

After the hectic three days of Meccanuity it was a pleasantly laid back June meeting coming as it did a week before Skegness. A lot of members could not make the meeting due to Skegness preparations, but nevertheless, a fine variety of models were still on display.

The **Iron Bridge** was on display with the handrails now nearly complete and very fine it looked.

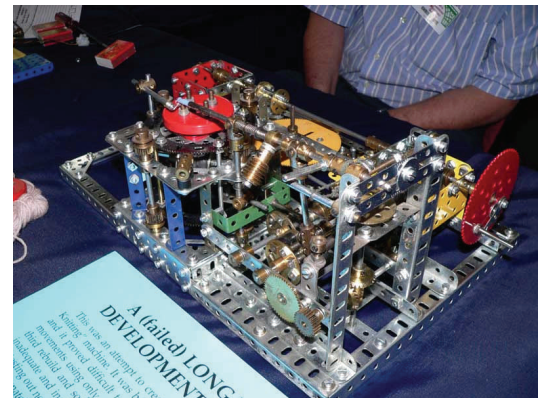
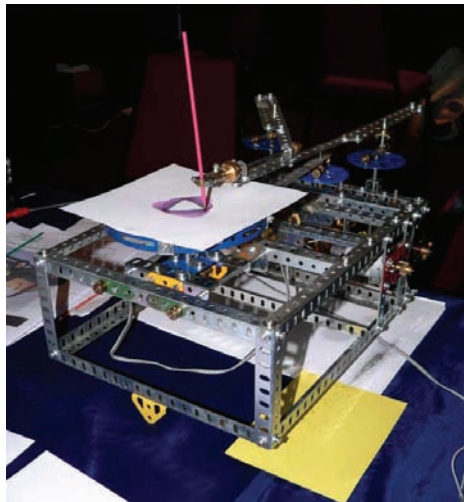


**THE TIMS SHOWPIECE IRON-BRIDGE MODEL**

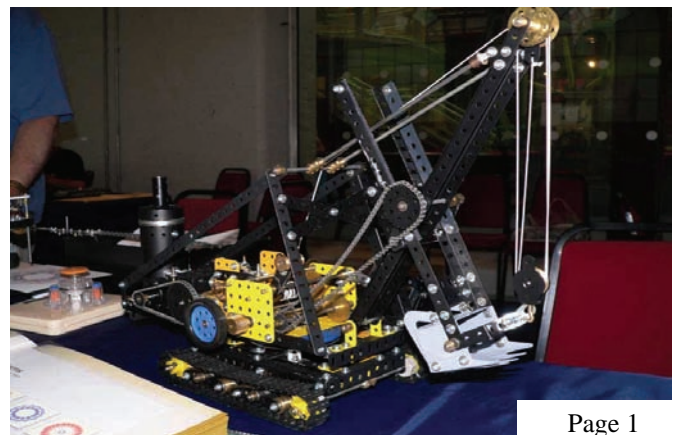
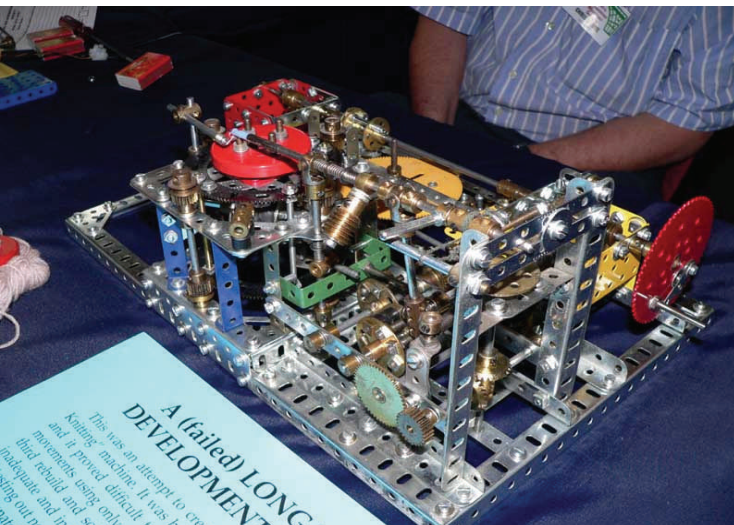
**Tony Evanson** brought along a skip lorry in the process of being built from Model Plan 107 by Tony James. This has a fully equipped chassis which looked complete as well as the skip and cab. The model was in yellow and nickel parts. His second model was of a meccanograph based on a design by Eric Baldwin which has two gear boxes driving the table and another two driving the pen.

**Ken Senar** had produced a machine to create “corkwork or French knitting” The machine was described, by Ken, as a failed long term project as it was difficult to create the correct proportions using only genuine Meccano parts. Ken demonstrated it to me and it was truly fascinating to watch but had tendency to jam up. A very noble failure Ken, I am sure you could get it to work, but life is a bit short!!

**Chris Shute** showed us a matchbox manipulator module which will be part of a factory. Boxes arrive on a conveyer belt each carrying a ball bearing. A robotic crane lifts the box, turning it over backwards, simultaneously opening the box. The ball is transferred to a bucket on the crane head. The box is returned opened to the conveyer belt, while the ball is placed high up in a hopper for later use.



**Mike Fallows** had produced a modified super model No S.31 the steam excavator it was driven by a 6 volt motor and was fitted with caterpillar tracks it also has reverse gear incorporated with the gear layout.



**Daniel Naylor** produced a remote controlled coupe during the meeting. This was built from one of the latest Nikko kits and featured fully functioning indicators and music system, modified bumper, chrome wheels and exhaust.



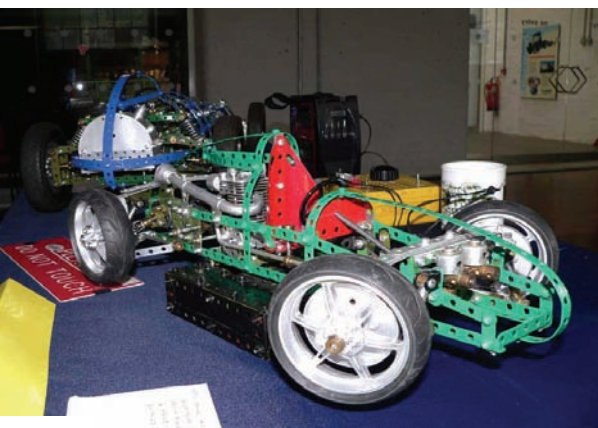
**Don Boycott** continues to develop his manual caterpillar tracked crane with a very sturdy chassis now nearly completed together with jib and cab. Don gave me a very interesting account of his aims with this model which should make a very nice model.



**Dave Bradley** had his heavy haulage tractor unit built to 1/10<sup>th</sup> scale and featured remote control, tilt cab and opening doors, 8 x 4 layout with 2 twin wheel driver axles with an extra steering axle just in front. Roller bearings were used in the drive train to improve the drive's efficiency.



**Michael Walker** had built a modified Atlantean bus from the 1962 7/8 manual. This was modified by lengthening it by about 5" and adding a "can" motor and a radio control unit costing £45 to show that Meccano models can have proportional two channel radio control at modest cost. It performed all day through the meeting.



**John MacDonald** continues to develop his theme of racing cars with a four wheeled drive grand prix car based on the Ferguson 4 wheeled drive with 2 cross differentials, one intermediate lockable differential, inboard disc brakes, clutch, three speed gear box, independent wish bone suspension with coil springs. His second car was based on the 500cc Cooper. It featured rack and pinion steering, 2 speed gear box and a detailed engine.

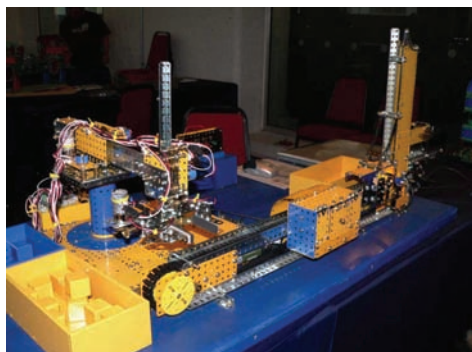
**John Palmer** had three models, a Volvo truck with steering, gearbox and differential and looking smart in red and green parts. His second model was a number 7 set lorry from a 1950's manual again in red and green and finally a lorry from the 1980's trucker set a nice transport fleet!



**John Nuttall** showed a twin drive rear axle unit. This was designed for use with 2" pulleys and tyres. It consisted of two differentials and an inter differential mounted on the leading axle. The use of an 11 tooth pinion between two 25 tooth contrates reduces the width to fit a casing three holes wide formed from two 8 hole wheel discs joined by 1 1/2" double angle strips.



**John Darlison's** section of a production line was fascinating to watch as it sorted wooden blocks in to yellow ones (good) and blue ones (rejects). The model was built to demonstrate software used to monitor production efficiency and used in industrial fairs, it is controlled by a motor/vater.. It is written up by John as Model Plan171.



**Hugh Jenkins** had built the No. Ten set combine harvester from a 1970's number ten set in yellow black and nickel. His Penny in the slot theatre from the early 1950's manual made a profit of 10p at this meeting. Quite promising!



**David Lacy** had resurrected a model of the 1951 Leyland Tiger PS 2 Harington dorsal fin body coach.

He has carried out modifications in his attempts to simulate the body curves and his current work is centred around re-fitting the floor to join up with the back end. This looked a very fine nostalgic model. Dave said it is then back to the side profile! His second model was his Midland Red S15 D.P. coach (1962) . He has improved since its previous public appearance by removing the previous rather large gearbox and building a much more compact one to take its place.

**Keith Way** anticipated the project for next years Meccanuity by building an eight wheel lorry from the instructions in the 1954 number 8 set together with **Tony Clapperton**. This is based on the Dinky toys 505 Foden S18 of 1950.

Keith extended the project by building a tanker version of this flat bed lorry and another variation having a motor and differential with modified wheel design and a flat bed made of strips to simulate planks.

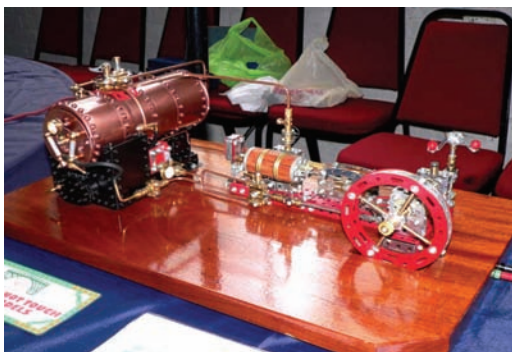


**Dave Harvey** had a beautiful display of Steam engine models all had far too many details to include in a report of this nature.

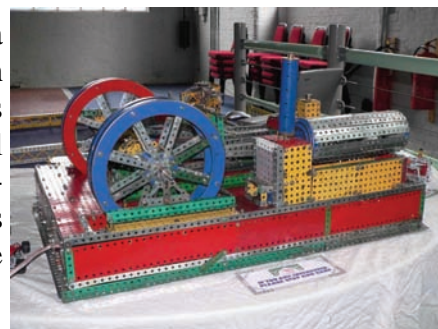
First was a Victorian vertical steam engine. In this model the engine was mounted alongside the boiler which had an opening door with a simulated fire inside and it was powered by a 6V motor.

Second was a Horizontal steam engine and although freelance it was representative of the engines that turned the machinery in the mills about a century ago. It features a condenser, a built up crankshaft running in roller bearings and a water pump to fill the boiler up, as well as numerous other details.

Third was a Savage centre engine built to approximately 1/10<sup>th</sup> scale, these engines were situated at the centre of a fair ground roundabout ( hence the name) and drove these highly ornate amusement machines Daves' model included much detail including the auxiliary vertical engine for driving dynamos etc as well as the main twin cylinder compound engine for driving the ride.



**Paul Hubbard** was building a model of the Matterhorn Bobsleigh during the meeting, good progress is being made with this fine model plan. Paul's twin cylinder steam engine worked smoothly all day, this is a modified version of the large 1930's super model.



**Robert Curling** had a nice display of 7 smaller models from the M& S and Meccano single model sets and Meccano Collection sets.



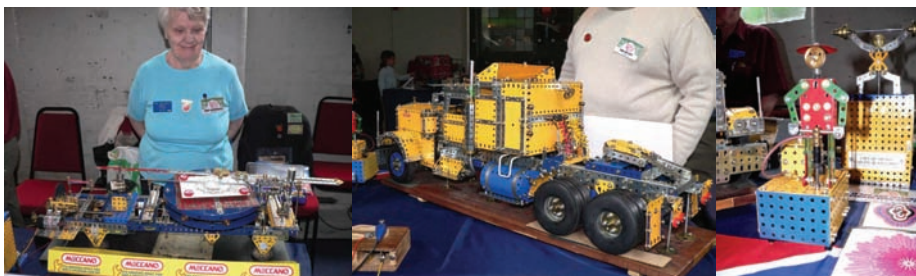
**The Nightingale Family**, as usual, filled a table with delightful models. Les senior showed us his superb Kenworth tractor unit. This was built from a plan by the late Keith Cameron. The model is 1/10<sup>th</sup> scale and features a V8 Turbo cat engine. Forward and reverse gears, dual working differentials and simulated air bellows, dual fuel tanks, twin exhaust stacks and air cleaners. Anne's Meccanograph was running off the beautiful designs through the day and Les juniors Chinese road driller amused the visitors with its hard working image it particularly amused a Chinese family passing through! This was one of Bernard Perrier's designs.

The weight lifter working at pumping iron was featured in CQ in 1993 and was to Les' own design.

**Tony Clapper-**  
**ton** had his radio control road movement Coles mobile crane. The crane movements



were controlled by switches accessed by a hinged plate. The jib on this crane was very realistic, using narrow angle girders with one flange pointing outwards as per prototype.



**Bill Gardiner's** table was well supported by visitors as it had several interactive models, A horse roundabout with 8 horses, a pin ball table and a bagatelle table.

His other models were Super model 33 single flyboats ,a 1905 Rolls Royce car from 1964 Meccano Magazine, a racing car from the 6520 model series and an 8 wheeler tanker

