



Issue 204

Summer 2021

CHAIRMAN'S NEWS

By now I should be saying welcome to the Summer edition of the Newsletter but the weather is so awful lately I am wondering if we have somehow slipped straight through to Autumn as there are currently heavy showers and very strong winds with leaves flying round all over the place. Nevertheless, we are almost halfway through the year and I note there are still a number of annually paid subscriptions outstanding. Our Clubroom rent is £650 per month and unpaid subscriptions are putting an unnecessary strain on Club funds. I would ask please that if you have so far overlooked paying your fees for the current year that you either send a cheque for £132 to the Treasurer at 38 Bryanston Avenue, Aylesbury, HP20 2BA or make a bank transfer to Barclays Aylesbury, sort code 20-03-18 and account 73135470.

At home I have been experimenting with making scale sized leaves by grinding up real leaves which I collected over the Winter. Once dried and somewhat brittle they can be ground down in an ordinary domestic food blender (with the appropriate permission from the domestic management I would add) and then put through a suitably sized kitchen sieve. After sieving I mixed some cheap and cheerful acrylic paint from 'The Works' and dunked the shredded leaves into a wet mix of green. Once happy that all the paint had been absorbed, I turned the leaves out onto a shallow tray. Immediately after being tipped out of the paint, I had a sludgy green mass but after a day or so in the greenhouse they had fully dried out and separated into some nice-looking scale sized leaves, comparable with a packet I had paid £6 for. There are

several 'how to' videos on You Tube and one I watched after making my leaves said that as they are organic items, they should be dosed in white vinegar to prevent them breaking down and decomposing. I tried this on my second batch but all it did was to stink out the greenhouse such that I would not want them in my layout room. Fortunately, we were in a period of nice warm weather so I stood this batch out in the sunshine for a few days and eventually the vinegar smell disappeared. Another video recommended mixing the green from blue and yellow rather than just using green straight from the tube so I tried this method and got some quite pleasing colour variations. I shall certainly continue to make model leaves in this way but next time I may try grinding them with water to keep the dust down as suggested in yet another You Tube offering.

We have now re-opened the Clubroom for groups of up to 5 + a committee member. Please email me at chris.hughes13@btinternet.com if you wish to attend a (mask wearing) session. Hopefully unless the Government do a U-turn, we should be able to return to normal attendance numbers in June.

Chris Hughes
Chairman

DIWEDD Y LLINELL BACKSCENES.

By Peter Ellis

Those of you who read my last missive on my layout for the club newsletter back in June last year would have noticed the absence of any backscene. I had given some thought regarding the form this should take and quickly reached the decision to paint the backscene using acrylics. The vogue use of photographic backscenes was dismissed for the same reasoning applied to Fenny i.e. it was difficult to obtain a scene that would integrate well with the features of the layout. So, with the decision made I gave myself a target of completing the backscene by Christmas 2020. Well I am still working on it as I type this article but the good news is that I have completed 6 of the 8 backscene boards.

I purchased 4 No. A1 sized white mounting boards and cut these in half horizontally to form the canvas for painting the backscenes. The layout base boards have MDF panels already screwed to the back to support the backscene. The mounting boards fit into a slot formed between the baseboard and MDF panel and are retained at the top with lengths of 10mm plastic channel purchased from a well-known DIY store. This way the mounting boards can be easily removed to be painted and put back in place. I have included below a few images of the backscenes in place.







Having spent a lot of time on the backscene over the last 8 months I am looking forward to when this task is completed so that I can finish the layout scenery, begin on weathering and adding to my rolling stock and indulge in other aspects of this great hobby.

The Golden Arrow

By Andy Culham

Having recently found and purchased an old Farish Merchant Navy Class, "Channel Packet" in B.R. Blue, I decided to turn it into a suitable loco for my rake of Pullmans.

Having ordered and received Fox Transfers Golden Arrow set, I set about attaching them.

The large arrows along the sides, above the name were quite easy to fit and the circular Golden Arrow name plate also went on the front without too much trouble.



Then came the arrow that goes across the name plate, a different matter altogether, remember this is 'n' gauge, and although the arrow looks a reasonable size in the picture, I can assure you it's not.

However, with a small enough pair of tweezers and only a very slight bend, I succeeded in attaching in the right place.

That just left the flags, which although small were fitted without too much trouble.

The next part of the project is to fit train designation discs on the buffer beam. These will have to be hand made as I have been unable to find anyone who manufactures them. Apparently, they were 15" in diameter = 2.5mm in 'N', I do love making life difficult for myself.

I also have hook, coupling and pipes to fit, courtesy of n brass loco.

It will appear at the club room in due course.

Building a Layout During Recovery

By Peter Hoare

On 27th May I would have had My Hernia Operation. Due to the work, I do, this means I will be laid up for 8 to 10 weeks. After a couple of weeks recovery, I plan to commence construction of my long awaited OO Layout.

I have the use of our small bedroom as a Railway Room. The Layout will be a Shelf type Fixed to the walls with a lift up or out section across the Doorway. Fortunately for me the bedroom door opens outwards so I won't be losing any space due to the door. Negotiating around the radiator below the window could be interesting, as access to radiator for maintenance etc would be needed.



Baseboard framework will be the typical 2"x 1" construction with one length of base board fixed to the Partition Wall, will be of 300mm width. Where there is a masonry wall, I will make the baseboard wider to accommodate Sidings and loops etc.

I'm trying to decide what to use for the Baseboard top, and would like to use the materials that I already have Which is a board 15mm M D F which part of, has been cut into 300mm x 1m lengths. I also have 3 boards of 6mm ply 107cm x 60cm. I was thinking of using the M D F to support the framework if it's not suitable as a baseboard. If anyone has any suggestions or comments please email me at Peter6952@outlook.com.



Why Lindorf ?

By Chris Hughes

I have been fascinated by German trains since going on a Christmas Markets trip to Cologne around twenty years ago. With free time after dark, we went to look at Cologne main station where there was an ICE3 train waiting to depart and I thought 'I want one of those'. Even though at that time I had no prospect of having anywhere to run it at home, I bought a Trix 7-car ICE3 with sound in 2005 and that was the start of my now extensive collection of European models. I have continued to buy European outline models since then with the stipulation that I would only buy models of types I had actually seen real life examples of.

In 2018 I decided to have a cabin built in the garden and by sacrificing my 30-year-old Monkey Puzzle tree and an old plum tree, made room for a bespoke Garden Room. This gave me a clear inside space of 5m x 2.5m in which to build a layout.



In 2014 German Railways held a Dampfspektakel (Steam Spectacular) at Neustadt-an-der-Weinstrasse, where for three days all the timetabled local train services were mirrored by steam hauled counterparts. We attended this event which resulted in many photographs of both the trains and railway architecture. I later discovered that a kit of the Neustadt station and its modern glass footbridge is available from Faller and decided that this would be the basis for my layout.

The name Neustadt an der Weinstrasse translates as New Town on the Wine Road. As Linford is a 'new' area of Milton Keynes which swallowed up the old Great Linford village and since Dorf is the German word for village, it seemed appropriate to make an anagram and call my layout Lindorf Neustadt. My version of Neustadt is however a fictitious location and can

therefore 'move' location (and indeed operating era) depending upon which stock I am running at the time. It is mainly assumed to be somewhere near Dresden when I can run Czech trains and Hungarian coaches. Other times it can be in the Köln area when Euro City trains from Austria and Switzerland can be seen together with EC overnight trains with through carriages to Poland and Moscow

Some years ago, at an exhibition I saw a French layout which appeared to be end to end but in fact had a fiddle yard sited directly underneath the scenic section, connected by a helix at each end. This arrangement is common with European modellers so I decided that to make best use of my available space I would have a low-level fiddle yard with a scenic area over the top. Also, as I did not want to have a lift up flap to get into the layout, I decided on a folded dogbone track plan so I could just walk in and out unrestricted.

I had seen at an Alexandra Palace show some time previously that commercial helix kits were available to suit Radius 3 and 4 so designed my trackplan around these using both SCARM and AnyRail software. My design uses three helix kits altogether, the main one rising 350mm from the fiddle yard up to the station section, and two others taking the track back down again, giving three levels altogether.

Work started on the baseboards in March 2019 with construction of an open centered 1.2m square table in one corner of the room to support the main helix. Benchwork consisting of 44x18mm softwood on a 300x300mm grid topped with 9mm ply sheets 600 mm wide then runs along the length of the room, across the end to another 1.2m square table for the second helix. The twin tracks then run from the top of this helix diagonally across the room towards the front over two girder bridges and onto the third helix. This takes them to the upper scenic level which then runs back round the room across an 8-span viaduct and eventually into the station area again.



I have used Peco streamline code 100 track because it is more robust and closely resembles German prototype. The layout is wired entirely for DCC, operated by a pair of Roco Multi Maus handsets which also control the turnouts. Cobalt SS surface mounted point motors by DCC Concepts are used throughout because of their small size and the fact I could not easily get access to install under baseboard types.

Trackwork was completed during 2020 giving a double track mainline system around $2^{3/4}$ scale miles in length. The low-level fiddle yard has 5 tracks in each direction connected by a crossover at one end. The station has three platform faces with a run round loop and a crossover at each end of the station complex. I have also installed a short loco holding spur at each end of the main platform so I can change locos on Euro City cross boundary trains. I also have all the necessary components to install OLE catenary on the scenic sections together with a roundhouse in due course.



EC 172 'Hungaria' prepares to depart Lindorf for Budapest Nyugati behind Czech railways Vectron 193 295. A trip we made in 2018 behind the full size 193 295 from Prague to Budapest



The layout will eventually have a roundhouse and steam museum run by the EFL, Eisenbahn Freunden Lindorf. Here DR class 78 4-6-4T 78 507 awaits departure with a 'Dampf Sonderzug', steam special.



Dennis Lovett goes in search of local branches of the old Hornby Railway Company

Years ago, I remembered having a conversation at one of our early exhibitions with a chap who told me that before MKMRS there had been a branch of the Hornby Railway Company in the town in the 1940s and that he had been a member of the Bletchley Model Railway Club around 1960.

It was always my intention to dig further into such claims and to see if it was true. The Bletchley Model Railway Club we know to have been true as our first President, Jim Wood, had been aware of their existence when he moved to Bletchley with his company and had visited them. Jim had been a highly respected member of the Norwood Model Railway Club and was well known for his scratch-built locomotives. When MKMRS came into being in 1969, Jim was not only a founder member but as he had committee experience was elected our first Chairman and served for many years as our President. Jim sadly passed away a few years ago.

So, what of the claim that there had been a local branch of the Hornby Railway Company?

A recent issue of the HRCA Journal referred to an on-line archive of every copy of the Meccano Magazine, so identifying local branches should suddenly become possible and lockdown provided the opportunity to see if there was any substance in the claims.

The more I delved, the more interesting it became.

Frank Hornby was very clever at marketing, long before it became an everyday business requirement. He had formed the Meccano company in 1908 to produce his metal strip construction kits which he had invented in 1901 and sold initially as Mechanics Made Easy.

Before the trains came in 1920, when Mr Hornby took full advantage of the gap left by the German manufacturers after World War I, he concentrated on developing the Meccano system which enjoyed the same cult following that Lego has today.

The next number of the Meccano Magazine will be published in November. Readers who wish to have the Magazine pressed to them regularly should send us 2d. in stamps for postage for one year.

VOL. I. No. 1 SEPT.-OCT., 1916

THE MECCANO MAGAZINE

TO HELP MECCANO BOYS TO HAVE MORE FUN THAN OTHER BOYS

<p style="text-align: center;">A Fine New Meccano Crane</p>  <p>This is a Fine Winton in the best Meccano-Galtonk Winton with the Meccano Electric Motor, as illustrated, the pl. may be swung the load raised and lowered, and traversing movement obtained by means of independent mechanism. Full instructions for building the crane will be found in the new Manual of Instructions.</p>	<p style="text-align: center;">A Message to Meccano Boys from the Inventor of Meccano</p> <p>Since I first took out patents for Meccano in 1901, the hobby has made remarkable strides. I look back upon those days with keen pleasure, because even then boys recognized the merit and usefulness of Meccano parts and bought them eagerly. In those early struggling days, I had no factory to make the parts, or in which to work out new ideas. The difficulties were numerous and often almost insurmountable. Now Meccano is manufactured in the largest toy factory in the British Empire, equipped with the latest machinery, operated by many hundreds of skilled workpeople.</p> <p>During these eventful fifteen years, a million boys of all nationalities and ages have bought and played with Meccano. Once they have started the hobby they have continued with it, buying the new parts and the new manuals as they came along. Many boys play with Meccano they play football or cricket or any other hobby. I have corresponded with so many boys about Meccano, and I have yet to know them so well that I have come to look upon every Meccano boy as a personal friend, and I do not think that since the world began any man was so beloved with boys' friends as I am. It is a great happiness to me to be able to send to them all a message of good will through the Meccano Magazine.</p> <p>In future issues I want to tell you of some of the early struggles and experiences which I had in seeking opportunities for you to buy Meccano and in getting it sent abroad, how some of the best parts and models were suggested to me, and plans which have been laid for the future development of the hobby. I want to know you all better, and I want you to know Meccano and myself better. My determination is the same now as it has been for fifteen years: to keep Meccano the happiest, most reasonable, and most instructive toy which boys ever had.</p> <p style="text-align: right; font-family: cursive; font-size: 1.2em;"><i>F. Hornby</i></p> <p style="text-align: right; font-size: 0.8em;">Managing Director, Meccano Ltd.</p>
<p style="text-align: center;">The Meccano Loom</p>  <p>This is a magnificent new Prize Model which every Meccano boy will want to build and use. It automatically weaves ties and belts in all colors. It was designed in Lancashire, the home of weaving, by a Meccano man, who took for his pattern the great loom at which he worked to earn his living. It is perfect in every detail, and, like all other Meccano models, the work of an expert. Every boy should build this wonderful model, and learn all there is to know about weaving.</p>	<div style="border-bottom: 1px solid black; padding-bottom: 5px;"> <p style="text-align: center;">Our First Number</p> <p>Meccano boys have been asking us for some years now to issue a Meccano magazine, and here it is at last. This is a modest little first number, but it will achieve its purpose if it makes all you Meccano boys feel that you know us a little better. We have a lot of interesting developments in store, all of which will be announced in the Meccano Magazine, and we want you boys to look out for them, as they will all mean more fun and pleasure for you. Some of you are apt to get into a rut and to think that you are having all the fun it is possible to get out of Meccano, whereas, as a matter of fact, we are having ahead all the time and discovering new models, new ideas, and new fun for you. Write to the Editor as often as you like; he is just a grown-up boy with a lot of experience, and he knows how boys feel about things, and how to help them out of their difficulties. If your letters to him are interesting enough, you will probably find them printed in the Meccano Magazine.</p> <p style="text-align: right;"><i>The Editor.</i></p> </div> <div style="border-bottom: 1px solid black; padding-bottom: 5px;"> <p style="text-align: center;">The New Meccano Manual of Instructions</p>  <p>If you want to really take the fun of Meccano, you must obtain the new edition of the Meccano Manual of Instructions. For the first time it provides the great possibilities of the hobby. It contains hundreds of interesting models with instructions for building them. They are models in the book which have their parts being to be put in. Models to play with like the Automobile, the Automobile Model, the Motor, and the Boat. Other models to work with like the Meccano Loom, which automatically weaves ties and belts in all colors; you should have it in the shop; the Meccano Graph for making the various designs; models with parts of interest such as the Clock, the Bridge, the Steam Engine, the Motor, the Bicycle, and the various patterns, the Crane and Hoist, wireless models, models of Cars, Automobile Cars, and others of war interest. By the time you have made all these models, you will have learned every useful engineering thing you will be a much better fellow than when you started, and you will be ready for the new and more interesting editions of the Manual of Instructions which are in preparation. Every Meccano boy should keep himself up to date with new models. It is only by doing this that he can get the full pleasure of the Meccano world. The new edition contains 200 models and comes in full or in full part form. You can obtain it either from your regular dealer, or from us if you have any difficulty.</p> </div>

Cover of the first issue

Hornby introduced competitions through the Meccano Magazine which he first published in September / October 1916. He then went on to form the Meccano Guild in the September / October 1919 (No. 10) issue. Membership was available on an individual basis although existing Meccano clubs could apply for affiliation for which they would receive a certificate. Enamel badges were available for purchase through clubs or on receipt of 7d (around 3p today) by post from Liverpool. Frank Hornby was President.

The arrival of Hornby Trains in 1920 began to make an impact from No 18 (May / June 1921) with the first full page advertisement appearing in Meccano Magazine. Just as he had overseen the promotion of the Meccano Guild and Meccano Clubs; it was no surprise when he announced the formation of The Hornby Railway Company in the October 1928 edition. It explains that any group with more than six members and with a permanent Chairman and Secretary can apply to be incorporated as part of the Hornby Railway Company. The Chairman of the HRC was Frank Hornby. It suggests that any town, village or district could set up a branch of the Hornby Railway Company with membership available to any owners of Hornby railway equipment on completion of the membership form and receipt of a 6d in postage stamps (2 ½ p in current money) to enable the member to receive their enamel HRC badge.

February 1929 Meccano Magazine carries a picture of the Ellesmere Branch of the Hornby Railway Company and refers to it as being the first to be incorporated and therefore has the honour of being numbered “one” in the register at Headquarters.

Miss Ethel Marcia Hurst of Harrogate (HRC Membership No. 34) was the first girl to join the Hornby Railway Company (March 1929 Meccano Magazine). It states that she has been a member of the Meccano Guild for some time and was an enthusiastic builder of Meccano models and recently turned her attention to model railway working and was rapidly becoming an expert.

In time the Hornby empire would include names of which those of us of certain age are familiar such as Dinky Toys, Hornby Boats, Bayko and other brands. It was at the time the largest toy manufacturer in the UK.

New Bradwell M.C.—A party to celebrate the first year of the club's existence was a very enjoyable affair, members' parents and friends kindly providing refreshments. During the year membership has risen from six to 33. Model-building Evenings are alternated with Hornby Train operation, and interesting visits have been paid to works of various kinds. Club roll : 33. *Secretary* : R. Bellchambers, 29, King Edward Street, New Bradwell, Bletchley, Bucks.

Below: November 1932

New Bradwell M.C.—Model-building meetings have been held throughout the summer, but attention was mostly directed to outdoor occupations, including rambles, fishing and cricket. One afternoon was spent in hunting for fossils, many of these now being displayed in a glass case ; and other excursions have been made to Woburn Sands and Wickstead Park. Club roll : 35. *Secretary* : R. Bellchambers, 29, King Edward Street, New Bradwell, Bletchley.

During my research I found mention of a branch of the Meccano Guild in New Bradwell in the November 1932 with the Secretary as Ray Bellchambers. Long standing members will remember Ray's involvement with the Milton Keynes Model Engineering Society who were regular exhibitors at our old Leisure Centre show. Born in 1919 he went on to become an apprentice at Wolverton Works on leaving school. His book "Both sides of the wall" is in local libraries and tells of his 7 years apprenticeship that once completed required the apprentices to leave and then wait for employment opportunities to arise. Not surprising some other local companies like Aston Martin, waited for the leaving apprentices outside the gates and offered them a job, the railways having paid for their training! In the 1960s he was a member of the embryonic Milton Keynes Development Corporation working in adult education having left Wolverton Works for wartime service.

I did discover that a branch was planned for Bletchley and may well have been formed but was never registered. This appeared in the February 1940 issue of the Meccano Magazine. It may have been formed and now I have a time-line, I will try and dig deeper in the local newspaper archives once such facilities reopen.

Proposed Branches

The following new Branches of the Hornby Railway Company are at present in process of formation, and any boys who are interested should communicate with the promoters, whose names and addresses are given below.

BLETCHLEY—A. Harvey, Two Wells, Bow Brickhill.

It is not surprising that the areas around Bletchley and Wolverton were supportive of such ventures. Both were long standing railway towns, although I would imagine that in 1940 something was needed to keep schoolboys occupied and we do know that there was a large influx of children from North London into what was considered safe rural territory.

The branches of the Hornby Railway Company continued to grow and by the time Kirkby Stephen Grammar School was registered in February 1964 it was branch No. 585. I now have a list every one of them, although I have no idea why?

Of course, the significance of this is that the Meccano Empire in Liverpool was on the verge of collapse and would be taken over later that year by Lines Brothers owners of the Tri-ang Empire. Even the Meccano Magazine which publicised all the company's activities in addition to providing information of developments in hobbies and engineering such as aircraft, shipping, railways and civil engineering, industries in which many Meccano and Hornby club members would forge their careers, was taken over by an independent publisher.

With Hornby under new ownership, the old tinsplate O gauge trains and even Hornby Dublo were soon out of production. Meccano was losing sales to Lego, Dinky Toys had been surpassed by Corgi ("the ones with windows"), Hornby Boats had lost out to the emerging radio control system, Tri-ang already had Scalextric and no longer needed the Meccano equivalent Meccano 24. Some Hornby Dublo trains were reintroduced by a Tri-ang subsidiary G & R Wrenn in Basildon.

All was not well in Toyland and the Lines Brothers Group (trading as Tri-ang) hit the buffers in 1971 and the organisation which made everything from pedal cars and prams to model railway accessories was soon split up and sold

off to various organisations. The model railway business went two ways, the old Hornby Dublo arm was bought by the Wrenn Brothers and continued until they reached retirement age in 1992 and Tri-ang Railways, now without a name as the name Tri-ang had been sold to the makers of outdoor toys such as pedal cars became the new Hornby that we all know and love.

The old Meccano Factory in Binns Road, Liverpool survived until 1981 in the ownership of Airfix who too met financial disaster, much of it later attributed to trying to save Mr Hornby's crumbling empire.

Ironically, the names of Hornby, Corgi and Airfix are now under the control of the same shareholders, such is the ups and downs of toy and model manufacturing.

Conclusion

So, what has this proved if anything?

We do know that as early that by the 1930s there was a strong local interest in the products of Meccano Ltd and that New Bradwell had a thriving Meccano Club and that a Branch of The Hornby Railway Company may have been formed in 1940 on which the jury is still out.

Pre-war model railways were hugely influenced by Hornby and Bassett-Lowke who by the outbreak of the Second World War in 1939 were promoting the smaller gauges through Hornby Dublo and Trix, respectively. Post war saw the emergence of other companies and the growth of the small cottage industries which included the likes of PECO, who supplied track components so that modellers could build their own track, ready to lay plastic sleeper flexible track was not an option until the early 1960s. About this time, we saw the emergence of model railway clubs as we know them and in the 1960s there including own MKMRS in 1969.

Even at the time MKMRS was formed, the use of proprietary (or ready to run as we now know it today) was frowned upon as being toys and not proper models. How times have changed with scratch-building and kit building no longer the force it once was. Today we are spoilt for choice as each year the manufacturers present even more choice of prototypes to a standard that we could only dream of. It is certainly a different world to Meccanoland, where this story began.

From the Archive No. 3 – John Tennant By Dennis Lovett



Officials and members of the Kentish Town (London) Branch No. 548, with Mr. J. Tenant, Chairman in the centre foreground. Mr. J. B. Kirby, Secretary, is on his right. This progressive Branch was incorporated a year ago, operates a fine up-to-date layout, and is already seeking larger premises.

Whilst embarking on the research into the Hornby Railway Company, I discovered in this 1955 issue of the Meccano Magazine, this report on the Kentish Town branch, a face of which one or two of us will be familiar.

John was a Kentish Town fireman at the time, but his railway career started much earlier in Motherwell, where his father was a Driver. There were two uncles working as Drivers out of Motherwell and a cousin was a fireman. John's grandfather was a member of the Permanent Way team so when John left school it was not surprising, he began as a loco cleaner at Motherwell in 1942.

Depots such as Motherwell lost work and there was a shortage of train crews in the south during the war and 1943, he was sent out on loan to Cricklewood Depot on the Midland Main Line which served the freight yards in North London. The following year he met Pat whom he married, and the

loan became a permanent one. Transfer to Kentish Town followed in 1946 where he fired top link expresses. In 1949 he transferred to the Carriage & Wagon Department following the post-war return of former Kentish Town staff and transferred to Bletchley as a C & W Examiner in 1963.

John became a founder member of West Bletchley MRC and later transferred with several other members to MKMRS in the 1970s which met in the community centre behind Whaddon Way shops. John went on to serve on the committee and was an active member up until his passing in March 2001. John had a large collection of OO and O gauge trains and had built a live steam Princess Royal locomotive Np/ 6210 which was conveniently named 'Princess Patricia', John's late wife's name. John ran his 5" gauge Princess Royal on the then Milton Keynes Model Society track at Kingfisher, Deanshanger. Les Wood was tasked with disposing of John's enormous collection and some items were purchased by club members. His son Ian was a plastic kit modeller with considerable skill and for a short time ran a model shop in St. Marys Avenue which was named ASK and specialised in Sci-fi and plastic construction kits.

Postscript: The Andy mentioned in From the Archive No. 1 was Andy Winwood.



The MKMRS Newsletter will only survive with your help, we need you to provide articles -

- ❖ These can be write-ups on exhibitions you have attended, modeling titbits, or anything that you think other members would find interesting.
- ❖ If you would like to be included in our “Meet the Members” articles in a future Newsletter, please send in your notes for inclusion.
- ❖ The articles need to be sent in by email to MKMRSNewsletter@courtmk.co.uk they need to be the words that you want to appear, include any pictures that you want in the article. All can be sent to the above email address for inclusion.
- ❖ Hoping for lots of copy for the newsletter.

Deadline for articles for the Winter Edition is the 28th November 2021 with the Newsletter being published by the 6th December 2021.