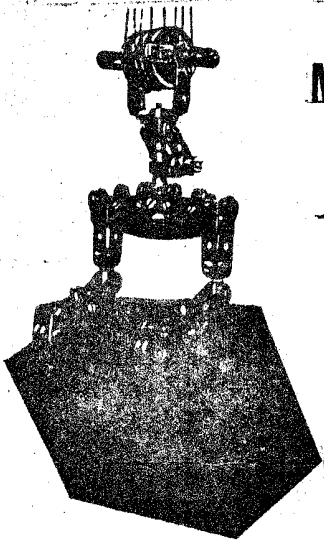


SMG NEWS



MARCH 1989

No. 25

Chairman:
Charles Hatfield,

Treasurer:
Stephen Parkin,

Secretary/ Newsletter Ed.:
Mike Beadman,

Joint Newsletter Ed.:
Rob Mitchell,

THE SHEFFIELD MECCANO GUILD

IN THIS ISSUE we have news of the Meccano range for 1989, ATLASCRAFT Ltd. having kindly sent their high quality glossy brochure; regrettably such paper does not photocopy at all well, particularly the yellow colour scheme used for so many parts, therefore we cannot reproduce the pictures in SMG NEWS.

Also, we have available the new SMG Membership List, now sadly shrunk to just forty members; a temporary situation, we are sure! The membership drop is of course almost entirely due to former members who did not attend meetings and exhibitions now subscribing to CONSTRUCTOR QUARTERLY; our Treasurer assures us that the Guild continues as a healthy proposition at its present membership level.

Somewhere to be found are instructions for building Mike Beadman's little Biplane.

DON'T FORGET! April the eighth is the date to test the strength of Norton Church Hall's foundations with all those holes surrounded by metal. Bring also anything you may wish to have auctioned; we all seem to enjoy the auction, but last year's response in terms of anyone actually buying anything was somewhat disappointing.

Finally, an appeal for items for SMG NEWS; nothing big, nothing ambitious; the odd comment or opinion on anything to do with Meccano, perhaps a small model design.....otherwise the Secretary may have to allow Uncle Michael to return.... no, wait, Rob, put away those knuckle dusters, I didn't mean it.....

MIKE AND ROB

NORTON NOTES

Way back in the year AD65, a chap called petronius Arbiter (with a name like that he must have been Chairman of the Roman Conciliation Service ACAS) unburdened himself of the following pronouncement:-

"We tend to meet any situation by re-organisation, and a wonderful method it can be for creating the illusion of progress while producing confusion, inefficiency and demoralisation".

We hope that the re-organisation of S.M.G. unavoidably caused by the resignation of the old committee and the appointment of a new one has not led to these dire results, but there has been some confusion over the date of our October meeting, when it was discovered that the date clashed with that of the Midlands Meccano Club. This would have created a difficulty for those wishing to attend both meetings, particularly our friends the dealers, so I am glad to tell you that I have been able to book Norton Church Hall for SATURDAY 14th OCTOBER instead of the 7th as first arranged.

I have also been to Kelham Island Industrial Museum, where I was cordially recieved by Peter Smithurst and Richard Gibbon. They are keen that we should exhibit there again, and have offered us the dates Saturday and Sunday 22nd and 23rd July. I hope to have another interview with them nearer the date with regard to publicity and other matters.

Saturday 21st January being a fine day for the time of year, some of us made the journey to Oxton, for the North Midlands Meccano Guild winter meeting, where we not only happily encountered some familiar faces, but were able to cultivate some new friendships. It is always pleasant to go around chatting to others who share a common interest, and to admire each other's models.

Hoping to see you all with your magnificent models on April 8th.

CHARLES HATFIELD

SHEFFIELD MECCANO GUILD BADGES

SMG members may not know that name badges are still available in a range of three colour schemes:- Blue/Gold, Red/Green and Blue/Yellow. Your name is printed below a tasteful Meccano frame, which contains the words 'Sheffield Meccano Guild'. The badges are plastic, about three inches by two, and are indispensable proof of membership of the finest Meccano Guild in the land.

The badges are a snip at only 2 pounds, inc. p&p each, so why not order one in each colour? Please send cheques, made payable to the Sheffield Meccano Guild, to the Secretary, stating colour choice.

MECCANO FOR 1989

ATLASCRAFT Ltd. have kindly provided their brochure describing the Meccano range for this year, and, while there are several welcome surprises, the general impression is 'steady as she goes'. The metal sets are as before, 1-4 being the "Beginners Series", 5-10 the "Enthusiasts Series", sets 2-4 equipped with the MO motor.

Plastic Meccano continues to be in two sets A and B. The Mechanisms set also continues, and so, perhaps surprisingly, does the M Motor, (Powerdrive), which was listed last year at around £28.

On the subject of motors, the new MR twelve volt motor is shown, (details of this motor in SMGM No. 22), which, along with the MO six volt motor completes a useful trio of motive power units, but there is no sign of the Magic Motor. (Late, but not lamented?)

After becoming resigned to always having to search for parts, it is something of a relief to find the brochure stating 'Each of the 338 separate Meccano parts are available'.

Two interesting developments are described in the "beginners Series" pages- in sets 1-4 only, square nuts are back (hooray), and Allen headed bolts are supplied. The key locks to be about 3mm A/F, so presumably a screwdriver continues to be supplied for use with grubscrews? The use of Allen bolts seems a good idea, and only time will tell if this spreads throughout the system.

A final point: the box lid of a Plastic (junior) Meccano set depicted in the brochure shows two youngsters wearing a Meccano Sweat Shirt and T- Shirt. Any sign of these in the UK, and in adult sizes, please?

STOP PRESS: (well, photocopier). concerning the Meccano clothes mentioned above, (shame the picture won't reproduce), the Secretary wrote to Atlascraft to enquire about any intentions of importing them from France. David J Lanson, Director and General Manager, replied: "..... We are reviewing the possibilities of introducing same in the UK but no decision has been made to date. I will keep you informed."

MORE STOP PRESS: A 'phone call recieved from Alan Hartridge during assembly of this stuff; Alan says that due to some misunderstanding whilst the hall was being booked, the Midlands Meccano Guild meeting will be on the 30th SEPTEMBER. And no, we aren't going to revert to the original SMG meeting date, you're all confused enough by now, aren't you?

JUST RECEIVED: HEATHCRAFT, 26/27 Byram Arcade, Westgate, Huddersfield, list in their extensive crafts brochure various Plastic storage boxes, of 6, 10 or 13 compartments for 95p to £1.99, also individual boxes from 1½"x 1¼"x ¾" for 15p to 3¼"x2¼"x1½" for 50p.

Heathcraft's phone no. is (0484) 513990, or write to Secretary for a photocopy of their ordering/payment instructions.

KELHAM ISLAND EXHIBITION

As Charles mentions in his Norton Notes, Kelham Island exhibition has been arranged for the 22nd and 23rd of July.

For those members who have never been to Kelham Island In Museum, either as exhibitors or visitors, the museum makes a fine attraction, chiefly because of the gigantic 12000 horse power Rolling Mill which is, as Rob Mitchell has said, the largest steam engine held in captivity in the country..... those who have seen this monster in action, making the whole building rumble and shake will know what he means. Mike Cotterill has made a splendid model of it. Other items in the museum of interest to the Meccano modeller are a car made in Sheffield, a large Crossley oil engine, and little mesters' reconstructed workshops, with overhead lineshafts and machine tools.

Arrangements for the exhibition: open each day from 8:00 am for setting up, ample on site parking, models etc. can be off loaded directly outside the exhibition room.

There's a pub just a bolt's throw down the road, and hot meals and snacks are available from the cafe next to the exhibition room.

Dealers are welcome of course, although space may be restricted.

'LISTEN CAREFULLY , I SHALL TYPE THIS ONLY ONCE.....'

Fans of the BBC'S comedy series 'Allo 'Allo may have seen the following little gem on TV. Frank Singleton writes:

'Did you hear that Meccano got a reference on 'Allo, 'Allo of all places?

Senior Wehrmacht Officer (speaking of Hitler): "Do you think he's got a screw loose?"

Wehrmacht General: "I think he's got a whole Meccano set loose-between ourselves, of course".

Hardly flattering, but it demonstrates that the writers believe Meccano is part of the language- which, of course, it is'.

Frank also kindly sent a copy of the Editorial from 'Engineering in Miniature' for December 1988, which mention 'the re-introduction of Meccano from it's French manufacturer, and... a very well desighed system from Italy named BRAL. Distribution has just been agreed in the UK market. In addition to the normal sets of parts there are also some special kits designed to build specific modelssuch as a helicopter, pick-up truck, motorcycle, digger etc.....'

(SEC) Can anyone supply any more information about BRAL? Leaflets or plans books, catalogues etc. would be appreciated, and, of course would be returned with all speed.

BIPLANE

This little model was made originally to provide a suitable load for the NMNG Constructorproject Ship's Crane by Joseph Manduca.... it has also done a splendid job as a replacement for the fairy on our Christmas tree!

The only unusual part required is half a dozen Argentine 2" Narrow Strips, which are easily replaced with overlapped 1½" Narrow Strips if needed.

Construction begins with the fuselage, the sides of which are 5½" Flat Girders, which should first be bent slightly in the middle to form the taper to the rear. Note that slotted holes should be lowermost. The top of the nose is formed by a 2½" Flat Girder, attached to the sides by ½" Angle Brackets on it's rear holes to the fifth holes from the front on the sides. The nose front is formed from 1" Angle Brackets fastened to the 2½" Flat Girder. A further pair of 1" Angle Brackets is attached to the nose, along with a 1" Triangular Plate, the Plate being spaced from the nose by two washers. The lower hole of the Plate carries a 3/8" Bolt, the head of which is trapped between the Plate and the 1" Brackets. This Bolt carries two washers, and once assembly of the fuselage is complete, a 2½" Strip is lock-nutted against these washers to represent a propellor.

To locate the sides against the nose, a further pair of 1" Brackets is bolted around the nose, lower lugs bolted to the bracket lugs below the nose.

The lower wing and undercarriage are supported on two ½" Angle Brackets bolted to the slotted holes of the fuselage sides, in the fifth holes from the front. The Brackets should be spaced from the sides by two washers, using the round holes. The slotted holes of the Brackets should overlap so that a Bolt can pass through them to hold a 7½" Flat Girder, which forms the main part of the lower wing, and a 1½"x½" Double Angle Strip which forms the undercarriage support.

The fuselage is extended at the rear by two 2½" Strips, which are mounted firmly on a 3/8" Bolt passed through the sides, which are spaced apart by a Collar mounted on the Bolt. The rear of the the 2½" Strips are bolted together.

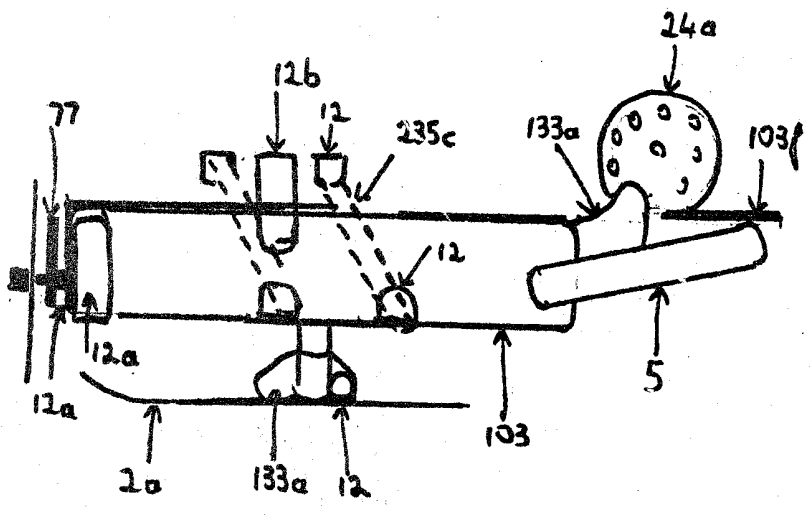
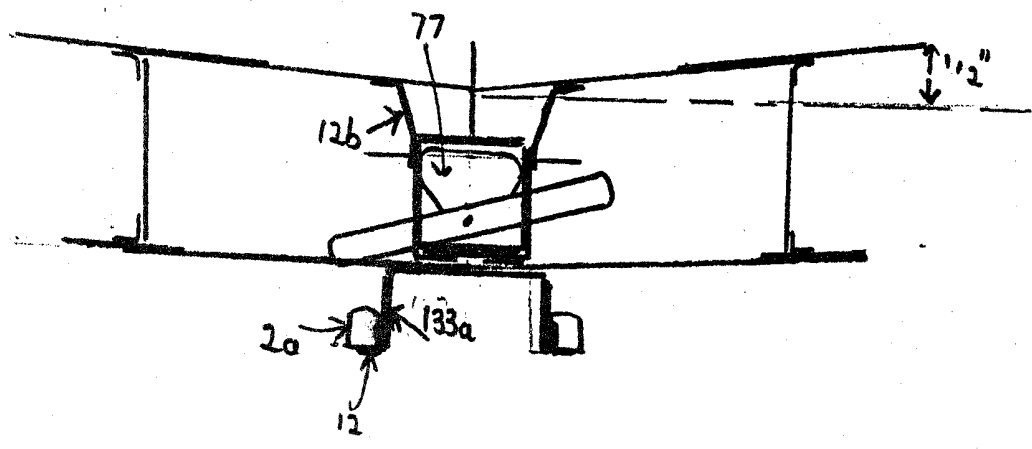
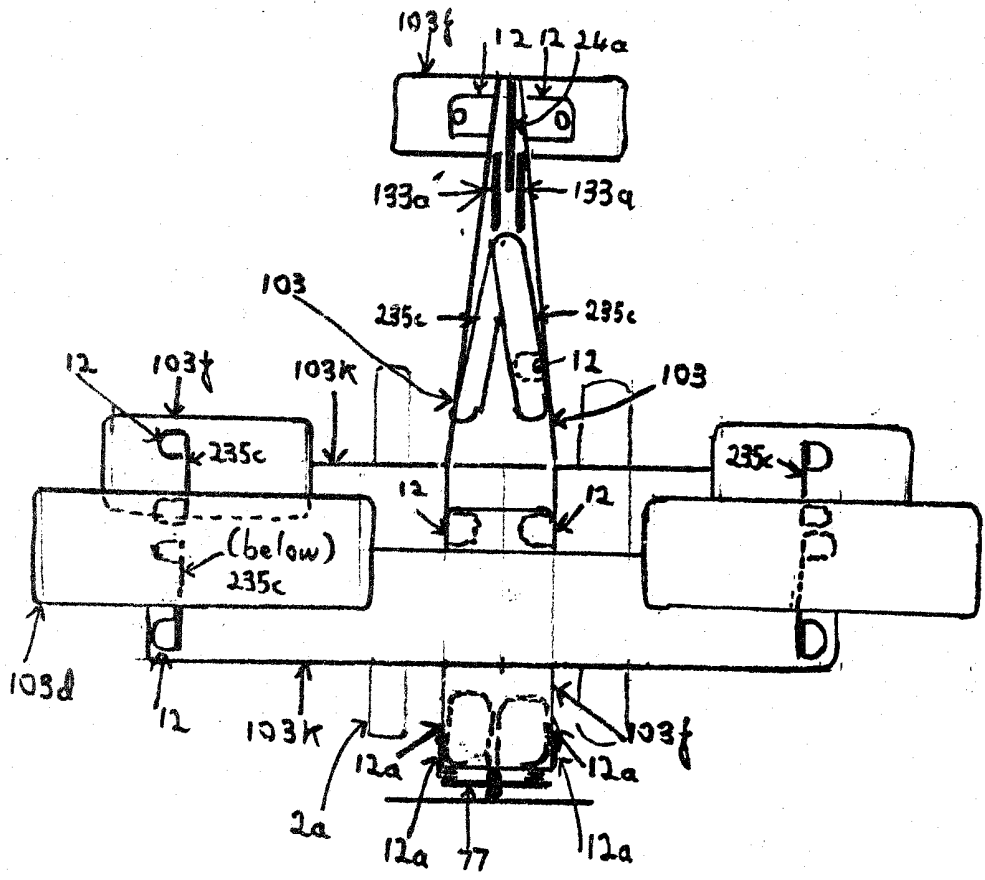
Two 1" Corner Brackets are mounted on a 3/8" Bolt in the upper rear hole of the fuselage sides. The Brackets should be spaced from the sides and each other by washers. An eight hole Wheel Disc is bolted between these Corner Brackets to form a rudder, while the tailplane is represented by a 2½" Flat Girder fastened to the Disc by ½" Angle Brackets, washers being used to space the Brackets as needed.

The fuselage is completed by two 2" Narrow Strips bolted together in a 'V' to fill in the top of the fuselage rear. This assembly is fastened to one side only by a ½" Angle Bracket.

Wings And Struts

The 7½" Flat Girder which forms the main section of the lower wing is extended on each side by a 2½" Flat Girder, which is attached to the outer rear three holes of the 7½" Girder.

Two pairs of struts are now required for supporting the upper wing. These struts are made from 2" Narrow strips and ½" Angle Brackets, The Narrow Strips attached to the slotted holes of the Brackets. Each pair of struts is attached to the front outer hole of the 7½" Flat Girder, and to the rear middle hole of the 2½" Flat Girder on each wing, the Narrow Strips angled forwards at about 30°.



The centre of the upper wing is supported by 1"x $\frac{1}{2}$ " Angle Brackets, bent as shown in the drawings, fastened to the fuselage on each side on the fourth holes from the front, spaced from the sides by a washer.

The upper wing is best assembled as one piece before mounting on the struts. This consists of a 7 $\frac{1}{2}$ " Flat Girder, bent slightly in the centre to form a dihedral angle. This is extended at each end by a 3 $\frac{1}{2}$ " Flat girder, attached to the outer rear four holes of the 7 $\frac{1}{2}$ " Girder.

Attach the assembled wing loosely to all six struts, and ensure the wing is 'square' before tightening the bolts.

Undercarriage

The original model was a floatplane, the floats being represented by 4 $\frac{1}{2}$ " Strips curved at the front, and mounted on Corner Brackets attached to the 1 $\frac{1}{2}$ " Double Angle Strip under the fuselage.

Parts Required

Pt. No.	Qt.	Pt. No.	Qt.
2a	2	77	1
5	3	103	2
12	17	103f	4
12a	6	103k	2
12b	2	133a	3
24a	1	235c	6
59	1		

Nuts, Bolts & Washers as required.

"BUT DAD! I DON'T WANT
A MECCANO SET!"



From "OFF THE RAILS"
BY PATRICK WRIGHT
(DAVID & CHARLES PUBL.)

SHEFFIELD MECCANO GUILD- MEMBERSHIP LIST at 20/2/89

John Bader,
Frank Beadle,
Mike Beadman,
Richard Bingham,
Jack Birch,
Roger Bradbury,
Geoff Brown,
John R. Brown,
Mike Cotterill,
David Dalton,
Tony Darrah,
HM Elema,
Eric Evans,
Les Gines,
Harry Gower,
Brian Harper,
Albert G. Howe,
Roy C. Jennings,
Robin Johnson,
John MacDonald,
John Martin,
Peter Mason,
Iain McKenzie,
Rob Mitchell,
Ernest Palmer,
Stephen Parkin,
R. Pendreigh,
Dave Penney,
Rod Rich,
Nick Rudoe,
Bernard Sage,
Joyce Schoolar,
Robin Schoolar,
Frank Singleton,
Wayne Stancliffe,
George Stephenson,
Vernon Taylor,
Geoff Tomlinson,
Bill Woolliscroft,
Philip Woolliscroft,
Denis Wright,

Total- 41 Members.