



TELFORD AND IRONBRIDGE MECCANO SOCIETY

Meccanuity 2009 Model Report

By Chris Shute & Dave Harvey

Additional photos by Bob Thompson and Matt Goodman

Over 180 models and 45 modellers made it to Meccanuity this year, from all over the UK. There was more exhibition space than ever before, and even a larger refreshment area. Meccanuity just keeps getting better!

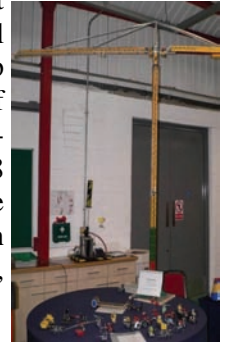


Dennis Backler has acquired Roger West's Class 105 Diesel Multiple Unit, which he exhibited in Enginuity's *Gadgetdom* area, where many other Locomotive Project models were on display. Dennis also gave a daily illustrated talk on his Meccano life and the Otis Steam Shovel.



Dave Bradley's Land Rover is now complete with a trailer, all correctly scaled for Action Man figures (1:6) unlike the original toy version, which was deliberately undersized.

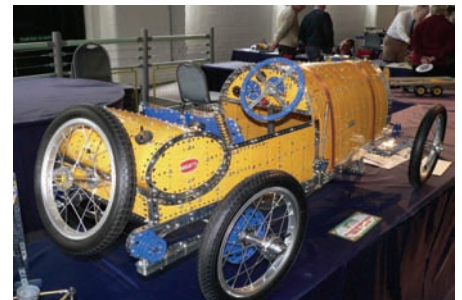
Tony Clapperton's Tower crane, scale 1:20, yet still only half full height, rose up into the rafters of *Gadgetdom*. Below it, the 1938 Low Loader, "the first model I can recall making, with some help".



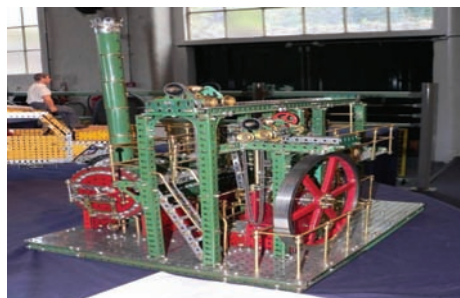
Sid Beckett's latest musical instrument is a half-size petite grand piano. One of the 62 black and white keys can play a note, in the form of an aluminium tube. Red Meccano sailcloth is used to upholster the stool.



Geoff Brown's Hornby display included a double Ferris Wheel model, eventually be built from a pair of modern Ferris Wheel kits. Geoff says, "It needs to be bomb-proof!"



Alan Covel produced this half size 1921 Bugatti Brescia, using 13½" bicycle wheels. Note the cramped seating for the two-man Grand Prix-winning team. The co-driver had to reach over his partner's shoulder to work the fuel pump!



Terry Bullingham displayed his complete Steam Pumping Station with gantries and walkways, making use of David Fellowes' stainless steel and B&Q brass rod handrails.



Tony Evanson, seen here setting his Orrery, which, unusually, displays the movement of asteroids. Behind him, a hammerhead crane and the dalek *Zippy*.



Don Boycott's six-wheeler truck had opening crew-cab doors, bonnet and drop sides, among its features.



John Evans brought his newly acquired Beam Engine (left). He admits: "I bought it as built!"



Mike Fallows had three Meccanographs, a fairground ride and a dealer display of standard mechanisms, occupying the table near the giant glass doors. Just the things to draw the public in from outside.

Len Ford operated his Spykee robot from a laptop computer. Len is also helping to update our website.



Bill Gardiner filled a table with the Supermodel Bagatelle, Dutch Windmill, Grandfather Clock and a 4-6-4 Baltic Tank Loco, scale 1:12, which had a pleasing mechanical 'chuff' sound!



Matt Goodman's Sentinel DG8 steam wagon is operated by cable remote control. The on-board p.c.b. circuits are Matt's own design, using pulse width modulation in order to increase battery life.



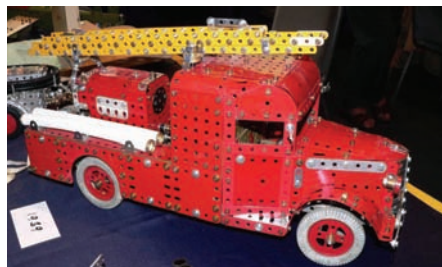
Paul Hubbard showed a 1:10 scale Diesel Passenger Shuttle train with two lengthy units, plus various kit models from recent years.



Dave Harvey's display included his Impulse Inching Clock, Steeple engine, Freelance vertical engine, Savage centre engine, and Industrial Arc Welding Robot.



Bert Hutchings had produced a set of seven near-identical 'Giant Lorries' from the 1937-48 manual, each model finished in the major colour schemes from 1910 to 1980. Very useful when the public try to describe the Meccano hidden in their attics.



George Illingworth's Bedford WL Heavy Unit of 1939 was part of a display representing emergency fire pumps through the ages, including the Green Goddess (1953) and a modern state-of-the-art demountable Hose and Pump unit.



David Lacy showed two buses. In addition to his Leyland Tiger coach, with dorsal fin, there was this 1962 Midland Red S15 O.P. bus. Such was the size and prestige of Midland Red at that time, that the company were able to develop this design themselves.

Ralph and Sue Laughton arrived with a number of eye-catchers. Dealer display models quietly whirred, luffed and twinkled faultlessly. Towering over them was the SML36 Scotch Electric Derrick, with three separate modern motors. A table clamp at the rear meant that ballast was unnecessary. Their car might not have carried much more! Not far away, the Forth Rail Bridge spanned 16 feet. Even at that scale, a train is still not very big!



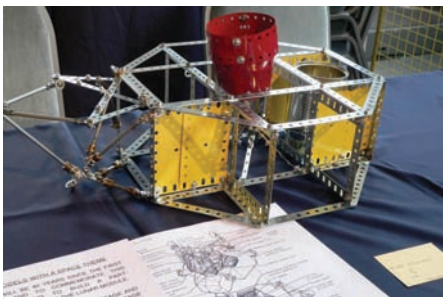
Ian McCalla's Swing Road Bridge (below) has been fitted with powered drop-down barriers, which also span the small gap between bridge and mainland. Another fine use for one of our round tables!



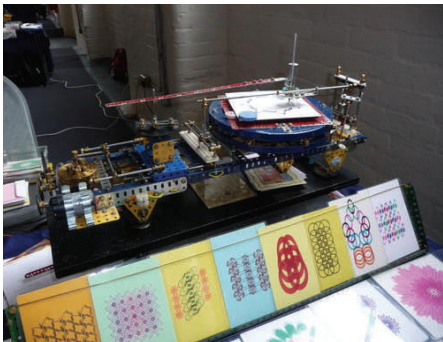
Rob Miller's models also occupied a round table: A circle of Hornby 3-rail track carried a Bernard Périer 'O' gauge loco, while the space within had remote control cars, a ping-pong machine and some energetic Périer-inspired unicyclists.



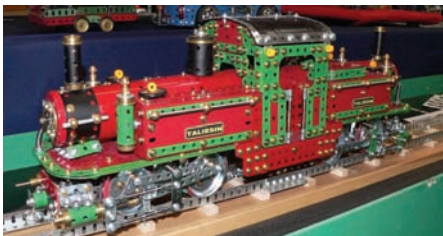
Wendy Miller, meanwhile, had the Children's Corner buzzing with activity, as young families tried their hands at Meccano, many perhaps for the first time. Who knows which of tomorrow's Meccano-folk will have had their first taste of the hobby at one of the busy tables tucked under the mezzanine floor at Enigunity? Thank you Wendy!



Hugh Nicholson celebrated the 40th anniversary of the Apollo lunar landings by building the Landing Module's Ascent Stage, part-sectioned. The Descent stage, still under construction, will have folding legs and a gimbaled rocket motor, with the location of the various fuel tanks shown.



Anne Nightingale and her fast-moving Meccanographs continued to produce intricate designs, many of which could be seen clutched in the hands of visitors to Meccanuity.



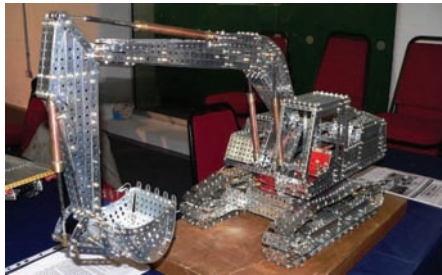
Les Nightingale (Senior) showed his peculiar narrow gauge Double Fairlie loco *Taliesin*, built to haul Welsh slate to the coast, and still running on the Ffestiniog railway.



Les Nightingale (Junior) had also produced a number of detailed construction vehicles to add to the family display.



John Nuttall was one of a number of TIMS members contributing to our railway project. This is John's Metropolitan K Class 2-6-4 loco.



John Ozyer-Key used six 12 volt motors from cordless drills to power his Leibherr Backhoe excavator, built from Modelplan 119, designed by Dr. Michael Adler. To prevent slippage on winding drums, John doubled the pulleys.



Terry Pettit worked to a scale of 1:8 with ashtayr tyres to deliver this Bedford End Tipper. A dummy engine conceals an electric motor, driving clutch, 3 speed and reverse gearbox, and power take off to the tipper. In the rear axle, modern plastic wheel hubs are used to give a planetary reduction, which eases the load on the differential.



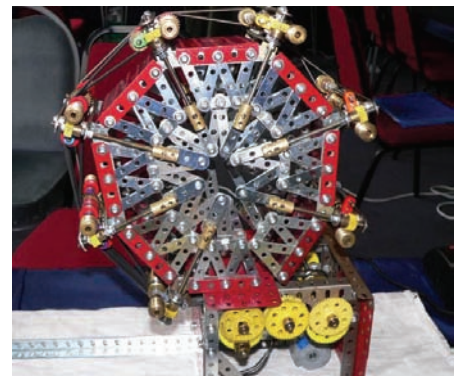
Jake Picking developed his own design for a crane and trailer, inspired by various machines seen at other exhibitions. As a crane driver, Jake had more success than the club's Safety Officer when operating the Chairman's Gargantua!



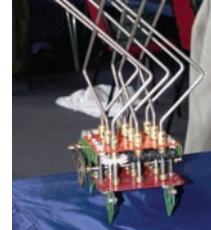
Pete Pyefinch's 1970's Foden S80 Tipper chassis was built from official drawings. Included in the transmission chain is the correct eight-speed range change gearbox.



John Reid displayed several classic aircraft: Handley Page Hampden, Avro Lancaster, Supermarine S6B, Hurricane. But this three cylinder Clerget rotary engine, at a scale of 1:2, really stood out. John had built it to better understand the workings of rotary engines, inspired by Russ Carr's 9 cylinder Bentley.



Robin Schoolar had seen Alan Wenbourne's curious Heatherwick rolling bridge in CQ and set out to make it without the numerous motors and switches. This calls for multiple flexible pulley drives rather like an old dentist drill for each joint, a huge mechanical challenge. Not surprisingly, this was version No.8!!

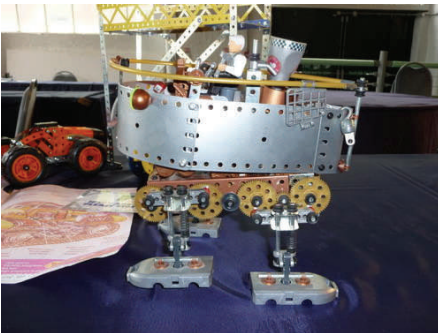


Robin's weird machines continued to fascinate. Seen here is the Nine-way Ethereal Stirrer...

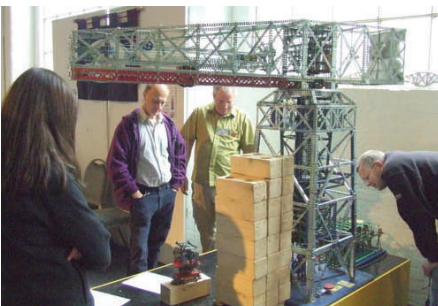
Bob Seaton only returned recently to Meccano. Still, his 1:12 scale City of Sheffield Stanier 'Duchess' Class locomotive gained 5th prize at Skegex 2008. Features include sprung oval buffers, brakes on the tender wheels, true Walschaerts valve gear, reversing gear that reverses the drive motor and a working regulator, which can start the motor and control the speed.



Ken Senar, another Skegness winner, demonstrated his Steel Horse, the earliest Australian tracked vehicle. Built to a scale of 1:12, the model has a single set of tracks 3½" wide, comprising 54 plates. The 29 pounds weight is carried on an all-Meccano suspension system.



Tom Shackleton's walking machine from Crazy Inventor parts was only one of a number of exciting exhibits. A crane, car, digger, rocket, canal barge and bridge completed the display. Young Tom's Dalek won the junior prize in the afternoon challenge event.



Chris Shute, aged 53, once again demonstrated his copy of the Robot Gargantua, the 1937 creation of Griffith P. Taylor, aged 21. Jake Picking, aged 12, drove the machine manually when the punched tape became ripped.

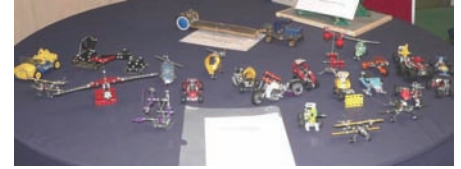
Bob Thompson was accompanied by his Spykee Robot, and showed models built by the late Les Gines. Bob also did a great job getting photographs of Meccanuity on to the New Zealand Meccano website.



Michael Threlfall has almost completed the Japanese robotic monster kit *King Ghidorrah*. "I'm still trying to unlock the central head and neck!" he says. Michael's grandson, **Joseff** also exhibited a radio controlled car and the Ferris Wheel from the recent kit. Grandpa helped improve the drive (below).



Geoff Wilson had several remote controlled vehicles, demonstration gearboxes, and this Army Heavy Recovery vehicle.



Janet Way had possibly the greatest number of models on display: at least 25 small models, and the collection is still growing!



Keith Way spent the past year promoting Tims Locomotive project, in which members would produce a wide range of model locomotives. As ever, Keith excelled himself, with locos of various scales, from the BR 4-6-0 Standard Class, 3½" gauge, through Bernard Périer's three 'O' gauge designs to the tiny Stephenson Rocket and American 2-4-0 seen below.



Next year's project is Bridges, so lets get building!

The Meccanuity Challenge 2009

In front of a packed auditorium, the brave competitors gathered beneath the giant projector screen. Eerie music reached its crescendo, and Master Of Ceremonies, the colourful Jon Drew made his entrance. The seven challengers were introduced: Tony Evanson, with Dalek *Zippy*; Tony Clapperton, with Dalek *Fred*; Tom Shackleton; John Nuttall, with Dalek *Headless*; Les Nightingale Junior with his clockwork Dalek; Keith Way with Dalek *Bluebottle*, and Jake Picking, with Dalek *Wem*, owned and trained by Chris Shute.



John Nuttall's, black *Headless* Dalek was very fast, but prone to collision and running back to the start line. After a series of eliminations, Dalek *Wem* was declared the senior winner, and Jake Picking accepted the prize, a gold cup fashioned from reclaimed Meccano parts, filled with Ferrero Rocher chocolates!



The trophies were made from rescued Meccano parts, seen here before receiving a coat of gold paint.



Tom Shackleton received the junior trophy, another gold cup and chocolates. Both young prize-winners were also able to take home a selection of donated Meccano parts to help them create even more clever contraptions. We look forward to seeing them competing again at the next Meccanuity. Congratulations to all competitors. Next year its Meccano fleas!



Dalek *Wem* from the stable of Chris Shute, guided to victory by Jake Picking.

