



TELFORD AND IRONBRIDGE MECCANO SOCIETY

By Hugh Jenkins & Dave Harvey

Meccanuity Model Report 2007

Due to circumstances beyond my control I walked into the Engineuity Hall a little later than I would have liked to be accosted by what seemed to be hundreds of very attractive models, I thought "I will seek out our Chairman and promptly resign as model reporter." Dave Harvey quickly revived my spirits as he got stuck in numbering each model for photographic purposes and what a feast of models there were!

Roger Burton had brought along a Congreve Rolling Ball Clock designed by John Wilding This clock, even to exacting model engineering standards is not renowned for its time keeping but still makes a very attractive model. It was working well every time I walked past it!



Dave Bradley brought three models, an Optare Tempo Bus built to a scale of 1:7. This is at present under construction but is already of massive proportions.

His second model was a Märklin Man cab built onto a Meccano remote control chassis which it fitted really well.

His third model was a beautiful 1:5 scale Quad buggy with full remote control. It uses action man jeep tyres.



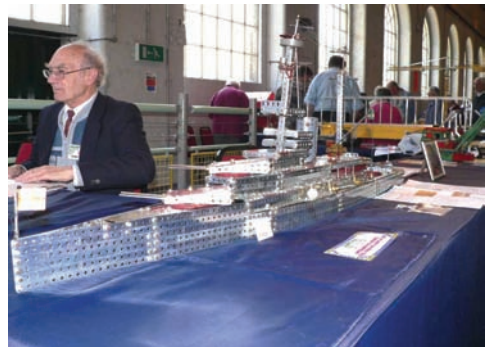
Dennis Backler. The 1978 July Meccano Magazine produced a plan to build a model Collis Crane Truck designed by the late Eric Taylor. Dennis has reproduced this model with some new features such as a hand guard, a hand operated slewing mechanism, dual switch for transformer or batteries and spring loaded brakes for the two winding drums.



Ian McCalla showed us his nearly complete shipyard gantry crane based on a Tony Parmee leaflet for a set 10 model. This model is large by any standards and was very impressive.



Adrian Williams, one of our visitors, brought a Revenge class battle ship built from a vintage 1932 model plan for a K outfit. It features swivelling main armament, smaller guns, control tower, wireless aerial and working derrick. Attractive in its early charm it made the most of the limited range of Meccano parts then available.



John Palmer produced that very attractive No 7 set railway breakdown crane from the 1950's. He built it from a Meccano advertising leaflet produced at this time, one of my early favourite models.



Howard Somerville, another visitor, brought along the NMMG mascot. This model adorns the cover of every Meccano News mag. It represents a Meccano man sitting on a globe, representing Meccano Worldwide but often taken for a Kwik fit Fitter!!



One of our visitors, **Tony Homden**, had brought a radio controlled Landrover which featured a front winch and two power take off points, it was accompanied by a saw bench with the original Meccano circular saw blade. His second model was a Cornish pumping engine with a neat beam engine encased in a building made from Minibricks. A nice overall display.

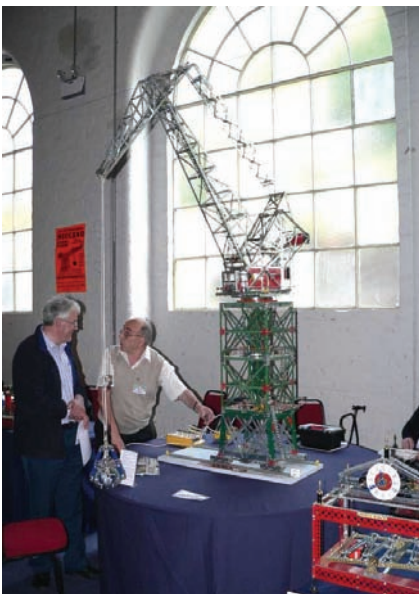


Dennis Remnant brought a model containing one of the most sort after collectable parts, The 1929 steam engine built into 1929 Super Model steam excavator. It is a pity health and safety would not allow us to use steam powered models (fire hazard and explosion) as it would have been great to see this running.

Dennis' second model was the delightful crazy inventors "Bat plane" built from the 2001 set.

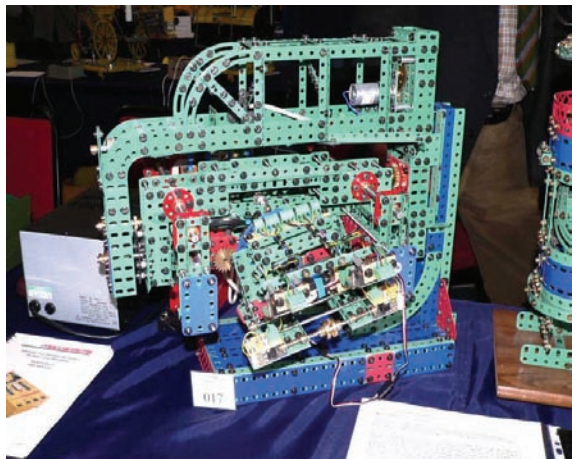


Colin Bull produced another Congreve rolling ball clock from John Wilding's design. This was as fascinating to watch as Roger's clock reported earlier. His second model was a Level Luffing Crane, it was based on model plan 151 but has a re-designed gearbox for hoist and drive. It is powered by five motors driving the different motions.



Bryn Jones brought two wonderful models. The first was a Robot Arm Head assembly. It consisted of a twisting jaw assembly, this was tilted by a motor in the cantilever arm. Potentiometers monitor the twist and tilt. All operations were controlled by a motivator. It was working faultlessly all day.

His second was a model of a Burnley tram of the 1930's, this was beautifully detailed model with its unusual reversed clockwise stairs. The upper deck was partially enclosed and had sliding doors. The suspension was fully provided on the model.



Peter Middleton's Land Rover used a chassis from the 2003 Marks and Spencers Christmas radio controlled SUV model. This was a very attractive little model which really represented the rugged appearance of the prototype.



David Lawrence sent us, all the way from the USA (is this a record?) a Meccanuity challenge model, see the challenge report for its performance, to be included in the next newsletter !

Dave Harvey's mouth watering display, included six models.

The first being the Model Plan version of the Sinclair Hardening Clock designed by John Harrison. This took one month to build and two months to set up!! It worked faultlessly for the duration of the exhibition.

The second was Kawasaki 1000P motor cycle built from internet available plans to a scale of 1/12th.

The third was an industrial arc welding robot. This model featured a five axis robot with an external sixth axis and welding set. A faultless performance for the exhibition was controlled by a Motorvator.

The fourth model was an original design impulse inching clock, using a unique double acting ratchet to inch the second hand, each second. The model included an hourly chime.

Fifth was Dave's beautiful Savage centre engine, featuring twin cylinder horizontal steam engine and an inverted vertical engine on a common horizontal boiler.

The last model was a nicely detailed small beam engine.



Colin Davies' eye catching display of four early locomotives built to 1/8th scale was worth seeing! The first locomotive was of Trevithick's Pen-y-Darren engine of 1804. The second Hedley's Puffing Billy of 1814. The third was Stephenson's "Locomotion" of 1825. Finally came Stephenson's Rocket of 1829. These were all built from drawings and measurements of the prototypes by Colin.

His other model locomotive was of a "Locopaddlemotivesteamer" this being a cross between a paddle steamer and a locomotive, it was used by the Roman god Neptune for personal transport. Its scale and gauge were somewhat "fishy" according to Colin but it was very colourful.

A beautifully modelled twin beam engine of 1867 for Chilton Hill Water works prototype worked beautifully alongside these locomotives.



David Lacy Showed his 1062 Midland Red S15 DP bus/coach, which is proceeding apace with its clutch and 4 speed gearbox now fitted together with most of the seats. This model really looks the part.



Hugh Jenkins displayed four models, a 1:12 scale Royal Scot class locomotive powered by an E20R motor, a partly completed M.P. No. 64 Jodrell bank radio telescope, the 1948 number 9 set Penny in the Slot Theatre and a four speed automatic gearbox from a 1950's Meccano magazine.



John Evans displayed a number nine set centre lathe driven by a quiet 12V motor rather than the E15R shown in the manual. He had added a four jaw chuck as well as three jaw.

He also showed us a nice beam engine he admitted he bought, but it was well worth seeing.



Geoff Brown's display was pure nostalgia. A swing-bridge built in blue gold Meccano and Hornby "O" gauge locomotives and rolling stock from the early 50's back to 1925. All running well!



The Nightingale family had a large display featuring Two modified Konkoly Meccanographs, one a direct line and spiral and the other a “O” line and direct line both producing beautiful patterns.

A set of two Bogies for a Festiniog Narrow gauge loco motive completed Les senior and Anne’s display

Les junior had built a tall tower crane built to a Philip Webb design with modifications, he also had two small models to encourage youngsters to have a go, A pedal cyclist and a freelance vehicle based on the Scammel lorry.



Tony Evanson brought a set 10 leaflet number 3 model coal tippler, always an attractive model, Tony’s looked well in 1970’s yellow and zinc parts.



Terry Bullingham had a rail-way breakdown crane built to a scale of 10mm to 1 foot which fitted gauge one track. The crane was extremely well detailed and really looked the part being powered by a Mabuchi RS 55 motor.



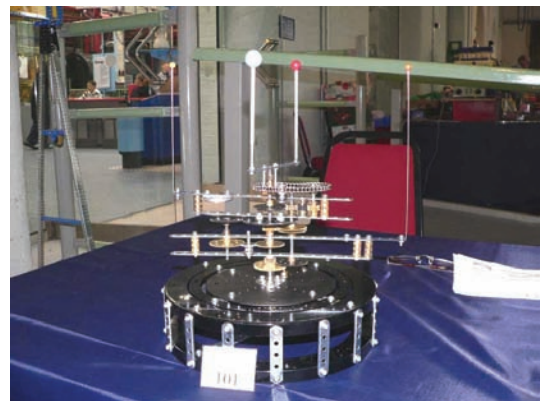
Chris Shute showed us the Robot Gargantua designed in 1938 by Griffith P Taylor. It featured fully automatic workings using one motor and an ingenious system of cords and punched paper tape to move blocks of wood and stack them in different patterns, all automatically! Chris used the large model to illustrate his talk on robotics given every day of the exhibition.



Don Boycott was building a tracked crane subframe for a non-motorised crane a very sturdy base for a model Don has well planned out in his mind.

John Armstrong’s revised Pluto orrery was built from a plan done as a supplement to MP 163 by Michael Wilding. This was a fascinating model to watch as it included the most recently discovered moons of Pluto. John had taken advantage of the availability of black circular plates to represent the darkness of space.

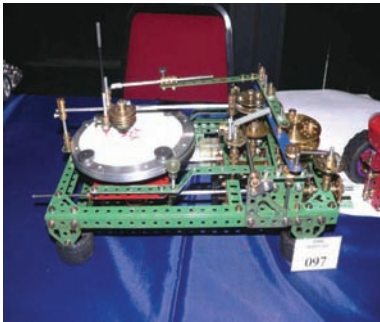
He also had a fascinating case of gears which were part of model plan 65’s astronomical clock by Peter McCall. This should be a delight when completed



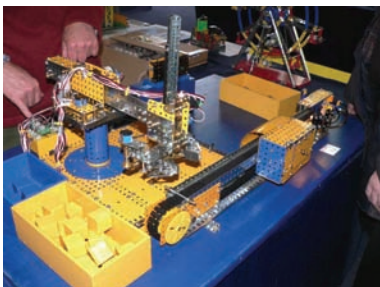
Taking up a very large table was **Ken Senar’s** “Big Lizzie” a super model in all senses of the word. Only a full description and a book of photographs could do this model justice. It represents a tractor built in 1915 powered by a large Blackstone oil engine. This drives the unique wheels, featuring an early version of track laying equipment, through an epicyclic gearbox. Ken also had built one of the two trailers built for the prototype. A magnificent display which turned its wheels faultlessly through the exhibition.



Chris Copp had a working Meccanograph to Konkoly's number twenty design. This was producing very beautiful patterns throughout the exhibition.



John Darlison showed us a model robot arm which was built to demonstrate commercial "operational Efficiency" software based on Michael Adler's Arc Angle Robot. The robot picks up and sorts out coloured wooden blocks automatically and has been used in two international trade stands. A most fascinating model to watch.



Paul Hubbard had a smooth running twin cylinder horizontal steam engine from the supermodel leaflet. He had four small kit models, two helicopters, two cars and a micro light plane.



George Illingworth's well detailed models were of a 1996 model of a Dennis Sabre water Tender (Fire Engine) this model had working shutter to pump compartment and a flashing blue light and siren.

The horse drawn 1894 Shand Mason steam fire engine this had many non-working details and like the Dennis was built to 1/12th scale.



John and Joyce Sleaford had a miniature fairground on display, this included two Showman's engines and living vans, a Ferris wheel, organ on a lorry and a beer tent.

Peter and Tina Sleaford had a Meccanograph from CQ 35. This machine has ongoing modifications. 8 year old Steph Sleaford had a delightful display of two working radio controlled cars and a number of small models from plastic and steel Meccano.



Bill Gardiner had a wonderful display of models on his table some built to Bill's philosophy of giving the children hands on experience of Meccano. His supermodel bagatelle model was a favourite as well as his hand operated gantry crane. While the children and older "children" were playing with these, they were entertained by the number 9 set robot walking about, the single fly boats going round automatically and the Meccano magazine 1905 Rolls Royce car turning its wheels. A small helicopter and a racing car from a recent Meccano set completed the set of models on his table. Overlooking these was his supermodel Grandfather clock keeping accurate time.



Robert Curling showed us his fleet of four lorries based on a common cab and chassis with the latter varied in length to suit the number of wheels and body work. The fleet comprised of a 4 wheeled flat bed lorry, a 4 wheeled builder's lorry, an 8 wheeled articulated high sided wagon and a 12 wheeled articulated box van.



Geoff Wilson had a table full of models for us to feast our eyes on, a freelance digger based on a JCB digger that was mounted on a plinth, demonstrated the digging action of such a machine. Another plinth mounted model was his recovery vehicle which with plenty of detail and finished in yellow red zinc and blue was a joy to see. His level luffing crane again mounted on a plinth with all movements working was again eye catching in yellow, red and zinc He also had 4 radio control cars from the latest Meccano sets and a vintage car from the Marks and Spencers vintage set.



Rob and Wendy Miller had a working railway locomotive based on a Bernard Perrier design, this ran on a 3 rail "O" gauge track powered from a battery, inside the circle of track was a variety of unicycles, R/C cars, a spitfire and a Red Arrow Aircraft. Wendy's Meccanopoly game looked great fun to play, being adopted from Monopoly but including many Meccano funnies including Legoland rather than jail!



Luke Miller showed a Ferrari Enzo body shell built on an R/C chassis from Nikko. This model has improved lights and includes sound from an amplifier.



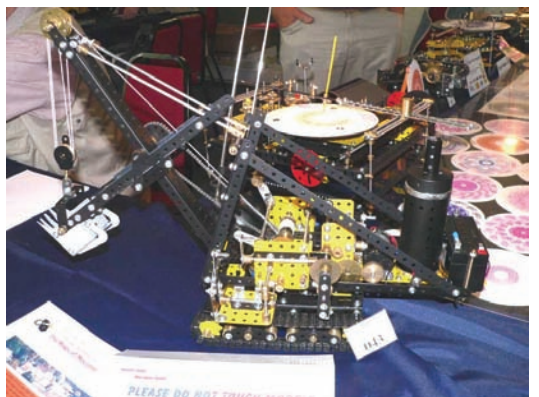
Keith Way had a nice display of models, his Titan tractor being one I have always admired with its large flywheel turning away, a lovely little 1/15th scale Foster Showman's tractor with a lot of detail and a fork lift truck from the number 10 set special model leaflet. His final offering was "Polly on his Trolley" based on a model in a New Zealand magazine and featuring the Infra Red remote control Meccano system.



Dave and Marilyn Taylor excelled themselves with their array of model parts and literature for sale. We never are at a loss for parts as they have them all!!



Mike Fallows had 4 Meccanographs working through the show. The first being a multipoint model, developed from a Konkoly machine by adding extra gears and a straight arm drawing attachment. Second was large table machine, based on a model by John Brown, this machine operated at a very slow speed producing accurate patterns. The third was a model based on a John Brown design and called a spiral circlegraph. The fourth was T form meccanograph. Mike designed this using isomec and wrote full instructions to build it which were published in the Runnymede news letter in Feb 2006. His other two models were a Formula one Renault from the Meccano kit and a "steam" excavator from the super-model leaflet S31 but powered by an electric motor and equipped with caterpillar tracks instead of flanged wheels.



Our displays included Wendy Miller's Childrens' Meccano Corner. Hands on play for all ages! The participants (and there were many during the exhibition), built models including cars, planes, cranes, bridges and windmills etc. The tables were very busy all three days. Many thanks you, Wendy!



Jim MacCulloch's models were a motorvator controlled luffing tower crane, inspired by a picture of a 35 year old Liebherr 50HB tower crane in Depford, London, a small but extremely well detailed beam engine built to represent a Woolf engine, a 6 speed and reverse gear box developed from Philip Webb's 4 speed and reverse gear box from IMMM No 34, Mac's marching marauder was loosely based on Chris Shute's clockwork stomping hexapod. It was built to hunt Lego for food, according to Jim. Finally he had a gear motor carousel which was built from the Ferris wheel set and used to display Gearmotors.

Our club project this year was to produce a model of the Coles Mobile crane this produced a large number of entries: **Stephen Way** producing models A,B and J. **Keith Way** with models C, E, F, H and Q. **Wendy Miller** with models G and P. **John Armstrong** with model D. **Les Nightingale Junior** with model G2. **Robert Curling** with model M **Tony Clapperton** with model N and **Matt Goodman** with Model P from plastic Meccano.



Keith Way and the models exhibited as part of the Coles crane Project

Ian McCalla, who manned the TIMS information desk throughout the show. Ian was at hand to offer advice and help for modellers and visitors, and was for ever armed with his pen and receipt book, ready to pounce on non members for inclusion into the ranks! Our man actually signed up eight new members during the show! This proves how TIMS is going from strength to strength and just how popular our informal and friendly club is proving to be!



Ian McCalla at hand on the TIMS information desk