

Issue No. 891

August 2026

The News Sheet

North London Society of Model Engineers

**August
2026**



You can see this News Sheet in
colour by visiting our web site at www.nlsme.co.uk

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Front cover;

A loco takes a spin around our track at the Maidstone MES 2026 Visiting Day.

Picture by Owen

Your editor is very grateful to all those who have contributed to this edition. Your efforts are much appreciated by all the members of NLSME. This News Sheet would not be possible without you.

Articles long or short on any subject which would be of interest to members of NLSME will be gratefully received for inclusion in future editions. If you don't want to put pen to paper but have a suggestion for a topic which is of interest let the editor know and we will do the rest.

Chairman's Comments



August 2026

Planning is underway at the St Albans club for their annual exhibition over weekend of 26/27th September. St Albans club put on an excellent show, and we are again invited to participate. A big feature of our contribution this year will be Midsomer Norton from our OO section and another OO layout by John. We now

need additional models of any gauge to put on a separate stand. Please contact Peter S or myself if you have a model you are prepared to display and want to discuss arrangements for it.

A reminder that club owned duplicate copies of Model Engineer Magazine will be disposed in September. So far one member has secured two volumes requested. The full listing is in the July news sheet. If you want any of those, contact me before end of August.

I am pleased to announce that we have a volunteer to look after club owned 2.5 inch gauge Dyak locomotive. Thanks are due to Chris, proving that at least one person reads these Chairman's Comments.

We have made a start on the long overdue and much needed improvements to kitchen and toilet facilities at HQ. The builder made rapid progress with the foul and waste drainage, and these are now complete up to internal connections within our building. Also, we are about to commence replacement of the old workshop roof at Tyttenhanger, this work scheduled for 3rd 4th and 5th August. With steady progress on the steaming bay canopy there is a lot going on at present. Not losing sight that all sections continue running at Tyttenhanger and HQ despite the heat.

See you at track or HQ,
Les

Treasurer's Report

No new members accepted at the last Council Meeting but quite a bit of expenditure! New batteries for GLR Merlin and the installation of CCTV at Tyttenhanger stations to safeguard our property and our members. Usual expenditure to LBB for rates on HQ but still no invoice from them for the insurance premium. Makes no difference who is in power in the borough, their back office organisation is sadly lacking.



Those who have not responded to last months overdue subscription warning are now on notice to cease being members. I shall follow up on those after my trip to Devon and before I go to Germany

Meanwhile enjoy our facilities and keep engineering.
Mike

Editor's Comments

Nothing in particular from me this month, other than to say it is great to see some new names appearing in my inbox with their submissions for the Newsletter. Just a quick reminder that anyone is welcome to submit something for publishing, just text is fine but some photos normally helps add excitement and clarity to your submission. Secondly if you send it too late or it is quite a wordy submission, please note you may see it held back for future editions because the Newsletter has to be printed in page numbers of multiples of 4, sometimes I have to leave it as is for that month as not to affect the spacing/end up with blank pages.



Thanks all!

Jack

Keith Writes -

Steaming Bay project update.

It may be the running season but work carries on with the planning and preparation for completing the next phase of the steaming bay project. Several



club members have said they wish we already had a roof as they would loved to had a bit of shade from this hot summer sun.

The Eight columns which will support the roof have now been erected and in early July the beams which will support the roof trusses have started to go up. This work will allow the roof assembly to start immediately after the final public running session in October. The fencing around the steaming bay has had a coat of paint. The signalling and cable routing has been replaced and prep works to accommodate the new swing section all done.

We must say a big thank you to all those who have helped getting to this stage. There is still plenty to be done this winter with the reroofing of the old workshop and fitting out inside. The base for the new swing section is done and the main structure completed and ready to go.

Enjoy the summer at Colney Heath and all help will be welcome once the regular winter working parties start up again.

Bookworm Writes – Summer Book Review

There comes a time when an elephant gets so big that there's just nowhere to hide it. But then it suddenly struck me the other day that some of my younger readers may not even know of its existence, and so it is with them first in mind, but not forgetting the not-so-young, I present this summer's exciting book review.

Just to allay anyone's fears in case they think this is going to be a review about a certain Mr Attenborough's book of elephants –though I am sure zoological Bookworms will be recommending such a summer volume to their own readership - I will explain straight away. The reason for mentioning the species at all is because this month's book has been such an obvious choice for your devoted follower of the print to review, that it had to be ignored for as long as possible lest your purveyor of the script be accused of only selecting the low hanging fruit. Go on now; ask yourself where else could you have fruit, Sir David Attenborough, model engineering and large elephants in the same paragraph? Who says Bookworm's stories don't offer variety? So then for those lazy days in the deckchair, those tea-sippers on the platform of Tyttenhanger or those forward planners thinking about a 'stocking filler' for Christmas (you can never plan too early), I tempt you this month with an absorbing tale written by a model engineer about model engineers.

And before anyone's eyes start rolling and they reach now for their phone muttering, "*blimey that'll be desperate!*" I will just assure them that this is not some first-time author's clumsy stumble into print, but a book penned by one of the 20th Century's greatest novelists, and if you are still unconvinced, ask Auntie Ida.

Trustee from the Toolroom – Nevil Shute

Now this being such a special book, your own chiseller of the paragraph pondered long and hard as to how best to present this bestselling author and his work to you, and in a fashion and with a dignity commensurate with his stature. What could I your (humble) reviewer (*DO get on with it!*– Ed) say about Nevil Shute's work that hasn't already been said by those far more qualified and therefore better able to do so?

Not for the first time then I sought advice from the 'wise ones' of our shelves; and they said to me, "*If in any doubt, let the author explain his work in his (or her) own words.*"

Easier said than done I thought, and then I remembered something I had seen in the Model Engineer for 22nd Dec 1960 on page 774.

For on that occasion I had found myself in the presence of the great man himself as he explained in a letter sent to a friend about the writing of his latest work.

Nevil Shute in a letter to Mr L.R.East (fellow engineer and model engineer) in May 1959 wrote:

My Dear Ron,

I wonder if you can help me in a little matter concerning the Model Engineer. I am writing a book, which is now nearly finished, concerning model engineering; it is of course a novel as that is the only form of writing that I can do, but it has a Model Engineer as its main character, based perhaps a little on Mr Edgar Westbury. One of the points that I want to make in the book concerns a Congreve clock. The theme of the book stated briefly, is that the Model Engineer (publication) spreads all over the world, and that the author of a serial in it therefore has friends all over the world, even in the most unlikely places.

For this purpose I want to get hold of the serial on the Congreve clock that was published in the Model Engineer. My own collection of issues dates from 1947, but does not go back so far. I think there was a series of articles on the construction of the Congreve clock by Dr Bradbury Winter, possibly about the year 1944 or 1945. So far as I can recollect at the moment the reversing mechanism of the table was of an electrical nature.

I know that you have issues of the Model Engineer going back for a very long time further than my own. I wonder if you could be kind as to look through them for those years and see if you can find the serial I have in mind, and if so, let me have a few copies on loan. I can assure you that I will take the greatest care of them and let you have them back again, and it probably would not be necessary for me to keep them for longer than a fortnight.

I hope that a popular novel on our mutual interest may do it some good, and the loan of these copies would be material help to me in making the technical side of this book authentic.

I am sorry to say that I have had a slight set-back in the last few days,al though it does not amount to another stroke, and I hope to be back at my desk and at work in the next couple of days.

With every good wish,

Yours Sincerely,

Nevil S. Norway.

The resultant book was a page turner of a story that in its telling captured a spirit and atmosphere of model engineering in the late 1950s, a story of adventure, starting in a basement workshop in the London suburb of Ealing and taking the reader half way round the world; a story of challenge and offurther challenge; all the time in the good company of one of the country's most knowledgeable and well respected model engineers, one Keith Stewart, master of the craft and writer for the 'Miniature Mechanic' magazine. It was however sadly to be Nevil Shute's last work for he died shortly before the book was published in early 1960.

But thanks to past contributors of the Model Engineer magazine we are able learn more about the background to the writing of the book and to Nevil Shute's own interest in the hobby.

For in August 1960 Nevil's friend Ron East wrote to the Editor of the *Model Engineer* saying:

Dear Sir,

*In your issue of 28th April, 1960, and some subsequent issues, reference has been made to the late Nevil Shute's interest in model engineering, and the possibility that his latest novel, *Trustee from the Toolroom*, was influenced by *Model Engineer*.*

*I can assure you that this was the case for, when Nevil Shute was writing the book, he obtained from me volume 94 of *Model Engineer* in which there was a description of a Congreve clock by Dr J.Bradbury Winter. I also lent him volume 93 where there was an article on such a clock by J.W.Stephens. He studied Dr Winter's article very closely, for he always took the greatest care to check all the technical features in all his writings.*

He told me, when he returned the books to me, that he was so intrigued by the mechanism described by Dr Winter that he hoped to make a Congreve clock himself.

I am sure Mr Westbury would be interested to know that, right up to the time of his death, Nevil Shute was working on a 'seal' model four cylinder petrol engine to Mr Westbury's design and description. It was intended for a radio-controlled model drifter and it was almost finished at the time of his death. Nevil Shute was a member of the Melbourne Society of Model Experimental Engineers and occasionally exhibited samples of his work at our displays.

Yours faithfully,

L.R.East - Melbourne, Australia.

Bookworms Verdict

It would take a very brave, not to say foolish Bookworm to assume they could critique the work of such a famous author without having anything but the highest tutored and intellectual credentials themselves. However I am also aware that I, as your reviewer and guide have a responsibility to my loyal readership, so I will give it a go.

I would say then of this work, *'It bears all the hallmarks of Nevil Shute's narrative style, that is to say there is story here with a beginning....and an end. However whilst on the surface Mr Shute always appears to write in the Third-Person Narrator, when one scratches beneath the surface it is plainly not that simple. For a closer examination reveals his is a much more cleverly crafted approach, with its ability to move effortlessly toward the Third-Person Limited and the Third-Person Objective, whilst always managing to avoid it drifting uncontrollably into becoming just a Second-Person Narrative; and in so doing dare one say it, to avoid it all ultimately descending into becoming just another story told by the Novelists worst enemy, the Unreliable Narrator. No! instead I think we can confidently say Mr Shute's strength in this work comes from his ability to allow the protagonist to appear one minute as the Intermediate bystander, next the Third-Person Narrator, albeit in loco parentis,*

or to it put another way, one cannot dash to dismiss the peripheral narrator (quasi First-Person), within this tale, e.g. one's own judgement, but instead to embrace it for it offers legitimacy to question any superfluous aspects of the stories content.

It is ultimately therefore incumbent on all of us as the reader without giving undue deference to the author, to exist outside of the work and become (without question) the Omniscient Third-Person Observer, and to take then from this story only what is truly meant.'I knew those 2 years spent inside old copies of the Literary Review would come in useful one day...

Suffice to say then that in your reviewer's opinion, your time spent in the deckchair or favoured place of repose this summer will be greatly enhanced by reading (or maybe re-reading) "*Trustee from the Toolroom*" and becoming acquainted with the book's leading character, Keith Stewart; and as you do so, for it to foster in you the glow and satisfaction that comes from knowing that you too are part of the great brotherhood (and sisterhood) of model engineering that exists all around the world.

I will leave the final recommendation to the Model Engineer's own staff writer, Mr Joseph Martin when in April 1960 page 512 he provided a detailed review of "*Trustee from the Toolroom*", from which I have taken the following extract: "*When I think of the hundreds of thousands who have read Trustee from the Toolroom in the serial versions (it had appeared in the publications, 'Today' and 'News Chronicle'), of the hundreds of thousands more who will read it in book form (BW edit here), I do not hesitate to say that Nevil Shute's last book will do more for the prestige of model engineering than anything has done since Model Engineer was founded*".

Nevil Shute's untimely death robbed the engineering world of a very great mind, the literary world of a great author and the model engineering movement of a great champion.

I heartily recommend this book to you.

Trustee from the Toolroom – Nevil Shute ISBN 978 009952998

Nevil Shute's books are available from all good bookshops. They are also available in audio book form.

Six feature films have been made based on Nevil Shute novels.

- As this book is now 65 years old allowance should be made for some of its content and the social attitudes expressed.

Sources: Model Engineer 1960 / 1963 – suggested further resource: Nevil Shute Norway Foundation website.

Bookworm Review (Please note Aunty Ida was not used) 2026

Gauge 1 Group

Section leader - Geoff.

Busy month for July. Some lovely weather and good attendances at the track. It appears that our group are reducing fire risks by using electric powered models.

A brace of Class 66's were spotted along with an ever growing number of Sentinel shunters. These shunters are 3D printed and quite a few members have opted to construct the models (Photos by Robert Woolsey).

The other major achievement is a big step in replacing the track covers. We have now fitted new covers to about 80 % of the track. (Photo by Geoff)

These covers are fixed one side and the loose side is fitted with weights to retain it in place. We have found that the old style rubber covered 3-core electric cable is a good weight and flexible. These old cables are no longer used today, so if you have any old drums of such cable we could put it to good



use. Please contact me,

The 3 in line are no. 84 built by Peter, No. 21 built by myself and another un-numbered not quite complete Sentinel also built

by myself. Chris and other members have also started work on their Gauge 1 Sentinel builds so even more impressive photos to come soon!



Marine Mumbles MkIII.

Peter,

Just a couple of notices, before I bore you with this month's thrilling instalment:

Sunday September 13th is the second Vintage Model Yacht Group regatta at our lake.

Also we have been invited to have a stand, again, at the St. Albans show.

It's going to be held on the weekend of the 26th/27th of September.

The venue is the same as last year- Townsend School, High Oaks, St. Albans, AL3 6DR.

Any of you good people who would like to display models on the stand, please let Les or myself know.

Right, that's the adverts over.

MkII 20mm Oerlikon on a MkIIA fixed height pedestal.

The Royal Navy and Coastal Forces, during the early part of WW2, required an ordnance with better 'hitting power' than the 0.303" and 0.5" machine guns. The 20mm Oerlikon filled this void. It could be used against surface and aerial targets.

Being of Swiss design and manufacture. It was 8 feet long and weighed 173lbs.

This particular Mk was manually trained, with the gunner held in place by a safety harness and shoulder rests. The other member of the gun crew was the loader.

The drum magazine, sited on the top of the gun held 60 rounds. Once empty, a new one replaced it. Cocking the gun was performed by use of a rope lanyard, which can be seen hanging down between the shoulder rests by the safety harness.

The rate of fire was 465-480 rounds per minute.

Empty shell cases were ejected into a collecting bag attached to the underside of the gun.

My model is in 1/8th scale and built from the excellent plans of John Lambert. The pedestal was cast in resin and was lathe profiled. Filler was used to seal any micro air holes. The rest of the model was produced from various thickness 'Plasticard' and brass.

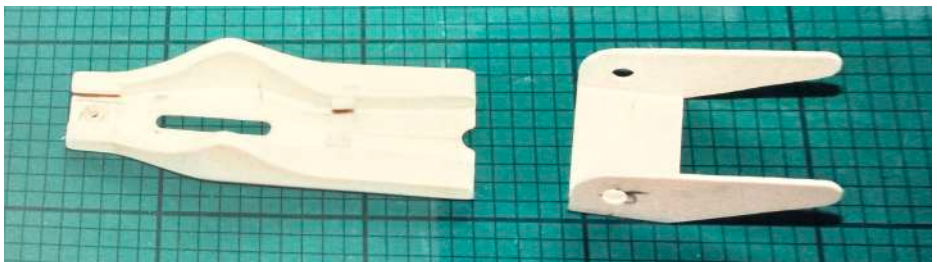
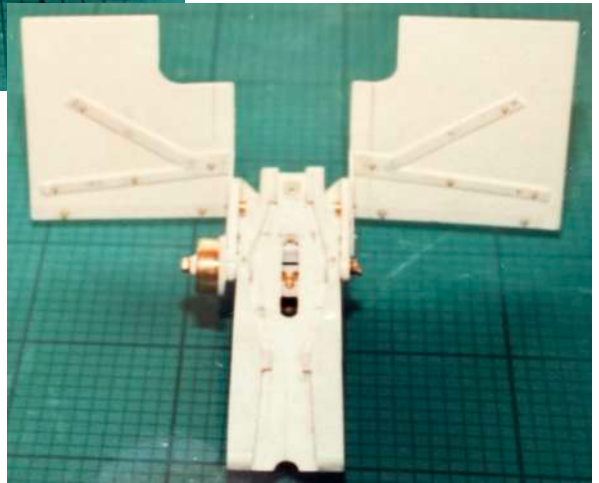
The cartwheel foresight was made from soft solder tinned wire circles of three different diameters, laid onto double sided tape. The tinned wire crosshairs

were laid across the circles and then solder ironed. Then just cleaned up and there you have it.

The whole model was airbrush painted and weathered. You will still have to wait to learn the mysteries of weathering.

A full size 20mm inert round is displayed with the ordnance.

Peter



TRACK STEWARDS ROTA FOR 2026
AND A CHANGE FOR NEXT YEAR!

With the August public running this month we are now halfway through the 2026 running season. From my observations this year has been a good year with just about the right number of the public arriving to enjoy our site and a good number of members running their loco's.

For me this was the last year of being a Senior Steward. Having been a member of the Society since 1994, after I joined I was more than happy to get involved being an ordinary Track Steward when the numbers required on a Sunday were not as great as now. So, it was somewhat inevitable that when a vacancy came up I stepped forward and took on one of the Senior Stewards roles. Although I can't remember the exact year I think I have been a Senior Steward for about 25 years so having done my bit I have taken the decision, as a politician would say, to "retire to the back benches" and revert to being an ordinary Track Steward once again. For me I feel it is still important to make a contribution to the Society so being an ordinary steward from next year as well as continuing to head up the Grounds Maintenance Section is still making this contribution. For some it's very easy to stand back and let others do the work but if we all make a contribution to the Society, no matter how large or small, then we can all enjoy the fruits of our labour.

Moving on to the current situation for track stewarding for the rest of the running season. We have been fortunate that one of our members has come forward and volunteered to do an extra duty on 16th August. However, we have another vacancy for a volunteer (a new member or existing member) on 6th September. So, if your name is not listed on the following rota pages, or you would be willing to do an additional duty, please contact me. My contact details can be found on the back sheet of the News Sheet.

I have already written a number of times in the News Sheet about the importance of attending on the date you are allocated, because if you do not it places an extra burden on the other stewards. You are reminded that being a member of the North London Society of Model Engineers does require you to commit to do at least one rota duty when you join or re-join each year.

12 August 2026

Richard P – Senior Steward

1. James A
 2. Brian A
 3. Robin B
 4. Mark B
 5. Ray F
 6. Paul G
 7. Roy H
 8. David M
 9. Roy T
 10. Alan W
- Ground Level Despatcher
TBA

16 August 2026

Michael S – Senior Steward

1. John A
 2. Brian C
 3. Nigel D
 4. John D
 5. Peter F
 6. Jack S
 7. Dave S
 8. Peter S
 9. Roy V
 10. Jack W
- Ground Level Despatcher
TBA

6 September 2026

Martin C – Senior Steward

1. Brian B
 2. Malcolm B
 3. Steve C
 4. Grahame G
 5. Rob J
 6. Steve K
 7. Gordon L
 8. John P
 9. Michael T
 10. Volunteer required
- Ground Level Despatcher
TBA

20 September 2026

Les B – Senior Steward

1. Bill B
 2. John B
 3. James B
 4. Robbie B
 5. Peter F
 6. Peter F
 7. John M
 8. Gerald M
 9. Edward O'I
 10. Daniel P
- Ground Level Despatcher
TBA

4 October 2026

Derek E – Senior Steward

1. Derek D
 2. Susie F
 3. Michael G
 4. Mark H
 5. Casimir *iw*
 6. Craig L
 7. Christopher O
 8. Tim P
 9. Harry P
 10. James P
- Ground Level Despatcher
TBA

18 October 2026

Keith H – Senior Steward

1. Billy A
 2. David B
 3. Joe F
 4. Peter F
 5. Adam G
 6. Andrew L
 7. Chris M
 8. Graham P
 9. Tim W
 10. Antony Y
- Ground Level Despatcher
TBA

Visiting Clubs - Saturday 29 August 2026

As had become a long-standing tradition, members and friends of Fareham DSME and Chelmsford SME have been invited to enjoy the splendid facilities of our Tyttenhanger track site in Colney Heath on the Saturday of August Bank Holiday weekend from 10.00am - 5.00pm.

In previous years this event has always been enjoyable, whatever the weather! If you're available please come along to help welcome our visitors and perhaps lend a hand.

You may like to bring a picnic but we shall provide tea, coffee and soft drinks.

Hope to see you there!

Mike and Les



Derek Advert – 5" Gauge Simplex

For sale is my 5" gauge Simplex, number 2309, "Brendam Docks".

This loco has been a regular passenger hauler at Colney Heath, but now that I have a larger loco, Simplex just isn't being used and is taking up space, therefore it's time to pass her on. I'd prefer to sell within the club, so that I know she's being well run and not just residing on someone's mantelpiece. She underwent a minor overhaul during the winter, so is in good mechanical condition.

General features of this loco:-

Double acting axle pump, hand pump in side tank and No4 Chiverton vertical injector (taking water feed from an external source and not its tanks). Mechanical lubricator to the Ewins O-ring design with needle roller clutch.

Removable running board sections to permit access to steam chest without the need to



dismantle the cab & tanks. Fixed ash pan with tipping grate section. Steam operated drain cocks.

Photos taken last month following a good run at Colney Heath (prior to being cleaned), as you can see, the lubricator works very well !
First commissioned in 2013, current steam cert till Nov 26, hydraulic cert till Sept 29.

Items that will accompany the loco:-
Full set of Martin Evans drawings
Firing irons & chimney deflector
Transportation board
Test rolling road.

Price £3,250

Please contact me (Derek D), to arrange for a test run in advance as I don't live local to Colney Heath. *Advert first posted August 2026*
**contact details removed for web edition



Reminder from the **Federation of Model Engineering Societies**
Saturday 19 September 2026
Hosted by the Reading Society of Model Engineers

The 2026 Federation rally is to be hosted by the Reading Society of Model Engineers at its Prospect Park Railway site on Saturday 19th September 2026.

The Reading Society of Model Engineers was first formed in 1910. The society is a charitable incorporated organisation (CIO) and occupies land leased from the local authority. Membership was just over 100 in 2025 with a subscription of just £20 annually. More details can be found on the club website <https://www.rsme.uk/> or on Facebook at <https://www.facebook.com/Prospect-Park-Railway-Reading-Society-of-Model-Engineers-304909433015879> RSME is based at 82 Bath Road, Reading RG30 2BE. If using satnav enter "Prospect Park Railway".

Spacious parking for vehicles.

It includes a club house with catering facilities, a newly modernised workshop, and a 1,200 ft raised level miniature railway track incorporating 2 ½, 3 ½ and 5-inch gauges. This is surrounded by a 1,500 ft ground level track, with a gradient, incorporating 5 and 7 ¼ inch tracks.

Fetes and Fairs:

14th to 16th August Flamstead Scarecrow Festival

St Leonards Churchyard, High St, Flamstead AL3 8BS

Entrance next to The Spotted Dog Pub

Friday: Setup from 9:00 am, event 12:00 pm–5:00 pm

Saturday: 10:00 am–5:00 pm Sunday: 11:00 am–5:00 pm

Saturday 26th and Sunday 27th August St Albans Model Exhibition,
Townsend School St Albans. AL3 6DR

31st August [Bank Holiday] Burnham Green Village Festival

Two Oaks Drive, Burnham Green AL6 0EZ. 10am setup, 11am to 4pm event

Booking an Event at Colney Heath?

Tyttenhanger site is open to all members at all times.

However, on certain pre-arranged days members access is subject to some restrictions. This does not prohibit members running/sailing but should note booking requirements and priorities are as follows; -

Public running days 2pm – 5pm

Set by council. Managed by Senior Steward. Notified in news sheet

Priority given to public passenger hauling

On site parking for members and disabled badge holders only

Event Days

Proposed by members, approved by council. Managed by sponsoring member. Notified in news sheet

Priority given to event passenger hauling.

On site parking for visitors at sponsor's discretion

Private parties

Proposed by members, approved by council. Managed by sponsoring member. Notified in news sheet

Priority given to party passenger hauling.

On site parking for visitors at sponsor's discretion

PLEASE NOTE:- SIGNS ARE NOW AVAILABLE TO PLACE AT THE GATE INDICATING IT IS A PRIVATE PARTY AND NOT A PUBLIC RUNNING DAY

Members days

Ad hoc events do not require council approval. No notice in news sheet

No priorities apply

All public, event, parties or members days to be in accordance with the Rules and Regulations for the Tyttenhanger Site. (copies have been provided to all members)

Club Dates For Your 2026 Diary

<u>Every Wednesday</u> G1 group meet at Colney Heath	
<u>Every Thursday</u> Working groups, and general conversation at Colney Heath	
<u>Every Saturday</u> Ground Level Rly at Colney Heath	
<u>Every Wednesday evening</u> O, OO and HO Gauges - Groups meet at HQ	
August 2026	
Saturday 1 st August	Breen visit. Sponsor George
Sunday 2 nd August	Public Running Day. 2 – 5pm
Friday 7 th August	Evening meet/run at Tyttenhanger 6pm
Sunday 16 th August	Public Running Day. 2 – 5pm
Saturday 22 nd August	G1 NLSME Visit to East Anglia Group
Saturday 22 nd August	2pm-5pm. Mary Duke Private Party. Sponsor Les
Saturday 29 th August	All day. Fareham club visit, Sponsor Les
Saturday 29 th August	Jim Private Party. Sponsor Jim
September 2026	
Friday 4 th September	Evening meet/run at Tyttenhanger 6pm
Sunday 6 th September	Public Running Day. 2 – 5pm
Wednesday 9 th Sept	Chelmsford G1 group, Sponsor G Hammond
Saturday 12 th Sept	Mike celebration of 60 years NLSME membership. Midday onwards. Sponsor Les
Saturday 12 th Sept	3.5 Inch Running Day, Sponsor Martin
Sunday 13 th Sept	St Marks church visit. Sponsor Les
Sunday 13 th Sept	Vintage Model yacht group, all day. Sponsor Peter
Sunday 20 th September	Public Running Day. 2 – 5pm
<i>Saturday 26th and Sunday 27th</i>	<i>St Albans Model Exhibition, Townsend School St Albans. AL3 6DR</i>
Advanced Notice	
Friday 2 nd October	General meeting HQ 8pm
Sunday 4 th October	Public Running Day. 2 – 5pm
Sunday 18 th October	Public Running Day. 2 – 5pm
Sunday 25 th October	Family & Friends Members Day. 2-5pm Tyttenhanger

NORTH LONDON SOCIETY OF MODEL ENGINEERS
Officers, Council Members & Section Leaders

contact details removed for web edition

The views expressed in this News Sheet are not necessarily those of the
Chairman or Council of the NLSME.
The telephone number of the Tyttenhanger site is