

# Club Magazine



WINTER EDITION 2018



# Luton & District MBC

*.... a club NOT just for boats ....*

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# **A VERY HAPPY CHRISTMAS TO ALL L&DMBC MAGAZINE READERS**



## **EDITORIAL**

This winters edition seems to have come around very quickly, time just seems to fly. I know I said that last year; however I am reliably informed that it is something to do with growing old.

One week after the publication of this magazine, there is a Sunday morning meeting on December 16<sup>th</sup> for 'Pigs in Blankets and Mince Pies' occasion, together with the 'SANTA RUN' in Wardown Park. So please will all members come along and join in the Club Festive Activities.

There is a 'Post Christmas' sailing event planned for Friday 28<sup>th</sup> December. This is also being held down at Wardown Park Lake, commencing at 10am. It will be followed by a celebratory meal at the Moat House for 12 noon. Trust you will all be supporting these events and have been in contact with Pete Carmen to pay the required deposit for the meal.

I do trust that you all have found time to do all you're Christmas shopping and looking forward to going to the New Year's sales with the family Ha! Ha!

Hemel Hempstead Club has got off to a good start with four meetings having taken place over the last few months, the last one being on Saturday 17<sup>th</sup> November. You may also have seen the short article in Model Boats Magazine giving details about the club and its connections with the Luton Model Boat Club.

\Editor



## **FOXDALE 2018**



Again, we were asked by Foxdale School to support them in several areas by doing a presentation about boats through the ages, materials and trade. Again, we had a good presentation of boats on display. No pictures due to A. forgetting to take any, B. no pictures of children to be taken in the school!

The presentation normally lasts about 20 minutes with a slide show and talk, (perhaps I should do it on a club night!) after that the children go see the models and get to ask questions. They have to draw a boat or part of a boat for their art classes. As the children are only 6 to 7 years old, some of the artwork is truly fantastic. The organising teacher was asking what we made boats out of, and Tony Dalton duly pointed outside to a pile of insulation that was being ripped out of the roof. The said teacher duly went outside to acquire some for the kids to use in the science classes in the week to come. As we do

the whole year group, we normally do 2 presentations in the morning, but due to a large year group we had to do 3. This was a mighty push, and unfortunately, they were putting the dinner tables out while we were finishing the last presentation. To those inquisitive, this presentation is about the history of boats and boat design, from the dugout canoes, to medieval galleons onto modern freighters. This encompasses boats made from wood, reeds, metal, fibreglass and plastics.

At the end of the morning, Mr Dalton came up with the idea of making 2 new club boats, these being a dugout canoe and the Kontiki raft made out of reeds.....any takers????

Pete Carmen.



## **2018 A YEAR IN REVIEW**

Well, another year has passed. Overall I personally think, as a club, we have had a good year. Club funds are up for the first time in several years. Membership is stable at around 30 members with about a further 15 as family members.

We successfully got Hemel Club up and running and already have members joining them.

This year we attended new venues in Tring and Bletchley, both days were fantastic, with great weather and a good turn out from us. We did not display at Milton Keynes this year, but we have put in an application for 2019, which is being held at the MK Dons Stadium in Bletchley. I have serious reservations about Wrest Park for next year. This year it appeared we were the only outside people in attendance, every other stall was run by English Heritage. The Saturday was a complete waste of time and Sunday, although busier, was not much better. As a whole, the committee are looking at either attending the Sunday only, or pulling out altogether, your thoughts are much appreciated on this. Plus we have to consider the state of the lake. If we do go, maybe only doing a static display with us sailing our own boats, no have a go boats.

On the plus side, we may have 2 more new shows in Harpenden in the coming year, once I know more on this I will ask around about who would like to attend. Also in 2019, the International Model Boat show in Warwick will only be a 2 day event, Saturday and Sunday. Again, I was approached about our club attending next year. I politely declined at this time, but if there is enough interest I will consider it.

I would like to thank everyone in the club, from Nixon making us laugh to all the committee for the effort they put in behind the scenes. Again, a special thanks to Terry for the tea and coffee, the most important thing on a Sunday morning.

And to everyone, have a happy Christmas and a prosperous new year. I hope to see you all at the Christmas sail on Friday 28<sup>th</sup> December at 10am

Pete Carmen.

# PERCIVAL AIRCRAFT 1934 - 1967



## THE BEGINNING

Percival Aircraft was formed by Captain Edgar Wikner Percival (**Photo 01**) and initially set up a production line at Gravesend in 1934 to produce a mono plane he called the Gull (**Photo 02**). At the same time he also produced a single seat racing aircraft which was called the Mew Gull (**Photo 03**), which he flew in the Kings Cup air race in 1934. Later the Gull was re-designed and called the Vega Gull (**Photo 04**).



Photo 01 Edgar Percival



Photo 02 Percival Gull



Photo 03 Percival Mew Gull



Photo 04 Percival Vega Gull

The Company moved to Luton Bedfordshire in 1936 (**Photo 05**). The Gulls were very popular and almost sold themselves. Forty nine were built, the last one on 27<sup>th</sup> July 1939. The next aircraft was the Q6 a twin engine aircraft of which 28 were built under an Air Ministry contract for the RAF, it was named the Petrel (**Photo 06**).



Photo 05 Percival Works Luton



Photo 06 Percival Petrel

## SECOND WORLD WAR 1939 - 1945

Percival produced the Petrel and Gulls for the Air Ministry, these being used for communication. Later they needed a training aircraft thus the Proctor (**Photo 07**) was born using the Vega Gull design and altered to suit their requirements for wireless operations. They were used at all signal schools in the UK, Australia, South Africa, India, Ceylon and Trinidad. The Royal Navy had a version designed to fit their specification, 225 were produced in total up to 1940.



Photo 07 Percival Proctor

The Company received a contract to build the Airspeed Oxford (**Photo 08**), eventually 1355 were produced. June 3<sup>rd</sup> 1943 the Company received a contract to build Mosquitoes MK16 bombers (**Photo 09**), the first being delivered on 5<sup>th</sup> June 1944. A change in the production line was made in order to build Specialised Long Range photo reconnaissance MK34 aircraft for use by the RAF in south-east Asia against the Japanese. In total Percival built 229 Mosquitoes.

The employment numbers increased from 300 in June 1939 to a peak of 1300 in 1941. The factory was bombed twice, but little damaged was done.





Photo 08 RAF Airspeed Oxford



Photo 09 De Havilland Mosquito

## THE TAKE OVER

Percival was bought by a Shipping and Oil Company, Hunting's and Son Ltd in September 1944. The mosquitoes continued until the end of the war. The Proctor (**Photo 10**) was put into production soon after the war ended as a four seater private training aircraft costing £2,900.



Photo 10 Percival Proctor



Photo 11 Percival Prentice

The Proctor stopped production to make way for a three seater Prentice training aircraft (**Photo 11**) which was contracted to the RAF. 523 were built at Luton the first one being flown in March 1946. At the same time a twin engine aircraft had been designed and called the Prince (**Photo 12**). This aircraft continued for the next ten years in different versions being built for the Royal Navy (The Prince) for the RAF (The Pembroke) and a civil version (The President)



Photo 12 Percival Sea Prince



Photo 13 Percival Provost

The final piston engine trainer was the Provost (**Photo 13**) which first flew 23<sup>rd</sup> February 1950. The initial deliveries of the Provost were made to the RAF in 1953 and it remained in service until 1969. They were exported to many countries including Rhodesia, Ireland, Sudan, Muscat, Oman, Iraq, Burma and Malaya. Now in the early 1960's the jet age was taking over and Percival had to adopt the new technology by producing the Jet Provost (**Photo 14**), now known as the Hunting Percival Jet Provost, becoming a very good Jet Trainer for the RAF.



Photo 14 Percival Jet Provost

## MY TIME AT HUNTINGS

I started at Hunting's in August 1954 at the age of 15 as a pre-apprentice as I could not be accepted as a full apprentice until the age of 16. I was used as a Gofer and a Tea Boy for the first year but I did get to work on the Pembroke line for twelve months and the Jet Provost was now in production. The next four years I worked on the Prince, Pembroke, Piston Provost and the Jet Provost. The last year of my apprenticeship I was placed in the Experimental department, by this time the company had changed hands once again and was now a part of British Aircraft Corporation (BAC).

I worked on the H107 (**Photo 15**) airliner which became the BAC111 (**Photo 16**); also a project STOL aircraft H126 (**Photo 17**) called the Jet Flap, the jet efflux came out of the jet flaps to give it short take off capabilities. I also worked on projects at BAC including Concorde (**Photo 18**), TSR-2 (**Photo 19**) and a research jet helicopter P74 (**Photo 20**) which incorporated two Napier ORYX Jet Engines.





Photo 15 Hunting H107



Photo 16 BAC 111



Photo 17 Hunting H126



Photo 18 Concorde



Photo 19 TSR-2



Photo 20 Percival P74

After finishing my apprenticeship they closed the experimental department and I was then sent down to Hurn Airport for two years following the progress of the BAC111. They then sold the Luton Company building to Vauxhall motors in 1967, shortly followed by my redundancy.

I had the best twelve and a half years of my life working for this Company.

Derek Thompson.



# HEMEL HEMPSTEAD MBC

## The First Six Months



Well, the first 6 months have now passed, and we have held 3 meetings since the sign off. First, I would like to thank all those from Luton MBC who helped make this possible, turning up at the Hemel site to help and support, and to all those from Hemel who have turned up and joined. Their membership so far stands at 4 paid up members, with a further 5 in the pipeline! The Latest sail saw 1 Hemel member turn up with a further 3 turning up to see what it's all about, and several Luton members, including Tony Dalton who managed to get to the right end of the lake this time!

The last sailing was cold and very wet, with only a few turning up, and I didn't blame anyone for not turning up!

Over the year, we saw some very old boats turn up, to be upgraded to more modern equipment, some steam boats, which were fun, but no new builds yet! I spend most of my time there sorting out new members boats, and trying to get people interested in joining. It is always great to see our own members turn up and sail, so a big thanks to those that did, to our treasurer, who never brings his boat, but brings the cash box! Indeed, this last meeting, we set a new record. Nixon Foo bought 6 boats to sail, and we had to rescue all 6 boats, including his sailing boat! Come on Nixon, charge them batteries!!!

Sailing at Hemel has ceased now till March probably, I will put new dates up on the website before Christmas.

Pete Carmen.



The Early Morning Crew Waiting to Sail



Boat waiting to sail – No transmitter available!





Graham's baby Amanda – in its pram!



Pete's Yacht Victoria - Sailing with no wind?



Sailing Model Boats on the River Gade - Hemel Hempstead, Hertfordshire.



### The History of the Water Gardens

Geoffrey Jellicoe was one of the foremost landscape architects of his generation. He championed landscape architecture throughout the 20<sup>th</sup> century, when it was only just beginning to be recognised as a profession. He wrote widely on the subject, and advocated landscape architecture as an art form as well as technical practice.

Jellicoe designed the first master plan for Hemel Hempstead New Town in 1947. Although this was not used by the Hemel Hempstead Development Corporation, the final plan was heavily influenced by his work.

In particular, the Water Gardens were retained, as a key feature in the town centre and built to his own design. They were completed in 1962. The spine of the canal, and the long views of lawns and water, help to define the town's character to this day.

Jellicoe's interest in painting and symbolism inspired a plan for the Gardens which depicted the River Gade as a serpent. The wooded bank of Lovers' Walk became its scaly back, the lawns along Waterhouse street its smooth underbelly, and the flower garden close to the water the 'howdah' (a seat for riding on the back of an elephant) strapped to its back by the foot bridges.

A notice giving the history of the water gardens - a reproduction of the text is shown on the right

# St. ALBANS MODEL ENGINEERING SHOW



The St Albans Model Engineering Exhibition was scheduled to be held at Townsend Church of England School on Saturday 29<sup>th</sup> and Sunday 30<sup>th</sup> September 2018 with setting up on the Friday at 4pm. We were to be exhibiting in the sports hall with the tables positioned along the back wall, not like last year, however when I arrived the tables had been set out almost the same as last year. Evidently there had been considerable discussion by the St. Albans Club regarding our proposed stand location, in the end, it was decided that we would be placed in the same position as last year (with a few more tables organised by our Secretary) giving us a double depth layout on one side.

With the stand location agreed and the tables in position, we added a riser all along the back edge of one side and then covered all the tables with our blue sheets. This then allowed us to position the models.

The club shop was allocated one corner and half the length of one side. I had brought along most of my 'Plastic Magic' boats these being placed along the short edge at the opposite end. The riser was allocated to Tony Martin for his plastic models; the rest was for whoever would turn up with their models. Our completed stand (in Hall 2) is shown in **Photos 1, 2, 3 and 4**. It will be noted that in **Photo 3** Terry Martin is still eating, maybe it was the same sandwich that he was eating last year? Big sandwich!



Photo 01 Club Stand



Photo 02 Club Stand



Photo 03 Club Stand



Photo 04 Club Stand



In order to provide magazine readers with a better understanding of the exhibition I have included a list of exhibitors and a copy of the exhibition layout shown in **Photos 5 and 6**.

**The St Albans and District Model Engineering Society**

St Albans and District Model Engineering Society organise this exhibition. We are an all ages society for engineering enthusiasts. Sharing ideas, solving problems and having fun. The website is [www.stalbansmes.com](http://www.stalbansmes.com) and we are on Facebook: [stalbans.mes](https://www.facebook.com/stalbans.mes). Our society stand is in the Gymnasium and the gazebo outside.

**Foyer**

RNL <https://rnl.org/>  
 Ticket Sales

**Hall 1 – Main Hall**

Moorhen Model Boat Club <http://mmbc.webplus.net/>  
 Stevenage Model Boat Club <https://sites.google.com/site/stevenagemodelboats/>  
 Model Lifeboat Appreciation Society  
 Build and fly a model plane  
 Welwyn Garden City Society of Model Engineers <https://wgcsme.wordpress.com/>  
 Materials Shop - Brian Dunn  
 Radio Control Model Forklift Trucks (On the stage)  
 Flight Simulator

**Hall 2 – Gymnasium**

Luton Model Boat Club <http://www.lutonmodelboat.co.uk/>  
 Association of Model Barge Owners  
 St Albans and District Model Engineering Society Presentation – Club models on Display, including demonstrations and the marine club sales <http://stalbansmes.com/> and Facebook: [stalbans.mes](https://www.facebook.com/stalbans.mes)  
 '00' Gauge Railway - S Leighton

**Hall 3 – New Restaurant**

Radio Control model Trucks  
 Tamiya Trucks [www.tamiyatruckin.org.uk](http://www.tamiyatruckin.org.uk)  
 Truck Shop

**Halls 4 to 7**

Royal Spithead Review  
 West London Meccano Society – Meccano Display [www.users.zetnet.co.uk/dms/meccano/wlms.html](http://www.users.zetnet.co.uk/dms/meccano/wlms.html)  
 Meccano shop  
 'N' Gauge Model Railway – Stevenage Model Railway Club [sandmodelrailway.org.uk/](http://sandmodelrailway.org.uk/)  
 Handley Page Association [www.thevictorassociation.org.uk/?page\\_id=33](http://www.thevictorassociation.org.uk/?page_id=33)  
 Locomotive Club of Great Britain [www.lcgb.org.uk/](http://www.lcgb.org.uk/)  
 Stevenage Model Railway Society – '00' Gauge Layout [/sandmodelrailway.org.uk/](http://sandmodelrailway.org.uk/)

**Outside – all organised by St Albans and District MES** <http://stalbansmes.com/> and Facebook: [stalbans.mes](https://www.facebook.com/stalbans.mes)

Miniature Railway Track – Free Passenger rides  
 'Have-a-go' Radio Control Model boats and Model Boat Demonstrations – See timetable  
 Toy Steam Display  
 Steam Locomotive Demonstration track  
 Club Jumble and model sales  
 Radio Control Planes, Helicopter and Drone flying displays [www.motorsandrotors.com](http://www.motorsandrotors.com)

**Don't forget lunches, cakes and hot and cold drinks are available in the Cafeteria**

Photo 05 List of Exhibitors

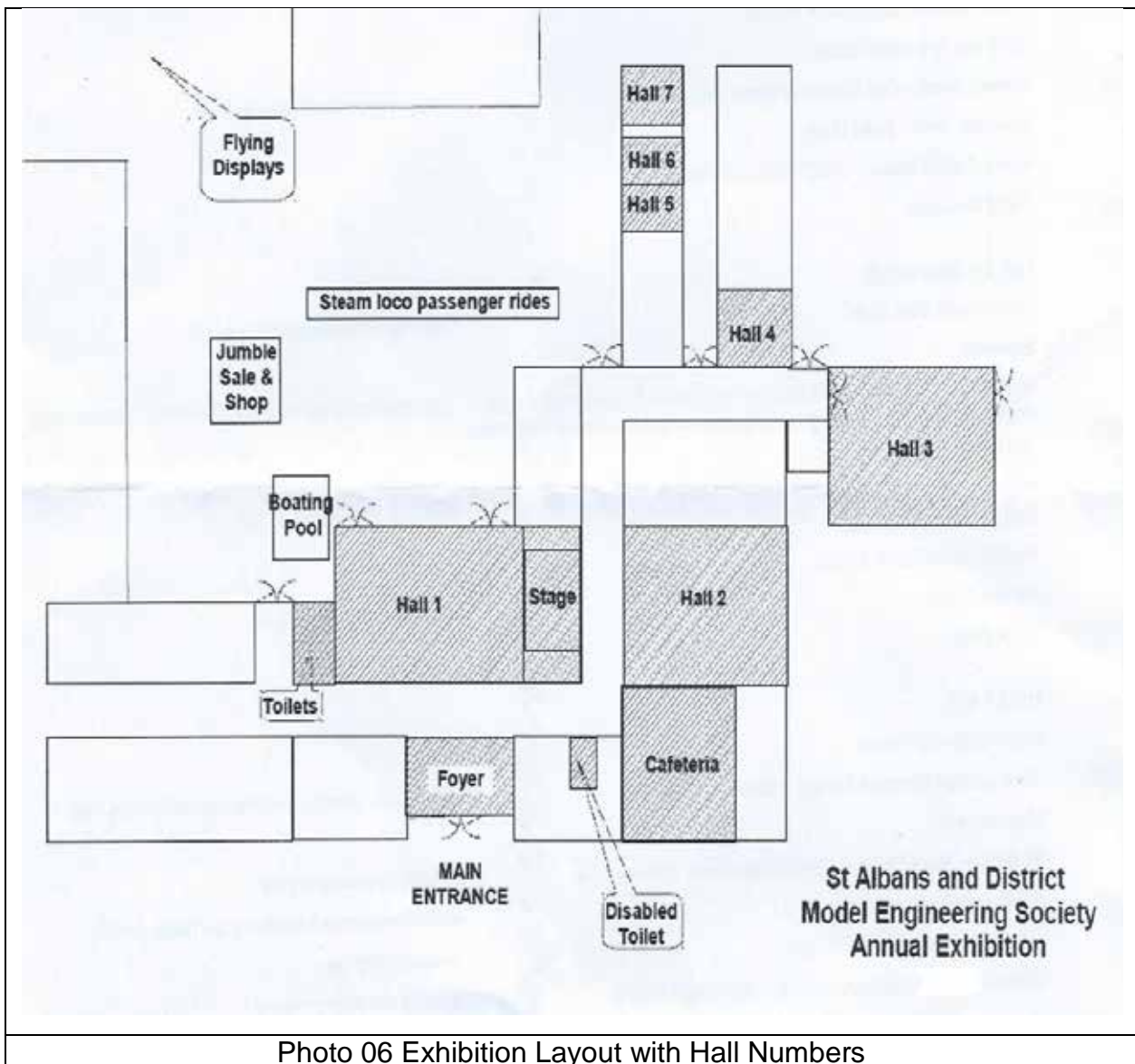


Photo 06 Exhibition Layout with Hall Numbers

Saturday, the first full day of the exhibition commenced with a number of members visiting the Mulberrys cafe, London Road, St. Albans for breakfast. I being too lazy to get up early in the morning arrived a little later having purchased a coffee and a cake from the local Simmons Bakery. After an initial discussion with the organisers we were informed that the 'Slot Car' racing organisation were not going to turn up and in order to help out and fill the resulting void we increased our stand size yet again by adding yet another row of tables to our stand, and the Association of model barge owners put up a small stand to fill out even more of the open space.

The St. Albans Club also had stands in Hall 2 of particular interest was an array of items marketed by Messer's Bassett Lowke shown in **Photos 7 to 18**, of which the following historical information was supplied by Terry Summers of the St. Albans Club.

The Company originally started in 1899 by Wenman Bassett-Lowke as an off-shoot of his father's business of T.J. Lowke & Sons and became a limited company in 1910.

Although the company had a manufacturing base in Northampton, the main core of the business was contracting other companies to product products that were sold via an annually produced catalogue. The first catalogue was produced in 1901.

Companies supplying goods for sale by Bassett-Lowke were many. Amongst those, the best known are Bing, Carette and Marklin from the Nuremburg area of Germany, who supplied tinplate trains and toys.

In the UK, in the early days, Wintringham Ltd, Twining Models and Brighton Manufacturing Company were the main contractors. You will see from the range of products shown in the photographs that Bassett-Lowke catalogues listed many well known British companies' goods.

In 1932 their shops were in Holborn London, Manchester, Northampton, Edinburgh and an agent in Paris.

Terry Summers



Photo 07 Bassett Lowke



Photo 08 Bassett Lowke



Photo 09 Bassett Lowke



Photo 10 Bassett Lowke





Photo 11 Bassett Lowke



Photo 12 Bassett Lowke



Photo 12 Bassett Lowke



Photo 14 Bassett Lowke



Photo 15 Bassett Lowke



Photo 16 Bassett Lowke



Photo 17 Bassett Lowke



Photo 18 Bassett Lowke

Also of particular interest was a Bassett Lowke radio controlled model boat 'QUEEN' (**Photos 19 and 20**). The hull was made for Bassett-Lowke around 1934. She is 50 inches in length with a beam of 10½ inches. The hull is fabricated from wood with formers. The superstructure was built to a Bassett-Lowke plan. Her nameplate is halfway down the hull and is made from cast brass. The original motive power was an internal combustion engine driving twin contra rotating propellers, presumably via a Bassett-Lowke gear system as advertised in their 1934 catalogue. The cooling water intake for the engine is still present downstream of one propeller. Around 1950 the vessel had a valve Radio Control system installed and presumably at the same time the motive power was changed to a pair of 12 volt electric motors with field coils. These motors are coupled to the original propeller shafts with Meccano chain and sprocket wheels. The boat has had a hull repaint, leaving the 'Bassett-Lowke' label on the stern intact. From the pagination this paintwork it is old. The Radio Receiver is a four valve superhet and the transmitter has three valves. The radio has tuned reeds and relays for control (**Photo 21**). The original ED sequential steering servo is present. The control box of the transmitter (**Photo 22**) has buttons for Forward, Reverse, Port and Starboard. The original radio control has been left in the boat and a modern digital radio control system, which is un-plug-able, is concealed within the hull. Thus the boat is in the original 1950's state, after conversion from the 1935 IC, non controllable model.



Photo 19 Bassett Lowke 'QUEEN'



Photo 20 BL 'QUEEN' With Radio Gear





Photo 21 Queen Radio Receiver



Photo 22 Queen Radio Transmitter

**Photos 23, 24 and 25** show the remainder of the St Albans Exhibits within Hall 2. The bull dozer in **photo 25** was scratch built and fully working, shovelling up large pebbles and dumping them in the plastic container. This resulted in some very loud bangs!



Photo 23



Photo 24



Photo 25

Photos 26 and 27 are of the St. Dunmore Railway that was just behind us in Hall 2 the information in photo 27 fully explains the layout.



Photo 26 St Dunmore Railway Layout

**ST DUNMORE**

Scale: 4 mm Gauge: 00  
Owners: Stephen, Petra and Victoria Leighton  
e-mail: [sleigh57@yahoo.co.uk](mailto:sleigh57@yahoo.co.uk)  
Telephone: 01727 823466

Set in the early 60's, St Dunmore is a fictitious small town terminus in Southern England. The track layout is a simple inglenook formation using a combination of Peco streamline medium and long points, to allow trains to glide realistically in and out of the station.

The baseboard was constructed using 2x1 inch timber topped with 1/2 inch chipboard, heavy, but very robust. All track and scenery are off the shelf products and rolling stock is a mixture of Hornby, Bachmann, Heljan, Lima, Kleinbahn and Liliput.

Since the layout is end to end an automated shuttle service has been incorporated in the design to allow the operators to rest, drink tea, and enjoy watching the trains run themselves. The layout is also capable of being run in digital format. Watch out for some European visitors!  
If you have any questions please do not hesitate to ask!

Photo 27 St Dunmore Layout Information



Photo 28 Model Barge Owners



Photo 29 Model Barge Owners



Photos **28 and 29** show the quickly erected and positioned A.M.B.O stand to fill in for the Slot car racing club that did not arrive.

Going on 'Walk About' so to speak I ventured down to the far end of the school to Hall 3 which was the Truck area. This was early on Saturday morning so there was not a lot of activity going on however photo's **30, 31, 32 and 33** will give a reasonable idea of the road layout including a small layout for the budding newcomers (**Photo 31**) to practice their skills at driving the truck models.



Photo 30 Trucking Area



Photo 31 Trucking Area



Photo 32 Trucking Area



Photo 33 Trucking Test Track Area

Moving along from the truckers my next stop was the Handley Paige Aircraft stand, tucked in a corner along the corridor displaying some fine plastic models. The company was founded by Sir Fredrick Handley Page in 1909 as the United Kingdom's first publicly traded aircraft manufacturing company. It went into voluntary liquidation and ceased to exist in 1970. The company was based at Radlett Aerodrome in Hertfordshire, and noted for its pioneering role in aviation history and for producing heavy bombers (Victor) and large airliners. **Photo 34** shows the display stand.



Photo 34 Handley Paige Stand

Adjacent to the Handley Paige stand was a stand (**Photo 35**) with a notice reading 'Victory on Tour' and displayed a number of models typical of what you may find within a Show Ground or Fair. All the models had moving parts complete with music, very entertaining.



Photo 35 Victory on Tour Show Ground

Along the corridor Stevenage and District Model Railway Club had a couple of model train layouts in a side room **Photos 36 and 37**





Photos 36 and 37 Stevenage Model Railway Club Track Layouts

Close by was another model train layout 'Dorivale' the track layout information provided by the owner reads as follows:

This 4mm: 1ft scale 009 layout was constructed in the 1970s to help promote an idea for a narrow gauge leisure railway in Stevenage. After a few years it fell into disuse and the baseboard was stored – latterly spending 25 years in a garden shed! When it was rediscovered in 2014, the track was still in place but all that remained of the scenery was the platform with a broken fence, a warped card-built hut and half a dozen straggly trees. Leaving the track arrangement unaltered, the layout was refurbished and extensively 'forested'. New features were added (and continue to be - in 2017, an abandoned siding has appeared!) plus locomotive, coaches and wagons from the German 'Minitrains' range. It now represents a 'working' narrow gauge railway of about 2ft (60cm) gauge, with freight and passenger trains operated by both steam and diesel locomotives. Coal and timber are the main traffics in one direction, while loads of potash (in small 'tipper' wagons) and iron ore are carried the other way. Trains of empty wagons run in the opposite directions. Passenger trains are usually formed of one coach, but a baggage coach or a goods van is sometimes attached for carrying mail and parcels, and ordinary mixed goods trains also run from time to time.

The location and period portrayed? We leave this entirely to the viewer's imagination

**Photo 38.**



Photo 38 Dorivale Model Train Layout



On the opposite side of the corridor was the Spithead Review. All these model are made from thin plastic card. They can be seen all laid out in the large side-room (**Photo 39**). Getting into conversation with one of the attendants, he was explaining that the layout has reached its maximum size due to problems with transportation. The number of models will only increase if they can be accommodated within an existing display base. Each base is coded. Base **A1** with its models fits into box **A1**; a typical packing box is shown in **Photo 40** which provides information of how to correctly place the display into the box.



Photo 39 Spithead Review



Photo 40 One of the Packing Box's

Along the corridor in other side room were the Meccano models, some of these are shown in **Photos 41 to 50**.



Photo 41 Meccano Models



Photo 42 Meccano Models



Photo 43 Meccano Models



Photo 44 Meccano Models

The Meccano model in **Photo 45** is a Tunnel Boring Machine similar to that used in the 'Cross Rail' project.

The crane in **Photo 47** included the following information:

Since all Meccano boys are interested in cranes I am sure my fellow 'M-M' readers (Meccano Magazine) will be interested in this photograph, writes Norman Jolly of Valetta Malta.

This crane, which is now being used for heavy work in the Malta Dockyard, was built in 1916 by Cowans, Sheldon & Co. Ltd. of Carlisle. The lighter on which it stands was constructed by Sir W. G. Armstrong Whitworth & Co. Ltd. in the same year.

The maximum load on both main pulley blocks is 250 tons – 125 tons on either of them. The total load on the auxiliary block or trolley is 30 tons on each, whilst an additional block lifts 5 tons. The crane was first tested in Malta on 9<sup>th</sup> July 1926, an additional block having been fixed in position in 1924,



Photo 45 Meccano Models



Photo 46 Meccano Models



Photo 47 Meccano Models



Photo 48 Meccano Models

The model in **Photo 48** is of the 'Never Stop' Railway that was installed at Wembley for the 1925 exhibition. It was a type of step on – step off railway system with its carriages continually moving.

This system was more correctly known as the 'Adkins-Lewis Rapid Varying Speed Continuous Transport System' after its designer William Yorath Lewis, who formed a company – Never Stop Railway (Wembley) Limited, to operate the exhibition line.



The model shown in **Photo 49** is of the Titan Crane based in Table Bay, South Africa.



Photo 49 Meccano Models



Photo 50 Meccano Models

The notes attached to the model of St. Pauls Cathedral shown in **Photo 51** contained the following information:

**Constructed: 1675 - 1711**

**Designed by Sir Christopher Wren: 1632 - 1723**

**Scale: 1:150**

Built on an MDF base with 2mm diameter holes at 19.05mm centres this model is built on a frame using 1.9mm diameter rods.

Using standard Bayko parts from both the Meccano and Plimpton era many bricks have been cut or adapted to provide a more realistic representation.

Traditional architectural modelling methods using foamed PVC and Plasticard have been utilised for floors, cornices and window surrounds.

Above the Parapet level the two Towers, Dome and Cupola have been 3D printed using Sketchup as the design software.



Photo 51 St Pauls Cathedral

Moving back to the Main Hall No1, up on the stage was the Fork Lift Trucks **Photo 52**. Looking at the photo it seems to be all trucks and no Fork Lifts?



Photo 52 Fork Lift Trucks on the Stage of Hall 1

Wondering around the Hall I found the Moorhen Club from Harlow **Photos 53 to 55**. Brian Dunn's stand with the plastic kits and assorted materiel's **Photo 56**.



Photo 53 Moorhen Club Stand



Photo 54 Moorhen Club Stand



Photo 55 Moorhen Club Stand



Photo 56 Kits & Materials – Brian Dunn





Photo 57 Stevenage MBC



Photo 58 Steven MBC

Stevenage Stand is shown in **Photos 57 and 58**. The Life Boat Stand **Photo 59** and the Welwyn Garden City SME **Photo 60**.



Photo 59 Life Boat Stand



Photo 60 Welwyn Garden City SME

Just inside the back door was the 'Build and Fly a Model Aeroplane' stand **Photo 61** where people of all ages can purchase a simple glider aeroplane that can be slotted together and then flown (mostly children?) and just stepping outside there was a demonstration of working static steam engines by the St. Albans Club **Photo 62**.



Photo 61 Model-Self Build-Aeroplanes



Photo 62 Static Steam Engines

Venturing further afield there was live steam with a Traction Engine driving a power saw (**Photo 63**) and a Steam Train running up and down on a short length of track **Photo 64**.



Photo 63 Traction Engine & Power Saw



Photo 64 Steam Train Running on Rails

Walking further out to the flying field I came across a Hot Air Balloon being flown, if that's the correct terminology **Photos 65 and 66**.



Photo 65 Hot Air Balloon



Photo 66 Hot Air Balloon

Out on the flying field I found one aircraft about to be flown (**photos 67 and 68**) but found it impossible to take a photograph of the aircraft when it was flying.



Photo 67 Preparing Aircraft to Fly



Photo 68 Taxing Prior to Take-off



Retracing my steps I came across a lonely Steam Lorry which seemed to be looking for some children to take a ride on its flatbed **Photo 69**.



Photo 69 Flatbed Steam Lorry



Photo 70 Jumble Shop & Model Sales

I also found the St Albans Club Jumble Shop that had an array of models for sale **Photo 70**. Opposite the shop was the artificial pond with the 'Have-a-Go' boats mainly set up for the young children to enjoy, however in between these allotted times the model clubs are allocated some time for demonstration purposes.

**Photo 71** shows Pete Carmen and Terry Martin patiently waiting for our clubs allotted time to begin so that they can have a play! Looks like Terry has lost his sandwich – silly me he's eaten it!



Photo 71 Pete and Terry awaiting to play model boats

Well that concludes the report on the St. Albans Model Engineering Exhibition hope you enjoyed its contents. Many thanks to the St. Albans Club for the invitation to join them and take part.





# **WARWICK INTERNATIONAL MODEL BOAT SHOW**

As arranged, I collected Derek (Thompson) from his house on Friday morning 9<sup>th</sup> November, at about 9.30am. Ground was damp under foot from the overnight rain but there was a bright sky and therefore the anticipated road trip up to Warwick should not be an unpleasant one. We proceeded in a general northerly direction to join the M1 at junction 11A. This is a new junction near the village of Charlton. Traffic was fairly busy on the motorway with lots of articulated Lorries filling its lanes, not helped by the road works spanning the centre section which seemed to go on for miles.

We left the M1 at junction 17 to join the M45 and continued on until we came upon a large round-about where the road changes to the A45. At this point we turned left at the Travelodge/MacDonald's onto the B4453 (straight mile) and proceeded across country, traversing the Oxford road and joining 'Fosse Way' roman road (B4455) and continuing all the way to the Warwickshire Exhibition Centre, journey time just over an hour. Not bad for a 'Grumpy old Git'

There was no problem parking reasonably close to the entrance as there was plenty of room, I had also pre-booked our entrance tickets, firstly because it is cheaper and secondly to avoid any queues, however as we arrived a little later than the advertised opening time there was no queue, thus we were able to walk straight into the exhibition.

As I had anticipated doing an article about this exhibition for the Club Magazine (which you are now reading I hope) the plan was to walk around and enjoy the exhibits making a note of anything of specific interest, have some refreshments, make purchases as required and then go around and take photos of the exhibits to be included as part of the magazine article.

Shortly after arriving we came across some fellow club members Mike Skuse, Dave Thompson and Peter Carmen followed by two Hemel Hempstead members Brian and Mark Charles and a little later on Jim Stenhouse, so we were not short of company. A list of Trade and Club Exhibitors are listed below.

## **Trade Exhibitors:**

**Five Star/Starloc Adhesives**

**Linkspan Models Ltd**

**Mantua Model UK Ltd**

**Microgyros**

**Mount Fleet Models**

**Protean Design**

**SHG Model Supplies**

**Tony Green Steam Models**

**Vintage Model Boat Company**

**Component Shop**

**Howes Models**

**Macs Mouldings**

**Mastman**

**Models by Design**

**Power Bond Adhesives**

**RSC Scale Models**

**Slec Ltd**



## Club Exhibitors:

Ark Royal Display

Black Park Model Boat Club

Bournville Radio, Sailing & Model Boat Club

Daventry Model Boat Club

Gloucester & District MBC

Kent Model Boat Display Team

Kingsbury Water Park Model Boat Club

Lake Bank Model Boat Club

Moorhen Model Boat Club

Phoenix Marine Model Boat Club

Royal Spithead Review & Keel Historic Harbour

Stevenage Model Boat Club

Tamiya Truckin

West Wales Model Boats Club

Worcester Model Boat Club

Air Water Land Model Group

Association of Model Barge Owners

Blackheath MPBC

Coventry Model Boat Club

Droitwich Spa Model Boat Club

Happy Hobby Modellers

King Lear Model Boat Club

Knightcote Model Boat Club

Lifeboat Enthusiasts Society

Northampton & District Model Boat Club

RNLI

Shepton Mallet Drifters

Surface Warships Association

The Southern Model Display Team

Wicksteed Park Model Boat Club

The first photo is of the Kingsbury Water Park MBC with a model of the Bismarck taking centre stage. Next to them was our close neighbours Stevenage MBC who also had a model of the Bismarck on their stand together with a model of a Fairey Huntsman that I built for Chris Jackson, it is just discernible at the far end of the stand on the shelf.



Photo 1 Kingsbury MBC



Photo 2 Stevenage MBC

Next to them was the Kent Model Display Team followed by the Happy Hobby Modellers and tucked in the corner was a splendid model of the Titanic probably about 150<sup>th</sup> scale. Got into deep discussion about the three Olympic class vessels with particular reference to the Olympics Life Boats following its modifications, as I have not been able to find any definitive details about where all the 68 life boats had been fitted.



Photo 3 Kent Model Display Team



Photo 4 Happy Hobby Modellers



Photo 5 150<sup>th</sup> Scale? Titanic Model

**Photo 6** is a couple of Hovercraft on the Bournville MBC stand followed by a fine display of model boats on the Coventry MBC in **Photo 7**.



Photo 6 Bournville MBC



Photo 7 Coventry MBC



Next was a model that nobody could mistake HMS Ark Royal at 1/72<sup>nd</sup> scale it measured 13 ft long and 105 Kg in weight with full ballast. A truly magnificent model **Photo 8**



Photo 8 HMS ARK ROYAL

The model was commenced in 1992. Plank on frame construction. Oak keel with plywood frames, bamboo stringers with steamed 1/8" red cedar planking pinned and glued with Castamite. Exterior coating using West System two part epoxy. Flight Deck MDF, island and fittings plastic card.

The Model is powered by a 12 volts car battery, driving four 'Ford Fiesta' blower motors (50p each from a scrap yard). Four electronic speed controllers provide independent control of each motor. Radio function is controlled by a Fleet, 7 channel 40Mhz Radio Transmitter.



Photo 9 Southern Model Display Team

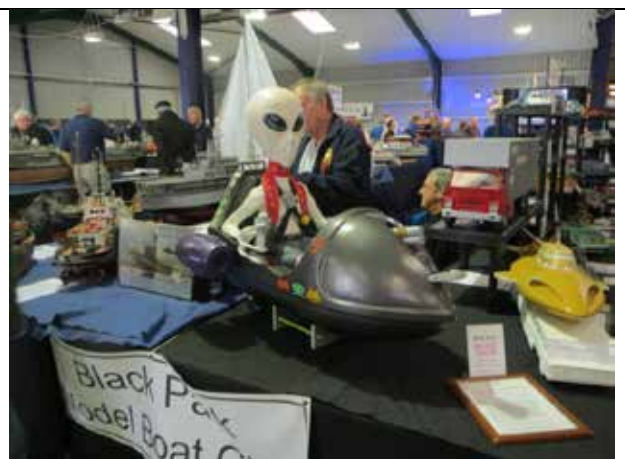


Photo 10 Black Park MBC

**Photo 9** shows a model of a Ferry on the Southern Model Display Team and **Photo 10** shows ET playing on his water bike (Black Park Stand). **Photo 11** is of the exhibition boating lake, sailing an assortment of Ferry's and Cruise Ships.



Photo 11 Exhibition Boating Lake with Ferries and Cruise Ships on Display

**Photo 12** is of the King Lear MBC stand who was celebrating their 10<sup>th</sup> anniversary, congratulations to all their members. You will note their novel way of displaying even more boats on the stand; hang them up.



Photo 12 10<sup>th</sup> Anniversary



Photo 13 Model items from the Past

Photo 13 is of the Northampton and District Model Boat Club stand. Amongst their many models on display was an assortment of models and parts from the past which I am certain brought back many memories to the older generation of model makers?

Next to them was the Lake Bank MBC displaying an array of barges and a couple of submarines etc. **Photo 14.** and then the Phoenix Marine Model Club displaying a couple of fine Police Launches **Photo 15.**





Photo 14 Lake Bank MBC



Photo 15 Phoenix Marine Model Club

Worcester Model Boat Club were displaying a large model of Donald Cambell's Bluebird (Jet Propelled?) and a excellent model of a barge, all open, so one could look at the fine detail fittings inside the cabin area **Photos 16 & 17.**



Photos 16 & 17 Worcester MBC Large Bluebird Model and Barge interior fittings



Photo 18 Gloucester & District MBC



Photo 19 HMS Ramillies

**Photo 18** is of a section of the Gloucester & District MBC displaying an array of MTB's, MGBs, Patrol boats and at the far end some fine examples of motor cruisers.

**Photo 19** is a large model of the Battleship HMS Ramillies with working lights (one is shining in the photo) which is displayed on the West Wales MBC. You may observe that the spelling of the ships name 'Ramillies' is different to the way I have spelt it?



Photo 20 Tamiya Truckin



Photo 21 Tamiya Truckin

In the centre of the main floor area was the Tamiya Truckin layout shown in **Photos 20 and 21**. Never seemed to be very much action going on as in photo 20 however in **Photo 21** there is just one truck manoeuvring (the one with its lights on). Definitely not as much activity as at the St. Albans Engineering show.





Photo 22 Coco Cola Truck



Photo 23 Coco Colas Truck - Illuminated

**Photos 22 and 23** show the Coco Cola Truck as seen in the TV advert, with and without illumination.



Photo 24 Association of Model Barge Owners



Photo 25 Drifters MBC

**Photo 24** shows the Association of Model Barge Owners stand and amazing as it may seem it was full of old barges.

**Photo 25** is a picture of a little FROG 'Revmaster' motor. The Frog electric motor was manufactured by international model aircraft ltd. Merton London S.W.19. The FROG name comes from '**Flies Right Off Ground**' The company was in business from 1932 until 1976, they were the first company to market plastic kits and in the early years were one of the innovators in the world of popular flying and model aircraft kits.

The Frog Revmaster runs on 4 to 6 volts and this motor proved to be an excellent choice for use in small boats. Information supplied by the Drifters MBC.



Photo 26 Endangered Species



Photo 27 Exhibitions Most Important Stand

**Photo 26** also found on the Drifters Stand which brought a smile to my face as it was entitled 'Endangered Species Marine Modeller'. Finally **Photo 27** The Refreshment Area was probable the most sort after stand in the exhibition. After walking around for nearly two hours a nice cuppa and a cake were most welcome.

Trust this article has been informative enough for you to be encouraged to attend the exhibition next year and write the article for the magazine.....Yes I know 'No Chance' leave it to the 'Chosen Few'.

Editor



# **CLUB ACTIVITY DATES and SHOW INFORMATION**



## **2018**

Monday 10 <sup>th</sup> Dec	Fish and Chip Supper - Bushmead Hall.
Sunday 16 <sup>th</sup> Dec	<b>Pigs in Blankets and Mince Pie Sunday PLUS SANTA RUN.</b>
Friday 28 <sup>th</sup> Dec	Christmas Sail from 10am. Festive Lunch at Moat House (Lunch to be pre booked).

## **2019**

Sunday 13 <sup>th</sup> Jan	<b>Bacon Roll Sunday.</b>
Monday 14 <sup>th</sup> Jan	Club Evening Meeting – Bushmead Hall.
Fri/Sat/Sun 18/19/20 <sup>th</sup> Jan	London Model Engineering Exhibition Alexandra Palace.
Monday 11 <sup>th</sup> Feb	Club Evening Meeting – Bushmead Hall.
Sunday 17 <sup>th</sup> Feb	<b>Bacon Roll Sunday.</b>
Monday 11 <sup>th</sup> March	Club Evening Meeting – Bushmead Hall.
Sunday 17 <sup>th</sup> March	<b>Bacon Roll Sunday.</b>
Sunday 21 <sup>st</sup> April	IPMS Milton Keynes.
Sat/Sun 27/28 April	Beal Park.
Sunday 26 May	Luton Carnival.