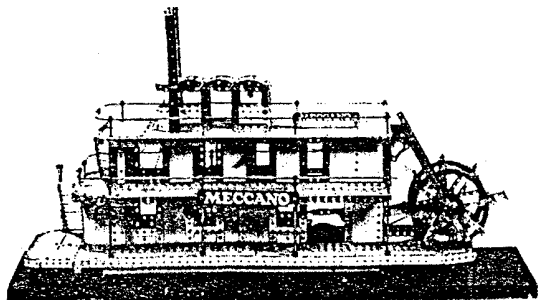


# SMG

# NEWS



CHAIRMAN:  
Charles Hatfield,

TREASURER:  
Stephen Parkin,

SECRETARY:  
Mike Beadman,

NEWSLETTER EDITOR:  
Rob Mitchell.

THE SHEFFIELD MECCANO GUILD

JUNE 1990

No. 30

THE GUILD'S EXHIBITION AT KELHAM ISLAND, held in March this year, was a fair success. Held in the lower exhibition room of the museum- the upper, larger room now housing a semi-permanent photography exhibition- there was a sufficiently large attendance by the public to make for an enjoyable day. Full details of the exhibition inside!

RADIO SHEFFIELD, the local BBC station, have an odd method of collecting items for broadcasting in their 'diary' spots. It is not necessary merely to put your event in writing, it has to be on their special form! When the Secretary fought his way through rush-hour traffic to their offices on the west side of town, it was his intention to simply have the exhibition announced on the radio in the aforementioned diary. It was therefore an unexpected pleasure for Radio Sheffield's Outside Broadcast Unit to appear at the museum on Saturday to produce a live interview session with Guild members and the visiting public.

New member Howard Bottom caught the moment when Rony Robinson of Radio Sheffield must have just asked the Secretary a toughie!! See photo inside....

Note the new credit for Rob Mitchell, above. Rob produces most of this effort himself, editing submissions, doing his own articles etc. Why not make his day and send Rob something for the next issue? DON'T FORGET the next meeting on AUGUST 4th.

## NORTON NOTES

by the Chairman

I have noticed that our Norton Meetings are usually blessed with fine weather, and our April event was no exception. Having the shortest distance to travel, I arrived first at Norton Hall, where the caretaker had just unlocked the door and turned on the heating, so after a few amiable words with him, I started to erect the tables, soon to be joined by Rob and Mike.

We were aware that the date clashed with an important Swapmeet, and for a time it looked as though we might have a thin attendance, but gradually more enthusiasts arrived, until eventually all of the table space was occupied, and our two regular dealers brought their goodies.

In the afternoon, the Auction was ably conducted by Mike Cotterill, with Mick Burgess doing the clerical work, and Iain McKenzie displaying the items. There were some excellent bargains, and I think both those who bought and those who sold went away satisfied.

As usual, we spent an enjoyable day, admiring each other's models, and chatting with our friends, while Mike's parents did a good job in the refreshment department.

On arriving home after the meeting, I was putting away the circuit breakers, extension leads etc., when I discovered that I had acquired a two-way socket that did not belong to me. If the rightful owner recognises this, I shall be happy to restore this inadvertently stolen property.

Don't forget that we have an extra meeting this year at Norton on the 4th of August.

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### ADVERTS

We welcome adverts from any members who may wish to buy or sell any Meccano or associated paraphernalia through these pages. Please send your advert to either Mike Beadman or Rob Mitchell, addresses on the front sheet. Here's one of my own to start with:

FOR SALE- MO motor battery boxes. Red plastic mouldings to hold two 'C' size cells, complete with connecting/contact tags. 20p each. They should be available at all SMG and NMMG meetings this year. (Rob Mitchell)

# TAME VALLEY VINTAGE & CLASSIC CAR CLUB.



Mr. J. Marsland,

MOTTRAM.  
CHES.  
SK14 6HZ.

## LANCASHIRE CLASSIC CAR SHOW.

T.V.V.C.C.C. invite you to the above event at Bolton Sports and Exhibition Centre, Silverwell Street, Bolton Saturday and Sunday 27th & 28th October, 1990.

After G-MEX it is the largest exhibition centre in Lancashire with 25,000 sq. ft. of display space at ground level and has good motorway connections and hotel accommodation.

(sec) Anyone interested in attending the above event, please contact Mr. Marsland direct, at the above address. Mr. Marsland is also producing a local-bed and breakfast list, which can also be obtained from him.

Mr. Marsland, impressed by the showing at Lyndhurst, has indicated that a Meccano presence at the above event would be most welcome, and that there is space for at least ten exhibitors.

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FOLLOWING THE APPEARANCE of the Meccanopede model at the last Guild meeting, based on the immortal Stick Insect by Rob Mitchell, a notion gathered pace that it would be a good idea to produce a Guild Millipede! All that is required is for any interested member to make an unpowered version of the Stick Insect, with the drive shaft extended at each end to protrude by an inch, and a Universal Coupling mounted on the rear of the shaft. These segments could then be joined together, as many as are made, and all powered by a central drive section with '380' motor made by Mr. Mitchell. Interested parties should contact Rob if they need construction details for the Stick Insect.

Our exhibition this year was a great success, and all concerned enjoyed it. The SMG arranged its own publicity, involving an article in the 'Star' a week earlier showing yours truly with my Lego Bashing Machine occupying a full quarter page in a prominent position. Also, posters were produced at a modest cost which were displayed at several strategic places in Sheffield and nearby Rotherham, as well as sending them out with each copy of the last issue of SMG News. Even Radio Sheffield became involved. The idea was to have the exhibition mentioned over the airwaves, but they did us proud by doing a live 15 minute broadcast from the exhibition hall, interviewing several modellers (please form an orderly queue for autographs!) with a background sound of Meccano models thundering away and the chatter of visitors. Here is what was on show....

Frank Grant showed an interesting model, taking the form of a spiral chute centred on an elevator which automatically lifted large marbles from the bottom to the top for another run down the chute, built in red, yellow, and green Meccano.

Geoff Tomlinson arrived on Sunday morning with four models, including the Fairground Ride from the second NMMG book of Constructor projects, which unfortunately proved to be a little temperamental on the day. Geoff also had an array of three Showmans Traction Engines built to differing scales. All of them ran very smoothly, imparting a gentle rocking motion to their table, all in red and green Meccano.

John Bader's Land Rover was full of goodies, such as the Super Meccano-Graph which ran faultlessly all Sunday churning out patterns. An 0-4-0 loco and tender, based on Argentine 3" circular plate & 2½" wheel flange driving wheels, was mounted on a rolling rail, accompanied by the Skaters from CQ with three arms below the surface. Finally, John brought a vintage mose trap baited with a piece of a certain well known Danish building brick.

Ernest Platts stayed all weekend showing his 2" to the foot model of a Meo-Moore Coal Cutter & Loader of circa 1940, part of a series of a Mining Machinery History in Meccano. Built of chiefly red parts, it sports a floor level cutting jib, a mid seam cutting gab, a back shearing jib, a loader bar, a cross conveyor, and last but not least, a wire rope haulage unit. It has two identical gearboxes, and the combined haulage/cutting unit is detachable at the end of each run.

Russell Carr brought two models, each in pristine zinc and yellow parts. His Channel Tunnel Rack Locomotive, displayed as a static, was opened up to show 'the works'. He also had the no.10 set Lifting Shovel, powered by an E20R.

Mike Beadman showed an incomplete model of a 'tail first' Supersonic Bomber, with full elevator, air brake and undercarriage movement controlled by a series of internal rods and cranks. Also to be seen was his version of both the 'Cum Bak' and Stick Insect from CQ.

Chairman Charles Hatfield's clutch of models consisted of a cylinder printing press, a printers guillotine, a sand tractor and a 'magic windmill', all in red, yellow and blue parts. Unfortunately, the gremlins sabotaged the printing press, a much modified Konkoly design, but Charles soon sorted them out!!

Alan Partridge brought quite a selection of mindbogglingly clever models (as usual!) Alan's justifiably famous Ping-Pong Ball Roller, developed from one by Robin Schoolar, happily rumbled away all weekend, a crowd puller as always. Alan's smaller models were a dead-centreless connecting rod (Bennett's Mechanism), a clock with the three-legged gravity escapement, and a version of the 'Thing' which sported frantically flapping wings and wobbly eyes! Alan described it as 'highly mirth provoking' - anyone who saw it in action would no doubt confirm that! Finally, Alan also had a three-planet orrey, based on a John Nuttall design, with all movements accurate to better than 0.1 percent, using all Meccano gears in epicyclic arrangements with a few obsolete and Argentine 22-tooth gears.

Rob Mitchell's Lego Bashing Plant thundered away most of the time, generating lots of nice noises of tortured Lego. Several smaller models included a static hand-operated crane from a 1925 manual, the Mamod powered 'Steamerpillar', a 397:1 differential gear train of an Alan Partridge design, a tumbling mill, an example of Frank Singleton's Anti-Parallel Crank Mechanism, and a 'daft' '3-80' powered vehicle mounted on a launcher to give lots of wheelspin!

Iain McKenzie's display included a selection of Blue-Gold items, such as the Weatherhill Winding Engine from SMGM and an E20R powered 10-set Traction Engine, along with a Blue-Gold no.10 set. There was also a dealer's window display model Ferris Wheel turned out in yellow and zinc Meccano.

Roger Burton's selection of pristine red and green models included a public-operated Universal Designing Machine from a Konkoly design. Visitors were seen all day Sunday proudly clutching their designs to take home! Roger also had an Automated Rivet Making Machine built from a series of articles in 'MM' by P. Blythe, which featured interesting crank operated synchronising and indexing mechanisms.

Joyce Schoolar had a pair of models; one was a nickel tumbling sailor, and an exploding boat & submarine in red, green and nickel parts.

Robin Schoolar's plethora of mechanical wonders included the 'Handiman' Hydraulic Access Platform which won the prestigious Henley Competition in 1989. Built entirely of original yellow parts, it is remote controlled and motion is provided by four MO motors. Robin's 'White' M3 (WWII) Half-Track used to be radio-controlled, but is now static due to an electronic failure. Constructed of both Liverpool and the French darker Army Green Meccano and black parts, it is now a very attractive static. The indefatigable Monkey carried on with its pleasantly futile task of getting to the banana, built out of parts which 'I'm ashamed of'! (Most of my parts are like that and I'm not ashamed of mine!)

Eric Schoolar brought a radio-controlled tractor and a train of trolleys constructed in red and green parts which had an incredibly tight turning circle, and an 'Executive Toy Boggler', consisting of identically bent rods, rotating in unison.

Polytech, the local manufacturers of the new Meccano-compatible Hydraulic System had a demonstration stand showing their product applied directly to some Meccano constructions. Probably everyone who saw it was impressed by the quality, smoothness and power of the system, which should be generally available soon. Polytech say that they valued the opinions and ideas that were given to them and considered the entire exercise very worthwhile.

The SMG Annual Member's Award was presented towards the end of Sunday after all of the member's votes had been collected and counted. The results were as follows in true Miss World reverse order....

3rd. place--- Rob Mitchell

2nd. place--- Mike Beadman

and 1st. place--- John Bader for his collection of very well constructed models.

John will hold the SMG Award for one year- no excuse for not coming to Kelham Island next year, John! Well done.

This picture, taken at the Kelham Island Exhibition, shows the Guild Secretary feeling for the poisoned dart in his neck fired by an irate member. The hairy monster with the blunt instrument in his hand is Rony Robinson from Radio Sheffield, who conducted a live half hour broadcast from the exhibition, interviewing Guild members and the visiting public.

The model in the foreground is the Sec's Supersonic Bomber, based on a drawing from a 1950's MM.

Photo Credit: Howard Bottom.



# HYDRO

# ACTION

miniature  
hydraulics  
kit

## PROGRESS REPORT

*At the time of typing, it is known that set production is under way, but the box inserts are awaited from another supplier.*

*Once the Guild takes delivery of the promised HYDRO-ACTION set, it has been agreed (at the April SMG meeting), that someone would take the set, and build a model which would show the hydraulic system to its best advantage. Robin Schoolar was volunteered for this task; Robin also agreed to test and evaluate the set, from a Meccano point of view, and have his findings published in CQ.*

*It was hoped that Robin's model would appear at SKEGEX this year, but this now hangs in the balance.*

*It was also agreed at the meeting, that the set is ultimately to be auctioned, at the Guild AGM, with the money raised going to Guild funds.*

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## SUBMISSIONS

Both Mike and myself would like to encourage SMG members to submit any items for publication in SMG News. We particularly like model building instructions for the more compact type of model, but any Meccano items are most welcome, whatever the subject. We have limited capacity for the reproduction of photos, but a set of drawings are usually no trouble, as well as probably being clearer in some instances, e.g. Ernest Palmer's miniature Grasshopper Engine in SMG News no. 26, and Frank Singleton's Crank Mechanism in no. 29. We look forward to seeing what drops through our letterboxes.

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## 1929 STEAM ENGINE MANUAL

During recent correspondence with Ernest Palmer, Ernest has sent to the SMG a photocopy of his own 1929 Steam Engine Manual. A photocopy of this was made, and it is intended that this second copy can be circulated among any SMG members who may be interested in seeing it. Circulation to interested enthusiasts would be by post, with one member passing it on to the next on the enclosed list- a similar system that the NMMG uses for the passing on it's Skegex videos. Any members who would like to see it should send their name and address to Rob Mitchell, address on front page. Please respond by the end of August; the postal list will be on a 'first come first served' basis.

## A MECCANO TUMBLING MILL

### Parts required....

3 of no. 2a	1 of no. 16b	7 of no. 59
5 of no. 3	1 of no. 20a	1 of no. 74
2 of no. 4	8 of no. 22	2 of no. 80c
2 of no. 5	1 of no. 23a	1 of no. 100a
2 of no. 8	1 of no. 23b	1 of no. 103c
2 of no. 8a	1 of no. 25	2 of no. 103h
6 of no. 9a	2 of no. 26	2 of no. 111
2 of no. 9b	1 of no. 26(plastic)	4 of no. 115
2 of no. 9c	3 of no. 27a	3 of no. 126a
2 of no. 10	64 of no. 37	8 of no. 142c
2 of no. 12	12 of no. 37a	1 of no. 147b
1 of no. 12b	15 of no. 38	1 of no. 186a
2 of no. 13a	1 of no. 48b	1 of no. 452
3 of no. 16	1 of no. 53a	1 Mains motor
		1 ½lb coffee jar

=====  
This model is capable of cleaning lots of small parts with virtually no effort! It works well on rusty nuts and bolts, by slowly removing the outer layer of dirt and oxide by communitation and keeping the resultant gunge in suspension by the constant agitation.

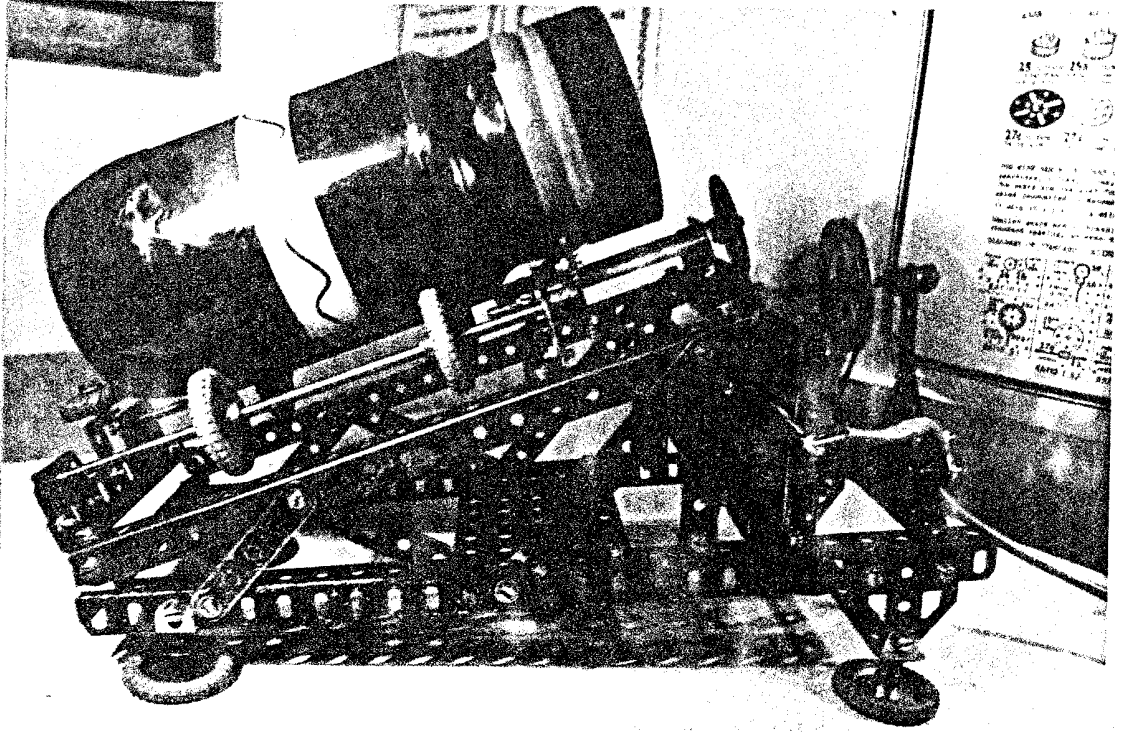
Photo no.1 is a general view. Construction begins by assembling a rectangle of angle girders, 12½"x4½", all flanges downward and with one of the 4½" angle girders stepped in ½" from one end (no. 3). Overlying the other 4½" angle girder is a 4½" double angle strip, lugs upwards, and a 4½"x2½" flat plate is bolted across the 12½" angle girders to give some stiffness. An angle bracket is added on each side, 9 holes in from the stepped in 4½" angle girder, with the slotted lug facing outwards and pointing upwards. A 3" angle girder is bolted vertically to each lug, the girders being connected together by a horizontal 4½" braced girder. Two 9½" angle girders are bolted through their non-slotted flanges onto the lugs of the 4½" double angle strip, and their penultimate hole is bolted onto the top of the vertical 3" angle girders. Bracing, consisting of a 4½", 3½", and a 2½" strip is added to each side (photo no. 3). At the low end of the now sloping section, a 4½" angle girder is bolted across the two 9½" angle girders, slotted flange upwards (no. 2), and a pair of 1½" flat girders is fixed onto each end, with a 1"x½" angle bracket mounted centrally and vertically. Two more 4½" angle girders are fixed at the 'top', in the first and sixth holes from the end. The uppermost girder has a 1½"x1½" added centrally (no. 3); the other girder is overlaid by a 4½" flat girder.

Feet are added by bolting two ½" angle brackets onto the two 12½" angle girders at the 'low' end (no. 1) and fixing tyre shod 1" pulleys onto the brackets with a threaded pin. At the other end, the pulleys and brackets are arranged identically, but are bolted instead onto a flat trunnion on each side (no. 1) and are held apart by a 4½" strip spanning the angle brackets.

A support for the shaft with the 2" pulley is next built. It is a 3½" strip bolted onto a trunnion, in turn bolted onto the last 4½" angle girder at the end of the base. It is reinforced by two 3" strips so as to form a 3-4-5 triangle on each side. Another 4½" angle girder is added across the base, at the 6th. hole in from the 'stepped in' end, (no. 3), onto which the mains motor is fixed. A ½" loose pulley is fitted with a ½" tyre, and is mounted onto the top lug of the 1"x½" angle bracket by a pivot bolt, on which it can freely rotate.



PHOTO no. 1



TUMBLING  
MILL

PHOTO no. 2

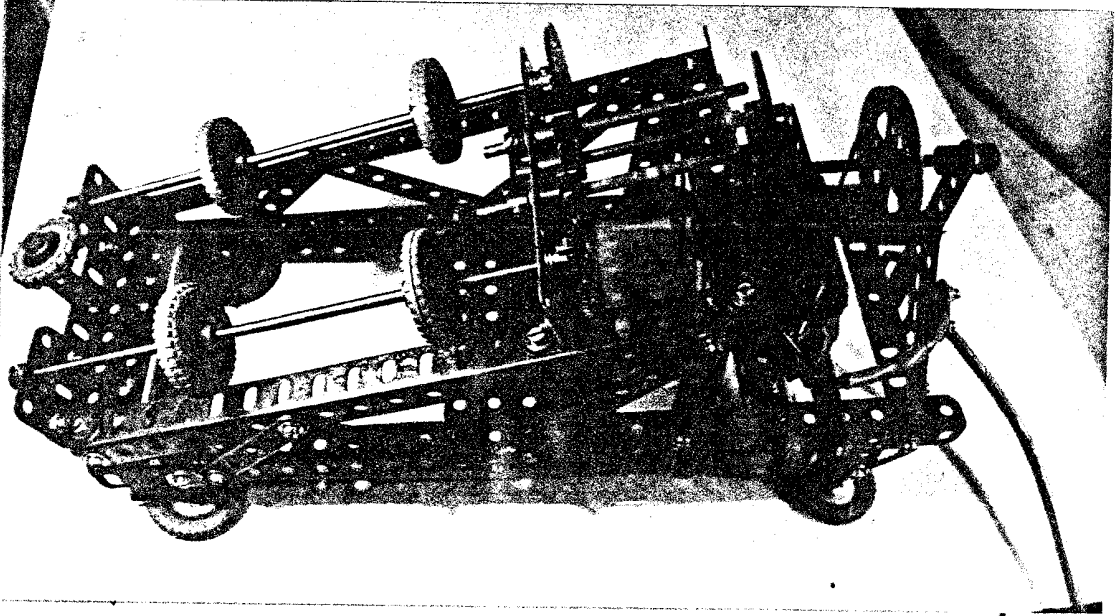
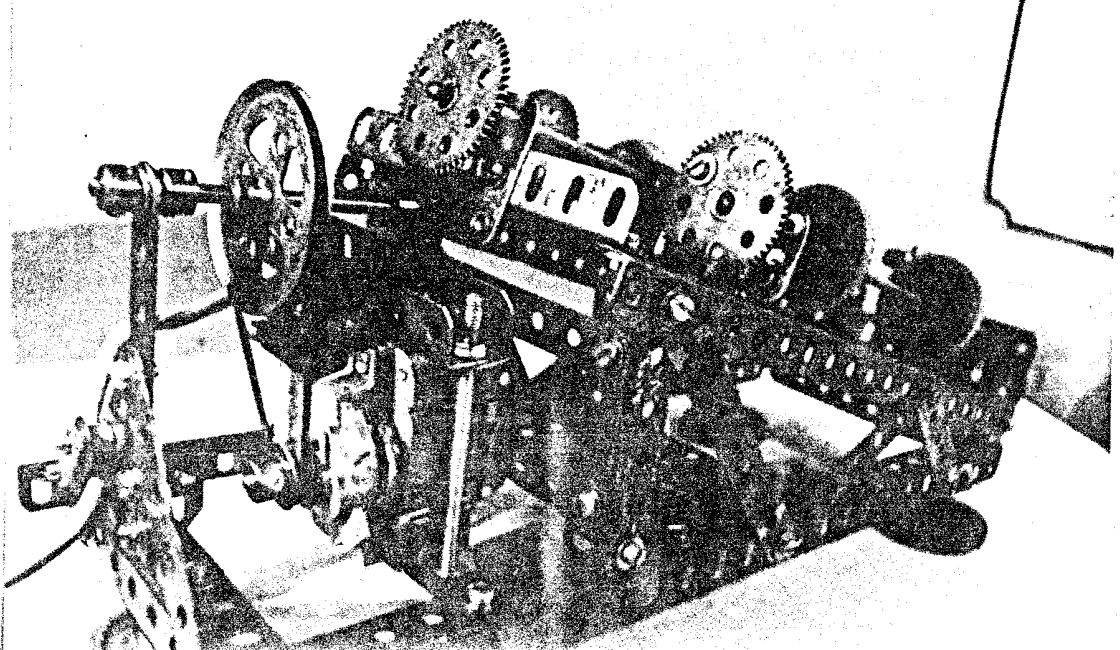


PHOTO no. 3





Two 8" axle rods are now added, journalled in the top central holes of the 1½" flat girders and in the top row of holes of the 4½" flat girder, one hole in from each side, (no. 3). Each rod is fitted with a pair of 1" tyred pulleys, with a collar at the 'low' end and a 57-tooth gear at the 'high' end to retain them. Three 3½" axle rods are free to rotate in the top row of holes in the 1½"x1½" flat plate and in the opposite three central holes of the 3½" flat girder, (photo no. 2). The middle rod carries a plastic 19-tooth pinion which meshes with a brass 19-tooth pinion on each of the two adjacent 4½" axle rods, which in turn mesh with the 57-tooth gears on the 8" axle rods, (nos. 2&3). All three shafts are retained by collars. A 3" axle rod is journalled both in the bottom central hole of the 1½"x1½" flat plate and in the top of the vertical 3½" strip (no. 3). Also retained by a pair of collars, (either side of the 3½" strip), it also carries a 2" pulley, a 6" driving band, and a 25-tooth pinion. A 57-tooth gear is fixed on the end of the central 3½" axle rod, and a smooth mesh obtained, at a slight angle, between it and the 25-tooth pinion below (no. 3). Finally, a 240 volt shaded pole motor is clamped onto the 4½" angle girder below by two 3" screwed rods and a pair of 3½" angle girders (no. 3), and a drive arranged via a ½" fixed pulley on the motor shaft to the 2" pulley by the 6" driving band. A cable clamp is provided by a pair of fishplates bolted onto a pair of ½" bolts attached onto the frame at any strategic point.

The motor mounting may well need re-arranging to suit a particular motor, but this should not over-tax the average enthusiast. Substitution of the mains motor by a potentially safer DC motor is up to personal choice.

When all is working well, about ½ fill the ½lb coffee jar with the parts to be cleaned, and add a tablespoon of grinding powder, or carborundum, and then ½ fill it with paraffin or turps. Seal the jar, and place it on the 'tyred' 1" pulleys on the 8" axle rods, with the jar bottom resting on the ½" pulley and tyre. Switch on and leave for a long time.

\*\*\*CAUTION\*\*\*

This method of cleaning nuts and bolts can remove any plating that may be present, such as brass or nickel plating. Also, running for too long a time may have a detrimental effect on the shapes of the parts, by rounding edges and removing threads!!

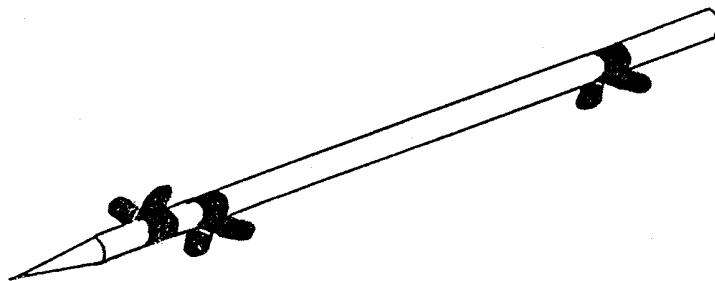
SMG MEGA MODELS- No.1- SAUSAGE DOG

First in an occasional series of potential SKEGEX prize winners!

Parts required...

3 of no. 35      1 of no. 36c

Snap two spring clips onto the drift, one ½" in from the blunt end and the other 1" in from the pointed end, both the same way up. These are the legs. Push the other spring clip onto the drift, towards the pointed end, the other way up from the other two to form a pair of ears. Refer to the diagram in case of difficulty.



MODEL REPORT No. 2-

SMG MEETING AT NORTON CHURCH HALL, 21st. APRIL 1990

Chairman Charles Hatfield arrived early at Norton with a collection of red, yellow and blue Meccano models, which included his Cylinder Printing Machine, a Paper Guillotine, a beam engine, the Burgh Island Sea Tractor, and his version of a 1904 'Roller', which was without any 'works', but Charles hopes to include them at some time.

Les Gines fetched a pair of red & green Roundabout models. The larger was a 16-horse galloper which used a built-up sequencing mechanism to give a 15 second delay per minute of operation. The smaller model was a hand-operated version for children to 'have a go' with.

Mike Cotterill brought a lovely 'curvy' Beam Engine, with the beam supporting 'A' frame composed almost entirely of curved strips arranged to give a 'flowing' appearance, which suited the subject very well. Based around a 5½" diameter flywheel, it was constructed of red & green parts and powered by a PDU concealed in the base.

Alan Partridge arrived with his version of the 'Thing', rebuilt from a Dutch idea. It sports rapidly flapping wings and a pair of bog eyes, all turned out in blue, zinc and yellow Meccano.

John Bader brought his well-known Super Meccanograph which still persists in working effortlessly and faultlessly- a true ballet of Meccano technology! He also had a nickel freelance Ferris Wheel, from an early no.6 outfit with a few extras, powered by a 1950's 'Cricket Ball' motor.

A new visitor to Norton was Wayne Stancliffe who brought a pair of well engineered models. The smaller of the two was a Motor Cycle & Sidecar from a Konkoly design; the larger was a Railway Breakdown Crane, with the mechanicals 'pinched' from the no.10 outfit leaflet. The jib is based on the old SML Breakdown Crane, but enlarged to fit the overall scale. Both models were built in a variety of colour schemes.

Roy Everitt fetched a model of the 1927 Napier-Campbell 'Bluebird', constructed from all blue parts. It sported double arm steering, a bevel gear rear axle, 2-speed gearbox, and a clutch based on a tyre-shod 1½" pulley, all powered by an E15R.

Russell Carr has done two Meccano firsts- not only did he manage to build the 1970's no.5 set Scorpion, but he got it to work as well!! Phew! A difference from the original is the replacement of the motor by an M0 unit and some modifications to the immediate drive train. It trundled menacingly along in various directions, snapping its claws and raising its sting!

Frank Grant arrived with his model of a L.R. class Foster road locomotive, constructed out of red & green Meccano.

Iain McKenzie brought three models to Norton. The first was a 1970's dealer's shop window model of a Ferris Wheel, which was accompanied by a red & green rebuild of Ernest Palmer's tiny Grasshopper Engine, powered by an Emebo motor and featuring a genuine flywheel. Iain also had a nickel locomotive from a 1931 'MM' article on 'The Start Of Hornby Trains'.

Eric Schoolar came with his incredible 'executive toy' which consisted of bent axles rotating in unison around each other but never colliding.

Rob Mitchell arrived with his 'Steamerpillar' all-terrain Mamod, as well as a selection of mains motor powered creations. They were a Tumbling Mill (see elsewhere in this issue), a 397:1 differential gear train from an Alan Partridge design, and a version of Frank Singleton's Anti-Parallel Cranks.

Brian Harper came along with a small section of a so far incomplete Meccano Railway System which should occupy about 5' square when finished. Brian brought the gravity-operated self-resetting loco lift portion which transports a small 0-4-0 locomotive from the top to the bottom, in blue, yellow, & zinc parts with a smattering of red. Further units of the system include a rack-assisted ramp, automated turntables and a rotating drum.

Geoff Tomlinson arrived with two models turned out in vintage nickel Meccano. One was the SML no.1 Motor Car Chassis, and the other was the SML Motor Cycle & Sidecar.

Mike Beadman's contribution to the models was an 18-legged version of the 6-legged 'Stick Insect' from CQ. Built in three portions, the front, motorised section is as the original, with the second and third sections identical but not motorised, all joined together by universal couplings, one after the other. The model featured simplified driving cranks to replace the 1" bush wheels, and it sounded like an army on the march as it thundered up and down the table!

John Martin arrived with a partially completed model of a Great Northern Railway Steam Railmotor constructed to 1:23 scale. It consisted of a coach, one bogie of which is replaced by a small 0-4-0 locomotive. The originals were intended to fend off competition from bus services which poached the railway's passenger traffic on some little used routes. John has built the loco section in black, green and nickel parts, whereas the coach is in red and nickel. John also had a duo of musical models, one of which is based on Konkoky's 'Music Maker', but with five genuine Meccano bells (including an original 'Elektron' bell), and the other model is based around a child's glockenspiel to produce a 32-note 'cathedral Chime'.

Lastly, and by no means leastly, Alan Grimshaw fetched his version of Mike Cotterill's Beam Engine, nicely constructed in red & green Meccano.

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One highlight of the day was the SMG's traditional spring auction. Due to an oversight, (sorry\*), it was not mentioned in the last SMG News. The bidding went well, which resulted in £12.98 going towards club funds. Lots ranged from masses of parts in unrelated Meccano boxes to clockwork motors- from a magic lantern to a box of non-Meccano assorted steam fittings. Our thanks go to Mike Cotterill for being a great auctioneer, even when he is press-ganged into doing it!!

\*- The SMG editors have both spent a week in solitary confinement in a cell constructed of Lego for their crimes! Punishment indeed!!

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#### SMG BADGES

The SMG has for sale a small number of badges designed by Robin Schoolar some time ago. They are about 1" diameter and have a pin on the back to put it onto your lapel or whatever, and show six 1" triangular plates arranged in a circle. No well dressed Meccanoman should be seen without one!

Prices are £1 each, but a few with slightly faulty pins are a mere 50p each and are ideal for blu-taking onto a prominent position on your latest creation!

Please send remittance and the total number of badges required to Rob Mitchell at the address on the front sheet. Please make cheques payable to the SHEFFIELD MECCANO GUILD. Thanks.

SMG PRESENCE AT TRANSPOWER '90, (Westhorpe Colliery, Killamarsh)

The SMG had a small display at this local event, which was centred around a vintage vehicle rally. Two Guild members, Rob Mitchell and Mike Beadman, shared a prominent position in an overgrown Nissen hut, which housed several model displays.

Models on display were familiar to SMG members, but remain popular with the exhibition-going public. It is always satisfying to see the public reaction to such displays, and makes construction of the models even more worthwhile.

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LYNDHURST PRESERVED VEHICLE GATHERING AND SPRING FAIR - May 20th.

Roger Burton organised the Meccano exhibition at this extremely well attended event. The modellers who attended are shown below in the table pinched from the official programme.

<b>CLASS 'O' MECCANO</b>
--------------------------

O1	Mike Beadman	Sheffield
O2	Rob Mitchell	Rotherham
O3	Brian Harper	Scunthorpe
O4	John MacDonald	Derby
O5	Bill Charleson	Mirfield West Yorkshire
O6	John Bader	Bradford
O7	Roger Burton	Bury

Brian Harper won the prestigious award, a splendid glass bowl not unlike that awarded to winners of 'Mastermind' (only much better!!) The prize-winning model was his insane railway with a Nicad powered loco negotiating a series of automated obstacles, sharp bends and elevated turntables. Well done, Brian, on the first trip out for this model. Skegness, watch out!!!