

and Harry Wolfenden. All are residents of Lancashire, with exception of Peter Greenhalgh who is the first person from Wales to join the NWMG.

Continued satisfactory progress has been made, with the April 1978 Wigan Exhibition being another success, extra pages and more varied articles in the NWMG's own monthly news gazette 'Bits & Pieces', and another very well-attended annual general meeting in October 1978. Members of the Guild have been in attendance at many other clubs' meetings and Meccano model displays, in many cases travelling as a group to share expenses. The financial position has improved so much that the annual subscription has been reduced to £2 for adults, from its former figure of £2.50. This improvement has been assisted by a new feature at meetings, the auction of donated leaflets, books, photocopies, etc.

Modelling quality continues to rise, as was evident at the October meeting when Ernest Keighley pointed out improvements to his fabulously complex loom. Still with the 'complex' theme, Brian Bloor showed a rare version of a powered 3-ladder fire escape, complete with elevation and rotation functions. Roger Dickinson has proved his aptitude for building cars time and again, and his American version was no exception. This was built to a special design to incorporate a radically different type of drive, of which we may hear more in the future! An improved version of SML 4 was the contribution from Harry Wolfenden, an advanced modeller from Rochdale. Dick Watson of Manchester is very interested in historical models, in addition to a pre-war Aeroplane Outfit model. Dick reproduced the 1929 Set 6 Corliss 4 valve engine.

Hal Hussey is so well known for his pioneering work in Meccanographs, and justly so. His new generation of 'Supergraph' machines boast twin pen arms, 3-way table motion and even separate gearboxes for each pen arm! Towering above this was the first ever version of the January 78 MM 15 Ton Greiferdrehkran I've seen in the flesh, as it were, this was made by Alan Holman of Newton-le-Willows. The 'Grasshopper' beam engine by John Nuttall was another example of his quality engineering, amply demonstrating the original's unusual end-pivot beam operation.

Norman Mason's dealer display traction engine once again proved the old equation: advanced modeller plus giant Meccano outfit equals fantastic models! Making a welcome visit from Nottingham, Geoff, Julian and Francine Coles enchanted us with a fine collection of unusual items including 'Cedric the high wire cyclist' and an improved version of the Set 10 Robot, 'Robbie 2'. Many more models, many more people, but alas never enough space to do them justice! Yes, another good year for the NWMG; we look forward to 1979!

Michael J. Walker
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**SOCIETY OF ADVANCED
MECCANO CONSTRUCTORS**

Our Autumn meeting on October 14th brought four new members to the S.A.M.C. John Evans had travelled all the way from Anglesey through what appears to be the Meccano 'desert' of North Wales. He had brought a clock in which he had made use of the Konkoly intermittent motion mechanism which figured in the M.M. relatively recently as an escapement. The principle is very attractive to watch although functionally unsatisfactory for accurate timing. Andrew Baxter from Banbury had accompanied our worthy President, Hubert Lansley, and had brought a model of a tripod test rig used to obtain subsoil samples. The model incorporated an ingenious yet simple friction clutch deserving of a wider public. 'Med' Meddings from nearby Solihull had a sparkling No. 10 Set fire engine on show and finally John Beardsmore had come with Pat Briggs from Nottingham.

The Society is fortunate to have two members offering information to the recently-formed Archive Committee.

Jim Gamble told us of drawings for original parts, some unissued such as a four bladed propeller and a naval gun barrel. Hubert Lansley showed another model dating from his time as 'Spanner'. This was a somewhat of a mind-bending offering of a Tatham transmission dynamometer first built by Hubert under a pseudonym in October 1927 M.M.

Norman Gilber had brought his outstanding model of the Fowler ploughing engine which figured on the cover of the October M.M. Remarkably the Society could claim a second cover model at the meeting, for Bert Love had his No. 10 Set dockyard crane in new colours on show nearby. This advanced model is now on show at the Dutch Meccano agent in Amsterdam.

Roger Wallis had brought a quite unusual model of a gramophone made completely from Meccano parts with the exception of the microphone. The correct motions were followed and the pickup arm lifted at the end of the recording to return to the rest at the edge of the table. Roger has only to make the microphone now and the apparent impossible will be accomplished!

With nearly one-third of the members now recruits at recent meetings, older members felt much optimism for the future; nearly all had brought models, many showing original features. The meeting was one of our most successful, but left us with the ever-present problem of associating names with faces and models. Perhaps name tags will be required for our next meeting on March 17th or 24th 1979.

D. N. Whitmore,
Reports Secretary.

SOLENT MECCANO CLUB

The Solent Meccano Club held its Annual General Meeting at Twyford, near Winchester, on 12th September last. Our Chairman, Chris Goodwin, reviewed the past year's activities of the Club, and made particular reference to the successful Club Exhibition held in May. The Club Treasurer, Harry Gower, presented the financial report, and made a copy available to each member. The report showed that the Club is in a reasonably sound financial position.

Membership is also on a sound footing; the present membership standing at 20 adult and 12 junior members. Club officials were re-elected, with the exception of the Hon. Secretary, who, for personal reasons, declined to continue in the post, Our New Secretary is Charles Harrison from Eastleigh.

At the Annual General Meeting and a subsequent meeting, it was decided that the Club will hold two exhibitions in 1979; the first at Chichester on Saturday, 19th May and the second at Waterlooville on Saturday, 30th June, 1979.

It is hoped to form a Junior Section of the Club shortly, under the joint leadership of Stephen and Robert Hall, and a preliminary meeting was held in November. A further meeting of the adult members was held on 14th November and a number of interesting models were on display. Tony Knowles brought along an excellent Foliot Verge Clock of the 16th Century 'Nuremberg' type driven by a No. 1 Clockwork Motor and based on the model designed by Pat Briggs published in the M.M. for April 1972. David Lewis displayed his Agricultural Traction Engine, a design originally within the scope of a No. 10 Set, but now with modified and greatly improved rear wheels. Brian Williams brought two Aeroplane Constructor Biplanes and also a model, mainly in nickel parts, of the Wright Flyer III of 1905, with operating rudders and elevators and contra-rotating propellers.

Tony Rednall displayed a type of Meccanograph which he describes as a Geometric Designing Machine and gave a talk concerning the mechanism involved and the designs it is intended to produce. He demonstrated the Designing Machine, but pointed out that it is still in its early stages of development and that there are numerous problems to be solved before it reaches a satisfactory stage.

It is intended that talks by individual

members on their current projects and problems will be a regular feature of meetings of the Club from now on, and we anticipate some interesting models and discussions in the future. Anyone interested in Solent M.C. should contact the Secretary at 64 Dutton Lane, Eastleigh, Hants.

Brian Williams

**SOUTH EAST LONDON
MECCANO CLUB**

The tenth meeting of the SELMC was held on 14 October 1978. Eleven members attended and some of the models shown are described below.

Adrian Ashford brought a partly-completed fire engine and wheeled fire escape. No detailed plans have been available for building the fire engine, as they were for the fire escape, but a very realistic looking model has taken shape. A Formula 1 racing car built from the new No 3 Set was brought by Frank Palin. It was based on Bert Love's model in the July 1978 M.M., but modified by Richard Whitmore to make the front wheels steerable and the motor drive have a larger ratio.

Geoff Davison showed a beach buggy using parts from the modern outfits with the new wide profile wheels, plus a few of the older parts. Also shown was a 'horseless carriage' taken from a 1950's M.M. and powered by a No. 1 Clockwork Motor. Cecil Bedford brought a partly completed rack and pinion locomotive which was shown at the last meeting. He also demonstrated a model of a Landrover 'pick-up' truck. It is about 12 1/2" long and is driven by a motor-with-gearbox in the 8:1 ratio. The steering mechanism is very simple and the winch is locked by a ratchet. Also shown was a small-scale half-track with gun, built in Army kit colours.

A remake of the Supermodel Break-down Crane, with one or two modifications, was brought by David Smithers who wanted a good-looking model that worked, was not too big and was quick to build. It works nicely and he says it fulfilled all his expectations. He also showed a windmill from two pocket outfits. Not being satisfied with just one outfit, while on holiday several ideas emerged when a second was purchased: the windmill is one of them. Joyce Schoolar demonstrated an Exploding Ship and Submarine built from an old No. 7 Set with the minimum number of modifications. It shows the limitations of the set and a certain amount of artistic licence in the limitations of the set and a certain amount of artistic licence in instructions and drawings. The submarine is loaded with a 'torpedo' (a Coupling) which is aimed at a plunger on the side of the ship. If it is hit with enough force this triggers a release mechanism and several elastic bands cause the deck plus bridge, funnel and guns to part company with the rest of the ship at rapid speed. Naturally only old red/green Meccano was used for such a model!

Meetings are held every three months in January, April, July and October. If anyone is interested in joining will they please contact the secretary:

Christopher Warrell,
Secretary
41 Beechhill Road, Eltham,
London. SE9 1HJ.

STEVENAGE MECCANO CLUB

This report covers the period starting with the Henley exhibition, at which we and the Wellingborough and District Meccano Club were given a separate room for our combined display. The Stevenage Meccano Club fielded 50 members of assorted sizes and a good proportion of the 80 models that went on show. Although some of the latter were of No. 10 Set Dimensions, our main effort was put into models that other juniors might reasonably tackle. This was intended to encourage young visitors to the exhibition to give Meccano a go as a hobby. Our future adult experts must come from the juniors of today, and we earned the personal thanks of the Meccano Marketing Manager for our effective promotion of the product.

Our Secretary, Dennis Higginson, had suggested the 'baker's dozen' com-

petition for the exhibition, and was called on to do the judging. The field was first narrowed down to three excellent models, after which Dennis decided the final order. All the entries were of a high standard, and the winners, including the second-place man Geoff Pratt of the SMC, thoroughly deserved their prizes.

If Geoff Wright accepts Dennis's Suggestion for next year's competition, you will all be buying 'S' extension sets, the idea being to build a model from the parts in that set alone.

The Henley show is now an annual meeting place for all the Club Secretaries, and Dennis values this contact with all the other Club organisers with whom he had long chats this year (1978).

The 1978 programme of events for the SMC was devastated by Dennis Higginson's long and frequent spells in hospital. At last, on the 25th October, the medics 'did something' that could bring Dennis some relief from his agonies of recent months. Well, in anticipation of the existence of a fit and active Secretary in 1979, the Stevenage Meccano Club is planning a full range of local exhibitions and displays, taking the hobby to many unexpected corners of Hertfordshire and beyond.

For those who are following the career of our Club again, Nutz and Boltz, a letter and a postal order to Neil Alston, 11 Gaunts Way, Letchworth, Herts, will secure the third issue.

New members to join this bustling band of Meccano fanatics since our last report to reach these pages are: Wallie Hinson, adult, from Dunstable, who, being a retired designer/draughtsman, has been thinking up lots of new models for the lads to build, and juniors Christopher and Jonathan Clark and Robert Leigh from Stevenage. I may not yet have mentioned my own offspring, Caroline and Thomas Dunkley, who joined some months ago. Caroline is the second female member.

Regrets are in orders, for 'Jock' Proud, a former group leader, has now left the Club for good, but with the Secretary's thanks for all the work he did and all the help he gave to the boys.

Alec Webb, the carnival king, and Neil Alston, the editor of our magazine, deserve special acclaim for efforts in 1978, but Dennis warmly thanks all the Club members for their contributions to displays and Club activities and looks forward to a lot more action in 1979.

Now, all you out there! The correspondence address of the SMC is 7 Buckthorn Avenue, Stevenage, Herts. Your scribe lives in neighbouring Knebworth. Bernard Dunkley.

**MAYLANDS MECCANO &
HOBBIES CLUB (Inc.)**

Last year we showed definite signs of recovering from our recent slump in club membership; we now have about twenty three members and model-building has increased.

On the 14th, 15th and 16th of July we had an exhibition at Morley City, a shopping complex. We exhibited models such as various motor chassis, a walking dragline, a giant ocean liner, a remote-control forklift, a mobile crane with castor steering, a meccanograph, a bucket dredger, a travelling gantry crane, a bagatelle table, a printing machine, and various original and multi-kit models.

We raise funds by conducting raffles.

Continued on next page

PROPOSED CLUBS

Attention readers within striking distance of Belfast in Northern Ireland and Livingston in West Lothian, Scotland! Mr. David Murphy of 10 Bradbury Place, Belfast, BT7 1RS and Mr. R.E. Martin of 6 Letham Holding, Livingston, West Lothian would each be pleased to hear from anyone in his respective area interested in getting together, either to form a new Meccano Club or at least to share a mutual interest if a formal club is not desired. We strongly recommend all who wish to get the best from their hobby to consider making contact.