

POSTBAG—continued

erably more than the trip lever, and the Crank is positioned so that a connecting rod links its shorter arm to the other side of the Handrail Coupling.

Consider, now, the operation of the layshaft on the eve of the final day of, say, a 30 day month. The first half-revolution advances the date drum fully to the 31st and the locking rod retains it there exactly as it has been doing throughout the month. This last advance has caused the 30-day Bolt to depress the trip lever thereby allowing Rod 'B' to rotate top to front under the action of the Spring Cord, Rod 'A' moving the layshaft, via the Bell Crank, to the right.

To the left-hand of the layshaft is fitted a Short Coupling secured by means of a standard 7/32nds" Bolt. The hori-

zontal extension of the Bell Crank which is associated with the locking rod rests on this coupling, and when the layshaft is moved to the right the Bolt takes up a position directly under the arm of the Crank. Thus, in the second half revolution of the layshaft whilst the Pawl is doing its thing, the Bolt raises the locking rod, thereby permitting the date drum to rotate back to the 1st. All that remains to be done now is to restore the layshaft, the locking rod and the trip lever, and this is accomplished by rotating Rod 'B' top to rear.

Fig. 4 shows a Rod running from front to back. Rearrange this so that at the back it is attached 3" up Rod 'C' whilst at the front is lowered to the first hole up from the pivot point of a 3" Perforated Strip arranged as shown. As the

drum restores, a Collar strikes the Strip, pushing it rearwards. This Collar is carried on an Axle Rod journalled in a hole of each Hub Disc, one hole from the outer slotted hole. Rod 'D' which is at the extreme left hand end of 'B', is adjusted so that upon restoration it strikes against the hanging portion of the Bell Crank causing the locking rod to drop in time to halt the date drum just as the 1st appears at the window. With all working smoothly, not much torque is required from the Tension Spring, somewhat less than half a turn, residual.

I soon gave up struggling to adjust the trip lever Bolts in the Flat Girder, and fitted one to the Hub Disc and the other three to the end holes of three 2" Perforated Strips, all secured to one of the Bolts holding the Bush Wheel. I also

rejected George's governor in favour of the far simpler Plastic Plate / 3-Way Rod Connector type used for the Clock Kits.

I discovered two errors in Bert's article which could lead to confusion, both in the final column of page 55. Firstly, 'the cam is turned via a Small Contrate Gear and 50-tooth Pinion (1:1) . . . and this should read, '25-tooth Pinion'. Secondly, the second lever (not cam shaft) must ride against the bare shaft for the 28 day month and against the Collar for the 29 day run and not the other way round.

Yours sincerely,
COLIN COHEN.

Cape Town, South Africa.

MECCANO CLUB ROUNDUP—continued

Life Honorary Member Roger Le Roland, with pictures of several of his models and dozens of column inches of biographical text. We always have encouraging news from Roger's direction, and with his many public appearances he must have done wonders for the image of Meccano over the years.

On the brink of yet another busy exhibitions season, we find our ranks increased by the following recruits: Adults, Peter Ingarfill and Wallie Hinson (Wallie should have been announced when he joined us, last July) and boys, Malcolm Pratt of Luton, Christopher Walton (5) of Stevenage, and Mark Roane of Stevenage.

It all happens at the SMC, and if you want to get in on the action write to Dennis Higginson at 7 Buckthorn Avenue, Stevenage, Herts, England. We all wish Dennis a very big improvement in health in 1979, and hope he can lead the club as efficiently through 1979 as he has through the last ten years.

Bernard Dunkley

SOUTHERN CALIFORNIA
MECCANO CLUB

The Southern California Meccano Club has recently welcomed Edward Furness of London, Ontario, as a new member. Dr. Juan C. De Tata, currently stationed in Germany has been our roving ambassador in Europe, having made trips to Liverpool, Zurich, Paris and Barcelona this last Fall and Winter.

Robert Bowley of Des Moines, Iowa, spent a very busy November at the Center of Science and Industry at that city, demonstrating models that his group of Meccano enthusiasts had put together and answering questions about them and Meccano in general.

The Club's lending library of model plans was enriched by Jack Taylor's photographs of his Disneyland Bobsled ride; and Keith Cameron's instructions for his Steam Locomotive of the Vitznau Rigi Rack Railway, plus photographs and instructions for his Ruston-Bucyrus Excavator.

The Winter 1979 meeting of the Club was held at the residence of Clyde Suttle, Corresponding Secretary, on the afternoon of 6th January 1979. The President, Anton Calleja, was unable to attend due to him having moved to a new residence. The move had originally been scheduled for Thursday but due to heavy rain on Thursday and Friday, Anton had to move when he could. R. de Sobrino and J. Van der Ploeg flew down from the San Francisco Bay area for the meeting.

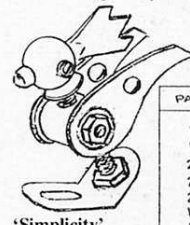
July 7th and October 6th are scheduled for the next meetings of the Southern California Meccano Club.

Clyde T. Suttle
Corresponding Secretary; SCMC.
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THE TRANSVAAL
MECCANO GUILD

The Transvaal Meccano Guild has held three meetings since the Hobbies

Fair which was reported in the October 1978 Meccano Magazine. At the September meeting we celebrated our 6th birthday with a cake decorated with parts donated (temporarily) by our chairman, Peter Matthews. Modelwise the meeting was disappointing, probably an after-effect of the effort put into the Hobbies Fair exhibit. The November meeting was our annual meeting, held at Jaap Kies's house in Pretoria. There was so much talking at this meeting that two competitions intended for this occasion were postponed until the November meeting, held at our usual venue in Johannesburg. One competition was to look at a small loco and write a parts list, a limit of one minute being put to the observation time. Trevor Attwell won after a tie was decided by flipping a 38. There was a most gratifying response to the simplicity model competition, with 25 models being entered. A great deal of inspiration and ingenuity was evident.



'Simplicity'
model bird
by Ian Laing.

PARTS REQUIRED	
1	12c
1	65
2	69a
2	37c
2	111a
1	136
1	147a
1	147c

Ian Laing 1978

Trevor's model bulldozer, with Sprocket Chain tracks and a driver with a Socket Coupling body, Rod and Strip Connector arms and legs and Hand Rail Coupling head, was voted the best model. A close second was a really simple and effective model bird, sent in by Ian Laing, one of our country members from Bloemfontein. It was accompanied by a drawing and parts list, a copy of which is reproduced. Third was Paul Hatty's tractor and trailer using 1/2" Pulleys as front wheels and universal gears as the rear.

Among the other models were a 0-6-0 loco with large Washers as wheels and Couplings as the boiler, a jet plane using Couplings as the body and 1 1/2" Strips to form swept back wings, a simple but effective telephone set; an Xmas cracker made from two Socket Couplings and a clown making use of several Multikit parts. There was a tricycle and a motorcycle and a side-car using 1/2" Pulleys as wheels. We had a dragonfly with Propeller Blades as wings and Wire Hooks for legs; a centipede with a body made from Couplings and Screws as legs, and a dog with a Coupling body and Rod and Strip Connector legs. Also to be seen were a penny farthing with a spoke front wheel and Multi-Purpose Gear with a 1" Rubber Ring at the back; a lawnmower with a couple of dozen Fishplates as the blade, and a minute cannon using Collars as wheels and a

Right Angle Rod and Strip Connector as the wheels. Slightly more elaborate (but how does one define a 'simplicity' model?) was a windmill and water tank and a wood-burning loco using Multikit Steering Wheels as driving wheels.

At our next meeting the competition is for a vehicle built with the following constraints:—

(i) It must have 4 wheels on the ground.

(ii) It must use neither electric or clockwork motors nor may it be steam driven.

(iii) It may contain no electrical parts (eg coils or solenoids).

(iv) Not more than two standard Driving Bands may be used.

(v) No pyrotechnic device may be used.

(vi) All models in the competition to start behind a board. When the board is removed the model must start moving without assistance. The model travelling the furthest will be the winner. Good luck to all potential inventors of perpetual motion devices, with which to solve the world's energy crisis.

Jacques Roussou, Hon. Secretary,
Transvaal Meccano Guild
66 4th Avenue, Parktown North,
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USA MIDLANDS
MECCANO CLUB
(IN FORMATION)

On 17th March 1979, a local club approached becoming reality at a meeting at my home in Des Moines, Iowa. Only shortage of time prevented the finalising of an organisation.

The meeting followed the completion of the 1979 'Sky's The Limit' model engineering workshop at the Des Moines Center of Science and Industry, on the 3rd March 1979. Eight boys participated in the workshop, which featured a programme of six weekly sessions covering metal construction systems topics; including origins, construction, sources for materials and literature, clubs and exhibitions. A portion of each session was devoted to reviewing the boys' models.

At the final session, some very fine constructions were displayed. David Power brought two racing cars and a lorry designed to transport one of them. Marshall Metzger displayed a windmill and a tipping lorry.

Special thanks are extended to AVA/Airfix of Hewitt, Texas, (US importer of basic Meccano sets up to No. 3), for providing sample copies of Meccano Magazine. Kent Snyder/Goodthings of Palo Alto, California, (the only active US dealer in Meccano spares, larger outfits and extension sets) provided two Meccano Hand Generators for prizes, and RS Models of Calgary, Alberta, Canada, supplied composite catalogues showing the differences between various systems. The prizes were awarded on the basis of drawings, to avoid possible conflict between the commercial interests of competitive systems, and the Science

Centre's educational function. The lucky boys were Marshall Metzger and Craig Wood.

Tentative plans for the Des Moines Centre of Science and Industry include a Meccano and allied systems exhibit, starting about the 10th November 1979 and running for four weeks. Photos of Meccano Exhibitions in other parts of the world, and of individual models, are badly needed to supplement the limited number of models available for display. Meccano outfits in the area are sufficient only to construct one model larger than a Set 10 example, along with some additional models from Set 8 and smaller outfits. Any photos loaned to me for this purpose will be returned, and postage costs paid both ways.

R.E. (Bob) Bowley
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'EXTRA'

Mr Geoff Coles, Hon. Secretary of the North Midlands Meccano Group, an energetic and enthusiastic Meccano Club based near Nottingham, has supplied some news concerning the Group's involvement in the forthcoming Newark and Notts. 'Yesteryear' Rally 1979.

Regular readers of 'Club Notes' will know that, despite the unpleasant weather experienced at the 1978 Rally, the NMMG put on a first-class display and created a great deal of interest. The Rally organisers were very appreciative of the sterling efforts of the NMMG constructors and lost no time in inviting their participation for the 1979 Show.

This will be a two-day event, held on Saturday the 30th June and Sunday the 1st of July 1979. For those who wish to attend the Rally for two days the facilities include a camp & caravan site. The Meccano model display will hopefully surpass even last year's, and will be situated in a permanent building with adequate power points etc.

Held on the Newark and Notts. Showground, Winthorpe, near Newark, the 'Yesteryear' Rally affords the finest opportunity to view the Group's advanced Meccano models, in addition to 'taking-in' the many other attractions of the Show. If you'd rather exhibit rather than just look, a line to Geoff Coles, Secretary: North Midlands Meccano Group, 'Little Court' Bleasby, Notts, will be sufficient to secure full details of membership, and if required, extra information concerning the 'Yesteryear' Rally.

The Town and Country Festival, held at Stoneleigh, near Kenilworth, Warwickshire, will feature the usual display of advanced models built by members of the Midlands Meccano Guild. This event has been extremely well-attended in the past, the ever growing, (or so it seems!) Meccano section proving a very popular attraction. Held on the 25th, 26th and 27th of August 1979, the Festival features a host of other attractions, making an ideal outing for the whole family. Make a note of it in your diary!