In the model the electric motor represented the dynamo which was driven by the Gas Engine to provide electric light.

Tim Spooner showed his E-type Jaguar front sub-frame with working suspension and rack and pinion steering, a 19⁵:1 (2.48 million:1) ratio gear-box using five worms and pinions and a south-seeking chariot based on the model featured in the MM. (Vernon told me it was a "north" - seeking chariot - I'm still trying to understand that!)

Martyn Downen brought a Multikit-based Red/Yellow Brewery Lorry featuring the French cabs and wheels from the 78+Sets.

Julian Coles showed his No. 2 Motor-Car Constructor in Green and Cream and a Free-lance Rally car under construction. Nicely done in blue and white the car incorporates independent suspension on all four wheels, full lighting and four-speed gearbox (of familiar design?)

John Martin displayed a Vertical Steam Engine and Dynamo based on the MM Model of October 1950 in period red and green. John's only comment on this model was "noisy"!

Robin Johnson's Trix Gantry Crane was once more brought along and I'm convinced that there are more holes in each strip every time I look at it.

Peter Mason demonstrated his Weatherhill Winding Engine based on the original preserved in the National Railway Museum at York. The engine was installed in the Stanhope and Tyne Railway in 1833 to haul wagons up a 1 in 12 incline. The model features a piston crosshead supported by a simple form of James Watt's parallel link motion.

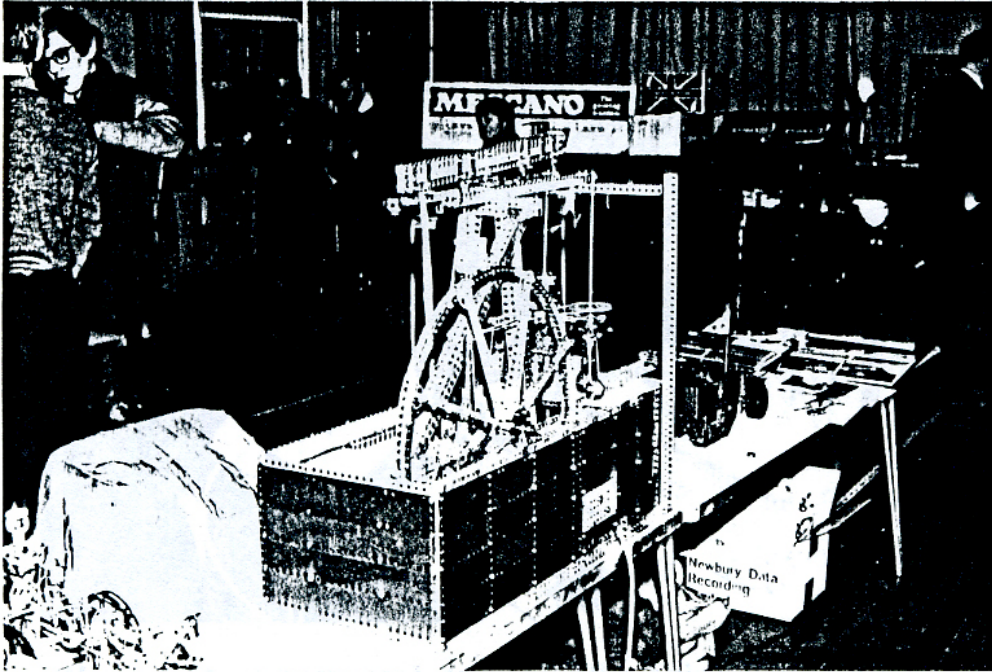
Andrew Mason brought his simple but nicely constructed mechanical Hacksaw in Zinc/Yellow/Black.

Thomas McCallum exhibited his now to be expected display of nostalgia items including Nickel 6 and 6a outfits and two No. 2 sets, a 1914 Steam Engine, a 1924/25 High Voltage Motor and a 1920 X1 Electrical outfit. Tom had also constructed, in nickel parts, SML 19 Steam Digger.

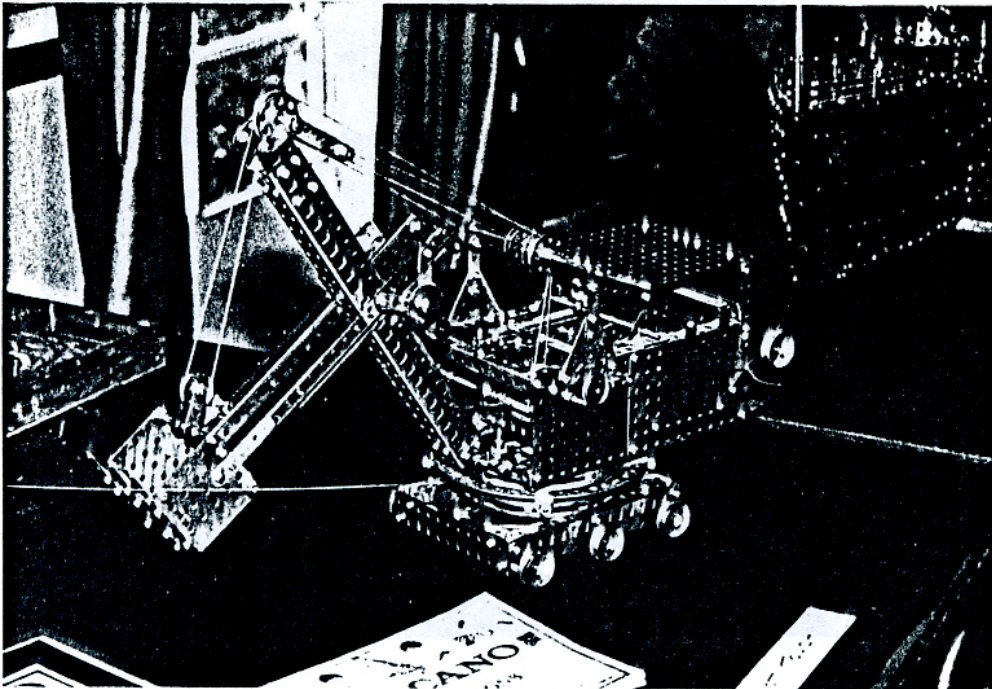
Richard Bingham demonstrated a Synchronous Motor showing coil positioning and wiring arrangements. Richard also brought along his Konkoly Walking Horse.

Reg Hall brought an Ellipsograph modified from the News-Mag design, a Wimshurst machine, a Constructo Lorry Kit and his word processor and computer.

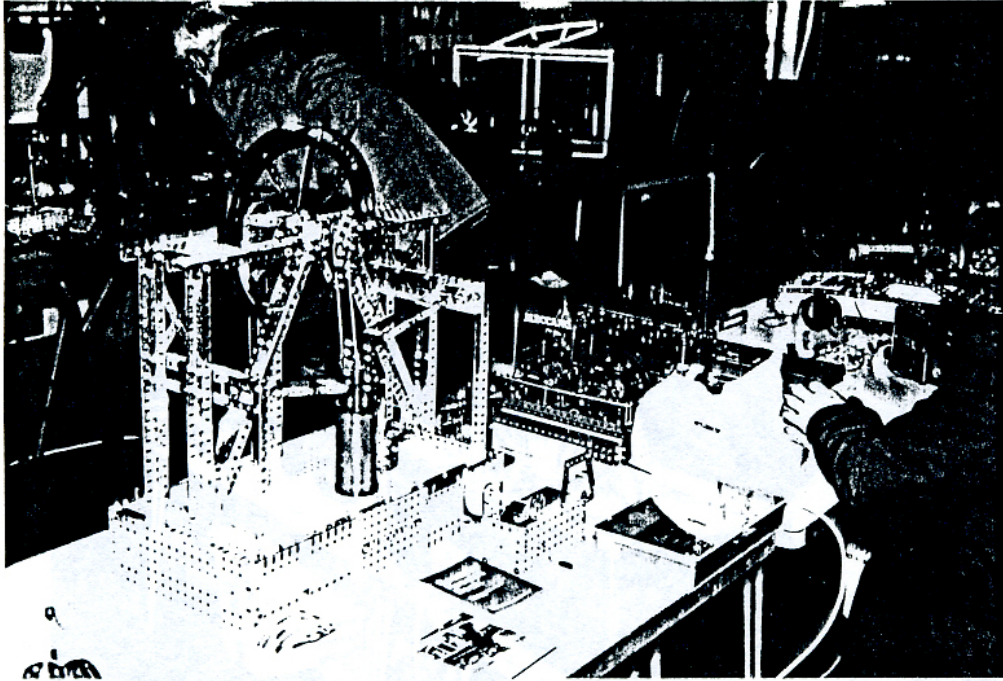
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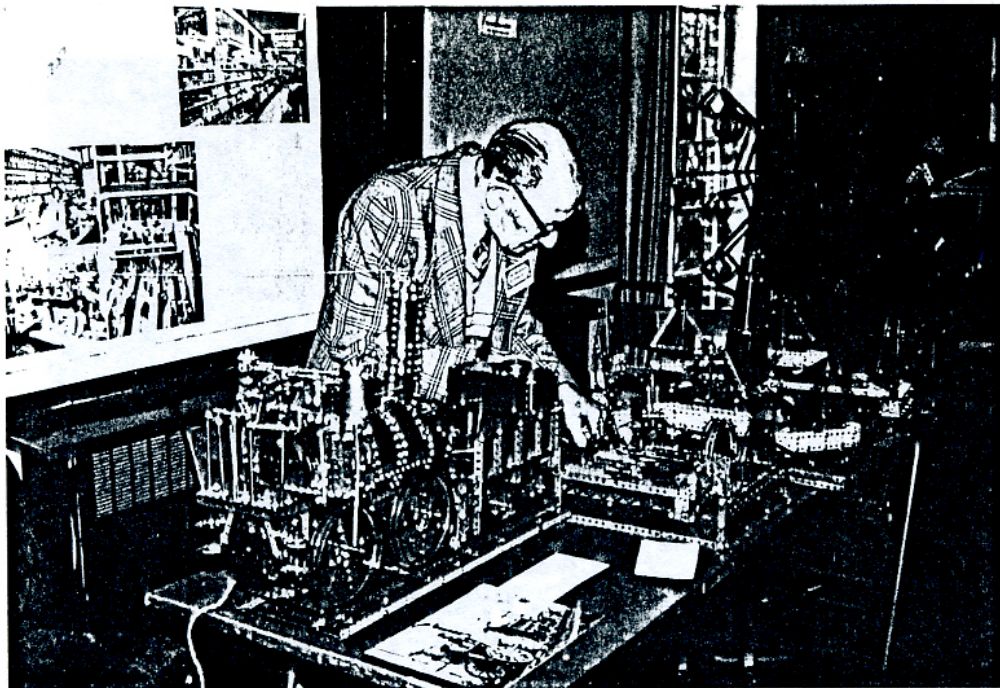
John Howe's superb Beam Engine with Col. Ironbasher's American Half-Track behind.



Tom McCallum's SML 19 Steam Excavator beautifully constructed in nickel parts.



Peter Mason's Winding Engine with, in the foreground, Andrew Mason's Mechanical Hacksaw.



Bernard Sage attending his Steam Plant with his Switchback Yachts in the background. Frank Grant's Sans Pareil is shown in the foreground along with a picture of the original.

LIST OF GUILD MEMBERS

Alan Ainslie,	45 St. Wilfreds Road, Bessacar, Doncaster	(0302) 532140
Ken Ashton,	84 Dorothy Road, Sheffield S6 4FQ	(0742) 323114
Mike Beadman,	88 St. Johns Road, Laughton-en-le-Morthen Sheffield S31 7YN	
Geoff Bennett,	11a Blackamoor Road, Dore, Sheffield S17 3GH	(0742) 364519
Richard Bingham,	64 Snape Hill Lane, Dronfield, Sheffield S18 6GP	(0246) 419329
Jack Birch,	37 Kent Street, Fenton, Stoke-on-Trent ST4 2JL	
S.D.E. Bridgwater	3 Headland Drive, Sheffield S10 3FX	(0742) 684730
Les Brown,	6 Wharncliffe Street, Carlton, Barnsley S71 3HA	(0226) 725677
Mick Burgess,	56 Park Road, Kettering, Northants NN16 9LL	(0536) 84297
Dr. Keith Cameron	1368 South Piper Road, Spring Hill Florida 33526, U.S.A.	
Fred Clarke,	29 Oakridge Avenue, Menston, Leeds	(0943) 72634
Julian Coles,	Little Court, Bleasby, Notts NG14 7GH	(0636) 830398
Mike Cotterill,	37 Park Avenue, Skegness, Lincs	(0754) 4544
Martyn Downen,	7 Roach Close, Plains Estate, Arnold Nottingham NG5 6RY	(0602) 201542
Roy Everitt,	3 Carterknowle Avenue, Sheffield S11 9FT	(0742) 585711
Jim Gamble,	101 Ella Road, West Bridgford, Nottingham	(0602) 813697
Frank Grant,	74 Chelsea Road, Sheffield S11 9BR	(0742) 552586
Alan Grimshaw,	25 Hawthorne Rd., Yeadon, Leeds LS19 7UT	(0532) 504024
Brian Harper,	116 Crosby Avenue, Scunthorpe South Humberside DN15 8NX	(0724) 856989
Dennis Higginson	7 Buckthorne Avenue, Stevenage, Herts. SG1 1TT	(0438) 353392
John Howe,	13 Twentywell Road, Sheffield S17 4PU	(0742) 365706
George Johnson	22 The Grove, Totley, Sheffield S17 4AS	(0742) 363331
Robin Johnson,	17 Ryegate Road, Sheffield S10 5FA	(0742) 661251
Richard Kent	23 Birch Farm Ave., Sheffield S8 8GH	(0742) 746956
Helmuth Kohler	63 Pingle Road, Sheffield S7 2LL	(0742) 367169
John Martin,	64 Mellor Road, New Mills, Stockport, SK12 4DX	(0663) 44807
Peter Mason,	31 Greystones Grange Rd., Sheffield S11 7JH	(0742) 660564
Thomas McCallum,	17 North Street, Newton, Derbys DE55 5TS	(0773) 813060
John McDonald	15 Brookfield, Barrow-on-Trent, Derby	(0332) 700827
Ian McKenzie,	40 Barnes Hall Rd., Burncross, Sheffield 30	(0742) 468357
John Nuttall	14 Argyle Rd., Leyland, Preston PR5 1LL	(0772) 435156
Arthur Oliver,	70 Northcote Rd., Sheffield S2 3AU	(0742) 550446
Alan Partridge,	63 Clifton Rd., Sutton Coldfield B73 6EN	(021) 354 4847
Dave Penney,	8 High St. New Whittington, Chesterfield S43 1JF	(0246) 451491
Terry Pettitt	34 Whitefield Road, New Duston, Northampton	(0604) 584563
Tony Rochford,	321 Sicey Ave., Shiregreen, Sheffield S5 0EE	(0742) 610556
Roger Le Rolland	28 Churchill Avenue, Cheddleton, Leek, Staffs.	
Bernard Sage,	14 Rydal Road, Sheffield S8 0US	(0742) 584740
David Sammans,	56 Wyvern Gardens, Dore, Sheffield S17 3PR	(0742) 351795
Robin Schoolar,	45 Morley Avenue, Mapperley, Nottingham NG3 5FZ	(0602) 606207
Tim Spooner,	91 Western Road, Sheffield S10 1LB	(0742) 662671
Vernon Taylor,	Woodside, 55 Waterlook Road, Huddersfield, HD5 0AF	(0484) 21185
Alan Thompson,	112 Larkshill, Pontefract WF8 4RP	(0977) 704920
Chris Thomson,	58 Harley Rd., Sheffield S11 9SE	(0742) 362372
Ernie Turnbull,	31 Astley Crescent, Scotter, Gainsborough DN21 3SH	(0724) 762043
Phil Wadsworth,	63 Cinderhill Lane, Grenoside, Sheffield 30	(0742) 460004
Geoff Wilson,	24 Caernarvon Close, Spondon, Derby	(0332) 673284
Bill Woolliscroft,	2 Thornhill Road, Leek, Staffs.	

NORTH STAFFS. MECCANO GUILD

The N.S.M.G. held their second annual charity exhibition on Sunday the 24th March 1985 at the Blue Circle Clubhouse in Waterhouses by kind permission of the Caudon Welfare Association to whom thanks are extended.

This year's cause was the Springfield Road Special School for whose funds the event raised £20.40.

The exhibitors of whom several travelled from points as far as Sutton Coldfield, Sheffield and Derby brought with them a wide range of models.

Steven Allen, age 13, and showing for the very first time had a boring machine powered by a clockwork motor which ran smoothly all day.

Richard Bingham gave his support bringing a nice example of Konkoly's horse and chariot, this was hand powered via a crank handle at the rear of the chariot.

Damion Hall another of our young first time exhibitors showed the old number eight set engineers lathe and a Meccano Mickey Model. A very good first time entry.

Reg Hall had his French Pacific locomotive in red and silver; Noel Ta'Bois's Wimshurst machine, his version of the recent newsmag ellipsograph, various other models and literature.

John MacDonald came along with his half track model featuring all the working armaments and mechanical goodies. Also he displayed his frigate of the broad beamed Leander class, complete with bomb throwers and rotating guns etc.

Alan Partridge fascinated everyone present with his ping-pong ball roller, this is certainly a model to see as often as possible. Two Orreries were also shown by Alan, a sun-moon-earth and a three planet version, also there was a mechanical flip-flop.

Ernest Platts displayed a fine working model of a coal cutter, the A.B.15 coal cutter 1925-1965, this was a long wall under cutter with spread pattern of picks and chain speeds to suit conditions plus mechanical haulage.

R. Rich had a ships deck bristling with arms in the form of a 20m/m cannon and a .5 browning gun. Also on view were a 25p dr gun/howitzer and a complicated six speed gearbox.

Roger Le Rolland brought the familiar cornucopia of models of all types, ranging from the delightful King-Kong atop the Empire State Building to a hearse complete with coffin with feet sticking out the end, plus all the other models, too numerous to list in the space we have here.

Bernard Sage had built an Hungarian steam engine designed by Andreas Konkoly of Budapest where the prototype powered a funicular railway.

Andrew Scarrat, another of our young members, came along with a model of a Thames Trader flat back wagon and a couple of non-meccano models for variety.

Bill Woolliscroft's wife made him a very nice Ferris Wheel to bring to the show, at least that's what he told us. We like the idea.

Thanks to all who gave of their time and effort to assist us in our fund raising.

Reg. Hall
(Secretary)

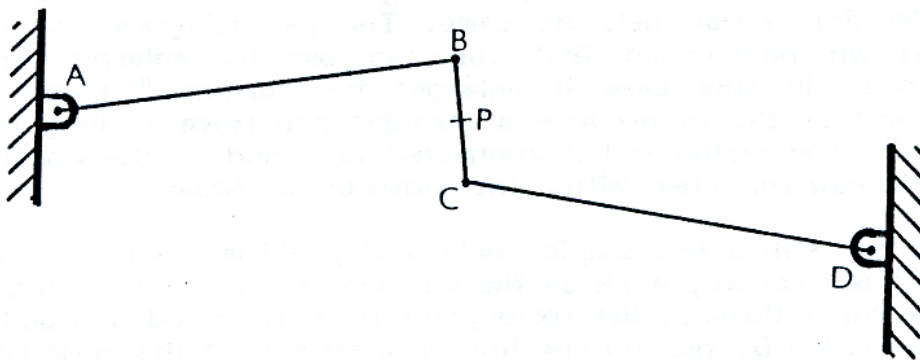
JAMES WATT'S PARALLEL LINK MOTION

PETER MASON

Side by side at the April meeting were two models of early types of steam engine: a James Watt beam engine complete with his "Sun and Planet" crank mechanism, built by John Howe, and my Weatherhill winding engine based on the machine preserved in the National Railway Museum at York. Both these engines displayed forms of James Watt's famous parallel link motion, so I thought it would be interesting to describe the different forms of the linkage, and why he was so proud of it.

The purpose of the linkage is to make the end of the piston rod move in a straight line so that the piston stays nicely lined-up in the bore of the cylinder; the better it can be aligned the fewer problems there will be with leaking steam and uneven wear. The obvious way of achieving this is the sliding mechanism universally adopted on later steam engines and in the internal combustion engine (where the long piston in the cylinder bore maintains its own alignment) so why was Watt so pleased with his more complicated version? The answer lies in the state of manufacturing technology at the time. Sliding mechanisms need guide bars machined to good accuracy over the length of the stroke of the piston, and that was almost impossible (or at least very expensive) to achieve at the time; they also need lubricating, and with the tallow and animal fats in use at the time it was possible to keep rotating parts running smoothly enough, but long sliding parts would have introduced a lot of friction. The parallel motion mechanism allowed Watt to replace sliding motion by rotating motion and hence improve the efficiency of his machines; he patented it and declared later in life that of all his many inventions and patents it was the one he was most proud of.

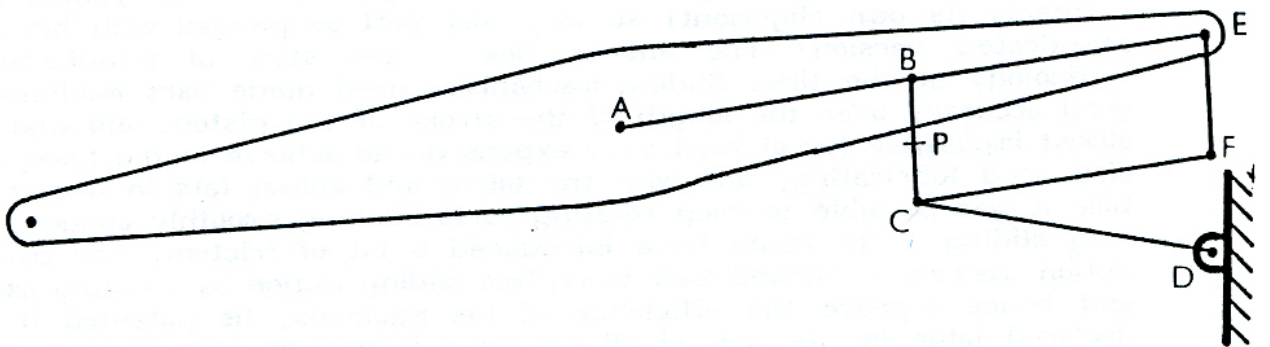
The two models at the meeting displayed slightly different forms of linkage, dictated by the different types of machine it was being applied to. That on the Weatherhill engine is the simpler so I shall describe that first. It is a four bar linkage.



Before you tell me that I cannot count, the fourth bar of the linkage is conventionally the solid structure connecting together the fixed points A and D. These pivots are fixed to the sides of the engine house with the vertical height of A above D equal to the length of the link BC. The piston rod is connected to the point P in the middle of the centre link; this point moves in fact in an elongated figure-of-eight but we only use the nearly straight part of the motion obtained when the side links cover a small angle above and below the horizontal. This gives a very close

approximation to a straight line but the longer you can make those side links the better it will be. This is the reason that this simple form of the linkage cannot be used on beam engines: on the Weatherhill engine the cylinder is vertical and located nicely in the middle of the engine room, but on the beam engines the cylinder is inconveniently located at one end of the structure near to a wall. On the model AB and CD are seven inches long and BC is two inches: this gives very good straight-line motion over a stroke of about three inches. You can build a simple model of the linkage in about three minutes by lock-nutting two $7\frac{1}{2}$ " strips and a $2\frac{1}{2}$ " strip together and putting the point of a pencil through P to see how it moves.

The linkage described so far works very well when there is room for it, but Watt's ingenuity really shows in the form where it is adapted for use on a beam engine:



Points A, B, C and D form exactly the same linkage as in the first figure, with A the central pivot of the beam and D fixed to the structure, so the centre point of BC will move in a good approximation to a straight line. Point E is at the end of the beam and B is half-way between A and E. Extra links CF and EF are added with the same lengths as BE and BC to form a parallelogram BEFC, and this is where the parallel link motion gets its name. The parallelogram now acts like the well-known pantograph that you can use for enlarging and reducing drawings: in this case it enlarges the "drawing" traced out by the mid-point of BC to produce a straight line twice as long traced out by point F. The piston rod is connected to F and so the whole collection of links is now contained within the width of the beam.

There are still a few simple mechanical problems to be solved before this linkage will actually work on the machine, the main one being that point F has to move through the fixed point D. Watt solved this one by doubling up the link CD, placing one link on each side of the beam and fixing two Ds to the sides of the structure, thus allowing F to pass in between. The final result on a beam engine looks pretty complicated but when you split it down into the two separate linkages you can see what makes it work. What amazes me when I look at a mechanism like this is how anyone thought of it in the first place, and James Watt's pride in his invention is perfectly understandable. The linkages are simple to construct in Meccano and fascinating to watch in motion; the middle link BC in particular moves with a fascinating wriggle, and epitomises the fun of "getting things to move" in Meccano.

MECCANO EXHIBITION AT ILKLEY

SATURDAY 25TH MAY 1985

Sheffield Meccano Guild members were given a warm welcome at the King's Hall, Ilkley, where they participated in an exhibition organised by Geoff Bull for the Lionel Railway Club of Great Britain. The American Lionel railway layouts are famous for their working trackside accessories and novelty items, one of which involves launching helicopters from moving trains. (We have yet to see an equivalent Meccano model!)

Alan Grimshaw attended on the Friday evening to see that all was in order and prepared the 30 ft. of table space with a covering of blue plastic sheeting - this area proved just sufficient for our requirements. The public showed a keen interest in the Meccano exhibits and we were kept busy all day, a big thank you being given by the organisers to all who supported this event.

Richard Bingham showed a collection of models illustrating changes in the Bayko Building Outfit over more than forty years, from a pre-war brown model of a typical city hall to a house and garage of the Binns Road era. He also brought his Meccano horse and chariot (now fitted with integral crank handle!) and a demonstration synchronous motor model.

Fred Clarke brought some early Meccano literature and an American Erector set which added a nice touch of contrast to the Meccano section.

Alan Grimshaw provided an exhibition of his own all in red and green comprising supermodel leaflet level-luffing crane, Baltic tank loco, Konkoly steam plant, Dave Penney-type coal tippler and a Roger Le Rolland-type small railway inside a flanged ring - all produced and working to Alan's usual high standard.

Brian Harper brought his superb synchronous-motor-driven chiming clock which as usual attracted a lot of attention. People seem fascinated by large model clocks, especially when they keep good time and chime correctly (as Brian's does).

John MacDonald showed his famous Leander class frigate, much to the surprise and delight of the Lionel members - they didn't realise that models could be built like that in Meccano. They were even more surprised with his new model, a 1951 Alfa Romeo racing car. John says it isn't quite finished yet - the bonnet and front fairing have to be added. This model is a real treat in store for those who have yet to see it.

Bernard Sage brought his Konkoly-type steam plant with contra-rotating flywheels. Also his latest creation consisting of two divebombers chasing each other all over the place. This model seems to go faster every time he switches it on and as he usually sites it next to me I am grateful it is supported on a strong square bearing!

Vernon Taylor had some items for sale but also brought his Binns Road display model log burning railway engine. Always good to see a little nostalgia!

BADGES

Will members please note that a second run of badges is planned shortly to accommodate:-

- (a) Correction of any errors arising from badges issued to date.
- (b) Members who elected not to have a badge but have since changed their minds.
- (c) Members who wish to have an additional badge in alternative colours.
- (d) New members.

If you come in any of the above categories please contact Richard without delay and state your requirements. The price is £1.50 inclusive of name and the alternative colour schemes are red/green and dark blue/yellow.

R.B.

DIARY DATES

1985

17th/18th August	North West Meccano Guild, Salford Show, Manchester for details contact John Ansty, Preston (0772) 424639.
30th/31st August	Henley Exhibition
7th September	North West Meccano Guild, Sale Town Hall, Cheshire for details contact John Ansty, Preston (0772) 424639.
14th September	North Midlands Meccano Guild, Club Meeting, Thurgarton.
12th October	Sheffield Meccano Guild, Club Meeting and A.G.M., Norton.
9th November	North East Guild, Exhibition, Darlington.
30th November) 1st December)	Sheffield Meccano Guild, Exhibition, Bradford for details contact Alan Grimshaw, Leeds (0532) 504024

1986

12th April	Sheffield Meccano Guild, Club Meeting, Norton
11th October	Sheffield Meccano Guild and A.G.M., Norton.

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

A letter from one of our new members, Master Richard Kent and Robin Johnson's reply. Did Robin Scholar finally identify the mysterious bearing we wonder?

.....

23 Birch Farm Ave.
Sheffield 8,
S8, 8C 11
5th May

Dear Mr. Johnson

I enjoyed the recent meeting of the Sheffield Meccano Group at Norton and would like to join. I enclose £1.50. At the meeting a large bearing was on display with a label - 'What am I?' If the owner still doesn't know I have found what it probably is. On page 623 of the Dec 1957 Meccano Magazine (Vol. XLI No 12) is a model gyroscope using two parts which look like the bearings. They are described as - 'Roller Races' from the pre-war 'Roller Bearing unit'.

Yours Sincerely

Richard Kent (13)

THE MECCANO MAGAZINE

623



A Meccano Gyroscope

Mr. M. A. Viglioglia is a very keen Meccano enthusiast living in Buenos Aires, and some time ago he sent me details of a gyroscope he made for experimental purposes. The framework and the heavy flywheel of the gyroscope are made with Meccano parts, and the design is such that the axis of the flywheel can be pointed in any direction. The flywheel consists of two Roller Races from the pre-war Geared Roller Bearing unit, with Strips bolted to them to increase the weight of the flywheel. The gyroscope is operated by a fractional h.p. electric motor that drives the flywheel directly at 1,600 r.p.m. Careful attention to the balance of the model ensures that there is little or no vibration, and Mr. Viglioglia tells me that he has found the gyroscope extremely useful for demonstration purposes.

The demonstration gyroscope built by Mr. M. A. Viglioglia, Buenos Aires. Brief details of the instrument are given on this page.

THE SHEFFIELD MECCANO GUILD

17 Ryegate Road
Crosspool
SHEFFIELD S10 5FA
14th May 1985

Dear Richard,

Please forgive the delay in acknowledging your so interesting letter received last week. I am very pleased you enjoyed our meeting and wish to join our Guild and I enclose a receipt for your subscription.

I have sent your letter along to our Newsletter Editor, Ken Ashton, in view of your comments on the mysterious bearing - we thought it most impressive that you had identified the part and taken the trouble to write about it. Meccano Ltd. certainly did make such a part before the war although I fancy the one on display at our meeting was rather smaller in diameter.

You may be amazed to know that because Meccano was such a good invention the idea was copied by other manufacturers - not that this is very surprising in itself - but there have been in the last 80 years some 400 rival metal construction systems, all owing their existence to Meccano. You may begin to understand why our member asked for help in identification! - also bear in mind that because of the fact that so many people were trying to steal his idea Frank Hornby soon began to stamp "Meccano - Made in England" on all genuine Liverpool parts.

As I say your letter has been passed to Ken Ashton and I am sure he will have more to say on the subject. In the meantime if you require any help at all on Meccano matters you should not hesitate to contact me. Our next meeting in Sheffield is on 12th October and I look forward to meeting you at Norton.

With every good wish.

Sincerely,

ROBIN JOHNSON (SECRETARY)

GEMS FROM 'THE MIKANO'

There lived a Dealer, I've been told,
In the good old days of blue and gold
When 167's in scores were sold
And shortages unknown.
His kindly smile was brighter than
A newly-cleaned K Oil-can
As generous a Meccanoman
As you could ere be shown.

When with his L Set he could play
He quickly learned to his dismay
That poorer folk and such as they
Must make do with Set A.
He wished all men as rich as he
(and he was rich as rich could be)
So gave Set L (complete with key)
To each and everybody.

Soon in each house Block-setters grew
Built out of pristine gold and blue
And helicals were far from few,
Bevels were three a penny.
In nooks and crannies gears were packed
And contrates by the thousand stacked-
The Dealer's staff had to be sacked,
There was no need of any.

M.W. closed (the first to go!)
And other traders we all know,
Their price lists now weren't worth a throw
So well-stocked were the peasants.
The only one who knew the trick
Sold replicas (his name was Mick)
His prices made his rivals sick-
They almost seemed like presents!

That Dealer, though no-one denies
His heart was of abnormal size,
Could scarcely call his actions wise
If he'd had more awareness.
The end is easily foretold,
When every blessed piece you hold
Is given free instead of sold
Trade price lists lose their fairness.

When you've no rare parts to collect
From rival dealers to select
Your hobby you will soon neglect,
You'll find you couldn't care less.
In short, whoever you may be,
With this conclusion you'll agree-
The fun is lost when Sets are free
And rare parts lose their rareness!

R.J.